

RICHLAND COUNTY COUNCIL
ZONING PUBLIC HEARING



November 19, 2020

7 pm

Virtual Meeting

<https://www.youtube.com/user/richlandonline/videos>

RICHLAND COUNTY COUNCIL ZONING PUBLIC HEARING



Thursday, November 19, 2020

Agenda

7:00 PM

Zoom Meeting

<https://www.youtube.com/user/richlandonline/videos>

I. STAFF:

Clayton Voignier..... Community Planning and Development Director
Geonard Price Division Manager/Zoning Administrator

II. CALL TO ORDER.....Honorable Paul Livingston
Chair of Richland County Council

III. ADDITIONS / DELETIONS TO THE AGENDA

IV. ADOPTION OF THE AGENDA

V. OPEN PUBLIC HEARING

a. MAP AMENDMENTS [ACTION]

1. Case # 20-031 MA District 9
Jim Chapman
M-1 to RM-MD (39.47 acres)
Rivkin Blvd
TMS# R22807-01-07
Planning Commission - Approval (6-1)
Staff Recommendation: Approval
Page 1

2. Case # 20-032 MA District 8
Ryan Maltba Jim Manning
RU to GC (.88 acres)
4551 Hard Scrabble Road
TMS# 20300-04-16
Planning Commission - Approval (7-0)
Staff Recommendation: Disapproval
Page 9

3. Case # 20-033 MA District 2
Yani G. Mouratev Joyce Dickerson
RR to HI (69.93 acres)
115 Tims Road
TMS# 06600-02-12
Planning Commission - Approval (7-0)
Staff Recommendation: Disapproval
Page 17

4. Case # 20-034 MA
Paulette Morin
RU to GC (2.35 acres)
Shop Road and Atlas Road
TMS# R16204-07-06, 08, 09, 10, 11 & 12
Planning Commission - Approval (7-0)
Staff Recommendation: Approval
Page 25

District 10
Dalhi Myers

5. Case # 20-035 MA
Tiffany Harrison
M-1 to HI (202 acres)
Longwood Road
TMS# R16100-02-20, 04, 02 (P) & 19 (P)
Planning Commission - Approval (7-0)
Staff Recommendation: Approval
Page 33

District 10
Dalhi Myers

VI. OTHER BUSINESS

VII. ADJOURNMENT



**Richland County
Planning & Development Services Department**

Map Amendment Staff Report

PC MEETING DATE: November 9, 2020
RC PROJECT: 20-031 MA
APPLICANT: Jim Chapman

LOCATION: Rivkin Blvd

TAX MAP NUMBER: R22807-01-07
ACREAGE: 39.47
EXISTING ZONING: M-1
PROPOSED ZONING: RM-MD

ZPH SIGN POSTING: November 9, 2020

Staff Recommendation

Approval

Background

Zoning History

The original zoning as adopted September 7, 1977 was Light Industrial District (M-1).

Zoning History for the General Area

The Planned Development (PDD) District parcels west of the site were rezoned from M-1/ Residential Single-family Low Density (RS-LD) District under case number 16-026MA.

Zoning District Summary

The RM-MD District is intended to permit a full range of low to medium density multi-family housing types, along with single-family detached and zero lot line housing units. Non-residential development that is normally required to provide for the basic elements of a balanced and attractive residential area is also permitted. This district is intended to provide a transitional area between high-density areas and to permit medium density multi-family development in areas where existing conditions make higher density development inappropriate.

Minimum lot area: no minimum lot area requirement except as determined by DHEC. Maximum density standard: no more than eight (8) units per acre. See also the special requirement provisions for single-family zero lot line dwellings at Section 26-151(c) of this chapter. (Ord. 028-09HR; 5-19-09)

Based upon a gross density calculation, the maximum number of units for this site is approximately: 315 dwelling units.

| Direction | Existing Zoning | Use |
|----------------------|-----------------|---|
| <u>North:</u> | M-1 / RS-LD | Retail Commercial (Walmart) / Educational (Spring Valley High School) |
| <u>South:</u> | RS-LD | Residential Subdivision (Wildewood) |
| <u>East:</u> | RM-MD | Residential Subdivision (Lake Pointe) |
| <u>West:</u> | RS-LD / M-1 | Residential Subdivision (Wildewood) / Undeveloped |

Discussion

Parcel/Area Characteristics

The subject site is an undeveloped parcel with access from Rivkin Boulevard. Rivkin Boulevard is a two-lane undivided local road without sidewalks and streetlights. The general area consists of general commercial retail uses, residential subdivisions of varying densities, and Spring Valley High School. North of the site is zoned M-1. East of the site is zones RS-LD and RM-MD. West and south of the site is zoned RS-LD.

Public Services

The subject parcel is within the boundaries of Richland School District Two. Spring Valley High School is located adjacent to the subject site. Water service would be provided by City of Columbia or another utility. Sewer would be through East Richland or another utility. There is a fire hydrant adjacent to the site on Rivkin Boulevard. The Sandhill fire station (station number 24) is located on Sparkleberry Lane, approximately 1,000 feet east of the subject site.

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 Character

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. Nonresidential 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 2019 SCDOT traffic count (Station #117) located north of the subject site on Two Notch Road identifies 36,900 Average Daily Trips (ADTs). Two Notch Road is classified as a five lane

undivided primary arterial road, maintained by SCDOT with a design capacity of 38,600 ADTs. This portion of Two Notch Road is currently operating at Level of Service (LOS) "C".

SCDOT has an Operational & Safety project programmed for this section of Two Notch Road. It includes corridor safety improvements and is currently in the design/development phase with construction estimated in 2021. The Penny has sidewalk and bike lanes improvements programmed for this section of Two Notch Road currently in the design phase.

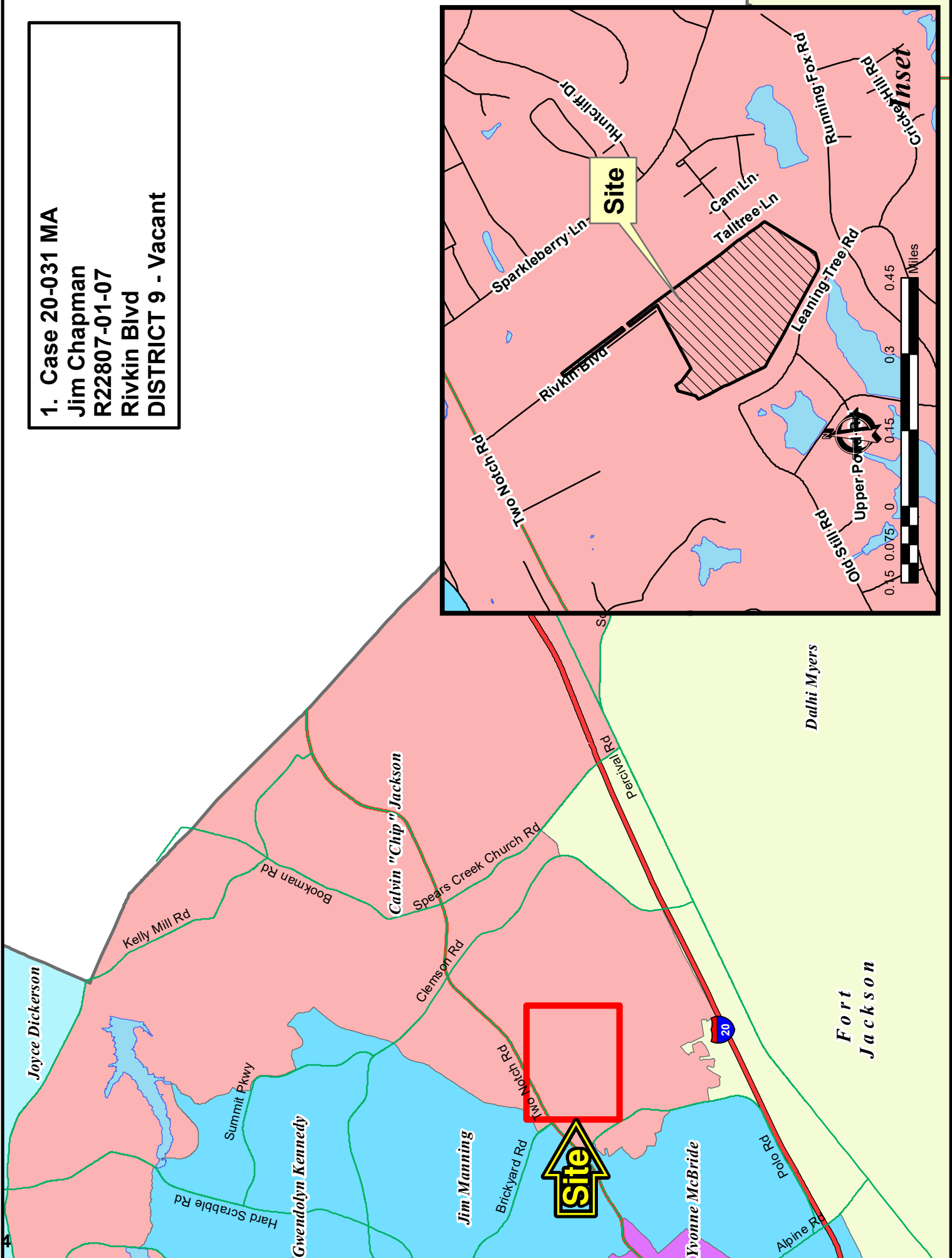
Conclusion

Staff recommends **Approval** of this map amendment. The 2015 Comprehensive Plan recommends a desired development pattern of "medium density residential neighborhoods designed to provide a mix of residential uses and densities within neighborhoods." The proposed rezoning to RM-MD would allow for a mixture of housing types and densities as prescribed by the Comprehensive Plan.

