

# **RICHLAND COUNTY PLANNING COMMISSION**



**March 3, 2025**

***Council Chambers  
2020 Hampton Street  
Columbia, SC 29202***



# RICHLAND COUNTY PLANNING COMMISSION



**Monday, March 3, 2025**  
**Agenda**  
**6:00 PM**  
**2020 Hampton Street**  
**2nd Floor, Council Chambers**

Chairman – Christopher Yonke  
Vice Chairman – Beverly Frierson

Frederick Johnson, II • Mark Duffy • John Metts  
Charles Durant • Terrence Taylor • Chris Siercks • Bryan Grady

1. **PUBLIC MEETING CALL TO ORDER** ..... Christopher Yonke, Chairman
2. **PUBLIC NOTICE ANNOUNCEMENT** ..... Christopher Yonke, Chairman
3. **ADDITIONS / DELETIONS TO THE AGENDA**
4. **APPROVAL OF MINUTES: 3 February 2025**
5. **CONSENT AGENDA [ACTION]**

**a. ROAD NAMES**

Page 1

**b. MAP AMENDMENTS**

1. Case # 25-006 MA District 1  
Denise M. Canarella The Honorable Jason Branham  
RT to GC (1.65 acres)  
1620 Dutch Fork Road  
TMS: R02411-02-03  
Comprehensive Plan: Non-Compliant  
Page 3
2. Case # 25-007 MA District 1  
Susan Clements The Honorable Jason Branham  
HM to RT (3.00 acres)  
1531 Wash Lever Road  
TMS# R01900-01-22  
Comprehensive Plan: Non-Compliant  
Page 11
3. Case # 25-008 MA District 10  
Julius Murray II The Honorable Cheryl D. English  
HM to LI (5.00 acres)  
3236 Congaree Road  
TMS: R32403-02-21  
Comprehensive Plan:  
Page

**Deferred**

4. Case # 25-009 MA District 10  
 Luella Martin Bolton The Honorable Cheryl D. English  
 HI to RT (3.00 acres)  
 E/S McCords Ferry Road  
 TMS: R38900-03-10  
 Comprehensive Plan: Non-Compliant  
 Page 19
5. Case # 25-010 MA District 10  
 Jared Munneke The Honorable Cheryl D. English  
 HI to R6 (22.35 acres)  
 1401 Shop Road  
 TMS: R11209-02-12  
 Comprehensive Plan: Compliant  
 Page 27
6. Case # 25-011 District 11  
 Mark James The Honorable Chakisse Newton  
 AG to RC (5.93 acres)  
 11481 Garners Ferry Road  
 TMS: R35200-09-11 (portion of)  
 Comprehensive Plan: Non-Compliant  
 Page 35

**6. OVERLAY DISTRICT [ACTION]**

- a. Olympia Neighborhood Character Overlay - Text Amendment - Page 43
- b. Olympia Neighborhood Character Overlay - Map Amendment - Page 51

**7. ADMINSTRATIVE REVIEW [ACTION]**

- a. Case # AR-24-001  
 John T. Bakhaus  
 2004 Longtown Road E  
 TMS: R20401-01-03  
 Page 53

The applicant is appealing the provision of section 26-181(b) (3) b. of the 2005 Richland County Land Development Code which establishes the provisions for the extension of roads and rights-of-way to the boundary of adjoining property.

MEETING FORMAT

The Planning Commission uses the consent agenda to approve non-controversial or routine matters by a single motion and vote. If a member of the Planning Commission, the Planning Staff or the general public wants to discuss an item on the consent agenda (at the beginning of the meeting), that item is removed from the consent agenda and considered during the meeting. The Planning Commission then approves the remaining consent agenda items.

Persons wishing to speak on an agenda item are requested to sign the item's sign-in sheet located at the back of County Council Chambers. Meeting attendees are usually given two (2) minutes to speak; the time limit is at the discretion of the Chair of the meeting and may be limited when appropriate.

Speakers' comments should be addressed to the full body. Requests to engage a Commission Member, County staff or applicants in conversation will not be honored. Abusive language is inappropriate.

After persons have spoken, the hearing is closed and brought back to Commission level for discussion and action. There is no further comment permitted from the audience unless requested by the Commission.



## ZONING PUBLIC HEARING

The Planning Commission is a recommending body to Richland County Council. Recommendations for "Approval" or "Disapproval" are forwarded to County Council for their consideration at the next Zoning Public Hearing. The Zoning Public Hearing is another opportunity to voice your opinion for or against a rezoning or amendment to the Land Development Code and is open to the public. The County Council Zoning Public Hearing is usually scheduled for the 4<sup>th</sup> Tuesday of the month at 7:00 p.m. Check the County's website for dates and times.



## **Purpose and Use of the Future Land Use Map**

### **Purpose of Future Land Use Map and Categories**

The Future Land Use map and categories are used during rezoning requests to make recommendations and decisions regarding the appropriateness of different aspects of proposed developments. The Future Land Use map and categories provide guidance when making decisions about zoning and infrastructure investments by identifying the type and character of development that should occur in specific areas.

The Future Land Use categories and the Future Land Use map are provided solely with the intention of offering guidance to local decision-makers. This plan does not make formal recommendations to rezone properties to align with these Future Land use designations, but provides support for these Future Land Use designations during a rezoning case evaluation.

### **Using the Future Land Use Map and Categories**

Each rezoning proposal needs to be evaluated using the land use category, goals and implementation strategies outlined in this Comprehensive Plan. Because this is a Comprehensive Plan and not intended to provide site level guidance with regard to development decisions, discretion should be used when evaluating a proposed rezoning using the Future Land Use Map and related categories.

Future Land Use category lines were developed by considering development character, utility service areas, lines of natural features, and roadways. Particularly for areas near or on the boundaries of Future Land Use categories, discretion by the Richland County Planning Department staff is needed to determine the appropriate Future Land Use category that should be applied based on:

- Existing development context of property
- Environmental context of the property
- Development activity or proposed activity occurring within a sphere of influence of the property
- Future plans to construct utility infrastructure, roadways, or other public facilities

Ultimately, rezoning decisions are legislative decisions made by the County Council. This means that the decisions are a policy choice, and that the Comprehensive Plan helps to inform these choices.



# Street Name Review Case Summary

## PLANNING COMMISSION MEETING

March 3, 2025

6:00 PM

**Council District:** Honorable Cheryl D. English (District 10)  
**Development:** Cypress Bend Subdivision  
**Tax Map Amendment:** TMS# R19814-02-04, R22602-01-04  
**Applicant:** Myra Grimes, Civil Engineering of Cola  
**Proposed Use:** Residential  
**Proposed Street Name (s):** Cattail Way, Cypress Bend Drive, Elderflower Road, Primrose Road, Yellowtail Road  
**Staff Recommendation:** Approval

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**Detail:** Pursuant to SC Code 6-29-1200 (a), a local planning commission 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.

**Staff Reviewer:** Alfreda W Tindal, E9-1-1 Addressing Coordinator, reviewed the street name (s) and has determined that the E9-1-1 Road Naming Standards have been met.

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**Map:**







**Richland County  
Planning & Development Services Department**

Map Amendment Staff Report

**PC MEETING DATE:** March 2, 2025  
**RC PROJECT:** 25-006 MA  
**APPLICANT:** Denise M. Canarella

**LOCATION:** 1620 Dutch Fork Road

**TAX MAP NUMBER:** R02411-02-03  
**ACREAGE:** 1.65 acres  
**EXISTING ZONING:** RT  
**PROPOSED ZONING:** GC

**PC SIGN POSTING:** February 19, 2025

**Comprehensive Plan**

**Not compliant**

**Background**

**Zoning History**

The original zoning as adopted September 7, 1977 was Rural District (RU).

With the adoption of the November 16, 2021 Lane Development Code and the accompanying zoning district map in 2023, the subject property was rezoned to Residential Transition (RT) District.

**Zoning History for the General Area**

The Institutional District (INS) parcel northwest of the site on Dutch Fork Road was rezoned from Rural District (RU) under case number 17-011MA.

The General Commercial (GC) parcel north of the site on Gates Road was rezoned from Rural District (RU) to General Commercial District (GC) under case number 05-22MA.

The PDD parcel west of the site with frontage on Dutch Fork Road and Shadowood Drive was rezoned from Rural District (RU) under case number 05-40MA.

The Light Industrial District (M-1) parcels north of the site on Gates Road were rezoned from Rural District (RU) under case number 02-018MA.

The General Commercial (GC) parcel adjacent to the east site was rezoned from Rural District (RU) to General Commercial District (GC) under case number 16-020MA.

### **Zoning District Summary**

The General Commercial (GC) District is intended to accommodate a variety of commercial and non-residential uses characterized primarily by retail, office, and service establishments oriented primarily to major traffic arteries or extensive areas of predominantly commercial usage.

No minimum lot area, except as required by DHEC. The maximum allowed density for residential uses is sixteen (16) dwelling units per acre.

Based upon a gross density calculation, the maximum number of units for this site is approximately: 26 dwelling units\*.

\*In calculating the maximum number of dwelling units, site characteristics, restrictions, land used for installation of infrastructure (which often amounts to 20-30% of the site) are not taken into consideration.

<b>Direction</b>	<b>Existing Zoning</b>	<b>Use</b>
<b><u>North:</u></b>	N/A	Rail Road ROW
<b><u>South:</u></b>	GC	Undeveloped
<b><u>East:</u></b>	GC	Boat Storage/ Insurance Office
<b><u>West:</u></b>	RT	Boat Storage/ Commercial Structure

### **Discussion**

#### **Parcel/Area Characteristics**

The subject property has frontage along Dutch Fork Road. Dutch Fork Road is a five-lane undivided minor arterial with sidewalks and streetlights along this section. The immediate area is characterized by commercial, institutional and residential uses. North of the site is a Rail Road ROW. East and west of the site is boat and RV storage and an insurance office. West of the site is a place of worship. South of the site is undeveloped.

#### **Public Services**

The subject parcel is within the boundaries of Lexington/Richland School District Five. Ballentine Elementary School is located .5 miles northeast of the subject parcel on Bickley Road. Records indicate that the parcel is within the City of Columbia's water service area and is in within Richland County's sewer service area. There is a fire hydrant located east of the site on Dutch Fork Road. The Dutch Fork/Ballentine fire station (station number 20) is located on Broad River Road, approximately 1.3 miles east of the subject parcel.

Being within a service area is not a guarantee that services are available to the parcel.

#### **Plans & Policies**

The 2015 Richland County Comprehensive Plan, "**PUTTING THE PIECES IN PLACE**", designates this area as **Neighborhood (Medium Density)**.

#### **Land Use and Design**

Areas include medium-density residential neighborhoods and supporting neighborhood commercial scale development designed in a traditional neighborhood format. These neighborhoods provide a transition from Neighborhood (Low-Density) to more intense Mixed Residential (High-Density) urban environments. Multi-family development should occur near



activity centers and within Priority Investment Areas with access to roadways with adequate capacity and multimodal transportation options. Non-residential development may be considered for location along main road corridors and within a contextually-appropriate distance from the intersection of a primary arterial.

**Desired Development Pattern**

The primary use within this area is medium density residential neighborhoods designed to provide a mix of residential uses and densities within neighborhoods. Neighborhoods should be connected and be designed using traditional grid or modified grid designs. Non-residential uses should be designed to be easily accessible to surrounding neighborhoods via multiple transportation modes.

**Traffic Characteristics**

The 2023 SCDOT traffic count (Station #145) located southeast of the subject parcel on Dutch Fork Road identifies 28,200 Average Daily Trips (ADT's). Dutch Fork Road is classified as a five lane undivided minor arterial, maintained by SCDOT with a design capacity of 24,800 ADT's. Dutch Fork Road is currently operating at Level of Service (LOS) "D".

There are is a Pavement Improvement Program currently under construction for this section of Dutch Fork Road through the SCDOT with no anticipated completion date.

There are no projects or programs scheduled through the County Penny Sales Tax program.

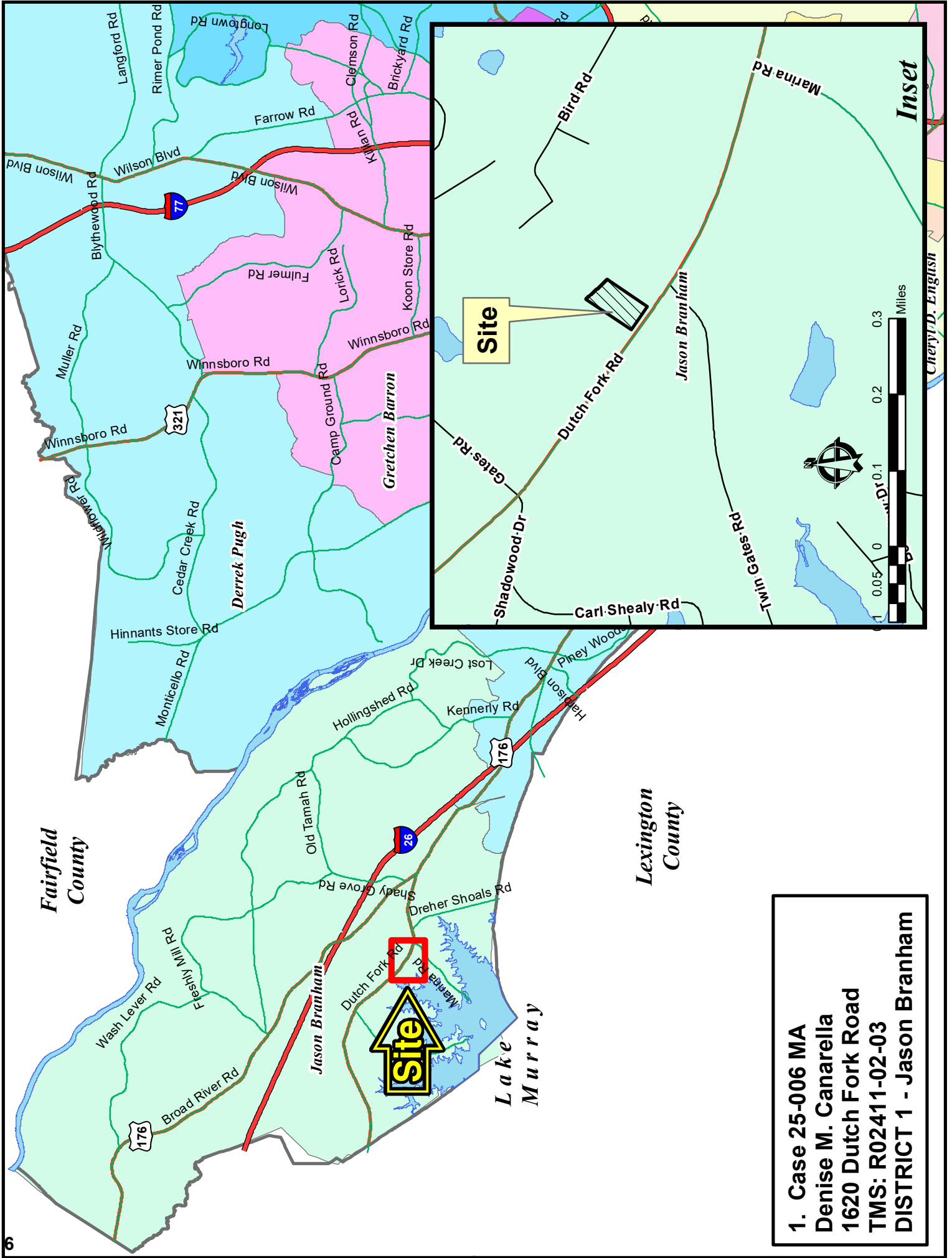
**Conclusion**

The proposed rezoning is **not compliant** with the objectives of the Neighborhood (Medium-Density) designation in the Comprehensive Plan. The requested map amendment does not align with the non-residential guidelines and recommendations for this designation. The proposed zoning designation would encourage uses that are inconsistent with the Plan's recommendations. In addition, although the subject site is located along a main road corridor, it is not situated within a contextually appropriate distance from the intersection of a primary arterial, as recommended by the Plan.

The majority of parcels north of Dutch Fork Road are either zoned General Commercial or contain nonconforming commercial uses on parcels not designated for those uses. Approval of the requested zoning would create a designation compatible with adjacent zoning and allow uses consistent with those established on surrounding parcels.

