

Volume 4, Supplemental Report
Selected portions of plan
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Imagine Richland 2020 Comprehensive Plan



As Adopted by



Richland County Council
May 3, 1999



Imagine Richland 2020

Comprehensive Plan Executive Summary

The Imagine Richland 2020 Comprehensive Plan reflects the vision and goals of the Richland County citizenry, property owners and elected officials. The Plan is intended to be a mechanism from which decisions can be made that will shape Richland County 20 years into the future. The following is a summary of the Imagine Richland 2020 Comprehensive Plan.

Plan Goals

7 GOALS

Seven goals were adopted to achieve the Imagine Richland Vision and provide basic guidance for the Comprehensive Plan. These can be summarized as follows:

Future Growth Provide for growth that is efficient and cost-effective; improves our quality of life; sustains our economic viability; protects, preserves and promotes our environmentally sensitive lands, our special historic and cultural sites, and our green spaces.

Cooperative Planning Develop and maintain organizations and practices which include the participation of state and all local governments and citizens with a commitment to coordinated planning to achieve common goals.

Safety Design specific strategies that will ensure the reality of a safe County, through neighborhood interaction and communication (formal and informal); more mobile, visible policing; school intervention programs, public education and information; better, more uniform code enforcement and zoning; efficient public services; physical design of developments, streetscape and neighborhoods; citizen self-sufficiency and personal responsibility.

Appearance Create and maintain a more beautiful, clean and green environment to be viewed by residents, tourists and visitors to the community of Richland County as a great place.

Transportation Provide and maintain a safe, efficient and environmentally sensitive multi-modal transportation system that provides access to regional resources for all citizens and users, minimizes disruption to existing roads and recognizes the distinctive qualities of urban and rural road design.

Neighborhoods Respect and address the needs of its residents by providing safe, livable and affordable communities that ensure that the natural and cultural environments in which they live are enhanced.

Open Space and Preservation Preserve, enrich and promote natural, cultural and rural areas, including watersheds, wetlands, waterways, habitats and forest lands.

Process of Plan Development

The Imagine Richland 2020 Comprehensive Plan was developed over the past year through a public process in which a broad range of growth alternatives were considered. The planning process solicited public guidance through numerous public meetings, focus groups and a survey questionnaire of residents. The purpose of the public involvement effort has been to create a Plan which best reflects the vision, principles and desires of the Richland County citizenry. The Comprehensive Plan responds to the vision identified in the public involvement process.

Plan Purpose

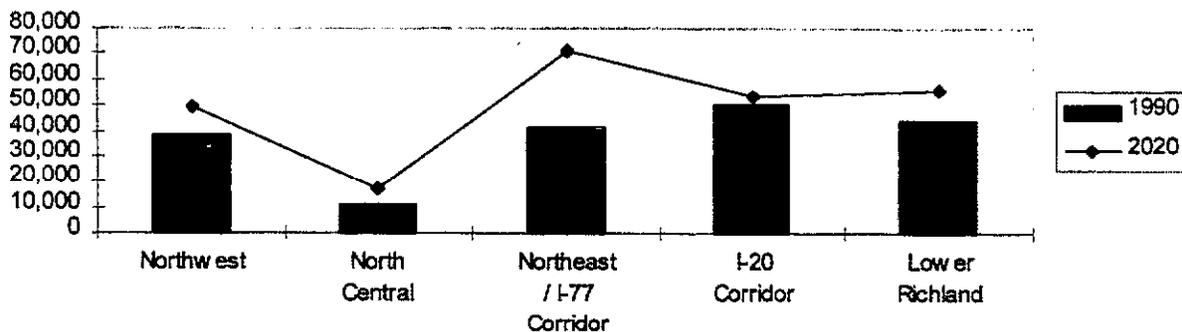
The purpose of the Comprehensive Plan is to establish a set of guidelines and procedures for implementing the long-range development objectives of Richland County and to provide direction for the conservation and growth of unincorporated areas of the County. Specifically, the Plan is intended for use by government agencies, residents, property owners and private organizations concerned with planning the County's growth and development.

Growth Forecasts

An underlying assumption of the Comprehensive Plan is that Richland County's population and employment will increase significantly over the 20 year life of the Plan. Forecasts indicate that between 2000 and 2015, Richland County's population will increase by approximately 28,700 to nearly 341,300 persons. Dwelling units will increase by 22,167 residential units and the job base by approximately 62,400 employees over the same period. With growth in the County projected to double over the next 20 years, the question is not whether the County will grow, but how it will grow. Long-range planning is necessary to ensure that new growth occurs in accordance with the adopted vision and principles.

Projected Population by Planning Area: 1990 - 2020
Richland County

District	1990 Population	2020 Projection	Percent Change
Northwest	37,789	48,889	29.37
North Central	10,554	17,314	64.05
Northeast / I-77 Corridor	41,530	71,030	71.03
I-20 Corridor	49,863	53,113	6.52
Lower Richland	43,889	56,131	27.89
Total Unincorporated	183,625	246,477	34.23



Source: U.S. Department of Commerce, Bureau of the Census, 1970, 1980 & 1990 & Richland County Development Futures Study

Summary of Planning Elements

In 1994, the South Carolina General Assembly passed the "South Carolina Local Government Comprehensive Planning Enabling Act", which consolidated existing planning legislation, scattered throughout the State Code, into one location.

The Act requires that all local governments with planning programs revise their comprehensive plans and ordinances to conform with the provisions of the Act by May 3, 1999. The Imagine Richland 2020 Comprehensive Plan represents Richland County's compliance with the new law. The Plan consists of seven (7) required elements, described as follows:

Population	A framework for examining current and projected population characteristics to provide a clear understanding of how population affects existing conditions and the future potential of the County.
Economy	An analysis of the County's economic base, to identify and provide a better understanding of the basic sources of employment and income.
Housing	Demonstrates the strength of the housing market and conditions of neighborhoods in Richland County and examines housing conditions and characteristics to assist in understanding the economy.
Cultural Resources	Outlines the historic sites, structures and areas of cultural significance within Richland County to document the cultural resources that add quality of life for its residents.
Natural Resources	Emphasizes the importance of the Richland County natural environment as the County aims to maintain a high quality of life while experiencing increasing development.
Community Facilities	Analyzes existing community facilities serving Richland County, so that services and physical facilities can continue to deliver a high standard of living for County residents, while realizing potential increases in population and increased demand for services.
Land Use	Provides information on existing land use patterns within the County to enable citizens, policy makers and developers to identify specific areas available for future growth, while enabling the community to repeat growth patterns that are successful.

Planning Areas

Planning areas were created as a means of coordinating growth of the County's population in a more sustainable, effective and strategic manner. Planning areas provide a rational method for collecting and analyzing data, as well as contribute to a more systematic approach for providing services to the County's citizenry. Criteria used in demarcating planning areas included natural physical barriers, perceived neighborhood boundaries, homogeneous communities, common shopping and trade areas, and commuter routes. These factors were considered, independent of any political, school or special purpose district boundaries.

The Imagine Richland 2020 Comprehensive Plan identifies four (4) planning areas: Northwest, North Central, Northeast and Lower Richland. Two (2) planning subareas, I-77 Corridor and I-20 Interbeltway Corridor, which are identified as subareas of the North Central/Northeast and North Central/Northwest planning areas, respectively, are also identified.

Achievements of the Plan

While the Imagine Richland 2020 Comprehensive Plan is a collective vision of what the County can be, it is also a long range statement of public policy. The Plan is a guide to address opportunities and concerns stated by the residents of the County, as well as a tool to enhance the quality of life. It achieves the following:

- I. IT ADOPTS THE "TOWN AND COUNTRY PLANNING CONCEPT" AS A LONG-RANGE PLANNING VISION.
 - II. IT ADOPTS BY REFERENCE AND CARRIES FORTH THE FUTURE LAND USE MAPS AND PRINCIPLES OF THE EXISTING RICHLAND COUNTY SUBAREA PLANS AS AN *INTERIM, TRANSITIONAL* PLAN, SUBJECT TO FUTURE EVALUATION FOR CONSISTENCY WITH THE LONG-RANGE VISION.
 - III. IT ADOPTS AND ENDORSES THE GOALS AND PRINCIPLE STATEMENTS DEVELOPED AT THE IMAGINE RICHLAND WORKSHOPS.
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- IV. IT ACCEPTS FOR CONSIDERATION THE FOLLOWING POLICIES AND RECOMMENDATIONS DERIVED FROM THE GOALS AND PRINCIPLES DEVELOPED AT THE IMAGINE RICHLAND WORKSHOPS.
- V. IT ADOPTS A FIVE-YEAR WORK PLAN LEADING UP TO THE 2005 REVIEW OF THE COMPREHENSIVE PLAN.
- VI. IT ADOPTS AN INTERIM IMPLEMENTATION ORDINANCE.

Plan Vision: Town and Country Planning Concept

The Town and Country Planning Concept proposed for Richland County proposes a balance of future land development and open space preservation that is both pro-growth and pro-preservation. Through the use of this approach, it is estimated that both future growth and future preservation projections can be exceeded, while a variety of lifestyle options can be realized in the form of urban center mixed-use neighborhoods, urban and suburban villages and free-standing towns and villages in rural landscapes.

Five-Year Work Plan

A five-year Work Plan was developed to assign priorities to policies and recommendations, which were developed to implement the goals and principles of the Imagine Richland Workshop. It will provide a methodology to transition the County toward the Town and Country Planning Concept as envisioned in the Richland 2020 Vision.

Year(s)	Fiscal Year	Priority Actions
1	1999 - 2000	<ul style="list-style-type: none"> ■ Adopt Imagine Richland 2020 Comprehensive Plan and bridge Zoning Ordinance/Land Development Regulations. ■ Revise 2 specific Subarea Plans from rapidly growing Northeast Planning Area and slow growth Lower Richland Planning Area for consistency with the Comprehensive Plan. ■ Bridge Plan Concept differences with Columbia, Lexington County and other municipalities by establishing cooperative planning, facilities and development task force. ■ Prepare a comparative cost analysis to determine cost increases and decreases of contemporary development vs. Town and Country development for both private development costs and public service infrastructure costs. ■ Seek SCDOT and Central Midlands Council of Governments support of Town & Country Planning Concept road design projects. ■ Adopt an interim ordinance for dealing with land use decisions during the transition period between adoption of the Plan and a new set of land use ordinances that will implement the Vision. ■ Hold facilitated meetings and workshops with cities and towns, homebuilders, farm owners, agencies, realtors and other interests to collaborate on development of implementation tools. ■ Reevaluate the Plan Vision within six months of its adoption to determine whether changes should be considered. ■ Prepare Annual Report Card, timed with annual budget plan preparation.
2	2000 - 2001	<ul style="list-style-type: none"> ■ Revise Subarea Plans to be in line with overlying principles and recommendations in the Comprehensive Plan. ■ Define primary service areas or land classifications. ■ Develop concept for provision of community facilities. ■ Develop multi-level adequate facilities evaluation methodology. ■ Seek location for application of first Town & Country Node; solicit property owners, developers, service providers to coordinate plans for development. ■ Adopt revised zoning ordinance, land development regulations, design standards and best management practices. ■ Prepare to receive first Town & Country Node plan and permit approvals, utilities and transportation systems commitments. ■ Prepare Annual Report Card, timed with annual budget plan preparation.

3	2001 - 2002	<ul style="list-style-type: none"> ■ Apply primary service areas or land classifications system to Northeast and Lower Richland Planning Areas. ■ Prepare Annual Report Card, timed with annual budget plan preparation.
4	2002 - 2003	<ul style="list-style-type: none"> ■ Rewrite public utilities infrastructure support policies. ■ Incorporate adequate facilities provisions in development regulations and capital improvements plan. ■ Prepare Annual Report Card, timed with annual budget plan preparation.
5	2003 - 2004	<ul style="list-style-type: none"> ■ Apply multi-tiered adequate facilities ranking system to preliminary development approvals. ■ Update Imagine Richland 2020 Comprehensive Plan and establish priorities for years 6 through 10.

Interim Implementation Ordinance

An interim ordinance clarifying the legal effect of the Imagine Richland 2020 Comprehensive Plan and Vision will be implemented during the transitional period after May 3, 1999. It will consist of the following:

- The Comprehensive Plan and Vision will not trigger any zoning changes.
- Development reviews, involving the subdivision of land and site plans for uses allowed under existing zoning will apply principles of the Vision with respect to infrastructure construction, but only to the extent practical and economically feasible. Waivers of requirements will be granted whenever such waivers are consistent with the Plan Vision. The Vision will not be applied in a way that increases development costs for any project that is allowed by the existing zoning. The Vision will have no impact on the ability of property-owners to subdivide and convey property to family members as provided in Article 13 of the Land Development Regulations, entitled "Private Driveway Subdivisions."
- Any developer or landowner may propose a development that is intended to be consistent with the principles of the Plan Vision. If the proposal is found to be substantially consistent with the Vision principles, it will be fully exempt from all existing zoning and land development requirements found to be inconsistent with the Vision. It will also receive a streamlined review process that will enable it to bypass some of the procedures that might otherwise apply to a rezoning and site plan review application, consistent with the requirements of State law. This will allow "pilot" projects of all kinds to proceed while applying the principles of the Plan Vision, but will not require anyone to propose such projects.
- All other applications for rezoning will be required to show some consideration of the principles of the Plan Vision. Where the principles prove to be inapplicable or impractical, applicants will be asked to demonstrate why they cannot follow these principles. Waivers of existing zoning and land development requirements will be granted wherever such waivers would be consistent with the Vision principles. County Council will seek, through a negotiated development process, to encourage the use of as many of the Vision principles as practically possible, primarily through incentives rather than requirements.



