



2023 COMPREHENSIVE PLAN

PREPARED BY THE SPRINGDALE
PLANNING COMMISSION

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The Comprehensive Plan was prepared with assistance of the Central Midlands
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Recommended by Planning Commission 4/18/2023

Adopted by Springdale Town Council 5/2/2023

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CHAPTER 1: INTRODUCTION

1.1 PROLOGUE

On April 6, 1971, the Springdale Town Council passed an ordinance creating the Springdale Planning Commission and assigning it various duties pursuant to Section 6-7-310 et seq. of the S. C. Code of Laws. Primary among its important roles is in the preparation and revision of a comprehensive plan for the orderly growth of the Town. Such a plan shall contain principles and policies for guiding the development of land in the Town to ensure that the physical improvement of land is compatible among uses; that the transportation network is designed to facilitate the safe flow of traffic; and that utilities are provided to promote orderly use and reuse of land. The Planning Commission is also responsible for developing land use and environmental protection ordinances.

The Planning Commission prepared the first development plan in 1971 and recommended the first zoning ordinance to Council the following year. In 1994, the state General Assembly passed the 1994 Planning Enabling Legislation setting new standards for land-use law in the state of South Carolina. That same year, the Town of Springdale Planning Commission drafted a revised comprehensive plan which subsequently was adopted by Town Council.

Section 6-29-510 of the S. C. Code of Laws requires that the comprehensive plan be reviewed at least once every five years and updated at least every ten years. The 2023 review is an opportunity for the Town to evaluate the goals established in the previous plan. In addition to the policy review, the purpose of the current planning effort is to establish a baseline of existing conditions of the Town using the elements contained in the State Planning Enabling legislation. The plan also contains a ten-year land development plan map that provides an opportunity to evaluate goals for the Town.

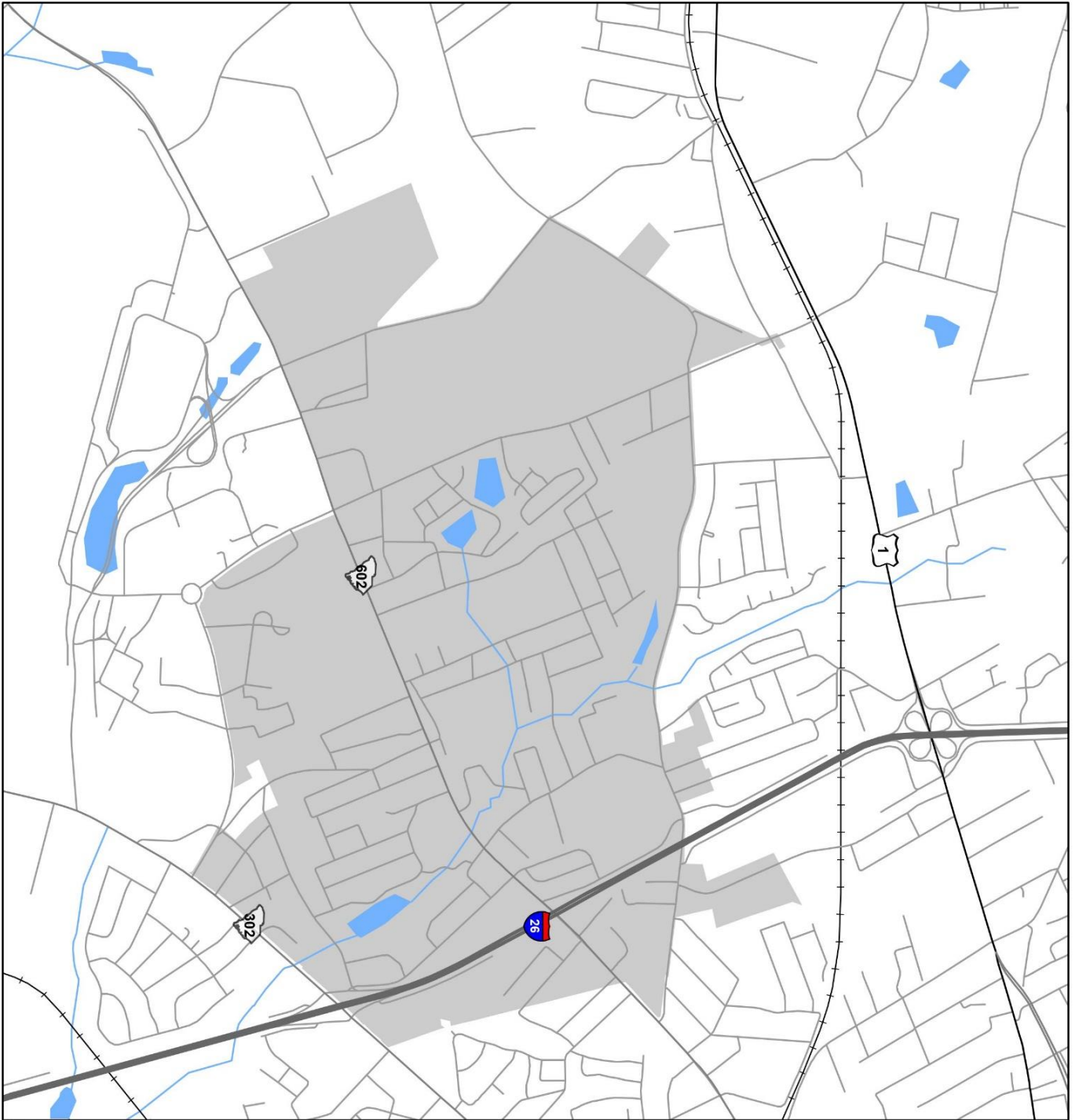
It is not the purpose of the future land use plan map to lock the Town into an unyielding pattern of uses or road improvements but to suggest a guide that the Planning Commission and Town Council can use to promote orderly land development for Springdale. For example, the future land use plan map for the Town may indicate that a site can be developed for business and other commercial uses. If the owner or a potential purchaser desire to build a small apartment complex on the site, then possible "downzoning" to multi-family use could be considered in light of the plan policies for land development in Springdale. The same would apply for a proposed use or reuse of a site for single-family residential on a site marked for general commercial. Each case must be evaluated on its own merits and not whether, at first glance, it is in conflict or in accord with the long-range land development map mandated by state law.

Part of the responsibility of the Town of Springdale Planning Commission is to continuously evaluate the programs and activities enumerated in the comprehensive plan to determine the impact of implementing existing planning documents, such as the 2015 Master Plan, which details the Town's vision for the Platt Springs Road corridor, as well as the Hazard Mitigation Plan for the

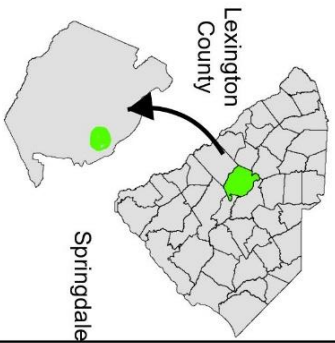
Central Midlands Region of South Carolina 2021 Update. The Planning Commission also reviews the Town's progress toward implementing the plan policies and long-range future land use map, which constitute the most important parts of the comprehensive plan. Through its periodic meetings and joint meetings with the Town Council, as well as close coordination with the staff of Central Midlands Council of Governments and the staff of Lexington County regarding the plan, policies, and ordinances of Lexington County, this responsibility can be met.

This 2023 Comprehensive Plan consists of ten elements, as required by the South Carolina Local Government Comprehensive Planning Enabling Act of 1994. Notably, in 2020, an element regarding resiliency was added in response to amended legislation. Each of the below elements is addressed in detail as a separate chapter in this document.

1. Population
2. Housing
3. Economic Development
4. Natural Resources
5. Cultural Resources
6. Community Facilities
7. Land Use
8. Transportation
9. Priority Investment
10. Resilience



Springdale, SC Base Map Exhibit Number 2.1



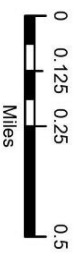
Legend

- Springdale
- Interstates
- US Highways
- SC Highways
- Local Roads
- Railroad
- Water

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CHAPTER 2: EXISTING CONDITIONS

2.1 HISTORIC

Springdale is located in the eastern portion of Lexington County, near the heart of the Columbia Urbanized Area. It is almost entirely located in census tract 206.02, with only a small portion lying east of I-26 in census tract 206.01. From I-26, the Town is accessed by interchanges at S.C. 302 and U. S. 1. The Town borders both the Cities of West Columbia and Cayce, and its boundaries include Wilton Road, Old Barnwell Road, Airport Boulevard, and I-26. Exhibit 2.1 outlines the current municipal boundaries of the Town.

Springdale, previously known as Long Branch, was incorporated in 1955 to provide municipal services to a settlement that emerged geographically separated from Cayce and West Columbia. Another reason for incorporation was to avoid eventual annexation into either of those cities. After the passage of Home Rule legislation in 1975, Springdale filed on September 14, 1976, with the Secretary of State to retain its Council form of government with six Town Council members and a mayor, all elected at large. The re-chartering, according to the terms of the Home Rule Act, became effective in Springdale on July 1, 1977.

The Town boundary, as constituted when the Town was initially incorporated in 1955, consisted of 1.67 square miles, but numerous annexations since that time have enlarged the Town to about 2.78 square miles in 2022.

2.2 NATURAL RESOURCES

Soils

Several soil types, such as Johnston alluvial soils found in stream beds, Waheed sandy loam, and Pelion loamy sand, have restricted development potential due to severe limitations for septic tanks and sewage lagoons as well as being a poor foundation for buildings and roadways. The location of soils with severe limitations for development can be accurately identified using the Soil Survey of Lexington County, published in 1976 by the Soil Conservation Service of the U. S. Department of Agriculture.

In many cases, soils with severe limitations may still be developed using practical engineering and planning practices, such as having sewerage installed in a problem area. Platting of larger lots or increasing the extent of open spaces between residences or businesses also may mitigate problems. A careful on-site investigation is critical with individual tracts, large or small, and all factors should be considered whenever marginal acreage is clear-cut and graded.

Slope

Sound development practices try to limit development on sensitive slope areas “To minimize erosion to protect habitat and reduce stress on natural water systems by preserving steep slopes in a natural, vegetated state” (LEED-ND criteria; SLL Credit 6: Steep Slope Protection). Slopes of greater than 15% are considered significant for protection from development. There are several areas in the Town with slopes between 7 and 15%, mostly around the creeks in the Town. There are very few areas in the Town with a slope greater than 15%. Exhibit 2.2 illustrates the areas of slope 15% or greater.

Flood Hazard Areas

Certain areas inside the corporate limits of Springdale are subject to periodic flooding from heavy rains and ensuing surface runoff. Most of these flood hazard areas are along the drainage channels of Six Mile Creek and its tributaries. Areas subject to flooding are not restricted, however, to streams and creeks because natural drainage basins and areas where natural vegetation and topography have been altered by human activity are also susceptible.

On July 5, 2018, the Federal Insurance Administration issued the Flood Insurance Rate Map for the Town of Springdale as it was constituted at that time. This map, Number 45063C0278J, shows all areas in the floodways and floodplains of Six Mile Creek and its tributaries. These maps should be consulted by any developer seeking a building permit from the Town because Springdale is in the regular phase of the flood insurance program, which restricts development in the floodway and requires all new development in designated floodplains to be one foot above the one-hundred-year flood level. Copies of these flood maps are located at the Springdale Town Hall. Exhibit 2.2 illustrates the 100-year flood plain in the Town.

Endangered Plant and Animal Species

The U. S. Forest Service classifies the entire Springdale area as a longleaf-shortleaf pine ecosystem. It generally occurs on the rolling Coastal Plain, where 50-80 percent of the area is gently sloping. This ecosystem is the largest in the entire region, and soils are characteristically acidic with subsurface clay horizons. It is characterized by forests in which 50 percent or more of the stand is loblolly pine, shortleaf pine, or other southern yellow pines. Common hardwood associates include white oak, southern red oak, post oak, sweet gum, the pignut hickory, black tupelo, winged elm, flowering dogwood, red maple, and American beech. Within this ecosystem, the most notable endangered species are the American bald eagle, the migrating Arctic peregrine falcon, and Kirtland's warbler. Among threatened amphibians is the pine barrens tree frog.

Endangered plant species are Gallberry, Chapman's sedge, Fraser's sedge, quillwort, pond spice, southern rein orchid, and leatherwood. These species are found in many areas of the ecosystem, and any use of federal funds on grading or building projects should take into account their possible presence. Development, grading, and filling of these lands further threaten these species by destroying their habitats.

There are no mineral resources of a commercial nature within the Town limits, so mining will not be a threat to endangered species. It is far more likely that grading and filling will be a major threat.

Natural Hazards Planning

The Town of Springdale participated in the update to **An All-Natural Hazard Risk Assessment and the Hazard Mitigation Plan for the Central Midlands Region of South Carolina 2021 Update.**

The Hazard Mitigation Plan for the Central Midlands Region of South Carolina 2021 Update identified the following natural hazards by priority that affect the Town:

1. Flooding
2. Hurricanes and Tropical Cyclones
3. Tornadoes

4. Thunderstorms with accompanying lightning, wind, hail, and fog
5. Winter Weather & Ice Storms
6. Temperature Extremes

As part of the planning process, the following implementation strategies were developed to mitigate the impact of the hazards listed above.

1. Increase the Town's internal capacity to initiate and sustain emergency response operations during and after a natural disaster and thereby mitigate the effects of hazardous events.
2. Protect the most vulnerable populations, buildings, and critical facilities in the Town through the implementation of cost-effective, environmentally sound, and technically feasible mitigation projects.
3. Protect the public health, safety, and welfare of the Town by increasing the public awareness and understanding of existing hazards and by fostering both individual and public responsibility in the mitigation of risks through the techniques available to minimize the vulnerability to those hazards.
4. Maintain the economic vitality of the Town in the face of natural disasters.
5. Inventory and map all structures in flood plains and assess properties that are or may be repetitive loss properties.

Lexington County has two grants in the Community Development Block Grant program dedicated to disaster recovery and mitigation, which the Town could utilize to further these goals.