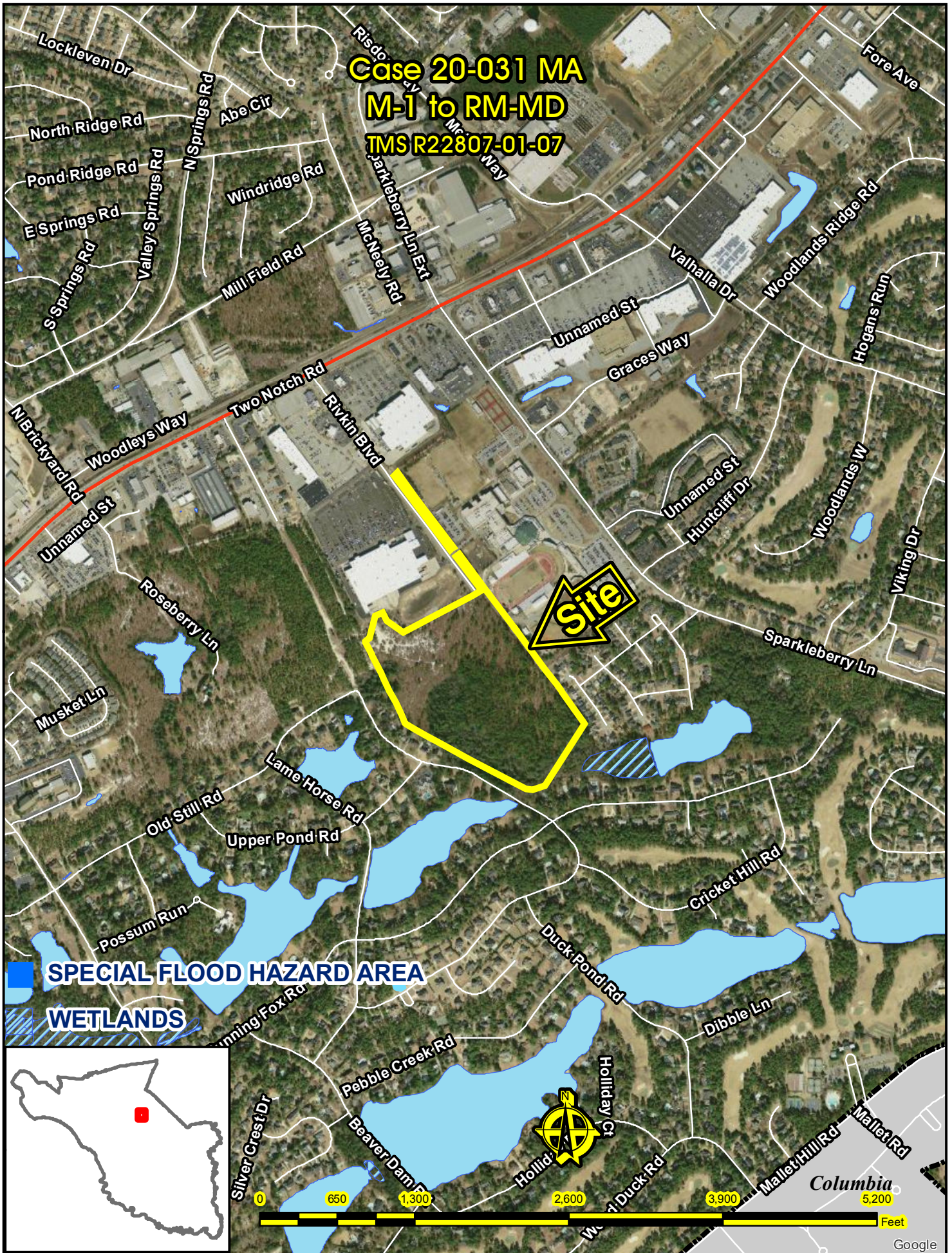
Planning Commission Action

At their **November 9, 2020** meeting, the Richland County Planning Commission **agreed** with the PDSD recommendation and recommends the County Council **approve** the proposed amendment for RC Project # **20-031 MA**.

1. Case 20-031 MA
Jim Chapman
R22807-01-07
Rivkin Blvd
DISTRICT 9 - Vacant

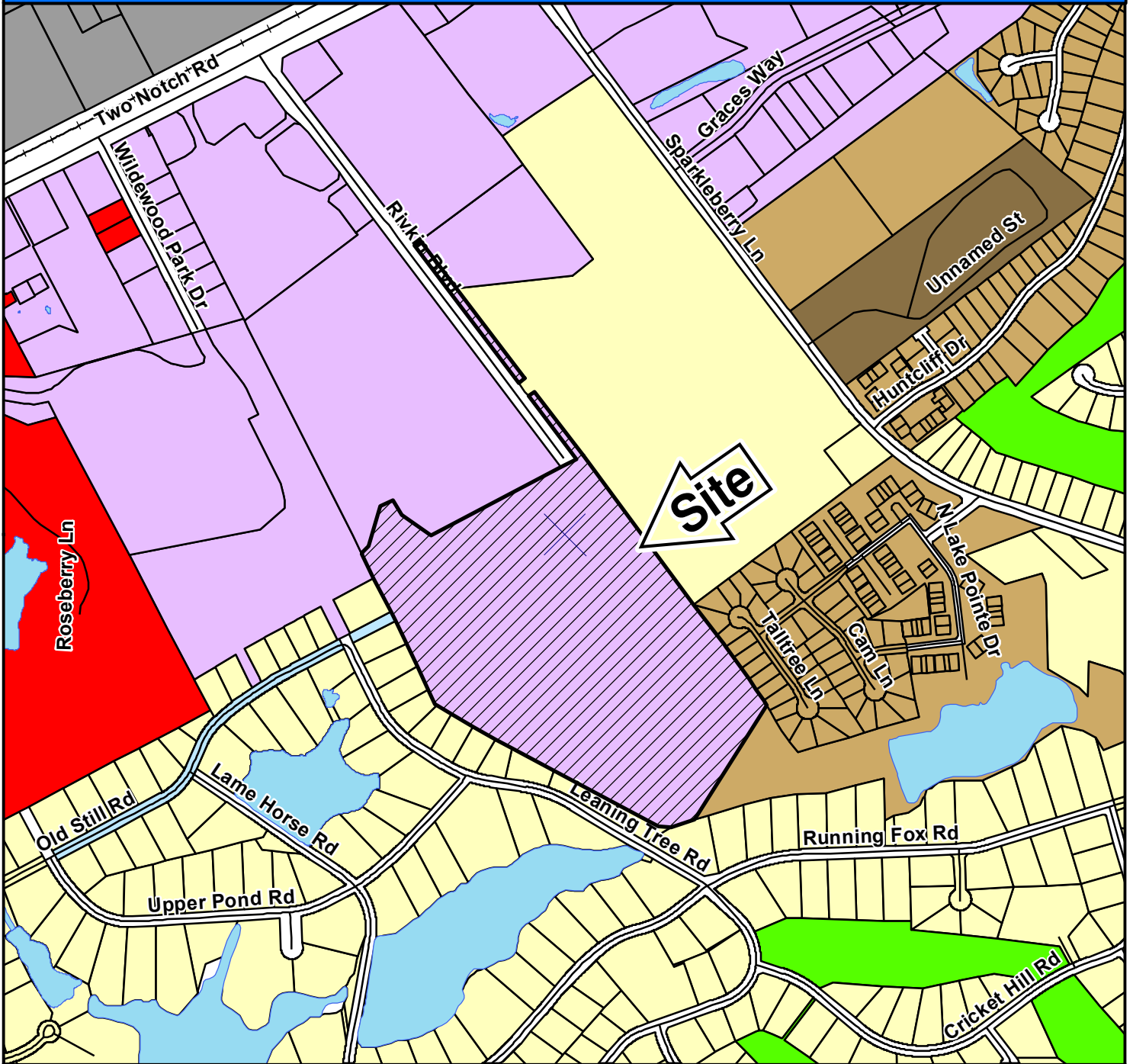


Case 20-031 MA
M-1 to RM-MD
TMS R22807-01-07



Case 20-031 MA

M-1 to RM-MD



ZONING CLASSIFICATIONS

| | | | | | | | | | | | | | | |
|--|------|--|------|--|-------|--|-------|--|-----|--|-----|--|------|-----------------------|
| | CC-1 | | C-1 | | RS-E | | MH | | NC | | LI | | TROS | Subject Property N |
| | CC-2 | | C-3 | | RS-LD | | RM-MD | | GC | | HI | | PDD | |
| | CC-3 | | RG-2 | | RS-MD | | RM-HD | | RC | | PDD | | RU | |
| | CC-4 | | RR | | RS-HD | | OI | | M-1 | | RU | | | |

NORTHEAST PLANNING AREA

FUTURE LAND USE & PRIORITY INVESTMENT AREAS

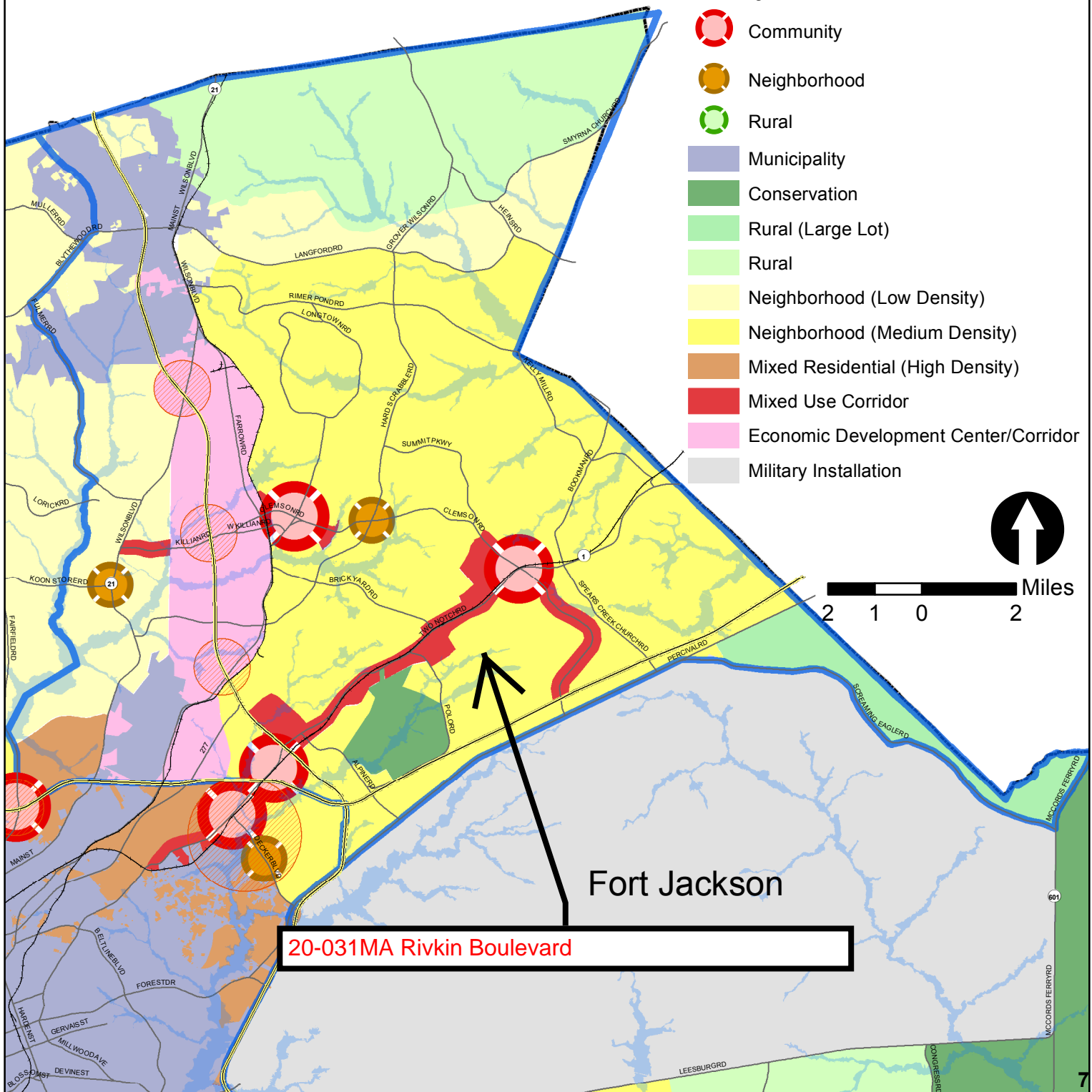


For more information on Priority Investment Areas, refer to the Priority Investment Element in Section 12 of the Comprehensive Plan.

