

# **RICHLAND COUNTY PLANNING COMMISSION**



## **September 8, 2022**

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

**Amended 6 September 2022**

- **The link for the Lower Richland Tourism Plan has been updated.**
- **VIII. *Items For Action* (a) reflects the correct Plan for adoption.**



# RICHLAND COUNTY PLANNING COMMISSION



**Thursday, September 8, 2022**

**Agenda**

**3:00 PM**

**2020 Hampton Street  
2nd Floor, Council Chambers**

**Amended**

Chairman – Jason Branham

Vice Chairman – Gary Dennis

Christopher Yonke • Frederick Johnson, II • Beverly Frierson • John Metts  
Charles Durant • Terrence Taylor • Chris Siercks

- I. PUBLIC MEETING CALL TO ORDER .....Jason Branham, Chair
- II. PUBLIC NOTICE ANNOUNCEMENT .....Jason Branham, Chair
- III. ADDITIONS / DELETIONS TO THE AGENDA
- IV. APPROVAL OF MINUTES FROM PRIOR MEETING(S)
- V. RE-MAPPING RESTART AND TEXT AMENDMENT  
PROPOSAL PROCESS UPDATE .....Jason Branham, Chair
- VI. PUBLIC INPUT REGARDING LDC RE-MAPPING PROCESS AND PROPOSED LDC TEXT  
AMENDMENTS
- VII. CONSENT AGENDA [ACTION]

**a. ROAD NAMES**

**b. MAP AMENDMENTS**

- 1. Case # 22-006 MA District 10  
Cheryl D. English  
Jared Munneke  
GC/M-1/RU/RM-HD to RM-MD (74.28 acres)  
End of Idlewilde Boulevard and Barnes Street  
TMS# R11111-01-02, 54, & 55, R11114-01-02 & 13  
Page 1
- 2. Case # 22-017 MA District 2  
Derrek Pugh  
Chandler Roy  
HI to RS-MD (113.24 acres)  
E/S Farrow Road  
TMS# R17600-02-32 & R17600-02-46  
Page 9
- 3. Case # 22-019 MA District 7  
Gretchen Barron  
Bill Theus  
PUD to PUD (55.2 acres)  
Wilson Blvd  
TMS# R14900-04-01, R14800-02-22, R14800-02-32,  
R14800-02-27, R14800-02-35, R14800-02-29  
Page 17

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|---|--|
| <p>4. Case # 22-021 MA<br/>         Tony Lawton<br/>         RU to GC (1.14 acres)<br/>         113 Sease Road<br/>         TMS# R04003-02-17<br/>         Page 31</p>                  | <p><u>District 1</u><br/>         Bill Malinowski</p>  |
| <p>5. Case # 22-022 MA<br/>         Jenny Reyes<br/>         RU to NC (8.63 acres)<br/>         9200 Wilson Blvd<br/>         TMS# R14600-03-41<br/>         Page 39</p>                | <p><u>District 7</u><br/>         Gretchen Barron</p>  |
| <p>6. Case# 22-023 MA<br/>         Gerald A. Lee<br/>         W/S Archie Drive<br/>         RS-MD to RM-MD (3.12 acres)<br/>         TMS# R17116-01-01<br/>         Page 47</p>         | <p><u>District 7</u><br/>         Gretchen Barron</p>  |
| <p>7. Case # 22-024 MA<br/>         Charlotte Huggins<br/>         RC to GC (2.87 acres)<br/>         10512 Garners Ferry Road<br/>         TMS # R30600-02-16<br/>         Page 55</p> | <p><u>District 11</u><br/>         Chakisse Newton</p> |
| <p>8. Case# 22-025 MA<br/>         Charlotte Huggins<br/>         RU to RC (4.32 acres)<br/>         10201 Garners Ferry Road<br/>         TMS# R27800-03-08<br/>         Page 63</p>   | <p><u>District 11</u><br/>         Chakisse Newton</p> |
| <p>9. Case # 22-026 MA<br/>         Harpal Grewal<br/>         RS-MD to GC (2.81 acres)<br/>         Rushmore Road<br/>         TMS# R07403-01-01 (P)<br/>         Page 71</p>          | <p><u>District 4</u><br/>         Paul Livingston</p>  |

**VIII. ITEMS FOR ACTION**

- a. A Resolution To Recommend That Richland County Council Enact An Ordinance Amending The “2015 Richland County Comprehensive Plan – Putting The Pieces In Place”, By Incorporating And Adopting The “Lower Richland Tourism Plan” Into The Plan.

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**To view the plan document:**

[https://www.richlandcountysc.gov/Portals/0/Departments/Conservation/Commission/Docs/RCC1601\\_Final%20Report\\_2018\\_06\\_15.pdf](https://www.richlandcountysc.gov/Portals/0/Departments/Conservation/Commission/Docs/RCC1601_Final%20Report_2018_06_15.pdf)

**To view the video:** <https://youtu.be/L8mKJYTmJ3I>

## IX. OTHER ITEMS FOR DISCUSSION

### a. Council Motions

- i. Move to direct staff to evaluate current zoning laws that permit zoning designations for large residential developments to remain in perpetuity and present options to re-evaluate and or rezone those properties if they are not developed within 7 years. Recommendations should include processes to ensure that zoning and the comprehensive plan remain consistent with the lived character of the community. (Newton)

### b. Recommended Amendments to the 2021 Land Development Code.

#### i. Motion that the following be added to the ledger of recommended amendments to the 2021 Land Development Code and Zoning Map:

1. As to Manufactured Homes: I move to recommend removal of manufactured homes from R2 zoning district. **(Dennis)**
2. As to Farm supply and machine sales and service: I move to recommend addition of Farm Supply and machine sales Permitted by right in HM zoning district. **(Dennis)**
3. As to Farm distribution hub: I move to recommend the addition of Farm distribution hub permitted by right in the RT zoning district. **(Dennis)**
4. As to Veterinary Services (livestock): I move to recommend the addition of Veterinary services (livestock) permitted by right in the RT zoning district. **(Dennis)**
5. As to Animal Shelter: I move to recommend the addition of animal shelters permitted by right, subject to special requirements in the AG, HM, RT zoning districts. **(Dennis)**
6. As to animal services Veterinary hospital or clinic: I move to recommend the addition of Veterinary hospital or clinic permitted by right subject to special requirements in the AG, HM, RT zoning districts. **(Dennis)**
7. I move to increase the maximum lot density of the new AG zoning district from 0.15 dwelling units per acre to 0.33 dwelling units per acre. **(Branham)**
8. I move to increase the maximum lot density of the new HM zoning district from 0.33 dwelling units per acre to 0.66 dwelling units per acre. **(Branham)**
9. I move to increase the maximum lot density of the new RT zoning district from 0.67 dwelling units per acre to 1.0 dwelling units per acre. **(Branham)**
10. I move to designate any parcel comprising 35 acres or more that was zoned RU under the 2005 LDC zoning scheme be assigned the AG zoning district in the 2021 LDC zoning re-mapping. **(Branham)**
11. I move to designate any parcel comprising more than 3 acres but less than 35 acres that was zoned RU under the 2005 LDC zoning scheme be

assigned the HM zoning district in the 2021 LDC zoning re-mapping. **(Branham)**

12. I move to designate any parcel comprising 3 acres or less that was zoned RU under the 2005 LDC zoning scheme be assigned the RT zoning district in the 2021 LDC zoning re-mapping. **(Branham)**
13. I move to amend the new LDC text to provide a 6-month period of time during which an owner of property currently zoned RU may apply with no application fee for a zoning map amendment as to said property if they believe said property should be assigned a zoning district other than the newly-assigned district. The 6-month period would begin the day the newly-adopted land development code and zoning map take effect. **(Branham)**
14. I move to delete subsection 26-3.1(f)(4) which provides for zero lot line development and any other provisions for zero lot line development of single-family dwellings: **(Branham)**

**26-3.1(f)(4)**

**(4) Zero Lot Line Development**

Where indicated in this article, the dimensional standards for single-family detached dwellings may be modified for zero lot line development in accordance with the standards in this section.

- a. The lot proposed for zero lot line development must be under the same ownership as the adjacent lot at the time of initial construction, or the owner of adjacent properties must record an agreement or deed restriction, in writing, consenting to the development of zero setback. The maintenance and drainage easement required in subsection c below must be provided as part of this agreement and deed restriction.
  - b. The wall of a dwelling located on the lot line shall have no windows, doors, air conditioning units, or any other type of openings. An atrium or court shall be permitted on the zero lot line side if:
    1. The atrium or court is enclosed by two walls of the dwelling unit; and
    2. A solid wall that is a minimum of six feet in height and is constructed of the same materials as the dwelling unit is provided on the zero lot line extending to the front and/or rear of the dwelling unit.
  - c. A perpetual maintenance easement having a minimum width of five feet shall be provided on the lot adjacent to the zero lot line property, which shall be kept clear of structures. This easement shall be shown on the plat and incorporated into each deed transferring title to the property. Roof overhangs and footings may penetrate the easement on the adjacent lot a maximum of 24 inches if the roof is designed to control water runoff from the dwelling placed on the lot line by gutters or other approved methods.
15. I move to delete subsection 26-3.1(f)(5) which provides for the complete elimination or massive reductions on minimum lot width requirements in

instances involving cluster development and any other provisions for cluster development of single-family dwellings: **(Branham)**

**26-3.1(f)(5)**

**(4) Cluster Development**

Sec. 26-5.5, Cluster Development, establishes the need to group lots together within a development into one or more groupings surrounded by open space. Where indicated in this article, the dimensional standards for residential development may be modified for cluster development in accordance with the standards in this section.

a. In the AG, HM, RT, and R1 districts:

Residential lots created as part of a cluster development are eligible for a reduction of 75% of the dimensional standards of that district, whereas no lot width shall be less than 30 feet, front setback no less than 20 feet, side setback no less than 7 feet, and rear setback no less than 15 feet.

b. In the R2, R3, R4, R5, and R6 districts:

Residential lots created as part of a cluster development are eligible for the removal of the lot width standard.

**X. CHAIRMAN'S REPORT**

**XI. PLANNING DIRECTOR'S REPORT**

**XII. ADJOURNMENT**







## Street Name Review Case Summary

### PLANNING COMMISSION MEETING

September 12, 2022

3:00 pm

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<b>Council District:</b>	Gretchen Barron (7)
<b>Development:</b>	Propose Leatherstone Subdivision
<b>Tax Map Amendment:</b>	TMS# R14800-05-39 and R14700-01-15
<b>Applicant:</b>	Mark Jeffers
<b>Proposed Use:</b>	Residential
<b>Proposed Street Name (s):</b>	Angler Lane, Costa Ridge Lane, Duck Blind Court, Palm Frond Court, Waterfowl Lane
<b>Staff Recommendation:</b>	Approval

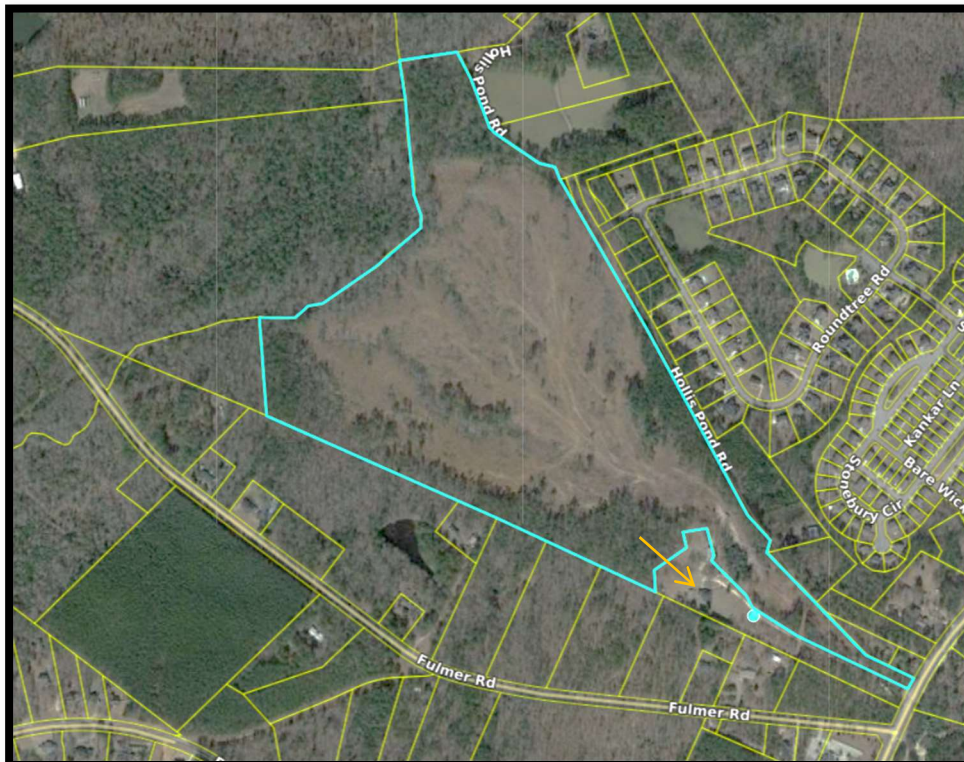
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**Detail:** Pursuant to SC Code 6-29-1200 (a), a local planning commission shall, by proper certificate, shall approve and authorize the name of a street or road laid out within the territory over which the commission has jurisdiction.

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

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**Map:**







**Richland County  
Planning & Development Services Department**

Map Amendment Staff Report

**PC MEETING DATE:** September 8, 2022  
**RC PROJECT:** 22-006 MA  
**APPLICANT:** Jared Munneke

**LOCATION:** End of Idlewilde Boulevard and Barnes Street

**TAX MAP NUMBER:** R111111-01-02, 54, & 55 & 13

**ACREAGE:** 72.78 acres  
**EXISTING ZONING:** GC, M-1, RU  
**PROPOSED ZONING:** RM-MD

**PC SIGN POSTING:** August 23, 2022

**Staff Recommendation**

**Disapproval**

**Background**

**Zoning History**

The original zoning as adopted September 7, 1977 was C-3, M-1, D-1 and RG-2 (Residential Multi Family). With the adoption of the 2005 Land Development Code the D-1 became the Rural (RU) District. The RG-2 District became the Residential Multi-Family Medium-Density (RM-MD) District.

**Zoning History for the General Area**

There has been no recent rezoning requests in the area.

**Zoning District Summary**

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

The maximum density standard is no more than eight (8) units per acre.

Based upon a gross density calculation, the maximum number of units for this site is approximately: 582.24 dwelling units.

Direction	Existing Zoning	Use
<b><u>North:</u></b>	M-1/RM-MD	Industrial/Residences
<b><u>South:</u></b>	D-1 (Town of Cayce)	Agricultural
<b><u>East:</u></b>	PDD (Town of Cayce)	Student Housing
<b><u>West:</u></b>	D-1 (Town of Cayce)	Agricultural

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

The subject has frontage along Idlewild Boulevard and Barnes Street. Both roads are two-lane local road without sidewalks or streetlights. The general area is characterized by industrial uses, single-family uses, student housing and agricultural uses. The properties northeast of the site are zoned RM-MD and contain residential uses. The parcels west (City of Columbia) and south (City of Cayce) of the site are zoned D-1 and are agricultural uses. Further north of the site along Idlewild Boulevard are light industrial zonings and uses.

***Public Services***

The subject parcel is within the boundaries of Richland School District One. South Kilbourne Elementary School is located approximately 1.3 miles northeast of the subject parcel on Kilbourne Road. Records indicate the parcels are within the City of Columbia water and sewer service area. The Industrial Park fire station (number 3) is located 1.4 miles southeast of the subject parcel on The Boulevard. There are no fire hydrants located near the subject site.

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

***Plans & Policies***

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

***Land Use and Design***

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

***Desired Development Pattern***

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

### **Traffic Characteristics**

The 2021 SCDOT traffic count (Station #238) located north of the subject parcels on Bluff Road identifies 20,300 Average Daily Trips (ADTs). This segment of Bluff Road is currently classified as a five-lane undivided principal, maintained by SCODT with a design capacity of 33,600 ADTs. This section of Bluff Road is currently operating at Level of Service (LOS) "B".

SCDOT has a widening and new location project along Bluff Road south of the parcels from Beltline Blvd to National Guard Road. It is currently in Phase II and does not have an anticipated completion date.

SCDOT has a rehab and resurfacing project along Bluff Road further south of the parcels from Blakeley Rd to Martin Luther King Blvd.

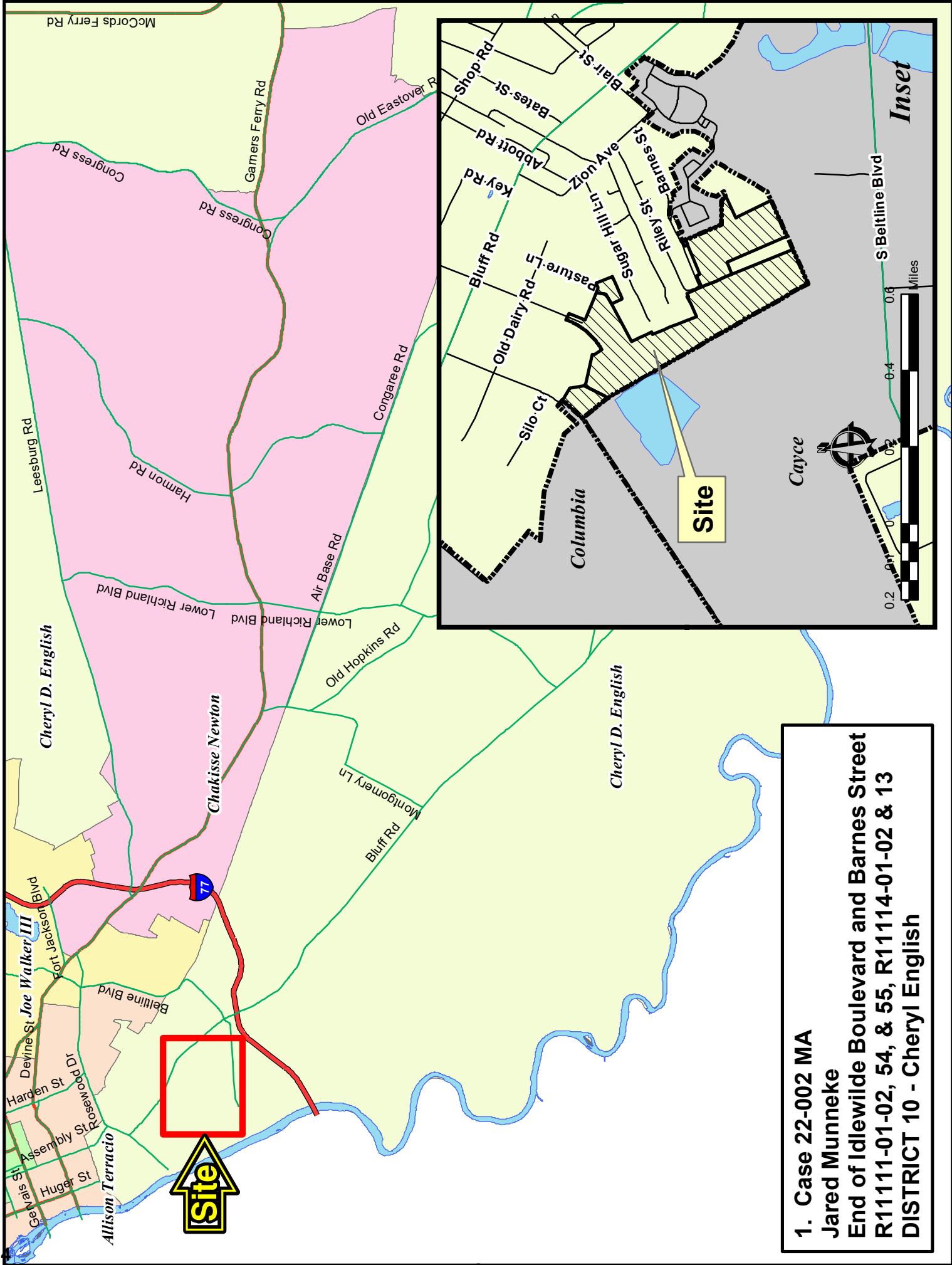
There are no planned or programmed improvements for this section of Bluff Road through the County Penny Sales Tax Program.

### **Conclusion**

Staff recommends **Disapproval** of this map amendment, as the proposed rezoning is not consistent with the objectives outlined in the Comprehensive Plan for the Rural (Large Lot) future land use designation.

### **Zoning Public Hearing Date**

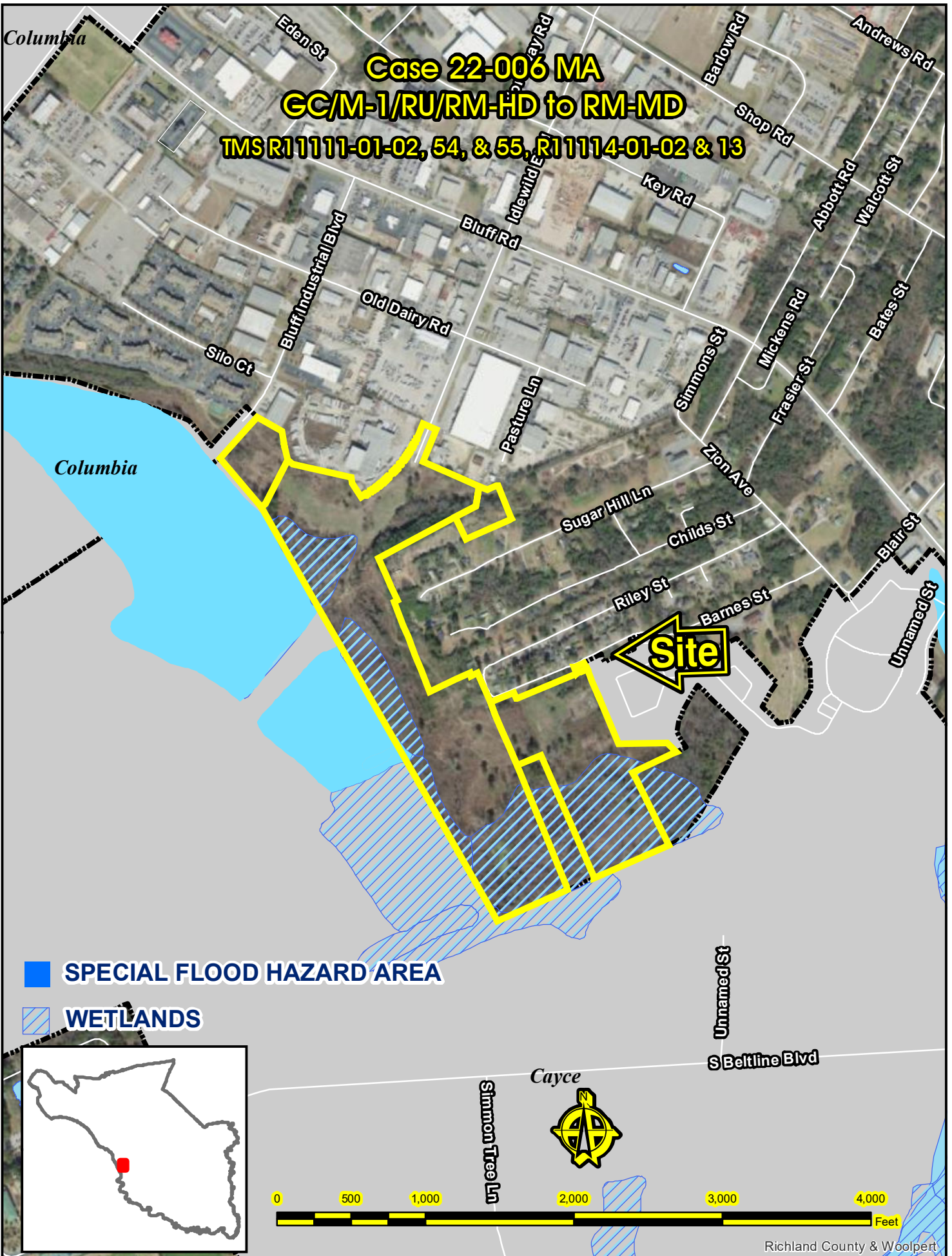
**September 27, 2022.**



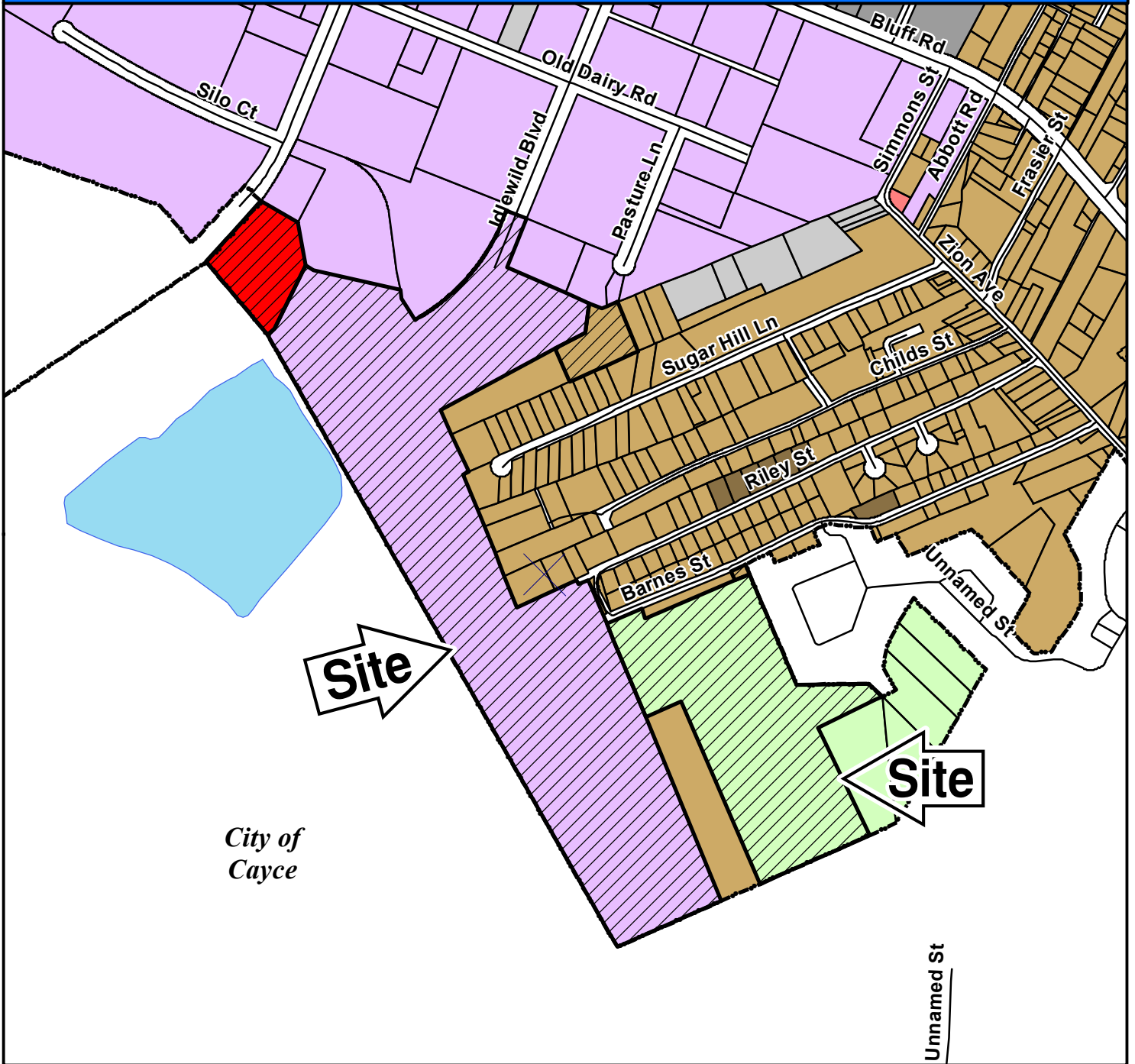
**1. Case 22-002 MA**  
**Jared Munneke**  
**End of Idlewild Boulevard and Barnes Street**  
**R11111-01-02, 54, & 55, R11114-01-02 & 13**  
**DISTRICT 10 - Cheryll English**

