

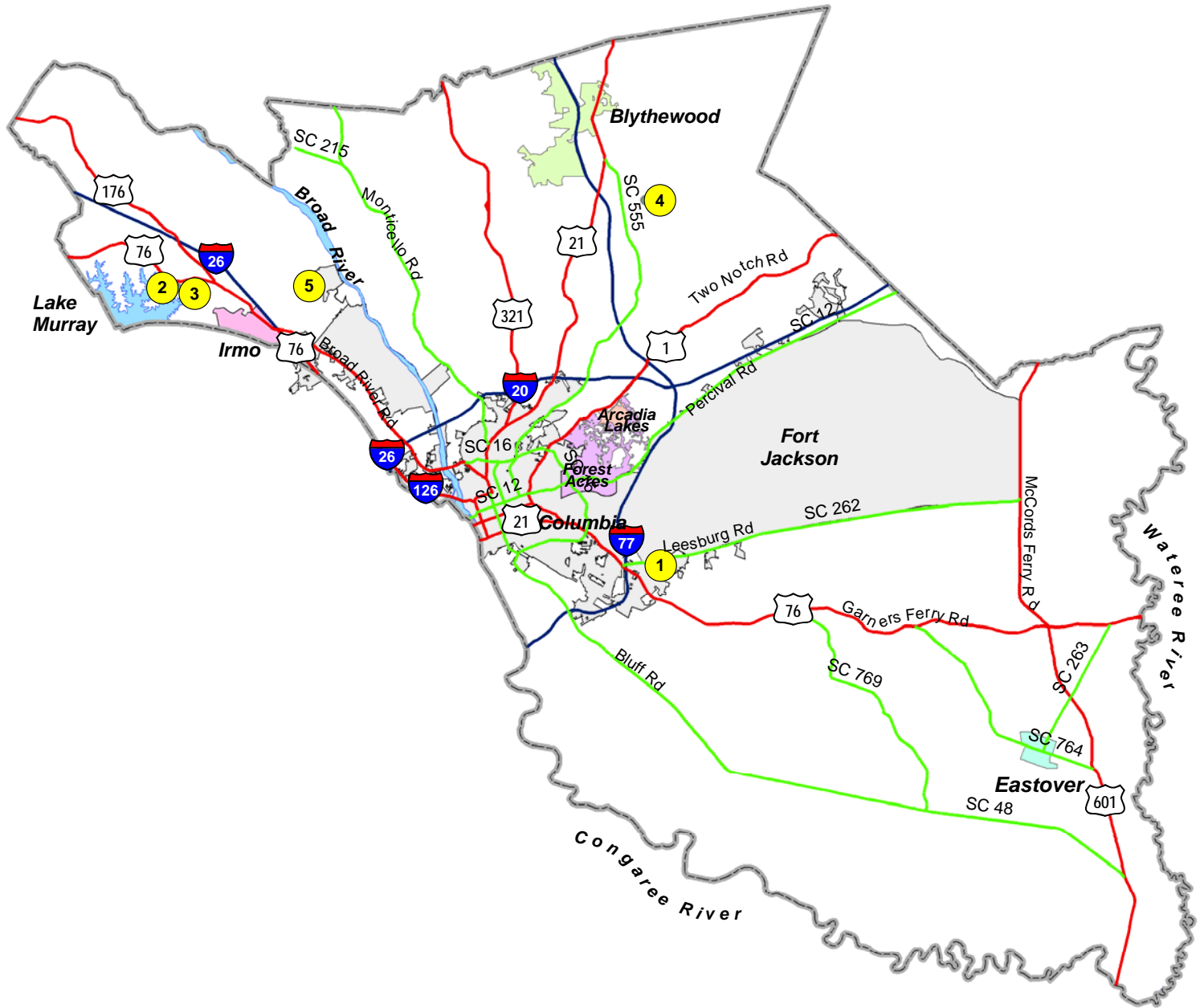
RICHLAND COUNTY  
PLANNING COMMISSION



NOVEMBER 1, 2004



# RICHLAND COUNTY PLANNING COMMISSION NOVEMBER 1, 2004



CASE NO.	APPLICANT	TMS NO.	ADDRESS	DISTRICT
1. 05-16 MA	Carol Player	16415-07-01	1504 Leesburg Rd. at Patterson Rd.	Mizzell
2. 05-17 MA	First Citizens Bank	02414-01-01 (p)	Intersection of US Hwy 76 & Marina Rd.	Corley
3. 05-18 MA	First Citizens Bank	02414-01-02 (p)	Intersection of US Hwy 76 & Marina Rd.	Corley
4. 05-19 MA	Landev Investments	17613-02-08	Longtown Rd. West at Plantation Tennis and Swim Club	McEachern
5. 05-20 MA	Richard Romero	05200-03-18	Near intersection of Miller & Hollingshed Rds.	Corley



**RICHLAND COUNTY PLANNING COMMISSION**

**Monday, November 1, 2004**

**Agenda**

**1:00 PM**

**2020 Hampton Street**

**2<sup>nd</sup> Floor, Council Chambers**

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

**I. PUBLIC MEETING CALL TO ORDER** Gene Green, Chairperson

**II. PUBLIC NOTICE ANNOUNCEMENT**

**III. PRESENTATION OF MINUTES FOR APPROVAL**

Consideration of the September 13, 2004 and October 4, 2004 minutes

**IV. AGENDA AMENDMENTS**

**V. OLD BUSINESS**

None

**VI. NEW BUSINESS - SUBDIVISION REVIEW**

<b>PROJECT #</b>	<b>NAME</b>	<b>LOCATION</b>	<b>UNITS</b>	<b>Page</b>
SD-04-330	Summer Pines Phase 3 & 4	North Pines Road TMS # 14800-04-24	78	09
SD-05-43	Hastings Point Phase 2	Wilson Blvd TMS # 14500-01-13	29	17
SD-05-70	Brookhaven Phase 3	Villages @ Longtown TMS # 17500-03-42	104	25
SD-05-78	Shoal Creek Priv. Drwy. S/D	Rimer Pond Road TMS # 17700-01-81	7	37

PROJECT #	NAME	LOCATION	UNITS	Page
SD-05-80	Amaryllis Woods Village	North Side of Summit Parkway TMS # 23100-01-01	107	45
SD-05-79	Pam Adams Private Driveway S/D	Smyrna Church Rd TMS # 23500-03-25	3	55
SD-05-05	Deer Creek, Ph. 1	Longtown West Road TMS # 17600-02-06	89	63

## VII. NEW BUSINESS - ZONING MAP AMENDMENTS

(MAP#) CASE #	(1) 05-16 MA	Page
APPLICANT	Carol Player	75
REQUESTED AMENDMENT	RS-1 to C-1 (0.44 acres)	
PURPOSE	Office	
TAX MAP SHEET NUMBER (S)	16415-07-01	
LOCATION	1504 Leesburg Road at Patterson Road	

(MAP#) CASE #	(2) 05-17 MA	Page
APPLICANT	First Citizens Bank	85
REQUESTED AMENDMENT	C-3 to RU (0.16 acres)	
PURPOSE	To remain vacant	
TAX MAP SHEET NUMBER (S)	02414-01-01 (portion)	
LOCATION	Intersection of Hwy. 76 and Marina Road	

(MAP#) CASE #	(3) 05-18 MA	Page
APPLICANT	First Citizens Bank	95
REQUESTED AMENDMENT	RU to C-3 (0.17 acres)	
PURPOSE	Bank	
TAX MAP SHEET NUMBER (S)	02414-01-02 (portion)	
LOCATION	Intersection of Hwy. 76 and Marina Road	

(MAP#) CASE #	(4) 05-19 MA	Page
APPLICANT	Landev Investments (Thomas Walker/Racket Club)	105
REQUESTED AMENDMENT	D-1 to PUD-1R (32.4 acres)	
PURPOSE	Single family homes & recreation area	
TAX MAP SHEET NUMBER (S)	17613-02-08	
LOCATION	Longtown Road West at Plantation Tennis & Swim Club	

(MAP#) CASE #	(5) 05-20 MA	Page
APPLICANT	Richard Romero (Hurricane Construction)	119
REQUESTED AMENDMENT	RU to RS-3 (7.0 acres)	
PURPOSE	Single family residential subdivision	
TAX MAP SHEET NUMBER (S)	05200-03-18	
LOCATION	Near intersection of Miller and Hollingshed Road	

**VIII. ROAD NAME APPROVALS**

- a. New Road Name Approvals 129

**IX. OTHER BUSINESS**

- a. Consideration of text amendments to the current Chapter 26 of the County Code (Zoning) regarding off-site parking for churches (deferred from October 4, 2004 meeting) **DEFER TO DECEMBER 6, 2004**

**X. PLANNING DIRECTOR'S REPORT**

**XI. ADJOURNMENT**





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

November 1, 2004

<b>Applicant:</b> Greg Douglas		<b>Preliminary Subdivision Plans For:</b> Summer Pines, Phase 3 & 4	
<b>RC Project # :</b> SD-04-330			
<b>General Location:</b> North Pine Road east of Wilson Blvd			
<b>Tax Map Number:</b> 14800-04-24		<b>Current Zoning:</b> RS-3	
<b>Subject Area:</b> 21.6 acres	<b>Number of Units:</b> 78	<b>Gross Density:</b> 3.6 DU/acres	
<b>Sewer Service Provider:</b> City of Columbia		<b>Water Service Provider:</b> City of Columbia	

**SECTION I – ANALYSIS**

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

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

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

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

**Traffic Impact Discussion**

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

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

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

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 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	Wilson Blvd	
Functional Classification Of This Roadway	Two lane undivided collector	
<b>Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)</b>	<b>8600</b>	
Estimated Traffic Generated By The Proposed Project	741	
Current Volume At The Nearest Count Station # 135 Located @ just south of Killian Road	6200	
Estimated Traffic Count <b>With</b> the Proposed Project	6941	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.81</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2004 and represent the Annual Average Daily Trips in 2003, i.e. **they are already more than one year old.**

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

The proposed project will not result in the LOS C being exceeded at SCDOT count station 135.

### **Fire Service Impacts**

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

### **School Impacts**

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

Elementary School @ 0.20 students per single family DU	16
Middle School @ 0.13 students per single family DU	10
High School @ 0.12 Students per single family DU	9

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

### **Existing Site Conditions**

The site slopes downward toward a wetland in the center of the project. The vegetation is mostly second growth scrub oak and pine trees. An oak tree in excess of 89 inches in diameter was located on the edge of the wetland area.

### **Compatibility with the Surrounding Area**

The project is a continuation of an existing subdivision. The project is compatible with the adjacent development.

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

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

The subject site is designated as Medium Density Residential in the Developing Urban Area on the I-77 Corridor Subarea Plan Proposed Land Use Map. The proposed project **is not consistent** with this land use designation because the proposed project's density is 3.6 DU/acre and the minimum density in the Medium Density Residential area is 5.0 DU/acre.

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department's position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations of the Comprehensive Plan. The I-77 Corridor Subarea Plan, adopted in April

1994, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 31 and 39 respectively, are discussed below:

Objective – Accommodate in certain planned higher density residential areas, a full range opportunities, to meet the various needs of area residents

The proposed project is a continuation of an existing subdivision. The proposed project implements this Objective.

Principle – Mixed residential densities are appropriate within the Developing Urban Area and should conform to the Proposed Land Use Map

The density of the proposed project is less than the minimum allowed for the Medium Density Residential designation. This project does not implements this Principle.

### **Other Pertinent Factors**

- 1) The Public Works Dept. has provided substantial negative comments regarding the stormwater management plans.
- 2) The flood elevation statement can not be approved until the wetlands delineation is approved by the USCOE.
- 3) As of October 13, 2004, the County Fire Marshal had not provided comments.
- 4) As of October 13, 2004, the City of Columbia had not approved the water and sewer line construction plans.
- 5) As of October 13, 2004, DHEC had not issued a sewer line construction permit.
- 6) As of October 13, 2004, DHEC had not issued a water line construction permit.
- 7) As of October 13, 2004, the E-911 Coordinator had not certified Planning Commission approval of the proposed street names.

## **SECTION II – STAFF RECOMMENDATION**

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 78 unit single family detached subdivision, known as Summer Pines, Phase 3 & 4 (Project # SD-04-330). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

### **Findings of Fact**

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Wilson Blvd operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project **is not consistent** with the I-77 Corridor Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives of the I-77 Corridor Subarea Plan.
5. The proposed project does not implement the relevant Recommendations of the I-77 Corridor Subarea Plan.

### **Specific Conditions**

- a) The Planning Dept. must issue a Controlled Clearing letter **PRIOR to any land clearing activity being initiated; and**
- b) The E-911 Coordinator must certify the street names have been approved by the Planning Commission prior to assigning street addresses for building permits; **and**
- c) The Department of Public Works must approve the stormwater management plans; **and**
- d) The Floodplain Mgmt. Specialist must approve the flood elevation statement prior to building permits being issued; **and**
- e) The US Army Corps of Engineers wetlands encroachment statement must be received by the Department; **and**
- f) The City of Columbia must approve the water and sewer line construction plans; **and**
- g) DHEC must issue the sewer line construction permits; **and**
- h) DHEC must issue the water line construction permits; **and**
- i) **No building permits shall be issued until all of the conditions cited above are met; and**
- j) Plats shall only be recorded by the complete phases identified in the preliminary plan; **and**
- k) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- l) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water and sewer line easement documents; **and**
- m) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- n) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- o) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water and sewer line easement deeds **AND (2)** the County accepts the roads for maintenance.

## **SECTION III – COMMISSION RECONSIDERATION & APPEAL**

### **Reconsideration**

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

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

### **Appeal**

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

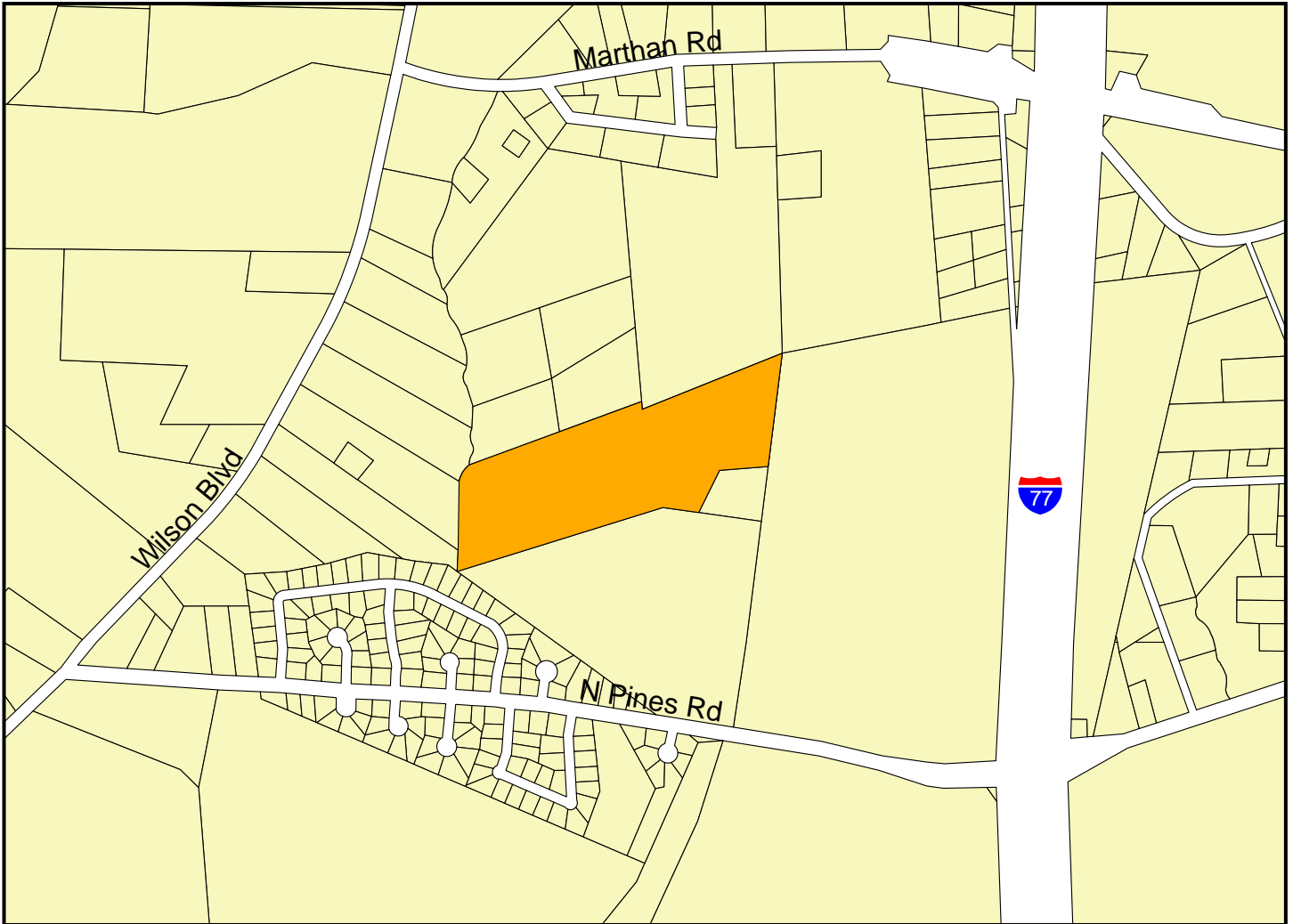


**SD 04-330**  
**SUMMER PINES, PHASES 3 & 4**  
**TMS 14800-04-24**

**Site**



# SD 04-330 SUMMER PINES, PHASES 3 & 4



Interior of subject site



Looking at phase 1



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

November 1, 2004

<b>Applicant:</b> Jim Mayes		<b>Preliminary Subdivision Plans For:</b> Hastings Point, Phase 2	
<b>RC Project # :</b> SD-05-43			
<b>General Location:</b> West Side Wilson Blvd, 1/2 mile south of Pisgah Church Rd			
<b>Tax Map Number:</b> 14500-01-13		<b>Current Zoning:</b> RU	
<b>Subject Area:</b> 39.6 acres	<b>Number of Units:</b> 29	<b>Gross Density:</b> 0.7 DU/acres	
<b>Sewer Service Provider:</b> City of Columbia		<b>Water Service Provider:</b> City of Columbia	

**SECTION I – ANALYSIS**

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

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

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

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

**Traffic Impact Discussion**

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

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

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

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 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	Wilson Blvd	
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	276	
Current Volume At The Nearest Count Station # 133 Located @ 1/2 mile south of site	14,700	
Estimated Traffic Count <b>With</b> the Proposed Project	14,976	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>1.49</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2004 and represent the Annual Average Daily Trips in 2003, i.e. **they are already more than one year old.**

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

The proposed project, by itself, will not result in the LOS C being exceeded at SCDOT count station 133. This section of Wilson Blvd is already operating in excess of its LOS F capacity.

**Fire Service Impacts**

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

**School Impacts**

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

Elementary School @ 0.20 students per single family DU	6
Middle School @ 0.13 students per single family DU	4
High School @ 0.12 Students per single family DU	3

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

**Existing Site Conditions**

The site generally slopes down toward Cedar Creek on the southwest side of the site. The site has mixed pine and hardwood trees.

**Compatibility with the Surrounding Area**

The project is phase 2 of a multi-phase subdivision. The project is compatible with the adjacent development.

**Discussion of Applicable Comprehensive Plan Issues**

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

The subject site is designated as Low Density Residential in the Developing Urban Area on the I-77 Corridor Subarea Plan Proposed Land Use Map. The proposed project is consistent with this land use designation.

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department’s position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations of the Comprehensive Plan. The I-77 Corridor Subarea Plan, adopted in April

1994, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 31 and 39 respectively, are discussed below:

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

The subject project is a 3/4 plus acre lot subdivision with public water and service. The existing residences appear to be well in excess of 2000 sq. ft. in area. The proposed project implements this Objective.

Principle – Mixed residential densities are appropriate within the Developing Urban Area and should conform to the Proposed Land Use Map – Low Density (4.0 DU/acre or less)

The proposed project has a density of 0.7 DU/acre. This project implements this Principle.

**Other Pertinent Factors**

- 1) As of October 13, 2004, the Public Works Dept. had not approved the stormwater management plans.
- 2) The flood elevation statement has been disapproved. A flood elevation study must be submitted to the Department and approved by FEMA prior to building permits being issued for lots 99 through 103 & 110.
- 3) A copy of the USCOE wetland encroachment permit must be received prior to issuing building permits for lots 99 through 103 & 110.
- 4) As of October 13, 2004, the County Fire Marshal had not provided comments.
- 5) As of October 13, 2004, the City of Columbia had not approved the water and sewer line construction plans.
- 6) As of October 13, 2004, DHEC had not issued a sewer line construction permit.
- 7) As of October 13, 2004, DHEC had not issued a water line construction permit.
- 8) The E-911 Coordinator commented that the proposed street names will be on the November PC agenda.

**SECTION II – STAFF RECOMMENDATION**

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 29 unit single family detached subdivision, known as Hastings Pointe, Phase 2 (Project # SD-05-43). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

**Findings of Fact**

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Wilson Blvd. operating below a LOS C capacity. This section of Wilson Blvd is already operating in excess of its LOS F capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project is **consistent with** the I-77 Corridor Subarea Plan Map land use designation.

4. The proposed project **implements** the relevant Objectives and Recommendations of the I-77 Corridor Subarea Plan.

### **Specific Conditions**

- a) The Planning Dept. must issue a Controlled Clearing letter **PRIOR to any land clearing activity being initiated; and**
- b) The plat must establish the setbacks, either graphically or by notation, for each lot; **and**
- c) The Department of Public Works must approve the stormwater management plans; **and**
- d) The Floodplain Mgmt. Specialist must approve the flood elevation statement prior to building permits being issued; **and**
- e) The US Army Corps of Engineers wetlands encroachment statement must be received by the Department, if applicable; **and**
- f) The City of Columbia must approve the water and sewer line construction plans; **and**
- g) DHEC must issue the sewer line construction permits; **and**
- h) DHEC must issue the water line construction permits; **and**
- i) **No building permits shall be issued until all of the conditions cited above are met; and**
- j) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water and sewer line easement documents; **and**
- k) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- l) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- m) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water and sewer line easement deeds **AND (2)** the County accepts the roads for maintenance.