Adopted March 17, 2015

Legend

- 100 Year Floodplain
- Priority Investment Area
- Planning Area Boundary
- 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





Richland County Planning & Development Services Department

Map Amendment Staff Report

PC MEETING DATE: November 9, 2020
RC PROJECT: 20-032 MA
APPLICANT: Ryan Maltba

LOCATION: 4551 Hardscrabble Road

TAX MAP NUMBER: R20300-04-16
ACREAGE: 0.88
EXISTING ZONING: RU
PROPOSED ZONING: GC

ZPH SIGN POSTING: November 9, 2020

Staff Recommendation

Disapproval

Eligibility for Map Amendment

Minimum area for zoning map amendment application. No request for a change in zoning classification shall be considered that involves an area of less than two (2) acres, except changes that involve one of the following: (Ord. 038-09HR; 7-21-09)

- An extension of the same existing zoning district boundary. (Ord. 038-09HR; 7-21-09)

Background

Zoning History

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

Zoning History for the General Area

The subject parcel was rezoned to Planned Development District (PDD) under case number 99-043MA (Ordinance number 006-00HR).

The PDD north of the site was rezoned from D-1 under case number 03-053MA.

The PDD north of the site (south of Lee Road) was rezoned from RU under case number 01-024MA.

Zoning District Summary

The GC District is intended to accommodate a variety of general commercial and nonresidential uses characterized primarily by retail, office, and service establishments and oriented primarily to major traffic arteries or extensive areas of predominately commercial usage and characteristics.

Minimum lot area: no minimum lot area except as required by DHEC. Maximum density standard: for residential uses, no more than sixteen (16) dwelling units per acre. See also the special requirement provisions for single-family zero lot line dwellings at Section 26-151(c) of this chapter. (Ord. 028-09HR; 5-19-09)

Based upon a gross density calculation, the maximum number of units for this site is approximately: 14 dwelling units.

| Direction | Existing Zoning | Use |
|----------------------|-----------------|---------------------------------------|
| <u>North:</u> | PDD | Retail Commercial Center |
| <u>South:</u> | RU | Undeveloped |
| <u>East:</u> | GC | Undeveloped |
| <u>West:</u> | RS-HD | Residential Subdivision (Ashley Hall) |

Discussion

Parcel/Area Characteristics

The subject site contains a residence with an accessory structure on the site. The site has frontage along Hardscrabble Road. This section of Hardscrabble Road is a minor arterial widened to five-lanes. The general area consists of retail and commercial uses and residences. North of the subject site is zoned PDD. East of the subject site is zoned GC. South of the subject site is zoned RU. West of the subject site is zoned RS-HD.

Public Services

The subject parcel is within the boundaries of Richland School District Two. Rice Creek Elementary School is located approximately 0.6 miles north the subject site on Hardscrabble Road. Water service would be provided by City of Columbia or another utility. Sewer would be through City of Columbia or another utility. There is a fire hydrant 300 feet north of the site on Hardscrabble Road. The Elders Pond fire station (station number 34) is located on Elders Pond Drive, approximately 600 feet southeast of the subject site.

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 Character

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. Nonresidential 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 2019 SCDOT traffic count (Station #430) located north of the subject parcel on Hardscrabble Road identifies 26,100 Average Daily Trips (ADTs). Hardscrabble Road is classified as a five lane undivided minor arterial road, maintained by SCDOT with a design capacity of 24,800 ADTs. This portion of Hardscrabble Road is currently operating at Level of Service (LOS) "D".

SCDOT currently has a widening project for Hardscrabble Road that is currently in progress. SCDOT has a listed anticipated completion in the fall of 2020. The Penny has sidewalk and bike lanes improvements programmed for this section of Hardscrabble Road as part of the widening.

Conclusion

Principally, staff recommends **Disapproval** of this map amendment as it would not be consistent with the objectives outlined in the Comprehensive Plan.

The Comprehensive Plan recommends non-residential development along main road corridors and within a contextually appropriate distance from a primary arterial. The subject site is not located along a main road corridor or within a distance of a primary arterial.

However, the request to rezone would be compatible with adjacent land uses and the current development patterns for commercial development. Likewise, the current district has become out of place with the type and intensity of development surrounding it as the character of the area is more consistent with that of the proposed request than the Rural District.

As such, staff principally recommends **Disapproval**.

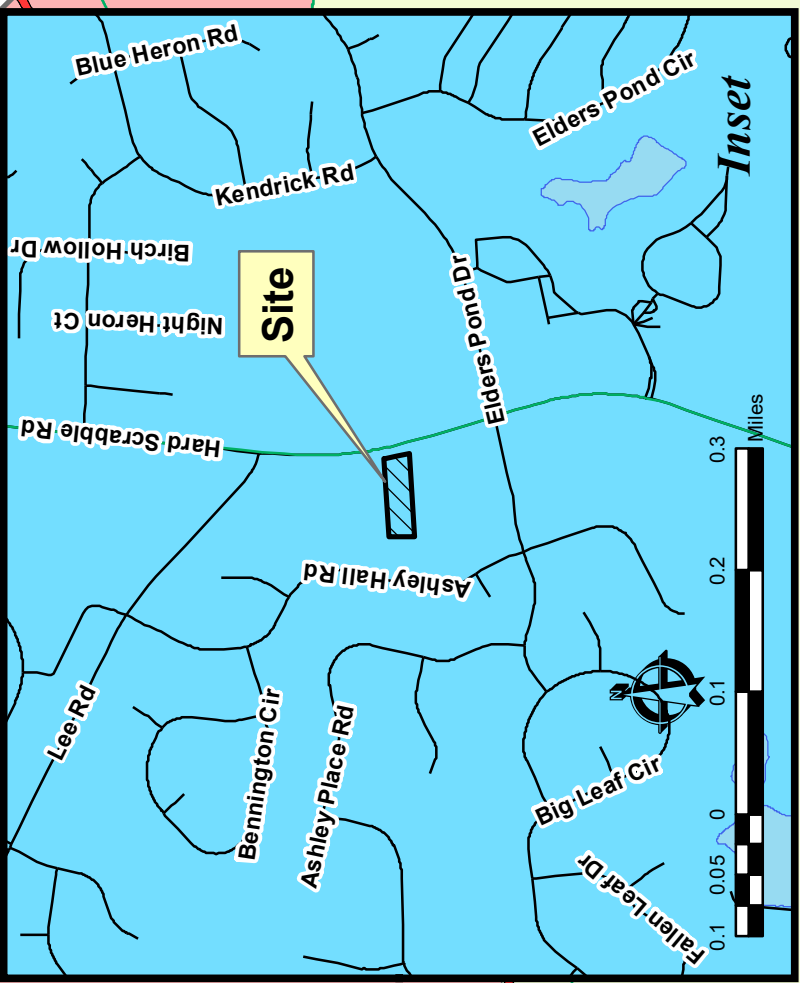
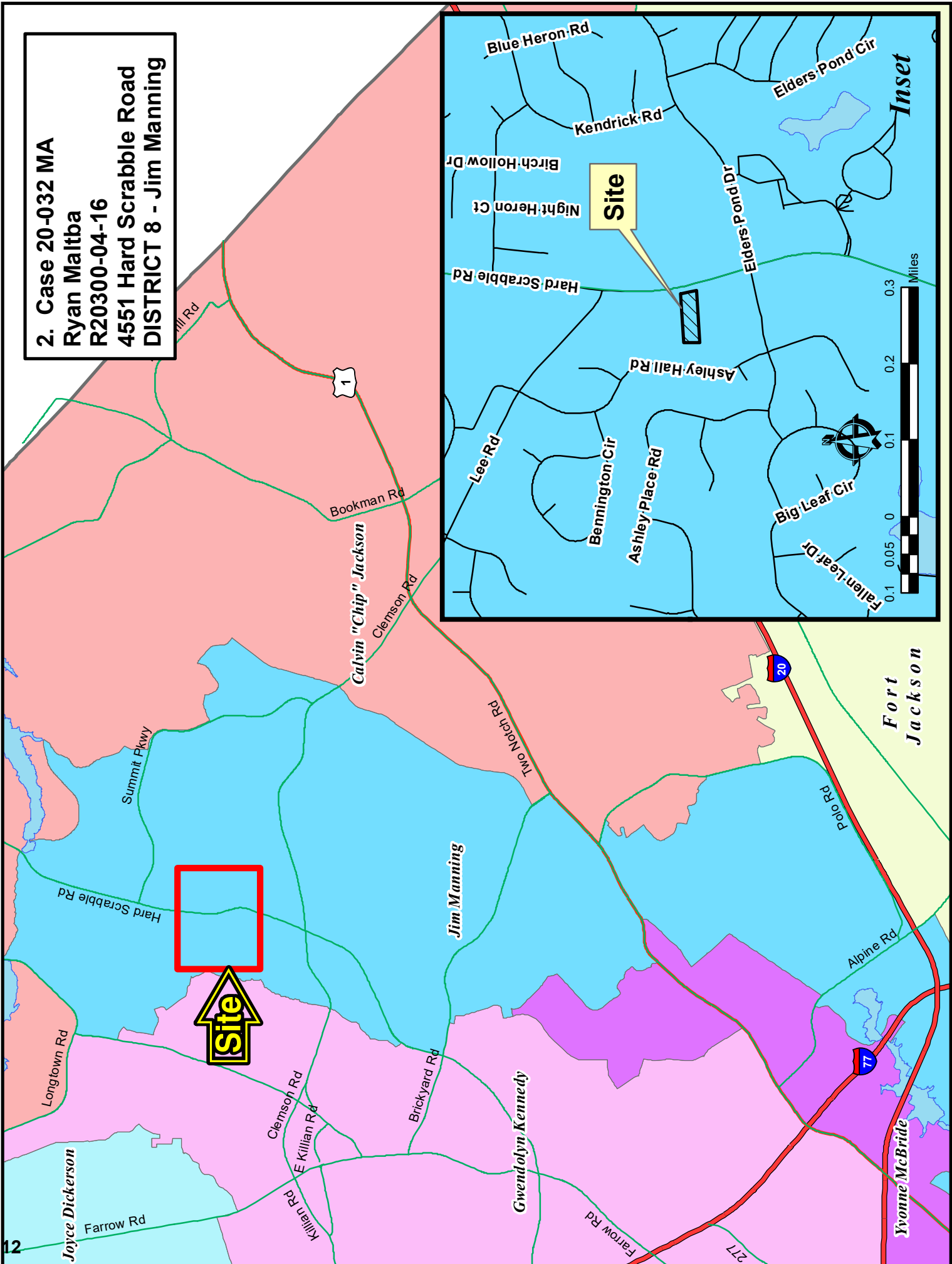
Planning Commission Action

At their **November 9, 2020** meeting, the Richland County Planning Commission **disagreed** with the PDSR recommendation for the following reason:

- Given the lot's size and its location immediately adjacent to large commercial on a road that has become that character, that it appropriate in this situation to go against the Comp Plan.

