

APPENDIX A

Summary of Previous Planning Documents

One Day Assessment Report

This report on the state of the Town of Chapin was the product of a meeting of the South Carolina Downtown Development Association (SCDDA) in October 1992. The report states that small towns are being threatened due to years of neglect, an evolving global economy, and physical and economic decline. Chapin is a town of particular interest for study because it is experiencing growth, and it is at a pivotal point where growth can be controlled. A series of assets and liabilities are laid out for the community. Chapin has the following assets: a government that is aware of the oncoming growth; an ambitious Chamber of Commerce; and a high quality of life with respect to community facilities, natural resources, and other amenities. Liabilities include Chapin's placement within a larger community of 15,000 to 25,000 people, which requires intergovernmental cooperation; the negative impacts of uncontrolled development just outside the town limits; and a weak historic downtown.

The report presents some strategic choices for Chapin to make with respect to the type of community it would like to become: (1) Bedroom Community – a heavy emphasis on residential development with commercial development focused on convenience goods; (2) Full Service Community – an attempt to balance residential and commercial uses at the risk of lowering quality of life standards; and (3) Total Development – a mixture of all uses, including residential, commercial, industrial, and office with a greater threat to quality of life due to a greater lack of control. The report did not offer a definitive answer as to a recommended development direction for the Town of Chapin; however, it does recommend that commercial areas be contained and strip development be avoided.

The SCDDA report calls for a master plan for downtown and the S-48 Columbia Avenue Corridor. Final recommendations call for beautification of the area, especially the downtown core; gateway signage, indicating the entrance into "Chapin the Capital of Lake Murray"; and other general plans to strengthen the historic downtown area along US 76 through the participation of civic groups and the Chamber of Commerce.

Chapin: A Vision for Tomorrow

Chapin: A Vision for Tomorrow is a "pre-comprehensive plan" authored by graduate students at Clemson University in 1992. The plan covers several elements of the comprehensive planning process, which is now required by the State Planning Enabling Act of 1994; however, it lacks a section defining a formal vision and related goals. Instead, four development scenarios are offered as a means to react to the Town's existing conditions illustrated by the report. Those scenarios are:

- Resort/Boating Community with Hierarchical Land Uses;
- Resort Service Town;
- Focused Growth; and
- Strengthened Small Town Character.

Also included in the study was a survey of Chapin residents. Although dated, this survey pinpoints some issues of particular importance to the citizenry of Chapin and may be of some anecdotal application for the corridor. The survey categories were rated on a scale of one to ten, one being poor and ten being excellent. Some areas of particular interest for the scope of the S-48 Columbia Avenue Corridor project include the town's approach to preserving historic areas, which received a score of 5.3; the availability of public transportation, which received a score of 2.7; the condition of sidewalks, which received a score of 4.4; the ease of traffic flow in town, which received a score of 5.0; the condition of streets, which received a score of 5.0; the efficiency of street signs and traffic signals, which received a score of 5.9; the accessibility to I-26, which received a score of 7.3; and the adequacy of bike and walking trails, which received a score of 3.3.

Long-Range Intermodal Transportation Plan 2025

CMCOG serves as the metropolitan planning organization (MPO) for the Columbia Area Transportation Study (COATS). The COATS study area includes the urban areas of Richland and Lexington Counties, as well as portions of Kershaw County to the east and Calhoun County to the south to account for urban commuter patterns between Columbia and outlying suburbs. The study area for the S-48 Columbia Avenue Corridor Study falls within the COATS study area.

As part of its planning responsibilities as the MPO, CMCOG publishes and regularly updates the COATS Long Range Intermodal Transportation Plan (LRTP). As a planning document that establishes regional goals based on a 20-year planning horizon, the LRTP considers a broad range of social, environmental, energy, and economic factors in developing transportation solutions for the region. The overall goal is the development of an efficient, integrated transportation system that is both multimodal (i.e., offers a variety of modal choices) and intermodal (i.e., provides greater mobility and efficiency by allowing seamless transitions from one mode to another in a single trip).

