

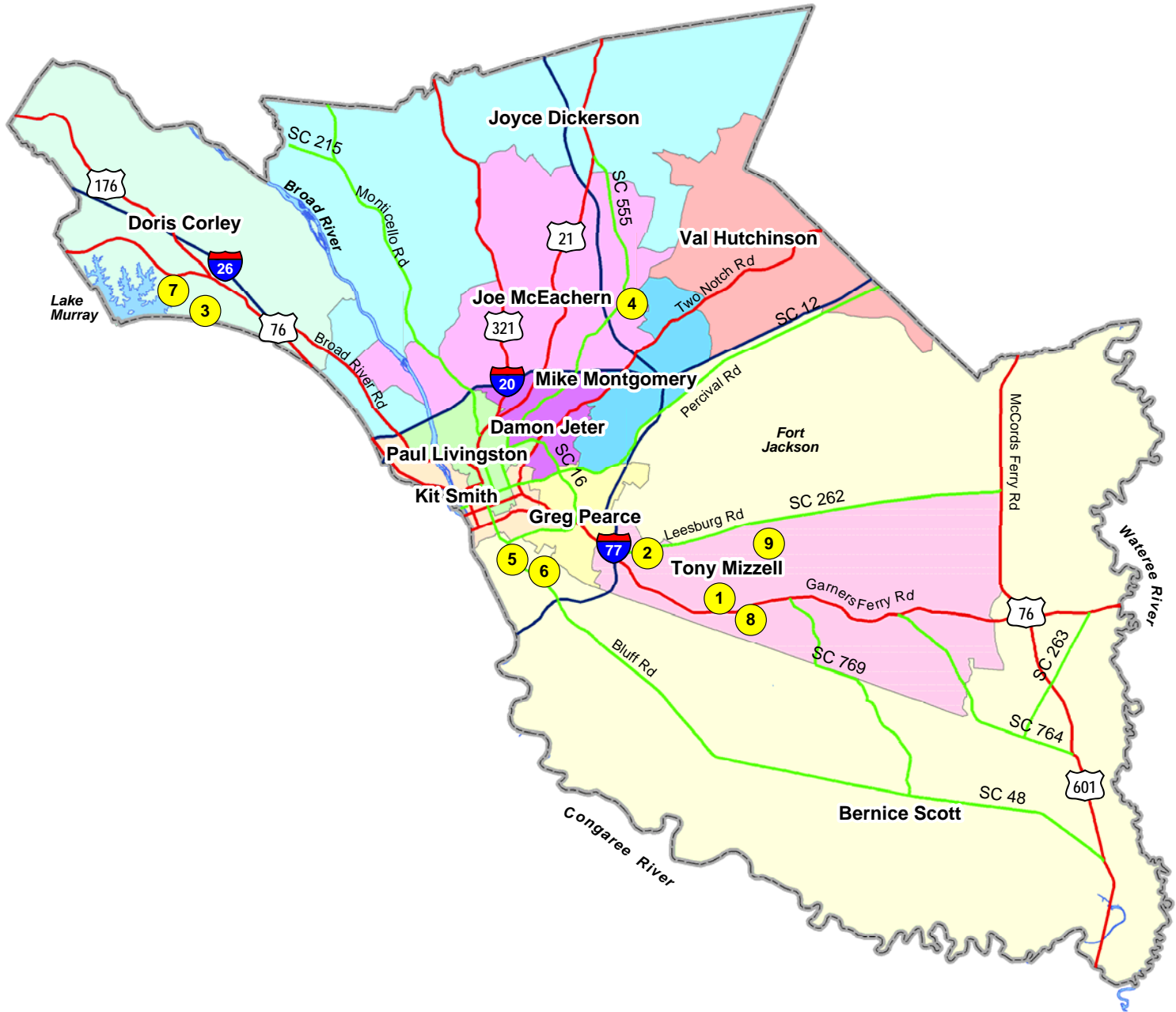
RICHLAND COUNTY  
PLANNING COMMISSION



November 3, 2005



# RICHLAND COUNTY PLANNING COMMISSION NOVEMBER 3, 2005



CASE NO.	APPLICANT	TMS NO.	LOCATION	DISTRICT
1. 05-87 MA	Cliff Kinder	21800-01-05	Rabbit Run Road	Mizzell
2. 05-92 MA	Ramona Hatcher	16415-07-04/03	1526 Leesburg Rd. & 1518 Leesburg Rd.	Mizzell
3. 05-93 MA	Palmetto Shoals	03201-01-02 (P) & 03201-01-06 (P)	Dreher Shoals Road at Lexington County Line	Corley
4. 05-94 MA	Taylor Maxwell	17211-01-02	SE Corner of Hardscrabble Rd. & Railroad	McEachern
5. 05-95 MA	Stadium Village Lofts (Phase 2)	11206-04-01/02	Berea Road near Stadium	Scott
6. 05-96 MA	Kirkman Finlay	11213-05-02	1601 Shop Road (across from DMV)	Scott
7. 05-97 MA	Frank Hemphill	02315-01-01	Salem Church Road at Lake Murray	Corley
8. 05-98 MA	Development Services, Inc. (Greg Lehman)	24700-02-08 & 21800-04-04/09/10	SE Corner of Lower Richland Blvd. & US 378	Mizzell
9. 05-99 MA	Steve Searcy (Horizon Homes, Inc.)	24900-07-03	SE Corner of Old Leesburg Rd. & Ridge Rd.	Mizzell





**RICHLAND COUNTY PLANNING COMMISSION**

**Thursday, November 3, 2005**

**Agenda**

**1:00 PM**

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

**STAFF:** Donny Phipps.....Interim Planning Director  
Michael Criss, AICP.....Planning Services Manager  
Anna Almeida.....Development Services Manager  
Amelia R. Linder, Esq.....Assistant County Attorney  
Carl Gosline, AICP.....Senior Comprehensive Planner  
William Simon, CFM.....Land Development Planner II

**12:30 – 1:00 P.M. [PRESENTATION BY THE CENTRAL MIDLANDS RTA]**

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

**II. PUBLIC NOTICE ANNOUNCEMENT**

**III. PRESENTATION OF MINUTES FOR APPROVAL**

Consideration of the October 3, 2005 minutes.

Consideration of the September 28, 2005 work session minutes.

**IV. AGENDA AMENDMENTS**

**V. CONSIDERATION OF THE PROPOSED SOUTHEAST RICHLAND  
NEIGHBORHOOD PLAN**

**VI. OLD BUSINESS**

**VII. NEW BUSINESS – ZONING MAP AMENDMENTS**

CASE # 05-87 MA	<b>[Deferred from October 3, 2005]</b>	<b>Page</b>
APPLICANT	Cliff Kinder	<b>(1)</b>
REQUESTED AMENDMENT	RU to RS-MD (42 acres)	
PURPOSE	Single Family Detached Residences	
TAX MAP SHEET NUMBER (S)	21800-01-05	
LOCATION	Rabbit Run Road	

CASE # 05-92 MA		<b>Deferred</b>
APPLICANT	Ramona Hatcher	
REQUESTED AMENDMENT	RS-LD to NC (1.0 acres)	
PURPOSE	Boutique/Consignment Shop	
TAX MAP SHEET NUMBER (S)	16415-07-04/03	
LOCATION	1526 Leesburg Rd. & 1518 Leesburg Rd.	

CASE # 05-93 MA		<b>Deferred</b>
APPLICANT	Palmetto Shoals	
REQUESTED AMENDMENT	RU/RM-MD to PDD (15.0 acres)	
PURPOSE	Single & Multi-Family Residences	
TAX MAP SHEET NUMBER (S)	03201-01-02 (P) & 03201-01-06 (P)	
LOCATION	Dreher Shoals Road @ Lex. County Line	

CASE # 05-94 MA		<b>Page</b>
APPLICANT	Taylor Maxwell	<b>(11)</b>
REQUESTED AMENDMENT	HI to RS-MD (28.8 acres)	
PURPOSE	Single-Family Residences	
TAX MAP SHEET NUMBER (S)	17211-01-02	
LOCATION	SE Corner of Hardscrabble Rd. & Railroad	

CASE # 05-95 MA		<b>Page</b>
APPLICANT	Stadium Village Lofts [Phase 2]	<b>(23)</b>
REQUESTED AMENDMENT	HI to GC (2.4 acres)	
PURPOSE	Condominiums Residences	
TAX MAP SHEET NUMBER (S)	11206-04-01/02	
LOCATION	Berea Road near Stadium	

CASE # 05-96 MA		<b>Page</b>
APPLICANT	Kirkman Finlay	<b>(33)</b>
REQUESTED AMENDMENT	HI to GC (5.8 acres)	
PURPOSE	Restaurant in Existing Structure	
TAX MAP SHEET NUMBER (S)	11213-05-02	
LOCATION	1601 Shop Road (across from DMV)	

CASE # 05-97 MA		<b>Page</b>
APPLICANT	Frank Hemphill	<b>(43)</b>
REQUESTED AMENDMENT	RS-LD to RS-HD (6.3 acres)	
PURPOSE	Single-Family Residences	
TAX MAP SHEET NUMBER (S)	02315-01-01	
LOCATION	Salem Church Road @ Lake Murray	

CASE # 05-98 MA		<b>Page</b>
APPLICANT	Development Services, Inc. (Greg Lehman)	<b>(53)</b>
REQUESTED AMENDMENT	RU to RS-LD (206.0 acres)	
PURPOSE	Single-Family Residences	
TAX MAP SHEET NUMBER (S)	24700-02-08 & 21800-04-04/09/10	
LOCATION	SE corner of Lower Richland Blvd & US 378	

CASE # 05-99 MA		<b>Page</b>
APPLICANT	Steve Searcy (Horizon Homes, Inc.)	<b>(65)</b>
REQUESTED AMENDMENT	RU to RS-MD (191 acres)	
PURPOSE	Single-Family Detached Residences	
TAX MAP SHEET NUMBER (S)	24900-07-03	
LOCATION	SE corner of Old Leesburg Rd. & Ridge Rd.	

**VII. NEW BUSINESS – TEXT AMENDMENTS**

**VIII. ROAD NAME APPROVALS .....Page 75**

**IX. COUNTY COUNCIL ACTIONS REPORT**

**X. OTHER BUSINESS**

**XI. PLANNING REPORT**  
 Planning Commission 2006 meeting dates .....Page 79

**XII. ADJOURNMENT**





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

October 3, 2005

<b>RC Project # 05-87 MA</b>	<b>Applicant:</b> Clif Kinder
<b>General Location:</b> Rabbit Run Road	
<b>Tax Map Number:</b> 21800-01-05	<b>Subject Area:</b> 42 ac MOL
<b>Current Parcel Zoning:</b> RU	<b>Proposed Parcel Zoning:</b> RS-MD
<b>Proposed Use:</b> Single family residences	<b>PC Sign Posting Date:</b> September 7, 2005

**SECTION I ANALYSIS**

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

The Planning Commission shall study such proposals to determine:

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

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

**Need For Map Change Justification Statement**

To develop a single family residential subdivision

**Existing Zoning and Land Use in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	RU	Undeveloped fields and woodlands
<b>Adjacent North</b>	RS-MD	Undeveloped woodlands
<b>Adjacent East</b>	RU	Open Field
<b>Adjacent South</b>	RU	East Richland Soccer Complex (to be developed)
<b>Adjacent West</b>	PDD	Barnstormers & The Farm PDD projects

The adjacent PPD projects are principally single-family detached residential developments. The Rosecliff, Myers Creek and Alexander Pointe subdivisions are under development in the area. The proposed Amendment is compatible with the adjacent development.

**Department Traffic Impact Analysis**

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

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

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

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

Proposed Project Gets Its Principal Access From	Rabbit Run Road
Functional Classification Of This Roadway	Two lane undivided collector
<b>Level-Of-Service C Design Capacity (V/C = 1.00)</b>	<b>8600</b>
Estimated Traffic Generated By The Proposed Project	1311
Current Volume At The Nearest Count Station # Located @	<b>Not Counted</b>
Estimated Traffic Count <b>With</b> the Proposed Project	<b>N/p</b>
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>N/p</b>

Notes:

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

The estimated project traffic is determined by applying the traffic generation rates presented on pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County, October 1993, The current traffic counts were received from SCDOT on May 24, 2005 and represent the Annual Average Daily Trips in 2004 i.e. **they are already more than one year old.**

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

Since no traffic count information is available for this portion of Rabbit Run Road, there is no way to estimate the impact of an additional 1311 ADTs on the Road. However, the Myers Creek, Alexander Pointe and the two approved PDD subdivisions will generate a significant amount of traffic on Rabbit Run Road.

A Traffic Management Plan (TMP) shall be required during the subdivision review process. The TMP must be done in conformance with the criteria established by the Department.

### **Relationship To Comprehensive Plan**

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

The Lower Richland Subarea Plan Proposed Land Use Map (Map) designates the subject area as Residential in the Developing Urban area. The proposed RS-MD zoning **is consistent with the Map** designation.

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

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

The proposed Amendment could result in subdivision with a density of 3.3 DU/acre. The adjacent McCords Farm PDD has a density of 4.2 DU/acre and the adjacent Barnstormers PDD has a density of 5.1 DU/acre. The proposed Amendment implements this Objective.

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

See the discussion above. The proposed Amendment implements this Principle.

**Other Relevant Issues**

An examination of the available aerial photography for the site discloses the presence of a 100 year floodplain and/or wetland. The subdivision review process will require a 100-year flood elevation statement and possibly USCOE approval of a wetlands delineation.

**SECTION II STAFF RECOMMENDATION**

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 05-87 MA **be changed** from RU to RS-MD.

**Findings of Fact:**

1. The proposed Amendment **is compatible with** the adjacent existing land uses.
2. Since there is no traffic count information available for this portion of Rabbit Run Rd, there is no way to estimate the impact of an additional 1311 ADTs on the Road. However, a Traffic Management Plan (TMP) will be required during the subdivision review process.
3. The proposed Amendment **is consistent with** Proposed Land Use Map designation in the Lower Richland Subarea Plan.
4. The proposed Zoning Map Amendment **is consistent with** the Objectives and Recommendations of the Lower Richland Subarea Plan discussed herein.
5. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any of the permitted uses found in Section 26-141 of the County Code, i.e., the Table of Permitted Uses.

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

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

At their meeting of October 3, 2005, the Richland County Planning Commission **agreed (did not agree)** with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-87 MA at the next available opportunity.

**Commission Findings of Fact/Recommendations**

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

In consideration of the proposed Zoning Map Amendment # 05-87 MA, the Planning Commission made the findings of fact summarized below:

**CASE 05-87 MA  
RU to RS-MD  
TMS 21800-01-05**

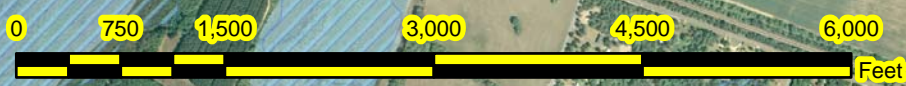


The Farm @ McCords Ferry PUD

Barnstormers PUD

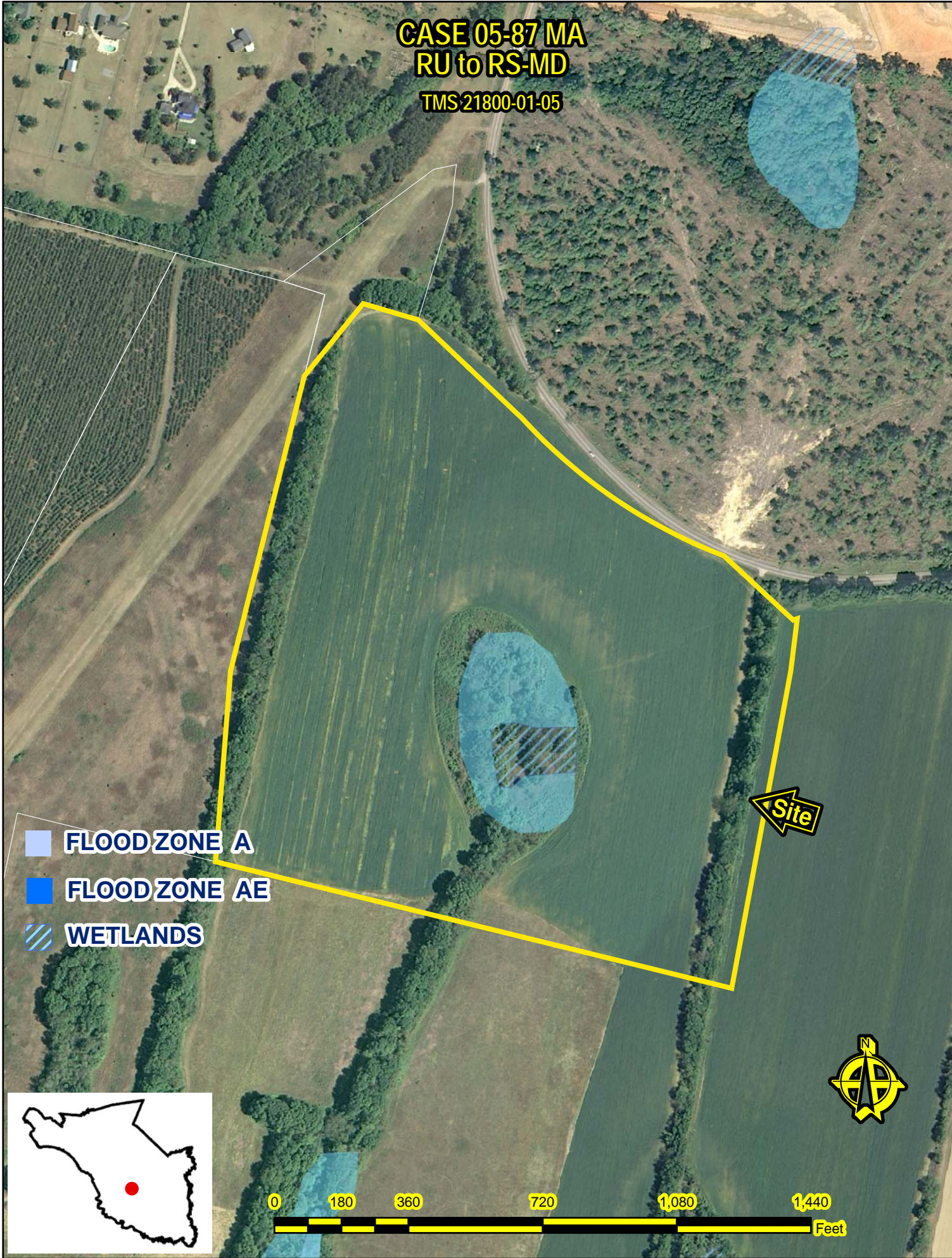
Site

- FLOOD ZONE A
- FLOOD ZONE AE
- WETLANDS



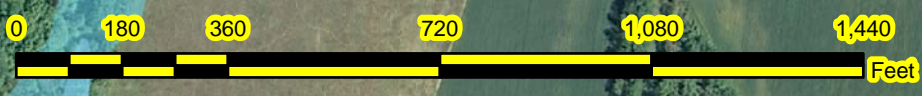
**CASE 05-87 MA  
RU to RS-MD**

**TMS 21800-01-05**

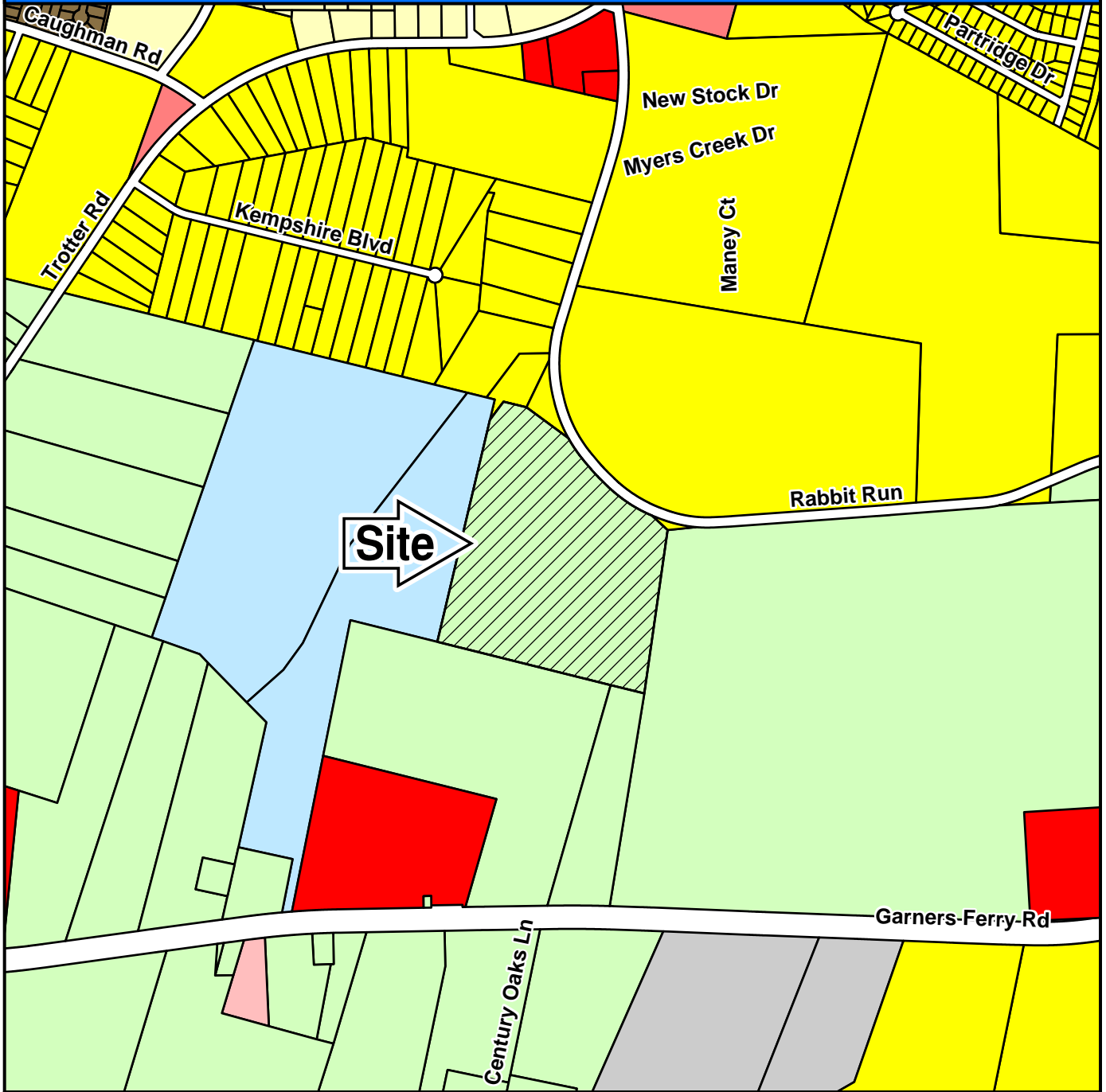


-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS

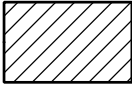















**Site**



# CASE 05-87 MA RU to RS-MD



## ZONING CLASSIFICATIONS

	 RR	 RS-HD	 RM-HD	 GC	 PDD
Subject Property	 RS-LD	 MH	 OI	 M-1	 RU
	 RS-MD	 RM-MD	 NC	 HI	 UTD





# CASE 05-87 MA

## From RU to RS-MD

TMS# 21800-01-05 / North side of Garners Ferry Rd @ Mill Creek



**ATTACHMENT A  
CASE 05-87 MA**

Legal Description of TMS #21800-01-05

All those certain pieces, parcels, or tracts of land situate, lying and being approximately ten miles east of the City of Columbia, County of Richland, State of South Carolina, being approximately 40 acres in size and also being portions of Tracts 1 and No. 4, which contain 62 acres and 14 acres, more or less, respectively, which tracts are shown on a map of the J. T., Padgett Estate, prepared by D. T. Holt Surveyor, dated May 1952 to be recorded, with the 40 acre tract more fully described as follows:

Bounded on the West by lands now, or formerly, owned by Maurice Hall and Ken Motsinger measuring thereon for a distance of approximately 1400 feet, MOL; bounded on the North by lands now, or formerly, owned by East Wind Air Park measuring thereon for a distance of approximately 376 feet MOL and by lands now, or formerly owned by DDC Properties, Inc. and by Rabbit Run Lane measuring thereon for a distance of approximately 1400 feet MOL; bounded on the East by an unimproved County dirt Road (Garner's Ferry Point) measuring thereon for a distance of approximately 900 feet, MOL; bounded on the South by lands now, or formerly, owned by the Richland County Recreation Commission measuring thereon for a distance of approximately 1400 feet MOL.

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

November 3, 2005

<b>RC Project # 05-94 MA</b>	<b>Applicant:</b> Taylor Maxwell
<b>General Location:</b> SE corner of Hardscrabble Road & the Norfolk Southern Railroad	
<b>Tax Map Number:</b> 17211-01-02	<b>Subject Area:</b> 29 ac MOL
<b>Current Parcel Zoning:</b> HI	<b>Proposed Parcel Zoning:</b> RS-HD
<b>Proposed Use:</b> Single family residences	<b>PC Sign Posting Date:</b> October 5, 2005

**SECTION I ANALYSIS**

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

The Planning Commission shall study such proposals to determine:

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

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

**Need For Map Change Justification Statement**

Develop a single family detached residential subdivision

**Existing Zoning and Land Use in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	HI	Vacant Field
<b>Adjacent North</b>	MH & RS-MD	Two residences and undeveloped parcels
<b>Adjacent East</b>	GC & RS-HD	Dollar General Store & Farrowood Estates S/D
<b>Adjacent South</b>	HI & RM-HD	Mfg homes & light industrial uses
<b>Adjacent West</b>	NAP	Railroad and Farrow Road

The Farrowood Estates subdivision is across William Hardin Street from the subject site. The proposed project is compatible with the adjacent development.

**Proposed Traffic Management Plan (TMP) Evaluation**

Not Applicable

**Department Traffic Impact Analysis**

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

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

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

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

Proposed Project Gets Its Principal Access From	Hardscrabble Road	
Functional Classification Of This Roadway	Two lane undivided minor arterial	
<b>Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)</b>	<b>10,800</b>	
Estimated Traffic Generated By The Proposed Project	1570	
Current Volume At The Nearest Count Station # 438 Located @ near the site	18,800	
Estimated Traffic Count <b>With</b> the Proposed Project	20,370	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>1.88</b>	

Notes:

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

The estimated project traffic is determined by applying the traffic generation rates presented on pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County, October 1993.

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

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

Hardscrabble Road in this location is already operating far below the LOS F level. The proposed project further exacerbates the already extremely unsafe traffic conditions on Hardscrabble Road.

The subject site does NOT have any direct access to William Hardin Road. The proposed project will directly access Hardscrabble Road from its 100-foot wide frontage adjacent to the railroad crossing. The Department strongly opposes any direct access to Hardscrabble Road in this location.

A traffic management plan (TMP) will be required as part of the subdivision review process. A TMP requires an evaluation of the projected traffic on the operation and safety of the adjacent roads as well as an identification of the traffic impact mitigation measures need to improve vehicular and pedestrian into and out of the project.

**Relationship To Comprehensive Plan**

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

The Northeast Subarea Plan Proposed Land Use Map (Map) designates the subject area as Industrial in the Established Urban area. The proposed RS-HD zoning **is not consistent with the Map** designation because the parcel is designated for industrial development. The zoning should be HI to be consistent with the Map designation.

In addition to reviewing the consistency with the Proposed Land Use Map, the Department recommends reviewing the Comprehensive Plan's development policies to determine if the proposed amendment furthers the Objectives and Recommendations Principles of the Comprehensive Plan as found in the Subarea Plans. The Northeast Subarea Plan, adopted in March 1995, contains policy guidance that is relevant to the subject Zoning Map Amendment. The relevant Objectives and Principles/Recommendations, found on pages 30 and 35 respectively, are discussed below:

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

The Department discussed a proposed industrial park on the subject site with a prospective developer several months ago. While any additional traffic on this portion of Hardscrabble Road is not desirable, an industrial park would generate far less traffic than the proposed subdivision. The proposed Amendment **does not implement** this Objective.

Principle – The Established Urban Area should contain overall higher density levels than the Developing or Rural Areas...and that these density levels should conform to the Proposed land Use Map

The Proposed Land Use Map designates the subject site for industrial development. The subject site has recently been actively considered for at least one industrial or business park development. The proposed Amendment **does not implement** this Principle.

### **Other Relevant Issues**

Transportation Recommendation - To the extent possible, rezoning decisions should be made with consideration of the Long Range Major Street Plan so that improvements are concurrent with new development

There are no road capacity improvements scheduled to this portion of Hardscrabble Road for at least the next five fiscal years. Since Hardscrabble Road already exceeds the LOS "F" capacity in this area, the proposed Amendment **is not consistent with** this Recommendation.

State statutes charge local governments with the responsibility to make land development decisions that protect public health, safety and welfare. More specifically, Section 6-29-1120, SC Code of Laws states, in part "...the regulation of land development by municipalities, counties or consolidated political subdivisions is authorized for the following purposes, among others...to assure the adequate provision of safe and convenient traffic access and circulation, both vehicular and pedestrian, in and through new land developments..."

The Department interprets this provision to be an affirmative responsibility on the part of local government to ensure, as much as possible, that proposed developments do not exacerbate existing conditions. The principal tools available for local government to exercise this responsibility is careful review of proposed projects with regard to access management issues and analysis of the safe traffic carrying capacity of the affected roadways. **The Department believes that continuing to recommend approval of projects generating traffic in excess of the roadway's LOS "F" capacity does not conform to the statutory responsibility described in Section 6-29-1120, SC Code of Laws.**

All major subdivisions and major land development projects are required to install 3-foot wide sidewalks on one side of the internal streets during the site construction process. A 4-foot wide sidewalk is also required on the external roadway.

## SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDS) recommends the Official Zoning Map designation for the parcels included in Project # 05-94 MA **not be changed** from HI to RS-HD.

### **Findings of Fact:**

1. The proposed Amendment is **compatible with** the adjacent existing land uses.
2. Hardscrabble Road in this location is **already operating far below the LOS F level.**
3. The **proposed project further exacerbates the already extremely unsafe traffic conditions** on Hardscrabble Road.
4. The proposed access point onto Hardscrabble Road adjacent to the railroad track will create an impermissible vehicular and pedestrian safety hazard.
5. The proposed Amendment is **not consistent with** Proposed Land Use Map designation in the Northeast Subarea Plan.
6. The proposed Zoning Map Amendment is **not consistent with** the Objectives and Recommendations of the Northeast Subarea Plan discussed herein.
7. The proposed amendment **does not implement** the cited Transportation Recommendation.
8. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any of the HI permitted uses found in Section 26-141 of the County Code, i.e., the Table of Permitted Uses.

## 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 November 3, 2005, the Richland County Planning Commission **agreed (did not agree)** with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-94 MA at the next available opportunity.

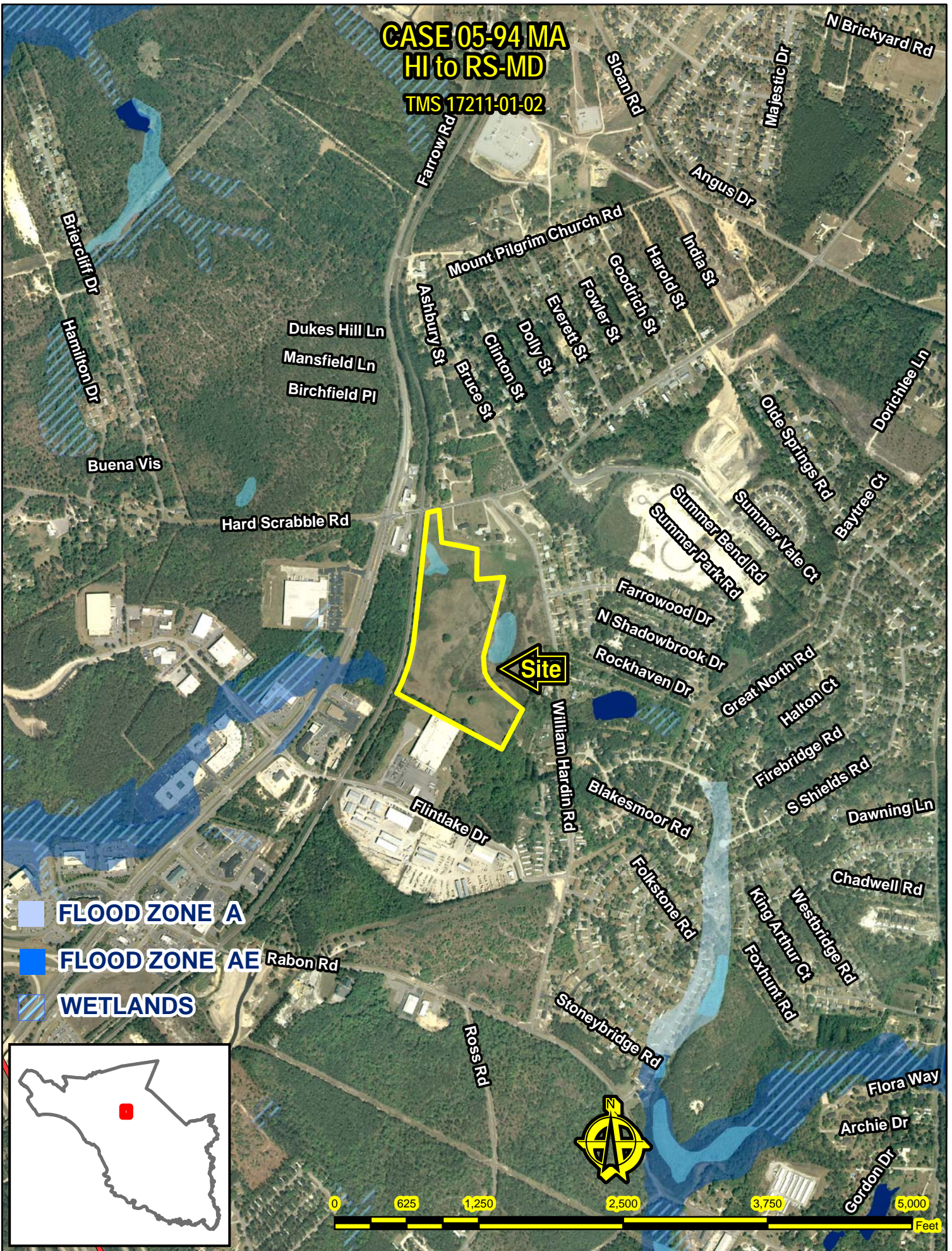
**Commission Findings of Fact/Recommendations**

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

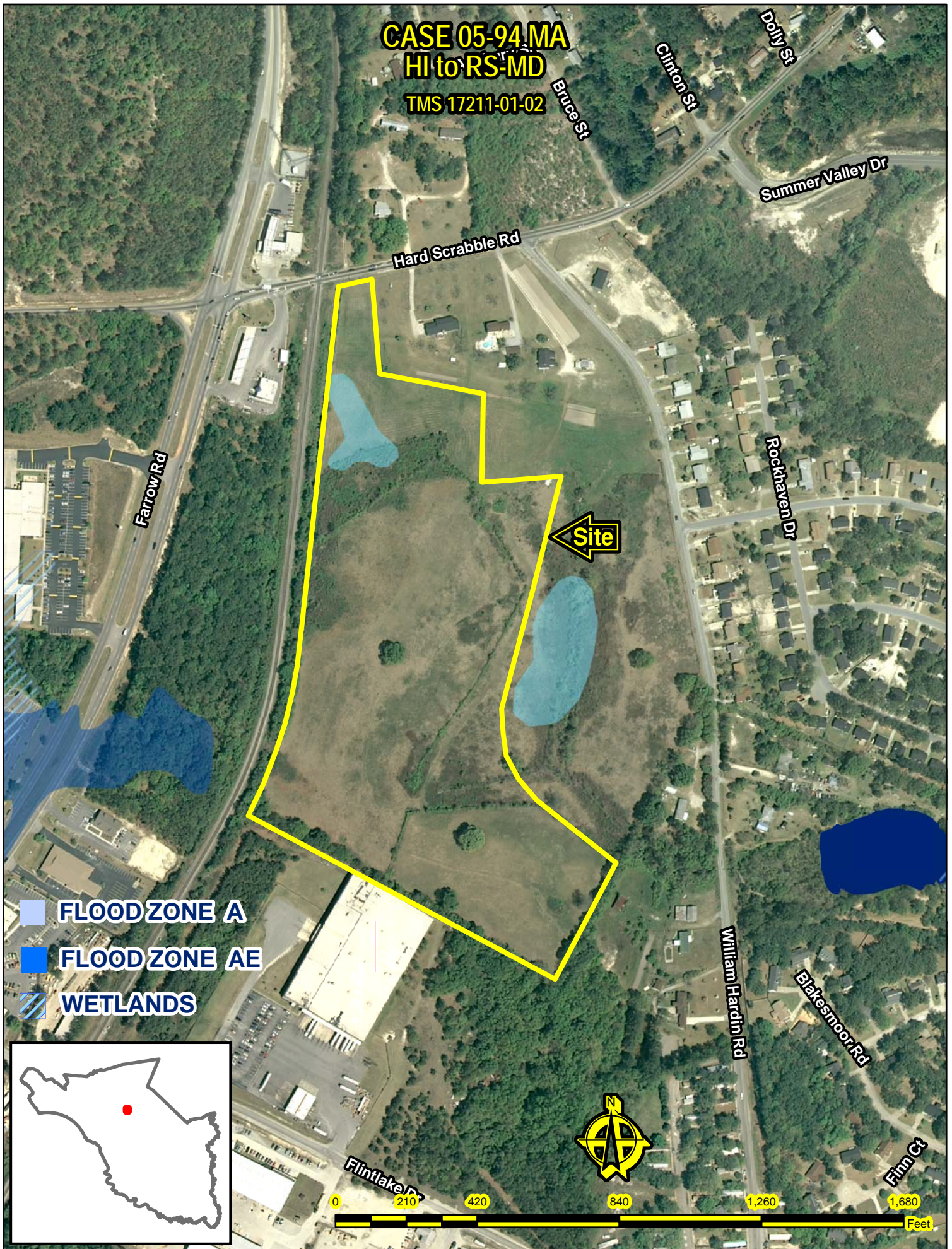
In consideration of the proposed Zoning Map Amendment # 05-94 MA, the Planning Commission made the findings of fact summarized below:



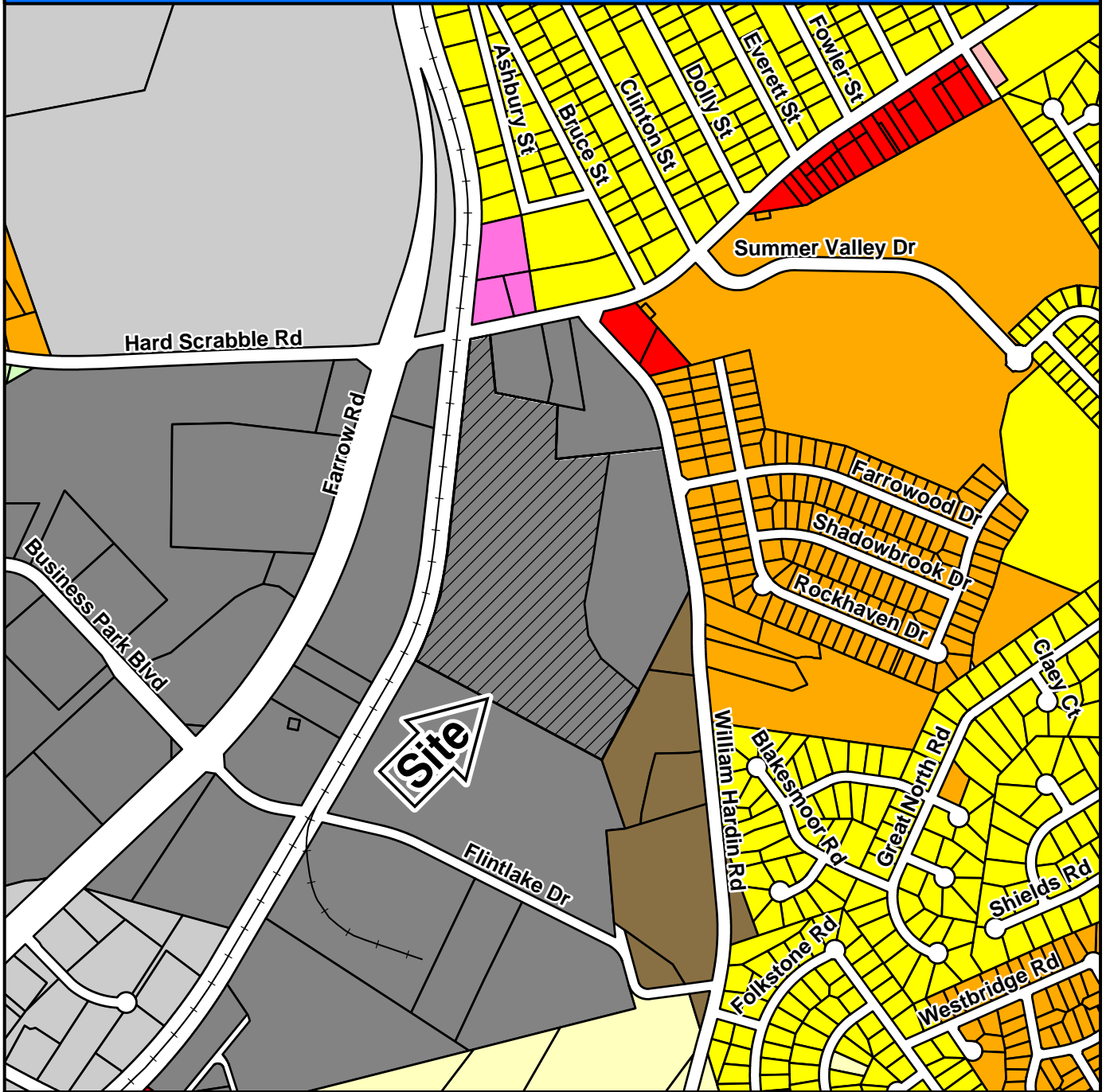
**CASE 05-94 MA  
HI to RS-MD  
TMS 17211-01-02**



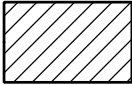















**CASE 05-94 MA  
HI to RS-MD  
TMS 17211-01-02**



# CASE 05-94 MA HI to RS-MD



## ZONING CLASSIFICATIONS

	 RR	 RS-HD	 RM-HD	 GC	 PDD
Subject Property	 RS-LD	 MH	 OI	 M-1	 RU
	 RS-MD	 RM-MD	 NC	 HI	 UTD



# CASE 05-94 MA

## From HI to RS-MD

TMS# 17211-01-02

SE Corner of Hardscrabble Rd. & Railroad



**ATTACHMENT A  
CASE 05-94 MA**

Legal Description of TMS #17211-01-02

All that certain piece, parcel, or tract of land, together with improvements thereon, containing 36.10 acres, more or less, situate, lying and being in the County of Richland, State of South Carolina, near the juncture of Hardscrabble Road (S-40-83) and William Hardin Road (S-40-1684), east of the Norfolk Southern Railroad right-of-way, being more specifically shown and delineated on a plat prepared for BDH Properties, LLC by Baxter Land Surveying Co., Inc. dated January 21, 2005, and recorded in the Office of the Register of Deeds for Richland County in Record Book 1020 at Page 1416. Reference to said plat is made for a more complete and accurate description.

This is the same property devised to the GRANTORS herein by the Last Will and Testament of James O. Swindler filed in the office of the Probate Court in File No. 94-ES-40-00549 and as evidenced by Deed of Distribution recorded June 8, 1995, in Deed Book D-1261 page 348.



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

November 3, 2005

<b>RC Project # 05-95 MA</b>	<b>Applicant:</b> Stadium Village Lofts, Inc.
<b>General Location:</b> Berea Street next to Williams Brice Stadium	
<b>Tax Map Number:</b> 11206-04-01/06	<b>Subject Area:</b> 2.7 ac MOL
<b>Current Parcel Zoning:</b> HI	<b>Proposed Parcel Zoning:</b> GC
<b>Proposed Use:</b> Residential Condominiums	<b>PC Sign Posting Date:</b> October 5, 2005

**SECTION I ANALYSIS**

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

The Planning Commission shall study such proposals to determine:

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

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

**Need For Map Change Justification Statement**

Construct phase 2 of a residential condominium project

**Existing Zoning and Land Use in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	HI	Warehouses
<b>Adjacent North</b>	HI	Touchdown Zone Club
<b>Adjacent East</b>	HI	Warehouses
<b>Adjacent South</b>	GC	The Spur Condominiums
<b>Adjacent West</b>	GC	Stadium Villages Lofts, Phase 1

The proposed project is the second phase of a residential condominium approved earlier this spring. (See 05-57 MA) The Spur condominiums, adjacent to the site on the south, are under construction.

**Proposed Traffic Management Plan (TMP) Evaluation**

Not applicable

**Department Traffic Impact Analysis**

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

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

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

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



Proposed Project Gets Its Principal Access From	Bluff Road	
Functional Classification Of This Roadway	Four lane undivided Major Arterial	
<b>Level-Of-Service C Design Capacity (V/C = 1.00)</b>	<b>29,200</b>	
Estimated Traffic Generated By The Proposed Project	396	
Current Volume At The Nearest Count Station #332 Located @ at Rosewood Street.	11,500	
Estimated Traffic Count <b>With</b> the Proposed Project	11,896	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.41</b>	

Notes:

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

The estimated project traffic is determined by applying the traffic generation rates presented on pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County, October 1993. In this case, the estimated traffic is calculated by multiplying 60 units times 6.6 ADTS per unit.

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

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

This portion of Bluff Road is operating far below its LOS C capacity, except on football game days. Since the condominium units will likely only be used during home football games, the project will have an insignificant effect on the Bluff Road traffic.

**Relationship To Comprehensive Plan**

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

The Lower Richland Subarea Plan Proposed Land Use Map (Map) designates the subject area as General Commercial in the Developing Urban area. The proposed GC zoning is **consistent with** the Map designation.

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

Objective – None Applicable

Principle – None Applicable

### **Other Relevant Issues**

The subject project will be required to annex into the City to get water and sewer service. It is the Department's understanding that the City will not process water and sewer construction permits until an annexation petition is received.

## **SECTION II STAFF RECOMMENDATION**

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 05-95 MA **be changed** from HI to GC.

### **Findings of Fact:**

1. The proposed Amendment is compatible with the adjacent existing land uses.
2. The proposed use will have an insignificant effect on the Bluff Road traffic.
3. The proposed Amendment is consistent with Proposed Land Use Map designation in the Lower Richland Subarea Plan.
4. There are no relevant Objectives and Recommendations relating to the proposed Amendment in the Lower Richland Subarea Plan.
5. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any of the HI permitted uses found in Section 26-141 of the County Code, i.e., the Table of Permitted Uses.

## **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 November 3, 2005, the Richland County Planning Commission **agreed (did not agree)** with the PSDS recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-95 MA at the next available opportunity.

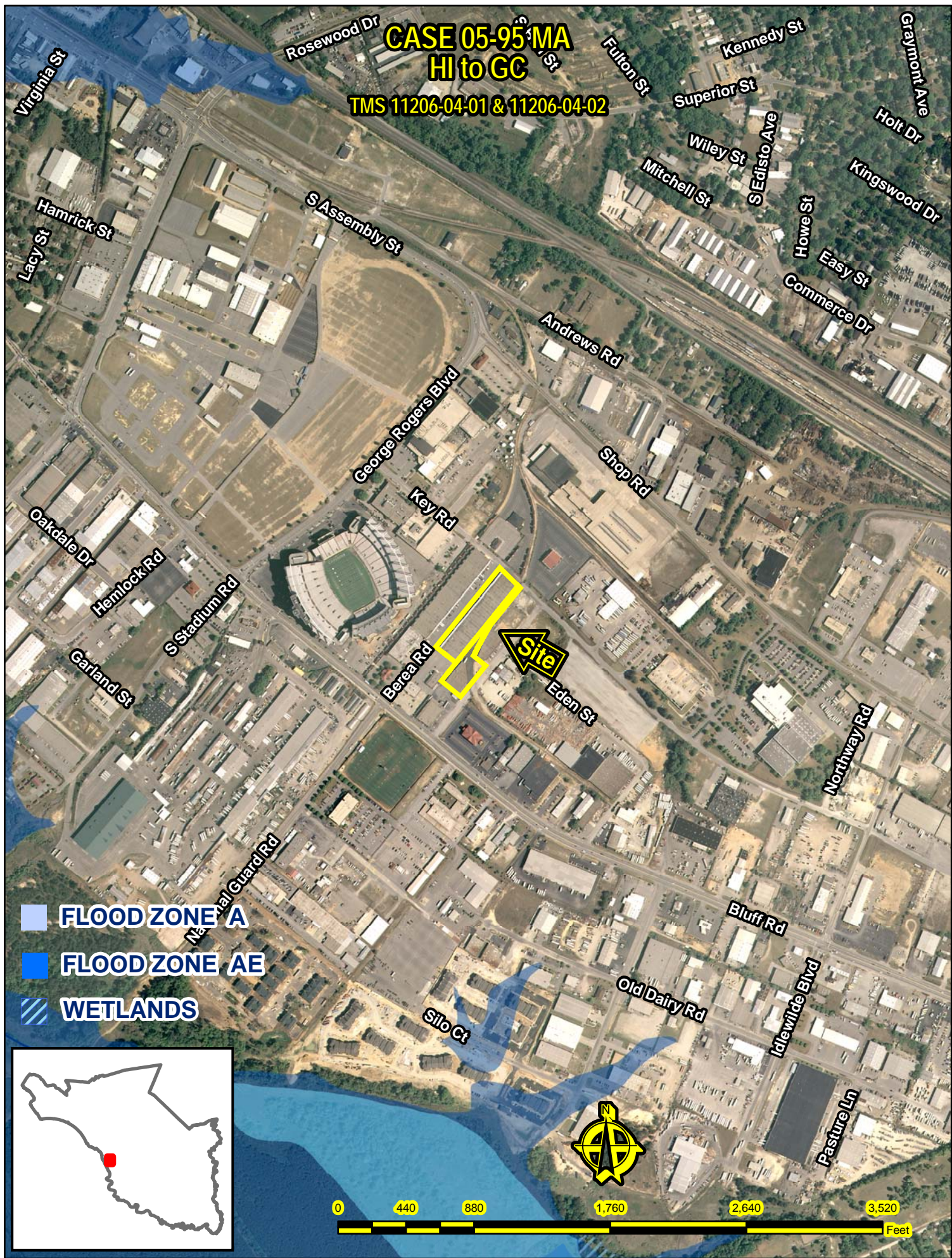
**Commission Findings of Fact/Recommendations**

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

In consideration of the proposed Zoning Map Amendment # 05-95 MA, the Planning Commission made the findings of fact summarized below:

# CASE 05-95 MA HI to GC

TMS 11206-04-01 & 11206-04-02



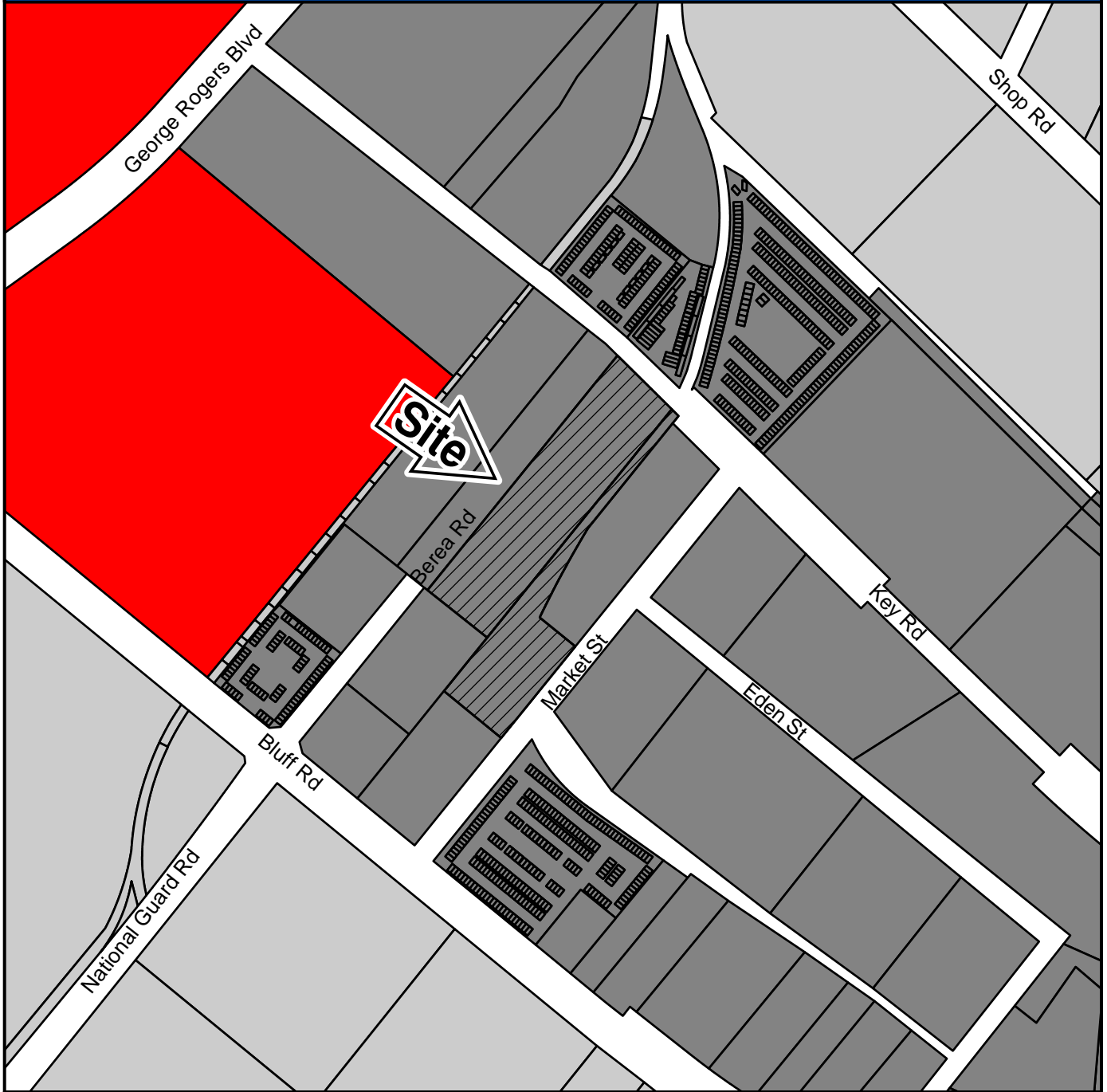
**CASE 05-95 MA  
HI to GC**

**TMS 11206-04-01 & 11206-04-02**

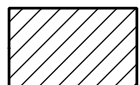



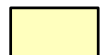

-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS


# CASE 05-95 MA HI to GC


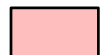




## ZONING CLASSIFICATIONS

  
Subject  
Property

 RR  
 RS-LD  
 RS-MD

 RS-HD  
 MH  
 RM-MD

 RM-HD  
 OI  
 NC

 GC  
 M-1  
 HI

 PDD  
 RU  
 UTD



# CASE 05-95 MA

## From HI to GC

TMS# 11206-04-01/02

Berea Road near the Stadium



**ATTACHMENT A**  
**CASE 05-95 MA**

**Metes & Bounds Descriptions**

**Richland County TMS 11206-04-01, 2.46 acres on Key Road, near Columbia**

Beginning at a magnetic nail located on the southwestern right of way of Key Road approximately 400 feet northwest of the intersection of Key Road and Market Road near the City of Columbia; thence continuing along the southwest right of way of Key Road S45°29'47"E for a distance of 166.00' to a ½" rebar, thence turning and running along property now or formerly of Market Center, LLC S39°45'12"W for a distance of 482.00' to a 5/8" rebar, thence continuing along property now or formerly of Boyce R. Haigler S39°41'18"W for a distance of 80.61' to a 1" pinch top, thence continuing S40°01'22"W for a distance of 74.80' to a nail, thence turning and running along property now or formerly of Betty L. Jackson N49°58'04"W for a distance of 166.54' to a point on wall, thence turning and running along property now or formerly of Market Center, LLC N39°52'26"E for a distance of 650.34' to a magnetic nail, the point of beginning.