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Community Facilities Element

Purpose

Public facilities are comprised of a variety of services and physical structures that enhance both the standard of living and quality of life in a community. The availability of public services and their capacity to support additional growth serves as a measure to gauge urban development. Traditional Richland County policy has discouraged the use of utility service as a tool to guide the direction of urban growth. However, this could become a central part of a growth management policy.

Richland County has recognized a need to provide basic sewer service to communities which are currently served by failing on-site septic systems in both the North Central and Lower Richland Planning Areas. As part of a sewer extension plan, these communities should be targeted as priority locations for the extension of sewer services.

The Community Facilities Element of the Comprehensive Plan will be used to analyze existing community facilities serving Richland County so that services and physical facilities can continue to deliver a high standard of living for County residents, while realizing potential increases in population and increased demand for services.

Water Systems

Water service is available to the unincorporated areas of Richland County through public and private water systems. The major public system is operated exclusively by the City of Columbia which has primary water lines extending into each of the four planning areas and both subareas. Water service is provided as far west as Chapin and Lake Murray and northward to the Town of Blythewood. Water service in the northeast extends very close to the Kershaw County line. Southeast, water lines reach to the McEntire Air National Guard Post and the Hopkins area. The City of Columbia's position has been to delay further water extension into unserved, sparsely populated areas until a sufficient customer base has formed.

Water Systems by Planning Area

Water lines in the Northwest Planning Area generally run along Broad River Road toward the Town of Irmo and out to Lake Murray. Demand for service is expected to increase in the Hollingshed and Nicholas Creek Basins with the anticipated consolidation and improvement of the County's sewer system. Residential development, located centrally

within the Hollingshed basin, has increased significantly and led to a greater demand for water service.

Water lines within the North Central Planning Area extend along S.C. Highway 215 and portions of U.S. Highway 321, south of Campground Road. Distribution lines into Denny Terrace and along secondary roads have been made, but several pockets of unserved residential areas exist throughout Haskell Heights and Lincolnshire Subdivisions, as well as homes along Crane Creek.

Water lines within the Northeast Planning Area extend just beyond Clemson Road into several residential subdivisions and along Spears Creek Road. While the majority of households are operating on public water systems, there have been growing concerns about the seepage of pollutants into privately operated wells. As a result, several subdivisions in the planning area have received federal assistance for connecting to the City of Columbia's water system.

The Lower Richland Planning Area has primary water lines extending along Bluff Road, Garners Ferry Road and Leesburg Roads. In addition, there are three water storage tanks located within this area that are functional parts of the system. However, several significant gaps in service exist between Garners Ferry Road and Bluff Road. As a result, a number of households are served by private water systems.

Wastewater Treatment Systems

The provision of adequate infrastructure for wastewater treatment varies throughout each of the planning areas and subareas. Sewer service lines extend irregularly, often bypassing large residential areas. While large portions of Richland County are urban in character and demand an urban level of service, the County's ability to provide that level of service is limited in some areas and has often resulted in service inconsistency. With the lowest development densities and a limited customer base in the North Central and Lower Richland Planning Areas, sewer delivery is often viewed as cost-prohibitive.

There are five sewer service providers in unincorporated Richland County. They are the City of Columbia, East Richland Public Service District, Palmetto Utilities, Alpine Utilities and Bush River Utilities. Of the five sewer service providers, Palmetto Utilities has the greatest service area, followed by East Richland Public Service and the City of Columbia. Palmetto Utilities is a private utility system, franchised to provide sewer service in the Northwest Planning Area. East Richland Public Service District is a special purpose district providing sewer service mostly to residential areas in the Northeast Planning Area. The City of Columbia, as the smallest sewer service provider to the unincorporated areas of

Richland County, serves the residential area between Brickyard Road and Clemson Road. Alpine Utilities and Bush River Utilities serve primarily the Northwest Planning Area.

Wastewater Treatment Systems by Planning Area

Richland County provides the largest wastewater treatment system in the Northwest Planning Area, with lines extending along the Hollingshed and Nicholas Creek basins. The City of Columbia provides the next largest system, followed by Alpine Utilities and Bush River Utilities. These systems serve primarily the lower, more developed portions of the planning area. Although the Town of Chapin does not provide any direct wastewater service, it has a discharge line that extends through Springhill into the Broad River.

The City of Columbia is the primary provider of sewer service in the North Central Planning Area. Although the service extends into several major subdivisions, it is unevenly provided, leaving many homes to function on septic tanks and private package plants.

Sewer service in the Northeast Planning Area is provided by the City of Columbia, East Richland Public Service District and Palmetto Utilities, with the latter serving the greatest area, followed by East Richland and the City of Columbia. Palmetto Utilities provides service to several large developments, including Briarcliffe Estates, Longcreek Plantation, The Summit and Woodbranch. While the East Richland Public Service District was originally created to provide sewer service to northeast portions of the City of Columbia, it provides residential collection lines as far as the southwestern corner of the planning area. The City of Columbia's small service area reaches between Brickyard Road and Clemson Road and primarily serves residential uses. Service is comprised of residential and transmission lines which flows to the Metro Treatment Plant, near the Congaree River.

The City of Columbia provides sewer service for the northwestern corner of the Lower Richland Planning Area, and the Town of Eastover maintains a wastewater treatment system serving a limited area in and around the Town.

Planned System Upgrades, Improvements and Expansion

Water Systems

Even though the City of Columbia exclusively provides water service to a sizeable portion of Richland County, there are still areas of the County that are unserved. Outside Columbia's service area, water supply depends on wells. While wells are suitable for residential and most commercial and industrial uses, the absence of major water lines and water towers does not provide a means for high-pressure water, necessary for adequate

fire protection. In combination with long response times from volunteer fire departments in the more rural sections of the County, the lack of fire hydrants can mean high costs for fire insurance, if it can be obtained at all.

Planned improvements, expansion and major repairs to the City's water infrastructure are detailed in the City of Columbia's Capital Improvements Program (CIP), developed by the Department of Utilities and Engineering. The CIP functions as a five-year plan for funding needed improvements.

As detailed in the City of Columbia's Comprehensive Plan, the City's water infrastructure is aging and, in some cases, nearing the end of its useful life. Replacement and upgrades are suggested as necessary to accommodate existing demand and new development in the City Center. The Plan also suggests that some water service areas taken over by the City from private water systems have lines that are too small to supply adequate pressure at fire hydrants and need upgrading to enhance fire protection.

Wastewater Treatment Systems

In addition to several wastewater treatment providers in Richland County, wastewater treatment includes several private package plants and individual septic tanks. Some of the older treatment plants are outdated and in poor condition, while septic tanks are failing across the County's Planning Areas.

Before extending sewer services to unserved areas of the County, individual providers such as the City of Columbia usually require a sufficient customer base to justify the associated costs. The City of Columbia's Comprehensive Plan indicates that no current plans exist for major geographic expansion of the existing sewer system. Minor expansions of the system are anticipated as developers continue to build subdivisions and install improvements at their expense.

Richland County's response to the issue of providing an adequate countywide wastewater treatment system has typically been to establish a special assessment district in underserved areas or seek funds for the construction of a system to be later dedicated to the City of Columbia for maintenance. This policy has produced limited results countywide which has continued to leave certain areas in the County underserved.

System Capacity

System capacity for water and sewer service is determined by the quantity of flow that can be accommodated by the pipes in the existing network and by the capacity of the water

and wastewater treatment plants.

The City of Columbia's water treatment plants at Lake Murray and at the Columbia Canal have the capacity to treat 130 million gallons daily (MGD) for drinking water. Current daily water demand ranges from a low of 45 MGD to a high of 90 MGD.

Wastewater treatment capacity varies by individual system in Richland County. The City of Columbia's wastewater treatment plant on Bluff Road has a rated capacity of 60 MGD. Average daily flows into the plant are 33 MGD. Average daily flows peak sharply following heavy rains, due to stormwater infiltration into the system.

Solid Waste Management

The 1994 Richland County Solid Waste Management Plan outlines the methods for collection, recycling, composting and disposal of solid waste generated in Richland County. Therefore, this section of the Community Facilities Element adopts the County's solid waste management plan by reference.

Stormwater Disposal Facilities

Richland County is currently in the process of developing a Stormwater Management Plan. Upon adoption by County Council, the Plan will be herein adopted by reference as part of the Community Facilities Element.

Transportation Facilities

Overview of Transportation Programs

The majority of transportation planning for the Central Midlands Region is undertaken by the Central Midlands Council of Governments (CMCOG), in cooperation with the South Carolina Department of Transportation (SCDOT). The CMCOG is the region's Metropolitan Planning Organization (MPO), a federally-mandated organization composed of representatives of each political jurisdiction in the Columbia Metropolitan Area. MPO's have the responsibility of developing a long-range transportation plan for the region and a five-year funding program for constructing and/or operating transportation facilities.

The City of Columbia's MPO is known as the Columbia Area Transportation Study (COATS). The following is a list of fundamental planning documents which define the region's transportation plans and/or evaluate and provide guidelines for future action.

- Columbia Area Transportation Study (COATS), including a Long-Range Transportation Plan (LRTP) and a Transportation Improvement Program (TIP)
- Midlands Transit Study
- Statewide Rail Passenger Study
- Columbia Area Bikeways and Pedestrian Pathways Study

Modes of Transportation

The four primary modes of transportation used by residents and visitors in Richland County are automobile, bus, rail and airplane. The automobile is used as the principal source of transportation to travel throughout the County, since the public transit system has a limited range of operation to non-urbanized areas. With the automobile as the chief means of travel, the road network in the Columbia Metropolitan Area becomes congested at peak traffic times, especially along major traffic corridors.

The local bus system is operated by the South Carolina Electric and Gas Company (SCE&G) and provides service 365 days a year to the majority of the urbanized area in and around Columbia. However, the transit route does not afford all areas the same level of service, which explains why the automobile is the preferred choice for travel in the County.

The City of Columbia is served by Amtrak's Silver Star passenger trains, which operate between New York City and Miami. Amtrak also provides a new connecting bus service through Florence to Myrtle Beach which allows connections to the Palmetto trains in Florence.

The Columbia Metropolitan Airport is located in Lexington County, approximately six miles southwest of the City of Columbia's Central Business District. Passenger and cargo service is provided, along with fixed-based operators which provide various charter flights.

Recent Trends in Transportation

Opposition to highway capacity expansion has become a key issue in transportation planning in the Central Midlands, further compounded by increased concern from neighborhood organizations. While some groups are advocating that automobile traffic movement be given less priority to community values and neighborhood preservation, this demand does very little, if anything, to meet increasing transportation needs.

While average household size has been declining, annual vehicle miles of travel are increasing, as shown in Table 35. This can be explained by an increasing population and

an increase in the number of licensed vehicles on the road.

Table 35
State and National Travel Trends
South Carolina / United States
(in millions)

National Travel Statistics	1975	1980	1985	1990
Annual Vehicle Miles of Travel (VMT)	1,033,950	1,111,596	1,260,565	1,513,184
Annual Passenger Miles of Travel (PMT)	1,964,505	2,000,872	2,142,961	2,284,908
Registered Vehicles	107	122	132	143
Population	203	227	238	249

South Carolina Travel Statistics	1994	1995	1996	1997
Annual Vehicle Miles of Travel (VMT)	37,244	38,723	39,646	41,491
Registered Vehicles	2,771,509	2,852,990	2,856,716	2,881,998
Population	3,653,615	3,683,395	2,716,645	3,760,181

Source: South Carolina Department of Transportation, Statewide Planning, U.S. Bureau of the Census, Population Division, Population Estimates Program; and U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Statistics, 1997

Given the existing trends in travel demand, the following three alternatives are presented in the City of Columbia Comprehensive Plan.

- ▶ Reverse the growth in per capita automobile travel and increase the role of public transit, car pooling, walking and bicycling.
- ▶ Expand street and highway capacity through increased funding.
- ▶ Adapt to increasingly congested travel conditions.

Existing Road Network

Growth and development has reached a point where the natural character of large portions of Richland County have transitioned from rural to urban. The Northeast and Northwest Planning Areas remain the fastest growing population centers in the County, thus forcing more traffic along a limited number of major and minor streets. For example, approximately 56,000 persons travel from outside the County to work, mostly in Columbia. The County roadway system has evolved from a mechanism to handle local needs to a highly sophisticated network that must meet the needs to an ever increasing user population.

Current highway development in the County is largely the result of two groups: SCDOT and land developers. Funded by the federal and state governments, SCDOT constructed the interstate and major arterial and collector class road systems. Local roads are usually constructed as part of residential and commercial subdivision development. As a result, several problems are now facing the County, as described below.

First, since the State has been the historic builder of major streets, the existing network and any proposed major streets are a function of the State funding and project priority system. Although this mechanism has a local control element through the MPO process, competition from many other projects often divert or dilute funds, often forcing Richland County projects to accept a lower priority status.

Second, the road development process administered by the MPO generally focuses on major streets that fall within a federally designated planning area, which does not cover the whole County, thus leaving most rural areas without adequate planning. This, coupled with the regional focus the MPO takes in its approach to transportation planning, leaves the County without any institutionalized and internally focused process to address its long-range transportation problems.

Lastly, secondary issues such as the linkage of adjacent developments with the major transportation network and improving the overall circulation of traffic has fallen short of expectations as the County has limited means to administratively and financially undertake a more aggressive approach to County roadway development.

