



lower richland county  
RICHLAND COUNTY STRATEGIC COMMUNITY MASTER PLAN



# LOWER RICHLAND



## Envisioning a Future

The Strategic Community Master Plan for Lower Richland envisions a future where communities continue to grow and prosper and lands valued for their natural, agricultural, or historical importance are conserved.







**RICHLAND COUNTY**  
strategic community master plans

## Lower Richland Community



### **PREPARED FOR:**

Richland County Government  
2020 Hampton Street  
Columbia, South Carolina

### **PREPARED BY:**

LandDesign  
223 North Graham Street  
Charlotte, NC 28202

### **IN ASSOCIATION WITH**

CDM Smith  
Miley & Associates, Inc.  
Quackenbush & Associates, Inc.  
RyanHarris

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## A Special Thanks to

Marie Barber Adams, Harriet Barber House

Buddy Atkins, Richland County Conservation Department

Kenya Bryant, Richland County Recreation Commission

Lt. Col. Tim Dotson, McEntire ANG

LaToya Grate, AICP, Richland County Planning Department

Lauren Gurniewicz, Congaree National Park

Bryan Hall, Conservation Manager, Camp McCrady

Tracy Hegler, AICP, Richland County Planning Department

Norman Jackson, Richland County Council District 11

Holland Leger, AICP, Richland County Planning Department

R.A. Perkins, Richland One School District

Dan Purini, Richland County Utilities

William McConnell, Fort Jackson

Andy Metts, Richland County Utilities

Suzanne Sanders, Richland County Health Department

Jason Shaw, City of Columbia Utilities

Nancy Stone-Collum, Richland County Conservation Department

Kelvin Washington, Richland County Council District 10

Stuart White, Congaree Land Trust





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# Introduction

## **The Strategic Community Master Plan for Lower Richland envisions a future where communities continue to grow and prosper and lands valued for their natural, agricultural, or historical importance are conserved.**

This plan is an effort coordinated by the Richland County Neighborhood Improvement Program (NIP) to fund master plans and improvement projects in Richland County. The vision of the Richland County Neighborhood Improvement Program is a healthy and happy community of high performing schools, quality infrastructure, parks and trails, and viable thriving neighborhoods and business corridors. Sustaining this quality of life requires coordination between many facets of the community: neighborhood organizations, military operations, businesses, schools, local government, etc. Thus NIP's mission is to coordinate and empower citizens with the resources necessary to achieve and sustain healthy and happy neighborhoods.

The Strategic Community Master Plan for Lower Richland is being created through community collaboration to define a direction for future growth and development in Lower Richland County. It is a policy document that conveys a future vision and the steps to achieve that vision. The Plan is intended to clearly reflect the community's expectations and desires and to guide decisions of Richland County staff, appointed and elected

officials, developers and others involved in local development-related activities. More importantly, it will facilitate consistency in the decision making that affects this area. Such decisions include those related to development proposals, regulatory changes, and public infrastructure investments, as each should support the implementation of the Plan.

The Strategic Community Master Plan for Lower Richland is the second community-based comprehensive plan generated for the Lower Richland area by the Richland County Neighborhood Improvement Program. In addition, several other planning efforts including the Southeast Richland Neighborhood Master Plan (SERN, 2005) and the ongoing Fort Jackson, McEntire Joint Land Use Implementation Plan address specific areas within Lower Richland. The Plan anticipates changes in Lower Richland over a twenty year time period. Its findings are based on a detailed analysis of existing and future demographic and market trends, environmental features and constraints, existing and planned infrastructure improvements, historical and cultural assets, existing and planned military operations, and land use and development trends.

*A complete report detailing the existing conditions in Lower Richland can be found in the Appendix B of this document.*

## Community Participation

Key to this process is a robust and inclusionary public engagement process. Community participation and input is critical in shaping the Strategic Community Master Plan for Lower Richland County. Understanding community values today ensures that this plan can support recommendations to maintain those priorities in the future. To inform citizens of meetings and invite their participation in the process, 13,277 postcards were mailed out to property owners before each meeting. In addition, 100 signs were placed throughout the area to notify residents of the plan and provide county contact information.

### STAKEHOLDER INTERVIEWS

Stakeholder interviews were conducted in the fall of 2012 to verify and supplement the data gathered and mapped, to explain the conditions observed and to further the understanding of issues and opportunities that affect the Planning Area. Stakeholder input supplements the input received directly from citizens and property owners participating in the process.

The stakeholders, include key personnel from County organizations and agencies as well as representatives of interest groups who can address questions about the following topics: schools, utilities, military, transportation, real estate, local businesses, neighborhoods, emergency services, government, economic development, parks and the environment.



*Open House Meeting, December 11, 2012  
Lower Richland High School Auditorium*



*Open House Meeting, December 11, 2012  
Lower Richland High School Auditorium*



*Open House Meeting, December 11, 2012  
Lower Richland High School Auditorium*

## COMMUNITY MEETINGS

A community open house was held on December 11, 2012 in the Lower Richland High School Auditorium. This meeting offered citizens and other stakeholders the opportunity to learn about the project, the process, and the related schedule, and to provide input. Over 95 people signed-in at the meeting. Attendees listed community assets that should be acknowledged in the plan as features to protect or to leverage for a better community in the future. Attendees provided input on possible community goals to guide the development of the Strategic Community Master Plan for Lower Richland County.

In January 2013, a two-day workshop provided an opportunity to work together to develop a future plan for Lower Richland. The draft concept was presented during a public meeting on January 29, 2013 at the Crossroads Community Center. Over 80 people signed-in at the meeting. All feedback provided during the community workshop was considered in the refined plan concept. A third and final community meeting was held April 4, 2013 at Eastover Park. During this meeting approximately 37 community members reviewed the final plan, discussed recommendations to implement the vision and prioritized action steps.

All feedback provided in community meetings is located in Appendix C of this report.

## WEBSITE

In addition, to augment the input gathered through meetings, a Web site (<http://wikiplanning.org>) was created so Lower Richland residents, property owners, business owners and other stakeholders could take a survey and submit comments and questions in response to information posted to the site. Such input was recorded and, like the input shared at the community meeting, was used to clarify the issues and desires of the community. The website also provided project information including a schedule, project materials, and contact information. Those who logged into the site received automatic updates on meeting dates and locations.



*Community Workshop, January 29, 2013  
Crossroads Community Center*



*Community Workshop, January 29, 2013  
Crossroads Community Center*



*Final Community Meeting, April 4, 2013  
Eastover Park*

40 169

## HOPKINS

This rural community grew up around the plantation of John Hopkins (1739-1775). Hopkins, a native of Virginia, settled here in 1764. A surveyor and planter, he was later a delegate to the First Provincial Congress of 1775. Between 1836 and 1842, when the South Carolina RR line from Kingville to Columbia was completed, a turntable was named "Hopkins' Turnout" for the family.

(Continued on other side)

CREATED BY SOUTH EAST RURAL COUNCIL OF DISTRICTS, 1971

Welcome  
TO  
Historic Village of Hopkins

Founded 1836, Circa

# Lower Richland Profile

**Lower Richland is an area rich in natural, cultural and community amenities. Elected officials, County staff and community stakeholders realize that in order to sustain and enhance the quality of life valued by residents it is necessary to balance development opportunities with the need to preserve the natural, agricultural and historic assets of the region.**

## Planning Area

Richland County is located on the eastern edge of the Piedmont Plateau and the western edge of the Atlantic Coastal Plain. The Lower Richland Planning Area is located in the southeast portion of Richland County. The Planning Area consists of 326 square miles. It begins southeast of Columbia and is bounded by Leesburg Road, the county line to the north, the Wateree River to the east, and the Congaree River on the south.

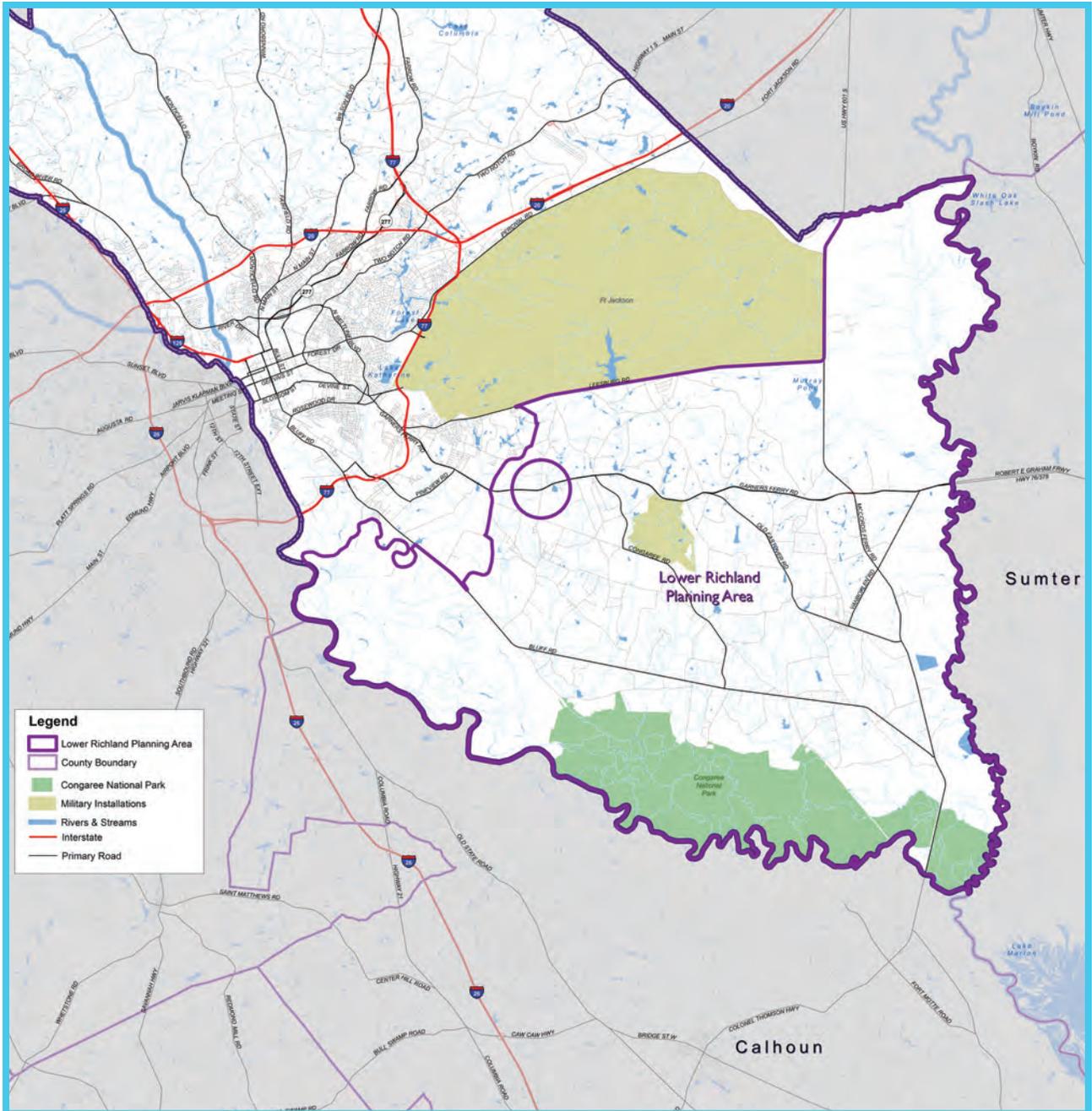
The history and development of Lower Richland is closely tied to the land. The Congaree Indians first found home in the bottomland hardwood forests of the river. Hernando DeSoto passed through the area and established Spanish outposts during his exploration of the southeastern United States. During the American Revolution, Francis Marion, also known as the Swamp Fox, eluded British forces in the Congaree. Following the Revolution, the rich soils of Lower Richland provided for a thriving and prosperous economy based on cotton and slave labor. After the Civil War and Reconstruction, the State of South Carolina, became “the only southern

state to promote the redistribution of land for the benefit of freed men and women, as well as landless whites.<sup>1</sup>” With newly acquired lands, African American families quickly established themselves and grew in terms of both influence and affluence.

During the late 1800s, Lower Richland had the most population in the County second to Columbia. Along with the new farms, more families began to settle around the existing rail line connecting Columbia to the coast. Kingville, Acton, Eastover, Gadsden, Hopkins and Wateree all become centers of activity complete with post offices, merchants, schools, churches and other small agriculture-based operations. Following the World Wars, the railroads were replaced by the interstate highway system and the population of Lower Richland slowly declined as more and more families moved from the country to the urban centers such as Columbia, Atlanta and Chicago seeking employment opportunities.

In recent history, the area has developed with the growth of three significant military operations, Fort Jackson, Camp McCrady

<sup>1</sup> Prized Pieces of Land: The Impact of Reconstruction on African-American Land Ownership in Lower Richland County, South Carolina, USC, 2009.



**Exhibit 1: Planning Area Map**

and Camp McEntire. In addition, major employers such as Westinghouse and International Paper located facilities in the area. In 2003, the Congaree Swamp National Monument was designated as a National Park. This plan accommodates changes such as these in Lower Richland while preserving the area’s cultural identity and unique natural resources. This plan

recognizes the opportunity to reinvigorate the farming and forestry economy in Lower Richland. Successful agribusiness operations allow for the preservation of the cultural heritage of the area, provide a compatible use to neighboring military operations, conserve the agricultural landscape and rural feel valued by existing residents and provide local jobs.

## Guiding Principles

### COMMUNITY IDENTITY

Resilient communities with unique histories define the cultural identity of Lower Richland. From historic Hopkins to the newer neighborhoods, residents seek to preserve community character and define a future direction that allows for opportunities to enhance their quality of life. Stakeholder feedback and input given at community meetings suggest that the rural landscape, natural assets and the 'being out in the country' feel of Lower Richland are key values not to be compromised as the area grows. However, residents also indicated a need for additional jobs and community services such as health facilities and more retail and restaurant options. This plan looks to balance the desire to maintain the area's rural character with additional development opportunities.

### MISSION OPERABILITY

Three large military operations call Lower Richland home. The McEntire Air National Guard military base, home of the South Carolina Air National Guard's 169th Fighter Wing is located south of Garner's Ferry Road in the center of the Planning Area. Fort Jackson, a U.S. Army installation, and Camp McCrady, a training site for the Air National Guard, are located north of Leesburg Road, just outside of the Planning Area. In addition, Shaw Air Force Base in Sumter is only 20 miles from the study area.

Currently, there is an effort to identify compatible uses in Lower Richland as part of an update to the Joint Land Use Study (JLUS) completed in 2009. Specifically the southern boundary of Fort Jackson and Camp McCrady, Leesburg Road and the area immediately around McEntire are being studied.

Ensuring mission operability is critical not only for the Planning Area but also for Richland County and the State of South Carolina. This plan supports the unique needs of the military with the community's interests and preserves mission operability by suggesting recommendations that balance military and economic interests with community needs.



*The Harriet Barber House, listed on the National Register of Historic Places, is the only freedman's dwelling still remaining from the Land Commission Program.*



*Fort Jackson provides 50 percent of the Army's Basic Combat Training and trains 60 percent of the women entering the Army each year.*

## CONSERVATION OF THE COWASEE BASIN

Lower Richland is nestled between two significant rivers, the Congaree to the south and the Wateree to the east. Along with the Upper Santee River, these three waterways make up the Cowasee Basin. The high bluffs along the Wateree and the rich bottomlands of the Congaree not only host a rich biodiversity of plant and animal species but have provided the backdrop to many significant historical and cultural events in Lower Richland's history. As previously mentioned, Hernando DeSoto and Francis Marion, among others, have traipsed through the forests and waters of the Cowasee.



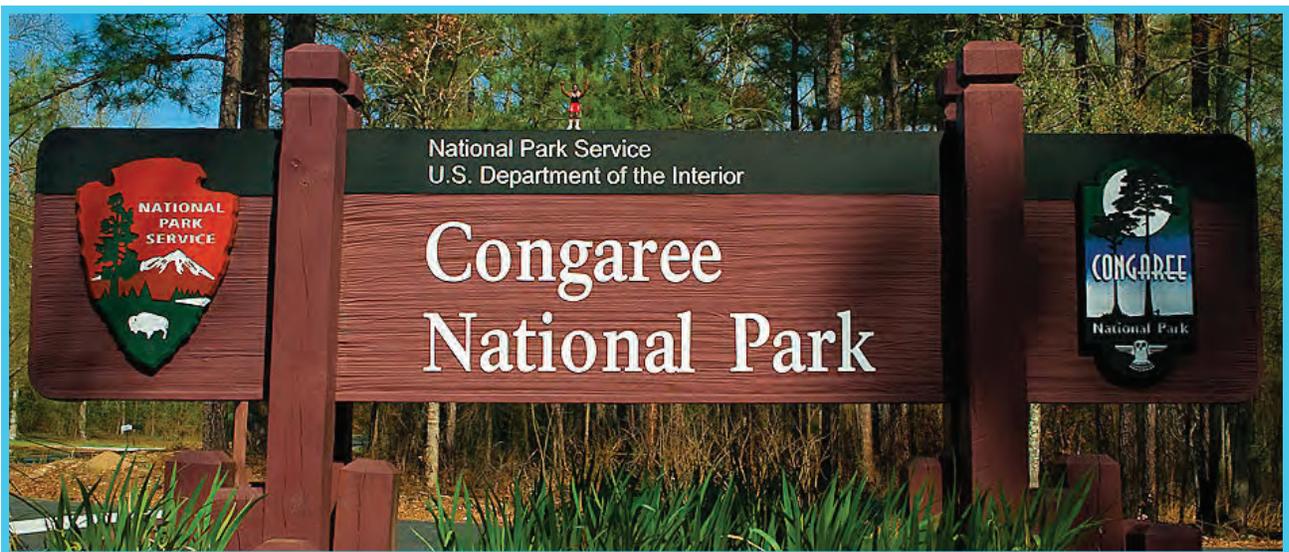
*The Congaree River feeds the vast bottomland swamps in the southern portion of the study area.*

Today, the Congaree Land Trust, military installations and the Richland County Conservation Commission are actively involved in conservation efforts in Lower Richland. The Congaree Land Trust has over 9,426 acres of conservation easements in Richland County, many of which are located in the Planning Area. This plan recognizes the economic, cultural, historic and ecological value of conservation in these areas and recommends mechanisms to support ongoing efforts.

## CONGAREE NATIONAL PARK

Included in this basin is the Congaree National Park, South Carolina's only National Park. This 26,020-acre park "protects the largest contiguous area of old growth bottom land hardwood forest remaining in the United States." According to the National Park Service, the Congaree has one of the most diverse forest communities in North America .

The park offers a variety of recreational and educational opportunities including guided canoeing and kayaking, fishing, ranger-led walks, birding, camping and numerous hiking trails. A recent Michigan State study suggests that, "the park's spending supports 48 jobs in the area " and contributes approximately \$2.93 million dollars to the local economy.



*Over 120,000 visitors traveled through the Congaree National Park in 2012.*

In addition to its economic contributions, the Park protects the critical and rare old growth bottom land hardwood forest. In addition, there are 22 different plant communities, over 80 species of trees, over 170 bird species, 60 reptile and amphibian species and 49 fish species that call the park home. One key theme guiding recommendations in this plan is the promotion of economic development and tourism opportunities while protecting this unique resource.

## AGRICULTURAL ECONOMY

For generations, Lower Richland thrived as an agriculture-based economy. From cotton to timber, the area's lands provided for the wealth and prosperity of its owners. Today farms and timber lands make up over 50% of the Planning Area. This includes everything from small organic farms to large corporate timbering operations. However, this way of life and economy is threatened. Similar to national and regional trends, farmers and farmland are a disappearing resource. From 2002 to 2007, Richland County lost 65 farms covering nearly 4,489 acres to development (source: Clemson Cooperative Extension).

Lower Richland is one of the few areas left in Richland County that could support viable farming operations. The rich sandy loam soils in the central portion of the Planning Area are considered prime farmland or farmland of statewide importance by the Natural Resources Conservation Service. Interestingly Lower Richland contains roughly half of the prime farmland and farmland of statewide importance that exists in Richland County (88,000 out of 207,000 acres).

This plan recognizes the opportunity to reinvigorate the farming and forestry economy in Lower Richland. Successful agribusiness operations allow for the preservation of the cultural heritage of the area, provide a compatible use to neighboring military operations, conserve the agricultural landscape and rural feel valued by existing residents and provide local jobs.



*Lower Richland contains roughly half of the prime farmland and farmland of statewide importance that exists in Richland County.*



*Farms and timberland make up over 50% of the Planning Area.*

## Issues & Opportunities

The State of South Carolina suggests nine elements be included in the Comprehensive Planning Process including population, economic development, natural resources, cultural resources, community facilities, housing, land use, transportation and priority investment areas. This report identifies issues and opportunities for the first eight elements based on an analysis of the existing conditions and supplemented with feedback from stakeholders.

### POPULATION GROWTH



Annual Swampfest is a celebration of local culture.

#### Opportunities

- Lower Richland County's population will continue to grow at around .63% each year. This growth rate is well below County and State averages indicating slow, but consistent growth each year.
- Changing demographics in the Planning Area, such as the growth of the senior-aged cohort and decreasing household size, indicate a shift in consumer preferences for smaller, more accessible housing.

#### Issues

- There is a lack of diverse housing options in the Planning Area. According to national trends, there is a shift in consumer demand for more apartments, townhomes and small-lot single family homes. Much of this demand is driven by the baby-boomer and millennial age-cohorts.

### LAND USE



Lower Richland Farmland is some of the most productive land in the state.

#### Opportunities

- With additional private and/or public investment, the Southeast Richland Neighborhood could develop as suggested in the SERN Plan.
- Existing land use in the Planning Area today supports a variety of objectives including preservation of the rural landscape, compatibility with military installations, conservation efforts and preservation of agriculture lands for local food production.

#### Issues

- The mix of residential and nonresidential uses is not very diverse, which affects the area's ability to support a strong tax base.
- Military operations' impact (noise, odor, visual) residential development within identified military zones near McEntire ANG, Fort Jackson and Camp McCrady.

- Current zoning prohibits certain types of commercial and service land uses, such as restaurants, that may be appropriate in certain sections of the Planning Area.
- Investment in infrastructure in the southern and eastern portion of the Planning Area could increase pressure for additional development, which might preclude the preservation of open space for future agriculture purposes, maintenance of the rural character of this area, and protection of key habitats for rare species and game animals.
- The low-density pattern of development is contributing to the challenges of providing infrastructure and services.

## ECONOMIC CONDITIONS



McEntire Air National Guard Base is the home of SC ANG 169th Fighter Wing.

### Opportunities

- Proximity to key regional “economic drivers,” such as the military installations, including Shaw Air Force Base, downtown Columbia, USC and the Congaree National Park could have a positive impact on the Lower Richland economy. For example, Lower Richland could develop as a hub for recreation and cultural tourism.
- Several interstates including I-20, I-26, I-77 and I-95 are located within a 15-minute drive of Lower Richland. Proximity to these facilities could attract warehousing and logistics businesses, bringing jobs to the area.

### Issues

- There is a lack of high-wage jobs in the Planning Area.
- Farming operations, once the mainstay of the Lower Richland economy, have suffered a significant decline in recent years due to the land fragmentation, an aging farmer population and a lack of a cash crop such as cotton or tobacco.

## HOUSING



Newer neighborhoods in Lower Richland are suburban in scale and character.

### Opportunities

- Land in Lower Richland is less expensive than neighboring areas with similar access to downtown Columbia and Fort Jackson.
- An aging population could increase need for more housing options for seniors who choose to remain in Lower Richland.
- Decreasing household size could result in demand for smaller homes and expanded choice in housing types to suit various lifestyles.

### Issues

- Housing options in the planning area are limited.
- Existing housing stock is aging and energy inefficient.
- Vacant residences lead to safety and blight concerns.
- Military operations impact (noise, odor, visual) residential development within identified military zones near McEntire ANG, Fort Jackson and Camp McCrady.

## COMMUNITY CHARACTER



*St. John's Episcopal Church is one of several historic churches in the area.*



*Leesburg Plaza is representative of the strip-commercial development currently in the area.*

### **Opportunities**

- Rural character.
- Historic communities.
- Bucolic landscapes.
- Established neighborhoods.
- Distinct churches.

### **Issues**

- Commercial “strip” development that has occurred along Leesburg Road and Garners Ferry Road does not serve to create a distinct character for Lower Richland.

- Vacant commercial and residential structures are blighted.
- New developments lack character and distinguishing elements.
- Litter is an increasing issue in some communities.

## TRANSPORTATION

### **Opportunities**

- The Central Midlands Regional Transit Authority (CMRTA) identified potential future transit opportunities for the Lower Richland Planning Area including a new Hopkins Limited Stop Express route.
- CMRTA is also studying strategies to provide rural areas with transportation solutions to assist residents of these communities with their mobility needs.
- There is funding for a multi-use path on a section of Lower Richland Boulevard.
- The Palmetto Trail, a statewide trail, runs through the Planning Area along Leesburg Road and picks up again east of the Wateree River.

### **Issues**

- Intersection operational improvements are needed along many of the main east-west corridors within the Planning Area.
- Congestion during peak hours at the entrance to Camp McCrady on Leesburg Road causes a queue of cars in the main roadway.
- There is a lack of safe pedestrian and bike facilities connecting key community facilities such as parks and schools.
- The lack of connectivity in the current road network affects circulation, which exacerbates issues related to congestion and public safety.
- Safety improvements are needed along Garners Ferry to improve driver awareness.

- If bike/pedestrian facilities along the roadway are built, then access across the rail line will need to be upgraded to meet the American with Disabilities Act (ADA) requirements.

## ENVIRONMENT AND NATURAL RESOURCES



*Lower Richland is home to the largest bottomland hardwood forest in the United States.*

### **Opportunities**

- Water is abundant; there are few waters classified as impaired.
- Carolina Bays are a unique geological feature in the Planning Area.
- The Congaree National Park contains the largest contiguous area of old-growth bottomland hardwood forest remaining in the United States Area.
- The natural features, such as riparian and bottomland forests, contribute to the quality and character of the area.
- The area is not overly developed; the open space that exists contains valuable working farmland as well as important natural habitats and wildlife corridors.
- Some soils are prime farmland or soils of statewide importance and are therefore suitable for agricultural purposes.
- Improved access to farmers markets and adoption of specialty crops may improve economic viability

of farming smaller land holdings.

- There is a long history of forestry activities in the area due to soils that provide high growth rates.
- Many privately owned sportsman (hunting and fishing) clubs are located in the area providing wildlife habitat and outdoor recreational opportunities for members.
- Residents consider air quality to be good.

### **Issues**

- Floodplain makes up 21% of the land area with the majority located along the Congaree River. Floods pose a threat to some existing residences and impede circulation along some roadways.
- Hydric soils and soils with limited septic tank absorption capacity present challenges for development.
- Many areas along the Wateree exceed 10% slope; some bluffs exceed 25% slope.
- There are threatened and endangered species in the area including the Bald Eagle, Red-Cockaded Woodpecker, Flatwoods Salamander, Gopher Frog, Big-eared Bat, Pine Barrens Treefrog, Spotted Turtle and Ground-Dove.
- Suburban development encroaching on existing agricultural and forestry operations may result in land use conflicts.
- Fragmentation of forests and habitat can impact rare species and game animals that utilize wildlife corridors that extend beyond the borders of the Congaree National Forest.
- There are a few water bodies that are classified as 303d Impaired Waters. These include parts of the Congaree River (Pathogen/Fecal Coliform), Cedar Creek (Impaired Macroinvertebrate Biota) and Tom's Creek (Fecal Coliform).

## PARKS, RECREATION, GREENWAYS AND OPEN SPACE



*Hopkins Park is one of seven recreation facilities in the area.*

### **Opportunities**

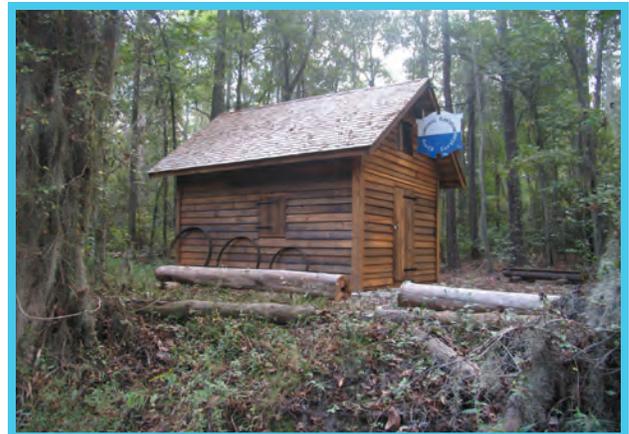
- Parks and the recreational facilities are abundant in Lower Richland. There are seven facilities in the Planning Area, many with new community centers.
- In addition to existing facilities, four neighborhood parks are planned for the Lower Richland area. The locations of these facilities have yet to be determined.
- There is strong community support for parks and recreation in Lower Richland.
- There are opportunities for shared use agreements between community facilities and medical providers to provide a critical service needed in the area.
- The Palmetto Trail, a statewide trail system, traverses the study area. The Fort Jackson Passage is a 14-mile section through the installation and along Leesburg Road that connects the Capital City Passage with the yet to be completed Wateree Passage into Sumter County.
- Visitorship to the Congaree National Park continues to increase over time. In 2012, over 109,685 people visited the Park.
- There is support for greenways connecting key community facilities such as parks and schools.

- The Congaree National Park offers a variety of recreational and educational opportunities including guided canoeing and kayaking, fishing, ranger-led walks, birding, camping and numerous hiking trails.
- The Congaree River and Cedar Creek canoe trails provide canoeing and kayaking opportunities. Additional access points along the Wateree River could attract additional recreational paddling enthusiasts.