**Case 22-006 MA  
GC/M-1/RU/RM-HD to RM-MD**



























**TMSR11111-01-02, 54, & 55, R11114-01-02 & 13**



# Case 22-006 MA GC/M-1/RU/RM-MD to RM-MD

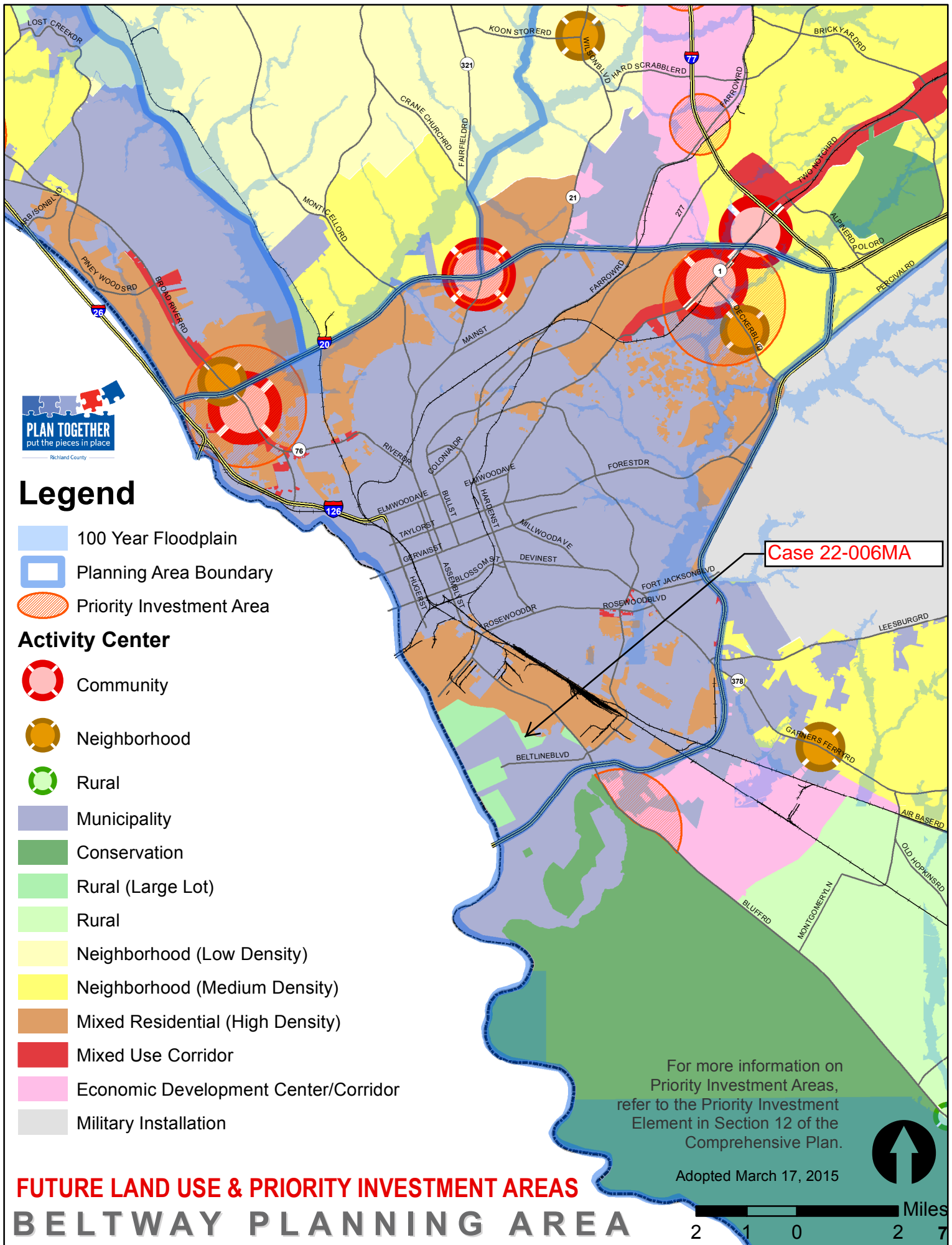


## ZONING CLASSIFICATIONS

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







# Legend

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

**Case 22-006MA**

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

Adopted March 17, 2015



## FUTURE LAND USE & PRIORITY INVESTMENT AREAS BELTWAY PLANNING AREA







**Richland County  
Planning & Development Services Department**

Map Amendment Staff Report

**PC MEETING DATE:** September 8, 2022  
**RC PROJECT:** 22-017MA  
**APPLICANT:** Chandler Roy

**LOCATION:** E/S Farrow Road

**TAX MAP NUMBER:** R17600-02-32 & R17600-02-46  
**ACREAGE:** 113.2 acres & 8.32 acres (121.52 acres total)  
**EXISTING ZONING:** HI  
**PROPOSED ZONING:** RS-MD

**PC SIGN POSTING:** August 23, 2022

**Staff Recommendation**

Approval

**Background**

**Zoning History**

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

**Zoning District Summary**

The Residential Single-Family Medium Density District (RS-MD) is intended as a single family, detached residential district of medium densities, and the requirements for this district are designed to maintain a suitable environment for single family living.

Minimum lot area is 8,500 square feet, or as determined by DHEC. The maximum density standard: no more than one principal dwelling unit may be placed on a lot except for permitted accessory dwellings.

Based upon a gross density calculation, the maximum number of units for this site is approximately: 622 dwelling units.

<b>Direction</b>	<b>Existing Zoning</b>	<b>Use</b>
<b><u>North:</u></b>	HI / HI / HI	Undeveloped / Concrete Supply / Building Supply
<b><u>South:</u></b>	HI / HI	Sewer Uplift Station / Undeveloped
<b><u>East:</u></b>	ROW / PDD	Railroad ROW / Residential Subdivision (Brookhaven)
<b><u>West:</u></b>	GC / GC	Residences / Minor Auto Repair

## Discussion

### **Parcel/Area Characteristics**

The subject site consists of two undeveloped properties. The site has frontage along Farrow. This section of Farrow Road is a three lane major collector road without sidewalks and streetlights. The general area is characterized by industrial and heavy commercial uses with scattered residences. North and South of the subject sites are properties zoned HI, with residential and commercial uses to the west.

### **Public Services**

The subject parcel is within the boundaries of Richland School District Two. Westwood High School is located approximately 1.22 miles west of the subject parcels on Turkey Farm Road. Records indicate that the parcel is in the City of Columbia's water and sewer service area. There is a fire hydrant located northwest of the sites on Farrow Road. The Killian fire station (station number 12) is located on Farrow Road, approximately 1.78 miles south of the subject parcels.

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

### **Plans & Policies**

The 2015 Richland County Comprehensive Plan, "***PUTTING THE PIECES IN PLACE***", designates this area as ***Economic Development Center/Corridor***.

### **Land Use and Design**

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

### **Desired Development Pattern**

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

### **Traffic Characteristics**

The 2021 SCDOT traffic count (Station #285) located south of the subject parcel on Farrow Road identifies 13,200 Average Daily Trips (ADT). Farrow Road is classified as a three lane undivided major collector, maintained by SCDOT with a design capacity of 9,800 ADTs. This portion of Farrow Road is currently operating at Level of Service (LOS) "F".

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

There are no planned or programmed improvements for these road sections through SCDOT or the County Penny Sales Tax program.

## Conclusion

Staff recommends **Approval** of this map amendment, as the proposed rezoning would be consistent with the objectives outlined in the Comprehensive Plan for Economic Development Center/Corridor future land use designation.

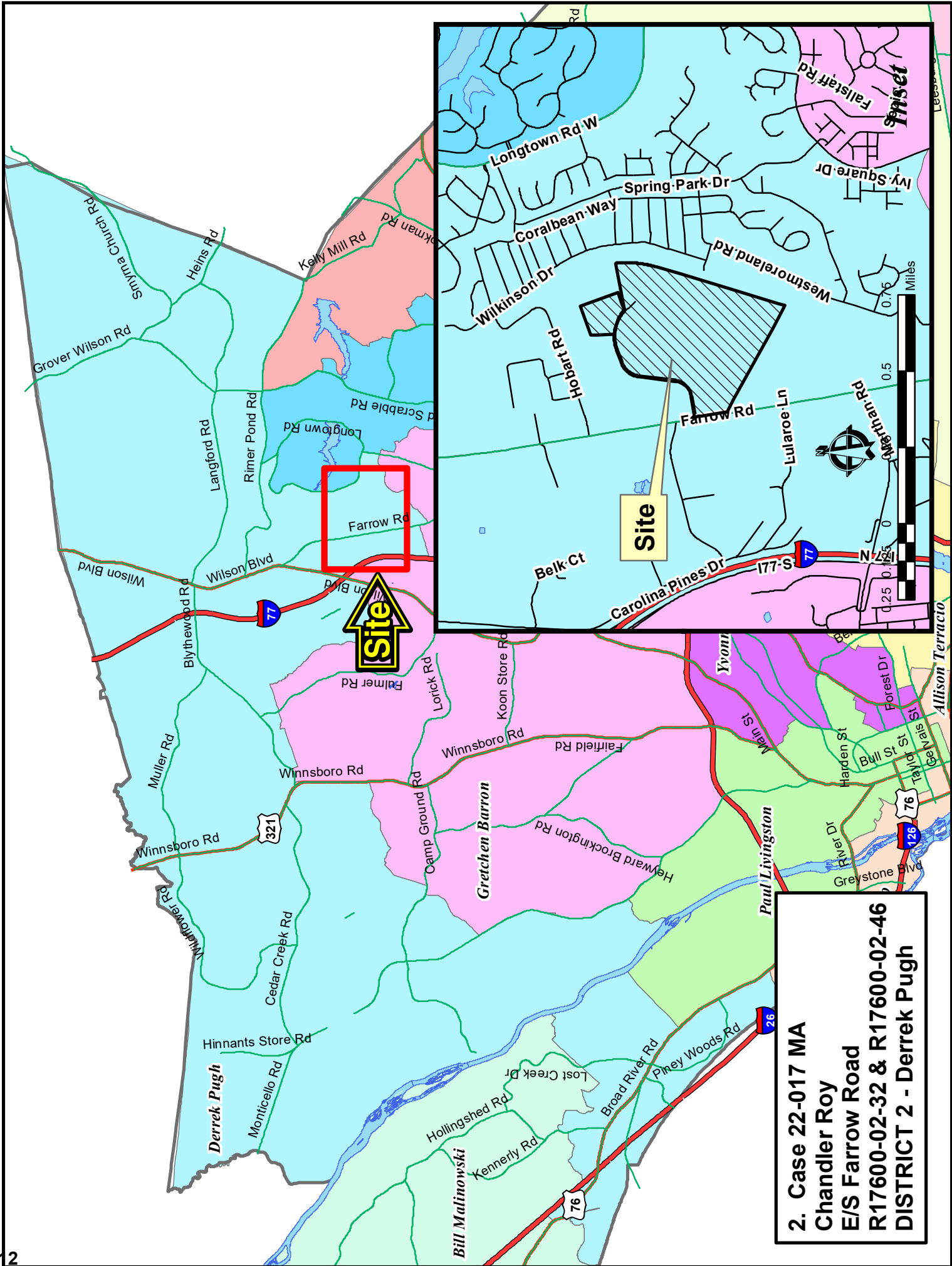
The Plan recommends employment uses integrated to adjacent to medium- and high-density residential uses that are secondary to employment uses. Likewise, the plan recommends that residential uses should be located along primary road corridors proximate to employment centers.

The subject site is located nearby major employment facilities located at the Carolina Pines industrial park. Likewise, the site has direct access to Farrow Road, a primary corridor for the area.

For these reasons, staff recommends **Approval** of the map amendment.

## Zoning Public Hearing Date

**September 27, 2022.**

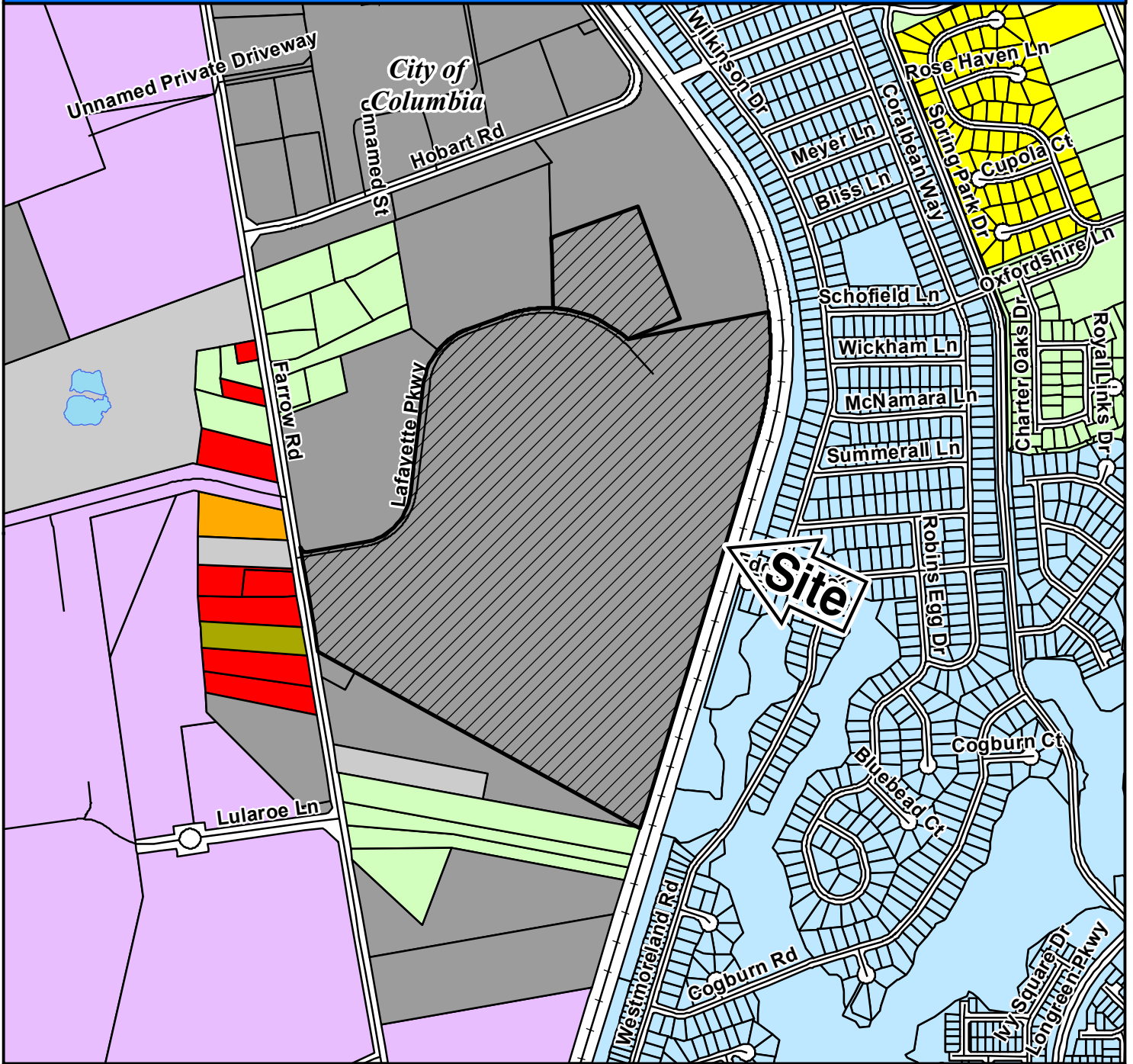


**2. Case 22-017 MA**  
**Chandler Roy**  
**E/S Farrow Road**  
**R17600-02-32 & R17600-02-46**  
**DISTRICT 2 - Derrek Pugh**

**Case 22-017 MA**  
**HI to RS-MD**  
**TMS R17600-02-32 & R17600-02-46**



# Case 22-017 MA HI to RS-MD



## ZONING CLASSIFICATIONS

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



# NORTHEAST PLANNING AREA

## FUTURE LAND USE & PRIORITY INVESTMENT AREAS



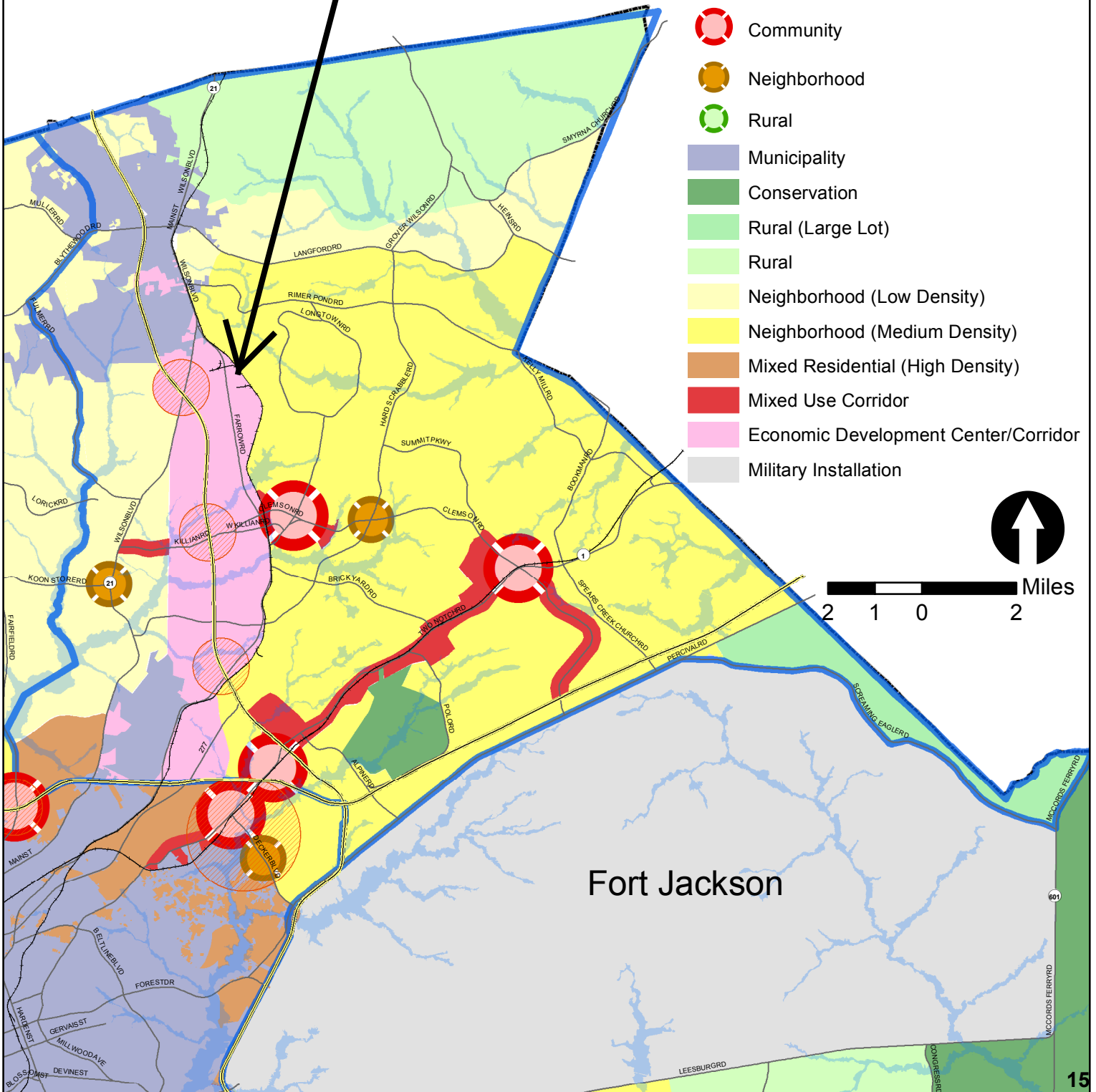
For more information on Priority Investment Areas, refer to the Priority Investment Element in Section 12 of the Comprehensive Plan.

Adopted March 17, 2015

**Farrow Road 22-017MA**

### Legend

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



Fort Jackson





**Richland County  
Planning & Development Services Department**

Map Amendment Staff Report

**PC MEETING DATE:** September 8, 2022  
**RC PROJECT:** 22-019MA  
**APPLICANT:** Bill Theus

**LOCATION:** Wilson Boulevard

**TAX MAP NUMBER:** R14900-04-01, R14800-02-22, 27, 29, 32 & 35  
**ACREAGE:** 55.2 acres  
**EXISTING ZONING:** PDD  
**PROPOSED ZONING:** PDD

**PC SIGN POSTING:** August 23, 2022

**Staff Recommendation**

Approval

**Background**

**Zoning History**

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

The parcel was rezoned to Planned Development District (PDD) under case number 05-45MA.

**Zoning District Summary**

The PDD District is intended to allow flexibility in development that will result in improved design, character, and quality of new mixed-use developments, and that will preserve natural and scenic features of open spaces. Planned development districts must involve innovation in site planning for residential, commercial, institutional, and/or industrial developments within the district. Such developments must be in accordance with the comprehensive plan for the county, and in doing so, may provide for variations from the regulations of the county's zoning districts concerning use, setbacks, lot size, density, bulk, and other such requirements.

<b>Direction</b>	<b>Existing Zoning</b>	<b>Use</b>
<b><u>North:</u></b>	N/A	Interstate 77
<b><u>South:</u></b>	PDD/ PDD	Undeveloped/ Multi-family
<b><u>East:</u></b>	N/A	Interstate 77
<b><u>West:</u></b>	PDD/ PDD / RU	Convenience Store with pumps/ undeveloped / Undeveloped

## Discussion

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

The subject parcels are mostly undeveloped. One parcel is being developed as a Convenience store with pumps. The parcels have frontage along Wilson Boulevard & Blythewood Crossing Lane. Blythewood Crossing Lane is a two lane local road. Wilson Boulevard is a two-lane undivided minor arterial without sidewalks and streetlights along this section. The area is primarily characterized by a scattering of residential, limited commercial, and undeveloped properties. West of the property is a commercially designated PDD containing a convenience store with pumps and undeveloped parcels. North and east of the site is the Interstate 77 interchange and interstate. South of the site are PDD zoned parcels with a multifamily development.

### **Rezoning Request**

The applicant is requesting that the 55.2 acres designated as Commercial/Industrial area be changed to the “Mixed Use” land use classification to allow both single-family and multi-family residential uses. The applicant also requests that the overall residential dwelling unit count be raised from 900 to 1200 to allow for a maximum density of 300 units in the Mixed Use land use classification

### **Public Services**

The subject parcels are within the boundaries of Richland School District Two. Westwood High School is located approximately .25 miles west of the subject parcel on Sharpe Road West. Records indicate that the parcel is in the City of Columbia’s water and sewer service areas. There is a fire hydrant located at the directly adjacent to the subject site. The Killian fire station (station number 27) is located on Farrow Road, approximately 2.5 miles southeast of the subject parcel.

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

### **Plans & Policies**

The 2015 Richland County Comprehensive Plan, ***“PUTTING THE PIECES IN PLACE”***, designates this area as ***Economic Development Center/Corridor***.

### **Land Use and Design**

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

### **Desired Development Pattern**

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

The subject parcel falls within **Priority Investment Area 7 (I-77 Wilson Blvd Interchange)**, which consists of a commercial and industrial node within the economic development corridor.

The PIA is intended as a regional corridor that offers a prime location for future industrial and business park users, as well as for visiting tourists. Investments should ensure that adequate infrastructure is in place to support future economic development efforts.

**Traffic Characteristics**

The 2021 SCDOT traffic count (Station #135) located south of the subject parcel on Wilson Boulevard identifies 8,000 Average Daily Trips (ADTs). Wilson Boulevard is classified as a two lane undivided minor arterial, maintained by SCDOT with a design capacity of 10,800 ADTs. Wilson Boulevard is currently operating at Level of Service (LOS) “B”.

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

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

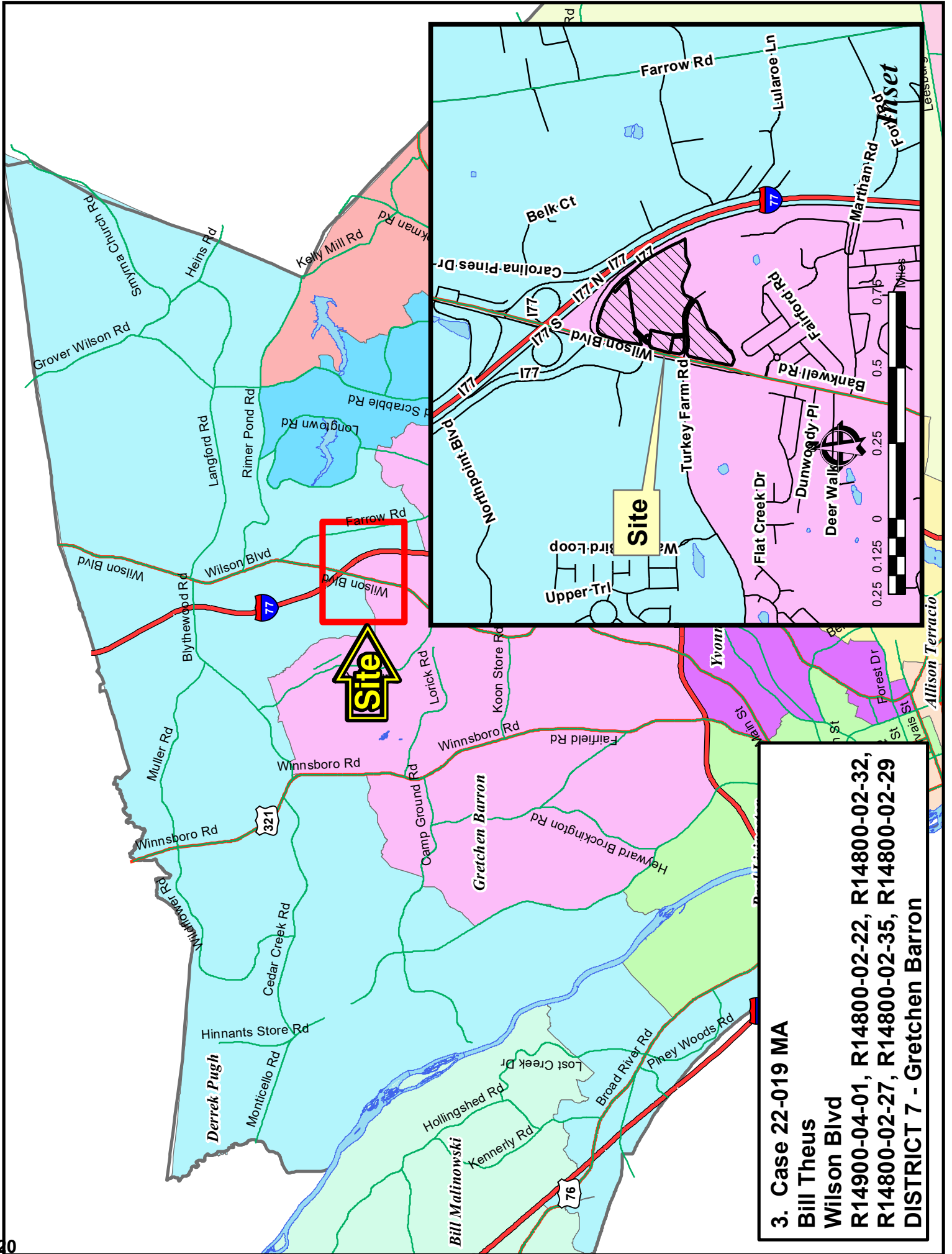
**Conclusion**

Staff recommends **Approval** of this map amendment as it is consistent with the 2015 Comprehensive Plan recommendations

The proposed amendment to the PDD would allow for complementary retail and commercial uses adjacent to residential uses as prescribed by the Comprehensive Plan.

