



Town of Chapin

Comprehensive Plan



Adopted November 1, 2011

Town of Chapin

Comprehensive Plan

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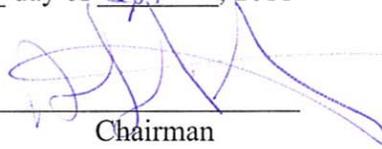
**RESOLUTION OF
TOWN OF CHAPIN PLANNING COMMISSION
RECOMMENDATION OF ADOPTION OF THE COMPREHENSIVE PLAN**

WHEREAS, Pursuant to the South Carolina Local Government Comprehensive Planning Enabling Act of 1994, the Town of Chapin Planning Commission has revised the Comprehensive Plan for the Town of Chapin which contains all elements required by the Act; and

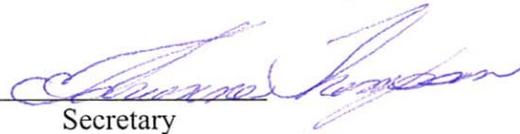
WHEREAS, the Planning Commission, pursuant to S.C. Code Sections 6-29-520(B), desires to recommend to the Chapin Town Council the adoption by ordinance the plan;

NOW, THEREFORE BE IT RESOLVED by the Town of Chapin Planning Commission that the Comprehensive Plan, 2011, including the text and maps, are recommended to the Chapin Town Council for adoption by ordinance, after public hearing, in accordance with S.C. Code Section 6-29-530.

Adopted by the affirmative votes of at least a majority of the entire membership of the Planning Commission this 27th day of Sept., 2011



Chairman

ATTEST: 

Secretary

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CHAPTER 1 - INTRODUCTION

2.1 PURPOSE OF THE PLAN

The following information has been developed to serve as a general policy guide for town officials and citizens to use in planning for future growth and development in and around the town of Chapin. The plan relates existing conditions to a corresponding list of short, medium, and long term goals that reflect how the town should grow over the next ten years in order to maintain and enhance the current quality of life that makes Chapin a distinct and desirable community in which to live. The ultimate goal of the plan is to establish a set of guidelines and procedures that will serve as a tool for making informed decisions about land development, economic growth, infrastructure improvements, housing and transportation needs, and protecting natural and cultural resources.

2.2. THE PLANNING PROCESS

In addition to serving as a valuable short and long range planning tool, the comprehensive plan also satisfies the requirements of the South Carolina Local Government Planning Enabling Act of 1994 which establishes the comprehensive plan as an essential first step in the local government planning process. The law tasks the local planning commission with establishing and maintaining this planning process which ultimately results in the systematic preparation and continuous evaluation of the different elements of the plan. Once adopted, the plan will become the blueprint for future growth and development as well as for the preparation and adoption of tools for implementation of the plan such as zoning ordinances and/or other land development regulations.¹

When the final comprehensive plan, individual elements, amendments, extensions or additions are complete, they must be adopted by the local government through the following process:

- A resolution by the planning commission recommending the plan to the local governing body. This resolution must

¹ Local governments must adopt the community facilities element before adopting subdivision or other land development regulations. They also must adopt the land use element prior to adopting a zoning ordinance.

be recorded in the planning commissions official minutes and the recommended plan must be forwarded on to the local governing body

- A public hearing which must be held at least 30 days after publishing a notice or advertisement in a general circulation newspaper in the community.
- An ordinance adopted by the governing body which cannot be approved until the planning commission has officially recommended the plan as described above.

Because of the dynamic nature of the economy and other factors that can impact a city, town or region, it is important to periodically review and make changes to the comprehensive plan. State law requires that the plan be re-evaluated at least every five years to reflect changes in the growth or direction of development taking place in the community. This can be done all at once or incrementally (i.e., element by element). Every ten years, however, the planning commission must prepare and recommend a new plan to the governing body. According to this schedule the plan that follows will need to be re-examined and updated between 2014 and 2015. A new plan will need to be prepared in 2021.

2.2 VISION AND GUIDING PRINCIPLES

Over the past several decades, the Town of Chapin has engaged in a number of planning exercises and public outreach initiatives that have served to develop a broad based consensus on future directions for the town. Taken together, these studies provide a strong framework and vision from which to develop the existing conditions inventory and key policy recommendations that make up the comprehensive plan. The studies reviewed for this purpose include:

- Chapin: A Vision for Tomorrow (1992)
- Chapin Community Master Plan Charrette Report (2006)
- S-48 Columbia Avenue Corridor Study (2006)
- Town of Chapin Land Development Plan (2006)
- Town of Chapin Zoning Ordinance (2006)
- Town Hall Master Plan (2011)

Based on the information presented in these documents as well as through discussions with the Chapin Planning Commission and Town Council, a vision statement and guiding principles were developed to provide the town with a healthy and positive roadmap for how to grow and develop in coming years.

Vision

The Town of Chapin will provide for the sustainable integration of new growth and development that is in harmony with the existing small town character and quality of life in our community. In order to realize this vision, the comprehensive plan will adhere to the following guiding principles.

Guiding Principles

- Promote compact, mixed use, and sustainable development
- Support a diverse and resilient economic base
- Create a range of housing opportunities for residents of all ages and incomes
- Provide a variety of transportation options
- Preserve our natural and cultural heritage
- Engage with businesses, citizens, and service organizations
- Facilitate intergovernmental cooperation and coordination

2.3 KEY RECOMMENDATIONS

As a means for realizing the overall vision for growth and development discussed above, this document sets forth a number of policy recommendations and action strategies that are presented at the end of each chapter and in a summary implementation matrix contained in Appendix A.

2.4 ORGANIZATION AND CONTENT

As discussed above, the Town of Chapin Comprehensive Plan is intended to meet the state comprehensive planning requirements set forth in the Local Government Comprehensive Planning

Enabling Act of 1994. To meet these requirements the plan consists of an existing conditions inventory and a discussion of goals, objectives, and strategies for the following nine (9) comprehensive planning elements:

- **Population:** this element includes information related to growth and development trends and detailed demographic characteristics such as age, race, sex, income, poverty and educational attainment.
- **Economic Development:** this element includes information on labor force characteristics, employment distributions by place of work and an analysis of consumer expenditures and gross sales characteristics.
- **Natural Resources:** this element includes a discussion of key environmental characteristics that reflect conservation and mitigation priorities as well as physical limitations to future development.
- **Cultural Resources:** this element includes an inventory of key historic and cultural sites and districts, unique commercial, residential, natural or scenic resources, and any other feature or facility relating to the cultural aspects of the community.
- **Community Facilities:** this element includes a discussion of water and sewer infrastructure, solid waste collection and disposal, fire and police protection, emergency medical services, government and educational facilities and parks and recreational resources.
- **Land Use:** this element includes an analysis of existing and future land use, development capacity, neighborhood and town center development plans, annexation priorities, and zoning and land development ordinances. This element is influenced by all of the other elements and will serve as a primary framework for documenting the development objectives of the town.
- **Housing:** this element includes a discussion of the location, type, age, condition, and affordability of housing as well as occupancy and ownership characteristics.
- **Transportation:** this element includes an inventory of the town's current transportation infrastructure including functional class of roadways, traffic characteristics, transit

options, and availability of bike and pedestrian facilities.

The element will also discuss the relationship to the regional transportation system and local, regional, state and federal transportation planning process.

- **Priority Investment:** this element is intended to help prioritize and allocate funding for infrastructure improvement projects identified in the other elements of the comprehensive plan.

The final document will be organized in such a way that each chapter focuses on one of the nine elements described above. Each chapter will begin with a discussion of existing conditions, including the presentation of relevant maps, tables and figures, and will conclude with a list of goals, objectives, and implementable strategies that reflect the town's needs and priorities as identified through the existing conditions analysis and discussions with the Planning Commission, Town Council and a public participation process.

CHAPTER 2 - POPULATION

2.1 INTRODUCTION

The population element of the Comprehensive Plan describes how the town's population and demographic characteristics have changed over the past several decades. Information presented is based on a combination of decennial census data and interim demographic variable estimates for 2009. Statistics will be presented on a variety of household characteristics including:

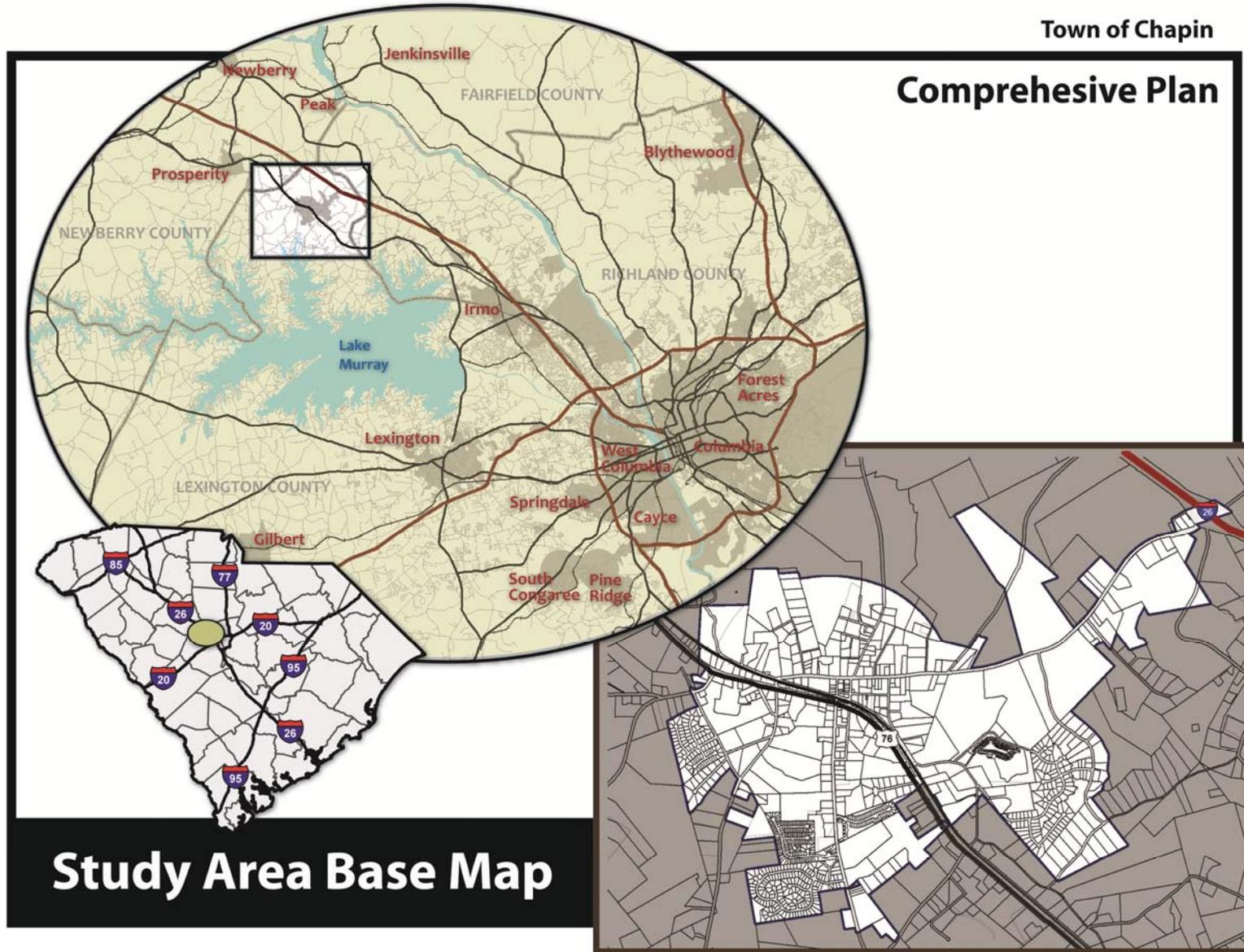
- Population Change
- Age Distributions
- Demographic Trends
- Income Characteristics
- Poverty Levels
- Educational Attainment

The Town of Chapin is located in the northern part of Lexington County, in the heart of what is locally known as the Dutch Fork. The Town is centrally located along US 76, just off of I-26, and is approximately twenty four miles from the City of Columbia, the City of Newberry, and the Town of Lexington. The town is considered to be the capital of Lake Murray, which is located a couple of miles south of the town. Neighboring areas include Ballentine, White Rock, Irmo, Little Mountain, Prosperity and Peak.

The town encompasses approximately 1.9 square miles and contains rural areas as well as significant commercial development. There are several shopping center districts and commercial enterprise corridors along the two main roads of Columbia Avenue and Chapin Road. There are several residential developments as well as individual single family residences on one acre or more, many of them older homes. Chapin also has provisions for the elderly with a large senior care facility and additional senior friendly neighborhoods (Fairhaven & Revelstone). These Communities also offer pedestrian access to dining, fitness, dental, and other essential services.

The tremendous growth that has occurred within Lexington County over the past twenty years has had a significant impact on the town of Chapin as reflected by the demographic information presented below. The Chapin area continues to serve as an important bedroom community for Columbia area commuters and for other regional employment centers, such as the SCE&G V.C. Summer Nuclear Facility in Fairfield County.

Map 2.1: Study Area Base Map



2.2 INVENTORY

2.2.1 POPULATION CHANGE

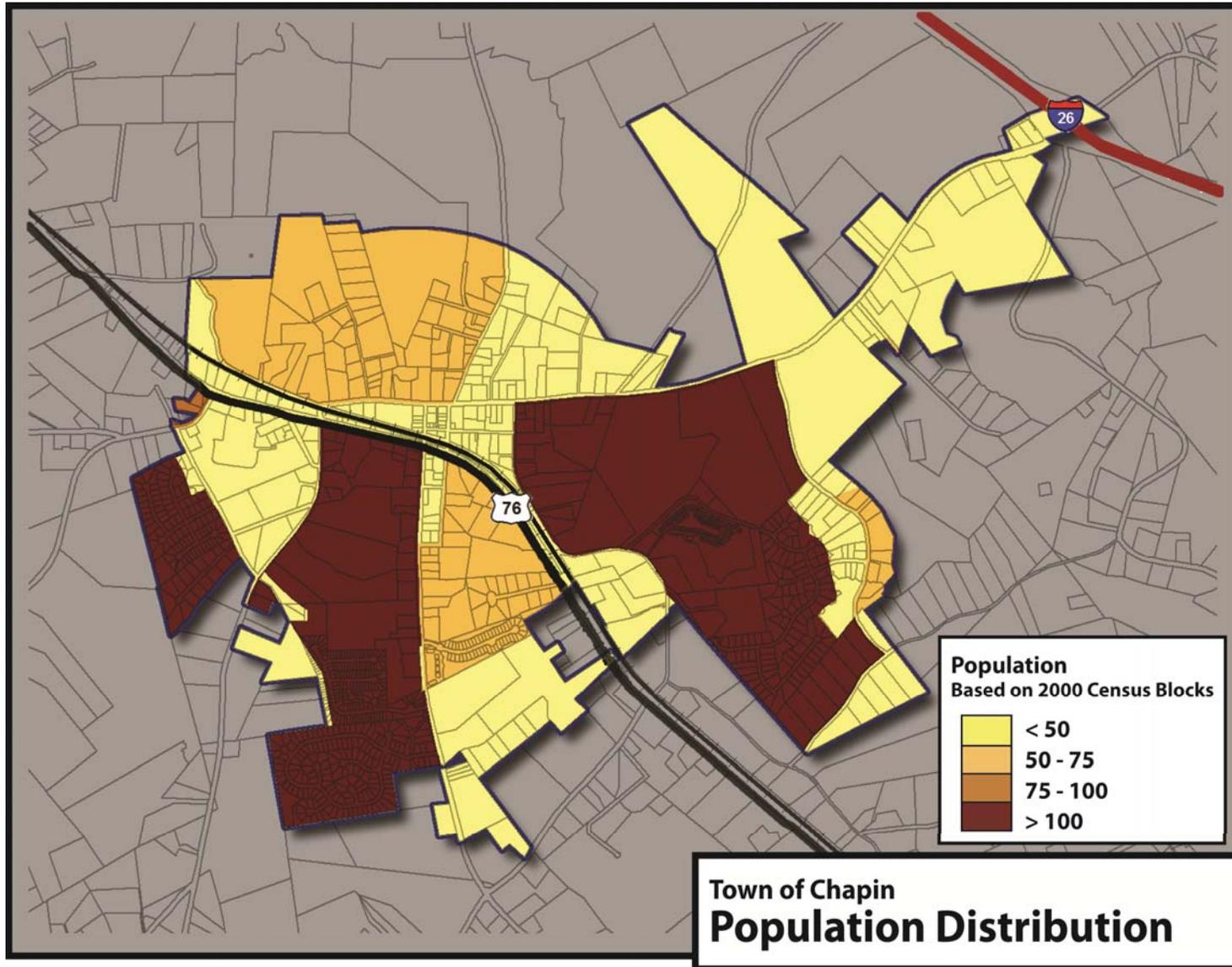
According to official Census figures, between 1990 and 2000, the town of Chapin only grew by 133 people. Local estimates however, indicate that perhaps as many as 228 additional people were a part of that growth bringing the 2000 total to 740 residents. By 2010 the population was reported to be 1,445 representing a 92% increase, which is substantial for a town of this size. Such a rate of increase is also consistent with the growth that has occurred during this same time frame outside of the town in the surrounding unincorporated areas of Lexington County. Over the nine year period, population within the town of Chapin represents on average approximately 0.4% of the total population of Lexington County for the same years.

Table 2.1: Population Change

	1990 Census	2000 Census	2010 Census	% Change 2000 - 2010
Town of Chapin	282	628	1,445	130%
Lexington County	167,611	216,014	262,391	21.5%
Town as % of County	0.17%	0.29%	0.55%	-

As illustrated in Map 2.3, existing populations in the town are concentrated in the residential areas in the vicinity of Chapin High School and in the areas south of US 76 where several subdivisions have been built in recent years. Many of the older, traditional residential areas around the town center consist of relatively low population densities because of the larger lot size and because some of these properties have been converted to commercial uses over time. Many undeveloped areas still exist within the town, especially on the outer edges and extending along S-48 towards I-26.

Map 2.2: Population Distribution



While no long range population projections currently exist specifically for the Town of Chapin, Central Midlands Council of Governments maintains 30 year population projections for Lexington County at the Traffic Analysis Zone (TAZ) level of geography. TAZs are an intermediate geographic zone of analysis that are based on Census Block boundaries and can be aggregated to form Census Tracts. These population projections are useful for getting a general sense of what the population is expected to be in a particular area of the County. In the case of Chapin, long range projections are particularly important because the town is in the heart of one of the fastest growing areas of the Central Midlands Region. Town officials need to be aware of what the population trends are in the surrounding areas of the town because this growth can impact demand for public services and key infrastructure investments, such as the widening of S-48.

According to these estimates, between 2000 and 2035 Lexington County is expected to add 209,078 people, a 96.8% increase from the 2000 population of 216,014. As illustrated in Table 2.2 and Map 2.3, the share of this growth allocated to the northwestern portion of Lexington County around the Town of Chapin is projected to be approximately 8%, resulting in a 2035 population of 16,809, a 200% increase from the estimated 2005 population of 5,590. The majority of this growth is concentrated in the areas to the south of town extending towards Lake Murray along Old Lexington Highway and Murray Lindler road.

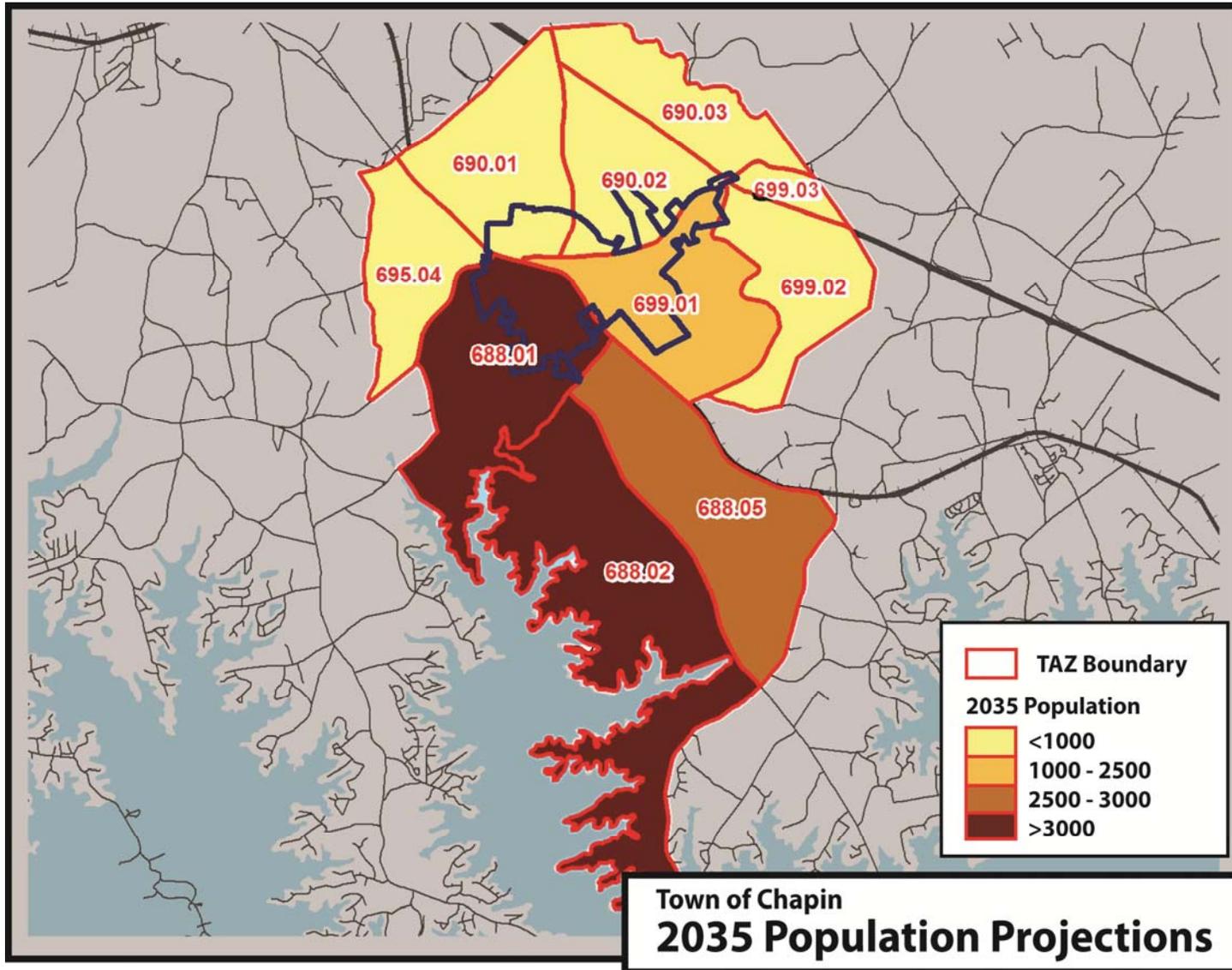
In 2009, the municipal limits of Chapin accounted for 10.5% of the 12,000 acres included in this entire area. Only a small percentage of the overall projected growth is expected to occur within the town's boundaries. By working towards meeting the goals and objectives set forth in this plan, however, Chapin has the potential to absorb a larger share of this growth in the future by cultivating a unique place-based identity and therefore setting itself apart from the type of development occurring in the un-incorporated parts of the county. This is important, because it will allow the town to be a part of this growth as it is occurring rather than waiting until later when annexation becomes the only viable means for supporting the increased demand for public services.

Table 2.2: 2035 Population Projections

TAZ ID	2005 Population	2035 Projections	% Change
699.02	86	233	170.93%
690.03	43	305	609.30%
699.03	17	117	588.24%
688.01	1,157	3,756	224.63%
688.02	2,500	5,919	136.76%
695.04	201	698	247.26%
690.01	191	788	312.57%
688.05	842	2,561	204.16%
699.01	473	1,499	216.91%
690.02	80	933	1066.25%

Note: The TAZ ID column above corresponds to the numbers labeled in red on Map 2.3.