### **Issues**

- Pedestrian and bicycle connections between park facilities are needed to improve access for residents.

## CULTURAL AND HISTORIC RESOURCES



*Goodwill Plantation is one of many historic sites in Lower Richland.*

### **Opportunities**

- There is an abundant concentration of historic sites in Lower Richland.
- There is a strong sense of preservation in the community. Existing organizations such as the Southeast Rural Community Outreach are actively promoting Lower Richland's historic assets.

- Community festivals, such as the Swamp Fest, celebrate Lower Richland's history.

**Issues**

- There is a lack of funding to support continued preservation of some of these assets.
- There is a lack of local and regional awareness and appreciation of the cultural and historic assets in the Planning Area.

**UTILITIES**



*Most homes in the rural areas of Lower Richland County operate on well and septic systems.*

**Opportunities**

- City of Columbia could provide a north-south water main connection to existing water along Leesburg and Garners Ferry Roads that would complete the water main loop and increase service reliability and capacity in the northwest portion of the Planning Area.
- As noted in the 2010 Sewer Service Agreement between the City of Columbia and Richland County, the County is to assume management of all wastewater facilities in Lower Richland by 2016.

**Issues**

- The low density pattern of development contributes to the challenges of providing water

and sewer services. There are too few customers to justify the costs of utility extension.

- Water pressure is low in some areas, which affects fire protection.
- Private utility systems, such as the water system in Hopkins, are operating in the area and could create issues in developing a single County system.

**COMMUNITY FACILITIES AND SERVICES**



*The Crossroads Community Center was renovated in 2011.*

**Opportunities**

- There are several recently renovated/constructed community centers in the area that could serve multiple functions.
- The Garners Ferry Sports Complex opened in July 2013 and includes a new senior center and technology center for residents of Lower Richland.

**Issues**

- There are a lack of affordable and urgent care medical facilities in Lower Richland.
- Stakeholders suggest that there is an increase in vandalism in the area.
- There is perception that schools in Lower Richland need improvement.



Photo Credit: National Park Service

# A Plan for Lower Richland

**The Strategic Community Master Plan for Lower Richland envisions a future where communities continue to grow and prosper and lands valued for their natural, agricultural, or historical importance are conserved.**

The Lower Richland Future Land Use Map is a conceptual representation that illustrates the development patterns stakeholders, elected officials and citizens of Lower Richland envision for the future of the Planning Area. The map is descriptive, not prescriptive, conveying the community's desires for the future and the flexibility needed to accommodate unforeseen opportunities that may achieve the community's new vision in exciting ways.

## Subareas & Recommendations

Six land use subareas are depicted on the map. Each is intended to indicate a predominant land use—or set of uses—as well as other features that define the character of the area. Each description is consistent with the ideas and vision the community has for the future of each subarea. These descriptions do not suggest a change to existing development within each subarea; instead, they suggest a set of recommendations and list qualities to be embodied by new development and redevelopment. Supporting all subareas are a set of transportation and general recommendations.

**SUBURBAN TRANSITION AREA**

**RURAL RESIDENTIAL AREAS**

**MILITARY COMPATIBILITY ZONES**

**NODES OF ACTIVITY**

**COWASEE CONSERVATION CORRIDOR**

**AGRICULTURAL AREA**

**TRANSPORTATION**

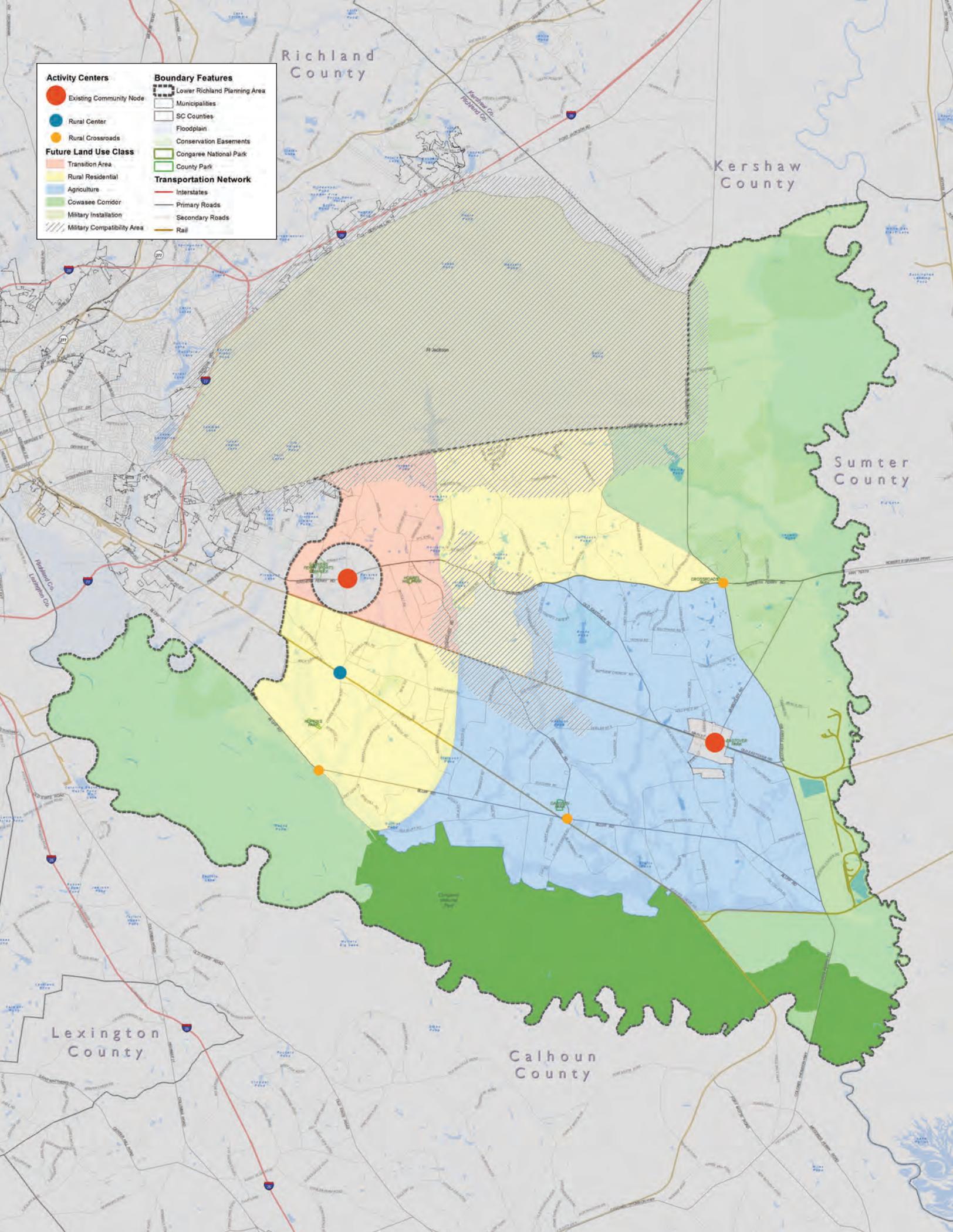
**GENERAL RECOMMENDATIONS**

## Future Land Use Map

The map's features include the following:

- Clearly defined and delineated land use areas that reflect the community's desire to direct growth in specific areas and protect the area's natural, cultural and historic assets;
- Existing community nodes, including the areas already planned for in the Southeast Richland Neighborhood Master Plan and Eastover;
- Future nodes, where with investments in infrastructure and facilities, development could occur;
- Transportation network improvements that support the future land use pattern envisioned by the community.

Activity Centers	Boundary Features
Existing Community Node	Lower Richland Planning Area
Rural Center	Municipalities
Rural Crossroads	SC Counties
Future Land Use Class	Floodplain
Transition Area	Conservation Easements
Rural Residential	Congaree National Park
Agriculture	County Park
Cowasee Corridor	Transportation Network
Military Installation	Interstates
Military Compatibility Area	Primary Roads
	Secondary Roads
	Rail



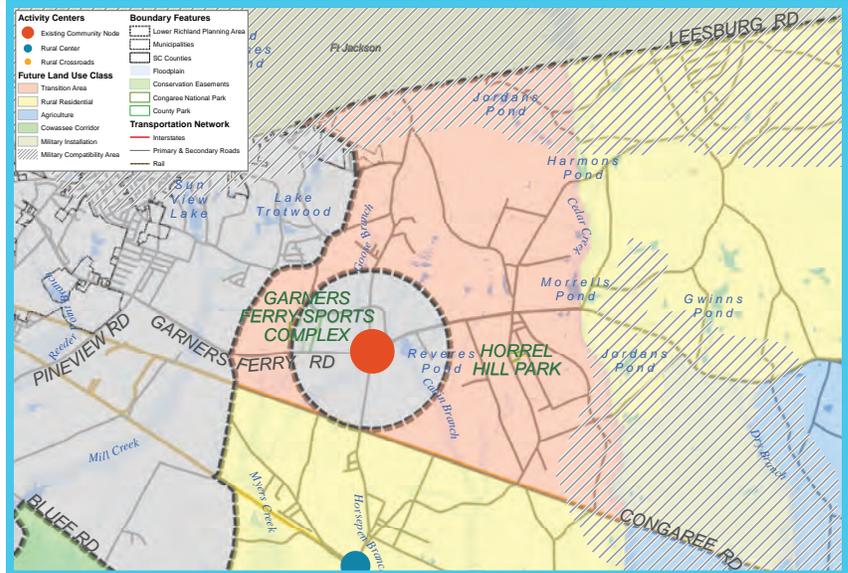
# PLANNING AREA

## Suburban Transition Area

### SUBURBAN TRANSITION AREA RECOMMENDATIONS\*

- Incorporate the recommendations from the Southeast Richland Neighborhood Master Plan (SERN) into the Lower Richland Strategic Community Master Plan.
- Invest in projects that improve driver awareness along Garners Ferry.
- Identify and prioritize sidewalk and greenway connections to existing community facilities such as the Lower Richland High School and Garners Ferry Sports Complex.
- Promote a variety of housing types including townhomes and apartments.
- Provide additional utility service to increase service reliability and capacity.
- Promote development that is respectful of existing neighborhoods, as well as natural, agricultural and historic resources.

\*partial list



**Exhibit 3: Suburban Transition Area highlighted in red. See Appendix A for map enlargement.**

The northwest portion of the Planning Area is a place in transition. Driven by the proximity to Columbia and Fort Jackson, availability of existing infrastructure and relatively affordable land prices, the suburban footprint of Columbia is slowly extending westward into Lower Richland. The Suburban Transition Area is defined as the northwest portion of the Planning Area bounded by Trotter Road and Bitternut Road to the west. The eastern boundary is formed by the series of wetlands and streams connecting Jordan’s Pond, Harmon’s Pond and Morrell’s Pond. The northern border is Leesburg Road; the southern border is formed by the rail line along Air Base Road.

In 2005, the County recognized a smaller portion of the Lower Richland area as a Priority Investment Area and commissioned the Southeast Richland Neighborhood Master Plan (SERN) to help guide and balance development in this section of the County. This plan recognizes the recommendations of the SERN plan and reinforces its findings.

Within this Suburban Area is the Southeastern Richland Neighborhood Master Plan (SERN) Planning Area. The SERN Planning Area is defined as the vicinity generally within a one-mile radius from the intersection of

Lower Richland Boulevard and Garners Ferry Road. This plan supports the SERN’s findings that this area is envisioned as a place that could support a concentrated mix of retail, commercial and residential uses. Through the public engagement process, many of the residents of Lower Richland agree that the area would benefit from additional services such as a medical facility and a grocery store. Retail shops and restaurants are also desired by community stakeholders.

Building on the SERN, this plan suggests recommendations to guide development of these services in a way that enhances the community and creates a sense of place. Small-scale pockets of commercial activity connected to apartments and/or townhomes by sidewalks and plazas create a walk-

able, pedestrian-friendly shopping destination. Traditional strip-developments, the type that can be found in “anywhere USA,” lack identity and often result in single-destination trips. Alternatively, a destination with a mixture of uses, including restaurants, retail and services creates a place where people want to visit and linger. In addition to commercial development, new housing development should not be limited to traditional ¾-acre single-family lots. To accommodate shifts in demographic trends and buyer preferences, a range of housing options including single-family, townhomes and apartments is appropriate.

Development in this area should be balanced with community-supported preservation of critical open spaces and waterways. As a gateway into Lower Richland, the

Suburban Area should highlight many of the qualities valued by residents of the area. Key wooded areas should be preserved to maintain natural viewsheds. In addition, streams, ponds and wetlands, especially Carolina Bays, should be protected from development. Open spaces and/or parks should be integrated into all new developments.

In addition to the type and scale of development, particular attention to connections between and within these areas is critical to enhancing existing and future residents’ quality of life. Greenways and sidewalks connecting neighborhoods to facilities are needed to provide a safe pedestrian route for the community. Additional road connections and intersection improvements are suggested to enhance mobility.



**Exhibit 4: Southeastern Richland Neighborhood Master Plan Planning Area**  
 See Appendix A for map enlargement.

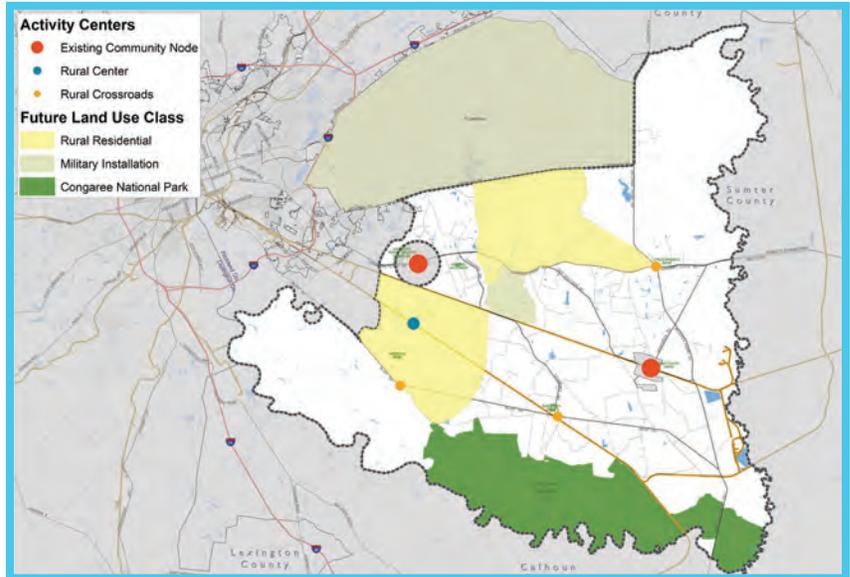
PLANNING AREA

# Rural Residential Areas

## RURAL RESIDENTIAL AREAS RECOMMENDATIONS\*

- Improve intersections to enhance mobility and safety along main corridors.
- Identify and prioritize sidewalk and greenway connections to existing community facilities such as schools and parks.
- Ensure housing is safe, energy-efficient and accessible.
- Identify and protect critical natural assets and wetlands including Carolina Bays.
- Consider developing buffers around key historic and cultural assets to protect the integrity of the site.
- Identify vacant and blighted structures and determine appropriate courses of action to ensure community health and safety.

\*partial list



**Exhibit 5: Rural Residential Areas highlighted in yellow. See Appendix A for map enlargement.**

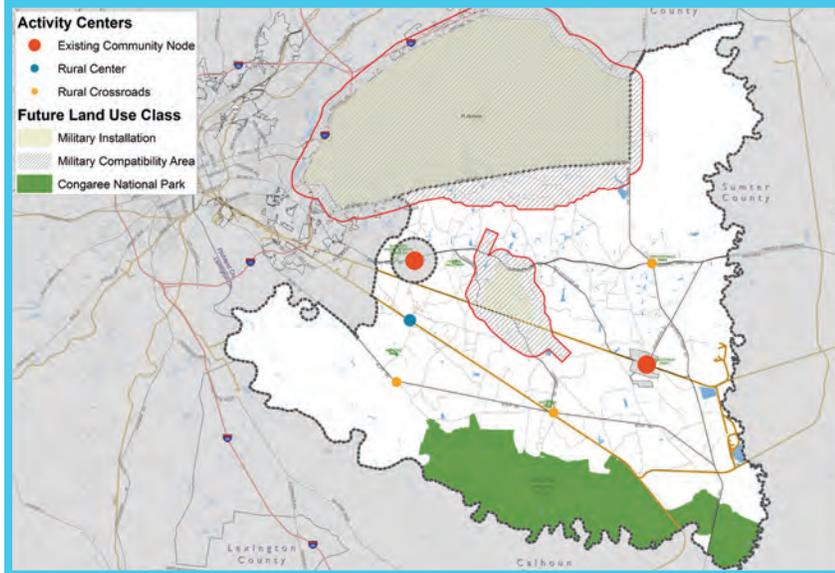
Lower Richland has long been a place people call home. Early settlers chose the area for its rich soils, scenic landscapes and abundant natural resources. Some of the same reasons people originally chose Lower Richland remain true today. Existing residents value the rural setting, natural amenities and the “being in the country” feel of the area.

Lower Richland offers an alternative to the urban and suburban areas of Columbia and Richland County. Balancing the desire to protect this way of life with development pressures is one of the objectives of this plan. Existing constraints (i.e., limited water and sewer service, environmental constraints) will limit the amount of development that will occur in this area over the next twenty years. However, any new development that does occur should be compatible to existing residential and respectful of existing agricultural operations and historic properties.

Current rural zoning allows for one residential unit per 33,000 square feet in the Rural Residential Area of Lower Richland. Future growth should respect this standard. In addition, where appropriate, developers should preserve critical natural or historic resources through context sensitive development methods such as conservation subdivisions. In addition, in order to preserve the rural feel of the area, significant hardwood trees, naturally vegetated areas, and wetlands, particularly Carolina Bays, should be preserved.

## PLANNING AREA

# Military Compatibility Zones



**Exhibit 6: Military Zones**  
*See Appendix A for map enlargement.*

Within the Rural Residential areas are two zones identified by the military that represent the Accident Potential Zone (APZ) of McEntire National Guard Base and the Artillery Noise Contour of Fort Jackson and Camp McCrady. Currently there is an effort underway to identify and implement compatible growth strategies within these areas of concern. As noted in the current Comprehensive Plan, “maintaining the compatibility of land uses around the military installations and reducing potential conflicts between the neighboring community and the mission of these military bases is imperative.”

Three types of nodes are represented on the Future Land Use Plan.

## MILITARY ZONES RECOMMENDATIONS

- Partner with the JLUS Implementation Team to develop Comprehensive Plan language to promote community/military coordination.
- Incorporate JLUS Implementation Plan recommendations for the identified areas of concern around Fort Jackson, Camp McCrady and McEntire JNGB.
- Incorporate JLUS Implementation Plan recommendations for the areas of concern around Fort Jackson
- Keep residential density very low in these areas to reduce nuisance conflicts between neighborhood residents and military operations.

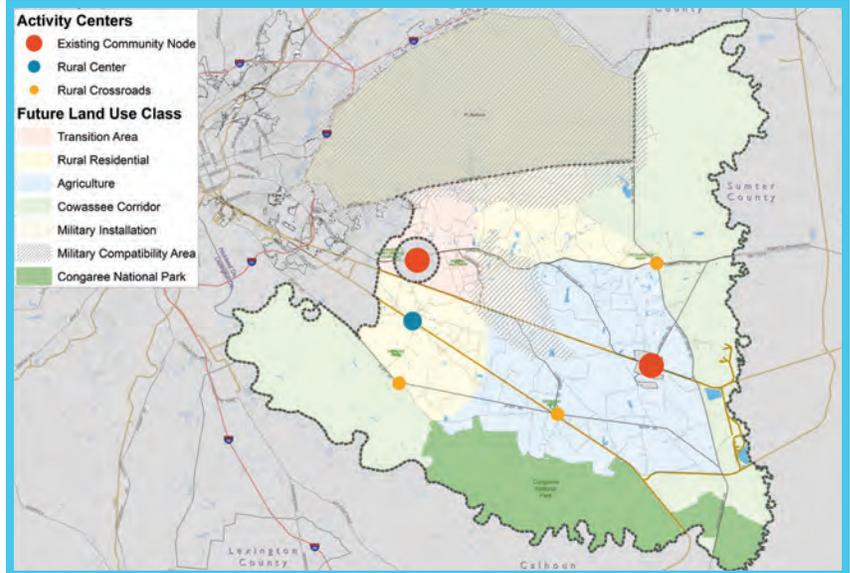
# PLANNING AREA

## Nodes of Activity

### NODES RECOMMENDATIONS\*

- Upgrade the rail crossing to meet ADA requirements for new bike/pedestrian facilities.
- Improve intersections to enhance mobility and safety along main corridors.
- Identify and prioritize sidewalk and greenway connections to existing community facilities such as schools and parks.
- Establish a Lower Richland Heritage Corridor visitor’s center in the Hopkins area.
- Consider developing buffers around key historic and cultural assets to protect the historic integrity of the site.
- Promote development that is respectful of existing neighborhoods, as well as natural, agricultural and historic resources.

\*partial list



**Exhibit 7: Nodes of Activity**  
See Appendix A for map enlargement.

These are either existing areas of activity or key areas that could accommodate new growth and development with supporting infrastructure investments. Each type of node has a distinct character and purpose. The following descriptions elaborate on the quality of place envisioned in each node.

### Existing Community Nodes

As previously mentioned, there are two areas within the Planning Area not included in this process. The Southeast Richland Neighborhood (SERN) in the Suburban Area was identified by the County as a Priority Investment Area during a county-wide comprehensive planning effort. In 2005, a master plan was created for this area. This plan, the Lower Richland Strategic Community Master Plan, supports the vision of the SERN and reinforces its findings through complementary recommendations.

Eastover, an incorporated jurisdiction within Lower Richland County, is also an existing community not planned for in the scope of this effort. The Strategic Community Master Plan for Lower Richland County recognizes Eastover as an asset in Lower Richland and suggests recommendations for complementary land uses.

### **Rural Center**

Hopkins is identified as a Rural Center on the Future Land Use Plan. Hopkins was originally settled by plantation owners who used slave labor to clear land, harvest crops and establish a community. After Emancipation, many of the freedmen and freedwomen acquired the lands they originally worked through the South Carolina Land Commission Program. Hopkins grew as a center of African-American community and commerce. A stop on the rail line from Charleston to Columbia added to its importance as a hub of activity in the Lower Richland community. Today Hopkins re-

mains a center of activity; there are a number of community facilities in the area including schools, parks and churches.

With a significant concentration of historic and cultural landmarks, Hopkins could serve as the origination point for the Lower Richland Heritage Corridor Tour and as the gateway into Lower Richland. By orienting a few commercial buildings across from a central community green the area could develop as a vibrant rural village center. In addition, the green could host many of the annual events and festivals held in the community.

With appropriate infrastructure investments, Hopkins could support additional single-family residential complementary to existing neighborhoods. By attracting additional residents to the area, the once thriving community can begin to reinvigorate itself. In addition to a few roadway improvements, a greenway system connecting residents to the schools, parks and churches is needed to provide for safe pedestrian access between community facilities. The following sketch illustrates a concept plan for Hopkins community.



TOP:  
Conceptual illustration of Hopkins

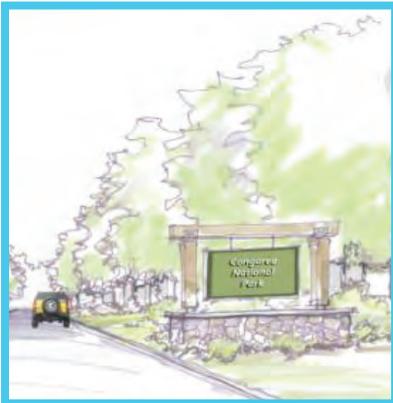
BOTTOM:  
Conceptual site plan for Hopkins

**Rural Crossroads**

Three rural crossroads are depicted on the Future Land Use Plan. These are areas where two or more significant roads meet and there is existing non-residential uses. The first Rural Crossroads is at the intersection of Bluff Road and Old Bluff Road. For folks traveling from Columbia and points west to the Congaree National Park, this intersection is particu-

larly important. This crossroads could serve as a gateway into the Congaree National Park. A signage program could market the Park to both residents and visitors and provide additional wayfinding. In addition, the area might benefit from a small grocery. Currently, Park visitors have no nearby options for food or supplies. The second Rural Crossroads is at the intersection of Congaree Road

and Bluff Road. Also known as Gadsden, this area currently has an elementary school, community park, and several churches. The area would benefit from community supporting services. The third rural crossroads is at the intersection of Garners Ferry Road and McCords Ferry Road. This area known as Crossroads could serve as the eastern gateway into Lower Richland.



Conceptual sketch for a Gateway to the Congaree National Park



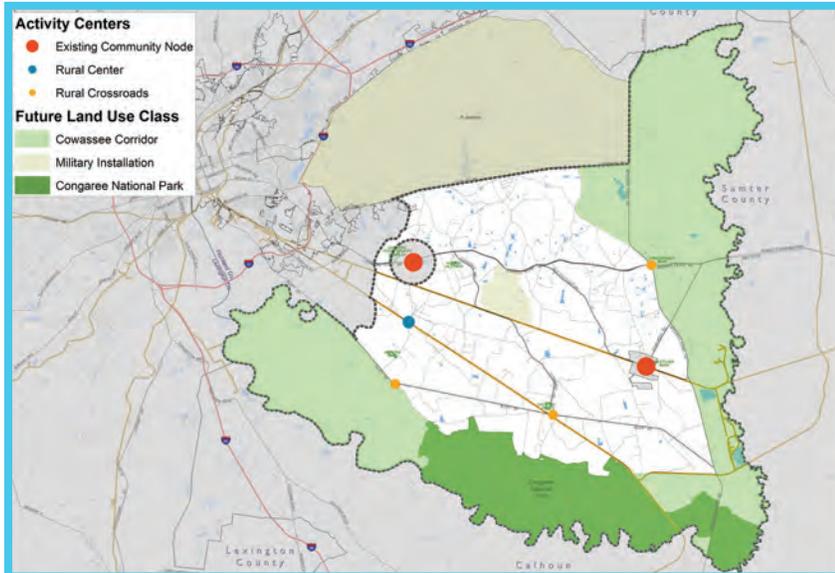
Conceptual sketch for approach to Hopkins



Conceptual sketch for pedestrian and bike facilities

## PLANNING AREA

# Cowasee Conservation Corridor



**Exhibit 8: Cowasee Corridor highlighted in light green. See Appendix A for map enlargement.**

The Cowasee Conservation Corridor is the area of bottomland forest and lowlands adjacent to the Wateree and Congaree rivers in the eastern and southern portions of the Planning Area. This area is part of the Southeastern Floodplains and Low Terraces ecoregion and corresponds closely with the floodplain. Forested wetlands, oxbow lakes, streams and creeks crisscross this unique natural resource.

Within this Corridor is the Congaree National Park. The Park encompasses 26,020 acres of wetlands and forest between Bluff Road and the Congaree River. It contains the largest contiguous area of old-growth bottomland hardwood forest remaining in the United States. Most of the park is a federally designated wilderness area and offers visitors hiking, canoeing, and fishing opportunities.

These areas provide a refuge for a variety of terrestrial and aquatic species which also benefit from relatively intact forests and riparian corridors along major creeks draining farmland and forested habitats upstream. In addition, the area is home to a number of commercial timbering operations and hunt clubs.

## COWASEE CORRIDOR RECOMMENDATIONS\*

- Create a Lower Richland Conservation Taskforce with key partners from the Conservation Commission, Richland Soil & Water Conservation District, military installations, Congaree National Park and community stakeholders.
- Partner with the Conservation Commission and Richland Soil & Water Conservation District to identify and prioritize lands for conservation.
- Preserve areas with high priority conservation lands.
- Develop a recreation-based tourism strategy for Lower Richland.
- Develop and locate interpretative panels in key areas throughout Lower Richland to provide visitors and residents alike information on natural, cultural and historic assets.

*\*partial list*

Lower Richland has the opportunity to develop as an outdoor recreation destination. The amenities and facilities offered in the Cowasee Conservation Corridor and the Congaree National Park are unparalleled. From the canoe trails along the Congaree River and Cedar Creek to the hunt clubs near the Wateree, outdoor enthusiasts, naturalists, environmentalists and the like can take advantage of the area's natural assets. In addition, the Congaree National Park provides a family-friendly, low-cost vacation destination. The Park offers guided nature hikes, campgrounds, an engaging interpretative center and a variety of other programs and activities for visitors.

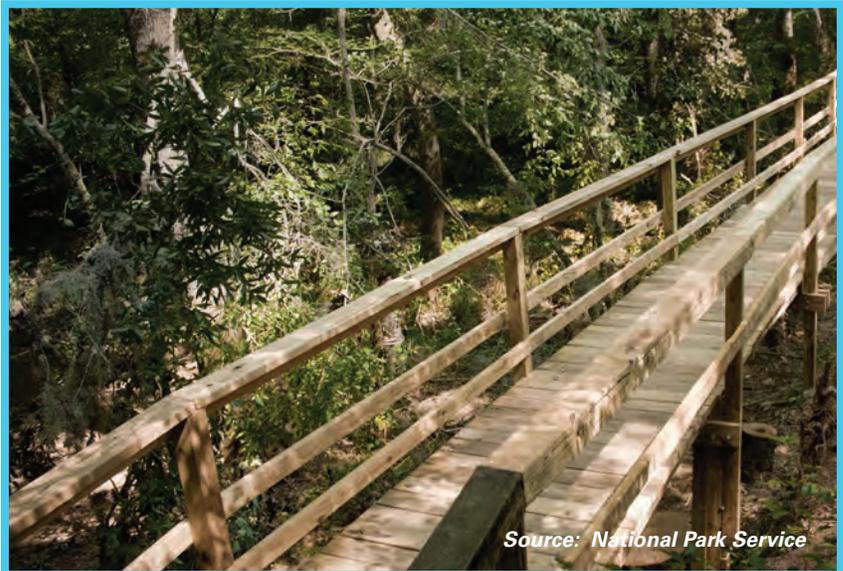
Conservation in the Cowasee Corridor not only provides for intact habitats, clean water and scenic landscapes but also has the potential to boost the region's economy through recreation tourism.

