

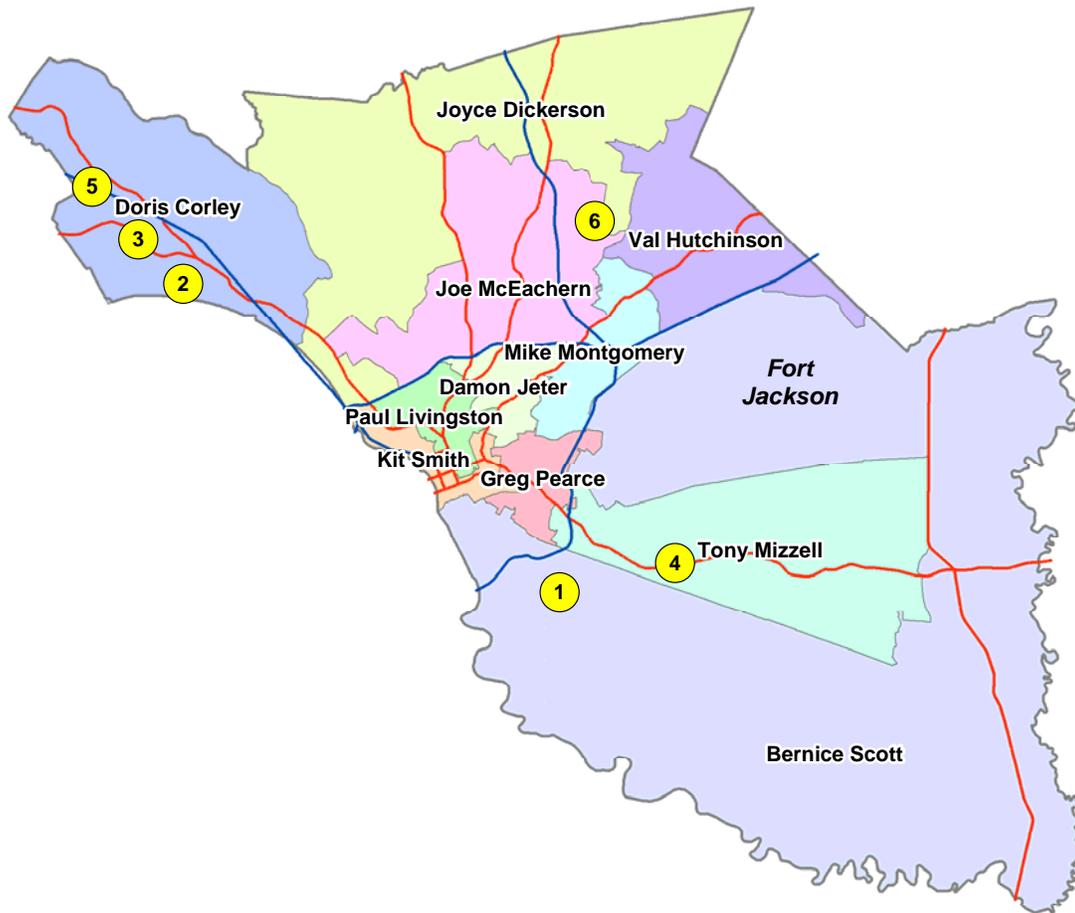
RICHLAND COUNTY  
PLANNING COMMISSION



JULY 11, 2005



# RICHLAND COUNTY PLANNING COMMISSION JULY 11, 2005



CASE NO.	APPLICANT	TMS NO.	LOCATION	DISTRICT
1. 05-56 MA	Chinese Culture Center c/o Lea Walker	16104-02-09	Branning Road / Pineview Road	Scott
2. 05-77 MA	Insite Group LLC - Scott Bolo	03201-01-02(p) / 06(p)	Dreher Shoals Road	Corley
3. 05-78 MA	Phillips Savage	02412-01-09	Dutch Fork Road	Corley
4. 05-79 MA	George H. Bunch	21800-01-06(p)	Lower Richland Blvd. & Garners Ferry Rd.	Mizzell
5. 05-80 MA	David Lever c/o Julie Rhame	01700-09-03	Old Hilton Road@I-26	Corley
6. 05-81 MA	Tammy H. Barkoot	17400-05-23	Longtown Road	McEachern





**RICHLAND COUNTY PLANNING COMMISSION**

**Monday, July 11, 2005**

**Agenda**

**1:00 PM**

**2020 Hampton Street  
2<sup>nd</sup> Floor, Council Chambers**

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

**I. PUBLIC MEETING CALL TO ORDER** Howard VanDine, Chairperson

**II. PUBLIC NOTICE ANNOUNCEMENT**

**III. PRESENTATION OF MINUTES FOR APPROVAL**

Consideration of the June 6, 2005 minutes.

**IV. AGENDA AMENDMENTS**

**V. OLD BUSINESS**

**VI. NEW BUSINESS - SUBDIVISION REVIEW**

<b>PROJECT #</b>	<b>NAME</b>	<b>LOCATION</b>	<b>UNITS</b>	<b>PAGE</b>
SD-05-202	Norton S/D	Grover Wilson Road TMS # 23600-01-01	3	<b>(1)</b>
SD-05-216	Chandler Hall S/D	Bitternut Road TMS # 22009-01-25 & 21900-03-04	176	<b>(11)</b>
SD-05-217	Flora Springs Park S/D	Flora Drive TMS # 20004-01-04 & 20101-04-02/03	68	<b>(29)</b>
SD-05-218	Eagles Glen S/D [Phase IV]	Talon Way 17700-01-15	65	<b>(41)</b>

SD-05-262	Kingston Ridge S/D	Caughman Road 19100-04-03	151	<b>(53)</b>
SD-05-277	Weston Place S/D [Phase II]	Reese Road 30500-02-04 (portion)	5	<b>(67)</b>
SD-05-280	Twin Oaks S/D [Phase III]	Rawlinson Road 21900-01-02	15	<b>(77)</b>
SD-05-313	Stonington S/D [Phase III]	Wilson Boulevard 14800-05-24/25/27	65	<b>(87)</b>
SD-05-314	Jacobs Creek S/D [Phase IV]	Jacobs Creek Drive 25900-03-14	49	<b>(99)</b>
SD-05-316	Norton S/D	Winnsboro Road 10000-02-15 (portion)	4	<b>(111)</b>
SD-05-317	Grooms Grove S/D	Lost Creek Drive 05200-03-75 (portion)	6	<b>(121)</b>
SD-05-37	Ascot Estates S/D [Phase VII]	Kennerly Road 04200-04-01	38	<b>(131)</b>
SD-05-274	Heyward Brockington Minor S/D	Heyward Brockington Road 09702-01-08	3	<b>(147)</b>

## VII. NEW BUSINESS - ZONING MAP AMENDMENTS

CASE # 05-56 MA		<b>Page</b>
APPLICANT	Chinese Culture Center c/o Lea Walker	<b>(157)</b>
REQUESTED AMENDMENT	M-1 to C-3 (1.79 acres)	
PURPOSE	Chinese Culture Center	
TAX MAP SHEET NUMBER (S)	16104-02-09	
LOCATION	Branning Road / Pineview Road	

CASE # 05-77 MA		<b>Page</b>
APPLICANT	Insite Group LLC – Scott Bolo	<b>(167)</b>
REQUESTED AMENDMENT	RU/RG-2 to PDD (15 acres)	
PURPOSE	Single/Multi-Family & Commercial	
TAX MAP SHEET NUMBER (S)	03201-01-02(portion) / 06(portion)	
LOCATION	Dreher Shoals Road	

CASE # 05-78 MA			<b>Page</b>
APPLICANT	Phillips Savage		<b>(179)</b>
REQUESTED AMENDMENT	RU to C-3	(0.467 acres)	
PURPOSE	Commercial Use		
TAX MAP SHEET NUMBER (S)	02412-01-09		
LOCATION	Dutch Fork Road		

CASE # 05-79 MA			<b>Page</b>
APPLICANT	George H. Bunch		<b>(189)</b>
REQUESTED AMENDMENT	D-1 to C-3	(21.66 acres)	
PURPOSE	Commercial Development		
TAX MAP SHEET NUMBER (S)	21800-01-06(portion)		
LOCATION	Lower Richland Boulevard & Garners Ferry Road		

CASE # 05-80 MA			<b>Page</b>
APPLICANT	David Lever c/o Julie Rhame		<b>(200)</b>
REQUESTED AMENDMENT	RU to C-3	(3.56 acres)	
PURPOSE	Commercial / Light Industrial		
TAX MAP SHEET NUMBER (S)	01700-09-03		
LOCATION	Old Hilton Road@I-26		

CASE # 05 – 81 MA			<b>Page</b>
APPLICANT	Tammy H. Barkoot		<b>(209)</b>
REQUESTED AMENDMENT	RU to C-3	(1.06 acres)	
PURPOSE	Retail Car Sales		
TAX MAP SHEET NUMBER (S)	17400-05-23		
LOCATION	Longtown Road		

**VIII. NEW BUSINESS – TEXT AMENDMENTS**

- a. Digital Data Submission.....(Page 219)
- b. Vesting of Subdivision Development Rights.....(Page 225)

**IX. ROAD NAME APPROVALS.....(Page 235)**

**X. COUNTY COUNCIL ACTIONS REPORT**

- a. Actions taken by County Council during the month of June.

**XI. OTHER BUSINESS**

- a. Discussion of Wholesale Trade Land Uses in the General Commercial Zoning District.....(Page 239)

**XII. PLANNING DIRECTOR'S REPORT**

**XIII. ADJOURNMENT**

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

July 11, 2005

<b>Applicant:</b> Steve Reynolds		<b>Minor Subdivision Plans For:</b>	
<b>RC Project #:</b> SD-05-202		Edward Wilson Minor S/D	
<b>General Location:</b> Grover Wilson Road near the Kershaw Co Line			
<b>Tax Map Number:</b> 23600-01-01 (p)			<b>Current Zoning:</b> RU
<b>Subject Area:</b> 3.3 acres	<b>Number of Units:</b> 3	<b>Gross Density:</b> 1.0 DU/acres	
<b>Sewer Service Provider:</b> Septic Tank		<b>Water Service Provider:</b> 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..." It is the Department's position that compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

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

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

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

**Traffic Impact Discussion**

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

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road is 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	Not classified	
<b>Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)</b>	<b>8600</b>	
Estimated Traffic Generated By The Proposed Project	29	
Current Volume At The Nearest Count Station # Located @	Not Counted	
Estimated Traffic Count <b>With</b> the Proposed Project	NAp	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>NAp</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old.**

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

The proposed subdivision will have little effect on the traffic flow of 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 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	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 site is mostly vegetated by pine trees. Some timbering activities have occurred on portions of the parent tract.

**Compatibility with the Surrounding Area**

The proposed project is adjacent to three residences divided from the parent tract about two years ago. The proposed project is compatible with the adjacent development.

**Discussion of Applicable Comprehensive Plan Issues**

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

The subject site is designated as Low Density Residential in the Rural Area of the I-77 Corridor Subarea Plan Proposed Land Use Map. The subject project is consistent with this designation.

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department’s position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations/Principles of the Comprehensive Plan. The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, on pages 31 and 42 respectively, are discussed below:

Objective –Discourage urban development of the County’s prime agricultural areas

The proposed three lot subdivision continues a trend of “stripping out rural roads” for one acre lots. While one-acre lots are low density development, the lots are not large enough to be truly “rural” development to really “...protect the County’s prime agricultural areas...” The proposed project does not implement this Objective.

Principle –

None Applicable

**Other Pertinent Factors**

The 35 acre parent tract, TMS# 23600-01-01, was divided to create 3 one-acre parcels (depicted as A, B & C on the attached plat) about two years ago. The subject request involves 3 one-acre lots (depicted as 1, 2 & 3 on the subject plat).

Lots 1 and 2 will have a shared driveway and lot 1 will have a separate driveway. The location of the proposed driveways meets the SCDOT driveway separation requirements, both on the subject site and the adjacent driveway on tract C.

The Flood Hazard Coordinator has 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 minor subdivision plans for a 3 unit single family detached subdivision, known as Edward Wilson Minor S/D (Project # SD-05-202). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

**Findings of Fact**

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Grover Wilson 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 I-77 Corridor Subarea Plan Map land use designation.
4. The proposed project does not implement 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 plat must establish the setbacks, either graphically or by notation, for each lot; **and**
- c) Chapter 22-70 (c) of the County Code prohibits a Building Permit issued until the Department receives a copy of the **recorded** Final Plat; **and**
- d) Street addresses must be issued by Betty Etheredge @ 576-2161, prior to building permits being issued.

### SECTION III – COMMISSION RECONSIDERATION & APPEAL

#### **Reconsideration**

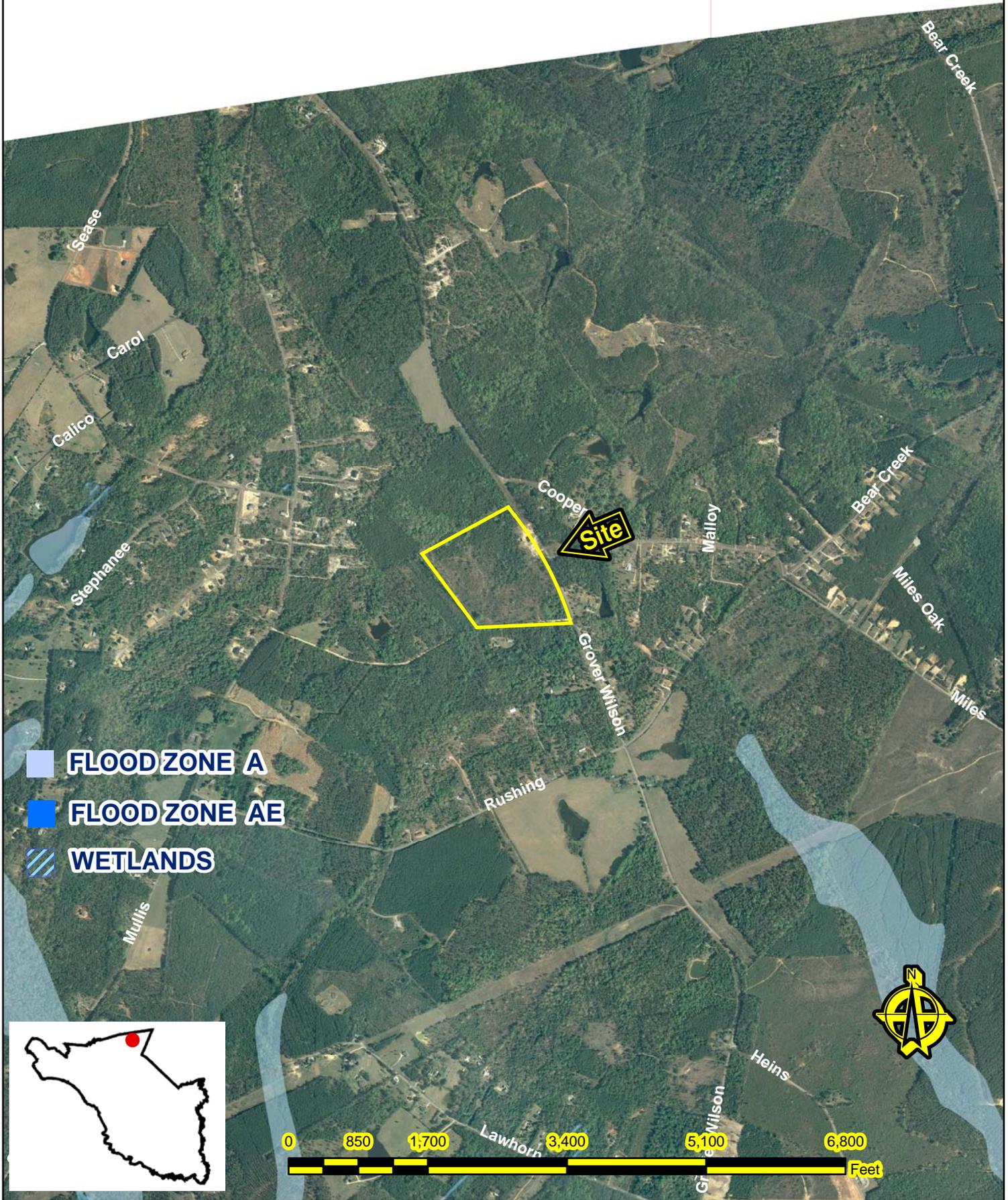
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days 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 05-202**  
**EDWARD WILSON S/D**  
**TMS 23600-01-01**

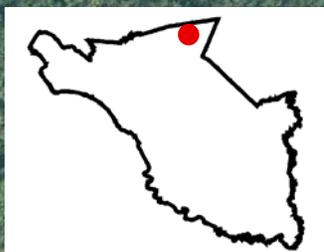


**SD 05-202**  
**EDWARD WILSON S/D**  
**TMS 23600-01-01**

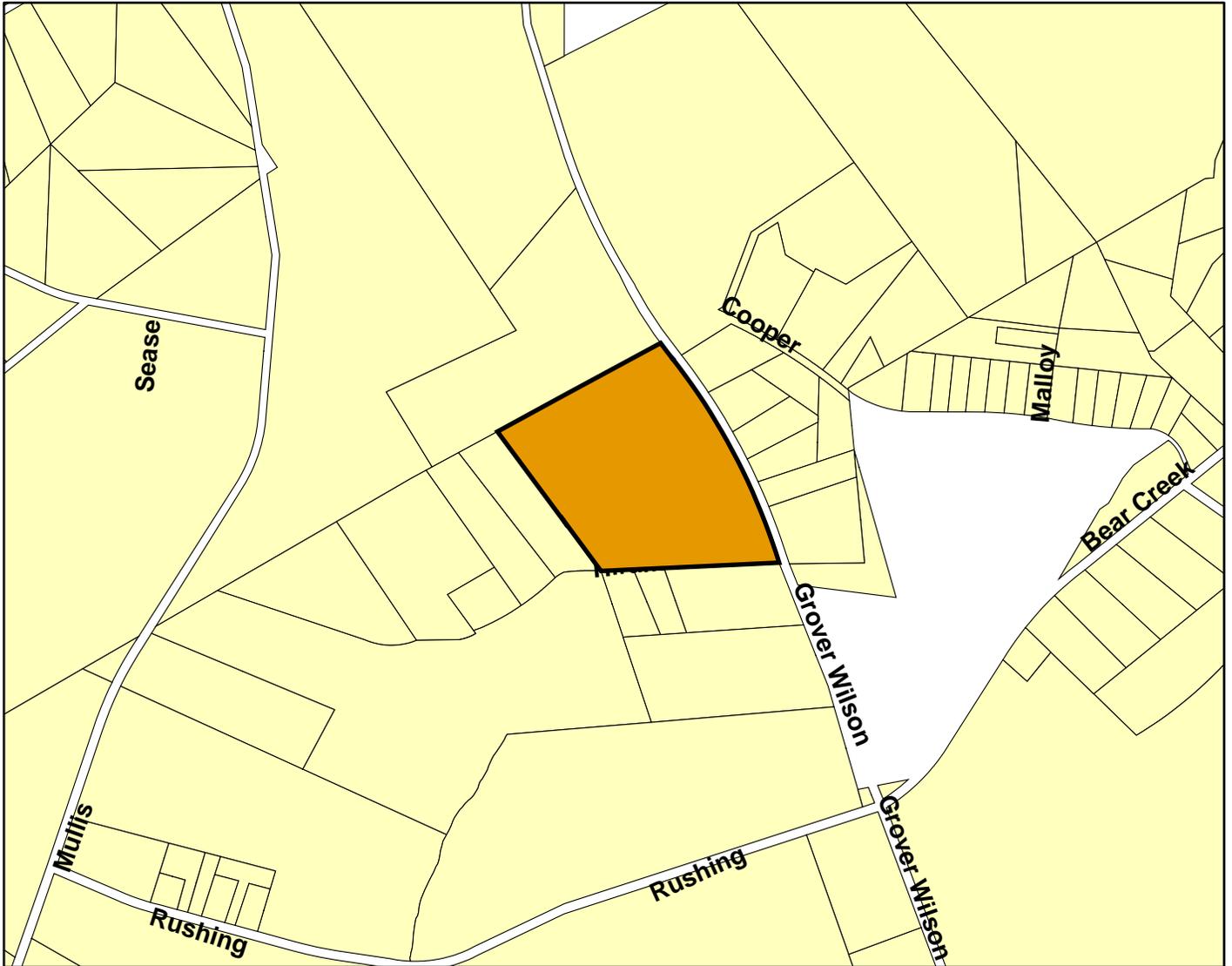


-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS

**Site**



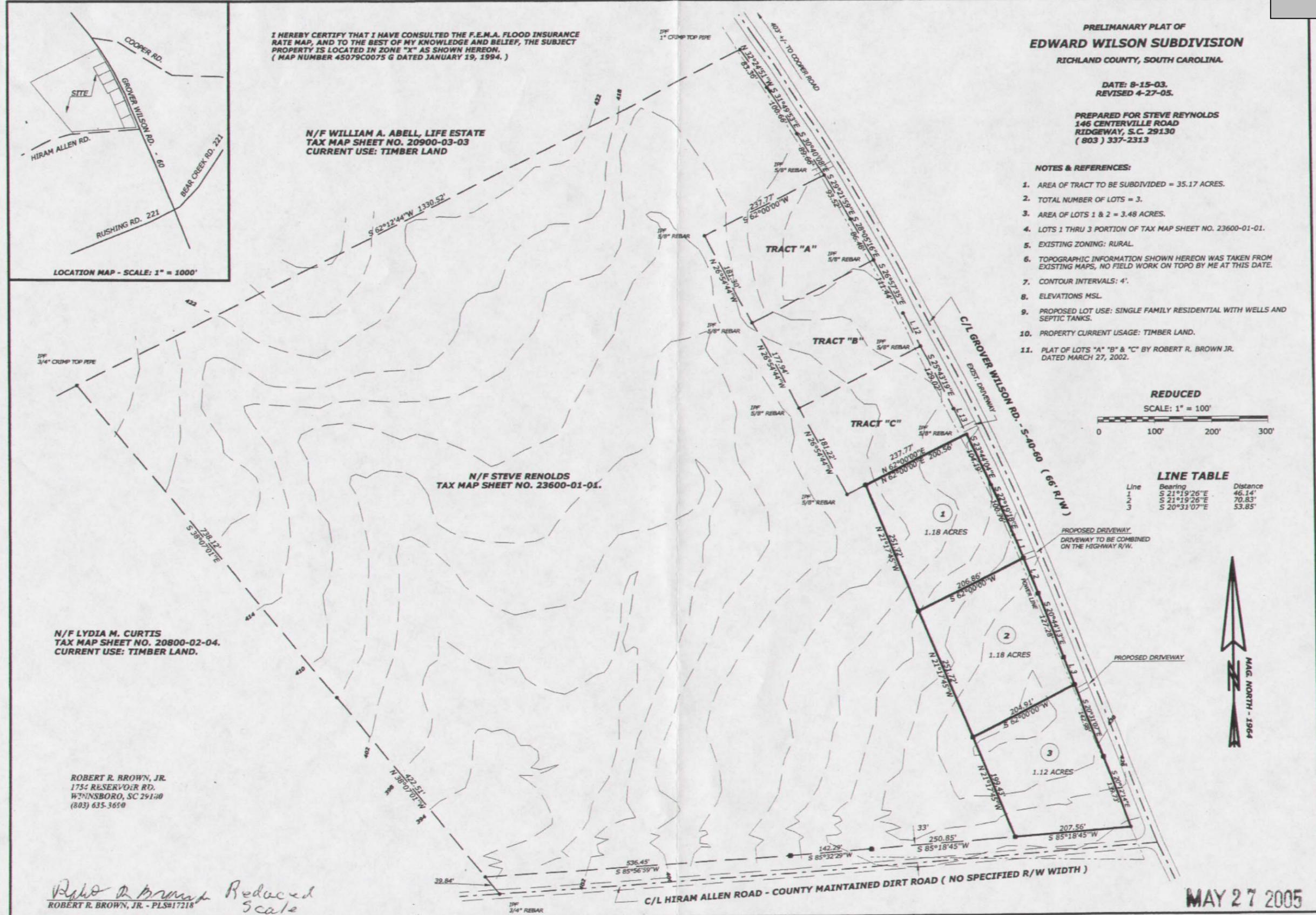
# SD-05-202 EDWARD WILSON



Looking @ site from Grover Wilson Rd



Looking south on Grover Wilson Rd





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

July 11, 2005

<b>Applicant:</b> B. P. Barber & Associates		<b>Preliminary Subdivision Plans For:</b> Chandler Hall	
<b>RC Project #:</b> SD-05-216			
<b>General Location:</b> West Side of Bitternut Rd near Trotter Rd			
<b>Tax Map Number:</b> 21900-03-04 & 22009-01-25		<b>Current Zoning:</b> RS-2	
<b>Subject Area:</b> 50.5 acres	<b>Number of Units:</b> 176	<b>Gross Density:</b> 3.5 DU/acres	
<b>Sewer Service Provider:</b> City of Columbia		<b>Water Service Provider:</b> City of Columbia	

**SECTION I – ANALYSIS**

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

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

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

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

**Traffic Impact Discussion**

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

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road is 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	Bitternut Road	
Functional Classification Of This Roadway	Two lane undivided collector	
<b>Level-Of-Service C Design Capacity (V/C = 1.00)</b>	<b>8600</b>	
Estimated Traffic Generated By The Proposed Project	1672	
Current Volume At The Nearest Count Station # 749 Located @ 2 blocks north of the site	1700	
Estimated Traffic Count <b>With</b> the Proposed Project	3372	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.40</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old.**

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

The proposed project, by itself, will not result in the LOS C being exceeded at SCDOT count station 749. However, the project will double the amount of traffic currently using Bitternut 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	35
Middle School @ 0.13 students per single family DU	23
High School @ 0.12 Students per single family DU	22

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

**Existing Site Conditions**

The existing site is the Hickory Ridge Golf Course. The existing buildings will be removed upon approval of the subdivision

**Compatibility with the Surrounding Area**

The subject site is surrounded by single-family detached residences on 50 – 60 foot wide lots. The proposed project is compatible with the adjacent development.

**Discussion of Applicable Comprehensive Plan Issues**

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

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

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department's position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations/Principles of the Comprehensive Plan. The Lower Richland Subarea Plan, adopted in January 1992, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 33 and 40 respectively, are discussed below:

Objective –Promote the affordable, quality housing for all segments of the resident population  
The proposed project will provide the same type of housing as the adjacent area and will provided on-site open space. The proposed project implements this Objective.

Principle – established low density residential neighborhoods should be protected against penetration or encroachment from higher densities  
This project implements this Principle.

### **Other Pertinent Factors**

- 1) As of June 20, 2005, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of June 20, 2005, approval of the flood elevation statement had not been received.
- 3) As of June 20, 2005, the County Fire Marshal had not provided comments.
- 4) The City of Columbia has approved the water and sewer line construction plans.
- 5) As of June 20, 2005, DHEC had not issued a sewer line construction permit.
- 6) As of June 20, 2005, DHEC had not issued a water line construction permit.
- 7) The proposed street names for the project are on the July 11, 2005 Planning Commission agenda for approval.
- 8) The proposed subdivision plans are substantially in compliance with the Sketch Plan comments.

The Department believes that a potential safety hazard exists when subdivision lots have double frontage, i.e., access to both the interior residential streets and the adjacent roadways. Therefore in order to promote adequate pedestrian and vehicular safety in subdivisions as required by state law, it is necessary to ensure such lots have access only from the interior residential streets. To this end, the developer shall install a fence, wall, landscape berm, or combination thereof, to prohibit direct access to Bitternut Rd from lots 52 to 77 and lot 1.

The applicant has provided a phasing plan as requested in the Sketch Plan process. Phase 1 includes 92 lots and phase will include 84 lots.

The applicant chose to apply the new subdivision regulations that take effect on July 1, 2005. These regulations allow an applicant to reduce the lot dimension requirements in exchange for providing on-site open space areas.

## 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 176 unit single family detached subdivision, known as Chandler Hall (Project # SD-05-216). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

### **Findings of Fact**

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Bitternut 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 Mgmt. Specialist must approve the flood elevation statement; **and**
- c) **A Controlled Clearing Certificate letter must be issued by the Department prior to starting any clearing activity.** Contact Sean Busbee @ 576-2171 for more information; **and**
- d) The bonded and/or final plats must include signed the tree certification statements. Contact Sean Busbee @ 576-2171 for more information; **and**
- e) The E-911 Coordinator must certify the street names have been approved by the Planning Commission prior to assigning street addresses for building permits; **and**
- f) DHEC must issue the sewer line construction permits; **and**
- g) DHEC must issue the water line construction permits; **and**
- h) **No building permits shall be issued until all of the conditions cited above are met; and**
- i) Plats shall only be recorded by the complete phases identified in the preliminary plan; **and**
- j) Any further division of the phases identified in the preliminary plans shall require Planning Commission approval prior to recording; **and**
- k) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water and sewer line easement documents; **and**
- l) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- m) The developer shall install a fence, wall, landscape berm, or combination thereof, to prohibit direct access to Bitternut Road from lots 52 through 77 and lot 1, prior to obtaining a Certificate of Occupancy for the subject lots; **and**
- n) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system by phase; **and**
- o)



A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water and sewer line easement deeds **AND (2)** the County accepts the roads for maintenance; **and**

- p) The developer shall pay the costs associated with construction of any acceleration or deceleration lanes or turn lanes that may be required by the SCDOT.

**SECTION III – COMMISSION RECONSIDERATION & APPEAL**

**Reconsideration**

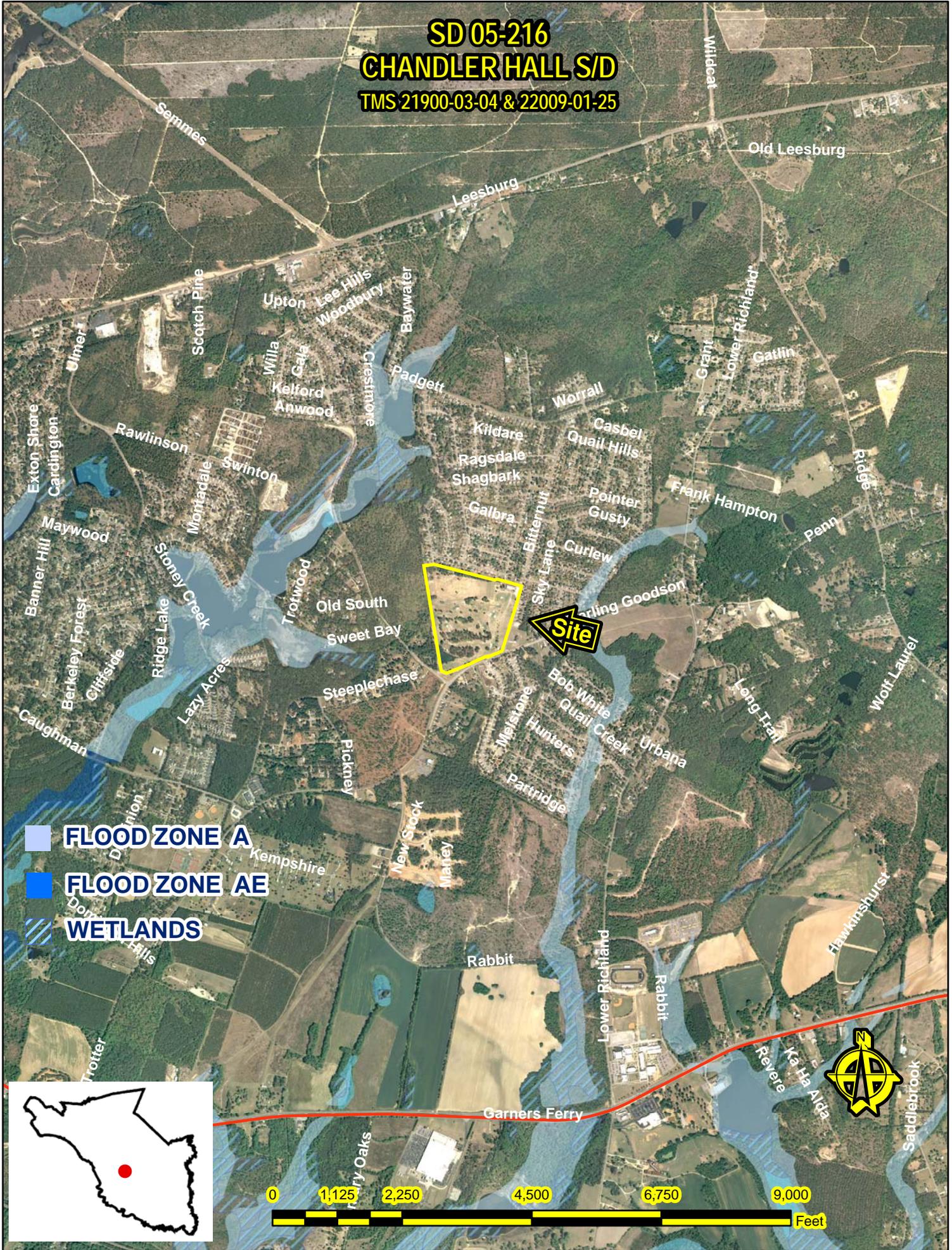
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- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or 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 05-216**  
**CHANDLER HALL S/D**  
**TMS 21900-03-04 & 22009-01-25**



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



**SD 05-216**  
**CHANDLER HALL S/D**  
**TMS 21900-03-04 & 22009-01-25**





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VIEW INDEX  
SCALE: 1"=500'

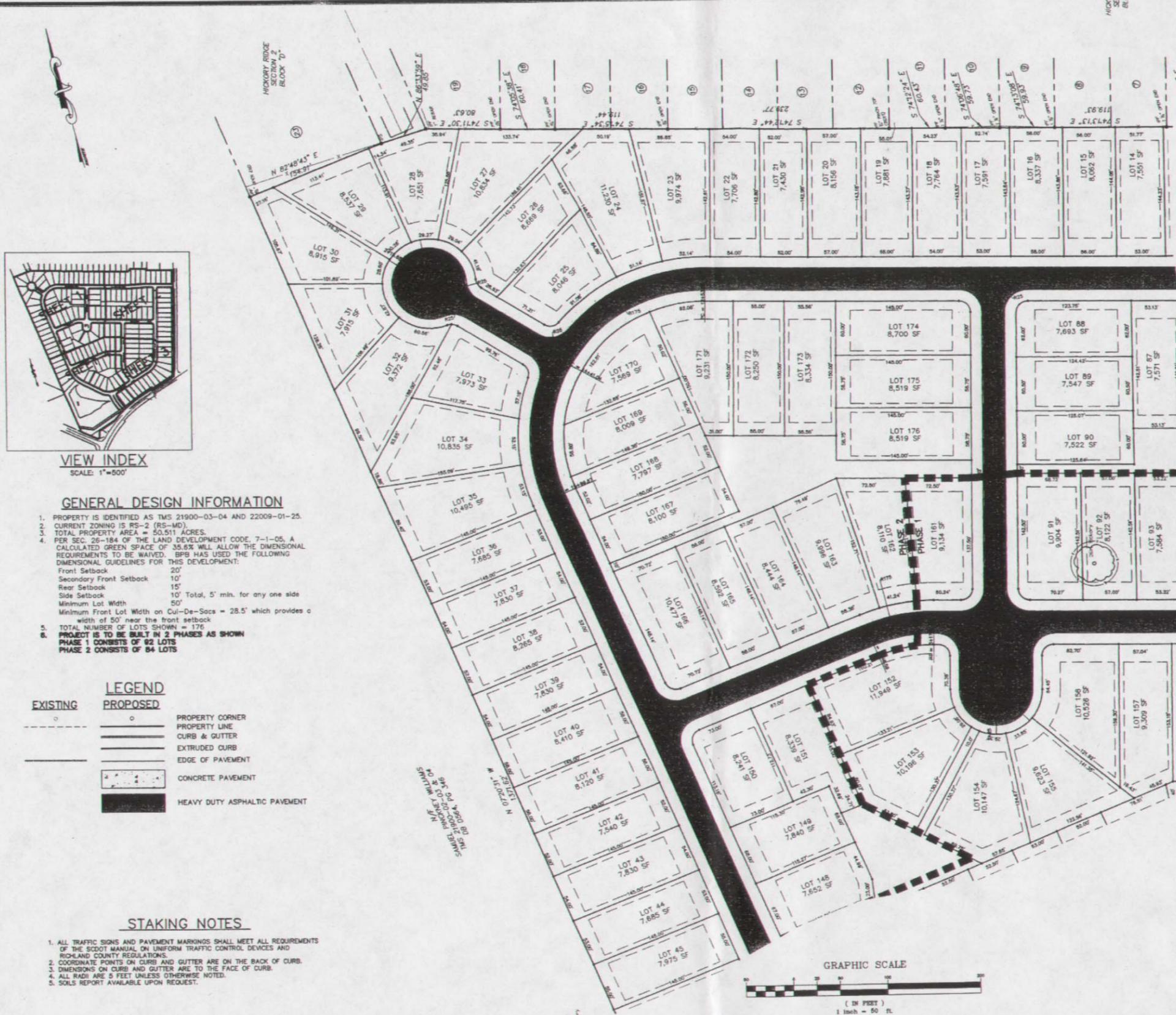
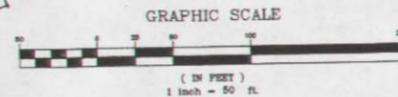
**GENERAL DESIGN INFORMATION**

- PROPERTY IS IDENTIFIED AS TMS 21900-03-04 AND 22009-01-25.
- CURRENT ZONING IS RS-2 (RS-MD).
- TOTAL PROPERTY AREA = 50.511 ACRES.
- PER SEC. 26-184 OF THE LAND DEVELOPMENT CODE, 7-1-05, A CALCULATED GREEN SPACE OF 35.6% WILL ALLOW THE DIMENSIONAL REQUIREMENTS TO BE WAIVED. BPB HAS USED THE FOLLOWING DIMENSIONAL GUIDELINES FOR THIS DEVELOPMENT:  
 Front Setback 20'  
 Secondary Front Setback 10'  
 Rear Setback 15'  
 Side Setback 10' Total, 5' min. for any one side  
 Minimum Lot Width 50'  
 Minimum Front Lot Width on Cul-De-Sacs = 28.5' which provides a width of 50' near the front setback
- TOTAL NUMBER OF LOTS SHOWN = 176
- PROJECT IS TO BE BUILT IN 2 PHASES AS SHOWN
- PHASE 1 CONSISTS OF 92 LOTS
- PHASE 2 CONSISTS OF 84 LOTS

LEGEND	
EXISTING	PROPOSED
	PROPERTY CORNER
	PROPERTY LINE
	CURB & GUTTER
	EXTRUDED CURB
	EDGE OF PAVEMENT
	CONCRETE PAVEMENT
	HEAVY DUTY ASPHALTIC PAVEMENT

**STAKING NOTES**

- ALL TRAFFIC SIGNS AND PAVEMENT MARKINGS SHALL MEET ALL REQUIREMENTS OF THE SCOD MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND RICHLAND COUNTY REGULATIONS.
- COORDINATE POINTS ON CURBS AND GUTTER ARE ON THE BACK OF CURB.
- DIMENSIONS ON CURB AND GUTTER ARE TO THE FACE OF CURB.
- ALL RADI ARE 3 FEET UNLESS OTHERWISE NOTED.
- SOILS REPORT AVAILABLE UPON REQUEST.



STAKING POINTS  
BACK OF CURB  
PROPERTY CORNER

NO.	DESCRIPTION

APPROVALS

PROJECT ENG. NO.	DESIGNED BY: TAT
DATE: 5/20/05	DRAWN BY: SSJ
	CHECKED BY: JMF
	APPROVED: [Signature]

SEAL: [Professional Engineer Seal]

**bpb**  
B. P. BARBER & ASSOCIATES, INC.  
ENGINEERS - PLANNERS - SURVEYORS  
COLUMBIA • SPARTANBURG • CHARLESTON  
FLORENCE • CHARLOTTE • SAVANNAH

STAKING PLAN  
SHEET 1

DATE: MAY 20, 2005 SCALE: 1"=50'

IMPROVEMENTS FOR  
CHANDLER HALL  
SUBDIVISION  
PREPARED FOR  
BDH PROPERTIES, LLC.

RICHLAND COUNTY, S.C.  
NEAR COLUMBIA

DWG NAME: 05177-STK	SHEET: 3
P.L.S. NO.:	OF: 33
PROJECT NO: 05177	FILE NO: 32,837-875

MAY 31 2005

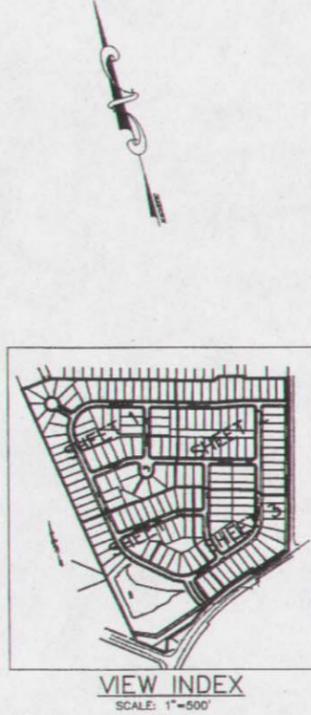
OWNER/DEVELOPER  
BDH PROPERTIES, LLC.  
28 GOVERNORS HILL  
COLUMBIA, SC 29201  
TEL: (803) 795-1660  
FAX: (803) 821-0346  
CONTACT: DAVID HILBURN

SD-05-216



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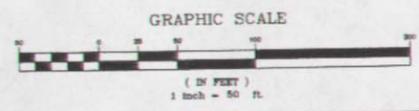
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EXISTING	PROPOSED	DESCRIPTION
○	○	PROPERTY CORNER
---	---	PROPERTY LINE
---	---	CURB & GUTTER
---	---	EXTRUDED CURB
---	---	EDGE OF PAVEMENT
---	---	CONCRETE PAVEMENT
---	---	HEAVY DUTY ASPHALTIC PAVEMENT

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4. ALL RADII ARE 5 FEET UNLESS OTHERWISE NOTED.
5. SOLS REPORT AVAILABLE UPON REQUEST.



MAY 31 2005

OWNER/DEVELOPER  
BDH PROPERTIES, LLC  
29 GOVERNORS HILL  
COLUMBIA, SC 29201  
TEL: (803) 765-1680  
FAX: (803) 931-0346  
CONTACT: DAVID HILBURN

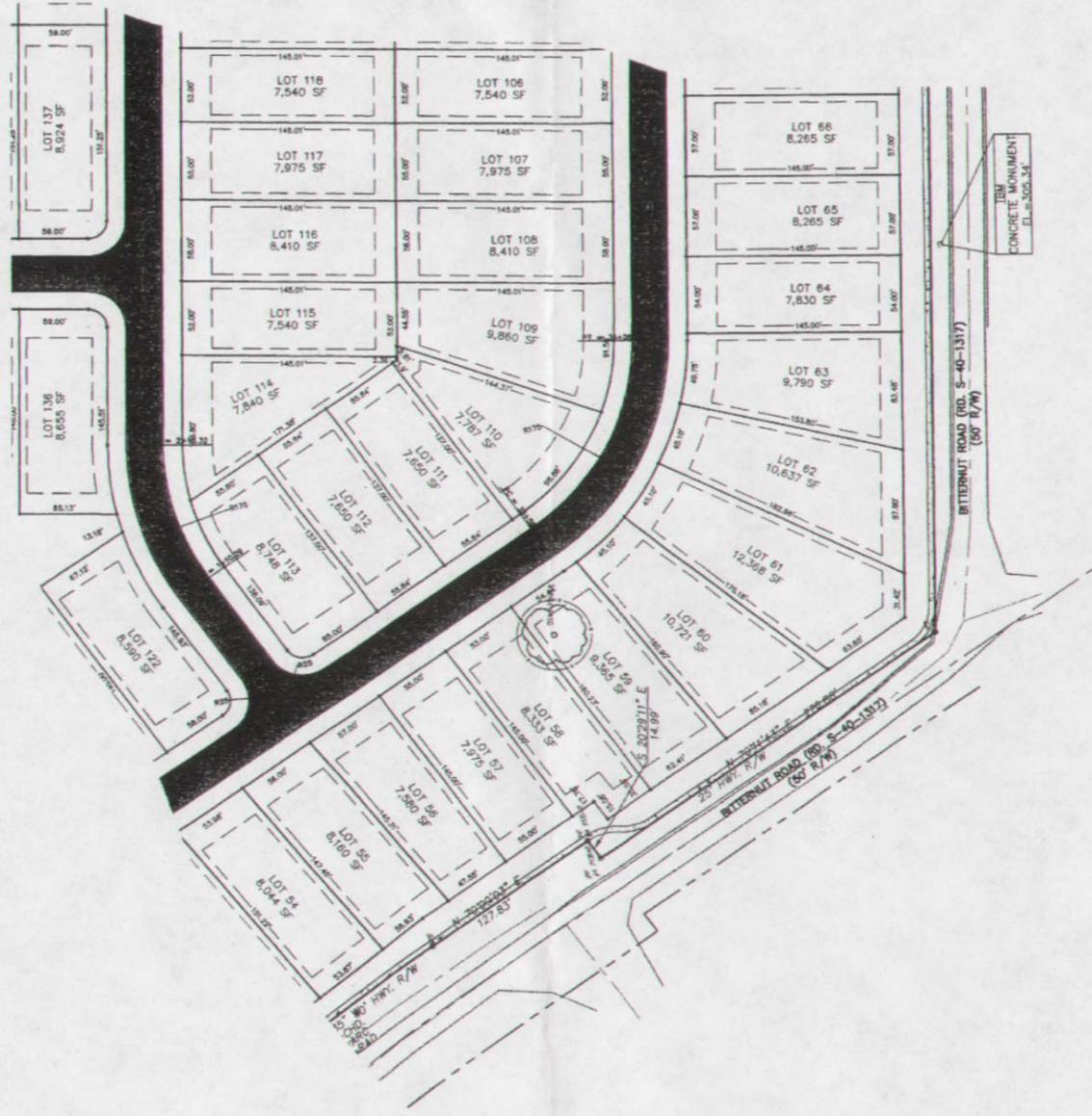
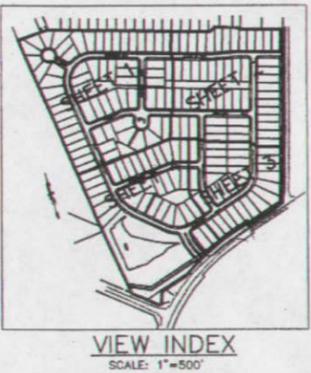
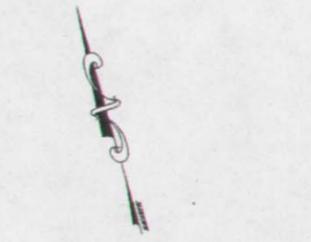
<p><b>bpb</b> B. P. BARBER &amp; ASSOCIATES, INC. ENGINEERS - PLANNERS - SURVEYORS COLUMBIA • SPARTANBURG • CHARLESTON FLORENCE • CHARLOTTE • SAVANNAH</p>	
<p>STAKING PLAN SHEET 2</p>	
<p>PROJECT: CHANDLER HALL SUBDIVISION PREPARED FOR: BDH PROPERTIES, LLC.</p>	
DWG NAME: 05177-STK	SHEET: 4
PROJECT NO: 05177	OF: 33
FILE NO. 32.837-B78	

SD-05-216



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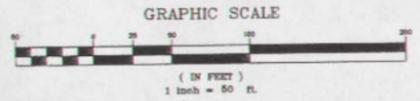
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EXISTING	PROPOSED	DESCRIPTION
○	○	PROPERTY CORNER
---	---	PROPERTY LINE
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MAY 3 1 2005

**OWNER/DEVELOPER**  
BDH PROPERTIES, LLC.  
23 GOVERNORS HALL  
COLUMBIA, SC 29201  
TEL: (803) 791-1880  
FAX: (803) 831-0348  
CONTACT: DAVID MELBURN

<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> </tbody> </table>		NO.	DESCRIPTION																				
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<p>SHEET TITLE: STAKING PLAN SHEET 3</p>																							
<p>DATE: MAY 28, 2005 SCALE: 1"=50'</p>																							
<p>PROJECT: SITE IMPROVEMENTS FOR CHANDLER HALL SUBDIVISION PREPARED FOR BDH PROPERTIES, LLC.</p>																							
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<p>PROJECT NO.: 05177</p>	<p>FILE NO. 32,837-B7</p>																						

SD-05-216







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

July 11, 2005

<b>Applicant:</b> B P Barber & Associates		<b>Preliminary Subdivision Plans For:</b> Flora Springs Park	
<b>RC Project # :</b> SD-05-217			
<b>General Location:</b> Sloan Road & Flora Drive			
<b>Tax Map Number:</b> 20004-01-04; 20101-04-02/03		<b>Current Zoning:</b> RS-MD & RS-LD	
<b>Subject Area:</b> 24.8 acres	<b>Number of Units:</b> 68	<b>Gross Density:</b> 2.7 DU/acres	
<b>Sewer Service Provider:</b> East Richland Util.		<b>Water Service Provider:</b> City of Columbia	

**SECTION I – ANALYSIS**

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

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

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

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

**Traffic Impact Discussion**

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

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road is 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	Sloan Road	
Functional Classification Of This Roadway	Two lane undivided collector	
<b>Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)</b>	<b>8600</b>	
Estimated Traffic Generated By The Proposed Project	646	
Current Volume At The Nearest Count Station # 707 Located @ almost at the entrance	4800	
Estimated Traffic Count <b>With</b> the Proposed Project	5446	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.63</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old.**

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

The proposed project will not result in the LOS C being exceeded at SCDOT count station 707.

**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	14
Middle School @ 0.13 students per single family DU	9
High School @ 0.12 Students per single family DU	8

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

**Existing Site Conditions**

The site is mostly cleared of vegetation except along the wetland area on the west edge of site. The site slopes downward toward the wetlands. Public water and sewer is available to the site.

**Compatibility with the Surrounding Area**

There are existing single family detached residences on the north and south sides of the site. The project is compatible with the adjacent development in the area.

**Discussion of Applicable Comprehensive Plan Issues**

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

The subject site is designated as Low Density Residential in the Established Urban Area of the Northeast Subarea Plan Proposed Land Use Map. The proposed project is consistent with this land use designation.

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department’s position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations/Principles of the Comprehensive Plan. The Northeast Subarea Plan, adopted

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

Objective –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 has a gross density of 2.7 DU per acre. The adjacent subdivision to the south has a density of about 3.5 DU per acre. This project implements this Objective.

Principle –Established residential areas should be protected against penetration or encroachment from higher or more intensive development

The proposed low density residential subdivision will protect the adjacent residential areas from more dense residential development. This project implements this Principle.

**Other Pertinent Factors**

**The following items have been approved:**

- 1) The Public Works Dept. approved the stormwater management plans June 9, 2005.
- 2) The County Fire Marshal approved the project on June 15, 2005.
- 3) DHEC issued a sewer line construction permit on June 13, 2005.
- 4) The E-911 Coordinator certified Planning Commission approval of the street names.

**The following items have not been approved:**

- 1) As of June 24, 2005, approval of the flood and wetlands issues **has not** been received.
- 2) As of June 24, 2005, the City of Columbia **has not** approved the water line construction plans.
- 3) As of June 24, 2005, DHEC **has not** issued a water line construction permit.
- 4) The proposed subdivision plans are **not in compliance with the Sketch Plan comments**. See the discussion below:
  - a) The plan needs to be revised to include sidewalks along lots 1, 2 and 3 on Flora Dr.
  - b) The plan does not depict the location of the required interior sidewalks.
  - c) The rear yards of lots 45 through 68 are unusable for residences other than the individual owners.
  - d) The required active recreation facilities have not been identified within the open space areas.
  - e) The largest single open space area, adjacent to the wetlands on the west side of the site, does not appear to have any direct access to it other than from the sidewalk along Sloan Rd.
  - f) The fenced area in the south central portion of the site is not identified.

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

The Department believes that a potential safety hazard exists when subdivision lots have double frontage, i.e., access to both the interior residential streets and the adjacent roadways. Therefore

in order to promote adequate pedestrian and vehicular safety in subdivisions as required by state law, it is necessary to ensure such lots have access only from the interior residential streets. To this end, the developer shall install a fence, wall, landscape berm, or combination thereof, to prohibit direct access to Sloan Rd and Flora Dr from lots 26 through 30 and lots 30 through 44 and 1 through respectively.

The applicant chose to apply the new subdivision regulations that take effect on July 1, 2005. These regulations allow an applicant to reduce the lot dimension requirements in exchange for providing on-site open space areas. The proposed project will have 42 percent of the site area in green space.

## 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 68 unit single family detached subdivision, known as Flora Springs Park (Project # SD-05-217). **The preliminary plans are not officially approved until there is 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 Sloan 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 Northeast Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Northeast Subarea Plan.
5. The proposed subdivision plans are not substantially in compliance with the Sketch Plan comments.