Map 2.3: 2035 Population Estimates



2.2.2 DEMOGRAPHIC CHARACTERISTICS

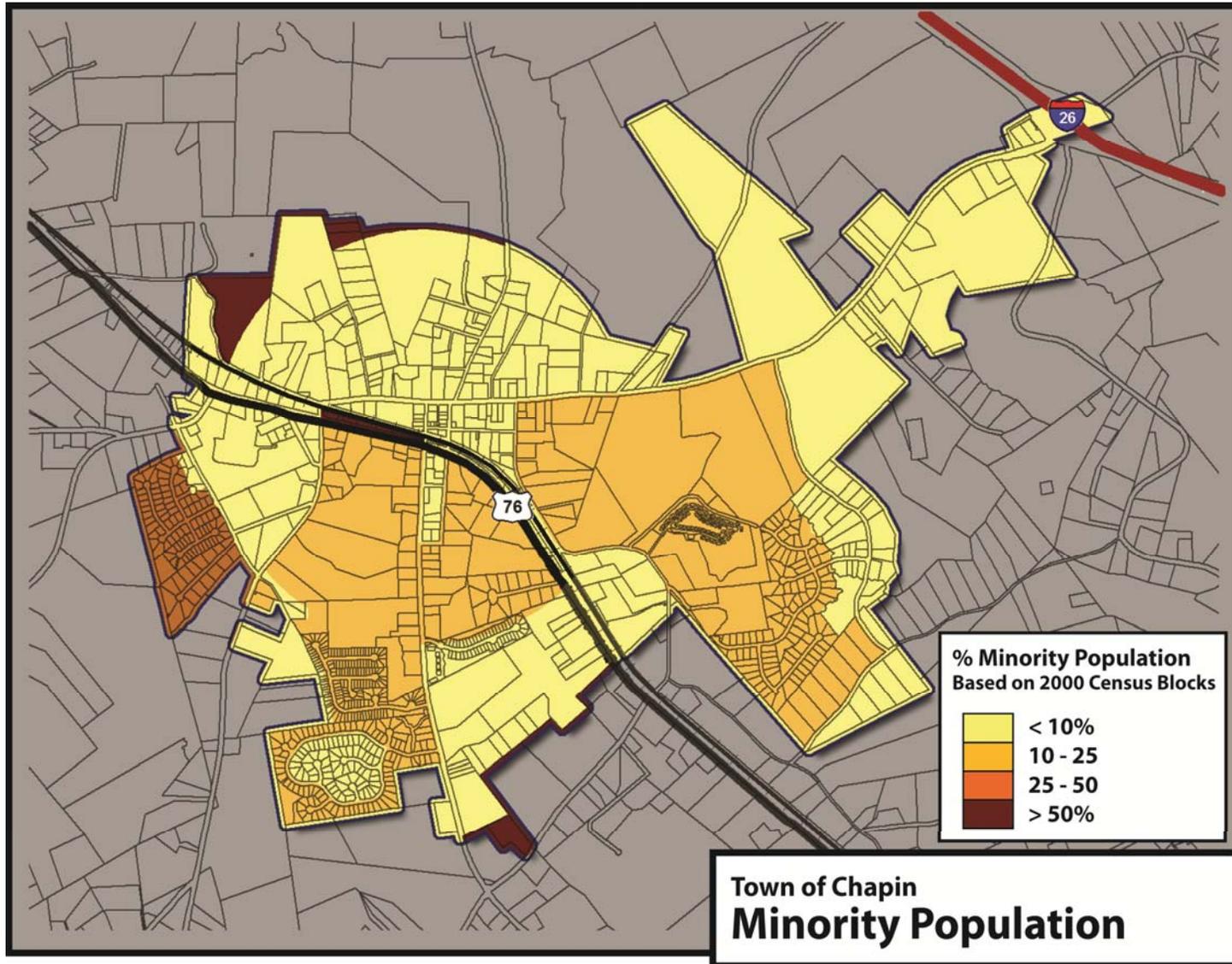
As illustrated in Table 2.3, the town of Chapin's racial make-up has remained relatively constant between 1990 and 2009, with white residents making up on average 88.6% of the total population, black residents making up 10.5% and the other race category making up the remaining 0.9%. While the white population increased between 1990 and 2000, the black population remained relatively constant with a slight decrease in the overall percentage. Since 2000, population estimates show all categories increasing to some degree, accounting for the overall population growth in the town.

Table 2.3: Racial Characteristics

	1990	Pct Total	2000	Pct Total	2009 Estimate	Pct Total
Total Population	282	n/a	628	n/a	1428	n/a
White	245	87.23%	572	91.07%	1251	87.61%
Black	35	12.52%	50	8.01%	156	10.94%
American Indian or Alaska Native	-	0.00%	-	0.14%	-	0.10%
Asian or Pacific Islander	-	0.00%	-	0.05%	-	0.22%
Other Race	-	0.25%	-	0.14%	-	0.23%
Hispanic Ethnicity	-	0.48%	-	0.59%	18	1.27%

As illustrated in Map 2.4 the distribution of minority populations within the town logically follows the areas of highest population densities.

Map 2.4: Percent Minority Population



The Hispanic population in the town has steadily increased since the 1990 census from 0.5% of the total population to 1.3% in 2009. It is important to note that the South Carolina Budget and Control Board recognize the possibility of a significant Hispanic population undercount in the 2000 Census. It should also be noted that while the growth of the local Hispanic population in Chapin is not as significant as in other areas of the county, local knowledge of business development and employment patterns does suggest that actual population figures may be considerably higher than indicated in these tables, though no statistical data currently exists to provide evidence of this trend.

The age distribution of the population in Chapin has changed proportionately with the overall growth in total population between 1990 and 2009. The largest share of this increase has occurred with those people between the ages of 21 and 64. Table 2.4 shows the raw numbers and percentages across 11 different age cohorts. Over the 29 year period the population of people under the age of 20 increased by 266 while the population in people over the age of 65 increased by 184 with the majority of that change occurring since the year 2000. As indicated above, the largest percentage of the population growth has occurred in the 20-64 range which has seen an increase of 696 people with the majority residing in the upper ranges of the cohort (ages 45-64). Consistent with these overall trends, the median age of the population has also steadily increased from 39 in 1990 to an estimate of 42 in 2009. While Chapin is well positioned to attract younger families it is still likely that the trend towards a predominantly aging population will continue as those currently in the 45-64 age range will move into the 65 and older cohort over the next 10-15 years.

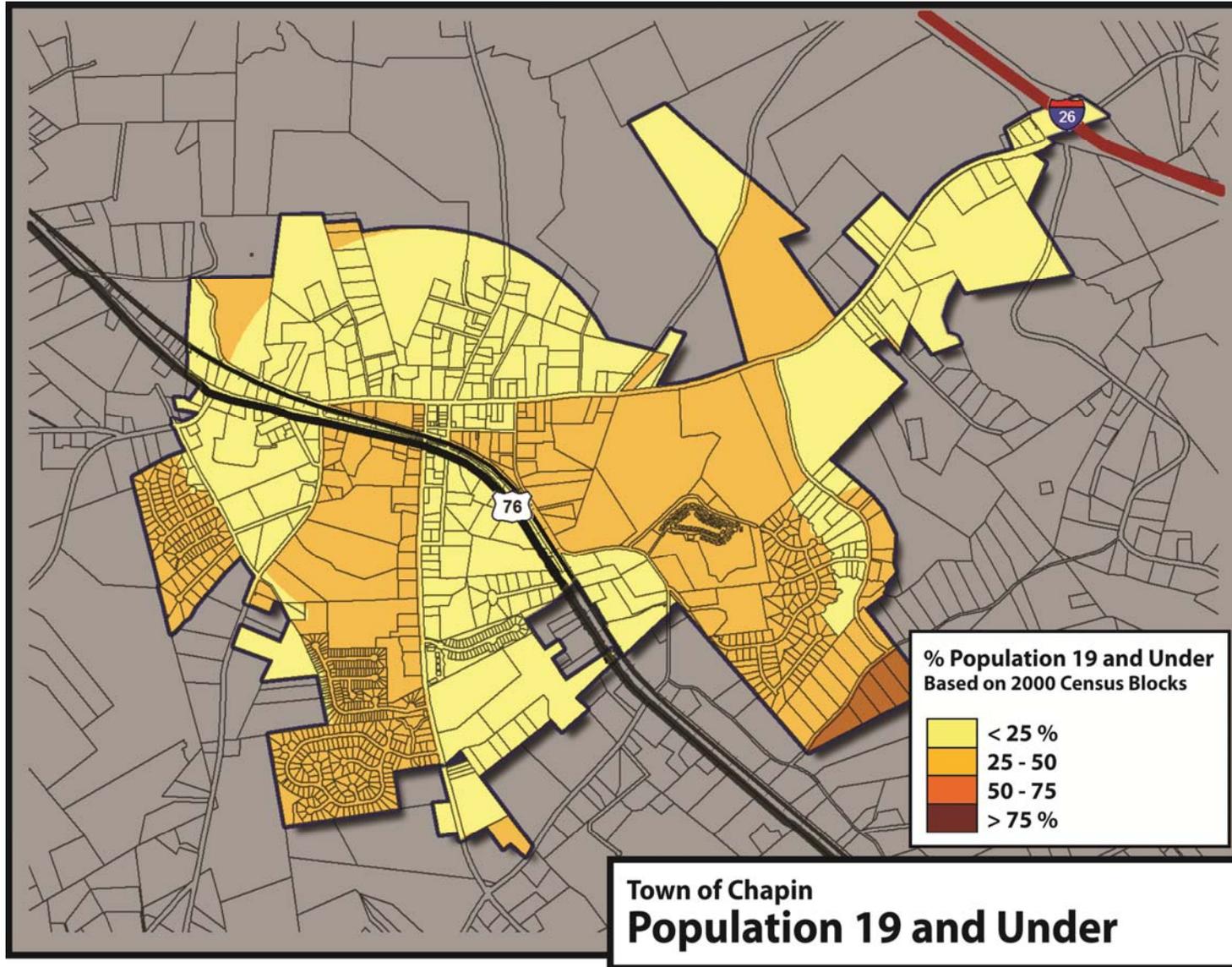
Lexington County as a whole reflects these same trends in age distribution, but current estimates show a slightly smaller percentage of people 65 and older (13.1%), much larger percentage of people 20-64 (60.2%), and a lower median age of 38.5.

Table 2.4: Population by Age

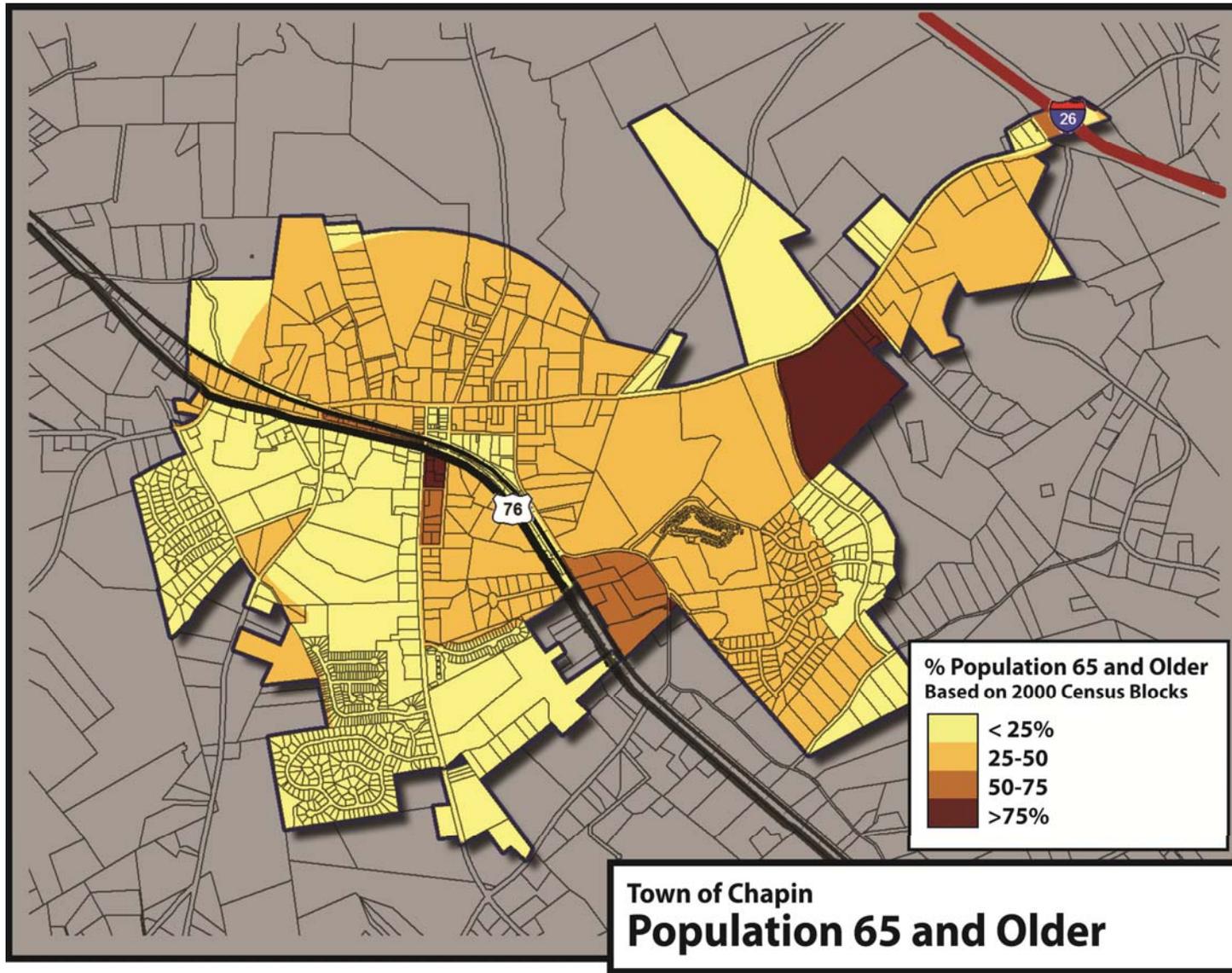
	1990	Pct Total	2000	Pct Total	2009 Estimate	Pct Total
0 to 4	12	4.10%	44	7.01%	94	6.62%
5 to 14	37	12.99%	85	13.52%	175	12.25%
15 to 19	27	9.51%	33	5.29%	72	5.09%
Under 20	75	26.60%	162	25.82%	341	23.96%
20 to 24	18	6.43%	23	3.60%	58	4.06%
25 to 34	30	10.54%	87	13.86%	172	12.05%
35 to 44	50	17.67%	102	16.31%	192	13.47%
45 to 54	44	15.74%	99	15.81%	230	16.08%
55 to 64	27	9.42%	69	11.02%	213	14.89%
20-64	169	59.8%	380	60.60%	865	60.55%
65 to 74	21	7.53%	39	6.27%	107	7.47%
75 to 84	14	5.12%	34	5.39%	83	5.80%
85+	3	0.96%	12	1.92%	32	2.21%
65 and Older	38	13.61%	85	13.58%	222	15.48%
Median Age:	39	n/a	39	n/a	42	n/a

Maps 2.5 and 2.6 show the 2000 spatial distribution of people 19 and under and 65 and older. As would be expected, the distribution of the under 20 population follows the total population distribution with the majority residing in the new residential areas of town. The distribution of people 65 and older however, illustrates larger concentrations in the older, more established residential areas of town.

Map 2.5: Population 19 and Under



Map 2.6: Population 65 and Older



As illustrated in Table 2.5, Chapin has a slightly higher percentage of female to male residents. This ratio has remained constant since the 1990 census and is consistent with Lexington County which has an estimated 51% of the population as female and 48.8% as male.

Table 2.5: Population by Gender

	1990	Pct Total	2000	Pct Total	2009 Estimate	Pct Total
Male	138	48.91%	298	47.52%	674	47.20%
Female	144	51.09%	330	52.48%	754	52.80%

2.2.3 INCOME AND EDUCATIONAL CHARACTERISTICS

According to 2009 estimates the current median household income for Chapin is \$69,081, an increase of \$13,740 from the 2000 Census. Chapin has the third highest median household income of the 14 municipalities in Lexington County and is approximately \$13,151 higher than County itself.

As indicated in table 2.5 the percentage of the total population of the town in the lower income brackets (under \$35,000 a year) has decreased over the 29 year period from approximately 12.8% to only 7.9% in 2009. The data also illustrates a significant increase in those households making over \$75,000 a year from 3.3% to 14.6%; and a significant decrease in those households making between \$35,000 and \$75,000 from 25% to 16% during the same time period.

The 2000 Census reports that in 1999, 4.68% of the population of the town was below the poverty level. This number is lower than all of Lexington County which had a total of 8.9% of the population below the poverty level. Chapin accounted for .12% of all persons below the poverty level within the County. This statistic is determined by assessing whether or not each family's income is less than the poverty threshold appropriate for that

family, which is based on a number of variables including the size of the family, the age of family members, combined family income, and various other measures of need.

Table 2.6: Median Family Income Characteristics

	1990 Census	Pct Total	2000	Pct Total	2009 Estimate	Pct Total
\$0 - \$15,000	24	16.34%	17	8.39%	84	5.90%
\$15,000 - \$24,999	7	4.91%	25	12.06%	131	9.20%
\$25,000 - \$34,999	25	17.40%	25	11.86%	126	8.80%
\$35,000 - \$49,999	23	16.27%	22	10.51%	169	11.80%
\$50,000 - \$74,999	49	33.90%	55	26.58%	291	20.40%
\$75,000 - \$99,999	10	7.17%	33	15.78%	228	16.00%
\$100,000 - \$149,999	1	0.62%	19	9.15%	259	18.10%
\$150,000+	3	2.07%	12	5.66%	140	9.80%

Table 2.7: Income and Poverty Levels

	1990 Census	2000 Census	2009 Estimate
Average Household Income	\$49,675	\$66,470	\$73,269
Median Household Income	\$45,906	\$55,341	\$69,081
Per Capita Income	\$18,099	\$26,878	\$30,277
Population Under Poverty Level	n/a	24	n/a
% Population Under Poverty Level	n/a	4.68%	n/a

Another important measure of assessing the population in need is by looking at the distribution of Low and Moderate Income (LMI) persons in the community. LMI is one measure used by the US Department of Housing and Urban Development (HUD) and Lexington County to determine eligibility for receiving Community Development Block Grant (CDBG) funding. An area is determined to be eligible if at least 51% of the residents are

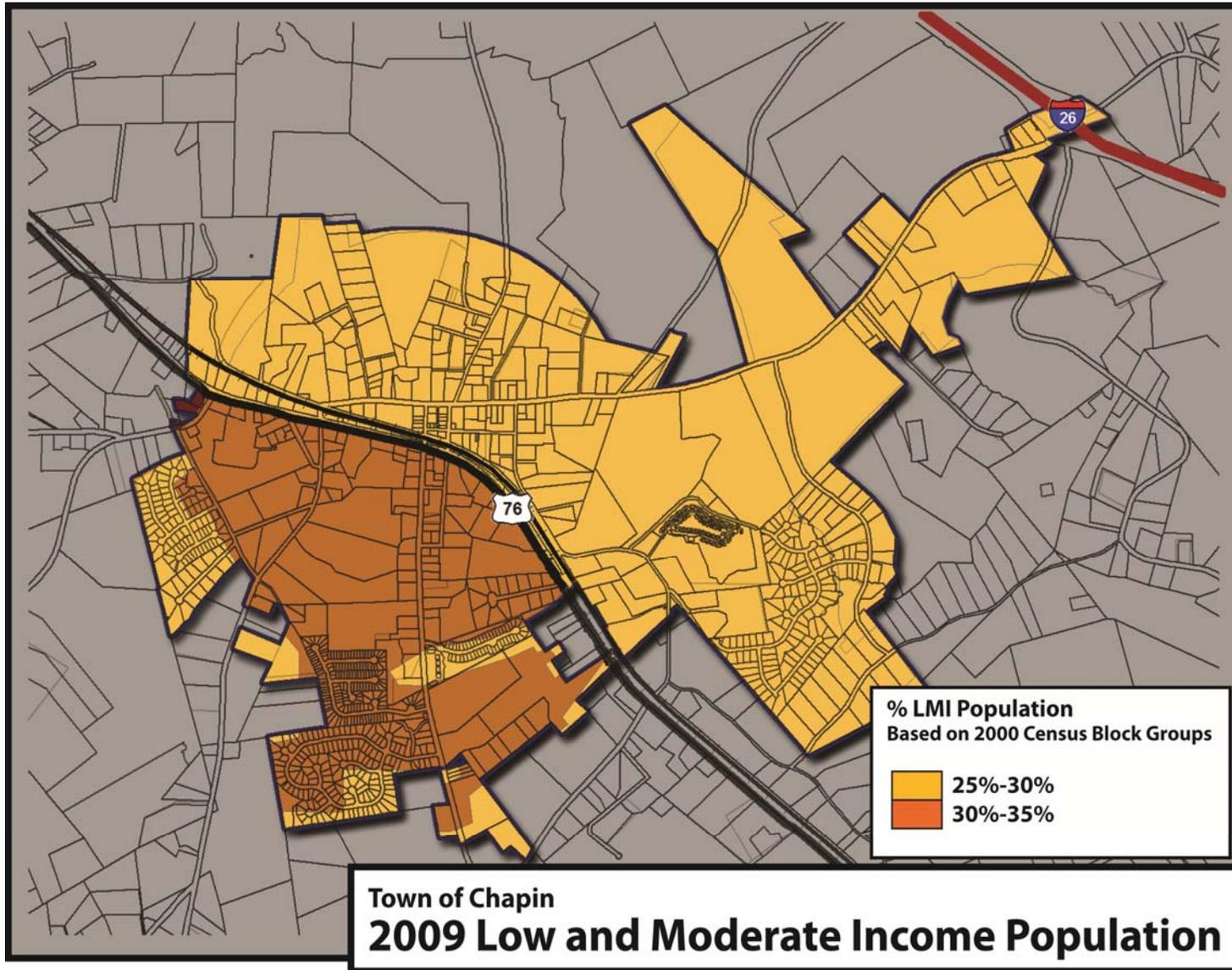
considered to be LMI. According to the 2009 LMI estimates produced by HUD, the population of Chapin is only 30% LMI, one of the lowest in the County. In addition, as illustrated in Map 2.7, the town has no distinct geographic areas with 51% or more LMI residents. The entire town falls within the 25-50% category. While this is good for the town, indicating a generally good quality of life for most residents, it also means that the town is extremely limited in what types of projects are eligible for CDBG funding.

Since 1990, educational levels of the population within the town have improved, most notably with an increase in the total number of people with an associates degree or higher and a decrease in the number of people without a high school degree. As illustrated in Table 2.8, between 1990 and 2009 the number of people 25 and older receiving an associates degree or higher has increased by 302 people representing 41.67% of the total population, while the number of people with less than a high school degree represents only 10% of the population, an overall decrease of approximately 7% over the 29 year period.

Table 2.8: Educational Attainment

	1990	Pct Total	2000	Pct Total	2009 Estimate	Pct Total
Age 25+ Population	254	n/a	361	n/a	1029	n/a
Grade K - 8	22	8.72%	9	2.42%	17	1.49%
Grade 9 - 12	24	9.38%	54	14.88%	98	9.41%
High School Graduate	112	43.95%	94	26.11%	298	27.96%
Some College, No Degree	21	8.29%	65	17.89%	176	19.47%
Associates Degree	16	6.39%	30	8.36%	94	8.30%
Bachelor's Degree	32	12.78%	70	19.42%	215	18.88%
Graduate Degree	27	10.49%	38	10.65%	131	14.49%

Map 2.7: 2000 Low and Moderate Income Population



2.3 GOALS, OBJECTIVES AND STRATEGIES

Goals:

Preserve and enhance the small town charm of Chapin amidst the strong growth of the midlands region.

Objectives:

- Encourage sound development policies that promote mixed use, higher density residential areas that offer a wide range of housing options and provide pedestrian accessibility.
- Absorb regional population growth by marketing the small town character as an alternative to the lower density, auto dependent development occurring in the unincorporated and previously undeveloped portions of the county.
- Pursue sound annexation policies.

Strategies:

- Update zoning ordinance and subdivision regulations to reflect the future land use map presented in the Land Use Element of the Comprehensive Plan.
- Continue working with the Chamber of Commerce to brand and market Chapin for its small town character and high quality of life.
- Conduct a fringe area study to help refine short, medium, and long term annexation priorities.

CHAPTER 3 - ECONOMIC DEVELOPMENT

3.1 INTRODUCTION

The economic development element of the comprehensive plan presents existing labor force characteristics and provides an analysis of the town's economic base by inventorying employment trends by place of work and industry type.

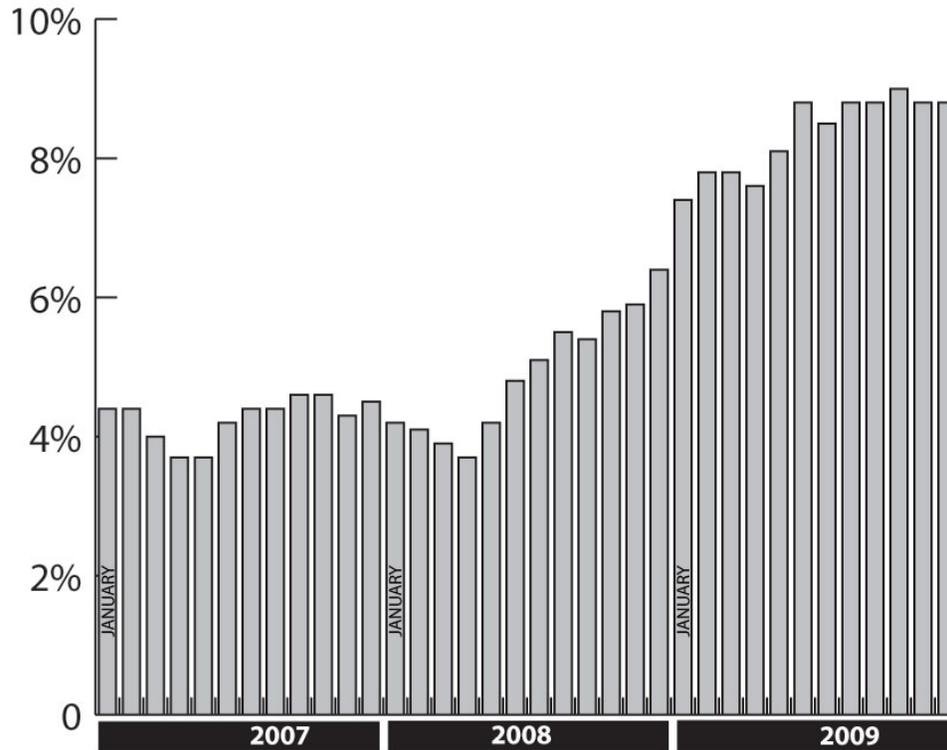
3.2 INVENTORY

In the year 2000 approximately 284, or 70% of the people in the Town of Chapin aged 16 and over were part of the labor force. Of these people, 96.49% were employed, 2.9% were unemployed and 0.6% were in the armed forces. Between 2000 and 2009, the unemployment rate has increased to just under 9% which is slightly higher than Lexington County which had a 2009 unemployment rate of 8.4%, but significantly lower than the state of South Carolina at 11.7%. Table 3.1 presents the employment figures between 1990 and 2009 and Figure 3.1 represents the unemployment trends for the County between 2007 and 2009.