Residential development in the Cowasee Corridor should be limited to very low densities. Any new development should be consistent with the existing low density development pattern that exists in the area today.



Source: National Park Service

The Cowasee Corridor is home to many endangered and threatened species, such as the spotted turtle.

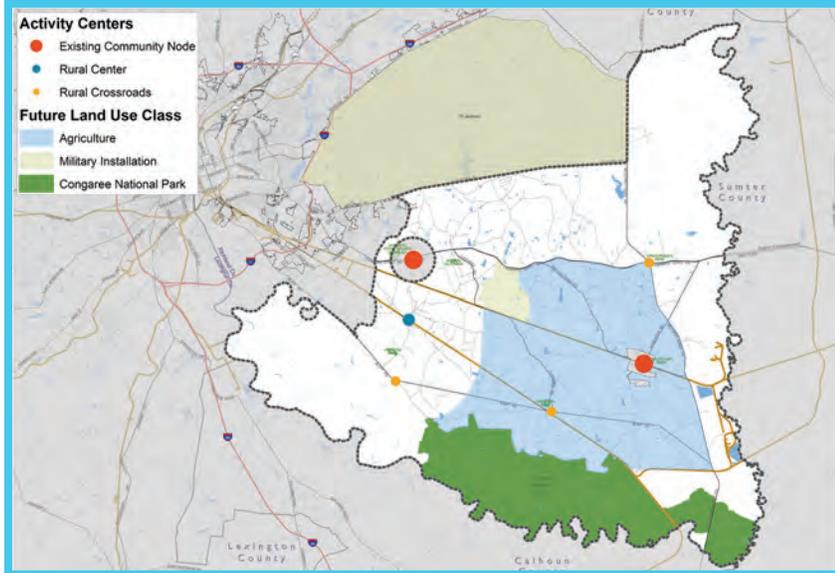


Source: National Park Service

The Congaree National Park provides an extensive network of walking and hiking trails.

## PLANNING AREA

# Agricultural Area



**Exhibit 9: Agricultural Area highlighted in blue.**  
**See Appendix A for map enlargement.**

Lower Richland developed as an agrarian community. From cotton to timber, farming and forestry have long been a mainstay of the Lower Richland economy. Today that tradition and way of life is slowly eroding due to a number of factors including the conversion of land to residential development, the lack of a cash crop such as cotton, and the aging population of farmers.

There are numerous benefits to the land remaining in active agriculture use. There is growing evidence that farming in Richland County will experience a renaissance as the local food economy grows. Shifts in consumer trends suggest greater demand for locally-grown, locally-produced products. From the military's perspective, farms are a compatible use to military training operations. In addition, as municipal budgets are further strained, the cost of providing services should be considered in land use decision making, "property in agricultural use is found to be a net contributor to local budgets," while the residential sector costs jurisdictions more in services than it brings in from tax revenue. In addition, preserving active farming operations provides an important link to the history and culture of Lower Richland. Many of the families in Lower Richland have been farming their lands for over a century. For these families, farming is not just an occupation, but a way of life. Protecting Lower Richland's farming community is key to maintaining the rural character valued by residents.

## AGRICULTURAL AREA RECOMMENDATIONS\*

- Protect prime farmland soils and soils of statewide importance.
- Preserve existing farmlands for active agriculture use.
- Promote farming as a viable occupation and way of life for current and future generations.
- Host a Lower Richland Heritage Farm Tour Day.
- Expand the market for locally-grown, locally-produced goods.
- Consider creating a Lower Richland brand for locally-grown, locally-produced goods.
- Partner with City Roots to promote a local Community Supported Agriculture Program (CSA) in area communities.

*\*partial list*

## PLANNING AREA

# Transportation

### TRANSPORTATION RECOMMENDATIONS\*

- Provide more transit options in Lower Richland.
- Provide safe bicycle and pedestrian connections.
- Improve intersections along key east-west corridors.
- Evaluate and prioritize paving of county-maintained roads.
- Improve driver's awareness.
- Improve safety at rail crossings.

*\*partial list*

An efficient and well-connected transportation network is needed to support many of the recommendations highlighted in previous sections. In addition, in order for Lower Richland to capitalize on its natural assets as a recreation destination a series of improvements to existing facilities and proposed new facilities are needed to complete the system. The Transportation and Recreation Map pictured on the next page highlights the proposed transportation and recreation components.

The Columbia Area Transportation Study (COATS) Long Range Transportation Plan proposes three roadway projects in or adjacent to Lower Richland. These are shown on the map (page 31) in red. This plan identifies a number of intersection improvements that would improve safety and help reduce congestion along the main thoroughfares, including Leesburg Road, Garners Ferry Road and Bluff Road. A complete list of intersection improvements is located in the Appendix of this report.

In addition to roadway improvements, the Transportation and Recreation Concept map proposes three type of bicycle and pedestrian facilities. Orange lines represent a proposed sidewalk or multi-use path parallel to existing roads. Green dashed lines represent proposed off-road greenways. Yellow dashed lines represent proposed bicycle facilities (including wide outside lanes, wide shoulders, bike lanes, or signed bike routes). The type of facility needed will vary based on context and further study. A number of projects were identified in previous plans. It is recommended that Richland County staff continue to coordinate with local governments, the COG and members of the community to refine recommendations and develop bicycle and pedestrian priorities for Lower Richland.

The Central Midlands Regional Transit Authority has identified future transit opportunities for the Lower Richland Study Area. In the CMRTA Vision: 2020 Plan is planning on restructuring its service to begin serving neighborhoods with lower densities with transit service. A new Hopkins Limited Stop Express route will provide service during peak periods with 15 minute service during peak travel times. This new route will expand the CMRTA service area by connecting the Hopkins area.

**Transportation Improvements**

- MPO Road Projects
- Proposed Intersection Improvements

**Bicycle, Pedestrian and Recreational Facilities**

- Proposed On Road Bike Facility
- Proposed Off Road Greenway
- Proposed Sidewalk or Multi-use Path
- Existing Palmetto Trail
- Existing Canoe Trail

**Transportation Features**

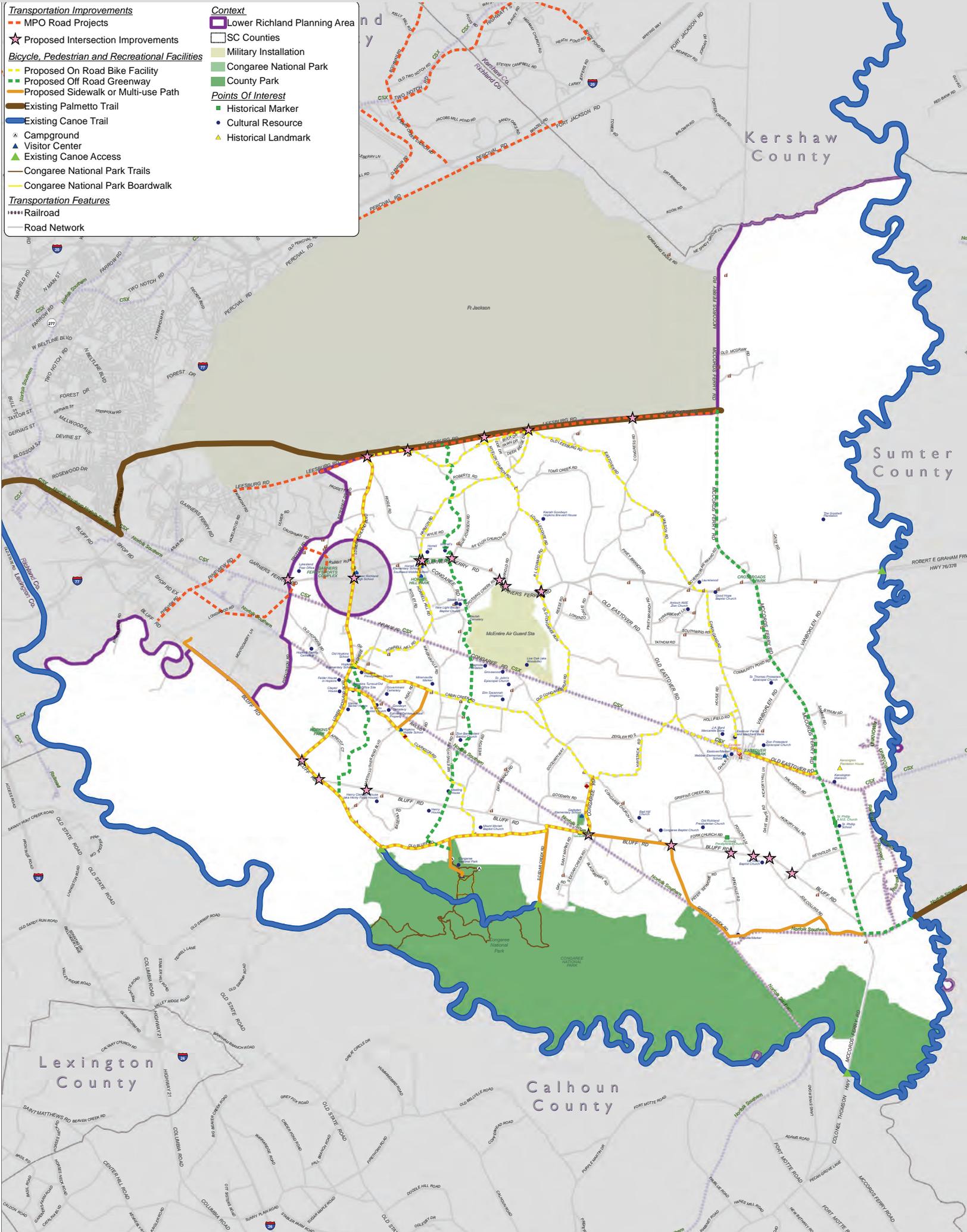
- Railroad
- Road Network

**Context**

- Lower Richland Planning Area
- SC Counties
- Military Installation
- Congaree National Park
- County Park

**Points Of Interest**

- Historical Marker
- Cultural Resource
- Historical Landmark



## LOWER RICHLAND

# General Recommendations

---

The following set of recommendations support the goal of the draft land use concept for Lower Richland. An implementation matrix detailing the recommendations, entities responsible for implementation, potential costs and supporting funding sources is located in Appendix D of this document.

### GOVERNANCE

- Examine existing zoning ordinances to determine which districts correspond to each of the four types of residential land use categories shown on the Future Land Use Map.

### LAND USE

- Adopt growth management policies that are consistent with the findings of the Strategic Community Master Plan for Lower Richland.
- Incorporate the recommendations from the SERN Plan into the Lower Richland Strategic Community Master Plan.
- Keep residential density very low in areas proximate to military bases to reduce nuisance conflicts between residents and military operations.
- Partner with the Conservation Commission, Richland Soil & Water Conservation District and the Midlands Area Joint Installation Consortium (MAJIC) to identify and prioritize lands critical to both mission operability and resource conservation.
- Keep residential density very low where critical natural areas or agricultural operations exist.

## **HOUSING**

- Promote a variety of housing options affordable to a diversity of incomes.
- Ensure housing is safe, energy-efficient and accessible.
- Offer pre-designed plans to builders for housing that can withstand noise impact from military operations.

## **ECONOMIC DEVELOPMENT**

- Develop a tourism strategy for Lower Richland.
- Create a “Live Well” website for Lower Richland.
- Develop economic development initiatives to promote and foster agriculture production and increased food processing and related activities.
- Develop Economic Development initiatives to promote and foster small and medium sized businesses focused on marketing to and serving the military operations in the Midlands.
- Develop Economic Development initiatives to promote and foster industrial development in the Shop Road extension area, the Bluff Road/ Pinewood area and the areas near and adjacent to the paper mill facility

## **UTILITIES**

- Develop a new water/sewer Master Plan to address land use concepts recommended in the Strategic Community Master Plan for Lower Richland County.
- Evaluate the need for additional services in the area. Determine if existing capacity is adequate, plan for expansion only where projected demand exceeds supply.

- Establish a joint utility task force with representatives from the County, Town of Eastover, City of Columbia and Hopkins Water System to understand the potential need for future water and sewer service in Lower Richland.
- Partner with the Town of Eastover to understand and coordinate any water/sewer extensions in the areas immediately surrounding the Town.
- Ensure that any new private systems developed meet established standards.

## **ENVIRONMENTAL & NATURAL RESOURCES**

- Identify and protect critical natural assets.
- Create a Lower Richland Conservation Taskforce with key partners from the Conservation Commission, Richland Soil & Water Conservation District, Military Installations, Congaree National Park and community stakeholders.
- Partner with the Congaree National Park to educate residents and visitors on the value of this unique ecosystem.
- Protect prime farmland soils and soils of statewide importance.
- Preserve existing farmlands for active agriculture use.

## **HISTORIC & CULTURAL RESOURCES**

- Develop a tourism strategy for Lower Richland.
- Identify and protect historic and cultural assets.
- Establish a Lower Richland Heritage Corridor visitor’s center.
- Develop awareness of Lower Richland’s historic and cultural resources both locally and regionally.

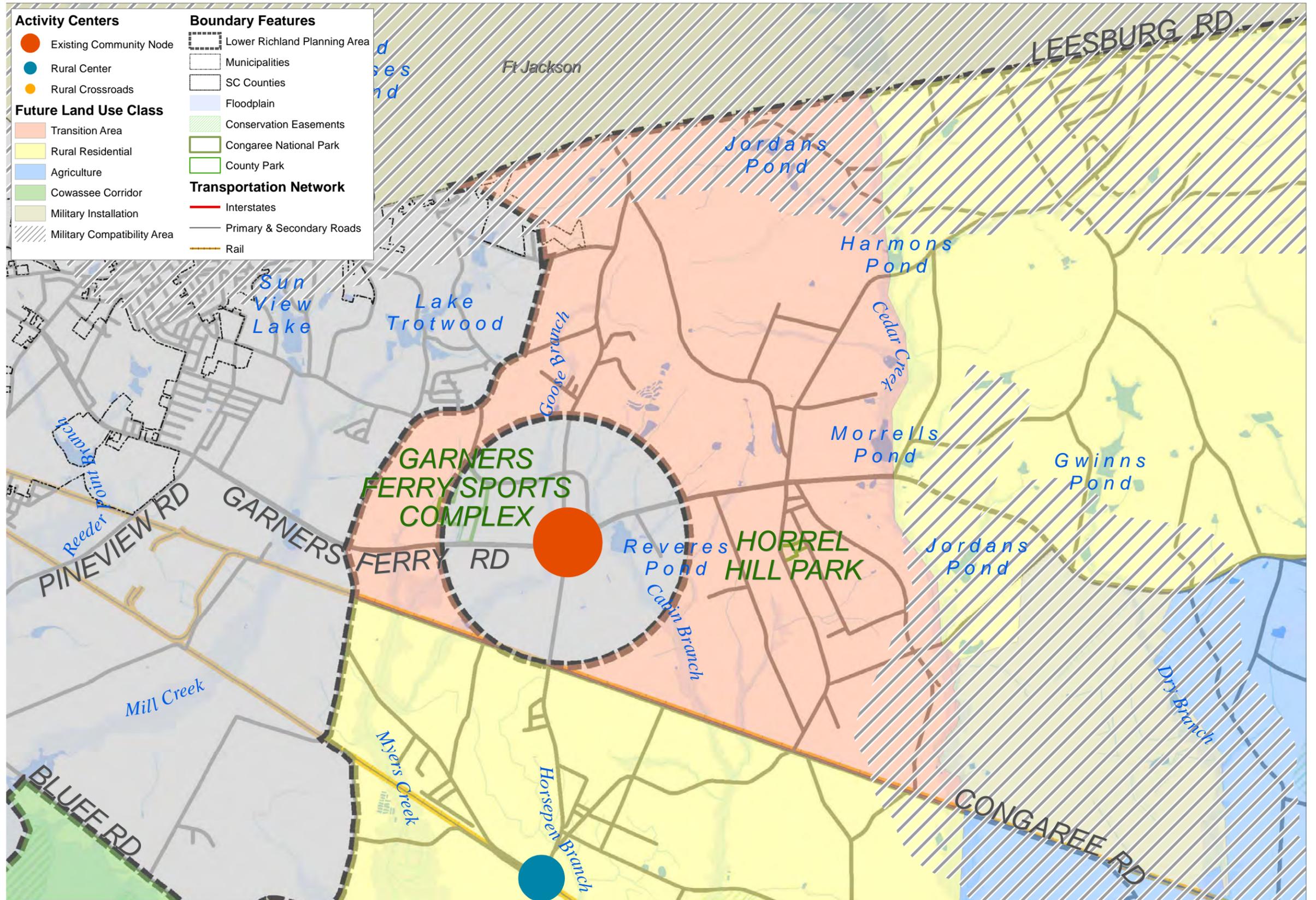




lower richland county  
RICHLAND COUNTY STRATEGIC COMMUNITY MASTER PLAN

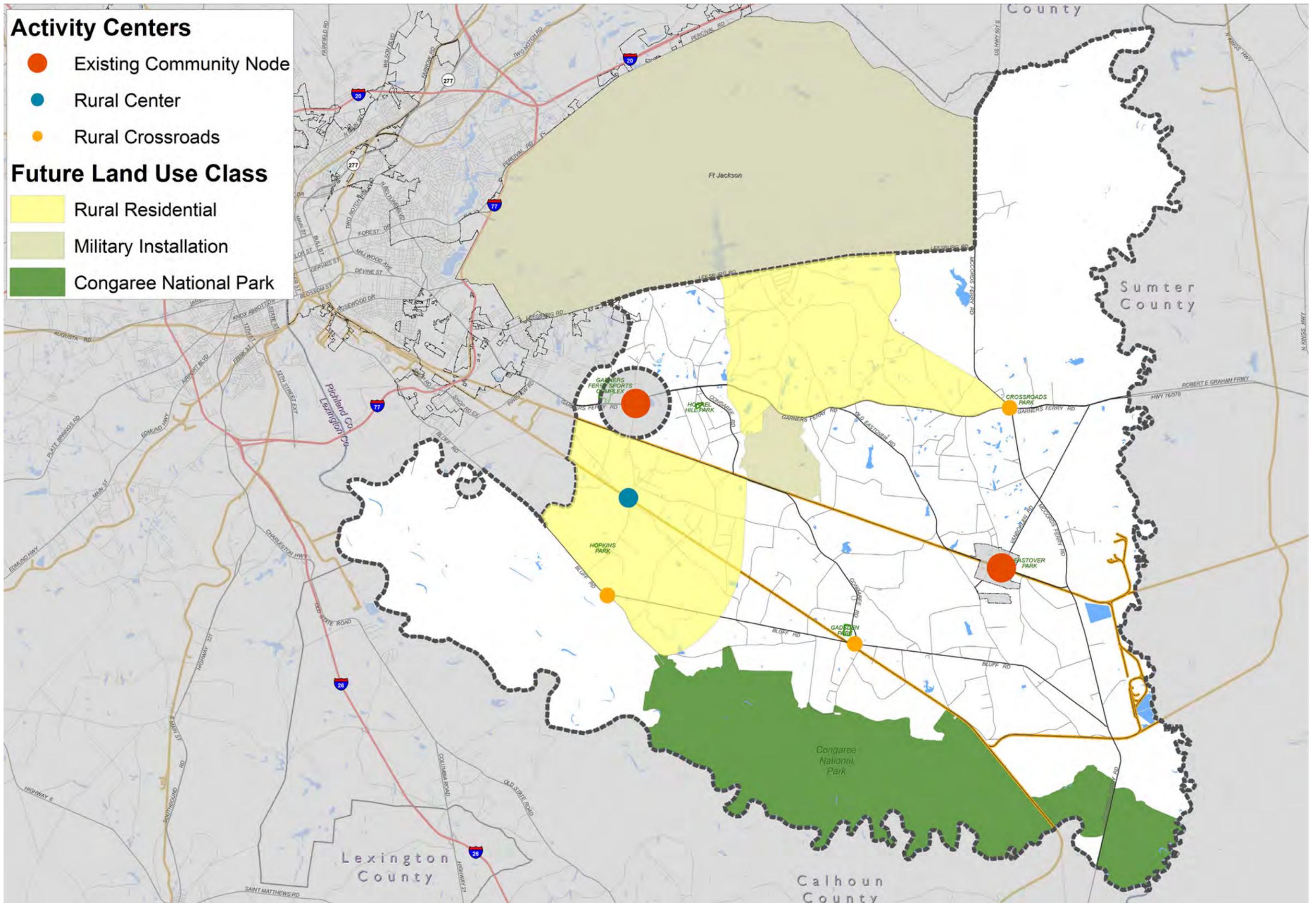
# Appendix A: **PLANNING AREA MAPS**

# Appendix A: PLANNING AREA MAPS



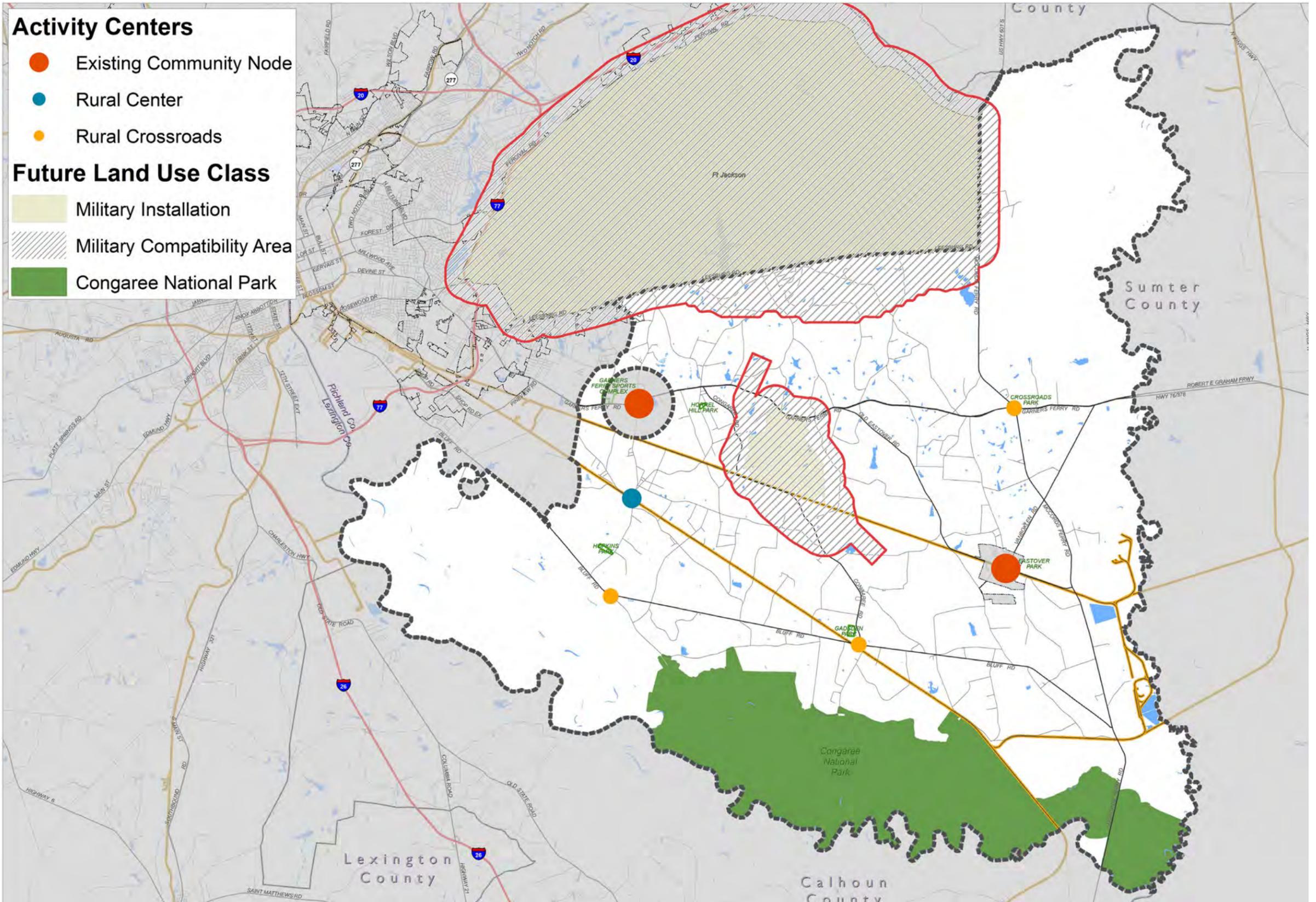
Map 1: Suburban Transition Area highlighted in red.

Appendix A:  
**PLANNING AREA MAPS**



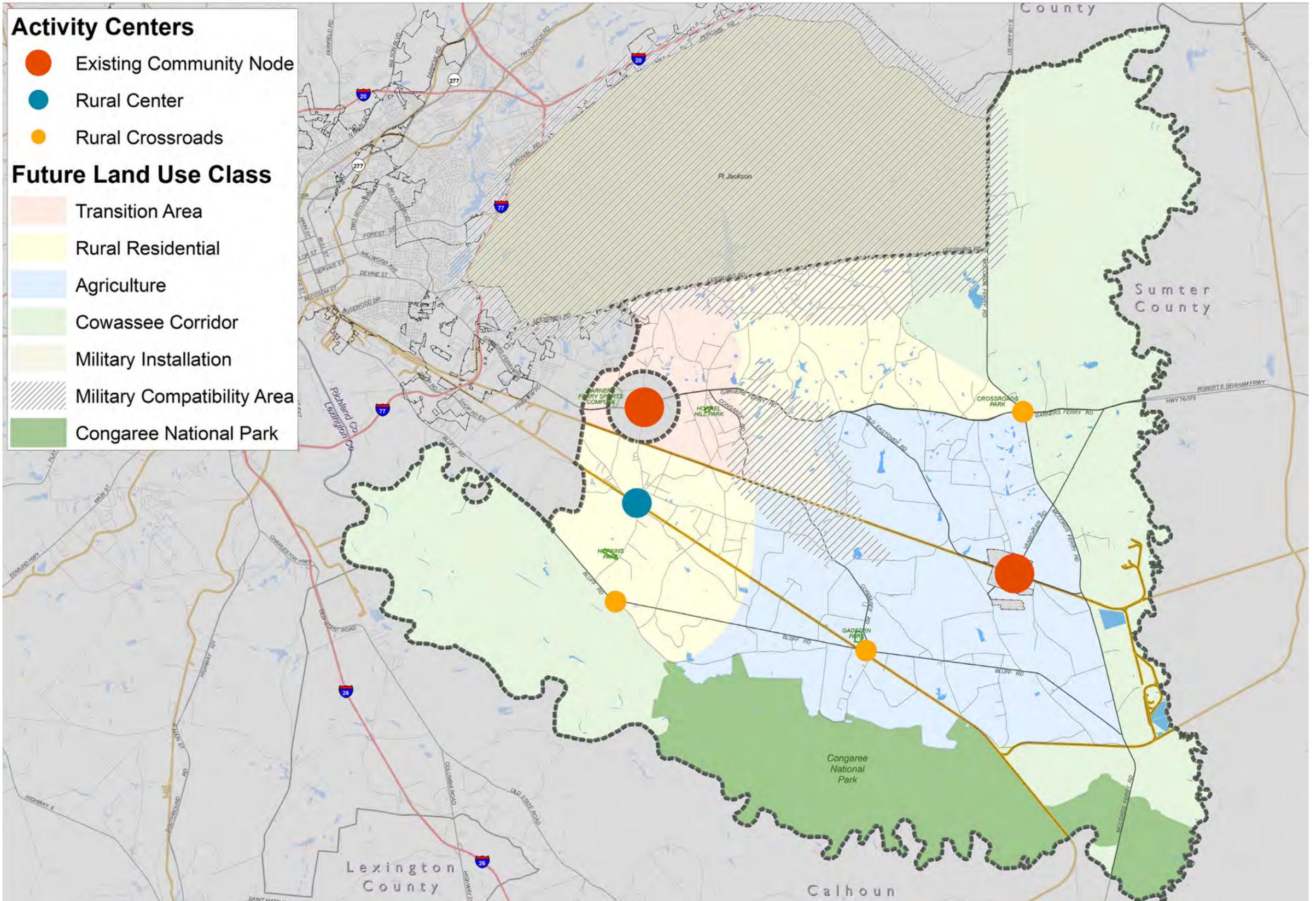
**Map 2: Rural Residential Areas highlighted in yellow.**

