

Appendix A: Technical Appendix

This technical appendix was designed to be a free standing document that can be updated more frequently than the chapters of the full Comprehensive Plan. A complete version of Comprehensive Plan Appendix A: Technical Appendix can be found on the Richland County website at the following address:

<http://www.rcgov.us/Government/Departments/Planning/ComprehensivePlanning.aspx>

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How to Use This Appendix

This is the technical appendix to the 2014 update to the Richland County Comprehensive Plan. The data, statistics, and trends included in this appendix help to inform and influence the policy guidance provided in the Comprehensive Plan.

Shortly after data is published, it is essentially out of date. That is why these data and trends are published separately from the Comprehensive Plan. The majority of data used in this appendix was derived from the 2010 U.S. Decennial Census or subsequent U.S. Census American Community Surveys. Over time, more accurate data will become available, and it is recommended that this appendix be updated on a regular basis (annual or bi-annual), which is typically more frequent than the actual Comprehensive Plan is updated.

This appendix is organized into chapters, corresponding to Comprehensive Plan chapters:

1. Land Use
2. Transportation
3. Housing
4. Economic
5. Natural Resources
6. Cultural Resources
7. Community Facilities and Utilities
8. Priority Investment
9. Population

1. Land Use

Introduction

Richland County incorporates more than 771 square miles of land and more than 15 acres of water in the Midlands region of South Carolina. The County includes seven municipalities: Arcadia Lakes, Blythewood, Cayce, Columbia, Eastover, Forest Acres, and Irmo. For planning purposes, the County is broken out into five planning areas: Northwest, North Central, Northeast, Beltway, and Southeast. These planning areas are shown on the majority of maps included in this appendix. This section includes a summary of land use factors for the county: Existing land use, zoning, and development patterns.

Existing Land Use

Existing land use, or the type of development or use of land, found in Richland County is broken out into nine categories listed in the table below. The following maps, tables, and charts identify the existing land uses for the entire County with municipalities, the unincorporated portion of the County, and the unincorporated portion of the County found within each of the five planning areas.

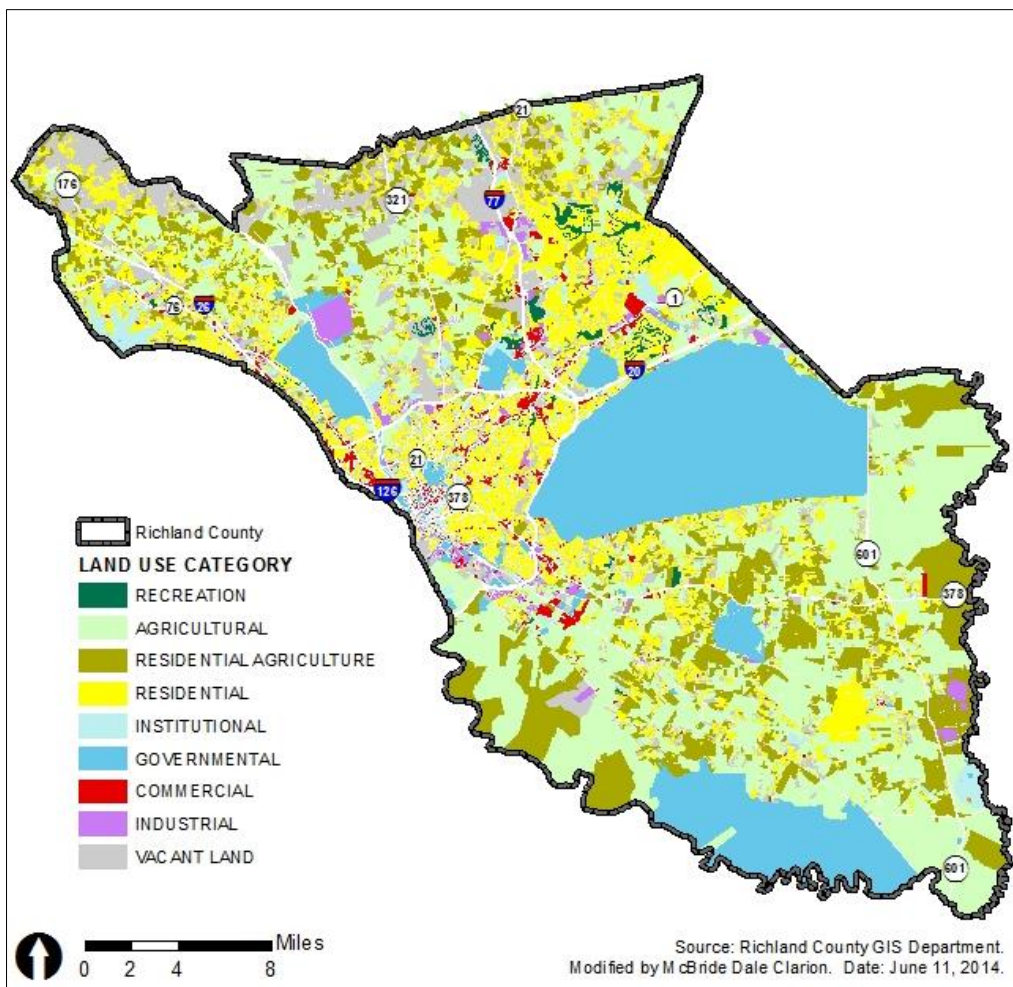
Existing Land Use – Category Descriptions

Existing Land Use Category	Category Description
RECREATION	Open space/common areas, golf courses, organizations (i.e. Boys and Girls Club)
AGRICULTURE	Crop land, silviculture, horticulture, forestry
RESIDENTIAL AGRICULTURE	Agricultural land with a residence
RESIDENTIAL	Single family, multi-family, manufactured homes
INSTITUTIONAL	Schools (public, private, colleges, universities), churches, daycares, hospitals, nursing homes, funeral homes, cemeteries, museums, telecommunication towers
GOVERNMENTAL	All government facilities, including offices, services, storage, maintenance, institutions, military, federal properties, state properties, parks, recreational areas, and forests
COMMERCIAL	Agricultural land with a commercial structure, buildings with residential and commercial uses, retail stores, offices, restaurants, bars, gas stations, hotels, etc.

Existing Land Use Category	Category Description
INDUSTRIAL	Manufacturing, warehouses, parking garages
VACANT	Vacant land, non-agricultural, non-institutional, non-governmental, non-industrial

Richland County with Municipalities

Countywide, the largest land use is agriculture (31%), followed by government use, which includes permanently protected state and national forests and parks (18%), residential (17%), residential agriculture (16.29%), and vacant land (10.6%). Only a small proportion of land countywide is dedicated to institutional (2.84%), commercial (1.65%), industrial (1.60%), or recreation (0.87%) uses. Agriculture is an important industry in Richland County and many existing farms will likely remain viable businesses over time, but some will likely be converted for future development. Using this assumption, some of the active agricultural land (31%) and the vacant land (10.6%) comprise the future available capacity for development in the County.

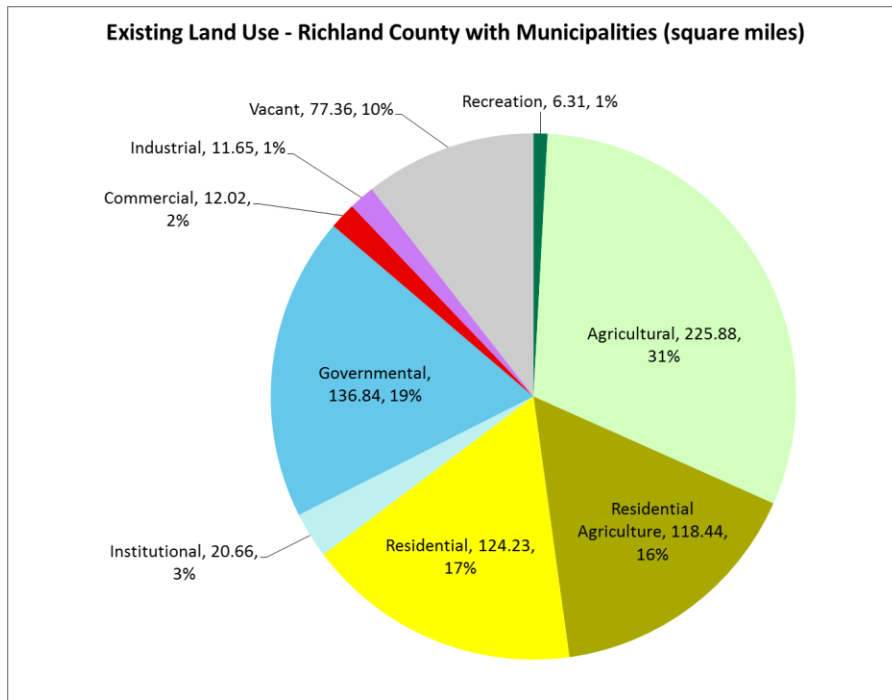


Existing Land Use - Richland County with Municipalities

Existing Land Use - Richland County with Municipalities

	Area (acres)	Area (square miles)	Percentage
Recreation	4,036.53	6.31	0.87%
Agricultural	144,564.29	225.88	31.07%
Residential Agriculture	75,799.56	118.44	16.29%
Residential	79,506.96	124.23	17.09%
Institutional	13,220.33	20.66	2.84%
Governmental	87,577.30	136.84	18.82%
Commercial	7,692.95	12.02	1.65%
Industrial	7,458.74	11.65	1.60%
Vacant	49,509.03	77.36	10.64%

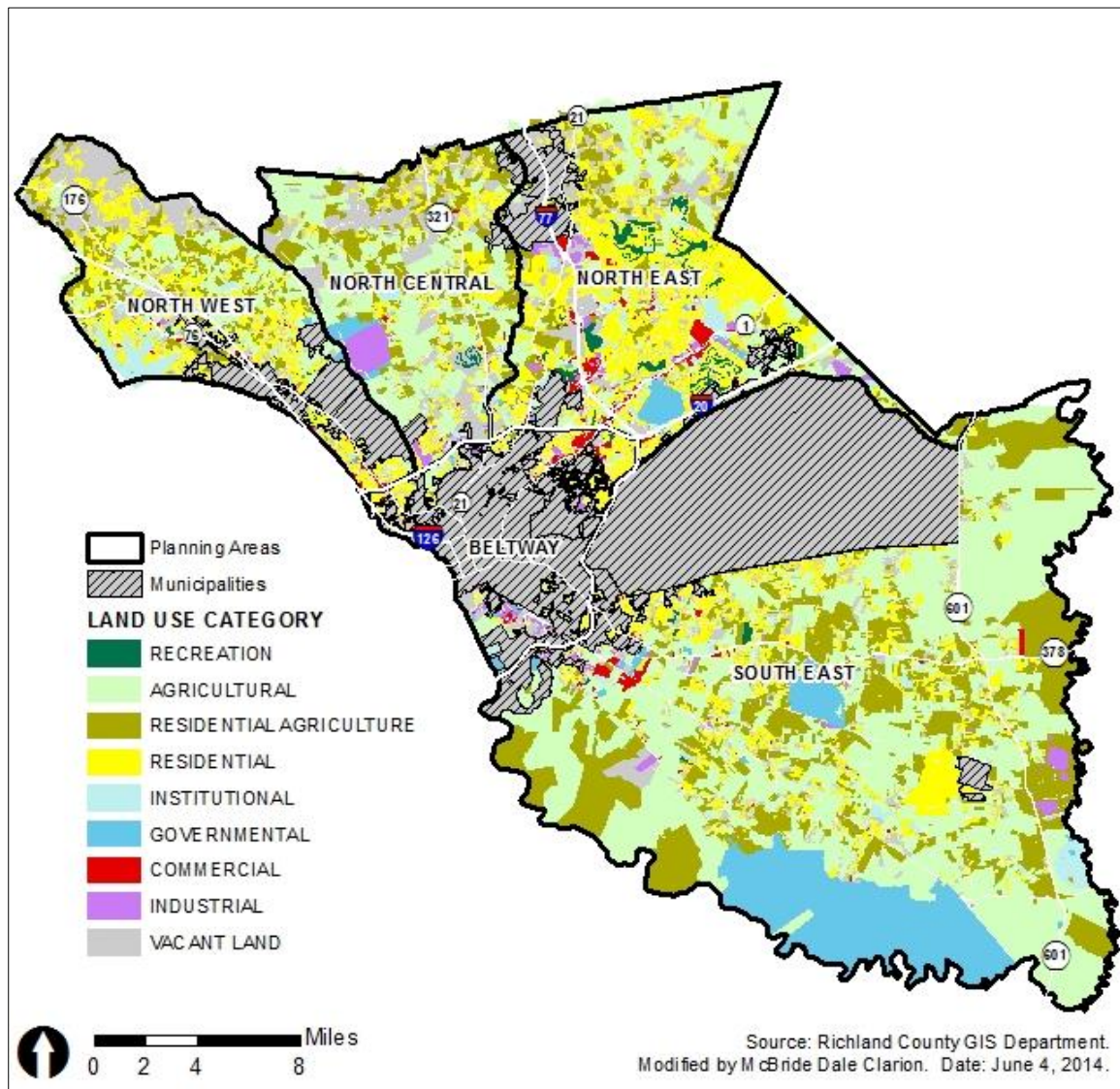
Source: Richland County GIS Department. Modified by McBride Dale Clarion.



Existing Land Use - Richland County with Municipalities

Unincorporated Richland County

Unincorporated Richland County has a similar land use profile. The largest existing land use is agriculture (37%), followed by residential agriculture (20%), residential (17%), and vacant land (11%). Of the remaining land, 7% is governmental, 2.68% is institutional, 1.75% is industrial, 1.33% is commercial, and 0.99% is recreation. Note as previous that state and national forests and parks are denoted as having a “government” use.

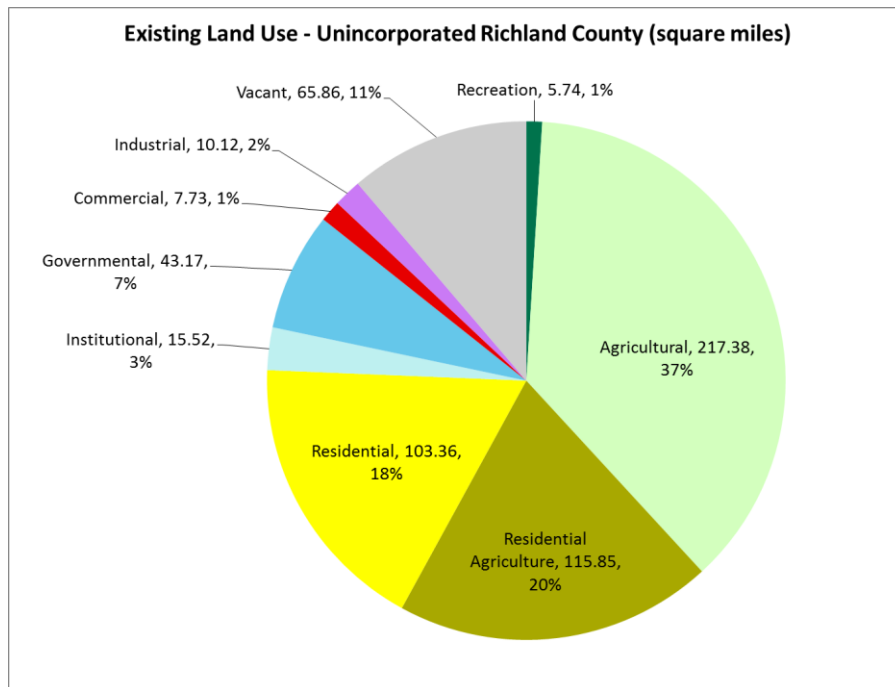


Existing Land Use - Unincorporated Richland County

Existing Land Use - Unincorporated Richland County

	Area (acres)	Area (square miles)	Percentage
Recreation	3,670.57	5.74	0.99%
Agricultural	139,125.28	217.38	37.55%
Residential Agriculture	74,146.05	115.85	20.01%
Residential	66,148.53	103.36	17.85%
Institutional	9,934.75	15.52	2.68%
Governmental	27,626.57	43.17	7.46%
Commercial	4,945.18	7.73	1.33%
Industrial	6,478.97	10.12	1.75%
Vacant	42,149.77	65.86	11.37%

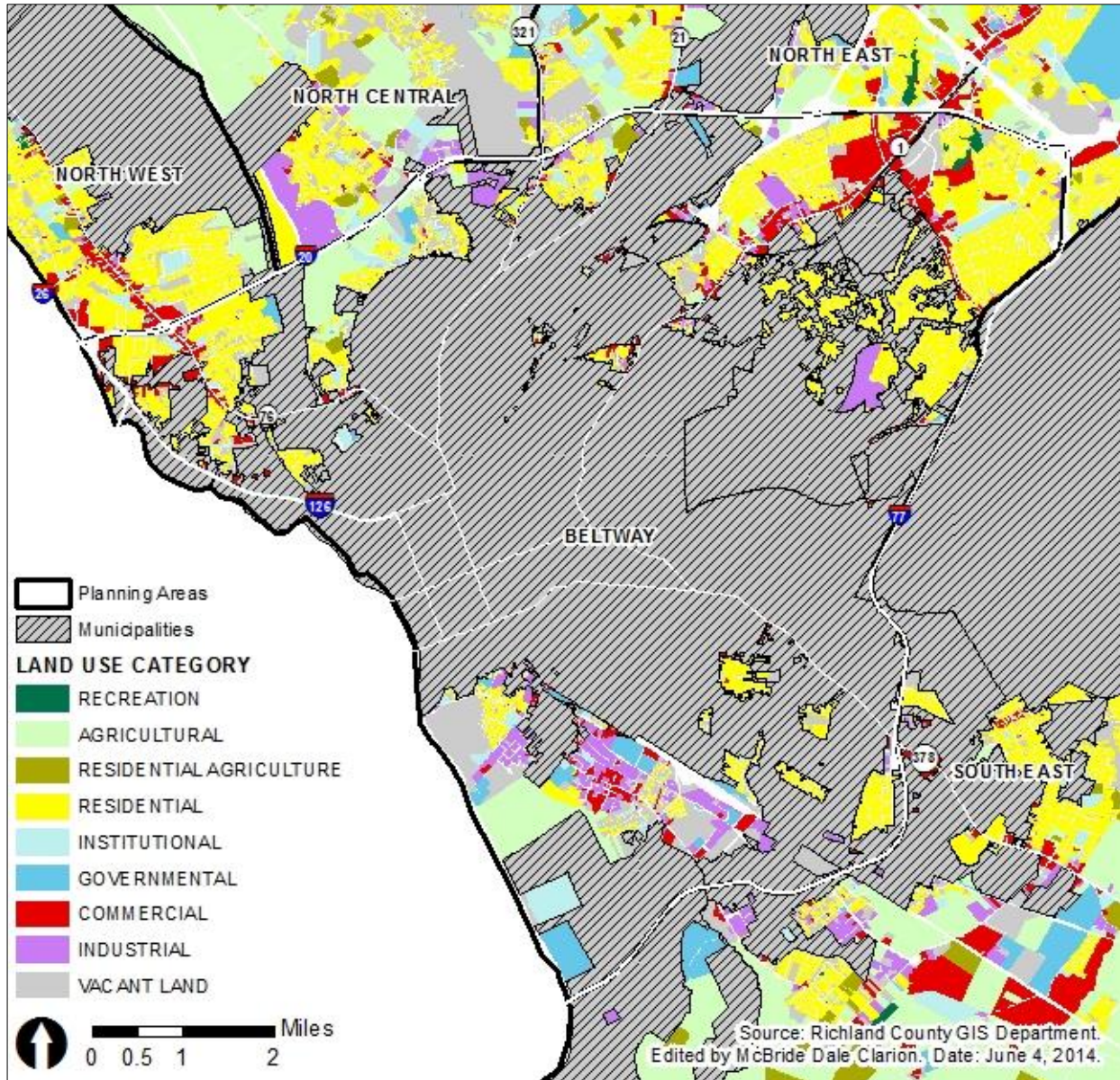
Source: Richland County GIS Department. Modified by McBride Dale Clarion.



Existing Land Use - Unincorporated Richland County

Planning Areas

BELTWAY

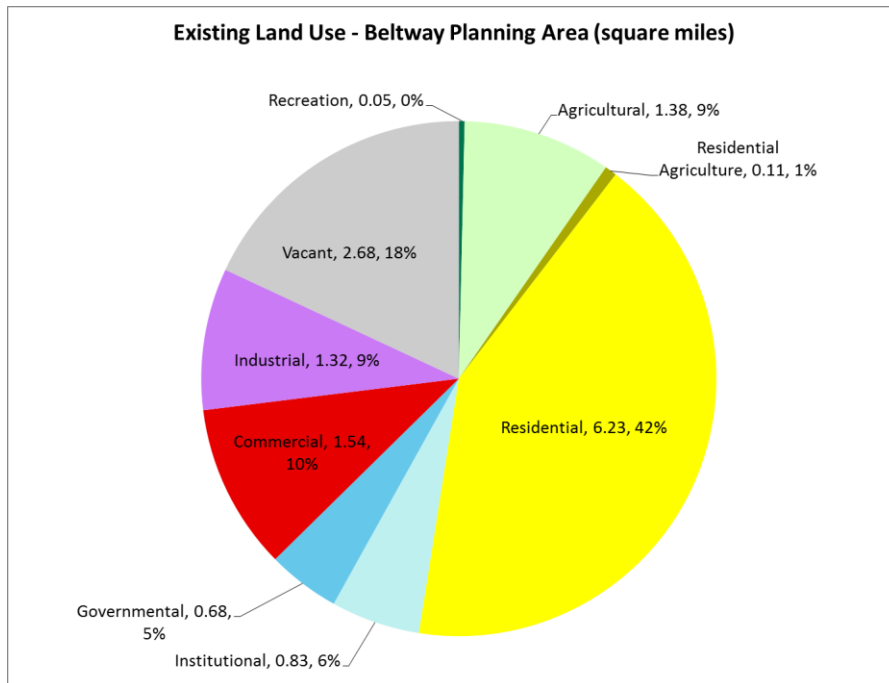


Existing Land Use - Beltway Planning Area (excluding municipalities)

Existing Land Use - Beltway Planning Area (excluding municipalities)

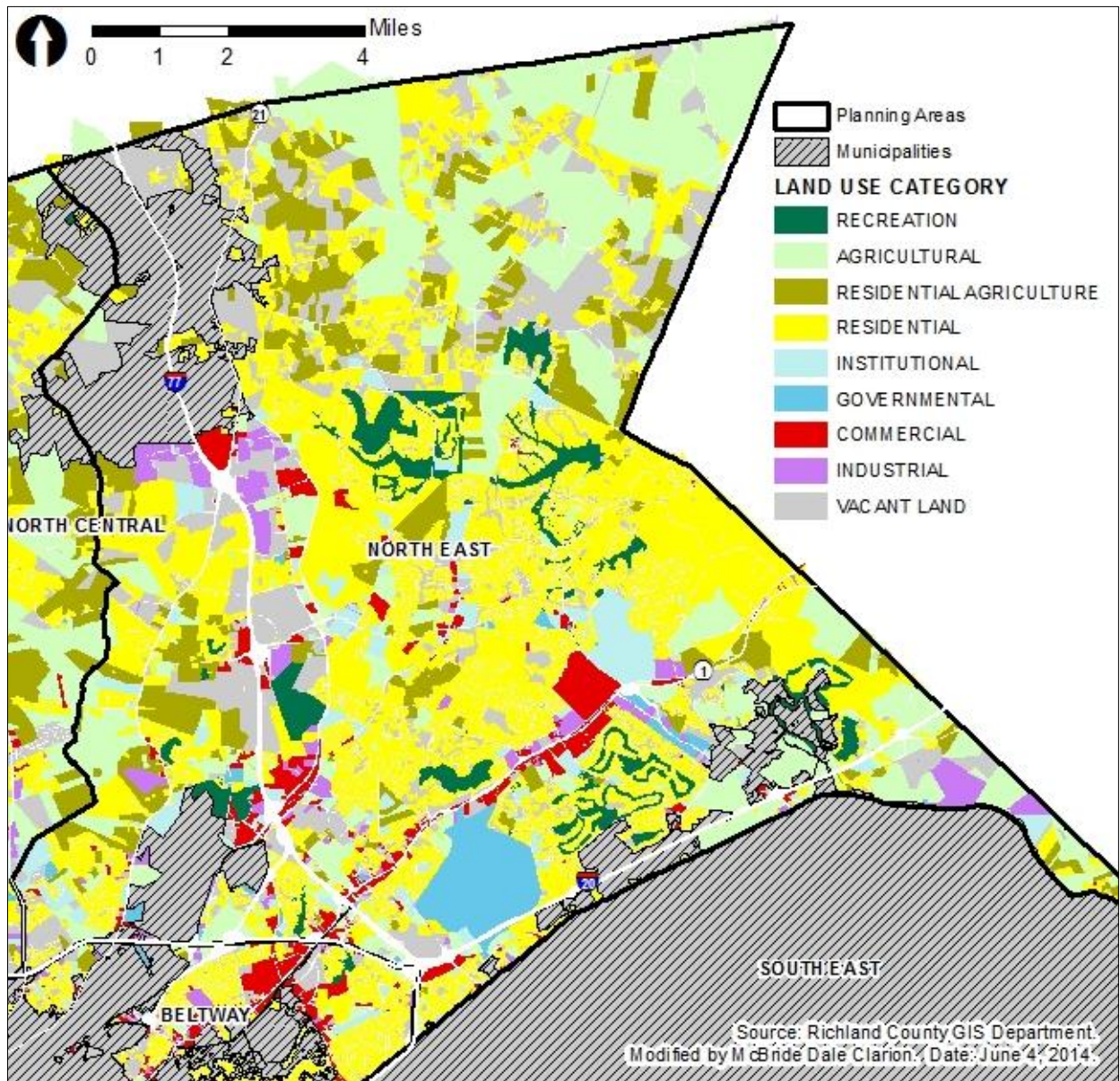
	Area (acres)	Area (square miles)	Percentage
Recreation	34.36	0.05	0.36%
Agricultural	883.65	1.38	9.35%
Residential Agriculture	70.70	0.11	0.75%
Residential	3,989.31	6.23	42.21%
Institutional	530.29	0.83	5.61%
Governmental	432.28	0.68	4.57%
Commercial	987.24	1.54	10.45%
Industrial	844.87	1.32	8.94%
Vacant	1,712.13	2.68	18.12%

Source: Richland County GIS Department. Modified by McBride Dale Clarion.



Existing Land Use - Beltway Planning Area (excluding municipalities)

NORTHEAST

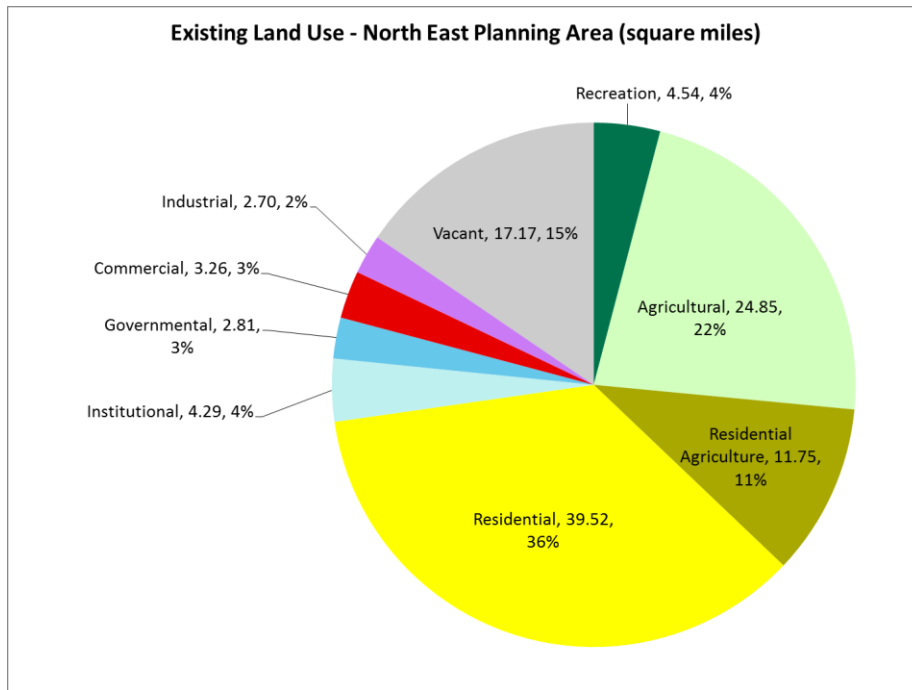


Existing Land Use - Northeast Planning Area (excluding municipalities)

Existing Land Use - Northeast Planning Area (excluding municipalities)

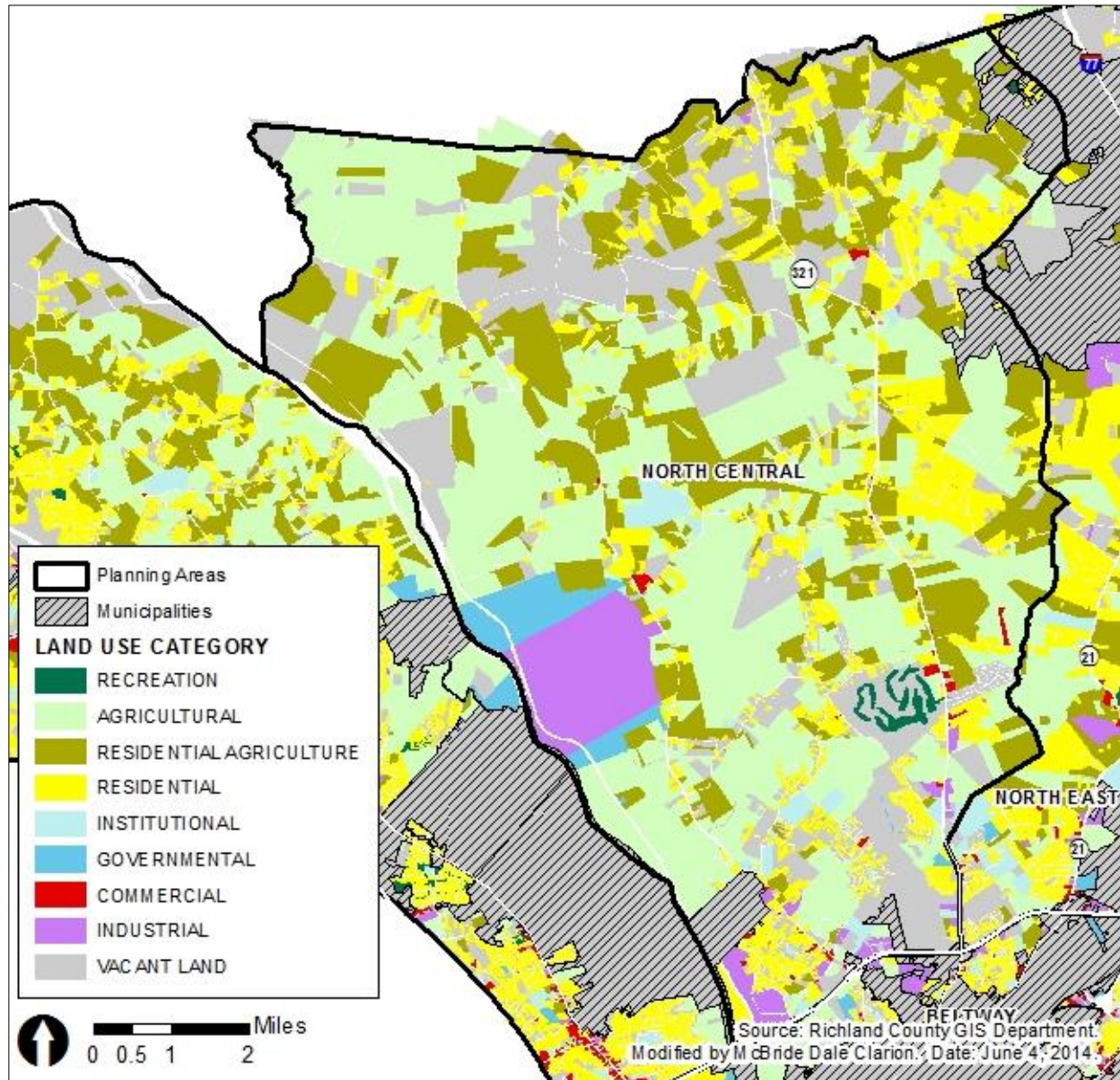
	Area (acres)	Area (square miles)	Percentage
Recreation	2,903.24	4.54	4.09%
Agricultural	15,901.65	24.85	22.41%
Residential Agriculture	7,519.12	11.75	10.60%
Residential	25,291.58	39.52	35.64%
Institutional	2,743.81	4.29	3.87%
Governmental	1,795.61	2.81	2.53%
Commercial	2,084.04	3.26	2.94%
Industrial	1,730.51	2.70	2.44%
Vacant	10,988.76	17.17	15.49%

Source: Richland County GIS Department. Modified by McBride Dale Clarion.



Existing Land Use - Northeast Planning Area (excluding municipalities)

NORTH CENTRAL

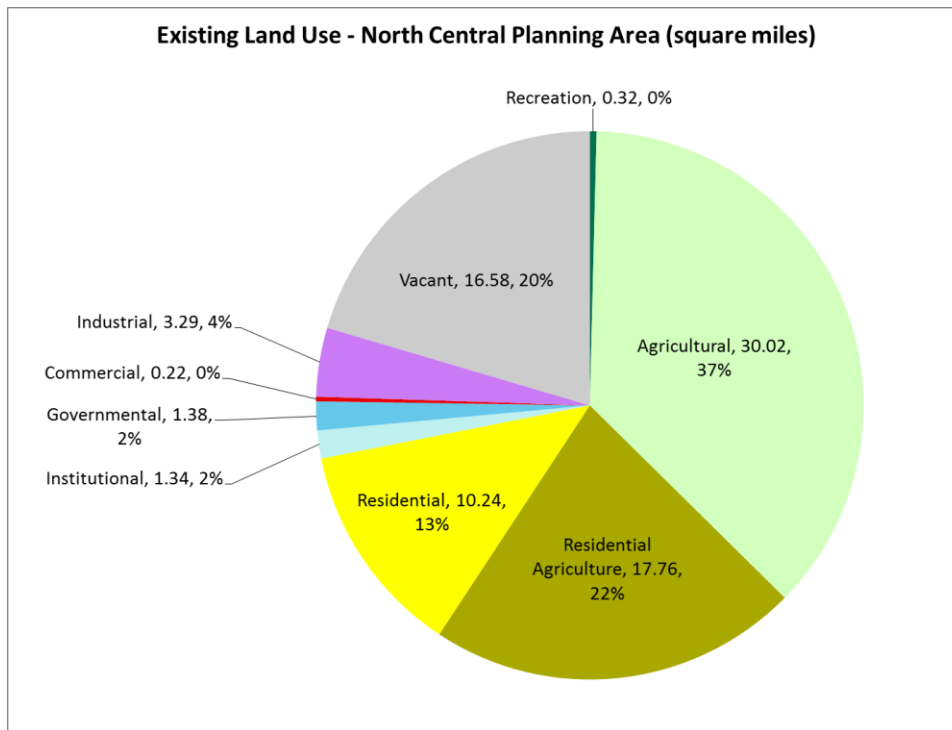


Existing Land Use - North Central Planning Area (excluding municipalities)

Existing Land Use - North Central Planning Area (excluding municipalities)

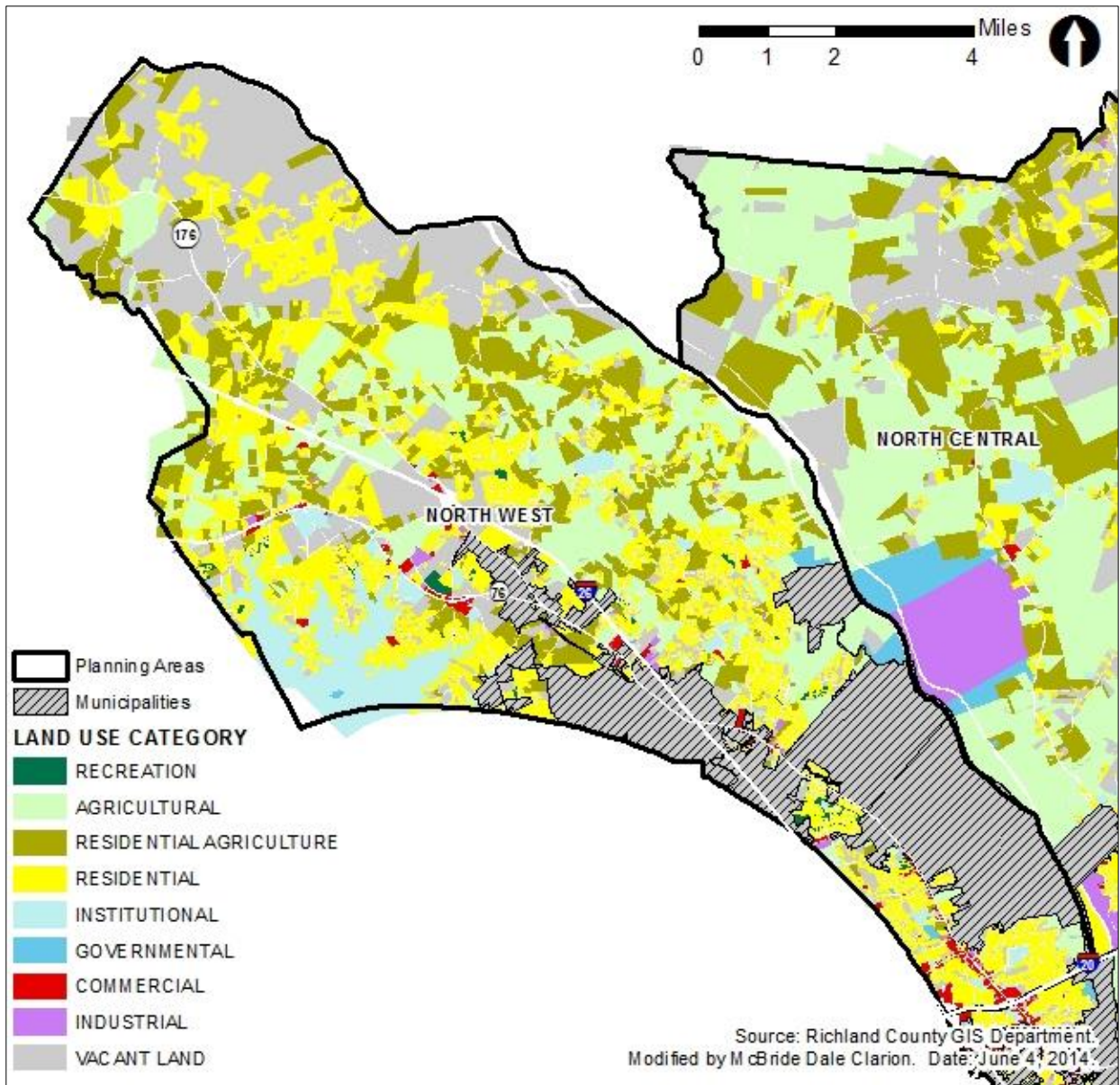
	Area (acres)	Area (square miles)	Percentage
Recreation	206.05	0.32	0.40%
Agricultural	19,211.90	30.02	36.99%
Residential Agriculture	11,365.26	17.76	21.88%
Residential	6,555.34	10.24	12.62%
Institutional	856.97	1.34	1.65%
Governmental	882.23	1.38	1.70%
Commercial	141.10	0.22	0.27%
Industrial	2,108.23	3.29	4.06%
Vacant	10,612.75	16.58	20.43%

Source: Richland County GIS Department. Modified by McBride Dale Clarion.



Existing Land Use - North Central Planning Area (excluding municipalities)

NORTHWEST

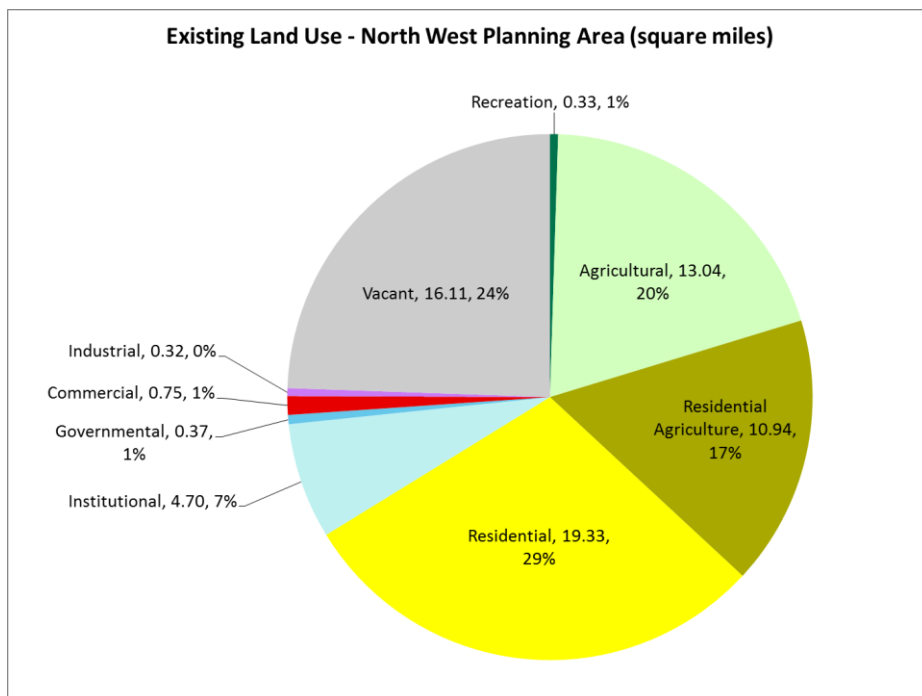


Existing Land Use - Northwest Planning Area (excluding municipalities)

Existing Land Use - Northwest Planning Area (excluding municipalities)

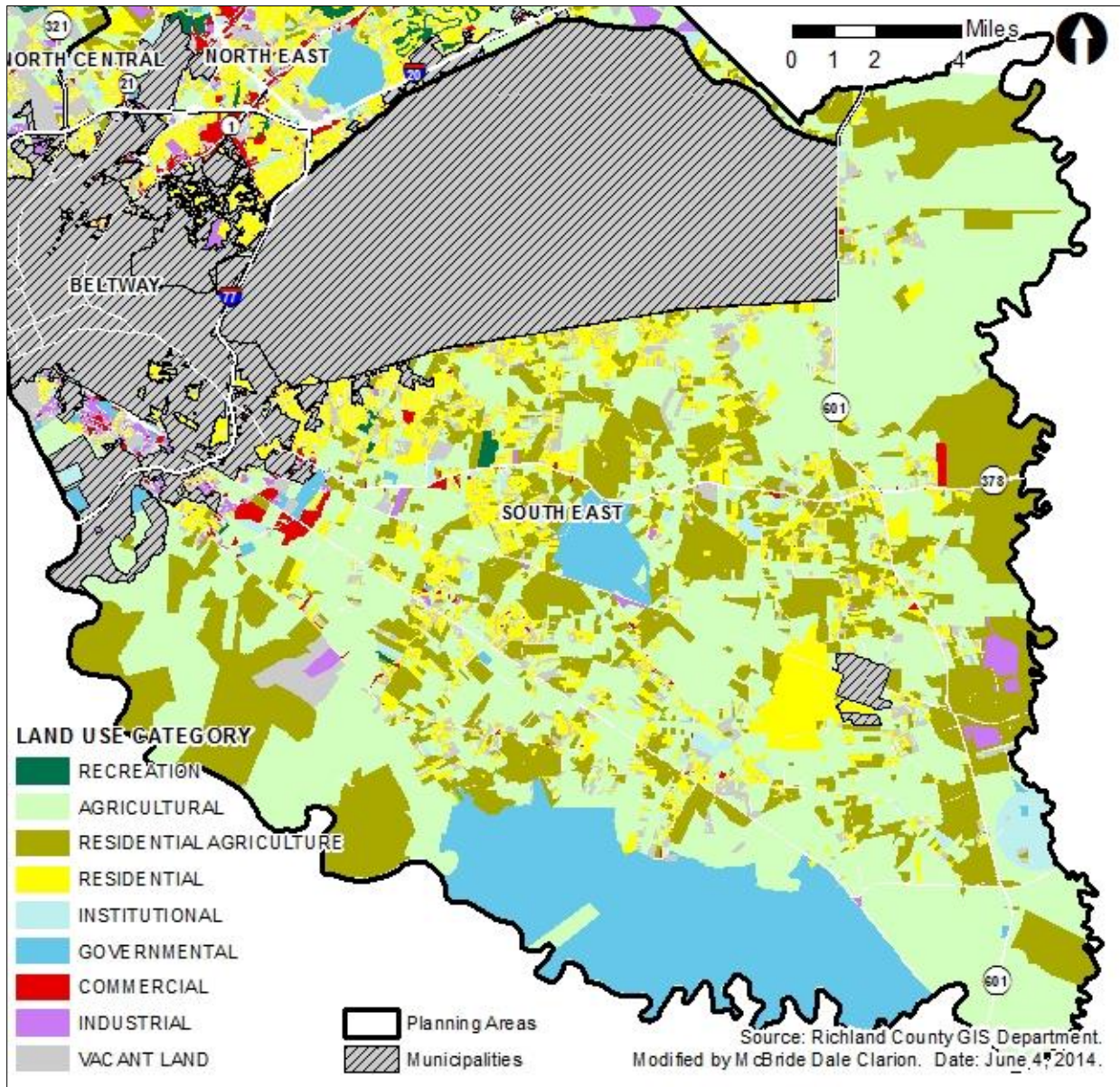
	Area (acres)	Area (square miles)	Percentage
Recreation	211.02	0.33	0.50%
Agricultural	8,346.79	13.04	19.79%
Residential Agriculture	6,999.45	10.94	16.60%
Residential	12,369.01	19.33	29.33%
Institutional	3,005.46	4.70	7.13%
Governmental	238.32	0.37	0.57%
Commercial	483.11	0.75	1.15%
Industrial	202.85	0.32	0.48%
Vacant	10,312.70	16.11	24.46%

Source: Richland County GIS Department. Modified by McBride Dale Clarion.



