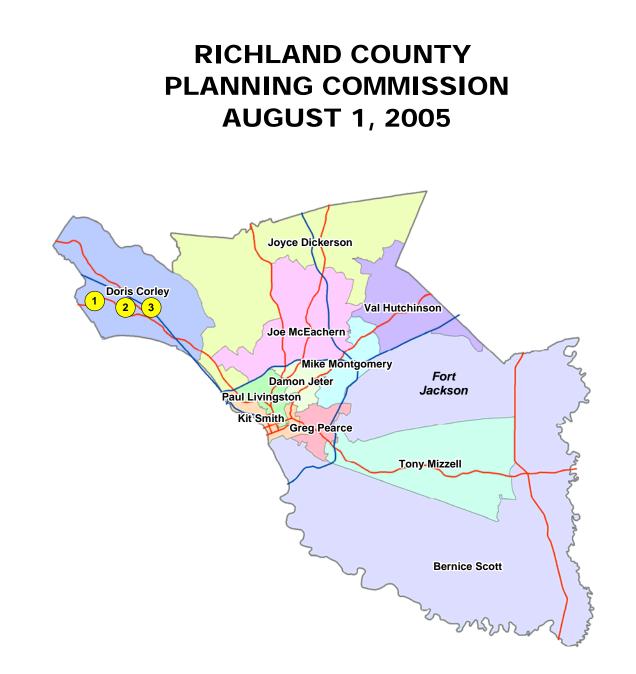
RICHLAND COUNTY PLANNING COMMISSION



AUGUST 1, 2005



CASE NO.	APPLICANT	TMS NO.	LOCATION	DISTRICT
1. 05-69 MA	Indigo Hill c/o Joe Clark		Intersection of Hwy. 76 & Three Dog Road	Corley
2. 05-82 MA	Tripp Bradley	02505-02-13	Dutch Fork Road near Rauch Metz Road	Corley
3. 05-83 MA	Bert L. Pooser	02502-01-02	Dutch Fork Road near Johnson Marina Road	Corley



RICHLAND COUNTY PLANNING COMMISSION

Monday, August 1, 2005 Agenda 1:00 PM 2020 Hampton Street 2nd Floor, Council Chambers

STAFF:	Donny Phipps	Interim Planning Director
	Michael P. Criss, AICP	Planning Services Manager
	Anna Almeida	Development Services Manager
	Amelia R. Linder, Esq	Assistant County Attorney
	Carl D. Gosline, AICP	Subdivision Administrator
	Skip Limbaker	Land Development Administrator

I. PUBLIC MEETING CALL TO ORDER Howard VanDine, Chairperson

II. PUBLIC NOTICE ANNOUNCEMENT

III. PRESENTATION OF MINUTES FOR APPROVAL

Consideration of the July 11, 2005 minutes.

IV. AGENDA AMENDMENTS

V. OLD BUSINESS

- a. SD 05-97 BJ Glover PDS (denied May 2, 2005 REVISED PLAT) (Page 1)
- b. SD-05-277 Weston Place, P.2 (deferred July 11, 2005) (Page 7)
- c. SD-05-218 Eagles Glen, Ph4 (Denied July 11,2005 Revised Plat) (Page 13)

VI. NEW BUSINESS - SUBDIVISION REVIEW

PROJECT #	NAME	LOCATION	UNITS	PAGE
SD-05-336	Sara McDaniel PDS	Hardscrabble Road TMS # 20600-08-13	4	(25)
SD-05-352	76 Business Park (Final Plat Only)	Broad River Road - Irmo TMS # 04101-01-01/05	21	(35)

SD-05-170	Longtown Square (Commercial)	Longtown Road near Lee Road TMS # 17500-03-47	10	(41)
SD-05-347	Lillie Bates S/D PDS	S. Cedar Creek Road - Gadsden 29900-02-18	4	(55)
SD-05-350	Ducky Byrd Minor S/D	Eastover Rd @ Old Leesburg Rd 33300-03-39	3	(65)
SD-05-341	Traditions S/D [Phase 2]	Villages@Longtown 17500-03-42 (portion)	62	(75)
SD-05-330	Brookhaven S/D [Phase 5]	Brookhaven 17500-03-42 (portion)	75	(87)
SD-05-261	Willow Lakes S/D [Phase 5]	Farrow Rd. near Wilson Blvd. 17700-01-15	113	(99)
SD-05-36	Hawthorne Ridge	Rice Creek Farms 20300-02-02	50	(113)
SD-05-356	Nazery Minor S/D	Nazery Circle - Gadsden 24300-01-08	6	(125)
SD-05-357	Heritage Forest S/D	Longtown Road West 17600-02-06	70	(135)
SD-05-358	Smith Lake S/D [Phase 6]	Heyward Brockington Road 04200-04-01	40	(151)
SD-05-359	Brookhaven [Phase 7]	Brookhaven 17500-03-42 (portion)	61	(157)
SD-05-361	Woodleigh Park [Phase 2]	Lake Carolina 23200-01-20	58	(169)
SD-05-363	Wren Creek [Phase 2]	Turkey Farm Road 14800-01-03	21	(179)
SD-05-193	Dockside Estates	Carl Shealy Road 02407-01-22	6	(191)

VII. NEW BUSINESS - ZONING MAP AMENDMENTS

CASE # 05-69 MA APPLICANT REQUESTED AMENDMENT PURPOSE TAX MAP SHEET NUMBER (S) LOCATION	Indigo Hill c/o Joe Clark RU to PDD (47.19 acres) Single Family and Commercial Development 01500-02-15, 01506-01-04/05/06/07 & 01502-02-03 Intersection of Hwy. 76 & Three Dog Road	Page (203)
CASE # 05-82 MA APPLICANT REQUESTED AMENDMENT PURPOSE TAX MAP SHEET NUMBER (S) LOCATION	Tripp Bradley RU to GC (2.0 acres) Veterinary Office 02505-02-13 Dutch Fork Road near Rauch Metz Road	(221)
CASE # 05-83 MA APPLICANT REQUESTED AMENDMENT PURPOSE TAX MAP SHEET NUMBER (S) LOCATION	Bert L. Pooser RU to GC (5.24 acres) Mini-warehouses 02502-01-02 Dutch Fork Road near Johnson Marina Rd.	(233)

VIII. NEW BUSINESS – TEXT AMENDMENTS

- a. Vesting of Subdivision Development Rights.....(Page 247)

IX. ROAD NAME APPROVALS

a. New Road Name Approvals.....(Page 257)

X. COUNTY COUNCIL ACTIONS REPORT

- a. Actions taken by County Council during the month of July
- b. Other Actions

XI. OTHER BUSINESS

- a. Discussion regarding definition of Rural Residential and Rural Agricultural. (Page 263)
- b. Scheduling of work session for the Comprehensive Plan Update.

XII. PLANNING DIRECTOR'S REPORT

XIII. ADJOURNMENT

PLANNING AND DEVELOPMENT SERVICES DEPARTMENT DEVELOPMENT SERVICES DIVISION

MEMO

TO:	Planning Commission Members; Interested Parties
FROM:	Carl D. Gosline, AICP Subdivision Administrator
DATE:	July 22, 2005
RE:	B J Glover Estate Private Driveway S/D – SD-05-97

BACKGROUND:

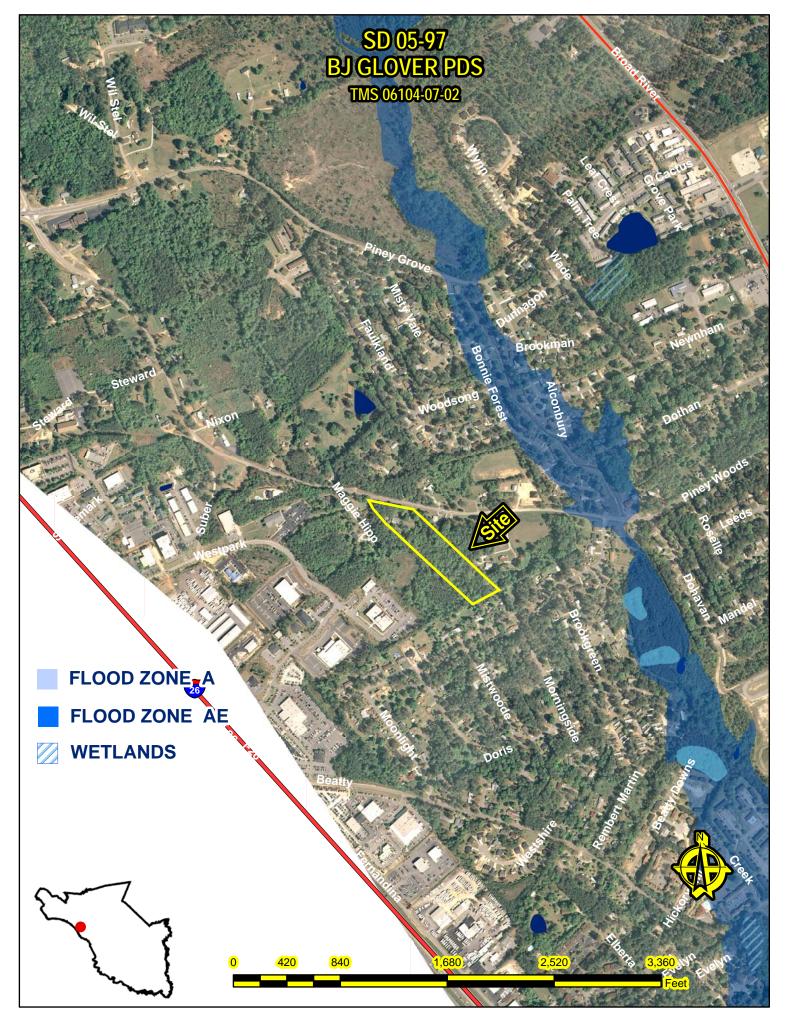
The Planning Commission first considered this matter at the March 2005 meeting. The Commission deferred action to the April 2005 meeting to get a legal determination regarding the minimum lot size.

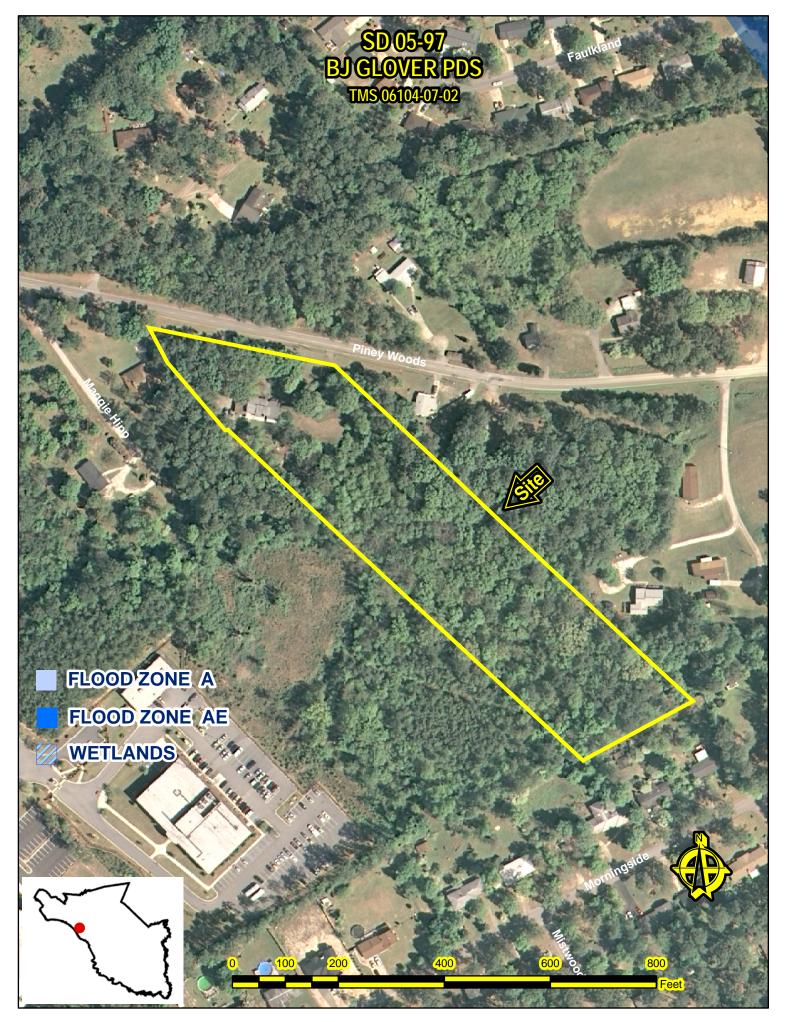
At the April 2005, the Commission deferred to give the applicant and staff time to work out an alternative lot arrangement. The Commission denied the subdivision at the May 2005 meeting because no changes had been made in the lot arrangement.

Subsequent to the May Commission meeting, the staff has met with the applicant and a new lot arrangement that meets the minimum criteria has been provided by the applicant. This arrangement is attached for your information.

<u>RECOMMENDATION:</u>

The Department recommends approval of the proposed Private Driveway Subdivision as depicted on the attached plat.



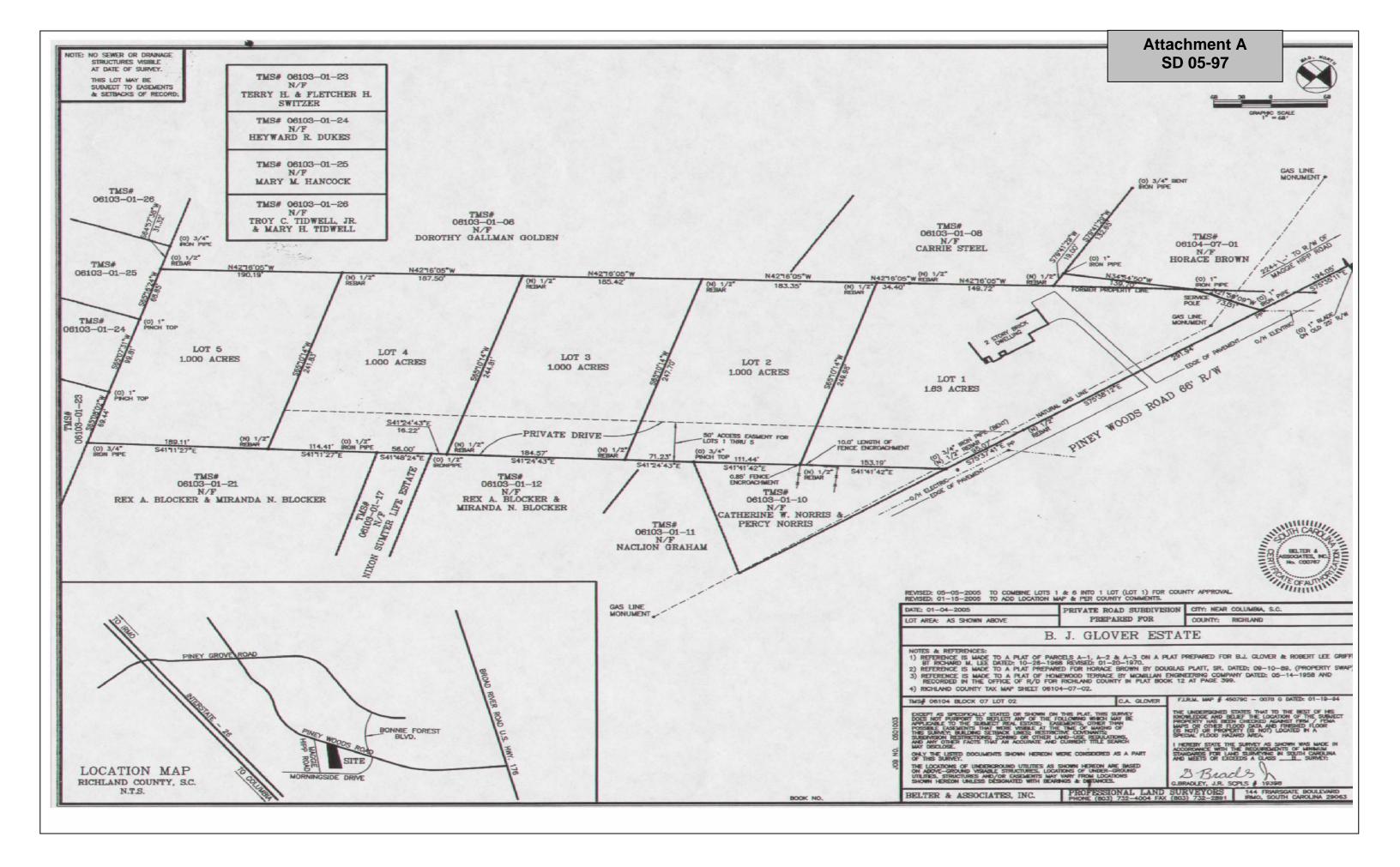


SD-05-97 PINEY WOODS ROAD



Looking at site from Piney Woods Road

Looking East on Piney Woods Road



PLANNING AND DEVELOPMENT SERVICES DEPARTMENT DEVELOPMENT SERVICES DIVISION

MEMO

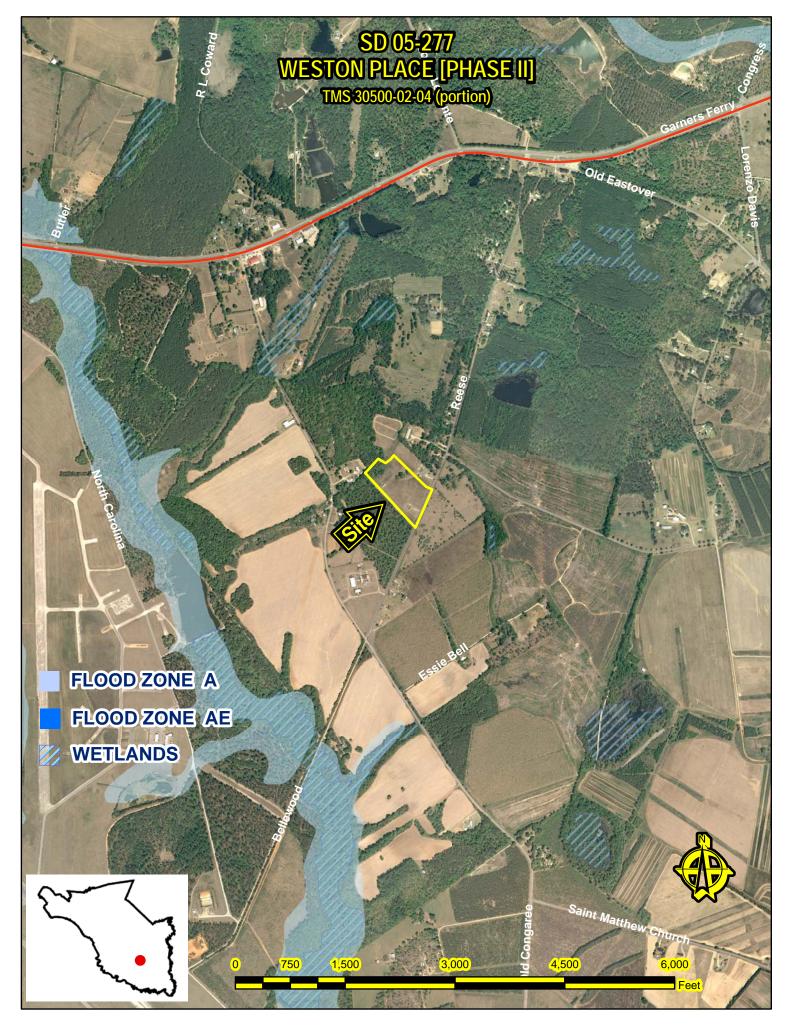
TO:	Planning Commission Members; Interested Parties		
FROM:	Carl D. Gosline, AICP Subdivision Administrator		
DATE:	July 22, 2005		
RE:	Weston Place, Phase 2 - Reese Road – SD-05-277		

BACKGROUND:

This matter was deferred by the Planning Commission at the July 11, 2005 meeting to allow the applicant time to revise the lot layout to conform to SCDOT driveway separation standards and to ensure that all the lots had proper legal access. The staff met with the applicant last week and explained the needed revisions to the plat. The attached plat is provided for your information.

RECOMMENDATION:

The Department recommends approval of the Weston Place, Phase minor subdivision as depicted on the attached plat.





FLOODZONE A FLOODZONE AE WETLANDS



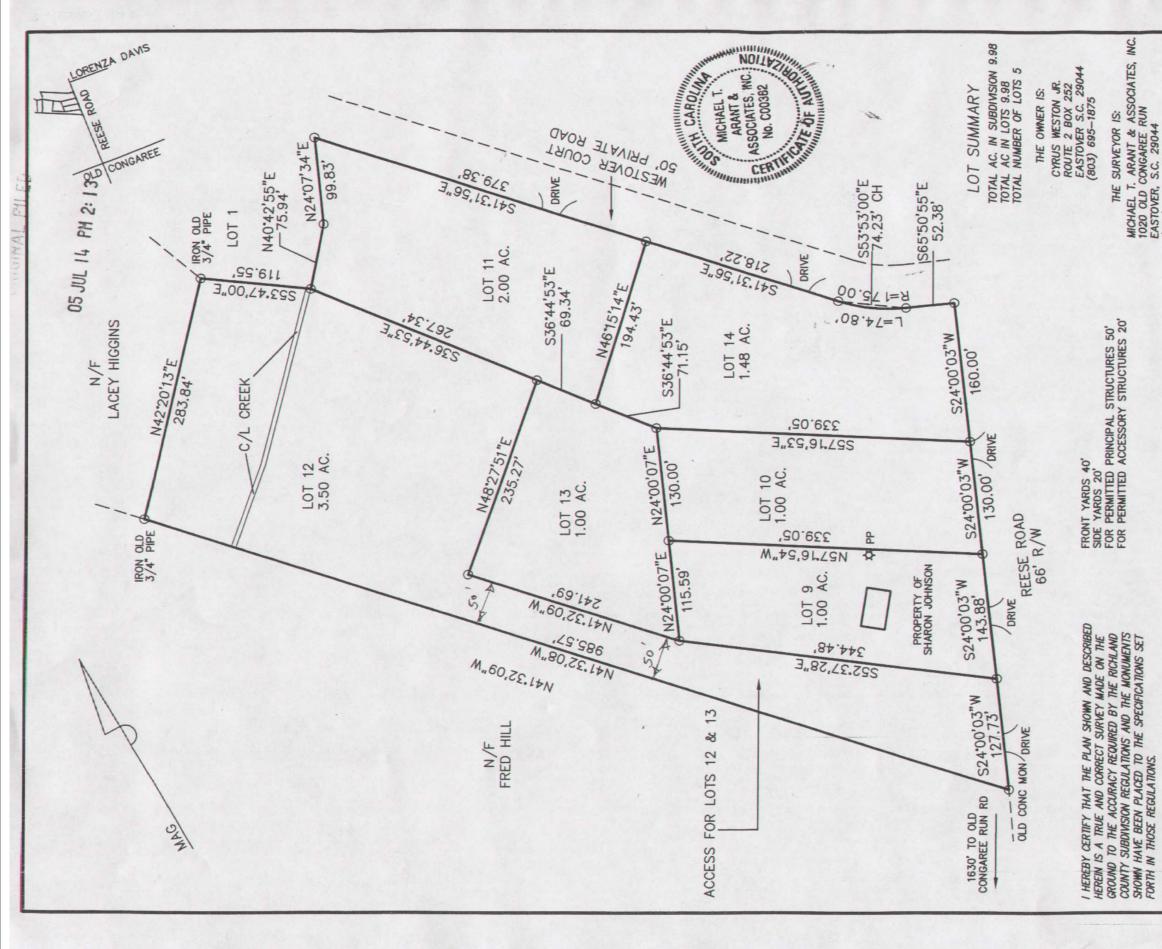
Feet

SD-05-277 WESTON PLACE [PHASE II]



Looking @ site from Reese Rd

Looking south on Reese Rd



		Attachmen SD 05-27	
WESTON PLACE PHASE II EASILOVER. 3.0. 2004 WESTON PLACE PHASE II (803) 695-4320 PLAT PREPARED FOR ALL IRONS ARE NEW 1/2" REBAR UNLESS NOTED CYRUS WESTON JR. ALL IRONS ARE NEW 1/2" REBAR UNLESS NOTED	SITE LOCATED IN RICHLAND COUNTY, SOUTH CAROLINA SCALE: 1" = 100' 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	REFERENCES: RICHLAND COUNT TAX MAP SHEET 30500 BLOCK 02 PORTION OF LOT 09 RICHLAND COUNT TAX MAP SHEET 30500 BLOCK 02 PORTION OF LOT 09 RESTON PLACE LOT 9 FINAL PLAT PREPARED FOR CYRUS WESTON JR. BY U.S. GROUP, INC. DATED MAY 07, 1996 RECORDED PLAT BOOK 56 PAGE 8017 CERTIFICATION: I HEREBY STATE THAT TO THE BEST OF MY NOWLEDGE, INFORMATION, AND BELLEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LIAND SURVEYING IN SOUTH CAROLINA AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS 'B' SURVEY AS SPECIFIED THEREIN. FOR A CLASS 'B' SURVEY AS SPECIFIED THEREIN.	MICHAEL T. ARANT & ASSOCIATES, INC. 1020 OLD CONGAREE RUN EASTOVER, S.C. 29044 (803) 695-4320 JUL 15 201

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

August 1, 2005

Applicant: W K Dickson & C	o., Inc. Pre	Preliminary Subdivision Plans For: Eagles Glen, Phase 4			
RC Project # : SD-05-218		C			
General Location: South Side	General Location: South Side of Rimer Pond Rd				
Tax Map Number: 07700-01-15			Current Zoning: RS-1		
Subject Area: 57.6 acres	Number of Units	: 72	Gross Density: 1.3 DU/acres		
Sewer Service Provider: City	of Columbia	Water Serv	ice Provider: City of Columbia		

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Wilson Blvd via Rimer Pond Rd	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity $(V/C = 1.00)$) 8600	
Estimated Traffic Generated By The Proposed Proje	oct 684	
Current Volume At The Nearest Count Station # Located @ just south of Rimer Pond Rd	8300	
Estimated Traffic Count With the Proposed Project	8984	
Volume-To-Capacity Ratio With The Proposed Pro	ject 1.04	

Notes:

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

- The <u>estimated project traffic</u> is determined by applying the traffic generation rate presented on pages 9 of the <u>Addendum To The Long Range Major Street Plan for Richland County</u>, adopted by the County in October 1993.
- The <u>current traffic counts</u> were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The proposed project will result in the LOS C being exceeded at SCDOT count station 137.

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	14
Middle School @ 0.13 students per single family DU	9
High School @ 0.12 Students per single family DU	8

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

Existing Site Conditions

The subject site slopes down to an existing pond below another existing lake. The change in elevation from the top (north) side of the side to south side exceeds 50 feet in some places. Proposed lots 16 through 57 have significant amounts of wetland areas and 100-year flood elevation area on them.

Compatibility with the Surrounding Area

The project is a continuation of the Eagles Glen S/D that has been under development for several years.

Discussion of Applicable Comprehensive Plan Issues

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

The subject site is designated as Medium Density Residential in the Developing Urban Area of the <u>I-77 Corridor Subarea Plan Proposed Land Use Map</u>. The proposed project is not consistent with this land use designation it is a low density (1.3 DU/acre) project located in an area designated for a minimum density of 5.0 DU/acre.

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

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

The proposed plat has lot areas that are more than double the minimum lot size in the RS-LD (RS-1) zoning district. Lot sizes this large ensure higher quality residences will be constructed. The proposed project implements this Objective.

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

The proposed density of the subject project is one-third the minimum required by the Proposed Land Use Map. This project does not implement this Principle.

Other Pertinent Factors

- 1) As of July 15, 2005, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of July 15, 2005, the Department had not received a copy of the USCOE Wetlands Encroachment permit letter.
- 3) As of July 15, 2005, the Department had not received FEMA approval of the 100-year flood elevation statement.
- 4) As of July 15, 2005, the County Fire Marshal had not provided comments.
- 5) As of July 15, 2005, the City of Columbia had not approved the water and sewer line construction plans.
- 6) As of July 15, 2005, DHEC had not issued a sewer line construction permit.
- 7) As of July 15, 2005, DHEC had not issued a water line construction permit.
- 8) As of July 15, 2005, the E-911 Coordinator had not certified Planning Commission approval of the proposed street names.

The subject site appears to include a substantial amount of area below the "approximate" 100year flood elevation. The proposed plat also depicts wetland areas that have been delineated by a private wetlands consultant. Proposed lots 17 through 56 include either wetland areas, areas below the "approximate" 100-year flood elevation or both.

Section 26-104 of the Land Development Code establishes the criteria for Floodplain Overlay Districts. The relevant subsections of Section 26-104 are provided below:

a) Subsection (b), in part, states "...In addition to other required development approvals, development applicants subject to the FP Overlay District must receive a floodplain development permit from the county's flood coordinator. Review of development subject to these requirements shall be conducted as part of the review for grading or land development, whichever is applicable..."

h)

Subsection (c) (1), in part, states "...All applications for land development permits for uses permitted in the FP Overlay District shall be reviewed by the flood coordinator in accordance with the requirements in subsection (d) below. Before the planning department may issues a land development permit, a floodplain development must be issued. The findings and recommendations of the flood coordinator shall be binding upon the planning department unless otherwise appealed..."

- c) Subsection (d) (1), in part, states "...Before a permit is issued, the applicant shall demonstrate that new structures cannot be located out of the floodplain and that encroachments onto the floodplain are minimized..."
- d) Subsection (f), in part, states "...The following standards pertain to subdivisions and planned development communities or other large scale development proposals that equal or exceed the lesser of 50 lots or 5 acres...(1)...Base flood elevation data provided through hydrologic and hydraulic modeling performed in accordance with FEMA standards showing that there is no rise in the base flood elevation for the community and no risk to human health and welfare shall be provided. All such developments shall be designed so as not to create or increase the level of flooding existing at the time of development..."

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 72 unit single family detached subdivision, known as Eagles Glen, Phase 4 (Project # SD-05-218). The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:

Findings of Fact

- 1. The traffic generated by the proposed subdivision will result in Wilson Blvd operating at its LOS C capacity.
- 2. The proposed subdivision is compatible with existing development in the area.
- 3. The proposed project is not consistent with the <u>I-77 Corridor Subarea Plan Map</u> land use designation.
- 4. The proposed project implements the relevant Objectives of the I-77 Corridor Subarea Plan.
- 5. The proposed project does not implement the relevant Recommendations of the <u>I-77 Corridor</u> <u>Subarea Plan.</u>

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans; and
- b) The Department must receive FEMA approval of the 100-year flood elevation statement **prior to issuing building permits on lots 31 through 36 and 45 through 57**; and
- c) The Department must receive a copy of the USCOE wetlands encroachment letter **prior to issuing building permits on lots 17 through 56**; and
- d) <u>A Controlled Clearing Certificate letter must be issued by the Department prior to starting</u> <u>any site clearing activity</u>. Contact Sean Busbee @ 576-2171 for details; **and**
- e) The bonded and/or final plats must include signed the tree certification statements. Contact Sean Busbee @ 576-2171 for more information; **and**
- f) The E-911 Coordinator must certify the street names have been approved by the Planning Commission prior to assigning street addresses for building permits; **and**
- g) The City of Columbia must approve the water and sewer line construction plans; and
- h) DHEC must issue the sewer line construction permits; and
- i) DHEC must issue the water line construction permits; and
- j) No building permits shall be issued until all of the conditions cited above are met; and
- k) plats shall only be recorded by the complete phases identified in the preliminary plan; **and**
- 1) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- m) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water and sewer line <u>easement documents</u>; **and**
- n) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- o) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system; **and**
- p) A Final Plat can not be approved by the Department until (1) the City of Columbia approves the water and sewer line <u>easement deeds</u> AND (2) the County accepts the roads for maintenance.

SECTION III - COMMISSION RECONSIDERATION & APPEAL

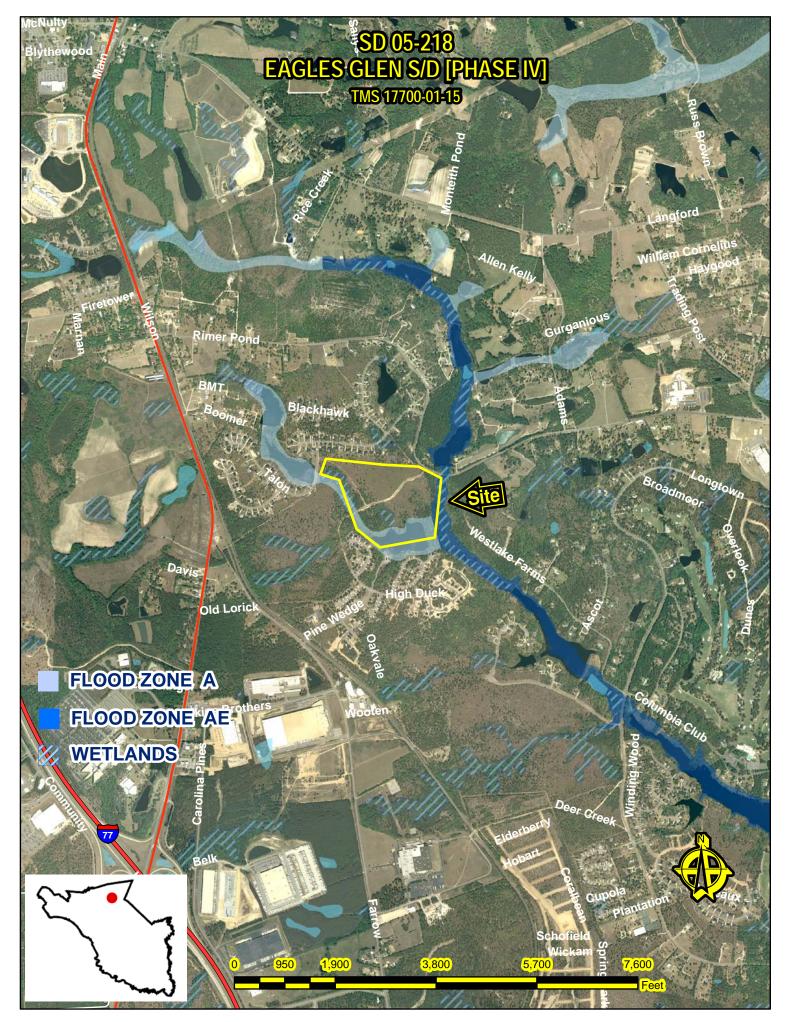
Reconsideration

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

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

Appeal

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



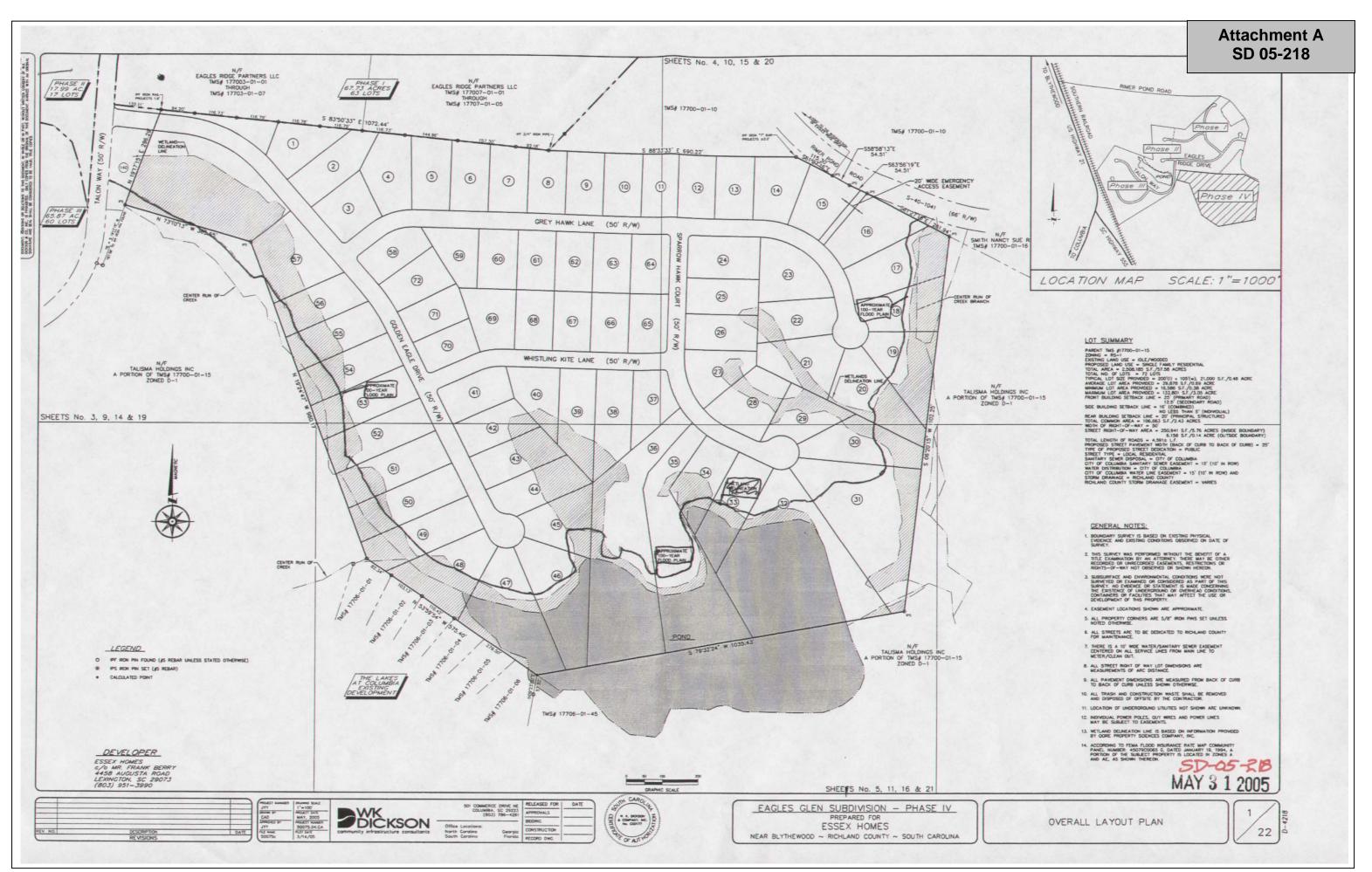
FLOOD ZONE A FLOOD ZONE AE WETLANDS



SD 05-218 EAGLES GLEN S/D [PHASE IV] TMS 17700-01-15

SD-05-218 EAGLES GLEN [PHASE IV]





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

August 1, 2005

Applicant: Melvina Haigler		Subdivision Plans For: Sara McDaniel Private Driveway S/D			
RC Project #: SD-05-336					
General Location: Hardscrabble Rd, ¹ / ₂ mile north of Rimer Pond Rd					
Tax Map Number: 20600-08-13			Current Zoning: RU		
Subject Area: 8.8 acres	Number of Units	: 4	Gross Density: 0.4 DU/acres		
Sewer Service Provider: Septic Tank		Water Service Provider: Private Well			

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Hardscrabble Road	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity $(V/C = 1.00)$	8600	
Estimated Traffic Generated By The Proposed Project	38	
Current Volume At The Nearest Count Station # Located @	Not Counted	
Estimated Traffic Count With the Proposed Project	NAp	
Volume-To-Capacity Ratio With The Proposed Project	ct NAp	

Notes:

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

- The <u>estimated project traffic</u> is determined by applying the traffic generation rate presented on pages 9 of the <u>Addendum To The Long Range Major Street Plan for Richland County</u>, adopted by the County in October 1993.
- The <u>current traffic counts</u> were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The proposed subdivision will have an insignificant effect on the traffic flow of Hardscrabble Road.

<u>Fire Service Impacts</u>

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

School Impacts

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

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

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

Existing Site Conditions

The site is heavily wooded with a mixture of pine and hardwoods. It slopes downward to the northwest. A preliminary site inspection discloses that there are several mature hardwood trees that may need to be protected during construction. The existing residence on lot 3 will remain.

Compatibility with the Surrounding Area

There are several residences on one acre plus lots in the immediate area. The proposed project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

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

The subject site is designated as Medium Density Residential in the Developing Urban Area of the <u>I-77 Corridor Subarea Plan Proposed Land Use Map</u>. The proposed project is not consistent with this land use designation.

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

<u>Objective –</u> None Applicable

<u>Principle – Establishing low-density residential neighborhoods should be protected against</u> <u>penetration or encroachment from higher or more intensive development</u> The project will prevent higher density development from encroaching upon the adjacent low density residential areas to the west and south. This project implements this Principle.

