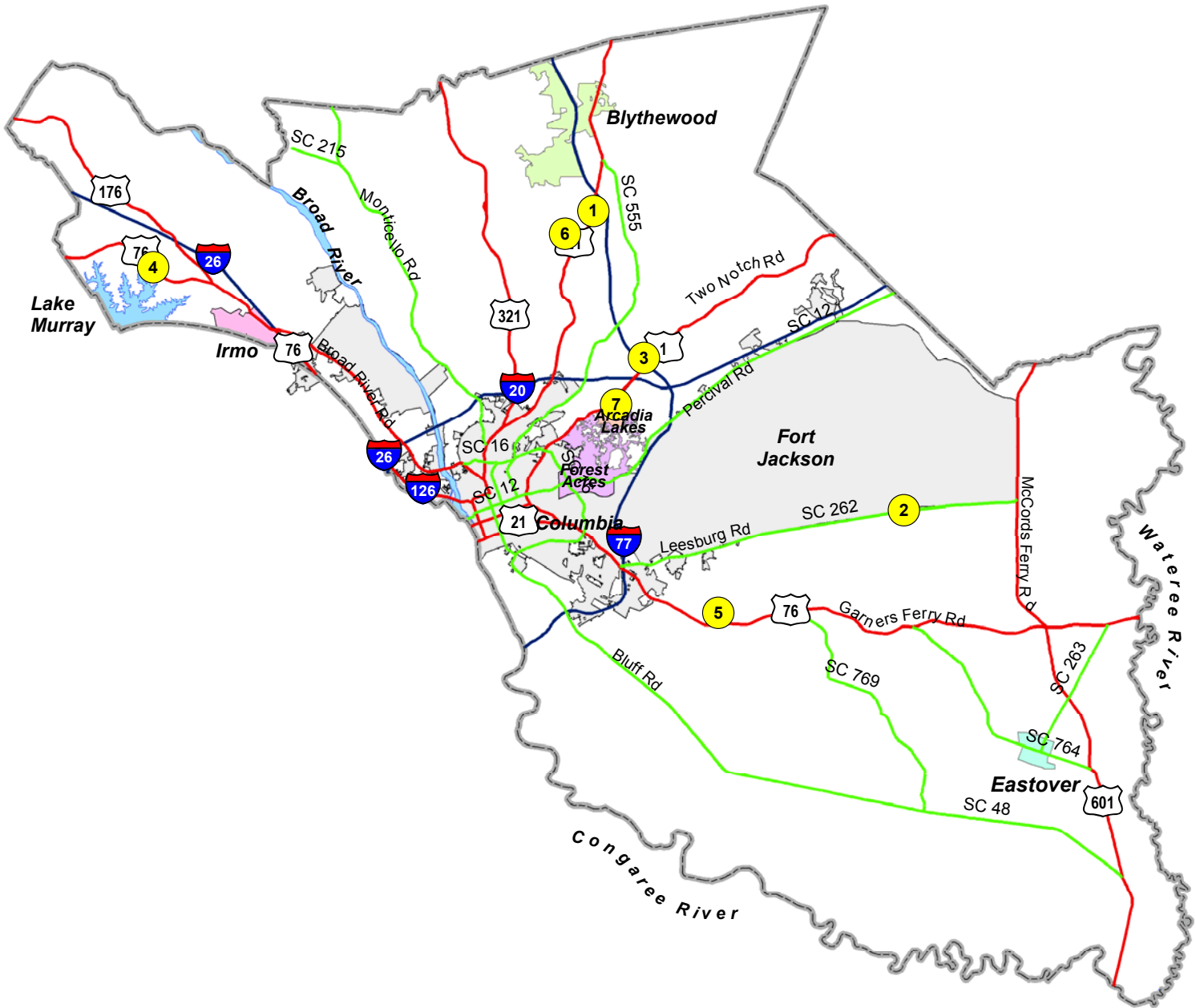


**RICHLAND COUNTY
PLANNING COMMISSION**



APRIL 5, 2004

RICHLAND COUNTY PLANNING COMMISSION APRIL 5, 2004



CASE NO.	APPLICANT	TMS NO.	ADDRESS	DISTRICT
1. 04-42 MA	Columbia Land Assoc. Ltd.	14800-02-22	Wilson Boulevard south of I-77	McEachern
2. 04-43 MA	Billy Belger	31000-02-14	4870 Leesburg Road	Mizzell
3. 04-44 MA	Milliken Forestry Company, Inc.	17113-08-04	1528 Legrand Road	McEachern
4. 04-46 MA	Gerald Steele	02408-01-02	1761 Dutch Fork Road	Corley
5. 04-47 MA	Clif Kinder	21800-01-03 & 21900-09-08	Garners Ferry Road and Trotter Road	Mizzell
6. 04-48 MA	Heritage Forest, LLC	14800-05-39	Near intersection of Wilson and Fulmer Roads	McEachern
7. 04-49 MA	Estates Properties, LLC	16907-01-04	6837 North Trenholm Road	Brady

RICHLAND COUNTY PLANNING COMMISSION

Monday, April 5, 2004

Agenda

1:00 PM

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

I. PUBLIC MEETING CALL TO ORDER Gene Green, Chairperson

II. PRESENTATION OF MINUTES FOR APPROVAL

Consideration of the March 1, 2004 minutes

III. AGENDA AMENDMENTS (limited to matters NOT covered by the FOIA)

IV. OLD BUSINESS

Further Consideration Of Proposed Changes in Section 26-73 Flood Protective Areas

CASE	04-34 MA	(deferred from February Mtg)	Page
APPLICANT	Gary Burch		09
REQUESTED AMENDMENT	M-1 to RG-2	(11.9 acres)	
PURPOSE	Multi-family Residential		
TAX MAP SHEET NUMBER (S)	07402-02-03		
LOCATION	S Side Marley Drive, East of Broad River RD		

CASE	04-35 MA	(referred by CC 2/19/04)	Page
APPLICANT	Greg Lehman		23
REQUESTED AMENDMENT	RU to PUD-1R	(371 acres)	
PURPOSE	Residential & Associated Commercial Uses		
TAX MAP SHEET NUMBER (S)	14900-01-03/05/06 & 14800-01-03/05/06/15		
LOCATION	NW Corner of Turkey Farm Road and US 21		

V. NEW BUSINESS - SUBDIVISION REVIEW

PROJECT #	SUBDIVISION NAME	LOCATION	UNITS	Page
SD-03-79	St Andrews Place Phase 2 & 3	Young Drive & Nunamaker Drive TMS # 07403-01-11; 07404-04-13; 07408-11-14	58	25
SD-04-209	Centennial Phases 10-17	SE Corner of Lake Carolina TMS #23200-01-02 (p)	267	35
SD-04-152A	Milford Park Phases 5 & 6	Dutch Fork Rd in Ballentine TMS # 02415-02-02; 02500-06-04	58	45
SD-04-152B	Milford Park Phases 7 & 8	Dutch Fork Rd in Ballentine TMS # 02415-02-02; 02500-06-04	106	55
SD-04-213	Ascot Estates Phases 5 & 6	Hollingshed Rd & Steeple Ridge Rd TMS # 04200-04-17	21	67

VI. NEW BUSINESS - ZONING MAP AMENDMENTS

CASE	1. 04-42 MA	Page
APPLICANT	Columbia Land Associates, Ltd.	77
REQUESTED AMENDMENT	RU to PUD-1 (61.0 acres)	
PURPOSE	Commercial/Industrial	
TAX MAP SHEET NUMBER (S)	14800-02-22 (p)	
LOCATION	Wilson Boulevard south of I-77	

CASE	2. 04-43 MA	Page
APPLICANT	Billy Belger	93
REQUESTED AMENDMENT	RU to C-3 (2.0 acres)	
PURPOSE	Convenience Store	
TAX MAP SHEET NUMBER (S)	31000-02-14	
LOCATION	4870 Leesburg Road	

CASE	3. 04-44 MA	Page
APPLICANT	Milliken Forestry Company, Inc.	105
REQUESTED AMENDMENT	RS-1 to C-1 (0.5 acres)	
PURPOSE	Commercial office space	
TAX MAP SHEET NUMBER (S)	17113-08-04	
LOCATION	1528 Legrand Road	

CASE	4. 04-46 MA	Page
APPLICANT	Gerald Steele	115
REQUESTED AMENDMENT	RU to C-3 (5.9 acres)	
PURPOSE	Office and Retail	
TAX MAP SHEET NUMBER (S)	02408-01-02	
LOCATION	1761 Dutch Fork Road	

CASE	5. 04-47 MA	Page
APPLICANT	Clif Kinder	125
REQUESTED AMENDMENT	D-1 to PUD-1R (90.0 acres)	
PURPOSE	Mixed Commercial/Residential	
TAX MAP SHEET NUMBER (S)	21800-01-03/14 & 21900-09-08	
LOCATION	Garners Ferry Road and Trotter Road	

CASE	6. 04-48 MA	Page
APPLICANT	Heritage Forest, LLC	141
REQUESTED AMENDMENT	RU to D-1 (91.0 acres)	
PURPOSE	Single family residential subdivision	
TAX MAP SHEET NUMBER (S)	14800-05-39	
LOCATION	Near intersection of Wilson and Fulmer Road	

CASE	7. 04-49 MA	Page
APPLICANT	Estates Properties, LLC	155
REQUESTED AMENDMENT	C-2 to RG-2 (12.8 acres)	
PURPOSE	Multifamily dwellings	
TAX MAP SHEET NUMBER (S)	16907-01-04	
LOCATION	6837 North Trenholm Road	

VII. ROAD NAME APPROVALS

a. New Road Name Approvals	165
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VIII. OTHER BUSINESS

Discussion on changes for 04-24 MA Robert Fuller	167
Periodic review of the Imagine 2020 Comprehensive Plan	169

IX. ADJOURNMENT

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

February 2, 2004

RC Project # 04-34 MA	Applicant: Chartown
General Location: South Side of Marley Drive approximately 0.2 miles east of Broad River Road (Hwy 176) near Interstate 20	
Tax Map Number: 07402-02-03	Subject Area: 11.89 ac MOL
Current Parcel Zoning: M-1	Proposed Parcel Zoning: RG-2 (cluster)
Proposed Use: Multi-family residential	PC Sign Posting Date: January 12, 2004

SECTION I ANALYSIS

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

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

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

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

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

Applicant’s Factual Justification For Proposed Change

For the establishment of multi-family residential housing (townhomes)

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	M-1	Undeveloped woodlands
Adjacent North	RS-1	Single family residences across Marley Drive
Adjacent East	RG-2	Multi-family housing (duplexes, apartments)
Adjacent South	NAP	Interstate 20
Adjacent West	M-1	APAC Teleservices (mostly vacant)

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

<p><u>M-1 Zoning Designation Intent</u> Intended to accommodate wholesaling, distribution, storage, processing, light manufacturing and general commercial or agricultural uses</p>	<p><u>Proposed RG-2 Zoning Designation Intent</u> Intended as medium and high density residential areas permitting progressively higher population densities, characterized by single family detached, two family detached, multiple family structures, garden-type apartments, and high rise apartments.</p>
<p><u>Existing M-1 Zoning Permitted Uses</u> Wholesaling, distribution & warehousing Freight & passenger terminals Light manufacturing Outdoor Storage Retail, offices and studios Service and repair businesses Eating and drinking establishments Places of worship Communication towers & cemeteries</p>	<p><u>Proposed RG-2 Zoning Permitted Uses</u> Single family detached dwellings Two family detached dwellings Multiple family dwellings Cluster housing developments Parallel zero lot line dwelling units Common zero lot line dwelling units</p>

The land uses above represent a summary of the permitted uses in Chapter 26-68 and Chapter 26-64, respectively of the County Code. Some Special Exception uses are also possible.

The existing land uses are varied and are comprised of commercial, single-family detached housing, and multi-family housing. Multi-family housing exists to the east of the site and down Marley Drive and is zoned RG-2. The proposed parcel is contiguous to the commercial APAC site which if rezoned would require a buffer to separate the two different uses. The proposed parcel is not adjacent to any single-family residences, as they are located across Marley Drive. The proposed RG-2 zoning is compatible with the surrounding land uses.

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Broad River Rd (Hwy 176) via Marley Dr	
Functional Classification Of This Roadway	Five lane undivided major arterial	
Level-Of-Service C Design Capacity (V/C = 1.00)	33,600	
Estimated Traffic Generated By The Proposed Project	469	
Current Volume At The Nearest Count Station # 181 Located @ south of site on Broad River Road	43,500	
Estimated Traffic Count With the Proposed Project	43,969	
Volume-To-Capacity Ratio With The Proposed Project	1.31	

Notes:

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

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

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

The estimated project traffic is calculated by multiplying the generation rate (6.6 trips per DU) for a low rise apartment found on page 9 of the Richland County Long Range Major Street Plan. The calculation is as follows 11.89 total acres – 35% allowance for infrastructure, buffers, etc. and 25% for open space requirement = 4.75 buildable acres x approximately 15 DUs/acre. = 71 units x 6.6 trips per unit = 469 average daily trips

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

Broad River Road at count station # 181 is currently LOS E. The proposed project will increase the amount of traffic by one percent at this location.

Fire Service Impacts

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

Relationship To Comprehensive Plan

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

The Proposed Land Use Element Map (Map) of the Northwest Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Light Industrial in an Established Urban Area. **The proposed Zoning Map Amendment is not consistent with this land use designation.**

The Northwest Subarea Plan, adopted in 1993, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 29 and 34 respectively, are discussed below:

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

The surrounding area is comprised of a variety of uses including multi-family housing comprised of duplexes to the east. The proposed development is in accord with the surrounding land uses and would serve as an appropriate transition from the commercial property to the existing multi and single-family housing. The proposed Amendment **implements** this Objective.

Principle – Within single-family areas, higher density development is appropriate where it completes a block face and is oriented toward developments of similar density.

The proposed development is contiguous to the existing multi-family development zoned RG-2. The proposed Amendment **implements** the general provision of the Principle.

Principle – Where single –family development occurs adjacent to higher intensity uses, multi-family development, at a compatible density, may be used as a buffer

There are single-family residences on the north side of Marley Road, across from the subject site. There is an existing multi-family development adjacent to the site on the east and a commercial development adjacent to the site on the west. The proposed project will act as a buffer between the single-family residential area and the commercial area along Broad River Road. The proposed Amendment **implements** the general provision of the Principle.

Other Relevant Issues

Although the Proposed Amendment is not consistent with the Light Industrial designation in the Northwest Subarea Plan Map, it will provide a buffer between the existing commercial use along Broad River Road and the existing single and multi-family dwellings off of Marley Drive. The Department feels that the subject parcel is not appropriate for light industrial use, particularly since the existing APAC structure is vacant.

Due to the designation of “cluster” by the applicant, an open space requirement of 25% must be incorporated into the proposed development. Open space is defined by the Richland County Land Development Regulations Chapter 22 as “an area devoted to common use, active or passive, by all or a portion of the property owners, exclusive of parking areas, streets and street rights-of-way, which is designed to meet the primary objective of supplying open space or recreational needs”.

State statutes require proposed Zoning Map Amendments to be consistent with the land use designation on the Northwest Subarea Plan’s Proposed Land Use Map (Map). Specifically, Section 6-29-710, SC Code of Laws states “...The regulations (*i.e., zoning and other land development regulations*) must be made in accordance with the comprehensive plan for the jurisdiction and be made with a view to promoting the purposes set forth in this chapter (*Chapter 6-29, SC Code of Laws*)...”)...” Therefore, if either the existing, or proposed zoning, **is not consistent** with the land use designation on the Map, the Map should be amended through the statutory comprehensive plan amendment process in order to ensure compliance with Section 6-29-720 (B), SC Code of Laws.

The **existing M-1 zoning is consistent** with the Map designation as required by state statutes.

The **proposed RG-2 zoning is NOT consistent** with the Map designation as required by state statutes. The zoning should be M-1 to be consistent with the Light Industrial designation.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 04-34 MA **be changed** from M-1 to RG-2.

Findings of Fact:

1. The applicant has provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment is compatible with the adjacent existing land uses.
3. Broad River Road at count station # 181 is currently LOS E. The proposed project will increase the amount of traffic by one percent at this location.
4. The proposed Amendment **is not consistent** with Proposed Land Use Map designation in the Northwest Subarea Plan.
5. The Amendment **is consistent** with the cited Objective of the Northwest Subarea Plan.
6. The Amendment **is consistent** with the cited Principles of the Northwest Subarea Plan.
7. In order to comply with the requirements of Section 6-29-540, SC Code of Laws, the Proposed Land Use Map for this portion of the Northwest Subarea Plan should be amended, via the formal land use ordinance adoption process, to change the land use designation for the subject site to Medium/High Density Residential.
8. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

SECTION III PLANNING COMMISSION ACTION

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

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

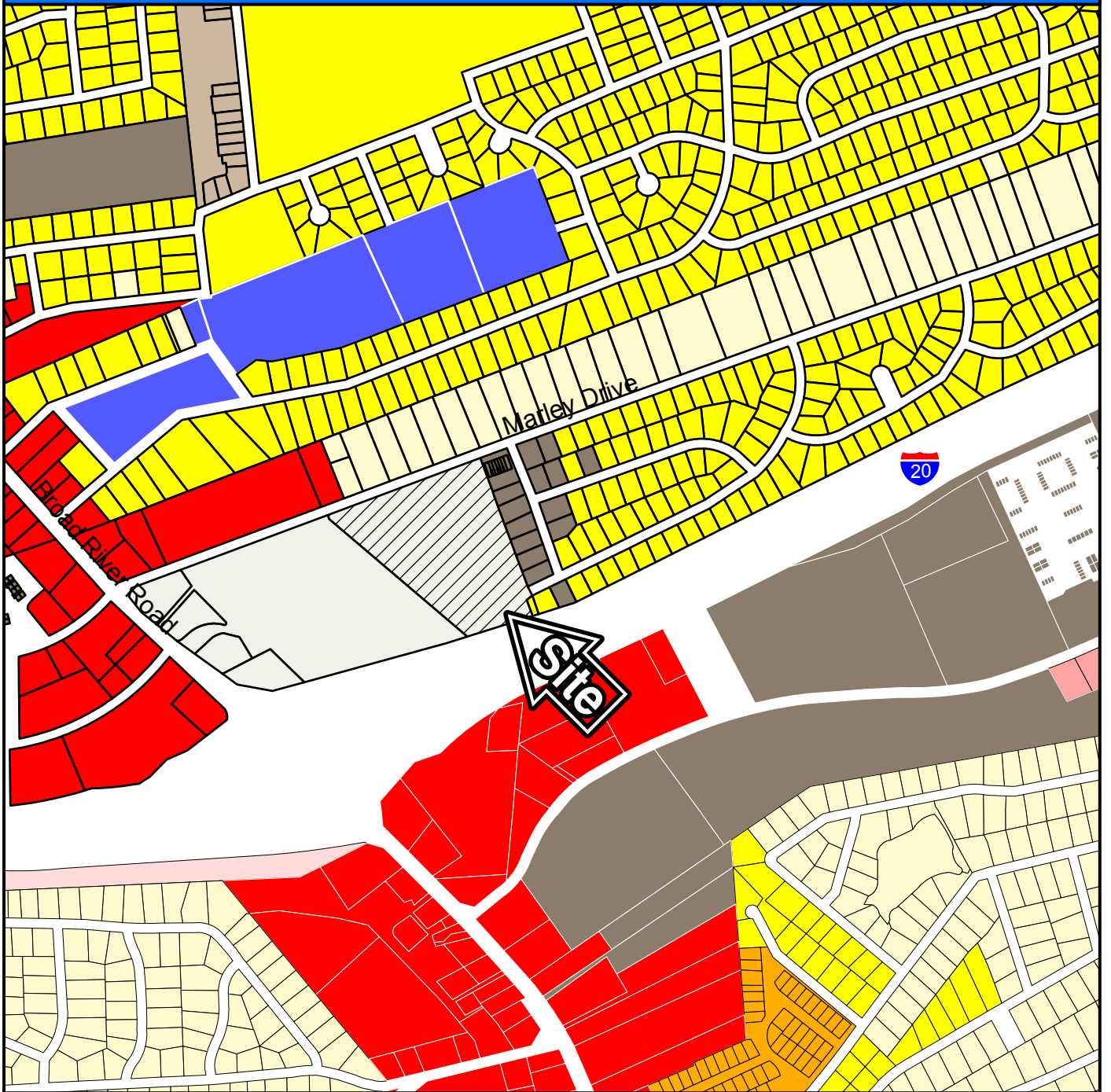
At their meeting of February 2, 2004, the Richland County Planning Commission agreed (did not agree) with the PSDS recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 04-34 MA at the next available opportunity.

Commission Findings of Fact/Recommendations

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

In consideration of the proposed Zoning Map Amendment # 04-34 MA, the Planning Commission made the findings of fact summarized below:

CASE 04-34 MA FROM M-1 to RG-2



ZONING CLASSIFICATIONS

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



CASE 04-34 MA
GARY BURCH
TMS 07402-02-03



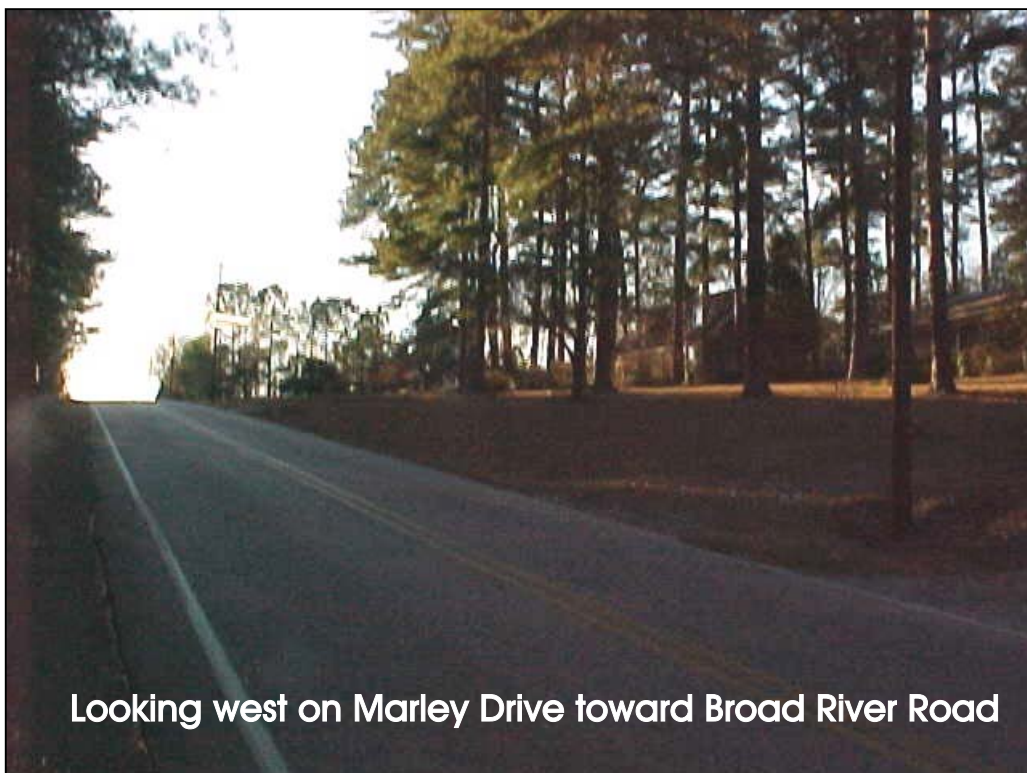
CASE 04-34 MA FROM M-1 to RG-2

TMS# 07402-02-03

S. Side of Marley Drive, East of Broad River Road



Looking at site from Marley Drive



Looking west on Marley Drive toward Broad River Road

Attachment A
Case 04-34 MA

BOUNDARY DESCRIPTION

This property consists of 11.89 acres located on the south side of Marley Drive, (5-40-683) approximately 0.2 miles east of Broad River Road, in Richland County, South Carolina.

Commencing from the centerline intersection of Marley Drive with Battleford Road in a southwesterly direction for approximately 175.00' to an old iron pipe corner, being the northeastern most point of the parcel. Said iron being the point of beginning.

Thence from the point of beginning and in a clockwise direction:

S 20° 09' 30" E for a distance of 176.88' to an old iron pipe corner. Said line being bounded on the east by lands of now or formerly Battleford Homeowners Assoc.

Thence, N 72° 24' 26" E for a distance of 4.94' to an old iron pipe corner. Said line being bounded on the north by lands of now or formerly Battleford Homeowners Assoc.

Thence, S 20° 19' 18" E for a distance of 81.12' to an old iron pipe corner. Said line being bounded on the east by lands of now or formerly Coetsee.

Thence, S 20° 16' 23" E for a distance of 81.16' to an old iron pipe corner. Said line being bounded on the east by lands of now or formerly Elrod.

Thence, S 20° 20' 29" E for a distance of 80.82' to an old iron pipe corner. Said line being bounded on the east by lands of now or formerly Caliwag.

Thence, S 20° 29' 25" E for a distance of 80.54' to a calculated point. Said line being bounded on the east by lands of now or formerly Pike.

Thence, S 20° 19' 08" E for a distance of 81.41' to an old iron pipe corner. Said line being bounded on the east by lands of now or formerly Terry.

Thence, S 20° 44' 15" E for a distance of 109.09' to a new iron pipe corner. Said line being bounded on the east by lands of now or formerly Young Gun Industries, Inc.

Thence, S 19° 05' 10" E for a distance of 50.04' to a new iron pipe corner. Said line being the western right-of-way of Emerald Valley Drive.

Thence, S 68° 46' 59" W for a distance of 29.95' to an old iron pipe corner. Said line being bounded on the south by lands of now or formerly Marathon Oil Company.

Thence, S 20° 34' 43" E for a distance of 141.23' to an old iron pipe corner. Said line being bounded on the east by lands of now or formerly Marathon Oil Company.

Page Two
Boundary Description

Thence, S 66° 26' 17" W for a distance of 151.55' to an old concrete monument. Said line being the northern right-of-way of Interstate 20.

Thence, S 70° 35' 54" W for a distance of 144.48' to an old iron pipe corner. Said line being the northern right-of-way of Interstate 20.

Thence, N 50° 34' 19" W for a distance of 988.89' to an old iron pipe corner. Said line being bounded on the southwest by lands of now or formerly Broad River Mall Assoc.

Thence, N 41° 37' 13" W for a distance of 20.05' to an old iron pipe corner. Said line being bounded on the southwest by lands of now or formerly Broad River Mall Assoc.

Thence, N 27° 31' 38" W for a distance of 25.18' to an old iron pipe corner. Said line being bounded on the west by lands of now or formerly Broad River Mall Assoc.

Thence, N 70° 16' 40" E for a distance of 829.43' to an old iron pipe corner. Said line being the southern right-of-way of Marley Drive. Said point being the point of beginning.

A PUD should contain some sort of unified signage program, street lighting program and some minimal architectural controls. The residential portion of the subject project contains some of these basic elements of a PUD. The non-residential portions of the project do not currently contain these basic elements of a PUD. The school site development criteria is largely, but not totally, governed by state law.

The Department suggests the non-residential portions of the project include the conditions listed below:

- A. The uses of the commercial area between Community Drive and Wilson Blvd should be limited to:
 - 1. Interstate highway related retail businesses
 - 2. Eating/drinking establishments
 - 3. Commercial recreation or amusement businesses
 - 4. Medical/dental businesses
 - 5. Service or repair facilities, excluding automobile body and/or paint shops
- B. The uses of the commercial area west of Community Drive should be limited to:
 - 1. Wholesaling, warehousing and distribution facilities
 - 2. Light manufacturing
 - 3. Professional offices
 - 4. Business or vocational schools
 - 5. Laboratories
 - 6. Commercial printing and the like

The Department's review of the DRAFT homeowner documents determined the following changes should be made in the Declaration of Covenants, Conditions, Restrictions, Easements, Charges and Liens document submitted by the applicant:

Page 8 – Article II – Section 3 – Subdivision/Combinations of Lots and Road Uses

The wording of this section needs to be modified to clarify that in addition to satisfying the community's Architectural Control Board (ACB) in these matters, it is necessary to comply with the relevant County Code requirements as well. As currently, this Section conveys the impression that the ACB is the final authority in these matters.

Page 25/26/27 – Article VII – Procedures


The wording of this section needs to be modified to clarify that in addition to satisfying the community's Architectural Control Board (ACB) in these matters, it is necessary to comply with the relevant County Code requirements as well. As currently, this Section conveys the impression that the ACB is the final authority in these matters.

RECOMMENDATION

The Department recommends approval of project # 04-35 MA, subject to inclusion of the following conditions in the adoption ordinance for the subject project:

- a. The term institutional should be clarified to refer to only public schools and their customary accessory uses; and
- b. Access to the institutional area should be limited to one entrance on Turkey Farm Road and one entrance on Community Drive; and
- c. The commercial development on the parcel between Community Drive and Wilson Blvd should be limited to 65,000 sq. ft. of retail commercial land uses; and
- d. The commercial area on the west side of Community Drive should be limited to 260,000 square feet of light industrial/office uses substantially similar to that found in the Northpoint Industrial and which substantially conforms to the Northpoint Industrial Park development criteria.
- e. A unified signage program should be included in the commercial area.
- f. Street lights should be installed along Community Drive in the commercial area.

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

TO: Planning Commission Members; Interested Parties
FROM: Carl D. Gosline, AICP, Subdivision Administrator 
DATE: March 29, 2004
RE: 04-35 MA – Turkey Farm Road Rezoning 371 acres RU to PUD-1

BACKGROUND

The Planning Commission considered this request on February 2, 2004. The Department recommended approval of the request, but the Commission made the Findings Of Fact listed below and recommended the County Council deny the request:

- 1) The project would generate too much traffic on Turkey Farm Road.
- 2) The proposed school would not be bound by the access points identified in the applicant's PUD Plan.
- 3) The proposed development is too intense for the existing rural character of the area.
- 4) There is no real market for typical suburban residential development in this area.
- 5) There were concerns about the amounts and types of development in the commercial area along Community Drive.
- 6) The amount and location of the proposed open space was not clearly identified.