**Zoning Public Hearing Date**

**September 22, 2020.**



**3. Case 22-019 MA**  
**Bill Theus**  
**Wilson Blvd**  
**R14900-04-01, R14800-02-22, R14800-02-32,**  
**R14800-02-27, R14800-02-35, R14800-02-29**  
**DISTRICT 7 - Gretchen Barron**

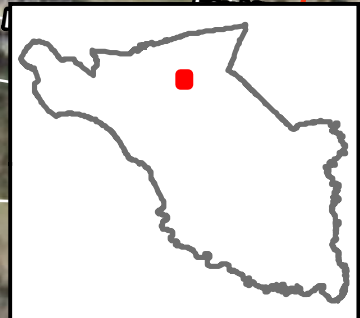
**Case 22-019 MA  
PDD to PDD**

**TMSR11111-01-02, 54, & 55, R11114-01-02 & 13**

**Site**

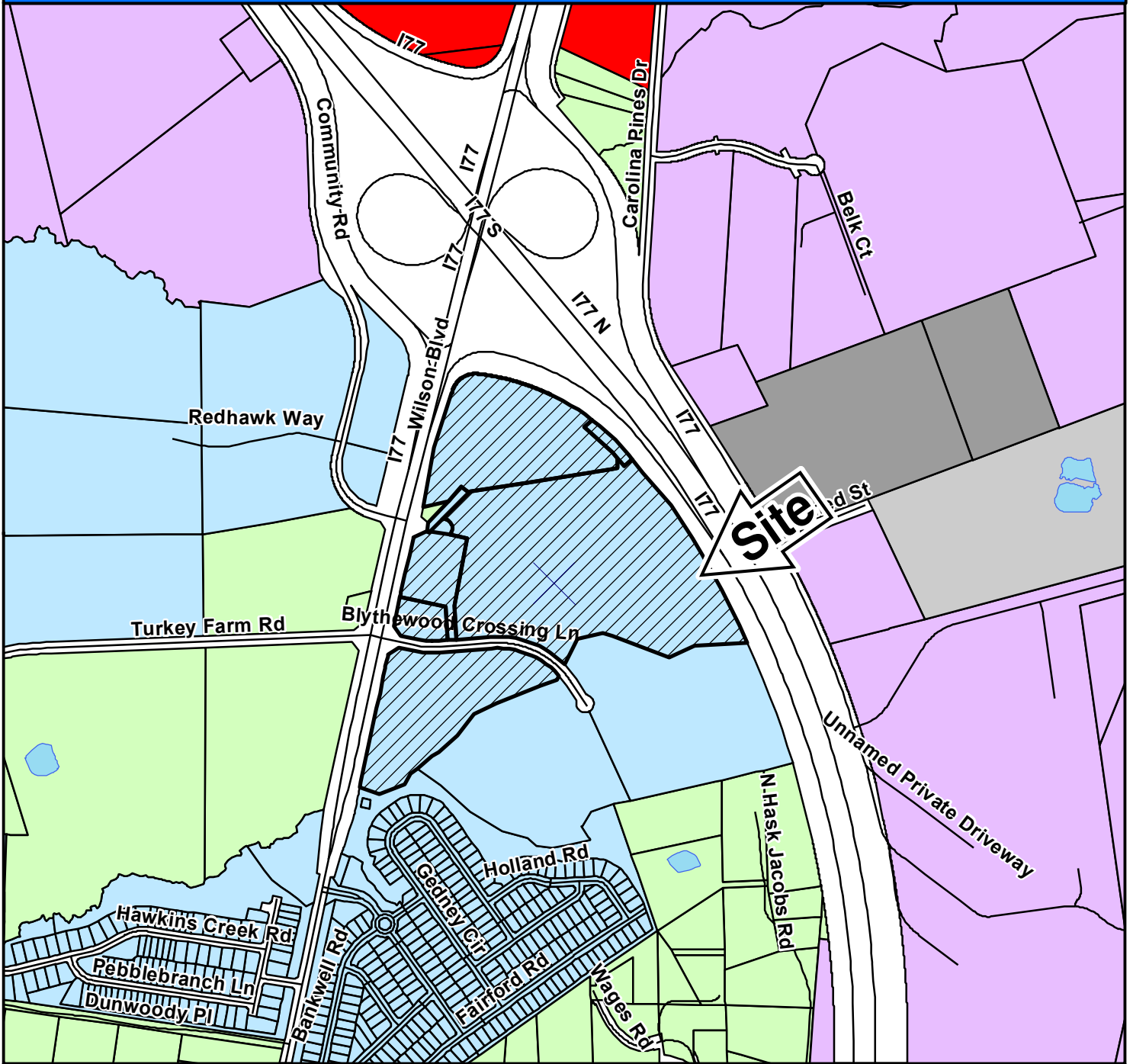
**SPECIAL FLOOD HAZARD AREA**

**WETLANDS**



Richland County & Woolpert

# Case 22-019 MA PDD to PDD



## ZONING CLASSIFICATIONS

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



# NORTHEAST PLANNING AREA

## FUTURE LAND USE & PRIORITY INVESTMENT AREAS

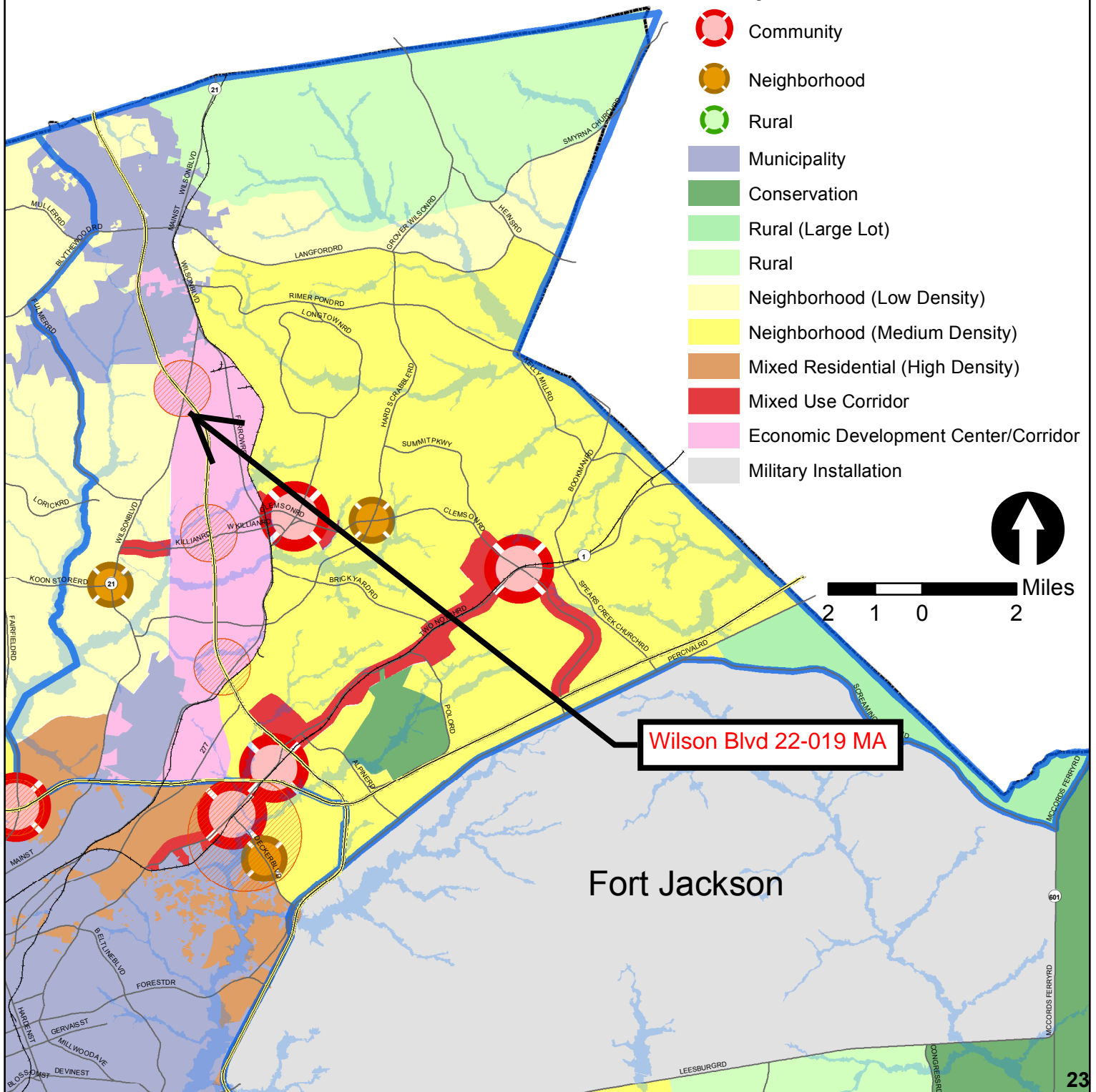


For more information on Priority Investment Areas, refer to the Priority Investment Element in Section 12 of the Comprehensive Plan.

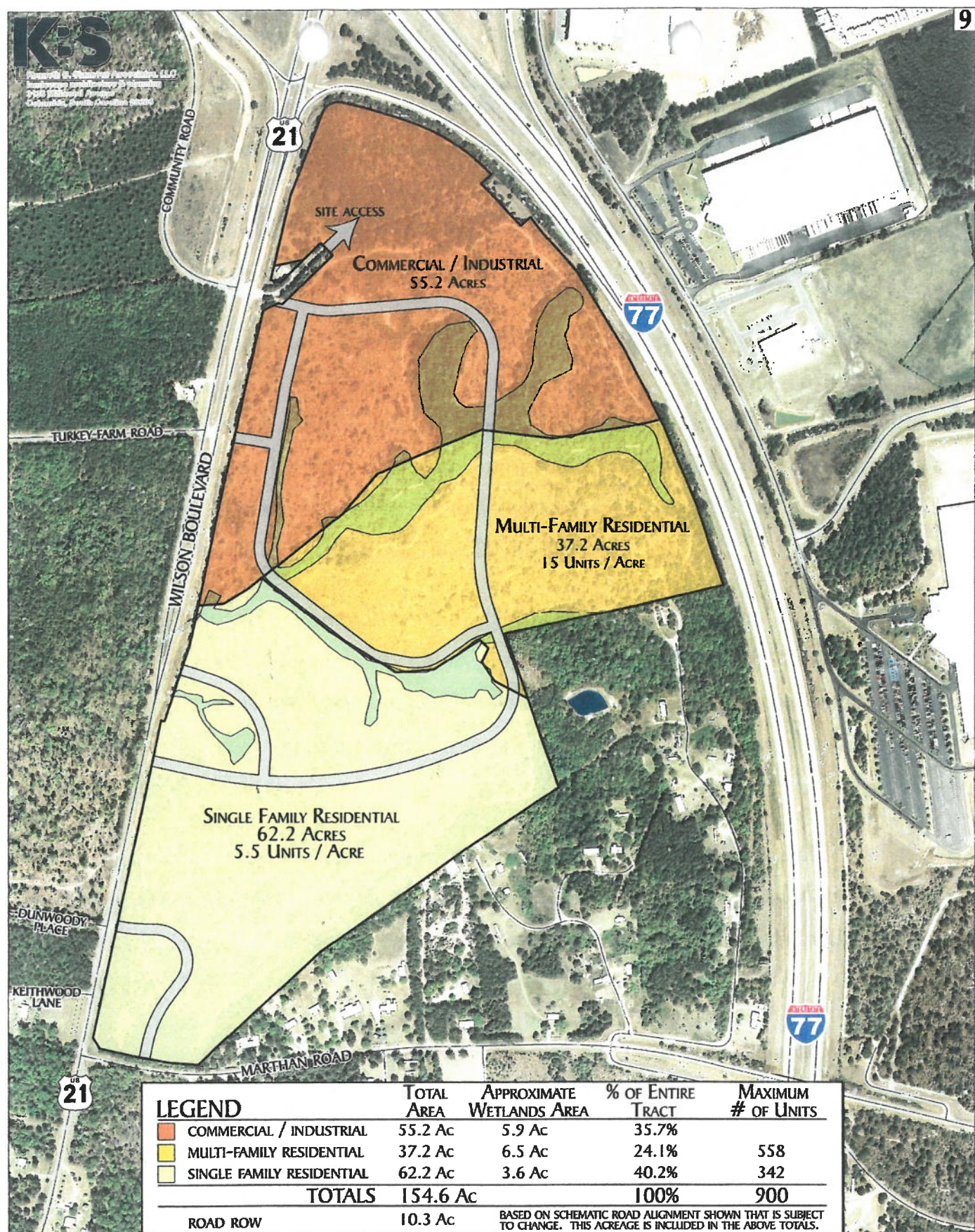
Adopted March 17, 2015

### Legend

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



Fort Jackson

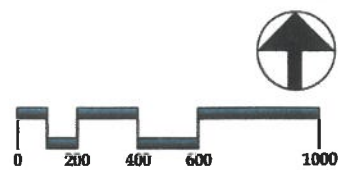


LEGEND	TOTAL AREA	APPROXIMATE WETLANDS AREA	% OF ENTIRE TRACT	MAXIMUM # OF UNITS
COMMERCIAL / INDUSTRIAL	55.2 Ac	5.9 Ac	35.7%	
MULTI-FAMILY RESIDENTIAL	37.2 Ac	6.5 Ac	24.1%	558
SINGLE FAMILY RESIDENTIAL	62.2 Ac	3.6 Ac	40.2%	342
<b>TOTALS</b>	<b>154.6 Ac</b>		<b>100%</b>	<b>900</b>
ROAD ROW	10.3 Ac	BASED ON SCHEMATIC ROAD ALIGNMENT SHOWN THAT IS SUBJECT TO CHANGE. THIS ACREAGE IS INCLUDED IN THE ABOVE TOTALS.		

NOTES: WETLANDS SHOWN ARE APPROXIMATE BASED ON DRAWINGS FROM PREVIOUS DEVELOPER BY STANTEC, INC. AMENDED MARCH 15, 2005  
 WETLANDS LOCATIONS ARE NOT CERTIFIED BY THE U.S. ARMY CORPS OF ENGINEERS.  
 ROAD ALIGNMENT SUBJECT TO MINOR AND MAJOR RELOCATIONS ACCORDING TO CERTIFIED WETLANDS SURVEY TO ASSURE MINIMUM IMPACT TO EXISTING WETLANDS.

# GENERAL DEVELOPMENT PLAN

## I-77 / US 21 MIXED USE PUD COLUMBIA, SC



STATE OF SOUTH CAROLINA  
COUNTY COUNCIL OF RICHLAND COUNTY  
ORDINANCE NO. 030-05HR

BOOK 019 PAGE 519

AN ORDINANCE OF THE COUNTY COUNCIL OF RICHLAND COUNTY, SOUTH CAROLINA, AMENDING THE ZONING MAP OF UNINCORPORATED RICHLAND COUNTY, SOUTH CAROLINA, AS DEFINED IN SECTION 26-31 OF THE RICHLAND COUNTY CODE OF ORDINANCES, TO CHANGE THE ZONING DESIGNATION FOR THE REAL PROPERTY DESCRIBED HEREIN (TMS # 14800-02-02/22/23 AND TMS # 14900-04-01) FROM RU (RURAL DISTRICT) AND PUD-1C TO PUD-1R; AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, Article VIII of the South Carolina Constitution and Section 4-9-30 of the Code of Laws of South Carolina (the Home Rule Act) gives Richland County broad authority to provide a variety of services and functions within its jurisdiction, including, but not limited to, land use planning and land development regulation and similar activities and services; and

WHEREAS, Title 6, Chapter 29, of the Code of Laws of South Carolina provides the statutory enabling authority for Richland County to engage in planning and regulation of development within its jurisdiction; and

WHEREAS, Section 6-29-720 of the Code of Laws of South Carolina requires the County to adopt the Land Use Element of its Comprehensive Plan in conformance with the requirements therein as a prerequisite to continuing implementation of its zoning authority; and

WHEREAS, the County Council adopted a Comprehensive Plan on May 3, 1999, in conformance with the requirements of Title 6, Chapter 29, of the Code of Laws of South Carolina; and

WHEREAS, Section 6-29-760 of the Code of Laws of South Carolina provides the statutory authority and process to amend the Zoning Ordinance, codified as Chapter 26 of the Richland County Code of Ordinances; and

WHEREAS, this Ordinance complies with the requirements of Section 6-29-760 of the Code of Laws of South Carolina and with the ordinance adoption process proscribed in Section 2-28 of the Richland County Code of Ordinances;

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

**Section I.** The Richland County Code of Ordinances, Chapter 26, Zoning; Article 3, Establishment of Districts and Zoning Maps; is hereby amended to change the property (TMS # 14800-02-02/22/23 AND TMS # 14900-04-01) described in Exhibit A, which is attached hereto, from RU Rural District zoning and PUD-1C zoning to PUD-1R zoning.

**Section II. PUD Site Development Requirements.** The following site development requirements shall apply to the subject parcels:

- a) The Planning Commission approved the General Development Plan dated March 15, 2005, prepared for Walter Taylor and Company by Kenneth B. Simmons, LLC, except as otherwise amended herein, required by Section 26.70-15, 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 558 multi-family dwelling units and 342 single-family dwelling units; the 55.2 acres of non-residential property (as depicted on Exhibit B, which is attached hereto) shall be limited to the following uses:
  - 1) Retail establishments;
  - 2) Service and repair establishments;

- 3) Personal service establishments, including such uses as beauty shops, barber shops, shoe repair shops, dry cleaning and laundry, dressmaking and tailoring;
- 4) Offices;
- 5) Photography studios, art studios, art sales, interior design studios, craft studios, craft sales, antique shops, and establishments for the teaching of music, dancing, and/or other performing arts;
- 6) Financial institutions;
- 7) Eating and drinking establishments, including drive-in eating and drinking establishments;
- 8) Wholesaling and distribution establishments not involving over 8,000 square feet of area for storage of wares to be wholesaled or distributed;
- 9) Commercial recreation and entertainment structures and uses, such as theaters, bowling alleys, miniature golf courses, night clubs, and the like;
- 10) Hotels and motels;
- 11) Commercial parking lots and parking garages;
- 12) Commercial printing and job printing establishments;
- 13) Veterinary establishments, provided that all animals are kept within suitably designed sound-proof, air-conditioned buildings;
- 14) Funeral homes;
- 15) High-rise structures containing non-residential uses that are permitted principal uses for this district, subject to the provisions of Section 26-80 of the Richland County Code of Ordinances, or its relevant successor regulations;
- 16) Business and vocational schools not involving operations of an industrial nature;
- 17) Private clubs and lodges, civic and fraternal organizations not involving residential uses;
- 18) Medical and health related centers, clinics, laboratories;
- 19) Parks, playgrounds, and playfields;
- 20) Community service structures and uses, such as community service centers, libraries, fire stations, civic, cultural, or recreational uses;
- 21) Churches and other places of worship, including educational buildings related thereto;
- 22) Utility substations;
- 23) Automobile service stations;
- 24) Cemeteries;
- 25) Day nurseries and kindergartens, subject to the provisions of Section 26-84 of the Richland County Code of Ordinances, or its relevant successor regulations; and adult day care facilities, provided that the Zoning Administrator shall ensure that the applicant has applied to the South Carolina Department of Health and Environmental Control (SCDHEC) for a license to operate the facility and that all SCDHEC requirements, including, but not limited to, those dealing with the maximum number of persons to be cared for at the facility are satisfied;
- 26) Dwelling units that are located over retail establishments;
- 27) Structures and uses which:
  - a. Are customarily accessory and clearly incidental and subordinate to permitted principal uses and structures,
  - b. Are located wholly on the same lot as the permitted principal use or structure, or on a contiguous lot in the same ownership, and
  - c. Do not involve operations not in keeping with the character of the area or of a nature prohibited under Section 26-70.8 of the Richland County Code of Ordinances, or its relevant successor regulations;
- 28) Hospitals, sanitariums, nursing homes, rest homes, convalescent homes, homes for orphans, homes for the aged, provided that no such facility shall have a lot area less than one (1) acre, and that no building in connection with such facility shall be closer than twenty-five (25) feet to any lot residentially zoned;
- 29) Mini-warehouses with or without an accessory apartment (one apartment only) for security purposes and parking and storing of retail rental vehicles;
- 30) Elementary or high schools;

- 31) Wholesaling, warehousing, storage, supply, and distribution facilities;
  - 32) Light manufacturing and processing; and
  - 33) Laboratories and establishments for fitting, repair, or production of eyeglasses, hearing aids, or prosthetic devices; and
- c) Within the subject site, a minimum of 0.5 acres shall be set aside as a playground; and
  - d) The applicant shall provide a phasing plan for the single-family residential portions of the project to the PDSB prior to the department's review of any construction plans or site plans; and
  - e) 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 PDSB; and
  - f) The provisions of Sections 26-70.7, 26-70.8, 26-70.10, and 26-70.11 of the Richland County Code of Ordinances shall not apply to this project; and
  - g) No Special Exceptions, as defined in Section 26-602 of the Richland County Code of Ordinances, or its relevant successor regulations, shall be permitted; and
  - h) Pursuant to the requirements of Section 26-70.17 of the Richland County Code of Ordinances, the following changes shall require a review and recommendation by the Planning Commission and a new ordinance by the County Council:
    - 1) Any increase in the number of access points to the external road network;
    - 2) Any decrease in the amount of open space/common areas;
    - 3) Any increase in the gross project density (measured in DU/acre); and/or
    - 4) Any change in traffic flow; and
  - i) The Planning Commission is hereby authorized to make minor amendments to Exhibit B or as otherwise allowed by Section 26-70.17 of the Richland County Code of Ordinances, or its relevant successor regulations; and
  - j) The PDSB is authorized to make minor adjustments to the phasing schedule as may become necessary during the project's construction; and
  - k) No site clearing activity shall begin until the Richland County Public Works Department issues a Grading Permit and the PDSB issues a Controlled Clearing letter; and
  - l) All internal streets shall be publicly owned and maintained by Richland County; and
  - m) Access to all development sites shall be limited to the internal roadway network; and
  - n) Unless recommended by a traffic impact assessment and management plan prepared by a recognized professional traffic consultant to the contrary, the access to the subject site shall be limited to an entrance opposite Community Road, an entrance opposite Turkey Farm Road, an entrance opposite Dunwoody Place, and one additional entrance on Highway 21, for a total of four (4) entrances on Highway 21; provided, however, that in no event shall there be an entrance on Marthan Road; and
  - o) Parking shall be prohibited on all principal access roads; and
  - p) Street trees and ground cover shall be installed within the right-of-way along the principal access road on a phase by phase basis; and
  - q) A minimum twenty-five (25) foot wide buffer shall be established on the subject property along its common property line with Marthan Road property owners (the buffer may be established either by deed of property to the Home Owners Association or by an easement prohibiting clearing over the rear portion of the lots); and
  - r) Street lights shall be installed along at least the principal access roads on a phase by phase basis; and
  - s) Some type of coordinated signage program shall be established for each portion of the project; and
  - t) The non-residential and multi-family portions of the project shall establish minimum setbacks from the principal access roads; and
  - u) Parking shall be prohibited in the front setback area of the non-residential portions of the project; and
  - v) The developer shall pay the costs associated with the construction of any necessary acceleration, deceleration, or turn lanes that may be required by the South Carolina Department of Transportation; and

- w) With future development (engineering and construction), the developer shall provide public water access to Marthan Road – the exact location to be determined by the developer; and
- x) The applicant has submitted a draft description of proposed procedures of any homeowners association or other group maintenance or group ownership features for the Department's review and inclusion in the project records; and
- y) 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
- z) All of the above enumerated conditions shall apply to the applicant, the developer, and/or their successors in interest.

**Section III.** 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.

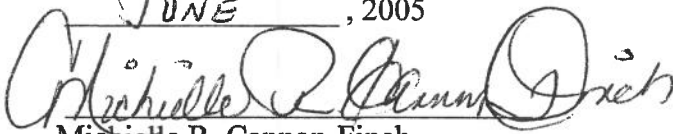
**Section IV.** All ordinances or parts of ordinances in conflict with the provisions of this Ordinance are hereby repealed.

**Section V.** This ordinance shall be enforced after the date of an affirmative Third Reading.

RICHLAND COUNTY COUNCIL

BY:   
 Anthony G. Mizzell, Chair

Attest this 10<sup>TH</sup> day of  
JUNE, 2005

  
 Michelle 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: April 26, 2005  
 First Reading: April 26, 2005  
 Second Reading: May 3, 2005  
 Third Reading: May 17, 2005

**Exhibit A**  
**Legal Description**

(Small tract 11.34 acres) BOOK 019 PAGE 523

ALL that certain piece, parcel or lot of land, situate, lying in the County of Richland, State of South Carolina, containing approximately 11.34 acres as shown on a survey prepared for Lina Mae Leigh, by Civil Engineering of Columbia, dated April 25, 1986, having the following metes and bounds: Beginning at the Southwestern corner of the subject property whereupon it fronts on U.S. Highway #21 and running N 18°42'38" E for a distance of 344.56 feet; thence turning and running N 27°43'29" E for a distance of 327.30 feet; thence turning and running in a curved line having a chord bearing of N 62°20'52" E for a chord distance of 184.93 feet and an arc distance of 203.35 feet; thence, turning and running in a curved line having a chord bearing of S 66°57'27" E for a chord distance of 339.09 feet and an arc distance of 340.17 feet; thence turning and running in a curved line having a chord bearing of S 51°58'32" E for a chord distance of 370.81 feet and an arc distance of 371.80 Feet, thence turning and running S 54°51'2" W for a distance of 63.22 feet; thence turning and running S 38°6'22" E for a distance of 211.81 feet; thence turning and running S 6°10'7" W for a distance of 52.37 feet; thence turning and running S 85°34'11" W for a distance of 846.09 feet; thence turning and running N 50°9'50" E for a distance of 19.71 feet; thence turning and running N 38°56'21" W for a distance of 32.80 feet; thence turning and running N 41°14'0" W for a distance of 33.31 feet; thence turning and running S 50°12'52" W for a distance of 112.53 feet; thence turning and running S 85°32'0" W for a distance of 147.13 feet to the Point of Beginning. Be all measurements a little more or less.