Other Pertinent Factors

None

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the minor subdivision plans for a 4 unit single family detached subdivision, known as Sara McDaniel Private Driveway S/D (Project # SD-05-336). The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:

Findings of Fact

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

Specific Conditions

- a) The flood elevation statement must be approved by Harry Reed @ 576-2150; and
- b) The Public Works Dept must approve the stormwater management plans; and
- c) The plat must establish the setbacks, either graphically or by notation, for each lot; and
- d) The project roadway shall be a minimum of 50 feet of right-of-way with a minimum of a 20 foot wide passable surface; **and**
- e) Since there are three, or more residences on the driveway, the driveway must have a name approved by the Planning Commission prior to recording the plat; **and**
- f) The applicant must <u>execute</u> a Declaration of Restrictive Covenants (DRC) and provide the Department with a **recorded** copy; **and**

The plat must be revised to include the following two statements in all caps on the plat:

THE PRIVATE DRIVEWAY PROVIDING ACCESS TO LOTS 1, 2, 3 & 4 SHOWN HEREON IS NOT, AND WILL NOT BE, MAINTAINED BY RICHLAND COUNTY. SEE DECLARATION OF RESTRICTIVE COVENANTS RECORDED IN DEED BOOK (Use the # from the recorded DRC), PAGE (Use the # from the recorded DRC), IN THE REGISTER OF DEEDS OFFICE FOR RICHLAND COUNTY, SOUTH CAROLINA ALTERATION OF STORM DRAINAGE FLOW IS PROHIBITED WITHOUT A STORM DRAINAGE PLAN PREPARED IN ACCORDANCE WITH THE RICHLAND COUNTY STORM DRAINAGE ORDINANCE AS REQUIRED AND

APPROVED BY THE COUNTY ENGINEER

- h) The applicant must sign Hold Harmless Agreement provided by the Department. The Department will sign it and return it you for your records; **and**
- i) A Building Permit cannot be issued until the Department receives a copy of the <u>recorded</u> Final Plat; **and**
- j) Street addresses must be issued by Betty Etheredge @ 576-2161, prior to building permits being issued.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

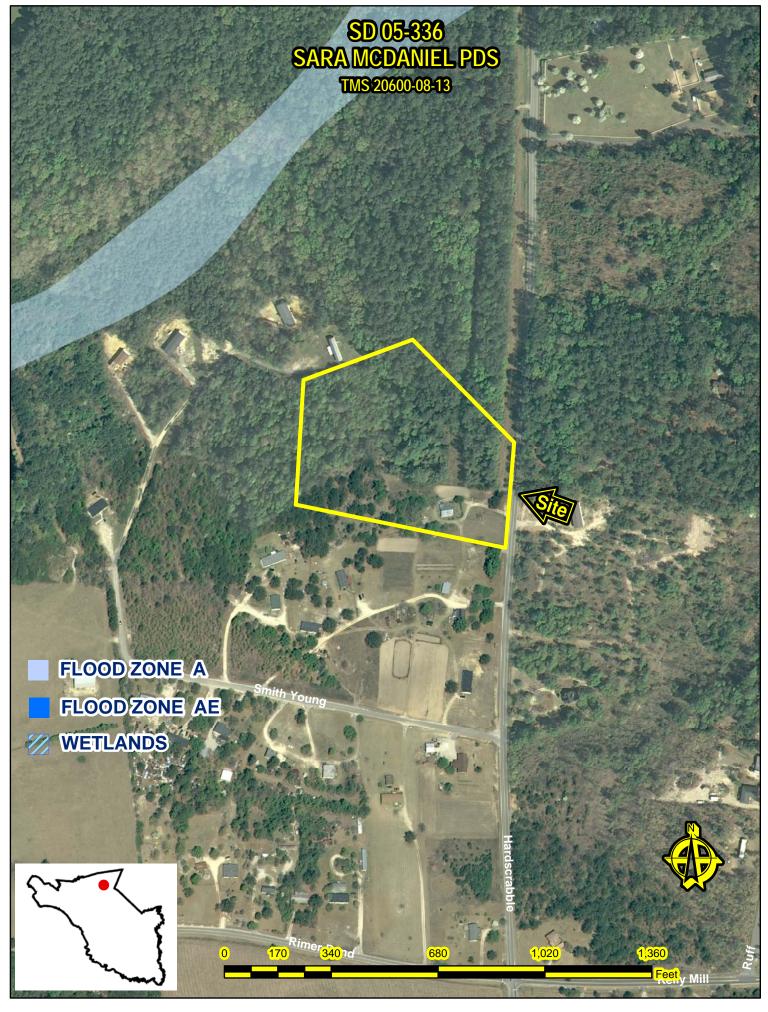
Pursuant to Article IV of the Planning Commission <u>Rules of Procedure</u>, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within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

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

Appeal

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



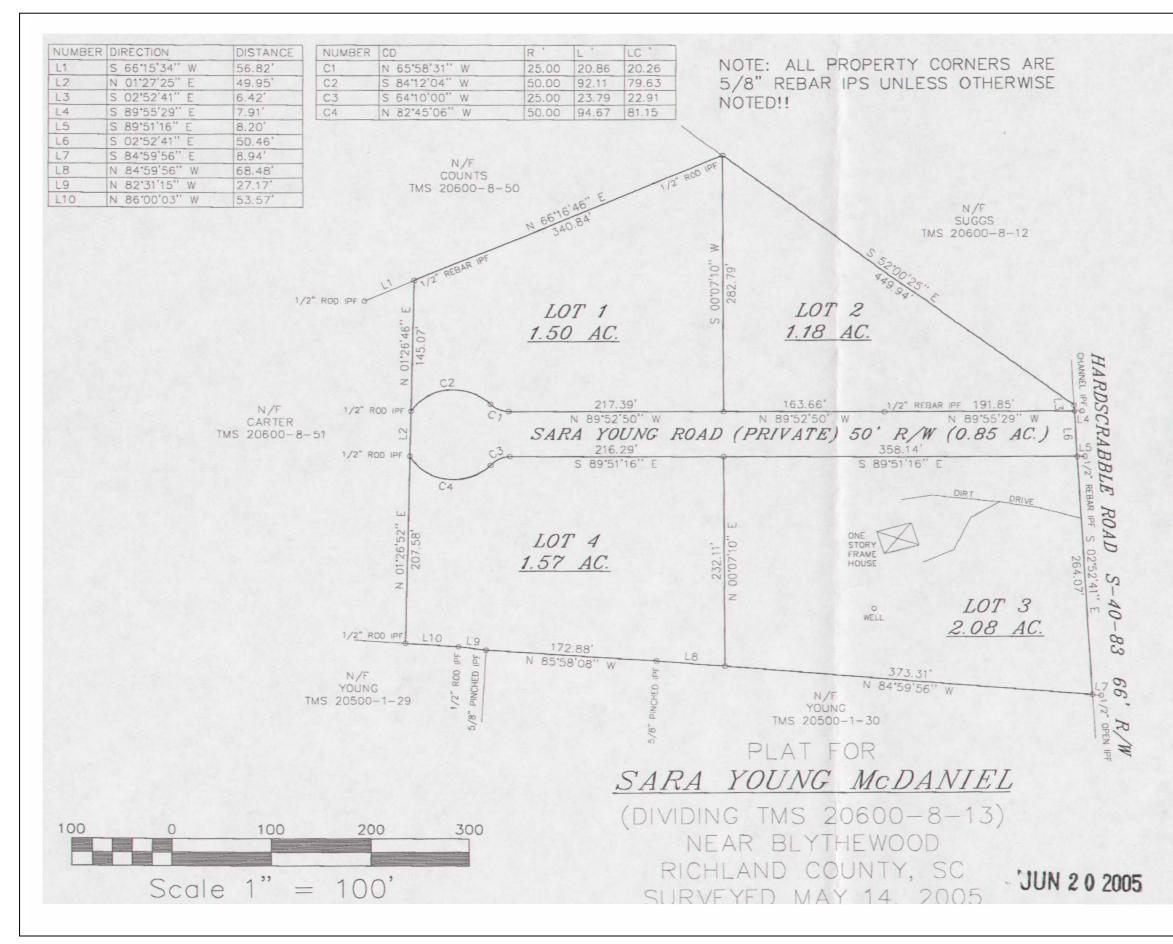


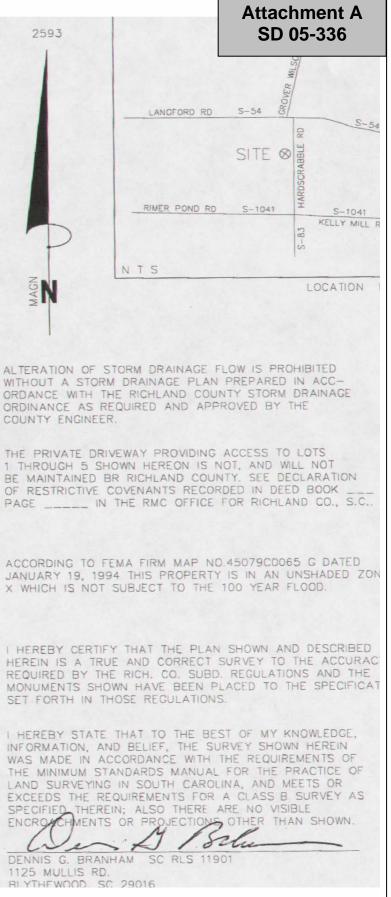
SD-05-336 SARA MCDANIEL PDS



Looking at Interior of Site

Looking toward site from Hardscrabble Rd





PLANNING AND DEVELOPMENT SERVICES DEPARTMENT DEVELOPMENT SERVICES DIVISION

MEMO

TO:	Planning Commission Members; Interested Parties
FROM:	Carl D. Gosline, AICP Subdivision Administrator
DATE:	July 22, 2005
RE:	76 Business Park Final Plat- Broad River Rd - SD-05-352

BACKGROUND:

The subject project has been under construction for several years. Four structures have been constructed and are in operation.

These structures were <u>improperly</u> permitted because the property owner only recorded a lot when it was sold to a prospective purchaser. The Department personnel at the time did not thoroughly enough review the plat application request to determine that a subdivision was being created by default.

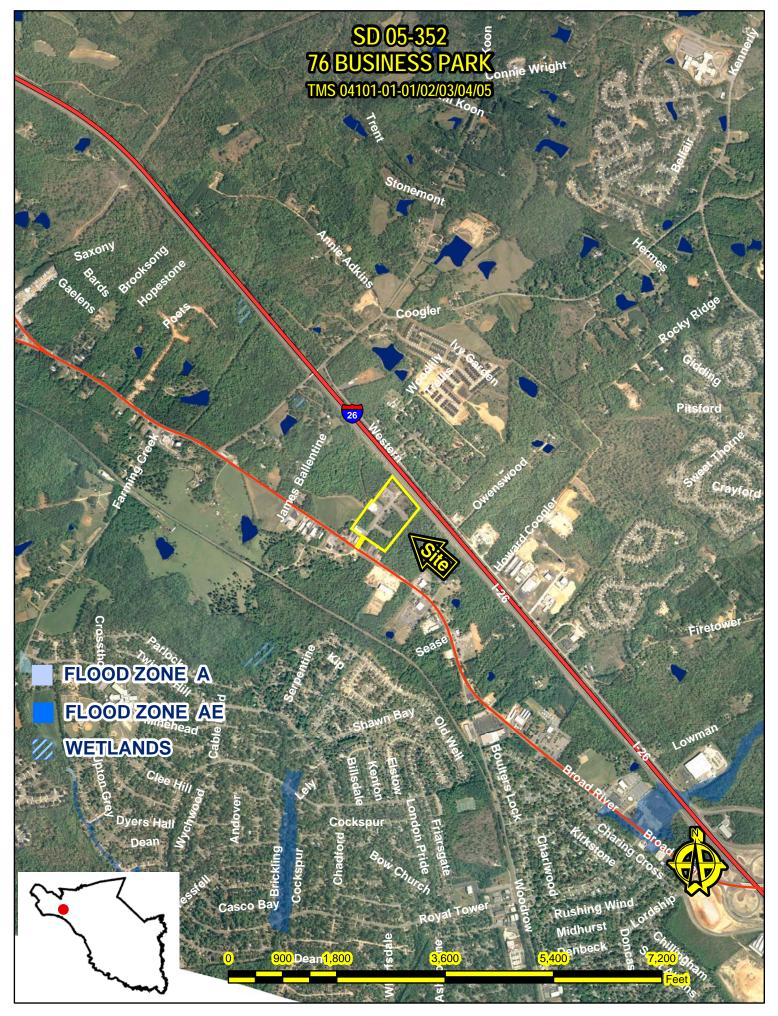
All of the infrastructure is in place and ready to be accepted for maintenance by the County and the respective utility providers. The site is zoned GC. No 100-year flood elevations nor wetland areas are present on the site.

An applicant presented a commercial site plan review. The Department's review determined that the Planning Commission had never approved the preliminary plans as required by the regulations in place at the time. The Department has withheld site plan review of the proposed new structure until the Commission approves the Final Plat. The proposed Final Plat is attached for your information.

RECOMMENDATION:

The Department recommends approval of the Final Plat for the 76 Business Park, subject to the following conditions:

- 1) The City of Columbia approval of the water lines for maintenance; and
- 2) The Department of Public Works acceptance of the roads for maintenance; and
- 3) The Department approval of the Controlled Clearing Certificate letter for each lot at the time a development permit is requested; and
- 4) All site plans shall comply with all the requisite site plan review regulations and processes described in the Land Development Code.



SD 05-352 76 BUSINESS PARK TMS 04101-01-01/02/03/04/05

FLOODZONE A FLOODZONE AE WETLANDS

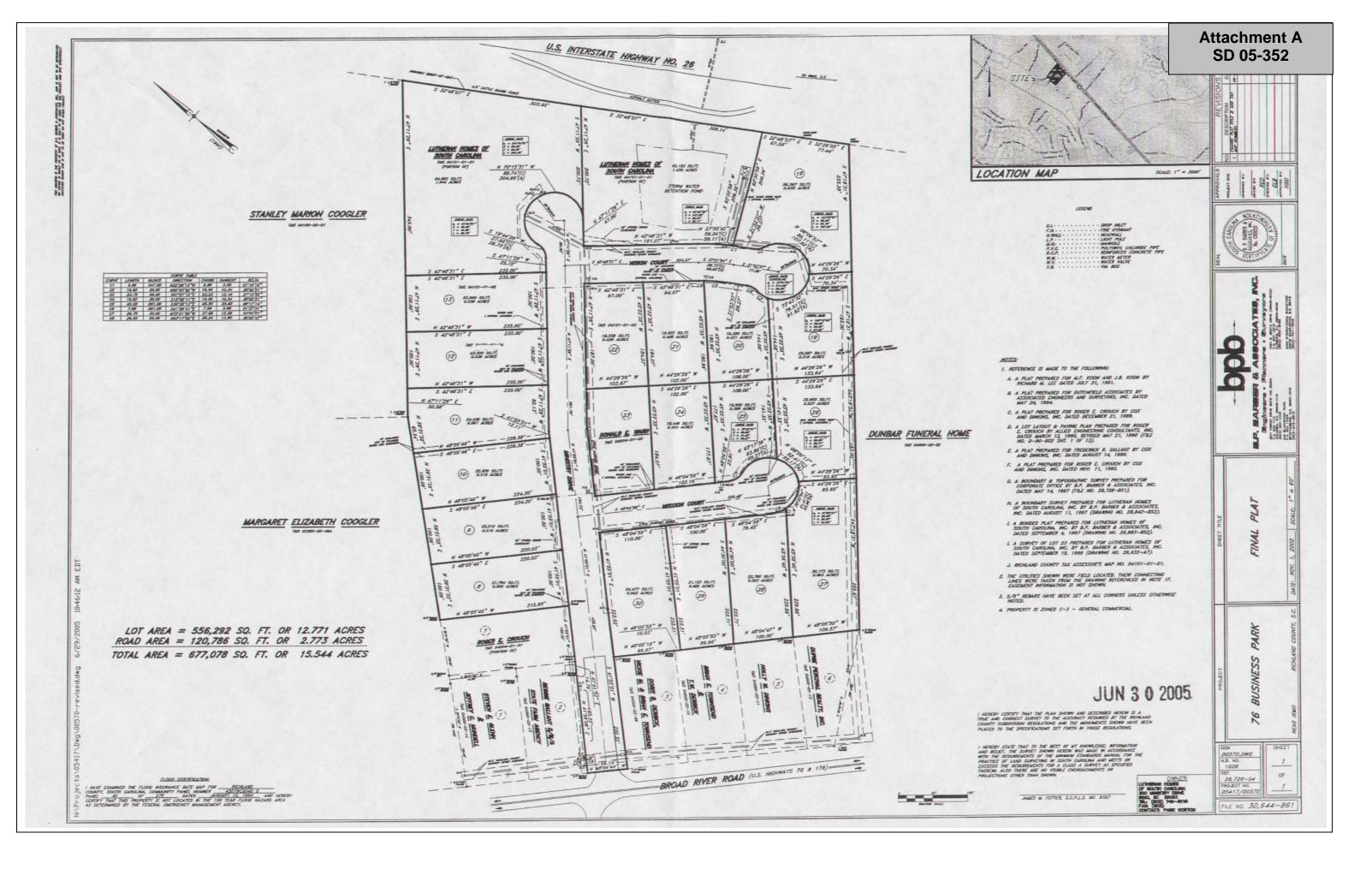


SD-05-352 76 BUSINESS PARK



Looking toward Broad Rvier Rd

Looking from Broad River Road



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

August 1, 2005

Applicant: Bill Dixon		Preliminary Subdivision Plans For: Longtown Square (Commercial)	
RC Project # : SD-05-170			
General Location: West Side of Longtown Rd between Longreen Pkwy & Longtown Place Dr			
Tax Map Number: 17500-03-47	7		Current Zoning: PUD
Subject Area: 12.0 acres	Number of Parcels: 12		Gross Density: NAp
	(10 lots & 2 de	tention ponds)	
Sewer Service Provider: Palmetto Utilities		Water Service	Provider: City of Columbia

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Longtown Road
Functional Classification Of This Roadway	Two lane undivided collector
Level-Of-Service <u>C</u> Design Capacity $(V/C = 1.00)$	8600
Estimated Traffic Generated By The Proposed Proje	ct NP
Current Volume At The Nearest Count Station # Located @ just south of Lee Road	711 5200
Estimated Traffic Count With the Proposed Project	NP
Volume-To-Capacity Ratio With The Proposed Pro	ect NAp

Notes:

- The <u>functional classification of the roadway</u> is taken from the <u>Richland County Long Range</u> <u>Major Street Plan</u>, adopted in October 1993 as part of the regional traffic planning process.
- The <u>estimated project traffic</u> is determined by applying the traffic generation rate presented on pages 9 of the <u>Addendum To The Long Range Major Street Plan for Richland County</u>, adopted by the County in October 1993.
- The <u>current traffic counts</u> were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

NP = Not Possible to Estimate Without More Specific Land Uses

The proposed land uses for the subject project have not been identified. As a general rule of thumb, commercial projects will likely not have more than 12,000 sq. ft. of building footprint per lot. Therefore, this project could have as much as 120,000 sq. ft. of building footprint.

Depending on the specific land use mix, the project could generate between 2000 and 7000 vehicle trips per day. The table below shows Longtown Road will be operating far above LOS F levels upon buildout of **only** the **residential** projects approved to date in the area.

Project Name	Number of Units (1)	Estimated Traffic (2)
Ivy Square, Ph. 1	115	1093
Rivendale	83	789
Falls Mill, Phase 1	74	703
Vineyard Crossings	94	893
Mason Ridge, Ph. 1	42	399
Thomaston	29	276
Traditions, Ph. 1	43	409
Traditions, Ph. 2	62	590
Longtown Place	72	684
Ashley Ridge, Phase 2	102	969
Heather Green, Phase 1	103	979
Deer Creek, Phase 1	89	846
Heritage Forest	70	665
Brookhaven, Phase 1	103	969
Brookhaven, Phase 2	80	760
Brookhaven, Phase 3	104	988
Brookhaven, Phase 4	76	722
Brookhaven, Phase 5	75	713
Brookhaven, Phase 7	61	580
Total Upon Project Completion	1,477	14,027

Projected Traffic On Longtown Rd Between Longtown West Rd and Clemson Rd

Notes:

- a) Planning Commission approved projects with the principal access on Longtown Road
- b) Based on <u>Traffic Generation Manual</u> generation rates or 9.5 trips per day per single family detached dwelling units
- c) SCDOT Count Station 711 (just south of Lee Rd) 2004 count = 5200 ADTs

The traffic generated by the proposed project will further exacerbate the significantly overburdened traffic situation on Longtown Road. The table above shows that Longtown Road will be operating far above LOS F standards, even without this project. The new elementary school and another light industrial/commercial subdivision across Longtown Rd from the subject site will add even more traffic.

<u>Fire Service Impacts</u>

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

School Impacts

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

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

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

Existing Site Conditions

The site slopes downward from an elevation of about 430 MSL on the north to an elevation of about 400 MSL on the south. The site also has a slight downward slope westward away from Longtown Road. The site is mostly vegetated with pine trees and is situated between Longreen Parkway on the north and Longtown Place Drive on the south.

Compatibility with the Surrounding Area

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

Discussion of Applicable Comprehensive Plan Issues

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

The subject site is designated as industrial/Commercial/Technological in the Developing Urban Area of the <u>I-77 Corridor Subarea Plan Proposed Land Use Map</u>. The proposed project is consistent with this land use designation.

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

The PUD for the Longtown Tract included the subject site, as well a couple of others on the subject tract, as commercial areas. No limitations as to the type, or amount, of commercial activity were established in the PUD adoption ordinance. The proposed project implements this Objective.

<u>Principle – In general, commercial and office activities should be confined to or expanded at existing clusters, and/or locations as identified on the proposed Land Use Map...Sites of major traffic junctions and cluster locations as opposed to strip development</u>

The subject site is located along a collector road between two local streets. Local street intersections with collector roads are not considered "major traffic junctions". This project does not implement this Principle.

Other Pertinent Factors

- 1) As of July 15, 2005, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of July 15, 2005, approval of the flood issues and wetlands issues, if any, had not been received.
- 3) As of July 15, 2005, the County Fire Marshal had not provided comments.
- 4) As of July 15, 2005, the City of Columbia had not approved the water line construction plans.
- 5) As of July 15, 2005, DHEC had not issued a sewer line construction permit.
- 6) As of July 15, 2005, DHEC had not issued a water line construction permit.
- 7) As of July 15, 2005, the E-911 Coordinator had not certified Planning Commission approval of the proposed street names.
- 8) The proposed subdivision plans are substantially in compliance with the Sketch Plan comments.

Access Management

The principal issue regarding this project is proper access management. The term access management involves controlling the points of access on both sides of a roadway to ensure vehicular and pedestrian safety. The term points of access includes both driveways and streets. Access density means the total number of access points per mile of the subject roadway segment.

The Department believes that this section of Longtown Road already has too many curb cuts. The Longtown Road Business Park across the Road from the subject site has three approved driveways, the church at the corner of Lee Road and Longtown Road has a driveway. Two local streets, Longreen Parkway and Longtown Place Drive, intersect the Road on either end of the subject project. Two more commercial lots have been platted along the west side of the Road between Longtown Place Drive and the creek.

In summary, there could be eleven access points within approximately 2000 feet along both sides of Longtown Road. This situation equates to an access density of 27 points per mile. This segment of the Road has a pavement width of 24 feet, a hill, a curve and a 45 mph speed limit.

Access management issues have been thoroughly studied for more than 40 years. Every study has documented that there is a very direct correlation between the access density and accident rates. A summary of the vast amount of literature on this subject is provided below:

Access Spacing & Safety: Recent Research Results, Levinson & Glick, date unknown "...Over the past 40 years, more than 20 studies have shown how accidents increase with decreasing access spacing ..." (intro page)

"...These indices suggest that the doubling of access frequency from 10 to 20 per mile increases the accident rate about 30 %. An increase from 20 to 40 access points per mile would increase accident rates by more than 60 %..." (pg. 1)

Minnesota (1998)

"...A positive relationship between access density and accidents was found in 10 of 11 road categories analyzed. Accident rates increased with increasing street and commercial driveway access..." (pg. 4)

Statistical Relationship Between Vehicle Crashes and Highway Access: Final Report, BRW for the Minnesota DOT, August 1998

"...There is a strong positive relationship (increasing crash rate as access density increases) between access density and the crash rate... In most cases, the access density groups with crash rates lower than the category average also had access densities that were lower than the category average. The reverse was also true as most access density groups with crash rates higher than the category average had access densities higher than the category average..." (pg. 23)

In urban segments, the worst segments had a significant amount of commercial access.

"...In summary, it is clear from this data that a positive observed relationship (crash rates increases with increasing access density) between access density and crash rate exists..." (pg. 48)

Section 6-29-1120 of the SC Code of Laws states "...the regulation of land development...is authorized for the following purposes, among others: ...(3) To assure the adequate provision of safe and convenient traffic access and circulation, both vehicular and pedestrian, in and through new land developments..." The Department interprets this language to mean the County has an affirmative responsibility to take reasonable measures to ensure adequate vehicular and pedestrian safety.

Section 26-181 (6) (i) of the County Code states "...In order to reduce traffic congestion, marginal access streets (*frontage roads*) <u>shall</u> be required between <u>arterial</u> roads and adjacent development. Additionally, the Planning Commission <u>may require</u> marginal access roads between <u>collector</u> roads and adjacent development, **if the conditions warrant**..." The proposed access points meet the requirements of Section 26-175 (c) (2) (b) of the County Code as to number of driveways for the length of the subject parcel's <u>frontage</u> and Section 26-175 (c) (3) of the County Code as to the spacing between the driveways and the intersecting streets along the subject parcel's frontage.

"...The Department shall not issue a permit for an encroachment that meets local standards but violates the provisions of Access and Roadside Management Standards. Similarly, the Department's issuing of an encroachment permit does not relieve the applicant of the need to comply with local requirements, even if more restrictive..." (Access and Roadside Management Standards, SCDOT, October 1996 Edition, pg. 5)

The Department believes that the information provided above demonstrates the following:

- 1. There are too many current, and proposed, access points in the subject road segment; and
- 2. Access density is a critical component of public vehicular and pedestrian safety; and
- 3. The data shows that reducing the access density results in reduced accident rates, particularly in commercial areas.

Based on the findings above, the Department recommends that the first two proposed driveways south of Longreen Parkway be eliminated and the sole point of access be confined to the third driveway south of Longreen Parkway. The Department further believes the subject project will have adequate access and safe circulation by tying the third driveway into Accolades Drive (the internal roadway) thereby creating an internal loop access road through the project. The Department also believes that the combination of a proliferation of existing driveways; the relatively narrow pavement width; and the geometry of Longtown Road requires a reduction in the access density in this area in order to "...To assure the adequate provision of safe and convenient traffic access and circulation, both vehicular and pedestrian, in and through new land developments..."

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends **conditional approval** of the preliminary subdivision plans for a 12 parcel commercial subdivision, known as Longtown Square (Project # SD-05-170). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below**:

Findings of Fact

- 1. The traffic generated by the proposed project will further exacerbate the significantly overburdened traffic situation on Longtown Road.
- 2. The proposed project is consistent with the PUD Conceptual Plan, Ordinance # 64-02 HR, for project formerly known as the Longtown Tract.
- 3. The proposed project is consistent with the <u>I-77 Corridor Subarea Plan Map</u> land use designation.
- 4. The proposed project implements the relevant Objectives of the I-77 Corridor Subarea Plan.
- 5. The proposed project does not implement the relevant Recommendations of the <u>I-77 Corridor</u> <u>Subarea Plan</u>.
- 6. The proposed subdivision plans are substantially in compliance with the Sketch Plan developed in compliance with the PUD Conceptual Plan.

Specific Conditions

- a) Approval from the Department of Public Works for the stormwater management plans; and
- b) Approval from the Floodplain Mgmt. Specialist for the flood elevation statement; and
- c) A Controlled Clearing letter must be issued by the Department prior to starting any site clearing activity. Contact Sean Busbee @ 576-2171 for details; and
- d) The bonded and/or final plats must include signed tree certification statements. Contact Sean Busbee @ 576-2171 for more information; **and**
- e) The E-911 Coordinator must certify the street names have been approved by the Planning Commission prior to assigning street addresses for building permits; **and**
- f) Approval from the City of Columbia for the water line <u>construction plans</u>; **and**
- g) DHEC must issue the sewer line construction permits; and
- h) DHEC must issue the water line construction permits; and
- i) Submission of revised plans limiting the proposed third driveway south of Longreen Parkway;

No building permits shall be issued until all of the conditions cited above are met; and <u>The following shall be noted:</u>

- 1. Plats shall only be recorded by the complete phases depicted in the preliminary plan; and
- 2. Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- 3. Plats shall not be approved for recording until the Department receives the City of Columbia approval the water line <u>easement documents</u>; **and**
- 4. The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- 5. A Certificate of Occupancy shall **not** be issued for any structure in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system; **and**
- 6. A Final Plat can not be approved by the Department until (1) the City of Columbia approves the water line <u>easement deeds</u> AND (2) the County accepts the roads for maintenance; and
- 7. The developer shall pay the costs associated with construction of any acceleration or deceleration lanes or turn lanes that may be required by the SCDOT.

SECTION III - COMMISSION RECONSIDERATION & APPEAL

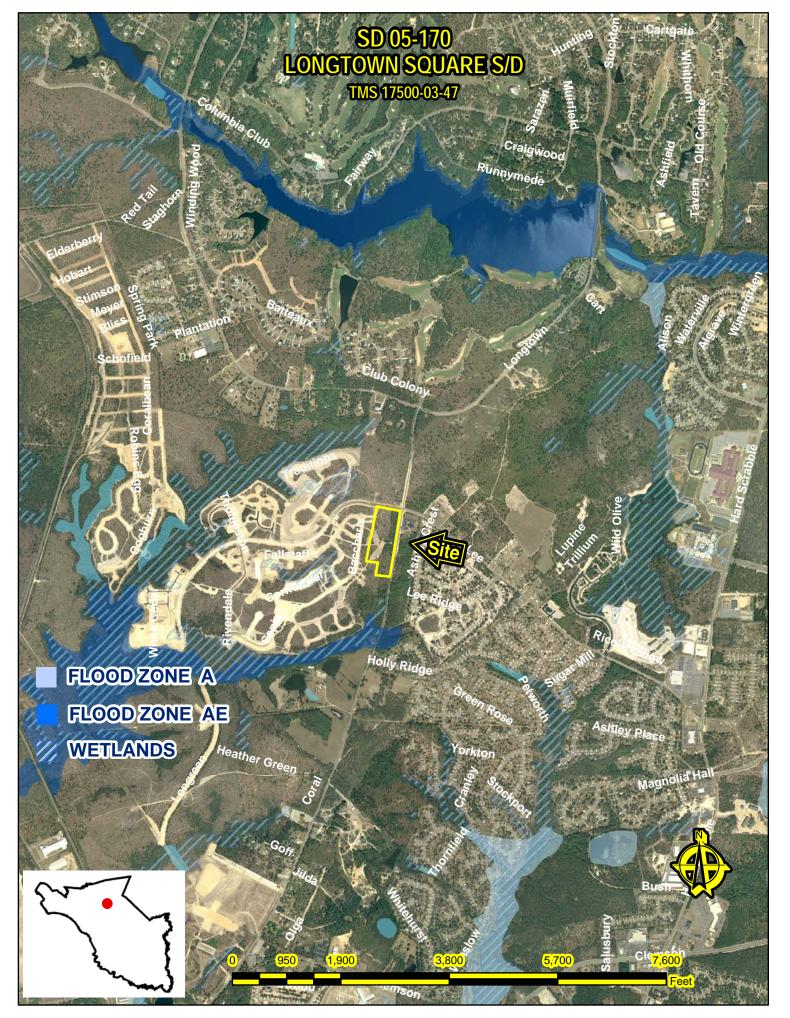
Reconsideration

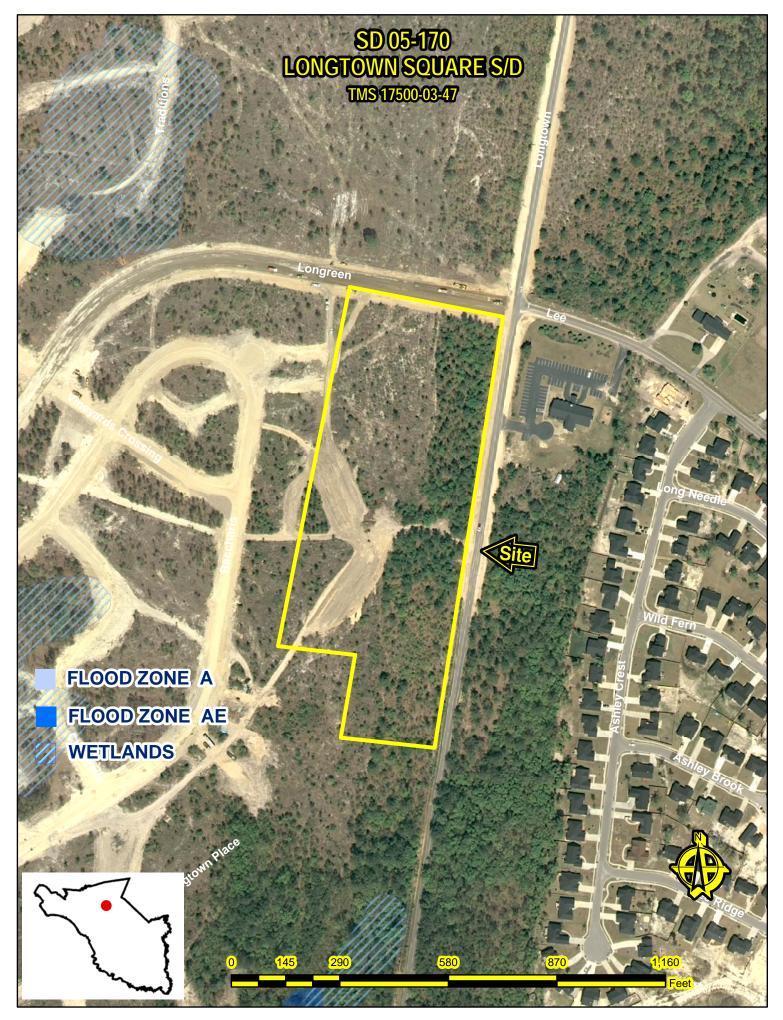
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- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; or
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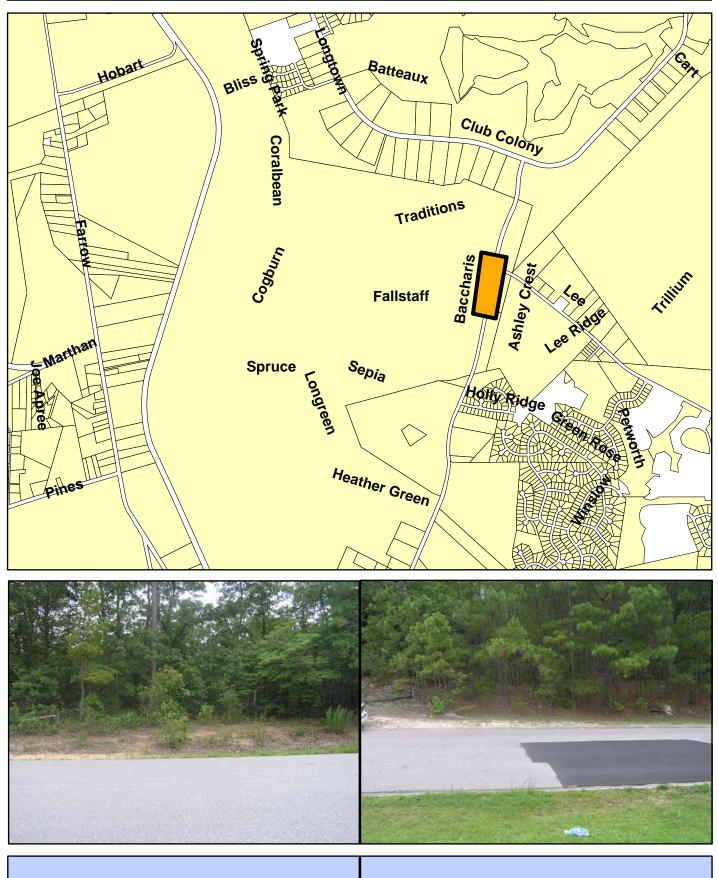
Appeal

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



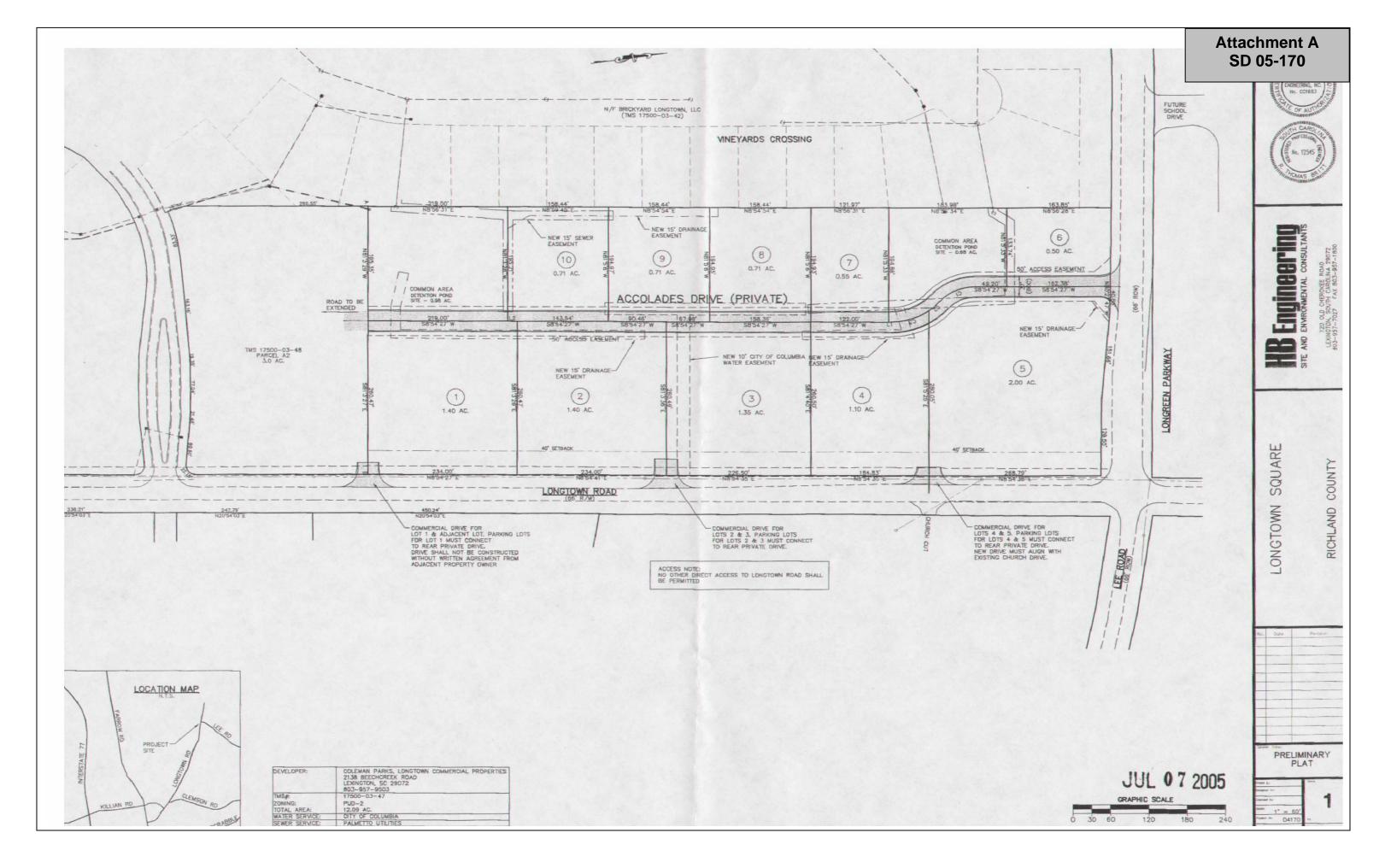


SD-05-170 LONGTOWN SQUARE



Looking @ site from Church

Looking north down Longtown



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

August 1, 2005

Applicant: Lillie Bates		Minor Subdivision Plans For: Lillie Bates	
RC Project #: SD-05-347			
General Location: Gay Rd and south Cedar Creek Rd			
Tax Map Number: 29900-02-1	18	Current Zoning: RU	
Subject Area: 7.5 acres	Number of Units:	Gross Density: 0.5 DU/acres	
Sewer Service Provider: Septic Tank		Water Service Provider: Private Well	

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	South Cedar Creek Rd via Gay Rd
Functional Classification Of This Roadway	Not Classified
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	NAp
Estimated Traffic Generated By The Proposed Project	t 38
Current Volume At The Nearest Count Station # Located @	Not Counted
Estimated Traffic Count With the Proposed Project	NAp
Volume-To-Capacity Ratio With The Proposed Proje	ect NAp

Notes:

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

- The <u>estimated project traffic</u> is determined by applying the traffic generation rate presented on pages 9 of the <u>Addendum To The Long Range Major Street Plan for Richland County</u>, adopted by the County in October 1993.
- The <u>current traffic counts</u> were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The proposed subdivision will have an insignificant effect on the traffic flow of South Cedar Creek Road.

<u>Fire Service Impacts</u>

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

School Impacts

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

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

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

Existing Site Conditions

The site is flat and undeveloped. A network of ditches in the general area has resulted in a site with a higher water table than most of the adjacent area.

Compatibility with the Surrounding Area

There are several single family detached residences on the adjacent parcels. The proposed project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

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

The subject site is designated as Rural in the Rural and Opens Space District of the <u>Lower</u> <u>Richlannd Subarea Plan Proposed Land Use Map</u>. The proposed project is consistent with this land use designation.

In addition to reviewing proposed project for consistency with the appropriate <u>Subarea Proposed</u> <u>Land Use Map</u>, it is the Department's position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations/Principles of the <u>Comprehensive Plan</u>. The <u>Lower Richland Subarea Plan</u>, adopted in January 1992, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, on pages 33 and 43 respectively, are discussed below:

<u>Objective – Promote the development of affordable, quality housing for all segments of he</u> resident population

The proposed project will create additional housing opportunities for residents of the Lower Richland area. The proposed project implements this Objective.

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

Since the subject project has a density of 0.5 DU/acre, this project implements this Principle.

Other Pertinent Factors

None

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the minor subdivision plans for a 4 unit single family detached subdivision, known as Lillie Bates Minor S/D (Project # SD-05-347). The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:

Findings of Fact

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

Specific Conditions

- a) The Public Works Dept must approve the stormwater management plans; and
- b) The plat must establish the setbacks, either graphically or by notation, for each lot; and
- c) A Building Permit cannot be issued until the Department receives a copy of the <u>recorded</u> Final Plat; **and**
- d) Street addresses must be issued by Betty Etheredge @ 576-2161, prior to building permits being issued.