**Zoning Public Hearing Date**

**March 25, 2025.**



**1. Case 25-006 MA**  
**Denise M. Canarella**  
**1620 Dutch Fork Road**  
**TMS: R02411-02-03**  
**DISTRICT 1 - Jason Branham**

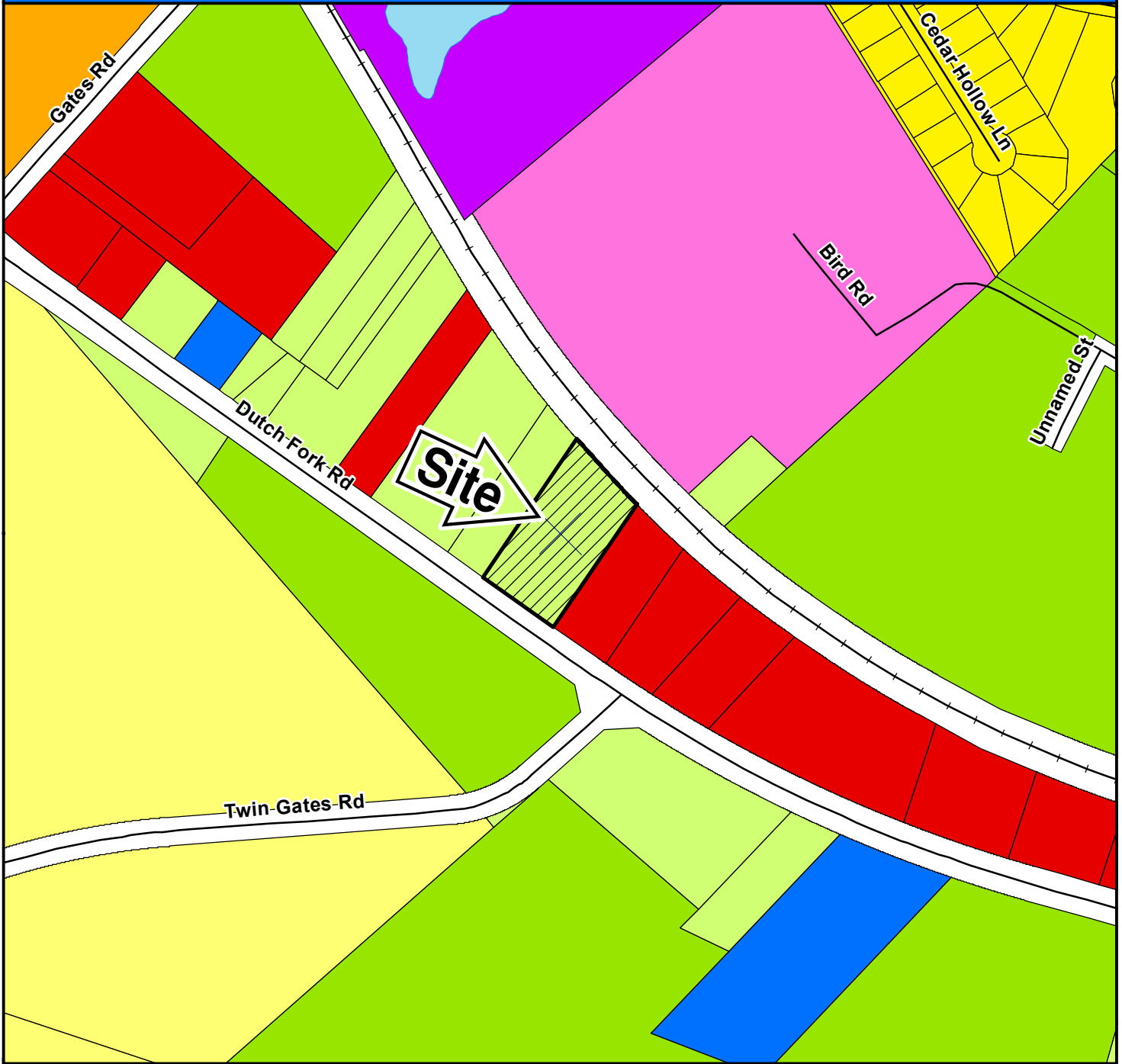


**CASE 25-006 MA  
RT to GC  
TMS R02411-02-03**



# CASE 25-006 MA

## RT to GC



### ZONING CLASSIFICATIONS

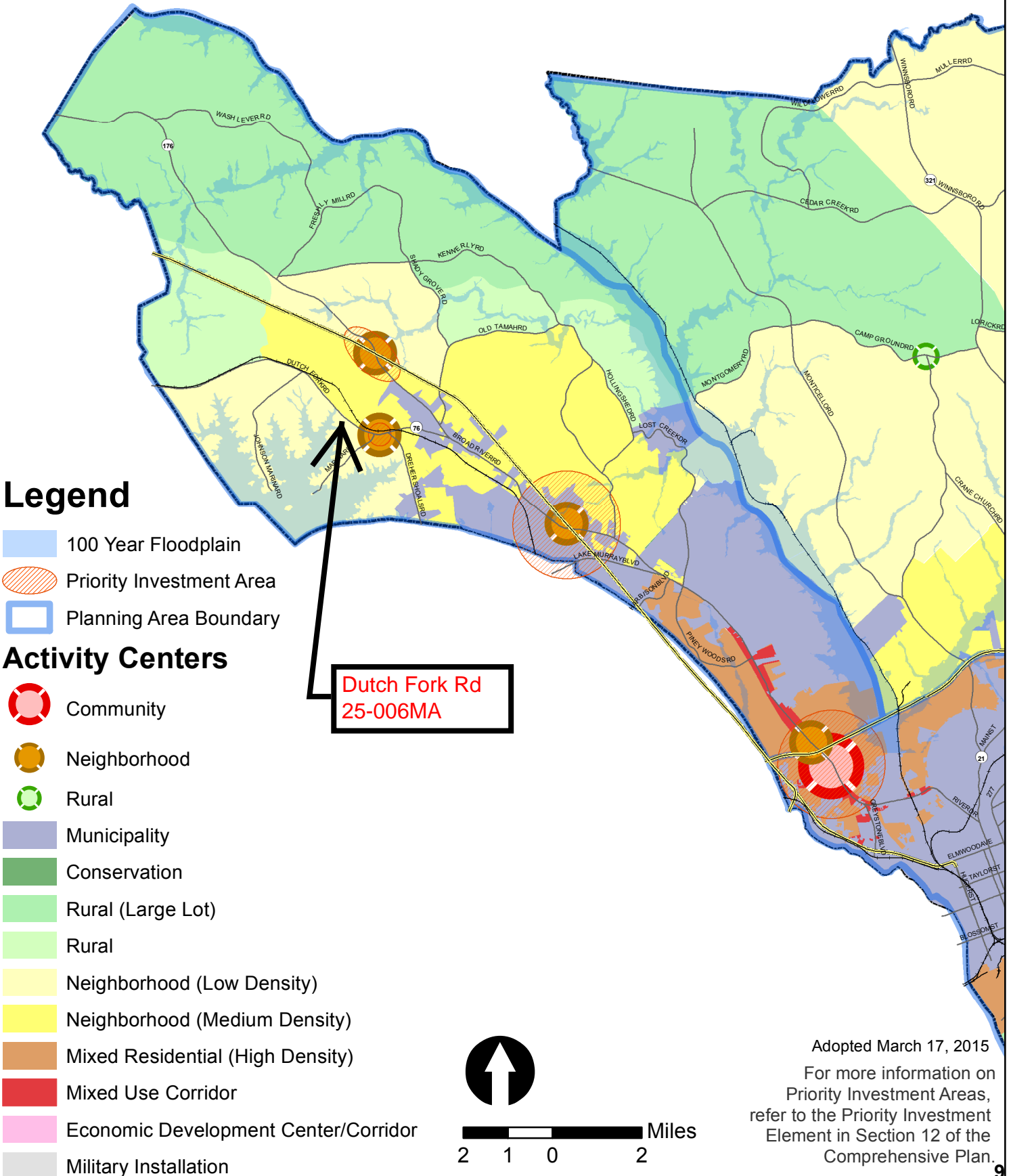
	OS		R1		R5		GC		HI		CC-4
	AG		R2		R6		M-1		CC-1		PD
	HM		R3		RC		INS		CC-2		Subject Property
	RT		R4		MU1		LI		CC-3		





# NORTHWEST PLANNING AREA

## FUTURE LAND USE & PRIORITY INVESTMENT AREAS



Adopted March 17, 2015  
 For more information on Priority Investment Areas, refer to the Priority Investment Element in Section 12 of the Comprehensive Plan.





**Richland County  
Planning & Development Services Department**

Map Amendment Staff Report

**PC MEETING DATE:** March 3, 2025  
**RC PROJECT:** 25-007 MA  
**APPLICANT:** Susan Clements

**LOCATION:** 1531 Wash Lever Road

**TAX MAP NUMBER:** R01900-01-22  
**ACREAGE:** 3 acres  
**EXISTING ZONING:** HM  
**PROPOSED ZONING:** RT

**PC SIGN POSTING:** February 19, 2025

**Comprehensive Plan**

Not compliant

**Background**

**Zoning History**

The original zoning as adopted September 7, 1977 was Rural District (RU). With the adoption of the 2021 Land Development Code the Rural District (RU) was designated Homestead District (HM).

**Zoning District Summary**

The Residential Transition District (RT) provides lands for low-intensity residential development outside urban and suburban settings. The district is intended to serve as a transition between very low intensity rural areas and suburban residential areas. Residential development is limited to manufactured homes and detached single-family dwellings, which may be located on large lots or on family subdivisions that respect the natural features of the land and are designed to conform to the suburban/rural fringe character of the district. Development in the district includes natural buffers between adjacent uses and roadway buffers to support road corridors that have a natural appearance and limit visibility into developed areas.

Maximum density standard: no more than one (1) dwelling units per acre.

Based upon a gross density calculation\*, the maximum number of units for this site is approximately: 3 dwelling units.

\*Gross density calculations do not consider site characteristics or land set aside for infrastructure or opens space.

Direction	Existing Zoning	Use
<u>North:</u>	RT/ HM	Residence/ Residence
<u>South:</u>	HM	Residence
<u>East:</u>	RT	Residence
<u>West:</u>	HM	Residence

**Discussion**

**Parcel/Area Characteristics**

The subject property has frontage along wash Lever Road. Wash Lever Road is a two-lane undivided local road without sidewalks and streetlights along this section. The immediate area is characterized residential uses. North, south, east and west of the site are single-family detached structures.

**Public Services**

The subject parcel is within the boundaries of Lexington/Richland School District Five. Springhill High School is located 2.6 miles southeast of the subject parcel on Broad River Road. Records indicate that the parcel is within the City of Columbia’s water service area and is in within Richland County’s sewer service area. There are no fire hydrants along this section of Broad River Road. The Spring Hill / White Rock fire station (station number 18) is located on Broad River Road, approximately 1.1 miles south of the subject parcel.

Being within a service area is not a guarantee that services are available to the parcel.

**Plans & Policies**

**2015 Comprehensive Plan**

The 2015 Richland County Comprehensive Plan, **“PUTTING THE PIECES IN PLACE”**, designates this area as **Rural (Large Lot)**.

**Land Use and Design**

These are areas of mostly active agricultural uses and some scattered large-lot rural residential uses. Limited rural commercial development occurs as Rural Activity Centers located at rural crossroads, and does not require public wastewater utilities. Some light industrial and agricultural support services are located here. These areas are targets for future land conservation efforts, with a focus on prime and active agricultural lands and important natural resources. Historic, cultural, and natural resources are conserved through land use planning and design that upholds these unique attributes of the community.

**Desired Development Pattern**

Active working lands, such as farms and forests, and large lot rural residential development are the primary forms of development that should occur in Rural (Large Lot) areas. Residential development should occur on very large, individually-owned lots or as family subdivisions. Master planned, smaller lot subdivisions are not an appropriate development type in Rural (Large Lot) areas. These areas are not appropriate for providing public wastewater service, unless landowners are put at risk by failing septic systems. Commercial development is appropriately located within Rural Activity Centers.



**Traffic Characteristics**

The 2023 SCDOT traffic count (Station #192) located southwest of the subject parcel on Broad River Road identifies 4,700 Average Daily Trips (ADT's). Broad River Road is classified as a two-lane undivided major collector, maintained by SCDOT with a design capacity of 8,600 ADT's. This portion of Broad River Road is currently operating at Level of Service (LOS) "B".

The ADTs are the total volume of traffic passing a point on a roadway during a 24-hour period. ADT data is collected by SCDOT.

There are no planned or programmed improvements for this section of Broad River Road through SCDOT or the County Penny Sales Tax program.

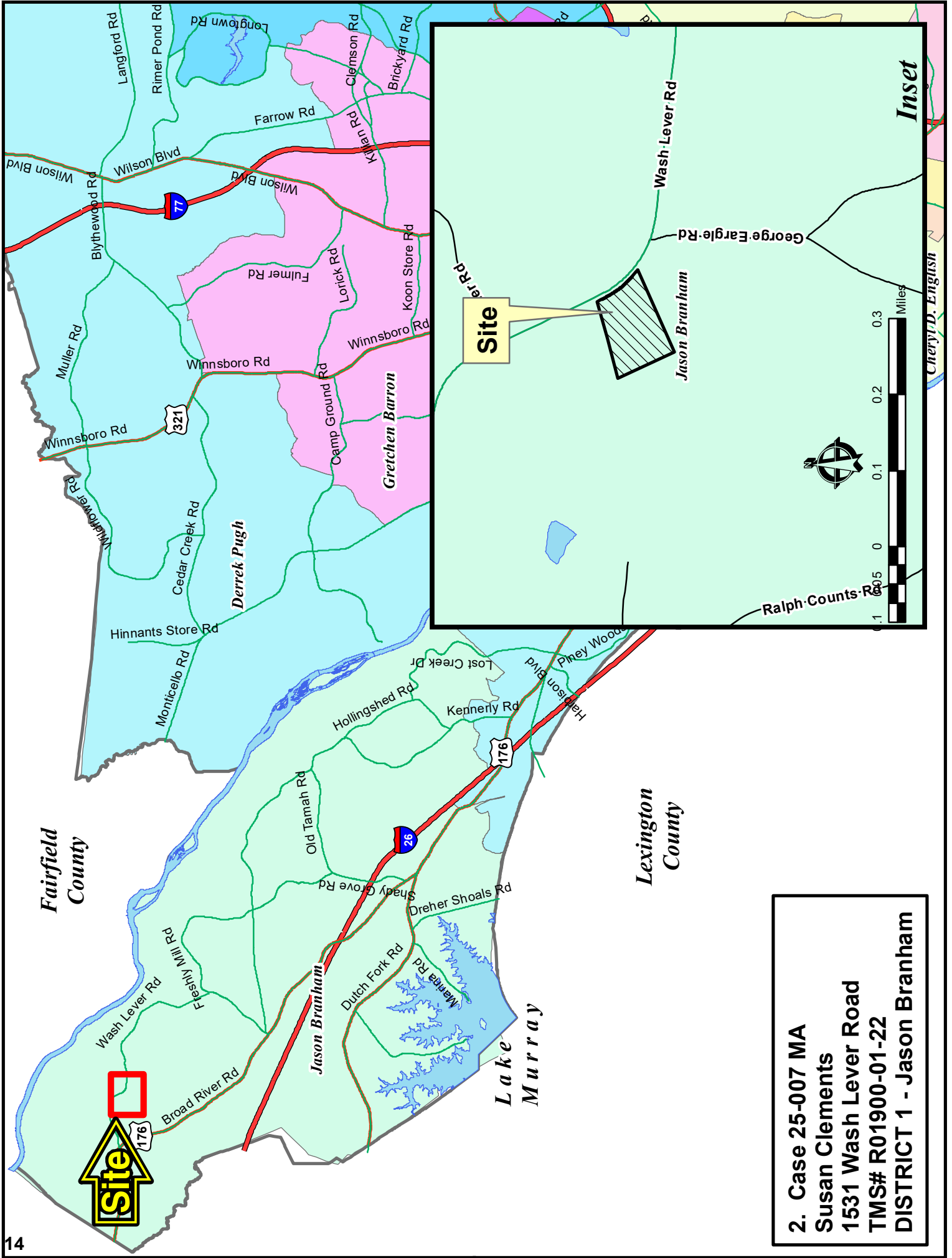
**Conclusion**

The proposed rezoning is not compliant with the objectives of the Rural (Large Lot) designation in the Comprehensive Plan. According to the Plan, "...smaller lot subdivisions are not an appropriate development type...." The requested zoning allows for a minimum lot size that does not support the recommended or desired land uses for this designation. Additionally, the proposed map amendment is inconsistent with the residential-agriculture guidelines and recommendations for this area.

While the requested map amendment does not comply with the Rural (Large Lot) designation's recommendations, its approval would permit lot sizes and uses that are consistent with the character of the surrounding parcels.