Existing Land Use - Northwest Planning Area (excluding municipalities)

SOUTHEAST

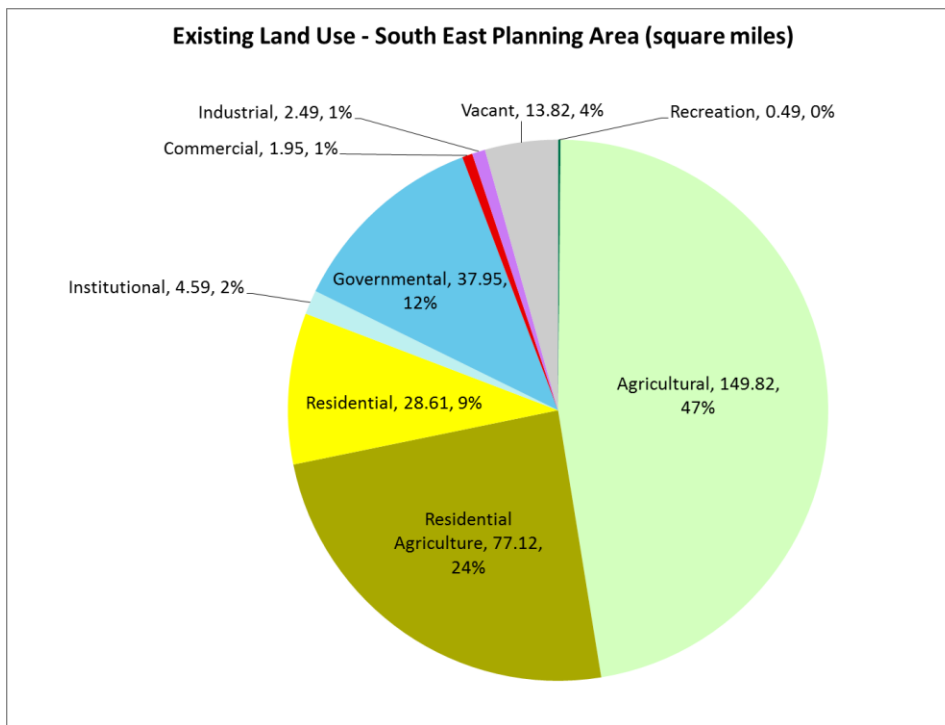


Existing Land Use - Southeast Planning Area (excluding municipalities)

Existing Land Use - Southeast Planning Area (excluding municipalities)

	Area (acres)	Area (square miles)	Percentage
Recreation	315.89	0.49	0.16%
Agricultural	95,884.95	149.82	47.29%
Residential Agriculture	49,355.90	77.12	24.34%
Residential	18,312.21	28.61	9.03%
Institutional	2,936.46	4.59	1.45%
Governmental	24,286.67	37.95	11.98%
Commercial	1,249.23	1.95	0.62%
Industrial	1,592.51	2.49	0.79%
Vacant	8,844.69	13.82	4.36%

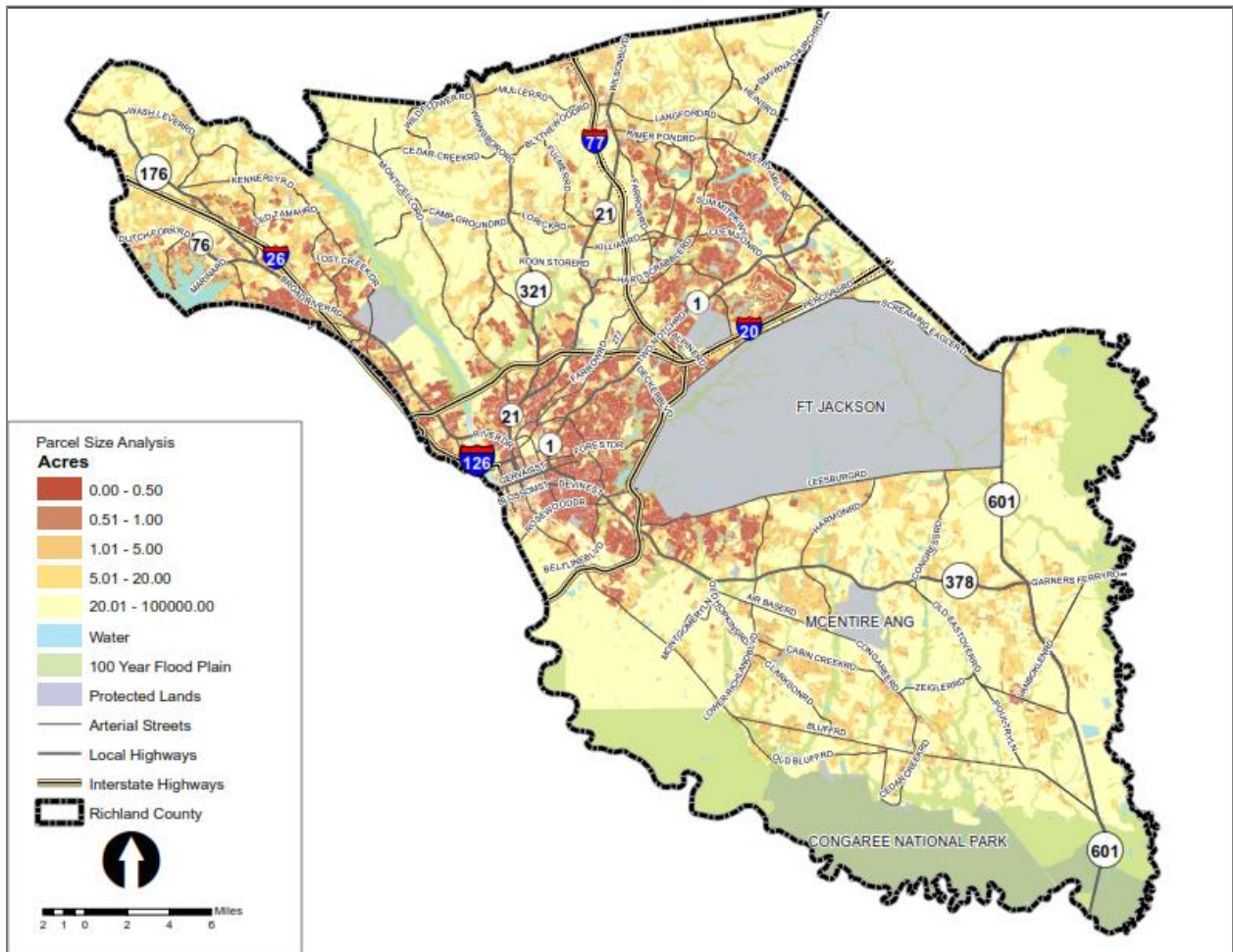
Source: Richland County GIS Department. Modified by McBride Dale Clarion.



Existing Land Use - Southeast Planning Area (excluding municipalities)

Development Pattern

Map X illustrates the location of different size parcels in Richland County. Typically, smaller subdivided parcels are an indication of development patterns, and larger parcels indicate larger undeveloped tracts of land. This map is a good indication of the general pattern of development in the County. Development began in the Columbia area, and has spread to the Northeast between Interstates 77 and 20 and to the Northwest flanking Interstate 26. Development has also spread south of Columbia along Fort Jackson and into Lower Richland.



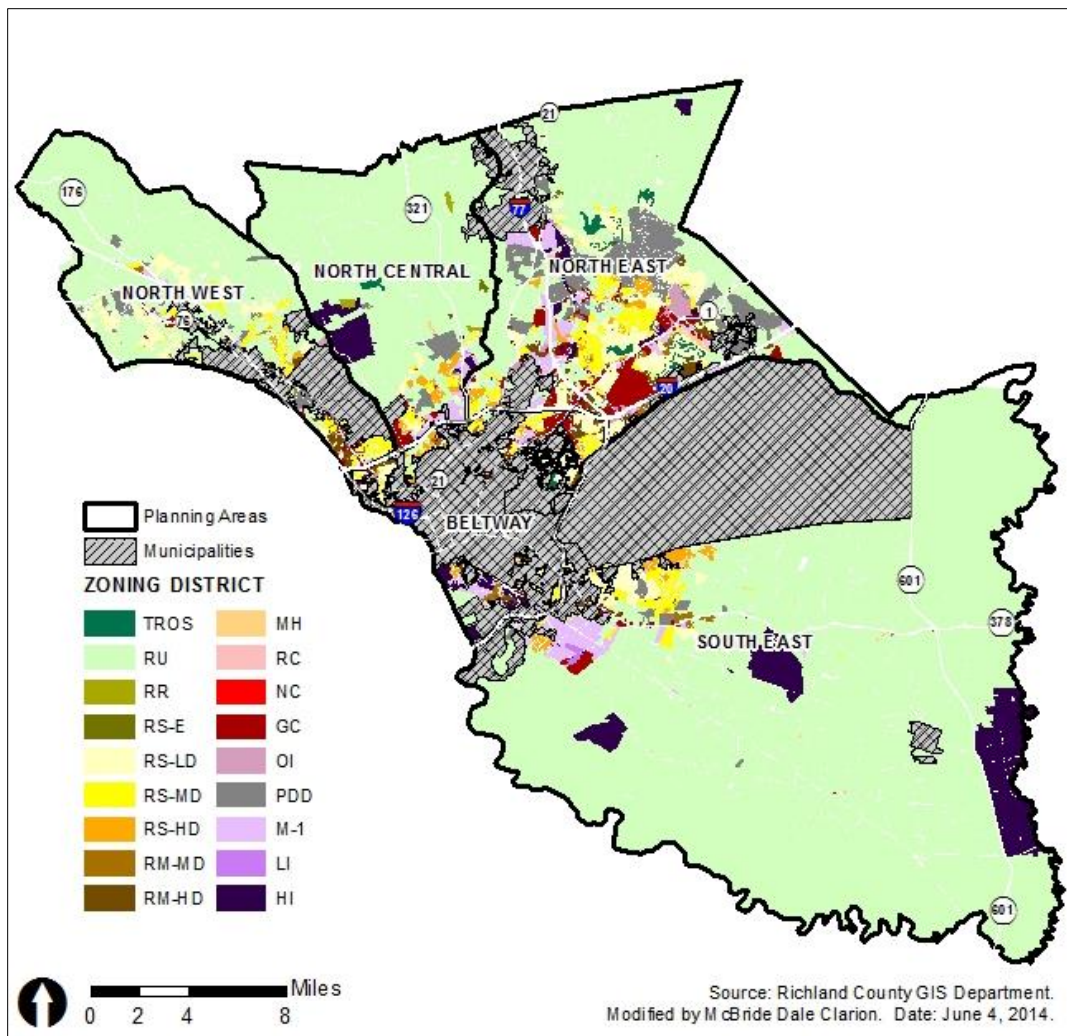
Size of Parcels and Development Pattern (2014)

Zoning

Land development within the unincorporated portions of Richland County is regulated by the Richland County Land Development Code. Commonly called “zoning,” these regulations assign a zoning district to all unincorporated lands in the County. Each of the County’s 18 zoning districts sets out the specific uses, dimensional standards, and development requirements for lands within the district. Map X below identifies the zoning districts and their locations within the County. For more information on the Richland County Land Development Code, go to

[http://www.richlandonline.com/Portals/0/Departments/DevServices/Docs/Current%20Land%20Development%20Code%20\(through%205-20-14\)%20with%20TOC.pdf](http://www.richlandonline.com/Portals/0/Departments/DevServices/Docs/Current%20Land%20Development%20Code%20(through%205-20-14)%20with%20TOC.pdf)

Countywide Zoning

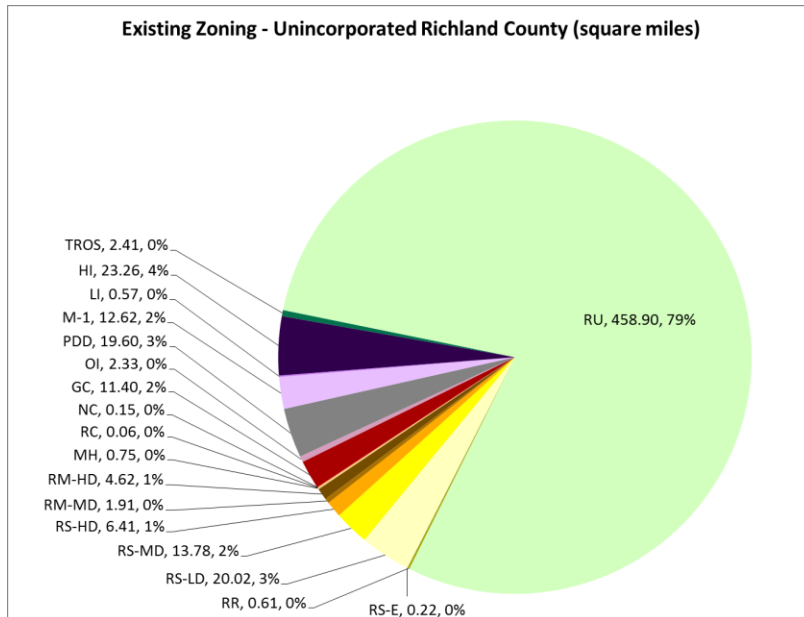


Existing Zoning - Unincorporated Richland County

Existing Zoning - Unincorporated Richland County

		Area (acres)	Area (square miles)	Percentage
TROS	Traditional Recreation Open Space	1,540.83	2.41	0.42%
RU	Rural	293,698.01	458.90	79.17%
RR	Rural Residential	391.87	0.61	0.11%
RS-E	Residential, Single-Family - Estate	141.15	0.22	0.04%
RS-LD	Residential, Single-Family - Low Density	12,811.87	20.02	3.45%
RS-MD	Residential, Single-Family - Medium Density	8,817.37	13.78	2.38%
RS-HD	Residential, Single-Family - High Density	4,102.25	6.41	1.11%
RM-MD	Residential, Multi-Family - Medium Density	1,223.63	1.91	0.33%
RM-HD	Residential, Multi-Family - High Density	2,959.85	4.62	0.80%
MH	Manufactured Home Residential	479.84	0.75	0.13%
RC	Rural Commercial	38.70	0.06	0.01%
NC	Neighborhood Commercial	95.18	0.15	0.03%
GC	General Commercial	7,294.71	11.40	1.97%
OI	Office and Institutional	1,490.98	2.33	0.40%
PDD	Planned Development	12,541.09	19.60	3.38%
M-1	Light Industrial	8,074.58	12.62	2.18%
LI	Light Industrial	363.66	0.57	0.10%
HI	Heavy Industrial	14,888.44	23.26	4.01%

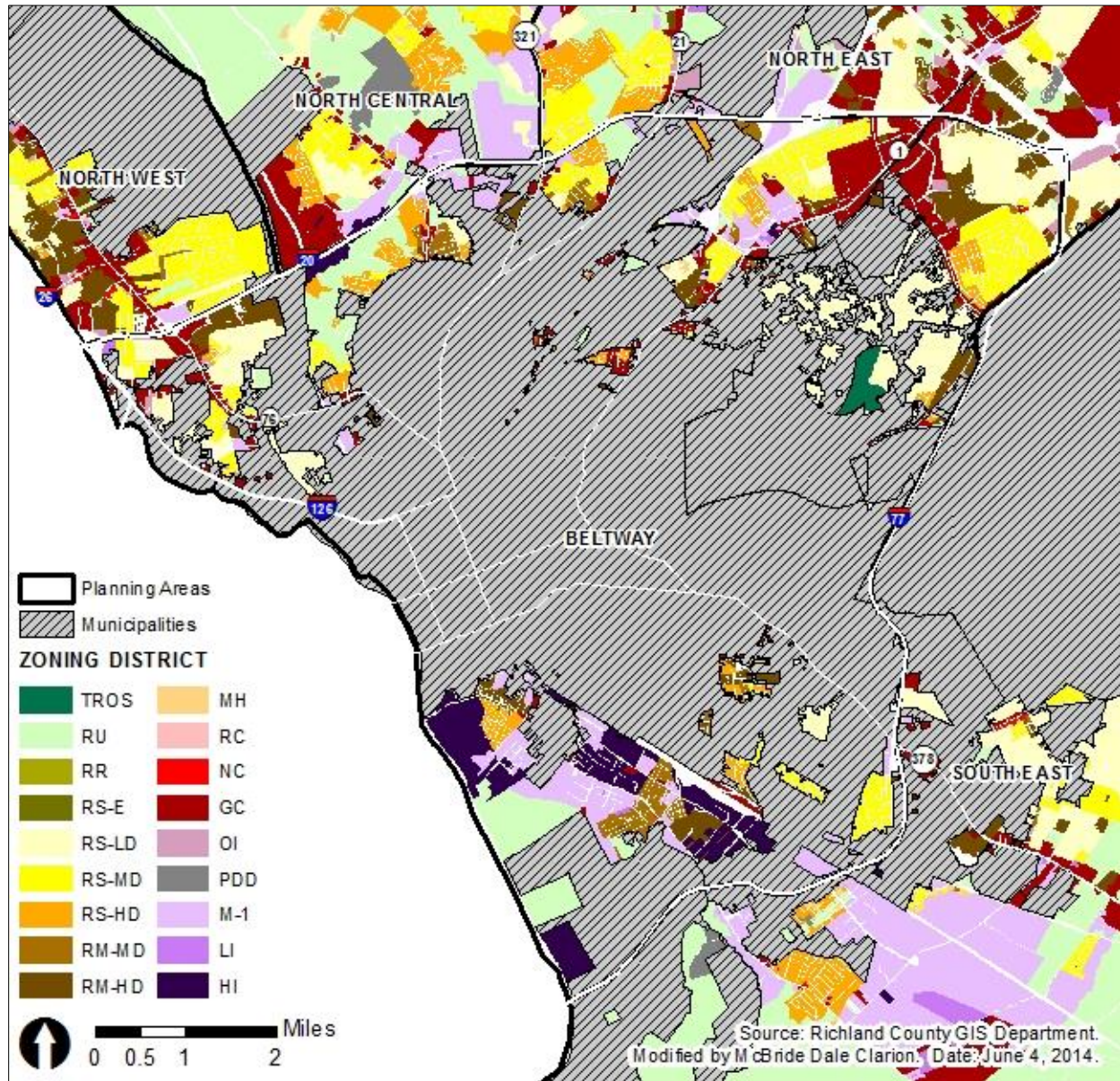
Source: Richland County GIS Department. Modified by McBride Dale Clarion.



Existing Zoning - Unincorporated Richland County

Zoning in Planning Areas

BELTWAY

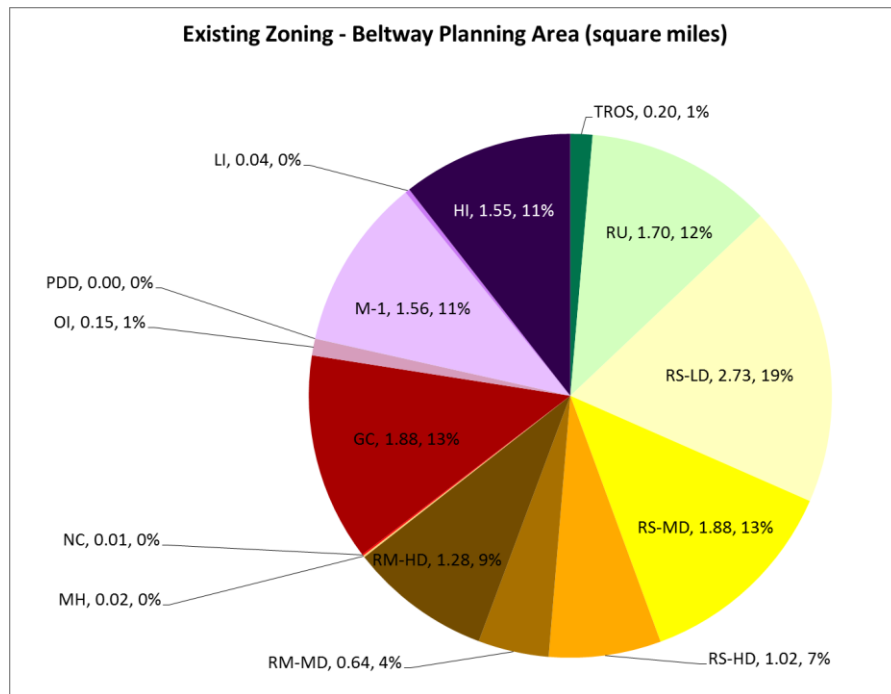


Existing Zoning - Beltway Planning Area (excluding municipalities)

Existing Zoning - Beltway Planning Area (excluding municipalities)

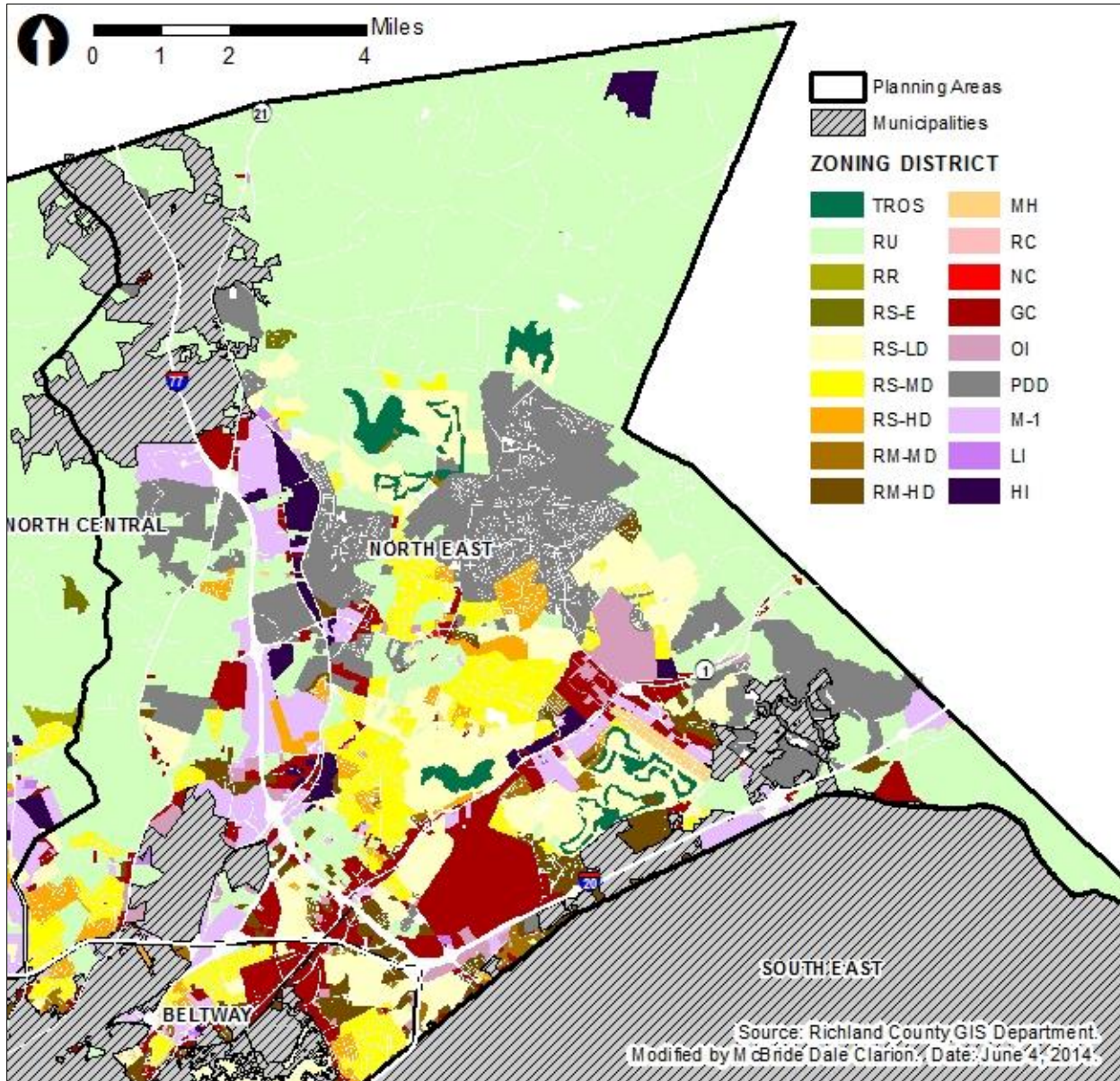
		Area (acres)	Area (square miles)	Percentage
TROS	Traditional Recreation Open Space	127.64	0.20	1.36%
RU	Rural	1,087.64	1.70	11.60%
RR	Rural Residential	-	0.00	0.00%
RS-E	Residential, Single-Family - Estate	-	0.00	0.00%
RS-LD	Residential, Single-Family - Low Density	1,746.71	2.73	18.62%
RS-MD	Residential, Single-Family - Medium Density	1,201.93	1.88	12.81%
RS-HD	Residential, Single-Family - High Density	650.33	1.02	6.93%
RM-MD	Residential, Multi-Family - Medium Density	409.67	0.64	4.37%
RM-HD	Residential, Multi-Family - High Density	820.49	1.28	8.75%
MH	Manufactured Home Residential	10.36	0.02	0.11%
RC	Rural Commercial	-	0.00	0.00%
NC	Neighborhood Commercial	8.17	0.01	0.09%
GC	General Commercial	1,203.55	1.88	12.83%
OI	Office and Institutional	96.35	0.15	1.03%
PDD	Planned Development	0.80	0.00	0.01%
M-1	Light Industrial	998.72	1.56	10.65%
LI	Light Industrial	26.67	0.04	0.28%
HI	Heavy Industrial	990.64	1.55	10.56%

Source: Richland County GIS Department. Modified by McBride Dale Clarion.



Existing Zoning - Beltway Planning Area (excluding municipalities)

NORTHEAST

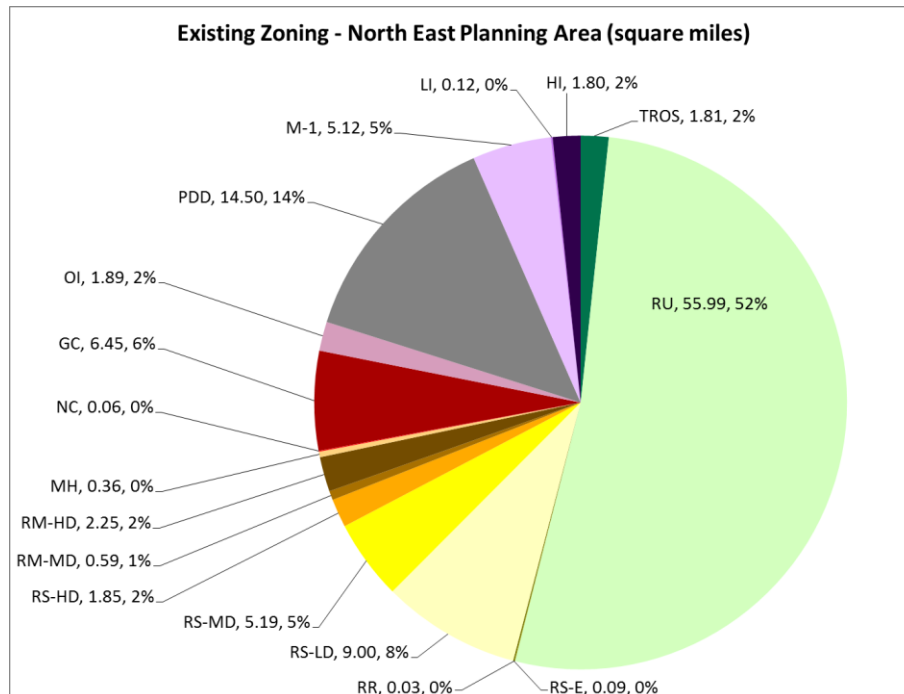


Existing Zoning - Northeast Planning Area (excluding municipalities)

Existing Zoning - Northeast Planning Area (excluding municipalities)

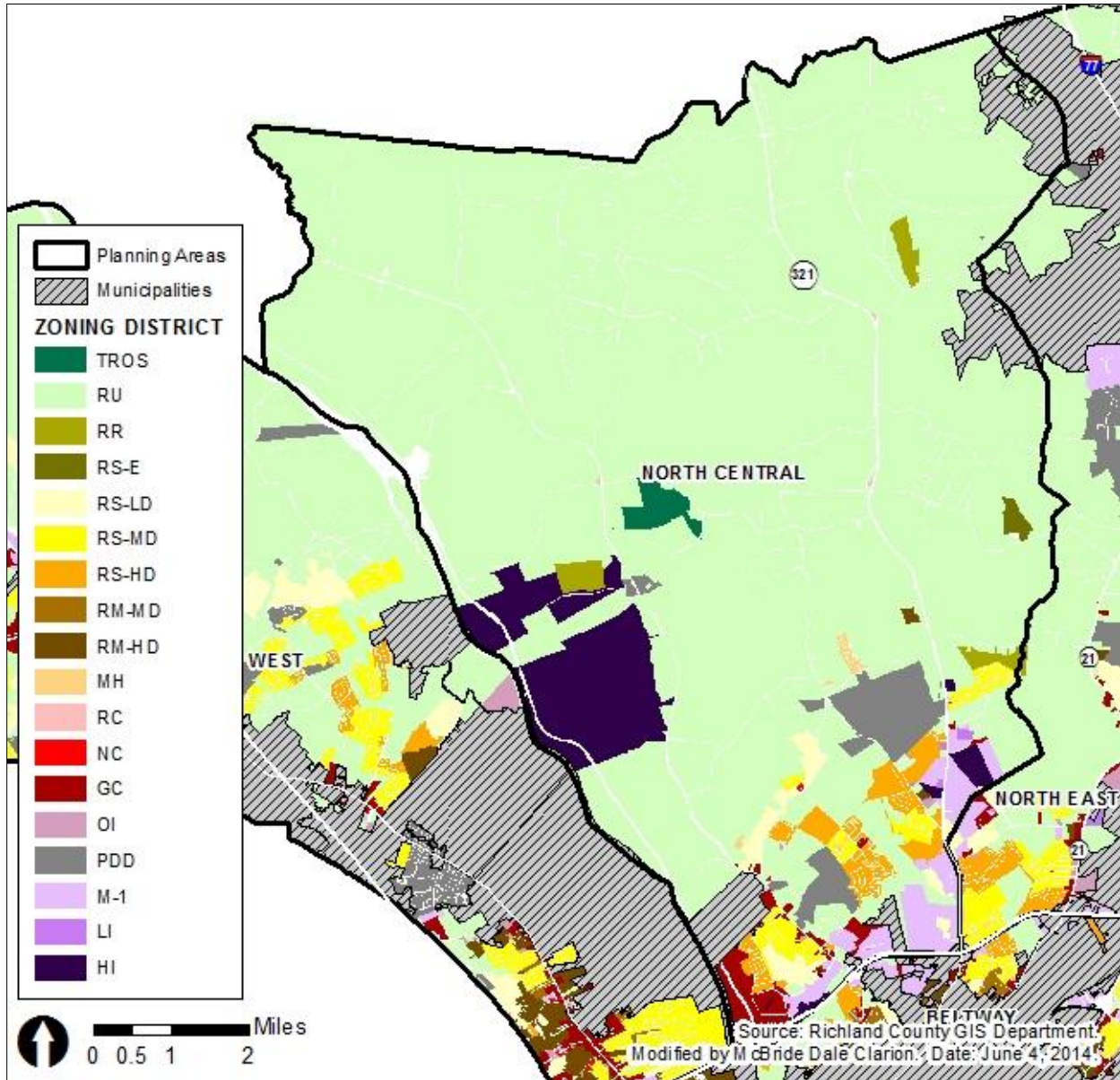
		Area (acres)	Area (square miles)	Percentage
TROS	Traditional Recreation Open Space	1,159.71	1.81	1.69%
RU	Rural	35,830.89	55.99	52.27%
RR	Rural Residential	20.30	0.03	0.03%
RS-E	Residential, Single-Family - Estate	57.89	0.09	0.08%
RS-LD	Residential, Single-Family - Low Density	5,762.00	9.00	8.41%
RS-MD	Residential, Single-Family - Medium Density	3,322.69	5.19	4.85%
RS-HD	Residential, Single-Family - High Density	1,184.20	1.85	1.73%
RM-MD	Residential, Multi-Family - Medium Density	377.90	0.59	0.55%
RM-HD	Residential, Multi-Family - High Density	1,438.92	2.25	2.10%
MH	Manufactured Home Residential	231.13	0.36	0.34%
RC	Rural Commercial	1.75	0.00	0.00%
NC	Neighborhood Commercial	35.92	0.06	0.05%
GC	General Commercial	4,125.43	6.45	6.02%
OI	Office and Institutional	1,209.44	1.89	1.76%
PDD	Planned Development	9,281.68	14.50	13.54%
M-1	Light Industrial	3,278.74	5.12	4.78%
LI	Light Industrial	76.71	0.12	0.11%
HI	Heavy Industrial	1,151.85	1.80	1.68%

Source: Richland County GIS Department. Modified by McBride Dale Clarion.



Existing Zoning - Northeast Planning Area (excluding municipalities)

NORTH CENTRAL

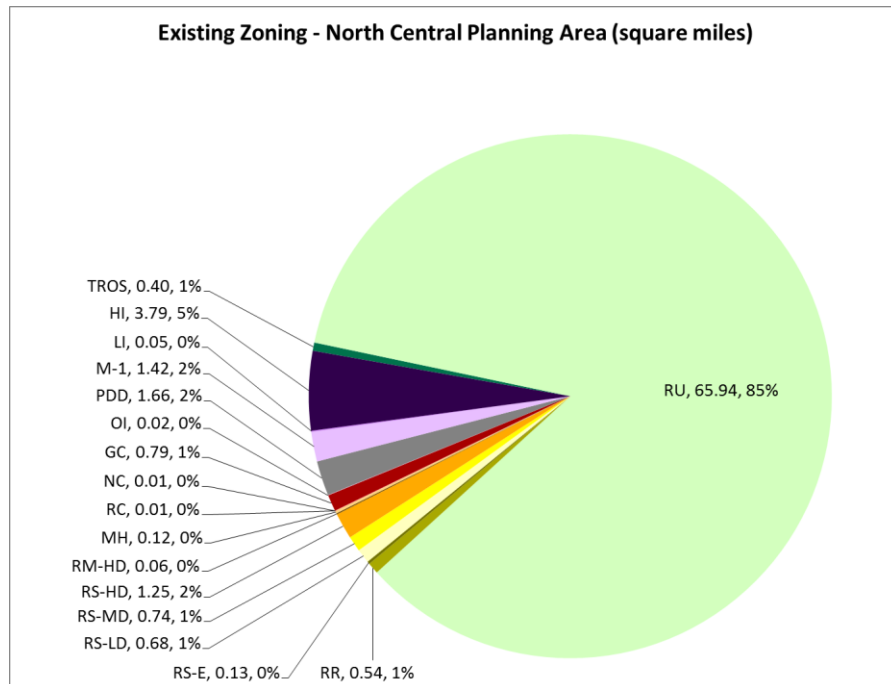


Existing Zoning - North Central Planning Area (excluding municipalities)

Existing Zoning - North Central Planning Area (excluding municipalities)

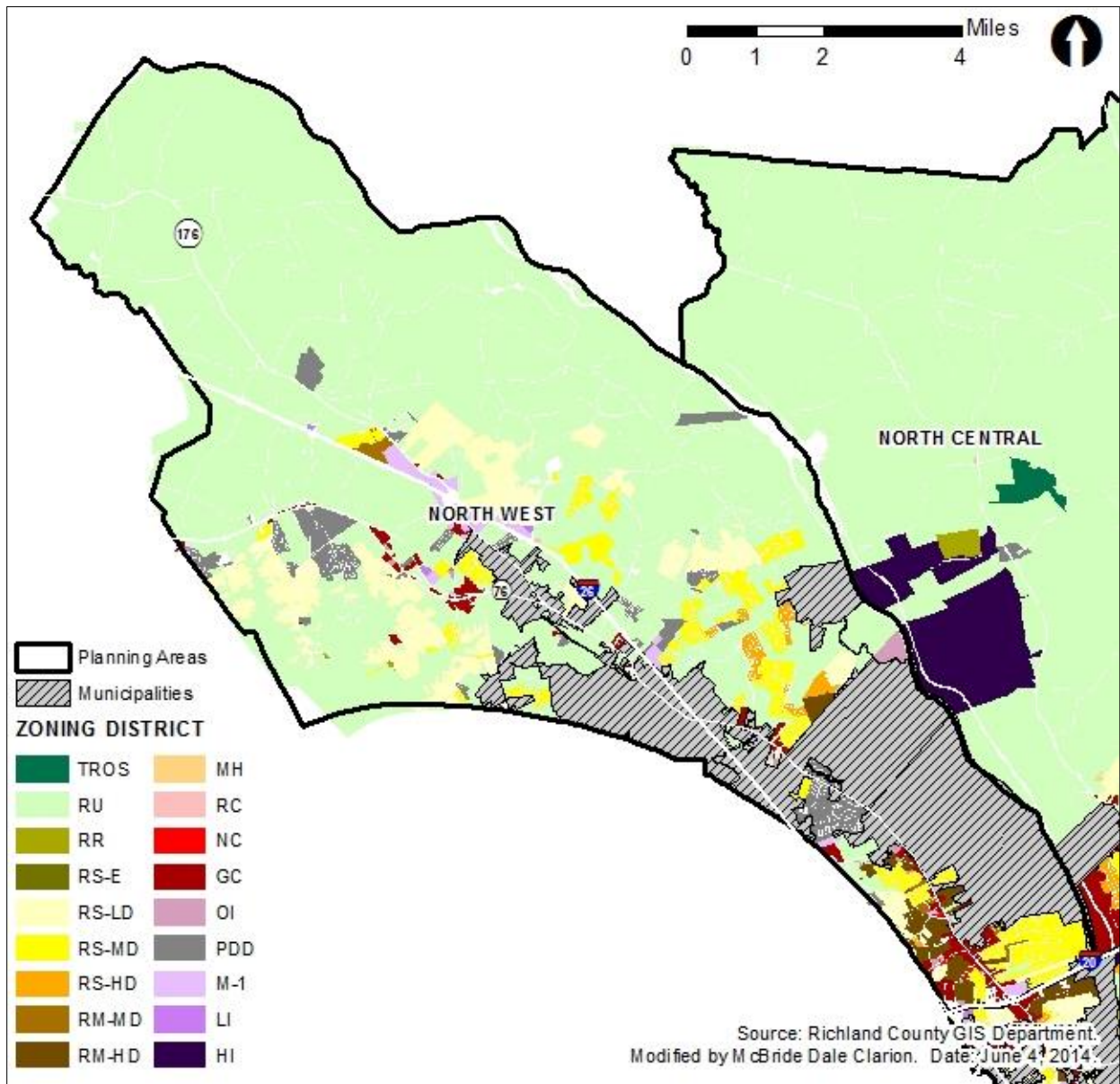
		Area (acres)	Area (square miles)	Percentage
TROS	Traditional Recreation Open Space	253.49	0.40	0.51%
RU	Rural	42,199.56	65.94	84.97%
RR	Rural Residential	344.85	0.54	0.69%
RS-E	Residential, Single-Family - Estate	83.26	0.13	0.17%
RS-LD	Residential, Single-Family - Low Density	434.42	0.68	0.87%
RS-MD	Residential, Single-Family - Medium Density	472.76	0.74	0.95%
RS-HD	Residential, Single-Family - High Density	797.36	1.25	1.61%
RM-MD	Residential, Multi-Family - Medium Density	-	0.00	0.00%
RM-HD	Residential, Multi-Family - High Density	36.55	0.06	0.07%
MH	Manufactured Home Residential	75.69	0.12	0.15%
RC	Rural Commercial	9.17	0.01	0.02%
NC	Neighborhood Commercial	6.65	0.01	0.01%
GC	General Commercial	503.74	0.79	1.01%
OI	Office and Institutional	15.02	0.02	0.03%
PDD	Planned Development	1,064.05	1.66	2.14%
M-1	Light Industrial	910.59	1.42	1.83%
LI	Light Industrial	31.38	0.05	0.06%
HI	Heavy Industrial	2,427.02	3.79	4.89%

Source: Richland County GIS Department. Modified by McBride Dale Clarion.