SECTION III - COMMISSION RECONSIDERATION & APPEAL

Reconsideration

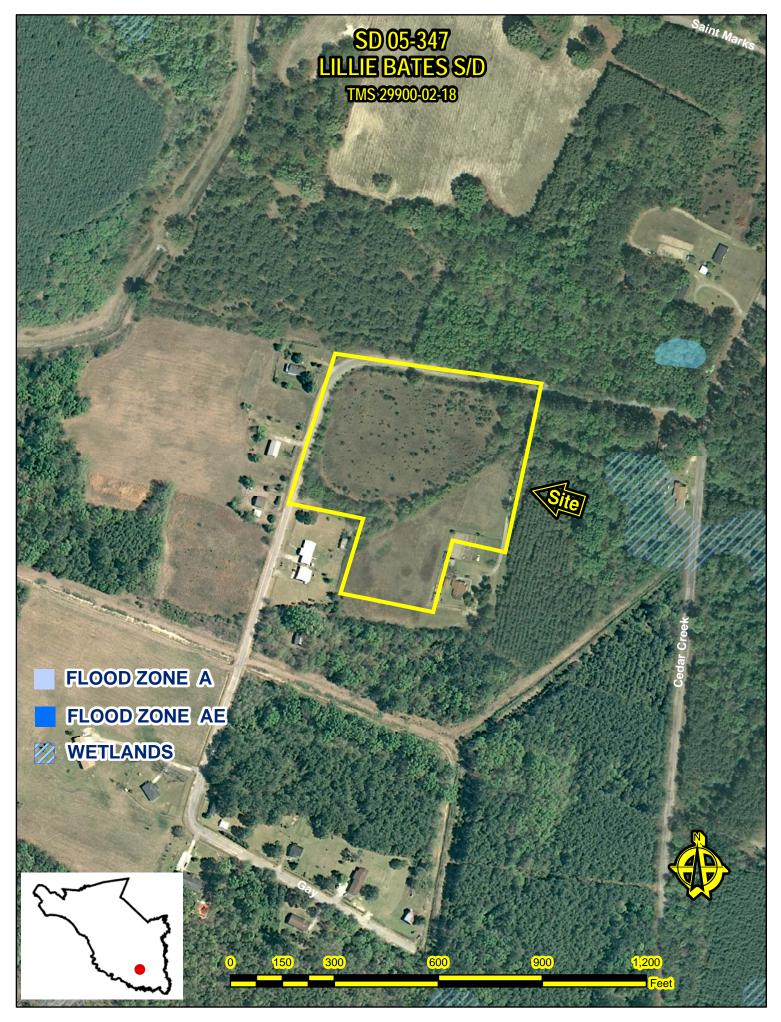
Pursuant to Article IV of the Planning Commission <u>Rules of Procedure</u>, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within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

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

Appeal

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





SD-05-347 LILLIE BATES S/D



Looking south on Gay Road

Looking @ site

Attachment A SD 05-347 s how South Cedar Creek (2) I (N) 41 50'R/W ACHARTER CAROL I (N) 432.81 -37-27E Rozd Gzy 579 9 OF bho 211.80 -24E SE 62 25 424 L(N) site N 83-10 180.00 72.8 0 90.77 0 60 1634 3 0 N flowd 20 0-N 4 ·2213 5 0 00 . Acs U 0 5 2 the Trad J 2 50' RIU 477 4 2 34 3 N 3 6.29 80 N 26 D. 2 3 3 0 m fo, 20 N mname ICH) K"Zebr R 0 26 Roz T CW 24 02 5 203.00' 185'381 20 10 312-AA-ELS Q3 241. 630.0 Gar 212.25 I (N) I M65-88-66N c/a 1. R. L. N Q c S LIN) 2 55 0 = 3 L/3 3 5 \$7.642 ME1-01-5LN Y. "Redu 47 N 0 012 0 N 29900 a'd O 57 1Del NFF Jacks 9 Richl D PB. Pag 0 Z IN) 0201 社 , 21.601 S ,04.828 00.012 M65-8E-66N 5 2 I (0) regu IN)I the Red 39 6 C H H 50

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

August 1, 2005

Applicant:Bob CollingwoodRC Project #:SD-05-350		Minor Subdivision Plans For: Ducky Byrd S/D		
General Location: Old Eastover Rd near Ol		eesburg Rd		
Tax Map Number: 33300-03-39			Current Zoning: RU	
Subject Area: 4.4 acres	Number of Units: 3		Gross Density: 0.7 DU/acres	
Sewer Service Provider: Septic Tank		Water Service Provider: Private Well		

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Old Eastover Rd
Functional Classification Of This Roadway Not Class	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	
Estimated Traffic Generated By The Proposed Proje	ct 29
Current Volume At The Nearest Count Station # Located @	Not Counted
Estimated Traffic Count With the Proposed Project	NAp
Volume-To-Capacity Ratio With The Proposed Pro	ect NAp

Notes:

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

- The <u>estimated project traffic</u> is determined by applying the traffic generation rate presented on pages 9 of the <u>Addendum To The Long Range Major Street Plan for Richland County</u>, adopted by the County in October 1993.
- The <u>current traffic counts</u> were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The proposed subdivision will have an insignificant effect on the traffic flow of Old Eastover Road.

<u>Fire Service Impacts</u>

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

School Impacts

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

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

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

Existing Site Conditions

The site is sparsely wooded with pine trees and includes a steep slope. The existing Ducky Byrd Trail provides access to the site. The subject site is located 1150 feet east of Old Eastover Rd with no visible development adjacent to Ducky Byrd Trail.

Compatibility with the Surrounding Area

The proposed project is located between two existing manufactured homes. The proposed project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

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

The subject site is designated as Rural in the Rural and Opens Space District of the <u>Lower</u> <u>Richland Subarea Plan Proposed Land Use Map</u>. The proposed project is consistent with this land use designation. In addition to reviewing proposed project for consistency with the appropriate <u>Subarea Proposed</u> <u>Land Use Map</u>, it is the Department's position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations/Principles of the <u>Comprehensive Plan</u>. The <u>Lower Richland Subarea Plan</u>, adopted in January 1992, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, on pages 33 and 43 respectively, are discussed below:

<u>Objective – Promote the development of affordable, quality housing for all segments of he</u> resident population

The proposed project will create additional housing opportunities for residents of the Lower Richland area. The proposed project implements this Objective.

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

Since the subject project has a density of 0.7 DU/acre, this project implements this Principle.

Other Pertinent Factors

None

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the minor subdivision plans for a 3 unit single family detached subdivision, known as Ducky Byrd Minor S/D (Project # SD-05-350). The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:

Findings of Fact

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

Specific Conditions

- a) The Public Works Dept must approve the stormwater management plans; and
- b) The plat must establish the setbacks, either graphically or by notation, for each lot; and
- c) A Building Permit cannot be issued until the Department receives a copy of the <u>recorded</u> Final Plat; **and**
- d) Street addresses must be issued by Betty Etheredge @ 576-2161, prior to building permits being issued.

SECTION III - COMMISSION RECONSIDERATION & APPEAL

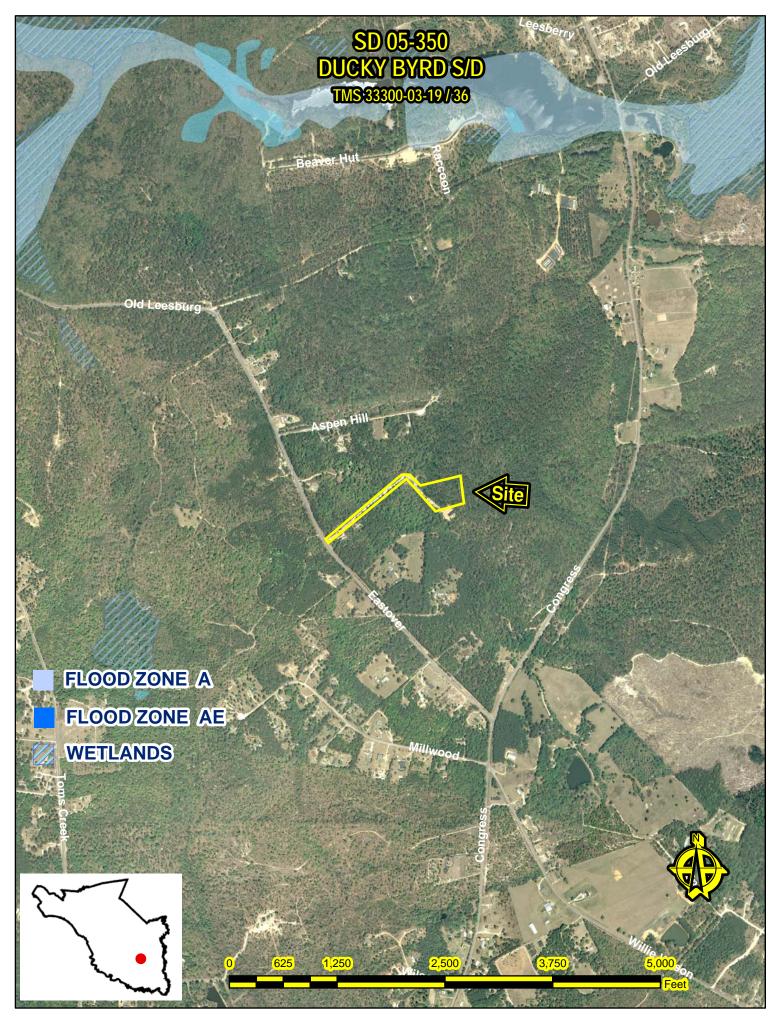
Reconsideration

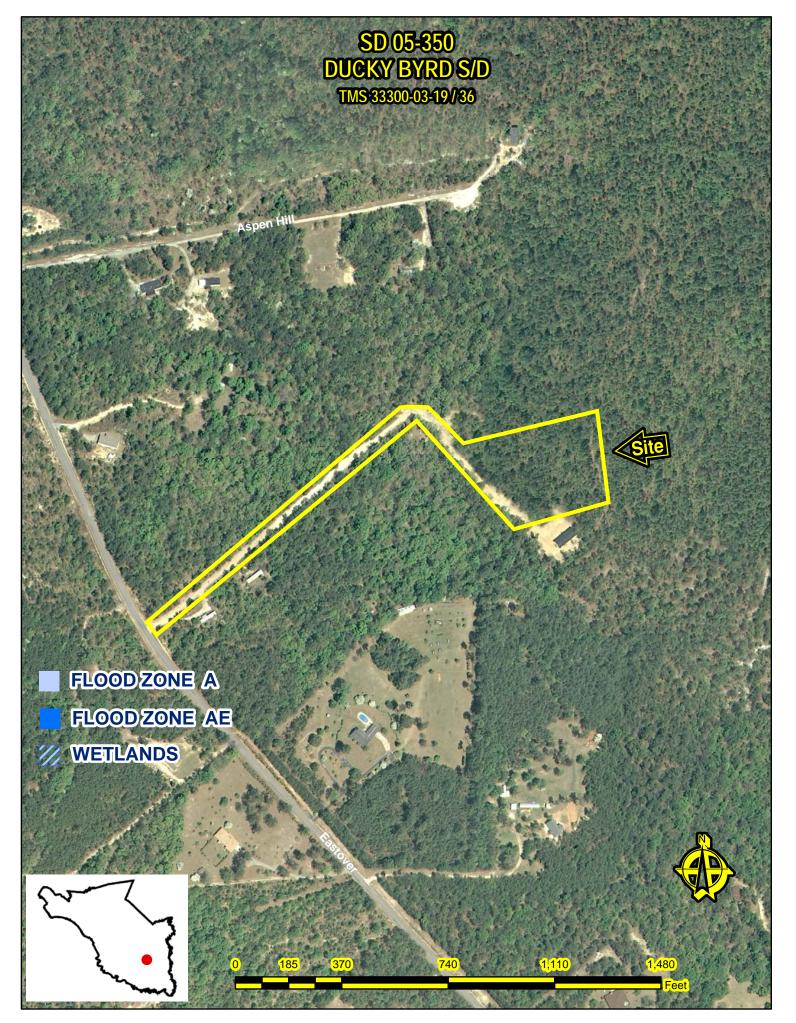
Pursuant to Article IV of the Planning Commission <u>Rules of Procedure</u>, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within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

- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
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Appeal

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



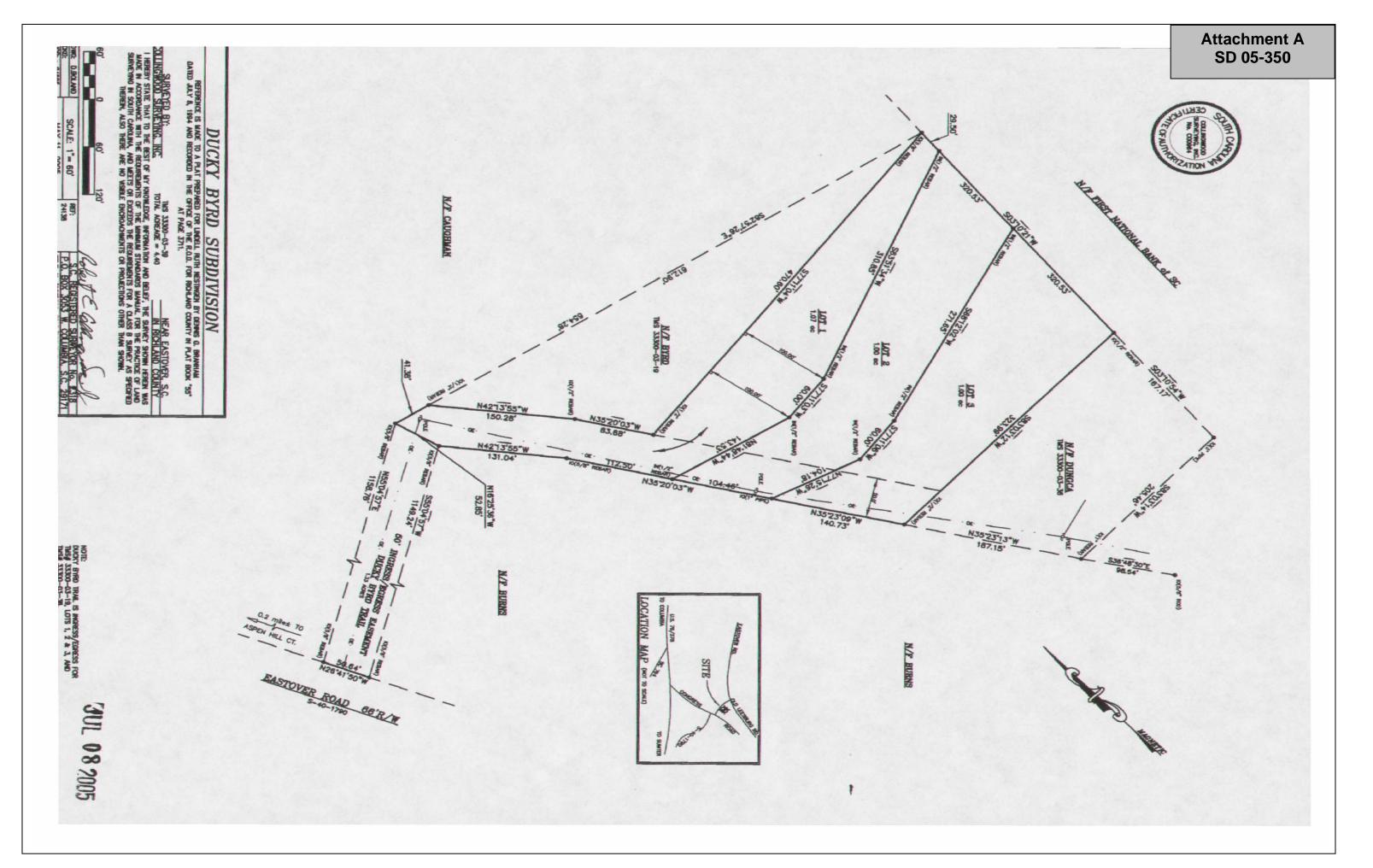


SD-05-350 DUCKY BYRD S/D



Looking @ site

Looking toward Eastover Rd



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

August 1, 2005

Applicant: Mungo Co.	Prel	Preliminary Subdivision Plans For: Traditions, Ph. 2	
RC Project # : SD-05-341			
General Location: Longreen F	Parkway		
Tax Map Number: 17500-03-42 (p)			Current Zoning: PUD
Subject Area: 20.2 acres	Number of Units: 62Gross Density: 3.0 DU/acres		Gross Density: 3.0 DU/acres
Sewer Service Provider: City of Columbia		Water Ser	vice Provider: City of Columbia

SECTION I – ANALYSIS

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

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

Proposed Project Gets Its Principal Access From	Longtown Road	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity $(V/C = 1.00)$) 8600	
Estimated Traffic Generated By The Proposed Proje	ect 590	
Current Volume At The Nearest Count Station # Located @ Lee Road	711 5200	
Estimated Traffic Count With the Proposed Project	5790	
Volume-To-Capacity Ratio With The Proposed Pro	ject 0.67	

Notes:

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

- The <u>estimated project traffic</u> is determined by applying the traffic generation rate presented on pages 9 of the <u>Addendum To The Long Range Major Street Plan for Richland County</u>, adopted by the County in October 1993.
- The <u>current traffic counts</u> were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The proposed project, by itself, will not result in the LOS C being exceeded at SCDOT count station 711. However, the table below shows Longtown Road will be operating far above LOS F levels upon buildout of **only** the approved **residential** projects in the area.

Project Name	Number of Units (1)	Estimated Traffic (2)
Ivy Square, Ph. 1	115	1093
Rivendale	83	789
Falls Mill, Phase 1	74	703
Vineyard Crossings	94	893
Mason Ridge, Ph. 1	42	399
Thomaston	29	276
Traditions, Ph. 1	43	409
Traditions, Ph. 2	62	590
Longtown Place	72	684
Ashley Ridge, Phase 2	102	969
Heather Green, Phase 1	103	979
Deer Creek, Phase 1	89	846
Brookhaven, Phase 1	103	969
Brookhaven, Phase 2	80	760
Brookhaven, Phase 3	104	988
Brookhaven, Phase 4	76	722
Brookhaven, Phase 5	75	713
Brookhaven, Phase 7	61	580
Total Upon Project Completion		13,362

Projected Traffic On Longtown Rd Between Longtown West Rd and Clemson Rd

Notes:

a) Planning Commission approved projects with the principal access on Longtown Road

- b) Based on <u>Traffic Generation Manual generation rates or 9.5 trips per day per single</u> family detached dwelling units
- c) SCDOT Count Station 711 (just south of Lee Rd) 2004 count = 5200 ADTs

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	12
Middle School @ 0.13 students per single family DU	

High School @ 0.12 Students per single family DU	7	
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* All Districts assumed to have the same generation rate – rounded to nearest whole number

Existing Site Conditions

The site contains scrub oak and pine trees. Longreen Parkway, the central road in the Villages @ Longtown, will provide access from the project to Longtown Road

Compatibility with the Surrounding Area

The proposed project is consistent with the PUD Conceptual Plan, Ordinance # 64-02 HR. It is also compatible with the other single family detached residential development in the area.

Discussion of Applicable Comprehensive Plan Issues

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

The subject site is designated as Industrial in the Developing Urban Area of the <u>I-77 Corridor</u> <u>Subarea Plan Proposed Land Use Map</u>. The proposed project is not consistent with this designation because it is a residential project located in an area designated for industrial development. The state law requires projects to be consistent with the provisions of the Comprehensive Plan, including the Map. Even though the County rezoned the entire project to PUD-2, the <u>I-77</u> <u>Corridor Subarea Plan Proposed Land Use Map</u> was not changed to a residential as required by state law.

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

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

The subject project has a density of 3.0 DU/acre. The proposed project implements this Objective.

<u>Principle – Mixed residential densities are appropriate within the Developing Urban Area and should conform to the Proposed land Use Map</u>

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

Other Pertinent Factors

- 1) As of July 15, 2005, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of July 15, 2005, approval of the flood elevation statement had not been approved.
- 3) As of July 15, 2005, the County Fire Marshal had not provided comments.
- 4) As of July 15, 2005, the City of Columbia had not approved the water and sewer line construction plans.
- 5) As of July 15, 2005, DHEC had not issued a sewer line construction permit.
- 6) As of July 15, 2005, DHEC had not issued a water line construction permit.
- 7) The subdivision plans are substantially in compliance with the Sketch Plan comments

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 62 unit single family detached subdivision, known as Traditions, Ph. 2 (Project # SD-05-341). The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:

Findings of Fact

The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Longtown Road operating below a LOS C capacity. However, the Department estimates that upon buildout of the approved subdivisions in the area, the traffic on Longtown Road will far exceed the minimum LOS F level.

- 1.
- 2. The proposed subdivision is compatible with existing development in the area.
- 3. The proposed project **is not consistent** with the <u>I-77 Corridor Subarea Plan Map</u> land use designation.
- 4. The proposed project implements the relevant Objectives and Recommendations of the <u>I-77</u> <u>Corridor Subarea Plan</u>.
- 5. The proposed project **does not implement** the relevant Recommendations of the <u>I-77</u> <u>Corridor Subarea Plan</u>.
- 6. The proposed subdivision plans are substantially in compliance with the Sketch Plan comments.

Specific Conditions

- d) The Department of Public Works must approve the stormwater management plans; and
- e) The Floodplain Mgmt. Specialist must approve the flood elevation statement; and
- f) A Controlled Clearing Certificate letter must be issued by the Department prior to starting any site clearing activity. Contact Sean Busbee @ 576-2171 for details; and
- g) The bonded and/or final plats must include signed the tree certification statements. Contact Sean Busbee @ 576-2171 for more information; **and**
- h) The City of Columbia must approve the water and sewer line <u>construction plans</u>; and
- i) DHEC must issue the sewer line construction permits; and
- j) DHEC must issue the water line construction permits; and
- k) No building permits shall be issued until all of the conditions cited above are met; and
- 1) Plats shall only be recorded by the complete phases identified in the preliminary plan; and
- m) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- n) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water and sewer line <u>easement documents</u>; **and**
- o) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- p) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, by phase; **and**
- q) A Final Plat can not be approved by the Department until (1) the City of Columbia approves the water and sewer line <u>easement deeds</u> AND (2) the County accepts the roads for maintenance.

SECTION III - COMMISSION RECONSIDERATION & APPEAL

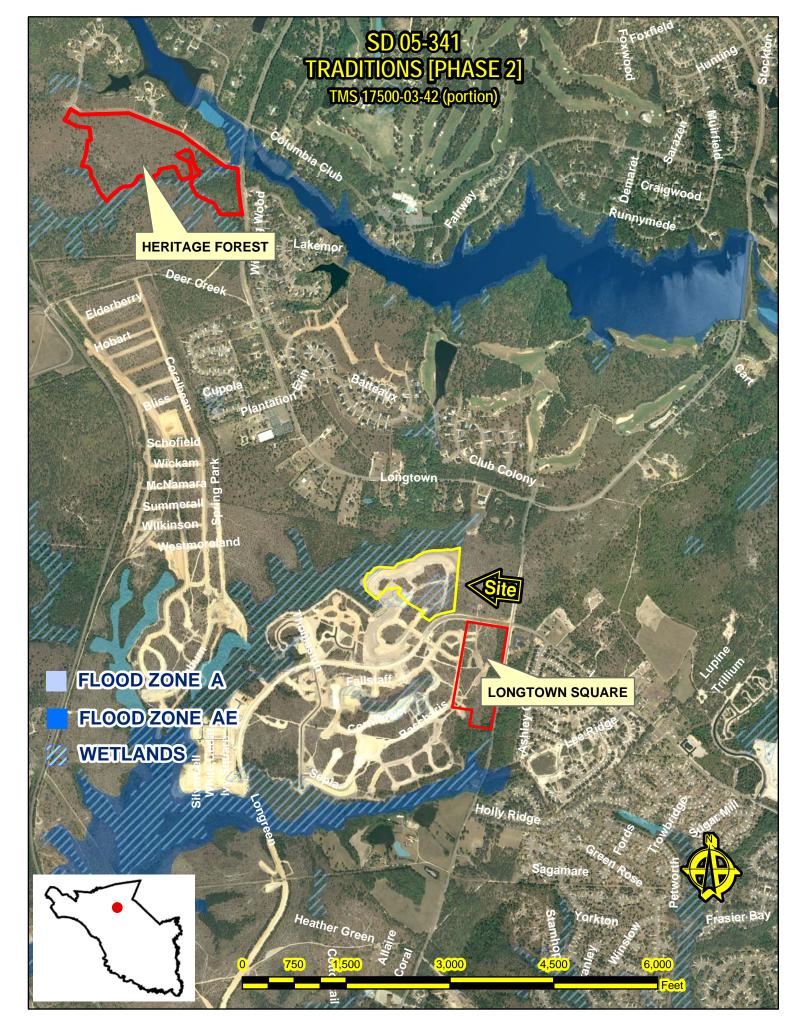
Reconsideration

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

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

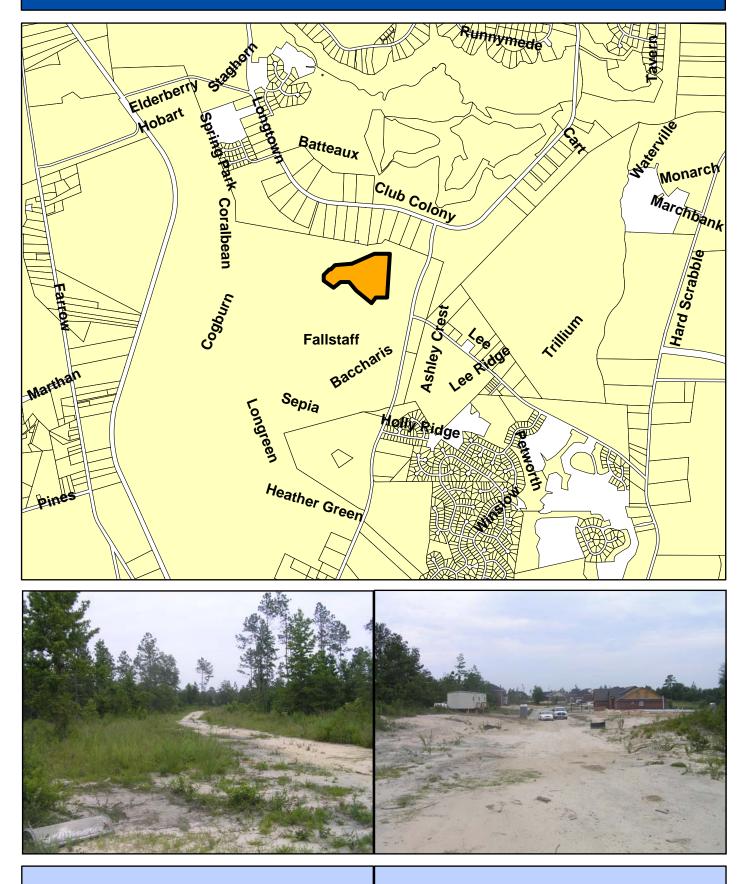
Appeal

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



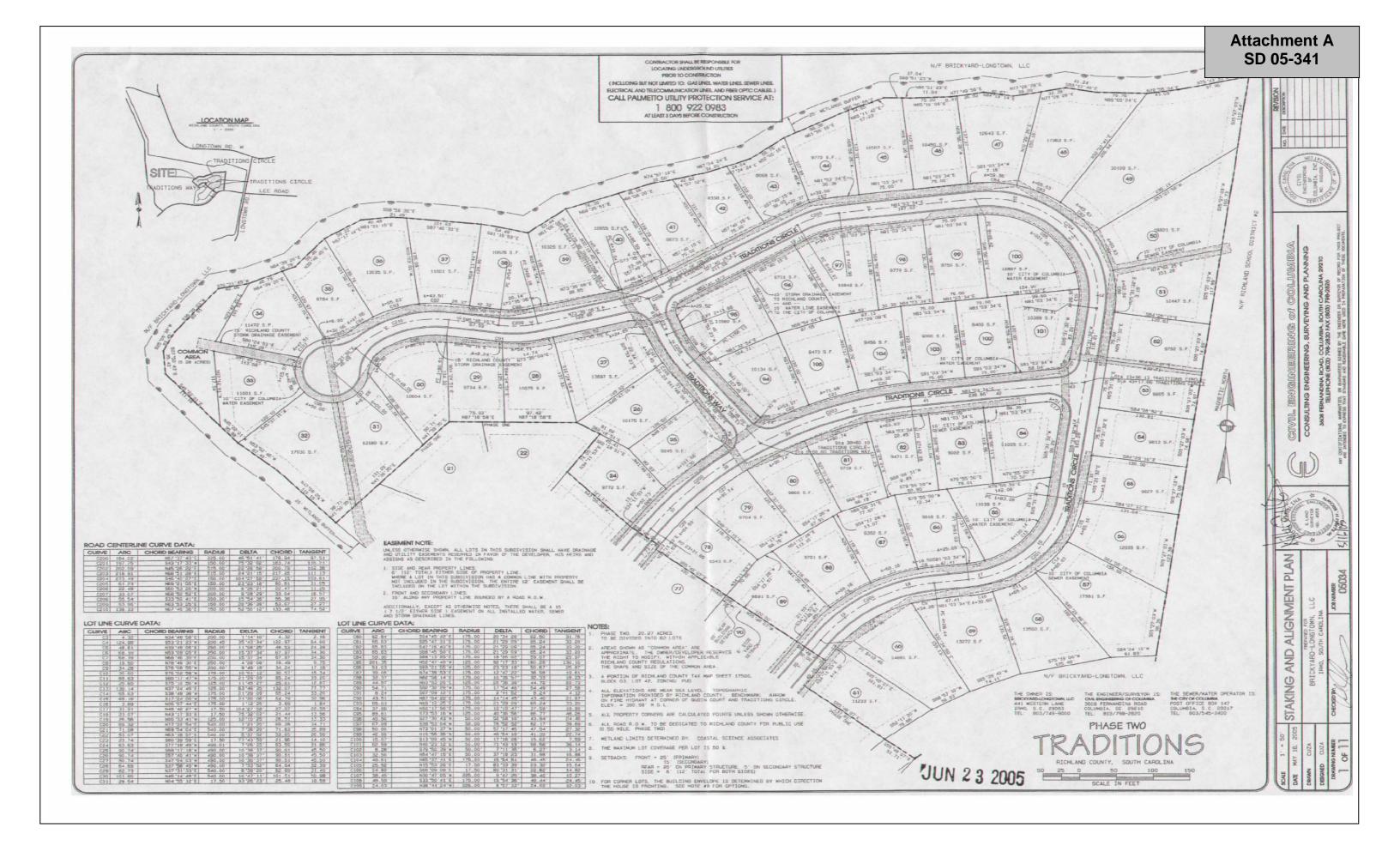


SD-05-341 TRADITIONS [PHASE 2]



Looking at Interior of Phase 2

Looking @ Phase 1



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

August 1, 2005

Applicant:Mungo Co.RC Project #:SD-05-330		Preliminary Subdivision Plans For:		
		Brookhaven, Ph. 5		
General Location: Wilkerson Parkway near		thern Railro	oad	
Tax Map Number: 17500-03-02 (p)				Current Zoning: PUD
Subject Area: 16.6 acres	Number of Units:75Gross Description		ss Density: 4.5 DU/acres	
Sewer Service Provider: City of Columbia		Water Se	rvice	Provider: City of Columbia

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Longtown Road
Functional Classification Of This Roadway	Two lane undivided collector
Level-Of-Service <u>C</u> Design Capacity $(V/C = 1.00)$	8600
Estimated Traffic Generated By The Proposed Proje	ct 713
Current Volume At The Nearest Count Station #7 Located @ Lee Road	5200
Estimated Traffic Count With the Proposed Project	5913
Volume-To-Capacity Ratio With The Proposed Pro	ect 0.69

Notes:

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

- The <u>estimated project traffic</u> is determined by applying the traffic generation rate presented on pages 9 of the <u>Addendum To The Long Range Major Street Plan for Richland County</u>, adopted by the County in October 1993.
- The <u>current traffic counts</u> were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The proposed project, by itself, will not result in the LOS C being exceeded at SCDOT count station 711. However, the table below shows Longtown Road will be operating far above LOS F levels upon buildout of **only** the approved **residential** projects in the area.

Project Name	Number of Units (1)	Estimated Traffic (2)
Ivy Square, Ph. 1	115	1093
Rivendale	83	789
Falls Mill, Phase 1	74	703
Vineyard Crossings	94	893
Mason Ridge, Ph. 1	42	399
Thomaston	29	276
Traditions, Ph. 1	43	409
Traditions, Ph. 2	62	590
Longtown Place	72	684
Ashley Ridge, Phase 2	102	969
Heather Green, Phase 1	103	979
Deer Creek, Phase 1	89	846
Brookhaven, Phase 1	103	969
Brookhaven, Phase 2	80	760
Brookhaven, Phase 3	104	988
Brookhaven, Phase 4	76	722
Brookhaven, Phase 5	75	713
Brookhaven, Phase 7	61	580
Total Upon Project Completion		13,362

Projected Traffic On Longtown Rd Between Longtown West Rd and Clemson Rd

Notes:

- a) Planning Commission approved projects with the principal access on Longtown Road
- b) Based on <u>Traffic Generation Manual</u> generation rates or 9.5 trips per day per single family detached dwelling units
- c) SCDOT Count Station 711 (just south of Lee Rd) 2004 count = 5200 ADTs

<u>Fire Service Impacts</u>

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	15
Middle School @ 0.13 students per single family DU	10
High School @ 0.12 Students per single family DU	

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

Existing Site Conditions

The subject site is mostly flat and vegetated with pine trees and scrub oaks.

Compatibility with the Surrounding Area

The site is adjacent to phase 3 on the east; phase 7 on the south; the Southern Railroad on the west and phase 9 on the north. The proposed project is consistent with the PUD Conceptual Plan, Ordinance # 64-02 HR, for project formerly known as the Longtown Tract.

Discussion of Applicable Comprehensive Plan Issues

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

The subject site is designated as Industrial in the Developing Urban Area of the <u>I-77 Corridor</u> <u>Subarea Plan Proposed Land Use Map</u>. The proposed project is not consistent with this designation because it is a residential project located in an area designated for industrial development.

The state law requires projects to be consistent with the provisions of the Comprehensive Plan, including the Map. Even though the County rezoned the entire project to PUD-2, the <u>I-77</u> <u>Corridor Subarea Plan Proposed Land Use Map</u> was not changed to a residential as required by state law.

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

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

The subject project has a density of 4.5 DU/acre. The proposed project implements this Objective.

<u>Principle</u> –Mixed residential densities are appropriate within the Developing Urban Area and should conform to the Proposed land Use Map

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

Other Pertinent Factors

- 1) As of July 15, 2005, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of July 15, 2005, approval of the flood issues and wetlands issues had not been received.
- 3) As of July 15, 2005, the County Fire Marshal had not provided comments.
- 4) As of July 15, 2005, the City of Columbia had not approved the water and sewer line construction plans.
- 5) As of July 15, 2005, DHEC had not issued a sewer line construction permit.
- 6) As of July 15, 2005, DHEC had not issued a water line construction permit.
- 7) The subdivision plans are substantially in compliance with the Sketch Plan comments

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 75 unit single family detached subdivision, known as Brookhaven, Phase 5 (Project # SD-05-330). The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:

Findings of Fact

- 1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Longtown Road operating below a LOS C capacity. However, the Department estimates that upon buildout of the Brookhaven project, Lontown Road will be operating far above LOS F levels.
- 2. The proposed subdivision is compatible with existing development in the area.
- 3. The project is not consistent with the <u>I-77 Corridor Subarea Plan Map</u> land use designation.
- 4. The proposed project implements the relevant Objectives of the <u>I-77 Corridor Subarea Plan</u>.
- 5. The proposed project does not implement the relevant Recommendations of the <u>I-77 Corridor</u> <u>Subarea Plan</u>.
- 6. The proposed subdivision plans are substantially in compliance with the Sketch Plan comments.

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans; and
- b) The Floodplain Mgmt. Specialist must approve the flood elevation statement; and

CONTINUE -

- c) The bonded and/or final plats must include signed the tree certification statements. Contact Sean Busbee @ 576-2171 for more information; **and**
- d) The City of Columbia must approve the water and sewer line <u>construction plans</u>; **and** DHEC must issue the sewer line construction permits; **and**
- e) DHEC must issue the water line construction permits; and
- f) <u>No building permits shall be issued until all of the conditions cited above are met:</u> and
- g) Plats shall only be recorded by the complete phases identified in the preliminary plan; and
- h) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- i) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water and sewer line <u>easement documents</u>; **and**
- j) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- k) A Certificate of Occupancy shall not be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; and
- 1) A Final Plat can not be approved by the Department until (1) the City of Columbia approves the water and sewer line <u>easement deeds</u> AND (2) the County accepts the roads for maintenance.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

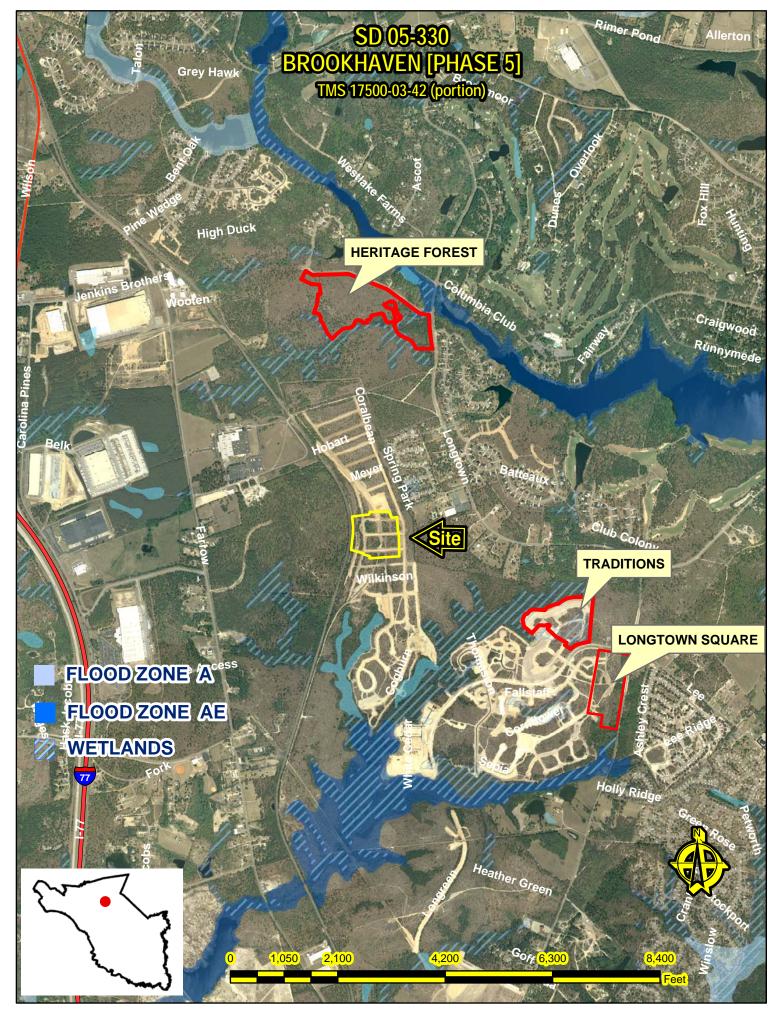
Reconsideration

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

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

<u>Appeal</u>

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



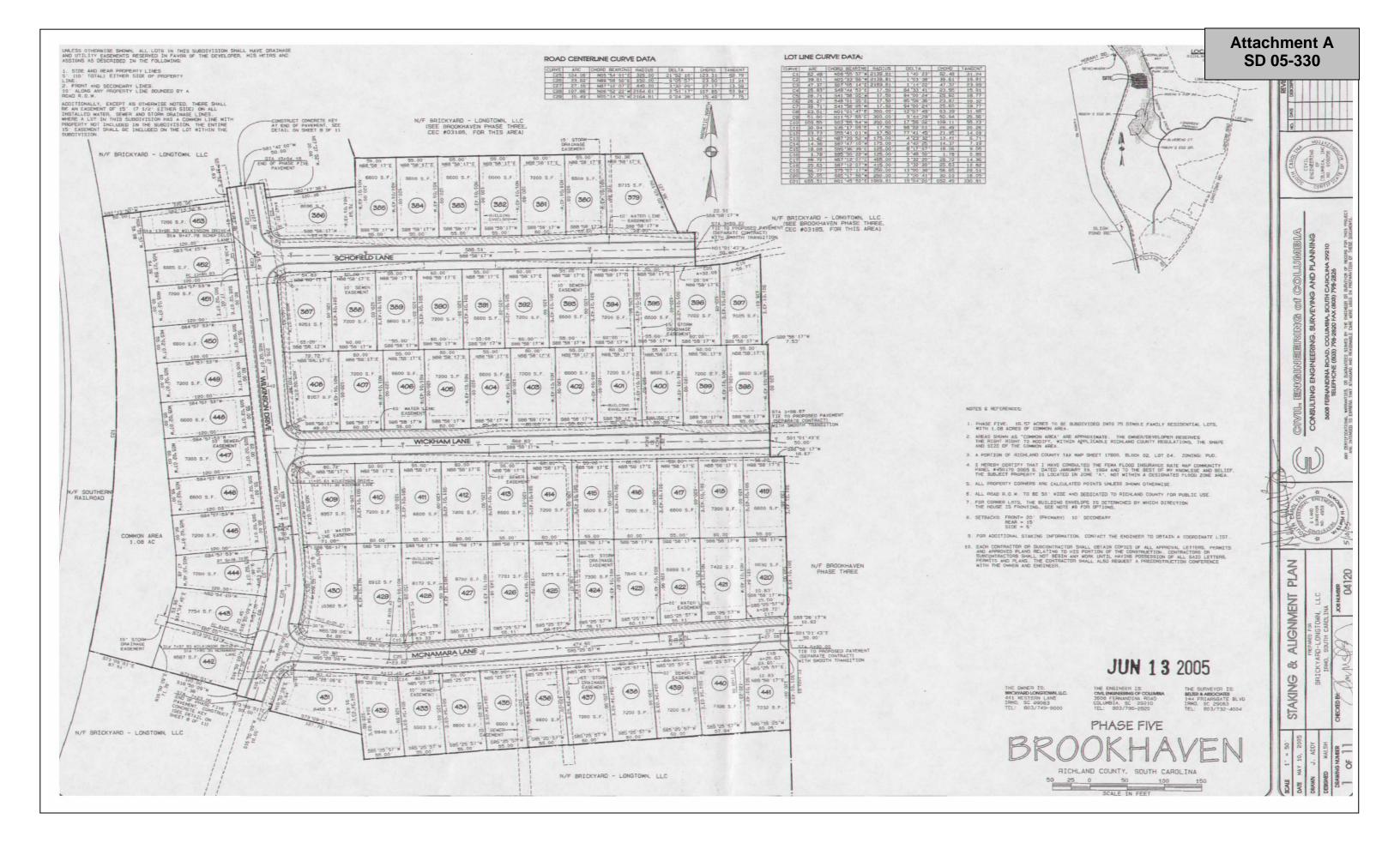


SD-05-330 BROOKHAVEN [PHASE 5]



Looking @ site from Wilkerson Dr

Looking south on Wilkerson Dr



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

August 1, 2005

Applicant: B P Barber & Ass	soc. Pr	Preliminary Subdivision Plans For: Willow Lakes, Ph. 5		
RC Project # : SD-05-261				
General Location: Farrow Road near Wilson Blvd				
Tax Map Number: 17700-01-15 (p)				Current Zoning: RS-MD
Subject Area: 40 acres	Number of Units: 113 Gro		ss Density: 2.8 DU/acres	
Sewer Service Provider: City of	of Columbia	Water Se	rvice	Provider: City of Columbia

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Farrow Rd
Functional Classification Of This Roadway	Two lane undivided collector
Level-Of-Service <u>C</u> Design Capacity $(V/C = 1.00)$	8600
Estimated Traffic Generated By The Proposed Project	1074
Current Volume At The Nearest Count Station # 285 Located @ 2miles south of the site	5100
Estimated Traffic Count With the Proposed Project	6174
Volume-To-Capacity Ratio With The Proposed Project	0.72

Notes:

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

- The <u>estimated project traffic</u> is determined by applying the traffic generation rate presented on pages 9 of the <u>Addendum To The Long Range Major Street Plan for Richland County</u>, adopted by the County in October 1993.
- The <u>current traffic counts</u> were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The proposed project, by itself, will not result in the LOS C being exceeded at SCDOT count station 285.

