



ENVISION CHAPIN

Town of Chapin Comprehensive Plan

Adopted
December 7, 2021



**TOWN OF CHAPIN
SOUTH CAROLINA**

ORDINANCE NO. 021-12-2021

**AN ORDINANCE OF THE TOWN OF CHAPIN, SOUTH CAROLINA, TO
ADOPT THE 2021 COMPREHENSIVE PLAN CONSISTENT WITH
REQUIREMENTS OF SOUTH CAROLINA LOCAL GOVERNMENT
COMPREHENSIVE PLANNING ENABLING ACT OF 1994**

WHEREAS, the Council of the Town of Chapin, South Carolina adopted the 2011 Comprehensive Plan on November 1, 2011 pursuant to the South Carolina Planning Enabling Act of 1994 in accordance with S.C. Code§ 6-29-510; and,

WHEREAS, the 2021 Comprehensive Plan: Envision Chapin, will serve as a planning guide to achieve the policies, goals, objectives contained therein, are included in the 2021 Comprehensive Plan created through community involvement and input that meet the requirements of the South Carolina Local Government Comprehensive Planning Enabling Act of 1994; and,

WHEREAS, development projects implemented in accordance with the adopted Comprehensive Plan provide a basis for maintaining and updating, as necessary, a capital improvement program, pursuant to S.C. Code § 6-29-510(D) (9,) to identify and recommend the expenditure of any funds available to meet the public infrastructure and facilities needs required for those projects; and,

WHEREAS, the Town of Chapin Planning Commission have prepared, for consideration by the Council of the Town of Chapin, the 2021 Comprehensive Plan: Envision Chapin, to reflect the changes in the growth and development of the community; and,

WHEREAS, a Public Hearing, in accordance with S.C. Code § 6-29-530, was held on November 9, 2021 for purpose of allowing public input and review of the 2021 Comprehensive Plan.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the Town of Chapin, South Carolina, that the attached 2021 Comprehensive Plan: Envision Chapin is hereby adopted and shall become effective on and after its adoption.

PASSED AND APPROVED THIS 7th DAY OF December, 2021.



David W. Knight, Mayor

ATTEST:



Shannon Bowers, Town Clerk



First Reading: November 9, 2021
Second Reading: December 7, 2021
Public Hearing: November 9, 2021



ACKNOWLEDGMENTS

Chapin Town Council

David W. Knight, Mayor
Al Koon, Mayor Pro Tempore
Mike Clonts, Council Member
Kay Hollis, Council Member
Leland Teal, Council Member

Planning Commission

Zack Haney, Chairman
Rae Davis, Vice-Chairman
Jerry D. Shealy, Member
Jeff Grover, Member
William Lynch, Member

Comprehensive Plan Committee

David W. Knight, Town Council
Al Koon, Town Council
Zack Haney, Planning Commission
Jeff Grover, Planning Commission
Gerald Meetze, Architectural Review Board
Harmon Reed, Architectural Review Board
Nicholle Burroughs, Director of Public Affairs
Kevin Singletary, Zoning Administrator
Shannon Bowers, Town Clerk

Prepared by

Benchmark Planning

Date Adopted

December 7, 2021



TABLE OF CONTENTS

OVERVIEW.....	1
LEGAL AUTHORITY.....	1
HOW TO USE THIS PLAN.....	2
THE PLANNING PROCESS.....	2
PUBLIC ENGAGEMENT ACTIVITIES.....	3
PROJECT TIMELINE.....	4
VISION FRAMEWORK.....	5
COMMUNITY SURVEY RESULTS.....	5
DEVELOPMENT OF THE VISION.....	5
PLANNING THEMES.....	11
GOALS & STRATEGIES.....	13
VISION.....	13

COMPREHENSIVE PLAN ELEMENTS

HISTORY AND REGIONAL CONTEXT.....	31
ELEMENT 1: POPULATION.....	35
ELEMENT 2: ECONOMIC DEVELOPMENT.....	45
ELEMENT 3: NATURAL RESOURCES.....	55
ELEMENT 4: HISTORIC & CULTURAL RESOURCES.....	63
ELEMENT 5: COMMUNITY FACILITIES.....	69
ELEMENT 6: HOUSING.....	79
ELEMENT 7: LAND USE.....	87
ELEMENT 8: TRANSPORTATION.....	105
ELEMENT 9: RESILIENCY.....	115
ELEMENT 10: PRIORITY INVESTMENT.....	123



OVERVIEW

The Comprehensive Plan serves as the foundational planning document for the Town of Chapin, guiding all aspects of the ongoing growth and development management within the Town’s jurisdiction and the surrounding area. The Plan provides guidance on long-range strategic direction to elected and appointed officials and administrative staff as they develop and implement projects, programs, and policies that affect the future of Town. State law requires that the Plan be fully updated every ten years, with an interim mandated review during the 5th year following adoption. The required reviews and updates help to ensure the relevancy of the information and direction that the Plan provides, ensuring the Plan’s ongoing applicability to the community.

The Plan is considered a “living” document that establishes a set of guidelines and procedures for implementing the long-range vision, goals, and strategies of the community. Specifically, the Comprehensive Plan is intended for use by government agencies, residents, private developers, property owners, and private organizations concerned with planning the Town’s future growth, development, and preservation. The Comprehensive Plan also contains goals and strategies built around an inventory and analysis of the following ten elements as required by state law:

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

LEGAL AUTHORITY

In 1994, the South Carolina Legislature passed the South Carolina Government Comprehensive Planning Enabling Act that granted authority to prepare and maintain comprehensive plans to local governments as set forth in South Carolina Code of Laws Title 6, Chapter 29. This Act consolidated formerly separate state legislative acts regarding local authority to create comprehensive plans. While the Plan is not a legally binding “ordinance” in the degree of authority conferred by the adopted plan, it does inform land use and development ordinances and regulations, particularly as the Planning Commission and the Town Council carry out their duties in guiding and facilitating the growth of the Town. The Comprehensive Planning Enabling Act requires a Comprehensive Plan to be updated every ten years. This Act also requires a review of the Comprehensive Plan at least once every five years to determine if there are any changes needed. However, the Comprehensive Plan may be updated as often as necessary.

HOW TO USE THIS PLAN

The Comprehensive Plan should be used as a guide for public sector and private sector decision-making concerning the future growth and land use development in and around Chapin. Specifically, the Town's elected and appointed officials should use the Plan to provide consistency in the evaluation of development proposals or policy changes to achieve the vision of the Plan. The Plan should also be used to guide capital improvements, development regulations, and coordination efforts with other government agencies and partners on issues of mutual interest. For the private sector, the Plan provides guidance to landowners and developers on the Town's expectations for future growth.

THE PLANNING PROCESS

This ten-year update to the Comprehensive Plan was carried out in two distinct phases. The initial phase focused on public input and gathering background information necessary to prepare the Plan's ten elements. The information included collecting and analyzing data, developing a community assessment, identifying the key planning themes, collecting initial public input, and developing the overarching vision and goals with the Comprehensive Plan Committee. The second phase focused on preparing the Comprehensive Plan, seeking public input on the draft document, holding public hearings, and adoption by the Town Council.

The process began with an initial meeting with the Town's staff and the Comprehensive Plan Committee in January of 2021. After this project kick-off meeting, the collection and analysis of data for the Plan's elements began. In March, small group listening sessions were conducted with private and public sector subject matter experts and key stakeholders that had specific knowledge about the growth and development of the Town, providing important information concerning each element of the Plan. The stakeholder groups included real estate, economic development, local and state elected officials, town staff, volunteer boards, community organizations, environmental interest, parks, and the schools. A community survey was also conducted online during the month of March. The survey was published in the Chapin Magazine, emailed to residents, and advertised on the Town's website and social media accounts.

In May, the Comprehensive Plan Committee met to review the findings of the initial background research, stakeholder listening sessions, and community survey. Seven key planning themes were identified as important aspects by the Committee for the development of the Plan's vision and overall direction. A public drop-in meeting was held in early June for the community to review the key findings from the Plan elements, and to provide input on the planning themes and path forward. The Comprehensive Plan Committee met in late June to review the community input and develop the vision and goals prior to the drafting of the Comprehensive Plan.

The Comprehensive Plan was drafted during the months of July through September. After the Comprehensive Plan was drafted, the Committee held a final meeting in September to provide their input prior to public review of the draft Plan. During the month of October, a public drop-in meeting was held for residents to review

PUBLIC ENGAGEMENT ACTIVITIES



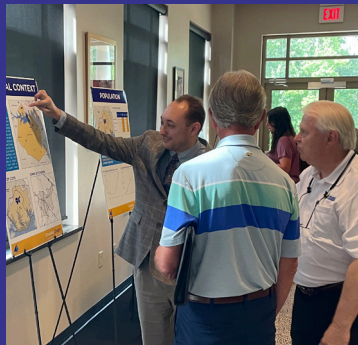
30+
ATTENDEES

Small Group
Listening Sessions
March 30, 2021



600+
RESPONSES

Community Survey
March 1 - 31, 2021



35+
ATTENDEES

Public Drop-In Meeting
June 9, 2021



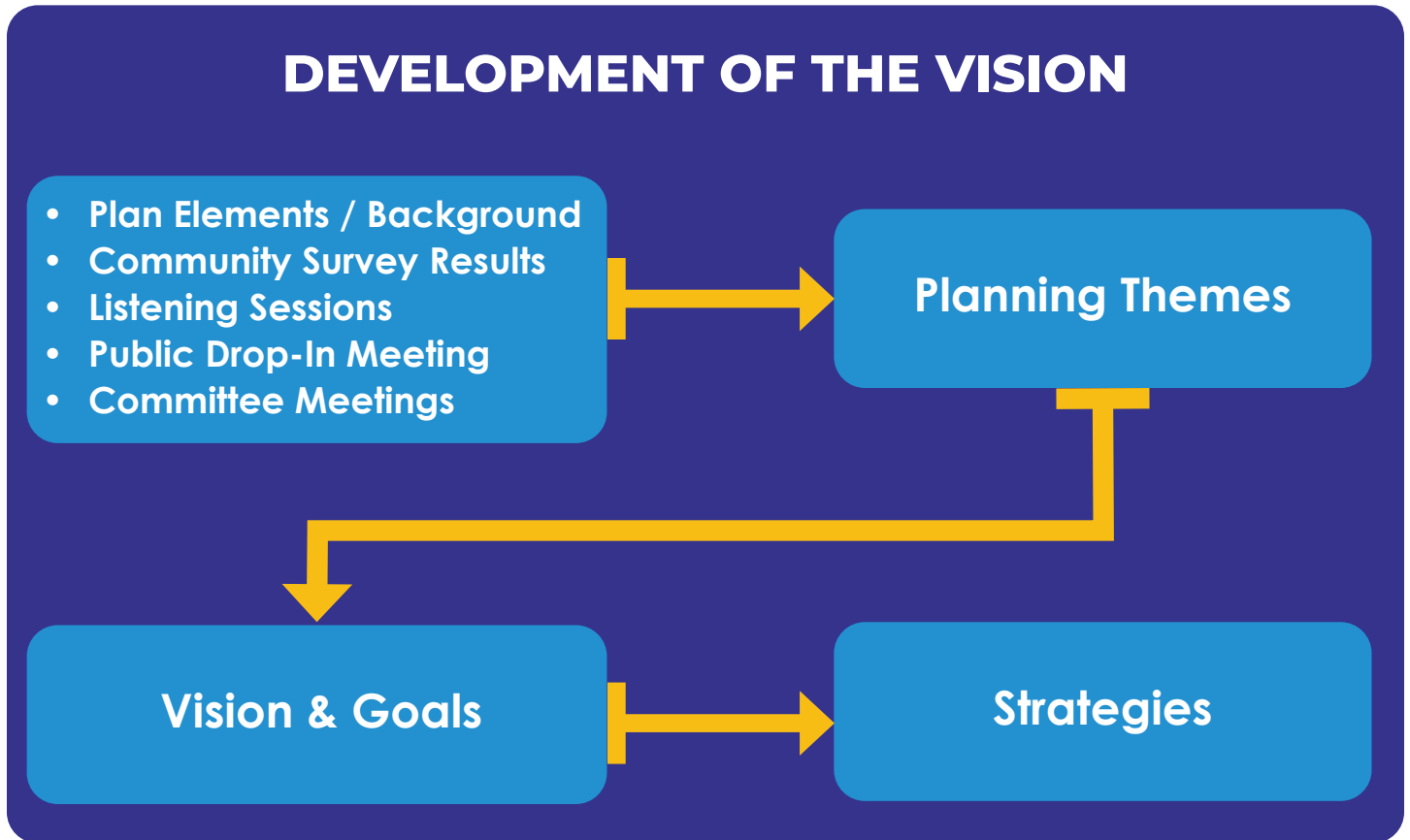
and comment on the draft Plan. After incorporating public comments, the Plan was presented at a Planning Commission meeting on October 26, 2021. The Planning Commission recommended the Plan to Town Council for their consideration of adoption. The Town Council held the first reading of the Comprehensive Plan on November 30, 2021, with a second reading and adoption of the Plan at their meeting on December 7, 2021.

PROJECT TIMELINE



VISION FRAMEWORK

In general, the Comprehensive Plan vision was based on the Plan’s elements, public input, and direction provided by the Comprehensive Plan Committee. The Comprehensive Plan Committee met several times to review and discuss background information contained in the Plan’s elements, which also included a review of stakeholder listening session and public survey results. Their review resulted in the development of key issues and planning themes for review by the public prior to creating the vision statement. After the public meeting, the Committee utilized the themes and public input to develop a vision statement and goals for the Plan. Implementation strategies were then developed to implement the vision and goals of the Plan.



COMMUNITY SURVEY RESULTS

As part of the public input process, residents were engaged through a community survey which aimed to identify issues that matter most, as well as the ideal future the community would like to see. The 25 question survey received participation from more than 600 people, providing information that helped inform the key planning themes and vision for the Plan. A summary of key findings from the community survey are highlighted on the following pages.

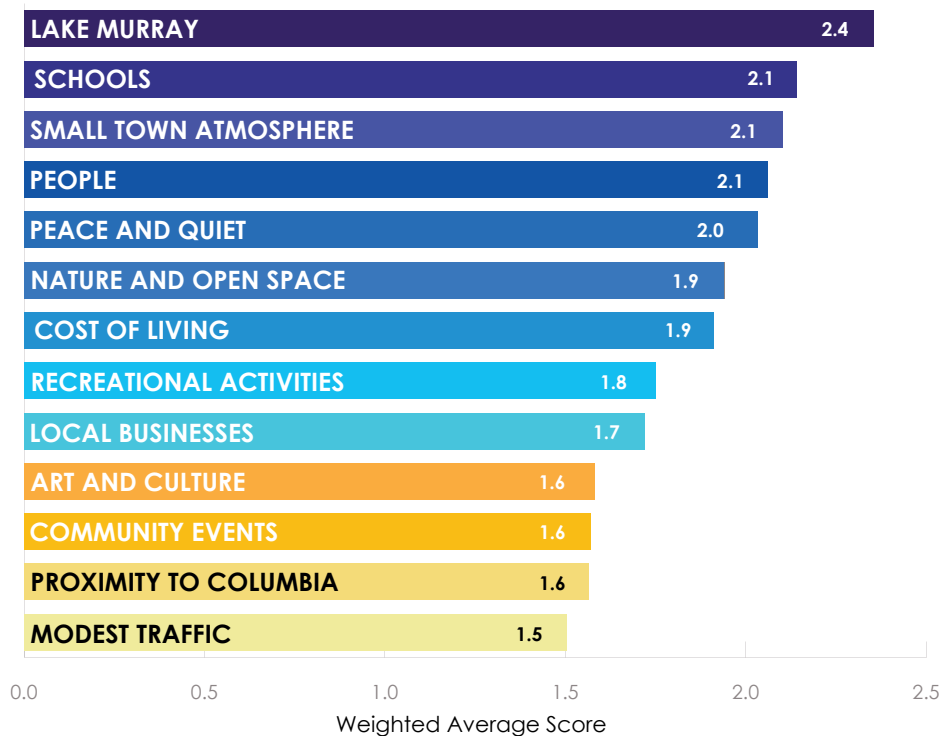
Of the 604 survey respondents, only 15% indicated they lived within the Town’s corporate limits. The vast majority of survey respondents identified that they lived south of the Town boundary, with about one third living in the Timberlake Area, about one quarter living near Eptings Camp Road, about 13% living near

Dreher Island Road / Saint Peters Church Road, and almost 12% living in Ballentine / White Rock. The survey respondents included a balanced mix of newer and long-term residents. Almost one third of respondents have lived in the area for less than five years, about 40% have lived in the area between five and twenty years, and almost one third of the respondents have lived in the area for more than twenty years. Over 50% of the survey respondents were 35 to 54 years old.

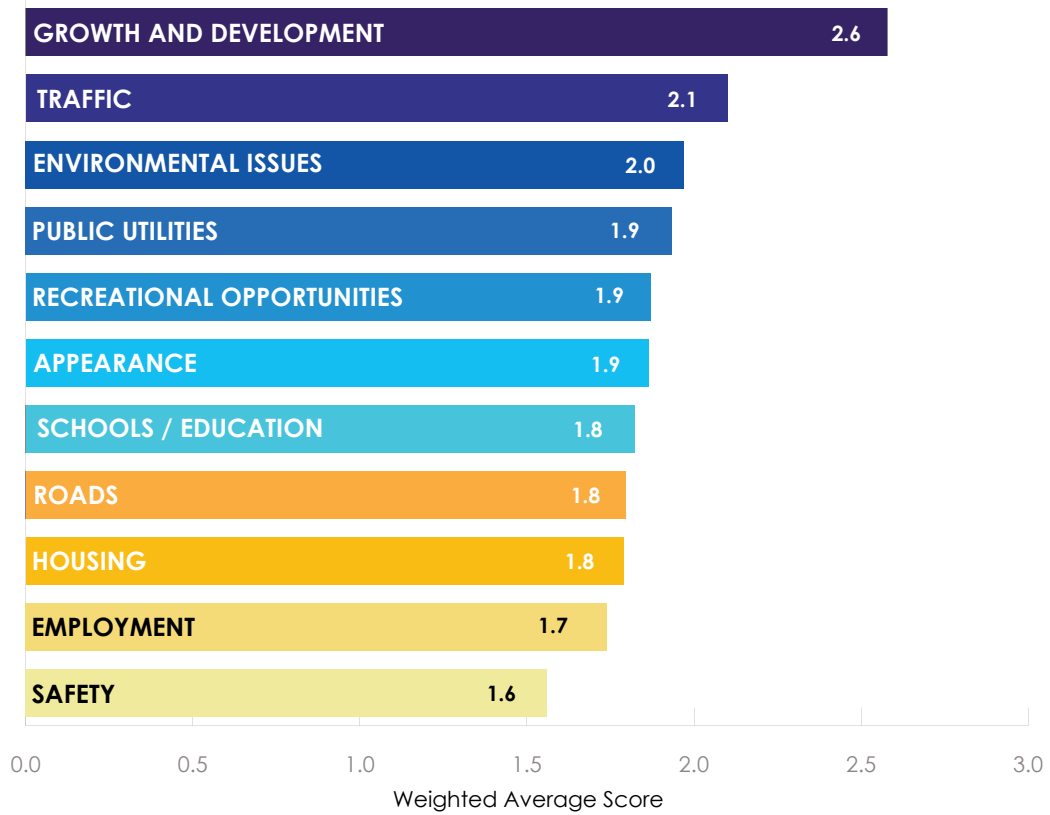
When survey participants were asked to identify the things they value most about Chapin, they identified Lake Murray, schools, small town atmosphere, and the people. The survey also included a question to gauge top three concerns survey respondents had about Chapin. The most common response was growth and development. This was followed by a number of concerns related to growth and development; including traffic, environmental issues, public utilities, recreational opportunities, and appearance.

The survey also included a question about the respondents' perception of the pace of growth in the Chapin area. Almost 80% of respondents believe the area is growing extremely fast or too fast. About 17% of respondents think the Town is growing at the right pace, and very few people believe the area is growing too slowly or extremely slowly.

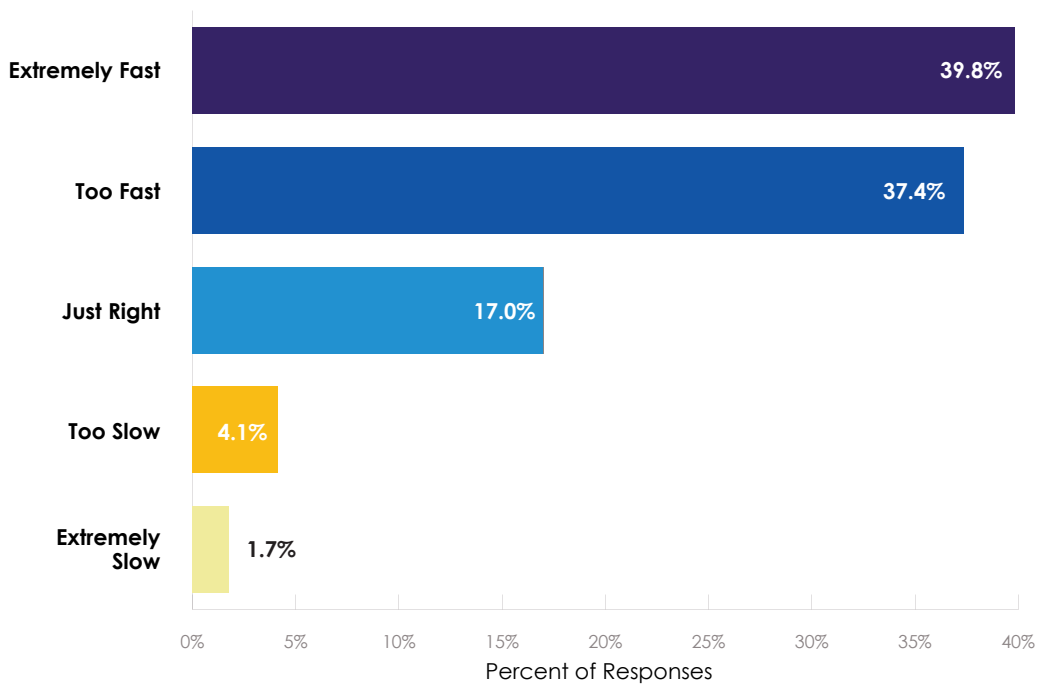
▼ FIGURE 1 WHAT SURVEY PARTICIPANTS VALUE MOST



▼ FIGURE 2 WHAT CONCERNS SURVEY PARTICIPANTS

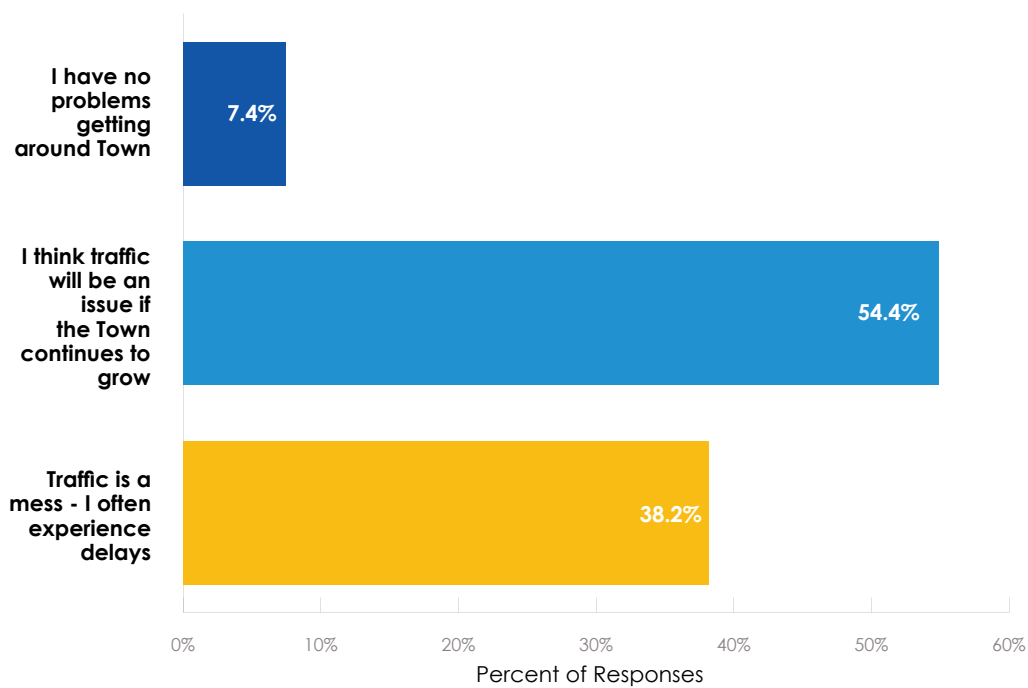


▼ FIGURE 3 HOW RESPONDENTS FEEL ABOUT THE PACE OF GROWTH



Another question included in the community survey was related to traffic in and around the Town. Respondents were provided with three multiple choice options and more than half selected think traffic will be an issue if the Town continues to grow. Almost 40% already experience delays with getting around Town, and about 8% have no problems with moving around Town at this time. Respondents were able to provide details on the traffic issues they experience and the most commonly cited problems were the amount of traffic on limited roadways, poor paving quality, concerns surround Amicks Ferry Road development, traffic on Columbia Avenue, and school traffic. More than 80 survey respondents also indicated an interest in trails and greenways in Town.

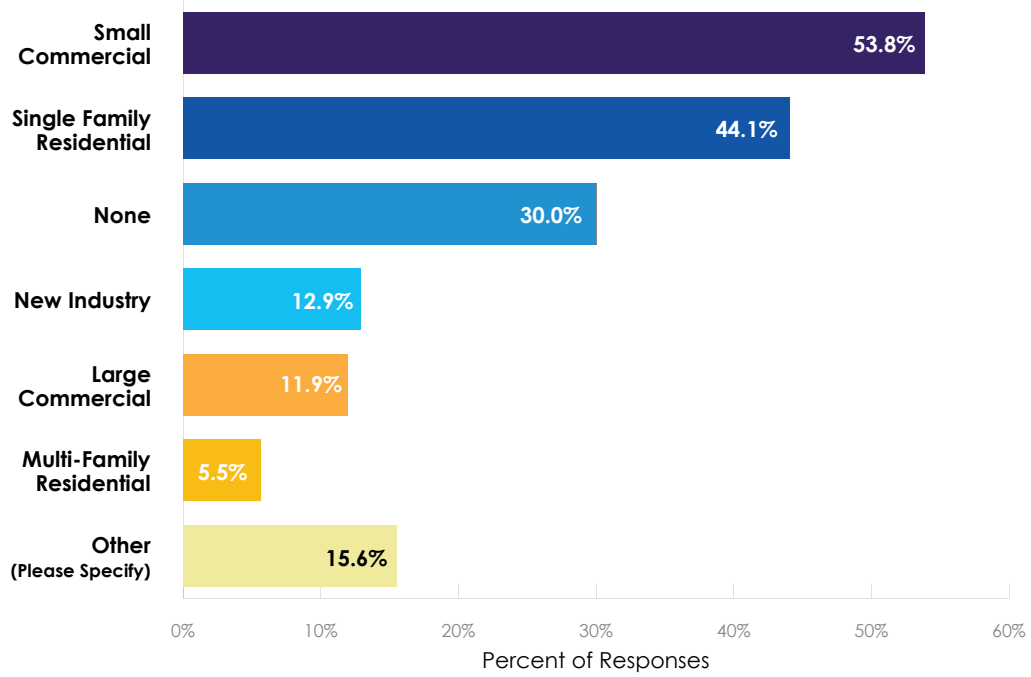
▼ FIGURE 4 RESPONDENTS' PERCEPTION OF TRAFFIC



The survey included a question about the types of new development residents would prefer to see in Chapin. The two most preferred development types were small commercial and single family residential. About one third of respondents indicated that they would prefer no new development. In a separate question, respondents were asked to indicate development that they would NOT prefer. About 80% of the respondents did not want new multifamily residential, 54% did not want large scale commercial development, and 43% did not want new industrial development.

During the previous Comprehensive Planning process, a desire for some type of community gathering place was identified. The previous Plan included a number of recommendations considering the creation of a Town Center and this topic came up during this update process as well. For this reason, the community survey included a question to clarify what type of community gathering place respondents would be interested in seeing. Green spaces were identified by the largest number of people (167) and this was followed by an amphitheater (137), a downtown (49), and some combination of these three amenities (22). Other responses are listed in Figure 6.