Sustainable Energy

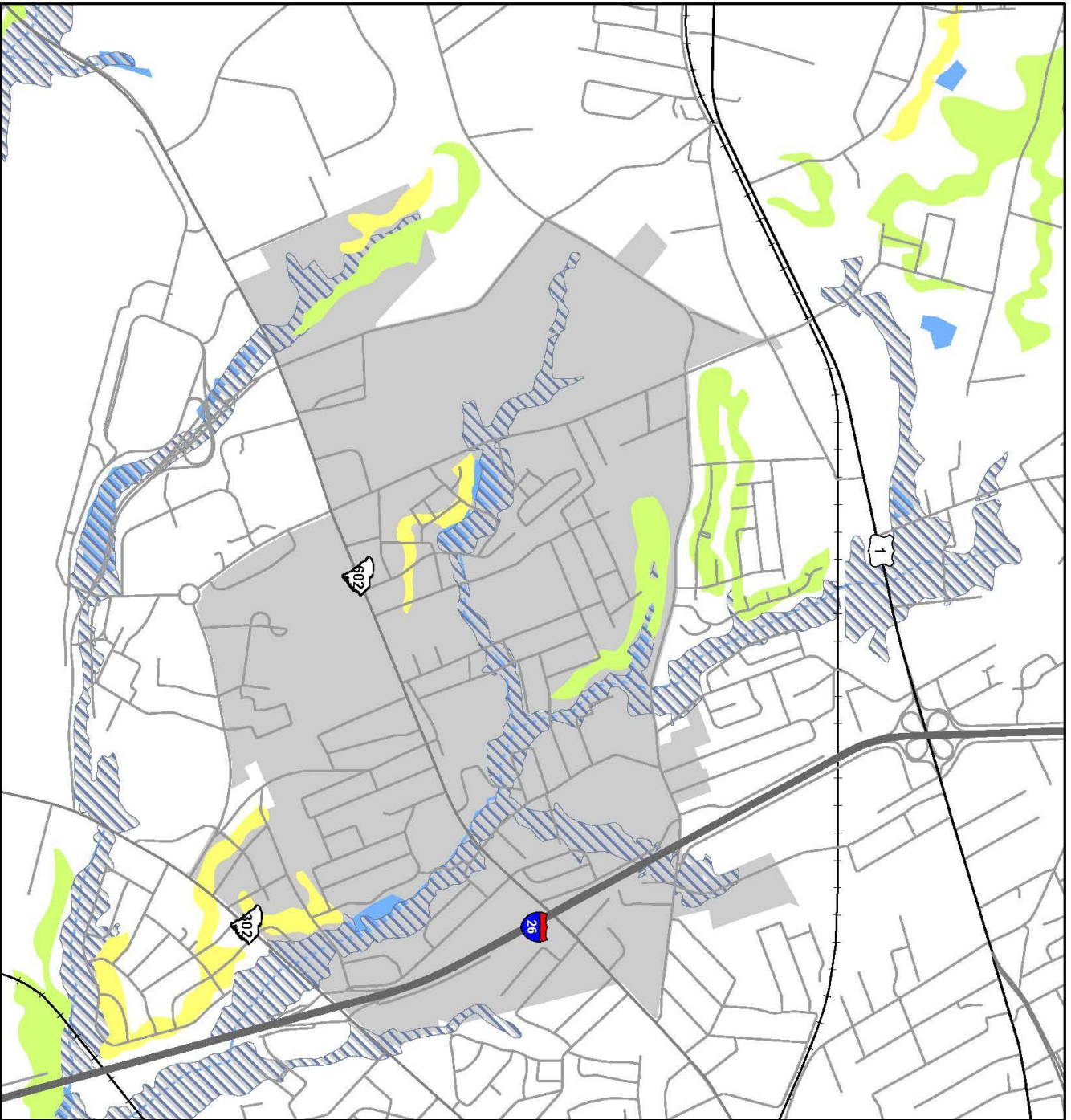
From the fall of 2010 to the spring of 2012, Central Midlands COG participated in the development of the Sustainable Energy Plan for the Central Midlands Region. While the plan was developed to address the specific needs of Lexington County, Richland County, and the City of Columbia, many of the recommendations in the plan were designed to be applicable to most of the jurisdictions in the region.

The plan addressed sustainable energy issues in four general topics:

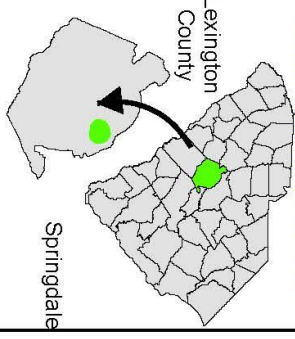
- **Energy Efficiency:** When looking for ways to conserve energy, the first place the local governments should look is in areas where they have the greatest control, specifically their facilities and policies. South Carolina lacks a statewide energy efficiency resource standard, but even in the absence of a statewide standard, there are many actions available to the Central Midlands local governments to improve the energy efficiency of the built environment.
- **Broader Initiatives:** Regional policies such as actions on land use, transportation, procurement, waste management, and drinking/wastewater while still under local government control; require a level of regional cooperation to see significant energy efficiency. The plan focuses on reducing the region's energy footprint through areas over which local government possesses considerable control and expertise but looks at the cooperative nature of these activities.
- **Renewable Energy:** Renewable energy can improve local air quality and energy security by offsetting the use of conventional energy sources and diversifying the energy portfolio. In addition, alternative energy development positively impacts the region's economic

development by generating green-collar jobs and keeping spending on energy within the region. The Central Midlands is blessed with a reasonably good endowment of renewable resources, yet renewable energy projects are relatively rare.

- **Economic Development:** If local governments are successful in their efforts to reduce the energy footprints of Richland and Lexington Counties, then some green-collar jobs will surely be created, but other economic activity might get curtailed. Likewise, the alternative to implementing a sustainable energy plan may also cause some jobs to be created and others to be lost. On balance, pursuing energy sustainability produces greater net benefits for a local economy than the alternative.



Springdale, SC
Natural Resources
 Exhibit Number 2.2



Legend

- Springdale
- Slope
 - 6 TO 15
 - 8 TO 15
 - 10 TO 15
 - 10 TO 25
 - 10 TO 30
 - 15 TO 25
- Flood Plain
- Interstates
- US Highways
- SC Highways
- Local Roads
- Railroad
- Water

Central Midlands Council of Governments declines responsibility for damage or liability associated with the use of this information. All reasonable efforts have been made to ensure accuracy.



Date Map Created: 30 September 2022
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2.3 CULTURAL FACILITIES

The Central Midlands Historic Preservation Survey, 1974, by CMRPC lists no sites or buildings of special significance. Neither does the Lexington County, S. C. Municipal Historic Resources Survey, Vol. III, completed in 1982 by staff of CMRPC. This lack of notable historic structures is not surprising given the relatively recent development of the Town. The Hook residence at the intersection of Wilton Road and Rainbow Drive dates from prior to 1900 and was erected as a one-story clapboard structure now finished with brick veneer. It is typical of the dwellings of the yeoman farmers who settled the area in the 18th century and owned the land prior to its subdivision after WWII.

Archaeological sites of note in the Town of Springdale are few, with the Congaree Indians and earlier inhabitants leaving few traces of their presence. There are three small Indian sites in the Town limits with several of these being near the intersection Woodhurst Lane and S. C. 302, although no site has major significance.

2.4 SOCIOECONOMIC DATA

The following pages contain socio-economic data for the Town of Springdale. The data and brief commentary are intended to provide a “snap-shot” of the Town, giving some historical context. Projections for some of the data are provided to give some basis for decision-making. Data in this section is taken from the 2020 Census and from Central Midlands Council of Governments.

Population

In general, the Town of Springdale has a well-educated, affluent and older population. The Town has seen its population decrease in recent years from 3,312 in 1990 to 2,877 in 2000. Between 2000 and 2010, the Town’s population decreased by an additional 241 persons to 2,636. As predicted, this trend reversed and population has been increasing since 2010. From 2010 to 2020, the Town’s population has grown by 4.1%, increasing from 2,636 to 2,744. Age groups under the age of 55 are expected to continue to gain population because of hundreds of homes occupied by young families at Cottages at Roof’s Pond. In 1990 the median age was 35, by 2010, the median age was 46, and in 2020 the median age was 45.

The Town of Springdale has seen a decrease in its school-age population together with that of younger families with children. The majority of the Town’s population (77.4%) is white; however, the ethnic composition of the Town is becoming more diverse. More than 60% of the Town’s housing stock was constructed between 1960 and 1980, and 17% between 2000 and 2020, indicating population growth. There are still tracts of land for development in the Town. The development of this land will be the key for future population growth.

With 25% of the population having achieved at least a college degree, the relative high education attainment is reflected in the median household income of \$62,500 and average household income of \$78,566. Only 10.4% of the Town is considered at poverty level according to the U.S. Census Bureau.

The tables below provide data from the three most recent Censuses for assorted population characteristics in the Town.

Exhibit 2.3 Population	2000	2010	2020	2030 Projected
Total Population	2,951	2,636	2,744	3,701
Male	1,421	1,256	1,369	1,812
Female	1,530	1,380	1,375	1,889
0-19	715	570	570	803
20-24	191	145	118	148
25-34	314	278	270	390
35-54	850	668	815	1,073
55-64	386	348	425	584
65+	495	627	546	703
U.S. Census Bureau 2010, 2020				

Exhibit 2.4 Race	2000	2010	2020	2030 Projected
White	2,569	2,220	2,126	2,604
Black	216	281	374	545
Asian		44	45	50
Other		49	59	234
Two or more races		42	140	268
U.S. Census Bureau 2010, 2020				

Exhibit 2.5 Income	
Median Household Income	\$62,500
Average Household Income	\$77,976
Per Capita Income	\$33,467
American Community Survey, 2020; SC Revenue and Fiscal Affairs Office, 2020.	

Exhibit 2.6 Poverty Status	
Families	746
Families with children under 18	286
Families with children under 5	13
American Community Survey, 2020	

Economic

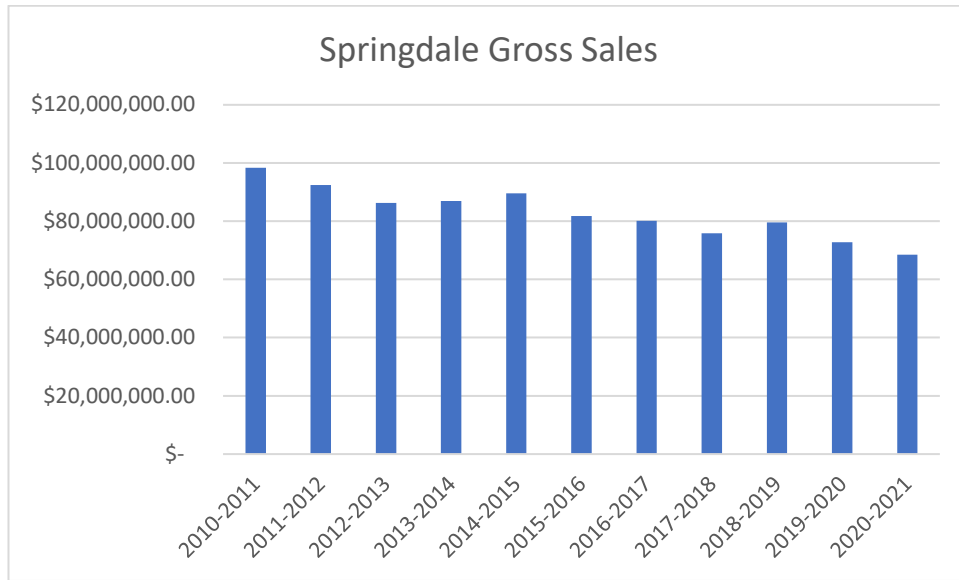
The Town's unemployment rate in the year 2020 was 3%, which is a decrease from 6.6% in 2010. Exhibit 2.7 below shows the year 2020 labor force population and the industries in which Springdale residents are employed. Since the Town's information shows 135 businesses within the Town, it can be inferred that a majority of residents of the Town work outside of the Town.

Exhibit 2.7 Labor Force by Industry	
2020 Labor Force	1,387
Educational services, health care, and social assistance	24.1%
Manufacturing	12.8%
Arts, entertainment, recreation, accommodation, and food services.	12.6%
Retail Trade	10.0%
Professional, scientific, management, administrative, and waste management services	7.1%
Public Administration	6.4%
Finance, insurance, real estate, rental, and leasing	6.4%
Construction	5.8%
Transportation, warehousing, and utilities	4.8%
Information	4.0%
Wholesale Trade	2.7%
Other services, except public administration	2.5%
American Community Survey, 2020	

Residents of Springdale who shop in West Columbia and Cayce for many of their consumer and capital needs contribute greatly to the overall sales figures of these communities. Retail businesses on S.C. 302 in Springdale draw customers from I-26 and far beyond the Town limits into western Lexington County. Businesses on Platt Springs Road and elsewhere in Town draw most on census tract 68425. Businesses located on S.C. 302 to take advantage of interstate access.

The South Carolina Department of Revenue's Research Division reports that gross sales were \$68,512,357 in the Springdale Town Limits in year 2020-2021. However, for the "Tri-City" area, the Research Division reports total the gross sales was \$4,786,285,261 in 2020-2021, of which Springdale residents certainly contributed a significant amount. Exhibit 2.8 below shows the breakdown of gross sales for the Town of Springdale between 2010 and 2021.

Exhibit 2.8 Gross Sales for Springdale



SC Department of Revenue

From 2010 to 2020 there were 5 building permits issued for new construction businesses. The limited commercial development means that the Town is still lacking in some key services. For example, there are only a few restaurants within the Town and only a couple of them would be considered "casual dining", and there are no grocery stores or drug stores in the Town. Springdale will continue to find its economic role as a part of the greater industrial and retail center composed of itself, Cayce, and West Columbia. Springdale can increase its economic prosperity by maximizing its interstate access, promoting its proximity to the Columbia Metropolitan Airport and the Midlands Technical College campus, aggressively marketing prime commercial sites, and by cooperating with its larger sister cities that provide the utilities for the Town's commercial and residential development.

2.5 HOUSING

Exhibit 2.9 shows some basic information about the tenure and vacancy of the housing units in the Town. Of particular note is that 28.9% of the housing units in the Town are mortgage free. This would be an indicator of long-term residents of the Town; people who have lived in their house past the terms of their mortgage. One issue the Town needs to consider is whether these units transition to rental property after the current occupants are no longer living in them.

Other noteworthy points from Exhibit 2.9 include the relatively low vacancy rate of 6.8%, which would indicate a stable community, and the relatively high renter occupied rate of 20%, indicating a strong supply of affordable housing units.

Exhibit 2.9 Housing Units by Tenure; Vacancy Status by Type		
	Units	Percent
Occupied	1,201	93.0%
Owner Occupied	890	71.5%
Owned with a mortgage/loan	543	46.1%
Owned free and clear	347	28.9%
Renter occupied	241	20%
Vacant	87	6.8%
American Community Survey, 2020		

Exhibit 2.10 shows the age of the housing units in the Town. More than half of the homes in the Town were built between 1940 and 1980. While there are about 175 acres of vacant land in the Town (see section 2.7.1) new housing starts have accelerated. From 2010 to 2020, there were a total of 92 new single family residential permits.

Exhibit 2.10 Year Structure Built	
1940-1959	22.8%
1960-1979	54.1%
1980-1999	6.1%
2000-2009	9.1%
2010-2020	7.9%
American Community Survey, 2020	

2.5.1 AFFORDABLE HOUSING

For the purpose of this document, “affordable housing” is defined as:

Residential housing that, so long as the same is occupied by lower or very low-income households, requires payment of monthly housing costs of no more than thirty percent of one-twelfth adjusted annual income.

Costs of housing and higher mortgage rates are prohibiting homeownership and even renting in Springdale by those who make lower and moderate incomes.

It should be noted that this does not include taxes or insurance. Exhibit 2.11 shows the owner-occupied values for the owner-occupied housing units with a mortgage (note: this data is based on the American Community Survey estimate which is why the number of units differs from the number of units reported in Exhibit 2.9.)