## **SECTION III – COMMISSION RECONSIDERATION & APPEAL**

### **Reconsideration**

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

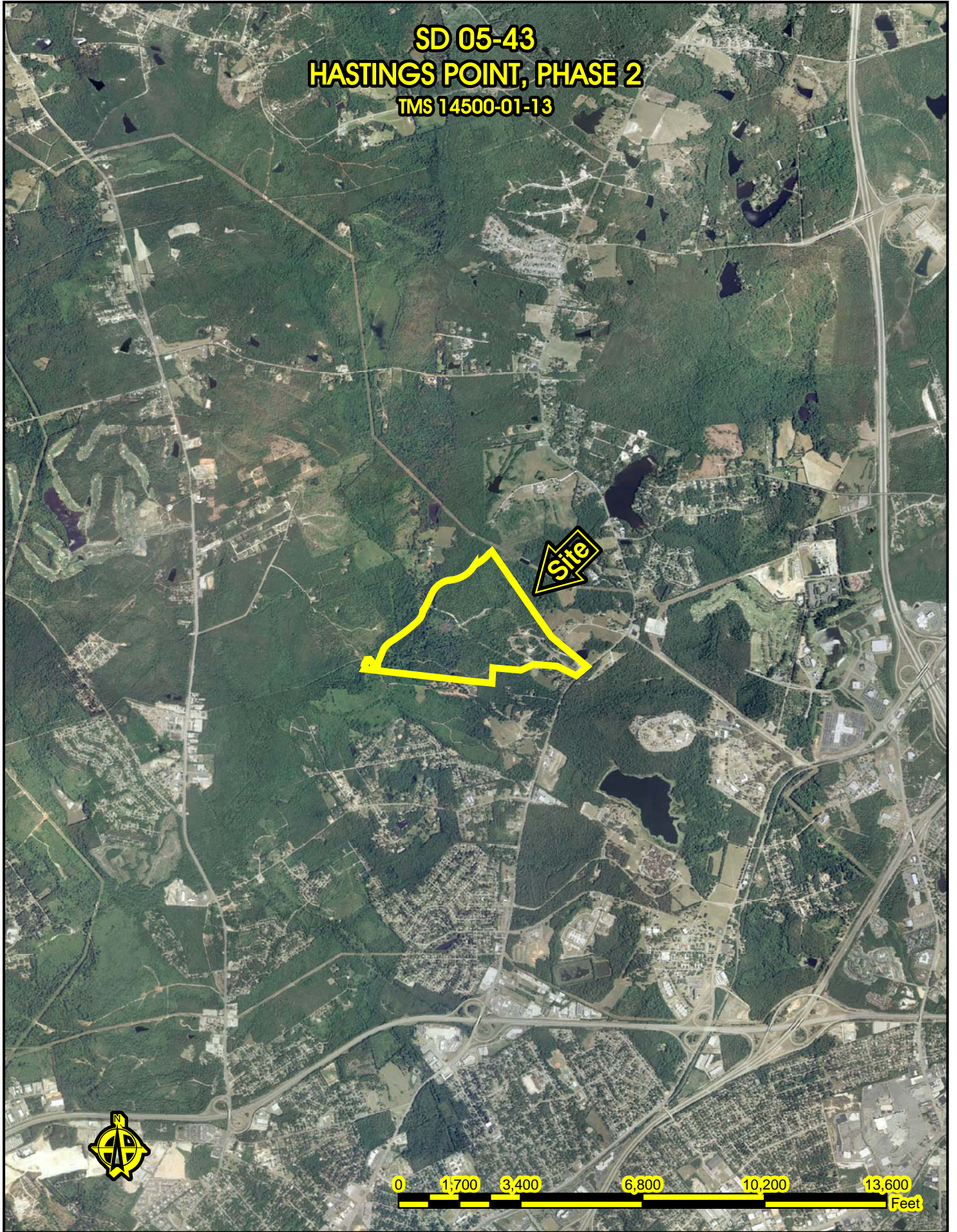
- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; **or**
- (c) A clerical or map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

### **Appeal**

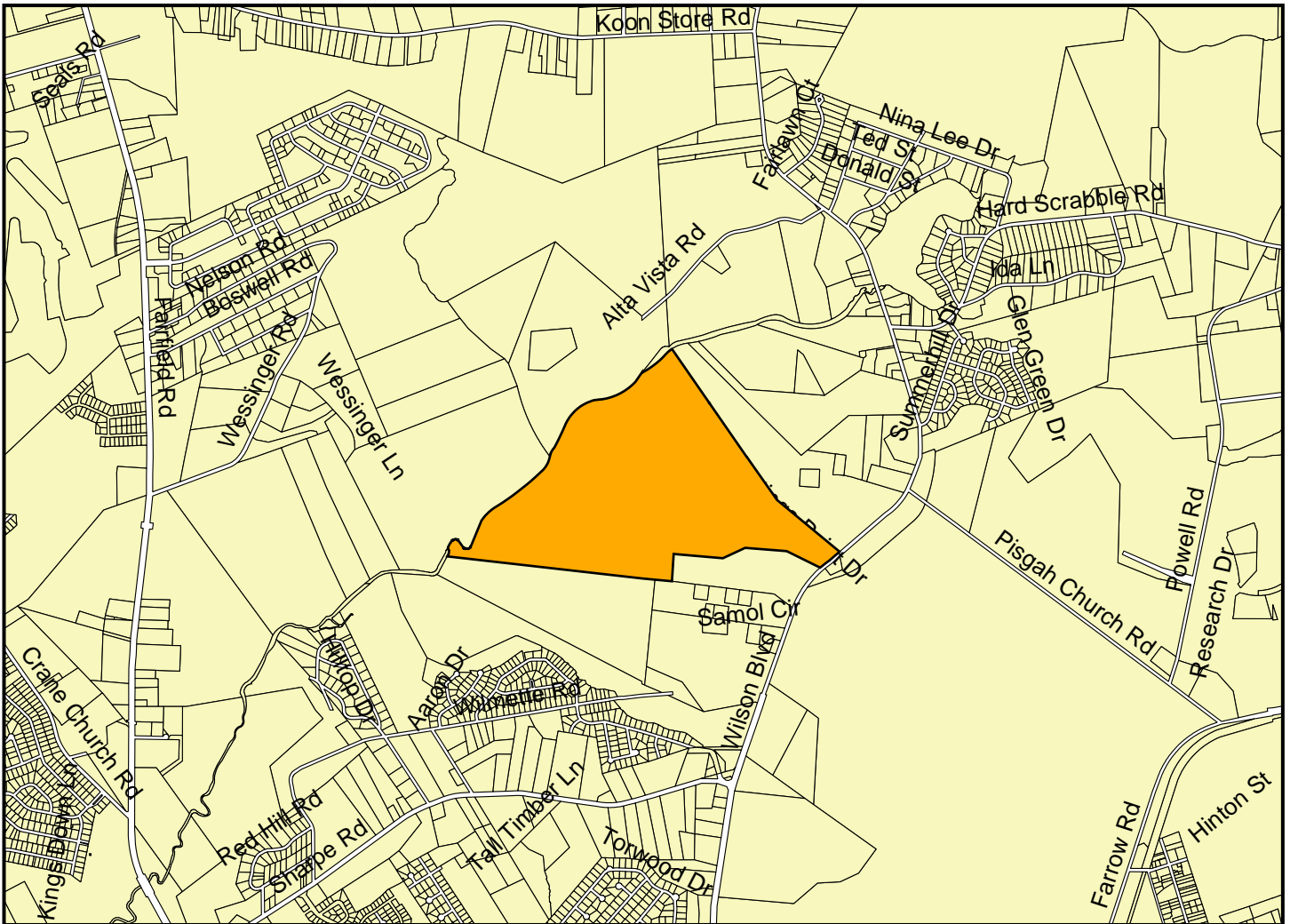
Article V of the Planning Commission's Rules of Procedure provides that upon completion of the Commission's final action on any matter, the only way to appeal a Commission's decision is to the Circuit Court. An appeal, in the manner and form established by the Court, must be filed within 30 days of receipt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



**SD 05-43**  
**HASTINGS POINT, PHASE 2**  
**TMS 14500-01-13**



# SD 05-43 HASTINGS POINT, PHASE 2



Looking at phase 2 from Hastings Point

Looking towards phase 1



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

November 1, 2004

<b>Applicant:</b> The Mungo Company		<b>Preliminary Subdivision Plans For:</b> Brookhaven, Phase 3	
<b>RC Project # :</b> SD-05-70			
<b>General Location:</b> Northwest Portion of Villages @ Longtown			
<b>Tax Map Number:</b> 17500-03-42 (p)		<b>Number of Residences:</b> 104	
<b>Subject Area:</b> 31.8 acres	<b>Sewer Service Provider:</b> City of Columbia		
<b>Current Zoning:</b> PUD-2	<b>Water Service Provider:</b> City of Columbia		

**SECTION I – ANALYSIS**

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

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

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

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

**Traffic Impact Discussion**

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

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

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

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 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	<b>** Farrow Road via Hobart Road **</b>	
Functional Classification Of This Roadway	Two lane undivided collector	
<b>Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)</b>	<b>8600</b>	
Estimated Traffic Generated By The Proposed Project	988	
Current Volume At The Nearest Count Station # 285 Located @ just south of Killian Road	5300	
Estimated Traffic Count <b>With</b> the Proposed Project	6488	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.75</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 23, 2004 and represent the Annual Average Daily Trips in 2003, 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 analysis is based on the assumption that the proposed realignment of Hobart Road between Farrow Rd and Longtown Rd will be completed prior to the Brookhaven area being substantially occupied by residents and that 90+ percent of the residents will use Hobart Road to get to Farrow Rd. Should the Hobart Road realignment project not occur, 95 + percent of traffic load would use Hobart Road to enter Longtown Rd north of Lee Rd.**

The proposed project, by itself, will not result in the LOS C being exceeded at count station # 285. However, the Department estimates that upon completion of the Villages @ Longtown project, the traffic on Farrow Road will far exceed the minimum LOS F level.

**Fire Service Impacts**

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

**School Impacts**

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

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

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

**Existing Site Conditions**

The site contains scrub oak and pine trees. Spring Parkway will provide access from the project to Farrow Road via Hobart Road.

**Compatibility with the Surrounding Area**

The proposed project is consistent with the PUD Conceptual Plan, Ordinance # 64-02 HR, for the project now known as Villages @ Longtown.

**Discussion of Applicable Comprehensive Plan Issues**

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

The subject site is designated as Industrial in the Developing Urban Area on the I-77 Corridor Subarea Plan Proposed Land Use Map. The proposed project is not consistent with this land use designation because the subject project is a residential land use in an area designated for industrial land use. It is the Department's position that even though the County rezoned the entire project to PUD-2, **the I-77 Corridor Subarea Plan Proposed Land Use Map was not changed to a residential land use designation as required by state law.**

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

Objective – Accommodate in certain higher density residential areas, a full range of housing opportunities, to meet the various needs of area residents

The proposed project will have a density of 3.3 DU/acre. The proposed project implements this Objective.

Principle – Mixed residential densities are appropriate within the Developing Urban Area and should conform to the Proposed Land Use Map

The proposed project is a subdivision in an area designated for industrial development. This project does not implement this Principle.

#### **Other Pertinent Factors**

- 1) As of October 13, 2004, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of October 13, 2004, the Floodplain Manager had not approved the flood elevation statement.
- 3) As of October 13, 2004, the City of Columbia had not approved the water and sewer line construction plans.
- 4) As of October 13, 2004, DHEC had not issued a construction permit for the sewer lines.
- 5) As of October 13, 2004, DHEC had not issued a construction permit for the water lines.

## **SECTION II – STAFF RECOMMENDATION**

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 104 unit single family detached subdivision, known as Brookhaven, Phase 3 (Project # SD-05-70), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

### **Findings of Fact**

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Farrow Road operating below a LOS C capacity. **The Department estimates that upon completion of the Villages @ Longtown project, the traffic on Farrow Road will far exceed the minimum LOS F level.**
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project **is not consistent** with the I-77 Corridor Subarea Plan Map land use designation.
4. The proposed project **implements** the relevant Objectives of the I-77 Corridor Subarea Plan.
5. The proposed project **does not implement** the relevant Recommendations of the I-77 Corridor Subarea Plan.

### **Specific Conditions**

- a) The Planning Dept. must issue a Controlled Clearing letter **PRIOR to any land clearing activity being initiated; and**
- b) The plat must establish the setbacks, either graphically or by notation, for each lot; **and**
- c) The front yard setback shall be a minimum of 20 feet from the street right-of-way; a corner yard setback of 10 feet; the side yard setbacks shall be a minimum of 5 feet; the rear yard setback shall be a minimum of 15 feet and the maximum lot coverage shall be 50 percent; **and**
- d) The E-911 Coordinator must certify the street names have been approved by the Planning Commission prior to assigning street addresses for building permits; **and**
- e) The Department of Public Works must approve the stormwater management plans; **and**
- f) The Floodplain Mgmt. Specialist must approve the flood elevation statement prior to building permits being issued; **and**
- g) The US Army Corps of Engineers wetlands encroachment statement must be received by the Department, if applicable; **and**
- h) The City of Columbia must approve the water and sewer line construction plans; **and**
- i) DHEC must issue the sewer line construction permits; **and**
- j) DHEC must issue the water line construction permits; **and**
- k) **No building permits shall be issued until all of the conditions cited above are met; and**
- l) Plats shall only be recorded by the complete phases identified in the preliminary plan; **and**
- m) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- n) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water and sewer line easement documents; **and**
- o) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- p) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- q) A Final Plat cannot be approved by the Department until **(1)** the City of Columbia approves the water and sewer line easement deeds **AND (2)** the County accepts the roads for maintenance.

### SECTION III – COMMISSION RECONSIDERATION & APPEAL

#### **Reconsideration**

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

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

#### **Appeal**

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

**Attachment A**  
**SD 05-70**  
**1 of 4**

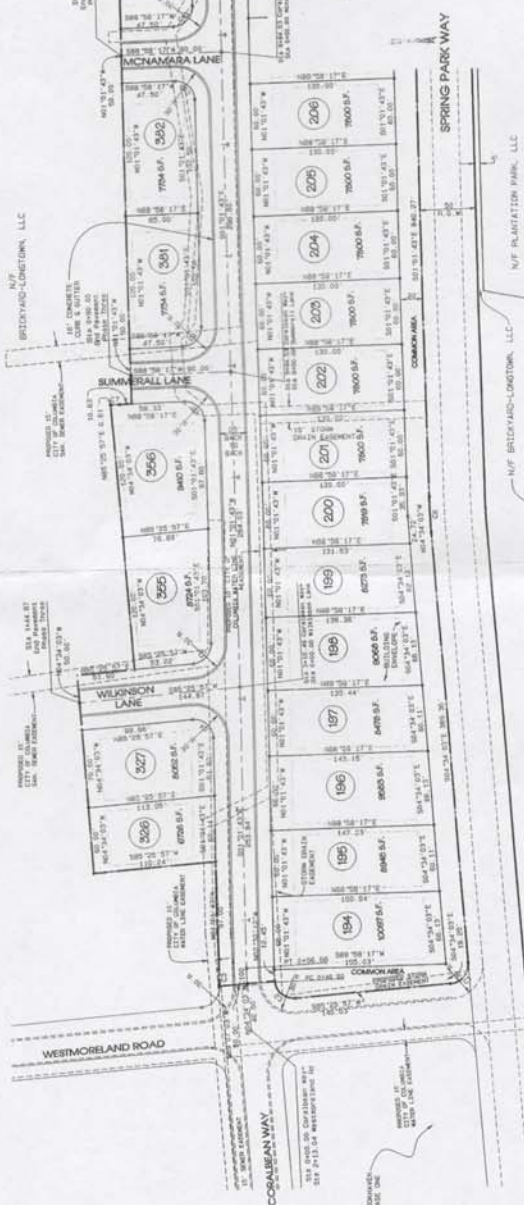


**LOT LINE CURVE DATA:**

LINE	CHORD BEARING	CHORD LENGTH	ARC BEARING	ARC LENGTH
1	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
2	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
3	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
4	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
5	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
6	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
7	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
8	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
9	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
10	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
11	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
12	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
13	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
14	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
15	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
16	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
17	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
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22	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
23	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
24	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
25	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
26	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
27	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
28	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
29	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
30	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25

**ROAD CENTERLINE CURVE DATA:**

LINE	CHORD BEARING	CHORD LENGTH	ARC BEARING	ARC LENGTH
1	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
2	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
3	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
4	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
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14	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
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17	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
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28	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
29	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25
30	S 89° 58' 00" W	11.25	101° 02' 00" E	11.25

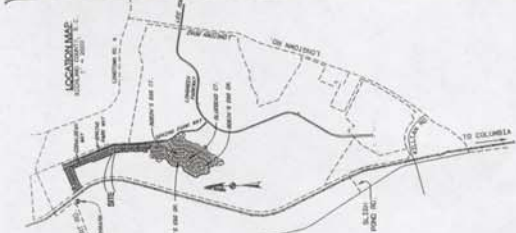


**SUBMITTAL PLANS**  
 DATE SUBMITTED: SEP 15, 2004  
 PHASE THREE  
**BROOKHAVEN**  
 SEP 21 2004  
 RICHMOND COUNTY, SOUTH CAROLINA  
 SD-05-70

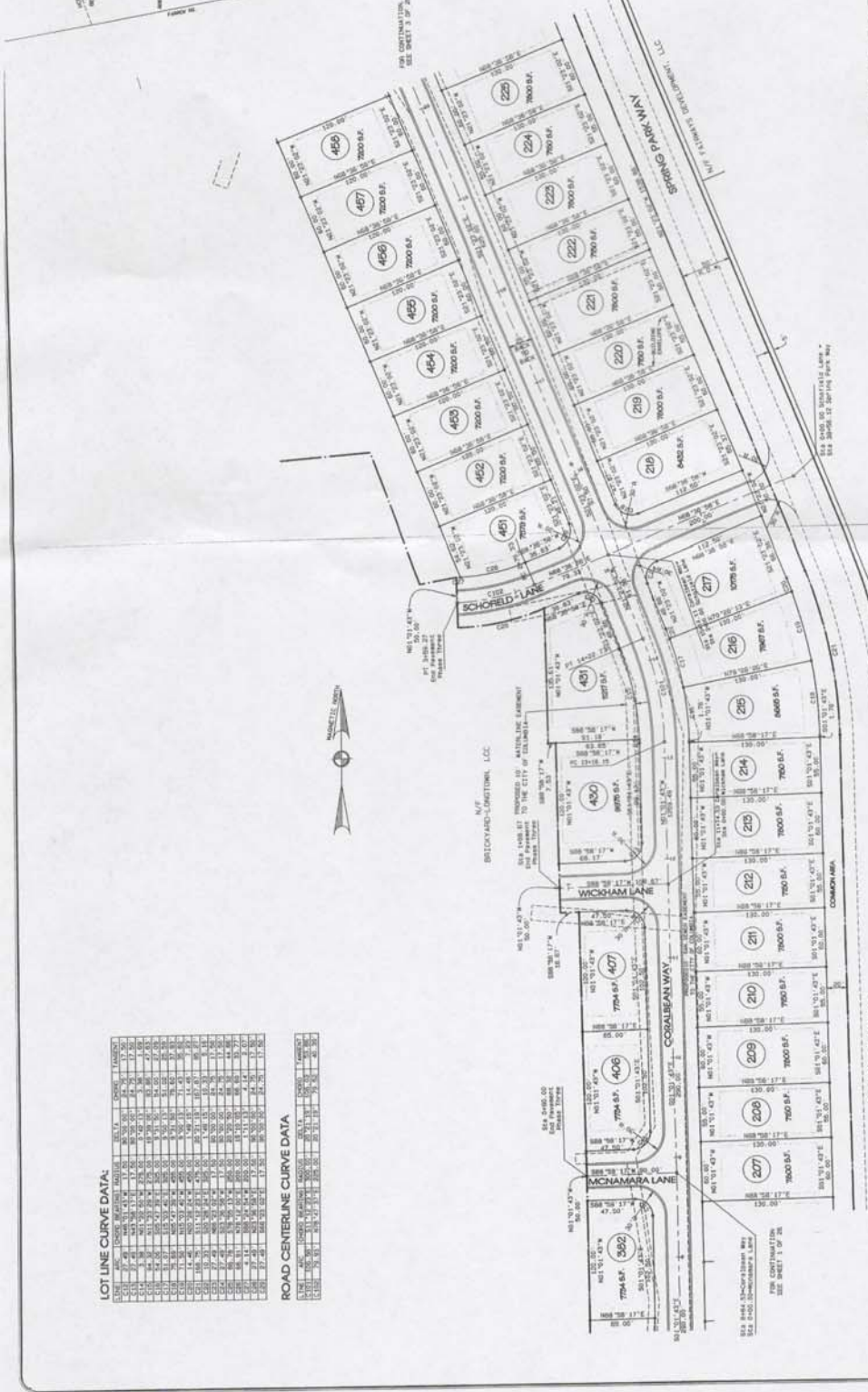
THE OWNER IS: N/F PLANTATION PARK, LLC  
 THE ARCHITECT IS: N/F ARCHITECTURE, LLC  
 THE ENGINEER IS: CIVIL ENGINEERING OF COLUMBIA, INC.  
 THE SURVEYOR IS: MARY A. ANDERSON, S.C. REGISTERED PROFESSIONAL SURVEYOR

SCALE: 1" = 40'

- NOTES & REFERENCES:**
1. THESE PLANS, IN WHOLE OR IN PART, ARE SUBMITTED INTO THE PUBLIC RECORDS OF RICHMOND COUNTY, SOUTH CAROLINA, FOR THE PURPOSE OF RECORDING AND TO BE A PART OF THE PUBLIC RECORDS OF RICHMOND COUNTY, SOUTH CAROLINA.
  2. THE ENGINEER HAS CONDUCTED A VISUAL INSPECTION OF THE PROJECT SITE AND HAS FOUND THAT THE PROJECT SITE IS LOCATED IN THE UNINCORPORATED AREA OF RICHMOND COUNTY, SOUTH CAROLINA.
  3. A PORTION OF RICHMOND COUNTY IS A MAP SHEET FROM BLOCK 66, LOT 64, ZONING: R-1C.
  4. THE PROJECT SITE IS LOCATED IN THE UNINCORPORATED AREA OF RICHMOND COUNTY, SOUTH CAROLINA.
  5. ALL PROPERTY CORNERS ARE CALCULATED POINTS UNLESS SHOWN OTHERWISE.
  6. ALL DIMENSIONS TO BE IN FEET AND DECIMALS THEREOF.
  7. METRIC UNITS DETERMINED BY: GRAPHIC SCIENCE ASSOCIATES.
  8. THE OWNER IS RESPONSIBLE FOR THE ACCURACY OF THE DATA PROVIDED.
  9. METEOROLOGICAL DATA: 2004.
  10. FOR ADDITIONAL STAKE INFORMATION, CONTACT THE ENGINEER TO OBTAIN A COMPLETE LIST.
  11. FOR CONNECTION OR INFORMATION, CONTACT THE ENGINEER TO OBTAIN A COMPLETE LIST.
  12. THE ENGINEER HAS CONDUCTED A VISUAL INSPECTION OF THE PROJECT SITE AND HAS FOUND THAT THE PROJECT SITE IS LOCATED IN THE UNINCORPORATED AREA OF RICHMOND COUNTY, SOUTH CAROLINA.
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  30. THE ENGINEER HAS CONDUCTED A VISUAL INSPECTION OF THE PROJECT SITE AND HAS FOUND THAT THE PROJECT SITE IS LOCATED IN THE UNINCORPORATED AREA OF RICHMOND COUNTY, SOUTH CAROLINA.
- EASEMENT NOTE:**
- UNLESS OTHERWISE NOTED, ALL LOTS IN THIS SUBDIVISION SHALL HAVE CHANNING AND UTILITY EASEMENTS RESERVED IN FAVOR OF THE DEVELOPER, WITH WEIRSD AND CHANNING EASEMENTS RESERVED IN FAVOR OF THE DEVELOPER.
1. 10' WIDE ROAD EASEMENT ON LOT 186.
  2. 10' WIDE ROAD EASEMENT ON LOT 187.
  3. 10' WIDE ROAD EASEMENT ON LOT 188.
  4. 10' WIDE ROAD EASEMENT ON LOT 189.
  5. 10' WIDE ROAD EASEMENT ON LOT 190.
  6. 10' WIDE ROAD EASEMENT ON LOT 191.
  7. 10' WIDE ROAD EASEMENT ON LOT 192.
  8. 10' WIDE ROAD EASEMENT ON LOT 193.
  9. 10' WIDE ROAD EASEMENT ON LOT 194.
  10. 10' WIDE ROAD EASEMENT ON LOT 195.
  11. 10' WIDE ROAD EASEMENT ON LOT 196.
  12. 10' WIDE ROAD EASEMENT ON LOT 197.
  13. 10' WIDE ROAD EASEMENT ON LOT 198.
  14. 10' WIDE ROAD EASEMENT ON LOT 199.
  15. 10' WIDE ROAD EASEMENT ON LOT 200.
  16. 10' WIDE ROAD EASEMENT ON LOT 201.
  17. 10' WIDE ROAD EASEMENT ON LOT 202.
  18. 10' WIDE ROAD EASEMENT ON LOT 203.
  19. 10' WIDE ROAD EASEMENT ON LOT 204.
  20. 10' WIDE ROAD EASEMENT ON LOT 205.
  21. 10' WIDE ROAD EASEMENT ON LOT 206.
- ADDITIONALLY, EXCEPT AS OTHERWISE NOTED, THERE SHALL BE NO EASEMENTS RESERVED IN FAVOR OF THE DEVELOPER, WITH WEIRSD AND CHANNING EASEMENTS RESERVED IN FAVOR OF THE DEVELOPER.