▼ FIGURE 5 TYPES OF DEVELOPMENT RESPONDENTS WOULD LIKE TO SEE



▼ FIGURE 6 COMMUNITY GATHERING PLACES RESPONDENTS WOULD LIKE TO SEE

DESIRED GATHERING PLACE	# OF RESPONSES
Green Space	167
Amphitheater	137
Downtown / Expand Existing Downtown	49
All of the Above	22
Recreation Center	10
None / Don't Want to Increase Taxes	10
Plan Out Parking	6
Town Square	3
Farmers' Market	3
Movie Theater	1
Restoration of the Old Train Depot	1
Mini Golf	1
A Small Convention Center	1

The survey participants were asked to describe their vision for the future in an open ended question. While the responses ranged widely, they were summarized and grouped into categories by key words, as illustrated in Figure 7. The number one vision for the future of Chapin was to slow down development and manage growth. This was followed by keeping the small town feel by promoting small businesses; managing aesthetics, including green spaces and public areas; fundamentally supporting growth through appropriate infrastructure management and development that is compatible with existing roadway capacities; and expanding and improving downtown.

▼ FIGURE 7 SURVEY RESPONDENTS' VISIONS FOR THE FUTURE OF CHAPIN

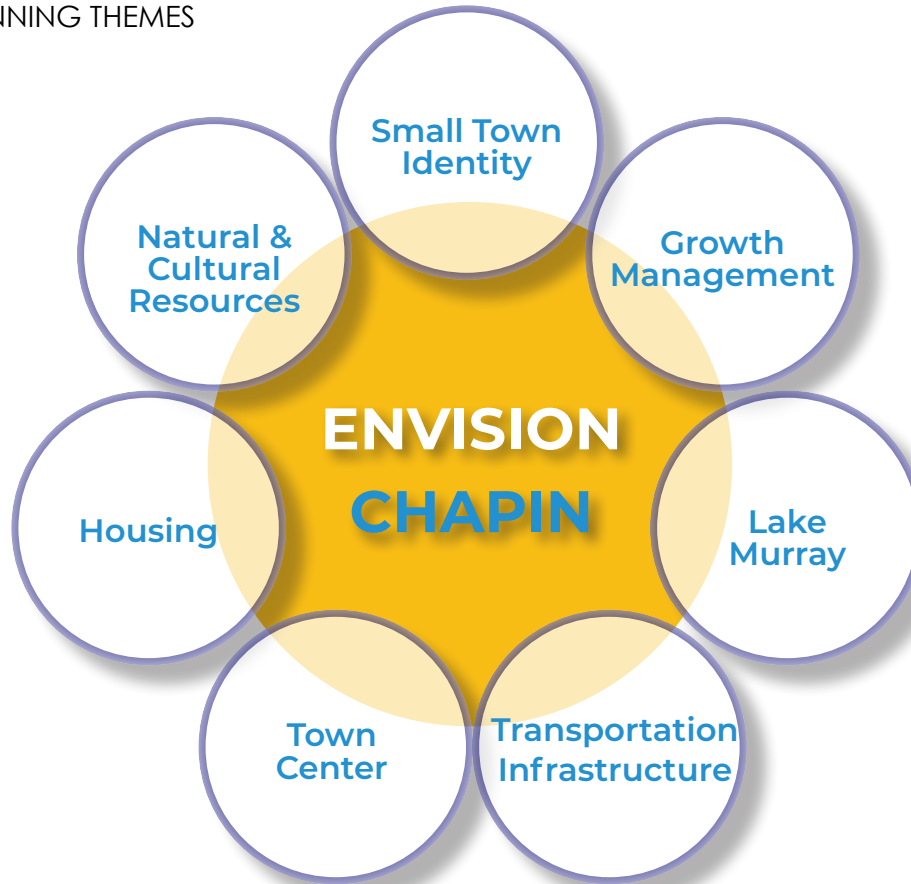
VISION	# OF RESPONSES
Slow Down / Manage Growth	129
Keep Small Town Feel	113
Promote Small Businesses	57
Road Planning, Development, and Repairs	57
Limit / Stop (Housing) Developments	54
Expand and Improve the Downtown Area	40
Improve Appearance	39
More Restaurants and Breweries	39
Preserve Environment / Open Spaces	36
Biking and Walking Amenities	22
More Recreational Spaces	17
Larger Lot Sizes	13
More Community Gatherings	13
No Big Box Stores	13
Improve Quality of Housing	12
Consider Impact Fees	11
Strengthen Utilities	11
Fill the Tech Park (maybe with commercial / open space)	7
Expand Town Limits	7
Restore Historic Buildings	6
Clean Up Vacant Buildings and Grounds	6

The survey responses, in conjunction with the results of the stakeholder interviews, background research, and Comprehensive Plan Committee meetings formed a basis which was used to develop the key planning themes. The themes were reviewed at the public drop-in meeting and were utilized to guide the development of the vision and goals of this Plan, which are detailed on the following pages.

PLANNING THEMES

Following the background information gathered for the Plan’s elements and initial public input (community survey analysis and listening session summaries), the Comprehensive Plan Committee worked to identify and refine a series of planning themes that emerged to form the backbone of the Comprehensive Plan. The public had an opportunity to review and comment on the information contained in the Plan’s elements and the seven planning themes that are outlined below and on the following page.

▼ FIGURE 8 PLANNING THEMES



Small Town Identity

Although Chapin is a small town by geography and population, its influence extends to a much greater community of residents who live both in and outside of Town and around Lake Murray. The larger Chapin community desires to maintain the small town feel, limiting future growth, and encouraging more locally oriented business development.

Growth Management

Related to the desire to maintain a small town feel, many of those who participated in the public outreach stage of the Envision Chapin expressed concerns relating to growth occurring adjacent to the Town, and its impacts on the transportation network, school capacity, and environmental degradation. The growth management planning theme address this concern, capturing the need to strengthen coordination with adjacent jurisdictions, to improve annexation strategies, and to have greater control over the quality and appearance of new development in and around the Town of Chapin.

Lake Murray

Chapin is known as the “Capital of Lake Murray.” The Lake’s presence had a strong influence on residential growth and it is a significant part of the Town’s overall identity. An opportunity exists to provide better public access and connectivity to the Lake, leveraging the Lake for tourism and economic development.

Transportation Infrastructure

Transportation Infrastructure was identified as a major concern at the very beginning of the Plan update process. Some of the key transportation related concerns included congested roadways and intersections, a lack of connectivity between key destinations, and a lack of safe walking and biking options. South Carolina Department of Transportation projects of interest included the widening of Interstate 26, planned interchange improvements, and a new road connecting Columbia Avenue and Chapin Road. The Town is also partnering with SCDOT on roadway improvements to Columbia Avenue by providing additional funding from the Town to enhance pedestrian facilities and aesthetics along this important gateway.

Town Center

Since the early 2000s, a vision has been established for the creation of a town center in Chapin that provides a place for public gatherings, festivals, events, entertainment, outdoor dining and other similar activities and uses. The desire expressed in those previous planning initiatives to create a town center remains an important goal of the community. The general area envisioned for the town center is linear in nature, extending along Columbia Avenue from Town Hall, connecting to the old school property, out to the traditional commercial center of Chapin in the Beaufort Street area.

Housing

During the public outreach phase of the Comprehensive Plan, there were a number of concerns expressed about the density, design, layout, affordability, and housing choices / options in and around the Town of Chapin. As growth pressures are likely to continue in the area, housing became an important planning theme that emerged for consideration during the development of the Plan.

Natural and Cultural Resources

Residents expressed an interest in protecting environmental and natural resources, including water bodies, forested areas, and open spaces in and around the Town. Specifically, stormwater runoff control to reduce pollution in the watershed areas was a key concern. In addition to the natural resources concerns, a lack of awareness of the Town’s existing historic and cultural assets was identified. Although those historic and cultural resources are limited, the Town’s future character and charm will be influenced by the preservation of those important resources.

VISION

The Comprehensive Plan Committee considered all of the information collected and evaluated during the process to develop a vision statement for the Plan. The Committee focused their attention on the public input received and the key planning themes as they crafted the vision statement for the Plan. The Comprehensive Plan Vision, presented below, is the overarching statement of the desired future of the Town of Chapin and surrounding community. The vision establishes how the community desires to grow and the ideals to which it aspires to achieve in the future. The goals and strategies of the Plan, which are presented on the pages that follow, were developed to support the implementation of the Comprehensive Plan Vision.

COMPREHENSIVE PLAN VISION STATEMENT

Chapin is the capital of Lake Murray - the economic, social, and civic hub of northern Lexington County. We foster a sense of community, quality of life, and small-town values, while incorporating smart growth strategies that expand opportunities.



GOALS & STRATEGIES

The goals evolved throughout the course of the project as the Comprehensive Plan Committee reviewed the Plan's elements and developed the Plan's vision statement. The goals, in the context of the Plan, are statements about what the Town aims to achieve; providing a clear direction for the community. They support the implementation of the key components of the vision statement, articulating the most important areas of focus. In addition, strategies were developed for each goal to provide more specific guidance on the course of action the Town may take to implement the Plan. The goals and strategies work together to address key observations identified in the Plan's elements as outlined on the pages that follow.

Goal 1: Embrace the Greater Chapin Community

Chapin extends well beyond the Town's jurisdictional boundary, with a strong identity grounded in our connections to Lake Murray and the Central Midlands region. We strive to maintain and strengthen our small-town charm as long-time residents and newcomers call Chapin home.

Goal 2: Facilitate Well-Planned Growth

While our town has a small population, we provide utilities to a much larger area outside of our official Town limits. As we are impacted by growth around the Town, we will have a greater influence on that growth – in order to ensure appropriate and compatible development. To that end, we will collaborate with our neighbors to coordinate growth and adopt policies that further our desire to influence growth patterns.

Goal 3: Improve Transportation Connections

Our future will be greatly influenced on how easily we will be able to move around our community. We will proactively work with SCDOT and other agencies to improve our current roadway infrastructure and relieve our congested roadways, while also providing opportunities for alternative modes of transportation, particularly bicycles and pedestrians to become a walkable community.

Goal 4: Create a Central Gathering Place

While our town has an active civic and social life, we desire to create a central gathering place that will be the focal point of the Town; serving as downtown and providing a location for festivals, events, performances, and similar activities. The gathering place will integrate greenspace and businesses with the public realm in a walkable environment that enhances the quality of life for residents.

Goal 5: Expand Housing Options

As a growing community, we aim to provide a range of housing options and choices to support the needs of our entire community. While we have a significant range of single-family housing options, we need to create housing opportunities for aging residents and essential workers. To achieve this, we will facilitate the development of a broader spectrum of housing options that are attractive and affordable.

Goal 6: Preserve Our Natural & Cultural Heritage

Chapin has many natural features and cultural resources that contribute to our sense of place. The lake and the streams that feed it, forested lands, and other features in the community that provide outdoor recreation opportunities and habitat for wildlife. Our history, local agriculture, and our growing artisan community enhance the quality of life of our residents, as we continue to become uniquely Chapin. We will celebrate these assets and ensure that they are preserved, protected, and fostered so that they can continue to contribute to our quality of life.

Goal 7: Grow Our Local Economy

We value small, locally owned and operated businesses that contribute to our authentic sense of place. We build strong community partnerships with a variety of local and regional organizations to encourage entrepreneurial growth and community development, helping to create a business friendly environment. We hope to expand our downtown beyond its current footprint, providing opportunities for new businesses and civic activities. We support the activation and development of the Chapin Business and Technology Park to help diversify our economic base.

Goal 1: Embrace the Greater Chapin Community

Chapin extends well beyond the Town’s jurisdictional boundary, with a strong identity grounded in our connections to Lake Murray and the Central Midlands region. We strive to maintain and strengthen our small-town charm as long-time residents and newcomers call Chapin home.

STRATEGIES

Strategy 1: Continue to leverage the Community Engagement Council to work on matters of mutual concern.

Context: *Even before the creation of Lake Murray, the northern portion of Lexington County around Chapin was remote in its settlement, helping create strong social connections among people in the northern portion of the County. Once Lake Murray was formed, the Lake created a physical separation between the Chapin area and the rest of the County. Today, the community surrounding Chapin feels they are part of the Town because of these factors. Although transportation access has improved and the ability to connect over the internet somewhat transcends the physical barriers, residents in and around Chapin maintain a strong connection and identity as one place. The Community Engagement Council includes in-town and out of town members, providing a means to discuss ways to strengthen the existing connections and move forward together.*

Strategy 2: Continue to engage the broader community in cultural activities, social events, and seasonal festivals in and around Chapin.

Context: *The Town should identify additional ways to collaborate on the planning of events and festivals in the Town of Chapin and surrounding area. As with the Community Engagement Council, the purpose is to continue promoting a sense of community in the larger area to support the cultural and civic needs of the entire community.*

Strategy 3: Develop better connections and enhance public access to Lake Murray.

Context: *Lake Murray is a large part of Chapin’s identity. Yet, the Lake itself is outside of the Town and is difficult to access for residents who do not live adjacent to it. Improving connections to the Lake for the greater community will help provide needed recreational amenities and potential economic development opportunities.*

Goal 1: Embrace the Greater Chapin Community

STRATEGIES	POPULATION	ECONOMIC DEVELOPMENT	NATURAL RESOURCES	HISTORIC & CULTURAL RESOURCES	COMMUNITY FACILITIES	HOUSING	LAND USE	TRANSPORTATION	RESILIENCY	PRIORITY INVESTMENT
1. Continue to leverage the Community Engagement Council to work on matters of mutual concern.	●						●	●	●	
2. Continue to engage the broader community in cultural activities, social events, and seasonal festivals in and around Chapin.	●			●						
3. Develop better connections and enhance public access to Lake Murray.		●	●	●	●					

Goal 2: Facilitate Well-Planned Growth

While our town has a small population, we provide utilities to a much larger area outside of our official Town limits. As we are impacted by growth around the Town, we will have a greater influence on that growth – in order to ensure appropriate and compatible development. To that end, we will collaborate with our neighbors to coordinate growth and adopt policies that further our desire to influence growth patterns.

STRATEGIES

Strategy 1: Update the Town’s zoning map, zoning ordinance, land use regulations, and related development ordinances and regulations to be consistent with the Future Land Use Map (FLUM) and future land use guidance contained in the Land Use Element of the Comprehensive Plan.

Context: It is important to update the Town’s development related ordinances and regulations to ensure future land development is consistent with the adopted policies for future land use as set forth in the Comprehensive Plan. The implementation of this strategy should be a primary course of action once the Plan is adopted.

Strategy 2: Coordinate land use and growth policies with Lexington County to facilitate future land use patterns that are consistent with the community’s vision for the Greater Chapin Community.

Context: As previously established, the areas in-town and surrounding Chapin have developed a sense of community that extends beyond the Town’s jurisdictional boundary. During the updating of this Plan, a regional-based Future Land Use Map was developed to capture the desires of the broader Chapin community for future land use development in and around Chapin. It is the desire of the Town to coordinate with Lexington County on a regular basis to help achieve the land use and growth vision in the Chapin area of influence that includes areas outside of Town and in the 208 Management Area.

Strategy 3: Develop a comprehensive annexation strategy to extend the Town’s jurisdictional boundary.

Context: The Town of Chapin provides water and sewer services to a large number of residents in areas outside of the Town limits. It is important to develop a well-informed strategy to annex property and extend the Town’s jurisdictional boundary to these areas in order to facilitate greater influence on future land use. A number of tools should be considered as part of this strategy including the annexation of properties that have existing agreements in place with the Town, voluntary annexation agreements that may result from work completed by the Community Engagement Council, and seek an agreement with Lexington County that conveys zoning, land use, and development approval authority to the Town of Chapin within a mutually agreed upon area surrounding the Town. An agreement with Lexington County surrounding zoning and development decisions may be subject to limitations.

Goal 2: Facilitate Well-Planned Growth

Strategy 4: Limit the approval of proposed development projects that will significantly decrease the level of service of our roadways.

Context: In the Town of Chapin, roadways are almost exclusively two-lane roads with limited capacity. As indicated by survey respondents, traffic is a major concern today and will continue to be a concern in the future. To help alleviate concerns, it is important to require the evaluation of roadway capacity and transportation impacts as part of the development review process. This evaluation should include a review of existing roadway capacity pre-development and the expected impacts on roadway capacity post-development. This information should be utilized to help determine if roadways connected to a proposed development can accommodate traffic generated by the proposed development. The process can also include guidance on private sector participation in the funding and / or construction of priority improvements, bicycle connections, and pedestrian facilities to serve the new development.

STRATEGIES	POPULATION	ECONOMIC DEVELOPMENT	NATURAL RESOURCES	HISTORIC & CULTURAL RESOURCES	COMMUNITY FACILITIES	HOUSING	LAND USE	TRANSPORTATION	RESILIENCY	PRIORITY INVESTMENT
1. Update the Town's zoning map, zoning ordinance, land use regulations, and related development ordinances and regulations to be consistent with the Future Land Use Map (FLUM) and future land use guidance contained in the Land Use Element of the Comprehensive Plan.	●					●	●		●	
2. Coordinate land use and growth policies with Lexington County to facilitate future land use patterns that are consistent with the community's vision for the Greater Chapin Community.	●						●			
3. Develop a comprehensive annexation strategy to extend the Town's jurisdictional boundary.					●		●			
4. Limit the approval of proposed development projects that will significantly decrease the level of service of our roadways.					●		●	●		

Goal 3: Improve Transportation Connections

Our future will be greatly influenced on how easily we will be able to move around our community. We will proactively work with SCDOT and other agencies to improve our current roadway infrastructure and relieve our congested roadways, while also providing opportunities for alternative modes of transportation, particularly bicycles and pedestrians to become a walkable community.

STRATEGIES

Strategy 1: Ensure the Town's desired future land use pattern and applicable strategies are included in the process to regularly update the Columbia Area Transportation Study (COATS) Regional 2045 Long Range Transportation Plan.

Context: The CMCOG/COATS LRTP is a minimum 25-year plan which must be updated every five years to provide a list of future multi-modal transportation needs for the Central Midlands region, which includes the Town of Chapin and Lexington County. CMCOG is the designated Metropolitan Planning Organization (MPO) & Rural Planning Organization (RPO) responsible for updating the LRTP in coordination with the South Carolina Department of Transportation (SCDOT). The Town should maintain active participation in the MPO to facilitate the inclusion of its Comprehensive Plan's goals and strategies for the future.

Strategy 2: Develop a more detailed long range transportation plan for the Town of Chapin and northern Lexington County.

Context: Northern Lexington County's growth has far exceeded the capacity of the local roads to support it. The Town should coordinate with Lexington County and the MPO to fund a long range transportation plan focused specifically on the needs of northern Lexington County. The study should be comprehensive, examining desired future land use patterns, improvements for existing roadway infrastructure, multi-modal opportunities, complete street implementation and retrofitting, locations for new roadway facilities, and potential for new interstate interchange construction and access to the surrounding area. This plan should also consider opportunities to fund improvements, through both public and private means.

Strategy 3: Establish funding for priority projects, programs, and policies necessary to improve the Town's transportation network.

Context: Concerns surrounding roadway capacity, bicycle and pedestrian safety, and road maintenance in and around Town were identified by various sources throughout the planning process. There are a number of plans, including the Bike and Pedestrian Master Plan, which identify projects, programs, and policies to improve Chapin's roads and create a more walkable and bikeable community. The Town should prioritize these recommendations, identifying and securing funding to implement the most important projects,

Goal 3: Improve Transportation Connections

programs, and policies. As the Town updates its land use ordinances and regulations, a process can be established requiring the private sector to participate in the construction of priority road improvements, bicycle connections, and pedestrian facilities to serve new development.

Strategy 4: Continue to identify ways to add value to planned SCDOT investments in roadway improvement projects within the Town.

Explanation: It is important to maximize opportunities to add value to investments SCDOT has planned for roadway projects in the Town of Chapin. While SCDOT is making improvements, opportunities exist for the Town to invest funds into additional enhancements to improve the overall project and its impact on the community. For example, the Town recently utilized hospitality tax increases to help fund enhancements, such as decorative street lighting, enhanced pedestrian facilities, and landscaping as part of the Columbia Avenue facility widening project.

STRATEGIES	POPULATION	ECONOMIC DEVELOPMENT	NATURAL RESOURCES	HISTORIC & CULTURAL RESOURCES	COMMUNITY FACILITIES	HOUSING	LAND USE	TRANSPORTATION	RESILIENCY	PRIORITY INVESTMENT
1. Ensure the Town's desired future land use pattern and applicable strategies are included in the process to regularly update the Columbia Area Transportation Study (COATS) Regional 2045 Long Range Transportation Plan.					●			●		●
2. Develop a more detailed long range transportation plan for the Town of Chapin and northern Lexington County.					●			●		●
3. Establish funding for priority projects, programs, and policies necessary to improve the Town's transportation network.					●			●		●
4. Continue to identify ways to add value to planned SCDOT investments in roadway improvement projects within the Town.		●			●			●		●

Goal 4: Create a Central Gathering Place

While our town has an active civic and social life, we desire to create a central gathering place that will be the focal point of the Town; serving as downtown and providing a location for festivals, events, performances, and similar activities. The gathering place will integrate greenspace and businesses with the public realm in a walkable environment that enhances the quality of life for residents.

STRATEGIES

Strategy 1: Prepare a small area plan for the area classified as Town Center on the Future Land Use Map, establishing a more specific framework for moving forward with its development.

Context: The town center concept has been a focus of Chapin's planning efforts for many years. The size of the designated area, coupled with the complexity of the needed public and private sector investments, will require a more in-depth evaluation and analysis beyond the previous studies. The small area plan will need to include a site and market (commercial, residential, hospitality) analysis, including a facilitated visioning component with key stakeholders and the general public. The small area plan should provide guidance on architectural and design recommendations for ordinance updates, public private partnerships with other public agencies, utility / infrastructure improvements, transportation / multi-modal related improvements, parking, public space needs for events and festivals, and greenspace opportunities. In addition, the plan should provide market tested conceptual development plans and renderings for sites throughout the Town Center area.

Strategy 2: Coordinate with the School District to acquire and/or develop the former school site as the focal point of the Town Center development.

Context: Although a detailed small area plan is needed for the entire Town Center area, immediate action is necessary to form a public-private partnership with the School District to ensure the former school site is preserved for future development as the focal point of the Town Center. This important site also includes the old town theater, which can potentially be a preserved cultural and historic asset. It can be reused for a variety of Town events and performances.

Goal 4: Create a Central Gathering Place

STRATEGIES	POPULATION	ECONOMIC DEVELOPMENT	NATURAL RESOURCES	HISTORIC & CULTURAL RESOURCES	COMMUNITY FACILITIES	HOUSING	LAND USE	TRANSPORTATION	RESILIENCY	PRIORITY INVESTMENT
1. Prepare a small area plan for the area designated as Town Center on the Future Land Use Map, establishing a more specific framework for moving forward with its development.		●	●	●	●	●	●	●		●
2. Coordinate with the School District to acquire and/or develop the former school site as the focal point of the Town Center development.		●			●					●

Goal 5: Expand Housing Options

As a growing community, we aim to provide a range of housing options and choices to support the needs of our entire community. While we have a significant range of single-family housing options, we need to create housing opportunities for aging residents and essential workers. To achieve this, we will facilitate the development of a broader spectrum of housing options that are attractive and affordable.

STRATEGIES

Strategy 1: Conduct a comprehensive housing study of the Greater Chapin Community to understand the overall makeup and condition of the existing housing stock and the housing demand for new residential construction.

Context: The Town should consider the preparation of a more detailed housing study to identify the types of units that are needed to meet the future needs of Chapin's population. During the planning process, multi-unit residential opportunities for workforce housing was a topic of discussion, including housing options for the segment of the population that is aging. A housing study will help clarify the needs and market for all housing types in the Town and surrounding area. The housing study will also provide insight into potential priority investment areas where revitalization may be needed.

Strategy 2: Adopt land use regulations, design standards, and adequate infrastructure requirements for multi-unit residential development within well-planned mixed-use developments.

Context: Currently, the majority of the Town's residential structures are single family, detached units. Only seven residential structures are classified as multi-unit residential structures. The Future Land Use Map identifies the Town Center, Village, and Tech Park land use categories as potential locations for multi-unit residential development as part of a planned development with a mix of commercial and office uses. It is the community's desire for these developments to incorporate upper floor residential above commercial / office space with well-designed amenities and attractive public spaces. The standards for developing this type of product would require an impact analysis on existing utility and transportation infrastructure to ensure capacity is available to support the proposed development.

Strategy 3: Update the Town's zoning ordinance and land development regulations to facilitate high quality residential development consistent with the Town's vision.

Context: It is important to provide guidance to the private sector on the location, type, design, and density of residential development patterns envisioned for the future. As part of the overall development ordinance updating process under Goal 2, the Town should also strengthen its residential design standards, lot dimension requirements, and related provisions to promote attractive and high-quality residential

Goal 5: Expand Housing Options

development throughout the community. The updates should also require assessments of the impacts on existing utility and transportation infrastructure to ensure capacity is available to support new residential construction.

STRATEGIES	POPULATION	ECONOMIC DEVELOPMENT	NATURAL RESOURCES	HISTORIC & CULTURAL RESOURCES	COMMUNITY FACILITIES	HOUSING	LAND USE	TRANSPORTATION	RESILIENCY	PRIORITY INVESTMENT
1. Conduct a comprehensive housing study of the Greater Chapin Community to understand the overall makeup and condition of the existing housing stock and the housing demand for new residential construction.	●				●	●	●			●
2. Adopt land use regulations, design standards, and adequate infrastructure requirements for multi-unit residential development within well-planned mixed-use developments.					●	●	●	●		●
3. Update the Town's zoning ordinance and land development regulations to facilitate high quality residential development consistent with the Town's vision.					●	●	●	●		

Goal 6: Preserve Our Natural & Cultural Heritage

Chapin has many natural features and cultural resources that contribute to our sense of place. The lake and the streams that feed it, forested lands, and other features in the community that provide outdoor recreation opportunities and habitat for wildlife. Our history, local agriculture, and our growing artisan community enhance the quality of life of our residents, as we continue to become uniquely Chapin. We will celebrate these assets and ensure that they are preserved, protected, and fostered so that they can continue to contribute to our quality of life.

STRATEGIES

Strategy 1: Encourage the preservation of open space and protection of sensitive environmental areas by updating development regulations and ordinances.

Context: Amend the Town's zoning ordinance, land development regulations, and similar development ordinances to encourage conservation development. Enhanced conservation development regulations will help preserve and protect important farmlands, open spaces, wildlife corridors, unique plants and species, watersheds, and other natural areas of concern. It is also important to collaborate with Lexington, Newberry, and Richland Counties to ensure similar regulations are established outside of the Town's jurisdictional area, as these important natural areas extend beyond jurisdictional boundaries.

Strategy 2: Require the use of green infrastructure techniques for public and private sector development throughout the Chapin community.

Context: Traditional stormwater, roadway drainage design, impervious surfaces and related urban infrastructure practices have resulted in unintended environmental pollution and hazardous situations including flooding of roadways and private property. The use of green infrastructure practices that work with nature, help reduce the impacts related with traditional infrastructure and development practices. Green infrastructure techniques include stormwater management, climate resiliency, the reduction of heat stress, increasing biodiversity, food production, better air quality, sustainable energy production, clean water, and healthy soils. The use of green infrastructure can also improve the quality of life in a community through recreation and the provision of shade and shelter within commercial and residential development.

Strategy 3: Incorporate recommendations and priorities from the Central Midlands Region Hazard Mitigation Plan into the Town's development ordinances, regulations, and policies.

Context: In addition to green infrastructure practices, the Town can enhance its resiliency to natural disasters by implementing recommendations from the Hazard Mitigation Plan. The regional-based plan,

Goal 6: Preserve Our Natural & Cultural Heritage

provides guidance to the entire region as nearly all of the potential hazards are connected across the 27 county and municipal jurisdictions in the Central Midlands Region.

Strategy 4: Develop an open space and greenway plan.

Context: The Town should collaborate with regional partners to develop an open space and greenway plan to connect natural areas to destinations throughout the area. The implementation of such a plan can provide recreational opportunities for residents and visitors, while preserving important natural resources.

Strategy 5: Prepare a cultural and historic resources strategic plan.

Context: The Town has an active community theater, a growing local artisan community, and a number of cultural events and festivals. Although limited, the Town also has a number of historic properties. The Town should create a Cultural Arts or similar committee to oversee an inventory of these important community assets, preparing a strategic plan for expanding and promoting these resources. The strategic plan should also identify strategies to help preserve important historic properties and structures throughout the area.