Exhibit 2.11 Income Thresholds	Income	30% housing cost/month	Annual Housing Cost
Median Household Income	\$62,500	\$1,562.49	\$18,749.88
Moderate (80%)	\$50,000	\$1,249.99	\$14,999.88
Low (50%)	\$31,250	\$781.24	\$9,374.88
Very low (30%)	\$18,750	\$468.75	\$5,625.00
American Community Survey, 2020.			

2.6 COMMUNITY FACILITIES

The community facilities element is a prerequisite for the Town to adopt Land Development Regulations. Below is a description of the various community facilities in the Town. Exhibit 2.14 illustrates the location of these facilities.

2.6.1 WATER, SEWER, AND SOLID WASTE

Water

The Town of Springdale is presently well served by water lines from the City of West Columbia. There are 1,171 water taps in Springdale on the water system which is operated by the City of West Columbia.

West Columbia charges higher out of city rates to Springdale residents. A contract between the Town of Springdale and the City of West Columbia grants the latter the water franchise rights within the Springdale Town limits. With the purchase of small service area along a portion of Rainbow Drive and all of Rainbow Circle by West Columbia in the 1980s, all of Springdale is now served by West Columbia.

Sewer

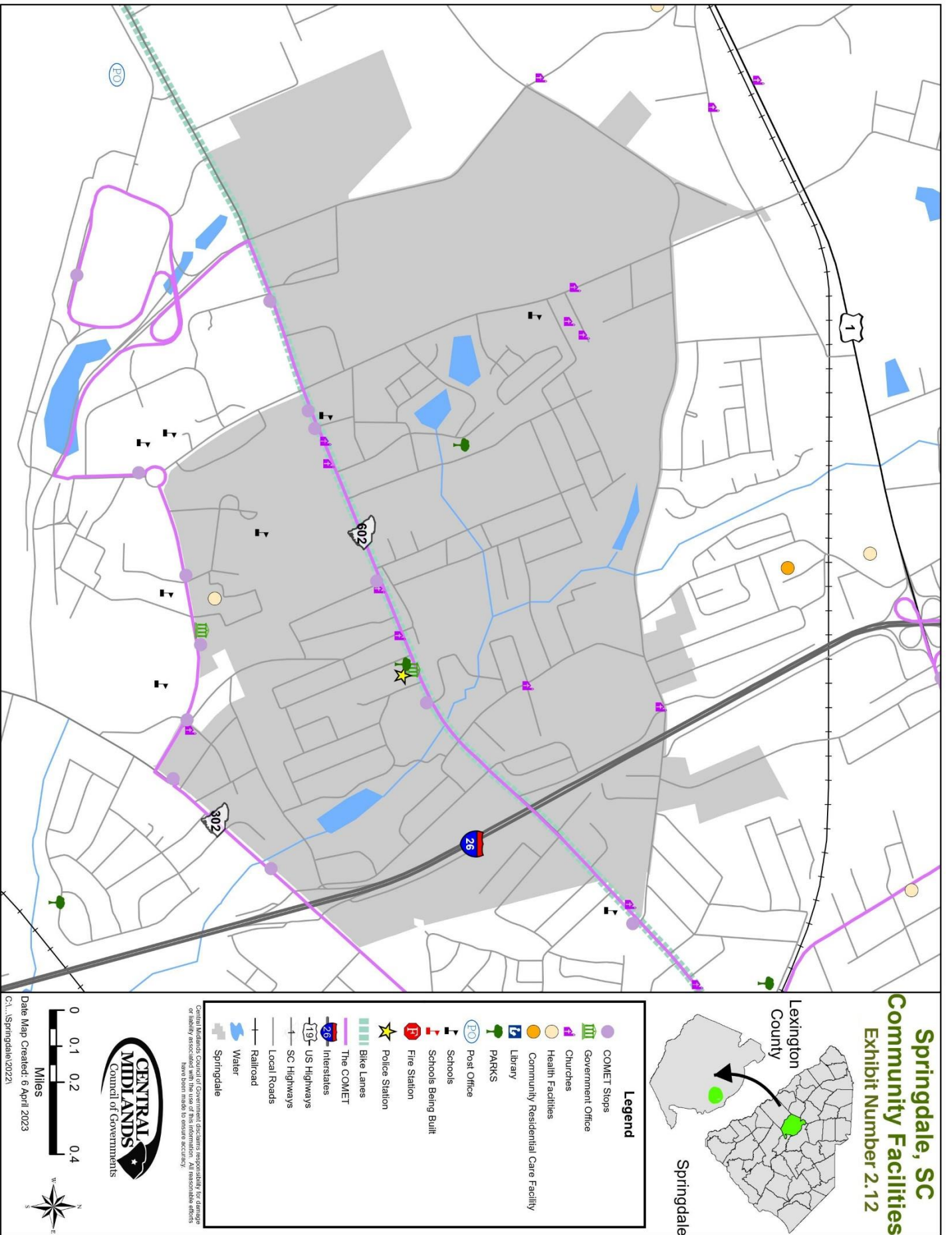
Sewerage is the principal deficiency faced by Springdale as it debates its future growth and the management of that growth. Currently 378 taps have been purchased in the Town, but only 260 have connected to the sewer with treatment provided by the City of Cayce. The Town is committed to expanding sewer services to Springdale residents, and will consistently seek grants and funding opportunities.

The Congaree Creek Water Quality Improvement Grant provides funding to home and business owners to replace or repair failing septic systems in the Congaree Creek Watershed, which includes Springdale.

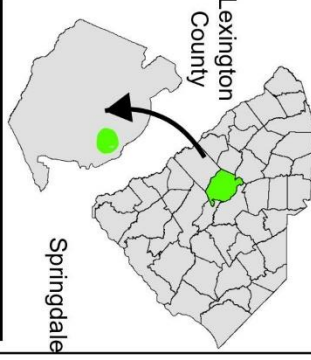
The Town of Lexington is building a 30-inch force sewer main that will go through Springdale. The new 30-inch force main will generally parallel an existing 24-inch force main within the Town of Springdale Town limits.

Solid Waste

The Town of Springdale collects residential solid waste, recycling and yard trash. There is no municipal collection of commercial garbage. Businesses must contract for that service.



Springdale, SC
Community Facilities
 Exhibit Number 2.12



Legend

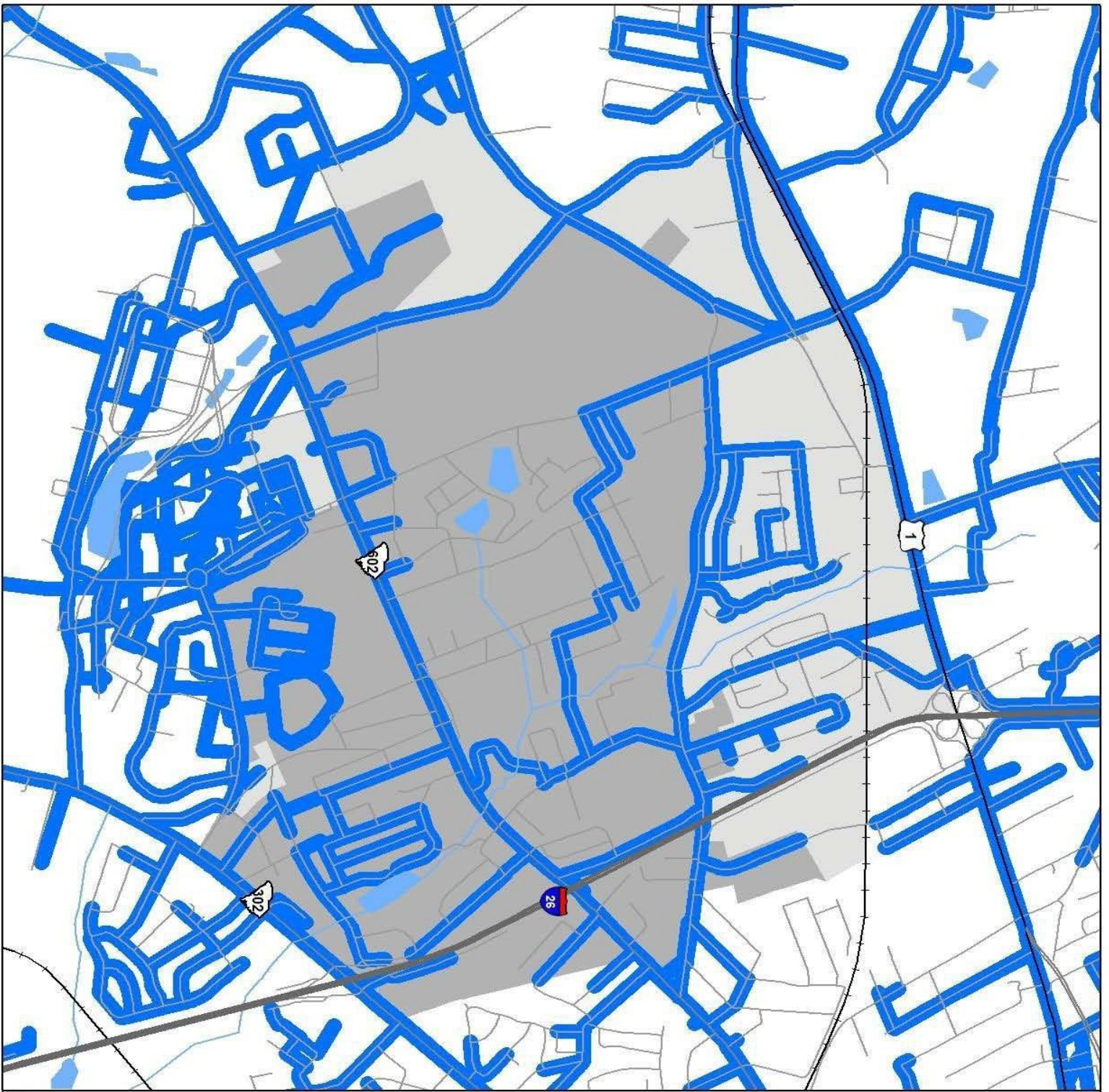
- COMET Stops
- Government Office
- Churches
- Health Facilities
- Community Residential Care Facility
- Library
- PARKS
- Post Office
- Schools
- Schools Being Built
- Fire Station
- Police Station
- Bike Lanes
- The COMET
- Interstates
- US Highways
- SC Highways
- Local Roads
- Railroad
- Water
- Springdale



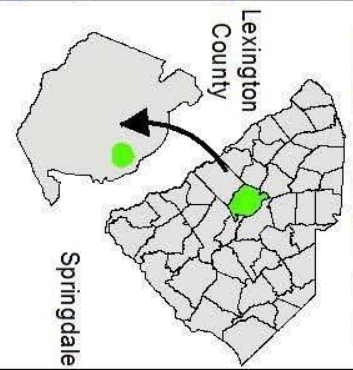
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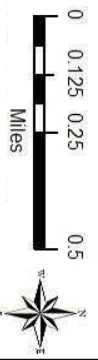
**Springdale, SC
Water Lines
Exhibit Number 2.13**



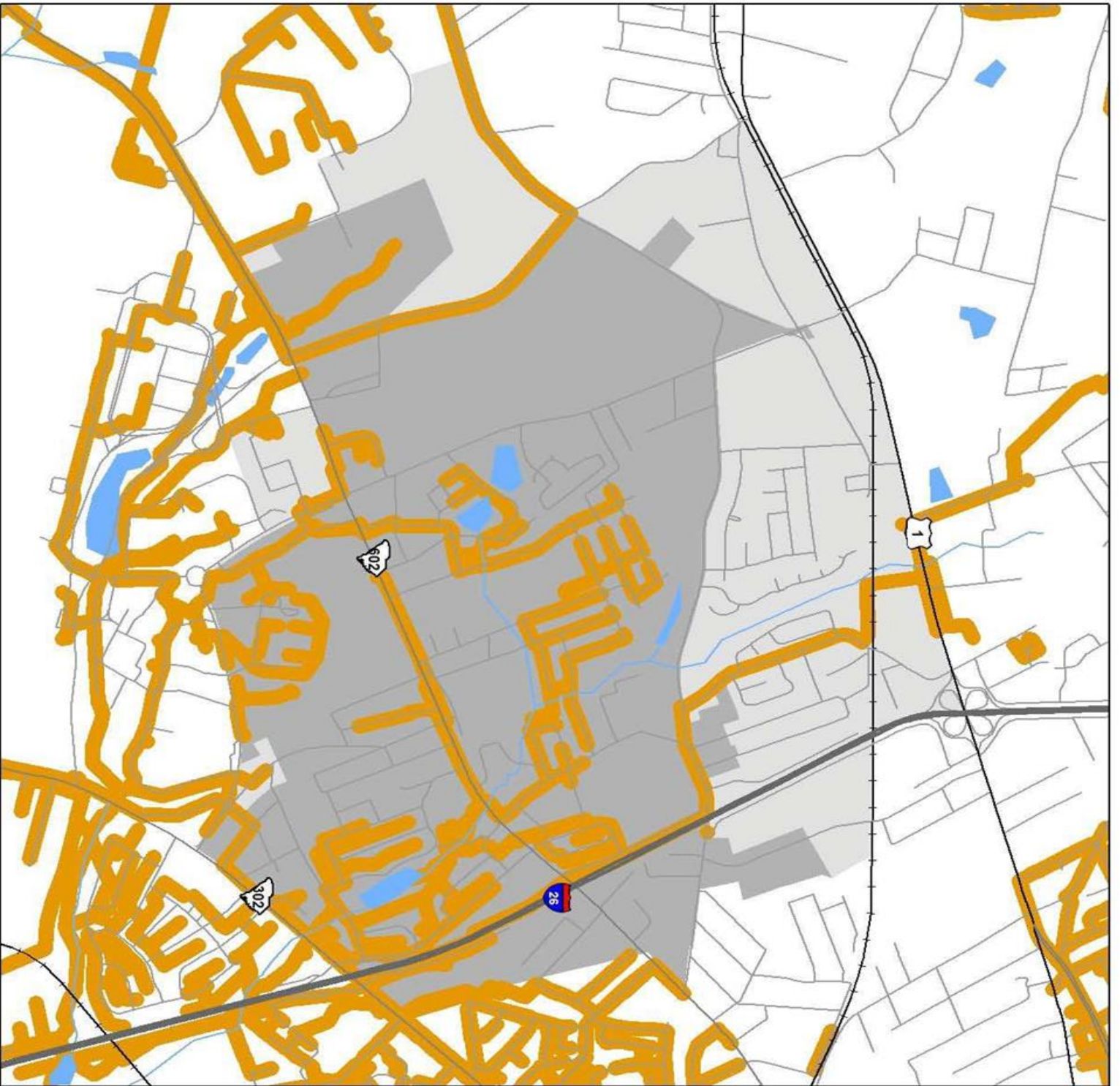
Legend

- Springdale Study Area
- Springdale
- 2008 Water Lines
- Interstates
- US Highways
- SC Highways
- Local Roads
- Railroad
- Water

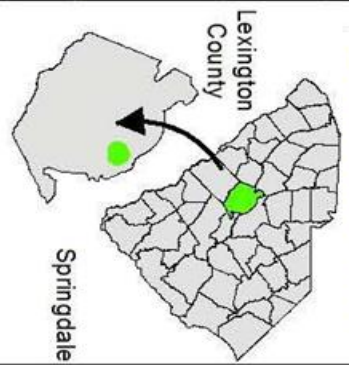
Central Inland Piedmont Council of Government disclaimer: responsibility for damage or liability associated with the use of this information. All reasonable efforts have been made to ensure accuracy.