**Attachment A**  
**SD 05-70**  
**2 of 4**



**LOT LINE CURVE DATA:**

LOT NO.	CHORD BEARING	CHORD LENGTH	ARC LENGTH	ANGLE
400	S 89° 58' 11" W	17.20	17.20	180
401	S 89° 58' 11" W	17.20	17.20	180
402	S 89° 58' 11" W	17.20	17.20	180
403	S 89° 58' 11" W	17.20	17.20	180
404	S 89° 58' 11" W	17.20	17.20	180
405	S 89° 58' 11" W	17.20	17.20	180
406	S 89° 58' 11" W	17.20	17.20	180
407	S 89° 58' 11" W	17.20	17.20	180
408	S 89° 58' 11" W	17.20	17.20	180
409	S 89° 58' 11" W	17.20	17.20	180
410	S 89° 58' 11" W	17.20	17.20	180
411	S 89° 58' 11" W	17.20	17.20	180
412	S 89° 58' 11" W	17.20	17.20	180
413	S 89° 58' 11" W	17.20	17.20	180
414	S 89° 58' 11" W	17.20	17.20	180
415	S 89° 58' 11" W	17.20	17.20	180
416	S 89° 58' 11" W	17.20	17.20	180
417	S 89° 58' 11" W	17.20	17.20	180
418	S 89° 58' 11" W	17.20	17.20	180
419	S 89° 58' 11" W	17.20	17.20	180
420	S 89° 58' 11" W	17.20	17.20	180
421	S 89° 58' 11" W	17.20	17.20	180
422	S 89° 58' 11" W	17.20	17.20	180
423	S 89° 58' 11" W	17.20	17.20	180
424	S 89° 58' 11" W	17.20	17.20	180
425	S 89° 58' 11" W	17.20	17.20	180
426	S 89° 58' 11" W	17.20	17.20	180
427	S 89° 58' 11" W	17.20	17.20	180
428	S 89° 58' 11" W	17.20	17.20	180
429	S 89° 58' 11" W	17.20	17.20	180
430	S 89° 58' 11" W	17.20	17.20	180
431	S 89° 58' 11" W	17.20	17.20	180
432	S 89° 58' 11" W	17.20	17.20	180
433	S 89° 58' 11" W	17.20	17.20	180
434	S 89° 58' 11" W	17.20	17.20	180
435	S 89° 58' 11" W	17.20	17.20	180
436	S 89° 58' 11" W	17.20	17.20	180
437	S 89° 58' 11" W	17.20	17.20	180
438	S 89° 58' 11" W	17.20	17.20	180
439	S 89° 58' 11" W	17.20	17.20	180
440	S 89° 58' 11" W	17.20	17.20	180
441	S 89° 58' 11" W	17.20	17.20	180
442	S 89° 58' 11" W	17.20	17.20	180
443	S 89° 58' 11" W	17.20	17.20	180
444	S 89° 58' 11" W	17.20	17.20	180
445	S 89° 58' 11" W	17.20	17.20	180
446	S 89° 58' 11" W	17.20	17.20	180
447	S 89° 58' 11" W	17.20	17.20	180
448	S 89° 58' 11" W	17.20	17.20	180
449	S 89° 58' 11" W	17.20	17.20	180
450	S 89° 58' 11" W	17.20	17.20	180
451	S 89° 58' 11" W	17.20	17.20	180
452	S 89° 58' 11" W	17.20	17.20	180
453	S 89° 58' 11" W	17.20	17.20	180
454	S 89° 58' 11" W	17.20	17.20	180
455	S 89° 58' 11" W	17.20	17.20	180
456	S 89° 58' 11" W	17.20	17.20	180
457	S 89° 58' 11" W	17.20	17.20	180
458	S 89° 58' 11" W	17.20	17.20	180
459	S 89° 58' 11" W	17.20	17.20	180
460	S 89° 58' 11" W	17.20	17.20	180

**ROAD CENTERLINE CURVE DATA:**

STATION	CHORD BEARING	CHORD LENGTH	ARC LENGTH	ANGLE
1+00	S 89° 58' 11" W	17.20	17.20	180
1+17.20	S 89° 58' 11" W	17.20	17.20	180
1+34.40	S 89° 58' 11" W	17.20	17.20	180
1+51.60	S 89° 58' 11" W	17.20	17.20	180
1+68.80	S 89° 58' 11" W	17.20	17.20	180
1+86.00	S 89° 58' 11" W	17.20	17.20	180
2+03.20	S 89° 58' 11" W	17.20	17.20	180
2+20.40	S 89° 58' 11" W	17.20	17.20	180
2+37.60	S 89° 58' 11" W	17.20	17.20	180
2+54.80	S 89° 58' 11" W	17.20	17.20	180
2+72.00	S 89° 58' 11" W	17.20	17.20	180
2+89.20	S 89° 58' 11" W	17.20	17.20	180
3+06.40	S 89° 58' 11" W	17.20	17.20	180
3+23.60	S 89° 58' 11" W	17.20	17.20	180
3+40.80	S 89° 58' 11" W	17.20	17.20	180
3+58.00	S 89° 58' 11" W	17.20	17.20	180
3+75.20	S 89° 58' 11" W	17.20	17.20	180
3+92.40	S 89° 58' 11" W	17.20	17.20	180
4+09.60	S 89° 58' 11" W	17.20	17.20	180
4+26.80	S 89° 58' 11" W	17.20	17.20	180
4+44.00	S 89° 58' 11" W	17.20	17.20	180
4+61.20	S 89° 58' 11" W	17.20	17.20	180
4+78.40	S 89° 58' 11" W	17.20	17.20	180
4+95.60	S 89° 58' 11" W	17.20	17.20	180
5+12.80	S 89° 58' 11" W	17.20	17.20	180
5+30.00	S 89° 58' 11" W	17.20	17.20	180
5+47.20	S 89° 58' 11" W	17.20	17.20	180
5+64.40	S 89° 58' 11" W	17.20	17.20	180
5+81.60	S 89° 58' 11" W	17.20	17.20	180
5+98.80	S 89° 58' 11" W	17.20	17.20	180
6+16.00	S 89° 58' 11" W	17.20	17.20	180
6+33.20	S 89° 58' 11" W	17.20	17.20	180
6+50.40	S 89° 58' 11" W	17.20	17.20	180
6+67.60	S 89° 58' 11" W	17.20	17.20	180
6+84.80	S 89° 58' 11" W	17.20	17.20	180
7+02.00	S 89° 58' 11" W	17.20	17.20	180
7+19.20	S 89° 58' 11" W	17.20	17.20	180
7+36.40	S 89° 58' 11" W	17.20	17.20	180
7+53.60	S 89° 58' 11" W	17.20	17.20	180
7+70.80	S 89° 58' 11" W	17.20	17.20	180
7+88.00	S 89° 58' 11" W	17.20	17.20	180
8+05.20	S 89° 58' 11" W	17.20	17.20	180
8+22.40	S 89° 58' 11" W	17.20	17.20	180
8+39.60	S 89° 58' 11" W	17.20	17.20	180
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8+91.20	S 89° 58' 11" W	17.20	17.20	180
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10+28.80	S 89° 58' 11" W	17.20	17.20	180
10+46.00	S 89° 58' 11" W	17.20	17.20	180
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10+80.40	S 89° 58' 11" W	17.20	17.20	180
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11+83.60	S 89° 58' 11" W	17.20	17.20	180
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12+18.00	S 89° 58' 11" W	17.20	17.20	180
12+35.20	S 89° 58' 11" W	17.20	17.20	180
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12+86.80	S 89° 58' 11" W	17.20	17.20	180
13+04.00	S 89° 58' 11" W	17.20	17.20	180
13+21.20	S 89° 58' 11" W	17.20	17.20	180
13+38.40	S 89° 58' 11" W	17.20	17.20	180
13+55.60	S 89° 58' 11" W	17.20	17.20	180
13+72.80	S 89° 58' 11" W	17.20	17.20	180
13+90.00	S 89° 58' 11" W	17.20	17.20	180
14+07.20	S 89° 58' 11" W	17.20	17.20	180
14+24.40	S 89° 58' 11" W	17.20	17.20	180
14+41.60	S 89° 58' 11" W	17.20	17.20	180
14+58.80	S 89° 58' 11" W	17.20	17.20	180
14+76.00	S 89° 58' 11" W	17.20	17.20	180
14+93.20	S 89° 58' 11" W	17.20	17.20	180
15+10.40	S 89° 58' 11" W	17.20	17.20	180
15+27.60	S 89° 58' 11" W	17.20	17.20	180
15+44.80	S 89° 58' 11" W	17.20	17.20	180
15+62.00	S 89° 58' 11" W	17.20	17.20	180
15+79.20	S 89° 58' 11" W	17.20	17.20	180
15+96.40	S 89° 58' 11" W	17.20	17.20	180
16+13.60	S 89° 58' 11" W	17.20	17.20	180
16+30.80	S 89° 58' 11" W	17.20	17.20	180
16+48.00	S 89° 58' 11" W	17.20	17.20	180
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16+99.60	S 89° 58' 11" W	17.20	17.20	180
17+16.80	S 89° 58' 11" W	17.20	17.20	180
17+34.00	S 89° 58' 11" W	17.20	17.20	180
17+51.20	S 89° 58' 11" W	17.20	17.20	180
17+68.40	S 89° 58' 11" W	17.20	17.20	180
17+85.60	S 89° 58' 11" W	17.20	17.20	180
18+02.80	S 89° 58' 11" W	17.20	17.20	180
18+20.00	S 89° 58' 11" W	17.20	17.20	180
18+37.20	S 89° 58' 11" W	17.20	17.20	180
18+54.40	S 89° 58' 11" W	17.20	17.20	180
18+71.60	S 89° 58' 11" W	17.20	17.20	180
18+88.80	S 89° 58' 11" W	17.20	17.20	180
19+06.00	S 89° 58' 11" W	17.20	17.20	180
19+23.20	S 89° 58' 11" W	17.20	17.20	180
19+40.40	S 89° 58' 11" W	17.20	17.20	180
19+57.60	S 89° 58' 11" W	17.20	17.20	180
19+74.80	S 89° 58' 11" W	17.20	17.20	180
19+92.00	S 89° 58' 11" W	17.20	17.20	180
20+09.20	S 89° 58' 11" W	17.20	17.20	180
20+26.40	S 89° 58' 11" W	17.20	17.20	180
20+43.60	S 89° 58' 11" W	17.20	17.20	180
20+60.80	S 89° 58' 11" W	17.20	17.20	180
20+78.00	S 89° 58' 11" W	17.20	17.20	180
20+95.20	S 89° 58' 11" W	17.20	17.20	180
21+12.40	S 89° 58' 11" W	17.20	17.20	180
21+29.60	S 89° 58' 11" W	17.20	17.20	180
21+46.80	S 89° 58' 11" W	17.20	17.20	180
21+64.00	S 89° 58' 11" W	17.20	17.20	180
21+81.20	S 89° 58' 11" W	17.20	17.20	180
21+98.40	S 89° 58' 11" W	17.20	17.20	180
22+15.60	S 89° 58' 11" W	17.20	17.20	180
22+32.80	S 89° 58' 11" W	17.20	17.20	180
22+50.00	S 89° 58' 11" W	17.20	17.20	180
22+67.20	S 89° 58' 11" W	17.20	17.20	180
22+84.40	S 89° 58' 11"			



**STAKING & ALIGNMENT PLAN**  
 SUBMITTED: SEP 15, 2004  
 DATE SUBMITTED: SEP 15, 2004

THE SURVEYOR IS: **BRICKARD-LONSTON, LLC**  
 1000 W. 10TH STREET, SUITE 200  
 COLUMBIA, SC 29906  
 TEL: 803/733-1100

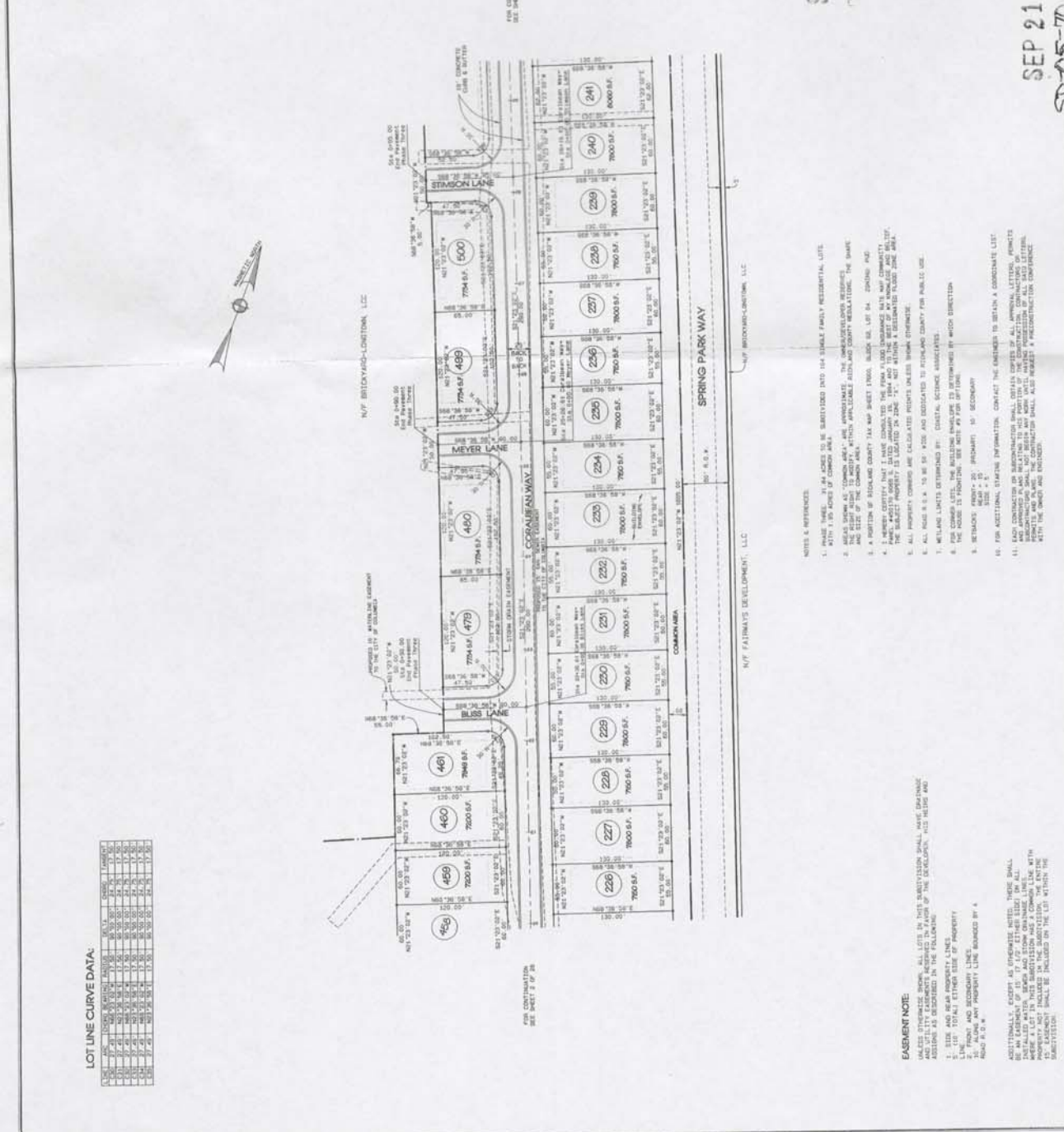
THE SURVEYOR IS: **THE UNIVERSITY OF COLUMBIA**  
 500 UNIVERSITY AVENUE  
 COLUMBIA, SC 29908  
 TEL: 803/792-6800

THE SURVEYOR IS: **THE UNIVERSITY OF SOUTH ALABAMA**  
 800 UNIVERSITY BLVD  
 MOBILE, AL 36688  
 TEL: 251/349-6000

**PHASE THREE**  
**BROOKHAVEN**  
 RICHLAND COUNTY, SOUTH CAROLINA

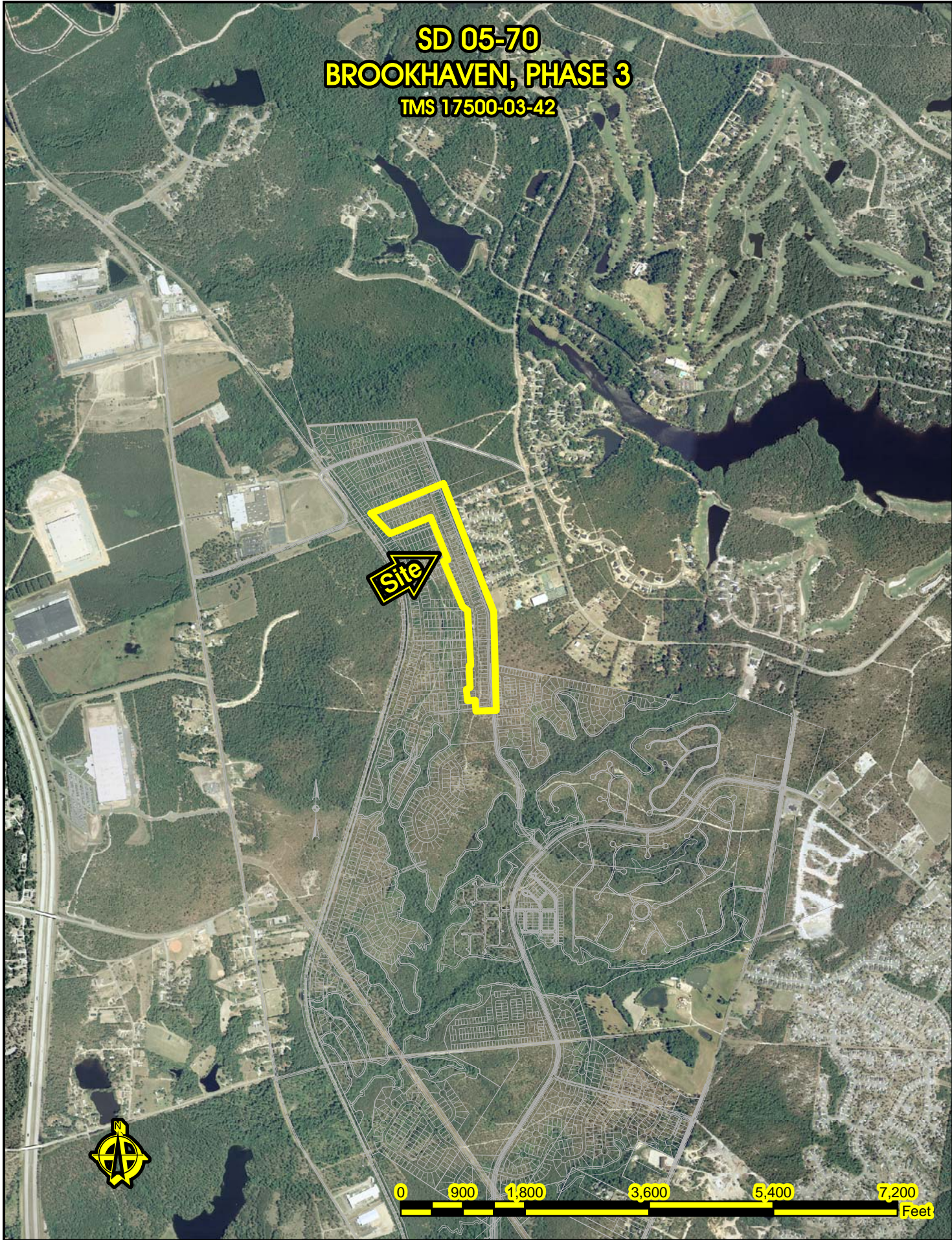
SCALE: 1" = 40'

SEP 21 2004  
 SD 05-70

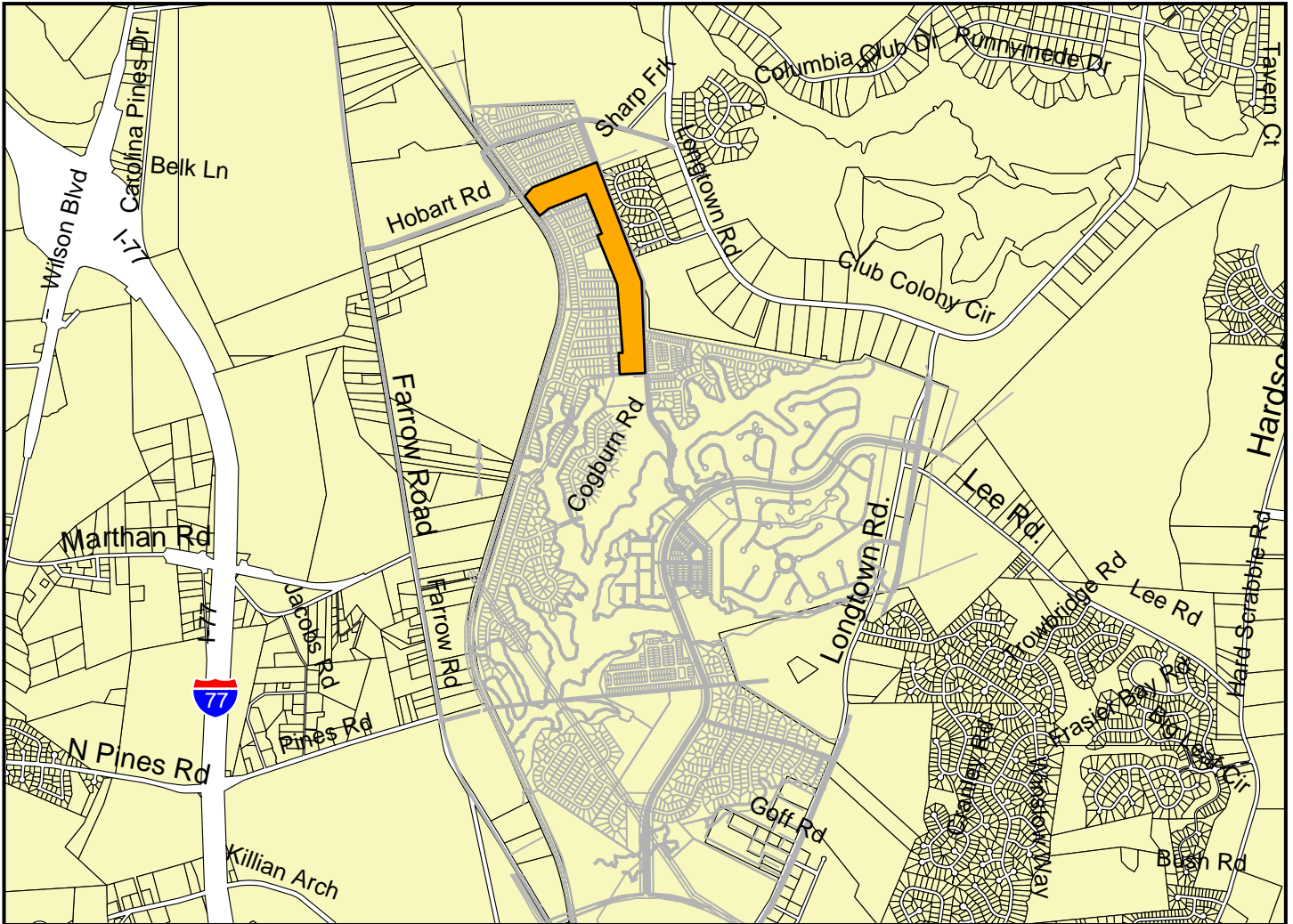




**SD 05-70**  
**BROOKHAVEN, PHASE 3**  
**TMS 17500-03-42**



# SD 05-70 BROOKHAVEN, PHASE 3



Looking at site



Looking at site

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

November 1, 2004

<b>Applicant:</b> Shoal Creek Dvlpmt. Co.		<b>Private Driveway S/D Plans For:</b>	
<b>RC Project # :</b> SD-05-78		Shoal Creek S/D	
<b>General Location:</b> Rimer Pond Road 1/4 mile east of Wilson Blvd			
<b>Tax Map Number:</b> 17700-01-81			<b>Current Zoning:</b> RU
<b>Subject Area:</b> 6.3 acres	<b>Number of Units:</b> 7	<b>Gross Density:</b> 1.1 DU/acres	
<b>Sewer Service Provider:</b> Septic Tank		<b>Water Service Provider:</b> Well	

**SECTION I – ANALYSIS**

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

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

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

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

**Traffic Impact Discussion**

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

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

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

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 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	Wilson Blvd via Rimer Pond Road	
Functional Classification Of This Roadway	Two lane undivided collector	
<b>Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)</b>	<b>8600</b>	
Estimated Traffic Generated By The Proposed Project	67	
Current Volume At The Nearest Count Station # 137 Located @ just south of Rimer Pond Road	8200	
Estimated Traffic Count <b>With</b> the Proposed Project	8267	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.96</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2004 and represent the Annual Average Daily Trips in 2003, i.e. **they are already more than one year old.**

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

The proposed project will not result in the LOS C being exceeded at SCDOT count station 137.

**Fire Service Impacts**

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

**School Impacts**

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

Elementary School @ 0.20 students per single family DU	1
Middle School @ 0.13 students per single family DU	0
High School @ 0.12 Students per single family DU	0

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

**Existing Site Conditions**

The site is fairly flat near the Road. There are low areas on the east and south sides of the site. There does not appear to be any large hardwood trees on the site.

**Compatibility with the Surrounding Area**

There are single family detached residences on one or two acre lots throughout this area. The proposed project is compatible with the adjacent development.

**Discussion of Applicable Comprehensive Plan Issues**

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

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

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

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

The proposed project will continue the established low-density residential development trend in the area. The proposed project implements this Objective.