The PC recommends the County Council **approve** the proposed amendment for RC Project # **20-032 MA**

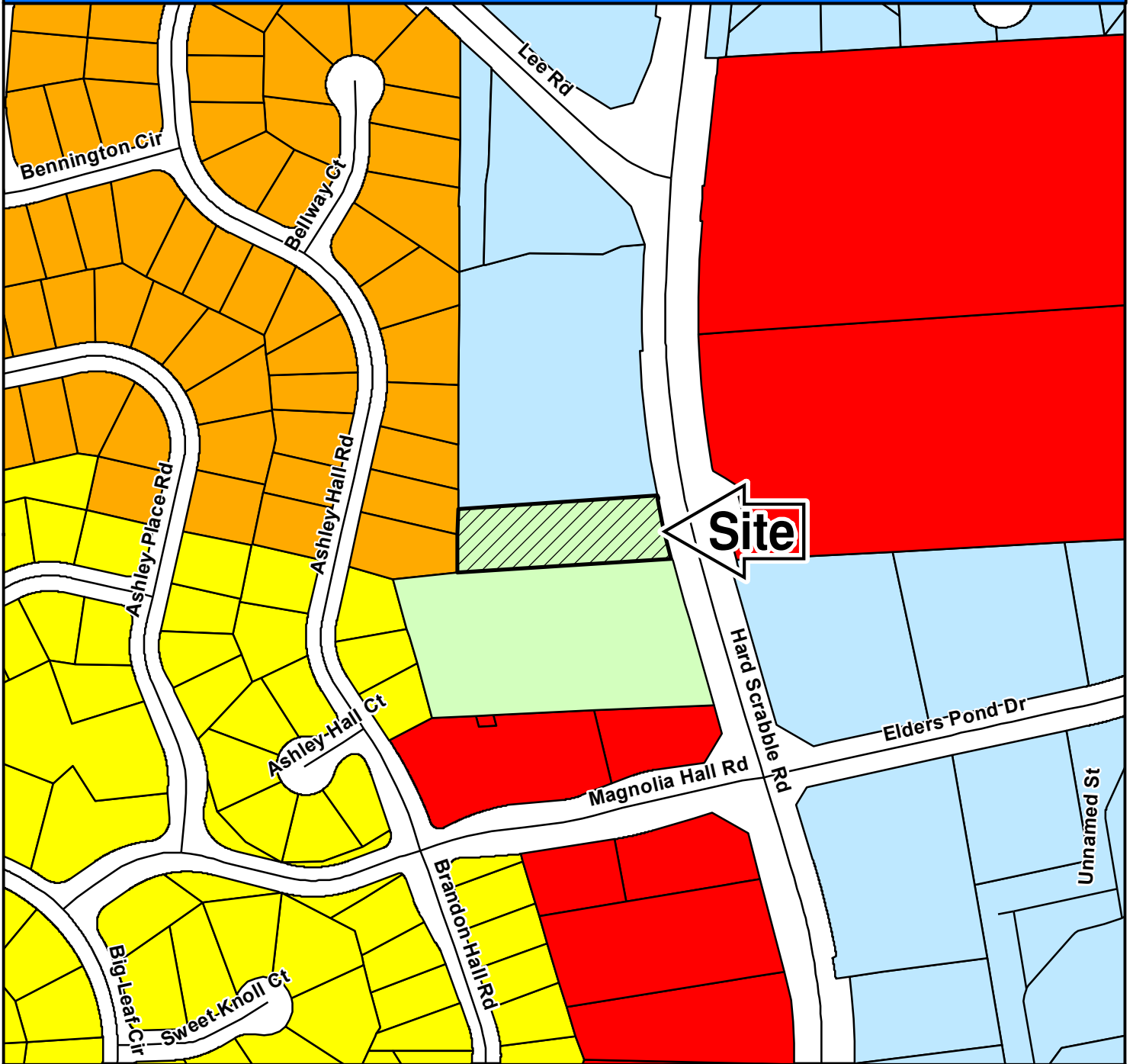
2. Case 20-032 MA
Ryan Maltba
R20300-04-16
4551 Hard Scrabble Road
DISTRICT 8 - Jim Manning





























**Case 20-032 MA
RU to GC
TMS R20300-04-16**



Case 20-032 MA RU to GC



ZONING CLASSIFICATIONS

| | | | | | | | | | | | | | | | |
|--|------|---|------|---|-------|---|-------|---|-----|---|-----|---|------|--|---|
|  | CC-1 |  | C-1 |  | RS-E |  | MH |  | NC |  | LI |  | TROS |  Subject Property |  |
|  | CC-2 |  | C-3 |  | RS-LD |  | RM-MD |  | GC |  | HI | | | | |
|  | CC-3 |  | RG-2 |  | RS-MD |  | RM-HD |  | RC |  | PDD | | | | |
|  | CC-4 |  | RR |  | RS-HD |  | OI |  | M-1 |  | RU | | | | |

NORTHEAST PLANNING AREA

FUTURE LAND USE & PRIORITY INVESTMENT AREAS

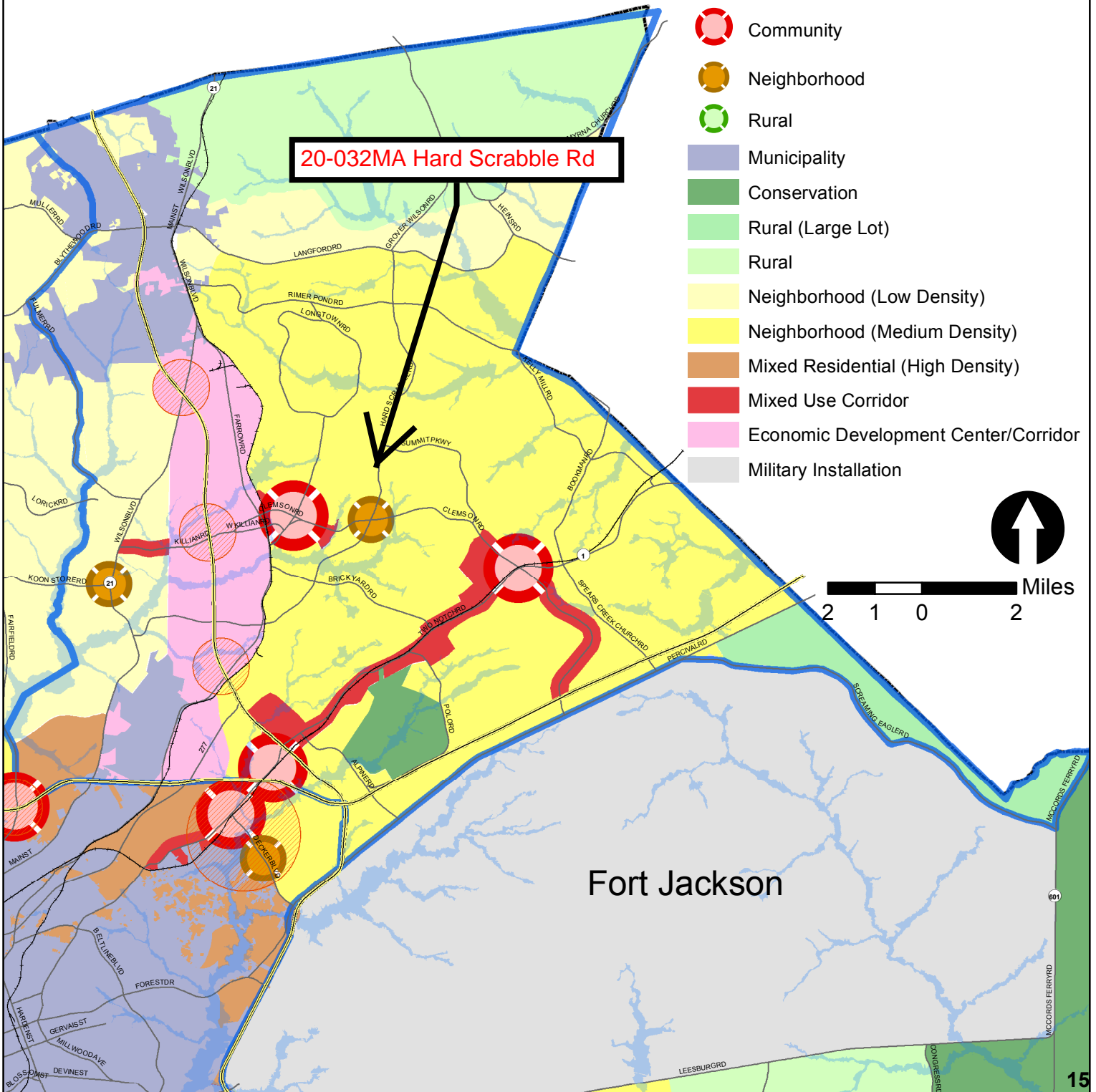


For more information on Priority Investment Areas, refer to the Priority Investment Element in Section 12 of the Comprehensive Plan.

Adopted March 17, 2015

Legend

- 100 Year Floodplain
- Priority Investment Area
- Planning Area Boundary
- 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





**Richland County
Planning & Development Services Department**

Map Amendment Staff Report

PC MEETING DATE: November 9, 2020
RC PROJECT: 20-033 MA
APPLICANT: Yani G. Mouratev

LOCATION: 115 Tims Road

TAX MAP NUMBER: R06600-02-12
ACREAGE: 69.93
EXISTING ZONING: RR
PROPOSED ZONING: HI

ZPH SIGN POSTING: November 9, 2020

Staff Recommendation

Disapproval

Background

Zoning History

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

Zoning History for the General Area

The Heavy Industrial (HI) District parcels south of the site were rezoned from Rural (RU) District under case number 11-010MA.

Zoning District Summary

The HI District is intended to accommodate primarily those uses of a manufacturing and industrial nature, and secondly, those uses that are functionally related thereto, such as distribution, storage, and processing. General commercial uses are allowed, but are considered incidental to the predominantly industrial nature of this district.

Minimum lot area: no minimum lot area except as required by DHEC. Maximum density standard: no maximum density standard.

Based upon a gross density calculation, the maximum number of units for this site is approximately: 0 dwelling units.

| Direction | Existing Zoning | Use |
|----------------------|------------------------|-------------|
| <u>North:</u> | RR | Undeveloped |
| <u>South:</u> | HI | Undeveloped |
| <u>East:</u> | HI | Undeveloped |
| <u>West:</u> | HI | Landfill |

Discussion

Parcel/Area Characteristics

The subject site is a large, relatively undeveloped parcel with a single residence. The site appears to have several utility and/or other easements across the site along with private gravel roads.

Public Services

The subject parcel is within the boundaries of Richland School District One. Water and sewer service would be provided by well and septic. There is a fire hydrant located on Caughman Road southeast of the subject parcels. The Upper Richland fire station (number 17) is located 1.55 miles northeast of the subject parcel on Campground Road.

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 (Low-Density)***.

Land Use and Character

Areas where low-density residential is the primary use. These areas serve as a transition between Rural and Neighborhood (Medium-Density) areas, and are opportunities for low-density traditional neighborhood development and open space developments that preserve open spaces and natural features. Commercial development should be located within nearby Neighborhood Activity Centers, and may be considered for location along main road corridors and within a contextually-appropriate distance from the intersection of a primary arterial. Places of worship and parks are appropriate institutional uses, but should be designed to mitigate impacts on surrounding neighborhoods. Industrial development with significant community impacts (i.e., noise, exhaust, odor, heavy truck traffic) is discouraged in these areas.

Desired Development Pattern

Lower-density, single-family neighborhood developments are preferred. Open space developments that provide increased densities in trade for the protection of open spaces and recreational areas are also encouraged (see Desired Pattern for Rural areas for more information on open space developments). Residential developments that incorporate more open spaces and protection of natural areas through the use of natural stormwater management techniques, such as swales, are encouraged. Homes in neighborhoods can be supported by small-scale neighborhood commercial establishments located at primary arterial intersections, preferably within Neighborhood Commercial Activity Centers

Traffic Characteristics

The 2019 SCDOT traffic count (Station #251) located northeast of the subject parcel on Monticello Road identifies 3,700 Average Daily Trips (ADTs). Monticello Road is classified as a two lane undivided minor arterial road, maintained by SCDOT with a design capacity of 10,800 ADTs. This portion of Hardscrabble Road is currently operating at Level of Service (LOS) “A”.