**Richland County TMS 11206-04-02, 0.30 acres on Key Road, near Columbia**

Beginning at a ½" rebar on the southwestern right of way of Key Road approximately 235 feet northwest of the intersection of Key Road and Market Road near the City of Columbia: thence continuing along the southwest right of way of Key Road S45°29'47"E for a distance of 6.59' to a ½" rebar, thence turning and running along a right of way offset of Key Road S44°32'20"W for a distance of 22.31', thence turning and running along the southwest right of way of Key Road S45°27'40"E for a distance of 13.84' to a 5/8" rebar. thence turning and running along property now or formerly of Warehouses, Inc. S40°01'01"W for a distance of 182.25' to a 5/8" rebar thence turning and running S50°17'54"E for a distance of 1.51' to a 5/8" rebar. thence turning and running along the arc of a curve having a radius of 592.51', a length of 100.21', a delta angle of 9°41'25", a chord of 100.09', and a chord bearing of S37°54'50"W to a 1" pinch top, thence continuing along property now or formerly of Advanced Door Systems along the arc of a curve having a radius of 680.03', a length of 221.13', a delta angle of 18°37'53", a chord of 220.16' and a chord bearing of S25°11'33"W to a 5/8" rebar, thence turning and running along property now or formerly of Boyce R. Haigler N50°13'04"W for a 21.60' to a ½" rebar, thence turning and running along the arc of a curve having a radius of 700.03', a length of 39.96', a delta angle of 3°16'14", a chord of 39.96', and a chord bearing of N17°44'57"E to a ½" rebar, thence continuing N49°52'04"W for a distance of 41.46' to a 5/8" rebar, thence turning and running along property now or formerly of Market Center, LLC N39°45'12"E for a distance of 482.00' to a ½" rebar, the point of beginning.



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

November 3, 2005

<b>RC Project # 05-96 MA</b>	<b>Applicant:</b> Kirkman Finlay, III
<b>General Location:</b> 1601 Shop Road almost across from the DMV	
<b>Tax Map Number:</b> 11213-05-02	<b>Subject Area:</b> 5.8 ac MOL
<b>Current Parcel Zoning:</b> HI	<b>Proposed Parcel Zoning:</b> GC
<b>Proposed Use:</b> Restaurant	<b>PC Sign Posting Date:</b> October 5, 2005

**SECTION I ANALYSIS**

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

The Planning Commission shall study such proposals to determine:

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

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

**Need For Map Change Justification Statement**

Add a restaurant to an existing multi-function building

**Existing Zoning and Land Use in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	HI	Magistrate’s office; Fastenal - distribution; Telephone Intake Service - office; Recyclable Mgmt.- office
<b>Adjacent North</b>	HI & M-1	SCDPS supply and repair facility & DMV
<b>Adjacent East</b>	HI	Fleet Pride distributors
<b>Adjacent South</b>	HI	Warehouses
<b>Adjacent West</b>	HI	Vacant warehouse & fiberglass fabrication

The applicant proposes to add a restaurant into an existing building that contains office and distribution establishments. The proposed restaurant is a complementary use to both the existing industrial use and the residential area to the west.

**Proposed Traffic Management Plan (TMP) Evaluation**

Not applicable

**Department Traffic Impact Analysis**

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

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

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

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

Proposed Project Gets Its Principal Access From	Shop Road
Functional Classification Of This Roadway	Two lane undivided minor arterial
<b>Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)</b>	<b>10,800</b>
Estimated Traffic Generated By The Proposed Project	410
Current Volume At The Nearest Count Station # 359 Located @ near the site	11,700
Estimated Traffic Count <b>With</b> the Proposed Project	12,110
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>1.12</b>

Notes:

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

The estimated project traffic is determined by applying the traffic generation rates in the 5<sup>th</sup> Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM). In this case, the estimated traffic is calculated by multiplying the generation rate for a high turnover restaurant found on page 1268 (205 ADTs/1000 sq. ft.) of the TGM times an assumed 2000 sq. ft. facility.

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

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

Shop Road in this location is already operating slightly above its LOS C design capacity. The proposed restaurant will create an insignificant amount of additional traffic on Shop Road.

**Relationship To Comprehensive Plan**

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

The Lower Richland Subarea Plan Proposed Land Use Map (Map) designates the subject area as Light Industrial in the Developing Urban area. **The proposed GC zoning is not consistent with the Map designation in the strictest sense, but is a compatible use in the practical sense.**

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

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

The proposed restaurant facility meets all the criteria described above. The proposed Amendment implements this Objective.

Principle – In general, commercial and office activities should be confined to existing zoned areas...areas located on the fringe of residential neighborhoods that do not encroach upon or penetrate the neighborhood

The restaurant will serve the general public traversing Shop Road, the residential neighborhood to the east and the employees of the surrounding industrial and commercial businesses. The proposed Amendment implements this Principle.

#### **Other Relevant Issues**

None

## **SECTION II STAFF RECOMMENDATION**

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 05-96 MA **be changed** from HI to GC.

#### **Findings of Fact:**

1. The proposed Amendment is compatible with the adjacent existing land uses.
2. The Traffic Impact Discussion shows that the proposed use would not have a significant effect on traffic in this area or increase the LOS C design capacity.
3. The proposed Amendment is consistent with Proposed Land Use Map designation in the Lower Richland Subarea Plan.
4. The proposed Zoning Map Amendment is consistent with the Objectives and Recommendations of the Lower Richland Subarea Plan discussed herein.
5. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any of the HI permitted uses found in Section 26-141 of the County Code, i.e., the Table of Permitted Uses.

<b>SECTION III      PLANNING COMMISSION ACTION</b>
--

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.

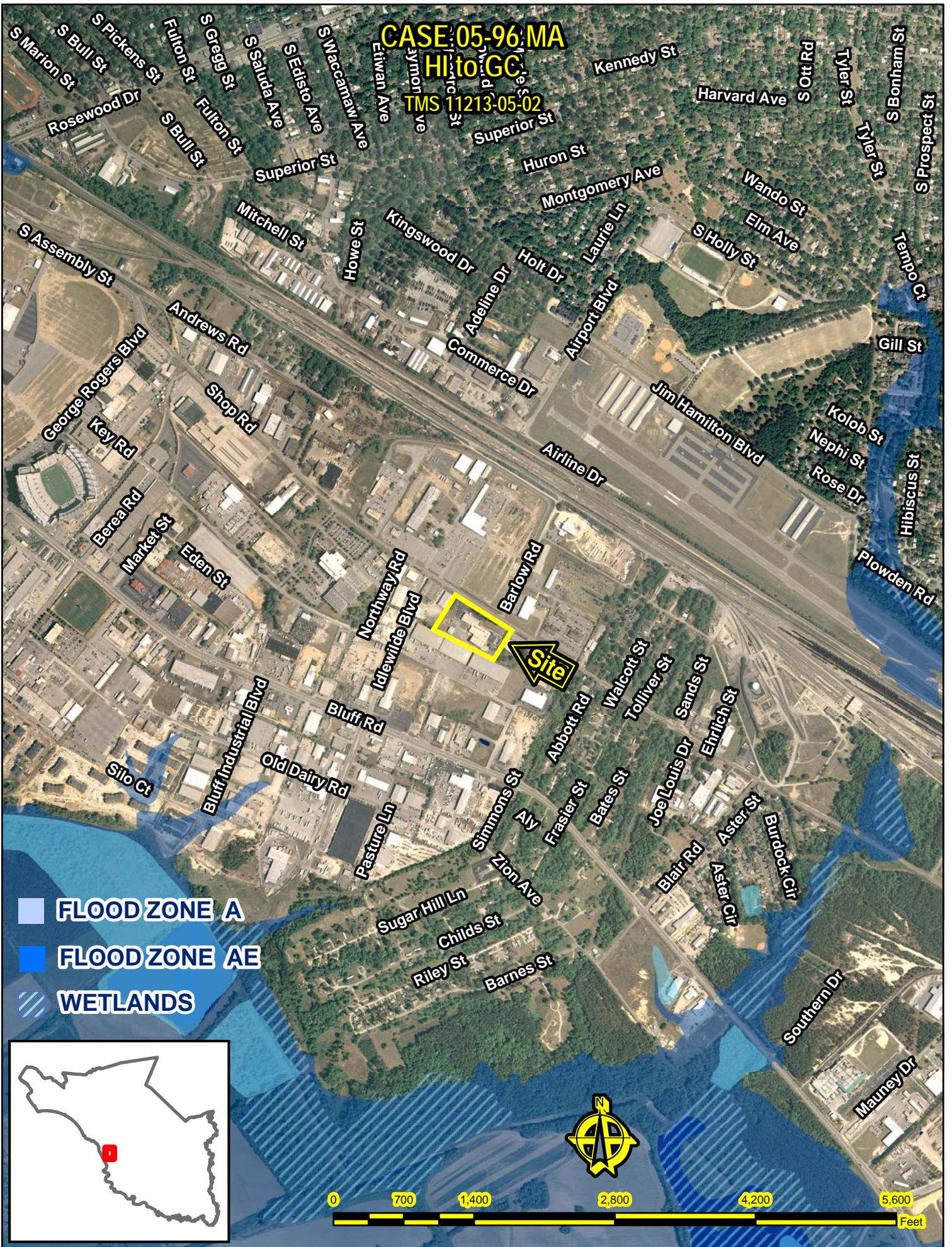
At their meeting of November 3, 2005, the Richland County Planning Commission **agreed (did not agree)** with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-96 MA at the next available opportunity.

**Commission Findings of Fact/Recommendations**

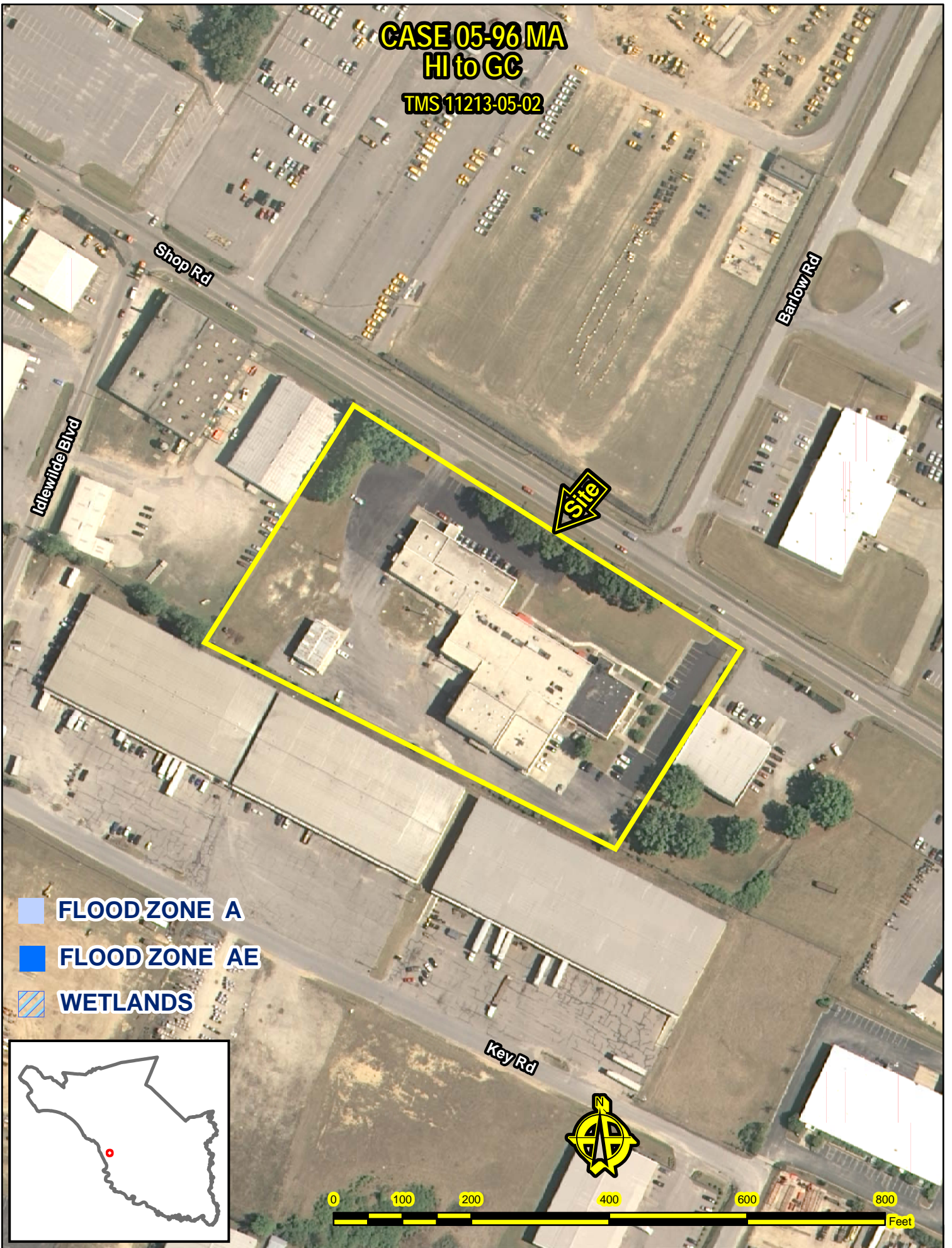
(If the Planning Commission does not agree with the Department's recommendation and/or findings of fact, the reasons for the decision must be clearly stated for the public record.)

In consideration of the proposed Zoning Map Amendment # 05-96 MA, the Planning Commission made the findings of fact summarized below:

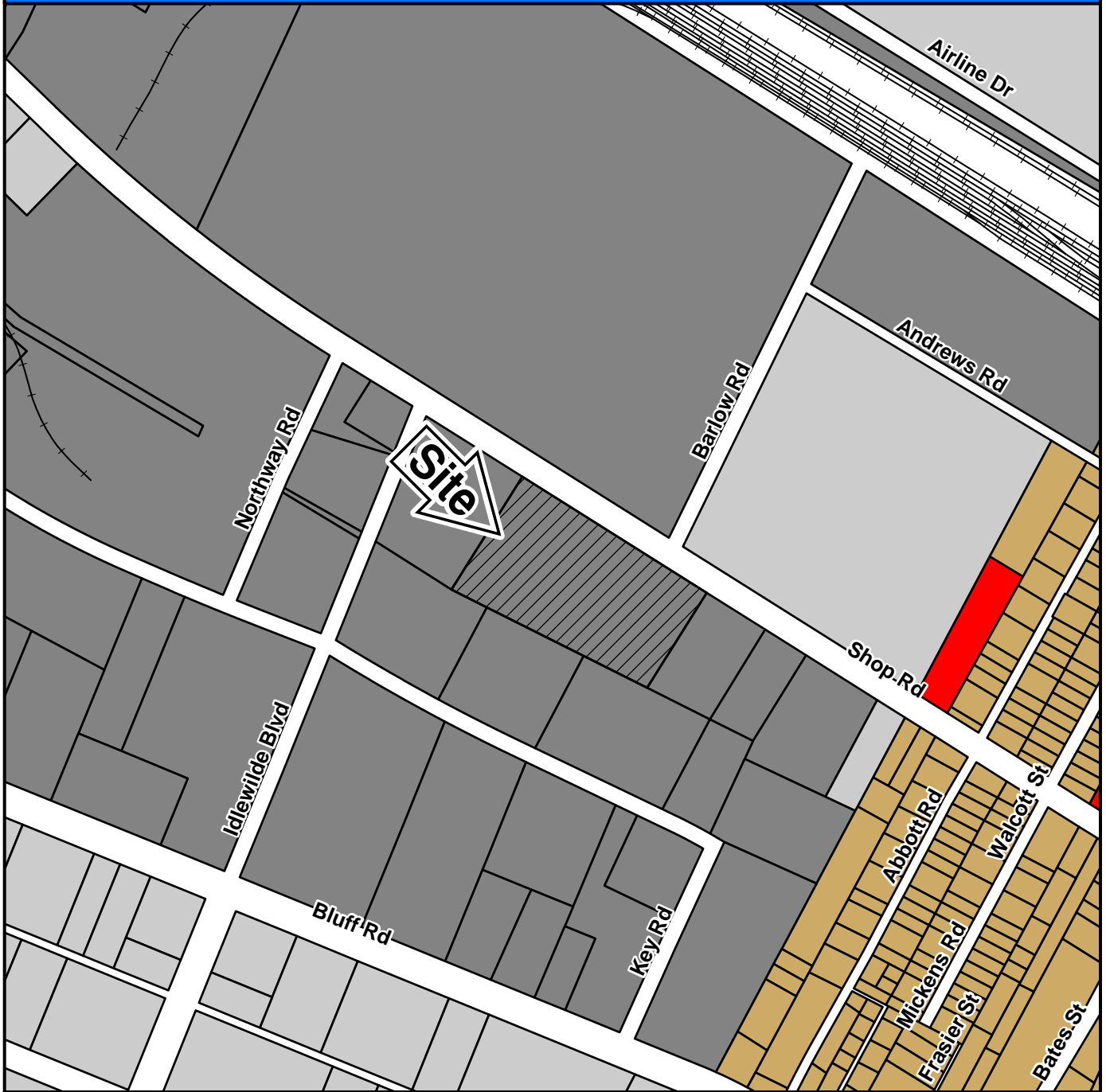
**CASE 05-96-MA**  
**HI to GC**  
**TMS 11213-05-02**