Principle –

None Applicable

**Other Pertinent Factors**

- 1) As of October 13, 2004, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of October 13, 2004, approval of the flood elevation statement had not been received.
- 3) As of October 13, 2004, the County Fire Marshal had not provided comments.
- 4) As of October 13, 2004, the E-911 Coordinator had not certified Planning Commission approval of the proposed street names.

**SECTION II – STAFF RECOMMENDATION**

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the private driveway subdivision plans for a 7 unit single family detached subdivision, known as Shoal Creek Private Driveway S/D (Project # SD-05-78). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

**Findings of Fact**

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

**Specific Conditions**

- a) The Planning Dept. must issue a Controlled Clearing letter **PRIOR to any land clearing activity being initiated; and**
- b) The E-911 Coordinator must certify the street names have been approved by the Planning Commission prior to assigning street addresses for building permits; **and**
- c) The Department of Public Works must approve the stormwater management plans; **and**
- d) The Floodplain Mgmt. Specialist must approve the flood elevation statement prior to building permits being issued; **and**
- e) The developer must execute a Hold Harmless Agreement relieving the County from any liability regarding paving or maintaining the subdivision street; **and**
- f) **No building permits shall be issued until all of the conditions cited above are met.**



### SECTION III – COMMISSION RECONSIDERATION & APPEAL

#### **Reconsideration**

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

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

#### **Appeal**

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

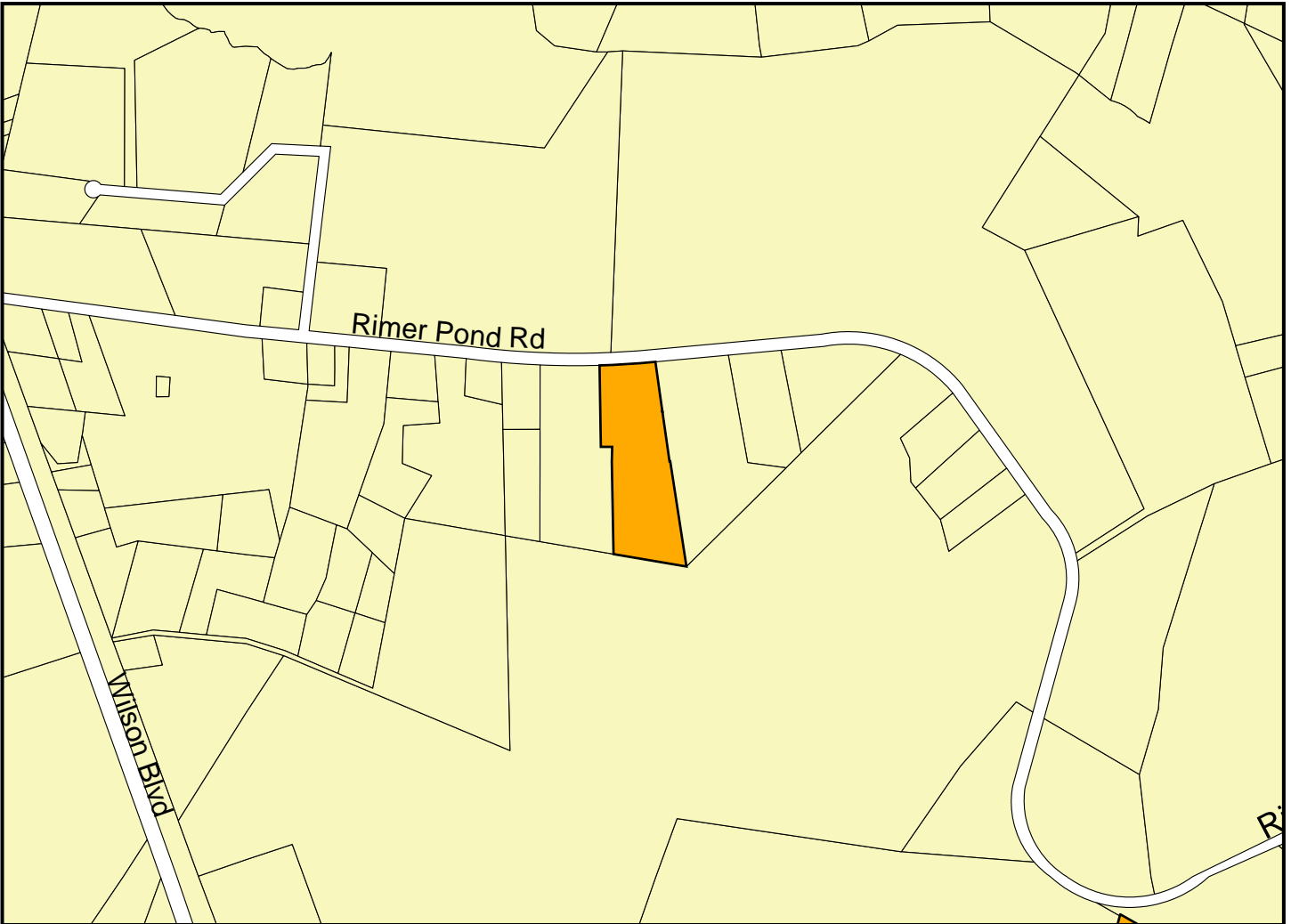


**SD 05-78**  
**SHOAL CREEK PRIV. DRWY. S/D**  
**TMS 17700-01-81**

**Site** →



**SD 05-78 SHOAL CREEK, PRIV. DRWY. S/D**



Looking at site from Rimer Pond Rd.



Looking across Rimer Pond Rd.

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

November 1, 2004

<b>Applicant:</b> W. K. Dickson & Co., Inc.		<b>Preliminary Subdivision Plans For:</b> Amaryllis Woods Village (The Summit)	
<b>RC Project # :</b> SD-05-80			
<b>General Location:</b> North Side of Summit Parkway			
<b>Tax Map Number:</b> 23100-01-01 (p)		<b>Current Zoning:</b> PUD	
<b>Subject Area:</b> 33.9 acres	<b>Number of Units:</b> 107	<b>Gross Density:</b> 3.2 DU/acres	
<b>Sewer Service Provider:</b> Palmetto Utilities		<b>Water Service Provider:</b> City of Columbia	

**SECTION I – ANALYSIS**

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

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

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

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

**Traffic Impact Discussion**

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

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

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

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 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 collector	
<b>Level-Of-Service C Design Capacity (V/C = 1.00)</b>	<b>8600</b>	
Estimated Traffic Generated By The Proposed Project	1017	
Current Volume At The Nearest Count Station # 437 Located @ Lee Road	10,800	
Estimated Traffic Count <b>With</b> the Proposed Project	11,817	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>1.37</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2004 and represent the Annual Average Daily Trips in 2003, i.e. **they are already more than one year old.**

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

The proposed project, by itself, results in the LOS F of Hardscrabble Road being exceeded at SCDOT count station 437. The Department estimates that upon buildout of the subdivisions already approved in the area, there will be in excess of 21,000 trips on this portion of Hardscrabble Road. **The V/C ratio, even without the subject project, will exceed 2.26, or far above the LOS F level.**

In addition, the County rezoned a 20-acre site across from Ridgeview High School to permit up to 200,000 sq. ft. of general commercial development in 2002. This commercial project alone will generate more than 12,000 additional trips on Hardscrabble Road between Summit Parkway and Lee Road upon buildout. **In summary, upon buildout of the subject subdivision, the commercial project across from Ridgeview High School and the subdivisions approved to date, the Department estimates at SCDOT count station # 437 there will be more than 32,000 daily vehicle trips on a road designed for 8600 trips.**

**Fire Service Impacts**

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

**School Impacts**

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

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

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

**Existing Site Conditions**

The site is covered with small pine trees and scrub oak trees. The site slopes downward to the north away from Summit Parkway.

**Compatibility with the Surrounding Area**

The subject project is part of the residential portion of The Summit PUD. The proposed project is compatible with the adjacent development.

**Discussion of Applicable Comprehensive Plan Issues**

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

range vision..." [Plan, pg. 4-8]. The County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

The subject site is designated as Development in the Established Urban Area on the Northeast Subarea Plan Proposed Land Use Map. Unfortunately, there are no criteria included in the Subarea Plan to determine what is meant by the "Development" land use designation. Therefore, it is not possible to determine whether the proposed project is consistent with the Northeast Subarea Plan Proposed Land Use Plan because it could mean residential, commercial, industrial or any type of land development proposal.

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

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

The proposed project will have a density of 3.2 DU/acre, approximately the same as the adjacent Oleander Mill subdivision. The proposed project implements this Objective.

Principle –

None Applicable

### **Other Pertinent Factors**

- 1) As of October 13, 2004, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of October 13, 2004, approval of the flood issues and wetlands issues had not been received.
- 3) As of October 13, 2004, the County Fire Marshal had not provided comments.
- 4) As of October 13, 2004, the City of Columbia had not approved the water and sewer line construction plans.
- 5) As of October 13, 2004, DHEC had not issued a sewer line construction permit.
- 6) As of October 13, 2004, DHEC had not issued a water line construction permit.
- 7) As of October 13, 2004, the E-911 Coordinator had not certified Planning Commission approval of the proposed street names.

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



## SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 107 unit single family detached subdivision, known as Amaryllis Woods Village (Project # SD-05-80). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

### **Findings of Fact**

1. **Upon buildout of the subject subdivision, the commercial project across from Ridgeview High School and the subdivisions approved to date, the Department estimates at SCDOT count station # 437 there will be more than 32,000 daily vehicle trips on a road designed for 8600 trips.**
2. The proposed subdivision is compatible with existing development in the area.
3. No determination can be made whether the proposed project is consistent with the Northeast Subarea Plan Map land use designation because the Subarea Plan does not define the term “Development”.
4. The proposed project implements the relevant Objectives and Recommendations of the Northeast Subarea Plan.

### **Specific Conditions**

- a) The Planning Dept. must issue a Controlled Clearing letter **PRIOR to any land clearing activity being initiated; and**
- b) The plat must establish the setbacks, either graphically or by notation, for each lot; **and**
- c) The front yard setback shall be a minimum of 25 feet from the street right-of-way; a corner yard setback of 12.5 feet; and the side yard setbacks shall total 13 feet with a minimum of 4 feet; **and**
- d) Since the project is part of a PUD, the applicant must specifically identify the minimum rear yard setback and the maximum lot coverage percentage prior to any building permits being issued; **and**
- e) The E-911 Coordinator must certify the street names have been approved by the Planning Commission prior to assigning street addresses for building permits; **and**
- f) The Department of Public Works must approve the stormwater management plans; **and**
- g) The Floodplain Mgmt. Specialist must approve the flood elevation statement prior to building permits being issued; **and**
- h) The US Army Corps of Engineers wetlands encroachment statement must be received by the Department, if applicable; **and**
- i) The City of Columbia must approve the water line construction plans; **and**
- j) DHEC must issue the sewer line construction permits; **and**
- k) DHEC must issue the water line construction permits; **and**
- l) **No building permits shall be issued until all of the conditions cited above are met; and**
- m) Plats shall only be recorded by the complete phases identified in the preliminary plan; **and**
- n) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**

- o) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water line easement documents; **and**
- p) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- q) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- r) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water line easement deeds **AND (2)** the County accepts the roads for maintenance.

**SECTION III – COMMISSION RECONSIDERATION & APPEAL**

**Reconsideration**

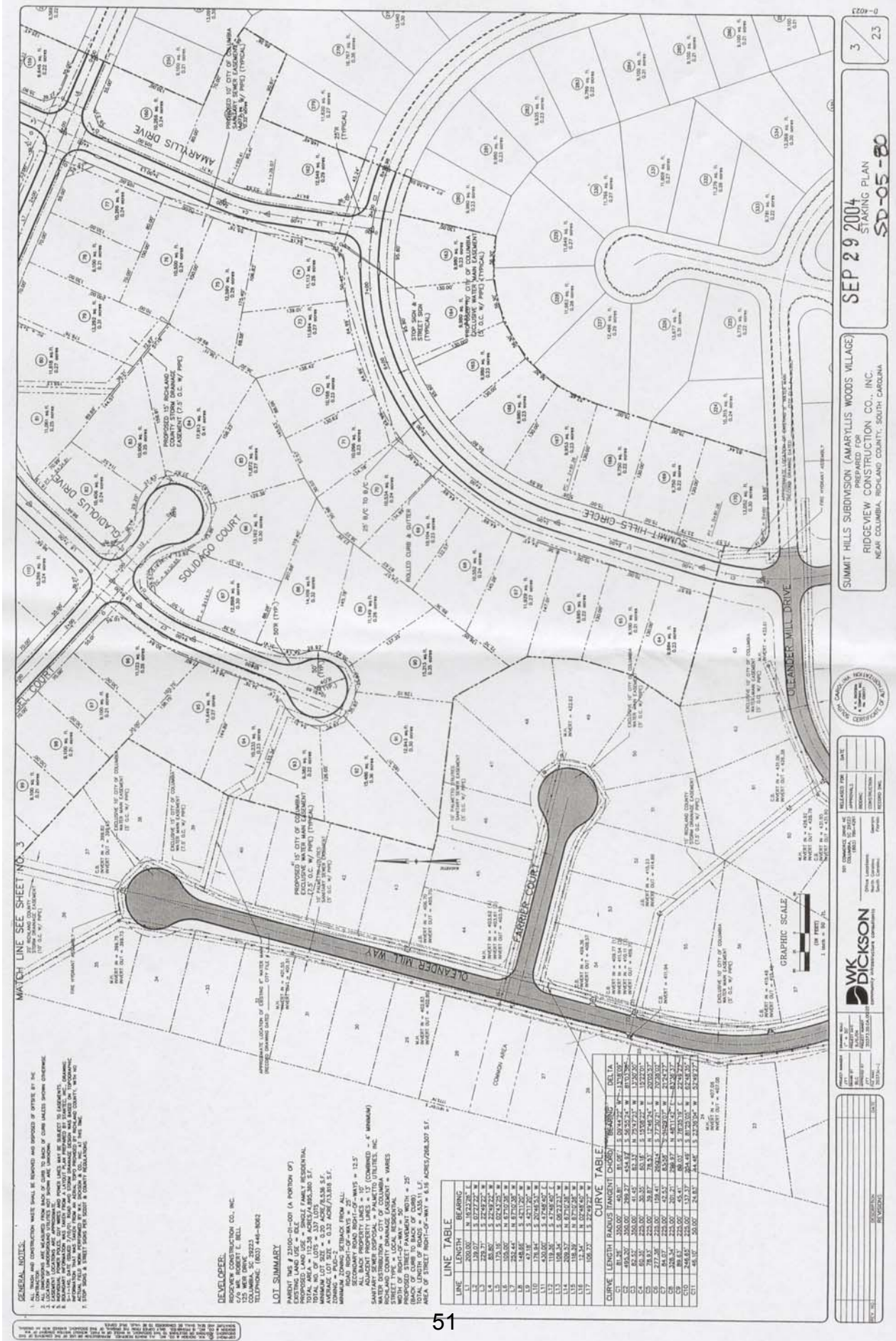
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days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

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

**Appeal**

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

# Attachment A SD 05-80 1 of 2



MATCH LINE SEE SHEET NO. 3

**GENERAL NOTES:**  
 1. ALL TIE-IN AND CONSTRUCTION WALLS SHALL BE REMOVED AND REPOSED IF OFFERED BY THE CITY.  
 2. ALL UTILITIES ARE SHOWN FROM BACK OF CURB TO BACK OF CURB UNLESS SHOWN OTHERWISE.  
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**DEVELOPER:**  
 RIDGEVIEW CONSTRUCTION CO., INC.  
 120 WEBB DRIVE  
 COLUMBIA, SOUTH CAROLINA 29204  
 TELEPHONE: (803) 441-8002

**LOT SUMMARY:**  
 PARCEL HAS 2 2300-01-001 (A PORTION OF)  
 PROPOSED LAND USE = SINGLE FAMILY RESIDENTIAL  
 TOTAL NO. OF LOTS = 137 TOTAL ACRES = 65.2607 S.F.  
 TOTAL AREA OF LOTS = 65.2607 ACRES  
 AVERAGE LOT SIZE = 0.33 ACRES/14,318 S.F.  
 TOTAL AREA OF LOTS = 65.2607 ACRES/2,838,000 S.F.

**STREET SUMMARY:**  
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**LINE TABLE**

LINE	LENGTH	BEARING
L1	128.07	S. 02°22'22" W.
L2	228.37	S. 22°42'22" W.
L3	178.15	S. 02°42'22" W.
L4	108.93	S. 22°62'22" W.
L5	158.71	S. 02°82'22" W.
L6	108.49	S. 22°102'22" W.
L7	158.27	S. 02°122'22" W.
L8	108.05	S. 22°142'22" W.
L9	157.83	S. 02°162'22" W.
L10	107.61	S. 22°182'22" W.
L11	157.39	S. 02°202'22" W.
L12	107.17	S. 22°242'22" W.
L13	156.95	S. 02°282'22" W.
L14	106.73	S. 22°322'22" W.
L15	156.51	S. 02°362'22" W.
L16	106.29	S. 22°402'22" W.
L17	156.07	S. 02°442'22" W.
L18	105.85	S. 22°482'22" W.
L19	155.63	S. 02°522'22" W.
L20	105.41	S. 22°562'22" W.
L21	155.19	S. 02°002'22" W.
L22	105.00	S. 22°042'22" W.
L23	154.78	S. 02°082'22" W.
L24	104.79	S. 22°122'22" W.
L25	154.57	S. 02°162'22" W.
L26	104.58	S. 22°202'22" W.
L27	154.37	S. 02°242'22" W.
L28	104.38	S. 22°282'22" W.
L29	154.17	S. 02°322'22" W.
L30	104.18	S. 22°362'22" W.
L31	153.97	S. 02°402'22" W.
L32	103.98	S. 22°442'22" W.
L33	153.77	S. 02°482'22" W.
L34	103.78	S. 22°522'22" W.
L35	153.57	S. 02°562'22" W.
L36	103.58	S. 23°002'22" W.
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L50	102.18	S. 23°562'22" W.
L51	151.97	S. 02°002'22" W.
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L65	150.57	S. 02°562'22" W.
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L73	149.77	S. 02°282'22" W.
L74	99.78	S. 25°322'22" W.
L75	149.57	S. 02°362'22" W.
L76	99.58	S. 25°402'22" W.
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L79	149.17	S. 02°522'22" W.
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L109	146.17	S. 02°522'22" W.
L110	96.18	S. 27°562'22" W.
L111	145.97	S. 02°002'22" W.
L112	95.98	S. 28°042'22" W.
L113	145.77	S. 02°082'22" W.
L114	95.78	S. 28°122'22" W.
L115	145.57	S. 02°162'22" W.
L116	95.58	S. 28°202'22" W.
L117	145.37	S. 02°242'22" W.
L118	95.38	S. 28°282'22" W.
L119	145.17	S. 02°322'22" W.
L120	95.18	S. 28°362'22" W.
L121	144.97	S. 02°402'22" W.
L122	94.98	S. 28°442'22" W.
L123	144.77	S. 02°482'22" W.
L124	94.78	S. 28°522'22" W.
L125	144.57	S. 02°562'22" W.
L126	94.58	S. 29°002'22" W.
L127	144.37	S. 02°042'22" W.
L128	94.38	S. 29°082'22" W.
L129	144.17	S. 02°122'22" W.
L130	94.18	S. 29°162'22" W.
L131	143.97	S. 02°202'22" W.
L132	93.98	S. 29°242'22" W.
L133	143.77	S. 02°282'22" W.
L134	93.78	S. 29°322'22" W.
L135	143.57	S. 02°362'22" W.
L136	93.58	S. 29°402'22" W.
L137	143.37	S. 02°442'22" W.
L138	93.38	S. 29°482'22" W.
L139	143.17	S. 02°522'22" W.
L140	93.18	S. 29°562'22" W.
L141	142.97	S. 02°002'22" W.
L142	92.98	S. 30°042'22" W.
L143	142.77	S. 02°082'22" W.
L144	92.78	S. 30°122'22" W.
L145	142.57	S. 02°162'22" W.
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L147	142.37	S. 02°242'22" W.
L148	92.38	S. 30°282'22" W.
L149	142.17	S. 02°322'22" W.
L150	92.18	S. 30°362'22" W.
L151	141.97	S. 02°402'22" W.
L152	91.98	S. 30°442'22" W.
L153	141.77	S. 02°482'22" W.
L154	91.78	S. 30°522'22" W.
L155	141.57	S. 02°562'22" W.
L156	91.58	S. 31°002'22" W.
L157	141.37	S. 02°042'22" W.
L158	91.38	S. 31°082'22" W.
L159	141.17	S. 02°122'22" W.
L160	91.18	S. 31°162'22" W.
L161	140.97	S. 02°202'22" W.
L162	90.98	S. 31°242'22" W.
L163	140.77	S. 02°282'22" W.
L164	90.78	S. 31°322'22" W.
L165	140.57	S. 02°362'22" W.
L166	90.58	S. 31°402'22" W.
L167	140.37	S. 02°442'22" W.
L168	90.38	S. 31°482'22" W.
L169	140.17	S. 02°522'22" W.
L170	90.18	S. 31°562'22" W.
L171	139.97	S. 02°002'22" W.
L172	90.98	S. 32°042'22" W.
L173	139.77	S. 02°082'22" W.
L174	90.78	S. 32°122'22" W.
L175	139.57	S. 02°162'22" W.
L176	90.58	S. 32°202'22" W.
L177	139.37	S. 02°242'22" W.
L178	90.38	S. 32°282'22" W.
L179	139.17	S. 02°322'22" W.
L180	90.18	S. 32°362'22" W.
L181	138.97	S. 02°402'22" W.
L182	90.98	S. 32°442'22" W.
L183	138.77	S. 02°482'22" W.
L184	90.78	S. 32°522'22" W.
L185	138.57	S. 02°562'22" W.
L186	90.58	S. 33°002'22" W.
L187	138.37	S. 02°042'22" W.
L188	90.38	S. 33°082'22" W.
L189	138.17	S. 02°122'22" W.
L190	90.18	S. 33°162'22" W.
L191	137.97	S. 02°202'22" W.
L192	90.98	S. 33°242'22" W.
L193	137.77	S. 02°282'22" W.
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L196	90.58	S. 33°402'22" W.
L197	137.37	S. 02°442'22" W.
L198	90.38	S. 33°482'22" W.
L199	137.17	S. 02°522'22" W.
L200	90.18	S. 33°562'22" W.