### **Specific Conditions**

- a) The Floodplain Mgmt. Specialist must approve the flood elevation statement; **and**
- b) The Department must receive a copy of the USCOE wetlands encroachment letter, if applicable; **and**
- c) The bonded and/or final plats must include a signed tree certification statements. Contact Sean Busbee @ 576-2171 for more information; **and**
- d) The plat must establish the setbacks, either graphically or by notation, for each lot; **and**
- e) The City of Columbia must approve the water line construction plans; **and**
- f) DHEC must issue the water line construction permits; **and**
- g) See the discussion below:
  - 1) The plan needs to be revised to include sidewalks along lots 1, 2 and 3 on Flora Dr.
  - 2) The plan does not depict the location of the required interior sidewalks.
  - 3) The applicant has provided a delineation of the open space areas as requested.
  - 4) The rear yards of lots 45 through 68 are unusable for residences other than the individual owners.

- 5) The required active recreation facilities have not been identified within the open space areas.
- 6) The largest single open space area, i.e., adjacent to the wetlands on the west side of the site, does not appear to have any direct access to it other than from the sidewalk along Sloan Rd.
- 7) The fenced area in the south central portion of the site is not identified.

**No building permits shall be issued until all of the conditions cited above are met; and**

- The Department must receive a phasing plan prior to issuance of building permits; **and**
- Plats shall only be recorded by the complete phases identified in the preliminary plan; **and**
- Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- Plats shall not be approved for recording until the Department receives the City of Columbia approval the water line easement documents; **and**
- The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- The developer shall install a fence, wall, landscape berm, or combination thereof, to prohibit direct access to Sloan Rd and Flora Dr from lots 26 through 30 and lots 30 through 44 and 1 through respectively; **and**
- A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, by phase; **and**
- 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; **and**
- The developer shall pay the costs associated with construction of any acceleration or deceleration lanes or turn lanes that may be required by the SCDOT.

**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:

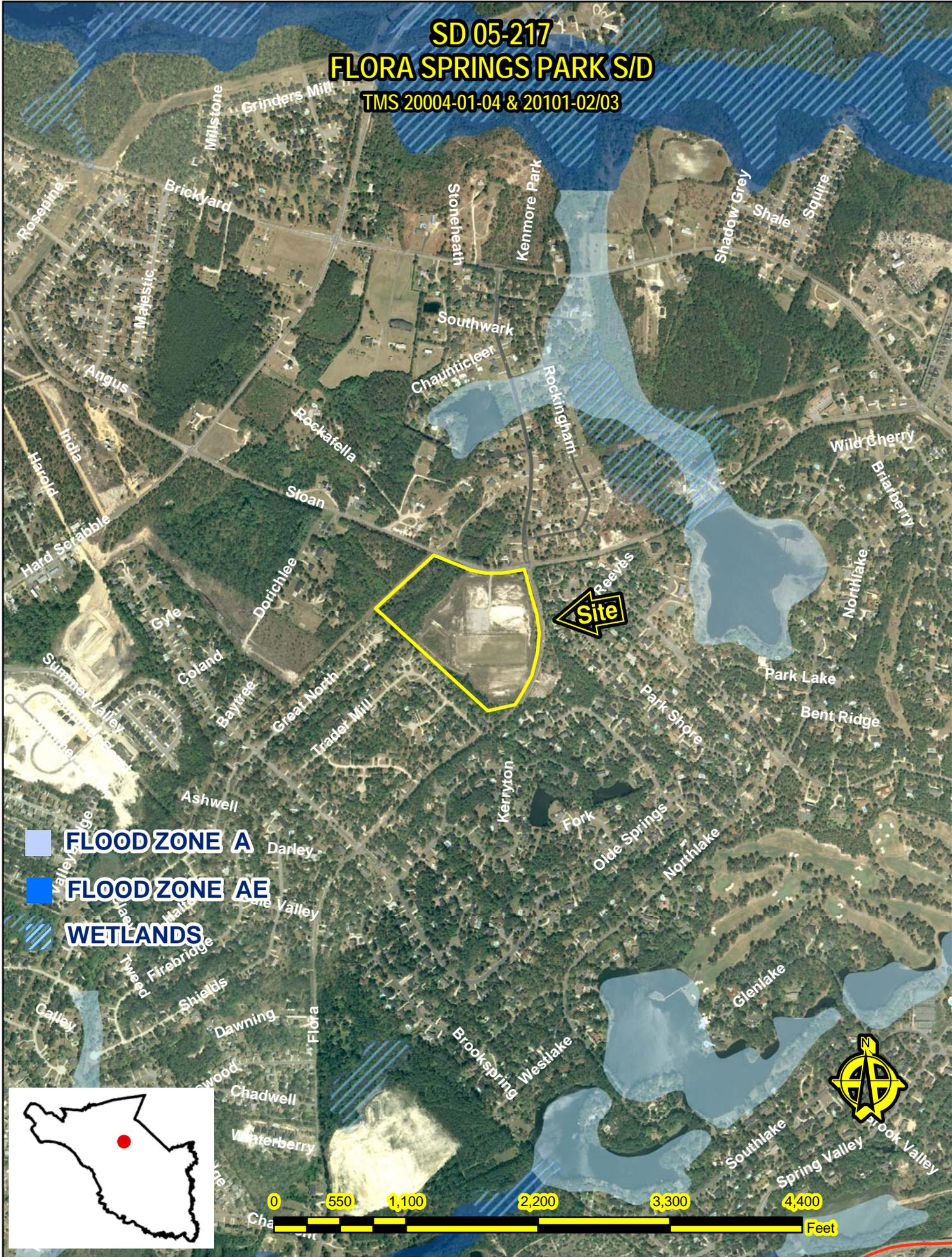
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**SD 05-217  
FLORA SPRINGS PARK S/D**

**TMS 20004-01-04 & 20101-02/03**



**SD 05-217**  
**FLORA SPRINGS PARK S/D**  
TMS 20004-01-04 & 20101-02/03

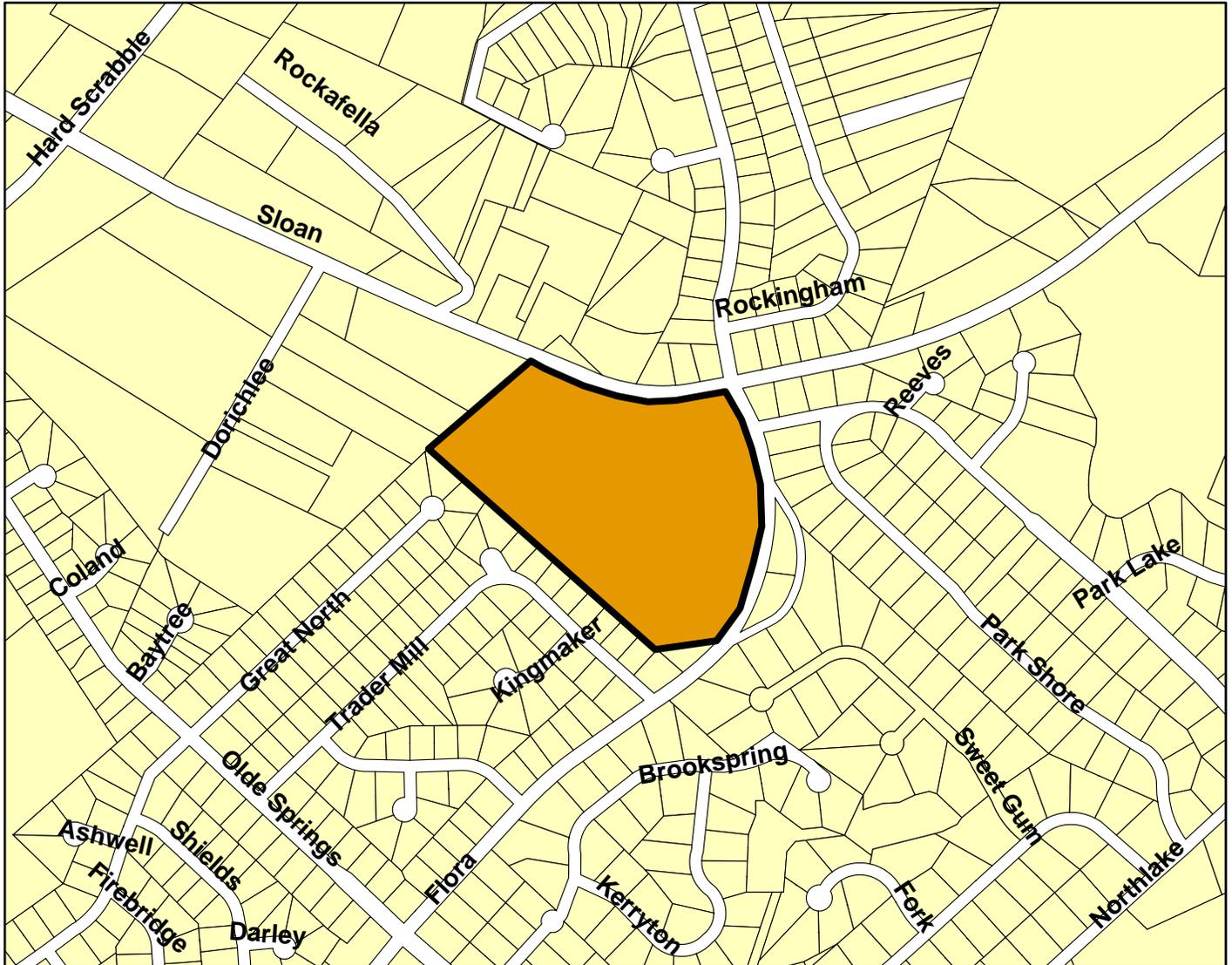


-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS

**Site**



# SD-05-217 FLORA SPRINGS PARK



Looking @ site from Sloan Rd



Looking corner of Sloan & Flora Rd





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

July 11, 2005

<b>Applicant:</b> W K Dickson & Co.		<b>Preliminary Subdivision Plans For:</b>	
<b>RC Project # :</b> SD-05-218		Eagles Glen, Phase 4	
<b>General Location:</b> Off Rimer Pond Road			
<b>Tax Map Number:</b> 07700-01-15		<b>Current Zoning:</b> RS-1	
<b>Subject Area:</b> 57.6 acres	<b>Number of Units:</b> 72	<b>Gross Density:</b> 1.3 DU/acres	
<b>Sewer Service Provider:</b> City of Columbia		<b>Water Service Provider:</b> City of Columbia	

**SECTION I – ANALYSIS**

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

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

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

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

**Traffic Impact Discussion**

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

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road is 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	Wilson Blvd via Rimer Pond Rd	
Functional Classification Of This Roadway	Two lane undivided collector	
<b>Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)</b>	<b>8600</b>	
Estimated Traffic Generated By The Proposed Project	684	
Current Volume At The Nearest Count Station # 137 Located @ just south of Rimer Pond Rd	8300	
Estimated Traffic Count <b>With</b> the Proposed Project	9484	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>1.1</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old.**

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

The proposed project will result in the LOS C being exceeded at SCDOT count station 137.

**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	14
Middle School @ 0.13 students per single family DU	9
High School @ 0.12 Students per single family DU	8

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

**Existing Site Conditions**

The site slopes steeply downward toward the existing pond on the south side of the subject parcel. The site includes substantial wetland areas and floodplain area along the creek between the two existing ponds.

**Compatibility with the Surrounding Area**

The proposed project is a continuation of the single-family detached residences Eagles Glen subdivision that has been underway for several years. The site backs up to the Willow Lakes subdivision that is currently under development off Farrow Road. The subject project is compatible with the adjacent development.

**Discussion of Applicable Comprehensive Plan Issues**

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

The subject site is designated as Medium Density Residential in the Developing Urban Area of the I-77 Corridor Subarea Plan Proposed Land Use Map. **The proposed project not consistent with this land use designation.**

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department's position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations/Principles of the Comprehensive Plan. The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 31 and 39 respectively, are discussed below:

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

The one-half acres average lot size in the proposed project will generate above-average priced residences. 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...Low density (4 DU/acre or less)

The subject project will have a density of 1.3 DU per acre. This project implements this Principle.

### **Other Pertinent Factors**

#### **The following items have been approved:**

- 1) The Department received a copy of the City of Columbia approval the water and sewer line construction plans on June 22, 2005.
- 2) The County Fire Marshal approved the project layout on June 20, 2005.

#### **The following items have not been approved:**

- 1) As of June 24, 2005, the Public Works Dept. had not approved the subdivision plans.
- 2) As of June 24, 2005, DHEC had not issued a sewer line construction permit.
- 3) As of June 24, 2005, DHEC had not issued a water line construction permit.
- 4) As of June 24, 2005, the E-911 Coordinator had not certified Planning Commission approval of the proposed street names.
- 5) The USCOE wetlands encroachment permit letter has not been received.
- 6) The Department has not received the require flood elevation documentation for consideration by the Department and FEMA.

**The proposed subdivision plans are not in compliance with the Sketch Plan comments. See the discussion below.**

On April 4, 2005, the Department transmitted a letter to the applicant providing its comments regarding the Sketch Plan for the subject project. Among the comments were the following:

- a) No building permits can be issued, nor plats approved for recording, until the Department approves the 100-year flood elevation.
- b) On May 6, 2005, the Department sent another letter to the applicant that stated "...A detailed flood study to established the 100-year elevations for Zone A must be submitted to this office for reviewed and forwarding to FEMA for approval...Need a copy of the USCOE approval letter regarding the wetlands..." As of June 24, 2005, the Department

had not received the required flood elevation documentation for review prior to its transmission to FEMA for approval.

- c) No building permits can be issued, nor plats approved for recording, until the Department receives a copy of the USCOE wetlands encroachment permit letter. As of June 24, 2005, the Department had not received a copy of the USCOE wetlands encroachment letter.
  
- d) The Department suggested the applicant create parcels above the 100-year flood elevation and out of the wetlands areas. The applicant has chosen to **disregard** the Department's advice and has created numerous lots that have large portions of the lot below the 100-year flood elevation.

## SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDS) recommends **DENIAL** of the preliminary subdivision plans for a 72 unit single family detached subdivision, known as Eagles Glen, Ph. 4 (Project # SD-05-218). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

### **Findings of Fact**

1. The traffic generated by the proposed subdivision will result in Wilson Blvd operating below a LOS C capacity at SCDOT count station # 137.
2. The proposed subdivision is compatible with existing development in the area.
3. The project **is not consistent** with the I-77 Corridor Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the I-77 Corridor Subarea Plan.
5. **The proposed subdivision plans are NOT in compliance with the Sketch Plan comments which are provided in the Department's letter dated April 4, 2005:**
  - a. **The USCOE wetlands encroachment permit letter has not been received.**
  - b. **The Department has not received the require flood elevation documentation for consideration by the Department and FEMA.**

## 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**

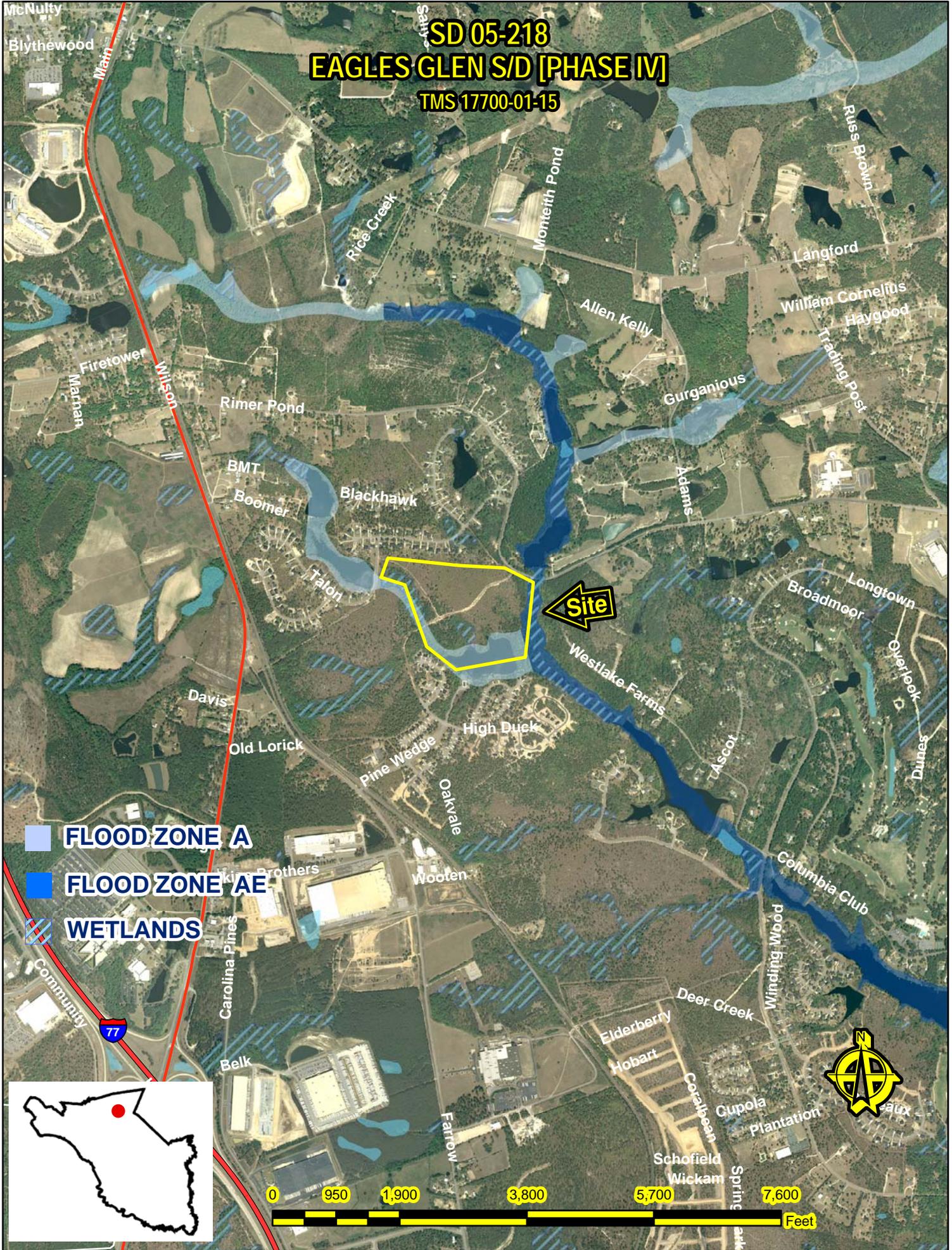


(c) A clerical or map error is such that it may affect the result of the Commission's action.

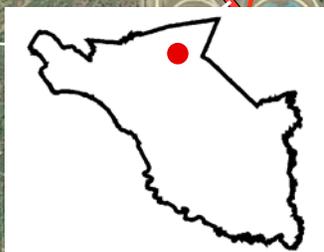
**Appeal**

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.

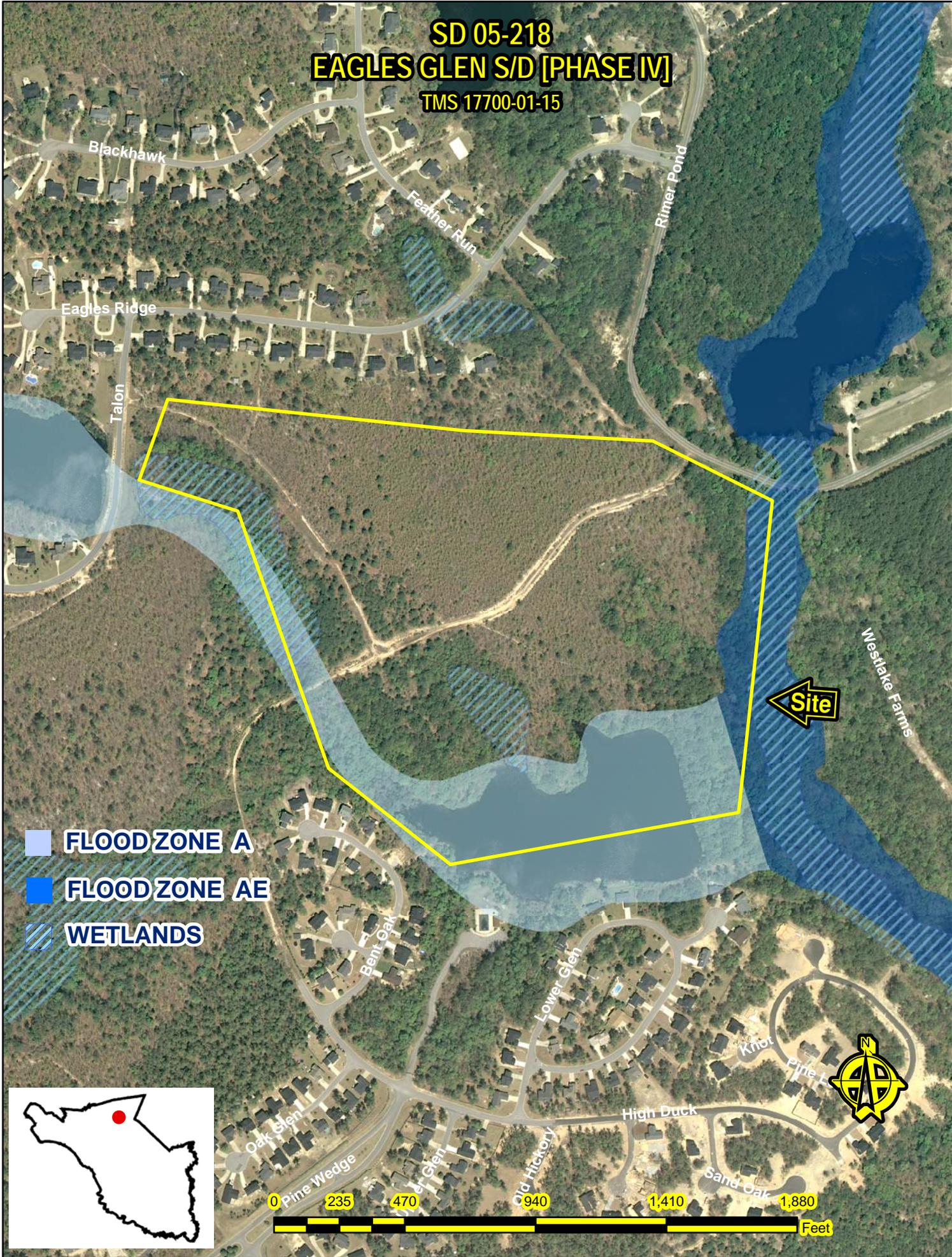
**SD 05-218**  
**EAGLES GLEN S/D [PHASE IV]**  
**TMS 17700-01-15**



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

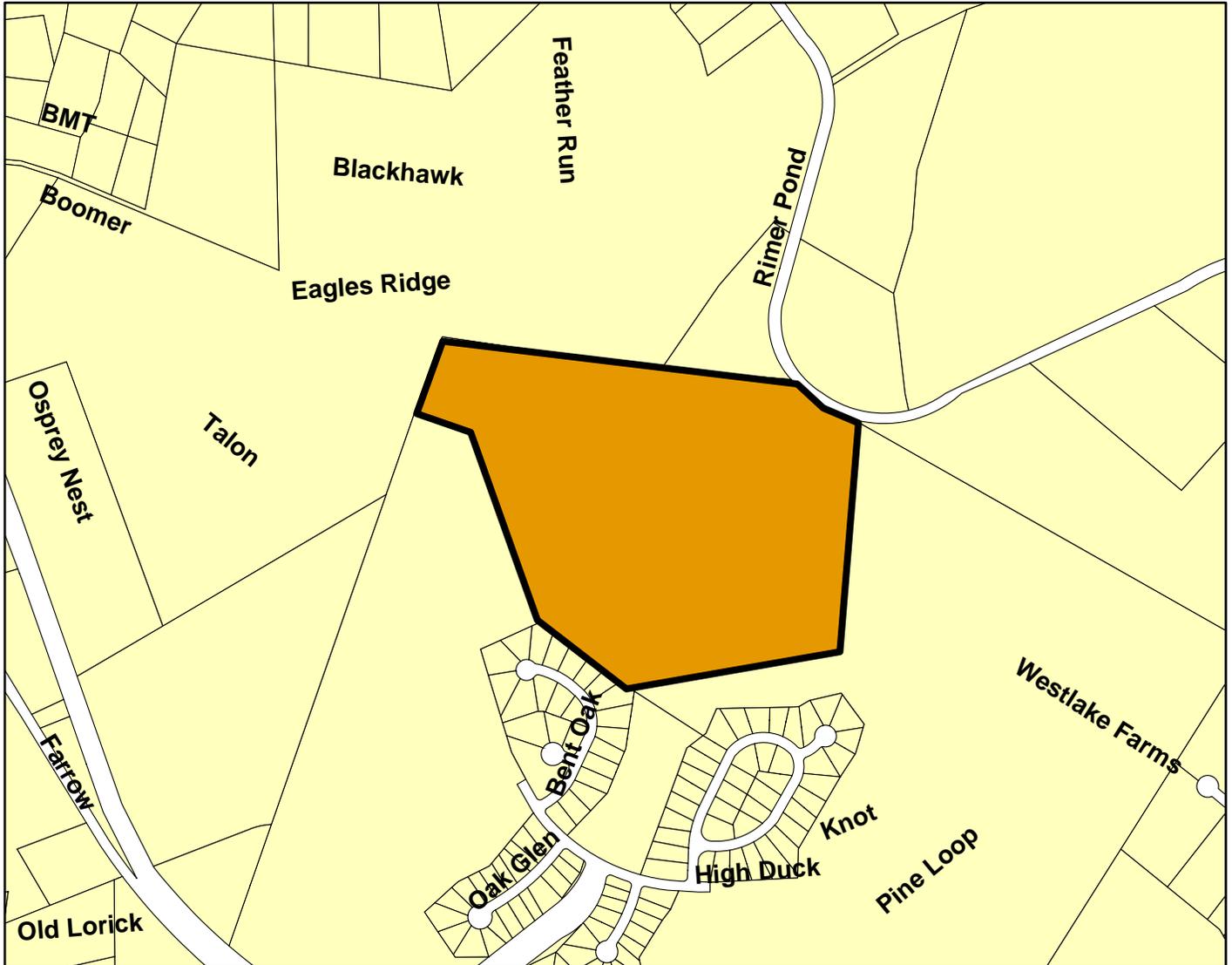


**SD 05-218**  
**EAGLES GLEN S/D [PHASE IV]**  
**TMS 17700-01-15**



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

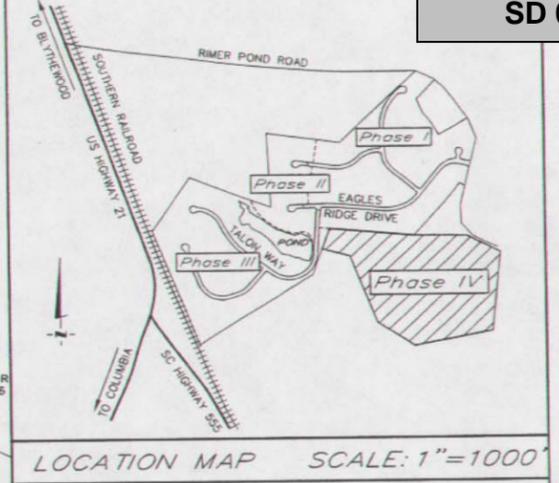
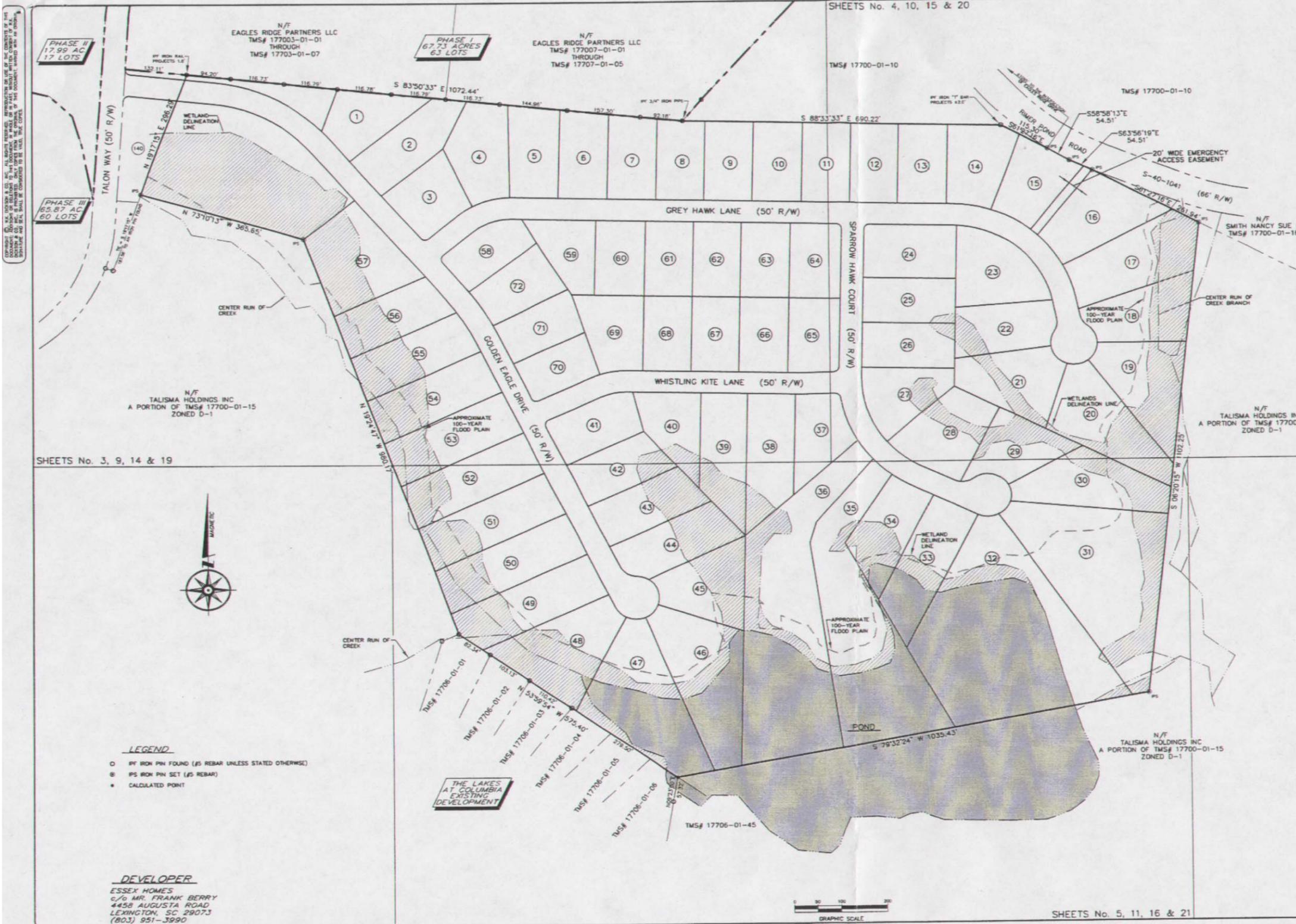
# SD-05-218 EAGLES GLEN [PHASE IV]



Looking toward Phase 4 from Phase 3



Looking @ site from the dam



**LOT SUMMARY**

PARENT TMS #17700-01-15  
 ZONING = RS-1  
 EXISTING LAND USE = IDLE/WOODED  
 PROPOSED LAND USE = SINGLE FAMILY RESIDENTIAL  
 TOTAL AREA = 2,500,185 S.F./72.58 ACRES  
 TOTAL NO. OF LOTS = 72 LOTS  
 TYPICAL LOT SIZE PROVIDED = 2007(1) + 1051(w), 21,000 S.F./0.48 ACRE  
 AVERAGE LOT AREA PROVIDED = 29,878 S.F./0.69 ACRE  
 MINIMUM LOT AREA PROVIDED = 16,586 S.F./0.38 ACRE  
 MAXIMUM LOT AREA PROVIDED = 132,801 S.F./3.05 ACRE  
 FRONT BUILDING SETBACK LINE = 25' (PRIMARY ROAD)  
 12.5' (SECONDARY ROAD)  
 SIDE BUILDING SETBACK LINE = 15' (COMBINED)  
 NO LESS THAN 5' (INDIVIDUAL)  
 REAR BUILDING SETBACK LINE = 20' (PRINCIPAL STRUCTURE)  
 TOTAL COMMON AREA = 106,063 S.F./2.43 ACRES  
 WIDTH OF RIGHT-OF-WAY = 50'  
 STREET RIGHT-OF-WAY AREA = 250,941 S.F./5.76 ACRES (INSIDE BOUNDARY)  
 8,158 S.F./0.14 ACRE (OUTSIDE BOUNDARY)  
 TOTAL LENGTH OF ROADS = 4.5914 L.F.  
 PROPOSED STREET PAVEMENT WIDTH (BACK OF CURB TO BACK OF CURB) = 25'  
 TYPE OF PROPOSED STREET DEDICATION = PUBLIC  
 STREET TYPE = LOCAL RESIDENTIAL  
 SANITARY SEWER DISPOSAL = CITY OF COLUMBIA  
 CITY OF COLUMBIA SANITARY SEWER EASEMENT = 15' (10' IN ROW)  
 WATER DISTRIBUTION = CITY OF COLUMBIA  
 CITY OF COLUMBIA WATER LINE EASEMENT = 15' (10' IN ROW) AND  
 STORM DRAINAGE = RICHLAND COUNTY  
 RICHLAND COUNTY STORM DRAINAGE EASEMENT = VARIES

- GENERAL NOTES:**
- BOUNDARY SURVEY IS BASED ON EXISTING PHYSICAL EVIDENCE AND EXISTING CONDITIONS OBSERVED ON DATE OF SURVEY.
  - THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE EXAMINATION BY AN ATTORNEY. THERE MAY BE OTHER RECORDED OR UNRECORDED EASEMENTS, RESTRICTIONS OR RIGHTS-OF-WAY NOT OBSERVED OR SHOWN HEREON.
  - SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT SURVEYED OR EXAMINED OR CONSIDERED AS PART OF THIS SURVEY. NO EVIDENCE OR STATEMENT IS MADE CONCERNING THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES THAT MAY AFFECT THE USE OR DEVELOPMENT OF THIS PROPERTY.
  - EASEMENT LOCATIONS SHOWN ARE APPROXIMATE.
  - ALL PROPERTY CORNERS ARE 5/8" IRON PINS SET UNLESS NOTED OTHERWISE.
  - ALL STREETS ARE TO BE DEDICATED TO RICHLAND COUNTY FOR MAINTENANCE.
  - THERE IS A 15' WIDE WATER/SANITARY SEWER EASEMENT CENTERED ON ALL SERVICE LINES FROM MAIN LINE TO METER/CLEAN OUT.
  - ALL STREET RIGHT OF WAY LOT DIMENSIONS ARE MEASUREMENTS OF ARC DISTANCE.
  - ALL PAVEMENT DIMENSIONS ARE MEASURED FROM BACK OF CURB TO BACK OF CURB UNLESS SHOWN OTHERWISE.
  - ALL TRASH AND CONSTRUCTION WASTE SHALL BE REMOVED AND DISPOSED OF OFFSITE BY THE CONTRACTOR.
  - LOCATION OF UNDERGROUND UTILITIES NOT SHOWN ARE UNKNOWN.
  - INDIVIDUAL POWER POLES, GUY WIRES AND POWER LINES MAY BE SUBJECT TO EASEMENTS.
  - METLAND DELINEATION LINE IS BASED ON INFORMATION PROVIDED BY CORE PROPERTY SCIENCES COMPANY, INC.
  - ACCORDING TO FEMA FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 45079C0083 D, DATED JANUARY 19, 1994, A PORTION OF THE SUBJECT PROPERTY IS LOCATED IN ZONES A AND AE, AS SHOWN THEREON.

MAY 31 2005

**LEGEND**

- IF IRON PIN FOUND (#5 REBAR UNLESS STATED OTHERWISE)
- ⊗ IF IRON PIN SET (#5 REBAR)
- CALCULATED POINT

**DEVELOPER**  
 ESSEX HOMES  
 C/O MR. FRANK BERRY  
 4458 AUGUSTA ROAD  
 LEWINGTON, SC 29073  
 (803) 951-3990

REV. NO.	DESCRIPTION	DATE

PROJECT NUMBER JTY	DRAWING SCALE 1"=100'	SOI COMMERCIAL DRIVE, INC. COLUMBIA, SC 29223 (803) 789-4261	RELEASED FOR APPROVALS	DATE
DRAWN BY CAD	PROJECT DATE MAY, 2005	Office Locations: North Carolina South Carolina	BIDDING CONSTRUCTION RECORD DWG.	
APPROVED BY JTY	PROJECT NUMBER 50075-04-CA	Georgia Florida		
FILE NAME 50075c	POST DATE 3/14/05			



**EAGLES GLEN SUBDIVISION - PHASE IV**  
 PREPARED FOR  
 ESSEX HOMES  
 NEAR BLYTHEWOOD ~ RICHLAND COUNTY ~ SOUTH CAROLINA

OVERALL LAYOUT PLAN

1 / 22

SD-05-218



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

July 11, 2005

<b>Applicant:</b> B. P. Barber		<b>Preliminary Subdivision Plans For:</b> Kingston Ridge
<b>RC Project #:</b> SD-05-262		
<b>General Location:</b> South Side of Caughman Rd across from Berkley Forest S/D		
<b>Tax Map Number:</b> 19100-04-03		<b>Current Zoning:</b> RS-2 (RS-LD)
<b>Subject Area:</b> 61 acres	<b>Number of Units:</b> 151	<b>Gross Density:</b> 2.5 DU/acres
<b>Sewer Service Provider:</b> City of Columbia		<b>Water Service Provider:</b> City of Columbia

**SECTION I – ANALYSIS**

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

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

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

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

**Traffic Impact Discussion**

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

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road is 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	Caughman Road	
Functional Classification Of This Roadway	Two lane undivided minor arterial	
<b>Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)</b>	<b>10,800</b>	
Estimated Traffic Generated By The Proposed Project	1434	
Current Volume At The Nearest Count Station # 371 Located @ ½ mile west of the site	5400	
Estimated Traffic Count <b>With</b> the Proposed Project	6834	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.63</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old.**

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

The proposed project, by itself, will not result in the LOS C being exceeded at SCDOT count station 371.

**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	30
Middle School @ 0.13 students per single family DU	20
High School @ 0.12 Students per single family DU	19

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

**Existing Site Conditions**

The site slopes downward to the east and south. There are pine trees in the upper elevations of the site with more hardwoods in the lower elevations near the creek.

**Compatibility with the Surrounding Area**

There are single-family detached residential subdivisions adjacent to the site on the north and east. A tributary of Mill Creek that traverses the site on the east discharges into Mill Pond on Garners Ferry Rd.

**Discussion of Applicable Comprehensive Plan Issues**

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

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

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department's position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations/Principles of the Comprehensive Plan. The Lower Richland Subarea Plan, adopted in January 1992, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 33 and 40 respectively, are discussed below:

Objective – Buffer established areas from new, new higher density uses through open areas and/or transitional land uses

The proposed project will result in a low density single family detached subdivision being constructed on the subject undeveloped site. The proposed project implements this Objective.

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

See the discussion above. This project implements this Principle.

**Other Pertinent Factors**

- 1) As of June 20, 2005, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of June 20, 2005, approval of the flood elevation statement and the wetlands encroachment permit had not been received.
- 3) As of June 20, 2005, the County Fire Marshal had not provided comments.
- 4) As of June 20, 2005, the City of Columbia had not approved the water and sewer line construction plans.
- 5) As of June 20, 2005, DHEC had not issued a sewer line construction permit.
- 6) As of June 20, 2005, DHEC had not issued a water line construction permit.
- 7) The E-911 Coordinator has certified Planning Commission approval of the street names.
- 8) The proposed subdivision plans are substantially in compliance with the Sketch Plan comments.

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

The Department believes that a potential safety hazard exists when subdivision lots have double frontage, i.e., access to both the interior residential streets and the adjacent roadways. Therefore in order to promote adequate pedestrian and vehicular safety in subdivisions as required by state law, it is necessary to ensure such lots have access only from the interior residential streets. To this end, the developer shall install a fence, wall, landscape berm, or combination thereof, to prohibit direct access to Caughman Road from lots 105 through 113 and lots 1 through 8.

The applicant chose to apply the new subdivision regulations that take effect on July 1, 2005. These regulations allow an applicant to reduce the lot dimension requirements in exchange for providing on-site open space areas.

## 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 151 unit single family detached subdivision, known as Kingston Ridge (Project # SD-05-262). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

### **Findings of Fact**

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Caughman 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.
5. The proposed subdivision plans are substantially in compliance with the Sketch Plan comments.

### **Specific Conditions**

- a) The Department of Public Works must approve the stormwater management plans; **and**
- b) The Floodplain Mgmt. Specialist must approve the flood elevation statement; **and**
- c) The Department must receive a copy of the USCOE wetlands encroachment letter; **and**
- d) **A Controlled Clearing Certificate letter must be issued by the Department prior to starting any site clearing activity.** Contact Sean Busbee @ 576-2171 for details; **and**
- e) The bonded and/or final plats must include signed the tree certification statements. Contact Sean Busbee @ 576-2171 for more information; **and**
- f) The plat must establish the setbacks, either graphically or by notation, for each lot; **and**
- g) The County Fire Marshal must approve the project with or without conditions; **and**
- h) The City of Columbia must approve the water and sewer line construction plans; **and**
- i) DHEC must issue the sewer line construction permits; **and**
- j) DHEC must issue the water line construction permits; **and**
- k) **No building permits shall be issued until all of the conditions cited above are met; and**
- l) A phasing plan must be provided to the Department prior to issuing building permits; **and**
- m) Plats shall only be recorded by the complete phases identified in the preliminary plan; **and**
- n) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- o) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water and sewer line easement documents; **and**
- p)

The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**

- q) The developer shall install a fence, wall, landscape berm, or combination thereof, to prohibit direct access to Caughman Road from lots 105 through 113 and lots 1 through 8, prior to obtaining a Certificate of Occupancy for the subject lots; **and**
- r) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- s) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water and sewer line easement deeds **AND (2)** the County accepts the roads for maintenance; **and**
- t) The developer shall pay the costs associated with construction of any acceleration or deceleration lanes or turn lanes that may be required by the SCDOT.

### **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:

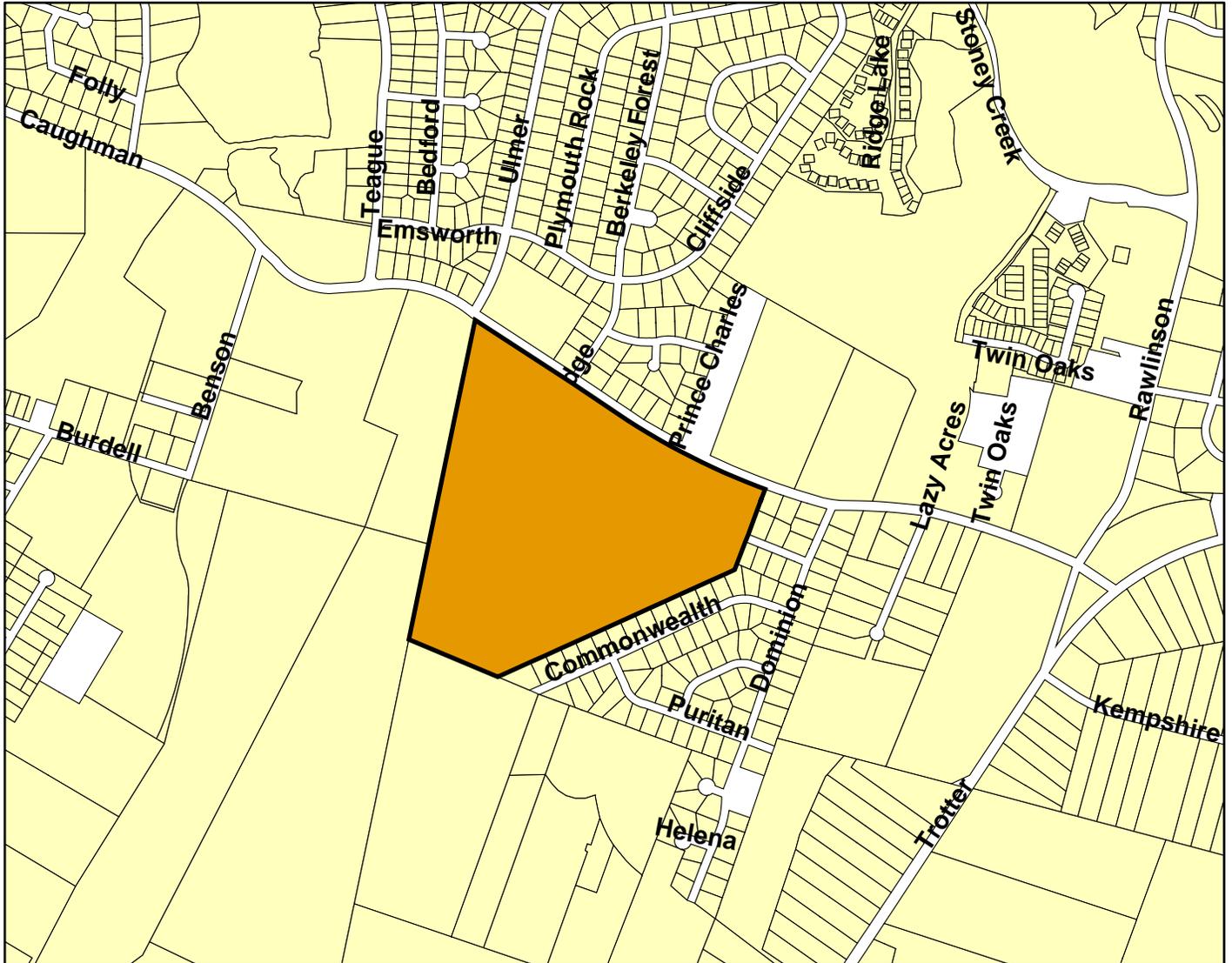
- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; **or**
- (c) A clerical or map 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-05-262 KINGSTON RIDGE



Looking at site from Berkeley Forest



Looking @ entrance to Berkeley Forest













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

July 11, 2005

<b>Applicant:</b> Cyrus Weston		<b>Minor Subdivision Plans For:</b> Weston Place, Phase 2	
<b>RC Project #:</b> SD-05-277			
<b>General Location:</b> Reese Rd south of Garners Ferry Road			
<b>Tax Map Number:</b> 30500-02-04		<b>Current Zoning:</b> RU	
<b>Subject Area:</b> 9.4 acres	<b>Number of Units:</b> 5	<b>Gross Density:</b> 0.5 DU/acres	
<b>Sewer Service Provider:</b> Septic Tank		<b>Water Service Provider:</b> 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..." It is the Department's position that compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

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

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

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

**Traffic Impact Discussion**

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

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road is 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	Reese Road	
Functional Classification Of This Roadway	Not Classified	
<b>Level-Of-Service C Design Capacity (V/C = 1.00)</b>	<b>8600</b>	
Estimated Traffic Generated By The Proposed Project	49	
Current Volume At The Nearest Count Station # Located @	Not Counted	
Estimated Traffic Count <b>With</b> the Proposed Project	NAp	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>NAp</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old.**

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

The proposed subdivision will have an insignificant effect on the traffic flow of Reese 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 a response time. The 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	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**

There are residences scattered throughout the immediate area. Parcel 9A contains an occupied residence. The site slopes downward to the west.

**Compatibility with the Surrounding Area**

The subject project is the continuation of a subdivision initiated several years ago. The proposed project is compatible with the adjacent development.

**Discussion of Applicable Comprehensive Plan Issues**

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

The subject site is designated as Rural in the Rural and Open Space Area of the Lower Richland Subarea Plan Proposed Land Use Map. The proposed project is consistent with this land use designation.

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department’s position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations/Principles of the Comprehensive Plan. The Lower Richland Subarea Plan, adopted in January 1992, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, 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 proposed project will create additional affordable housing opportunities for Lower Richland area residents. The proposed project implements this Objective.

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

The proposed project is a low density rural subdivision. This project implements this Principle.

### **Other Pertinent Factors**

The flood elevation statement has been approved by the Flood Hazard Coordinator. The Public Works Dept. and the E-911 Coordinator both commented that lot 9E appears to be landlocked.

**The plat can not be approved as submitted because it does not adequate legal access for parcel 9E.** The plat must be revised to include a minimum 50 foot wide access easement for parcel 9E.

In addition, **the plat does not depict the proposed location of the driveways for each lot.** The driveways locations must conform to the SCDOT driveway separation requirements. Since the speed limit on this portion of Reese Road is 45 mph, all driveways, including the existing ones, must be a minimum of 250 feet apart.

## **SECTION II – STAFF RECOMMENDATION**

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends **denial** of the minor subdivision plans for a 5 unit single family detached subdivision, known as Weston Place, Phase 2 Minor S/D (Project # SD-05-277). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

### **Findings of Fact**

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Reese 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 Lower Richland Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Lower Richland Subarea Plan.
5. Parcel 9E does not have adequate legal access. Adequate legal access is defined as a minimum of 50 feet of R/W and a 20-foot wide passable surface.
6. The driveway locations for the proposed lots have not been depicted. Driveways are required to must the SCDOT driveway separation requirements.