(Large tract 143.28 acres)

ALL those pieces, parcels or lots of land, with improvements thereon, if any, situate, lying and being just south of the intersection of U. S. Highway 21 and Interstate 77, in the County of Richland, State of South Carolina, consisting of a total of approximately 143.28 acres, and shown and delineated as Parcel "A" (4.49 acres), Parcel "B" (111.35 acres), and Parcel "C" (2.44 acres), on a plat prepared for Columbia Land Associates, Ltd., by Civil Engineering of Columbia dated October 21, 1985, recertified December 12, 1986, recorded in the Office of the RMC for Richland County, South Carolina in Plat Book B 51 at page 3598. The perimeter boundary of Parcels "A", "B" and "C" being more particularly described by reference to said plat as follows:

BEGINNING at an iron pin at the intersection of the northern boundary of the right-of-way of Highway S-1695 and the eastern boundary of the right-of-way of U. S. Route 21, said pin being the POINT OF BEGINNING, thence running N 28° 00' 18" W along the right-of-way of U. S. Route 21 for a distance of 11.41' to an iron pin; thence running N 16° 32' 08" E along the right-of-way of U. S. Route 21 for a distance of 1523.10' to an iron pin; thence turning and running S 73° 27' 55" E along the right-of-way of U. S. Route 21 for a distance of 17.24' to a right-of-way monument; thence turning and running N 22° 37' 13" E along the right-of-way of U. S. Route 21 for a distance of 378.55' to a right-of-way monument; thence running N 16° 36' 56" E along the right-of-way of U. S. Route 21 for a distance of 131.23' to an iron pin; thence turning and running N 16° 32' 58" E along the right-of-way of U. S. Route 21 for a distance of 1,104.65' to an iron pin; thence running N 16° 22' 37" E along the right-of-way of U. S. Route 21 for a distance of 46.76' to a right-of-way monument; thence running N 17° 28' 07" E along the right-of-way of U. S. Route 21 for a distance of 328.33 feet to a right-of-way monument; thence turning and running N 68° 22' 47" E along the right-of-way of a paved access road for a distance of 77.46' to a right-of-way monument; thence turning and running S 70° 53' 42" E along the right-of-way of a paved access road for a distance of 19.07' to a right-of-way monument; thence turning and running N 50° 09' 50" E along the right-of-way of a paved access road for a distance of 329.87' to an iron pin; thence turning and running N 85° 34' 11" E along property N/F Leigh for a distance of 846.09' to an iron pin; thence running N 06° 10' 07" E along property N/F Leigh for a distance of 52.37' to an iron pin; thence turning and running S 38° 07' 24" E along the right-of-way of an unpaved access road for a distance of 60.65' to a right-of-way monument; thence turning and running N 52° 40' 44" E along the right-

of-way of an unpaved access road for a distance of 60.92' to a right-of-way monument on the western boundary of the right-of-way of Interstate 77; thence turning and running S 33° 25' 03" E along the western boundary of the right-of-way of Interstate 77 for a distance of 98.77' to a right-of-way monument, thence running S 36° 25' 12" E along the western boundary of the right-of-way of Interstate 77 for a distance of 241.89' to a right-of-way monument; thence turning and running along the western boundary of the right-of-way of Interstate 77 along a curve having a chord bearing of S 26° 38' 12" E, a radius of 6131.30', a chord length of 430.63', a delta of 4° 01' 30", an arc of 430.72 and a tangent of 215.45', to an iron pin; thence turning and running along a curve on the western boundary of the right-of-way of Interstate 77 having a chord bearing of S 22° 44' 17" E, a radius of 6131.30', a chord length of 400.00', a delta of 3° 44' 19", an arc of 400.07' and a tangent of 200.11', to an iron pin; thence turning and running along a curve on the western boundary of the right-of-way of Interstate 77 having a chord bearing of S 18° 16' 24" E, a radius of 5650.89, a chord length of 400.00', a delta of 4° 03' 24", an arc of 400.08' and a tangent of 200.13', to an iron pin; thence turning and running along a curve on the western boundary of the right-of-way of Interstate 77 having a chord bearing of S 14° 13' 00" E, a radius of 5650.89', a chord length of 400.00', a delta of 4° 03' 24", an arc of 400.08' and a tangent of 200.13', to an iron pin; thence turning and running S 81° 06' 29" W along property N/F Wages for a distance of 447.79' to an iron pin; thence running S 82° 27' 40" W along property N/F Wages for a distance of 598.98' to an iron pin; thence turning and running S 14° 34' 53" E along property N/F Wages for a distance of 310.00' to an iron pin; thence running S 14° 34' 53" E along property N/F Wages for a distance of 455.18' to an iron pin; thence turning and running S 60° 49' 59" W along property N/F Wages for a distance of 474.88' to an iron pin; thence turning and running S 58° 48' 10" W along property N/F Williams for a distance of 336.89' to an iron pin; thence running S 59° 24' 18" W along property N/F Wilson for a distance of 210.10' to an iron pin; thence running S 59° 22' 41" W along property N/F Bowman for a distance of 330.30' to an iron pin; thence running S 51° 38' 29" W along property N/F of Corbet and along property N/F Jenkins for a distance of 398.60' to an iron pin; thence running S 51° 38' 29" W along property N/F Babridge for a distance of 382.49' to an iron pin on the northern boundary of the right-of-way of S-1695; thence turning and running along the northern boundary of Highway S-1695 in a curve having a chord bearing of N 81° 33' 06" W, a radius of 1393.45', a chord length of 130.00', a delta of 5° 20' 50", an arc of 130.05 and a tangent of 65.07', to an iron pin; thence turning and running along the northern boundary of Highway S-1695 in a curve having a chord bearing of N 75° 48' 46" W, a radius of 1393.45', a chord length of 149.02', a delta of 6° 07' 50", an arc of 149.10' and a tangent of 74.62', to an iron pin; thence running N 72° 45' 51" W along the northern boundary of Highway S-1695 for a distance of 190.80' to an iron pin; thence running N 28° 00' 18" W along the northern boundary of Highway S-1695 for a distance of 59.87' to an iron pin, which is the POINT OF BEGINNING, be all said measurements a little more or less.

THIS conveyance specifically includes all right, title and interest of Grantor(s), if any, in and to lands subject to or underlying any highway, road, utility easement, waterway, or body of water crossing or adjacent to the property hereby conveyed.





**Richland County  
Planning & Development Services Department**

Map Amendment Staff Report

**PC MEETING DATE:** September 8, 2022  
**RC PROJECT:** 22-021MA  
**APPLICANT:** Tony Lawton

**LOCATION:** 113 Sease Road

**TAX MAP NUMBER:** R04003-02-17  
**ACREAGE:** 1.14 acres  
**EXISTING ZONING:** RU  
**PROPOSED ZONING:** GC

**PC SIGN POSTING:** August 23, 2022

**Staff Recommendation**

**Disapproval**

**Background**

**Zoning History**

The original zoning as adopted September 7, 1977 was Development District (D-1). With the adoption of the 2005 Land Development Code the D-1 District was designated Rural District (RU).

**Zoning District Summary**

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

Maximum density standard: for residential uses, no more than sixteen (16) dwelling units per acre.

Based upon a gross density calculation\*, the maximum number of units for this site is approximately: 44 dwelling unit.

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

<b>Direction</b>	<b>Existing Zoning</b>	<b>Use</b>
<b><u>North:</u></b>	RU / RU / GC	Residential / Undeveloped / Commercial
<b><u>South:</u></b>	GC	Undeveloped
<b><u>East:</u></b>	GC	Undeveloped
<b><u>West:</u></b>	ROW / RU	Railroad ROW / Undeveloped

## Discussion

### **Parcel/Area Characteristics**

The subject site is an undeveloped parcel. The site has frontage along Sease Road. This section of Sease Road is a two lane local unpaved road without sidewalks and streetlights. The general area is characterized by commercial uses with scattered residences. North, south and west of the subject site are residential and undeveloped parcels. East of the subject site is an undeveloped commercial parcel.

### **Public Services**

The subject parcel is within the boundaries of Richland School District Five. Dutch Fork Elementary School is located approximately 0.52 miles southeast of the subject parcel on Broad River Road. Records indicate that the parcel has no water or sewer connections. There are two fire hydrants located north and south along Broad River Road. The Ballentine fire station (station number 20) is located on Broad River Road, approximately 1.79 miles northeast of the subject parcel.

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

### **Plans & Policies**

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

### **Land Use and Design**

Areas include medium-density residential neighborhoods and supporting neighborhood commercial scale development designed in a traditional neighborhood format. These neighborhoods provide a transition from Neighborhood (Low-Density) to more intense Mixed Residential (High-Density) urban environments. Multi-family development should occur near activity centers and within Priority Investment Areas with access to roadways with adequate capacity and multimodal transportation options. Non-residential development may be considered for location along main road corridors and within a contextually-appropriate distance from the intersection of a primary arterial.

### **Desired Development Pattern**

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

### **Traffic Characteristics**

The 2021 SCDOT traffic count (Station #150) located southeast of the subject parcel on Broad River Road identifies 15,400 Average Daily Trips (ADT). Broad River Road is classified as a three lane undivided minor arterial, maintained by SCDOT with a design capacity of 12,400 ADTs. This portion of Broad River Road is currently operating at Level of Service (LOS) “E”.

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

There is a planned traffic signal rebuild scheduled for 7-31-23 and a road widening project scheduled for 2023 for this section of Broad River Road through SCDOT and County Penny Sales Tax programs.

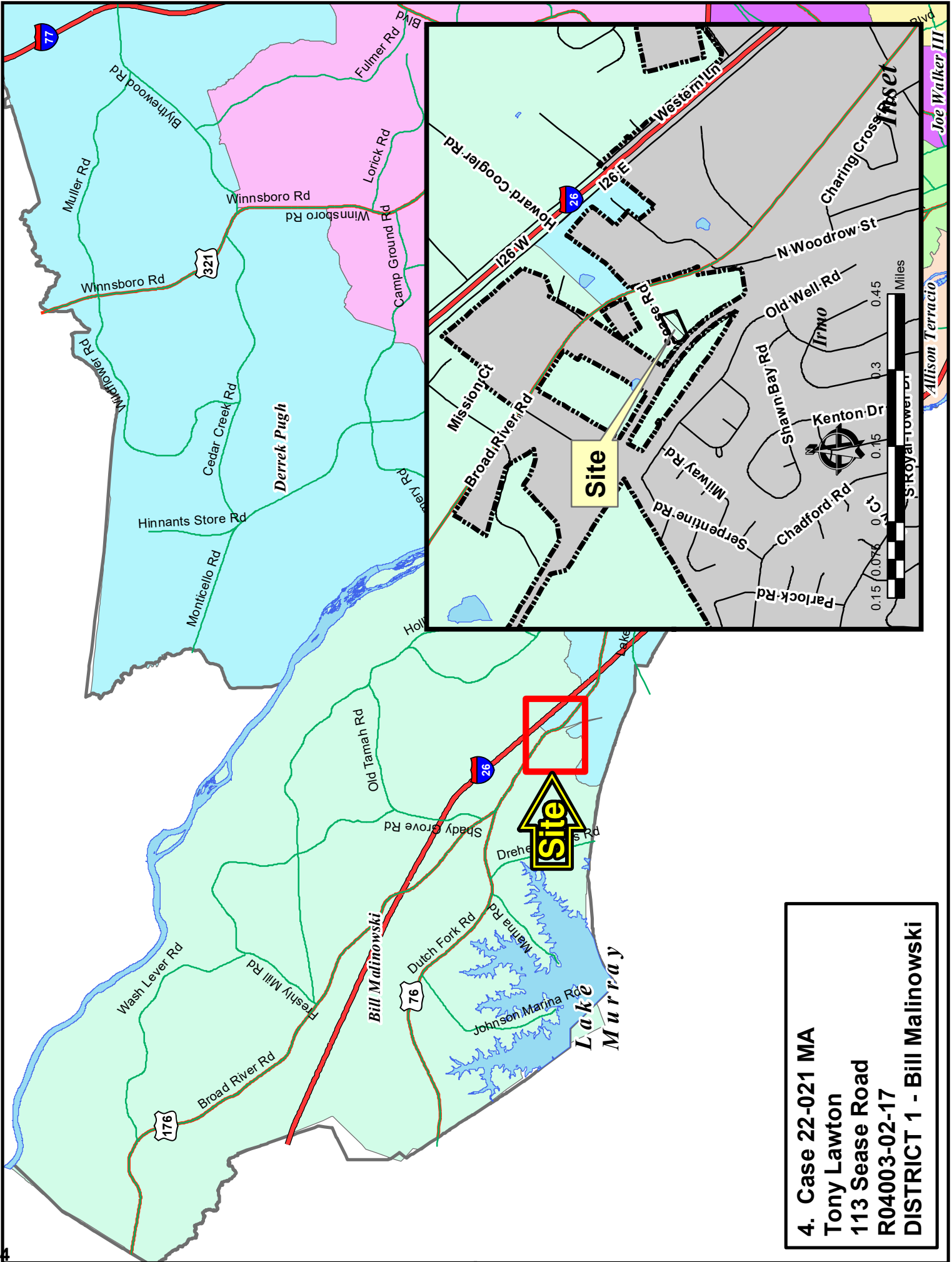
### **Conclusion**

Principally, staff recommends **Disapproval** of this Map Amendment as the proposed rezoning would be inconsistent with the general objectives outlined in the Comprehensive Plan for the Neighborhood Medium Density Future Land Use Classification recommendations.

However, the proposed zoning would be in character with the adjacently zoned GC District parcels.

### **Zoning Public Hearing Date**

**September 27, 2022.**



4. Case 22-021 MA  
 Tony Lawton  
 113 Sease Road  
 R04003-02-17  
 DISTRICT 1 - Bill Malinowski

**Case 22-021 MA  
RU to GC  
TMS R04003-02-17**



# Case 22-021 MA RU to GC



## ZONING CLASSIFICATIONS

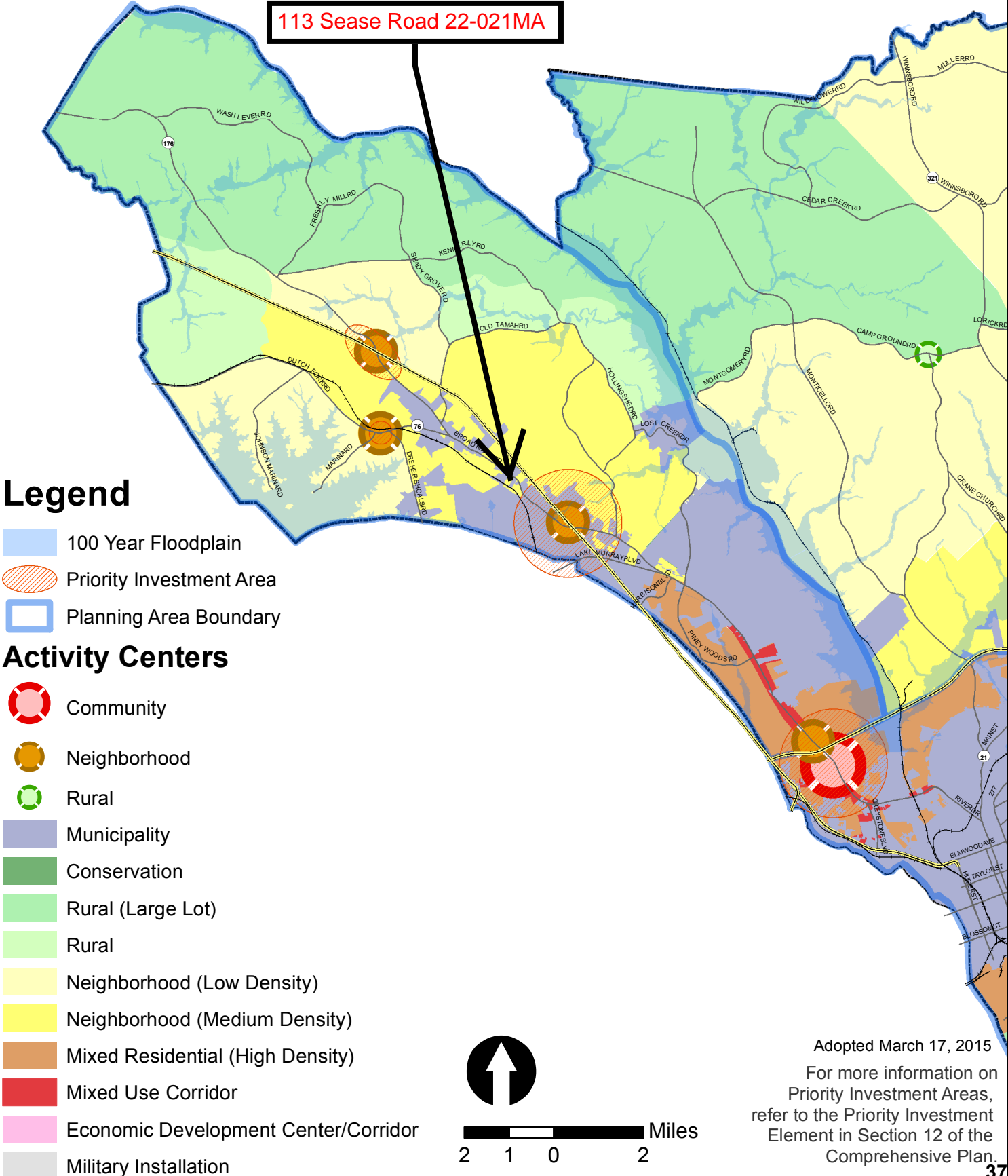
	CC-1		C-1		RS-E		MH		NC		LI		TROS	 Subject Property
	CC-2		C-3		RS-LD		RM-MD		GC		HI			
	CC-3		RG-2		RS-MD		RM-HD		RC		PDD			
	CC-4		RR		RS-HD		OI		M-1		RU			

# NORTHWEST PLANNING AREA

## FUTURE LAND USE & PRIORITY INVESTMENT AREAS



113 Sease Road 22-021MA

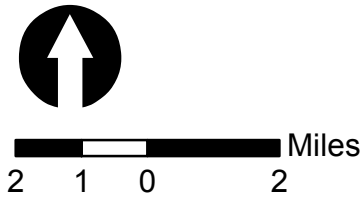


### Legend

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

### Activity Centers

- Community
- Neighborhood
- Rural
- Municipality
- Conservation
- Rural (Large Lot)
- Rural
- Neighborhood (Low Density)
- Neighborhood (Medium Density)
- Mixed Residential (High Density)
- Mixed Use Corridor
- Economic Development Center/Corridor
- Military Installation



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







**Richland County  
Planning & Development Services Department**

Map Amendment Staff Report

**PC MEETING DATE:** September 8, 2022  
**RC PROJECT:** 22-022MA  
**APPLICANT:** Jenny Reyes

**LOCATION:** 9200 Wilson Blvd

**TAX MAP NUMBER:** R14600-03-41  
**ACREAGE:** 8.63 acres  
**EXISTING ZONING:** RU  
**PROPOSED ZONING:** NC

**PC SIGN POSTING:** August 23, 2022

**Staff Recommendation**

Approval

**Background**

**Zoning History**

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

**Zoning History for the General Area**

The Planned Development District (PDD) north of the site was rezoned under case number 06-038MA.

**Zoning District Summary**

The NC District is intended to accommodate commercial and service uses oriented primarily to serving the needs of persons who live or work in nearby areas. This district is designed to be located within or adjacent to residential neighborhoods where large commercial uses are inappropriate, but where small neighborhood oriented businesses are useful and desired.

Direction	Existing Zoning	Use
<b><u>North:</u></b>	PDD / PDD	Undeveloped Residential Subdivision
<b><u>South:</u></b>	RM-HD	Residence
<b><u>East:</u></b>	PDD	Undeveloped
<b><u>West:</u></b>	RU / RU	Church / Residence

## Discussion

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

The subject site is comprised of one parcel. The parcel is mostly undeveloped with a residential and accessory structures on it. The site has access and frontage along Wilson Boulevard. This section of Wilson Boulevard is a two-lane undivided minor arterial without sidewalks and streetlights. The general area is comprised of larger-lot residences (around ½ acre to 1 acre in size), single-family dwellings within residential subdivisions, and undeveloped parcels.

### **Public Services**

The subject parcel is within the boundaries of Richland School District One. W.J. Keenan High School is located approximately 1.58 miles south of the subject parcel on Pisgah Church Road. Records indicate that the parcel is in the City of Columbia's water service area. Sewer would be through the City of Columbia, private, septic, or other system. There is a fire hydrant located east of the site. The Kilian fire station (station number 27) is located on Farrow Road, approximately 2.77 miles east of the subject site.

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

### **Plans & Policies**

The 2015 Richland County Comprehensive Plan, "***PUTTING THE PIECES IN PLACE***", designates this area as ***Neighborhood Activity Center and Neighborhood (Low-Density)***.

### **Neighborhood Activity Center**

A Neighborhood Activity Center should provide the commercial and institutional uses necessary to support the common day-to-day demands of the surrounding neighborhood for goods and services. The Neighborhood Activity Center should also supply limited local office space demanded by neighborhood businesses, and may provide medium-density housing for the neighborhood, conveniently located near the center's shopping and employment. A grocery store or drug store will normally be the principal establishment in neighborhood activity centers, but could also include restaurants, coffee shops, dry cleaners, small banking facilities, and other convenience retail.

### **Neighborhood (Low-Density)**

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

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

#### **Desired Development Pattern**

Lower-density, single-family neighborhood developments are preferred. Open space developments that provide increased densities in trade for the protection of open spaces and recreational areas are also encouraged (see Desired Pattern for Rural areas for more

information on open space developments). Residential developments that incorporate more open spaces and protection of natural areas through the use of natural stormwater management techniques, such as swales, are encouraged. Homes in neighborhoods can be supported by small-scale neighborhood commercial establishments located at primary arterial intersections, preferably within Neighborhood Commercial Activity Centers.

### **Traffic Characteristics**

The 2021 SCDOT traffic count (Station #135) located north of the subject site on Wilson Boulevard identifies 8,000 Average Daily Trips (ADTs). Wilson Boulevard is classified as a two lane undivided minor arterial road, maintained by SCDOT with a design capacity of 10,800 ADTs. This portion of Wilson Boulevard is currently operating at Level of Service (LOS) "B".

SCDOT has a rehab & resurfacing project programmed for Wilson Boulevard. It is currently under construction and anticipated completion date of 9-30-22. The Penny completed intersection improvements for Wilson Boulevard and Killian Road. The scope included improvements to the intersection angle, adding turn lanes to each approach, and signaling the intersection.

### **Conclusion**

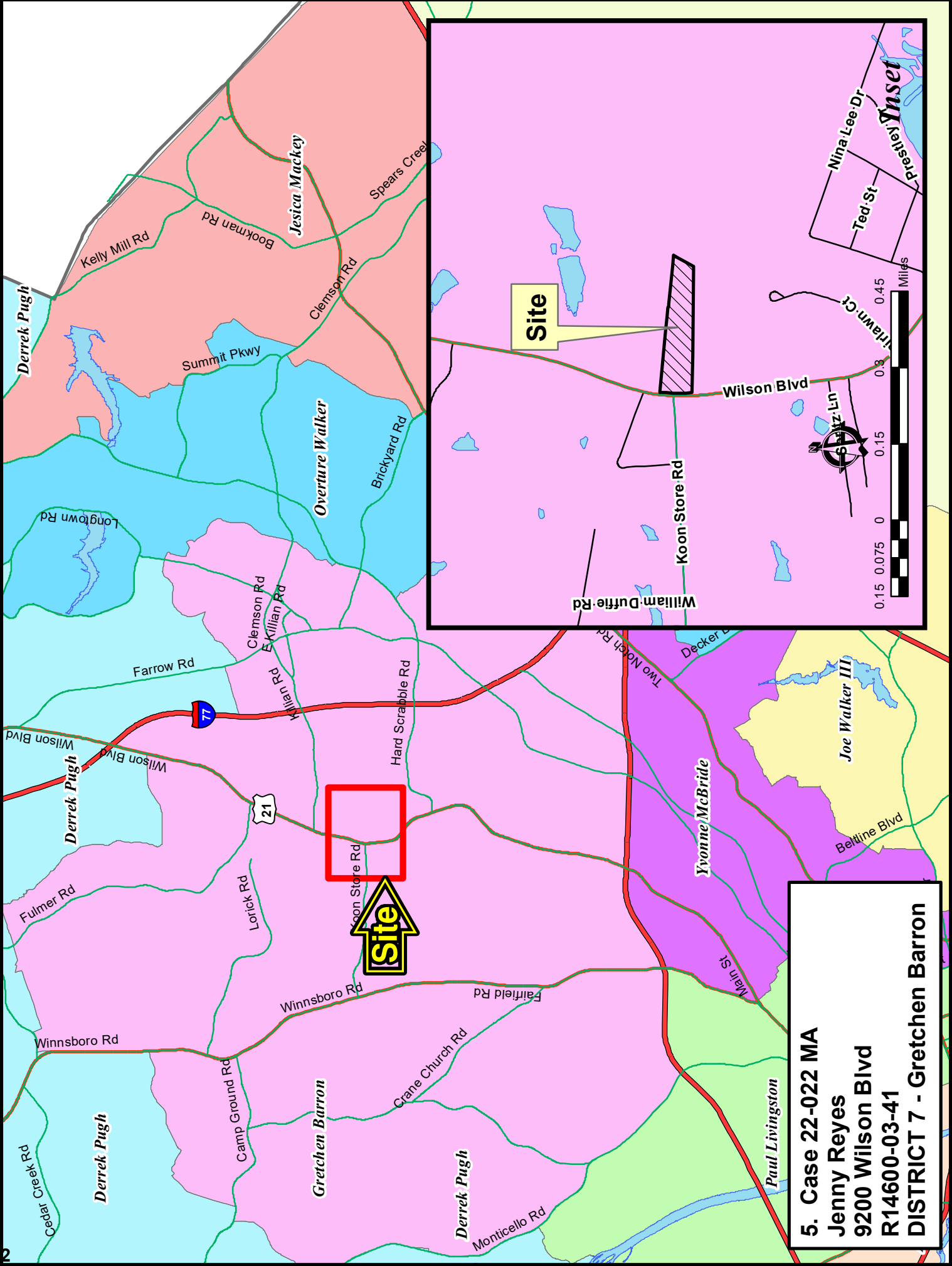
Staff is of the opinion that the proposed rezoning is consistent with the objectives outlined in the Comprehensive Plan.

According to the Plan, commercial development or non-residential development may be considered for location along main road corridors and within a contextually-appropriate distance from the intersection of a primary arterial. While not located at the intersection of a primary arterial, the site is located along a main road corridor and would provide "supporting neighborhood scale development" as recommended by the Plan.