**Zoning Public Hearing Date**

**March 25, 2025.**



**2. Case 25-007 MA**  
**Susan Clements**  
**1531 Wash Lever Road**  
**TMS# R01900-01-22**  
**DISTRICT 1 - Jason Branham**



**CASE 25-007 MA**  
**HM to RT**  
**TMS R01900-01-22**

Burdell Fuller Rd

Burdell Fuller Rd

Wash Lever Rd

Dr Pinner Rd

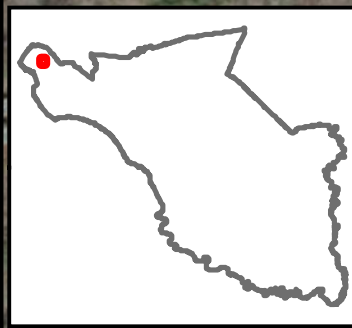


George Eargle Rd

Hub Eargle Rd

 **SPECIAL FLOOD HAZARD AREA**

 **WETLANDS**








# CASE 25-007 MA

## HM to RT



### ZONING CLASSIFICATIONS

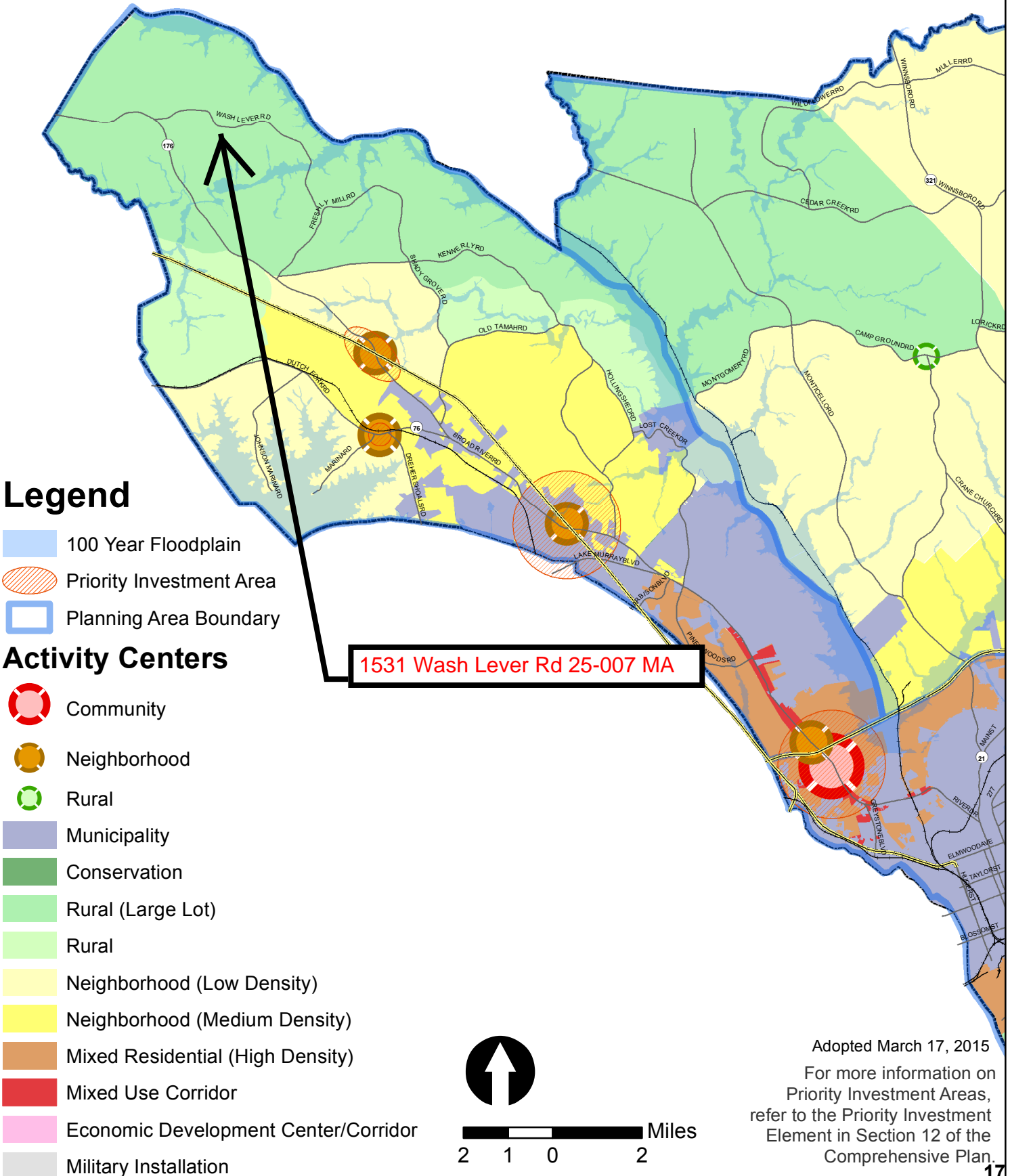
 OS	 R1	 R5	 GC	 HI	 CC-4
 AG	 R2	 R6	 M-1	 CC-1	 PD
 HM	 R3	 RC	 INS	 CC-2	 Subject Property
 RT	 R4	 MU1	 LI	 CC-3	





# NORTHWEST PLANNING AREA

## FUTURE LAND USE & PRIORITY INVESTMENT AREAS



Adopted March 17, 2015  
 For more information on  
 Priority Investment Areas,  
 refer to the Priority Investment  
 Element in Section 12 of the  
 Comprehensive Plan.





**Richland County  
Planning & Development Services Department**

Map Amendment Staff Report

**PC MEETING DATE:** March 3, 2025  
**RC PROJECT:** 25-009 MA  
**APPLICANT:** Luella Martin Bolton

**LOCATION:** E/S McCords Ferry Road

**TAX MAP NUMBER:** R38900-03-10  
**ACREAGE:** 3 acres  
**EXISTING ZONING:** HI  
**PROPOSED ZONING:** RT

**PC SIGN POSTING:** February 19, 2025

**Comprehensive Plan Compliance**

Not compliant

**Background**

**Zoning History**

The original zoning as adopted September 7, 1977 was Heavy Industrial District (M-2).

**Zoning History for the General Area**

The Residential Transition District (RT) parcels east of the site were rezoned from Heavy Industrial District (HI) under case number 22-032MA. The Homestead District (HM) parcel east of the site was also rezoned from Heavy Industrial District (HI) under case number 22-032MA.

**Zoning District Summary**

The Residential Transition District (RT) provides lands for low-intensity residential development outside urban and suburban settings. The district is intended to serve as a transition between very low intensity rural areas and suburban residential areas. Residential development is limited to manufactured homes and detached single-family dwellings, which may be located on large lots or on family subdivisions that respect the natural features of the land and are designed to conform to the suburban/rural fringe character of the district. Development in the district includes natural buffers between adjacent uses and roadway buffers to support road corridors that have a natural appearance and limit visibility into developed areas.

Maximum density standard: no more than one (1) dwelling units per acre.

Based upon a gross density calculation\*, the maximum number of units for this site is approximately: 3 dwelling units.

\*In calculating the maximum number of dwelling units, site characteristics, restrictions, land used for installation of infrastructure (which often amounts to 20-30% of the site), or application of open space provisions are not taken into consideration.

Direction	Existing Zoning	Use
<b><u>North:</u></b>	HI	Undeveloped
<b><u>South:</u></b>	HI	Undeveloped
<b><u>East:</u></b>	HI	Undeveloped
<b><u>West:</u></b>	HI	Undeveloped

<b>Discussion</b>
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**Parcel/Area Characteristics**

The parcel does not have frontage along McCords Ferry Road. However, there is access to McCords Ferry Road via a named drive (Gatehill Road). McCords Ferry Road is a two-lane undivided principal arterial. The immediate area is primarily characterized by undeveloped parcels, a residence and agricultural uses. North, East and south of the parcels are undeveloped. West of the site is a residential use.

**Public Services**

The subject parcel is within the boundaries of Richland School District One. Webber Elementary School is located 3.3 miles northwest of the subject parcel on Webber School Road. Records indicate that the parcel would be serviced by well and septic. The Eastover fire station (station number 28) is located on Henry Street, approximately 3.1 miles northwest of the subject parcel.

Being within a service area is not a guarantee that services are available to the parcel.

**Plans & Policies**

The 2015 Richland County Comprehensive Plan, ***“PUTTING THE PIECES IN PLACE”***, designates this area as ***Conservation***.

**Land Use and Design**

Environmentally sensitive development that supports agricultural, horticultural, forestry, and related working lands uses, educational and research practices, recreational areas, and natural open spaces. This includes Harbison State Forest, Sesquicentennial State Park, Clemson Extension, and Congaree National Park.

**Desired Development Pattern**

Limited development using low-impact designs to support environmental preservation, tourism, recreation, research, education, and active working lands uses. Subdivision of land for commercial and residential development is discouraged within these areas.

**Lower Richland Neighborhood Master Plan**

The parcel is within the Cowasee Conservation Corridor. The Cowasee Conservation Corridor is the area of bottomland forest and lowlands adjacent to the Wateree and Congaree rivers in the eastern and southern portions of the Lower Richland. This area is part of the Southeastern Floodplains and Low Terraces ecoregion and corresponds closely with the floodplain. Forested wetlands, oxbow lakes, streams and creeks crisscross this unique natural resource. These areas provide a refuge for a variety of terrestrial and aquatic species which also benefit from



relatively intact forests and riparian corridors along major creeks draining farmland and forested habitats upstream. In addition, the area is home to a number of commercial timbering operations and hunt clubs.

### **Traffic Characteristics**

The 2023 SCDOT traffic count (Station #197) located south of the subject parcel on McCords Ferry Road identifies 3,100 Average Daily Trips (ADT's). McCords Ferry Road is classified as a two lane undivided principal arterial road, maintained by SCDOT with a design capacity of 14,600 ADT's. This portion of McCords Ferry Road is currently operating at Level of Service (LOS) "A".

There are no planned or programmed improvements for either section of McCords Ferry Road, either through SCDOT or the County Penny Sales Tax program.

### **Conclusion**

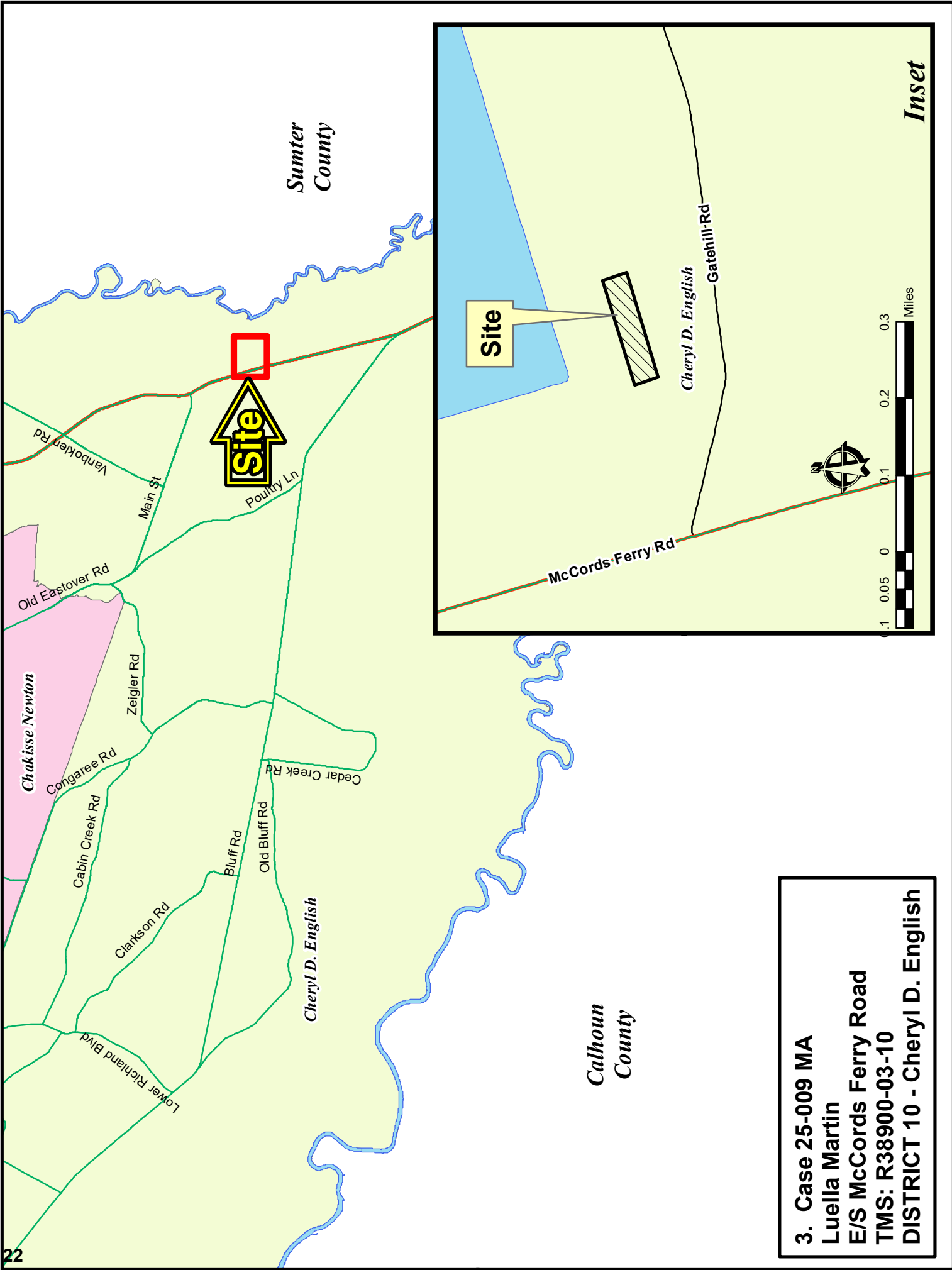
The proposed rezoning is **not compliant** with the objectives for the Comprehensive Plan, as it does not align with the residential development goals of the Conservation future land use designation. This designation, along with the Cowasee Conservation Corridor of the Lower Richland Master Plan, prioritizes non-residential uses and developments that protect and support environmentally sensitive areas. The Conservation designation discourages the subdivision of land for commercial and residential development

Furthermore, the proposed zoning designation would allow for development and lot sizes that conflict with the goals of both the Conservation designation and the Cowasee Conservation Corridor. It is important to note that the current Heavy Industrial (HI) zoning does not align with the development goals of the Comprehensive Plan or the Lower Richland Master Plan.

The majority of the area east of McCords Ferry Road is primarily zoned HI, with some scattered residential uses and zoning. Approving the requested map amendment, even when considering the prior rezoning of nearby properties, will not result in an immediate or significant shift in the area's overall zoning pattern or character. The predominant Heavy Industrial zoning and nonresidential development of the surrounding parcels will largely remain unchanged at this time.

### **Zoning Public Hearing Date**

**March 25, 2025.**



**3. Case 25-009 MA**  
**Luella Martin**  
**E/S McCords Ferry Road**  
**TMS: R38900-03-10**  
**DISTRICT 10 - Cheryll D. English**

**CASE 25-009 MA**  
**HI to RT**  
**TMS R38900-03-10**

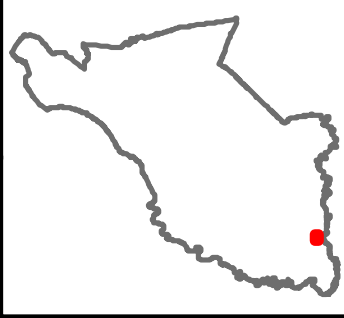


McCords Ferry Rd

Gatehill Rd

 **SPECIAL FLOOD HAZARD AREA**

 **WETLANDS**



Richland County & Woolpert

# CASE 25-009 MA HI to RT

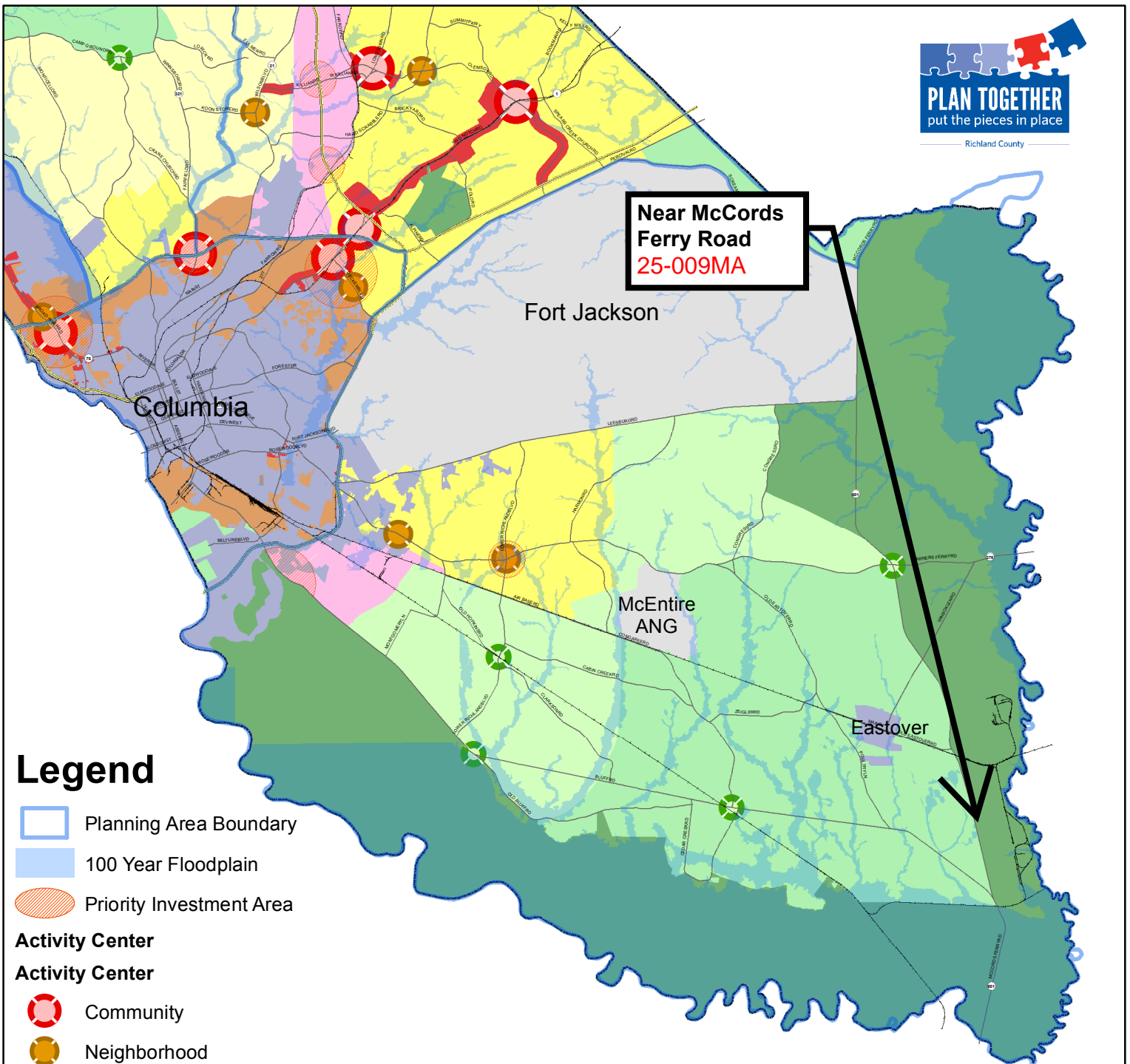


## ZONING CLASSIFICATIONS

	OS		R1		R5		GC		HI		CC-4
	AG		R2		R6		M-1		CC-1		PD
	HM		R3		RC		INS		CC-2		Subject Property
	RT		R4		MU1		LI		CC-3		







### Legend

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

For more information on Priority Investment Areas, refer to the Priority Investment Element in Section 12 of the Comprehensive Plan.