Table 3.1: Population 16 and Older in the Workforce

	1990	Pct Total	2000 Estimate	Pct Total	2009 Estimate	Pct Total
Age 16 + Population	306	n/a	402	n/a	1142	n/a
In Labor Force	227	74.09%	284	70.55%	755	66.10%
Employed	224	98.56%	274	96.49%	686	90.80%
Unemployed	3	1.39%	8	2.92%	66	8.80%
In Armed Forces	0	0.00%	2	0.60%	3	0.40%
Not In Labor Force	79	25.91%	118	29.45%	387	34.00%

Figure 3.1: Lexington County Unemployment Trends



Employers within the Town of Chapin represent a wide variety of industries. As illustrated in Table 3.2, service employment, which includes jobs ranging from healthcare to insurance and real estate, represents the largest industry type in Chapin and provides approximately 40% of the jobs. Industrial employment, which generally includes light manufacturing and construction accounts for 26% of the jobs and includes some of the town’s single largest employers. Retail and highway retail employment (which denotes auto-oriented establishments such as fast food chains) together represents 17%, and office jobs such as banking and finance, account for the remaining 7% of employment within the Chapin municipal limits. As illustrated in Table 3.3, approximately 201 or 8% of the 2,560 jobs from employers with 10 or more employees are in the public sector with the school district representing the largest of the public sector employers. Almost 70% of all workers in Chapin are considered to be employed in white collar work, leaving 31% employed in blue collar occupations.

Table 3.2: 2009 Employment by Industry

Employment Category	Total Employment (10 or more Employees)	Percent of Total
Service	1026	40%
Industrial	668	26%
Retail	426	17%
Highway Retail	249	10%
Office	191	7%
Total Employment	2560	100%

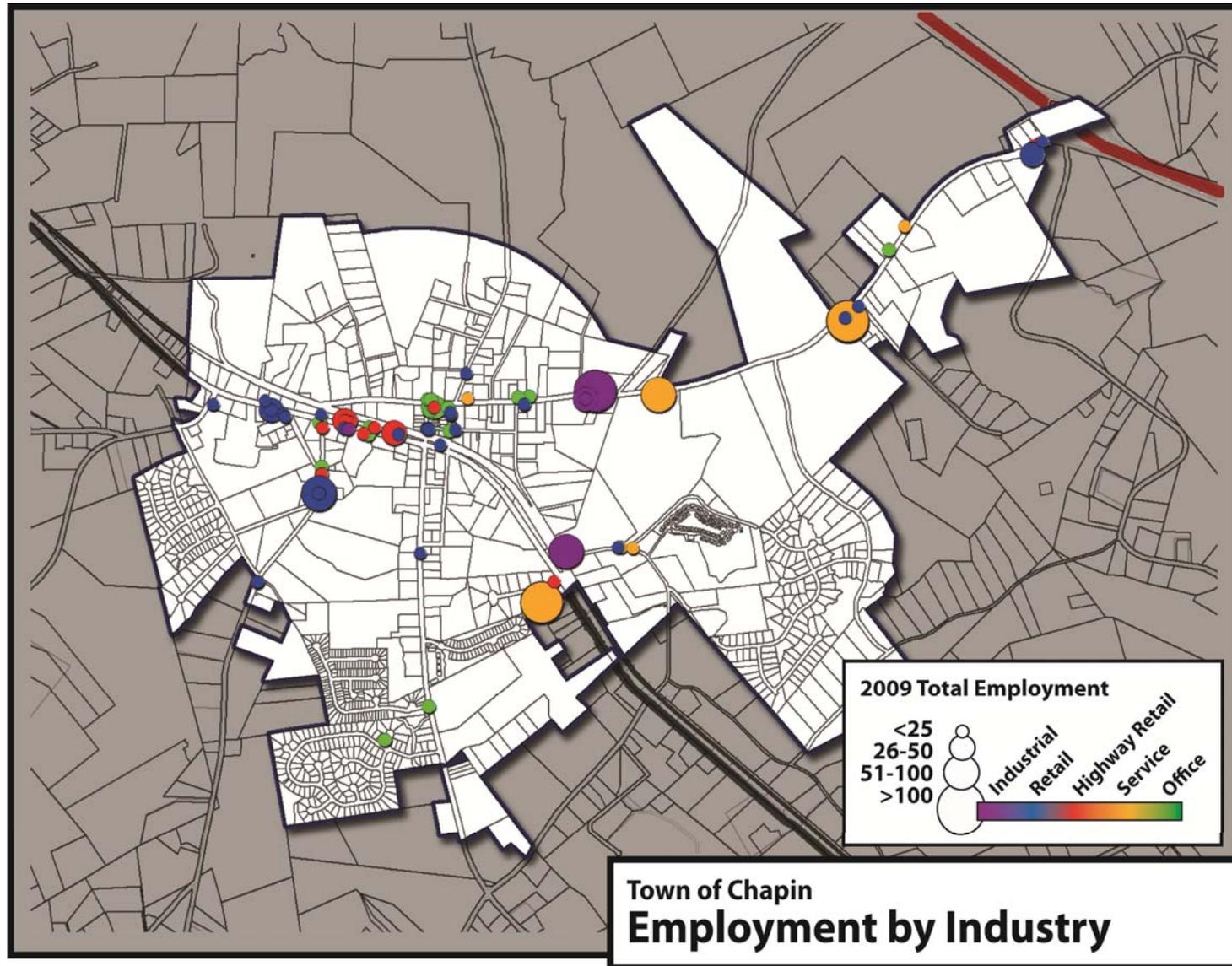
Table 3.3: 2009 Public Sector Employment

Public Sector Employment	Employees	Percent of Total
School District 5 of Lexington	157	6%
Town of Chapin (Admin)	11	0.43%
United States Postal Service	20	1%
School District 5 – Alternative School	13	1%
Total Employment	201	8%

In 2009 the top employers within the town were as follows: General Information Services, Ellet Brothers, Inc., Central Label Products, Lexington School District 5, BILO, Food Lion, PM Systems Corp., Corlogic, and Generations of Chapin.

Map 3.1 illustrates the spatial distribution of employment in the town by both size of employers and industry type. As would be expected, most of the employers of all types are located in proximity to or along the main thoroughfares of US 76 and S-48 where they can take advantage of the rail and highway accessibility, which is a major asset for all businesses within the town.

Map 3.1: Employment by Industry



The total average household expenditure for the town of Chapin is estimated to be \$61,039. The total average retail expenditure is estimated to be around \$25, 817. Of these totals, the average resident is spending the largest percentage of their income on the following five categories (in descending order): transportation (20%), shelter (19%), food and beverage (15%), mortgage interest (8%), and healthcare (6%). These percentages are consistent with the estimates for all of Lexington County.

3.3 GOALS, OBJECTIVES AND STRATEGIES

Goals:

Create opportunities for economic growth by growing existing businesses and providing incentives for the recruitment of new industries.

Objectives:

- Identifying specific gaps and niches in the local and regional economy to assist in building a diversified range of specialized industry clusters that draw on local advantages
- Continue to promote Chapin as a regional tourist destination to foster the development of specialized commercial and retail markets.
- Encourage more light industrial and office employment opportunities for town and area residents.
- Explore opportunities for attracting High Tech industries to the Chapin Area
- Develop the institutional framework for supporting local and regional economic development initiatives
- Continue to work towards identifying and improving quality of life issues relevant to the recruitment of industries to the town (e.g., traffic congestion, schools, recreational opportunities, utility infrastructure).

Strategies:

- Create an economic development plan to identify strengths, weaknesses, opportunities, and threats within the local economy. This plan could include the following:
 - A detailed market analysis of the area to identify commercial and industrial opportunities as well as regional retail leakages.
 - A pier town review of economic development activities in neighboring communities (in-state and out-of- state) with similar socio-economic and growth and development characteristics.
 - A commercial building stock survey to assess status of condition and building tenure and ownership.
 - An inventory of redevelopment opportunities within the town center and mixed use districts.
 - A needs assessment for developing a Lexington County Industrial Park in the vicinity of the proposed Interstate Commercial District.
 - A strategic action plan for developing a High Tech industry cluster in the Chapin Area.
- Consider the creation of a local Community Development Corporation (CDC) to help implement the goals and strategies identified in the Economic Development Plan.
- Work with the Chamber of Commerce and School District to identify areas of emphasis that will improve town's attractiveness to potential businesses and residents.

CHAPTER 4 - NATURAL RESOURCES

4.1 INTRODUCTION

The natural resources element of the comprehensive plan is intended to provide an inventory of significant physical and biological features of the landscape including consideration of:

- Physical Setting
- Climate
- Vegetation
- Water Resources
- Environmentally Sensitive Areas

The purpose is to provide a base from which to guide policy decisions that are related to the use and management of these natural resources, especially as they pertain to the need for protection, restoration, and/or impact the intensity and types of permissible land uses.

4.2 INVENTORY

4.2.1 PHYSICAL SETTING

The town of Chapin is located in the piedmont physiographic province or eco-region which is considered to serve as a transitional area between the mountainous areas of the upstate and the relatively flat coastal plain to the southeast. ² It is comprised of a complex mixture of metamorphic and igneous rocks which are moderately dissected by irregular plains and gently rolling hills. These landforms sometimes consist of moderate to steep slopes with the steeper slopes occurring near the ridge lines and stream banks.

Within the piedmont eco-region, the town is situated in what is called the Carolina Slate Belt, a mineral rich, meta-volcanic and

² The terms physiography and eco-region describe areas of general similarity in landforms, ecosystems and associated environmental resources.

meta-sedimentary formation that extends from southern Virginia across the Carolinas and into Georgia. Some parts of this piedmont sub-region are fairly rugged and many areas are distinguished by trellised drainage patterns.

Predominant soils in the vicinity of Chapin are of the Georgeville-Nason type, a clayey subsoil with a high silt content. These soils have mild to moderate limitations in terms of use as foundations for roads or buildings and due to the clay content they exhibit moderate to severe limitations on use as septic tank absorption fields. It is also common for many streams to be intermittent and because of the predominance of low water-yielding rock units, the water yields to wells are relatively low.

Despite being located in an eco-region known for its rolling topography, there are no areas within the town that have slopes greater than 15%, which is generally considered to be a significant limitation for development.

4.2.2 CLIMATE

Chapin, like much of the Midlands is characterized by a temperate climate with long summers being the norm and warm weather extending from May through September. Winters are generally mild, with the coldest weather occurring in the months from late November through mid-March. During these months, one or two snowfalls are likely and approximately one-third of these days experience temperatures below freezing. Annual rainfall averages between 41-49 inches and the average growing season lasts 217 days.

4.2.3 VEGETATION

Once largely cultivated, much of the piedmont eco-region is currently covered in planted pine or has reverted to successional pine and hardwood woodlands. The historic oak-hickory-pine forest was dominated by white oak, southern red oak, post oak, hickory, shortleaf pine and loblolly pine. Most of the undeveloped woodland areas scattered around the outer edges of Chapin are of this representative forest type. Cleared fields and pastures also

constitute a small portion of the undeveloped lands within the town limits.

4.2.4 WATER RESOURCES

The Town of Chapin straddles the ridge line between the two major drainage basins of the Broad and Saluda Rivers. This major drainage divide is defined by the Wateree creek watershed which drains into the Broad River and the Bear Creek Watershed which drains into Lake Murray, a 50,000 acre artificial reservoir located within the Saluda River System. Because Chapin is situated along this ridge line there are very few perennial stream segments within the town limits. There are, however, a number of areas where intermittent stream channels form the headwaters of the Wateree and Bear Creek systems. These are important water resources that need to be protected. Lexington County has adopted a riparian buffer ordinance which protects these stream channels from development and other harmful land use activities within 50ft of the channel.

No significant wetland areas have been identified by the National Wetlands Inventory, and no areas within the town are contained within a 100 year flood plain. The closest flood prone areas are located just outside of the town limits in the vicinity of Pinewood Drive to the north and on Wateree Creek between Crooked Creek Park Rd and Holly Oak lane on the East, not far from the Chapin Waste Water Treatment Plant (WWTP).

4.2.5 ENVIRONMENTALLY SENSITIVE AREAS

In regards to sensitive environmental features, the areas of biggest concern are related to the water resources described above. The entire Lower Broad River is part of an approved Total Maximum Daily Load (TMDL) Watershed because of long standing and persistent water quality issues. Wateree Creek, which drains part of the town, is included as a part of the TMDL shed which means stream loadings from the WWTP and non-point sources may be required to meet certain thresholds as required by the Environmental Protection Agency (EPA) and the South Carolina Department of Environmental Control (DHEC). DHEC has a

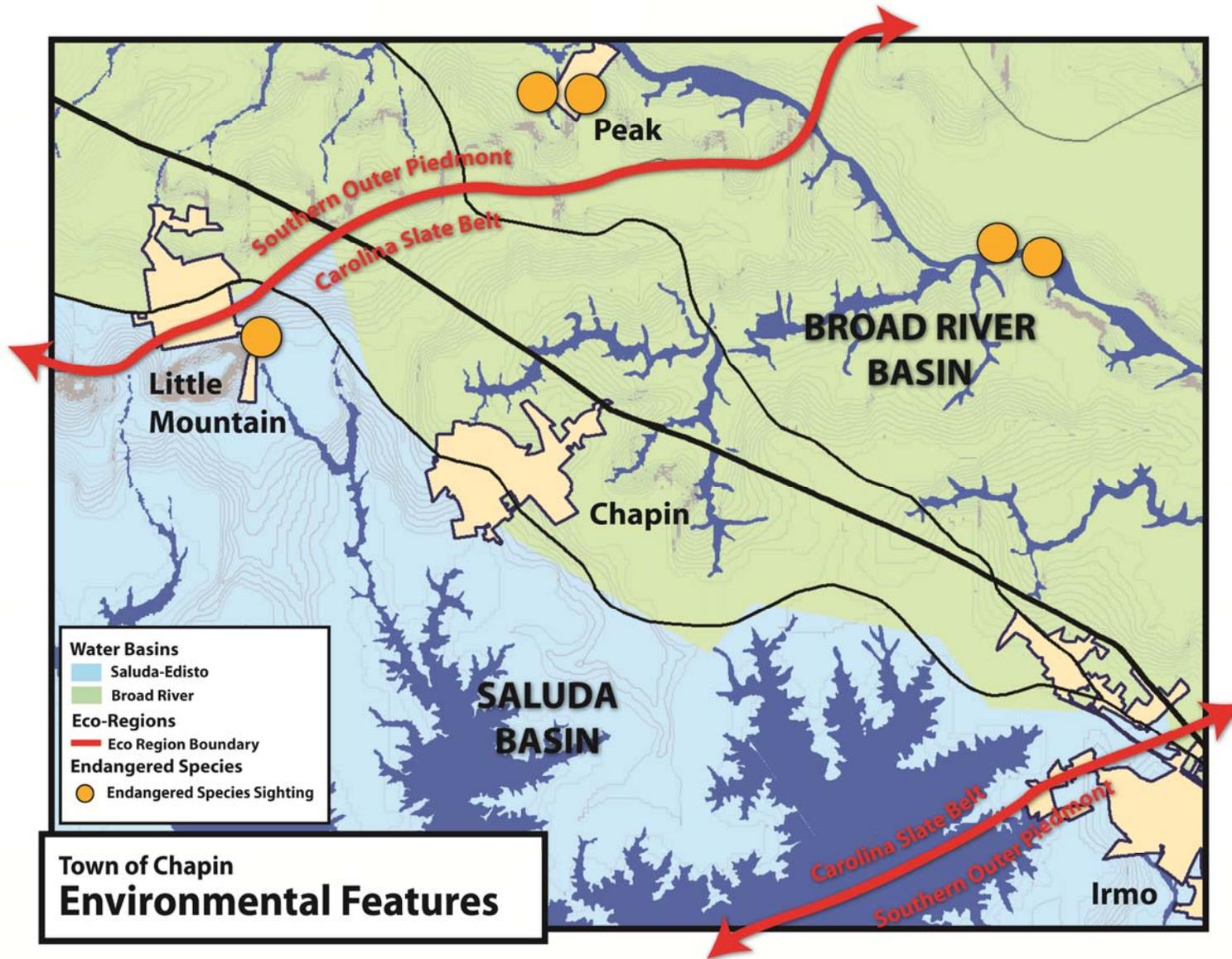
stream monitoring station currently in place at the confluence of Wateree Creek and the Broad River. This monitoring station is currently listed as an impaired stream.

Lake Murray, which drains the other half of town via Bear Creek, should also be considered an environmentally sensitive resource that should be protected. It serves as a major fresh water resource of importance and is an economic asset to the entire Columbia Metropolitan region. Every effort should be made to ensure the integrity of the Lake's water quality.

According the Department of Natural Resources data on Endangered Species occurrences, no areas of concern exist within the town limits. However, several sightings of endangered species including bald eagles, bears, and rocky shoal spider lilies, have been reported along the Broad River thus emphasizing the importance of protecting these water resources from both point and non-point pollution.

Map 4.1 on the following page illustrates the environmental features discussed in this chapter.

Map 4.1: Environmental Features



4.3 GOALS, OBJECTIVES AND STRATEGIES

Goals:

Provide for the conservation of natural resources, improve public health and enhance the quality of life for area residents.

Objectives:

- Encourage watershed based planning principles that protect riparian areas and contribute to the overall health of the watersheds the town resides in.
- Encourage the use of green building techniques and low impact development within the town to help protect sensitive ecosystems and improve water quality.
- Establish a network of open space and greenways that connect with town parks, protected riparian areas, and commercial activity centers within the town.

Strategies:

- Work with Central Midlands Council of Governments and SCDHEC to participate in the TMDL development process and future watershed planning efforts for the Broad and Saluda River watersheds.
- Encourage the use of Green Infrastructure techniques for storm-water management in all new developments including the new town hall site.
- Work with Lexington County Department of Public Works to identify appropriate areas for implementing Green Infrastructure retrofits for town owned properties and County maintained roads.
- Provide market based incentives (e.g., density bonuses) for encouraging the development of LEED certified buildings and conservation sub-divisions.
- Conduct an energy audit of municipal buildings and consider implementing a capital improvement program for procuring an energy efficient fleet of municipal vehicles.

- Encourage walking and biking as a transportation alternative for area residents working within the community and encourage car pooling for residents commuting to the Columbia Metropolitan area.
- Develop and adopt a comprehensive greenways and open space plan for the town.

CHAPTER 5 - HISTORIC AND CULTURAL RESOURCES

5.1 INTRODUCTION

The Historic and Cultural Resources Element of the Comprehensive Plan inventories existing sites of historic and cultural significance for the purpose of providing policy guidance in ensuring the short and long term protection and preservation of these resources. The inventory typically considers sites and/or districts on the National Register of Historic Places as well as those that have not yet been nominated or determined to be eligible.

5.2 INVENTORY

5.2.1 HISTORIC BACKGROUND

The first settlers in the area, numbering close to 200 families, were seeking religious freedom from the Palatinate in Southern Germany. These settlers maintained their own sub-culture and spoke German well into the 20th Century.

Martin Chapin of Cortland, New York moved to the area in 1856 on the recommendations that the pine trees would help his lung ailment. By the 1890s, he had amassed over 4200 acres in the Chapin area. Over half of the property titles researched for the building of Lake Murray could be traced back to him. Martin Chapin built his primary residence, which was a large wooden home, facing the old Chapin springs at the present day site of a shopping center.

The Columbia, Newberry, and Laurens Railway brought the first railway stop to Chapin in 1890. Martin Chapin used this railway to ship his timber to other parts of the state. The town began to grow with the introduction of this service and was officially incorporated on Christmas Eve, 1889 with the town limits extending $\frac{3}{4}$ of a mile in all directions from his home.

The main events in the 20th Century history of Chapin relate to utilities and transportation. The acquisition of property for the Lake Murray hydroelectric dam during the 1920s brought employment and capital to the area but the Great Depression in the

1930s postponed prosperity and population growth until after WWII. The construction of US 76 through the town in the late 1930s connected Chapin with the cities of Columbia and Greenville. In 1961, I-26 was opened and gave the town national connectivity. Developers capitalized on the proximity of the town to Lake Murray and the City of Columbia by developing the area into both a resort and bedroom community. Today the Chapin area has one of the highest per capita incomes of any area in Lexington County and the Central Midlands Region.

5.2.2 HISTORIC SITES

There are no historic districts recognized on the National Register of Historic Places within the town limits. Of all the historic structures in the vicinity of Chapin, the only one that has been nominated and accepted into the national register is the Robinson Hiller House which was named to the register in 1998. The site located at 113 Virginia Street consists of a single Queen Anne style residential building from 1917 that is currently being used for commercial purposes and is surrounded by other commercial properties. In addition to having the one officially recognized historic site, the town also possesses a number of other buildings that have both historical integrity and special meaning for town residents. Some of these structures could potentially be determined eligible and eventually nominated for the national register at some point in the future. These buildings include:

- **Mt. Horeb Lutheran Church:** Original church built in 1893. Second church built by Willie Koon in 1917. Present structure, built in 1963, is the third building on this site.



Mt. Zion Baptist Church



Robinson Hiller House



Round Corner House



St. John AME Church

- **Mt. Zion Baptist Church:** The first building in 1905. Current church built in 1913 as a wooden frame church and remodeled in 1950 with a brick veneer and enlarged.
- **St. Johns AME Church:** This church is believed to be older than Mt. Zion, is a wooden frame church which stands on land originally owned by Martin Chapin.
- **Robinson-Hiller House:** Built in 1902 on Virginia Street by Charles Plumber Robinson, a businessman who founded C.P. Robinson Lumber Company and other enterprises. His wife, Sarah “Eddie” Smithson Robinson was a “social activist and officer of the Woman’s Christian Temperance Union. Listed on the U.S. national Register of Historic Places in 1998, and currently is location of Aquarius Spa.
- **The Dispensary Building:** A wooden building, built in 1901 by George W. Lindler, stands on Clark Street. It first served as a general store for a year, and then was leased to the state as a dispensary until prohibition came to an end around 1914. In more recent years it has served as a meat market, a thrift store, and an antique shop. It is currently vacant.
- **Round Corner:** on Columbia Avenue, the home of Dr. & Mrs. Charles Wessinger, was built about 1890 for Job S. and Anna Seay Wessinger. It may be the oldest home in Chapin. Currently not occupied.
- **Bank of Chapin building:** Built in 1907, on Beaufort Street, had been used for other commercial purposes in later years, and currently is location of ArtCan Studio.
- **Chaffin-Eleazer House:** Built around 1904 on Virginia Street, was the home of Thomas Addison Chaffin, and later was occupied by his daughter Annie Chaffin



Dispensary



Bank of Chapin



Chaffin-Eleazer House



John Farr House

Eleazer. It currently serves as the Chapin Chamber of Commerce and Visitor's Center.

- **The John Farr House:** Later the home of S. C. Derrick on Columbia Avenue at Lexington Avenue, currently unoccupied, is one of the oldest houses in Chapin.
- **The Tom Stoudemire home:** Located on Columbia Avenue, another of Chapin's oldest houses, is now occupied by Caughman-Harman Funeral Home.



Tom Stoudemire House

In addition to these buildings, the historic C.N.&L. Railroad Station and the Chapin Town Theatre are also of historic importance. Both of these buildings have the potential to be adapted for contemporary uses. The rail station, which played a pivotal role in the town's history, is currently under private ownership and is being restored for private use. This building or a replica of it could potentially be located on the new town hall site or some other prominent location within the town where it can be used for a number of different civic functions. The old Chapin Town Theatre is located directly adjacent to the existing town hall site and at the present time is owned by Lexington-Richland School District Five. The building does not currently meet contemporary building codes, primarily because of the lack of restrooms and universal access. Once it is renovated, however, it also has the potential to serve a number of civic functions and will likely continue to play an important role in the community.

5.3 GOALS, OBJECTIVES AND STRATEGIES

Goals:

To Protect and restore the unique historic and cultural resources of the town and to utilize these heritage resources to market the town as a tourist destination.

Objectives:

- Preserve historic structures and small town integrity by implementing a historic preservation program.

Strategies:

- Work with SHPO and other non-profit entities such as the Palmetto Trust for Historic Preservation to create and maintain a comprehensive town wide inventory of historic buildings.
- Establish a relationship with local history organizations and the School District to pursue collaborative research projects that will produce interpretive information for local interests and marketing opportunities.
- Work with the School District to stabilize and restore the old Town Theatre so that it can be adapted for re-use.
- Continue exploring options for utilizing the historic Railroad Depot for civic purposes either through an agreement with the current owner or by creating a replica for town use.

CHAPTER 6 - COMMUNITY FACILITIES

6.1 INTRODUCTION

The community facilities element of the comprehensive plan relates to the infrastructure necessary to provide adequate services that support the growth and development, health, safety and welfare of the town. This infrastructure includes: Water and Sewer Facilities, Solid Waste Disposal, Storm Water Drainage, Police and Fire Protection, Emergency Medical Services, Recreation, and Education.

It is important to note that because many of these facilities are not within the sole jurisdiction or responsibility of the town, inter-agency cooperation, coordination and participation is essential. The adequate provision of public services will require the town to continue working with other local governments, such as Lexington County, special purpose districts, such as the Irmo-Chapin Recreation Commission, and private entities, such as health care and solid waste disposal providers.

6.2 INVENTORY

6.2.1 WATER SYSTEM

The City of Columbia owns, operates, and maintains the water system that provides service to residents within the Chapin municipal limits. This service was originally supplied by a 200,000 gallon water tank located on East Boundary Street and a 2 million gallon water tank located near the intersection of Old Lexington Highway and Sid Bickley Rd. A third 150,000 gallon tank supplied by a well was located outside of town at the intersection of Amicks Ferry Rd and Shady Acres Lane. In recent years, these tanks have been phased out as the City of Columbia has expanded its centralized water service through a 12 inch distribution line that runs along US 76. This line ties into the existing distribution system at Sid Bickley Road where it continues into town along Old Lexington Hwy.