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

### **Zoning Public Hearing Date**

**September 27, 2022**



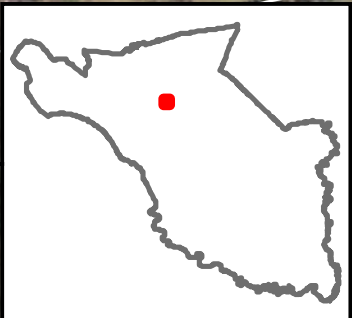
**5. Case 22-022 MA**  
**Jenny Reyes**  
**9200 Wilson Blvd**  
**R14600-03-41**  
**DISTRICT 7 - Gretchen Barron**

**Case 22-022 MA**  
**RU to NC**  
**TMS R14600-03-41**



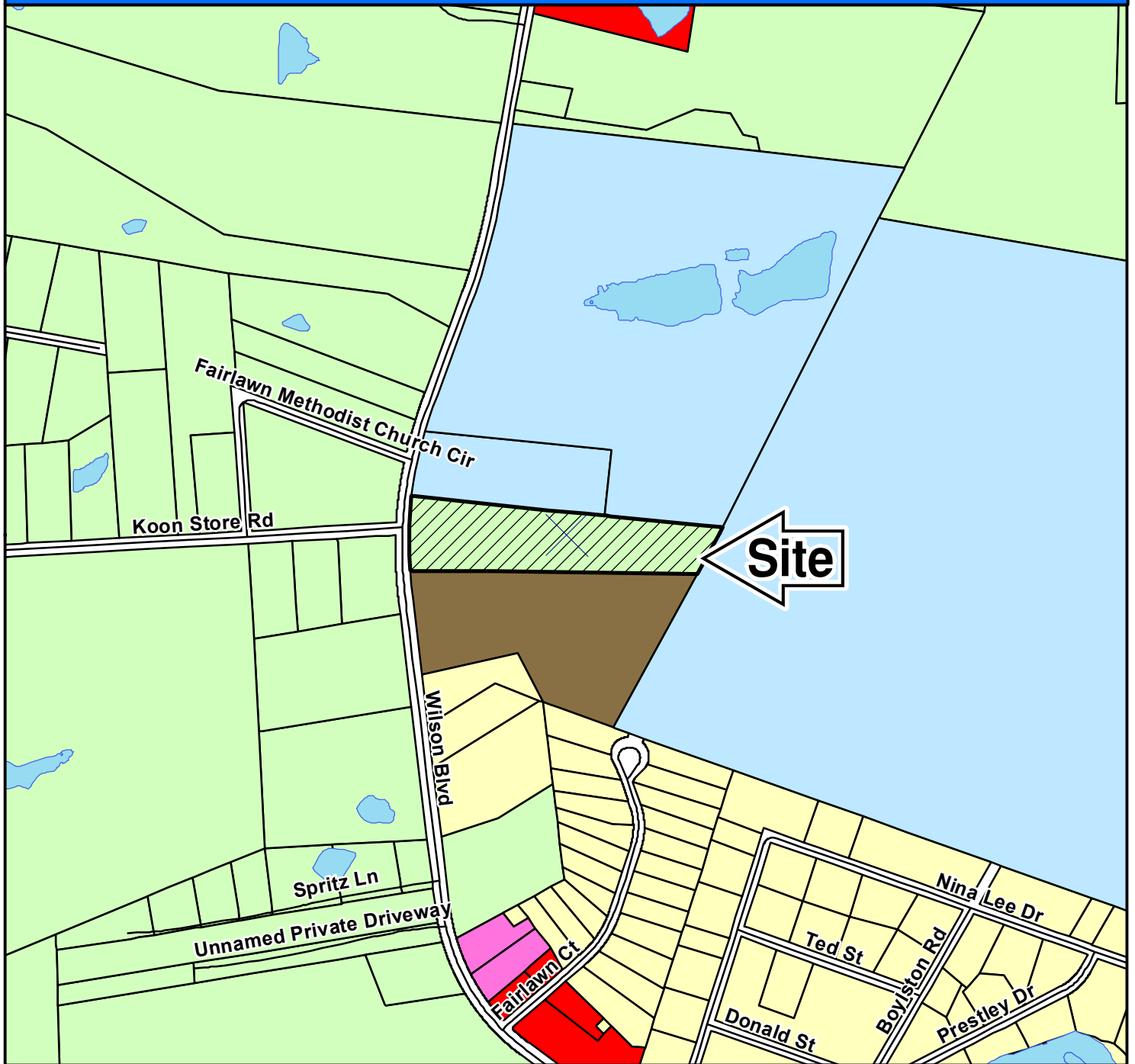
 **SPECIAL FLOOD HAZARD AREA**

 **WETLANDS**



Richland County & Woolpert

# Case 22-022 MA RU to NC



## ZONING CLASSIFICATIONS

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



# NORTHEAST PLANNING AREA

## FUTURE LAND USE & PRIORITY INVESTMENT AREAS

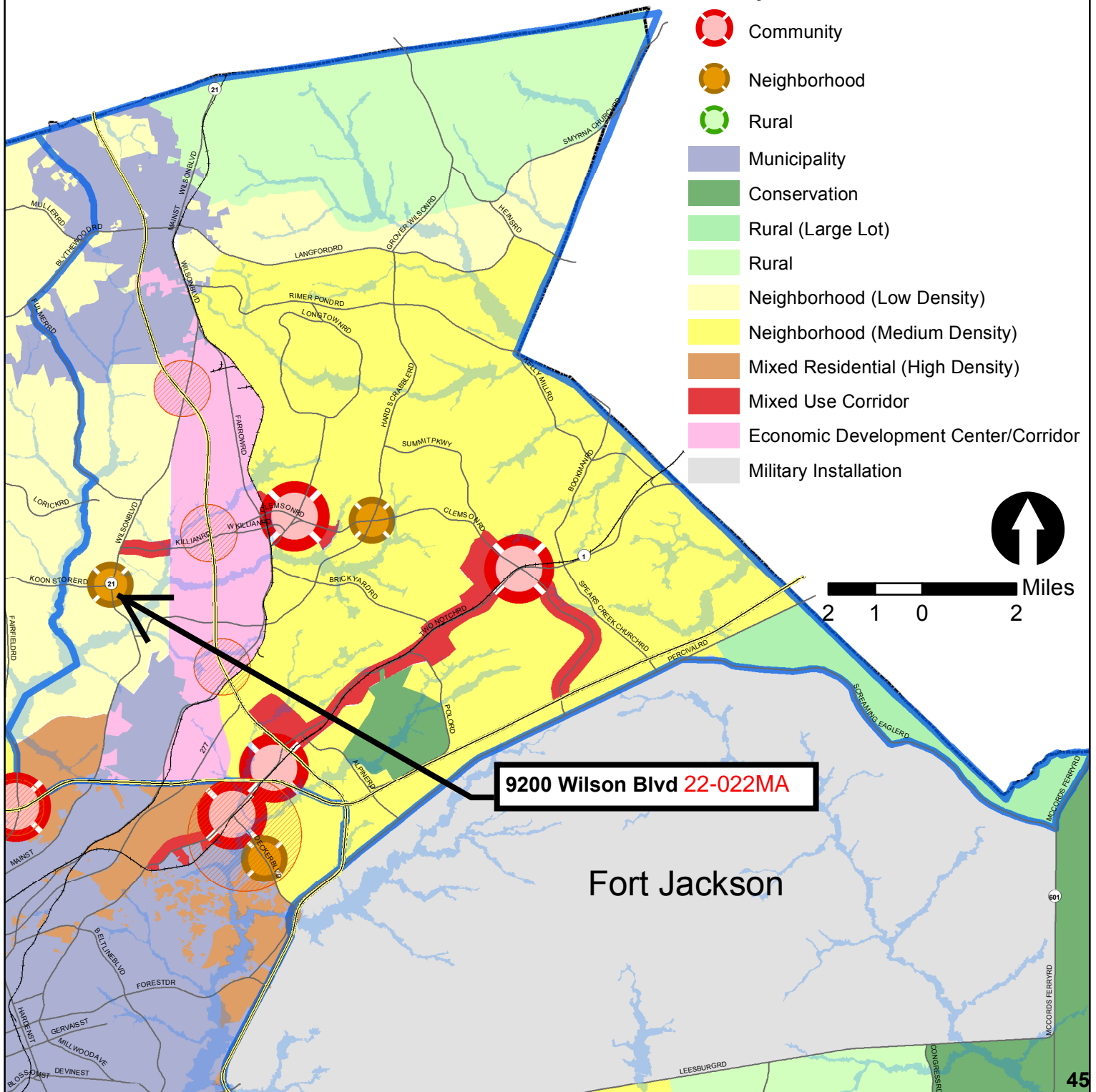


For more information on Priority Investment Areas, refer to the Priority Investment Element in Section 12 of the Comprehensive Plan.

Adopted March 17, 2015

### Legend

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









**Richland County  
Planning & Development Services Department**

Map Amendment Staff Report

**PC MEETING DATE:** September 8, 2022  
**RC PROJECT:** 22-023MA  
**APPLICANT:** Gerald A. Lee

**LOCATION:** W/S Archie Drive

**TAX MAP NUMBER:** R17116-01-01  
**ACREAGE:** 3.12 acres  
**EXISTING ZONING:** RS-MD  
**PROPOSED ZONING:** RM-MD

**PC SIGN POSTING:** August 23, 2022

**Staff Recommendation**

Approval

**Background**

**Zoning History**

The original zoning as adopted September 7, 1977 was Residential Single-family District (RS-3). With the adoption of the 2005 Land Development Code the RS-3 district became the Residential Single-family Medium Density District RS-MD).

**Zoning History for the General Area**

The Planned Development District (PDD) parcel west of the site was rezoned from D-1 under case number 96-053MA.

**Zoning District Summary**

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

The maximum density standard is no more than eight (8) units per acre.

Based upon a gross density calculation, the maximum number of units for this site is approximately: 24 dwelling units.

Direction	Existing Zoning	Use
<b><u>North:</u></b>	RS-MD	Undeveloped
<b><u>South:</u></b>	M-1	Storage Facility
<b><u>East:</u></b>	RS-MD / RS-MD	Residential / Residence
<b><u>West:</u></b>	PDD	Undeveloped

## **Discussion**

### **Parcel/Area Characteristics**

The subject site is undeveloped. The site has access and frontage along Archie Drive and Flora Way. This section of Archie Drive is a two-lane undivided secondary road without sidewalks and streetlights. The general area is comprised of single-family and multi-family dwellings.

### **Public Services**

The subject parcel is within the boundaries of Richland School District Two. Windsor Elementary School is located approximately 1.05 miles southeast of the subject parcel on Bancroft Road. Records indicate that the parcel is in the City of Columbia's water service area. Sewer would be through the City of Columbia, private, septic, or other system. There is a fire hydrant located 389 feet east of the site. The Jackson Creek fire station (station number 32) is located on Two Notch Road, approximately 0.66 miles east of the subject site.

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

### **Plans & Policies**

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

### **Neighborhood Medium Density**

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

Areas include medium-density residential neighborhoods and supporting neighborhood commercial scale development designed in a traditional neighborhood format. These neighborhoods provide a transition from Neighborhood (Low-Density) to more intense Mixed Residential (High-Density) urban environments. Multi-family development should occur near activity centers and within Priority Investment Areas with access to roadways with adequate capacity and multimodal transportation options. Nonresidential development may be considered for location along main road corridors and within a contextually-appropriate distance from the intersection of a primary arterial

#### **Desired Development Pattern**

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

### **Traffic Characteristics**

The 2021 SCDOT traffic count (Station #115) located east of the subject site on Two Notch Road identifies 36,000 Average Daily Trips (ADTs). Two Notch Road is classified as a five lane undivided principal arterial road, maintained by SCDOT with a design capacity of 33,600 ADTs. This portion of Wilson Boulevard is currently operating at Level of Service (LOS) "D".

SCDOT has an operational and safety program for this section of Two Notch Road. It is currently under construction and a completion date is currently undetermined. The Penny has a bikeway planned for this section of Two Notch Road but has not started.

### **Conclusion**

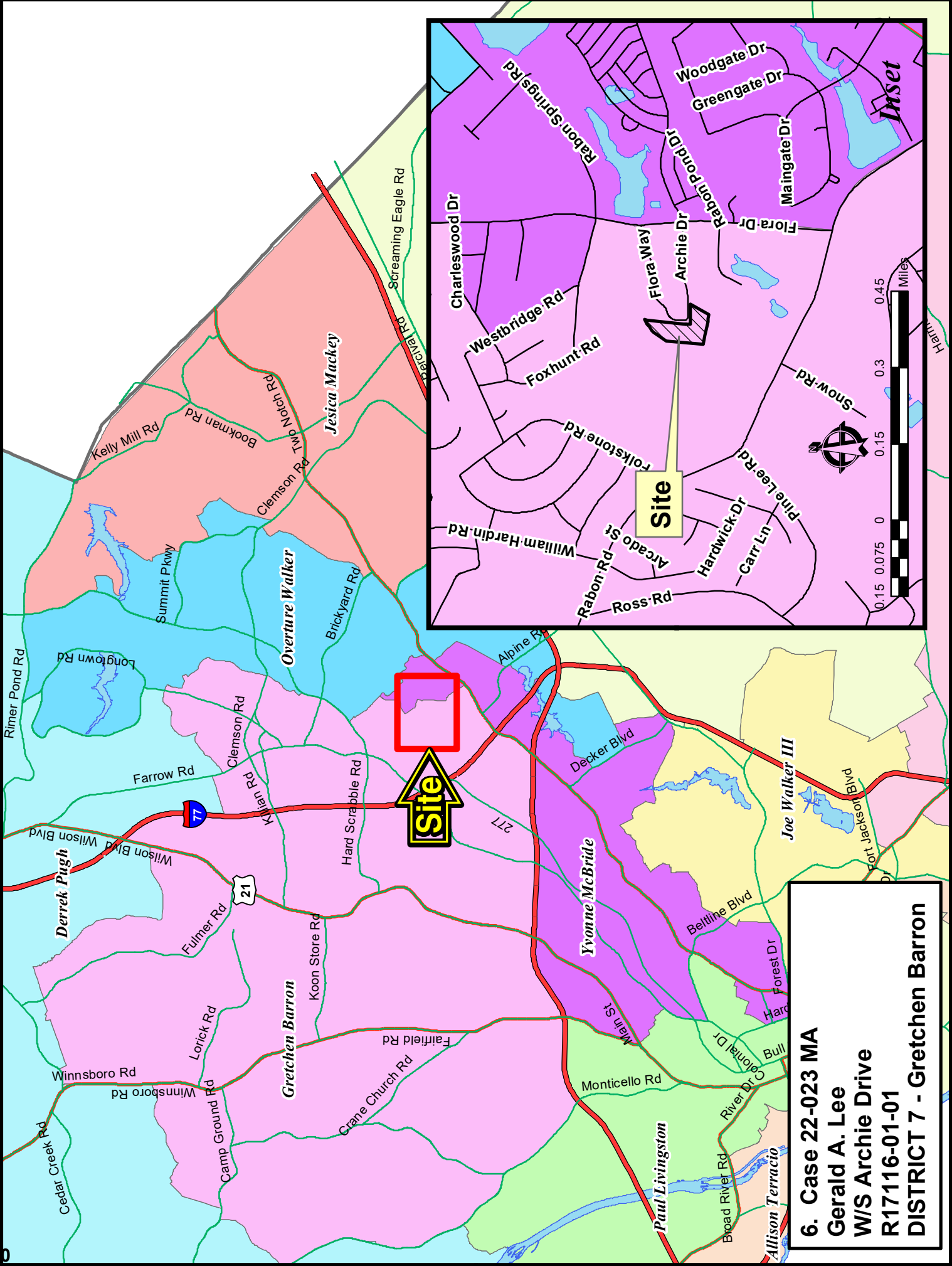
Staff recommends **Disapproval** of this map amendment as it would be inconsistent with the objectives outlined in the Comprehensive Plan.

The Plan recommends "Multi-family development should occur near activity centers and within Priority Investment Areas with access to roadways with adequate capacity and multimodal transportation options."

For this reason, staff recommends **Disapproval** of this map amendment.

### **Zoning Public Hearing Date**

**September 27, 2022**

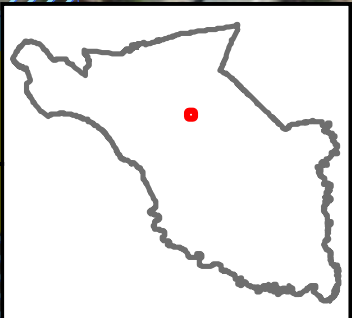


**6. Case 22-023 MA**  
**Gerald A. Lee**  
**W/S Archie Drive**  
**R17116-01-01**  
**DISTRICT 7 - Gretchen Barron**

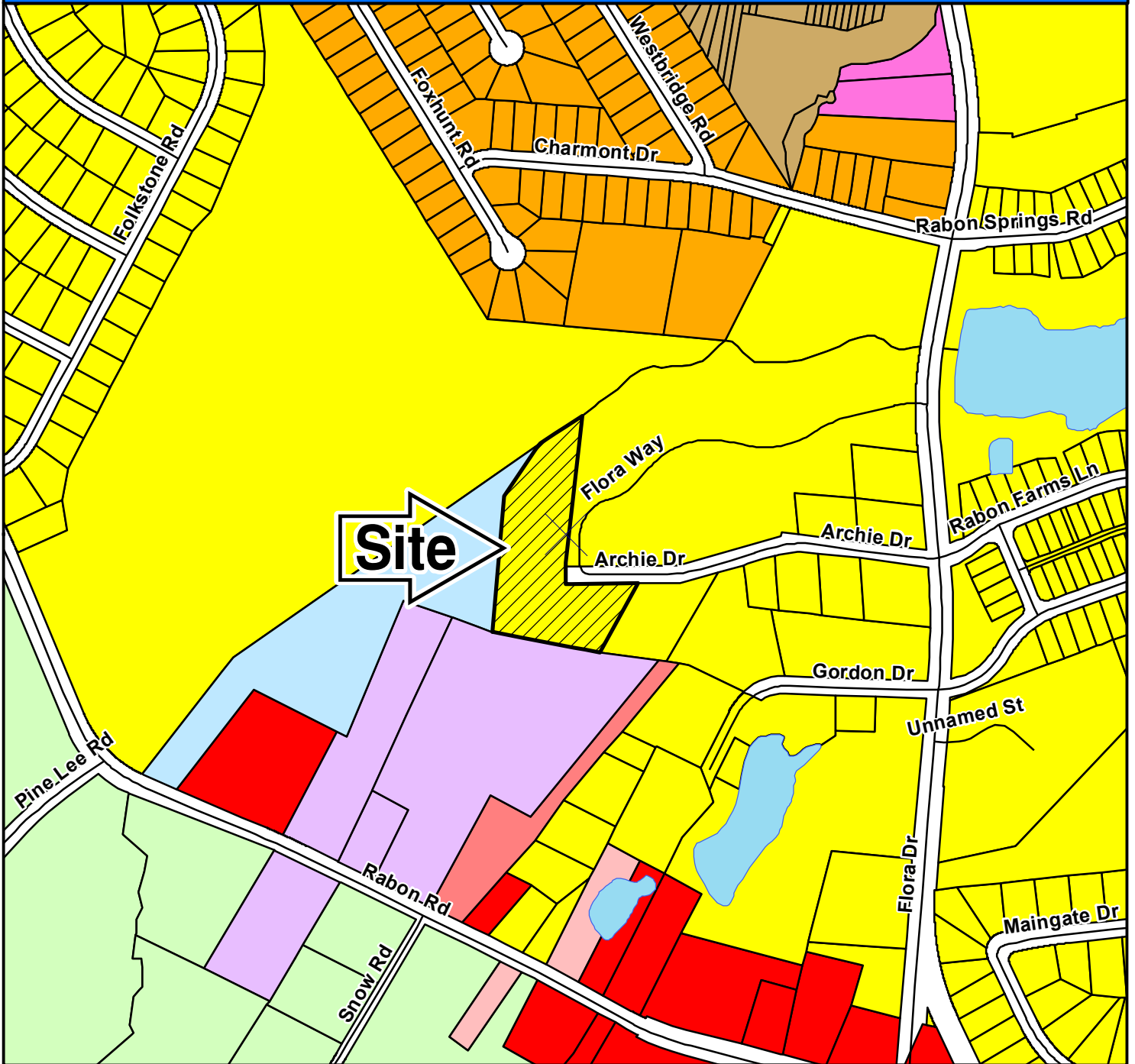
**Case 22-023 MA  
RS-MD to RM-MD  
TMS R17116-01-01**



**SPECIAL FLOOD HAZARD AREA**  
**WETLANDS**



# Case 22-023 MA RS-MD to RM-MD



## ZONING CLASSIFICATIONS

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



# NORTHEAST PLANNING AREA

## FUTURE LAND USE & PRIORITY INVESTMENT AREAS

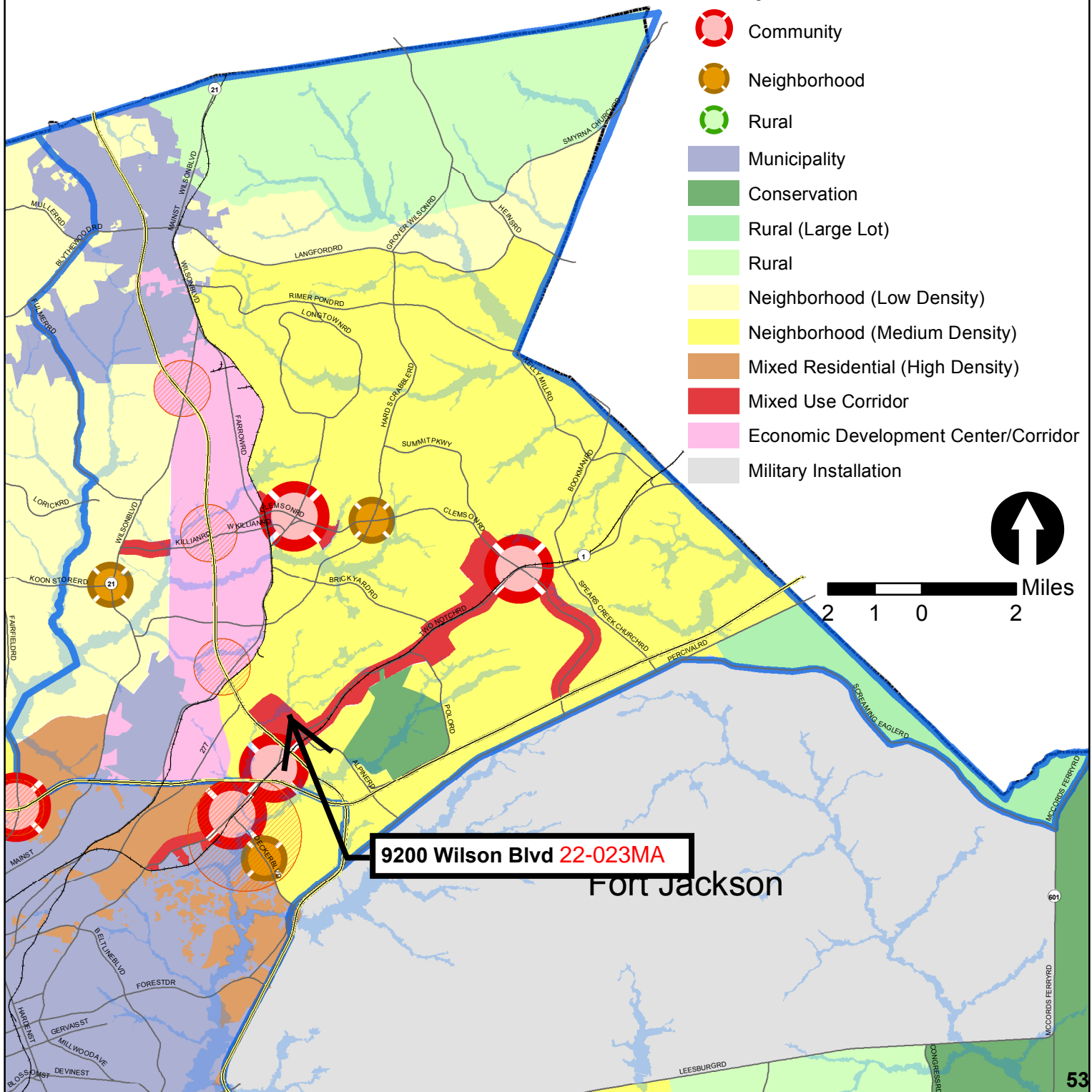


For more information on Priority Investment Areas, refer to the Priority Investment Element in Section 12 of the Comprehensive Plan.

Adopted March 17, 2015

### Legend

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



**9200 Wilson Blvd 22-023MA**

Fort Jackson







**Richland County  
Planning & Development Services Department**

Map Amendment Staff Report

**PC MEETING DATE:** September 8, 2022  
**RC PROJECT:** 22-024MA  
**APPLICANT:** Charlotte Huggins

**LOCATION:** 10512 Garners Ferry Road

**TAX MAP NUMBER:** R30600-02-16  
**ACREAGE:** 2.87 acres  
**EXISTING ZONING:** RC  
**PROPOSED ZONING:** GC

**PC SIGN POSTING:** August 23, 2022

**Staff Recommendation**

**Disapproval**

**Background**

**Zoning History**

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

The subject parcel was part of a previous request for the General Commercial District (GC) under case number 16-002MA. That case was denied at the February 23, 2016 Zoning Public Hearing.

The subject parcel was part of a previous request for the Rural Commercial District (RC) under case number 16-012MA. That case was denied at the April 26, 2016 Zoning Public Hearing.

The subject parcel was part of a previous request for the Rural Commercial District (RC) under case number 19-006MA.

**Zoning History for the General Area**

A GC parcel south of the site was rezoned under Ordinance Number 051-14HR (case number 14-16MA).

**Zoning District Summary**

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

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

Based upon a gross density calculation, the maximum number of units for this site is approximately: 44 dwelling units\*.

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

Direction	Existing Zoning	Use
<b><u>North:</u></b>	RU	Residence
<b><u>South:</u></b>	GC	Convenience store with pumps
<b><u>East:</u></b>	RU	Residence
<b><u>West:</u></b>	RU	Single family residence

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

The subject parcel has frontage along Garners Ferry Road. There are no sidewalks or street lights along this section of Garners Ferry Road. The parcel contains two nonresidential structures. The immediate area is characterized by large residential lots, undeveloped uses along the northern portion of Garners Ferry Road, a convenience store with pumps (Mr. Bunky’s Market) and other commercial, small-scale industrial, and undeveloped uses south of the subject parcel.

**Public Services**

The subject parcel is within the boundaries of School District 1. The Horrell Hill Elementary School is located 3.3 miles west of the subject parcel on Congaree Road. The Congaree Run fire station (number 29) is located eight hundred (800) feet south of the subject parcel on Old Congaree Run. There is a fire hydrant located at the intersection of R.L. Coward Road and Garners Ferry Road. The City of Columbia is the water service provider for the area.

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

**Plans & Policies**

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

**Land Use and Character**

Areas where rural development and smaller agricultural operations are appropriate. These areas serve as a transition between very low density rural areas and suburban neighborhood developments. The areas could include rural subdivisions and open space subdivisions. These subdivisions would support lots that are smaller than the Rural Large Lot land use, but larger than lots characteristic of neighborhood low density. Rural areas should be designed to maintain large tracts of undisturbed land, particularly areas of prime environmental value. Rural developments should provide natural buffering between adjacent uses. Appropriate roadway buffers should result in creating a natural road corridor with limited visibility into developed areas.

### **Desired Development Pattern**

Rural areas should be designed to accommodate single-family residential developments in a rural setting. This includes master planned, rural subdivisions. Open space developments that set aside open space and recreational areas are an alternative form of Rural development. Open space developments are a land development design tool that provides a means of both preserving open space and allowing development to be directed away from natural and agricultural resources. These designs often allow for flexibility in lot sizes and dimensions in trade for the protection of surrounding, larger open spaces. Commercial development should be limited to Rural Activity Centers.

### **Traffic Characteristics**

The 2021 SCDOT traffic count (Station # 173) located east of the subject parcel on Garners Ferry Road identifies 15,700 Average Daily Trips (ADT's). This segment of Garners Ferry Road is classified as four lane divided Principal Arterial road, maintained by SCDOT with a design capacity of 33,600 ADT's. Garners Ferry Road is currently operating at Level of Service (LOS) "A".

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

SCDOT has programmed safety improvements for this section of Garners Ferry Rd. There are no planned or programmed improvements for this section of Garners Ferry Road through the County Penny Sales Tax program.

### **Conclusion**

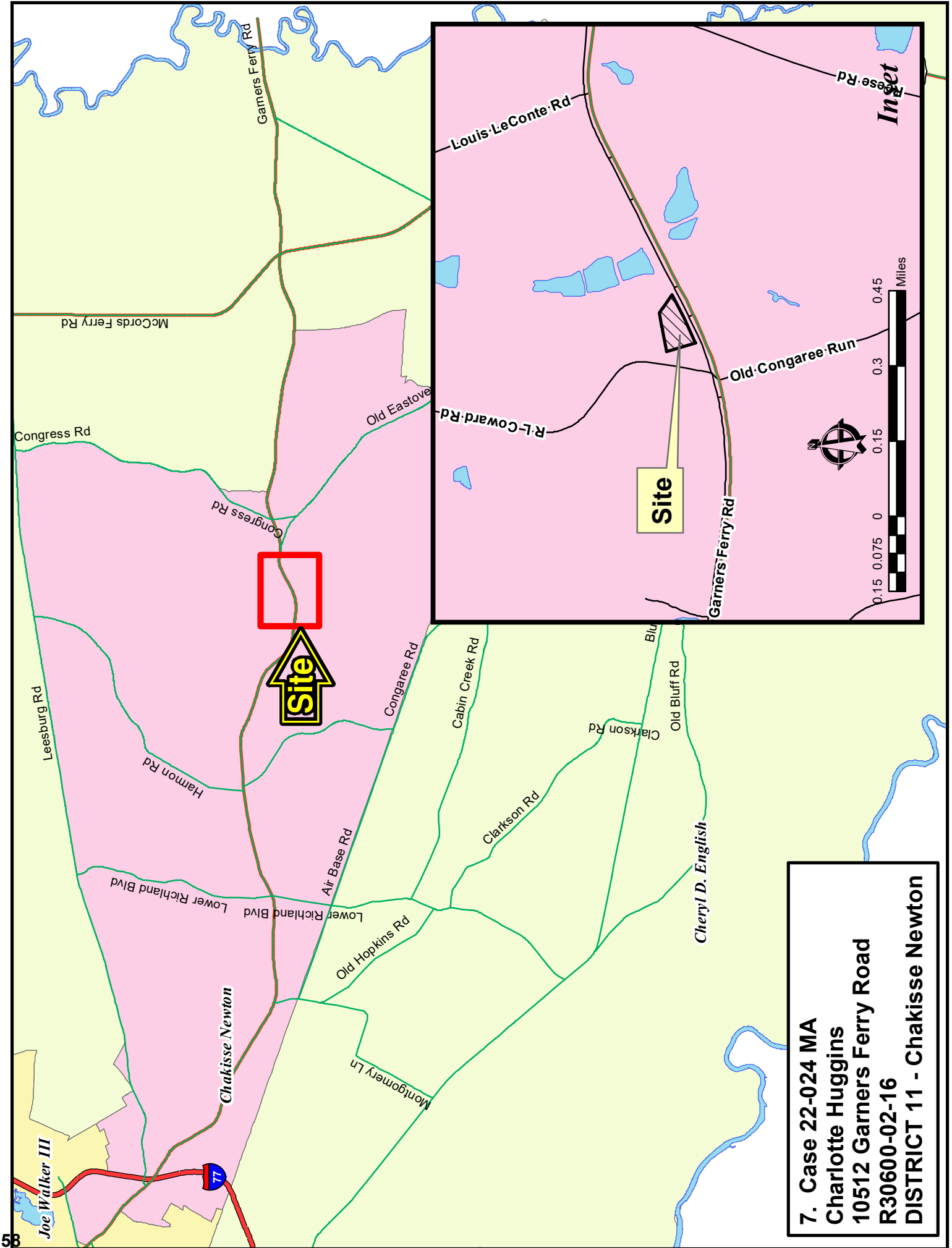
Staff is of the opinion that the proposed rezoning would not be consistent with the objectives outlined in the Comprehensive Plan and recommends **Disapproval** of this map amendment.