## FUTURE LAND USE & PRIORITY INVESTMENT AREAS

# SOUTHEAST PLANNING AREA



Adopted March 17, 2015

Miles  
 4 2 0 4 25





**Richland County  
Planning & Development Services Department**

Map Amendment Staff Report

**PC MEETING DATE:** March 3, 2025  
**RC PROJECT:** 24-017 MA  
**APPLICANT:** Jared Munneke

**LOCATION:** 1401 Shop Road

**TAX MAP NUMBER:** R11209-02-12  
**ACREAGE:** 22.35 acres  
**EXISTING ZONING:** HI  
**PROPOSED ZONING:** R6

**PC SIGN POSTING:** February 19, 2025

**Comprehensive Plan**

Compliant

**Background**

**Zoning History**

The original zoning as adopted September 7, 1977 was Heavy Industrial District (M-2). With the adoption of the 2005 Land Development Code the Heavy Industrial District (M-2) was designated Heavy Industrial District (HI). With the adoption of the 2021 Land Development Code the Heavy Industrial District (HI) was retained.

**Zoning District Summary**

The Residential 6 District (R6) provides lands for a broad range of high-intensity housing options in locations where adequate supporting public facilities are available. This district is intended to provide good access and connectivity for vehicles, bicycles, and pedestrians. Development allowed includes multi-family dwellings as well as limited public, civic, and institutional uses that support surrounding residential development and servicing commercial.

Maximum density standard: no more than eighteen (18) units per acre.

Based upon a gross density calculation\*, the maximum number of units for this site is approximately: 402 dwelling units.

\*Gross density calculations do not consider site characteristics or land set aside for infrastructure or opens space.

Direction	Existing Zoning	Use
<b><u>North:</u></b>	HI/ HI	Undeveloped/ SCDOT Maintenance yard
<b><u>South:</u></b>	HI/ HI	Vacant/ Waste Hauler
<b><u>East:</u></b>	HI/ GC	Cement Plant/ Warehouse
<b><u>West:</u></b>	M-1/ HI	Brewery/ Printing Services

## Discussion

### Parcel/Area Characteristics

The parcel has frontage along Shop Road, Key Road and Northway Road. There are no sidewalks along this section of Shop Road, Key Road and Northway Road. The subject parcel is developed with a large commercial structure. The immediate area is characterized by commercial and industrial uses. West, east and south and of the subject parcel are industrial properties and a commercial warehouse. North of the site is undeveloped industrial zoned property.

### Public Services

The subject parcel is within the boundaries of School District One. The Olympia School is located .9 miles west of the subject parcel on Bluff Road. The Olympia fire station (number 2) is located .9 miles northwest of the subject parcel on Ferguson Street. Water and sewer is provided by the City of Columbia.

### Plans & Policies

#### 2015 Comprehensive Plan

The 2015 Richland County Comprehensive Plan, ***“PUTTING THE PIECES IN PLACE”***, designates this area as ***Mixed Residential (High Density)***.

#### **Land Use and Design**

Areas include much of the urban and suburban developed areas in the County as well as edge areas adjacent to other jurisdictions in the County. These are densely developed urban and suburban areas, or opportunities for dense suburban development. Mixed residential areas include the full range of uses supportive of neighborhood, community, and regional commercial and employment needs. Residential single-family, multi-family, office and institutional, general and neighborhood commercial, and recreational uses are appropriate for this area. Some light industrial uses are also found today in these areas, but additional industrial development with significant community impacts (i.e., noise, exhaust, odor, heavy truck traffic) is discouraged, unless the area is identified specifically for these uses. Schools, churches, parks, and other institutional uses help support the full service nature of Mixed Residential areas.

#### **Desired Development Pattern**

Developments should reinforce the guiding principle of making neighborhoods and communities in Richland County more livable. Mixed Residential areas should provide a mix of housing opportunities within individual developments, preferably organized around a neighborhood center or public space. To the extent possible, commercial and office development should be located in Activity Centers and in Mixed Use Corridors. High density residential uses should be located proximate to or incorporated within Activity Centers, increasing existing and future opportunities for transit service to these locations. Grid and modified grid development patterns are preferred over curvilinear and cul-de-sac designs to support connectivity.

### Traffic Characteristics

The 2023 SCDOT traffic count (Station #359) located east, northeast of the subject parcel on Shop Road identifies 11,400 Average Daily Trips (ADT's). Shop Road is classified as a three-lane undivided minor arterial, maintained by SCDOT with a design capacity of 14,300 ADT's. This portion of Shop Road is currently operating at Level of Service (LOS) “C”.

The ADTs are the total volume of traffic passing a point on a roadway during a 24-hour period. ADT data is collected by SCDOT.



There is a planned Road Widening project improvement for this section of Shop Road through the SCDOT, with no anticipated completion date.

There is a planned bikeway project to be completed with the road widening through the County Penny Sales Tax program. This project is currently in the design phase and has no anticipated completion date.

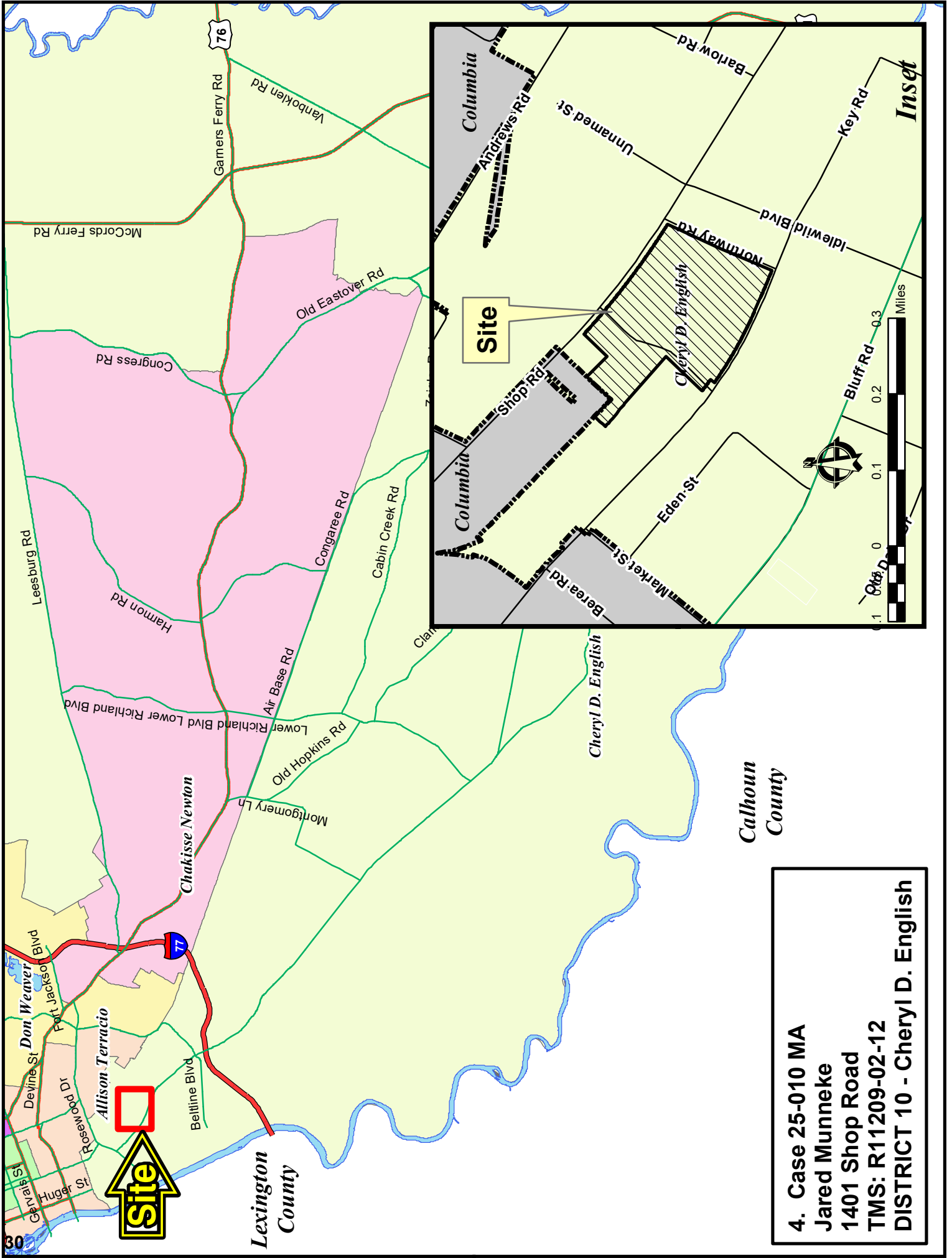
### **Conclusion**

The proposed rezoning is **compliant** with the objectives of the Comprehensive Plan, as it supports residential development within the Mixed Residential (High Density) future land use designation. This designation encourages a mix of residential uses and supportive services. While the location of the subject parcel does not fully conform to the plan's preferred development pattern, which prioritizes high-density residential uses near or within Activity Centers, approval of this map amendment would allow for uses consistent with the existing multi-family developments along this section of Shop Road.

It is important to note that the current Heavy Industrial (HI) zoning does not align with the development goals of the Mixed Residential (High Density) designation. Industrial uses that are permitted in the HI zoning district with significant community impacts (i.e., noise, exhaust, odor, heavy truck traffic) are discouraged.

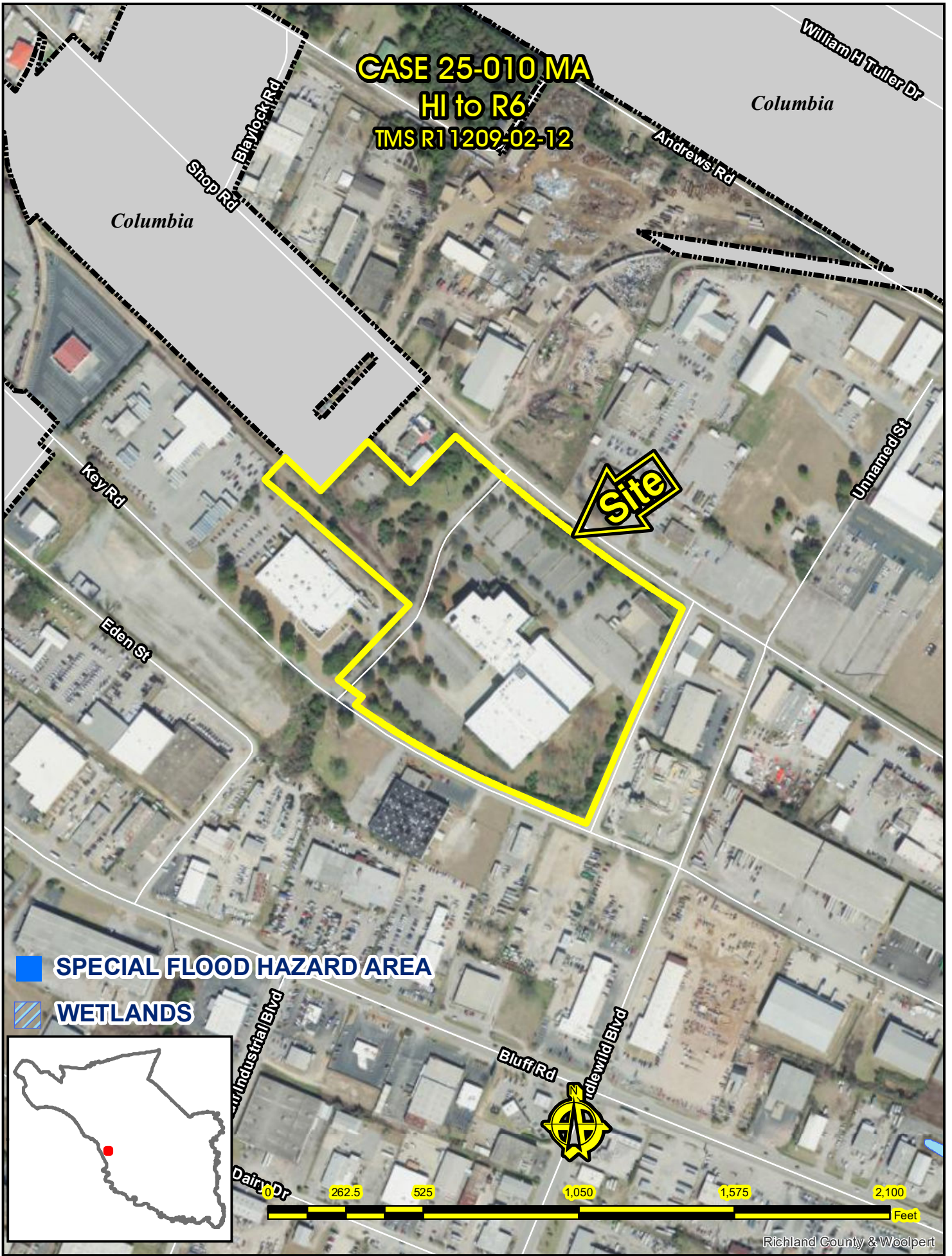
### **Zoning Public Hearing Date**

**March 25, 2025.**



**4. Case 25-010 MA**  
**Jared Munneke**  
**1401 Shop Road**  
**TMS: R11209-02-12**  
**DISTRICT 10 - Cheryll D. English**