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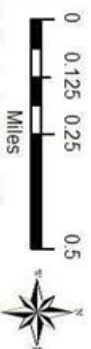
Springdale, SC Sewer Lines Exhibit Number 2.14



Legend

- Springdale Study Area
- Springdale
- 2008 Sewer Lines
- Interstates
- US Highways
- SC Highways
- Local Roads
- Railroad
- Water

CENTRAL MIDLANDS Council of Governments acknowledges the design or drawing, and/or the use of this information, as a reference only. It does not constitute a contract. All references herein have been made to the best of our knowledge.



Date Map Created: 14 May 2013
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2.6.2 EDUCATIONAL, RECREATIONAL, AND CULTURAL RESOURCES

The educational, recreational, and cultural needs of the residents of Springdale are met by a variety of facilities in or near the Town limits. Public Schools in the Town are part of the Lexington County District 2 system. Some areas directly outside of Town are part of Lexington School District One.

Springdale Elementary school is located on Wattling Road. This school has met the K-5 needs of school children for several decades and will do so through the planning period. Fulmer Middle School on Boston Avenue provides for the educational needs of children in grades 6 through 8 and Airport High School also on Boston Avenue meets the needs of high school students living west of I-26. The Will Lou Gray Opportunity School provides educational opportunities for disadvantaged youth from across the state in grades 9-12.

In 2021, Lexington School District Two broke ground on a \$52 million development which includes district offices and a performing arts center located at 3211 Platt Springs Road. The Performing Arts Center, L2PAC for short, will include seating for approximately 1,550 people and four event spaces. The primary mission for the center is its use by district students, schools, and employees. As space is available, there will be additional opportunities for use in professional development and planning, statewide conferences, conventions, student competitions, and community and cultural events. Construction is estimated to be completed in early 2024.

The 20,000 square foot public library on U. S. 1 in West Columbia meets the needs of the public in the Cayce, West Columbia, and Springdale area.

Recreational facilities in the Springdale area consist of Springdale Park on Sigtler and Pond Drive, and Felton C. Benton Park at Town Hall. The Springdale Park offers two tennis courts and playground equipment. There is also adjacent land available for potential expansion. The park facility adjacent Town Hall has been greatly improved since 1980 with investment of public funds from the Town, Lexington County, the state, and the federal government. It offers facilities for picnicking, playground equipment, and a splash pad. The Lexington County Recreation Commission operates the 44,000 square foot Tri-City Leisure Center on Dreher Road in West Columbia less than a mile from Springdale. It features a gymnasium, senior center, wellness center, ceramics studio, and indoor walking track.

The Town of Springdale, the Cindy Roof Wilkerson Foundation, and Springdale Elementary School have partnered together to create a joint-use facility that serves all of the citizens of the Town of Springdale. This facility has exercise equipment and a disc golf course. Cindy's Place provides an area that serves the needs of the school and the Town of Springdale.

2.6.3 PUBLIC SAFETY

Fire

Lexington County provides Fire and EMS first responder services from three stations; the Pine Grove Fire Station, the Oak Grove Fire Station, and the South Congaree Fire Station. County wide, there are 22 other fire stations, some of which include EMS services.

Police

The Springdale Police Department has 12 full-time officers, two part-time, and two civilians. The

police department is located in the Town Hall complex.

2.6.4 TOWN HALL STAFF

The municipal complex is located at 2915 Platt Springs Road and is comprised of three buildings. Town Hall is approximately 3,000 square feet and houses the administrative staff, Council chambers and the municipal court room. The Police Department is located behind Town Hall and is approximately 2,500 square feet. The Public Works building, located behind the police department, is approximately 624 square feet. The Town has 26 people on staff (five administrative personnel, sixteen police personnel, and five public works personnel). The Town also has an attorney and a municipal judge. In 2022 the Town of Springdale broke ground on a new Municipal Complex located adjacent to the current Town Hall Complex. The new Municipal Complex will house the Administrative Staff, Police Department Staff, and Public Works Staff. It is scheduled to be completed in mid-2023.

2.7 LAND USE

It is beyond doubt that existing land use, zoning, and infrastructure influence development. Like uses generally attract like uses. Zoning regulates the use of land and implements the comprehensive plan. Infrastructure is essential to development; access is simply no longer enough. Established commercial areas generally attract new commercial uses; residential subdivisions are targets for new residential construction; and many industrial uses seek out the same facilities and areas for development.

It is essential to have a reasonable understanding of existing land use, land use patterns, development ordinances and infrastructure in order to adequately assess future growth and development. Knowledge of existing land use conditions also helps determine the degree of departure from established patterns of growth and intensity. Toward these ends, a land use and infrastructure survey, inventory and assessment are included as part of this study. An analysis of current zoning regulations is also included.

2.7.1 EXISTING LAND USE

The use of land inside the Town limits can be divided into several major categories: low density residential (1-4 units per acre), medium density residential development (5-7 units per acre), high density residential (8 or more units per acre), public and institutional, commercial, industrial, vacant and undeveloped. Mobile home parks are shown as a separate category from the other residential districts due to the nature of the development. This section is a brief discussion of the current use of the land in each of the categories. Existing land use in Springdale is shown on Exhibit 2.16.

Residential Land Use

Lower density residential development in the Town presently consists of stick-built single-family homes and a few manufactured houses on individual lots. The Town has evolved as a series of subdivisions such as Shadblow, Beverly Oaks, Hampton Crest, the "Dales," and by the development of individual lots for detached dwellings and duplexes. Construction of Cottages at Roof's Pond, a 63-acre, 189 lot single-family housing development, began in 2022.

The only major multi-family development in the Town is Forest Brook Apartments containing 180 units and built in 1974.

Commercial Land Use

The Town has two distinct business areas; one located along Platt Springs Road and one along S. C. 302. The proposed commercial activity centers will be marked on the future land use map and the intent of the plan will be to promote commercial uses in these areas. Mixed-use areas along Platt Springs Road are intended to accommodate compatible residential and commercial uses along the corridor as the area transitions from residential to commercial. The Planning Commission strongly recommends that the rezoning of islands of undeveloped and/or residentially zoned land to higher intensity uses not be permitted without great consideration and public notice as this could interject commercial uses into areas best reserved for lower density residential.

In Springdale today commercial land use comprises about 35 acres or about 2.3 percent of 1,511 acres of the incorporated Town. Commercial uses are not divided between general commercial and neighborhood commercial. Development of zoning classifications should emphasize the buffering and setbacks between residential and commercial uses.

Public and Institutional Use

The Town of Springdale possesses significant acreage of institutional or non-taxable land uses principally because of substantial annexations of public uses in previous years. See table 2.16.

Industrial Land Use

At present, industrial use only comprise 2% of the incorporated area in the Town, limited to small operations on Old Barnwell Road and Silstar Drive.

Summary Remarks

Springdale is committed to protecting its residential neighborhoods. The Town also encourages industrial development and concentrations of commercial development in appropriate locations which do not harm its neighborhoods. The Town is committed to protecting residential zoning areas from incompatible land uses.

Exhibit 2.15 Existing Land Use

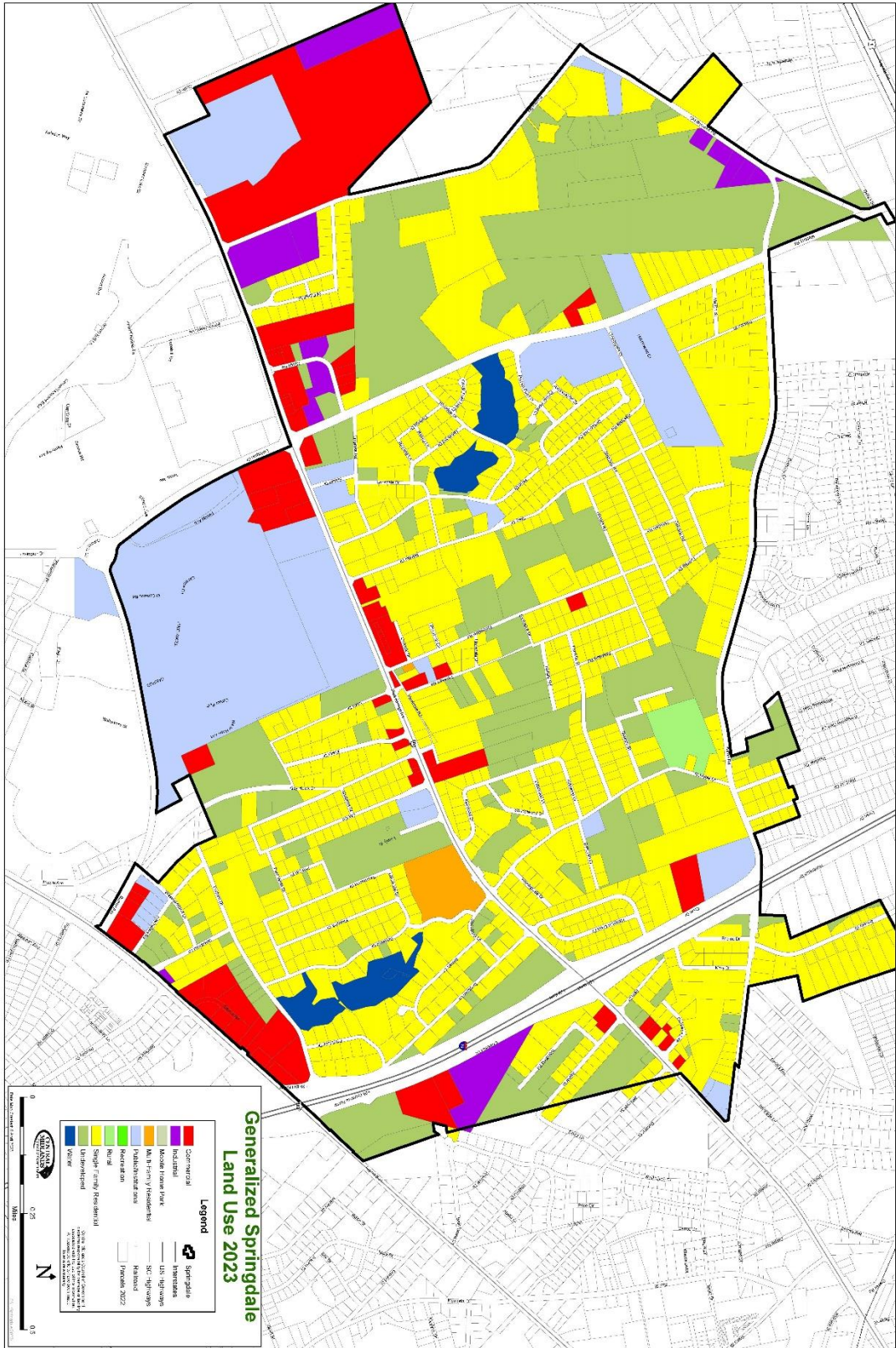
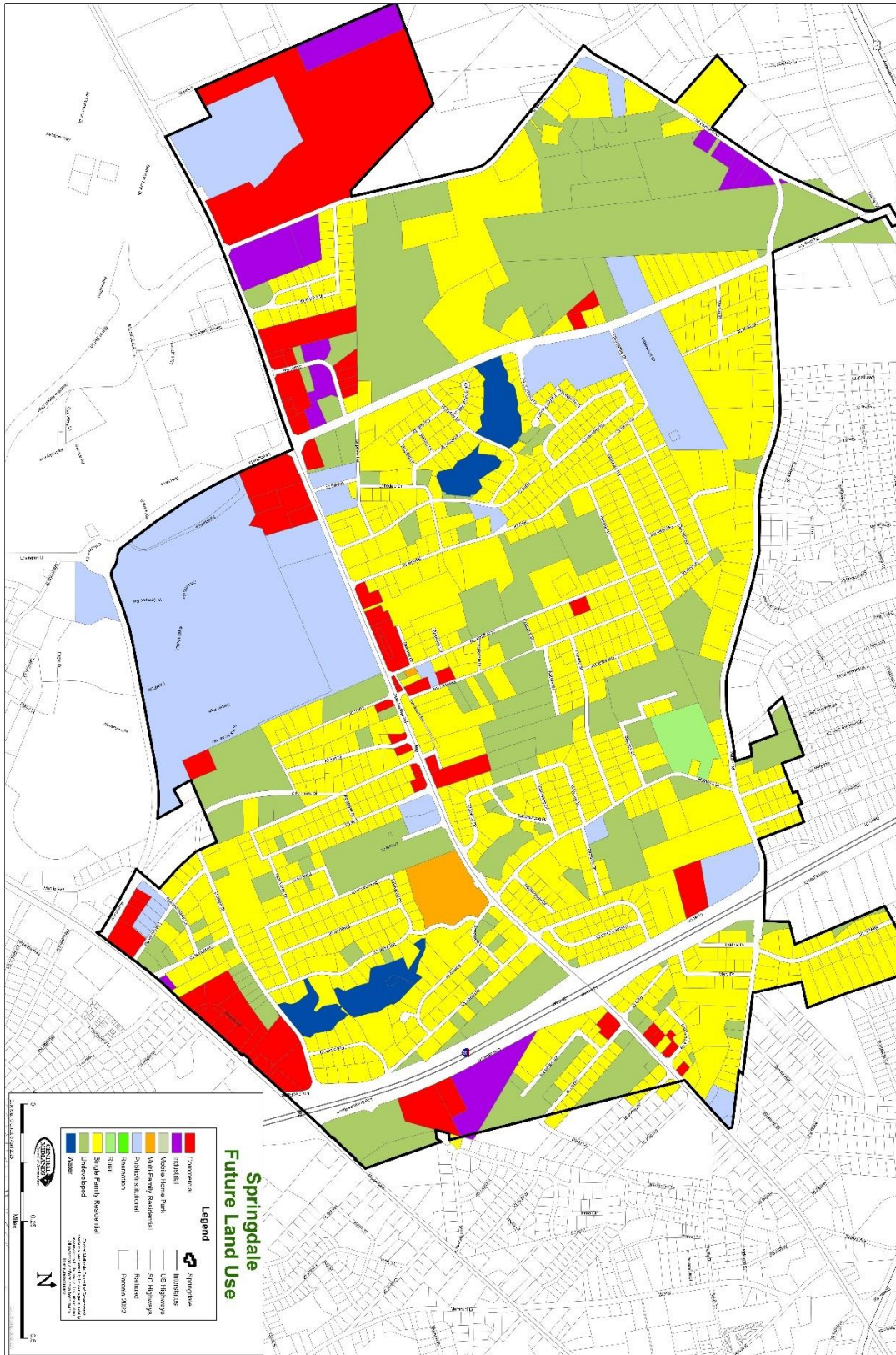


Exhibit 2.16 Future Land Use



2.7.2 ZONING

The effect of zoning regulations on future development may be more influential than the presence of existing land use. Zoning controls where, what type, and to what intensity development may occur within any given area of the Town. Springdale Town Council adopted a zoning ordinance in the early 1970's that was essentially similar to the ordinances of Cayce and West Columbia but very different from the performance zoning ordinance of Lexington County.