SEP 29 2004  
 STAKING PLAN  
 SD-05-80

SUMMIT HILLS SUBDIVISION (AMARTYLLIS WOODS VILLAGE)  
 PREPARED FOR  
 RIDGEVIEW CONSTRUCTION CO., INC.  
 NEAR COLUMBIA, RICHLAND COUNTY, SOUTH CAROLINA



**DATE** 09/29/04  
**BY** DAVID L. DICKSON  
**CHECKED BY** DAVID L. DICKSON  
**SCALE** AS SHOWN  
**PROJECT NO.** SD-05-80  
**DATE** 09/29/04  
**BY** DAVID L. DICKSON  
**CHECKED BY** DAVID L. DICKSON  
**SCALE** AS SHOWN  
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**SCALE** AS SH

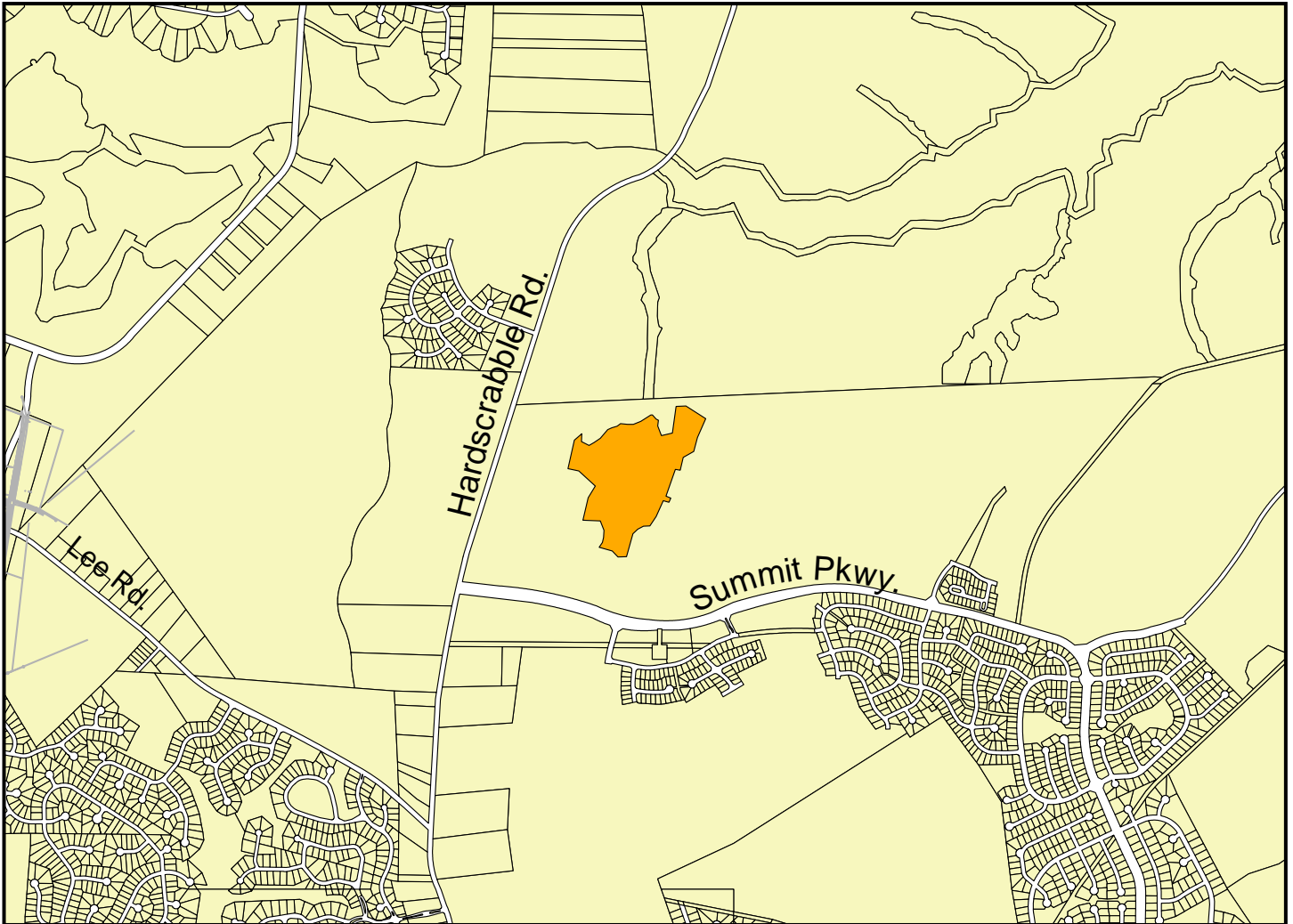


**SD 05-80**  
**AMARYLLIS WOODS VILLAGE**  
**TMS 23100-01-01**

**Site** →



# SD 05-80 AMARYLLIS WOODS VILLAGE



Looking at site from Oleander Mill Dr.



Looking towards Oleander Mills S/D

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

November 1, 2004

<b>Applicant:</b> Pamela Davis		<b>Private Driveway S/D Plans For:</b> Pamela Davis	
<b>RC Project # :</b> SD-05-79			
<b>General Location:</b> Smyrna Church Road, almost into Kershaw County			
<b>Tax Map Number:</b> 23500-03-25		<b>Current Zoning:</b> RU	
<b>Subject Area:</b> 3.7 acres	<b>Number of Units:</b> 3	<b>Gross Density:</b> 0.8 DU/acres	
<b>Sewer Service Provider:</b> Septic Tank		<b>Water Service Provider:</b> Wells	

**SECTION I – ANALYSIS**

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

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

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

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

**Traffic Impact Discussion**

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

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

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

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 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	Smyrna Church Road	
Functional Classification Of This Roadway	Two lane undivided collector	
<b>Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)</b>	<b>8600</b>	
Estimated Traffic Generated By The Proposed Project	19	
Current Volume At The Nearest Count Station # 511 Located @ the site	700	
Estimated Traffic Count <b>With</b> the Proposed Project	719	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.08</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2004 and represent the Annual Average Daily Trips in 2003, i.e. **they are already more than one year old.**

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



The proposed project will not result in the LOS C being exceeded at SCDOT count station 511.

**Fire Service Impacts**

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

**School Impacts**

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

Elementary School @ 0.20 students per single family DU	0
Middle School @ 0.13 students per single family DU	0
High School @ 0.12 Students per single family DU	0

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

**Existing Site Conditions**

The site slopes downward to the southeast. A manufactured home site has been cleared. There does not appear to be any significant hardwood trees on the site.

**Compatibility with the Surrounding Area**

The residences in the area are on large lots. The proposed project is compatible with the rural character of the area.

**Discussion of Applicable Comprehensive Plan Issues**

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

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

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

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

The subject project is a very low density residential subdivision. The proposed project implements this Objective.

Principle – Residential development is recommended to be four dwelling per acre or less

The proposed project will have a density of 0.8 DU/acre. This project implements this Principle.

**Other Pertinent Factors**

- 1) As of October 13, 2004, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of October 13, 2004, approval of the flood issues and wetlands issues had not been received.
- 3) As of October 13, 2004, the County Fire Marshal had not provided comments.

**SECTION II – STAFF RECOMMENDATION**

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the private driveway subdivision plans for a 3 unit single family detached subdivision, known as Pamela Davis PDS (Project # SD-05-79). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

**Findings of Fact**

1. The traffic generated by the proposed subdivision will not result in the adjacent portion of Smyrna Church Road operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project is consistent with the I-77 Corridor Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the I-77 Corridor Subarea Plan.

**Specific Conditions**

- a) The Planning Dept. must issue a Controlled Clearing letter **PRIOR to any land clearing activity being initiated; and**
- b) The plat must establish the setbacks, either graphically or by notation, for each lot; **and**
- c) The Department of Public Works must approve the stormwater management plans; **and**
- d) The Floodplain Mgmt. Specialist must approve the flood elevation statement prior to building permits being issued; **and**
- e) The US Army Corps of Engineers wetlands encroachment statement must be received by the Department, if applicable; **and**
- f) The developer must execute a Hold Harmless Agreement relieving the County from any liability regarding paving or maintaining the subdivision street; **and**
- g) **No building permits shall be issued until all of the conditions cited above are met.**

### SECTION III – COMMISSION RECONSIDERATION & APPEAL

#### **Reconsideration**

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

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

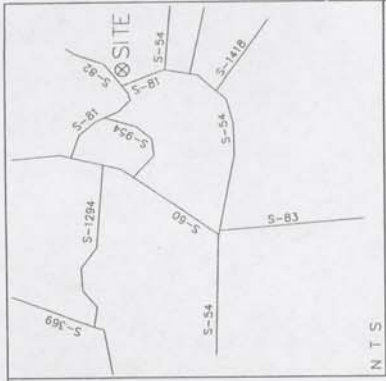
#### **Appeal**

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

**Attachment A  
SD 05-79**

NUMBER	CD	R'	L'	LC'
C1		S 05°43'13" E	25.00	30.21
C2		S 83°45'05" W	50.00	220.36

REFERENCE NOTE:  
1 - PLAT OF HICKORY CREEK PH. 1 BY GEORGE TODD DATED 8-8-93 RECORDED RCCH PB 55 PG 3673.



LOCATION MAP

ACCORDING TO FEMA FIRM MAP NO. 45079C0075 G DATED JANUARY 19, 1994 THIS PARCEL IS IN AN UNSHADED ZONE X WHICH IS NOT SUBJECT TO THE 100 YEAR FLOOD.

I HEREBY CERTIFY THAT THE PLAN SHOWN AND DESCRIBED HEREIN IS A TRUE AND CORRECT SURVEY TO THE ACCURACY REQUIRED BY THE RICH. CO. SUBD. REGULATIONS AND THE MONUMENTS SHOWN HAVE BEEN PLACED TO THE SPECIFICATIONS SET FORTH IN THOSE REGULATIONS.

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

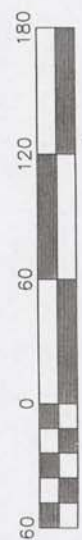
DENNIS G. BRANHAM SC RLS 11901  
1125 MULLIS RD.  
BLYTHEWOOD, SC 29016



2574



PLAT FOR  
**PAMELA ADAMS**  
(DIVIDING TMS 23500-03-25)  
NEAR BLYTHEWOOD  
RICHLAND COUNTY, SC  
SURVEYED AUGUST 27, 2004



Scale 1" = 60'

SEP 30 2004

N/F  
PREZIOSO  
TMS 23500-03-29  
SD-05-79

N/F  
JORDAN  
LOT 8  
TMS 23500-03-24

N/F  
BOYD  
LOT 7  
TMS 23500-03-23

N/F  
ATLANTIC COAST PROP.  
LOT 6  
TMS 23500-03-22

N/F  
SMITH  
LOT 3  
TMS 23500-03-26

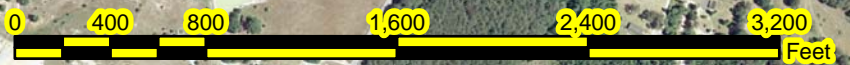
LOT 1  
1.03 AC.

LOT 2  
1.00 AC.

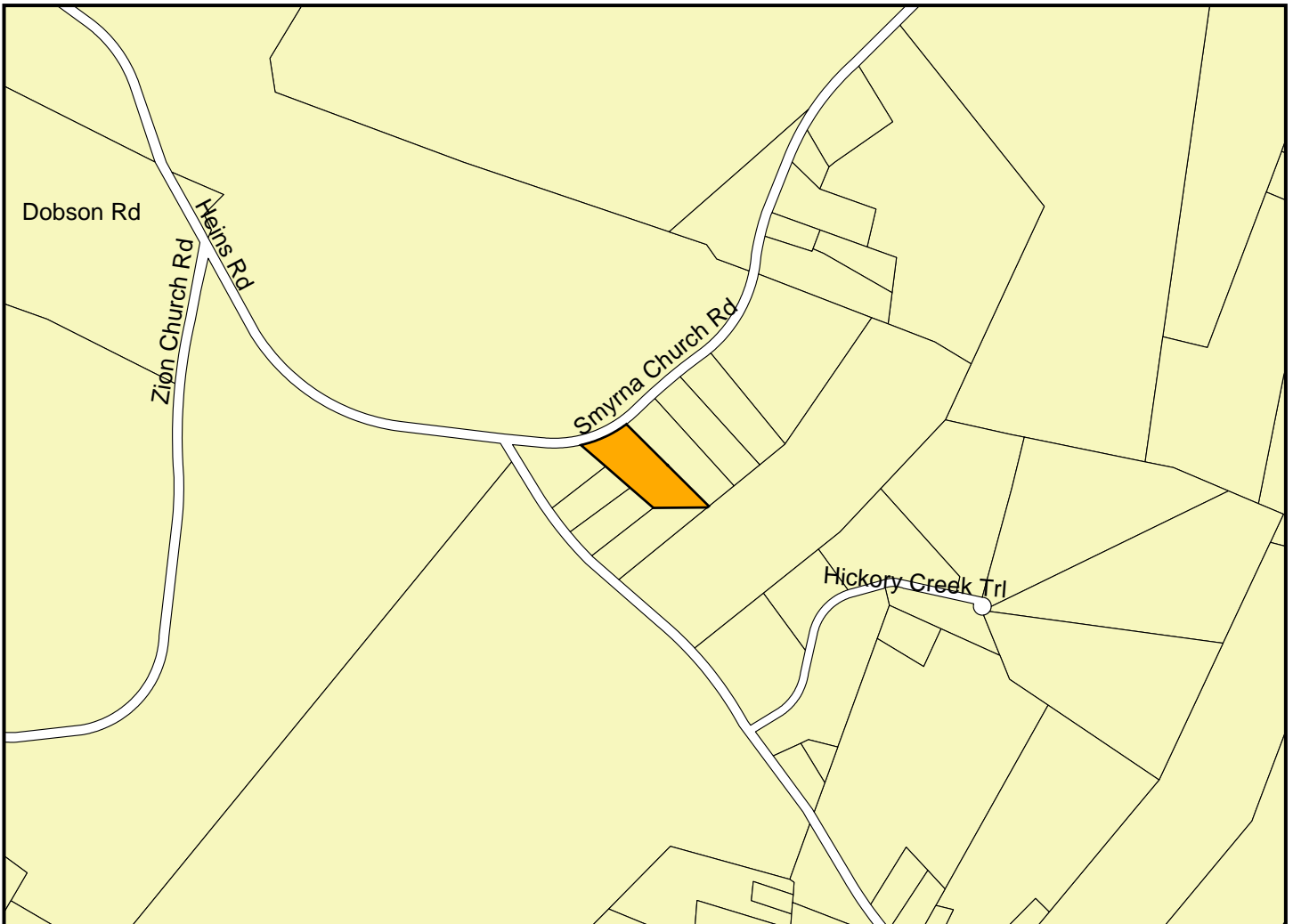
LOT 3  
1.02 AC.

**SD 05-79**  
**PAM ADAMS PRIVATE DRIVEWAY S/D**  
**TMS 23500-03-25**

**Site**



# SD 05-79 PAM ADAMS PRIVATE DRIVEWAY S/D



Looking at interior of the site



Looking towards Smyrna Church Rd.

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

November 1, 2004

<b>Applicant:</b> Jim Craig		<b>Preliminary Subdivision Plans For:</b> Deer Creek Village, Phase 1	
<b>RC Project # :</b> SD-05-05			
<b>General Location:</b> Longtown West Road @ Hobart Road			
<b>Tax Map Number:</b> 17600-02-06		<b>Current Zoning:</b> RS-1	
<b>Subject Area:</b> 37.4 acres	<b>Number of Units:</b> 89	<b>Gross Density:</b> 2.4 DU/acres	
<b>Sewer Service Provider:</b> Palmetto Utilities		<b>Water Service Provider:</b> City of Columbia	

**SECTION I – ANALYSIS**

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

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

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

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

**Traffic Impact Discussion**

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

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

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

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 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	Longtown Rd via Longtown West Rd	
Functional Classification Of This Roadway	Two lane undivided collector	
<b>Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)</b>	<b>8600</b>	
Estimated Traffic Generated By The Proposed Project	846	
Current Volume At The Nearest Count Station # 711 Located @ Longtown Road south of Lee Road	5000	
Estimated Traffic Count <b>With</b> the Proposed Project	5846	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.68</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2004 and represent the Annual Average Daily Trips in 2003, i.e. **they are already more than one year old.**

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



The proposed project, by itself, will not result in the LOS C design capacity of Longtown Road being exceeded in this location. However, the Planning Commission has approved preliminary subdivision plans for 729 single family residences (6928 average daily trips) in the Villages at Longtown project (Lee Road and Longtown Rd). Approved projects in Ashley Ridge and Crescent Lake, Phase 7 will add another 1309 ADTs to this portion of Longtown Road when fully occupied. **In summary, the V/C ratio at SCDOT count station # 711 will be 1.67, or far in excess of the LOS F standard, when just these approved subdivisions are built out.**

**Fire Service Impacts**

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

**School Impacts**

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

Elementary School @ 0.20 students per single family DU	18
Middle School @ 0.13 students per single family DU	12
High School @ 0.12 Students per single family DU	11

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

**Existing Site Conditions**

The site is heavily wooded and slopes downward to the north to the headwaters of the Cedar Creek watershed. Public water and sewer service is available to the site.

**Compatibility with the Surrounding Area**

The subject site is located between the developed portions of the Longcreek Plantation project, such as Crescent Lake, and the Mungo Company’s Brookhaven project, both of which are single family detached subdivisions. The proposed subdivision is compatible with the adjacent development.

**Discussion of Applicable Comprehensive Plan Issues**

It is the Department’s position that in order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states, "...It adopts by reference and carries forth the Future Land Use Maps and Principles/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 subject site is designated as Medium Density Residential in the Developing Urban Area on the I-77 Corridor Subarea Plan Proposed Land Use Map. **The proposed project is not consistent with this land use designation** because the minimum density for parcels designated at the medium level is 5.0 DU/acre. The subject project will have a density of 2.4 DU/acre.

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

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

There are numerous single family detached subdivisions in the area. The proposed project implements this Objective.

Principle – Mixed residential densities are appropriate within the Developing Urban Area and should conform to the Proposed Land Use Map

The proposed subdivision has density of 2.4 DU/acre in an area designated for a minimum of 5.0 DU/acre. This project does not implement this Principle.

**Other Pertinent Factors**

- 1) As of October 13, 2004, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of October 13, 2004, approval of the flood issues and wetlands issues had not been received.
- 3) As of October 13, 2004, the County Fire Marshal had not provided comments.
- 4) As of October 13, 2004, the City of Columbia had not approved the water line construction plans.
- 5) As of October 13, 2004, DHEC had not issued a sewer line construction permit.
- 6) As of October 13, 2004, DHEC had not issued a water line construction permit.
- 7) As of October 13, 2004, the E-911 Coordinator had not certified Planning Commission approval of the proposed street names.

The developer, in cooperation with the County and the Mungo Company, will construct an realignment of Hobart Road across the southern portion of the subject site. The new road will provide a connection between Longtown Rd and Farrow Rd. There will be no direct access to Hobart Road from the lots in Deer Creek Village or Brookhaven.

Lots 51, 52, 61 and 1 back up to Longtown Rd. The developer should be required to install a fence, wall, landscape berm, or combination thereof, to prohibit direct access to Longtown Road, thereby eliminating a possible safety hazard.

A review of the proposed plans discloses that some lots do not meet the minimum 12,000 sq. ft area as required in the RS-1 zoning district. The lots listed below do not meet the required minimum square footage by the amounts cited:

lot 1 111 sq. ft.	lot 9 11 sq. ft.	lot 8 17 sq. ft.	lot 7 13 sq. ft.	lot 6 27 sq. ft.	lot 66 972 sq. ft.
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The County Council approved a Zoning Map Amendment from D-1 to RS-1 for the subject site on May 13, 2004 (Ordinance # 018-04HR).

**SECTION II – STAFF RECOMMENDATION**

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 89 unit single family detached subdivision, known as Deer Creek Village, Phase 1 (Project # SD-05-05). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

**Findings of Fact**

1. The proposed project, by itself, will not result in the LOS C design capacity of Longtown Road being exceeded in this location. **The V/C ratio at SCDOT count station # 711 will be 1.67, or far in excess of the LOS F standard, when just the approved subdivisions in the area are built out.**
2. The proposed subdivision **is compatible** with existing development in the area.
3. The proposed project **is not consistent** with the I-77 Corridor Subarea Plan Map land use designation.
4. The proposed project **implements** the cited Objective of the I-77 Corridor Subarea Plan.
5. The proposed project **does not implement** the cited Recommendations of the I-77 Corridor Subarea Plan.

**Specific Conditions**

- a) The Planning Dept. must issue a Controlled Clearing letter **PRIOR to any land clearing activity being initiated; and**
- b) The E-911 Coordinator must certify the street names have been approved by the Planning Commission prior to assigning street addresses for building permits; **and**
- c) The Department of Public Works must approve the stormwater management plans; **and**
- d) The Floodplain Mgmt. Specialist must approve the flood elevation statement prior to building permits being issued; **and**
- e) The US Army Corps of Engineers wetlands encroachment statement must be received by the Department, if applicable; **and**
- f) The City of Columbia must approve the water line construction plans; **and**
- g) DHEC must issue the sewer line construction permits; **and**
- h) DHEC must issue the water line construction permits; **and**
- i) The developer shall install a fence, wall, landscape berm, or combination thereof, to prohibit direct access to Longtown Road from lots 51, 52, 61 & 1; **and**
- j) All lots must be a minimum of 12,000 sq. ft. in area; **and**

- k) **No building permits shall be issued until all of the conditions cited above are met; and**
- l) Plats shall only be recorded by the complete phases identified in the preliminary plan; **and**
- m) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- n) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water line easement documents; **and**
- o) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- p) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- q) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water line easement deeds **AND (2)** the County accepts the roads for maintenance.

### SECTION III – COMMISSION RECONSIDERATION & APPEAL

#### **Reconsideration**

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

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

#### **Appeal**

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

**Attachment A**  
**SD 05-05**

**LEGAL DESCRIPTION**

ALL THAT CERTAIN PIECE, PARCEL AND/OR TRACT OF LAND, situate lying and being in the County of Richland, State of South Carolina containing approximately 163.5 acres, more or less, having frontage on Longtown Road and having the following metes and hounds, beginning at an iron pin (POB) located at the southeastern boundary of the property where it fronts on Longtown Road, just south of the intersection of Hobart Road at Longtown Road and marked as an Iron(O) (being the point of beginning) thence running S 70°49'5"W for a distance of 419.72" to an Iron(O), thence turning and running S 68°28'29"W for a distance of 718.01' to and Iron(N); thence turning and running N 19°18'58"W for a distance of 1,255.00' to an Iron(O); thence turning and running S 88°42'3" W for a distance of 1,592. 19' to an Iron(O); thence turning and running N 15°21'27" W for a distance of 684.27' to an Iron(O); thence turning and running N 7°36'43" E for a distance of 368.74' to an Iron(O); thence turning and running N 4°26'43" E for a distance of 525.52' to an Iron(O); thence turning and running N 7°25'S2" W for a distance of 273.85' to an Iron (O); thence turning and running N 37°11'17" W for a distance of 181.80' to and Iron(O) thence turning and running N 33°0'3" E for a distance of 589.55 to an Iron(O): thence turning and running S 75°12'15"E for a distance of 1,358.01' to an Iron (O); thence turning and running S 62°37'12" E for a distance of 861.07 to an Iron(O); thence turning and running N 21°59'48"E for a distance of 369.99' to and Iron(N); thence turning and running S 80°52'48" E for a distance of 274.57' to an Iron(O); thence turning and running S 2°42'59" E in a curved line for a chord distance 01237.54' to a point; thence turning and running S 14°33'16" E for a distance of 690.05' to a point: thence turning and running S 54°18'16" E in a curved line for a chord distance of 307.54" to a point; thence turning and running S 4°4'30" E for a distance of 103.94' to a point: thence turning and running S 7°1'54" E for a distance of 214.41' to a point; thence turning and running S 5°45'4" for a distance of 86.16' to a point; thence turning and running S 1°48'47" W for a distance of 158.86' to a point; thence turning and running S 9°8'38" W for a distance of 152.37' to a point; thence turning and running S 12°57'45" W for a distance of 196.83' to a point: thence turning and running S 6°29'10" W for a distance of 154.93' to a point; thence turning and running S 0°28'20" W for a distance of 157.93' to a point; thence turning and running S 7°32'29" E for a distance of 156.04' to a point; thence turning and running S 14°58'15" E for a distance of 152.70' to a point; thence turning and running S 18°52'32" E for a distance of 170.91' to and Iron(O); thence turning and running S 70°49'5" W for a distance of 419.72' to an Iron(O), the point of beginning (POB).

LESS AND EXCEPTING THEREFROM ALL THAT CERTAIN PIECE, PARCEL AND/OR TRACT OF LAND, situate lying and being in the County of Richland. State of South Carolina shown as Parcel "A" on that certain Boundary Plat prepared for The Lakes at Columbia and Anthony-Fairways Company dated August 17, 1994 containing approximately 3.44 acres, more or less, and having the following metes and hounds, beginning at a point at an IPN 5/8" REBAR (POB) thence running N 66°42'43" W for a distance of 95.87' to an IPN 5/8" REBAR; thence turning and running N 78°59'53" W for a distance of 68.24' to an IPN 5/8" REBAR; thence

turning and running S 88°42'57" W for a distance of 588.29' to an IPN 5/8" REBAR; thence turning and running N 76°14'19" W for a distance of 101.16' to an IPN 5/8" REBAR; thence turning and running N 61°11'35" W for a distance of 587.14' to a 24" Pine On Cor; thence turning and running N 68°07'15" W for a distance of 76.47' to an IPN 5/8" REBAR; thence turning and running N 82°22'54" W for a distance of 81.20' to an IPN 5/8" REBAR; thence turning and running N 32°20'26" E for a distance of 38.49' to an IPO 1.5" (open end); thence turning and running S 75°53'15" E for a distance of 1,358.04" to an IPO 1.00' (Open); thence turning and running S 63°17'48" E for a distance of 190.00" to an IPN 5/8" REBAR, the point of beginning (POB); and,

LESS AND EXCEPTING THEREFROM ALL THAT CERTAIN PIECE, PARCEL AND/OR TRACT OF LAND, situate lying and being in the County of Richland, State of South Carolina shown as Parcel "B" on that certain Boundary Plat prepared for The Lakes at Columbia and Anthony-Fairways Company dated August 17, 1994 containing approximately 0.31 acres, more or less, and having the following metes and bounds, beginning at a point of beginning at an IPO RR IRON PIN and thence running N 63°17'48" W for a distance of 671.05' to an IPN 5/8" REBAR; thence turning and running S 66°42'43" E for a distance of 627.68' to an IPN 5/8" REBAR; thence turning and running S 62°58'10" E for a distance of 40.98' to an IPN 5/8" REBAR; thence turning and running S 21° 19'26" W to and IPO RR IRON FOUND, the point of beginning (POB); and,

LESS AND EXCEPTING THEREFROM ALL THAT CERTAIN PIECE, PARCEL AND/OR TRACT OF LAND, situate lying and being in the County of Richland, State of South Carolina shown as Parcel "C" on that certain Boundary Plat prepared for The Lakes at Columbia and Anthony-Fairways Company dated August 17, 1994 containing approximately 4.21 acres, more or less, and having the following metes and bounds, beginning at a point of beginning (POB) at an IPN 5/8" REBAR and thence running N 52°02'10" W for a distance of 625.61' to an IPN 5/8" REBAR; thence turning and running N 55°42'19" W for a distance of 40.16' to an IPN 5/8" REBAR; thence turning and running N 21°19'26" E for a distance of 332.67' to an IPN 5/8" REBAR; thence turning and running S 81°32'35" E for a distance of 274.58' to an IPO 1.00"(OPEN) thence turning and running S 03°23'39" E for a distance of 237.47' to an IPN 5/8" REBAR; thence turning and running S 15°13'52" E for a distance of 455.95' to an IPN 5/8" REBAR, the point of beginning (POB).