### SECTION III – COMMISSION RECONSIDERATION & APPEAL

#### **Reconsideration**

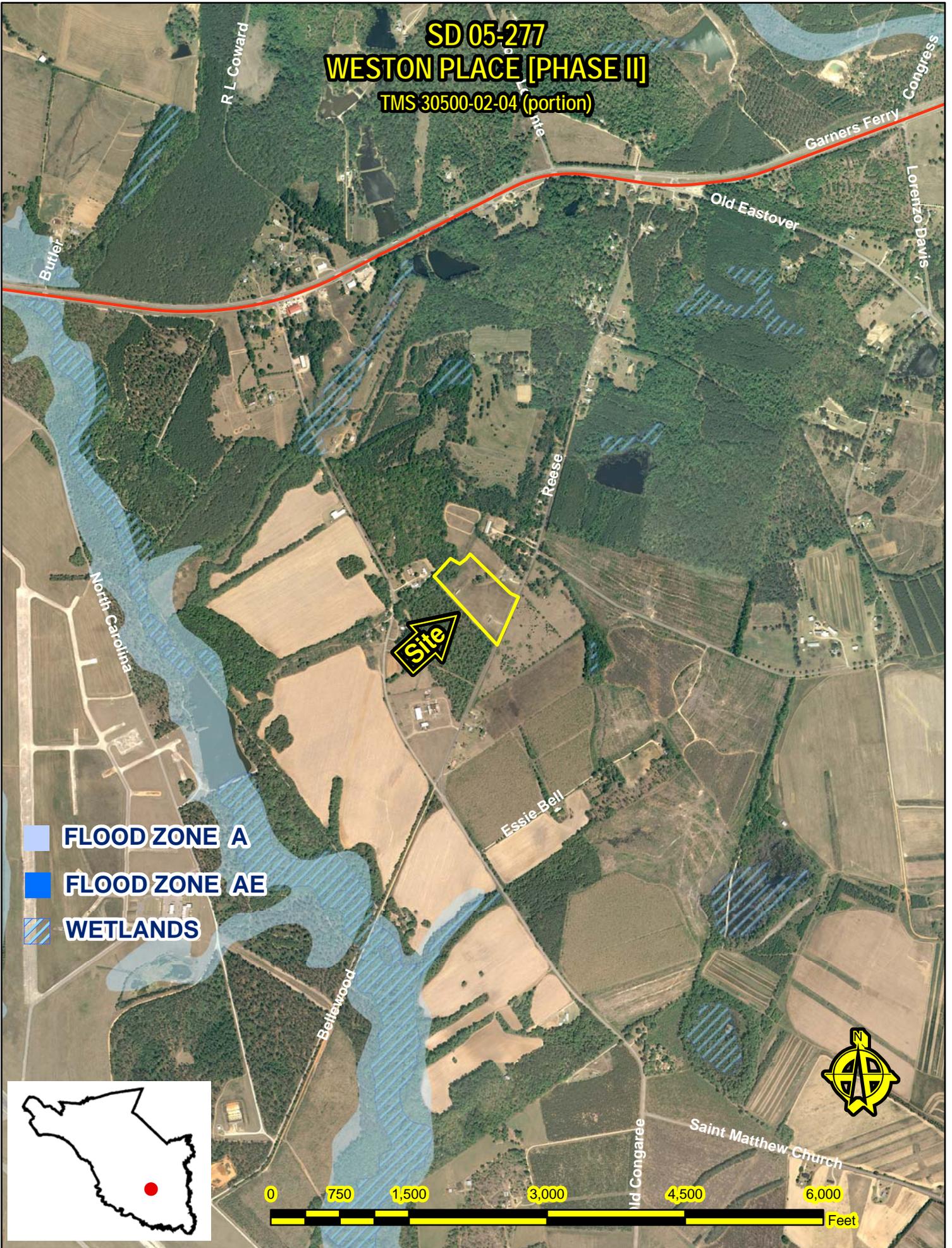
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days 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 05-277**  
**WESTON PLACE [PHASE II]**  
TMS 30500-02-04 (portion)



**SD 05-277**  
**WESTON PLACE [PHASE II]**  
TMS 30500-02-04 (portion)

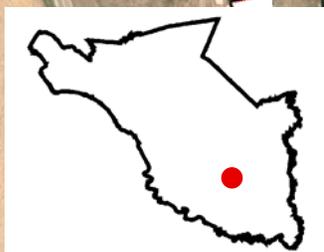
**Site**

Old Congaree

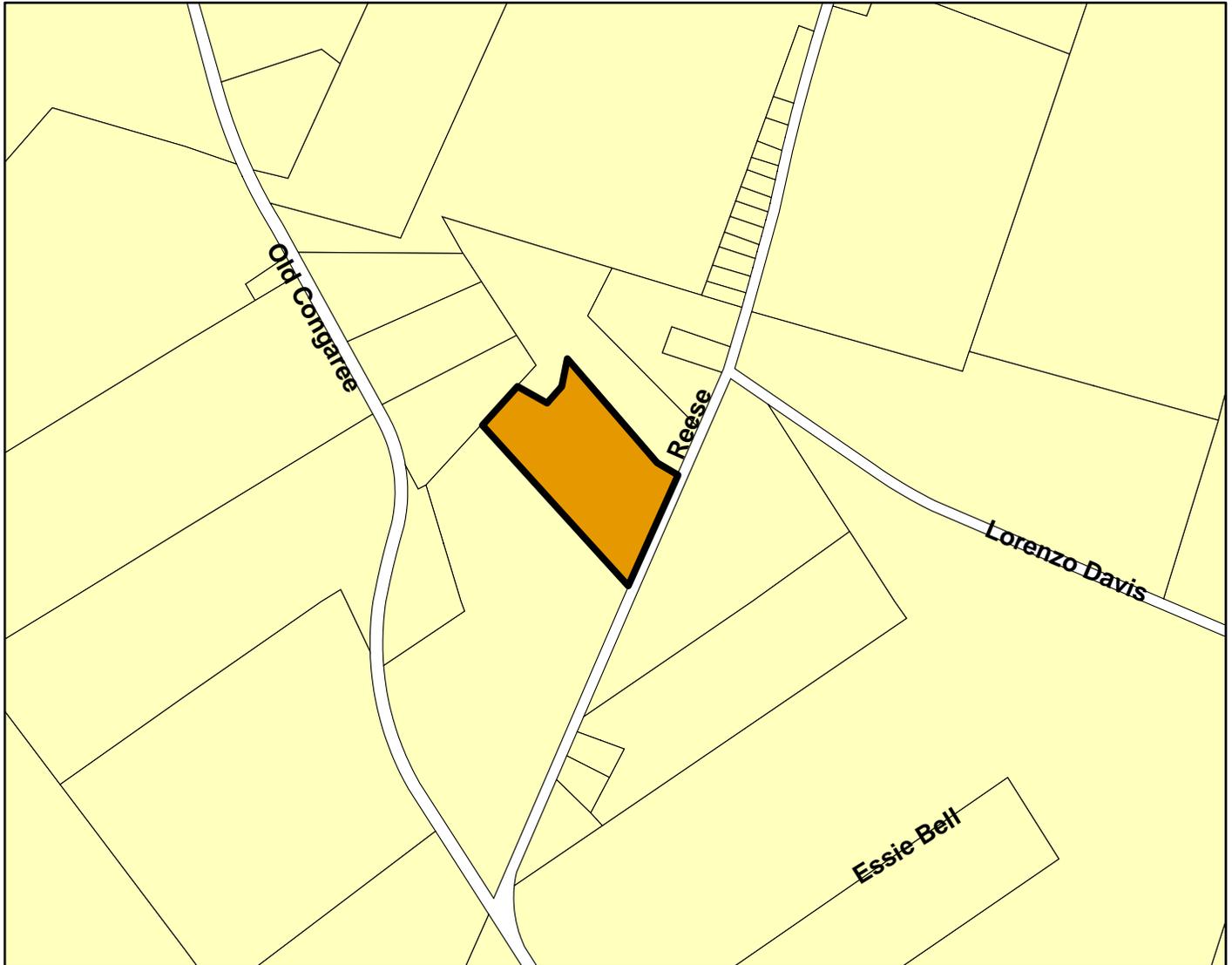
Reese

Lorenzo Davis

-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS



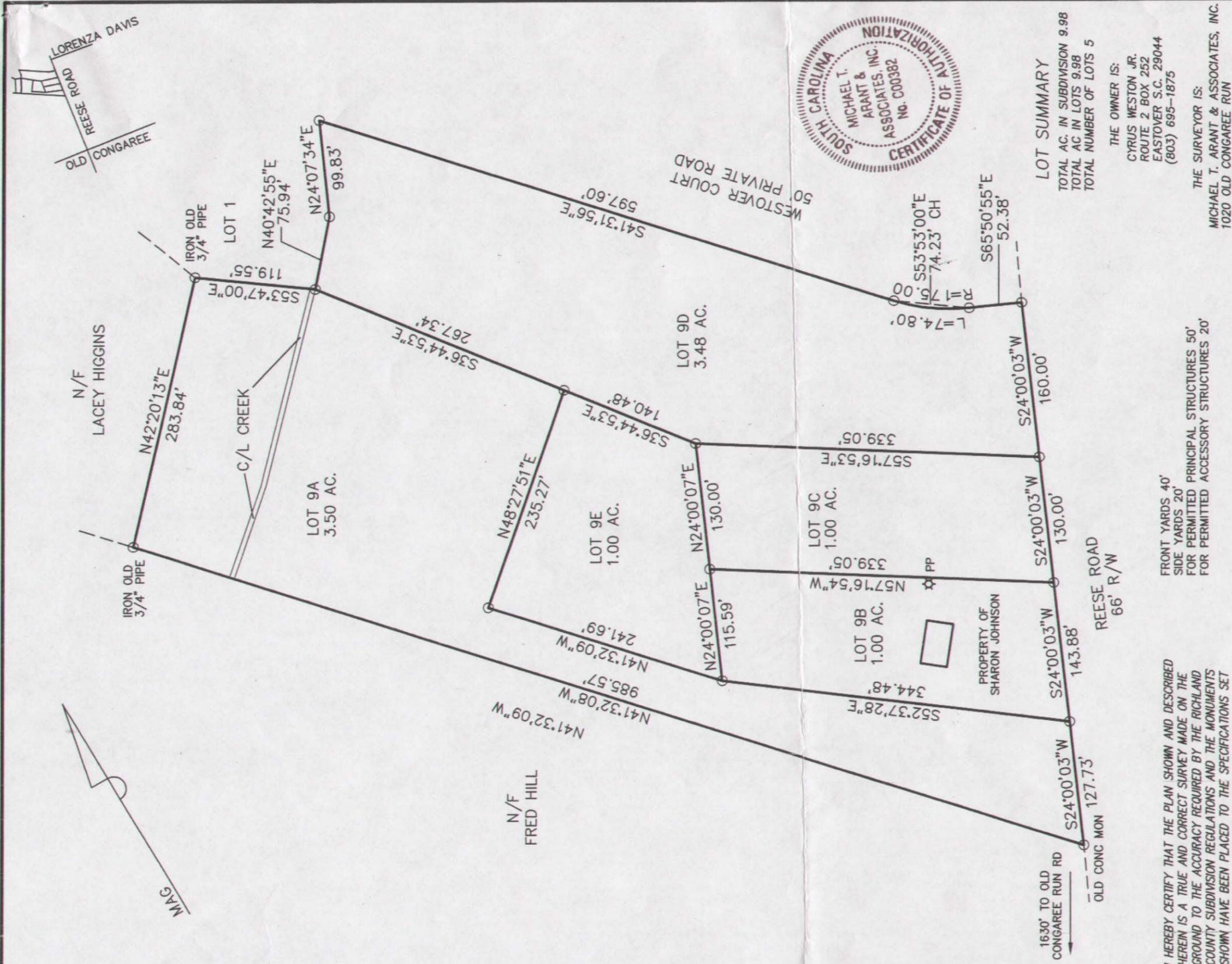
# SD-05-277 WESTON PLACE [PHASE II]



Looking @ site from Reese Rd



Looking south on Reese Rd



**LOT SUMMARY**  
 TOTAL AC. IN SUBDIVISION 9.98  
 TOTAL AC. IN LOTS 9.98  
 TOTAL NUMBER OF LOTS 5

THE OWNER IS:  
 CYRUS WESTON JR.  
 ROUTE 2 BOX 252  
 EASTOVER S.C. 29044  
 (803) 695-1875

THE SURVEYOR IS:  
 MICHAEL T. ARANT & ASSOCIATES, INC.  
 1020 OLD CONGAREE RUN  
 EASTOVER, S.C. 29044  
 (803) 695-4320

**WESTON PLACE PHASE II**  
 PLAT PREPARED FOR  
**CYRUS WESTON JR.**

SITE LOCATED IN RICHLAND COUNTY, SOUTH CAROLINA

SCALE: 1" = 100'  
 GRAPHIC SCALE IN FEET

REFERENCES:  
 RICHLAND COUNTY TAX MAP SHEET 30500 BLOCK 02 PORTION OF LOT 04  
 WESTON PLACE LOT 9 FINAL PLAT PREPARED FOR CYRUS WESTON JR. BY U.S. GROUP, INC. DATED MAY 07, 1996 RECORDED PLAT BOOK 56 PAGE 8017  
 CERTIFICATION:

I HEREBY STATE THAT 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 AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "B" SURVEY AS SPECIFIED THEREIN.

*Michael T. Arant*  
 MICHAEL T. ARANT S.C. REG. # 4547  
 MAY 02 2005

MICHAEL T. ARANT & ASSOCIATES, INC. 1020 OLD CONGAREE RUN EASTOVER, S.C. 29044 (803) 695-4320

ALL IRONS ARE NEW 1/2" REBAR UNLESS NOTED

FRONT YARDS 40'  
 SIDE YARDS 20'  
 FOR PERMITTED PRINCIPAL STRUCTURES 50'  
 FOR PERMITTED ACCESSORY STRUCTURES 20'

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

SD-05-277



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

July 11, 2005

<b>Applicant:</b> Colonial Commons LLC		<b>Preliminary Subdivision Plans For:</b>	
<b>RC Project #:</b> SD-05-280		Twin Oaks, Phase 3	
<b>General Location:</b> Reflections PUD on Caughman Road near Trotter Rd			
<b>Tax Map Number:</b> 21904-01-06		<b>Current Zoning:</b> PUD	
<b>Subject Area:</b> 3.7 acres	<b>Number of Units:</b> 15	<b>Gross Density:</b> 4.0 DU/acres	
<b>Sewer Service Provider:</b> City of Columbia		<b>Water Service Provider:</b> City of Columbia	

**SECTION I – ANALYSIS**

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

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

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

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

**Traffic Impact Discussion**

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

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road is 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	Caughman Road	
Functional Classification Of This Roadway	Two lane undivided minor arterial	
<b>Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)</b>	<b>10,800</b>	
Estimated Traffic Generated By The Proposed Project	143	
Current Volume At The Nearest Count Station # 371 Located @ ¾ mile west of the site	5400	
Estimated Traffic Count <b>With</b> the Proposed Project	5543	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.51</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old.**

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

The Kingston Ridge project, located ¼ mile to the west, will add 1434 trips to Caughman Road. The combination of these two projects will not result in the LOS being exceeded at SCDOT count station 371.

**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	3
Middle School @ 0.13 students per single family DU	2
High School @ 0.12 Students per single family DU	1

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

**Existing Site Conditions**

The site is at the end of Twin Oaks Lane and is slightly higher in elevation than the adjacent residences. The site contains mostly pine trees.

**Compatibility with the Surrounding Area**

The proposed project will complete the Twin Oaks section, i.e., the last undeveloped portion, of the Reflections PUD originally approved in the 1970s. The proposed project is compatible with the adjacent development.

**Discussion of Applicable Comprehensive Plan Issues**

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

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

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department's position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations/Principles of the Comprehensive Plan. The Lower Richland Subarea Plan, adopted in January 1992, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 33 and 40 respectively, are discussed below:

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

The subject project will have a density of 4.0 DU/acre and lot sizes compatible with the adjacent phases of the Twin Oaks subdivision. The proposed project implements this Objective.

Principle – Moderate to low level densities (maximum of 9 DU/acre) are appropriate within the Developing Urban Area

See the discussion above. This project implements this Principle.

**Other Pertinent Factors**

- 1) The Public Works Dept. **disapproved** the stormwater management plans on June 7, 2005.
- 2) As of June 20, 2005, the County Fire Marshal had not provided comments.
- 3) As of June 20, 2005, the City of Columbia had not approved the water and sewer line construction plans.
- 4) As of June 20, 2005, DHEC had not issued a sewer line construction permit.
- 5) As of June 20, 2005, DHEC had not issued a water line construction permit.
- 6) The E-911 Coordinator has certified Planning Commission approval of the proposed street names with a minor correction.
- 7) The proposed subdivision plans are substantially in compliance with the Sketch Plan comments

The proposed project includes a common area along Rawlinson Road. The Reflections HOA restrictions prohibit any access across a common area. An opaque fence will also likely be required along Rawlinson Road.

**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 15 unit single family detached subdivision, known as Twin Oaks, Phase 3 (Project # SD-05-280). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

**Findings of Fact**

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Caughman 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 Lower Richland Subarea Plan Map land use designation.

4. The proposed project implements the relevant Objectives and Recommendations of the Lower Richland Subarea Plan.
5. The proposed subdivision plans are substantially in compliance with the Sketch Plan comments.

**Specific Conditions**

- a) The Department of Public Works must approve the stormwater management plans; **and**
- b) **A Controlled Clearing Certificate letter must be issued by the Department prior to starting any site clearing activity.** Contact Sean Busbee @ 576-2171 for details; **and**
- c) The bonded and/or final plats must include signed the tree certification statements. Contact Sean Busbee @ 576-2171 for more information; **and**
- d) The plat must establish the setbacks, either graphically or by notation, for each lot; **and**
- e) The City of Columbia must approve the water and sewer line construction plans; **and**
- f) DHEC must issue the sewer line construction permits; **and**
- g) DHEC must issue the water line construction permits; **and**
- h) **No building permits shall be issued until all of the conditions cited above are met; and**
- i) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water and sewer 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) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- l) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water and sewer line easement deeds **AND (2)** the County accepts the roads for maintenance.

**SECTION III – COMMISSION RECONSIDERATION & APPEAL**

**Reconsideration**

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

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

**Appeal**

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

**SD 05-280**  
**TWIN OAKS S/D [PHASE III]**  
**TMS 21904-01-06**

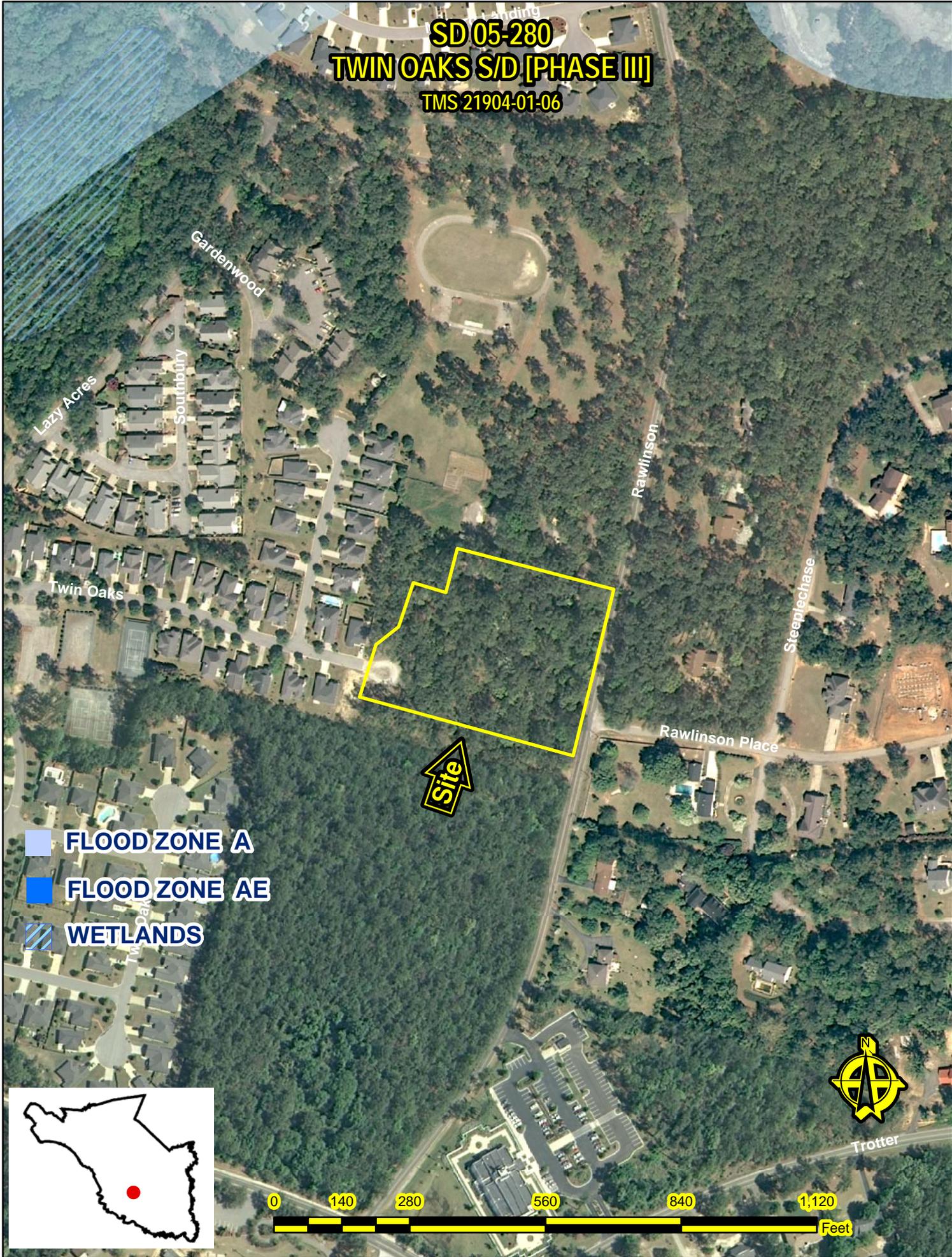


-  **FLOOD ZONE A**
-  **FLOOD ZONE AE**
-  **WETLANDS**

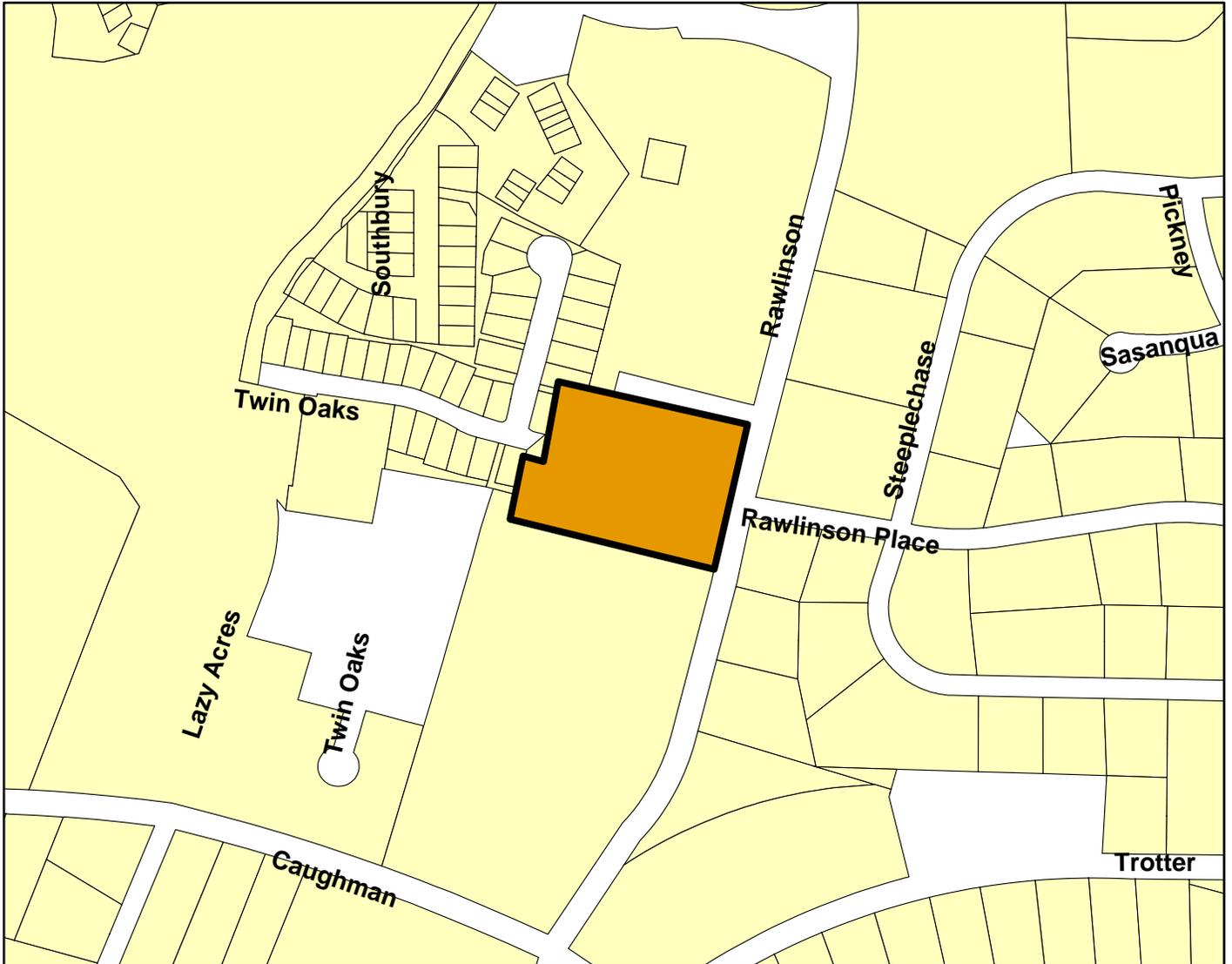
**Site**



**SD 05-280**  
**TWIN OAKS S/D [PHASE III]**  
TMS 21904-01-06



# SD-05-280 TWIN OAKS [PHASE III]



Looking @ site from Twin Oaks Lane

Looking down Twin Oaks Lane from site





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

**TO:** Planning Commission Members; Interested Parties  
**FROM:** Carl D. Gosline, AICP, Subdivision Administrator  
**DATE:** June 29, 2005  
**RE:** Stonington, Phase 3 – SD-05-313

**Project History:**

1. Phase 2 of the Stonington PUD was on the May 2005 Commission agenda.
2. The attached memo dated April 25, 2005 provided the background history of this project. The Department recommended "...that no further preliminary plans submission in the Stonington project be scheduled for Planning Commission consideration until ALL of the outstanding cited herein are satisfactorily resolved..."
3. The applicant requested the Commission defer action regarding the Department's recommendation to allow them time to resolve the cited issues regarding this project.
4. The Commission granted the applicant's request without acting on the Department's recommendation described in # 2 above.
5. The Department met with the applicant on May 12, 2005 to discuss the various issues identified in the April 25, 2005 memo.
6. The applicant submitted preliminary subdivision plans for phase 3 of the project on May 26, 2005. Phase 3 is located uphill from, and adjacent to, phase 2. See the attached phasing diagram.
7. The Department received the necessary flood elevation documentation on June 27, 2005 and has forwarded it to FEMA for approval.
8. As of June 28, 2005, none of the issues cited in the April 24, 2005 memo have been satisfactorily resolved.

**Department Recommendation**

**The Department recommends that no further submissions in the Stonington project be scheduled for Commission consideration until the following conditions are addressed:**

- a) The right-of-way access easement for Hollis Pond Road issues are resolved; **and**
- b) The Department receives a copy of the US Army Corps of Engineers letter regarding ALL the required wetland permits, and/or exemptions from same, for the whole project; **and**
- c) The issues identified in Rocky Archer's letter of December 28, 2004 (discussed above) are resolved to the satisfaction of the Public Works Department; **and**
- d) The Department receives FEMA approval of the required 100-year flood elevation statement.

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

**TO:** Planning Commission Members; Interested Parties  
**FROM:** Carl D. Gosline, AICP, Subdivision Administrator  
**DATE:** April 25, 2005  
**RE:** DRAFT Planning Commission Stonington Subdivision Report (SD-05-199)

**Project History**

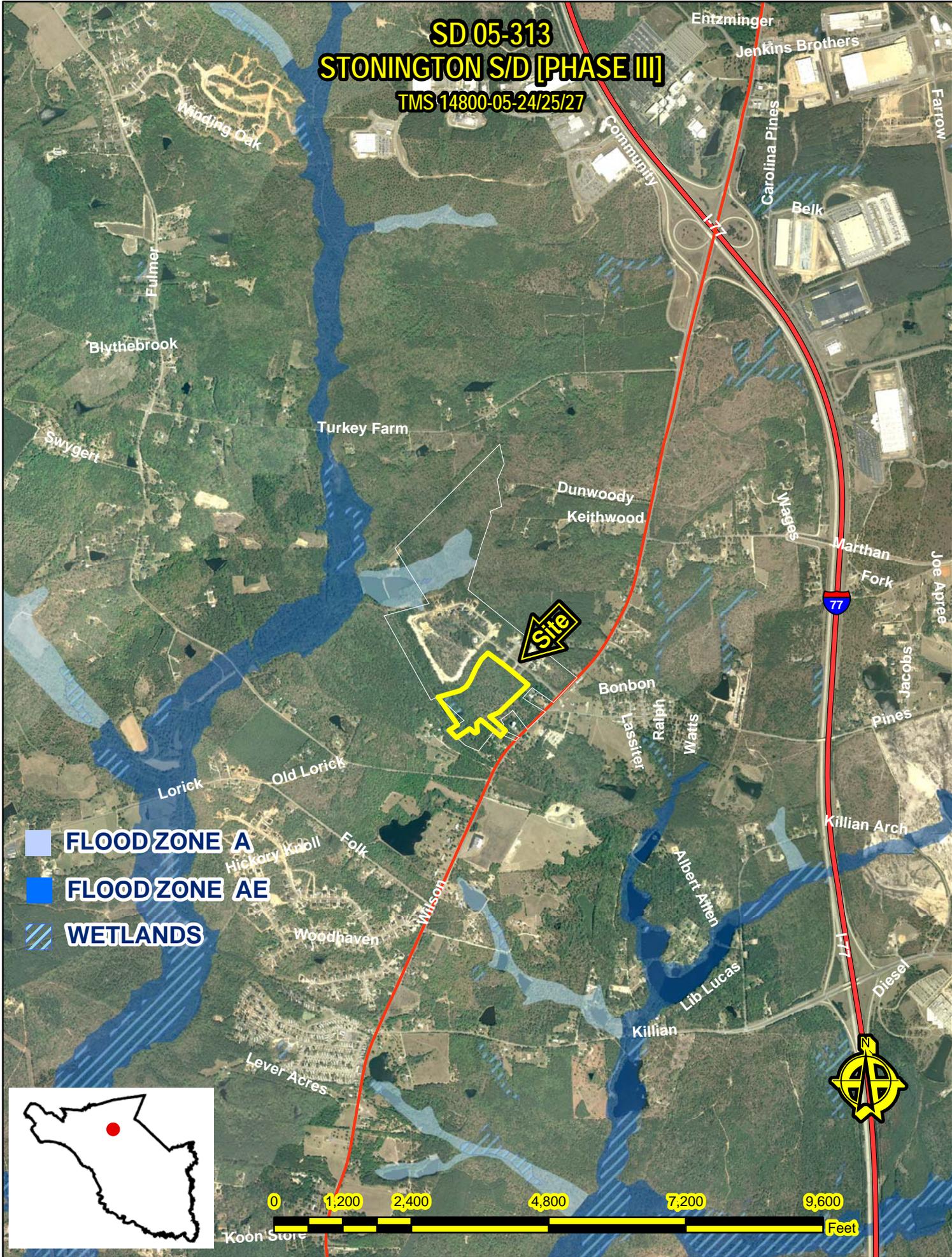
- 1) In 2000, a PUD was approved for the subject project. A PUD included 86 acres of single family residences, 14 acres of neighborhood commercial, 23 acres of road R/W and 47 acres open space and recreation. The gross project density is 1.2 DU per acre (202 units on 165 acres).
- 2) The project includes 3 different subdivisions, plus a commercial area along Wilson Blvd. The Stonebury S/D has a common area and an average lot size of 0.2 acres. This subdivision is at the current entrance to the project off Wilson Blvd.
- 3) The Stonecroft S/D is in the middle of the project and has the amenity center for the whole project. The average lot size of this subdivision is 0.5 acres. One of the PUD conditions states that the perimeter lots must have a minimum 50-foot wide conservation/access easement to serve as a buffer to adjoining development at the rear of the lot. (the Robinson property and Hollis Pond Road).
- 4) Stonecrest subdivision is at the rear of the site and has an average lot area of 0.7 acres.
- 5) The first communication regarding the actual subdivision of the site was a letter from the Public Works Dept. to the project engineer providing comments about the proposed Sediment and Erosion Control Permit (Grading Permit) for the project. One of the comments stated that "...100 Year Flood elevations shall be established within the designated A zone. Contract Harry Reed at the County Planning Dept... In addition, the following statement shall be added to the Sediment and Erosion Control Plan...During construction, the owner/contractor **shall continually monitor** the condition of both ponds which are located immediately downstream on the adjacent property (Janette Robinson's property). Should the ponds become impacted as a result of Stonington's construction, **then immediate corrective action shall be provided...**"
- 6) On June 4, 2001, The Planning Commission approved the Phase 1 Preliminary Plans submission, subject to the usual conditions. Phase 1 included 55 lots in a portion of the Stonebury and Stonecroft subdivisions.
- 7) A bonded plat was recorded for Phase 1 on June 10, 2002.
- 8) The DHEC Permits To Operate the water and sewer systems for Phase 1 (55 lots) were received on March 9, 2004.
- 9) On December 8, 2004, the Public Works Dept. sent a letter to the applicant stating "...you may continue in the existing phase (phase 1), **but do not have permission to perform any land disturbance activity in the portion of phase development that lies on the northerly side of Hawkins Branch...**You are hereby ordered to immediately correct the following: (a) Remove the accumulated sediment in the constructed detention pond and reconstruct the stone check dam that is currently under water...(b) Replace or repair non-functioning silt fence and remove accumulated sediment in the creek that

- crosses the sanitary sewer line and is directly upstream of the adjacent Robinson property without creating any disturbance or impact to the downstream receiving waters (Hollis Pond) – [on the Robinson property]
- 10) On February 11, 2005, the applicant submitted a request to review the bonded plat for Phase 2, the area adjacent to the Robinson property.
  - 11) The Dept. sent a letter to the applicant on March 2, 2005 stating that the bonded plat could not be processed until the Planning Commission approved the preliminary plans **and** that if a **complete** preliminary plans package was received by **5:00 PM on March 31, 2005**, the project would be scheduled for Commission consideration at the May 2, 2005 meeting. This letter further stated that “no plans, or plats, for any other phase of this project, including phase 2, can be approved until the following action occur:
    - (a) The right-of-way/access easement for Hollis Pond Road (the Robnson’s property accessway) location issues is resolved; and
    - (b) The wetlands encroachment permit is issued by USCOE; and
    - (c) The issues in Rocky Archer’s letter of December 28, 2004 (discussed above) are resolved to the satisfaction of the Public Works Dept.; and
    - (d) The plans and plats depict a minimum 50 foot wide buffer along the perimeter lots of the Stonecroft and Stonecrest subdivisions; and the Planning Commission approves the preliminary plans for phase 2; and
    - (e) ALL the conditions that may be established by the Commission are satisfactorily met; and
    - (f) Any substantial change in the approved PUD plan will require a major PUD amendment...”
  - 12) To date, the Department has not approved a flood elevation statement that was requested from the applicant on February 20, 2001.
  - 13) To date, the Department has not received the wetlands encroachment letter for the US Army Corps of Engineers (USCOE). The Department received a copy of a letter from the applicant’s wetlands consultant on April 22, 2005 stating that the USCOE wetlands encroachment permit has NOT been issued, but is expected in the near future.

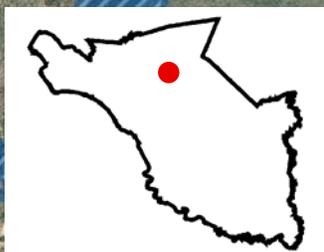
**RECOMMENDATION:**

The Department recommends that no further preliminary plans submission in the Stonington project be scheduled for Planning Commission consideration until ALL of the outstanding issues cited herein are satisfactorily resolved.

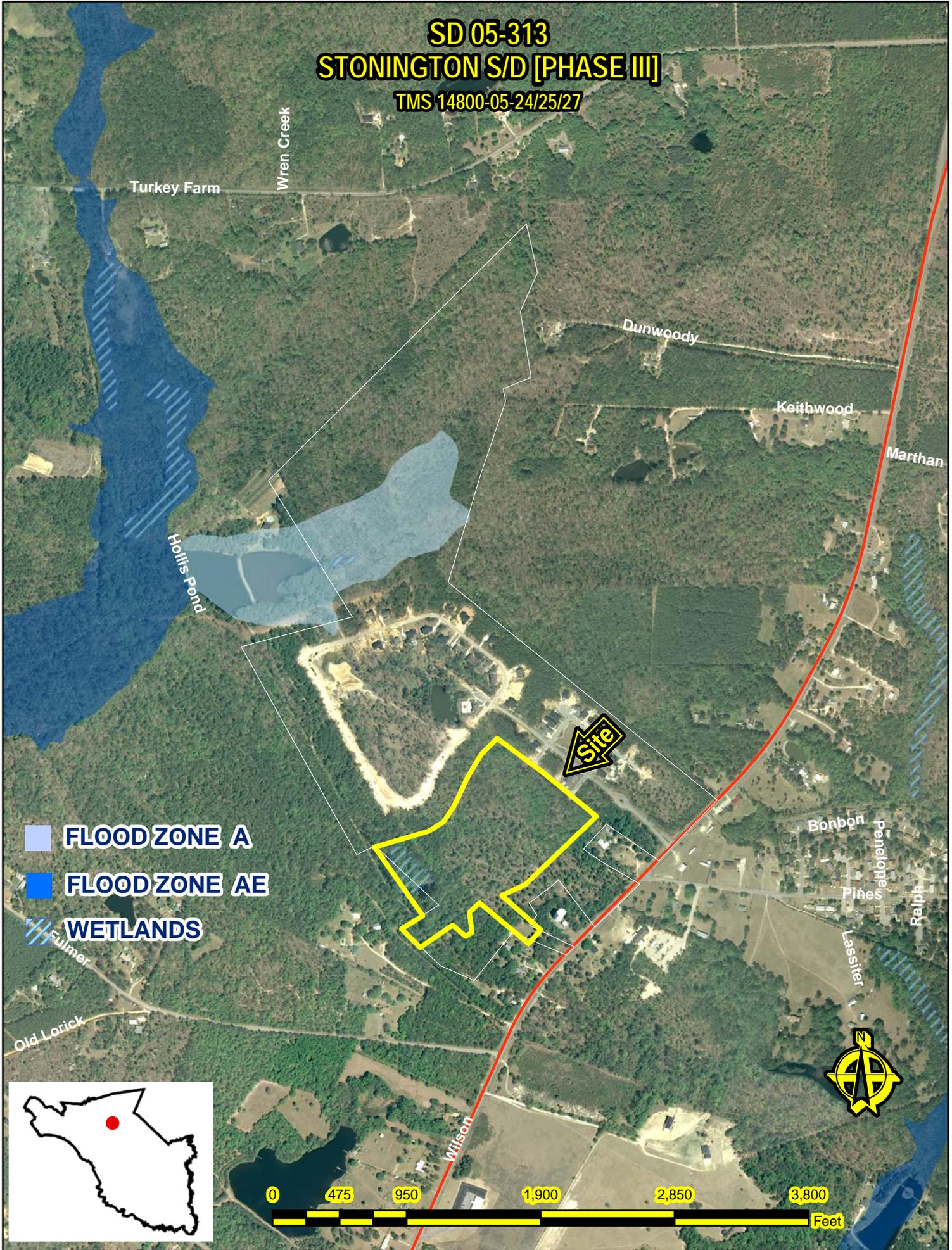
**SD 05-313**  
**STONINGTON S/D [PHASE III]**  
**TMS 14800-05-24/25/27**



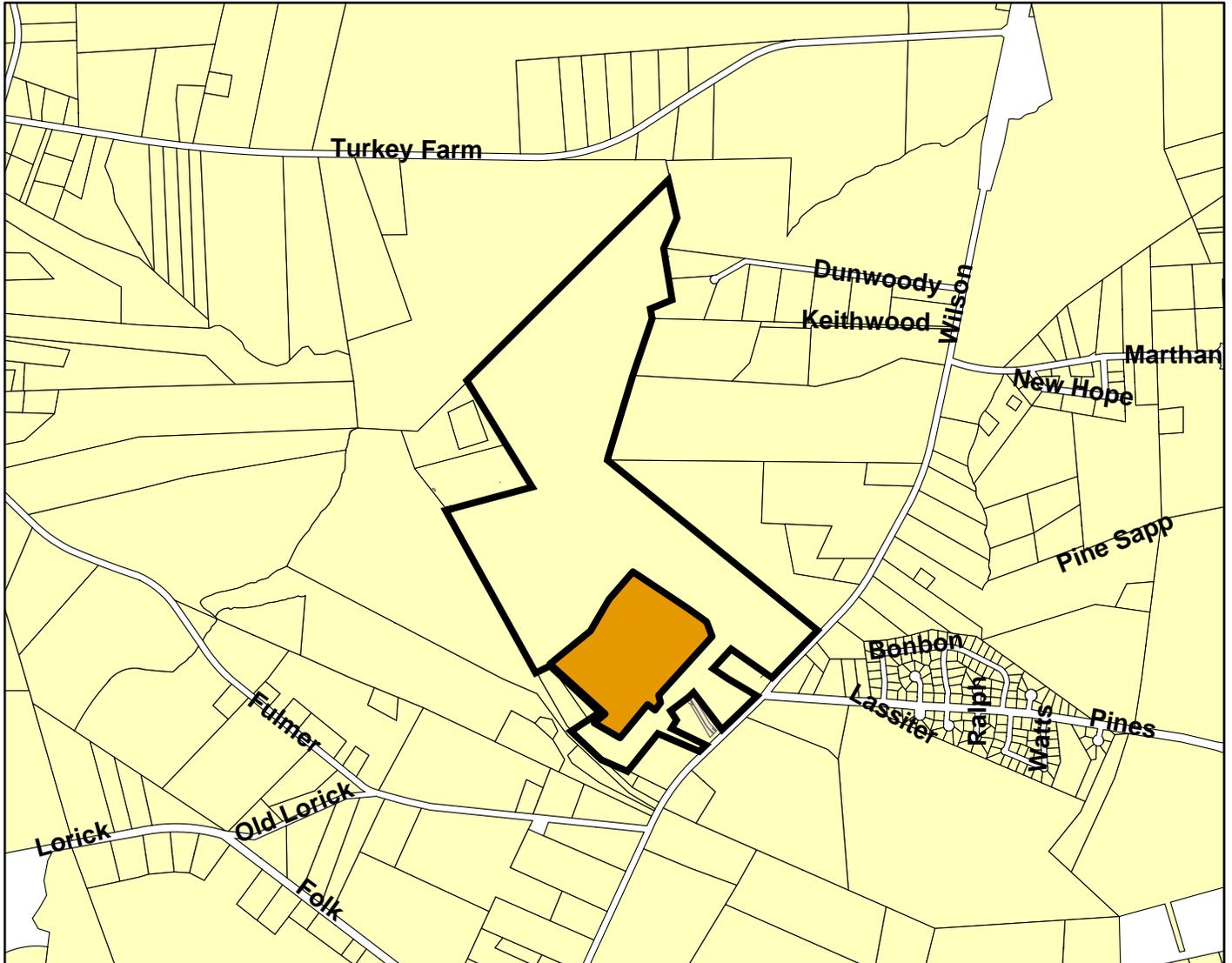
-  **FLOOD ZONE A**
-  **FLOOD ZONE AE**
-  **WETLANDS**



**SD 05-313**  
**STONINGTON S/D [PHASE III]**  
**TMS 14800-05-24/25/27**



# SD-05-313 STONINGTON [PHASE III]



Looking toward Phase 2 from Phase 3

Looking toward Phase 1 from Phase 3

**LINE CURVE DATA**

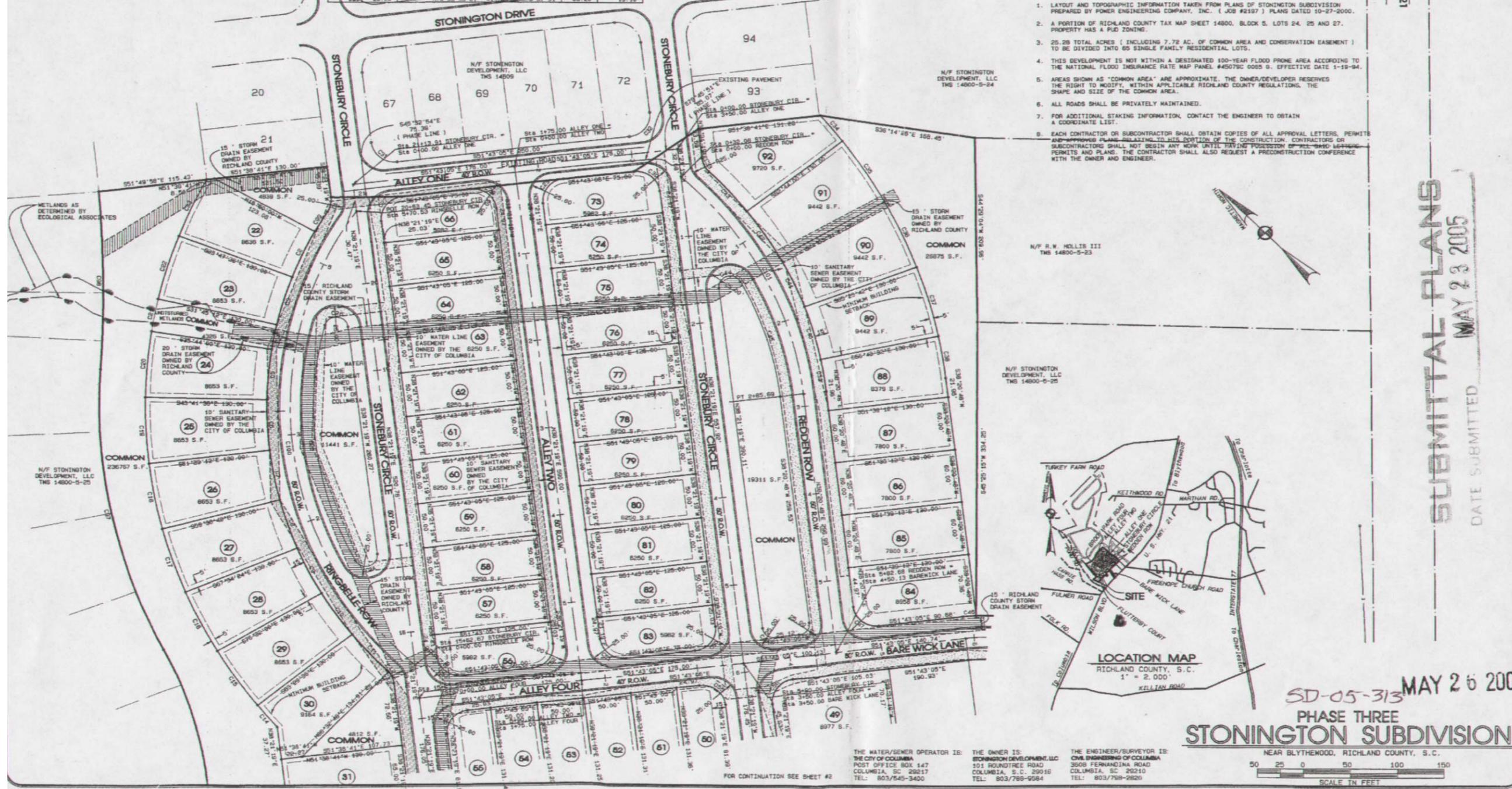
CURVE	ARC	CHORD BEARING	RADIUS	DELTA	CHORD	TANGENT
C1	17.21	S58°04'25"W	25.00	39°25'12"	16.87	8.98
C2	57.53	N70°11'12"E	414.09	7°57'36"	57.48	26.81
C3	57.53	S62°13'36"W	414.09	7°57'36"	57.48	26.81
C4	28.78	S55°15'24"W	414.09	3°58'48"	28.78	14.38
C5	57.53	S50°17'12"W	414.09	7°57'36"	57.48	26.81
C6	57.53	S42°19'36"W	414.09	7°57'36"	57.48	26.81
C7	57.53	S34°22'00"W	414.09	7°57'36"	57.48	26.81
C8	57.53	S26°24'24"W	414.09	7°57'36"	57.48	26.81
C9	57.53	S18°26'48"W	414.09	7°57'36"	57.48	26.81
C10	57.53	S10°29'12"W	414.09	7°57'36"	57.48	26.81
C11	84.84	S02°40'45"W	414.09	7°57'36"	84.84	27.46
C12	2.69	S02°30'19"W	25.00	6°13'26"	2.69	1.35
C13	14.51	N01°43'25"E	25.00	33°15'45"	14.51	7.47
C14	32.66	N04°47'13"E	544.09	3°26'20"	32.66	16.33
C15	75.59	N10°29'12"E	544.09	7°57'36"	75.53	37.86
C16	75.59	N18°26'48"E	544.09	7°57'36"	75.53	37.86
C17	75.59	N26°24'24"E	544.09	7°57'36"	75.53	37.86
C18	75.59	N34°22'00"E	544.09	7°57'36"	75.53	37.86
C19	75.59	N42°19'36"E	544.09	7°57'36"	75.53	37.86
C20	75.59	N50°17'12"E	544.09	7°57'36"	75.53	37.86
C21	37.86	N58°14'24"E	544.09	3°58'48"	37.86	19.51
C22	75.59	N62°13'36"E	544.09	7°57'36"	75.53	37.86
C23	75.59	N69°50'24"E	544.09	7°25'10"	75.53	38.38
C24	34.53	N82°30'24"E	12.50	158°16'36"	34.53	65.15
C25	276.09	N08°21'15"E	364.09	43°38'51"	276.53	140.07
C26	34.89	S40°46'50"E	12.50	158°16'36"	34.89	65.15
C27	29.24	N83°19'07"E	25.00	89°35'37"	29.24	24.97
C28	39.30	S06°40'53"E	25.00	90°34'23"	39.30	25.03

C29	39.24	N83°19'07"E	25.00	89°35'37"	39.30	24.97
C30	39.30	S06°40'53"E	25.00	90°34'23"	39.30	25.03
C31	39.30	S05°40'53"E	25.00	90°34'23"	39.30	25.03
C32	39.24	N83°19'07"E	25.00	89°35'37"	39.30	24.97
C33	17.60	S18°26'48"W	25.00	39°25'12"	16.87	8.98
C34	37.87	S05°17'12"W	545.00	3°57'36"	37.86	19.64
C35	82.46	S11°36'04"W	545.00	8°40'09"	82.38	41.31
C36	82.46	S20°16'14"W	545.00	8°40'09"	82.38	41.31
C37	82.46	S28°56'23"W	545.00	8°40'09"	82.38	41.31
C38	48.25	S35°46'36"W	545.00	5°04'20"	48.23	24.14
C39	36.74	N35°46'36"E	415.00	5°04'20"	36.73	18.38
C40	52.79	N28°25'25"E	415.00	8°40'09"	52.73	31.46
C41	52.79	N20°16'14"E	415.00	8°40'09"	52.73	31.46
C42	82.79	M11°36'04"E	415.00	8°40'09"	82.73	31.46
C43	60.33	M03°06'27"E	415.00	8°19'46"	60.28	30.22
C44	34.53	S69°31'04"E	12.50	158°16'36"	34.53	65.08
C45	130.49	S27°28'41"W	365.00	21°44'14"	133.05	70.08
C46	14.30	S49°40'12"E	200.00	4°08'47"	14.30	7.15
C47	39.30	N08°41'08"W	25.00	80°03'53"	39.30	25.03
C48	19.62	S81°18'52"W	12.50	89°35'37"	19.62	16.49
C49	19.62	N08°40'53"W	12.50	90°34'23"	19.62	16.49
C50	39.24	S83°19'07"W	25.00	89°35'37"	39.30	24.97
C51	39.30	N08°40'53"W	25.00	90°34'23"	39.30	25.03
C52	39.24	S83°19'07"W	25.00	89°35'37"	39.30	24.97
C53	39.30	N08°40'53"W	25.00	90°34'23"	39.30	25.03
C54	39.24	N83°19'07"E	25.00	89°35'37"	39.30	24.97
C55	39.30	S08°40'53"E	25.00	90°34'23"	39.30	25.03
C56	39.24	N83°19'07"E	25.00	89°35'37"	39.30	24.97
C57	39.30	N08°40'53"E	25.00	90°34'23"	39.30	25.03
C58	203.31	N44°48'31"E	4950.00	6°27'44"	203.31	101.65
C59	26.20	N75°58'48"E	414.68	6°37'31"	26.20	13.10

**ROAD CENTERLINE CURVE DATA**

CURVE	ARC	CHORD BEARING	RADIUS	DELTA	CHORD	TANGENT
C100	570.53	N32°21'19"E	380.00	84°00'47"	520.76	350.42
C101	285.69	S17°21'38"W	380.00	41°58'15"	279.35	149.60

MINIMUM BUILDING SETBACKS  
ROAD FRONTAGE = 15'  
ALLEY DRIVES = 5'  
SIDE YARD = 5'  
REAR YARD = 5'



- NOTES AND REFERENCES:**
- LAYOUT AND TOPOGRAPHIC INFORMATION TAKEN FROM PLANS OF STONINGTON SUBDIVISION PREPARED BY POWER ENGINEERING COMPANY, INC. (JOB #2197) PLANS DATED 10-27-2000.
  - A PORTION OF RICHLAND COUNTY TAX MAP SHEET 14800, BLOCK 5, LOTS 24, 25 AND 27, PROPERTY HAS A PUD ZONING.
  - 25.28 TOTAL ACRES ( INCLUDING 7.72 AC. OF COMMON AREA AND CONSERVATION EASEMENT ) TO BE DIVIDED INTO 65 SINGLE FAMILY RESIDENTIAL LOTS.
  - THIS DEVELOPMENT IS NOT WITHIN A DESIGNATED 100-YEAR FLOOD PRONE AREA ACCORDING TO THE NATIONAL FLOOD INSURANCE RATE MAP PANEL #45079C 0005 G, EFFECTIVE DATE 1-19-94.
  - AREAS SHOWN AS "COMMON AREA" ARE APPROXIMATE. THE OWNER/DEVELOPER RESERVES THE RIGHT TO MODIFY, WITHIN APPLICABLE RICHLAND COUNTY REGULATIONS, THE SHAPE AND SIZE OF THE COMMON AREA.
  - ALL ROADS SHALL BE PRIVATELY MAINTAINED.
  - FOR ADDITIONAL STAKING INFORMATION, CONTACT THE ENGINEER TO OBTAIN A COORDINATE LIST.
  - EACH CONTRACTOR OR SUBCONTRACTOR SHALL OBTAIN COPIES OF ALL APPROVAL LETTERS, PERMITS AND APPROVED PLANS RELATING TO HIS PORTION OF THE CONSTRUCTION. CONTRACTORS OR SUBCONTRACTORS SHALL NOT BEGIN ANY WORK UNTIL HAVING POSSESSION OF ALL NECESSARY PERMITS AND PLANS. THE CONTRACTOR SHALL ALSO REQUEST A PRECONSTRUCTION CONFERENCE WITH THE OWNER AND ENGINEER.