Springdale's ordinance contains four residential zones, two commercial zones, one industrial zone, as well as a planned development district, a public/institutional zoning district, and a design overlay district. The four residential zones permit residential use with the R-1 District being amended in 2005 to require that the minimum lot size for single-family detached uses is 21,780 sq. ft. The R-2 zone permits duplexes and the R-3 zone is the multi-family district that permits mobile home parks. The R-4 zone at its maximum lot size of 8,500 sq. ft. is intended to promote affordable housing opportunities in the Town.

The C-1 general commercial zone permits a wide range of retail and service activities and excludes residential uses while the C-2 neighborhood commercial, mixed-use district accommodates mixed-use buildings with neighborhood-serving retail, service, and other uses along with residential uses.

The industrial zone is defined as permitting manufacturing and distributional types of uses excludes most retail type uses. The public/institutional zone was created in 1986 because of the need to handle uses of a public nature outside the provisions of commercial and residential zones.

With ten zoning districts, the Town has chosen to enforce a zoning ordinance that protects the residential areas of the Town but has made strides to accommodate a wider variety of commercial densities and mixed-use development to serve both local and regional needs.

2.8 TRANSPORTATION

Air: Air transportation is available through a number of major airlines at the Columbia Metropolitan Airport. The Columbia Airport Expressway (formerly the John N. Hardee Expressway) improves access to the airport for residents.

Within the past few years, the Columbia Metropolitan Airport has taken steps to improve its facility to accommodate additional commercial and industrial activities related to the customs port of entry.

Highways: Springdale is fortunate to have two arterials and one interstate providing access to the Town. Platt Springs Road and Highway 302 are major arteries in Lexington County, providing access to the eastern portion of Lexington County and to downtown Columbia. Both also provide access to the Columbia Metropolitan Airport. Highway 302 has an interchange with I-26 which gives the Town access to I-20 and I-77.

As a member of the Columbia Area Transportation Study MPO, State and Federal highway improvements are identified in the MPO's Long Range Transportation Plan. There are several road improvements in the 2045 Long Range Transportation Plan impacting the Springdale area:

- Widen Emanuel Church Road from Old Barnwell Road to W. Dunbar Road.

- Intersection improvements at Old Barnwell and Ermine Roads.
- Interchange improvements at:
 - I-26 at Augusta Highway (US 1)
 - I-26 at Airport Boulevard (SC 302)

Another fortunate aspect about the road network in the Town is that the local roads form a grid. While the grid has a limited number of nodes, it does help to disperse traffic by giving vehicles and pedestrians alternate routes to a destination.

Bike/Pedestrian: There are very few sidewalks in the Town. Platt Springs Road has sidewalks as a result of the recent road improvements, and only one of the neighborhoods has sidewalks. There is limited, and in some cases no, pedestrian access to schools in the Town. A recent safety walk at Springdale Elementary School conducted by the Safe Routes to School Resource Center did identify some recommendations that the school is working to implement. The recently added sidewalk on Kitty Hawk drive is planned for extension to Platt Springs Road to improve pedestrian safety.

The only designated bike lane in the Town is along Platt Springs Road.

Electric Vehicles: Electric vehicles are growing in popularity, with registrations rising 60% nationally in the first quarter of 2022. The federal government has expressed support for electric vehicles, with the current Administration setting a goal for half of all new vehicle sales in the U.S. to be zero-emission by 2030. Public campaigns and exposure can help increase awareness of the benefits of electric vehicles. Benefits of owning an electric vehicle include lower operating and maintenance costs, increasing range of vehicle options, and the ability to provide a backup power source. The benefits of electric vehicles in communities include economic development opportunities, health benefits from improved air quality, and lower greenhouse gas emissions. While Springdale is more rural than nearby Columbia, the community can still reap the benefits from the use of electric vehicles as a large number of commuters travel the main corridors of Town. Springdale should consider the implementation of electric vehicle charging stations in future development, and seek infrastructure funding and financing made available through bi-partisan legislation, public and private grants, and incentives.

Public Transit: Springdale is served by the Central Midlands RTA (COMET), a public, fixed route system. Fixed routes often change to address evolving demands. Dial A Ride Transit (DART) is a public transit system which provides rides on a demand basis.

2.9 PRIORITY INVESTMENT

The South Carolina Local Government Comprehensive Planning Enabling Act of 1994 was amended in 2007 to include the South Carolina Priority Investment Act (PIA). The intent of the PIA is to improve the planning and multi-jurisdictional coordination of public infrastructure decisions and to encourage the development of affordable housing and traditional neighborhood design. To accomplish these goals, the priority investment element requires local governments to assess the availability of public funds for infrastructure improvements and to prioritize these improvements for expenditure over the next ten years. The act also gives local governments the flexibility of designating specific “priority investment” areas within their jurisdiction; these designations will promote and direct growth in areas where existing or planned infrastructure can

support higher intensities of development.

Issues and Opportunities

The Town should continue to build and strengthen relationships with neighboring jurisdictions and organizational partners, and collaborate with them on capital improvement projects as a means for leveraging resources and achieving common goals and priorities. To strengthen coordination efforts the Town should develop an adjacent jurisdiction and relevant agency/organization contact database and formalize procedures for notification and outreach regarding comprehensive plan, zoning ordinance, and land development regulation changes and updates.

Current Local Government Funding Sources

Over the past several years, the Town's General Fund Budget averages approximately \$2,500,000.

Grants

There are several sources of grant funding to meet the needs of the Town such as the Community Development Block Grant from U.S. Housing and Urban Development administered through Lexington County, the Federal Highway Administration Guidesshare, Transportation Enhancement Funds, and C-Funds.

In 2022 Springdale was awarded C-Funds from Lexington County to install a sidewalk along Kitty Hawk Drive to reduce hazards to pedestrians.

Local Accommodation Tax

A local accommodation tax is levied on the rental of rooms, lodging, or sleeping accommodations. Local governments in South Carolina are authorized levying an accommodation tax of up to 7% of the gross proceeds derived by business owners renting rooms, lodging, or sleep accommodations. An accommodation tax also imposes a sales tax of up to 5% on additional guest services offered at facilities not otherwise taxed under South Carolina law (see S.C. Code of Laws, Section 12-36-920.)

The Town collects less than \$50,000 a year in accommodations tax.

Real Estate Transfer Fees

A real estate transfer fee is a charge on the transfer, sale, or conveyance of real property. It is applied against the purchase price of the property, and can be restricted to certain types of capital expenditures. The South Carolina Legislature has strictly forbidden the implementation of a real estate transfer fee without expressed authorization from the State Legislature (see S.C. Code of Laws, Section 6-1-70).

Local Hospitality Tax

A local hospitality tax is levied on consumers purchasing prepared foods and beverages from vendors located within the jurisdiction enacting the tax. Counties in South Carolina are authorized levying in hospitality tax of up to 2% if approved by a majority of the governing body. This tax limit is reduced to 1% if it is not also approved by municipal governing bodies within the County (see S.C. Code of Laws, Section 6-1-700). As of 2019, Springdale's local hospitality tax is 2%.

Potential Funding Sources

Additional revenue sources are available to the Town for funding large-scale planning initiatives or capital improvements. Some of these sources require action by the Town Council in accordance with the Code of Laws of South Carolina as amended. A summary of potential funding sources available for recommended projects in the comprehensive plan follows. Individual limitations or conditions for each option have not been reviewed for this document.

Local Improvements Districts (LIDs)

Counties and municipalities in South Carolina are authorized to create a local improvement district for capital projects. Provisions for assessing and levying property taxes in different areas and at different rates are set forth in the Code of Laws of South Carolina, Section 4-9-30(5)(a). A local improvement district links together the costs and benefits resulting from new or upgraded capital facilities. Generally, property owners in the new tax district must agree to the new assessments. Capital projects in the special benefit tax district can be bond-financed and paid over time by the benefiting property owners to expedite implementation.

State Infrastructure Bank

The South Carolina State Infrastructure Bank (SIB) selects and assists in financing major qualified projects by providing loans and other financial assistance for constructing and improving highway and transportation facilities. Funds are awarded on a competitive basis.

State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a prioritized list of transportation projects prepared by the South Carolina Department of Transportation to be implemented statewide in appropriate stages over several years. The Town of Springdale provides comment on the STIP through participation in the Columbia Area Transportation Study (COATS), the local Metropolitan Planning Organization (MPO), and through participation in the Central Midlands Council of Governments (CMCOG).

Developer In-Kind Contributions

In some instances, the owner(s) of property seeking entitlements for their land may elect during the development review process to donate right-of-way or construct certain “oversized” capital projects simply for the public good as well as to serve their development. The type and/or magnitude of these contributions vary greatly from location to location and owner to owner.

Impact Fees

Impact Fees are intended to enable new growth to pay for services. It generates a need for such as schools, recreation, and public safety. These fees are established based on the capital and operating impacts of new development and are paid by the developer or ownership interest.

Revenue Bonds

Revenue bonds are used when the Town issues a bond and pledges the revenues received from services provided as payments for the debt service. This revenue is used to pay both principal and interest on the bond. While revenue bonds incur slightly higher interest costs than general obligation bonds, they do not use up the Town’s bond capacity.

General Obligation Bonds

General obligation bonds (GO Bonds) are backed by the “full faith and credit” of the Town, and are

usually considered a safe investment for bondholders. The principal and interest on general obligation bonds are normally paid through a property tax levy.

Lease-Purchase Agreements

Lease-purchase agreements allow a local government to acquire capital assets by making a series of lease payments that are considered installments towards the purchase of the asset. Under a lease-purchase agreement, the local government acquires full ownership of the property covered by the lease by making all of the lease payments over the full term of the lease.

Local-Option Sales Tax

There are three types of local option sales taxes. Counties are allowed the use of only two of these taxes at one time.

Local Sales Tax [section 4-10-10] was created to reduce property tax. This countywide tax is shared by the county and its municipalities. This one (1) cent tax generates funds which lower the millage rate. This tax does not apply to transportation funding.

Capital Project Sales Tax [section 40-10-300] pays for capital projects including roads and bridges. This one (1) cent tax has a sunset provision of seven years or when bonds are repaid, whichever comes sooner. Projects must be listed on the ballot. It must be voted on in a general election. Capital projects for transit can be funded with this tax. Lexington County has passed school building sales tax. Several towns and cities have also expressed an interest in this funding source to use for capital improvements in their communities.

Local Sales Tax for Transportation Facilities [section 4-37-10] generates funds to be spent on transportation projects, including transit. This tax can be any portion up to one (1) cent. Projects must be listed on the ballot in a general election. The sunset provision on this tax is any length up to 25 years or when bonds are repaid.

Capital Improvement Projects

The Town does not adopt a Capital Improvement Plan as part of its budget process.

Platt Springs Road: Platt Springs Road is a multi-use corridor running through the Town with single family, multi-family, commercial, and institutional uses. However, what characterizes the corridor the most is the large amount of undeveloped and underdeveloped land. The recent road improvements to Platt Springs Road coupled with the available land make the corridor a key area for redevelopment and a priority for infrastructure investment. Those needs include, but are not limited to:

- Expand sewer availability
- Pedestrian cross across Platt Springs Road
- Traffic-calming features on Platt Springs Road to help lower the speed limit.
- Streetscaping
- Street furniture

Airport Boulevard: Airport Boulevard is principally a commercial corridor that the Town shares with the City of Cayce and the City of West Columbia. The Midlands Business Coalition is working on the Regional Gateways Beautification Project along Airport Boulevard. The purpose of the

project is to beautify key regional gateways with unified landscaping signage in highly trafficked areas within a ten-mile radius of the South Carolina Statehouse. The project will consist of both construction and ongoing maintenance of the selected project sites.

Intergovernmental Coordination

The Town has already demonstrated intergovernmental coordination through its work with the City of Cayce and the City of West Columbia in a streetscape project along Airport Blvd, but the Town works with many jurisdictions at the local, regional, and state level including:

- Lexington School District 2
- City of West Columbia
- City of Cayce
- Lexington County
- Central Midlands Council of Governments
- Columbia Area Transportation Study (COATS)
- Various State and Federal agencies

The Town has intergovernmental agreements with many other municipalities in Lexington County relating to stormwater projects, law enforcement, building inspections, and vital services such as water and sewer.

2.10 RESILIENCE

The Relief and Resilience Act of 2020 Amended Section 6-29-510 (D) of the SC Local Government Comprehensive Planning Enabling Act to require the development of a separate resiliency element for the Comprehensive Plan. Per the requirements of the act, the element should consider the impacts of flooding, high water, and natural hazards on individuals, communities, institutions, businesses, economic development, public infrastructure and facilities, and public health, safety, and welfare. The element should also promote resilient planning, design and development; be coordinated with adjacent jurisdictions and agencies; and be coordinated with the other elements and the comprehensive plan goals and strategies.

Summary of Key Findings

- Flood damage results from localized heavy precipitation and flash flooding due to poor drainage.
- Entire county is at risk from hurricane force winds and associated heavy precipitation.
- The Town is vulnerable to extreme heat, drought, winter weather, and flooding.
- Significant hazard events are expected to increase in frequency and intensity as a result of climate change.

Issues and Opportunities

Government and Stakeholder Coordination. The Town should continue to build and strengthen relationships with neighboring jurisdictions and organizational partners, and collaborate with them on the planning and implementation of natural hazard mitigation and economic resiliency and recovery projects. The Town should also coordinate closely with Central Midlands Council of Governments to help keep the Regional Natural Hazard Mitigation plan up-to-date, and to pursue FEMA grant funding for mitigation projects.

Stormwater Management/Drainage/Flood Mitigation. Because of the high risk for localized and catastrophic flooding, Springdale should prioritize drainage and stormwater improvements in targeted areas. The Town should also assess the level of existing development within floodplain areas and identify opportunities for preserving and restoring key riparian corridors.

CHAPTER 3: THE PLAN – COMPLETE STREETS

3.1 NEEDS

The Town of Springdale has most of the pieces to be an extraordinarily small Town in a large metropolitan area. The Town's ability to grow through annexation is limited, so the focus should be on quality, well-planned infill/redevelopment, and new development of the vacant properties within the Town.

The Goal of the Town should support transit and pedestrian-oriented development, with a mix of housing, commercial, and retail uses, while preserving open lands and achieving other environmental goals.

The Town has taken steps to preserve the residential neighborhoods while encouraging appropriate and compatible development along the commercial corridors. The Town lacks the infrastructure to link the commercial and residential districts. For example, while the past improvements to Platt Springs Road added a bike lane and sidewalks, the type of development along the corridor plus the speed of the vehicles lessen the pedestrian-friendly characteristics of the corridor. Additionally, the five lanes of traffic on Platt Springs Road serve as a barrier for pedestrians, making it difficult to cross Platt Springs Road safely.



To facilitate pedestrian access along with other forms of transportation, the Town should adopt Complete Street policies designed to encourage multi-modal access throughout the Town and support the related development in the Town. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from public transportation stops (www.smartgrowthamerica.org).