Existing Zoning - North Central Planning Area (excluding municipalities)

NORTHWEST

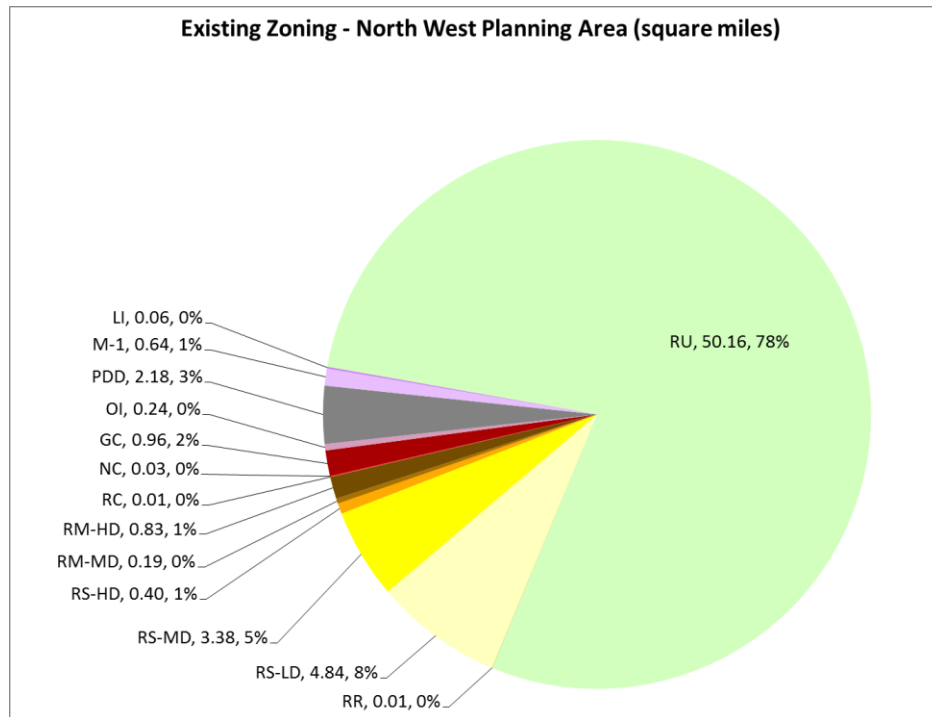


Existing Zoning - Northwest Planning Area (excluding municipalities)

Existing Zoning - Northwest Planning Area (excluding municipalities)

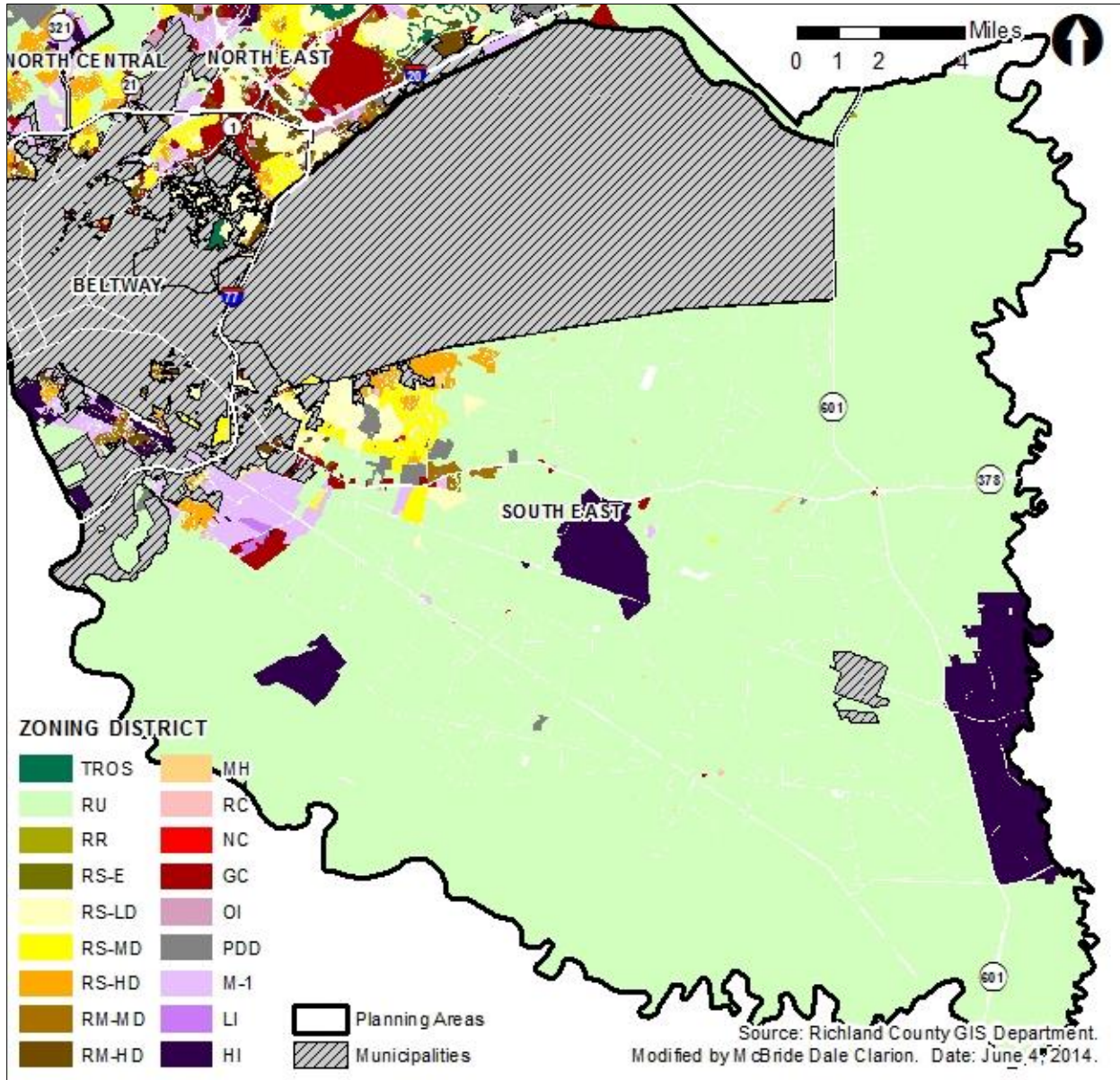
		Area (acres)	Area (square miles)	Percentage
TROS	Traditional Recreation Open Space	-	0.00	0.00%
RU	Rural	32,105.49	50.16	78.46%
RR	Rural Residential	7.37	0.01	0.02%
RS-E	Residential, Single-Family - Estate	-	0.00	0.00%
RS-LD	Residential, Single-Family - Low Density	3,094.57	4.84	7.56%
RS-MD	Residential, Single-Family - Medium Density	2,164.76	3.38	5.29%
RS-HD	Residential, Single-Family - High Density	254.40	0.40	0.62%
RM-MD	Residential, Multi-Family - Medium Density	123.69	0.19	0.30%
RM-HD	Residential, Multi-Family - High Density	533.48	0.83	1.30%
MH	Manufactured Home Residential	-	0.00	0.00%
RC	Rural Commercial	4.35	0.01	0.01%
NC	Neighborhood Commercial	17.93	0.03	0.04%
GC	General Commercial	615.41	0.96	1.50%
OI	Office and Institutional	154.04	0.24	0.38%
PDD	Planned Development	1,392.89	2.18	3.40%
M-1	Light Industrial	410.81	0.64	1.00%
LI	Light Industrial	38.28	0.06	0.09%
HI	Heavy Industrial	-	0.00	0.00%

Source: Richland County GIS Department. Modified by McBride Dale Clarion.



Existing Zoning - Northwest Planning Area (excluding municipalities)

SOUTHEAST

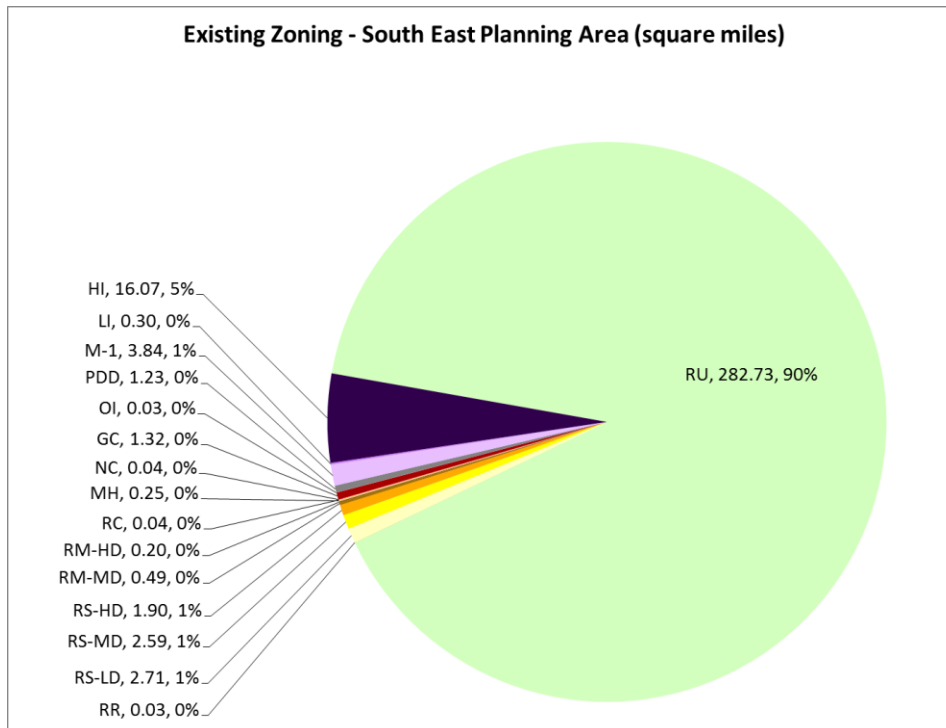


Existing Zoning - Southeast Planning Area (excluding municipalities)

Existing Zoning - Southeast Planning Area (excluding municipalities)

		Area (acres)	Area (square miles)	Percentage
TROS	Traditional Recreation Open Space	-	0.00	0.00%
RU	Rural	180,945.18	282.73	90.11%
RR	Rural Residential	19.35	0.03	0.01%
RS-E	Residential, Single-Family - Estate	-	0.00	0.00%
RS-LD	Residential, Single-Family - Low Density	1,734.82	2.71	0.86%
RS-MD	Residential, Single-Family - Medium Density	1,655.22	2.59	0.82%
RS-HD	Residential, Single-Family - High Density	1,215.95	1.90	0.61%
RM-MD	Residential, Multi-Family - Medium Density	312.37	0.49	0.16%
RM-HD	Residential, Multi-Family - High Density	130.39	0.20	0.06%
MH	Manufactured Home Residential	162.67	0.25	0.08%
RC	Rural Commercial	23.43	0.04	0.01%
NC	Neighborhood Commercial	26.52	0.04	0.01%
GC	General Commercial	842.07	1.32	0.42%
OI	Office and Institutional	16.14	0.03	0.01%
PDD	Planned Development	784.79	1.23	0.39%
M-1	Light Industrial	2,454.59	3.84	1.22%
LI	Light Industrial	190.62	0.30	0.09%
HI	Heavy Industrial	10,285.13	16.07	5.12%

Source: Richland County GIS Department. Modified by McBride Dale Clarion.



2. Transportation

Introduction

Transportation existing conditions in Richland County have been reviewed to provide a baseline for planning for potential transportation demand and its impacts to future land use in the County. Specific areas examined include the Transportation Penny program, roads, bicycle and pedestrian facilities, public transit, rail service, potential commuter rail, and general commuting patterns.

Transportation Penny

On November 6, 2012, a countywide one cent on the dollar sales tax was passed that will ultimately generate \$1 billion dollars over a 22-year period for transportation improvements throughout Richland County. Table X provides a breakdown of how the funds will be allocated by expenditure type. The referendum also enabled Richland County to bond \$450 million upfront to get many improvement projects moving in the near-term, rather than having to wait for the sales tax to be collected and “pay as you go.” The Transportation Penny is poised to dramatically change the transportation landscape in Richland County, with funds being used to improve roads, bicycle and pedestrian facilities, and public transit service.

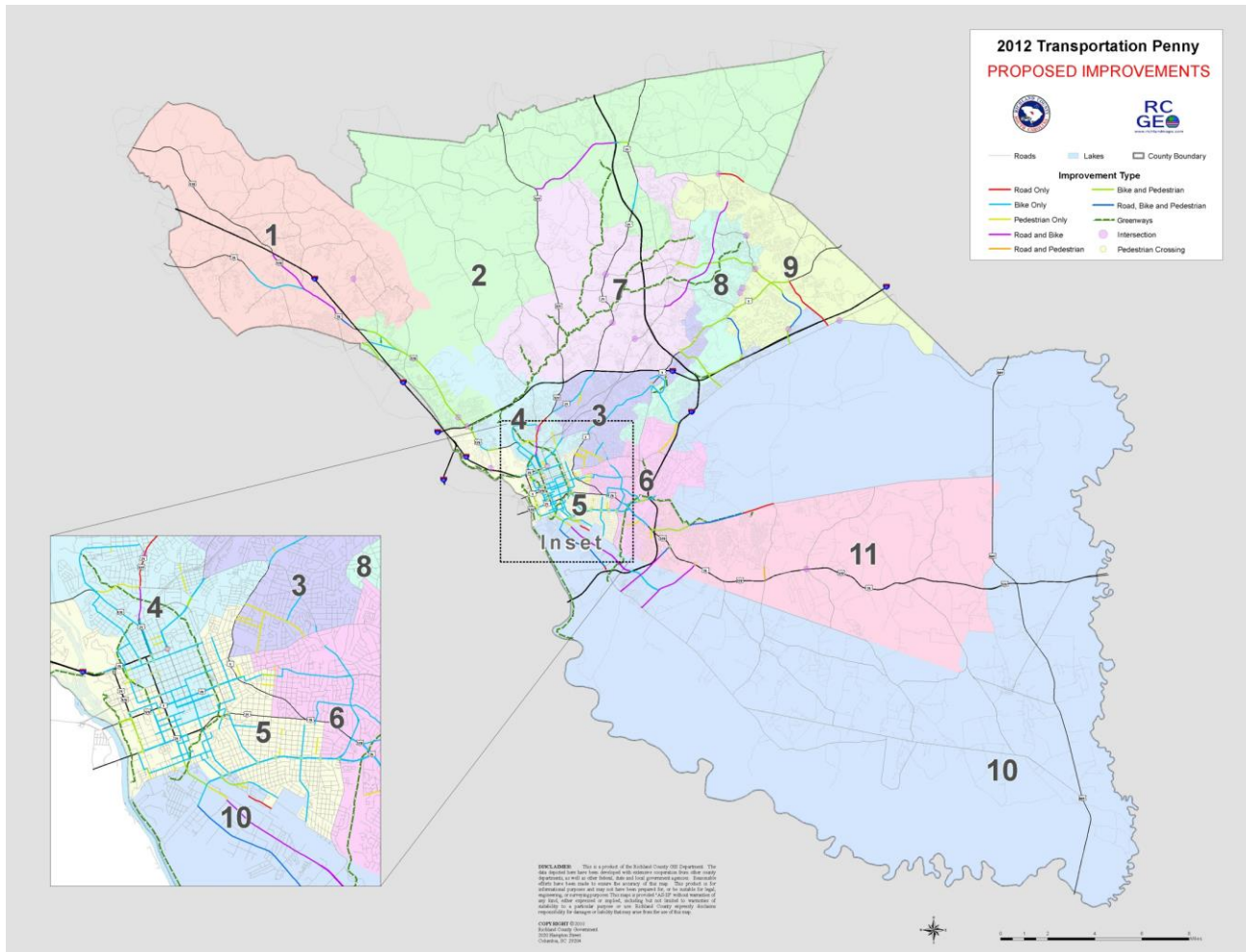
Existing Zoning - Southeast Planning Area (excluding municipalities)

Expenditure Type	Amount	Percentage of Total
Roadway	\$656,020,644	61.31%
Bus Service (The Comet)	\$300,991,000	28.13%
Bike/Pedestrian/Greenway	\$80,888,356	7.56%
Total Expenditures	\$1,070,000,000	100.00%
Total Project Expenditures	\$1,037,900,000	97.00%
Administrative Expenditures	\$32,100,000	3.00%

In its first year of collection (May 2013-May 2014), the penny-on-the-dollar sales tax is estimated to have generated nearly \$39 million in revenue, of which over \$14 million has been spent. Areas that have benefited from these funds include establishment of a County Transportation Department to oversee the program, creation of a small, minority, and local business program, the return of Sunday bus service, purchase of new buses, and the preparation of grant requests to leverage the funds collected to generate additional funding. Additionally, in May 2014 the County began paving dirt roads as part of the program.

2014 will be a significant year for the Transportation Penny program, as the County contracts with a program development team to assist in administering the program, project rankings occur, on-call engineering firms are enlisted for design work, and larger projects get underway. It is anticipated that several intersection improvement projects will be performed as design-build projects in Fall 2014, and bicycle and pedestrian projects should move forward in this same timeframe. The first traditional design-bid-build projects should go to construction in Fall 2017. The majority of projects should be completed within 10 years. Figure X geographically depicts the projects included in the Transportation Penny.

A key factor in moving projects forward is the development of a project prioritization or ranking methodology. While all projects were identified prior to the sales tax referendum, the order and phasing of their completion must still be established. The County Transportation Department and its selected program development team will develop a Council approved ranking criteria to prioritize projects. This ranking will produce a County Transportation Improvement Program (CTIP) similar to the South Carolina Department of Transportation (SCDOT) State Transportation Improvement Program (STIP).



Transportation Penny Projects Map

Influence on Land Use

Several areas of the Transportation Penny program will have direct influence on future land use in Richland County. To begin, 14 roadway widening projects are included in the program and are listed in Table X. All are on SCDOT owned and maintained roads. These widening projects are in response to historical and projected traffic volume pressures, and while they will provide relief of traffic congestion, they also have the potential to change the land use patterns along them. As roads get wider, and see improvements such as closed drainage, bike lanes, and sidewalks, development pressures generally follow. Wider roads encourage more traffic, which attracts more commercial development, which creates more traffic, and so on; it is a very cyclical and symbiotic relationship. For this reason, it is important for Richland County to understand that increased attention to development regulations along these corridors will be essential to managing growth and ensuring that desired character is created, enhanced, or maintained. Additionally, it will be important to protect right-of-way along these corridors through the planning and permitting process to ensure that new developments are not built too close to the existing road to only have to be modified when widening occurs.

Transportation Penny Roadway Widening Projects

LOCATION	BEGIN	END	PROPOSED
Pineview Rd.	Bluff Rd.	Garners Ferry Rd.	3/5-lane
Atlas Rd.	Bluff Rd.	Garners Ferry Rd.	3/5-lane
Clemson Rd.	Old Clemson Rd.	Sparkleberry Crossing	5-lane
Hardscrabble Rd.	Farrow Rd.	Lake Carolina Blvd.	5-lane
Blythewood Blvd.	I-77	Syrup Mill Rd.	5-lane
Lower Richland Blvd.	Rabbit Run Rd.	Garners Ferry Rd.	5-lane
Broad River Rd.	Royal Tower Rd.	I-77 Peak Interchange	3-lane
Shop Rd.	I-77	George Rogers Blvd.	5-lane
Polo Rd.	Mallet Hill Rd.	Two Notch Rd.	3-lane
Bluff Rd.	I-77	Rosewood Dr.	5-lane
Blythewood Blvd.	Syrup Mill Rd.	Winnsboro Rd.	3-lane
Spears Creek Church Rd.	Two Notch Rd.	Percival Rd.	5-lane
North Main Street	Anthony Ave.	Fuller Ave.	4-lane
Leesburg Rd.	Farimont Rd.	Lower Richland Blvd.	5-lane

Second, the Transportation Penny includes programmatic elements specifically addressing a number of strategies that will have direct impact on future land use in the County. While the exact nature and implementation of these programmatic elements is still being determine, future planning should be cognizant of the impact of such initiatives. These include:

- Access Management and Complete Streets Initiatives
- Countywide Corridor Improvement Plan
- Countywide Thoroughfare Plan

- Preservation of Existing Right-of-Way
- Transfer of Development Rights
- Traffic Mitigation Plans
- Updates to the County Land Development Code
- Encourage Transit Oriented Development
- Encourage Traditional Neighborhood Development

Finally, over the past eight years, Richland County has spent considerable resources on the development of nine neighborhood master plans throughout the County. Each of these master plans includes some level of transportation investment within its recommendations. While some recommendations focus on enhancement to the operations and functionality of the vehicular transportation network, in many cases improvements are directly related to land use and quality of life through the recommending of bicycle and pedestrian facilities, streetscapes, trails, and landscape beautification. The Transportation Penny program includes \$63 million specifically allocated for completing transportation projects included in the neighborhood master plans. This budget was crafted using estimates for only the first six master plans to be completed; the remaining three master plans were completed following budgeting for the Transportation Penny. However, the \$63 million that is available will be utilized across all nine plans, resulting in a funding shortfall to complete all transportation recommendations. Therefore, Richland County must craft a methodology for determining which projects receive priority and how their implementation can best achieve the goals of each of the neighborhood master plans as well as the Comprehensive Plan.

Roads

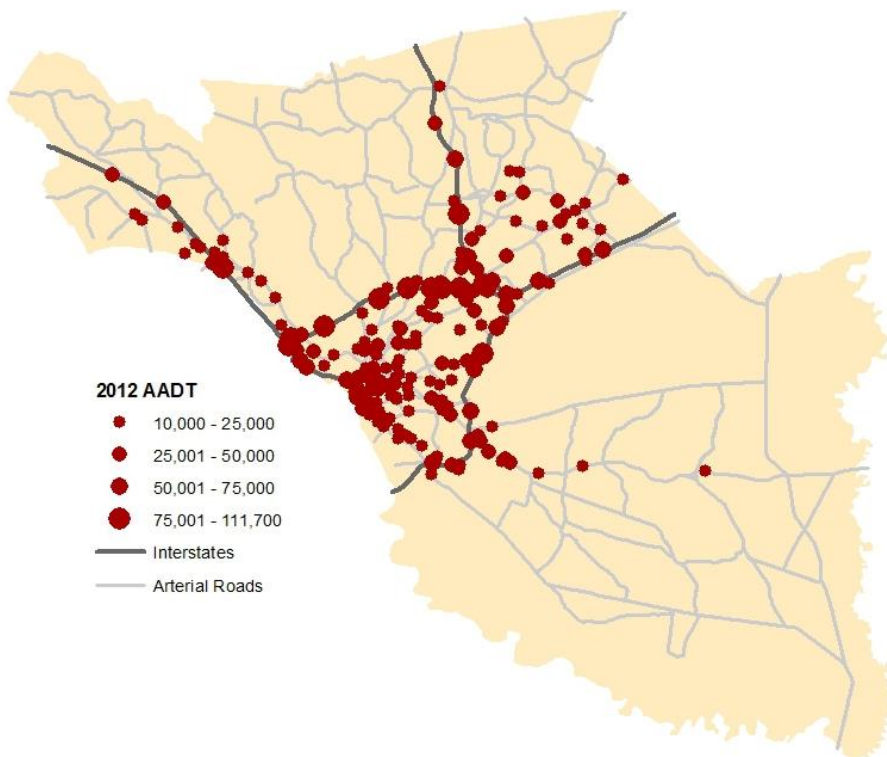
Prior to the Transportation Penny program, roadway construction in Richland County involved SCDOT and private developers. With the Transportation Penny program, Richland County has become an active participant in road design and construction. The projects depicted previously in Figure 2-1 provide a vision of major public road investment that will occur in Richland County over the next 10 years. With private residential and commercial developments, the County is responsible for maintaining roads after developers deed them over following final construction approvals and infrastructure installation.

Richland County has executed an Inter-Governmental Agreement (IGA) with SCDOT for the implementation of the Transportation Penny program. While Richland County and their program development team will oversee the program, SCDOT will approve design of improvements to their network, as two-thirds of the program is on the SCDOT system. In addition, SCDOT has already begun design on two Transportation Penny projects, Hardscrabble Road and Leesburg Road. SCDOT will continue with design and construction of these projects and Richland County will oversee construction engineering and inspection services through their program development team.

Historically, Richland County Public Works has been charged with local road resurfacing and paving of dirt roads. The County Transportation Department will take over these functions as part of implementing the

Transportation Penny, but Public Works will continue to be responsible for ongoing maintenance of local roads. The Transportation Penny program includes a \$40 million Local Road Resurfacing Program and a \$45 million Dirt Road Paving Program. In the past, the County has had very limited funding for these categories and been able to pave less than 1.6 miles of dirt roads and resurface approximately 4.5 miles of road annually. The Transportation Penny will allow an exponentially larger mileage of roads to be paved and resurfaced each year. From a land use perspective, it will be important for Richland County to determine the balance between increasing dirt road paving and resurfacing to maintaining the rural character of the County.

The most recent (2012) Annual Average Daily Traffic (AADT) counts within Richland County were obtained from SCDOT. Locations experiencing greater than 10,000 vehicles per day, and are graduated to graphically demonstrate areas where traffic is greatest. As would be suspected, the largest traffic volumes are along interstates. Moving traffic east and west, I-20 has daily volumes ranging between 51,000 and 100,000. I-77 moves traffic north and south with volumes between 44,000 and 80,000 each day. Running north to south through the northwest portion of the County, I-26 has daily traffic volumes between 46,000 and 112,000 vehicles. The largest clusters of traffic are in downtown Columbia, in the vicinity of the I-26/I-20/I-126 interchange, I-20 between Monticello Road and I-77, northeast Columbia, Harbison, and the Garners Ferry Road corridor near I-77.



2012 Annual Average Daily Trips Map

Bicycles and Pedestrian Facilities

Bicycle and pedestrian facilities are a critical part of a quality transportation network. More and more communities are coming to realize that active transportation modes like biking and walking promote healthier lifestyles, improve the economy, attract knowledge-based industry and those who wish to work in those industries, improve the environment, and elevate overall quality of life. Additionally, while walking and biking may be a transportation choice for many, over 10,000 households in Richland County do not own or have access to a vehicle and 8,000 people walk to work.¹ For some, walking, biking, and public transit are necessary means of transportation to work, church, shopping, recreation, and socializing with friends and family.

Today, less than 10 miles of on-road bike lanes exist in Richland County. Sidewalks are located in the urban core, along arterial roads, and within residential subdivisions throughout the County. Richland County’s development regulations do include sidewalk requirements. The Three Rivers Greenway provides additional bicycle and pedestrian facilities, but these are primarily recreational in nature.

A recent study by the American Planning Association looked at two generations’ view on the future of communities from a variety of perspectives. Specifically, this poll sought to understand the perceptions of “Millennials” (aged 21 to 34) and “Active Boomers” (aged 50 to 65) with regard to their economic future as it relates to place and community. A number of the findings are directly relevant to and supportive of active transportation:

- Two-thirds of all respondents and 74% of Millennials believe investing in schools, transportation choices, and walkable areas is a better way to grow the economy than recruiting companies;
- 81% of Millennials and 77% of Active Boomers say affordable and convenient alternatives to the car is at least somewhat important when deciding where to live and work;
- 56% of Millennials and 46% of Active Boomers would prefer to live someday in a walkable community, whether an urban, suburban, or small town location; and
- Only 10% of Millennials and Active Boomers prefer living in a suburb that requires driving to most places.²

The Transportation Penny program has adopted a Complete Streets philosophy that will increase the walkability and bikeability of Richland County; all projects will be designed and implemented with the service and accommodation of all modes in mind. While this Complete Streets approach applies to all projects in the Transportation Penny program, the program also generates nearly \$81 million specifically dedicated to improving the bicycle and pedestrian environment for both transportation and recreation. These projects are summarized in Table X.

¹ US Census, 2008-2012 American Community Survey 5-Year Estimates

² American Planning Association, Investing in Place for Economic Growth and Competitiveness, May 2014

Transportation Penny Bicycle and Pedestrian Projects

Improvement Type	Number Of Projects	Total Mileage
Intersection	30	N/A
Greenway	15	30.76
Sidewalk	51	39.47
Bikeway*	74	81.49
Total	170	151.72

*Includes bike lane construction and restriping, paved shoulders, sidepaths, and connectors.

Public Transit

Like most southern cities, Columbia’s public transit service was originated by the local electric company. SCANA, an energy production and distribution company and parent to South Carolina Electric & Gas (SCE&G), ran the public transit system until the turn of this century. In 2002, SCANA turned over operations and maintenance of the bus system to the Central Midlands Regional Transit Authority (CMRTA).

For many years the CMRTA, like many transit agencies throughout the United States, experienced funding challenges. These challenges mainly stemmed from the historical lack of a long-term dedicated funding source that would allow the agency to systematically plan for the future and ensure connected, quality public transit service. With funding shortfalls directly affecting transit service, riders could not be certain of the system’s reliability which resulted in many people looking for other modes of transportation to reach work, shopping, and recreational destinations. As ridership fell, funding fell, and the cycle continued. However, with the passage of the Transportation Penny program in 2012, CMRTA now has a long-term, dedicated funding source.

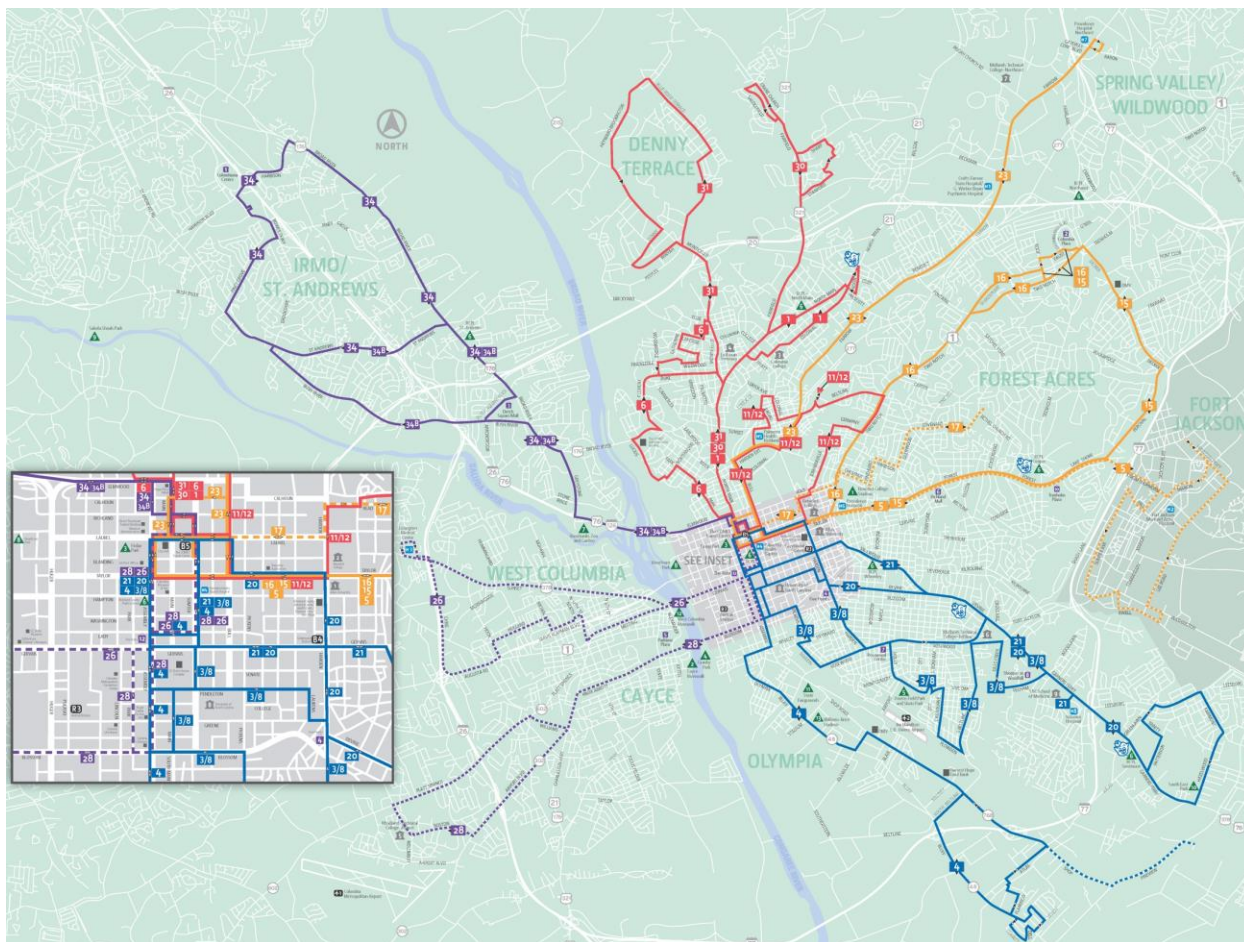
In 2013, CMRTA was reimagined as “The Comet.” This was not a re-branding, but rather the creation of a completely new transit system and attitude for the provision of such service. Currently, The Comet offers 20 fixed routes (see Figure X) and paratransit service called Dial-a-Ride Transit (DART). DART service requires advanced reservation but provides door-to-door origin-to-destination service for customers with disabilities that prevent them from riding conventional buses and/or accessing fixed routes. Fixed routes operate on 30-60 minute headways Monday through Sunday. Service during the week operates between 5:15 a.m. and 9:15 p.m., with each route having varying hours depending on demand. On weekends service runs 6:25 a.m. to 8:15 p.m. on most routes. Basic metrics of the fixed route system and a comparison to statewide metrics for the most recent reporting year available (2012-2013) are presented in Table X.

CMRTA Service Overview

Reporting Metric	CMRTA	Statewide*
Ridership (passenger trips)	1,313,522 trips	9,011,218 trips (total)
Revenue Hours	87,675 hours	586,035 hours (total)
Revenue Miles	1,262,614 miles	8,998,002 miles (total)
Passenger/Hour	15.0 persons	15.4 persons (average)
Passenger/Miles	1.04 persons	1.00 persons (average)
Cost/Passenger Trip	\$6.39	\$3.74 (average)
Farebox Recovery Ratio	30.8%	27.2% (average)

Source: Public Transit Data Report, SCDOT, Fiscal Year 2012-2013

*Statewide Urbanized Service Area



The Comet Route Map

Table X shows CMRTA/The Comet ridership for the 10-year period between 2003 and 2012. Ridership saw its peak in 2005 with 2.7 million unlinked passenger trips (i.e., individual boardings). Between 2006 and 2012 it has seen a steady decline, but this can be directly correlated to service cutbacks during this same period. In 2012, 1.6 million riders utilized CMRTA’s fixed route service, a decline of 40% from the 2005 ridership peak. It is anticipated that the benefits afforded by the Transportation Penny should enable ridership levels to return and even surpass the 2005 peak. The Central Midlands Council of Government (CMCOG) Newberry-Columbia Alternatives Analysis stated, “With dedicated, long-term funding for new vehicles, more routes, enhanced amenities, and increased marketing, CMRTA [The Comet] should improve the perception and usage of transit in the Columbia region.”

CMRTA/The Comet Annual Ridership

Service Type	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fixed Route	1.8M	2.5M	2.7M	2.5M	2.2M	2.2M	2.0M	1.9M	1.8M	1.6M
DART	78K	70K	80K	92K	86K	83K	78K	73K	72K	57K

Source: National Transit Database Reports 2003-2012

Beyond reviewing basic reporting metrics and ridership information, additional analysis of The Comet at this time will not yield discernable information because the system is quickly changing. With the implementation of the Transportation Penny, The Comet is undergoing a massive evolution that will result in a completely different transit system than Richland County and the Midlands have experienced to date. Analysis of benchmarks and metrics will not provide an accurate depiction of what can be expected in the future, as the public transit system in Richland County has never before experienced the level of consistent funding it is now receiving. One thing is certain; Richland County has made a sizeable, long-term investment in public transit. This investment should be reflected and capitalized upon through land use planning that is supportive of public transportation so as to further increase the success and longevity of The Comet, thereby multiplying the impact and effectiveness of the dollars spent.

Passenger Rail Service and Future Commuter Rail

Passenger rail service is currently provided by Amtrak’s Silver Star route, running along the east coast from New York to Miami with connectors to western destinations. Service is provided from Amtrak’s train station located at 850 Pulaski Street in downtown Columbia. As of June 2014, the Silver Star makes stops in Columbia at 1:44 a.m. southbound and 4:08 a.m. northbound. Fares are reasonably priced and service includes checked baggage, dining cars, and sleeper cars.

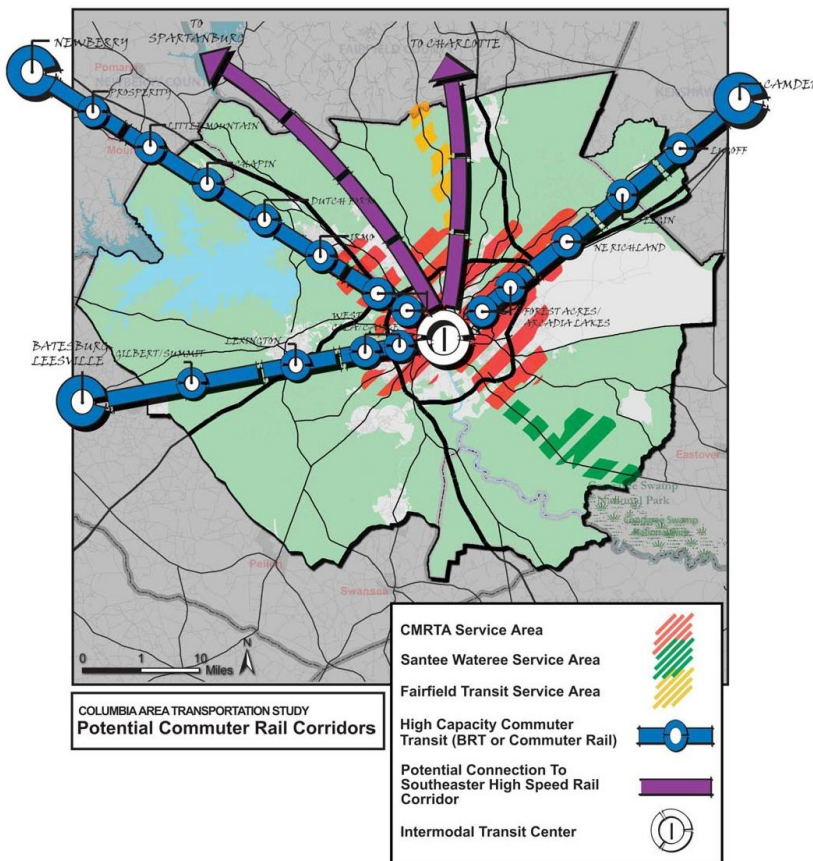
Commuter rail has seen serious discussion since the early 2000s in the region. Advocates have been successful in realizing several recent studies that have considered the feasibility of commuter rail. In 2006, the CMCOG adopted the *Commuter Rail Feasibility Study for the Central Midlands Region of South Carolina* (2006 Commuter Rail Plan) to espouse a framework for future commuter rail connections, both locally and regionally.³ The 2006 Commuter Rail Plan highlighted five potential corridors, two for connecting to future high speed rail and three for potential commuter rail service. These corridors are listed in Table X and geographically depicted in Figure X.

³ *Midlands Tomorrow 2035 LRTP*, Central Midlands Council of Governments

Potential Passenger Rail Corridors

Corridor Type	Corridor Location
Regional Commuter Rail	Batesburg-Leesville to Columbia
Regional Commuter Rail	Camden to Columbia
Regional Commuter Rail	Newberry to Columbia
High Speed Rail Connection	Charlotte to Columbia
High Speed Rail Connection	Spartanburg to Columbia

*Includes bike lane construction and restriping, paved shoulders, sidepaths, and connectors.



Potential Commuter Rail Corridors⁴

⁴ Midlands Tomorrow 2035 LRTP, Central Midlands Council of Governments

Commuting Patterns

Commuting times joined with the mode of travel to work are essential statistics offering insight into the correlation of land use and transportation.

According to the 2008-2012 American Community Survey, the Richland County workforce was comprised of 184,831 workers age 16 and over. As shown in Table X, over 87% of workers commuted by private automobile, truck, or van. The second largest category included worked at home (5.4%), followed by walking (4.3%), and then public transportation (1.2%). The private vehicle is the primary vehicle of choice for commuting and accounts for 87.2% of the means of travel to work.

Means of Transportation to Work for Workers 16 Years and Over

Means of Transportation to Work	Percent
Car, truck, van	87%
Public transportation (includes Taxicab)	1.2%
Motorcycle	0.2%
Bicycle	0.2%
Walked	4.3%
Other Means	1.8%
Worked at home	5.4%

Source: US Census, American Community Survey, 2008-2012 (5-Year Estimates)

As shown in Table X, 81% of the County’s residents commute more than 20 minutes to work, up from 2010 when 67% of the population commuted more than 15 minutes to work. Approximately 73% of the workforce population is estimated to travel between 20-39 minutes to work each day.

Travel Time to Work for Workers 16 Years and Over

Travel Time (in minutes)	Percent
10-19	33.9%
20-29	23.2%
30-39	15.7%
40-59	5.3%
60-89	1.7%
90+	1.3%
Worked at Home	5.4%

Source: US Census, American Community Survey, 2008-2012 (5-Year Estimates)

Land use patterns affect transportation infrastructure requirements and increase society’s transportation costs. Suburban sprawl and inefficient land uses increases environmental degradation by reducing air quality and increasing habitat destruction. It also increases resources consumed including fuel wasted from traffic congestion and time spent in traffic instead of more productive activities. As residents and businesses expand out beyond the urban periphery and public transportation networks, transit dependent populations become more limited in job choices.

In-commuting vehicles from other counties increase traffic congestion, environmental concerns, and the deterioration of roads. In 2011, more than 56% of the workers employed in Richland County lived elsewhere and commuted in to the County (123,752). 43.7% both lived and worked in Richland County. 35% of workers living in Richland County work outside of the County, and 64.2% of workers living in Richland County also work in the County. What this means is that there are opportunities to house more of the in-commuting population that works in Richland County in the County to reduce travel times to work and overall vehicle miles traveled in the region.

In 2025 the total number of trips in the Midlands will increase by 40% while the amount of travel made under congested conditions will grow 75%.⁵

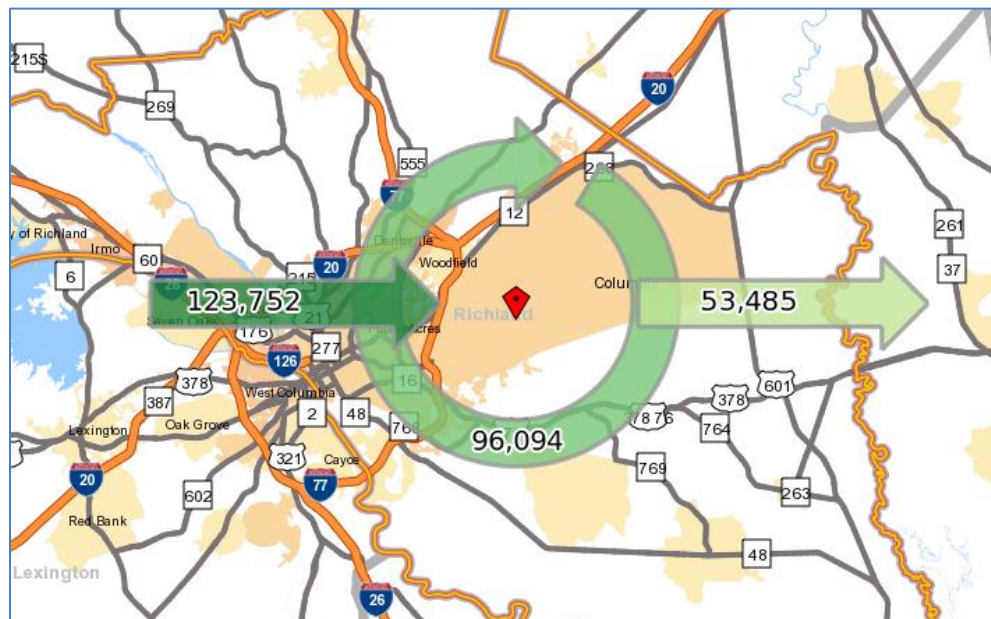
⁵ Richland County Transportation Study, May 2008

In-Commuting vs. Out-Commuting

County	#	%
Employed in Richland County	219,846	100%
Employed in Richland County but Living Outside	123,752	56.3%
Employed and Living in Richland County	96,094	43.7%
Workers Living in Richland County	149,579	100%
Workers Living in Richland County, but Employed Outside	53,485	35.8%
Living and Employed in Richland County	96,094	64.2%

Source: U.S. Census, On the Map (2011 estimates)

The map below depicts the overall number of in-commuters, out-commuters, and workers that both live and work in Richland County. In-commuters to Richland County are more than double the out-commuters.