**SUBMITTAL PLANS**  
 DATE SUBMITTED  
**MAY 23 2005**

SD-05-313  
**PHASE THREE**  
**STONINGTON SUBDIVISION**

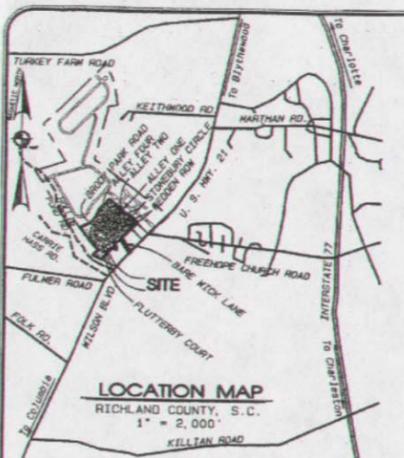
REVISION	NO.	DATE	DESCRIPTION

**CIVIL ENGINEERING OF COLUMBIA**  
 CONSULTING ENGINEERING, SURVEYING AND PLANNING  
 3608 FERNANDINA ROAD, COLUMBIA, SOUTH CAROLINA 29210  
 TELEPHONE (803) 798-2820 FAX (803) 798-2826

SCALE	1" = 50'
DATE	SEPT. 20, 2004
DRAWN	M. DINKINS
DESIGNED	H. HALBHERR
DRAWING NUMBER	1 OF 16
JOB NUMBER	04038
APPROVED BY	<i>[Signature]</i>

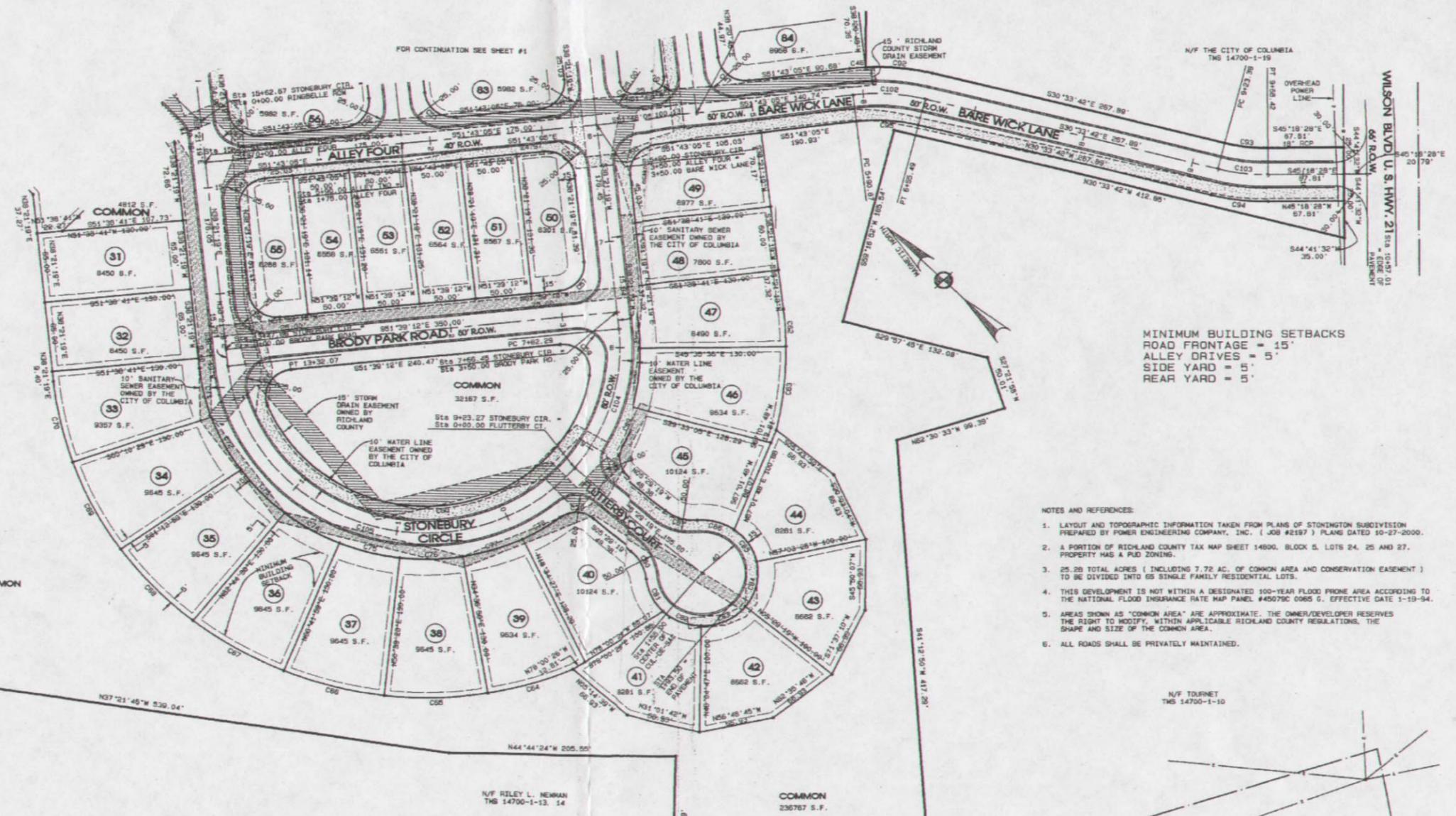


SUBMITTAL  
DATE SUBMITTED MAY 28 2005



ROAD CENTERLINE CURVE DATA

CURVE	ARC	CHORD BEARING	RADIUS	DELTA	CHORD	TANGENT
C102	54.62	S41°08'23"E	175.00	21°09'23"	84.25	32.68
C103	45.04	S37°56'05"E	175.00	14°44'46"	44.95	22.55
C104	140.98	S81°08'00"W	175.00	45°08'23"	137.18	74.95
C105	408.80	N28°34'00"W	175.00	133°50'56"	321.98	410.72



- NOTES AND REFERENCES:
- LAYOUT AND TOPOGRAPHIC INFORMATION TAKEN FROM PLANS OF STONINGTON SUBDIVISION PREPARED BY POWER ENGINEERING COMPANY, INC. (JOB #2197) PLANS DATED 10-27-2000.
  - A PORTION OF RICHLAND COUNTY TAX MAP SHEET 14800, BLOCK 5, LOTS 24, 25 AND 27, PROPERTY HAS A PUD ZONING.
  - 25.28 TOTAL ACRES (INCLUDING 7.72 AC. OF COMMON AREA AND CONSERVATION EASEMENT) TO BE DIVIDED INTO 65 SINGLE FAMILY RESIDENTIAL LOTS.
  - THIS DEVELOPMENT IS NOT WITHIN A DESIGNATED 100-YEAR FLOOD PRONE AREA ACCORDING TO THE NATIONAL FLOOD INSURANCE RATE MAP PANEL #45079C 0065 G, EFFECTIVE DATE 1-19-94.
  - AREAS SHOWN AS "COMMON AREA" ARE APPROXIMATE. THE OWNER/DEVELOPER RESERVES THE RIGHT TO MODIFY, WITHIN APPLICABLE RICHLAND COUNTY REGULATIONS, THE SHAPE AND SIZE OF THE COMMON AREA.
  - ALL ROADS SHALL BE PRIVATELY MAINTAINED.

LOT LINE CURVE DATA

CURVE	ARC	CHORD BEARING	RADIUS	DELTA	CHORD	TANGENT
C46	14.30	S49°40'12"E	200.00	4°05'47"	14.30	7.15
C47	39.30	N05°41'06"W	250.00	10°03'53"	35.38	25.03
C48	19.52	S83°18'52"W	12.50	88°58'07"	17.67	12.49
C49	19.52	N05°40'53"W	12.50	90°04'23"	17.67	12.49
C50	39.24	S83°19'07"W	25.00	88°58'37"	35.33	24.87
C51	39.24	N05°40'53"W	25.00	90°04'23"	35.33	24.87
C52	29.24	S83°19'07"W	25.00	88°58'37"	35.33	24.87
C53	39.30	N05°40'53"W	250.00	10°03'53"	35.38	25.03
C54	39.24	S83°19'07"E	25.00	88°58'37"	35.33	24.87
C55	39.30	S05°40'53"E	250.00	10°03'53"	35.38	25.03
C56	39.24	N83°19'07"E	25.00	88°58'37"	35.33	24.87
C57	39.27	S83°19'07"E	25.00	88°58'37"	35.33	24.87
C58	39.27	N05°38'57"W	250.00	90°00'31"	35.38	25.00
C59	48.20	S01°16'56"W	250.00	105°52'17"	39.50	33.10
C60	390.14	N51°38'12"W	150.00	148°19'26"	288.58	527.68
C61	46.20	N75°24'39"E	250.00	106°52'17"	39.50	33.10
C62	34.85	S41°32'51"W	330.00	6°03'06"	34.84	17.44
C63	79.66	S51°18'21"W	330.00	13°49'54"	79.47	40.03
C64	79.66	N42°37'59"W	330.00	13°49'54"	79.47	40.03
C65	39.38	N47°21'47"W	330.00	15°02'31"	39.09	45.50
C66	39.38	N31°19'18"W	330.00	15°02'31"	39.09	45.50
C67	39.38	N15°16'45"W	330.00	15°02'31"	39.09	45.50
C68	39.38	N00°45'45"E	330.00	15°02'31"	39.09	45.50
C69	39.38	N15°48'15"E	330.00	15°02'31"	39.09	45.50
C70	77.83	N31°35'25"E	330.00	15°31'47"	77.79	39.15

LOT LINE CURVE DATA

CURVE	ARC	CHORD BEARING	RADIUS	DELTA	CHORD	TANGENT
C71	47.22	S31°25'29"W	200.00	13°31'47"	47.12	23.72
C72	59.00	S18°48'16"W	200.00	18°02'31"	58.81	29.18
C73	66.00	S00°46'45"W	200.00	16°02'31"	65.85	26.18
C74	66.00	S18°16'45"E	200.00	18°02'31"	65.81	29.18
C75	66.00	S31°19'15"E	200.00	15°02'31"	65.81	29.18
C76	59.00	S47°12'47"E	200.00	15°02'31"	58.81	29.18
C77	66.00	S03°24'18"E	200.00	15°02'31"	65.81	29.18
C78	39.18	S77°02'15"E	200.00	11°13'24"	39.11	19.85
C79	33.87	S44°34'09"E	250.00	77°09'38"	31.18	19.84
C80	59.00	S18°23'32"W	40.00	43°48'42"	33.72	17.81
C81	34.40	S19°33'53"W	50.00	39°25'01"	29.81	16.06
C82	37.33	S22°31'58"E	50.00	42°48'38"	36.47	19.55
C83	45.00	S69°42'26"E	50.00	81°34'06"	43.50	24.15
C84	45.00	N59°43'38"E	50.00	42°48'38"	36.47	19.55
C85	37.33	N11°33'18"E	50.00	42°48'38"	36.47	19.55
C86	34.40	N29°32'31"W	50.00	39°25'01"	33.72	17.81
C87	30.25	N27°52'10"W	40.00	43°48'42"	29.81	15.06
C88	33.87	N33°06'30"E	25.00	77°09'37"	38.11	19.85
C89	39.18	N68°03'57"E	200.00	11°13'24"	39.11	19.84
C90	59.00	N58°25'40"E	200.00	15°02'31"	58.81	29.18
C91	21.12	N41°22'21"E	200.00	6°03'06"	21.11	10.97
C92	59.28	S39°02'30"E	200.00	17°03'28"	59.33	30.00
C93	38.81	S37°56'05"E	150.00	14°44'46"	38.90	19.41
C94	31.47	N37°26'05"W	200.00	14°44'46"	31.33	25.88
C95	59.28	N41°28'23"W	200.00	21°09'23"	59.07	29.81
C96	333.05	N40°08'19"E	429.00	64°59'42"	324.79	175.73

MAY 26 2005

THE WATER/SEWER OPERATOR IS: THE OWNER IS: THE ENGINEER/SURVEYOR IS:  
THE CITY OF COLUMBIA STONINGTON DEVELOPMENT, LLC CIVIL ENGINEERING OF COLUMBIA  
POST OFFICE BOX 147 101 ROUNDTREE ROAD 3608 FERNANDINA ROAD  
COLUMBIA, S.C. 29217 COLUMBIA, S.C. 29016 COLUMBIA, S.C. 29210  
TEL: 803/545-3400 TEL: 803/796-9584 TEL: 803/796-2520

PHASE THREE  
STONINGTON SUBDIVISION  
NEAR BLYTHEWOOD, RICHLAND COUNTY, S.C.

SCALE 1" = 50'  
DATE SEPT. 20, 2004  
DRAWN K. DINKINS  
DESIGNED H. WALSH  
DRAWING NUMBER 2 OF 16  
JOB NUMBER 04038

REVISIONS

NO.	DATE	DESCRIPTION

CIVIL ENGINEERING OF COLUMBIA  
CONSULTING ENGINEERING, SURVEYING AND PLANNING  
3608 FERNANDINA ROAD, COLUMBIA, SOUTH CAROLINA 29210  
TELEPHONE (803) 796-9585 FAX (803) 796-2525

REGISTERED PROFESSIONAL ENGINEER  
STATE OF SOUTH CAROLINA  
NO. 4953

STAKING & ALIGNMENT PLAN







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

July 11, 2005

<b>Applicant:</b> Centex Homes, Inc.		<b>Preliminary Subdivision Plans For:</b> Jacobs Creek, Phase 4	
<b>RC Project # :</b> SD-05-314			
<b>General Location:</b> Bookman Road near Old Two Notch Rd			
<b>Tax Map Number:</b> 23000-03-01 (p)		<b>Current Zoning:</b> PUD	
<b>Subject Area:</b> 10.8 acres	<b>Number of Units:</b> 49	<b>Gross Density:</b> 4.5 DU/acres	
<b>Sewer Service Provider:</b> Palmetto Utilities		<b>Water Service Provider:</b> City of Columbia	

**SECTION I – ANALYSIS**

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

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

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

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

**Traffic Impact Discussion**

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

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road is 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	Bookman Road	
Functional Classification Of This Roadway	Two lane undivided collector	
<b>Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)</b>	<b>8600</b>	
Estimated Traffic Generated By The Proposed Project	466	
Current Volume At The Nearest Count Station # 449 Located @ Between Old Two Notch Rd 7 & Two Notch Rd	See Below	
Estimated Traffic Count <b>With</b> the Proposed Project	See Below	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>See Below</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old.**

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

The proposed project, by itself, will not result in the LOS C being exceeded at SCDOT count station 449. However, the total traffic impact of the completed project will far exceed the LOS F on Bookman Road. The table below shows the project's estimate cumulative traffic impact by phase when fully occupied.

**Bookman Rd LOS C Design Capacity – 8600 ADTs**

<b>Phase #</b>	<b># Units</b>	<b>Phase ADTs</b>	<b>Cum ADT's (1)</b>	<b>V/C Ratio (2)</b>	<b>LOS (3)</b>
1	39	370	7570	0.88	C
2	27	257	7827	0.91	C
3	12	114	7941	0.92	C
4	49	466	8407	0.98	C

- (1) The cumulative amount of traffic generated upon full occupancy of the phases 1-3 PLUS 7200 (the SCDOT traffic count at Station # 449)
- (2) The cumulative V/C ratio upon full occupancy of the phases (cum. ADTs/8600)
- (3) The cumulative Level-Of-Service (LOS) upon full occupancy of the phases

**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	10
Middle School @ 0.13 students per single family DU	6
High School @ 0.12 Students per single family DU	5

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

**Existing Site Conditions**

This portion of the project is sparsely vegetated with pine trees and small hardwoods. It is adjacent to, but does not encroach into, one of the major wetland areas in the PUD. The entrance to this phase is from Bookman Road through phases 1, 2 and 3.

**Compatibility with the Surrounding Area**

Phase 4 of the project is compatible with the adjacent residential development in the area. In addition, phase 4 is consistent with the approved PUD General Development Plan (See Ordinance # 59-04 HR, enacted on October 18, 2004).

### **Discussion of Applicable Comprehensive Plan Issues**

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

The subject site is designated as Low Density Residential in the Established Urban Area of the Northeast Subarea Plan Proposed Land Use Map. The proposed project is consistent with this land use designation.

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department's position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations/Principles of the Comprehensive Plan. The Northeast Subarea Plan, adopted in March 1995, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 30 and 35 respectively, are discussed below:

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

Phase 4 of the subject project has a density of 4.5 DU/acre. The net residential density of the Jacobs Creek project is 3.5 DU/acre and the gross Jacobs Creek project density is 2.3 DU/acre. The proposed project implements this Objective.

Principle –

None Applicable

### **Other Pertinent Factors**

- 1) As of June 20, 2005, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of June 20, 2005, the flood elevation statement has not been approved.
- 3) As of June 20, 2005, the City of Columbia had not approved the water line construction plans.
- 4) As of June 20, 2005, DHEC had not issued a sewer line construction permit.
- 5) As of June 20, 2005, DHEC had not issued a water line construction permit.
- 6) The proposed subdivision plans are substantially in compliance with the Sketch Plan comments.
- 7) The USCOE has issued a wetland encroachment permit for the entire project.

## SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 49 unit single family detached subdivision, known as Jacobs Creek, Phase 4 (Project # SD-05-314). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

### **Findings of Fact**

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Bookman 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 Northeast Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Northeast Subarea Plan.
5. The proposed subdivision plans are substantially in compliance with the Sketch Plan comments.

### **Specific Conditions**

- a) The Department of Public Works must approve the stormwater management plans; **and**
- b) The Floodplain Mgmt. Specialist must approve the flood elevation statement; **and**
- c) **A Controlled Clearing Certificate letter must be issued by the Department prior to starting any site clearing activity.** Contact Sean Busbee @ 576-2171 for details; **and**
- d) The bonded and/or final plats must include signed the tree certification statements. Contact Sean Busbee @ 576-2171 for more information; **and**
- e) The plat must establish the setbacks, either graphically or by notation, for each lot; **and**
- f) The City of Columbia must approve the water line construction plans; **and**
- g) DHEC must issue the sewer line construction permits; **and**
- h) DHEC must issue the water line construction permits; **and**
- i) **No building permits shall be issued until all of the conditions cited above are met; and**
- j) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- k) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water line easement documents; **and**
- l) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- m) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- n) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water line easement deeds **AND (2)** the County accepts the roads for maintenance; **and**



### SECTION III – COMMISSION RECONSIDERATION & APPEAL

#### **Reconsideration**

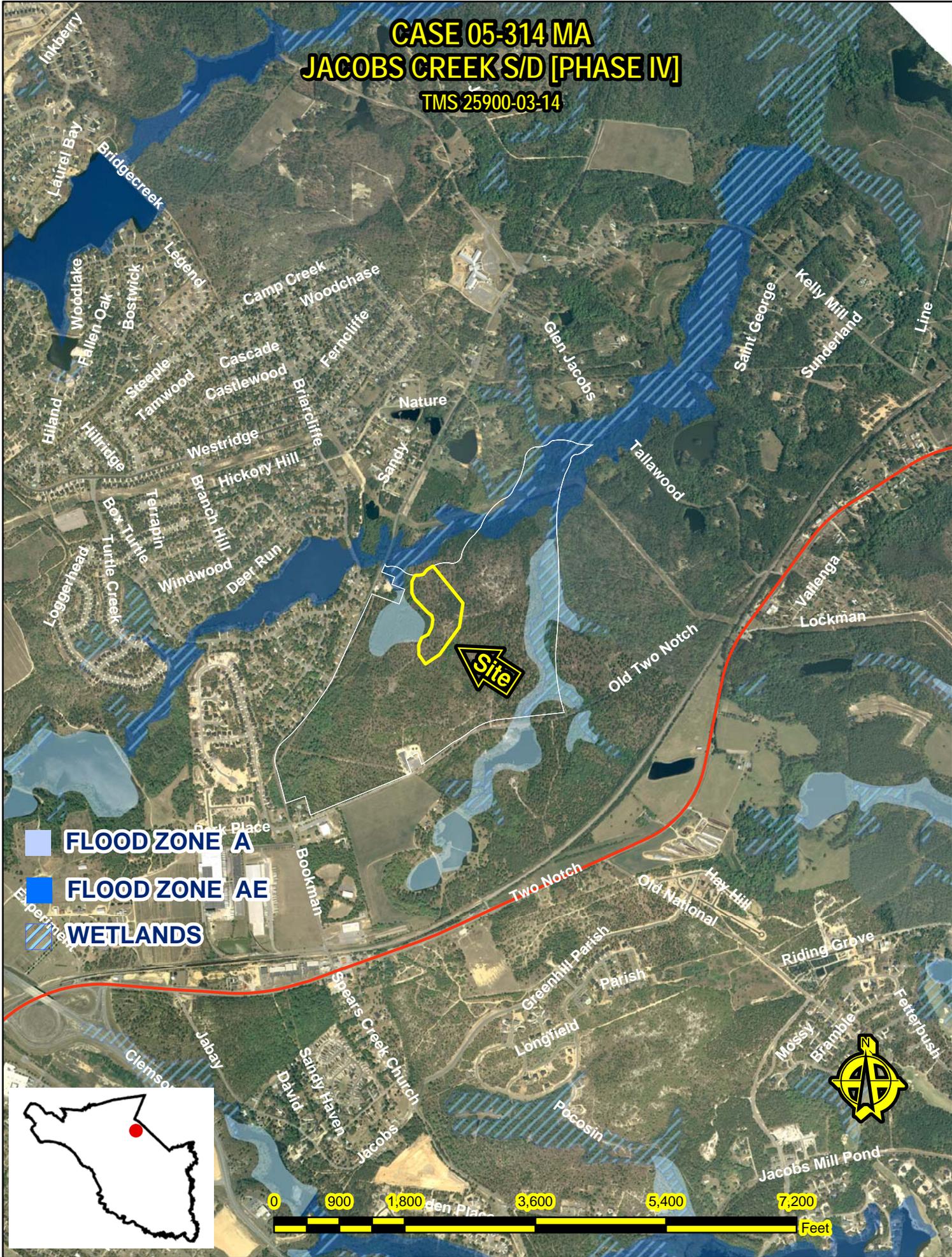
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days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

**CASE 05-314 MA**  
**JACOBS CREEK S/D [PHASE IV]**  
**TMS 25900-03-14**

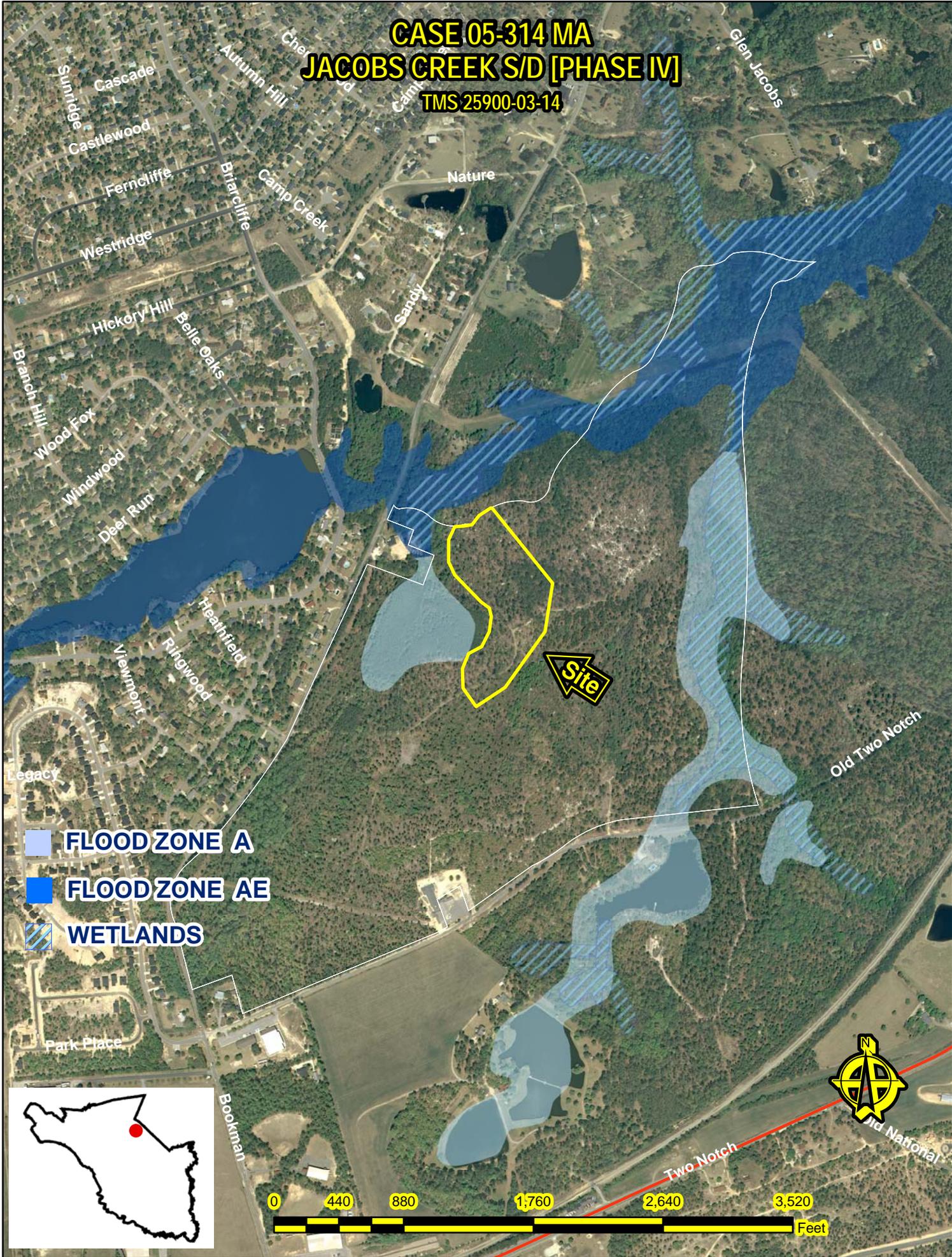


- FLOOD ZONE A
- FLOOD ZONE AE
- WETLANDS

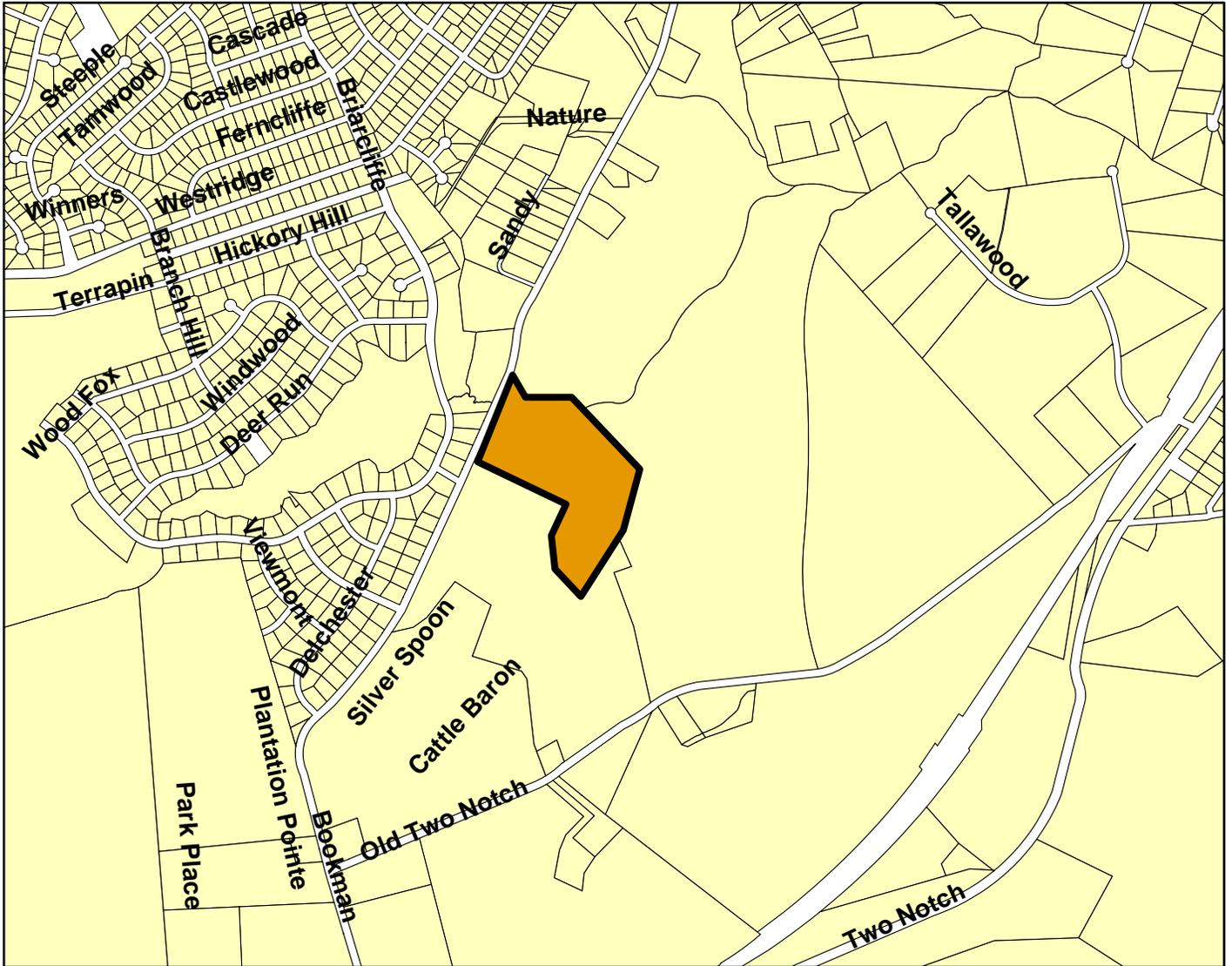
**Site**



**CASE 05-314 MA**  
**JACOBS CREEK S/D [PHASE IV]**  
**TMS 25900-03-14**



# SD-05-314 JACOBS CREEK [PHASE IV]

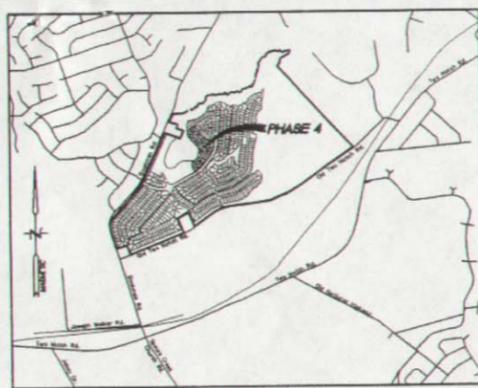


Looking north from site

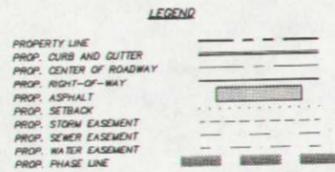


Looking @ Site

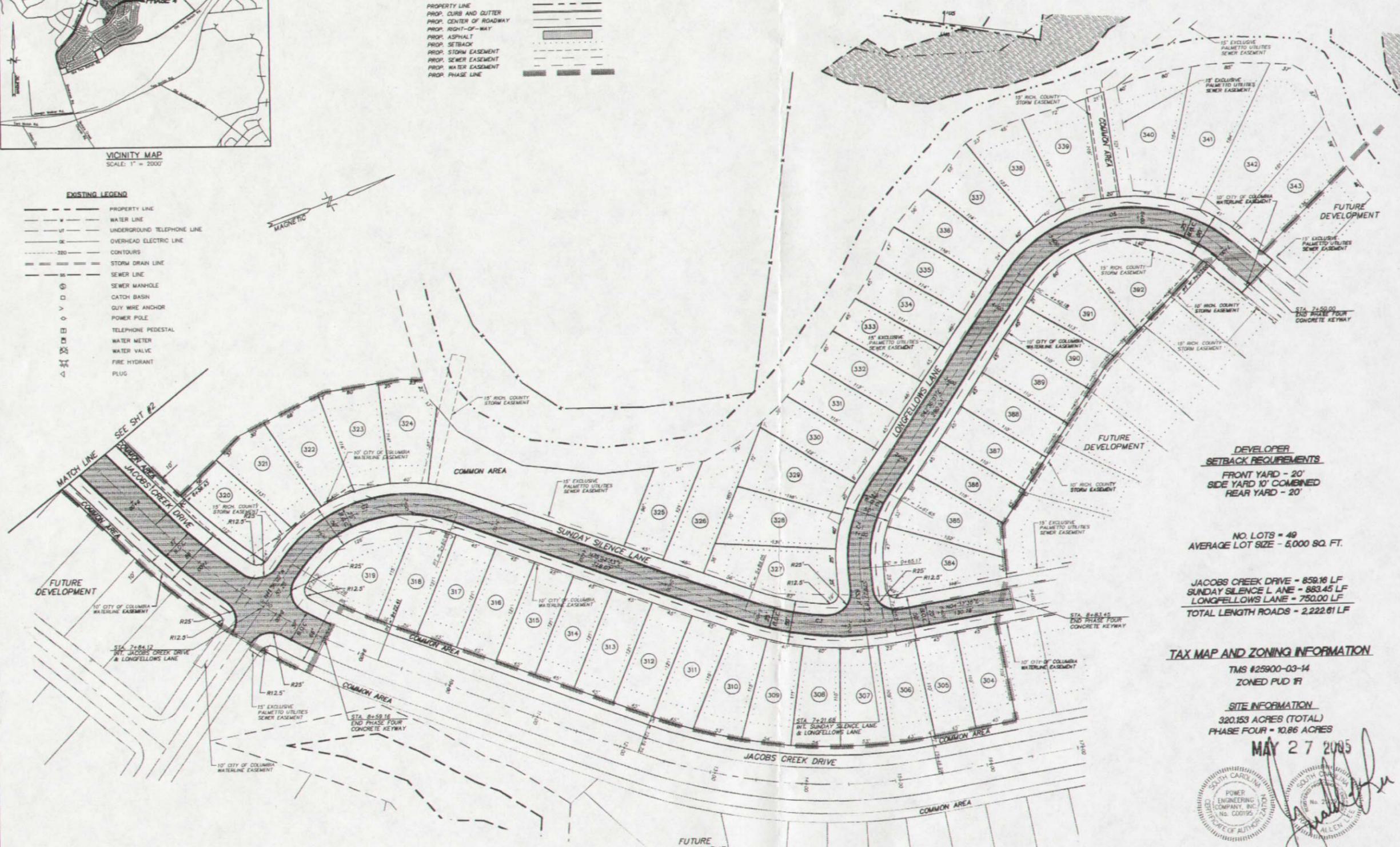
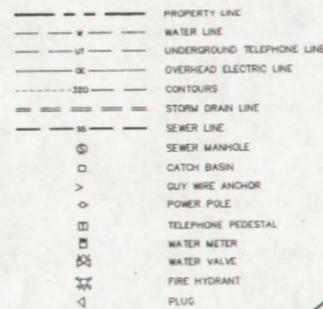
ROAD CENTERLINE CURVE TABLE						
CURVE	LENGTH	RADIUS	TANGENT	CHORD	BEARING	DELTA
C1	285.99	850.00	143.34	283.65	N45°22'48"E	253°2'30"
C2	203.71	150.00	121.08	188.41	S03°01'44"W	77°48'38"
C3	163.62	300.00	83.90	161.60	N20°15'04"E	317°4'28"
C4	96.48	150.00	49.99	94.83	S61°01'42"E	26°31'11"
C5	261.49	150.00	179.39	229.61	S07°20'18"W	93°52'50"



VICINITY MAP  
SCALE: 1" = 2000'



EXISTING LEGEND



**DEVELOPER SETBACK REQUIREMENTS**  
FRONT YARD - 20'  
SIDE YARD 10' COMBINED  
REAR YARD - 20'

NO. LOTS = 49  
AVERAGE LOT SIZE = 5,000 SQ. FT.

JACOBS CREEK DRIVE - 859.16 LF  
SUNDAY SILENCE LANE - 883.45 LF  
LONGFELLOWS LANE - 750.00 LF  
TOTAL LENGTH ROADS = 2,222.61 LF

**TAX MAP AND ZONING INFORMATION**

TMS #25900-03-14  
ZONED PUD 1F

**SITE INFORMATION**  
320.153 ACRES (TOTAL)  
PHASE FOUR = 10.86 ACRES

MAY 27 2005

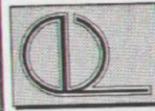


*[Signature]*  
ENGINEER: POWER ENGINEERING COMPANY, INC.  
138 WESTPARK BOULEVARD  
COLUMBIA, S.C. 29210  
PHONE: (803) 216-8777  
FAX: (803) 216-8070

MAY 27 2005

CENTEX HOMES  
3740 FERNDIANA ROAD, SUITE A  
COLUMBIA, S.C. 29210  
PHONE: (803) 750-0101  
FAX: (803) 750-1857

PREPARED BY  
**POWER ENGINEERING COMPANY, INC.**  
ENGINEERS - PLANNERS - SURVEYORS  
COLUMBIA, SC CHARLOTTE, NC



**CENTEX HOMES  
JACOBS CREEK SUBDIVISION  
PHASE FOUR  
STAKING PLAN**

RICHLAND COUNTY, NEAR PONTIAC, SOUTH CAROLINA

DRAWN	D.M.C.
CHECKED	G.A.L.
DATE	05-27-05
SCALE	1" = 50'
JOB NO.	2758
SHEET	1
OF	17 SHEETS

SD-05-314



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

July 11, 2005

<b>Applicant:</b> Jerry Norton		<b>Private Driveway Subdivision Plans For:</b> Norton Private Driveway S/D	
<b>RC Project #:</b> SD-05-316			
<b>General Location:</b> 7424 Winnsboro Road			
<b>Tax Map Number:</b> 10000-02-15		<b>Current Zoning:</b> RU	
<b>Subject Area:</b> 12.2 acres	<b>Number of Units:</b> 4	<b>Gross Density:</b> 0.3 DU/acres	
<b>Sewer Service Provider:</b> Septic Tank		<b>Water Service Provider:</b> 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..." It is the Department's position that compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

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

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

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

**Traffic Impact Discussion**

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

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road is 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	Winnsboro (Fairfield) Road	
Functional Classification Of This Roadway	Two lane undivided minor collector	
<b>Level-Of-Service C Design Capacity (V/C = 1.00)</b>	<b>10,800</b>	
Estimated Traffic Generated By The Proposed Project	38	
Current Volume At The Nearest Count Station # 189 Located @ 2 miles south of the site	6700	
Estimated Traffic Count <b>With</b> the Proposed Project	6738	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.62</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old.**

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

The proposed subdivision will have an insignificant effect on the traffic flow of Winnsboro 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	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 existing single-family residence located at the front of the subject parcel is not part of the proposed private driveway subdivision. The remainder of the site is thickly wooded with a mixture of hardwoods and pine trees. There is an 80 foot **decrease** in the elevation from the front of the site to the rear of the site.

**Compatibility with the Surrounding Area**

There are single-family residences on large deep parcels in this area of Winnsboro Road. The proposed project is compatible with the adjacent development.

**Discussion of Applicable Comprehensive Plan Issues**

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

The subject site is designated as Rural & Open Space on the North Central Subarea Plan Proposed Land Use Map. The proposed project is consistent with this land use designation.

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department's position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations/Principles of the Comprehensive Plan. The North Central Subarea Plan, adopted in November 1992, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, on pages 26 and 32 respectively, are discussed below:

Objective – Preserve the character and integrity of rural areas

The proposed lots are all in excess of two acres. The proposed project implements this Objective.

Principle – Very Low Density development (maximum of 1.3 DU per acre) is appropriate within the Rural & Open Space district

Since the subject project has a density of 0.3 DU/acre, this project implements this Principle.

### **Other Pertinent Factors**

The flood elevation statement has been approved by the Flood Hazard 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 private driveway subdivision plans for a 4 unit single family detached subdivision, known as Norton Private Driveway Subdivision (Project # SD-05-316). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

### **Findings of Fact**

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Winnsboro 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 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 Department of Public Works must approve the stormwater management plans; **and**
- b) The project roadway shall be a minimum of 50 feet of right-of-way with a minimum of a 20 foot wide passable surface; **and**
- c) Since there are three, or more residences on the driveway, the driveway must have a name approved by the Planning Commission prior to recording the plat; **and**
- d) The applicant must execute a Declaration of Restrictive Covenants (DRC) and provide the Department with a **recorded** copy; **and**
- e)

The plat must be revised to include the following two statements in all caps on the plat:

THE PRIVATE DRIVEWAY PROVIDING ACCESS TO LOTS ( insert numbers) SHOWN HEREON IS NOT, AND WILL NOT BE, MAINTAINED BY RICHLAND COUNTY. SEE DECLARATION OF RESTRICTIVE COVENANTS RECORDED IN DEED BOOK (Use the # from the recorded DRC), PAGE (Use the # from the recorded DRC), IN THE REGISTER OF DEEDS OFFICE FOR RICHLAND COUNTY, SOUTH CAROLINA

ALTERATION OF STORM DRAINAGE FLOW IS PROHIBITED WITHOUT A STORM DRAINAGE PLAN PREPARED IN ACCORDANCE WITH THE RICHLAND COUNTY STORM DRAINAGE ORDINANCE AS REQUIRED AND APPROVED BY THE COUNTY ENGINEER

- f) The applicant must sign Hold Harmless Agreement provided by the Department. The Department will sign it and return it you for your records; **and**
- g) Chapter 22-70 (c) of the County Code prohibits a Building Permit issued until the Department receives a copy of the **recorded** Final Plat; **and**
- h) Street addresses must be issued by Betty Etheredge @ 576-2161, prior to building permits being issued.

### SECTION III – COMMISSION RECONSIDERATION & APPEAL

#### **Reconsideration**

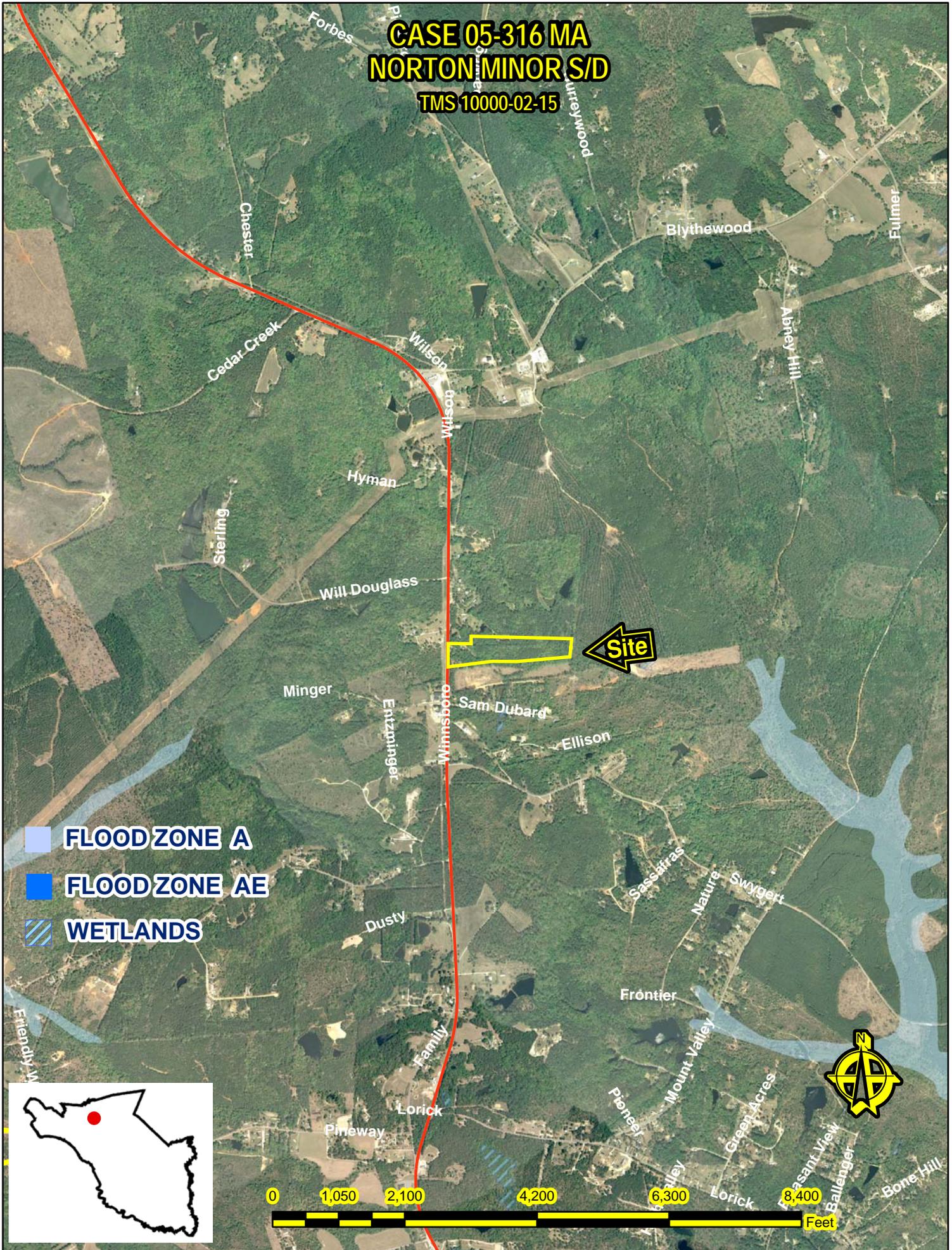
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days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

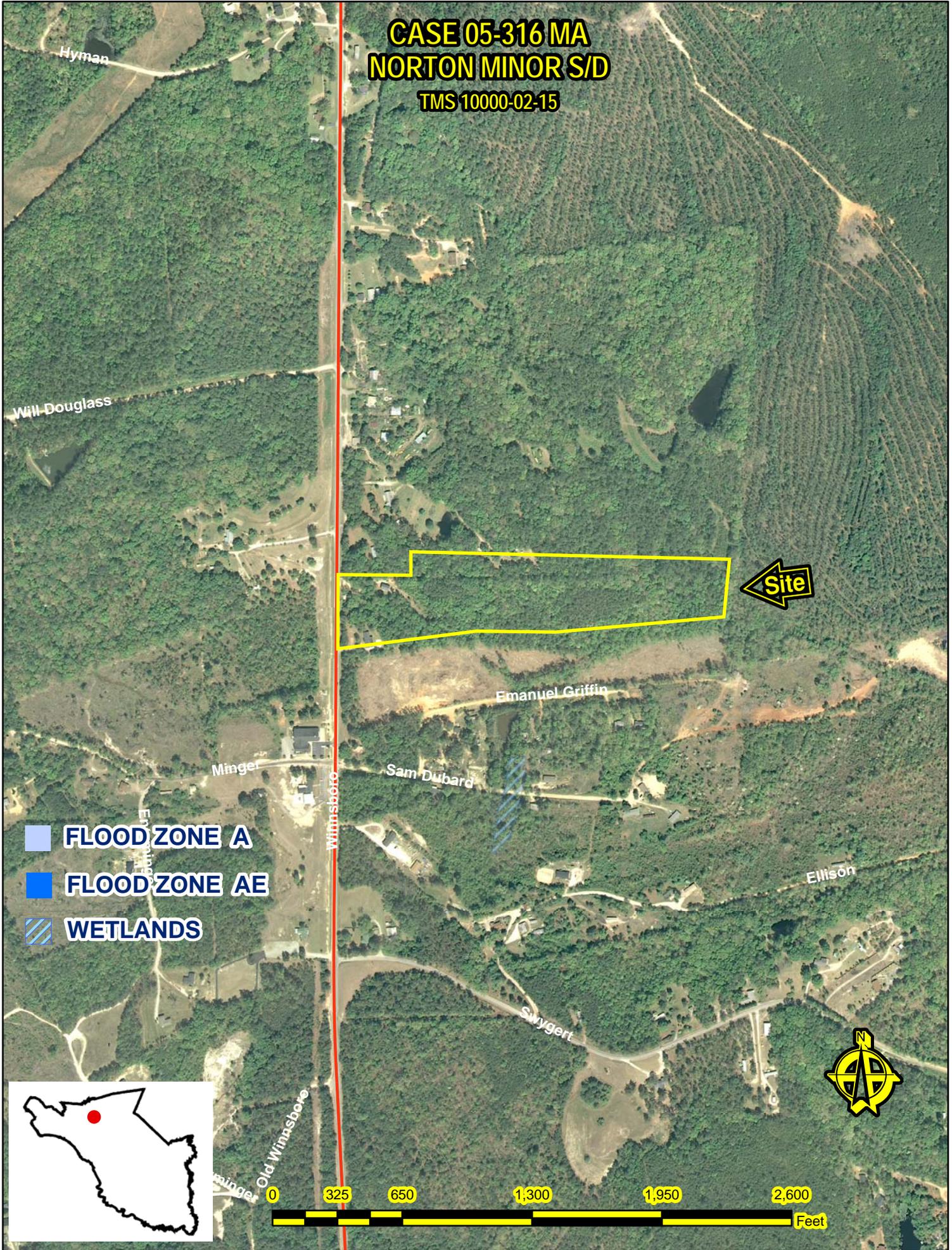
#### **Appeal**

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.

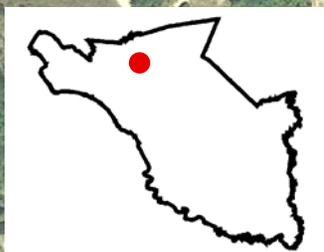
**CASE 05-316 MA**  
**NORTON MINOR S/D**  
**TMS 10000-02-15**



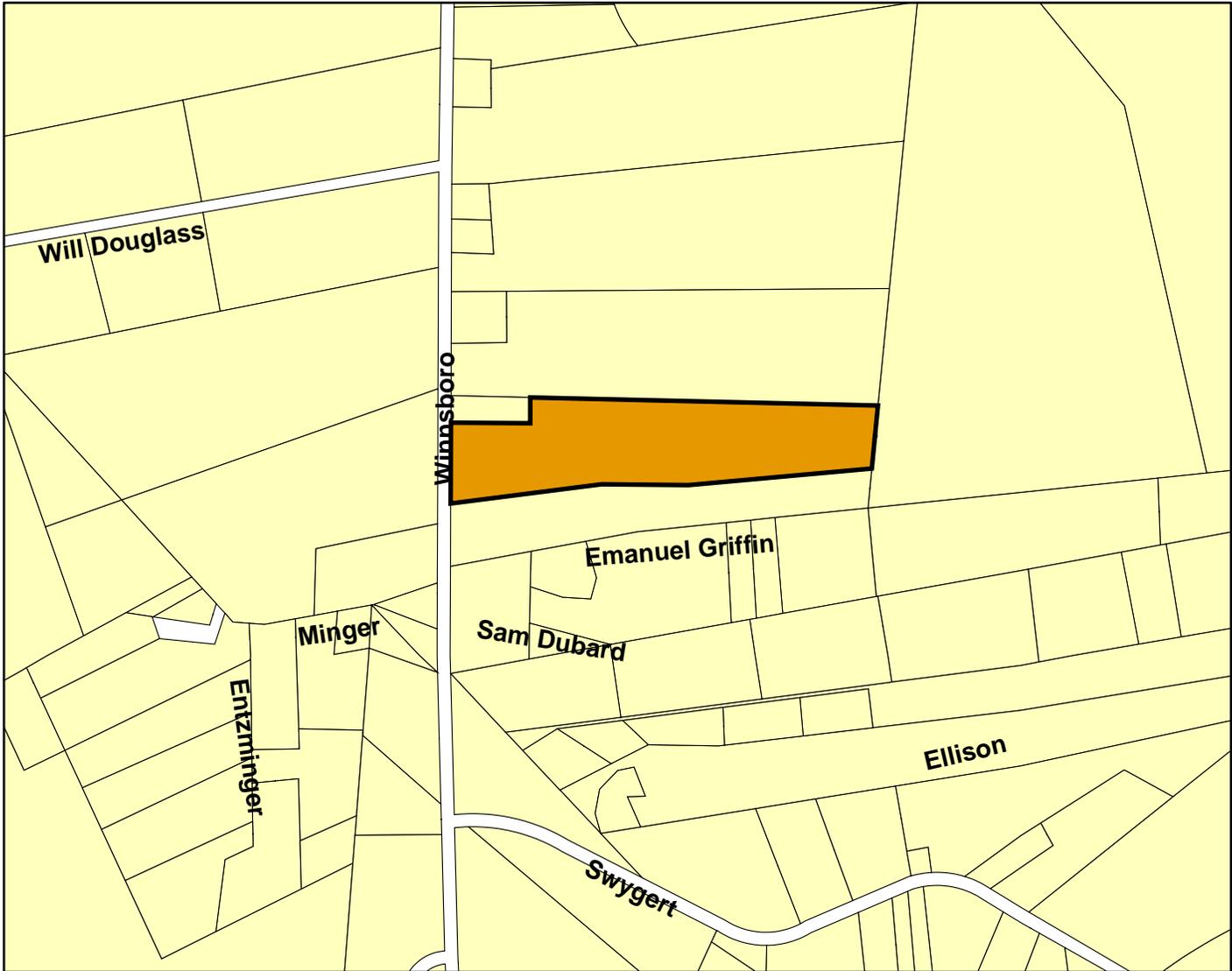
**CASE 05-316 MA**  
**NORTON MINOR S/D**  
TMS 10000-02-15



-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS



# SD-05-316 NORTON MINOR S/D

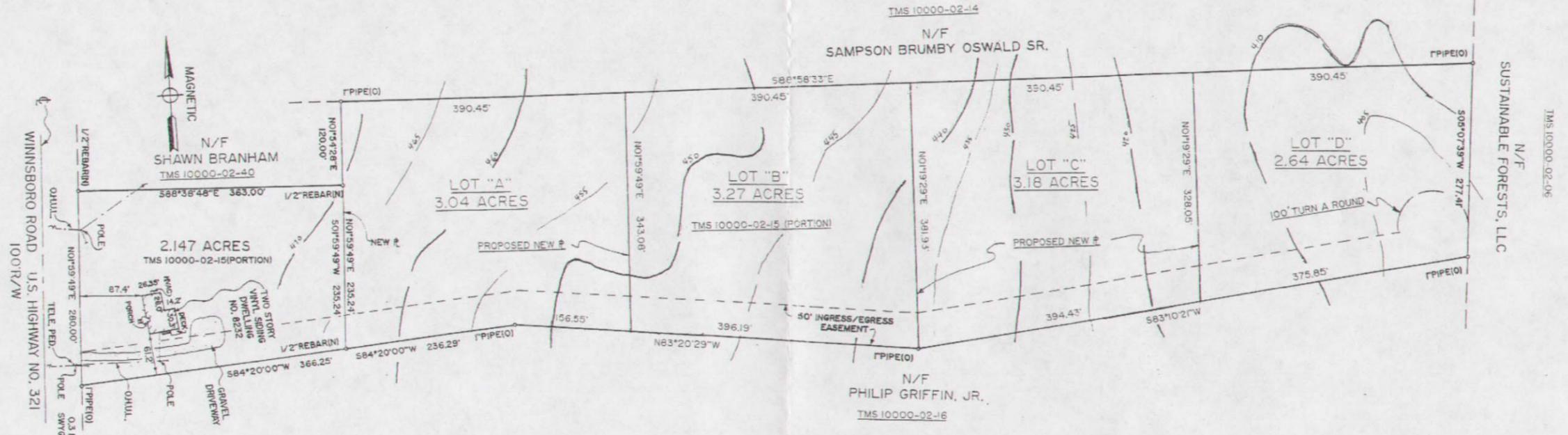
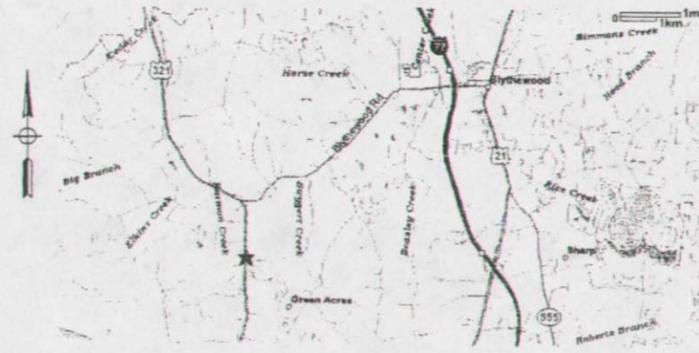


Looking at existing house

Looking toward rear of site

PROPERTY MAY BE SUBJECT TO RECORDED OR UNRECORDED EASEMENTS OR RESTRICTIONS NOT OBSERVED AND TO INFORMATION REVEALED IN A COMPLETE TITLE SEARCH. THE SURVEYOR DID NOT PERFORM A TITLE SEARCH. UNDERGROUND UTILITIES MAY BE PRESENT, BUT THEIR LOCATION WAS NOT DETERMINED.