The County Council conducted a Public Hearing on February 24, 2004 and approved the proposed project at First Reading. Pursuant to state law, the Council referred the proposed project back to the Planning Commission because the applicant made some significant changes, discussed below, from the version of the project reviewed by the Planning Commission.

The Council approved Second Reading of the adoption ordinance on March 16, 2004. Third Reading of the adoption ordinance is tentatively scheduled for April 6, 2004.

At the Public Hearing, the applicant agreed to reduce the maximum number of dwelling units from 450 to 400. The applicant also agreed to deed a minimum 50-foot buffer area to each of the existing adjacent property owners on the north side of Turkey Farm Road.

The Department believes that the intent of the PUD process is to allow an applicant very significant freedom and flexibility in the project design. However, this flexibility should not be totally without limits. The limitations should be expressed in terms dwelling units per acre and/or square footage for non-residential uses. The latter situation is best accomplished using Floor Area Ratios and Impervious Surface Ratios as was the case in the Richardson industrial park on Monticello Road.

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

April 5, 2004

Applicant: South Development Co.		Preliminary Subdivision Plans For: St Andrews Place, Phase 2 & 3
RC Project # : SD-04-68		
General Location: Young Drive and Nunamaker Drive (I-20 & Broad River Road area)		
Tax Map Number: 07403-02-01 & 07403-01-11 (p)		Number of Residences: 58
Subject Area: 19.3 acres	Sewer Service Provider: City of Columbia	
Current Zoning: PUD-1R	Water Service Provider: City of Columbia	

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Broad River Road	
Functional Classification Of This Roadway	Four lane Undivided Principal Arterial	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	29,200	
Estimated Traffic Generated By The Proposed Project	551	
Current Volume At The Nearest Count Station # 181 Located @	43,500	
Estimated Traffic Count With the Proposed Project	44,051	
Volume-To-Capacity Ratio With The Proposed Project	1.52	

Notes:

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

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

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

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

Broad River Road already has a LOS F in this location. The proposed project does not significantly increase the current traffic counts in this area.

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	12
Middle School @ 0.13 students per single family DU	8
High School @ 0.12 Students per single family DU	7

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

Existing Site Conditions

The site is currently vacant with some mature hardwood trees on the site. It is surrounded on the north, east and south by singled family detached residences

Compatibility with the Surrounding Area

The proposed project is a single family detached subdivision. It is compatible with the adjacent development and is consistent with the development parameters established in the PUD-1R zoning granted in the Fall of 2002.

Discussion of Applicable Comprehensive Plan Issues

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

The Northwest Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Medium/High Density Residential, i.e., 6.0 to 9.0 DU/acre, on this Map. The proposed 3.0 DU/acre subdivision is NOT consistent with this land use designation.

The **proposed subdivision is not consistent** with the Proposed Land Use Map because it is a low density subdivision located in an area designated for medium/high density development. The state law requires projects to be consistent with the provisions of the Comprehensive Plan, including the Map. **Even though the County rezoned the entire project to PUD-1R, the Northwest Subarea Plan Proposed Land Use Map was not changed to a residential as required by state law.**

The Northwest Subarea Plan, adopted in September 1993, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 29, 34 and 40 respectively, are discussed below:

Objective – Promote new development in areas with adequate infrastructure

Other than Broad River Road having a current LOS F, the site has adequate infrastructure. The proposed project implements this Objective. (pg. 29)

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

The proposed subdivision will ensure that commercial land uses will not continue spreading eastward from Broad River Road into the existing residential area. This project implements this Principle.

Other Pertinent Factors

- 1) As of March 17, 2004, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of March 17, 2004, the flood elevation statement had not been approved.
- 3) As of March 17, 2004, the County Fire Marshal had not provided comments.
- 4) As of March 17, 2004, the City of Columbia had not approved the water and sewer line construction plans.
- 5) As of March 17, 2004, DHEC had not issued a sewer line construction permit.
- 6) As of March 17, 2004, DHEC had not issued a water line construction permit.
- 7) As of March 17, 2004, the E-911 Coordinator had not certified Planning Commission approval of the proposed street names.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 58 unit single family detached subdivision, known as St Andrews Place, Phase 2 & 3 (Project # SD-04-68). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. **Broad River Road already has a LOS F in this location.** The proposed project does not significantly increase the current traffic counts in this area.
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project **is not consistent** with the Northwest Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Northwest Subarea Plan.

Specific Conditions

- a) The Planning Dept. must issue a Land Disturbance Permit **PRIOR to any land clearing activity being initiated; and**
- b) The E-911 Coordinator must certify the street names have been approved by the Planning Commission prior to assigning street addresses for building permits; **and**
- c) The Department of Public Works must approve the stormwater management plans; **and**
- d) The Floodplain Mgmt. Specialist must approve the flood elevation statement prior to building permits being issued; **and**
- e) The County Fire Marshal must approve the project with or without conditions; **and**
- f) The City of Columbia must approve the water and sewer line construction plans; **and**
- g) DHEC must issue the sewer line construction permits; **and**
- h) DHEC must issue the water line construction permits; **and**
- i) The developer shall install a fence, wall, landscape berm, or combination thereof, to prohibit direct access to Young Drive from lot 85; **and**
- j) **No building permits shall be issued until all of the conditions cited above are met; and**
- k) Plats shall only be recorded by the complete phases identified in the preliminary plan; **and**
- l) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water and sewer line easement documents; **and**
- m) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- n) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- o) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water and sewer line easement deeds **AND (2)** the County accepts the roads for maintenance.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

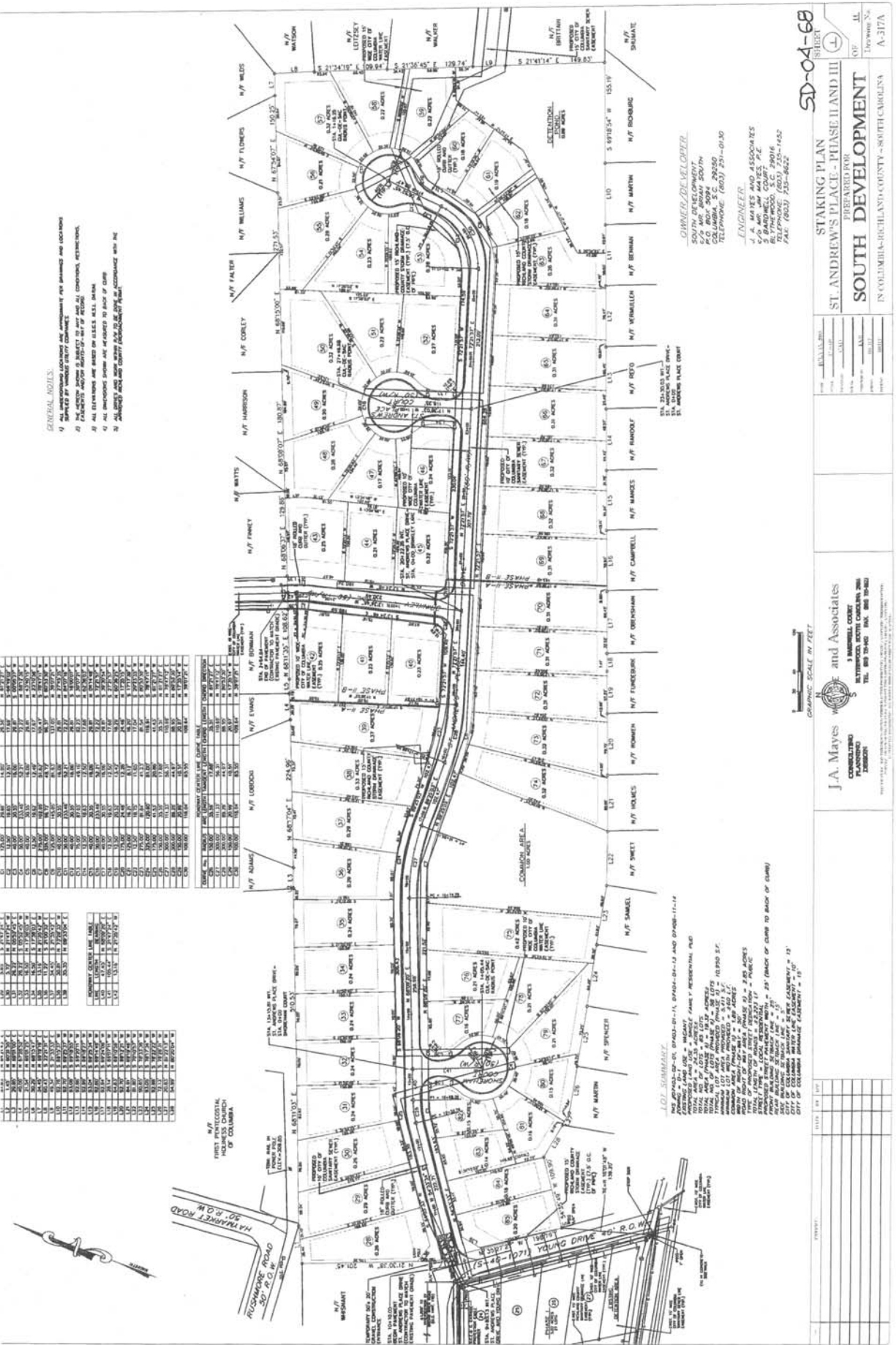
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days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

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

Appeal

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

Attachment A SD 04-68



SEP 09 2003

SD-04-68
SHEET

STAKING PLAN
ST. ANDREW'S PLACE - PHASE II AND III

SOUTH DEVELOPMENT
IN COLLEMBIA-RICHLAND COUNTY - SOUTH CAROLINA

J.A. Mayes and Associates
CONSULTING ENGINEERS AND SURVEYORS
3 MARSHALL COURT
COLUMBIA, SOUTH CAROLINA 29204
TEL: 803 725-1452 FAX: 803 725-1452

OWNER: W. J. BARNETT
DATE: 08/20/03

PROJECT: ST. ANDREW'S PLACE PHASE II & III

SCALE: AS SHOWN

DATE: 08/20/03

BY: J.A. MAYES

CHECKED: J.A. MAYES

APPROVED: J.A. MAYES

DATE: 08/20/03

PROJECT NO.: 03-001

DATE: 08/20/03

PROJECT: ST. ANDREW'S PLACE PHASE II & III

SCALE: AS SHOWN

DATE: 08/20/03

BY: J.A. MAYES

CHECKED: J.A. MAYES

APPROVED: J.A. MAYES

DATE: 08/20/03

PROJECT NO.: 03-001

DATE: 08/20/03

OWNER/DEVELOPER:
W. J. BARNETT
100 W. BROAD ST. #100
COLUMBIA, S.C. 29201
TELEPHONE: (803) 251-0130

ENGINEER:
J.A. MAYES & ASSOCIATES
3 MARSHALL COURT
COLUMBIA, S.C. 29204
TELEPHONE: (803) 725-1452
FAX: (803) 725-1452

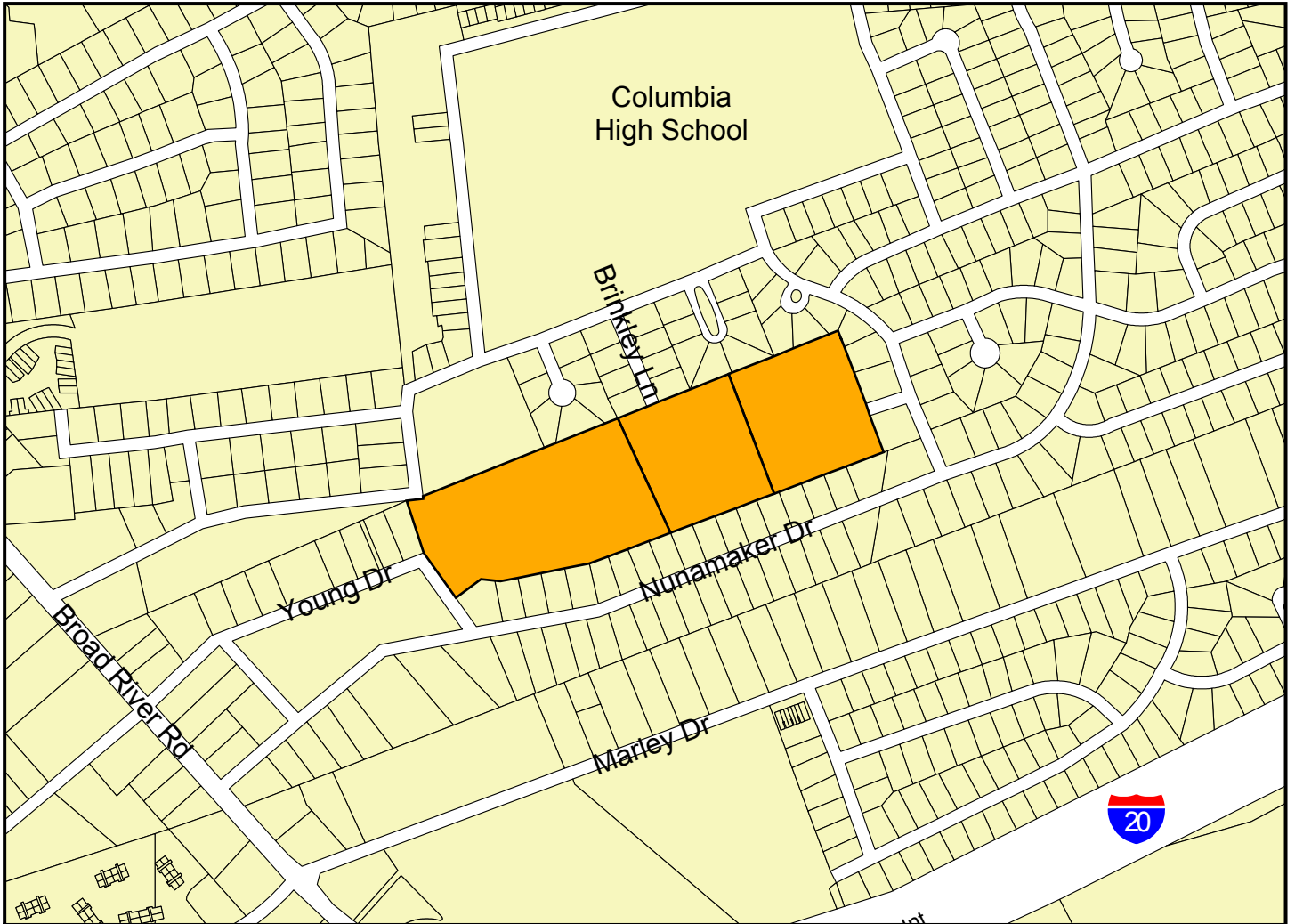
LOT SUMMARY:

THIS PROJECT IS A SUBDIVISION OF LAND IN THE CITY OF COLUMBIA, SOUTH CAROLINA. THE TOTAL AREA OF THE PROJECT IS 10.00 ACRES. THE TOTAL AREA OF THE LOTS IS 10.00 ACRES. THE TOTAL AREA OF THE COMMON AREAS IS 0.00 ACRES. THE TOTAL AREA OF THE IMPROVED AREAS IS 0.00 ACRES. THE TOTAL AREA OF THE UNIMPROVED AREAS IS 0.00 ACRES. THE TOTAL AREA OF THE OPEN AREAS IS 0.00 ACRES. THE TOTAL AREA OF THE WATER AREAS IS 0.00 ACRES. THE TOTAL AREA OF THE OTHER AREAS IS 0.00 ACRES. THE TOTAL AREA OF THE PROJECT IS 10.00 ACRES.

SD 04-68
ST. ANDREWS PLACE
TMS 07403-01-11; 07404-04-13; 07408-11-14



SD 04-68 ST. ANDREWS PLACE, PHASES 2 & 3



Looking at site from Young Drive



Looking at site from Brinkley Lane

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

April 5, 2004

Applicant: Lake Carolina Dvlpmt. Co.		Preliminary Subdivision Plans For: Centennial, Phase 10 thru 17	
RC Project # : SD-04-209			
General Location: Southeast Quadrant of the Lake Carolina Project			
Tax Map Number: 23200-01-02 (p)		Number of Residences: 267	
Subject Area: 61.4 acres	Sewer Service Provider: Palmetto Utilities		
Current Zoning: TND	Water Service Provider: City of Columbia		

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Clemson Rd via Summit Parkway	
Functional Classification Of This Roadway	Four lane undivided minor arterial	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	21,600	
Estimated Traffic Generated By The Proposed Project	2537	
Current Volume At The Nearest Count Station # 441 Located @ Clemson Rd west of Rhame Road	14,300	
Estimated Traffic Count With the Proposed Project	16,837	
Volume-To-Capacity Ratio With The Proposed Project	0.78	

Notes:

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

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

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

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

The proposed project, by itself, will not result in the LOS C being exceeded at SCDOT count station # 441. However, **the Department estimates that upon buildout of the approved subdivisions in the area, the traffic on Clemson Road will far exceed the minimum LOS F level.**

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	53
Middle School @ 0.13 students per single family DU	35
High School @ 0.12 Students per single family DU	33

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

Existing Site Conditions

The site generally slopes downward to the north and west. The wetland areas will be protected from development. Most of the site has pine trees, except in the wetlands.

Compatibility with the Surrounding Area

The subject project is a single family detached subdivision with some associated neighborhood commercial uses. The adjacent subdivisions, Hidden Pines subdivision in The Summit and Canterbury Park in Lake Carolina, are single family detached residential subdivisions. The proposed project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

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

The Northeast Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Development on this Map. The proposed 4.3 DU/acre residential project is consistent with this land use designation.

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

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

The subject project is the first portion of another TND neighborhood in the Lake Carolina project. Future portions of the TND will include neighborhood commercial areas and a road connection to The Summit project through the Hidden Pines subdivision. The proposed project implements this Objective.

Principle

None Applicable

Other Pertinent Factors

- 1) As of March 17, 2004, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of March 17, 2004, the flood elevation statement had not been approved.
- 3) The County Fire Marshal approved the plans on March 3, 2004.
- 4) As of March 17, 2004, the City of Columbia had not approved the water line construction plans.
- 5) As of March 17, 2004, DHEC had not issued a sewer line construction permit.
- 6) As of March 17, 2004, DHEC had not issued a water line construction permit.
- 7) As of March 17, 2004, the E-911 Coordinator had not certified Planning Commission approval of the proposed street names.

No portion of the proposed lots will encroach into the wetland areas depicted on the preliminary plat. The wetlands boundaries depicted on the plat include a minimum 30 foot wide buffer area.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 191 unit single family detached subdivision, known as Centennial, Phase 10 through 17 (Project # SD-04-209), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Clemson Road operating below a LOS C capacity. However, **the Department estimates that upon buildout of the approved subdivisions in the area, the traffic on Clemson Road will far exceed the minimum LOS F level.**
2. The proposed subdivision is compatible with existing development in the area.
3. The project is consistent with the Northeast Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives of the Northeast Subarea Plan.

Specific Conditions

- a) **PRIOR to any site clearance activity being initiated**, the subdivision plats shall include tree protection certification statements provided by the Department; and
- b) The E-911 Coordinator must certify the street names have been approved by the Planning Commission prior to assigning street addresses for building permits; and
- c) The Department of Public Works must approve the stormwater management plans; and
- d) The Floodplain Mgmt. Specialist must approve the flood elevation statement prior to building permits being issued; and
- e) The City of Columbia must approve the water line construction plans; and DHEC must issue the sewer line construction permits; and
- f) DHEC must issue the water line construction permits; and
- g) The Lake Carolina Development Co. shall approve each individual site plan; and
- h) No building permits shall be issued until all of the conditions cited above are met; and
- i) Plats shall be recorded by the complete phases identified in the preliminary plan; and
- j) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water line easement documents; and
- k) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; and
- l) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- m) A Final Plat can not be approved until **(1)** the City of Columbia approves the water line easement deeds **AND (2)** the County accepts the roads for maintenance.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

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

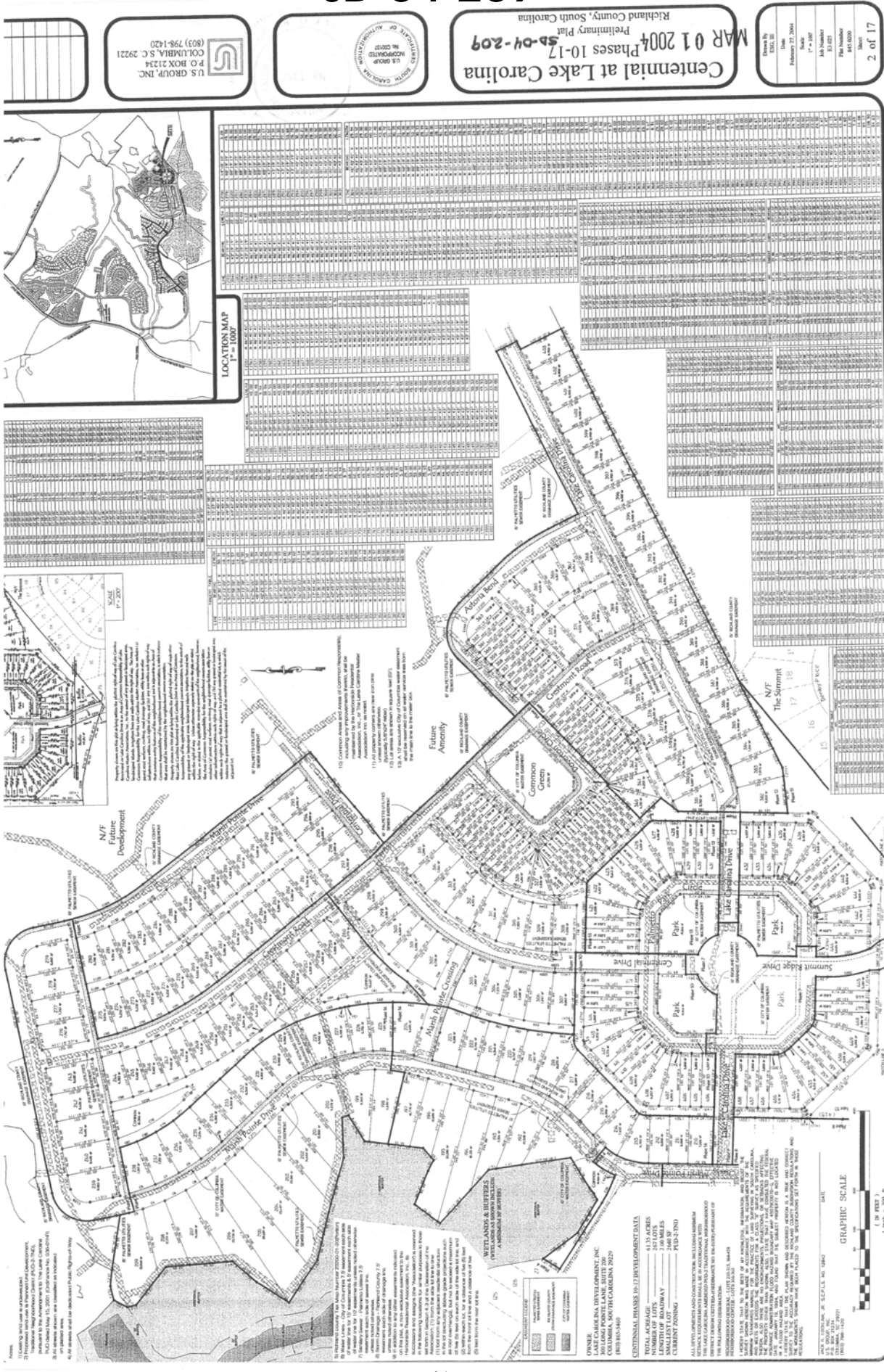
- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; **or**
- (c) A clerical or map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

Appeal

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

Attachment A

SD 04-209

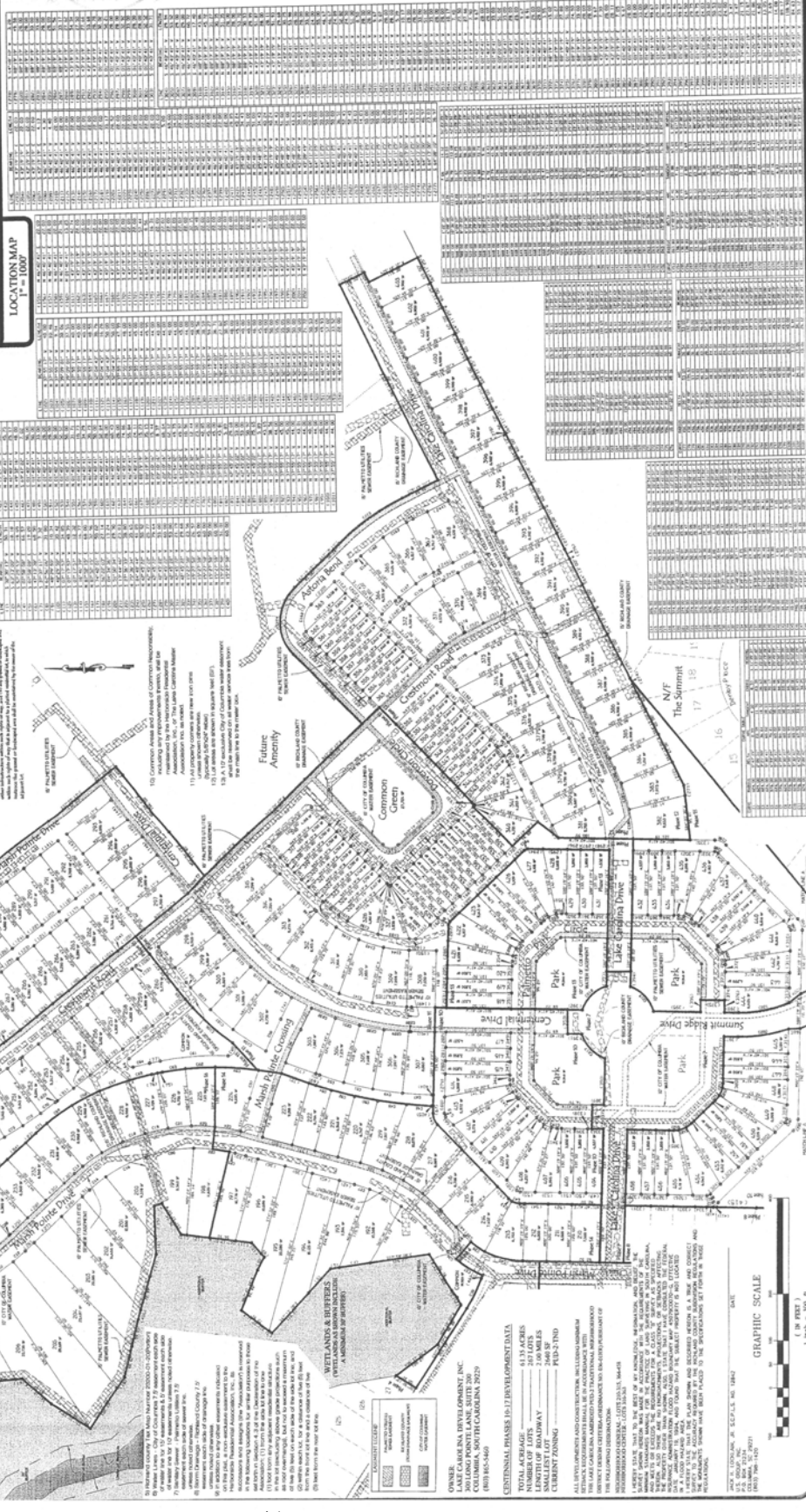
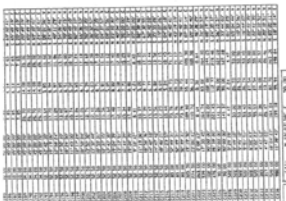


Sheet	2 of 17
Date	February 27, 2004
Scale	1/4" = 100'
Job Number	813101
Plan Number	8131001
Sheet	2 of 17

MAR 01 2004
Phases 10-17
Preliminary Plat
5b-04-209
 Centennial at Lake Carolina
 Richland County, South Carolina



U.S. GROUP, INC.
 P.O. BOX 21284
 COLUMBIA, S.C. 29221
 (803) 798-1420



LEGEND

- Lot Lines
- Lot Numbers
- Street Right-of-Way
- Utility Lines
- Proposed Structures
- Proposed Landscaping
- Proposed Amenities
- Proposed Utilities
- Proposed Stormwater Management
- Proposed Pedestrian Paths
- Proposed Bicyclist Paths
- Proposed Open Space
- Proposed Parking
- Proposed Driveways
- Proposed Fences
- Proposed Signs
- Proposed Utilities
- Proposed Stormwater Management
- Proposed Pedestrian Paths
- Proposed Bicyclist Paths
- Proposed Open Space
- Proposed Parking
- Proposed Driveways
- Proposed Fences
- Proposed Signs

NOTES

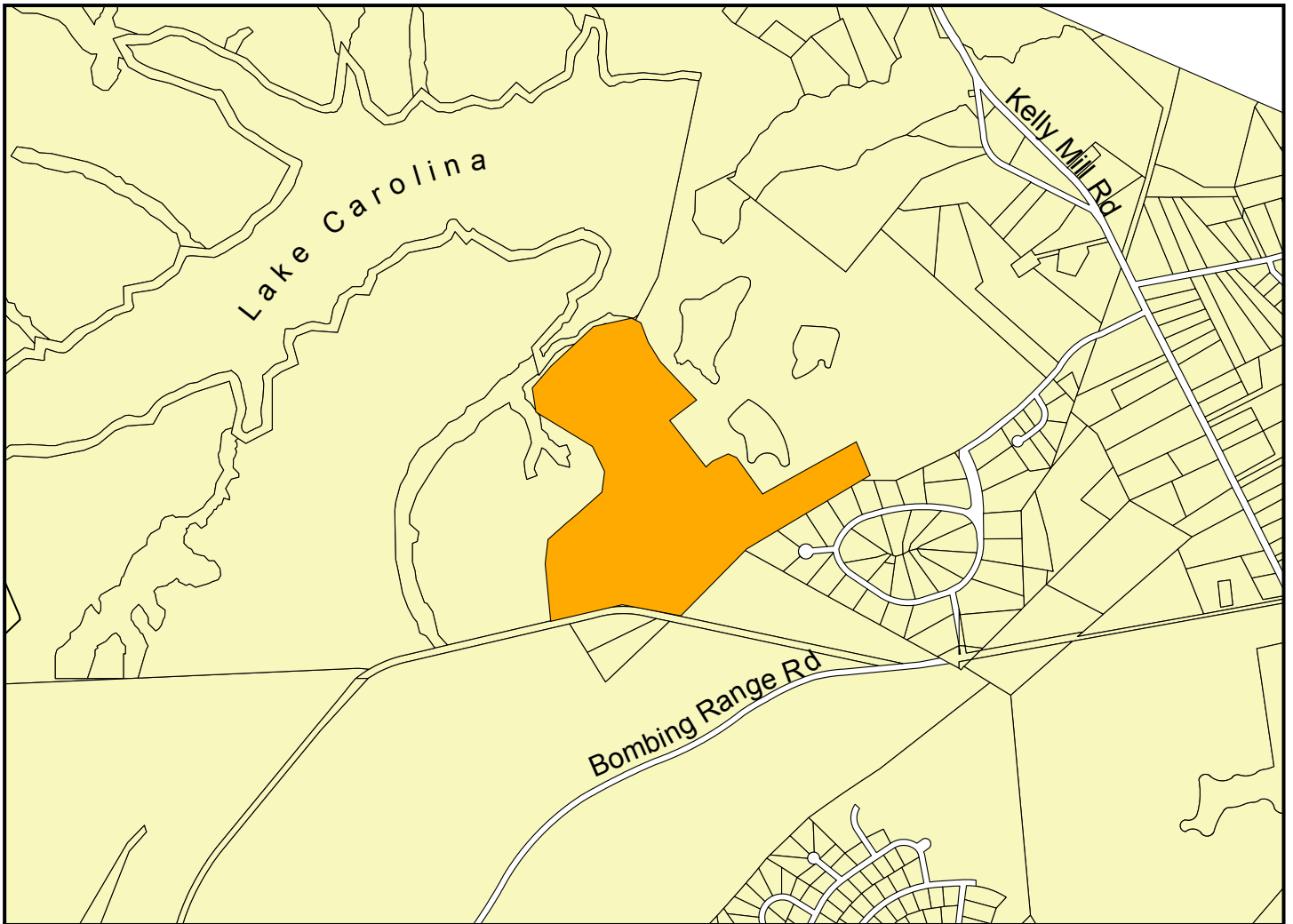
1. All dimensions are in feet unless otherwise noted.
2. All lot areas are in square feet unless otherwise noted.
3. All street widths are in feet unless otherwise noted.
4. All utility lines are in feet unless otherwise noted.
5. All proposed structures are in feet unless otherwise noted.
6. All proposed landscaping is in feet unless otherwise noted.
7. All proposed amenities are in feet unless otherwise noted.
8. All proposed utilities are in feet unless otherwise noted.
9. All proposed stormwater management is in feet unless otherwise noted.
10. All proposed pedestrian paths are in feet unless otherwise noted.
11. All proposed bicyclist paths are in feet unless otherwise noted.
12. All proposed open space is in feet unless otherwise noted.
13. All proposed parking is in feet unless otherwise noted.
14. All proposed driveways are in feet unless otherwise noted.
15. All proposed fences are in feet unless otherwise noted.
16. All proposed signs are in feet unless otherwise noted.
17. All proposed utilities are in feet unless otherwise noted.
18. All proposed stormwater management is in feet unless otherwise noted.
19. All proposed pedestrian paths are in feet unless otherwise noted.
20. All proposed bicyclist paths are in feet unless otherwise noted.
21. All proposed open space is in feet unless otherwise noted.
22. All proposed parking is in feet unless otherwise noted.
23. All proposed driveways are in feet unless otherwise noted.
24. All proposed fences are in feet unless otherwise noted.
25. All proposed signs are in feet unless otherwise noted.