Appendix A:  
**PLANNING AREA MAPS**

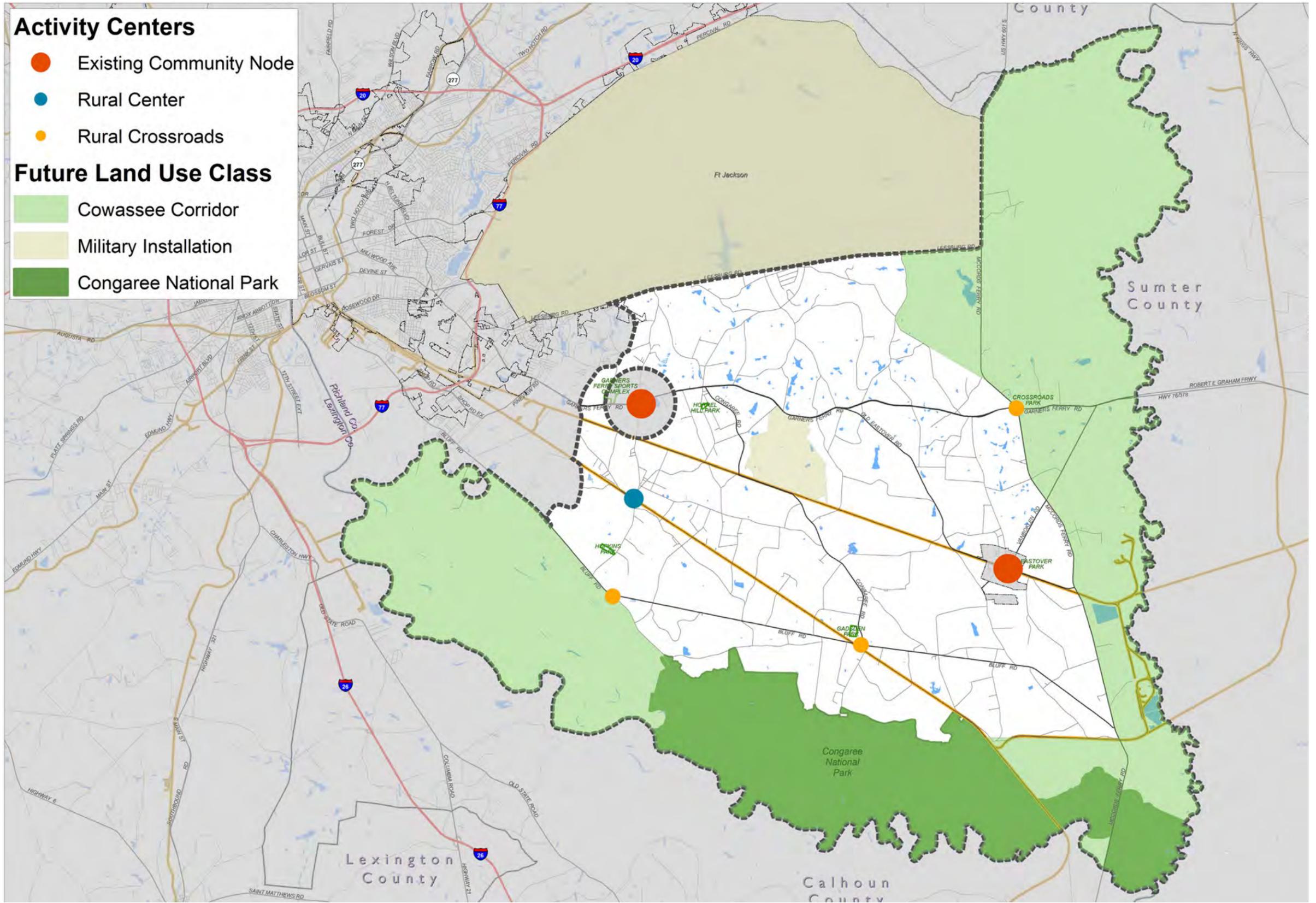


**Map 3: Military Zones**

Appendix A:  
**PLANNING AREA MAPS**

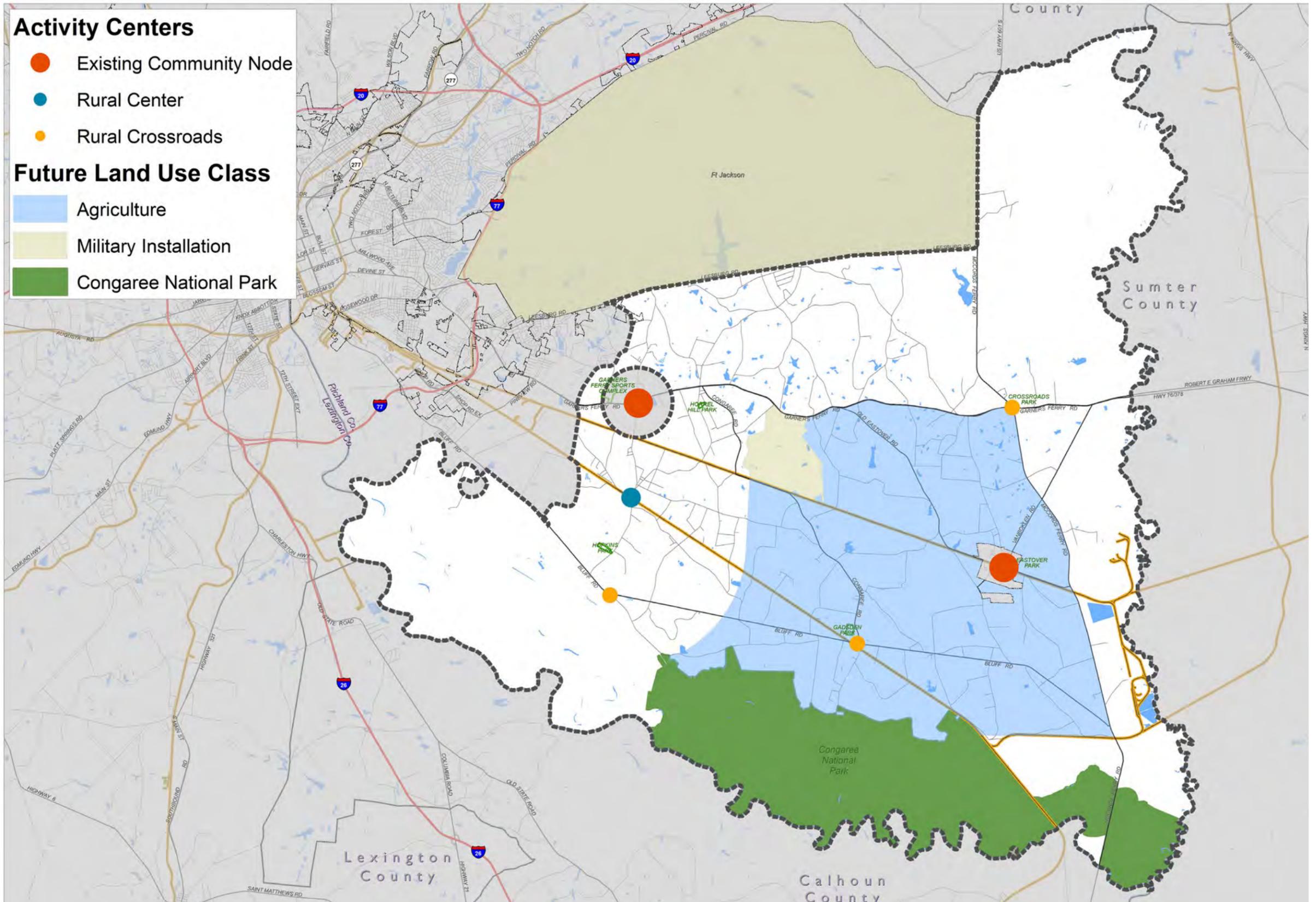


Appendix A:  
**PLANNING AREA MAPS**



**Map 5: Cowasee Corridor highlighted in light green.**

Appendix A:  
**PLANNING AREA MAPS**



**Map 6: Agricultural Area highlighted in blue.**





lower richland county  
RICHLAND COUNTY STRATEGIC COMMUNITY MASTER PLAN

# Appendix B:

## **SNAPSHOT OF LOWER RICHLAND**





JANUARY 2013

# Lower Richland Community Profile

RICHLAND COUNTY, SOUTH CAROLINA



**RICHLAND COUNTY STRATEGIC COMMUNITY MASTER PLAN**

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## INTRODUCTION

The Strategic Community Master Plan for Lower Richland County brings together residents, elected officials, county staff and civic groups in a conversation around how best to ensure that Lower Richland remains a great place to live, work and play.

This plan is an effort coordinated by the Richland County Neighborhood Improvement Program (NIP) to fund master plans and improvement projects in Richland County. The vision of the Richland County Neighborhood Improvement Program is a healthy and happy community of high performing schools, quality infrastructure, parks and trails, and viable thriving neighborhoods and business corridors. Sustaining this quality of life requires coordination between many facets of the community: neighborhood organizations, businesses, schools, local government, etc. Thus NIP's mission is to coordinate and empower citizens with the resources necessary to achieve and sustain healthy and happy neighborhoods.

## PLANNING AREA BOUNDARY

Richland County is located on the eastern edge of the Piedmont Plateau and the Atlantic Coastal Plain. The Lower Richland Study Area is located in the southeast portion of Richland County. The Study Area consists of 326 square miles. It begins southeast of Columbia, SC and is bounded by Leesburg Road, US 601 and the county line to the north, the Wateree River to the east, and the Congaree River on the south.

In 2005, the Southeast Richland Neighborhood Master Plan was completed. The plan's boundary is generally defined as the one-mile radius from the intersection of Lower Richland Boulevard and Garner's Ferry Road. While this plan will acknowledge the work and recommendations made in that effort, the Southeast Richland study area is not included in this study.

## PURPOSE OF INVENTORY AND ASSESSMENT

The primary purpose of this memo is to detail an inventory and assessment of the characteristics of Lower Richland to gain an understanding of the potential impacts of various factors on future development and redevelopment. By documenting the inventory and assessment in the Existing Conditions report, those involved in the process can identify the potential issues and opportunities, which will be the basis for the Strategic Community Master Plan for Lower Richland County.

Information in this report was gathered through review of plans, reports, policies and regulations. Mapping and analysis was performed to further the team's understanding of existing conditions. A complete set of maps is found at the conclusion of this memo. Elements examined are further described herein and include demographic, housing and economic conditions, land use, urban design, transportation, environment and natural resources, parks and recreation, cultural and historic resources, community facilities, utilities and stormwater management.

## DATA COLLECTION AND RESEARCH

In addition to data collected for mapping purposes, data was also collected to gain a better understanding of the conditions reflected in the data depicted on maps. Much of this additional data was gathered through a review of relevant documents, interviews of key stakeholders, a study area tour, community meetings, public feedback on the website, and meetings with planning staff and elected officials.

## DOCUMENTS REVIEWED

In the first phase of the planning effort, various documents were gathered from a variety of sources. Plans, reports, policies and regulations were reviewed to further our understanding of existing conditions. Other documents related to prior or ongoing planning efforts were provided and those documents also were reviewed for pertinent information. The following were among those reviewed prior to the development of the plan:

- Richland County Comprehensive Plan (2009)
- Southeast Richland Neighborhood Master Plan (2005)
- Richland County Land Development Code
- Soil Survey of Richland County, South Carolina
- Richland County Stormwater Best Management Practices Manual
- Central Midlands Council of Governments Bike and Pedestrian Pathways Plan
- Columbia Area Transportation Study 2035 Long Range Transportation Plan
- Fort Jackson McEntire Joint Land Use Study
- Richland County Soil and Water District Newsletters
- U.S. Geological Survey Gap Analysis of South Carolina (2010)
- South Carolina Department of Natural Resources Comprehensive Wildlife Conservation Strategy
- African Americans of Lower Richland County (2010)
- Prized Pieces of Land: The Impact of Reconstruction on African- American Land Ownership in Lower Richland County, South Carolina
- Cowasee Basin, The Green Heart of South Carolina
- Lower Richland Heritage Corridor

## STUDY AREA TOUR

The consultant team and planning department staff performed a study area tour. The purpose was to make observations and gather photos throughout the study area. Also, data gathered and information shown on preliminary mapping was verified. Observations made were intended to document the established character of the built environment, including the development pattern and scale of existing buildings.

## COMMUNITY PARTICIPATION

In order to develop a plan that represented the values and viewpoints of the Lower Richland community a number of community engagement opportunities were held over the course of the project including stakeholder interviews and multiple community open houses. In addition, a project website was developed to provide an additional project resource for community members to provide feedback and access project information.

## ECONOMIC & DEMOGRAPHIC CONDITIONS

Lower Richland is a large area covering almost 327 square miles. It is a predominately rural area with a mix of uses including agriculture, residential, commercial, industrial and military. In 2010, the population of the study area was 21,830 residents. The area has experienced modest population growth during the last decade growing at a pace slightly below that of Richland County as a whole and below that of the State.

As seen in Table 1, Lower Richland is projected to continue to grow but at rates below that of the County and State averages.

**Table 1: Population Projections**

	2010	2015	2020	2030
<b>Lower Richland</b>	21,830	22,526	23,245	24,752
Annual Average Percent Change	n/a	.63%	.63%	.63%
<b>Richland County</b>	384,504	404,400	424,300	456,000
Annual Average Percent Change	n/a	.86%	.86%	.86%
<b>South Carolina</b>	4,625,364	4,823,200	5,020,800	5,451,700
Annual Average Percent Change	n/a	.83%	.83%	.83%

Source: SC B&CB and ESRI, 2012

The racial mix in Lower Richland is shown in Table 2. The study area is less racially diverse than the County and the State averages.

**Table 2: Ethnic Composition**

	Lower Richland Area	Richland County	South Carolina
<b>Black</b>	66.1%	46.3%	28.1%
<b>White</b>	29.6%	48.9%	68.4%
<b>Other</b>	4.3%	4.8%	3.5%

Source: U.S. Bureau of the Census

The population density in the area is shown in Table 3. As seen below in Table 3, Lower Richland is much less densely populated than the County average.

**Table 3: Population Density**

	2010 Population	Area in Square Miles	Population per Square Mile
<b>Lower Richland</b>	21,830	326.7	66.8
<b>Richland County</b>	384,504	757.1	507.9
<b>South Carolina</b>	4,625,364	30,060.7	153.9

Source: U.S. Bureau of the Census

As seen below in Table 4, the Median Household Income in 2010 in Lower Richland was \$38,760. This is only 81% of the County average and 88% of the statewide average Household Income.

**Table 4: Median Household Income**

	Lower Richland	Richland County	South Carolina
Income	\$38,760	\$47,922	\$43,939

Source: U.S. Bureau of the Census

As seen below in Table 5, in 2010, 55% of the population had incomes below \$50,000.

**Table 5: Income Distribution**

	Lower Richland
<\$15,000	14.0%
\$15,000 - \$24,999	10.2%
\$25,000 - \$34,999	12.5%
\$35,000 - \$49,999	17.9%
\$50,000 - \$74,999	21.1%
\$75,000 - \$99,999	15.6%
\$100,000 - \$149,999	6.6%
\$150,000 - \$199,999	1.3%
\$200,000+	0.8%

Source: U.S. Bureau of the Census

As seen below in Table 6, there are 466 business establishments in Lower Richland. These businesses represent a diverse economic base. However, the majority of these establishments are concentrated in the building related contractors and manufacturing sectors. 54 percent of businesses are not home base. The largest employers in the area are:

- Westinghouse Electric Company, LLC- 1,200 employees
- International Paper Company - 700 employees
- Schneider Electric Square - 530 employees

**Table 6: Business Establishments by Type**

Industry Group	Number of Establishments	Employment
Agriculture	9	29
Building/Contracting	79	1,425
Manufacturing	18	1,322
Wholesale	11	54
Transportation	71	166
Retail	51	357
Services	56	142
Eating/Drinking/Lodging	23	111
Health Care	34	274
All Other	114	237
<b>Total</b>	<b>466</b>	<b>4,117</b>

Source: U.S. Bureau of the Census

*Note: Data in Tables 6 and 7 are not directly comparable. The Establishment data are by place of work and the Census data are by place of residence.*

As seen below in Table 7, there are an estimated 10,052 persons employed in the area. Employment in Lower Richland is concentrated in the manufacturing, retail trade and services sectors. The majority of businesses are focused on supplying services to the Columbia Metro area. However the majority of employees are employed to produce export products out of the region. Distribution of employment is weighted to the three large employers in Manufacturing and Construction sectors compared to the distribution of business across the study area which is more balanced, though weighted toward services.

**Table 7: Employment by Industry**

<b>2010 Employed Population 16+ by Industry</b>	
Total	10,052
Agriculture/Mining	1.7%
Construction	7.7%
Manufacturing	10.3%
Wholesale Trade	2.4%
Retail Trade	12.2%
Transportation/Utilities	5.3%
Information	2.2%
Finance/Insurance/Real Estate	6.5%
Services	42.9%
Public Administration	8.8%

Source: U.S. Bureau of the Census, 2010 and ESRI 2012 estimates.

As seen below in Table 8, residential home taxable values averaged \$54,091 in 2011. Residential property represents almost 84% of the tax base in the Area. Timber land represents about 6%, Farm land represents about 8% and commercial property represents about 2% of the tax base.

**Table 8: Residential Home Values**

<b>Lower Richland Area</b>					
<b>Land Use</b>	<b>Number of Parcels</b>	<b>Total Taxable Value 2011</b>	<b>Average Taxable Value 2011</b>	<b>Total Acres 2011</b>	<b>Average Parcel Size in Acres 2011</b>
Residential	10,541	\$599,906,363	\$56,912	59,338	6
Commercial	281	\$15,932,300	\$56,699	1,850	7
Timber	960	\$39,637,900	\$41,289	51,437	54
Farm	1,259	\$54,859,600	\$43,574	43,217	34
Other	175	\$4,533,900	\$25,908	33,286	190
<b>Total</b>	<b>13,216</b>	<b>\$714,870,063</b>	<b>\$54,091</b>	<b>189,127</b>	<b>14</b>

Source: Richland County Assessor's Office

## Residential Scenarios

The following section provides two forecast scenarios for residential growth in the Lower Richland Area. The Consensus scenario is based on the most probable population growth rate of 0.63% a year during the planning period. As seen in Table 9, the population in the Lower Richland Area is projected to increase by about 3,000 residents by 2030 and reach almost 25,000 residents. Residential housing units would increase by almost 1,200 units, with the majority of these units being single-family units.

**Table 9: Consensus Residential Growth Scenario**

<b>Lower Richland Area</b>				
<b>Residential Projections</b>				
<b>Consensus Scenario</b>				
	<b>2010</b>	<b>Projected 2015</b>	<b>Projected 2020</b>	<b>Projected 2030</b>
<b>Population</b>	21,830	22,526	23,245	24,752
<b>Households</b>	8,238	8,501	8,772	9,340
<b>Residential Housing Units</b>	9,419	9,719	10,029	10,679
<b>Single-Family Units</b>	7,269	7,500	7,740	8,241
<b>Multi-Family Units</b>	2,150	2,219	2,290	2,438
Annual Pop % Change = 0.63%				
Persons per Household = 2.65				
Source: SC B&CB and ESRI, 2012 and Miley & Associates, Inc.				

The Higher growth scenario is based on a rate of annual population growth of 50% higher growth per year, i.e., about 0.9% per year during the planning period. As seen in Table 10, the population in Lower Richland is projected to increase by about 4,500 residents by 2030 and reach 26,348 residents. Residential housing units would increase by more than 2,000 units, with the majority of these units being single-family units.

**Table 10: Higher Growth Residential Scenario**

<b>Lower Richland Area</b>				
<b>Residential Projections</b>				
<b>Higher Growth Scenario</b>				
	<b>2010</b>	<b>Projected 2015</b>	<b>Projected 2020</b>	<b>Projected 2030</b>
<b>Population</b>	21,830	22,881	23,983	26,348
<b>Households</b>	8,238	8,634	9,050	9,943
<b>Residential Housing Units</b>	9,419	9,872	10,348	11,368
<b>Single-Family Units</b>	7,269	7,619	7,985	8,773
<b>Multi-Family Units</b>	2,150	2,254	2,362	2,595
Annual Pop % Change = 0.095%				
Persons per Household = 2.65				
Source: SC B&CB and ESRI, 2012 and Miley & Associates, Inc.				

## Potential Retail Spending

Based on the estimated population projections of 2030 and the 2010 estimated median household income for the Lower Richland study area, estimates of the potential retail expenditures within the study area are generated and provided in Table 11. These dollar estimates are in 2012 dollars and do not reflect inflation during the planning period<sup>1</sup>. The majority of retail expenditures by the residents in the study area currently are most likely occurring in nearby retail and commercial areas near the Garners Ferry Road area and the smaller towns in the Study area such as Hopkins and Gaston.

As seen in Table 11, the total potential retail spending by residents in the study area in 2030 is estimated to be \$621 million in 2012 dollars. The Lower Richland average household retail spending was \$25,109 in 2010. This is about 20% below the average household retail spending in Richland County of \$31,670 per household. The average household retail spending in Lower

Richland was 30% above the County average and 60% above that of Lower Richland. However, even though the average is relatively low, the large population base generates substantial spending potential in year 2030 of \$621 million.

**Table 11: Potential Annual Retail Spending 2030**

	Aggregate Dollars	Average Dollars
Appliances and Electronics Stores	\$16,913,815	\$683.34
Art Dealers	\$226,067	\$9.13
Auto Parts and Accessories	\$10,363,366	\$418.69
Book Stores	\$6,179,950	\$249.68
Camera and Photography Stores	\$1,288,503	\$52.06
Childrens' and Infant's Clothing Stores	\$2,196,892	\$88.76
Clothing Accessory Stores	\$427,212	\$17.26
Computer Stores	\$29,963,297	\$1,210.56
Convenience Stores	\$5,346,916	\$216.02
Cosmetics and Beauty Stores	\$1,049,681	\$42.41
Department Stores	\$57,594,885	\$2,326.92
Drinking Places	\$1,712,968	\$69.21
Family Clothing Stores	\$8,317,382	\$336.03
Fish and Seafood Markets	\$270,024	\$10.91
Floor Covering Stores	\$2,430,613	\$98.20
Florists	\$564,383	\$22.80
Fruit and Vegetable Markets	\$533,573	\$21.56
Fuel Dealers	\$14,422,957	\$582.71
Full Service Restaurants	\$19,014,746	\$768.22
Furniture Stores	\$9,161,797	\$370.15
Gasoline Stations with Convenience Stores	\$20,626,651	\$833.35
Gasoline Stations without Convenience Stores	\$3,448,895	\$139.34
Gift and Souvenir Stores	\$1,804,807	\$72.92
Grocery Stores	\$111,229,672	\$4,493.84
Hardware Stores	\$3,852,166	\$155.63
Hobby, Toy, and Game Stores	\$1,087,162	\$43.92
Home Centers	\$9,853,735	\$398.11
Hotels and Other Travel Accommodations	\$2,826,034	\$114.18
Jewelry Stores	\$4,902,828	\$198.08
Limited Service Restaurants	\$18,853,046	\$761.69
Liquor Stores	\$3,096,647	\$125.11
Luggage Stores	\$3,916,532	\$158.23
Mail Order and Catalog Stores	\$41,615,166	\$1,681.31
Meat Markets	\$1,135,241	\$45.87
Men's Clothing Stores	\$1,288,700	\$52.07
Mobile Home Dealers	\$16,288	\$0.66
Motorcycle and Boat Dealers	\$3,610,596	\$145.87
Musical Instrument Stores	\$3,610,596	\$145.87
New Car Dealers	\$78,787,685	\$3,183.14
Nursery and Garden Stores	\$2,670,809	\$107.90
Office and Stationary Stores	\$5,324,153	\$215.10
Optical Goods Stores	\$2,339,362	\$94.51
Other Apparel Stores	\$1,038,888	\$41.97
Other Building Materials Stores	\$9,914,372	\$400.55
Other Direct Selling Establishments	\$3,610,989	\$145.89
Other General Merchandise Stores	\$6,740,996	\$272.35
Other Health and Personal Care Stores	\$1,957,089	\$79.07
Other Home Furnishing Stores	\$2,827,800	\$114.25
Other Miscellaneous Retail Stores	\$2,674,537	\$108.06
Other Specialty Food Markets	\$837,154	\$33.82
Outdoor Power Equipment Stores	\$330,858	\$13.37
Paint and Wallpaper Stores	\$342,240	\$13.83
Pet and Pet Supply Stores	\$1,199,411	\$48.46
Pharmacy and Drug Stores	\$24,214,680	\$978.31
RV Parks	\$45,920	\$1.86
Record, Tape, and CD Stores	\$1,716,304	\$69.34
Recreational Vehicle Dealers	\$215,863	\$8.72
Rooming and Boarding Houses	\$20,016	\$0.81
Sewing and Needlecraft Stores	\$460,768	\$18.62
Shoe Stores	\$2,720,065	\$109.89
Special Food Services and Catering	\$3,165,330	\$127.88
Sporting Goods Stores	\$3,863,155	\$156.08
Tire Dealers	\$4,746,230	\$191.75
Used Merchandise Stores	\$1,196,860	\$48.35
User Car Dealers	\$4,890,465	\$197.58
Vending Machines	\$1,693,736	\$68.43
Warehouse Superstores	\$23,035,874	\$930.68
Women's Clothing Stores	\$4,157,317	\$167.96
<b>Total Annual Retail</b>	<b>\$621,492,714</b>	<b>\$25,109.20</b>

## Retail, Office and Industrial Real Estate Outlook

The Lower Richland study area is a very large and diverse area. The trends in real estate vary widely across the study area. In this section, each segment of the market is analyzed.

## RETAIL

The retail market in the Lower Richland study area, like most of the metro Columbia area, is still suffering from the severe impacts of the recent Great Recession. While quantitative data are lacking in other subsections of the study area, many vacant buildings and “For Rent” signs throughout the area indicate a weak market.

According to Colliers International research, the study area has about 1.2 million square feet of retail space. This represents about 9% of the total 12.4 million square feet of retail space in the metro area. While vacancy rates are below that of the metro area, rents are about 12% below the metro average.

Given the high capacity to absorb growth in retail space in the area, it is not anticipated that the study area will experience substantial demand in new retail space during the planning period. While some new retail space will be built during the next 20 years, for the near-term, it is assumed that the excess capacity in the existing market will absorb all of the growth in the potential retail spending growth in the study area.

What new retail and commercial activity is generated during the planning period will most likely be located in the Garners Ferry Road area and the smaller towns in the Study area such as Hopkins and Gaston.

## OFFICE

The office market in the Lower Richland study area is not as well developed as other areas of the metro Columbia area. While data is not available for all of the study area, one of the more developed areas adjacent to the study area, the Devine Street area, still has a vacancy rate of 49% according to Colliers International Real Estate Research. The rest of the Columbia office market is suffering as well. The average vacancy rate for the entire Columbia market is over 23%.

There is almost 10.0 million square feet of office space in the metro area. Almost 50% of the space is in the central business district and 85% of all office space is in the downtown, St. Andrews and Northeast areas.

Given the high capacity to absorb any growth in the demand for office space in the area, it is not anticipated that the study area will experience substantial demand in new office space during the planning period.

## INDUSTRIAL

The one bright spot for the Lower Richland study area may be the opportunities that may be generated in the industrial sector. Although there is substantial excess capacity as of the second quarter in 2012, (there was more than 600,000 square feet of vacant industrial space in the Southeast Columbia area) the potential for the Lower Richland Area during the planning period may be improving.

The recently passed Penny Sales Tax for Transportation plans includes substantial infrastructure improvements in the Shop Road area of the Study Area. One specific improvement is the proposed extension of Shop Road. These road improvements are anticipated to open up major parcels of developable land that could result in substantial economic development projects.

The magnitude of these future economic development projects is difficult to estimate, but the potential for the study area is much greater given the passage of the sales tax and plan than without the plan's adoption.

#### References:

ReferenceUSA. (2009). Crawford Textiles Company Inc. profile. Retrieved Nov 29, 2012, from <http://www.referenceusa.com/>.

THE ECONOMIC IMPACT OF THE MILITARY COMMUNITY IN SOUTH CAROLINA, South Carolina Department of Commerce, November 2012.

Colliers International, Various Market Research Reports, 3Q 2012, <http://www.colliers.com/~ /media/Files/MarketResearch/UnitedStates/MARKETS/Columbia/Q2 2012ColumbiaRetailReport.pdf>

## LAND USE

### Existing Land Use Pattern

Land Use in Lower Richland varies. In the northwestern portion of the study area, near the Columbia city limits and along Leesburg Road and Garners Ferry Road, there are a number of medium density residential subdivisions. In areas served by water and sewer, quarter acre lots are common. In areas farther east and south, residential development becomes more dispersed and occurs at lower densities. In these areas, typically not served by water and sewer, lots between 1 and 2 acres are common. There are a number of homes located on parcels greater than 10 acres in size. These “Homestead” parcels make up 23% of the land area. Overall average residential density in the study area, for residential parcels, is 1 dwelling unit per 5.6 acres.

Commercial and industrial uses make up 1.5% of the land area. These uses are focused along major road corridors (i.e. Leesburg Road, Garners Ferry Road and Bluff Road) and near rural community centers, including Gadsen, Hopkins, and Eastover.

There are a number of institutional and civic uses in the study area including seven schools, a sheriff’s office, Eastover Library, six fire stations, and 64 churches.

Farms and timber lands make up over 50% of the study area. Public parks, including the Congaree National Park, and other conservation tracts make up 14% of the study area.