LOCATION MAP



PROPOSED SUBDIVISION NAME: NORTON SUBDIVISION  
 PROPOSED MINOR DRIVEWAY SUBDIVISION  
 PLAT PREPARED FOR  
**JOHN B. NORTON & ELAINE H. NORTON**  
 RICHLAND COUNTY, NEAR PLYTHEWOOD, SOUTH CAROLINA

REFERENCE:  
 PLAT PREPARED FOR PHILIP GRIFFIN SR., BY TED L. BOOZER, DATED DECEMBER 22, 1966,  
 AND RECORDED IN THE OFFICE OF REGISTER OF DEEDS FOR RICHLAND COUNTY IN PLAT  
 BOOK "X", PAGE 306.  
 RB 1058, NO. 473

I HEREBY STATE THAT 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, 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.



I HEREBY CERTIFY THAT THIS PLAN DESCRIBED HEREON  
 IS A TRUE AND ACCURATE SURVEY TO THE REQUIREMENTS  
 OF THE RICHLAND COUNTY SUBDIVISION REGULATIONS AND  
 THE MONUMENTS SHOWN HEREON HAVE BEEN PLACED TO  
 THE ACCURACY OF SAID REGULATIONS.

1"=100'  
 0' 50' 100' 200'  
**BAXTER LAND SURVEYING CO., INC.**  
 533 HARDEN STREET - COLUMBIA, SC 29205  
 PH. (803)252-8564 FAX. (803) 252-2610  
 MAY 31, 2005  
*Rosser W. Baxter, Jr.*  
 ROSSER W. BAXTER, JR.  
 SCPLS NO. 7613

PROPERTY LIES WITHIN UNSHADED ZONE "X"  
 PER MAP NO. 45079C0045 G, EFFECTIVE DATE: 1/19/1994

CONTOUR LINES OBTAINED FROM  
 RICHLAND COUNTY WEB SITE

fb 239-35

*Reduced*



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

July 11, 2005

<b>Applicant:</b> Tom Groom		<b>Private Driveway Subdivision Plans For:</b> Grooms Grove	
<b>RC Project #:</b> SD-05-317			
<b>General Location:</b> Lost Creek Drive near Nichols Creek			
<b>Tax Map Number:</b> 05200-03-75		<b>Current Zoning:</b> RU	
<b>Subject Area:</b> 27 acres	<b>Number of Units:</b> 6	<b>Gross Density:</b> 0.2 DU/acre	
<b>Sewer Service Provider:</b> Septic Tank		<b>Water Service Provider:</b> Well	

**SECTION I – ANALYSIS**

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

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

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

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

**Traffic Impact Discussion**

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

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road is 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	Lost Creek Road	
Functional Classification Of This Roadway	Two Lane Undiv. Collector ( <i>assumed</i> )	
<b>Level-Of-Service C Design Capacity (V/C = 1.00)</b>	<b>8600</b>	
Estimated Traffic Generated By The Proposed Project	57	
Current Volume At The Nearest Count Station # 641 Located @ Bob Dorn Road	3400	
Estimated Traffic Count <b>With</b> the Proposed Project	3457	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.40</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old.**

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

The proposed project will have an insignificant effect on the traffic flow of Lost Creek 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 a response time. The 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 proposed project is situated on a relatively high point of land surrounded on the west, north and east by the Nichols Creek floodplain. A Richland County Utilities wastewater treatment plant is under construction across Lost Creek Road (east) of the site. The Chestnut Hill subdivision is across Nichols Creek (west) from the site.

**Compatibility with the Surrounding Area**

The proposed subdivision has lot that range in size from 3.5 acres to 6.1 acres. The proposed project is compatible with the adjacent development.

**Discussion of Applicable Comprehensive Plan Issues**

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

The subject site is designated as High/Medium Density Residential within the Developing Urban Area of the Northwest Subarea Plan Proposed Land Use Map. The proposed project is not consistent with this land use designation.

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department's position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations/Principles of the Comprehensive Plan. The Northwest Subarea Plan, adopted in September 1993, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, on pages 29 and 36 respectively, are discussed below:

Objective –In areas with environmentally sensitive lands of limited infrastructure, low density development is encouraged

The proposed project will perpetuate the existing undeveloped character of the site by establishing a large sized lot residential development. The project implements this Objective.

Principle – Mixed residential densities are appropriate within the Developing Urban Area

The project is lower density than the adjacent Chestnut Hill project. This project implements this Principle.

### **Other Pertinent Factors**

The proposed internal roadway name, Boulder Creek Trail, is on the agenda for the July 11, 2005 Planning Commission meeting.

## **SECTION II – STAFF RECOMMENDATION**

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the private driveway subdivision plans for a 6 parcel private driveway subdivision, known as Grooms Grove S/D (Project # SD-05-317).

**The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

### **Findings of Fact**

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

### **Specific Conditions**

- a) The flood elevation statement must be approved by Harry Reed @ 576-2150; **and**
- b) The Public Works Dept must approve the stormwater management plans; **and**
- c) The project roadway, Boulder Creek Trail, shall be a minimum of 50 feet of right-of-way with a minimum of a 20 foot wide passable surface; **and**
- d) The applicant must execute a Declaration of Restrictive Covenants (DRC) and provide the Department with a **recorded** copy; **and**
- e)

The plat must be revised to include the following two statements in all caps on the plat:

THE PRIVATE DRIVEWAY PROVIDING ACCESS TO LOTS ( insert numbers) SHOWN HEREON IS NOT, AND WILL NOT BE, MAINTAINED BY RICHLAND COUNTY. SEE DECLARATION OF RESTRICTIVE COVENANTS RECORDED IN DEED BOOK (Use the # from the recorded DRC), PAGE (Use the # from the recorded DRC), IN THE REGISTER OF DEEDS OFFICE FOR RICHLAND COUNTY, SOUTH CAROLINA

ALTERATION OF STORM DRAINAGE FLOW IS PROHIBITED WITHOUT A STORM DRAINAGE PLAN PREPARED IN ACCORDANCE WITH THE RICHLAND COUNTY STORM DRAINAGE ORDINANCE AS REQUIRED AND APPROVED BY THE COUNTY ENGINEER

- f) The applicant must sign Hold Harmless Agreement provided by the Department. The Department will sign it and return it you for your records; **and**
- g) Chapter 22-70 (c) of the County Code prohibits a Building Permit issued until the Department receives a copy of the **recorded** Final Plat; **and**
- h) Street addresses must be issued by Betty Etheredge @ 576-2161, prior to building permits being issued.

### SECTION III – COMMISSION RECONSIDERATION & APPEAL

#### **Reconsideration**

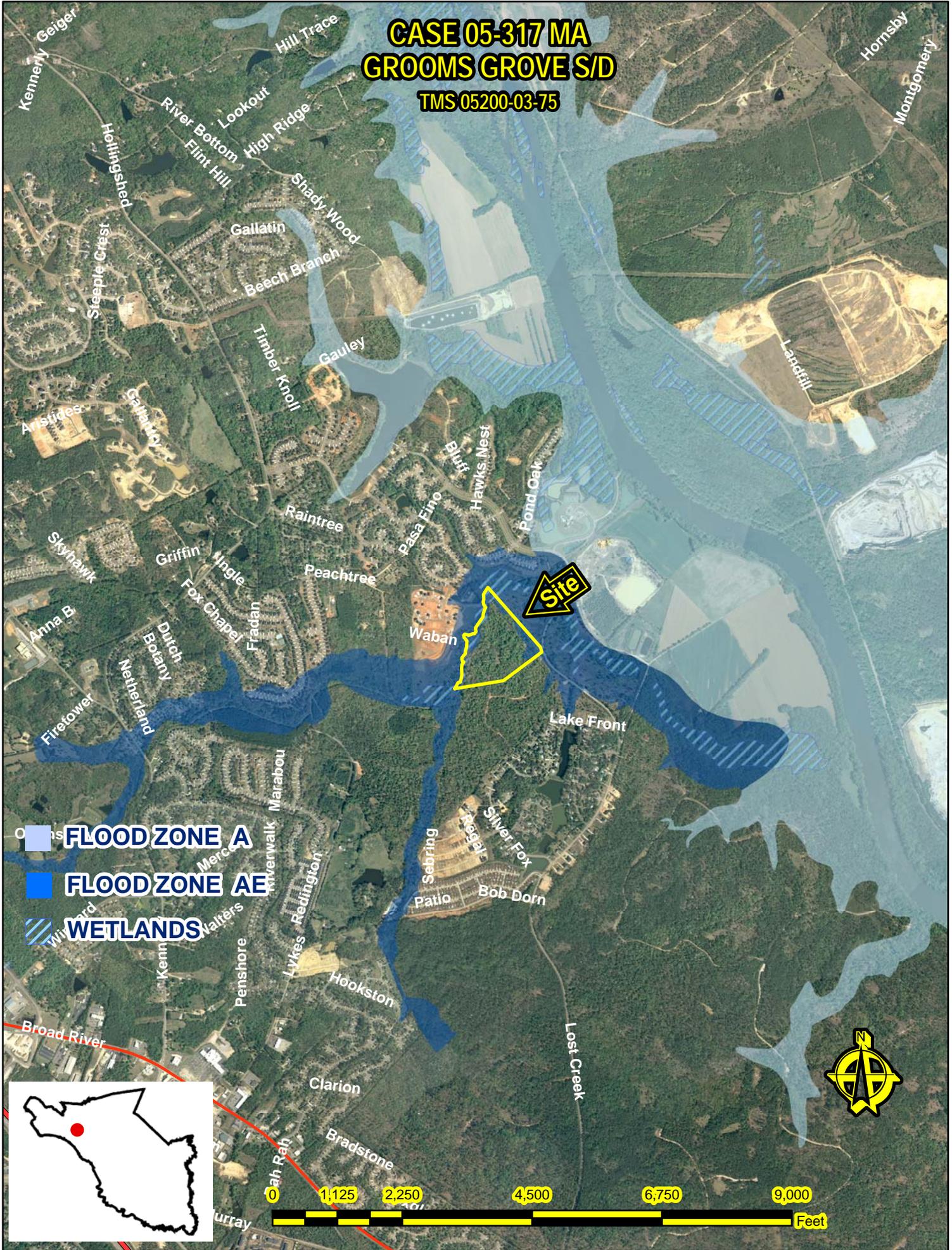
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days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

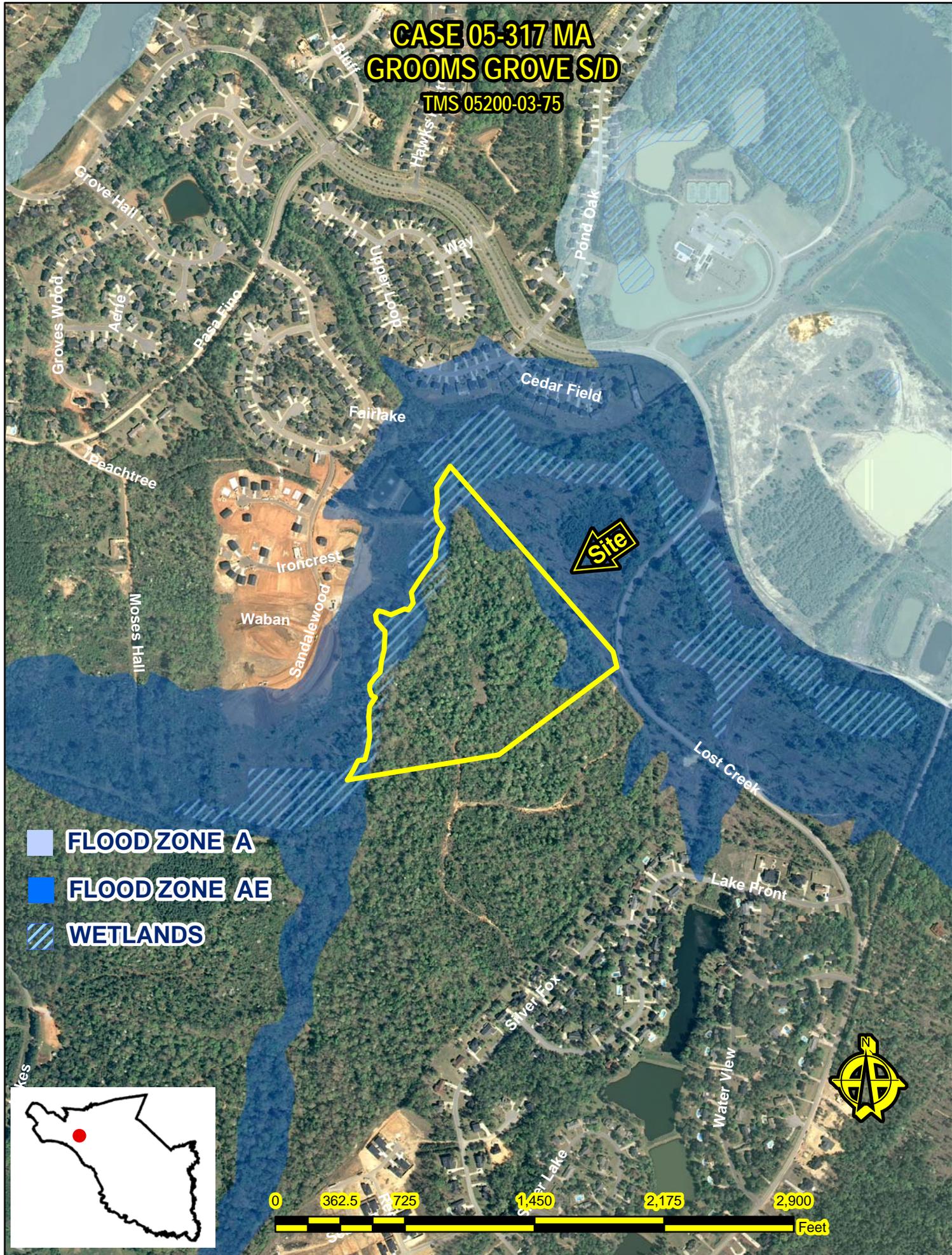
#### **Appeal**

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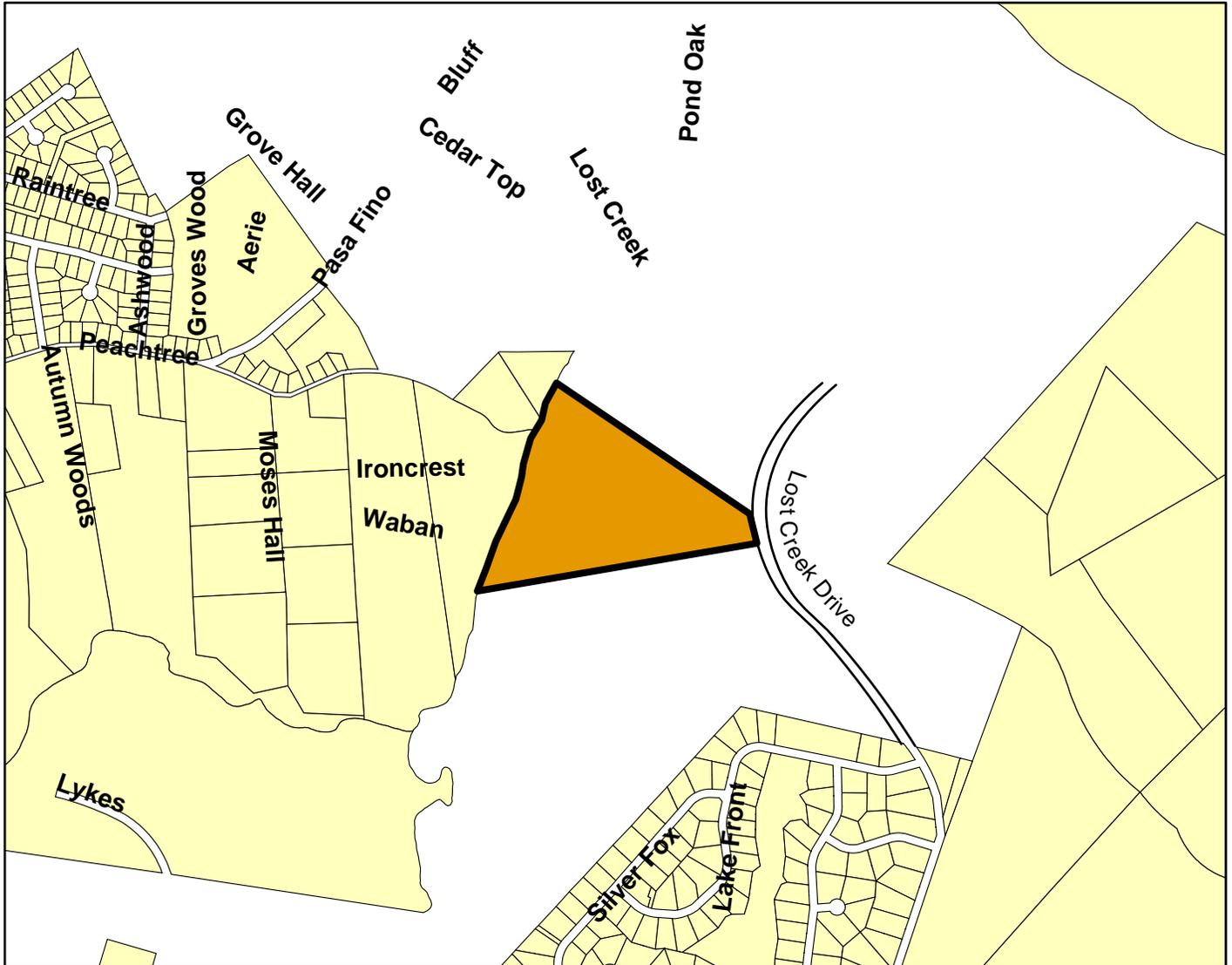
# CASE 05-317 MA GROOMS GROVE S/D TMS 05200-03-75



**CASE 05-317 MA**  
**GROOMS GROVE S/D**  
**TMS 05200-03-75**



# SD-05-317 GROOMS GROVE



Interior of site



Looking toward Harbison from site

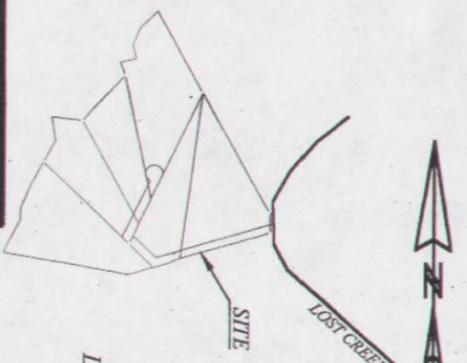
I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "B" SURVEY AS SPECIFIED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

I HEREBY CERTIFY THAT I HAVE CONSULTED THE F.E.M.A. FLOOD INSURANCE RATE MAP, AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE SUBJECT PROPERTY IS LOCATED IN ZONES "X" AND "AE" AS SHOWN HEREON. (MAP NUMBER 45079C0040 G DATED JANUARY 19, 1994.)

I HEREBY CERTIFY THAT THE PLAN SHOWN AND DESCRIBED HEREON IS A TRUE AND CORRECT SURVEY TO THE ACCURACY REQUIRED BY THE RICHLAND COUNTY SUBDIVISION REGULATIONS AND THE MONUMENTS SHOWN HAVE BEEN PLACED TO THE SPECIFICATIONS SET FORTH IN SAID REGULATIONS.

**CURVE TABLE**

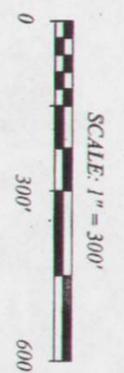
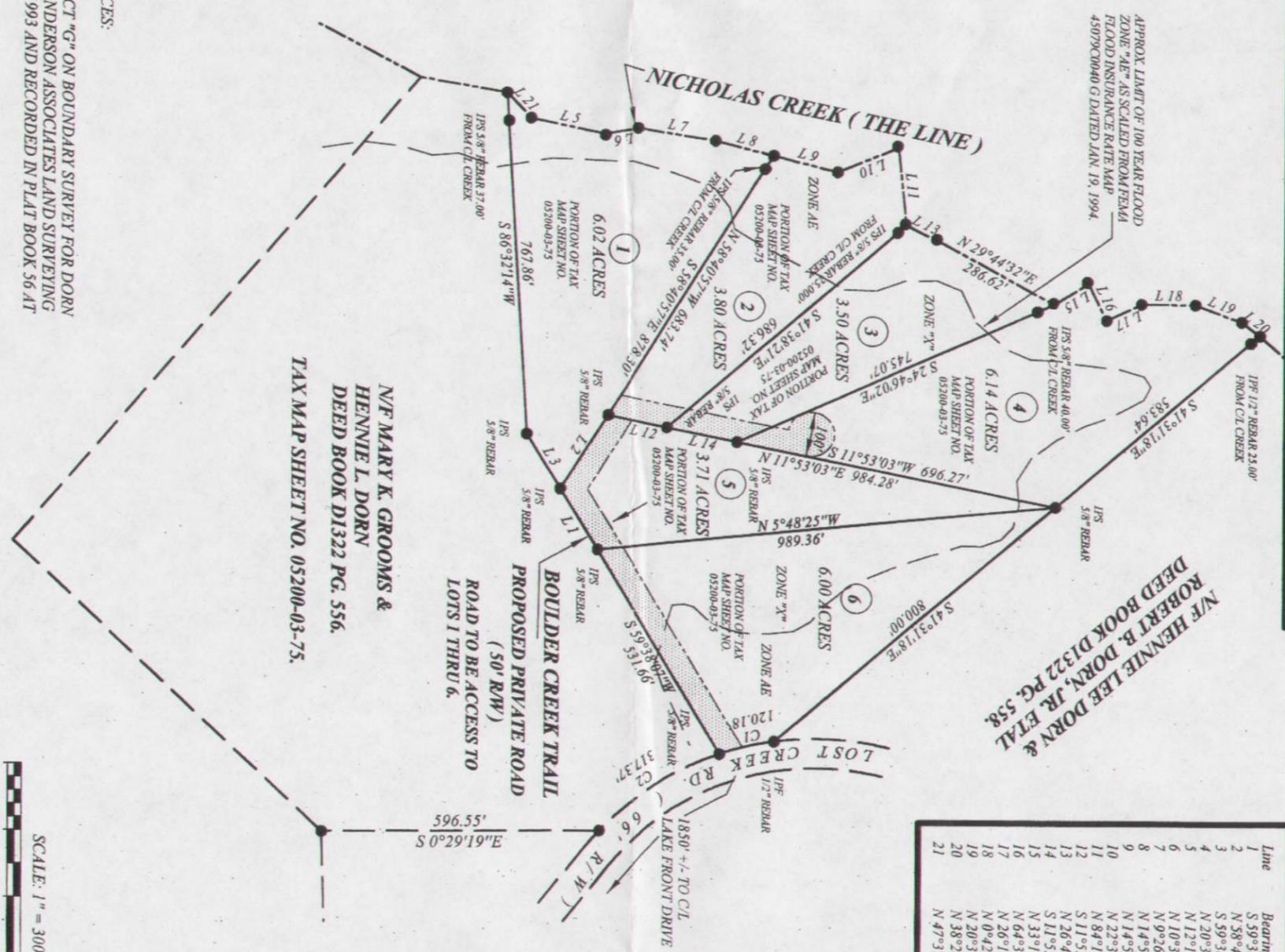
Curve	Delta Angle	Radius	Arc	Tangent	Chord	Chord Bearing
1	10°52'41"	633.00	120.18	60.27	120.00	S 13°44'38"E
2	28°43'37"	633.00	317.37	162.10	314.06	S 33°32'47"E



LOCATION MAP - SCALE 1" = 1000'

**LINE TABLE**

Line	Bearing	Distance
1	S 59°38'07"W	158.30'
2	N 58°40'57"W	194.56'
3	S 59°38'07"W	142.43'
4	N 20°33'18"E	52.23'
5	N 12°18'01"E	162.45'
6	N 10°31'35"W	71.87'
7	N 9°06'36"E	171.51'
8	N 14°53'35"E	129.48'
9	N 22°37'57"W	142.01'
10	N 84°16'22"E	143.58'
11	S 11°53'03"W	175.03'
12	S 11°53'03"W	132.55'
13	N 26°44'47"E	74.89'
14	S 11°53'03"W	155.45'
15	N 33°16'25"W	86.41'
16	N 64°31'00"E	91.87'
17	N 26°10'10"W	83.98'
18	N 0°42'20"E	115.65'
19	N 20°39'13"E	106.85'
20	N 38°28'58"E	49.85'
21	N 47°37'32"E	75.97'



- NOTES & REFERENCES:
1. PORTION OF TRACT "G" ON BOUNDARY SURVEY FOR DORN ASSOCIATES BY ANDERSON ASSOCIATES LAND SURVEYING DATED AUG. 25, 1993 AND RECORDED IN PLAT BOOK 56 AT PAGE 3522.
  2. PORTION OF TAX MAP SHEET NO. 5200-03-75.
  3. THIS PROPERTY MAY BE SUBJECT TO OTHER EASEMENTS OR RIGHTS OF WAY NOT SHOWN ON THIS PLAT.
  4. 15' SEWERLINE EASEMENT ALONG NICHOLAS CREEK NOT SHOWN.
  5. ZONING: RU.

DARRYL V. CRIBB  
101 OAK LANE  
CAYCE, S.C. 29033  
(803) 796-9194

BOUNDARY SURVEY FOR  
**GROOMS GROVE SUBDIVISION**  
RICHLAND COUNTY, SOUTH CAROLINA

DATE: 5-28-05

*Darryl V. Cribb*  
DARRYL V. CRIBB, RLS NO. 16808



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

July 11, 2005

<b>Applicant:</b> Mungo Co.		<b>Preliminary Subdivision Plans For:</b> Ascot Estates, Phase 7	
<b>RC Project # :</b> SD-05-37			
<b>General Location:</b> Hollingshed and Kennerly Roads			
<b>Tax Map Number:</b> 04200-04-01		<b>Current Zoning:</b> RU	
<b>Subject Area:</b> 64.1 acres	<b>Number of Units:</b> 43	<b>Gross Density:</b> 0.7 DU/acres	
<b>Sewer Service Provider:</b> Richland Co. Utilities		<b>Water Service Provider:</b> City of Columbia	

**SECTION I – ANALYSIS**

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

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

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

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

**Traffic Impact Discussion**

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

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road is 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	Kennerly Road	
Functional Classification Of This Roadway	Two lane undivided collector	
<b>Level-Of-Service C Design Capacity (V/C = 1.00)</b>	<b>8600</b>	
Estimated Traffic Generated By The Proposed Project	409	
Current Volume At The Nearest Count Station # 639 Located @ 1 mile south of the site	2700	
Estimated Traffic Count <b>With</b> the Proposed Project	3109	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.36</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old.**

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

The proposed project, by itself, will not result in the LOS C being exceeded at SCDOT count station 639.

**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	9
Middle School @ 0.13 students per single family DU	6
High School @ 0.12 Students per single family DU	5

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

**Existing Site Conditions**

The site is thickly wooded with a mixture of pine and hardwoods. Public water and sewer service is available to the site. A new elementary school is under construction adjacent to the site on Kennerly Road.

**Compatibility with the Surrounding Area**

The proposed project is a continuation of the Ascot series of subdivisions. The Ascot Estates portion of the Ascot development has minimum ¾ acre lots. The project is compatible with the adjacent development.

**Discussion of Applicable Comprehensive Plan Issues**

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

The subject site is designated as Medium/Low Density Residential in the Developing Urban Area of the Northwest Subarea Plan Proposed Land Use Map. The proposed project is not consistent with this land use designation.

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department's position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations/Principles of the Comprehensive Plan. The Northwest Subarea Plan, adopted in September 1993, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 29 and 36 respectively, are discussed below:

Objective – In areas with environmentally sensitive lands of limited infrastructure, low density development is encouraged

The proposed project will have a density of 0.7 DU/acre. The proposed project implements this Objective.

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

The subject site has been considered for rezoning to higher density residential development. The subject project will protect the existing portion of Ascot Estates from more intensive development. This project implements this Principle.

#### **Other Pertinent Factors**

- 1) As of June 20, 2005, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of June 20, 2005, approval of the flood issues and wetlands issues had not been received.
- 3) The County Fire Marshal **disapproved** the proposed plans on May 23, 2005.
- 4) The City of Columbia **approved** the water line construction plans on May 10, 2005.
- 5) As of June 20, 2005, DHEC had not issued a sewer line construction permit.
- 6) DHEC issued a water line construction permit on May 17, 2005.
- 7) The E-911 Coordinator has certified approval of the proposed street names.
- 8) The proposed plans are substantially in compliance with the Sketch Plan comments

The Department believes that a potential safety hazard exists when subdivision lots have double frontage, i.e., access to both the interior residential streets and the adjacent roadways. Therefore in order to promote adequate pedestrian and vehicular safety in subdivisions as required by state, it is necessary to ensure such lots have access only from the interior residential streets. To this end, the developer shall install a fence, wall, landscape berm, or combination thereof, to prohibit direct access to Kennerly Rd from lots 2 through 8 and lots 9 through 15 on Hollingshed Road.

The proposed project lot layout complies with the SCDOT driveway separation requirements. Frontage roadways along both Hollingshed and Kennerly Roads will provide limited access points for the adjacent lots.

## 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 43 unit single family detached subdivision, known as Ascot Estates, Phase 7 (Project # SD-05-37). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

### **Findings of Fact**

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

### **Specific Conditions**

- a) The Department of Public Works must approve the stormwater management plans; **and**
- b) The Floodplain Mgmt. Specialist must approve the flood elevation statement; **and**
- c) **A Controlled Clearing Certificate letter must be issued by the Department prior to starting any site clearing activity.** Contact Sean Busbee @ 576-2171 for details; **and**
- d) The bonded and/or final plats must include signed the tree certification statements. Contact Sean Busbee @ 576-2171 for more information; **and**
- e) The County Fire Marshal must approve the project with or without conditions; **and**
- f) DHEC must issue the sewer line construction permits; **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 Department receives the City of Columbia approval the water 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) The developer shall install a fence, wall, landscape berm, or combination thereof, to prohibit direct access to ?? Road and ??? Road from lot ?? and lots ?? through ??, prior to obtaining a Certificate of Occupancy for the subject lots; **and**
- k) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- 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; **and**
- m) The developer shall pay the costs associated with construction of any acceleration or deceleration lanes or turn lanes that may be required by the SCDOT.



### SECTION III – COMMISSION RECONSIDERATION & APPEAL

#### **Reconsideration**

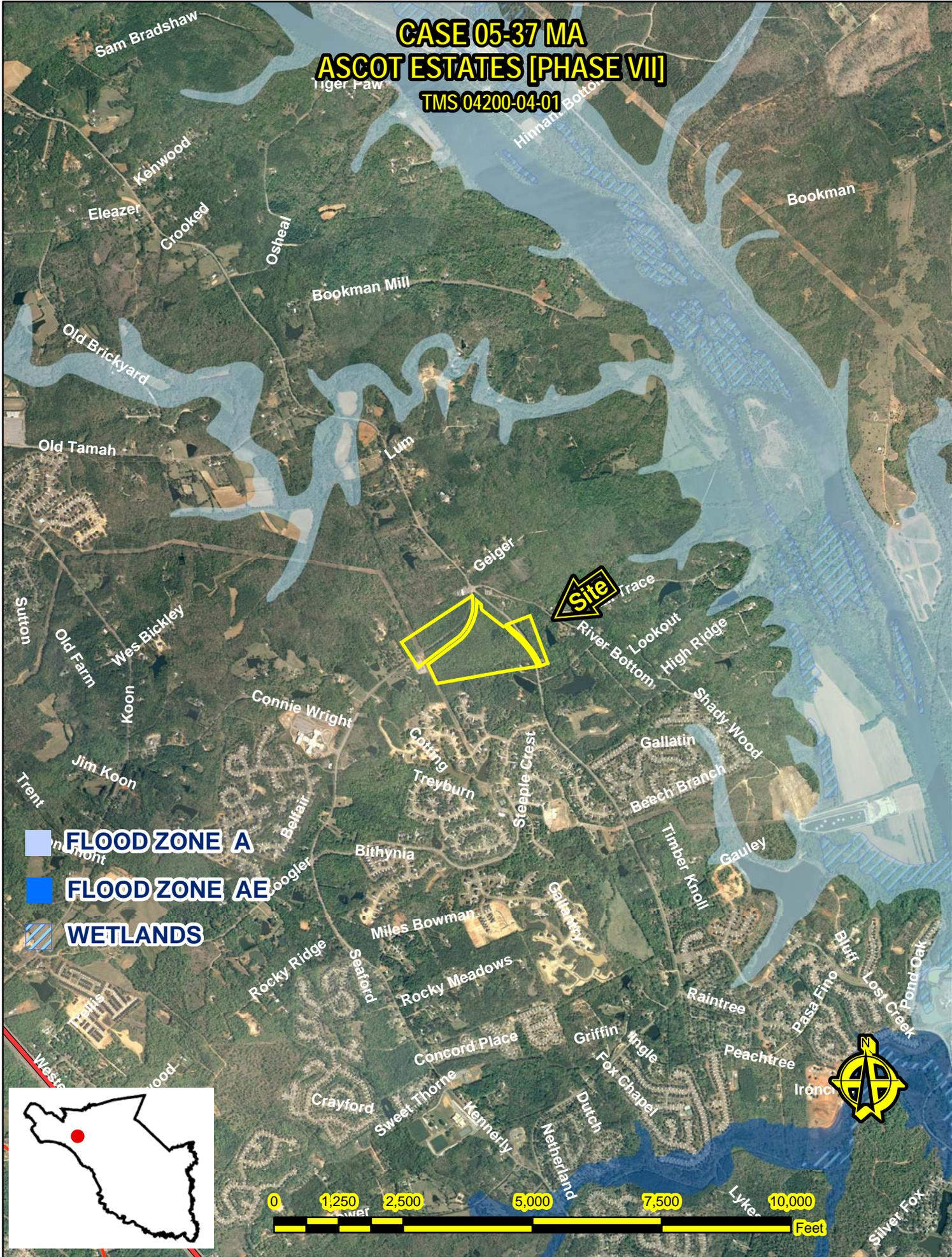
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days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

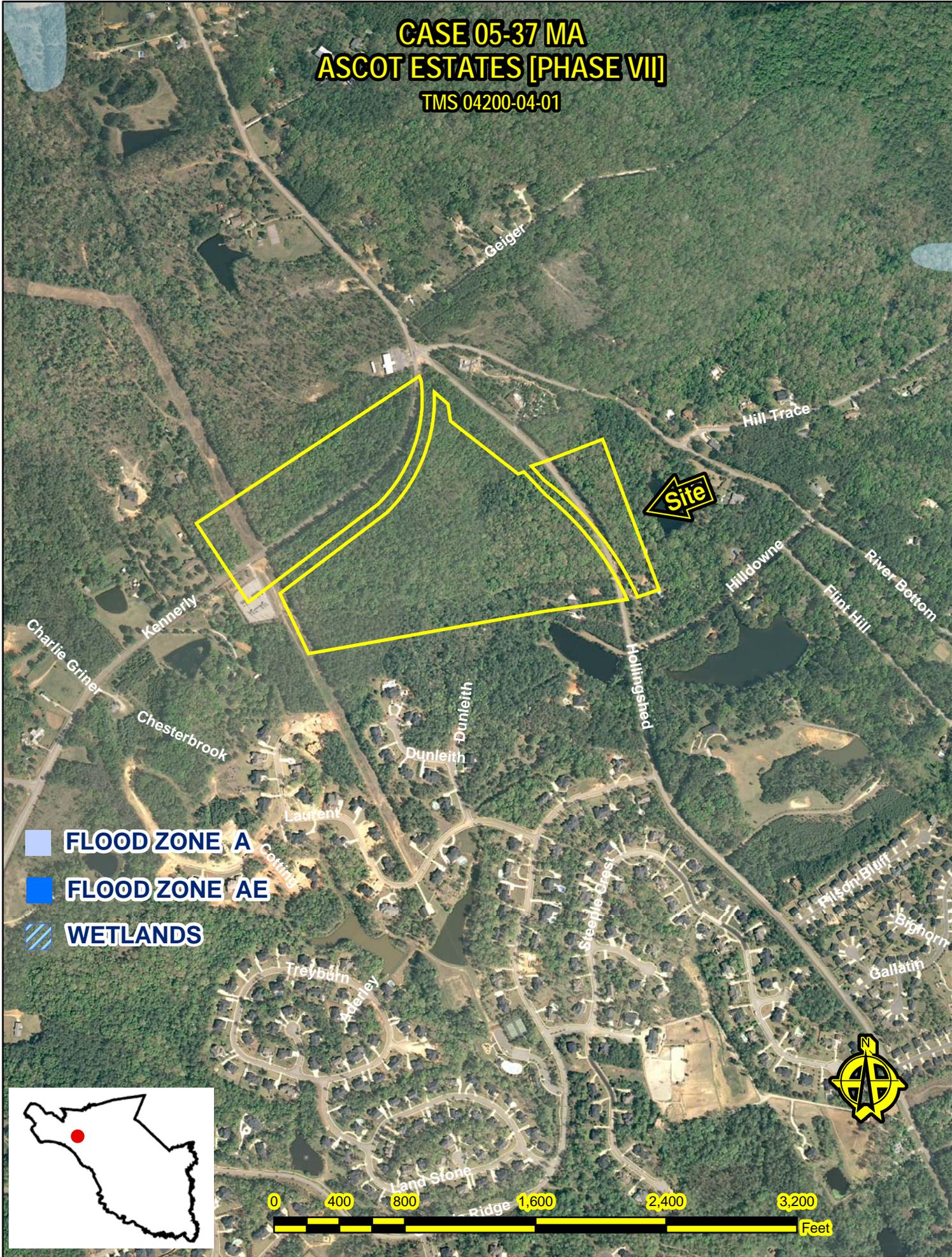
#### **Appeal**

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.

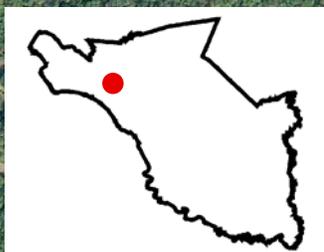
**CASE 05-37 MA**  
**ASCOT ESTATES [PHASE VII]**  
**TMS 04200-04-01**



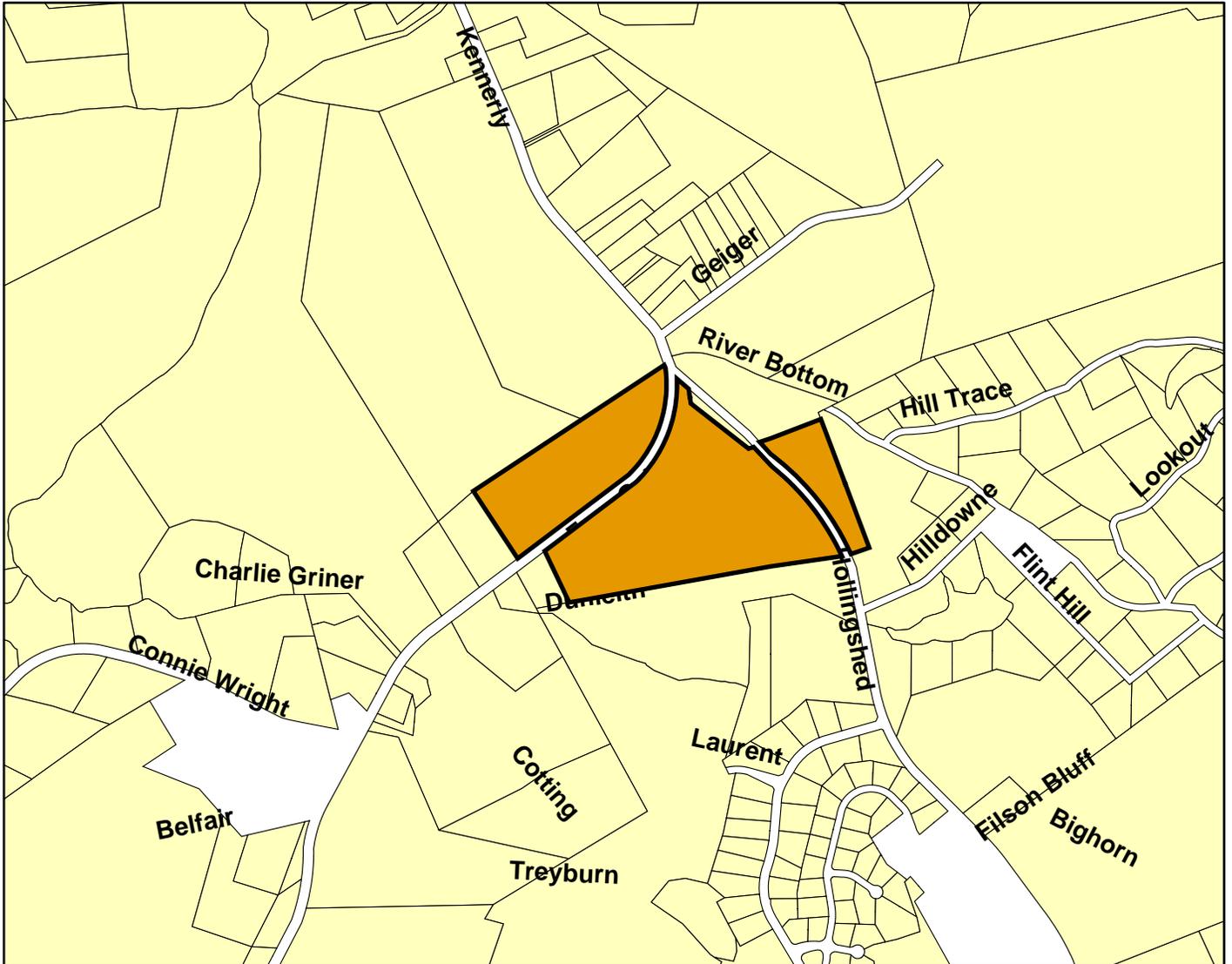
**CASE 05-37 MA**  
**ASCOT ESTATES [PHASE VII]**  
TMS 04200-04-01



-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS



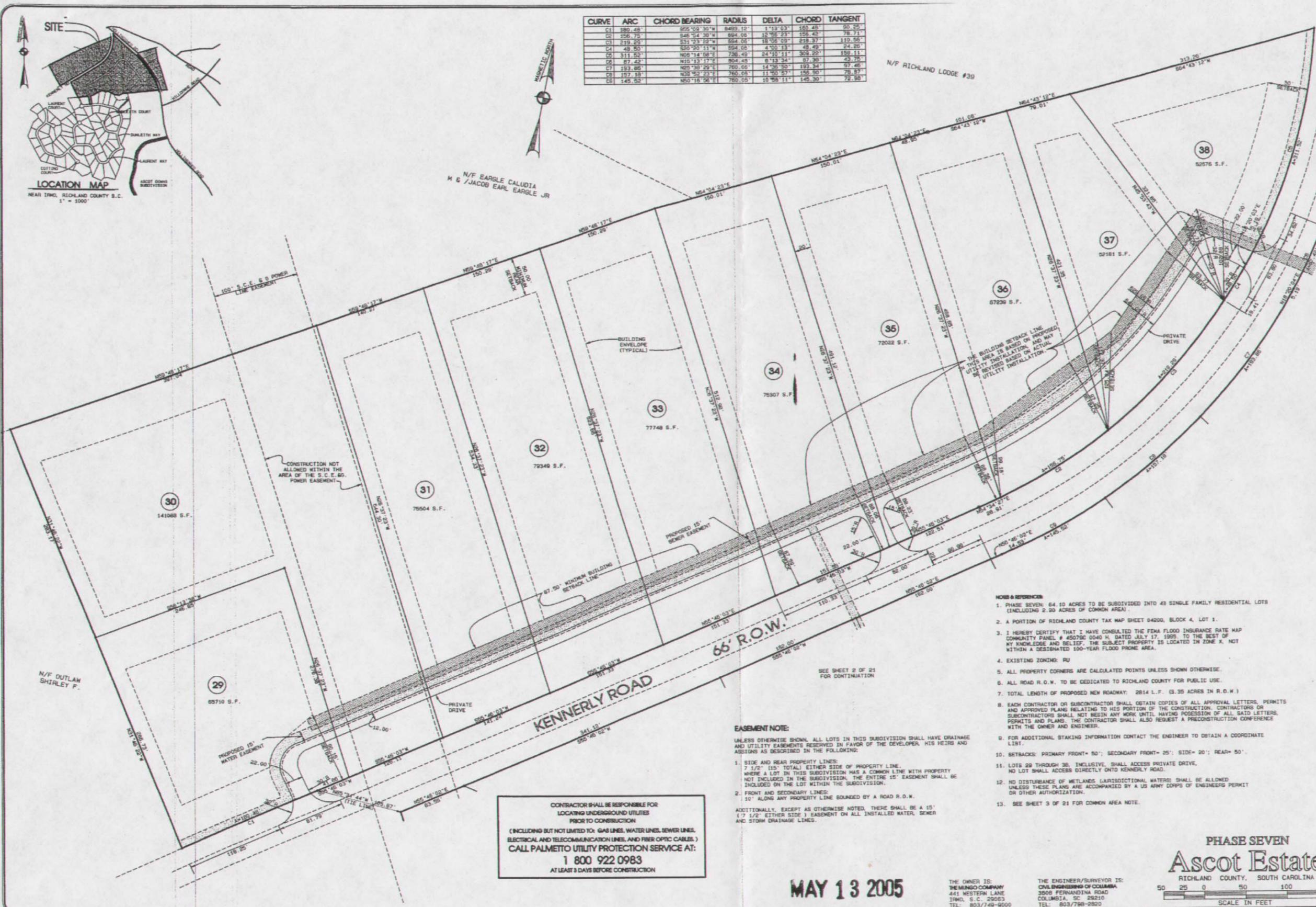
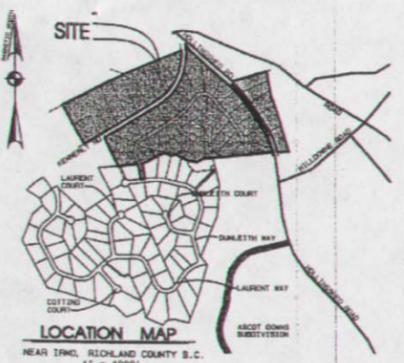
# SD-05-37 ASCOT ESTATES [PHASE VII]



Looking @ site from Hollingshed Rd

Looking @ site from Kennerly Rd

CURVE	ARC	CHORD BEARING	RADIUS	DELTA	CHORD	TANGENT
C1	180.48'	S95°08'30"W	8493.12'	1°13'03"	160.48'	90.25'
C2	256.75'	S46°04'30"W	894.06'	12°56'23"	156.43'	78.71'
C3	219.25'	S31°23'22"W	894.06'	18°05'09"	219.25'	110.56'
C4	48.50'	S20°20'11"W	894.06'	4°20'15"	48.49'	24.25'
C5	311.25'	N05°14'58"E	726.49'	24°10'11"	308.22'	158.11'
C6	87.42'	N15°13'17"E	804.49'	6°13'34"	87.30'	43.75'
C7	193.86'	N25°38'29"E	760.05'	14°36'50"	193.34'	97.48'
C8	127.18'	N35°52'23"E	760.05'	11°50'57"	126.30'	78.87'
C9	145.52'	N50°18'56"E	760.05'	10°08'11"	145.30'	72.58'



CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION (INCLUDING BUT NOT LIMITED TO: GAS LINES, WATER LINES, SEWER LINES, ELECTRICAL AND TELECOMMUNICATION LINES, AND FIBER OPTIC CABLES.) CALL PALMETTO UTILITY PROTECTION SERVICE AT: 1 800 922 0983 AT LEAST 3 DAYS BEFORE CONSTRUCTION

**EASEMENT NOTE:**  
UNLESS OTHERWISE SHOWN, ALL LOTS IN THIS SUBDIVISION SHALL HAVE DRAINAGE AND UTILITY EASEMENTS RESERVED IN FAVOR OF THE DEVELOPER, HIS HEIRS AND ASSIGNS AS DESCRIBED IN THE FOLLOWING:  
1. SIDE AND REAR PROPERTY LINES: 7 1/2' (15' TOTAL) EITHER SIDE OF PROPERTY LINE, WHERE A LOT IN THIS SUBDIVISION HAS A COMMON LINE WITH PROPERTY NOT INCLUDED IN THE SUBDIVISION, THE ENTIRE 15' EASEMENT SHALL BE INCLUDED ON THE LOT WITHIN THE SUBDIVISION.  
2. FRONT AND SECONDARY LINES: 10' ALONG ANY PROPERTY LINE BOUNDED BY A ROAD R.O.W.  
ADDITIONALLY, EXCEPT AS OTHERWISE NOTED, THERE SHALL BE A 15' (7 1/2' EITHER SIDE) EASEMENT ON ALL INSTALLED WATER, SEWER AND STORM DRAINAGE LINES.

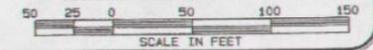
- NOTES & REFERENCES:**
1. PHASE SEVEN: 64.10 ACRES TO BE SUBDIVIDED INTO 43 SINGLE FAMILY RESIDENTIAL LOTS (INCLUDING 2.20 ACRES OF COMMON AREA).
  2. A PORTION OF RICHLAND COUNTY TAX MAP SHEET 04200, BLOCK 4, LOT 1.
  3. I HEREBY CERTIFY THAT I HAVE CONSULTED THE FEMA FLOOD INSURANCE RATE MAP COMMUNITY PANEL # 45079C 0040 H, DATED JULY 17, 1995, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE SUBJECT PROPERTY IS LOCATED IN ZONE X, NOT WITHIN A DESIGNATED 100-YEAR FLOOD PRONE AREA.
  4. EXISTING ZONING: RU
  5. ALL PROPERTY CORNERS ARE CALCULATED POINTS UNLESS SHOWN OTHERWISE.
  6. ALL ROAD R.O.W. TO BE DEDICATED TO RICHLAND COUNTY FOR PUBLIC USE.
  7. TOTAL LENGTH OF PROPOSED NEW ROADWAY: 2814 L.F. (3.35 ACRES IN R.O.W.)
  8. EACH CONTRACTOR OR SUBCONTRACTOR SHALL OBTAIN COPIES OF ALL APPROVAL LETTERS, PERMITS AND APPROVED PLANS RELATING TO HIS PORTION OF THE CONSTRUCTION. CONTRACTORS OR SUBCONTRACTORS SHALL NOT BEGIN ANY WORK UNTIL HAVING POSSESSION OF ALL SAID LETTERS, PERMITS AND PLANS. THE CONTRACTOR SHALL ALSO REQUEST A PRECONSTRUCTION CONFERENCE WITH THE OWNER AND ENGINEER.
  9. FOR ADDITIONAL STAKING INFORMATION CONTACT THE ENGINEER TO OBTAIN A COORDINATE LIST.
  10. SETBACKS: PRIMARY FRONT= 50'; SECONDARY FRONT= 25'; SIDE= 20'; REAR= 50'.
  11. LOTS 29 THROUGH 38, INCLUSIVE, SHALL ACCESS PRIVATE DRIVE. NO LOT SHALL ACCESS DIRECTLY ONTO KENNERLY ROAD.
  12. NO DISTURBANCE OF WETLANDS (JURISDICTIONAL WETLAND) SHALL BE ALLOWED UNLESS THESE PLANS ARE ACCOMPANIED BY A US ARMY CORPS OF ENGINEERS PERMIT OR OTHER AUTHORIZATION.
  13. SEE SHEET 3 OF 21 FOR COMMON AREA NOTE.