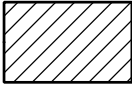















**CASE 05-96 MA**  
**HI to GC**  
**TMS 11213-05-02**



# CASE 05-96 MA HI to GC



## ZONING CLASSIFICATIONS

	 RR	 RS-HD	 RM-HD	 GC	 PDD
Subject	 RS-LD	 MH	 OI	 M-1	 RU
Property	 RS-MD	 RM-MD	 NC	 HI	 UTD

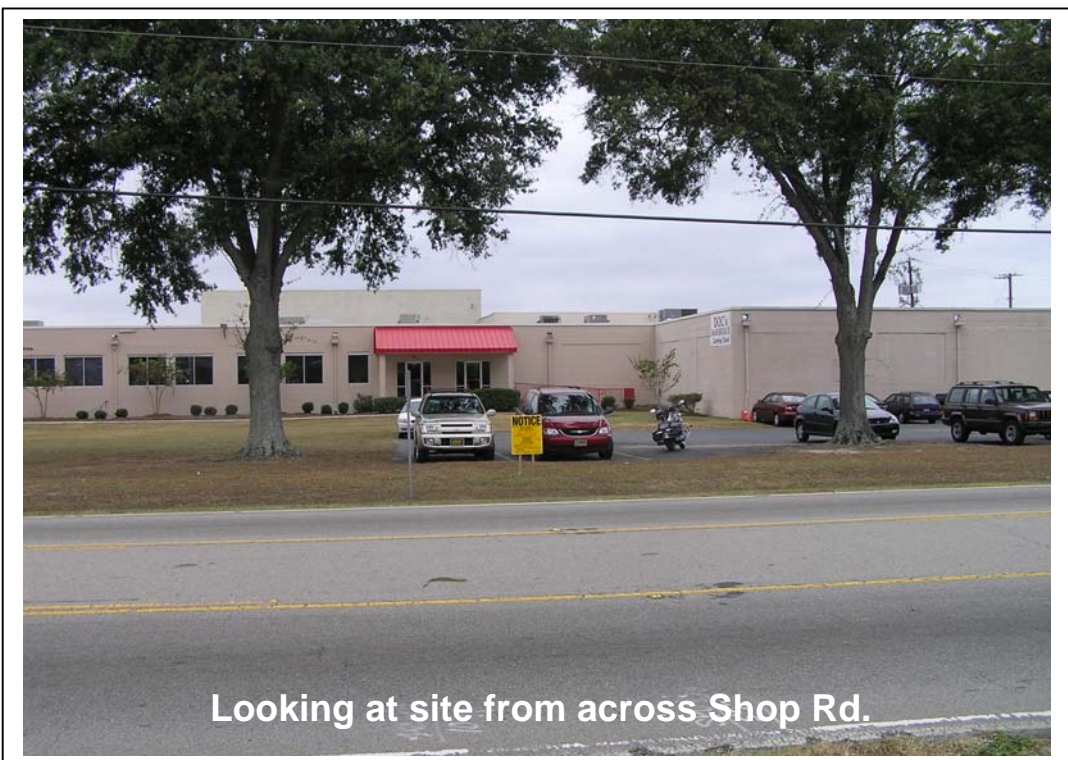




# CASE 05-96 MA

## From HI to GC

TMS# 11213-05-02      1601 Shop Road (across from DMV)



**ATTACHMENT A  
CASE 05-96 MA**

**LEGAL DESCRIPTION**

All that certain piece, parcel or tract of land with buildings and improvements thereon, situate, lying and being in the County of Richland, State of South Carolina, containing 5.73 acres, more or less as shown and delineated on a plat entitled "ALTA/ACSM Land Title Survey For Pinebelt, LLC, located at 1601 Shop Road near the City of Columbia, Richland County, South Carolina" surveyed by Glenn Associates Surveying, Inc., Michael R. Mills, PLS #11606, dated July 6, 2004, said property having the following metes and bounds as shown on said plat: Beginning at a ½ inch iron pipe found on the southwestern Right-of-Way line of Shop Road, S-40-727, being the northwestern corner of the property herein described, a point 346.88 feet southeast of the intersection of Shop Road and Idlewild Boulevard, being the Point of Beginning of this description, running thence S 57-51-56 E 661.91 feet along the southwestern Right-of-Way of Shop Road to a 1-¼ inch pipe found, thence S 32-00-19 W 346.94 feet along property of Stone & Stone Associates, A North Carolina General Partnership, to a 5/8 inch rebar found, thence N 64-38-43 W 62.82 feet to a 1 inch rebar set, thence N 62-38-00 W 477.56 feet to a 1 inch rebar set, thence N 62-32-47 W 124.91 feet to a 14 inch iron pipe found along the property of Statewide Investments, LLC and Darnall W. Boyd, thence along property of S & E Stainless, LLC N 32-08-53 E 404.25 feet to a 5/8 inch rebar found being the Point of Beginning, be all measurements little more or less, the bearings described herein based on the SC State Grid System. The property herein described being bounded northeasterly by Shop Road, S-40-727, southeasterly by Stone & Stone Associates, A North Carolina General Partnership, southwesterly by Statewide Investments, LLC and Darnall W. Boyd, northwesterly by S & E Stainless, LLC.

Being the same property as conveyed to Pinebelt, LLC by Hawkeye Partners, A South Carolina General Partnership by deed recorded in the RMC office of Richland County, State of South Carolina in Record Book R0621 Page 2291. February 4, 2002 and shown and delineated on a plat prepared for Hawkeye Partners by Larry W. Smith, dated October 25, 1994 and recorded in the RMC Office for Richland County. State of South Carolina in Plat Book 52 Page 5778, and Plat Book 55 Page 5458. Reference Richland County TMS #17273-05-02.

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

November 3, 2005

<b>RC Project # 05-97 MA</b>	<b>Applicant:</b> Frank Hemphill
<b>General Location:</b> End of Bonuck Rd off Salem Church Rd at Lake Murray	
<b>Tax Map Number:</b> 02315-01-01	<b>Subject Area:</b> 6.3 ac MOL
<b>Current Parcel Zoning:</b> RS-LD	<b>Proposed Parcel Zoning:</b> RS-HD
<b>Proposed Use:</b> Single Family Residences	<b>PC Sign Posting Date:</b> October 5, 2005

**SECTION I ANALYSIS**

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

The Planning Commission shall study such proposals to determine:

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

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

**Need For Map Change Justification Statement**

Retain the existing residential estate and add up to 14 residences

**Existing Zoning and Land Use in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	RS-LD	Huge Estate Size Residence
<b>Adjacent North</b>	RS-LD	Large Lot Single Family Residence & Lake Murray
<b>Adjacent East</b>	RS-LD	Large Lot Single Family Residence
<b>Adjacent South</b>	RS-LD	Single Family Residences
<b>Adjacent West</b>	RS-LD	Single Family Residences & lake Murray

The surrounding parcels are mostly very large lots with large single-family residences. The adjacent parcels to south and west are single-family detached residences on at least ¼ acre lots. The proposed Amendment is **clearly not compatible with** the surrounding development.

**Proposed Traffic Management Plan (TMP) Evaluation**

Not Applicable

**Department Traffic Impact Analysis**

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

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

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

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

Proposed Project Gets Its Principal Access From	Salem Church Road
Functional Classification Of This Roadway	Not Classified
<b>Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)</b>	<b>NAP</b>
Estimated Traffic Generated By The Proposed Project	143
Current Volume At The Nearest Count Station # Located @	Not Counted
Estimated Traffic Count <b>With</b> the Proposed Project	NAP
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	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 rates presented on pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County, October 1993. An estimated 15 residences @ 9.5 ADTS/DU = 143 ADTs.

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

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

The proposed project will generate an insignificant amount of traffic on Salem Church Road.

**Relationship To Comprehensive Plan**

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

The Northwest Subarea Plan Proposed Land Use Map (Map) designates the subject area as Low Density Residential in the Developing urban Area area. The proposed RS-HD zoning is not consistent with the Map designation because it will permit a higher density than permitted in the Low Density Residential land use category. The zoning should be RS-LD to be consistent with the Map designation.

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

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

See the discussion below. The proposed Amendment **does not implement** this Objective.

Principle – Mixed residential densities are appropriate within the Developing urban Area and should conform to the Proposed land Use Map...Low Density 3 DUs/acre or less

The RS-HD zoning district will allow up to 8DU/acre. The applicant is seeking a total of 15 residences on the subject site. The proposed Amendment **does not implement** this Principle.

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

See the discussion above. The proposed Amendment **does not implement** this Principle.

#### **Other Relevant Issues**

None

## **SECTION II STAFF RECOMMENDATION**

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDS) recommends the Official Zoning Map designation for the parcels included in Project # 05-97 MA **not be changed** from RS-LD to RS-HD.

#### **Findings of Fact:**

1. The proposed Amendment **is not compatible with** the adjacent existing land uses.
2. The project will generate an insignificant amount of traffic on Salem Church Road.
3. The proposed Amendment **is not consistent with** Proposed Land Use Map designation in the Northwest Subarea Plan.
4. The proposed Zoning Map Amendment **is not consistent with** the Objectives and Recommendations of the Northwest Subarea Plan discussed herein.
5. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any of the RS-LD permitted uses found in Section 26-141 of the County Code, i.e., the Table of Permitted Uses.

<b>SECTION III      PLANNING COMMISSION ACTION</b>
--

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 November 3, 2005, the Richland County Planning Commission **agreed (did not agree)** with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-97 MA at the next available opportunity.

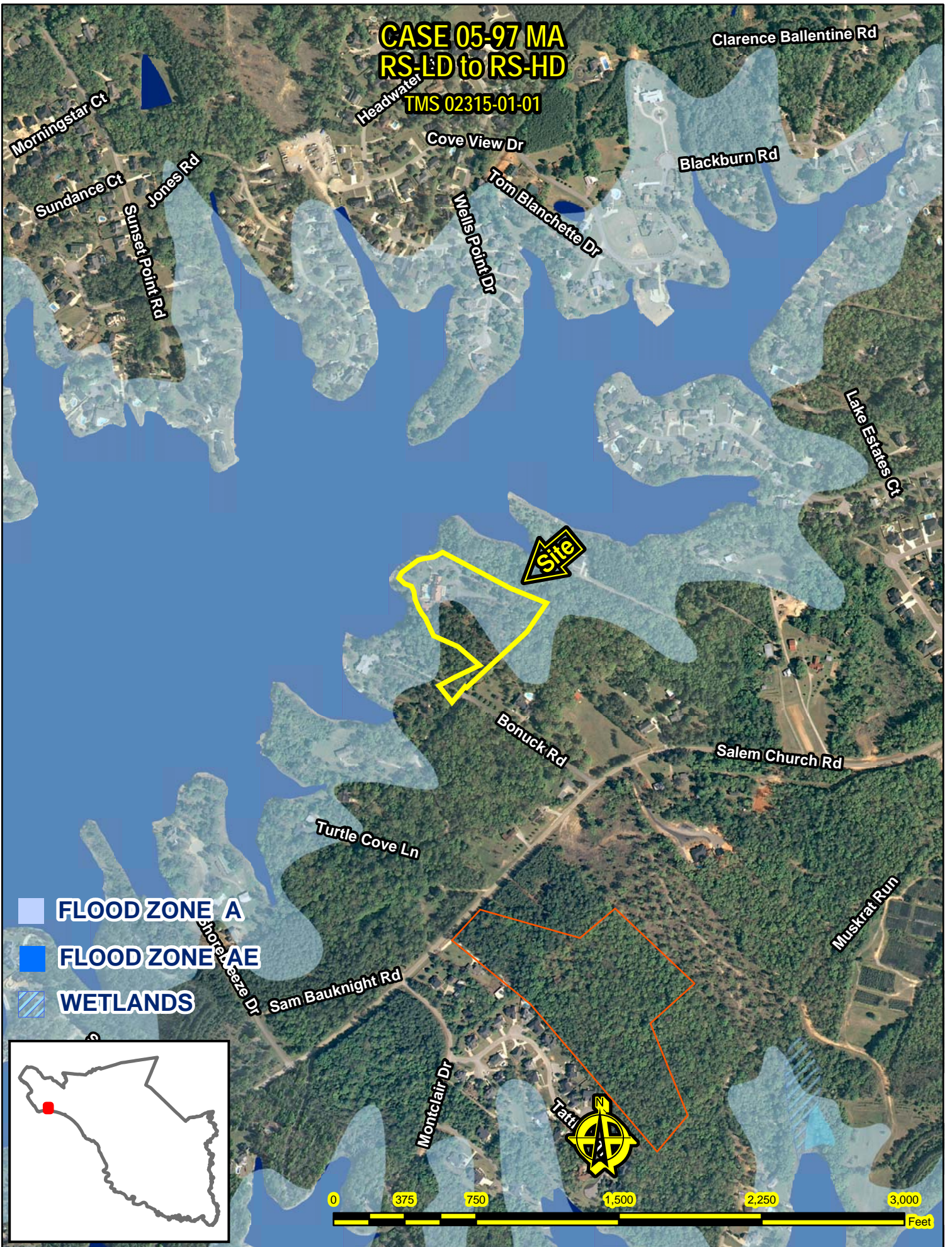
**Commission Findings of Fact/Recommendations**

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

In consideration of the proposed Zoning Map Amendment # 05-97 MA, the Planning Commission made the findings of fact summarized below:

**CASE 05-97 MA  
RS-LD to RS-HD**

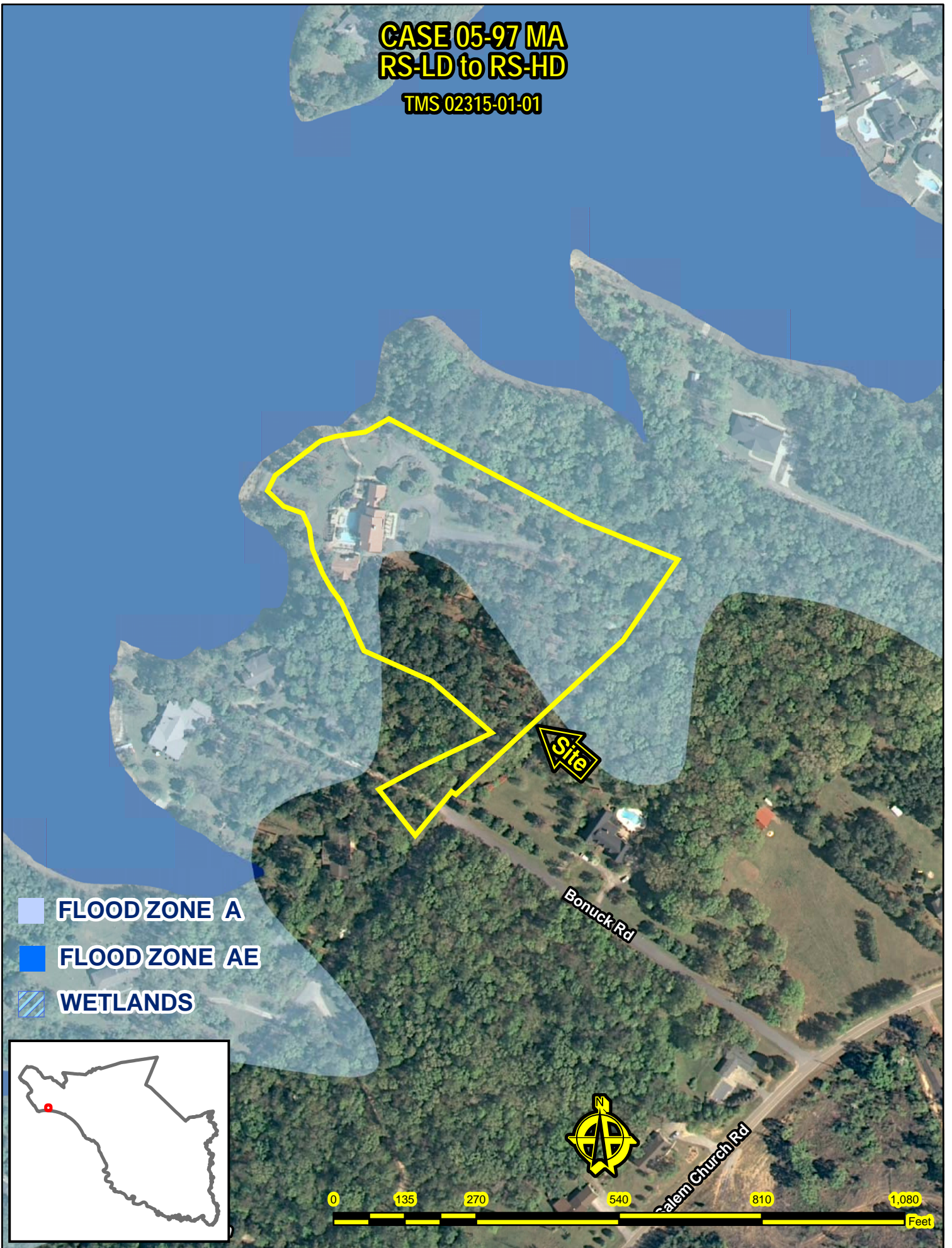
**TMS 02315-01-01**



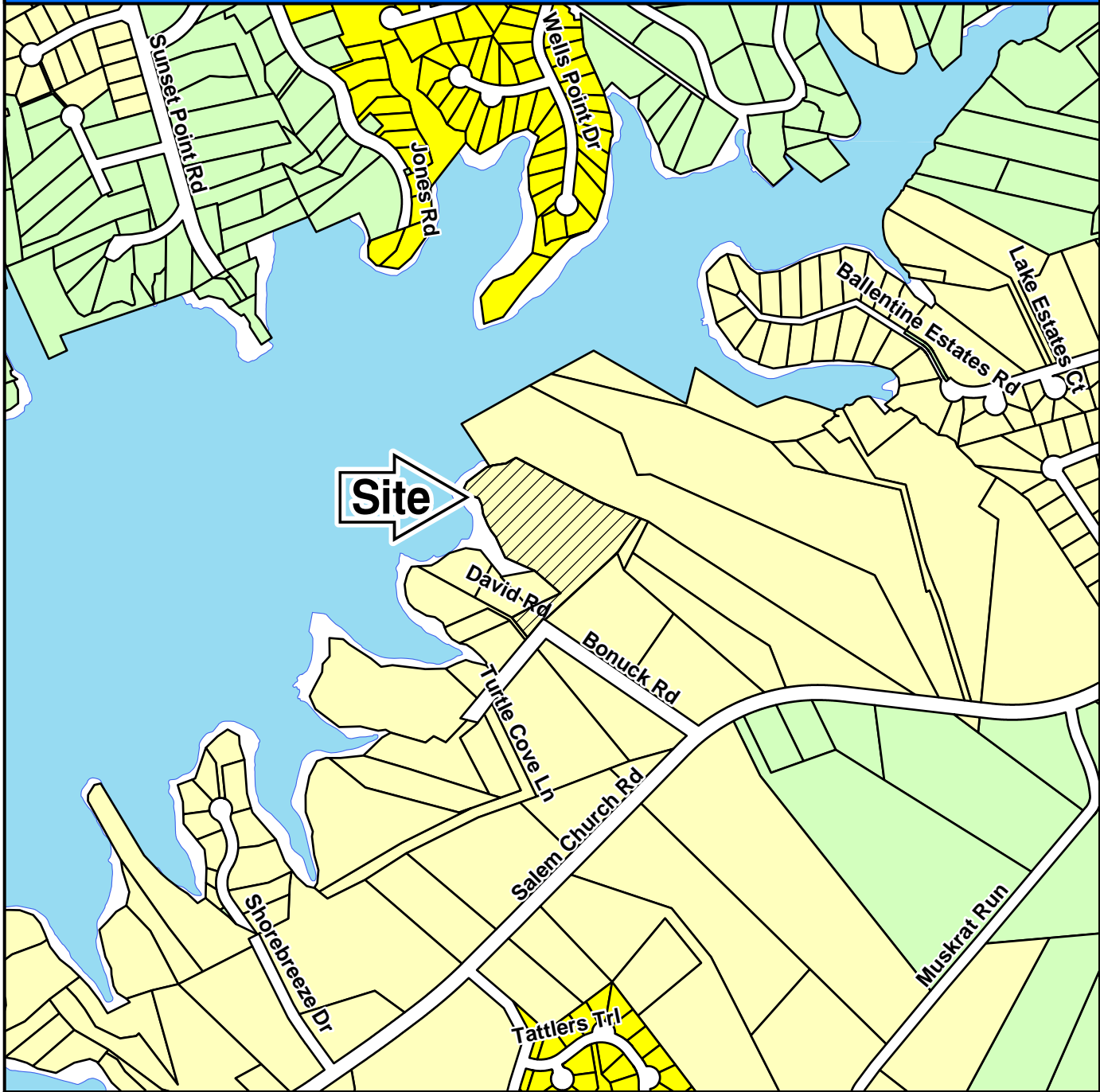


**CASE 05-97 MA  
RS-LD to RS-HD**

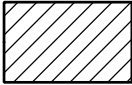















**TMS 02315-01-01**



# CASE 05-97 MA RS-LD to RS-HD



## ZONING CLASSIFICATIONS

	 RR	 RS-HD	 RM-HD	 GC	 PDD
Subject Property	 RS-LD	 MH	 OI	 M-1	 RU
	 RS-MD	 RM-MD	 NC	 HI	 UTD



# CASE 05-97 MA

## From RS-LD to RS-HD

TMS# 02315-01-01

Salem Church Road at Lake Murray



**ATTACHMENT A  
CASE 05-97 MA**

**Legal description of Parcel "B" Bonuck Road**

**Parcel "B"**

All that certain piece, parcel or tract of land, together with any improvements thereon, situate, lying and being near Ballentine, in the county of Richland and the state of South Carolina, containing 4.19 acres and being described as follows. Commencing at an (0) 1-1/2" iron pipe on the northwestern right-of-way of Bonuck Road being 3300+/-feet northwest of the center line intersection of Salem Church Road and running along the right-of-way of Bonuck Road S49°33'21"W for a distance of 105.46 feet to an (0) 1" square axle, thence Turning and running along the right-of-way of David Road (a 15' private dirt road) N37°46'50"W For a distance of 115.44 feet to an (0) 1" iron pipe thence turning and running along the property of Richard Wayburn ET AL N62°15'32"E for a distance of 88.81 feet to an (0) 1-1/2" iron pipe, thence continuing along the property of Richard Wayburn ET AL the following courses and distances: N65°16'07"E for a distance of 149.86 feet to an (N) 1/2" rebar, thence turning and turning and running N48°32'04"W for a distance of 149.72 feet to an (0) 1" iron pipe beside a concrete monument, thence turning and running N65°20'12"W for a distance of 140.12 feet to an (0) 1/2" bolt, thence turning and running along the waters of Lake Murray the following courses and distances: N24°08'16"W for a distance of 100.47 feet to an (0) 1/2" iron pipe, thence 35°43'00"W for a distance of 34.00 feet to an (N) 1/2" rebar, thence N29 09'00"W for a distance of 30.10 feet to an (N) 1/2" rebar, thence N22 08'00"W for a distance of 50.70 feet to an (N) 2" Rebar, thence turning and running along Parcel "A" the following courses & distances: N67 52'00"E For a distance of 10.25' to a calculated point, thence S22°08'00"E for a distance of 50.19 feet to a calculated point, thence S29°09'00"E for a distance of 20.61 feet to a calculated point, thence S87°15'21"E for a distance of 200.62 feet to a calculated point, thence N62 04'22"E for a distance of 102.68 feet to a calculated point, thence N07 28'42"E for a distance of 62.22 feet to a calculated point, thence N51°38'37"W for a distance of 41.81 feet to a calculated point, thence N05°50'46"E for a distance of 88.29' to a calculated point, thence turning and running along the property of Roy H. Seay S61°22'19"E For a distance of 215.62 feet to an (0) 1" iron pipe, thence S67° 04'20"E for a distance of 21.79 feet to an (0) 3" iron pipe, thence turning and running along the property of Arvid M. & Ann K. Carlson S30°20'24"W for a distance of 190.65 feet to an (0) 1" square axle, thence turning and running along the properties of Arvid M. & Ann K. Carlson S48 37'00"W for a distance of 429.41 feet to an (0) 1-1/2" iron pipe, said pipe being the point of beginning. This tract contains 4.19 acres and is more particularly shown as parcel "A" on a plat prepared for Hemphill & Associates, Inc. by Belter & Associates, Inc. dated 08-30-2005.

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

November 3, 2005

<b>RC Project # 05-98 MA</b>	<b>Applicant:</b> Development Services, LLC
<b>General Location:</b> SE Quadrant of Lower Richland Blvd & Garners Ferry Road	
<b>Tax Map Number:</b> 24700-02-08 & 21800-04-04/09/10	<b>Subject Area:</b> 206 ac MOL
<b>Current Parcel Zoning:</b> RU	<b>Proposed Parcel Zoning:</b> RS-LD
<b>Proposed Use:</b> Single Family Residential	<b>PC Sign Posting Date:</b> October 5, 2005

**SECTION I ANALYSIS**

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

The Planning Commission shall study such proposals to determine:

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

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

**Need For Map Change Justification Statement**

Develop a subdivision using the open space provisions of the Land Development Code

**Existing Zoning and Land Use in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	RU	Farm and associated residences
<b>Adjacent North</b>	GC & M-1	LR Crossing Shopping Center & Defender, Inc.
<b>Adjacent East</b>	RU	Hunting Creek S/D – large lots
<b>Adjacent South</b>	RU	Farm, a Carolina Bay and woodlands
<b>Adjacent West</b>	RS-MD	Farm and undeveloped woodlands

Discuss compatibility

**Proposed Traffic Management Plan (TMP) Evaluation**

Not Applicable

**Department Traffic Impact Analysis**

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

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

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

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

Proposed Project Gets Its Principal Access From	US 378 via Lower Richland Blvd
Functional Classification Of This Roadway	Four land divided major arterial
<b>Level-Of-Service C Design Capacity (V/C = 1.00)</b>	<b>33,600</b>
Estimated Traffic Generated By The Proposed Project	5225
Current Volume At The Nearest Count Station # 171 * Located @ west of Trotter Road	32,100
Estimated Traffic Count <b>With</b> the Proposed Project	37,325
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>1.11</b>

Notes:

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

The estimated project traffic is determined by applying the traffic generation rates presented on pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County, October 1993. The applicant plans to construct 550 single family detached dwelling units x 9.5 ADTs/DU = 5225 ADTs at project buildout.

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

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

\* The nearest SCDOT count station is almost two miles west of the site on US 378 (Garners Ferry Rd). This portion of Lower Richland Blvd does not have a count station.

The proposed project will result in the LOS C of Garners Ferry Road being exceeded in this location when the project is completed. While no traffic count information is available for this portion of Lower Richland Blvd, it is likely that its LOS C capacity will also be exceeded.

A traffic management plan (TMP) will be required as part of the subdivision review process. A TMP requires an evaluation of the projected traffic on the operation and safety of the adjacent roads as well as an identification of the traffic impact mitigation measures need to improve vehicular and pedestrian into and out of the project.

### **Relationship To Comprehensive Plan**

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

The Lower Richland Subarea Plan Proposed Land Use Map (Map) designates the subject area as Commercial in the Developing Urban Area. The proposed RS-LD zoning **is not consistent with** the Map designation because the proposed project is a residential land use in an area designated for commercial development.

However, the subject project is located within the study area of the Southeast Community Neighborhood planning area, and the applicant is proposing to utilize the open space provision of the code to preserve quality open space. The preliminary Master Plan for the SE Community planning area provides for residential development on the subject parcels. The proposed plan will be presented for Planning Commission consideration on November 3, 2005.

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

Objective – Promote development that conforms and incorporates the natural topography of the land

The proposed project will be a low-density single-family detached subdivision. The subdivision development plan will take advantage of the Cabin Creek and Carolina Bay natural areas to provide 30 % of the site in open space. 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 gross density of the subject project is anticipated to be 2.6 DU/acre with 74 acres of the site in open space. The proposed Amendment implements this Principle.

### **Other Relevant Issues**

The site includes a portion of the Cabin Creek watershed and a Carolina Bay. Carolina Bays are unique isolated wetlands mostly found in proximity to the coast. It is very unusual to find one this far inland.

The purpose of the SE Master Plan is to establish guidelines for the future development of the Lower Richland Blvd/Garners Ferry Road area. In order for these guidelines to be meaningful for the residents and property owners, the Plan must be formally adopted as an amendment to the current County Comprehensive Plan. Once the Comprehensive Plan is formally amended, a program, including possible regulatory changes and capital improvements, will need to be developed. The SE Plan will be used by the Department to prepare its development permit, subdivision and rezoning comments for consideration by applicants, the Planning Commission and the County Council, as may be applicable to a specific case.



Chapter 6-29 of the South Carolina Code of Laws establishes the process to amend the Comprehensive Plan. A summary of the required comprehensive plan amendment process is provided below:

Section 6-29-510 (E)

- The planning element, whether done as a package or in separate increments, together comprise the comprehensive plan of the County at any given point in time

Section 6-29-520 (A)

- Notice of any meetings regarding this matter shall be mailed to any registered interest groups

Section 6-29-520 (B)

- the Planning Commission shall pass a resolution, by a majority vote of its entire membership, to amend the County Plan
- the resolution must refer expressly to maps and other descriptive material intended to become a portion of the County Plan
- the Commission's action must be recorded in the official minutes
- a copy of the recommended element must be transmitted to the County Council **and** to **all** other legislative and administrative agencies affected by the Plan

Section 6-29-530

- the planning commission may recommend adoption of elements of the County Plan
- the elements may correspond to geographic areas of the County
- Before adoption of an element of the County Plan, the County Council shall hold a public hearing after a minimum of 30 days notice of the time and place in a newspaper of general circulation

The proposed subdivision shall be required to install 3-foot wide sidewalks on one side of the internal streets during the site construction process. A 4-foot wide sidewalk is also required on Lower Richland Blvd.

## SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 05-98 MA **be changed** from RU to RS-LD.

**Findings of Fact:**

1. The proposed Amendment **is compatible with** the adjacent existing land uses.
2. The proposed project will result in the LOS C of Garners Ferry Road being exceeded in this location when the project is completed. While no traffic count information is available for this portion of Lower Richland Blvd, it is likely that its LOS C capacity will also be exceeded.
3. The proposed Amendment **is not consistent with the current** Proposed Land Use Map designation in the Lower Richland Subarea Plan.

4. The proposed Zoning Map Amendment **is consistent with the current** Objectives and Recommendations of the Lower Richland Subarea Plan discussed herein.
5. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any of the RU permitted uses found in Section 26-141 of the County Code, i.e., the Table of Permitted Uses.

<b>SECTION III      PLANNING COMMISSION ACTION</b>
--

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 November 3, 2005, the Richland County Planning Commission **agreed (did not agree)** with the PDSD recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-98 MA at the next available opportunity.

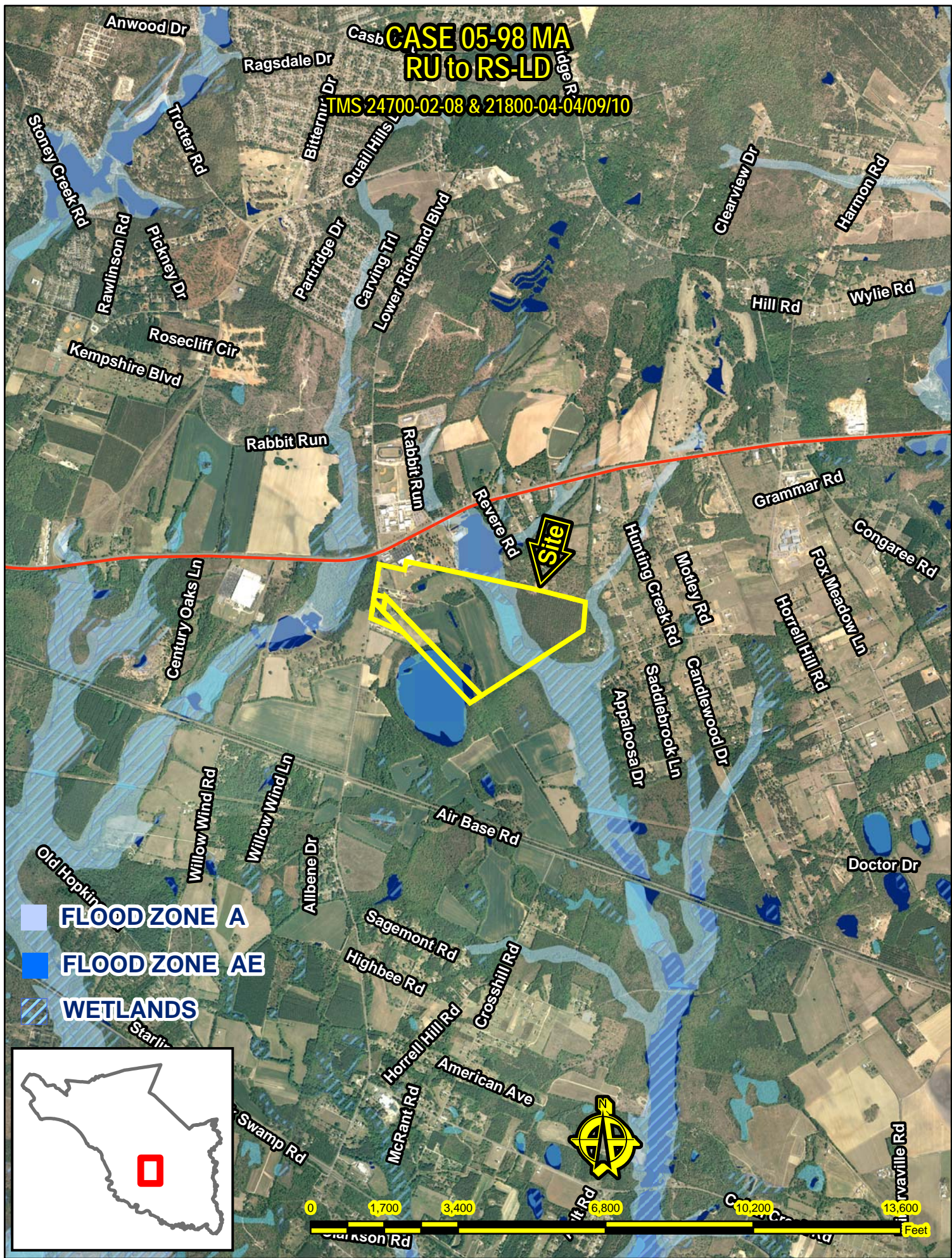
**Commission Findings of Fact/Recommendations**

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

In consideration of the proposed Zoning Map Amendment # 05-98 MA, the Planning Commission made the findings of fact summarized below:

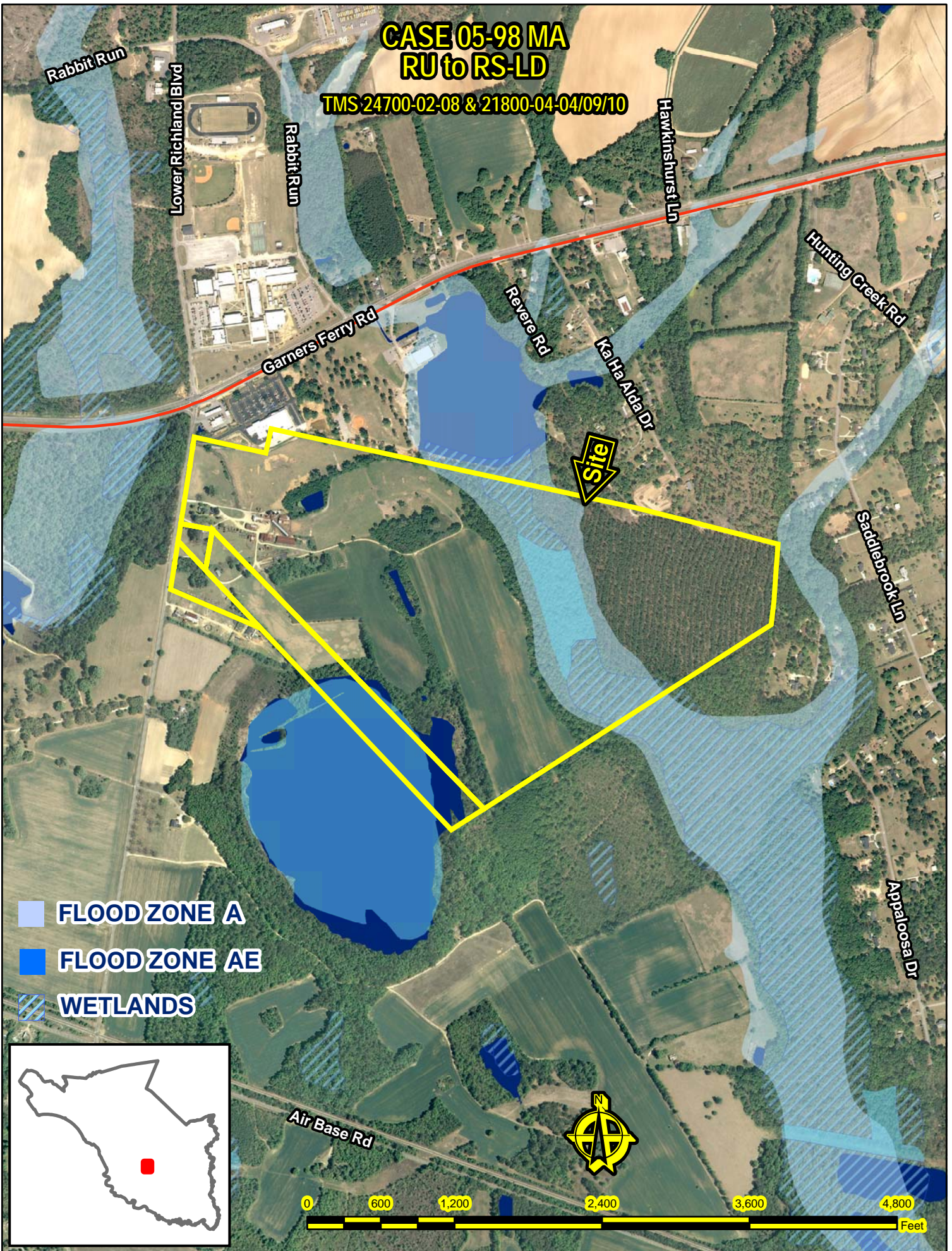
# CASE 05-98 MA RU to RS-LD

TMS 24700-02-08 & 21800-04-04/09/10

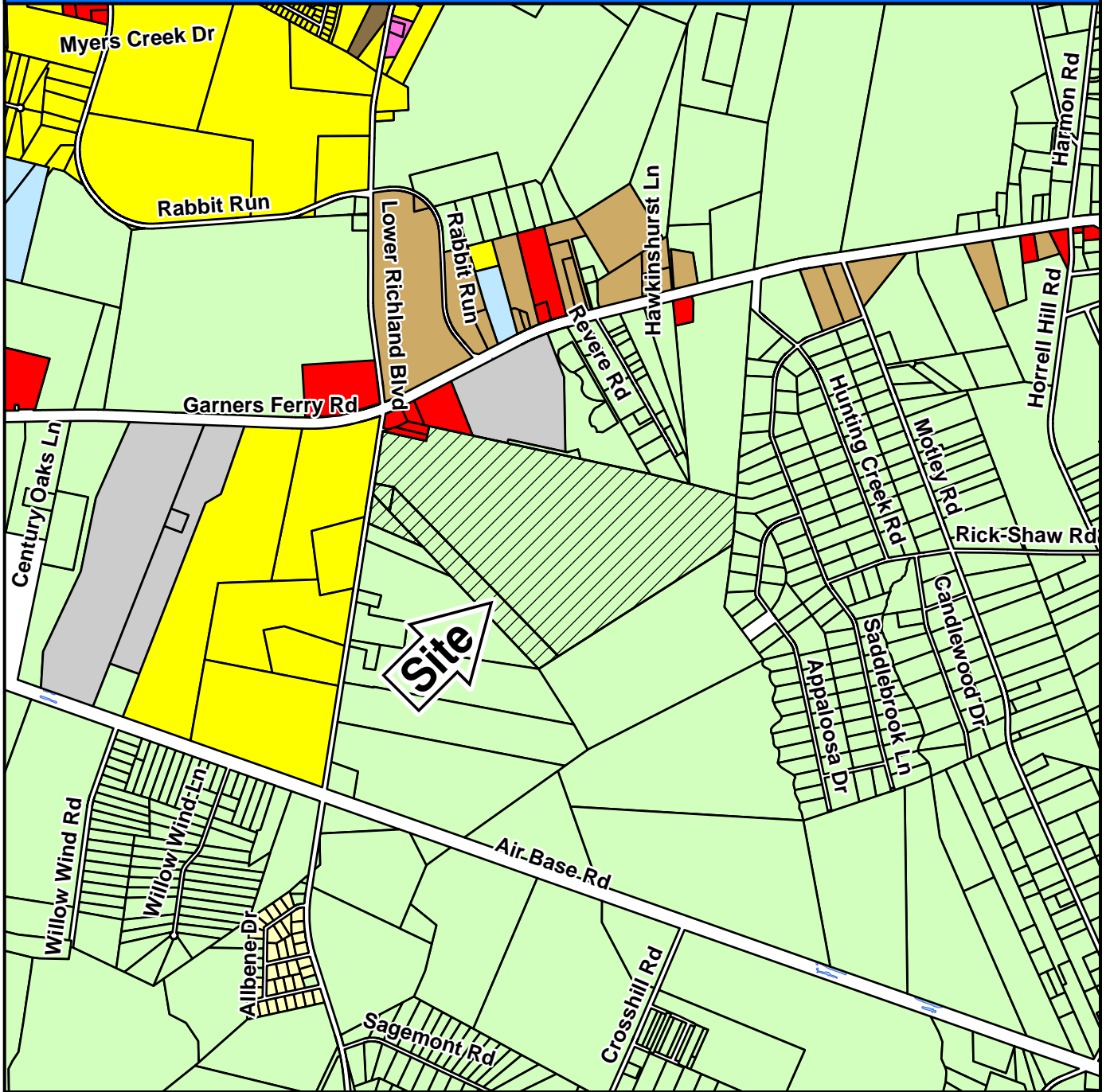


# CASE 05-98 MA RU to RS-LD

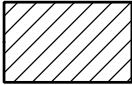















TMS 24700-02-08 & 21800-04-04/09/10



# CASE 05-98 MA RU to RS-LD



## ZONING CLASSIFICATIONS

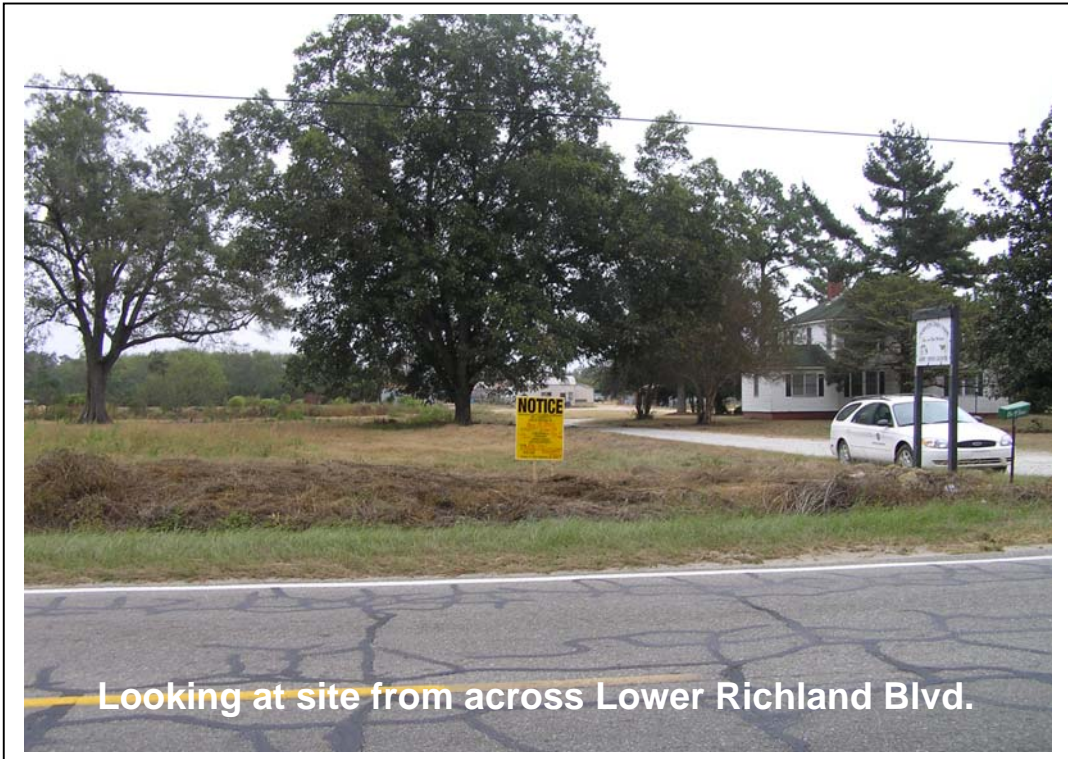
	 RR	 RS-HD	 RM-HD	 GC	 PDD
Subject Property	 RS-LD	 MH	 OI	 M-1	 RU
	 RS-MD	 RM-MD	 NC	 HI	 UTD

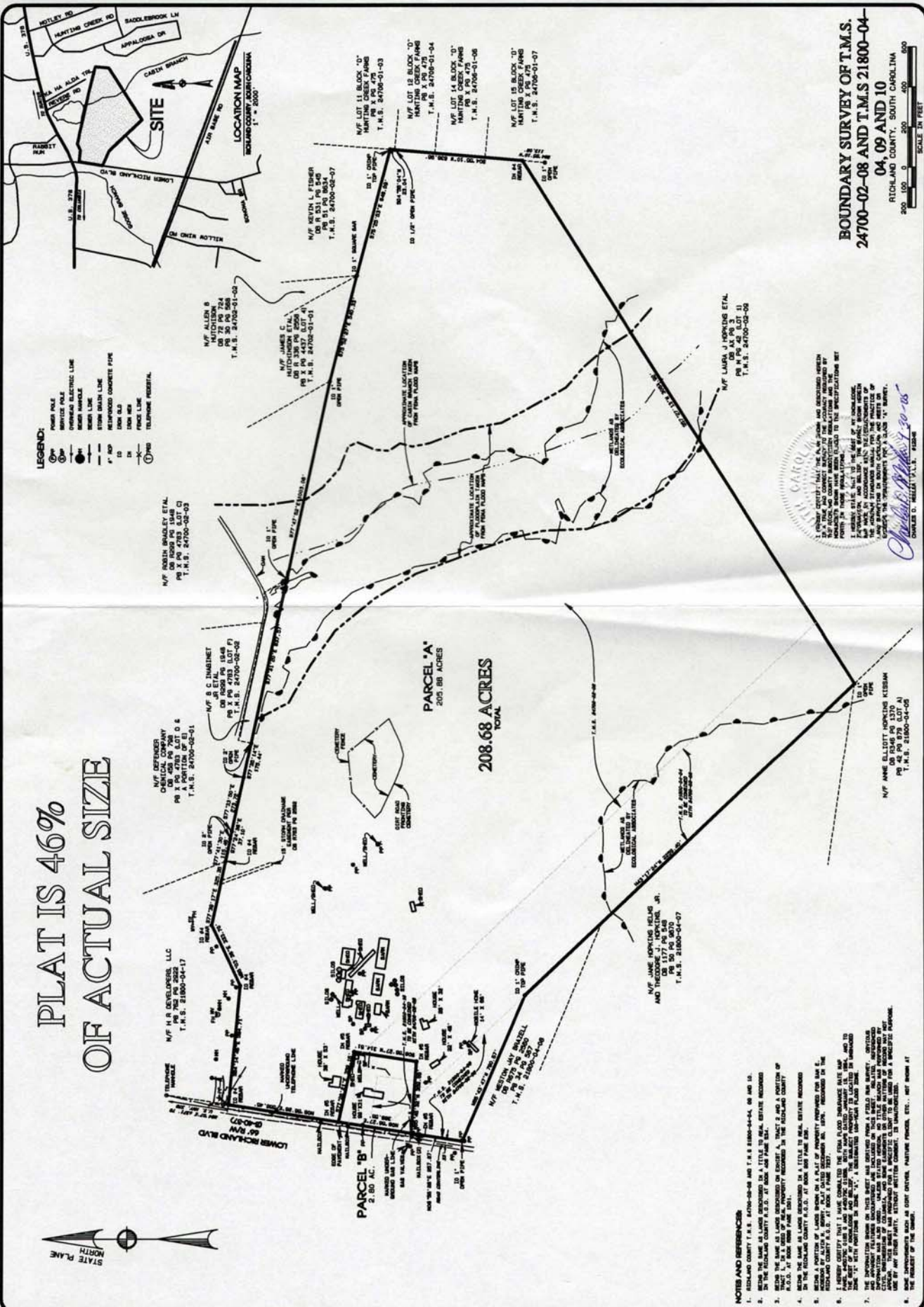


# CASE 05-98 MA

## From RU to RS-LD

TMS# 24700-02-08 & 21800-04-04/09/10  
SE Corner of Lower Richland Blvd. & US 378





**PLAT IS 46% OF ACTUAL SIZE**

**BOUNDARY SURVEY OF T.M.S. 24700-02-08 AND T.M.S. 21800-04-04, 09 AND 10**
  
 RICHLAND COUNTY, SOUTH CAROLINA

SCALE IN FEET
   
 0 100 200 300 400

I HEREBY CERTIFY THAT THE PLAT FORM AND THE INFORMATION CONTAINED HEREON WERE PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A LICENSED SURVEYOR IN THE STATE OF SOUTH CAROLINA. I AM NOT PROVIDING ANY GUARANTEE OR WARRANTY OF ANY KIND, INCLUDING BUT NOT LIMITED TO, THE ACCURACY OF THE INFORMATION CONTAINED HEREON. THE USER OF THIS INFORMATION SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND FOR OBTAINING THE NECESSARY INSURANCE COVERAGE. THE USER OF THIS INFORMATION SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND FOR OBTAINING THE NECESSARY INSURANCE COVERAGE.





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

November 3, 2005

<b>RC Project # 05-99 MA</b>	<b>Applicant:</b> Steve Searcy (Horizon Homes, Inc.)
<b>General Location:</b> East Side of Ridge Road ¼ mile South of Lower Richland Blvd	
<b>Tax Map Number:</b> 24900-07-03	<b>Subject Area:</b> 191 ac MOL
<b>Current Parcel Zoning:</b> RU	<b>Proposed Parcel Zoning:</b> RS-MD
<b>Proposed Use:</b> Single Family Detached S/D	<b>PC Sign Posting Date:</b> October 5, 2005

**SECTION I ANALYSIS**

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

The Planning Commission shall study such proposals to determine:

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

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

**Need For Map Change Justification Statement**

Develop a single family detached residential subdivision

**Existing Zoning and Land Use in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	RU	Undeveloped woodlands
<b>Adjacent North</b>	RS-HD	Undeveloped woodlands and Green Lakes S/D
<b>Adjacent East</b>	RU	Undeveloped woodlands
<b>Adjacent South</b>	RU	Undeveloped woodlands
<b>Adjacent West</b>	RU & RS-HD	Undeveloped woodlands and SF subdivision

The Green Lakes subdivision is adjacent to the subject site on the north. There is another subdivision nearby to the west on Lower Richland Blvd. The proposed project is compatible with the adjacent development.

**Proposed Traffic Management Plan (TMP) Evaluation**

Not applicable

**Department Traffic Impact Analysis**

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

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

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

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

Proposed Project Gets Its Principal Access From	Ridge Road
Functional Classification Of This Roadway	Two lane undivided collector
<b>Level-Of-Service C Design Capacity (V/C = 1.00)</b>	<b>8600</b>
Estimated Traffic Generated By The Proposed Project	6000
Current Volume At The Nearest Count Station # 737 Located @ 1 mile south of site	1100
Estimated Traffic Count <b>With</b> the Proposed Project	7100
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.82</b>

Notes:

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

The estimated project traffic is determined by applying the traffic generation rates presented on pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County, October 1993.

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

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

Even if all the buildout traffic generated by the subject project exits onto Ridge Road, the LOS C capacity will not be exceeded. A traffic management plan (TMP) will be required as part of the subdivision review process. A TMP requires an evaluation of the projected traffic on the operation and safety of the adjacent roads as well as an identification of the traffic impact mitigation measures need to improve vehicular and pedestrian traffic into and out of the project.

### **Relationship To Comprehensive Plan**

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

The Lower Richland Subarea Plan Proposed Land Use Map (Map) designates the subject area as Rural in the Rural and Open Space District area. The proposed RS-MD zoning is not consistent with the Map designation because the site is designated for rural development whereas the RS-MD zoning district allows up to 5 dwelling units per acre. The zoning should be RU to be consistent with the Rural Map designation.

In addition to reviewing the consistency with the Proposed Land Use Map, the Department recommends reviewing the Comprehensive Plan's development policies to determine if the proposed amendment furthers the Objectives and Recommendations Principles of the Comprehensive Plan as found in the Subarea Plans. The Lower Richland Subarea Plan, adopted in January 1992, contains policy guidance that is relevant to the subject Zoning Map Amendment. The relevant Objectives and Principles/Recommendations, found on pages 33 and 43 respectively, are discussed below:

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

The subject project will be a subdivision with a density comparable to the adjacent Green Lakes project. The proposed Amendment implements this Objective.

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

The proposed zoning will allow 5.1 dwelling units per acre. Unless the project actually is developed at 4.0 DU/ac, or less, the proposed Amendment does not implement this Principle.

**Other Relevant Issues**

The City of Columbia has major water and sewer lines across the site. A City water tank is located at the intersection of Lower Richland Blvd and Ridge Road.

All major subdivisions and land development projects are required to install 3-foot wide sidewalks on one side of the internal streets during the site construction process. A 4-foot wide sidewalk is also required on the external roadway.

**SECTION II STAFF RECOMMENDATION**

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 05-99 MA **be changed** from RU to RS-MD.

**Findings of Fact:**

1. The proposed Amendment **is compatible with** the adjacent existing land uses.
2. The project will not result in the LOS C of Ridge Road being exceeded in this area.
3. The proposed Amendment **is not consistent with** Proposed Land Use Map designation in the Lower Richland Subarea Plan.
4. The proposed Zoning Map Amendment **is consistent with** the Objectives of the Lower Richland Subarea Plan discussed herein.
5. The proposed Zoning Map Amendment **is not consistent with** the Recommendations 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 of the RU permitted uses found in Section 26-141 of the County Code, i.e., the Table of Permitted Uses.