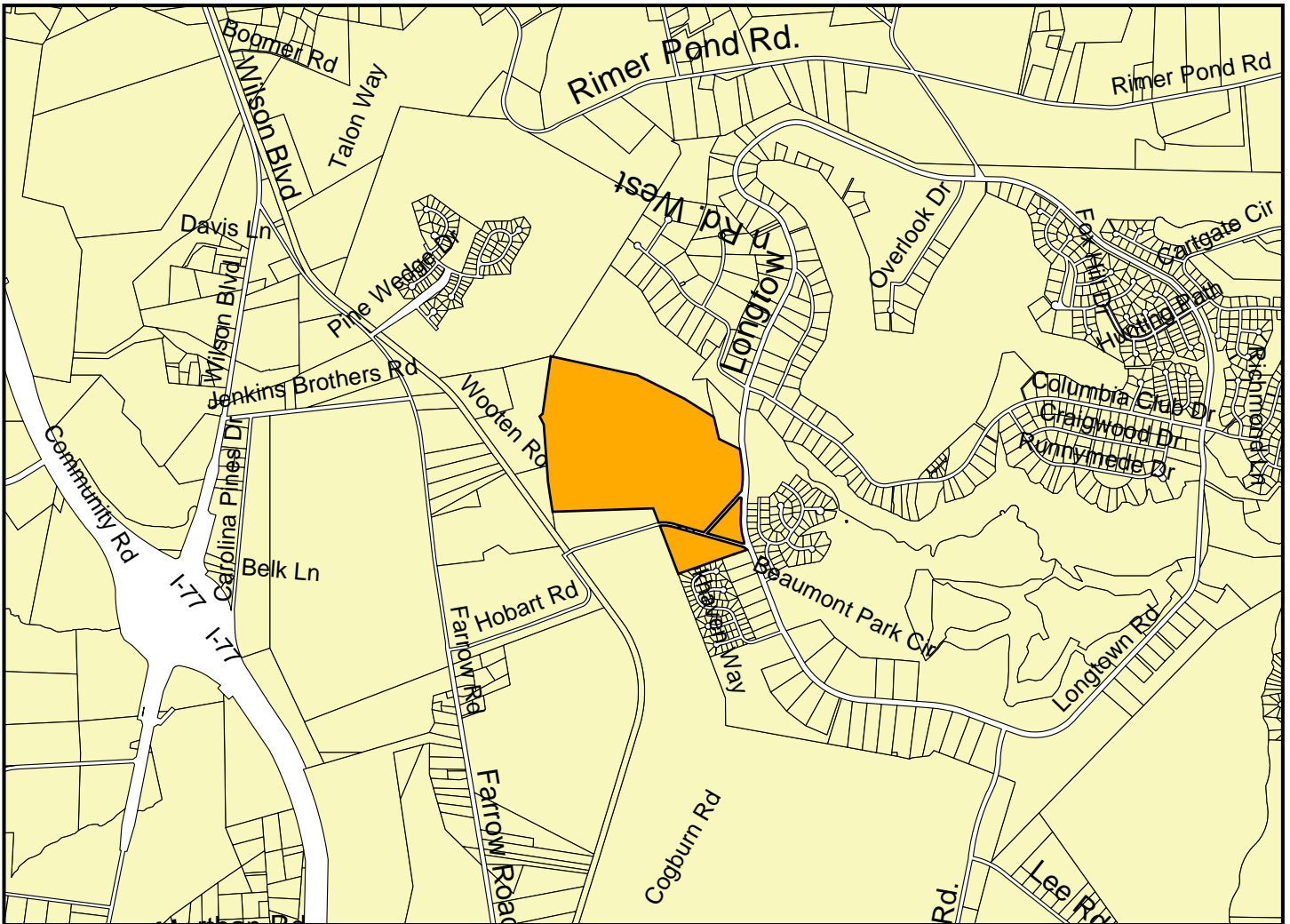


**SD 05-05**  
**DEER CREEK, PHASE 1**  
**TMS 17600-02-06**

**Site**



# SD 05-05 DEER CREEK, PHASE 1



Interior of site looking towards wetlands area

Looking at site from Longtown West

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

November 1, 2004

<b>RC Project # 05-16 MA</b>	<b>Applicant:</b> Carol Player
<b>General Location:</b> 1504 Leesburg Road (Leesburg Rd @ Patterson Rd)	
<b>Tax Map Number:</b> 16415-07-01	<b>Subject Area:</b> 0.5 ac MOL
<b>Current Parcel Zoning:</b> RS-1	<b>Proposed Parcel Zoning:</b> C-1
<b>Proposed Use:</b> Small Professional Office	<b>PC Sign Posting Date:</b> October 1, 2004

**SECTION I ANALYSIS**

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. It is the Department's position that this provision means the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

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

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

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

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

**Applicant’s Factual Justification For Proposed Change**

Convert residence into professional office space

**Compatibility With Existing Development in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	RS-1	Single Family Residence
<b>Adjacent North</b>	C-1	Single Family Residences
<b>Adjacent East</b>	RS-1	Single Family Residence
<b>Adjacent South</b>	RS-1	Single Family Residences
<b>Adjacent West</b>	RS-1	Single Family Residence

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

<p><b><u>RS-1 Zoning Designation Intent</u></b> Intended for single family residential area with low to medium population densities</p>	<p><b><u>Proposed C-1 Zoning Designation Intent</u></b> Intent of his district is to accommodate office, institutional and certain types of residential uses in areas whose characteristic is neither general commercial nor exclusively residential in nature</p>
<p><b><u>Existing RS-1 Zoning Permitted Uses</u></b> Single family residences and the customary accessory uses</p>	<p><b><u>Proposed C-1 Zoning Permitted Uses</u></b> Offices and studio Medical &amp; dental laboratories Hospitals, clinics &amp; rest homes Educational facilities Places of worship &amp; cemeteries Funeral homes and auditoriums &amp; the like Private clubs &amp; the like Single family homes Day care &amp; community service centers</p>

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

Several residences to the east of the subject site are occupied by commercial uses. The parcel across Leesburg Road is occupied by single family residences and is zoned C-1. The subject Amendment is compatible with the adjacent development.

**Traffic Impact Discussion**

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

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

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

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

Proposed Project Gets Its Principal Access From	Leesburg Road	
Functional Classification Of This Roadway	Four Lane Undivided Minor Arterial	
<b>Level-Of-Service C Design Capacity (V/C = 1.00)</b>	<b>21,600</b>	
Estimated Traffic Generated By The Proposed Project	7	
Current Volume At The Nearest Count Station # 255 Located @ the site	19,900	
Estimated Traffic Count <b>With</b> the Proposed Project	19,907	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.92</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 general office building found on page 940 of the TGM times the square footage of the use (3.4 per 1000 sq. ft. x 2000 sq. ft.)

The current traffic counts were received from SCDOT on May 25, 2004 and represent the Annual Average Daily Trips in 2003 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

### **Fire Service Impacts**

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

### **Relationship To Comprehensive Plan**

It is the Department's position that in order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed 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.

Section 6-29-710, SC Code of Laws states "...The regulations (*i.e., zoning and other land development regulations*) must be made in accordance with the comprehensive plan for the jurisdiction and be made with a view to promoting the purposes set forth in this chapter..." The Department interprets this provision to mean that if either the existing, or proposed zoning, is not consistent with the land use designation on the Lower Richland Subarea Proposed Land Use Map, the Map should be amended through the comprehensive plan amendment process.

The Map designates the subject area as Residential in the Developing Urban area. **The proposed C-1 zoning is NOT consistent with the Map** designation as required by state statutes because the proposed commercial zoning is not consistent with the residential land use designation.

In addition to reviewing the consistency with the Proposed Land Use Map, it is necessary to review the Comprehensive Plan's development policies, as found in the Subarea Plans, 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 – Types and sites of employment and services shall be located to complement residential areas; minimize adverse effects of noise, pollution, glare and traffic on residential areas

The proposed Amendment will result in the residential structure remaining on the site and used for a small professional office. The proposed Amendment implements this Objective.

Principle – Sites located on the fringe of residential areas which do not encroach or penetrate established neighborhoods and are in keeping with the general character of the area

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

### **Other Relevant Issues**

The subject site, and the adjacent three lots to the east, is the perfect example of the value of C-1 zoning. The C-1 zoning district was established for situations, such as the applicant's case, where residences can no longer realistically be used for residential purposes. The proposed Amendment will allow the residential structure to remain while allowing a low intensity small professional office to operate. In addition, the adjacent residential neighborhood will be protected from more intense general commercial uses along Leesburg Road.

## **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 # 05-16 MA **be changed** from RS-1 to C-1.

### **Findings of Fact:**

1. The applicant has provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment is compatible with the adjacent existing land uses.
3. The traffic analysis shows that the LOS C traffic capacity of Leesburg Road at this location will not be exceeded.
4. The proposed Amendment is consistent with Proposed Land Use Map designation in the Lower Richland Subarea Plan.
5. The proposed Zoning Map Amendment is consistent with the Objectives and Recommendations of the Lower Richland Subarea Plan discussed herein.
6. It is the Department's position that in order to comply with the requirements of Section 6-29-540, SC Code of Laws, the Proposed Land Use Map for this portion of the Lower Richland Subarea Plan should be amended, via the formal land use ordinance adoption process, to change the land use designation for the subject site to commercial
7. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

<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 November 1, 2004, the Richland County Planning Commission agreed (**did not agree**) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-16 MA at the next available opportunity.

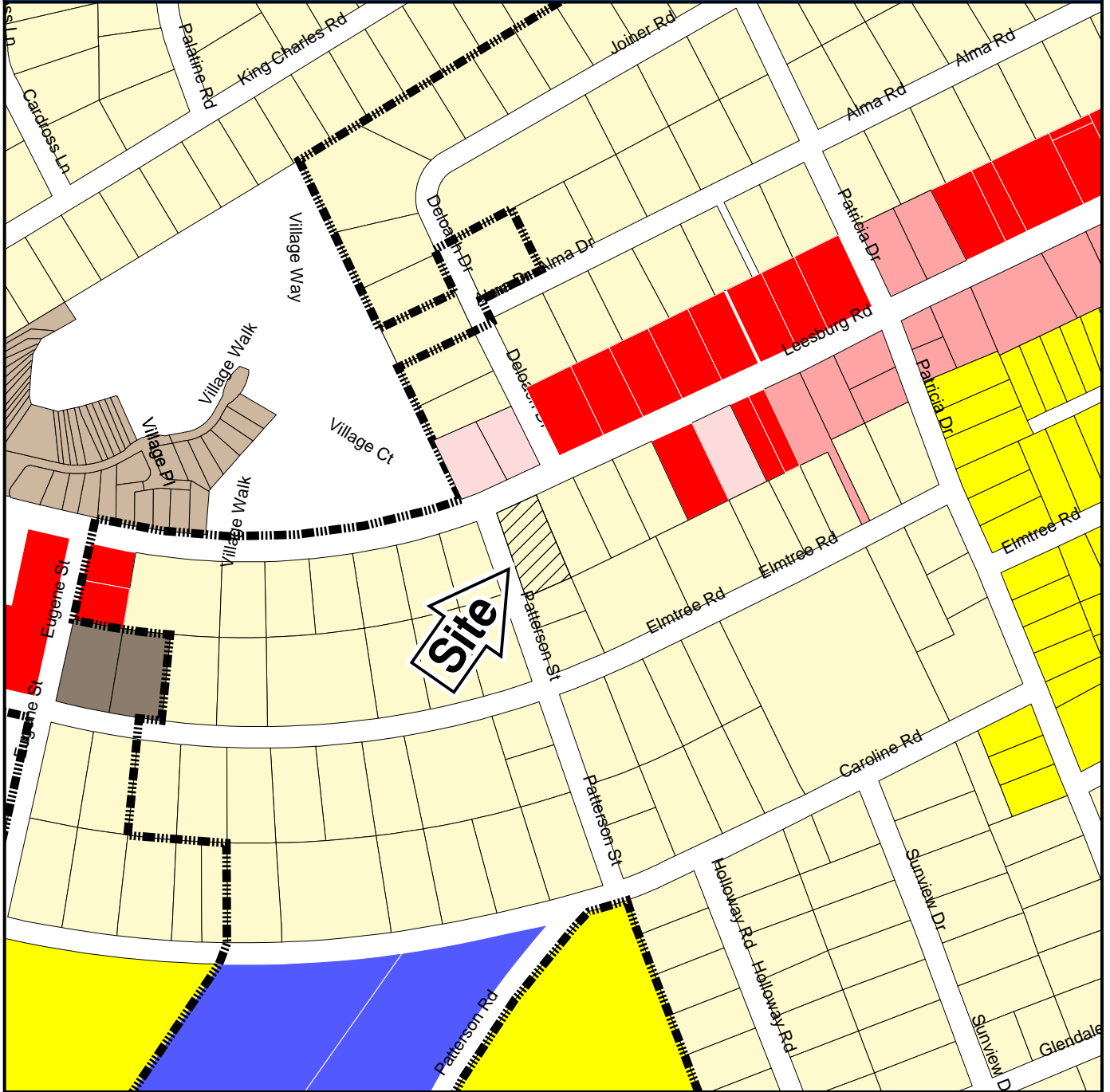
**Commission Findings of Fact/Recommendations**

(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 # 05-16 MA, the Planning Commission made the findings of fact summarized below:



# CASE 05-16 MA RS-1 to C-1



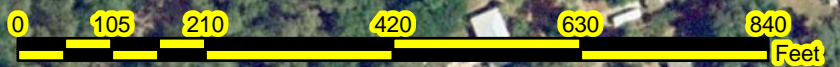
## ZONING CLASSIFICATIONS

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



**CASE 05-16 MA**  
**RS-1 to C-1**  
**TMS 16415-07-01**

**Site**



# CASE 05-16 MA FROM RS-1 to C-1

TMS# 16415-07-01      1504 Leesburg Rd. at Patterson Rd.



Looking at site from across Leesburg Rd.



Looking east along Leesburg Rd.

**Attachment A**  
**Case 05-16 MA**

Lot 1, Block E on the plat of property of Andrew Patterson, Jr. made by Tomlinson Engineering Company dates March 31,1939 recorded in the Office of the Clerk of the Court for Richland County in Plat Book H at page 181.

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

November 1, 2004

<b>RC Project # 05-17 MA</b>	<b>Applicant:</b> First Citizens Bank
<b>General Location:</b> Intersection of Dutch Fork Road (Hwy. 76) and Marina Road	
<b>Tax Map Number:</b> 02414-01-01 (portion)	<b>Subject Area:</b> 0.16 ac MOL
<b>Current Parcel Zoning:</b> C-3	<b>Proposed Parcel Zoning:</b> RU
<b>Proposed Use:</b> Remain Vacant	<b>PC Sign Posting Date:</b> October 1, 2004

**SECTION I ANALYSIS**

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. It is the Department's position that this provision means the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

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

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

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

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

**Applicant’s Factual Justification For Proposed Change**

To split off a portion of land to remain vacant

**Compatibility With Existing Development in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	C-3	Vacant undeveloped land
<b>Adjacent North</b>	C-3	Shell gas station & single family residences
<b>Adjacent East</b>	C-3	Abandoned Amick Road & Well’s Tire Service
<b>Adjacent South</b>	RU	Cell tower & undeveloped woodlands
<b>Adjacent West</b>	C-3	Undeveloped vacant parcel & Marina Road

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

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

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

The proposal is for a small portion of land (0.16 acres) to be downzoned to RU to facilitate a lot line adjustment for a proposed bank located on the site.

**Traffic Impact Discussion**

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

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C 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 levels-of-service are shown below:

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

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 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	Marina 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	None	
Current Volume At The Nearest Count Station # 485 Located @ south of site on Marina Road	1800	
Estimated Traffic Count <b>With</b> the Proposed Project	1800	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.21</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 current traffic counts were received from SCDOT on May 25, 2004 and represent the Annual Average Daily Trips in 2003 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

**Fire Service Impacts**

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

### **Relationship To Comprehensive Plan**

It is the Department's position that in order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed 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.

Section 6-29-710, SC Code of Laws states "...The regulations (*i.e., zoning and other land development regulations*) must be made in accordance with the comprehensive plan for the jurisdiction and be made with a view to promoting the purposes set forth in this chapter..." The Department interprets this provision to mean that if either the existing, or proposed zoning, is not consistent with the land use designation on the Northwest Subarea Proposed Land Use Map, the Map should be amended through the statutory comprehensive plan amendment process. **The Map designates the subject area as Commercial in the Developing Urban area.**

In addition to reviewing the consistency with the Proposed Land Use Map, it is necessary to review the Comprehensive Plan's development policies, as found in the Subarea Plans, 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.

Objective – None Applicable.

Principle – None Applicable.

### **Other Relevant Issues**

As stated in the compatibility section, the proposal is for 0.16 acres of land to be downzoned to facilitate a land swap and property line adjustment to the south of this parcel. The lot line adjustment, and rezoning, is necessary to facilitate the zoning and construction of the parcel to be used for a bank.

## **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 # 05-17 MA **be changed** from C-3 to RU

### **Findings of Fact:**

1. The applicant has provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment **is compatible** with the adjacent existing land uses.



3. The traffic analysis shows that the LOS C traffic capacity of Marina Road at this location **will not** be exceeded.
4. The proposed Amendment **is consistent** with Proposed Land Use Map designation in the Northwest Subarea Plan.
5. There are no applicable Objectives or Principles/Recommendations in the Northwest Subarea Plan pertinent to this Amendment.
6. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

<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 November 1, 2004, the Richland County Planning Commission agreed (did not agree) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-17 MA at the next available opportunity.

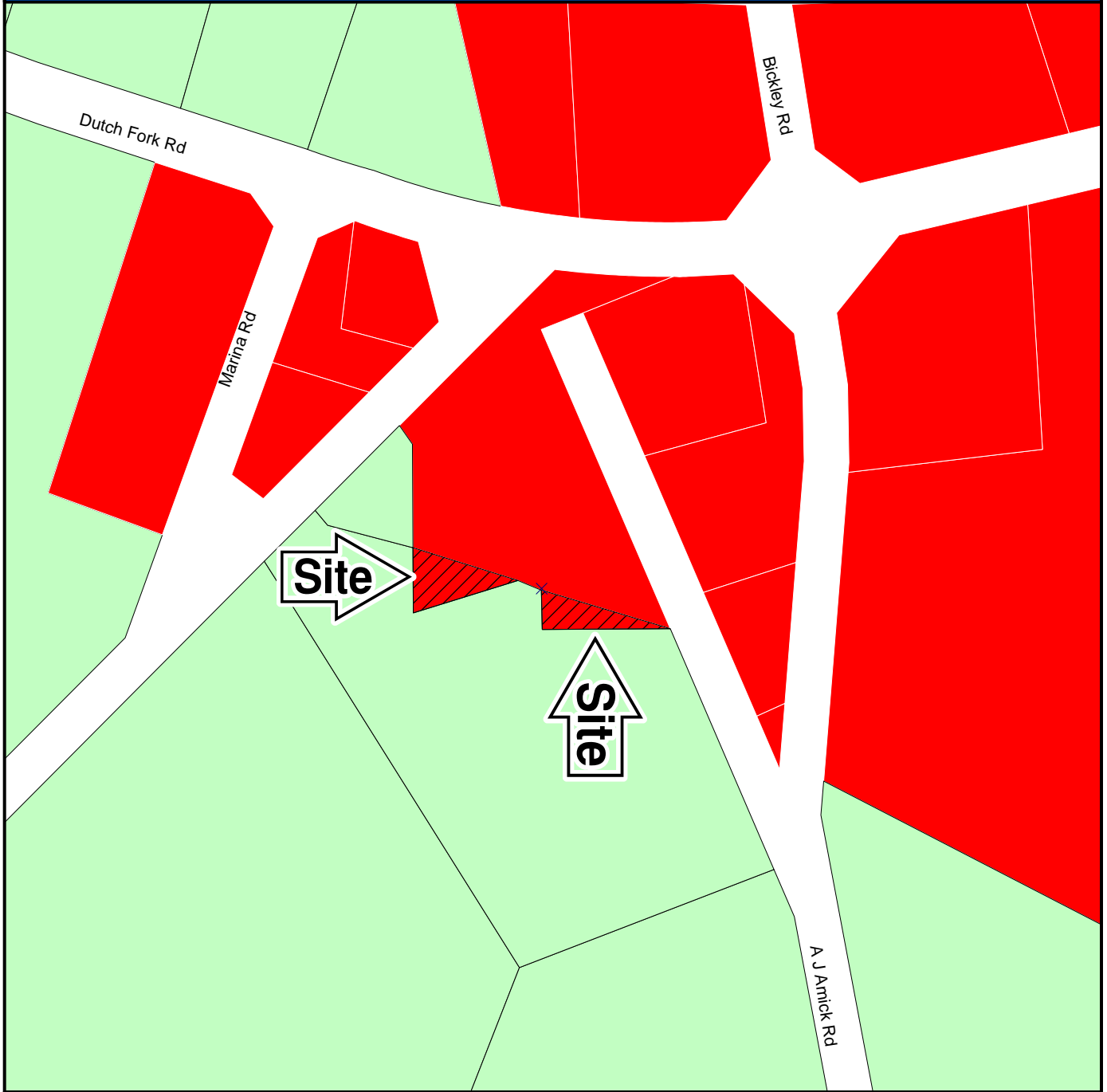
**Commission Findings of Fact/Recommendations**

(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 # 05-17 MA, the Planning Commission made the findings of fact summarized below:



# CASE 05-17 MA C-3 to RU



## ZONING CLASSIFICATIONS

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



**CASE 05-17 MA**  
**C-3 to RU**  
**TMS 02414-01-01 (p)**



# CASE 05-17 MA FROM C-3 to RU

TMS# 02414-01-01(p) Intersection of US Hwy 76 & Marina Rd.



Looking at site



Looking at Bickley/Dutch Fork Rd. intersection

**Attachment A**  
**Case 05-17 MA**

**PARCEL 1A**

All that certain piece, parcel or tract of land situate, lying and being in Richland County, South Carolina, being triangular in shape and being more fully shown as a portion of **TRACT 1**, designated as **1A (0.09 AC./4,102 SF)** on a plat prepared for **FIRST CITIZENS BANK AND TRUST COMPANY, INC.**, by Cox and Dinkins, Inc., dated August 23, 2004, to be recorded. The property has the following metes, bounds, courses, and distances, to wit: Beginning at the southwesternmost point of the property at a ¾" Pipe (o) and running N02°30'23"W along the Current Property Line for distance of 70.23 feet to a Point; thence turning and running S70°24'40"E along the Proposed New Property Line for a distance of 126.07 feet to a ¾" Pipe (o); and thence turning and running S76°26'38"W along the Current Property Line for a distance of 119.01 feet to the point of beginning. The property is bounded on the NORTH by 2B; SOUTHEAST and SOUTHWEST by 1C; all as shown on the plat, be all measurements a little more or less.