PHASE SEVEN  
**Ascot Estates**  
RICHLAND COUNTY, SOUTH CAROLINA

MAY 13 2005

THE OWNER IS:  
THE MUNGO COMPANY  
441 WESTERN LANE  
1740, S.C. 29063  
TEL: 803/749-9600

THE ENGINEER/SURVEYOR IS:  
CIVIL ENGINEERING OF COLUMBIA  
3505 FERNANDINA ROAD  
COLUMBIA, SC 29210  
TEL: 803/798-2820



**STAKING AND ALIGNMENT PLAN**

SCALE: 1" = 50'  
DATE: 02-11-05  
DRAWN: CUZA  
DESIGNED: CUZA  
DRAWING NUMBER: 1 OF 21

PREPARED FOR:  
THE MUNGO COMPANY  
1740, SOUTH CAROLINA

CHECKED BY: *Mark A. Ford*  
JOB NUMBER: 04045

CHECKED BY: *Mark A. Ford*  
JOB NUMBER: 04045

UNIVERSITY NUMBER: 2 OF 21

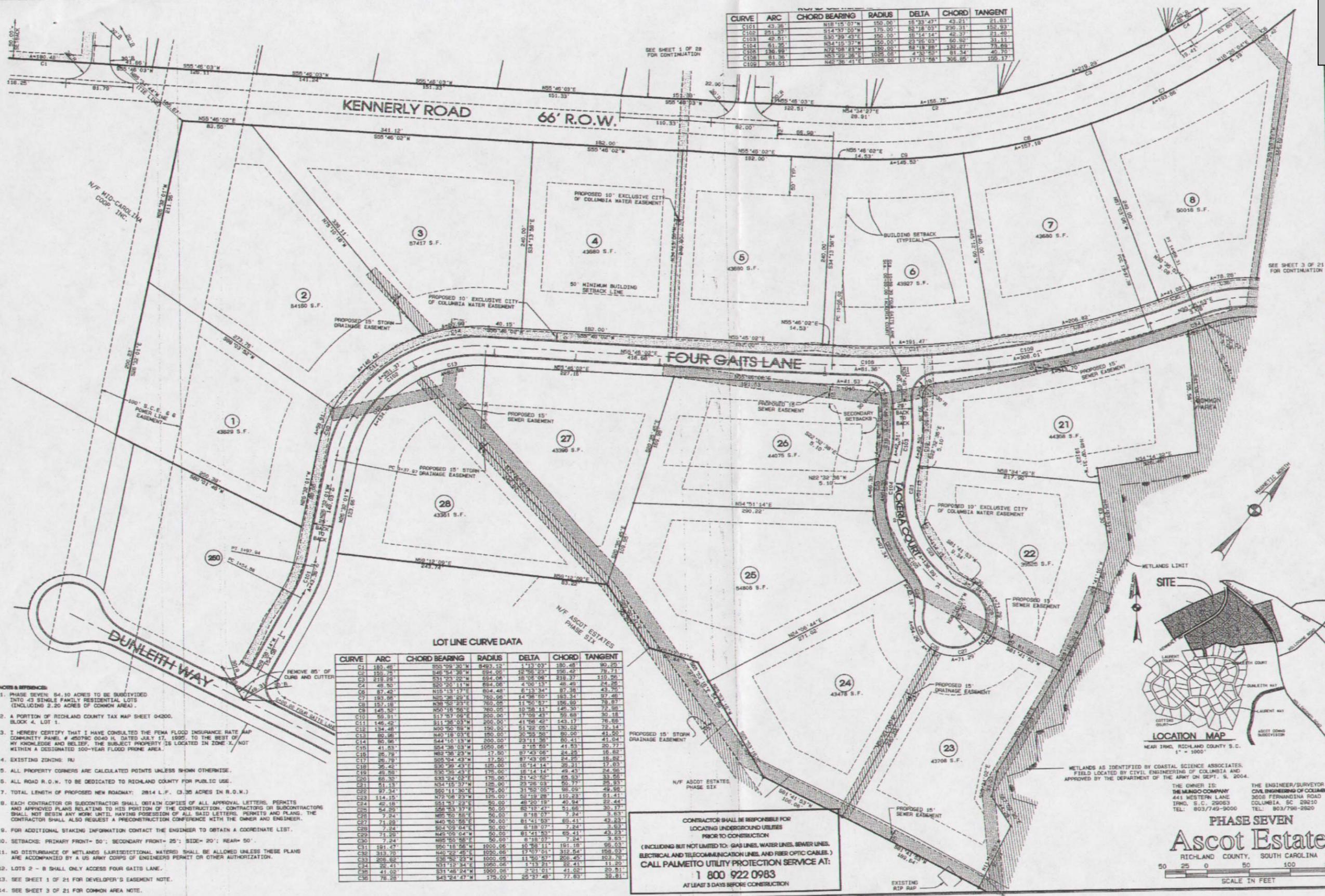
CIVIL ENGINEERING OF COLUMBIA  
CONSULTING ENGINEERING, SURVEYING AND PLANNING  
3608 FERNANDINA ROAD, COLUMBIA, SOUTH CAROLINA 29210  
TELEPHONE (803) 798-2820 FAX (803) 798-2826

CIVIL ENGINEERING OF COLUMBIA  
COLUMBIA, SC 29210  
NO. 000296  
CERTIFICATE NO. 111105

SD-05-37



CURVE	ARC	CHORD BEARING	RADIUS	DELTA	CHORD	TANGENT
C101	43.36	N18°15'07"W	150.00	16°33'47"	43.21	21.33
C102	251.37	S14°37'00"W	175.00	53°18'03"	230.31	153.93
C103	42.51	S30°39'43"E	150.00	36°14'14"	42.37	21.40
C104	51.25	N54°15'37"W	150.00	23°25'03"	60.92	31.11
C105	136.99	N72°08'28"W	150.00	58°18'28"	132.27	73.68
C106	81.36	N53°22'36"E	100.00	41°32'52"	81.34	40.70
C107	308.01	N42°35'41"E	100.00	17°12'48"	306.85	158.17

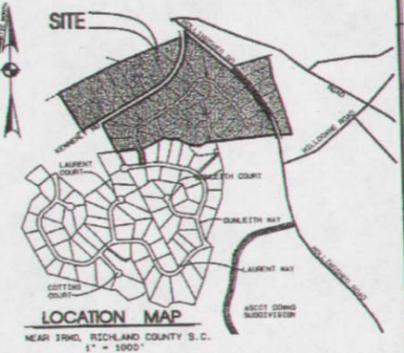


**LOT LINE CURVE DATA**

CURVE	ARC	CHORD BEARING	RADIUS	DELTA	CHORD	TANGENT
C1	180.48	S50°09'30"W	8493.12	1°13'03"	180.48	90.24
C2	150.75	S46°54'38"W	894.05	12°55'23"	150.42	75.21
C3	219.25	S31°23'22"W	684.06	18°05'06"	219.27	110.26
C4	49.50	S20°25'11"W	684.06	4°00'13"	48.48	24.26
C5	87.42	N15°13'17"E	804.48	6°13'34"	87.38	43.70
C6	193.86	N25°36'29"E	760.06	14°38'50"	183.34	97.46
C7	157.18	N38°52'23"E	760.06	11°50'37"	156.80	78.87
C8	149.52	N50°18'56"E	760.06	10°58'11"	146.30	72.98
C9	59.81	S17°07'09"E	200.00	17°09'43"	59.68	30.18
C10	146.42	S11°35'03"W	200.00	41°56'42"	143.17	76.86
C11	134.48	N00°50'56"W	150.00	51°22'02"	130.02	78.14
C12	80.96	N40°18'03"E	150.00	30°55'56"	80.00	41.50
C13	90.96	S44°10'15"W	200.00	23°11'30"	80.41	41.04
C14	41.53	S54°38'03"W	1050.06	2°15'59"	41.53	20.77
C15	25.78	N82°36'23"W	17.50	87°43'06"	24.25	16.85
C16	25.78	S25°34'43"W	17.50	87°43'06"	24.25	16.85
C17	36.45	S20°29'43"E	125.00	15°14'14"	36.31	17.63
C18	45.50	S30°35'43"E	125.00	15°14'14"	45.43	24.96
C19	65.32	S33°24'02"E	175.00	21°42'52"	65.32	33.66
C20	51.13	N34°15'37"W	125.00	23°25'03"	50.71	25.83
C21	97.34	S02°11'30"E	175.00	31°52'05"	98.09	49.56
C22	114.15	N72°08'23"W	125.00	52°19'28"	110.23	61.41
C23	42.18	S51°27'23"E	50.00	48°20'19"	40.84	22.44
C24	54.29	S25°13'47"W	50.00	87°43'06"	54.25	30.17
C25	7.24	N85°50'55"E	50.00	8°18'07"	7.24	3.63
C26	71.28	N40°50'55"E	50.00	81°41'53"	65.41	43.23
C27	7.24	N04°09'04"E	50.00	8°18'07"	7.24	3.63
C28	71.28	N40°50'55"E	50.00	81°41'53"	65.41	43.23
C29	7.24	N04°09'04"E	50.00	8°18'07"	7.24	3.63
C30	7.24	N85°50'55"E	50.00	8°18'07"	7.24	3.63
C31	191.47	S50°18'56"W	1000.06	10°58'11"	191.18	95.03
C32	312.75	N40°22'45"E	1000.06	17°07'01"	312.54	156.03
C33	208.92	S35°12'52"W	1000.06	11°50'57"	205.45	103.78
C34	25.23	N31°12'34"E	1000.06	1°13'21"	25.41	11.20
C35	41.02	S31°48'24"W	1000.06	3°21'01"	41.02	20.51
C36	78.28	N43°24'47"W	175.00	25°37'48"	77.83	39.81

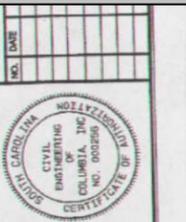
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  - EXISTING ZONING: RU
  - ALL PROPERTY CORNERS ARE CALCULATED POINTS UNLESS SHOWN OTHERWISE.
  - ALL ROAD R.O.W. TO BE DEDICATED TO RICHLAND COUNTY FOR PUBLIC USE.
  - TOTAL LENGTH OF PROPOSED NEW ROADWAY: 2814 L.F. (3.35 ACRES IN R.O.W.)
  - EACH CONTRACTOR OR SUBCONTRACTOR SHALL OBTAIN COPIES OF ALL APPROVAL LETTERS, PERMITS AND APPROVED PLANS RELATING TO HIS PORTION OF THE CONSTRUCTION. CONTRACTORS OR SUBCONTRACTORS SHALL NOT BEGIN ANY WORK UNTIL HAVING POSSESSION OF ALL SAID LETTERS, PERMITS AND PLANS. THE CONTRACTOR SHALL ALSO REQUEST A PRECONSTRUCTION CONFERENCE WITH THE OWNER AND ENGINEER.
  - FOR ADDITIONAL STAKING INFORMATION CONTACT THE ENGINEER TO OBTAIN A COORDINATE LIST.
  - SETBACKS: PRIMARY FRONT- 50'; SECONDARY FRONT- 25'; SIDE- 20'; REAR- 00'
  - NO DISTURBANCE OF WETLANDS (ARIS/DIRECTIONAL WATERS) SHALL BE ALLOWED UNLESS THESE PLANS ARE ACCOMPANIED BY A US ARMY CORPS OF ENGINEERS PERMIT OR OTHER AUTHORIZATION.
  - LOTS 2 - 8 SHALL ONLY ACCESS FOUR GAITS LANE.
  - SEE SHEET 3 OF 21 FOR DEVELOPER'S EASEMENT NOTE.
  - SEE SHEET 3 OF 21 FOR COMMON AREA NOTE.

CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION (INCLUDING BUT NOT LIMITED TO: GAS LINES, WATER LINES, SEWER LINES, ELECTRICAL AND TELECOMMUNICATION LINES, AND FIBER OPTIC CABLES.)  
CALL PALMETTO UTILITY PROTECTION SERVICE AT:  
1 800 922 0983  
AT LEAST 3 DAYS BEFORE CONSTRUCTION

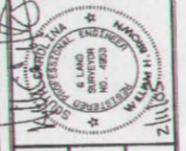


PHASE SEVEN  
**Ascot Estates**  
RICHLAND COUNTY, SOUTH CAROLINA

SCALE IN FEET  
0 25 50 100 150



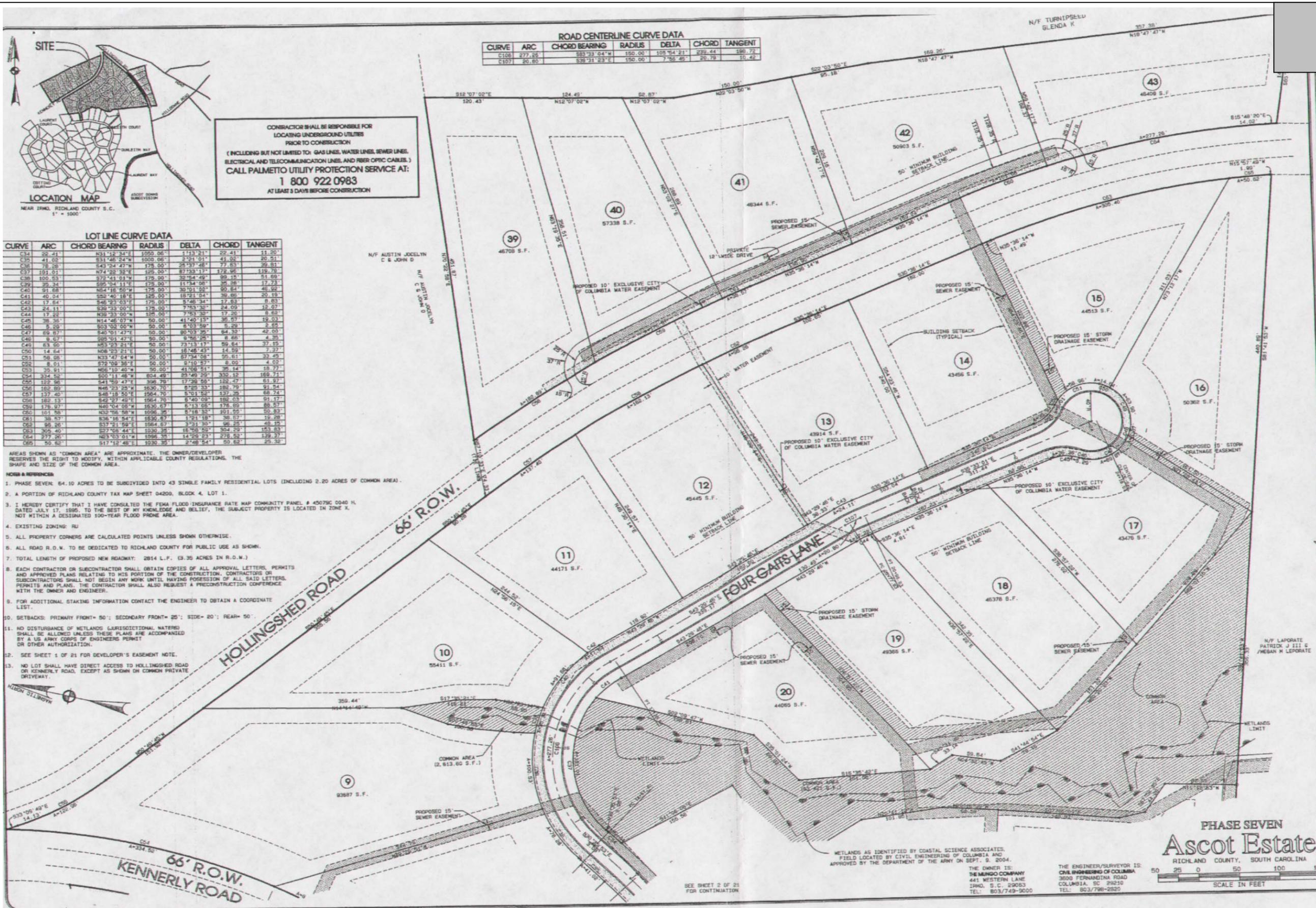
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3608 FERNANDINA ROAD, COLUMBIA, SOUTH CAROLINA 29210  
TELEPHONE (803) 799-2880 FAX (803) 799-2820



**STAKING AND ALIGNMENT PLAN**  
DATE: 02-11-05  
DRAWN: CUZA  
DESIGNED: CUZA  
JOB NUMBER: 04045  
CHECKED BY: [Signature]  
DRAWING NUMBER: 2 of 21

SD-05-3





**ROAD CENTERLINE CURVE DATA**

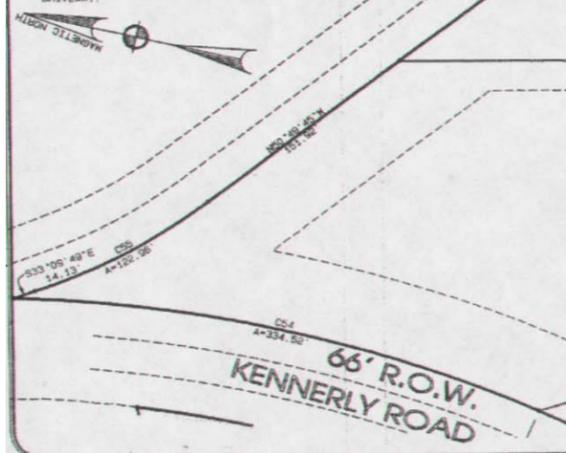
CURVE	ARC	CHORD BEARING	RADIUS	DELTA	CHORD	TANGENT
C108	277.26	S83°33'04"W	150.00	105°54'21"	239.44	180.72
C107	20.60	S28°31'23"E	150.00	7°56'45"	20.78	10.42

**LOT LINE CURVE DATA**

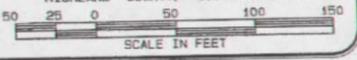
CURVE	ARC	CHORD BEARING	RADIUS	DELTA	CHORD	TANGENT
C34	22.41	N31°12'34"E	1059.06	1°13'21"	22.41	11.20
C35	41.03	S31°46'24"W	1059.06	2°21'01"	41.03	20.51
C36	78.28	S43°24'47"W	178.00	2°37'46"	77.83	39.81
C37	101.01	N74°22'32"E	125.00	87°33'17"	178.96	139.70
C38	100.53	S72°41'01"W	175.00	32°04'49"	99.25	51.60
C39	39.34	S90°104'11"E	175.00	1°15'41"08"	39.34	17.73
C40	91.68	N54°16'50"W	175.00	30°10'52"	90.84	46.92
C41	40.04	S52°40'18"E	125.00	18°21'04"	38.65	20.19
C42	17.64	S48°23'03"E	175.00	3°48'34"	17.63	8.63
C43	24.11	S29°33'00"W	175.00	7°53'32"	24.09	12.07
C44	17.22	N30°33'00"W	158.00	7°53'30"	17.20	8.62
C45	38.35	N14°46'07"W	50.00	41°40'13"	36.57	19.03
C46	9.29	S03°30'00"W	50.00	8°03'59"	9.29	4.54
C47	69.87	S40°01'47"E	50.00	89°03'30"	64.52	42.00
C48	0.67	S25°01'47"E	50.00	9°06'25"	0.66	4.35
C49	63.80	N53°23'21"E	50.00	73°13'17"	59.84	37.15
C50	14.64	N08°25'21"E	50.00	18°48'43"	14.59	7.37
C51	98.38	N33°47'04"W	50.00	87°34'08"	95.61	33.45
C52	8.01	S72°09'35"E	50.00	9°10'57"	8.00	4.02
C53	35.91	N56°10'40"W	50.00	41°08'11"	35.14	18.77
C54	334.52	S20°11'46"W	804.49	23°49'25"	332.12	169.71
C55	122.95	S41°59'47"E	399.79	17°39'25"	122.47	61.97
C56	162.80	N46°23'25"W	1630.70	8°29'33"	162.79	91.54
C57	137.40	S48°18'50"E	1564.70	5°01'52"	137.29	68.74
C58	162.13	S42°27'49"E	1664.70	8°40'09"	162.03	91.17
C59	175.97	N40°04'05"W	1630.67	8°13'05"	175.89	88.57
C60	101.98	N32°06'58"W	1096.35	8°18'32"	101.05	50.83
C61	38.57	S36°16'54"E	1530.67	1°21'19"	38.57	19.28
C62	95.25	S37°21'59"E	1564.67	3°21'39"	95.25	48.15
C63	305.40	S27°05'44"E	1030.35	18°38'52"	304.70	153.83
C64	277.26	N23°03'01"W	1096.35	14°29'23"	276.52	139.37
C65	50.62	S17°12'48"E	1030.35	2°48'54"	50.62	25.32

AREAS SHOWN AS "COMMON AREA" ARE APPROXIMATE. THE OWNER/DEVELOPER RESERVES THE RIGHT TO MODIFY, WITHIN APPLICABLE COUNTY REGULATIONS, THE SHAPE AND SIZE OF THE COMMON AREA.

- NOTES & REFERENCES**
- PHASE SEVEN: 64.10 ACRES TO BE SUBDIVIDED INTO 43 SINGLE FAMILY RESIDENTIAL LOTS (INCLUDING 2.20 ACRES OF COMMON AREA).
  - A PORTION OF RICHLAND COUNTY TAX MAP SHEET 04200, BLOCK 4, LOT 1.
  - I HEREBY CERTIFY THAT I HAVE CONSULTED THE FEMA FLOOD INSURANCE RATE MAP COMMUNITY PANEL # 45079C 040 H, DATED JULY 17, 1995, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE SUBJECT PROPERTY IS LOCATED IN ZONE X, NOT WITHIN A DESIGNATED 100-YEAR FLOOD PRONE AREA.
  - EXISTING ZONING: RU
  - ALL PROPERTY CORNERS ARE CALCULATED POINTS UNLESS SHOWN OTHERWISE.
  - ALL ROAD R.O.W. TO BE DEDICATED TO RICHLAND COUNTY FOR PUBLIC USE AS SHOWN.
  - TOTAL LENGTH OF PROPOSED NEW ROADWAY: 2814 L.F. (3.35 ACRES IN R.O.W.)
  - EACH CONTRACTOR OR SUBCONTRACTOR SHALL OBTAIN COPIES OF ALL APPROVAL LETTERS, PERMITS AND APPROVED PLANS RELATING TO HIS PORTION OF THE CONSTRUCTION. CONTRACTORS OR SUBCONTRACTORS SHALL NOT BEGIN ANY WORK UNTIL HAVING POSSESSION OF ALL SAID LETTERS, PERMITS AND PLANS. THE CONTRACTOR SHALL ALSO REQUEST A PRECONSTRUCTION CONFERENCE WITH THE OWNER AND ENGINEER.
  - FOR ADDITIONAL STAKING INFORMATION CONTACT THE ENGINEER TO OBTAIN A COORDINATE LIST.
  - SETBACKS: PRIMARY FRONT= 50'; SECONDARY FRONT= 25'; SIDE= 20'; REAR= 50'.
  - NO DISTURBANCE OF WETLANDS (JURISDICTIONAL WATERS) SHALL BE ALLOWED UNLESS THESE PLANS ARE ACCOMPANIED BY A US ARMY CORPS OF ENGINEERS PERMIT OR OTHER AUTHORIZATION.
  - SEE SHEET 1 OF 21 FOR DEVELOPER'S EASEMENT NOTE.
  - NO LOT SHALL HAVE DIRECT ACCESS TO HOLLINGSHELD ROAD OR KENNERLY ROAD, EXCEPT AS SHOWN ON COMMON PRIVATE DRIVEWAY.



PHASE SEVEN  
**Ascot Estates**  
RICHLAND COUNTY, SOUTH CAROLINA



THE ENGINEER/SURVEYOR IS:  
**CIVIL ENGINEERING OF COLUMBIA**  
3608 FERNANDINA ROAD  
COLUMBIA, SC 29210  
TEL: 803/798-2520

THE OWNER IS:  
**THE MUNGO COMPANY**  
441 WESTERN LANE  
IRMO, S.C. 29063  
TEL: 803/749-9000

**CIVIL ENGINEERING OF COLUMBIA**  
CONSULTING ENGINEERING, SURVEYING AND PLANNING  
3608 FERNANDINA ROAD, COLUMBIA, SOUTH CAROLINA 29210  
TELEPHONE (803) 798-2520 FAX (803) 798-2626

**STAKING AND ALIGNMENT PLAN**  
SCALE 1" = 50'  
DATE 02-11-05  
DRAWN CUZA  
DESIGNED CUZA  
DRAWING NUMBER 3 OF 21  
JOB NUMBER 04045  
CHECKED BY [Signature]

ANY REVISIONS, AMENDMENTS OR CHANGES MADE BY THE ENGINEER OR SURVEYOR FOR THIS PROJECT ARE INDICATED BY DASHED LINES, STANDARD AND REASONABLE CARE WILL BE USED IN PREPARATION OF THESE DOCUMENTS.



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

July 11, 2005

<b>Applicant:</b> Brian Bell		<b>Minor Subdivision Plans For:</b>	
<b>RC Project #:</b> SD-05-274		Heyward Brockington Minor S/D	
<b>General Location:</b> West Side Heyward Brockington Rd, 1 mile north of Winterwood Rd			
<b>Tax Map Number:</b> 09702-01-08		<b>Current Zoning:</b> RU	
<b>Subject Area:</b> 2.7 acres	<b>Number of Units:</b> 3	<b>Gross Density:</b> 0.9 DU/acres	
<b>Sewer Service Provider:</b> Septic Tank		<b>Water Service Provider:</b> City of Columbia	

**SECTION I – ANALYSIS**

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

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

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

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

**Traffic Impact Discussion**

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

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road is 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	Heyward Brockington Rd	
Functional Classification Of This Roadway	Two lane undivided collector	
<b>Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)</b>	<b>8600</b>	
Estimated Traffic Generated By The Proposed Project	29	
Current Volume At The Nearest Count Station # 301 Located @ Winterwood Rd	1450	
Estimated Traffic Count <b>With</b> the Proposed Project	1479	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.17</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old.**

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

The proposed subdivision will have an insignificant effect on the traffic flow of Heyward Brockington 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 a response time. The 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	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 site is undeveloped woodlands with a slight downward slope to the west. A small waterway traverses the southern end of the site. Public water service is available in Heyward Brockington Rd.

**Compatibility with the Surrounding Area**

There are numerous similar single-family detached residences in the immediate area. The proposed project is compatible with the adjacent development.

**Discussion of Applicable Comprehensive Plan Issues**

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

The subject site is designated as Residential in the Developing Area of the North Central Subarea Plan Proposed Land Use Map. The proposed project is consistent with this land use designation.

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department’s position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations/Principles of the Comprehensive Plan. The North Central Subarea Plan, adopted in November 1992, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, on pages 26 and 30 respectively, are discussed below:

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

The proposed project has approximately the same density as the adjacent residential area. The proposed project implements this Objective.

Principle – Low density (maximum of 4 DU/acre) development is appropriate in the Developing Area

Since the subject project has a density of 0.9 DU/acre, this project implements this Principle.

### **Other Pertinent Factors**

The Public Works Dept commented that no stormwater management plans would likely be required, unless the applicant engages in mass grading. The proposed plat includes a buffer area adjacent to the stream at the south end of the subject site.

The plat does not include proposed driveway locations. The locations of driveways must conform to the SCDOT driveway separation requirements.

## **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 Heyward Brockington Minor S/D (Project # SD-05-274). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

### **Findings of Fact**

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Heyward Brockington 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 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 flood elevation statement must be approved by Harry Reed @ 576-2150; **and**
- b) The plat must establish the setbacks, either graphically or by notation, for each lot; **and**
- c) The plat must be revised to be in compliance with the SCDOT driveway separation requirements, both within the project and with the existing driveways in the area; **and**
- d) Chapter 22-70 (c) of the County Code prohibits a Building Permit issued until the Department receives a copy of the **recorded** Final Plat; **and**
- e) Street addresses must be issued by Betty Etheredge @ 576-2161, prior to building permits being issued.

### 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 05-274**  
**HEYWARD BROCKINGTON MINOR S/D**  
**TMS 09702-01-08**

**Site**

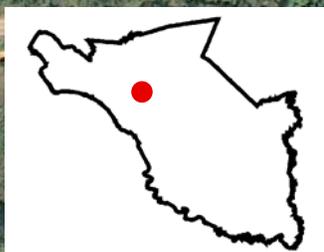
-  **FLOOD ZONE A**
-  **FLOOD ZONE AE**
-  **WETLANDS**



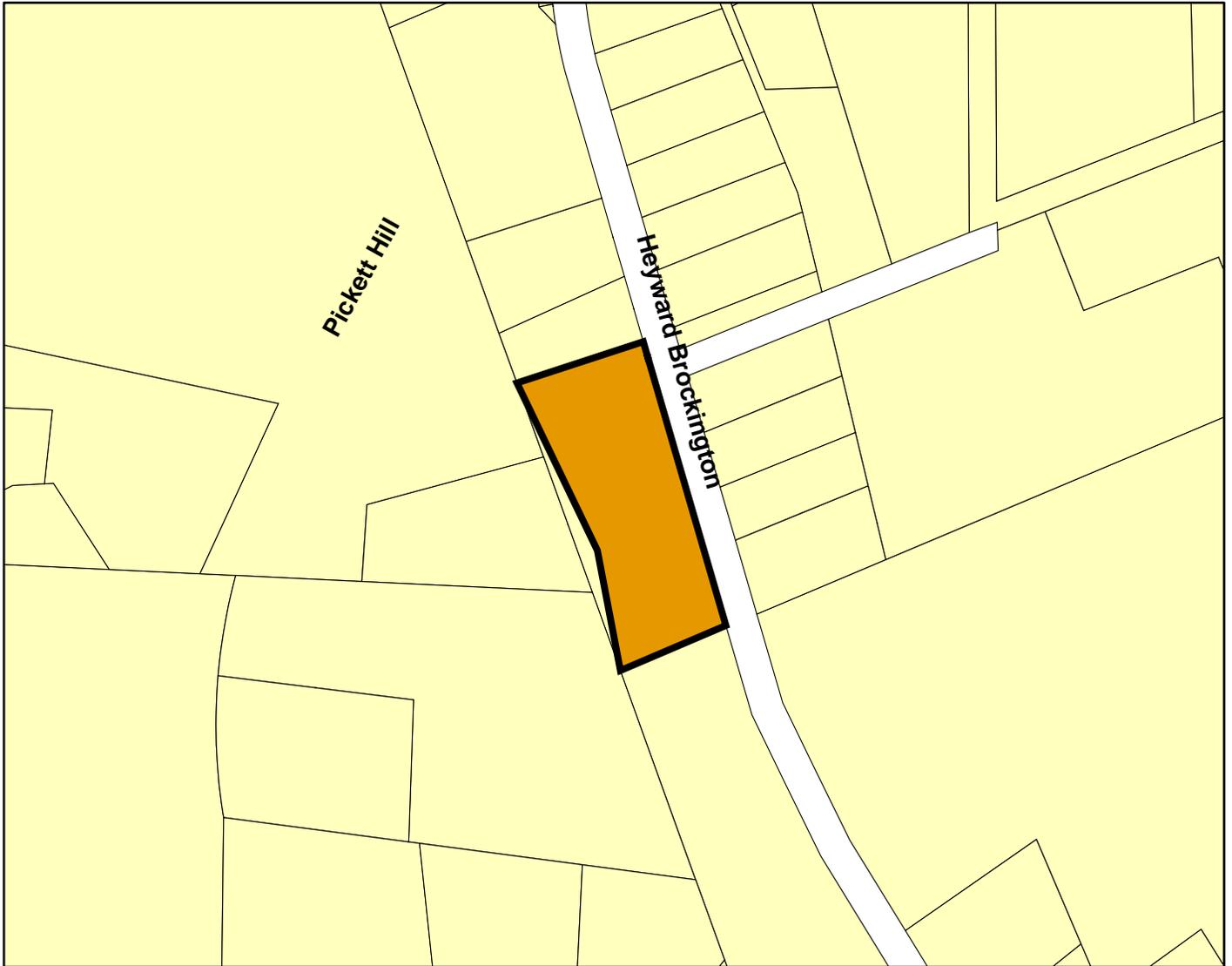
**SD 05-274**  
**HEYWARD BROCKINGTON MINOR S/D**  
TMS 09702-01-08

**Site**

-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS



**SD-05-274 HEYWARD BROCKINGTON MINOR S/D**



Looking @ site from utility substation



Looking east on Heyward Brockington Rd





**RICHLAND COUNTY PLANNING &  
DEVELOPMENT SERVICES DEPARTMENT  
PLANNING COMMISSION MAP AMENDMENT STAFF REPORT**  
July 11,2005

<b>RC Project # 05-56 MA</b>	<b>Applicant:</b> Chinese Culture Center c/o Lea Walker
<b>General Location:</b> 4225 Branning Drive off of Pineview Road near Bluff Road	
<b>Tax Map Number:</b> 16104-02-09	<b>Subject Area:</b> 1.79 ac MOL
<b>Current Parcel Zoning:</b> M-1	<b>Proposed Parcel Zoning:</b> GC
<b>Proposed Use:</b> Chinese Culture Center	<b>PC Sign Posting Date:</b> June 3, 2005

**SECTION I ANALYSIS**

Chapter 26-52 (e) of the Richland County Code of Ordinances states “...All proposed amendments shall be submitted to the planning commission for study and recommendation...” The Planning Commission shall study such proposals to determine:

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

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

**Compatibility With Existing Development in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	M-1	Undeveloped woodlands
<b>Adjacent North</b>	M-1 & RS-3	Undeveloped woodlands (Branning Drive) & Single Family Residence on estate size lot
<b>Adjacent East</b>	M-1	Undeveloped woodlands
<b>Adjacent South</b>	M-1	Undeveloped woodlands
<b>Adjacent West</b>	M-1	Single family residence on estate size lot

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 above summarizes this comparison.

The site is surrounded by undeveloped woodlands or single family residences on estate size lots, therefore, down zoning to GC at this time is a more appropriate zoning district than the existing M-1 zoning designation.

**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 ratio increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these level-of-service are shown below:

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

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2009. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Pineview Road
Functional Classification Of This Roadway	Two lane undivided minor arterial
<b>Level-Of-Service C Design Capacity (V/C = 1.00)</b>	<b>10,800</b>
Estimated Traffic Generated By The Proposed Project	17
Current Volume At The Nearest Count Station #397 Located @the site on Pineview Road	2800
Estimated Traffic Count <b>With</b> the Proposed Project	2817
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.26</b>

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 6<sup>th</sup> Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM), whichever is most appropriate for the requested use. In this case, the estimated traffic is calculated by multiplying the generation rate for a General Office Building found on page 940 of the TGM times the proposed square footage of the use. The calculation is as follows; 3.4 average daily trips per 1,000 sq. ft. = 3.4 x 5 (est. 5,000 sq. ft.) = 17 ADT's.

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

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

Pineview Road in this area is operating **well under** its LOS C design capacity. This section of Pineview Road may experience additional traffic upon completion of the State Farmers Market in the near vicinity. Branning Drive is a County maintained **gravel road consisting of a 30' right-of-way**. The applicant has made an official request to the Richland County Public Works Department that the road be paved.

**Relationship To Comprehensive Plan**

The Department recommends evaluation of the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles/Recommendations of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8] The County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

The Map designates the subject area as **Light Industrial in the Established Urban District.**

**The proposed GC zoning is NOT consistent with the Map** designation because the Map designates the site as Light Industrial. The zoning should be LI to be consistent with the Light Industrial land use designation.

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

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

General Commercial zoning is more appropriate in this area to reduce the possibility of excessive noise, pollution, glare, etc. generated by a use allowed under the current zoning.

The proposed Amendment **implements** this Objective.

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

1. Areas located on the fringe of residential neighborhoods that do not encroach upon or penetrate the neighborhood.

The proposed Amendment would serve as a precedent to rezone this area of Pineview Road to a general commercial district which is more appropriate for the surrounding residential areas than the existing industrial zoning. There is currently ample light and heavy industrial zoned land to the east on Pineview Road with numerous vacant industrial structures. General Commercial zoning in this area would serve as an appropriate transition zoning between the industrial uses and the residential areas off of Bluff Road. The proposed Amendment **implements** this Principle.

### **Other Relevant Issues**

As stated in the Principle, General Commercial zoning in this area would serve as a transition between the existing industrial uses and zoning district to the east and the existing residential developments along Bluff Road in this vicinity. The proposed use would not pose as a significant impact to the existing uses in the area.

The Department met with the applicant and various representatives from Richland County on obtaining a more suitable site for the Chinese Culture Center, however, no other options could be found since the applicant met with the County in March 2005. The Chinese Culture Center owns the property and therefore has been forced to apply for a rezoning to allow for the proposed use on the site.

## SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDS) recommends the Official Zoning Map designation for the parcels included in Project # 05-56 MA **be changed** from M-1 to GC.

### **Findings of Fact:**

1. The proposed Amendment **is compatible** with the adjacent existing land uses.
2. The Traffic Impact Discussion shows that the LOS C traffic capacity of Pineview Road at this location is not currently being exceeded and the proposed use would not have a significant effect on traffic in this area or increase the LOS C design capacity.
3. The proposed Amendment **is not consistent** with Proposed Land Use Map designation in the Lower Richland Subarea Plan.
4. The proposed Zoning Map Amendment **is consistent** with the Objectives and Recommendations of the Lower Richland Subarea Plan discussed herein.
5. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

## SECTION III PLANNING COMMISSION ACTION

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

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

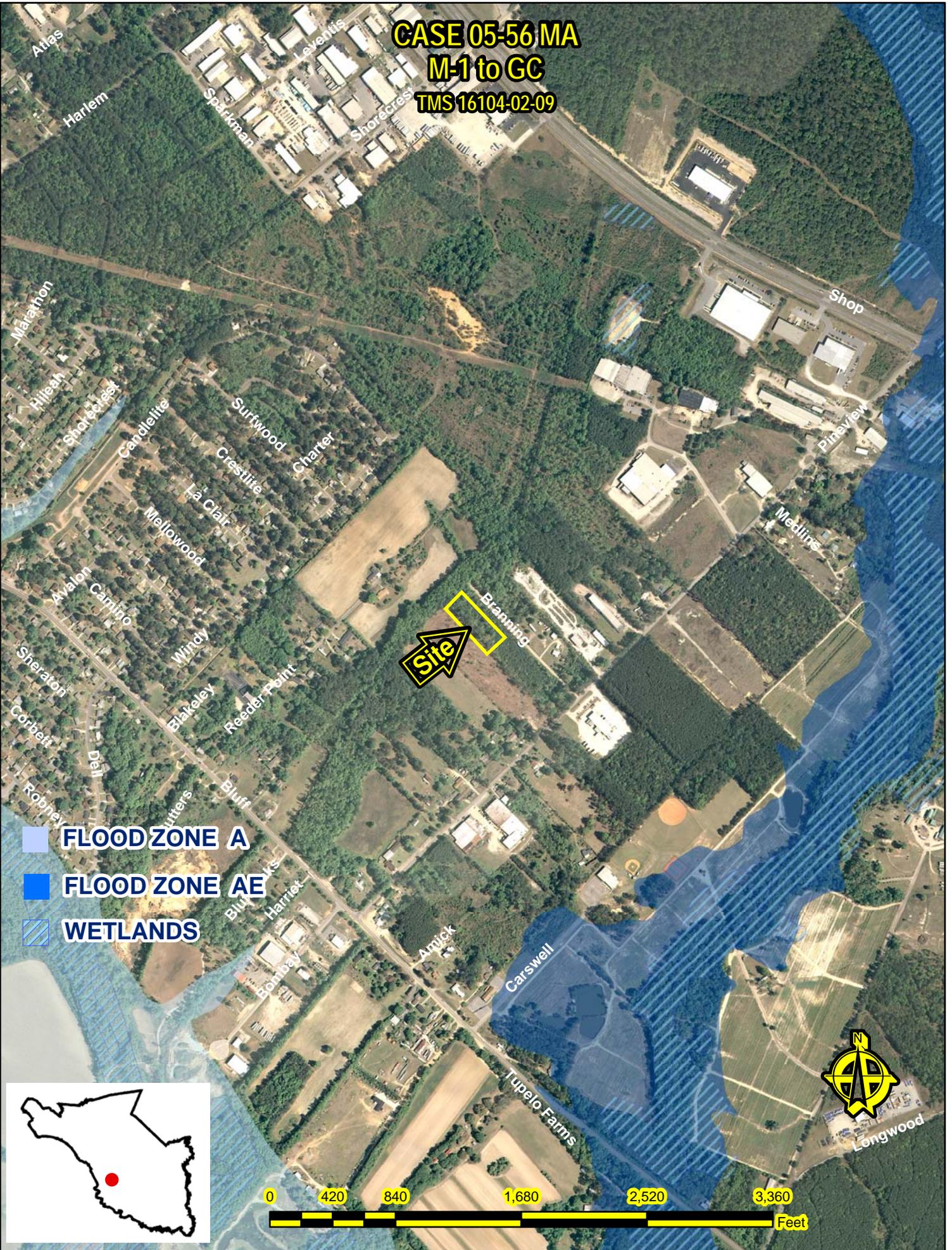
At their meeting of July 11, 2005, the Richland County Planning Commission agreed (did not agree) with the PDS recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-56 MA at the next available opportunity.

### **Commission Findings of Fact/Recommendations**

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

In consideration of the proposed Zoning Map Amendment # 05-56 MA, the Planning Commission made the findings of fact summarized below:

**CASE 05-56 MA**  
**M-1 to GC**  
**TMS 16104-02-09**



**CASE 05-56 MA**  
**M-1 to GC**  
**TMS 16104-02-09**

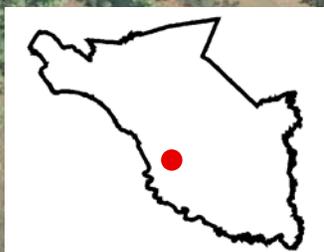
Reeder Point

Blanning

Pineview

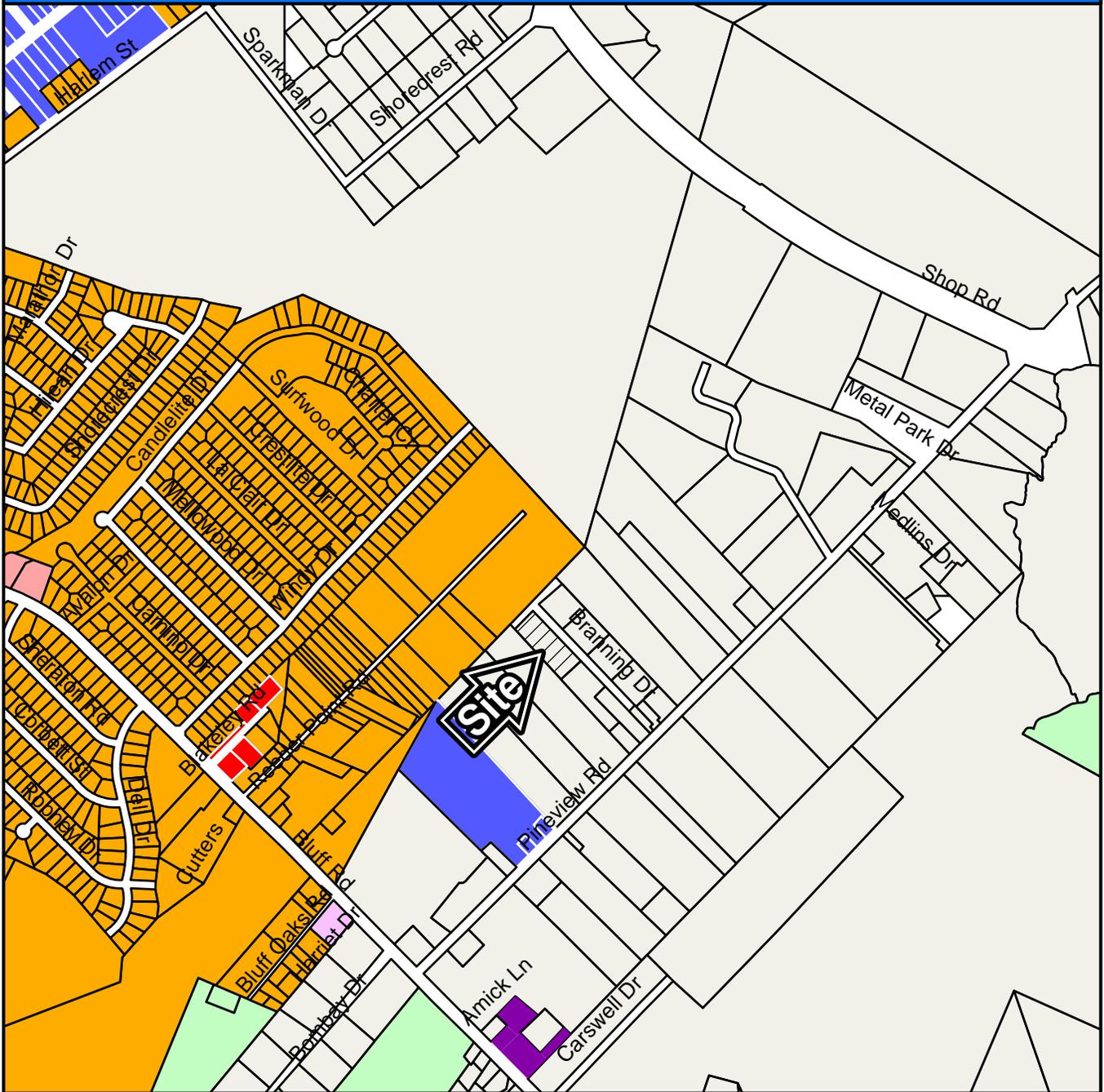


-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS



# CASE 05-56 MA

## M-1 to C-3



### ZONING CLASSIFICATIONS

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



# CASE 05-56 MA

## From M-1 to C-3

TMS# 16104-02-09

Branning Road / Pineview Road



Attachment A  
Case 05-56 MA

STATE OF SOUTH CAROLINA  
COUNTY OF RICHLAND

IN THE MATTER OF William Edward Walker

CASE NUMBER 96ES4071172

FILED  
96 DEC -3 PM 3:55  
REGISTER OF  
MESNE CONVEYANCE  
RICHLAND COUNTY, S.C.  
CLARA L. MARLETT

PROBATE COURT



DEED OF DISTRIBUTION

WHEREAS, the decedent died on the 19 day of June, 19 96 and,

WHEREAS, the estate of the decedent is being administered in the Probate Court for Richland County, South Carolina in File # 96ES4071172; and,

WHEREAS, the grantee herein is either a beneficiary or heir at law, as appropriate, of the decedent; and,

WHEREAS, the undersigned Personal Representative is the duly appointed and qualified fiduciary in this matter; and,

NOW, THEREFORE, in accordance with the laws of the State of South Carolina, the Personal Representative has granted bargained, sold and released, and by these Presents does grant, bargain, sell and release to:

Name: Carson Branning Walker  
Address: 4208 Branning Drive  
Columbia, SC 29209

the following described property:

All that certain piece, parcel or lot of land, situate, lying and being in the County of Richland, State of South Carolina, Northeast of Bluff Road about five (5) miles South of the City of Columbia, being a portion of Lot #6 as shown on a plat of property of C.T. Summer made by L.A. Lown, Registered Surveyor, dated February 10, 1941 and recorded in the Office of the Clerk of Court for Richland County in Plat Book J at page 80, said lot being bounded as follows: On the Northeast by a new county road; on the Southeast by property of C.M. Walker; on the Southwest by Lot #5 on said plat; and on the Northwest by lands now or formerly of Smith, the line being an existing drainage canal.

This is the same property heretofore conveyed to William E. Walker by deed of Pearline B. Walker, dated April 24, 1972 and recorded on April 27, 1972 in Deed Book D-241 at page 210 at the Richland County RMC Office.

The tax map number is: 16104-02-09

**RICHLAND COUNTY PLANNING &  
DEVELOPMENT SERVICES DEPARTMENT  
PLANNING COMMISSION MAP AMENDMENT STAFF REPORT**  
July 11,2005

<b>RC Project # 05-77 MA</b>	<b>Applicant:</b> InSite Group c/o Scott Bolo, P.E.
<b>General Location:</b> Dreher Shoals Rd. (Hwy. 6) south of Farming Creek Rd. in Ballentine	
<b>Tax Map Number:</b> 03201-01-02 (portion) & 03201-01-06 (portion)	<b>Subject Area:</b> 15 ac MOL
<b>Current Parcel Zoning:</b> RG-2/RU	<b>Proposed Parcel Zoning:</b> PDD
<b>Proposed Use:</b> Single/Multi-family & commercial	<b>PC Sign Posting Date:</b> June 3, 2005

**SECTION I ANALYSIS**

Chapter 26-52 (e) of the Richland County Code of Ordinances states “...All proposed amendments shall be submitted to the planning commission for study and recommendation...”

The Planning Commission shall study such proposals to determine:

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

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

**Compatibility With Existing Development in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	RU/RG-2	Undeveloped woodlands
<b>Adjacent North</b>	RU	Undeveloped woodlands
<b>Adjacent East</b>	RS-2/PUD	Waterford Subdivision and English Village Gardens PUD (Case 05-27 MA)
<b>Adjacent South</b>	RU	The Village at Lake Murray Condominiums
<b>Adjacent West</b>	N/A	Lake Murray

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 above summarizes this comparison.

The subject site abuts the existing Village at Lake Murray Condominiums to the south, the existing Waterford Subdivision zoned RS-2 and the approved English Village Gardens PUD to the east. The surrounding area is comprised of mixed residential densities and proposed commercial development to the east. The proposed Amendment use is consistent with the existing and proposed (approved PUD) land uses. The height of the main structure (8 stories) is not consistent with the existing area of low-rise structures.

**Traffic Management Plan Evaluation**

The applicant submitted a Traffic Management Plan using standard traffic calculation principles and data such as the 7<sup>th</sup> Edition of the Institute of Transportation Engineer’s publication *Trip Generation*. The applicant’s Traffic Management Plan can be found on pages 62-69 of the Palmetto Shoals Planned Development District Submission Package dated May 19, 2005.

The Department reviewed the Plan and concurs with the generation rates, SCDOT traffic count station number used in the Plan, and the issues involving traffic on Dreher Shoals Road (Hwy. 6). The applicant used traffic count data from SCDOT dated 2003, however, the Department has the traffic counts from 2004. The applicant’s Plan states that the Annual Average Daily Traffic Volume (AADT) at count station #203 was 8700, however, the 2004 data states that the AADT was 8600. This drop in AADT actually works in favor for the applicant’s Plan that states Dreher Shoals Road is operating at a Level of Service Design Capacity (LOS) D. Based on the current traffic counts, Dreher Shoals Road is operating at a LOS C.

Dreher Shoals Road is probably operating at a minimum of LOS D currently with the developments that have been approved in the area since the traffic counts were taken in 2004. The Department estimates that Dreher Shoals Road will soon be operating at a LOS F upon build out of the approved subdivisions in the area such as Courtyards at Salem Place (72 lot PUD) and the English Village Gardens PUD located directly across Hwy. 6 from the subject site. The two

aforementioned projects are estimated to generate approximately 2,590 ADT's which will put Dreher Shoals Road at a LOS E with an average of 11,190 AADT's using the current 2004 AADT. This proposed project is estimated to generate approximately 1,000 ADT's using a low traffic generating commercial land use. Commercial uses, however can generate anywhere from approximately 1000 to 3900 trips depending on the types of commercial uses.

The Department estimates that if the 15 acres subject site were built under the current RU and RG-2 zoning, approximately 553 ADT's would be generated from single family residences on 12 acres and 3 acres of multi-family dwelling units. The Department believes that the applicant's number of 1,000 ADT's is low and that the site would likely generate at least 1,500 ADT's.

### **Relationship To Comprehensive Plan**

The Department recommends evaluation of the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles/Recommendations of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8] The County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

**The Map designates the subject area as Residential Low Density in the Developing Urban area.**

**The proposed PDD zoning is NOT consistent with the Map designation** because the proposed Amendment calls for 20 units of multi-family dwellings per acre, 8.5 single family units per acre, and commercial uses. The zoning should be RU, RR, or RS-1 to be consistent with the Residential Low Density land use designation.