STRATEGIES	POPULATION	ECONOMIC DEVELOPMENT	NATURAL RESOURCES	HISTORIC & CULTURAL RESOURCES	COMMUNITY FACILITIES	HOUSING	LAND USE	TRANSPORTATION	RESILIENCY	PRIORITY INVESTMENT
1. Encourage the preservation of open space and protection of sensitive environmental areas by updating development regulations and ordinances.			●		●				●	
2. Require the use of green infrastructure techniques for public and private sector development throughout the Chapin community.			●		●			●	●	●
3. Incorporate recommendations and priorities from the Central Midlands Region Hazard Mitigation Plan into the Town's development ordinances, regulations, and policies.		●	●			●			●	●
4. Develop an open space and greenway plan.			●			●			●	
5. Prepare a cultural and historic resources strategic plan.			●		●				●	●

Goal 7: Grow Our Local Economy

We value small, locally owned and operated businesses that contribute to our authentic sense of place. We build strong community partnerships with a variety of local and regional organizations to encourage entrepreneurial growth and community development, helping to create a business friendly environment. We hope to expand our downtown beyond its current footprint, providing opportunities for new businesses and civic activities. We support the activation and development of the Chapin Business and Technology Park to help diversify our economic base.

STRATEGIES

Strategy 1: Support small business and entrepreneurial development.

Context: *As identified in the Town's Economic Development Strategic Plan, the Town desires to create a more diverse economy founded on small business growth and the development of an entrepreneurial environment. The Town values and supports the continued development and growth of its local business community and emerging entrepreneurial community, which includes a growing artisan community. Promote small business and entrepreneurial development opportunities and resources that are available to potential business start-ups.*

Strategy 2: Develop a strategic plan to revitalize downtown Chapin.

Context: *Most people who live in Chapin consider the two to three blocks of local businesses surrounding Beaufort Street to be downtown. This area is within the Town Center land use classification on the Future Land Use Map and should be included in the small area plan for the Town Center area. As identified in previous studies, the footprint of downtown has the potential to be expanded and incorporated into a linear, and much larger Town Center district. New construction in this area should follow best practices, including compatible historic architectural detailing, buildings adjacent to sidewalks with outdoor space for dining and walking, with parking on the street and to the rear or side of the building to preserve a traditional downtown form.*

Strategy 3: Acquire development authority and control of the Chapin Business and Technology Park.

Context: *The Chapin Business and Technology Park can support Chapin's goal of smart growth, as it provides an opportunity to concentrate business and other uses in an area with infrastructure and transportation access. However, the Town does not have any direct influence over the Park's future. The Town desires to acquire development authority and control of the property, taking a leadership role in the future development of the Park. The Town believes the Park presents an opportunity to create a live-work-play concept similar to the Wake Forest Innovation Quarter in downtown Winston-Salem, although on a smaller scale. The innovation*

Goal 7: Grow Our Local Economy

Quarter includes start-up companies and well-established companies, multi-unit residential, public amenities, greenspaces, and trails.

Strategy 4: Develop a program to target the redevelopment of vacant industrial and commercial buildings.

Context: Though limited in scope, there are some vacant industrial and commercial buildings in and around the Town of Chapin. In order to ensure the best use of property, as well as to support new local business endeavors, the Town should develop a program to target the redevelopment of existing buildings throughout Town.

STRATEGIES	POPULATION	ECONOMIC DEVELOPMENT	NATURAL RESOURCES	HISTORIC & CULTURAL RESOURCES	COMMUNITY FACILITIES	HOUSING	LAND USE	TRANSPORTATION	RESILIENCY	PRIORITY INVESTMENT
1. Support small business and entrepreneurial development.		●							●	
2. Develop a strategic plan to revitalize downtown Chapin.		●		●	●	●	●	●		●
3. Acquire the development authority and control of the Chapin Business and Technology Park.		●			●	●				●
4. Develop a program to target the redevelopment of vacant industrial and commercial buildings.		●			●		●		●	



COMPREHENSIVE PLAN ELEMENTS

As stated in the Introduction of the Plan, this section contains the ten elements of the Comprehensive Plan, as required by the State of South Carolina’s Local Government Comprehensive Planning and Zoning Enabling Act of 1994. The vision, goals, and strategies of the Plan are built around the information provided in these elements. Each of the elements includes an inventory of existing conditions and observations related to each specific topic area. The ten elements include:

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

The data presented within the elements is predominantly collected from the United States Census, the American Community Survey, and a number of local, regional, and state GIS layers. While the primary focus of the Comprehensive Plan is the Town of Chapin, data is also shown for the 29036 zip code, Lexington County, and the State of South Carolina. These geographies are used in an effort to analyze how the Town compares to the surrounding region.

The information from the elements was utilized throughout the development of the Comprehensive Plan. The elements can be considered an atlas of the Town of Chapin; a collection of maps, illustrations, charts, tables and informative text about the key features of the Town. This information was coupled with survey results to help form the foundation of the vision and goals established for the Town.

HISTORY AND REGIONAL CONTEXT

Chapin is an incorporated town located in northern Lexington County. As can be seen on the following pages, it is geographically separated from the majority of the County by Lake Murray, and is near the borders of both Newberry and Richland Counties. The greater Chapin community surrounds the Town, extending far beyond the Town’s boundary, and is best defined by the 29036 zip code, as shown on the following page. The Town itself is just over 2 square miles, and is located off of Interstate-26, just over twenty miles from the City of Columbia.

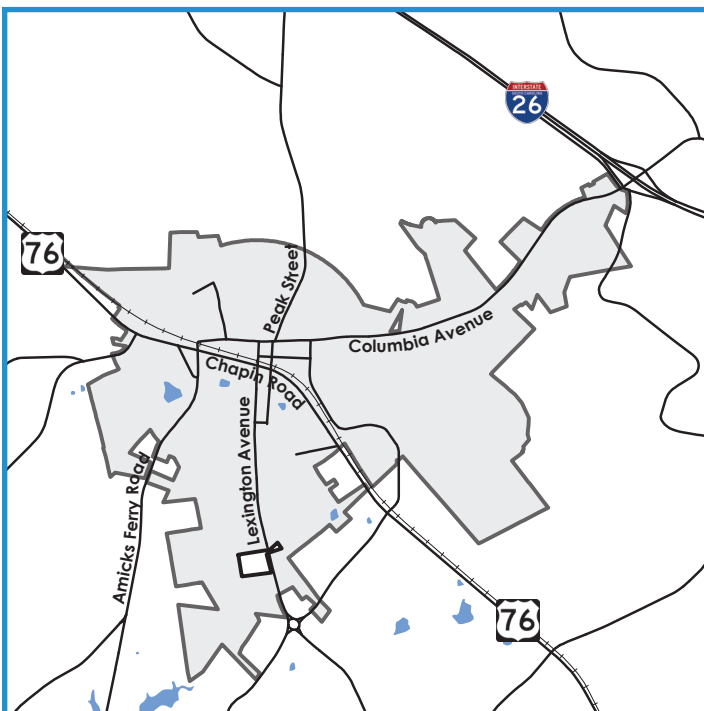
The area was first settled in the mid-1700s by a group of German settlers who used land grants from the English crown to claim land between the forks of the Saluda and Broad Rivers, giving it the name the “Dutch Fork.” Few of the Fork’s German settlers ever left its boundaries, developing their own subculture, with many continuing to speak German well into the 19th century. Around 1850, Martin Chapin and his wife, Laura Anne Benjamin, moved to Columbia from Cortland, New York, and later built a home in Piney Woods (the

area now considered Chapin). Chapin started a successful lumber mill business and continued to invest in the land over the years, acquiring more than 4,200 acres of land. He gave right of way for the Columbia, Newberry, and Laurens (CN&L) Railway, which permitted the development of Chapin Station. The railroad spurred business growth and led to the development of a town. In 1889, the Town of Chapin was incorporated, shaped as a square extending 3/4 of a mile in all four cardinal directions from Martin Chapin's house. The Town continued to prosper and change for a few decades. In 1927, the Saluda River was dammed to create Lake Murray and to provide hydro-electric power for South Carolina's Midlands. The development of the lake led to a great shift in the population, as residents moved both in and out of the area. The lake today is one of Chapin's greatest assets, giving the Town its name, "The Capital of Lake Murray." Located just a few miles south of the Town, Lake Murray has driven substantial residential growth south of Chapin, in unincorporated Lexington County.

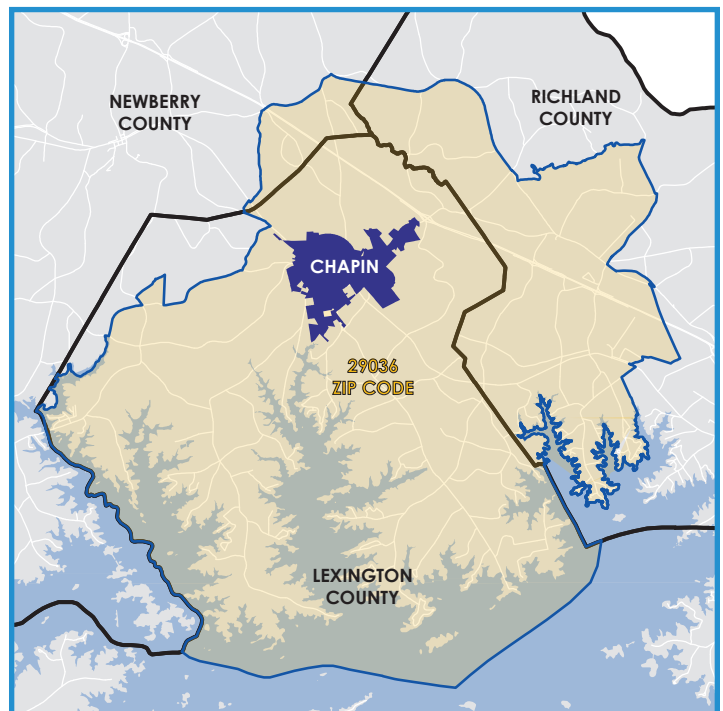
Chapin serves as the commercial hub to many of the areas which lie north of the Lake. There are several shopping centers and commercial districts along the two main roads through town: Columbia Avenue and Chapin Road. There are several residential developments, ranging in type, density, and design. There are also a number of institutional uses in Chapin, predominantly the schools and government buildings.

Lexington County as a whole has experienced tremendous growth over the last thirty years, and this has had a significant impact on the Town of Chapin and the areas which surround it. The Chapin area continues to serve as an important bedroom community to Columbia, while offering commuting options to other regional employment centers, such as the CG&E V.C. Summer Nuclear Facility in Fairfield County, and providing access to high quality education and a small town lifestyle.

TOWN OF CHAPIN



29036 ZIP CODE



German settlers
move to area

Martin Chapin begins
acquiring land

Town is
incorporated

Lake Murray is
created



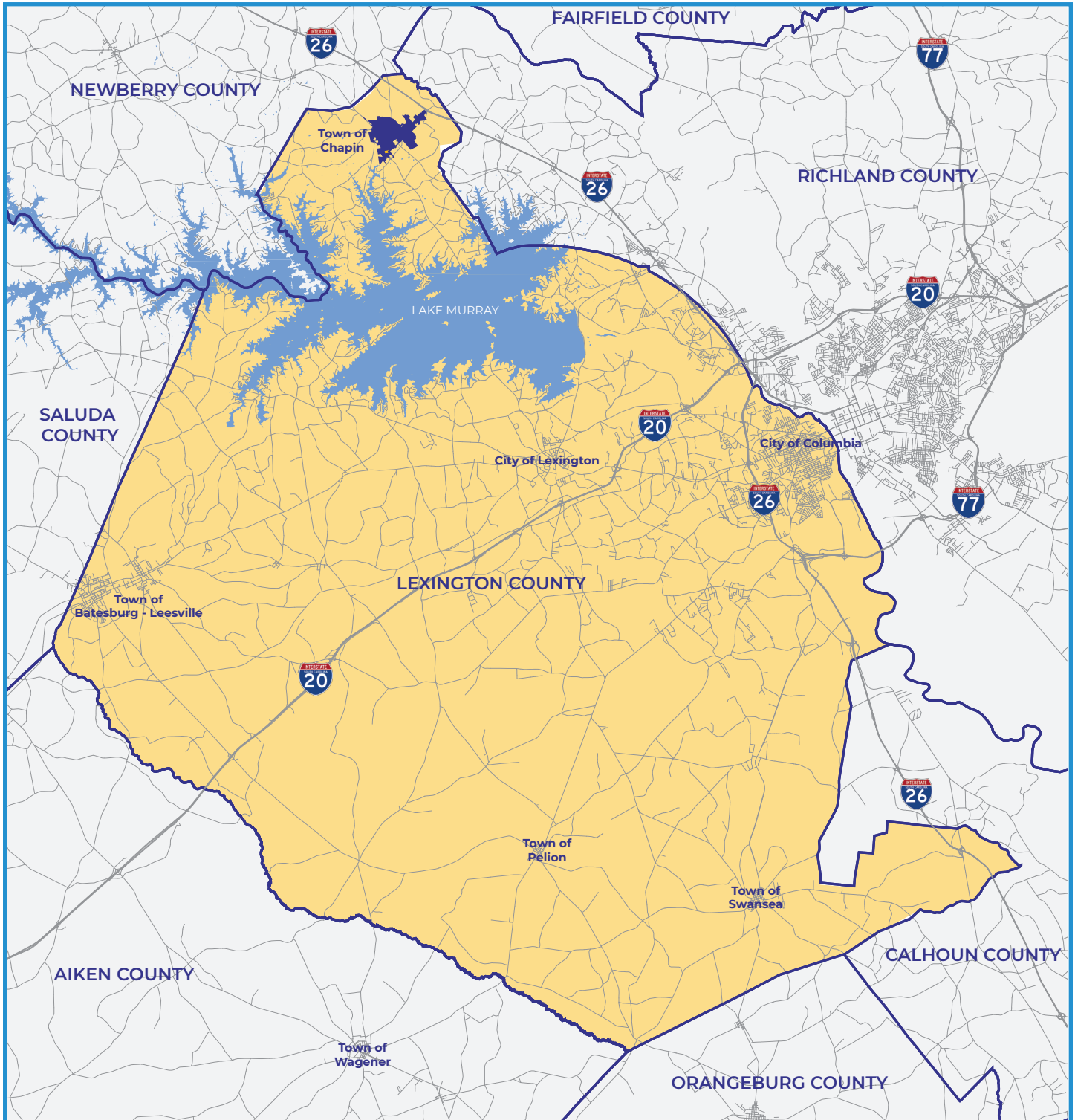
MID 1700S

1850S

1889

1927

REGION





ELEMENT 1: POPULATION

INTRODUCTION

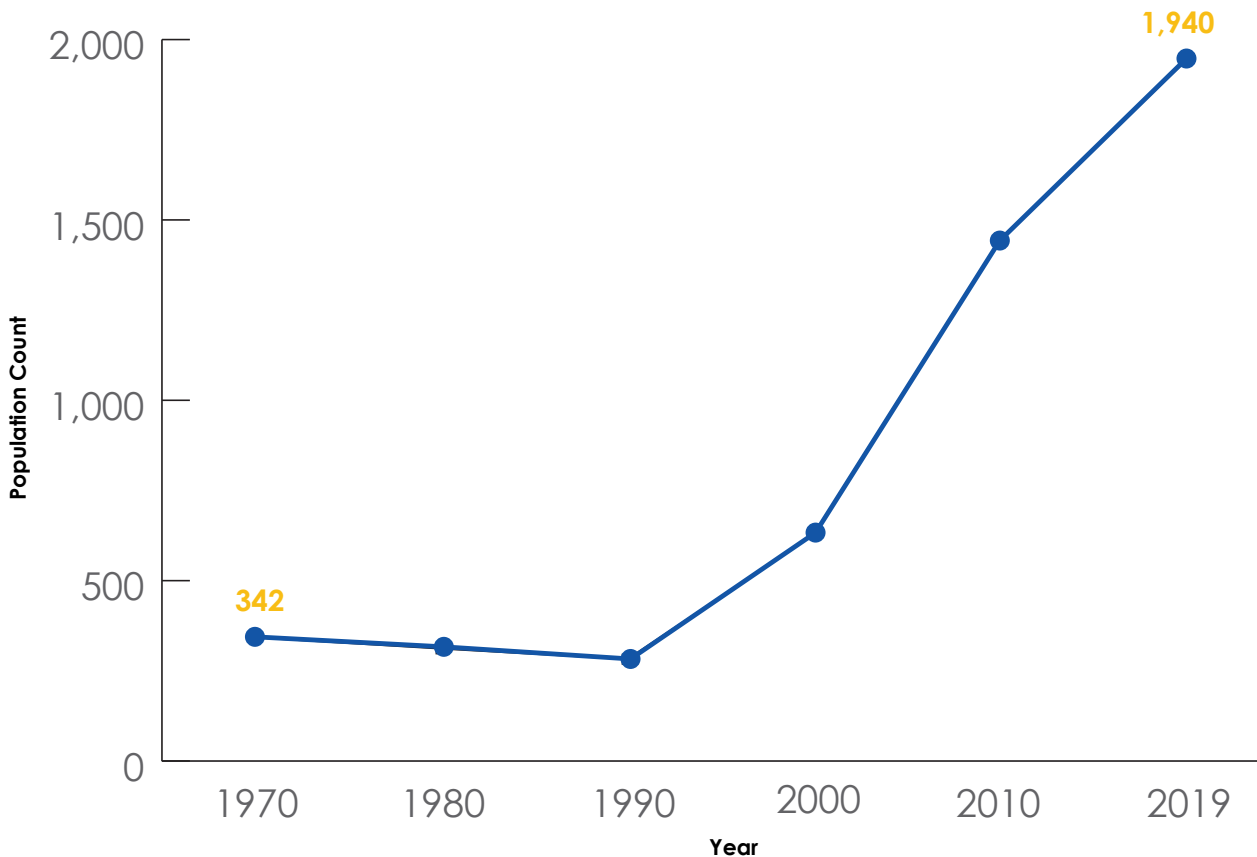
The Population Element highlights key trends and projections in terms of the demographic characteristics of the Town of Chapin and the surrounding community. In addition to historic trends and future projections, this element includes information on the number, size, and characteristics of households; educational attainment levels and trends; income characteristics; and regional growth trends in order to develop an understanding of how population affects the future development of the Town.

INVENTORY AND ANALYSIS

Historic and Current Population Trends

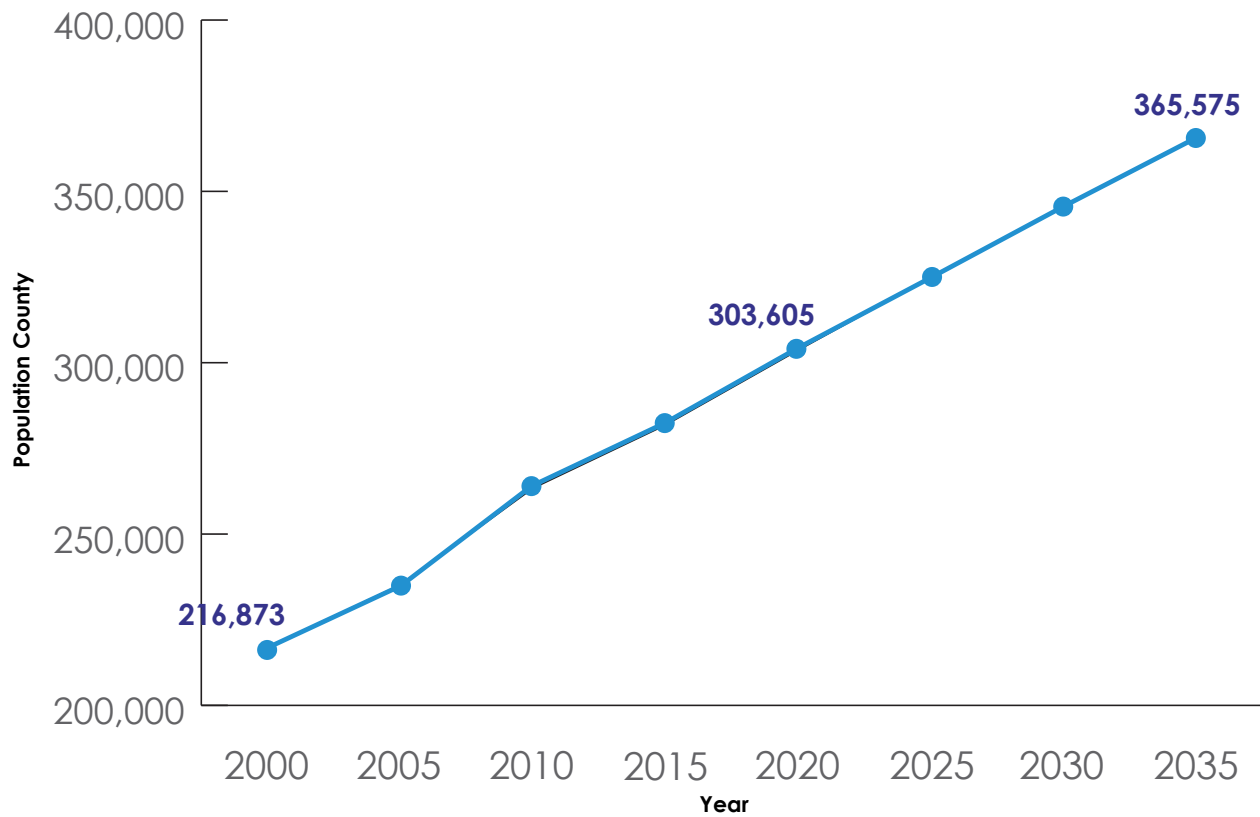
The Town of Chapin experienced no growth between 1970 and 1990, with a population remaining just under 350 people. However, beginning in 1990, the population began to grow exponentially and this has continued for the past forty years. In fact, the Town's population was essentially doubled between 1990 and 2000, and again between 2000 and 2010. Between 2010 and 2019, the Town grew by 34.3% (three times the growth rate of the County and the State), such that the 2019 Town population estimate is 1,940. The 29036 zip code has experienced a similar growth pattern, though the total population of the zip code is much larger than the Town itself. While the Town's population has grown by around 500 people in the last decade, the 29036 zip code's population has grown by around 5,000 people.

▼ FIGURE 1.1 HISTORIC POPULATION GROWTH (TOWN OF CHAPIN)
Source: US Census Bureau & American Community Survey, 2019



The State anticipates that Lexington County as a whole will continue to grow at a similar rate over the next fifteen years, adding more than 60,000 people to the region between 2020 and 2035. As Chapin is the fastest growing municipality in Lexington County, it can be expected that many of these new residents will move in and around the Town of Chapin.

▼ FIGURE 1.2 POPULATION PROJECTION (LEXINGTON COUNTY)
Source: South Carolina Revenue and Fiscal Affairs Office



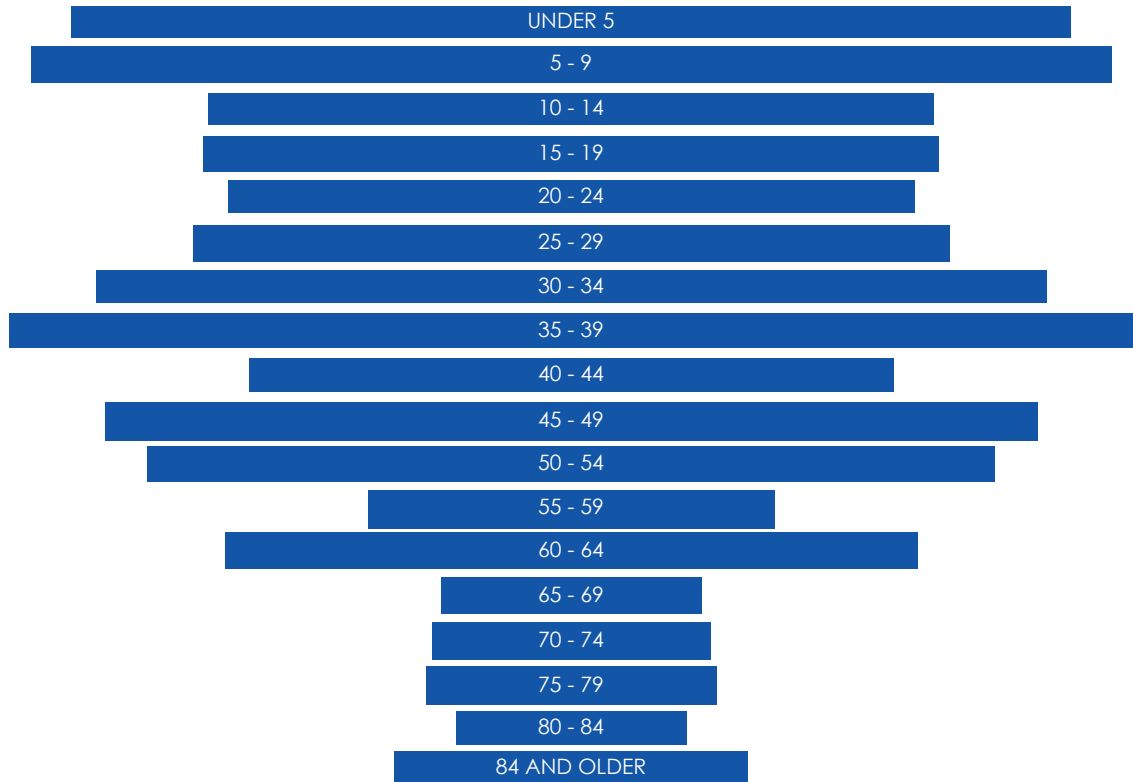
▼ FIGURE 1.3 POPULATION GROWTH COMPARISONS
Source: US Census Bureau and American Community Survey, 2019

	2000	2010	% Change 2000-2010	2019 Estimate	% Change 2010-2019
South Carolina	4,011,816	4,625,364	15.3%	5,020,806	8.5%
Lexington County	216,014	262,391	21.5%	290,278	10.6%
Chapin	628	1,445	130.1%	1,940	34.3%
29036 Zip Code	-	17,939	-	23,011	28.3%

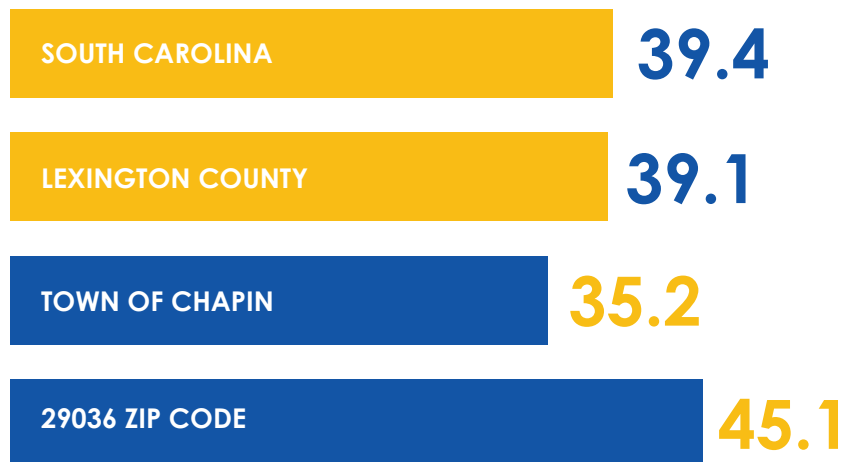
Age of Residents

Figure 1.4 below shows a population pyramid, depicting the various age groups of Town residents. There are a significant number of young residents living in Chapin, with a smaller portion of residents over 65 years old. This is reflected by the lower median age of Chapin residents; which is almost five years younger than the County and State, and ten years younger than the 29036 zip code. The desirable school district significantly contributes to Chapin’s younger population, while the 29036 zip code includes a number of retirees living in retirement homes around the lake.

▼ FIGURE 1.4 POPULATION PYRAMID OF RELATIVE AGE GROUPS (TOWN OF CHAPIN)
Source: American Community Survey, 2019



▼ FIGURE 1.5 MEDIAN AGE COMPARISON
Source: American Community Survey, 2019



Households and Families

Between 2010 and 2019, the average household size in the Town of Chapin has increased from 2.3 to 2.53. At the same time, the percent of households with children under the age of 18 has increased from 33% to 39.6% while the percent of households with people over the age of 60 has decreased from 37.8% to 33.1%. This average household size is comparable, though slightly lower than the region. However, the percent of households with children is 10% greater than the State, and between 6% and 7% greater than the County and 29036 zip code.

As mentioned in the previous section, there are also fewer people over the age of 60 in the Town of Chapin, and at the same time more retirees living in the 29036 zip code than in the State as a whole. Almost half of the 29036 zip code homes include at least one resident over the age of 60. This compares with the State of South Carolina (41.5%), Lexington County (39%), and the Town of Chapin (33.1%). This reduces concerns about age dependency in Chapin (at least in terms of older age), as only 14.7% of householders are people over the age of 65 living alone.