SD 04-209
CENTENNIAL, PHASES 10-17
TMS 23200-01-02 (p)



SD 04-209 CENTENNIAL, PHASES 10-17



Looking at site from end of Lake Carolina Blvd.



Looking at site from Hidden Pines

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

April 5, 2004

Applicant: The Mungo Co		Preliminary Subdivision Plans For: Milford Park, Phases 5 & 6
RC Project # : SD-04-152A		
General Location: Bickley Road in Ballentine		
Tax Map Number: 02415-02-02; 02500-06-04		Number of Residences: 58
Subject Area: 40.8 acres	Sewer Service Provider: Richland County Utilities	
Current Zoning: RS-1/RS-2	Water Service Provider: City of Columbia	

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Bickley Road	
Functional Classification Of This Roadway	Not Classified	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	NAp	
Estimated Traffic Generated By The Proposed Project	551	
Current Volume At The Nearest Count Station # Located @	Not Counted	
Estimated Traffic Count With the Proposed Project	NAp	
Volume-To-Capacity Ratio With The Proposed Project	NAp	

Notes:

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

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

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

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

The proposed project will not generate a significant amount of traffic on Bickley Road.

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	12
Middle School @ 0.13 students per single family DU	8
High School @ 0.12 Students per single family DU	7

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

Existing Site Conditions

The site has public water and sewer service available. It is sparsely vegetated with immature pine trees and scrub oaks.

Compatibility with the Surrounding Area

The proposed project is a continuation of the Milford Park subdivision. The project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

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

The Northwest Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as High/Medium Density Residential (5.0 to 9.0 DU/acre) use on this Map.

The proposed subdivision is not consistent with the Proposed Land Use Map because it is a low density residential subdivision (1.4 DU/acre) project located in an area designated for high/medium density residential use. The state law requires projects to be consistent with the provisions of the Comprehensive Plan, including the Map.

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

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

The proposed 1.4 DU/acre development is similar to the adjacent phases of Milford Park. The proposed project implements this Objective.

Principle – Residential development should be limited to individual dwellings on individual lots.

The subject project is a single family detached residential subdivision. This project implements this Principle.

Other Pertinent Factors

- 1) As of March 17, 2004, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of March 17, 2004, the flood elevation statement had not been approved.
- 3) As of March 17, 2004, the County Fire Marshal had not provided comments.
- 4) As of March 17, 2004, the City of Columbia had not approved the water line construction plans.
- 5) As of March 17, 2004, DHEC had not issued a sewer line construction permit.
- 6) As of March 17, 2004, DHEC had not issued a water line construction permit.
- 7) As of March 17, 2004, the E-911 Coordinator had not certified Planning Commission approval of the proposed street names.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDS) recommends conditional approval of the preliminary subdivision plans for a 58 unit single family detached subdivision, known as Milford Park, Phase 5 & 6 (Project # SD-04-152A). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

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

Specific Conditions

- a) The Planning Dept. must issue a Land Disturbance Permit **PRIOR to any land clearing activity being initiated**; and

- b) The E-911 Coordinator must certify the street names have been approved by the Planning Commission prior to assigning street addresses for building permits; and
- c) The Department of Public Works must approve the stormwater management plans; and
- d) The Floodplain Mgmt. Specialist must approve the flood elevation statement prior to building permits being issued; and
- e) The County Fire Marshal must approve the project with, or without, conditions; and
- f) The City of Columbia must approve the water line construction plans; and
- g) DHEC must issue the sewer line construction permits; and
- h) DHEC must issue the water line construction permits; and
- i) **No building permits shall be issued until all of the conditions cited above are met; and**
- j) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water line easement documents; and
- k) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; and
- l) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- m) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water line easement deeds **AND (2)** the County accepts the roads for maintenance.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

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


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

Appeal

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

Attachment A

SD 04-152A



CIVIL ENGINEERING OF COLUMBIA
CONSULTING ENGINEERING, SURVEYING AND PLANNING
2608 RESERVATION ROAD, COLUMBIA, SOUTH CAROLINA 29910
TELEPHONE (803) 799-2520 FAX (803) 799-2833

STAKING & ALIGNMENT PLAN

PROJECT NO. 1903 SOUTH CAROLINA
JOB NUMBER 03110
DRAWN BY LEE
DATE 11-02-03
SHEET 1 OF 19



SD-04-152A
FEB 13 2004 MILFORD PARK PHASE FIVE
RICHLAND COUNTY, SOUTH CAROLINA

SUBMITTAL PLANS
DATE SUBMITTED FEB 8 2004

SCALE IN FEET
0 50 100 150

THE ENGINEER IS:
RICHARD COMPANY
2100 COLLEGE BLVD.
COLUMBIA, SC 29203
TEL: 803/799-2833

THE REGISTERED SURVEYOR IS:
RICHARD COMPANY
2100 COLLEGE BLVD.
COLUMBIA, SC 29203
TEL: 803/799-2833

ROAD CENTERLINE CURVE DATA

STATION	PC	PT	PI	PE	LC	EA	EB	EC	ED	EA	EB	EC	ED
1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00

LOT LINE CURVE DATA

LOT NO.	PC	PT	PI	PE	LC	EA	EB	EC	ED	EA	EB	EC	ED
1	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00

STAKING & ALIGNMENT PLAN
JOB NUMBER: 03110
PROJEC: THE GRAND COMPLEX
1796, THE GRAND COMPLEX
THE SOUTH CAROLINA
DATE: 11-29-03
SCALE: 1" = 50'

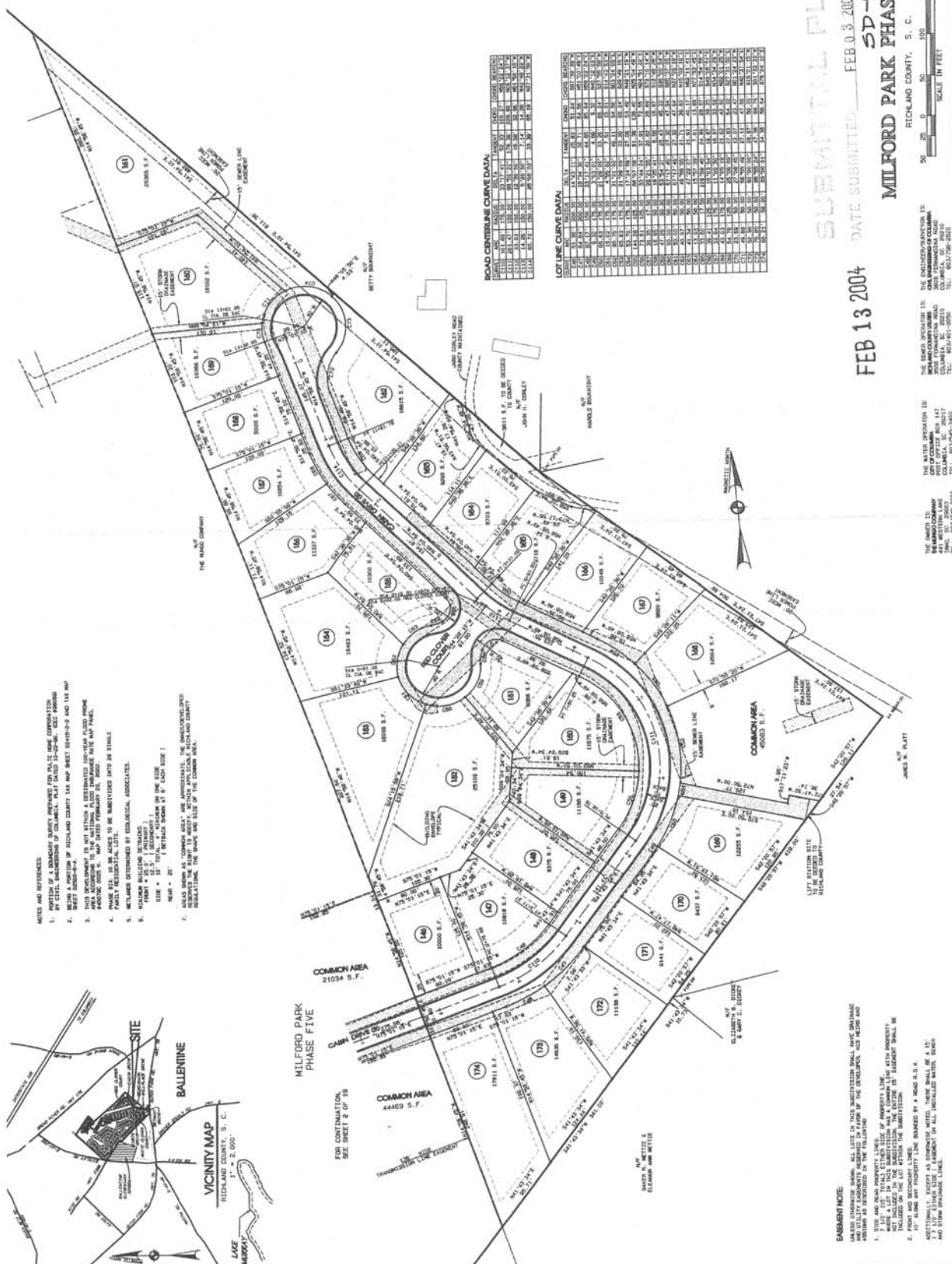
DATE SUBMITTED: FEB. 13, 2004
SUBMITTAL PLANE
MILFORD PARK PHASE SIX
SP-04-152
RICHLAND COUNTY, S. C.
SCALE IN FEET
0 50 100 150

FEB 13 2004

THE ARCHITECT: THE ARCHITECTS/PARTNERS IS
ARCHITECTS AND INTERIORS
COLUMBIA, SC 29203
TEL: 803/495-0000 FAX: 803/799-3800

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ROAD CENTERLINE CURVE DATA

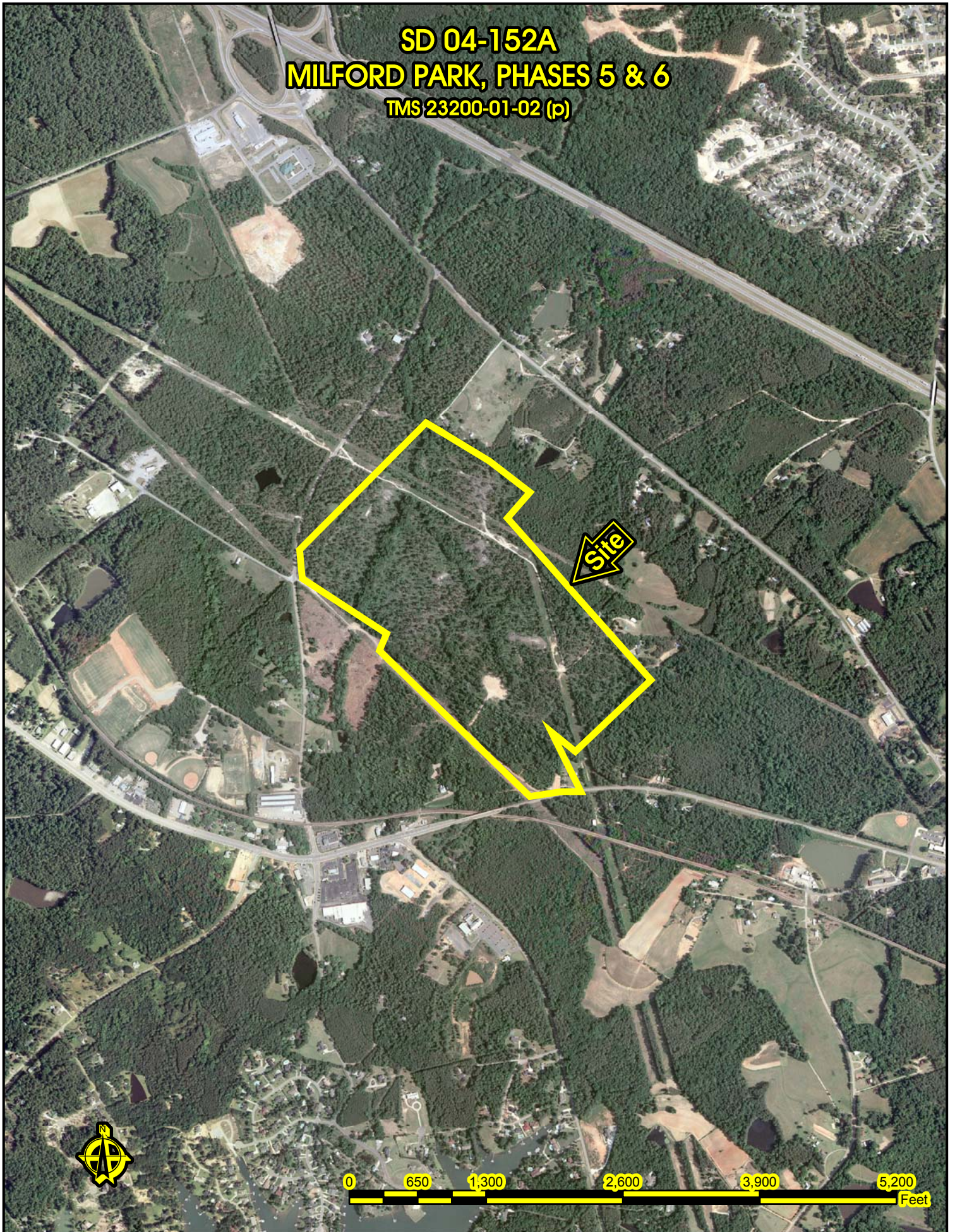
STATIONING	PC	PVI	PT	LC	LC (FEET)
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172.00	172.00	172.00	172.00	172.00	172.00
173.00	173.00	173.00	173.00	173.00	173.00
174.00	174.00	174.00	174.00	174.00	174.00
175.00	175.00	175.00	175.00	175.00	175.00
176.00	176.00	176.00	176.00	176.00	176.00
177.00	177.00	177.00	177.00	177.00	177.00
178.00	178.00	178.00	178.00	178.00	178.00
179.00	179.00	179.00	179.00	179.00	179.00
180.00	180.00	180.00	180.00	180.00	180.00
181.00	181.00	181.00	181.00	181.00	181.00
182.00	182.00	182.00	182.00	182.00	182.00

LOT LINE CURVE DATA

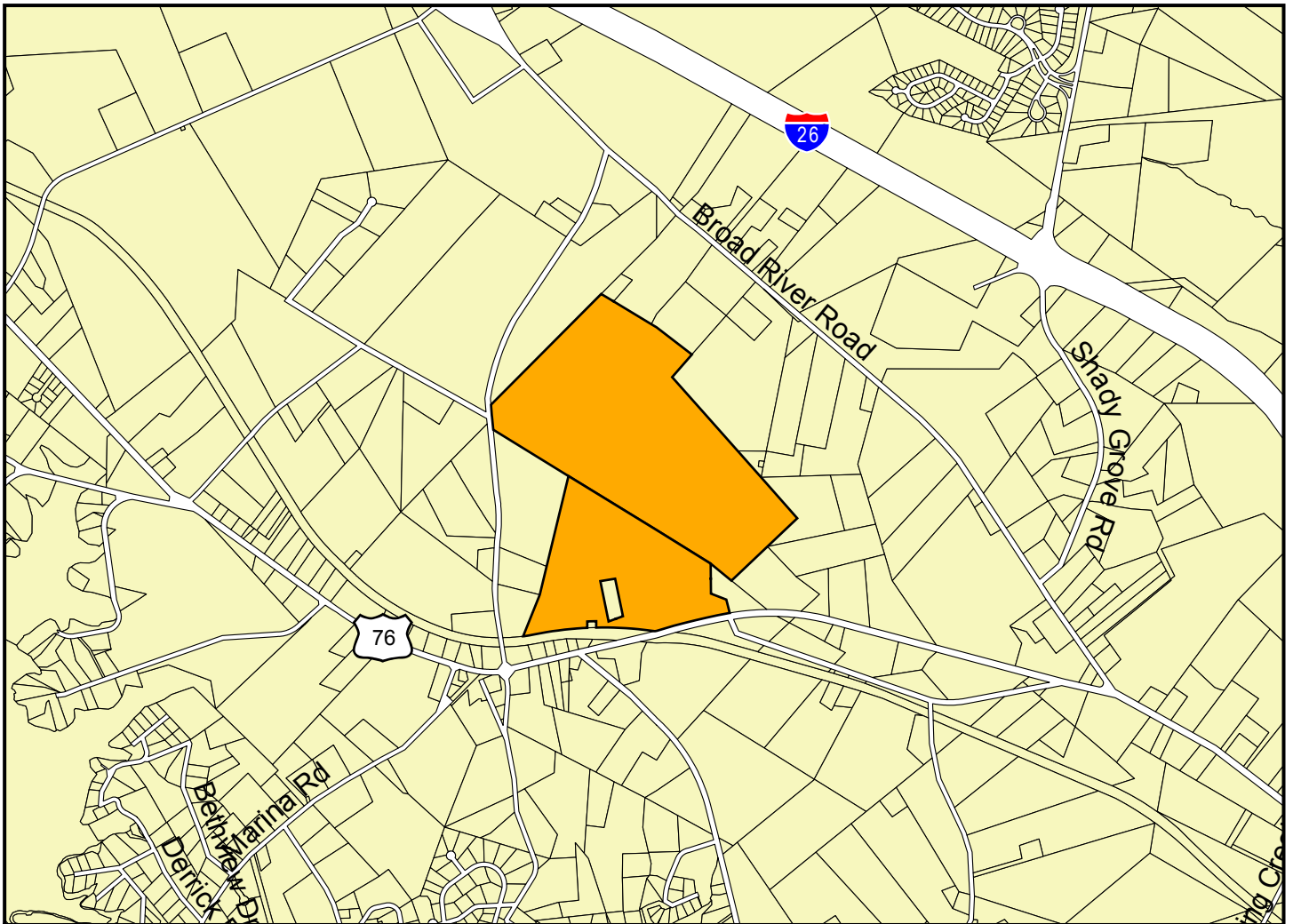
STATIONING	PC	PVI	PT	LC	LC (FEET)
171.00	171.00	171.00	171.00	171.00	171.00
172.00	172.00	172.00	172.00	172.00	172.00
173.00	173.00	173.00	173.00	173.00	173.00
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178.00	178.00	178.00	178.00	178.00	178.00
179.00	179.00	179.00	179.00	179.00	179.00
180.00	180.00	180.00	180.00	180.00	180.00
181.00	181.00	181.00	181.00	181.00	181.00
182.00	182.00	182.00	182.00	182.00	182.00

- NOTES AND REFERENCES:**
1. PORTION OF A SURVEY QUARTY PREPARED FOR PLATE HOME CONVENTION BY CIVIL ENGINEERS OF COLUMBIA, PLAT DATED 10-26-84. SEE PARAGRAPHS 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 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SD 04-152A
MILFORD PARK, PHASES 5 & 6
TMS 23200-01-02 (p)



SD 04-152A MILFORD PARK, PHASES 5 & 6



Looking at site from end of Lake Carolina Blvd.



Looking at site from Hidden Pines

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

April 5, 2004

Applicant: The Mungo Co		Preliminary Subdivision Plans For: Milford Park, Phases 7 & 8
RC Project # : SD-04-152B		
General Location: Bickley Road in Ballentine		
Tax Map Number: 02415-02-02; 02500-06-04		Number of Residences: 106
Subject Area: 40.8 acres	Sewer Service Provider: Richland County Utilities	
Current Zoning: RS-1/RS-2	Water Service Provider: City of Columbia	

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Dutch Fork Road	
Functional Classification Of This Roadway	Two Lane Undivided Collector	
Level-Of-Service C Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	1007	
Current Volume At The Nearest Count Station # 145 Located @ Ballentine	15,200	
Estimated Traffic Count With the Proposed Project	16,207	
Volume-To-Capacity Ratio With The Proposed Project	1.88	

Notes:

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

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

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

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

This portion of Dutch Fork Road is already operated far below the LOS F capacity. The subject project will increase the traffic on Dutch Fork Road by 6 percent.

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	21
Middle School @ 0.13 students per single family DU	14
High School @ 0.12 Students per single family DU	13

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

Existing Site Conditions

The site has public water and sewer service available. It is sparsely vegetated with immature pine trees and scrub oaks.

Compatibility with the Surrounding Area

The proposed project is a continuation of the Milford Park subdivision. The project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

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

The Northwest Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as High/Medium Density Residential (5.0 to 9.0 DU/acre) use on this Map.

The proposed subdivision is not consistent with the Proposed Land Use Map because it is a low density residential subdivision (2.6 DU/acre) project located in an area designated for high/medium density residential use. The state law requires projects to be consistent with the provisions of the Comprehensive Plan, including the Map.

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

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

The proposed 2.6 DU/acre development is similar to the adjacent phases of Milford Park. The proposed project implements this Objective.

Principle – Residential development should be limited to individual dwellings on individual lots.

The subject project is a single family detached residential subdivision. This project implements this Principle.

Other Pertinent Factors

- 1) As of March 17, 2004, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of March 17, 2004, the flood elevation statement had not been approved.
- 3) As of March 17, 2004, the County Fire Marshal had not provided comments.
- 4) As of March 17, 2004, the City of Columbia had not approved the water line construction plans.
- 5) As of March 17, 2004, DHEC had not issued a sewer line construction permit.
- 6) As of March 17, 2004, DHEC had not issued a water line construction permit.
- 7) As of March 17, 2004, the E-911 Coordinator had not certified Planning Commission approval of the proposed street names.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDS) recommends conditional approval of the preliminary subdivision plans for a 106 unit single family detached subdivision, known as Milford Park, Phase 7 & 8 (Project # SD-04-152B). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

- 1) **This portion of Dutch Fork Road is already operated far below the LOS F capacity.** The subject project will increase the traffic on Dutch Fork Road by 6 percent.
- 2) The proposed subdivision is compatible with existing development in the area.
- 3) The proposed project **is not consistent** with the Northwest Subarea Plan Map land use designation.
- 4) The proposed project implements the relevant Objectives and Recommendations of the Northwest Subarea Plan.

Specific Conditions

- 5) The Planning Dept. must issue a Land Disturbance Permit **PRIOR to any land clearing activity being initiated; and**

- 6) The E-911 Coordinator must certify the street names have been approved by the Planning Commission prior to assigning street addresses for building permits; **and**
- 7) The Department of Public Works must approve the stormwater management plans; **and**
- 8) The Floodplain Mgmt. Specialist must approve the flood elevation statement prior to building permits being issued; **and**
- 9) The County Fire Marshal must approve the project with, or without, conditions; **and**
- 10) The City of Columbia must approve the water line construction plans; **and**
- 11) DHEC must issue the sewer line construction permits; **and**
- 12) DHEC must issue the water line construction permits; **and**
- 13) **No building permits shall be issued until all of the conditions cited above are met; and**
- 14) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water line easement documents; **and**
- 15) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- 16) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- 17) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water line easement deeds **AND (2)** the County accepts the roads for maintenance.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

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

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

Appeal

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

Attachment A SD 04-152B



- NOTES AND REFERENCES:**
1. SITE PLAN OF A RESIDENTIAL SUBDIVISION APPROVED BY THE LOCAL GOVERNMENT.
 2. THIS PLAN IS A REVISION OF THE PREVIOUS PLAN AND IS TO BE CONSIDERED AS SUCH.
 3. THIS DEVELOPMENT IS NOT WITHIN A DESIGNATED 100-YEAR FLOOD PLANE AND IS NOT SUBJECT TO THE REQUIREMENTS OF THE FLOOD DAMAGE PREVENTION ACT.
 4. PHASE SEVEN IS 25 ACRES, 24 LOTS AND 100,000 S.F. OF BUILDING AREA.
 5. UTILITIES DETERMINED BY CONSULTING ASSOCIATES.
 6. ELEVATIONS ARE IN FEET UNLESS OTHERWISE NOTED.
 7. FOR ADDITIONAL STATION INFORMATION, SEE THE PLAN SHEET FOR THE PREVIOUS PHASE.
 8. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.
 9. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND REGULATIONS FROM THE LOCAL AND STATE GOVERNMENTS.