**CASE 25-010 MA**  
**HI to R6**  
**TMS R11209-02-12**



**SPECIAL FLOOD HAZARD AREA**

**WETLANDS**

**Site**

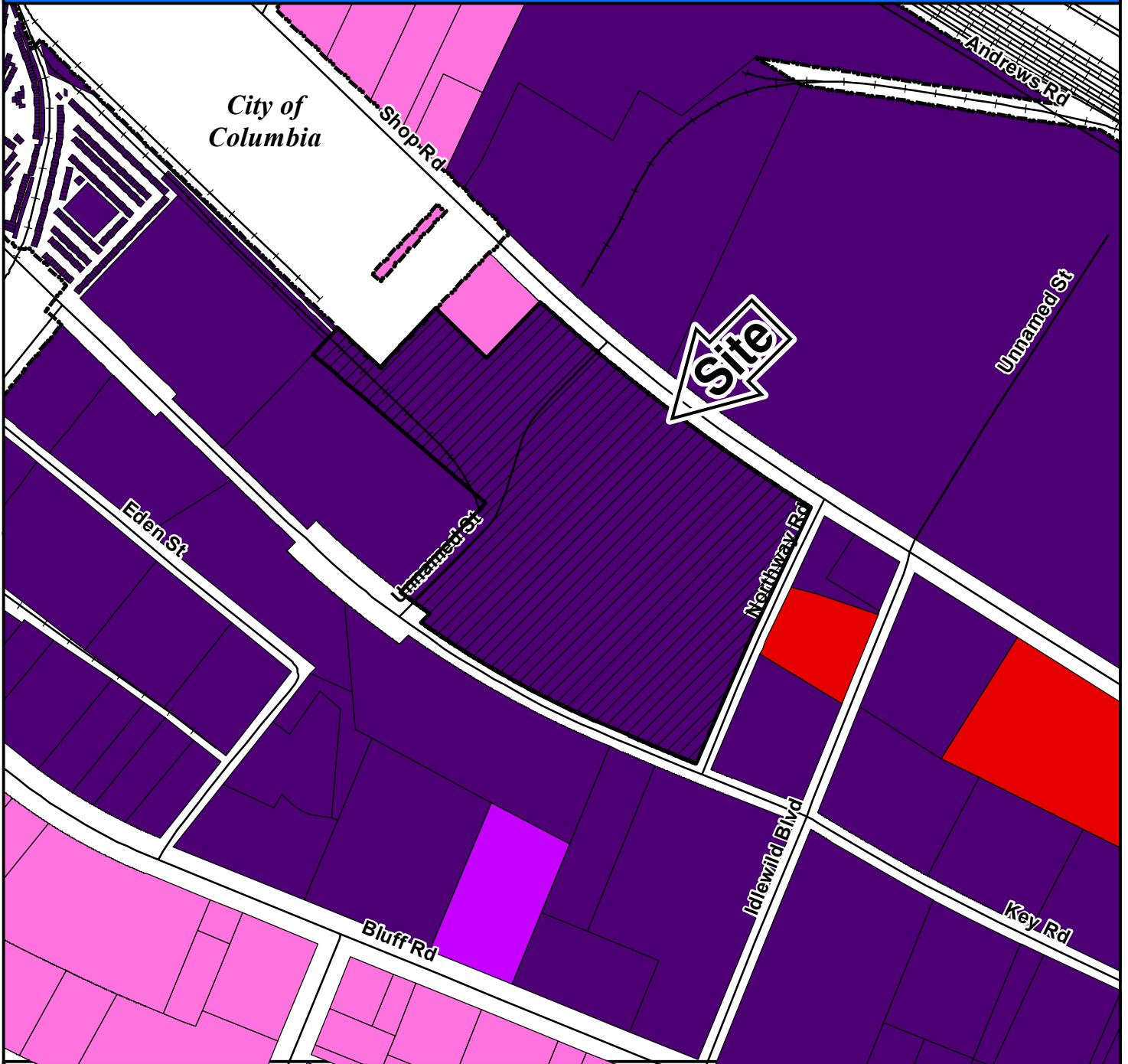
262.5 525 1,050 1,575 2,100 Feet

Richland County & Woolpert



# CASE 25-010 MA

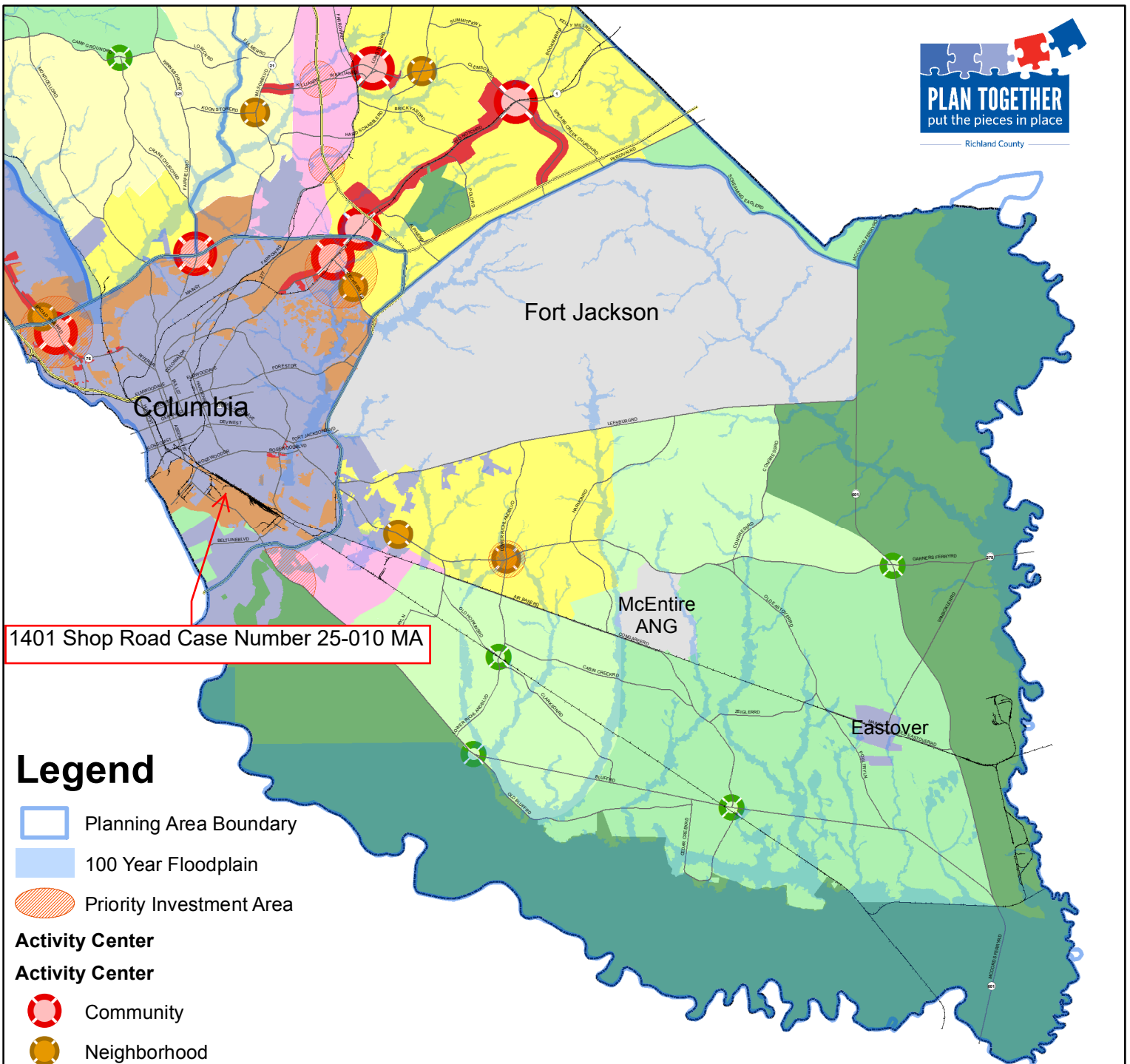
## HI to R6



### ZONING CLASSIFICATIONS

	OS		R1		R5		GC		HI		CC-4
	AG		R2		R6		M-1		CC-1		PD
	HM		R3		RC		INS		CC-2		Subject Property
	RT		R4		MU1		LI		CC-3		





1401 Shop Road Case Number 25-010 MA

### Legend

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

For more information on Priority Investment Areas, refer to the Priority Investment Element in Section 12 of the Comprehensive Plan.

## FUTURE LAND USE & PRIORITY INVESTMENT AREAS

### SOUTHEAST PLANNING AREA



Adopted March 17, 2015

Miles  
4 2 0 4 33





**Richland County  
Planning & Development Services Department**

Map Amendment Staff Report

**PC MEETING DATE:** March 3, 2025  
**RC PROJECT:** 25-011 MA  
**APPLICANT:** Mark James

**LOCATION:** 11481 Garners Ferry Road

**TAX MAP NUMBER:** R35200-09-11 (portion of)  
**ACREAGE:** 5.93 acres  
**EXISTING ZONING:** AG  
**PROPOSED ZONING:** RC

**PC SIGN POSTING:** February 13, 2025

**Comprehensive Plan**

Not compliant

**Background**

**Zoning History**

The original zoning as adopted September 7, 1977 was Rural District (RU). With the adoption of the 2021 Land Development Code the Rural District (RU) was designated Agricultural District (AG).

**Zoning District Summary**

The Rural Crossroads District (RC) provides rural lands of the County a limited range of commercial uses, such as small-scale food stores, gasoline stations, produce stands, small feed stores, restaurants, and limited personal services, in order to meet the needs of residents in the surrounding rural community. This district is designed to be located at major intersections so as to prevent the spreading of commercial uses along the major corridors or into the surrounding countryside.

Direction	Existing Zoning	Use
<b><u>North:</u></b>	N/A	Highway 378
<b><u>South:</u></b>	AG	Undeveloped
<b><u>East:</u></b>	HM	Agricultural
<b><u>West:</u></b>	AG	Agricultural

## Discussion

### **Parcel/Area Characteristics**

The parcel has frontage along Garners Ferry Road, Chain Gang Road and Antioch Amez Church Road. There are no sidewalks or street lamps along this section of Garners Ferry Road, Chain Gang Road and Antioch Amez Church Road. The subject parcel is undeveloped. The immediate area is characterized by residential parcels, agricultural uses and a scattering of undeveloped parcels. South of the subject parcel is undeveloped. West and east of the site are agricultural parcels. North of the site is Highway 378.

### **Public Services**

The subject parcel is within the boundaries of School District One. The Webber Elementary School is located 4.5 miles southeast of the subject parcel on Webber School Road. The Congaree Run fire station (number 29) is located 4.1 miles west of the subject parcel on Old Congaree Run. Water would be provided by well and sewer is provided by septic.

### **Plans & Policies**

#### **2015 Comprehensive Plan**

The 2015 Richland County Comprehensive Plan, ***“PUTTING THE PIECES IN PLACE”***, designates this area as ***Rural (Large Lot)***.

#### **Land Use and Design**

These are areas of mostly active agricultural uses and some scattered large-lot rural residential uses. Limited rural commercial development occurs as Rural Activity Centers located at rural crossroads, and does not require public wastewater utilities. Some light industrial and agricultural support services are located here. These areas are targets for future land conservation efforts, with a focus on prime and active agricultural lands and important natural resources. Historic, cultural, and natural resources are conserved through land use planning and design that upholds these unique attributes of the community.

#### **Desired Development Pattern**

Active working lands, such as farms and forests, and large lot rural residential development are the primary forms of development that should occur in Rural (Large Lot) areas. Residential development should occur on very large, individually-owned lots or as family subdivisions. Master planned, smaller lot subdivisions are not an appropriate development type in Rural (Large Lot) areas. These areas are not appropriate for providing public wastewater service, unless landowners are put at risk by failing septic systems. Commercial development is appropriately located within Rural Activity Centers

### **Traffic Characteristics**

The 2023 SCDOT traffic count (Station #173) located east of the subject parcel on Garners Ferry Road identifies 16,600 Average Daily Trips (ADT's). Garners Ferry Road is classified as a four-lane divided principal arterial, maintained by SCDOT with a design capacity of 33,600 ADT's. This portion of Garners Ferry Road is currently operating at Level of Service (LOS) "A".

The ADTs are the total volume of traffic passing a point on a roadway during a 24-hour period. ADT data is collected by SCDOT.



There are safety improvements currently under construction for this section of Garners Ferry Road through SCDOT with no anticipated completion date.

There are no projects or programs through the County Penny Sales Tax program.

## **Conclusion**

The proposed rezoning request is **not compliant** with the goals and objectives of the Comprehensive Plan. The desired development pattern encourages commercial development to be located within Rural Activity Centers. The property lies one (1) mile west of a Rural Activity Center and is not contextually appropriate for the requested rezoning of General Commercial.

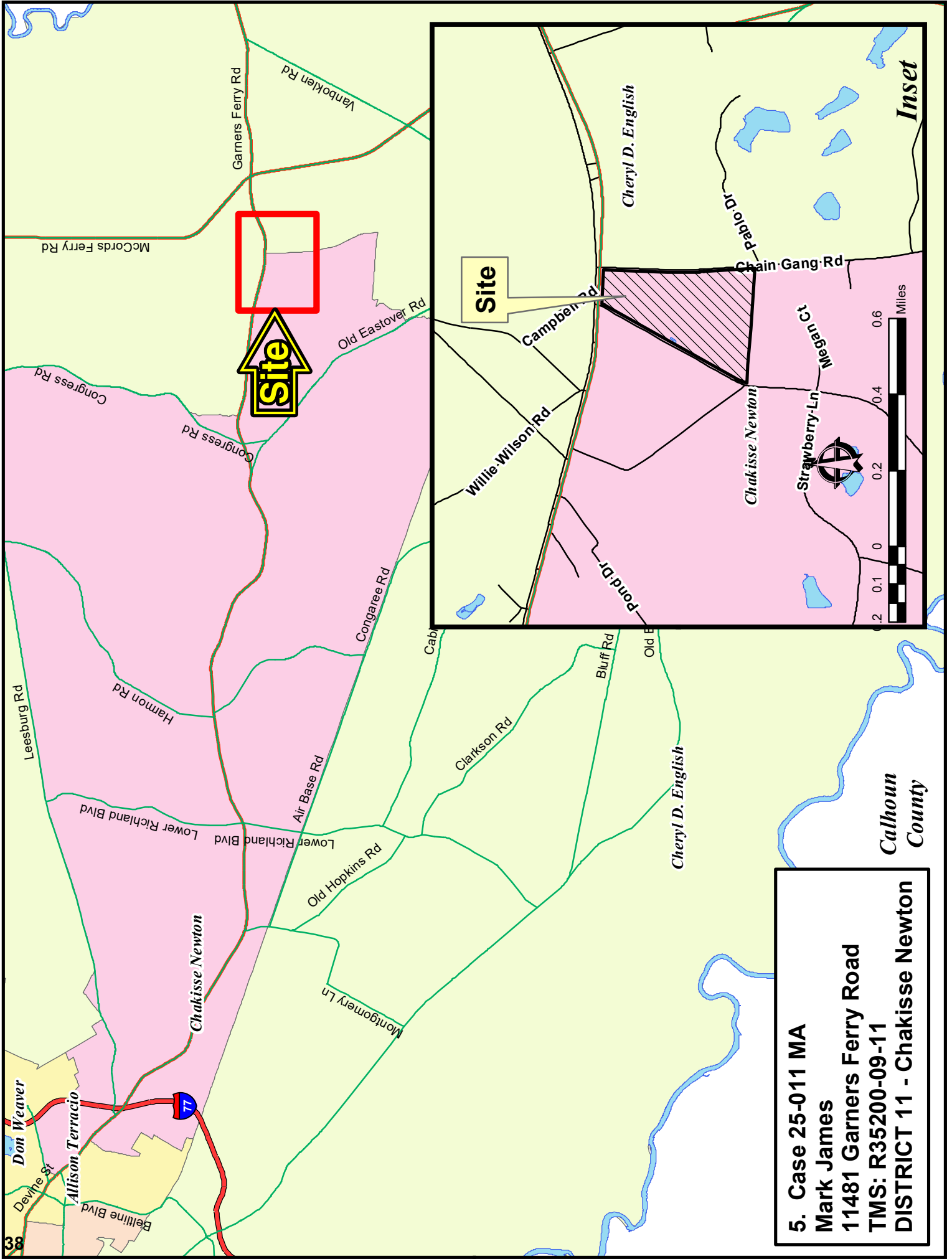
In addition to the Comprehensive Plan, the Lower Richland Community Strategic Master Plan does not support the type of developments associated with the requested zoning designation within the identified Agricultural Area. According to the Lower Richland Master Plan, development within the Agricultural Area should:

- Protect prime farmland soils and soils of statewide importance.
- Preserve existing farmlands for active agriculture use.
- Promote farming as a viable occupation and way of life for current and future generations.
- Expand the market for locally-grown, locally produced goods.

Approval of the requested map amendment would provide for an intensity of uses and development that could be deemed to be incompatible and out of character with the current zoning, land uses, and development pattern within the area.