The majority of Chapin's households (524 out of 768) are family households. This includes non-traditional family households (elderly parents living with their children or siblings living together, etc.). Yet, just over one quarter of households are people living alone. This means that there are little to no households in the Town where non-related people are living together (such as two unrelated roommates or a non-married couple). Almost all of the Town's households are either families (with an average of 3 people per household) or people living alone.

▼ FIGURE 1.6 HOUSEHOLDS (TOWN OF CHAPIN)
Source: American Community Survey, 2019



▼ FIGURE 1.7 HOUSEHOLD COMPOSITION (TOWN OF CHAPIN)
 Source: American Community Survey, 2019



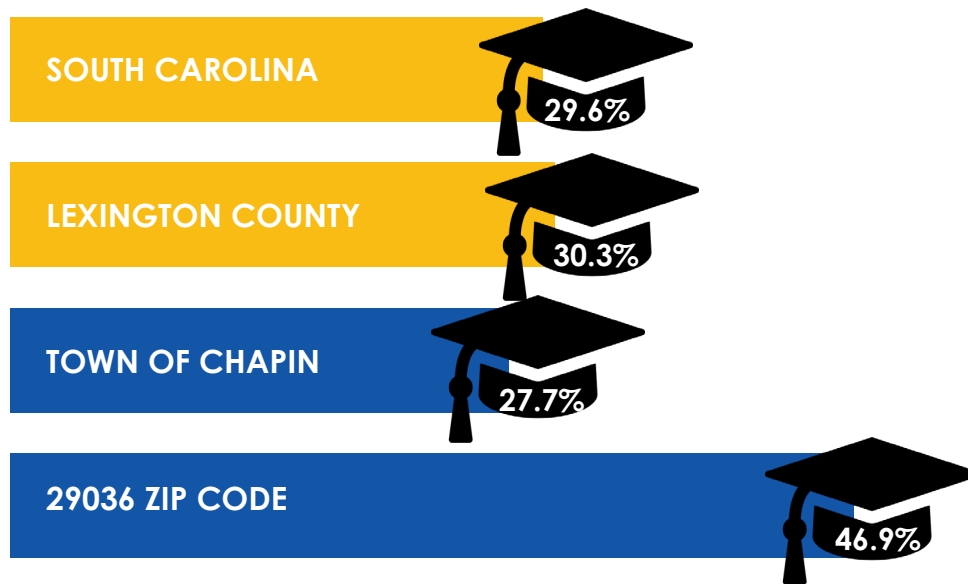
▼ FIGURE 1.8 POPULATION GROWTH COMPARISONS
 Source: US Census Bureau and American Community Survey, 2019

	Average Household Size	Households with Children Under 18	Households with One or More People 60+
South Carolina	2.54	29.4%	41.5%
Lexington County	2.54	32.4%	39.0%
Chapin	2.53	39.6%	33.1%
29036 Zip Code	2.55	33.2%	45.7%

Educational Attainment

The percent of Town residents with at least a Bachelor's degree is comparable, though slightly lower, than Lexington County and the State of South Carolina. While around 30% of residents have obtained at least a Bachelor's degree in these three geographies, the 29036 zip code has a much higher educated population, with almost half of residents doing so. The Town of Chapin has a lower percent of residents with a Graduate or Professional degree than any of the other comparison geographies, however it does have a high percentage of residents who have attended some college (with no degree) or completed an Associates degree. This trend has increased in the past decade, as the percent of the population who has not completed high school has dropped by 7.2% and the percent of the population with a high school degree or some college experience has increased by 8.9%. However, the percent of Town residents with a college degree has decreased by about 4% between 2010 and 2019. The educational trends in Chapin vary fairly significantly from the region, with the percent of the population without a high school diploma decreasing by about three times as much as Lexington County and the 29036 zip code. Even more significant is the change in high school, some college, or an Associates degree; where the Town's population with this level of education has increased by more than sixteen times that of the State, County, and 29036 zip code. At the same time, the percent of the Town's population with a Bachelor's degree or higher has decreased by almost 6%, while the County and zip code have increased by about 2.5%.

▼ FIGURE 1.9 PERCENT OF POPULATION WITH A BACHELOR'S DEGREE OR HIGHER
Source: American Community Survey, 2019



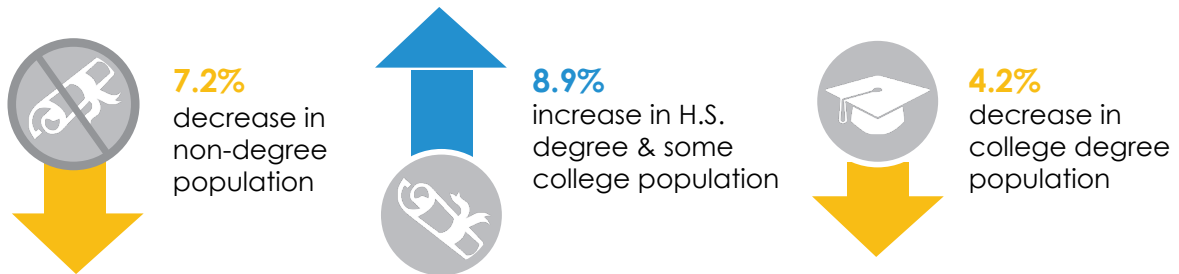
▼ FIGURE 1.10 EDUCATION COMPARISONS (% OF 25 YRS + POPULATION)

Source: American Community Survey, 2019

	Chapin	29036 Zip Code	Lexington County	South Carolina
No High School Degree	2.8%	4.2%	10.4%	11.6%
HS Graduate (includes equivalency)	28.2%	20.3%	28.2%	28.5%
Some College, No Degree	29.6%	18.6%	21.5%	20.4%
Associates Degree	11.8%	10.0%	9.6%	9.9%
Bachelor's Degree	20.9%	30.1%	19.5%	18.4%
Graduate or Professional Degree	6.8%	16.9%	10.8%	11.2%

▼ FIGURE 1.11 EDUCATIONAL TRENDS (NET CHANGE 2010 - 2019, % OF 25 YRS+ POPULATION)

Source: American Community Survey, 2010 - 2019



▼ FIGURE 1.12 TREND COMPARISON (NET CHANGE 2010 - 2019, % OF 25 YRS+ POPULATION)

Source: American Community Survey, 2010 - 2019

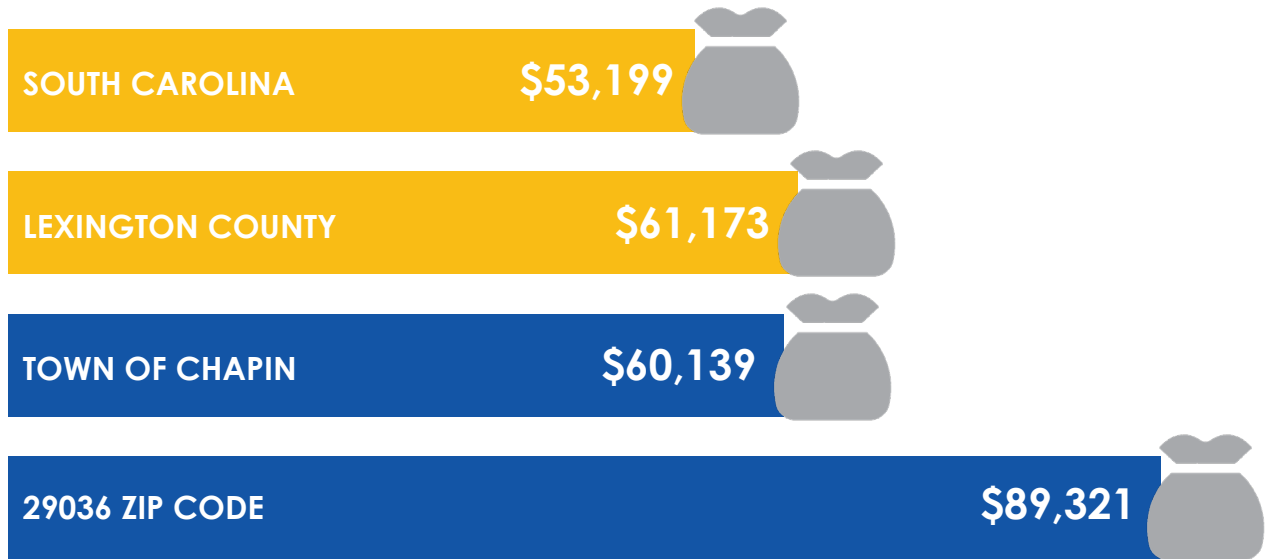
HIGHEST DEGREE ATTAINED	Chapin	29036 Zip Code	Lexington County	South Carolina
No High School Degree	- 7.2%	-1.1%	- 2.9%	- 6.7%
High School, Some College, or Assoc. Degree	+ 15.8%	-0.4%	+ 0.6%	+ 1.5%
Bachelor's Degree & Higher	- 5.9%	+2.5%	+ 2.3%	- 5.2%

Income Characteristics

The median household income in the Town of Chapin is just over \$60,000. This is comparable to Lexington County (\$61,000) and slightly higher than the State (\$53,000). The 29036 zip code has a significantly higher household income, averaging around \$89,000. When considering the past nine years, median household incomes in Chapin have increased by about twice the rate of increase in the remaining comparison geographies. While the 29036 zip code and Lexington County have had a change in median household income around 17%, and South Carolina's median household income increased by around 20%, Chapin's median household income increased by almost 40%. In terms of actual dollar amounts, the median household income in Chapin has increased by around \$17,000 since 2010, compared to only around \$10,000 in the other three geographies.

Yet, per capita incomes in Chapin have only increased by 12.6% in this same time frame; while the other geographies have seen a per capita income increase of between 20% and 32%. In dollar amounts, per capita incomes in Chapin have been increased by about \$3,000, compared to about \$6,000 in Lexington County and South Carolina and about \$12,000 in the 29036 zip code. This shows that there are generally a greater number of workers per household in the Town of Chapin (about 2 to 2.5 workers per household) versus the comparison communities, where the per capita incomes and household incomes increased at similar rates.

▼ FIGURE 1.13 HOUSEHOLD INCOME COMPARISONS
Source: American Community Survey, 2019



▼ FIGURE 1.14 INCOME COMPARISON TRENDS
 Source: American Community Survey, 2010 & 2019

	Town of Chapin	29036 Zip Code	Lexington County	South Carolina
Median Household Income, 2019	\$60,139	\$89,321	\$61,173	\$53,199
Median Household Income, 2010	\$43,110	\$76,044	\$52,205	\$43,939
Change in Median Household Income, 2010 - 2019	+ 39.5%	+17.5%	+ 17.2%	+ 21.1%
Per Capita Income, 2019	\$29,344	\$47,109	\$31,671	\$29,426
Per Capita Income, 2010	\$26,060	\$35,702	\$26,393	\$23,443
Change in Per Capita Income, 2010 - 2019	+ 12.6%	+32.0%	+ 20.0%	+ 25.5%

OBSERVATIONS

The Town of Chapin, and the area around the Town, is experiencing the fastest rate of growth in Lexington County. While the actual number of the population increase is small, the 29036 zip code has experienced an increase of over 5,000 people in the last ten years. Lexington County itself is one of the fastest growing counties in the State, ranking eighth out of 46 total counties, and these population trends are anticipated to continue into the next fifteen years.

Key Observations

- The rate of population growth in and around the Town does not appear to be slowing down significantly.
- Lexington County is one of the fastest growing counties in the State.
- The median age of Chapin residents is very young, largely because of a great number of children under the age of 18.
- There are demographic and socioeconomic difference between the residents of the Town of Chapin and the residents of the surrounding (29036) zip code.
- The number of school aged children has increased in the past decade in both the Town of Chapin and the surrounding area.
- The percent of the population over the age of 60 has decreased in Chapin in the past ten years.
- About 40% of Chapin's households are composed of families and most of these families include children. Although there are a greater percent of children in Chapin than in the surrounding zip code, County, or State, the average household size is slightly smaller in the Town of Chapin.
- There are very few non-family households with more than one tenant per unit in the Town.
- The zip code which includes the Town of Chapin has a highly educated population. However, Chapin has a lower percentage of the population with a Graduate or Professional degree.
- The percent of Chapin residents with a high school diploma, some college experience, or an Associates degree is increasing at a greater rate than the 29036 zip code, County, and State.
- The percent of Chapin residents with a Bachelor's degree or higher has decreased since 2010.
- The median household income in Chapin is comparable to the County and State, though the 29036 zip code has a significantly higher median household income.
- Chapin's median household income has increased by almost 40% since 2010, about twice the rate of the surrounding region. This is largely because there appears to be at least two workers per household in Chapin, while there is typically only one worker per household in the other geographies.

ELEMENT 2: ECONOMIC DEVELOPMENT

INTRODUCTION

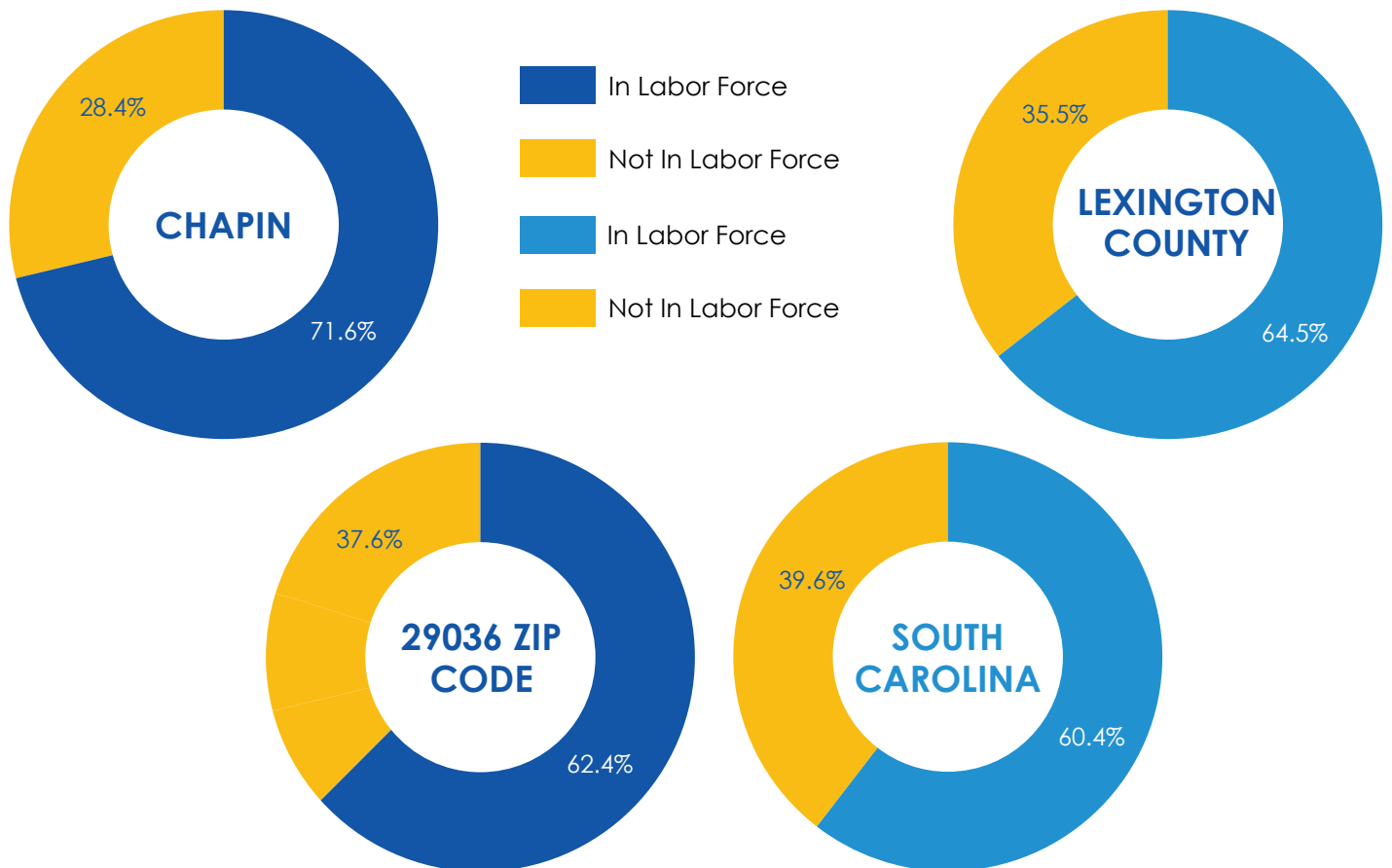
The Economic Development Element is an important aspect of the Comprehensive Plan, as it outlines historic trends related to the labor force, where the people who live in the community work, employment characteristics, and an analysis of the economic base.

INVENTORY AND ANALYSIS

Employment Status

Chapin has a very strong labor force participation rate of nearly 72%. The labor force participation rate consists of the population over the age of 16 is in the labor force. Labor force participation is the percent of the civilian population that is either working or actively seeking work. It does not include those who are retired, in school, homemakers, seasonal workers, institutionalized people, or those who work less than fifteen hours per week. The percent of the population in the workforce in Chapin is higher than the surrounding zip code, County, and State. This number is largely influenced by the low median age, the greater number of workers per household, and the relatively limited retirement population.

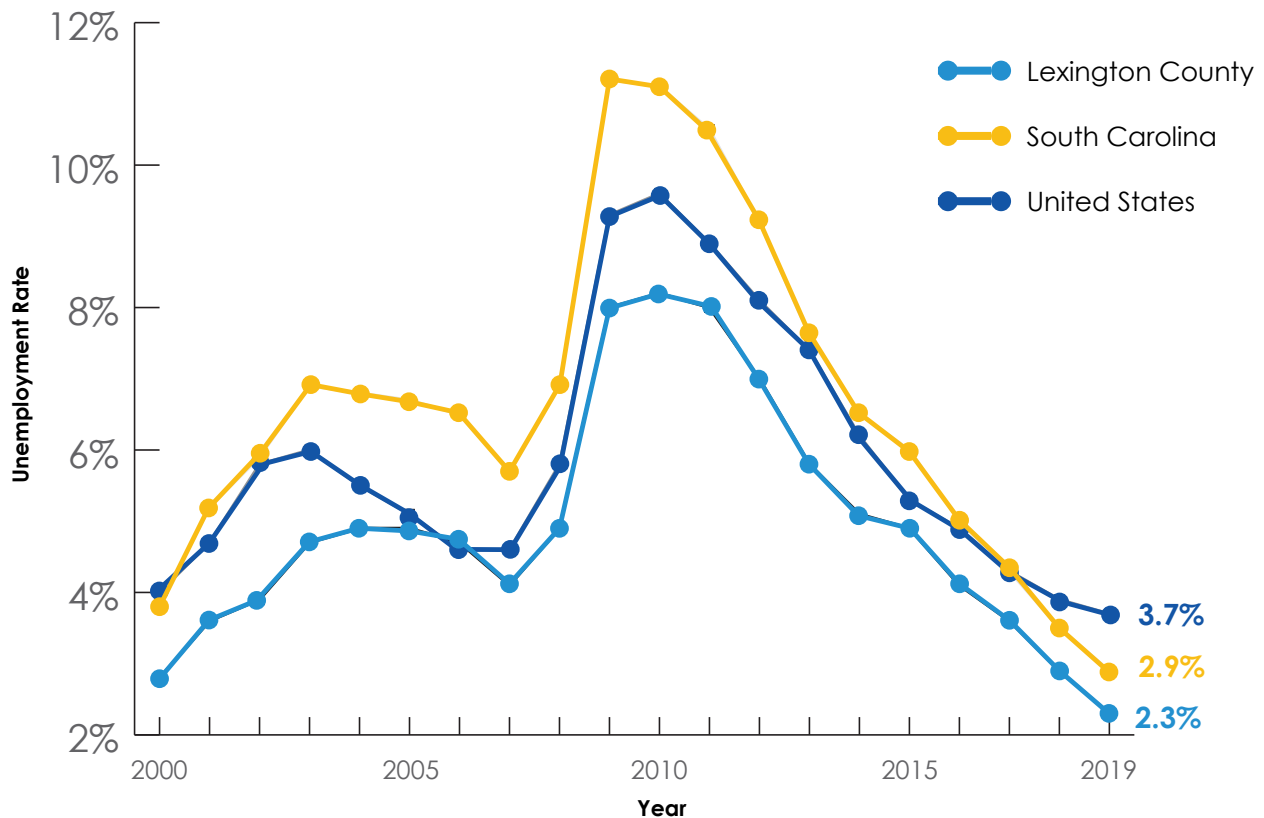
▼ FIGURE 2.1 LABOR FORCE PARTICIPATION
Source: American Community Survey, 2019



The Federal Reserve Bank of St. Louis collects real time unemployment rate data throughout the country, though it is only available at the County, State, and Country level. Figure 2.2 below shows the unemployment rates for Lexington County, South Carolina, and the United States between 2000 and 2019. Here it can be seen that all three of these geographies have changed to a similar degree over the last nineteen years, though Lexington County has historically maintained the lowest unemployment rate and South Carolina has generally maintained the highest unemployment rate.

The American Community Survey’s data on unemployment rates in the Town vary significantly, though historically, it appears that the Town has had an unemployment rate lower than the State and County. The 29036 zip code appears to be in a similar position. Given that Chapin is within Lexington County, and that the American Community Survey indicates it may in fact maintain a lower unemployment rate than the County, it can be determined that the Town’s unemployment rates are comparable to or below those which are indicated in light blue on the figure below. While these rates have varied between 2% and 12% between 2000 and 2019, they have been dropping since 2010 and are around 2.3% in 2019.

▼ FIGURE 2.2 UNEMPLOYMENT RATES
 Source: Federal Reserve Bank of St. Louis, 2000 - 2019



Key Industry Sectors

Figure 2.3 below shows the number of workers and the percent of the workforce in both the Town of Chapin in the 29036 zip code who were employed in different industry sectors in 2019. Both of these geographies had a large portion of their workforce (between 12.4% and 24.0%) employed in the professional, scientific, management, administration, educational services, health care, or social assistance fields. The Town of Chapin also had about 12.4% of their workers employed in public administration, while about 10.7% of the 29036 zip code's workers were employed in retail trade.

While the Town of Chapin is included in the calculation of key industry sectors for the 29036 zip code, it is important to note these two large differences; where a larger portion of the zip code is employed in retail trade than the Town, and where a larger portion of Town residents are employed in public administration than the zip code. Many of the other industries have smaller rates of employment and are more or less the same in the two geographies.

▼ FIGURE 2.3 KEY INDUSTRY SECTORS (CIVILIAN EMPLOYED POPULATION)
Source: American Community Survey, 2019

Industry Sector	Number of Workers in Town	Percent of Workers in Town	Number of Workers in 29036	Percent of Workers in 29036
Agriculture, Forestry, Fishing, Hunting, Mining	4	0.4%	96	0.9%
Construction	36	3.8%	520	4.8%
Manufacturing	59	6.2%	853	7.8%
Wholesale Trade	32	3.4%	418	3.8%
Retail Trade	65	6.8%	1,169	10.7%
Transportation, Warehousing, Utilities	65	6.8%	655	6.0%
Information	15	1.6%	193	1.8%
Finance, Insurance, Real Estate, Leasing	79	8.3%	1,036	9.5%
Professional, Scientific, Management, Admin.	171	18.0%	1,354	12.4%
Educational Service, Health Care, Social Assistance	172	18.1%	2,612	24.0%
Arts, Entertainment, Recreation, Accommodations	83	8.7%	636	5.8%
Public Administration	118	12.4%	813	7.5%
Other Services	53	5.6%	548	5.0%

Another measurement of a region's employment specialization is the location quotient. The Bureau of Labor Statistics provides annual location quotients on employment and wages by County each year and those provided for Lexington County are examined on these pages. Employment location quotients (Figure 2.4) compare the concentration of people employed in a specific industry in Lexington County to the percent of the total United States workforce employed in that industry. Where an employment location quotient equals 1.0, the industry has the same share of its area employment in this field as does the nation. The greater the employment location quotient is, the higher percentage of the local employment base is involved in that industry. In Lexington County, there are a great number of residents employed in construction, manufacturing, wholesale trade, retail trade, transportation and warehousing, and accommodation and food services. More importantly though is that there are almost five times as many residents of Lexington County employed in utilities as there are in the United States. This is a highly specialized field in the County and may influence employment in the Town.

▼ FIGURE 2.4 ANNUAL EMPLOYMENT LOCATION QUOTIENTS (LEXINGTON COUNTY, 2019)
 Source: Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2019 Annual Average, Private

NAICS Industry Sector	2019 Lexington County
NAICS 11 Agriculture, Forestry, Fishing, Hunting	0.85
NAICS 21 Mining, Quarrying, Oil and Gas Extraction	0.22
NAICS 22 Utilities	4.88
NAICS 23 Construction	1.09
NAICS 31 - 33 Manufacturing	1.19
NAICS 42 Wholesale Trade	1.19
NAICS 44 - 45 Retail Trade	1.32
NAICS 48 - 49 Transportation and Warehousing	1.71
NAICS 51 Information	0.89
NAICS 52 Finance and Insurance	0.58
NAICS 53 Real Estate and Rental and Leasing	0.97
NAICS 54 Professional and Technical Services	0.49
NAICS 55 Management of Companies and Enterprises	0.59
NAICS 56 Administrative and Waste Services	0.96
NAICS 61 Educational Services	0.34
NAICS 62 Health Care and Social Assistance	0.66
NAICS 71 Arts, Entertainment, and Recreation	0.42
NAICS 72 Accommodation and Food Services	1.06
NAICS 81 Other Services, Except Public Administration	0.94

A wage location quotient is similar to an employment location quotient in that it measures the concentration of a specific industry in one region versus the United States as a whole. With wage location quotients, the ratio indicated in Figure 2.5 shows the comparison of wages in Lexington County to the United States as a whole. It generally corresponds with the employment location quotient, as a larger number of employees will yield a higher quantity of wages, but it can also illustrate fields which are paid higher wages in the County than in the United States overall. In terms of wages in Lexington County, there is a greater amount of money allocated toward construction, manufacturing, wholesale trade, retail trade, and other services than in the United States. There is almost two times as much money allocated towards transportation and warehousing wages in Lexington County and almost six times as much money allocated toward utilities wages. These specialized industries largely mimic those specified in the employment location quotient, but vary in terms of the actual ratio, as well as in terms of the accommodation and food services, and the other services fields.