In-Commuters and Out-Commuters, Richland County (2011)

Transportation Planning Context

A number of planning documents have been developed at the local and regional levels that have direct or indirect applicability to transportation in Richland County. Content of these documents was reviewed to understand better how each might influence the Transportation Element of the Comprehensive Plan and land use policy for the County moving forward. Documents that were reviewed are listed below and have been referenced as appropriate throughout the above examination of transportation existing conditions.

Central Midlands Council of Governments (CMCOG)

- Columbia Area Transportation Study (COATS) Midlands Tomorrow 2035 Long Range Transportation Plan
- COATS 2013-2019 Transportation Improvement Program
- Commuter Rail Feasibility Study, July 2006, CMCOG
- Lower Richland Sub-Area Plan, May 2008
- Irmo/Dutch Fork Sub-Area Plan, June 2010
- Elgin/Richland Northeast Sub-Area Plan, June 2010
- Camden-Columbia Alternatives Analysis, May 2011, CMCOG
- Newberry-Columbia Alternatives Analysis, November 2013, CMCOG

Central Midlands Regional Transit Authority (CMRTA)

- CMRTA Comprehensive Operations Analysis: Transforming our Transit System Final Report, January 2010

Richland County

- Southeast Richland Neighborhoods Master Plan, January 2006
- Broad River Neighborhoods Master Plan, October 2006
- Decker Boulevard/Woodfield Park Neighborhoods Master Plan, July 2007
- Richland County Transportation Study, May 2008
- Candlewood Neighborhood Master Plan, March 2009
- Crane Creek Neighborhood Master Plan, January 2010
- Trenholm Acres/Newcastle Neighborhoods Master Plan, January 2010
- Richland County Transportation Study Update, July 2010
- Broad River Road Corridor and Community Master Plan, December 2010, in cooperation with CMCOG
- Richland County Transportation Study Update, June 2012
- Spring Hill Community Master Plan, March 2014
- Lower Richland Community Master Plan, March 2014

3. Housing

This chapter outlines the changing housing trends in Richland County over the last two decades. While more units have been added, vacancies have increased, household sizes have decreased along with national trends, and more multi-family housing is being developed to keep up with market demand. These trends are not consistent in all planning areas, and each planning area has its own set of housing trends. Looking at four different sets of population projections, the County could be home to an additional 30,000 to 90,000 new homes in the by as early as 2040. Where and how these housing units are built will be strongly influenced by land availability, market, and the future land use policies of the Cities and County.

Housing Inventory and Growth

The current housing inventory in 2012 is estimated at 161,660 units. Approximately 80% of the housing is located within three of the planning areas: The Northwest, the Northeast and the Beltway. The County has gained over 50,000 housing units since 1990 which is a 48% increase in 32 years. The Northeast planning area has experienced the most significant growth with a nearly 200% increase in housing stock since 1990.

Housing Inventory by Planning Area (1990, 2000 and 2012)

Planning Area	Housing Units			1990-2012 Change	
	1990	2000	2012*	Absolute	Percentage
Northwest	14,354	19,630	24,695	10,341	72%
North Central	3,553	3,953	4,248	695	20%
Northeast	14,778	25,544	44,043	29,265	198%
Beltway	62,037	64,033	66,589	4,552	7%
Southeast	14,842	16,633	22,085	7,243	49%
Richland County Total	109,564	129,793	161,660	52,096	48%

Source: U.S. Census Bureau. Census 1990 & 2000. American Community Survey 2012.

* Estimated

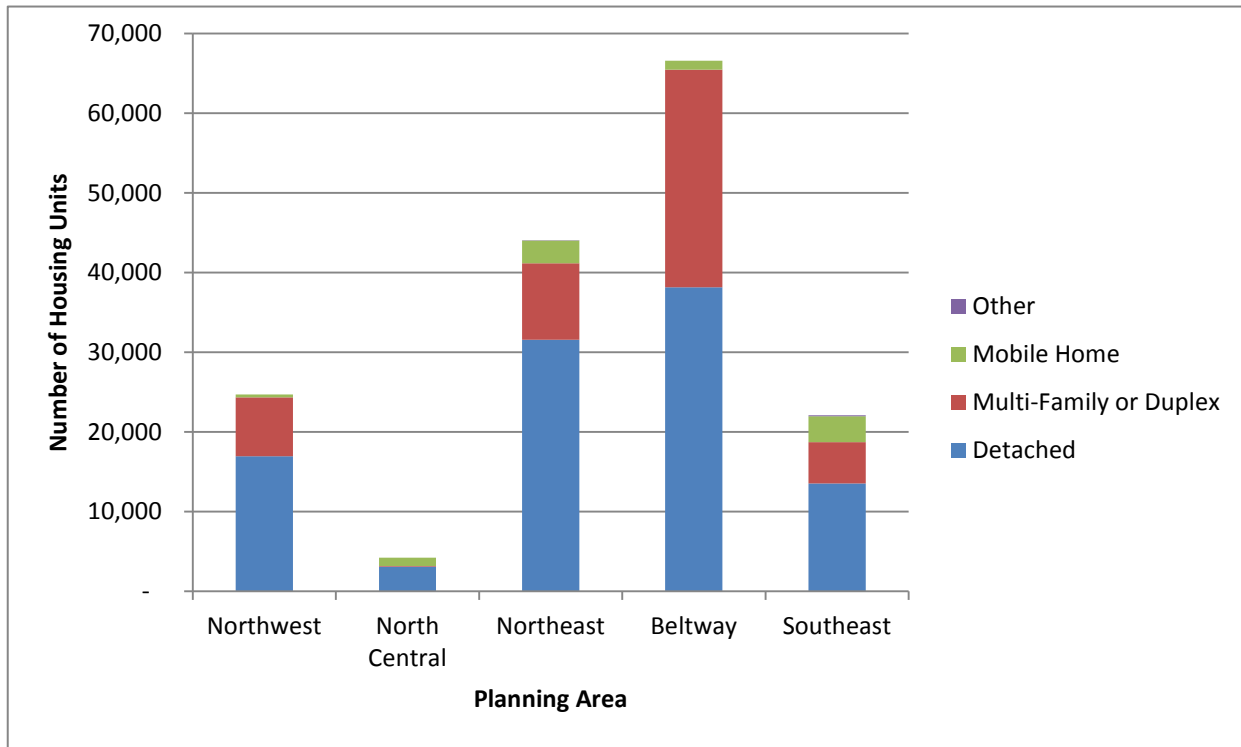
The Beltway planning area accounts for just over 40% of the County’s total housing inventory. The Northwest and Northeast planning areas display suburban housing development patterns and together account for 43% of the total county’s housing. The Beltway and the Northeast areas contain the greatest number of duplex and multi-family units, while mobile homes are more common in the Southeast, Northeast

and North Central planning areas. The current composition of the County’s housing stock is illustrated in 0 and the following chart in Figure x.

2012 Consolidated Housing Inventory by Type (Units in Structure)

Planning Area	Total Housing Units	Detached	Multi-Family or Duplex	Mobile Home	Other
Northwest	24,695	16,982	7,349	364	-
North Central	4,248	3,120	81	1,047	-
Northeast	44,043	31,580	9,590	2,863	10
Beltway	66,589	38,169	27,317	1,103	-
Southeast	22,085	13,534	5,188	3,272	91
Richland County Total	161,660	103,385	49,525	8,649	101

Source: U.S. Census. 2012 American Community Survey. Housing Characteristics Statistical Data Set.



2012 Housing Inventories by Housing Type

Source: 0: 2012 Consolidated Housing Inventory by Type (Units in Structure)

Multi-family and duplex housing options have more than doubled since 1990 and now contribute approximately 31% of the available housing in the County. The majority of housing remains single-family detached. Mobile homes, while still increasing, are a smaller portion of the County’s housing than they were in previous decades.

Richland County Housing by Type (Change of Units 1990-2012)

Housing Types	1990		2000		2012	
	# of Units	% of Total	# of Units	% of Total	# of Units	% of Total
Single-Family Detached	77,705	71%	80,474	62%	103,385	64%
Multi-Family or Duplex	23,682	22%	40,740	31%	49,525	31%
Mobile Home	7,132	7%	8,528	7%	8,649	5%
Other	1,045	1%	54	0.0%	101	0.1%
TOTAL HOUSING UNITS	109,564	100%	129,796	100%	161,660	100%

Source: U.S. Census Bureau, Census 1990 and 2000. 2012 American Community Survey.

The shift in housing types towards more multi-family and duplex options is reflective of many other trends including shrinking household sizes and changes in the number of non-family households in the county. See additional information on household size in the sections below.

Vacancy Rates

Since 2000, vacancy rates in Richland County have increased. The 2000 vacancy rate was only 7.5%. In 2012, the vacancy rate is estimated at approximately 11%. The Southeast and Beltway currently have the County’s highest vacancy rates at 16% and 13% respectively. The Northeast has the lowest vacancy rate at 7%. The County currently has 143,212 occupied housing units or households, and 18,448 vacant units.

2012 Occupancy and Vacancy Rates

Planning Area	Housing Units (Total)	Owner Occupied		Renter Occupied		Vacant	
		# of Units	Percentage	# of Units	Percentage	# of Units	Percentage
Northwest	24,695	15,028	61%	7,305	30%	2,362	10%
North Central	4,248	2,580	61%	1,168	27%	500	12%
Northeast	44,043	28,316	64%	12,579	29%	3,148	7%
Beltway	66,589	28,375	43%	29,281	44%	8,933	13%
Southeast	22,085	12,541	57%	6,039	27%	3,505	16%
Richland County Total	161,660	86,840	54%	56,372	35%	18,448	11%

Source: U.S. Census. 2012 American Community Survey. Housing Characteristics Statistical Data Set.

Owner vs. Renter

As of 2012, Richland County’s housing inventory was 54% owner occupied and 35% renter occupied. The other 11% of the County’s housing is reported as vacant units. Owner occupancy rates are higher in the Northern planning areas in general with the Southeast reporting slightly lower owner occupancy rates. The Beltway, where there is also the greatest density of housing, is evenly balanced between owner and renter occupied units.

Ownership vs. Renter Occupancy Comparison 2000 and 2012

Planning Area	2000					2012				
	Occupied # Units	Owner Occupied # of Units	%	Renter Occupied # of Units	%	Occupied # of Units	Owner Occupied # of Units	%	Renter Occupied # of Units	%
Northwest	18,255	11,720	64%	6,535	36%	22,333	15,028	67%	7,305	33%
North Central	3,651	2,815	77%	836	23%	3,748	2,580	69%	1,168	31%
Northeast	23,911	18,364	77%	5,547	23%	40,895	28,316	69%	12,579	31%
Beltway	58,875	30,380	52%	28,496	48%	57,656	28,375	49%	29,281	51%
Southeast	15,406	10,461	68%	4,945	32%	18,580	12,541	67%	6,039	33%
Richland County Total	120,098	73,738	61%	46,360	39%	143,212	86,840	61%	56,372	39%

Source: U.S. Census. 2012 American Community Survey. Housing Characteristics Statistical Data Set.

Since 2000, renter occupancy rates have increased in all the planning areas except the Northwest. This trend is consistent with national trends following the economic and housing recession experienced in the latter half of the previous decade. Indicators are pointing to greater demand for rental properties as the millennial generation and empty nesters make up a larger portion of heads of households in coming decades.

Ownership rates in 2012 are slightly lower than the 70% reported for the State. However, as one of the most urbanized counties in South Carolina, Richland County has greater housing stock diversity than much of the state.

2012 Estimated Average Household Sizes

Average Household Size

Planning Area	All Households	Owner Occupied Units	Renter Occupied Units
Northwest	2.48	2.48	2.41
North Central	2.67	2.53	3.01
Northeast	2.60	2.62	2.75
Beltway	2.26	2.15	2.29
Southeast	2.71	2.97	2.89

Source: U.S. Census. 2012 American Community Survey. Housing Characteristics Statistical Data Set.

The County’s average household size in 1990 was 2.6 persons; by 2000, Richland County was on a similar trend with the nation and experienced a drop in average household sizes to 2.4. In 2012, the average household size for the County is reported at 2.48 which is slightly smaller than the state average of 2.54. Again more urban housing options in Richland County than most of the state and concentrations of student housing may influence this trend. Throughout the County, except in the Northwest and Southeast planning areas, renter occupied homes tend to have slightly larger household sizes than owner occupied units in the same planning area.

Projections for Housing

Population forecasts for the County vary widely depending on the source. With a variable growth forecast (presented in the Population section of this appendix) it is possible the County population could increase between 41,000 and 162,000 people by 2040. Much of how housing is built and the kind of housing that is built in the future will be related to market conditions, land availability, and services, all things that can be communicated in the future land use plan.

Converting population forecasts to housing demand requires estimations of future household sizes and demographics. Nationally the average household size is anticipated to become smaller over time, and most metropolitan regions like Columbia/Richland are experiencing a market demand for more rental options, smaller housing units, and more variety in housing choices than what was common over the last 60 years.

Woods & Poole Estimated Future Household Sizes

Year	2015	2020	2025	2030	2035	2040
Persons/Household	2.43	2.37	2.37	2.38	2.4	2.42

Source: Woods and Poole Economics Inc. 2014 Economic Forecasts.

The housing projections shown here are simple housing demand converting future household population to households and then estimating a vacancy rate of 9% (average between historic and current rates). The way in which the County plans for growth, and where the market goes in the future will shape the location of growth in the County’s five planning areas.

Reviewing average residential building permits for the last decade (2003-2013), the County has averaged 2,300 residential building permits annually (includes mobile homes, and residential building permits as reported by the County when multiplied by an average household size of 2.46. This is approximately 5,452 new persons annually. The census also shows an approximate increase in multi-family units at a rate of 1,175 units annually since 1990 and 1,170 single family units annually.

Depending on how quickly the County grows, the County could increase the housing inventory by between 30,000 and 90,000 new units. The shifts towards more multi-family units and greater variety in housing types indicates that this demand will be a mix of small and larger lot single family and equally significant demand

for multi-family units. Over the last 20+ years the number of multi-family units built has been approximately equivalent to the number of single-family units built on an annual basis.

Estimated Housing Demand 2010-2040 Change

Population Forecast Source	2010 Total Units	2040 Total Units	Total New Housing Units
Woods & Poole	161,220	193,329	32,109
Central Midlands Council of Governments	161,220	213,619	52,399
MDC Adjusted (2.5% 5 year growth)	161,220	202,482	41,262
MDC Adjusted (5,425 pop annual growth)	161,220	248,503	87,283

Source: Woods and Poole Economics Inc. 2014 Economic Forecasts. Household and housing conversions by McBride Dale Clarion.

These estimates include the entire unincorporated County and the incorporated municipalities within the County.

Consolidated Housing Plan

The Richland County Community Development Department completed a “Consolidated Plan for Housing and Community Development” in 2012. This document contains extensive socioeconomic and geographic analysis of the County’s population to assess future housing needs. This document is updated on a five-year cycle and provides a current and informative outlet for additional housing information useful for planning purposes. The Community Health Needs Assessment also provides updates on socioeconomic and demographic data on annual bases that may provide timely indicators to County planners about needs to adjust or update components of the Future Land Use Plan.

The purpose of a Consolidated Plan is to identify housing and community development needs and to develop specific goals and objectives to address these needs over a five-year period. This Five-Year Consolidated Plan for Richland County covers the period of October 1, 2012 to September 20, 2016. The Consolidated Plan allows the County to continue to receive federal housing and community development funds.

4. Economic

Introduction

The economic prosperity of Richland County is an important factor that affects all aspects of the community. This section compares Richland County to the state and previous County statistics to generate a snapshot of the County’s economic profile. Generally speaking, the per capita income and median income in Richland County is higher than state averages.

Income

Per Capita Income

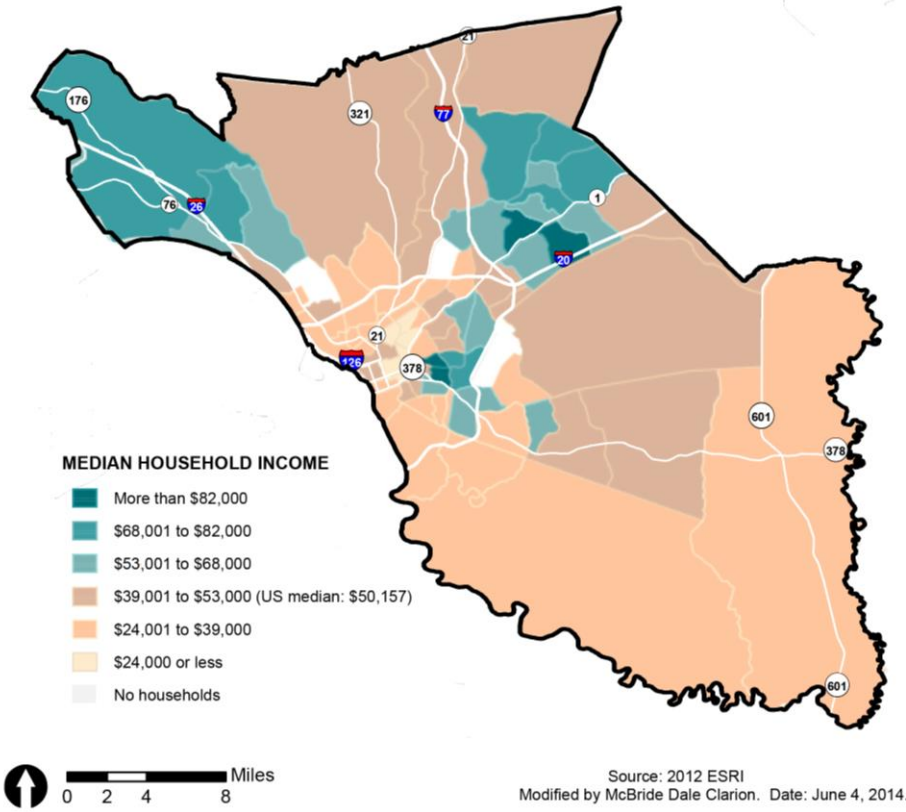
	2000	2010	2012
Richland County	\$20,794	\$24,037	\$24,938
South Carolina	\$18,795	\$22,128	\$23,396

Source: 2000 U.S. Census, 2010 and 2012 American Community Survey

Median Household Income

	2000	2010	2012
Richland County	\$39,961	\$45,925	\$47,940
South Carolina	\$37,082	\$42,018	\$43,107

Source: 2000 U.S. Census, 2010 and 2012 American Community Survey



Richland County Income Distribution as Percent of Total – Total Households

	2000	2010	2012
Less than \$10,000	10.3%	9.0%	7.9%
\$10,000-\$14,999	6.1%	6.0%	5.6%
\$15,000-\$24,999	13.3%	13.2%	12.2%
\$25,000-\$34,999	14.0%	11.4%	10.6%
\$35,000-\$49,999	17.2%	13.7%	15.3%
\$50,000-\$74,999	18.8%	19.3%	18.2%
\$75,000-\$99,999	9.4%	11.8%	11.9%
\$100,000-\$149,999	6.5%	9.6%	11.0%
\$150,000-\$199,999	2.0%	3.4%	4.5%
\$200,000 or more	2.2%	2.6%	2.9%

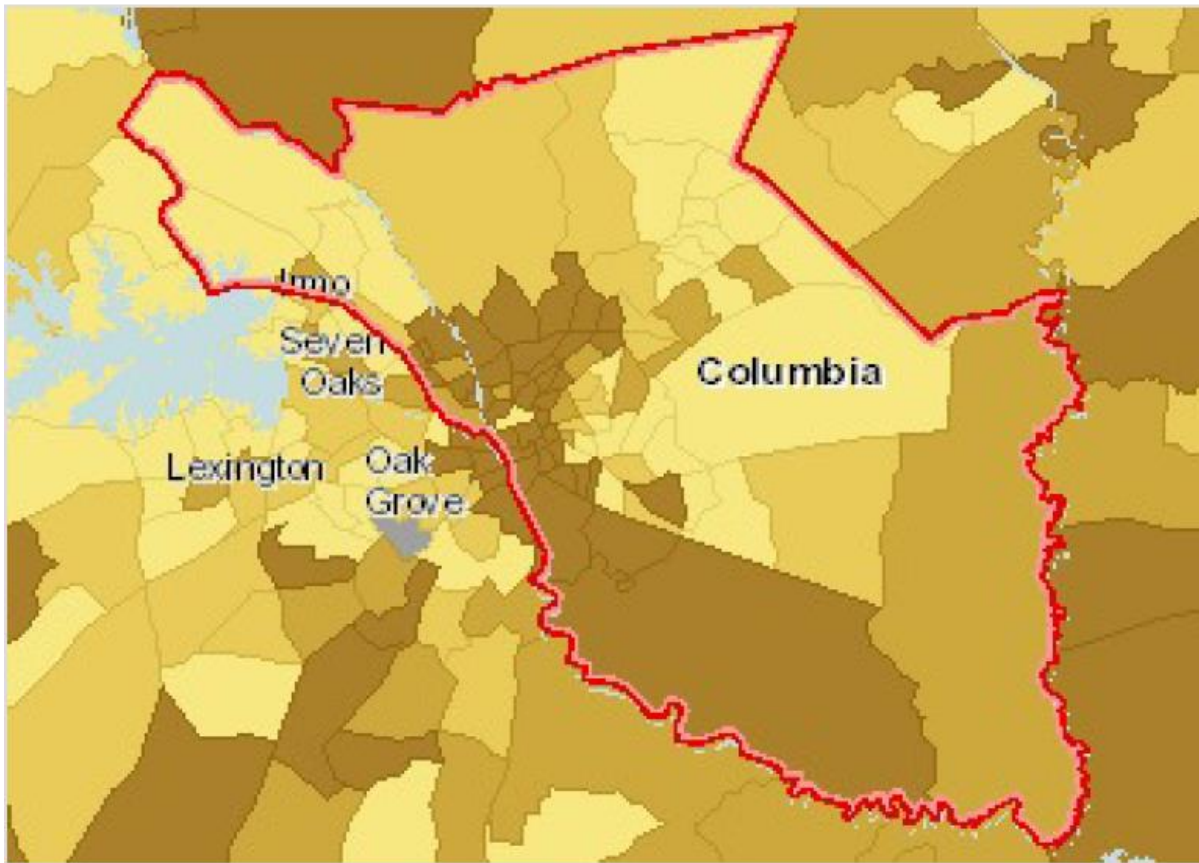
Source: 2000 U.S. Census, 2010 and 2012 American Community Survey

Poverty

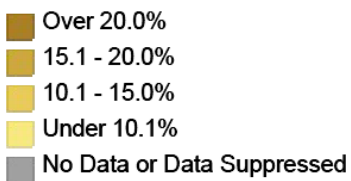
Richland County Population Below the Poverty Level

	2000	2010	2012
Families	10.1%	10.1%	11.9%
Individuals	13.7%	16.7%	16.5%

Source: 2000 U.S. Census, 2010 and 2012 American Community Survey



Population Below the Poverty Level, Percent by Tract, ACS 2008-12



Source: Community Health Needs Assessment

Employment and Unemployment

Employment by Industry

	2013
State and Local Government Employment	42,972
Healthcare and Social Assistance Employment	27,286
Retail Trade Employment	23,910
Administrative and Waste Services Employment	20,122
Accommodation and Food Services Employment	18,464
Other Services, Except Public Administration Employment	18,370
Finance and Insurance Employment	18,152
Professional and Technical Services Employment	15,874
Federal Military Employment	10,940
Manufacturing Employment	9,852
Federal Civilian Government Employment	9,753
Real Estate and Rental and Lease Employment	9,447
Construction Employment	8,821
Wholesale Trade Employment	7,518
Educational Services Employment	6,225
Information Employment	5,017
Arts, Entertainment, and Recreation Employment	3,843
Management of Companies and Enterprises Employment	3,025
Transportation and Warehousing Employment	2,718
Utilities Employment	2,250
Forestry, Fishing, Related Activities, and Other Employment	746
Farm Employment	354
Mining Employment	186

Source: Woods and Poole

Unemployment Trends

	2005	2010	2013
Richland County	6.4%	7.1%	6.2%
South Carolina	8.0%	7.8%	6.7%

Source: 2005 and 2010 American Community Survey, Community Health Needs Assessment

Employment Projections

Midlands WIA Occupational Growth (2004-2014)

Occupation	2004	2014	Net Gain
Office and Administrative Support Occupations	64,865	72,283	2,325
Sales and Related Occupations	29,828	35,903	1,638
Food Preparation and Serving Related Occupations	24,711	29,863	1,487
Retail Sales Workers	19,068	23,000	1,190
Healthcare Practitioners & Technical Operations	19,597	25,344	953
Transportation and Material Moving Occupations	20,572	24,286	844
Food and Beverage Serving Workers	11,259	13,598	784
Production Occupations	20,760	23,121	780
Management Occupations	16,912	20,728	698
Education, Training, and Library Occupations	19,406	21,927	651
Information and Record Clerks	14,971	17,784	634
Business and Financial Operations and Occupations	15,388	18,855	610
Installation, Maintenance, and Repair Occupations	13,878	16,623	595
Health Diagnosing and Treating Practitioners	11,072	14,546	567
Construction and Extraction Occupations	13,221	15,588	534
Material Moving Workers	11,006	12,707	490
Material Recording, Scheduling, Dispatching, & Distribution	11,329	12,362	461
Cooks and Food Preparation Workers	8,483	10,263	451
Healthcare Support Occupations	8,007	10,975	423
Financial Clerks	9,947	11,415	385

Source: SC Employment Security Commission, Labor Market Information Department

Economic Generators

Top 10 Employers

Company Name	Industry	Employees
Palmetto Health	Health Care and Social Assistance	9,000
BlueCross BlueShield of SC	Finance, Insurance, and Real Estate	6,733
University of South Carolina	Public Administration	6,713
Richland School District 1	Public Administration	4,009
Richland School District 2	Public Administration	3,341
City of Columbia	Public Administration	2,283
Richland County	Public Administration	2,077
Corrections Department	Public Administration	2,000
Dorn VA Medical Center	Health Care and Social Assistance	1,500
Johnson Food Service LLC	Accommodation and Food Services	1,500

Source: Richland County Economic Development

Importance of Military Installations

The County is home to three military installations: Fort Jackson, McCrady Training Center, and McEntire Joint National Guard Station. These three installations are important for National Defense and are economic generators for the State and surrounding local economies (<http://www.columbiacvb.com/fort-jackson/>).

FORT JACKSON

Throughout the year Fort Jackson holds 41 basic training graduations for its trainees, which attract more than 100,000 family members. These graduations bring money into the local economy through revenue from entertainment, restaurants, and hotels.

The U.S. Army Training center at Fort Jackson trains 50% of all soldiers including 60% of which are women entering the Army each year. Fort Jackson’s mission is training in excess of 36,000 basic training and 8,000 advanced individual training soldiers every year. An additional 10,000 students attend courses at the Soldier Support Institute, Chaplain Center and School and Drill Sergeant School annually (<http://www.jackson.army.mil/>).

Fort Jackson contains over 52,000 acres, including over 100 ranges and field training sites and 1,160 buildings. A number of different residents including civilians, retirees and their family members make up the growing Fort Jackson community. More than 3,334 active duty soldiers and their 12,000 family members are

assigned to the installation. Fort Jackson employs 2,392 civilians and provides services for more than 46,000 retirees and their family members (<http://www.jackson.army.mil/>).

Fort Jackson will continue growing in the future as a result of the recent Base Realignment and Closure Commission's (BRAC) decision to make Fort Jackson the home of the Army's only Drill Sergeant School, the Department of Defense Joint Center of Excellence for Military Chaplaincy and one of four new Regional Readiness Sustainment Commands.

MCCRADY TRAINING CENTER

McCrary Training Center, located on Fort Jackson, is a joint use training facility that trains troops from different branches of the armed services including the Army, Navy, and Marines.

MCENTIRE JOINT NATIONAL GUARD STATION

The 2,400-acre base is located about 15 miles southeast of Columbia in the Southeast planning area. McEntire is home to 1,500 members that train at the base. Almost 900 members of those assigned to the South Carolina Air National Guard (SCANG) are men and women who work in the community and train part-time with the Guard. About 300 federal employees serve as full time technicians in addition to drilling with their Air Guard units. There are about 50 State employees working at McEntire (<http://www.scang.af.mil/>).

The 169th Fighter Wing is the primary unit of the SCANG and includes about 1,000 members. Other units include the 157th Fighter Squadron, 169th Maintenance Squadron, 169th Aircraft Maintenance Squadron, 169th Logistics Readiness Squadron, 169th Civil Engineering Squadron, 169th Security Forces Squadron, 169th Services Flight, 169th Mission Support Flight, 169th Logistics Support Flight, 169th Operations Support Flight, 169th Communications Flight and 169th Medical Group. Also located at McEntire are the 240th Combat Communications Squadron with more than 100 members, and the 245th Air Traffic Control Squadron (<http://www.scang.af.mil/>). The SCANG has a State mission to respond to the call of the governor in the event of natural disaster or domestic disturbance.

University of South Carolina

The University of South Carolina (USC) is located within the City of Columbia and has regional and local economic impacts. USC has 16 degree-granting colleges and schools, offering 324 unique degree options. The University has over 31,000 students enrolled including undergraduate and graduate, and employs over 5,000 people in Columbia. The University is expanding west toward the Congaree River supporting research initiatives in nanotechnology, health sciences, fuel, and information technologies. These research initiatives are located in the new district called Innovista. This district covers 500,000 square feet and is projected to grow to over 5,000,000 square feet. The Innovista will contain a mix of University and private research buildings and parking garages, commercial and residential units centered on a public plaza (<http://www.sc.edu/aboutusc/>). This initiative creates space for residences, retail, and restaurants, and acts as a magnet to draw residents into downtown Columbia and Richland County.

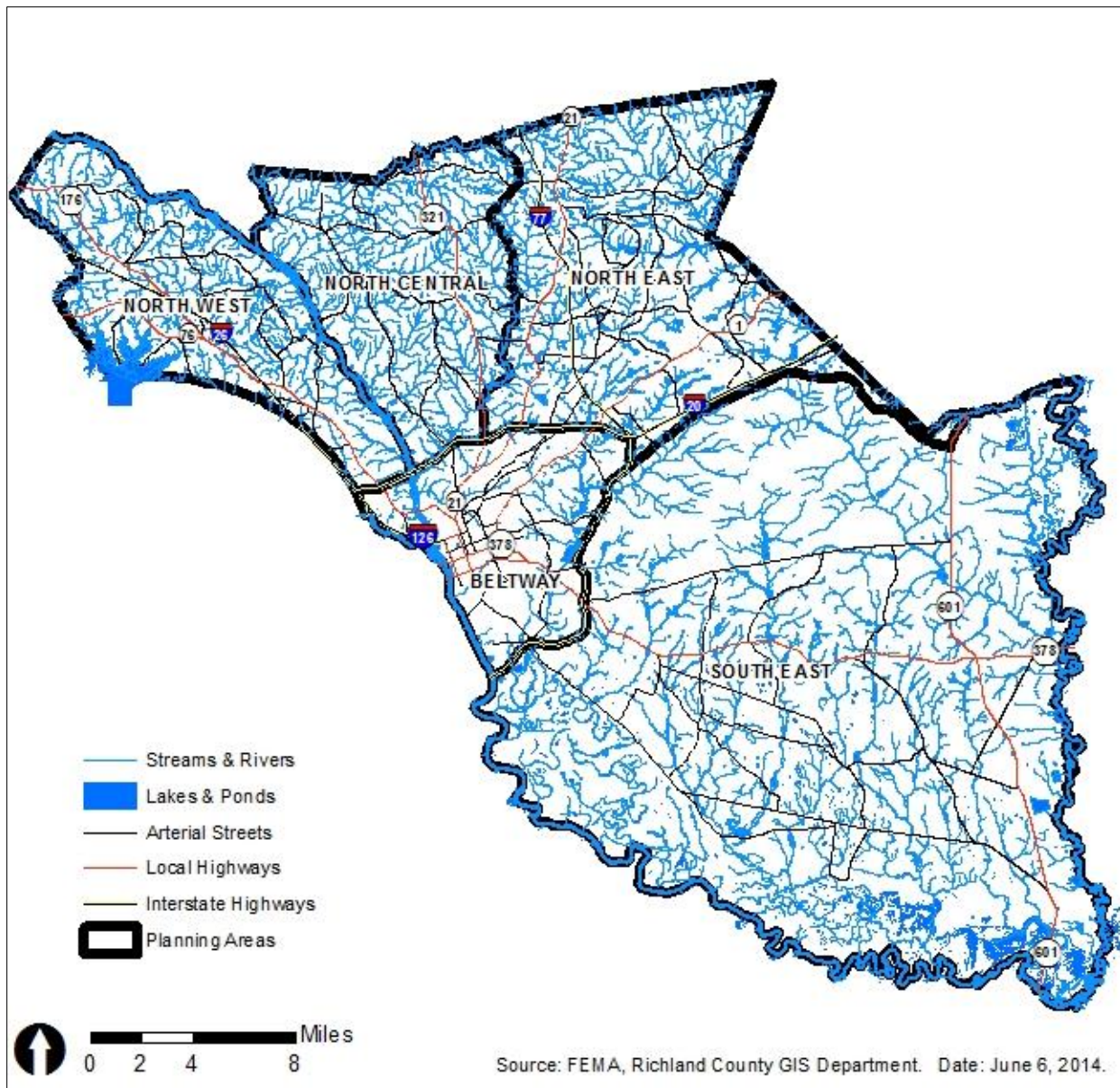
5. Natural Resources

LOCATION

Richland County covers 493,914 acres or 771.74 square miles: 756.54 square miles of land and 15.21 square miles of water. One-third is located in the Piedmont Plateau, and the other two-thirds are located in the Atlantic Coastal Plain. The County is bordered by the Wateree River to the East and the Congaree and Saluda Rivers to the West. The Broad River splits the County between the Northwest and North Central planning areas.

WATER RESOURCES

The County is rich in water resources including the Broad, Congaree, Saluda, and Wateree Rivers, which border and flow throughout the County. There are also an abundance of creeks, ponds, and lakes, including Lake Murray which is shared with Lexington County. Two percent of the County is covered by water (9,734 acres). This includes 1,138 miles of perennial streams that hold water throughout the year and 394 miles of intermittent streams that hold water during wet portions of the year.



County Hydrology Map

LAKES AND RIVERS

Congaree River/Congaree National Park

Located in the Southeast planning area, the Congaree River flows for approximately 47 miles before merging with the Wateree River. It is formed in Columbia by the confluence of the Saluda and Broad Rivers and is part of the boundary between Richland, Calhoun, and Lexington Counties. Along the Congaree River is the Congaree National Park, which has the largest old-growth floodplain forest remaining on the continent. The 22,200 acre park contains many recreational opportunities include hiking, biking, bird watching, botanical activities, and canoeing.

In 2006, all other waters within the park (west of the Norfolk Southern railroad) were reclassified as the first Outstanding Resource Waters (ORW) in the Midlands. Additionally, a segment of Cedar Creek within Congaree National Park was classified as the first Outstanding National Resource Waters (ONRW) in the State. This means that the waters of the Congaree have been recognized as having exceptional recreational and ecological significance.

Broad River

The Broad River flows approximately 150 miles beginning in North Carolina and running along the Northwest portion of Richland County. It converges with the Saluda River near the Riverbanks Zoo. Two hiking/bike trails at Harbison State Forest provide access to the river. Additionally, the trail at Riverfront Park and Historic Columbia Canal runs on the east side of the Broad River for about 2 miles.

Saluda River

The Saluda River flows 200 miles from Greenville County into Richland County, where it joins the Broad River (near the Riverbanks Zoo) to form the Congaree River. A 10-mile segment of the Saluda River beginning one mile below Lake Murray Dam to its confluence with the Broad River was designated a State Scenic River in 1991. It is recognized as an outstanding recreational resource.

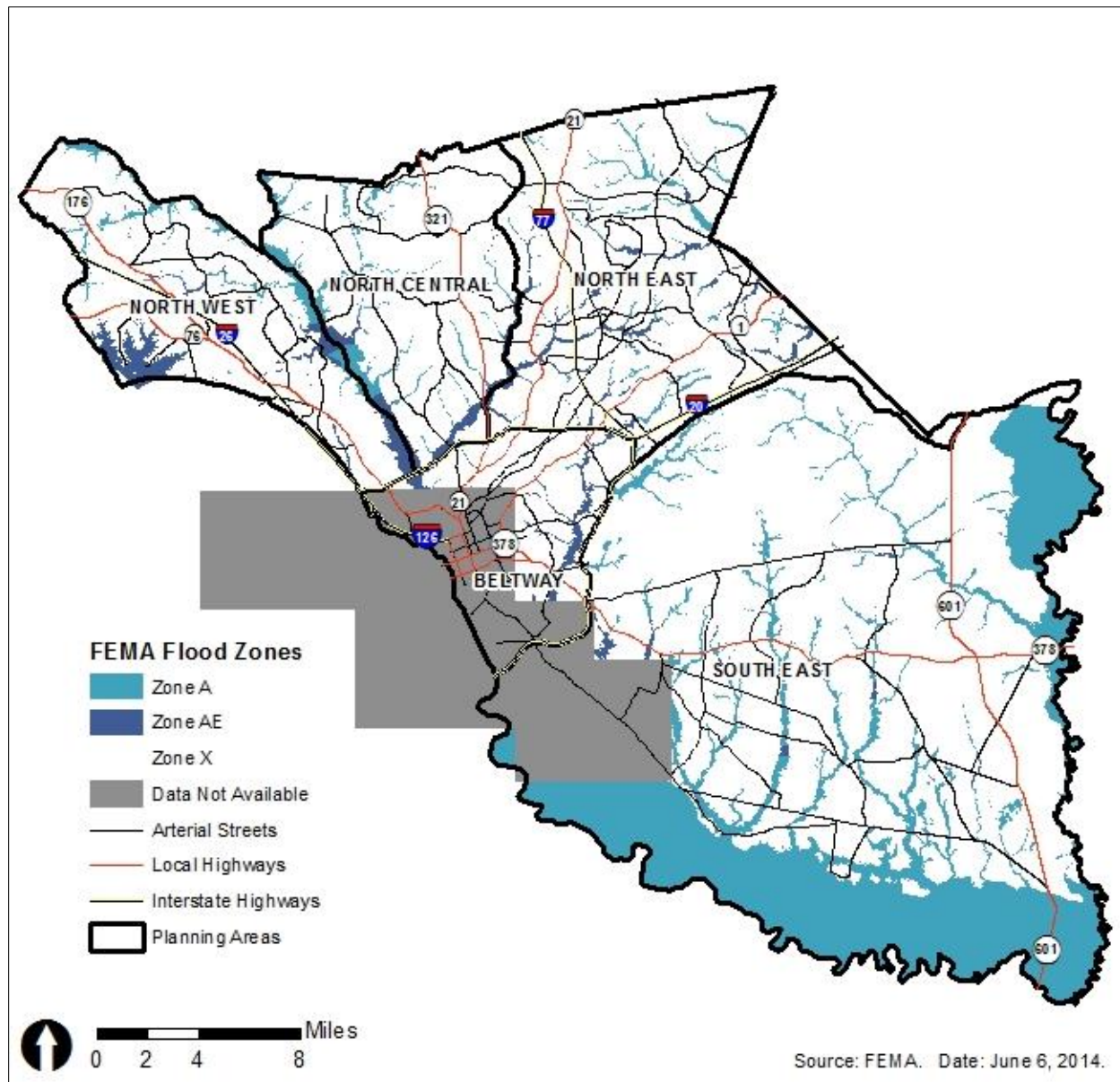
Wateree River

Flowing approximately 75 miles, the Wateree River is a continuation of the Catawba River, which flows from the Blue Ridge Mountains in North Carolina, through Richland County. The Wateree then flows through Kershaw County along the border it shares with Richland County, where it joins the Congaree River to form the Santee River about 35 miles southeast of Columbia.

Lake Murray

Originally constructed in the 1930s, Lake Murray is a huge attraction in the Midlands. Located in the Northwest planning area, the lake is 41 miles long and 14 miles wide at its widest point. It covers an area of 78 square miles with 649 miles of shoreline.

FLOODPLAIN & FLOODWAY



County Flood Zones Map

Flood hazard areas are locations that are generally in and around streams and water bodies that are prone to rising waters. Over 97,500 acres (19.8%) of the County are located within the 100 Year Floodplain.

- Zone A – 100 Year Floodplain (No base flood elevation determined)
- Zone AE – 100 Year Floodplain (Base Flood Elevation Determined)
- Zone AH – 100 Year Floodplain (Flood depths of 1 to 3 feet, usually area of ponding)
- Zone AO – 100 Year Floodplain (Flood depths of 1 to 3 feet, usually sheet flow on sloping terrain)
- Zone X500 – 500 Year Floodplain (Usually area outside of 100 year floodplain)

The floodway of a body of water is the area that carries the most significant amount of flooding during a heavy rainfall or extreme precipitation event. Therefore, these areas are likely to have the deepest and fastest water. Floodways must be kept open and free of obstructions and allow floodwaters to move downstream and not be diverted onto other properties. Placing fill or buildings in a floodway may block the flow of water and increase flood heights. Although Federal Emergency Management Agency's (FEMA) National Flood Insurance Program (NFIP) does allow development in these areas as long as it does not obstruct water flow, Richland County should still be cognizant of limiting development in the floodways. The many waterways and tributaries create flood hazard areas throughout the entire County.

Although flooding naturally occurs, development affects the levels of floods. According to an article in the July 2006 edition of *Planning*: *"Land development can dramatically alter hydrology. On an undeveloped site, precipitation can either soak into the ground by infiltration to be used by existing vegetation or return to the atmosphere through evaporation. When new houses are built, natural landscapes are converted to lawns, surfaces are paved for parking lots, and other forms of impervious cover are introduced. As a result infiltration and evaporation rates decrease and the amount of surface runoff increases. The same amount of rainfall may cause more surface runoff and more flooding after development than before"* (Meenar, Duffy, & Bari).

AQUIFERS

Aquifers are underground water sources that supply our drinking water. Richland County is part of two aquifers: the Surficial Aquifer and the Southeastern Coastal Plain Aquifer, with small local aquifers located throughout portions of the Northwest and North Central Planning Areas. Protecting groundwater from contamination and depletion through reducing impervious surfaces will help ensure their continued availability. Impervious surfaces in conjunction with chemicals carried from stormwater runoff affect groundwater quality.



County Local Watersheds Map

WATERSHEDS

Richland County has three major watershed basins: the Broad River Basin, the Catawba River Basin, and the Saluda River Basin (Source: South Carolina Department of Natural Resources). These watersheds include rivers, streams, and lakes. They replenish groundwater supply, provide drainage throughout the County and influence water quality for wildlife, recreation, and potable water.

There are several watersheds in the County that are impaired by stormwater runoff, pollution, and sedimentation, such as the Gills Creek Watershed. The County must ensure proper protection and restoration of these watersheds.

In addition to the three major watershed basins, the County is divided into smaller local watersheds. See Map X and Table X for a complete list of all local watersheds in the County.