The Richland County Comprehensive Plan recommends residential development on large lots, open space subdivisions and smaller agricultural operations for areas designated as Rural. The Plan also recommends that commercial development be located at rural crossroads or within Rural Activity Centers. The site is not located within an activity center nor at an intersection of a rural crossroads, likewise, the proposed zoning designation would allow for potential uses of greater intensity than the adjacent and surrounding properties as recommended by the Comprehensive Plan.

For these reasons, staff recommends **Disapproval** of this map amendment.

### **Zoning Public Hearing Date**

**September 27, 2022.**



**7. Case 22-024 MA**  
**Charlotte Huggins**  
**10512 Garners Ferry Road**  
**R30600-02-16**  
**DISTRICT 11 - Chakisse Newton**

Case 22-024 MA  
RC to GC  
TMS R30600-02-16

Site

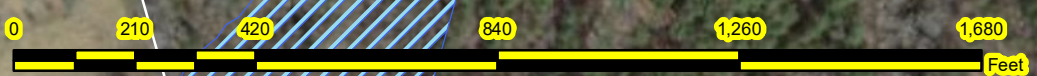
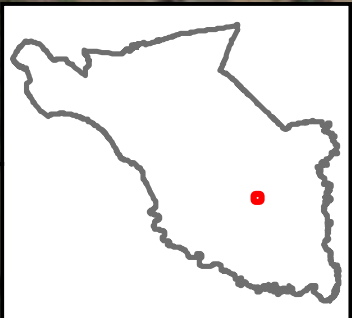
R/L Coward Rd

Garners Ferry Rd

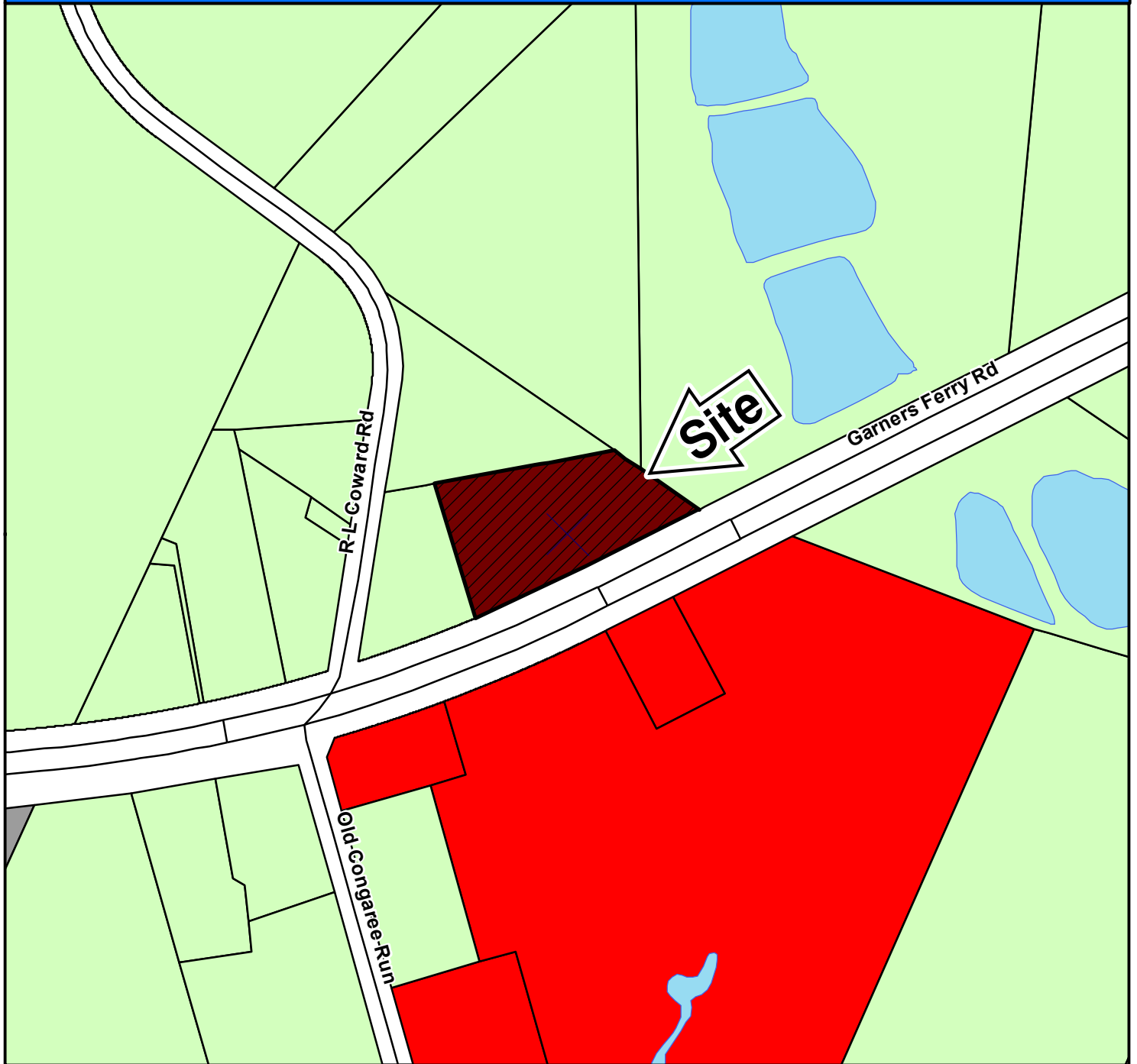
Congaree Run

SPECIAL FLOOD HAZARD AREA

WETLANDS



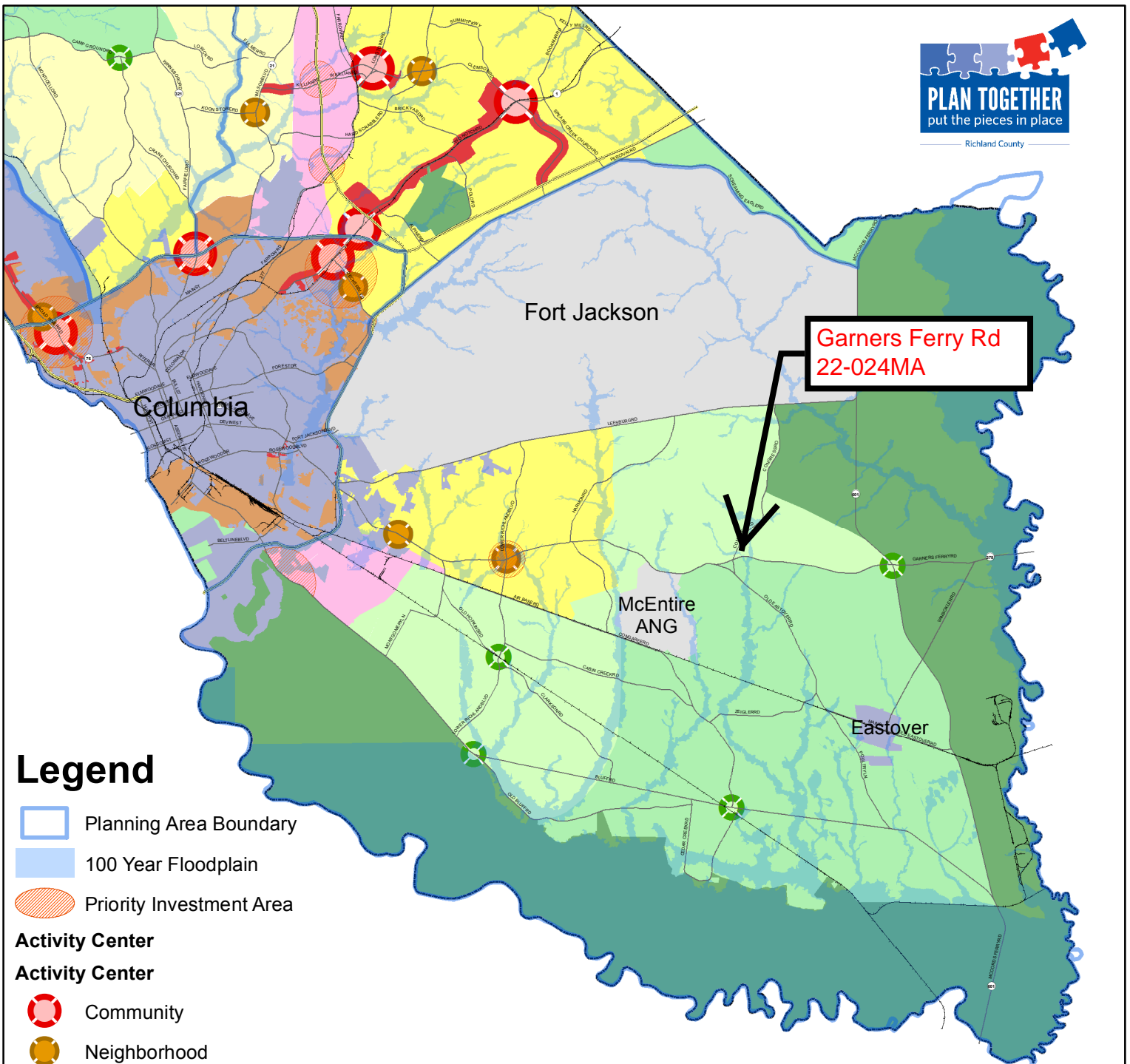
# Case 22-024 MA RC to GC



## ZONING CLASSIFICATIONS

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





### Legend

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

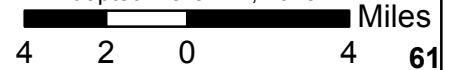
For more information on Priority Investment Areas, refer to the Priority Investment Element in Section 12 of the Comprehensive Plan.

## FUTURE LAND USE & PRIORITY INVESTMENT AREAS

# SOUTHEAST PLANNING AREA



Adopted March 17, 2015









**Richland County  
Planning & Development Services Department**

Map Amendment Staff Report

**PC MEETING DATE:** September 8, 2022  
**RC PROJECT:** 22-025 MA  
**APPLICANT:** Charlotte Huggins

**LOCATION:** 10201 Garners Ferry Road

**TAX MAP NUMBER:** R27800-03-08  
**ACREAGE:** 4.32 acres  
**EXISTING ZONING:** RU  
**PROPOSED ZONING:** RC

**PC SIGN POSTING:** August 23, 2022

**Staff Recommendation**

**Disapproval**

**Background**

**Zoning History**

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

**Zoning History for the General Area**

There have been no recent map amendment cases within the general area.

**Zoning District Summary**

The RC District recognizes the need to provide for areas within Richland County where residents of the more isolated agricultural and rural residential districts and residents located beyond the limits of service of the municipalities can receive certain convenience merchandising and services. It is intended to be a flexible district allowing a mixture of uses in order to accommodate commercial and service activities oriented primarily to serving the needs of persons who live in nearby areas. The RC District is proposed to be within or adjacent to residential neighborhoods where large commercial uses are inappropriate, but where small neighborhood oriented businesses are useful and desired. This district is further designed to be located at or near intersections of arterial and/or major collector roads so as to prevent the spreading of commercial uses down the major corridors or into the surrounding countryside.

Direction	Existing Zoning	Use
<b><u>North:</u></b>	RU	Residential
<b><u>South:</u></b>	RU	Undeveloped/ Agricultural
<b><u>East:</u></b>	RU	Undeveloped/ Agricultural
<b><u>West:</u></b>	RU	Agricultural/Equestrian

## Discussion

### **Parcel/Area Characteristics**

The subject parcel has frontage along Garners Ferry Road, a four-lane divided principal arterial without sidewalks or streetlights. The subject parcel contains two commercial structures which are non-conforming. The general area consists of residences to the north and undeveloped agricultural uses to the east, south and west. The immediate area consists of RU zoned properties to the north, west, south, and east.

### **Public Services**

The subject parcel is within the boundaries of Richland School District One. The Congaree Run Fire station (station number 29) is located on Old Congaree Run, approximately 1.6 miles southeast of the subject parcel. Records indicate that water is provided by well and sewer would be provided by septic tank.

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

### **Plans & Policies**

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

### **Land Use and Character**

Areas where rural development and smaller agricultural operations are appropriate. These areas serve as a transition between very low density rural areas and suburban neighborhood developments. The areas could include rural subdivisions and open space subdivisions. These subdivisions would support lots that are smaller than the Rural Large Lot land use, but larger than lots characteristic of neighborhood low density. Rural areas should be designed to maintain large tracts of undisturbed land, particularly areas of prime environmental value. Rural developments should provide natural buffering between adjacent uses. Appropriate roadway buffers should result in creating a natural road corridor with limited visibility into developed areas.

### **Desired Development Pattern**

Rural areas should be designed to accommodate single-family residential developments in a rural setting. This includes master planned, rural subdivisions. Open space developments that set aside open space and recreational areas are an alternative form of Rural development. Open space developments are a land development design tool that provides a means of both preserving open space and allowing development to be directed away from natural and agricultural resources. These designs often allow for flexibility in lot sizes and dimensions in trade for the protection of surrounding, larger open spaces. Commercial development should be limited to Rural Activity Centers.

### ***Lower Richland Neighborhood Master Plan***

#### **Rural Residential Areas**

Lower Richland offers an alternative to the urban and suburban areas of Columbia and Richland County. Balancing the desire to protect this way of life with development pressures is one of the objectives of this plan. Existing constraints (i.e., limited water and sewer service, environmental constraints) will limit the amount of development that will occur in this area over the next twenty years. However, any new development that does occur should be compatible to existing residential and respectful of existing agricultural operations and historic properties.

Current rural zoning allows for one residential unit per 33,000 square feet in the Rural Residential Area of Lower Richland. Future growth should respect this standard. In addition, where appropriate, developers should preserve critical natural or historic resources through context sensitive development methods such as conservation subdivisions. In addition, in order to preserve the rural feel of the area, significant hardwood trees, naturally vegetated areas, and wetlands, particularly Carolina Bays, should be preserved.

### **Traffic Characteristics**

The 2021 SCDOT traffic count (Station # 172) located west of the subject parcel on Garners Ferry Road identifies 22,900 Average Daily Trips (ADTs). Garners Ferry Road is classified as a four-lane divided primary arterial, maintained by SCDOT with a design capacity of 33,600 ADTs. This segment of Garners Ferry Road is currently operating at Level of Service (LOS) "B".

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

### **Conclusion**

Staff recommends **Disapproval** of this map amendment as the proposed rezoning from RU to RC would be out of character with the recommendations of the 2015 Comprehensive Plan for the Rural future land use designation.

The Comprehensive Plan recommends "Commercial development should be limited to Rural Activity Centers."

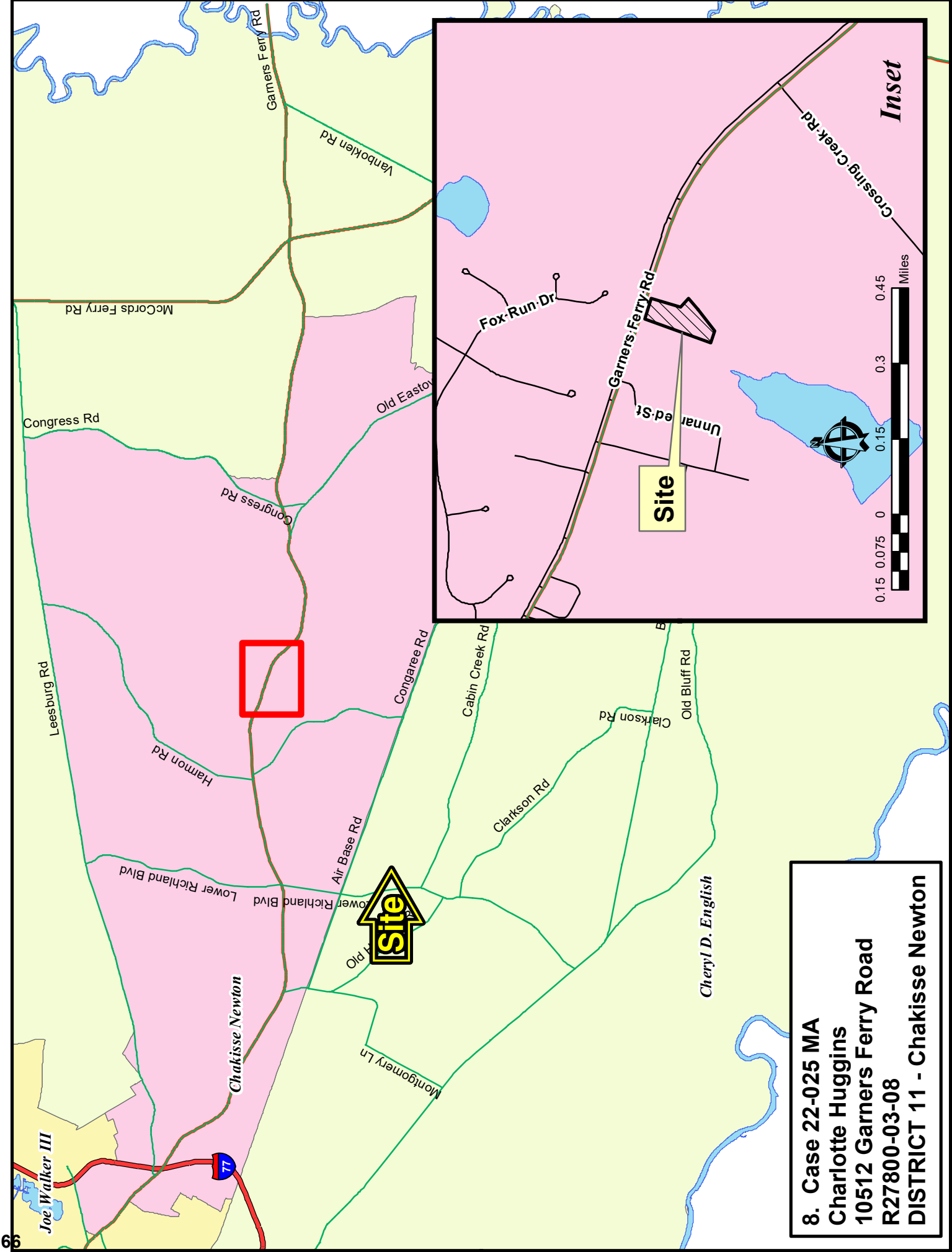
In addition to the Comprehensive Plan, the Lower Richland Community Strategic Master Plan does not support the type of development associated with the RC zoning designation within the identified Rural Residential Areas.

Further, the intensity of uses and development allowed under the RC zoning designation would be incompatible and out of character with the present zoning, land uses, and development pattern within the area.

For these reasons, staff recommends **Disapproval** of this map amendment.

### **Zoning Public Hearing Date**

**September 27, 2022.**



**8. Case 22-025 MA**  
**Charlotte Huggins**  
**10512 Garner's Ferry Road**  
**R27800-03-08**  
**DISTRICT 11 - Chakisse Newton**

**Case 22-025 MA  
RU to RC  
TMS R27800-03-08**

Unnamed Private Driveway

Running Deer Dr

Dove Field Ct

Old Run Cir

Garners Ferry Rd

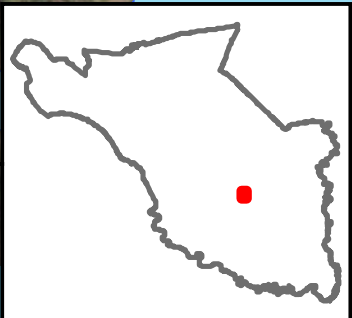
Unnamed St

**Site**

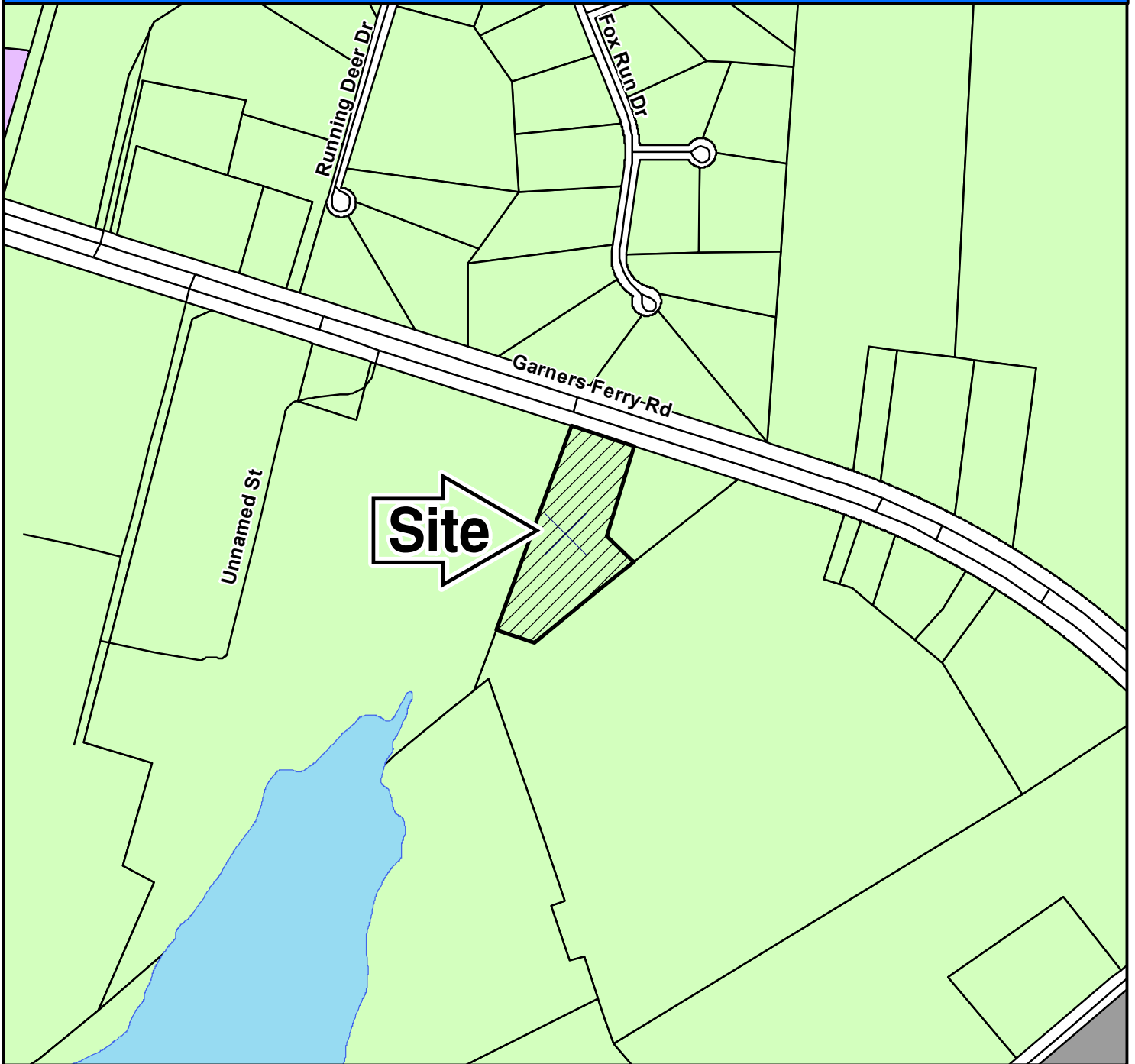
Crossing Creek Rd

 **SPECIAL FLOOD HAZARD AREA**



























 **WETLANDS**



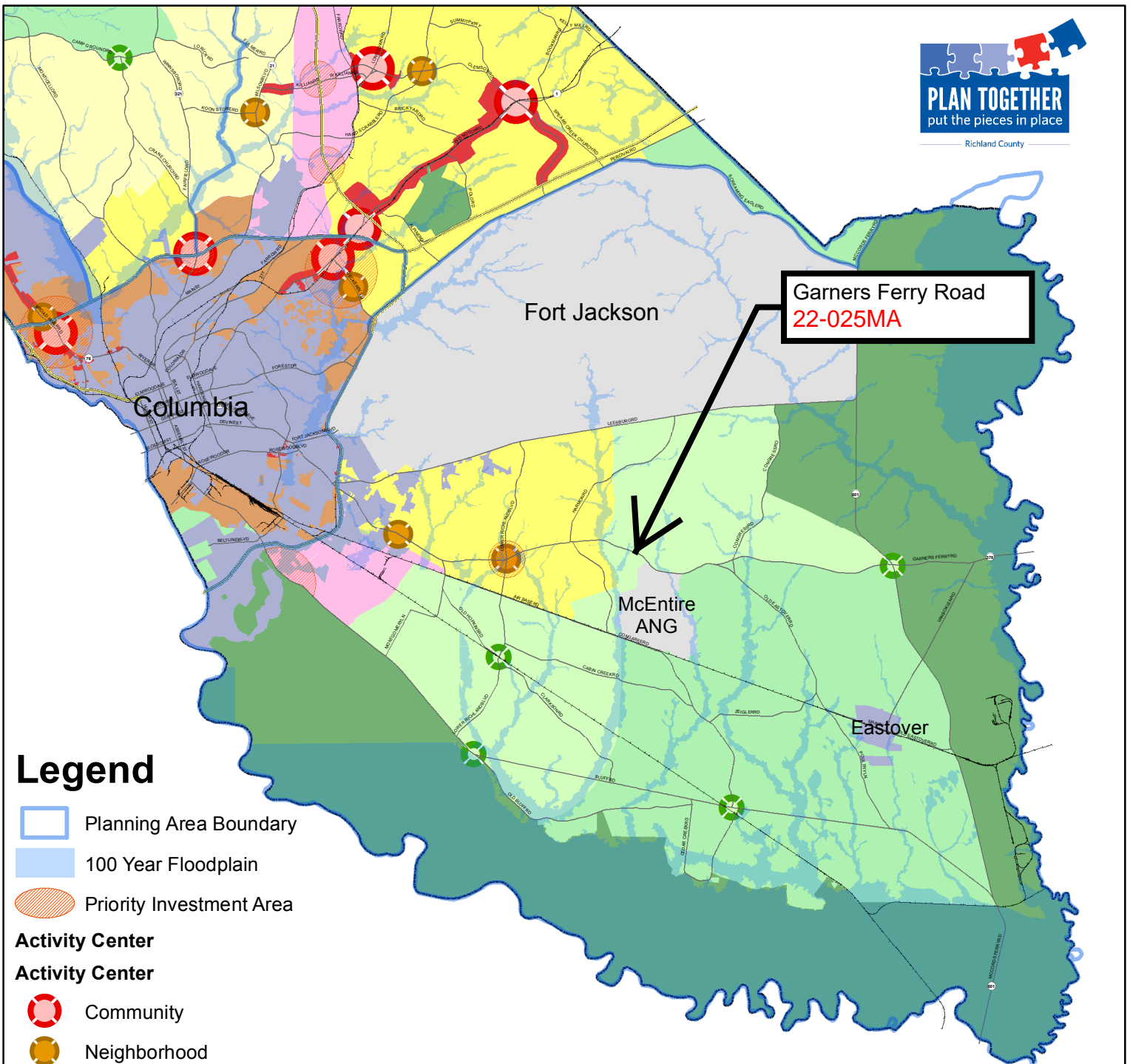
# Case 22-025 MA RC to RC



## ZONING CLASSIFICATIONS

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





### Legend

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

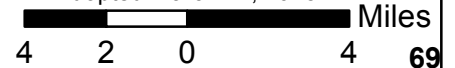
For more information on Priority Investment Areas, refer to the Priority Investment Element in Section 12 of the Comprehensive Plan.