▼ FIGURE 2.5 ANNUAL WAGE LOCATION QUOTIENTS (LEXINGTON COUNTY, 2019)

Source: Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2019 Annual Average, Private

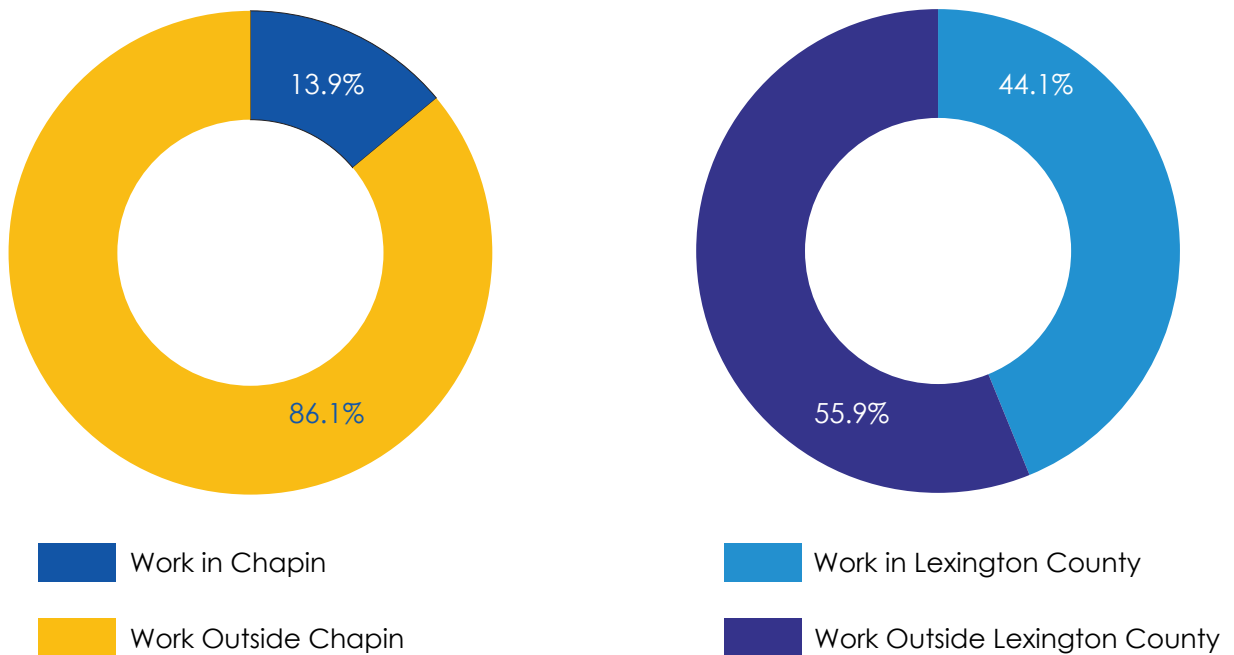
NAICS Industry Sector	2019 Lexington County
NAICS 11 Agriculture, Forestry, Fishing, Hunting	0.99
NAICS 21 Mining, Quarrying, Oil and Gas Extraction	0.18
NAICS 22 Utilities	5.79
NAICS 23 Construction	1.15
NAICS 31 - 33 Manufacturing	1.34
NAICS 42 Wholesale Trade	1.30
NAICS 44 - 45 Retail Trade	1.51
NAICS 48 - 49 Transportation and Warehousing	1.87
NAICS 51 Information	0.53
NAICS 52 Finance and Insurance	0.45
NAICS 53 Real Estate and Rental and Leasing	0.96
NAICS 54 Professional and Technical Services	0.38
NAICS 55 Management of Companies and Enterprises	0.48
NAICS 56 Administrative and Waste Services	0.94
NAICS 61 Educational Services	0.25
NAICS 62 Health Care and Social Assistance	0.64
NAICS 71 Arts, Entertainment, and Recreation	0.23
NAICS 72 Accommodation and Food Services	0.99
NAICS 81 Other Services, Except Public Administration	1.21

Place of Work

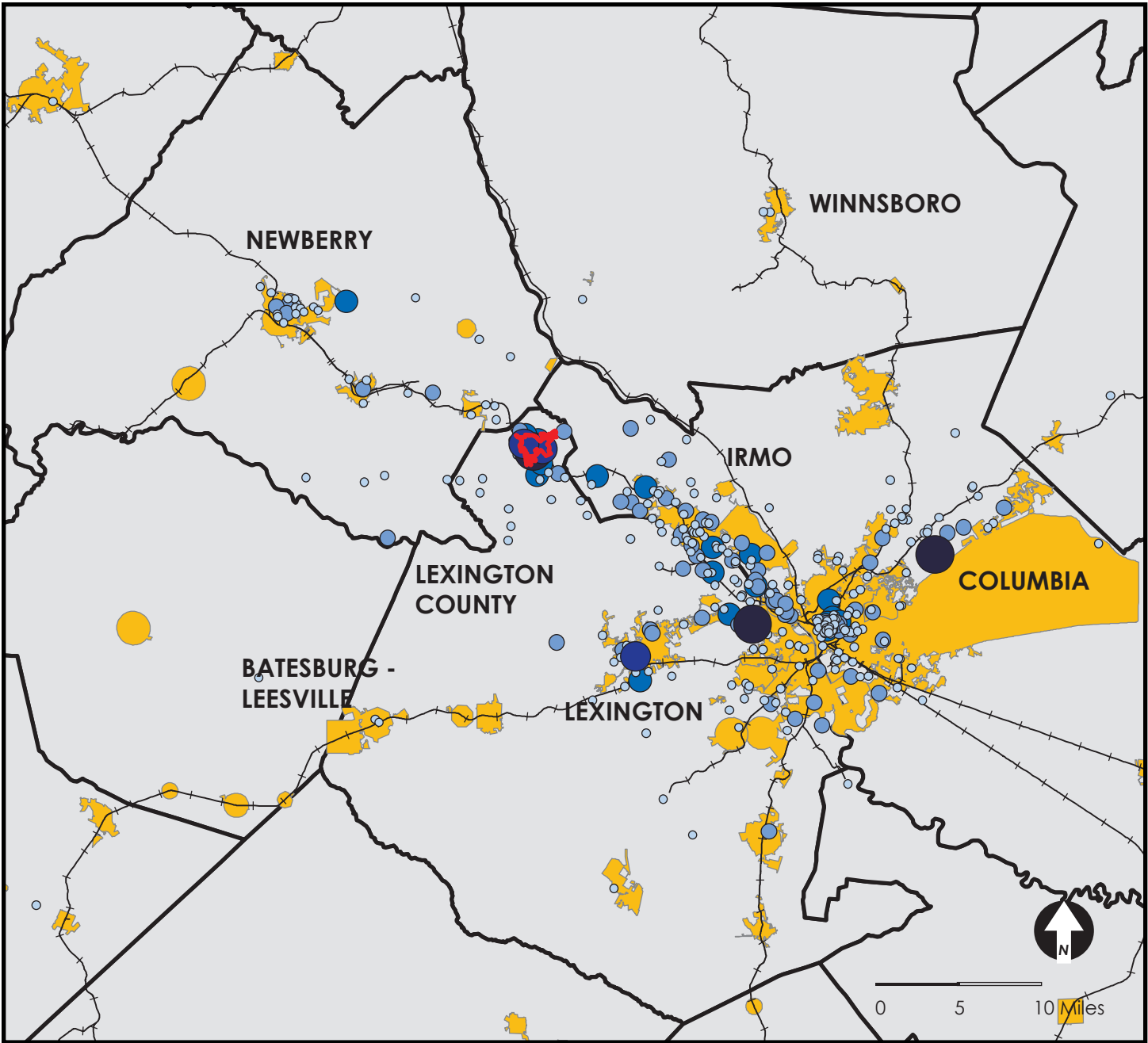
Only about 14% of the 2,000 Chapin residents work within the Town limits. The vast majority commute outside of the Town for work. In fact, only about 44% of the Town's residents work in Lexington County, with another 56% commuting to other counties for work. Map 2.1 displays exactly where residents are commuting to work; many workers commute along Interstate 26 to Irmo, Columbia, or Newberry. There are also a good number of workers in the Town of Lexington and in unincorporated Lexington County. About 40% of the Town's residents commute less than 10 miles and another 40% commute between 10 and 24 miles.

Considering where residents are commuting to work, the majority (86%) commute alone in a private automobile. The 29036 has a similar rate of people driving alone to work. There are between 5% and 7% of the residents in both geographies who carpool to work, and another 5% to 7% who work from home. Very few people use public transportation to get to work and around 2 - 3% of residents commute via other modes (generally walking or biking). The average commute time for a resident of the Town is 27.5 minutes. This is slightly longer than the County and State commutes, which average around 25 minutes. When you look at the entire 29036 zip code, average commutes are larger, close to 33 minutes, and this is largely because of the great number of addresses in the zip code who live around the lake, on one-direction roads with limited access points.

▼ FIGURE 2.6 PLACE OF WORK (TOWN OF CHAPIN)
Source: American Community Survey, 2019

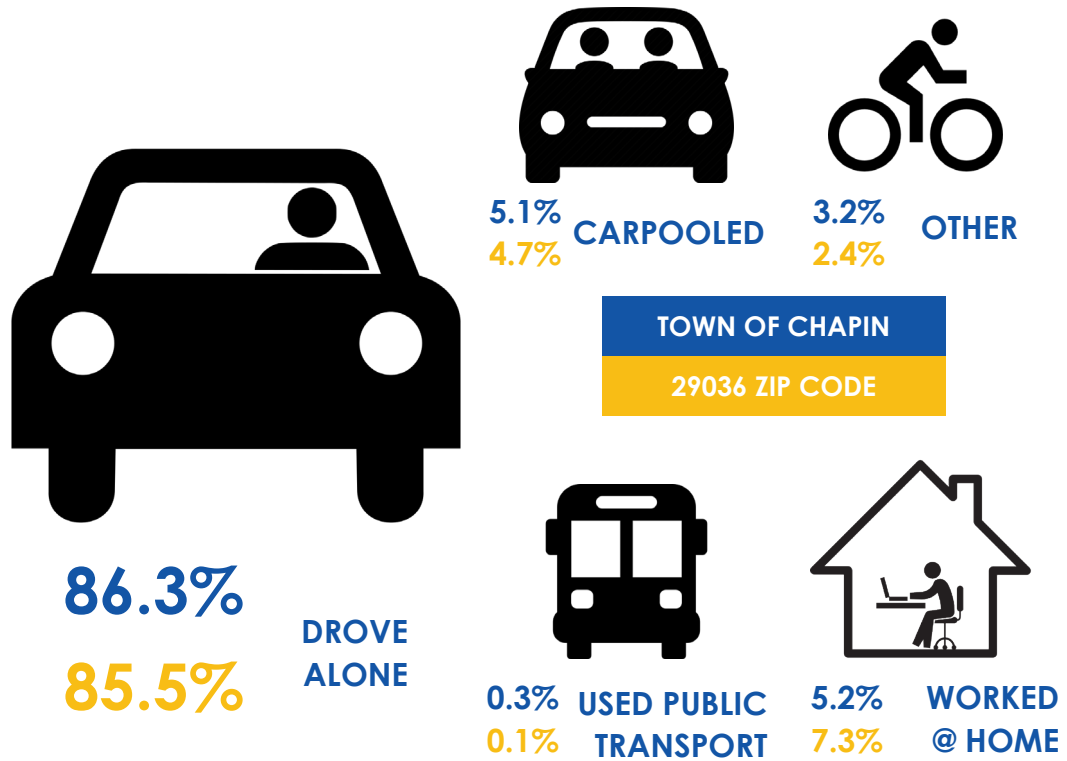


▼ MAP 2.1 WHERE TOWN RESIDENTS WORK
 Source: American Community Survey, 2018

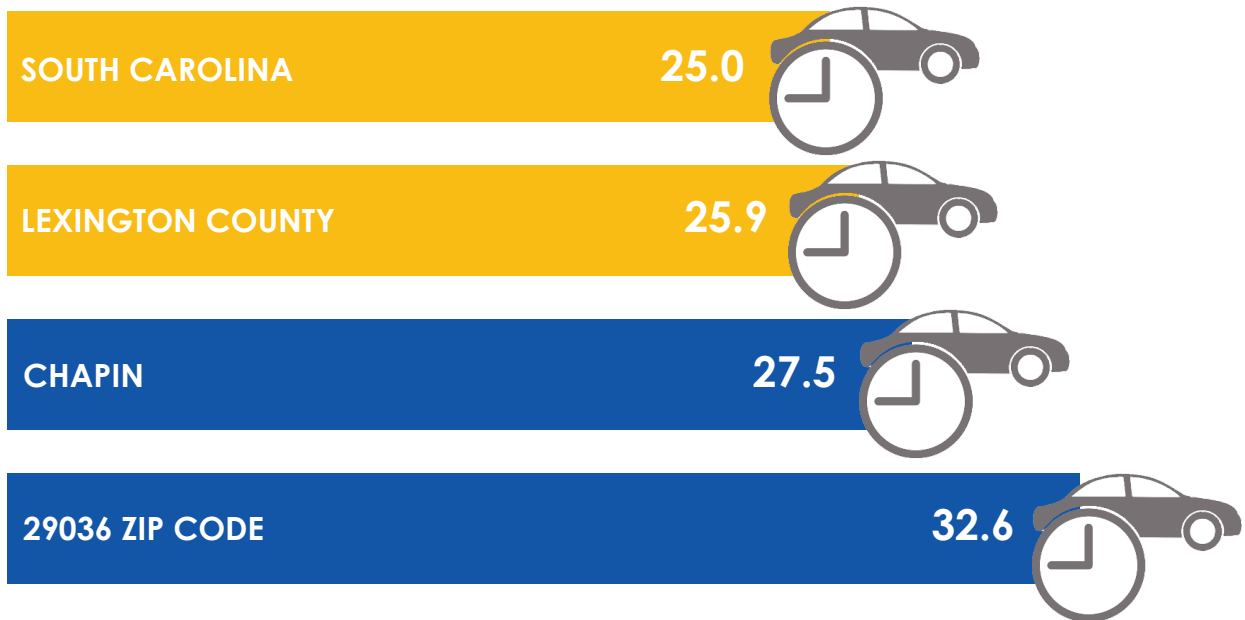


- | | | | |
|---|--------------|--|----------------|
| ○ | 1 Job | | Town of Chapin |
| ● | 2 - 3 Jobs | | Municipalities |
| ● | 4 - 7 Jobs | | Counties |
| ● | 8 - 11 Jobs | | |
| ● | 12 - 25 Jobs | | |

▼ FIGURE 2.7 MODE OF TRANSPORTATION
 Source: American Community Survey, 2019



▼ FIGURE 2.8 MEAN TRAVEL TIME TO WORK (IN MINUTES)
 Source: American Community Survey, 2019



Chapin Economic Development Strategic Plan

In 2017, the Town created an economic development strategic plan to guide its efforts in recruiting new businesses to the area, retaining the existing employment base, and managing growth in a sustainable way. The Economic Development Strategic Plan identified five overarching goals, six priorities, and a number of strategies to implement the goals that were included in the vision and goal setting process for the Comprehensive Plan. The five goals of the plan included:

1. Plan for sustainable development
2. Diversify the economic base
3. Implement a comprehensive economic development program
4. Fund strategic public investments
5. Promote Chapin as a choice location for residents, businesses, and visitors

The Economic Development Strategic Plan also included these priorities:

- Regional planning
- Marketing Chapin Business and Technology Park
- Creating a value proposition that will encourage annexation
- Supporting small business development
- Enacting a hospitality tax to fund marketing the Town
- Adding a marketing and events staff person

Chapin Business and Technology Park at Brighton

The Chapin Business and Technology Park is located off Columbia Avenue, about one mile from the Interstate 26 interchange in the Town. All of the developable parcels of land within the park are in unincorporated Lexington County. It includes 220 total acres which are zoned for intensive development and have access to water, natural gas, wastewater, electricity, and telecommunication towers. While major roads and improvements have been made to the property, it remains largely undeveloped. Lexington County's Economic Development Department lists ideal industry sectors to include advanced manufacturing, financial sectors, information technology, and office uses.

OBSERVATIONS

The Town of Chapin has a very productive local economy. There is a high portion of the population in the workforce and many of the industry sectors are well represented in Lexington County. However, many residents commute long distances, particularly outside of County for work.

Key Observations

- Chapin's labor force participation rate (71.6%) is higher than the region and State.
- Unemployment in the Town and Lexington County are at the same levels as they were pre-recession. They remain lower than the State and Country.
- Significant numbers of Chapin employees are engaged in professional, scientific, management, administration, educational services, health care, social assistance, and public administration.
- There is a greater portion of Town residents engaged in construction, manufacturing, wholesale trade, retail trade, transportation and warehousing, and accommodations and food services than in the United States.
- The ratio of Town residents employed in utilities is almost five times as great as the United States.
- There is a greater portion of Town wages allocated toward construction, manufacturing, wholesale trade, retail trade, and other services than in the United States.
- The ratio of Town wages allocated toward transportation and warehousing is almost twice the United States ratio and there are almost six times as many wages allocated toward utilities than a comparable community in the Country.
- Only about 14% of the Town's residents work in the Town and more than half of the Town's residents commute outside of Lexington County for work.

ELEMENT 3: NATURAL RESOURCES

INTRODUCTION

The Natural Resources Element includes information on watersheds, water quality, protected land, soil and land resources, wildlife habitats, natural parks, and recreation resources that are within and around Chapin. The protection of these natural resources is important to the future quality of life for all of northern Lexington County and Lake Murray's water quality.

INVENTORY AND ANALYSIS

Watersheds and Water Quality

The Town of Chapin straddles the ridge line between two major drainage basins of the Broad and Saluda Rivers. The Lower Broad River Watershed encompasses the northern portion of the Town and drains into the Broad River while the Bear Creek - Saluda River Watershed encompasses the southern part of Town, draining into Lake Murray. The Lower Broad River Watershed is a total daily maximum load (TDML) watershed, which the State regulates the amount of pollutant that can enter a water body in order to meet water quality standards. This does not impact developability of properties within the watershed but does require that any potential discharge of pollutants through a point source receive an National Pollutant Discharge Elimination System (NPDES) permit. The South Carolina Department of Health and Environmental Control (DHEC) has assigned the designation of "priority watershed" to the Bear Creek - Saluda River Watershed. This designation is placed on waters determined by DHEC, EPA, USDA's NRCS, and 319 program project partners based on water quality, state and federal priorities, and local interests. This designation is used to focus increased staff time and priority in DHEC funding mechanisms in these watersheds. Lake Murray, just south of the Town, is also a primary water source, and is thus included in a source water protection area. There are no impaired waterways in Chapin.

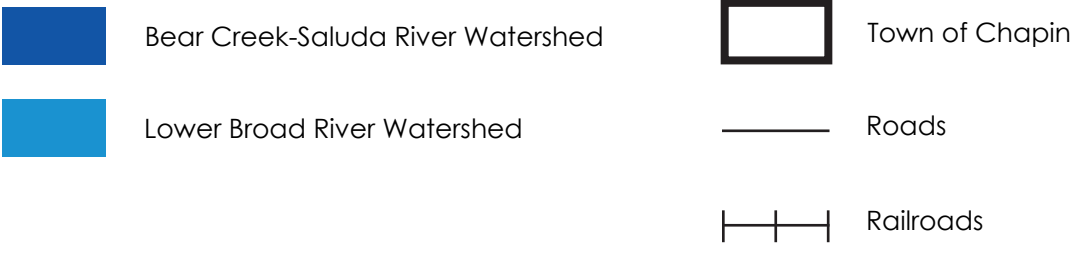
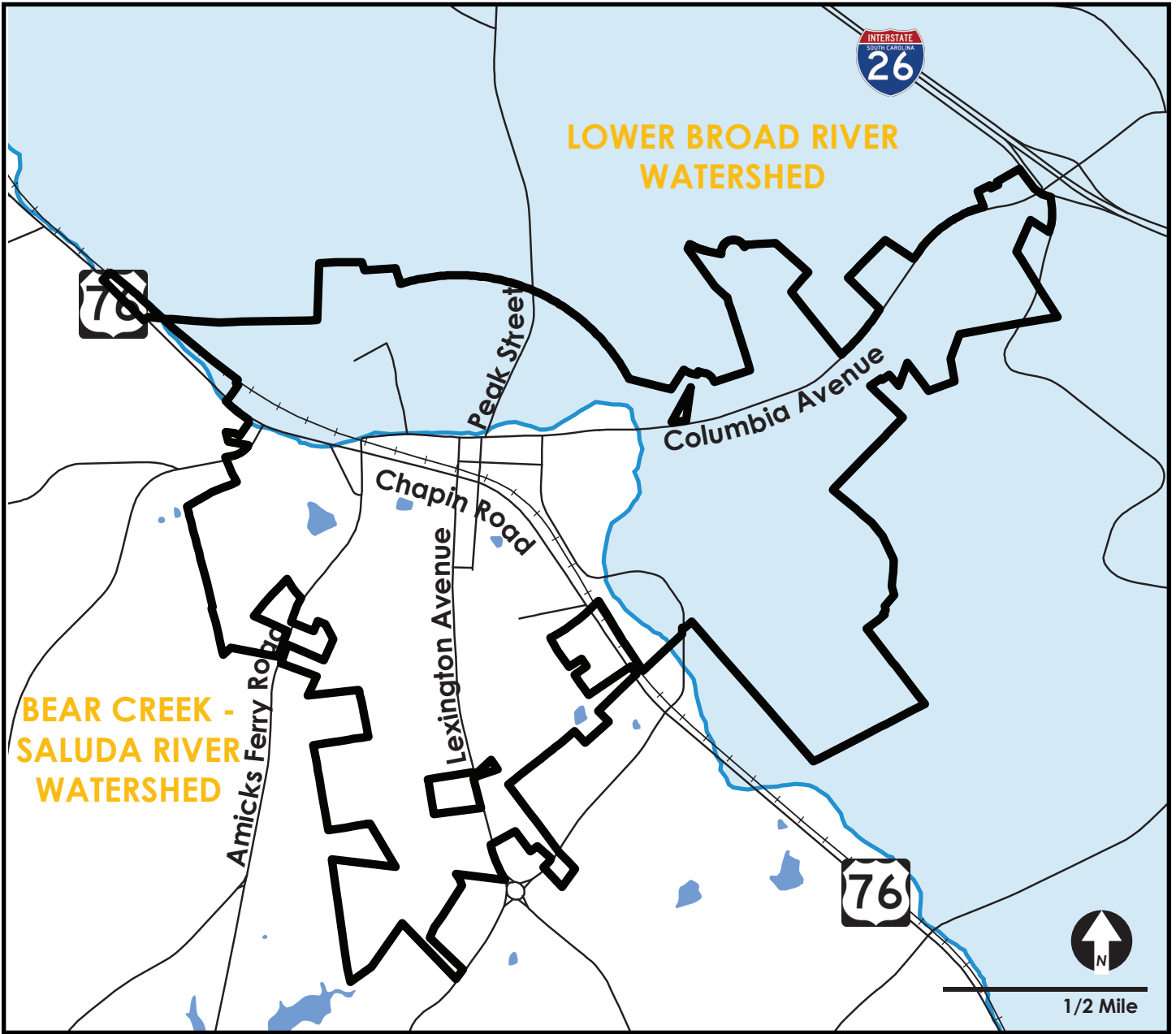
Protected Land and Public Parks

The United States Geological Services maintains a Protected Areas Database, which catalogs the nation's official inventory of public open space and private protected areas. While there are no state or privately protected areas in Chapin, there are two public parks just south of the Town limits, as well as a federally protected area on Lake Murray. Crooked Creek Park / Lindler Parkway and Melvin Park total 128 acres of public open space just south of the Town. These parks are maintained by the Irmo Chapin Recreation Commission. The South Carolina Department of Parks, Recreation, and Tourism also owns the Dreher Island State Park, which is comprised of 352 acres of federally protected land that reaches into the northern portion of Lake Murray.

Land Resources

Chapin and the area surrounding the Town have significant land-based resources. The area was initially recognized for the Piney Woods and settlers prospered through industries in lumbering, farming, fishing, and similar fields which derive economic benefit from the local resources. The development of Lake Murray largely reduced some of the larger land-based resources; however, the land in the area remains a valuable asset. In recent years, the Town of Chapin and the area surrounding it have experienced growth and development. The

▼ MAP 3.1 WATERSHEDS



USGS uses satellite imagery to create land cover maps for the entire country. Map 3.2 shows the land cover in and around the Town in 2020. A large portion of the Town is developed (shown in peach), but there are still large forested and agricultural lands on the edges of the Town and at its boundaries.

Soil Resources

The United States Department of Agriculture (USDA) provides information on prime farmland soils for land throughout the country. Soil is considered to be prime for farmland when it has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops. Generally, prime farmland is permeable to both water and air. The USDA also classifies farmland which has statewide importance. Farmland of statewide importance meets the requirements of prime farmland and remains undeveloped, or developed in a way which still permits future farm uses. Map 3.3 identifies potentially productive farmland, as identified by soil type. Much of the Town and its surrounding area has prime farmland soils. Soil in Chapin falls into three categories of loams: sandy loam, silty loam, or silty clay loam. These are shown in Map 3.4. These soil types have mild limitations in terms of foundations for roads or buildings, as well as moderate to severe limitations on use as septic tank absorption fields.

Topography

Chapin’s elevation is illustrated in Map 3.5. While the grade does vary between 200 and 800 feet in the total map area, the Town itself is relatively flat, with roads running along the highest ridges. None of the slopes within the Town exceed 15%, making development less difficult. However, there are a number of areas around the Town which do include more steep slopes.

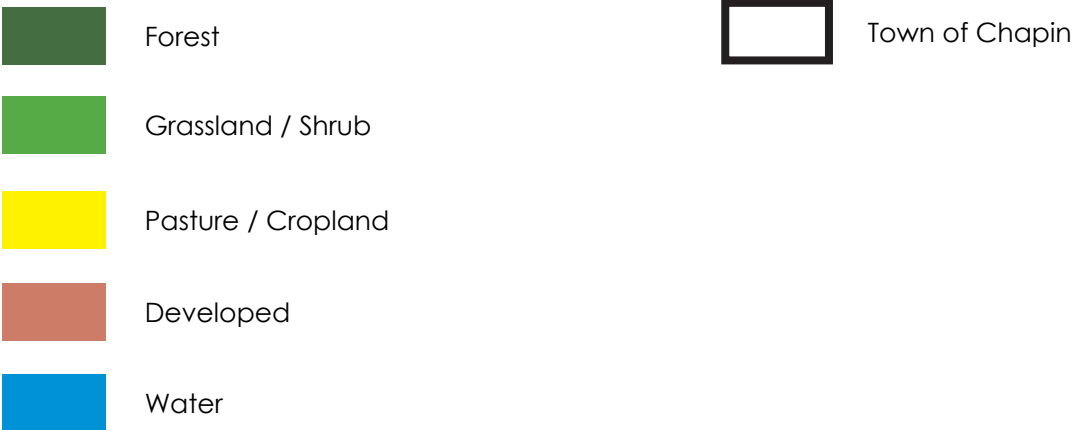
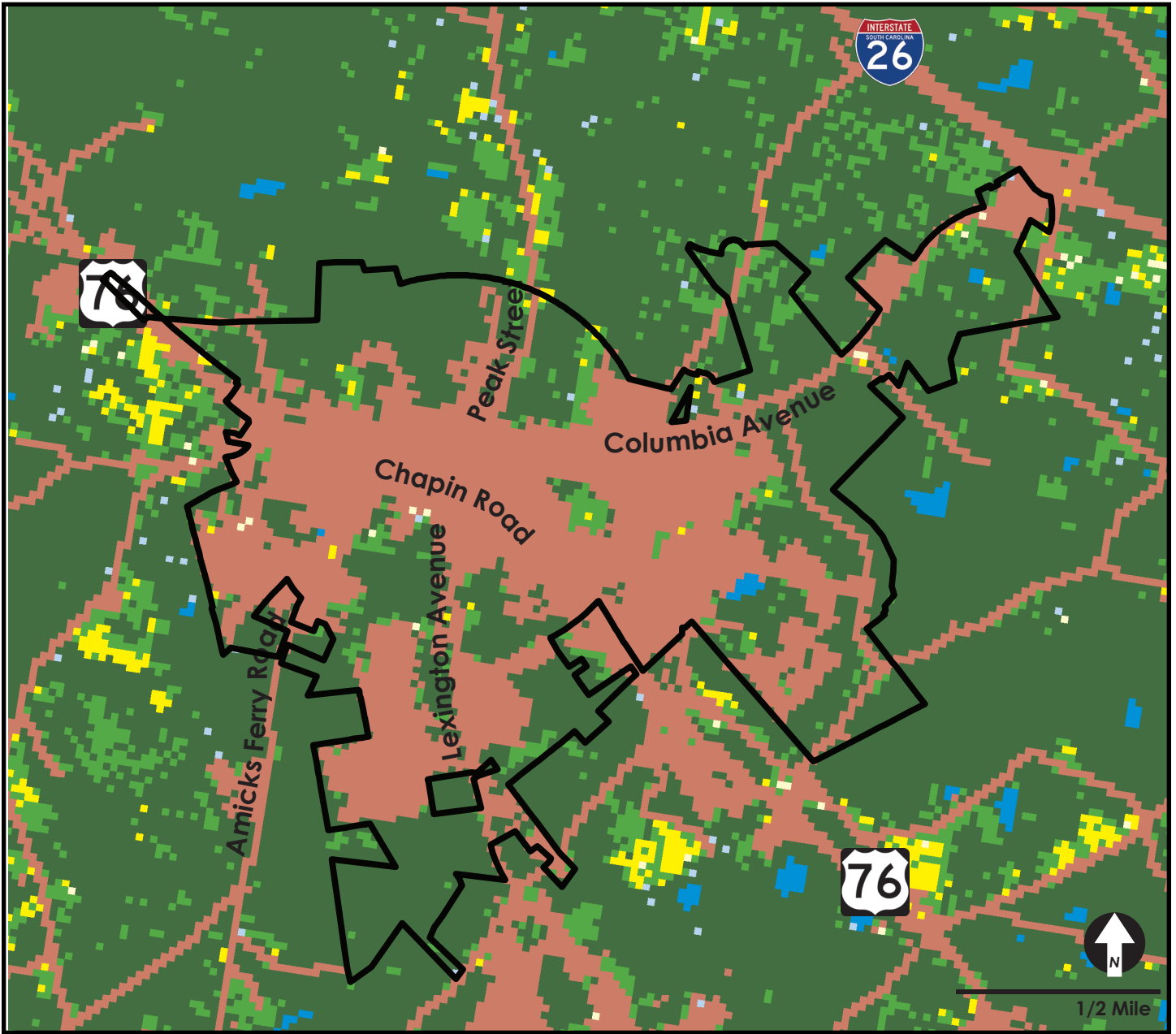
Wildlife Habitat and Fisheries

Though the Chapin area was once largely cultivated, it has largely been covered in planted pine or has reverted to successional pine and hardwood woodlands. The historic oak-hickory-pine forest that once enveloped Chapin’s landscape has either been developed or has been dominated by white oak, southern red oak, post oak, hickory, short leaf pine, and loblolly pine. Many of the edges of the Town which are forested, as depicted in Map 3.2, are comprised of this mix.