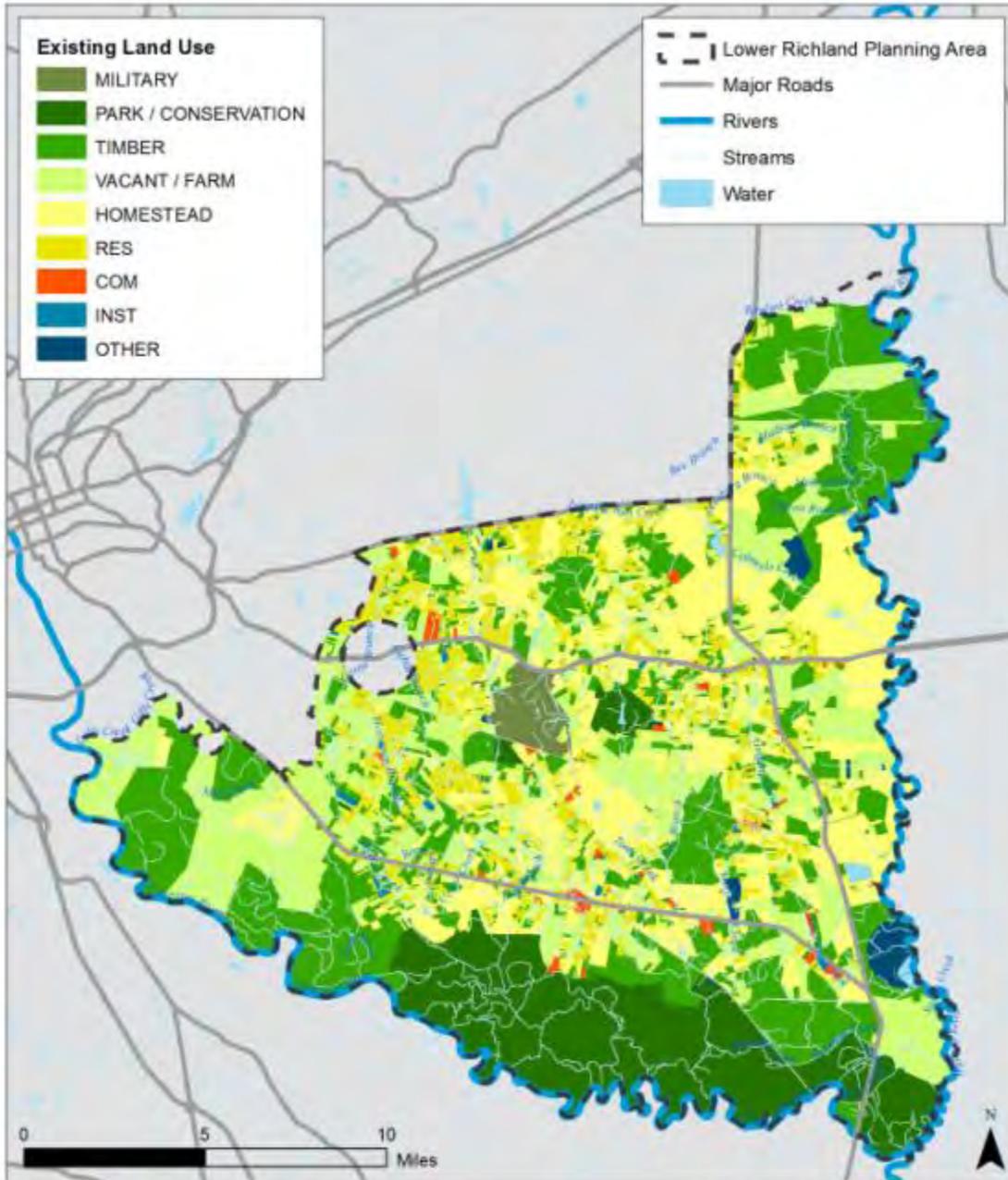
A table detailing existing land use in the study area is included below. Map 1 illustrates existing land uses in Lower Richland.

**Table 12: Existing Land Use (2012)**

Generalized Land Use	Description	Parcels	Acres	%
PARK / CONSERVATION TIMBER	Public Park or Conservation Land	52	27,183.1	14.4%
	Timberland	960	51,437.2	27.2%
FARM HOMESTEAD	Farm (Pasture and Cropland)	1,259	43,216.7	22.9%
	Large Lot Residential (1 Home on > 10 Acres)	646	42,510.1	22.5%
RES	Residential (1 Home on < 10 Acres)	9,898	16,827.7	8.9%
COM	Commercial or Industrial	280	2,819.1	1.5%
INST	Institutional, School, Civic	72	582.2	0.3%
MILITARY	Military Uses	3	2,387.2	1.3%
OTHER	Miscellaneous Uses	40	2,163.6	1.1%
<b>Total</b>		<b>13,210</b>	<b>189,127</b>	<b>100%</b>



Map 1: Existing Land Use (2012)



LandDesign.

**Existing Land Use**  
 Lower Richland County, SC

Date: 11/27/2012 | LDI # 1011133  
 Data Source: Richland County, Esri

Disclaimer: This map was created with the best available data; however, it is provided "as is" without warranty of any representative of accuracy, timeliness, reliability or completeness. This map does not represent a legal survey of the land and is for general informational use only. Use of this data for any purpose should be with acknowledgment of the limitations of the data, knowing the fact that the data is dynamic and is in a constant state of obsolescence.

## Zoning, Future Land Use, and Development Potential

The majority of Lower Richland is designated rural in the adopted Richland County Comprehensive Plan. This designation calls for low density residential development with minimum lot sizes of  $\frac{3}{4}$  of an acre as well as limited commercial, office and industrial at appropriately located and buffered sites. The majority of this area is zoned RU (Rural District), which allows one unit on a lot with a minimum size of 33,000 square feet. There are also isolated commercial and industrial zoning designations, due to existing uses such as Westinghouse Electric on Bluff Road.

There is a small portion of the study area located in the northwestern section that is designated as Suburban in the Comprehensive Plan. These areas roughly correspond with areas zoned RS-MD and RS-HD, which allow for 4-8 dwelling units per acre.

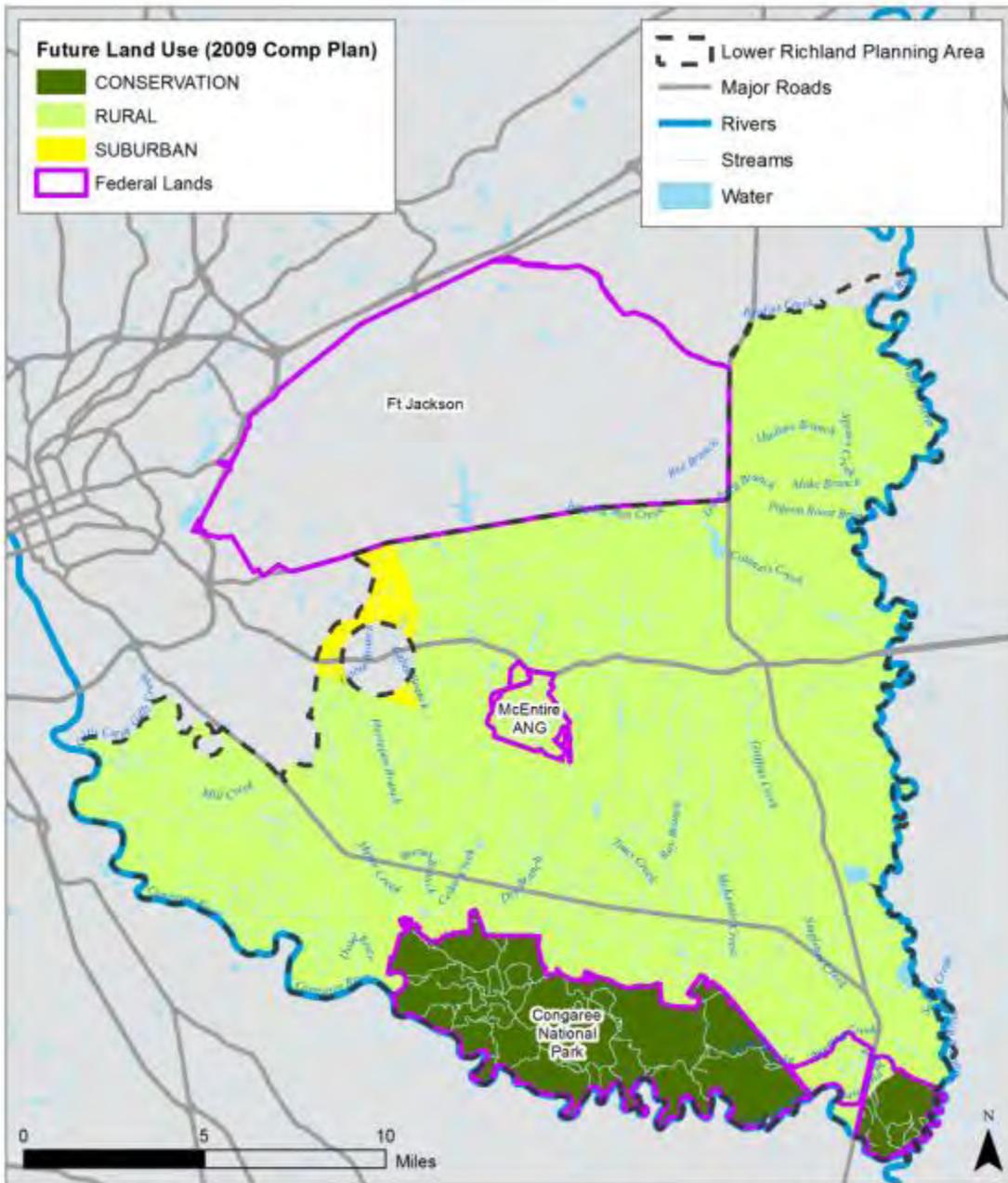
The area around the intersection of Lower Richland Boulevard and Garner's Ferry Road was identified as a Priority Investment Area and is detailed in the Southeast Richland Master Plan. This area will not be addressed in this report.

There is also a portion of the study area identified as Conservation area in the Comprehensive Plan. This area covers the existing boundaries of the Congaree National Park.

Future land use designations from the Richland County Comprehensive Plan are shown in Map 2. Zoning designations in the study area are shown in Map 3.



Map 2: Future Land Use (from 2009 Comp Plan)



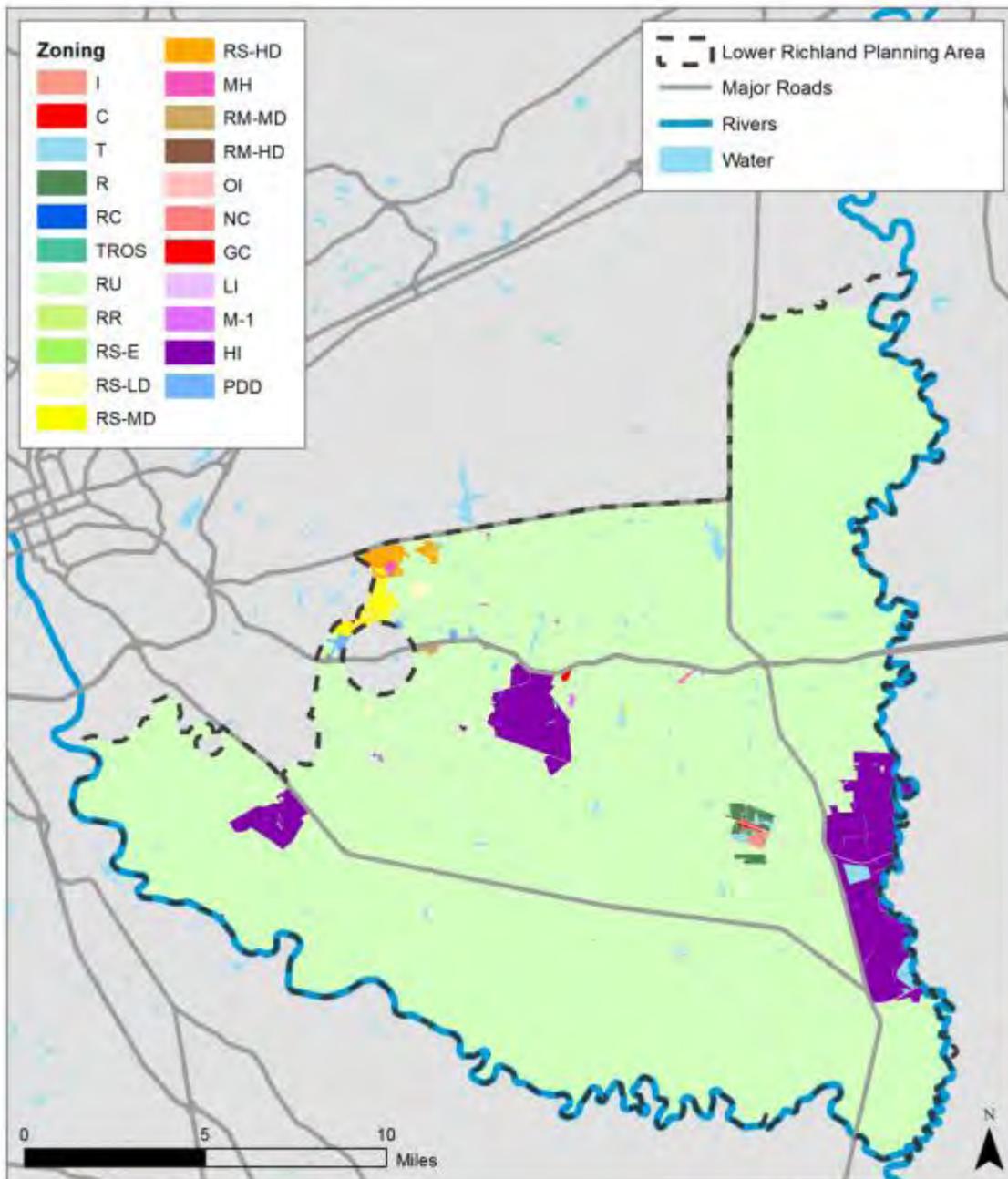
LandDesign.

**Future Land Use**  
 Lower Richland County, SC

Date: 11/27/2012 | LDI # 1011133  
 Data Source: Richland County, Esri

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Map 3: Richland County Zoning



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**Zoning**  
 Lower Richland County, SC

Date: 11/27/2012 | LDI # 1011133  
 Data Source: Richland County, Esri

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## Military

Three large military operations call Lower Richland home. The McEntire Air National Guard military base, home of the South Carolina Air National Guard's 169<sup>th</sup> Fighter Wing is located south of Garner's Ferry Road in the center of the study area. Fort Jackson, a U.S. Army installation, and Camp McCrady, a training site for the Air National Guard, are located north of Leesburg Road, just outside of the study area. In addition, Shaw Air Force Base in Sumter County is less than 20 miles from the study area.

Fort Jackson is the largest and most active Initial Entry Training Center in the United States. Nearly 50% of all soldiers and 70% of women entering the Army train at Fort Jackson. The 169<sup>th</sup> Fighter Wing calls McEntire home. The 169<sup>th</sup> is the "primary unit of the South Carolina Air National Guard." While located on Fort Jackson's campus, Camp McCrady operates independently as an additional training facility for the Air Guard. Collectively, Fort Jackson, Camp McCrady and McEntire contribute \$1.2 billion to the economy each year. Understanding the impacts of military operations on both Lower Richland and the greater Columbia community is germane to this process.

Currently, there is an effort to identify compatible uses in Lower Richland as part of an update to the Joint Land Use Study (JLUS) completed in 2009. Specifically the southern boundary of Fort Jackson and Camp McCrady, Leesburg Road and the area immediately around McEntire are being studied.

According to the Joint Land Use Study the highest areas of concern to ensure mission operability include assuring compatible land uses in accident potential zones (APZs) and noise impact area. An initial review of the existing land use plan suggests that development is focused in the right areas and those areas not within APZs and high noise areas are more appropriate for high density development. In addition to land use compatibility, a number of other recommendations from the 2009 plan are relevant to this study including the following:

- New zoning overlays for the areas around the installations
- Comprehensive Plan language that promotes community/military coordination
- Opportunities for land purchases from willing property owners near the installations
- Vehicular traffic along key corridors
- Special design and construction practices to lower noise in new homes
- City, county and military coordination in the planning of future growth areas in Richland County

As this process moves forward, the project team will work with the JLUS implementation team to understand the unique needs of the military and the impacts growth can have on mission operability.

## TRANSPORTATION

### Existing Roadway Conditions

This section of the report examines the existing roadway conditions in the Lower Richland study area. Roadway traffic volumes, level of service, vehicle- miles of travel, and mileage by functional classification are evaluated using the Columbia Area Transportation Study (COATS) travel demand model. Major intersections and commuter travel behavior are evaluated based on field review and information gathered from residents of the study area.

### Roadway Classification

Roadway classification is a necessary step toward assessing and evaluating the effectiveness of the roadway network. Individual roads depend on surrounding and intersecting roads to create a functioning network. Currently, there are 196.95 miles of roadway within the study area encompassing all road types. The Federal Functional Classification System is used by SCDOT to classify roads in the study area by categorizing a road section based on attributes common to its role and function in the network.

- **Interstates** – Defined as significant highways featuring limited access and continuous, high- speed movements for a wide variety of traffic types. No interstate is located within the Lower Richland study area. Located northwest of the Lower Richland study area, I- 77 travels in between the study area and downtown Columbia.
- **Arterials** – Classified as a major or minor, these roads connect activity centers and carry large volumes of traffic at moderate speeds. The arterial system in the Lower Richland study area totals approximately 29.51 miles, consisting of 8.98 miles of divided major arterials, 5.0 miles of undivided major arterials, and 15.53 miles of minor arterials. The two major arterials in the Lower Richland study area are Garners Ferry Road (US 378) and US 601, while Bluff Road (SC 48) is a prominent minor arterial. US 378 and SC 48 provide direct access to downtown Columbia and serve as prime routes for traffic in the morning and evening peak hours. The Annual Average Daily Trips (AADT) on arterial roadways in the study area averages 22,090 Vehicles per Day (VPD) on major divided arterials, 4,360 VPD on major undivided arterials, and 3,435 vpd on minor arterials. Garners Ferry Road (US 378) carries the majority of the traffic with approximately 22,090 vpd on average as it enters the study area.
- **Collectors** – Collectors typically allow access to activity centers from residential areas. Collectors can also be categorized as major and minor, depending on the urbanized or rural setting. Their purpose is to collect traffic from streets in residential and commercial areas and distribute it to the arterial system. The collector system in the Lower Richland study area consists of 86.48 total miles, of which 73.16 miles are major collectors. The AADT on collector roadways averages 1,350 vpd in urban areas and 1,790 vpd in rural portions of the study area.
- **Local Streets** – Local streets feed the collector system from low volume residential and commercial areas. Local streets are usually found in subdivisions and rural areas. Local streets account for 26.21 miles within the study area. SCDOT collects AADT volumes for limited number of local roadways.

## Roadway Statistics

Roadway statistics evaluated in this study include year 2005 and year 2035 traffic volumes, level of service (LOS), and vehicle- miles of travel (vmt) and vehicle- hours of travel (vht).

## Traffic Volumes

The traffic volume flow maps in Figure 1 and Figure 2 show projected growth over the 30- year span used in the COATS TransCAD model. The 2005 base year has large volumes along the principle arterials (Garners Ferry Road and Bluff Road), as well as Leesburg Road (SC 262). These are the primary routes local residents traverse to work and school. The highest volumes are along Garners Ferry Road (US 378), reaching 26,100 vpd along the western segment of the study area.

Table 13 shows the 2005 and the projected 2035 AADT volumes and percent changes along Bluff Road, Leesburg Road, and Garners Ferry Road. Garners Ferry Road carries, by far, the highest volume within the study area and it is forecasted to grow by around 77% between years 2005 and 2035.

Figure 1: Study Area Traffic Volume Flow (Year 2005)

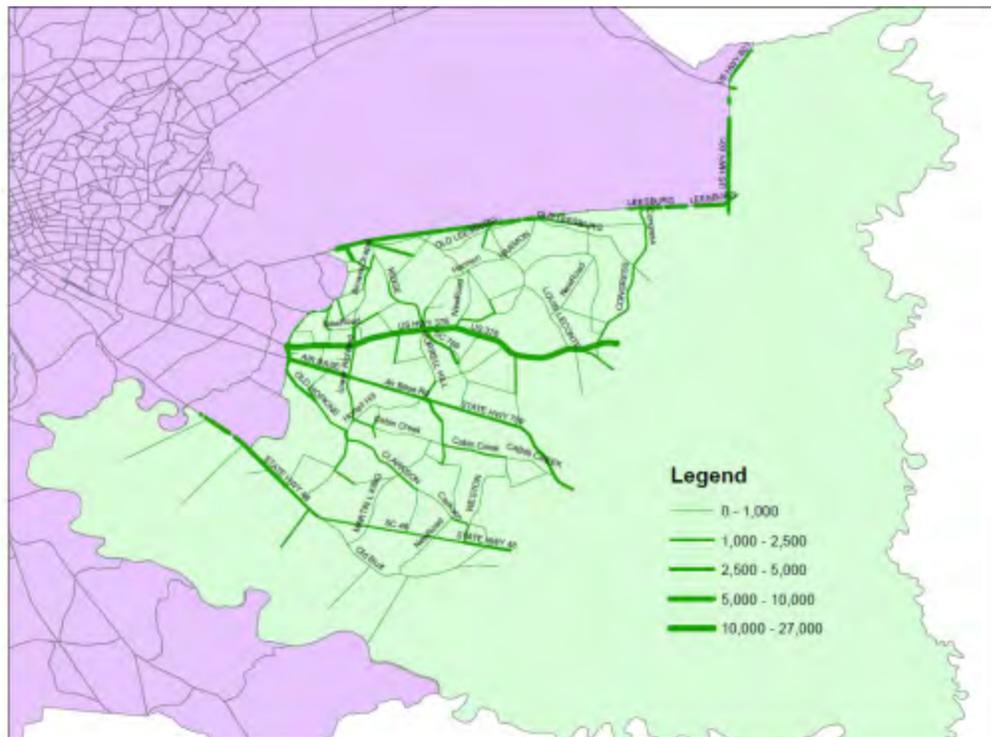


Figure 2: Study Area Traffic Volume Flow (Year 2035)

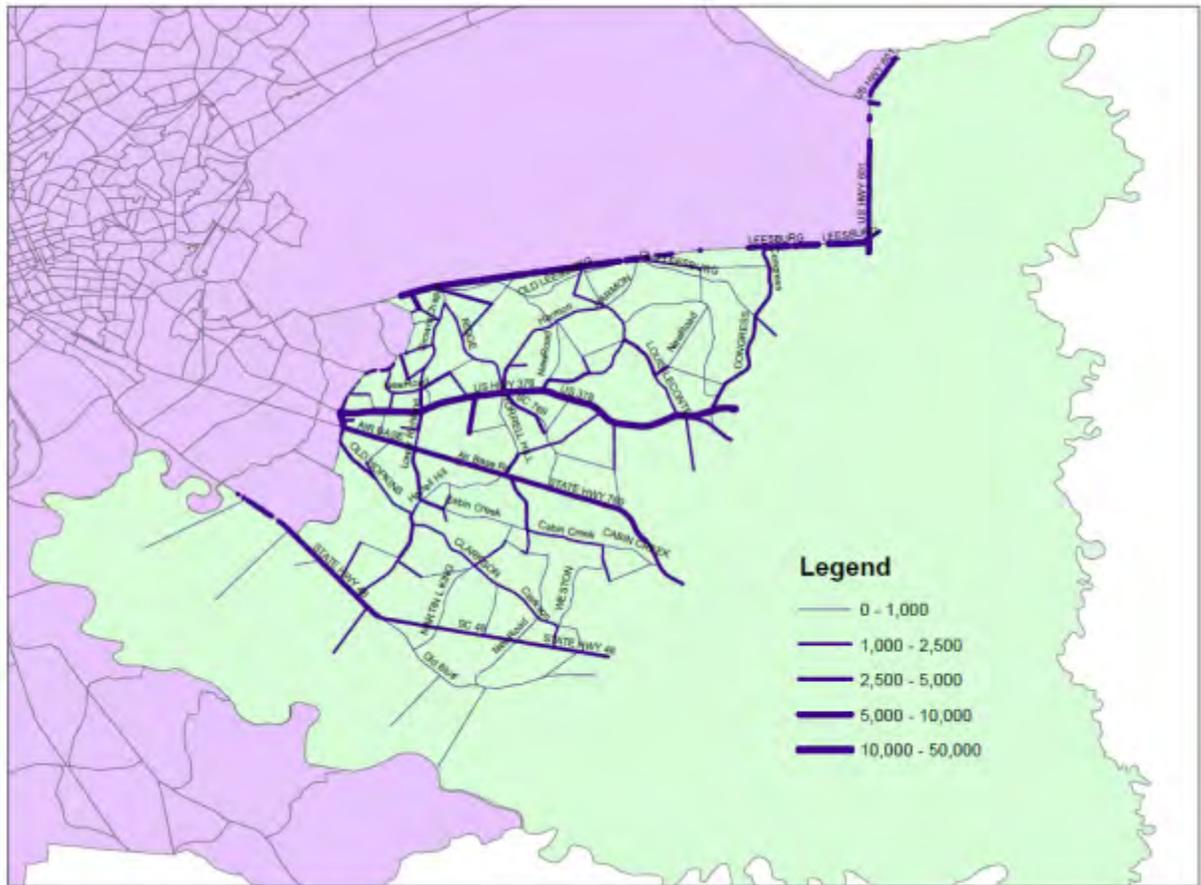


Table 13: Major Roadway Traffic Volumes

Roadway	AADT <sup>(1)</sup>		Percent Change
	2005	2035	
Bluff Road	3,686	7,127	93.4%
Leesburg Road	7,240	13,378	84.8%
Garners Ferry Road	22,091	39,086	76.9%

Note: (1) All SCDOT roadway count stations were averaged to provide AADT.

## Level of Service

The COATS travel demand model was used to evaluate the LOS for years 2005 and 2035. The COATS model is a 24-hour model. Therefore, the LOS is a 24-hour LOS, and not a peak-hour LOS. The LOS for the study area is illustrated in Figure 3 and Figure 4 for year 2005 and 2035, respectively.

Figure 3: LOS Map - Base Year 2005

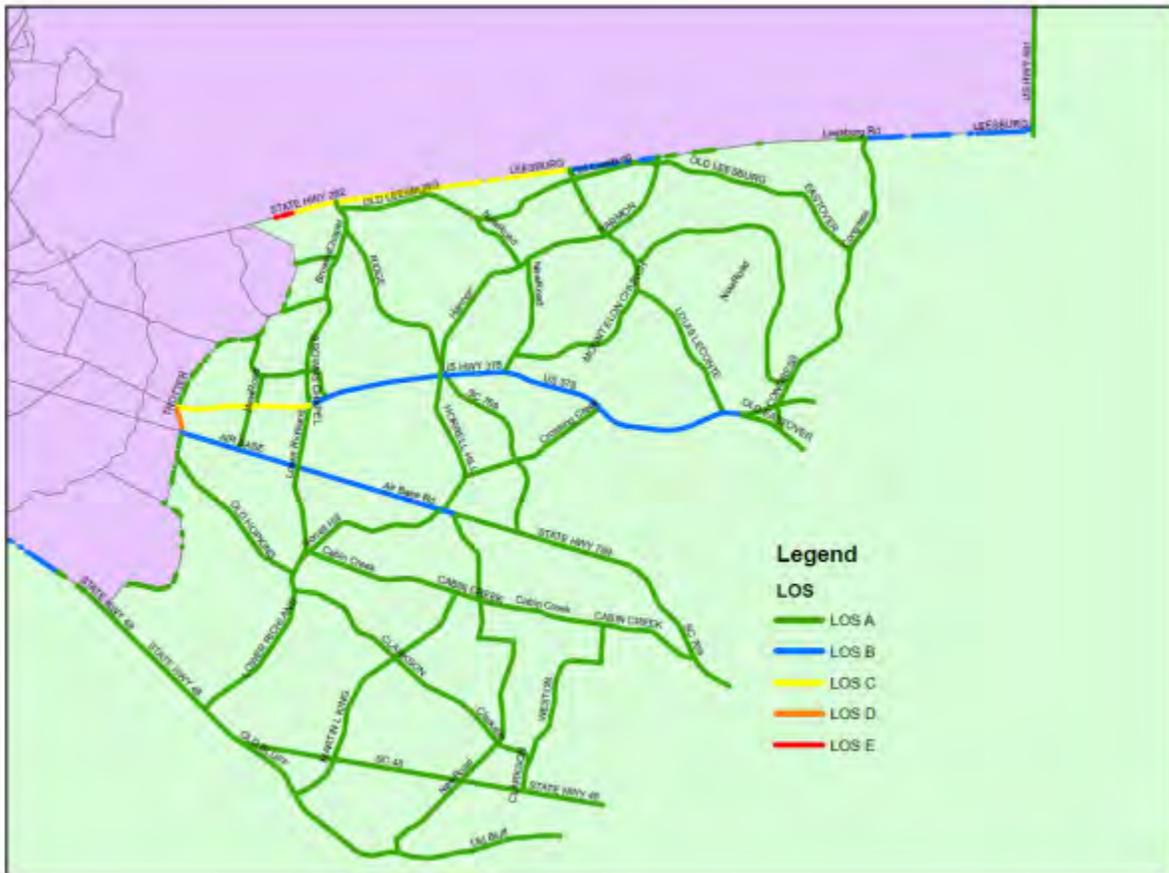
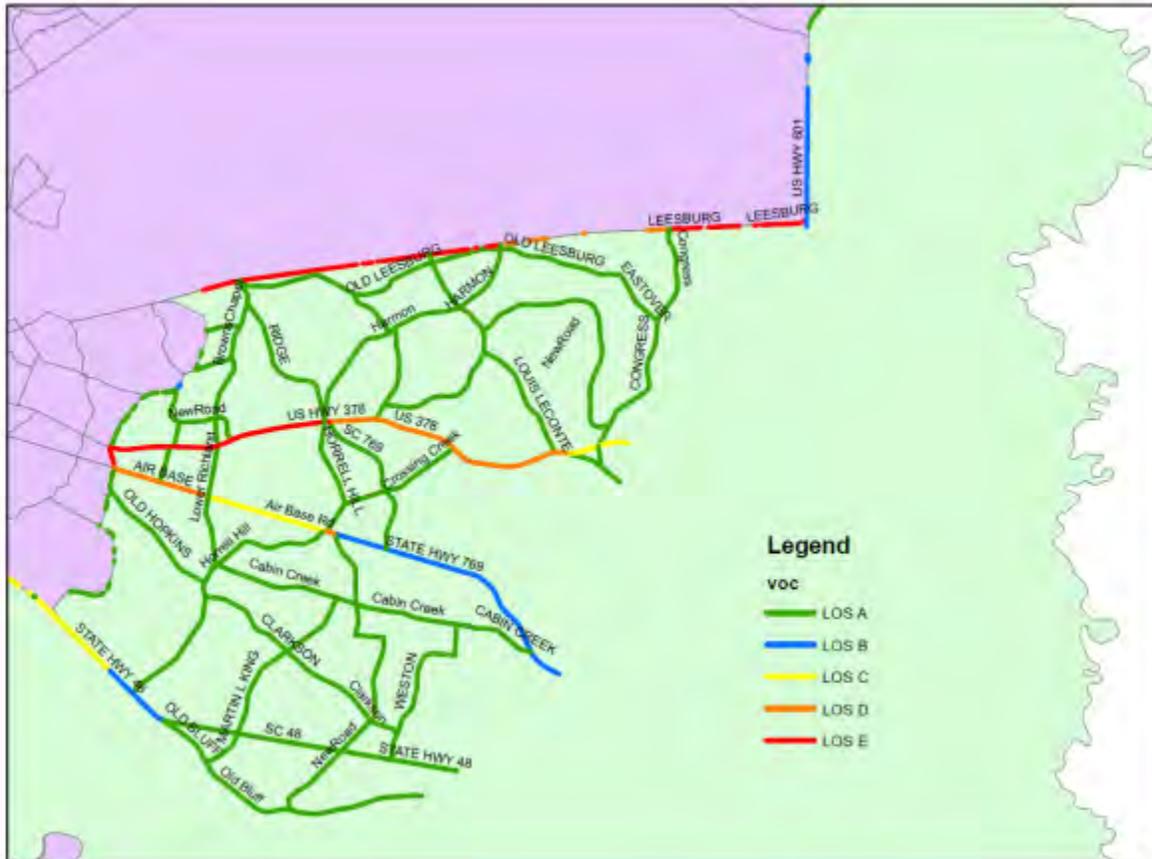


Figure 4: LOS Map - Base Year 2035



The LOS is based on level “C” capabilities according to the SCDOT. This means that the roadway volume is equal to the roadway capacity (Volume- to- Capacity Ratio equals 1.0) at level “C”. Below LOS “C”, the roadway volume is under capacity and above LOS “C” the roadway volume is over capacity. The range of Volume- to- Capacity ratios by LOS is shown in Table 14.