“Multimodal” refers to a transportation system that provides choices between a variety of transportation modes (e.g., walking, bicycling, driving, transit, etc.); whereas, “intermodal” refers to moving people or goods between modes (e.g., a single trip that involves more than one mode).

The LRTP establishes an evaluation matrix by which area roadways are ranked in order of their need for improvements.

Under the priority ranking system of proposed transportation improvement projects, the S-48 Columbia Avenue Corridor ranks first in the COATS region. Among the criteria used to derive the priority list, the S-48 Corridor had the highest volume to capacity rating with 26.73, a -3.92 cost/benefit ratio, and additional factors including safety enhancements and the need for improved system continuity. According to the COATS LRTP the program cost to improve S-48 Columbia Avenue is estimated at \$19.8 million.

Transportation Improvement Plan (TIP)

CMCOG develops a five-year Transportation Improvement Program (TIP) for the COATS study area on a biannual basis. The TIP programs projects for funding based on a variety of evaluation

and ranking criteria. Projects are consistent with the 20-year LRTP (see above) and SAFTEA-LU legislation and are continuously monitored to document project progress. As projects are completed they are removed from the TIP and new projects are advanced for inclusion.

The COATS TIP includes improvements to S-48 Columbia Avenue. As currently programmed, improvements will upgrade the roadway by widening S-48 to five lanes (i.e., two travel lanes in each direction with a center turn lane throughout) between US 76 and I-26. In the current TIP, funding has been allocated for preliminary engineering and right-of-way acquisition (see **Table A-1**).

Table A-1
S-48 Columbia Avenue TIP Allocations

Phase	Cost by Fiscal Year*					5-Year Program Total
	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	
Preliminary Engineering	\$0	\$400	\$400	\$0	\$0	\$800
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$400	\$400	\$0	\$0	\$800

* Estimated unobligated cost in thousands

Bike and Pedestrian Pathways Plan

The Bike and Pedestrian Pathways Plan for the Columbia Area Transportation Study examines bicycle and pedestrian related concerns and identifies actions that can be taken to develop best practices, policies, strategies, and tangible bicycle and pedestrian projects, in order to encourage and advance bicycling and walking as viable modal choices in the COATS region. The plan identifies the addition of bike lanes and sidewalks to Columbia Avenue between downtown and Chapin High School as one of 26 Early Action Projects (i.e., projects to be implemented in the 0-2 year period). Additionally, paved shoulders are recommended along Columbia Avenue from Chapin High School to I-26 in the short-term (0-5 years).

Chapin Community Master Plan Charrette Report

In January 2006 the Clemson Institute for Economic & Community Development conducted a three-day charrette process that led to the publishing of a report of recommendations for a community master plan. This plan was comprehensive to the "Greater Chapin Area," but did not include recommendations specific to the S-48 Columbia Avenue Corridor. In fact, members of the S-48 Columbia Avenue Corridor Study project team were active participants in the charrette process and provided the Clemson Institute with significant background on existing conditions and anticipated recommendations of the S-48 Columbia Avenue Corridor Study. Many of these

anticipated recommendations were incorporated into the recommendations made by the Clemson Institute.

Specific recommendations made by the Master Plan Charrette Report that are directly relevant to the S-48 Columbia Avenue Corridor are:

- S-48 widened from I-26 to Woodthrush Road;
- New boulevard connector road from the intersection of Woodthrush Road and S-48 southwest to Murray Lindler Road;
- New northern loop road from the intersection of Woodthrush Road and S-48 northwest to Saint Peters Church Road with grade separation at railroad;
- Expansion of Amick's Ferry and Old Lexington Highway to four-lane facilities with planted medians;
- Additional connecting roads south of town between Saint Peters Church Road, Amick's Ferry Road, and Old Lexington Highway; and
- New Columbia Avenue zoning district.