By approaching accessibility from a universal perspective, the Town is able to meet many of the needs of its diverse population. Children would have safer access to schools and parks. Senior citizens would have an alternative way to travel other than an automobile. Streets would have features that are appropriate for its function and match the desired development pattern. Alternative modes of transportation would reduce the usage of fossil fuels which would help the region's air quality. The Town can be more predictable with programming infrastructure improvements both internally and by outside service agencies by developing a road classification system with set design standards. The information above is taken from Creating Complete Streets at the Local Level: A Toolbox sponsored by Eat Smart Move More SC, DHEC's Office on Obesity Prevention and

Control, and the Palmetto Cycling Coalition.

Many of the items discussed in this section are long-term goals, and in some cases, may not be attainable along the entire corridor, but could be achievable within the activity centers. To link the activity centers, the Town should focus on good development design emphasizing compatible uses, building placement and design, and landscaping to improve the character of the corridors. Harden Street in Five Points is an example of a five-lane segment in the region with many of the Complete Street principles appropriate for the activity centers. Forest Drive is an example in the region of a corridor with good design principles that would link the activity centers together.



3.2 OVERALL

Below are elements of the street that are important, but do not apply to specific design features of the street. In many cases these features link the road to the property next to it.

There are two established commercial corridors in the Town, Platt Springs Road and Airport Boulevard. The Town used to treat these corridors similarly in terms of zoning and design guidelines. In recent years however, it has become apparent that they have different characteristics and as such, need different requirements. While both carry regional traffic commuting through the Town, the greater influence of residential development along Platt Springs Road gives that corridor a more “local” feel, despite the wide cross section and lack of pedestrian facilities such as cross walks. Improvements to the corridor should be made to enhance the “local” feel of the corridor. Consideration should be given to encourage more neighborhood-scale development that is pedestrian oriented. Street features such as enhanced sidewalks, street trees, cross-walks, and bicycle facilities should be added to the corridor.

Airport Boulevard, on the other hand, has a more regional feel because of the intensive commercial development and large institutional uses such as Airport High School, Midlands Technical College, and Columbia Metropolitan Airport. The Town is currently partnering with local municipalities and representatives to improve the appearance of the corridor through the Regional Gateways Project.

- A. Establishing a Roadway’s Purpose:** Roadways serve different roles and have different functions within our communities. Some serve as the main corridors between downtown and suburban areas, while others feed into residential neighborhoods. Others serve as centers of commerce and government. A roadway’s purpose should be reflected in its design and layout.
- B. Sense of Place:** Many of the larger cities throughout South Carolina have distinctive, well-known districts. In Columbia, these areas are the Vista and Five Points. Smaller towns across the state have historic main streets with unique architecture and long-standing business establishments. Each of these districts has a unique sense of place and identity. The elements and successes of these districts can be applied along corridors with Complete Streets

elements and zoning regulations that encourage context sensitive land use design. Establishing an identity and marketing a community's roadways can increase the revenues of businesses while promoting tourism.

C. Landscaping: Street trees and landscaping play many important roles in the environment, local communities, and along corridors. Yet, landscaping is frequently the element that is left out of the construction and maintenance process, often due to funding limitations. When costs are estimated and funding is sought for a roadway improvement project, benefits of trees and landscaping are numerous. The list below is only a partial compilation of the positive impacts that trees and landscaping can have along corridors:

- Vertical elements, to include trees, make corridors feel narrower, thereby reducing vehicle speeds
- Trees and landscaping provide natural stormwater management and reduce runoff of pollutants
- Trees capture carbon dioxide and help mitigate air pollution. Street trees absorb nine times more pollutants than distant trees
- Trees dampen street noise
- Trees create safer walking environments by providing a buffer between vehicles and pedestrians
- Street trees and landscaping improve commerce. Businesses along landscaped streets experience 20% improvements in sales than urban areas without landscaping.
- Trees lower urban air temperatures and reduce the heat island effect in urban areas
- Trees shield pedestrians from rain, sun, and heat, creating a more hospitable environment
- Trees and landscaping soften and shield necessary street features such as utility boxes and light poles
- The shade from urban street trees can lead to longer pavement life, reducing the frequency of maintenance and repaving
- Trees and landscaping add value to nearby real estate, both commercial and residential
- Trees and landscaped corridors alter the perception of time in travel: a treeless environment is perceived to be longer than one that is landscaped.

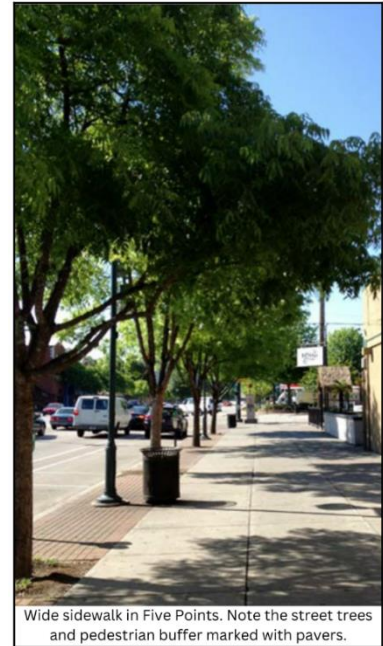
D. Signage: The two main types of signage that affect the appearance and function of a corridor are wayfinding and business signage. In addition to allowing for easy navigation for tourists and residents, wayfinding signage helps create a sense of place through the use of recurring colors, logos, or emblems. Consideration needs to be given to the appropriate placement of wayfinding signs so that they do not obstruct pedestrian, bicycle, or automotive travel. Business signage along roadways with posted speed limits of less than 35 miles per hour should be pedestrian in scale, smaller in size, and placed lower than signage along corridors with higher posted speed limits.

E. Burying of Overhead Utilities: When a widening or major overhaul is proposed for a roadway, burying, or "undergrounding" utility lines should also be considered to improve the neatness of the corridor and reduce visual clutter.

3.3 PEDESTRIAN

Making the corridor a safe place for pedestrians is important for the universal design of the corridor but helps to link all of the other aspects of the corridor together. There are many technical resources such as the Americans with Disabilities Act and the American Association of State Highway and Transportation Officials (AASHTO) who provide guidelines for sidewalks. Below are some of the important elements to consider for making the corridor safer for pedestrians.

Certainly, when Platt Springs Road was widened, the addition of the sidewalks and bike lanes were significant. The Town should develop plans and guidelines that not only enhance the pedestrian activity along the corridor but help link Platt Springs Road with the residential areas of Town. Another corridor where pedestrian access is important but facilities are lacking is Wattling Road, where Springdale Elementary School is located.



- A. Street Trees:** The overall benefits of street trees along corridors are numerous, and addressed further in the previous section on landscaping.
- B. Benches:** Benches and other amenities such as waste receptacles along a corridor illustrate to the pedestrian that they are welcomed and expected travelers within the community. Providing benches allows pedestrians to travel at their own pace and stop to enjoy the scenery. Benches should be located so as to not obstruct the flow of pedestrian traffic along sidewalks.
- C. Sidewalks:** In suburban, commercial, and urban settings, sidewalks should be provided on both sides of the roadway. Widths vary by the context and purpose of the corridor, but should not be less than 5' in residential areas and not less than 6' in commercial areas. Along corridors with high pedestrian activity, consideration should be given to providing sidewalks between 6' and 10' in width. Wider sidewalks should also be provided along downtown corridors to accommodate higher pedestrian activity, outdoor dining, and sidewalk events in front of businesses. To comply with ADA requirements, the cross slope of the sidewalks should not be more than 2%.
- D. Pedestrian Buffers:** The distance from the sidewalk to the roadway is known as the setback distance and includes street parking. Planting strips all serve as buffers to protect pedestrians from the roadway, and when combined, maximize the safety of pedestrians. Planting strips, if landscaped with trees that will canopy at mature height, should be 8' in width to accommodate spreading roots, ensure the health of the tree, and prevent sidewalk bulges and damage. Providing a planting strip greater than 8' wide is not recommended because it disconnects the sidewalk from the road, increasing the possibility of a collision with a turning vehicle.

E. Crosswalks: Crosswalks located mid-block and at intersections should be highly visible to motorists to increase the safety of pedestrians. Enhanced pavement markings or textured surfaces, such as brick or stamped concrete, are recommended material choices. Mid-block crosswalks should be appropriately signed and should not be installed on roadways with high-speed limits. Curb cuts and ramp slope between the sidewalk and crosswalk should meet ADA standards.



F. Pedestrian Signals: Pedestrian signals should be located at all signalized intersections in commercial areas, urban centers, and near schools. In addition to these locations, others include:

- Along wide streets where the vehicle signal does not provide an adequate pedestrian clearance interval
- Where split phasing is used
- Where pedestrians are unable to view vehicle signals (e.g., “T” intersections)



These two main types of pedestrian signals are the walk/don't walk (replaced with the international walking man/hand symbols) and the pedestrian countdown signals, indicating the time remaining until the vehicle signal for the street parallel to the pedestrian changes from green to yellow. In areas with high pedestrian activity at crossings of wide streets, countdown signals should always be used for the safety of both pedestrians and motorists.

Although there are five signal phasing alternatives for accommodating pedestrian crossings at signalized intersections, concurrent timing should be appropriate in most applications. The person responsible for the signal timing should make adjustments to phasing and timing if a need is noted, such as complaints of a short “walk” phase or increase in accidents at a particular intersection. Some intersections throughout cities across South Carolina have been outfitted with audible pedestrian crossing signals that are meant to aid blind or visually impaired pedestrians in crossing signalized intersections. The clicking sound emitted guides the person to the top of the ramp of the opposite corner, helping them safely cross the street.

G. Pedestrian-Actuated Signals: A pedestrian-actuated signal is a push button signal that activates a green signal for the street parallel to the pedestrian and a “walk” signal indicating the pedestrian may safely enter the crosswalk. Push buttons are not required to accompany the pedestrian signal at an intersection; however, to increase pedestrian safety, many South Carolina cities are installing pedestrian-actuated signals at many of their intersections. Pedestrian push buttons are to be located at the top of the intersection of the two ADA ramps, which should be located on all four corners of the signalized intersection. This location is within



reach of a wheelchair pedestrian on a safe, non-sloped surface, and provides uniformity across corners of intersections in all cities, making their location predictable.

3.4 BICYCLE

Platt Springs Road has a striped area on the outside lane marked as a “bike lane.” Below are some of the features that should be considered when incorporating bicycle facilities in the corridor. While the Town does not have a river front, canal, or an abandoned rail line it can convert into a greenway, there is a stream that runs through the majority of the Town. Part of the stream has been made accessible since it runs through an apartment complex.



Bike lane on Platt Springs Road

A. Facility Types

1. **Striped Bike Lanes:** Striped bike lanes are marked lanes in the travel way that are to be used by bicyclists. In addition to providing a safe place for people to bicycle, striped bike lanes offer other indirect benefits. They create a buffer between pedestrians and the travel-way along streets lacking planting strips. Dedicated bike facilities and the presence of bicyclists serve as a traffic calming measure by reducing vehicle speeds between 5 and 15 miles per hour. Striped bike lanes have a negligible effect on vehicle travel times and improve traffic flow by regulating vehicle speeds to between 25 and 35 miles per hour, optimal speeds for many urban throughfares.

Whereas SCDOT regularly striped bike lanes as narrow as 4', many cities throughout the United States that maintain their own roadways will not stripe a bike lane less than 5' in width.

2. **Shared Use Lane:** A shared use lane is a wider outside lane that is shared between motorists and bicyclists, often in an urban area where the road does not have a shoulder and where there is limited right-of-way. These facilities are used when there is not sufficient roadway width to accommodate a dedicated striped bike lane. The shared lane should be properly marked with a shared lane marking symbol (commonly called a “sharrow”), which is a double chevron symbol situated above a bicycle symbol. Fourteen feet is the recommended outside lane width for accommodating bicyclists and motorists.
3. **Shoulders:** Almost all roadways in South Carolina that are located in urban areas have a curb and a gutter, meaning that bicycle riding in these locations takes place in a shared-use lane or within a striped bike lane. However, many roads in suburban settings and most roads in rural settings do not have curbs and gutters. In these areas a paved shoulder, where available, is the safest place for bicyclists.

SCDOT has begun two campaigns aimed at reducing the number of fatalities on the state’s rural roadways. One of the initiatives of the Crash Reduction by Improving Safety on Secondaries (CRISOS) program is to pave a 2' shoulder along rural roads with high crash rates and severity.

These improvements benefit bicyclists because it provides an area outside the vehicle travel lane in which to ride. The other campaign, Recognize-React-Recover, is intended to reduce single vehicle run off-road crashes by installing rumble strips as a way to alert motorists whose attention is averted from the roadway. The goal of the installation of rumble strips to the right of the shoulder line is to make motorists aware of their vehicle's location in attempt to avoid a crash. The design of the rumble strips has been altered since the first round of installations because of the unsafe and uncomfortable effects that the depth and width have on bicyclists who ride over them.

4. **Greenway:** Greenways provide a dedicated, paved route separate from the roadway for use by both bicyclists and pedestrians. In some locations, greenways are located on old railroad beds (often known as Rails-to-Trails conversions) or along such features as canals and utility easements. In areas where greenway facilities are appropriate, the recommended minimum width for greenways to safely accommodate both pedestrians and bicyclists is 10' with a 2' graded area on either side. Paths with a heavy volume of users should be between 12' and 14' wide and should be striped to designate lanes for bicyclists and pedestrians if there often is a mix of users. The presence of a greenway alongside a corridor should not preclude striping a bike lane along a corridor if space allows. Often, a bicyclist will need to access a destination in the same manner a car would; therefore, they would benefit from on-road signals and other traffic control devices.



- B. **Bike Lanes and Intersections:** Accommodating bike lanes at intersections can be complicated. Different road and intersection designs call for different types of striping treatments that would best protect bicyclists from collisions with vehicles. Appropriate signage, stamps, and striping should be used at intersections to alert motorists to the presence of bicyclists and anticipate their maneuvers. The Manual of Uniform Traffic Control Devices (MUTCD) is used as the standard for federally approved signs and markings for bike lanes and other bike facilities.

In regard to roads that allow on-street parking, the parking setback should be 20' to 30' to provide more room for bicyclists. Streets that have a transit stop on the near side of the intersection should provide 80' of clearance to the approach. This treatment applies to channelized, non-channelized, and "T" intersections. When dropping the outside stripe and dotting the inside stripe up to the stop bar, care should be given that excessive width does not appear to motorists as a right-turn lane. If this occurs, consideration should be given to also continue the outside line as a skipped dash up to the intersection. Streets with sufficient width and turn bays should set on-street parking at an appropriate distance back from the intersection to allow for stacking of right-turning vehicles. Where on-street parking ends, the solid striped bike lane should become a double skipped dash line before returning to double solid lines approximately 30' before the intersection. At the far side of the intersection, the bike lane stripes should resume at the furthest crosswalk stripe, with on-street parking resuming 20' from the intersection.

- C. **Installation of Bike Racks/Lockers:** A survey of area roadways to determine popular bike routes, heavily used transit routes, and popular destination centers will provide the locations most appropriate for installing secure bike parking. Bike racks should be located at transit stops, starting with downtown locations and expanding outward as funding allows. Popular destination centers, such as shopping malls, commercial and restaurant districts, and businesses serving colleges and universities should have ample bicycle parking. New commercial establishments that are required to meet a city's parking requirements should also be required to provide parking for bicycles. This issue can be addressed in the city or county's parking or zoning ordinance.