THE ENGINEER IS:
THE ARCHITECT IS:
THE LANDSCAPE ARCHITECT IS:
THE CIVIL ENGINEER IS:
THE SURVEYOR IS:

MILFORD PARK PHASE SEVEN
 RICHLAND COUNTY, SOUTH CAROLINA
 SCALE IN FEET
SD-04-152B

STAGING & ALIGNMENT PLAN

DATE: 12-22-03
 DRAWN: H. FLORES
 CHECKED: M. SH...
 DRAWING NUMBER: 1 OF 23

JOB NUMBER: 03111

THE ENGINEERS & ARCHITECTS OF SOUTH CAROLINA
 CONSULTING ENGINEERING, SURVEYING AND PLANNING
 5208 RIVINGTON ROAD, COLUMBIA, SOUTH CAROLINA 29210
 TEL: (803) 799-0000 FAX: (803) 799-0000



N/F
 THE #33400-00-003
 BETTY N. BOUNTLIGHT

ROAD CENTERLINE CURVE DATA

STATION	PC	PT	PI	STATION	PC	PT	PI
1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00
1+05.00	1+05.00	1+05.00	1+05.00	1+05.00	1+05.00	1+05.00	1+05.00
1+10.00	1+10.00	1+10.00	1+10.00	1+10.00	1+10.00	1+10.00	1+10.00
1+15.00	1+15.00	1+15.00	1+15.00	1+15.00	1+15.00	1+15.00	1+15.00
1+20.00	1+20.00	1+20.00	1+20.00	1+20.00	1+20.00	1+20.00	1+20.00
1+25.00	1+25.00	1+25.00	1+25.00	1+25.00	1+25.00	1+25.00	1+25.00
1+30.00	1+30.00	1+30.00	1+30.00	1+30.00	1+30.00	1+30.00	1+30.00
1+35.00	1+35.00	1+35.00	1+35.00	1+35.00	1+35.00	1+35.00	1+35.00
1+40.00	1+40.00	1+40.00	1+40.00	1+40.00	1+40.00	1+40.00	1+40.00
1+45.00	1+45.00	1+45.00	1+45.00	1+45.00	1+45.00	1+45.00	1+45.00
1+50.00	1+50.00	1+50.00	1+50.00	1+50.00	1+50.00	1+50.00	1+50.00
1+55.00	1+55.00	1+55.00	1+55.00	1+55.00	1+55.00	1+55.00	1+55.00
1+60.00	1+60.00	1+60.00	1+60.00	1+60.00	1+60.00	1+60.00	1+60.00
1+65.00	1+65.00	1+65.00	1+65.00	1+65.00	1+65.00	1+65.00	1+65.00
1+70.00	1+70.00	1+70.00	1+70.00	1+70.00	1+70.00	1+70.00	1+70.00
1+75.00	1+75.00	1+75.00	1+75.00	1+75.00	1+75.00	1+75.00	1+75.00
1+80.00	1+80.00	1+80.00	1+80.00	1+80.00	1+80.00	1+80.00	1+80.00
1+85.00	1+85.00	1+85.00	1+85.00	1+85.00	1+85.00	1+85.00	1+85.00
1+90.00	1+90.00	1+90.00	1+90.00	1+90.00	1+90.00	1+90.00	1+90.00
1+95.00	1+95.00	1+95.00	1+95.00	1+95.00	1+95.00	1+95.00	1+95.00
2+00.00	2+00.00	2+00.00	2+00.00	2+00.00	2+00.00	2+00.00	2+00.00

LOTLINE CURVE DATA

STATION	PC	PT	PI	STATION	PC	PT	PI
1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00
1+05.00	1+05.00	1+05.00	1+05.00	1+05.00	1+05.00	1+05.00	1+05.00
1+10.00	1+10.00	1+10.00	1+10.00	1+10.00	1+10.00	1+10.00	1+10.00
1+15.00	1+15.00	1+15.00	1+15.00	1+15.00	1+15.00	1+15.00	1+15.00
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1+95.00	1+95.00	1+95.00	1+95.00	1+95.00	1+95.00	1+95.00	1+95.00
2+00.00	2+00.00	2+00.00	2+00.00	2+00.00	2+00.00	2+00.00	2+00.00

- NOTES AND REFERENCES:**
1. PORTION OF A BOUNDARY SURVEY MAP DATED 10-26-00, SHEET 02000-01-4
 2. BEING A PORTION OF RICHLAND COUNTY TAX MAP SHEET 02000-01-4
 3. THIS DEVELOPMENT IS SUBJECT TO THE 2002 ZONING ORDINANCE AND MAP 02000-01-4
 4. PHASE SEVEN: 27.25 ACRES, 24 LOTS
 5. METADATA DETERMINED BY ECOLOGICAL ASSOCIATES.
 6. THE MATERIALS ALLOWABLE LOT COVERAGE WILL BE 25%.
 7. FRONT AND REAR YARDS SHALL BE 5 FEET TOTAL SIDE YARD WITH A WITHIN OF 5 FEET.
 8. CONTACT THE ENGINEER TO OBTAIN A.
 9. CONTACT THE ENGINEER TO OBTAIN A.
 10. UNDEVELOPED AREAS SHALL BE PLANTED WITH GRASS AND SOIL CONSERVATION PLANTS.
 11. ALL LOT SHALL BE FINISHED TO SAME FINISH ELEVATION.

MILFORD PARK PHASE
EIGHT SD-04-153B
 RICHLAND COUNTY, SOUTH CAROLINA
 SCALE: 1" = 20.00'
 40 30 20 10 0 10 20 30 40
 FEET



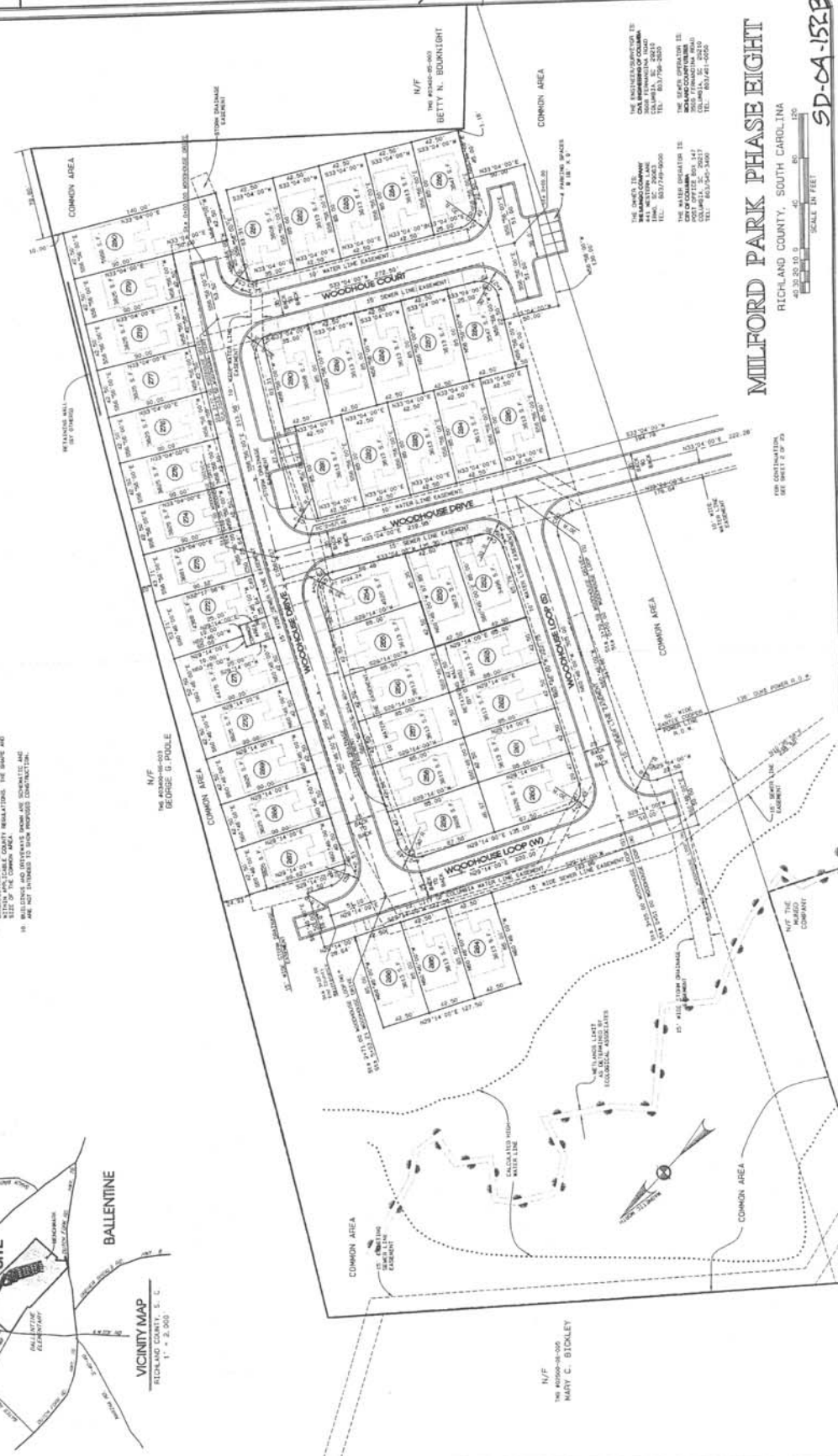
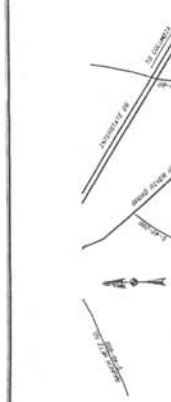
ROAD CENTERLINE CURVE DATA

STATION	PC	PT	PI	PI+1	PT+1	PC+1	CHORD BEARING	CHORD DIST.	DELTA	DELTA/2	CHORD TO TANGENT	CHORD TO CHORD
1+00	1+00	1+00	1+00	1+00	1+00	1+00						
1+05	1+05	1+05	1+05	1+05	1+05	1+05						
1+10	1+10	1+10	1+10	1+10	1+10	1+10						
1+15	1+15	1+15	1+15	1+15	1+15	1+15						
1+20	1+20	1+20	1+20	1+20	1+20	1+20						
1+25	1+25	1+25	1+25	1+25	1+25	1+25						
1+30	1+30	1+30	1+30	1+30	1+30	1+30						
1+35	1+35	1+35	1+35	1+35	1+35	1+35						
1+40	1+40	1+40	1+40	1+40	1+40	1+40						
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1+50	1+50	1+50	1+50	1+50	1+50	1+50						
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1+95	1+95	1+95	1+95	1+95	1+95	1+95						
2+00	2+00	2+00	2+00	2+00	2+00	2+00						

ROAD CENTERLINE CURVE DATA

STATION	PC	PT	PI	PI+1	PT+1	PC+1	CHORD BEARING	CHORD DIST.	DELTA	DELTA/2	CHORD TO TANGENT	CHORD TO CHORD
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2+25	2+25	2+25	2+25	2+25	2+25	2+25						
2+30	2+30	2+30	2+30	2+30	2+30	2+30						
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2+90	2+90	2+90	2+90	2+90	2+90	2+90						
2+95	2+95	2+95	2+95	2+95	2+95	2+95						
3+00	3+00	3+00	3+00	3+00	3+00	3+00						

- NOTES AND REFERENCES:
1. PORTION OF A BOUNDARY DEED PREPARED FOR PLAT BY ERIC CHRISTENSEN, CIVIL ENGINEER OF RICHMOND COUNTY, SOUTH CAROLINA, IS REFERRED TO BY CITING REFERENCES OF THE DEED TO THE MAP SHEET ABOVE.
 2. BECOM A PORTION OF RICHMOND COUNTY MAP SHEET ABOVE.
 3. THIS DEVELOPMENT IS NOT WITHIN A BOUNDARIED ZONING DISTRICT AS SHOWN ON RICHMOND COUNTY ZONING MAP SHEET ABOVE.
 4. PHASE BEING: 13.73 ACRES, 99 PLOTS.
 5. METEALS DETACHED BY GEOLOGICAL ASSOCIATES.
 6. THE MATERIALS ALLOWABLE LOT COVERAGES WILL BE THE MINIMUM PERMITTED BY RICHMOND COUNTY ZONING REGULATIONS.
 7. CONTACT THE STAGING INFORMATION.
 8. CONTACT THE CONTRACTOR TO OBTAIN A.
 9. AREAS SHOWN AS "COMMON AREA" ARE APPROXIMATE. THE BOUNDARIES ARE SUBJECT TO SURVEY. THE SHOWN AREAS ARE SUBJECT TO SURVEY.
 10. ARE NOT INTENDED TO SHOW PROPOSED CONSTRUCTION.



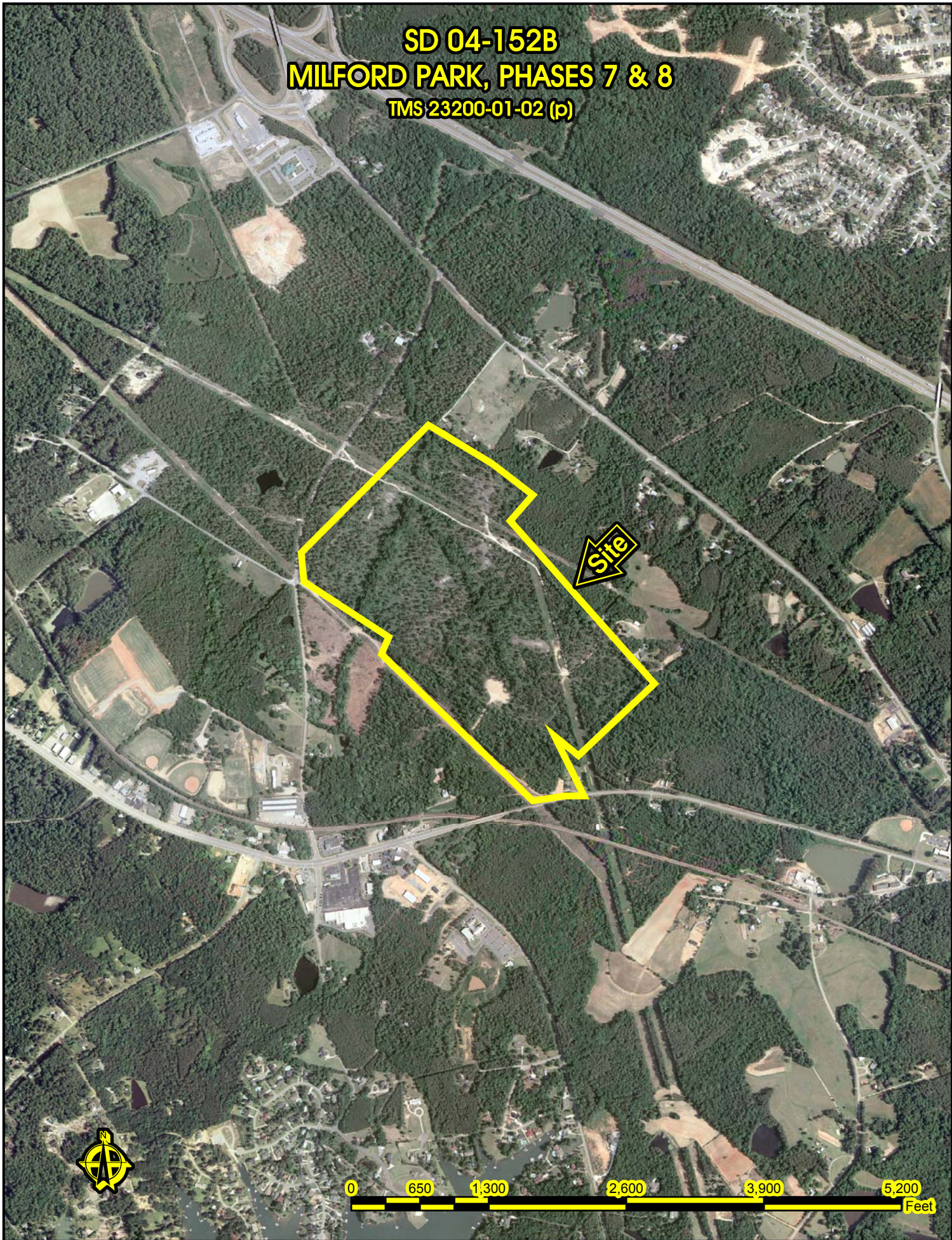
THE ENGINEER'S OFFICE:
CIVIL ENGINEERING & PLANNING
3405 FARMINGTON ROAD, COLUMBIA, SOUTH CAROLINA 29910
TELEPHONE (803) 796-2820 FAX (803) 796-2825

THE ENGINEER'S OFFICE:
CIVIL ENGINEERING & PLANNING
3405 FARMINGTON ROAD, COLUMBIA, SOUTH CAROLINA 29910
TELEPHONE (803) 796-2820 FAX (803) 796-2825

DATE: 12-23-03	PROJECT: STAGING & ALIGNMENT PLAN	JOB NUMBER: 03111	3 OF 23
DRAWN BY: M. FLEMING	DESIGNED BY: M. FLEMING	APPROVED BY: [Signature]	
CHECKED BY: [Signature]	DATE: 12-23-03	PROJECT: STAGING & ALIGNMENT PLAN	

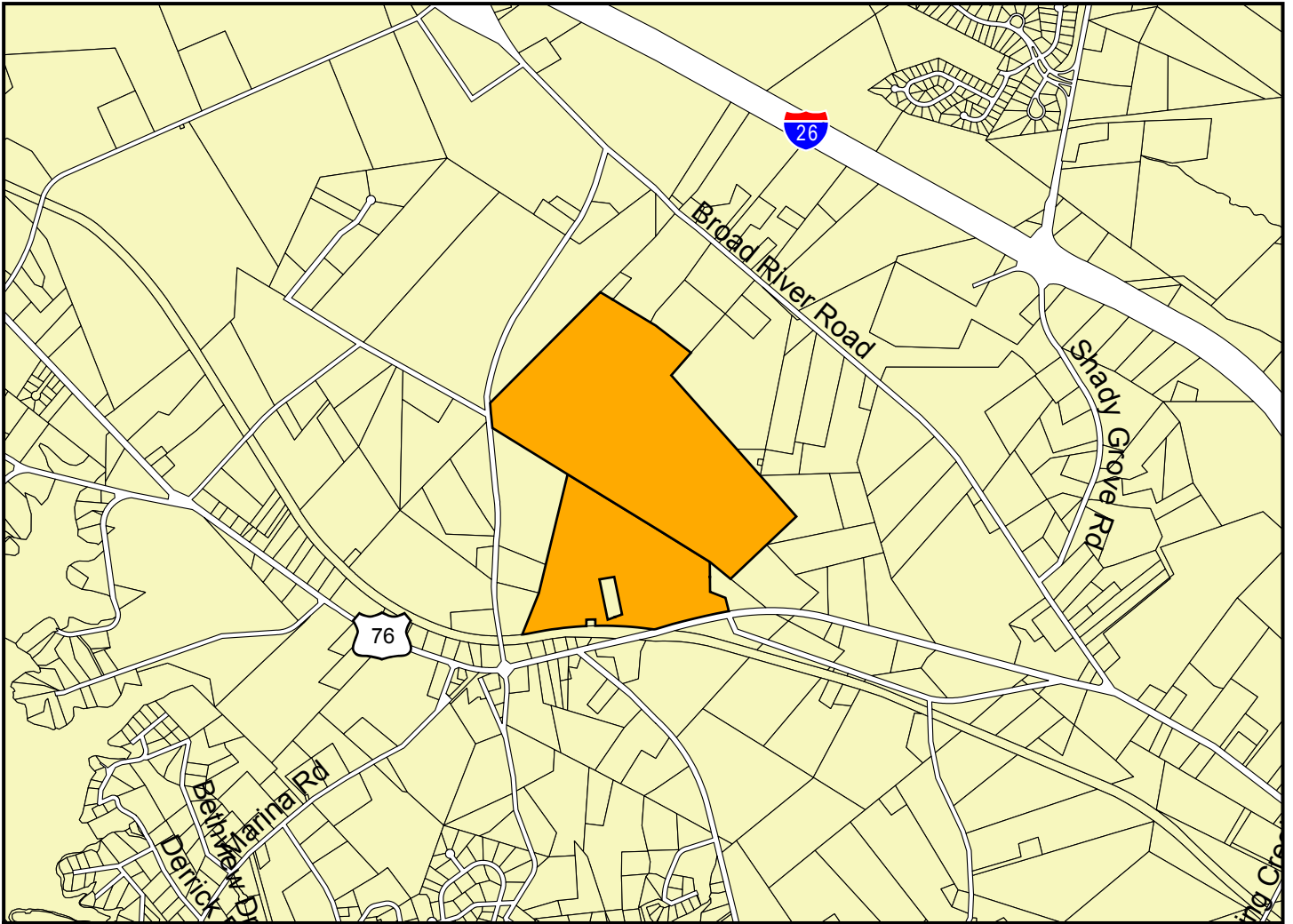
MILFORD PARK PHASE EIGHT
RICHMOND COUNTY, SOUTH CAROLINA
SCALE: 1" = 40'
40 30 20 10 0 10 20 30 40
SD-CA-1523B

SD 04-152B
MILFORD PARK, PHASES 7 & 8
TMS 23200-01-02 (p)



SD 04-152B

MILFORD PARK, PHASES 7 & 8



Looking at interior from Dutch Fork Rd.



Looking at entrance from interior

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

April 5, 2004

Applicant: Mungo Co.		Preliminary Subdivision Plans For: Ascot Estates, Phase 5 & 6	
RC Project # : SD-04-213			
General Location: Hollingshed Road and Kennerly Road			
Tax Map Number: 04200-04-17		Number of Residences: 21	
Subject Area: 28.6 acres		Sewer Service Provider: Richland County Utilities	
Current Zoning: RU		Water Service Provider: City of Columbia	

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	* Hollingshed Road	
Functional Classification Of This Roadway	Two lane undivided collector *	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	200	
Current Volume At The Nearest Count Station # 639 Located @ 1 mile south of the site	2700	
Estimated Traffic Count With the Proposed Project	2900	
Volume-To-Capacity Ratio With The Proposed Project	0.34	

Notes:

* Hollingshed Rd does not have an official functional classification, but functions as a collector *

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

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

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

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

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

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	4
Middle School @ 0.13 students per single family DU	3
High School @ 0.12 Students per single family DU	2

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

Existing Site Conditions

The subject is wooded with a slight slope upward away from the adjacent streets. Public water and sewer service is available in the area.

Compatibility with the Surrounding Area

The subject project is a continuation of the various subdivisions in the Ascot project. The project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

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

The Northwest Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Medium/Low Density Residential (3.0 to 5.0 DU/acre) on this Map. The project is not consistent with this land use designation.

The **proposed subdivision is not consistent** with the Proposed Land Use Map because it is a 0.7 DU/acre subdivision located in an area designated for 3.0 to 5.0 DU/acre development. The state law requires projects to be consistent with the provisions of the Comprehensive Plan, including the Map

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

Objective – Promote new development in areas with adequate infrastructure

The adjacent road has capacity to accommodate the additional trips generated by the proposed project and public water and sewer service is available. The project implements this Objective.

Principle – Residential development should be limited to individual dwellings on individual lots

The proposed project is a single family detached residential subdivision. This project implements this Principle.

Other Pertinent Factors

- 1) As of March 22, 2004, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of March 22, 2004, the flood elevation statement had not been approved.
- 3) As of March 22, 2004, the County Fire Marshal had not provided comments.
- 4) As of March 22, 2004, the City of Columbia had not approved the water line construction plans.
- 5) As of March 22, 2004, DHEC had not issued a sewer line construction permit.
- 6) As of March 22, 2004, DHEC had not issued a water line construction permit.
- 7) As of March 22, 2004, the E-911 Coordinator had not certified Planning Commission approval of the proposed street names.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 21 unit single family detached subdivision, known as Ascot Estates (Project # SD-04-213). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

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

Specific Conditions

- a) The Planning Dept. must issue a Land Disturbance Permit **PRIOR to any land clearing activity being initiated; and**
- b) The E-911 Coordinator must certify the street names have been approved by the Planning Commission prior to assigning street addresses for building permits; **and**

- c) The Department of Public Works must approve the stormwater management plans; **and**
- d) The Floodplain Mgmt. Specialist must approve the flood elevation statement prior to building permits being issued; **and**
- e) The County Fire Marshal must approve the project with or without conditions; **and**
- f) The City of Columbia must approve the water line construction plans; **and**
- g) DHEC must issue the sewer line construction permits; **and**
- h) DHEC must issue the water line construction permits; **and**
- i) Richland County Utilities (RCU) customers must present proof of payment of the sewer connection fees prior to getting a building permit; **and**
- j) **No building permits shall be issued until all of the conditions cited above are met; and**
- k) Plats shall only be recorded by the complete phases identified in the preliminary plan; **and**
- l) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water line easement documents; **and**
- m) Plats shall not be approved for recording until the Department receives the RCU approval of the sewer line easement documents; **and**
- n) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- o) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- p) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water line easement deeds; **(2)** RCU approval of the sewer line easement deeds; **AND (3)** the County accepts the roads for maintenance.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

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

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

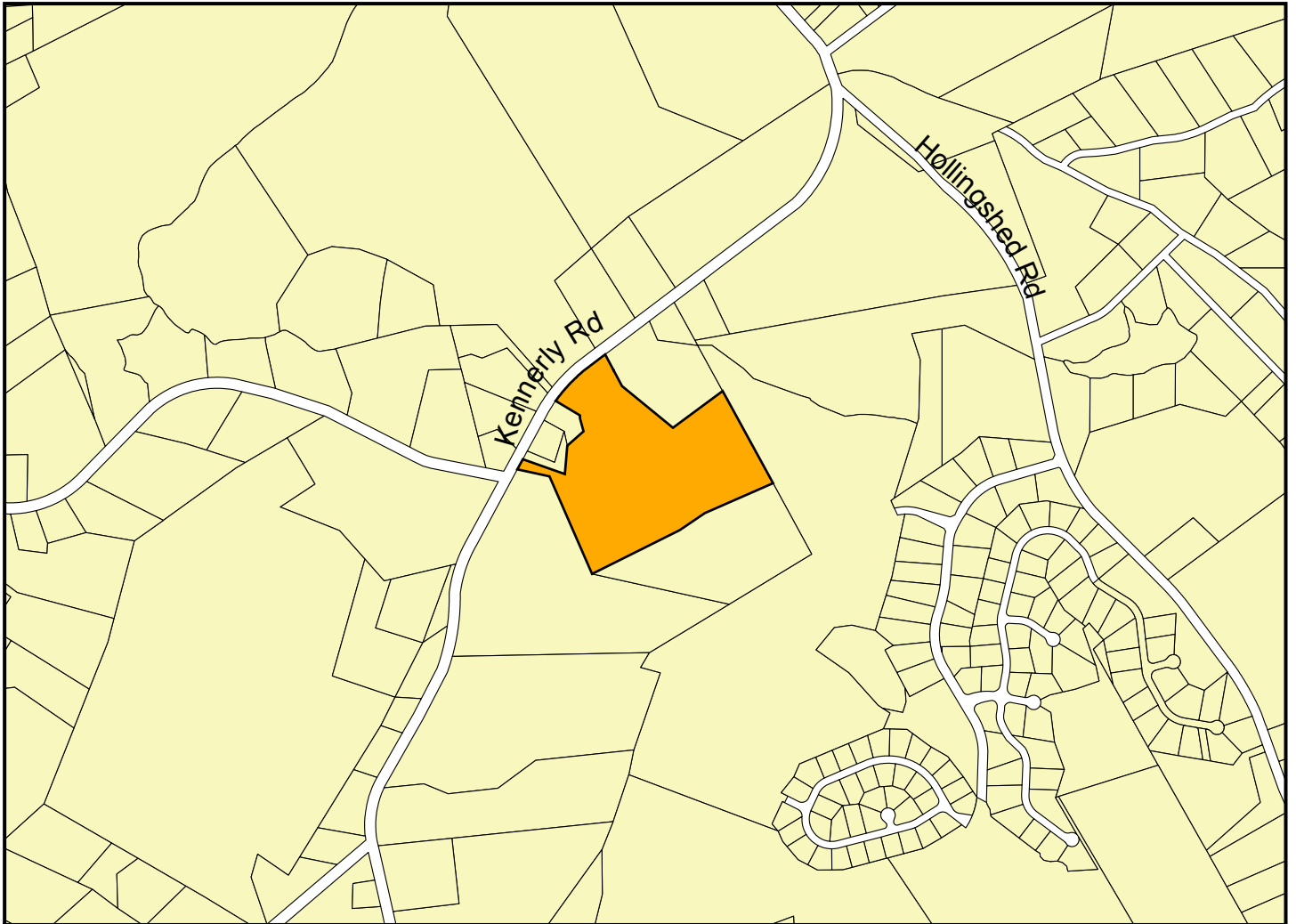
Appeal

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

SD 04-213
ASCOT ESTATES, PHASES 5 & 6
TMS 04200-04-17



SD 04-213 ASCOT ESTATES, PHASES 5 & 6



Looking at site from Laurent Way



Looking at site from Dunleith Way

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

April 5, 2004

RC Project # 04-42 MA	Applicant: Columbia Land Associates, Ltd (Phase 1)
General Location: East side of Wilson Boulevard (Hwy 21), south of I-77	
Tax Map Number: 14800-02-22 (p)	Subject Area: 60.84 ac MOL
Current Parcel Zoning: RU	Proposed Parcel Zoning: PUD-1
Proposed Use: Commercial/Light Industrial	PC Sign Posting Date: March 8, 2004

SECTION I ANALYSIS

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

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

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

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

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

Applicant’s Factual Justification For Proposed Change

For the establishment of a light industrial park with commercial uses such as retail and general commercial

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Undeveloped woodlands
Adjacent North	RU	Undeveloped woodlands
Adjacent East	RU	Undeveloped woodlands and single family residences
Adjacent South	RU	Single family residences along Marthan and Wages Rd
Adjacent West	RU	Undeveloped woodlands and single family residences

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

<p><u>RU Zoning Designation Intent</u> Intended to protect and encourage agricultural endeavors; promote wise use of prime agricultural and forest communities; protect and encourage the integrity of existing rural communities; protect valuable natural and cultural resources; and maintain open space and scenic areas contiguous to development areas</p>	<p><u>Proposed PUD-1 Zoning Designation Intent</u> Intended to derive the benefits of efficiency economy, and flexibility by encouraging unified development of large sites, while also obtaining the advantages of creative site design, improved appearance, compatibility of uses, optimum service by community facilities, and better functioning of vehicular access and circulation.</p>
<p><u>Existing RU Zoning Permitted Uses</u> All farm type enterprises Public buildings and utilities Orphanages, nursing homes and the like Places of worship Educational facilities One & Two family dwellings</p>	<p><u>Proposed PUD-1 Zoning Permitted Uses</u> Limited to the amounts and locations of uses specified in the Site Layout Zoning Amendment Plan</p>

The land uses above represent a summary of the permitted uses in Chapter 26-61 and Chapter 26-70, respectively of the County Code. Some Special Exception uses are also possible.

Undeveloped woodlands exist to the north, and portions to the west and east. The rest of the surrounding area especially to the south is comprised of single family residences. The proposed development plan includes a wide buffer between the residences on the south and the proposed development. The proposed Amendment is compatible with the existing land uses.

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Wilson Boulevard (Hwy 21)	
Functional Classification Of This Roadway	Four lane divided collector	
Level-Of-Service C Design Capacity (V/C = 1.00)	19600	
Estimated Traffic Generated By The Proposed Project	9000	
Current Volume At The Nearest Count Station #135 Located @ south of site on Wilson Boulevard	5600	
Estimated Traffic Count With the Proposed Project	14,600	
Volume-To-Capacity Ratio With The Proposed Project	0.74	

Notes:

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

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

The estimated project traffic was calculated based on the traffic generation rates in a Wilbur Smith & Associates (WSA) traffic analysis conducted for the applicant in January 2000 (60 acres x 150 ave. weekday trips/acre) – pg. 1189, ITE Traffic Generation Manual, 6th Edition) The volume-to-capacity ratio with the proposed project is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity.

At project buildout, the subject plan amendment, by itself, would not result in the LOS C of Wilson Blvd at SCDOT count station # 135. However, the proposed PUD across Wilson Blvd (04-35 MA) from the subject site is expected to generate 4848 daily trips at buildout. In addition, if the second phase of the subject project is comparable in size and land uses, both phases will generate in excess of 21,000 daily trips (See WSA Study). Therefore, when these projects are builtout, a total of 25,800 additional trips will be using this portion of Wilson Blvd.