<b>SECTION III      PLANNING COMMISSION ACTION</b>
--

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 November 3, 2005, the Richland County Planning Commission **agreed (did not agree)** with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-99 MA at the next available opportunity.

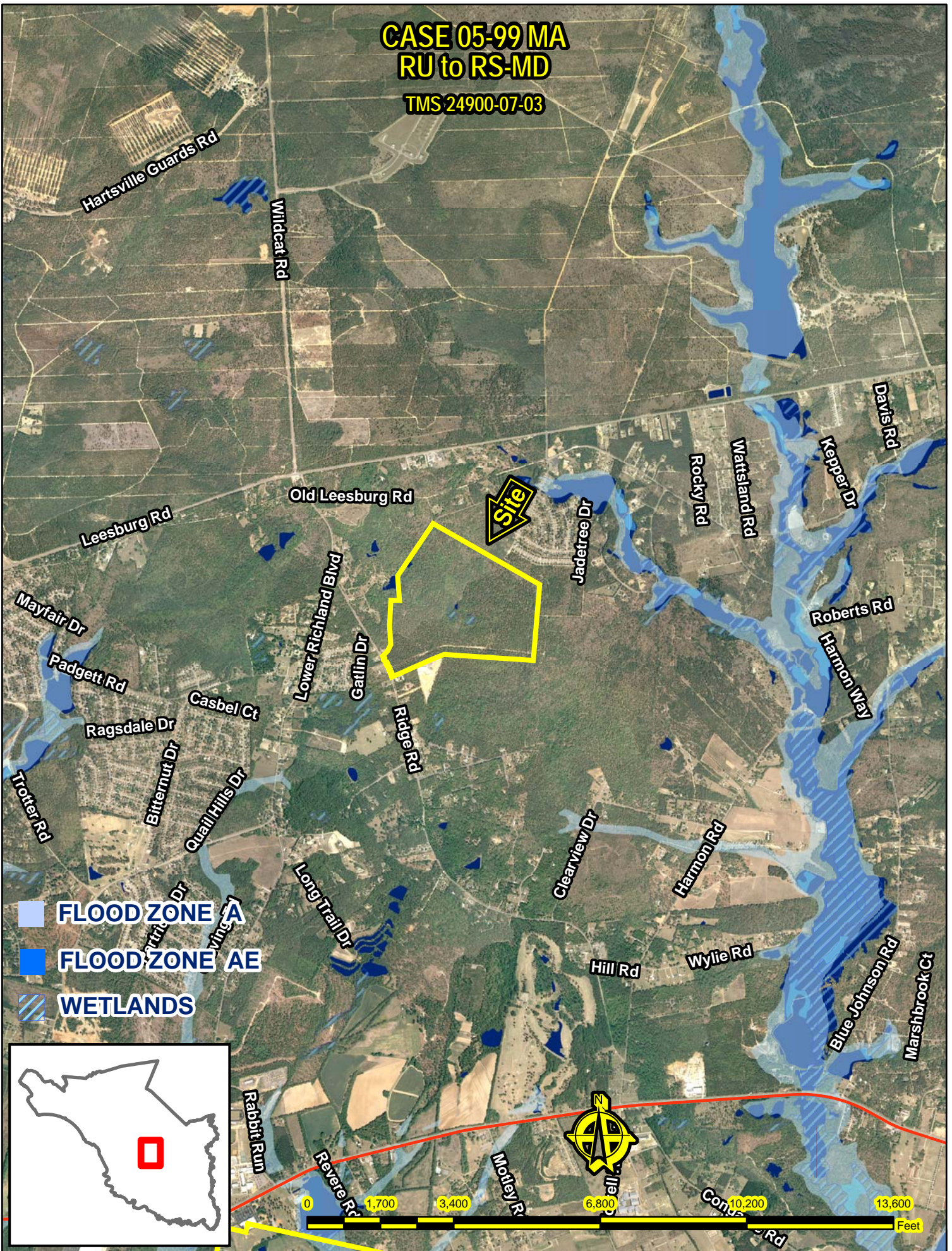
**Commission Findings of Fact/Recommendations**

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

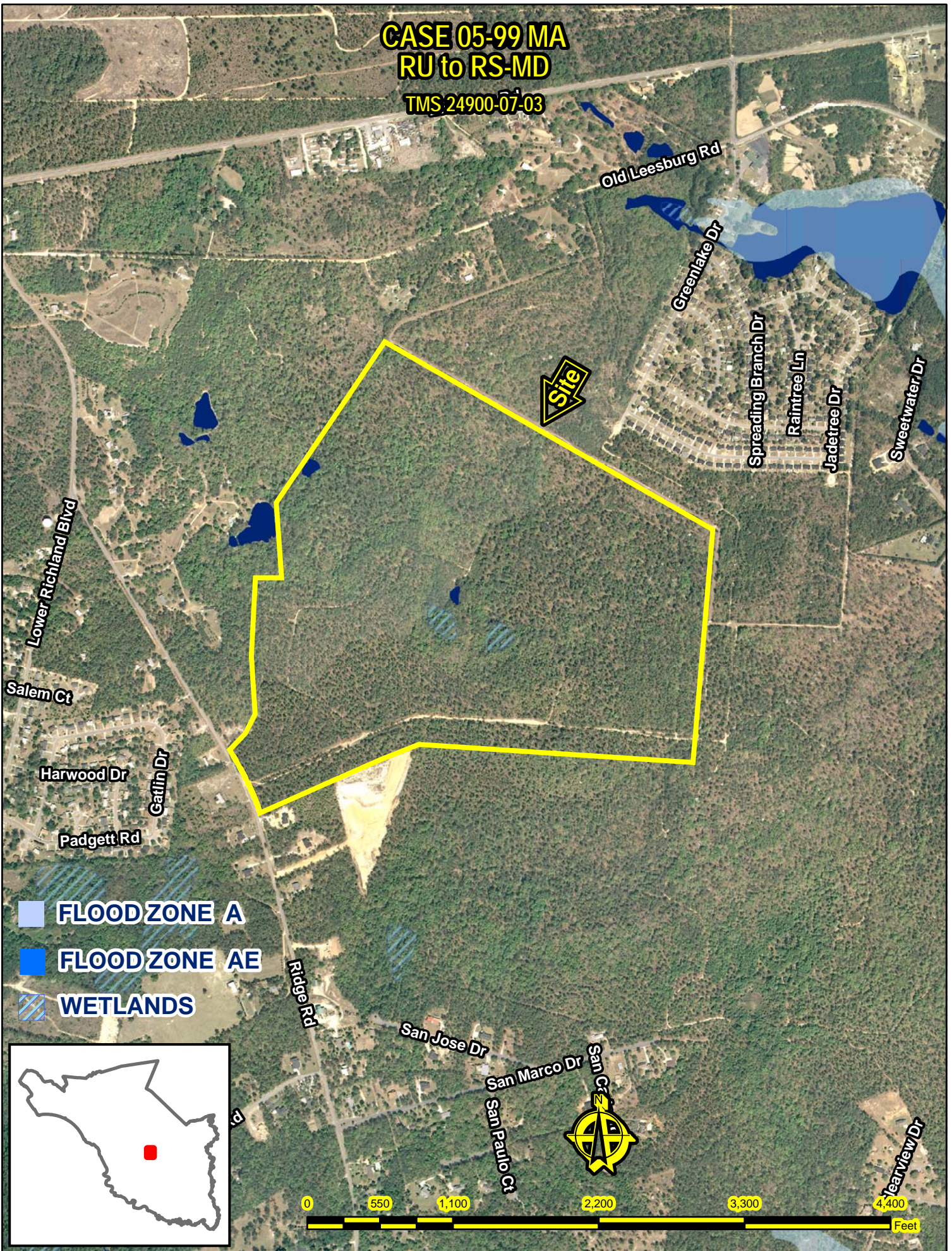
In consideration of the proposed Zoning Map Amendment # 05-99 MA, the Planning Commission made the findings of fact summarized below:

**CASE 05-99 MA  
RU to RS-MD**

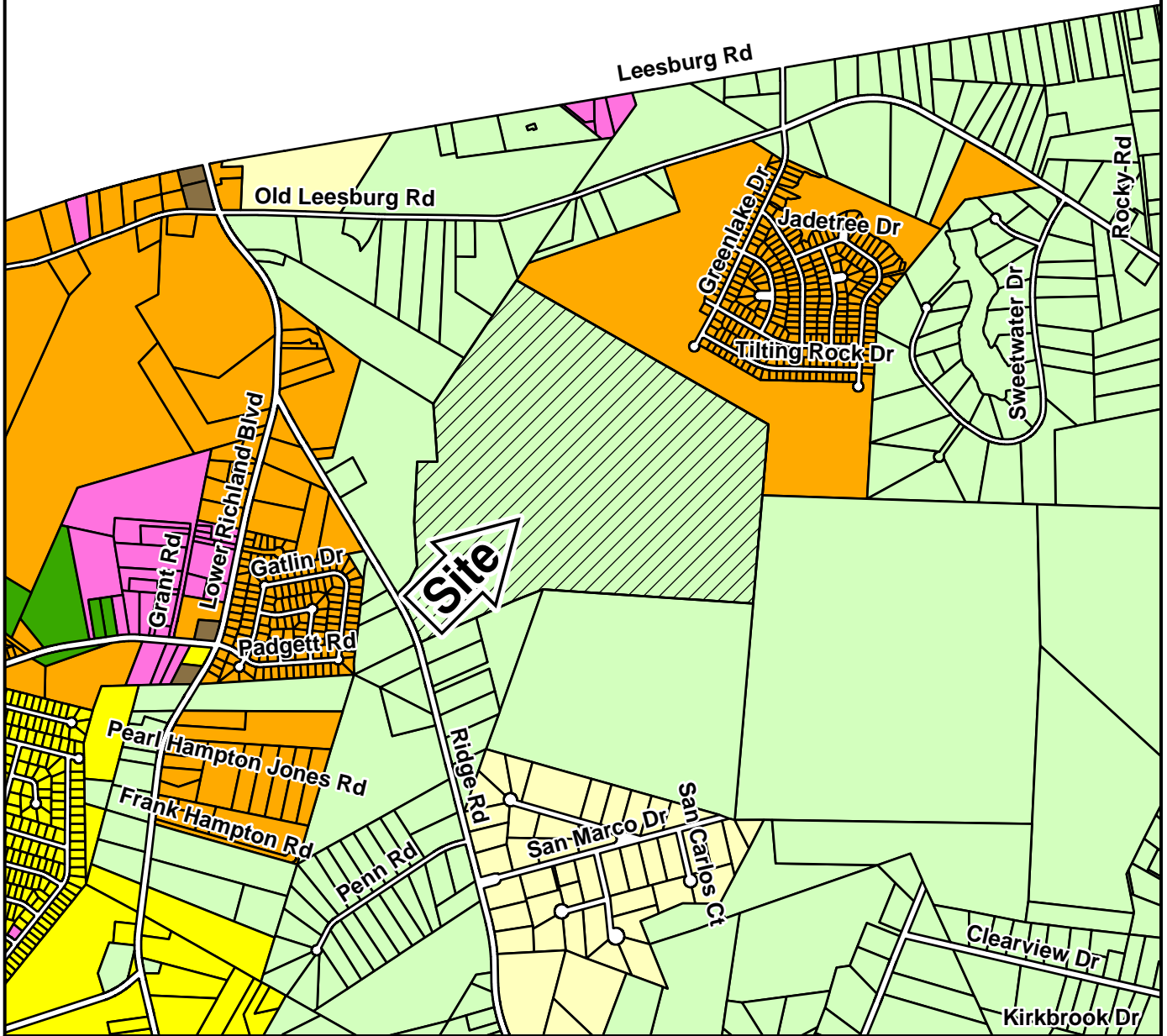
**TMS 24900-07-03**



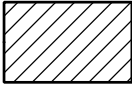















**CASE 05-99 MA  
RU to RS-MD  
TMS 24900-07-03**



# CASE 05-99 MA RU to RS-MD



## ZONING CLASSIFICATIONS

	 RR	 RS-HD	 RM-HD	 GC	 PDD
Subject Property	 RS-LD	 MH	 OI	 M-1	 RU
	 RS-MD	 RM-MD	 NC	 HI	 UTD





# CASE 05-99 MA

## From RU to RS-MD

TMS# 24900-07-03

SE Corner of Old Leesburg Rd. & Ridge Rd.




**ATTACHMENT A  
CASE 05-99 MA**

Legal Description of TMS #24900-07-03

All that certain piece, parcel, or tract of land, situate, lying and being in the County of Richland, State of South Carolina, containing on hundred ninety-one and two tenths (191.2A) acres, as shown and delineated on plat or property prepared for George W. Jones by William Wingfield, Registered Surveyor, dated September 10, 1956, with the exception of one (1) acre thereof being more particularly described as follows:

Bounded on the North by lands now or formerly of J.W. Spence; on the East by lands now or formerly of J.W. Spence and Sallie and Susan Smith; on the South by lands now or formerly of Hopkins and Claytor; and on the West by lands of Denley Jones and R.W. Jones; and being the same and identical premises heretofore conveyed by Edward R. Buggel to George Woodrow Jones by deed dated November 6, 1944, recorded in the office of the Clerk of Court for Richland County in Deed Book FQ at page 393, with the exception of that certain one (1) acre thereof conveyed by George Woodrow Jones to Denley W. Jones by deed dated August 2, 1960, recorded in the office of the Clerk of Court for Richland County in Deed Book 280 at page 403.

**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:** October 18, 2005  
**RE:** Subdivision and Street Name Approval

**Background**

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

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

**Action Requested**

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

APPROVED SUBDIVISION NAMES	GENERAL LOCATION
Blythe Creek S/D	Off Boney Rd, Blythewood
Coopers Pond S/D	Future S/D off Rimer Pond Rd near I-77, Blythewood
High Pines S/D	Future S/D off Hunt Club Rd, Northeast Cola
Laurington Farms S/D	Future Mungo Development off Lower Richland Blvd
Village Dunes @ Crickentree	Future S/D off Kelly Mill Rd, Blythewood

PROPOSED STREET NAMES	SUBDIVISION/ROAD LOCATION
Aldergate, Suffix Undetermined	Future S/D off Kelly Mill Rd, Blythewood
Alderney Lane, Suffix Undetermined	Future S/D off Kelly Mill Rd, Blythewood
Atwater, Suffix Undetermined	Future S/D off Kelly Mill Rd, Blythewood
Basin Landing Road	Private road off McCords Ferry Rd, Eastover
Beech Grove, Suffix Undetermined	Future S/D off Kelly Mill Rd, Blythewood

Black Elk Ct	Future Blythe Creek S/D / Off Boney Rd, Blythewood
Black Kettle Ct	Future Blythe Creek S/D / Off Boney Rd, Blythewood
Blythe Creek Dr	Future Blythe Creek S/D / Off Boney Rd, Blythewood
Broken Arrow Ct	Future Blythe Creek S/D / Off Boney Rd, Blythewood
Burnley Park, Suffix Undetermined	Future S/D off Kelly Mill Rd, Blythewood
Butterworks Ln	Future Laurington Farms S/D / Off Lower Richland Blvd
Center Creek Ct	Future Blythe Creek S/D / Off Boney Rd, Blythewood
Cobb Hill Dr	Future Laurington Farms S/D / Off Lower Richland Blvd
Coopers Edge Ln	Future S/D off Rimer Pond Rd near I-77, Blythewood
Coopers Pond Dr	Future S/D off Rimer Pond Rd near I-77, Blythewood
Crescent Ridge Dr	Future Laurington Farms S/D / Off Lower Richland Blvd
Daniel Huger Rd	Private road off McCords Ferry Rd, Eastover
East Misty Springs Dr	Future Laurington Farms S/D / Off Lower Richland Blvd
Halifax, Suffix undetermined	Future S/D off Kelly Mill Rd, Blythewood
Huntsdale Dr	Future Laurington Farms S/D / Off Lower Richland Blvd
Jasper Hill Ct	Future Laurington Farms S/D / Off Lower Richland Blvd
Joseph Kershaw	Private road off McCords Ferry Rd, Eastover
Karnvilla Ct	Future Laurington Farms S/D / Off Lower Richland Blvd
Kibler Ct	Future Laurington Farms S/D / Off Lower Richland Blvd
Mapleline Dr	Future Laurington Farms S/D / Off Lower Richland Blvd
Mapleview Circle	Future Laurington Farms S/D / Off Lower Richland Blvd
Maryella Dr	Future Laurington Farms S/D / Off Lower Richland Blvd
Nobility Dr	Future Regency Park S/D/ Off Broad River Rd
Quite Creek Rd	Future S/D off Rimer Pond Rd near I-77, Blythewood
Quite Pond Way	Future S/D off Rimer Pond Rd near I-77, Blythewood
Red Horse Ct	Future Blythe Creek S/D/ Off Boney Rd, Blythewood
Running Bear Ct	Future Blythe Creek S/D / Off Boney Rd, Blythewood
Shelbourne Ct	Future Laurington Farms S/D / Off Lower Richland Blvd
Star Hill Ct	Future Laurington Farms S/D / Off Lower Richland Blvd
Stillman Dr	Future Laurington Farms S/D / Off Lower Richland Blvd

Sunset Overlook, Suffix Undetermined	Future S/D off Kelly Mill Rd, Blythewood
Thistle Hill Rd	Future Laurington Farms S/D / Off Lower Richland Blvd
Tom Rye Rd	Private road off McCords Ferry Rd, Eastover
Wateree Overlook Rd	Private road off McCords Ferry Rd, Eastover
West Misty Springs Dr	Future Laurington Farms S/D / Off Lower Richland Blvd
Willow Hill Dr	Future Laurington Farms S/D / Off Lower Richland Blvd





# Richland County Planning Commission Meetings 2006

Revised as of 10/19/05



## JANUARY

S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S										
1	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

## FEBRUARY

S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S			
5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28

## MARCH

S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S						
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

## APRIL

S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S									
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

## MAY

S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S			
4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27

## JUNE

S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S						
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

## JULY

S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S									
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

## AUGUST

S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S			
3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26

## SEPTEMBER

S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S							
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

## OCTOBER

S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S										
1	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

## NOVEMBER

S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S					
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

## DECEMBER

S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S							
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

LEGEND: **PC Meeting 1:00 P.M**

**County Holiday**

\*Please notice no dates have been chosen for July & September and all dates and times are subject to change



Richland County Government  
2020 Hampton Street  
Columbia, SC 29204

Phone (803) 576-2180  
Fax (803) 576-2182

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