The Columbia Metropolitan Area, including Richland County, is at a disadvantage in regard to managing automobile travel growth. Limited action has been taken to make alternative modes of travel more attractive to commuters. The local bus system is the last public transit system in the United States operated by an electric utility company. It has remained largely unchanged since the 1970's, except for service reductions in 1984. No regional car pool programs exist. Only recently have bicycle lanes begun appearing on area roads within the City of Columbia, as SCDOT began implementing the CMCOG-prepared Regional Bicycle Plan.

The conversion of single-occupant automobile commuters to more efficient travel options is a long and difficult process. While a motor-driven system may be the best alternative in the rural areas of the County, several options are available to urban areas. The first steps could involve the improvement of public transportation, development of a car pool marketing and computerized matching program, continuing implementation of the regional bicycle plan and the focus of new development into more compact patterns to slow the growth of single-occupant vehicle travel.

Thoroughfare Improvements

The Richland County Capital Improvement and Replacement Plan does not indicate, over the five-year life of the Plan, any intention to improve and/or expand existing thoroughfares. Any roadway expansion will more than likely result from the dedication of new subdivisions to public use.

The City of Columbia Comprehensive Plan provides a program for roadway improvement through the implementation of the Columbia Area Transportation Study Plan and SCDOT bonding for the construction of TIP projects and long-range projects.

Existing and Projected Traffic Conditions

The 1992 - 1996 Richland County Traffic Count Data Report is the most recent document describing existing traffic conditions in Richland County. There are no available traffic projections, other than those provided by the City of Columbia Comprehensive Plan for 2015.

Public Transit

The City of Columbia's transit service, operated by SCE&G, is often viewed as inadequate because it fails to serve some important destinations and serves other areas that generate no significant ridership. However, the system provides reasonable coverage daily to the urbanized area in and around Columbia with service up to 11 p.m., Monday through Saturday.

In general, it is difficult to provide both a high level of transit service and maintain high productivity. The systems listed below in Table 36 provide a high level of service, because they have generally extended their service areas into low-density, higher-income suburbs which generate fewer passengers per unit of service. Conversely, systems which provide a lower level of service often have higher productivity, as service is usually confined to higher density, lower-income areas which tend to generate the greatest demand for transit services.

The Federal Transit Administration's 1995 National Transit Database indicated that Columbia's system ranked 7th in level of service and productivity in a survey of 15 southeastern United States cities, as shown in Table 36.

Table 36
Rank of Select Cities Under 400,000 Urban Area Population in the Level of Transit Service Delivered
Southeastern United States

City	Urban Area Population	City	Urban Area Population
1. Chattanooga, TN	296,955	9. Lexington, KY	220,701
2. Savannah, GA	198,630	10. Durham, NC	160,355
3. Charleston, WV	162,081	11. Augusta, GA	286,538
4. Tallahassee, FL	155,884	12. Greensboro, NC	194,508
5. Winston-Salem, NC	185,184	13. Greenville, SC	248,173
6. Raleigh, NC	305,925	14. High Point, NC	108,686
7. Columbia, SC	328,148	15. Spartanburg, SC	104,801
8. Charleston, SC	393,956		

Source: Federal Transit Administration, 1995 National Transit Database

Pedestrian and Bicycle Facilities

The 1996 Columbia Area Bikeways and Pedestrian Pathways Study, prepared by the Central Midlands Council of Governments defines recommended actions that should be taken for walking and bicycling to become an integral part of the transportation philosophy of the Columbia area, including the urbanized parts of Richland County. The report recognizes policies that are appropriate to support the planning and programming of bicycle and pedestrian facilities, as well as, define the concept for a regional bikeway network.

Since the focus of the study is on process, rather than planning, it should be recognized that a regional bicycle plan including the City of Columbia and its urban area should be implemented to include the provision of bicycle lanes within the existing transportation network.

Intercity Passenger Rail

Intercity rail passenger service experienced sharp declines in South Carolina ridership, due to the service's inability to compete with driving, flying and commercial intercity bus service. Statewide, Amtrak ridership declined from 250,310 annual passengers in 1991

to 147,361 passengers in 1996, a 41 percent decrease in only five years. Annual passenger trips to Columbia dropped from 42,182 to 30,440 during the same period, a 28 percent decrease. Some of this decline has been attributed to reductions in service, although Columbia's service remained essentially unchanged during the period.

Charlotte is the southern terminus of a Southeast High Speed Rail Corridor under consideration by the federal government, which would connect Washington, Richmond, Raleigh and Charlotte. If high speed service is developed for this corridor, a rail connection between Columbia and Charlotte may become feasible.

Air Transportation

Recently renovated and expanded at a cost of \$50 million, the Columbia Metropolitan Airport, located southwest of the City of Columbia in Lexington County, provides passenger air service through COMAIR, Continental, Delta, U.S. Airways and Midway. Commercial cargo service is provided by Airborne Express, Emery Worldwide, Federal Express, Mid-Atlantic Freight, Mountain Air Cargo and United Parcel Service.

As a designated port-of-entry by the United States Customs Service, the airport also allows businesses to send goods directly to and from Columbia, over land or through the Port of Charleston to avoid an unpack / re-pack procedure at some other location. The airport is also home to a newly-dedicated air cargo terminal and the Columbia Airport Enterprise Park (CAE Park).

Public Safety

Law Enforcement

Law enforcement within the unincorporated portions of Richland County is provided by the Richland County Sheriff's Department. While portions of the Northwest, North Central and Lower Richland Planning Areas are incorporated, the Northeast is completely unincorporated and falls under the jurisdiction of the Sheriff's Department.

The Sheriff's Department operates from a new headquarters facility, located on Two Notch Road, in Dentsville. Demand for service is strongest in the Northeast Planning Area, along the I-77 Corridor, as this area absorbs nearly 50 percent of all responses. Satellite offices are located in Blythewood (North Central) and Gadsden (Lower Richland), with no future satellite offices planned. However, as part of the County's overall fire station plan, each fire station is designed to accommodate a satellite office for the Sheriff's Department. Though there are no substations located in the Northwest or Northeast Planning Areas,

there are deputies residing in each of these planning areas who are available to assist in an emergency. Map 12 shows the locations of Richland County Sheriff's Department facilities.

Emergency Services

Emergency service in the County is provided by the Richland County Department of Emergency Services, which operates from a main headquarters building, located at 2020 Hampton Street. Additional satellite locations include ambulance substations in Blythewood, St. Andrews, Ballentine and Fairfield Road. Map 12 shows the location of Richland County facilities providing emergency services.

The demand for emergency services by planning area is shown in Table 37.

Table 37
Average Demand for Emergency Services
Richland County

Planning Area	Countywide Demand for Services (by Percentage of Total Demand)
Northwest	7.0
North Central	12.2
Northeast / I-77 Corridor	7.3
Lower Richland / Other	11.2
City of Columbia	62.3

Source: Richland County Department of Emergency Services

In response to increasing demand, the County's Capital Improvement Plan sets a schedule for the renovation of the emergency services building and the construction of a fire station that will serve as a satellite emergency services station. This is explained in greater detail later in this element, in the section titled Schedule of Capital Improvements.

Fire Protection

In December 1993, the City of Columbia Planning Department completed a document for the City of Columbia Fire Department, entitled A Fire Services Plan for Columbia and Richland County. The Plan evaluated fire facilities, levels of service, projected municipal and County growth, proposed facility improvements and an implementation schedule. An

update to the Plan, entitled The Columbia / Richland Fire Service - An Overview of the Unified Fire Service was developed by the Fire Department as an up-to-date report of fire facilities and a long-range facility program for 1993 to 2004. Both documents are hereby adopted by reference in the Richland County Comprehensive Plan.

The Plans are being implemented under the auspices of a 1990 fire services agreement between Richland County and City of Columbia to provide fire protection by establishing 13 substations in the outer areas beyond the City of Columbia's corporate limits. The City of Columbia provides the personnel and equipment, while the County maintains the buildings. The locations of these facilities in Richland County are shown on Map 12. The County's Capital Improvement Plan provides a schedule for the construction of 7 additional fire stations countywide.

Recreation

Recreation Commission

The Richland County Recreation Commission was created by the South Carolina General Assembly, as a Special Purpose District. The Commission provides recreation facilities and services to Richland County citizens residing in areas outside the City of Columbia. It is the Commission's goal to provide proximate recreational opportunities to all citizens within the Recreation District.

Over the years, the Richland County Recreation Commission developed a strong network of parks and facilities for community. However, extensive population growth in recent years combined with an anticipated growth rate of nearly 14 percent over the next 10 years, has prompted the Commission to strategically plan a course for providing additional services.

Existing Parks and Facilities

In Richland County, excluding the City of Columbia, the Recreation Commission currently operates 242 acres of close-to-home park areas for every 1,000 people. This includes 25 close-to-home public parks on 465.22 acres, with approximately 280 facilities.

Existing Commission parks include 5 mini-parks, 5 neighborhood parks, 14 recreation complexes and 1 community park. Existing facilities include 41 ballfields, 13 basketball courts, 12 recreation centers (11 with gymnasiums), 2 football fields, 1 golf course, 8 racquetball courts, 95 picnic tables, 23 playgrounds, 12 soccer fields, 3 swimming pool and 56 tennis courts. Special purpose facilities include 5 sites on 283.9 acres.

Shared Use Parks and Facilities

The shared use of school facilities can greatly increase recreation resources at reasonable costs. The Recreation Commission estimates that there are 34 parks and 108 facilities within its service area that have the potential for shared use. Potential shared use parks within the study area include 8 mini-parks and 26 neighborhood parks. Potential shared use facilities include 12 ballfields, 22 basketball courts, 6 football fields, 14 gymnasiums, 3 picnic tables, 28 playgrounds, 22 soccer fields and 1 track. These facilities can provide additional recreation resources to the County at no additional cost to taxpayers, if cooperative agreements are reached between the school district and the Commission.

Inventory of Resources

A summary of existing recreation facilities in operation and potential school facilities is provided below by planning area. Map 13 shows the locations of these facilities in the County. Table 38 shows existing recreational properties, Table 39 shows properties with shared use potential and Table 40 shows types of existing and potential facilities.

Table 38
Existing Parks and Recreational Facilities by Planning Area
Richland County

<u>Close-to-Home Parks</u>	<u>Acres</u>	<u>Planning Area</u>	<u>MP</u>	<u>NP</u>	<u>RC</u>	<u>CP</u>	<u>RP</u>	<u>SPF</u>
Ballentine Park	20.50	Northwest			1			
Friarsgate Park	19.37	Northwest			1			
St. Andrews Park	19.47	Northwest			1			
Crane Forest Park	0.83	North Central	1					
Greenview Park	22.23	North Central			1			
Meadowlake Park	41.60	North Central			1			
Sharpe Road Park	41.60	North Central	1					
Blythewood Park	21.62	Northeast				1		
Killian Park	11.42	Northeast				1		
North Springs Park	29.81	Northeast			1			
Polo Road Park	117.30	Northeast				1		
Cross Roads Park	5.72	Lower Richland		1				
Eastover Park	24.26	Lower Richland			1			
Gadsden Park	14.51	Lower Richland		1				
Hopkins Park	30.00	Lower Richland			1			
Bluff Road Park	18.24	I-20 Interbeltway			1			
Caughman Road Park	14.00	I-20 Interbeltway			1			
Horell Hill Park Site (Undeveloped)	4.00	I-20 Interbeltway		1				
Olympia Park	4.98	I-20 Interbeltway				1		
Washington Park	3.67	I-20 Interbeltway		1				
Anna Boyd Park	2.35	I-77 Corridor	1					
Forest Lake Park	5.79	I-77 Corridor		1				
Newcastle Park (Undeveloped)	0.33	I-77 Corridor	1					
Summerhill Park	1.08	I-77 Corridor	1					
Trenholm Park	10.70	I-77 Corridor			1			
TOTAL	465.22		5	5	14	1	0	0
<u>Regional Parklands</u>	<u>Acres</u>	<u>Planning Area</u>	<u>MP</u>	<u>NP</u>	<u>RC</u>	<u>CP</u>	<u>RP</u>	<u>SPF</u>
Caughman Road Tennis Center	6.00	I-20 Interbeltway						1
Jordan Memorial Boat Ramp	1.10	I-20 Interbeltway						1
Dutch Fork Tennis Center	9.94	Northwest						1
LinRick Golf Course	258.00	North Central						1
Richland County Tennis Center	8.84	I-77 Corridor						1
TOTAL	283.88		0	0	0	0	0	5
KEY	MP	Mini-Park						
	NP	Neighborhood Park						
	RC	Recreation Complex						
	CP	Community Park						
	RP	Regional Park						
	SPF	Special Purpose Facilities						

Source: Richland County Recreation Commission, Needs Assessment Master Plan 2002

Table 39
Potential Shared Use Parks and Recreational Facilities by Planning Area
Richland County