<u>Fire Service Impacts</u>

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	23
Middle School @ 0.13 students per single family DU	15
High School @ 0.12 Students per single family DU	14

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

Existing Site Conditions

The site is sparsely vegetated with small pine trees and scrub oaks. It slopes downward to the south toward a creek.

Compatibility with the Surrounding Area

The project is a continuation of a multi-phase subdivision that began several years ago when it was known as The Lakes. The project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

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

The subject site is designated as Medium Density Residential in the developing Urban Area of the <u>I-77 Corridor Subarea Plan Proposed Land Use Map</u>. **The proposed project is not consistent with this land use designation** because it has a density of 2.8 DU/acre in an area designated for a minimum of 5.0 to 9.0 DU/acre. The state law requires projects to be consistent with the provisions of the <u>Comprehensive Plan</u>, including the <u>Map</u>.

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

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

The subject project will expand the amount of available single-family housing resources in the Blythewood area. The proposed project implements this Objective.

<u>Principle –</u> None Applicable

Other Pertinent Factors

- 1) As of July 15, 2005, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of July 15, 2005, approval of the flood issues and wetlands issues had not been received.
- 3) As of July 15, 2005, the County Fire Marshal had not provided comments.
- 4) As of July 15, 2005, the City of Columbia had not approved the water and sewer line construction plans.
- 5) As of July 15, 2005, DHEC had not issued a sewer line construction permit.
- 6) As of July 15, 2005, DHEC had not issued a water line construction permit.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 113 unit single family detached subdivision, known as Willow Lakes, Ph. 5 (Project # SD-05-261). The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:

Findings of Fact

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

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans; and
- b) The Floodplain Mgmt. Specialist must approve the flood elevation statement; and

- c) The Department must receive a copy of the USCOE wetlands encroachment letter, if applicable; **and**
- d) A Controlled Clearing Certificate letter must be issued by the Department prior to starting any site clearing activity. Contact Sean Busbee @ 576-2171 for details; and
- e) The bonded and/or final plats must include signed the tree certification statements. Contact Sean Busbee @ 576-2171 for more information; **and**
- f) The City of Columbia must approve the water and sewer line <u>construction plans</u>; and
- g) DHEC must issue the sewer line construction permits; and
- h) DHEC must issue the water line construction permits; and
- i) No building permits shall be issued until all of the conditions cited above are met; and
- j) Plats shall only be recorded by the complete phases identified in the preliminary plan; and
- k) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- 1) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water and sewer line <u>easement documents</u>; **and**
- m) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- n) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system by phase; **and**
- o) A Final Plat can not be approved by the Department until (1) the City of Columbia approves the water and sewer line <u>easement deeds</u> AND (2) the County accepts the roads for maintenance.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

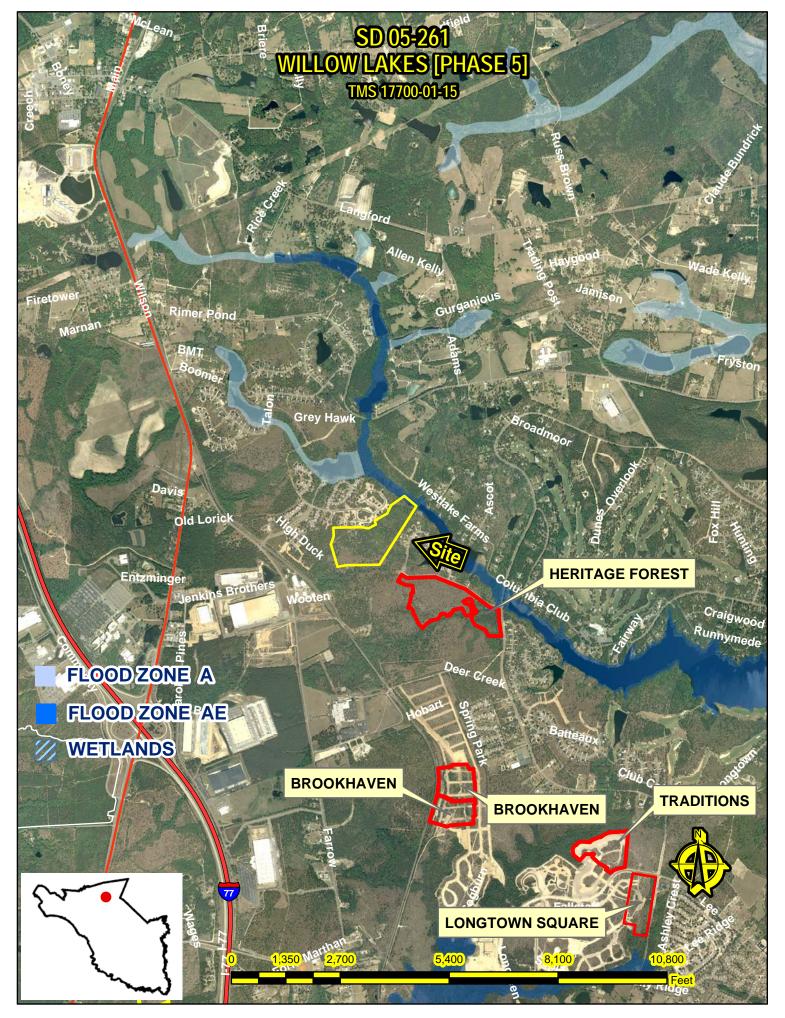
Reconsideration

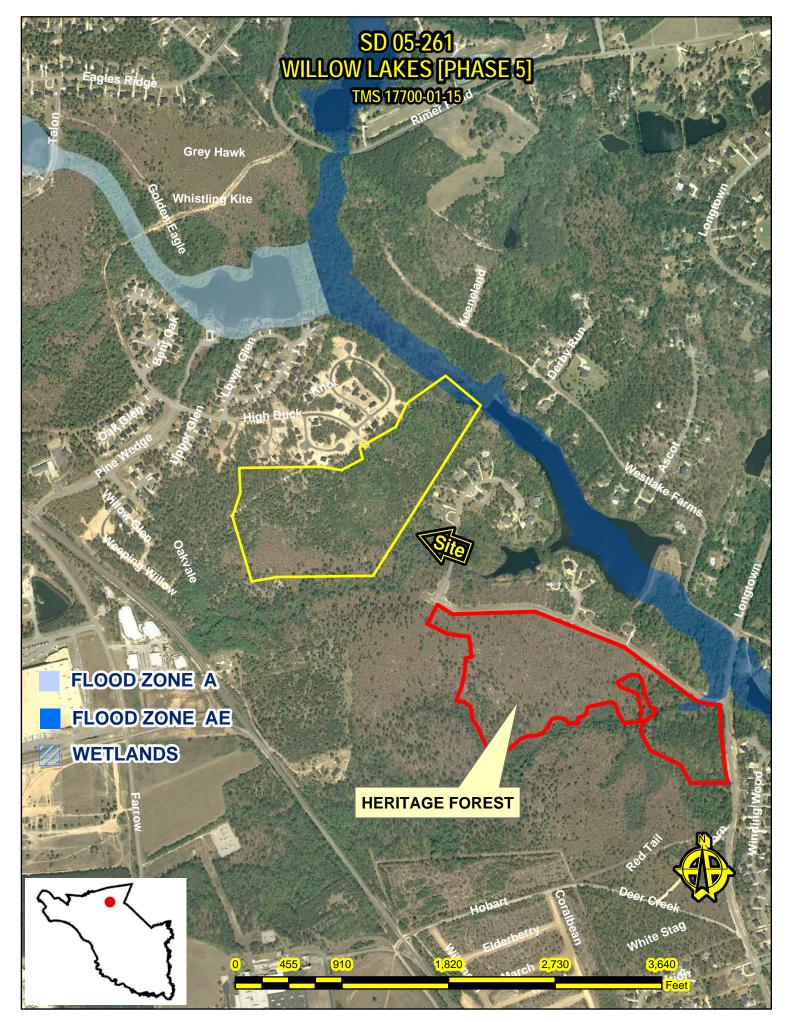
Pursuant to Article IV of the Planning Commission <u>Rules of Procedure</u>, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within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

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

<u>Appeal</u>

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



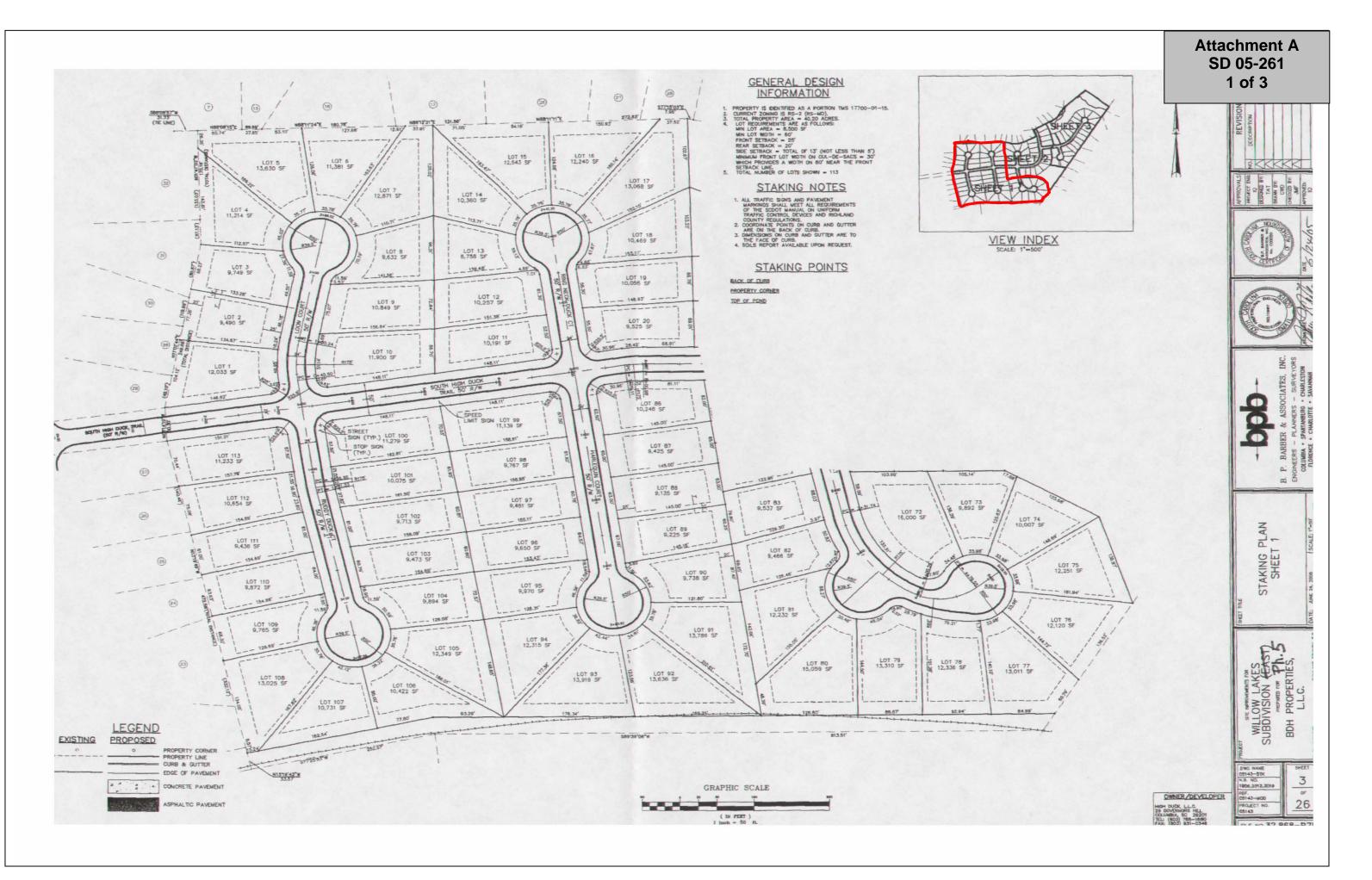


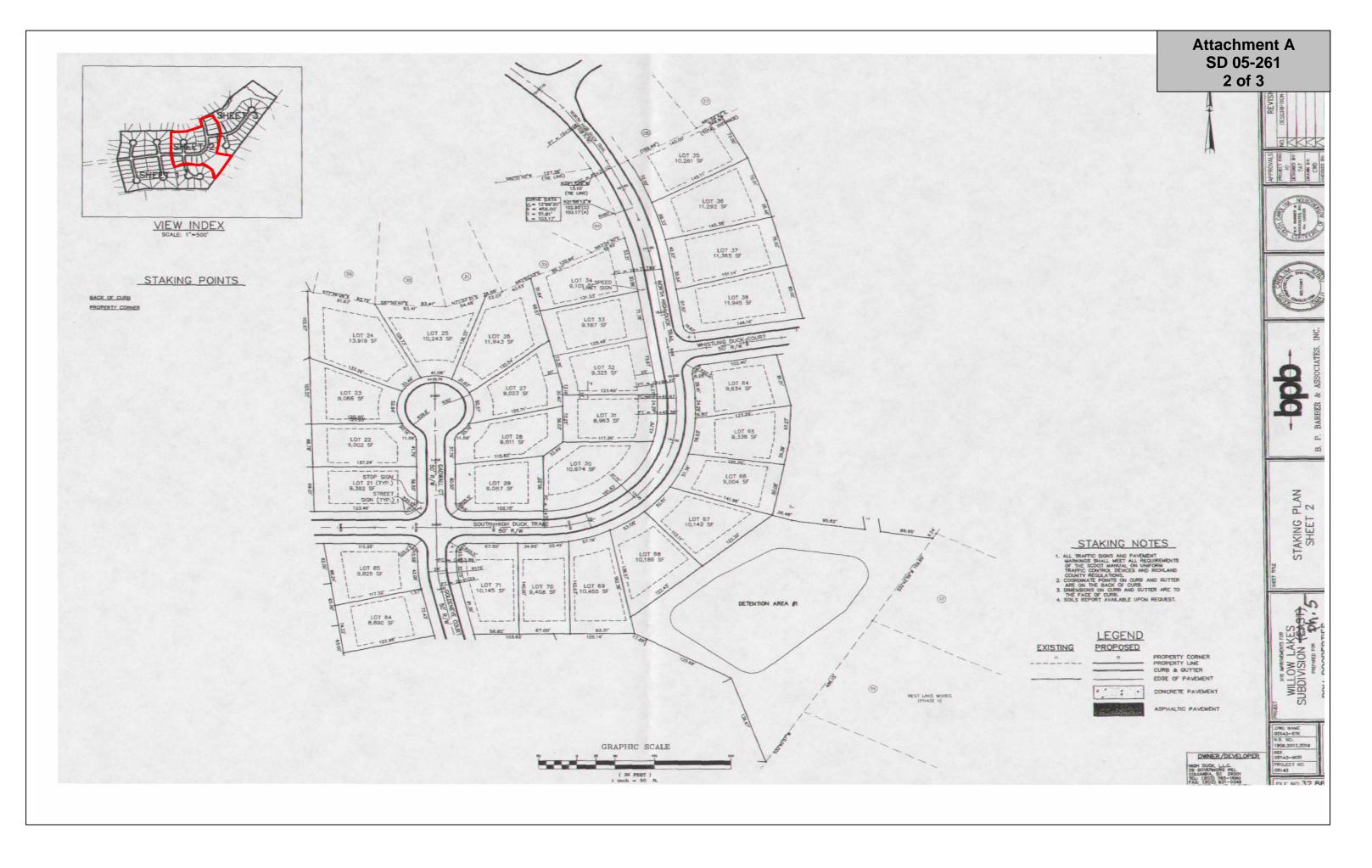
SD-05-261 WILLOW LAKES [PHASE 5]

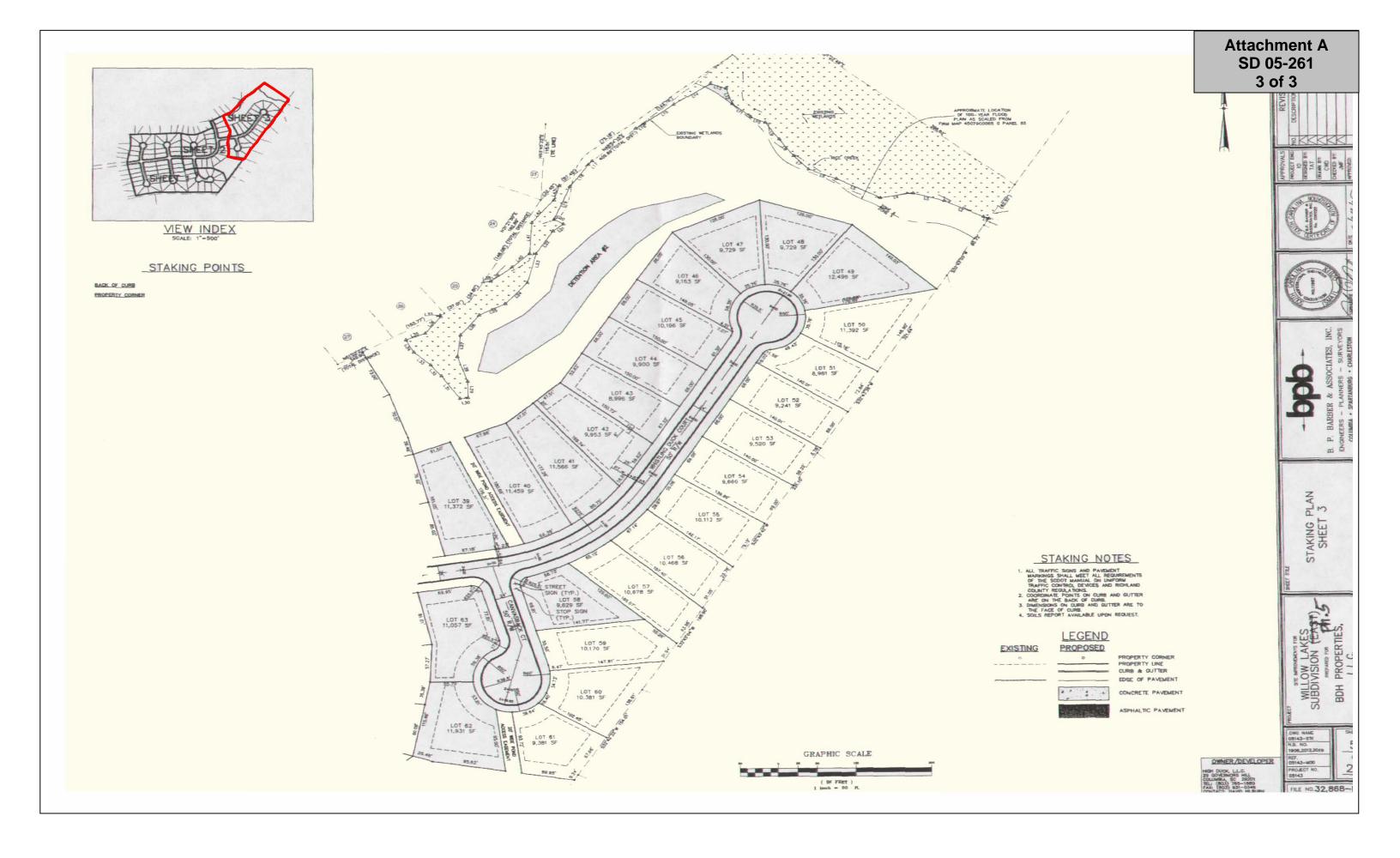


Looking toward Phase 6

Looking from Phase 6







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

August 1, 2005

Applicant:Rice Creek FarmsRC Project #:SD-05-36	GP Pro	Preliminary Subdivision Plans For: Hawthorne Ridge, Phase 1		
General Location: Rice Creek	Farms Drive in R	ice Creek Fa	arms l	PUD
Tax Map Number: 20300-02-	02			Current Zoning: PUD
Subject Area: 20.2 acres	Number of Units: 50Gross Density: 2.5 DU/acres			
Sewer Service Provider: Palmetto Utilities Water Service Provider: C		Provider: City of Columbia		

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Hardscrabble Rd
Functional Classification Of This Roadway	Two lane undivided collector
Level-Of-Service <u>C</u> Design Capacity $(V/C = 1.00)$	8600
Estimated Traffic Generated By The Proposed Proje	ct 475
Current Volume At The Nearest Count Station # 4 Located @ just north of Lee Road	11,300
Estimated Traffic Count With the Proposed Project	11,775
Volume-To-Capacity Ratio With The Proposed Pro	ect 1.37

Notes:

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

- The <u>estimated project traffic</u> is determined by applying the traffic generation rate presented on pages 9 of the <u>Addendum To The Long Range Major Street Plan for Richland County</u>, adopted by the County in October 1993.
- The <u>current traffic counts</u> were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The Department estimates that upon build out of the subdivisions already approved in the area, there will be in excess of 21,000 trips on this portion of Hardscrabble Road. The V/C ratio, without the subject project, will exceed 2.26, or far above the LOS F level.

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

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	10
Middle School @ 0.13 students per single family DU	7
High School @ 0.12 Students per single family DU	6

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

Existing Site Conditions

The site is undeveloped woodlands that slope down to a wetland area along the north side of the site. It is adjacent to existing residential development.

Compatibility with the Surrounding Area

The project is a single family detached residential subdivision that is compatible with the adjacent single-family subdivisions. The project is consistent with the <u>PUD Conceptual Plan</u> for the Rice Creek Farms PUD.

Discussion of Applicable Comprehensive Plan Issues

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

The subject site is designated as Medium Density Residential in the Developing Urban Area of the <u>Northeast Subarea Plan Proposed Land Use Map</u>. The proposed project is not consistent with this land use designation because the subject project is a 2.5 DU/acre project in an area designated for a minimum of 5.0 DU/acre.

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

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

The Rice Creek Farms PUD includes a variety of housing types. The single-family portion of the PUD has a range 3.0 to 5.0 per acre. The proposed project implements this Objective.

<u> Principle –</u>

The subject project is a portion of the Rice Creek Farms. This project implements this Principle.

Other Pertinent Factors

- 1) As of July 15, 2005, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of July 15, 2005, approval of the flood issues and wetlands issues had not been received.
- 3) As of July 15, 2005, the City of Columbia had not approved the water line construction plans.
- 4) As of July 15, 2005, DHEC had not issued a sewer line construction permit.
- 5) As of July 15, 2005, DHEC had not issued a water line construction permit.
- 6) The proposed subdivision plans are substantially in compliance with the Sketch Plan comments

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 50 unit single family detached subdivision, known as Hawthorn Ridge, Phase 1 (Project # SD-05-36). The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:

Findings of Fact

- 1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Hardscrabble Road operating below a LOS C capacity. Upon buildout of the subject subdivision, the commercial project across from Ridgeview High School and the subdivisions approved to date, the Department estimates at SCDOT count station # 437 there will be more than 32,000 daily vehicle trips on a road designed for 8600 trips.
- 2. The proposed subdivision is compatible with existing development in the area.
- 3. The project **is not consistent** with the <u>Northeast Subarea Plan Map</u> land use designation.
- 4. The proposed project implements the relevant Objectives and Recommendations of the Northeast Subarea Plan.

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans; and
- b) The Floodplain Mgmt. Specialist must approve the flood elevation statement; and
- c) The Department must receive a copy of the USCOE wetlands encroachment letter; and
- d) A Controlled Clearing Certificate letter must be issued by the Department prior to starting any site clearing activity. Contact Sean Busbee @ 576-2171 for details; and
- e) The bonded and/or final plats must include signed the tree certification statements. Contact Sean Busbee @ 576-2171 for more information; **and**
- f) The plat must establish the setbacks, either graphically or by notation, for each lot; and
- g) The E-911 Coordinator must certify the street names have been approved by the Planning Commission prior to assigning street addresses for building permits; **and**
- h) The City of Columbia must approve the water line construction plans; and
- i) DHEC must issue the sewer line construction permits; and
- j) DHEC must issue the water line construction permits; and
- k) No building permits shall be issued until all of the conditions cited above are met; and
- 1) The Department must receive a phasing plan prior to issuance of building permits; and
- m) Plats shall only be recorded by the complete phases identified in the preliminary plan; and
- n) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- o) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water line <u>easement documents</u>; **and**
- p) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- q) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, by phase; **and**
- r) A Final Plat can not be approved by the Department until (1) the City of Columbia approves the water <u>easement deeds</u> **AND** (2) the County accepts the roads for maintenance.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

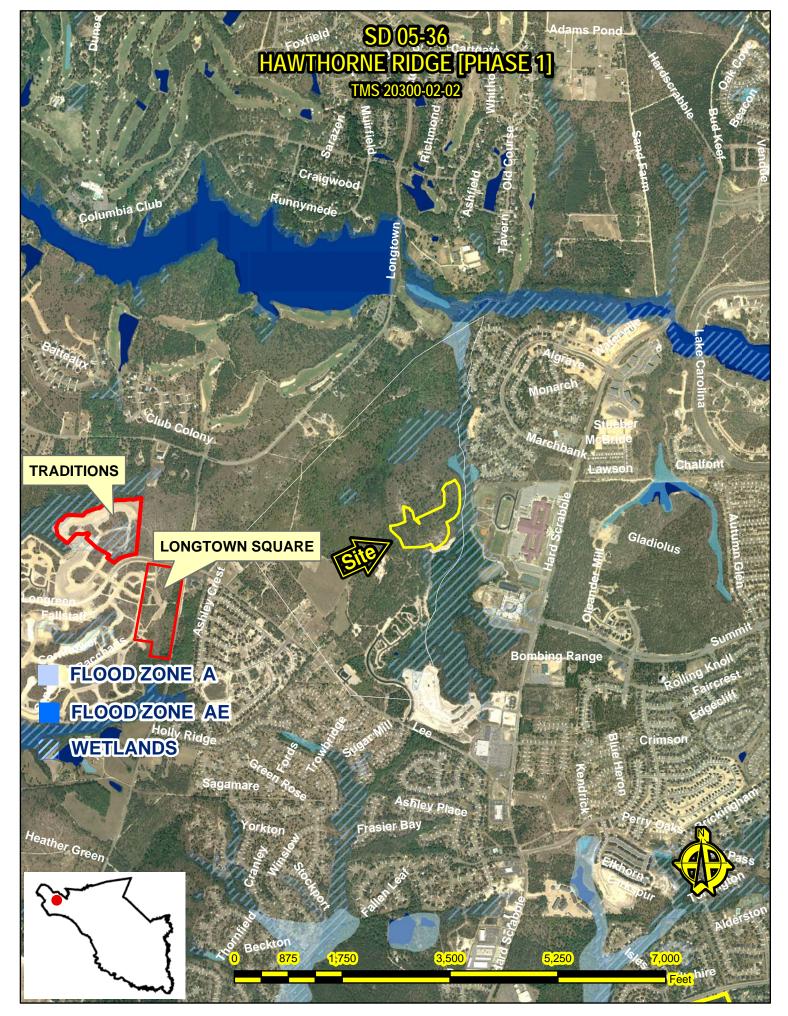
Pursuant to Article IV of the Planning Commission <u>Rules of Procedure</u>, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request

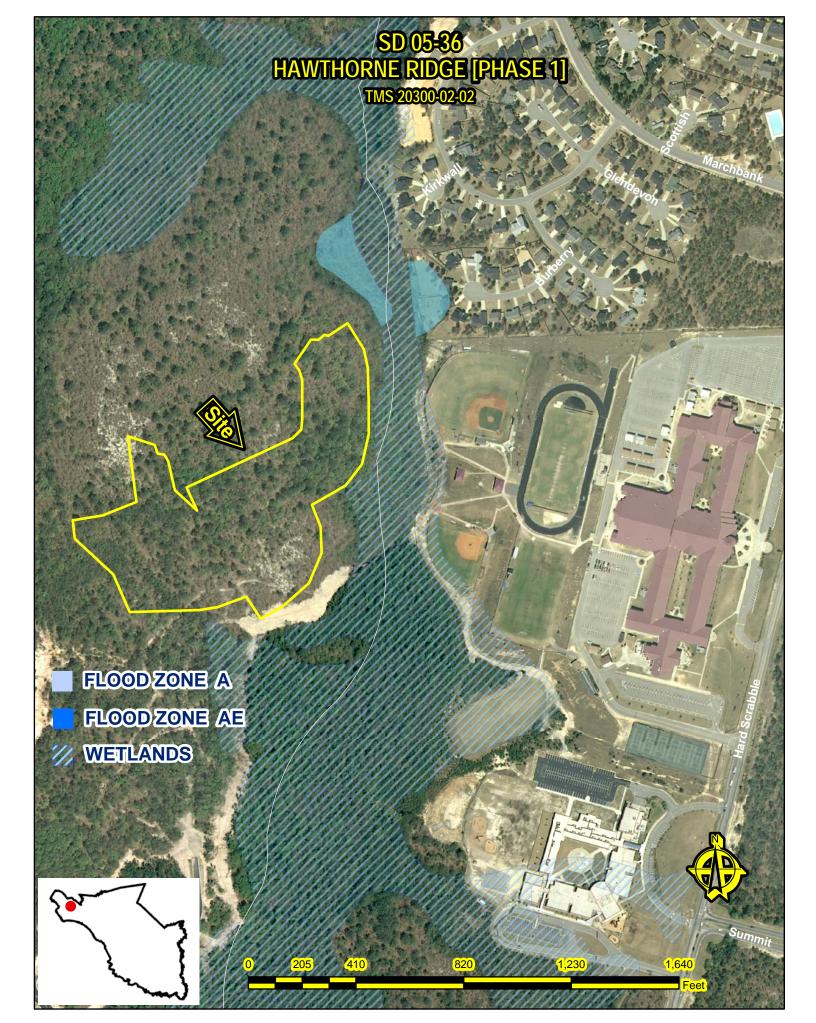
reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days of the Commission's action **and** the Commission finds that:

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

Appeal

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



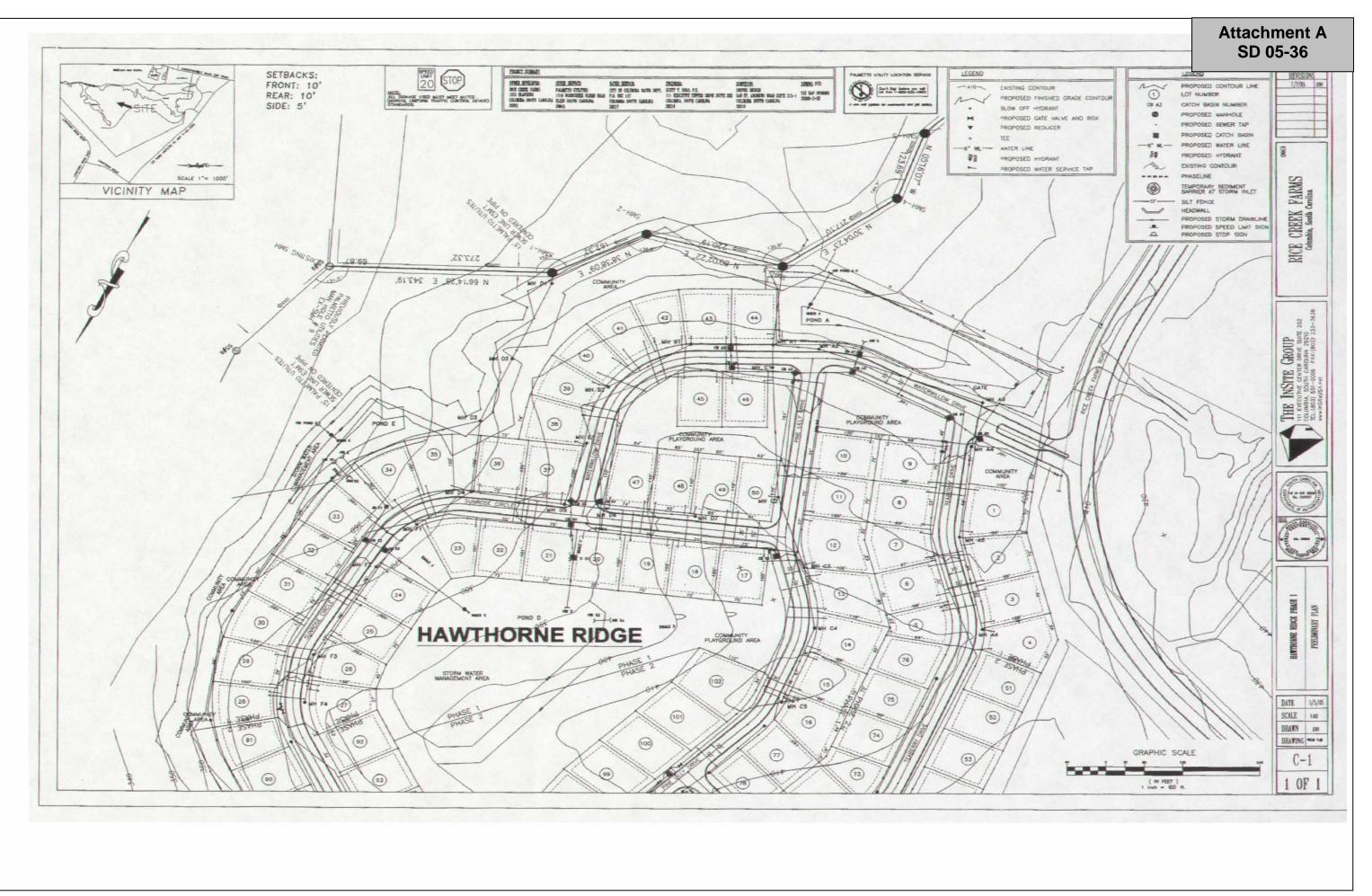


SD-05-36 HAWTHORNE RIDGE



Looking @ Site from Sassafras Sprgs 2

Looking @ Saasafras Sprgs 2 from site



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

August 1, 2005

Applicant: Baxter Surveying C	Co. Min	Minor Subdivision Plans For: Heirs of Arthur Nazery	
RC Project #: SD-05-356			
General Location: Nazery Cir	rcle near the Hopki	ele near the Hopkins Middle School	
Tax Map Number: 24300-01-08		Current Zoning: RU	
Subject Area: 8.7 acres	Number of Units: 6 Gross Der		s Density: 0.7 DU/acres
Sewer Service Provider: Sept	wer Service Provider: Septic Tank Water Service Provider: Private W		Provider: Private Well

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	ML King via Nazery Circle	
Functional Classification Of This Roadway	Two Lane Undivided Collector	
Level-Of-Service <u>C</u> Design Capacity $(V/C = 1.00)$) 8600	
Estimated Traffic Generated By The Proposed Proje	oct 57	
Current Volume At The Nearest Count Station # Located @ near the site	409 900	
Estimated Traffic Count With the Proposed Project	957	
Volume-To-Capacity Ratio With The Proposed Pro	ject 0.11	

Notes:

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

- The <u>estimated project traffic</u> is determined by applying the traffic generation rate presented on pages 9 of the <u>Addendum To The Long Range Major Street Plan for Richland County</u>, adopted by the County in October 1993.
- The <u>current traffic counts</u> were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The proposed subdivision will have an insignificant effect on the traffic flow of ML King Blvd.

<u>Fire Service Impacts</u>

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

School Impacts

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

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

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

Existing Site Conditions

The site is flat with some new growth pine trees. A power line traverses the site.

Compatibility with the Surrounding Area

There are several single family detached residences on the adjacent parcels. The proposed project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

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

The subject site is designated as Rural in the Rural and Opens Space District of the <u>Lower</u> <u>Richland Subarea Plan Proposed Land Use Map</u>. The proposed project is consistent with this land use designation.

In addition to reviewing proposed project for consistency with the appropriate <u>Subarea Proposed</u> <u>Land Use Map</u>, it is the Department's position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations/Principles of the <u>Comprehensive Plan</u>. The <u>Lower Richland Subarea Plan</u>, adopted in January 1992, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, on pages 33 and 43 respectively, are discussed below: <u>Objective – Promote the development of affordable, quality housing for all segments of he</u> resident population

The proposed project will create additional housing opportunities for residents of the Lower Richland area. The proposed project implements this Objective.

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

Since the subject project has a density of 0.7 DU/acre, this project implements this Principle.

Other Pertinent Factors

None

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the minor subdivision plans for a 6 unit single family detached subdivision, known as Nazery Minor S/D (Project # SD-05-356). The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:

Findings of Fact

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

Specific Conditions

- a) The Public Works Dept must approve the stormwater management plans; and
- b) The plat must establish the setbacks, either graphically or by notation, for each lot; and
- c) A Building Permit cannot be issued until the Department receives a copy of the <u>recorded</u> Final Plat; **and**
- d) Street addresses must be issued by Betty Etheredge @ 576-2161, prior to building permits being issued.