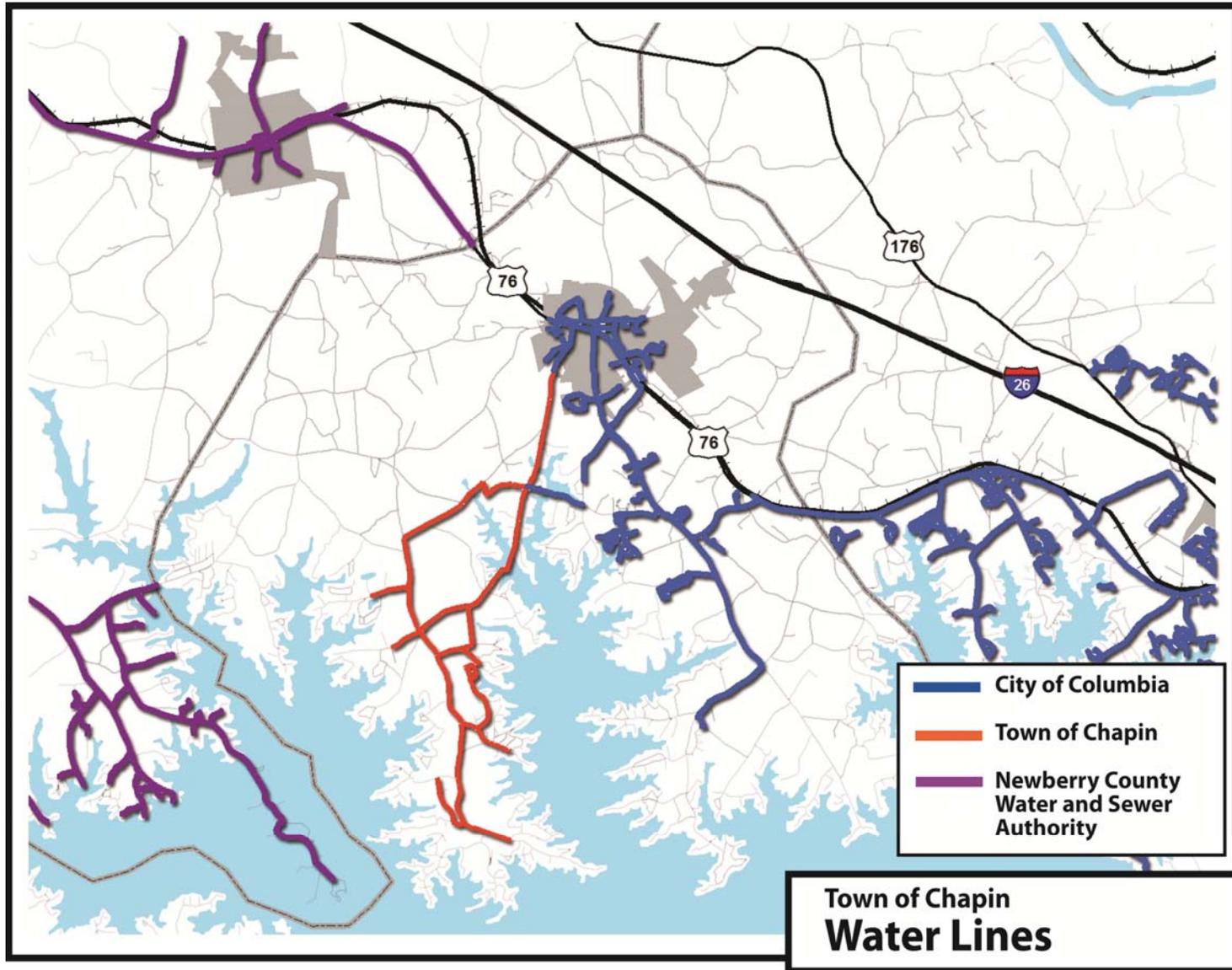
The 12 inch City of Columbia line also branches out along Old Bush River Road where it ties into the Amicks Ferry water

distribution system which is owned and operated by the Town of Chapin. The town purchases water from the City of Columbia to supply the primarily residential area along Amicks Ferry Road. The system serves over 1,500 customers and has an average daily consumption rate of approximately 663,000 gallons per day. While the Amicks Ferry distribution lines were originally configured as a dead-end system, the town has been working towards creating a looped system by extending a twelve inch line north along Amicks Ferry Road to where it will connect to the City of Columbia distribution lines that serve the town. This project is important because once completed, it will provide an alternate route for the delivery of water service to the Amicks Ferry Road area which would otherwise be cut off if in the event of a line break because it is currently only fed by a single source. The town also has short term plans (i.e., within the next 5 years) to loop other areas of the system in order to fill in missing gaps, improve flow, and increase its overall reliability.

In addition to the Amicks Ferry Water System the town also owns, operates and maintains a small section of water lines along S-48 within the town limits. Chapin buys water from the City of Columbia at a meter pit located in front of Chapin High School and provides services to a number of commercial customers fronting S-48 between the high school and Interstate 26. The City of Columbia is in the process of extending their lines north along Broad River Road reaching all the way to S-48 where it is possible to connect to the Town of Chapin lines, thus further looping the system.

It has recently been announced that the City of Columbia is planning to build a new 500,000 – 750,000 gallon water tower on Broomstraw Road which will serve residences on the north and western sides of town. This infrastructure improvement project could potentially facilitate future growth in this area around Lake Murray and the Newberry County line.

Map 6.1: Town of Chapin Water System



6.2.2 SANITARY SEWER SYSTEM

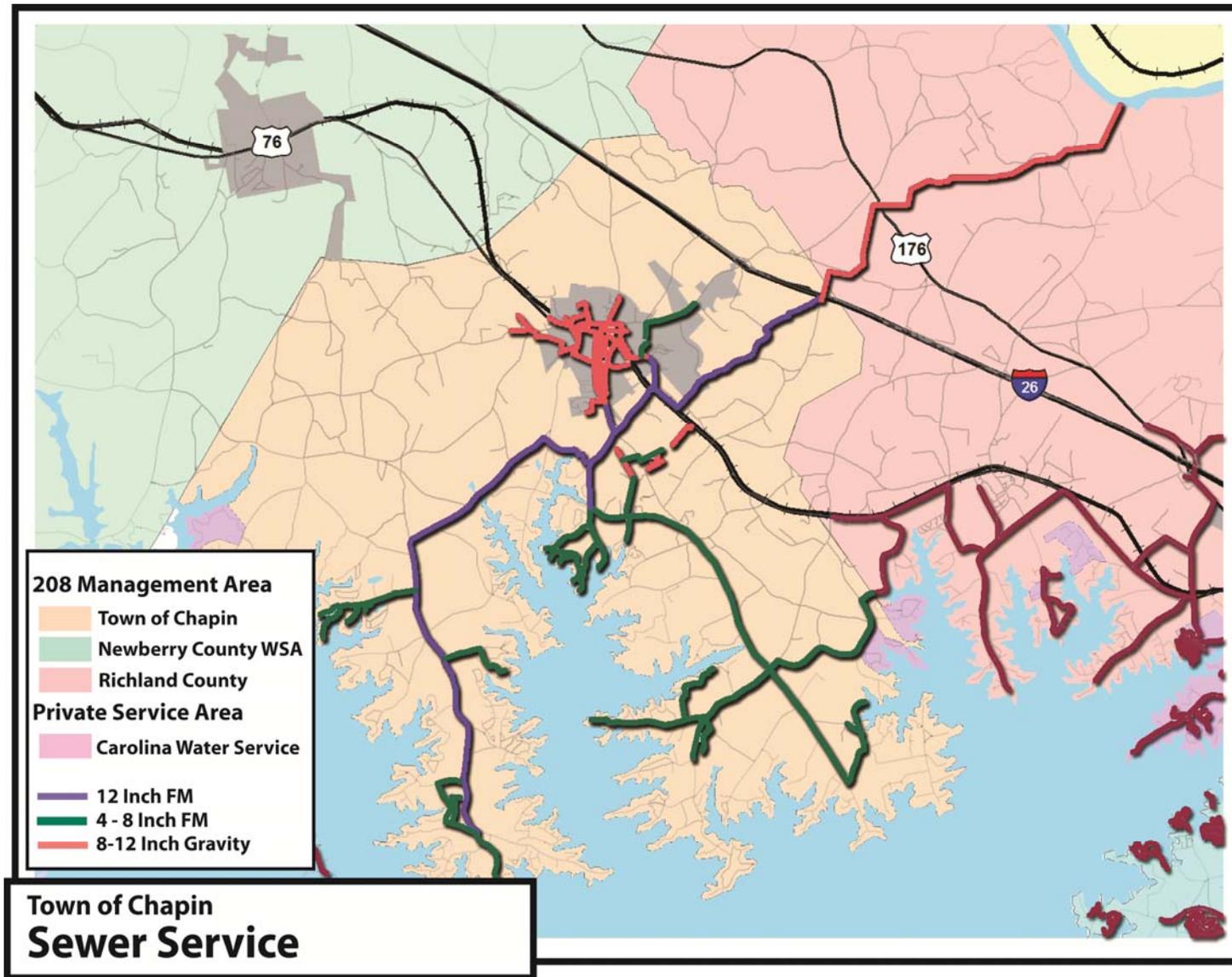
Since the late 1980s, the Town of Chapin has owned and operated its own sanitary sewer system which currently serves a large area spanning from the southern sections of Amicks Ferry Road all the way to Interstate 26. The system consists of a network of gravity and force main collection lines that carry sewage to a lagoon type waste water treatment plant (WWTP) located a mile southeast of town on Holly Oak Lane. The effluent from the plant travels approximately 4 miles through a gravity system before it is discharged into the Broad River. The plant is currently permitted to treat 1.2 million gallons per day but the National Pollutant Discharge Elimination System (NPDES) permit actually allows the town to allocate treatment capacity up to 2.4 million gallons per day. Between 2006 and 2009, the average flow from the plant was 498,800 gallons per day.

The town is currently working on three short term improvement projects that consist of adding overflow storage bladders to two pump stations along Old Lexington Highway and Amicks Ferry Road and adding curtains, aerators, and odor control mechanisms to the WWTP. The town has also purchased approximately 40 acres of land adjacent to the WWTP to allow for any future plant expansions, although no such plans are expected in the near term. Longer term plans for expanding the collection system include extending lines on the west and north sides of town. These lines would be tied together by a series of pump stations leading to the interstate where it would be pumped back down to the WWTP. This area contains a great deal of vacant land that will likely be subdivided for residential development in coming years. Many developments in this area have already been planned and even permitted but were put on hold because of the recession.

It is also important to note that because Chapin is the only public sewer provider in the area, the town serves as the designated 208 Sewer Management Agency. The role of the management agency is to implement the policies set forth in the 208 Regional Water Quality Management Plan for the Central Midlands Region, which is tasked with ensuring regional compliance with the Clean Water

Act. Status as a management agency also means that it is the responsibility of the town to determine appropriate service delivery options in areas that currently have no service within their management area. As indicated on Map 6.2, the Town of Chapin 208 Management Area includes the entire northern portion of Lexington County from Lake Murray to the Newberry County line.

Map 6.2: Town of Chapin Sanitary Sewer System



6.2.3 SOLID WASTE

Curbside residential garbage and recycling pickup for residents is provided through a franchise agreement between the Town of Chapin and Advanced Disposal, Inc. The agreement sets a predetermined price residents are required to pay if they choose to have curbside service. The agreement does not include service to commercial properties, allowing local businesses to choose providers and negotiate their own contracts for solid waste disposal.

6.2.4 STORM WATER MANAGEMENT

Managing runoff from precipitation events is important for both water quality and the protection of public and private property. Storm water runoff is believed to be one of the largest non-point source contributors to the delivery of pollutants to receiving waters. Improperly managed storm water can also cause drainage problems and flooding which can damage buildings, land, infrastructure and personal property. Properly managed storm water, on the other hand, can mitigate these impacts as well as reduce stream channel and overland erosion and contribute to the recharging of groundwater.

As with many small communities, the Town does not have the resources to adequately administer its own storm water management program. As a result, The Town of Chapin has adopted the Lexington County's Storm Water Ordinance and entered into an intergovernmental agreement with them to ensure that all development plans are in compliance with these and other water quality regulations. When plans for a development are submitted to the town, copies are sent to Lexington County for approval. The Department of Public Works is responsible for ensuring that these plans meet all storm water requirements. The construction and maintenance of the storm water infrastructure is the responsibility of the land owner. Any public storm water infrastructure is maintained by Lexington County or in the case of state maintained roadways, the South Carolina Department of Transportation.

Currently there are not many existing drainage issues within the town. Those few sites reported to occasionally flood during significant precipitation events include various locations along Boundary Street and in a commercial parking lot on Beaufort Street.

6.2.5 POLICE, FIRE, AND EMERGENCY MEDICAL SERVICES (EMS)

Police

The Chapin Police Department has six full time police officers who provide law enforcement coverage 24 hours a day for the area inside of the town limits. Each of the police officers is academy, BAC Data-master and radar certified. The state of the art Chapin Police Department currently features: a computerized incident, court and traffic reporting system; a ride along program; a neighborhood watch program; a traffic law program for enforcement on private property; a K-9 unit, and a new fleet of patrol vehicles. In addition to coverage within the town, the Chapin police department is part of a multi-jurisdictional agreement with Lexington County to provide patrol coverage along US 76, and the area around Crooked Creek Park including the elementary and middle schools. The department also has a similar agreement with the Newberry County Sheriff's Department in order to address law enforcement issues across the county line.

As indicated above, all law enforcement equipment and maintenance needs are up to date. An improvement in building facilities are expected with the near term construction of the new town hall. Long term needs for the department might include concreting over the rifle range and increasing the number of full time police officers for better jurisdictional coverage and the ability to double up on patrols.

Fire Protection

Fire protection in the Chapin area is provided by Lexington County's fire service. The Chapin response district is responsible for 48 square miles in northern Lexington County and includes three fire stations. The Chapin Fire Station is located in Chapin on

Lexington Avenue. This station is in the process of being replaced with a new facility located on East Boundary Street. The Amicks Ferry Fire station is located at 960 Amicks Ferry Road. This facility was built in 1994 and provides fire coverage for the Amicks Ferry residential areas. The Crossroads Fire Station is located at 2720 Wessinger Road. This facility was built in 1996 and provides fire coverage for the areas around Old Lexington Highway.

The Chapin area fire service has five engines, three tankers, three service trucks, extrication equipment, air bags, an air cascade system, rescue rope equipment and a thermal imaging camera. The fire service responds to approximately 300 fires, rescues and medical calls a year.

It should also be noted that because a fire station is located within the town limits of Chapin and the entire town falls within 5 miles of all residential and commercial properties, the town has been able to maintain a good Insurance Service Office rating. This means that fire and homeowner insurance premiums are lower than they would be if the town did not have adequate fire coverage.

Emergency Medical Services (EMS)

Emergency medical services (EMS) for the town are also provided by Lexington County. The EMS substations are housed within the fire stations and transport patients to hospitals in Richland and Lexington counties. Non-emergency medical services are available locally for residents through a number of private health care providers such Lexington Medical Center and Chapin Family Practice.

6.2.6 RECREATION

The Town of Chapin currently does not own, operate or maintain any park and recreational facilities aside from a small unimproved two acre site locally known as Derrick Park. Despite the lack of town owned facilities, however, the area is well served by the Irmo-Chapin Recreation Commission(ICRC) which is a special purpose district founded in 1969 to provide quality recreational opportunities to residents in the Northeastern portion of Lexington County. The district encompasses 98 square miles and consists of a

number of parks and recreation centers. The Chapin area is primarily served by Crooked Creek, a 57 acre park located on Old Lexington Highway, less than a mile from the town limits. The park offers a wide variety of recreational, cultural, instructional and social activities for groups of all ages. The facilities consist of a 53,000 square-foot Community Center with full gymnasium, racquetball courts, fitness areas, indoor walking track and meeting rooms; six athletic fields; six tennis Courts; picnic facilities; paved and un-paved walking trails; and playgrounds.

The ICRC recently completed a strategic plan which specifically identified the need for additional outdoor athletic facilities in the Chapin area. Responding to this need, the ICRC has purchased land in proximity to Crooked Creek Park and is moving forward with the development of these facilities. The site plan for this property will include youth baseball fields, a full size baseball field, softball fields, soccer fields, tennis courts, walking trails and various other support facilities.

The ICRC has also identified the need for further developing a network of connected walking trails in and around the town. The intent is to design a trail system that will connect schools parks and the downtown area. To develop a district wide trail plan such as this, would take extensive collaboration between the ICRC, the Town of Chapin, Lexington County and area neighborhood groups. In addition to recreational facilities, the ICRC also plays an important role in providing social services to senior citizens. Crooked Creek Park serves as the areas senior center and provides congregate meals, home delivered meals program, senior transportation services, physical fitness programs, and health promotion workshops.

In addition to the facilities described above, the planned additions and renovations to Chapin High School will include improved sports facilities that will also contribute to meeting the in-town recreational needs of the community.

6.2.7 EDUCATIONAL AND LIBRARY FACILITIES

Schools

The Town of Chapin is served by Richland-Lexington School District 5, which comprises of 196 square miles located in northern Lexington County and northwester Richland County. The district has three attendance zones: Chapin, Irmo, and Dutch Fork and operates a total of 12 elementary schools, 4 middle schools, 3 high schools and one alternative school. Chapin High School and the Alternative Academy are both located within the municipal limits of Chapin. Chapin Elementary, Chapin Middle and Lake Murray Elementary are all located outside of town off of Old Lexington Highway and US 76. Current enrollment numbers for each of the schools are as follows:

- Chapin High School: 1,247 Students
- Chapin Middle School: 973 Students
- Chapin Elementary School: 821 Students
- Lake Murray Elementary School: 850 Students

On average total K-12 enrollment for all of these schools has grown by about 3% annually between 2004 and 2010. During that same time period each of these schools has received good to excellent absolute ratings in the State of South Carolina Annual School Report Card. The consistently high quality of public education in Richland-Lexington School District 5 continues to be an impetus for residential growth and development in the Chapin area.

Lexington-Richland School District Five is currently in the process of implementing some much needed improvements to Chapin HS. These improvements include additional sports facilities, increased student and faculty parking, the construction of a new road that will provide access around the entire school site, and the addition of new classrooms and gymnasium space.

Library Facilities

In addition to quality education, the Chapin area is also home to a branch of the Lexington County Library. The library is housed in

an 8100 square foot facility that was originally built in 1997 and added on to in 2007. It contains a significant number of volumes of adult and children materials, computer facilities, and a 50 seat meeting room.

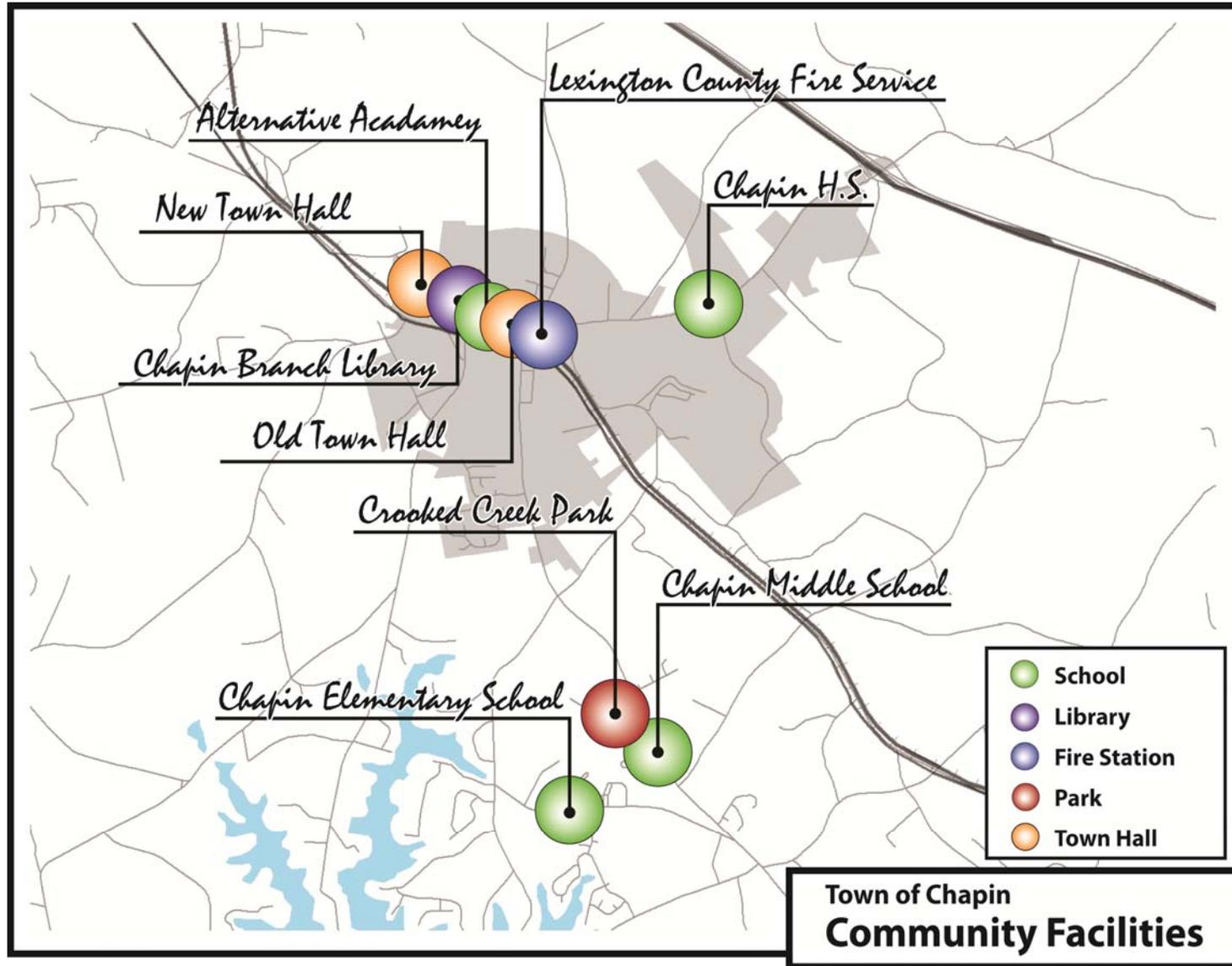
6.2.8 GOVERNMENT BUILDINGS

The Town of Chapin administrative and Police departments currently occupy a site next to the Alternative Academy and the Lexington County Public Library Branch on Columbia Avenue. Over the years, both departments have outgrown these facilities and as a result, the town passed a bond referendum to construct a new Town Hall facility on a nearby site. The new building is designed to accommodate all existing and future needs of the town government. As indicated on Figure 6.1, the master plan for the site also includes other public amenities such as an amphitheatre, walking trails, picnic facilities, ponds, parking facilities, and a commuter rail station to accommodate longer term regional mass transit needs. The building is expected to be completed in 2011 and the master plan for the site is expected to be completed in subsequent phases as funding becomes available.

Figure 6.1: Chapin Town Hall Site Master Plan

(To be inserted when new graphic is available from consultant)

Map 6.3: Town of Chapin Community Facilities



6.3 GOALS, OBJECTIVES, AND STRATEGIES

Goal:

Provide the highest quality of services, meet and maintain high quality of life standards, ensure fiscal responsibility, and encourage sound growth and development practices.

Objectives:

- Encourage a high level of communication and cooperation between all levels of municipal government, service providers, neighboring jurisdictions, state and regional entities, and the general public.
- Develop a mechanism for coordinating, managing and maintaining all of the Towns public facilities.
- Continue to maintain and improve water and sewer infrastructure in order to provide adequate services to meet demand.
- Encourage the adoption of green building/sustainable design principles and technology oriented infrastructure for all public facilities within the Town and County.
- Develop opportunities for expanding area park, recreational and civic amenities.

Strategies:

- Develop and adopt a public participation plan to encourage citizen input on all community facilities projects.
- Develop a public and private stakeholder database and stakeholder notification protocol for use in soliciting input, coordination, and cooperation on public facilities projects.
- Support town's non-profit agencies such as Good Works, by offering support services such as meeting space, public access television programming, etc.
- Seek grant assistance for supporting the community day of caring event.
- Conduct comprehensive assessment of senior service needs within the town limits.

- Continue to coordinate with Lexington and Newberry Counties regarding law enforcement issues in areas adjacent to the town limits.
- Develop a community facilities management and maintenance plan that will inventory all of the town's infrastructure and place priorities on short, medium and long term funding for improvements.
- Use the community facilities management and maintenance plan to develop a formal Capital Improvements Program (CIP) for the town.
- Use the CIP to inform future updates to the Comprehensive Plan (specifically the Priority Investment Element).
- Use the CIP to plan for short and medium term water and sewer infrastructure improvements.
- Work with the Lexington County Department of Public Works to develop strategies for encouraging the use of LEED/LID Building Practices and Green Infrastructure Stormwater Best Management Practices for public and private developments in the town.
- Explore options for investing in technology oriented infrastructure such as WIFI hotspots in public areas (e.g., town center, town hall, and the public library).
- Develop an adaptive re-use plan for the old town hall and fire station sites to include strategies for improvement and maintenance, as well as identifying potential civic uses and public, private, and non-profit partners.
- Continue to work with landowners to negotiate the lease or purchase of a town green/park site between the town center and the new town hall site.

CHAPTER 7 - HOUSING

7.1 INTRODUCTION

The housing element of the comprehensive plan provides an analysis of the town's housing stock in terms of type, distribution, age, condition, occupancy, and its ability to accommodate existing and future population growth. In compliance with the SC Priority Investment act, housing affordability issues are also addressed. This includes an analysis of the town's income to housing cost ratio as well as a policy analysis of regulations that may be prohibitive to the provision of affordable housing.