## **Zoning Public Hearing Date**

**March 25, 2025.**



**5. Case 25-011 MA**  
**Mark James**  
**11481 Garners Ferry Road**  
**TMS: R35200-09-11**  
**DISTRICT 11 - Chakisse Newton**

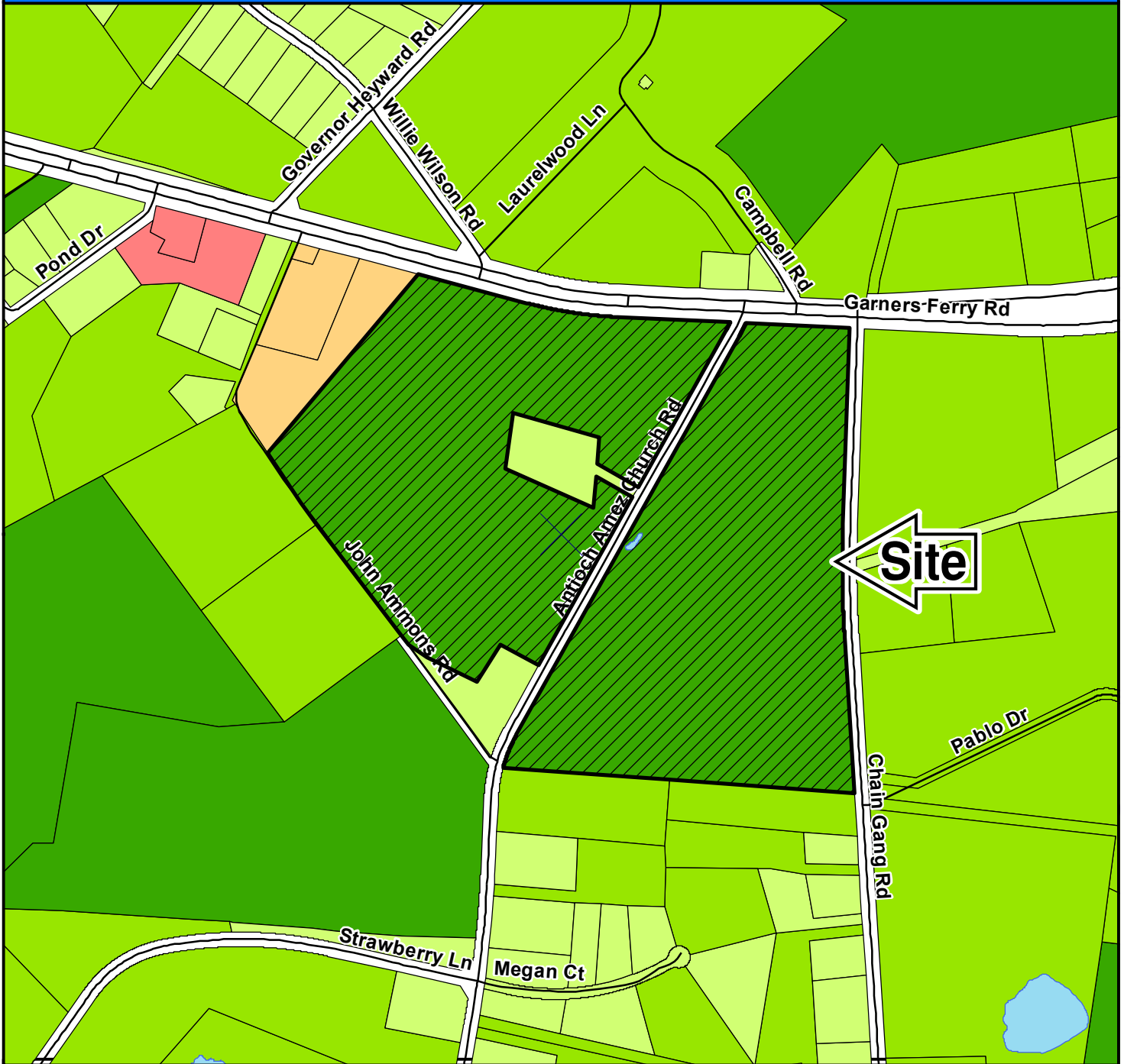
**CASE 25-011 MA**  
**AG to RC**  
**TMS R35200-09-1.1**












# CASE 25-011 MA

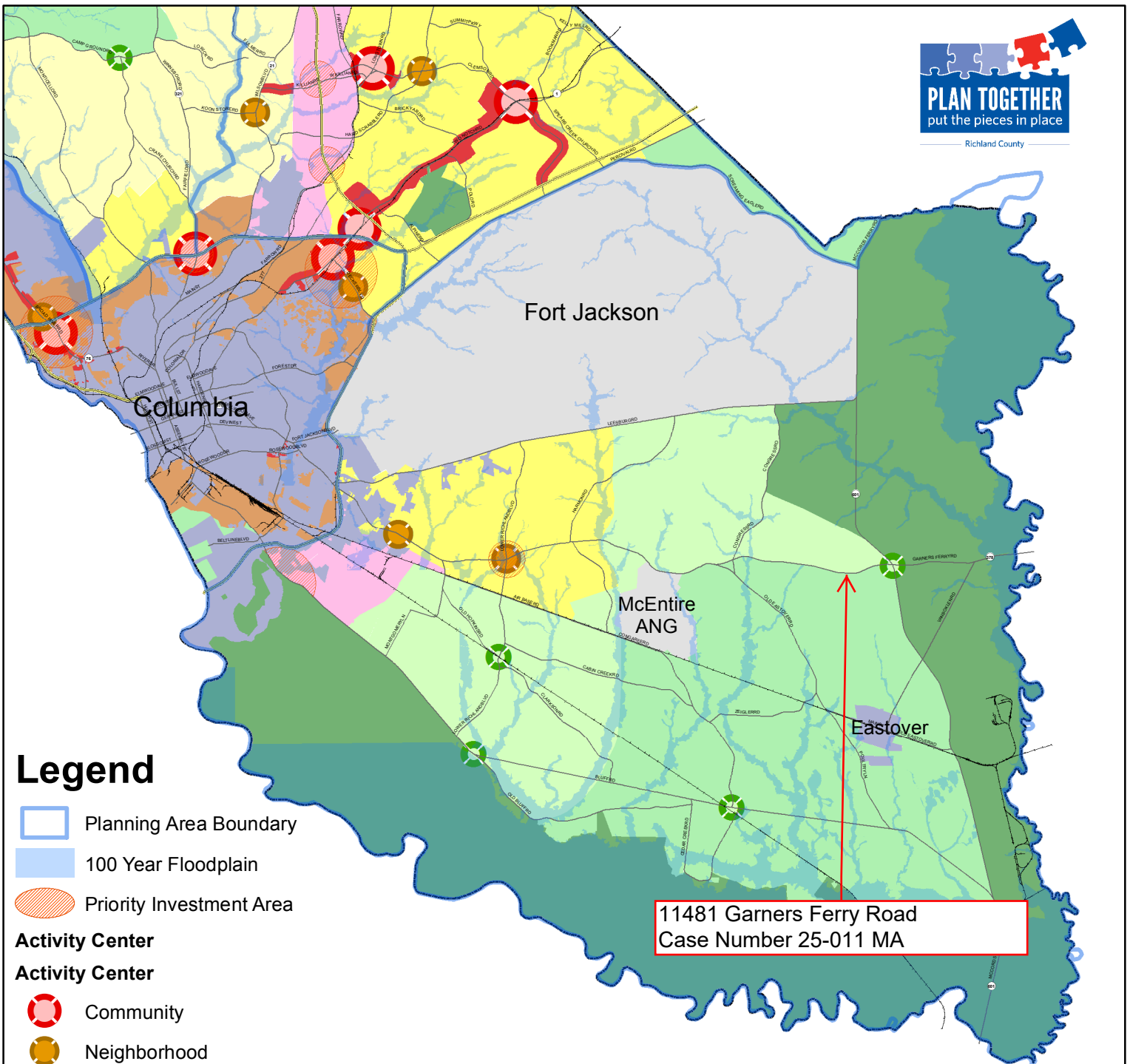
## AG to RC



### ZONING CLASSIFICATIONS

 OS	 R1	 R5	 GC	 HI	 CC-4
 AG	 R2	 R6	 M-1	 CC-1	 PD
 HM	 R3	 RC	 INS	 CC-2	 Subject Property
 RT	 R4	 MU1	 LI	 CC-3	





## Legend

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

11481 Garners Ferry Road  
Case Number 25-011 MA

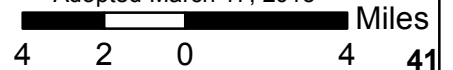
For more information on Priority Investment Areas, refer to the Priority Investment Element in Section 12 of the Comprehensive Plan.

# FUTURE LAND USE & PRIORITY INVESTMENT AREAS

## SOUTHEAST PLANNING AREA



Adopted March 17, 2015





## Neighborhood Character Olympia Mill Village Overlay

### (1) Applicability

- a. The overlay standards shall be applicable for renovations and demolitions to historic structures as determined by architectural type and date of construction within the period of significance. The standards also apply to new construction within the overlay district.
- b. The boundaries of the overlay shall include all unincorporated parcels within the boundaries of the Capital City Mill District Master Plan area.
- c. Any standards not addressed by the overlay shall defer to the standards of the underlying zoning district.

### (2) Standards for NC-O Districts

Each NC-O district shall establish standards for development and redevelopment, including, but not limited to, standards addressing:

- a. Location of proposed buildings or additions;
  - Primary buildings shall be located in the middle of the lot. Garages and accessory structures shall be in the rear of the primary building.
  - Additions shall be made toward the rear of the property. They shall not align with the front façade, nor project in front of the original front façade.
- b. Required yards;
  - Front yard setbacks shall align with the other historic façade setbacks on the block. Side yard setbacks shall be equal on both sides of the primary building.
- c. Building height;
  - Historic buildings shall be limited to one or two stories, depending on the original housing type.
  - A two-story addition to a one-story building shall be built at the rear of the historic building. (The roof height of the new addition shall be as low as possible to minimize visual impact.)
- d. Building size (for principal and accessory structures);
  - Building footprints are simple design, typically rectangular or L-shaped, depending on the historic housing type.
  - The building footprint of a new build shall reflect that of the house across the street, if that house is a historic building. The building footprint of a new build shall not be the same as that of the houses on either side, if those houses are historic buildings.
  - On large lots, the new massing shall be at the same scale of the houses along the street.
- e. Building orientation;



- New builds shall be oriented the same as the building across the street, if that building is historic.
- f. Exterior building materials and colors;
- Historic houses: Damaged walls shall be repaired with like materials that match the weathered material of the original structure in color and texture. Only sections that are deteriorated beyond repair shall be replaced. Wood or cementitious fiberboard siding must match the original siding in size and scale. Aluminum and vinyl siding are not allowed.
  - Additions to historic houses: Additions shall only be made of wood lap siding or fiber cement board siding. Plywood or metal siding is not allowed. Differentiating the exterior wall materials of the addition from the existing house by using a different compatible material can be acceptable if the scale is maintained.
  - New builds: Exterior wall material of new construction shall be constructed of materials that can be found on other houses within the neighborhood. Primary building materials such as wood need to be used in comparable ways that they were used on historic buildings. For example, lap wood siding was historically used in a horizontal pattern; using lap wood siding vertically is not allowed.
- g. Building roof line and pitch;
- Roof shapes on historic houses shall be either side-gable, front-gable, or cross-gable. There are also hipped roofs and shed roofs on porches. The original roof shape and slope as seen from the street shall be maintained. Multiple peaks and complex roofs are not allowed. Dormers and decorative gable ends are not allowed.
  - Roof materials shall duplicate the appearance and profile of the historic materials whenever possible. The color of the new roofing material shall be comparable to the color of the historic material. Metal roofs are not allowed.
  - Roofs on additions shall not be visible above the ridgeline of the original roof. If it is not possible for the roof to be below the original ridgeline, the new roof shall be a simple roof style gable or hipped. The slope of the roof shall match the slope of the existing house. Roof materials shall match or be similar to roof materials on the existing house in color, scale, and texture.
  - Roofs on new builds shall be a simple front-gable, side-gable, reflecting the character of the roofs of existing houses within the neighborhood. Multiple peaks on roofs are not allowed. Dormers and eyebrow windows are not allowed.
- h. Garages and garage location;
- Garages shall be placed in the rear of the lot, behind the primary building.
  - Carports shall be located on the side of the primary building and shall be placed a minimum of 10' from the front façade.
- i. Building foundation treatment;

- Historic structure foundations have pier and beam construction. Foundation skirts of historic buildings shall be made of wooden lattice, brick, concrete block, or stucco sheathing.
- j. Front porches;
- Historic houses in Old Hill: The original front porch elements such as columns, balustrades, and decorative trim shall be retained. Damaged elements shall be repaired whenever possible. Elements deteriorated beyond repair shall only be replaced by using materials that match the original. If original porch features are missing, there must be sufficient documentation to accurately reproduce missing elements. Addition of porch elements that were not historically present is not allowed.
  - Enclosing front porches is not allowed, but screening is acceptable. If a front porch is screened, it shall be constructed so that the primary architecture elements are still readily visible from the street. The addition of screen materials must be made in a manner that is reversible and does not damage any historic features.
  - New porches or decks shall not be added to a front elevation if one never existed.
  - Historic houses in New Hill: Original stoop elements, such as gable or shed projecting roofs and stoop columns, must be retained. These elements must be decorative metal or wood posts and turned columns, as appropriate.
  - Adding a stoop that was not originally present is not allowed.
  - Enclosing front stoops is not allowed. Enclosing side stoops with the same siding as on the main body of the house is allowed.
  - New construction in Old Hill shall have a front porch. Porch columns, railings, balustrades, and detailing should reflect the simple details of the original houses.
  - New construction in New Hill shall have a front stoop and a side stoop. Stoop roofs shall be front-gable or shed. Railings shall be decorative metal or wood posts.
- k. Landscaping and screening;
- Street trees shall be large canopy trees that are 40-50' in height at maturity. Smaller ornamental trees should be planted nearer to the primary building. Shrubs should be limited to foundation plantings and shall be no more than 10' in height.
  - Yards shall be grass or low plantings. Front yards shall not be paved or graveled.
  - All plantings should be native and noninvasive species.
  - Front yard fences shall be constructed with wooden pickets, woven wire in historic patterns, welded wire mesh or chain link. Front yard fences must be no higher than 42" in height.
- l. Paving requirements or limitations;

- Driveways and curb cuts must be no more than 12' wide.
  - Driveways shall be located to the side of the lot and must not be directly in front of a house.
  - A shared driveway with the neighboring property is allowed. The shared driveway shall not be wider than 12'.
  - Front yards shall not be paved or graveled.
- m. Exterior lighting;
- Exterior lights shall only shine directly onto the property to which they are attached.
  - Lights shall be shielded so that they do not shine upwards or onto adjacent properties.
- n. Required features on a front façade;
- Required front features on historic houses must be maintained according to the house type.
- o. Views of or from specific locations;
- New additions shall not overwhelm or overshadow the existing building. They shall appear subordinate and be located as inconspicuously as possible. New additions shall be located behind the rear façade of the historic building, whenever possible. Aligning an addition with the front façade or having a new addition project in front of the original front façade is not allowed. Additions that are visible from the street shall have windows that are the same proportion to the walls that follow the same patterns as those on the existing house. The addition shall have similar floor-to-floor heights and compatible bay divisions with those of the existing house.
  - Two-story additions to one-story homes shall be built at the rear of the historic building to preserve the original one-story character. The historic building's appearance as viewed from the street shall appear relatively unaltered. Whenever possible, the roof form of the new addition shall not be visible above the ridgeline of the original roof when the front of the historic building is viewed from the street.
- p. Demolition of structures;
- Demolishing a historic structure within the Olympia Mill Village to build a new structure shall always be an order of last resort.
  - ~~Demolition or relocation of any resource which has historical and/or architectural significance shall not be considered unless: The resource constitutes a hazard to the safety of the public or the occupants, as determined by the Building Official. County Planners will convene a meeting of the appropriate County Departments to look for viable alternatives to demolition. The purpose is to see if there are monies or resources available to the owner to alleviate the issue identified by the building inspector. If deemed appropriate in the circumstances, a licensed structural engineer~~

~~familiar with historic resource preservation shall present a report to the County outlining the action needed for stabilization.~~

- Criteria for Review:
  - The historic or architectural significance of a structure
  - A determination of whether the subject property is capable of earning a reasonable economic return on its value without the demolition, consideration being given to economic impact to property owner of subject property
  - The importance of the structure to the ambience of a district
  - Whether the structure is one of the last remaining examples of its kind in the neighborhood, city, or region
  - Whether there are definite plans for the reuse of the property if the proposed demolition is carried out, and what the effect of those plans on the character of the surrounding area would be
  - The existing structural condition, history of maintenance and use of the property, whether it endangers public safety, and whether the county is requiring its demolition
  - Whether the structure is under orders from the county to be demolished
- No contributing historic structure shall be moved out of the neighborhood. No contributing historic structure shall be repositioned on its lot unless there is historic evidence of a different location on the lot.
- A structure being moved into the neighborhood should be compatible in style. The proposed siting for a relocated main building shall be consistent and compatible with the existing structures on the same block face. This includes the setbacks, orientation, and spacing.

q. Additional requirements;

- Doors:
  - Historic Buildings: Enlarging or enclosing original door openings on the front elevations is not allowed. Moving or adding doors is not allowed. However, restoring original doors or original door openings that have been enclosed is encouraged.
  - Retain and repair original doors, door surrounds, and transoms using materials that match the original. If replacement is required due to deterioration, the replacement shall match the style, materials, and finish of the original. Solid wood doors with recessed panels and frames are appropriate for the neighborhood. Steel and hollow-wood doors are not allowed for main entries. For historic houses in New Hill, doors are allowed to be more decorative, with lite openings and with aluminum or wood screen doors.
  - Additions: Doors in an addition shall complement those of the existing house. More latitude in the design of the doors can occur if not visible from the street.