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

Conclusion

Principally, staff recommends **Disapproval** of this map amendment as it would not be consistent with the objectives outlined in the Comprehensive Plan.

For the Neighborhood (Low-Density) designation, the Plan provides that “industrial development with significant community impacts (i.e., noise, exhaust, odor, heavy truck traffic) is discouraged in these areas.” The HI District allows for uses that may produce impacts, such as noise, exhaust, odor, or heavy truck traffic.

However, the request to rezone would be compatible with adjacent land uses and the current development pattern for industrial development and uses in the surrounding area.

For these reasons, staff principally recommends **Disapproval**.

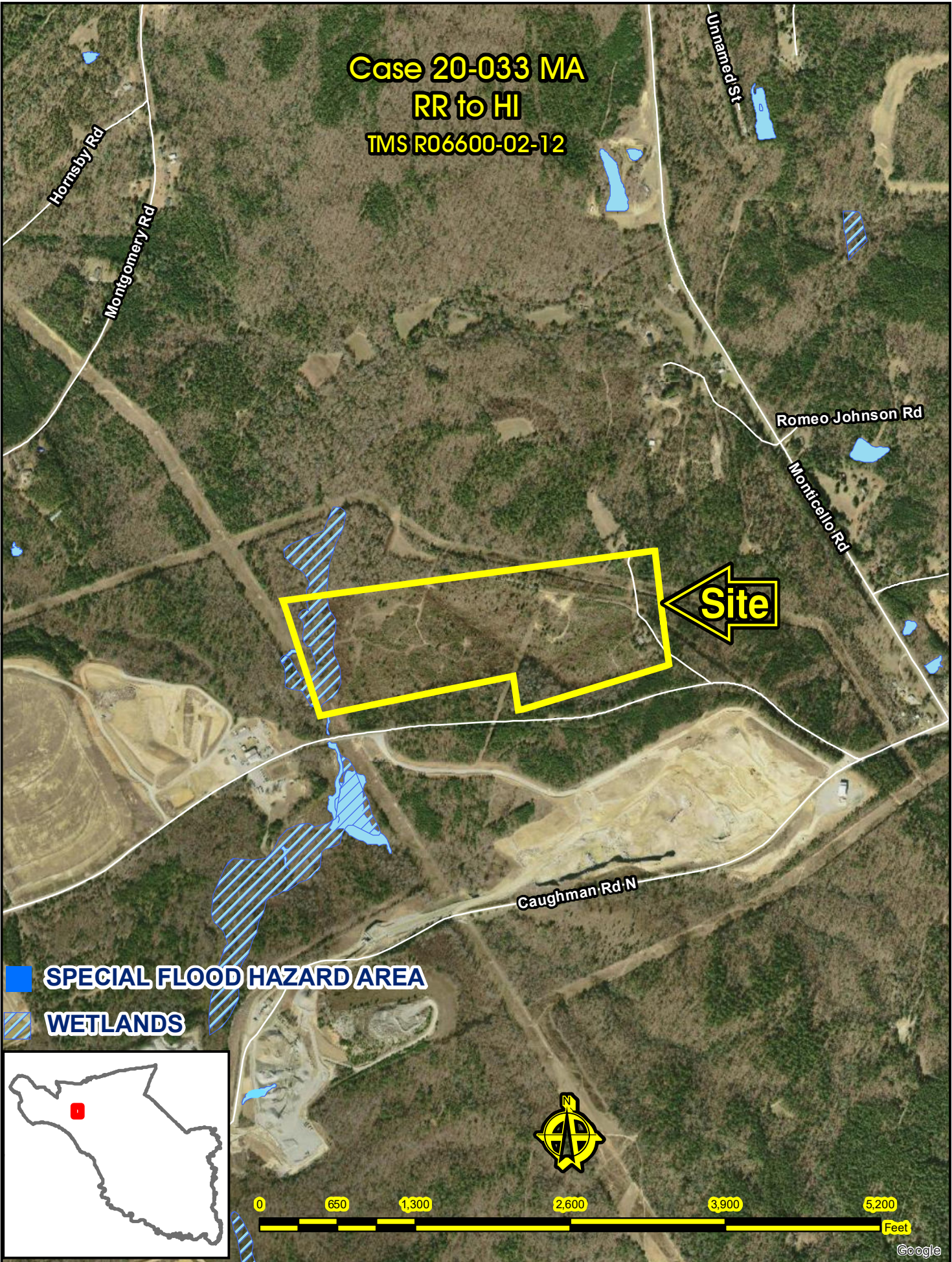
Planning Commission Action

At their **November 9, 2020** meeting, the Richland County Planning Commission **disagreed** with the PDSD recommendation for the following reason:

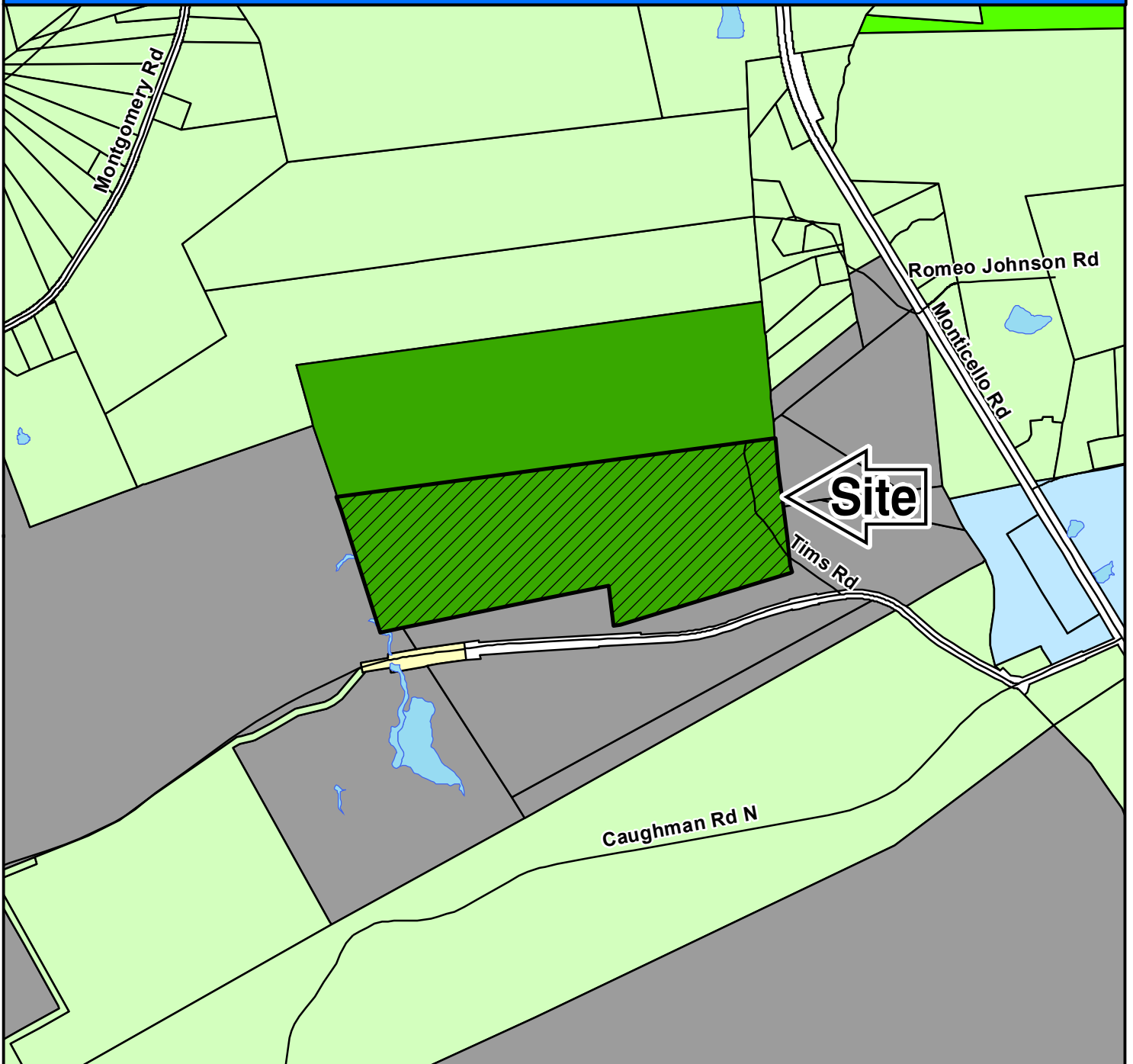
- The rezoning would be compatible with the adjacent land uses and current development pattern.
- The rezoning would be harmonious with the adjacent tracts of land.
- The provision of crushed stone for all the various types of construction projects in a metropolitan area there is a great need and justification for the use.

The PC recommends the County Council **approve** the proposed amendment for RC Project # **20-033 MA**.

**Case 20-033 MA
RR to HI
TMS R06600-02-12**



Case 20-033 MA RR to HI



ZONING CLASSIFICATIONS

| | | | | | | | | | | | | | | |
|--|------|--|------|--|-------|--|-------|--|-----|--|-----|--|------------------|--|
| | CC-1 | | C-1 | | RS-E | | MH | | NC | | LI | | TROS | |
| | CC-2 | | C-3 | | RS-LD | | RM-MD | | GC | | HI | | Subject Property | |
| | CC-3 | | RG-2 | | RS-MD | | RM-HD | | RC | | PDD | | | |
| | CC-4 | | RR | | RS-HD | | OI | | M-1 | | RU | | | |