**PARCEL 1B:**

All that certain piece, parcel or tract of land situate, lying and being in Richland County, South Carolina, and being more fully shown as a portion of **TRACT 1**, designated as **1B (0.07 AC./3,048 SF)** on a plat prepared for **FIRST CITIZENS BANK AND TRUST COMPANY, INC.**, by Cox and Dinkins, Inc., dated August 23, 2004, to be recorded. The property has the following metes, bounds, courses, and distances, to wit: Beginning at the southwesternmost point of the property at a 5/8" Pipe (o) and running N08°56'12"W along the Current Property Line for distance of 52.16 feet to a 5/8" Pipe (o); thence turning and running S71°36'54"E along the Proposed New Property Line for a distance of 121.77 feet to a Point in junk pile; thence turning and running S23°20'34"E for a distance of 4.36 feet to a ½" Rebar (n); and thence turning and running S85°13'28"W along the Current Property Line for a distance of 109.56 feet to the point of beginning. The property is bounded on the NORTH by 2B; NORTHEAST by 2C; SOUTHEAST and SOUTHWEST by 1C; all as shown on the plat. be all measurements a little more or less.

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

November 1, 2004

<b>RC Project # 05-18 MA</b>	<b>Applicant:</b> First Citizens Bank
<b>General Location:</b> Intersection of Dutch Fork Road (Hwy. 76) and Marina Road	
<b>Tax Map Number:</b> 02414-01-02 (portion)	<b>Subject Area:</b> 0.17 ac MOL
<b>Current Parcel Zoning:</b> RU	<b>Proposed Parcel Zoning:</b> C-3
<b>Proposed Use:</b> Bank	<b>PC Sign Posting Date:</b> October 1, 2004

**SECTION I ANALYSIS**

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. It is the Department's position that this provision means the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

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

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

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

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

**Applicant’s Factual Justification For Proposed Change**

To split off a portion of land to be used in conjunction with an existing C-3 parcel as a bank.

**Compatibility With Existing Development in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	RU	Cell tower site & undeveloped woodlands
<b>Adjacent North</b>	C-3	Undeveloped vacant property
<b>Adjacent East</b>	C-3	Abandoned Amick Road, Well’s Tire Service and commercial structures
<b>Adjacent South</b>	RU	Undeveloped woodlands and estate size single family residences
<b>Adjacent West</b>	C-3 & RU	Abandoned Marina Road, existing Marina Road & undeveloped woodlands

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

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

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



The proposal is for a small portion of land (0.17 acres) to be zoned to C-3 to facilitate the adjustment of the lot line for a proposed bank located directly north of the site.

**Traffic Impact Discussion**

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

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C 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 levels-of-service are shown below:

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

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

Proposed Project Gets Its Principal Access From	Dutch Fork Road (Hwy. 76)	
Functional Classification Of This Roadway	Four lane undivided collector	
<b>Level-Of-Service C Design Capacity (V/C = 1.00)</b>	<b>17,200</b>	
Estimated Traffic Generated By The Proposed Project	0	
Current Volume At The Nearest Count Station # 145 Located @ west of site on Dutch Fork Road (Hwy. 76)	16,100	
Estimated Traffic Count <b>With</b> the Proposed Project	16,100	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.93</b>	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2004 and represent the Annual Average Daily Trips in 2003 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 small portion of the parcel to be rezoned will have no effect on traffic when combined with the larger parcel to be used at a bank.**

### **Fire Service Impacts**

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

### **Relationship To Comprehensive Plan**

It is the Department's position that in order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed 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.

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

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

The surrounding area is comprised of existing C-3 zoned property consisting of appropriate commercial uses. The site is also located at the intersection of Marina and Dutch Fork Road, thereby, promoting accessibility to the site. The proposed Amendment **implements** this Objective.

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

As stated in the compatibility and Objective sections, the area surrounding the site consists of commercial uses on C-3 zoned property and the site is designated as Commercial on the Map. The proposed Amendment **implements** this Principle.

### **Other Relevant Issues**

As stated in the compatibility section, the proposal is for 0.17 acres of land to be zoned to C-3 to facilitate an adjustment of the property line to the north of this parcel to facilitate the zoning and construction of the parcel 02414-01-01 to be used for a bank. This small portion of the larger parcel will not have a significant effect on traffic or land uses.

It should be noted that parcel 02414-01-01 is currently zoned C-3 and consists of 1.82 acres. The purpose of this rezoning is to facilitate a land swap between the proposed bank and the adjacent owner to the south.

## **SECTION II STAFF RECOMMENDATION**

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSO) recommends the Official Zoning Map designation for the parcels included in Project # 05-18 MA **be changed** from RU to C-3.

### **Findings of Fact:**

1. The applicant has provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment **is compatible** with the adjacent existing land uses.
3. The traffic analysis shows that the LOS C traffic capacity of Dutch Fork Road (Hwy. 76) at this location **will not** be exceeded.
4. The proposed Amendment **is consistent** with Proposed Land Use Map designation in the Northwest Subarea Plan.
5. The proposed Zoning Map Amendment **is consistent** with the Objectives and Recommendations of the Northwest Subarea Plan discussed herein.
6. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

## **SECTION III PLANNING COMMISSION ACTION**

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

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

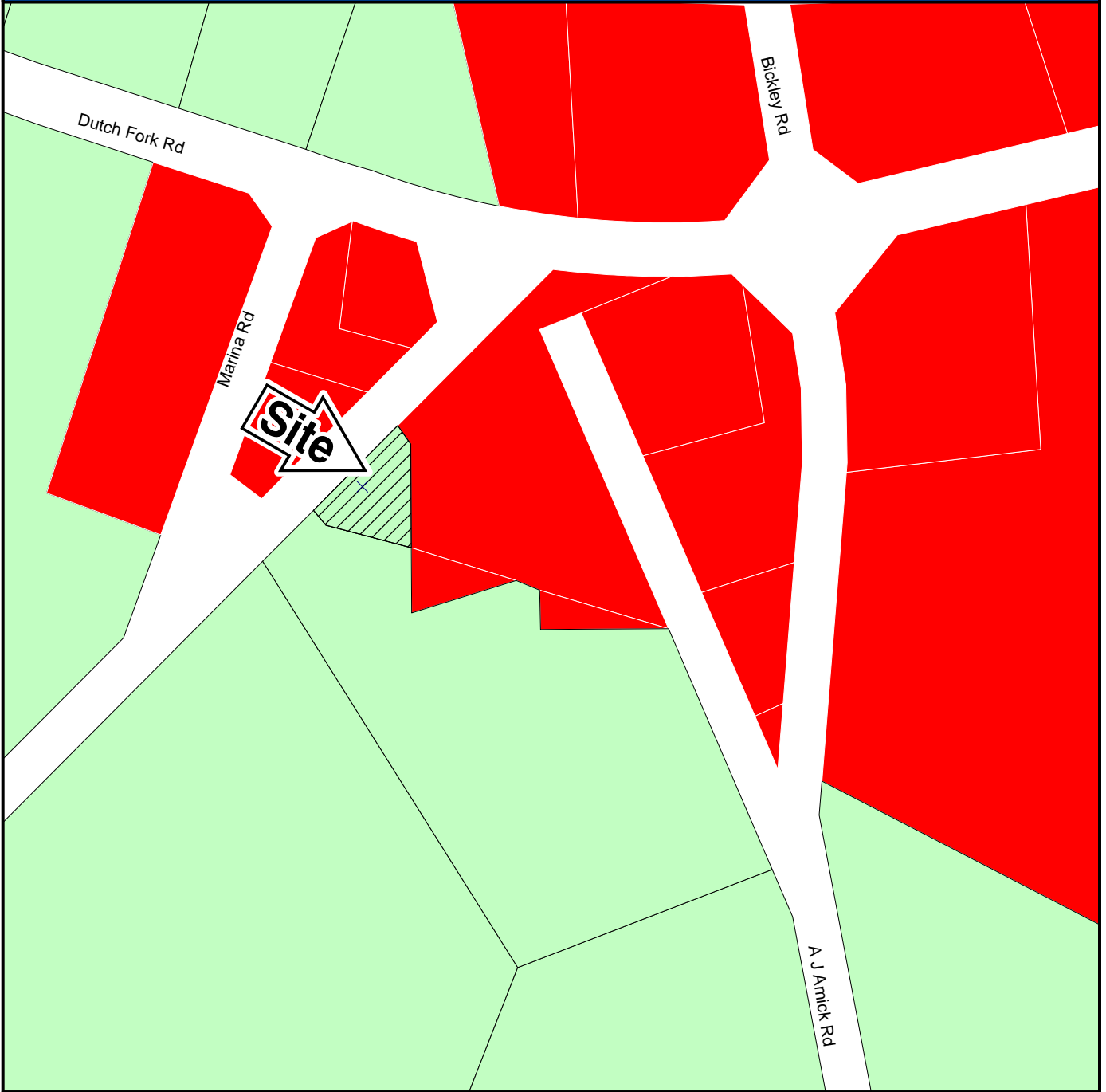
At their meeting of November 1, 2004, the Richland County Planning Commission agreed (did not agree) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-18 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 # 05-18 MA, the Planning Commission made the findings of fact summarized below:

# CASE 05-18 MA RU to C-3



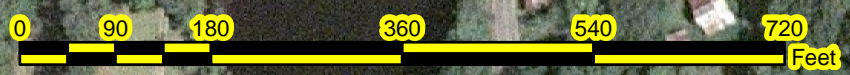
## ZONING CLASSIFICATIONS

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



**CASE 05-18 MA**  
**RU to C-3**  
**TMS 02414-01-02 (p)**

**Site**



# CASE 05-18 MA FROM RU to C-3

TMS# 02414-01-02(p) Intersection of US Hwy 76 & Marina Rd.



**Attachment A**  
**Case 05-18 MA**

**PARCEL 2E:**

All that certain piece, parcel or tract of land situate, lying and being in Richland County, South Carolina, being triangular in shape and being more fully shown as a portion of **TRACT 2**, designated as **2E (0.09 AC./3J70 SF)** on a plat prepared for **FIRST CITIZENS BANK AND TRUST COMPANY, INC.**, by Cox and Dinkins, Inc., dated August 23, 2004, to be recorded. The property has the following metes, bounds, courses, and distances, to wit: Beginning at the southeasternmost point of the property at a Point and running N70°24'40"W along the Proposed New Property Line for distance of 81.93 feet to a ½" Rebar (n): thence turning and running N45°26'04"E along a Tie Line for a distance of 102.25 feet to a ¾" Pipe (o); and thence turning and running S02°30'23"E along the Current Property Line for a distance of 99.31 feet to the point of beginning. The property is bounded on the NORTHEAST by 2B; SOUTH by 1C, and NORTHWEST by 2D; all as shown on the plat, be all measurements a little more or less.

**PARCEL 2D:**

All that certain piece, parcel or tract of land situate, lying and being in Richland County, South Carolina, and being more fully shown as a portion of **TRACT 2**, designated as **2D (0.08 AC./3,380 SF)** on a plat prepared for **FIRST CITIZENS BANK AND TRUST COMPANY, INC.**, by Cox and Dinkins, Inc., dated August 23, 2004, to be recorded. The property has the following metes, bounds, courses, and distances, to wit: Beginning at the southwesternmost point of the property at a ½" Rebar (n) and running N48°34'39"W for a distance of 32.41 feet to a ½" Rebar (o); thence turning and running N45°00'12"E. for a distance of 104.28 feet to a Nail (o); thence turning and running S44°58'57"E for a distance of 33.12 feet to a ¾" Pipe (o): and thence turning and running S45°26'04"W along a Tie Line for a distance of 102.25 feet to the point of beginning. The property is bounded on the NORTHEAST by 2B: SOUTHEAST by 2E: SOUTHWEST by ID; and NORTHWEST by 2A: all as shown on the plat, be all measurements a little more or less.



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

November 1, 2004

<b>RC Project # 05-19 MA</b>	<b>Applicant:</b> Landev Investments	
<b>General Location:</b> Longtown Road West around Plantation Tennis & Swim Club		
<b>Tax Map Number:</b> 17613-02-08	<b>Subject Area:</b> 32.4 ac MOL	
<b>Current Parcel Zoning:</b> D-1	<b>Proposed Parcel Zoning:</b> PUD-1R	
<b>Proposed Use:</b> 122 Single Family Detached Residences plus 15 acres of Recreation Area and Open Space		<b>PC Sign Posting Date:</b> October 1, 2004

**SECTION I ANALYSIS**

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

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

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

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

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

**Applicant’s Factual Justification For Proposed Change**

Construct a single family detached residential subdivision with on-site recreation area

**Compatibility With Existing Development in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	D-1	Undeveloped woodlands
<b>Adjacent North</b>	D-1	Plantation Park S/D
<b>Adjacent East</b>	D-1	Estate size single family residences
<b>Adjacent South</b>	PUD	Proposed single family residences (Brookhaven)
<b>Adjacent West</b>	PUD	Proposed single family residences (Brookhaven)

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

<p><b><u>D-1 Zoning Designation Intent</u></b>                      Intended to provide for large tracts of land located primarily on the fringe of urban growth where the predominant character of urban development has not yet been fully established, but where the current characteristics of use are predominantly residential, agricultural, or semi-developed, with scattered related uses.</p>	<p><b><u>Proposed PUD-1R Zoning Designation Intent</u></b>                      Intended to accommodate primarily residential uses, with nonresidential uses integrated into the design of such districts as secondary uses</p>
<p><b><u>Existing D-1 Zoning Permitted Uses</u></b>                      Agriculture, horticulture, animal husbandry, forestry                      Single family detached dwellings                      Parks, playgrounds, playfields                      Places of worship                      Elementary schools and high schools</p>	<p><b><u>Proposed PUD-1R Zoning Permitted Uses</u></b>                      Limited to the types and arrangements of land uses depicted in the General Development Plan Map</p>

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

The site is bounded by proposed single family residences to the west and south and existing estate size single family residences to the east. The existing Plantation Tennis and Swim Club will be incorporated into the subject project.

The adjacent Plantation Park subdivision on the north side of the subject site is a single family detached project with a density of approximately 3.3 DU/acre. The estimated density of the adjacent Brookhaven portion of the Villages @ Longtown project is approximately 3.3 DU/acre. Since the gross density of the subject project is 3.77 DU/acre, the proposed project is reasonably compatible with the adjacent development.

**Traffic Impact Discussion**

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

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for this 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	Longtown Road via Longtown West Rd.	
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	1159	
Current Volume At The Nearest Count Station # 711 Located @ Longtown Rd south of Lee Rd	5000	
Estimated Traffic Count <b>With</b> the Proposed Project	6159	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>0.72</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 current traffic counts were received from SCDOT on May 23, 2004 and represent the Annual Average Daily Trips in 2003, i.e. **they are already more than one year old.**

The estimated project traffic is calculated by multiplying the generation rate for a single family detached residence found on page 9 of the Addendum To The Long Range Major Street Plan for Richland County times the number of proposed residences (9.5 X 122 residences)

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

The proposed project, by itself, will not result in the LOS C design capacity of Longtown Road being exceeded in this location. However, the Planning Commission has approved preliminary subdivision plans for 729 single family residences (6928 average daily trips) in the Villages at Longtown project (Lee Road and Longtown Rd). Approved projects in Ashley Ridge and Crescent Lake, Phase 7 will add another 1309 ADTs to this portion of Longtown Road when fully occupied. **In summary, the V/C ratio at SCDOT count station # 711 will be 1.67, or far in excess of the LOS F standard, when just these approved subdivisions are built out.**

### **Fire Service Impacts**

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

### **Relationship To Comprehensive Plan**

It is the Department's position that in order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed 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.

Section 6-29-710, SC Code of Laws states "...The regulations (*i.e., zoning and other land development regulations*) must be made in accordance with the comprehensive plan for the jurisdiction and be made with a view to promoting the purposes set forth in this chapter..." The Department interprets this provision to mean that if either the existing, or proposed zoning, is not consistent with the land use designation on the I-77 Corridor Subarea Proposed Land Use Map, the Map should be amended through the statutory comprehensive plan amendment process.

The Map designates the subject area as High Density Residential in the Developing Urban area. The gross project density (the total number of residences divided by the total project acres) is 3.77 DU/acre. Therefore, **the proposed Amendment is not consistent with the Map land use designation.**

In addition to reviewing the consistency with the Proposed Land Use Map, it is necessary to review the Comprehensive Plan's development policies, as found in the Subarea Plans, to determine if the proposed amendment furthers the Objectives and Recommendations/Principles of the Comprehensive Plan as found in the Subarea Plans. The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance that is relevant to the subject Zoning Map Amendment. The relevant Objectives and Principles/Recommendations, found on pages 30 and 39 respectively, are discussed below:

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

The site is surrounded by existing, and proposed, single family detached residences on the north and west and estate size single family residences on the east and south. The proposed single family detached residential project **implements** this Objective.

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

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

The proposed multi family development will consist of 122 single family detached residences, a gross density of 3.8 DU/acre. **On a gross density basis, the proposed Amendment is not consistent with this Principle.**

The subject property will have a net residential density (the proposed number of residences divided by the number of residential acres) of 9.45 DU/acre. **On a net residential density basis, the proposed Amendment is consistent with this Principle.**

### **Other Relevant Issues**

The applicant has submitted a draft description of proposed Covenants, Conditions and Restrictions for the Department's inclusion in the project records. Among the proposed Restrictions are a requirement that the building lots are restricted to single family residences (Article X, Section 10.1) and a height limitation of three stories (Article 10, Section 10.3).

## **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 # 05-19 MA **be changed** from D-1 to PUD-1.

### **Findings of Fact:**

1. The applicant has not provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The subject Amendment is compatible with the adjacent existing and proposed land uses.
3. The proposed project, by itself, will not result in the LOS C design capacity of Longtown Road being exceeded in this location. However, the Department estimates that the V/C ratio at SCDOT count station # 711 will be 1.67, or far in excess of the LOS F standard, when just these approved subdivisions are built out.
4. The proposed Amendment **is not consistent** with the Proposed Land Use Map designation in the I-77 Corridor Subarea Plan.
5. The Amendment **is consistent** with the Objectives of the I-77 Corridor Subarea Plan.
6. **On a gross density basis**, the proposed Zoning Map Amendment **is not consistent** with the Principles of the I-77 Corridor Subarea Plan.
7. **On a net residential density basis**, the proposed Zoning Map Amendment **is consistent** with the Principles of the I-77 Corridor Subarea Plan.
8. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

### **PUD Conditions**

- a) The proposed site development shall be limited to 122 single family detached dwelling units, a minimum of 14.9 acres (46 % of the site) of green space and an on-site recreation area as depicted in the General Development Plan (Attachment B); and
- b) Unless otherwise provided herein, all development shall conform to all relevant land development regulations in effect at the time a permit application is received by the Planning and Development Service Dept. (PDSD); and
- c) Approval of Attachment B shall constitute approval of the Sketch Plan for subdivision purposes; and
- d) The provisions of Sections 26-70.7; 26-70.8; 26-70.10; 26-70.11 are exempted from application to this project; and
- e) No Special Exceptions, as defined in Chapter 26-602, et. seq., of the Richland County Code of Ordinances, or its relevant successor regulations, shall be permitted; and
- f) Pursuant to the requirements of Section 26-70.17 of the Richland County Code of Ordinances, the following changes shall require a review and recommendation by the Planning Commission and a new ordinance by the County Council:
  - 1) Any increase in the number of access points to the external road network;
  - 2) Any decrease in the amount of open space/common areas; and /or
  - 3) Any increase in the in the gross project density (measured in DU/acre) and/or change in traffic flow; and
- g) The Planning Commission is hereby authorized to make minor amendments, to Attachment B, or as otherwise allowed by Section 26-70.17 of the Richland County Code of Ordinances, or its relevant successor regulations; and
- h) The PDSD is authorized to make minor adjustments to the phasing schedule as may become necessary during the project's construction; and
- i) **No site clearing activity shall begin until the Richland County Public Works Department issues a Grading Permit and the PDSD issues a Controlled Clearing letter;** and

- j) The developer shall be required to construct any necessary turn lanes for the project on Longtown West Road; and
- k) All internal streets shall be constructed to County standards, owned and maintained by Richland County; and
- l) Other conditions resulting from the Commission consideration?
- m) Richland County shall not be responsible for enforcement of any deed restrictions imposed by the applicant, the developer, or their successors in interest.

<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 November 1, 2004, the Richland County Planning Commission agreed (did not agree) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process(deny the proposed Amendment) for RC Project # 05-19 MA at the next available opportunity.

## PUD SUBMISSION CHECKLIST

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

**Project Number:** 05-19 MA

**Applicant:** Racket Club @ Longcreek Plantation

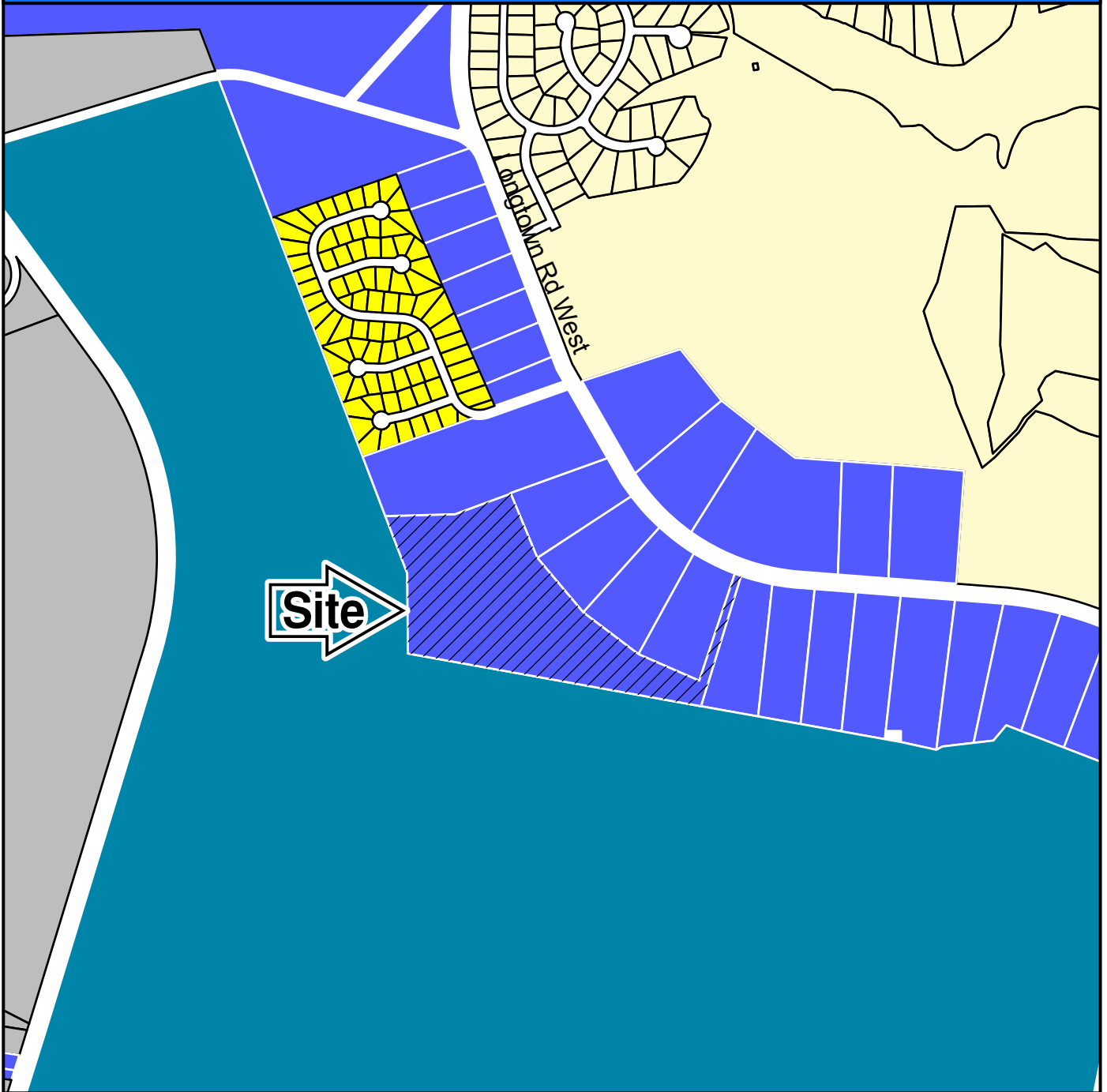
**TMS#:** 17613-02-08

**General Location:** Longtown West Road





















Chapter #	General Development Plan Requirements	Comply
26-70.16	Generalized drawing (s) for entire site showing the general development pattern, including relationship between the various uses	Inside Title Pg
26-70.16 a	Statement of major project assumptions and objectives	Page 5
26-70.16 b	Statement of the range of percentages of the total area intended for residential, commercial industrial, open space, social/community uses & major streets and roads	Page 6
26-70.16 c	Statement of intended overall maximum dwelling unit density per acre	Page 6
26-70.16 d	Legal description	Page 2
26-70.16 e	Total acres	Page 2
26-70.16 f	Tentative number of units of various types	Page 3
26-70.16 g	Description of open space & community facilities & adequacy to serve the anticipated demand	Page 3
26-70.16 h	Approximate timing of development by phase	Page 3
26-70.16 i	Detailed description of the proposed homeowners association procedures, or other group maintenance & ownership features	Page 9
26-70.16 j	Design standards, administrative procedures & such information or descriptions appropriate for Planning Commission review	None