<u>School</u>	<u>Acres</u>	<u>Rec. Acres</u>	<u>Planning Area</u>	<u>MP</u>	<u>NP</u>	<u>RC</u>	<u>CP</u>	<u>RP</u>	<u>SPF</u>
H.E. Corley Elementary School	23.95	3.90	Northwest		1				
Dutch Fork Elementary School	13.00	1.90	Northwest		1				
Rhame Elem. / St. Andrews	30.00	5.90	Northwest		1				
Sandel Elementary School	13.51	2.10	Northwest		1				
Crane Creek Elementary	11.65	0.10	North Central	1					
Denny Terrace Elementary	6.50	2.10	North Central		1				
E.E. Taylor Elementary School	10.00	0.10	North Central	1					
John P. Thomas Elementary	12.80	2.10	North Central		1				
North Springs Elementary	17.00	2.10	Northeast			1			
Pontiac Elementary	19.99	2.10	Northeast			1			
Summit Parkway Middle	40.00	4.00	Northeast			1			
Bethel-Hanbery Elementary	29.00	5.70	Northeast			1			
Gadsden Elementary School	34.24	6.50	Lower Richland		1				
Hopkins Elementary School	11.20	0.25	Lower Richland	1					
Hopkins Middle School	45.00	5.75	Lower Richland		1				
Webber Elementary School	30.36	2.00	Lower Richland		1				
Caughman Road Elementary	25.22	3.90	I-20 Interbeltway		1				
Mill Creek Elementary School	10.00	1.90	I-20 Interbeltway		1				
Olympia Middle School	10.00	2.00	I-20 Interbeltway		1				
South Kilbourne Elementary	6.00	0.10	I-20 Interbeltway	1					
Atlas Road Learning Center	10.00	0.25	I-20 Interbeltway	1					
Pendegrass Fairwold School	8.00	2.00	I-20 Interbeltway		1				
Louie W. Conder Elementary	14.00	0.25	I-77 Corridor	1					
Joseph Keels Elementary	13.00	0.25	I-77 Corridor	1					
Forest Lake Elementary	16.00	0.10	I-77 Corridor	1					
Lonnie B. Nelson Elementary	16.00	2.10	I-77 Corridor		1				
Windsor Elementary School	16.00	2.10	I-77 Corridor		1				
Dent Middle School	20.00	2.10	I-77 Corridor		1				
E.L. Wright Middle School	27.00	3.80	I-77 Corridor		1				
Burton Elementary School	8.55	2.10	I-77 Corridor		1				
Virginia Pack Elementary	12.00	4.10	I-77 Corridor		1				
Satchel Ford Elementary	19.90	5.75	I-77 Corridor		1				
Crayton Elementary/Middle	25.00	3.80	I-77 Corridor		1				
Brockman Special School	7.70	2.10	I-77 Corridor		1				
TOTAL	612.57	85.30		8	26	0	0	0	0
KEY	MP	Mini-Park	Acres	Total Acres					
	NP	Neighborhood Park	Rec. Acres	Approximate acres dedicated to recreation					
	RC	Recreation Complex							
	CP	Community Park							
	RP	Regional Park							
	SPF	Special Purpose Facilities							

Source: Richland County Recreation Commission, Needs Assessment Master Plan 2002

Table 40
Types of Existing and Potential Recreation Facilities by Planning Area
Richland County

Existing

	Ball-fields	Basketball Courts	Football Fields	Tennis Courts	Soccer Fields	Rec. Centers	Pools	Golf	Picnic Tables	Playgrounds	Racquetball
Northwest	7	1		12	2	3			24	3	2
North Central	5	3		6	1	2	1	1	10	4	2
Northeast	15	1	1	6	7	2			6	3	2
Lower Richland	5	4	1	0	1	1	1		17	4	
I-20 Corridor	6	2		12		3			16	4	2
I-77 Corridor	3	2		20	1	2	1		22	5	
TOTAL	41	13	2	56	12	13	3	1	95	23	8

Potential

	Ball-fields	Basketball Courts	Football Fields	Tennis Courts	Soccer Fields	Rec. Centers	Pools	Tracks	Picnic Tables	Playgrounds	Racquetball
Northwest	3	1	1		3					4	
North Central		2			2					4	
Northeast	1	4	2		3					3	
Lower Richland	3	3	1		2			1		3	
I-20 Corridor	1	3			4					4	
I-77 Corridor	4	9	2		8				3	10	
TOTAL	12	22	6	0	22	0	0	1	3	28	0

Source: Richland County Recreation Commission, Needs Assessment Master Plan 2002

Northwest Recreational Facilities

The Recreation Commission currently operates 59.3 acres of parks and 9.9 acres of special purpose facilities with the Northwest Planning Area, equating to 1.4 acres of close-to-home park land per 1,000 persons. School parks within the planning area include 3 elementary schools and 1 elementary/middle school complex. This equates to 4 neighborhood parks and approximately 13.8 acres of additional park land, based on the facilities contained on each property. When added to existing parks in the planning area, the total close-to-home park land acreage is increased to 73.1 acres, or 1.7 acres per 1,000 persons.

North Central Recreational Facilities

The Recreation Commission operates 86.1 acres of parks and 258 acres of special purpose facilities in the North Central Planning Area, for approximately 3.2 acres of close-to-home park land per 1,000 persons. School parks within the planning area include 4 elementary schools, collectively with 2 mini-parks and 2 neighborhood parks on approximately 4.4 acres. When added to the Commission's existing parks, the total close-to-home park acreage is increased to 90.5 acres or 3.4 acres per 1,000 persons.

Northeast Recreational Facilities

The Recreation Commission currently operates 180.2 acres of parks, providing 7.8 acres of close-to-home park area per 1,000 persons. School parks within the planning area include 3 elementary schools and 1 middle school. When added to the Commission's existing parks, the total close-to-home park land acreage is increased to 194 acres or 8.4 acres per 1,000 persons.

Lower Richland Recreational Facilities

The Lower Richland Planning Area has 74.5 acres of parks operated by the Recreation Commission, equating to 6.2 acres of close-to-home park land per 1,000 persons. School parks include 3 elementary schools and 1 middle school on approximately 14.5 acres of land. When added to the Commission's parks, the total close-to-home park land acreage is increased to 90 acres or 7.4 acres per 1,000 persons.

I-20 Interbeltway Corridor Recreational Facilities

The Recreation Commission currently operates 44.9 acres of parks and 7.1 acres of special purpose facilities along the I-20 Interbeltway Corridor. This equates to 1.3 acres

of close-to-home park land per 1,000 persons. School parks along the corridor include 3 elementary schools, 1 middle school, Atlas Road Learning Center and Pendegrass Fairwold Special School on approximately 10.2 acres. When added to the Commission's parks, the total close-to-home park land acreage is increased to 55 acres or 1.6 acres per 1,000 persons.

I-77 Corridor Recreational Facilities

The Recreation Commission currently operates 20.25 acres of parks and 8.8 acres of special purpose facilities along the I-77 Corridor Planning Area. This totals 0.4 acres of close-to-home park land per 1,000 persons. School parks within the planning area include 8 elementary schools, 2 middle schools, 1 elementary/middle school complex and Brockman Special School. Collectively, these facilities provide 28.6 acres of park land. When added to the Commission's existing parks, the total close-to-home park acreage is increased to 48.8 acres or 2.9 acres per 1,000 persons.

Park and Facility Needs

The Recreation Commission's 1993 Master Plan was prepared as a guide for the development of future recreation facilities. It includes a prioritized action plan and a statement of capital improvement costs. Projections of need are soundly based on an analysis of current trends, community input and a thorough resource inventory. The Master Plan is prepared for two five year increments: 1992 to 1997 and 1997 to 2002. A detailed examination of capital needs is provided in the Commission's plan, Needs Assessment, Master Plan 2002.

Education

Public education in Richland County is provided by three (3) school districts: Richland County School District One, Richland County School District Two and School District Five of Lexington and Richland Counties. Richland County School District One is the primary district responsible for the delivery of public education to the County, encompassing the Cities of Columbia, Forest Acres and Eastover, as well as, rural portions of Richland County.

While Richland County is supportive of each aforementioned school district, it should be stated that the County does not maintain direct control or responsibility for the schools which are located within its boundaries. Therefore, this section of the Community Facilities Element adopts each school district's strategic plan by reference, including the following Plans:

- The New and Improved Strategic Plan of Richland County School District One
- Richland School District Two Strategic Plan
- School District Five of Lexington & Richland Counties Strategic Plan

Educational Facilities

Table 41 shows a complete listing of educational facilities in Richland County, along with the respective school district, enrollment statistics and corresponding grade levels served.

Libraries

The Richland County Public Library (RCPL) operates a main library, nine branch libraries and a bookmobile. It serves residents as a resource center providing print and non-print materials to meet the informational, educational, cultural and recreational needs of the County. A 1989 referendum began a 27 million dollar capital construction and renovation program, expanding the total facilities from 60,000 square feet to 300,000 square feet, throughout the County. The main library is located downtown, with branch libraries strategically located to serve outlying areas of the County. Library facilities are shown on Map 12.

The RCPL's state-of-the-art automated system uses the latest technology to provide patrons access to library materials, national and international databases, thus making the RCPL system the busiest in South Carolina with an annual door count of two million patrons and circulation of almost three million books and materials. Table 42 shows the 1997 Annual Statistical Summary for the RCPL.

Table 41
School District Enrollment by Educational Facility
Richland County

Richland County School District One

<u>Facility</u>	<u>Enrollment</u>	<u>Facility</u>	<u>Enrollment</u>	<u>Facility</u>	<u>Enrollment</u>
Arden	391	Mill Creek	377	Hopkins	1049
Bradley	488	A.C. Moore	362	W.A. Perry	507
Brennen	740	Sarah Nance	261	Sanders	548
Burnside	281	Virginia Pack	313	St. Andrews	783
Burton	324	Rhamo	453	Webber	236
Carver	378	Rosewood	375	Columbia	794
Caughman Rd.	649	Sandel	847	Dreher	1386
Crane Creek	358	Satchel Ford	744	Eau Claire	961
Denny Terrace	321	S. Kilbourne	310	A.C. Flora	1102
Gadsden	164	E.E. Taylor	277	C.A. Johnson	628
Greenview	567	J.P. Thomas	630	Keenan	628
Hopkins	445	Watkins	230	Lower Richland	1725
Horrell Hill	645	Webber	434	Hall Institute	65
Hyatt Park	650	Alcorn	583	Olympia	77
Lyon Street	225	Crayton	986	Morris V.	16
McCants	214	Gibbes	560	Fairwold	58
Meadowfield	647	Hand	932	TOTAL	27,080

Richland County School District Two

<u>Facility</u>	<u>Enrollment</u>	<u>Facility</u>	<u>Enrollment</u>	<u>Facility</u>	<u>Enrollment</u>
Anna Boyd	18	Nelson	641	Summit Parkway	996
Bethel-Hanberry	781	North Springs	513	Ctr. for Inquiry	122
Bookman Road	456	Pontiac	638	Wright	1103
Conder	614	Rice Creek	528	Ctr. for Knowledge	127
Forest Lake	581	Windsor	706	Richland NE	1777
Keels	680	Blythewood	772	Ridge View	1625
Killian	592	Dent	1215	Spring Valley	1740
				TOTAL	16,225

School District Five of Lexington and Richland Counties

<u>Facility</u>	<u>Enrollment</u>	<u>Facility</u>	<u>Enrollment</u>	<u>Facility</u>	<u>Enrollment</u>
Chapin	662	Leaphart	586	Dutch Fork	923
Dutch Fork	711	Nursery Road	836	Irmo	989
H.E. Corley	874	River Springs	615	Chapin	767
Harbison West	674	Seven Oaks	463	Dutch Fork	1706
Irmo Elementary	659	Chapin	610	Irmo	1936
Lake Murray	412	Crossroads	922	Alter. Academy	67
				TOTAL	14,412

Grand Total including all school districts 57,717

Source: Richland County School District One, Office of Research and Evaluation, 1998; Richland County School District Two, 1998; School District Five of Lexington and Richland Counties, 1998

Table 42
Annual Statistical Summary: 1997
Richland County Public Library

Library Use	Statistics
Total Units of Service	9,291,424
Visitors to the Library System	1,958,221
New Registered Borrowers	20,921
Total Registered Borrowers	175,024
Total Patron Information Requests: In-House	625,580
Total Patron Information Requests: Phone/Mail	347,828
Holds Placed	191,004
Materials Borrowed from Other Libraries	1,156
Materials Lent to Other Libraries	1,947
Electronic On-line Database Searches	131,857
Dial Access to Library Database	44,275
In-House Programming Attendance	23,986
Outreach Programming Attendance	12,103
Class Visits / Tours	17,257
Summer Reading Club Enrollment	14,637
Population Served: Richland County	285,720
Population Served: Greater Columbia	453,331

Circulation	Statistics
Main Library	1,037,074
Bookmobile	20,026
Community Services & Outreach	47,770
Blythewood Branch	84,386
John Hughes Cooper Branch	294,568
Eastover Branch	13,698

Source: Richland County Public Library, 1997

Schedule of Capital Improvements

Under the authority of the 1994 Comprehensive Planning Enabling Act, Section 6-29-340 (B)(2)(e), the local planning commission has the power and duty to prepare and recommend for adoption to the appropriate governing body, as a means for implementing the plans and programs under its jurisdiction, a capital improvements program, which has been prepared and adopted, including an annual listing of priority projects for consideration by the governmental bodies responsible for implementation, prior to the preparation of their capital budgets.

Section 6-29-340(B)(2)(e) establishes a direct linkage between capital improvements programs and the planning process. Although the existing Richland County Capital Improvement and Replacement Plan: 1998 - 2003 could not be the direct result of this planning process, it is important that future capital improvement planning closely align with the planning function. Figure 12 provides an outline of capital projects proposed for consideration in Richland County's Capital Improvement Plan.

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Land Use Element

Purpose

"To design specific strategies that will ensure the reality of a safe County, through better, more uniform code enforcement and zoning; physical design of developments, streetscape and neighborhoods."

Overview

In an effort to make informed recommendations to guide future growth and development within Richland County, it is essential to provide information on existing land use patterns. The identification of land use patterns enables citizens, policy makers and developers to identify specific areas available for future growth, while enabling the community to repeat growth patterns that are successful.