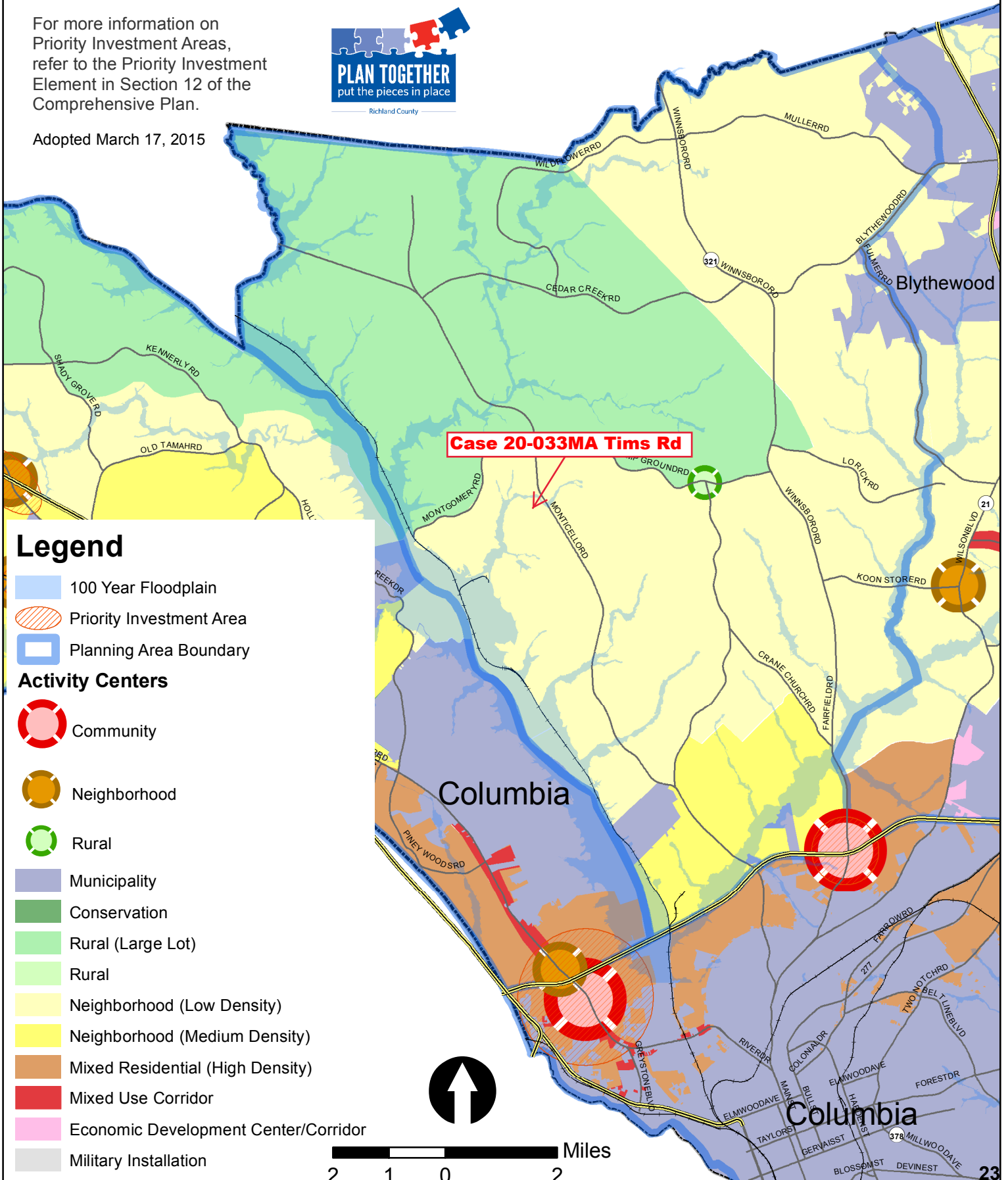
NORTH CENTRAL PLANNING AREA

FUTURE LAND USE & PRIORITY INVESTMENT AREAS

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



Adopted March 17, 2015



Legend

- 100 Year Floodplain
- Priority Investment Area
- Planning Area Boundary

Activity Centers

- 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





**Richland County
Planning & Development Services Department**

Map Amendment Staff Report

PC MEETING DATE: November 9, 2020
RC PROJECT: 20-034 MA
APPLICANT: Paulette Morin

LOCATION: Shop Road and Atlas Road

TAX MAP NUMBER: R16204-07-06, 08, 09, 10, 11, & 12
ACREAGE: 2.35 acres
EXISTING ZONING: RU
PROPOSED ZONING: GC

ZPH SIGN POSTING: November 9, 2020

Staff Recommendation

Approval

Background

Zoning History

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

Zoning History for the General Area

The LI parcel southwest of the site was rezoned from Residential Single-Family Low Density (RS-LD) under case number 15-35MA.

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: 37 dwelling units.

| Direction | Existing Zoning | Use |
|----------------------|------------------------|--------------------------|
| <u>North:</u> | RU / RS-HD / M-1 | Residences / Undeveloped |
| <u>South:</u> | LI / MH | Undeveloped / Residence |
| <u>East:</u> | M-1 | Manufacturing |
| <u>West:</u> | RU / MH | Undeveloped / Residences |

Discussion

Parcel/Area Characteristics

The subject site consists of five parcels with limited residential and accessory structures. The parcel grouping has frontage and access along Atlas Road, Atlas Way, and Shop Road. Atlas Road is a two-lane undivided minor arterial without sidewalks or streetlights. Atlas Way is a two-lane local road without sidewalks or streetlights. Shop Road is a four-lane divided minor arterial without sidewalks or streetlights. The general area is characterized by a variety of zoning and mixture of land uses comprised primarily of residences, light industrial, manufacturing and warehousing, commercial, and some undeveloped property. The immediate area consists of properties zoned RU, M-1, MH, LI, and RS-HD, with residences, manufacturing uses, or are undeveloped.

Public Services

The subject parcel is within the boundaries of Richland School District One. Annie Burnside Elementary School is located approximately 2 miles northeast of the subject parcel on Patterson road. Records indicate that the parcel is in the City of Columbia's water and sewer service areas. The Industrial Park fire station (station number 3) is located on The Boulevard, approximately 1.12 miles west 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 ***Economic Development Center/Corridor***

Land Use and Design

Community Activity Centers provide the goods, services, and facilities which are possible only with the critical mass of population provided by a larger community-scale marketshed. These centers supply anchor and junior retailers, smaller retail establishments, office space, and high-density residential uses. Mixed-use developments that integrate higher-density residential uses with nonresidential uses, such as developments that place dwellings over shops, are encouraged. The integration of public spaces within these centers is encouraged. A Community Activity Center may also include uses typical of both neighborhood and community centers, since it may also serve these functions for the surrounding neighborhood or community. Centers should be master-planned and designed in a manner that provides a vertical (multi-story) or horizontal (multiple-uses on a site) mix of uses.

Traffic Characteristics

The 2019 SCDOT traffic count (Station #292) located south of the subject parcel on Shop Road identifies 21,800 Average Daily Trips (ADTs). This section of Shop Road is classified as a four lane divided minor arterial, maintained by SCDOT with a design capacity of 24,800 ADTs. This segment of Shop Road is currently operating at Level of Service (LOS) "C".

The 2019 SCDOT traffic count (Station #378) located north of the subject parcel on Atlas Road identifies 12,500 Average Daily Trips (ADTs). This section of Atlas Road is classified as a two lane undivided minor arterial, maintained by SCDOT with a design capacity of 10,800 ADTs. This segment of Atlas Road is currently operating at Level of Service (LOS) "E".

The 2019 SCDOT traffic count (Station #377) located south of the subject parcel on Atlas Road identifies 5,000 Average Daily Trips (ADT's). This section of Atlas Road is classified as a two lane undivided minor arterial, maintained by SCDOT with a design capacity of 10,800 ADT's. This segment of Atlas 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.

The Richland Penny includes proposed bike-lanes and re-striping between Beltline Boulevard and Pineview Road. There are no planned or programmed improvements for this section of Shop Road through SCDOT.

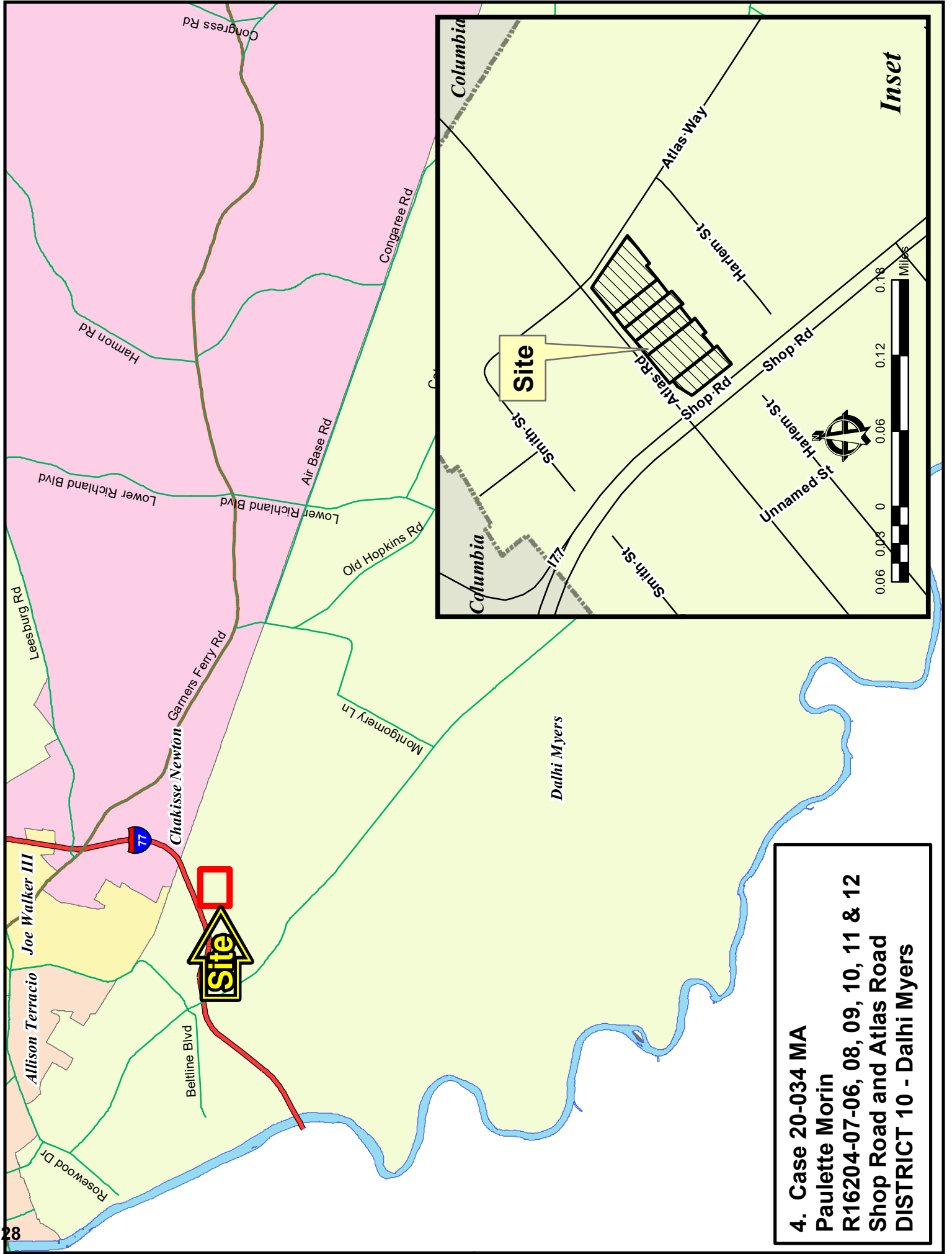
These sections of Atlas Road are programmed for a road widening through SCDOT in conjunction with the Penny. The project scope would include adding another lane between Bluff and Shop, and three lanes between Shop and Garners Ferry. Sidewalks and bike lanes are to be included. The project is in the design/development and right-of-way acquisition stage with an undetermined completion date

Conclusion

Staff recommends **Approval** of this map amendment, as the proposed rezoning would be consistent with the objectives outlined in the Comprehensive Plan. Per the Comprehensive Plan the Economic Development Center/Corridor future land use designation includes "concentrated areas of high quality employment facilities, integrated with or adjacent to complementary retail and commercial uses and/or medium- and high-density residential uses."