The location of bicycle parking facilities shall be at least as convenient to the main entrance of the primary use as the most convenient automobile parking not reserved for use by people with disabilities.

Racks that support the bicycle at two points along its frame, enable the frame and at least one wheel to be secured, and prevent the wheel from tipping over are recommended features when considering appropriate rack styles. The popular "wave" style racks are not recommended because although the manufacturer intended for bikes to be secured perpendicular to the rack, riders tend to store bicycles parallel so that the frame is supported in two places. This practice reduces the storage capacity of the wave rack below the advertised capacity. The simplest, most cost effective, and most recommended design is the inverted "U" rack.

- D. **Maintenance Goal:** Regular maintenance as it relates to sweeping of bike lanes is imperative for safety and continued use. Broken glass, yard waste, and other road debris often accumulates in the bike lane. Along residential streets without a bagging ordinance for yard debris, residents pile debris in the roadway, often in the area where bicyclists ride. This practice forces bicyclists to travel further into the vehicle lane, which may result in increased conflicts between motorists and bicyclists.

3.5 TRANSIT

Transit is an important mode of transportation for a wide cross-section of people. For teenagers, it can be their first mode of independent extended trips, taking them to school, work, or meeting friends. For young adults, it can provide transportation for those who cannot afford a car or do not want to own a car; and for seniors, it can provide transportation for those who can no longer drive a vehicle. Below are some of the features that should be considered when incorporating transit in the corridor.

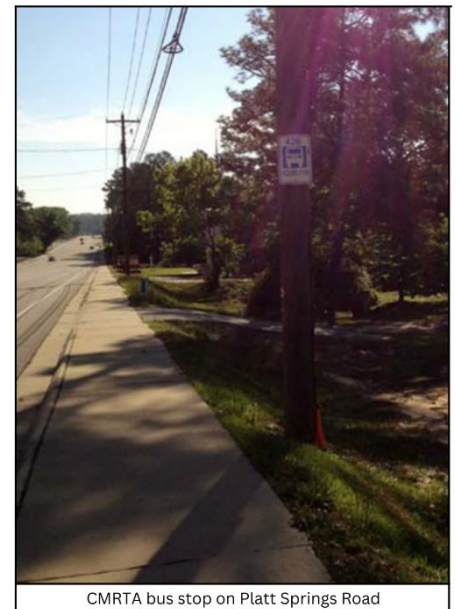
- A. **Bus Stop Shelters:** Shelters equipped with a bench are provided as a place of refuge from the heat and inclement weather conditions for transit riders waiting at dedicated stop locations.
- B. **Pedestrian-Scale Lighting:** Lighting that is of appropriate scale for pedestrians should be provided to illuminate transit stops for safety, wayfinding, and aesthetic purposes. Providing similar style lighting along the corridor and across the community will serve as a visually pleasing amenity.



Bus shelter on Blossom Street with bench and waste receptacle

- C. **Route Maps Showing Frequency of Service:** An easy-to-navigate transit system can ensure that riders find their way between destinations. Illustrating the extent and frequency of transit service within an area to residents enables them to become a choice rider; that is, residents who have other means of transportation to reach their destinations, but elect to use their community's transit system.
- D. **Waste Receptacles:** These should be located at all transit stop locations to help keep the corridor clean and free of litter. The installation of a single type and color of receptacle will contribute to the sense of place along the corridor.
- E. **Benches:** Providing benches at all transit stop locations will provide a place of respite for waiting transit riders. Along with shelters, benches create an inviting environment for existing transit users and can serve as a desired amenity for choice riders to use public transit rather than driving their personal vehicle.
- F. **Street Trees:** Locating street trees at or near bus stop locations provide shade and cooler temperatures for waiting transit riders. More benefits of street trees are listed under the section addressing overall recommendations for corridors.

- G. **Secure Bike Racks:** Transit riders can arrive at stop locations by bicycle and may not need their bicycle once they reach a destination. Providing bike racks at transit stop locations allows transit riders a secure place to lock their bicycle until later. In downtowns or along heavily travelled corridors, it might be necessary to provide additional racks if it is noted these amenities experience frequent use.



CMRTA bus stop on Platt Springs Road

3.6 VEHICLE

Vehicle features focus on making the vehicles fit appropriately within the corridor based on the characteristics of the corridor. In many cases, the corridor is "auto-centric" even in areas where it is not appropriate. Below are some of the features that should be considered to incorporate vehicles appropriately in the corridor.

- A. **Road Diets:** For years, engineers and planners have been recommending widening roads in order to increase capacity and accommodate an increase in the number of vehicles. What the results have shown, however, is that by increasing capacity, the problem of congestion does not go away. Drivers who would take alternate routes before a roadway was widened return to the newly widened roadway, and the effect of many drivers taking this same approach results in a traffic problem that is not alleviated. Wide streets also negatively affect the building height-to-width ratio, a key element in establishing a sense of place and creating inviting corridors for all roadway users.



The most common use of a road diet involves reducing the number of through travel lanes for vehicles (usually from 4 lanes to 2 lanes), providing a two-way left turn lane in the center, and striping either on-street parking or bicycle lanes. Providing a two-way left turn lane removes turning vehicles from the travel lane, thereby reducing rear-end collisions and improving overall traffic flow. This type of road diet can successfully be implemented on roadways with volumes as high as 19,000 vehicles per day. Narrowing lane widths to introduce multimodal facilities along a corridor is another road diet method.

- B. **Wider Travel Lanes:** Contrary to wide-held belief, wider travel lanes only marginally increase traffic capacity along roadways. However, they do create barriers for pedestrians, discourage crossings for transit connections, and encourage higher vehicle speeds. AASHTO guidelines allow for a minimum 10' travel lane along low speed (design speeds of 35 mph or less with operating speeds of 25 mph to 30 mph) urban collector streets. Minimum vehicle lane widths should never be used in conjunction with minimum parking and/or bike lane widths. Lower speed urban arterials should be striped as 10' to 12' travel lanes, with collectors striped as 10' to 11' travel lanes (not including the gutter pan). In any downtown or commercial setting, wider lanes between 13' and 15' should only be allowed for short distances to allow for maneuvering by larger vehicles, such as buses.



5-lane segment of Forest Drive. The landscaping, smaller setbacks and the planted strip between the sidewalk and the road contribute to a more pedestrian-friendly environment.



In comparison, the 5-lane segment of Platt Springs Road has no visual clues to the drivers that vehicle speeds should be reduced.

- C. **Parking Facilities:** Parking maximums, rather than parking minimums should be established, as many current standards call for an excessive number of parking spaces to be provided for commercial establishments. In cities looking to spur downtown redevelopment, the elimination of parking requirements altogether should be explored.
- D. **Appropriate Vehicle Speeds:** Springdale should implement standards that better regulate vehicle speeds to provide a safer environment for bicyclists and pedestrians, and reduce congestion by creating a more uniform traffic flow. In downtown or commercial areas, posted speed limits should not be greater than 35 mph and are recommended to be between 25 mph and 30 mph. The design speeds of these roadways should be only 5 mph higher than the posted limit. Many roadways have posted speed limits much lower than the intentional or unintentional design speed. The tendency of greater vehicle speed along these corridors results from too wide lane widths, excessive overall roadway widths, and lack of facilities and amenities that can serve as traffic calming measures.

CHAPTER 4: RECOMMENDATIONS

4.1 RECOMMENDATIONS

In addition to the corridor recommendations detailed in section 4.2, the Town should implement the broader recommendations listed below:

1. **Population:**

- A. Continue to cultivate a supportive, and inclusive environment that allows members of the community to feel connected and contribute their full potential.

2. **Diversification:**

- A. Continue to demonstrate leadership commitment and accountability through policy and behavior that advances diversity goals.
- B. Continue to cultivate a supportive, and inclusive work environment that allows employees to feel connected and contribute their full potential.
- C. Continue and maintain a high-performing workforce drawn from all segments of American society.
- D. Continue to pursue strategies to build and maintain high-performing, diversified partnerships and business relationships.

3. **Natural Resources**

- A. The Town should implement the recommendations identified in the A Hazard Mitigation Plan for the Central Midlands Region of South Carolina, 2021 Update.
- B. Identify and implement priority recommendations from the 2013 Sustainable Energy Plan for the Midlands Region.
- C. Develop a greenway plan for the Six-Mile Creek running through the Town as illustrated on the Future Land Use Map.
- D. Develop incentives in the Land Development Manual to encourage developers to provide additional open space amenities beyond the minimum requirements.

4. **Housing**

- A. Strengthen and take necessary actions to increase enforcement of all Town codes.
- B. Ensure that infill developments are compatible with existing neighborhood character.
- C. Amend the Town code to establish density bonus or alternative incentives for the provisions of public and private amenities.
- D. Create options for density bonus or other incentives for provision of affordable housing units.
- E. Establish options and incentives to encourage redevelopment of existing aging and obsolete housing. Provide citizens with referrals to assistance programs such as Lexington County's Housing Rehabilitation Program, and Homeworks of America, a non-profit that provides home repair services to low-income homeowners while mentoring & discipling youth in the process.

5. Community Facilities

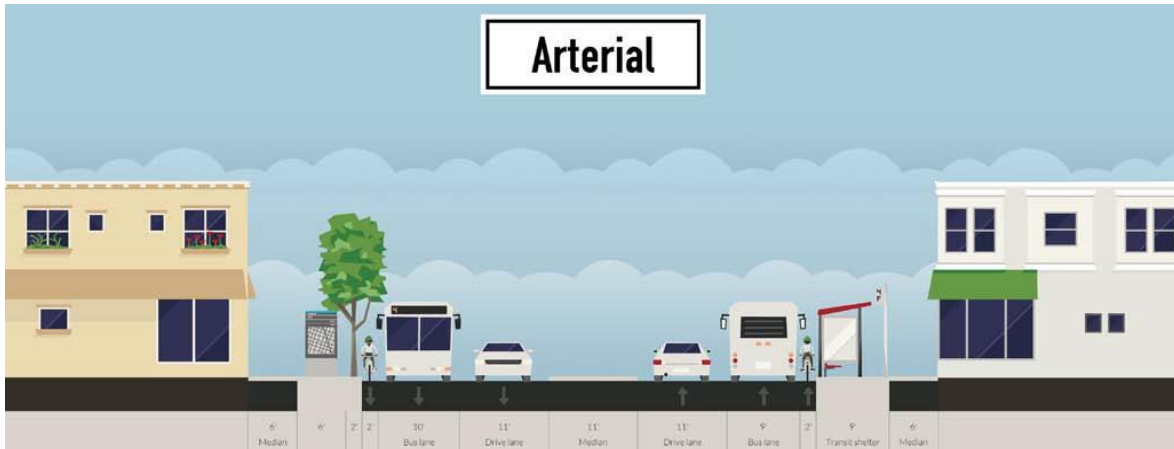
- A. Participate in county and regional studies to explore transportation alternatives that best serve the residents of the Town.
- B. Encourage the grouping of public facilities in prospective growth areas to create visible activity centers.
- C. Ensure that utility lines are located underground in potential growth areas.
- D. Emphasize conversion to underground utilities during system upgrades.
- E. Create a Recreation Master Plan with an emphasis on promoting inclusion, so that all residents and neighborhoods are served.
- F. Encourage public participation in planning of park facilities.
- G. Publicize existing recreational opportunities through extensive outreach programs, such as the CMCOG Recreation Master Plan.
- H. Evaluate the adequacy of land development and zoning regulations and recreation impact fees in providing new parks and open spaces and develop additional or alternative mechanisms if necessary.
- I. Continue to work with local educational institutions for joint use of recreational facilities located on their campuses.

6. Land Use: The Town should amend its Zoning Ordinance to implement the recommendations for the Activity Nodes listed below:

- A. Promote alternative housing types within existing higher density neighborhoods, transition areas from less to more intense uses, designate redevelopment areas and designate areas along major corridors.
- B. Review and revise development standards that affect the scale of structures in residential areas, including, but not limited to building heights and setbacks, so that they provide compatibility with existing residential neighborhood's character while accommodating current building practices and potential future needs.
- C. Review and revise the zoning ordinance and land development regulations to ensure that infill development is compatible with existing neighborhood character.
- D. Revise the zoning ordinance and land development regulations to encourage mixed- use development, patio homes, Townhouses and other types of housing to provide alternative housing options.
- E. Revise the zoning ordinance to ensure that adequate protection is provided between new higher density residential development and existing single-family neighborhoods.
- F. Locate primary shopping areas on arterials and transit routes.
- G. Review and revise existing commercial zoning districts to ensure that uses allowed are compatible with the intent and location of the design guidelines, district and surrounding land uses.
- H. Evaluate the landscaping regulations periodically to ensure increased tree cover.
- I. Maintain and publicize a detailed database of available vacant property in the Town.

4.2 CORRIDOR RECOMMENDATIONS

The recommendations of the plan developed to implement the Compete Streets principles expressed above will be grouped based on corridor types. By grouping the recommendations by corridor type, greater consideration is given to how the recommendations impact each other to ensure they are appropriate to the context of the corridor. The recommendations are linked the Future Land Use Map shown in Exhibit 3.1.



- A. Minor Arterial:** Arterials are designed to carry large volumes of traffic and higher speeds. The traffic is normally controlled by traffic signs and traffic signals.
- 1. Platt Springs Road:** The corridor has experienced significant change over the last two decades with the widening from 2-lanes to 5-lanes. Development and redevelopment as a result of the widening has been slow to come to the corridor, possibly due to the lack of infrastructure along portions of the corridor, but probably due to the economic recession. The discussion about how to encourage development along the corridor has evolved from activity nodes in the previous plan to incorporating those activity nodes within complete streets guidelines for the corridor.
 - **Overall:** Along the corridor between the activity nodes, the Town should continue to implement the design guidelines. Material should be developed to assist applicants in the design guideline process. The development along the corridor should have interconnected parking areas or rear alleys to facilitate trips along the corridor, as well as bike and pedestrian facilities to accommodate those trips.
 - **Pedestrian:** Redesign sidewalks to include buffer area between the sidewalk and the curb. Add pedestrian cross walks with pedestrian actuator and specialized pavement markings part of the activity nodes. Install landscaping, pedestrian lighting, and street furniture to provide a safe and comfortable place to walk.