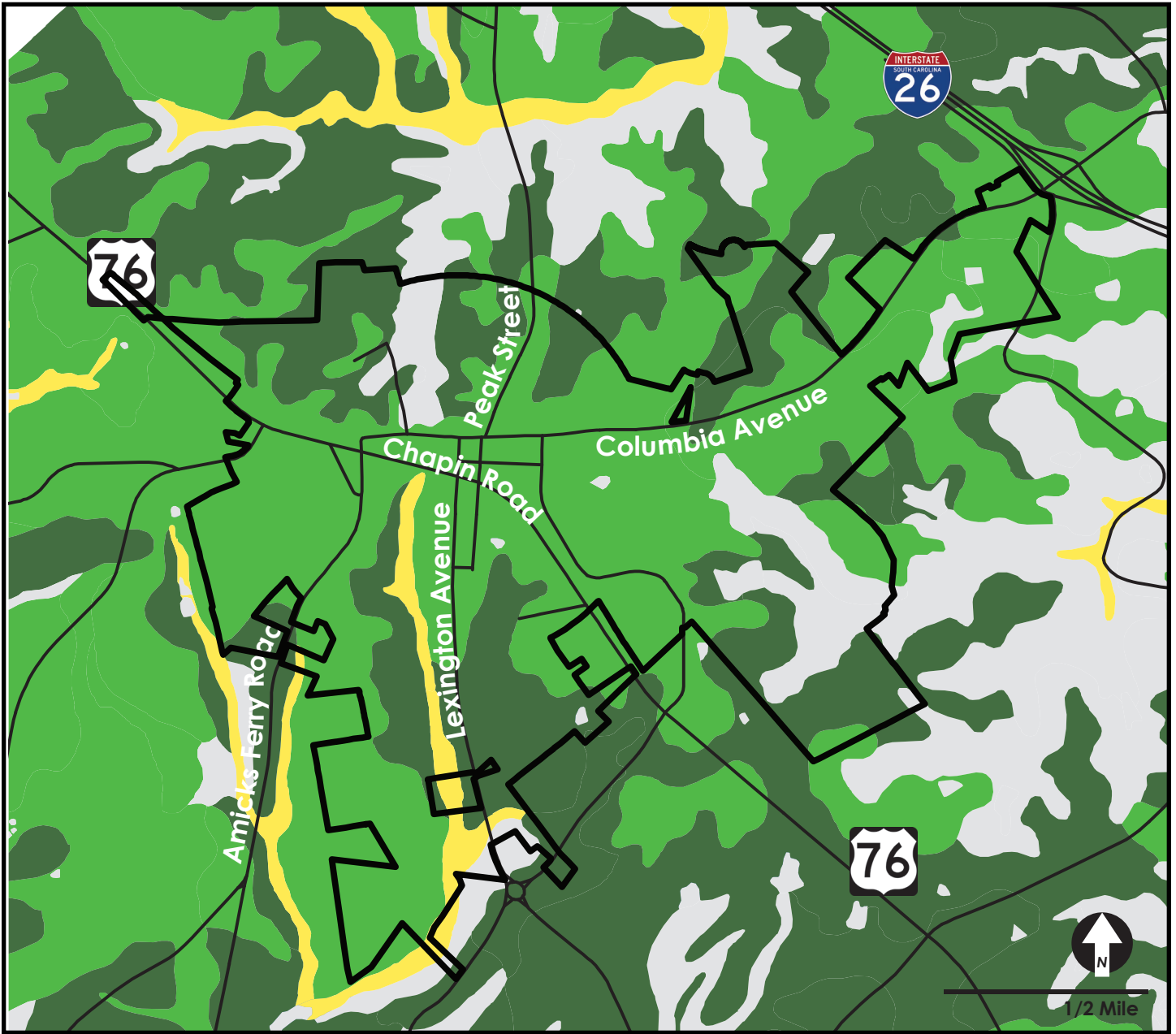
▼ FIGURE 3.1 RARE, THREATENED, AND ENDANGERED ANIMALS IN LEXINGTON COUNTY
Source: SC Department of Natural Resources






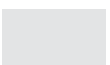
Common Name	Federal Status	State Status
Shortnose Sturgeon	Endangered	Endangered
Red-Cockaded Woodpecker	Endangered	Endangered
Spotted Turtle	At Risk	Threatened
Southern Hog-Nose Snake	At Risk	Threatened
Bald Eagle	Bald & Golden Eagle Protection Act	Threatened

▼ MAP 3.2 LAND COVER (2020)
Source: USGS

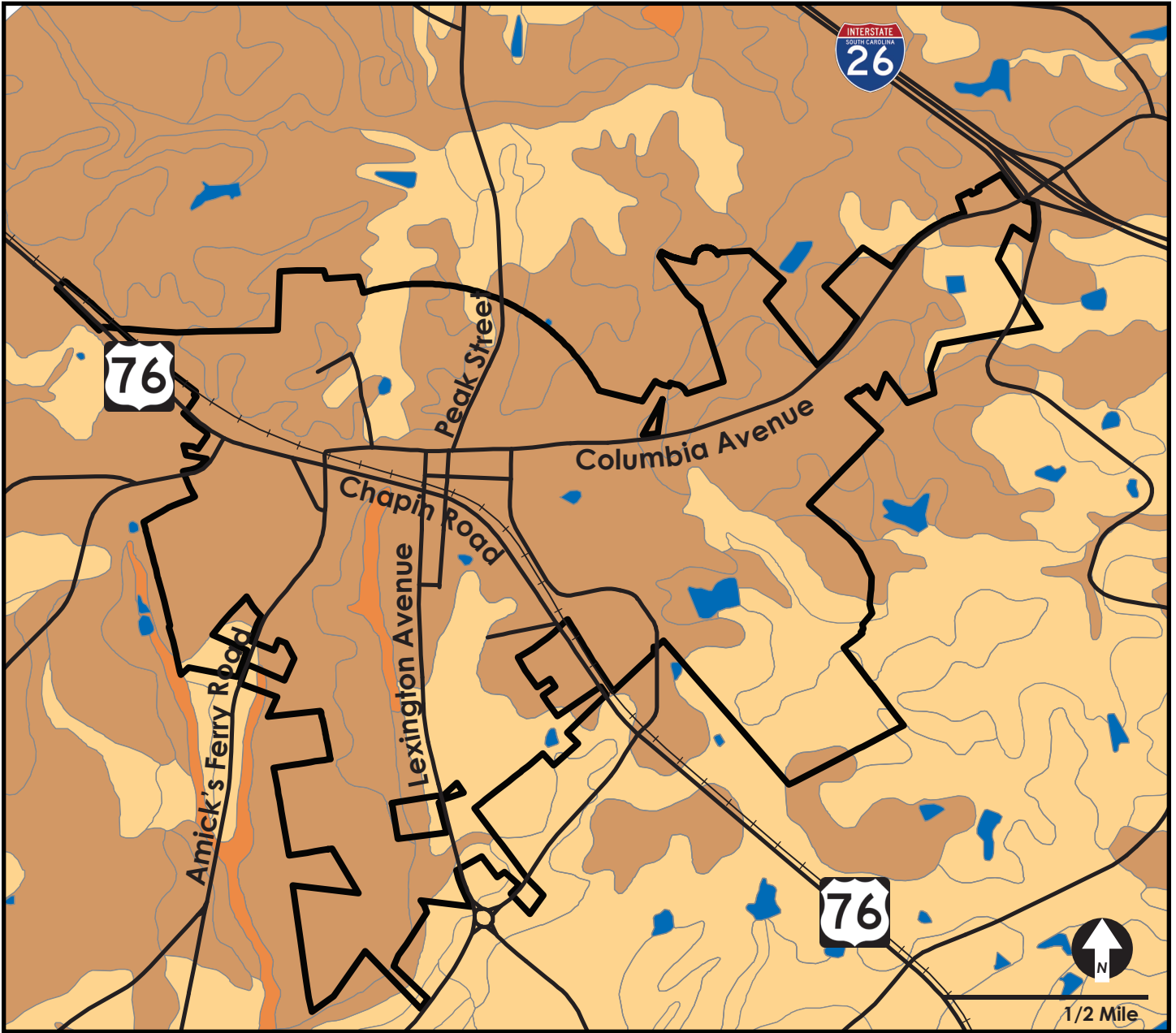


▼ MAP 3.3 PRIME AND OTHER IMPORTANT FARMLAND SOILS
 Source: USDA NRCS Prime and Other Important Farmlands

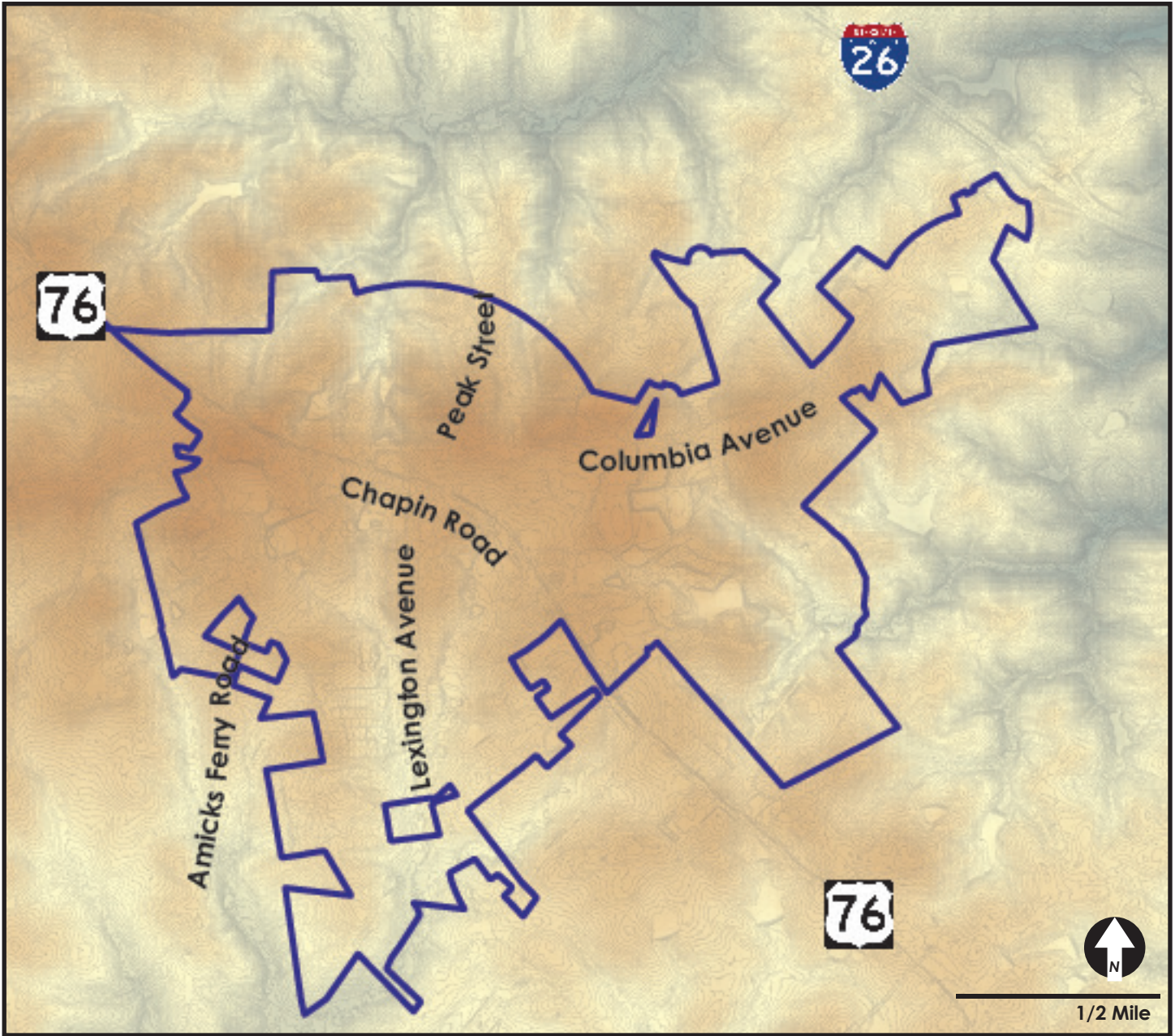


- | | | | |
|--|----------------------------------|---|----------------|
|  | Farmland of Statewide Importance |  | Town of Chapin |
|  | Prime Farmland |  | Roads |
|  | Prime Farmland (If Drained) | | |
|  | Not Prime Farmland | | |

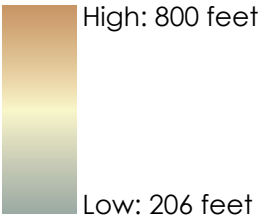
▼ MAP 3.4 GENERAL SOIL TYPES
 Source: USGS Soil Survey



▼ MAP 3.5 TOPOGRAPHY
Source: Lexington County GIS



ELEVATION



- Contours
- ▭ Town of Chapin

The South Carolina Department of Natural Resources has tracked 109 species in Lexington County. Six of these are Federally At Risk and two are Federally Endangered. There are also three species identified as State Threatened and two species identified as State Endangered. The threatened and endangered species located in the County are listed in the table below. While this does not mean these species were specifically identified within the Town, they do have potential to be within the Chapin area.

OBSERVATIONS

While the Town of Chapin is fortunate to be relatively flat and to be void of any floodplains, there are a number of environmental features which need to be protected in order to preserve the Town's natural resources and remain a viable place to live.

Key Observations

- The Lower Broad River Watershed is an approved Total Daily Maximum Load (TDML) watershed because of long standing and persistent water quality issues.
- Stream loadings from the wastewater treatment plant and non-point sources may be required to meet certain thresholds as required by the EPA and SCDHEC.
- Lake Murray is an environmentally sensitive resource of importance, as it is a major fresh water resource as well as an economic asset to the entire Columbia metropolitan region.
- While a large portion of Chapin is developed, there are still significant areas of forested and undeveloped land.
- Many areas outside of the Town contain prime farmland soils.
- The soil types and elevations make the Town very developable, though they may be limited in the provision of septic and well services.

ELEMENT 4: HISTORIC & CULTURAL RESOURCES

INTRODUCTION

The Historic and Cultural Resources Element considers historic buildings and structures, commercial districts, unique natural or scenic resources, archaeological aspects, and other cultural resources. This inventory is used to provide guidance on short and long term protection and preservation of these resources.

INVENTORY AND ANALYSIS

Historic Background

The Chapin area was first settled in the mid-1700s by a group of about 200 German families who were seeking religious freedom and used land grants from the English crown to claim land between the forks of the Saluda and Broad Rivers. These settlers were poor but they worked hard and maintained a strong community. Few of the Fork's German settlers ever left its boundaries, developing their own subculture, with many continuing to speak German well into the 19th century. Few outsiders moved into the area for many years.

Around 1850, Martin Chapin and his wife, Laura Anne Benjamin, moved to Columbia from Cortland, New York, in an effort to alleviate Martin's lung ailment. His doctor in Columbia recommended that he move to the Piney Woods (the area now considered Chapin), so he and Laura bought property in the woods and built a home there. They continued to acquire land, buying up more than 4,200 acres which they later used to start a successful lumber mill business, provide right of way for the Columbia, Newberry, and Laurens (CN&L) Railway, and develop a hotel. This new railway opened in 1890 and permitted the development of Chapin Station, spurring new businesses and helping the cotton and lumber industries flourish. Martin Chapin gave land for public streets and in 1889, the Town of Chapin was incorporated. The original Town was shaped as a square extending 3/4 of a mile in all four cardinal directions from Martin Chapin's house. The first thirty to forty years, the Town of Chapin continued to prosper. The cotton industry remained steady and in 1907, Job S. Wessinger, P.M. Frick, and J.S. Honeycut founded the Bank of Chapin. The cotton industry and bank continued to flourish through World War I and in 1924, the first high school was built.

Chapin began to experience some major changes in the late 1920s and early 1930s. Construction to dam the Saluda River began, providing employment and capital to the area. By 1930, Lake Murray was fully constructed and there was a great shift in Chapin's population, as residents moved both in and out of the area. Yet, the Great Depression slowed down existing businesses and by 1931, the Bank of Chapin had closed its doors. The construction of US 76 through the Town connected Chapin with Columbia and Greenville in the 1930s, and a Town baseball league was created in 1935 to help the unemployed men occupy their time.

During the 1940s, Chapin made improvements to the school, saw new business growth, paved roads, opened a baseball park, and developed a public library. In 1950, the first post office was constructed and by 1960, the Town had improved services: a landfill was built, Interstate 26 opened, local streets were improved, a new

water system was constructed, a volunteer fire department was organized, and the Town acquired its first ambulance.

In the 1970s, new schools were built, Chapin football became a community event, and a number of new churches opened in the Town. Developers capitalized on the Town's proximity to Lake Murray and the City of Columbia, developing the area with a number of subdivisions. Today, the Town and the area around the Town have grown into a bedroom community. The lake and the schools attract families from all over the country, making the Chapin area the fastest growing portion of Lexington County.

National Register of Historic Places

The Town has two significant resources which are recognized on the National Register of Historic Places. The Chapin Commercial Historic District is bounded by Lexington Avenue to the west, Beaufort Street and Chapin Road to the south, Clark Street to the east, and the rear of lots along Columbia Avenue to the north. Recognized

▼ MAP 4.1 CHAPIN COMMERCIAL HISTORIC DISTRICT



▼ FIGURE 4.1 CONTRIBUTING BUILDING: 1200 CHAPIN ROAD
Source: South Carolina Historic Properties Record



▼ FIGURE 4.2 CONTRIBUTING BUILDING: 103 CLARK STREET (PREVIOUS DISPENSARY)
Source: South Carolina Historic Properties Record



in 2019, the Chapin Commercial Historic District is significant for its role in the development of the Town between 1901 and 1969. The district occupies the area where the Town's commercial center was originally established in the 1890s. It is comprised of twelve contributing buildings from two periods associated with local economic growth (1901 - 1922 and 1940 - 1969). The district also includes one contributing structure.

In addition to the Chapin Commercial Historic District, the Robinson-Hiller House (113 Virginia Street) is recognized on the National Register of Historic Places. It is a single Queen Anne style residential building from 1902 that is significant as an example of Queen Anne residential architecture and for its association with Charles Plumber Robinson, a businessman who founded C.P. Robinson Lumber Company and other enterprises, and his wife, Sarah Smithson Robinson, a social activist and officer of the Woman's Christian Temperance Union. The house is currently being used for commercial uses and is surrounded by other commercial properties.

▼ FIGURE 4.3 ROBINSON HILLER HOUSE



Significant Resources

The Mt. Horeb Lutheran Church has been in Chapin since 1893, though three structures have been built on the site; the most recent in 1963. While the church building has changed, the Mt. Horeb Lutheran Church Cemetery is recognized by the State of South Carolina as a significant resource. The cemetery itself has been in existence since before 1903 and the ornamental rock wall at the front of the cemetery was built in 1937 with Works Progress Administration funds. A local mason, Jesse Bundrick, worked on the wall with other Chapin residents in an effort to earn a living during the great depression. This site is eligible for the National Register.

Other Historic Resources

In addition to the State and Nationally recognized historic places and structures, Chapin contains a number of other buildings that have historical integrity and special meaning for town residents. Some of these structures could potentially be determined eligible and nominated for the National Register in the future. These include:

- **Mt. Horeb Lutheran Church:** The original church was built in 1893 and a second church was built in 1917 by Willie Koon. The present structure was built in 1963, toward the end of Chapin's second period of growth.



- **Mt. Zion Baptist Church:** The first building was erected in 1905 and the current church was built in 1913. A wooden frame church that was enlarged and remodeled with a brick veneer in 1950; the original construction occurred during Chapin's first significant period of growth and improvements were made during the second significant period of growth.



- **St. Johns AME Church:** This church is believed to be older than Mt. Zion Baptist Church and is a wood frame church which stands on land originally owned by Mr. Chapin.



- **John Farr House:** Located on Columbia Avenue at Lexington Avenue, this is one of the oldest houses in Chapin and was the home of S. C. Derrick.



- **Tom Stoudemire House:** Another one of Chapin's oldest houses, the Tom Stoudemire House is located on Columbia Avenue and is now occupied by a commercial use.



Celebrations and Events

The Town of Chapin hosts a number of community events and celebrations each year, engaging both residents of the Town and inviting visitors from all over the country. The Town's annual events include:

- CCAL Rotating Art Gallery at Town Hall
- Community Day of Service (April)
- Community Prayer Breakfast (April)
- Chapin Downtown Farmer's Market (May - October)
- Chapin Labor Day Festival and Parade (August - September)
- Greater Chapin Area Open House (November)

OBSERVATIONS

Despite its small size, the Town of Chapin has a number of historical and cultural resources. While the area has grown in recent years, it has managed to maintain some of its historic structures and places. As the Town continues to experience growth, a greater emphasis should be placed on protecting these resources. The Town also hosts a number of annual events and programming which provide civic opportunities for its residents. Many of these have been occurring for many years and some, such as the Labor Day Festival and Parade, draw visitors from many different states.

Key Observations

- A historic property was recently lost to demolition due to its continued decline and neglect, becoming a public safety hazard. The Town has the opportunity to raise awareness and work with owners of historic properties to find ways to preserve them.
- The Chapin Commercial Historic District was added to the National Register of Historic Places in 2019.
- There are a number of community events which occur annually and provide strong civic opportunities for Chapin residents and visitors alike.

ELEMENT 5: COMMUNITY FACILITIES

INTRODUCTION

The Community Facilities Element identifies public facilities and services in the Town. It includes water supply, treatment, and distribution; sewage system and wastewater treatment; solid waste collection and disposal; fire protection; emergency medical services; government facilities; education facilities, libraries and other cultural facilities; and parks and recreation.

INVENTORY AND ANALYSIS

Water System

The City of Columbia owns, operates, and maintains the water system that provides service to residence within the Town of Chapin. The water is part of Columbia's centralized water service and is accessed by a 12 inch distribution line that runs along US 76, ties into a distribution system at Sid Bickley Road, and continues into the Town along Old Lexington Highway. The 12 inch City of Columbia water line also reaches out along Old Bush River Road, where it ties into a water distribution system that is owned and operated by the Town of Chapin on Amicks Ferry Road. The Town purchases water from the City of Columbia to supply the area along Amicks Ferry Road, which serves more than 1,500 customers and has an average daily consumption rate of approximately 663,000 gallons per day.

The Town extended a twelve inch line north along Amicks Ferry Road to where it connects to the City of Columbia's distribution system which serves the Town of Chapin. This line provides an alternate route for the delivery of water service to the Amicks Ferry Road area, which was previously only fed by a single source and thus would have been cut off in the event of a line break. The Town has made a number of improvements to loop other areas of the system in order to fill in missing gaps, improve flow, and increase its overall reliability.

The City of Columbia also owns, operates, and maintains a section of water lines along S-48 within the Town limits. This line was originally built by the Town of Chapin and provides services to a number of commercial customers that front S-48 between the high school and Interstate 26. The City of Columbia extended their lines north along Broad River Road, to reach S-48 and loop these lines into the greater system. Columbia built a 500,000-750,000 gallon water tower on Broomstraw Road which serves residences on the north and western sides of Town. This could facilitate future growth around Lake Murray and the Newberry County line.

The Town of Chapin owns a 250,000 gallon water tank, as well as eight wells which provide water service to some areas outside of the Town limits. The Town's water main reaches 31.69 total miles. The Town also has an agreement with the City of Columbia, in which they purchase additional water for the use by much of the Town's residents and businesses.

In 2021, the Town adopted a Water Master Plan that examined the existing water system and identified best options for providing water services for its current and future users. The Plan's horizon is thirty years of improvements within the Town's service area, which covers a large area south of the Town and to Lake Murray. The recommendations of the Town's Water Master Plan were generally to grow within the planning area in an orderly manner, to provide adequate water service to the residents of the planning area, and to reduce the number of single family homes and businesses that rely on individual wells.

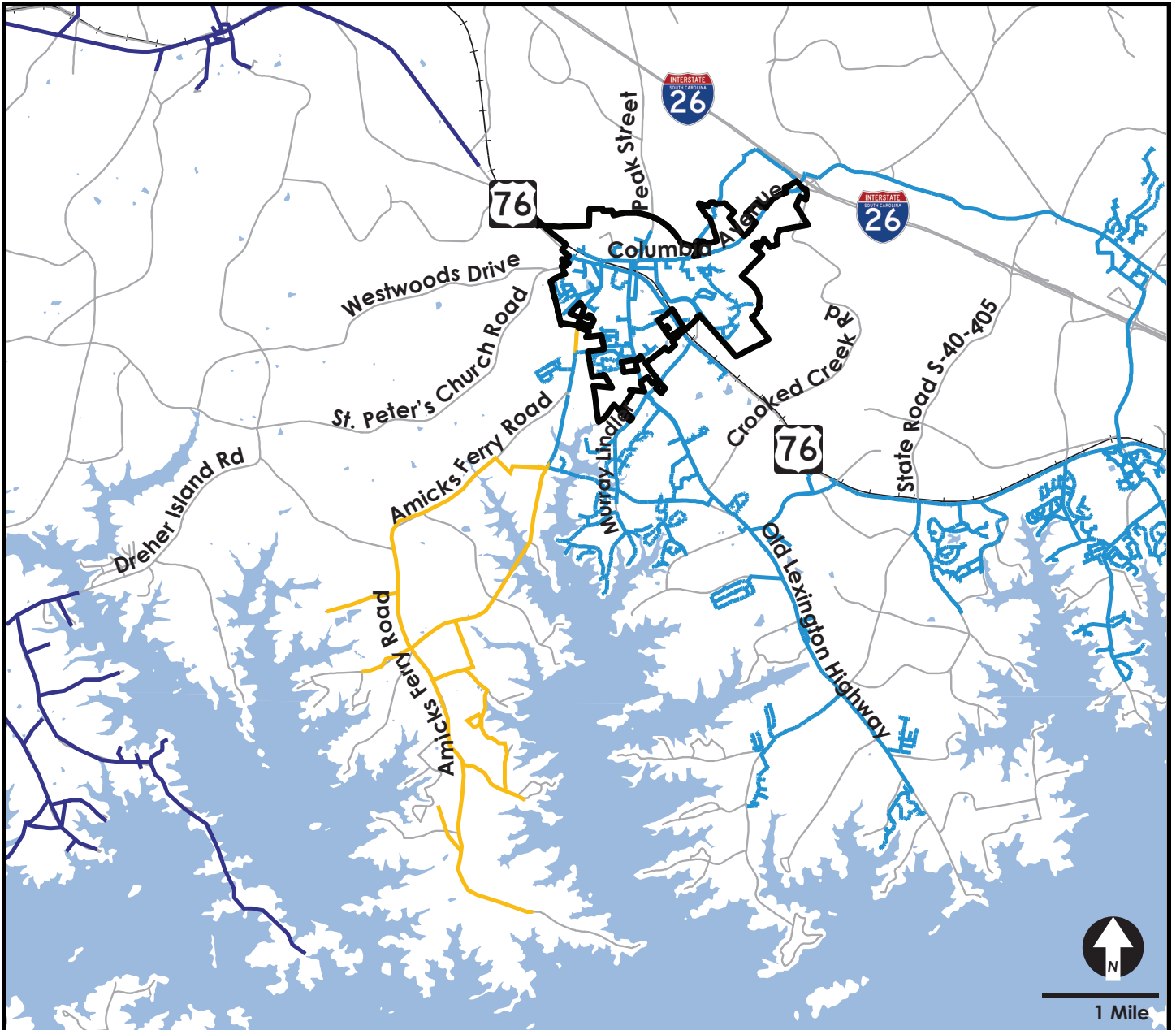
Specifically, the Master Plan recommended that all new water distribution lines be designed at the same size, regardless of water source and that the distribution system have two pressure zones with booster pumps or pressure reducing valves depending on the water source. While the Plan drafted a large number of future water line extensions, the intent is for system expansion to be developer driven, with infrastructure being built by developers and dedicated to the Town for ownership, operation, and maintenance. As the customer base grows, the Town will be required to construct storage to meet SCDHEC storage requirements for the system. The Plan states that the customer base at this time should be able to cover the cost of developing that storage. Though the City of Columbia verified that they can continue to provide water to the Town based on its projected growth (this was calculated by projecting a maximum build out of 7.3 people per acre in the entire service area), the Master Plan recommends considering alternative water sources. As the water usage grows to an average daily flow of approximately 400,000 gallons per day, the Town would consider developing a water purification plant on either the Broad River or on Lake Murray. A water purification plant is estimated to cost just short of \$6.5M in either location, though the operating costs would be slightly less on Lake Murray (\$5.64 per 100 cubic feet versus \$6.78 per 100 cubic feet). This compares to the current City of Columbia water costs of \$5.56 per 100 cubic feet. It is anticipated that the costs of operating a new water purification plant would decrease to between \$4.14 and \$5.08 per 100 cubic feet once the customer base reaches 400,000 gallons per day.