Planning Commission Action

At their **November 9, 2020** meeting, the Richland County Planning Commission agreed with the PDSR recommendation and recommends the County Council approve the proposed amendment for RC Project # **20-034 MA**



4. Case 20-034 MA
Paulette Morin
R16204-07-06, 08, 09, 10, 11 & 12
Shop Road and Atlas Road
DISTRICT 10 - Dalhi Myers

**Case 20-034 MA
RU to GC**

TMSR16204-07-06, 08, 09, 10, 11 & 12

Columbia

Veterans Rd

Smith St

Atlas Rd

Site

Smith St

Atlas Way

Harlem St

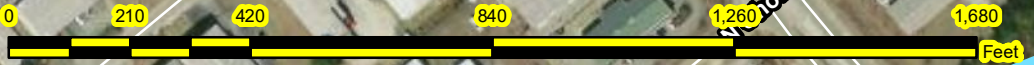
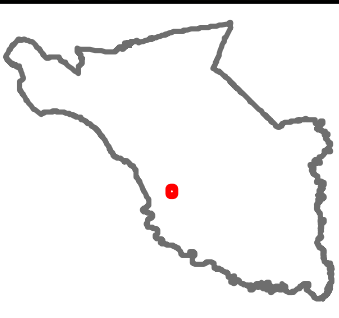
Unnamed St

Harlem St

Shop Rd

SPECIAL FLOOD HAZARD AREA

WETLANDS



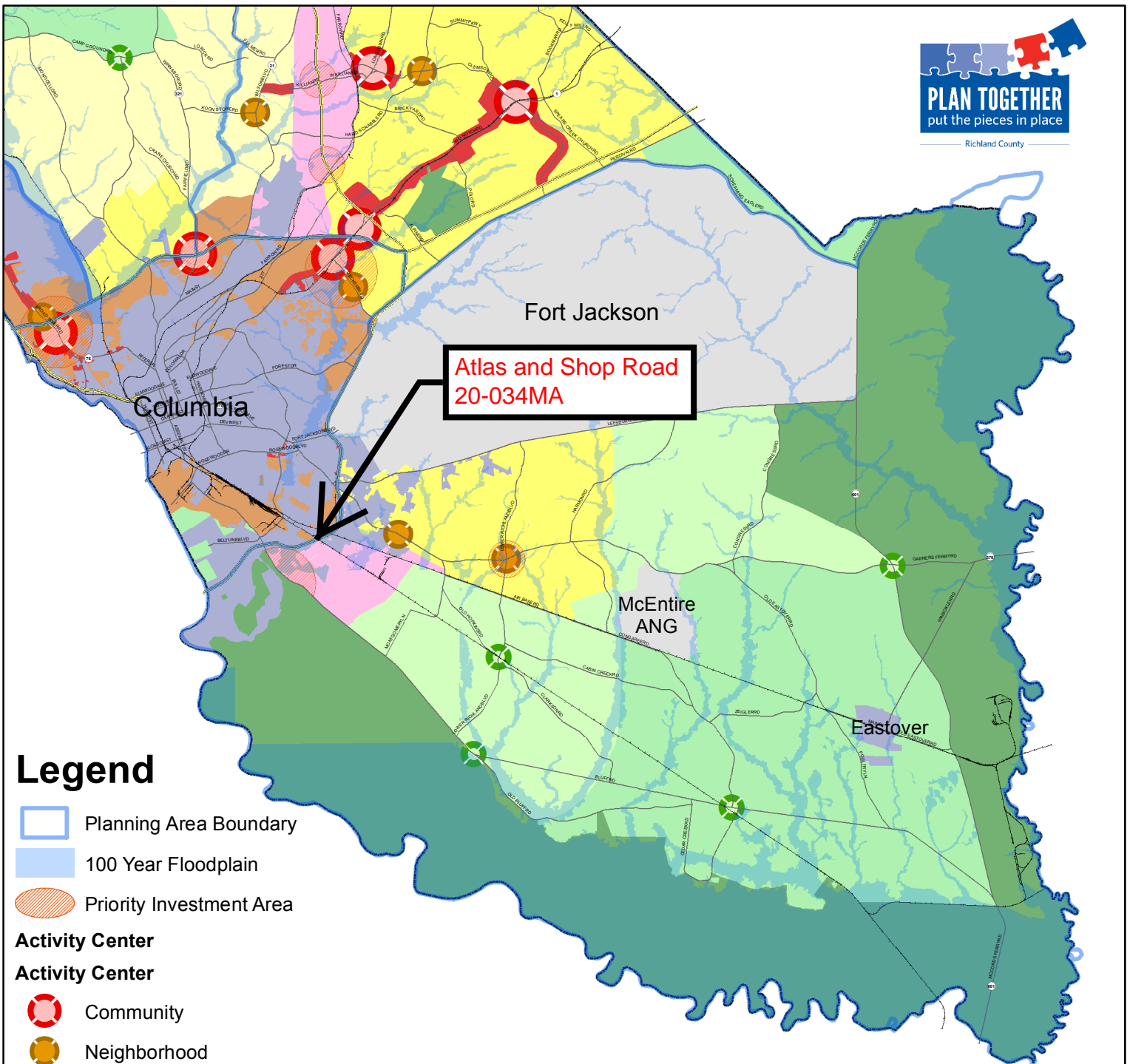
Google

Case 20-034 MA RU to GC



ZONING CLASSIFICATIONS

| | | | | | | | | | | | | | | |
|--|------|--|------|--|-------|--|-------|--|-----|--|-----|--|------|-----------------------|
| | CC-1 | | C-1 | | RS-E | | MH | | NC | | LI | | TROS | Subject Property N |
| | CC-2 | | C-3 | | RS-LD | | RM-MD | | GC | | HI | | | |
| | CC-3 | | RG-2 | | RS-MD | | RM-HD | | RC | | PDD | | | |
| | CC-4 | | RR | | RS-HD | | OI | | M-1 | | RU | | | |



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 31



**Richland County
Planning & Development Services Department**

Map Amendment Staff Report

PC MEETING DATE: November 9, 2020
RC PROJECT: 20-035 MA
APPLICANT: Tiffany Harrison

LOCATION: Longwood Road

TAX MAP NUMBER: R16100-02-20, 04, 02 (P) & 19 (P)
ACREAGE: 202 acres
EXISTING ZONING: M-1
PROPOSED ZONING: HI

ZPH SIGN POSTING: November 9, 2020

Staff Recommendation

Approval

Background

Zoning History

The original zoning as adopted September 7, 1977 was Light Industrial District (M-1).

Zoning History for the General Area

Two parcels west of the site were rezoned from Light Industrial (M-1) to Heavy Industrial (HI) District under case number 19-026MA.

Zoning District Summary

The M-1 District is intended to accommodate wholesaling, distribution, storage, processing, light manufacturing, and general commercial or agricultural uses. Certain related structures and uses required to serve the needs of such uses are permitted outright or are permitted with special requirements and/or special exceptions.

| Direction | Existing Zoning | Use |
|----------------------|-----------------|---|
| <u>North:</u> | M-1 | Undeveloped |
| <u>South:</u> | M-1/RU | Undeveloped / Undeveloped |
| <u>East:</u> | M-1/M-1 | Undeveloped /Undeveloped |
| <u>West:</u> | HI | Under Construction (Miwon Specialty Chemical) |

Discussion

Parcel/Area Characteristics

The site is comprised of numerous parcels in various stages of developed. Majority of the subject parcels are non-developed with a few non-residential structures associated with site construction and previous agricultural and industrial uses. The general area is comprised of developing industrial property (China Jushi), industrial uses including warehousing, transportation, manufacturing, and processing, undeveloped property, Alvin S Glenn Detention Center, and sparse residential on the fringes. The subject site has frontage along Longwood Road. Longwood Road is an undivided two-lane major collector. The Shop Road extension further north will be a four-lane divided minor arterial. North of the site is the developing China Jushi facilities zoned M-1. East of the site is undeveloped property and zoned M-1. South is undeveloped and limited residential zoned RU and M-1. Further west of the site is Bluff Road park, undeveloped properties, commercial, and sparse residential uses zoned M-1 and HI.

Public Services

The Industrial Park fire station (station number 3) is located on The Boulevard, approximately 2 miles west of the subject parcel. Annie Burnside Elementary School is located about 2.2 miles north of the subject parcel on Patterson Road. Records indicate that the parcel would require septic sewage system or a private water. Sewer and water are also likely available through the City of Columbia.

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 ***Economic Development Center/Corridor***.

Land Use and Design

Concentrated areas of high quality employment facilities, integrated with or adjacent to complementary retail and commercial uses and/or medium-and high-density residential uses. This category encourages development of manufacturing, industrial, flex space, and office uses in locations that will minimally affect surrounding properties. Commercial and residential uses are secondary to employment uses.

Desired Development Pattern

Master planned industrial and business parks should include a mix of uses within single developments, including employment, convenience commercial and dining, and housing. These mixed-use employment “campuses” provide opportunities for employees to conveniently shop and dine during normal business hours. Smaller scale, single-use employment developments located along major roads should be designed to appropriately buffer manufacturing and industrial uses from adjacent properties. Secondary commercial and residential uses should be located along primary road corridors proximate to employment centers.

Traffic Characteristics

The 2019 SCDOT traffic count (Station #239) located west of the subject parcel on Bluff Road identifies 10,300 Average Daily Trips (ADTs). This section of Bluff Road is classified as a two lane undivided minor arterial, maintained by SCDOT with a design capacity of 10,800 ADTs. This segment of Bluff Road is currently operating at Level of Service (LOS) “C”.

The 2019 SCDOT traffic count (Station #685) located east and north of the subject parcel on Longwood Road identifies 800 Average Daily Trips (ADTs). This section of Longwood Road is classified as a two lane undivided major collector, maintained by SCDOT with a design capacity of 8,600 ADTs. This segment of Bluff 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. ADTs data is collected by SCDOT.

An Alternative Transportation enhancement project is currently underway for this section of Bluff Road from Windy Road to Carswell Road. This project will be installing bike lanes and sidewalks along this section of Bluff Road. It is currently in the design/development phase with an undetermined completion date.

The Richland Penny currently is undertaking construction for the Shop Road Extension Phase 1 project. This will create a four-lane divided highway between Pineview Road and Longwood Road.

There are no planned or programmed improvements for this section of Longwood Road through SCDOT.