7.2 INVENTORY

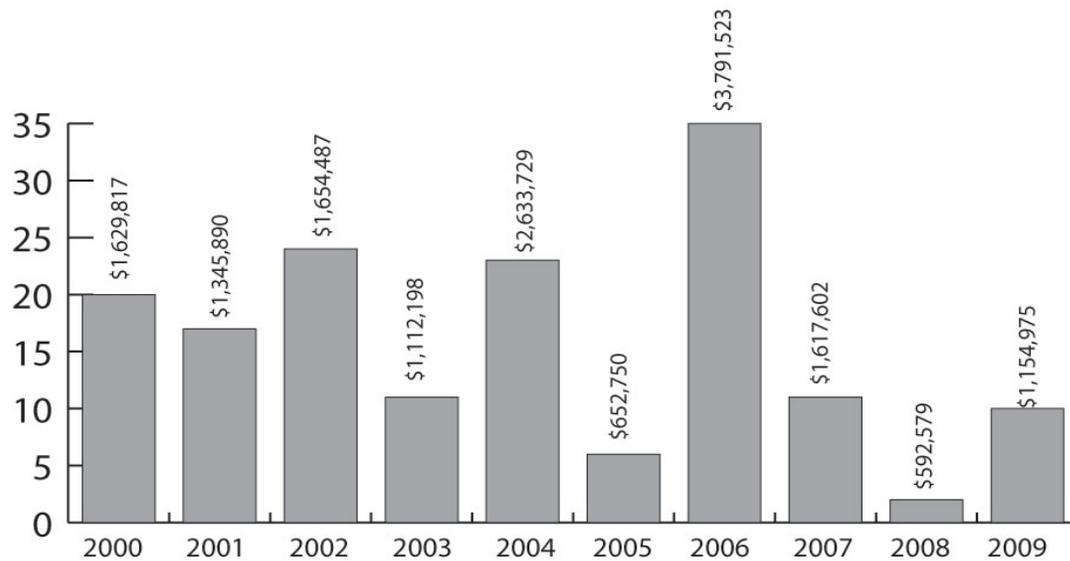
As illustrated in Table 7.1, between 1990 and 2000 the total number of housing units increased by 166 and the ratio of renters to owners changed slightly with an increase in the percentage of renters and a small decrease in the percentage of owner occupied units. Since 2000, these trends have continued with a similar renter to owner ratio and strong growth in the overall number of housing units. During this time, estimates indicate an increase of approximately 300 housing units worth in excess of \$16,000,000. As illustrated in Figure 7.1, the strongest years for housing growth were 2002, 2004, and 2006, representing almost half of the total value of homes constructed between 2000 and 2009. After 2006, Chapin, like many other towns and cities across the country, saw a noticeable decline in new home construction as a result of the bursting of the housing bubble and ensuing economic recession.

Over the entire 29 year period the number of vacant units within the town has seen a steady increase, but the overall percentage or share of vacant housing units has remained constant.

Table 7.1: Housing Units 1990 - 2009

	1990 Census	Pct Total	2000 Estimate	Pct Total	2009 Estimate	Pct Total
Total Housing Units	155	n/a	321	n/a	621	n/a
Owner Occupied	136	87.4%	269	83.8%	460	74.0%
Renter Occupied	9	5.6%	31	9.8%	112	18.0%
Vacant	11	6.9%	21	6.4%	43	7.0%

Figure 7.1: Single Family Units Constructed 2000-2009

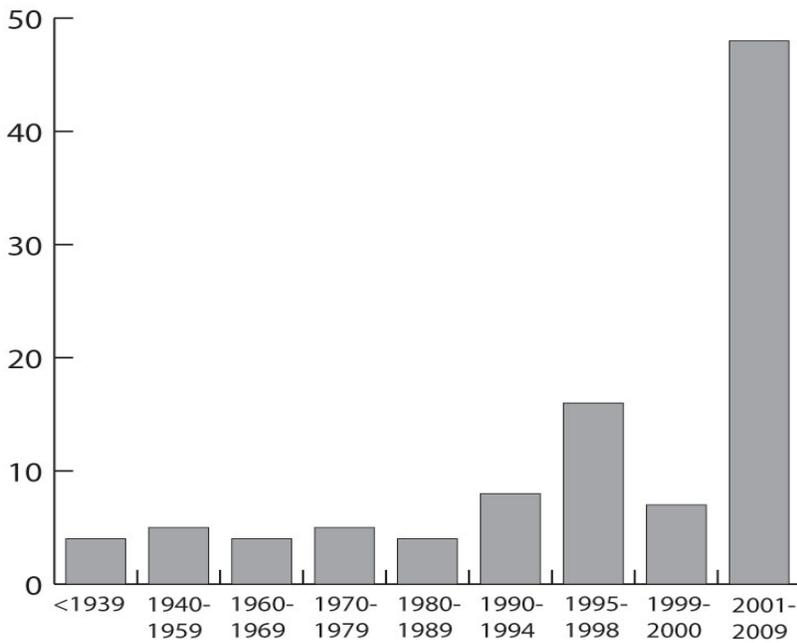


As is evident from these numbers, the overall housing stock in Chapin is predominantly characterized by newer homes. Table 7.2 and Figure 7.2 support this point by illustrating that approximately 82% of all housing units in town were built after 1980. The estimated 300 units built after 2000 make up 48.23% of the towns total housing stock. The next highest percentage of houses built (15.76%) was in the three year period between 1995 and 1998. Less than 10% of the housing stock was constructed prior to the 1960s. While these trends indicate an overall lack of historic residential properties, the fact that so many houses are relatively new means that majority of them are built to modern standards and are going to be in overall better condition as they have had less time to deteriorate.

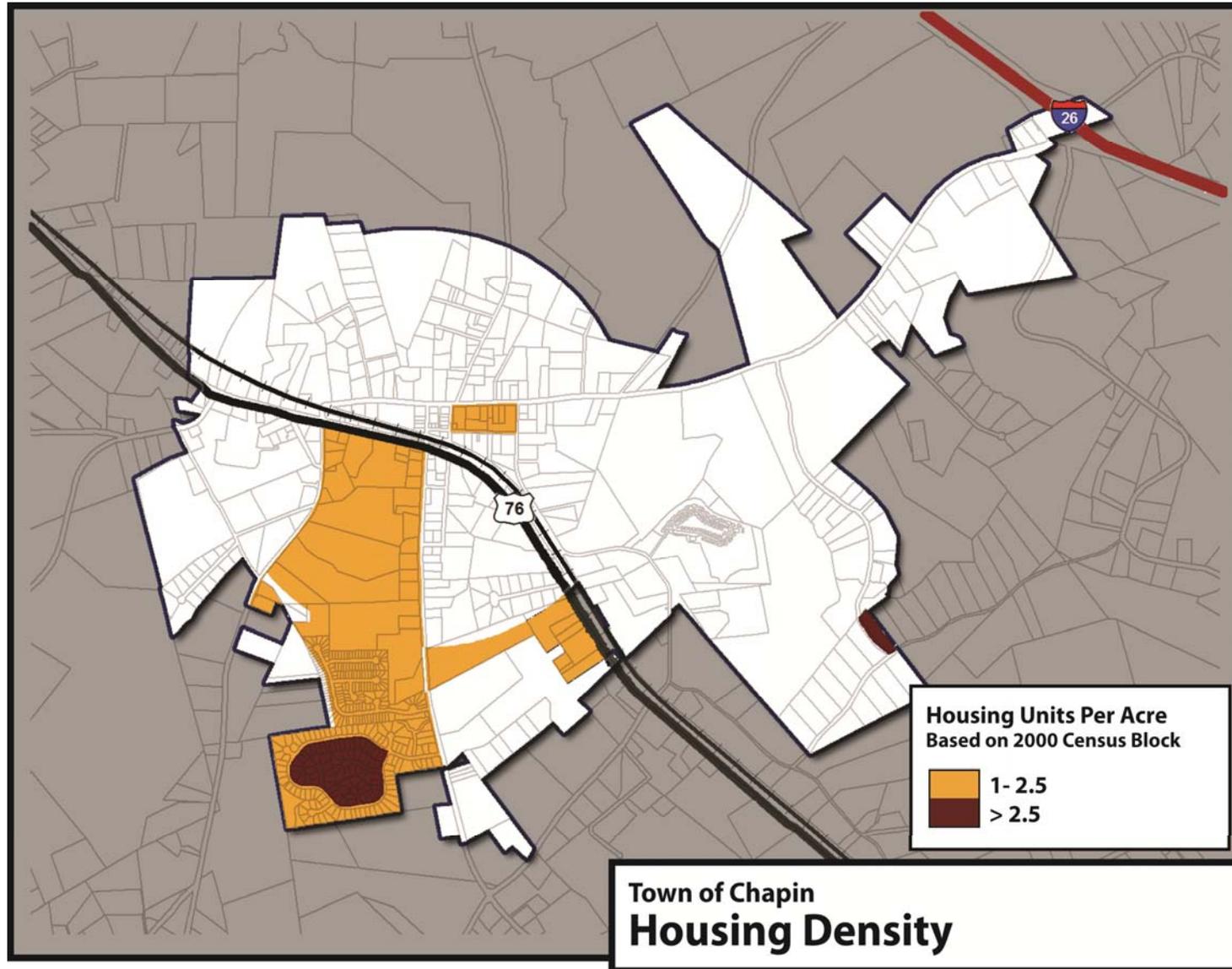
Table 7.2: Percent of Housing Stock Built by Year

	Estimated # of Units Constructed	Pct Total
Estimate 2000-2009	300	48.23%
Built 1999-Mar 2000	41	6.59%
Built 1995-1998	98	15.76%
Built 1990-1994	49	7.88%
Built 1980-1989	22	3.54%
Built 1970-1979	28	4.50%
Built 1960-1969	27	4.34%
Built 1940-1959	30	4.82%
Built 1939 or earlier	27	4.34%

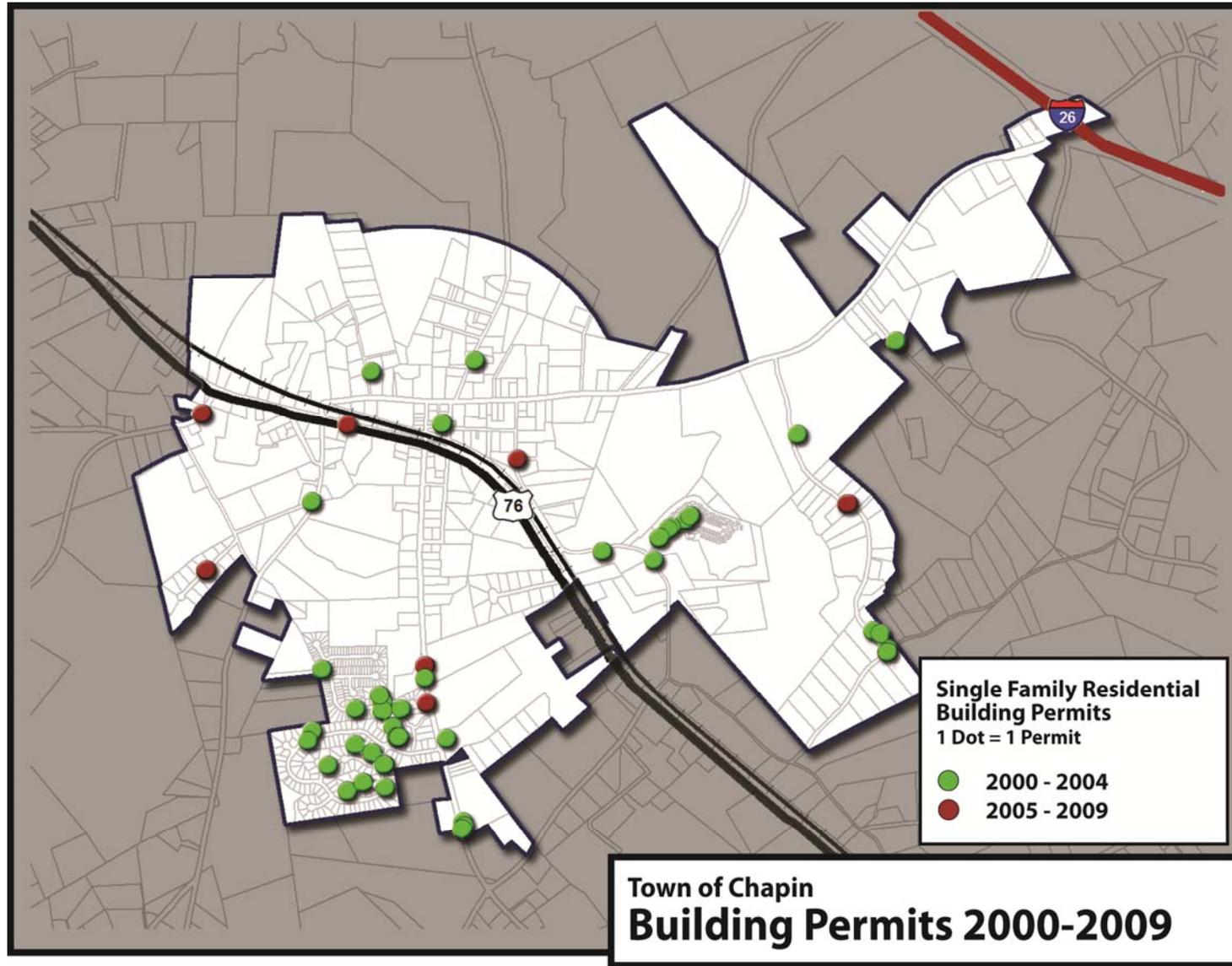
Figure 7.2: Percent of Housing Stock Built by Year



Map 7.1: Housing Unit Density



Map 7.2: Building Permits Issued between 2000 and 2009



Maps 7.1 illustrates the distribution and density of housing units within the town. Because of the fact that most of the housing stock is new, the areas with the highest residential densities are directly to the south of the Central Business District along Old Lexington Highway where several newer single family subdivisions have been built in recent years. Map 7.2 also illustrates this trend with the highest concentrations of single family residential building permits being issued in this same area between 2000 and 2009.

In terms of multi-family housing, the Central Midlands 2008 Multi-Family Rental and Condominium Survey reports that the Dutchfork market area, which includes Chapin and surrounding areas has 21 multi-family housing complexes containing a total of approximately 2123 units. The Lexington County Consolidated plan reports that none of these units are considered to be assisted housing developments, thereby illustrating one of the primary obstacles to affordable housing (i.e., a lack of subsidized housing opportunities in the market area). Furthermore, very few of these existing multi-family housing units in the market area are actually located within the Town of Chapin, thus presenting even more limitations for lower income residents to find affordable housing in a town with comparatively high housing costs.

With the unprecedented rise in house values across the nation following the real estate and building boom of the past decade, the issue of housing affordability has become increasingly important for small towns and cities alike. This issue has become even more important in recent years because of the economic recession and the collapse of the housing bubble which has resulted in an increase in unemployment and home foreclosure rates.

According to the US Department of Housing and Urban Development “affordable housing” can be defined as housing that does not require renters to pay more than 30% and homeowners to pay more than 28% of their median monthly income on housing expenses. Based on this definition, general affordable housing thresholds for the Town of Chapin can be determined by analyzing median household income data from the 2000 Census and from 2009 estimates. Table 7.3 illustrates these thresholds by stating the

annual and monthly median income figures, the 30% and 28% housing cost, and an estimated mortgage amount for moderate, low, and very low income groups.³ These groups are delineated based on incomes that are 80 percent, 50 percent, and 30 percent of the town's median income as defined by the Department of Housing and Urban Development for Low and Moderate Income families.

Table 7.3: Median Income and Housing Cost Comparison

	Median Income	Monthly Income	30 % Housing Cost for Renters	28% Housing Cost for Homeowners	Affordable Mortgage
2000 Census					
Median Income	\$55,264	\$4,605	\$1,382	\$1,289	\$214,994
Moderate (80% of Median)	\$44,211	\$3,684	\$1,105	\$1,032	\$184,304
Low (50% of Median)	\$27,632	\$2,303	\$691	\$645	\$115,253
Very Low (30% of Median)	\$16,579	\$1,382	\$414	\$387	\$69,051
2009 Estimate					
Median Income	\$69,081	\$5,757	\$1,727	\$1,612	\$288,049
Moderate (80% of Median)	\$55,265	\$4,605	\$1,382	\$1,290	\$230,506
Low (50% of Median)	\$34,541	\$2,878	\$864	\$806	\$144,107
Very Low (30% of Median)	\$20,724	\$1,727	\$518	\$484	\$86,398

Median home values for 2009 and 2010 are around \$167,000 dollars which indicates affordability for those people in the moderate income brackets and above. Unfortunately those residents in the Low and Very Low income brackets will have a hard time affording homes at, above, and slightly below the median value. These figures represent a substantial increase in the median home value from the year 2000 when it was \$101,000. At

³ It should be noted that these estimated mortgage amounts assume a 30 year fixed rate mortgage at 6% interest and does not include relevant tax and insurance costs.

that time, residents in the Low income bracket were able to afford a mortgage based on this median home value.

Assessing the affordability of rental housing is also important because as discussed earlier, the number of renters has increased since 2000 and this trend is expected to continue into the future both locally and nationwide as a result of the economic recession. Based on the Central Midlands Multi-Family and Condominium Survey, the average monthly rent for the Dutchfork Market area was \$770, which means that all but the Very Low income groups can afford to enter the rental market at this average monthly rate. This was also the case in the year 2000 when the median cash rent was \$499

It is important to note that these figures are rough estimates that only give a generalized view of the housing affordability situation within the town. Because Chapin represents a comparatively affluent housing market area, it should be assumed that there will always be substantial barriers to affordable housing for the less affluent residents of the community. The town should adopt the view that an overall increase in multi-family housing options within the town will have a positive impact on this population as well as for more affluent residents seeking alternatives to expensive detached single family residential developments.

7.3 GOALS, OBJECTIVES AND STRATEGIES

Goals:

Develop a proactive approach for providing opportunities for residential development in the core of the community offering a diversity of housing types for citizens from a wide range of socio-economic backgrounds.

Objectives:

- Promote the Mixed Use town center concept to encourage higher density, neo-traditional residential development in infill areas adjacent to the town center.
- Promote the maintenance, renovation, and rehabilitation of the town's existing housing stock.
- Promote affordable housing initiatives to help meet the needs of residents from varying levels of income.
- Promote the development of more senior oriented housing to meet the needs of the aging population.

Strategies:

- Conduct a town wide housing stock survey to identify target areas for rehabilitation programs.
- Pursue Community Development Block Grant funding for implementing rehabilitation programs.
- Actively promote the enforcement of Building, Safety, and Nuisance codes.
- Encourage mixed use and mixed income housing developments by offering various market based incentives to developers.
- Conduct a comprehensive assessment of senior needs within the town limits to include a focus on housing issues and supporting aging in place concepts.
- Pursue Community Development Block Grant funding and other public funding for adaptive reuse projects aimed at creating affordable senior housing opportunities.

CHAPTER 8 - LAND USE

8.1 INTRODUCTION

The land use element of the comprehensive Plan presents an inventory of existing land use, a description of current zoning practices, a future land use concept, and a goals and objectives section. The land use element to the comprehensive plan largely reflects and integrates the concepts presented in the other chapters of this document. Many existing conditions and future policy considerations related to population, housing, natural and cultural resources, community facilities, and transportation, have a direct impact on how land is, can, and should be used within the town.

8.2 INVENTORY

8.2.1 EXISTING LAND USE

The Town of Chapin contains approximately 1,145 acres of land within its municipal limits. This number represents a little more than double the 500 acre circle radiating from the center of town, which has for all intensive purposes, served as the building block for annexations over the past couple of decades. As illustrated in Map 8.1, the town has extended outside of this circle primarily capturing the commercial development along S-48 towards the interstate, and the residential development to the south along Lexington Avenue and to the southeast behind Chapin High School. As illustrated in Table 8.1 a large percentage (approximately 40%) of the total acreage of the town is vacant or unimproved for municipal purposes. These properties are also for the most part large tracts land with the exception of several residential subdivisions (totaling around 55 acres) that are platted but not yet developed. Of the 686 acres of land within the town that are improved, approximately 50% are dedicated to residential uses, while 21% are commercial, 22% are public or institutional and the remaining 5% are being used for industrial purposes. Each of these categories is described in more detail below.

Table 8.1: Existing Land Use Summary

Generalized Land Use	Area in Acres	Percent
Commercial	145.16	12.67%
Industrial	35.15	3.07%
Public/Institutional	157.62	13.76%
Residential	348.27	30.40%
Vacant/Undeveloped	459.36	40.10%
Total	1,145.56	100%

Residential

Residential land uses are found throughout the town and are in no particular order. Many older homes are in close proximity to the traditional town center site along S-48 and Lexington Avenues while newer homes are located in residential subdivisions further from the town center south along Lexington Avenue and behind Chapin High School. Other large lot residential areas exist in random pockets throughout the town and are characteristic of more rural residential development with secluded, setback dwelling units at extremely low densities. Approximately 90% of these dwelling units in town are single family detached structures. Of the 10% that are multi-family, the majority are classified as owner-occupied condominiums and town-houses. A large assisted-living facility for senior citizens is also included in this category. Several manufactured homes are also scattered throughout the town.

Commercial

Commercial land uses are clustered in several distinct areas of the town. The traditional town center consists of a small retail and service shopping district, while a number of small highway retail shopping centers and individual establishments are located along the main arterials of US 76 and S-48 as they lead into town. Several additional commercial establishments are located in isolated pockets of the town along the local street network.

Industrial

One industrial/light manufacturing facility is located within the town along East Boundary Street where it is in proximity to the CSX rail line. This facility is an important employer for the Chapin area and is considered to be an asset to the community.

Public/Institutional

Public and institutional lands consist of lots owned by the town, county, state, or federal government as well as lands owned by large utility operators and other public/private entities that may use their property to provide public goods or services. Examples include the Town of Chapin, Lexington School District 5, Irmo-Chapin Recreation Commission, and various medical and civic groups. According to Table 8.2, churches together own approximately 32% of all public/institutional lands within the town.

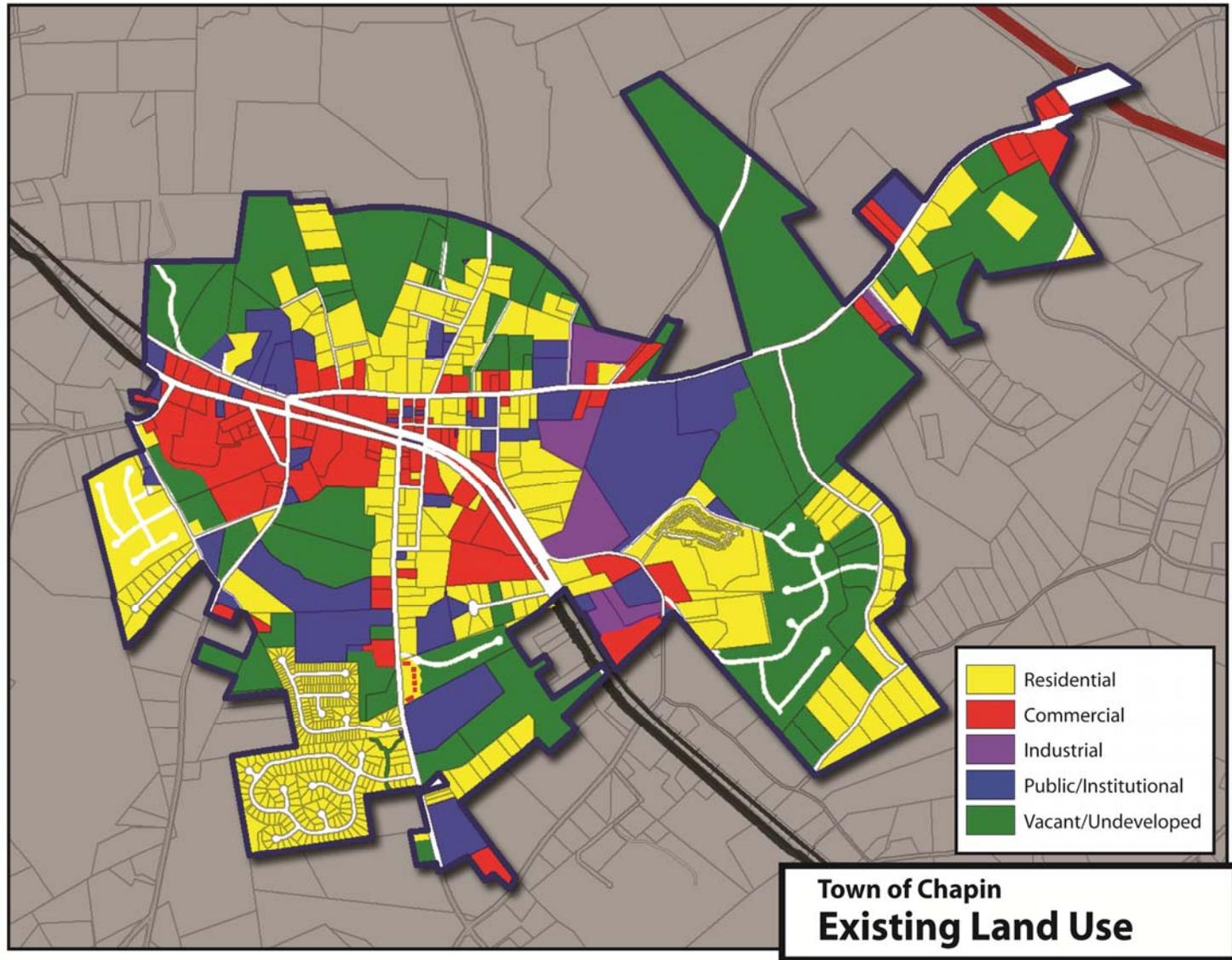
Table 8.2: Public/Institutional Land Uses

Public Land Uses	Area in Acres	Percent
Church	67.50	32.63%
Civic	2.10	1.02%
Irmo-Chapin	3.71	1.79%
Lexington County	1.89	0.92%
Medical	10.30	4.98%
School District	84.02	40.62%
Town of Chapin	33.82	16.35%
Utility	3.48	1.68%
Total	206.83	100%

Vacant/Undeveloped

The remaining 459 acres of land in the town are classified as vacant or undeveloped, including the large forested lots that ring the northern edges of town and the areas on the east side of Chapin High School. This land use category also includes portions of large lots that have development on them, but the majority of which remain forested, cleared but unimproved, or in a cleared for small-scale agricultural purposes.