Fire Service Impacts

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

Relationship To Comprehensive Plan

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

State statutes require proposed Zoning Map Amendments to be consistent with the land use designation on the I-77 Corridor Subarea Plan's Proposed Land Use Map (Map). Specifically, Section 6-29-710, SC Code of Laws states "...The regulations (*i.e., zoning and other land development regulations*) must be made in accordance with the comprehensive plan for the jurisdiction and be made with a view to promoting the purposes set forth in this chapter (*Chapter 6-29, SC Code of Laws*)..." Therefore, if either the existing, or proposed zoning, **is not consistent** with the land use designation on the Map, the Map should be amended through the statutory comprehensive plan amendment process in order to ensure compliance with Section 6-29-720 (B), SC Code of Laws.

The **existing RU zoning is NOT consistent** with the Map designation as required by state statutes. The zoning should be C-3, M-1, M-2, PUD or PDD to be consistent with the Industrial/Commercial/Technological land use designation.

The Proposed Land Use Element Map (Map) of the I-77 Corridor Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Industrial/Commercial/Technological (ICT) in a Developing Urban Area. The proposed Zoning Map Amendment **is consistent** with this land use designation.

The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 31 and 40 respectively, are discussed below:

Objective – Encourage the development and location of industrial uses in those areas identified by the Plan, and where possible, protect such areas with industrial zoning.

The Map identifies the subject site as Industrial/Commercial/Technological. The intent of this zoning classification is to promote the development of a technological corridor along I-77. The proposed Amendment **implements** this Objective.

Principle - Proposed industrial land areas should consider the following criteria where they apply:

- A. Land not having more than five percent slope
- B. Access to major transportation facilities with a highway access of at least of at least a collector class road or higher
- C. Large tract sites suitable for facility expansions
- D. Provision of adequate infrastructure to the site
- E. Compatibility with surrounding land uses

- A. The land has less than a five percent slope
- B. The site is located at the I-77 and Wilson Blvd interchange.
- C. The applicant owns 143 acres, but is applying for only 60 acres at this time.
- D. Public water and sewer service is available to the site.
- E. The proposed project is compatible with the eventual interchange development to the north and the interstate highway to the east. Although the proposed commercial development in the southern portion of the project, the applicant has committed to a natural buffer area adjacent to the residences on Marthan Road.

The proposed Amendment **implements** this Principle.

Other Relevant Issues

Industrial parks typically landscape the principal access road and establish some minimum construction standards, such as requiring brick on the fronts of the buildings. Many parks will install street lighting systems and have some level of on-site sign control. Some parks even establish property owner associations to maintain the landscaping and lighting. Many parks include pedestrian paths to allow site employees to walk to eating establishments without using the internal streets.

Some limits need to be established regarding the total amount of development allowed in the proposed project. A review of the Urban Land Institute's Industrial Development Handbook reveals that most industrial parks use the Floor Area Ratio (FAR) and/or the Impervious Surface Ratio (ISR) in this regard rather than relying on conventional zoning setbacks. The FAR and the ISR are common density measures for commercial and industrial developments.

The FAR is calculated by dividing the gross leasable area of the building by the gross area of the individual site. The ISR is calculated by dividing the square footage of the site that is covered by impervious surfaces, i.e., building and paved parking areas, by the gross area of the individual site. The commonly used ratios are 0.25 for the ISR and 0.25 for the FAR. Both of these tools allow far greater design flexibility, i.e., the principal advantage of the PUD process, than does conventional zoning criteria.

The Department recommends the subject project, at a minimum, establish the following development standards throughout the project:

- a) Limit the development of each site to an FAR of 0.25 and an ISR of 0.25; and
- b) Prohibit parking on the principal access road; and
- c) Install street trees and ground cover within the right-of-way along the principal access road on a phase by phase basis; and
- d) Install street lighting along the principal access road on a phase by phase basis; and
- e) Establish a common signage program for the project; and
- f) Establish a minimum setback from the principal access road and prohibit parking in the front setback area; and
- g) Separate minimum construction standards should be established for at least the facades of the buildings in the light industrial area and the commercial area.

The intent of the PUD process is to “...derive the benefits of ...**flexibility** by encouraging unified development of large areas, while obtaining the advantages of **creative** site design, **improved appearance**...better functioning of vehicular access and circulation...”. The proposed Site Layout Plan is far more detailed than necessary for a PUD. As such, it **limits** the flexibility and creativity of the development rather than **encouraging** flexibility and creativity. If the Zoning Map Amendment is approved as submitted, the development of the site will be limited to the specific site design depicted in the Site Layout Plan.

A PUD development plan should depict “bubble diagrams” with limitations of use by square footage. The actual uses should be very limited rather than a regurgitation of the M-1 or C-3 permitted use list. In order to be effective in this regard, the applicant should have some reasonably specific land use marketing plan, at least initially. In this case, the uses should be limited to high value interstate oriented land use not just the typical M-1 or C-3 land uses.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 04-42 MA **be changed** from RU to PUD-1.

Findings of Fact:

1. The applicant has provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment **is compatible** with the adjacent existing land uses.
3. At project buildout, the subject plan amendment, by itself, would not result in the LOS C of Wilson Blvd at SCDOT count station # 135.

4. The proposed Amendment **is consistent** with Proposed Land Use Map designation in the I-77 Corridor Subarea Plan.
5. The proposed Zoning Map Amendment **is consistent** with the Objectives and Principles of the I-77 Corridor Subarea Plan discussed herein.
6. The Planning Commission recommends approval of the General Development Plan required by Section 26.70-15, herein known as the Attachment B (aka Site Layout Zoning Amendment Plan)
7. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

PUD Conditions

- a) The site development shall be limited to a total of 98,300 sq. ft of retail commercial and/or 670,000 sq. ft. of light industrial uses in the general arrangement depicted in Attachment B and described in the Permitted Uses List (Attachment C); and
- b) Unless otherwise provided herein, all development shall conform to all relevant land development regulations in effect at the time a permit application is received by the Planning and Development Service Dept. (PDSB); and
- c) Approval of Attachment B shall constitute approval of the Sketch Plan for subdivision purposes; and
- d) The Design Standards and Land Use described in the application material submitted on March 1, 2004 are authorized for application to the subject project; and
- e) The Planning Commission is hereby authorized to make minor amendments to the Attachment B, Attachment C, the Design Standards and Land Use, or other relevant portions of the provisions of Chapter 26-70, or its relevant successor regulations, of the County Code; and
- f) The PDSB is authorized to make minor adjustments to the phasing schedule in Attachment D and/or the construction standards in the Design Standards and Land Use described above as may become necessary during the project's construction; and
- (e) Any increase in the number of access points to the external road network, any decrease in the amount of open space/common areas, and/or a more than a 10 percent increase in the gross project density, shall require a review and recommendation by the Planning Commission and a new ordinance by the County Council; and
- (f) No site clearing activity shall begin until the PDSB issues a Land Disturbance Permit; and
- (g) The provisions of Sections 26-70.7; 26-70.8; 26-70.10; 26-70.11; and 26-70.12 are exempted from application to this project; and
- (h) No Special Exceptions, as defined in Chapter 26-602, et. seq., of the County Code, or its relevant successor regulations, shall be permitted; and
- (i) The site developer will maintain a minimum 25 foot wide landscape buffer between the project and the adjacent uses on the south and east; and
- (j) Access to the subject site shall be limited to two intersections on Wilson Road and at one intersection on Marthan Road; and
- (k) The developer shall be required to construct any necessary turn lanes for the project on both Wilson Blvd and Marthan Road; and
- (l) All internal streets shall be privately owned and maintained by the project's property owners and shall be subject to the relevant Design Standards described above; and

- (m) **Any PC requested conditions ?**
- (n) The applicant shall submit a draft description of proposed procedures of any homeowners association or other group maintenance or group ownership features for the Department's; and
- (o) The County shall not be responsible for enforcement of any deed restrictions imposed by the applicant, the developer, or their successors in interest.

SECTION III PLANNING COMMISSION ACTION

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

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

At their meeting of April 5, 2004, the Richland County Planning Commission agreed (did not agree) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 04-42 MA at the next available opportunity.

Commission Findings of Fact/Recommendations

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

In consideration of the proposed Zoning Map Amendment # 04-42 MA, the Planning Commission made the findings of fact summarized below:

PUD SUBMISSION CHECKLIST

The following are the current requirements for submission of a Planned Unit Development project Zoning Map Amendment as described in Chapter 26-70.16 and 26-71.13 of the Richland County Code of Ordinances. The same submission requirements apply to both Chapters.

Project Number: 04-42 MA

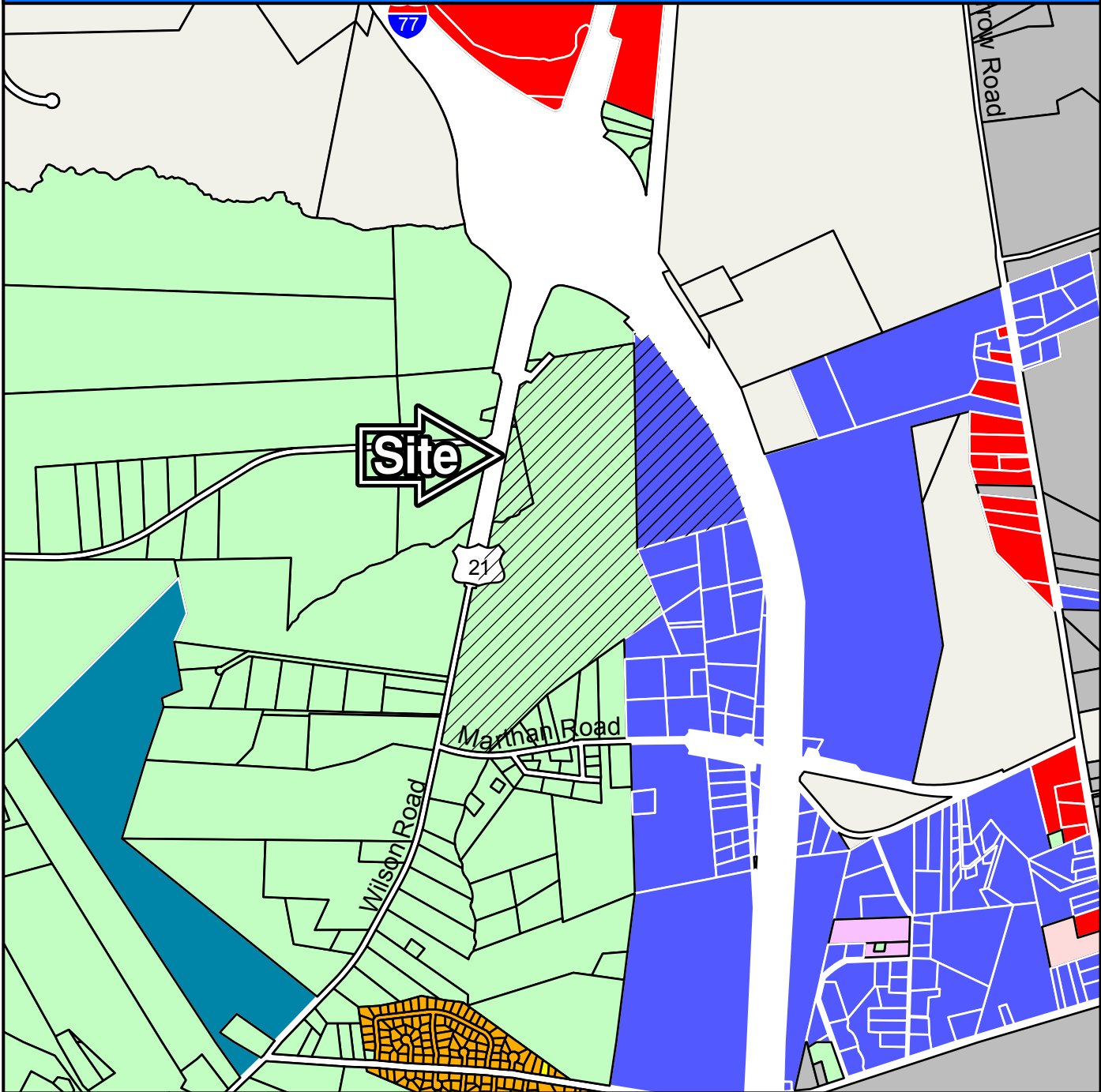
Applicant: Columbia Land Associates, Ltd.

TMS#: 14800-02-22 (p)

General Location: Wilson Blvd. South of I-77

Chapter #	General Development Plan Requirements	Comply
26-70.16	Generalized drawing (s) for entire site showing the general development pattern, including relationship between the various uses	x
26-70.16 a	Statement of major project assumptions and objectives	x
26-70.16 b	Statement of the range of percentages of the total area intended for residential, commercial industrial, open space, social/community uses & major streets and roads	x
26-70.16 c	Statement of intended overall maximum dwelling unit density per acre	N/A
26-70.16 d	Legal description	x
26-70.16 e	Total acres	x
26-70.16 f	Tentative number of units of various types	Incomp.
26-70.16 g	Description of open space & community facilities & adequacy to serve the anticipated demand	x
26-70.16 h	Approximate timing of development by phase	
26-70.16 i	Detailed description of the proposed homeowners association procedures, or “ other group maintenance & ownership features ” which may be included	
26-70.16 j	Design standards, administrative procedures & such information or descriptions appropriate for Planning Commission review	x

CASE 04-42 MA FROM RU to PUD-1



ZONING CLASSIFICATIONS

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



CASE 04-42 MA
RU TO PUD-1
TMS 14800-02-22 (p)

Site



CASE 04-42 MA FROM RU to PUD-1

TMS# 14800-02-22 (p)

Wilson Boulevard south of I-77



Looking at site from across Wilson Blvd.



Looking north towards I-77 Interchange

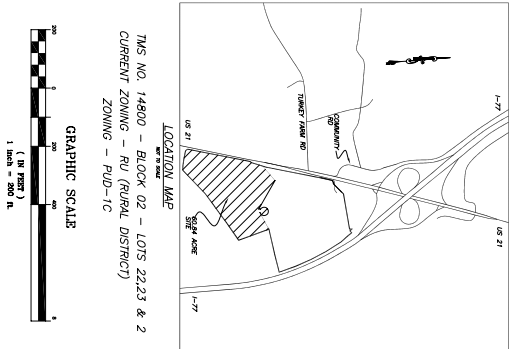
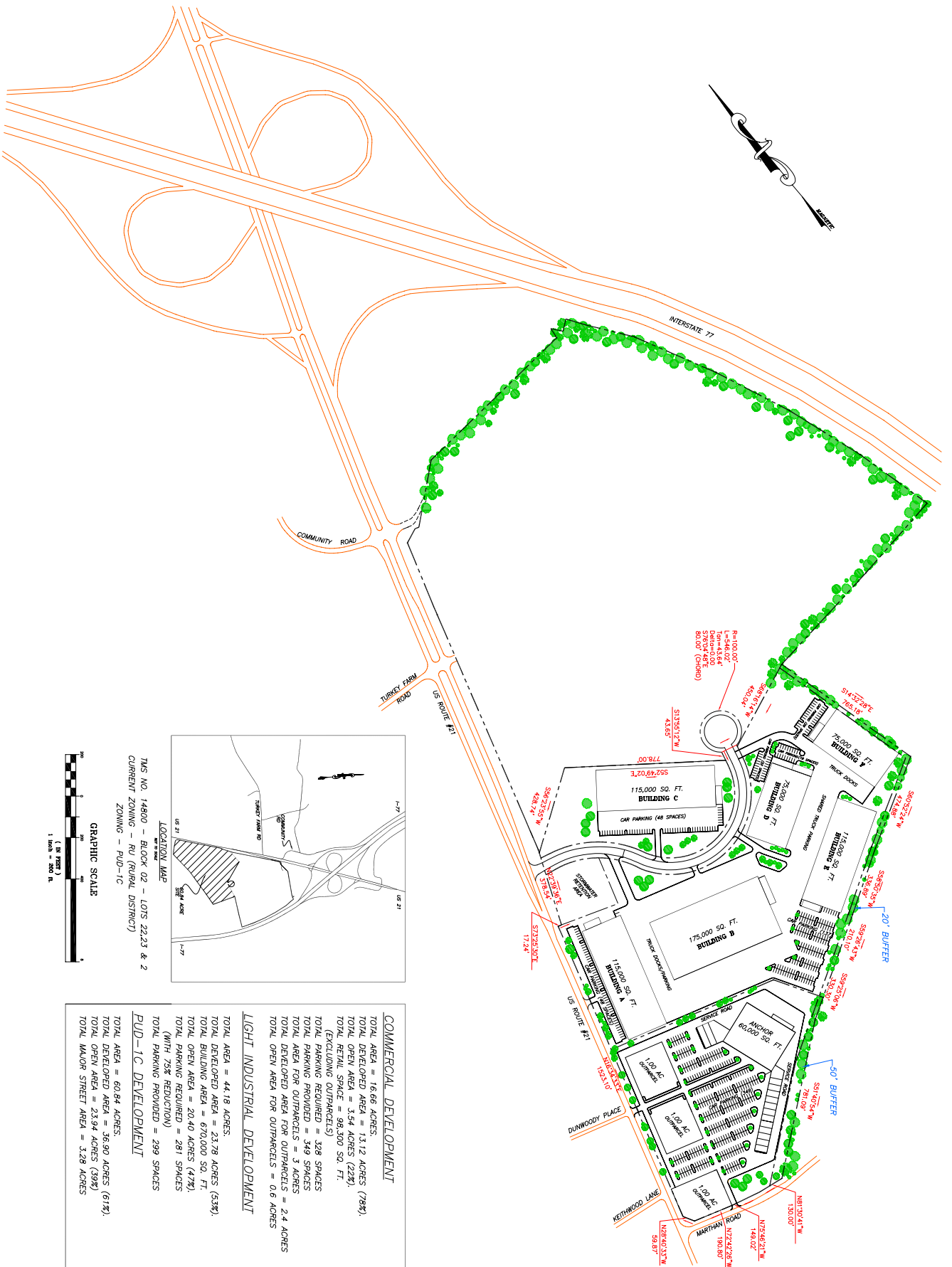
Attachment A
CASE 04-42 MA

February 27, 2004
Property Description

All that certain piece, parcel or lot of land, lying and being in Richland County, state of South Carolina, being located at the northeast corner of the intersection of Marthan Road and U.S. Route 21 and being more fully shown on a site layout zoning amendment plan for American Development Services Corp. by Stantec Consulting and having the following metes and bounds:

Beginning at a point at the intersection of Marthan Road and the eastern r/w of U.S. Route 21 and running in an northerly direction along the eastern r/w of U.S. Route 21 N 16°34'33" E for a distance of 1523.10' thence turning S 73°25'30" E for a distance of 17.24' thence turning N 22°39'36" E for a distance of 378.54' thence turning N 56°23'55" E for a distance of 428.74' thence turning S 52°49'02" E for a distance of 778.00' thence turning N 13°55'12" E for a distance of 43.65' thence continuing around a curve having an arc distance of 546.02', having a radius of 100.00' and a cord of S 76°04'48" E 80.00' thence turning N 68°16'14" E for a distance of 450.04' thence turning S 14°32'28" E for a distance of 765.18' thence turning S 60°52'24" W for a distance of 474.88' thence turning S 58°50'35" W for a distance of 336.89' thence turning S 59°26'43" W for a distance of 210.10' thence turning S 59°25'06" W for a distance of 330.30' thence S 51°40'54" W for a distance of 781.09' thence turning N 81°30'41" W for a distance of 130.00' thence turning N 75°46'21" W for a distance of 149.02' thence turning N 72°42'26" W for a distance of 190.80' thence turning N 28°40'33" W for a distance of 59.87' to the point of beginning and containing 60.84 acres more or less.

ATTACHMENT
COLUMBIA LAND ASSOCIATES, LTD
PUD-1 ZONING PLAN, 60.84 ACRES



THIS NO. 14800 - BLOCK 02 - LOTS 22.23 & 2
 CURRENT ZONING - RU (RURAL DISTRICT)
 ZONING - PUD-1C

GRAPHIC SCALE
 (1 IN FEET)
 1" = 500 FT.

COMMERCIAL DEVELOPMENT
 TOTAL AREA = 16.66 ACRES.
 TOTAL DEVELOPED AREA = 13.12 ACRES (78%),
 TOTAL OPEN AREA = 3.54 ACRES (22%),
 TOTAL RETAIL SPACE = 98,300 SQ. FT.
 (EXCLUDING OUTPARCELS)
 TOTAL PARKING PROVIDED = 328 SPACES
 TOTAL AREA FOR OUTPARCELS = 349 ACRES
 TOTAL DEVELOPED AREA FOR OUTPARCELS = 2.4 ACRES
 TOTAL OPEN AREA FOR OUTPARCELS = 0.6 ACRES

LIGHT INDUSTRIAL DEVELOPMENT
 TOTAL AREA = 44.18 ACRES.
 TOTAL DEVELOPED AREA = 23.78 ACRES (53%),
 TOTAL BUILDING AREA = 670,000 SQ. FT.,
 TOTAL OPEN AREA = 20.40 ACRES (47%),
 TOTAL PARKING PROVIDED = 281 SPACES
 (WITH 79% REDUCTION)
 TOTAL PARKING PROVIDED = 299 SPACES

PUD-1C DEVELOPMENT
 TOTAL AREA = 60.84 ACRES.
 TOTAL DEVELOPED AREA = 36.90 ACRES (61%),
 TOTAL OPEN AREA = 23.94 ACRES (39%),
 TOTAL MAJOR STREET AREA = 3.28 ACRES

Project No.	14800
Sheet No.	1 of 1
Revision	0
Scale	AS NOTED
Project Name	14800 - BLOCK 02 - LOTS 22.23 & 2
Client	AMERICAN DEVELOPMENT SERVICES CORP.
Site	1-77-45-B1
Address	6848 ACRE SITE
City	Orange, North Carolina
State	NC
County	Orange
Project Description	COMMERCIAL DEVELOPMENT
Site Plan	14800 - BLOCK 02 - LOTS 22.23 & 2
Site Layout	14800 - BLOCK 02 - LOTS 22.23 & 2
Zoning Amendment Plan	14800 - BLOCK 02 - LOTS 22.23 & 2
AS NOTED	
1 of 1	
0	

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

April 5, 2004

RC Project # 04-43 MA	Applicant: Billy E. Belger
General Location: 4870 Leesburg Road, approximately 1 mile east of Harmon	
Tax Map Number: 31000-02-14 (p)	Subject Area: 2.0 ac MOL
Current Parcel Zoning: RU	Proposed Parcel Zoning: C-3
Proposed Use: Convenience Store	PC Sign Posting Date: March 7, 2004

SECTION I ANALYSIS

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

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

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

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

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

Applicant’s Factual Justification For Proposed Change

For the establishment of a convenience store

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Undeveloped woodlands
Adjacent North	City of Columbia	Fort Jackson
Adjacent East	RU	Single family residence on estate size lot
Adjacent South	RU	Single family residence on estate size lot
Adjacent West	RU	Undeveloped woodlands & scattered single family residences on estate size lots

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

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

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

The surrounding area is comprised of undeveloped woodlands or single family residences on estate size lots. The proposed Amendment for a convenience store is not compatible with the surrounding area.

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Leesburg Road	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service C Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	620	
Current Volume At The Nearest Count Station # 257 Located @ west of site the site	7400	
Estimated Traffic Count With the Proposed Project	8,020	
Volume-To-Capacity Ratio With The Proposed Project	0.93	

Notes:

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

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

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

The estimated project traffic is calculated by multiplying the generation rate for a Convenience Market (Open 15-16 Hours) business found on page 1541 of the TGM times the proposed square footage of the use.

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

The Department estimates the proposed project will increase the amount of traffic on Leesburg Road by 7 percent.

Fire Service Impacts

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

Relationship To Comprehensive Plan

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

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

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

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

The subject site is encompassed by undeveloped woodlands with scattered single family residences on estate size lots along Leesburg Road. The proposed commercial site would not be conducive to a residential area due to factors such as increased traffic. The proposed Amendment **does not implement** this Objective.

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

One of the principal goals of the Plan is to confine commercial activity to intersections of major roads. Major roads are those classified as collector and/or arterial roads. The proposed site is not located at an intersection nor at a designated commercial node by the Map. The Map designates an area to the west of the site at the intersection of Harmon Road and Leesburg Road as a commercial site. The proposed Amendment **does not implement** this Principle.

Other Relevant Issues

Addresses 4612 – 4624 Leesburg Road were rezoned from RU to C-3 by case #03-10 for use as a convenience store, automobile parts store, hardware store, retail service center, and air conditioning equipment supplies and wholesale parts. A boat repair shop was also rezoned to C-3 approximately ¼ miles to the east of the aforementioned site. The boat yard is currently vacant and no construction plans have been received for the other commercial lots. Both of these sites are located approximately 2 miles to the west of the proposed Amendment site.

The Department opposed both the zoning map amendments cited above. The fact that neither of these Amendments have initiated any construction activity is evidence that there is little, if any, demand for commercial services in this area. The traffic east of Lower Richland Blvd is significantly lower than west of Lower Richland Blvd. In fact, SCDOT count station # 259, located about 3 miles to the east, has a count of 1750 cars per day.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 04-43 MA **not be changed** from RU to C-3.

Findings of Fact:

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

SECTION III PLANNING COMMISSION ACTION
--

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

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

At their meeting of April 5, 2004, the Richland County Planning Commission agreed (did not agree) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 04-43 MA at the next available opportunity.

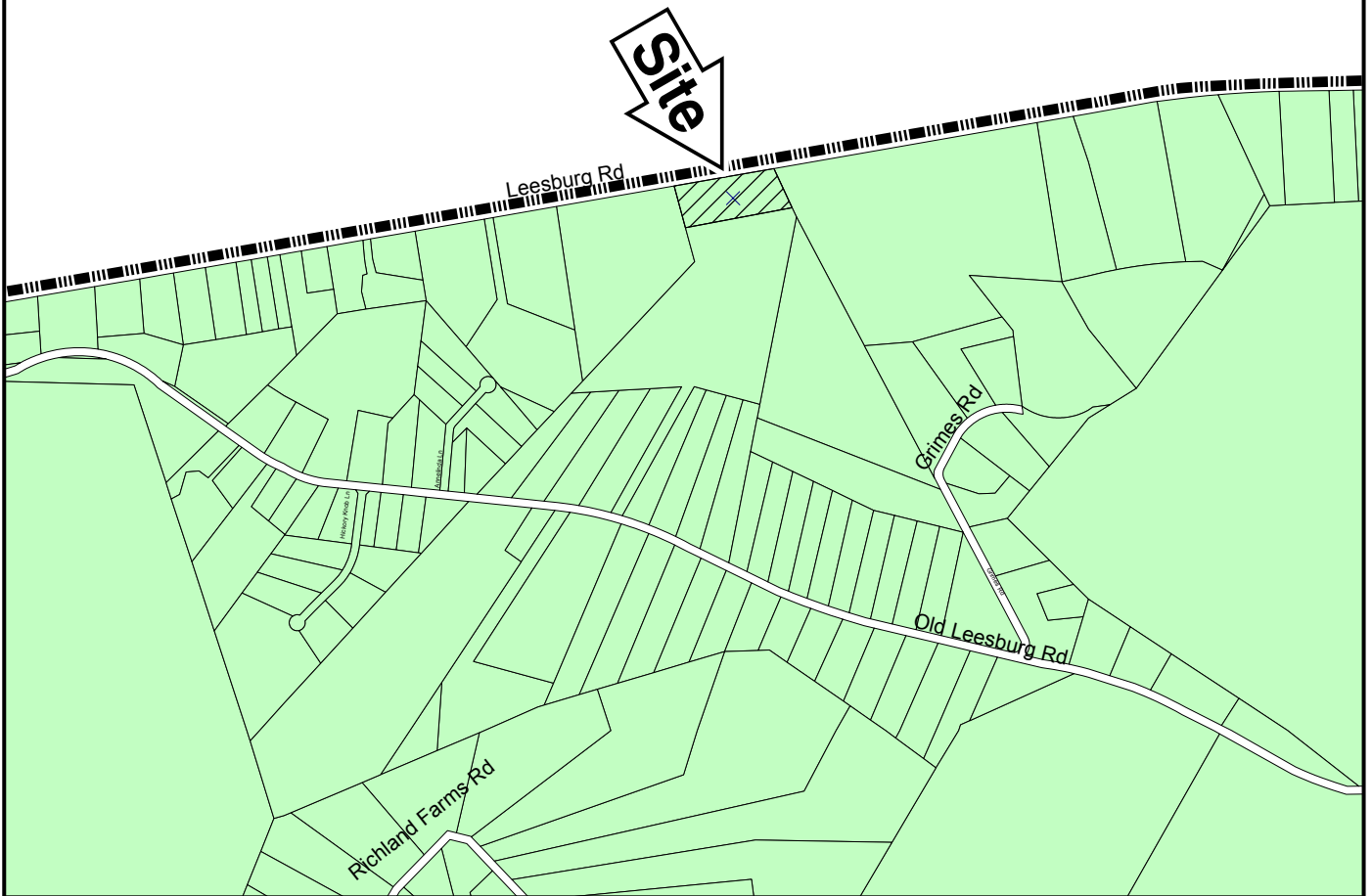
Commission Findings of Fact/Recommendations

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




















In consideration of the proposed Zoning Map Amendment # 04-43 MA, the Planning Commission made the findings of fact summarized below:

CASE 04-43 MA FROM RU to C-3

Fort Jackson



ZONING CLASSIFICATIONS

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



CASE 04-43 MA
RU to C-3
TMS 31000-02-14



Site



CASE 04-43 MA FROM RU to C-3

TMS# 31000-02-14

4870 Leesburg Road



Looking at site from across Leesburg Road



Looking west along Leesburg Road

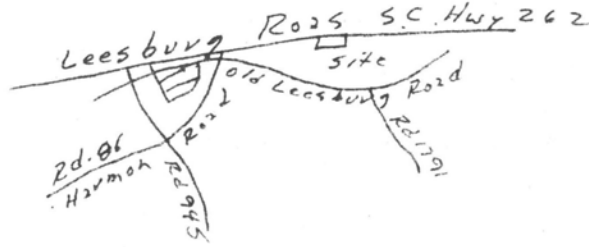
Attachment A
CASE 04-43 MA

DESCRIPTION OF REAL ESTATE

All that lot of land with improvements thereon containing two (2) acres in Richland County, State of South Carolina, lying on the south side of Leesburg Road (SC 262) beginning at a point approximately 4,500 feet east of the intersection with Harmon Road, and running along the right of way of Leesburg Road N80-26-50E for a distance of 592.99 feet to an iron pipe; thence turning and running S06-01-50E for a distance of 146.75 feet to a point; thence turning S80-29-44 W for a distance of 599.10 feet to a point; thence turning N03-38-25W for a distance of 146.75 feet to the point of beginning on Leesburg Rd. and being bordered on the south and west by other property of Billy E. Belger, on the north by Leesburg Rd. and on the east by property now or formerly of Doug Caughman, Jr. All as shown on a plat prepared by Michael T. Arant RLS for Billy E. Belger, dated Dec. 5, 2003, recorded in Richland County RMC Office Book 00897, page 1932. Being a portion of the property conveyed to Billy E. Belger by Deed, dated Jan. 18, 1995, recorded in Deed Book 1248, Page 331.