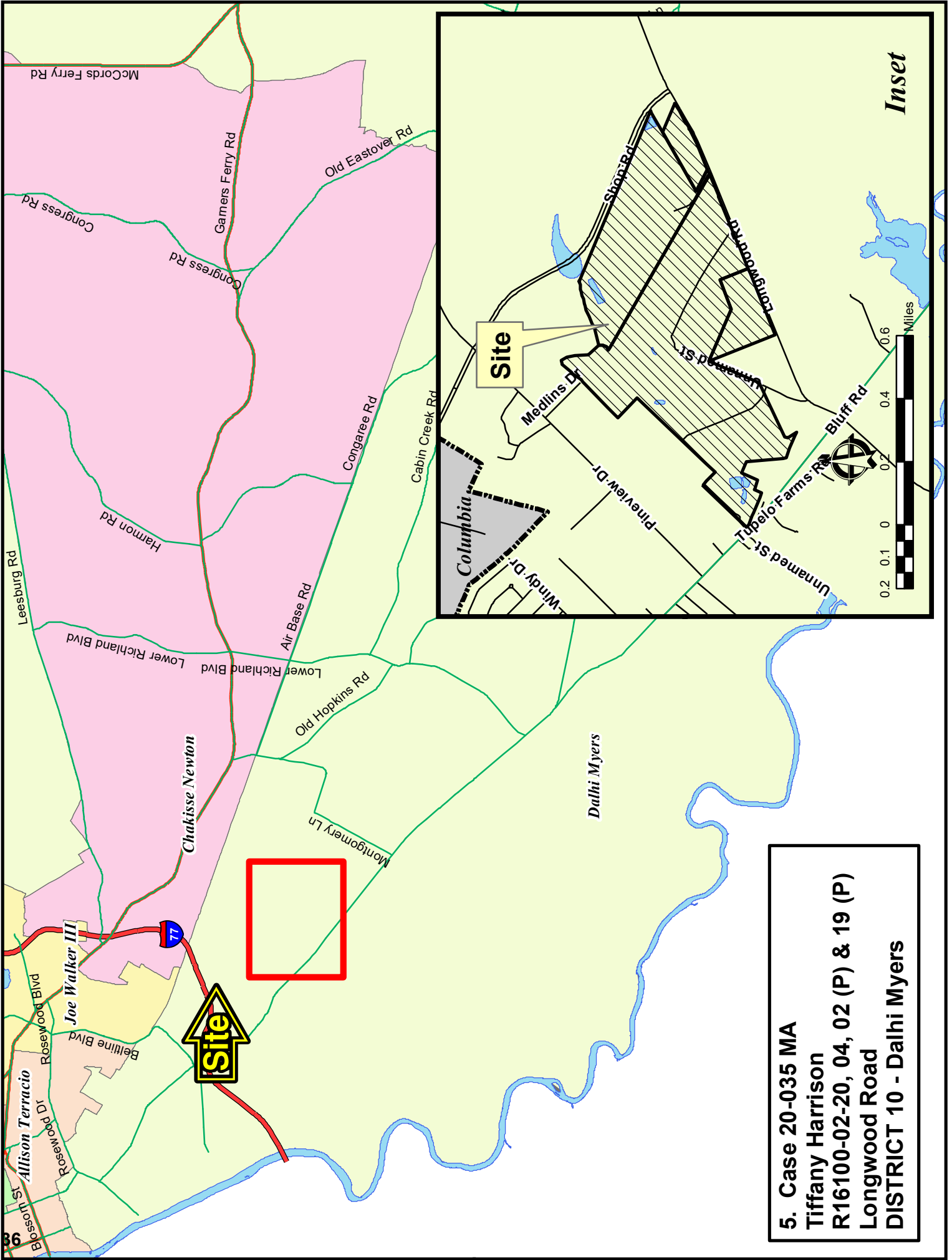
Conclusion

The proposed map amendment is consistent with the objectives of the 2015 Comprehensive Plan, as the plan encourages development of manufacturing, industrial, flex space, and office uses that will minimally affect surrounding properties. The proposed zoning district would be similar in character with the existing zoning districts in the immediate area. Additionally, further policy guidance under the Economic Development Center/Corridor future land use designation notes "industrial and business parks are the preferred land use for these areas" where the subject site is part of the Pineview Industrial Park.

For these reasons, staff recommends **Approval** of this map amendment

Planning Commission Action

At their **November 9, 2020** meeting, the Richland County Planning Commission **agreed** with the PSDS recommendation and recommends the County Council **approve** the proposed amendment for RC Project # **20-035 MA**.



5. Case 20-035 MA
Tiffany Harrison
R16100-02-20, 04, 02 (P) & 19 (P)
Longwood Road
DISTRICT 10 - Dalhi Myers

**Case 20-035 MA
M-1 to HI**

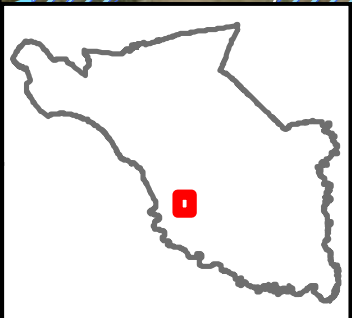
TMS R16100-02-20, 04, 02 (P) & 19 (P)

Site

Columbia

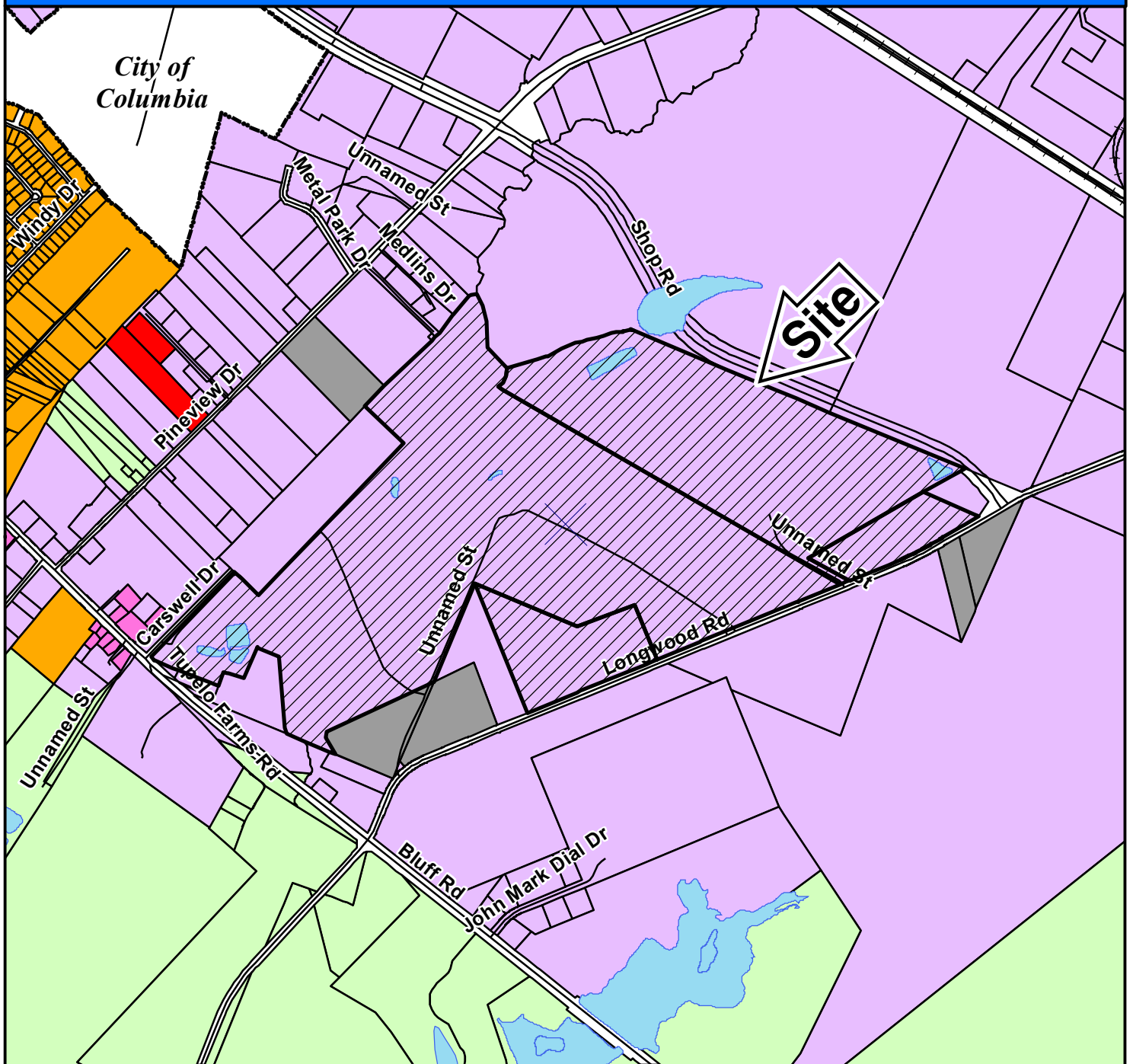
SPECIAL FLOOD HAZARD AREA

WETLANDS



Case 20-035 MA

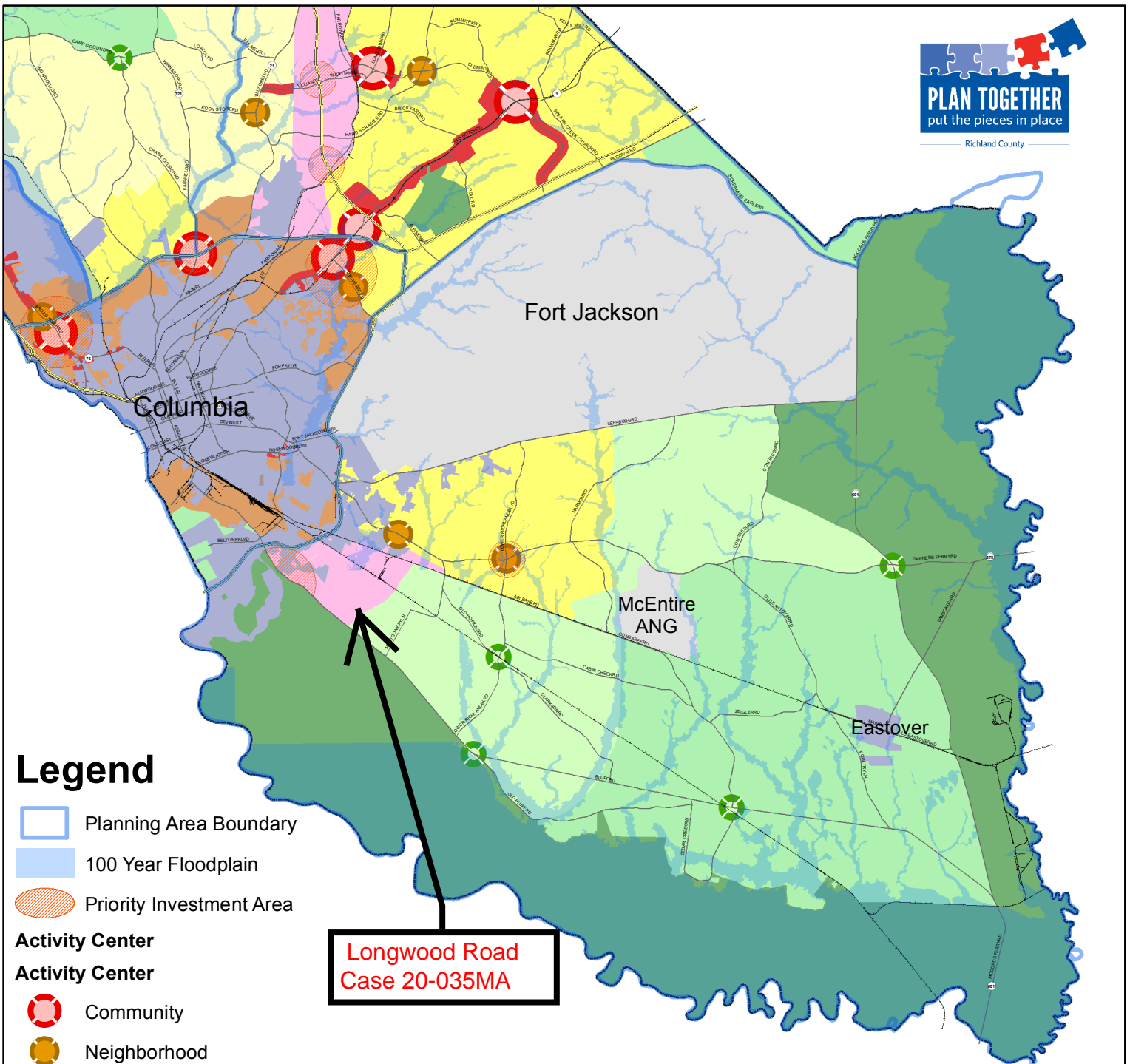
M-1 to HI



ZONING CLASSIFICATIONS

| | | | | | | | | | | | | | |
|--|------|--|------|--|-------|--|-------|--|-----|--|-----|--|------------------|
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| | CC-2 | | C-3 | | RS-LD | | RM-MD | | GC | | HI | | Subject Property |
| | CC-3 | | RG-2 | | RS-MD | | RM-HD | | RC | | PDD | | |
| | CC-4 | | RR | | RS-HD | | OI | | M-1 | | RU | | |





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

**Longwood Road
Case 20-035MA**

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



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Columbia, SC 29204

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