## FUTURE LAND USE & PRIORITY INVESTMENT AREAS

# SOUTHEAST PLANNING AREA



Adopted March 17, 2015









## Richland County Planning & Development Services Department

### Map Amendment Staff Report

**PC MEETING DATE:** September 8, 2022  
**RC PROJECT:** 22-026 MA  
**APPLICANT:** Harpal Grewal  
  
**LOCATION:** Rushmore Drive  
  
**TAX MAP NUMBER:** R07403-01-01 (Portion of)  
**ACREAGE:** 2.81 acres  
**EXISTING ZONING:** RS-MD  
**PROPOSED ZONING:** GC  
  
**PC SIGN POSTING:** August 23, 2022

#### Staff Recommendation

Approval

#### Background

#### **Zoning History**

The original zoning as adopted September 7, 1977 was Residential Single-family District (RS-2). With the adoption of the 2005 Land Development Code the RS-2 District was designated Residential Single-family Medium Density District (RS-MD).

#### **Zoning District Summary**

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

Maximum density standard: for residential uses, no more than sixteen (16) dwelling units per acre.

Based upon a gross density calculation\*, the maximum number of units for this site is approximately: 18 dwelling unit.

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

Direction	Existing Zoning	Use
<b><u>North:</u></b>	RS-MD/RS-MD	Residence/ Residence
<b><u>South:</u></b>	RS-MD/RS-MD	Residence/ Residence
<b><u>East:</u></b>	RS-MD/RS-MD	Residence/ Place of Worship
<b><u>West:</u></b>	GC	Undeveloped

## Discussion

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

The subject parcel has frontage along Rushmore Drive. There are no sidewalks or street lights along this section of Rushmore Drive. The parcel is undeveloped. Residential and commercial uses characterize the immediate area. North of the subject parcel are residential structures zoned RS-MD. East of the site are residential structures and a place of worship zoned RS-MD. West of the site is an undeveloped GC zoned parcel. Further west of the site is a convenience store with pumps and a multi-tenant commercial development. South of the subject parcel are residential structures zoned RS-MD.

### **Public Services**

The subject parcel is within the boundaries of School District 1. Sandel Elementary School is located less than 890 feet southwest of the subject parcel on Seminole Road. The Saint Andrews fire station (number 6) is located 0.21 miles southwest of the subject parcel on Briargate Circle. There is a fire hydrant at the intersection of Rushmore Drive and Ada Court. The parcel is located within the City of Columbia's water and sewer service area\*.

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

### **Plans & Policies**

The 2015 Richland County Comprehensive Plan, "**PUTTING THE PIECES IN PLACE**", designates this area as **Mixed-use Corridor**.

### **Land Use and Character**

Areas include established commercial, office, and medium-density residential developments located along principal arterial roads, and exclude established single-family residential subdivisions that may be located in the corridor. Mixed-use corridor areas should provide a vertical and horizontal mix of suburban scale retail, commercial, office, high-density residential, and institutional land uses. Open spaces and parks are also important uses within Mixed-Use Corridors. These corridors are punctuated by higher intensity development located at "nodes" called Activity Centers where the highest density and integration of mixed uses occurs.

### **Desired Development Pattern**

Suburban commercial corridors should be transformed over time from traditional strip commercial development to Mixed-Use Corridors connecting Activity Centers. Between Activity Centers, corridors should be redeveloped to convert single story, single use developments on individual lots to multi-story, mixed use formats that organize uses in a pedestrian-friendly format.

The subject parcel falls within **Priority Investment Area 4 (Broad River and Bush River Road)**, which consists of a large commercial corridor with opportunities for redevelopment. The PIA is intended as a high activity area with many opportunities to redevelop aging commercial centers and revitalize surrounding neighborhoods. The Broad River Road Corridor and Neighborhood Master Plan should inform and guide efforts regarding this PIA. Investments should include partnerships with the City of Columbia to plan for redevelopment of the Dutch Square and St. Andrews areas, and to provide necessary infrastructure investments to foster redevelopment.

**Broad River Road Community and Corridor Neighborhood Master Plan**

**Transition Mixed-use District**

The Transition Mixed-use District is characterized by medium-density, neighborhood-scaled mixed of uses located in 2 to 3 story buildings. The district generally encompasses areas within ½-mile walking radius of the “redevelopment nodes”. This district is envisioned to be redeveloped with mid-rise buildings between 2-4 stories in height, with emphasis on creating a diverse stock of housing units such as town homes, garden apartments, and duplexes fitting with the appropriate architectural character, scale, and density of the surrounding neighborhoods. This district is not intended for detached single-family residential development in the future. Neighborhood commercial uses may include coffee shops, bakeries, grocery stores, convenience stores, small urgent care and medical clinics, day-care centers, and pocket parks.

**Traffic Characteristics**

The 2021 SCDOT traffic count (Station # 181) located southeast of the subject parcel on Broad River Road identifies 38,000 Average Daily Trips (ADTs). This segment of Broad River Road is classified as a five lane undivided principal arterial road, maintained by SCDOT with a design capacity of 33,600 ADTs. Broad River Road is currently operating at Level of Service (LOS) “D”.

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

The Richland Penny currently has proposed bike lanes for this section of Broad River Road, along with other intersection improvements. It is currently in the design phase.

There are no planned or programmed improvements to this section of Broad River Road through SCDOT.

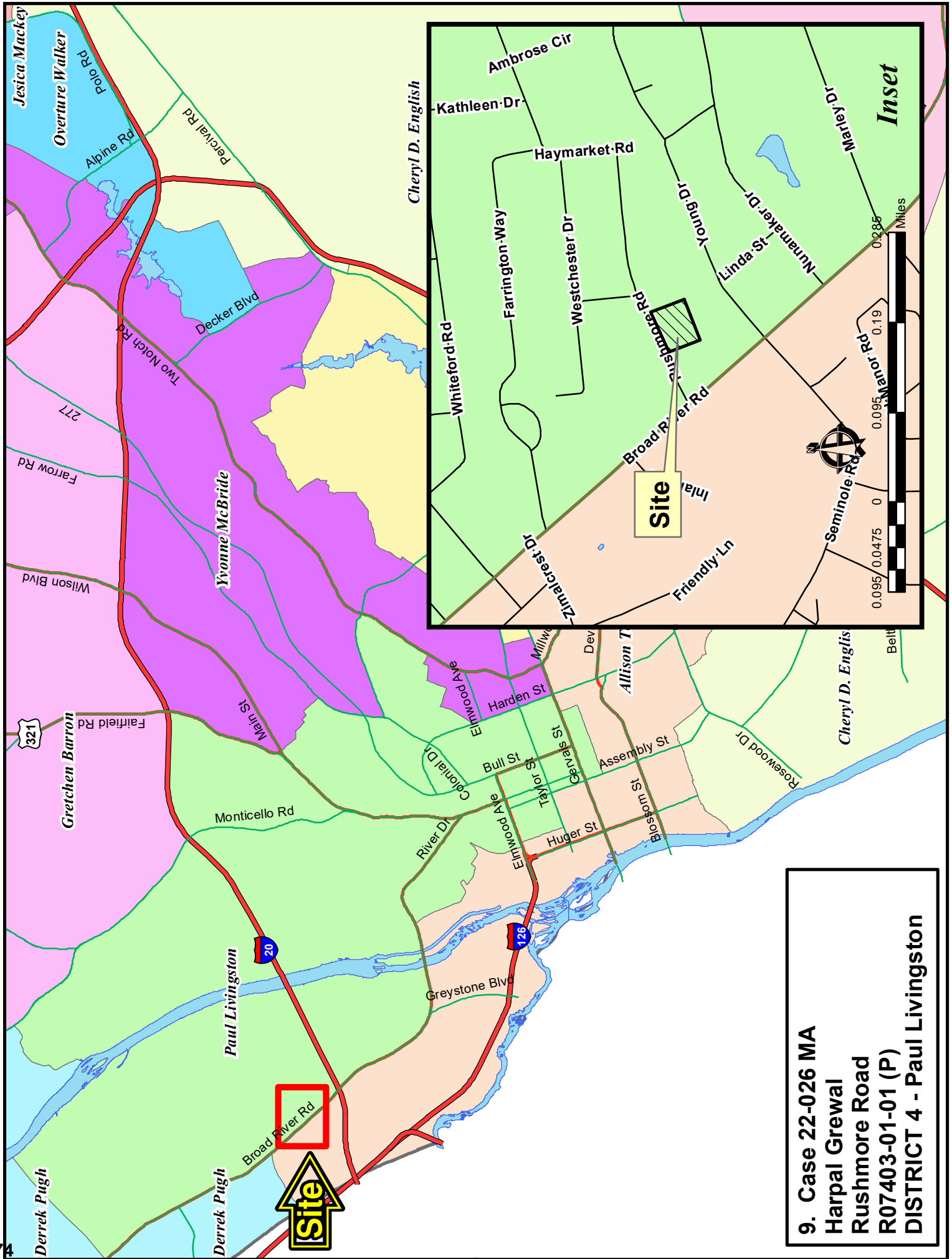
**Conclusion**

Principally, staff recommends **Approval** of this Map Amendment as the proposed rezoning would be inconsistent with the general objectives outlined in the Comprehensive Plan for the Neighborhood Medium Density Future Land Use Classification recommendations.

However, the requested rezoning request could be deemed to be an encroachment into the residentially zoned and developed section of Rushmore Road.

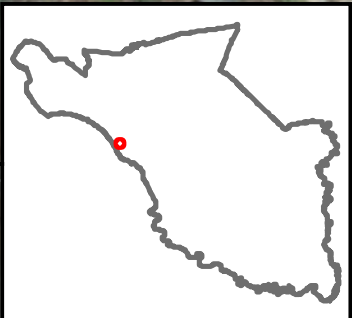
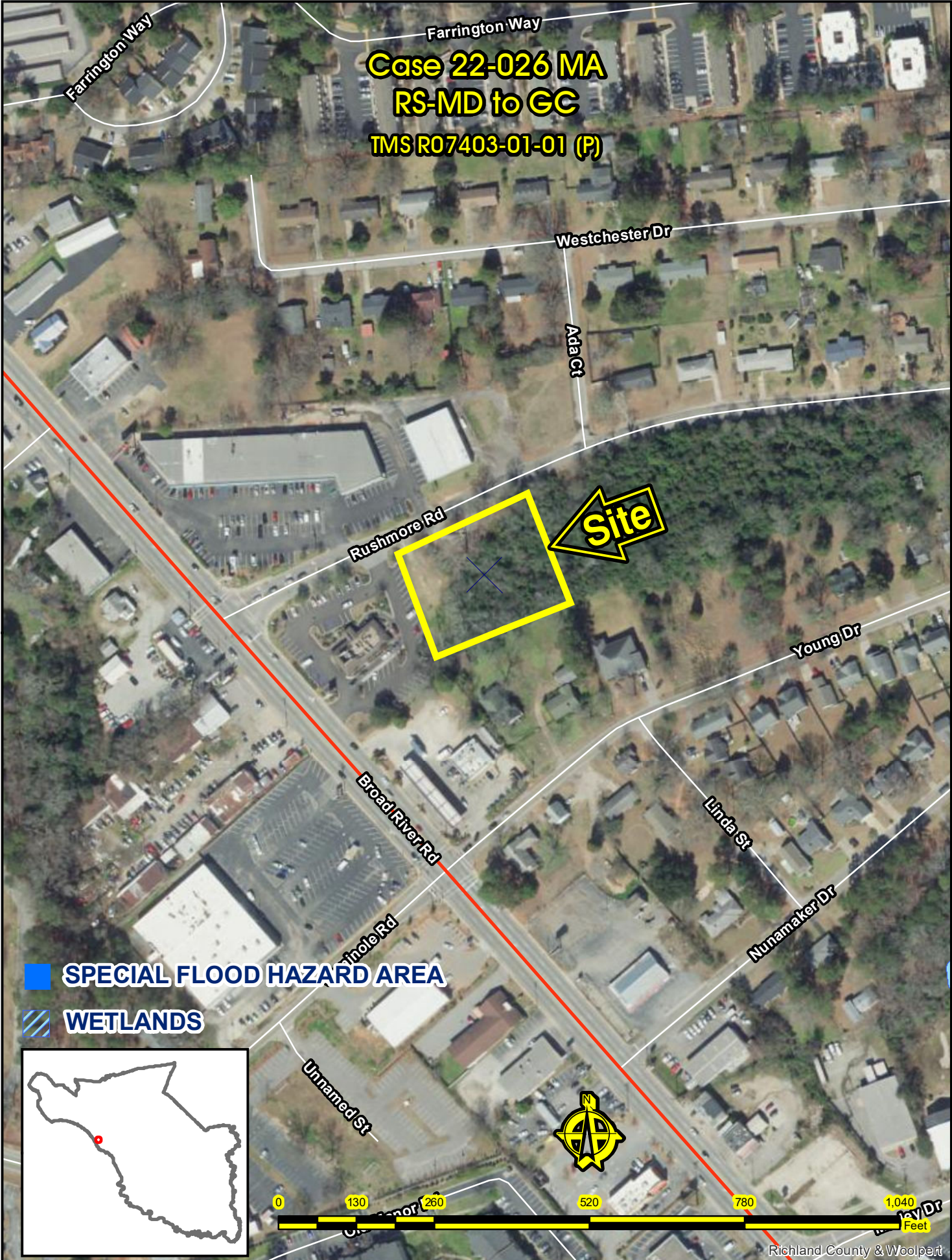
**Zoning Public Hearing Date**

**September 27, 2022.**

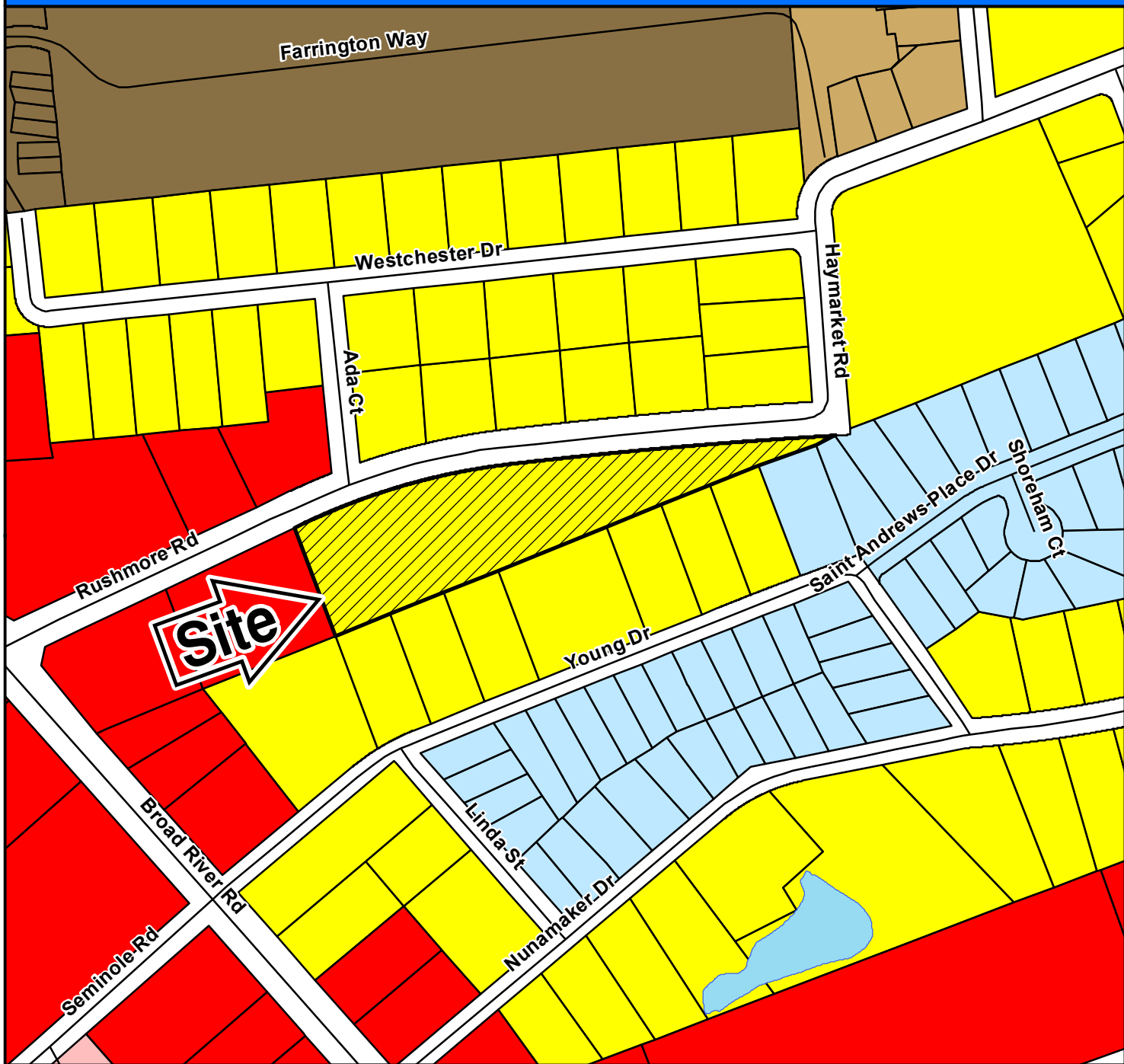


**9. Case 22-026 MA**  
**Harpal Grewal**  
**Rushmore Road**  
**R07403-01-01 (P)**  
**DISTRICT 4 - Paul Livingston**

**Case 22-026 MA  
RS-MD to GC  
TMSR07403-01-01 (P)**



# Case 22-026 MA RS-MD to GC

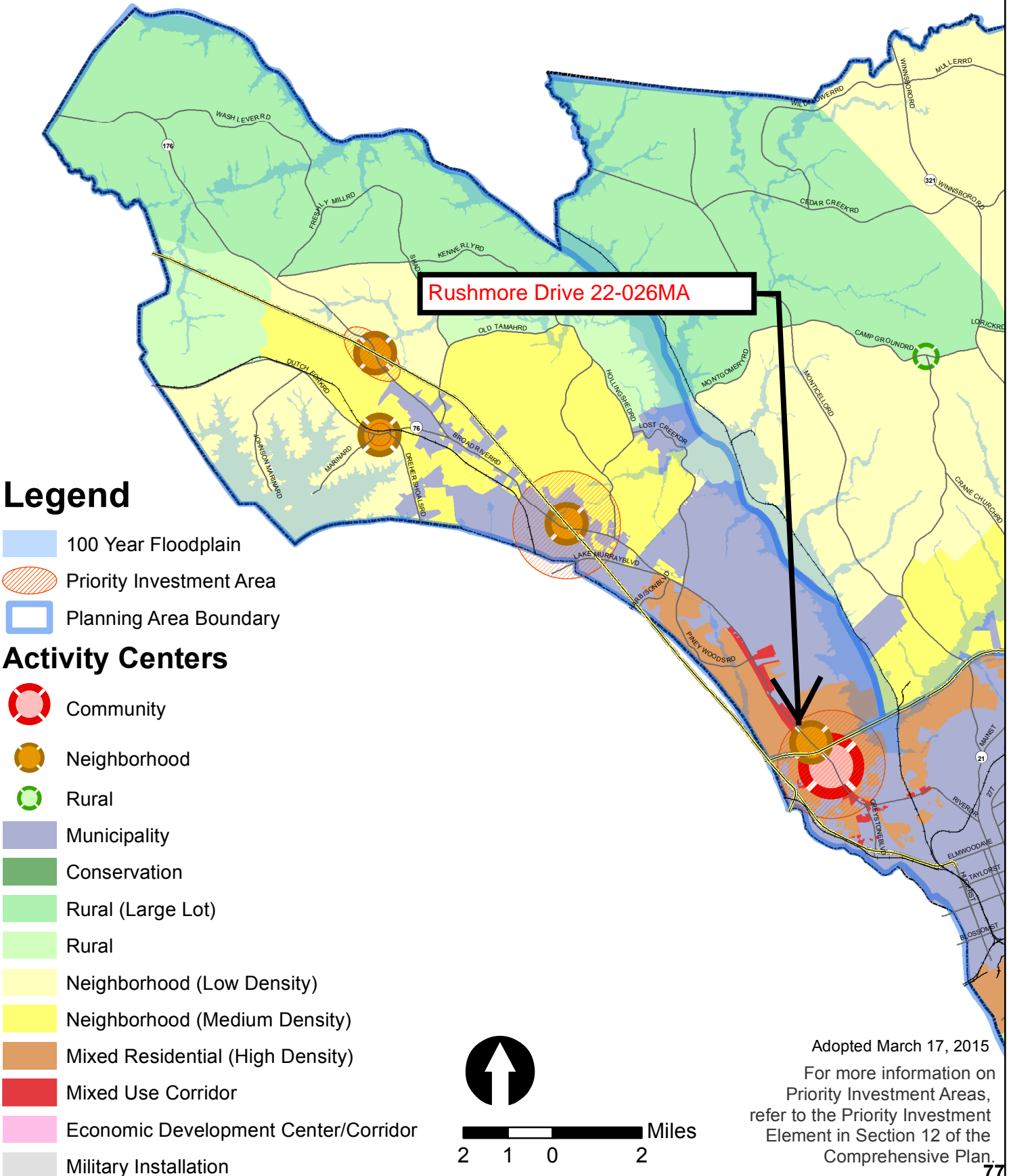


## ZONING CLASSIFICATIONS

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

# NORTHWEST PLANNING AREA

## FUTURE LAND USE & PRIORITY INVESTMENT AREAS



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





STATE OF SOUTH CAROLINA )  
 )  
COUNTY OF RICHLAND )

A RESOLUTION OF THE  
RICHLAND COUNTY PLANNING COMMISSION

A RESOLUTION TO RECOMMEND THAT RICHLAND COUNTY COUNCIL ENACT AN ORDINANCE AMENDING THE “2015 RICHLAND COUNTY COMPREHENSIVE PLAN – PUTTING THE PIECES IN PLACE”, BY INCORPORATING AND ADOPTING THE “LOWER RICHLAND TOURISM PLAN” INTO THE PLAN.

WHEREAS, Section 6-29-520 (b) of the South Carolina Code of Ordinances 1976, as amended (South Carolina Local Government Comprehensive Planning Enabling Act of 1994, as amended), requires that recommendations for amendments to the Comprehensive Plan must be by resolution of the Planning Commission; and

WHEREAS, the Richland County Planning Commission was appointed by County Council and is the duly authorized body to prepare a Comprehensive Plan that conforms to the 1994 Act, and to carry out a continuing planning program for the physical, social, and economic growth, development and redevelopment of Richland County; and

WHEREAS, the Richland County Planning Commission endorses the incorporation of the “Lower Richland Tourism Plan” into the 2015 Richland County Comprehensive Plan – Putting the Pieces in Place;

NOW, THEREFORE, BE IT RESOLVED that the Richland County Planning Commission does hereby recommend the “Lower Richland Tourism Plan” to the Richland County Council for adoption and use as a guide to provide for a sustainable, inclusive tourism economy that builds on and strengthens local nature and heritage assets in the Lower Richland area of the County and for the application of zoning and development regulations and land use planning decisions.

ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_  
Jason Branham, Chair  
Richland County Planning Commission

Attested by:

\_\_\_\_\_  
Geonard Price, Deputy CP&D Director  
Community Planning & Development Department

## **“Lower Richland Tourism Plan” Resolution Options**

1. Approve the Resolution as presented to enact the ordinance.
2. Take no action - recommend that the Council not enact the ordinance.
3. Approve the Resolution as presented to enact the ordinance along with comments and concerns regarding the Lower Richland Tourism Plan.
4. Approve the Resolution as presented to enact the ordinance along with amendments which will be included in the Resolution for the Lower Richland Tourism Plan.



# Lower Richland Tourism Plan (LRTP)

County Council Work Session  
May 26, 2022



# Timeline

- ▶ Engaged Asakura-Robinson - 2016
- ▶ November 2016, January 2017: Public input sessions at Hopkins Park
- ▶ January 2017: Public input session at Lower Richland sheriff substation
- ▶ Nov 2016-Jan 2017: Coordination with steering committee, stakeholders (interviews), elected officials
- ▶ June 2018: Final Draft
- ▶ July 2018: LRTP approved by Richland County Conservation Commission (RCCC)
- ▶ February 2019: Request for motion to approve plan
- ▶ December 2021: Development and Services Committee, request for approval
- ▶ February 2022: RCCC LRTP Drop-in



# Missed Opportunities

- ▶ In 2017, Congaree National Park attracted over 160,000 people
- ▶ The premise of the LRTP is to take advantage of the \$9.643 million per year spent within a 60-mile radius of Congaree National Park by these visitors
- ▶ The LRTP creates a framework to keep visitors in the area longer with additional camping, lodging, dining, shopping, and recreational options
- ▶ Producing income for Lower Richland and other County residents from our natural, cultural and historical resources will provide for their preservation.



# Visitor Spending in Gateway Communities

## USGS science for a changing world

### Visitor Spending Effects

#### In National Parks

In 2020, visitors secured lodging, bought food, and purchased gear for trips to some of America's most iconic landscapes. Visitor spending effects demonstrate the importance of national parks to the country's economy.



**237 million visits** made to National Park sites in 2020

**\$14.5 billion** spent by visitors in communities near parks

**234,000 jobs** supported by visitor spending



**Blue Ridge Parkway**  
14.1 million visitors spent an estimated \$1.1 billion

**Golden Gate National Recreational Area**  
12.4 million visitors spent an estimated \$685 million

#### Top Three Sectors:

-  **Lodging**  
\$5 billion spent, supporting 43,100 jobs
-  **Restaurants**  
\$3 billion spent, supporting 45,900 jobs
-  **Gas**  
\$1.6 billion spent, supporting 2,950 jobs

Blue Ridge Parkway, Golden Gate National Recreational Area, and the Great Smoky Mountains welcomed the most visitors in 2020.