Attachment B CASE 04-43 MA

Fort Jackson



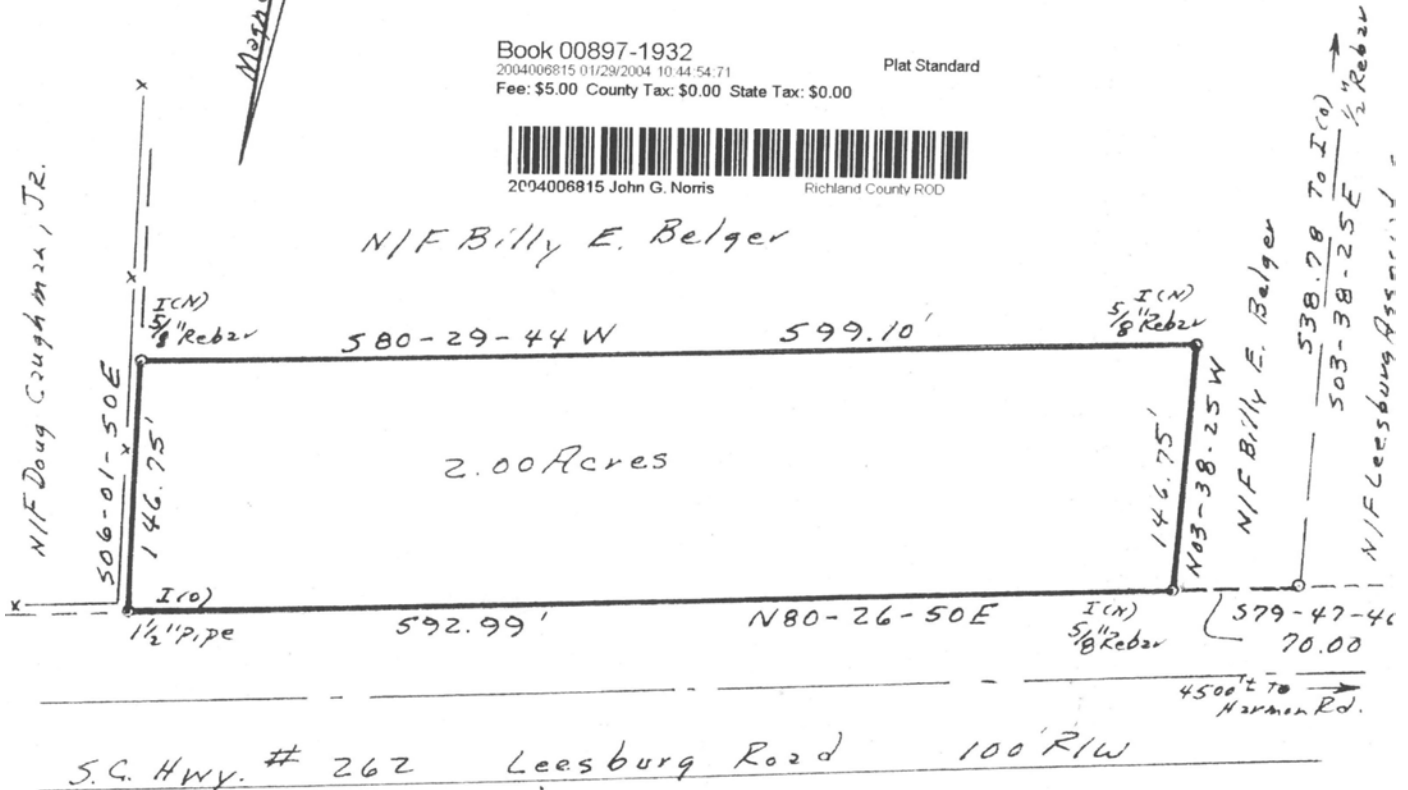
Book 00897-1932
2004006815 01/29/2004 10:44:54.71
Fee: \$5.00 County Tax: \$0.00 State Tax: \$0.00

Plat Standard



2094006815 John G. Norris Richland County ROD

N/F Billy E. Belger



Plat Prepared for:

Billy E. Belger

Richland County
Scale: 1" = 100'

near Columbia, S.C.
Dec. 5, 2003

Surveyed by Michael T. Arant & Associates, Inc.

1020 Old Congaree Run - Eastover, S.C. 29044 - (803) 695-4320

Reference: ① Map Prepared for Arthur P. Keith by B.P. Barber & Associates, Inc.; dated June 25, 1980, and recorded in plat book "Y" at page 7861.

② Plot of 0.30 Ac prepared for Dana Michelle Belger by United Design Services, Inc. dated Dec. 11, 1992.

I hereby state that to the best of my knowledge, information, and belief the survey shown herein was made in accordance with the requirements of the Minimum Standards Manual for the Practice of Land Surveying in South Carolina and meets the requirements for a Class "B" survey as

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

April 5, 2004

RC Project # 04-44 MA	Applicant: Milliken Forestry Company, Inc.
General Location: 1528 Legrand Road behind the Ramada Inn @ Two Notch Road & I-77	
Tax Map Number: 17113-08-04	Subject Area: 0.4 ac MOL
Current Parcel Zoning: RS-1	Proposed Parcel Zoning: C-1
Proposed Use: Office Use	PC Sign Posting Date: March 8, 2004

SECTION I ANALYSIS

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

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

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

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

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

Applicant’s Factual Justification For Proposed Change

To be used as office space (real estate, insurance, etc.)

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RS-1	Vacant single family residence
Adjacent North	RS-1	Single family residence
Adjacent East	C-3	Mallards Restaurant and parking lot
Adjacent South	C-3	Ramada Inn and parking lot
Adjacent West	C-1	Vacant parcel and single family residence used as an office

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

<u>RS-1 Zoning Designation Intent</u> Intended as single family residential area	<u>Proposed C-1 Zoning Designation Intent</u> Intended to accommodate office, institutional, and certain types of residential uses in areas whose characteristic is neither general commercial nor exclusively residential in nature
<u>Existing RS-1 Zoning Permitted Uses</u> Single family residences and their accessory uses	<u>Proposed C-1 Zoning Permitted Uses</u> Offices Studios Nursing homes Schools Places of worship

The land uses above represent a summary of the permitted uses in Chapter 26-63 and Chapter 26-65 respectively of the County Code. Some Special Exception uses are also possible.

The proposed Amendment is compatible with the adjacent development comprised of C-1 zoning to the west and C-3 to the east and south. The proposed Amendment is also compatible with the existing single family residence to the north based on the above stated intent of C-1 zoning by the Richland County Zoning Ordinance.

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	N. Grampian Hills Road via Legrand Rd.	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	8,600	
Estimated Traffic Generated By The Proposed Project	11	
Current Volume At The Nearest Count Station #	Not Counted	
Estimated Traffic Count With the Proposed Project	Not Counted	
Volume-To-Capacity Ratio With The Proposed Project	NAp	

Notes:

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

The estimated project traffic was determined by applying the traffic generation rates presented on page 1067 under single tenant office building of the 6th Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM). A rate of 3.62 trips per employee was used multiplied by 3 employees = 11 trips.

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

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

The amount of traffic generated by the proposed Amendment is insignificant.

Fire Service Impacts

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

Relationship To Comprehensive Plan

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

The Proposed Land Use Element Map (Map) of the Northeast Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as General Commercial in an Established Urban Area. The proposed Zoning Map Amendment is consistent with this land use designation.

The Northeast Subarea Plan, adopted in March 1995, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 30 and 35 respectively, are discussed below:

Objective – Minimize incompatibility between existing and proposed land uses.

The property to the west is zoned C-1 and property to the east and south is zoned C-3. The intent of C-1 zoning is to provide a transition between the intense highway related commercial activity and the residential areas. . The proposed Amendment **implements** this Objective.

Principle – In general, commercial and office activities should be confined to existing zoned areas and/or proposed locations.

The adjacent property to the east and south is zoned C-3. The property to the west is zoned C-1 with an existing office in a residence. The Map designates the parcel as General Commercial. The proposed Amendment **implements** this Principle.

Other Relevant Issues

The proposed Amendment would provide a transition between the intense commercial activity along Two Notch Road and the adjacent residential area across North Grampian Hills Road.

The parcel was presented to the Richland County Planning Commission for consideration in rezoning from RS-1 to C-3 as case 02-41 MA on May 6, 2002. The Planning Commission agreed with the Departments recommendation and recommended that County Council deny the proposed Amendment. The amendment was subsequently denied by County Council on September 24, 2002 at first reading.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDS) recommends the Official Zoning Map designation for the parcels included in Project # 04-44 MA **be changed** from RS-1 to C-1.

Findings of Fact:

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

SECTION III PLANNING COMMISSION ACTION

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

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

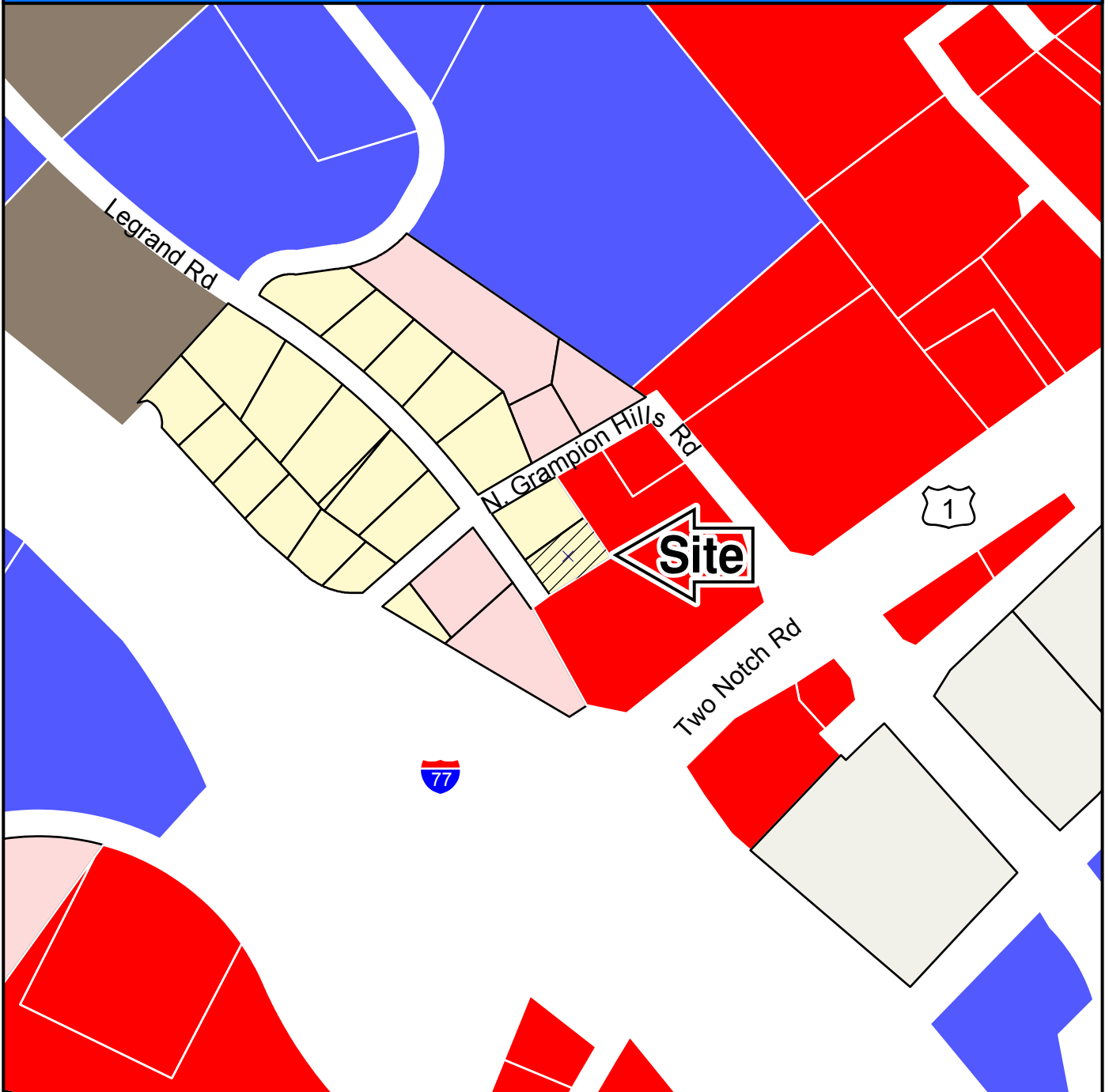
At their meeting of April 5, 2004, the Richland County Planning Commission agreed (did not agree) with the PDS recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 04-44 MA at the next available opportunity.

Commission Findings of Fact/Recommendations




















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

In consideration of the proposed Zoning Map Amendment # 04-44 MA, the Planning Commission made the findings of fact summarized below:

CASE 04-44 MA FROM RS-1 to C-1



ZONING CLASSIFICATIONS

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



CASE 04-44 MA
RS-1 TO C-1
TMS 17113-08-04



CASE 04-44 MA FROM RS-1 to C-1

TMS# 17113-08-04

1528 Legrand Road



Looking at site from Legrand Rd.



Looking west on Legrand Rd. from site

EXHIBIT A
CASE 04-44 MA

All that certain piece, parcel or lot of land, together with all improvements thereon or hereafter constructed thereon, situate, lying and being in the State of South Carolina, County of Richland, situate on the Northeastern side of Killarney Avenue, being more particularly shown and delineated as LOT NUMBER ONE (1) of BLOCK "F" and PARCEL "A" of BLOCK "E", upon a plat prepared for Landmark Development Co., Inc., by William Wingfield, Reg. Surveyor, dated April 27, 1970, revised December 16, 1970, to show Parcel "A", said plat to be file for record; and having the following boundaries and measurements, as shown upon said plat, to-wit: On the Northwest by Lot Number Two (2) of Block "F" and Parcel "B" of Block "E" measuring thereon distances of One Hundred Forty-Four and Four Tenths (144.4) feet and Sixteen (16') feet, more or less, for a total distance of One Hundred Sixty and Four-Tenths (160.4) feet, more or less; on the Northeast by Lot Number Three (3) of Block "F" measuring thereon One Hundred One (101') feet, more or less; on the Southeast by property undesignated on said plat measuring thereon distances of Twenty (20') feet and One Hundred Forty (140') feet, for a total distance of One Hundred Sixty (160') feet; on the Southwest by Killarney Avenue fronting and measuring thereon One Hundred (100') feet; this being the identical premises conveyed to E. L. Pooser, Jr., by deed of H. B. Hasty and Inez Hasty dated January 12, 1995, and filed February 3, 1995, in the office of the Register of Mesne Conveyance for Richland County in Deed Book 1241 at Page 378,

TMS 17113-08-04

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

April 5, 2004

RC Project # 04-46 MA	Applicant: Gerald Steele
General Location: 1761 Dutch Fork Road north of U.S. Post Office	
Tax Map Number: 02408-01-02	Subject Area: 5.9 ac MOL
Current Parcel Zoning: RU	Proposed Parcel Zoning: C-3
Proposed Use: Office and retail space	PC Sign Posting Date: March 12, 2004

SECTION I ANALYSIS

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

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

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

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

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

Applicant’s Factual Justification For Proposed Change

For the establishment of office and 40,000 sq. ft. of retail space

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Undeveloped woodlands & single family residence
Adjacent North	C-3 & RU	Coogler Construction & undeveloped woodlands
Adjacent East	RU	Undeveloped woodlands & proposed church on corner
Adjacent South	PDD	Agnew boat service
Adjacent West	C-1	Office & single family residences

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

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

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

The site abuts an office on C-1 zoned property to the west and undeveloped woodlands and a proposed church on RU zoned property to the east. A boat repair business exists to the south as a Planned Development District rezoned in 1990. The proposed Amendment is not compatible with the existing land uses in the vicinity of the site.

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Dutch Fork Road (Hwy. 76)	
Functional Classification Of This Roadway	Two lane undivided collector (to 5 lane undivided collector directly south of site)	
Level-Of-Service C Design Capacity (V/C = 1.00)	19,600	
Estimated Traffic Generated By The Proposed Project	1649	
Current Volume At The Nearest Count Station #145 Located @SE of site on Dutch Fork Road	15,500	
Estimated Traffic Count With the Proposed Project	17,149	
Volume-To-Capacity Ratio With The Proposed Project	0.87	

Notes:

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

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

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

The estimated project traffic is calculated by multiplying the generation rate for a single tenant office building and a retail center found on page 1067 and 1224 respectively of the TGM times the proposed square footage of the use. The calculation is as follows 40.67 average rate per 1000 sq. ft. = 1627 + 3.62 trips per employee times 6 employees = 22.

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

The proposed development will increase the traffic on Dutch Fork Road by 8 percent. However, the LOS C will not be exceeded in this location.

Fire Service Impacts

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

Relationship To Comprehensive Plan

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

The Proposed Land Use Element Map (Map) of the Northwest Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Commercial in a Developing Urban Area. The proposed Zoning Map Amendment is consistent with this land use designation.

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

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

The land surrounding the subject parcel consists of office space on C-1 zoned property and undeveloped woodlands with a proposed church to the east. The site is located in the saddle of a hill between Rauch-Metz Road and the intersection of Dutch Fork Road and Shadowood Drive which provides for poor visibility for motorists. The proposed Amendment **does not implement** this Objective.

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

The Map designates the proposed Amendment site as Commercial. The Map does not take into account environmental factors such as the location of the site to Lake Murray and the fact that the site is a very low area with wetlands draining toward the lake. The proposed Amendment **implements** this Principle.

Other Relevant Issues

The site is located in a low area draining to Lake Murray and in a location that could pose as a hazard to motorists due to the visibility and speed limit of 45 mph in the area.

The north side of the Dutch Fork Road in this area is occupied by a variety of highway related commercial activities, i.e. C-3 zoning. A request to change 10 acres of C-3 zoning to M-1 (04-28 MA – Coogler Construction Co.) is pending for the parcel across Dutch Fork Road from the subject site. The Planning Commission suggested PDD, rather than M-1, zoning be considered.

In the past, the Planning Commission has taken the position that the commercial zoning should be confined to the north side of Dutch Fork Rd in this area. There is a general commercial node at Dutch Fork Rd and Rauch Metz Rd and a 25 acre office/retail commercial development in the center of Ballentine. The Dept. recommends that no further commercial zoning be granted along the south side of Dutch Fork Rd in this area.

State statutes require proposed Zoning Map Amendments to be consistent with the land use designation on the Northwest Subarea Plan's Proposed Land Use Map (Map). Specifically, Section 6-29-710, SC Code of Laws states "...The regulations (*i.e., zoning and other land development regulations*) must be made in accordance with the comprehensive plan for the jurisdiction and be made with a view to promoting the purposes set forth in this chapter (*Chapter 6-29, SC Code of Laws*)..." Therefore, if either the existing, or proposed zoning, **is not consistent** with the land use designation on the Map, the Map should be amended through the statutory comprehensive plan amendment process in order to ensure compliance with Section 6-29-720 (B), SC Code of Laws.

The **existing RU zoning is NOT consistent** with the Map designation as required by state statutes. The zoning should be either C-1, C-2, C-3, PUD or PDD to be consistent with the Commercial land use designation.

The **proposed C-3 zoning is consistent** with the Map designation as required by state statutes.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 04-46 MA **not be changed** from RU to C-3.

Findings of Fact:

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

2. The proposed Amendment is not compatible with the adjacent existing land uses.
3. The traffic analysis shows that the LOS C traffic capacity of Dutch Fork Road at this location will not be exceeded.
4. The proposed Amendment **is consistent** with Proposed Land Use Map designation in the Northwest Subarea Plan.
5. The proposed Zoning Map Amendment **is not consistent** with the cited Objective of the Northwest Subarea Plan discussed herein.
6. The proposed Zoning Map Amendment **is consistent** with the cited Principle of the Northwest Subarea Plan discussed herein.
7. Since there are ample general retail and office commercial areas currently available in the Ballentine area, there is no need for additional commercial area at this time.
8. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

SECTION III PLANNING COMMISSION ACTION

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

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

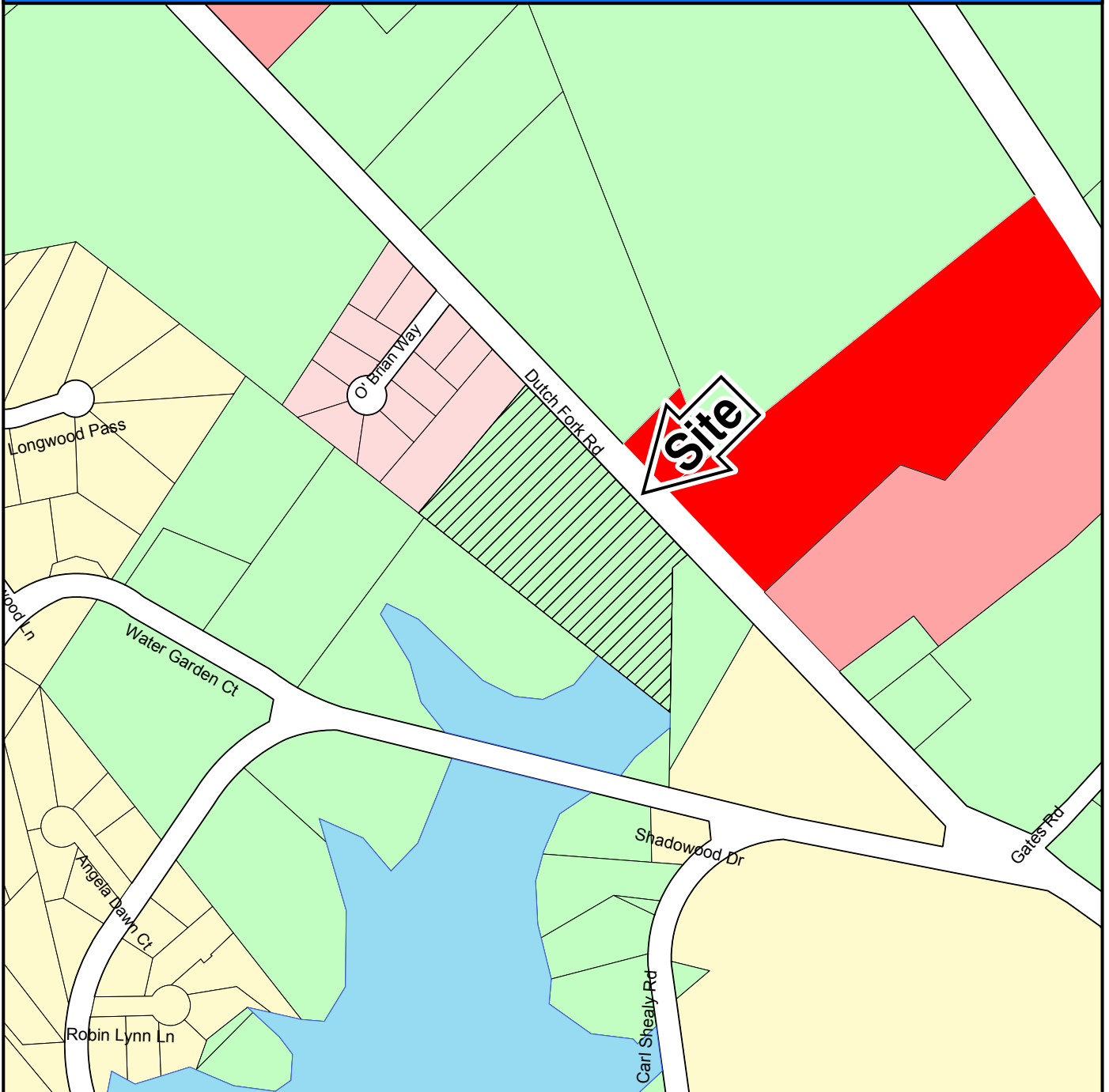
At their meeting of April 5, 2004, the Richland County Planning Commission agreed (did not agree) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 04-46 MA at the next available opportunity.

Commission Findings of Fact/Recommendations

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

In consideration of the proposed Zoning Map Amendment # 04-46 MA, the Planning Commission made the findings of fact summarized below:

CASE 04-46 MA FROM RU to C-3



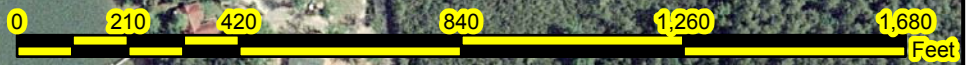
ZONING CLASSIFICATIONS

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



CASE 04-46 MA
RU TO C-3
TMS 02408-01-02

Site



CASE 04-46 MA FROM RU to C-3

TMS# 02408-01-02

1761 Dutch Fork Road



Looking at site from across Dutch Fork Road



Looking toward Ballentine from the site

Attachment A
CASE 04-46 MA

04-46 Legal Description

All that piece, parcel or tract of land situate, lying and being about seventeen miles northwest of the City of Columbia, in the county of Richland State of South Carolina containing 2.4 acres of land lying on the western side of US Highway 76. Said tract specifically shown as Lot No. 5 on the plat prepared for Mae Katherine D. Rich by McMillan Engineering Company and recorded in the office of the Register of Deeds for Richland County in Plat Book, 8 at Page 97. Said tract having the following measurements and boundaries; on the Northwest by Lot 4 and measuring thereon 448.7 feet; on the Northeast by US Highway 76 and measuring 239.2 feet; on the Southeast by lands now or formerly of Lula M. Derrick and measuring thereon 48 feet; on the Southwest by lands now or formerly of Jacob Metz and measuring thereon 244.7 feet.

ALSO: All that piece, parcel or tract of land situate, lying and being about seventeen miles northwest of the City of Columbia, in the county of Richland State of South Carolina containing 3.5 acres of land lying on the western side of US Highway 76. Said tract specifically shown as Lot No. 6 on the plat prepared for Mae Katherine D. Rich by McMillan Engineering Company and recorded in the office of the Register of Deeds for Richland County in Plat Book, 8 at Page 97. Said tract having the following measurements and boundaries; on the Northwest by Lot 5 and measuring thereon 418 feet; on the Northeast by US Highway 76 and measuring 200 feet; on the Southeast by the right-of-way of Lexington Power Company measuring thereon 536 feet; on the Southwest by lands now or formerly of Jacob Metz and measuring thereon 562.8 feet.

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

April 5, 2004

RC Project # 04-47 MA	Applicant: The Farm on McCord's Ferry
General Location: Garners Ferry Road between Trotter & Lower Richland Blvd	
Tax Map Number: 21800-01-03,14 & 21900-09-08	Subject Area: 90 ac MOL
Current Parcel Zoning: D-1	Proposed Parcel Zoning: PUD-1R
Proposed Use: Mixed commercial/residential	PC Sign Posting Date: March 7, 2004

SECTION I ANALYSIS

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

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

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

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

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

Applicant’s Factual Justification For Proposed Change

For the establishment of a residential housing development including multi-family attached housing and single family residences with commercial development as an ancillary use.

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	D-1	Undeveloped woodlands and farming fields
Adjacent North	D-1 & RS-2	Farming fields, single family residences on estate size lots, and single family residences on 1.5+ acre lots
Adjacent East	D-1	Farming fields, undeveloped woodlands, and proposed Temple of Yeshua
Adjacent South	D-1	Undeveloped woodlands and scattered single family residences
Adjacent West	C-3 & D-1	Auto repairs shops, undeveloped woodlands, and single family residences on estate size lots

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

<p><u>RU Zoning Designation Intent</u> Intended to protect and encourage agricultural endeavors; promote wise use of prime agricultural and forest communities; protect and encourage the integrity of existing rural communities; protect valuable natural and cultural resources; and maintain open space and scenic areas contiguous to development areas</p>	<p><u>Proposed PUD-1R Zoning Designation Intent</u> Intended to derive the benefits of efficiency economy, and flexibility by encouraging unified development of large sites, while also obtaining the advantages of creative site design, improved appearance, compatibility of uses, optimum service by community facilities, and better functioning of vehicular access and circulation.</p>
<p><u>Existing RU Zoning Permitted Uses</u> All farm type enterprises Public buildings and utilities Orphanages, nursing homes and the like Places of worship Educational facilities One & Two family dwellings</p>	<p><u>Proposed PUD-1R Zoning Permitted Uses</u> Limited to the amounts and locations of the specified uses</p>

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

The subject site is encompassed mainly by undeveloped woodlands, farmland, and single family residences on estate size lots. Some commercial uses exist to the west of the site along Garners Ferry Road. The proposed Amendment is not compatible with the adjacent residential land uses due to the proposed density and lot size in the project.

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Garners Ferry Road	
Functional Classification Of This Roadway	Four lane divided major arterial	
Level-Of-Service C Design Capacity (V/C = 1.00)	33,600	
Estimated Traffic Generated By The Proposed Project	*4495+	
Current Volume At The Nearest Count Station #171 Located @ ¼ mile west of Trotter Road	31,100	
Estimated Traffic Count With the Proposed Project	35,595+	
Volume-To-Capacity Ratio With The Proposed Project	1.06	

Notes:

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

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

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

The estimated project traffic is calculated by multiplying the total number of single family dwelling units 410 x 9.5 trips = 3,895 daily trips + 91 multifamily units x 6.6 trips = 600 daily trips = 4,495 daily trips, not including the commercial area generated traffic.