Richland County Local Watersheds

Crimes Creek Watershed	Jackson Creek Watershed
Wateree Creek Watershed	Columbia Watershed
Mussel Creek Watershed	Smith Branch Watershed
Hollingshead Creek Watershed	Forest Katherine Lake Watershed
Ballentine Watershed	Byrum Creek Watershed
Little River Watershed	East Columbia Watershed
Kinley Creek Watershed	Gills Creek Watershed
Saluda Watershed	Upper Colonels Creek Watershed
Rawls Creek Watershed	Lower Colonels Creek Watershed
Lower Broad River Watershed	White Marsh Swamp Watershed
Nicholas Creek Watershed	Upper Cedar Creek Watershed
Crooked Run Creek Watershed	Wildcat Creek Watershed
Horse Creek Watershed	Mill Creek Watershed
Big Cedar Creek Watershed	Beckman Swamp Creek Watershed
Stoop Creek Watershed	Swift Creek Watershed
Upper Crane Creek Watershed	Wateree Swamp Watershed
Lower Crane Creek Watershed	Tom's Creek Watershed
Smith Branch Watershed	Myers Creek/Cabins Branch Watershed
Beasley Creek Watershed	West Congaree Swamp Watershed
Twenty Five Mile Creek Watershed	Lower Cedar Creek Watershed
Sandy Branch Watershed	Griffins Creek Watershed
Rice Creek Watershed	Fork Swamp Watershed
Spears Creek Watershed	Dry Branch Watershed
Arcadia Lakes Watershed	

Source: Richland County GIS Department. Modified by McBride Dale Clarion.

WETLANDS

Over 33% of the County is classified as wetlands, which equates to 159,885 acres (including floodplain). Of this total, 133,208 acres (83%) are forested and 26,677 acres (17%) are nonforested. Wetlands are important for many recreational activities including boating, fishing, hunting, and studying wildlife.

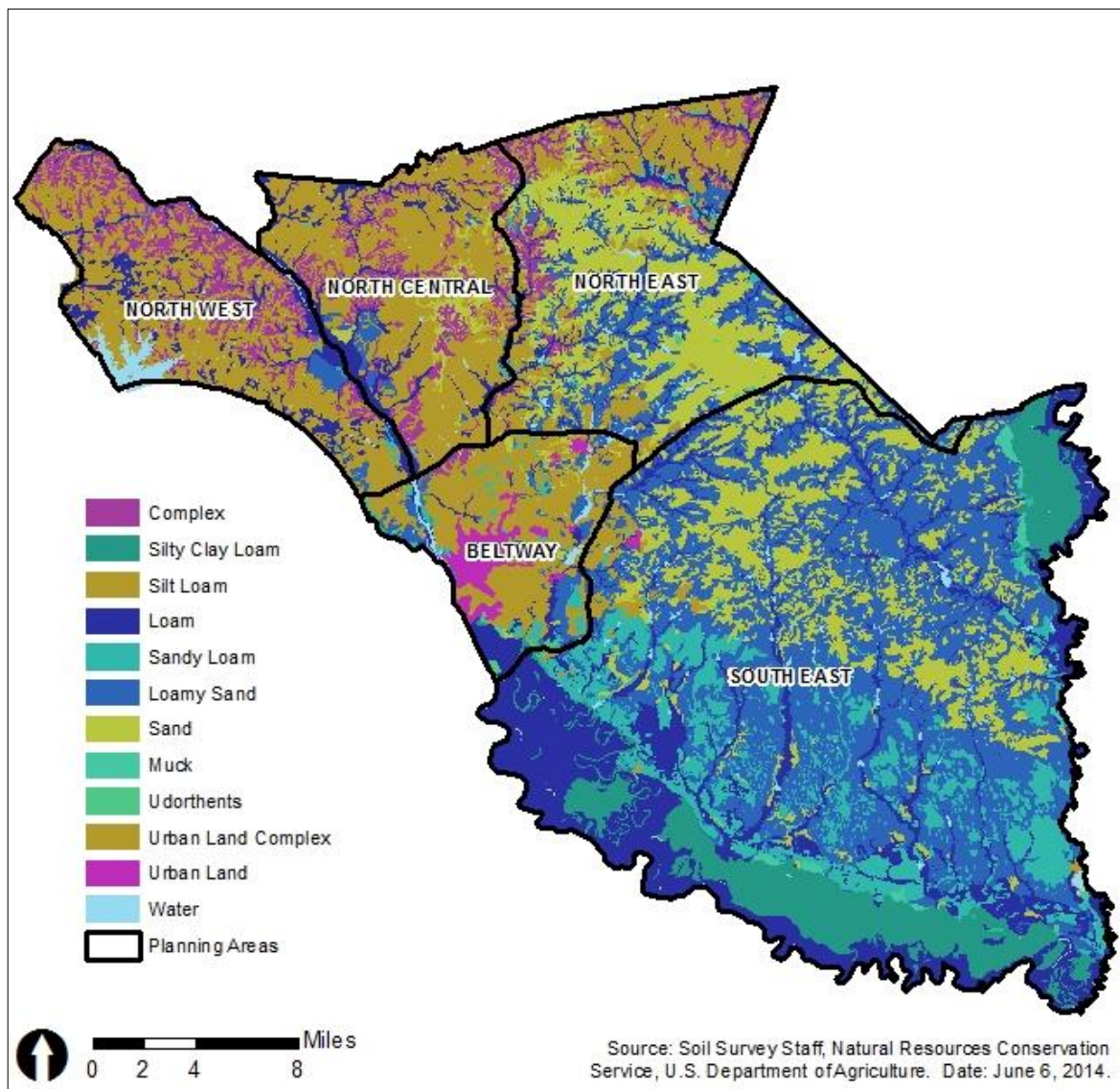
CAROLINA BAYS

While many natural resources in Richland County are clearly identifiable and understandable, there is one natural phenomenon with varying explanations for how they came to exist. Carolina Bays are small wetland depressions which are symmetrically oval in shape, a very distinct shape with the long axis of the oval always oriented northwest to southeast. These wetlands occur only in the coastal plain regions of North Carolina,

South Carolina, and Georgia, varying in size from one acre to thousands of acres. The origin of Carolina Bays is a mystery. Theories include: meteor showers, ocean currents, or sinkholes. There are several types of vegetation found in Carolina Bays based on the depression depth, size, hydrology, and subsurface.

There is one Carolina Bay in Richland County located in the Southeast planning area near the intersection of Air Base Road and Lower Richland Boulevard. It is approximately 100 acres and is the largest known inland bay (Source: Richland County Soil & Water Conservation). This is the only location in South Carolina where the endangered Roughleaf Loosestrife perennial exists.

SOIL TYPES



County Soil Types Map

MINERAL DEPOSITS

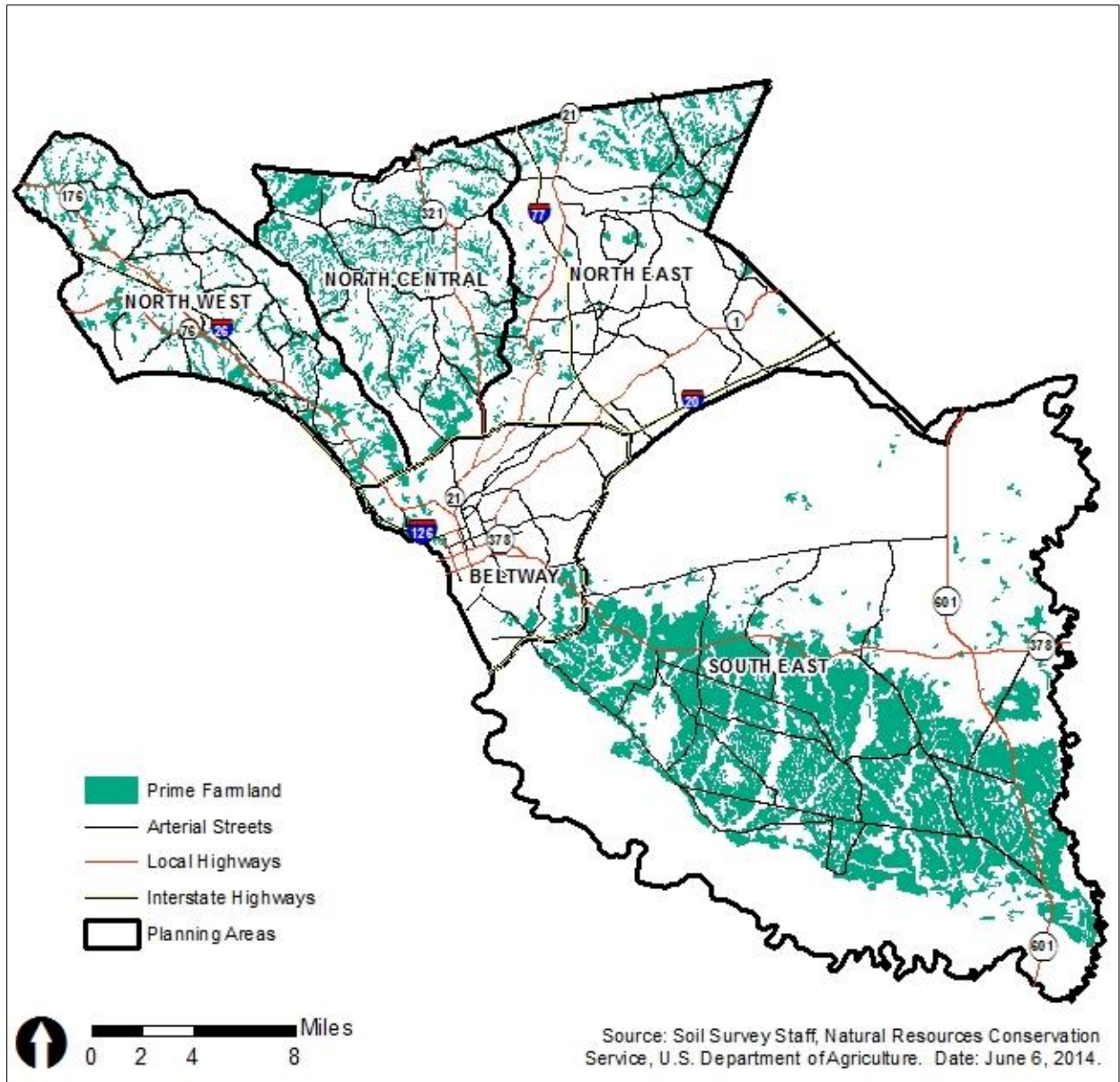
The majority of mineral resources in the County are kaolin, clay, and stone. Kaolin, primarily used in ceramics, paper, and paint, is extracted from the Horrell Hill area, as well as along Screaming Eagle and McCords Ferry Roads. Clay is found along Garners Ferry Road, between Trotter Road and Old Congaree River Road. Granite has been mined in the City of Columbia since the 18th Century.

SLOPE CHARACTERISTICS

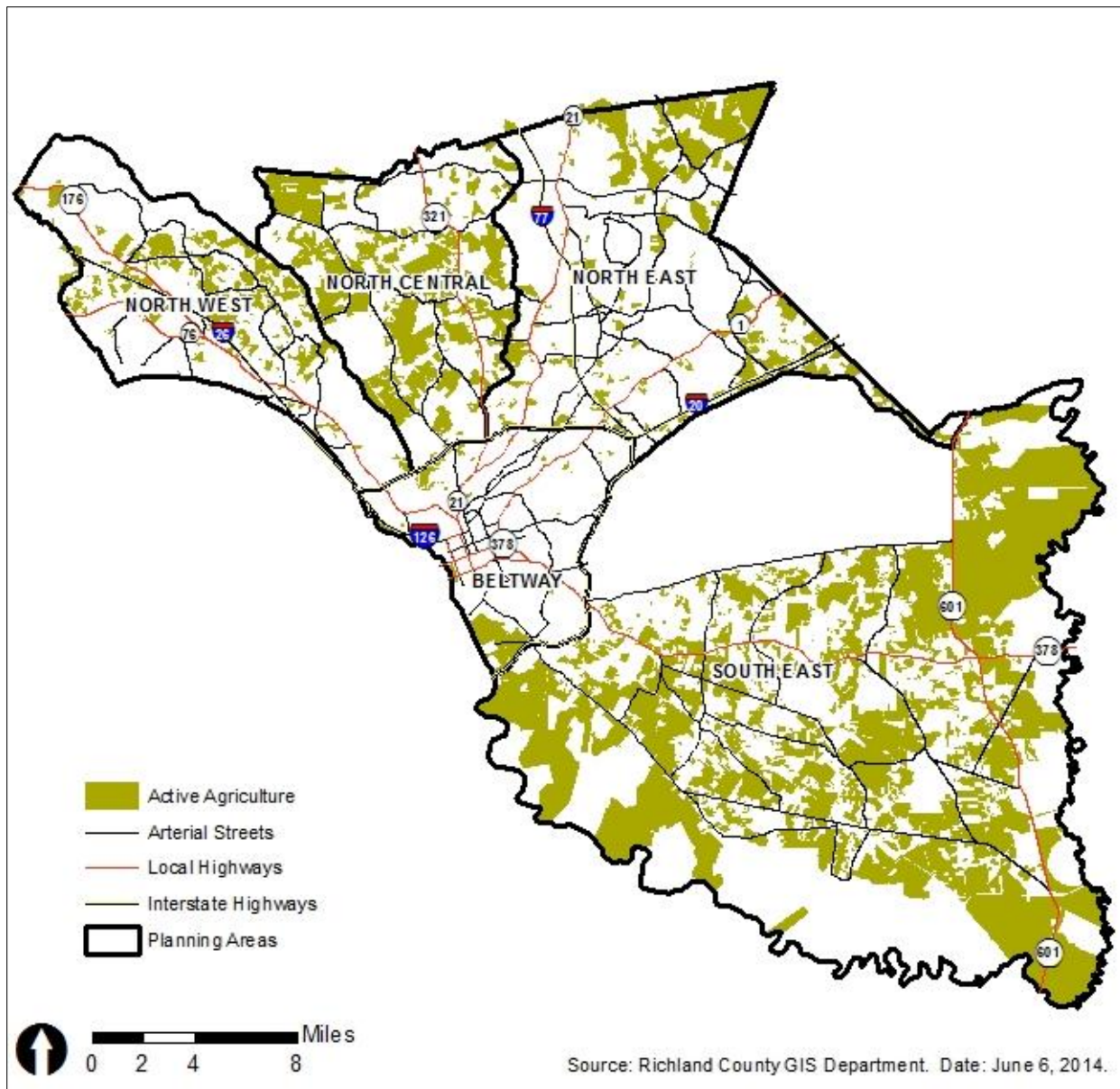
The slope varies throughout the County, depending on soil type, location, and geology. Slope averages from 5% to 7%, extending up to 25% in some areas. The lowest areas are near the junction of the Congaree and Wateree Rivers (80 feet above sea level). The highest areas are located in the Northern areas of the County (550 feet above sea level).

AGRICULTURAL LANDS

Currently, approximately 29.2% of land is used for agricultural purposes. Most prime farmlands are located in the Atlantic Coastal Plain portion (South of Columbia and Fort Jackson and above the Congaree River flood plain). Between 2007 and 2012, the number of farms and the number of acres in farm production in Richland County increased. Nearly 400 farms operated in Richland County in 2012, up 9% from 2007. The total market value of products sold from Richland County farms increased nearly 200% from \$10,164,000 in 2007 to \$30,038,000 in 2012. During this same period, the average size farm decreased from 162 acres down to 153 acres, suggesting that most farms in the County are smaller to mid-sized.



County Prime Farmland Map



County Active Agriculture Map

FOREST LAND

Forest lands account for over 66% of land in the County (SC Forestry Commission). Most forested areas are within the North Central and Southeast planning areas. Evergreens are the most prominent tree and account for nearly 30% of the forest cover. There are large forested areas in the Harbison State Forest, Fort Jackson, and Sesquicentennial State Park. Each State Forest contributes 25% of its gross income to the County or counties in which it is located. By law the money is allocated to local school districts.

SESQUICENTENNIAL STATE PARK

This 1,400 acre park situated in the Northeast planning area boasts a 30-acre lake with bicycle and pedestrian trails. It is dominated by sandhills pine and oak forest. An extensive strand of bottomland hardwoods are also found in the park. Deciduous trees in the park include mockernut hickory, pignut hickory, yellow poplar, persimmon, sweetgum, water tupelo, black tupelo, post oak, water oak, white oak, black jack oak, turkey oak, southern red oak, black oak, willow oak, black cherry, black locust, and sycamore. There are many evergreen trees including American holly, magnolia, sweet bay, live oak, and Atlantic white cedar.

HARBISON STATE FOREST

The Harbison State Forest is an educational and recreational greenspace for metropolitan Columbia and the State. The forest mix is 40% loblolly and shortleaf pine, 40% natural longleaf pine, and 20% bottomland flood plain hardwoods and hardwood drains. The soil types indicate that it once formed one of the first ocean ridges on the coastal plain. As the oceans receded, longleaf pine was established. Today, steep bluffs on the Forest rise along the Broad River which regularly floods several times a year. The Forest also boasts 18 miles of walking and biking trails and a canoe landing located near the Broad River for recreational use.

FORT JACKSON

This 52,000 acre military base located in the City of Columbia has over 39,000 acres of managed forest land including longleaf pine, scrub oak, upland hardwood, splash pine, and bottomland hardwoods. An extensive forest management plan improves water quality, improves wildlife habitat, and combats forest diseases. Many endangered plant and animal species reside in the forested areas, including the red cockaded woodpecker.

PLANT & ANIMAL HABITATS

As of February 13, 2012, there were 90 rare, threatened, or endangered species in Richland County, including the bald eagle, Carolina bugleweed, red cockaded woodpecker, and the black bear. This inventory is maintained by the SC Department of Natural Resources (SCDNR) and can be viewed at <http://www.dnr.sc.gov/species/pdf/Richland2012.pdf>. Unique plant and animal habitats are defined by differences in soils, topography, and local climate. These characteristics help shape and define plant and animal communities. Throughout the County, there are three distinctive ecosystems which are described below.

LOBLOLLY-SHORTLEAF PINE SYSTEM

This System is the largest in the County and characterized by forests that are over 50% loblolly pine, shortleaf pine, or other southern yellow pines. Common hardwoods include white oaks, southern red oaks, post oaks, sweetgums, mockernut hickory, black tupelo, winged elm, flowering dogwood, red maple, and American Beech. Animals common to this area include white-tailed deer, fox squirrel, gray squirrel, raccoon, fox, eastern wild turkey, bobwhite quail, pine warbler, cardinal, summer tanager, Carolina wren, rubythroated hummingbird, blue jay, hooded warbler, eastern towhee, and tufted titmouse.

OAK-GUM CYPRESS SYSTEM

This System includes mostly broad-leaved deciduous trees. The species of trees vary with an even mixture of tupelo, blackgum, sweetgum oak, baldcypress, willows, maples, sycamores, cottonwoods, and beech. Historically large animals such as deer, black bears, cougars, and bobcats inhabited these areas. Presently, in

In addition to the animals found in the Loblolly-Shortleaf Pine System, opossums, striped skunks, eastern cottontails, swamp rabbits, small rodents, herons, egrets, and kingfishers can also be found.

OAK-PINE SYSTEM

This System is characterized by forests that are over 50% hardwoods, usually upland oaks; southern pines comprise about 25%-40% of the system. Common trees found are sweetgum, hickory, and yellow poplar. Wildlife includes white-tailed deer, fox squirrels, cottontails, mourning doves, bobwhites, and turkey.

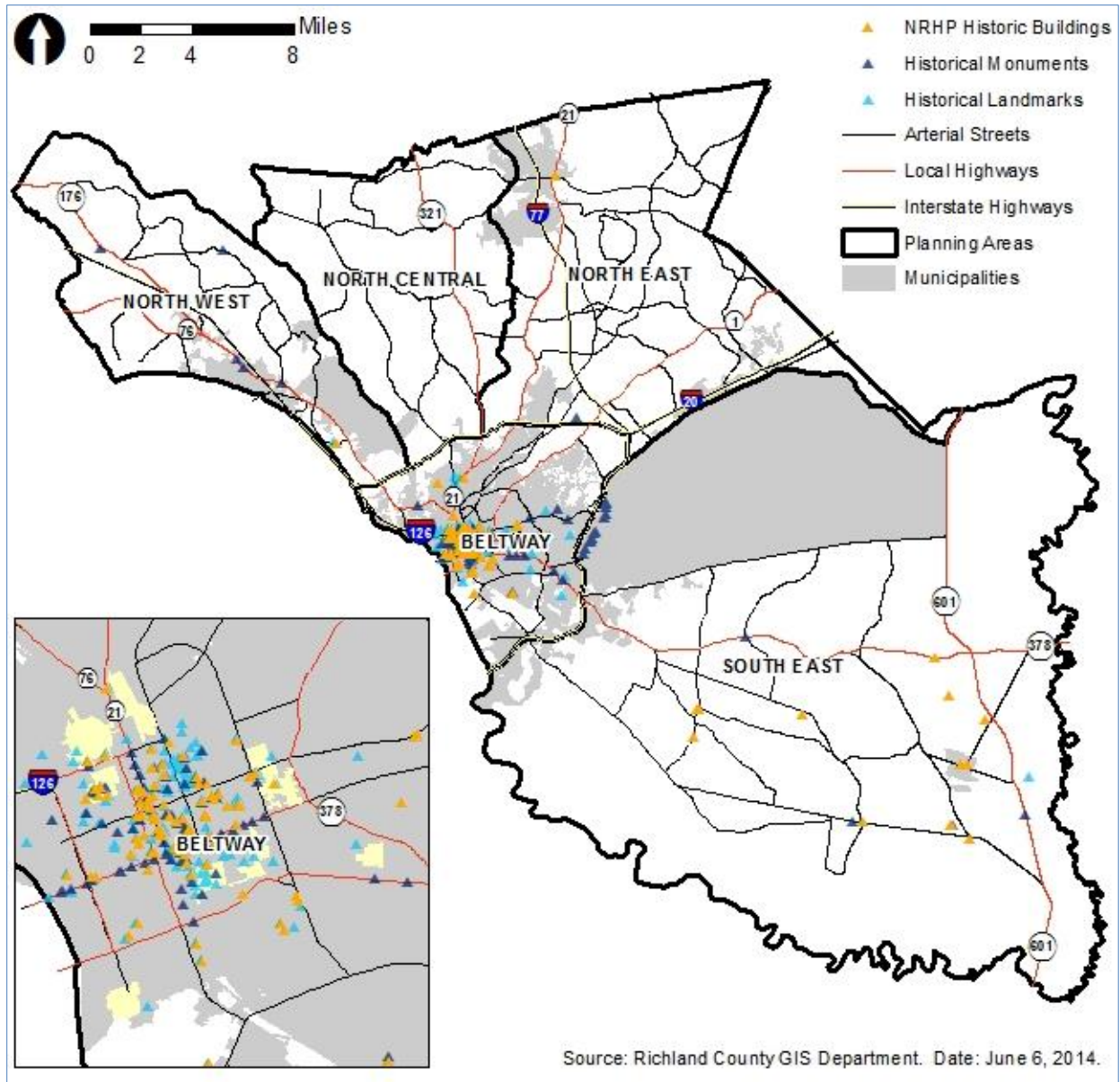
6. Cultural Resources

HISTORIC STRUCTURES & DISTRICTS

Richland County has a wealth of structures with historical significance including churches, public facilities, sites, and homes with recognized historic value. The maps below visualize the County's current inventory of 176 historic landmarks, 108 historic monuments, and ten historic districts. The National Register of Historic Places recognizes 109 historic buildings, sixteen historic districts, and two historic structures in Richland County.

HISTORIC STRUCTURES

Many of these County historical structures are nationally recognized while others are recognized for their local and State significance. An extensive list can be found by contacting the Richland County Planning Department.



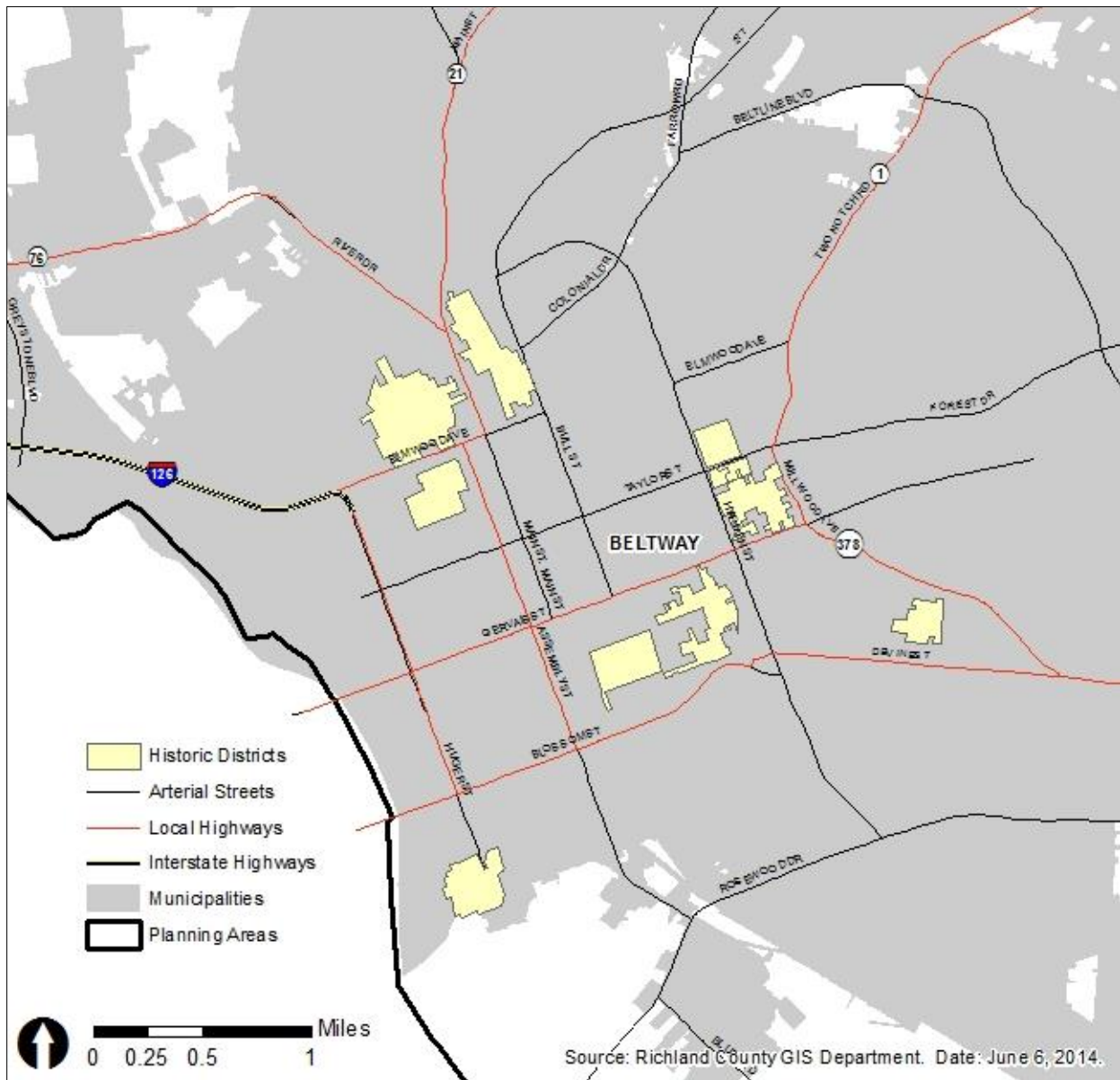
Composite Historic Structures Map

HISTORIC DISTRICTS

(* Denotes district designated on the National Register of Historic Places)

Allen University Historic District*
 Bellevue Historic District*
 Benedict College Historic District*
 Columbia Canal*
 Columbia Historic District I*
 Columbia Historic District II*
 Elmwood Park Historic District*
 Goodwill Plantation*

Granby Mill Village Historic District*
 Old Campus District, USC*
 Old Shandon Historic District*
 Saluda Factory Historic District*
 University Neighborhood Historic District*
 Veterans Hospital*
 Waverly Historic District*
 West Gervais Street Historic District*



Composite Historic Districts Map

Archaeological Sites

NIPPER CREEK HERITAGE PRESERVE

This archaeological preserve was occupied most heavily during the Archaic period, 8,000 B.C. to 2,000 B.C. It is listed on the National Register of Historic Places due to its information on past human lifestyles such as diet, technology, mobility, and social organization. The preserve is located along the fall line of the Broad River, north of the City of Columbia.

7. Community Facilities and Utilities

Parks and Recreation Facilities

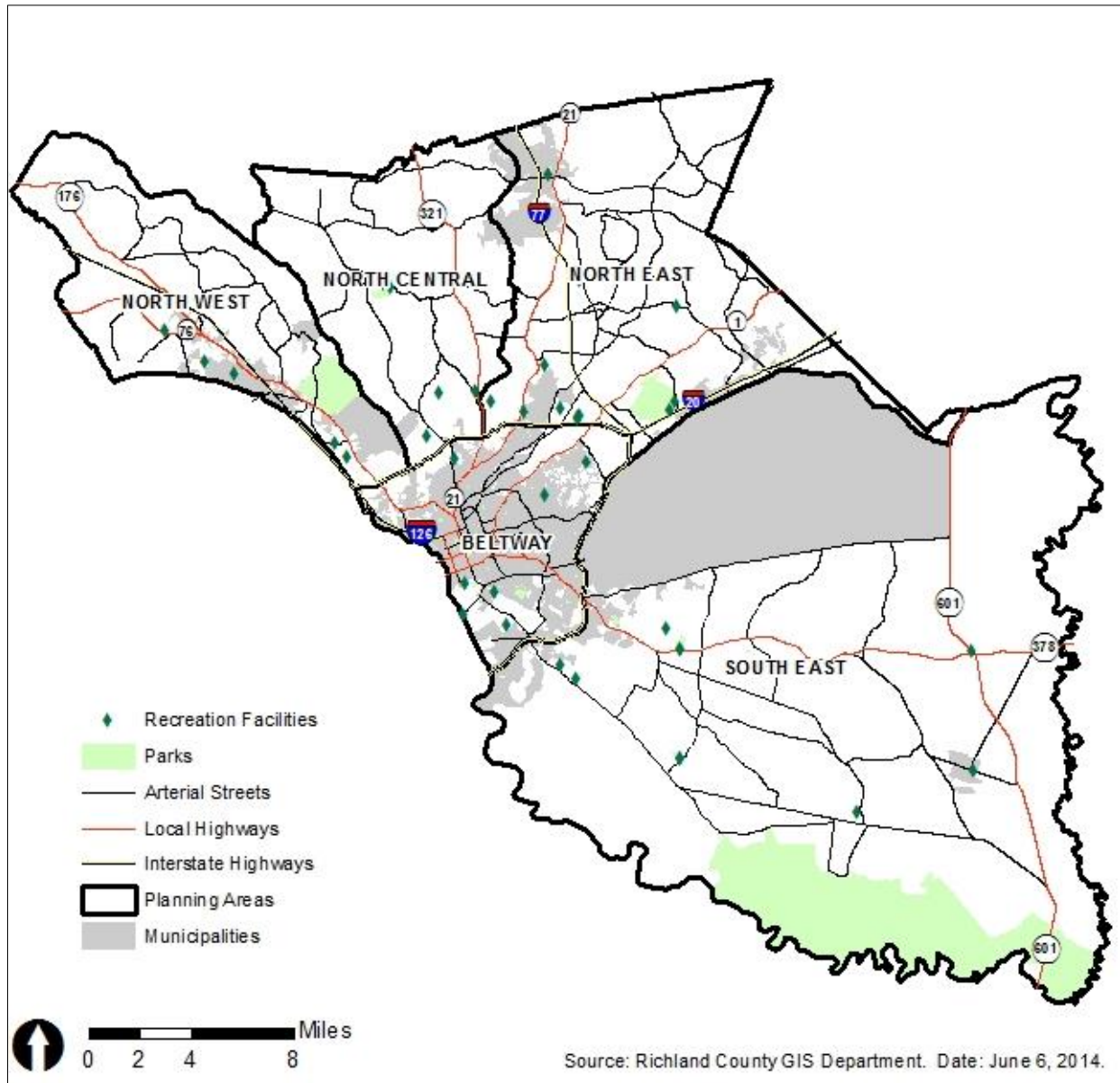
Public recreation facilities and programs in Richland County are provided and administered by the Richland County Recreation Commission (RCRC). The RCRC is a special purpose district created by the South Carolina General Assembly, charged with providing public recreation and leisure services to residents in unincorporated areas of Richland County. In October 2006, the Commission was awarded its national accreditation by the Commission for Accreditation of Park and Recreation Agencies (CAPRA) making it the first agency in South Carolina to receive the distinction.

There are over 40 recreation complexes in Richland County serving a variety of sports and activities. Map X illustrates the location of these complexes throughout the County.

Other parks and recreation facilities in the County include adult activity centers, community centers, neighborhood parks, special purpose facilities, and recreation/community complexes. As of 2014, open space and park acreage in the County totaled over 755 acres, not including acreage from the City of Columbia, State parks, or National parks.

Within the Commission's park system there are fifteen recreational centers, three adult activity centers, six community centers, nine neighborhood parks, and seven special purpose facilities in the County. More detailed information on the County's recreation complexes, shared use facilities, and recreation centers is available on the Commission's website, www.richlandcountyrecreation.com

The RCRC organizes a variety of athletic programs for all segments of the population. They offer youth and adult programs in softball, basketball, and tennis. Additionally, they offer camps and special events tailored to children with special needs and sponsor a variety of programs for senior citizens. On Tuesday, September 9, 2008, the Richland County Council gave third reading approval to \$50 million in recreation bonds to buy needed land for current and future development, update existing facilities, and construct new parks around the county. This is only the second bond for recreation passed by Richland County Council in 25 years.



County Parks and Recreation Map

* Note: This map includes not only open space and parks acreage in Richland County, but also the Harbison State Forest, the Sesquicentennial State Park, and the Congaree National Park.

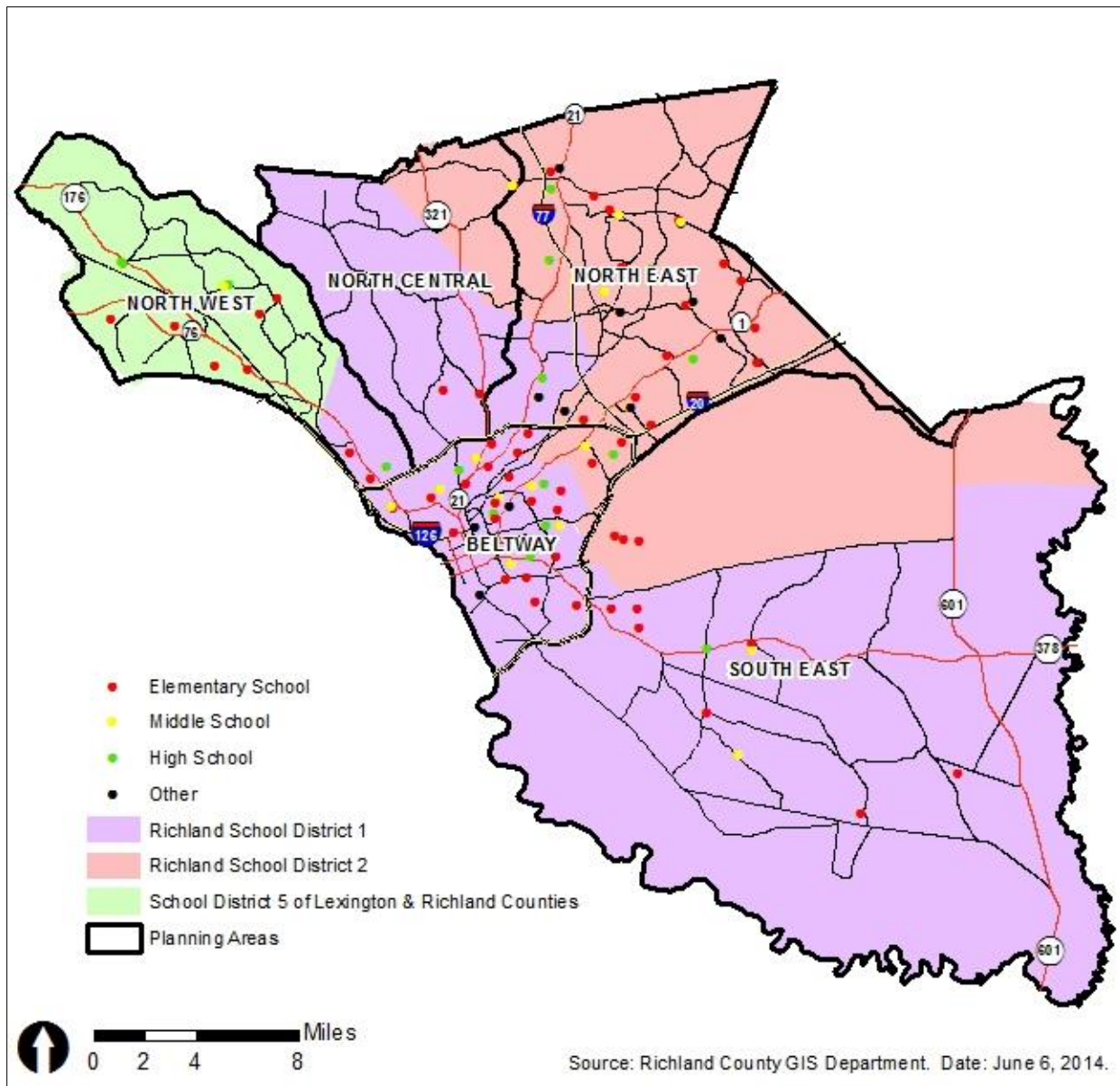
Richland County Parks

Anna Boyd Park	Killian Park
Ballentine Park	Linrick Golf Course
Bluff Road Park	Marley Drive
Capital City Stadium	Meadow Lake Park
Caughman Rd Park & Tennis Center	New Castle Park
County Adult Activity, Technology, & Tennis Center	North Springs Park
Crane Creek Community Center	Olympia Park
Crane Forest Park	Parklane Road Property
Crossroads Park	Perrin Thomas Neighborhood Park
Denny Terrace Community Center & Gym	Piney Grove Community Center
Eastover Park	Polo Road Park & Soccer Complex
Gadsden Park	Ridgewood Park
Garners Ferry Sports Complex	Serenity Park
Greenview Park & Pool	Sharpe Road Park
Hopkins Park & Adult Activity Center	St Andrews Park
Horrel Hill Park	Starlite Park
Irmo Soccer Association	Summerhill Park
Jordan Memorial Boat Ramp	Washington Park

Source: Richland County Recreation Commission.

Education

Three school districts oversee public schools in Richland County: Richland School District One, Richland School District Two, and School District Five of Lexington and Richland Counties (see Map X). A brief summary of the school districts is provided below. More detailed information on each school district can be found in their respective Long Range Strategic Plans.



County School Facilities Map

RICHLAND COUNTY SCHOOL DISTRICT ONE

Richland County School District One is South Carolina’s sixth largest school district. Its attendance boundaries cover 454 square miles, and include twenty-eight elementary schools, nine middle schools, and seven high schools. The school district also has two charter schools (Richland One Middle College and Carolina School for Inquiry), one alternative school (Olympia Learning Center), and several adult and community education programs. Enrollment for School District One in 2014 was just over 22,500 students.

Growth Pressures

School District One is experiencing its most significant growth in Lower Richland County, and is preparing to provide new school facilities in this area.

The school district's approach to new school construction emphasizes small, neighborhood schools with small enrollments. As a result, there are significantly more schools in this district than the two others. Challenges to this delivery standard include maintenance needs at many locations and addressing changing demographics. Cumulatively, the district has excess capacity for current demand, but the proximity between neighborhood children and available student stations creates overcrowding issues in isolated circumstances. There are five schools in the district that have enrollment figures in excess of school capacity. There are no new schools currently proposed within the district.

A Comprehensive Long Range Facilities Plan is currently under development for School District One.

RICHLAND COUNTY SCHOOL DISTRICT TWO

Richland County School District Two encompasses approximately 243 square miles in the northeast portions of the County, generally bounded by Interstates 20 and 77 on the west and south and extending to the Kershaw and Fairfield County Lines. District Two includes nineteen elementary schools, seven middle schools, and five high schools. In addition, the school district has two alternative schools, two child development schools, and one adult/community education center. Approximately 27,000 students earn an education in School District Two, including roughly 6,000 students in the district's thirty "Expanded Choice" magnet schools. The school district also serves 200 children from Fort Jackson in Grades 7 to 12.

Growth Pressures

School District Two is experiencing a tremendous strain on school capacity because of rapid growth and development in the district. Enrollment estimates project a continued need for increasing capacity. In 2008, nearly half of the schools were overcapacity (11 of 25 schools). School officials are currently opening an average of one school per year through 2023 to keep up with the growth.

School District Two completed a Long-Range Facility Plan long range facility plan in 2011 to address growth concerns. In addition to renovating and upgrading existing facilities, they plan for three new elementary schools, one new middle school, one new high school, and one new district office with shared community use facility. District Two officials indicated that the land banking process is well underway for these proposed projects.

The 2011 Long-Range Facilities Plan can be viewed at

https://www.richland2.org/Departments/planning/Documents/Long_Range_Facility_Study_%202011_Update.pdf

SCHOOL DISTRICT FIVE OF LEXINGTON AND RICHLAND COUNTIES

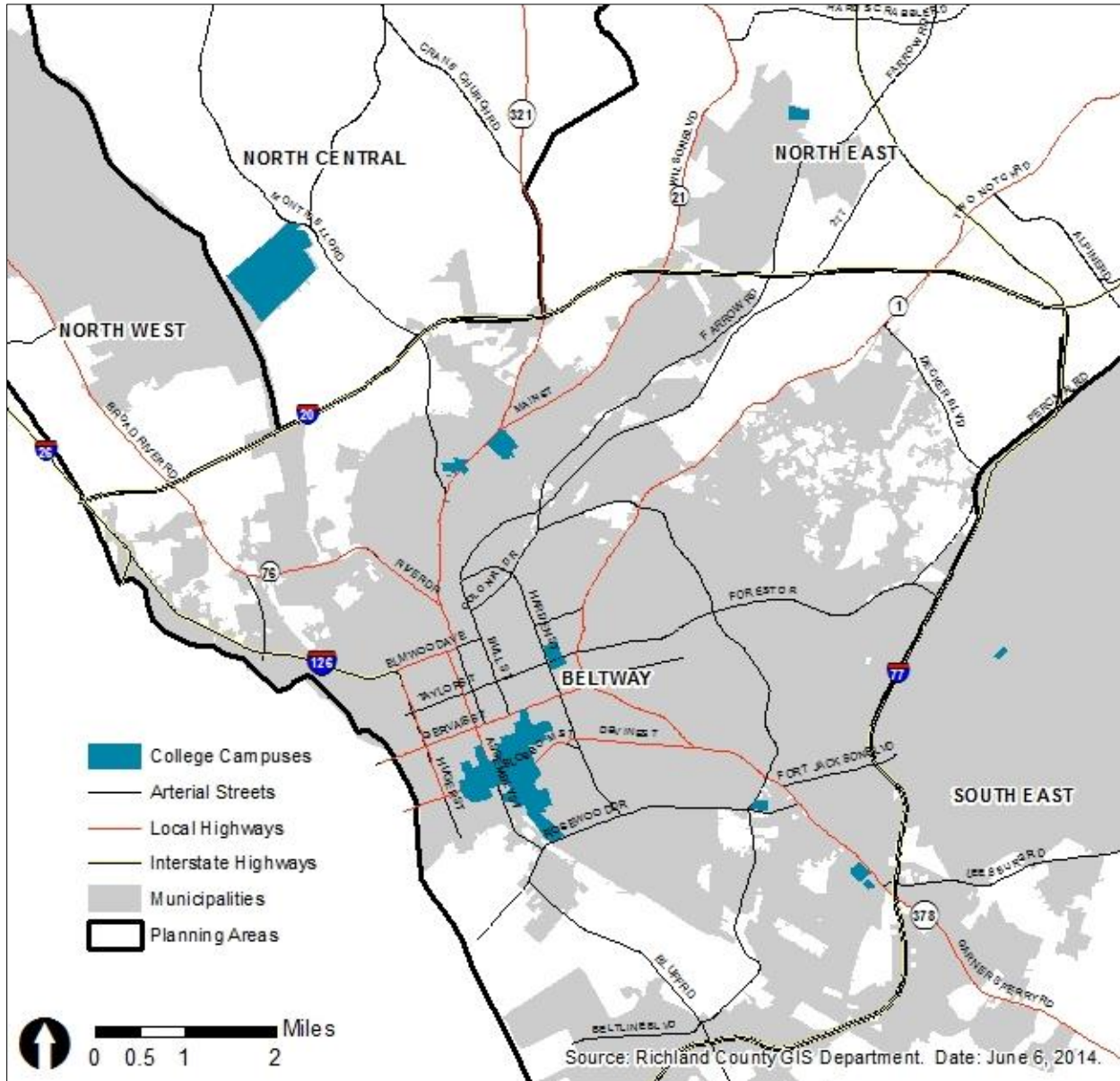
School District Five encompasses the area west of the Saluda River, including the northwest areas of Richland County and portions of Lexington County. The school district is divided into three clusters: the Irmo Cluster, the Dutch Fork Cluster, and the Chapin Cluster. Of its total 196 square miles, approximately seventy-four square miles reside in Richland County. As of 2014, School District Five operates a total of twenty-one schools serving over 16,000 students: twelve elementary schools, four middle schools, four high schools, a Center for Advanced Technical Studies, and one alternative school.