SECTION III - COMMISSION RECONSIDERATION & APPEAL

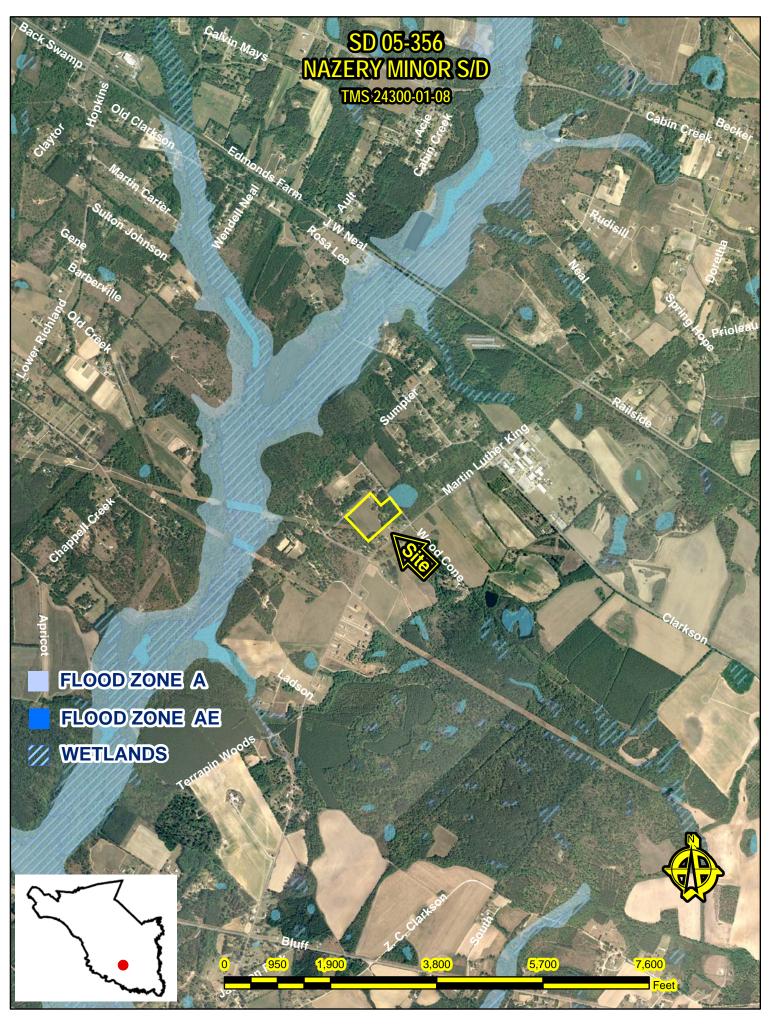
Reconsideration

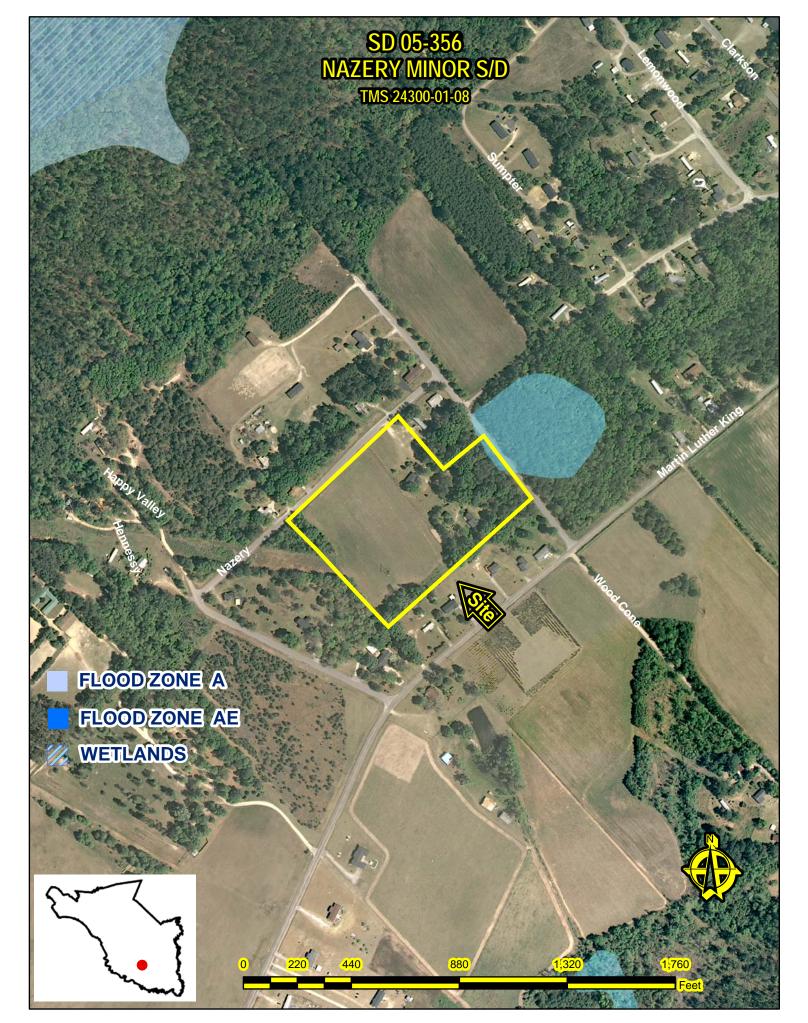
Pursuant to Article IV of the Planning Commission <u>Rules of Procedure</u>, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within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

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

Appeal

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



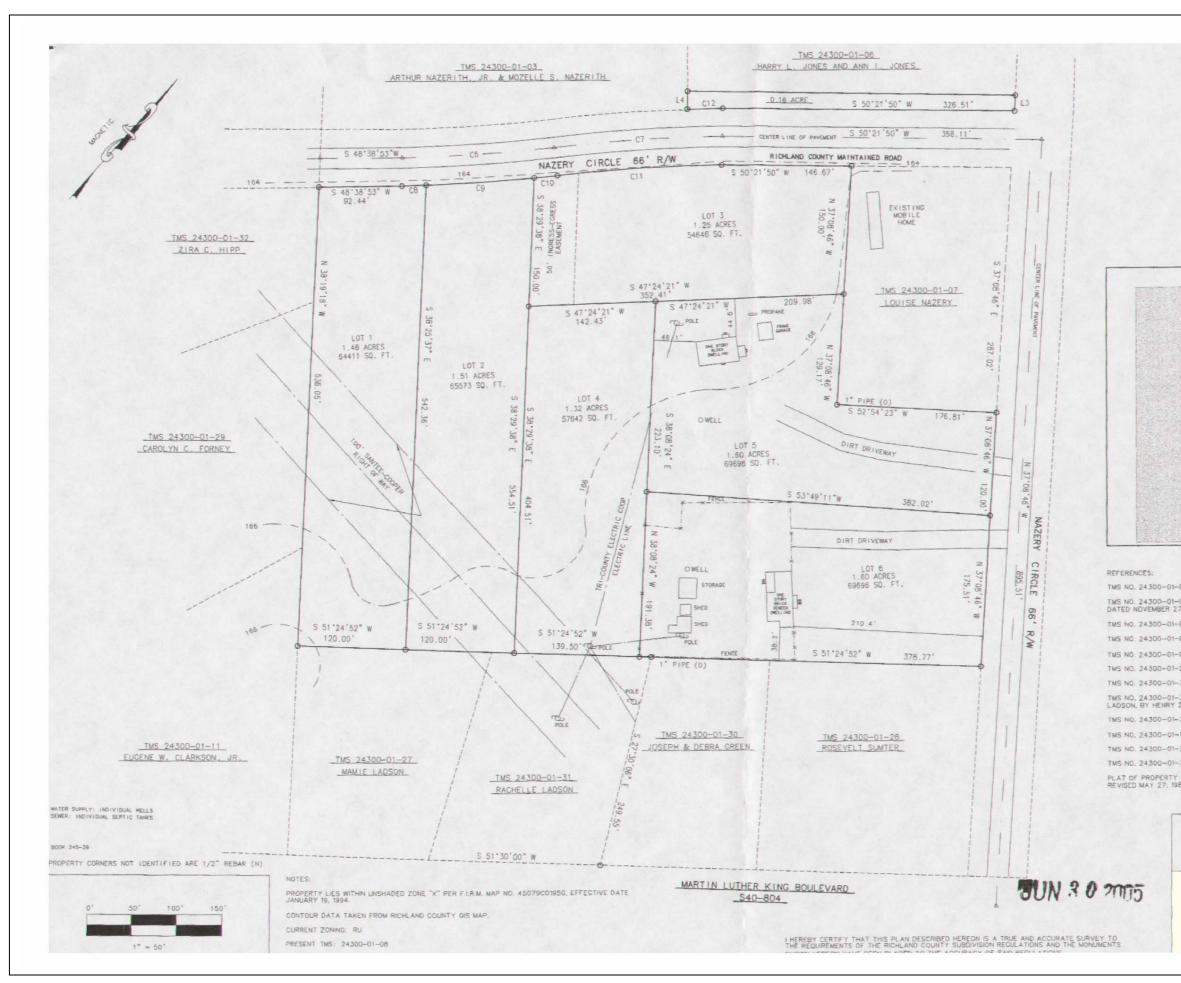


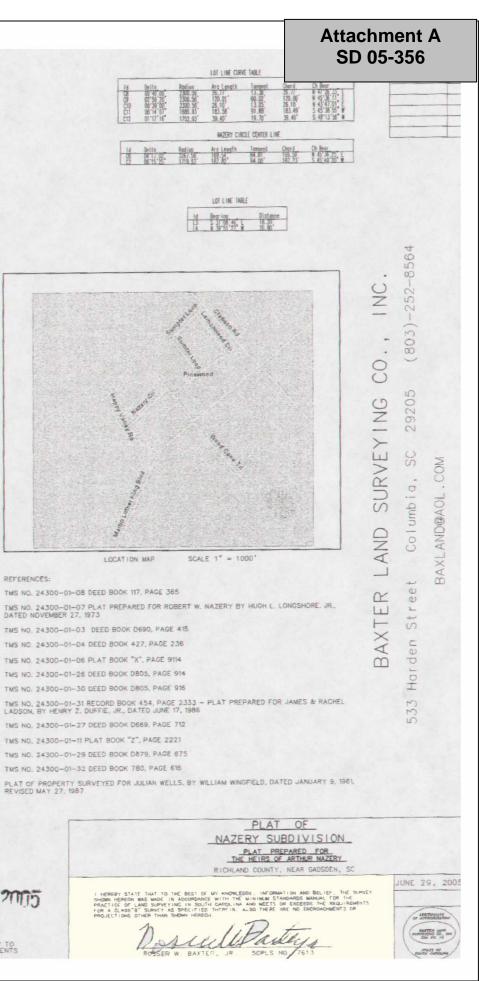
SD-05-356 NAZERY S/D



Looking @ site

Looking down Nazery Circle from site





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

August 1, 2005

Applicant: Gene Todd	Pre	Preliminary Subdivision Plans For: Heritage Forest		
RC Project #: SD-05-357				orest
General Location: Longtown	wn Plantati	ion Ro	1	
Tax Map Number: 17600-02-06 (p)				Current Zoning: RS-LD
Subject Area: 46 acres	cres Number of Units: 70 Gro		Gro	ss Density: 1.5 DU/acres
Sewer Service Provider: City of Columbia		Water Se	rvice	Provider: City of Columbia

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Longtown Rd
Functional Classification Of This Roadway	Two lane undivided collector
Level-Of-Service <u>C</u> Design Capacity $(V/C = 1.00)$	8600
Estimated Traffic Generated By The Proposed Project	t 665
Current Volume At The Nearest Count Station #7 Located @ south of Lee Road	11 5200
Estimated Traffic Count With the Proposed Project	5865
Volume-To-Capacity Ratio With The Proposed Proj	ect 0.68

Notes:

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

- The <u>estimated project traffic</u> is determined by applying the traffic generation rate presented on pages 9 of the <u>Addendum To The Long Range Major Street Plan for Richland County</u>, adopted by the County in October 1993.
- The <u>current traffic counts</u> were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The proposed project, by itself, will not result in the LOS C being exceeded at SCDOT count station 711. However, the table below shows Longtown Road will be operating far above LOS F levels upon buildout of **only** the approved **residential** projects in the area.

Project Name	Number of Units (1)	Estimated Traffic (2)
Ivy Square, Ph. 1	115	1093
Rivendale	83	789
Falls Mill, Phase 1	74	703
Vineyard Crossings	94	893
Mason Ridge, Ph. 1	42	399
Thomaston	29	276
Traditions, Ph. 1	43	409
Traditions, Ph. 2	62	590
Longtown Place	72	684
Ashley Ridge, Phase 2	102	969
Heather Green, Phase 1	103	979
Deer Creek, Phase 1	89	846
Heritage Forest	70	665
Brookhaven, Phase 1	103	969
Brookhaven, Phase 2	80	760
Brookhaven, Phase 3	104	988
Brookhaven, Phase 4	76	722
Brookhaven, Phase 5	75	713
Brookhaven, Phase 7	61	580
Total Upon Project Completion	1,477	14,027

Projected Traffic	On Longtown	Dd Botwoon I or	ngtown Wost Pd	and Clamson Rd
I I UJECIEU I I allic	On Longiown	Ku Detween Loi	ngiuwn wesi Nu	and Ciemson Ku

Notes:

- a) Planning Commission approved projects with the principal access on Longtown Road
- b) Based on 9.5 trips per day per single family detached dwelling units
- c) SCDOT Count Station 711 (just south of Lee Rd) 2004 count = 5200 ADTs

<u>Fire Service Impacts</u>

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	14
Middle School @ 0.13 students per single family DU	9
High School @ 0.12 Students per single family DU	8

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

Existing Site Conditions

The site is heavily wooded with mature pine trees and hardwoods. A floodway and wetlands traverse the site from the northeast to the southwest.

Compatibility with the Surrounding Area

The Crescent Lake subdivision is adjacent to the proposed project across Longtown West Rd. The Deer Creek S/D is adjacent to the subject site on the south. Longtown Plantation Road is part of the West Lakes development. The project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

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

The subject site is designated as Medium Density Residential in the Developing Urban Area of the <u>I-77 Corridor Subarea Plan Proposed Land Use Map</u>. The proposed project is not consistent with this land use designation because it has a density of 1.5 DU/acre in an area designated for a <u>minimum</u> density of 5.0 DU/acre.

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

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

Most of the lots in the subject project are a $\frac{1}{2}$ acre or greater in area. The proposed project implements this Objective.

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

The proposed project has a density of 1.5 DU/acre. This project implements this Principle.

Other Pertinent Factors

- 1) As of July 15, 2005, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of July 15, 2005, approval of the flood elevation statement and the wetlands encroachment permit had not been received.
- 3) As of July 15, 2005, the County Fire Marshal had not provided comments.
- 4) As of July 15, 2005, the City of Columbia had not approved the water and sewer line construction plans.
- 5) As of July 15, 2005, DHEC had not issued a sewer line construction permit.
- 6) As of July 15, 2005, DHEC had not issued a water line construction permit.
- 7) The proposed subdivision plans are substantially in compliance with the Sketch Plan comments

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 70 unit single family detached subdivision, known as Heritage Forest (Project # SD-05-357). The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:

Findings of Fact

- 1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Longtown Road operating below a LOS C capacity.
- 2. The proposed subdivision is compatible with existing development in the area.
- 3. The proposed project is not consistent with the <u>I-77 Corridor Subarea Plan Map</u> land use designation.
- 4. The proposed project implements the relevant Objectives and Recommendations of the <u>I-77</u> <u>Corridor Subarea Plan</u>.
- 5. The proposed subdivision plans are substantially in compliance with the Sketch Plan comments.

Specific Conditions

- d) The Department of Public Works must approve the stormwater management plans; and
- e) The Floodplain Mgmt. Specialist must approve the flood elevation statement; and
- f) The Department must receive a copy of the USCOE wetlands encroachment letter; and
- g) A Controlled Clearing Certificate letter must be issued by the Department prior to starting any site clearing activity. Contact Sean Busbee @ 576-2171 for details; and
- h) The bonded and/or final plats must include signed the tree certification statements. Contact Sean Busbee @ 576-2171 for more information; **and**

- i) The City of Columbia must approve the water and sewer line construction plans; and
- j) DHEC must issue the sewer line construction permits; and
- k) DHEC must issue the water line construction permits; and
- 1) No building permits shall be issued until all of the conditions cited above are met; and
- m) The Department must receive a phasing plan prior to issuance of building permits; and
- n) Plats shall only be recorded by the complete phases identified in the preliminary plan; and
- o) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- p) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water and sewer line <u>easement documents</u>; **and**
- q) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; and
- r) The developer shall install a fence, wall, landscape berm, or combination thereof, to prohibit direct access to Longtown Road from lots 22, 33 & 5; and
- s) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- t) A Final Plat can not be approved by the Department until (1) the City of Columbia approves the water and sewer line <u>easement deeds</u> AND (2) the County accepts the roads for maintenance; and
- u) The developer shall pay the costs associated with construction of any acceleration or deceleration lanes or turn lanes that may be required by the SCDOT.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

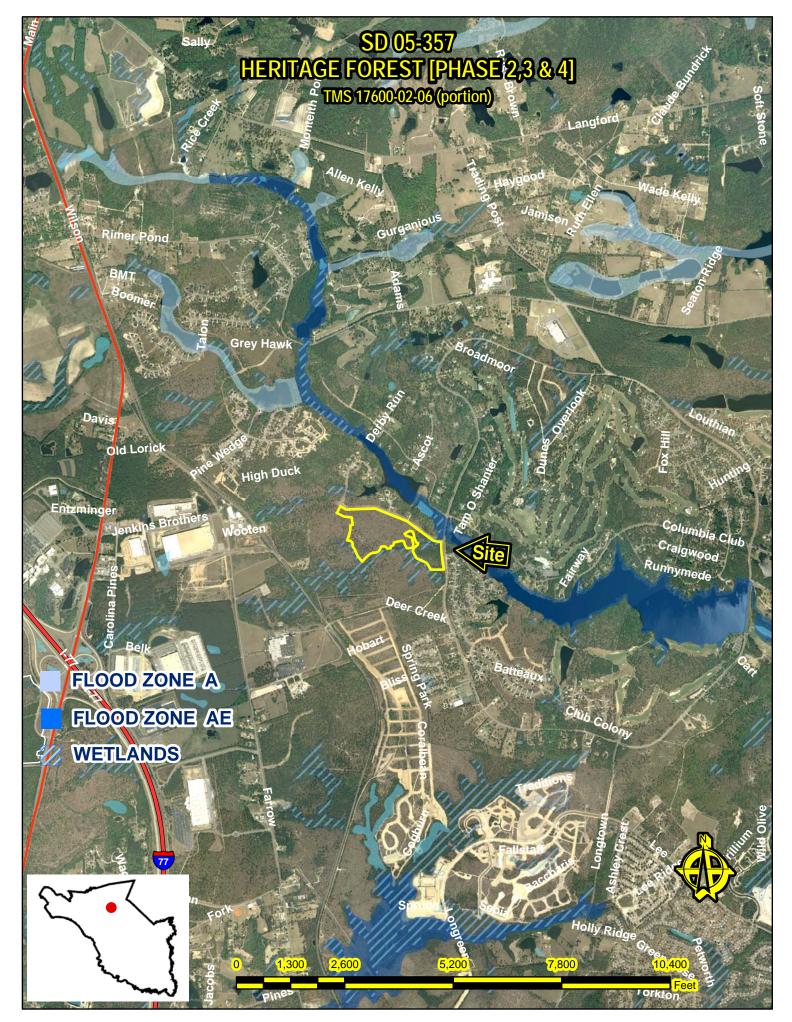
Reconsideration

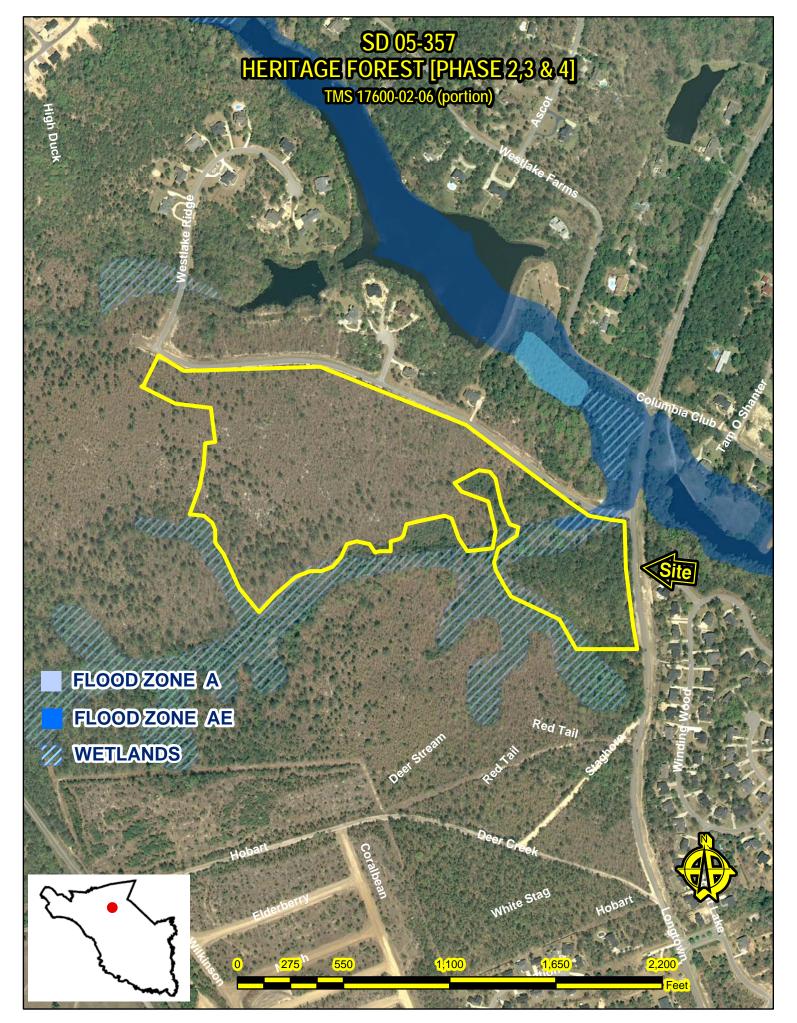
Pursuant to Article IV of the Planning Commission <u>Rules of Procedure</u>, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within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

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

<u>Appeal</u>

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

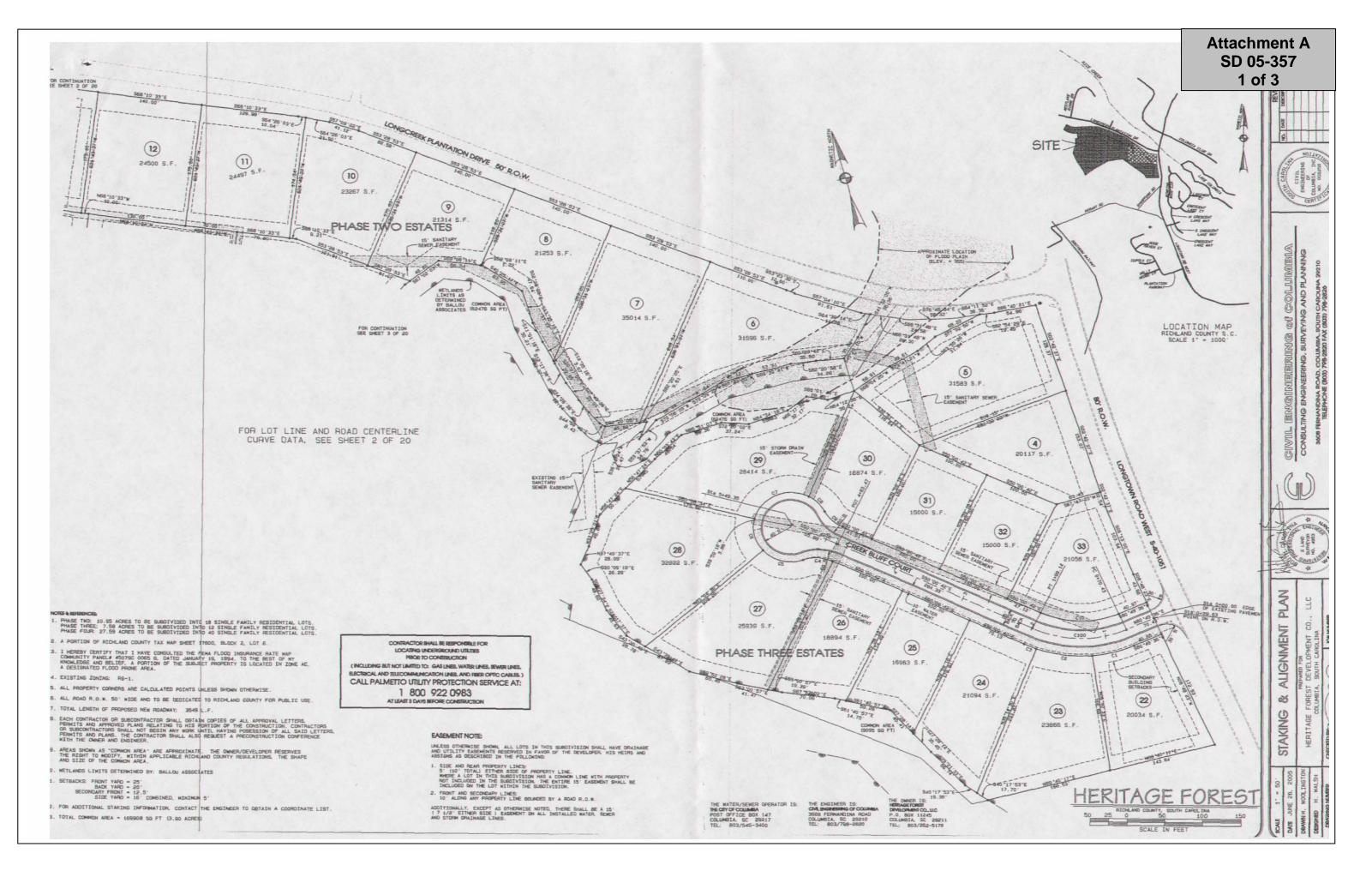


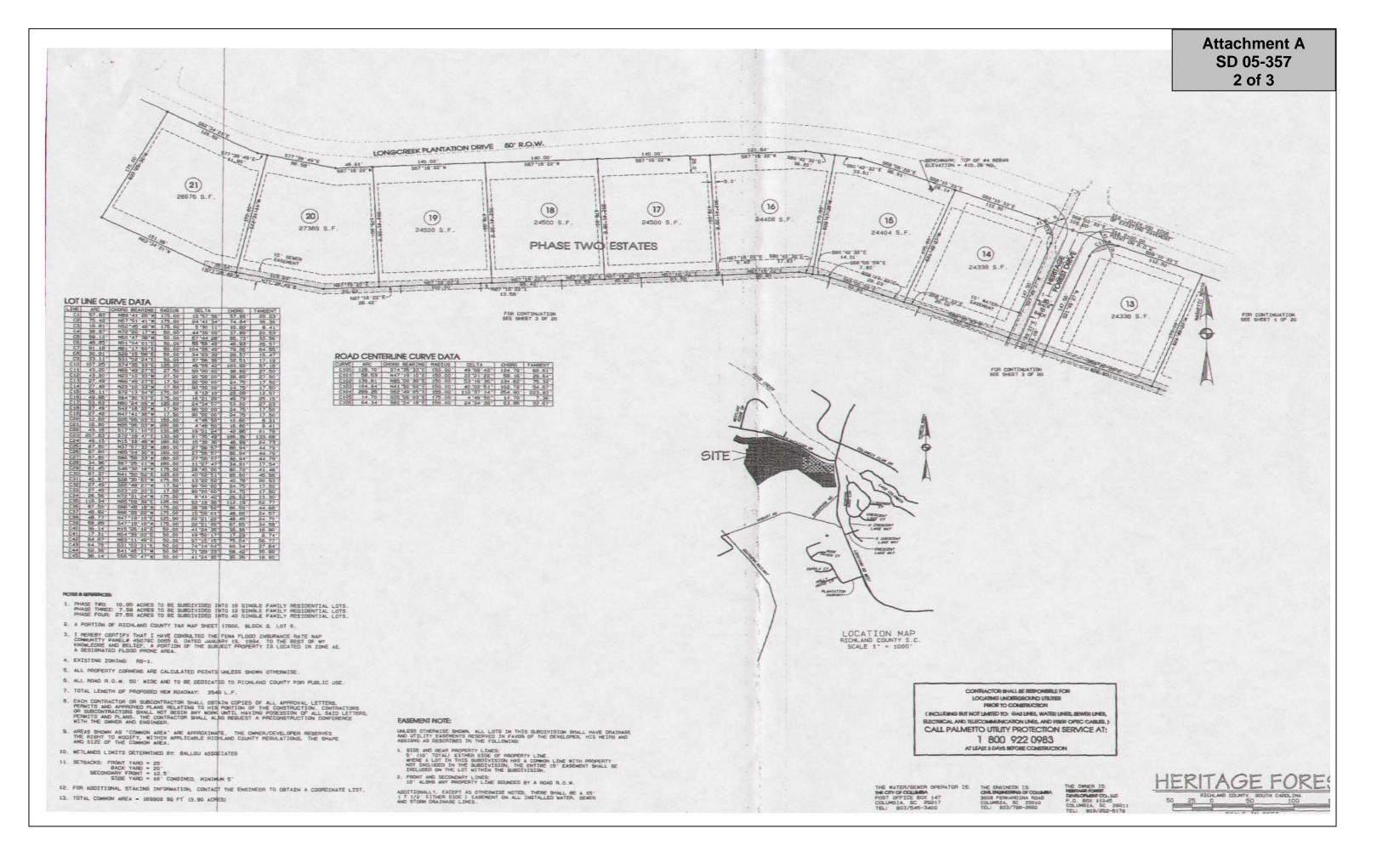


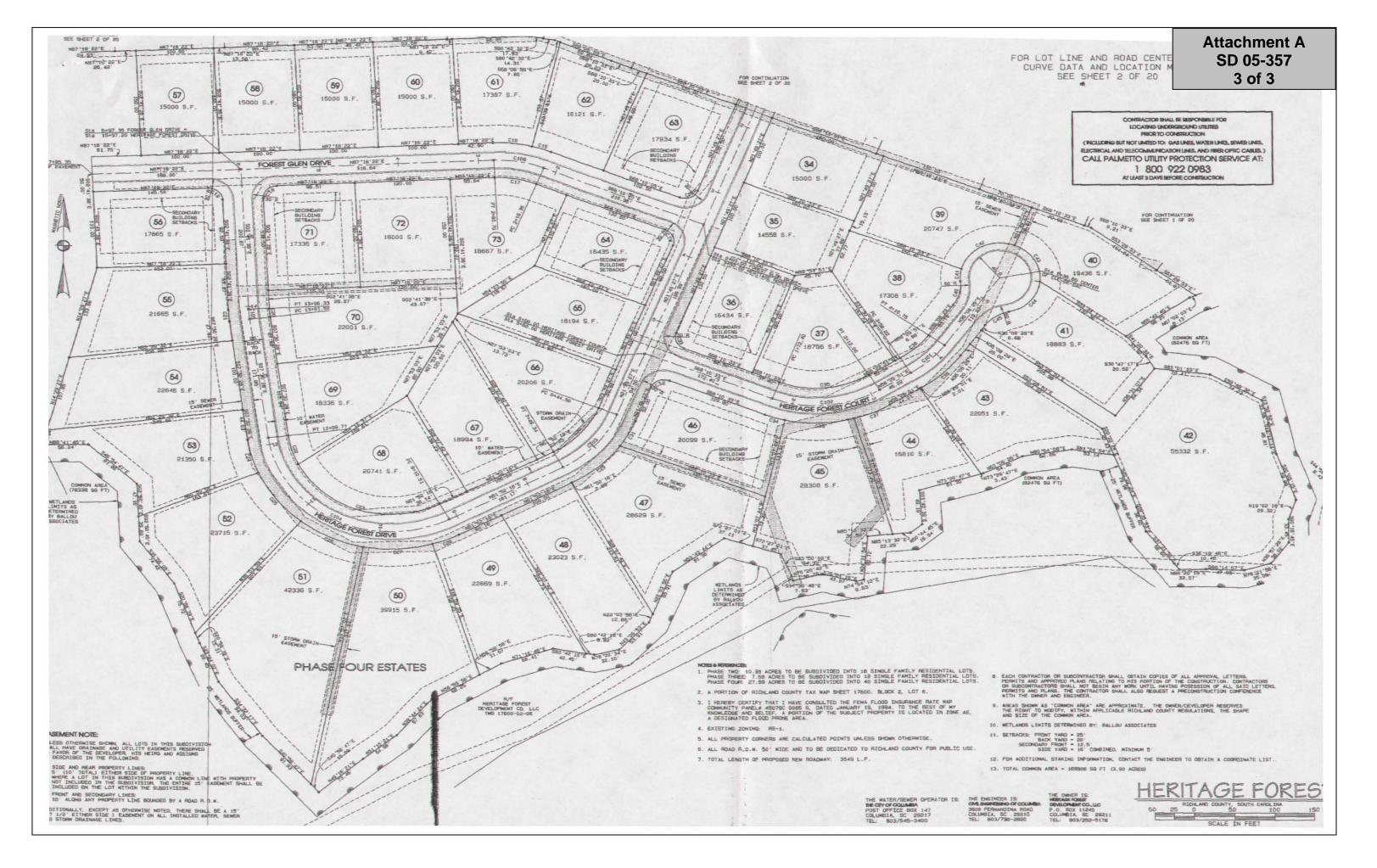
SD-05-357 HERITAGE FOREST



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PLANNING AND DEVELOPMENT SERVICES DEPARTMENT DEVELOPMENT SERVICES DIVISION

MEMO

TO:	Planning Commission Members; Interested Parties
FROM:	Carl D. Gosline, AICP Subdivision Administrator
DATE:	July 22, 2005
RE:	Smith Lake, Phase 6 – Heyward Brockington Rd – SD-05-358

BACKGROUND:

The Smith Lake subdivision has been underway for several years. Phases 1 through 5 were approved sometime prior to the year 2000. All the infrastructure is in place and has been accepted for maintenance.

The site is zoned RU and has City of Columbia water service and septic tanks. All of the lots are in excess of 1 acre in area. The site has some changes in elevation throughout and Smith Lake is located in the center of the project.

The Department's review of the National Wetlands Inventory information indicates that no wetlands are present on the site. Since the site is zoned RU, no Controlled Clearing Certificate letter is required from the Department.

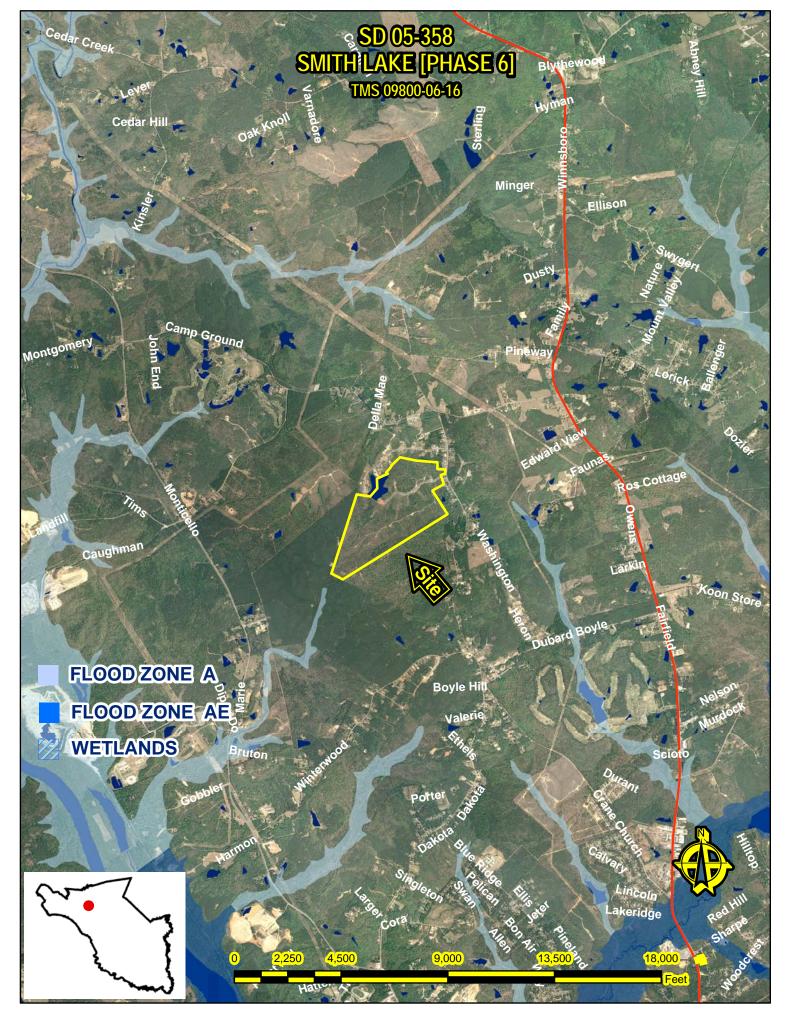
The roads in Phase 6 have been constructed and are ready for final inspection. The City water lines have also been constructed.

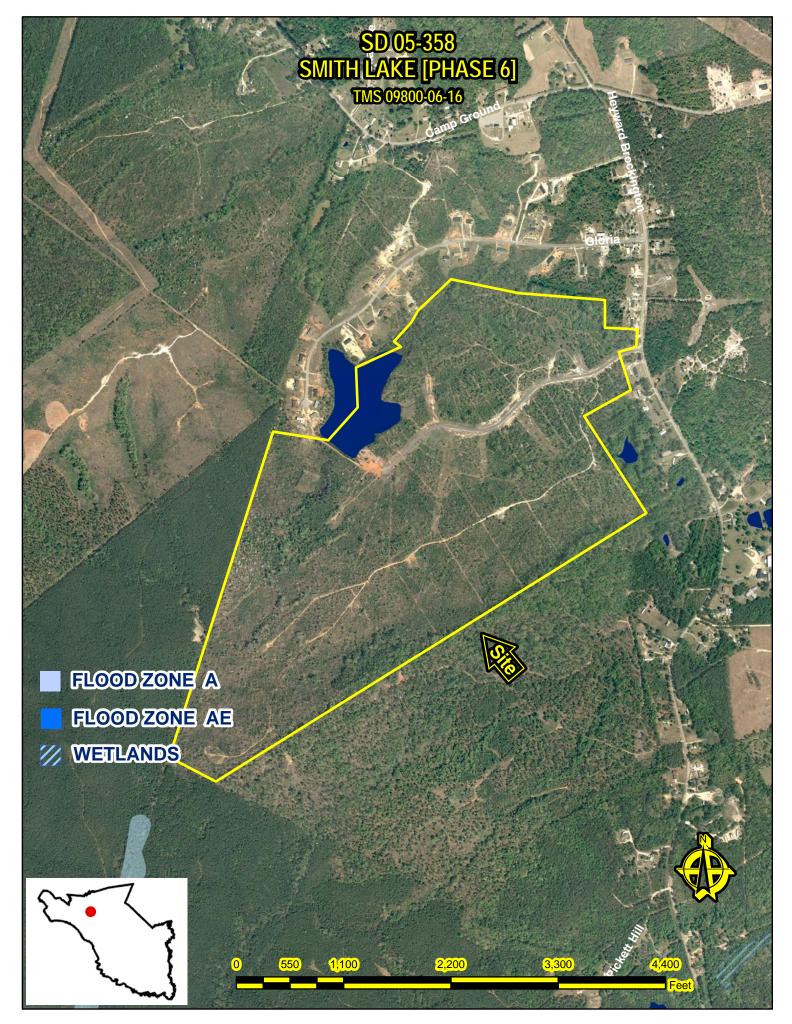
The applicant presented a final plat for review by the Department. Upon review, the Department determined that Phase 6 had never received Planning Commission approval of the preliminary plans as required by the regulations in place at the time. The Department scheduled Commission consideration of the subject project in order to clarify the record. The proposed Final Plat is attached for your information.

RECOMMENDATION:

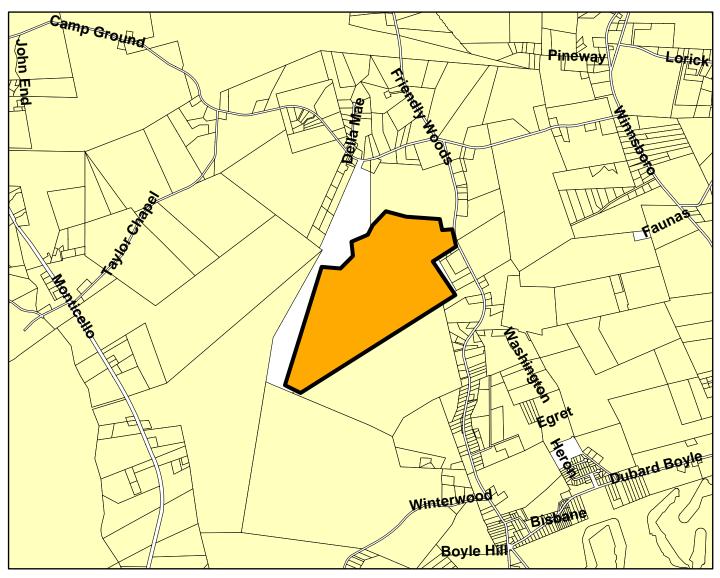
The Department recommends approval of the Final Plat for Smith Lake, Phase 6, subject to the following conditions:

- 1. City of Columbia acceptance of maintenance of the water lines; and
- 2. The Department of Public Works acceptance of maintenance of the roads; and
- 3. The Flood Hazard Coordinator approval of the flood elevation statement on Smith Lake, if necessary.





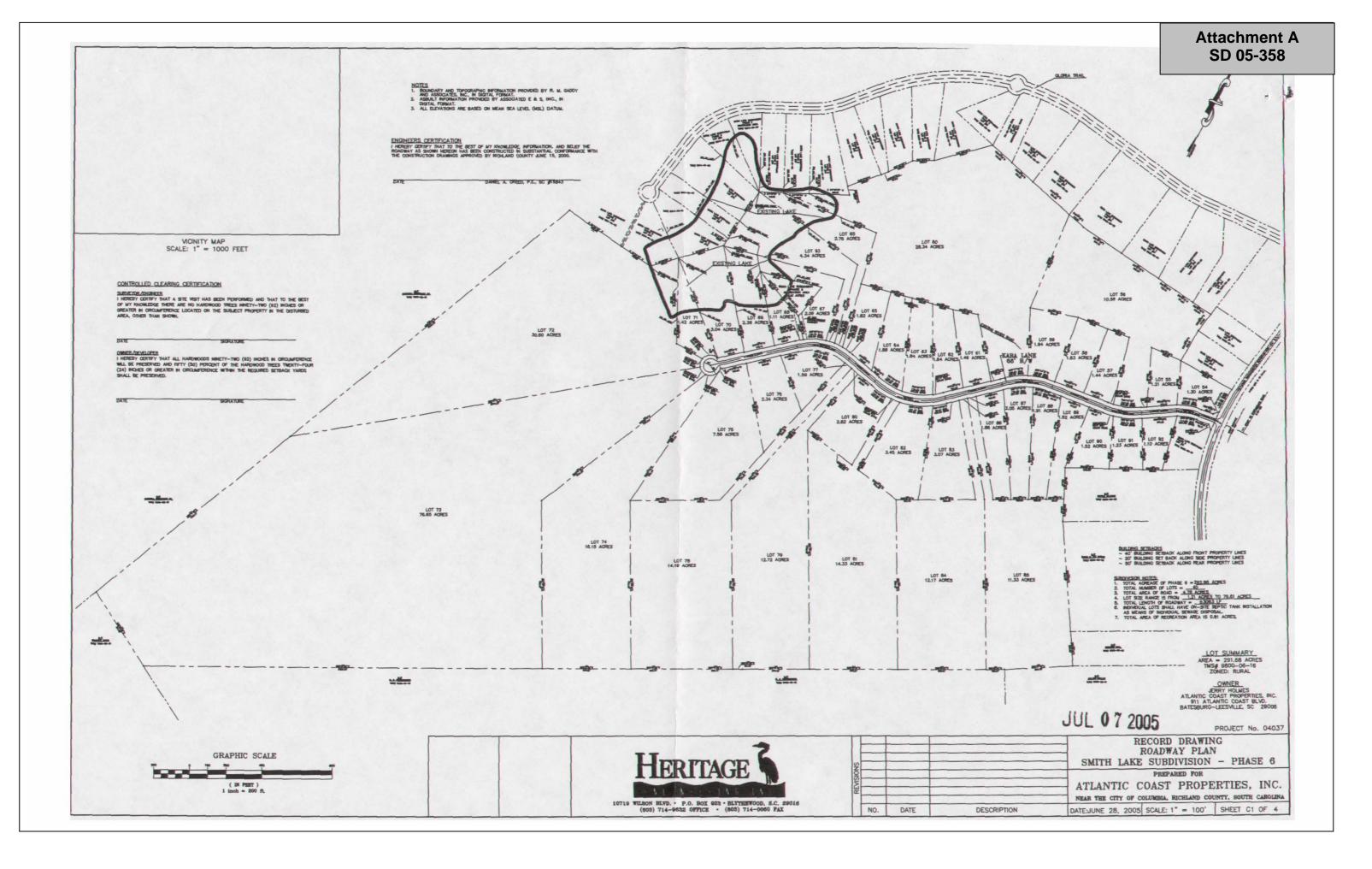
SD-05-358 SMITH LAKE [PHASE 6]





Looking @ site from Smith Lake

Looking west along Kara Lane



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

August 1, 2005

Applicant: Mungo Co.	Pr	•		vision Plans For:
RC Project #: SD-05-359		Brookhaven, Ph. 7		, Pn. /
General Location: Wilkerson	Parkway near Sou	thern Railro	ad	
Tax Map Number: 17500-03-	02 (p)			Current Zoning: PUD
Subject Area: 15.1 acres	Number of Unit	s: 61	Gro	ss Density: 4.0 DU/acres
Sewer Service Provider: City	of Columbia	Water Se	rvice	Provider: City of Columbia

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Longtown Road
Functional Classification Of This Roadway	Two lane undivided collector
Level-Of-Service <u>C</u> Design Capacity $(V/C = 1.00)$	8600
Estimated Traffic Generated By The Proposed Proje	ct 580
Current Volume At The Nearest Count Station # Located @ Lee Road	5200
Estimated Traffic Count With the Proposed Project	
Volume-To-Capacity Ratio With The Proposed Pro	ect 0.67

Notes:

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

- The <u>estimated project traffic</u> is determined by applying the traffic generation rate presented on pages 9 of the <u>Addendum To The Long Range Major Street Plan for Richland County</u>, adopted by the County in October 1993.
- The <u>current traffic counts</u> were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The proposed project, by itself, will not result in the LOS C being exceeded at SCDOT count station 711. However, the table below shows Longtown Road will be operating far above LOS F levels upon buildout of **only** the approved **residential** projects in the area.