It should be clearly stated that land use and zoning are not interchangeable terms. Zoning is a mechanism for prescribing land uses and associated physical standards for development, while land use describes how land actually develops. The existing land use pattern of any urbanized area is a dynamic evolution that is ultimately a reflection of population trends, economy, resource and service availability, culture and local history. Without a rational planning strategy to guide it, land use can quickly evolve into urban sprawl, blight and piecemeal development without a sense of identity or community. This element of the Comprehensive Plan addresses the existing pattern of land use in Richland County to identify trends. Later sections of the Plan will analyze those trends in the scope of the recommended community vision, in order to prescribe a desired future land use pattern for the County.

As stated earlier in the Plan, the unincorporated portions of the County were divided into four separate planning areas and two subareas, as a means of providing a more workable planning program. The County's total land use is therefore an accumulation of land use distribution within each planning area and subarea.

Maps of existing land use are presented by individual planning area and subarea, illustrating all 1997 land use within the unincorporated areas of the County, as derived from the Richland County Tax Assessor's Office.

Existing Land Use

Overview

The Existing Land Use Element assesses the distribution of land by use classification, within the unincorporated areas of Richland County as it existed in 1997. This data was derived from 1997 Richland County Tax Assessor reports and shows land use classifications applied to general areas, as opposed to specific parcels. Because no actual windshield survey was conducted to verify the use of land by individual parcel, the complete accuracy of the data is in question. However, the statistical impact of such inaccuracy is insignificant in the context of this Plan element.

Land Use Classifications

The following general land use classifications were created to describe the various types of development in Richland County.

- | | | |
|----|--------------------------------------|--|
| 1. | <u>Low-Density Residential</u> | Includes all single-family detached residential units on individual lots. |
| 2. | <u>Med./High Density Residential</u> | Includes all duplexes, apartments and single-family attached units. |
| 3. | <u>Planned Unit Development</u> | Includes a variety of housing types and/or related commercial and industrial facilities. |
| 4. | <u>Commercial</u> | Includes all retail businesses, shopping centers, hotels, restaurants, medical centers, professional offices, hospitals, institutional and similar uses. |
| 5. | <u>Manufactured Homes</u> | Includes all pre-HUD and HUD standard prefabricated housing units on individual lots and in manufactured home parks. |
| 6. | <u>Industrial</u> | Includes all manufacturing and fabricating facilities, shops, mills, warehouses, storage units and similar facilities. |
| 7. | <u>Agricultural / Rural</u> | Includes all agricultural farm land, forest land, undeveloped tracts and environmentally-sensitive areas. |
| 8. | <u>Vacant / Undeveloped</u> | Includes all vacant parcels and unoccupied buildings. |

Richland County occupies about 748 square miles of land area. Approximately 38 percent

of the unincorporated portion of the County is developed. The remaining 62 percent of land in the County is undeveloped. Table 43 describes land use classifications in Richland County and the corresponding zoning districts where those uses are permitted.

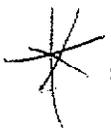
Table 43
Existing Land Use and Corresponding Zoning Districts Where Permitted
Richland County

Land Use	Permitted Zoning District
Low Density Residential	RS-1, PUD, RU, D-1
Medium to High Density Residential	RS-3, C-1, PUD, RG-1, RG-2
Planned Unit Development (PUD)	PUD
Commercial	C-2, C-3, PUD
Homes	MH-1, MH-2, MH-3, RU
Industrial	M-1 (Light) / M-2 (Heavy), PUD
Agricultural / Rural	RU
Vacant / Undeveloped	Permitted in any district

KEY:	RU	Rural
	D-1	Development District
	RS-1, RS-2, RS-3, RR, RS-1A	Single Family Residential
	RG-1, RG-2	General Residential
	C-1	Office & Institutional
	C-2	Neighborhood Commercial
	C-3	General Commercial
	M-1	Light Industrial
	M-2	Heavy Industrial
	PUD-1, PUD-2	Planned Unit Development
	PDD	Planned Development District
	MH-1, MH-2, MH-3	Manufactured Home Districts

Source: Richland County Planning Department, Zoning Division, Richland County Zoning Ordinance

Zoning controls were not established in Richland County until September 7, 1977. Consequently, much of the existing development patterns are a mixture of all types of residential, commercial and industrial land uses. Many land uses have potential to conflict with the activities permitted on adjacent parcels. These problems can only be resolved over time through the conversion of non-conforming uses, strict zoning enforcement and the adoption of additional measures which will buffer or require the mitigation of activities and land uses producing negative impacts on adjacent properties.



Rural open spaces and prime farmlands are being converted to residential and other suburban uses. To protect significant agricultural lands, natural areas and open space

corridors, Richland County will ultimately have to develop specific zoning and growth management tools for directing future development to sustainable areas.

Countywide Land Use Distribution

The existing pattern of land uses in the County is explained by planning area and subarea, with corresponding maps representing the distribution of land use. The distribution of existing land use in the unincorporated areas of the County is shown in Figure 13.

Northwest Planning Area

Land Use Distribution

The Northwest Planning Area is approximately 124 square miles in total land area and is largely covered by woodlands. Map 14 shows the existing pattern of land use in the planning area. The distribution of existing land use is shown in Figure 14.

An examination of existing development patterns reveals the limited degree of development, relative to total land available. With the planning area's attraction to young, retired and existing families, it is primarily a residential area. The higher density residential is generally found along Lake Murray.

In spite of increasing residential development in the Northwest Area, several locations have become the focus for large-scale, intensive commercial development, as the communities of Irmo, Harbison and Dutch Fork have increased in population. Specifically, commercial uses driven by local traffic volumes and the Lake Murray area have concentrated along Broad River Road at the Harbison, Irmo and Ballentine Interchanges of I-26.

Industrial development is limited in the Northwest. There are select sites located in the southern portion of the planning area, generally in the form of light manufacturing or mineral processing and extraction. In other portions of the planning area, a small number of scattered sites can be found, with the largest concentration located in the Ballentine area, at the I-26 Interchange.

North Central Planning Area

Land Use Distribution

The North Central Planning Area is approximately 88 square miles in land area, with the urban growth area concentrated in the extreme southern portion of its boundaries. Map 15 shows the existing land use pattern for the North Central Planning Area. The distribution of existing land uses is shown in Figure 15.

With over 80 percent of the planning area zoned rural, most new development is occurring within the urban growth area at the southernmost reaches. The urban growth area is primarily low-density residential development. Over the last ten years, development has slowly occurred, with only the gradual addition of residential or commercial growth. Within the urban growth area is the occurrence of higher-density residential development in the form of Denny Terrace, Haskell Heights and Lincolnshire Subdivisions. The northern portion of the planning area typically has residential development occurring in the form of large lots and farms.

Major commercial development occurs along S.C. Highways 215 and 321, while smaller commercial uses answering local needs are found in the northern reaches of the planning area. The largest commercially zoned tract is the Columbia Bible College.

Largely concentrated along I-20, industrial development has been contained to a few areas with commercial development, following a strip pattern adjacent to S.C. Highways 215 and 321. Most of the commercial development answers local needs. Heavy industrial uses in this area include a brickworks factory, rock quarries, and the county landfill.

Northeast Planning Area / I-77 Corridor Planning Subarea

Land Use Distribution

The Northeast is approximately 121 square miles in total area, 37 square miles of which is occupied by the I-77 corridor. Maps 16 and 17 show the existing pattern of land use in the planning area and subarea, respectively. The distribution of existing land use in the Northeast and along the I-77 corridor is shown in Figures 16 and 17, respectively.

The Northeast/I-77 Area is primarily a residential suburb of the City of Columbia. Evolving from a rural area in the mid-1980's, the Northeast continues to surpass each of the other planning areas in residential growth, while the I-77 corridor is mainly a target area for high-

tech industrial growth.

The pattern of non-residential development in the Northeast Planning Area and its I-77 Subarea occurs along major roadways. U.S. Highway 1 evolved as a commercial spine with single-family residential development occurring on both sides. Intense commercial and light industrial development occurs along Two Notch Road. The resulting pattern has shaped residential development into smaller areas bounded by these major arterials.

Even though the I-77 Corridor remains the County's prime investment area for high-tech industrial and commercial development, commercial and industrial development has not been as active in the Northwest as residential development. Commercial development has been limited to small-scale activity, found generally along Hardscrabble Road, U.S. Highway 21 and at the Town of Blythewood. Other major non-residential development would include the Northeast campus of Midlands Technical College, South Carolina State Research Park, Northwoods Golf Course along Powell Road and a 500-acre golf resort facility northwest of the Town of Blythewood.

Lower Richland Planning Area

Land Use Distribution

Lower Richland is the largest planning area in land area, approximately 330 square miles in land area. Map 18 shows the existing pattern of land use in the planning area. The distribution of existing land use in Lower Richland is shown in Figure 18.

Most of the planning area is rural and undeveloped, with occasional low-density development scattered throughout the landscape. Beginning in the east of Lower Richland, the landscape is primarily rural and sparsely developed. Approaching the City of Columbia toward the west, however, the pattern changes to increasingly populated and more intensely developed land uses.

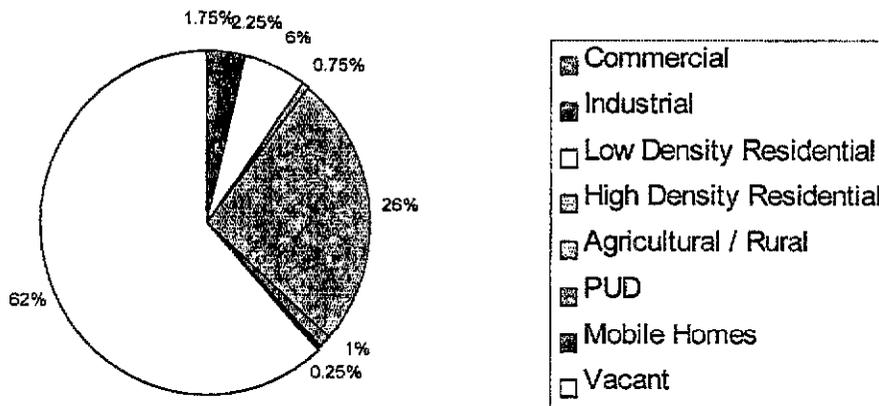
While agricultural and vacant land are the predominant land forms found in the planning area, other broad categories of land use can be found in Lower Richland in the form of residential, commercial and industrial. Residential development occurs largely in the form of homes, particularly in the rural areas of the planning area. Commercial development is located in proximity to the City of Columbia's corporate boundaries and along major arterials, such as Garners Ferry, Leesburg and Bluff Roads. Industrial development erratically occurs throughout the area on large tracts of land with highway access.

I-20 Interbeltway Planning Subarea

Land Use Distribution

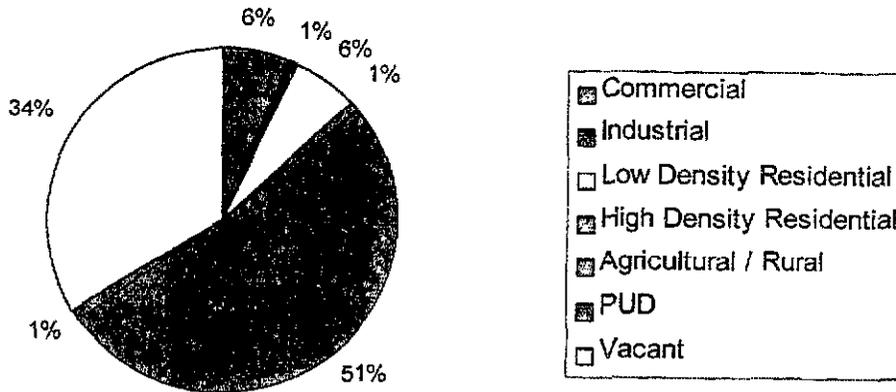
The I-20 Interbeltway Corridor stretches from I-26 to I-77, bordered by I-20 and the corporate limits of the City of Columbia and the Towns of Forest Acres and Arcadia Lakes. Mostly residential development occurs within this planning area, with the majority concentrated between the major transportation routes radiating from the City of Columbia. Forming a ring or belt around Columbia, gradual decay has plagued these residential areas. Commercial and industrial development primarily occurs in the form of infill opportunities. Rezoning from I-20 southward along major highways has provided increased opportunity for commercial and industrial development and has gradually caused the conversion of marginal residential properties to non-residential uses. Since the I-20 Interbeltway Corridor spans the length of the North Central and Northeast Planning Areas, the distribution of land use in the I-20 Interbeltway is included as part of each respective planning area's land use distribution, as shown in Figures 15 and 16. Map 19 shows a graphical distribution of land use for the subarea.