Growth Pressures

School District Five estimates that enrollment numbers will remain fairly consistent going into the future. District officials are planning to open a new middle school in the Chaplin Cluster for school year 2015-2016.

Higher Education

There are currently 11 college campuses in Richland County.



Composite College Campuses Map

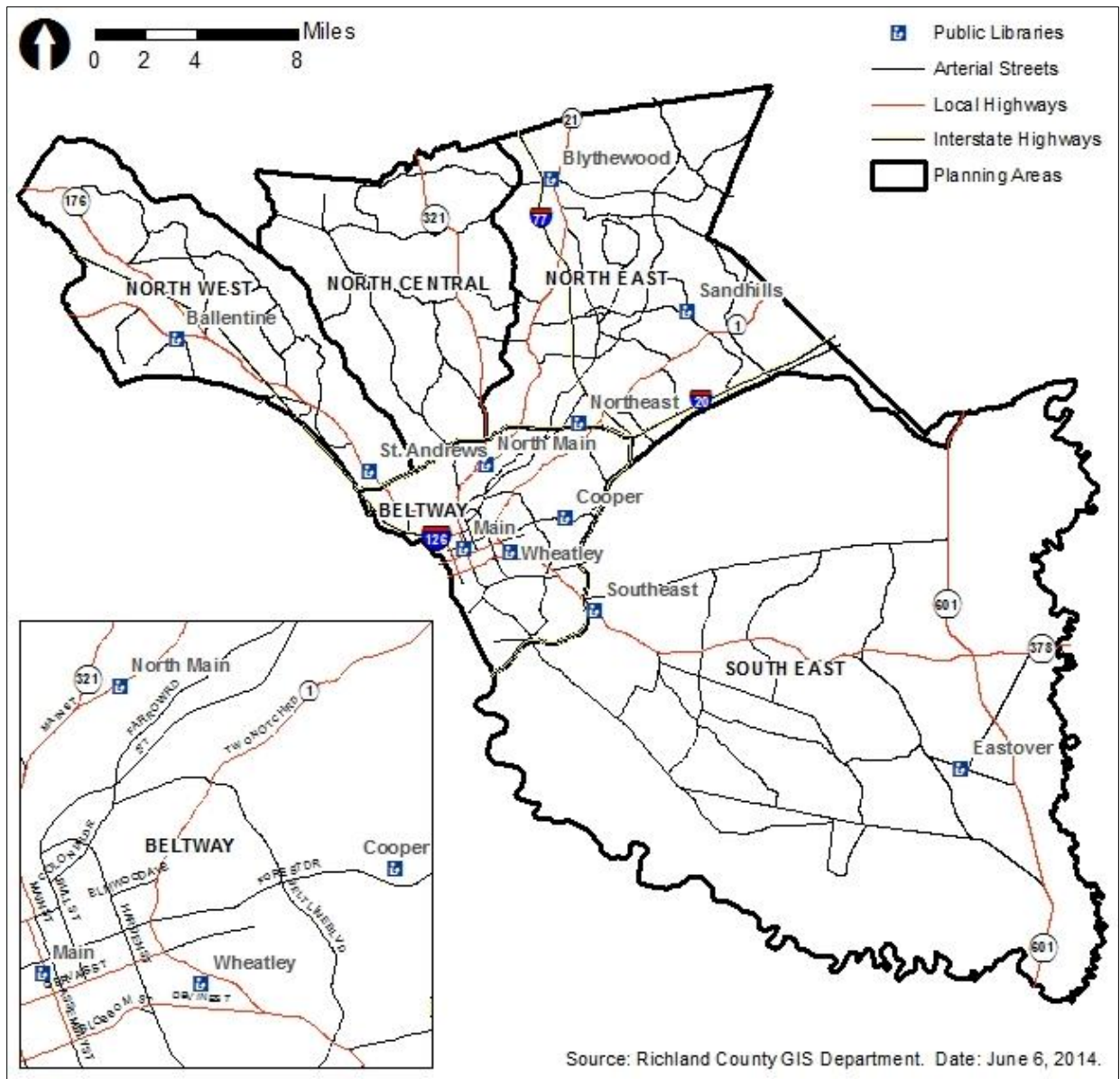
Allen University
Benedict College
Columbia College
Columbia International University
Lutheran Theological Southern Seminary
Midlands Technical College (Fort Jackson)
Midlands Technical College (Beltine Campus)
Midlands Technical College (Northeast Campus)
South University
University of South Carolina
USC School of Medicine VA Campus

Libraries

The Richland County Library System has 11 branches.

Each branch offers different events and programs, including summer reading clubs, storytelling, book sales, and English as a second language. They also offer public access to computers, the Internet, meeting rooms, books on CD, music CDs, and DVDs. Additionally, the Ballentine Branch offers state-of-the-art technology, including a video reference system that allows users to actually see and speak with a librarian at the Main Library.

The Richland County Public Library completed a Capital Needs Plan in 2007 outlining capital projects for the library over the next 10 years. Projects include renovations to existing branches and construction of a new library branch. Since then, the public approved a bond referendum in November 2013. The \$59 million referendum will be utilized for several years to complete improvements to branch locations. The library is conducting outreach with citizens to find out what needs they would like to see addressed at each facility.



County Libraries Map

Public Safety

POLICE PROTECTION

The Richland County Sheriff's Department maintains peace and order, protects life and property in Richland County.

Location & Staff

The Sheriff's Department is divided into eight regions, each with a regional headquarters serving a patrol area. Staff assigned to each region includes: a region commander, lieutenant, sergeants, corporals, and patrol officers. In total, the Sheriff's Department employs 550 sworn officers and 140 non-sworn personnel. This makes it one of the largest law enforcement departments in the State. Map X illustrates the location of all sheriff stations and patrol regions in the County.

Community Programs

The Richland County Sheriff's Department is also very involved in community programs. They are the State's training center for the DARE program (Drug Abuse Resistance Education), provide assistance to the elderly through Project HOPE (Helping Our Precious Elderly), provide victims assistance through their victim services unit, and participate in community action teams and neighborhood watch programs.

Proposed Improvements

Because of the population growth occurring in the County, the Sheriff's Department needs to continuously develop new regions, specifically in high growth areas. The Department is also in need of a new central headquarters, as the Sheriff estimates the existing facility will be outgrown in about four years. The new central headquarters would serve as the County Law Enforcement Center and provide much needed office space to store evidence and conduct DNA lab testing. The Department would also like to consolidate police, fire, and EMS departments in public safety buildings throughout the County instead of providing each with different stations.

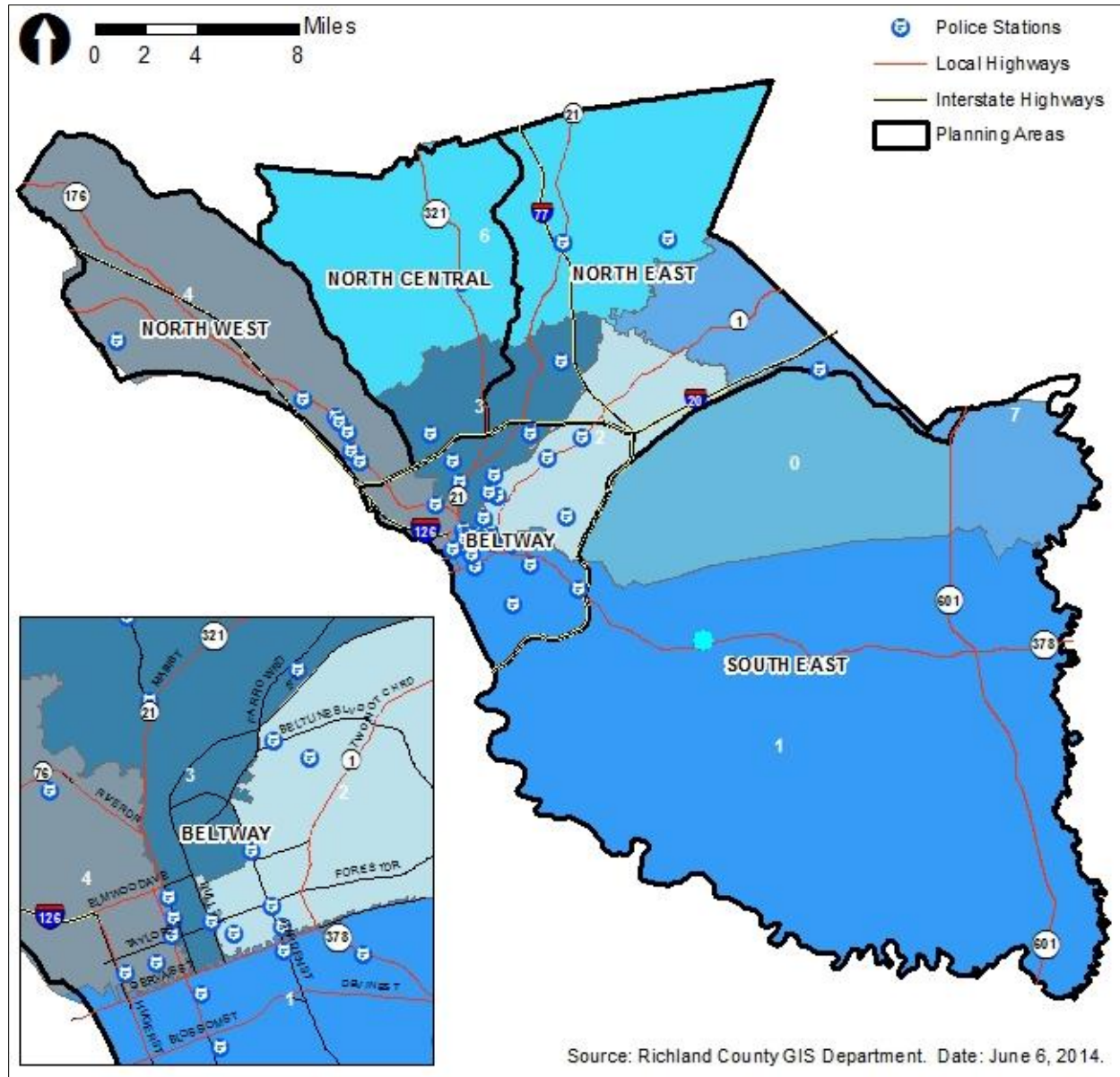
The County funds a vehicle replacement program that began in 2004. The vehicle replacement program is ongoing and helps replace pursuit vehicles every four years and non-pursuit vehicles every five years. The program funds the replacement of 80 vehicles per year. In order to be able to rotate officers between regions and employ them in a variety of duties, the Department is working to promote all officers to LE1 status. This training is contingent upon available funding.

E-911 Dispatch Center

The Columbia-Richland E-911 Communications Center provides nonstop, emergency dispatch and public service response for both the City of Columbia and Richland County. The City and the County share funding responsibilities for operating the center. Personnel receive, process, and dispatch both 911 emergency and 7-digit non-emergency calls for service.

Columbia-Richland E-911 Communications was given the 911 Communications Center of the Year Award for 2002 and became one of the first accredited communications center in South Carolina in 2003. The Columbia-Richland E-911 Communications Center was re-accredited as a communications center in South Carolina in 2006.

In 2007, the E-911 call center received 319,431 calls to the emergency lines and 353,740 calls to the non-emergency lines (an average of 1,844 calls a day). Services were dispatched to 468,413 incidents, an average of 1,283 dispatched incidents per day.



Richland County Patrol Regions and Police Stations Map

Crime Rates

Arrest data maintained by the Richland County Sheriff’s Office for the four-year period between 2004 & 2007 indicates fluctuating crime rates. The number of violent and property crimes is down significantly from 2004; however, crime rates seem to be on the rise. Table 87 summarizes arrest activity for broad categories of crimes between 2004 and 2007. This data is represented in a per person ratio based on the estimated

population for the given year. For example, in 2004 there was a 1 in 92 chance that a citizen would be the victim of a violent crime, compared to a 1 in 191 chance in 2007, indicating improvement in this area. While the overall crime rate has improved since 2004, data between 2006 and 2007 indicates that crime is potentially on the rise.

Jail Facilities

Richland County’s detention center is located at 201 John Mark Dial Drive in Columbia. The facility was recently renovated in 2007 to accommodate 1,124 beds. The average daily population at the prison is 874 inmates per day. Richland County also has a 24 bed pre-trial juvenile detention center. The average juvenile daily population is 12 juveniles per day. Approximately 276 correctional personnel are employed at the facility.

FIRE PROTECTION

Fire protection is provided throughout the County under a unified fire service agreement between the City of Columbia and Richland County initiated in 1990 and renegotiated in 2005. Richland County and the City of Columbia are negotiating a new agreement for continued service. County-funded fire stations provide primary service to two small municipalities, Blythewood and Eastover, and share the responsibility for protection with city-funded stations in Arcadia Lakes and Forest Acres.

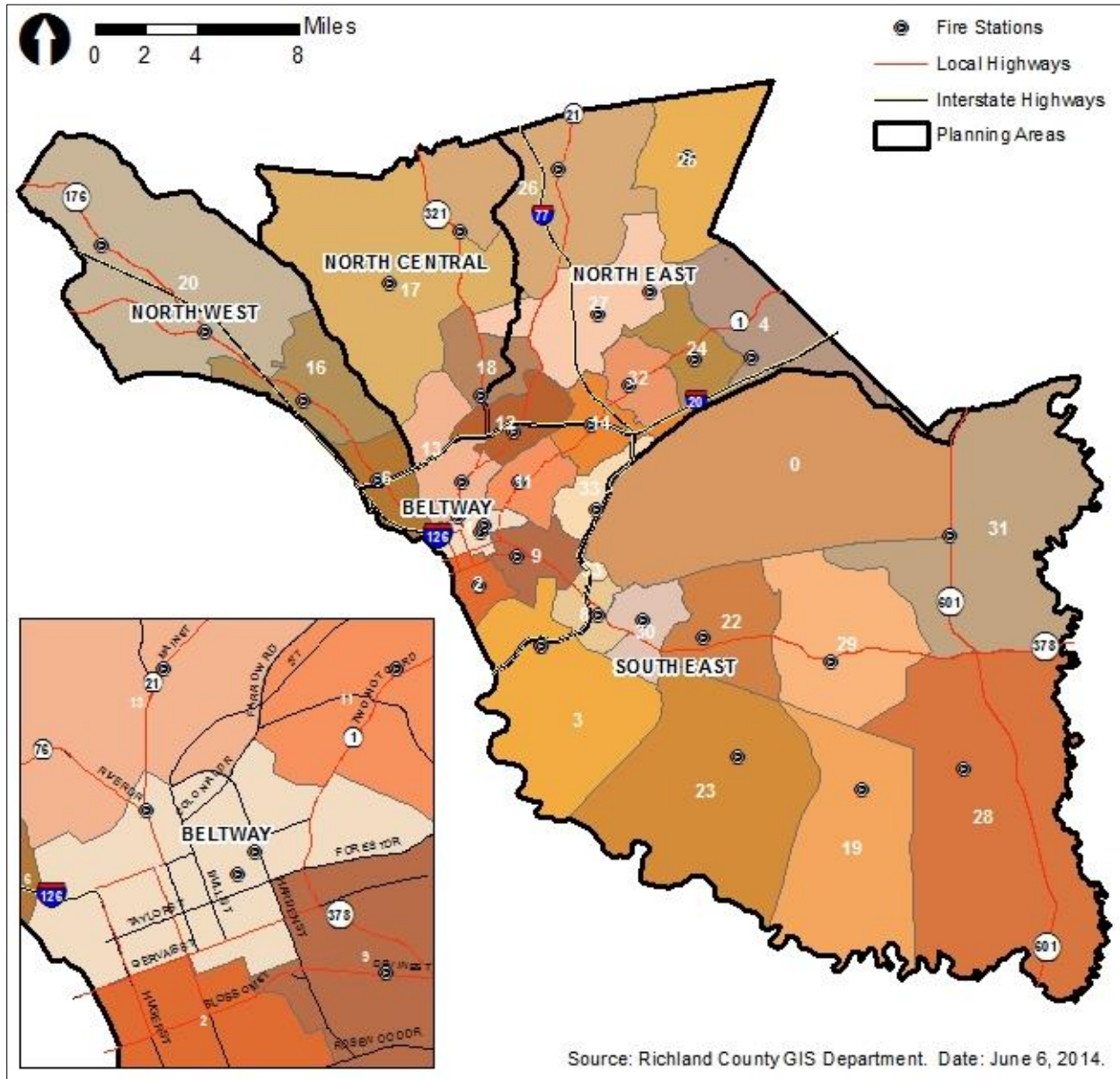
Location & Staff

The Columbia Fire Department operates 34 fire stations arranged in five battalions throughout Richland County, 20 of which are funded by the County. All 12 city-funded fire stations have primary responsibility for services in some portion of the unincorporated County or in Arcadia Lakes and Forest Acres. Seven County fire stations respond to calls in remote parts of the City of Columbia as a part of their regular coverage areas. In the unified system all fire stations are subject to respond in any part of the City or County. Map X illustrates the location of all fire stations and their primary service areas.

County-funded stations are staffed with 211 career firefighters and 120 volunteer firefighters with 6 support positions and 10 fire marshals serving the unincorporated area. City-funded stations are staffed by 242 career firefighters and there are 47 support positions, including administration, logistics, training and fire marshals. The type and amount of staffing and equipment varies at each fire station depending upon the density of the area served and the types of facilities protected. Of the County-funded stations, six are staffed only with career firefighters, five of those with four firefighters around the clock and another with eight firefighters around the clock. Twelve stations have a combination of career and volunteer firefighters. Two stations are strictly staffed with volunteers. The fire department maintains constant staffing of 124 career personnel on-duty around the clock with the combined City and County stations.

Firefighters work one of three shifts, comprised of 24 hours on call followed by 48 hours off duty. Each career firefighter undergoes 560 hours of initial training, including medical first responder. The department strives to provide 240 hours of in-service training annually. Volunteer personnel’s training varies depending upon the level of certification, but they must have 232 hours of initial training to be certified for interior structural firefighting. Higher ranking career and volunteer personnel receive additional training and promotions of career officers occur in a validated competitive process. Richland County’s Emergency Medical Technicians (EMT) are separate from the fire department, but firefighters respond to all potentially life-threatening medical emergencies.

All fire inspections and fire investigations in unincorporated Richland County are done by the Richland County Fire Marshal's Office. Richland County also does the permitting for entities with toxic substances (above Tier II) in the County.



Richland County Fire Stations and Service Areas Map

Equipment

The inventory of fire equipment in Richland County is maintained by the City of Columbia Fleet Services Division. Currently, the County has 24 engines, one ladder truck, 18 tankers, 17 brush trucks, five rescue trucks (which include reserve trucks) and 11 other vehicles. The City has 16 engines, five ladder trucks, two rescue trucks, a hazardous materials truck and an assortment of command and support vehicles, all of which also serve portions of the unincorporated area. There have been regular updates of the vehicles, but 11 of

the County's engines are near the end of their service lives and in need of replacement. The County's ladder truck and a rescue truck are also at the end of their service life.

ISO Rating

The National Insurance Services Office, Inc. (ISO) evaluates communities and their available resources for controlling fires. The Public Protection Classification program grades communities' fire protection on a scale of 1 to 10, with 1 being the best service. Fifty percent (50%) of the rating evaluates the fire department's capabilities including the placement of stations, type and quantity of equipment, number of firefighters on duty and their training. Forty percent (40%) of the rating pertains to the water system for fighting fires including the size of water mains, location of fire hydrants, testing and maintenance of hydrants, and the fire department's ability to shuttle water in rural areas from ponds and creeks. The remaining ten percent (10%) is based on an evaluation of the 911 center's staffing, telephone equipment and the radio communications system for alerting fire stations and communicating with firefighters.

Insurance companies base property insurance premiums on a community's ISO rating; the lower the ISO fire rating, the lower the insurance premium. All unincorporated areas of the County within five road miles of a fire station have an ISO Class 4 rating. The municipalities of Blythewood and Eastover are also rated Class 4, while Forest Acres and the City of Columbia are rated Class 2. Arcadia Lakes has a coveted Class 1. According to a study by the University of South Carolina, when the classifications were adjusted in 2007 as the result of improvements in the system, \$5.5 million in annual insurance savings occurred for the owners of one and two-family homes in Richland County.

Proposed Improvements

The City and County strategically locate new stations based on development and population density. In less dense areas, the goal is having a fire station within five miles of every structure. At least 95 percent of the unincorporated County meets this ISO standard. In denser areas the fire department strives to cover a 2.5 road-mile radius with ladder companies and 1.5 miles with engine companies in compliance with ISO.

The department is working to have at least two full time firefighters at each volunteer station and increasing the number of volunteer firefighters at the 14 stations with volunteer staff. The number of career personnel and fire stations has increased substantially over the years, but this is expensive and can only occur gradually. Increasing volunteer personnel is much less expensive, but responses by volunteers are not predictable and usually not available in the daytime while at their regular jobs. Richland County follows a national trend in which the amount of training needed and the competing demands on time for work and family makes it more difficult to recruit and retain volunteer personnel. As the availability of volunteer firefighters decreases, the fire department recognizes the need to move toward career firefighters for all stations; this will occur over a long period of time.

The fire department has established several other goals improving service. The current response time in the County is 6.5 minutes. They would like to decrease it to more closely match the City's response time of 5.5 minutes by adding stations. Three additional City-funded stations are proposed that will also serve parts of the unincorporated area. The department would also like improving the ISO rating from Class 4 to Class 3 in the unincorporated area, lowering insurance premiums even more. Additionally, they would like increasing the medical response capability of firefighters beyond that of 1st responder level training to EMT level certification.

The department has a three-year old strategic plan that will be updated by 2010. It is also in the initial phase of seeking accreditation from the Center for Public Safety Excellence. Nationally, only 120 fire departments meet this standard.

The department would like to strengthen fire prevention services by increasing the number of fire marshals in proportion to growth for code enforcement providing at least one inspection can be made of each commercial property annually. Fire code enforcement in unincorporated areas is done through the County Fire Marshal's Office, not by the fire department. No fire inspections are done in the smaller municipalities. Increased staffing will have to occur in the fire marshal's office unless services are consolidated. Public fire safety education messages are delivered through the news media by the fire department's public information program and by firefighters conducting presentations to schools and community groups. More public education is needed reducing fire losses in residences.

EMERGENCY MEDICAL SERVICES

The Richland County Emergency Services Department provides emergency management services (EMS) throughout the County and operates the Emergency Operations Center (EOC) in times of natural disaster. The office is located at 1410 Laurens Street in Columbia.

There are 10 emergency management personnel and 161 paramedics employed by the County. EMS employees typically work 12 hour shifts. Staff must participate in a mandatory 36-hour in-service recertification program each year. Specialized training is also offered throughout the year.

There are 14 EMS stations located in the County, seven of which are co-located with County fire stations. These stations are centrally located in their response area. Ambulances in these stations generally have an eight-minute response time.

An Emergency Operations Plan was completed in April 2007. It was approved by the State shortly thereafter, and must be reviewed annually. The plan addresses organization and assignment responsibilities, operations concepts, evacuation plans, and information on recovery and mitigation during times of natural disaster.

Water and Wastewater

INTRODUCTION

The purpose of the Community Facilities Element is identifying and providing public facilities and services supportive of future year population projections and development patterns envisioned in the County's Comprehensive Plan. An inventory and analysis of existing conditions for potable water, sanitary sewer, solid waste, stormwater management, police and fire protection, emergency medical services, education, parks and recreation, health and social services, general government facilities, and libraries provides a benchmark for evaluating future year impacts. Within the Community Facilities Element, each of the public facilities and services mentioned above is treated as a sub-element in the document. Together, this information serves as the foundation for goals and implementation strategies supporting future development in Richland County.

POTABLE WATER

Potable water facilities are structures designed to collect, treat, or distribute potable water – including water wells, treatment plants, reservoirs, and distribution mains.

Water Utility Companies

The County does not currently own a water system. Water service is available to unincorporated areas of Richland County through several public and private water utility companies. The major public water system is operated by the City of Columbia. This system serves properties inside city limits, major portions of unincorporated Richland County, portions of Lexington County, as well as other area communities. More detailed information on the City's water system can be found in the Columbia Plan 2018.

Private utility companies provide service to isolated portions of the County. The remainder of the population outside of the various water utility service areas uses private wells for securing potable water. Map X illustrates the water service area for major utility companies operating in Richland County.

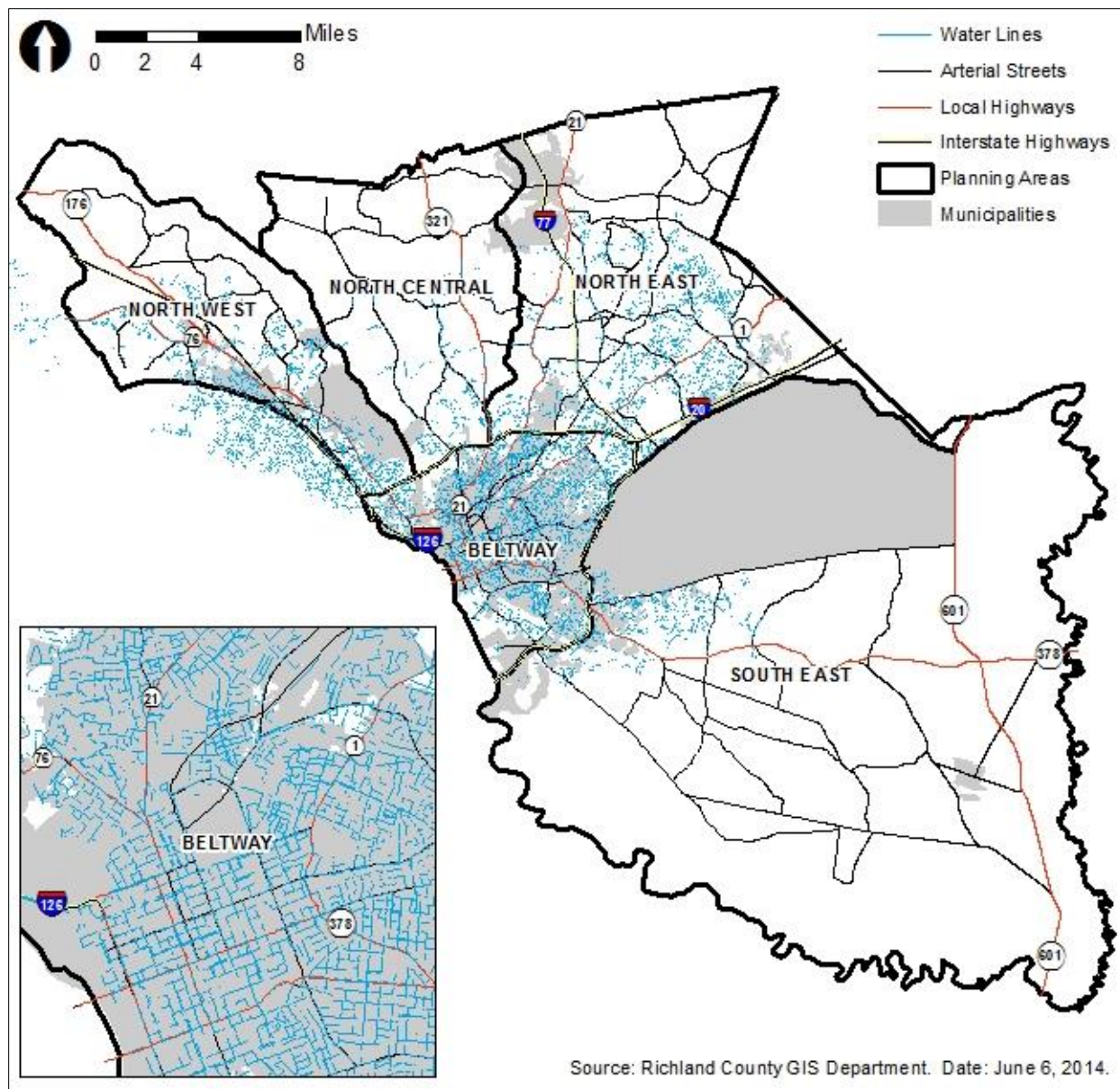
Water Supply

Surface water is the primary source of potable water supply in the region, with the Broad River and Lake Murray being two major sources.

Water Treatment Plants

The City of Columbia operates two water treatment plants, one of which draws water from the Broad River Diversion Canal and the other from Lake Murray. The Columbia Canal Water Treatment Plant is located at 300 Laurel Street and the Lake Murray Water Treatment Plant is located at 6 Rocky Point Road. The Lake Murray Water Treatment Plant serves an area generally west of the Broad River and north of Interstate 20. The Columbia Canal Plant serves remaining portions of the service area. The City's water system is interconnected. During periods of heavy demand potable water may be delivered from either plant.

The combined rated treatment capacity of both plants is 127 million gallons per day (MGD), with a combined maximum-recorded high service-pumping rate of 98.5 MGD. The average daily demand of both water treatment plants from 1/1/08 through 5/22/08 was 56.33 MGD. The City of Columbia delivers water to 132,050 customers, of which, 92,796 (or 70%) are located outside of city limits in either Lexington or Richland Counties.



Composite Water Service map

Storage Facilities

None of the water utility companies report having below ground storage tanks in Richland County. Several elevated storage tanks throughout the County provide water pressure in homes and businesses.

Intergovernmental Coordination

Currently there is very little coordination of system expansion among the water utility companies. The South Carolina Department of Health and Environmental Control (SCDHEC) oversees the construction of all water distribution lines. System expansion or new system construction reacts to the development. This approach has hindered system improvements for isolated, but emerging, growth centers for the County that are either too far from existing service or part of a project in which the developer does not have the means to

undertake major utility construction. Current initiatives for intergovernmental coordination at the County level are limited to the subdivision review process.

Proposed Improvements

Richland County currently does not own a water system. The County is interested in creating or expanding a water system into unincorporated areas of the County. The County adopted a Water Service Master Plan in 2002 to meet existing and anticipated future water demand for the planning area through 2030. Goals of this document include using available infrastructure to manage growth; shift provision of water service from scattered, independent providers to a single, integrated public system; and reduce the number of individuals who rely on private wells for their water supply.

The Master Plan outlines potential sources of water and the issues needing resolution before new service arrangements would be viable. Details on joint venture opportunities are outlined in the plan, including the construction of new plants expansion of existing plants, and major line improvements.

The Master Plan breaks the County into three water planning areas: the Northwest Broad River Planning Area, the North Broad River Planning Area, and the Southeast Planning Area. The plan details projects and costs of providing service to each planning area in a two-year capital improvements and implementation plan. The Master Plan also outlines a five-year capital improvements and implementation plan for continued system expansion.

Details on proposed improvements to the City of Columbia's water system can be found in the Columbia Plan 2018.

SANITARY SEWER

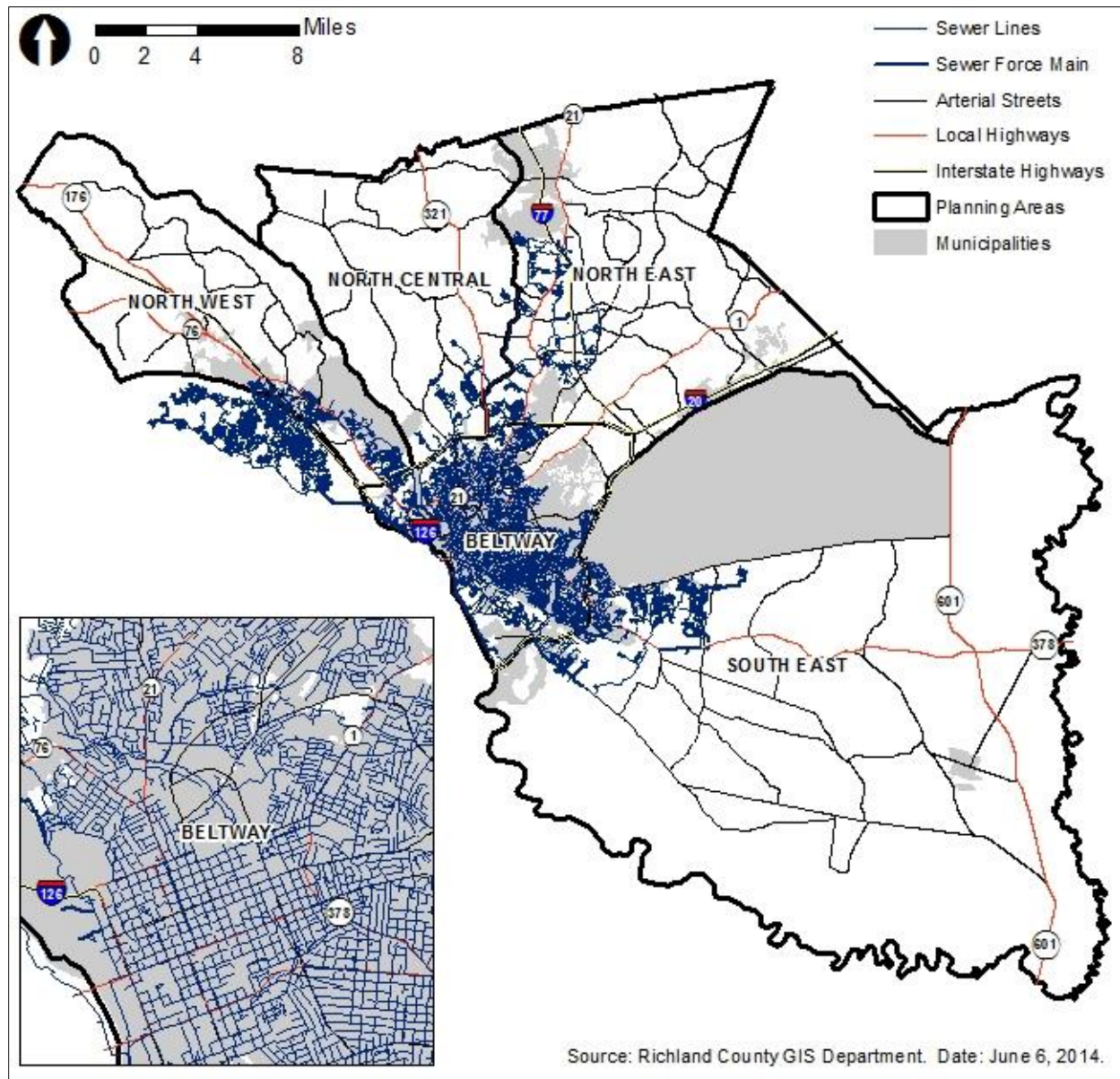
Sanitary sewer facilities are structures or systems designed for the collection, transmission, treatment, or disposal of sewage-including trunk mains, interceptors, treatment plants, and disposal systems.

Collection System & Treatment Plant

Several utility companies provide sanitary sewer service to residents and businesses in their service areas. The remainder of the population uses septic systems for the collection, treatment, and disposal of sewage.

Seven public and private utility companies provide sewer service to portions of unincorporated Richland County (Fort Jackson's system is contained on the base). Public utility companies operating in the area include the City of Columbia, the East Richland County Public Service District, and Richland County. Private utility companies include Alpine Utilities, Bush River Utilities, Inc., Carolina Water Service, Inc., and Palmetto Utilities, Inc.

Map X depicts the current wastewater service areas for all public and private sewer providers operating in Richland County. Map X below illustrates the service area boundaries for all providers. Map X summarizes key characteristics of the public and private utility companies.



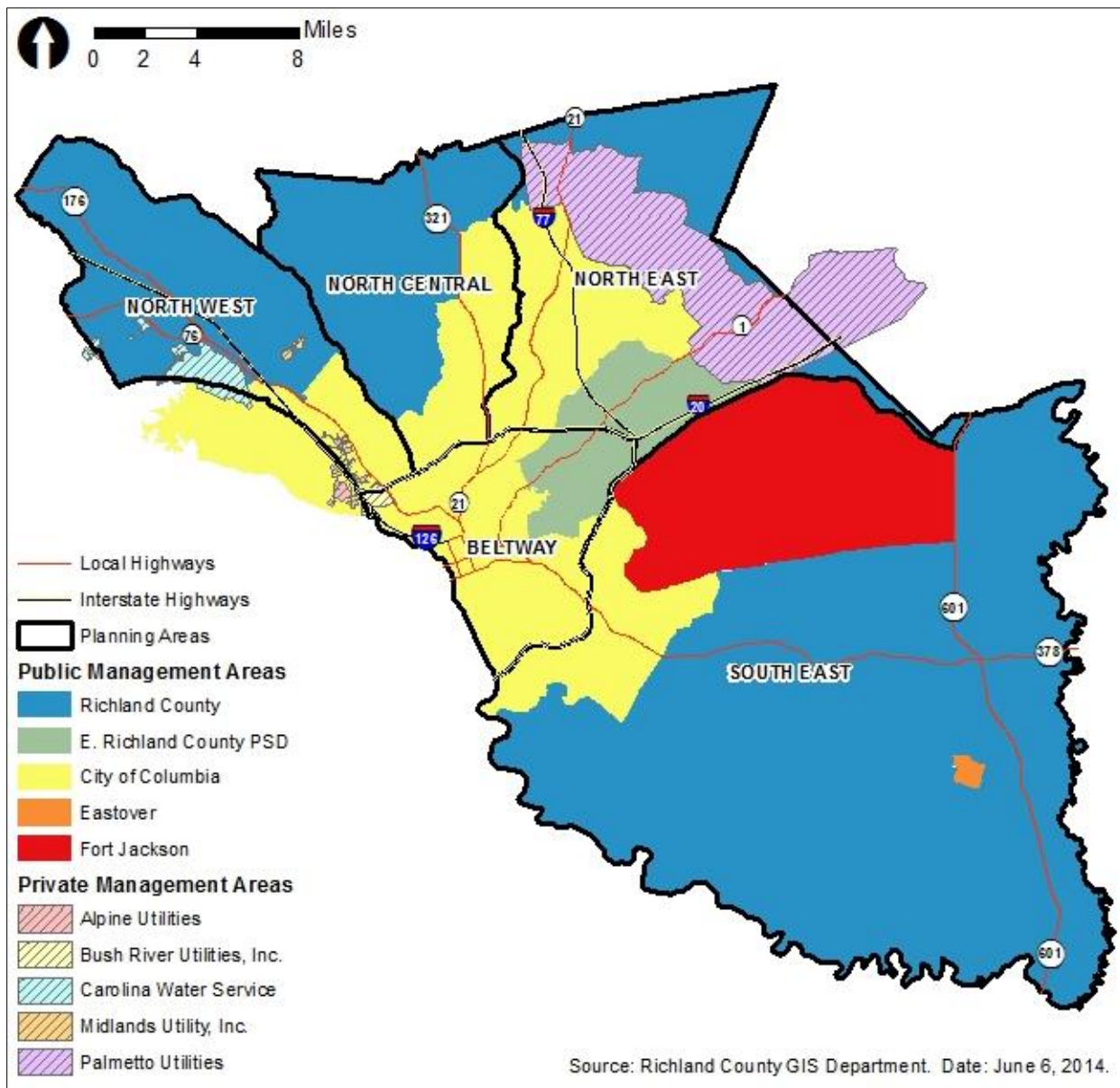
Composite Wastewater Service Map

Interlocal Agreements

Richland County currently has interlocal agreements with Palmetto Utilities Inc., Carolina Water Services Inc., and the Town of Chapin supplementing the County’s system needs. The County is also working to develop an interlocal agreement with the City of Columbia.

Proposed Improvements

Richland County adopted a Sewer Service Master Plan in 1995 to meet the existing and anticipated future demands of the planning area through 2025. Goals of the County document include using infrastructure to manage orderly growth; shifting provision of sewer service from small sewer systems to larger, public providers, and reducing the number of individuals on septic systems.



Composite Wastewater Providers Map

The County was divided into three sewer service planning areas for the Master Plan. The three planning areas include the Southwest Broad River Planning Area (renamed the Northwest Broad River Planning Area in 2007), the North Broad River Planning Area, and the Southeast Planning Area. The County updated the Sewer Service Master Plan in 2007 in response to rapid development and new system improvements made since 1995.

The Master Plan recommends a two-year and a five-year capital improvements and implementation plan. The two-year plan is defined in detail with associated costs, while the five-year plan is outlined for the

Council and staff to refine in the future. The plan concludes with financial options to be considered by the County to implement the recommendations.

The County also participated in an in-depth multi-County water quality management plan prepared for the Central Midlands Council of Governments in 2003. The County should ensure consistency with all recommendations described in the multi-County plan.

Sanitary Sewer Overflows

The State of South Carolina requires sanitary sewer providers report three categories of sewage overflows: those greater than 500 gallons, any amount of overflow that reaches surface waters, and any overflow that poses a threat to human health or the environment. Service utility providers in Richland County reported 155 qualifying overflow occurrences to the South Carolina Division of Water Quality between January 2003 and April 2008. Ten different providers reported these overflows. Ninety-two of the overflows reached surface waters. Total volume for all sewage overflows reported between January 2003 and April 2008 was 20.5 million gallons.

Table X summarizes sewage overflow occurrences from the Richland County Broad River Waste Water Treatment Plant reported to the South Carolina Division of Water Quality for the period between January 2003 and April 2008. Information for overflow occurrences from other utility providers in the area can be found on the website for the South Carolina Department of Health and Environmental Control (www.scdhec.net/eqc/admin/pubs/enf1002s.pdf).

Septic Systems

Septic systems on private property serve as the only method for collection, treatment, and disposal of raw sewage in many unincorporated areas of the County. These systems typically work very well with proper siting, design, installation, operation, and maintenance. However, poor soil conditions in some areas limit the feasibility of septic systems supporting new development.

SOLID WASTE MANAGEMENT

Solid waste management encompasses the collection, recycling, and disposal of solid waste generated by local residents and businesses.