Project Name	Number of Units (1)	Estimated Traffic (2)
Ivy Square, Ph. 1	115	1093
Rivendale	83	789
Falls Mill, Phase 1	74	703
Vineyard Crossings	94	893
Mason Ridge, Ph. 1	42	399
Thomaston	29	276
Traditions, Ph. 1	43	409
Traditions, Ph. 2	62	590
Longtown Place	72	684
Ashley Ridge, Phase 2	102	969
Heather Green, Phase 1	103	979
Deer Creek, Phase 1	89	846
Brookhaven, Phase 1	103	969
Brookhaven, Phase 2	80	760
Brookhaven, Phase 3	104	988
Brookhaven, Phase 4	76	722
Brookhaven, Phase 5	75	713
Brookhaven, Phase 7	61	580
Total Upon Project Completion		13,362

Projected Traffic On Longtown Rd Between Longtown West Rd and Clemson Rd

Notes:

a) Planning Commission approved projects with the principal access on Longtown Road

- b) Based on <u>Traffic Generation Manual</u> generation rates or 9.5 trips per day per single family detached dwelling units
- c) SCDOT Count Station 711 (just south of Lee Rd) 2004 count = 5200 ADTs

<u>Fire Service Impacts</u>

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

School Impacts

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

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

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

Existing Site Conditions

The subject site is mostly flat and vegetated with pine trees and scrub oaks.

Compatibility with the Surrounding Area

The site is adjacent to phase 3 on the east; phase 10 on the south; the Southern Railroad on the west and phase 5 on the north. The proposed project is consistent with the PUD Conceptual Plan, Ordinance # 64-02 HR, for project formerly known as the Longtown Tract.

Discussion of Applicable Comprehensive Plan Issues

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

The subject site is designated as Industrial in the Developing Urban Area of the <u>I-77 Corridor</u> <u>Subarea Plan Proposed Land Use Map</u>. The proposed project is not consistent with this designation because it is a residential project located in an area designated for industrial development.

The state law requires projects to be consistent with the provisions of the Comprehensive Plan, including the Map. Even though the County rezoned the entire project to PUD-2, the <u>I-77</u> <u>Corridor Subarea Plan Proposed Land Use Map</u> was not changed to a residential as required by state law.

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

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

The subject project has a density of 4.0 DU/acre. The proposed project implements this Objective.

<u>Principle</u> –Mixed residential densities are appropriate within the Developing Urban Area and should conform to the Proposed land Use Map

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

Other Pertinent Factors

- 1) As of July 15, 2005, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of July 15, 2005, approval of the flood issues and wetlands issues had not been received.
- 3) As of July 15, 2005, the County Fire Marshal had not provided comments.
- 4) As of July 15, 2005, the City of Columbia had not approved the water and sewer line construction plans.
- 5) As of July 15, 2005, DHEC had not issued a sewer line construction permit.
- 6) As of July 15, 2005, DHEC had not issued a water line construction permit.
- 7) The subdivision plans are substantially in compliance with the Sketch Plan comments

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 61 unit single family detached subdivision, known as Brookhaven, Phase 7 (Project # SD-05-359). The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:

Findings of Fact

- 1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Longtown Road operating below a LOS C capacity. However, the Department estimates that upon buildout of the Brookhaven project, Lontown Road will be operating far above LOS F levels.
- 2. The proposed subdivision is compatible with existing development in the area.
- 3. The project is not consistent with the <u>I-77 Corridor Subarea Plan Map</u> land use designation.
- 4. The proposed project implements the relevant Objectives of the <u>I-77 Corridor Subarea Plan</u>.
- 5. The proposed project does not implement the relevant Recommendations of the <u>I-77 Corridor</u> <u>Subarea Plan</u>.
- 6. The proposed subdivision plans are substantially in compliance with the Sketch Plan comments.

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans; and
- b) The Floodplain Mgmt. Specialist must approve the flood elevation statement; and

- c) The bonded and/or final plats must include signed the tree certification statements. Contact Sean Busbee @ 576-2171 for more information; **and**
- d) The City of Columbia must approve the water and sewer line <u>construction plans</u>; **and** DHEC must issue the sewer line construction permits; **and**
- e) DHEC must issue the water line construction permits; and
- f) <u>No building permits shall be issued until all of the conditions cited above are met:</u> and
- g) Plats shall only be recorded by the complete phases identified in the preliminary plan; and
- h) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- i) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water and sewer line <u>easement documents</u>; **and**
- j) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- k) A Certificate of Occupancy shall not be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; and
- 1) A Final Plat can not be approved by the Department until (1) the City of Columbia approves the water and sewer line <u>easement deeds</u> AND (2) the County accepts the roads for maintenance.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

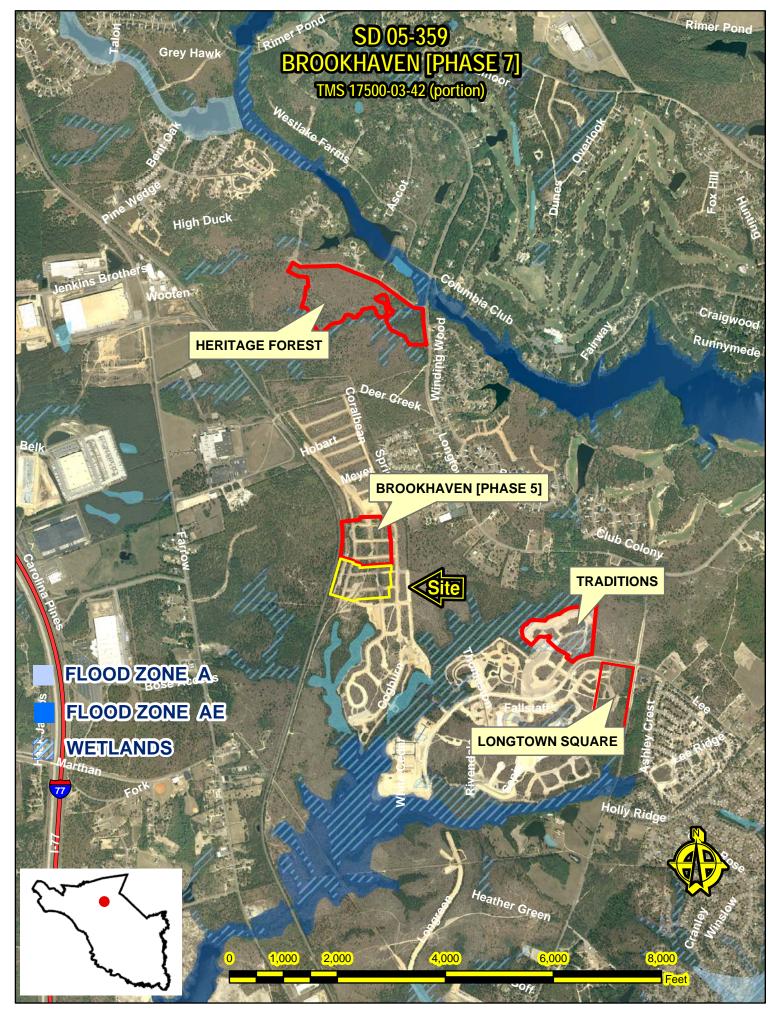
Reconsideration

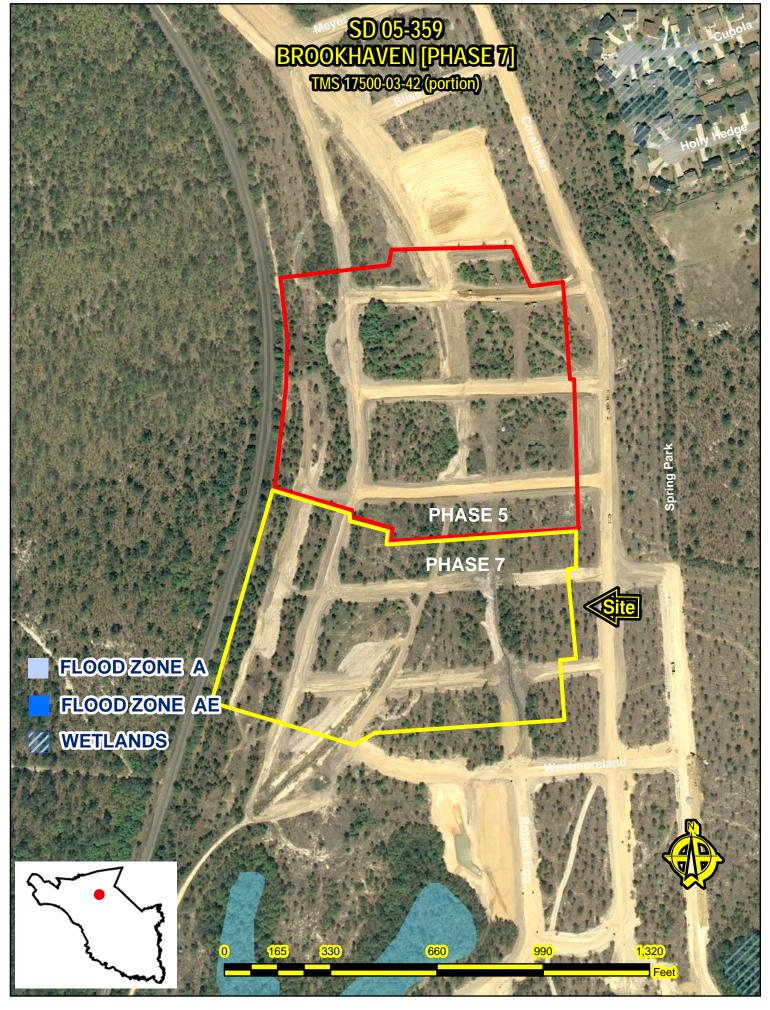
Pursuant to Article IV of the Planning Commission <u>Rules of Procedure</u>, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within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

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

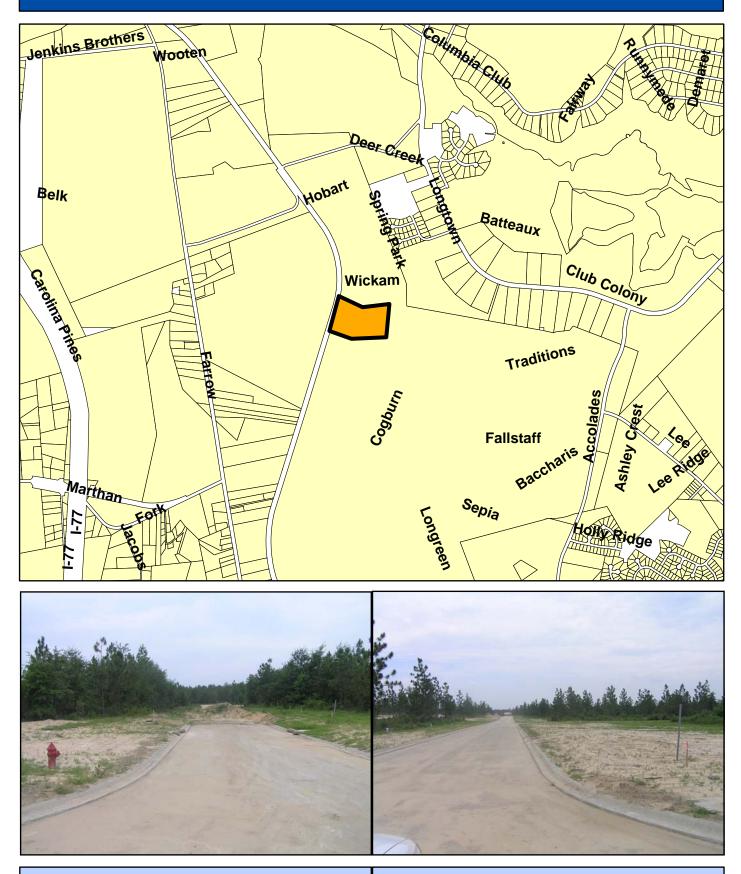
Appeal

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



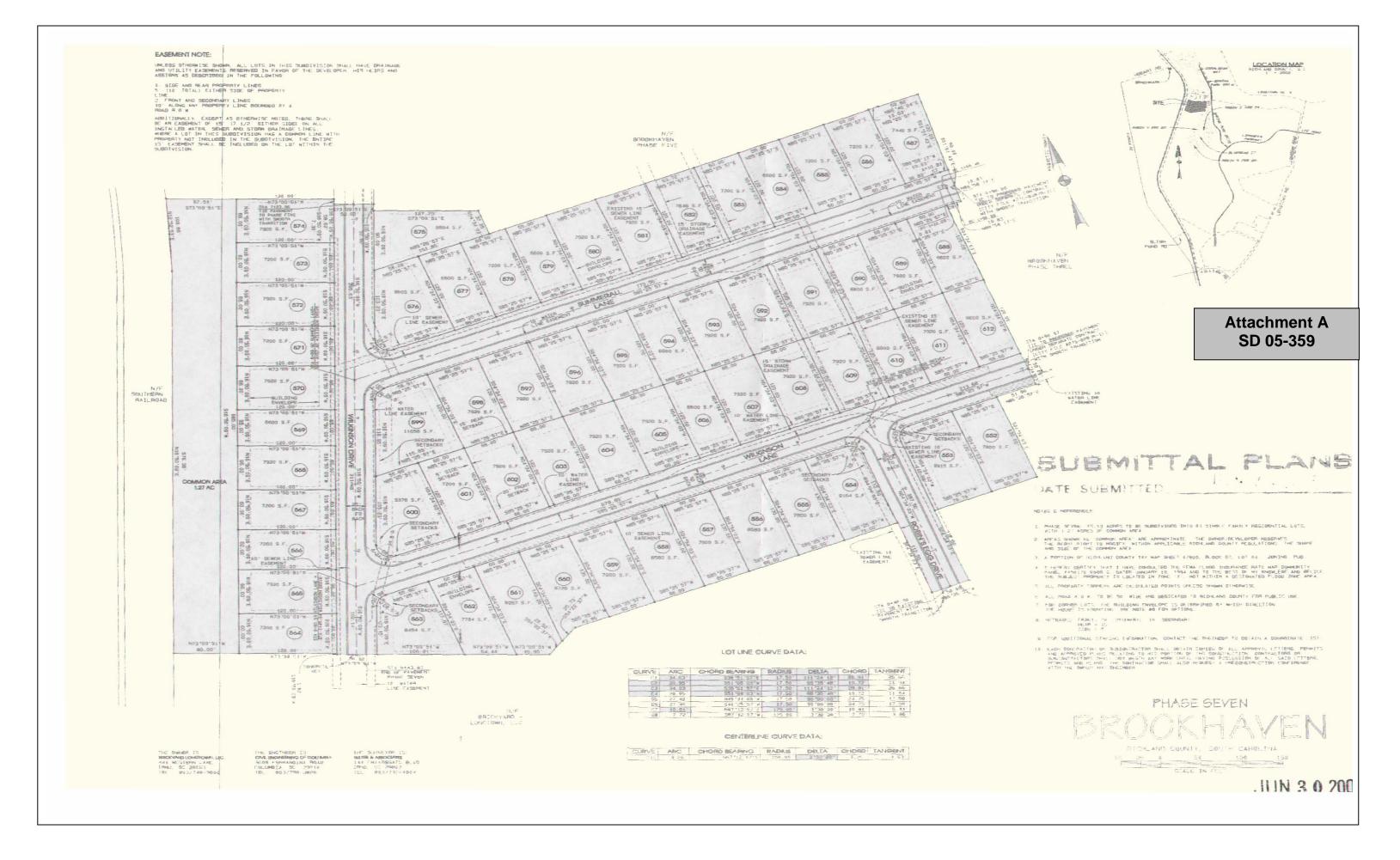


SD-05-359 BROOKHAVEN [PHASE 7]



Looking @ site from Wilkerson Dr

Looking south on Wilkerson Dr



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

August 1, 2005

Applicant: Lake Carolina Dvl	pmt. Pr	Preliminary Subdivision Plans For: Woodleigh Park, Phase 2		
RC Project #: SD-05-361				
General Location: North Cent	ral Portion of Lak	e Carolina		
Tax Map Number: 23200-01-	20			Current Zoning: TND
Subject Area: 13.4 acres	Number of Unit	s: 58	Gro	ss Density: 4.3 DU/acres
Sewer Service Provider: Palm	netto Utilities	Water Se	rvice	Provider: City of Columbia

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Hardscrabble Rd via Lake Carolina Blvd
Functional Classification Of This Roadway	Two lane undivided collector
Level-Of-Service <u>C</u> Design Capacity $(V/C = 1.00)$	8600
Estimated Traffic Generated By The Proposed Proje	ect 551
Current Volume At The Nearest Count Station # Located @ just north of Lee Rd	437 11,300
Estimated Traffic Count With the Proposed Project	11,851
Volume-To-Capacity Ratio With The Proposed Pro	oject 1.38

Notes:

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

- The <u>estimated project traffic</u> is determined by applying the traffic generation rate presented on pages 9 of the <u>Addendum To The Long Range Major Street Plan for Richland County</u>, adopted by the County in October 1993.
- The <u>current traffic counts</u> were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The Department estimates that upon buildout of the subdivisions already approved in the area, there will be in excess of 21,000 trips on this portion of Hardscrabble Road. The V/C ratio, without the subject project, will exceed 2.26, or far above the LOS F level.

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

<u>Fire Service Impacts</u>

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

School Impacts

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

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

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

Existing Site Conditions

The site is sparsely wooded and slopes downward toward the Lake from Lake Carolina Blvd. the site is across from the Kelly Mill Middle School site and soccer complex.

Compatibility with the Surrounding Area

The proposed project is located with one of the Lake Carolina Traditional Neighborhood Development areas. The project will have large residences on small lots with alleys and lots of common area. The project is compatible with the TND are located at the center of the Lake Carolina development.

Discussion of Applicable Comprehensive Plan Issues

It is the Department's position that in order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the <u>Imagine Richland 2020 Comprehensive Plan</u>, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the <u>Plan</u>. Specifically, the <u>Plan</u> states "...It adopts by reference and

carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]. The County Council amended all the <u>Proposed Land Use Maps</u> by Subarea on May 3, 1999 as part of the <u>Comprehensive Plan</u> adoption process.

The subject site is designated as Development in the Established Urban Area of the <u>Northeast</u> <u>Subarea Plan Proposed Land Use Map</u>. The project is consistent with this land use designation.

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

<u>Objective –</u> None Applicable

<u>Principle –</u> None Applicable

Other Pertinent Factors

- 1) As of July 15, 2005, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of July 15, 2005, approval of the flood issues and wetlands issues had not been received.
- 3) As of July 15, 2005, the County Fire Marshal had not provided comments.
- 4) As of July 15, 2005, the City of Columbia had not approved the water and sewer line construction plans.
- 5) As of July 15, 2005, DHEC had not issued a sewer line construction permit.
- 6) As of July 15, 2005, DHEC had not issued a water line construction permit.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 58 unit single family detached subdivision, known as Woodleigh Park, Phase 2 (Project # SD-05-361). The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:

Findings of Fact

1. Upon buildout of the subject subdivision, the commercial project across from Ridgeview High School and the subdivisions approved to date, the Department estimates at SCDOT count station # 437 there will be more than 32,000 daily vehicle trips on a road designed for 8600 trips.

2. The proposed project is consistent with the <u>Northeast Subarea Plan Map</u> land use designation.

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans; and
- b) A Controlled Clearing Certificate letter must be issued by the Department prior to starting any site clearing activity. Contact Sean Busbee @ 576-2171 for details; and
- c) The bonded and/or final plats must include signed the tree certification statements. Contact Sean Busbee @ 576-2171 for more information; **and**
- d) A site plan for each parcel must be approved the Lake Carolina Development Co; and
- e) The City of Columbia must approve the water line construction plans; and
- f) DHEC must issue the sewer line construction permits; and
- g) DHEC must issue the water line construction permits; and
- h) No building permits shall be issued until all of the conditions cited above are met; and
- i) Plats shall only be recorded by the complete phases identified in the preliminary plan; and
- j) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- k) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water line <u>easement documents</u>; **and**
- 1) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- m) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable; **and**
- n) A Final Plat can not be approved by the Department until (1) the City of Columbia approves the water <u>easement deeds</u> **AND** (2) the County accepts the roads for maintenance.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

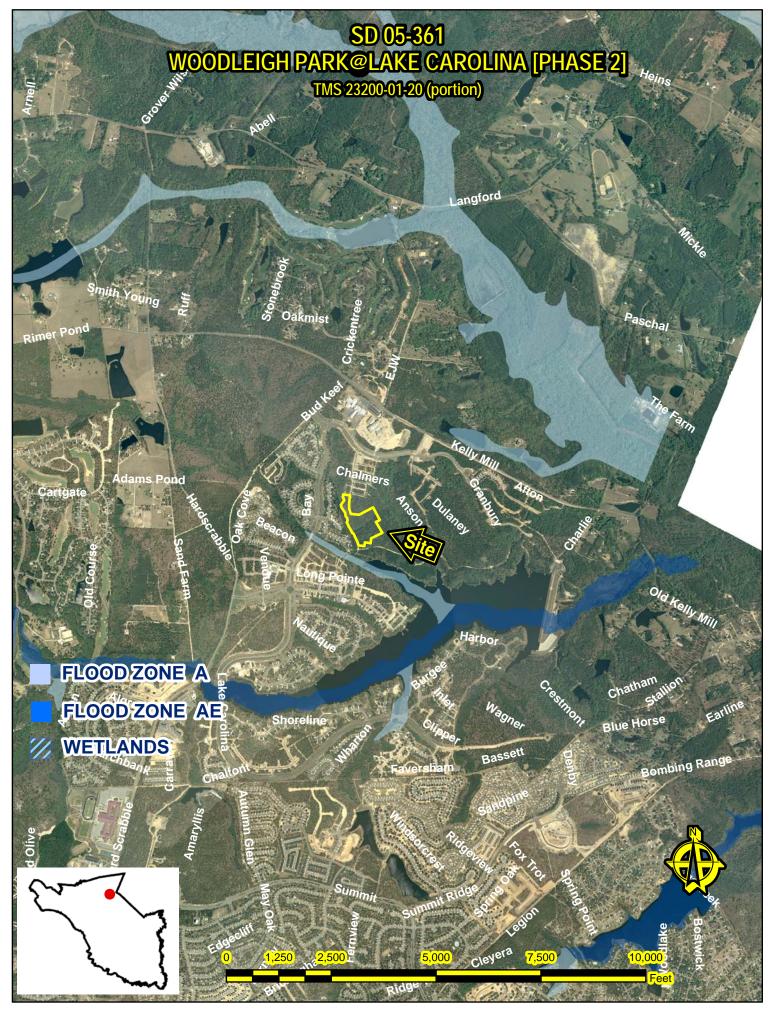
Reconsideration

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

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

Appeal

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



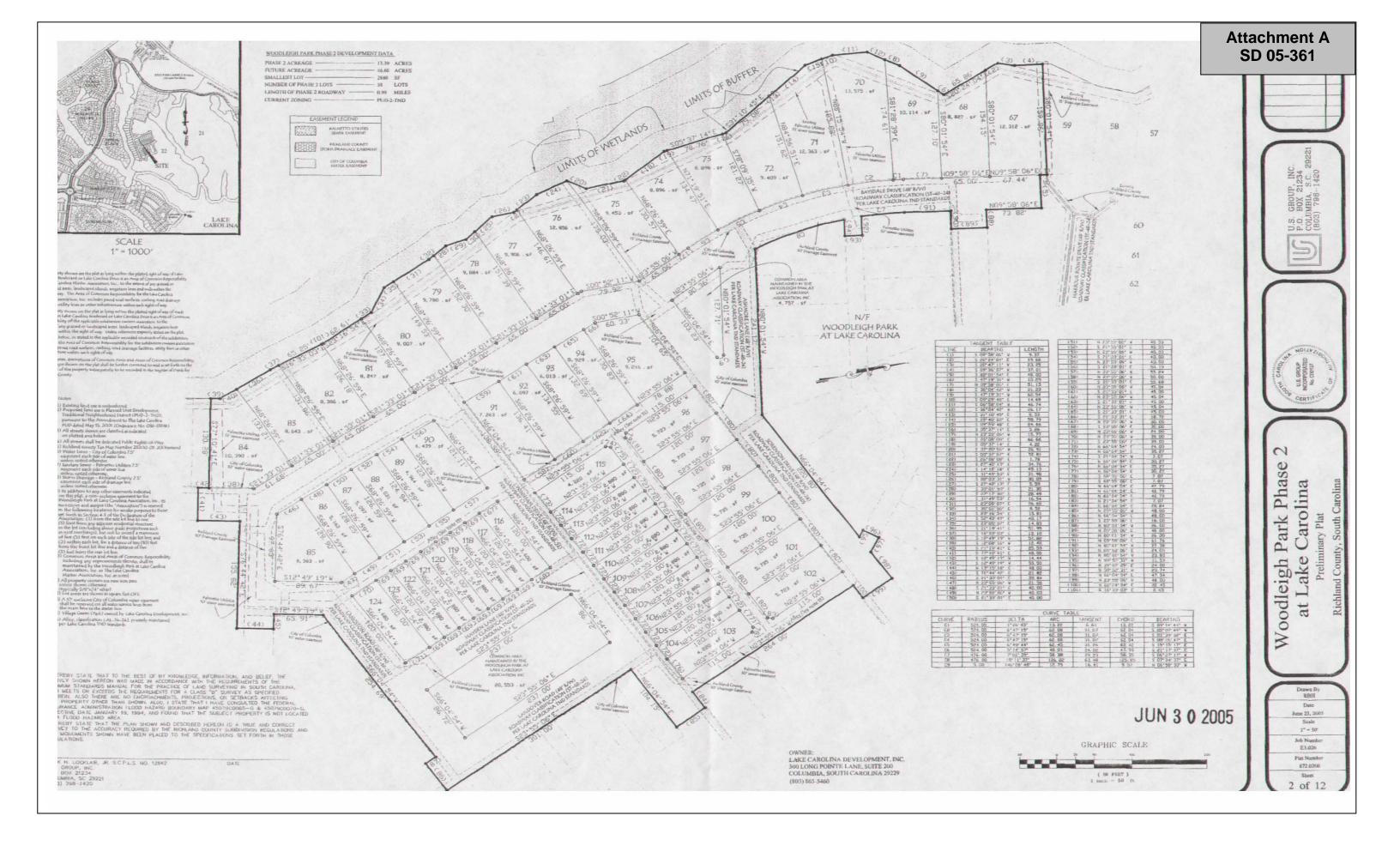


SD-05-361 WOODLEIGH PARK [PHASE 2]



Looking @ site from Baysdale Dr

Looking toward Phase 1 from site



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

August 1, 2005

Applicant: Mungo Co.	•	ubdivision Plans For: reek, Phase 2	
RC Project # : SD-05-363	Wiell C	icek, i hase 2	
General Location: Turkey Farm Rd near Wilson Blvd			
Tax Map Number: 14800-01-03		Current Zoning: PUD	
Subject Area:18.8 acresNumber of Units:21Gross Density:DU/acres			
Sewer Service Provider: City of Columb	ia Water Se	rvice Provider: City of Columbia	

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From		son Blvd via Turkey Farm Rd
Functional Classification Of This Roadway		Two lane undivided collector
Level-Of-Service <u>C</u> Design Capacity $(V/C = 1.00)$		8600
Estimated Traffic Generated By The Proposed Project		200
Current Volume At The Nearest Count Station #135 ** Located @ 3 miles south of the site		6000
Estimated Traffic Count With the Proposed Project		6200
Volume-To-Capacity Ratio With The Proposed Project		0.79

Notes:

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

- The <u>estimated project traffic</u> is determined by applying the traffic generation rate presented on pages 9 of the <u>Addendum To The Long Range Major Street Plan for Richland County</u>, adopted by the County in October 1993.
- The <u>current traffic counts</u> were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

** The subject project, by itself, will not result in the LOSC being exceeded at SCDOT count station # 135. Although the traffic count a SCDOT station 135 is not very relevant to the subject project, it is the nearest count station to the subject site. The vast majority of the traffic generated in this are will likely go north to I-77. The table below shows the estimated traffic on this portion of Wilson Blvd when the projects are fully occupied.

Project Name	Development Type	Projected ADTs
Wren Creek	400 SF Residences	4850
Wren Creek HS	High School	2800
Wren Creek - Office	24 acres office	4680
Wren Creek - Retail	6 acres	2506
Stonington	201 SF residences	1910
Stonington - Commercial	10 acres general retail	4181
Beasley Creek	235 SF residences	2755
Kerry Lee	42 SF residences	399
Taylor PUD - MF	558 MF residences	3683
Taylor PUD – SF	342 SF residences	3249
Taylor PUD – Nonresid.	55.2 acres commercial/industrial	5395
Hawkins Creek	190 SF residences	1805
Total		38,213

Wilson Blvd - Turkey Farm Area Traffic At Project Buildout

<u>Fire Service Impacts</u>

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	
Middle School @ 0.13 students per single family DU	2
High School @ 0.12 Students per single family DU	1

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

Existing Site Conditions

The site is wooded and slopes downward to the west toward Beasley Creek. There are some large pine and hardwood trees close to the creek.

Compatibility with the Surrounding Area

The proposed project is consistent with the approved General Development Plan for the PUD project enacted by Ordinance 16-04 HR on April 6, 2004.

Discussion of Applicable Comprehensive Plan Issues

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

The subject site is designated as Industrial/Commercial/Technological in the Developing Urban Area of the <u>I-77 Corridor Subarea Plan Proposed Land Use Map</u>. The proposed project is not consistent with this land use designation.

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

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

The subject project is part of a Planned Unit Development project that includes a high school and an office/retail commercial area. The residential portion of the PUD will have low density residential uses along Beasley Creek and the adjacent existing residences. The proposed project implements this Objective.

<u>Principle – Established low-density residential neighborhoods should protected against</u> penetration or encroachment from higher or more intensive development See the discussion above. This project implements this Principle.

Other Pertinent Factors

- 1) As of July 15, 2005, the Public Works Dept. approval of the stormwater management plans had not been received.
- 2) As of July 15, 2005, approval of the flood issues and wetlands issues had not been received.
- 3) As of July 15, 2005, the City of Columbia had not approved the water and sewer line construction plans.
- 4) As of July 15, 2005, DHEC had not issued a sewer line construction permit.
- 5) As of July 15, 2005, DHEC had not issued a water line construction permit.
- 6) The proposed subdivision plans substantially in compliance with the Sketch Plan comments

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 21 unit single family detached subdivision, known as Wren Creek. Ph. 2 (Project # SD-05-363). The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:

Findings of Fact

- 1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Wilson Blvd operating below a LOS C capacity. However, **upon buildout of the existing approved projects in the area, there will be in excess of 38,000 ADTs on this portion of Wilson Blvd.**
- 2. The proposed subdivision is compatible with existing development in the area.
- 3. The proposed project **is not consistent** with the <u>I-77 Corridor Subarea Plan Map</u> land use designation.
- 4. The proposed project implements the relevant Objectives and Recommendations of the <u>I-77</u> <u>Corridor Subarea Plan</u>.
- 5. The proposed project is consistent with the approved General Development Plan for the PUD project enacted by Ordinance 16-04 HR on April 6, 2004.

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans; and
- b) The Floodplain Mgmt. Specialist must approve the flood elevation statement; and
- c) The Department must receive a copy of the USCOE wetlands encroachment letter; and
- d) A Controlled Clearing Certificate letter must be issued by the Department prior to starting any site clearing activity. Contact Sean Busbee @ 576-2171 for details; and
- e) The bonded and/or final plats must include signed the tree certification statements. Contact Sean Busbee @ 576-2171 for more information; **and**
- f) The City of Columbia must approve the water and sewer line <u>construction plans</u>; and
- g) DHEC must issue the sewer line construction permits; and
- h) DHEC must issue the water line construction permits; and
- i) No building permits shall be issued until all of the conditions cited above are met; and
- j) Plats shall only be recorded by the complete phases identified in the preliminary plan; and
- k) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- 1) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water and sewer line <u>easement documents</u>; **and**
- m) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- n) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**

 o) A Final Plat can not be approved by the Department until (1) the City of Columbia approves the water and sewer line <u>easement deeds</u> AND (2) the County accepts the roads for maintenance.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

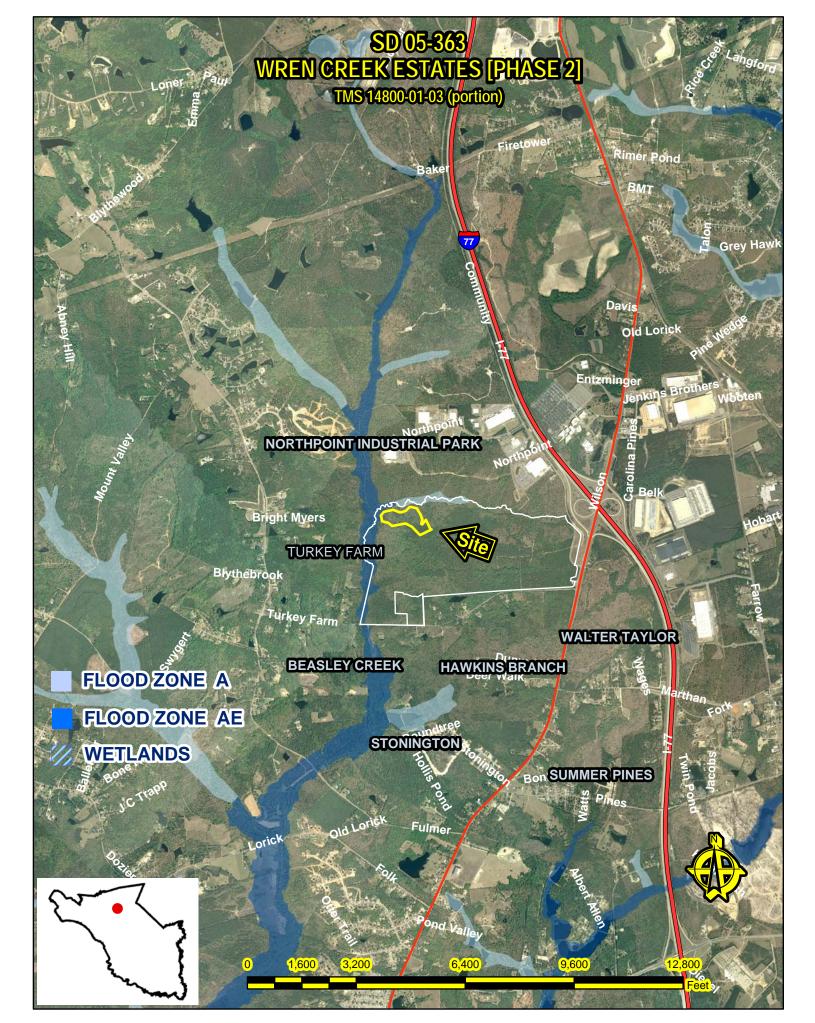
Reconsideration

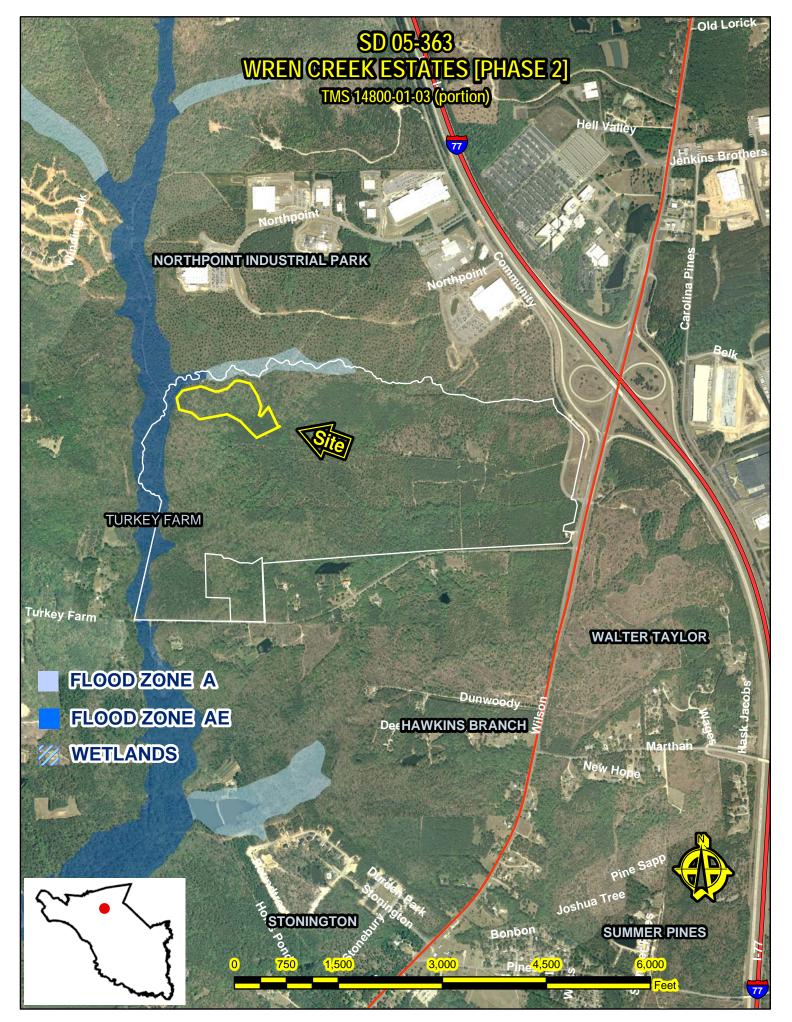
Pursuant to Article IV of the Planning Commission <u>Rules of Procedure</u>, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within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

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

<u>Appeal</u>

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



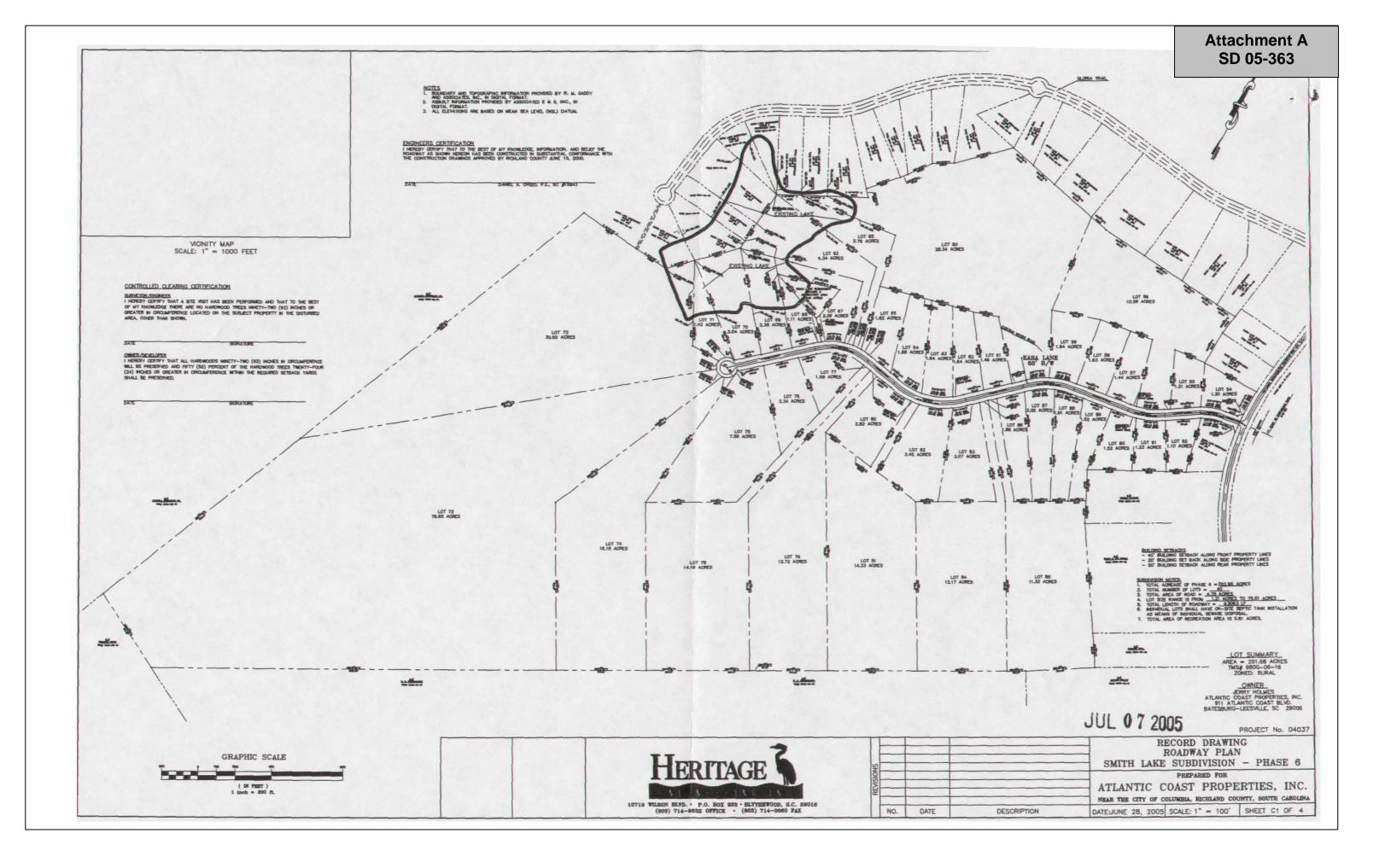


SD-05-363 WREN CREEK [PHASE 2]



Looking @ Phase 2 from Phase 1

Looking @ Phase 2 from Phase 1



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

August 1, 2005

Applicant: McGuinn Constr	uction Preli	liminary Subdivision Plans For:	
Management Inc.			
RC Project # : SD-05-193		Dockside Estates	
General Location: Carl Shealy Road south of Shadowbrook Drive in Ballentine			
Tax Map Number: 02407-01-	22	Current Zoning: RS-LD	
Subject Area: 2.63 acres	Area: 2.63 acresNumber of Units: 6Gross Density: 2.28 DU/acres		
Sewer Service Provider: Rich	nland Utilities	Water Service Provider: Private Wells	

SECTION I – ANALYSIS

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

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

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

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From		•	Shadowood Road k Road (Hwy. 76)
Functional Classification Of This Roadway	110		ndivided collector
Level-Of-Service \underline{C} Design Capacity (V/C = 1.00)1		19,600	
Estimated Traffic Generated By The Proposed Project			57
Current Volume At The Nearest Count Station #145 Located @northeast of site on Dutch Fork Road west of Hwy. 6			16,000
Estimated Traffic Count With the Proposed Project			16,057
Volume-To-Capacity Ratio With The Proposed Project			0.82

Notes:

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

- The <u>estimated project traffic</u> is determined by applying the traffic generation rate presented on pages 9 of the <u>Addendum To The Long Range Major Street Plan for Richland County</u>, adopted by the County in October 1993.
- The <u>current traffic counts</u> were received from SCDOT on May 25, 2005 and represent the Annual Average Daily Trips in 2004, i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The proposed project, by itself, will not result in the LOS C being exceeded at SCDOT count station #145. However, the Department estimates that upon buildout of the approved subdivisions and commercial development in the area, the traffic on Dutch Fork Road will likely reach at least a LOS D design capacity.