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

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

The proposed development will cause the LOS C design capacity of Garners Ferry Road to be exceeded. The traffic estimates do not include the approved subdivisions on Rabbit Run Rd west of Lower Richland Blvd and east of Lower Richland Blvd on Rabbit Run Rd and Padgett Rd.

Fire Service Impacts

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

Relationship To Comprehensive Plan

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

The Proposed Land Use Element Map (Map) of the Lower Richland Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Residential in a Developing Urban District. The proposed Zoning Map Amendment is **consistent** with this land use designation.

The Lower Richland Subarea Plan, adopted in January 1992, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 33 and 40 respectively, are discussed below:

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

The proposed PUD will have a gross density of 5.6 DU/acre, approximately that of the adjacent RS-2 zoned parcel to the north. The proposed Amendment **implements** this Objective.

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

The proposed PUD will incorporate an overall density factor of 5.6 DU/acre, well below 9 DU/acre. The proposed Amendment **implements** this Principle.

Principle – Sites (*commercial*) located on the fringe of residential areas which do not encroach, or penetrate existing residential neighborhoods.

The proposed General Development Plan includes a neighborhood commercial area on Garners Ferry Road. The proposed Amendment implements this Principle

Other Relevant Issues

The site is in close proximity to the proposed Richland County Recreation Commission soccer complex on Garners Ferry Road and Caughman Park on Trotter Rd. The applicant has agreed to construct a side from the project to Caughman Park, if the appropriate governments get the necessary right-of-way.

The applicant proposes 61,000 sq. ft. of commercial activity on Garners Ferry Road adjacent to the existing automotive repair establishments. The proposed amount of commercial activity can not be accomplished because the whole site is approximately that size. The Department recommends that commercial activity on this site be limited to 15,000 sq. ft of personal services, studios, true neighborhood retail services and day care facilities.

Article V – Section 2 (c) of the Declaration of Covenants, Conditions, Restrictions and Easements document does not clearly state that approval of the Architectural Control Committee is not the final authority in this matter. Compliance with the appropriate County land use regulations and building codes must also be obtained prior to construction being initiated. Section 2 (c) should be revised in this regard.

Article VII – Section 4 of the Declaration of Covenants, Conditions, Restrictions and Easements document does not clearly state that approval of the Architectural Control Committee is not the final authority in this matter. Compliance with the appropriate County subdivision regulations must also be obtained prior to construction being initiated. Section 4 should be revised in this regard.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDS) recommends the Official Zoning Map designation for the parcels included in Project # 04-47 MA **be changed** from D-1 to PUD-1R.

Findings of Fact:

1. The applicant has provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment **is not compatible** with the adjacent existing land uses.
3. The traffic analysis shows that the LOS C traffic capacity of Garners Ferry Road at this location will be exceeded.

4. The proposed Amendment **is consistent** with Proposed Land Use Map designation in the Lower Richland Subarea Plan.
5. The proposed Zoning Map Amendment **is consistent** with the Objectives and Principles of the Lower Richland Subarea Plan discussed herein.
6. In order to comply with the requirements of Section 6-29-540, SC Code of Laws, the Proposed Land Use Map for this portion of the Lower Richland Subarea Plan should be amended, via the formal land use ordinance adoption process, to change the land use designation for the subject site to a residential zoned district.
7. The Planning Commission recommends approval of the proposed General Development Plan, required by Section 26.70-15.
8. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

PUD Conditions

- a) The site development shall be limited to a total of 501 dwelling units of the types and arrangements described in the General Development Plan (Attachment B); and
- b) Commercial activity on this site be limited to 15,000 sq. ft of personal services, studios, true neighborhood retail services and day care facilities; and
- c) All development shall conform to all relevant land development regulations in effect at the time permit application is received by the Planning and Development Services Department (PDSD); and
- d) Approval of Attachment B shall constitute approval of the Sketch Plan for subdivision purposes; and
- e) The Planning Commission is hereby authorized to make minor amendments to Attachment B, or other relevant portions of the provisions of Chapter 26-70, or its relevant successor regulations, of the County Code; and
- (e) Any increase in the number of access points to the external road network, any decrease in the amount of open space/common areas, or a 10 percent increase in the gross project density, shall require a review and recommendation by the Planning Commission and a new ordinance by the County Council; and
- (f) No clearing activity shall begin until the PSDS issues a Land Disturbance Permit; and
- f) Access to the subject site shall be limited to one point on Garners Ferry Road and one point on Trotter Road; and
- g) The developer shall be required to construct any necessary turn lanes for the project on both Garners Ferry and Trotter Roads; and
- h) The applicant shall construct a landscaped berm, fence, wall, or some combination thereof, to ensure that no parcel in the project will have direct access to Trotter Rd; and
- i) All internal streets shall be publicly owned and maintained by County; and
- j) The applicant will construct a sidewalk to Caughman Park, when the appropriate governments obtain the necessary right-of-way approval and permits; and
- k) The draft Declaration of Covenants, Conditions, Restrictions and Easements document must be revised to clarify the County's authority in the building permitting and subdivision processes; and
- l) The County shall not be responsible for enforcement of any deed restrictions imposed by the applicant, the developer, or their successors in interest.

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

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

At their meeting of April 5, 2004, the Richland County Planning Commission agreed (did not agree) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 04-47 MA at the next available opportunity.

Commission Findings of Fact/Recommendations

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

In consideration of the proposed Zoning Map Amendment # 04-47 MA, the Planning Commission made the findings of fact summarized below:

PUD SUBMISSION CHECKLIST

The following are the current requirements for submission of a Planned Unit Development project Zoning Map Amendment as described in Chapter 26-70.16 and 26-71.13 of the Richland County Code of Ordinances. The same submission requirements apply to both Chapters.

Project Number: 04-47 MA

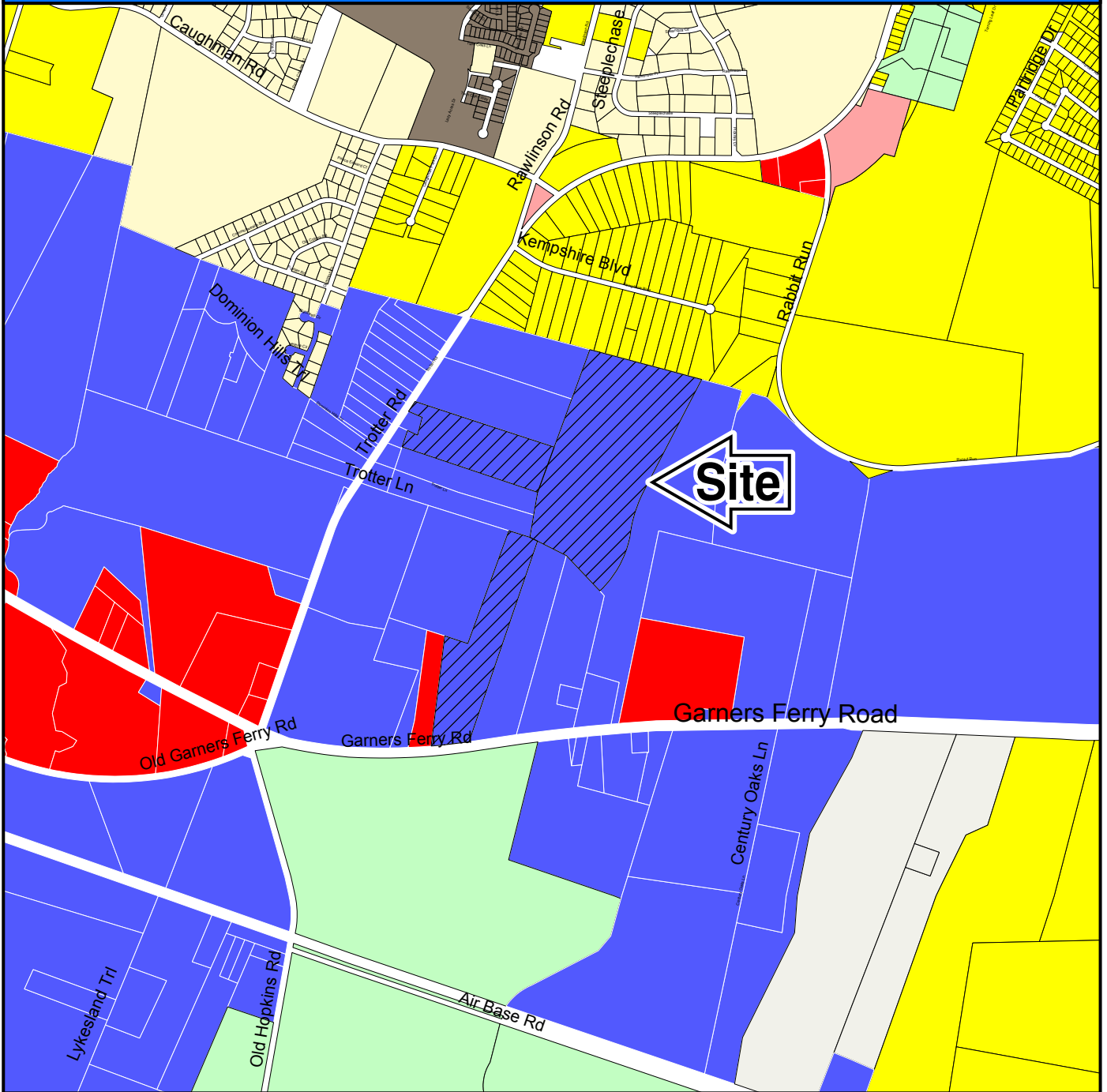
Applicant: The Farm on McCord's Ferry

TMS#: 21800-01-03,14 and 21900-09-08

General Location: Garners Ferry & Trotter Road

Chapter #	General Development Plan Requirements	Comply
26-70.16	Generalized drawing (s) for entire site showing the general development pattern, including relationship between the various uses	x
26-70.16 a	Statement of major project assumptions and objectives	x
26-70.16 b	Statement of the range of percentages of the total area intended for residential, commercial industrial, open space, social/community uses & major streets and roads	x
26-70.16 c	Statement of intended overall maximum dwelling unit density per acre	x
26-70.16 d	Legal description	x
26-70.16 e	Total acres	x
26-70.16 f	Tentative number of units of various types	x
26-70.16 g	Description of open space & community facilities & adequacy to serve the anticipated demand	x
26-70.16 h	Approximate timing of development by phase	x
26-70.16 i	Detailed description of the proposed homeowners association procedures, or other group maintenance & ownership features which may be included	x
26-70.16 j	Design standards, administrative procedures & such information or descriptions appropriate for Planning Commission review	x

CASE 04-47 MA FROM D-1 to PUD-1R

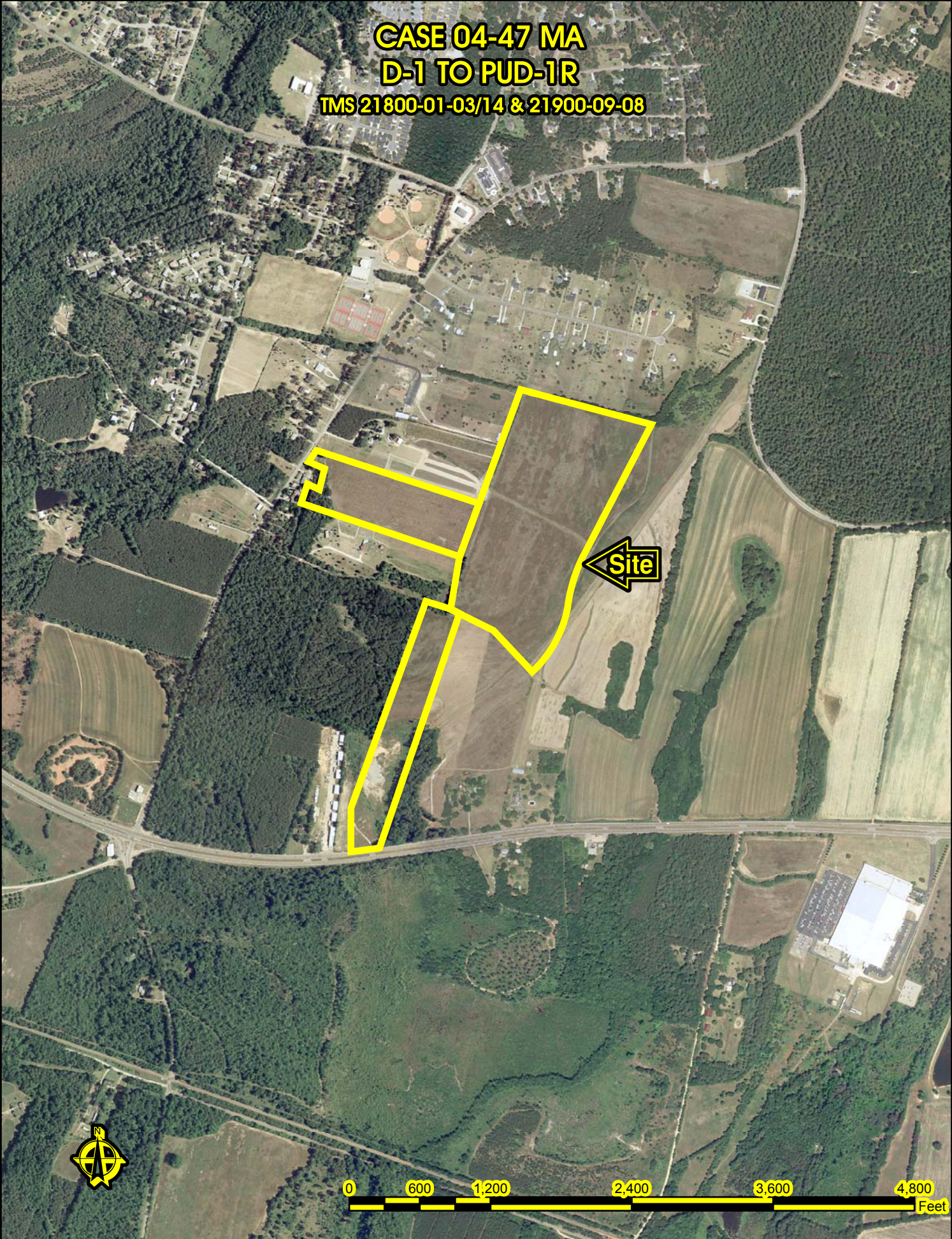


ZONING CLASSIFICATIONS

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



**CASE 04-47 MA
D-1 TO PUD-1R
TMS 21800-01-03/14 & 21900-09-08**



CASE 04-47 MA FROM D-1 to PUD-1R

TMS# 21800-01-03/14 & 21900-09-08
Garners Ferry Road & Trotter Road



Looking at interior of site from Garners Ferry Road



Looking at site from Garners Ferry Road

Attachment A
CASE 04-47 MA

All that certain piece, parcel or tract of land being shown as Tract B, containing 52.945 acres +/-, in the County of Richland, State at South Carolina the same being shown on a plat prepared for John W. & Alfred F. Burnside by Palmetto Engineering & Surveying Co., Inc., dated December 19, 1986, and recorded in the office of the R.M.C. for Richland County in Plat Book 51, at page 3997, said property in accordance with the plat being bounded and measured as follows: BEGINNING at an iron in the northeasternmost corner of said Tract B, where Tract B corners with Lot 31, (Property N/F C.W. Haynes & Company, Inc.) and property N/F Brownstein & Motsinger, and running the following courses and distances along property N/F Brownstein & Motsinger: S39°50'31"W for 1230.69'; S27°14'51"W for 700.00'; S37°57'31"W for 213.65'; S51°44'S1"W for a distance of 311.60' to an iron along the property N/F Virginia Turner; thence turning and running along said property of Turner N41°53'22"W for a distance of 423.16' to an iron; thence turning and running N68°39'01"W along property N/F of Maude Dixon McGee for a distance of 249.57' to an iron; thence continuing N68°39'01" W along property N/F John K. & Alfred F. Burnside for a distance of 88.10' to an iron; thence turning and running N20°45'24"E along property N/F Raymond Dixon and N/F Johnny Dixon for a distance of 501.93' to an iron; thence running N20°38'16"E along property N/F Olive Slayton a distance of 502.05 feet to an iron; thence running N20°36'02"E along property N/F Edmund Dixon for a distance of 502.04' to an iron; thence turning and running N30°37'46"R along property K/F John & Thomas Camak for a distance of 502.90' to an iron; thence turning and running along property N/F of C.W. Haynes & Company, Inc. (Lots 40, 39, 33, 37, 36 35, 34, 33, 32 and 31) the following courses and distances; S74°28'06"E for 27.99'; S74°11'58" for 120.01'E; S74°14'12"E for 130.03'; S74°15'19"E for 120.62'; S74°16'03'E for 119.93'E; S74°10'29"E 120.07'; S74°1.7'11" 333.27'; S74°09'17" E for 226.60' to the point of beginning.

Being a portion of the property conveyed to John W. Burnside by Deed recorded in Deed Book D824, at page 646, thereafter John W. Burnside conveyed a ½ interest in the same property to Zeus B. Burnside by Deed recorded in Deed Book D1198, page 264.

All that certain piece, parcel or tract of land being shown as Tract A, containing 17.04 acres +/-, in the county of Richland, State of South Carolina, the main being shown on a plat prepared for John W. & Alfred F. Burnside by Palmetto Engineering & Surveying Co., Inc., dated December 19, 1986 and recorded in the Office of the RMC for Richland County in Plat Book 51, at page 3996, said property in accordance with the plat being bounded and measured as follows: Beginning at an iron on the northern side of Hwy No. 378, 1900' northeast of the intersection of Trotter Road and Hwy. 378, and running N68°39'00"W along property N/F of Mattie Prince for a distance of 213.52' to an iron; thence turning and running N21°25'30"E along property N/F Hattie Prince for a distance of 898.18' to an iron; thence turning and running N21°32'36"E along property N/F James Sertz for a distance of 1203.65' to an iron; thence turning and running S69°39'36"E along property N/F Raymond Dixon for a distance of 236.91'; thence turning and running S68°39'01"E along property N/F Alfred F. & John K. Burnside (Tract A) for a distance of 88.10' for an iron; thence turning and running S19°48'51"W along property N/F Maude Dixon McGee for a distance of 2,017.53' to an iron; thence turning and running S83°50'59"W along the right-of-way of Hwy. 378 for a distance of 192.52' to the point of beginning.

Being the same property conveyed to the Grantors herein by deeds and recorded in the Office of the R.M.C. for Richland County, in Deed Book D824, at page 634 and Deed Book D1198, page 270.







TMS No.: 21800-1-14

All that certain piece parcel or lot of land, together with any improvements thereon, situate, lying and being in Center Township, Richland County, State of South Carolina, containing sixteen and four-tenths (16.4) acres and being more particularly shown and designated as lot or parcel no. 5 on that certain plat of property of Dixon Estate located near Lykesland, dated July 30, 1946, made by Carolina Surveying Company, and being bounded on the North by lot or parcel no. 6, as shown on said plat, and measuring thereon 1470.3 feet, on the East by lands now or formerly of Caughman and measuring thereon 500 feet, on the South by lot or parcel no. 4, as shown on said plat, and measuring thereon 1465 feet and on the West by lands of persons not shown on said plat and measuring thereon 474.3 feet, all of which will more fully appear by reference to said plat.

This conveyance is made subject to the easements, restrictions and conditions of record affecting the subject property.

This being the identical property conveyed to the Grantor herein by Deed from Emma L. Dixon, Harry N. Dixon, Maude Dixon McGee, Mary Dixon Mason, Johnny R. Dixon, Raymond F. Dixon, Lottie Dixon McLellan and Edmund Lee Dixon dated March 30, 1965 and recorded November 9, 1965 in Deed Book D-27, at page 723.

TMS NO. 21900-9-8

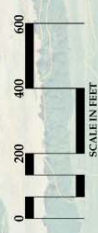
LEGEND	AREA	% OF TOTAL AREA	RESIDENTIAL UNITS
	SINGLE FAMILY DETACHED 6 D.U. PER ACRE	56.4%	302
	SINGLE FAMILY DETACHED 7 D.U. PER ACRE	17.4%	108
	MULTI FAMILY ATTACHED 10 D.U. PER ACRE	10.2%	91
	COMMERCIAL	1.5%	
	OPEN SPACE / BUFFER	8.6%	
	ROAD RIGHT-OF-WAY	5.9%	
TOTALS	89.3 AC.	100%	501 D.U.

TOTALS 89.3 AC. 100% 501 D.U.



THE FARM ON McCORD'S FERRY GARNERS/TROTTER, LLC (IN FORMATION) COLUMBIA, SOUTH CAROLINA

FEBRUARY 28, 2004



ALL RIGHTS RESERVED. THIS DRAWING AND THE DESIGN SHOWN THEREON ARE THE PROPERTY OF KINETH B. SHAMPS ASSOCIATES, THE REPRODUCTION, COPYING, OR USE OF THIS DRAWING OR THE DESIGN THEREON, OR ANY PART THEREOF, WITHOUT THE WRITTEN CONSENT OF KINETH B. SHAMPS ASSOCIATES IS PROHIBITED AND ANY INFRINGEMENT IS SUBJECT TO LITIGATION.

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

April 5, 2004

RC Project # 04-48 MA	Applicant: Heritage Forest, LLC
General Location: Wilson Boulevard, northwest of intersection of Wilson and Fulmer	
Tax Map Number: 14800-05-39	Subject Area: 91.47 ac MOL
Current Parcel Zoning: RU	Proposed Parcel Zoning: D-1 (minimum 20,000 sq. ft. lots)
Proposed Use: Single family residential S/D	PC Sign Posting Date: March 5, 2004

SECTION I ANALYSIS

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

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

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

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

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

Applicant’s Factual Justification For Proposed Change

For the establishment of a single family residential subdivision

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Undeveloped woodlands
Adjacent North	RU	Undeveloped woodlands
Adjacent East	PUD-1R	Stonington Subdivision
Adjacent South	RU	Single family residences on estate size lots
Adjacent West	RU	Single family residences on estate size lots

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

<p><u>RU Zoning Designation Intent</u> Intended to protect and encourage agricultural endeavors; promote wise use of prime agricultural and forest communities; protect and encourage the integrity of existing rural communities; protect valuable natural and cultural resources; and maintain open space and scenic areas contiguous to development areas</p>	<p><u>Proposed D-1 Zoning Designation Intent</u> Intended to provide for large tracts of land located primarily on the fringe of urban growth where the predominant character of urban development has not yet been fully established, but where the current characteristics of use are predominantly residential, agricultural, or semi-developed, with scattered related uses.</p>
<p><u>Existing RU Zoning Permitted Uses</u> All farm type enterprises Public buildings and utilities Orphanages, nursing homes and the like Places of worship Educational facilities One & Two family dwellings</p>	<p><u>Proposed D-1 Zoning Permitted Uses</u> Single family detached dwellings Agriculture, horticulture forestry Parks, playgrounds, playfields Places of worship Community service structures Elementary and high schools</p>

The land uses above represent a summary of the permitted uses in Chapter 26-61 and Chapter 26-62, respectively of the County Code. Some Special Exception uses are also possible.

The proposed Amendment is not compatible with the existing single family residences on estate size lots to the north, west and south of the site. The site is not consistent with the adjacent subdivision to the east named Stonington. Stonington was approved as a PUD-1R in 2000 as case #00-38 MA with an overall density of 1.22 Dwelling Units per acre. The proposed site would consist of a density of 2.2 DU/acre. The proposed Amendment site is not compatible with the existing land uses in the vicinity.

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Wilson Boulevard (Hwy. 21)	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	1,226	
Current Volume At The Nearest Count Station #135 Located @ south of site on the two lane portion of Wilson Boulevard	5,600	
Estimated Traffic Count With the Proposed Project	6,826	
Volume-To-Capacity Ratio With The Proposed Project	0.79	

Notes:

The current volume listed by SCDOT for count station #135 is 5,600. The Department **did not include** the recently approved PUD on Turkey Farm Road that is estimated to generate a minimum of 4,848 daily trips. The traffic impact assumes all traffic will be traveling south on Turkey Farm Road, in actuality the majority of traffic will be heading north for access to I-77.

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

The estimated project traffic is determined by applying the traffic generation rates presented on pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County, October 1993. This is calculated as follows 91 total acres – 35% for infrastructure = 59.15 developable acres x 43,560 = 2,576,574/20,000 (as allowed by D-1 zoning) = 129 x 9.5 trips daily = **1,226** trips daily.

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

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

The proposed project (with the approved PUD on Turkey Farm Rd.) will increase the traffic on this portion of Wilson Boulevard to exceed LOS F levels. Excluding the PUD on Turkey Farm, the proposed project will not cause the LOS C to be exceeded. As stated in the notes, it is anticipated that the vast majority of the traffic generated by this project as well as the aforementioned PUD will travel north to gain access to I-77.

Fire Service Impacts

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

Relationship To Comprehensive Plan

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

The Proposed Land Use Element Map (Map) of the I-77 Corridor Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Medium Density Residential in a Developing Urban Area. The proposed Zoning Map Amendment is **not consistent** with this land use designation.

State statutes require proposed Zoning Map Amendments to be consistent with the land use designation on the I-77 Corridor Subarea Plan's Proposed Land Use Map (Map). Specifically, Section 6-29-710, SC Code of Laws states "...The regulations (*i.e., zoning and other land development regulations*) must be made in accordance with the comprehensive plan for the jurisdiction and be made with a view to promoting the purposes set forth in this chapter (*Chapter 6-29, SC Code of Laws*)..." Therefore, if either the existing, or proposed zoning, is **not consistent** with the land use designation on the Map, the Map should be amended through the

statutory comprehensive plan amendment process in order to ensure compliance with Section 6-29-720 (B), SC Code of Laws.

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

The **proposed D-1 zoning is NOT consistent** with the Map designation as required by state statutes. The zoning should be RS-2, RS-3, RG-1, RG-2, PUD or PDD to be consistent with the Medium Density Residential land use designation.

The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 31 and 39 respectively, are discussed below:

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

The proposed Amendment would consist of a density of approximately 2 DU/acre. The surrounding area is comprised of undeveloped woodlands and single-family residences on estate size lots. The adjacent Stonington subdivision has an overall density of 1.2 DU/acre. The proposed Amendment **implements** this Objective.

Principle – Mixed residential densities are appropriate within the Developing Urban Area and should conform to the Proposed Land Use Map. Compatible zoning classifications by density are recommended as follows:

Medium Density (5 to 9 dwellings/acre): RS-2, RS-3, RG-1, RG-2, PUD-1, PUD-2 & PDD.

The proposed project has density of 2.0 DU/acre, i.e, far below the minimum 5.0 DU/acre density required by the Map designation. The proposed Amendment does **not implement** this Principle.

Other Relevant Issues

There are 3 existing driveways, **not including** the proposed project entrance, within approximately 400 linear feet from Fulmer Rd to Hollis Pond Rd. The speed limit on Wilson Boulevard in this vicinity is 55 mph, thereby requiring a minimum of 350’ between encroachments to the Wilson Blvd Right-Of-Way. The proposed development does not meet the minimum driveway separation standards set forth by the SCDOT in the Access and Roadside Management Standards under section 3A-2.

The proposed subdivision has only 60 feet of frontage on Wilson Boulevard with no direct access to Fulmer Drive. The International Fire Code requires subdivisions with more than 30 lots to have a secondary means of access. The subject parcel does not have any secondary point of access available. Therefore, unless the Fire Code is changed or the County chooses not to implement this provision of the Code, the proposed project could not be developed.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDS) recommends the Official Zoning Map designation for the parcels included in Project # 04-48 MA **not be changed** from RU to D-1.