Collection

Richland County provides weekly curbside waste collection to all residential households in unincorporated areas of the County. The County provides carts to each household and collects all household garbage, excluding yard waste. The County collects yard waste on a weekly basis using a separate collection process. Richland County offers bulk item collection the second full week of every month.

Residents pay an annual fee of \$205 for solid waste collection as part of their annual property taxes. Newly constructed homes, or homes that have never been issued curbside pickup equipment, pay a \$48 fee for the roll cart and recycling bin.

Richland County does not provide solid waste collection for non-residential properties. This service is provided by private waste haulers.

Recycling

Curbside recycling is also a weekly service provided by the County. Recycling bins are provided to each home. The County picks up the following items: newspaper, metal food cans, magazines, aerosol cans, plastic

bottles, aluminum cans, and corrugated cardboard. Glass and plastic bags are not approved items for pick-up. The County also has a recycling drop off center located at 10531 Garners Ferry Road.

Disposal Facilities

Solid waste collected by the County’s Public Works Department is disposed of at one of two landfills. A municipal solid waste landfill is located at 1047 Highway Church Road. It is operated by a private company, Waste Management. A construction and demolition landfill operated by the County is located at 1070 Caughman Road North. This landfill accepts tires, used motor oil and filters, appliances, construction debris, and yard waste. There are also several motor oil disposal sites located throughout the County.

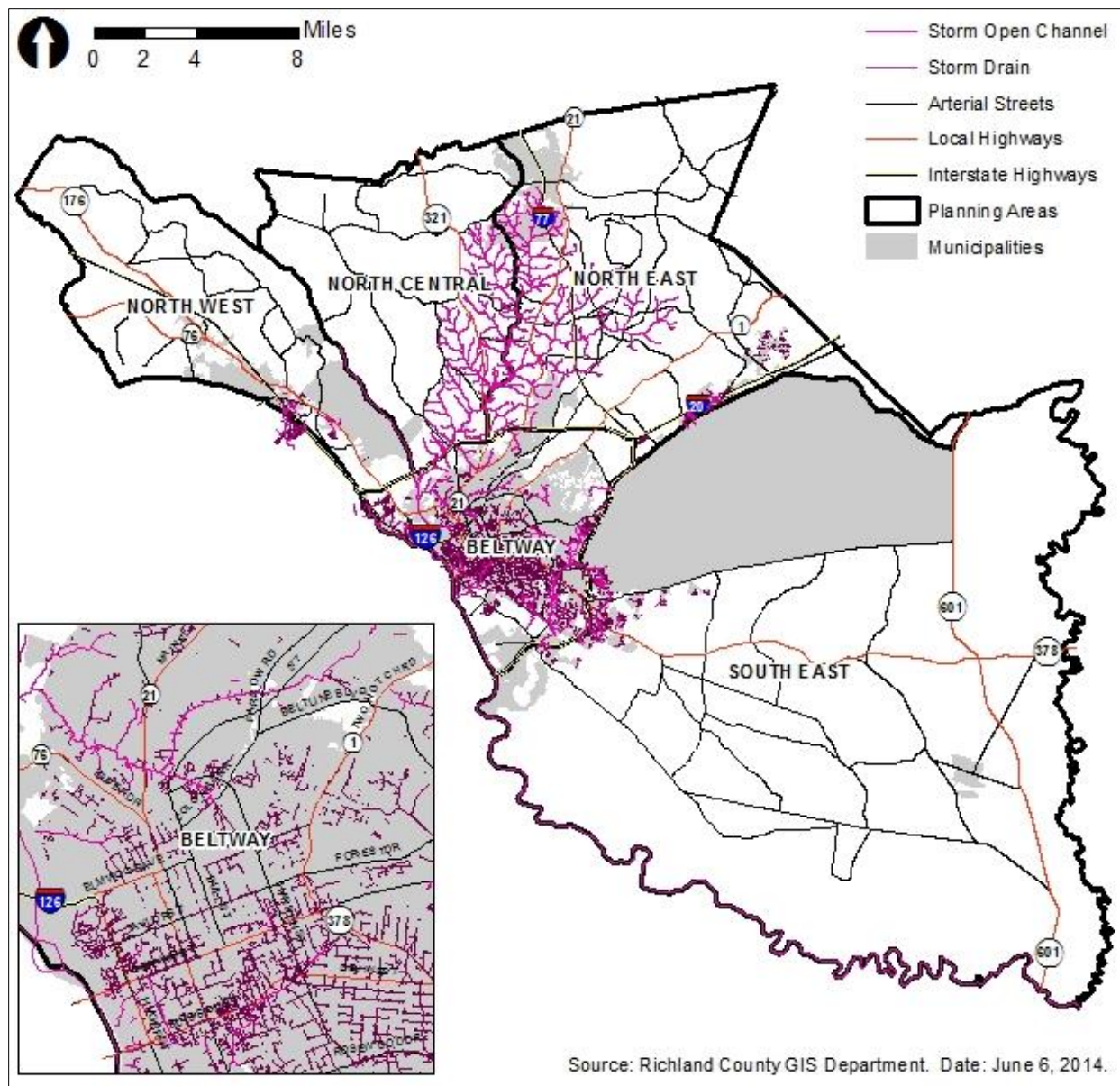
STORMWATER MANAGEMENT

The Richland County Public Works Department is responsible for preparing and administering the County’s Stormwater Management Plan.

Development and implementation of the Stormwater Management Plan is a requirement of the U.S. Environmental Protection Agency (U.S. EPA) for permitting under the National Pollution Discharge Elimination System (NPDES). Unincorporated Richland County is designated as a medium MS4 community under the U.S. EPA criteria and required to secure a Phase I NPDES permit.

The previous NPDES Phase I permit was valid from 2000 to 2005. The County was unable to implement all the components in the Stormwater Management Plan prepared under the permit, and subsequently had to develop a Corrective Action Plan (CAP) describing how all the components of the SWMP would be met for permit renewal. The South Carolina Department of Health and Environmental Control (SCDEHC) approved the CAP and a new permit was issued for the period between 2006 and 2011. One change from the previous permit was that the County now has two co-permittees on the permit, Arcadia Lakes and Forest Acres. Both of these jurisdictions are subject to NPDES Phase II requirements.

Goals and an implementation schedule for each plan component in the SWMP are established to achieve both Phase I and Phase II NPDES requirements. The existing permit will be reviewed in 2011. The Public Works Department must also provide an annual report to SCDHEC on updates and changes to the plan and implementation schedule since approval of the NPDES permit.



Composite Stormwater System Map

UNDERGROUND STORAGE TANKS

Underground storage tanks (USTs) are often used to store hazardous substances such as gasoline, diesel fuel, kerosene, and other products. It is important to know how many tanks are in the County and where they are located because USTs can deteriorate allowing their contents to leach into groundwater. It is also important to know where abandoned tanks are located for future soil contamination testing. The State of South Carolina has a UST registry summarizing the content, location, and status (active or inactive) of USTs throughout the State.

There were no USTs inventoried for unincorporated areas of Richland County.

8. Priority Investment

Introduction

The priority investment element is a comprehensive plan element created by the Priority Investment Act, a 2007 amendment to the South Carolina Local Government Comprehensive Planning Enabling Act. The priority investment element is intended to identify available public funding for public infrastructure and facilities over the next ten years and prioritize projects that should be funded. It also requires the coordination of most adjacent and relevant jurisdictions and agencies with regard to public infrastructure plans and projects. This Priority Investment Element is coordinated with the County's FY 2015-2024 Capital Improvement Program, the 2013-2019 Transportation Improvement Program (TIP), the Annual Budget Report, and the Comprehensive Plan.

Existing Public Revenue Summary

Several revenue sources and funding mechanisms are available to Richland County for financing the planning, purchase, construction, and maintenance of recommended capital improvement projects. The following paragraphs list the resources identified in the FY 2013/2014 budget, for funding recommended projects in the planning jurisdiction.

GENERAL FUND

The General Fund accounts for all funding resources in Richland County not otherwise devoted to specific activities. This funding source includes revenues from property taxes, licenses and permits, intergovernmental revenue, charges for services, fines and forfeits, and miscellaneous revenue. These funds are typically spent on general government services, public safety, public works and utilities, and health and human services. Expenditures include, but are not limited to, salaries for department employees, supply and fuel costs, and building improvements. The amount of the General Fund used for capital project needs each year is set by County Council before adoption of the annual budget.

SPECIAL REVENUE FUNDS

Special revenue funds are restricted for specific purposes requiring expenditures be managed not to exceed projected revenue. According to the annual budget, FY14 Special Revenue expenditures are \$54.4 million, up from \$53.9 million in FY13, and include the following funds: Victim's Rights, Tourism Development, Temporary Alcohol Permits, Emergency Telephone System, Sire Service, Stormwater Management,

Conservation Commission Fund, Neighborhood Redevelopment Fund, Hospitality Tax, Accommodation Tax, Title IVD – Sheriff’s Fund, Drug Court Program, Road Maintenance, Public Defender, Federal, State and Local Grants, and Community Development Grants.

ROAD MAINTENANCE

Richland County currently collects a road maintenance fee of \$10 on all private motorized vehicles and \$24 on commercial vehicles. The County collected a mass transit fee of an additional \$5 for private vehicles and \$7.50 for commercial vehicles, which ended in June of 2012. The road maintenance fee is expected to generate approximately \$5.4 million of revenue in FY14.

LOCAL ACCOMMODATION TAX

A local accommodation tax is levied on the rental of rooms, lodging, or sleeping accommodations. Local governments in South Carolina are authorized levying an accommodation tax of up to 7% of the gross proceeds derived by business owners renting rooms, lodging, or sleep accommodations. An accommodation tax also imposes a sales tax of up to 5% on additional guest services offered at facilities not otherwise taxed under South Carolina law (S.C. Code of Laws, Section 12-36-920).

The first \$25,000 of accommodation tax receipts are transferred to the County’s General Fund and the remainder is held in a tourism promotion fund for the specific purpose of promoting tourism in Richland County. Accommodations Tax revenues are expected to be \$700,000 in 2014.

LOCAL HOSPITALITY TAX

A local hospitality tax is levied on consumers purchasing prepared foods and beverages from vendors located within the jurisdiction enacting the tax. Counties in South Carolina are authorized to levy a hospitality tax of up to 2% if approved by a majority of the governing body. Effective July 1, 2011, the hospitality tax in Richland County is 2%. Annual revenues generated by the hospitality tax are expected to be approximately \$6.6 million.

GENERAL OBLIGATION BONDS

General obligation bonds are backed by the “full faith and credit” of the County, and are considered a safe investment for bondholders. The principle and interest on general obligation bonds are paid through a property tax levy. The South Carolina Constitution limits local government borrowing power to eight percent of the County’s total assessed value. Richland County has set a self-imposed ceiling of six percent. This limitation must be complied with at the time of any bond sale.

ADDITIONAL REVENUE SOURCES & FUNDING MECHANISMS

Additional revenue sources are available for funding large-scale planning initiatives or capital improvements and require action by County Council in accordance with the Code of Laws of South Carolina, as amended.

A summary of potential funding sources available for recommended projects in the comprehensive plan follows.

GRANTS

Grants represent discretionary, lump-sum funding secured by Richland County for specific one-time projects beyond the normal general fund budget. Many grants require a cash match from local government funds and/or overhead costs for the project.

The County received \$8.2 million in grant awards in FY13. There is no assurance that previous grant monies will be made available from one year to the next however, the Comprehensive Plan assumes some growth will continue to be funded with grants.

THE C PROGRAM

C-Funds are derived from 2.66 cents per gallon of the state gasoline tax and allocated to each County within the State by the South Carolina Department of Transportation (SCDOT) for the purpose of transportation improvements. State law requires these improvements be tied to the transportation system and at least 25% of the funds be spent on the state highway system, based on a rolling two-year average, for construction, improvements, and maintenance. No more than 75% may be expended for local paving projects. Funds are awarded through a competitive process by a committee designated by the State Legislature, referred to as the C-Funds Transportation Committee (CTC). These funds reimburse the County for specified projects approved by the CTC. As a result, C- Funds are restricted for specific uses and cannot be used for all capital projects.

Richland County received \$3.45 million in C-Funds in FY13-14 and in FY12-13. C Funds are apportioned based on the following: (a) one third in the ratio of county land area to the total land area in the State, (b) one third in the ratio of county population to the total population of the State, and (c) one third in the ratio of rural road mileage in the county to the total rural road mileage in the State.

SPECIAL TAX DISTRICT

Counties and municipalities in South Carolina are authorized to create a special tax district for capital projects. Provisions for assessing and levying property taxes in different areas and at different rates are set forth in the Code of Laws of South Carolina, Section 4-9-30(5)(a). A special tax district links together the costs and benefits resulting from new or upgraded capital facilities. Richland County currently utilizes two special tax districts: the Chartwell Sewer District and the Ballentine Estate Sewer District. Generally, property owners in the new tax district must agree to the new assessment.

SPECIAL PROPERTY TAX ASSESSMENTS (THE BAILEY BILL)

Counties and municipalities have the power to temporarily abate property taxes for up to twenty years on historic property or low and moderate income rental property as a result of an approved rehabilitation (S.C. Code of Laws Section 4-9-195, et seq.). Richland County's ordinance, amended in 2013, provides incentives to restore historic structures. The special property tax assessment could also be used to incentivize the renovation of affordable housing.

LOCAL GOVERNMENT IMPROVEMENT DISTRICTS

The Municipal Improvements Act of 1999 (S.C. Code of Laws Section 5-37-10 et Seq.) empowers municipalities to create a Municipal Improvement District (MID). The County Public Works Improvement Act (S.C. Code of Laws Section 4-35-10 et seq.) empowers counties to create an improvement district (CPWID). A residential improvement district (RID) may be created and used by both municipalities and counties (S.C. Code of Laws Section 6-35-10 et seq.). These districts promote planning and public infrastructure improvements by local governments. They also provide local governments with the ability to leverage the assessment revenue through the issuance of debt in the form of improvement district or revenue bonds. The list of improvements authorized by the South Carolina Revenue Bond Act for Utilities may be financed with an improvement district, including but not limited to parks and recreation facilities, pedestrian facilities, street construction and maintenance, stormwater infrastructure, underground utilities, public buildings, façade redevelopment, and planning within the district. Property owners within a proposed district must generally concur in the creation of the district.

The Village at Sandhill Improvement District was created pursuant to an assessment ordinance in March, 2004, and is set to expire on September 30, 2014. The district formed to provide revenue source to pay for infrastructure improvement within the district and issued \$25 million in revenue bonds to do so.

LOCAL OPTION SALES TAXES

The State of South Carolina authorizes local governments with power for collecting several types of sales tax. Richland County collects two types of sales tax.

The first sales tax is a voter-approved local option sales tax (S.C. Code of Laws, Section 4-10-20). This tax requires a property tax credit for County taxpayers totaling the amount of the revenue raised. This 1% sales tax has no duration limitations. The second sales tax is a transportation authority sales tax, which must be used to fund transportation-related capital projects such as highway, secondary roads, and drainage facilities related to transportation (S.C. Code of Laws, Section 4-37-10). This 1% sales tax can be collected by a local government for up to 25 consecutive years.

Richland County voters passed a Local Option Sales Tax in November 2004, with collections beginning on May 1, 2005. The Local Option Sales Tax is a 1% increase, with 100% of the proceeds going toward property tax relief (therefore no money is currently used for financing capital projects). In November 2012 Richland

County voters approved an additional one-cent sales tax, the Transportation Penny, to be directed toward transportation projects. The tax is expected to generate \$1 billion over the next 22 years and is estimated to have generated nearly \$39 million in revenue between May 2013 and May 2014. This funding is used for improvements to roads, operation of mass transit services, and improvements to pedestrian sidewalks, bike paths, intersections, and greenways.

It should be noted that counties in South Carolina may not impose more than one of the following taxes at a given time: capital project sales tax, transportation sales tax, or a sales tax enacted by special act of the General Assembly.

REVENUE BONDS

Revenue bonds are bonds with the revenues received from services provided by the bond used as payment for the debt service. This revenue is used to pay both principal and interest on the bond. While revenue bonds incur slightly higher interest costs than general obligation bonds, they do impact the County’s bond capacity. The County evaluates the use of revenue bonds on an annual basis.

COATS TRANSPORTATION IMPROVEMENT PROGRAM

The Central Midland Council of Governments (CMCOG) is the designated Metropolitan Planning Organization responsible for transportation planning within the Columbia Area Transportation Study area (COATS), including the Transportation Improvement Program (TIP). The TIP is a seven-year program of transportation capital projects along with a seven-year estimate of maintenance requirements. The projects in the 2013-2019 TIP contain funding from the following 17 sources:

1. America Recover and Reinvestment Act (ARRA)
2. Congestion Mitigation Air Quality (CMAQ)
3. Federal Aid Special Appropriation (Earmarks)
4. FTA Section 5307 Capital
5. FTA Section 5309 Discretionary
6. FTA Section 5316 Job Access & Reverse Commute
7. FTA Section 5317 New Freedom
8. FTA Section 5339 Alternative Analysis
9. Highway Bridge Replacement and Rehabilitation (HBRR)
10. Interstate Discretionary (ID)
11. Interstate Maintenance (IM)
12. National Highway System (NHS)
13. Surface Transportation Program – Enhancements (STP – ENHANCEMENTS)
14. Surface Transportation Program – Flexible (STP – FLEX)
15. Surface Transportation Program – Rail (STP – RAIL)
16. Surface Transportation Program – Safety (STP – SAFETY)
17. Surface Transportation Program – Urban (STP – URBAN)

STATE TRANSPORTATION IMPROVEMENT PROGRAM

The State Transportation Improvement Program (STIP) is the State's six-year plan for projects and program areas receiving federal funding and includes a prioritized list of transportation projects prepared by the South Carolina Department of Transportation implemented statewide in stages over several years. STIP 2014-2019 includes bridge, interstate, and mass transit investments in Richland County. Richland County provides comments on the STIP through participating in the Central Midland Council of Governments (CMGOG).

FEDERAL-AID GUIDESHARE FUNDS

Guideshare funding is available to South Carolina Metropolitan Planning Organizations (MPOs) for system upgrade projects. This funding typically requires a 20% match.

SOUTH CAROLINA TRANSPORTATION INFRASTRUCTURE BANK

The South Carolina State Infrastructure Bank (SIB) selects and assists in financing major qualified projects by providing loans and other financial assistance for constructing and improving highway and transportation facilities. In 2013 the state General Assembly passed Act 98 and approved the allocation of \$50 million per year from the South Carolina Department of Transportation to the South Carolina Transportation Infrastructure Bank to finance bridge replacements, rehabilitation projects and expansion and improvement projects for existing interstates. The Bank Board approved financial assistance under Act 98 for several projects in South Carolina, including funds up to \$38,701,000 for the widening of I-77 in Richland County and up to \$10 million for I-26/I-20 Interchange preliminary engineering in Richland and Lexington Counties.

TRANSPORTATION ALTERNATIVES PROGRAM

Funded by the Moving Ahead for Progress in the 21st Century (MAP-21) Act, the Transportation Alternatives Program (TAP) replaced the Transportation Enhancement Program in 2012. The program provides opportunities for local governments to pursue non-automotive transportation-related projects such as pedestrian facilities, bicycle facilities, and pedestrian streetscaping projects. Projects that are eligible for TAP funds include pedestrian and bicycle facilities, streetscape improvements, and safe routes to school.

10-year Capital Improvement Plan

The County's Capital Improvement Program (CIP) is a planning guide for major capital projects such as the repair and replacement of existing facilities, the acquisition of land, and the purchase of major equipment. Capital Projects are defined as projects that help maintain or improve the County's fixed assets. In Richland County, major capital projects cost a minimum of \$50,000, have a minimum life expectancy of ten years, and meets other criteria as specified in the CIP. Within the County's budget, the Annual Capital Budget is the first year of recommended projects from the Capital Improvement Plan. The following table identifies the capital projects recommended in the comprehensive plan addressing future needs for each type of public facility

and/or service the County operates and has maintenance responsibility. These projects, plus improvements by other governmental entities charged with operation and maintenance of certain infrastructure within the County, should direct infrastructure investment toward growth and rehabilitation areas outlined in the Future Land Use map.

The Ten-Year Schedule of Capital Projects details all capital projects recommended through Fiscal Year 2024. Projects listed in the above table were compiled from multiple sources, including the County’s FY 2015-2024 Capital Improvement Program, the 2013-2019 Transportation Improvement Program (TIP), the Annual Budget Report, and the Comprehensive Plan. The total project cost is reported in current (2014) dollars. In some cases, recommended capital projects extend beyond the ten-year planning horizon. These projects include monies identified for future years. The transportation projects and project costs listed are a fraction of the total projects and project costs the County can anticipate through the planning horizon.

The Central Midlands Council of Governments (CMCOG) developed the 2035 LRTP, which was adopted in December of 2008. The plan indicates several proposed widening and intersection improvement projects in the County through the planning horizon of this plan and beyond. County departments should continue working together refining projects, project costs, and implementation timeframes for identified project needs as new information becomes available.

Projects within the table include annual recurring costs, which vary temporally and between project types. Although the focus of the Priority Investment Element is on capital projects, the acceptance of a project into the Richland County Capital Improvements Plan would impact the County’s annual operating budget. County departments should frequently evaluate the impact on the County operating budget for all candidate capital projects prior to accepting the project in the Richland County Capital Improvement Plan.

It is important to note listed projects are not guaranteed approval. Every project should be analyzed in detail before amending the CIP. This table serves as a reference tool for subsequent efforts by the Finance Department, in coordination with all County departments, updating the CIP.

Richland County																
Ten-Year Schedule of Capital Improvements (Includes recurring costs)																
Capital Project	Status	Cross Reference	Total Capital Project Cost	Prior Years	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	Future Years
Transportation																
Transit Projects	Funded	TIP	\$ 27,580,504	\$ 18,243,494	\$ 4,591,815	\$ 4,745,195										
Hardscrabble Rd Widening	Guideshare Funded	TIP	\$ 37,975,000	\$ 7,975,000	\$ 6,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000								
Leesburg Rd Widening	Guideshare Funded	TIP	\$ 33,387,000	\$ 7,387,000	\$ 2,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000								
Richland County Intersection Improvements	Funded	TIP	\$ 900,000	\$ 75,000	\$ 100,000	\$ 725,000										
Community Facilities and Services																
Solid Waste and Recycling																
Equipment and Land Acquisition	Requested	CIP	\$ 4,329,000			\$ 597,000	\$ 500,000	\$ 140,000	\$ 140,000	\$ 897,000	\$ 350,000	\$ 225,000	\$ 430,000	\$ 1,050,000		
Facilities and Infrastructure	Requested	CIP	\$ 5,293,000			\$ 1,150,000	\$ 1,760,000	\$ 1,040,000	\$ 42,000	\$ 1,042,000	\$ 47,000	\$ 50,000	\$ 50,000	\$ 55,000	\$ 57,000	
Technology	Requested	CIP	\$ 600,000			\$ 100,000	\$ 300,000	\$ 100,000		\$ 100,000						
Public Safety																
Sheriff Airplane Replacement	Requested	CIP	\$ 925,000			\$ 925,000										
New Law Enforcement Center	Requested	CIP	\$ 73,500,000			\$ 8,000,000	\$ 65,500,000									
Judical Center Security	Requested	CIP	\$ 800,000			\$ 350,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	
Divide Region 1 into 2 Districts	Requested	CIP	\$ 1,655,000			\$ 810,000	\$ 845,000									
EOC Equipment	Requested	CIP	\$ 500,000			\$ 500,000										
Mobile EOC Command Post	Requested	CIP	\$ 2,025,000							\$ 2,000,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	
New ESD HQ EOC	Requested	CIP	\$ 4,550,000			\$ 2,200,000	\$ 200,000	\$ 200,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	
Ambulance Remounts	Requested	CIP	\$ 7,240,000			\$ 900,000	\$ 640,000	\$ 640,000	\$ 640,000	\$ 640,000	\$ 720,000	\$ 720,000	\$ 720,000	\$ 720,000	\$ 900,000	
Glide Scopes	Requested	CIP	\$ 1,200,000				\$ 500,000				\$ 700,000					
New Ambulance	Requested	CIP	\$ 10,120,000			\$ 1,400,000	\$ 880,000	\$ 880,000	\$ 960,000	\$ 960,000	\$ 960,000	\$ 960,000	\$ 1,040,000	\$ 1,040,000	\$ 1,040,000	
Replace EKG monitors	Requested	CIP	\$ 2,000,000					\$ 2,000,000								
Stretchers	Requested	CIP	\$ 2,250,000			\$ 1,000,000					\$ 1,250,000					
Downtown EMS Station	Requested	CIP	\$ 5,600,000			\$ 5,000,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	
EMS Storage Buildings	Requested	CIP	\$ 2,100,000				\$ 2,000,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000					
Medical Trailer	Requested	CIP	\$ 100,000			\$ 100,000										
New 911 System	Requested	CIP	\$ 5,000,000				\$ 5,000,000									
New CAD System	Requested	CIP	\$ 6,500,000					\$ 1,500,000			\$ 5,000,000					
New Dispatch Furniture	Requested	CIP	\$ 3,500,000					\$ 1,500,000							\$ 2,000,000	
New Radio Consoles	Requested	CIP	\$ 2,000,000												\$ 2,000,000	
PSAP Renovations	Requested	CIP	\$ 1,100,000			\$ 200,000	\$ 400,000				\$ 500,000					
New 911 Building	Requested	CIP	\$ 6,000,000			\$ 5,100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	
Detention Center Upgrades	Requested	CIP	\$ 3,402,800			\$ 387,800	\$ 70,000	\$ 370,000	\$ 2,575,000							
Fire Boat	Requested	CIP	\$ 790,000				\$ 750,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	
Ladder Trucks	Requested	CIP	\$ 4,000,000			\$ 1,000,000			\$ 1,000,000		\$ 1,000,000				\$ 1,000,000	
Pumper Trucks	Requested	CIP	\$ 10,500,000			\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,500,000	\$ 1,500,000	
Radio Replacement	Requested	CIP	\$ 1,500,000								\$ 1,500,000					
Rehab/Decon Trailer	Requested	CIP	\$ 700,000					\$ 700,000								
Tanker Trucks	Requested	CIP	\$ 6,700,000			\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 800,000	\$ 800,000	
Fire Station Truck Replacement	Requested	CIP	\$ 192,000			\$ 83,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 4,000	\$ 90,000			
Bluff Road Fire Station	Requested	CIP	\$ 11,100,000			\$ 3,000,000			\$ 1,000,000	\$ 1,000,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,300,000	
New Dentsville Fire Station	Requested	CIP	\$ 4,100,000			\$ 3,000,000		\$ 100,000	\$ 100,000	\$ 100,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 175,000	\$ 175,000	

Richland County																
Ten-Year Schedule of Capital Improvements (Includes recurring costs)																
Capital Project	Status	Cross Reference	Total Capital Project Cost	Prior Years	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	Future Years
New Highway 21 Fire Station	Requested	CIP	\$ 10,600,000			\$ 3,000,000				\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,400,000	\$ 1,400,000	
New Northwest Fire Station	Requested	CIP	\$ 13,500,000			\$ 3,000,000	\$ 900,000	\$ 1,000,000	\$ 1,000,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,400,000	\$ 1,400,000	
New St. Andrew's Fire Station	Requested	CIP	\$ 10,600,000			\$ 3,000,000		\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	
Relocate Capital View Station	Requested	CIP	\$ 3,700,000			\$ 3,000,000	\$ 50,000	\$ 50,000	\$ 60,000	\$ 70,000	\$ 80,000	\$ 90,000	\$ 100,000	\$ 100,000	\$ 100,000	
Renovate Lower Richland Station	Requested	CIP	\$ 500,000				\$ 500,000									
Renovate Sandhills Fire Station	Requested	CIP	\$ 500,000				\$ 500,000									
EMS/Fire Computer Monitoring	Requested	CIP	\$ 1,300,000									\$ 1,300,000				
Fire Station Generator Upgrades	Requested	CIP	\$ 548,000			\$ 75,800	\$ 76,600	\$ 76,900	\$ 77,200	\$ 77,500	\$ 77,800	\$ 77,800	\$ 2,800	\$ 2,800	\$ 2,800	
Fire Station Roof Repairs/Replace	Requested	CIP	\$ 480,000			\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000					
Fire Station Fire Alarm System Install	Requested	CIP	\$ 410,900			\$ 50,000	\$ 50,300	\$ 50,500	\$ 50,700	\$ 50,900	\$ 51,200	\$ 51,500	\$ 51,800	\$ 2,000	\$ 2,000	
New Spring Hill Station	Requested	CIP	\$ 9,000,000			\$ 3,600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	
Improve Parking Lots	Requested	CIP	\$ 2,000,000				\$ 300,000	\$ 300,000		\$ 400,000		\$ 500,000		\$ 500,000		
Purchase Property	Requested	CIP	\$ 4,000,000			\$ 1,000,000	\$ 800,000	\$ 1,000,000		\$ 1,200,000						
Judicial Center ADA Compliance	Requested	CIP	\$ 1,000,000			\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000							
Judicial Center Elevator Upgrade	Requested	CIP	\$ 960,000			\$ 320,000	\$ 320,000	\$ 320,000								
Judicial Center Tile Replacement	Requested	CIP	\$ 662,000						\$ 3,000	\$ 650,000	\$ 3,000		\$ 3,000		\$ 3,000	
Judicial Center axial replacement	Requested	CIP	\$ 341,000			\$ 326,000	\$ 1,000	\$ 1,000	\$ 1,500	\$ 1,500	\$ 1,500	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,500	
Judicial Center Garage Carbon Monoxide monitoring	Requested	CIP	\$ 195,000			\$ 181,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	
Judicial Center Lighting	Requested	CIP	\$ 450,000			\$ 150,000	\$ 150,000	\$ 150,000								
Judicial Center complete renovation	Requested	CIP	\$ 75,000,000					\$ 75,000,000								
Judicial Center replacement	Requested	CIP	\$ 160,000,000				\$ 160,000,000									
Roof Replacements																
Administration/Health Complex	Requested	CIP	\$ 1,450,000						\$ 1,450,000							
PPP	Requested	CIP	\$ 330,000				\$ 330,000									
400 Powell Road Multiple Buildings	Requested	CIP	\$ 390,000						\$ 390,000							
Voting Machine Warehouse	Requested	CIP	\$ 95,000								\$ 95,000					
Sheriff's HQ	Requested	CIP	\$ 810,000					\$ 810,000								
DSS	Requested	CIP	\$ 650,000							\$ 650,000						
Eastover Magistrate	Requested	CIP	\$ 175,000					\$ 175,000								
Dutch Fork JC	Requested	CIP	\$ 150,000						\$ 150,000							
Central Court and Warrant Building	Requested	CIP	\$ 230,000					\$ 230,000								
Pineview	Requested	CIP	\$ 365,000									\$ 365,000				
HVAC Requests																
Judicial Center	Requested	CIP	\$ 11,500,000					\$ 11,500,000								
PPP	Requested	CIP	\$ 180,000			\$ 180,000										
Sheriff's HQ	Requested	CIP	\$ 650,000				\$ 650,000									
DSS	Requested	CIP	\$ 300,000			\$ 150,000	\$ 150,000									
Industrial Park																
Industrial Spec Building	Requested	CIP	\$ 1,000,000		\$ 1,000,000											

Richland County																
Ten-Year Schedule of Capital Improvements (Includes recurring costs)																
Capital Project	Status	Cross Reference	Total Capital Project Cost	Prior Years	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	Future Years
General Government																
Support Services																
Central Services and Central Garage	Requested	CIP	\$ 285,155		\$ 77,000	\$ 142,095	\$ 7,295	\$ 7,595	\$ 8,095	\$ 8,095	\$ 8,495	\$ 8,695	\$ 8,895	\$ 8,895	\$ 8,895	
Fleet & Equipment Replacement	Requested	CIP	\$ 1,439,000		\$ 161,000	\$ 153,000	\$ 144,000	\$ 138,000	\$ 144,000	\$ 138,000	\$ 145,000	\$ 142,000	\$ 122,000	\$ 152,000		
Groundskeeping Equip. for County Prop	Requested	CIP	\$ 177,500		\$ 154,000	\$ 2,000	\$ 2,000	\$ 2,500	\$ 2,500	\$ 2,500	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000		
Administration & Helath Cooling Tower	Requested	CIP	\$ 1,500,000			\$ 500,000	\$ 500,000	\$ 500,000								
Administration & Health Chiller Replace	Requested	CIP	\$ 2,550,000			\$ 850,000	\$ 850,000	\$ 850,000								
Administration & Health Elevator	Requested	CIP	\$ 450,000						\$ 150,000	\$ 150,000	\$ 150,000					
Administration Bldg Elect/Generator	Requested	CIP	\$ 450,000			\$ 450,000										
EMS HA Boiler & Chiller Replacement	Requested	CIP	\$ 620,000					\$ 245,000			\$ 375,000					
PPP Floor Covering Replacements	Requested	CIP	\$ 150,000				\$ 150,000									
Vector Control New Lab Facility	Requested	CIP	\$ 417,000		\$ 290,000	\$ 10,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 18,000	\$ 18,000		
400 Powell Rd Electrical/Generator	Requested	CIP	\$ 200,000						\$ 200,000							
Sheriff's HQ Elevator Upgrade	Requested	CIP	\$ 75,000						\$ 75,000							
Laurens St Garage Elevator Upgrade	Requested	CIP	\$ 95,000		\$ 95,000											
Security&Monitoring System Remote County Assets	Requested	CIP	\$ 248,000		\$ 33,000	\$ 37,000	\$ 41,000	\$ 41,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	
Administration/Health Floor Covering Replacement	Requested	CIP	\$ 800,000		\$ 800,000											
Central Court elevator upgrade	Requested	CIP	\$ 110,000		\$ 110,000											
DSS carpet replacement	Requested	CIP	\$ 80,000		\$ 80,000											
Laurens St Garage rejuvenation	Requested	CIP	\$ 360,000		\$ 180,000	\$ 180,000										
Tow nship safety catwalk/tether system	Requested	CIP	\$ 125,000		\$ 125,000											
Register of Deeds																
Facility and Technology Installation	Requested	CIP	\$ 430,000		\$ 260,000	\$ 110,000	\$ 60,000									
Airport																
Hangar Construction	Requested	CIP	\$ 2,327,000			\$ 60,000	\$ 750,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 1,502,000	\$ 3,500	\$ 3,500		
Land Acquisition	Requested	CIP							\$ 50,100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100		
Runway Extension	Requested	CIP			\$ 5,625	\$ 90,250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 450	

Additional Funding for Capital Needs

Additional funding sources could help balance the need for new revenue streams with the need to maintain affordability for the County's businesses and landowners. Potential funding sources to be explored could include:

DEVELOPMENT IMPACT FEES

Impact fees are financial payments made to a local government by a developer funding a proportionate share of the cost of capital improvements. The South Carolina Development Impact Fee Act (S.C. Code of Laws, Section 6-1-910, et seq.) enables impact fee collection for different public facilities and services- including transportation, water, sewer, storm water, police fire protection, parks and recreation. Revenues collected from development impact fees must be maintained in one or more interest- bearing accounts pursuant to Section 6-1-1010 of the South Carolina Development Impact Fee Act. Expenditures of development impact fees are only for the specific category of system improvement and within the service zone for the impact fee.

TAX INCREMENT FINANCING

Tax increment financing (TIF) is a tool that can be used as a method of financing redevelopment projects in designated redevelopment districts. Property tax revenues generated from the incremental increase in assessed value that results from redevelopment within the districted is allocated to a special tax allocation fund in order to finance public improvements and affordable housing within the district.

REAL ESTATE TRANSFER FEES

A real estate transfer fee is a charge on the transfer, sale, or conveyance of real property. It is applied against the purchase price of the property, and can be restricted to certain types of capital expenditures. Hilton Head Island is the only municipality in South Carolina with the fee. The South Carolina Legislature has strictly forbidden the implementation of a real estate transfer fee without expressed authorization from the state legislature (S.C. Code of Laws, Section 6-1-70).

DEVELOPER IN-KIND CONTRIBUTIONS

The owner(s) of property seeking development approval for their land may elect during the development review process to donate right-of-way or construct certain 'oversized' capital projects simply for the public good as well as serving their development. The type and/or magnitude of these contributions vary greatly from location to location and owner to owner.

OTHER LOCAL SALES TAX OPTIONS

A voter-approved capital project sales tax for funding certain capital projects such as government buildings, bridges, and recreation facilities (S.C. Code of Laws, Section 4-10-310) is a 1% sales tax that can be collected by a local government for up to seven consecutive years.

SOUTH CAROLINA STATE HOUSING FINANCE AND DEVELOPMENT AUTHORITY

The South Carolina State Housing Finance and Development Authority is located in Columbia and administers a number of Federal and State affordable housing rental and homebuyer programs. Some of these programs include the HOME Investment Partnerships Program, the Housing Trust Fund, the Neighborhood Stabilization Program, Multifamily Tax Exempt Bond Financing, and tax credits for developing rental housing. HOME Investment Partnerships Program is designed to promote partnerships between the U.S. Department of Housing and Urban Development, state and local governments, and organizations that support affordable housing initiatives. The South Carolina Housing Trust Fund works through partners including local governments and non-profit organizations, to provide financial assistance for the development, rehabilitation, and acquisition of affordable housing for low income and very low-income households. The Neighborhood Stabilization Program works through grants used for the acquisition and redevelopment of foreclosed properties. The Multifamily Tax Exempt Bond Financing Program provides permanent real estate financing for property being developed for multifamily rental use.

SOUTH CAROLINA PARKS AND RECREATION DEVELOPMENT FUND

The Parks and Recreation Development (PARD) grant program is a state funded non-competitive reimbursable grant program for eligible local governments, which provide recreational opportunities to their citizens. This program uses funds generated from bingo taxes for the development of new public recreation facilities and enhancement/renovations to existing facilities. The program requires an 80-20 state-local match.

SOUTH CAROLINA RECREATIONAL TRAILS PROGRAM

The Recreational Trails Program (RTP) is a Federal-aid assistance program designed to help states provide and maintain recreational trails. The program is administered on an annual basis by the Federal Highway Administration and requires an 80-20 match.

DEVELOPMENT AGREEMENTS

The South Carolina Local Government Development Agreement Act (S.C. Code of Laws Section 631-10 et seq.) authorizes local governments to enter into formal agreements with developers for the completion of relatively large scale or multiphase development projects. This planning tool can be utilized in order to strengthen the public planning process, encourage sound capital improvement planning and financing, assist in assuring there are adequate capital facilities for the development, reduce the economic cost of development, allow for the orderly planning of public facilities and services, develop affordable housing, establish design standards, facilitate the cooperation and coordination of the requirements and needs of the various governmental agencies having jurisdiction over land development, and ensure the provision of adequate public facilities for development.

9. Population

Introduction

The following section contains a brief overview of recent population growth trends, population density, and forecasted population growth for Richland County. Additional information regarding age, gender, race, and socio economic conditions are valuable in determining a communities’ housing and service needs. Complete demographic profiles are updated annually via the U.S. Census American Community Survey and the Community Health Needs Assessment. Full comparisons to regional and national statistics are also available through these reports. A copy of the 2013 report is attached under separate cover. Future updates can be obtained at the following web address. <http://assessment.communitycommons.org/CHNA/>.

Historic Population Growth

The County has experienced a reasonably rapid rate of growth with the largest upswing in recent decades occurring between 1990 and 2010.

Table X: Historic Population Growth

1980	1990	2000	2010	2012*	Change 2000-2012	% Change 2000-2012
270,256	285,720	320,677	384,504	384,596	63,919	20%

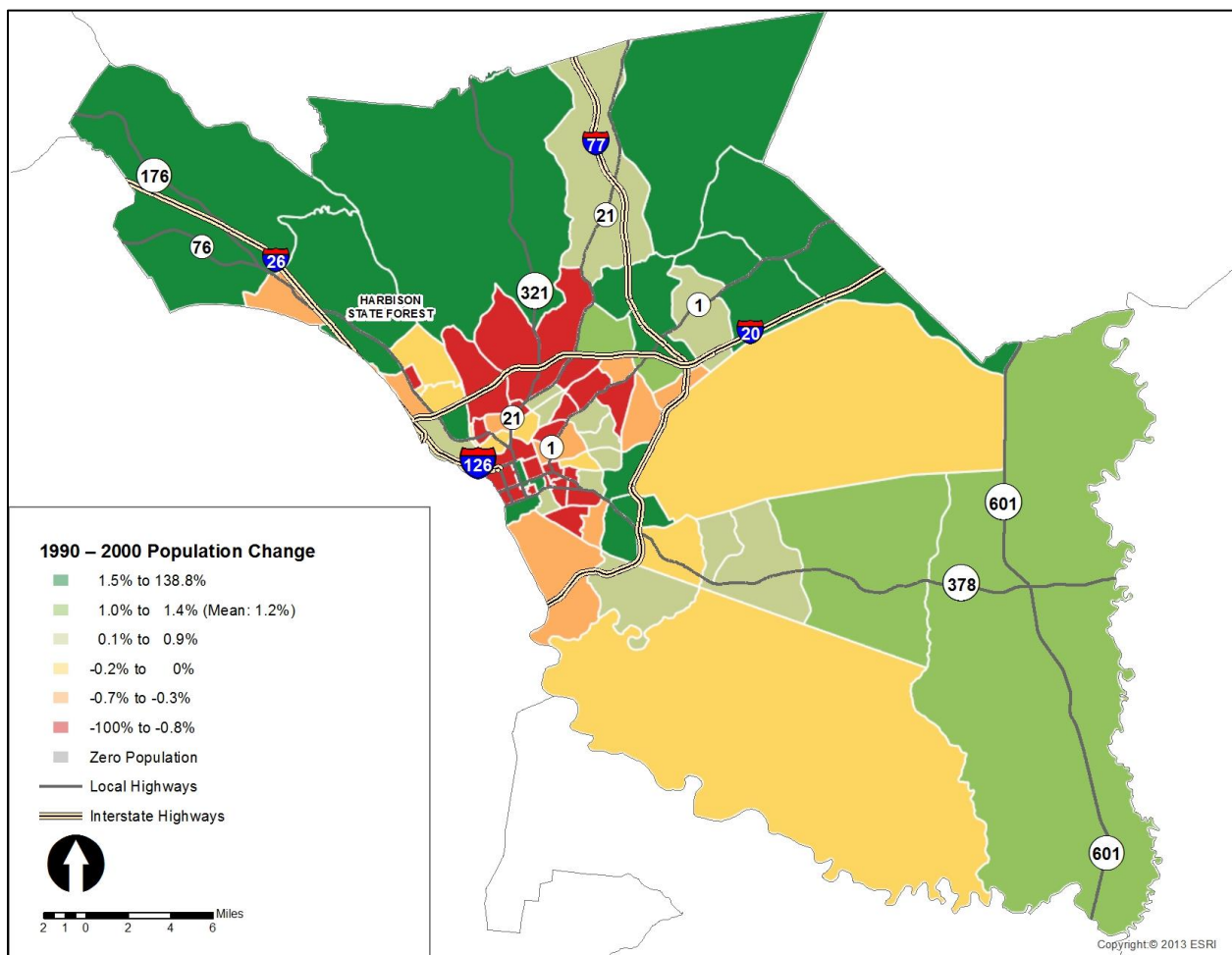
Source: U.S. Census Bureau, Decennial Census and American Community Survey 2012 Estimates.

Population has been concentrated in the Northwest and Northeast Planning Areas outside of the urban areas within the Beltway. The trend has resulted in a loss of population in the urbanized areas as new housing growth expands outward into the more rural areas in the Northwest and Northeast. The changes over time are shown in the following table and maps.