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	1.20
Middle School @ 0.13 students per single family DU	0.78
High School @ 0.12 Students per single family DU	0.72

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

Existing Site Conditions

Undeveloped land abutting Lake Murray and Carl Shealy Road.

Compatibility with the Surrounding Area

The area is comprised of single family residences and undeveloped property abutting Lake Murray.

Discussion of Applicable Comprehensive Plan Issues

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

The subject site is designated as Residential Low Density in the Developing Urban Area on the <u>Northwest Subarea Plan Proposed Land Use Map</u>. The proposed project **is consistent** with this land use designation.

In addition to reviewing proposed project for consistency with the appropriate <u>Subarea Proposed</u> <u>Land Use Map</u>, it is the Department's position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations/Principles of the <u>Comprehensive Plan</u>. The <u>Northwest Subarea Plan</u>, adopted in September 1993, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 29 and 36 respectively, are discussed below:

<u>Objective – In areas with environmentally sensitive lands of limited infrastructure, low density</u> <u>development is encouraged.</u>

The site abuts Lake Murray and is currently zoned RS-LD (12,000 sq. ft. lots), the proposed subdivision is in accordance with the Objective of low density development. The proposed project **implements** this Objective.

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

Low (1.3 dwellings/acre to 3 dwellings/acre): RU, RR, RS-LD, and PDD.

The site is comprised of 6 dwelling units on 2.63 acres zoned RS-LD which equals 2.28 dwellings per acre. The proposed subdivision is consistent with the Plan's designation of Residential Low Density and the designated zoning of RS-LD and dwellings per acre. This project **implements** this Principle.

Other Pertinent Factors

- 1) As of June, 2005, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of July 19, 2005, approval of the flood issues and wetlands issues been received with the condition that lots 1-5 and the common area will require an individual plat depicting the proposed location of structures on the lot prior to the issuance of a building permit.
- 3) As of July 19, 2005, DHEC had not issued a sewer line construction permit.
- 4) As of July 19, 2005, DHEC had not issued a water line construction permit.
- 5) As of July 19, 2005, the E-911 Coordinator had certified Planning Commission approval of the proposed street names.
- 6) As of July 19, 2005 the County Fire Marshal had approved the plan as submitted with the recommendation that the minimum turning radii for a cul-de-sac be 45'.

All applicants must be aware that the current Code County has strict requirements about not selling lots, or negotiating the sale of lots within subdivisions before the plat is recorded. Specifically, Section 22-71 (a) of the Code states "...Whoever, being the owner or agent of the owner of any land located within a subdivision, transfers or sells, agrees to sell or negotiates to sell any land by reference to, or exhibition of, or by other use of a plat of a subdivision, before that plat has been approved by the planning commission and recorded in the office of mesne conveyance (*Register of Deeds*), shall be guilty of a misdemeanor. The description of any such lot or parcel by metes and bounds in the instrument of transfer or other document used in the process of selling or transferring that lot or parcel shall not exempt the transaction from those penalties or remedies herein provided. The county may enjoin such transfer, sale, or agreement by appropriate action..."

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

The Department believes that a potential safety hazard exists when subdivision lots have double frontage, i.e., access to both the interior residential streets and the adjacent roadways. Therefore in order to promote adequate pedestrian and vehicular safety in subdivisions as required by state law, it is necessary to ensure such lots have access only from the interior residential streets. To this end, the developer shall install a fence, wall, landscape berm, or combination thereof, to prohibit direct access to Carl Shealy Road from lots 1 and 2..

Section 22-23 (g) of the County Code states "...Every lot hereafter established shall front (or abut) and access on a street which conforms to the requirements of these regulations..."

Section 22-21 (t) of the County Code states "...In order to reduce traffic congestion, marginal access streets (*frontage roads*) may be required in residential, commercial or industrial subdivisions..."

Section 24-81 of the County Code states "... The owner of all homes, buildings, or properties used for human occupancy, employment,, recreation, or other purposes situated within the county and abutting on any street, alley, or right-of-way in which there shall be located a public sanitary sewer is hereby required at his expense to install suitable toilet facilities therein and to connect such facilities directly with the proper public sewer in accordance with provisions of this article within 90 days after written notice from the county to the property owner requiring such property owner make connection thereto, provided that said public sewer shall be within 200 feet of the property line..."

The Richland County Utilities Department has a sewer line in **Carl Shealy** Road. The proposed project will be required to connect to the Richland County Utilities sewer system.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary minor subdivision plans for a 6 unit single family detached subdivision, known as Dockside Estates (Project # SD-05-193). The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:

Findings of Fact

- 1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Dutch Fork Road operating below a LOS C capacity.
- 2. The proposed subdivision is compatible with existing development in the area.
- 3. The proposed project is consistent with the <u>Northwest Subarea Plan Map</u> land use designation.

4. The proposed project implements the relevant Objectives and Recommendations of the Northwest Subarea Plan.

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans; and
- b) The Floodplain Mgmt. Specialist must approve the flood elevation statement prior to building permits being issued; and
- c) The Department must receive a copy of the USCOE wetlands encroachment letter, if applicable; **and**
- d) A Controlled Clearing Certificate letter must be issued by the Department prior to starting any site clearing activity. Contact Sean Busbee @ 576-2171 for more information; and
- e) The bonded and/or final plats must include signed the tree certification statements. Contact Sean Busbee @ 576-2171 for more information; **and**
- f) The plat must establish the setbacks, either graphically or by notation, for each lot; and
- g) The E-911 Coordinator must certify the street names have been approved by the Planning Commission prior to assigning street addresses for building permits; **and**
- h) The County Fire Marshal must approve the project with or without conditions; and
- i) Richland County Utilities must approve the sewer line construction plans; and
- j) DHEC must issue the sewer line construction permits; and
- k) DHEC must issue the well permits; and
- 1) No building permits shall be issued until all of the conditions cited above are met; and
- m) Plats shall only be recorded by the complete phases identified in the preliminary plan; and
- n) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- o) Plats shall not be approved for recording until the Department receives the Richland County Utilities sewer line <u>easement documents</u>; **and**
- p) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- q) The developer shall install a fence, wall, landscape berm, or combination thereof, to prohibit direct access to Carl Shealy Road from lots 1 and 2, prior to obtaining a Certificate of Occupancy for the subject lots; and
- r) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- s) A Final Plat can not be approved by the Department until (1) Richland County Utilities approves sewer line <u>easement deeds</u> AND (2) the County accepts the roads for maintenance; and
- t) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Building Permit for the subject structures until the Department receives a copy of the <u>recorded</u> Final Plat; and
- u) No direct access to the new George Meetze Cove Road from the adjacent lots shall be permitted; **and**
- v) All lots must meet the minimum of 12,000 sq. ft area requirement of the RS-LD zoning district; **and**

w) The developer shall pay the costs associated with construction of any acceleration or deceleration lanes or turn lanes that may be required by the SCDOT.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

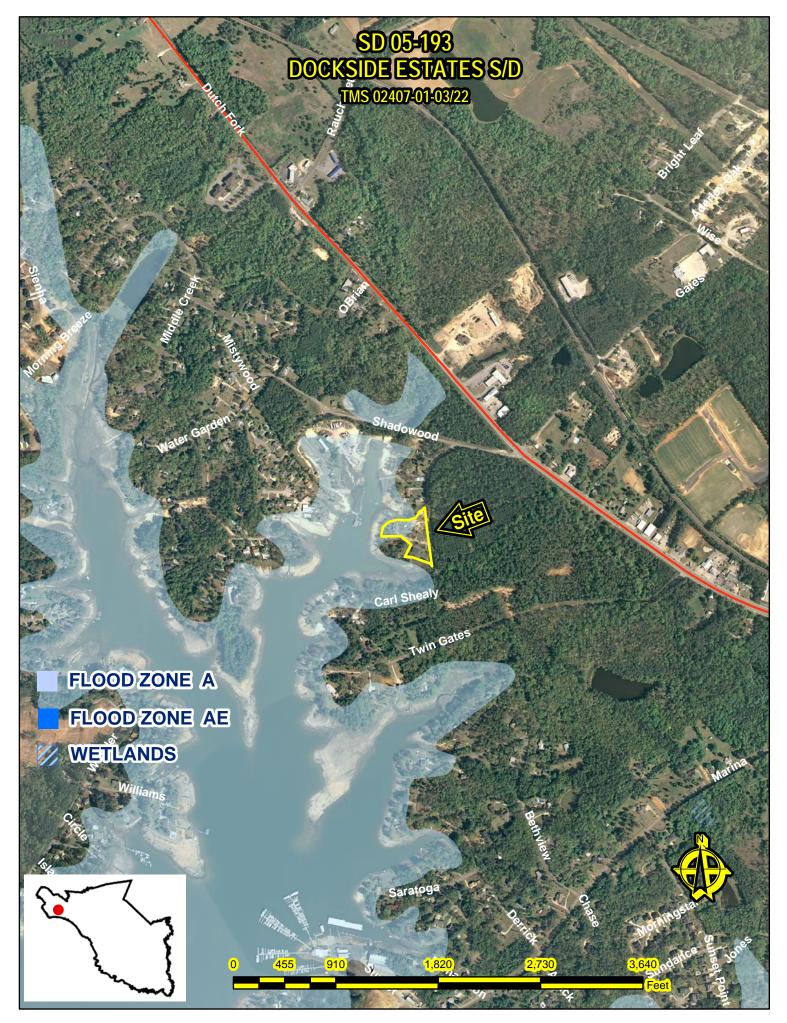
Reconsideration

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

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

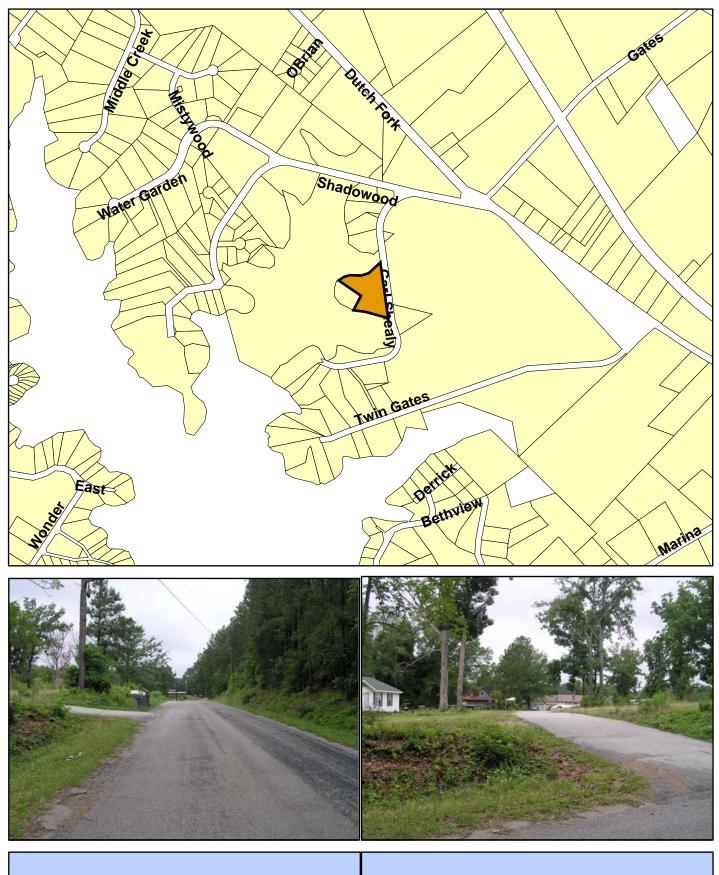
Appeal

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



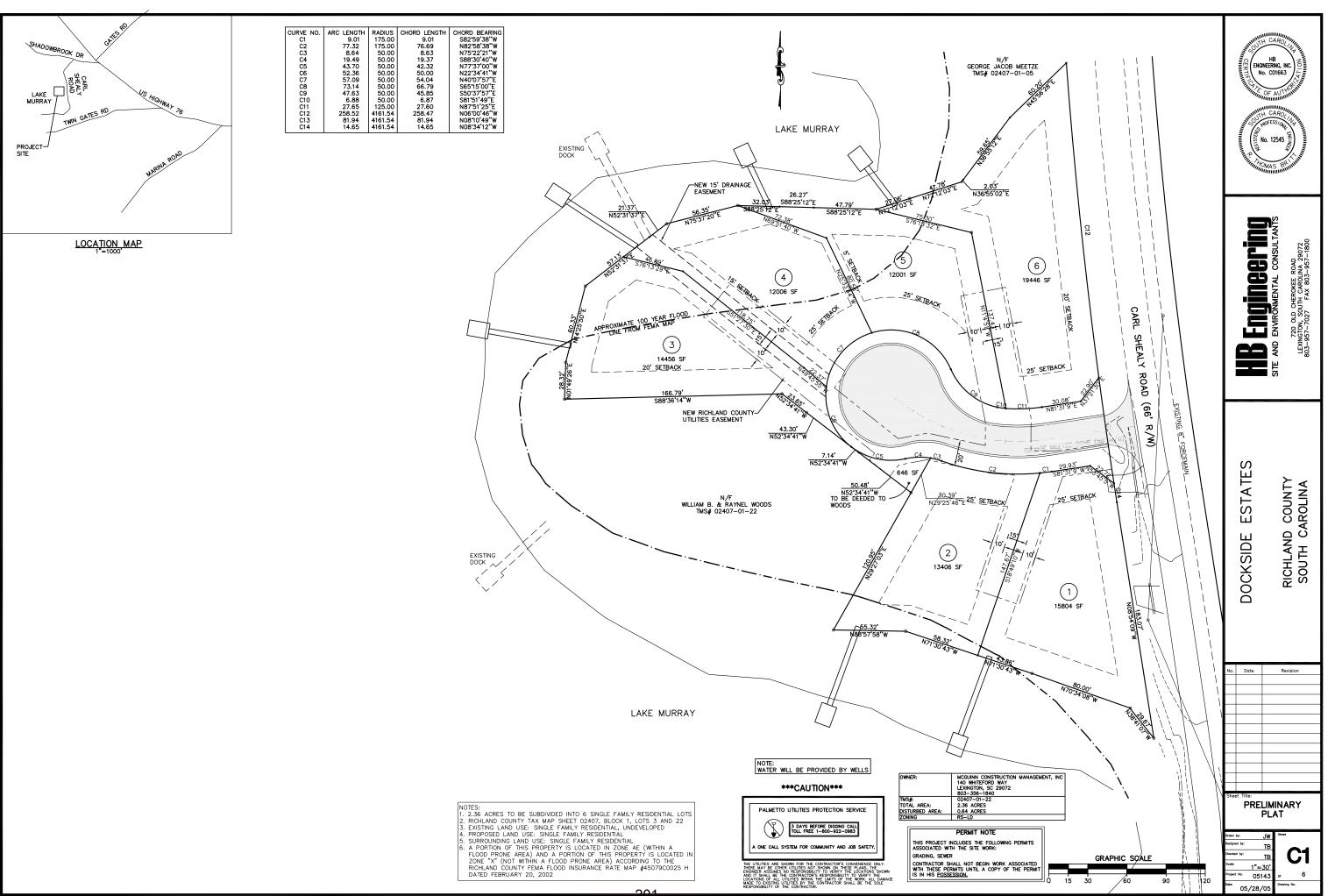


SD-05-193 DOCKSIDE ESTATES



Looking north from site

Looking @ site



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

August 1, 2005

RC Project # 05-69 MA	Applicant: Indigo Hill c/o Joe Clark
General Location: Dutch Fork Road (Hwy. 76) @ Three Dog Road	
Tax Map Number: 01500-02-15 & 01502-02- 03 & 01506-01-04/05/06/07	Subject Area: 47.36 ac MOL
Current Parcel Zoning: RU	Proposed Parcel Zoning: PDD
Proposed Use : Mixed use - commercial & single family residential (3.4 gross DU/acre)	PC Sign Posting Date: July 6, 2005

SECTION I ANALYSIS

Chapter 26-52 (e) of the Richland County Code of Ordinances states "...All proposed amendments shall be submitted to the planning commission for study and recommendation..." The Planning Commission shall study such proposals to determine:

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

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

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Undeveloped woodlands and single family residences on estate size lots
Adjacent North	RU	Bethel Cemetery, non-conforming commercial businesses, and single family residences on estate lots
Adjacent East	PDD (formerly PUD-1R)	Foxport Single Family Subdivision (3.0 DU/acre & 158 maximum DU's)
Adjacent South	RS-LD	Cedar Cove Subdivision (Non-conforming lot sizes)
Adjacent West	RU	Undeveloped woodlands & single family residence on estate size lot

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

The site abuts the existing Cedar Cove single-family residential subdivision to the south zoned RS-LD with non-conforming lot sizes for the district. The Foxport PDD (case 03-36 MA) consists of a maximum of 158 dwelling units consisting of 3.0 DU/acre. The parcels to the north of the site along Dutch Fork Road consist of the Bethel Cemetery and various non-conforming businesses on RU zoned parcels and single family residences on estate size lots. The proposed Amendment is compatible with the existing land uses.

Proposed Traffic Management Plan (TMP) Evaluation

Section 26-22 of the County Code defines a traffic management plan as "...an evaluation of the effect of traffic generated by a development on the operation and safety of the adjacent public roads. Such analysis shall include an identification of traffic impact mitigation measures needed to improve safety, operation, and flow of vehicular and pedestrian movement into and out of the development..." The Department interprets this definition to mean that an applicant must calculate the amount of traffic to be generated by the subject project according to the criteria in the latest Edition <u>Traffic Generation Manual</u> published by the Institute of Traffic Engineers.

The applicant must also provide the Department with an objective written evaluation/analysis of how the amount of traffic generated will effect the operation and safety of the adjacent public road using text and diagrams as may be appropriate. There must be a clear identification of the specific measures the applicant will provide to mitigate the effects of the traffic generated by the subject project on the adjacent roadway. The <u>TMP</u> must also include an analysis of the estimated pedestrian movements in and out of the site as well as any applicant provided facilities.

The proposed <u>TMP</u> does not meet the Department's interpretation of the minimum requirements described above. The <u>TMP</u>, or <u>Plan</u>, does not depict the amount of traffic generated by the residential or commercial development.

The <u>Plan</u> also does not take into account the off-site traffic impacts of the projects or the various routes to and from the project. The Department does concur that SCDOT count station #145 is operating at a current traffic volume of approximately 16,000 daily trips. The Traffic Management Plan omitted the count station number (#145) and the location of the count station (Dutch Fork Road east of Bickley Road). The Department has calculated the estimated traffic generation in the discussion below.

The <u>Traffic Management Plan</u> did not mention or take into account the alternate routes to Broad River Road or Interstate 26. Rauch Metz Road and Bickley Road provide access to Broad River Road and I-26 from the site without passing count station #145.

Department Traffic Impact Analysis

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

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

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

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

Proposed Project Gets Its Principal Access From		Dutch Fork Road (Hwy. 76)		
Functional Classification Of This Roadway	Two lane	Two lane undivided collector at site & Five		
	Lane U	Lane Undivided Collector at station #145		
Level-Of-Service <u>C</u> Design Capacity $(V/C = 1.00)$		19,600		
Estimated Traffic Generated By The Proposed Project		1,530*		
Current Volume At The Nearest Count Station #145			16,000	
Located @ Dutch Fork Road east of Bickley Road in Ballentine				
Estimated Traffic Count With the Proposed Project		17,530*		
Volume-To-Capacity Ratio With The Proposed Project			0.90*	

Notes:

- The <u>functional classification of the roadway</u> is taken from the <u>Richland County Long Range</u> <u>Major Street Plan</u>, adopted in October 1993 as part of the regional traffic planning process.
- The <u>estimated project traffic</u> is determined by applying the traffic generation rates presented on pages 9 through 11 of the <u>Addendum To The Long Range Major Street Plan for Richland</u> <u>County</u>, October 1993, or the 6th Edition of the Institute of Traffic Engineers <u>Traffic</u> <u>Generation Manual (TGM)</u>, whichever is most appropriate for the requested use. In this case, the estimated traffic is calculated by multiplying the generation rate for a single family residence found on page 9 of the <u>Addendum To The Long Range Major Street Plan for</u> <u>Richland County</u> times maximum number of dwelling units. The calculation is as follows; 9.5 ADT/DU x 161 DU = 1530 total trips.
- The <u>current traffic counts</u> were received from SCDOT on May 24, 2005 and represent the Annual Average Daily Trips in 2004 i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

It should be noted that SCDOT count station near Bickley Road is located approximately 3 miles to the southeast of the site. The assumption is made that all trips will be heading south toward Ballentine and passing this count station.

The estimated traffic count does not take into account the general commercial area because without a more specific idea of the intended use, it is not possible to estimate the traffic that could be generated by the use of the site for general commercial uses. For example, the <u>TGM</u> has factors for retail commercial use ranging from 4.8 trips per 1000 sq. ft for unspecified general commercial to 688 trips 1000 sq. ft for a drive-in restaurant to 1855 trips per 1000 sq. ft. GLA for a convenience store with gas pumps.

The residential portion of the project will not increase the LOS C design capacity of Dutch Fork Road at count station #145, however, with the general commercial portion and the various proposed development along Dutch Fork Road, the LOS C design capacity of Dutch Fork Road in this area could be exceeded. This assumption is made on all traffic proceeding to Ballentine without alternate routes such as Rauch Metz and Bickley Road.

Relationship To Comprehensive Plan

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

The <u>Map</u> designates the subject area as Residential Low Density in the Developing Urban area.

The <u>proposed</u> PDD zoning is NOT consistent with the <u>Map</u> designation because the Map designates the entire site as Residential Low Density. The zoning should be RU, RR, RS-LD or PDD (meeting the density of the <u>Plan</u>) to be consistent with the Residential Low Density land use designation.

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

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

The residential portion of the project is characteristic of the overall densities of the surrounding developments. The proposed Amendment consists of 3.4 gross DU/acre, Foxport consists of 3.0 gross DU/acre and Cedar Cove consists of at least 3.6 DU/acre. The proposed Amendment **implements** this Objective.

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

This commercial area is located at the intersection of Three Dog Road and Dutch Fork Road which provides adequate access for ingress and egress to the public. There is currently a traffic light at this intersection which will also alleviate traffic problems at this intersection. The commercial area would be convenient for the residents of the proposed development, existing Cedar Cove, and the Foxport subdivision under construction. The proposed Amendment **implements** this Objective.

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

A. Low-Medium (3 to 5 dwellings/acre): RS-LD, RS-MD, and PDD.

B. Low (1.3 dwellings/acre to 3 dwellings/acre): RU, RR, RS-LD, and PDD.

The proposed residential density is comprised of 3.4 DU/acre which is greater than that set forth by the Plan for the Residential Low Density designation. The proposed density is consistent with the existing and proposed densities in the surrounding area and provides for a variety of residential densities as set forth in the Principle. The proposed Amendment **implements** this Principle.

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

The Plan recognizes the Ballentine area as the principal commercial hub for the Developing Urban Area.

The area directly north of the site along Dutch Fork Road is comprised of existing nonconforming commercial uses. The commercial portion of the site has direct access onto Dutch Fork Road and will have connectivity to the proposed residential portion of the PDD. The proposed Amendment **implements** this Principle.

Other Relevant Issues

The Master Plan proposed only one ingress/egress point to Three Dog Road which is a great concern for life safety and vehicular movement. The Department recommends that at least one additional access point be provided to the project from Dutch Fork Road.

The applicant submitted portions of the PDD for a rezoning from RU to RS-2 and C-3 (3.47 acres) along Dutch Fork Road. The Department recommended denial for both proposals (05-50 MA & 05-51 MA).

The proposals were to be heard by the Planning Commission on March 7, 2005. The applicant subsequently withdrew the proposals in person at the March 7, 2005 Planning Commission Meeting to amend the application to a PDD. The Department was not opposed to the concept of the project; however, the Department did not recommend the separation of the parcels into various districts. The PDD allows for interconnectivity between the uses and a better land use plan for the site.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 05-69 MA **be changed** from RU to PDD. (for PDDs - , subject to the conditions described below)

Findings of Fact:

- 1. The proposed Amendment **is compatible** with the adjacent existing land uses.
- 2. The Traffic Impact Discussion shows that the LOS C traffic capacity of Dutch Fork Road (Hwy. 76) at this location is not currently being exceeded and the proposed project could increase the LOS C design capacity if all traffic did not take available alternative routes.
- 3. The proposed Amendment **is not consistent** with <u>Proposed Land Use Map</u> designation in the <u>Northwest Subarea Plan</u>.
- 4. The proposed Zoning Map Amendment **is consistent** with the Objectives and Recommendations of the <u>Northwest Subarea Plan</u> discussed herein.
- 5. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

PDD Conditions

- a) The Planning Commission approved (disapproved) the Master Plan prepared for Indigo Hill, LLC, except as otherwise amended herein, required by Section 26.59 of the Richland County Land Development Code, which is on file in the Richland County Planning & Development Services Department (hereinafter referred to as "PDSD") and is incorporated herein by reference; and
- b) The site development shall be limited to 161 single family detached dwelling units and 7.48 acres of commercial space (square footage not provided) as depicted in (Attachment B), which is attached hereto; and
- c) The applicant shall transmit a phasing plan, if applicable, to the Department prior to reviewing any construction plans; and
- d) Unless otherwise provided herein, all development shall conform to all relevant land development regulations in effect at the time a permit application is received by the Planning and Development Service Dept. (PDSD); and
- e) Approval of Attachment B shall constitute approval of the Sketch Plan for subdivision purposes; and is hereby approved for such purposes; and
- f) The <u>Planned Development District Guidelines</u> submitted on June 20, 2005 and described below, are authorized for application to the subject project; and

Site Organization	Page 1,3,18 &
	19
Building Height, Setback and Minimum Lot Size	Page 34
	setbacks, &
	lot size not
	provided
Street Standards	Not provided
Parking	Page 35
	(10.10 &
	10.13)
Community Open Spaces	Page 1,3,18 &
	19
Landscaping and Fencing	Page 15, 32 &
	34
Storm Drainage	Attachment B
Lighting	Not Provided
Signage and Monumentation	Not Provided

- g) Pursuant to the requirements of Section 26-59 (j) of the Richland County Land Development Code, the following changes shall require a review and recommendation by the Planning Commission and a new ordinance by the Richland County Council.
- h) No land development permits or building permits shall be issued until the project complies with the requirements of Section 26-59 (h)(1-5) of the Richland County Land Development Code; and
- i) The applicant may consider dedicating to Richland County 20 feet of right-of-way along the west side of Three Dog Road and up to 20 feet along Dutch Fork Road (Hwy. 76) within the project boundaries prior to recording any plats for the project; and

- j) All internal streets shall be publicly owned and maintained by Richland County; and shall be subject to the relevant <u>Guidelines</u> described above; and
- k) Access to the subject site shall be limited to one intersection on Three Dog Road; and
- 1) The developer shall pay the costs associated with construction of any necessary acceleration or deceleration lanes or turn lanes that may be required by the SCDOT; and
- m) The applicant shall construct a landscaped berm, fence, wall, or some combination thereof, to ensure that no parcel in the project will have direct access onto Three Dog Road or Dutch Fork Road; and
- n) The applicant shall submit a draft description of proposed procedures of any homeowners association or other group maintenance or group ownership features for the Department's and inclusion in the project records; and
- o) Richland County shall not be responsible for the enforcement of any deed restrictions imposed by the applicant, the developer, or their successors in interest; and
- p) All the conditions described herein shall apply to the applicant, the developer and/or their successors in interest.
- q) All proposed stormwater basins must be located outside all buffer areas.
- r) Other conditions resulting from the Commission consideration;

SECTION III PLANNING COMMISSION ACTION

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

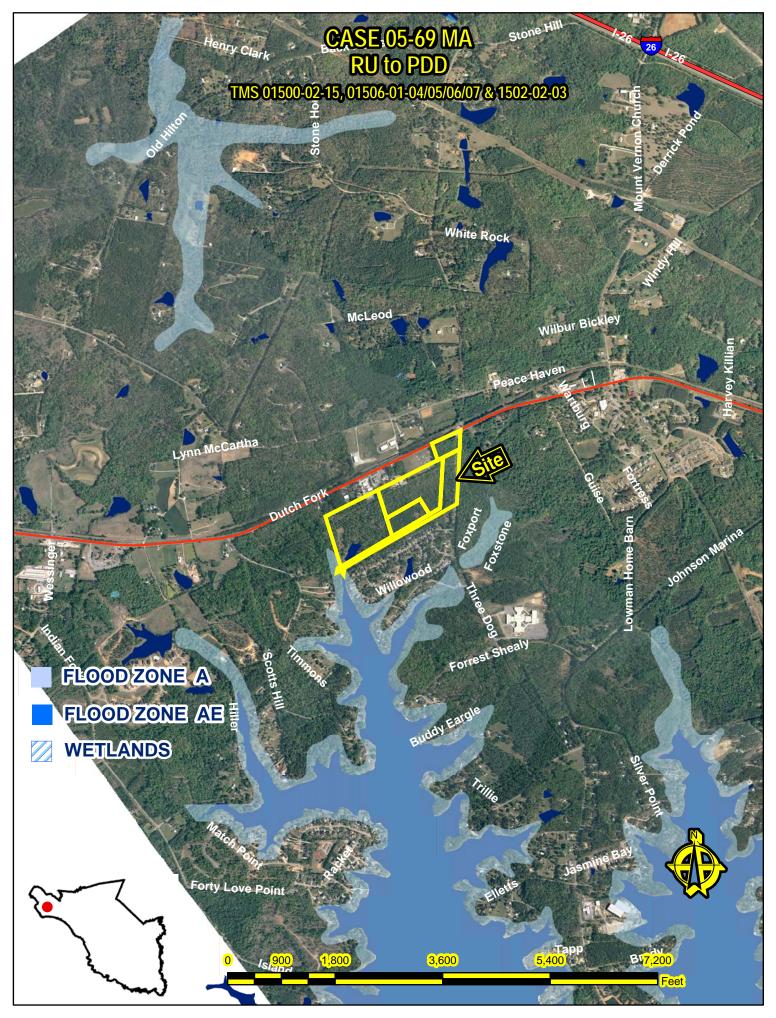
- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; or
- (c) A clerical or map error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

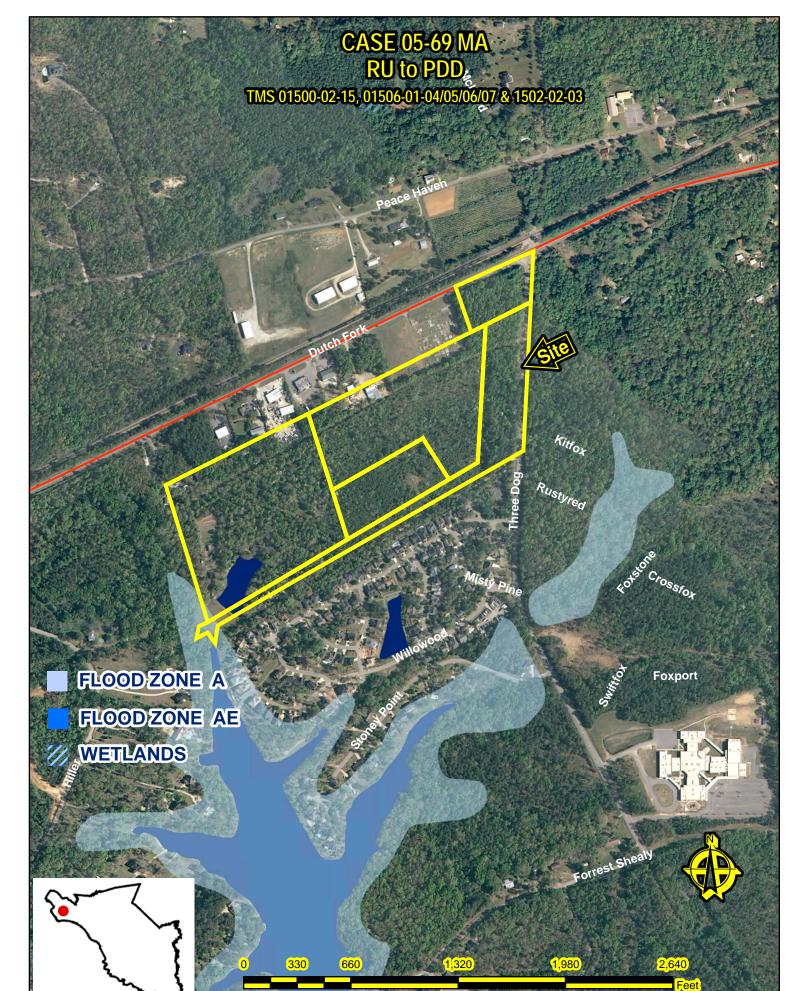
At their meeting of August 1, 2005, the Richland County Planning Commission agreed (did not agree) with the PDSD recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-69 MA at the next available opportunity.

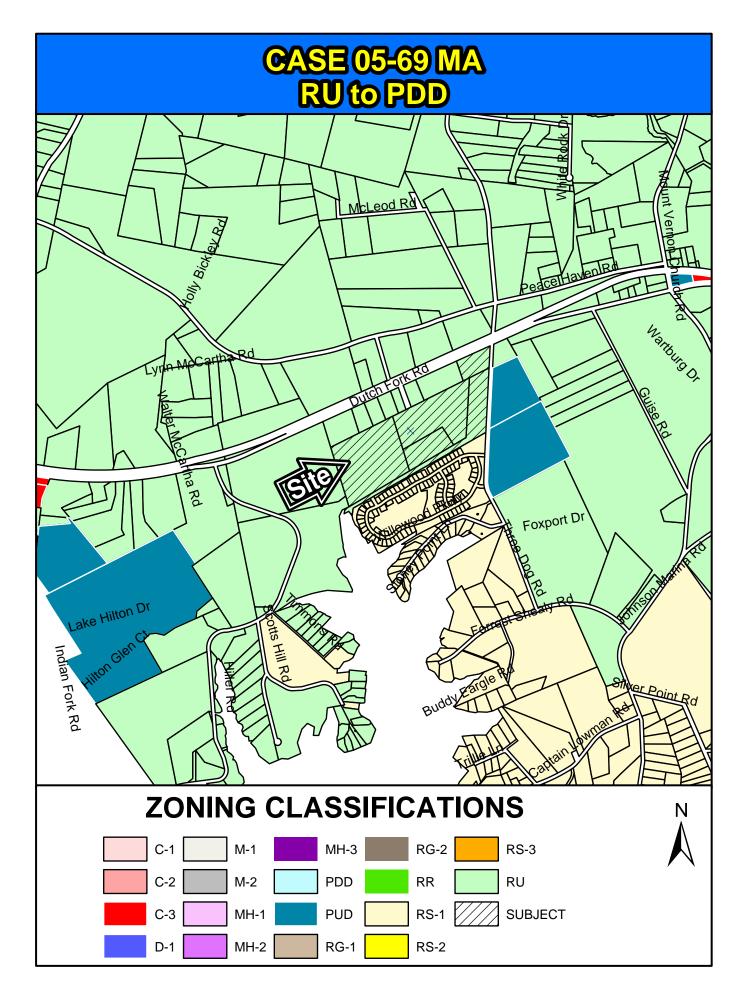
Commission Findings of Fact/Recommendations

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

In consideration of the proposed Zoning Map Amendment # 05-69 MA, the Planning Commission made the findings of fact summarized below:







CASE 05-69 MA From RU to PDD

TMS# 01500-02-15, 01506-01-04/05/06/07 & 1502-02-03



Intersection of Hwy. 76 & Three Dog Road

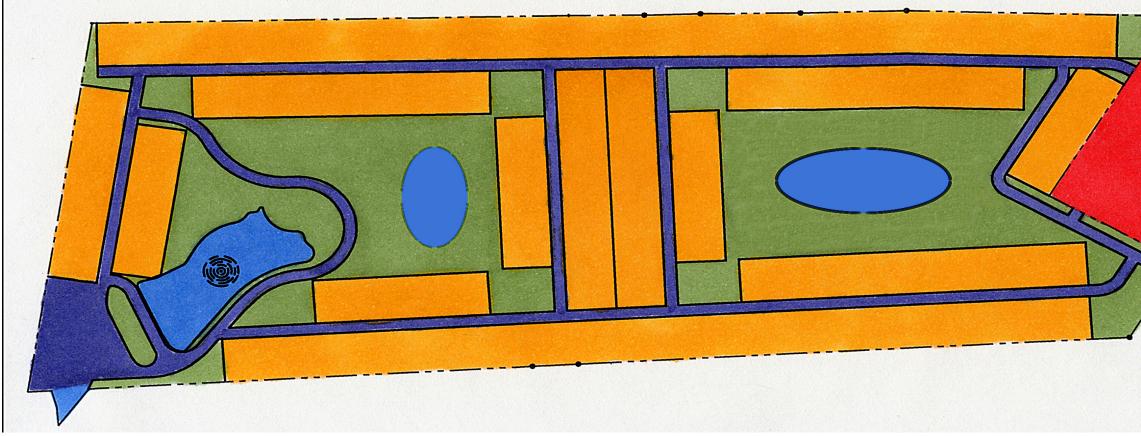


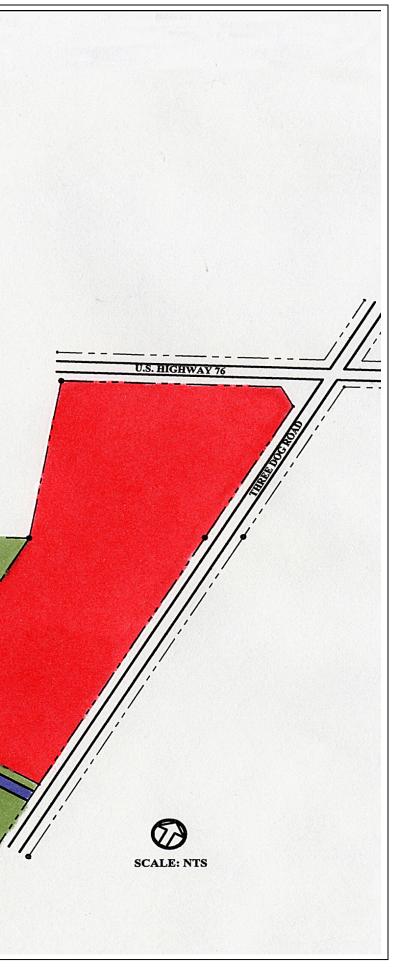
MASTER PLAN

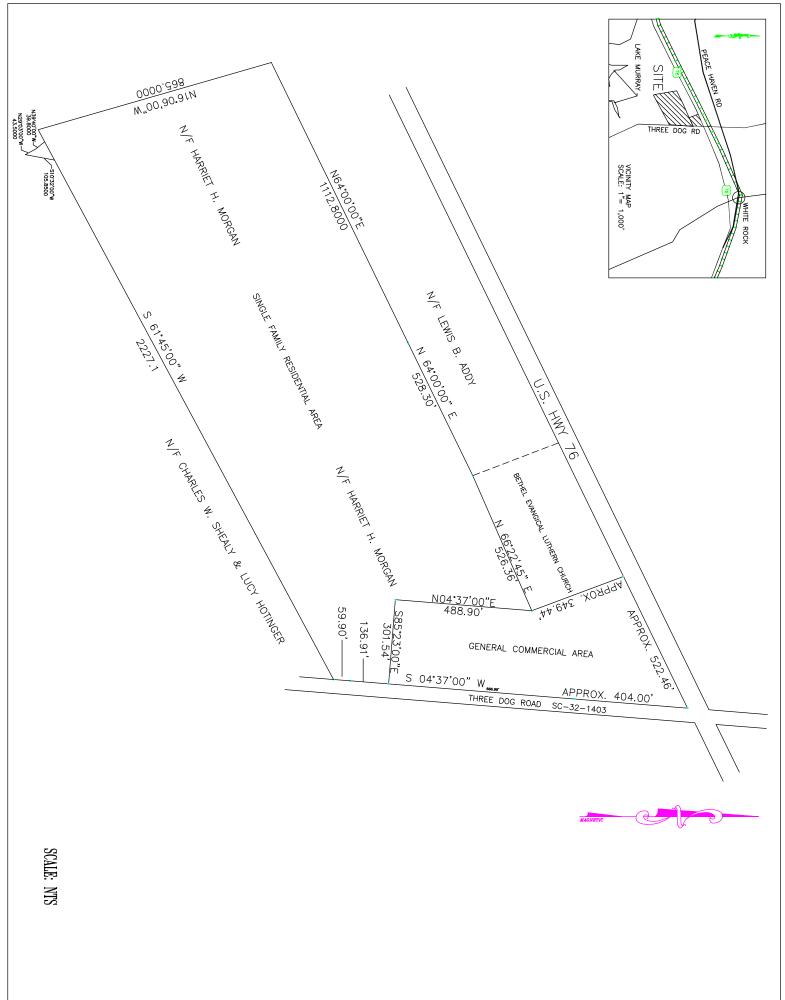
INDIGO HILL

June 17, 2005

PLAN STATISTICS	UNITS	AREA	PERCENTAGE OF TOTAL AREA
Single Family Detached 3.4 Units Per Acre of Overall PDD	161	20.53 Acres	43%
Green Space / Recreation / Detention		14.07 Acres	30%
(Residential Only)		5.28 Acres	11%
Commercial		7.48 Acres	16%
TOTAL	161	47.36 Acres	100%







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

August 1,2005

RC Project # 05-82 MA	Applicant: Tripp Bradley		
General Location: Dutch Fork Road south of Rauch Metz Road			
Tax Map Number: 02505-02-13	Subject Area: 2.0 ac MOL		
Current Parcel Zoning: RU	Proposed Parcel Zoning: GC		
Proposed Use: Veterinary Clinic	PC Sign Posting Date: July 6, 2005		

SECTION I ANALYSIS

Chapter 26-52 (e) of the Richland County Code of Ordinances states "...All proposed amendments shall be submitted to the planning commission for study and recommendation..." The Planning Commission shall study such proposals to determine:

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

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

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Undeveloped woodlands
Adjacent North	RU	Undeveloped woodlands & single family residence on estate size lot
Adjacent East	RU	Undeveloped woodlands
Adjacent South	RU	Undeveloped woodlands
Adjacent West	GC & OI	Business park with existing Vet Clinic and undeveloped parcels

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

The site is surrounded by undeveloped woodlands to the north, south, and east. The site is adjacent to an existing business park zoned OI and an existing undeveloped parcel zoned GC (case 03-17 MA) to the west across Dutch Fork Road. The parcel to the south of the OI zoned business park was rezoned from RU to GC via case 04-46 MA. The site is compatible with the existing land uses.