Map 8.1: Existing Land Use



8.2.2 ZONING

The Town of Chapin Zoning Ordinance, adopted in 2002 and revised in 2005 has the stated purpose of guiding development in the town in accordance with existing and future needs and to promote the public health, safety, morals, convenience, order, appearance, prosperity, and general welfare of the community. The ordinance uses a traditional Euclidean zoning system, which separates land uses into designated geographic districts with dimensional standards that guide development activity. As such it identifies four general permitted land use categories that include residential, commercial, light manufacturing, and planned unit developments. These four categories are further broken down by density and intensity requirements into the following sub-categories:

RS-1 Single Family Residential District

RS-1 districts are intended to be single family residential areas with detached units and medium population densities. Use regulations allow limited nonresidential uses which are compatible with the character of the district. Certain uses to serve governmental, recreational and religious needs are permitted.

RS-2 Single Family Residential District:

RS-2 districts are intended to be single family residential areas with detached units and medium population densities. Use regulations allow limited nonresidential uses which are compatible with the character of the district. Certain uses to serve governmental, recreational and religious needs are permitted.

RG General Residential District:

RG districts are intended for high density residential purposes, including single family detached units, duplexes, and multi-family units. Manufactured home parks are permitted as special exceptions upon approval of the Board of Zoning Appeals. Certain uses to serve governmental, recreational and religious needs are permitted.

NC Neighborhood Commercial/Mixed Use District:

NC districts are intended for commercial and service uses oriented primarily to serving needs of persons who live or work in nearby areas. RG residential uses are permitted. Commercial uses permitted are intended to be relatively small in size and service area.

OC Office Commercial:

OC districts are intended to accommodate a variety of commercial and nonresidential uses characterized primarily by retail, wholesale, office and service establishments not in the central business area. RG residential uses are permitted.

TC Town Center District:

TC districts are intended to accommodate a variety of commercial and nonresidential uses characterized primarily by retail, wholesale, office and service establishments in the central business area. RG residential uses are permitted.

GC General Commercial District:

GC districts are intended to accommodate business uses along outlying traffic arteries primarily engaged in sale of durable goods, equipment, services, and recreational facilities.

IC Interstate Commercial District:

IC districts are intended to provided businesses that serve the traveling public along I-26 such as restaurants, gas stations and hotels/motels, as well as large scale retail and service establishments.

LM Light Manufacturing District:

LM districts are intended to permit light manufacturing and commercial uses which do not create nuisances by noise or emissions beyond the premises.

PD Planned Development District:

PD districts designate an area for which an approved development plan constitutes the district regulations. It is intended to utilize the factors of efficiency, economy, flexibility, creative site design, improved appearance, compatibility of mixed uses, maximum benefits from open space, safe and efficient vehicular and

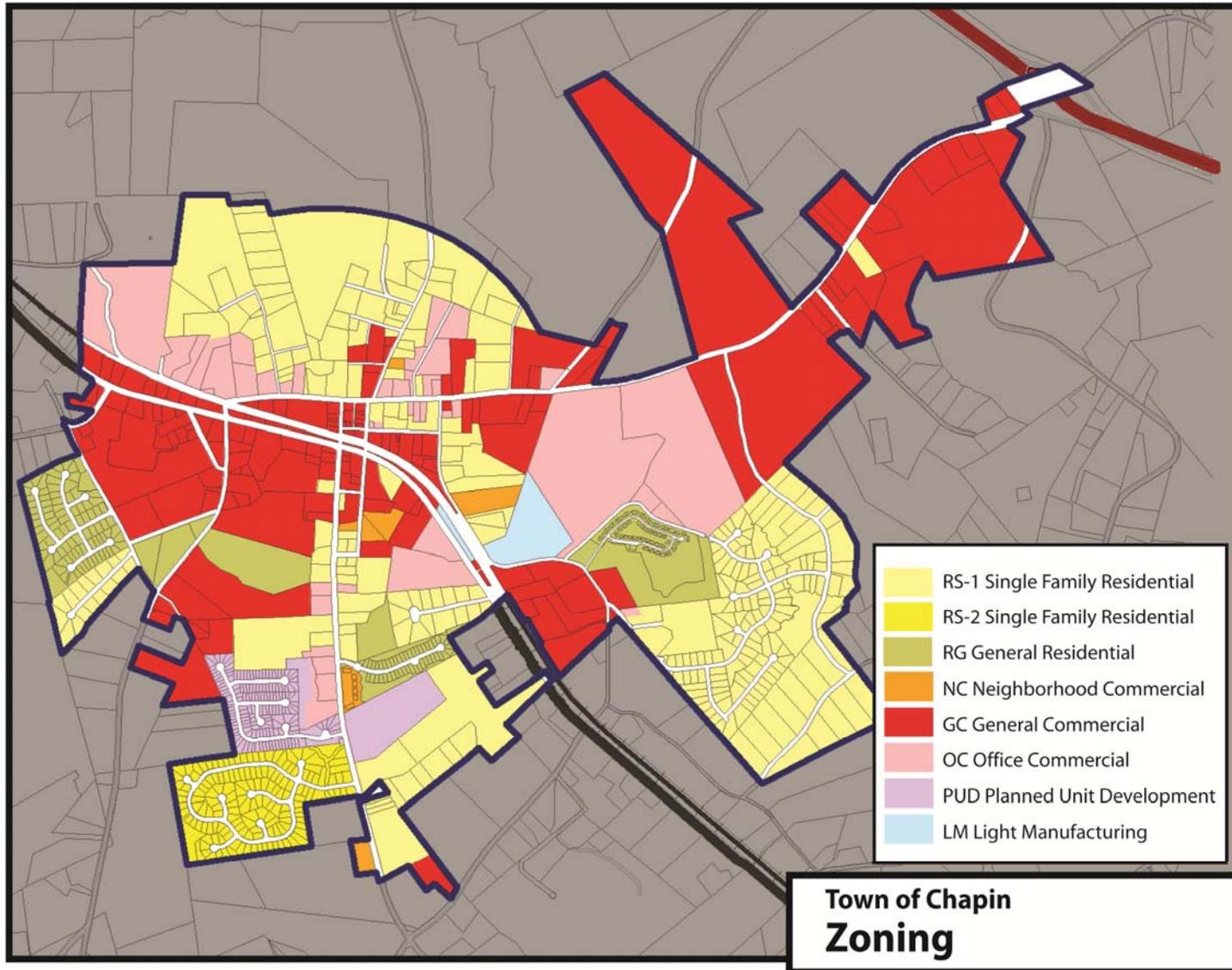
pedestrian access for a development characterized by a unified site design for mixed uses. A planned development district may be predominately residential or predominately commercial.

O-S Open Space District:

The open space district is established as a district in which the primary use of the land is predominantly reserved for flood control, future thoroughfare right-of-way, public recreation, community facility sites, airport approaches, natural or man-made bodies of water, forests, and other similar open space uses. In promoting the general purpose of this Ordinance, the specific intent of this subsection is: to encourage the preservation of, and continued use of, the land for conservation purposes; to prohibit residential, commercial, and manufacturing use of the land, and to prohibit any other use which would substantially interfere with the preservation of this district; and to encourage the discontinuance of uses that would not be permitted as uses in the district.

As illustrated in Map 8.2, the most prevalent zoning district in town is that of RS-1. The second most common is GC or General Commercial. Because of the nature of development in the town, the arrangement of zoning districts is nearly textbook in style, with commercial dominating the center of town and the major arteries, and residential areas progressing from to less dense as you move away from these commercial areas.

Map 8.2: Zoning

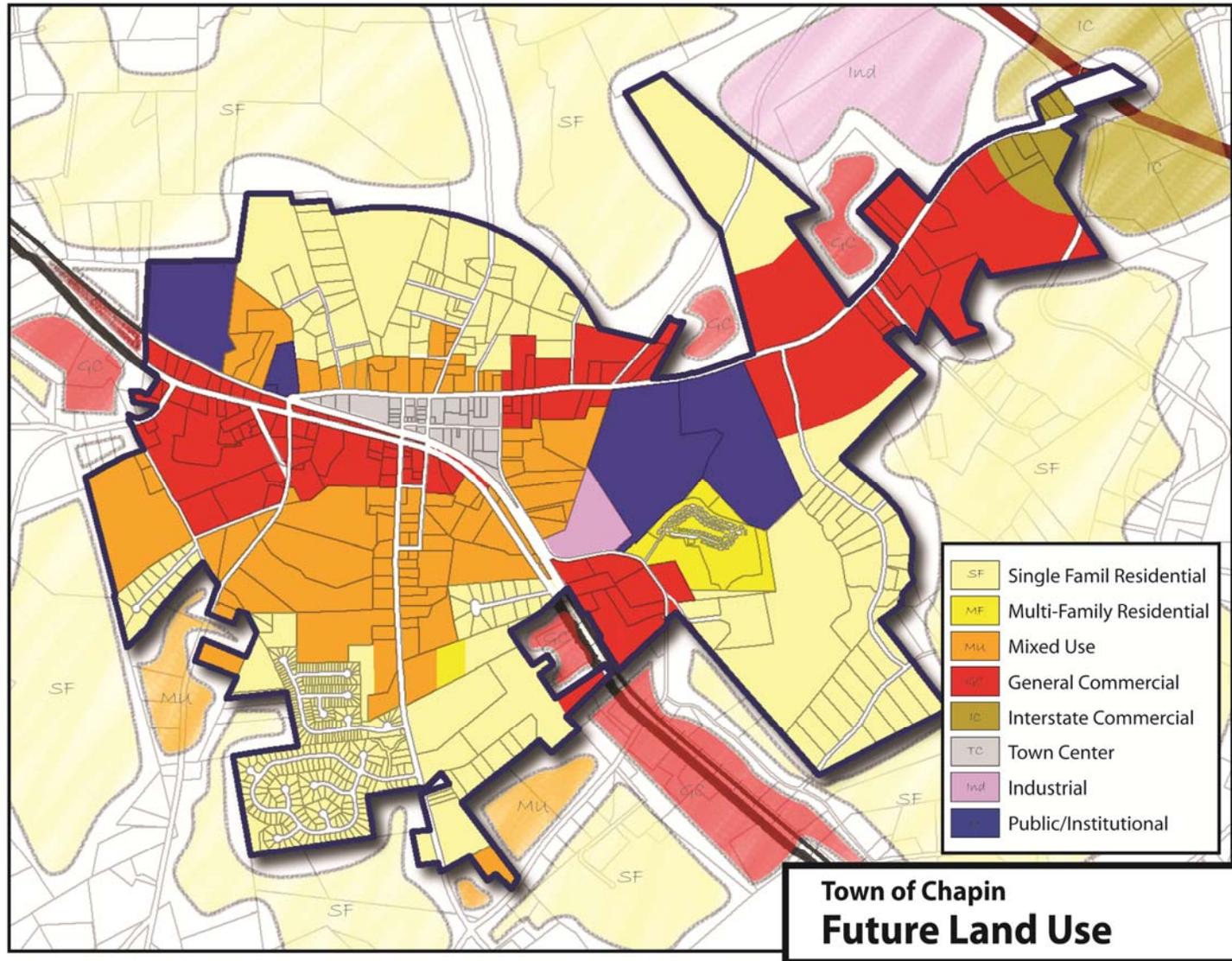


8.2.3 FUTURE LAND USE

The future land use map is intended to illustrate a more generalized, built-out scenario of growth that will likely occur if existing land use and growth patterns continue under the guidance of the adopted zoning ordinance. As illustrated in Map 8.3, the future land use map for the Town of Chapin shows extended commercial corridors along S-48 and US 76, an expanded interstate commercial district at the I-26 interchange, and increased residential areas along the outer edges of the current town limits.

The future land use map anticipates that these areas will have the potential to be annexed into the town as circumstances dictate. One significant difference between the existing and future land use maps is the large mixed-use district surrounding the traditional commercial areas. The map expects that these areas within the town are well situated to provide a transition between the traditional commercial core and surrounding residential districts. By allowing both residential and commercial uses within these areas the town will be able to increase residential density, provide a stable customer base for local retail businesses, and promote the development of a more compact, pedestrian friendly community. The future land use map also anticipates as a part of this concept an expanded town center district which will provide the economic and cultural focal point for the town.

Map 8.3: Future Land Use



8.3 GOALS, OBJECTIVES, AND STRATEGIES

Goal :

Use proactive land use strategies to maintain the small town character and historic integrity of the community to benefit existing residents and to attract new ones in response to regional growth pressures.

Objectives:

- Ensure that all development within the town and in surrounding areas is compatible with adjacent uses and guidelines set forth in the zoning and future land use components of the comprehensive plan.
- Promote residential development that provides a variety of housing types, densities, affordability, and pedestrian access to commercial centers and employment opportunities.

Strategies:

- Develop and adopt an open-space/greenway plan that will be based on the pedestrian concept presented in the Transportation Element of the Comprehensive Plan.
- Encourage preservation of open space and protection of sensitive environmental areas by amending zoning ordinance and land use regulations and offering market based incentives such as Transfer of Development Rights to implement town wide open space plan.
- Review and revise the zoning ordinance and map to provide an up-to-date code for the town that is consistent with the goals and objectives set forth in the comprehensive plan.
- Strengthen Architectural Review and Urban Design Guidelines so they are consistent with the goals and objectives set forth in the comprehensive plan.
- Encourage development and adoption of a fringe area study to establish annexation priorities for the town.
- Coordinate with Lexington County planning officials to ensure development on adjacent areas of the

unincorporated county is consistent with the town's future land use plan.

- Develop market based incentives within development codes to encourage neo-traditional neighborhood development, affordable housing options, and the provision of desirable public amenities such as sidewalks and landscaping.

CHAPTER 9 - TRANSPORTATION

9.1 INTRODUCTION

The transportation element of the comprehensive plan inventories and analyzes issues impacting the local transportation network. The SC Priority Investment Act, which amended the comprehensive planning act to require a separate transportation element, stipulates that this analysis be multi-modal in nature and therefore include a comprehensive needs assessment of road improvement projects, new alignments, transit service, and bike and pedestrian facilities. This element also must be developed in accordance with the land use element to ensure compatibility and coordination between transportation priorities and existing and future land use policies.

9.2 INVENTORY

9.2.1 HIGHWAY FACILITIES

An inventory of the road network generally begins with identifying the different types of facilities serving the local jurisdiction and ends with an assessment of the operational characteristics of those facilities (e.g., congestion, connectivity and accessibility issues). SCDOT uses a functional classification system to describe the state's road network and to determine optimal operational characteristics which is often expressed in terms of existing and projected level of service. The SCDOT functional classification system generally consists of the three following categories: Freeways and expressways, which are intended to provide maximum mobility and limited land access; principal and minor arterials, which are intended to provide slightly less mobility and slightly more land access; and major and minor collectors, which are intended to provide maximum land access and optimal connectivity to the arterial and freeway system. Local roads on the other hand, are generally not maintained by SCDOT and provide maximum local access to businesses, neighborhoods and residences.

Because of its location within the Columbia Metropolitan Area, the Town of Chapin is adequately served by each of these facility types. It is connected to the larger regional network by I-26 and US 76, a 3 lane minor arterial facility which provides 1 lane of traffic in each direction and has a center turn lane to provide access to the commercial development on either side of the road. The town is connected to both of these roads via S-48 (Columbia Avenue), another minor arterial, which is an undivided 2 lane facility that also has unlimited access to considerable commercial development on either side of the road.

As described elsewhere in this document, the Town of Chapin and its environs are considered to be a bedroom community or commuter suburb of Columbia. This informal designation means that at peak travel hours when many people are going to and from work, the local road network has the potential to experience considerable levels of congestion. Many of these commuters live outside of town in the many single family residential developments that ring the lake, but are forced to travel through the town in order to get to the interstate. Chapin High School also contributes to these high levels of peak our congestion because of the vehicle stacking associated with student drivers and parents dropping off their children.

As illustrated on Map 9.1 and Table 9.1, traffic volumes on S-48 and US 76 have grown an average of 34% over the last decade. While the recession has slowed this growth some, straight line predictions of traffic volumes over the next decade indicate an additional 53% increase. This increase means that US 76, which is already operating at a Level of Service E will be operating at a Level of Service F by the year 2020. S-48, which currently ranges between a level of service D and E will be operating at a Level of Service E and F over the next ten years. Some of the smaller collector roads, such as Amicks Ferry and Lexington Avenue will also be operating above capacity if existing conditions continue into the future.

Map 9.1: Functional Classification and Traffic Counts (AADT)

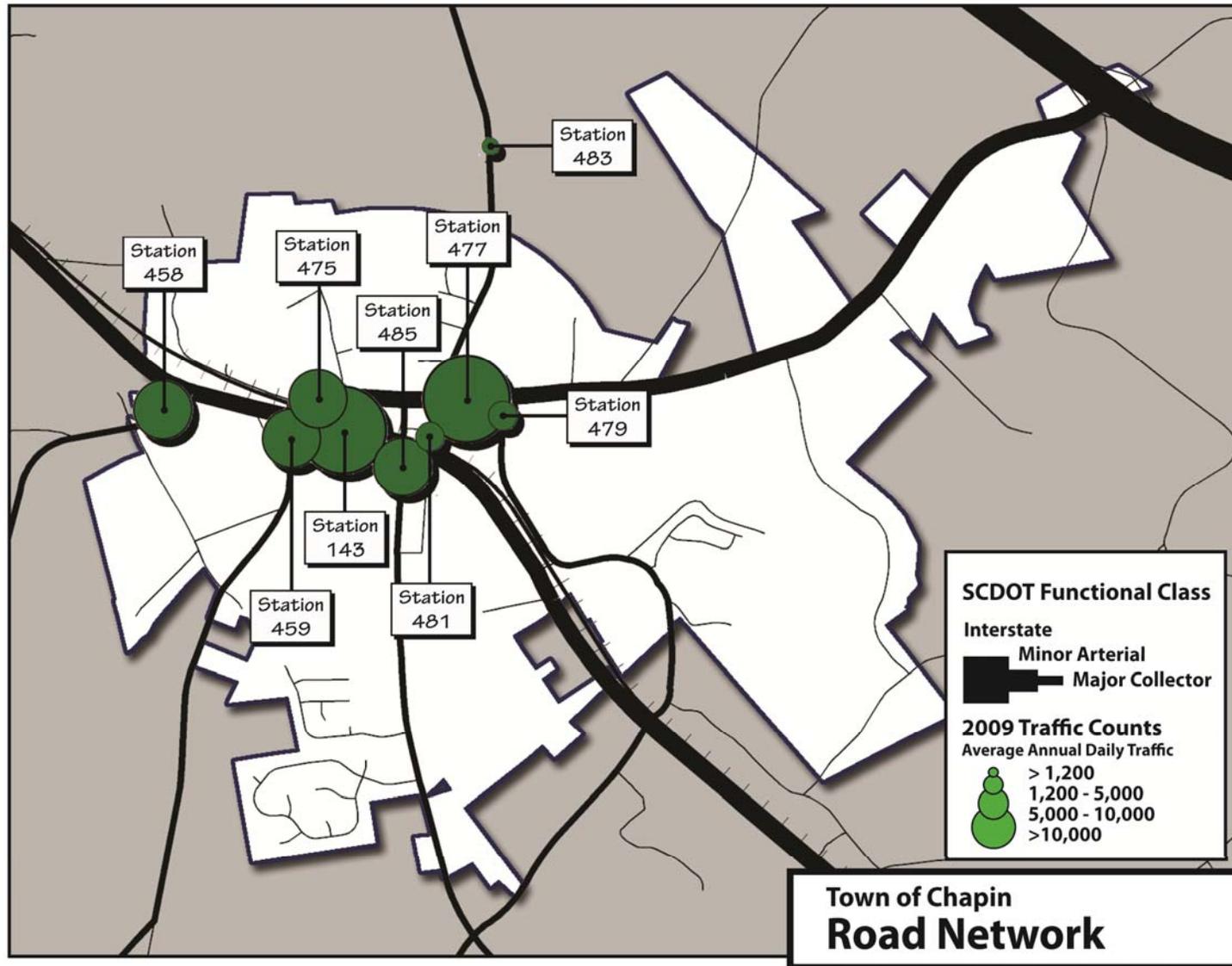


Table 9.1: Existing Traffic Counts 1999-2009 (AADT)

Station	Route	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Pct Change
483	S-49	1,150	1,250	1,100	1,150	1,150	1,050	1,050	950	1,000	1,100	1,100	-4.35%
459	S-51	6,200	7,100	7,600	7,800	7,900	8,200	8,900	8,200	8,700	9,000	9,200	48.39%
143	US 76	9,300	10,900	11,000	11,900	11,800	12,000	12,400	11,700	12,400	12,800	13,500	45.16%
475	S-48	7,600	8,300	8,300	8,800	8,100	8,500	8,800	8,600	8,700	8,500	9,100	19.74%
477	S-48	9,700	11,300	10,500	12,000	11,200	11,700	12,300	11,800	12,300	12,100	13,300	37.11%
485	S-83	4,200	5,200	5,700	6,100	6,500	6,100	7,400	7,300	7,100	7,400	8,400	100.00%
479	S-82	900	1,100	1,150	1,350	1,150	1,150	1,450	1,600	1,200	1,300	1,600	77.78%
458	S-29	5,200	5,200	5,200	5,600	5,200	5,200	4,900	5,200	5,100	5,400	5,500	5.77%
481	S-49	1,150	1,400	1,450	1,600	1,600	1,600	1,550	1,300	1,550	1,450	1,800	56.52%

Table 9.2: Predicted Traffic Counts 2009 - 2025 (AADT)

Station #	Route #	2009	2015	2020	2025	Pct Change 2009 - 2025
483	S-49	1,100	1,254	1,331	1,408	28.01%
459	S-51	9,200	11,779	13,526	15,273	66.01%
143	US 76	13,500	16,363	18,467	20,572	52.38%
475	S-48	9,100	11,169	12,374	13,579	49.22%
477	S-48	13,300	16,509	18,694	20,879	56.99%
485	S-83	8,400	9,713	11,176	12,639	50.46%
479	S-82	1,600	1,660	1,836	2,012	25.75%
458	S-29	5,500	7,290	8,207	9,124	65.90%
481	S-49	1,800	1,613	1,700	1,787	-0.72%

In addition to highway congestion issues, a number of intersections also experience peak hour delays or operational deficiencies. The S-48 Columbia Avenue Corridor Study, prepared in 2006 by Parsons-Brinkerhoff and Central Midlands Council of Governments, identifies the following intersections as having significant issues:

- Amicks Ferry/Chapin Rd
- Lexington Avenue/S-48
- Clark Street/Peak Street
- East Boundary Street/S-48
- S-48/I-26 Interchange

The study makes a number of recommendations for improving these intersections which includes signalization, geometric realignments, cross walk enhancements, landscaping, curb and gutter installments, and turn lane additions.

9.2.2 TRANSIT FACILITIES

While the town of Chapin does not have its own local circulator transit service, it is served by the SCDOT Smart Ride program which runs express commuter bus service between Newberry and

Downtown Columbia. This service, which is funded by SCDOT and provided by Newberry Council on Aging, stops in Chapin at the designated park and ride facility at the Exxon Station at the Chapin exit off of I-26. For the first six months of 2010, approximately 6,092 people rode this service (going in both directions). Approximately 1/3 of these riders were boarding and alighting at the Chapin stop. While there currently is not a reverse commute service operated, it might be possible to establish one in the future because the busses originate in Newberry and therefore return there after making their initial trips to Columbia in the morning. Instituting such a service would allow workers in Columbia to access job opportunities in the Chapin area. The Town of Chapin has helped facilitate the provision of a park and ride facility in proximity to the interstate to support the smart ride service and to allow users to have a safe and convenient place to leave their vehicles during the day.

In addition to the smart ride service Central Midlands Council of Governments has been working for a number of years to study the potential for establishing commuter rail service between Newberry and Columbia which would provide a stop in Chapin. The 2003 study concluded that commuter rail was currently not a viable option because of a lack of population density and potential ridership, it did not rule it out as an option for the future if certain steps were to be implemented by local governments. One such recommendation was for local governments to begin embracing Transit Oriented Development (TOD) principles, which would increase residential densities to the level need to support commuter rail. The Town of Chapin is already moving in this direction with the land use concept plans outlined in the 2001 Charrette, the S-48 Corridor study, this comprehensive plan, and the town hall master plan, which phases in a commuter rail station and park and ride facility. Central Midlands Council of Governments is in the process of starting a more in depth examination of the potential for establishing a mass transit route along this corridor. The Town of Chapin and Chapin area residents should support and actively participate in this planning study.

Human Service Coordination is also a relevant transit issue for Chapin residents. Many aging members of the community do not

have the means to travel to and from doctors appointments and service destinations such as grocery stores, hair salons and banks. The Irmo-Chapin Recreation Commission out of Crooked Creek Park serves as the primary human service transit agency in the Chapin area, providing home delivered meals and other transportation services.

9.2.3 BIKE AND PEDESTRIAN FACILITIES

The Town of Chapin currently has pedestrian facilities, including sidewalks and a limited number of crosswalks, concentrated around the Central Business District on Clark Street, Beaufort Street and Columbia Avenue. Limited sidewalk facilities are also present on portions of US 76 towards St. Peters Church Road and along Lexington Avenue all the way to Chapin United Methodist Church. Despite the small number of existing facilities, the town has included a sidewalk provision in its subdivision regulations requiring new developments to include sidewalks in the street right-of-way. This is an excellent strategy for ensuring the development of a connected pedestrian network as the town grows over time.

The town currently does not have any bike facilities in place, though future road capacity improvements on S-48 (as described below) are expected to include accommodations for both bicycles and pedestrians.

Map 9.4 presents a bike and pedestrian concept map that illustrates areas where bike and pedestrian facilities are appropriate. This map can provide the framework for developing a more detailed bike and pedestrian connectivity plan that would establish more precise locations, provide design specifications and prioritize projects for implementation.