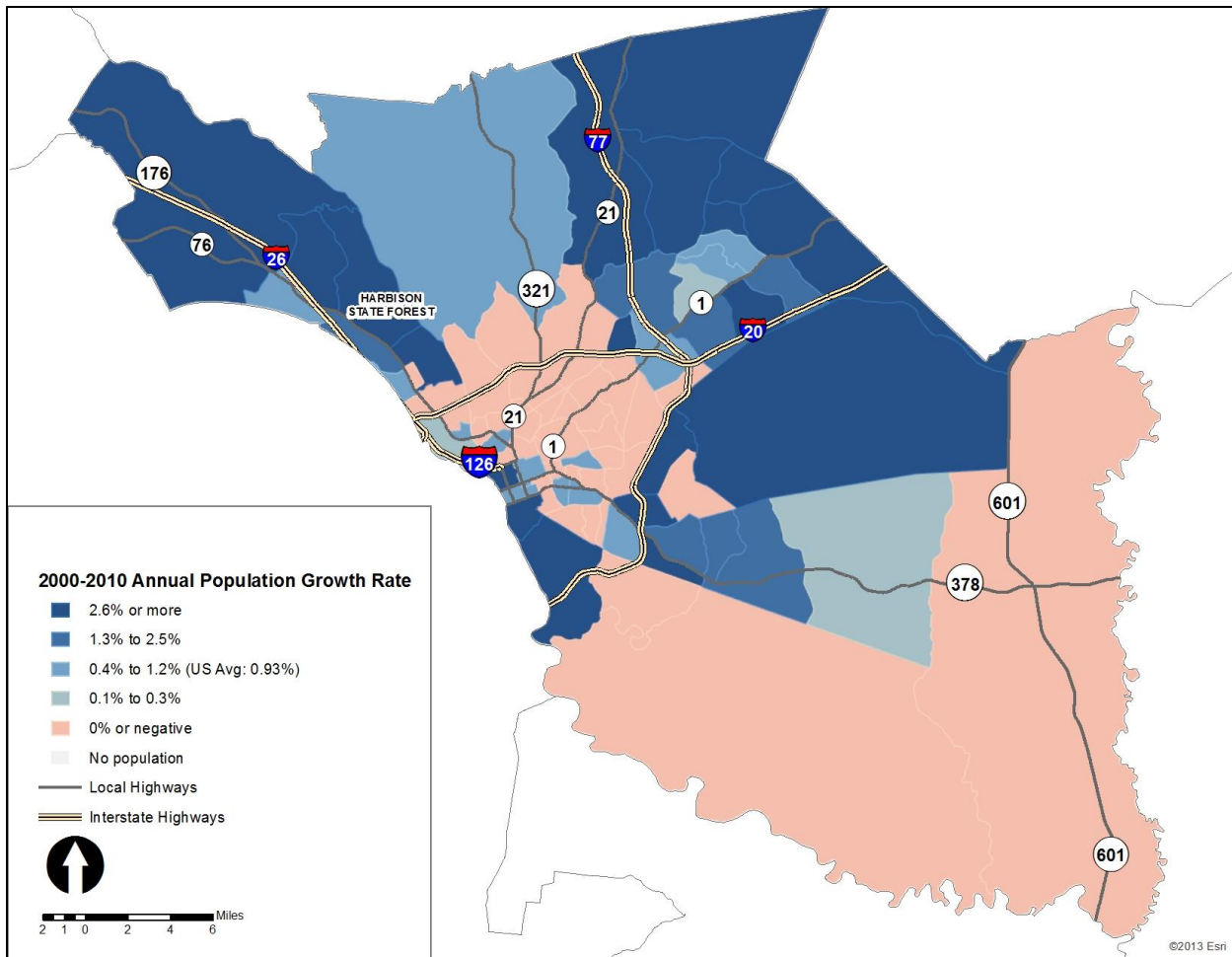
Population by Planning Area 2000-2012

Planning Area	2000	2005	2010	2012	% Change 2000-2012	Change 2000-2012
Northwest	50,362	57,510	64,239	62,970	25%	12,608
North Central	10,738	11,834	10,512	10,072	-6%	(666)
Northeast	68,120	90,032	111,682	110,327	62%	42,207
Beltway	140,853	141,930	136,394	140,697	0%	(156)
Southeast	50,604	54,480	61,677	60,530	20%	9,926
Richland County Total	320,677	355,786	384,504	384,596	20%	63919

Source: 2000-2005 Central Midlands Council of Governments. 2010 U.S. Decennial Census. 2012 American Community Survey Estimates.



1990-2000 Population Change by Census Tract



2000-2010 Annual Population Growth Rates by Census Tract

Population Density

While the County’s overall population has increased and continues to expand outward from the urban core, the population densities in most areas of the County are declining, partially because of national trends in declining household sizes, and partially attributable to the prevalence of lower density residential development. The only area that has increased in population density is the Northeast area, a primary growth area for the last decade with several planned developments that include higher density housing.

Population Density (people per square mile) 2000-2012 change

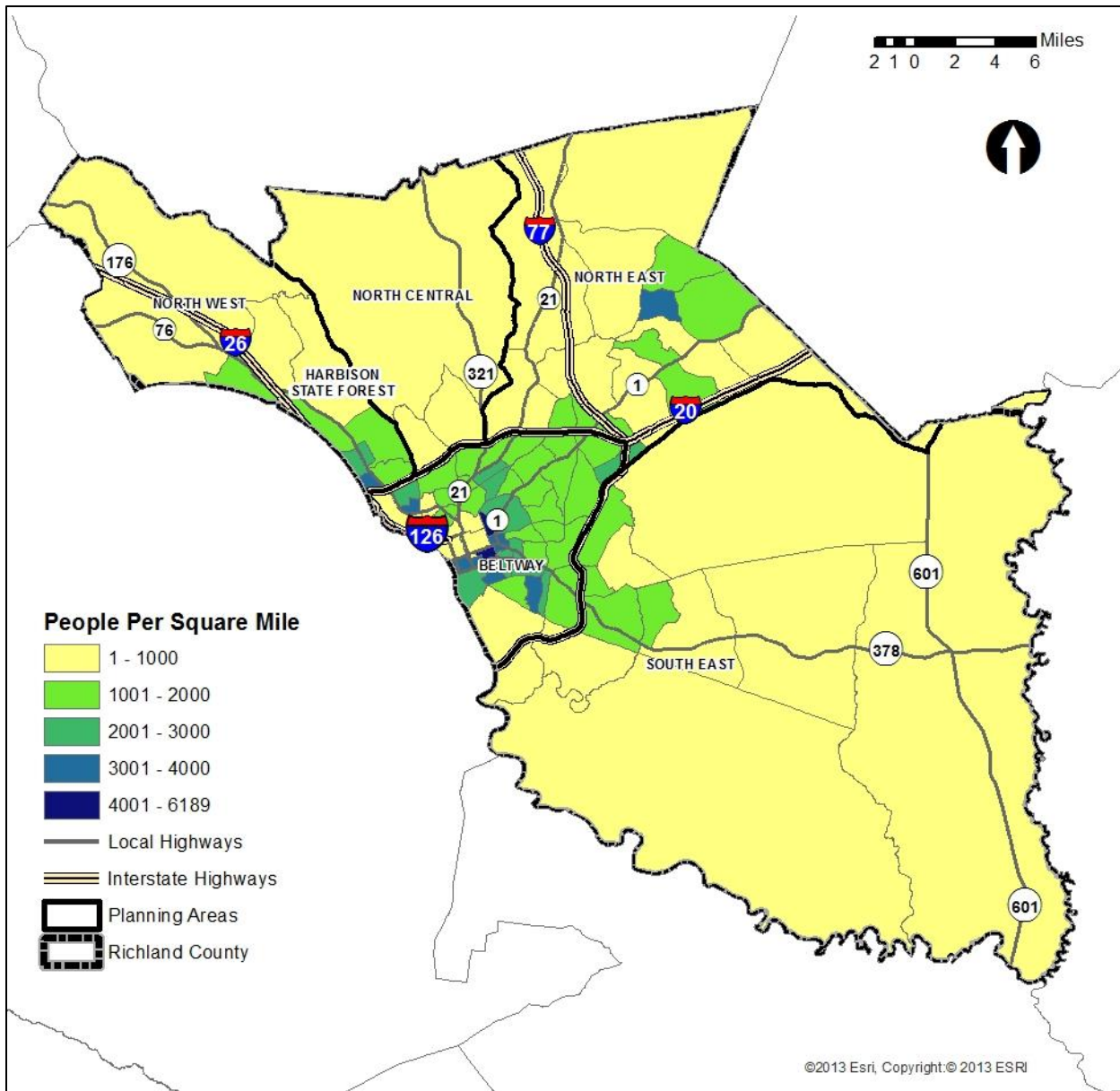
Planning Area	2000	2005	2010	2012	% Change 2000-2012
Northwest	599.1	684.1	522.1	511.8	-15%
North Central	128.7	141.9	86.1	82.5	-36%
Northeast	527.7	697.4	590.7	583.5	11%
Beltway	2,239.2	2,256.3	1,538.2	1,586.7	-29%
Southeast	122.8	132.3	102.2	100.3	-18%

Source: 2000-2005 Central Midlands Council of Governments. 2010 U.S. Decennial Census. 2012 American Community Survey Estimates.

2010 Population Density by Planning Area

Planning Area	2010 Population	Square Miles	Acres	Population/ Sq. Mi.	Population/Acre
Northwest	64,239	123	78,737	522	0.8
North Central	10,512	122	78,127	86	0.1
Northeast	111,682	189	121,009	591	0.9
Beltway	136,394	89	56,749	1,538	2.4
Southeast	61,677	603	386,166	102	0.2
Total County	384,504	1,126.24	720,788	341	0.5

Source: U.S. Census Bureau, 2010 Decennial Census.

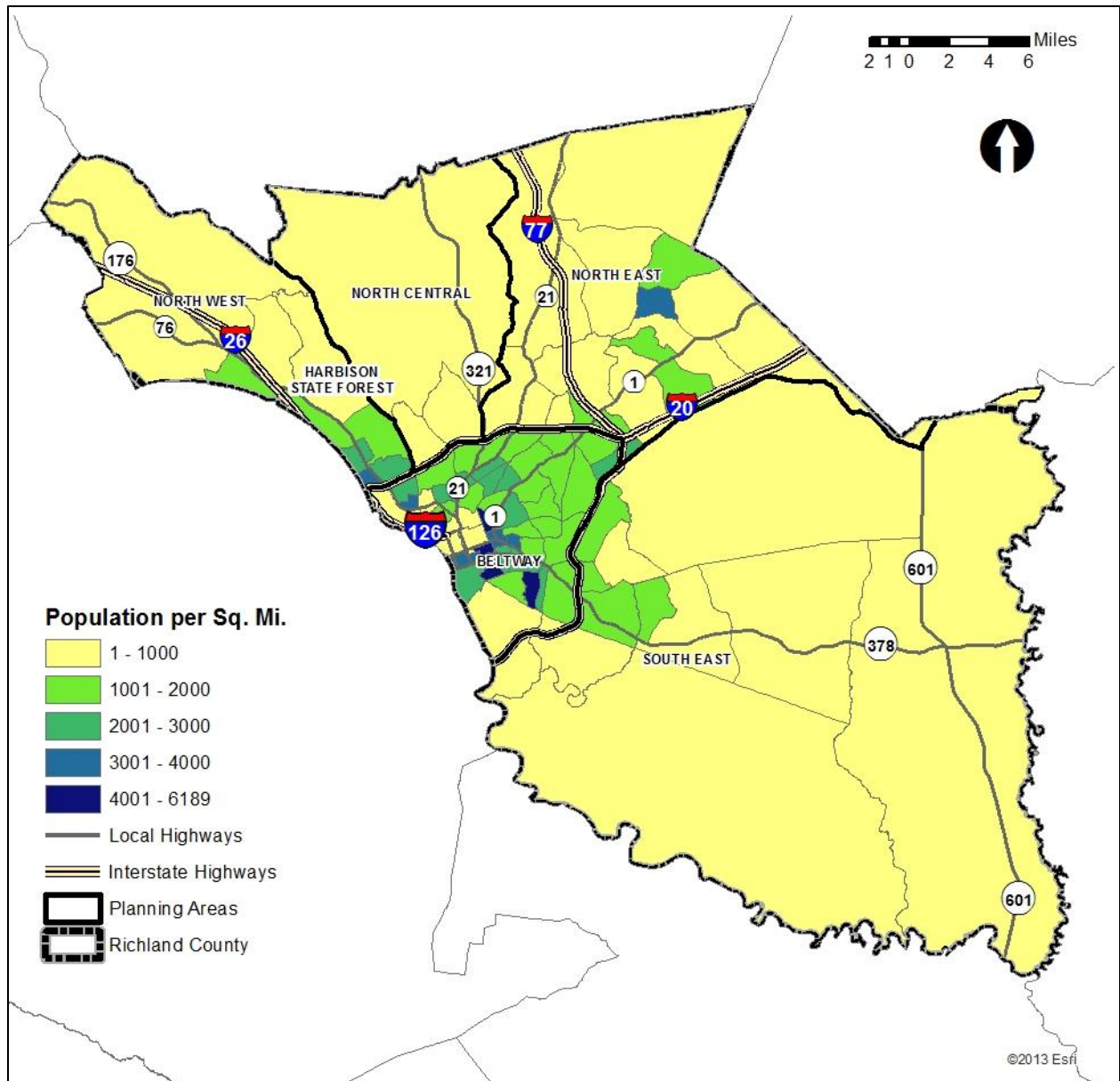


2010 Population Density by Planning Area

2012 Population Density by Planning Area *Estimated

Planning Area	2012 Est. Pop.	Area (Sq.Mi.)	Area (Acres)	Pop/Sq. Mi.	Pop/Acre
Northwest	62,970	123	78,737	511.8	0.80
North Central	10,072	122	78,127	82.5	0.13
Northeast	110,327	189	121,009	583.5	0.91
Beltway	140,697	89	56,749	1,586.7	2.48
Southeast	60,530	603	386,166	100.3	0.16
Total	384,596	1,126	720,788	341	0.53

Source: American Community Survey. 2012 Estimates.



Estimated 2012 Population Density

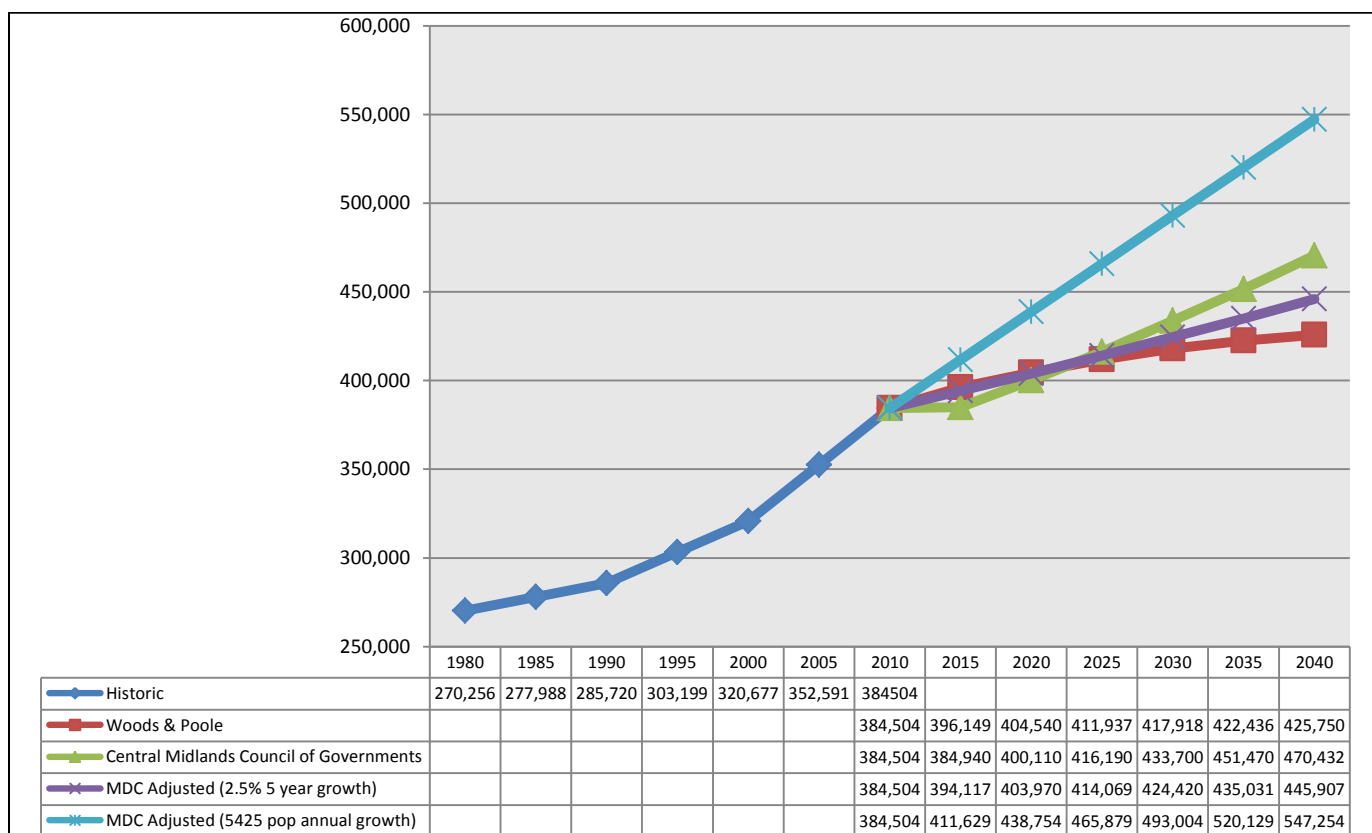
Population Projections

Population in the County has grown steadily with a dramatic up swing starting in the 1990's and maintained growth during the 2000's. Woods and Poole Economics Incorporated forecasts a slowing growth rate over the next 30 year period. Central Midlands Council of Governments has not updated forecasts since the last update to the Richland County Plan was completed in 2009. The forecasts shown here are approximately 4% growth every five years. McBride Dale Clarion prepared adjusted forecasts based on the 2010 census and forecasted moderate growth rate between Woods and Pool and the Central Midlands Council of

Governments at 2.5% growth every five years. With a variable growth forecast it is possible the County population could increase by between 41,000 and 162,000 people.

Reviewing average residential building permits for the last decade, 2003-2013, the County has averaged 2,300 residential building permits annually (including mobile homes). When multiplied by an average household size of 2.46 this new development results in the potential for 5,452 new population annually. This methodology does not account for in-migration or birth or death rates, only new residential unit occupation.

Population Projections to 2040

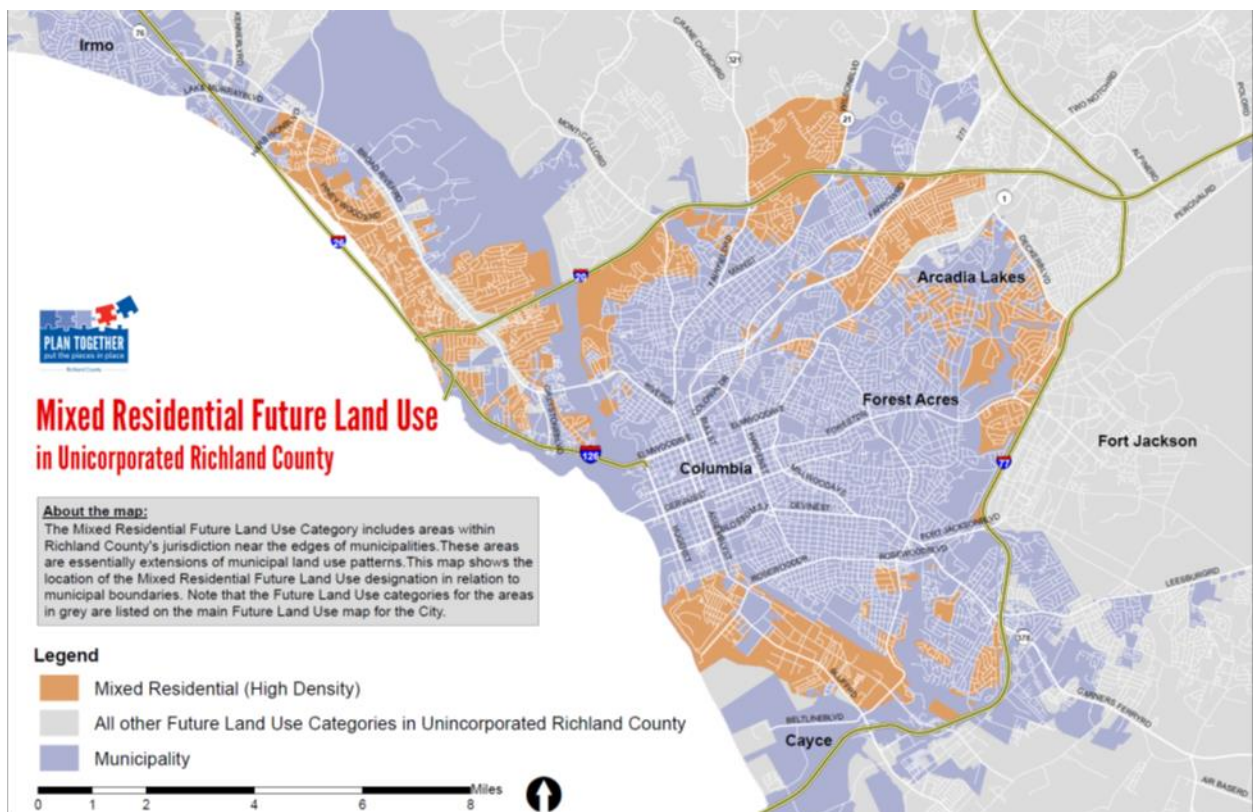


Source: U.S. Census Bureau, Decennial Census. Woods & Poole Economics Inc. 2014. Central Midlands Council of Government. McBride Dale Clarion.

Appendix B: Mixed Use Residential Development Types

About Mixed Residential Development Types

Richland County’s Future Land Use Map¹ designates specific land uses for the unincorporated areas of the County. These land uses serve to guide decision-making with respect to County policy, regulatory, and investment decisions. The Mixed Residential Future Land Use Category is applied to lands within Richland County’s jurisdiction in the urbanized areas of the County, near the edges of municipalities and in the unincorporated “holes” within the cities’. While these areas are in the County’s jurisdiction, they are essentially extensions of municipal land use patterns. The map below (and a larger version located in Appendix C) shows the relationship of the Mixed Residential Future Land Use designation to the municipal boundaries of Arcadia Lakes, Cayce, Columbia, Forest Acres, and Irmo.



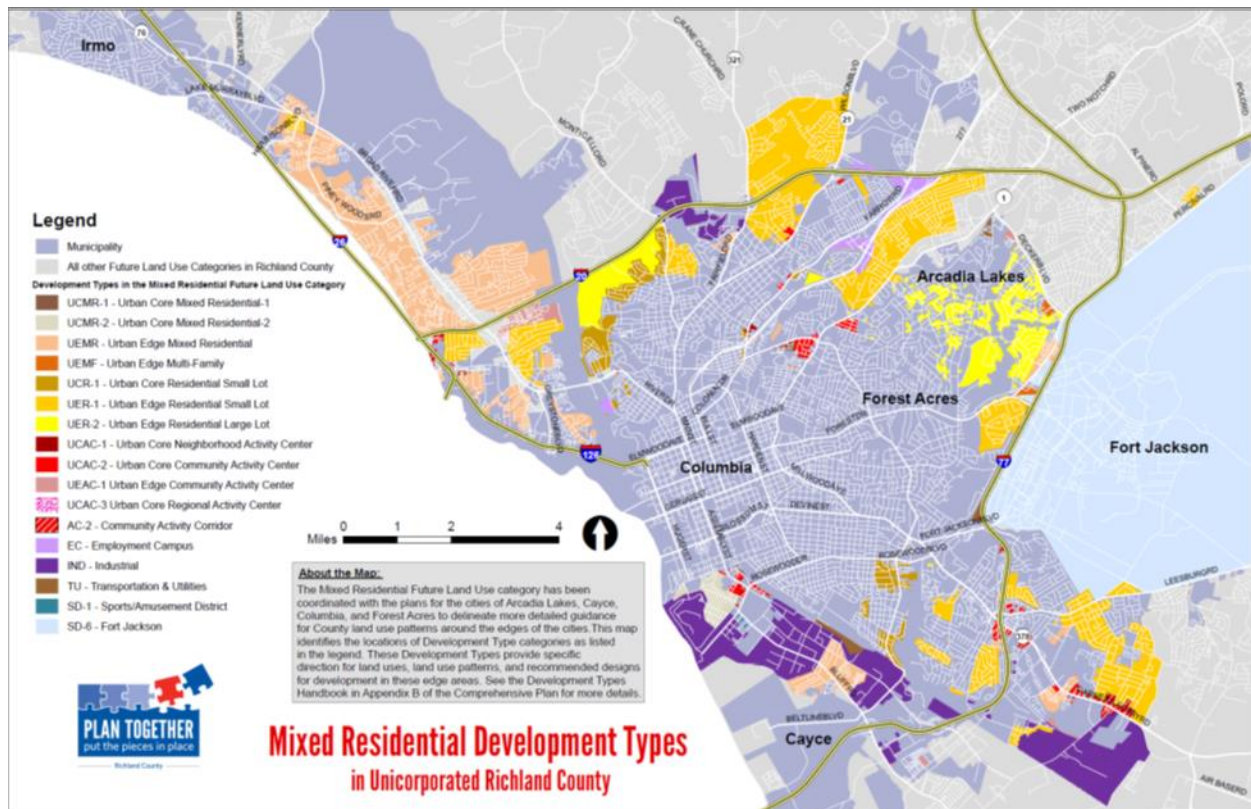
The intent of the Mixed Use Residential Future Land Use category is to coordinate the land use planning of Richland County and its municipalities in areas of common interest on the edges of jurisdictional boundaries.² Employment areas, commercial corridors, and in some cases even neighborhoods may be located within more than one planning jurisdiction. The purpose of coordinating land use planning in multi-jurisdictional

¹ The Richland County Future Land Use Map is located in Section 5: Land Use Element, and a larger version of the map is located in Appendix C of this Comprehensive Plan.

² The Broad River Road corridor is a unique planning area. Richland County has specific goals for redevelopment of this aging commercial corridor, and therefore the land use designation for this area is Mixed Use Corridor, not the Mixed Residential Future Land Use category used in other areas near jurisdictional boundaries.

areas is to ensure that the goals for future land uses, development patterns, development densities, and designs are consistent, regardless of jurisdiction.

The Mixed Residential Future Land Use category has been coordinated with the plans for the cities of Arcadia Lakes, Cayce, Columbia, Forest Acres, and Irmo to delineate more detailed guidance for County land use patterns around the edges and within the unincorporated holes of these cities. To better define the intent for specific areas within the Mixed Residential Future Land Use category, the City of Columbia and Richland County coordinated on the development of a set of Development Types that provide additional planning guidance for areas of common interest – the edges of jurisdictions and the unincorporated holes. The map below (and a larger version located in Appendix C) identifies the locations of Development Type categories.



The City of Columbia’s Land Use Plan includes a description for each of the Development Type shown on the map above, and was developed in collaboration with Richland County. The City’s Plan should be used as a guide for making land development decisions, such as evaluating rezoning cases and potential capital improvement projects, for land within the Mixed Residential Future Land Use category. The Plan can be found on the City’s website <http://www.columbiasc.net/planning-development>

Appendix C: Large Format Maps


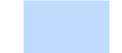


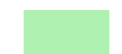
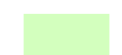






- Future Land Use Map (local roads not displayed)
- Future Land Use Map (local roads displayed)
- Mixed Residential Future Land Use in Unincorporated Richland County Map
- Mixed Residential Development Types in Unincorporated Richland County Map

RICHLAND COUNTY

FUTURE LAND USE & PRIORITY INVESTMENT AREAS

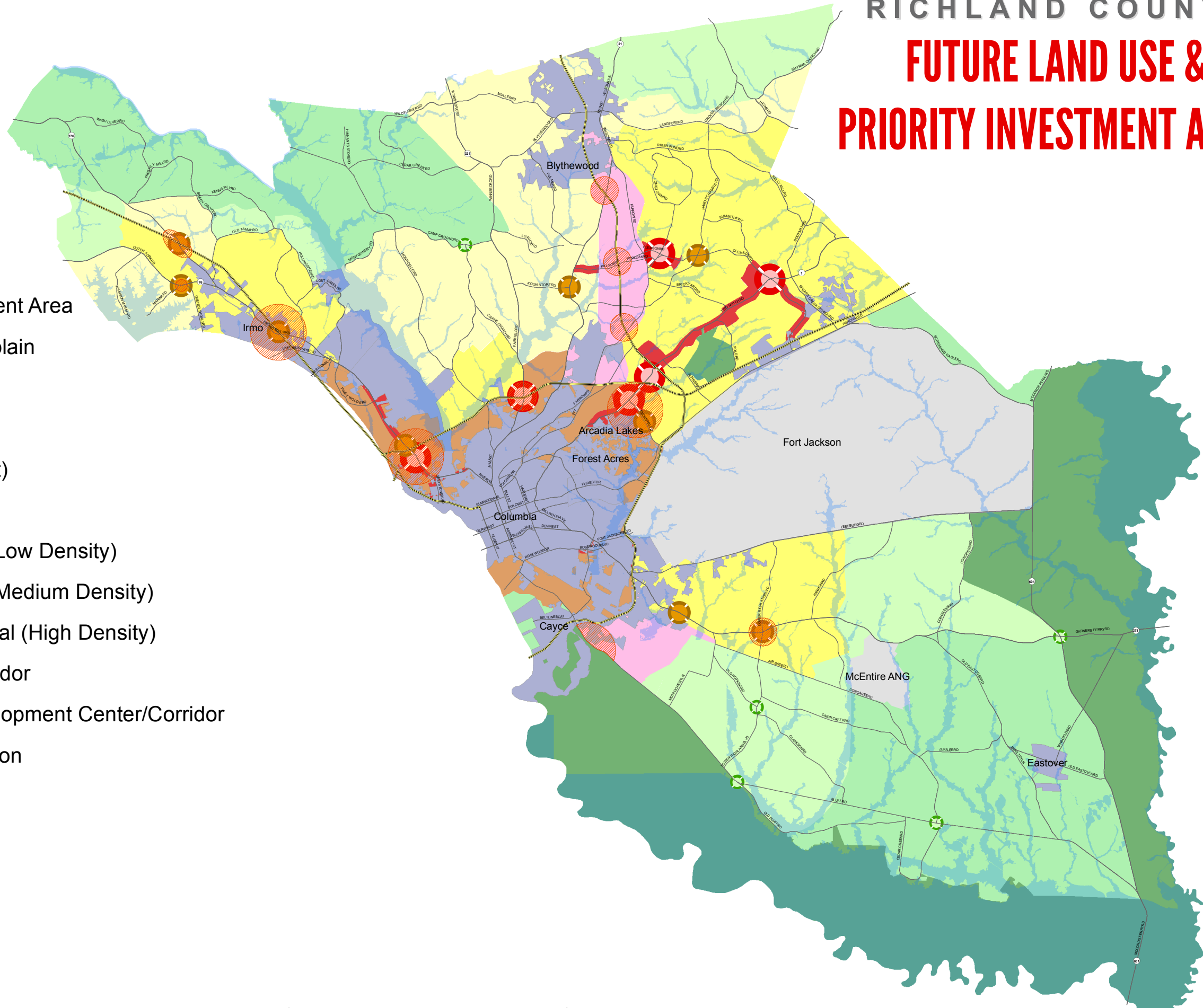


Legend

-  Priority Investment Area
-  100 Year Floodplain
-  Municipality
-  Conservation
-  Rural (Large Lot)
-  Rural
-  Neighborhood (Low Density)
-  Neighborhood (Medium Density)
-  Mixed Residential (High Density)
-  Mixed Use Corridor
-  Economic Development Center/Corridor
-  Military Installation

Activity Center

-  Community
-  Neighborhood
-  Rural

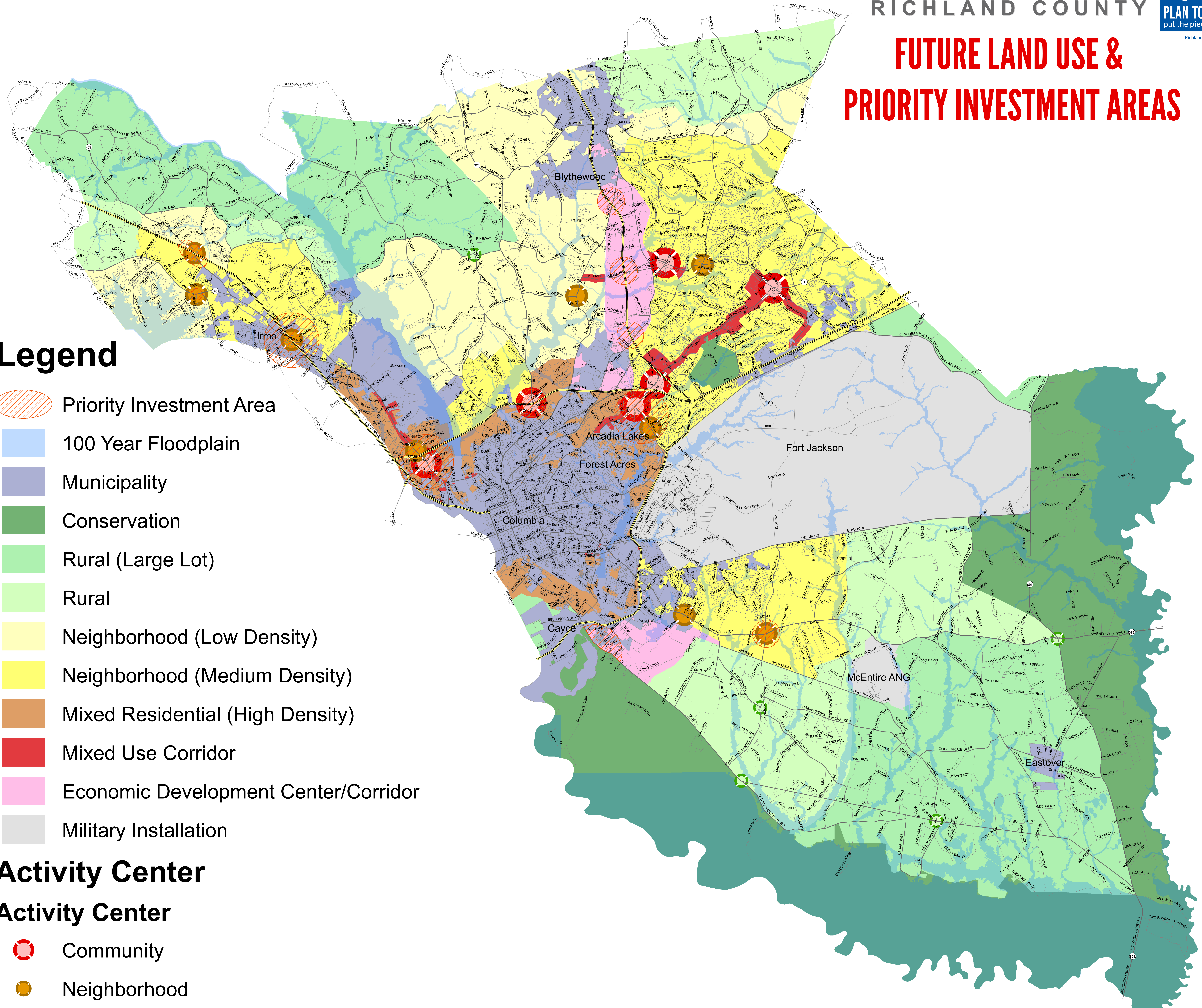


For more information on Priority Investment Areas refer to the Priority Investment Area Map in Section 12.

Adopted March 17, 2015



FUTURE LAND USE & PRIORITY INVESTMENT AREAS



Legend

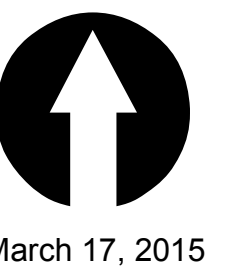
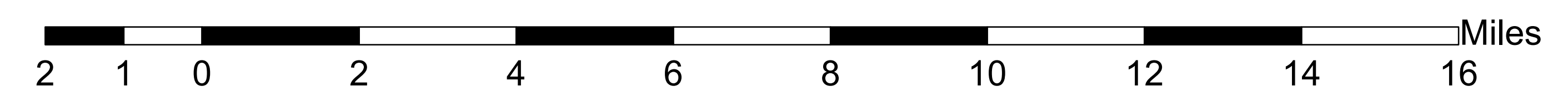
- Priority Investment Area
- 100 Year Floodplain
- Municipality
- Conservation
- Rural (Large Lot)
- Rural
- Neighborhood (Low Density)
- Neighborhood (Medium Density)
- Mixed Residential (High Density)
- Mixed Use Corridor
- Economic Development Center/Corridor
- Military Installation

Activity Center

Activity Center

- Community
- Neighborhood
- Rural

For more information on Priority Investment Areas refer to the Priority Investment Area Map in Section 12.








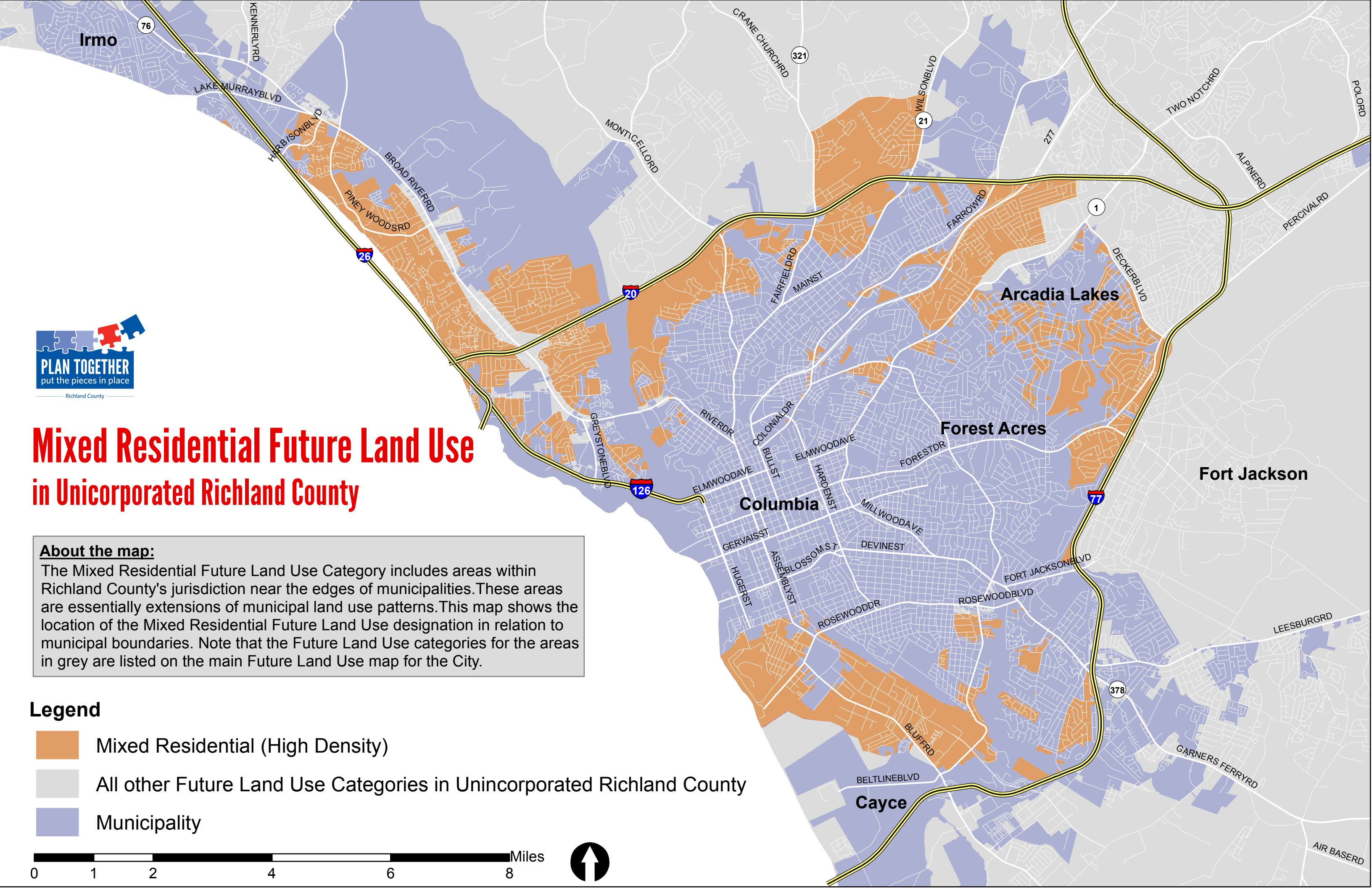
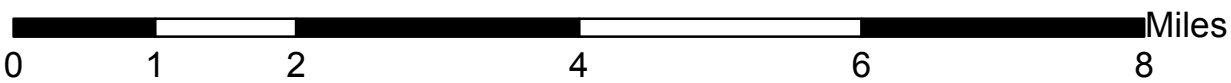
Mixed Residential Future Land Use in Unincorporated Richland County

About the map:

The Mixed Residential Future Land Use Category includes areas within Richland County's jurisdiction near the edges of municipalities. These areas are essentially extensions of municipal land use patterns. This map shows the location of the Mixed Residential Future Land Use designation in relation to municipal boundaries. Note that the Future Land Use categories for the areas in grey are listed on the main Future Land Use map for the City.

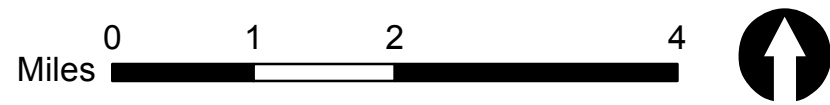
Legend

-  Mixed Residential (High Density)
-  All other Future Land Use Categories in Unincorporated Richland County
-  Municipality



Legend

- Municipality
- All other Future Land Use Categories in Richland County
- Development Types in the Mixed Residential Future Land Use Category**
- UCMR-1 - Urban Core Mixed Residential-1
- UCMR-2 - Urban Core Mixed Residential-2
- UEMR - Urban Edge Mixed Residential
- UEMF - Urban Edge Multi-Family
- UCR-1 - Urban Core Residential Small Lot
- UER-1 - Urban Edge Residential Small Lot
- UER-2 - Urban Edge Residential Large Lot
- UCAC-1 - Urban Core Neighborhood Activity Center
- UCAC-2 - Urban Core Community Activity Center
- UEAC-1 Urban Edge Community Activity Center
- UCAC-3 Urban Core Regional Activity Center
- AC-2 - Community Activity Corridor
- EC - Employment Campus
- IND - Industrial
- TU - Transportation & Utilities
- SD-1 - Sports/Amusement District
- SD-6 - Fort Jackson



About the Map:
 The Mixed Residential Future Land Use category has been coordinated with the plans for the cities of Arcadia Lakes, Cayce, Columbia, and Forest Acres to delineate more detailed guidance for County land use patterns around the edges of the cities. This map identifies the locations of Development Type categories as listed in the legend. These Development Types provide specific direction for land uses, land use patterns, and recommended designs for development in these edge areas. See the Development Types Handbook in Appendix B of the Comprehensive Plan for more details.



Mixed Residential Development Types in Unincorporated Richland County