# Plan Themes

- Theme 1. Lower Richland needs to develop tourism infrastructure
- Theme 2. Lower Richland residents must benefit and participate
- Theme 3. A successful tourism plan for Lower Richland is a 3-legged stool:

## Small Business Development



NATURE  
TOURISM



HERITAGE  
TOURISM

## Heritage Tourism



SMALL BUSINESS  
DEVELOPMENT

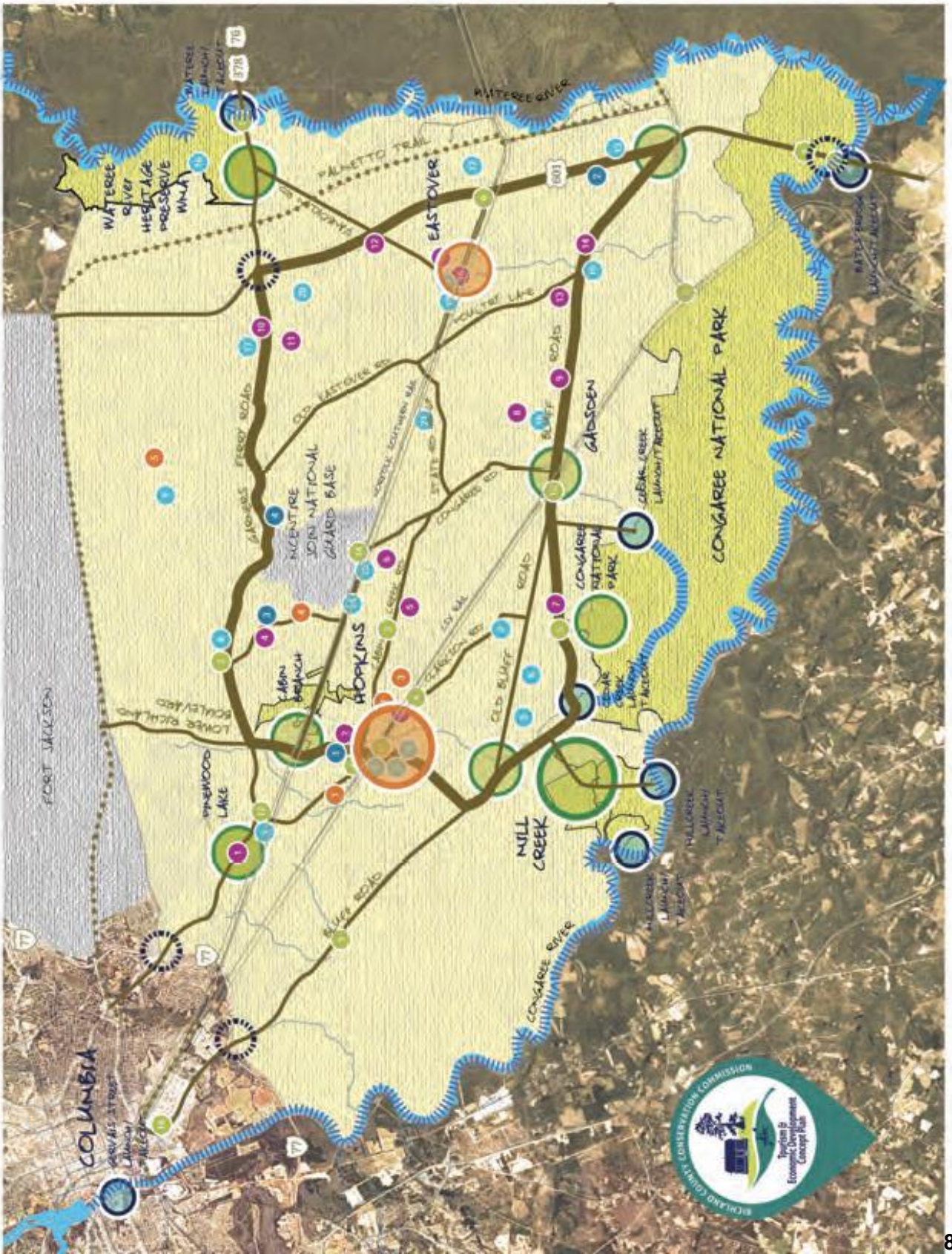
## Nature Tourism



# FRAMEWORK PLAN

## LEGEND

- GATEWAYS
- NATURE TOURISM HUBS (MAJOR & MINOR)
- HERITAGE TOURISM HUBS (MAJOR & MINOR)
- WATER ACCESS HUBS
- PRIMARY CORRIDORS
- SECONDARY CORRIDORS
- BLUE TRAILS
- PALMETTO TRAIL
- POTENTIAL RAIL TRAIL
- RESIDENCE
- CEMETERIES
- CHURCHES
- SCHOOLS
- SITES / LANDSCAPES



# Nature Tourism

- ▶ Minor nature tourism hubs (Gadsden, Old Bluff Road/Bluff Road intersection, Pinewood Lake Park)
- ▶ Interpretive courses for guides and outfitters
- ▶ Develop interpretive trails linking nature and heritage sites
- ▶ Mill Creek Nature Center complements Congaree National Park
- ▶ Blue Trail access at Mill Creek and Wateree HP/WMA
- ▶ Improve Palmetto Trail



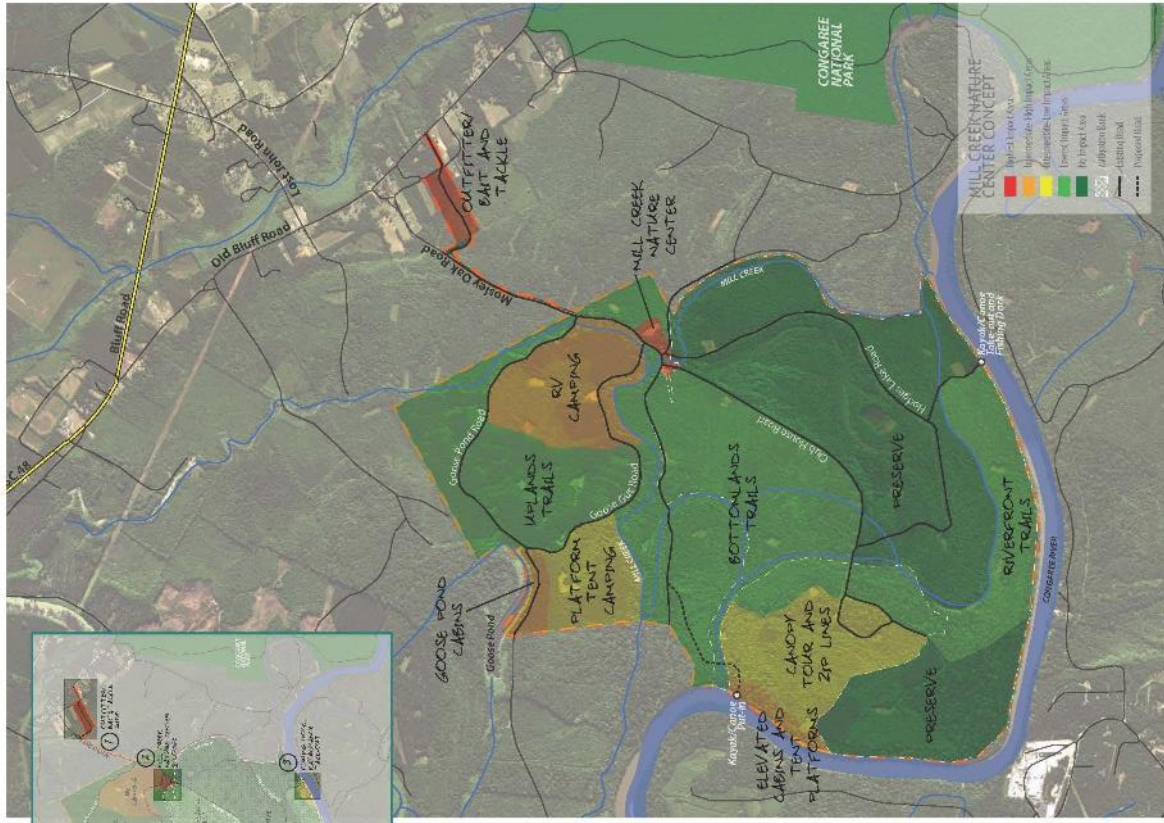
# NATURE TOURISM RECOMMENDATIONS

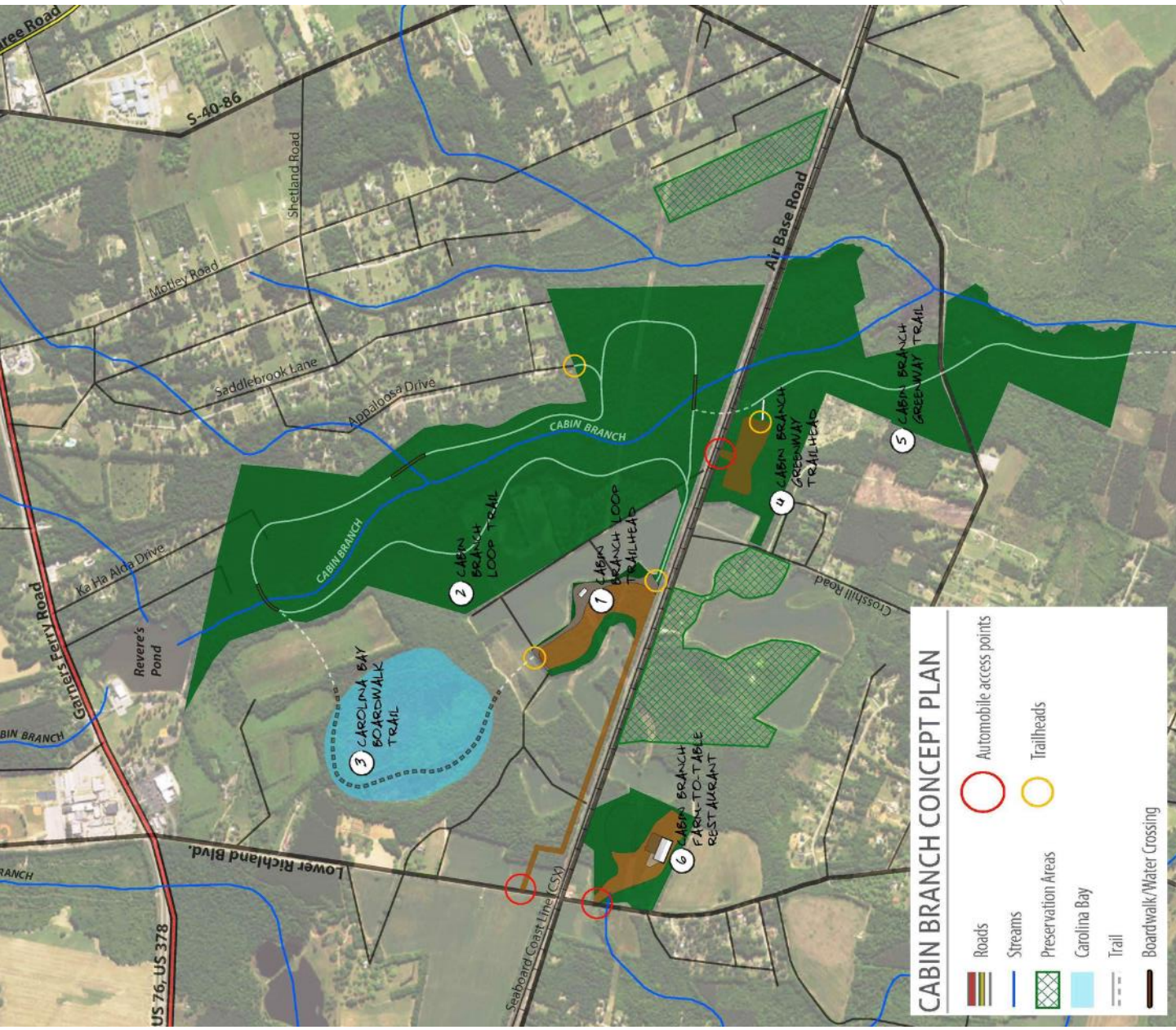


## MILL CREEK PARK



KEY MAP





# Heritage Tourism

- ▶ Include Lower Richland in SC National Heritage Corridor
- ▶ Leverage existing resources (SERC0 and COWASEE guides) to improve interpretive trails
- ▶ Help existing non-profits with development
- ▶ Wayfinding system
- ▶ Rails to trails (or rails with trails)/Palmetto Trail improvements
- ▶ Lower Richland Heritage Center at Hopkins Green (library/heritage center/green)
- ▶ City of Eastover historic building rehabilitation / adaptive reuse
- ▶ Lower Richland oral history project



# HERITAGE TOURISM

## RECOMMENDATIONS

### HOPKINS VILLAGE GREEN / PINEWOOD LAKE PARK



FARMERS MARKET & VENDOR SPACE



HERITAGE CENTER & COMMUNITY PORCH



BANDSHELL



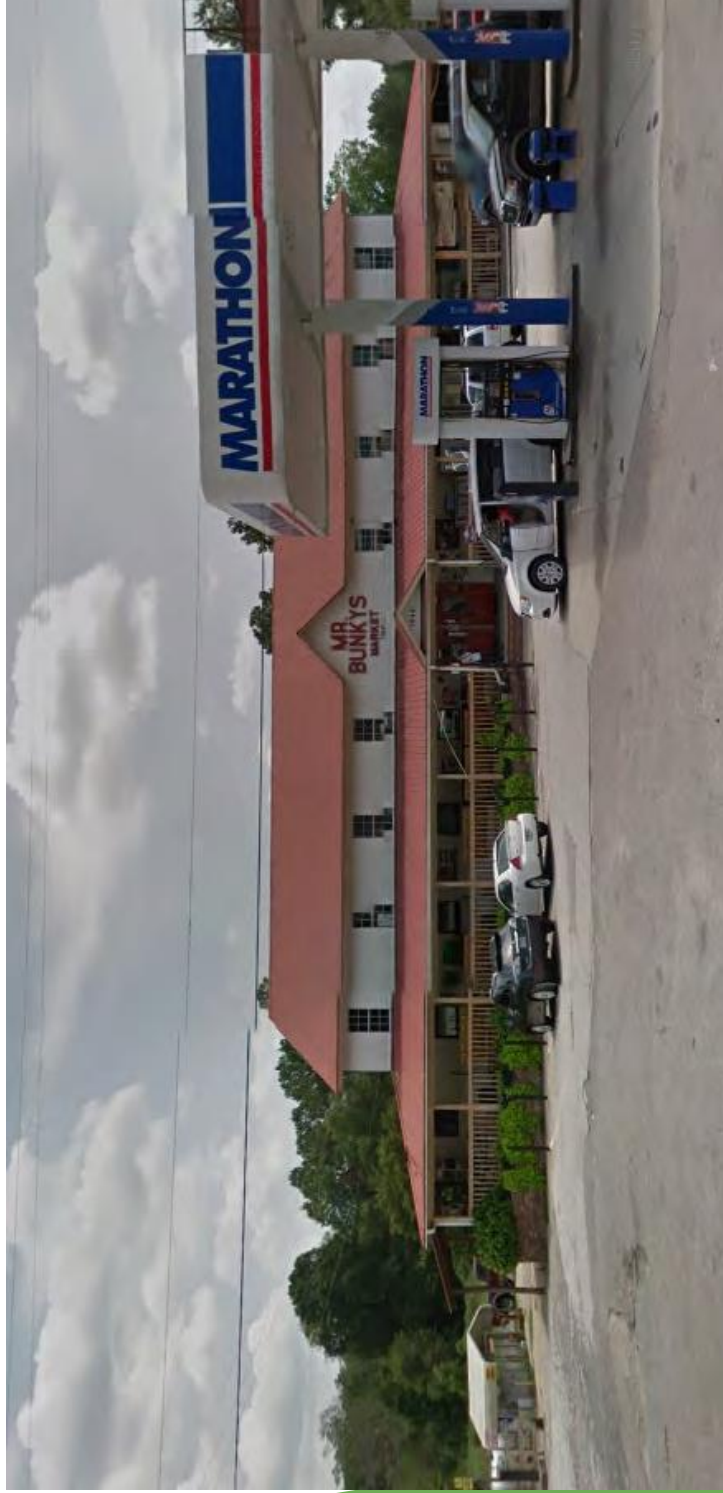
# Small Business (Economic) Development

- ▶ Lodging and Accommodations

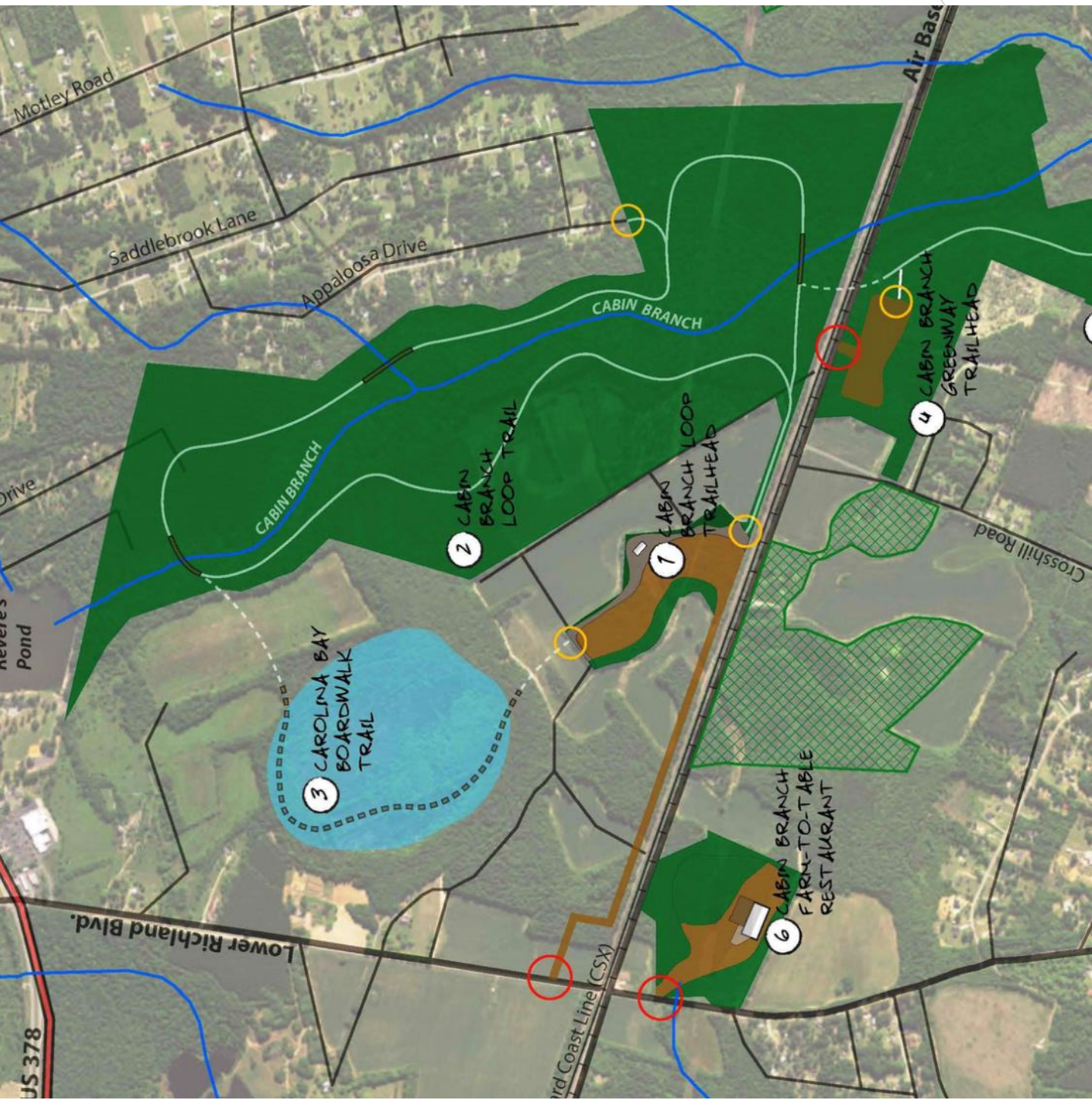


# Small Business (Economic) Development

- ▶ Food Service and Production







# Small Business (Economic) Development

- ▶ Agriculture and Food Production



# HOPKINS VILLAGE GREEN / PINEWOOD LAKE PARK



FARMERS MARKET & VENDOR SPACE



HERITAGE CENTER & COMMUNITY PORCH



# L RTP Implementation

The L RTP includes detailed recommendations to promote sustainable tourism utilizing existing resources.

- ▶ Funding and phasing of proposed projects
- ▶ Resources and partners for major tourism and small business development projects
- ▶ Estimated costs for the entire L RTP are \$17 to \$24 million over 10 to 20 years for build-out. Projects will be implemented based availability of funds and necessary approval.



Committed to the future of rural communities.



Carolina  
Small Business  
DEVELOPMENT FUND



SOUTH CAROLINA  
Community  
Loan Fund

Investing in Community

SC WORKS

BRINGING EMPLOYERS  
AND JOB SEEKERS TOGETHER

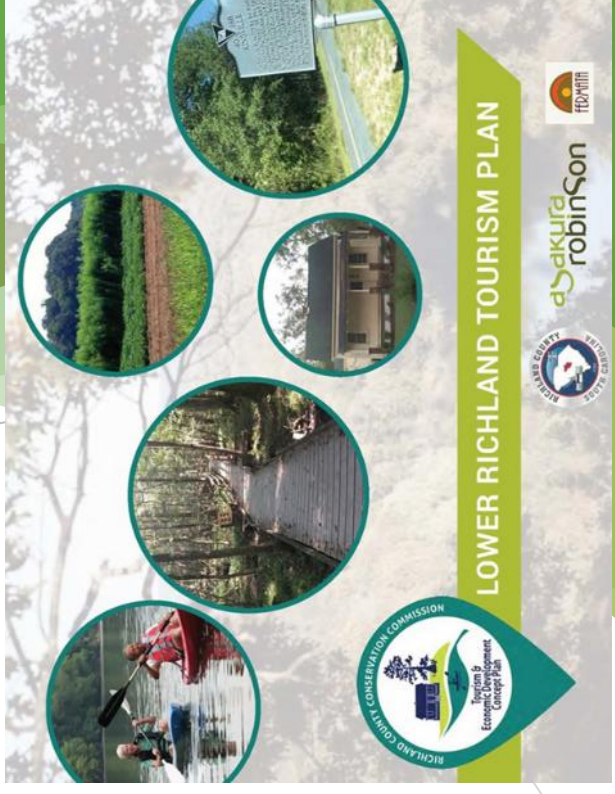
# L RTP Implementation - 5-Year Plan

<b>Year 1 - FY21-22</b>		
Design and obtain ACE 404 Permit for Bridge Replacement		\$250,000
Procure and begin implementation of Heritage Tourism Marketing Plan		\$125,000
<b>total:</b>		<b>\$375,000</b>
<b>Year 2 - FY22-23</b>		
Begin implementation of Small Business Incubator related to tourism		\$60,000
Begin implementation of Heritage Tourism Marketing Plan		\$225,000
Create Long-term Master Plan for Cabin Branch (CB) and Mill Creek (MC) properties with cost estimates		\$150,000
MC - Replace damaged bridge		\$1,250,000
<b>total:</b>		<b>\$1,685,000</b>
<b>Year 3 - FY23-24</b>		
Continue Implementation of Small Business Incubator related to tourism		\$60,000
Begin implementation of Heritage Tourism Marketing Plan		(see above)
Implement Long-term Master Plan for Cabin Branch (CD) and Mill Creek (MC) properties		(from Master Plan)
<b>Anticipated items from Master Plan listed below:</b>		
Upgrades to Lodge and maintenance sheds		\$36,000
MC - Entrance Road to Lodge (gravel one lane with pullouts)		\$300,000
MC - Entrance Road to Goose Pond (gravel one lane with pullouts)		\$300,000
MC - water/sewage treatment upgrades		\$300,000
MC - Camping Platforms		\$36,000
MC - Parking		\$108,000
MC - lodge to river down stream (gravel one lane with pullouts)		\$360,000
MC - concession huts (2)		\$90,000
MC - restrooms/bath house (2)		\$240,000
MC - signage/wayfinding		\$120,000
MC - boat ramp/launch		\$240,000
<b>total:</b>		<b>\$2,190,000</b>

Mill Creek Bridge replacement in progress with RCCC funds

Heritage Tourism Marketing Plan vendor selection in progress with Hospitality Tax funds

Long-term Master Plan will provide better cost estimates and planning for each initiative in the 5-year plan.



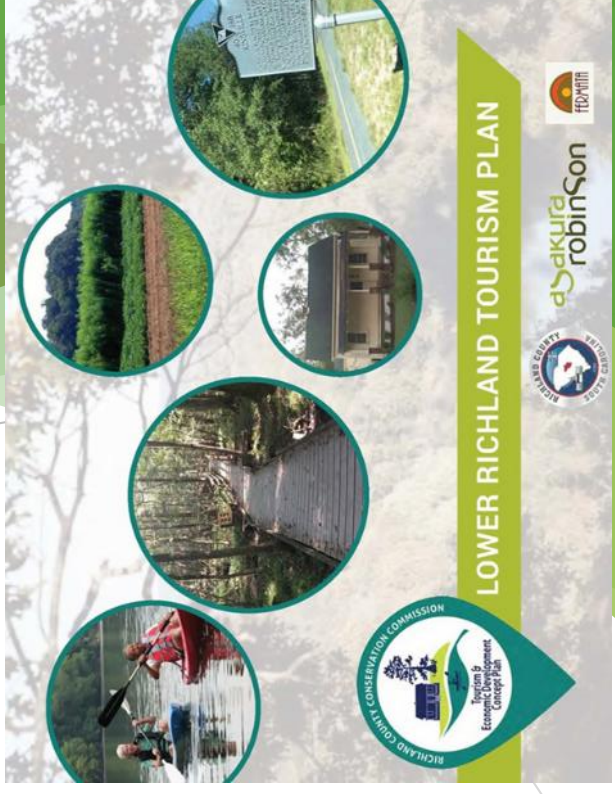
# L RTP Implementation - 5-Year Plan

<b>Year 4 - FY2021</b>	
Continue Implementation of Small Business Incubator related to tourism	\$60,000
<b>Anticipated items from Master Plan listed below:</b>	
CB - additional roads (gravel one lane with pull-outs)	\$400,000
CB - loop trail, bridges, signage and wayfinding	\$350,000
MC - river cabins 2 person	\$150,000
MC - river cabins 4 person	\$200,000
MC - Primitive trails	\$50,000
MC - Fishing Pier	\$400,000
MC - boat rental facility	\$100,000
<b>total:</b>	<b>\$1,710,000</b>
<b>Year 5 - FY2022</b>	
<b>Anticipated items from Master Plan listed below:</b>	
MC - RV Camping spaces and hook-ups	\$250,000
MC - Camping office	\$120,000
MC - Wayfinding and signage	\$50,000
<b>total:</b>	<b>\$370,000</b>
<b>Sum Total:</b>	<b>\$6,330,000</b>
<b>15% contingency</b>	<b>\$949,500</b>
<b>Grand total:</b>	<b>\$7,279,500</b>

All projects are subject to change based on availability of funding and necessary approvals.

These cost estimates do not represent the actual cost of these projects at the time of their implementation.

Actual costs will not be determined until they are procured and a vendor selected.



# Progress since 2019

- ▶ Request for Council approval of LRTP
- ▶ RCCC bridge improvement design work
- ▶ Palmetto Trail improvement(s)
- ▶ Land Development Code
- ▶ Hopkins Magistrate Office
- ▶ Pinewood Lake Park pollinator garden
- ▶ Congaree Biosphere Region planning
- ▶ Southeast Sewer and Water Expansion
- ▶ CIP requests



# L RTP Implementation Process

- ▶ Conservation Commission - approved
- ▶ Development & Services Committee - forward to County Council for acceptance as a completed plan
- ▶ County Council - accept the L RTP as a completed plan and forward to the Planning Commission
- ▶ Planning Commission - may recommend adoption of the L RTP in its entirety by reference and as an appendix to the Comprehensive Plan
- ▶ County Council - amend the Comprehensive Plan to add the L RTP. The County Council has the final decision as to how and when the L RTP is adopted.

Once these steps are completed, staff can begin the process of implementing the L RTP through a series of projects and programs.

Depending on the size and scope of each project, additional approvals from the Council and other agencies may be necessary.

These approvals/requests could include (but are not limited to): Annual budget allocations, grant acceptance, property acquisition, construction contracts, and professional service contracts.



# L RTP Implementation Process

- ▶ All L RTP projects will follow RC Procurement processes
- ▶ Any land purchases or agreements would require County Council approval
- ▶ Any projects \$100,000 and over will require County Council approvals

Most projects listed for implementation in the L RTP will require County Council approvals.

Thank you for your time!

## Questions?

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Richland County Conservation Commission  
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The complete  
Lower Richland Tourism Plan  
is available to read or download on the  
[Richlandcountysc.gov](http://Richlandcountysc.gov)  
website.







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