Table 14: Volume-to-Capacity Ratios by Level of Service

LOS	V/C Ratio Range
A	V/C = 0 - 0.49
B	V/C = 0.50 - 0.74
C	V/C = 0.75 - 1.00
D	V/C = 1.00 - 1.15
E	V/C = 1.16 - 1.34
F	V/C = 1.35 >

## Vehicle-Miles and Vehicle-Hours of Travel

The COATS travel demand model was used to estimate the vehicle-miles of travel (vmt) and vehicle-hours of travel (vht) by roadway type (functional classification). The model calculates vmt by multiplying the length of the roadway links by the assigned volume. The model calculates vht by multiplying the time [Time = (Length/Speed)\*60] of the roadway links by the assigned volume. Table 15 shows the vmt, vht, and congested speed in miles per hour (mph) by roadway type in the study area in year 2005. Table 16 shows the corresponding figures for year 2035. Congested speed is calculated by dividing the VMT by the VHT.

**Table 15: Vehicle-Miles and Vehicle-Hours of Travel (2005)**

Roadway Type	VMT	VHT	Congested Speed (mph)
Primary Arterial	214421.7	213903.0	60.1
Minor Arterial	59143.9	62009	57.2
Major Collector	102367.7	118468	51.8
Collector	56690.0	61375	55.4
Local	3828.9	5626.4	40.8

**Table 16: Vehicle-Miles and Vehicle-Hours of Travel (2035)**

Roadway Type	VMT	VHT	Congested Speed (mph)
Primary Arterial	383204	406578	56.6
Minor Arterial	102327	111108	55.3
Major Collector	165258	191952	51.7
Collector	113797	139409	48.9
Local	14975	22439	40.0

## Existing Transit Services

Transit in the Lower Richland study area is serviced by the Central Midlands Regional Transit Authority (CMRTA) and the Santee Wateree Regional Transit Authority (SWRTA). CMRTA provides transit service in the study area between Lower Richland and Columbia, while SWRTA provides transit service in the study area between Lower Richland and Eastover.

### CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY

CMRTA transit services include fixed routes and paratransit service, Dial- A- Ride (DART), that provide access to jobs, schools, businesses, hospitals, shopping and entertainment throughout the Columbia Metropolitan area. CMRTA has three routes that service the Lower Richland study area with a fixed one- way fare of \$1.50. Special needs one- way fares are \$0.75 and fares are free for children under the age of five- years old and accompanied by an adult rider. The DART paratransit service has a \$3.00 one- way fare.

### Existing Routes

As noted above, CMRTA has three fixed routes that operate along in or around the periphery of the Lower Richland study area. Route 4 is the Olympia/Eastway Park fixed route that travels between the Columbia Transit Center and Fort Jackson in the Lower Richland study area. Route 5 is the Fort Jackson Special fixed route that travels between the Columbia Transit Center and the intersection of Bluff and Windy in the Lower Richland study area. The fixed routes focus on weekday travel and Saturday shopping trips to local retail centers in the study area, but no Sunday service is available for this route. Route 20 is the Greenlawn fixed route that travels between the Columbia Transit Center and the intersection of Hazelwood and Fairmount in the Lower Richland study area. The routes operate differently depending on the day. Table 17 lists the CMRTA fixed routes in the study area by day of week. DART hours of service are 5:30 a.m. to 6:30 p.m. Monday through Saturday and no service on Sundays. The areas available for DART service vary by time of day.

Table 17: CMRTA Routes by Day of Week

Route Description	Route #	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Olympia/Eastway Park	4	X	X	X	X	X		
Fort Jackson Special	5	X	X	X	X	X	X	
Greenlawn	20	X	X	X	X	X	X	

### Route Travel Times and Frequency

The three CMRTA routes that serve the study area start service between 7:20 and 7:52 a.m. and end service between 4:23 and 5:10 p.m. Route 4 has a frequency of 33 minutes, route 5 has a frequency of 32 minutes each way and route 20 has a frequency of 41 minutes, and Table 18 shows the route travel times and frequency for the three routes within the study area. Times are the same for both weekday and Saturday service.

**Table 18: Route Travel Times and Frequency within Study Area**

Route #	First Bus Arrival Time (Bluff & Windy)	Last Bus Arrival Time (Bluff & Windy)	Route Travel Times to Transit Center (minutes)	Runs per Day
Route 4	6:18 a.m.	6:18 p.m.	33 minutes	10
Route 5	7:52 a.m.	4:22 p.m.	32 minutes	4
Route 20	6:24 a.m.	6:24 p.m.	41 minutes	13

### **Santee Wateree Regional Transit Authority**

SWRTA services include fixed routes and paratransit routes that provide transit services between Sumter, Eastover and Columbia. SWRTA has one fixed route service in the study area called the Eastover Transit Bus Service that serves as a rural commuter service between Eastover Town Hall and Columbia. The one-way fare is \$4.00 between Sumter and Columbia, \$2.50 between Sumter and Eastover, and \$1.50 between Eastover and Columbia. Senior Citizens, persons with disabilities, and children under the age of 12, ride for half-fare on all of these routes.

#### **Existing Routes**

SWRTA has a SmartRide commuter service, the Eastover Transit Bus Service, and a SmartRide Vanpool service (paratransit service). The Eastover Transit Bus Service runs three times a weekday within the study area along Garners Ferry Road (US 378). The Santee Wateree Regional Transit Authority (SWRTA) Vanpool services are available for individuals who cannot access one of the Eastover Transit commuter stops. Paratransit passengers must call 24 to 48 hours in advance to be picked up for service.

SWRTA is evaluating an express routes service to the VA Hospital and Super Wal-Mart, adjacent to Garners Ferry Road (US 378), as a recreational route and not a commuter work route. This express route would connect to a CMRTA fixed route service.

### **EXISTING BICYCLE AND PEDESTRIAN FACILITIES**

Bicycle and pedestrian facilities are concentrated at the northwestern part of the study area near downtown Columbia and Leesburg Road (SC 262). A segment of the Palmetto Trail bicycle and pedestrian facility traverses through the study area and a bicycle corridor connection between Bluff Road and Leesburg Road (SC 262) is identified in the study area. There are several sidewalk connections within residential developments and a few school sidewalk connections. Data sources used to evaluate existing bicycle and pedestrian facilities included COATS Bikeway and Pedestrian Plan, Bicycle and Pedestrian System component of the Richland Town and County Plan, Richland County GIS Department, field review, and discussions with study area residents.

#### **Bicycle Facilities**

There are no existing dedicated bicycle lanes within the study area. Additionally, there are no routes in the bicycle and pedestrian plan for Lower Richland County. However, the CMCOG has identified a “Principal Bikeway Corridor” within the study area. The bicycle corridor runs along

Bluff Road (SC 48 to Beltline Boulevard, Devine Street (US 378) to Leesburg Road (SC 262), Fairmount Drive to Caughman Road, and ends at Trotter Road.

### ***Pedestrian Facilities***

Sidewalks within the study area are scattered within residential developments with some connections to schools, parks, and strip shopping developments. Most of the sidewalk facilities are on one side of the road only, except for the two-sided sidewalk facilities in Pine Lake, Lee Hills, and Quail Hills subdivisions.

### ***Greenway Trail Facilities***

The Palmetto Trail is a greenway trail facility spanning the State of South Carolina from the coastline in Awendaw to the mountains in Oconee. The Palmetto Conservation Foundation developed the Palmetto Trail for pedestrians, bicyclists, and hikers. A section of the Fort Jackson Passage of the Palmetto Trail runs through the study area along Leesburg Road to Fort Jackson's Gate 5 at Semmes Road.

### ***Suggested Bicycle and Pedestrian Improvements from Existing Studies***

Suggested bicycle and pedestrian facilities within the study area from other recent studies include connections to schools, residential developments, shopping developments, recreational sites, etc.

### ***2010 Central Midlands Bicycle & Pedestrian Regional Pathways Plan***

**Table 19: 2010 Bike and Pedestrian Pathways Plan - Recommended Lower Richland Facilities**

Facility Name	Description	# of miles
Bluff Road/Congaree Park Bikeway	USC Stadium – Congaree Swamp	14.16
Lower Richland Bikeway	Bluff Road – Fort Jackson	8.72
Fort Jackson (Wildcat) Bikeway	Percival Road – Leesburg Road	7.28
Congaree River Greenway	Downtown – Congaree Swamp	22.79
Cedar Creek Greenway	Bluff Road – Fort Jackson	13.83
Leesburg-Ft. Jackson Trail	Gills Creek – Cedar Creek	12.13

### ***Columbia Area Transportation Study (COATS) 2035 Long-Range Transportation Plan***

The COATS 2035 Long-Range Transportation Plan has identified sets of recommended transportation improvements for the study areas are shown in Table 20, Table 21, Table 22 and Table 23.

**Table 20: Early Action Project**

Route Name	Project Limits	Improvement
Garners Ferry Road (US 76/US 378)	Veteran Road and Benson Road	Improve pedestrian conditions

**Table 21: Prioritized Roadway Widening Projects**

Route Name	Project Limits
Leesburg Road	Fairmount Drive (S- 404) to Lower Richland Boulevard (S- 37)
Leesburg Road	Lower Richland Boulevard (S- 37) to Harmon Road (S- 86)
Leesburg Road	Harmon Road (S- 86) to McCords Ferry Road

**Table 22: Prioritized List of New Location Projects**

Route Name	Project Limits
Rabbit Run	From Trotter Road to Garners Ferry Point
Shop Road Extension	From Pinewood Road to Garners Ferry Road

**Table 23: Prioritized Intersection Improvements**

Major Route Name	Minor Route Name	Proposed Improvement
Broad River Road (US 176)	Sid Sites/Hopewell Church Road (S- 1150/S- 2475)	Realign Sid Sites Road with Bookie Richardson

### **COATS Bike and Pedestrian Pathways Plan**

#### **Southeast Richland Neighborhood Master Plan**

Recommended more pedestrian connections between the “strip style developments” toward the intersection of Lower Richland Boulevard and Garners Ferry Road.

#### **Southeast/Lower Richland Sub-Area Transportation Study**

Suggest bikeway facilities include:

- A bicycle lane connection along Garners Ferry Road (US 378) and Old Eastover Road (SC 764) to connect with the existing bike lane on McCords Ferry Road (SC 601). This bikeway would connect cyclists to the McEntire Air National Guard Base, Horrel Hill Park, Greenlawn Memorial Park, shopping developments, and residential developments; and,
- A bicycle lane connection along Congaree Road (SC 769), Harmon Road (SC 86), and Ridge Road. This bikeway would connect cyclists to the McEntire Air National Guard Base, Horrel Hill Park, Fort Jackson, schools, residential developments, and shopping developments.

Suggested pedestrian facilities at parks and mixed- use developments include:

- Sidewalks on Trotter Road to connect residential, commercial, and recreational developments in the area, as well as Caughman Road Park;
- Sidewalks on Caughman Road to Leesburg to connect residential, commercial, recreational, and school developments in the area;

- Fill in the sidewalk gaps on Old Woodlands Road to connect existing sidewalks on Garners Ferry Road;
- Fill in the sidewalk gaps on Christie Road to connect to the existing sidewalks on Byron Road;
- Fill in the sidewalk gaps on Garners Ferry Road between Rosewood Drive and Pelham Drive;
- Extend the sidewalk on Garners Ferry Road at the Southeast Regional Branch of the Richland County Public Library from Greenlawn Drive to Atlas Road;
- Extend the existing sidewalk on Bluff Road to the existing sidewalk facility at Atlas Road and to Pineview Road at Bluff Road Park; and,
- Add sidewalk facilities at Hopkins Park and Horrell Hill Park to connect to residential developments.

Suggested pedestrian facilities at schools include:

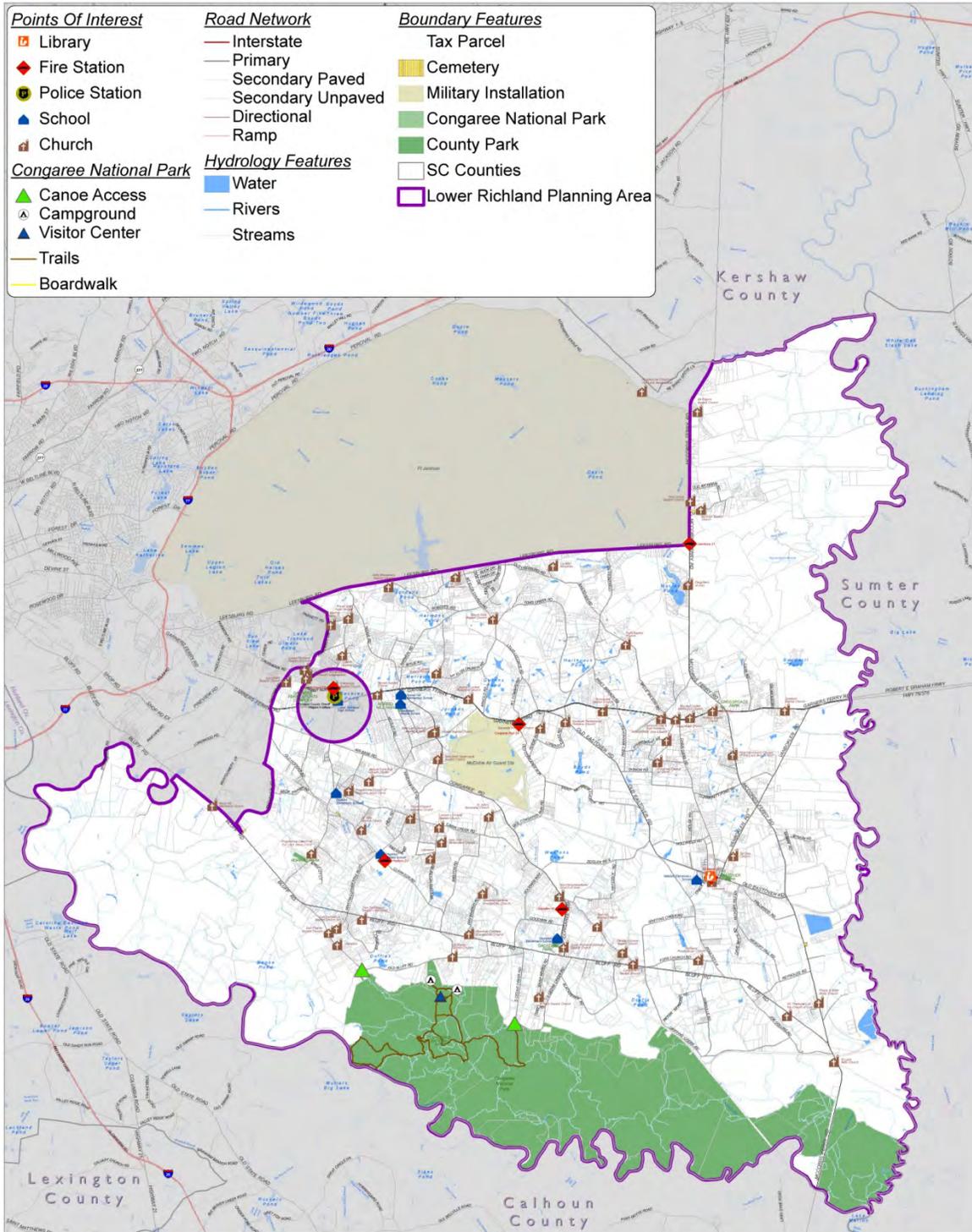
- Lower Richland High School connection to Rabbit Run;
- Hopkins Elementary School connection to Cabin Creek Road;
- Caughman Elementary School connection to Caughman Road;
- Horrell Hill Elementary School connection to Horrell Hill Road and Eagle Road; and,
- Southeast Middle School connection to Horrell Hill Road.



Table 24: Community Facilities

Name of Facility	Facility Address	Acres	Gyms	Activity Rooms	Tennis Courts	Base-ball Fields	Racquetball Courts	Soft-ball Fields	Football/Soccer Fields	Basket-ball Courts	Play Grounds	Pools	Trails/Tracks	Picnic Shelters
Bluff Road Park	148 Carswell Drive	18.24	✓	✓	✓	✓		✓	✓		✓		✓	✓
Caughman Road Park and Tennis Center	2800 Trotter Rd.	29.99	✓	✓	✓	✓	✓	✓			✓		✓	✓
Eastover Park	1031 Main Street	24.26	✓	✓	✓	✓			✓	✓	✓		✓	✓
Cross Roads Park	2750 McCords Ferry Rd.	5.81				✓				✓	✓			
Gadsden Community Center	1660 South Goodwin Circle	14.51		✓	✓	✓		✓		✓	✓		✓	✓
Garners Ferry Complex	8620 Garners Ferry Rd.	42							✓		✓			✓
Hopkins Park	150 Hopkins Park Rd.	30	✓	✓	✓	✓				✓	✓	✓	✓	✓

**Map 4: Park and Community Facilities**



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Date: 11/14/2013 | LDI # 1011133  
 Data Source: Richland County, USGS, Esri

**PARKS & COMMUNITY FACILITIES**

LOWER RICHLAND PLANNING AREA  
 RICHLAND COUNTY, SC



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The Congaree National Park forms the southern boundary of Lower Richland. This 24,000- acre park “protects the largest contiguous area of old growth bottom land hardwood forest remaining in the United States.”<sup>3</sup> The park offers a variety of recreational and educational opportunities including guided canoeing and kayaking, fishing, ranger- led walks, birding, camping and numerous hiking trails. According to the National Park Service, the Congaree has one of the most diverse forest communities in North America<sup>4</sup>. The Natural Resources section of this report has additional information regarding the Congaree.

There are 22 different plant communities in the park. Preliminary surveys have found over 80 species of trees, over 170 bird species, 60 reptile and amphibian species and 49 fish species.

River otters, barred owls and question mark butterflies all call the Congaree home. From October 2011 to June 2012 it is estimated that over 150,000 people visited the Congaree over the eight- month period. More information on the Congaree National Park can be found in the Land Use section of this memo.

## Education

Richland County School District One is responsible for public education in the Lower Richland Area. There are approximately 23,000 students in the district at 50 different school sites. Seventy- five percent of students in the district are receiving free or reduced- price lunch. Lower Richland High School, Southeast Middle School, Hopkins Middle School, Horrell Hill Elementary, Hopkins Elementary, Gadsden Elementary, and Webber Elementary are all located within the study area. Mills Creek Elementary, Caughman Road Elementary, and Burnside Elementary stand just outside the planning area. According to a representative from the school district, most of the schools are not at capacity, indicating room to grow.

There is a long history of education and teaching in Lower Richland. Families such as the Barbers and Taylors have fourth and fifth generation educators teaching at area schools. In addition, Gadsden Elementary was named South Carolina’s Distinguished Title I School for Overall Achievement. In addition, Gadsden was also nominated for the U.S. Department of Education’s National Blue Ribbon School Award.<sup>5</sup>

<sup>3</sup> National Park Service, Congaree National Park

<sup>4</sup> National Park Service, Congaree National Park

<sup>5</sup> Richland One School District

## Public Safety

### **RICHLAND COUNTY SHERIFF'S DEPARTMENT**

Police services for Lower Richland are provided by the Sheriff's Office Region One of Richland County. An analysis of recent sheriff's data indicates burglaries, vehicle theft and sexual offences are the most common crimes in the study area.

### **RICHLAND COUNTY FIRE DEPARTMENT**

There are six fire stations located in Lower Richland. In addition, representatives from both Fort Jackson and McEntire ANG indicate that on-base first responders also provide emergency services to the area.

### **LIBRARY**

Located in Eastover, there is one public library in Lower Richland. The library is currently being renovated with plans to double the space for a total of 5,000 square feet. Facilities include meeting rooms, enlarged area for the children's collection, technology center, history of Eastover exhibit and traditional book loan and literacy programs. When completed, the library will be the first LEED certified county-owned municipal building. The renovation is being funded by a grant from the U.S. Department of Agriculture with matching funds from Richland County.

### **SOLID WASTE COLLECTION AND DISPOSAL**

Solid waste collection and disposal is managed by the county's Solid Waste and Recycling Department. There is one landfill located in the study area near the intersection of Leesburg Road and McCord's Ferry Road. In addition, there is a manned drop-off site located at 10531 Ganer's Ferry Road in Lower Richland.

A map of all community facilities can be found on page 36 of this document.

## UTILITIES

### Public Water Supply, Treatment and Distribution

#### SUPPLY

The City of Columbia's Canal Water Plant serves portions of Lower Richland County from the City limits to Lower Richland Boulevard. There is a separate system that serves Hopkins and the surrounding area. Beyond these two systems, the majority of Lower Richland's water comes from wells.

New demand for water service is allocated on a first come, first served basis. There are no additional allocations in place for Lower Richland County. If a major subdivision were planned in the area the existing water distribution system would not have enough capacity.

#### WASTEWATER

There is limited sewer service in the study area. The Town of Eastover is served by a small plant along the Wateree River. Currently that plant does have room to expand but would need additional permits to run at capacity.

The County has planned for a sewer line to run from Hopkins to the Town of Eastover. But that improvement is currently unfunded.

#### BROADBAND

According to Connect South Carolina, the State's broadband initiative, most of Lower Richland is served by broadband service. Hopkins, Horrel Hill and Eastover all have cable broadband access. Gadsden and areas south of Hopkins and Eastover have access to mobile wireless service. Only the area within the Congaree National Park boundaries is unserved.

## NATURAL RESOURCES

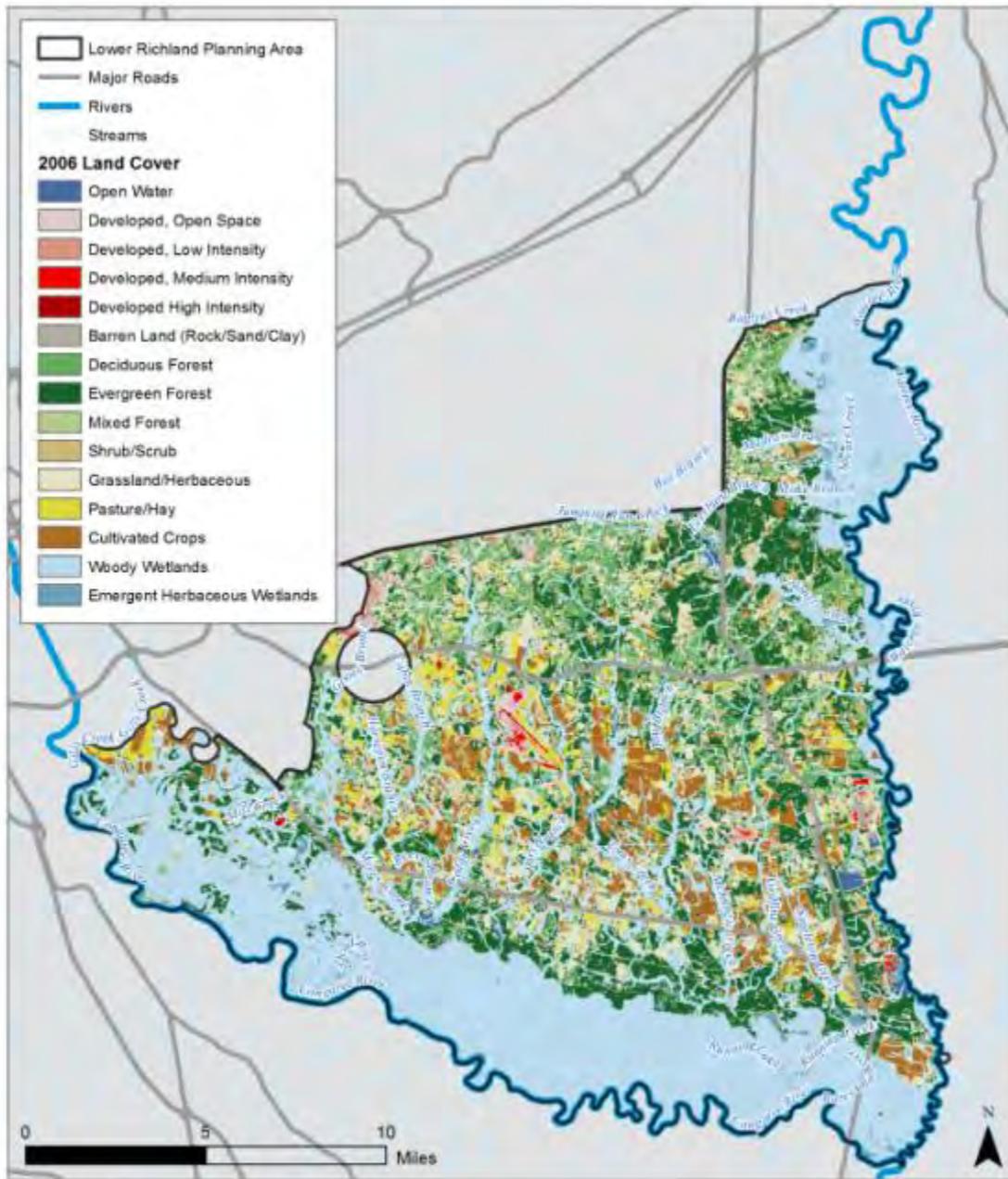
### Context

Richland County is located on the eastern edge of the Piedmont Plateau and the Atlantic Coastal Plain. The Lower Richland Study Area is located in the southeast portion of Richland County. The Study Area consists of 326 square miles. It begins southeast of Columbia, SC and is bounded by Leesburg Road, US 601 and the county line to the north, the Wateree River to the east, and the Congaree River on the south. The natural environment in this area of Richland County is quite diverse. There are uplands and bluffs, distinct streamside riparian areas running south and east to the Congaree and Wateree rivers, and swampy bottomland forest adjacent to the rivers.

### Land Cover and Ecoregions

According to the 2006 National Land Cover Dataset, the majority of the land area in Lower Richland is forested. Different classes of forest (Woody wetlands, Evergreen, Deciduous, and Mixed forest) covers a total of 141,312 acres (66% of total land area). Cultivated land and pasture comprises 7% and 3.6% of the land area, respectively. Though dispersed residential development exists throughout the Study Area, significantly developed areas make up only 6% of the land area (13,006 acres). The figure below details land cover in the Study Area. Map 5 shows land cover in the Study Area.