9.2.4 FUTURE TRANSPORTATION IMPROVEMENTS

Currently several transportation improvement projects impacting the Town of Chapin are underway or programmed for implementation at some point in the near future. These projects include the following:

- Stonewall Court Paving Project: Lexington County has committed to paving this dirt road which is a high priority project for the town as it will increase access and mobility for area residents.
- Lexington Avenue Streetscaping: The South Carolina Department of Transportation and the Columbia Area Metropolitan Planning Organization (MPO) have committed approximately \$145,000 for the completion of this project.
- Martin Chapin Parkway Right-of-Way: Lexington County has already acquired the right-of-way for the construction of the Martin Chapin Parkway so that this project can move directly into design and construction if funding should become available.

In addition to these projects, the South Carolina Department of Transportation and the Columbia Area Metropolitan Planning Organization (MPO) have recently announced the commitment of approximately \$10.8 million for the widening of S-48 which would go a long way towards improving peak hour congestion levels in the town. The project includes widening the road from 2 -5 lanes from I-26 to approximately Roland Shealy Court and widening the road from 2-3 lanes between Roland Shealy Court and US 76. It is anticipated that this dedicated funding will take the project through preliminary engineering and right-of-way acquisition. Current estimates indicate that the remaining funds needed for construction could range between \$5-10 million. An important aspect of this project is for the Town to continue to advocate for the roadway designs proposed in the S-48 Columbia Avenue Corridor Study. These include the addition of a planted median, four foot bike lanes and 5 foot sidewalks on both sides of the road. Figures 9.1 and 9.2 illustrate these proposed cross section designs.

The S-48 road widening is also important from a hazard mitigation perspective because the roadway serves as a priority emergency evacuation corridor for the SCE&G VC Summer Nuclear Facility, which is currently being expanded. The Chapin evacuation zone (D-2 on Map 9.2) contains the highest population and employment within a 10 mile radius of the

facility. With 5,300 residents and over 2,500 jobs, capacity improvements to S-48 will significantly decrease congestion levels in the event of an evacuation emergency and improve the overall safety and security of the transportation network for area residents.

Another project of importance, which does not have any existing funding associated with it, is the Southern Connector. This new construction project would serve as a limited access facility providing an alternative route around the Central Business District for commuters trying to reach Interstate 26. As illustrated on Figure 9.3, the proposed design for this facility is similar to those proposed for the S-48 corridor with the addition of a multi-use pathway instead of an at grade bike path and separate sidewalk facility.

Map 9.3 shows the general locations of the S-48 project and the Southern Connector. As illustrated in Map 9.4, once these facilities are built in accordance with the proposed cross section designs, they will provide the framework for a town-wide bike and pedestrian network that connects all of the major focal points of the town including the new town hall site, the old town hall site and town theatre, Chapin High School, the Central Business District and Crooked Creek Park to the South. Additional open space sites, greenways, and trails can be added to this concept plan over time as opportunities become available.

Figure 9.1: Proposed 3 Lane Cross Section for S-48

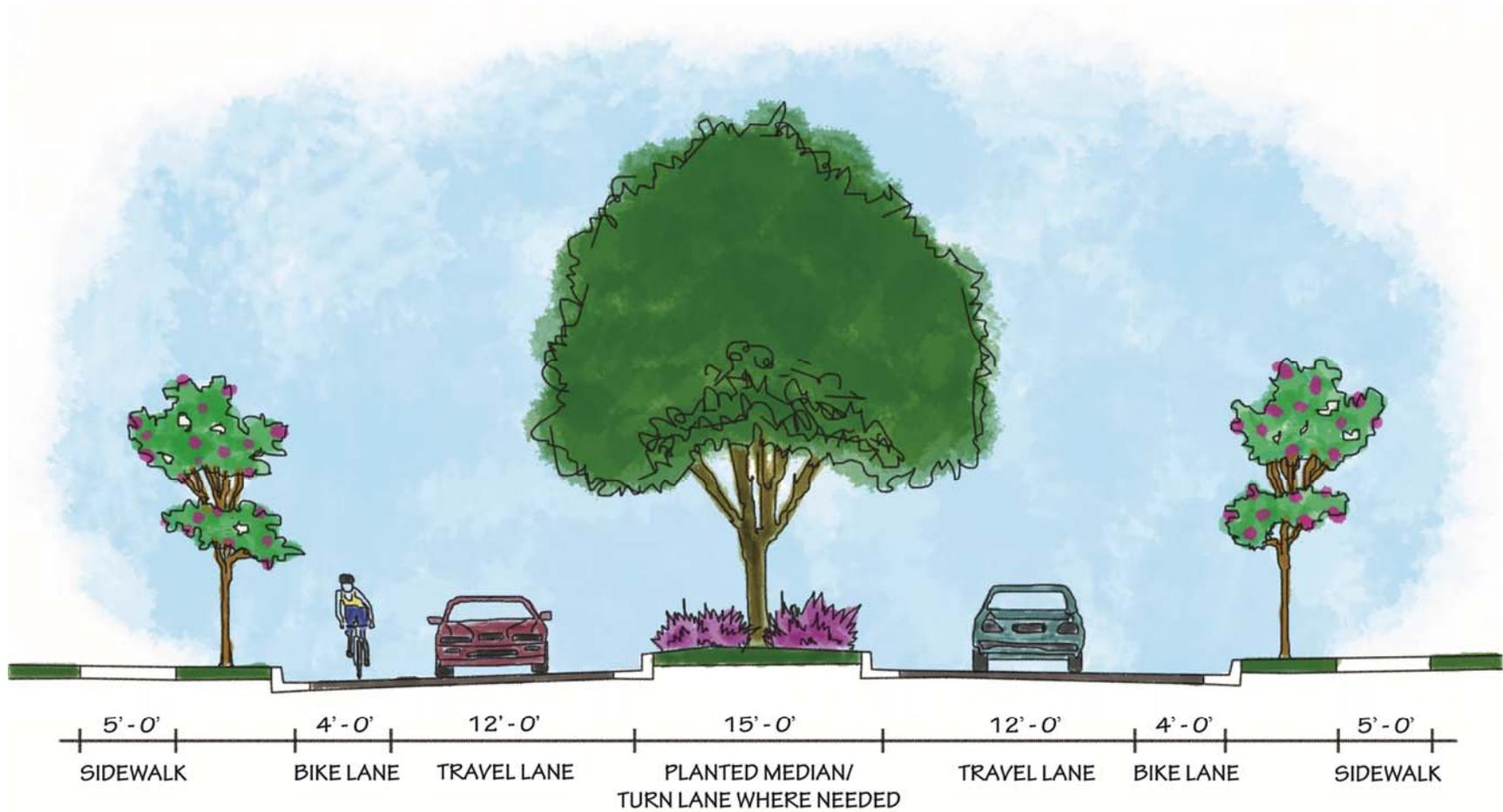


Figure 9.2: Proposed 5 Lane Cross Section for S-48

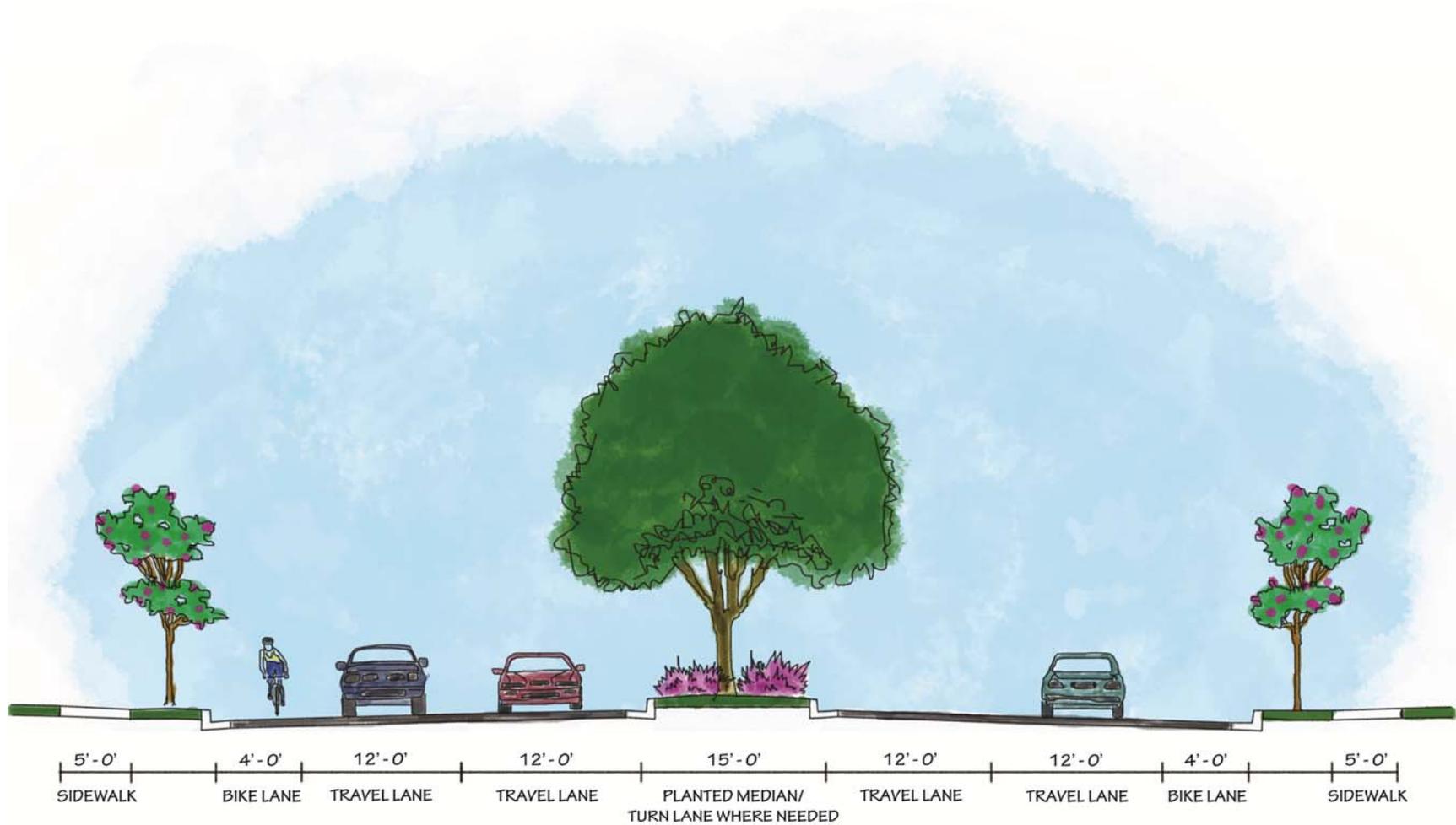
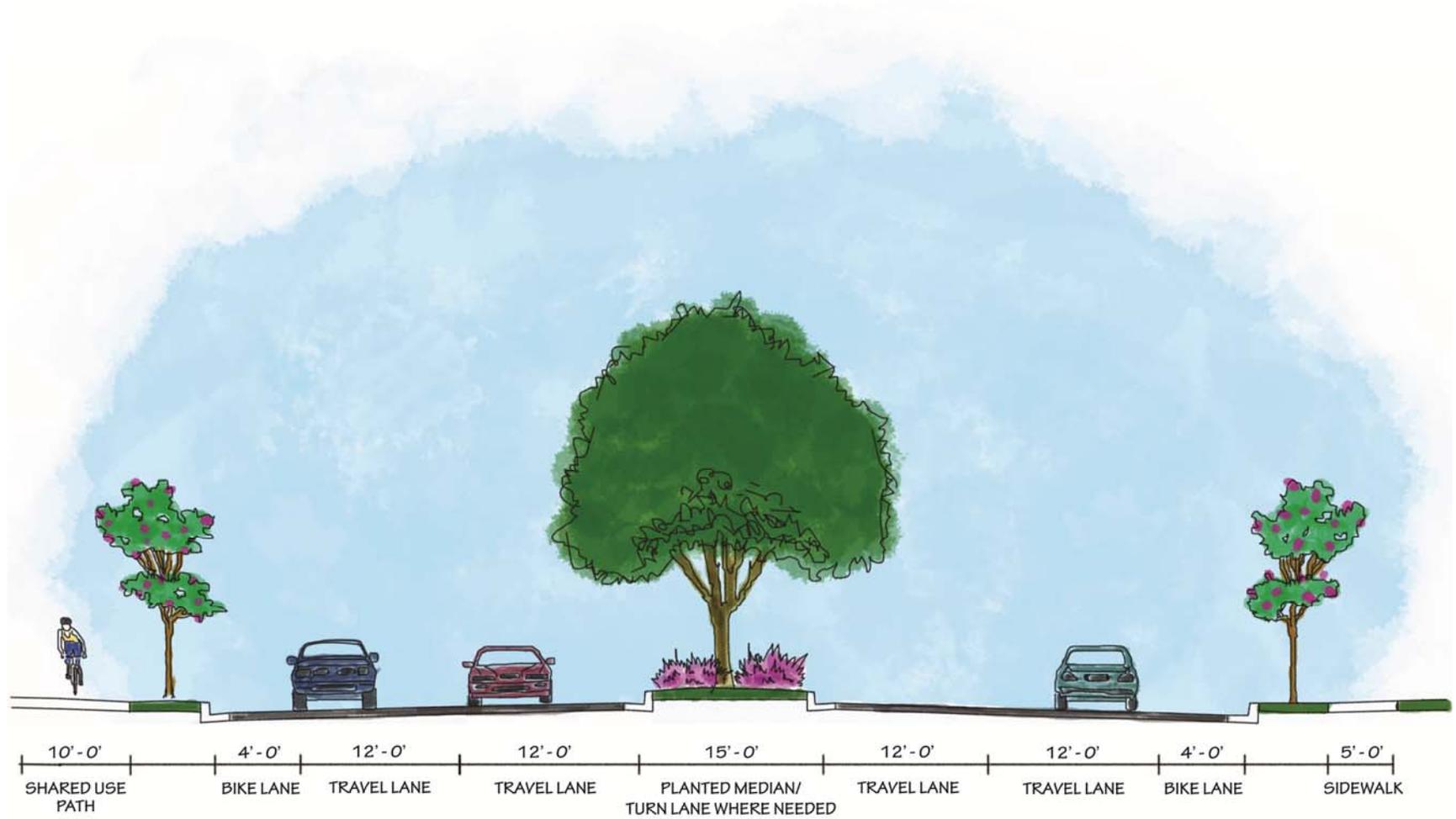
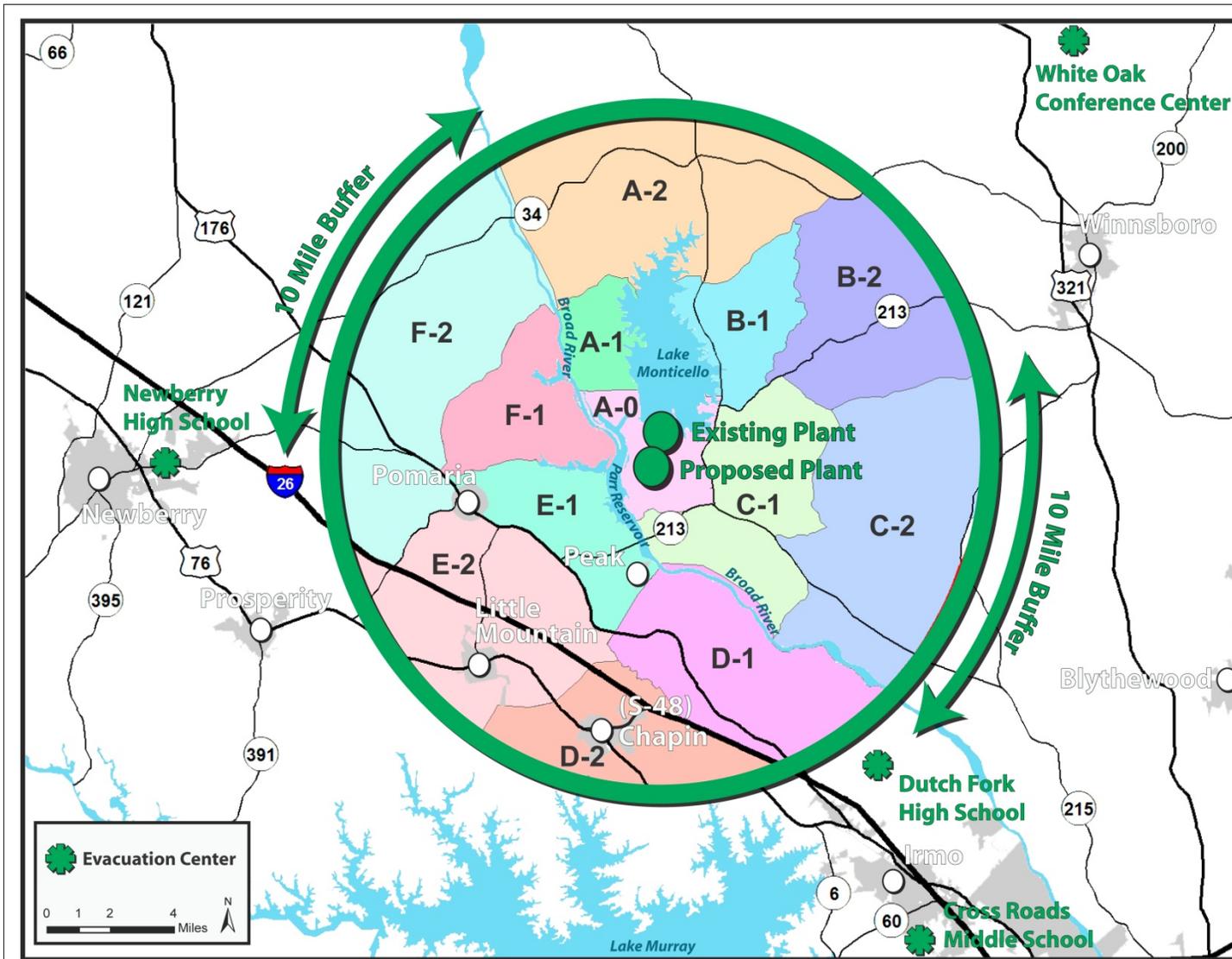


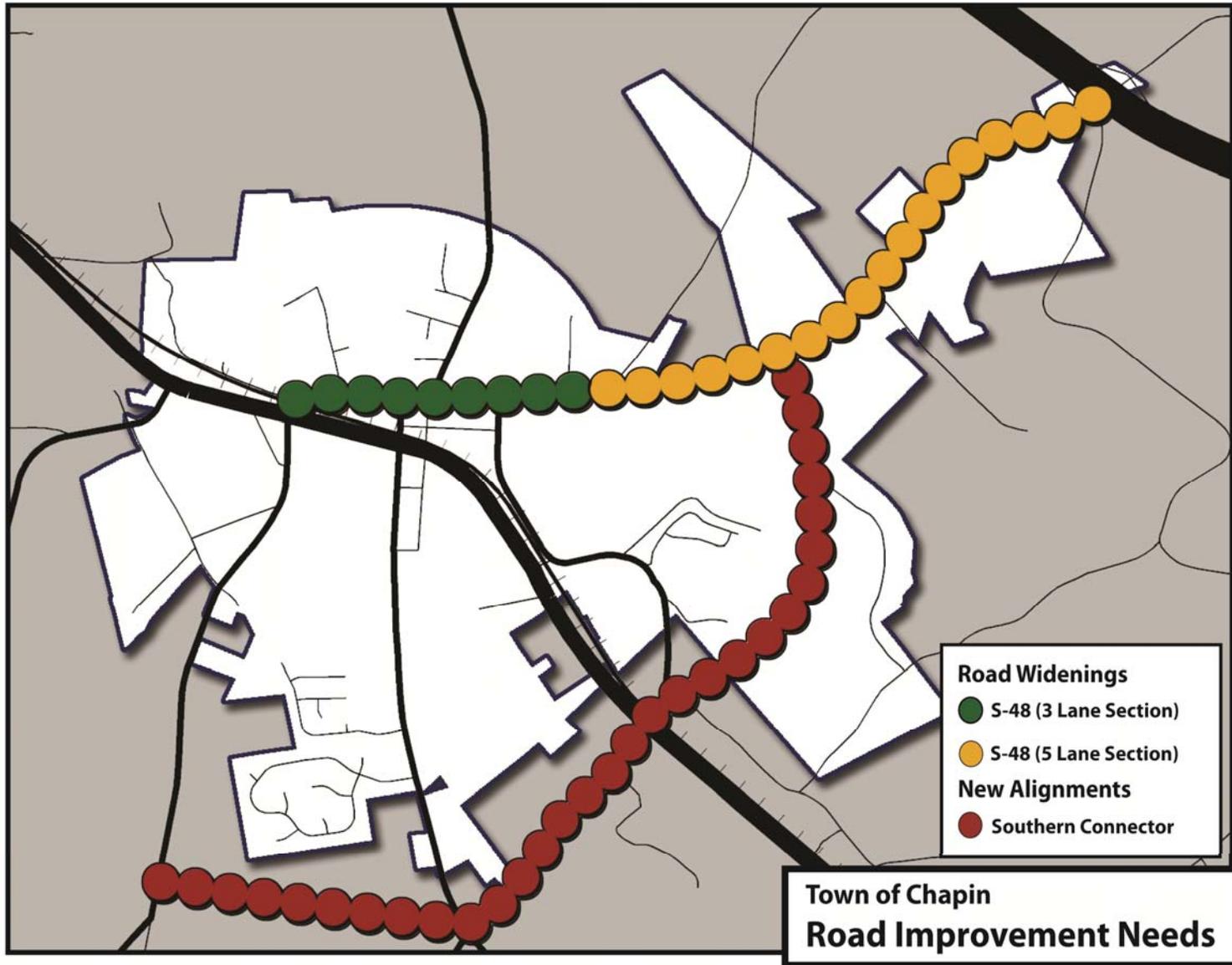
Figure 9.3: Proposed Cross Section for the Southern Connector



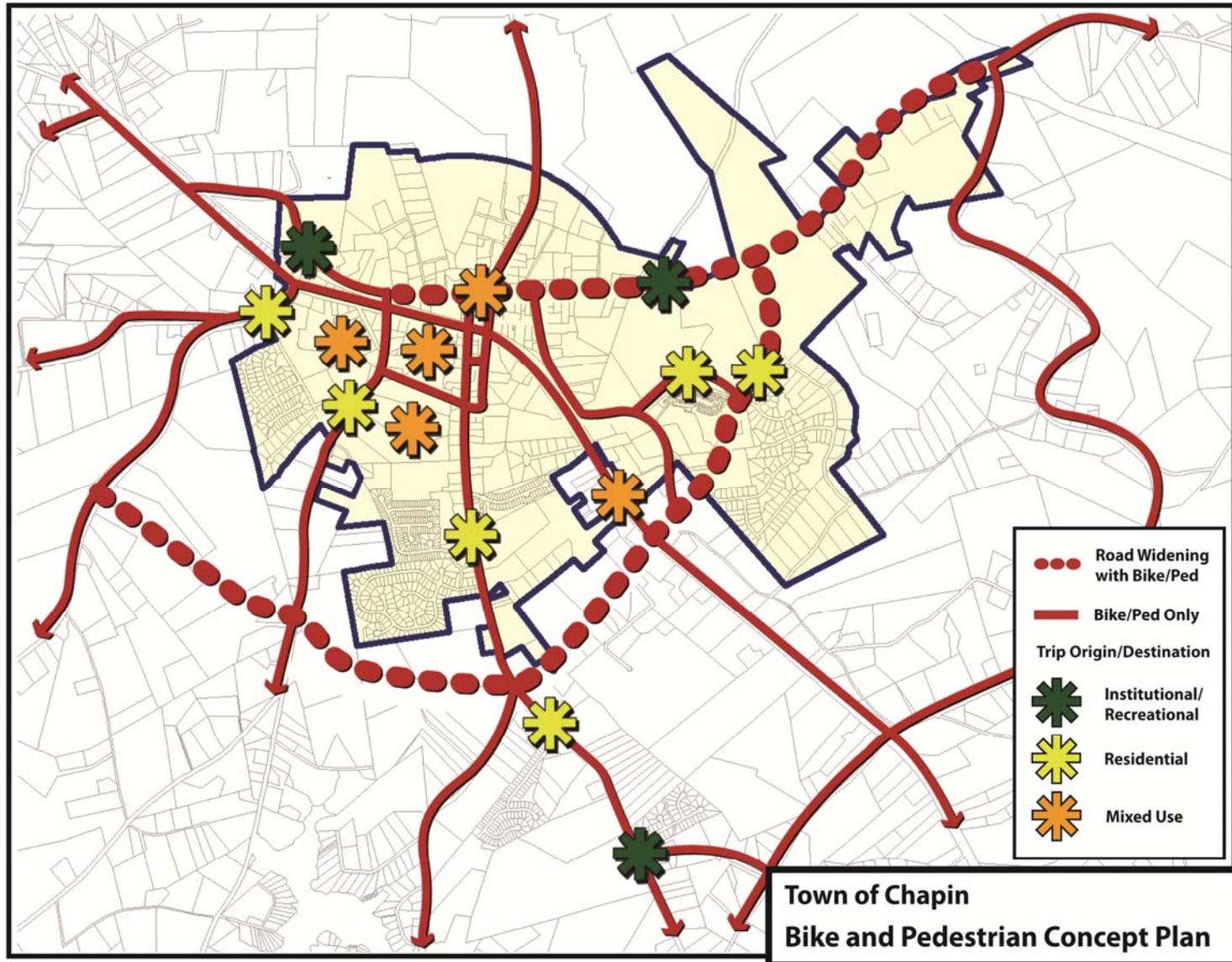
Map 9.2: VC Summer Evacuation Zones



Map 9.3: Chapin Highway Improvement Needs



Map 9.4: Bike and Pedestrian Concept Plan



9.3 GOALS, OBJECTIVES AND STRATEGIES

Goal:

To provide a safe and efficient multi-modal transportation system that allows for adequate vehicular circulation provides bike and pedestrian accessibility, supports mass transit options, and has sufficient connectivity to a larger regional transportation network.