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From		Dutch F	Dutch Fork Road (Hwy. 76)	
Functional Classification Of This Roadway	Five Lane Undivided Collector		Undivided Collector	
Level-Of-Service <u>C</u> Design Capacity $(V/C = 1.00)$		19,600		
Estimated Traffic Generated By The Proposed Project		723		
Current Volume At The Nearest Count Station #145 Located @ south of site on Dutch Fork Road (5 LUC portion)	16,000	
Estimated Traffic Count With the Proposed Project		16,722		
Volume-To-Capacity Ratio With The Proposed Pro	ject		0.85	

Notes:

- The <u>functional classification of the roadway</u> is taken from the <u>Richland County Long Range</u> <u>Major Street Plan</u>, adopted in October 1993 as part of the regional traffic planning process.
- The <u>estimated project traffic</u> is determined by applying the traffic generation rates presented on pages 9 through 11 of the <u>Addendum To The Long Range Major Street Plan for Richland</u> <u>County</u>, October 1993, or the 6th Edition of the Institute of Traffic Engineers <u>Traffic</u> <u>Generation Manual (TGM)</u>, whichever is most appropriate for the requested use. In this case, the estimated traffic is calculated by multiplying the generation rate for a Medical-Dental Office Building found on page 1083 of the <u>TGM</u> times the proposed square footage of the use. The calculation is as follows 2.0 buildable acres = 20,000 sq. ft. x 36.13 adt's per 1,000 sq. ft. = 723 adt's.
- The <u>current traffic counts</u> were received from SCDOT on May 24, 2005 and represent the Annual Average Daily Trips in 2004 i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The Medical-Office Building was the most relevant business for a Veterinary Clinic in the <u>TGM</u>. It can be assumed that a veterinary office would generate less traffic than a standard Medical-Office building. The traffic count above does not take into account the undeveloped portions of GC and OI zoned property in the area which upon buildout will likely put Dutch Fork Road over it's LOC C design capacity. This use alone will not increase the LOS C design capacity.

Relationship To Comprehensive Plan

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

The <u>Map</u> designates the subject area as Commercial in the Developing Urban area. **The subject** site is consistent with the <u>Map</u> designation.

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

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

Since the <u>Map</u> designates the site for commercial development, the proposed Amendment **implements** this Objective.

Principle – <u>In general, commercial and office activities should be confined to or expanded at existing clusters, and/or proposed locations as identified on the Proposed Land Use Map.</u> See the discussion above. The proposed Amendment **implement** this Principle.

Other Relevant Issues

None

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 05-82 MA **be changed** from RU to GC.

Findings of Fact:

- 1. The proposed Amendment **is compatible** with the adjacent existing land uses.
- 2. The Traffic Impact Discussion shows that the LOS C traffic capacity of Dutch Fork Road at this location is not currently being exceeded and the proposed use would not have a significant effect on traffic in this area or increase the LOS C design capacity.
- 3. The proposed Amendment **is consistent** with <u>Proposed Land Use Map</u> designation in the <u>Northwest Subarea Plan</u>.
- 4. The proposed Zoning Map Amendment **is consistent** with the cited Objectives and Recommendations of the <u>Northwest Subarea Plan</u> discussed herein.
- 5. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

SECTION III PLANNING COMMISSION ACTION

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

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

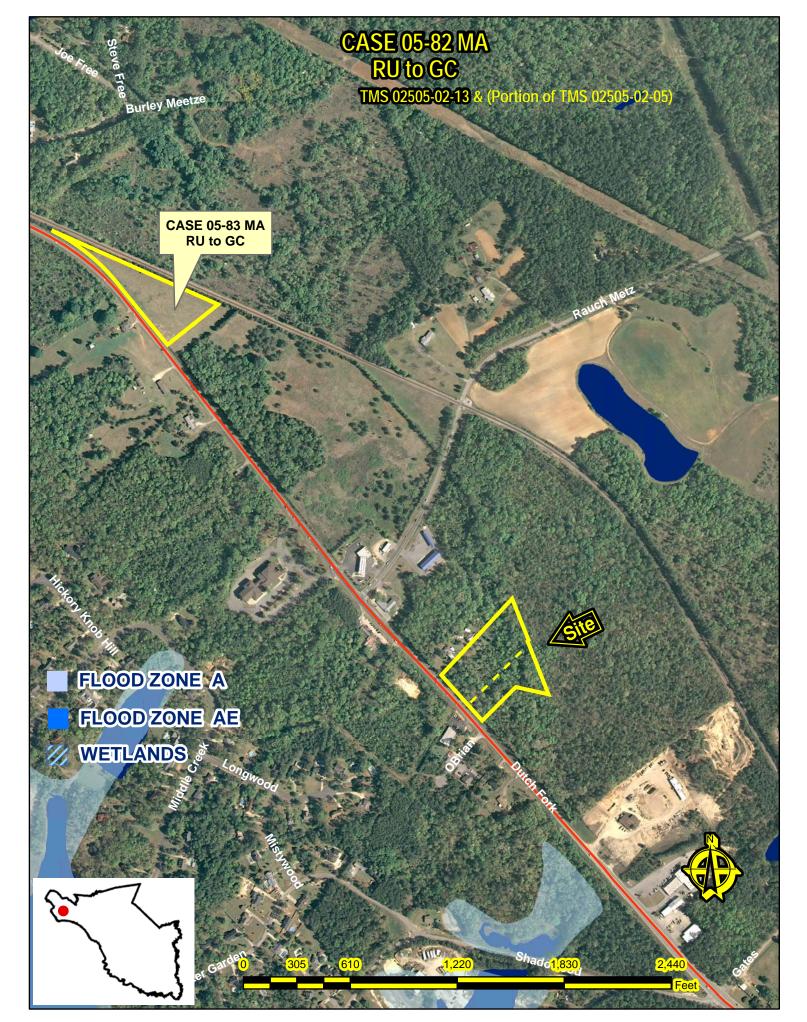
At their meeting of August 1, 2005, the Richland County Planning Commission agreed (did not agree) with the PDSD recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-82 MA at the next available opportunity.

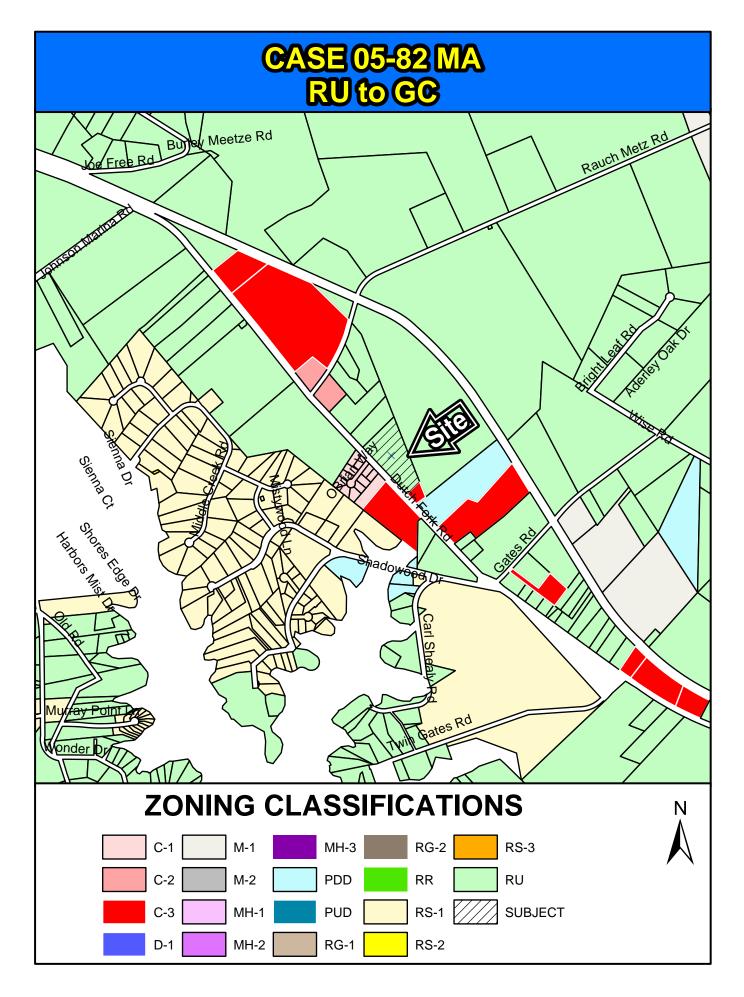
Commission Findings of Fact/Recommendations

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

In consideration of the proposed Zoning Map Amendment # 05-82 MA, the Planning Commission made the findings of fact summarized below:



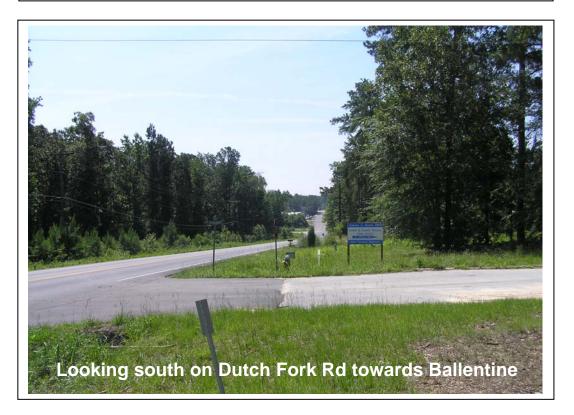


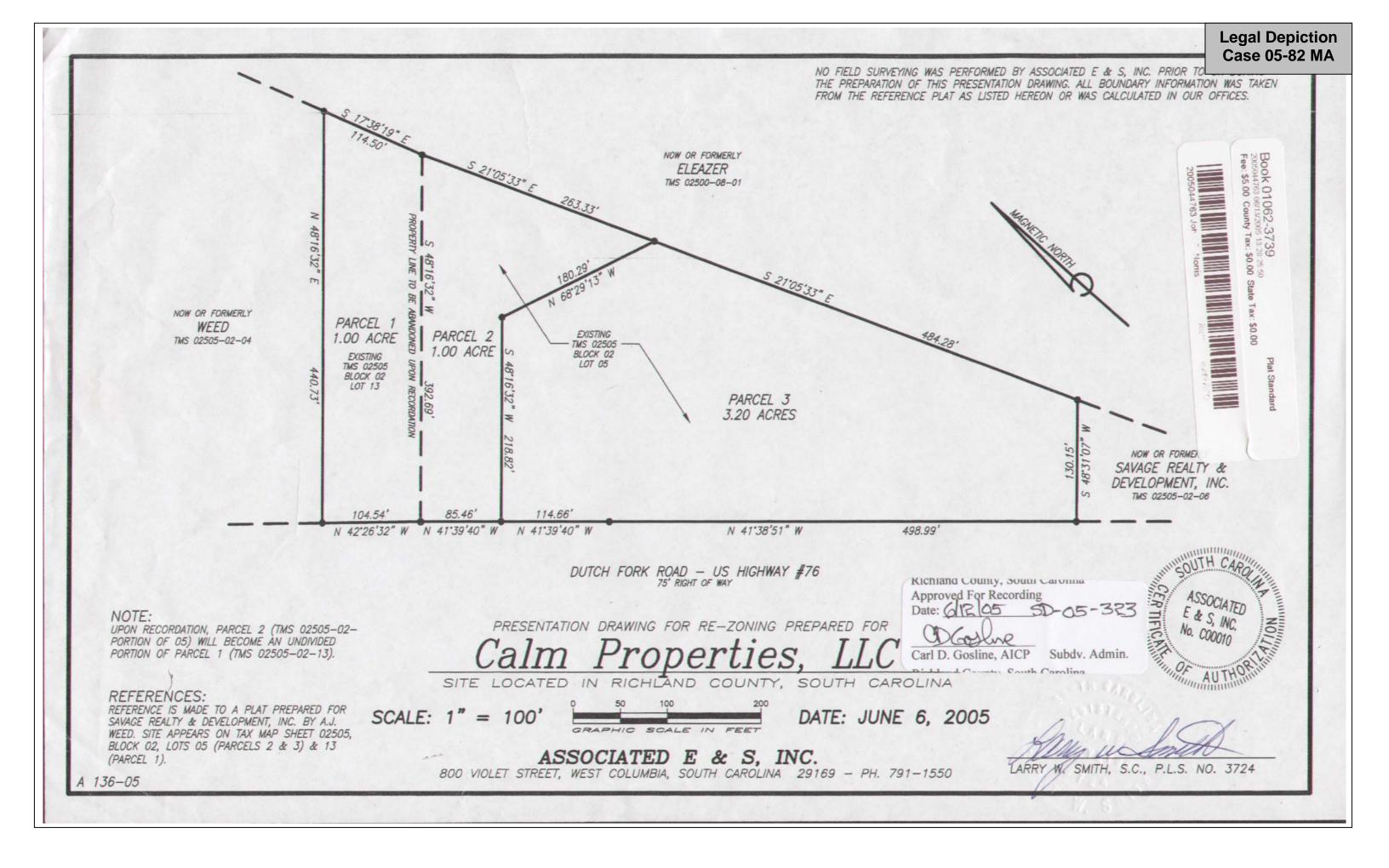


CASE 05-82 MA From RU to GC

TMS# 02502-02-13 / Dutch Fork Road near Rauch Metz Road







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

August 1, 2005

RC Project # 05-83 MA	Applicant: Bert L. Pooser		
General Location: Dutch Fork Road @ Johnson Marina Road			
Tax Map Number: 02502-01-02	Subject Area: 5.24 ac MOL		
Current Parcel Zoning: RU	Proposed Parcel Zoning: GC		
Proposed Use: Mini-warehouses	PC Sign Posting Date: July 6, 2005		

SECTION I ANALYSIS

Chapter 26-52 (e) of the Richland County Code of Ordinances states "...All proposed amendments shall be submitted to the planning commission for study and recommendation..." The Planning Commission shall study such proposals to determine:

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

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

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Vacant land
Adjacent North	RU	Railroad tracks
Adjacent East	GC	Lexington Medical Center Satellite Facility
Adjacent South	RU	Single family residence & undeveloped woodlands
Adjacent West	RU	Single family residence & undeveloped woodlands

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

Traffic Impact Discussion

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

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

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

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

Proposed Project Gets Its Principal Access From	Dutch Fork Road (Hwy. 76		Fork Road (Hwy. 76)
Functional Classification Of This Roadway	Five Lane Undivided Collector		
Level-Of-Service <u>C</u> Design Capacity $(V/C = 1.00)$		19,600	
Estimated Traffic Generated By The Proposed Project		95	
Current Volume At The Nearest Count Station # Located @ south of site on Dutch Fork Road (5 LU	145 C portion)	16,000
Estimated Traffic Count With the Proposed Project	_	16,095	
Volume-To-Capacity Ratio With The Proposed Pro	ject	t 0.82	

Notes:

- The <u>functional classification of the roadway</u> is taken from the <u>Richland County Long Range</u> <u>Major Street Plan</u>, adopted in October 1993 as part of the regional traffic planning process.
- The <u>estimated project traffic</u> is determined by applying the traffic generation rates presented on pages 9 through 11 of the <u>Addendum To The Long Range Major Street Plan for Richland</u> <u>County</u>, October 1993, or the 6th Edition of the Institute of Traffic Engineers <u>Traffic</u> <u>Generation Manual (TGM)</u>, whichever is most appropriate for the requested use. In this case, the estimated traffic is calculated by multiplying the generation rate for a Mini-Warehouse found on page 226 of the <u>TGM</u> times the proposed square footage of the use. The calculation is as follows 3.7 buildable acres = 37,000 sq. ft. x 2.5 adt's per 1,000 sq. ft. = 95 adt's.
- The <u>current traffic counts</u> were received from SCDOT on May 24, 2005 and represent the Annual Average Daily Trips in 2004 i.e. **they are already more than one year old**.
- The <u>volume-to-capacity ratio with the proposed project</u> is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The proposed Amendment for mini-warehouses would not generate a significant amount of traffic in the area. However, any permitted GC establishment that generates far more traffic could be constructed on the site.

The SCDOT count station # 145 in Ballentine, about a mile to the east on the 5 lane portion of the Road. Background traffic, and/or site generated traffic, on Dutch Fork Rd could use Rauch Metz Rd for access to I-26 or continue down Dutch Fork Road through Ballentine. In either situation, the traffic impact on the adjacent road network is likely to be minimal.

Relationship To Comprehensive Plan

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

The <u>Map</u> designates the subject area as Commercial in the Developing Urban area. The proposed project is consistent with the <u>Proposed Land Use Map</u> designation.

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

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

Since the <u>Map</u> designates the site for commercial development, the proposed Amendment **implements** this Objective.

Principle – <u>In general</u>, commercial and office activities should be confined to or expanded at <u>existing clusters</u>, and/or proposed locations as identified on the Proposed Land Use Map. See the discussion above. The proposed Amendment **implement** this Principle.

Other Relevant Issues

None

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 05-83 MA **be changed** from RU to GC.

Findings of Fact:

- 1. The proposed Amendment **is compatible** with the adjacent existing land uses.
- 2. The Traffic Impact Discussion shows that the LOS C traffic capacity of Dutch Fork Road at this location is not currently being exceeded and the proposed use would not have a significant effect on traffic in this area or increase the LOS C design capacity.
- 3. The proposed Amendment **is consistent** with <u>Proposed Land Use Map</u> designation in the <u>Northwest Subarea Plan</u>.
- 4. The proposed Zoning Map Amendment **is consistent** with the cited Objectives and Recommendations of the <u>Northwest Subarea Plan</u> discussed herein.
- 5. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

SECTION III PLANNING COMMISSION ACTION

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

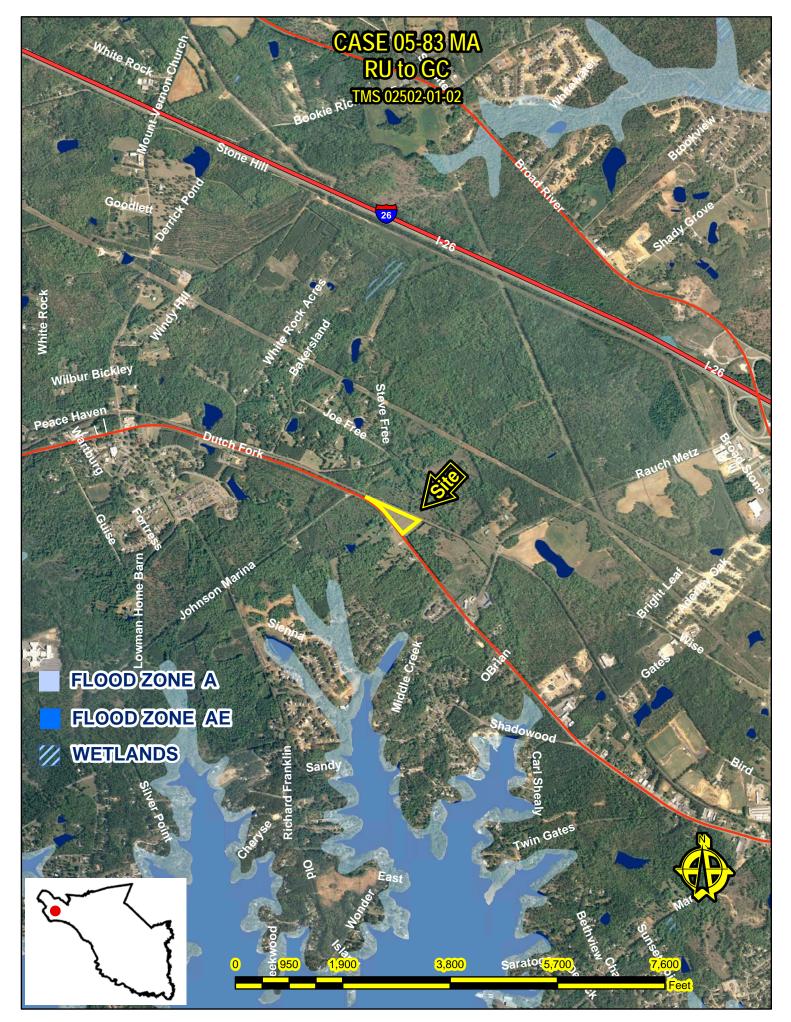
- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; **or**
- (c) A clerical or map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

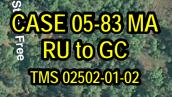
At their meeting of August 1, 2005, the Richland County Planning Commission agreed (did not agree) with the PDSD recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-83 MA at the next available opportunity.

Commission Findings of Fact/Recommendations

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

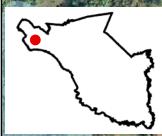
In consideration of the proposed Zoning Map Amendment # 05-83 MA, the Planning Commission made the findings of fact summarized below:

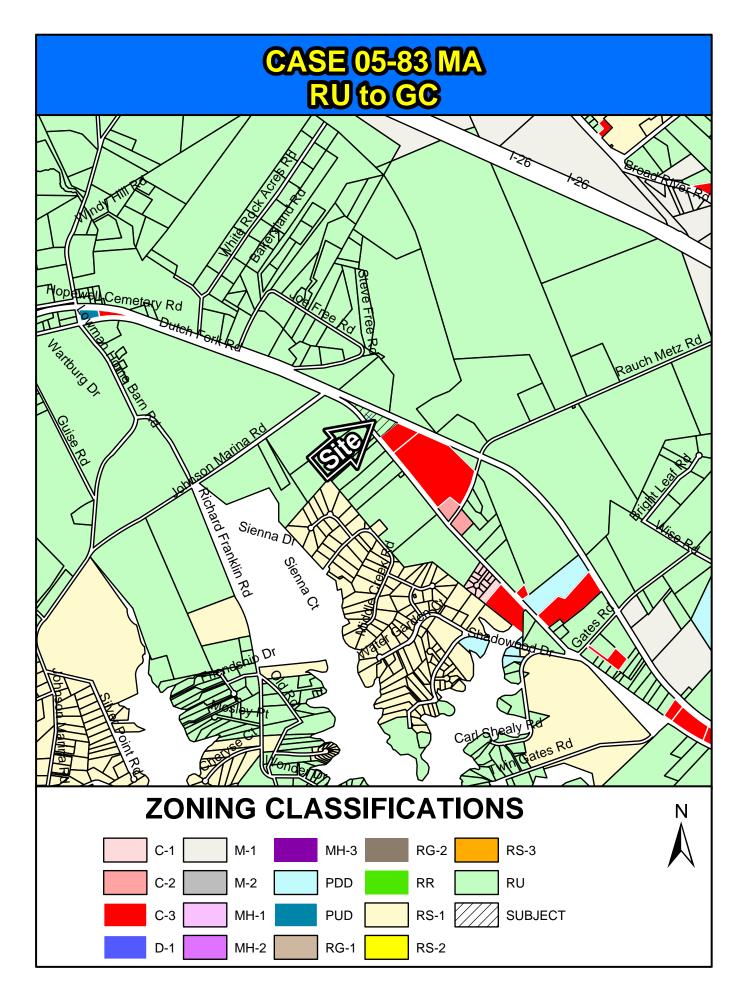




Burley Meetze

FLOODZONE A FLOODZONE AE WETLANDS



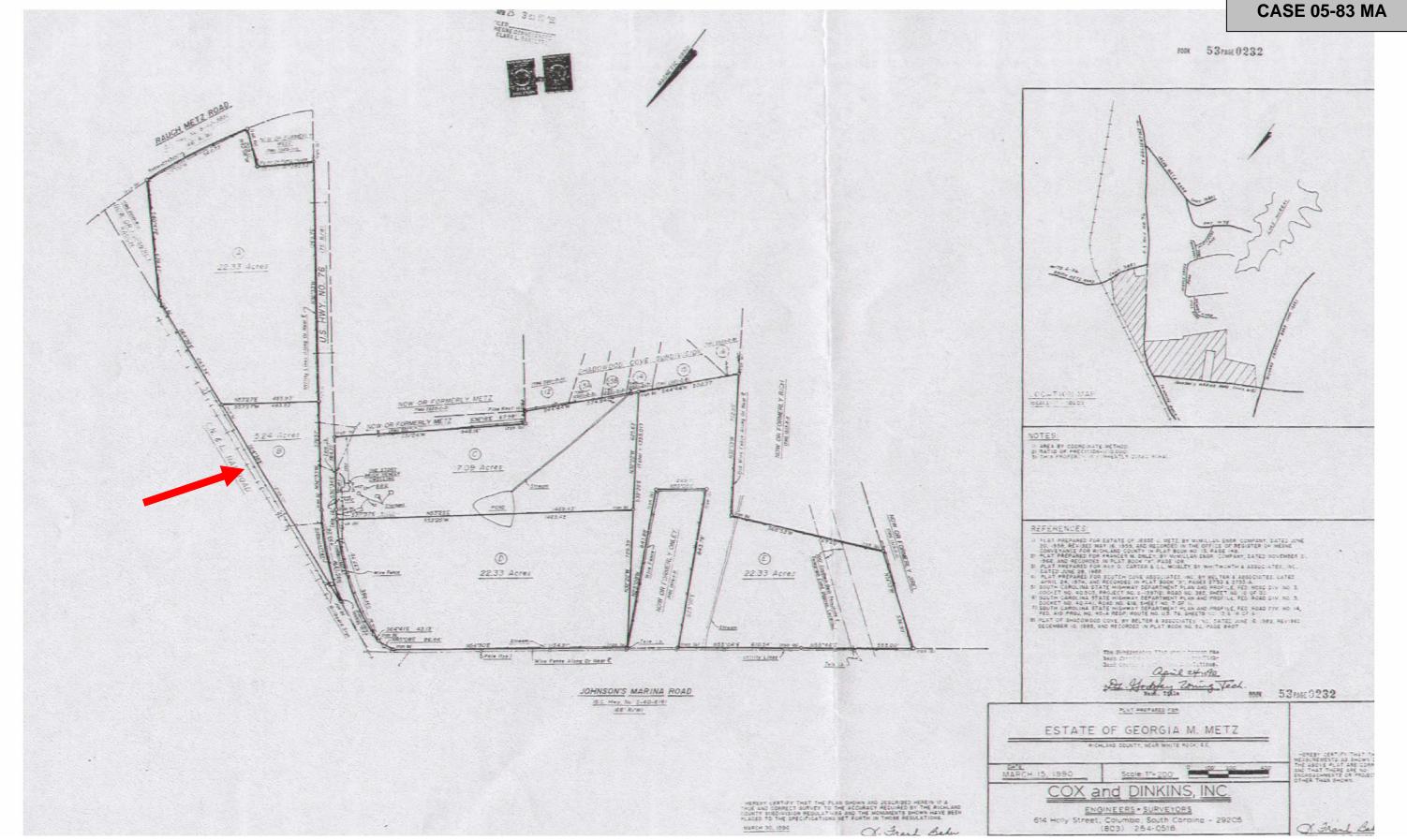


CASE 05-83 MA From RU to GC

TMS# 02502-01-02 / Dutch Fork Road near Johnson Marina Road







LEGAL DEPICTION

1	InstrumentNe: 1999039	LEGAL DESCRIPTION	/08/1998 16:14:26:653	
		CASE 05-83 MA		
	Distribution, dated June 18, 199 Office of the Register of Mesne TMS #: 02502-02-05	e property conveyed to Carolyn Patricia Metz 92, filed March 24, 1995, in deed book 1248, 9 Conveyances of Richland County, South Ca	irolina.	
	containing 17.09 Acres, situate the town of White Rock, Coun particularly shown and designa Metz by Cox and Dinkins, Inc.	n piece, parcel or tract of land, with any impr id, lying and being on the Southwest side of U ty of Richland, State of South Carolina, and I ted as <u>Tract C</u> , on a plat prepared for the Est , dated March 15, 1990, and recorded in the 53 at page 232. Reference is craved to the at he said tract. The said plat is made a part of t	being more late of Georgia A. Office of the RMC for foresaid plat for	
	Distribution, dated June 18, 19 Office of the Register of Mesn TMS #: 02502-02-06	te property conveyed to Carolyn Patricia Met 092, filed March 24, 1995, in deed book 1248 we Conveyances of Richland County, South C	arolina.	
SITE SUBJECT:	containing 5.24 Acres, situated town of White Rock, County shown and designated as <u>Trac</u> and Dinkins, Inc., dated Marc	in piece, parcel or tract of land, with any imp d, lying and being on the Northeast side of U of Richland, State of South Carolina, and bein $\pm B$, on a plat prepared for the Estate of Geor h 15, 1990, and recorded in the Office of the ge 232. Reference is craved to the aforesaid The said plat is made a part of this descriptio	ng more particularly rgia A. Metz by Cox RMC for Richland plat for specific metes	
County ROD	Distribution, dated June 18, 1 Office of the Register of Mes TMS #: 02502-02-06	ne property conveyed to Carolyn Patricia Me 992, filed March 24, 1995, in deed book 124 ne Conveyances of Richland County, South C	a, page 903, mino	John G.
Richland County	TOGETHER with all	ch Fork Rd., Irmo, SC 29063	ents and appurtenances	Norris
	TO HAVE AND TO said Metz Family Limited Par	HOLD, all and singular the said premises bef rtnership, its successors and assigns forever.		
	and and farming defend a	es hereby bind herself and her heirs, executor Il and singular the said premises unto the Gra er heirs, and against every person whomever hereof.	antee, its successors and	
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STATE OF SOUTH CAROLINA COUNTY COUNCIL FOR RICHLAND COUNTY ORDINANCE NO. ___05HR

AN ORDINANCE AMENDING ORDINANCE NO. 074-04HR (THE RICHLAND COUNTY LAND DEVELOPMENT CODE); ARTICLE IV, AMENDMENTS AND PROCEDURES; SECTION 26-54, SUBDIVISION REVIEW AND APPROVAL; SUBSECTION (B)(3); PARAGRAPHS D.7. and E.7., APPROVAL VALIDITY; SO AS TO CLARIFY THE VESTED RIGHTS THAT LANDOWNERS HAVE IN THEIR PROPERTY.

Pursuant to the authority granted by the Constitution and the General Assembly of the State of South Carolina, BE IT ENACTED BY THE COUNTY COUNCIL FOR RICHLAND COUNTY:

<u>SECTION I.</u> Article IV (Amendments and Procedures), Section 26-54 (Subdivision review and approval), Subsection (b) (3) d. 7. (Approval validity), of Ordinance No. 074-05HR, which was adopted by the Richland County Council on November 9, 2004, is hereby amended to read as follows:

7. Approval validity. Sketch plan approval shall automatically expire three hundred and sixty five (365) days from the date of final planning commission action, unless an application for a preliminary subdivision plan, or a project development schedule/phasing plan, has been approved by the planning department. The planning commission may, upon a finding of good cause, grant one (1) extension of the sketch plan approval period; provided that such extension shall be for a period of time no longer than three hundred and sixty-five (365) days. In accordance with Section 6-29-1510, et seq. of the South Carolina Code of Laws 1976, as amended, upon written notice of sketch plan approval for a subdivision phase, the applicant shall have a two (2) year vested right to proceed with the development of the approved subdivision phase under the requirements of Article V (Zoning Districts and District Standards) of this Chapter, which are in effect on the date of sketch plan approval. Failure to submit an application for preliminary plan approval within this two (2) year period shall render the sketch plan approval void. However, the applicant may apply to the planning department for a one (1) year extension of this time period no later than 30 days and no earlier than 60 days prior to the expiration of the sketch plan approval. The request for an extension must be approved unless otherwise prohibited by an intervening amendment to this chapter, such amendment having become effective prior to the expiration of the approval. Likewise, and in the same manner, the applicant may apply for four (4) more one (1) year extensions. Any change from the approved sketch plan that has not first been reviewed and approved by the planning department shall render the sketch plan approval invalid

<u>SECTION II.</u> Article IV (Amendments and Procedures), Section 26-54 (Subdivision review and approval), Subsection (b) (3) e. 7. (Approval validity), of Ordinance No. 074-05HR, which was adopted by the Richland County Council on November 9, 2004, is hereby amended to read as follows:

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7. Approval validity. Preliminary subdivision plan approval shall automatically expire seven hundred and thirty (730) days from the date of written notice of approval, unless a complete application for final plat approval has been received by the planning department. Upon a request by an applicant, the planning commission may grant an extension of the preliminary subdivision plan approval time if it finds that extraordinary circumstances exist in a specific case. Unless the time period for validity has expired, approval of preliminary subdivision plans for a major subdivision shall confer vested rights and the subject subdivision (or subdivision phase) shall not have to comply with future changes in the subdivision regulations and/or the subdivision application fees. If, however, the preliminary subdivision plan approval expires, the preliminary plans must be resubmitted in conformance with the regulations in effect at the time of the application. In accordance with Section 6-29-1510, et seq. of the South Carolina Code of Laws 1976, as amended, upon written notice of preliminary plan approval for a subdivision phase, the applicant shall have a two (2) year vested right to proceed with the development of the approved subdivision phase under the requirements of Article VII (General Development, Site, and Performance Standards) and Article VIII (Resource Protection Standards) of this Chapter, which are in effect on the date of preliminary plan approval. Failure to submit an application for either bonded plat or final plat approval within this two (2) year period shall render the preliminary subdivision plan approval void. However, the applicant may apply to the planning department for a one (1) year extension of this time period no later than 30 days and no earlier than 60 days prior to the expiration of the preliminary subdivision plan approval. The request for an extension must be approved unless otherwise prohibited by an intervening amendment to this chapter, such amendment having become effective prior to the expiration of the approval. Likewise, and in the same manner, the applicant may apply for four (4) more one (1) year extensions. Any change from the approved preliminary plan that has not first been reviewed and approved by the planning department shall render the preliminary subdivision plan approval invalid. Preliminary subdivision plan approval allows the issuance of building permits or manufactured home setup permits in the name of the subdivision developer only, for one model dwelling unit per subdivision phase, as well as for a temporary construction office or storage structure or a temporary security office/quarters. However, approval must be obtained from DHEC for water supply and sewage disposal prior to building occupancy.

<u>SECTION III.</u> All remaining provisions of Ordinance No. 074-04HR shall remain in full force and effect.

<u>SECTION IV.</u> If any section, subsection, or clause of this ordinance shall be deemed to be unconstitutional or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

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<u>SECTION V.</u> All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION V. This ordinance shall be effective from and after _____, 2005.

RICHLAND COUNTY COUNCIL

BY:___

Anthony G. Mizzell, Chair

Attest this the _____ day of

_____, 2005

Michielle R. Cannon-Finch Clerk of Council

RICHLAND COUNTY ATTORNEY'S OFFICE

Approved As To LEGAL Form Only No Opinion Rendered As To Content

Public Hearing: First Reading: Second Reading: Third Reading:

Memo

To:	Howard Van Dine, Chairman
From:	Anna Almeida, Development Services Manager
CC:	Ashley Bloom, Assistant County Administrator
Date:	July 22, 2005
Re:	Wholesale Trade Land Uses in the GC Zone

Staff has evaluated the list of uses identified under Wholesale Trade and recommends the following Special Requirements:

- 1. An aggregate gross floor area limit of 8,000 square feet per parcel or per building whichever is more restrictive.
- 2. No outside display of materials, or products.
- 3. No outside storage of materials products or equipment.
- 4. No outside processing of materials or products.
- 5. Lighting shall be directed and shielded so not to shine onto adjacent properties.
- 6. No paring space or drive shall be located closer than twenty (20) feet to a residence.
- 7. Landscaping buffer shall be a minimum of fifteen (15) feet.

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

TO:	Planning Commission Members
FROM:	Carl D. Gosline, AICP, Land Development Administrator
DATE:	July 21, 2005
RE:	Subdivision and Street Name Approval

Background

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

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

Action Requested

The Department recommends the Commission approve the attached street/road name list. The street name suffixes are added, according to the proper E-911 requirements, after receipt of the subdivision lot layout arrangement.

APPROVED NAMES	GENERAL LOCATION
Colonial Commons S/D	Location Undetermined
Wadesworth S/D	Location Undetermined

PROPOSED STREET NAMES	SUBDIVISION LOCATION
Aberdovey, Suffix Undetermined	Future BP Barber Project
Aberlour, Suffix Undetermined	Future Shumaker Builders Development,
Adrift, Suffix Undetermined	Future Mungo Development
Alsike, Suffix Undetermined	Future Shumaker Builders Development
Anchor Bend, Suffix Undetermined	Future Mungo Development
Anchor Light, Suffix Undetermined	Future Mungo Development
Armagh, Suffix Undetermined	Future Joseph Younan Project
Athlone, Suffix Undetermined	Future Joseph Younan Project
Auckeng, Suffix Undetermined	Future Joseph Younan Project
Backwind, Suffix Undetermined	Future Mungo Development
Balvenie, Suffix Undetermined	Future Shumaker Builders Development
Benriach, Suffix Undetermined	Future Shumaker Builders Development
Bladnoch, Suffix Undetermined	Future Shumaker Builders Development
Blue Savannah, Suffix Undetermined	Future Colonial Commons Development
Boatswain, Suffix Undetermined	Future Mungo Development
Bobstay, Suffix Undetermined	Future Mungo Development
Bowermadden, Suffix Undetermined	Future Joseph Younan Project
Bowmore, Suffix Undetermined	Future Shumaker Builders Development
Brittany Meadow, Suffix Undetermined	Future Meadow Brook Pond S/D - NE
Bruids Glen, Suffix Undetermined	Future BP Barber Project
Cardhu, Suffix Undetermined	Future Shumaker Builders Development
Carnoutsie, Suffix Undetermined	Future BP Barber Project
Childers Way	Future Meadow Brook Pond S/D - NE
Clayock, Suffix Undetermined	Future Joseph Younan Project
Clyneish, Suffix Undetermined	Future Shumaker Builders Development

PROPOSED STREET NAMES	SUBDIVISION LOCATION
Cragganmore, Suffix Undetermined	Future Shumaker Builders Development
Dalmore, Suffix Undetermined	Future Shumaker Builders Development
Dalwhinnie, Suffix Undetermined	Future Shumaker Builders Development
Daniel Clay Dr	Future Meadow Brook Pond S/D - NE
Easington, Suffix Undetermined	Future Joseph Younan Project
English Field, Suffix Undetermined	Future Meadow Brook Pond S/D - NE
Enniscrone, Suffix Undetermined	Future BP Barber Project
Ennismillen, Suffix Undetermined	Future Joseph Younan Project
Eutaw Springs, Suffix Undetermined	Future Colonial Commons Development
Fair Wind, Suffix Undetermined	Future Mungo Development
Fettercane, Suffix Undetermined	Future Shumaker Builders Development
Fort Moultrie, Suffix Undetermined	Future Colonial Commons Development
Ganton, Suffix Undetermined	Future BP Barber Project
Glen Keith, Suffix Undetermined	Future Shumaker Builders Development
Glen Ord, Suffix Undetermined	Future Shumaker Builders Development
Headsail, Suffix Undetermined	Future Mungo Development
Helmsman, Suffix Undetermined	Future Mungo Development
Hesketh, Suffix Undetermined	Future BP Barber Project
Hillclay, Suffix Undetermined	Future Joseph Younan Project
Holystone, Suffix Undetermined	Future Mungo Development
Hunspow, Suffix Undetermined	Future Joseph Younan Project
Jackstay, Suffix Undetermined	Future Mungo Development
Jasper Ridge, Suffix Undetermined	Future Meadow Brook Pond S/D - NE
Jiffy Reef, Suffix Undetermined	Future Mungo Development
Jura, Suffix Undetermined	Future Shumaker Builders Development
Kings Mountain, Suffix Undetermined	Future Colonial Commons Development
Kumatage, Suffix Undetermined	Future Mungo Development

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PROPOSED STREET NAMES	SUBDIVISION LOCATION
Sheetbend, Suffix Undetermined	Future Mungo Development
Skipton, Suffix Undetermined	Future Joseph Younan Project
Skira, Suffix Undetermined	Future Joseph Younan Project
Stemster, Suffix Undetermined	Future Joseph Younan Project
Swamp Fox, Suffix Undetermined	Future Colonial Commons Development
Talisker, Suffix Undetermined	Future Shumaker Builders Development
Tamdhu, Suffix Undetermined	Future Shumaker Builders Development
Tomatin, Suffix Undetermined	Future Shumaker Builders Development
Tormore, Suffix Undetermined	Future Shumaker Builders Development
Tralee, Suffix Undetermined	Future BP Barber Project
Weaver Knot, Suffix Undetermined	Future Mungo Development

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Richland County Planning and Development Services



Date: 7/21/05

To: Richland County Planning Commission

From: Michael P. Criss, AICP, Planning Services Manager

Regarding: Rural Zoning Districts

Following is some background information for the Planning Commission's discussion of the rural zoning districts. Under the new Land Development Code which took effect 7/1/05, the purpose statements for the RU Rural District and the RR Rural Residential District are:

RU Rural District

The RU District is intended to provide areas for low intensity agricultural uses and very-low density single-family, detached residential home construction. RU zoning is intended to provide for the preservation of open space, farmland and rural areas, and to protect and encourage the integrity of existing rural communities.

RR Rural Residential District

The RR District is intended to be used for single-family detached dwelling units and limited, private agricultural endeavors. The requirements for this district are designed to provide suitable open space for very low-density residential development so as to retain an optimum amount of open space to maintain a rural setting, yet afford residential developments a minimal amount of urban character. This district is a transition zone between the RU Rural District and the more urban RS-E and RS-LD Residential, Single-Family Low Density Districts.

Both of these districts require a minimum lot area of 33,000 square feet and a minimum lot width of 120 feet. Maximum density is one dwelling unit per lot, though one accessory dwelling is also allowed for each single-family dwelling. The major difference in allowed land uses between these two districts is that the RR District does not permit any of the principal agricultural uses allowed in the RU District.

The Planning Commission recommended to the County Council that the minimum lot area in the RU District be 43,560 square feet, or 1 acre. However, County Council reduced that requirement to 33,000 square feet in the adopted Land Development Code.

cc: M. Donny Phipps, CBO, Interim Planning Director Anna F. Almeida, Development Services Manager

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