Map 5: Land Cover 2006 (Source: NLCD)



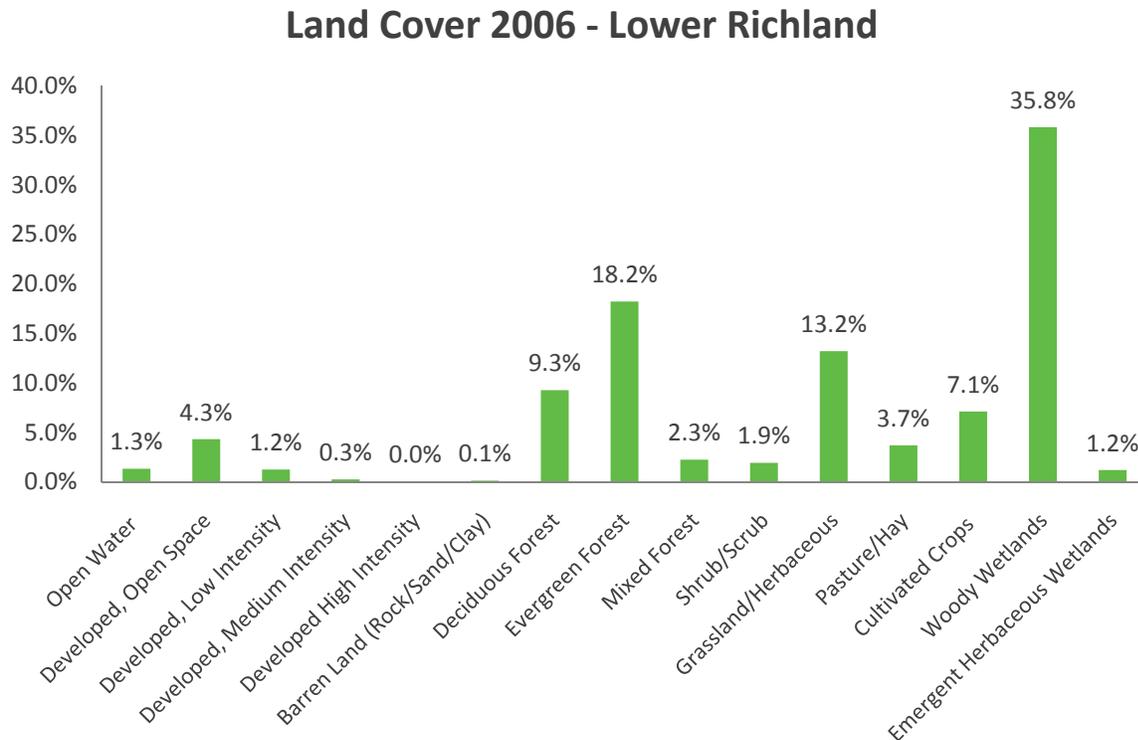
LandDesign

**Land Cover**  
 Lower Richland County, SC

Date: 11/27/2012 | LDI # 1011133  
 Data Source: Richland County, Esri, National Land Cover Database (2006)

Disclaimer: This map was created with the best available data; however, it is provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map does not represent a legal survey of the land and is for graphical purposes only. Use of the Data for any purpose shall be with acknowledgement of the limitations of the Data, including the fact that the Data is outdated and is a constant state of flux.

Figure 5: Land Cover 2006 (Source: NLCD)



There are three “Ecoregions” defined by the Environmental Protection Agency (EPA) in the Lower Richland Study Area. These areas are displayed in Map 2. The hilly areas representing the Sand Hills ecoregion, are mostly located north of US 76 and extend slightly south along the ridge along US 601 between Griffin’s Creek and the Wateree floodplain. The Sand Hills ecoregion is marked by well drained sandy soils and is home to many rare plants.<sup>6</sup> This part of the study area is made up of heavily forested rolling hills with significant contiguous tracts of evergreen forest along Colonels Creek.

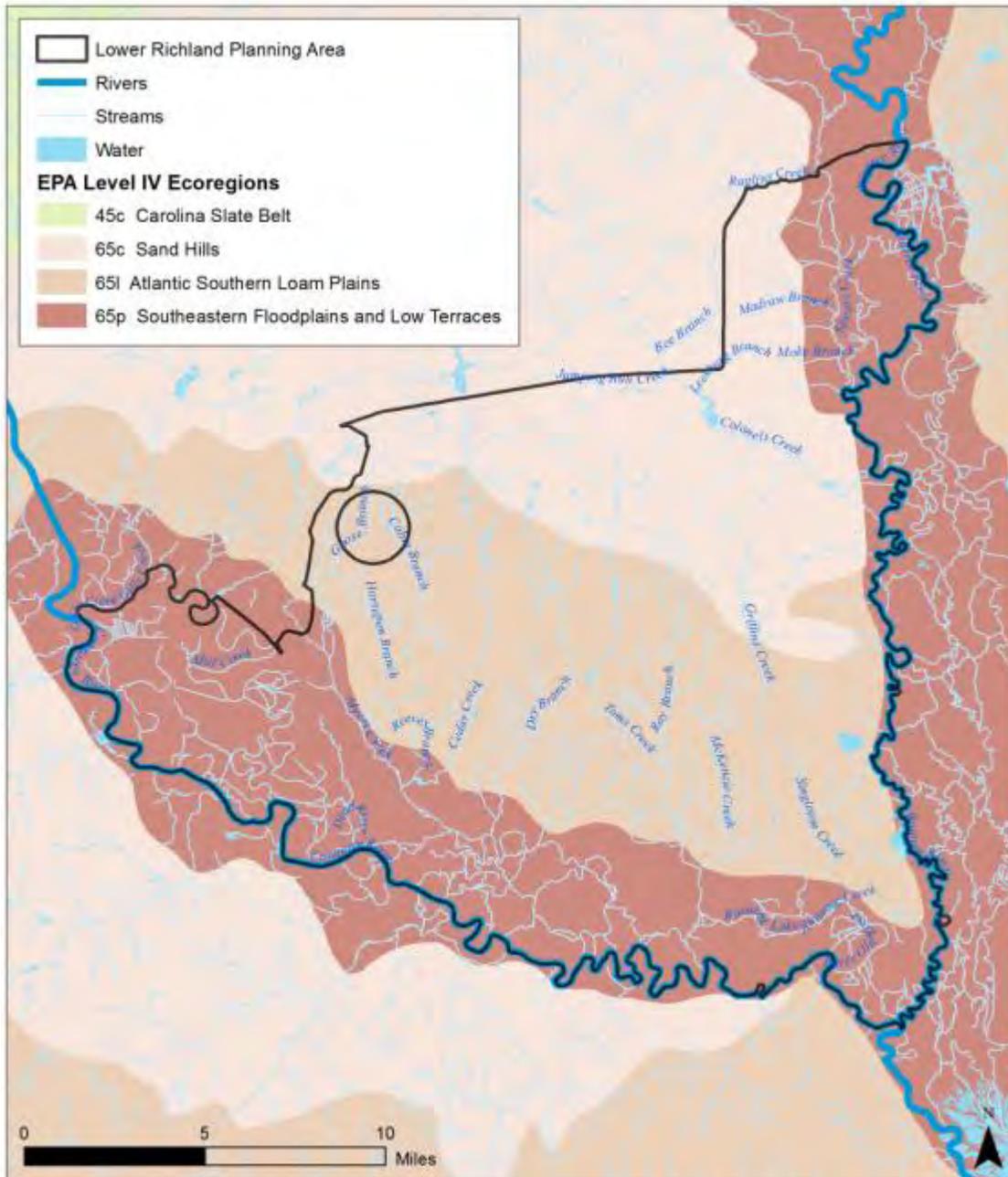
The town of Eastover is located in a transition zone between the uplands and lowlands. This is part of the Atlantic Southern Loam Plains ecoregion. This area contains high quality cropland, as it consists of deep, well-drained soils. There are large tracts of agricultural land in this ecoregion, especially between Bluff Road and Garners Ferry Road (US 76). Forested wetlands, adjacent to large streams draining the area, remain intact and bisect working agricultural land. This area is home to many unique Carolina bays.

The bottomland forest and lowlands adjacent to the Wateree and Congaree rivers are part of the Southeastern Floodplains and Low Terraces ecoregion. This area corresponds closely with the floodplain which borders the study area on the east and south. At times the floodplain exceeds four miles in width. This area is bisected by the Wateree and Congaree rivers, and dominated by forested wetlands and oxbow lakes—vestiges of now isolated bends in the river.

<sup>6</sup> Ecoregions of South Carolina, 2002, USDA, NRCS, USGS, EPA



Map 6: EPA Level IV Ecoregions



LandDesign.

**EPA Level IV Ecoregions**  
 Lower Richland County, SC

Date: 11/27/2012 | LDI # 1011133  
 Data Source: Richland County, Esri, EPA

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## Topography

The northern part of the Study Area consists of rolling hills and bluffs. Many areas exceed 10% slope. Some bluffs even exceed 25% slope. The majority of the remainder of the Study Area consists of gently sloping lands of less than 5% slope. Map 7 illustrates the percent slope in the study area.

## Hydrology and Soils

The Lower Richland Study Area is divided into two main watersheds. The Northern and Eastern part of the study area drains eastward towards the Wateree River joining water from the Catawba River basin to the north which receives water from the South Carolina cities of Lancaster, Rock Hill, Fort Mill as well as Charlotte, North Carolina. Parts of the study area west of US 601 drain southward and enter the Congaree River which begins just west of Columbia at the confluence of the Saluda and Broad rivers. The Congaree watershed drains much of Upstate of South Carolina. At the Southeast corner of the Study Area the Congaree River and the Wateree River meet to form the Santee River which flows into Lake Marion, Lake Moultrie and eventually entering Charleston Harbor and the Atlantic Ocean.

The Lower Richland area is marked by a significant amount of surface water. There are 540 miles of streams in the study area. There are 61,358 acres of wetlands in Lower Richland. Wetlands constitute nearly 30% of the land area. Floodplain makes up 21% of the land area with the majority located along the Congaree River.

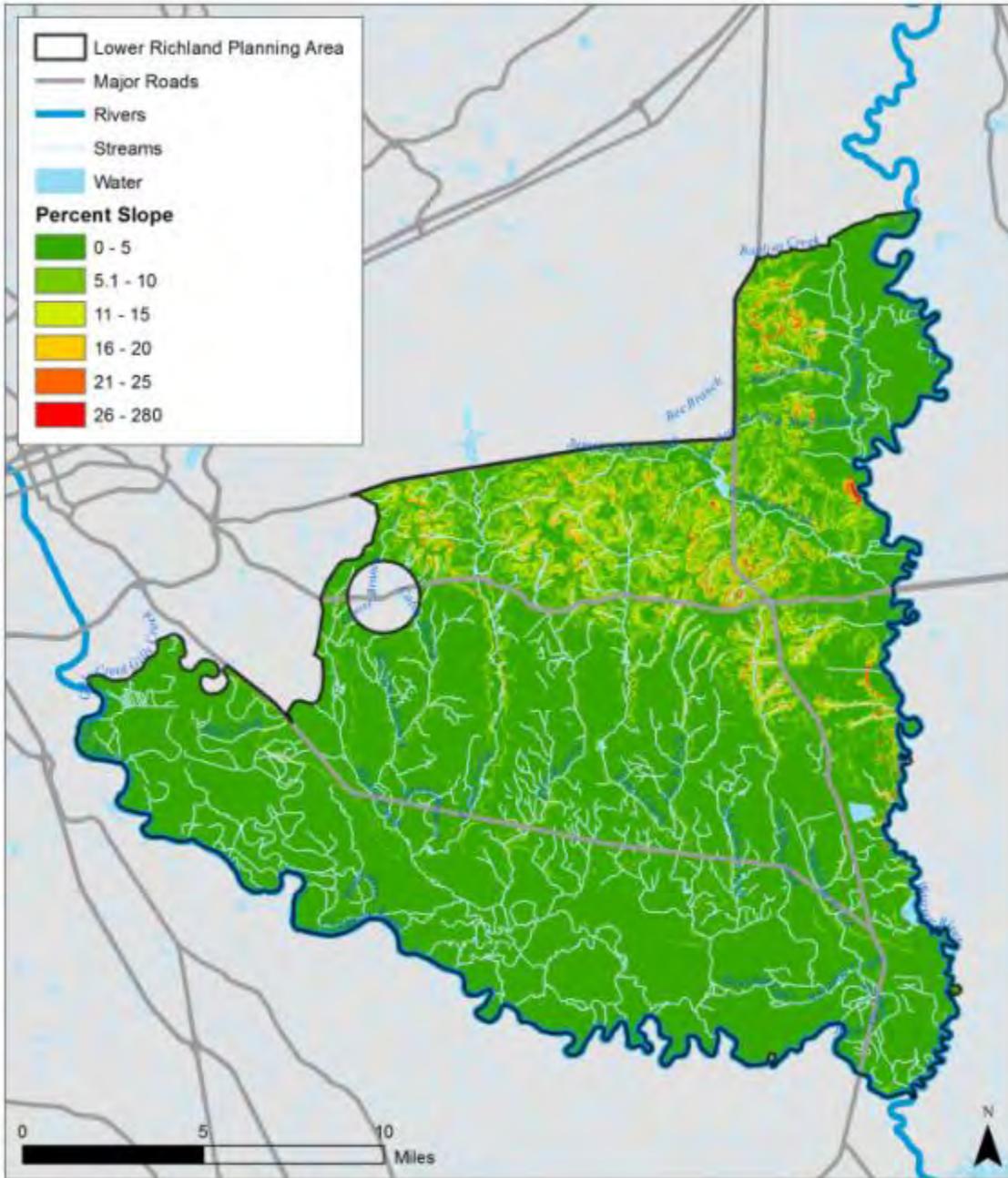
There are a few water bodies that are classified as 303d Impaired Waters. These include parts of the Congaree River (Pathogen/Fecal Coliform), Cedar Creek (Impaired Macroinvertebrate Biota), Tom's Creek (Fecal Coliform). Map 8 illustrates the hydrologic features in the study area.

## HYDRIC SOILS

Hydric soils are those that under natural conditions are either saturated or inundated during the growing season. Typically occurring in wet, low lying areas, these soils can be an indication of hydrophytic vegetation and wetlands. Accordingly these areas are not ideal for building. Over half of the study area has soils that are considered Partially Hydric or All Hydric as illustrated in Map 9.



Map 7: Percent Slope (Source: USGS NED)



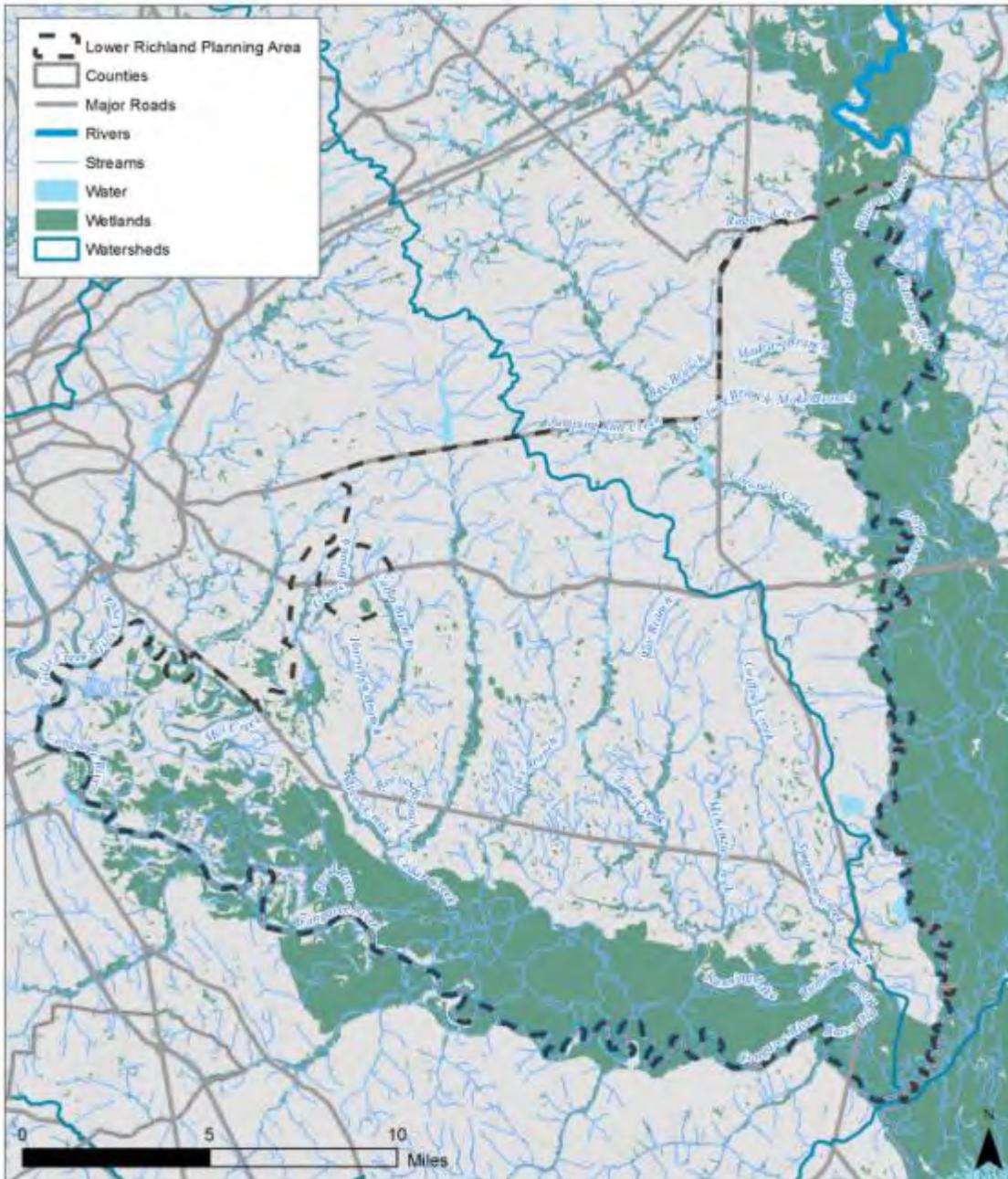
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**Slope**  
 Lower Richland County, SC

Date: 11/27/2012 | LDI # 1011133  
 Data Source: Richland County, Esri, USGS NED

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Map 8: Hydrology



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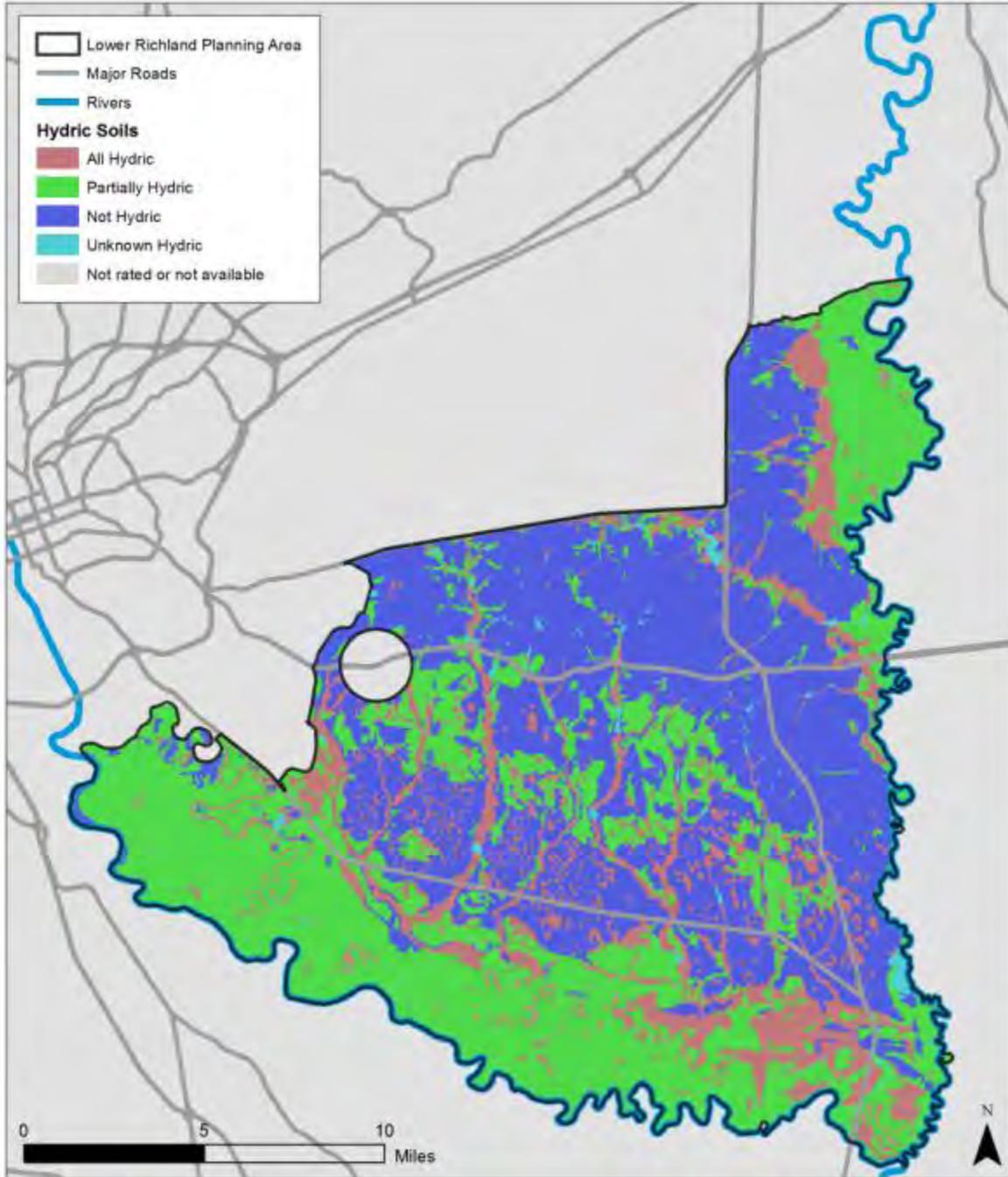
**Hydrology**  
 Lower Richland County, SC

Date: 11/27/2012 | LDI # 1011133  
 Data Source: Richland County, Esri, USGS

Disclaimer: This map was created with the best available data; however, it is provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map does not represent a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgment of the limitations of the data, including the fact that the data is dynamic and is in a constant state of re-evaluation.



Map 9: Hydric Soils



LandDesign.

**Hydric Soils**  
 Lower Richland  
 Richland County, SC

Date: 11/27/2012 | LDI # 1011133  
 Data Source: Richland County, Esri, NRCS

Disclaimer: This map was created with the best available data; however, it is provided "as is" without warranty of any representation of accuracy, timeliness, suitability or completeness. This map does not constitute a legal survey of the land and is for graphical purposes only. Use of this Data for any purpose should be with acknowledgment of the limitations of the Data, including the fact that the Data is dynamic and it is a constant state of maintenance.

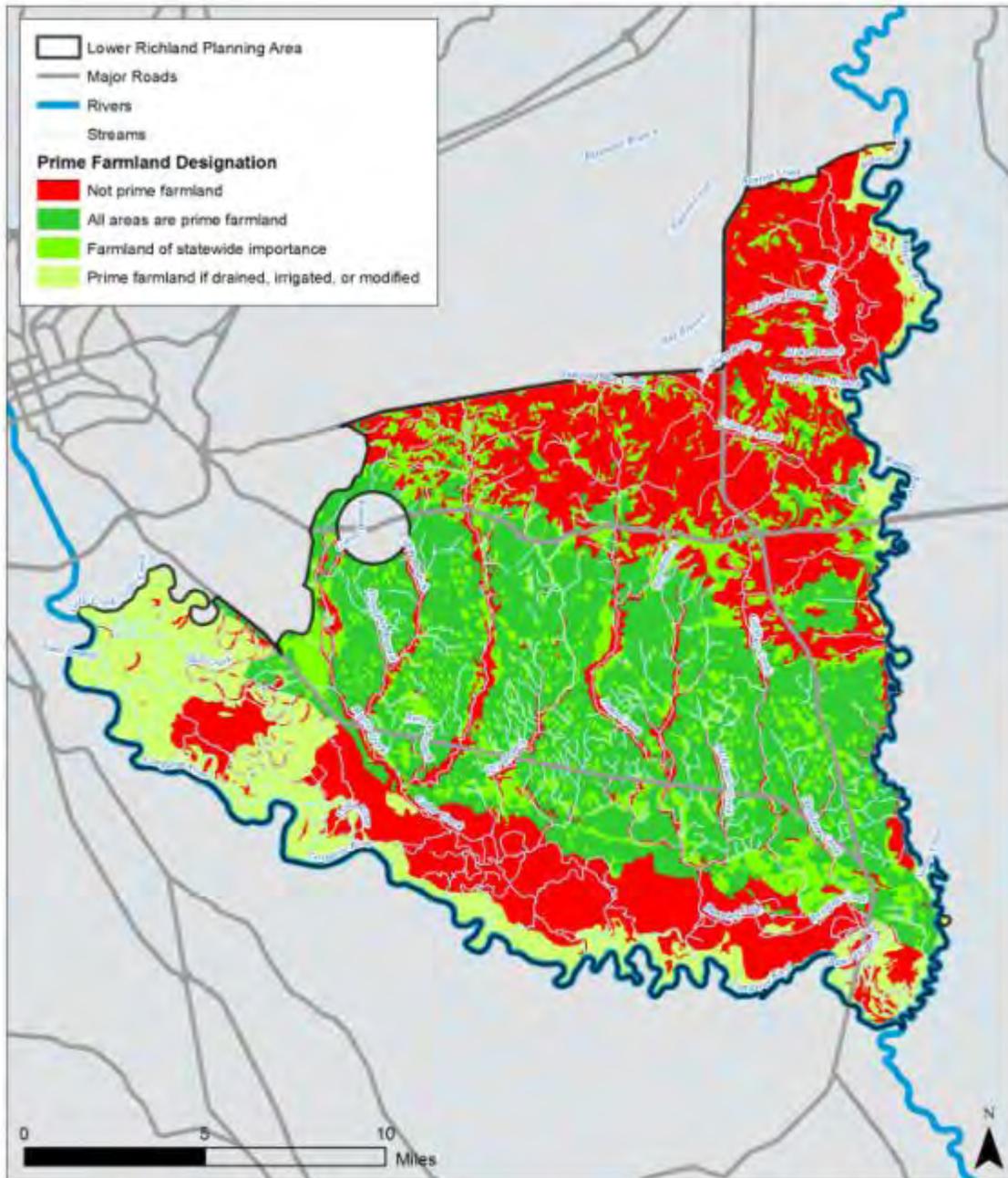
## PRIME FARMLAND SOILS

The plains of Lower Richland, located in the Atlantic Southern Loam Plains ecoregion south of Garner’s Ferry and north of the Congaree floodplain, are blessed with rich sandy loam soils. Over half of the study area is considered prime farmland or farmland of statewide importance. Interestingly Lower Richland contains roughly half of the prime farmland and farmland of statewide importance that exists in Richland County (88,000 out of 207,000 acres). Farmland designations for the study area, derived from a Natural Resources Conservation Service soil inventory, are shown in the table below. Map 10 depicts the farmland soil designations in the study area.

**Table 25: Prime Farmland Soil Classification (Source: NRCS)**

Farmland Classification	Acres	Percent
All areas are prime farmland	60,133.52	31%
Farmland of statewide importance	28,752.88	15%
Not prime farmland	77,273.67	40%
Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season	7,758.08	4%
Prime farmland if protected from flooding or not frequently flooded during the growing season	20,802.25	10%
Total	194,720.40	100%

Map 10: Prime Farmland Designations (Source: NRCS)



LandDesign.

**Prime Farmland**  
 Lower Richland  
 Richland County, SC

Date: 11/27/2012 | LDI # 1011133  
 Data Source: Richland County, Esri, NRCS

Disclaimer: This map was created with the best available data. However, it is provided "as is" without warranty of any representation or accuracy, timeliness, reliability or completeness. This map does not represent a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgment of the limitations of the data, including the fact that the data is dynamic and is in a constant state of redefinition.

## Unique Features & Habitats

The Atlantic Southern Loam Plains ecoregion is home to a unique geological feature. Carolina bays, which are isolated oval depressions, dot the landscape. These bays often contain wetlands, though some have been drained for agricultural production. Where intact bays exist they provide a unique habitat and may contain endangered or rare flora and fauna.<sup>7</sup>

The Congaree National Park is located in the study area. It encompasses 25,800 acres of wetlands and forest between Bluff Road and the Congaree River. It contains the largest contiguous area of old-growth bottomland hardwood forest remaining in the United States.<sup>8</sup> Most of the park is a federally designated wilderness area and offers visitors hiking, canoeing, and fishing opportunities. The park provides a refuge for a variety of terrestrial and aquatic species. These species also benefit from relatively intact forests and riparian corridors along major creeks draining farmland and forested habitats upstream.

The South Carolina GAP habitat model predicts a number of threatened and endangered species could be present in the study area. The following table lists these species.

**Table 26: State or Federally Listed Species**

Scientific Name	Common Name	Federally Listed Status	SC State Listed
<i>Ambystoma cingulatum</i>	Flatwoods Salamander	Threatened	Endangered
<i>Rana capito</i>	Gopher Frog		Endangered
<i>Picoides borealis</i>	Red-cockaded Woodpecker	Endangered	Endangered
<i>Corynorhinus rafinesquii</i>	Rafinesque's Big-eared Bat		Endangered
<i>Hyla andersonii</i>	Pine Barrens Treefrog		Threatened
<i>Haliaeetus leucocephalus</i>	Bald Eagle		Threatened
<i>Columbina passerina</i>	Common Ground-Dove		Threatened
<i>Clemmys guttata</i>	Spotted Turtle		Threatened

<sup>7</sup> Ecoregions of South Carolina, 2002, USDA, NRCS, USGS, EPA

<sup>8</sup> National Park Service, U.S. Department of the Interior

## Land Conservation Efforts

The parks' prized timber, including Bald Cypress trees over 27ft in circumference and over 150 feet tall, was saved from the timber mill, at least initially, by its location in floodplain and swampy areas inaccessible from land. Conservationists, led by Harry Hampton pushed for permanent protection in the 1950s which led to the designation of the area as a National Monument and eventually to its designation as a National Park in 2003.