Findings of Fact:

1. The applicant has not provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment is not compatible with the adjacent existing land uses.
3. The traffic analysis shows that the proposed project with the recently approved Turkey Farm Road PUD will result in the traffic at count station #135 to exceed the minimum LOS F level.
4. The proposed Amendment **is not consistent** with Proposed Land Use Map designation in the I-77 Corridor Subarea Plan.
5. The proposed Zoning Map Amendment **is consistent** with the cited Objective of the I-77 Corridor Subarea Plan discussed herein.
6. The proposed Zoning Map Amendment **is not consistent** with the cited Principle of the I-77 Corridor Subarea Plan discussed herein.
7. In order to comply with the requirements of Section 6-29-540, SC Code of Laws, the Proposed Land Use Map for this portion of the I-77 Corridor Subarea Plan should be amended, via the formal land use ordinance adoption process, to change the land use designation for the subject site to Low Density Residential.
8. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

SECTION III PLANNING COMMISSION ACTION

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

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

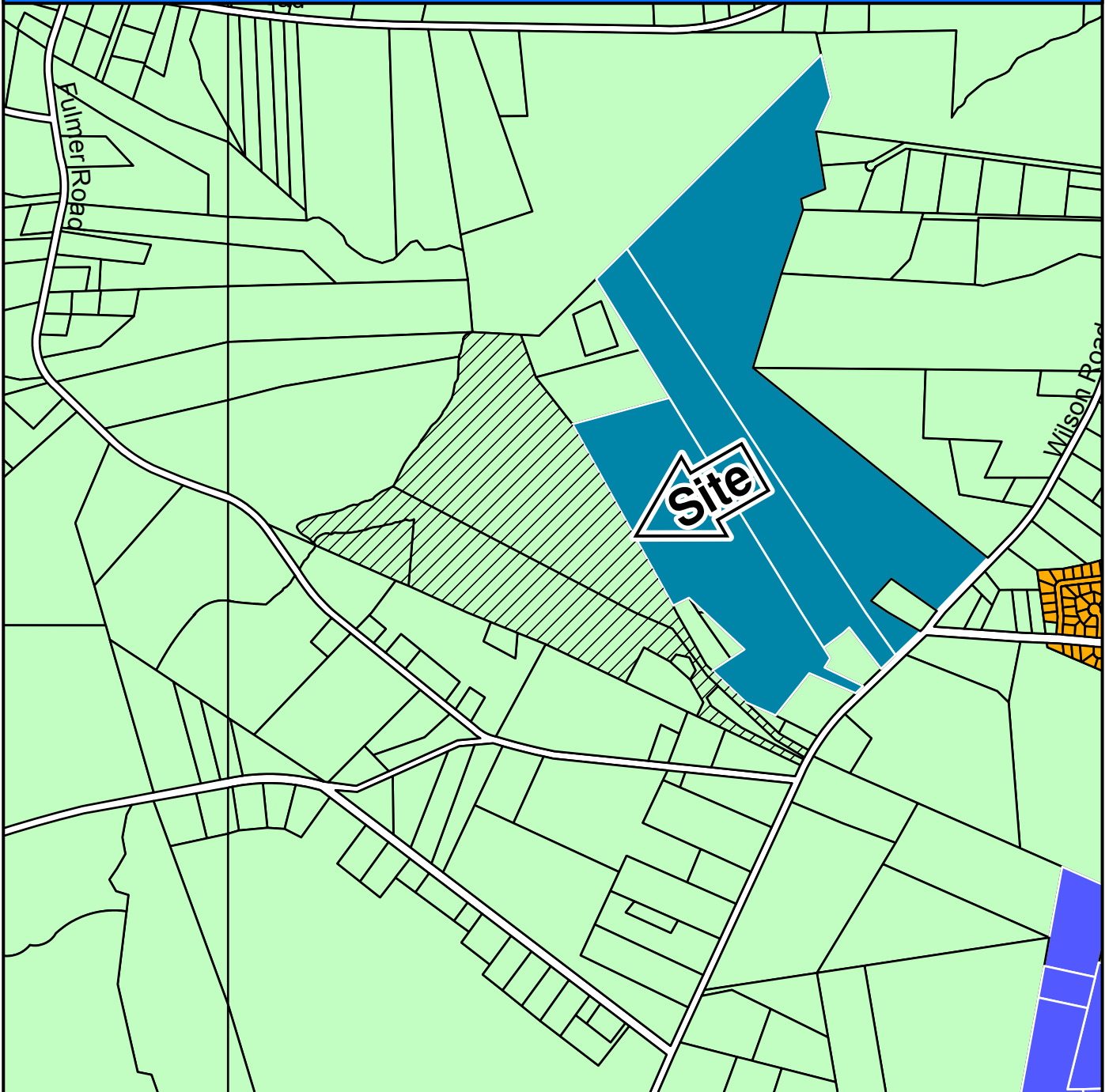
At their meeting of April 5, 2004, the Richland County Planning Commission agreed (did not agree) with the PDS recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 04-48 MA at the next available opportunity.

Commission Findings of Fact/Recommendations




















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

In consideration of the proposed Zoning Map Amendment # 04-48 MA, the Planning Commission made the findings of fact summarized below:

CASE 04-48 MA FROM RU to D-1



ZONING CLASSIFICATIONS

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



CASE 04-48 MA
RU TO D-1
TMS 14800-05-39



CASE 04-48 MA FROM RU to D-1

TMS# 02408-01-02

1761 Dutch Fork Road



Looking at site from Wilson Blvd.



Looking at interior of the site

ATTACHMENT A
CASE 04-48 MA

LEGAL DESCRIPTION
MOSSER TRACT
(49.52" ACRES)

ALL THAT CERTAIN PIECE, PARCEL AND/OR TRACT OF UNIMPROVED LAND, situate lying and being in the County of Richland, State of South Carolina containing approximately 49.52 acres, all as more particularly set forth on that certain plat prepared for Glen M. Mosser, Jr. by Daniel B. Ballentine RLS No. 6572 dated August 8, 1988; referenced being craved to the aforesaid plat for a more complete and accurate description of the real property described therein and such property having the following metes and bounds, beginning at a point contiguous to the intersection of Wilson Blvd (U.S. Hwy. 21) and Little Pine Road (being the Point of Beginning); thence turning and running N 60E47' W for a distance of 300.1" to a point; thence turning and running N 40E19'W for a distance of 342.0' to a point; thence turning and running N 41E15'W for a distance of 220.0 to a point; thence turning and running N 48E49'W for a distance of 228.0' to a point; thence turning and running N 25E12'W for a distance of 351.2' to a point; thence turning and running N 62E06W for a distance of 2,358.6' to a point; thence turning and running N 85E07' E for a distance of 30.8' to a point; thence turning and running N 58E18E for a distance of 370.0' to a point; thence turning and running N 45E00' E for a distance of 85.0' to a point; thence turning and running N 54E27E for a distance of 223.0' to a point; thence turning and running N 04E00' E for a distance of 72.9' to a point; thence turning and running N 10E48W for a distance of 115.0' to a point; thence turning and running N 05E36' E for a distance of 63.3' to a point; thence turning and running N 05E51'W for a distance of 445.6' to a point; thence turning and running N 06E59' E for a distance of 93.9' to a point; thence turning and running N 07E00W for a distance of 215.0' to a point thence turning and running N 87E42' E for a distance of 317.8' to a point; thence turning and running S 20E45'E for a distance of 146.0' to a point thence turning and running S 17E17'E for a distance of 293.4' to a point; thence turning and running S 34E50'E for a distance of 51.1' to a point; thence turning and running S 52E15' E for a distance of 290.8' to a point; thence turning and running S 73E03'E for a distance of 89.4' to a point; thence turning and running S 23E27E for a distance of 66.3' to a point; thence turning and running S 29E22'E for a distance of 113.0' to a point; thence turning and running S 27E30'E for a distance of 342.7' to a point; thence turning and running S 26E04'E for a distance of 184.5' to a point; thence turning and running S 27E26'E for a distance of 303.3' to a point; thence turning and running S 26E34'E for a distance of 342.7' to a point; thence turning and running S 25E26'E for a distance of 375.5' to a point; thence turning and running S 26E46'E for a distance of 440.5' to a point; thence turning and running S 39E58'E for a distance of 185.0' to a point; thence turning and running S 17E27'W for a distance of 70.0' to a point; thence turning and running S 41E15'E for a distance of 446.0' to a point; thence turning and running S 40E19'E for a distance of 331.2' to a point; thence turning and running S 60E47'E for a distance of 133.0' to a point; thence turning and running S 60E47'E for a distance of 156.3' to a point; thence turning and running S 30E28W for a distance of 60.00' to a point, the Point of Beginning; all distances being a little more or less.

**LEGAL DESCRIPTION
FLEET WOOD TRACT
(36.40 ACRES)**

ALL THAT CERTAIN PIECE, PARCEL AND/OR TRACT OF UNIMPROVED LAND, situate lying and being in the County of Richland, State of South Carolina containing approximately 36.40 acres, all as more particularly set forth on that certain plat prepared for Fleetwood Partnership by James F. Poison RLS No. 4774 dated May 1, 1995 and recorded in the Office of Register of Deeds for Richland County South Carolina in Plat Book 55 at Page 7387; referenced being craved to the aforesaid plat for a more complete and accurate description of the real property described therein and such property having the following metes and bounds: Beginning at a point marked by a new iron pin located approximately 650' west of the intersection of Wilson Blvd (U.S. Hwy 21) and Little Pine Road (being the Point of Beginning) thence turning and running S 27°17'53" E for a distance of 324.46' to an iron (N) thence turning and running S 54°57'49"E for a distance of 98.27' to and Iron(O); thence turning and running S 44°50'34"W for a distance of 183.69" to an Iron(N); thence turning and running N 30°51'04" E for a distance of 31.82' to an Iron (N); thence turning and running N 14°01'35" W for a distance of 153.00' to an Iron(N); thence turning and running S 79°33'12" W for a distance of 134.28' to an Iron(N); thence turning and running S 13°13'54" E for a distance of 85.61' to an Iron(N); thence turning and running S 56°35'48" W for a distance of 209.82' to an Iron (N); thence turning and running S 3°06'36" E for a distance of 124.52' to and Iron(N) thence turning and running N 64°26'03" W for a distance of 355.95' to an Iron(O); thence turning and running N 64°28'43" W for a distance of 324.87' to an Iron (O); thence turning and running N 64°29'04" W for a distance of 295.15' to an Iron(O); thence turning and running N 64°34'41" W for a distance of 126.89' to and Iron(O); thence turning and running N 65°04'44" W for a distance of 102.19' to an Iron(O); thence turning and running N 65°43'33" W for a distance of 1,136.55' to an Iron (N); thence turning and running N 1°16'29" W for a distance of 546.44' to an Iron (N) thence turning and running generally East along the center line of a branch of Crane Creek a/k/a Beasley Creek for a distance of approximately 315.25' to and Iron (N); thence turning and running S 63°40'34" E for a distance of 2,457.40' to an Iron(N) being the Point of Beginning; all distances being a little more or less.

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

April 5, 2004

RC Project # 04-49 MA	Applicant: Roper Property
General Location: 6837 North Trenholm Road just south of Decker Boulevard	
Tax Map Number: 16907-01-04	Subject Area: 13 ac MOL
Current Parcel Zoning: C-2	Proposed Parcel Zoning: RG-2
Proposed Use: Multi-family residential	PC Sign Posting Date: March 12, 2004

SECTION I ANALYSIS

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

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

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

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

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

Applicant’s Factual Justification For Proposed Change
 For the establishment of multi-family dwellings

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	C-2	Vacant single family residence & woodlands
Adjacent North	Arcadia Lakes (LC)	Office space
Adjacent East	Arcadia Lakes (RS-1)	Single family residences on estate size lots
Adjacent South	Arcadia Lakes (RS-2)	Single family residences
Adjacent West	Forest Acres (R-1)	Railroad & commercial property on Two Notch Road

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

<p><u>C-2 Zoning Designation Intent</u> Intended to accommodate commercial and service uses oriented primarily to serving the needs of persons who live or work in nearby areas.</p>	<p><u>Proposed RG-2 Zoning Designation Intent</u> Intended as medium and high density residential areas permitting progressively higher population densities, characterized by single family detached, two family detached, multiple family structures, garden type apartments, and high rise apartments.</p>
<p><u>Existing C-2 Zoning Permitted Uses</u> Retail establishments with limitations Laundering & dry cleaning Beauty and barber shops Photography studios Doctors’ and dentists’ offices Schools</p>	<p><u>Proposed RG-2 Zoning Permitted Uses</u> Single family detached dwellings Multiple family dwellings Cluster housing developments Parallel zero lot line dwelling units</p>

The land uses above represent a summary of the permitted uses in Chapter 26-66 and Chapter 26-64, respectively of the County Code. Some Special Exception uses are also possible.

Single-family residences are adjacent to the site on the south and across North Trenholm Road to the east. A small office development is adjacent to the site on the north. A railroad abuts the site to the west. The proposed Amendment will provide a good transition between the commercial uses to the north and the single-family residences to the south. The proposed Amendment is compatible with the surrounding land uses.

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	North Trenholm Road	
Functional Classification Of This Roadway	Five lane undivided minor arterial	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	24,800	
Estimated Traffic Generated By The Proposed Project	990	
Current Volume At The Nearest Count Station #316 Located @ south of site on North Trenholm Road	11,900	
Estimated Traffic Count With the Proposed Project	12890	
Volume-To-Capacity Ratio With The Proposed Project	0.52	

Notes:

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

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

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

The estimated project traffic is calculated by multiplying the estimated number of units by 6.6 average daily trips for multi-family development. However, due to a myriad of factors involved, it is not possible to determine to total amount of possible traffic to be generated by the site.

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

* Based on an estimated maximum of 150 Dwelling Units x 6.6 trips per day per dwelling unit

The proposed Amendment would not cause the LOS C design capacity of North Trenholm Road to be exceeded.

Fire Service Impacts

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

Relationship To Comprehensive Plan

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

The Proposed Land Use Element Map (Map) of the I-20 Interbeltway Corridor Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as High Density Residential (9.0 DU/acre or greater) in an Established Urban Area. Since the estimated project density is 11.5 DU/acre, the proposed Zoning Map Amendment is **consistent** with this land use designation.

The I-20 Interbeltway Corridor Subarea Plan, adopted in November 1994, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 9 and 12 respectively, are discussed below:

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

The proposed site is surrounded by single-family residences and commercial uses. The use of multi-family housing promotes the use of varied densities and serves as a transition with the character of the existing land uses. The proposed Amendment **implements** this Objective.

Principle – The Established Urban Area should contain overall higher density levels than the Developing Urban Areas of the County and that these density levels should conform to the Proposed Land Use Map. Compatible zoning classifications include:

- A. High Density (9 dwellings/acre or greater): RS-3, RG-1, RG-2, PUD-1, PUD-2 and PDD.

The proposed Amendment will have an estimated density of 11.5 DU/acre. The proposed Amendment **implements** this Principle.

Other Relevant Issues

The proposed Amendment would provide a good transition for the existing commercial space to the north and the existing single-family residences to the south. The site also has frontage on North Trenholm Road, which serves as good access to the City of Columbia to the south and to Decker Boulevard and Two Notch Road to the north.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDS) recommends the Official Zoning Map designation for the parcels included in Project # 04-49 MA **be changed** from C-2 to RG-2

Findings of Fact:

1. The applicant has not provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment **is compatible** with the adjacent existing land uses.
3. The traffic analysis shows that the LOS C traffic capacity of North Trenholm Road at this location will not be exceeded.
4. The proposed Amendment **is consistent** with Proposed Land Use Map designation in the I-20 Interbeltway Corridor Subarea Plan.
5. The proposed Zoning Map Amendment **is consistent** with the Objectives and Principles of the I-20 Interbeltway Corridor Subarea Plan discussed herein.

SECTION III PLANNING COMMISSION ACTION

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

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

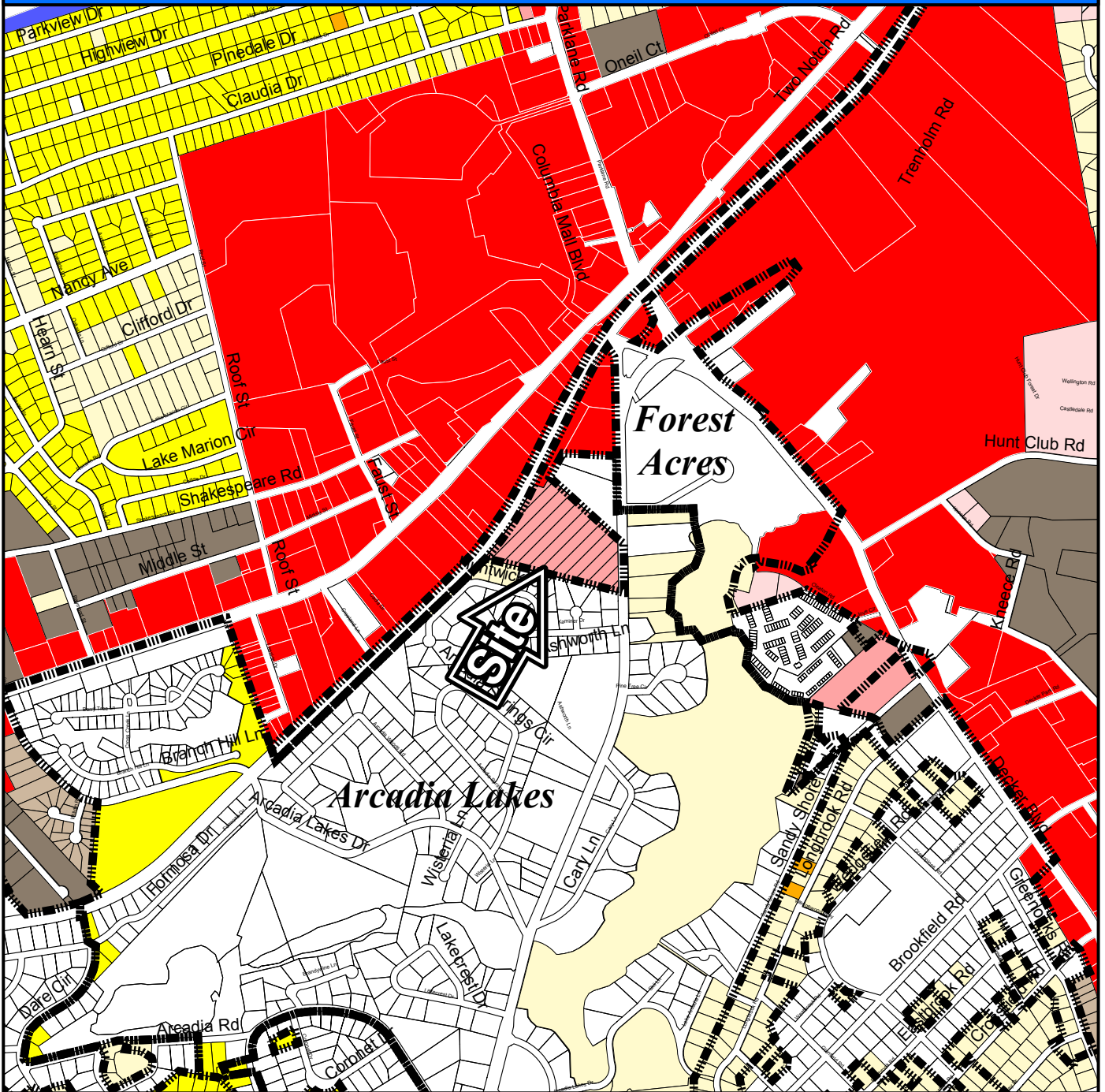
At their meeting of April 5, 2004, the Richland County Planning Commission agreed (did not agree) with the PDS recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 04-49 MA at the next available opportunity.

Commission Findings of Fact/Recommendations




















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

In consideration of the proposed Zoning Map Amendment # 04-49 MA, the Planning Commission made the findings of fact summarized below:

CASE 04-49 MA FROM C-2 to RG-2



ZONING CLASSIFICATIONS

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



CASE 04-49 MA
C-2 TO RG-2
TMS 16907-01-04

Site



CASE 04-49 MA FROM C-2 to RG-2

TMS# 16907-01-04

6837 North Trenholm Road



ATTACHMENT A
CASE 04-49 MA

LAND DESCRIPTION

All that certain parcel or tract of land lying north of the Town of Arcadia Lakes, Richland County, South Carolina and being particularly described as follows;

The POINT OF BEGINNING being a #5 rebar set in the western margin of Trenholm Road and being approximately 0.2 miles south of Decker Boulevard

THENCE South 03 degrees 28 minutes 29 seconds West for a distance of 628.12 feet along the western margin of Trenholm Road to a 1/2" pipe;

THENCE North 70 degrees 06 minutes 57 seconds West for a distance of 425.84 feet to an #5 rebar;

THENCE North 70 degrees 45 minutes 17 seconds West for a distance of 87.82 feet to an #5 rebar;

THENCE North 70 degrees 39 minutes 12 seconds West for a distance of 49.95 feet to an 1" pipe;

THENCE North 70 degrees 41 minutes 32 seconds West for a distance of 135.74 feet to an #5 rebar;

THENCE North 70 degrees 40 minutes 28 seconds West for a distance of 106.95 feet to an #5 rebar;

THENCE North 70 degrees 39 minutes 56 seconds West for a distance of 99.95 feet to an #5 rebar;

THENCE North 70 degrees 44 minutes 14 seconds West for a distance of 99.99 feet to an #5 rebar;

THENCE North 70 degrees 51 minutes 41 seconds West for a distance of 61.30 feet to an #5 rebar;

THENCE along a curve to the left having a radius of 3089.77 feet and an arc length of 604.14 feet, being subtended by a chord of North 38 degrees 59 minutes 51 seconds East for a distance of 603.18 feet to a #5 rebar;

THENCE North 33 degrees 23 minutes 46 seconds East for a distance of 140.15 feet to a point;


THENCE South 61 degrees 31 minutes 45 seconds East for a distance of 101.23 feet to an 1" pipe;

THENCE South 62 degrees 10 minutes 10 seconds East for a distance of 565.13 feet to the POINT OF BEGINNING;

Together with and subject to covenants, easements, and restrictions of record.

Said property contains 12.754 acres more or less.

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

TO: Planning Commission Members
FROM: Carl D. Gosline, AICP, Land Development Administrator 
DATE: March 29, 2004
RE: Subdivision and Street Name Approval

Background

Section 6-29-1200 (A), SC Code of Laws requires the Planning Commission to approve street names. Specifically, the statute states "...A local planning commission created under the provisions of this chapter shall, by proper certificate, approve and authorize the name of a street or road laid out within the territory over which the commission has jurisdiction..."

The attached list of proposed street/road names has been certified by Alfreda Tindal, Richland County E-911 Addressing Coordinator, as being in compliance with the E-911 system requirements. A list of proposed subdivision names is included for your information.

Action Requested

The Department recommends the Commission approve the attached street/road name list. The subdivision names are for information only. No Commission action is necessary.

PROPOSED STREET NAMES	GENERAL LOCATION
N Summers Way	Rabbit Run Rd & Lower Richland Blvd
S Summers Way	Rabbit Run Rd & Lower Richland Blvd
Serendipity Court	Rabbit Run Rd & Lower Richland Blvd
Chancellor Court	Rabbit Run Rd & Lower Richland Blvd
Bassett Loop	Future Lake Carolina S/D
Walden Oaks Circle	Walden Place
Busch Oaks Court	Farming Creek Rd – Irmo area
Pine Knot	Honey Tree – to be annexed into City of Columbia
Dark Hollow	Honey Tree – to be annexed into City of Columbia
Elbow Lane	Honey Tree – to be annexed into City of Columbia
Honey Tree	Honey Tree – to be annexed into City of Columbia
Croaked Pine	Honey Tree – to be annexed into City of Columbia
Sawdust	Honey Tree – to be annexed into City of Columbia

PROPOSED STREET NAMES	GENERAL LOCATION
Swamp Fox	Honey Tree – to be annexed into City of Columbia
Wildlife	Honey Tree – to be annexed into City of Columbia
Painted Pony	Honey Tree – to be annexed into City of Columbia
Hay Bale Lane	Honey Tree – to be annexed into City of Columbia
Dawns	Honey Tree – to be annexed into City of Columbia
Hester Green Court	Hester Woods/Killian Station
Sprig Court	Hester Woods/Killian Station
Hester Woods Drive	Hester Woods/Killian Station
Killian Station Drive	Hester Woods/Killian Station
W. Killian Station Court	Hester Woods/Killian Station
E Killian Station Court	Hester Woods/Killian Station
Watersong Lane	Watersong
Centennial Drive	Centennial @ Lake Carolina
Crestmont Drive	Centennial @ Lake Carolina
Cedar Heights Lane	Cedar Heights

APP'D SUBDIVISION NAMES	GENERAL LOCATION
Honey Tree	Padgett Road near Old Leesburg Road
Watersong	John Chapman Road in Northwest Richland Co
Cedar Heights	Old Percival Road & Alpine Road

ADDENDUM
CORESLAB STRUCTURES (COLUMBIA), INC.
PDD SITE PLAN NARRATIVE DESCRIPTION

14. The new parking area on Tract "B" is being designed to accommodate fifty (50) employee and visitor vehicles. The parking area is shown on the initial PDD site plan to be adjacent to the front (South) property line on Garners Ferry Road. Access to the parking area is through the main plant gate at the southeastern corner of the site, with a driveway extending from the gate in a westerly direction along the front of the property to the parking lot. The parking lot location has been adjusted and set-back twenty (20) feet from the front property line. The resulting twenty (20) foot strip will constitute a permanent screening buffer between the Garners Ferry property line and the new parking lot improvements. The screening buffer will include vegetation (new planted material to supplement existing growth), or vegetation in combination with landscaping features (e.g. berms, screening fences, walls) sufficient to effect screening pursuant to county ordinance requirements.

15. Contemporaneously with construction of the office expansion and new parking lot, applicant will install and maintain beautification landscaping along Garner's Ferry Road in front of the existing facility.

16. Applicant will immediately address noise containment measures for all existing on-site operations (e.g. closing exterior doors in production plant during heavy machinery usage, possible installations of baffles or sound-deadening features to production processes). In all future expansions of plant operations, production equipment operations and materials handling on site, Applicant will affirmatively address measures to minimize off-site disturbance from noise, vibration or other consequential by-products of the plant's operations.

Supplement to PDD Zoning Map Amendment Application filed October 31, 2003 (RC Project # 04-24MA), TMS No. 24800-04-22,23.

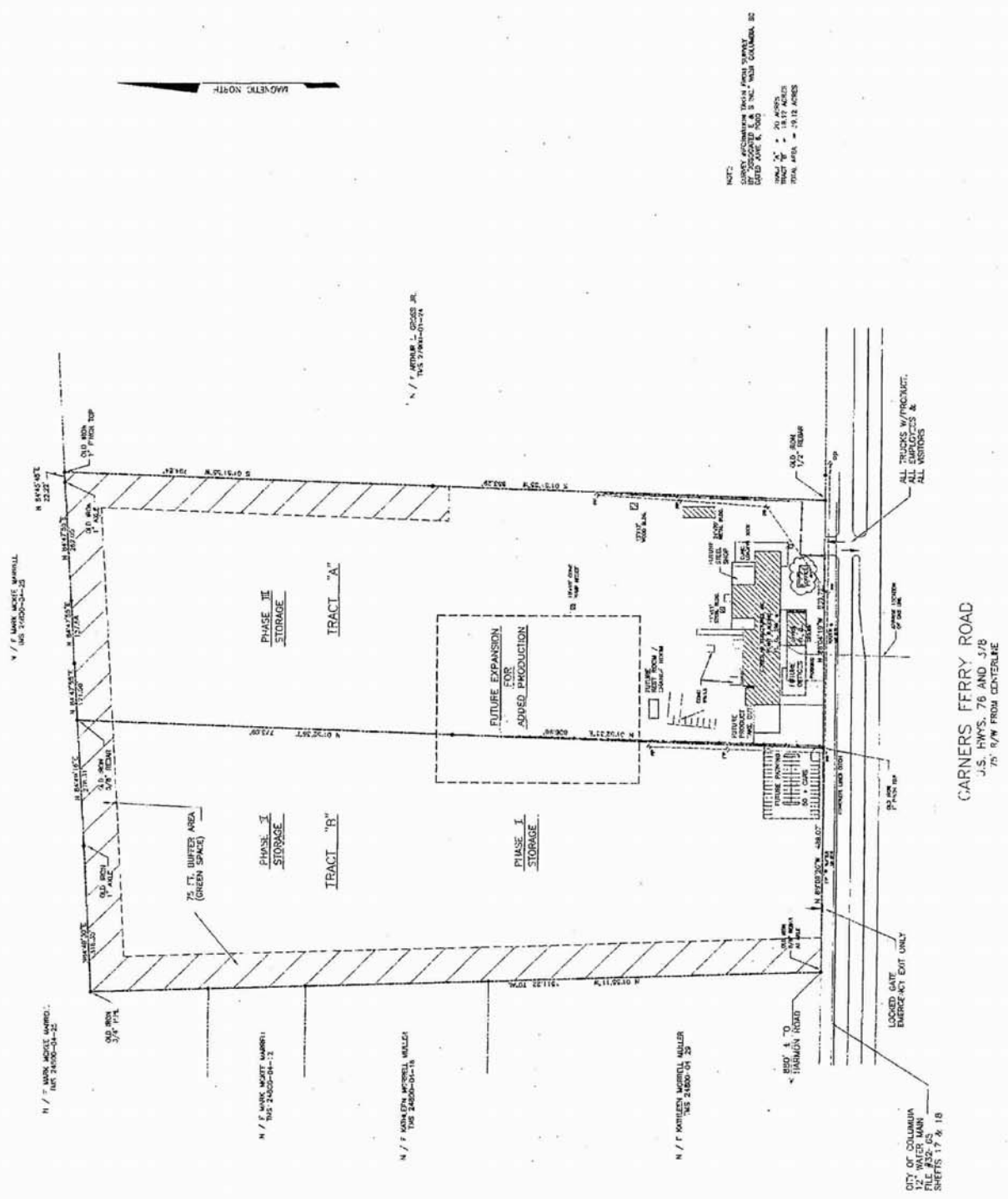
CORESLAB STRUCTURES (COLUMBIA), INC.

By: _____


Robert F. Fuller,
Attorney

March 23, 3004

Attachment C
CASE 04-24 MA



FIVE-YEAR REVIEW OF THE COMPREHENSIVE PLAN

ISSUE:

As required by state law, Richland County's Planning Commission must review the county's comprehensive plan every five years. The Richland County Council adopted the Imagine Richland 2020 Comprehensive Plan on May 3, 1999. Therefore, the deadline for completing the first five-year review is May 2, 2004.

BACKGROUND

The Governor signed the Comprehensive Planning Act on May 3, 1994. Then the effective date was extended by amendments to December 31, 1994, to allow some counties additional time. The Act set a deadline for adoption of a comprehensive plan five years after the date of approval of the Act by every local government with zoning or land development regulations. With the extension, that deadline was set at December 31, 1999; however, Richland County met the original deadline of May 3, 1999.

Section 6-29-510(E) of the Comprehensive Planning Act states in part:

The local planning commission shall review the comprehensive plan or elements of it as often as necessary, but not less than once every five years (Emphasis Added), to determine whether changes in the amount, kind, or direction of development of the area or other reasons make it desirable to make additions or amendments to the plan. The comprehensive plan, including all elements of it, must be updated at least every ten years.

Five years from the date of the adoption of Richland County's comprehensive plan is May 3, 2004.

DISCUSSION

It is clear that "changes in the amount, kind, or direction of development of the area" have occurred in Richland County since adoption of the comprehensive plan in 1999. Planning Staff and Planning Commissioners have often noted that the land use elements of the plan no longer reflect the patterns of land use and development in the County. On that basis alone, it is clear that, upon review, revisions to the Imagine Richland 2020 Comprehensive Plan are required by state law.

RECOMMENDATION

The Planning Department recommends that the Richland County Planning Commission find, and place on its records, that upon review of the Imagine Richland 2020 Comprehensive Plan requires revision. Further, we recommend that the Commission develop, with the support of staff, a work program and budget recommendation to County Council that would enable such revisions as are necessary with the objective of adoption of a fully updated comprehensive plan by May 3, 2009, as required by state law.