Figure 13
Land Use Distribution in Unincorporated Areas
Richland County



Source: Richland County Tax Assessor's Office & Richland County Planning Department

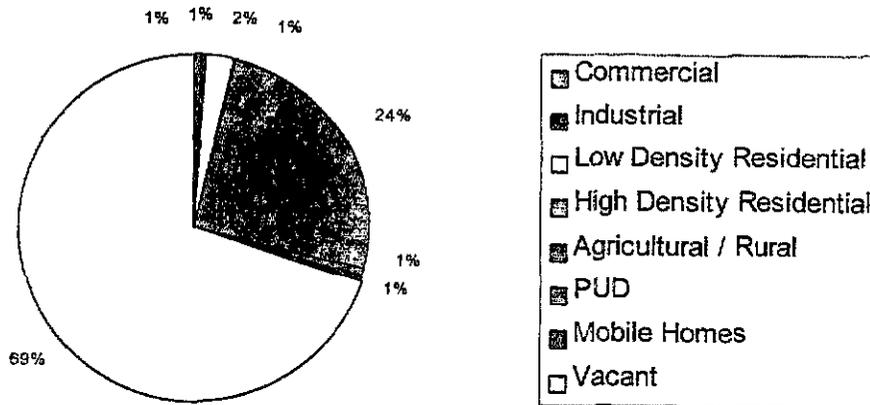
Figure 14
Northwest Planning Area Land Use Distribution
Richland County



County Tax Assessor's Office & Richland County Planning Department

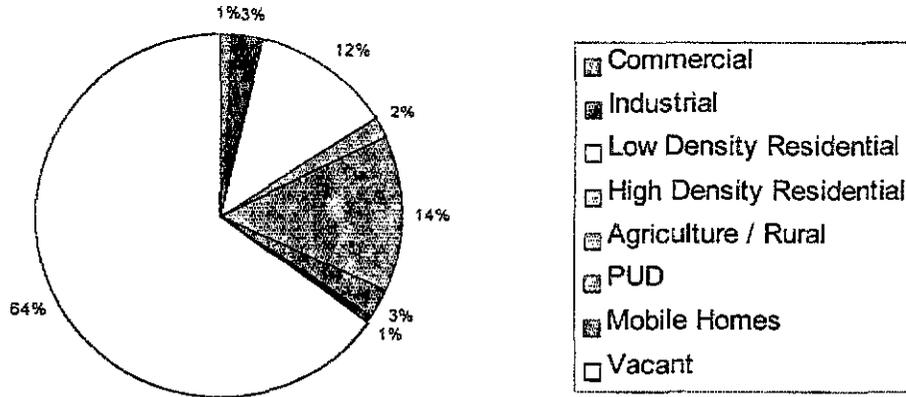
Source: Richland

Figure 15
North Central Planning Area Land Use Distribution
Richland County



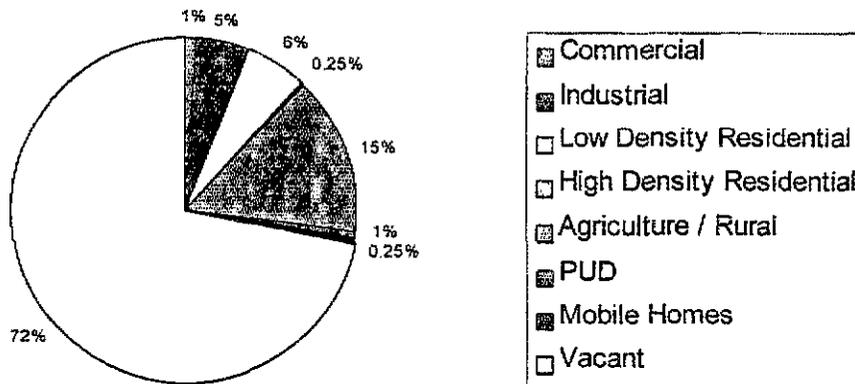
Source: Richland County Tax Assessor's Office & Richland County Planning Department

Figure 16
Northeast Planning Area Land Use Distribution
Richland County



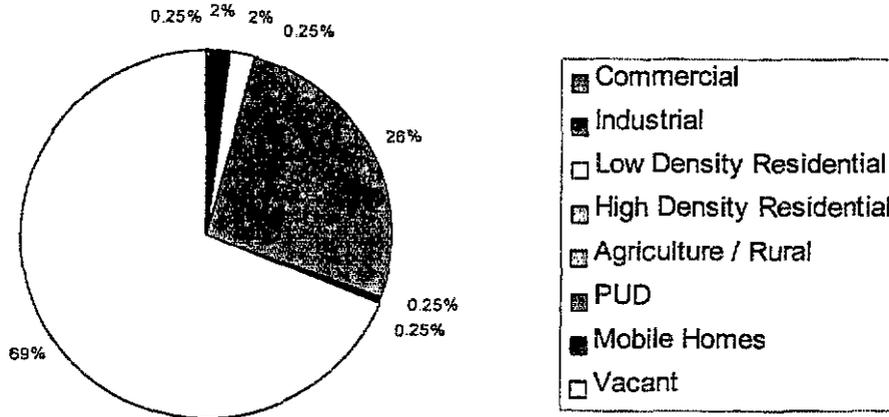
Source: Richland County Tax Assessor's Office & Richland County Planning Department

Figure 17
I-77 Corridor Planning Subarea Land Use Distribution
Richland County



Source: Richland County Tax Assessor's Office & Richland County Planning Department

Figure 18
Lower Richland Planning Area Land Use Distribution
Richland County



Source: Richland County Tax Assessor's Office & Richland County Planning Department

Existing Land Use Trends

As the foregoing section has shown, urban land use within Richland County is an enigmatic and dynamic phenomenon which is a direct reflection of its population trends, economy, resources, culture and local history. Under the current Richland County Land Use Plan and land use regulations, the following trends can be expected to occur:

1. Sprawling, automobile-oriented residential suburbs will continue to develop on the fringes of the City of Columbia, resulting in increased traffic congestion.
2. Intense commercial development will continue to occur along major and minor arterials, in response to increases in residential growth. Traffic congestion will increase as new businesses require additional curb cuts for access.
3. As public water and sewer becomes available, large tracts of undeveloped land, particularly in the North Central and Lower Richland Planning Areas will develop into single-family residential subdivisions, potentially threatening agricultural and natural resources.
4. The Northeast and Northwest Planning Areas will continue to be the fastest growing areas of the County, given the Northeast's proximity to the I-77 Industrial Corridor and the attractiveness of Lexington-Richland School District Five in the Northwest. Nearly half of household growth and over half of job growth is projected to occur in the Northeast / I-77 Corridor, alone.

5. Given its proximity to major transportation routes radiating from the City of Columbia, the I-20 Corridor will continue to transition from residential to commercial uses.

While Richland County can be considered both beautiful and bustling with a high quality of life, future land use policy must recognize and respond to an evolving and increasingly urban population with urban needs. A rational planning strategy is a necessary tool to contain urban sprawl, prevent blight and piecemeal development, and provide a strong sense of community identity. It is in this spirit that the Planning Concept for the Imagine Richland 2020 Comprehensive Plan was created.

**2020 Comprehensive Plan - The Concept
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Imagine Richland 2020 Comprehensive Plan Concept

Plan Purpose and Overview

The Comprehensive Plan was completed through extensive involvement by the general public, Planning Commission, County Council and County staff. The plan is not law, but rather a guide to assist community leaders in making decisions regarding the future development of Richland County. It is an important tool, intended to shape the future of the County into the most desirable outcome.

The purpose of the Comprehensive Plan is to establish a set of guidelines and procedures for implementing the long-range development objectives of Richland County and to provide direction for the conservation and growth of unincorporated areas of the County. Specifically, the Plan is intended for use by government agencies, residents, property owners and private organizations concerned with planning the County's growth and development.

Policies for directing land development are generally defined by the Plan, which describes the framework for the arrangement of land use, traffic circulation and public services that will encourage and contribute to the economic, social and physical welfare of the County.

While the Imagine Richland 2020 Comprehensive Plan is a collective vision of what the County can be, it is also a long range statement of public policy. The Plan is a guide to address opportunities and concerns stated by the residents of the County, as well as, a tool to enhance the quality of life.

The ultimate test of the Comprehensive Plan is the ability of the document to look dramatically into the future as a response to the direction set forth during the community vision and goal-setting forums. The Plan's goals, objectives and policies were created after soliciting significant input from the citizens of Richland County and will help future decision makers create a livable County where people work, live and recreate.

Once adopted, the Comprehensive Plan becomes Richland County's official public policy to guide decisions related to growth, quality of life and capital investments. Future decisions must be weighed against the Plan. However, the Plan must be flexible enough to allow for amendment as changes in existing community conditions dictate. The Plan is not static but rather dynamic, requiring constant review and update.

To indeed be comprehensive, the Plan must be:

- An expression of the development goals, objectives, policies and criteria for Richland County's physical growth;
- A tool for decision-making that will allow proposals for land use to be evaluated on a daily basis in the context of the County's development goals;
- A clearly stated strategy for development that will serve as a framework for characterizing and prioritizing key projects for implementation by both the public and private sector;
- A flexible tool that will adjust to evolving conditions over time;
- Easy to use by the general public, community leaders and the development community;
- The framework for zoning ordinances, development regulations and regulatory instruments which must be designed as implementation tools to achieve the goals of the Plan.

Richland County is responding to a need to accommodate its rapid growth and as part of that preparedness for the future has undertaken a Comprehensive Planning process to develop the plans and guidelines critical to taking advantage of the opportunities afforded by the growth, while preserving the unique quality of life within the County. It is in the realization of this balance between managing anticipated growth and sustaining the conditions that the citizens of Richland County see as their "unique quality of life", which creates the challenge in the preparation of the Imagine Richland 2020 Comprehensive Plan for the County's future.

The Comprehensive Plan establishes the context and intent of the County's development goals and policies. It is in this context that zoning ordinance and land use regulations can have legal standing. The 1994 South Carolina Comprehensive Planning Enabling Act requires that zoning regulations be adopted in accordance with a Comprehensive Plan.

Updating the Comprehensive Plan

The Imagine Richland 2020 Comprehensive Plan should never be considered a final document, because the planning for a city, county or region is never a completed job. However, with the adoption of the Plan, the County has completed one of the primary tools to assist decision-making which will guide County growth into the future. The Plan was prepared from the vision of the citizenry and through the leadership of Richland County and incorporates current data compiled by the professional staff of Richland County, as well as the Planning Team.

The Plan is a dynamic tool that will continue to evolve and develop, as new influences, opportunities and constraints occur within the County. Many components, which are currently generalized, will in time require specific responses and detailed resolutions.

Therefore, the Plan is a framework or chassis on which subsequent decisions will be based. As leadership within Richland County changes over time, future leaders will not only have the research, analysis and synthesis necessary to implement the Comprehensive Plan recommendations, but also be able to amend the Plan for yet unknown future contingencies.

To be a most useful tool in the Richland County decision making process, the Plan must be kept current and remain a dynamic, rather than static document. Future decisions and changes affecting the Comprehensive Plan should be documented and amended within the Plan, to keep the Plan a vital and current guide for the Richland County growth.

Although required 5-year Planning Commission reviews and 10-year updates will occur throughout the life of the Comprehensive Plan, its goals, principles and policies should be scheduled so as to validate the logic, direction and convictions currently within the Plan.

Since circumstances relating to the use of land and services in the County are sensitive to market and economic forces, they are likely to change over time. Some of these changes can be controlled by the County, while others are outside its realm of influence. Therefore, the Plan and its supporting ordinances are to be flexible tools to respond to inevitable growth and change.

The Comprehensive Plan should be the subject of review and update, at least every five (5) years. The process to update should be similar to that recently undertaken in the preparation of the Comprehensive Plan. It should be a process which re-establishes, and if necessary, modifies the goals of Richland County through public participation; reaffirms or modifies development strategies and proposes policies, plans and regulations appropriate to changed conditions. Critical to the success of achieving the County's goals and updating the Plan is the commitment to monitor development on a continual basis by:

- Advising the County Council and developers whether proposed development is compatible with the future land use and the County's goals.
- Advising potential developers of the requirements and goals of the Comprehensive Plan, to insure their proposals will be as effective as possible in achieving those goals.
- Documenting new development, once approved, on the County map and Official Zoning Map, using the County's GIS mapping systems.
- Monitoring new development to advise the County Council on the trends which may affect the County's future.
- Advising the Planning Commission of development pressure for a specific use and how this might affect the Comprehensive Plan.

- ❑ Reviewing and advising the Planning Commission on pressures for non-conforming land uses in a specific area (a possible indication that current zoning and land use regulations are not relevant or appropriate to development trends and, if desirable, may require modifications to zoning.)
- ❑ Monitoring development in order to advise the County Council and County staff in advance of potential capital investment needs for infrastructure.
- ❑ Monitoring County policies to assess their impact in achieving strategies and goals of the Comprehensive Plan.

Without continuous review and monitoring, future updates of the Plan may generate greater expenditure of financial and human resources than planned for, potential conflict in the administration of the County's affairs and possible disruption in the process of positive development.

Components of the Comprehensive Plan

The Imagine Richland 2020 Comprehensive Plan is composed of six parts:

- I. **IT ADOPTS THE "TOWN AND COUNTRY PLANNING CONCEPT", AS A LONG-RANGE PLANNING VISION.**

Town and Country Planning Concept

Definition of Concept

The Town and Country Planning Concept proposed for Richland County proposes a balance of future land development and open space preservation that is both pro-growth and pro-preservation. Through the use of this approach, detailed in Appendix A, it is estimated that both future growth and future preservation projections can be exceeded, while a variety of lifestyle options can be realized in the form of urban center mixed-use neighborhoods, urban and suburban villages and free-standing towns and villages in rural landscapes.

Redefining Future Land Use

The small-scale, town-like character of the City of Columbia, along with its historic Town/Open space pattern and connection to surrounding natural landscapes is recommended as the basis for future development in Richland County. For this reason, it is recommended that the original square grid center of the City of Columbia be

recognized, highlighted and strengthened. Thus, future land use in Richland County can be redefined through the encouragement of the following:

- ❑ **Improve the Middle Landscape in Urban and Suburban Villages** - In existing urban and suburban areas, lessen the sprawling character by bringing the landscape into developed areas in order to define and separate neighborhoods. The strategy is to encourage mixed-use village centers that attract employment and services development.
- ❑ **Promote the Idea of Towns and Villages** - In rural areas, promote the development of compact, mixed-use development that has a distinct village edge and connection to the landscape.
- ❑ **Continue Preservation Through the Use of Riparian Corridors** - The County Riparian Corridor network should be used to develop a sub-contiguous countywide greenway system. The strategy is to distinguish growth areas, while preserving natural systems and rural landscapes.