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

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

The proposed Amendment consists of a variety of residential densities (20 units per acre of multi-family and 8.5 units per acre of single family), however, the proposed eight story structure is not characteristic of the adjacent development consistent of low rise multi-family units and single family residences (maximum of 5 units per acre). The proposed Amendment **does not implement** this Objective.

Objective – Discourage additional commercial/marina development along the lakefront. Portions of the site are designated for commercial use and the site abuts Lake Murray. The proposed Amendment **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. Compatible zoning classifications by density are recommended as follows:

Low (1.3 dwellings/acre to 3 dwellings/acre) : RU, RR, RS-1 RS-1A, and PUD.

As stated in the Objective, the site does contain mixed residential densities, however, the densities far exceed the densities provided for by the Plan. The proposed Amendment consists of multi-family units at a rate of 20 units per acre and single family residences at a rate of 8.5 units per acre. The proposed densities far exceed the Plan's recommendation in a Residential Low Density area. The proposed Amendment **does not implement** this Principle.

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

As stated in the previous Objectives and Principle, the proposed Amendment consists of a significantly higher density than the existing single family residential neighborhoods and the single family residences on estate size lots. The proposed Amendment **does not implement** this Principle.

Principle – Residential development should be limited to individual dwellings on individual lots. A portion of the proposed Amendment consists of multi-family dwelling units within one structure. The proposed Amendment **does not implement** this Principle.

### **Other Relevant Issues**

It should be noted that approximately three acres of the site is currently zoned RG-2 which allows for approximately 50 units. This would generate approximately 330 trips per day on Dreher Shoals Road. The current RG-2 zoning is not consistent with the designation of Residential Low Density per the Map. The portion of the site designated as single family residences is consistent with the Map designation, however, the proposed density far exceeds the density set forth by the Plan.

The Department is not opposed to the proposed land uses of the project at this location. The issues of the density and the height (**exact height not stated**) of the main structure should be addressed to comply with the Plan and the Map. The Department contacted the Village at Lake Murray to inquire about the total number of units in the development for dwellings per acre calculation. Unfortunately, the Department has not received the information as of this date to include in the report for a comparison of density to the proposed project.

## **SECTION II STAFF RECOMMENDATION**

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDS) recommends the Official Zoning Map designation for the parcels included in Project # 05-77 MA **not be changed** from RU/RG-2 to PDD.

**Findings of Fact:**

1. The proposed Amendment **is not compatible** with the adjacent existing land uses.
2. The Traffic Impact Discussion shows that the LOS C traffic capacity of Dreher Shoals Road at this location is not currently being exceeded and the proposed use increase the LOS C design capacity to approximately LOS to at least a LOS E exclusive of current development and recently approved developments.
3. The proposed Amendment **is not consistent** with Proposed Land Use Map designation in the Northwest Subarea Plan.
4. The proposed Zoning Map Amendment **is not consistent** with the cited Objectives and Recommendations of the Northwest Subarea Plan discussed herein.
5. The Planning Commission hereby approves the **Master Plan** (*submitted as applicant's Palmetto Shoals Master Plan dated 04/13/05*), subject to the conditions listed below, as required by Chapter 26-59 of the Richland County Land Development Code.
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.

**PDD Conditions**

- a) The Planning Commission approved the Master Plan prepared for Palmetto Shoals, except as otherwise amended herein, required by Section 26.59 of the Richland County Land Development Code, which is on file in the Richland County Planning & Development Services Department (hereinafter referred to as "PDSD") and is incorporated herein by reference; and
- b) The site development shall be limited to 43 single family dwelling units, 60 multi-family units, and 34,000 sq. ft of retail commercial as depicted in (Attachment B), which is attached hereto; and
- c) The applicant shall transmit a phasing plan, if applicable, to the Department prior to reviewing any construction plans; and
- d) Unless otherwise provided herein, all development shall conform to all relevant land development regulations in effect at the time a permit application is received by the Planning and Development Service Dept. (PDSD); and
- e) Approval of Attachment B shall constitute approval of the Sketch Plan for subdivision purposes; and is hereby approved for such purposes; and

- f) The Planned Development District Guidelines submitted on May 23, 2005 and described below, are authorized for application to the subject project; and

Site Organization	Page 1
Building Height, Setback and Minimum Lot Size	Page None Given
Street Standards	Page 14-15
Parking	Page 67
Community Open Spaces	Page 7-9 & 59-61
Landscaping and Fencing	Page Not Given
Storm Drainage	Page 25
Lighting	Page None Given
Signage and Monumentation	Page None Given

- g) Pursuant to the requirements of Section 26-59 (j) of the Richland County Land Development Code, the following changes shall require a review and recommendation by the Planning Commission and a new ordinance by the Richland County Council.
- h) **No land development permits or building permits shall be issued until the project complies with the requirements of Section 26-59 (h)(1-5) of the Richland County Land Development Code;** and
- i) The applicant may consider dedicating to Richland County 20 feet of right-of-way along the west side of Dreher Shoals Road; and
- j) All internal streets shall be privately owned and maintained by Palmetto Shoals; and shall be subject to the relevant Guidelines described above; and
- k) Access to the subject site shall be limited to one intersections on Dreher Shoals Road, and
- l) The developer shall pay the costs associated with construction of any necessary acceleration or deceleration lanes or turn lanes that may be required by the SCDOT; 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 Dreher Shoals Road; and
- n) The applicant shall submit a draft description of proposed procedures of any homeowners association or other group maintenance or group ownership features for the Department's and inclusion in the project records; and
- o) Richland County shall not be responsible for the enforcement of any deed restrictions imposed by the applicant, the developer, or their successors in interest; and
- p) All the conditions described herein shall apply to the applicant, the developer and/or their successors in interest.
- q) Other conditions resulting from the Commission consideration ?

<b>SECTION III      PLANNING COMMISSION ACTION</b>
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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 July 11, 2005, the Richland County Planning Commission agreed (did not agree) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-77 MA at the next available opportunity.

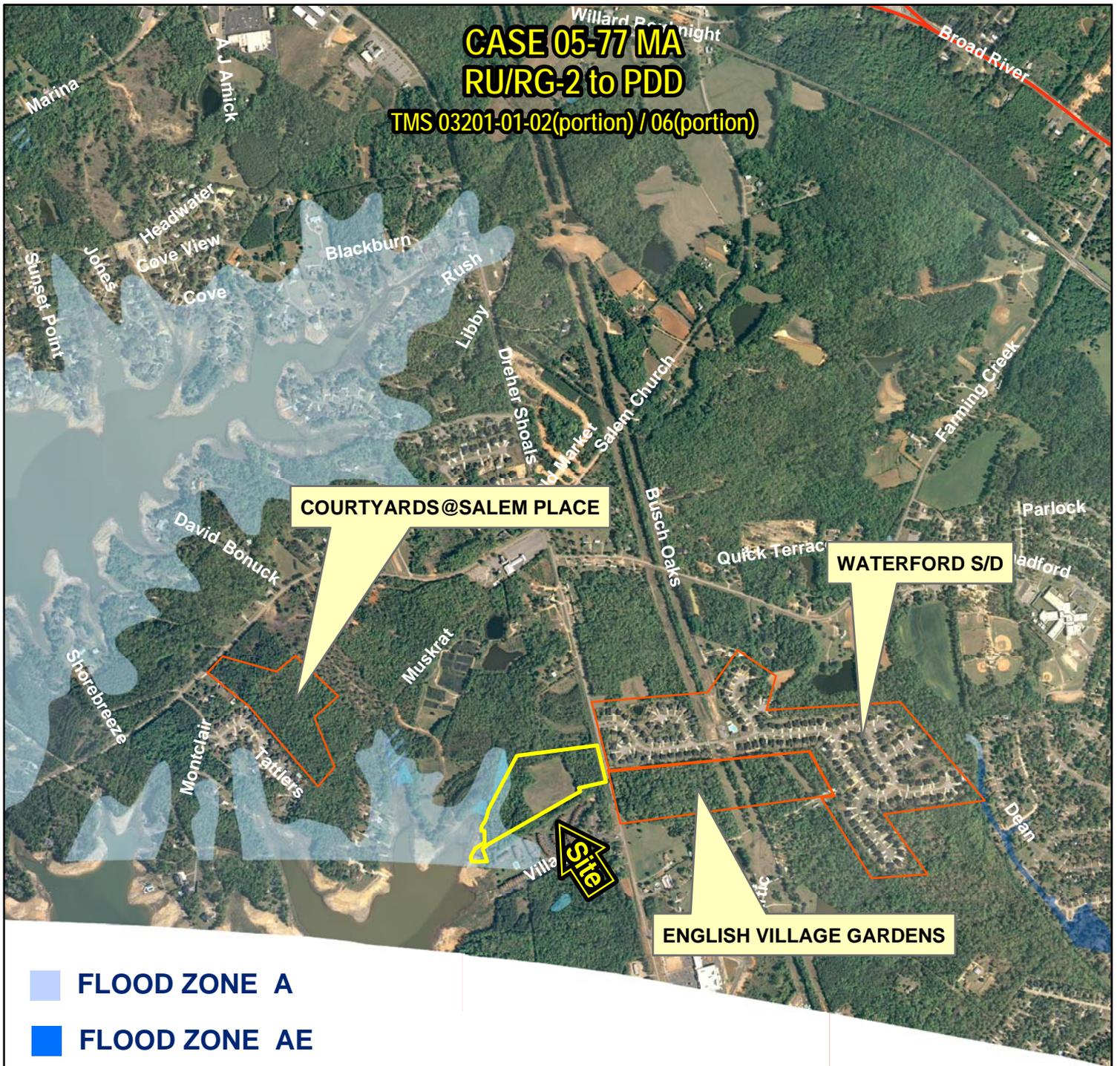
**Commission Findings of Fact/Recommendations**

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

In consideration of the proposed Zoning Map Amendment # 05-77 MA, the Planning Commission made the findings of fact summarized below:

# CASE 05-77 MA RU/RG-2 to PDD

TMS 03201-01-02(portion) / 06(portion)

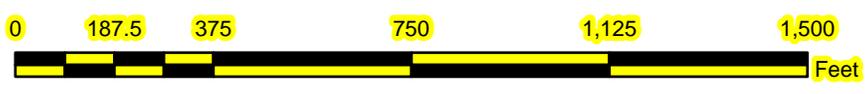
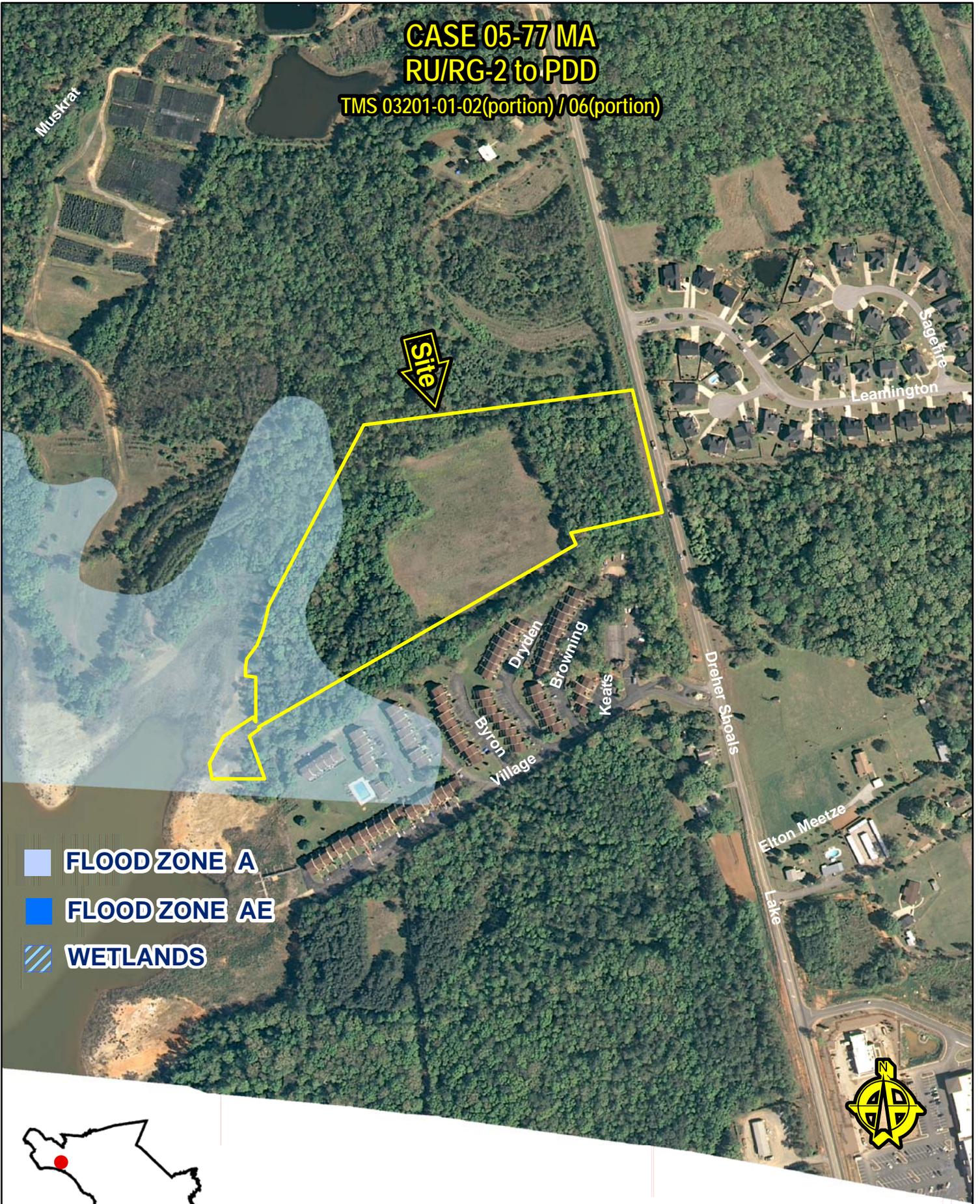


-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS



**CASE 05-77 MA  
RU/RG-2 to PDD**

**TMS 03201-01-02(portion) / 06(portion)**



# CASE 05-77 MA

## From RU/RG-2 to PDD

TMS# 03201-01-02(P) / 06(P)

Dreher Shoals Road



**Attachment A  
Case 05-77 MA**

All those certain pieces, parcels or tracts of land, situate, lying and being in the County of Richland, State of South Carolina, being shown and delineated as Parcel "A", containing 13.97 acres, more or less, and Parcel "B", containing 1.03 acres, more or less on a plat prepared for Mavis P. Monts, etal, by United Design Services, Inc., dated January 20, 2005, to be recorded. Said property having the following boundaries and measurements, to wit: Beginning at a #5 rebar located on the western side of SC Hwy 6 (66'R/W) Dreher Shoals Road being 185 feet, more or less from the intersection of Leamington Road and Dreher Shoals Road, being the Point of Beginning, thence turning and running S13°39'45"E to a 1/2" old pipe for a distance of 38.80'; thence turning and running S13°09'25"E for a distance of 384.55'; thence turning and running S76°19'06"W to a 3/4" old pinch for a distance of 237.22'; thence turning and running S25°26'57"E to a 3/4" old pipe for a distance of 32.36'; thence turning and running S58°39'22"W to an old 1" Pinch for a distance of 1031.30'; thence turning and running S11°09'45"E to a #5 rebar for a distance of 127.96'; thence turning and running S84°04'42"W to a 1/2" old pipe for a distance of 121.10'; thence turning and running N10°50'46"W to a #4 rebar for a distance of 35.42'; thence turning and running N20°28'54"E to a #4 rebar for a distance of 60.59'; thence turning and running N43°36'49"E to a 3/4" Pinch for a distance of 112.52'; thence turning and running N64°05'44"E to a #4 rebar for a distance of 105.53'; thence turning and running N87°48'32"W to a #4 rebar for a distance of 68.69'; thence turning and running N45°05'39"W to a 1/2" pinch for a distance of 49.95'; thence turning and running N83°49'02"W to a 1/2" pipe for a distance of 49.33'; thence turning and running N29°24'06"W to a #4 rebar for a distance of 46.99'; thence turning and running N15°18'19"E to a 1" pipe for a distance of 89.79'; thence turning and running N12°20'50"E to a #4 rebar for a distance of 111.66'; thence turning and running N04°19'17"E to a #4 rebar for a distance of 61.91'; thence turning and running N31°14'07"E to a #4 rebar for a distance of 608.68'; thence turning and running N82°46'55"E to a 1/2" pipe for a distance of 190.15'; thence turning and running N82°47'04"E to a #5 rebar for a distance of 533.12', being the Point of Beginning. Reference being made to said plat which is incorporated herein by reference for a more accurate and complete description; all measurements being a little more or less.

TMS: a portion of 03201-01-06

TMS: a portion of 03201-01-02



**RICHLAND COUNTY PLANNING &  
DEVELOPMENT SERVICES DEPARTMENT  
PLANNING COMMISSION MAP AMENDMENT STAFF REPORT**  
July 11,2005

<b>RC Project # 05-78 MA</b>	<b>Applicant:</b> A. Phillips Savage
<b>General Location:</b> Dutch Fork Road (Hwy. 76) @ Gates Road in Ballentine	
<b>Tax Map Number:</b> 02412-01-09	<b>Subject Area:</b> 0.467 ac MOL
<b>Current Parcel Zoning:</b> RU	<b>Proposed Parcel Zoning:</b> GC
<b>Proposed Use:</b> Office/Retail	<b>PC Sign Posting Date:</b> June 3, 2005

**SECTION I ANALYSIS**

Chapter 26-52 (e) of the Richland County Code of Ordinances states “...All proposed amendments shall be submitted to the planning commission for study and recommendation...”

The Planning Commission shall study such proposals to determine:

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

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

**Compatibility With Existing Development in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	RU	Manufacture Home
<b>Adjacent North</b>	C-3	Undeveloped Land (Proposed Boat Storage)
<b>Adjacent East</b>	RU	Ray’s Lounge
<b>Adjacent South</b>	RU	Undeveloped Woodlands
<b>Adjacent West</b>	RU	Contractor’s Office

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 above summarizes this comparison.

The site is surrounded to the east and west by existing non-conforming commercial uses on RU zoned land. The site abuts a proposed boat storage lot to the north which was recently rezoned to C-3. The proposed Amendment is compatible with the existing land uses.

**Traffic Impact Discussion**

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

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

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

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2009. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Dutch Fork Road (Hwy. 76)
Functional Classification Of This Roadway	Five Lane Undivided Collector
<b>Level-Of-Service C Design Capacity (V/C = 1.00)</b>	<b>19,600</b>
Estimated Traffic Generated By The Proposed Project	NP
Current Volume At The Nearest Count Station #145 Located @ southeast of the site @ Bickley Road	16,000
Estimated Traffic Count <b>With</b> the Proposed Project	NP
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	NP
Existing Volume-To-Capacity Ratio <b>Without</b> The Proposed Project	<b>0.82</b>

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 6<sup>th</sup> 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 24, 2005 and represent the Annual Average Daily Trips in 2004 i.e. **they are already more than one year old.**

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

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.

It should be noted that this area of Dutch Fork Road is operating at a LOS C. The small size of the site will result in an insignificant amount of traffic on Dutch Fork Road.

**Relationship To Comprehensive Plan**

The Department recommends evaluation of the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles/Recommendations of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8] The County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process. **The Map designates the subject area as Commercial in the Developing Urban area.**

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

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

The site has frontage on Dutch Fork Road and is located along the “Ballentine Commercial Corridor”. The proposed Amendment **implements** this Objective.

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

As stated in previous discussions, the site is located among existing non-conforming commercial uses to the west and east and a parcel zoned C-3 to the north. The Map designates the site as Commercial. The proposed Amendment **implements** this Principle.

Principle – The Plan recognizes the Ballentine area as the principal commercial hub for the Developing Urban Area.

As stated in the Objective, the site is located within the “Ballentine Commercial Corridor” and is designated as Commercial on the Map. The proposed Amendment **implements** this Principle.

### **Other Relevant Issues**

The parcel to the north of the site (TMS 02412-01-11 portion) was presented to the Planning Commission for a Map Amendment from RU to C-3 for proposed boat storage on December 2, 2004. The Planning Commission recommended approval and the case was subsequently approved by the County Council.

The Department and the Planning Commission have made the recommendation that this area be pro-actively rezoned to a commercial district. The Plan and Map designate the Ballentine area as the commercial hub for the Northwest planning area.

## SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDS) recommends the Official Zoning Map designation for the parcels included in Project # 05-78 MA **be changed** from RU to GC

### **Findings of Fact:**

1. The proposed Amendment **is compatible** with the adjacent existing land uses.
2. The Traffic Impact Discussion shows that the LOS C traffic capacity of Dutch Fork Road at this location is not currently being exceeded and the proposed use would not have a significant effect on traffic in this area or increase the LOS C design capacity.
3. The proposed Amendment **is consistent** with Proposed Land Use Map designation in the Northwest Subarea Plan.
4. The proposed Zoning Map Amendment **is consistent** with the cited Objectives and Recommendations of the Northwest Subarea Plan discussed herein.
5. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

## SECTION III PLANNING COMMISSION ACTION

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

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

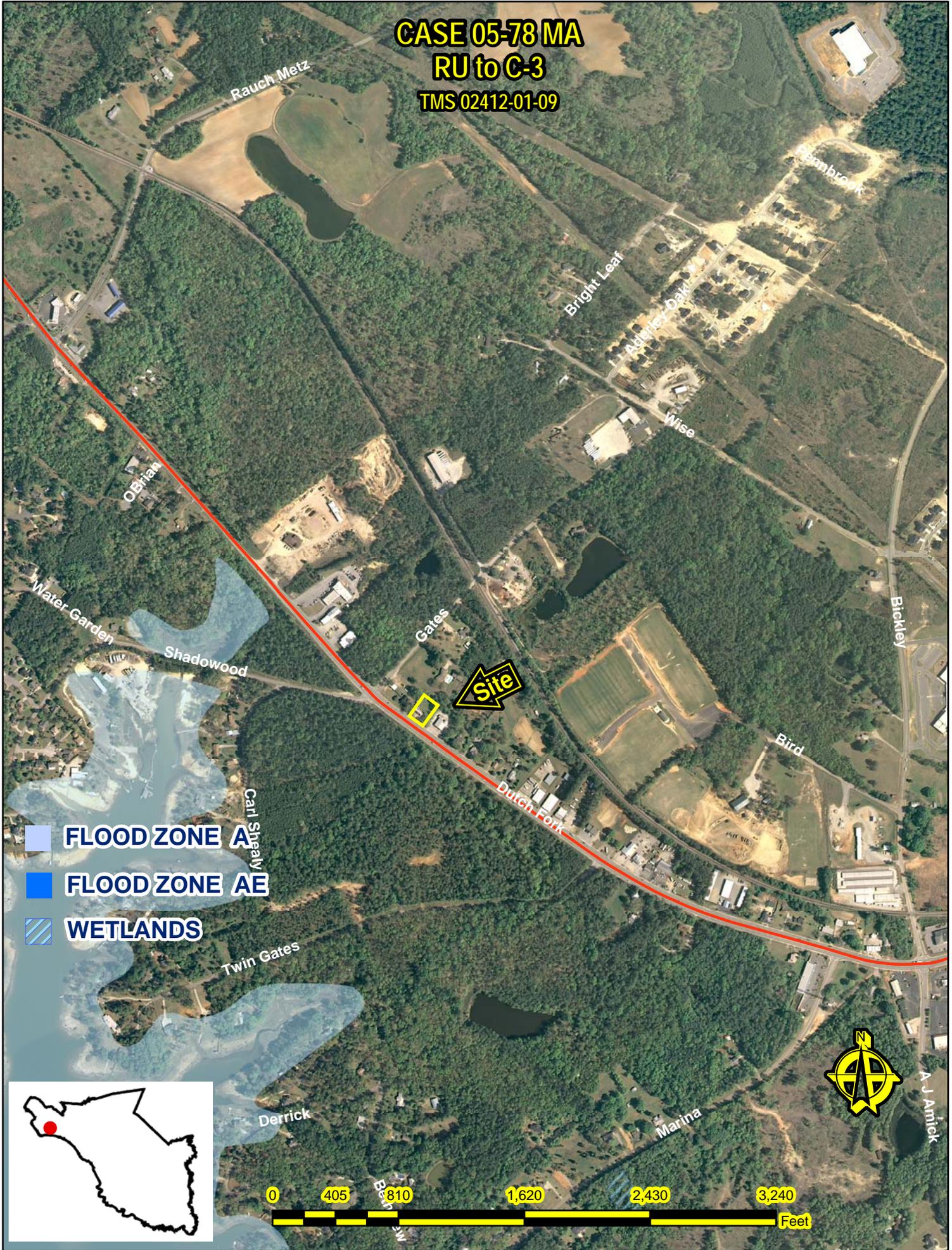
At their meeting of July 11, 2005, the Richland County Planning Commission agreed (did not agree) with the PDS recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-78 MA at the next available opportunity.

### **Commission Findings of Fact/Recommendations**

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

In consideration of the proposed Zoning Map Amendment # 05-78 MA, the Planning Commission made the findings of fact summarized below:

**CASE 05-78 MA**  
**RU to C-3**  
**TMS 02412-01-09**



CASE 05-78 MA  
RU to C-3  
TMS 02412-01-09

Gates

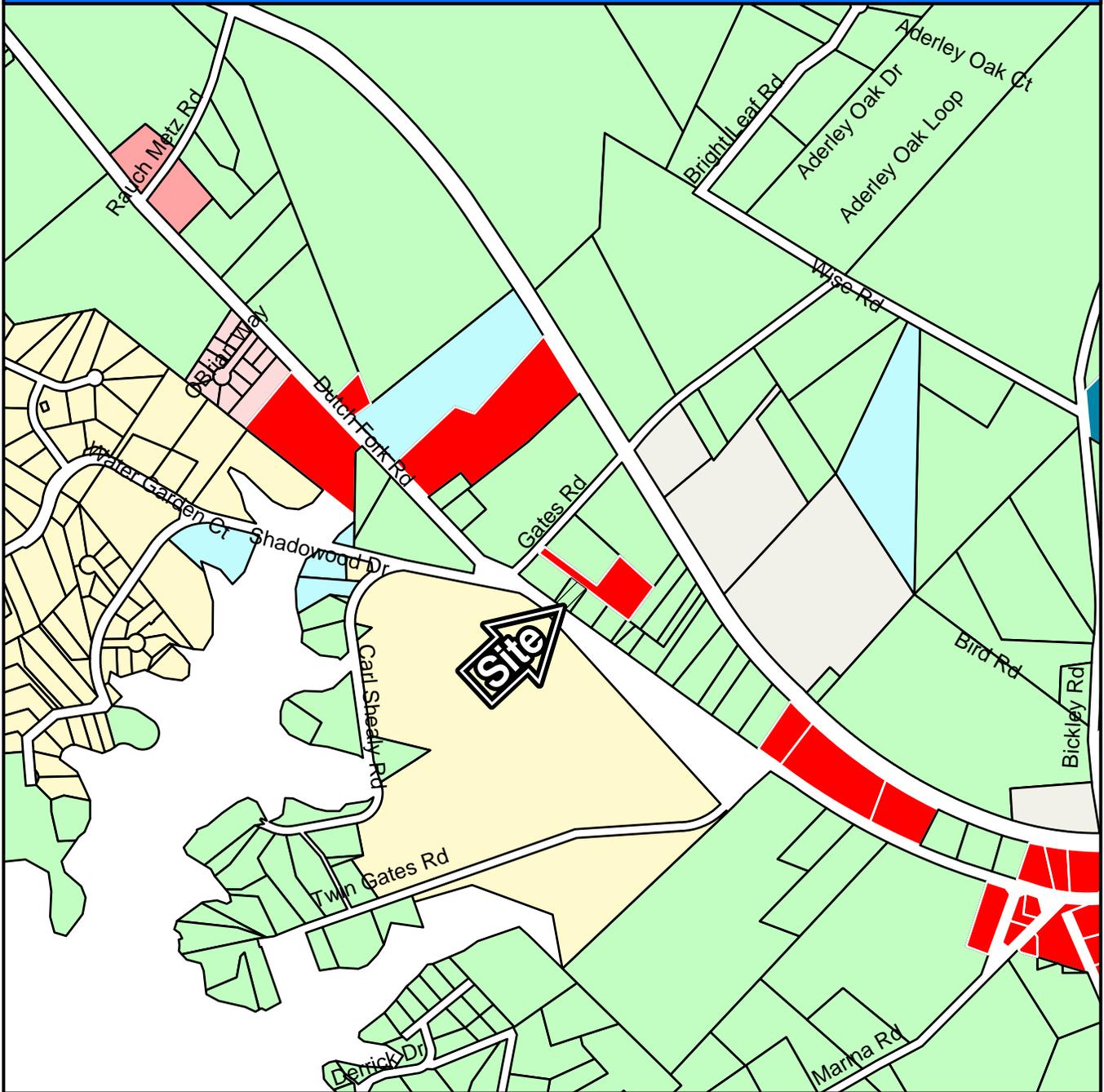
Site

Dutch Fork

-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS



# CASE 05-78 MA RU to C-3



## ZONING CLASSIFICATIONS

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

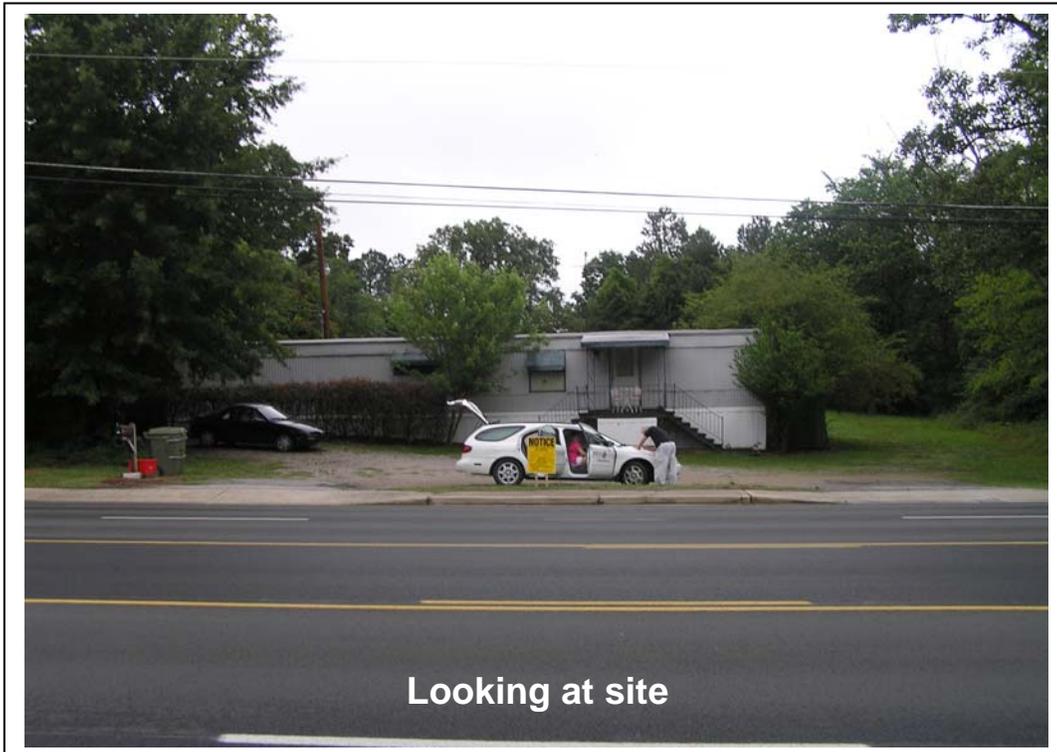


# CASE 05-78 MA

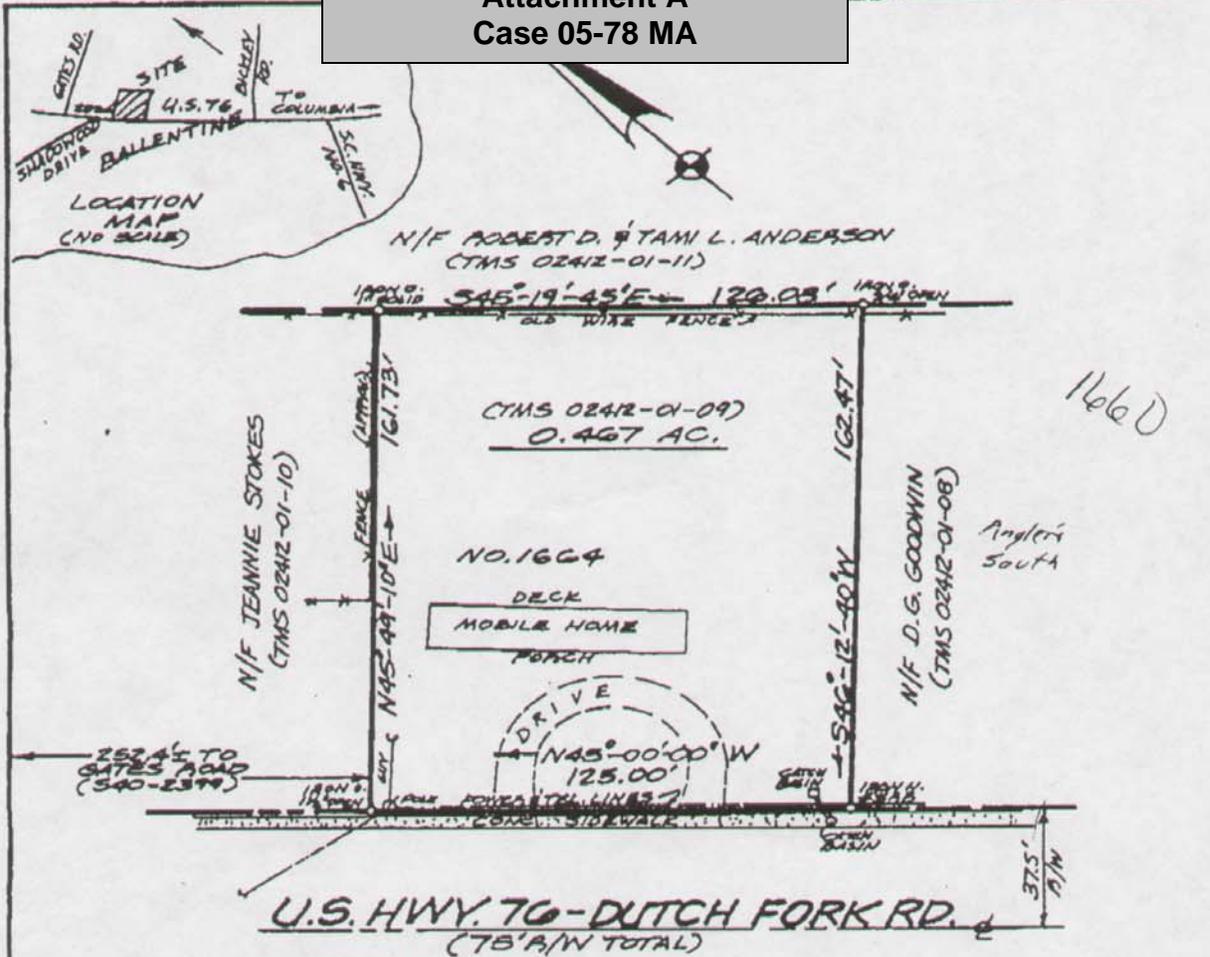
## From RU to C-3

TMS# 02412-01-09

Dutch Fork Road



Attachment A  
Case 05-78 MA



PLAT PREPARED FOR  
**MARY A. HOLLINGSWORTH**  
IN RICHLAND COUNTY, IN BALLENTINE, S.C.

NOTES:

1. ACCORDING TO DEED RECORDED IN BOOK D0983 AT PG. 265, AND TAX MAP NO 02412-01-09, THE ABOVE BEING SHOWN AS LOTS "62", "63", "64", "65" AND "66" ON PLAT OF A SUBDIVISION OF A PORTION OF "S.J. RIDDLE EST." BY KARL B. SHULES, SURVEYOR, DATED JULY 25 - AUG. 5, 1920, AND RECORDED IN PLAT BOOK "J" AT PG. 8.
2. PLAT FOR NORMAN T. AND FLOYD C. AND SADIE I. DEARBICK BY DOUGLAS E. PLATT, SR., P.L.S. DATED APRIL 11, 1972, AND RECORDED IN PLAT BOOK "X" AT PG. 2007.
3. TMS 02412-01-09

SCALE: 1" = 40'

DATE: APRIL 25, 1997

I HEREBY CERTIFY THAT I HAVE CONSULTED THE F.E.M.A. "07" INSURANCE RATE MAP (FIRM), AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE SUBJECT PROPERTY IS SHOWN AS SHOWN HEREON, MAP OR FIRM IDENTIFY MAP NO: 450746002 G DATE: 7/11/97

CERTIFICATION:  
I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARD MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIALLY SHOWN. THAT THERE ARE NO ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN HEREON, THAT THE AREA SHOWN HEREON IS (IS NOT) LOCATED IN A FLOOD HAZARD ZONE.

*Stephen J. Platt, Sr.*  
STEPHEN J. PLATT, SR.  
LAND SURVEYOR, INC.  
S.C. REG. LAND SURVEYOR NO: 6518  
110 FIRSTOWER ROAD  
IRMO, S.C. 29063  
(803) 781-6080

MA 38 1237

497-04-44

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

July 11, 2005

<b>RC Project # 05-79 MA</b>	<b>Applicant:</b> George H. Bunch
<b>General Location:</b> Intersection of Lower Richland Blvd. & Garners Ferry Rd. (Hwy. 378)	
<b>Tax Map Number:</b> 21800-01-06 (p)	<b>Subject Area:</b> 21.66 ac MOL
<b>Current Parcel Zoning:</b> D-1	<b>Proposed Parcel Zoning:</b> GC
<b>Proposed Use:</b> Unspecified Commercial	<b>PC Sign Posting Date:</b> June 7, 2005

**SECTION I ANALYSIS**

Chapter 26-52 (e) of the Richland County Code of Ordinances states “...All proposed amendments shall be submitted to the planning commission for study and recommendation...”

The Planning Commission shall study such proposals to determine:

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

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

**Compatibility With Existing Development in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	D-1	Undeveloped woodlands
<b>Adjacent North</b>	D-1	Undeveloped woodlands and fire station
<b>Adjacent East</b>	RG-1	Lower Richland High School
<b>Adjacent South</b>	RS-2	Undeveloped woodlands across Garners Ferry Road
<b>Adjacent West</b>	D-1	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 above summarizes this comparison.

The site is surrounded by undeveloped woodlands to the west, north, and south. Lower Richland High School is located to the immediate east and the LR Crossing Shopping Center (Food Lion) is located on the southeast corner of the intersection of Lower Richland Boulevard and Garners Ferry Road. The proposed Amendment is compatible with the existing land uses.

**Traffic Impact Discussion**

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

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

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

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2009. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Garners Ferry Road
Functional Classification Of This Roadway	Five Lane Divided Major Arterial
<b>Level-Of-Service C Design Capacity (V/C = 1.00)</b>	<b>38,600</b>
Estimated Traffic Generated By The Proposed Project	NP
Current Volume At The Nearest Count Station #171 Located @west of site on Garners Ferry Road	32,100
Estimated Traffic Count <b>With</b> the Proposed Project	NP
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	NP
Existing Volume-To-Capacity Ratio	<b>0.83</b>

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 6<sup>th</sup> 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 24, 2005 and represent the Annual Average Daily Trips in 2004 i.e. **they are already more than one year old.**

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

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 impact discussion does not take into account any of the approved subdivisions or Planned Unit Developments (Farm at McCords Ferry, Barnstormers, etc.) in the immediate area. There is currently a significant amount of residential growth in the area with a significant amount of commercial and residential development proposed in the vicinity of the site.

**Relationship To Comprehensive Plan**

The Department recommends evaluation of the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles/Recommendations of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8] The County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan

adoption process. **The Map designates the subject area as Commercial in the Developing Urban area.**

In addition to reviewing the consistency with the Proposed Land Use Map, the Department recommends reviewing the Comprehensive Plan's development policies to determine if the proposed amendment furthers the Objectives and Recommendations Principles of the Comprehensive Plan as found in the Subarea Plans. The Lower Richland Subarea Plan, adopted in January 1992, contains policy guidance that is relevant to the subject Zoning Map Amendment. The relevant Objectives and Principles/Recommendations, found on pages 33 and 40 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 site is served by City of Columbia water service and City of Columbia sewer service is in the vicinity (Alexander Pointe Subdivision). As stated above, the site is located across the street from the LR Crossing Center and is located at the intersection of two major roads (Garners Ferry and Lower Richland). 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 Land Use Plan Map with the appropriate scale:
  - A. Regional scale locations should be a minimum of 17 or more acres.

As stated in the Objective, the site is located at the intersection of major streets (Garners Ferry Road and Lower Richland Blvd.) and is designated as Commercial on the Map and is comprised of 21 acres. The proposed Amendment **implements** this Principle.

### **Other Relevant Issues**

The proposed Amendment site is located within a Neighborhood/Community Planning Area that encompasses 4 square miles with the intersection of Lower Richland Boulevard and Garners Ferry Road as its center. The Department is working closely with developers, community residents, elected officials, and outside agencies on proposals for the Planning Area.

As of June 13, 2005, a notice from the County to proceed on a Neighborhood/Community Strategic Master Plan has been issued to Arnett, Muldrow and Associates of Greenville, SC. The schedule anticipates submitting the Master Plan for Planning Commission consideration in November or December 2005. Approximately 85 community residents and stakeholders have already been meeting in preparation for development of the Master Plan.

Various rezonings have taken place in the vicinity of the subject site within the last year. For example, The Farm at McCords Ferry and Barnstormers Planned Unit Developments are located just west of the site on Garners Ferry Road. These projects will contain 400-500 residences along with some minor commercial uses. County Council granted first reading for a zoning change to RG-2 at Garners Ferry and Mill Creek on May 24, 2005 for the construction of apartments on 19 acres of land. Other developments in the area are subdivisions such as Alexander Pointe, Myers Creek and Rosecliff.

## SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 05-79 MA **be changed** from D-1 to GC.

### **Findings of Fact:**

1. The proposed Amendment **is compatible** with the adjacent existing land uses.
2. The Traffic Impact Discussion shows that the LOS C traffic capacity of Garners Ferry Road at this location is not currently being exceeded and the proposed use would not have a significant effect on traffic in this area or increase the LOS C design capacity.
3. The proposed Amendment **is consistent** with Proposed Land Use Map designation in the Lower Richland Subarea Plan.
4. The proposed Zoning Map Amendment **is consistent** with the Objectives and Recommendations of the Lower Richland Subarea Plan discussed herein.
5. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

## SECTION III PLANNING COMMISSION ACTION

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

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

At their meeting of July 11, 2005, the Richland County Planning Commission agreed (did not agree) with the PSDS recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-79 MA at the next available opportunity.

### **Commission Findings of Fact/Recommendations**

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

In consideration of the proposed Zoning Map Amendment # 05-79 MA, the Planning Commission made the findings of fact summarized below:

**CASE 05-79 MA**

**D-1 to C-3**

**TMS 21800-01-06(portion)**

**Site** →

Garner Ferry Road

Lower Richland Boulevard

-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS



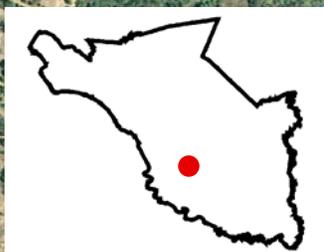
**CASE 05-79 MA**  
**D-1 to C-3**  
**TMS 21800-01-06(portion)**

Lower Richland Boulevard

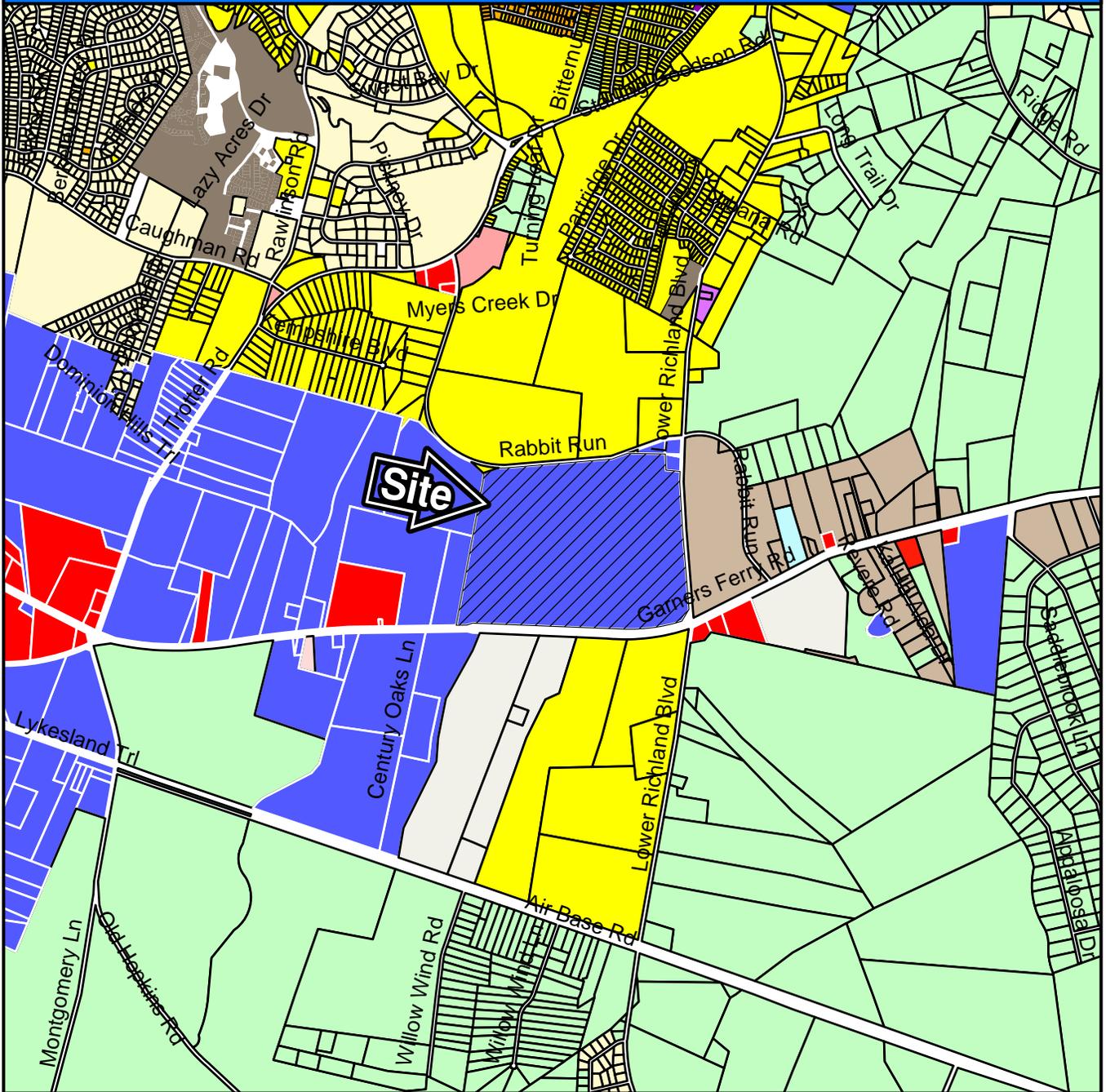
Garners Ferry Road

**Site** →

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



# CASE 05-79 MA D-1 to C-3



## ZONING CLASSIFICATIONS

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



# CASE 05-79 MA

## From D-1 to C-3

TMS# 21800-01-06 (P) / Lower Richland Blvd. & Garners Ferry Rd





**RICHLAND COUNTY PLANNING &  
DEVELOPMENT SERVICES DEPARTMENT  
PLANNING COMMISSION MAP AMENDMENT STAFF REPORT**  
July 11,2005

<b>RC Project # 05-80 MA</b>	<b>Applicant:</b> David Lever
<b>General Location:</b> Old Hilton Road @ Interstate 26	
<b>Tax Map Number:</b> 01700-09-03	<b>Subject Area:</b> 3.56 ac MOL
<b>Current Parcel Zoning:</b> RU	<b>Proposed Parcel Zoning:</b> GC
<b>Proposed Use:</b> Unspecified commercial use	<b>PC Sign Posting Date:</b> June 3, 2005

**SECTION I ANALYSIS**

Chapter 26-52 (e) of the Richland County Code of Ordinances states “...All proposed amendments shall be submitted to the planning commission for study and recommendation...”

The Planning Commission shall study such proposals to determine:

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

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

**Compatibility With Existing Development in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	RU	Undeveloped woodlands
<b>Adjacent North</b>	NA	Interstate 26
<b>Adjacent East</b>	RU	Undeveloped woodlands
<b>Adjacent South</b>	RU	Single family residence on estate size lot
<b>Adjacent West</b>	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 above summarizes this comparison.

The area is comprised of undeveloped woodlands in a rural area with scattered single family residences on estate size lots. The proposed Amendment is not compatible with the existing land uses.

**Traffic Impact Discussion**

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

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

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

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2009. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Old Hilton Road
Functional Classification Of This Roadway	Not Classified
<b>Level-Of-Service C Design Capacity (V/C = 1.00)</b>	<b>N/A</b>
Estimated Traffic Generated By The Proposed Project	NP
Current Volume At The Nearest Count Station #605 Located @south of site on Old Hilton Road	550
Estimated Traffic Count <b>With</b> the Proposed Project	NP
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	NP
Volume-To-Capacity Ratio of Old Hilton Road at count station #605 <b>Without</b> The Proposed Project	<b>NP</b>

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 6<sup>th</sup> 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 24, 2005 and represent the Annual Average Daily Trips in 2004 i.e. **they are already more than one year old.**

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

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

The site is located in a remote area without direct access to Interstate 26. Old Hilton Road is a local road that is not classified by SCDOT. The traffic analysis does show that this area of Old Hilton Road is not heavily traveled with only 550 average daily trips. The lack of traffic supports the fact that this area is not a prime candidate for commercial development at this time.

**Relationship To Comprehensive Plan**

The Department recommends evaluation of the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles/Recommendations of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8] The County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

The Map designates the subject area as Residential Rural in the Rural Undeveloped area. **The proposed GC zoning is NOT consistent with the Map** designation because the Map designates the subject site as Rural Residential. The zoning should be Rural Residential to be consistent with the Residential Rural land use designation.

In addition to reviewing the consistency with the Proposed Land Use Map, the Department recommends reviewing the Comprehensive Plan's development policies to determine if the proposed amendment furthers the Objectives and Recommendations Principles of the Comprehensive Plan as found in the Subarea Plans. The Northwest Subarea Plan, adopted in September 1993, contains policy guidance that is relevant to the subject Zoning Map Amendment. The relevant Objectives and Principles/Recommendations, found on pages 29 and 38 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 surrounded by undeveloped woodlands and single family residences on estate size lots. The subject site does not have access to Interstate 26, Old Hilton Road is a local road, and Julius Eleazer is a gravel road. 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, and specifically:

Commercial uses should be located on sites convenient to residential areas while not creating an adverse impact.

The site is designated as Residential Rural by the Map and the site is not convenient to any major residential areas. The site would encroach into an existing rural area comprised of single family residences on estate size lots off of a local road that is not well traveled. The Plan also designates Ballentine as the hub for commercial development. The proposed Amendment **does not implement** this Principle.

#### **Other Relevant Issues**

None

## SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDS) recommends the Official Zoning Map designation for the parcels included in Project # 05-80 MA **not be changed** from RU to GC.

### **Findings of Fact:**

1. The proposed Amendment **is not compatible** with the adjacent existing land uses.
2. The Traffic Impact Discussion shows that Old Hilton Road is a local road and 550 trips are generated a day. The site could generate a significant traffic on this local road.
3. The proposed Amendment **is not consistent** with Proposed Land Use Map designation in the Northwest Subarea Plan.
4. The proposed Zoning Map Amendment **is not consistent** with the cited Objectives and Recommendations of the Northwest Subarea Plan discussed herein.
5. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

## SECTION III PLANNING COMMISSION ACTION

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

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

At their meeting of July 11, 2005, the Richland County Planning Commission agreed (did not agree) with the PDS recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-80 MA at the next available opportunity.