# CASE 05-19 MA D-1 to PUD-1R



## ZONING CLASSIFICATIONS

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

CASE 05-19 MA  
D-1 to PUD-1R  
TMS 17613-02-08

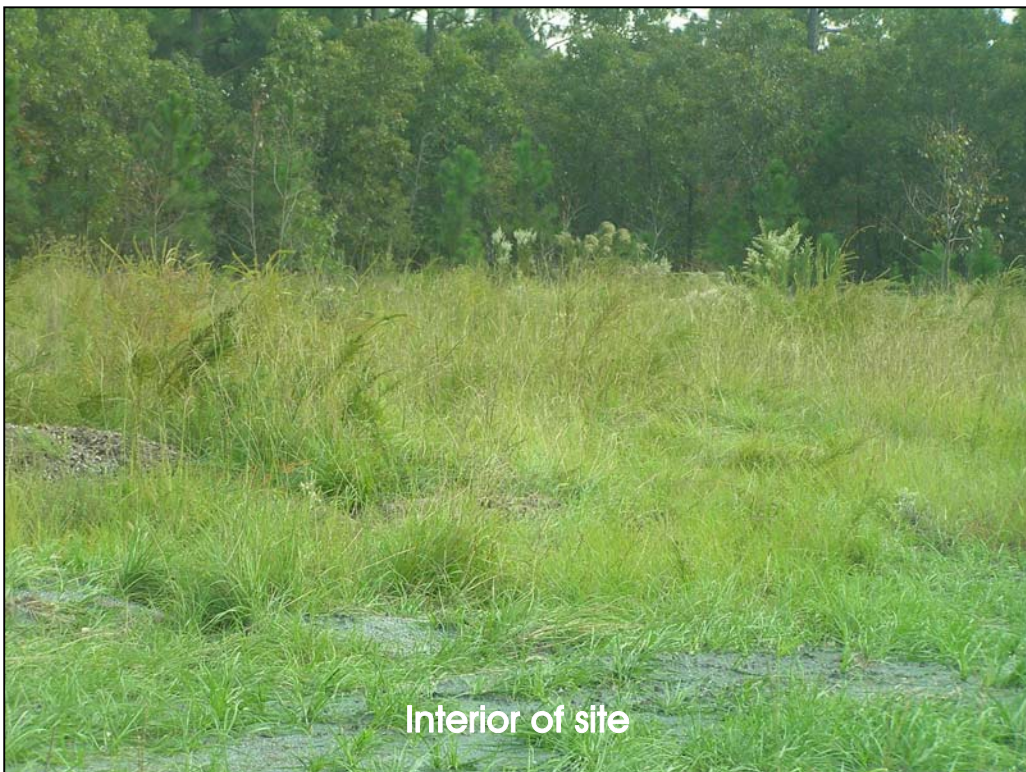
Site



# CASE 05-19 MA FROM D-1 to PUD-1R

TMS# 17613-02-08

Longtown Rd. West at Plantation Tennis & Swim Club





**Attachment A**  
**Case 05-19 MA**

**We request a zoning of PUD-1 R for the following parcel:**

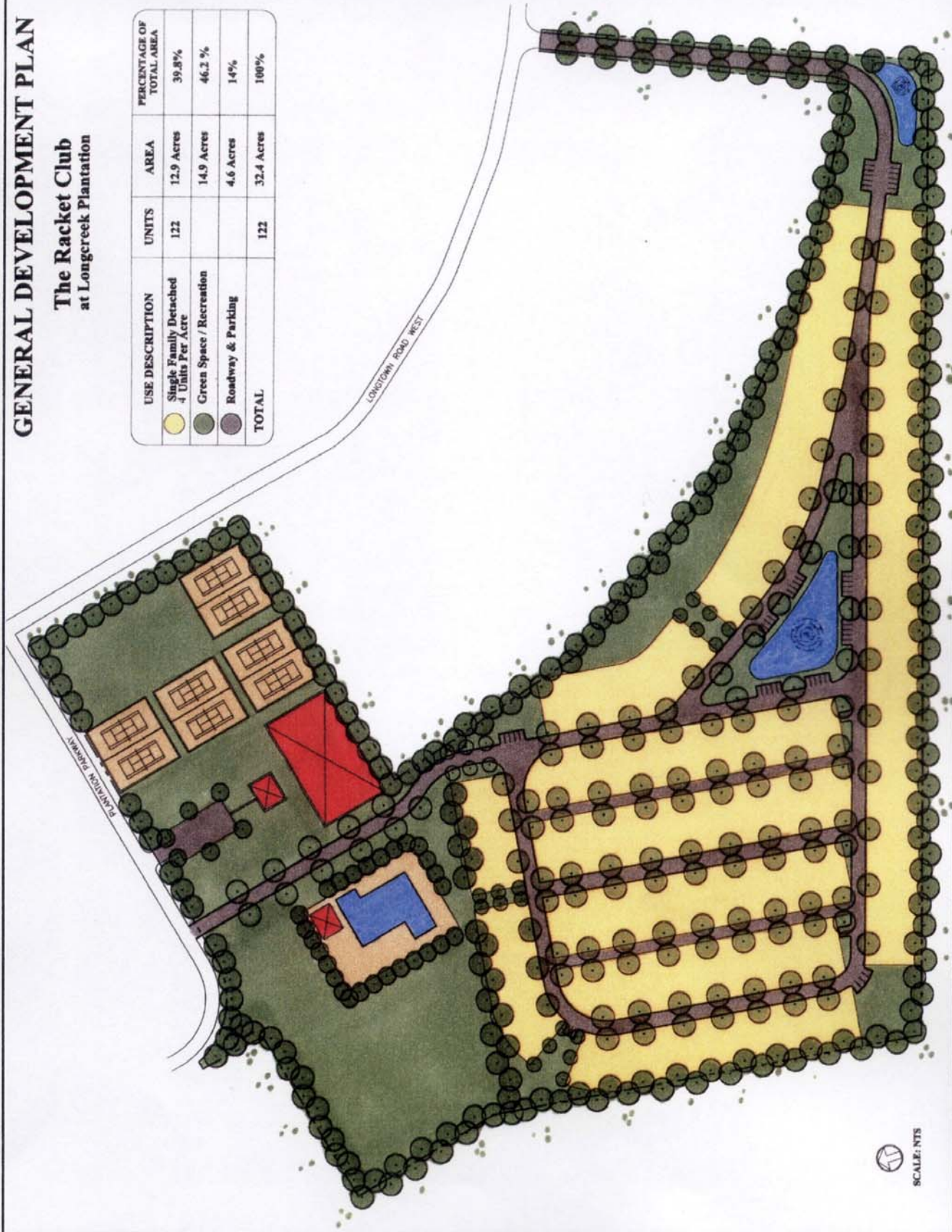
“All that certain piece, parcel or tract of land, together with any improvements thereon, situate lying and being in the Long Creek subdivision In the County of Richland and State of South Carolina containing 32.4 acres and being described as follows: Commencing on a pin located at the right of way of the western boundary of Longtown Road West, a state road and running S 18 degrees 40’45” E for a distance of 207.61 feet to a pin; thence running S 18 degrees 37’10” E for a distance of 267.76 feet to a pin; thence running S 22 degrees 12’24” E for a distance of 390.45 feet to a pin; thence running S 39 degrees 37’41”E for a distance of 371.83 feet pin; thence running S 55 degrees 33’40” E for a distance of 378.01 feet to a pin; thence running S 67 degrees 15’25” E for a distance of 365.63 feet to a pin; thence running S 72 degrees 13’12” E for a distance of 53.21 feet to a pin; thence running S 30 degrees 37’19” W for a distance of 37.51 feet to a pin; thence running N 76 degrees 04’00” W for a distance of 1716.73 feet to a pin; thence running N 01 degrees 28’31” E for a distance of 751.56 feet to a pin; thence running N 18 degrees 57’50” W for a distance of 317.52 feet to a pin; thence running N 71 degrees 12’47” E for a distance of 715.10 feet to a pin: thence running N 71 degrees 12’47” E for a distance of 419.69 feet to the point of beginning. All of which is shown on a plat prepared for Fairways Development, A General Partnership by Civil Engineering of Columbia.

Attachment B  
Case 05-19 MA

**GENERAL DEVELOPMENT PLAN**

**The Racket Club**  
at Longcreek Plantation

USE DESCRIPTION	UNITS	AREA	PERCENTAGE OF TOTAL AREA
Single Family Detached 4 Units Per Acre	122	12.9 Acres	39.8%
Green Space / Recreation		14.9 Acres	46.2 %
Roadway & Parking		4.6 Acres	14%
<b>TOTAL</b>	<b>122</b>	<b>32.4 Acres</b>	<b>100%</b>



SCALE: NTS

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

November 1, 2004

<b>RC Project # 05-20 MA</b>	<b>Applicant:</b> Richard Romero (Hurricane Construction)
<b>General Location:</b> Intersection of Miller and Hollingshed Road	
<b>Tax Map Number:</b> 05200-03-18	<b>Subject Area:</b> 7.0 ac MOL
<b>Current Parcel Zoning:</b> RU	<b>Proposed Parcel Zoning:</b> RS-3 (5,000 sq. ft. lots)
<b>Proposed Use:</b> Single family residential S/D	<b>PC Sign Posting Date:</b> October 5, 2004

**SECTION I ANALYSIS**

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. It is the Department's position that this provision means the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

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

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

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

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

**Applicant’s Factual Justification For Proposed Change**

For the establishment of a single family subdivision

**Compatibility With Existing Development in the Area**

	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>Subject Parcel</b>	RU	Single family residence and undeveloped woodlands
<b>Adjacent North</b>	RU	Single family residence and undeveloped woodlands
<b>Adjacent East</b>	RS-3/City	Raintree Acres Subdivision
<b>Adjacent South</b>	RS-2	Kingston Forest Subdivision
<b>Adjacent West</b>	RU	Single family residence and undeveloped woodlands

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

<p><b><u>RU Zoning Designation Intent</u></b>                      Intended to protect and encourage agricultural endeavors; promote wise use of prime agricultural and forest communities; protect and encourage the integrity of existing rural communities; protect valuable natural and cultural resources; and maintain open space and scenic areas contiguous to development areas</p>	<p><b><u>Proposed RS-3 Zoning Designation Intent</u></b>                      Intended as single family residential areas with low to medium population densities.</p>
<p><b><u>Existing RU Zoning Permitted Uses</u></b>                      All farm type enterprises                      Public buildings and utilities                      Orphanages, nursing homes and the like                      Places of worship                      Educational facilities                      One &amp; Two family dwellings</p>	<p><b><u>Proposed RS-3 Zoning Permitted Uses</u></b>                      Single family detached dwellings                      Modular building units on individual lots</p>

The land uses above represent a summary of the permitted uses in Chapter 26-61 and Chapter 26-63, respectively of the County Code. Some Special Exception uses are also possible.

The site is surrounded to the east and south by existing subdivisions zoned RS-3 and RS-2 respectively. The proposed Amendment for a single family residential subdivision is compatible with the existing land uses.



**Traffic Impact Discussion**

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

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C ratio increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for the 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	Kennerly Road via Hollingshed 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	418	
Current Volume At The Nearest Count Station # 457 Located @ south of site on Kennerly Road	17,100	
Estimated Traffic Count <b>With</b> the Proposed Project	17,518	
Volume-To-Capacity Ratio <b>With</b> The Proposed Project	<b>2.04</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 calculated by multiplying the generation rate for a single family detached residence found on page 9 of the Addendum To The Long Range Major Street Plan for Richland County times the number of proposed residences (9.5 X 44 residences) Calculated as follows; 7 acres – 30% for infrastructure/etc. = 5 buildable acres (217,800 sq. ft./ 5,000 sq. ft. as allowed by RS-3) = 44 lots.

The current traffic counts were received from SCDOT on May 25, 2004 and represent the Annual Average Daily Trips in 2003 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

Hollingshed Road is a 2 lane undivided local road. Kennerly Road at count station #457 is already operating well above the minimum at a LOS F capacity.

### **Fire Service Impacts**

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

### **Relationship To Comprehensive Plan**

It is the Department's position that in order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed 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.

Section 6-29-710, SC Code of Laws states "...The regulations (*i.e., zoning and other land development regulations*) must be made in accordance with the comprehensive plan for the jurisdiction and be made with a view to promoting the purposes set forth in this chapter..." The Department interprets this provision to mean that if either the existing, or proposed zoning, is not consistent with the land use designation on the Northwest Subarea Proposed Land Use Map, the Map should be amended through the statutory comprehensive plan amendment process. **The Map designates the subject area as Residential High/Medium Density in an Established Urban area.**

In addition to reviewing the consistency with the Proposed Land Use Map, it is necessary to review the Comprehensive Plan's development policies, as found in the Subarea Plans, 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 30 and 34 respectively, are discussed below:

Objective – Place new developments where traffic will be absorbed by highways already designed for higher traffic volumes.

As stated in the Traffic Impact Discussion section, Hollingshed Road is a 2 lane undivided local road. Kennerly Road at the count station #457 is already operating well above the minimum at a LOS F capacity. The proposal would allow for an additional estimated 418 average daily trips on a road operating well over its design capacity. The proposed Amendment **does not implement** this Objective.

Principle – The Established Urban Area should contain overall higher density levels (Medium-High Density, maximum of 9 Dwellings/Ac.) than the remaining tow districts. Compatible zoning classifications include: RS-1, RS-2, RS-3, RG-1, PUD-1, and PUD-2.

The proposed Amendment consists of approximately 8 dwelling units per acre in a RS-3 district. The proposed Amendment **implements** this Principle.

### **Other Relevant Issues**

The proposed Amendment may fit the Map designation and the Principle set forth by the Northwest Subarea Plan, however, there are additional factors that must be accounted for. For example, during a site visit the Department located and flagged 4 hardwood trees greater than 92” in circumference. The site also has quite a bit of topographic variation and is better suited for larger lot single family residences.

Due to the grand trees that cannot be cut down, the topography of the lot, and the additional traffic RS-3 zoning would generate, the Department feels as though a less intensive zoning classification would be more appropriate at this site. For example, using the same 5 acres of buildable space, under the RS-1 zoning designation an approximate 18 lots would be allowed. This would help preserve the character of the site by preserving the large trees and it would be easier to work around the topographic variations of the site.

RS-1 zoning and 18 lots on the site would be a reduction of more than half of the current proposal and generate an average of 171 daily trips as opposed to 418 daily trips on a road with a LOS F. It should be noted that the site not only slopes in various areas but has a distinctive slope toward the existing Raintree Acres Subdivision.

## **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 # 05-20 MA **not be changed** from RU to RS-3.

### **Findings of Fact:**

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

<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.

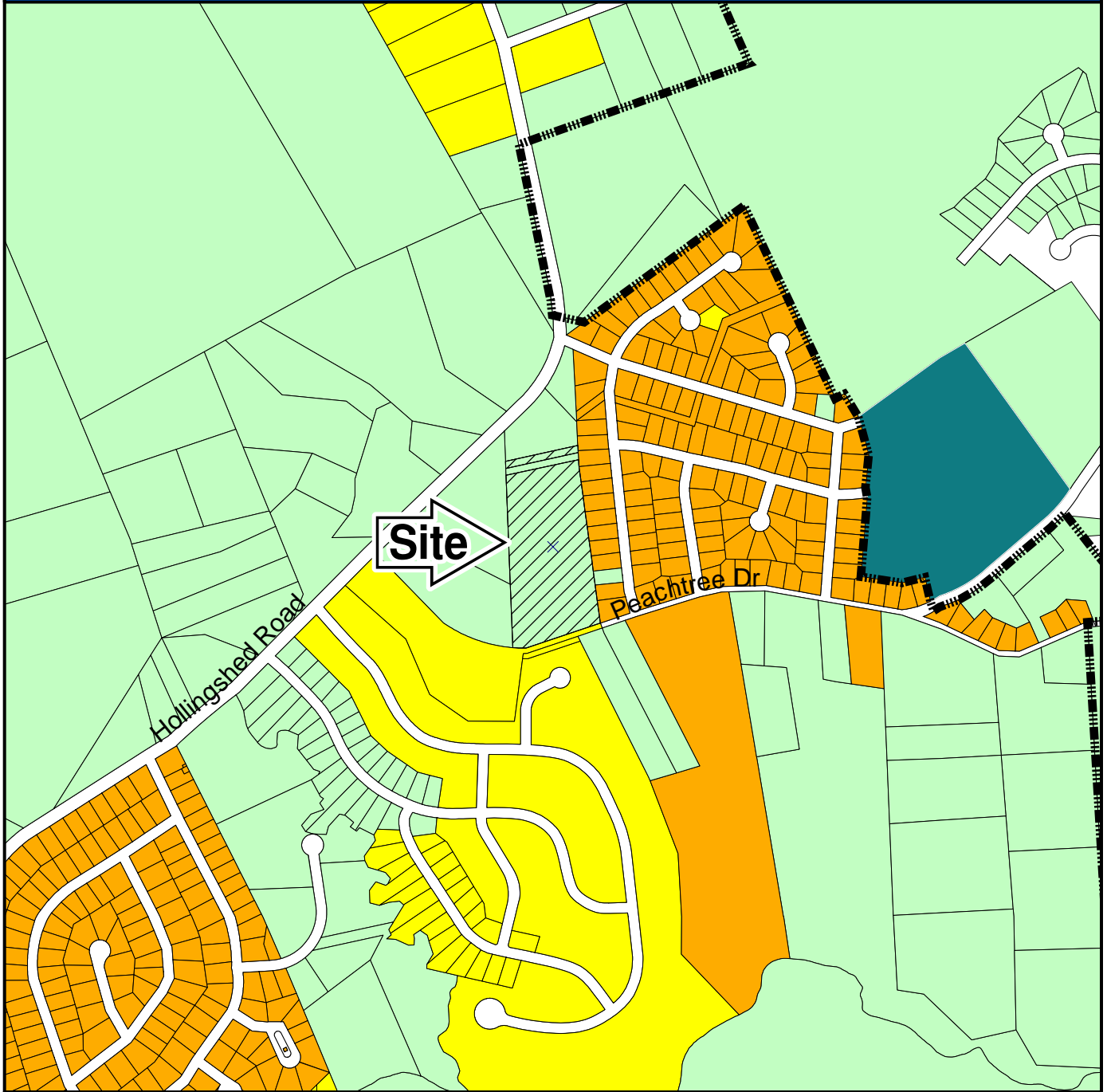
At their meeting of November 1, 2004, the Richland County Planning Commission agreed (did not agree) with the PDSD recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-20 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 # 05-20 MA, the Planning Commission made the findings of fact summarized below:

# CASE 05-20 MA RU to RS-3



## ZONING CLASSIFICATIONS

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



**CASE 05-20 MA**  
**RU to RS-3**  
**TMS 05200-03-18**



# CASE 05-20 MA FROM RU to RS-3

TMS# 05200-03-18

Near intersection of Miller & Hollingshed Rds.



Looking at site with large hardwoods tagged



Looking at sign on site


**Attachment A**  
**Case 05-20 MA**

ALL THAT CERTAIN PIECE, PARCEL OR LOT OF LAND WITH IMPROVEMENTS THEREON, SITUATE, LYING AND BEING IN THE STATE OF SOUTH CAROLINA, COUNTY OF RICHLAND, NEAR THE TOWN OF IRMO, SAID PARCEL BEING SHOWN ON A PLAT PREPARED FOR GEORGE A. AND SUSAN M. KISTLER BY LUCIUS D. COBB DATED JUNE 8, 1984, SAID PLAT HAVING THE FOLLOWING METES AND BOUNDS TO WIT:

BEGINNING AT AN IRON AT THE NORTHWESTERN END OF PEACHTREE DRIVE THENCE TURNING AND PROCEEDING ALONG THE PROPERTY OF THERON M. MILLER, SR. THE FOLLOWING COURSES AND DISTANCES: IN A DIRECTION OF S66°44'W FOR A DISTANCE OF 123.04' TO AN IRON, THENCE IN A DIRECTION OF 72°52'W FOR A DISTANCE OF 115.38' TO AN IRON, AND THEN IN A DIRECTION OF N80°07'22"W FOR A DISTANCE OF 118.24' TO A POWER POLE; THENCE TURNING AND PROCEEDING ALONG THE PROPERTY OF THERON M. MILLER, JR. IN A DIRECTION OF N01°12'35"E FOR A DISTANCE OF 321.30' TO AN IRON; THENCE TURNING AND PROCEEDING ALONG THE PROPERTY OF THERON MARKEL MILLER, JR. IN A DIRECTION OF N00°54'30"E FOR A DISTANCE OF 560.25' TO A POINT; THENCE TURNING AND PROCEEDING ALONG THE PROPERTY OF HOYT MICHAEL AND CARMEN NUNN IN A DIRECTION OF N89°20'16"E FOR A DISTANCE OF 302.03' TO AN IRON; THENCE TURNING AND PROCEEDING ALONG RAIN TREE ACRES THE FOLLOWING COURSES AND DISTANCES: IN A DIRECTION OF S01°36'E FOR A DISTANCE OF 72.35' TO AN IRON; THENCE IN A DIRECTION OF S05°17'E FOR A DISTANCE OF 155.84' TO AN IRON, THENCE IN A DIRECTION OF S05°23'E FOR A DISTANCE OF 350.02' TO AN IRON, AND THEN IN A DIRECTION OF S05°18'E FOR A DISTANCE OF 250.28' TO AN IRON, THIS BEING THE POINT OF BEGINNING. SAID PARCEL CONTAINS 7.00 ACRES (304,735 SQ. FT.).



**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 13, 2004  
**RE:** Subdivision and Street Name Approval

**Background**

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

The attached list of proposed street/road names has been certified by Alfreda Tindal, Richland County E9-1-1 Addressing Coordinator, as being in compliance with the E9-1-1 System requirements. A list of proposed subdivision names is included for your information.

**Action Requested**

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

<b>PROPOSED STREET NAMES</b>	<b>GENERAL LOCATION</b>
Amaryllis Dr	Off Oleander Mill Dr, Amaryllis Woods S/D
Gladiolus Dr	Off Oleander Mill Dr, Amaryllis Woods S/D
Solidago Ct	Off Oleander Mill Dr, Amaryllis Woods S/D
Rose Angel Ct	Off Oleander Mill Dr, Amaryllis Woods S/D
Scarlet Flax Dr	Off Oleander Mill Dr, Amaryllis Woods S/D
Prairie Aster Ct	Off Oleander Mill Dr, Amaryllis Woods S/D
Heartleaf Dr	Off Oleander Mill Dr, Amaryllis Woods S/D
Lanleaf Dr	Off Oleander Mill Dr, Amaryllis Woods S/D
Rothmannia Dr	Off Oleander Mill Dr, Amaryllis Woods S/D
Swallowtail Ct	Off Oleander Mill Dr, Amaryllis Woods S/D
Split Rail Ct	Off Longtown Rd West, Shoal Creek S/D
Roe Deer Ct	Off Longtown Rd West, Shoal Creek S/D
Garvey Cir	Off Wilson Blvd, Hasting Point S/D

<b>PROPOSED STREET NAMES</b>	<b>GENERAL LOCATION</b>
Tubman Ct, Hasting Point Ph 2	Off Wilson Blvd, Hasting Point S/D
Shoal Creek Ln	Off Rimer Pond Rd, Shoal Creek S/D
Deer Stream ct	Off Longtown Rd West, Deer Creek S/D
Red Tail Dr	Off Longtown Rd West, Deer Creek S/D
Purple Martin Ct	Off Smyrna Church Rd, Pamela Adams S/D

<b>APP'D SUBDIVISION NAMES</b>	<b>GENERAL LOCATION</b>
Amaryllis Woods S/D	Off Oleander Mill Dr, Amaryllis Woods S/D
Gladiolus S/D	Off Oleander Mill Dr, Amaryllis Woods S/D
Shoal Creek S/D	Off Rimer Pond Rd, Shoal Creek S/D
Pamela Adams S/D	Off Smyrna Church Rd, Pamela Adams S/D
Eagles Rest S/D	Off Johnson Marina & Richard Franklin Roads
Watershire S/D	Off Lake Murray Blvd