- **Bicycle:** Include bike racks at civic locations. Require bike racks as part of development in the activity nodes.
 - **Transit:** Work with the CMRTA to include bus shelters, benches, and waste receptacles to the existing bus stops.
 - **Vehicle:** Work with SCDOT on the redesign of the I-26 interchange to ensure that is context sensitive.
2. **Airport Boulevard:** Unlike Platt Springs Road, where the development pattern is not set, Airport Boulevard is an intensive, auto-centric corridor. The Town already is in the process of improving the appearance of the corridor with landscaping. The Town should continue to refine its design guidelines, signage and landscaping ordinances to improve the characteristics of the corridor. Additionally, continued code enforcement to ensure that the requirements are met and maintained will be necessary.
- **Overall:** Implement and enforce design, sign, and landscaping requirements suitable for the auto-centric corridor. The development along the corridor should have interconnected parking areas or rear alleys to facilitate trips along the corridor, as well as bike and pedestrian facilities to accommodate those trips.
 - **Pedestrian:** Continue to work with the City of Cayce and the City of West Columbia to install pedestrian lighting and landscaping along the corridor.
 - **Bicycle:** No recommendation at this time.
 - **Transit:** Work with the CMRTA to include bus shelters, benches, and waste receptacles to the existing bus stops.
 - **Vehicle:** Work with SCDOT on the redesign of the I-26 interchange to ensure that it is context sensitive.
3. **Wattling Road/Lexington Drive:** This corridor is the north/south connection between Platt Springs Road and US1 to the north and Platt Springs Road to Boston Avenue to the south. The northern segment has a residential character. The intersection with Platt Springs Road is commercial, and the southern segment is more institutional with Midlands Technical College. Due to the mix of residential, commercial and educational uses (Springdale Elementary on Wattling Road and Midlands Tech. on Lexington Avenue), this corridor has a high potential for multi-modal trips.
- **Overall:** The corridor should remain a principally low to medium density residential development and compatible institutional with a regional commercial node at the intersection with Platt Springs Road. The future land use map identifies a neighborhood activity

center at the intersection with Wilton Road.

Neighborhoods and other development along the corridor should be interconnected to facilitate short trips and ease congestion along the corridor.

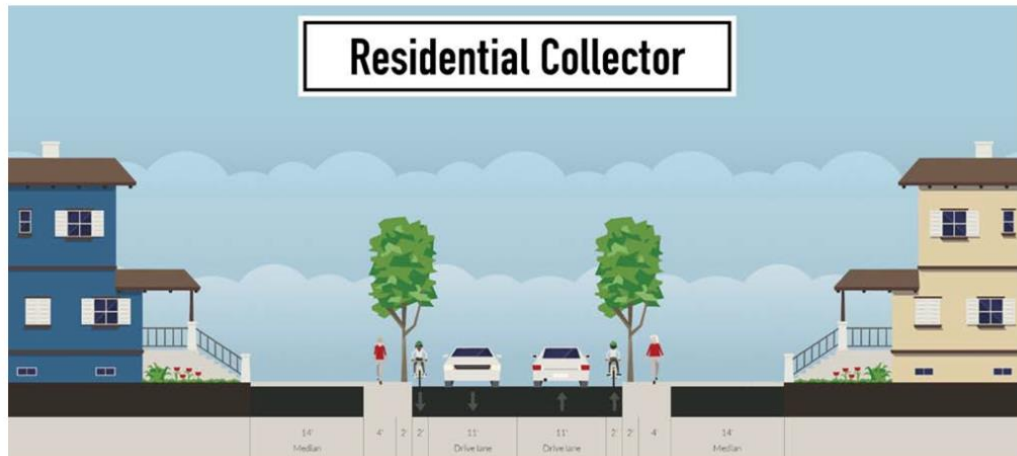
- **Pedestrian:** Install sidewalks with a pedestrian buffer between the sidewalk and the travel lane, landscaping, pedestrian lighting, and street furniture to provide a safe and comfortable place to walk. Install pedestrian crosswalks with pedestrian actuator and specialized pavement at key points along the corridor, including near Springdale Elementary School and MTC.
- **Bicycle:** Install a 4-foot paved shoulder to accommodate bicyclists.
- **Transit:** Work with the CMRTA to include bus shelters, benches, and waste receptacles to the existing bus stops.
- **Vehicle:** Work with SCDOT and COATs to develop context sensitive road improvements when they are necessary.

4. **Boston Avenue.** This corridor links Lexington Avenue, via the "traffic circle" to Airport Boulevard. As with Lexington Avenue, the characteristic is predominantly institutional due to Airport High School and the Wil Lou Gray Opportunity School.

- **Overall:** This corridor should remain principally institutional due to Airport High School and the Wil Lou Gray Opportunity School. It terminates at Airport Boulevard, which is a commercial corridor and part of the regional activity node. Development along the corridor should be interconnected to facilitate short trips and ease congestion along the corridor.
- **Pedestrian:** Install pedestrian crosswalks with pedestrian actuator and specialized pavement at key points along the corridor, including near the schools.
- **Bicycle:** Install a 4-foot paved shoulder to accommodate bicyclists.
- **Transit:** Work with the CMRTA to include bus shelters, benches, and waste receptacles to the existing bus stops.
- **Vehicle:** Work with SCDOT and COATs to develop context sensitive road improvements when they are necessary.



- B. Collector:** Collector streets carry traffic from the local streets to the arterials. They are typically characterized by relatively low speed limits and traffic volumes.
1. **Commercial:** Currently there are no collector streets that are primarily commercial in nature. In the event that a commercial collector street is ever established in the Town, great care should be taken to consider how that street would look and function. Given the relatively low speed limit and volume, it is likely that the collector would be two-lane with narrow travel lanes. Since it is designed to connect the local street with arterials, it should support bike and pedestrian movements, either with a combination of sidewalks and bike lanes or a shared path. Uses along the corridor should be a mix of residential and neighborhood-scale commercial, with appropriate institutional uses included. These uses should be designed to accommodate bike and pedestrian trips.
 - **Overall:** This corridor should be a 2-lane road with neighborhood scale commercial and institutional uses. The development along the corridor should have interconnected parking areas of rear alleys to facilitate trips along the corridor, as well as bike and pedestrian facilities to accommodate those trips.
 - **Pedestrian:** The corridor should include sidewalks or a shared path. The development along the corridor should be designed to accommodate pedestrian trips.
 - **Bicycle:** The corridor should include bike lanes or a shared path. The development along the corridor should be designed to accommodate bike trips.
 - **Transit:** Work the CMRTA to include transit stops near the intersection with arterials.
 - **Vehicle:** Work with SCDOT and COATs to develop context sensitive road improvements when they are necessary.



- C. **Residential:** There are a few residential collector streets in the Town. They serve to carry traffic from the local streets to the arterials such as Watling Road and Platt Springs Road. Rainbow Drive and Kitty Hawk Drive are example of these residential collector streets. Creating bike and pedestrian friendly connections with these collector streets would help facilitate alternative transportation trips from the residential areas to the commercial corridors.
- **Overall:** The current residential collectors in the Town serve single family residential development. However, residential collectors can serve a wide variety of residential densities along with appropriate institutional uses. Neighborhoods and other development along the corridor should be interconnected to facilitate short trips and ease congestion along the corridor.
 - **Pedestrian:** The corridor should include sidewalks or a shared path. The development along the corridor should be designed to accommodate pedestrian trips. The Town should designate a safe walking route through the Town and install wayfinding signs to direct pedestrians to key destinations such as schools, parks, and commercial districts.
 - **Bicycle:** The corridor should include bike lanes or a shared path. The development along the corridor should be designed to accommodate bike trips. The Town should designate a safe biking route through the Town and install wayfinding signs to direct cyclists to key destinations such as schools, parks, and commercial districts.
 - **Vehicle:** Work with SCDOT and COATs to develop context sensitive road improvements when they are necessary.



D. Local: Local streets primarily are designed to provide access to abutting property and are designed for minimum speeds and volumes. Examples of local streets include Dalewood Drive and Palo Verde Drive. Shared lanes (sharrows) capable of allowing safe travel of bikes and pedestrians to the collector streets should be sufficient for the local streets. In new developments, the Town should consider requiring sidewalks in lieu of sharrows when feasible.

- **Overall:** The current local streets in the Town serve single family residential developments.
- **Pedestrian:** In newer residential developments, sidewalks should be required. In existing developments, the Town should designate a safe walking route through the Town using sharrows and install wayfinding signs to direct pedestrians to key destinations such as schools, parks, and commercial districts.
- **Bicycle:** The Town should designate a safe biking route through the Town using sharrows and install wayfinding signs to direct cyclists to key destinations such as schools, parks, and commercial districts.

Activity Centers	Recommendations
<p>Regional Node - Location for the highest intensity commercial and institutional uses intended to serve the region. Motor vehicles are the predominant mode of travel to the node, but development should be designed to accommodate other modes of travel.</p>	<p>In addition to the corridor standards listed above, the Town should develop standards to implement the following:</p> <ul style="list-style-type: none"> • Establish density bonuses or other incentives for the provision of public amenities above what is already minimally required. • Create options for alternative incentive programs to encourage

	<p>innovative and creative land development.</p> <ul style="list-style-type: none"> • Create standards that encourage transit-oriented development as a method of encouraging the use of public transit. • Establish standards for sidewalks, bikeways and street lights in new developments that require linkages/connections to existing infrastructure along all public rights-of-way. Possible uses include a grocery store, drug store, bank, chain casual dining restaurant, regional sports park, and big-box retail
<p>Neighborhood Node - Location designed for smaller scale commercial, institutional and higher density residential development.</p>	<p>In addition to the corridor standards listed above, the Town should develop standards to implement the following:</p> <ul style="list-style-type: none"> • Establish density bonuses or other incentives for the provision of public amenities above what is already minimally required. • Review and revise the zoning ordinance and land development regulations to ensure that infill development and new development are compatible with the existing neighborhood character. • Revise the zoning ordinance and land development regulations to encourage mixed-use development, patio homes, Townhouses and other types of housing to provide alternative housing options. • Establish standards for sidewalks, bikeways and street lights in new developments that require linkages/connections to existing infrastructure along all public rights-of-way. <p>The types of commercial and institutional uses should address the needs of the nearby residential communities that are within walking and biking distance. Possible uses include specialty food markets, barber shop/hair dresser,</p>

	tailors/dress makers, book stores, and cafes.
Civic Node - With Town Hall and the park as a focus, this is the civic heart of the Town. Its central location makes it easy for anyone in the Town to access. When considering additional civic uses, this area should be considered first.	Provide a community center within the Municipal Complex for community enrichment.

Corridor Standards

Task	Responsible Parties	Completion Date
Develop standard	Staff, Planning Commission, Town Council	Long Term

Exhibit 2.17 Recommendations

Task Number	Task Description	Responsible Parties	Completion Date
1A	Continue to cultivate a supportive, and inclusive environment that allows members of the community to feel connected and contribute their full potential.	Staff, Town Council	Continuous
2A	Continue to demonstrate leadership commitment and accountability through policy and behavior that advances diversity goals.	Staff, Town Council	Continuous
2B	The Town will continue to cultivate a supportive, and inclusive work environment that allows employees to feel connected and contribute their full potential.	Staff, Town Council	Continuous

2C	Continue and maintain a high-performing workforce drawn from all segments of American society.	Staff, Town Council	Continuous
2D	Continue to pursue strategies to build and maintain high-performing, diversified partnerships and business relationships.	Staff, Town Council	Continuous
3A	The Town should implement the recommendations identified in the A Hazard Mitigation Plan for the Central Midlands Region of South Carolina, 2021 Update.	Staff, Planning Commission, Town Council	Mid-term
3B	Identify and implement priority recommendations from the 2013 Sustainable Energy Plan for the Midlands Region.	Staff, Planning Commission, Town Council	Mid-term
3C	Develop a greenway plan for the Six-Mile Creek running through the Town as illustrated on the Future Land Use Map.	Staff, Planning Commission, Town Council	Long term
3D	Develop incentives in the Land Development Manual to encourage developers to provide additional open space amenities beyond the minimum requirements.	Staff, Planning Commission, Town Council	Mid-term

4A	Strengthen and take necessary actions to increase enforcement of all Town codes.	Staff, Town Council	Continuous
4B	Ensure that infill developments are compatible with existing neighborhood character.	Staff, Planning Commission, Town Council	Continuous
4C	Amend the Town code to establish density bonus or alternative incentives for the provisions of public and private amenities.	Staff, Planning Commission, Town Council	Short term
4D	Create options for density bonus or other incentives for provision of affordable housing units.	Staff, Planning Commission, Town Council	Mid-term
4E	Establish options and incentives to encourage redevelopment of existing aging and obsolete housing.	Staff, Planning Commission, Town Council	Long term
4F	Provide citizens with referrals to assistance programs such as Lexington County's Housing Rehabilitation Program, and Homeworks of America, a non-profit that provides home repair services to low-income homeowners while mentoring & discipling youth in the process.	Staff	Continuous
5A	Participate in county and regional	COATS, Staff, Town Council, County Council	Continuous

	studies to explore transportation alternatives that best serve the residents of the Town.		
5B	Encourage the grouping of public facilities in prospective growth areas to create visible activity centers.	Staff, Town Council	Continuous
5C	Ensure that utility lines are located underground in potential growth areas.	Staff, Planning Commission Town Council	Continuous
5D	Emphasize conversion to underground utilities during system upgrades.	Staff, Town Council	Long Term
5E	Create a Recreation Master Plan with an emphasis on promoting inclusion, so that all residents and neighborhoods are served.	Staff, Planning Commission Town Council	Continuous
5F	Encourage public participation in planning of park facilities.	Staff, Town Council	Continuous
5G	Publicize existing recreational opportunities through extensive outreach programs, such as the CMCOG Recreation Master Plan.	Staff, Planning Commission Town Council	Long Term
5H	Evaluate the adequacy of land development and zoning regulations and recreation impact fees in providing new	Staff, Planning Commission Town Council	Continuous

	<p>parks and open spaces and develop additional or alternative mechanisms if necessary.</p>		
5I	<p>Continue to work with local educational institutions for joint use of recreational facilities located on their campuses.</p>	<p>Staff, Planning Commission Town Council</p>	<p>Continuous</p>
6A	<p>Promote alternative housing types within existing higher density neighborhoods, transition areas from less to more intense uses, designate redevelopment areas and designate areas long major corridors.</p>	<p>Staff, Planning Commission, Design Review Board, Town Council</p>	<p>Short Term</p>
6B	<p>Review and revise development standards that affect the scale of structures in residential areas, including, but not limited to building heights and setbacks, so that they provide compatibility with existing residential neighborhoods character while accommodating current building practices and potential future needs.</p>	<p>Staff, Planning Commission, Design Review Board, Town Council</p>	<p>Short Term</p>
6C	<p>Review and revise the zoning ordinance and land</p>	<p>Staff, Planning Commission, Design</p>	<p>Short Term</p>

	development regulations to ensure that infill development is compatible with existing neighborhood character.	Review Board, Town Council	
6D	Revise the zoning ordinance and land development regulations to encourage mixed-use development, patio homes, Townhouses and other types of housing to provide alternative housing options.	Staff, Planning Commission, Design Review Board, Town Council	Short Term
6E	Revise the zoning ordinance to ensure that adequate protection is provided between new higher density residential development and existing single-family neighborhoods.	Staff, Planning Commission, Design Review Board, Town Council	Short Term
6F	Locate primary shopping areas on arterials and transit routes.	Staff, Planning Commission, Design Review Board, Town Council	Short Term
6G	Review and revise existing commercial zoning districts to ensure that uses allowed are compatible with the intent and location of the design guidelines, district and surrounding land uses.	Staff, Planning Commission, Design Review Board, Town Council	Continuous
6H	Evaluate the landscaping	Staff, Planning Commission, Design	Short Term

	regulations periodically to ensure increased tree cover.	Review Board, Town Council	
6I	Maintain and publicize a detailed database of available vacant property in the Town.	Staff, Planning Commission, Design Review Board, Town Council	Short Term