### **Commission Findings of Fact/Recommendations**

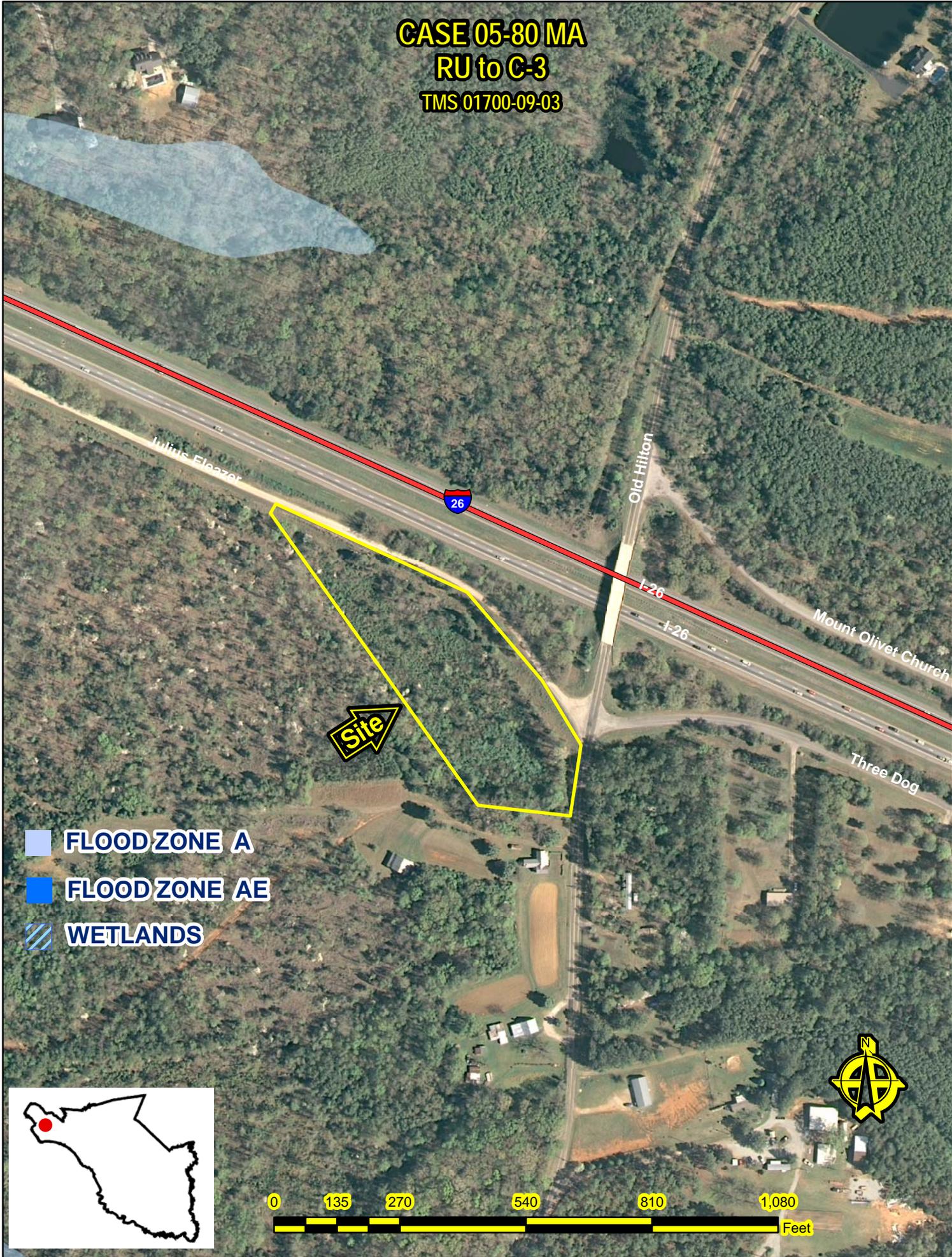
(If the Planning Commission does not agree with the Department's recommendation and/or findings of fact, the reasons for the decision must be clearly stated for the public record.)

In consideration of the proposed Zoning Map Amendment # 05-80 MA, the Planning Commission made the findings of fact summarized below:

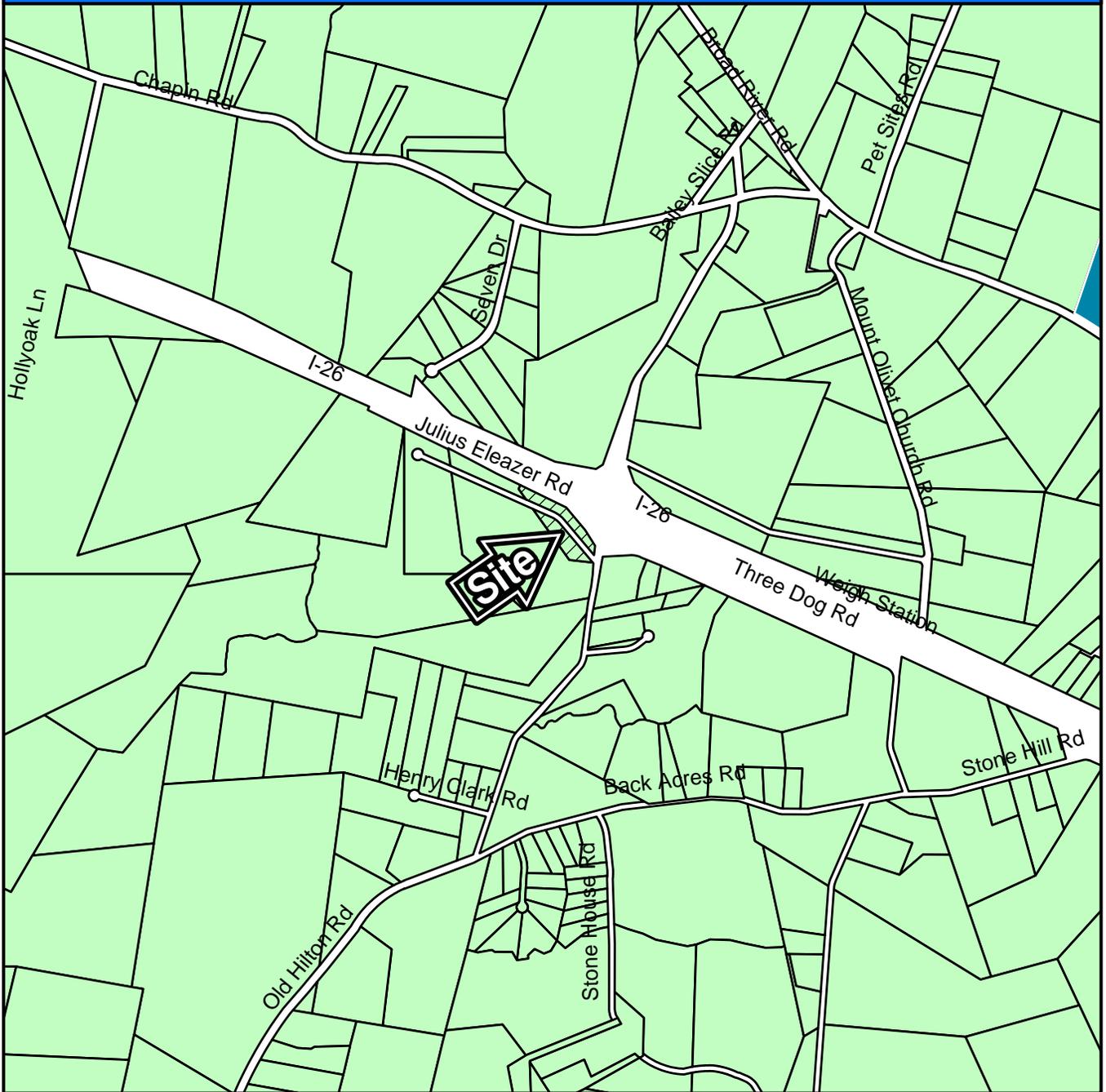
**CASE 05-80 MA**  
**RU to C-3**  
**TMS 01700-09-03**



**CASE 05-80 MA**  
**RU to C-3**  
**TMS 01700-09-03**



# CASE 05-80 MA RU to C-3



## ZONING CLASSIFICATIONS

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



# CASE 05-80 MA

## From RU to C-3

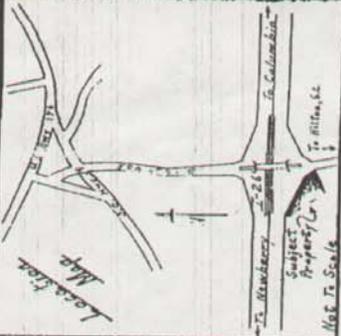
TMS# 01700-09-03

Old Hilton@l-26



Attachment A  
Case 05-80 MA

3550



FILED  
MAY 20 9 15 TO '74  
RECORDED  
INDEXED  
CANCELLED  
CANCELLED

Now or Formerly  
Henry C. Elzezer

Now or Formerly  
Henry C. Elzezer

Total Average E.C. Road Traverses: - 4.37 ±  
Total Average E. Right-of-Way: - 3.56 ±

Plat Prepared For  
David L. Lever

X-2145



Plat Prepared For: David L. Lever		APPROVED BY:	DRAWN BY: rldjr
SCALE: 1" = 60'	DATE: March 21, 74	REVISED	
Richland County, Near Hilton, S.C. & White Bluff, S.C.		DRAWING NUMBER 4	
Palmetto Engineering Co.			

Reference Plats:-

- 1.) Plat of Forty-five and One-fourth Acres Surveyed for Mr. Heber L. Metzger by A.L. Loun, March 18<sup>th</sup>, 1944 and Recorded in Plat Book 17 on Page 325, Richland County, South Carolina
- 2.) Plat of Twenty-four and One-fourth Acres, Estate of J.H. Elzezer and Being Conveyed to Henry C. Elzezer Surveyed by A.L. Loun, S.C.S., July 1, 1968, and Recorded in Plat Book 11 on Page 425, formerly in Richland County, S.C.

**RICHLAND COUNTY PLANNING &  
DEVELOPMENT SERVICES DEPARTMENT  
PLANNING COMMISSION MAP AMENDMENT STAFF REPORT**  
July 11,2005

<b>RC Project # 05-81 MA</b>	<b>Applicant:</b> Tammy H. Barkoot
<b>General Location:</b> 503 Longtown Road just north of Clemson Road	
<b>Tax Map Number:</b> 17400-05-23	<b>Subject Area:</b> 1.06 ac MOL
<b>Current Parcel Zoning:</b> RU	<b>Proposed Parcel Zoning:</b> GC
<b>Proposed Use:</b> Car Sales Lot	<b>PC Sign Posting Date:</b> June 3, 2005

**SECTION I ANALYSIS**

Chapter 26-52 (e) of the Richland County Code of Ordinances states “...All proposed amendments shall be submitted to the planning commission for study and recommendation...”

The Planning Commission shall study such proposals to determine:

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

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

**Compatibility With Existing Development in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	RU	Existing Manufactured home and numerous cars on site
<b>Adjacent North</b>	RU	Single family residence & Bethel Church
<b>Adjacent East</b>	C-3	Single family residences
<b>Adjacent South</b>	RU	Vacant parcel and church
<b>Adjacent West</b>	RU	Single family residences and Barking Lot Kennel at end of Goff 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 above summarizes this comparison.

This area of Longtown Road is undergoing an extensive amount of commercial development with the installation of mini-warehouses located just south of the site, a recent rezoning (Case 05-58 MA) to C-3 directly across the road all the way to the intersection of Clemson and Longtown Road. The new Clemson Road extension will be located just south of the site with additional commercial development located within the immediate vicinity. The proposed Amendment is compatible with the existing and proposed land uses.

**Traffic Impact Discussion**

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

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

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

The estimate of the proposed project's effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2009. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Longtown Road	
Functional Classification Of This Roadway	Two lane undivided collector	
<b>Level-Of-Service C Design Capacity (V/C = 1.00)</b>	<b>8600</b>	
Estimated Traffic Generated By The Proposed Project	113	
Current Volume At The Nearest Count Station #785 Located @south of site on Longtown Road	5,300	
Estimated Traffic Count <b>With</b> the Proposed Project	5,413	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.63</b>	

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 6<sup>th</sup> Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM), whichever is most appropriate for the requested use. In this case, the estimated traffic is calculated by multiplying the generation rate for a New Car Sales business found on page 1442 of the TGM times the proposed square footage of the use. The calculation is as follows: Average generation rate of 37.50 per 1,000 sq. ft. = 37.50 x 3,000 sq. ft. (estimate) = 113 average daily trips.

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

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

It should be noted that, by itself, the proposed Amendment will not cause the LOS C design capacity of Longtown Road in this area to be exceeded. However, the approved development to date in this area will generate an estimated 13,348 average daily trips upon buildout.

When completely occupied, the Longtown Tract (Mungo Company) is expected to generate approximately **in excess of 80,000 average daily trips** as described in a traffic study conducted by Wilbur Smith and Associates for the rezoning of the 1,000 acre tract to a Planned Unit Development. This area of Longtown Road will be operating at a LOS F at the time of buildout and will be operating at a **LOS F** upon the completion of the approved development to date.

Once the Longreen Parkway is connected with the new Clemson Road facility, some relief to the traffic situation on Longtown Road will likely occur. The recently approved C-3 zoning for 44 acre and 19 acre tracts at the Longtown Road/Clemson Road intersection which were rezoned to C-3 (case # 05-58 MA & 05-09 MA respectively), by themselves will generate an estimated 22,899 ADTs and cause Longtown Road to operate at a LOS F. **The Longtown Road area is in need of a Traffic Management Plan that can take into account the percentages of trips going various directions and how the roads “downstream” will be impacted by the various developments in this area.**

### **Relationship To Comprehensive Plan**

The Department recommends evaluation of the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles/Recommendations of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8] The County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process. **The Map designates the subject area as Industrial/Commercial/Technological in the Developing Urban area.**

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

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

As mentioned in the traffic impact discussion, this area has been rezoned and planned as a commercial area to support the growing amount of residential development in this area. The proposed Amendment **implements** this Objective.

Principle – In general, commercial and office activities should be confined to or expanded at existing clusters.

As stated in the Objective and traffic impact discussion, this area has been rezoned to commercial designations to support the residential development in the area. The proposed Amendment **implements** this Principle.

### **Other Relevant Issues**

The Department recommends that this site should be the northward extent of commercial zoning on Longtown Road. A portion of the Longtown Tract contains commercial zoning and a pocket of M-1 zoning remains on the east side of Longtown Road adjacent to the Ashley Ridge S/D across from the Longtown Tract commercial area.

## SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDS) recommends the Official Zoning Map designation for the parcels included in Project # 05-81 MA **be changed** from RU to GC.

### **Findings of Fact:**

1. The proposed Amendment **is compatible** with the adjacent existing and proposed land uses.
2. The Traffic Impact Discussion shows that the LOS C traffic capacity of Longtown Road at this location is not currently being exceeded and the proposed use would not have a significant effect on traffic in this area or increase the LOS C design capacity. However, this area of Longtown Road will be operating at a LOS F upon buildout of the approved developments as of this date.
3. The proposed Amendment **is consistent** with Proposed Land Use Map designation in the I-77 Corridor Subarea Plan.
4. The proposed Zoning Map Amendment **is consistent** with the Objectives and Recommendations of the I-77 Subarea Plan discussed herein.
5. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

## SECTION III PLANNING COMMISSION ACTION

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

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

At their meeting of July 11, 2005, the Richland County Planning Commission agreed (did not agree) with the PDS recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-81 MA at the next available opportunity.

### **Commission Findings of Fact/Recommendations**

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

In consideration of the proposed Zoning Map Amendment # 05-81 MA, the Planning Commission made the findings of fact summarized below:

**CASE 05-81 MA**  
**RU to C-3**  
**TMS 17400-05-23**



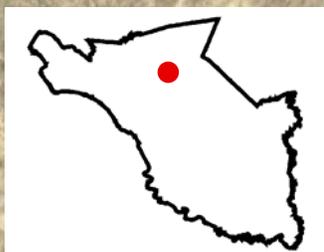
-  **FLOOD ZONE A**
-  **FLOOD ZONE AE**
-  **WETLANDS**



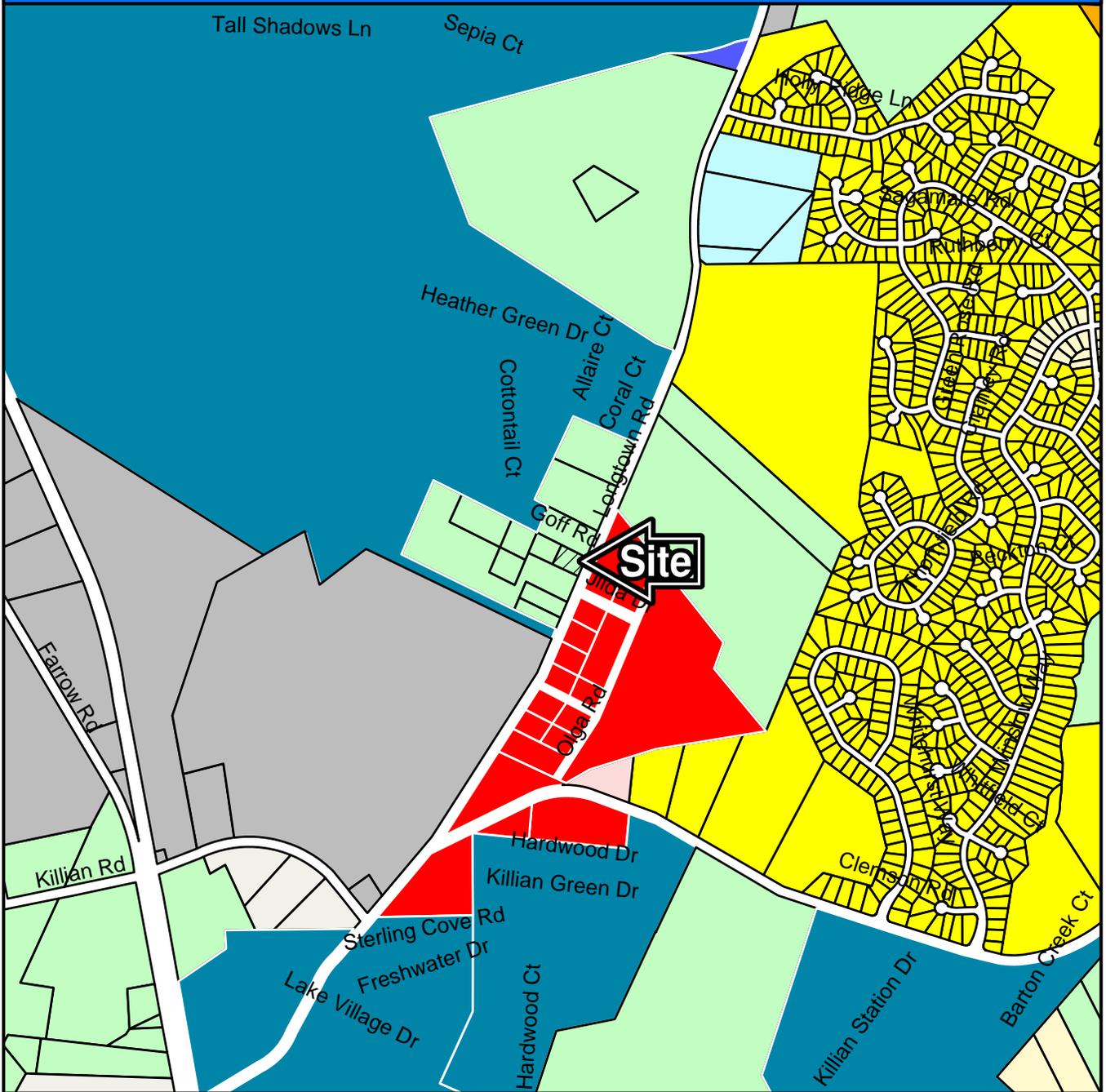
**CASE 05-81 MA**  
**RU to C-3**  
**TMS 17400-05-23**



-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS



# CASE 05-81 MA RU to C-3



## ZONING CLASSIFICATIONS

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



# CASE 05-81 MA

## From RU to C-3

TMS# 17400-05-23

Longtown Road



Looking at site



Looking South on Longtown Road



# DRAFT

STATE OF SOUTH CAROLINA  
COUNTY COUNCIL FOR RICHLAND COUNTY  
ORDINANCE NO. \_\_\_05HR

AN ORDINANCE AMENDING ORDINANCE NO. 074-04HR (THE RICHLAND COUNTY LAND DEVELOPMENT CODE); ARTICLE IV, AMENDMENTS AND PROCEDURES; SECTION 26-52, AMENDMENTS, SUBSECTION (C), PARAGRAPH (1); AND SECTION 26-54, SUBDIVISION REVIEW AND APPROVAL, SUBSECTION (B); PARAGRAPHS (2)c.1, (2)i.1, (3)c.1, (3)e.1, (3)f.1, (3)g.1; AND SECTION 26-64, STORMWATER MANAGEMENT DESIGN PLANS, SUBSECTION (C), PARAGRAPH (1); AND SECTION 26-65, GRADING PERMITS, SUBSECTION (C); AND SECTION 26-203, SUBSECTION (C), PARAGRAPH (1); SO AS TO REQUIRE DIGITAL DATA SUBMISSION IN THE APPROVAL PROCESS.

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

SECTION I. Article IV. Amendments and Procedures, Section 26-52. Amendments, Subsection (c), Petition submittal by property owners (map amendments only), Paragraph (1), Application; of Ordinance No. 074-05HR, which was adopted by the Richland County Council on November 9, 2004, is hereby amended to read as follows:

- (1) *Application.* A petition for an amendment to the zoning map shall be filed on a form provided by the Richland County Planning and Development Services Department. Such application shall contain all the information required on the form. The filing of a petition is not needed for a proposal for a text amendment. In addition to the application, a digital plat representing the proposed change shall be submitted in a format specified by the county, if deemed necessary by the zoning administrator.

SECTION II. Article IV. Amendments and Procedures, Section 26-54. Subdivision review and approval, Subsection (b), Processes, Paragraph (2) c. 1., Filing of application; of Ordinance No. 074-05HR, which was adopted by the Richland County Council on November 9, 2004, is hereby amended to read as follows:

1. *Filing of application.* An application for minor subdivision review shall be filed by the owner of the property or by an authorized agent. The application for minor subdivision approval shall be filed with the planning department on a form provided by the department. The application shall be accompanied by a sketch plan, which shall be submitted in both a paper and a digital format as specified by the County, containing all information required on the application. For subdivisions containing five or fewer parcels, the applicant shall have the option of paying a per

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parcel COGO (coordinate geometry) fee, as specified by the County, in lieu of submitting a digital sketch plan.

SECTION III. Article IV. Amendments and Procedures, Section 26-54. Subdivision review and approval, Subsection (b), Processes, Paragraph (2) i. 1., Final plat; of Ordinance No. 074-05HR, which was adopted by the Richland County Council on November 9, 2004, is hereby amended to read as follows:

1. *Final plat.* Following approval of a sketch plan for a minor subdivision and the installation and acceptance of required improvements, a final plat shall be prepared and submitted. In addition, a copy of the final plat shall be submitted to the planning department in a digital format as specified by the County. The final plat application shall contain all information required by the planning department. The planning department shall review the application and determine if it is complete. If the application is incomplete, the planning department shall notify the applicant of the deficiencies within thirty (30) days after the most recent submission date. No later than fifteen (15) days after receipt of a complete final plat package, the planning department shall approve, approve with conditions, or deny the final plat application based on written findings of fact. Appeals shall be taken to the Richland County Planning Commission. If approved, prior to recordation, the plat must be signed in the appropriate place by the land development administrator. The approval of a final plat for a minor subdivision does not automatically constitute or affect an acceptance by the county of the dedication of any road, easement, or other ground shown upon the plat. Public acceptance of the lands must be by action of the Richland County Council. For subdivisions containing five or fewer parcels, the applicant shall have the option of paying a per parcel COGO (coordinate geometry) fee, as specified by the County, in lieu of submitting a digital sketch plan.

SECTION IV. Article IV. Amendments and Procedures, Section 26-54. Subdivision review and approval, Subsection (b), Processes, Paragraph (3) c. 1., Filing of application; of Ordinance No. 074-05HR, which was adopted by the Richland County Council on November 9, 2004, is hereby amended to read as follows:

1. *Filing of application.* An application for major subdivision review may be filed by the owner of the property or by an authorized agent. The application for major subdivision approval shall be filed with the planning department on a

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form provided by the department. The application shall be accompanied by a sketch plan containing all information required on the application including a sketch of the entire proposed development even in cases where the development is occurring in phases. Sketch plans for developments requiring major land development review shall be submitted in both a paper and a digital format as specified by the County, and shall be prepared by a registered architect, engineer, landscape architect, or licensed surveyor. Plans shall include a traffic management plan.

SECTION V. Article IV. Amendments and Procedures, Section 26-54. Subdivision review and approval, Subsection (b), Processes, Paragraph (3) e. 1., Purpose/submittal; of Ordinance No. 074-05HR, which was adopted by the Richland County Council on November 9, 2004, is hereby amended to read as follows:

1. *Purpose/submittal.* The purpose of the preliminary subdivision plan stage of major subdivision review is to ensure that the subdivision can be built in substantial compliance with the approved sketch plan. The preliminary plan shall be submitted to the planning department in both a paper and a digital format as specified by the County, and shall contain all information required by the department.

SECTION VI. Article IV. Amendments and Procedures, Section 26-54. Subdivision review and approval, Subsection (b), Processes, Paragraph (3) f. 1., Purpose/submittal; of Ordinance No. 074-05HR, which was adopted by the Richland County Council on November 9, 2004, is hereby amended to read as follows:

1. *Purpose/submittal.* The purpose of the bonded subdivision plan stage of major subdivision review is, by mutual consent of both the developer and the county, to record a bonded plat, enable the conveyance of lots to third parties, and allow the issuance of building permits and manufactured home setup permits to third parties before the construction, installation, and acceptance of all required infrastructure improvements. The county protects these third parties and assures the orderly completion of the subdivision infrastructure by choosing to accept, in accordance with the provisions in Section 26-223 of this chapter, a bond, in an amount and with surety and conditions satisfactory to it, providing for and securing to the county the actual construction and installation of all improvements and utilities within a specified time period. The bonded plan shall be submitted to the planning

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department in both a paper and a digital format as specified by the County, and shall contain all information required by the department.

SECTION VII. Article IV. Amendments and Procedures, Section 26-54. Subdivision review and approval, Subsection (b), Processes, Paragraph (3) g. 1., Purpose/submittal; of Ordinance No. 074-05HR, which was adopted by the Richland County Council on November 9, 2004, is hereby amended to read as follows:

1. *Purpose/submittal.* The purpose of the final subdivision plan stage of major subdivision review is to document the satisfactory completion of required infrastructure improvements, enable the conveyance of lots to third parties, and allow the issuance of building permits and manufactured home setup permits to third parties. Following approval of a preliminary subdivision plan for a major subdivision, (and optionally, a bonded subdivision plan) and the installation and acceptance of required infrastructure improvements, a final plat shall be prepared and submitted in both a paper and a digital format as specified by the County. The final plat application shall contain all information required by the planning department, including written county and utility provider acceptance of all infrastructure.

SECTION VIII. Article IV. Amendments and Procedures, Section 26-64. Stormwater management design plans, Subsection (c), Processes, Paragraph (1), Purpose/submittal; of Ordinance No. 074-05HR, which was adopted by the Richland County Council on November 9, 2004, is hereby amended to read as follows:

- (1) *Application.* Application for approval of a stormwater management design plan shall be made to the county engineer on forms furnished by the county and shall include all items required on that application. Application may be made by the owner of the property or by an authorized agent. The stormwater management design plan shall be prepared and submitted in both a paper and a digital format as specified by the County, and shall include such stream flow and stormwater runoff calculations and other information as may be reasonably required by the county engineer under the requirements of this chapter. The stormwater management design plan shall be certified by the applicant and sealed by a South Carolina Registered Professional Civil Engineer, Registered Landscape Architect, or Tier B. Land Surveyor.

SECTION IX. Article IV. Amendments and Procedures, Section 26-65. Grading permits, Subsection (c), Plan submittal; of Ordinance No. 074-05HR, which was adopted by the Richland County Council on November 9, 2004, is hereby amended to read as follows:

# DRAFT

- (c) *Plan submittal.* Application for a grading permit shall be made to the public works department on forms furnished by the county and shall include all items required on that application, including a copy of the erosion and sedimentation control plan and shall be accompanied by a fee as established by the Richland County Council. The application may be filed by the property owner or by an authorized agent. The erosion and sediment control plan shall be prepared and submitted in both a paper and a digital format as specified by the County, and shall be certified by the applicant and sealed by a South Carolina Registered Professional Civil Engineer, Registered Landscape Architect, or Tier B. Land Surveyor. The plan must meet the objectives of Section 26-202(b). A landowner may develop and certify his/her own plan for a tract of land containing two (2) acres or less, provided:
- (1) The areas to be disturbed will not allow water to flow in any one direction for over two hundred (200) feet; and
  - (2) The cuts and fills established will not exceed a height or depth of over five (5) feet; and
  - (3) There will be no concentrated off-site water to be controlled on the site.

SECTION X. Article VIII. Resource protection standards, Section 26-203. Stormwater management, Subsection (c), Inspection of stormwater facilities, Paragraph (1), Inspection during construction; of Ordinance No. 074-05HR, which was adopted by the Richland County Council on November 9, 2004, is hereby amended to read as follows:

- (1) *Inspection during construction.* The county engineer shall periodically inspect the work completed under the approved stormwater management design plan. Upon completion of such work, he/she shall make a final inspection, and if the work has been carried out in accordance with the plan, he/she shall issue a letter of satisfactory completion upon receipt of the as-built drawings, which shall be prepared and submitted in both a paper and a digital format as specified by the County.

SECTION XI. All remaining provisions of Ordinance No. 074-04HR shall remain in full force and effect.

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

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

SECTION XIV. This ordinance shall be effective from and after \_\_\_\_\_, 2005.

# DRAFT

RICHLAND COUNTY COUNCIL

BY: \_\_\_\_\_  
Anthony G. Mizzell, Chair

Attest this the \_\_\_\_\_ day of  
\_\_\_\_\_, 2005

\_\_\_\_\_  
Michielle R. Cannon-Finch  
Clerk of Council

RICHLAND COUNTY ATTORNEY'S OFFICE

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

Public Hearing:  
First Reading:  
Second Reading:  
Third Reading:

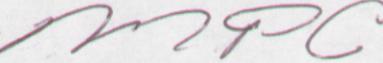
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**Richland County  
Planning and  
Development Services**

# Memo

**Date:** 6/30/05

**To:** Richland County Planning Commission

**From:** Michael P. Criss, AICP, Planning Director 

**Regarding:** Land Development Code Text Amendment Regarding Subdivision Vested Rights

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As discussed at your 6/6/05 Planning Commission meeting, we have informally surveyed by telephone other South Carolina counties regarding their vesting of subdivisions. Comprehensive Planner John Newman has provided the following summaries for Aiken County, Beaufort County, Charleston County, Florence County, Greenville County, Horry County, Lexington County, and Spartanburg County.

Of those eight counties, the subdivision vesting in Charleston County, Horry County, and Lexington County is most similar to that in Richland County. That is, subdivision vesting occurs phase by phase, upon preliminary plat approval, which includes the corresponding engineering construction plans for required infrastructure.

### Aiken County

Aiken County does not have vested rights for phased development plans.\* Under Article II, section 6-29-1403 of the SC Local Government Planning Enabling Act, vested rights for phased developments are not required, but are optional.

\*Joe Cronin, Richland County Research Analyst contact with Stephen Strohming, Aiken County Transportation Planner

### Florence County

Florence County does not have vested rights for phased development plans.\* Under Article II, section 6-29-1403 of the SC Local Government Planning Enabling Act, vested rights for phased developments are not required, but are optional.

For site-specific development plans, an applicant desiring vestment can bring a sketch plan (or preliminary plat) before the Planning Commission. If the Commission approves, the development is vested. Normally, sketch plans are administratively approved, but a project isn't vested until it receives Commission approval, so vestment rights provisions allow for an applicant to go before the Commission at the sketch plan stage if vestment is an issue.

\*Follow-up contact with Barbara Rogers, Florence County Senior Planner. This will be established in new ordinances that will be passed by the County and participating municipalities by July 1, 2005.

Greenville County

Contacts Pat Webb, Subdivision Administrator & John McLeod, Commercial Development

1. **Define preliminary plat** – does preliminary plat submittal include construction drawings: detailed engineering drawings including road construction details, sewage and storm water systems, potable water and fire hydrant systems, etc.

*Two stage process. Engineering drawings aren't submitted until after preliminary plat approval. Construction cannot begin until the engineering drawings are approved. Developments are vested upon preliminary plat approval – before engineering drawings are submitted.*

2. **Define phased development plan.** What sorts of developments are included in the definition? Does this mean a subdivision built out in phases or can it also include a phased group development project?

*Phased developments include subdivisions and group developments*

3. **What triggers the vesting of phases to be developed in the future?** Are future phases ever vested without prior submittal and approval of detailed construction plans / engineered drawings? Does vesting of an approved current phase guarantee vesting of future phases without preliminary plat (including construction plans) submittals for these phases? Does sketch plan approval vest future phases?

*For subdivisions, phases aren't vested until the preliminary plat has been submitted and approved for each phase. Preliminary plats for all phases can be submitted at all at once, and they will be vested upon approval (prior to the submittal of the engineering drawings). Otherwise, future phases aren't vested until such time as the preliminary plan has been submitted and approved. For commercial group developments, future phases are vested as long as they are detailed in the master plan submittal. Just annotation on the plat "future phase" wouldn't be sufficient to vest the future phases.*

## Spartanburg County

Contact Allison Ezell, Planner

Spartanburg is currently working on a new ordinance that will bring their land development provisions for vested rights in line with the Planning Act requirements. They will meet July 1 deadline. It is anticipated that the current provisions for vested rights will remain essentially the same only the current provisions for 18 month vestment with extensions will conform with the state requirement of 2 years with potential annual extensions.

1. **Define preliminary plat** – does preliminary plat submittal include construction drawings: detailed engineering drawings including road construction details, sewage and storm water systems, potable water and fire hydrant systems, etc.

*The planning department receives the preliminary plat and the County Engineer receives the construction drawings. Preliminary Plat approval is not granted until the County Engineer approves the construction drawings.*

2. **Define phased development plan.** What sorts of developments are included in the definition? Does this mean a subdivision built out in phases or can it also include a phased group development project?

*Phased development can include subdivisions and group developments. Any development that is proposed to be constructed in phases is considered a phased development plan.*

3. **What triggers the vesting of phases to be developed in the future?** Are future phases ever vested without prior submittal and approval of detailed construction plans / engineered drawings? Does vesting of an approved current phase guarantee vesting of future phases without preliminary plat (including construction plans) submittals for these phases? Does sketch plan approval vest future phases?

*Future Phases must be shown on the preliminary plat as 'future development.' The developer is only required to submit construction drawings on the first phase. When the preliminary plat gets final approval, then the future phases are vested. As the developer implements these phases, he must submit construction plans for these phases. The design standards for the construction plans will be those that were in effect at the time the initial preliminary plat was approved. In practice, most developers in Spartanburg County will go ahead and submit construction drawings on all phases at initial submittal.*

Horry County

Contact David Schwerd, Current planning Administrator

Horry County just passed either second or third reading on vested rights ordinance.

1. **Define preliminary plat** – does preliminary plat submittal include construction drawings: detailed engineering drawings including road construction details, sewage and storm water systems, potable water and fire hydrant systems, etc.

*Preliminary plat and construction drawings are submitted together in the Preliminary Plan. Entire Preliminary Plan is approved as a unit.*

2. **Define phased development plan.** What sorts of developments are included in the definition? Does this mean a subdivision built out in phases or can it also include a phased group development project?

*Any multi phase project is considered as a phased development plan.*

3. **What triggers the vesting of phases to be developed in the future?** Are future phases ever vested without prior submittal and approval of detailed construction plans / engineered drawings? Does vesting of an approved current phase guarantee vesting of future phases without preliminary plat (including construction plans) submittals for these phases? Does sketch plan approval vest future phases?

*A complete Preliminary Plan must be submitted for each phase in order for it to be vested.*

Charleston County

Contact Dave Pennick Assistant Planning Director

This information is on the new vested rights ordinance that will be passed by July 1, 2005

1. **Define preliminary plat** – does preliminary plat submittal include construction drawings: detailed engineering drawings including road construction details, sewage and storm water systems, potable water and fire hydrant systems, etc.

*Preliminary plat submittals also include the engineering drawings that have to be reviewed and approved by app reviewing agencies and departments before the preliminary plat is approved. Subdivisions are vested upon preliminary plat approval.*

2. **Define phased development plan.** What sorts of developments are included in the definition? Does this mean a subdivision built out in phases or can it also include a phased group development project?

*Phased development plans refer to subdivision development. See item 3 below*

3. **What triggers the vesting of phases to be developed in the future?** Are future phases ever vested without prior submittal and approval of detailed construction plans / engineered drawings? Does vesting of an approved current phase guarantee vesting of future phases without preliminary plat (including construction plans) submittals for these phases? Does sketch plan approval vest future phases?

*The New ordinance states that each phase in a residential subdivision development must be submitted separately as the phase is ready to be developed. Each phased is vested at the preliminary plat stage under the development regulations in place at the time.*

*For Planned Development, a phasing plan must be submitted, but each phase must be reviewed and approved and starts the vesting over for that phase.*

*For non-residential phased developments, vesting starts at the site plan review approval. All phases must be submitted and approved at the time of the initial application. If the plans change down the road, the site plan approval process starts over; therefore, so does the vesting.*

Lexington County

Contact Charlie Compton, Planning Director

This reflects new vested rights ordinance passed 6/14/05

1. **Define preliminary plat** – does preliminary plat submittal include construction drawings: detailed engineering drawings including road construction details, sewage and storm water systems, potable water and fire hydrant systems, etc.

*Preliminary plat approval also includes approval of complete construction plans*

2. **Define phased development plan.** What sorts of developments are included in the definition? Does this mean a subdivision built out in phases or can it also include a phased group development project?

*In reference to vested rights, refers to subdivision developments.*

3. **What triggers the vesting of phases to be developed in the future?** Are future phases ever vested without prior submittal and approval of detailed construction plans / engineered drawings? Does vesting of an approved current phase guarantee vesting of future phases without preliminary plat (including construction plans) submittals for these phases? Does sketch plan approval vest future phases?

*For subdivisions, vesting is with preliminary plat approval. For future phases to be vested, complete preliminary plats of future phases must be submitted and approved. For all other development projects (which could include a single building), vesting comes with the issuance of the zoning permit.*

Beaufort County

Contact Tony Criscitello, Planning Director

This information is given on the new ordinance that will be passed by July 1, 2005

1. **Define preliminary plat** – does preliminary plat submittal include construction drawings: detailed engineering drawings including road construction details, sewage and storm water systems, potable water and fire hydrant systems, etc.

*Not applicable – Beaufort County vests at the final phase – when development permit is issued, but prior to the issuance of the building permit.*

2. **Define phased development plan.** What sorts of developments are included in the definition? Does this mean a subdivision built out in phases or can it also include a phased group development project?

*Phased development includes site plan – residential and commercial (group development), and subdivision.*

3. **What triggers the vesting of phases to be developed in the future?** Are future phases ever vested without prior submittal and approval of detailed construction plans / engineered drawings? Does vesting of an approved current phase guarantee vesting of future phases without preliminary plat (including construction plans) submittals for these phases? Does sketch plan approval vest future phases?

*Future phases have to be presented in a detailed phasing plan and must be submitted for approval at the final plan approval in order to be vested.*

# DRAFT

STATE OF SOUTH CAROLINA  
COUNTY COUNCIL FOR RICHLAND COUNTY  
ORDINANCE NO. \_\_\_05HR

AN ORDINANCE AMENDING ORDINANCE NO. 074-04HR (THE RICHLAND COUNTY LAND DEVELOPMENT CODE); ARTICLE IV, AMENDMENTS AND PROCEDURES; SECTION 26-54, SUBDIVISION REVIEW AND APPROVAL; SUBSECTION (B) (3) E. 7., APPROVAL VALIDITY; SO AS TO CLARIFY THE VESTED RIGHTS THAT LANDOWNERS HAVE IN THEIR PROPERTY.

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

SECTION I. Article IV (Amendments and Procedures), Section 26-54 (Subdivision review and approval), Subsection (b) (3) e. 7. (Approval validity), of Ordinance No. 074-05HR, which was adopted by the Richland County Council on November 9, 2004, is hereby amended to read as follows:

7. *Approval validity.* ~~Preliminary subdivision plan approval shall automatically expire seven hundred and thirty (730) days from the date of written notice of approval, unless a complete application for final plat approval has been received by the planning department. Upon a request by an applicant, the planning commission may grant an extension of the preliminary subdivision plan approval time if it finds that extraordinary circumstances exist in a specific case. Unless the time period for validity has expired, approval of preliminary subdivision plans for a major subdivision shall confer vested rights and the subject subdivision (or subdivision phase) shall not have to comply with future changes in the subdivision regulations and/or the subdivision application fees. If, however, the preliminary subdivision plan approval expires, the preliminary plans must be resubmitted in conformance with the regulations in effect at the time of the application.~~ In accordance with Section 6-29-1510, et seq. of the South Carolina Code of Laws 1976, as amended, upon written notice of preliminary subdivision plan approval, the applicant shall have a vested right for two (2) years from the date of approval to submit an application for final plat approval. Failure to submit an application for either bonded plat or final plat approval within this time shall render the preliminary subdivision plan approval void. However, the applicant may apply to the planning department for a one (1) year extension of this time period no later than 30 days and no earlier than 60 days prior to the expiration of the preliminary subdivision plan approval. The request for an extension must be approved unless otherwise prohibited by an intervening amendment to this chapter, such amendment having become effective prior to the expiration of the approval. Likewise, and in the same manner, the applicant may apply for four (4) more one (1) year extensions. Any change from the approved site specific development plan that has not first been reviewed and approved by the planning department shall render the preliminary subdivision plan approval invalid.

# DRAFT

Preliminary subdivision plan approval allows the issuance of building permits or manufactured home setup permits in the name of the subdivision developer only, for one model dwelling unit per subdivision phase, as well as for a temporary construction office or storage structure or a temporary security office/quarters. However, approval must be obtained from DHEC for water supply and sewage disposal prior to building occupancy.

SECTION II. All remaining provisions of Ordinance No. 074-04HR shall remain in full force and effect.

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

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

SECTION V. This ordinance shall be effective from and after \_\_\_\_\_, 2005.

RICHLAND COUNTY COUNCIL

BY: \_\_\_\_\_  
Anthony G. Mizzell, Chair

Attest this the \_\_\_\_ day of  
\_\_\_\_\_, 2005

\_\_\_\_\_  
Michelle R. Cannon-Finch  
Clerk of Council

RICHLAND COUNTY ATTORNEY'S OFFICE

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

Public Hearing:  
First Reading:  
Second Reading:  
Third Reading:

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

**TO:** Planning Commission Members  
**FROM:** Carl D. Gosline, AICP, Land Development Administrator  
**DATE:** June 29, 2005  
**RE:** Subdivision and Street Name Approval

**Background**

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

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

**Action Requested**

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

APPROVED NAMES	GENERAL LOCATION
Ashley Estates S/D	Peachtree & Farming Creek Roads
Farrow Pointe S/D	Farrow & Hardscrabble Roads
Leesburg Acres S/D	Minor S/D off Leesburg Road
Meadow Brook	Future Development off Percival Rd

<b>PROPOSED STREET NAMES</b>	<b>GENERAL LOCATION</b>
Accolades Drive	Future Development on Longtown Rd (Northeast)
Applegate Lane	Chandler Hall off Bitternut Drive (Southeast)
Blue Sky, Suffix Undeter.	Mt Elon Acres, Ph 4, Mt Elon Church Rd (Southeast )
Cactus Wren, Suffix Undeter.	Future Mungo Development, Location Undetermined
Canopy Court, Suffix Undeter.	Future Willow Oaks S/D, (Blythewood)
Crossfox Court	Future Mungo Development, Location Undetermined
Dukes Hill Lane	Farrow Pointe S/D off Farrow & Hard Scrabble Roads
Fallen Timber, Suffix Undeter.	Future Mungo Development, Location Undetermined
Farrow Pointe Dr	Farrow Pointe S/D off Farrow & Hard Scrabble Roads
Fayssoux Way	Future Unnamed Commercial Park off Killian Road
Glaze brook Drive	Future Development off Percival Road (Northeast )
Grapefern, Suffix Undeter.	Future Rice Creek Farms S/D off Lee Road (Northeast )
House Wren, Suffix Undeter.	Future Mungo Development, Location Undetermined
Kitfox Court	Future Mungo Development, Location Undetermined
Marblseed, Suffix Undeter.	Future Rice Creek Farms S/D off Lee Road (Northeast )
Marsh Wren, Suffix Undeter.	Future Mungo Development, Location Undetermined
Mayapple, Suffix Undeter.	Future Rice Creek Farms S/D off Lee Road (Northeast )
Moonlight Trail, Suffix Undeter	Private Road off Congaree Road (Hopkins)
Opus, Suffix Undeter.	Future Mungo Development, Location Undetermined
Outer Wing, Suffix Undeter.	Future Mungo Development, Location Undetermined
Pinelilly, Suffix Undeter.	Future Rice Creek Farms S/D off Lee Road (Northeast )
Plume, Suffix Undeter.	Future Mungo Development, Location Undetermined
Popular Grove Lane	Farrow Pointe S/D off Farrow & Hard Scrabble Roads
Red Hawk, Suffix Undeter.	Future Mt Elon Acres, Ph 4 off Mt Elon Ch Road (Southeast)
Rocky Bank, Suffix Undeter.	Future Mungo Development, Location Undetermined
Rocky Branch Lane	Chandler Hall off Bitternut Drive (Southeast )

<b>PROPOSED STREET NAMES</b>	<b>SUBDIVISION/ ROAD LOCATION</b>
Rosebay, Suffix Undeter.	Future Rice Creek Farms S/D off Lee Road (Northeast )
Rushfoil, Suffix Undeter.	Future Rice Creek Farms S/off Lee Road (Northeast )
Rustling Oaks Dr	Chandler Hall off Bitternut Drive (Southeast)
Sailor Brook, Suffix Undeter.	Farrow Pointe S/D, Off Farrow & Hard Scrabble Roads
Screech Owl, Suffix Undeter.	Chandler Hall off Bitternut Drive (Southeast )
Shady Ravine, Suffix Undeter.	Future Mungo Development, Location undetermined
Speckled White, Suffix Undeter.	Future Mungo Development, Location undetermined
Stargrass, Suffix Undeter.	Future Rice Creek Farms S/D, Lee Road (Northeast )
Stoneroot Suffix Undeter.	Future Rice Creek Farms S/D, Lee Road (Northeast )
Swiftfox Court	Future Mungo Development, Location Undetermined
Teaberry, Suffix Undeter.	Future Rice Creek Farms S/D, Lee Road (Northeast)
Thimbleweed, Suffix Undeter.	Future Rice Creek Farms S/D, Lee Road (Northeast)
Trailing Edge, Suffix Undeter.	Future Mungo Development, Lee Road (Northeast)
Troutlilly, Suffix Undeter.	Future Rice Creek Farms S/D, Lee Road (Northeast)
Turkeybeard. Suffix Undeter.	Future Rice Creek Farms S/D, Lee Road (Northeast)
Under Trail, Suffix Undeter.	Future Mungo Development, Location Undetermined
Under Wing, Suffix Undeter.	Future Mungo Development, Location Undetermined
Upper Wing, Suffix Undeter.	Future Mungo Development, Location Undetermined
Wading Bird, Suffix Undeter.	Future Mungo Development, Location Undetermined
Wing Bird, Suffix Undeter.	Future Mungo Development, Location Undetermined
Wing Stripe Suffix Undeter.	Future Mungo Development, Location Undetermined
Winter Stripe, Suffix Undeter.	Future Mungo Development, Location Undetermined
Winter Wren, Suffix Undeter.	Future Mungo Development, Location Undetermined



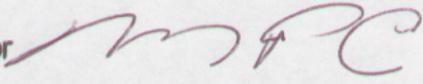
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**Richland County  
Planning and  
Development Services**

# Memo

**Date:** 6/30/05

**To:** Richland County Planning Commission

**From:** Michael P. Criss, AICP, Planning Director 

**Regarding:** Wholesale Trade Land Uses in the General Commercial Zoning District

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Rather than add more wholesale trade land use categories to the new GC General Commercial zoning district, staff is recommending that definitions of "retail trade" and "wholesale trade" be added to the Land Development Code. These definitions should be based on the language used by Zoning Administrator Geonard Price in the following letter on the topic.



**RICHLAND COUNTY, SOUTH CAROLINA**  
**PLANNING & DEVELOPMENT SERVICES DEPARTMENT**  
Zoning & Land Development Division  
Office: (803) 576-2180 Fax: (803) 576-2182

24 May 2005

L. Gregory Pearce, Jr.  
Vice Chairman  
Richland County Council  
810 Hampton Hill Road  
Columbia, South Carolina 29209

RE: Wholesale Trade in General Commercial Zoning District

Dear Councilman Pearce:

I have reviewed the letter submitted by Mr. Mike Duffy requesting a confirmation of his interpretation of Wholesale Trade in the new Land Development Code. It is my view that a more appropriate interpretation of this section would read:

*A business with a South Carolina sales tax retail license is presumed to be one or more of the retail, rather than wholesale, land use categories under the Richland County Land Development Code (effective date 7/1/05), assuming that the gross proceeds are predominantly from the retail sale of tangible property, as reported to the South Carolina Department of Revenue.*

The Zoning Administrator determines the classification of land uses within a zoning district. The decision(s) and interpretation(s) of the Zoning Administrator may be appealed to the Board of Zoning Appeals.

I must point out that this interpretation does not exempt the proposed land use(s) from any additional requirements, current and future, of the Land Development Code and other regulations.

Please call me if you have any questions or need additional information at 576-2174.

Sincerely,

A handwritten signature in black ink that reads "Geonard H. Price". The signature is written in a cursive style.

Geonard H. Price  
Interim Zoning Administrator

CC: Mike Duffy  
Ashley Bloom, Assistant County Administrator

USE TYPES	RU	RR	RS-E	RS-LD	RS-MD	RS-HD	MH	RM-MD	RM-HD	OI	NC	RC	GC	M-1	LI	HI
Sporting Goods Stores											P	P	P	P		
Television, Radio or Electronic Sales												P	P	P		
Tire Sales												P	P	P		
Tobacco Stores											P	P	P	P		
Truck Stops													P	P	P	P
Used Merchandise Stores											P	P	P	P		
Video Tape and Disc Rental											P	P	P	P		
Warehouse Clubs and Superstores													P	P		
<b>Wholesale Trade</b>																
Apparel, Piece Goods, and Notions													P	P	P	P
Beer/Wine/Distilled Alcoholic Beverages														P	P	P
Books, Periodicals, and Newspapers													P	P	P	P
Chemicals and Allied Products														P	P	P
Drugs and Druggists' Sundries														P	P	P
Durable Goods, Not Otherwise Listed														P	P	P
Electrical Goods														P	P	P
Farm Products, Raw Materials														P	P	P
Farm Supplies														P	P	P
Flowers, Nursery Stock, and Florist Supplies												P	P	P	P	P
Furniture and Home Furnishings																
Groceries and Related Products													P	P	P	P

USE TYPES	RU	RR	RS-E	RS-LD	RS-MD	RS-HD	MH	RM-MD	RM-HD	OI	NC	RC	GC	M-1	LI	HI
Hardware													P	P	P	P
Jewelry, Watches, Precious Stones													P	P	P	P
Lumber and Other Construction Materials														P		P
Machinery, Equipment and Supplies														P	P	P
Market Showrooms (Furniture, Apparel, Etc.)													SR	P	P	P
Metal and Minerals														P	P	P
Motor Vehicles														P	P	P
Motor Vehicles, New Parts and Supplies														P	P	P
Motor Vehicles, Tires and Tubes														P	P	P
Motor Vehicles, Used Parts and Supplies														P	P	P
Nondurable Goods, Not Otherwise Listed														P	P	P
Paints and Varnishes														P	P	P
Paper and Paper Products													P	P	P	P
Petroleum and Petroleum Products													P	P	P	P
Plumbing and Heating Equipment and Supplies														SR		SR
Professional and Commercial Equipment and Supplies														P	P	P
Scrap and Recyclable Materials																
Sporting and Recreational Goods and Supplies (Except Sporting Firearms and Ammunition)													P	P	P	P

USE TYPES	RU	RR	RS-E	RS-LD	RS-MD	RS-HD	MH	RM-MD	RM-HD	OI	NC	RC	GC	M-1	LI	HI
Sporting Firearms and Ammunition														P	P	P
Timber and Timber Products														P	P	P
Tobacco and Tobacco Products														P	P	P
Toys and Hobby Goods and Supplies													P	P	P	P
<b><u>Transportation, Information, Warehousing, Waste Management, and Utilities</u></b>																
Airports or Air Transportation Facilities and Support Facilities														P	P	P
Antennas	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR
Bus Facilities, Interurban												P	P	P	P	P
Bus Facilities, Urban												P	P	P	P	P
Charter Bus Industry													P	P	P	P
Courier Services, Central Facility														P	P	P
Courier Services, Substations										P		P	P	P	P	P
Landfills, Sanitary and Inert Dump Sites	SE															SE
Limousine Services													P	P	P	P
Materials Recovery Facilities (Recycling)														P	P	P
Power Generation, Natural Gas Plants, and Similar Production Facilities																P
Radio and Television Broadcasting Facilities (Except Towers)										P		P	P	P	P	



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Columbia, SC 29204

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