General Urban Design Considerations

In General

Urban design focuses on the "built environment" and its physical organization and spatial relationships within an urban area. Urban planning, in its most elementary form, recognizes the importance of urban form in defining the relationships between communities, neighborhoods, businesses, parks and open spaces, industries, historic and cultural resources, transportation and community facilities and social structure. Urban design, in its best application, not only contributes to the beauty of a community with attention to building form and site conditions, but improves the quality of life and the productivity of citizens by proving a desirable environment for living, working and recreation. To realize the Town and Country Concept, basic definitions for urban design are given below:

- ❑ **Neighborhood Building Block** - will be the basic unit of the neighborhood or village, characterized by residential, commercial and civic uses. Human-scaled in design, the use of pedestrian paths is encouraged over the use of the automobile.
- ❑ **Edge** - serves as the point of transition between neighborhoods / towns and the natural landscape. This is a key concept absent in contemporary suburban development, which leads to the widespread character of suburban development.
- ❑ **Gateways** - serve as thresholds that connect edges.
- ❑ **Paths** - connect towns and other growth areas, serving pedestrian, bicycle, auto and train systems of transportation. The design of these paths will consider modes of transportation other than the predominant automobile.

- **Landmark** - serves as the guiding principle to define the center or focal point of towns and neighborhoods.

Transportation

Transportation is a critical component of any future land use plan that must achieve a community or regional vision. The transportation system regulates the flow of people throughout a community and/or region and is a profound determinant of where people live and work.

Today's transportation systems typically react to current trends in land use, rather than achieve a planning vision. In order to implement the Town and Country Concept in the form of future land use, a proactive transportation system is required. Such a system must create a set of conditions that perpetuates the Town and Country paradigm.

The Town and Country Concept attempts to counteract the present trend of strip development corridors along major arterial highways which consume green space, increase traffic congestion and lessen aesthetic quality. Consistent with the Town and Country Concept, a well-developed two-lane roadway network is vital to minimizing the consumption of land for development, decreasing traffic congestion and reducing visual blight. When combined with appropriate design guidelines and transit initiatives, walking and transit use is also encouraged as viable transportation alternatives. The proposed Town and Country Transportation System is described below:

Town and Country Transportation System - As shown in the Vision Plan (Appendix A), each strip center, office park and subdivision acts as its own entity in connecting only to the main roadway, usually four or more lanes. None or very few supplementary connections are provided between parcels. Consequently, local traffic is separated from regional traffic, thus, generating less significant traffic friction and disruption along the corridor. Where practical, local traffic can be separated from regional traffic, thereby eliminating cross-sections over two lanes and local traffic on these corridors.

Commercial Site Location and Access

The Town and Country Transportation System, together with enhanced design guidelines, can protect green space and prevent unsightly highway clutter, by breaking up the transportation system into a complete network of two-lane roadways, where practical, with the spacing of approximately one roadway per half-mile.

Typically, developers of retail seek locations that could accommodate from 20,000 to 25,000 vehicles per day. Under the contemporary model where all traffic is focused on a select few six-lane highways, every parcel along those highways becomes attractive for development, since each highway has a capacity between 35,000 to 40,000 cars per day.

In the Town and Country system, two-lane roads will have a capacity of 15,000 cars per day, so that only corner parcels will be exposed to almost 30,000 cars per day. Consequently, green space will be preserved along the corridors as commercial development clusters at the corners.

Multi-lane highways are often perceived to exhibit high-speed direct access, but it is the two-lane roadway network that truly presents the most ample and direct access. While a six lane road, for example, offers six lanes of access to a site and one access point to a lot, a two-lane network offers eight lanes of access and four points of access, as shown in Figure 21. The two-lane network also allows peak-period traffic to disperse into several different traffic patterns, instead of funneling it into a single pattern, explaining why there is often less traffic congestion on a well-developed two-lane network than on a six or eight-lane suburban superhighway.

Pursuant to the Town and Country Transportation system, the following is recommended:

- Adopt development regulations that cluster commercial development at corners, rather than spread out along the length of roadways.
- Adopt development regulations that control the appearance and configuration of corner development, requiring buildings to front the sidewalks with parking at the rear.
- Encourage walking rather than driving, between businesses, further removing unnecessary trips from roadways.

Factors With Potential to Influence Future Land Use Distribution

There are several factors that could be employed to redistribute Richland County land use in a more desirable pattern. Some of those are as follows:

- Employ the Town and Country Concept of small-scale urban villages with surrounding natural landscapes as the basis for future development in Richland County.
- Increase the dependence on local and regional transit to lessen the impact of the automobile in furthering urban sprawl.
- Increase the demand for pedestrian facilities, parks, open space and greenway networks (Riparian Corridors).
- Promote commercial development as village nodes to avoid the expansion of strip commercial development along major highway corridors and alleviate the impact of regional traffic on neighborhoods.
- Discourage massive road projects and associated suburban development, while employing

pedestrian-friendly solutions (walkways, bicycle paths, etc.)

- Preserve and protect cultural and natural resources by integrating them, where feasible, into public parks, greenways and other protected open spaces.
- Encourage the administration of architectural design guidelines, where appropriate.
- Require visual continuity and pedestrian amenities in all site development, generally requiring parking to the interior or rear and consistency with adjacent urban design.

II. IT ADOPTS BY REFERENCE AND CARRIES FORTH THE FUTURE LAND USE MAPS AND PRINCIPLES OF THE EXISTING RICHLAND COUNTY SUBAREA PLANS AS AN *INTERIM, TRANSITIONAL* PLAN, SUBJECT TO FUTURE EVALUATION FOR CONSISTENCY WITH THE LONG-RANGE VISION. THE SIX SUBAREA PLANS ARE AS FOLLOWS:

- Richland County Comprehensive Land Use Plan Update, Northwest Area, September 1993
- Richland County Comprehensive Land Use Plan Update, North Central Area, November 1992
- Richland County Comprehensive Land Use Plan Update, Northeast Area, 1995
- Richland County Comprehensive Land Use Plan Update, Lower Richland, January 1992
- Richland County Comprehensive Land Use Plan Update, I-77 Corridor, April 1994
- Richland County Comprehensive Land Use Plan Update, I-20 Interbeltway Corridor, November 1994

III. IT ADOPTS AND ENDORSES THE GOALS AND PRINCIPLE STATEMENTS DEVELOPED AT THE IMAGINE RICHLAND WORKSHOPS.

Goals and Principles

At the Imagine Richland community workshops, the planning vision team derived a set of generalized goals and principles from the County's citizenry as a guideline for the development of recommendations and policies in this section. These goals are general in nature and deal with common issues and interdependencies, such as spatial relationships and transportation. They provide a sense of shared vision for the community.

Within this section, **Goals** indicate a destination or final purpose the community seeks to attain. They are the most general level of attainment and are refined by the statement of principles. **Principles** are the more specific and measurable tasks to be accomplished as part of attaining goals. In general terms, they are a pathway for the attainment of a goal.

Community Values

The goals and principles for Richland County capture and focus the vision of its citizenry. During the Imagine Richland community workshops, the voices of the people were documented and analyzed along with other sources of existing County data. This data forms the basis for an outline of recurring values which are vital in shaping the County's future. These values are divided into seven broad categories, as reflected in identified goals:

- Future Growth.
- Cooperative Planning.
- Safety.
- Appearance.
- Transportation.
- Neighborhoods.
- Open Space and Preservation.

Future Growth

Condition

Richland County is anticipated to undergo substantial development and growth over the next 20 years, requiring substantial investments in services and community facilities. As the location for the state capital, it provides the economic center for the four-county Central Midlands Region.

Goal

Provide for growth that is efficient and cost-effective; improves our quality of life; sustains our economic viability; protects, preserves and promotes our environmentally sensitive lands, our special historic and cultural sites, and our green spaces.

Principles

- Define service area boundaries and levels of service (water, sewer, fire and police protection)
- Regional cooperation

- Needs and preferences of all (business, industry, residents)
- Adequate and timely infrastructure (coordination and cooperation with city, state and others)
- Consistency, fairness and reliability
- Public safety and welfare
- Efficiency and cost-effectiveness
- Improves quality of life
- Sustains economic viability
- Protects environmentally-sensitive lands
- Protects historic, cultural and green space sites
- Redirects growth
- Conserve and redevelop existing growth (infilling and use of brown fields)
- Zoning (flexible and performance-based)
- Planning (Continuous evaluation and review of Comprehensive Plan)
- Mixed-Use (Communities, villages)
- Affordability
- School Districts (Planned growth in compliance with Comprehensive Plan)

Cooperative Planning

Condition

Richland County has yet to take full advantage of cooperating with several natural catalysts for growth. The County includes the regional economic hub, the City of Columbia, and several smaller communities, including Blythewood, Irmo, Arcadia Lakes, Forest Acres and Eastover. In addition, the City of Columbia's metropolitan area includes a substantial incorporated portion of neighboring Lexington County.

Goal

Develop and maintain organizations and practices which include the participation of state and all local governments and citizens with a commitment to coordinated planning to achieve common goals.

Principles

- Organizations (Development of new or the culmination of existing)
- Practices (Ordinances, regulations, etc. are enforced and support is provided)
- Participation (Buy-in and accommodation)
- Common Goals (Growth strategy, cooperative planning, preservation, appearance, safety, neighborhoods, transportation and open space)
- Standardization (of regulations across jurisdictional lines)
- Centralization (One-stop service and centralized information)
- Affordability (Being realistic and responsible with our resources)
- Information Sharing (Formalize the sharing of information among jurisdictions)
- Timeliness (Plan proactively and be flexible to accommodate current needs)

Safety

Condition

Richland County has a large residential population and many amenities which support a good quality of life at the family and neighborhood level. With an increasing population, this quality of life needs to be protected and preserved.

Goal

Design specific strategies that will ensure the reality of a safe county, through neighborhood interaction and communication (formal and informal); more mobile, visible policing; school intervention programs, public education and information; better, more uniform code enforcement and zoning; efficient public services; physical design of developments, streetscape and neighborhoods; citizen self-sufficiency and personal responsibility.

Principles

- Communication (Neighborhood and business associations, other techniques)
- Education (School system, neighborhoods, individual citizens)
- Outreach (Community-oriented decentralized policing with local involvement and interaction; school resource officers, youth)
- Uniformity (Systematic enforcement within manageable districts)
- Inclusion (All citizens involved regardless of age, income, race, etc.)
- Accountability (Citizens, law enforcement and local governments take responsibility)
- Equitable Distribution (Resources provided to law enforcement, safety, fire and EMS)
- Careful Design (Streets, public areas, circulation patterns, new and existing developments, sidewalks, lighting)

Appearance

Condition

Despite its setting of natural scenic beauty, quality schools and relatively low crime rate, Richland County has yet to reach its full potential as a quality location to live, work, play and visit.

Goal

Create and maintain a more beautiful, clean and green environment to be viewed by residents, tourists and visitors to the community of Richland County as a great place.

Principles

- Think "Greenliness" (Beautification projects to educate the public, starting with children)
- Promote and Educate (Start with local citizens, making people aware of how attractive open spaces add to physical well-being)
- Communicate (Goals, plans and ideas to inspire the general community through the media)
- Taking responsibility (Individual stakeholders)
- Affordability (Work patiently with those not in compliance)
- Incentives (What will encourage the business community?)
- Ordinances (New and improved, with enforcement)
- Guidelines (Understandable, including management)
- Coordination (City, county, state, public and private)
- Diversity and Variety (Recognize differing opinions on aesthetics)

Transportation

Condition

Today, Richland County is mostly dependent on personal vehicular transportation for both regional and local commuting, resulting in high traffic volumes that conflict with its local traffic patterns and quality of life. Although a public transit system is in place and future thoroughfare improvements are planned, transportation remains one of the most important planning issues.

Goal

Provide and maintain a safe, efficient and environmentally sensitive multi-modal transportation system that provides access to regional resources for all citizens and users, minimizes disruption to existing roads and recognizes the distinctive qualities of urban and rural road design.

Principles

- Land Use (Compatible relationships between development and transportation systems)
- Safe (Good roadway design; driver education; mode separation including crosswalks, overpasses, streetscape improvements and bike lanes; well-lit, clean and safe transit system; and effective law enforcement)
- Efficient (Moving the mass users for the least cost, a key link between origins and destinations)
- Convenient (Schedules compatible with origins and destinations; feeder systems such as park-n-ride and other incentives important)
- Environment (Alternatives to gas power, nice appearance of roadways, multi-modal options, inter-connected system to reduce new construction and traffic)
- Multi-Modal (Light rail, commuter rail, mono-rail cars, high occupancy lanes (HOV), bikeways)

- and lanes, sidewalks, trails and greenways, all interconnected)
- Trip Reduction (Encourage work at home, telecommunications)
- Accessibility (Equitable and affordable access for all, including handicapped and children, elimination of the “public transit stigma” to encourage broader use of a mode of choice; provide incentives for bike and pedestrian-friendly development)
- Regional (Coordination of a regional, multi-jurisdictional system; and all regional resources accounted for in cultural, recreational, medical and personal services)

Neighborhoods

Condition

While there are neighborhood groups active in the County’s political processes, there are other neighborhoods that either do not actively participate or are not actively represented.