In addition to the Congaree National Park, there are a number of conservation properties in the study area. The Congaree Land Trust and the Richland County Conservation Commission have been active in coordinating conservation easements and acquiring properties in the area. The Congaree Land Trust has over 9,426 acres of conservation easements in Richland County, many of which are located in the Lower Richland study area.



Harry Hampton and a Bald Cypress  
(Source: National Park Service)

## HISTORIC AND CULTURAL RESOURCES

There have been many reports, studies and books written on the history of the Lower Richland Area. It is a place with a rich heritage closely tied to the land. Today, efforts continue to preserve and protect the unique historic resources to educate future generations on the heritage and culture of Lower Richland.

Following the Civil War and Reconstruction, the State of South Carolina, “would become the only southern state to promote the redistribution of land for the benefit of freed men and women, as well as landless whites.”<sup>9</sup> This program, generally known as the Land Commission program, purchased over 9,000 acres of land from plantation owners in Richland County and redistributed lots ranging in size from 6 to 108 acres at an average price of \$333.71.<sup>10</sup> Today in Lower Richland, seven tracts of land remain in the families of the original purchasers. These include the Adams, Black Swamp, Diseker, Hickory Hill, Hopkins Hunt and O’Hanlon tracts.

With newly acquired lands, black families quickly established themselves and grew in terms of both influence and affluence. During the late 1800s, Lower Richland had the most population in the County second to Columbia.<sup>11</sup> Along with the new farms, more families began to settle around the existing rail line connecting Columbia to the coast. Kingville, Acton, Eastover, Gadsden, Hopkins and Wateree all become centers of activity complete with post offices, merchants, schools, churches and other small agriculture based operations. Kingville, by far, was the most prominent and prosperous of the Lower Richland communities<sup>12</sup>. Schools and churches were the centers of community life. This tradition continues as many of the original families of Lower Richland are fourth and fifth generation teachers and pastors.

The Southeast Rural Community Outreach (SERCO) organization has identified and documented many of the historic buildings and landmarks in the study area. Map 11 illustrates the historic and cultural resources of Richland County.

Two of the most celebrated buildings in Lower Richland County are the Harriet Barber House and Kensington Mansion. A brief description of each follows:

<sup>9</sup> Prized Pieces of Land: The Impact of Reconstruction on African- American Land Ownership in Lower Richland County, South Carolina

<sup>10</sup> Prized Pieces of Land: The Impact of Reconstruction on African- American Land Ownership in Lower Richland County, South Carolina

<sup>11</sup> Prized Pieces of Land: The Impact of Reconstruction on African- American Land Ownership in Lower Richland County, South Carolina

<sup>12</sup> Adams, Marie Barber and Brooks, Deborah Scott, African Americans of Lower Richland County.

Kensington Mansion- (excerpt from the website)

Matthew Richard Singleton (1817- 1854) completed Kensington Mansion in 1854. The house stands on what was known as Headquarters Plantation on the Wateree River in Richland County, directly across the river from the Singleton family seat in Sumter County.



Charleston architects Edward C. Jones and Francis D. Lee designed Kensington Mansion. It has 29 rooms and 12,000 square feet of floor space. The raised basement contains a massive cistern that held 10,000 gallons of water for household use. The original kitchen building stands beside the main house. Jacob Stroyer (1848- 1909), who was enslaved on the plantation, documented antebellum life here in his memoir *My Life in the South*, first published in 1879.

Robert Pickett Hamer (1863- 1911) purchased Kensington Plantation in 1910. His son, Robert Cochrane Hamer, and his family lived here until 1941 when the U. S. government purchased the property. After World War II, the government sold the land and it eventually became a dairy farm.

During the middle part of the twentieth century, the house fell into disrepair. It was unoccupied for many years and was finally used as a storage building for grain and farm supplies.

International Paper, formerly Union Camp, acquired the Kensington Mansion in 1981 and restored the house to its former glory. The Scarborough- Hamer Foundation furnished the mansion in 1996 with antiques from the Scarborough, Hamer, and related families.

Source: [www.kensingtonmansion.org/history](http://www.kensingtonmansion.org/history)

Harriet Barber House- (excerpt from the website)

The Barber House, according to family tradition, was constructed ca. 1880 and expanded in the early twentieth century. It is significant for its association during the late nineteenth century with the South Carolina Land Commission, a unique attempt by a southern state to give freedmen the opportunity to own land. Although many freedmen eventually lost their land, the land on which the Barber House is located has remained in the same family since 1872. The numerous additions made to the house in the early twentieth century reflect the growing prosperity of this black family in the years after the Civil War.



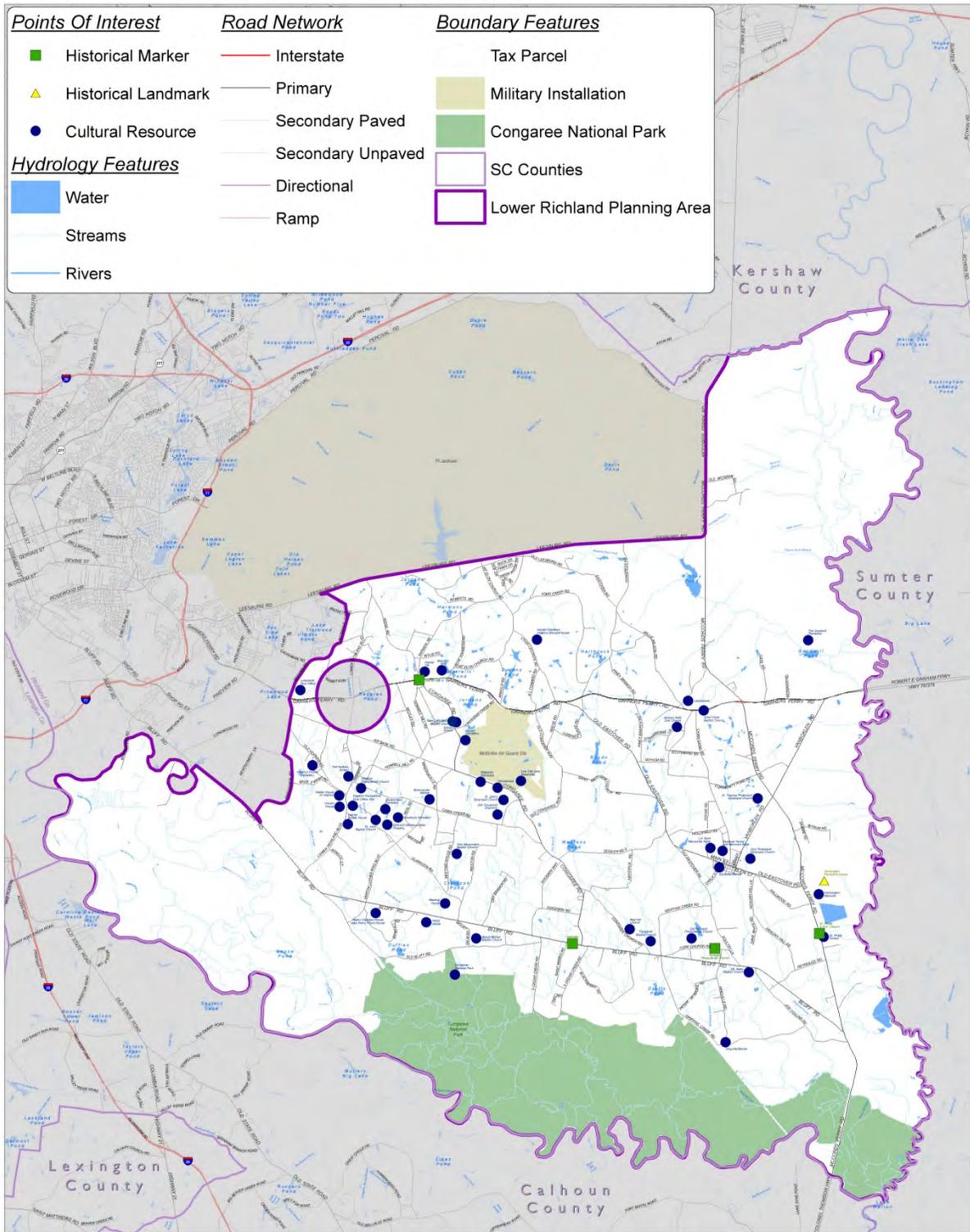
In 1872 Samuel Barber, a former slave, purchased lot number 35, which contained forty-two and one-half acres of the Hopkins Tract, one of six tracts in Lower Richland County purchased by the South Carolina Land Commission for redistribution. In 1879 his wife, Harriet, also a former slave, made the final payment and received title to the property. According to the 1880 census, the family was farming approximately twenty-four acres of the land; two acres were planted in Indian corn and twenty-two were planted in cotton. The farm included one mule and one working ox. According to family tradition, Samuel Barber founded St. John's Baptist Church near Hopkins.

After the deaths of Samuel Barber in 1891 and Harriet Barber in 1899, their son John and his wife Mamie Holly lived in the house, where they raised eleven children. In addition to farming the property, John Barber was a public school teacher for approximately forty-five years and a Baptist preacher for over sixty-years. Since John Barber's death in 1957, the house has remained in the possession of the Barber family and is currently used as a teaching tool to show groups a glimpse from the past.

Source: [www.harrietbarberhouse.org](http://www.harrietbarberhouse.org)



**Map 11: Historic and Cultural Resources**



LandDesign.

**HISTORIC & CULTURAL RESOURCES**

LOWER RICHLAND PLANNING AREA  
 RICHLAND COUNTY, SC



Date: 11/4/2013 | LDI # 1011133  
 Data Source: Richland County, USGS, Esri

Disclaimer: This map was created with the best available data. However, it is provided for informational purposes only and does not constitute a warranty of accuracy, timeliness, or completeness. The user must not rely on a single source of the data and is to provide additional due diligence for any purpose should be with acknowledgment of the limitations of the Data, including the fact that the Data is dynamic and is in a constant state of replacement.

## Appendix 2: Methodology

Table 1: Population Projections, Source: ESRI 2012

Table 2: Ethnic Composition, Source: U.S. Bureau of the Census, 2010 Census of Population and Housing.

Table 3: Population Density, Source: U.S. Bureau of the Census, 2010 Census of Population and Housing.

Table 4: Median Household Income, Source: U.S. Bureau of the Census, 2010 Census of Population and Housing.

Table 5: Income Distribution, Source: U.S. Bureau of the Census, 2010 Census of Population and Housing.

Table 6: Establishments by type, Source: ReferenceUSA. (2009). Crawford Textiles Company Inc. profile. Retrieved Nov 29, 2012, from <http://www.referenceusa.com/>.

Table 7: Employment by Industry, Source: ESRI 2012

Table 8: Residential Home Values, Source: Richland County Assessor's Office, 2012

Table 9: Residential Scenarios

Population Growth -- Source: ESRI 2012

Household Size -- Source: ESRI 2012

Residential Units estimated by dividing population by household size

Number of Single-family units estimated based on % Owner- Occupied in study area  
 -- Source: ESRI 2012

Number of Multi-family units estimated based on % Renter- Occupied in study area  
 -- Source: ESRI 2012

Table 10: Residential Scenarios High Growth

Population Growth -- Source: Miley & Associates, Inc. (50% above that of ESRI)

Household Size -- Source: ESRI 2012

Residential Units estimated by dividing population by household size

Number of Single-family units estimated based on % Owner- Occupied in study area  
 -- Source: ESRI 2012

Number of Multi-family units estimated based on % Renter- Occupied in study area  
 -- Source: ESRI 2012

Table 11: Potential Annual Retail Spending 2030

Richland County Retail spending from DemographicsNOW was adjusted to Lower Richland area based on relative median income relationship in the study area vs. Richland County median income. Richland County retail spending of \$31,670 per household was adjusted downward by

21% to reflect the lower income in the study area resulting in an average household retail spending in the Lower Richland area of \$25,109.

Source: Retail spending data are from DemographicsNow. See <http://libguides.bentley.edu/content.php?pid=176859&sid=1491141>





lower richland county  
RICHLAND COUNTY STRATEGIC COMMUNITY MASTER PLAN

# Appendix C:

## **NOTES FROM COMMUNITY MEETINGS**

## MEETING NOTES

<b>DATE</b>	<b>Tuesday, January 29, 2013</b>
<b>PURPOSE</b>	<b>Meeting for the Strategic Community Master Plan for Lower Richland</b>
<b>LOCATION</b>	<b>Crossroads Community Center</b>

### GENERAL COMMENTS:

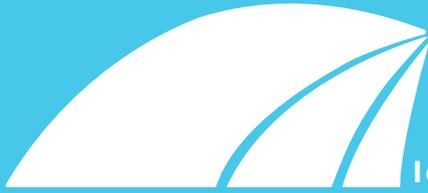
- Amusement park/petting zoo/farmer's market
- Swamp (create a swan lake)
- Water transportation/Ferry
- Botanical Garden/Clemson Extension- Working together
- Visitor's Center--Transportation
- Bicycle Riding Trails- create jobs; something for kids to do
- Horse Academy- trail riding
- Congaree Park--paddle boats; Clean-up park; picnic tables; nature trails
- Camp Site Area: Boy Scouts; Boys/Girls Clubs; Schools
- Bed and Breakfasts
- Connections to the river
- Trail along 601 (Palmetto Trail)
- Testing for ore along 601 (whole stretch)---Any results?----Community does not know of any
- Old building near Kingsville Mansion and the railroad track right off of 601
  - Is it used? Can we utilize it?
- Precedent: Germantown in Georgia= kept habitat and history
- Blue Johnson is right before Harron Hill (next to Huntington Club)
- Time frame for utilities (sewer, street lights)
- Trash (Litter) big issue (possible signage)
- Signage/Monumentation for smaller neighborhoods
- Increase Patrol- (Burglaries in daytime)
- Hospitals (Beds/Full Service)
- Sewer & Water (very important)
- Sub/Stations- Police and Fire-Closer
- Road Maintenance
- Need shoulders on roads(no room to pull over car) may be utilized by bike's/walking, etc. (does not need to be paved)
- Farmer's Market-permanent stand
- FYI-Duke has a community health program oriented toward rural health communities--need to have one here.
- Sidewalks on Rabbit Run to Lower Richland Boulevard at High School (need lighting)
- Developers need to be monitored and **meet standards**
- Architects and Landscaper's don't cut trees
- Low Income Housing plans--heard some were coming
- Concern: Lower property value
- Need medical facilities- Not just urgent care at Lowe's; at Gardner's Ferry
- Park -Playground; Tot Area; Wood Chips & Sand Problem
- Need padded foam, or if not, rubber mulch
- Playground w/ facilities for under 5 yrs. old--Tots Park Area- (i.e. "soft crete")
- Upgrade to SE Park (more facilities & Rehab)

- Check on future landfill
- What is allowed in rural residential?
  - shooting ranges allowed (CWP training)
  - times ? (10pm)---is there a noise ordinance?
  - Restrictions on shooting in certain proximity to residential
  - Mobile homes
- ACUZ? '95
- Small scale farming vs. large, mass productive
- Farming not viable
- Want to sell land for residential development
- Need more industrial sites
- Lower Richland is NOT dumping ground for Low Income Developments
- Ramps/Storage for boats/Kayaks near Congaree
- Restaurants for park visitors
- Improve and/or maintenance South Cedar Creek
- Stay rural from Cate Road to Gardner's Ferry Road
- PROMOTE AG- Get Clemson more involved; AG production
- Quality of education system---parental involvements
- Appropriate Water & Sewer to accommodate housing
- County needs to be more proactive with developers
  - sidewalk to school
  - aesthetic standard
  - preserve as much resources (trees) in development
  - safe routes for kids to walk to school
- Need more community facility (i.e. business, restaurants, senior activities)
- What is going on with the green diamond?
- What is going on with Walgreen's/CVS (Burnside Farms) ??
- What is happening on McGregor property? MUNGO owns it?
- More police service ----Thompson Harris
- Cable service provision

## **TRANSPORTATION**

- What about widening Lower Richland Boulevard?
- What about sidewalks on Lower Richland Boulevard?
- What about bus transportation coming out further near Lower Richland School
- TRAFFIC SPEED --Calm it down
- Widening of Gardner's Ferry Road to include turning lanes(appropriate) and/or U-TURN lanes
- Wildcat Road to be re-open to address the traffic on Leesburg Road
- Bus stops & extension of service for the Lower Richland area & Seniors
- Increase public transportation (i.e. rail service)
- Within 20 years, public transportation should be regular to downtown, shopping centers, and the eateries
- Preston--wider lane (dirt road) direction to golf facility ([www.goldenpinesgolf.com](http://www.goldenpinesgolf.com))
- Shuttle service to local recreation sites
- Lower speed limit is needed on Lower Richland between Leesburg and Gardner's Ferry Road
- Sidewalk would be help for students from Lower Richland who practice running on Lower Richland from Leesburg
- Public Transportation is needed (especially in the convenience of seniors who no longer drive)





lower richland county

**RICHLAND COUNTY STRATEGIC COMMUNITY MASTER PLAN**

# Appendix D:

## **IMPLEMENTATION MATRIX**

## Implementation Matrix

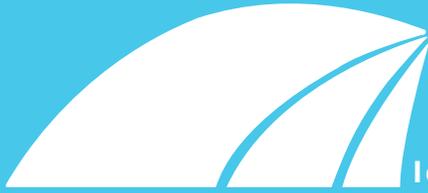
Milestones		Lead Group	Other Partners	Timeline
Suburban Area	Incorporate the recommendations from the Southeast Richland Neighborhood Master Plan (SERN) into the Lower Richland Strategic Community Master Plan.	Richland County Planning & Development Services		Short term
	Invest in projects that improve driver awareness along Garners Ferry.	Richland County Public Works	Richland County Planning & Development, Services SCDOT	Short term
	Identify and prioritize sidewalk and greenway connections to existing community facilities such as the Lower Richland High School and Garners Ferry Sports Complex.	Richland County Public Works	Richland County Planning & Development Services, RCCC, SCDOT	Short term
	Promote a variety of housing types including townhomes and apartments.	Richland County Planning & Development		Mid term
	Provide additional utility service to increase service reliability and capacity.	Richland County Utilities Department	Richland County Planning & Development Services, City of Columbia	Mid term
	Promote development that is respectful of existing neighborhoods, as well as natural, agricultural and historic resources.	Richland County Planning & Development	Richland County Conservation Commission, Richland Soil & Water Conservation District	Short term
Rural Residential Areas	Improve intersections to enhance mobility and safety along main corridors.	Richland County Public Works	Richland County Planning & Development Services	Mid term
	Identify and prioritize sidewalk and greenway connections to existing community facilities such as schools and parks.	Richland County Public Works	Richland County Planning & Development Services	Short term
	Ensure housing is safe, energy-efficient and accessible.	Richland County Planning & Development Services	Richland County Office of Sustainability	Mid term
	Identify and protect critical natural assets and wetlands including Carolina Bays.	Richland County Planning & Development Services	Richland County Conservation Commission, Richland Soil & Water Conservation District	Short term
	Consider developing buffers around key historic and cultural assets to protect the integrity of the site.	Richland County Planning & Development Services	Richland County Conservation Commission	Short term
	Identify vacant and blighted structures and determine appropriate courses of action to ensure community health and safety.	Richland County Planning & Development Services		Mid term
Military Zones	Partner with the JLUS Implementation Team to develop Comprehensive Plan language to promote community/military coordination.	Richland County Planning & Development Services	Midlands Area Joint Installation Consortium (MAJIC)	Short term
	Incorporate JLUS Implementation Plan recommendations for the identified areas of concern around Fort Jackson, Camp McCrady and McEntire JNGB.	Richland County Planning & Development Services	Midlands Area Joint Installation Consortium (MAJIC)	Short term
	Incorporate JLUS Implementation Plan recommendations for the areas of concern around Fort Jackson	Richland County Planning & Development Services	Midlands Area Joint Installation Consortium (MAJIC)	Short term
	Keep residential density very low in these areas to reduce nuisance conflicts between neighborhood residents and military operations.	Richland County Planning & Development Services	Midlands Area Joint Installation Consortium (MAJIC)	Short term

Milestones		Lead Group	Other Partners	Timeline
Nodes of Activity	Upgrade the rail crossing to meet ADA requirements for new bike/pedestrian facilities.	SCDOT	Richland County Public Works, Richland County Planning & Development Services	Mid term
	Improve intersections to enhance mobility and safety along main corridors.	Richland County Public Works	Richland County Planning & Development Services, SCDOT	Mid term
	Identify and prioritize sidewalk and greenway connections to existing community facilities such as schools and parks.	Richland County Public Works	Richland County Planning & Development Services, RCCC, SCDOT	Mid term
	Establish a Lower Richland Heritage Corridor visitor's center in the Hopkins area.	South East Rural Community Outreach	Richland County Conservation Commission, Richland County Planning & Development Services	Mid term
	Consider developing buffers around key historic and cultural assets to protect the historic integrity of the site.	Richland County Planning & Development Services	Richland County Conservation Commission	Short term
	Promote development that is respectful of existing neighborhoods, as well as natural, agricultural and historic resources.	Richland County Planning & Development Services	Richland County Conservation Commission, Richland Soil & Water Conservation District	Short term
Cowasee Conservation Corridor	Create a Lower Richland Conservation Taskforce with key partners from the Conservation Commission, military installations, Congaree National Park and community stakeholders.	Richland County Conservation Commission	Richland County Planning & Development Services, Richland County Office of Sustainability, MAJIC, Congaree National Park, Richland Soil & Water Conservation District	Short term
	Partner with the Conservation Commission and Richland Soil & Water Conservation District to identify and prioritize lands for conservation.	Richland County Planning & Development Services	Richland County Conservation Commission, Richland Soil & Water Conservation District	Short term
	Preserve areas with high priority conservation lands.	Richland County Conservation Commission	Richland Soil & Water Conservation District	Mid term
	Develop a recreation-based tourism strategy for Lower Richland.	Richland County Economic Development Committee	Richland County Conservation Commission, Richland County Planning & Development Services	Mid term
	Develop and locate interpretative panels in key areas throughout Lower Richland to provide visitors and residents alike information on natural, cultural and historic assets.	Richland County Conservation Commission	Richland County Planning & Development Services, Richland Soil & Water Conservation District	Mid term

Milestones		Lead Group	Other Partners	Timeline
Agricultural Area	Protect prime farmland soils and soils of statewide importance.	Richland Soil & Water Conservation District	Clemson Cooperative Extension , Richland County Planning & Development Services, Richland County Office of Sustainability, NRCS	Short term
	Preserve existing farmlands for active agriculture use.	Richland Soil & Water Conservation District	Clemson Cooperative Extension, Richland County Planning & Development Services, Richland County Office of Sustainability, NRCS	Mid term
	Promote farming as a viable occupation and way of life for current and future generations.	Richland Soil & Water Conservation District	Clemson Cooperative Extension, Richland County Planning & Development Services, Richland Soil & Water Conservation District , Richland County Office of Sustainability, NRCS	Mid term
	Host a Lower Richland Heritage Farm Tour Day.	Richland Soil & Water Conservation District	Clemson Cooperative Extension, Richland County Conservation Commission, NRCS	Short term
	Expand the market for locally-grown, locally-produced goods.	Richland Soil & Water Conservation District	Clemson Cooperative Extension, Richland County Planning & Development Services, SC Department of Agriculture, Richland County Office of Sustainability	Mid term
	Consider creating a Lower Richland brand for locally-grown, locally-produced goods.	Richland Soil & Water Conservation District	Clemson Cooperative Extension, Richland County Planning & Development Services, Richland County Office of Sustainability, SCDA	Mid term
	Partner with City Roots to promote a local Community Supported Agriculture Program (CSA) in area communities.	Richland Soil & Water Conservation District	Richland County Planning & Development Services, Clemson Cooperative Extension, SC Department of Agriculture	Short term
Transportation	Provide more transit options in Lower Richland.	Central Midlands Regional Transit Authority (CMRTA)	Richland County Public Works , Richland County Planning & Development Services	Long term
	Provide safe bicycle and pedestrian connections.	Richland County Public Works	Richland County Planning & Development Services, SCDOT	Mid term
	Improve intersections along key east-west corridors.	Richland County Public Works	Richland County Planning & Development Services, SCDOT	Mid term
	Evaluate and prioritize paving of county-maintained roads.	Richland County Public Works	Richland County Planning & Development Services	Short term
	Improve driver's awareness.	Richland County Public Works	Richland County Planning & Development Services & Development, SCDOT	Mid term
	Improve safety at rail crossings.	SCDOT	Richland County Planning & Development Services	Mid term

Milestones		Lead Group	Other Partners	Timeline
GENERAL RECOMMENDATIONS: Governance	Examine existing zoning ordinances to determine which districts correspond to each of the four types of residential land use categories shown on the Future Land Use Map.	Richland County Planning & Development Services		Short term
GENERAL RECOMMENDATIONS: Land Use	Adopt growth management policies that are consistent with the findings of the Strategic Community Master Plan for Lower Richland.	Richland County Planning & Development Services		Short term
	Incorporate the recommendations from the SERN Plan into the Lower Richland Strategic Community Master Plan.	Richland County Planning & Development Services		Short term
	Keep residential density very low in areas proximate to military bases to reduce nuisance conflicts between residents and military operations.	Richland County Planning & Development Services		Short term
	Partner with the Conservation Commission and the Midlands Area Joint Installation Consortium (MAJIC) to identify and prioritize lands critical to both mission operability and resource conservation.	Richland County Planning & Development Services	Midlands Area Joint Installation Consortium (MAJIC), Richland County Conservation Commission	Short term
	Keep residential density very low where critical natural areas or agricultural operations exist.	Richland County Planning & Development Services		Short term
	Explore tools such as conservation easements and purchase of development rights to facilitate acquisition of such lands.	Richland County Planning & Development Services		Mid term
	Coordinate with City, Town of Eastover and military installations in the planning of future growth areas in Lower Richland.	Richland County Planning & Development Services		Short term
GENERAL RECOMMENDATIONS: Housing	Promote a variety of housing options affordable to a diversity of incomes.	Richland County Planning & Development Services		Short term
	Ensure housing is safe, energy-efficient and accessible.	Richland County Planning & Development Services	Richland County Office of Sustainability	Mid term
	Offer pre-designed plans to builders for housing that can withstand noise impact from military operations.	Richland County Planning & Development Services	MAJIC	Mid term





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RICHLAND COUNTY STRATEGIC COMMUNITY MASTER PLAN

# Appendix E:

## **LIST OF INTERSECTION IMPROVEMENTS**

### **Intersection Improvements:**

Intersection improvements have been identified along the main east-west corridors within the study area. Improvements to these intersections will improve mobility and safety along these corridors. The lanes will assist in reducing the chances of rear-end traffic crashes by separating turning vehicles and through traffic with dedicated turning lanes. Along with the addition of dedicated turn lanes, the use of pavement messaging identify turn lanes will increase the safety awareness along the corridor.

Intersection improvements for each corridor include:

#### *Bluff Road –*

- Lower Richland Blvd
  - Eastbound left turn lane
  - Westbound right turn lane
- Old Bluff Rd
  - Eastbound right turn lane
  - Westbound left turn lane
- Martin Luther King Blvd
  - Eastbound left turn lane
  - Westbound left turn lane
- Clarkson Rd
  - Eastbound left turn lane
  - Westbound left turn lane
- Congaree Rd
  - Eastbound left turn lane
  - Westbound right turn lane
- Griffin Creek Rd
  - Eastbound left turn lane
  - Westbound left turn lane
- Kingville Rd
  - Eastbound right turn lane
  - Westbound left turn lane
- Poultry Ln
  - Eastbound right turn lane
  - Westbound left turn lane
- Joe Collins Rd
  - Eastbound right turn lane
  - Westbound left turn lane
- Reynolds Rd/Jennie Collins
  - Eastbound left turn lane
  - Westbound left turn lane

#### *Garners Ferry –*

- Garners Ferry Sports Complex
  - Eastbound left turn lane
  - Westbound right turn lane
- Lower Richland Road
  - Road messaging for left turn lane
  - Right turn lane
- Harmon Road (SR 86)



## **RICHLAND COUNTY STRATEGIC COMMUNITY MASTER PLANS**

- Right turn lane (westbound)
- Congaree Road (SR 40)
  - Road messaging for right turn lane (eastbound)
  - Lengthen the median cut to the east to
  - Add left turn lane (westbound)
- Blue Johnson Road
  - Road messaging for left turn lane (eastbound)
  - Right turn lane (westbound)
- Fox Run Dr
  - Road messaging for left turn lane (eastbound)
  - Right turn lane (westbound)
- Crossing Creek Road
  - Road messaging for left turn lane (westbound)
- Arnold Road
  - Right turn lane (westbound)
- Old Congaree Run - Need to coordinate with R L Coward Road
  - Right turn lane (eastbound)
  - Left turn lane (westbound)
- R L Coward Road - Need to coordinate with Old Congaree
  - Right turn lane (westbound)
  - Left turn lane (eastbound)

### *Leesburg Road*

- Lower Richland Blvd
  - Right turn lane (eastbound)
  - Left turn lane (westbound)
- James Bowden/Greenlake Drive
  - Right turn lane (eastbound)
  - Left turn lane (westbound)
- Mt. Elon Church Road
  - Right turn lane (eastbound)
  - Left turn lane (westbound)
- Harmon Road (SR 86)
  - Right turn lane (eastbound)
  - Left turn lane (westbound)
- Congress Road
  - Right turn lane (eastbound)
  - Left turn lane (westbound)