Objectives:

- Improve local vehicular circulation on the arterial transportation network to improve safety, and alleviate peak hour congestion.
- Develop a comprehensive, interconnected system of bike and pedestrian facilities that are functional, safe, and encourage use by a wide range of commuter and recreational users and that connects neighborhoods to commercial and activity centers.
- Encourage regional connectivity
- Encourage the development of alternatives to single occupancy vehicle travel for residents commuting to employment nodes in the Columbia Metropolitan area.
- Support long range planning efforts to establish a regional transit system.

Strategies:

- Identify intersection improvement projects for consideration in CMCOG transportation planning process.
- Work with Lexington County to examine options for increasing local funding for transportation improvements.
- Develop a detailed plan for the design and implementation of a town-wide greenway/pedestrian network.
- Continue applying for Transportation Enhancement Funds for streetscaping and implementation of priority bike and pedestrian projects.
- Formalize the development of a right-of-way preservation program for future road improvements such as the Southern Connector.

- Encourage better connectivity (i.e., more than one access point) to the regional road network in all new and existing residential and commercial developments in the town.
- Continue to support and grow the Newberry-Columbia Smart Ride service and associated park and ride facility.
- Encourage carpooling by commuters by partnering with state agencies to provide education and/or online ride share/ride board program.
- Work within the regional framework by communicating with the local representative on the CMCOG Rail Transit Committee.
- Work with Lexington County representatives to discuss funding options for supporting Central Midlands Regional Transit Authority (CMRTA) and future expansions of CMRTA services.
- Encourage the development of a Transit Oriented Development (TOD) district around a future, centrally located, park and ride/commuter rail station at the new town center site.

CHAPTER 10 – PRIORITY INVESTMENT

10.1 INTRODUCTION

The Priority Investment Act was signed into law by Governor Sanford on May 23, 2007. The law amends the Local Government Comprehensive Planning Enabling Act of 1994 with the intention of improving 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 act amends the housing element (Chapter 7) with new requirements related to affordable housing, and adds two new elements. These include a separate multi-modal transportation element that focuses on facility improvements (Chapter 9), and a priority investment element (Chapter 10), which requires local governments to assess the availability of public funds for infrastructure improvements and to prioritize these improvements for expenditure over the course of the next ten years. The act also gives local governments the flexibility of designating specific “priority investment” areas within their jurisdiction that will promote and direct growth where existing or planned infrastructure can support higher intensities of development. Local governments are also encouraged to use a wide range of market based incentives to foster public and private investment in projects within these priority investment areas that meet affordable housing, design and density requirements, and financial planning goals of the Priority Investment Act.

10.2 INVENTORY

10.2.1 REVENUES AND EXPENDITURES

The Priority Investment Element (PIE) is intended to help prioritize and allocate funding for infrastructure improvement projects identified in the other elements of the Comprehensive Plan based on projected revenues for the next 10 years. One approach being utilized by other jurisdictions is to tie the PIE with a 5 year Capital Improvement Program (CIP). The traditional CIP utilized by many jurisdictions is a way to schedule public physical improvements based on available financial resources. Linking the CIP process to the priority Investment process essentially extends

the scope of the CIP to 10 years in the future, helps guide the CIP process based on the direction set forth in the Comprehensive Plan, and allows for the programming and prioritization of longer term projects based on projected fiscal resources. In cases where no formalized CIP currently exists, such as with the Town of Chapin, the priority investment element can serve as a catalyst for the development of one.

Existing Funding Sources

The calendar year 2011 budget for the Town of Chapin was \$3,576,141. Of this total amount \$1,650,725 was provided from the General fund which accounts for all funding resources not otherwise devoted to specific activities. It includes revenues collected from the following sources:

- Business License Fees
- Property Tax
- Aid to Subdivision State Shared Revenue
- Franchise Fees
- Court Fines and Forfeitures
- Interest and Miscellaneous Income

In addition to these financial resources, the town has also entered into a General Obligation Bond (GO Bond) in the amount of \$795,000 to pay for the construction of the new Town Hall. Right of Way acquisition and preliminary engineering for the S-48 road improvement project is being funded with Columbia Area Transportation Study (COATS) guideshare money which is provided by the Federal Highway Administration (FHWA) and the SCDOT. The COATS Metropolitan Planning Organization (MPO) and SCDOT are also providing the funding for the Lexington Avenue Streetscaping project through their Transportation Enhancement program. Lexington County is using SCDOT C-Funds to for the paving of Stonewall Court and other local funding sources for the purchase of Right-of-Way for the Martin Chapin Parkway. The recent water and sewer improvements identified in the Community Facilities Element were funded by dedicated revenues provided by utility user fees. Other sources of existing revenue include:

- Carolina Water Service
- Utility Application Fees
- Interest Income
- MASC Insurance Collections

In terms of future funding, the Town of Chapin, will most likely utilize these same financial resources. While the MPO guideshare money for S-48 and Lexington Avenue is project specific, it may be possible to pursue future funding for other road improvement and streetscaping projects such as the Southern Connector. Because the Town is spending considerable resources to build the new Town Hall, it is unlikely that additional capital improvement projects requiring the issuance of a general obligation bond will be pursued before this plan is revisited for its 5 year update.

Short term priority planning projects the town will likely pursue include the economic development plan and the open space/bike and pedestrian plan. These projects, if initiated, will be funded through the Town's general fund or possible grant funding.

10.2.2 INTERGOVERNMENTAL COORDINATION

In order to effectively manage growth and development the Priority Investment Act requires local governments to coordinate with adjacent relevant jurisdictions and agencies before recommending projects for public expenditure. In order facilitate this process the act encourages local governments to maintain a list of these jurisdictions and agencies so that they can be effectively included major development decisions. This list includes the following public and private stakeholders:

Local Governments

- Lexington County
- Richland County
- Newberry County
- The Town of Lexington
- The Town of Little Mountain

School Districts

- Richland-Lexington School District Five

Utility Providers

- Lexington County Department of Public Works
- Newberry County Water and Sewer Authority
- City of Columbia
- Richland County Utilities
- South Carolina Electric and Gas
- Mid-Carolina Electric Cooperative

State Agencies

- SC Department of Health and Environmental Control (DHEC)
- SC Department of Commerce (SCDOC)
- SC Department of Transportation (SCDOT)

Regional Agencies

- Irmo Chapin Recreation Commission (ICRC)
- Central Midlands Council of Governments (CMCOG)
- Columbia Area Transportation Study (COATS)
- Central Midlands Regional Transit Authority (CMRTA)

10.2.3 PRIORITY INVESTMENT ZONES

The priority Investment Act (PIA) allows local governments to use market-based incentives to encourage the development of traditional neighborhood designs and affordable housing in designated priority investment areas. Priority Investment areas for the Town of Chapin include the “Mixed Use” areas surrounding the Town Center on the future land use map. These areas have been identified in an effort to encourage new mixed use residential development close to the central business district. By designating these as Priority Investment Areas, the Town of Chapin will have considerable flexibility in using market based incentives to encourage development in these locations.

10.3 GOALS, OBJECTIVES AND STRATEGIES

The following Goals, Objectives, and Strategies are intended to help the town work towards identifying, prioritizing and budgeting for the long term implementation of the types of infrastructure improvement projects listed above and discussed in the previous chapters of this document. They include strategies that will assist the town in local and regional coordination efforts, developing and maintaining a CIP and PIE, and designating official priority investment areas that will provide focus areas for future public and private investment.

Goals:

Participate in an ongoing dialogue with all relevant public and private entities and neighboring jurisdictions in order to facilitate better communication and coordination in the planning and implementation of public infrastructure projects.

Identify and prioritize public infrastructure projects and identify appropriate funding mechanisms.

Encourage and accommodate public and private investment in key areas of the town in order to achieve the goals, objectives, and strategies outlined in the other elements of the comprehensive plan.

Objectives:

- Provide written notification to all relevant parties of major development proposals and infrastructure improvement projects that might impact their service areas or jurisdictions.
- Provide an opportunity for comment by relevant parties for major development proposals and infrastructure improvement projects.
- Develop and maintain a Capital Improvement Plan (CIP) for budgeting the provision of services and infrastructure

improvements in relationship to projected revenues and funding streams.

- Ensure the Priority Investment Element of the Comprehensive Plan is revised so that it is coordinated with the Capital Improvement Plan to effectively make recommendations for infrastructure improvements based on available resources.
- Encourage public and private investment that benefits the mixed use areas surrounding the town center enhancing its ability to foster and maintain economic vitality.

Strategies:

- Identify and meet with primary points of contact in relevant agencies and jurisdictions to discuss adopting procedures for opening and maintaining lines of communication.
- Maintain an official contact database for dissemination of written notifications. Example: Notifying School district and Lexington County of major proposed subdivision.
- Include in written notifications information on scheduled public meetings and/or other public comment opportunities such as Council Meetings or internet surveys.
- Solicit comments from governing bodies of neighboring jurisdictions by regularly attending their public meetings.
- Conduct a pier town review in order to assess appropriate procedures for developing and maintaining a CIP.
- Develop and adopt a CIP, CIP maintenance and administrative program, and review/update schedule for ensuring concurrence with new and relevant information, legislation, projects and policies.
- Develop an administrative process and policy for effectively coordinating the development and maintenance of the CIP and Priority Investment Element of the Comprehensive Plan between appropriate staff, departments, and agencies.
- Revise the Priority Investment Element of the Comprehensive Plan to reflect the CIP so that it can be incorporated into the next review/update of the Comprehensive Plan.

- Use market based incentives to encourage investment in the mixed use town center for purpose of increasing commercial, office, and service employment opportunities.
- Implement strategies pertaining to increasing commercial/retail opportunities, and promoting historic preservation as outlined in the economic development and historical and cultural resources elements of the comprehensive plan.
- Consider officially designating a Town of Chapin Industrial/Business Park/Interstate Commercial Priority Invest Area and revise the Priority Investment Element of the Comprehensive Plan to reflect this designation so that appropriate resources can be allocated.
- Implement strategies pertaining to increasing opportunities for light industrial and technology oriented employment outlined in the economic development element of the comprehensive plan.
- Utilize market based incentives to encourage residential, office, and commercial development in the designated Mixed Use Priority Investment Area.
- Implement a streamlined development review process for mixed use and environmentally sustainable low impact development proposals for the site.
- Partner with local service clubs and organizations to join together to set and accomplish goals.
- Develop a plan to actively assist in filling vacant properties.

APPENDIX: POLICIES AND IMPLEMENTATION TIMEFRAMES

The following policy matrix summarizes the goals, objectives, and strategies presented for each element of the comprehensive plan. In addition, a general timeframe for implementation accompanies each strategy. These timeframes are broken into the following four categories:

- **Short term** strategies generally consist of local and regional coordination efforts and planning projects or inventories that do not require considerable staff time or financial resources to implement. Such strategies should be considered for implementation within a 1-2 year timeframe.
- **Midterm** strategies consist of planning projects or policy changes that have an immediate need but may require a significant amount of staff time, coordination and public participation efforts, and the allocation of financial resources to implement. Such strategies should be considered for implementation within a 2-5 year timeframe.
- **Long term** strategies consist of major planning projects or changes in policies or administrative operations and may require considerable staff time, the procurement of professional services, and/or the allocation of significant financial resources. Such strategies should be considered for implementation within a 5-10 year timeframe.
- **Continuous** strategies consist of local and regional coordination efforts, inventories, database maintenance, and planning projects that should be considered for immediate and ongoing implementation.

Population Element

Goal: Preserve and enhance the small town charm of Chapin amidst the strong growth of the midlands region.

Objective	Action Strategy	Timeframe
Encourage sound development policies that promote mixed use, higher density residential areas that offer a wide range of housing options and provide pedestrian accessibility.	Update zoning ordinance and subdivision regulations to reflect the future land use map presented in the Land Use Element of the Comprehensive Plan.	Short Term
Absorb regional population growth by marketing the small town character as an alternative to the lower density, auto dependent development occurring in the unincorporated and previously undeveloped portions of the county.	Continue working with the Chamber of Commerce to brand and market Chapin for its small town character and high quality of life.	Continuous
Pursue sound annexation policies.	Conduct a fringe area study to help refine short, medium, and long term annexation priorities.	Midterm

Economic Development Element

Goal: Create opportunities for economic growth by growing existing businesses and providing incentives for the recruitment of new industries.

Objective	Action Strategy	Timeframe
Identifying specific gaps and niches in the local and regional economy to assist in building a diversified range of specialized industry clusters that draw on local advantages	Create an economic development plan to identify strengths, weaknesses, opportunities, and threats within the local economy to include: A detailed market analysis, A pier town review of economic development activities, A commercial building stock survey, An inventory of redevelopment opportunities, A needs assessment for developing an Industrial Park, A strategic action plan for developing a High Tech industry cluster.	Short Term/Midterm
Continue to promote Chapin as a regional tourist destination to foster the development of specialized commercial and retail markets.		
Encourage more light industrial and office employment opportunities for town and area residents.		
Explore opportunities for attracting High Tech industries to the Chapin Area		
Develop the institutional framework for supporting local and regional economic development initiatives	Consider the creation of a local Community Development Corporation (CDC) to help implement the goals and strategies identified in the Economic Development Plan.	Long Term
Continue to work towards identifying and improving quality of life issues relevant to the recruitment of industries to the town (e.g., traffic congestion, schools, recreational opportunities, utility infrastructure).	Work with the Chamber of Commerce and School District to identify areas of emphasis that will improve town's attractiveness to potential businesses and residents.	Continuous

Natural Resource Element

Goal: Provide for the conservation of natural resources, improve public health and enhance the quality of life for area residents.

Objective	Action Strategy	Timeframe
Encourage watershed based planning principles that protect riparian areas and contribute to the overall health of the watersheds the town resides in.	Work with Central Midlands Council of Governments and SCDHEC to participate in the TMDL development process and future watershed planning efforts for the Broad and Saluda River watersheds.	Continuous
Encourage the use of green building techniques and low impact development within the town to help protect sensitive ecosystems and improve water quality.	Encourage the use of Green Infrastructure techniques for storm-water management in all new developments including the new town hall site.	Short Term
	Work with Lexington County Department of Public Works to identify appropriate areas for implementing Green Infrastructure retrofits for town owned properties and County maintained roads.	Midterm
	Provide market based incentives (e.g., density bonuses) for encouraging the development of LEED certified buildings and conservation sub-divisions.	Midterm
	Conduct an energy audit of municipal buildings and consider implementing a capital improvement program for procuring an energy efficient fleet of municipal vehicles.	Long Term
Establish a network of open space and greenways that connect with town parks, protected riparian areas, and commercial activity centers within the town.	Encourage walking and biking as a transportation alternative for area residents working within the community and encourage car pooling for residents commuting to the Columbia Metropolitan area.	Continuous
	Develop and adopt a comprehensive greenways and open space plan for the town.	Midterm

Historic and Cultural Resource Element

Goal: To Protect and restore the unique historic and cultural resources of the town and to utilize these heritage resources to market the town as a tourist destination.

Objective	Action Strategy	Timeframe
Preserve historic structures and small town integrity by implementing a historic preservation program.	Work with SHPO and other non-profit entities such as the Palmetto Trust for Historic Preservation to create and maintain a comprehensive town wide inventory of historic buildings.	Midterm/Long Term
	Establish a relationship with local history organizations and the School District to pursue collaborative research projects that will produce interpretive information for local interests and marketing opportunities.	Short Term
	Work with the School District to stabilize and restore the old Town Theatre so that it can be adapted for re-use.	Short Term/Midterm
	Continue exploring options for utilizing the historic Railroad Depot for civic purposes either through an agreement with the current owner or by creating a replica for town use.	Long Term

Community Facilities

Goal: Provide the highest quality of services, meet and maintain high quality of life standards, ensure fiscal responsibility, and encourage sound growth and development practices.

Objective	Action Strategy	Timeframe
Encourage a high level of communication and cooperation between all levels of municipal government, service providers, neighboring jurisdictions, state and regional entities, and the general public.	Develop and adopt a public participation plan to encourage citizen input on all community facilities projects.	Short Term
	Develop a public and private stakeholder database and stakeholder notification protocol for use in soliciting input, coordination, and cooperation on public facilities projects.	Short Term/Midterm
	Support towns non-profit agencies such as Good Works, by offering support services such as meeting space, public access television programming, etc.	Continuous
	Seek grant assistance for supporting the community day of caring event.	Continuous
	Conduct comprehensive assessment of senior service needs within the town limits.	Midterm
Develop a mechanism for coordinating, managing and maintaining all of the Towns public facilities.	Continue to coordinate with Lexington and Newberry Counties regarding law enforcement issues in areas adjacent to the town limits.	Continuous
	Develop a community facilities management and maintenance plan that will inventory all of the town's infrastructure and place priorities on short, medium and long term funding for improvements.	Short Term/Midterm
	Use the community facilities management and maintenance plan to develop a formal Capital Improvements Program (CIP) for the town.	Midterm/Long Term
	Use the CIP to inform future updates to the Comprehensive Plan (specifically the Priority Investment Element).	Long Term

Community Facilities (cont.)

Objective	Action Strategy	Timeframe
Continue to maintain and improve water and sewer infrastructure in order to provide adequate services to meet demand.	Use the CIP to plan for short and medium term water and sewer infrastructure improvements.	Long Term
Encourage the adoption of green building/sustainable design principles and technology oriented infrastructure for all public facilities within the Town and County.	Work with the Lexington County Department of Public Works to develop strategies for encouraging the use of LEED/LID Building Practices and Green Infrastructure Stormwater Best Management Practices for public and private developments in the town.	Short Term
	Explore options for investing in technology oriented infrastructure such as WIFI hotspots in public areas (e.g., town center, town hall, and the public library).	Short Term/Midterm
Develop opportunities for expanding area park, recreational and civic amenities.	Develop an adaptive re-use plan for the old town hall and fire station sites to include strategies for improvement and maintenance, as well as identifying potential civic uses and public, private, and non-profit partners.	Midterm
	Continue to work with landowners to negotiate the lease or purchase of a town green/park site between the town center and the new town hall site.	Long Term

Housing Element

Goal: Develop a proactive approach for providing opportunities for residential development in the core of the community offering a diversity of housing types for citizens from a wide range of socio-economic backgrounds.

Objective	Action Strategy	Timeframe
Promote the Mixed Use town center concept to encourage higher density, neo-traditional residential development in infill areas adjacent to the town center.	Encourage mixed use and mixed income housing developments by offering various market based incentives to developers.	Continuous
Promote the maintenance, renovation, and rehabilitation of the town's existing housing stock.	Conduct a town wide housing stock survey to identify target areas for rehabilitation programs.	Midterm
	Pursue Community Development Block Grant funding for implementing rehabilitation programs.	Short Term
	Actively promote the enforcement of Building, Safety, and Nuisance codes.	Continuous
Promote affordable housing initiatives to help meet the needs of residents from varying levels of income.	Encourage mixed use and mixed income housing developments by offering various market based incentives to developers.	Midterm
Promote the development of more senior oriented housing to meet the needs of the aging population.	Pursue Community Development Block Grant funding and other public funding for adaptive reuse projects aimed at creating affordable senior housing opportunities.	Midterm/Long Term
	Conduct a comprehensive assessment of senior needs within the town limits to include a focus on housing issues and supporting aging in place concepts.	Short Term/Midterm

Land Use Element

Goal: Use proactive land use strategies to maintain the small town character and historic integrity of the community to benefit existing residents and to attract new ones in response to regional growth pressures.

Objective	Action Strategy	Timeframe
Ensure that all development within the town and in surrounding areas is compatible with adjacent uses and guidelines set forth in the zoning and future land use components of the comprehensive plan.	Review and revise the zoning ordinance and map to provide an up-to-date code for the town that is consistent with the goals and objectives set forth in the comprehensive plan.	Short Term
	Strengthen Architectural Review and Urban Design Guidelines so they are consistent with the goals and objectives set forth in the comprehensive plan.	Short Term
	Encourage development and adoption of a fringe area study to establish annexation priorities for the town.	Midterm
	Coordinate with Lexington County planning officials to ensure development on adjacent areas of the unincorporated county is consistent with the town's future land use plan.	Continuous
	Develop market based incentives within development codes to encourage neo-traditional neighborhood development, affordable housing options, and the provision of desirable public amenities such as sidewalks and landscaping.	Midterm
Promote residential development that provides a variety of housing types, densities, affordability, and pedestrian access to commercial centers and employment opportunities.	Develop and adopt an open-space/greenway plan that will be based on the pedestrian concept presented in the Transportation Element of the Comprehensive Plan.	Short Term/Midterm
	Encourage preservation of open space and protection of sensitive environmental areas by amending zoning ordinance and land use regulations and offering market based incentives such as Transfer of Development Rights to implement town wide open space plan.	Midterm/Long Term

Transportation Element

Goal: To provide a safe and efficient multi-modal transportation system that allows for adequate vehicular circulation provides bike and pedestrian accessibility, supports mass transit options, and has sufficient connectivity to a larger regional transportation network.

Objective	Action Strategy	Timeframe
Improve local vehicular circulation on the arterial transportation network to improve safety, and alleviate peak hour congestion.	Identify intersection improvement projects for consideration in CMCOG transportation planning process.	Short Term
	Work with Lexington County to examine options for increasing local funding for transportation improvements.	Continuous
Develop a comprehensive, interconnected system of bike and pedestrian facilities that are functional, safe, and encourage use by a wide range of commuter and recreational users and that connects neighborhoods to commercial and activity centers.	Develop a detailed plan for the design and implementation of a town-wide greenway/pedestrian network.	Short Term/Midterm
	Continue applying for Transportation Enhancement Funds for streetscaping and implementation of priority bike and pedestrian projects.	Continuous
Encourage regional connectivity	Formalize the development of a right-of-way preservation program for future road improvements such as the Southern Connector.	Midterm
	Encourage better connectivity (i.e., more than one access point) to the regional road network in all new and existing residential and commercial developments in the town.	Continuous
Encourage the development of alternatives to single occupancy vehicle travel for residents commuting to employment nodes in the Columbia Metropolitan area.	Continue to support and grow the Newberry-Columbia Smart Ride service and associated park and ride facility.	Continuous
	Encourage carpooling by commuters by partnering with state agencies to provide education and/or online ride share/ride board program.	Continuous

Transportation Element (cont.)

Objective	Action Strategy	Timeframe
To provide long range planning for a regional transit system.	Work within the regional framework by communicating with the local representative on the CMCOG Rail Transit Committee.	Continuous
	Work with Lexington County representatives to discuss funding options for supporting Central Midlands Regional Transit Authority (CMRTA) and future expansions of CMRTA services.	Short Term
	Encourage the development of a Transit Oriented Development (TOD) district around a future, centrally located, park and ride/commuter rail station at the new town center site.	Long Term

Priority Investment Element

Goal: Participate in an ongoing dialogue with all relevant public and private entities and neighboring jurisdictions in order to facilitate better communication and coordination in the planning and implementation of public infrastructure projects.

Objective	Action Strategy	Timeframe
Provide written notification to all relevant parties of major development proposals and infrastructure improvement projects that might impact their service areas or jurisdictions.	Identify and meet with primary points of contact in relevant agencies and jurisdictions to discuss adopting procedures for opening and maintaining lines of communication.	Short Term
	Maintain an official contact database for dissemination of written notifications. Example: Notifying School district and Lexington County of major proposed subdivision.	Short Term
Provide an opportunity for comment by relevant parties for major development proposals and infrastructure improvement projects.	Include in written notifications information on scheduled public meetings and/or other public comment opportunities such as Council Meetings or internet surveys.	Continuous
	Solicit comments from governing bodies of neighboring jurisdictions by regularly attending their public meetings.	Continuous

Priority Investment Element (cont.)

Goal: Identify and prioritize public infrastructure projects and identify appropriate funding mechanisms.

Objective	Action Strategy	Timeframe
Develop and maintain a Capital Improvement Plan (CIP) for budgeting the provision of services and infrastructure improvements in relationship to projected revenues and funding streams.	Conduct a pier town review in order to assess appropriate procedures for developing and maintaining a CIP.	Short Term/Midterm
	Develop and adopt a CIP, CIP maintenance and administrative program, and review/update schedule for ensuring concurrence with new and relevant information, legislation, projects and policies.	Midterm/Long Term
Ensure the Priority Investment Element of the Comprehensive Plan is revised so that it is coordinated with the Capital Improvement Plan to effectively make recommendations for infrastructure improvements based on available resources.	Develop an administrative process and policy for effectively coordinating the development and maintenance of the CIP and Priority Investment Element of the Comprehensive Plan between appropriate staff, departments, and agencies.	Long Term
	Revise the Priority Investment Element of the Comprehensive Plan to reflect the CIP so that it can be incorporated into the next review/update of the Comprehensive Plan.	Long Term

Priority Investment Element (cont.)

Goal: Encourage and accommodate public and private investment in key areas of the town in order to achieve the goals, objectives, and strategies outlined in the other elements of the comprehensive plan.

Objective	Action Strategy	Timeframe
Encourage public and private investment that benefits the mixed use areas surrounding the town center enhancing its ability to foster and maintain economic vitality.	Use market based incentives to encourage investment in the mixed use town center for purpose of increasing commercial, office, and service employment opportunities.	Midterm/Long Term
	Implement strategies pertaining to increasing commercial/retail opportunities, and promoting historic preservation as outlined in the economic development and historical and cultural resources elements of the comprehensive plan.	Midterm/Long Term
	Consider officially designating a Town of Chapin Industrial/Business Park/Interstate Commercial Priority Invest Area and revise the Priority Investment Element of the Comprehensive Plan to reflect this designation so that appropriate resources can be allocated.	Midterm
	Implement strategies pertaining to increasing opportunities for light industrial and technology oriented employment outlined in the economic development element of the comprehensive plan.	Midterm
	Utilize market based incentives to encourage residential, office, and commercial development in the designated Mixed Use Priority Investment Area.	Midterm/Long Term
	Implement a streamlined development review process for mixed use and environmentally sustainable low impact development proposals for the site.	Short Term/Midterm
	Partner with local service clubs and organizations to join together to set and accomplish goals.	Continuous
	Develop a plan to actively assist in filling vacant properties.	Midterm