Goal

Respect and address the needs of its residents by providing safe, livable and affordable communities that ensure that the natural and cultural environments in which they live are enhanced.

Principles

- Community (What you belong to - a sense of being a part of a larger place)
- Neighborhood (What belongs to you - a sense of ownership)
- Connectedness (Sense of shared community)
- Identity (Recognize the special or unique qualities within our community)
- Pride (Safe, willingness to invest emotionally and economically by the local government and its citizens)
- Basic Needs (Everyone needs shelter, food, employment, education, recreation, health, safety, etc.)

Open Space and Preservation

Condition

Richland County is experiencing enormous growth, thereby threatening many of its natural resources while increasing demands on existing outdoor recreational areas.

Goal

Preserve, enrich and promote natural, cultural and rural areas, including watersheds, wetlands, waterways, habitats and forest lands.

Principles

- Access (Make available to all interested; solve problems such as handicapped access, elderly access, etc.)
- Physical Access (Do not take away from the natural features, e.g. boat ramps)
- Cooperation/Coordination (Implementation by local governments, stakeholders, private individuals, developers, school districts and boards.)
- Identify (Determine areas that need protection)
- Staffing/Education (Knowledge of grant writing among adequate numbers of staff)
- Affordability (Clean watersheds and water supplies are cheaper than pollution clean-ups given life-cycle costs)
- Citizen Input (Keep people involved in the process)
- Respect (Recognize impacts on surrounding neighbors and properties)
- Regulation (Environmental control, updated ordinances and historical preservation ordinances)
- City vs. County Needs (Recognize both rural and urban environments)

IV. IT ACCEPTS FOR CONSIDERATION THE FOLLOWING POLICIES AND RECOMMENDATIONS DERIVED FROM THE GOALS AND PRINCIPLES DEVELOPED AT THE IMAGINE RICHLAND WORKSHOPS.

Policies and Recommendations

Policies and recommendations articulate the manner in which goals and principles will be attained. The policy and recommendation statements of the Plan are intended to guide individual and collective decisions concerning the preservation and development of the County within the 20-year planning period. Proposals for the most effective policies to achieve goals and principles will form a critical element in implementing the Imagine Richland 2020 Comprehensive Plan. These policies and recommendations will form the basis for selecting priorities for future work programs to implement the Plan.

Policies and recommendations are listed in accordance with the same seven categories for which goals and principles were developed at the Imagine Richland Workshops and are as follows:

Future Growth

Urban Growth

- Review the Comprehensive Plan every five years for contemporary community acceptance.
- Adopt the principles of the existing Subarea Land Use Plans.
- Maintain Richland County's pro-development stance by remaining open to new trends in

urban growth patterns.

- Coordinate economic development efforts with urban growth issues and development schedules.
- Consider alternatives that reduce negative environmental impacts.
- Work with land developers to reach mutually agreeable terms for goals to develop new land.

Capital Improvements

- Define mechanisms that will facilitate concentrated high density development which is serviceable.
- Develop regulations that consider utility/infrastructure policies and capital financing policies and priorities.
- Place the burden for meeting adequate public facilities criteria on the developer.
- Develop multi-tiered ranking system based for evaluating proposed development for determining the adequacy of community facilities for the type of development proposed. Points will be assigned based on how well the proposed development achieves the vision, goals and principles of the Comprehensive Plan.
- Advocate multi-density developments, especially dense nodes at traffic artery intersections and light rail stations.
- Analyze current levels of County services to identify County's equipment, infrastructure and program needs.
- Compare the costs of fewer, large regional facilities to multiple, small facilities.
- Consider using alternative sewage treatment.
- Advocate the collocation of recreational uses with utility easements (e.g. locate a bike path over a utility easement).
- Coordinate public school and public library facilities.
- Consider collocating a new branch library with a public school.
- Create a focus group to evaluate future educational needs of Richland County.
- Coordinate County planning efforts with individual school district planning.

Economic Development

- Coordinate local economic development efforts with those of the region.

- Continue to promote the I-77 corridor as the County's major location for highly technological industries.

Cooperative Planning

- Coordinate County issues with other regional entities, including Lexington County all incorporated areas within the City of Columbia's Metropolitan Statistical Area.
- Coordinate with other regional entities to create uniform planning programs of administration and enforcement.
- Promote a light rail connection within the greater metropolitan area, especially along the Two Notch Road corridor.
- Coordinate economic development efforts with those of other regional entities, including the Greater Columbia Chamber of Commerce.
- Promote the participation of regional entities in major infrastructure projects (e.g. regional wastewater).

Safety

- Create excitement around community life, to provide incentives for residents to interact and communicate with their neighbors.
- Identify key crime issues in the community and work with resident groups to develop new ways of addressing them.
- Develop grassroots programs that encourage citizen involvement in community policing.
- Implement community or neighborhood plans that support safety issues as identified in the Comprehensive Plan.

Appearance

- Develop aesthetic ordinances to protect and preserve natural beauty.
- Encourage design assistance programs for the developer, through public/private partnerships and grant assistance.
- Develop definitive urban design guidelines for specific urban village themes.
- Create site and land design standards that based on multiple development scenarios.
- Protect Richland County's natural amenities as economic assets.

- Develop and implement strong aesthetic regulations that support community image principles including a coordinated streetscape plan, pedestrian/open space plan, landscape plan, signage/graphics plan and an outdoor advertising plan.
- Encourage the creation of “Traditional Neighborhood Development” by reducing incidental commuting and by encouraging mixed-used adjacencies.
- Encourage low-density professional office buildings and mixed-use “corner-stores” adjacent to residential neighborhoods.
- Develop a favorable ratio between single-family and multi-family housing units.
- Link commercial areas, schools and parks to neighborhood developments through the development of riparian corridors.
- Encourage higher densities for mass-transit or Transit Oriented Design corridors, near commercial nodes.
- Limit the number of apartments in close proximity to commercial nodes, to avoid the creation of neighborhoods that are entirely multi-family.
- Consider mixed-use developments within multi-family dwellings above commercial uses as a housing alternative.
- Encourage the development of housing units in appropriate locations and in a wide range of styles and models.
- Encourage financial institutions and developers to consider alternative housing types and patterns of development, during the initial planning review process.

Transportation

- Promote transportation planning efforts between the Metropolitan Planning Organization (MPO), the City of Columbia and the South Carolina Department of Transportation (SCDOT) for regional and local roadways and transportation networks.
- Develop a strategy to urge the expansion of existing bus service to outlying areas of the County (e.g. shuttles that tie in with regional public transportation lines).
- Promote the provision of bicycle trails and corridors in unincorporated areas of the County.
- Advocate the use and/or provision of alternative forms of transportation (e.g. existing bus service, light rail, pedestrian and bicycle).

Neighborhoods

Neighborhood Relationships

- At the County level, encourage a spirit of community interest which not losing sight of the importance of individual neighborhood planning.
- Develop a marketing strategy that promotes community strengths such as good schools, beautiful natural environment, low crime rate, proximity to the City of Columbia, reputation as an excellent place to live and work, and healthy and expanding business community.
- Encourage a program of festivals and neighborhood functions that bring people together across neighborhood boundaries.
- Physically connect neighborhoods through the provision of riparian corridors, bike trails and hiking trails.

Policies and Recommendations - Identity

- Create an image that differentiates neighborhoods in Richland County from other communities (e.g. historic locales, annual festivals, a recreational hub).
- Market Richland County as a destination for outdoor activities (e.g. "Work in Columbia and Play in Richland County")

Open Space and Preservation

- Coordinate efforts among the Richland County Recreation Commission, Planning Department and Public Works/Engineering Department to ensure the maximum usage of County funds to preserve natural areas.
- Coordinate with other regional entities in developing a regional Open Space Plan.
- Collocate civic services (schools, police, fire stations) with parks in Richland County for aesthetic, budgetary and security reasons.
- Coordinate recreation efforts with all recreation providers in the region.
- Encourage corporate and private sponsorships / partnerships for parks.
- Encourage private developments to provide additional recreational amenities and gathering places.

V. IT ADOPTS A FIVE-YEAR WORK PLAN LEADING UP TO THE 2005 REVIEW OF THE COMPREHENSIVE PLAN.

The five-year Work Plan which follows is based upon assigning priorities to policies and recommendations, which were developed to implement the goals and principles of the Imagine Richland Workshop. This Work Plan will provide a methodology to transition the County toward the Town and Country Planning Concept as envisioned in the Richland 2020 Vision.

Five-Year Work Plan

Richland County has undertaken the development of the Imagine Richland 2020 Comprehensive Plan not as an end in itself, but as a beginning of events leading toward effective implementation of the Plan. A five-year work plan evolving from priority recommendations of the Imagine Richland Workshops was developed as a guide for carrying out the Plan.

The County intends to use the following work plan as a guide in establishing activities for each of the coming five years, leading to an update of the Imagine Richland 2020 Comprehensive Plan. The suggested list of activities can be modified following annual assessments or *report cards* presented during the County's annual budgeting process. A schedule of priority items for consideration is set forth in Table 44 below:

Table 44
Five-Year Work Plan
Richland County

Year(s)	Fiscal Year	Priority Actions
1	1999 - 2000	<ul style="list-style-type: none"> ■ Adopt Imagine Richland 2020 Comprehensive Plan and bridge Zoning Ordinance/Land Development Regulations. ■ Revise 2 specific Subarea Plans from rapidly growing Northeast Planning Area and slow growth Lower Richland Planning Area for consistency with the Comprehensive Plan. ■ Bridge Plan Concept differences with Columbia, Lexington County and other municipalities by establishing cooperative planning, facilities, and development task force. ■ Prepare a comparative cost analysis to determine cost increases and decreases of contemporary development vs. Town and Country development for both private development costs and public service infrastructure costs. ■ Seek SCDOT and Central Midlands Council of Governments support of Town & Country Planning Concept road design projects. ■ Adopt an interim ordinance for dealing with land use decisions during the transition period between adoption of the Plan and a new set of land use ordinances that will implement the vision. ■ Hold facilitated meetings and workshops with cities and towns, home builders, farm owners, agencies, realtors and other interests to collaborate on development of implementation tools. ■ Reevaluate the Plan Vision within six months of its adoption to determine whether changes should be considered. ■ Prepare Annual Report Card, timed with annual budget plan preparation.

Table 44
Five-Year Work Plan
Richland County
(continued)

Year(s)	Fiscal Year	Priority Actions
2	2000 - 2001	<ul style="list-style-type: none"> ■ Revise Subarea Plans, in line with overlying principles and recommendations in the Comprehensive Plan. ■ Define primary service areas or land classifications. ■ Develop concept for provision of community facilities. ■ Develop multi-level adequate facilities evaluation methodology. ■ Seek location for application of first Town & Country Node; solicit property owners, developers, service providers to coordinate plans for development. ■ Adopt revised zoning ordinances, land development regulations, design standards and best management practices. ■ Prepare to receive first Town & Country Node plan and permit approvals, utilities and transportation system commitments. ■ Prepare Annual Report Card, timed with annual budget plan preparation.
3	2001 - 2002	<ul style="list-style-type: none"> ■ Apply primary service areas or land classifications system to Northeast and Lower Richland Planning Areas. ■ Prepare Annual Report Card, timed with annual budget plan preparation.
4	2002 - 2003	<ul style="list-style-type: none"> ■ Rewrite public utilities infrastructure support policies. ■ Incorporate adequate facilities provisions in development regulations and capital improvements plan. ■ Prepare Annual Report Card, timed with annual budget plan preparation.

Table 44
Five-Year Work Plan
Richland County
(continued)

Year(s)	Fiscal Year	Priority Actions
5	2003 - 2004	<ul style="list-style-type: none"> ■ Apply multi-tiered adequate facilities ranking system to preliminary development approvals. ■ Update Imagine Richland 2020 Comprehensive Plan and prioritize actions for years 6 through 10.

VI. IT ADOPTS AN INTERIM IMPLEMENTATION ORDINANCE.

Interim Implementation Ordinance

An interim ordinance clarifying the legal effect of the Imagine Richland 2020 Comprehensive Plan and Vision will be implemented during the transitional period after May 3, 1999. It will consist of the following:

- ❑ The Comprehensive Plan and Vision will not trigger any zoning changes.
- ❑ Development reviews, involving the subdivision of land and site plans for uses allowed under existing zoning will apply principles of the Vision with respect to infrastructure construction, but only to the extent practical and economically feasible. Waivers of requirements will be granted whenever such waivers are consistent with the Plan Vision. The Vision will not be applied in a way that increases development costs for any project that is allowed by the existing zoning. The Vision will have no impact on the ability of property-owners to subdivide and convey property to family members as provided in Article 13 of the Land Development Regulations, entitled "Private Driveway Subdivisions."
- ❑ Any developer or landowner may propose a development that is intended to be consistent with the principles of the Plan Vision. If the proposal is found to be substantially consistent with the Vision principles, it will be fully exempt from all existing zoning and land development requirements found to be inconsistent with the Vision. It will also receive a streamlined review process that will enable it to bypass some of the procedures that might otherwise apply to a rezoning and site plan review application, consistent with the requirements of State law. This will allow "pilot" projects of all kinds to proceed while applying the principles of the Plan Vision, but will not require anyone to propose such projects.
- ❑ All other applications for rezoning will be required to show some consideration of the principles of the Plan Vision. Where the principles prove to be inapplicable or impractical, applicants will be asked to demonstrate why they cannot follow these principles. Waivers

of existing zoning and land development requirements will be granted wherever such waivers would be consistent with the Vision principles. County Council will seek, through a negotiated development process, to encourage the use of as many of the Vision principles as practically possible, primarily through incentives rather than requirements.