208 Management Areas

When amendments to the Clean Water Act were passed in 1972, legislators included provisions in Section 208 of the Act that required states to develop and implement regional wastewater management plans. South Carolina designated six Council of Governments (COGs) as planning agencies for regions which, as a result of urbanization and other factors, had substantial water quality issues. These COGs are responsible for planning in 24 of the State's 46 counties. The South Carolina Department of Health and Environmental Control (DHEC) is the planning agency for the remaining 22 counties. Central Midlands Council of Governments (CMCOG) is the planning agency responsible for Newberry, Fairfield, Lexington, and Richland counties. CMCOG is responsible for developing and maintaining a 208 Regional Water Quality Management Plan and utilizing this plan to determine whether or not wastewater facility construction projects and NPDES/ND permits are consistent with it. The State Attorney General's Office also designated management agencies, which are responsible for implementing the Regional Water Quality Management Plan for their designated management areas. The Management Agencies and their respective areas in and around Chapin are shown on the map on the previous page. The Town of Chapin is responsible for the area displayed in yellow.

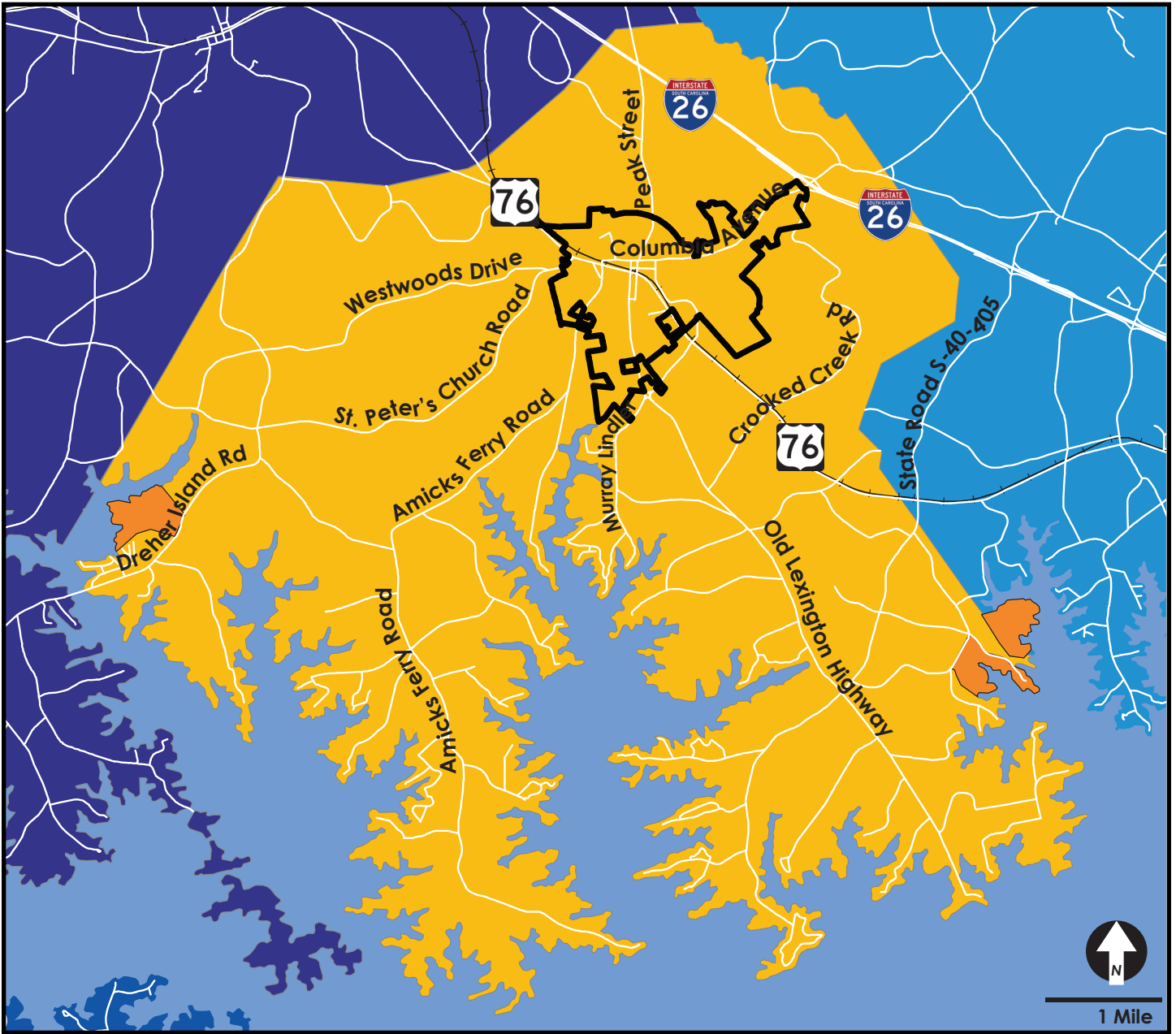
▼ MAP 5.1 WATER SYSTEM






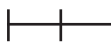


Source: City of Columbia and Town of Chapin (February 2021)



- Town of Chapin
- City of Columbia
- Newberry County Water & Sewer Authority
- Town of Chapin
- Roads
- | | Railroads

▼ MAP 5.2 208 MANAGEMENT AREAS
 Source: Central Midlands Council of Governments



- | | | | |
|--|---|---|----------------|
|  | Town of Chapin |  | Town of Chapin |
|  | Richland County |  | Roads |
|  | Newberry County Water & Sewer Authority |  | Railroads |
|  | Carolina Water Service (Private) |  | Lake Murray |

Sewer System

The Town has owned and operated its own sanitary sewer system since the late 1980s. This system currently serves a large area within the 208 Management Area, spanning from the southern sections of Amicks Ferry Road all the way to Interstate 26. The system includes 48.95 miles of gravity sewer lines, 73.23 miles of force main lines, and 70 sewer lift stations which carry sewage to an active sludge type waste water treatment plant (WWTP) located a mile southeast of the Town, on Holly Oak Lane. The effluent from the plant travels approximately four miles through a gravity system before it is discharged into the Broad River.


The treatment plant is currently permitted to treat a 2.4 million gallons per day (GPD). A new activated sludge type treatment plant was constructed and placed into operation in 2019. Between 2006 and 2009, the average flow from the plant was 498,800 gallons per day. Following adoption of the previous Comprehensive Plan, the Town completed three short term improvement projects that added overflow storage bladders to two pump stations along Old Lexington Highway and Amicks Ferry Road, and added curtains, aerators, and odor control mechanisms to the WWTP. The Town also purchased about forty acres of land adjacent to the treatment plant in order to build a new facility. Longer term plans for expanding the system include potentially extending lines on the west and north sides of Town. These would be tied together by a series of pump stations leading to the interstate, where it would be pumped back to the treatment plant.

In 2021, the Town adopted a Sewer Master Plan which analyzed the existing system and established the basis for determining future needs for wastewater services. Similar to the Water Master Plan, the Sewer Master Plan recommended that the development of the collection system be developer driven, where the majority of infrastructure required to develop land would be constructed by those developing the property. The Plan is to be used as a guide to determine the size of the collection lines to be built for each drainage basin, and before issuing a "Willingness and Capability Letter" to a developer for service, the Town should require all utility infrastructure constructed in the service area be deeded to the Town to own, operate, and maintain. For lift stations, the Plan recommends construction be a combination of developer driven projects for smaller drainage basins that pump to Town constructed "regional" stations. The Plan considered two regional lift stations which would be developed by the Town and the remainder developer-driven. Force mains were considered in a similar manner, with Town-constructed major transportation force mains and then smaller developer-driven force mains. The Plan considered two Town-constructed force mains. The recently constructed wastewater treatment plant was designed so that future expansion can be made in 1.2 MGD increments. By design year 2050 (the Plan's horizon), it is anticipated that two such expansions will be required. The Plan anticipates that the customer base will have grown to an extent that could cover the cost of these expansions.

Solid Waste Collection

The Town has a service agreement with Advance Disposal Inc. to provide curbside garbage and recycling pickup for residents of the Town. Residents can choose to use this service and pay a predetermined price for waste collection.

▼ MAP 5.3 SEWER SYSTEM
 Source: Town of Chapin (May 18, 2021)

PREPARED BY  JOEL E. WOOD & ASSOCIATES PLANNING • ENGINEERING • MANAGEMENT P.O. BOX 298 CLOVER, SC 29710 (803) 684-3300	SEALS  	REVISIONS <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> <th>CHK</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO	DATE	DESCRIPTION	BY	CHK																																																			PROJECT TOWN OF CHAPIN WATER SEWER MASTER PLAN SHEET TITLE EXISTING SEWER SYSTEM MAP FIGURE 2 DESIGNED BY: _____ DRAWN BY: _____ APPROVED BY: _____ DATE: _____ PROJECT # _____ CDSN: _____ SHEET / OF /
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Storm Water Management

Stormwater management is important for preserving water quality, as well as for protection from flooding events, which is imperative to the safety and health of the environment and its inhabitants. Improperly managed storm water can cause drainage problems and flooding which can damage buildings, land, infrastructure, and personal property. Managing stormwater appropriately can mitigate these impacts by reducing stream channeling, minimizing erosion, and contributing to groundwater recharge.

The Town of Chapin does not have the resources to administer its own stormwater management program. For this reason, the Town has adopted Lexington County's Stormwater Management Ordinance and entered into an interlocal agreement with the County for assistance with stormwater management. When the Town receives development applications, they provide the Town's approved copies to Lexington County for approval. Lexington County has the authority to inspect and ensure installation of approved plans. Due to jurisdictional limitations, the Town would be required to enforce all aspects of the stormwater management ordinance within the Town of Chapin's boundaries. Privately maintained stormwater infrastructure is the responsibility of the land owner. Public stormwater infrastructure is either maintained by Lexington County or the South Carolina Department of Transportation.

The only known drainage or flooding issues in the Town occur during significant precipitation events and include locations along Boundary Street and in the commercial parking lot on Beaufort Street.

Police

The Chapin Police Department includes seven officers, a victim's advocate officer, and a civilian Explorers Unit that assists with community events. As there are a large number of people living within a ten-mile radius of the Town, Chapin's Police Department also works closely with law enforcement in Lexington, Richland, and Newberry Counties to ensure public safety in the surrounding area. Lexington County also operates a Substation on Columbia Avenue in Chapin. The Lexington County Substation includes nine full-time law enforcement positions which are assigned to the Chapin Patrol District. These positions include one Sergeant, one Master Deputy, two Deputies, and five School Resource Officers. Though this station is not manned at all times, both the Chapin Police Department and the Lexington County Sheriff maintain a law enforcement presence in the Chapin community 24 hours a day, seven days a week.

The Chapin Police Department facility currently features a computerized incident, court, and traffic reporting system; a ride along program; a neighborhood watch program; a traffic law program; a K-9 unit; and a fleet of patrol vehicles.

All law enforcement equipment and maintenance is up to date and the building itself was recently improved. 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

The Chapin Area Fire Service is part of the Lexington County Fire Service and protects 48 square miles of Lexington County bordering the northern shore of Lake Murray. The Chapin Area Fire Service maintains three stations: one on E Boundary Street, one on Amicks Ferry Road, and one on Wessinger Road. The Chapin Area Fire Service includes three captains, nine apparatus operators, twelve firefighters, and five volunteers. They run approximately 900 calls per year, and coordinate with Richland and Newberry Counties for mutual aid.

The Chapin Fire Station on E Boundary Street is a relatively new facility, while the Amicks Ferry Fire Station was built in 1994, and the Crossroads Fire Station on Wessinger Road was built in 1996. All of the residential and commercial properties within the Town of Chapin are within five miles of the Chapin Fire Station, affording the Town the ability to maintain a good insurance service office rating (class 3). 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)

Lexington County Emergency Medical Services (EMS) serves the Town of Chapin and are housed within the three fire stations listed above. The Lexington County EMS transports patients to hospitals in both Lexington and Richland Counties. Non-emergency medical services are available locally for residents through a number of private health care providers such as Lexington Medical Center and Chapin Family Practice.

Government Buildings

In 2011, the Town developed a new Town Hall building which houses the Town Administration, Business Licenses, Municipal Court, Police, Utilities, and Zoning Departments. The Town administrative offices and Police Department were previously located in separate buildings which the government outgrew around the time of the previous Comprehensive Plan. The new Town Hall site also includes a community meeting room which can be rented out by the public, walking trails, picnic facilities, ponds, and parking lots. There are additional plans to expand upon the outdoor recreation area behind Town Hall in the future.

Education

Chapin is served by School District 5 of Lexington and Richland Counties, which is comprised of 196 square miles of northern Lexington County and northwestern Richland County. The school district has three attendance zones: Chapin, Dutch Fork, and Irmo. District Five operates 13 elementary schools, two intermediate schools, three middle schools, four high schools, and one Center for Advanced Technical Studies. The District also permits virtual learning through its FIVE (Flexible Innovation Virtual Education) program. The schools which residents in and around Chapin may attend are shown here with their 2020 - 2021 enrollment numbers:

- Center for Advanced Technical Studies: N/A
- Chapin Elementary School: 863 students
- Chapin Intermediate School: 801 Students
- Chapin Middle School: 976 students
- Chapin High School: 1,549 students
- Lake Murray Elementary School: 894 students
- Piney Woods Elementary: N/A
- Spring Hill High School: 1,135

Overall enrollment of these schools has grown steadily since 2004. In fact, growth has been so significant in the Chapin area that the School District put enrollment freezes on Ballentine, Chapin, and Lake Murray Elementary Schools for the 2018 and 2019 school years. As the enrollment freezes were a temporary solution, District 5 approved the construction of a new elementary school on Amicks Ferry Road (Piney Woods) and it opened this Fall (2021). Despite the growing student population, each of the schools in the Chapin area have maintained average to excellent ratings in the State of South Carolina Annual School Report Card. Lake Murray Elementary School and Chapin High School received overall scores of “excellent” on the State School Report Card for both 2018 and 2019. Chapin Middle School received a “good” score in 2018 and an “excellent” score in 2019. Chapin Elementary received an “average” score both years. Due to the impacts on education during the COVID-19 pandemic, the State of South Carolina elected not to provide report card ratings for the 2020 - 2021 school year.

Library Facilities

The Town of Chapin is also home to a branch of the Lexington County Library System. The Library is an 8,100 square foot building that is located on Columbia Avenue, near Town Hall. It was originally built in 1997 and expanded in 2007. The library contains a significant number of volumes of adult and children materials, computer facilities, and a 50 seat meeting room.

Parks and Recreation

The Town of Chapin does not currently own, operate, or maintain any parks or recreational facilities aside from the natural park area behind Town Hall. However, the area is well served by the Irmo-Chapin Recreation Commission (ICRC), which is a special purpose district that was founded in 1969 to provide quality recreational opportunities to residents in the northeastern portion of Lexington County. The district encompasses 98 square miles and includes a number of parks and recreation centers. The Chapin area is primarily served by Crooked Creek Park, a 57 acre park located on Old Lexington Highway, less than a mile from the Town limits. Crooked Creek Park offers a variety of sports instruction, health and wellness classes, arts and educational programs, after school programs, and camps. It consists of a 53,000 square foot Community Center with a gymnasium, racquetball courts, fitness areas, indoor walking track, and meeting rooms; picnic shelters; paved and unpaved trails; athletic fields; a disc golf course; and playgrounds. Since the last Plan, the ICRC also opened Melvin Park (in 2017). Melvin Park is a 70 acre athletic complex consisting of six baseball / softball fields, two utility fields, eight hard surface tennis courts, two picnic shelters, a splash pad, and a playground. Melvin Park hosts recreation league sports throughout the week and travel baseball / softball tournaments on weekends.

The ICRC recently completed a 2020-2030 Strategic Master Plan, which identified three main goals for the next ten years. These goals are to deliver dynamic, inclusive and safe recreational programs; to proactively obtain and protect facilities; and to be good stewards of their resources. The Commission plans to expand the programming activities which it already offers. New programming will focus on outdoor adventure and environmental education programs, fitness and wellness activities, special events, team sports, active adults, aquatics, arts and cultural programs, and senior programs. In terms of providing new facilities, the ICRC plans

to identify partners to help with green space infrastructure, allocate space for incoming facilities based on projected population growth, ensure aging facilities and infrastructure remain vibrant and effective, and promote walkable and bikeable infrastructure. Specifically, the Irmo Chapin Recreation Commission plans to advance regionally significant trails by developing a district wide trails plan in collaboration with municipalities and a number of other partners. The ICRC also plans to acquire, maintain, and protect lands for passive parks and open space; pursue partners who can support the need for aquatic facilities; and expand, develop, or re-imagine opportunities for multi-use indoor and outdoor programming and facility space in the Chapin area.

In addition to the facilities provided by the Irmo Chapin Recreation Commission, sports facilities at Chapin High School also help to meet the recreational needs of Chapin residents.

OBSERVATIONS

The Town of Chapin has a number of unique regional agreements and coordination in the provision of community facilities. The water and sewer systems are perhaps the most noted, though collaborations to provide public safety and review development plans are also significant.

Key Observations

- The Town's Water Master Plan anticipates the Town funding the construction of a water purification plant and to take over the provision of water services within the Town's service area in the next thirty years.
- The Town's Sewer Master Plan anticipates Town-funded construction of two lift stations, two force mains, and two expansions of the wastewater treatment plant in the next thirty years.
- The Town is not currently requiring sewer customers to be annexed into the Town limits.
- School enrollment in the Chapin area has experienced significant growth in recent years. While a new elementary school has recently opened, continued growth may lead to a demand for another new school in the next ten years.

ELEMENT 6: HOUSING

INTRODUCTION

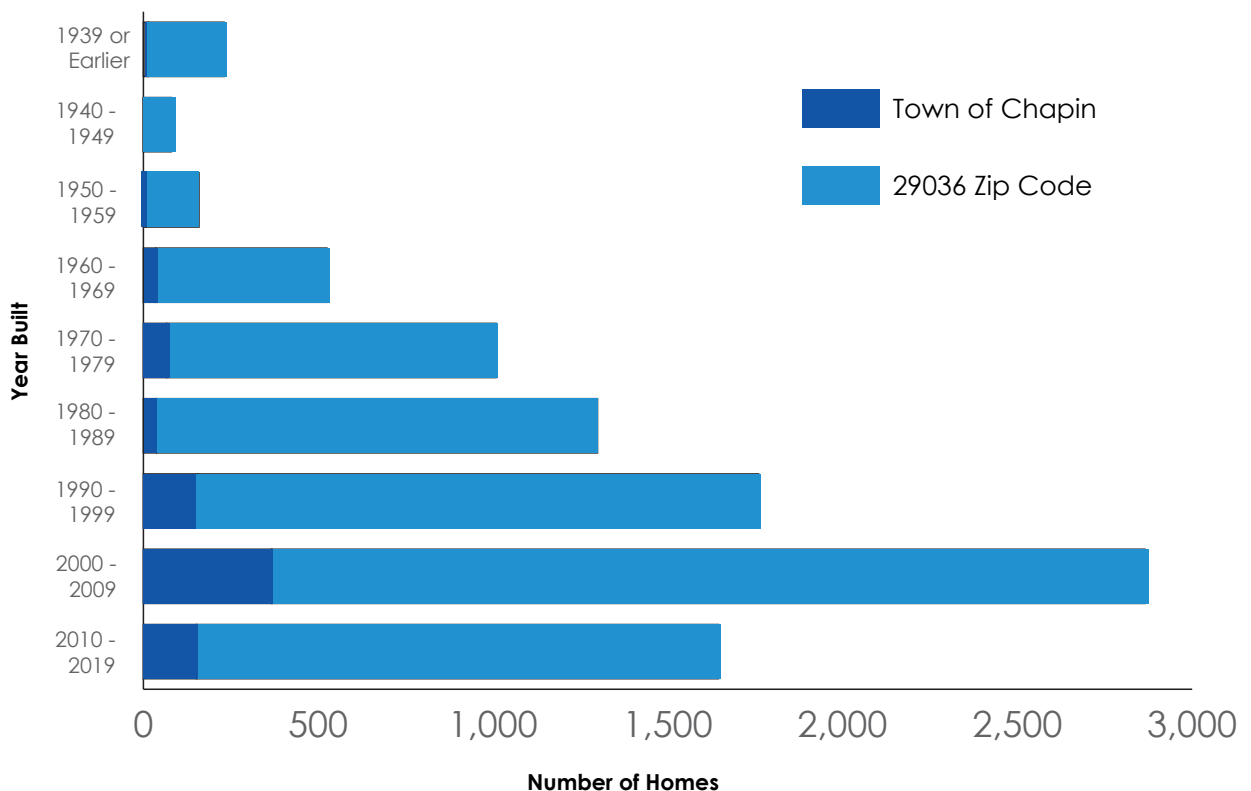
The Housing Element identifies the location, types, age, occupancy, and affordability of housing in the Town of Chapin. It also provides an analysis of nonessential housing and regulatory requirements that may increase the cost of developing housing, as well as an analysis of market-based incentives that may be available to encourage the development of affordable housing.

INVENTORY AND ANALYSIS

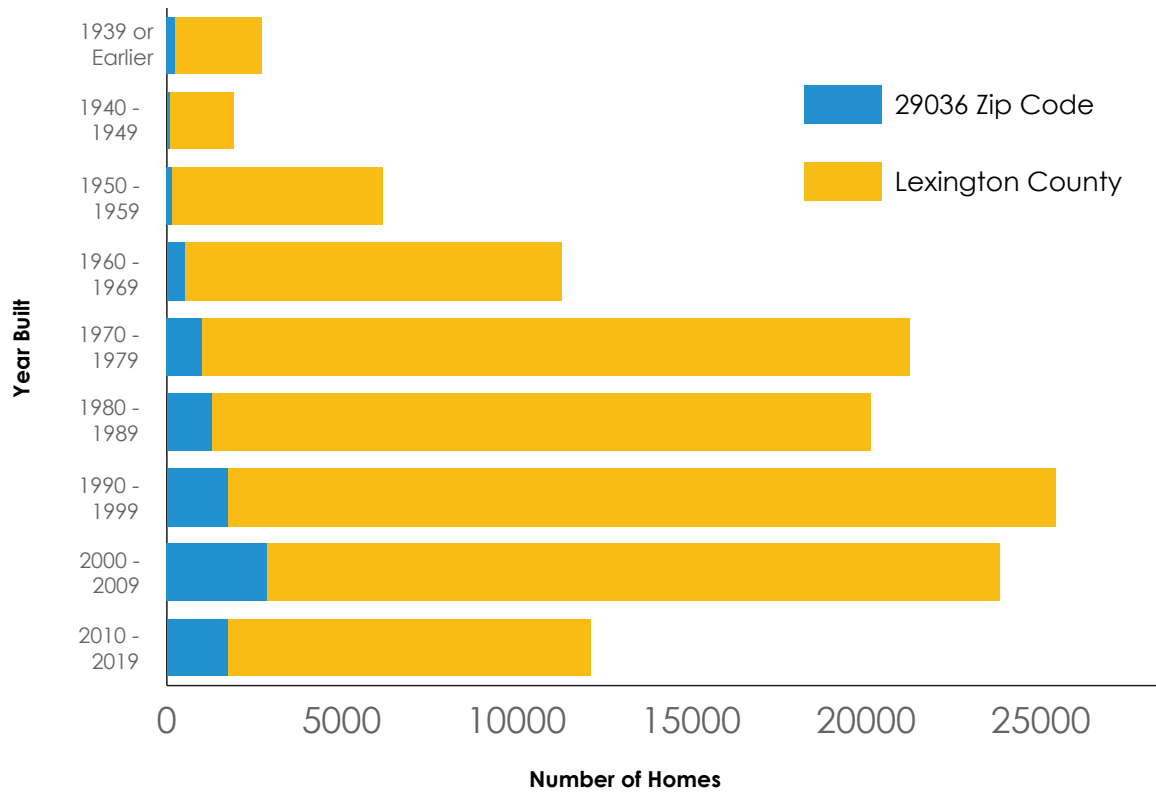
Housing Stock

According to the American Community Survey, there are 834 total housing units in the Town (2019). 674 of these units, or 81%, were built between 1990 and 2019, with the largest portion (44%) being built between 2000 and 2009. In Figure 6.1, the Town was compared to the 29036 zip code. It can be seen that both added the most housing units to their housing stock from 2000 to 2009. The Town had 367 housing units built, while the zip code area had 2,865 housing units constructed. During the following decade, the total number of housing units added for the Town was reduced by (-) 59%, while the zip code area was reduced by (-) 43%. When comparing the zip code with the County, as seen in Figure 6.1, the County experienced the greatest addition of housing units, (+) 25,402 housing units, in the 1990 to 1999 time frame with a relatively small decline of (-) 6% from 2000 to 2009. Similar to the Town and the zip code, the County's total number of units added declined from 2010 to 2019 by (-) 46%. However, this does not factor in units constructed since 2019.

▼ FIGURE 6.1 DISTRIBUTION OF TOWN AND 29036 ZIP CODE HOUSING STOCK AGE
Source: American Community Survey, 2019



▼ FIGURE 6.2 DISTRIBUTION OF ZIP CODE AND LEXINGTON COUNTY HOUSING STOCK AGE
 Source: American Community Survey, 2019



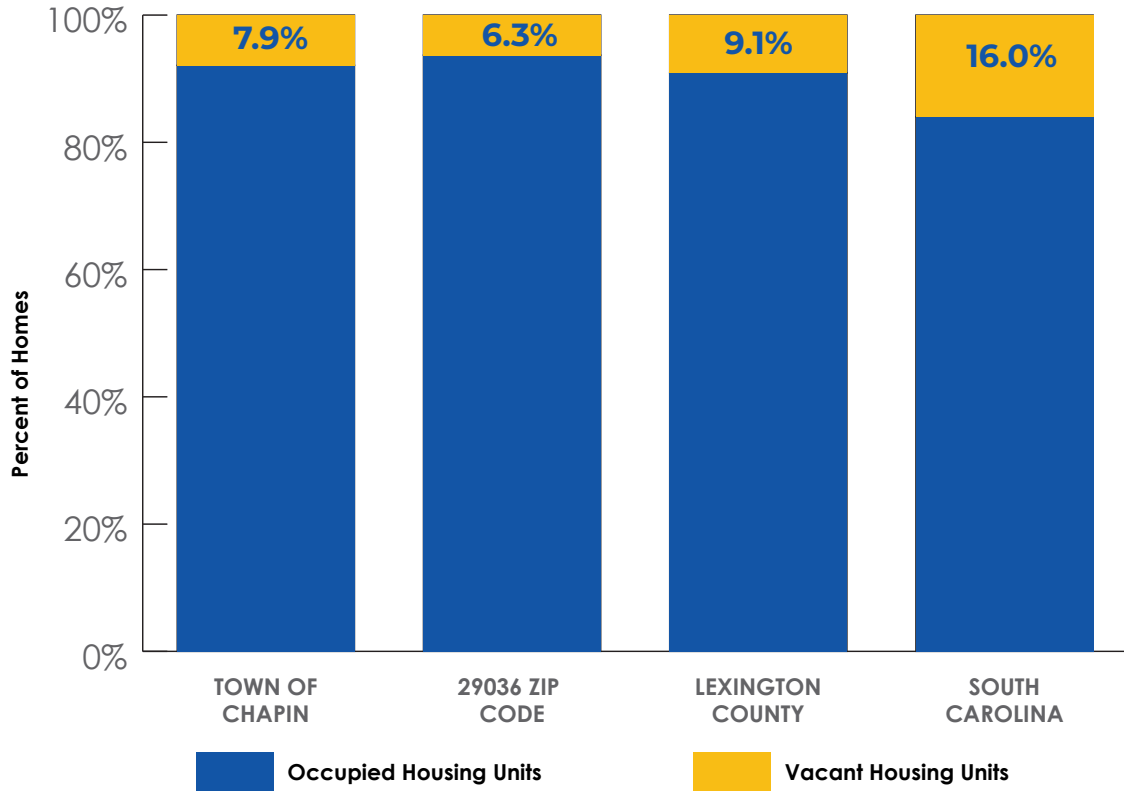
Housing Occupancy and Tenure

While around 100 homes have been built in the Town limits in the past five years, there remains to be about 7.9% of the total housing stock (or about 66 units) which remain unoccupied. This is comparable to the 29036 zip code, which has had almost 1,000 new housing units built in the past five years and has just over 600 units (6.3%) unoccupied. Lexington County and the State of South Carolina have higher vacancy rates, ranging between 9% and 16%. The vacancy rates for the Town and zip code demonstrate a healthy housing stock that is meeting the existing demands with room for new growth as well. Figure 6.4, Housing Tenure, shows the relationship between owner- and renter-occupied housing units in the Town of Chapin, the 29036 zip code, Lexington County, and the State of South Carolina. Owner-occupancy rates in the Town and zip code are very strong with the highest owner occupancy rate in the 29036 zip code, at 93.7%, followed by the Town, at 80.1%. Both Lexington County and the State of South Carolina are lower, maintaining owner occupancy rates of 69% and 74% respectively.