- New builds: Front doors shall be visible from the street. Solid wood doors with or without lites shall correspond to the style and design of the original houses in that area. Doors with panels and recesses are most appropriate in the neighborhood. Flat unadorned doors are not allowed. Wood or aluminum screen doors are only allowed in New Hill.
- Windows:
  - Historic buildings: Enlarging or enclosing original window openings on the front elevation is not allowed. Moving or adding new window openings to the front elevation is not allowed. However, restoring original window openings that have been enclosed is encouraged.
  - Retain and repair original windows, window surrounds, and screens using materials that match the original. If replacement is required due to deterioration, replacement windows shall maintain the same size, profile, configuration, finish, and details as the original windows. During installation of replacement windows, the jamb must be recessed from the front façade at the same depth as the original windows.
  - Storm windows on either the outside or inside can provide increased energy efficiency without damaging historic windows. Interior storm windows are encouraged in order to maintain the historic exterior appearance. If storm windows are installed, they must be installed in a manner that they do not damage historic jambs and surrounds.
  - Windows on New Hill houses can have decorative shutters, provided they are wood and compatible with shutters on surrounding houses.
  - Additions: Windows shall emulate the windows of the historic structure in terms of fenestration pattern, size, configuration, profile, and finish, especially if they are visible from the street. Windows located on the rear or not visible from the street need not match the original window patterns or sizes. However, rear windows must be of the same materials and be compatible with the historic windows. Windows on New Hill houses can have decorative shutters, provided they are wood and compatible with shutters on surrounding houses.
  - New builds: Windows shall reflect the patterns of windows in historic buildings within the neighborhood. The vertical shape of the windows from the wall surface shall be similar to those in historic buildings within the neighborhood, so that shadow lines are significant and reflect the historic character. The style of the windows shall relate to the architectural style of the original houses.
- Chimneys:
  - Original chimneys must be maintained. If new chimneys are added, they must be located behind the ridge line and shall not be visible on the front of the house as seen from the street in Old Hill. In New Hill, it is appropriate to have chimneys visible on the front façade.

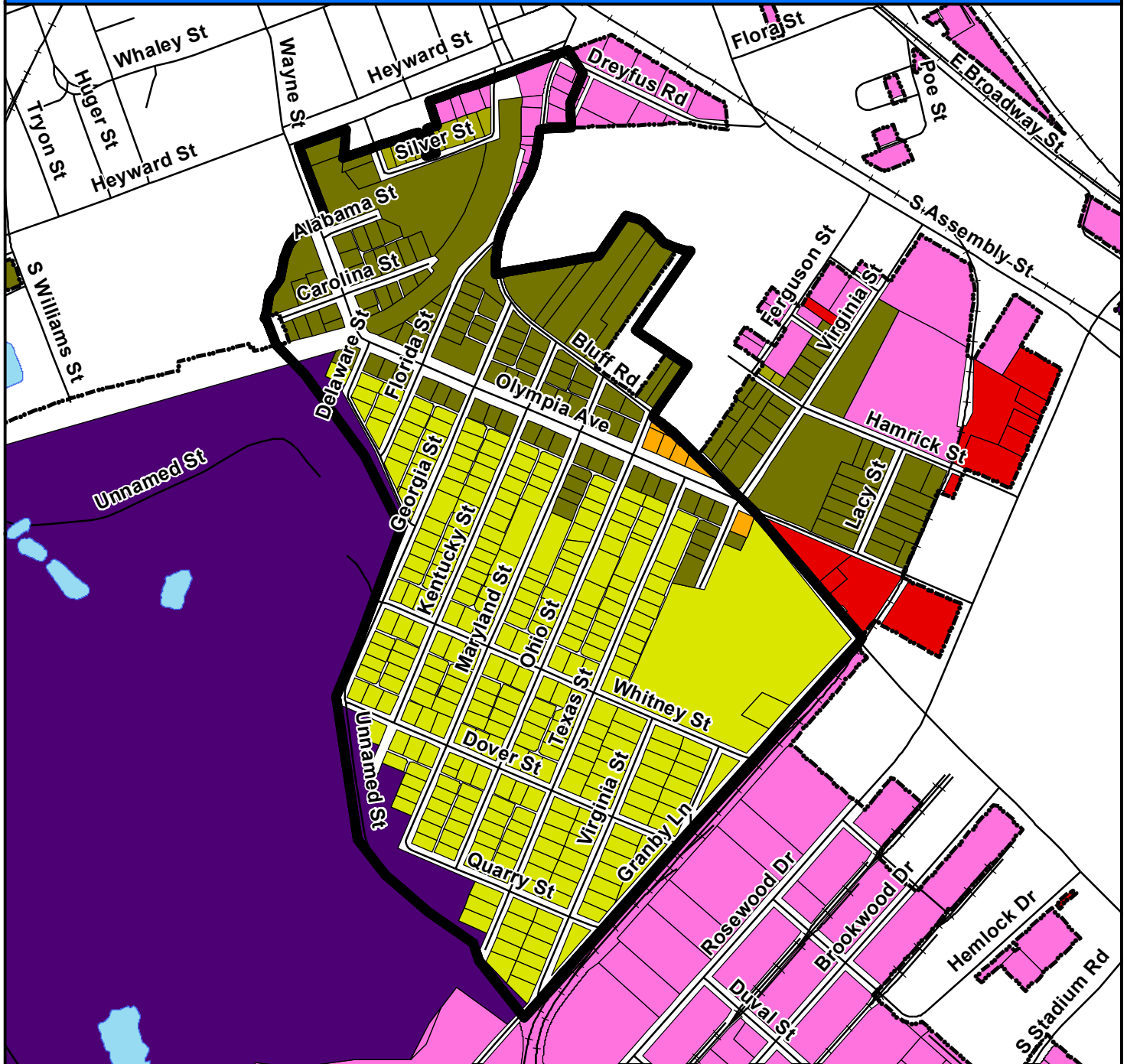
- New construction styles:
  - Architectural styles of new builds must be similar to the building types that were historically present within Olympia Mill Village. Historical styles that were not present shall not be used as a basis for new construction. Contemporary design and style can be appropriate if the building respects the scale, massing, proportions, patterns, and materials prevalent among contributing houses within the neighborhood.
- Accessibility:
  - Ramps, lifts, and accessible entrances shall be designed in such a way to avoid damage to character-defining features of a historic building.
- Parking:
  - If a curb cut already exists, an additional curb cut must not be added. Parking in the front of the house shall be limited to parking in the driveway. No parking on the front yard except on football game days.

DRAFT





















# Olympia - Overlay Area



## ZONING CLASSIFICATIONS

	OS		R1		R5		GC		HI		CC-4
	AG		R2		R6		M-1		CC-1		PD
	HM		R3		RC		INS		CC-2		Subject Property
	RT		R4		MU1		LI		CC-3		







3 February 2025  
Planning Commission

## Administrative Review

### **CASE:**

24-001 Administrative Review

### **REQUEST:**

Section 26-181, *Road Standards*, Sub-section 26-181(b), *Design standards for public or private roads*, (3), *Connectivity*, b., *Access to undeveloped property*, of the 2005 Richland County Land Development Code provided provisions for the extension of roads and rights-of-way within developing subdivisions. This provision established criteria for when roads should be extended to the boundaries of adjoining, undeveloped property to allow for the future development of a logical road pattern.

The applicant is appealing the approval of the Linkside Village subdivision (SD22-006 - sketch - **Attachment A**) by the Planning and Development Services Division, asserting that the development fails to provide connectivity to an adjacent 80-acre tract (TMS: R20401-01-03), which is owned by the applicant. The applicant argues that, under the provisions of Section 26-181, the Linkside Village development is required to provide such connectivity to the 80-acre tract.

The original sketch plan for the Linkside Village development was approved on March 9, 2022, with subsequent approvals of revised plans on December 6, 2022, and June 8, 2023. None of these plans included connectivity to the 80-acre tract owned by Fairways Development LLC. Specifically, the proposed Fairway View Lane terminates at lot #51, rather than being reserved for future connectivity. The determination to not require connectivity was based on the "incompatible characteristics" of the adjacent parcel, which is a golf course. Section 26-181(c)(b) outlines the requirements for connectivity (access) to "undeveloped property," and staff maintains that the golf course is considered a developed parcel, therefore exempting it from the connectivity requirement.

Furthermore, the development of the Linkside Village subdivision does not result in the landlocking of the 80-acre tract owned by Fairways Development LLC. Records show that these tracts have operated as separate parcels since 2012, which aligns with the sale of the property referenced in Mr. Bakhaus' email to Assistant County Administrator Jensen (**Attachment B**). Additionally, access to the 80-acre tract was further constrained by Fairways Development LLC's sale of TMS: 20403-03-03 in 2008, which blocked direct access to Flycatcher Lane.

### **GENERAL INFORMATION:**

*Applicant:* John Bakhaus

### **ZONING ORDINANCE CITATION (S):**

**Sec. 26-2.5(r)(1).**

#### **Appeals of Administrative Decisions.**

The board of zoning appeals shall hear and decide appeals when it is alleged that there is any error in any order, requirement, decision, or determination made by an administrative official in the enforcement of this chapter. Provided, however, the planning commission shall hear and decide appeals from staff decisions on land development permit applications and subdivision applications.

#### **Sec. 26-181. Road Standards.**

(3) *Connectivity.*

- a. *Extension of existing roads.* The arrangement of roads in a subdivision shall provide for the alignment and continuation or extension of existing roads in adjoining areas in compliance with the standards set forth in this section. Greater

widths may be required if the existing road is identified for widening in the county's thoroughfare plan.

- b. *Access to undeveloped property.* Where it is deemed necessary to the development of a logical road pattern and transportation network, roads and rights-of-way shall be extended to the boundary of adjoining property. Incompatible characteristics of adjoining property shall be given due consideration in making a determination of what shall constitute a logical road pattern. Reserve strips adjoining road rights-of-way for the purpose of preventing access to adjacent property shall not be permitted.
  1. *Construction of road connections.* Where required for a logical road pattern, road extensions or connections may be built. In the event that the adjoining property is later developed in such a manner that it is determined that the connection will not be necessary for a logical road pattern, the connection may be abandoned and divided proportionally among adjoining landowners. Temporary dead end roads shall be provided with a temporary turnaround having a roadway surface diameter of eighty (80) feet, or other approved type of turnaround.
  2. *Reservation of road connections.* In certain situations, the development review team may permit a platted lot to be "reserved for future connection" in lieu of construction of the road connection, in which case an escrow account will be established in favor of the county for a ten (10) year period in an amount determined by the county engineer to cover the cost of construction. In the event the connection is constructed, any remaining property shall be conveyed to adjoining property owners and the balance of the escrow account refunded to the developer. In the event that the adjoining property is later developed in such a manner that it is determined that the connection is not required or desirable, the reservation will be terminated, ownership of the lot will remain with the developer and the escrow account refunded to the developer. If the extension has not been constructed within the ten (10) year period, the development review team will determine the continued necessity of the extension and either extend the time of the escrow account or recommend that the reservation be terminated, with ownership of the lot remaining with the developer and the escrow account being refunded to the developer.
- c. *Conservation areas.* One (1) private access easement shall be allowed across a conservation area, provided that such access is at least twenty (20) feet in width and provides access to no more than one (1) parcel.

**FORMAL REVIEW:**

26-58 (e) Upon receiving the application, the board of zoning appeals or planning commission (as applicable) shall conduct a public hearing on the appeal. Any party may appear in person or be represented by an agent. After conducting the public hearing, the board of zoning appeals or planning commission (as applicable) shall adopt an order reversing or affirming, wholly or in part, or modifying the order requirements, decision, or determination in question. These boards shall have all the powers of the officer from whom the appeal is taken, and may issue or direct the issuance of a permit. These boards in the execution of the duties specified herein may subpoena witnesses and in case of contempt may certify this fact to the circuit court having jurisdiction. The decision of these boards must be in writing and permanently filed in the planning department as a public record. All findings of fact and conclusions of law must be separately stated in final decisions or orders of these boards, which must be delivered to parties of interest by certified mail.

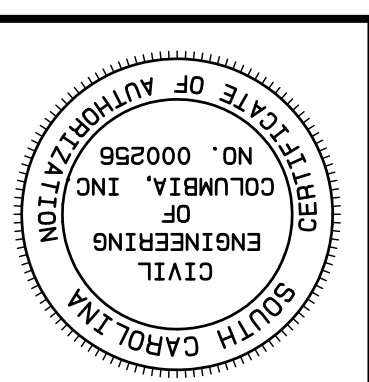


*Administrative Review  
Case # AR24-001*





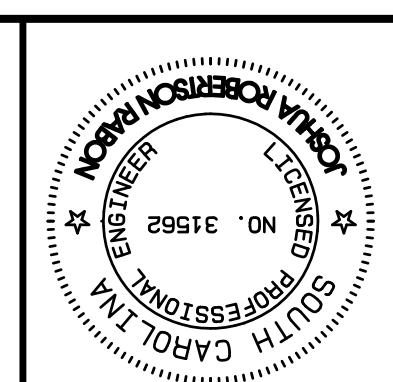
NO.	DATE	DESCRIPTION
1	11-19-22	PUT OPEN SPACE CALCS BACK ON
2	11-16-22	REV. OPEN SPACE PER COUNTY
3	1-10-23	REVISE LOTS 58-61
4	5-15-23	ADDED SECOND ENTRANCE & 3 LOTS



THE PRODUCT ON THIS SHEET WAS PREPARED FOR A SPECIFIC CLIENT FOR A SPECIFIC PROJECT AND IS NOT TO BE REPRODUCED OR USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER. THE ENGINEER IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THESE DOCUMENTS, WARRANTIES, OR GUARANTEES MADE BY THE ENGINEER. THE ENGINEER'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THESE DOCUMENTS. THE ENGINEER DOES NOT WARRANT THAT STANDARDS AND REGULATIONS ARE CURRENT AND COMPLETELY ACCURATE. THE ENGINEER'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THESE DOCUMENTS.

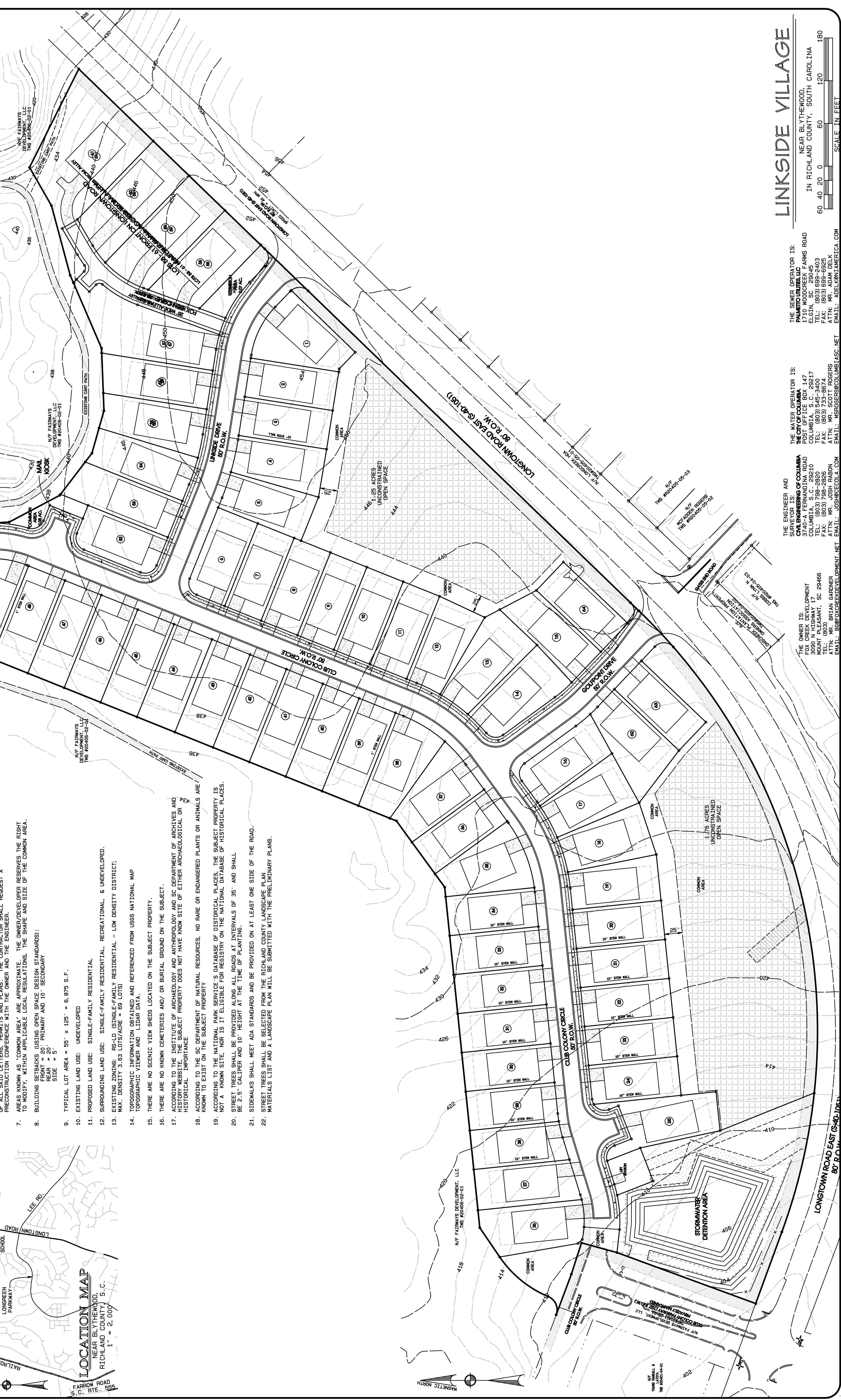
**CIVIL ENGINEERING of COLUMBIA**

3740A FERNANDINA ROAD COLUMBIA, SC 29210  
 TEL (803) 798-2820 FAX (803) 798-2826



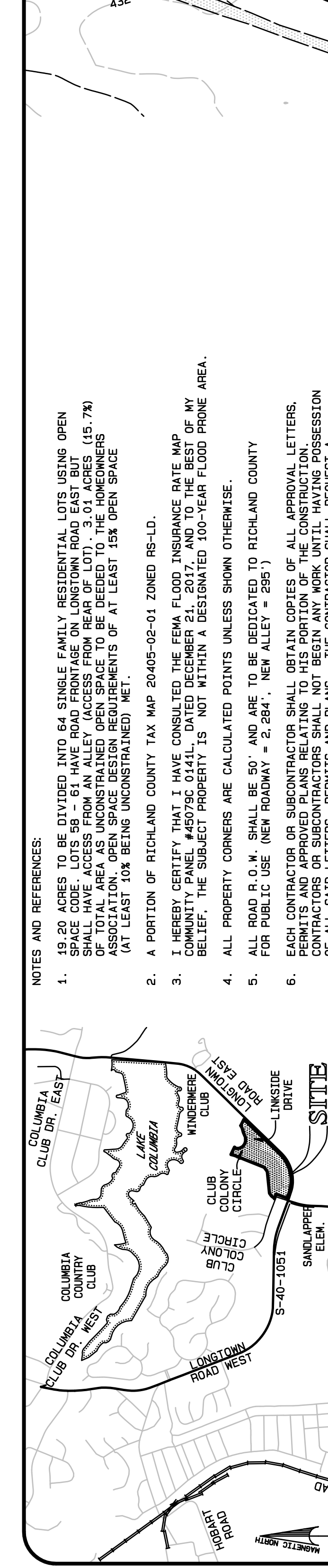
SCALE 1" = 60'	DATE SEPT. 14, 2022	DESIGNED M. DINKINS	DRAWN M. DINKINS
SKETCH PLAN			
PREPARED FOR FOX CREEK DEVELOPMENT MOUNT PLEASANT, SOUTH CAROLINA			
JOB NUMBER 21007			
CHECKED BY:			
DRAWING NUMBER 1 OF 1			

THESE PLANS AND DETAILS ARE INTENDED TO SHOW MINIMUM REQUIREMENTS, MEASURES, AND METHODS TO PREVENT AND CONTROL EROSION. ADDITIONAL MEASURES MAY BE NECESSARY DURING THE COURSE OF CONSTRUCTION. CONTRACTORS AND SUBCONTRACTORS SHALL BE AWARE THAT THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE STATE AND LOCAL AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE STATE AND LOCAL AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE STATE AND LOCAL AGENCIES.



CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING UTILITIES (HORIZONTAL & VERTICAL) INCLUDING BUT NOT LIMITED TO: GAS LINES, WATER LINES, SEWER LINES, ELECTRICAL AND TELECOMMUNICATION LINES, AND FIBER OPTIC CABLES. CALL PALMETTO UTILITY PROTECTION SERVICE AT: 811 AT LEAST 3 DAYS BEFORE CONSTRUCTION. UNLESS STATED OTHERWISE, CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE STATE AND LOCAL AGENCIES. THE CONTRACTOR SHALL INCLUDE ANY UTILITY RELOCATION COSTS IN HIS ORIGINAL AGREEMENT WITH THE OWNER.

THE OWNER IS: FOX CREEK DEVELOPMENT, 500 CREEK DRIVE, MOUNT PLEASANT, SC 29466. THE ENGINEER AND SURVIVOR IS: N.F. FARMS DEVELOPMENT, LLC, 3740A FERNANDINA ROAD, COLUMBIA, SC 29210. THE WATER OPERATOR IS: RICHLAND COUNTY WATER UTILITIES, 1710 WOODCREEK FARMS ROAD, ELGIN, SC 29045. THE SENER OPERATOR IS: N.F. FARMS DEVELOPMENT, LLC, 3740A FERNANDINA ROAD, COLUMBIA, SC 29210.



- NOTES AND REFERENCES:
- 19.20 ACRES TO BE DIVIDED INTO 64 SINGLE FAMILY RESIDENTIAL LOTS USING OPEN SPACE CODE. LOTS 58 - 61 HAVE ROAD FRONTAGE ON LONGTOWN ROAD EAST, BUT SHALL HAVE ACCESS FROM AN ALLEY (ACCESS FROM REAR OF LOT). 3.01 ACRES (15.7%) OF THE OPEN SPACE DESIGN REQUIREMENTS OF AT LEAST 15% OPEN SPACE ASSOCIATION OPEN SPACE DESIGN REQUIREMENTS OF AT LEAST 15% OPEN SPACE (AT LEAST 10% BEING UNCONSTRAINED) MET.
  2. A PORTION OF RICHLAND COUNTY TAX MAP 20405-02-01 ZONED RS-LD.
  3. I HEREBY CERTIFY THAT I HAVE CONSULTED THE FEMA FLOOD INSURANCE RATE MAP COMMUNITY PANEL #45079C 0141L, DATED DECEMBER 21, 2017, AND TO THE BEST OF MY BELIEF, THE SUBJECT PROPERTY IS NOT WITHIN A DESIGNATED 100-YEAR FLOOD PRONE AREA.
  4. ALL PROPERTY CORNERS ARE CALCULATED POINTS UNLESS SHOWN OTHERWISE.
  5. ALL ROAD R.O.W. SHALL BE 60' AND ARE TO BE DESIGNATED TO RICHLAND COUNTY FOR PUBLIC USE. (NEW ROADWAY = 2,284', NEW ALLEY = 295')
  6. EACH CONTRACTOR OR SUBCONTRACTOR SHALL OBTAIN COPIES OF ALL APPROVAL LETTERS, PERMITS, AND APPROVALS FROM THE STATE AND LOCAL AGENCIES. CONTRACTORS OR SUBCONTRACTORS SHALL NOT BEGIN ANY WORK UNTIL HAVING POSSESSION OF ALL SAID LETTERS, PERMITS AND PLANS. THE CONTRACTOR SHALL REQUEST A PRECONSTRUCTION CONFERENCE WITH THE OWNER AND THE ENGINEER.
  7. AREAS KNOWN AS "COMMON AREA" ARE APPROXIMATE. THE OWNER/DEVELOPER RESERVES THE RIGHT TO MODIFY, WITHIN APPLICABLE LOCAL REGULATIONS, THE SHAPE AND SIZE OF THE COMMON AREA.
  8. BUILDING SETBACKS (USING OPEN SPACE DESIGN STANDARDS):  
 FRONT = 20' PRIMARY AND 10' SECONDARY  
 REAR = 5'  
 SIDE = 5'
  9. TYPICAL LOT AREA = 55' x 125' = 6,875 S.F.
  10. EXISTING LAND USE: UNDEVELOPED
  11. PROPOSED LAND USE: SINGLE-FAMILY RESIDENTIAL
  12. SURROUNDING LAND USE: SINGLE-FAMILY RESIDENTIAL, RECREATIONAL, & UNDEVELOPED.
  13. EXISTING ZONING: RS-LD SINGLE-FAMILY RESIDENTIAL - LOW DENSITY DISTRICT;  
 MAX. DENSITY 3.63 LOTS/ACRE = 69 LOTS
  14. TOPOGRAPHIC INFORMATION OBTAINED AND REFERENCED FROM USGS NATIONAL MAP TOPOGRAPHIC VIEWER AND LIDAR DATA.
  15. THERE ARE NO SCENIC VIEW SHEDS LOCATED ON THE SUBJECT PROPERTY.
  16. THERE ARE NO KNOWN CEMETERIES AND/ OR BURIAL GROUND ON THE SUBJECT.
  17. ACCORDING TO THE INSTITUTE OF ARCHAEOLOGY AND ANTHROPOLOGY AND SC DEPARTMENT OF ARCHIVES AND HISTORIC PRESERVATION, THE SUBJECT PROPERTY DOES NOT HAVE HIGH STATE OF EITHER ARCHAEOLOGICAL OR HISTORICAL IMPORTANCE.
  18. ACCORDING TO THE SC DEPARTMENT OF NATURAL RESOURCES, NO RARE OR ENDANGERED PLANTS OR ANIMALS ARE KNOWN TO EXIST ON THE SUBJECT PROPERTY.
  19. ACCORDING TO THE NATIONAL PARK SERVICE'S DATABASE OF HISTORICAL PLACES, THE SUBJECT PROPERTY IS NOT A KNOWN SITE, NOR IS IT ELIGIBLE FOR REGISTRY ON THE NATIONAL DATABASE OF HISTORICAL PLACES.
  20. STREET TREES SHALL BE PROVIDED ALONG ALL ROADS AT INTERVALS OF 35' AND SHALL BE 2.5" CALIPER AND 10' HEIGHT AT THE TIME OF PLANTING.
  21. SIDEWALKS SHALL MEET ADA STANDARDS AND BE PROVIDED ON AT LEAST ONE SIDE OF THE ROAD.
  22. STREET TREES SHALL BE SELECTED FROM THE RICHLAND COUNTY LANDSCAPE PLAN MATERIALS LIST AND A LANDSCAPE PLAN WILL BE SUBMITTED WITH THE PRELIMINARY PLANS.

LINKSIDE VILLAGE  
 NEAR BLYTHEHOOD,  
 IN RICHLAND COUNTY, SOUTH CAROLINA  
 SCALE: 1" = 60'  
 60 40 20 0 60 120 180  
 THE OWNER IS: FOX CREEK DEVELOPMENT, 500 CREEK DRIVE, MOUNT PLEASANT, SC 29466. THE ENGINEER AND SURVIVOR IS: N.F. FARMS DEVELOPMENT, LLC, 3740A FERNANDINA ROAD, COLUMBIA, SC 29210. THE WATER OPERATOR IS: RICHLAND COUNTY WATER UTILITIES, 1710 WOODCREEK FARMS ROAD, ELGIN, SC 29045. THE SENER OPERATOR IS: N.F. FARMS DEVELOPMENT, LLC, 3740A FERNANDINA ROAD, COLUMBIA, SC 29210.





# BOARD OF ZONING APPEALS ADMINISTRATIVE REVIEW



Receipt #	Application # <u>AR24-001</u>	Fee Paid \$ <u>105.31</u>
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1. Applicant hereby appeals to the Board of Zoning Appeals from the action of the Zoning Official affecting the property described in the Notice of Appeals on the grounds that:

(CHECK ONE)       GRANTING    OR     DENIAL

of an application for a permit to develop a major subdivision without connectivity.

*Planning*  
For further background, see the attached letter to Mr. Aric  
was erroneous and contrary to provisions of the zoning ordinance in Section <sup>planning</sup> 26-181 Jensen  
or other action or decision of the Zoning Official was erroneous as follows:

D. Dir. Geo Price approved a development (site) plan for a 20 acre parcel, which blocks an 80 acre parcel, which is owned by Fairways Development, LLC, without applying Connectivity Criteria to that approval.  
The two parcels were originally a single 100 acre tract.  
They were divided into two tracts of 80 ACS and 20 ACS.  
The two tracts are contiguous.
2. Applicant is aggrieved by the action or decision in that:

The decision by Geo Price to allow the development of the 20 acre parcel, without providing access to a county/state road for the 80 acre parcel, has the effect of permanently land locking the 80 acre parcel.
3. Applicant contends that the correct interpretation of the zoning ordinance as applied to the property is:

To provide connectivity for the 80 acre parcel through the 20 acre parcel, using the roadways, which are being built and will become part of the Richland County road system.
4. Applicant requests the following relief:

Require the developer of the 20 acres to allow connection of the future road of egress and ingress, for the 80 acre parcel, to be connected to the access road in the 20 acre parcel, which will become public.

## John Bakhaus

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**From:** John Bakhaus <johnb@windermereclubsc.com>  
**Sent:** Tuesday, April 23, 2024 3:30 PM  
**To:** JENSEN.ARIC@RICHLANDCOUNTYSC.GOV  
**Subject:** Parcel Easement for Fairways Development

**Importance:** High

April 23, 2014

Mr. Aric Jensen  
Assistant County Administrator  
Richland County South Carolina

Sent via email to: [Jensen.aric@richlandcountysc.gov](mailto:Jensen.aric@richlandcountysc.gov)

Dear Aric,

I thank you for making yourself available for a meeting, on short notice.

Our company, Fairways Development, LLC, owned a 100 acre parcel bounded by Longtown Road East, The Windermere Club golf course, and Lake Windermere. Twenty acres of that parcel was sold to another development company in December, 2012. It was the intention of that company to purchase the balance of the 100 acre parcel and develop the entire tract. The purchaser submitted a development plan on the entire 100 acre tract, to the Richland County Planning Department for approval. That plan was approved as presented.

That plan clearly showed the traffic connection between the 20 acres and the 80 acre parcels. A community resident in Longcreek Plantation, sued to block that approval, contending that the Planning Department did not follow its guidelines, in approving a plan with such very high density. After being tied up for over three years in court, the approval was finally withdrawn.

When the twenty acres was purchased, it was closed, under the provisions of a contract containing a detailed easement agreement. Unfortunately, the closing attorney representing both Buyer and Seller did not record the easement across the 20 acres. That attorney also lost any records relating to that contract and easement agreement, essentially leaving the 80 acres landlocked.

The original purchaser of the 20 acres, developed amnesia about the easement agreement after discovering the fact that the contract and easement agreement were missing. That purchaser was unwilling to confirm or grant an easement across the 20 acres, utilizing streets that would be constructed to allow the residential development of the 20 acres.

That purchaser decided to sell the 20 acres and put it under contract to another development company by the name of Fox Creek Development. Brian Gardner and Kevin Steelman are affiliated in the ownership of that property. Upon hearing that news, I hired an attorney to secure an easement through the 20 acres, before it closed a second time. That attorney took his time, in doing his background research. Finally, the two of us agreed that the best course of action was to file a Lis Pendens on the property, in order to prevent the closing, until the easement matter could be resolved. My attorney tried to file the Lis Pendens on the afternoon of the day, on which the sale closed in the morning.

Approximately six months ago, I requested a meeting with Geo Price. The purpose of that meeting was to explain the above detailed situation, and to let him know that, at some point, the owner of the 20 acre parcel will come in with an application, for a site plan approval. I wanted Geo to understand the extreme importance of having connectivity from the 80 acres, through the 20 acres, out to Longtown Road. Geo said that he could not offer guarantees, but said that connectivity between adjoining parcels is an important element, of the review process. I asked him to let me know when the 20 acre application came in, so I might have the opportunity to remind him, of the critical nature of the connection, between the two parcels.

I did not hear back from Geo, but I requested another appointment with him, when I heard, through the HOA, that the development of the 20 acres would begin, in the near future. In our meeting, I requested an update, on the plan submission, and he took me back to his large computer screen. When the site came up on the screen, I assumed that it had been submitted, but not approved. When I started to make a suggestion about a connection point, he told me that it was already approved, without a connection between the two properties. I was incredulous and angry, at the same time. He said that the 20 acre developer told him that there was not a point, at which the 20 acres connected directly to the 80 acres. I debunked that statement immediately.

I told Geo that it appeared that the planning department had reviewed and approved the plan on the 20 acres, without the connectivity standard being clearly in play. In so doing, he had given the land locking, of a valuable 80 acre parcel, the county's official blessing. Geo told me that he thought that there was a possibility that the county could help resolve this problem, saying that he would have to discuss the matter, at the next level. That was over 5 weeks ago, and I have heard nothing about those discussions at the next level, even though I have attempted to make contact several times.

I hope that you can help me find a way to resolve this problem, without litigation.

Thank you for your consideration of the matter. Please confirm receipt of this email.

Sincerely,

John T. Bakhaus



Richland County Government  
2020 Hampton Street  
Columbia, SC 29204

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

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