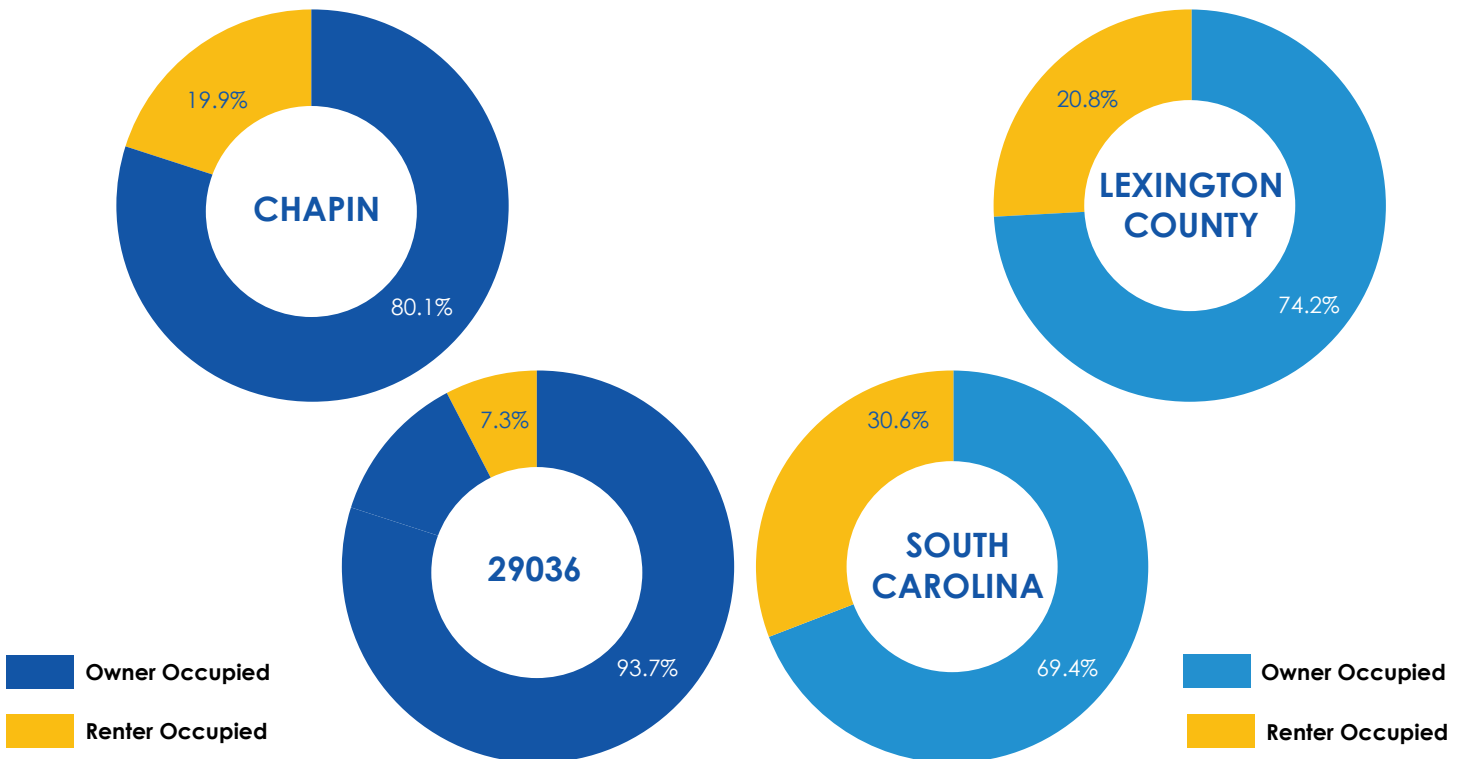
Housing Type

The majority of the housing units in Chapin (91%) are single family, detached units as seen in Figure 6.5 on the following page. The 29036 zip code is similarly comprised of 93% single family, detached units. There are just seven multi-family units and six mobile homes in the Town of Chapin, and no types of boat homes or RVs. There is a significantly larger portion of the Town’s and the zip code’s housing stock dedicated to single family housing than there is in the County and the State, where between 60% and 70% of the housing stock is single family, detached units.

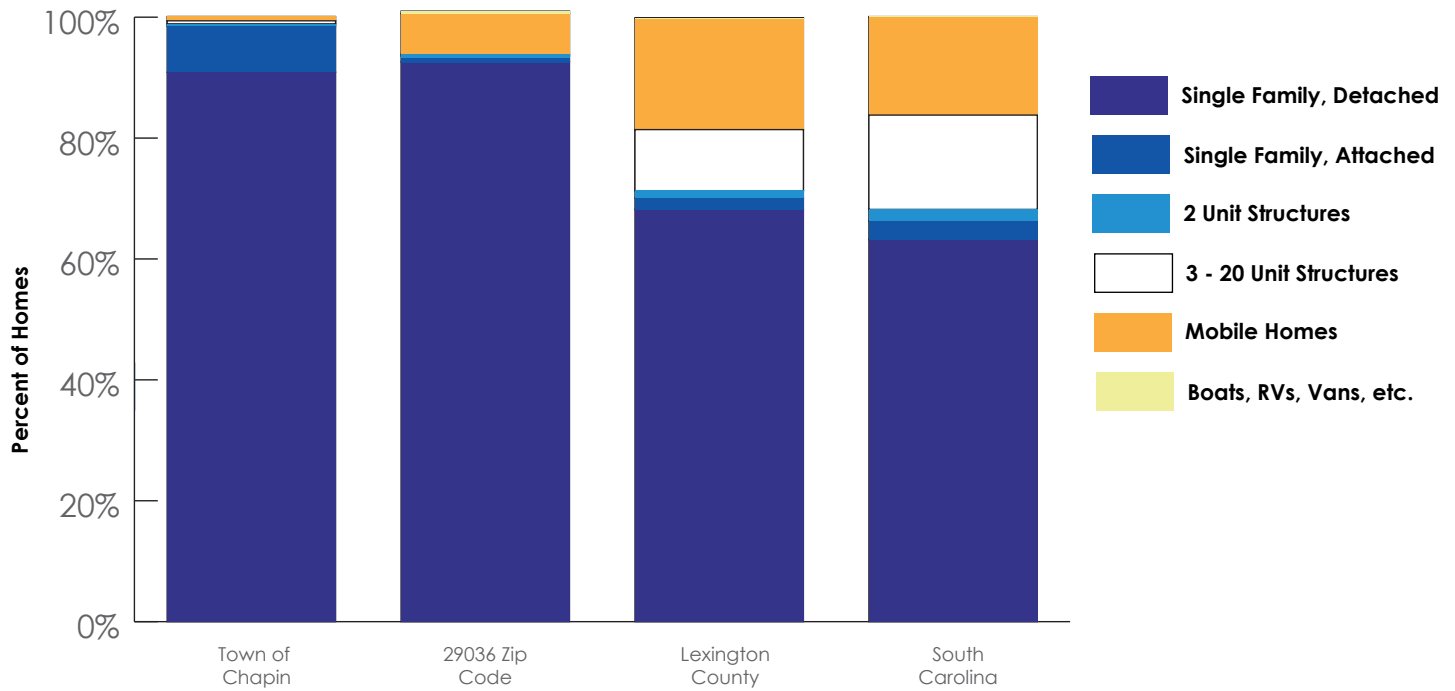
▼ FIGURE 6.3 HOUSING OCCUPANCY
 Source: American Community Survey, 2019



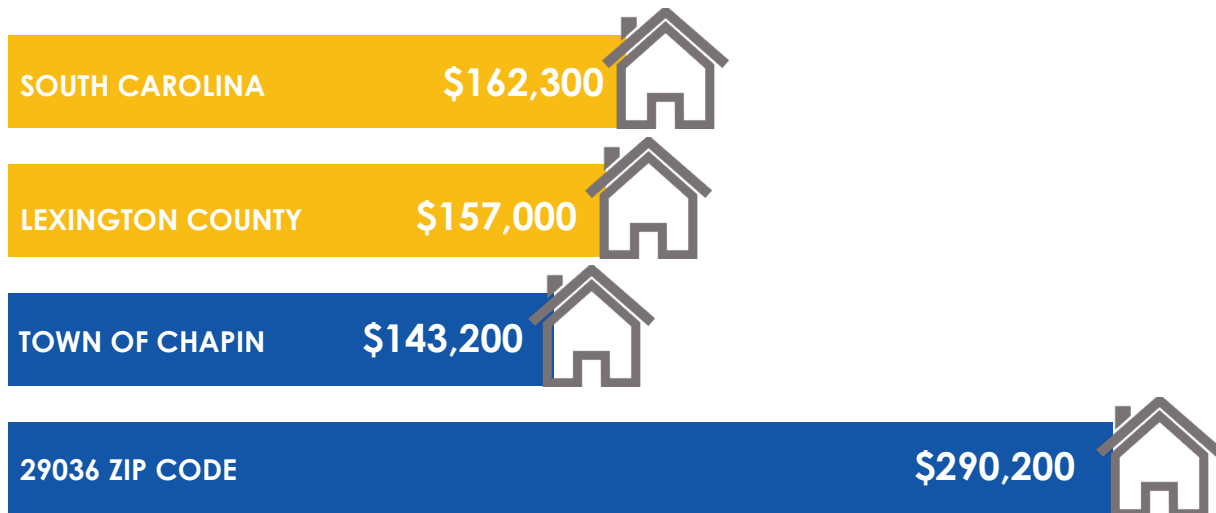
▼ FIGURE 6.4 HOUSING TENURE
 Source: American Community Survey, 2019



▼ FIGURE 6.5 HOUSING TYPES
 Source: American Community Survey, 2019



▼ FIGURE 6.6 MEDIAN HOME VALUE
 Source: American Community Survey, 2019



Home Value

In 2019, the median home value in Chapin was \$143,200. This is slightly lower than Lexington County (\$157,000) and the State (\$162,300). The median home value in the 29036 is more than twice that of the Town, averaging at \$290,200. Between 2010 and 2019, the median home value in Chapin did increase by about \$13,000. During this same time period, the median home value in the 29036 zip code increased at a similar rate (by \$12,000) while Lexington County's median home value increased by more than \$20,000. South Carolina's median home value increased by almost \$30,000 between 2010 and 2019. While this may be related to the development of smaller homes on smaller lot sizes in and around Chapin, it also likely reflects the minimal impacts of the recession on the Chapin area. While housing values throughout the State would have plummeted between 2008 and 2010, it is likely that Chapin and the 29036 zip code did not realize as drastic of a decrease in value.

Location of Housing

Much of the established housing areas in the Town of Chapin are fairly low density, averaging around two dwelling units per acre. The housing stock is spread throughout the Town, with most of the older housing units concentrated toward the center of Town and north of Columbia Avenue. Many of the newer housing units have been developed within higher density subdivisions which are concentrated on the southern boundary of Chapin, behind the school and the shopping centers along Chapin Road. These newer subdivisions have smaller lot sizes, ranging from 500 square feet to about one-third of an acre, making these new areas the greatest concentration of residences.

Housing Affordability

Affordable housing is generally defined by the US Department of Housing and Urban Development as housing in which the occupant is paying no more than 30% of their gross income on housing costs. The cost of housing includes mortgage or rent, amortization, taxes, insurance, associated fees, and utilities. The National Low Income Housing Coalition (NLIHC) creates a report each year, *Out of Reach: The High Cost of Housing*, which compares rents and wages in every state, country, and metropolitan region in the United States. The report compares the cost of living and the median household incomes in each locale to determine the extent of housing affordability in each place. The 2020 report found that both average renter wages and prevailing minimum wages are insufficient to afford modest rental units throughout the country. The tables on the following pages expand upon the findings of the NLIHC report in regards to housing affordability in Lexington County. In an effort to determine housing affordability in the Town of Chapin, the findings are examined in combination with median family and household incomes as reported in the 2019 American Community Survey.

Figures 6.7 and 6.8 detail the number jobs necessary to afford a 2-bedroom house or a modest rental in the United States, South Carolina, and Lexington County. The first table details the "housing wage" or hourly wage a full-time worker needs to earn to afford a modest rental home, as well as the fair market rent of a two bedroom home, the annual income needed to afford the price of a two bedroom home, and the number of full-time minimum wage jobs needed to afford fair market rent. Lexington County and South Carolina's wages

▼ FIGURE 6.7 HOUSING COSTS NECESSARY TO AFFORD A 2-BEDROOM AT FAIR MARKET RENT (FMR)
 Source: National Low Income Housing Coalition - Out of Reach 2020

	FY20 HOUSING WAGE	2-BDR FMR	ANNUAL INCOME NEEDED	FULL TIME JOBS AT MINIMUM WAGE NEEDED
UNITED STATES	\$23.96	\$1,246	\$49,830	2.41
SOUTH CAROLINA	\$17.30	\$900	\$35,984	2.4
LEXINGTON COUNTY	\$17.90	\$931	\$37,240	2.5

▼ FIGURE 6.8 RENTAL AFFORDABILITY
 Source: National Low Income Housing Coalition - Out of Reach 2020

	RENTER HOUSEHOLDS (2014 - 2018)	% OF HOUSEHOLDS (2014 - 2018)	ESTIMATED HOURLY MEAN RENTER WAGE (MRW) (2020)	MONTHLY RENT AFFORDABLE AT MEAN WAGE	FULL TIME JOBS NEEDED AT MRW TO AFFORD 2-BDR
UNITED STATES	43,669,988	36%	\$18.22	\$948	1.3
SOUTH CAROLINA	589,362	31%	\$13.52	\$703	1.3
LEXINGTON COUNTY	28,976	26%	\$12.47	\$649	1.4

▼ FIGURE 6.9 MEDIAN HOUSEHOLD INCOME (MHI)
 Source: Benchmark, 2019 American Community Survey (5-Year Estimate)

	MEDIAN HOUSEHOLD INCOME (MHI)	MONTHLY RENT AFFORDABLE AT MHI	30% OF MHI	MONTHLY RENT AFFORDABLE AT 30% MHI
UNITED STATES	\$60,293	\$1,507	\$18,088	\$452
SOUTH CAROLINA	\$67,964	\$1,699	\$20,389	\$510
LEXINGTON COUNTY	\$72,600	\$1,815	\$21,780	\$545
CHAPIN	\$60,139	\$1,503	\$18,042	\$451
29036 ZIP CODE	\$89,321	\$2,233	\$26,796	\$670

▼ FIGURE 6.10 MEDIAN FAMILY INCOME (MFI)
 Source: Benchmark, 2019 American Community Survey (5-Year Estimate)

	MEDIAN FAMILY INCOME (MFI)	MONTHLY RENT AFFORDABLE AT MFI	30% OF MFI	MONTHLY RENT AFFORDABLE AT 30% MFI
UNITED STATES	\$73,965	\$1,849	\$22,190	\$555
SOUTH CAROLINA	\$65,742	\$1,644	\$19,723	\$493
LEXINGTON COUNTY	\$71,919	\$1,798	\$21,576	\$539
CHAPIN	\$71,651	\$1,791	\$21,495	\$537
29036 ZIP CODE	\$123,929	\$3,098	\$37,178	\$929

▼ FIGURE 6.11 HOMEOWNER AFFORDABILITY BASED ON MHI IN THE TOWN
 Source: Benchmark, 2019 American Community Survey (5-Year Estimate)

	AFFORDABLE HOME PRICE	AFFORDABLE MONTHLY MORTGAGE	MEDIAN HOME PRICE	AFFORDABILITY GAP
50% MHI	\$84,000	\$751	\$143,200	-\$59,200
80% MHI	\$157,300	\$1,202	\$143,200	+\$14,100
100% MHI	\$206,200	\$1,503	\$143,200	+\$63,000
120% MHI	\$254,800	\$1,803	\$143,200	+\$111,600

▼ FIGURE 6.12 HOMEOWNER AFFORDABILITY BASED ON MFI IN THE TOWN
 Source: Benchmark, 2019 American Community Survey (5-Year Estimate)

	AFFORDABLE HOME PRICE	AFFORDABLE MONTHLY MORTGAGE	MEDIAN HOME PRICE	AFFORDABILITY GAP
50% MFI	\$107,500	\$895	\$143,200	-\$35,700
80% MFI	\$194,600	\$1,432	\$143,200	+\$51,400
100% MFI	\$253,000	\$1,791	\$143,200	+\$109,800
120% MFI	\$311,000	\$2,149	\$143,200	+\$167,800

and rental costs are lower than the national average, and Lexington County is slightly less affordable than the nation, requiring 2.5 full-time minimum wage jobs to afford an average two bedroom rental. Figure 6.8 estimates the actual number of renter households and the hourly mean renter wage, determines the monthly rent affordable at that range, and calculates the number of full time jobs needed based on the estimated mean renter wage. This helps slightly, reducing the number of jobs required to afford a rental to 1.4 jobs. Figures 6.9 and 6.10 use the same calculations to determine the ranges of affordable monthly rates based on median household incomes in the country, the state, Lexington County, Chapin, and the 29036 zip code. As rents are much lower in the Town and much higher in the 29036 zip codes, the range of affordability is quite broad.

Typically, housing affordability is calculated based on someone who earns 80% of the area median income (80% AMI). In Chapin, someone who earns 80% of the area median income is able to afford a home at the median home value, as shown in Figures 6.11 and 6.12 above. The only group which is unable to afford housing in the Town (based on the area median incomes and median housing value) are those who earn 50% of the area median income or less. Overall, the Town of Chapin’s housing cost is considered to be affordable.

OBSERVATIONS

A large portion of the housing stock within the Town of Chapin is single family, detached units. Much of the housing was developed after 1990 and much of the growth in Lexington County has been shifting toward northern Lexington County in recent decades. As growth continues to occur in and around Chapin, actions will need to be taken to insure adequate housing options for all residents.

Key Observations

- The vast majority (91%) of Chapin's housing stock is single family, detached units.
- Just over 80% of Chapin's homes are occupied by their owners. Rental occupancy has increased slightly in recent decades.
- Almost 8% of Chapin's housing stock is currently vacant. This is slightly higher than the vacancy rate in the 29036 zip code.
- The median home value in the Town is \$143,200, which is lower than the 29036 zip code, Lexington County, and the State of South Carolina.
- Housing in the Town is affordable for those who make 80% of the area median income and higher. Those who earn 50% of the area median income or less will not be able to afford housing in Chapin.

ELEMENT 7: LAND USE

INTRODUCTION

The Land Use Element considers an inventory of existing land use, a description of current zoning practices, and a vision for future land use in Town and the surrounding area. Many existing conditions and future policy considerations examined in the other planning elements have a direct impact on how land is currently used and is envisioned to be used within and around the Town in the future.

INVENTORY AND ANALYSIS

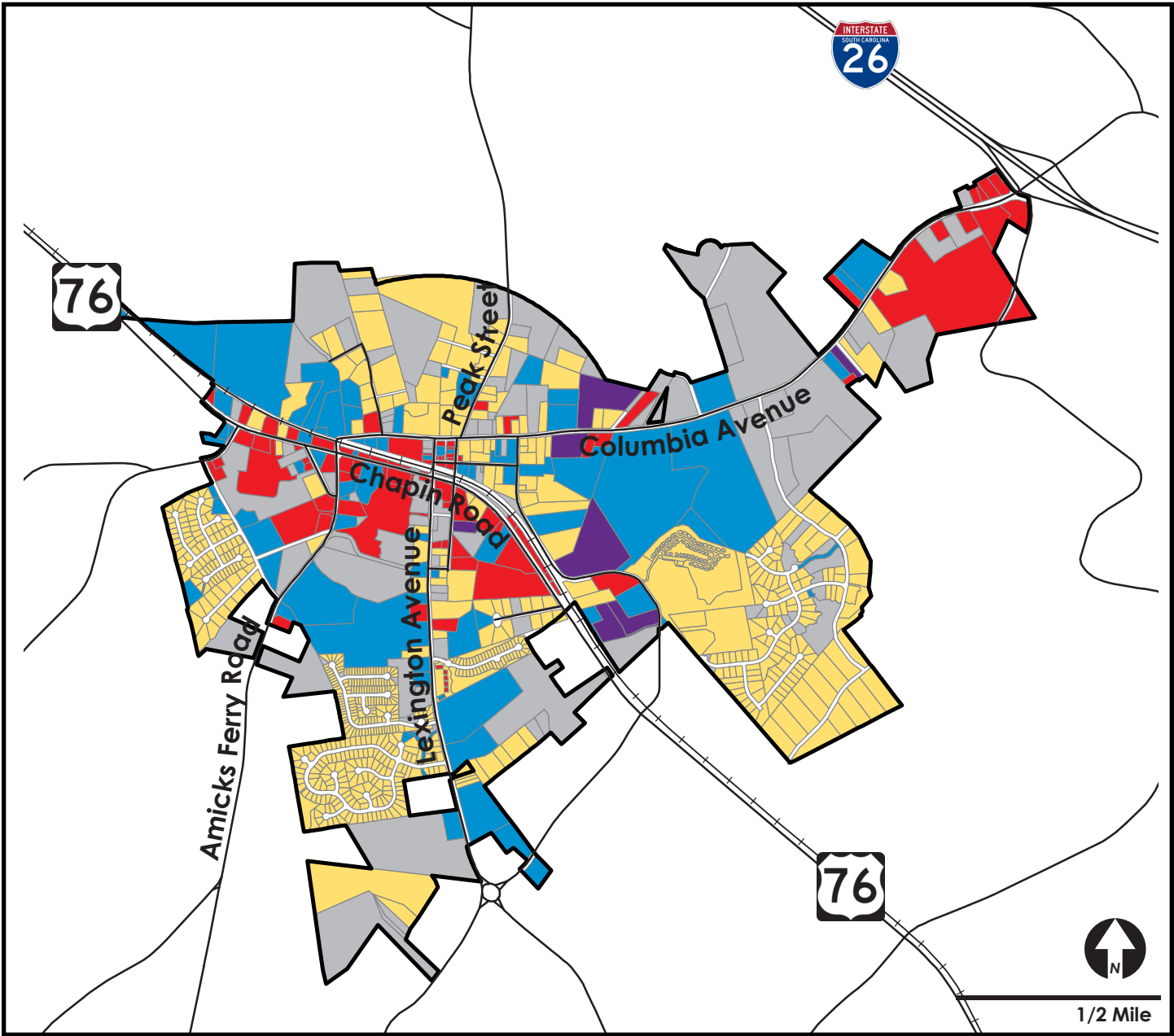
Existing Land Use

The Town of Chapin contains approximately 1,240 acres of land within its municipal limits. Since the Town's incorporation, more than 700 acres have been annexed to more than double the initial boundary that was 500 acre circle surrounding the Town's commercial historic district. Annexations have primarily extended along S-48 to incorporate the commercial development toward the interstate, as well as southward along Lexington Avenue and behind Chapin High School to include new residential growth. The Town's existing land uses (as described by the Lexington County Property Appraiser) are shown in Map 7.1, and Figure 7.1 breaks down the total land area allocated to each generalized land use. About one third of the land use is currently residential, while another third remains vacant or undeveloped. There is also just over 20% of the land dedicated to public, office, and institutional uses, and just over 11% of the land is used for commercial purposes. Almost 3% of the Town's land is used for industrial purposes. The general use of land has not changed significantly in the last ten years, though there has been a reduction in vacant and underutilized properties (dropping from 40.1% to 30.1% between 2010 and 2020). In this same time frame, public / office /institutional uses have grown by more than 100 acres (up 10%) and commercial uses have dropped by about 6 acres. While some of these land use changes have been realized by development or redevelopment of existing property, there have been some properties annexed into the Town during this ten year time frame. In total, the Town grew in size by just over 90 acres. At the time of this writing, there are a number of parcels which are being approved for development or are under construction. This will substantially reduce the amount of land described as undeveloped.

▼ FIGURE 7.1 EXISTING LAND USE SUMMARY
Source: Lexington County GIS (February 3, 2021)

Generalized Land Use	Area in Acres	Percent
Residential	409.00	33.0%
Public / Office / Institutional	285.55	23.0%
Commercial	138.78	11.2%
Industrial	33.18	2.7%
Vacant / Undeveloped	373.00	30.1%

▼ MAP 7.1 EXISTING LAND USE
 Source: Lexington County GIS (February 3, 2021)



Zoning

The Town of Chapin Zoning Ordinance was adopted in 2002 and has been revised a number of times; the most recent in 2017. The Ordinance provides guidance on land use and development and is applicable to all land and improvements within the Town's corporate limits. The Ordinance uses a traditional Euclidean zoning system, which separates land uses into designated geographic districts with dimensional standards that guide development activity. More specific than the broad land use categories discussed on the previous pages, the Town's Zoning Ordinance establishes 12 zoning districts which each permit specific uses and require certain dimensional and design standards. The Zoning Districts are shown in Map 7.2, with the exception of the TC (Town Center) and OS (Open Space) districts, which are not yet in use on Town properties. The following pages examine each zoning district and its standards:

RS-1 (Single Family Residential District): The RS-1 zoning district is intended for single family residential uses with detached units and low densities (maximum of three dwelling units per acre). Use regulations allow limited nonresidential uses which are compatible with the character of the area. Certain uses to serve governmental, recreational, and religious needs are also permitted. RS-1 is located primarily on the edges of Town, though also throughout the core of Chapin.

RS-2 (Single Family Residential District): The RS-2 zoning district is intended for single family residential uses with detached units and medium densities (maximum of five dwelling units per acre). Use regulations allow limited nonresidential uses which are compatible with the character of the area. Certain uses to serve governmental, recreational, and religious needs are also permitted. The RS-2 district is located on the most southern boundary of the Town, off Old Lexington Highway.

RS-3 (Single Family Residential District): The RS-3 zoning district is intended for single family residential uses with detached units and medium densities (maximum of seven dwelling units per acre). This district is intended for cottage style homes that allow for limited setbacks and large common areas. Use regulations allow limited nonresidential uses which are compatible with the character of the area. Certain uses to serve governmental, recreational, and religious needs are also permitted. There are currently no parcels zoned RS-3.

RG (General Residential District): The RG zoning district is intended for high density residential purposes, including single family units, duplexes, and multi-family units. The maximum density shall not exceed 13 dwelling units per acre. Manufactured home parks are permitted as special exceptions upon approval of the Board of Zoning Appeals. Uses which serve governmental, recreational, and religious needs are also permitted. The RG district is located in a few locations, all south of Chapin Road and Columbia Avenue.

NC (Neighborhood Commercial District): The NC zoning district is intended for commercial and service uses oriented primarily to serving the needs of persons who live or work in nearby areas. RG residential uses are permitted and commercial uses are permitted, but intended to be relatively small in size and service area. The NC district is assigned to a large area around Chapin United Methodist and a few scattered properties.

OC (Office Commercial District): The OC zoning district is 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 also permitted. The OC district is generally well spread throughout the Town, though concentrated on Columbia and Lexington Avenues.

TC (Town Center District): The TC zoning district is intended to accommodate a variety of commercial and nonresidential uses characterized primarily by retail, wholesale, office, and service uses in the central business area. There are currently no properties zoned TC.

GC (General Commercial District): The GC zoning district is intended to accommodate business uses along outlying traffic arteries primarily engaged in sale of durable goods, equipment, services, and recreational facilities. Residential uses are also permitted. The GC district is concentrated primarily on Columbia Avenue and Chapin Road, and form a good portion of the heart of Chapin.

IC (Interstate Commercial District): The IC district is intended to provide 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. Residential uses are also permitted. There is one parcel zoned IC, on the eastern Town border.

LM (Light Manufacturing District): The LM zoning district is intended for light manufacturing and commercial uses which do not create nuisances by noise or emissions beyond the premises. Residential uses are also permitted in the LM zoning district, which is on two parcels along the southern portion of Chapin Road.

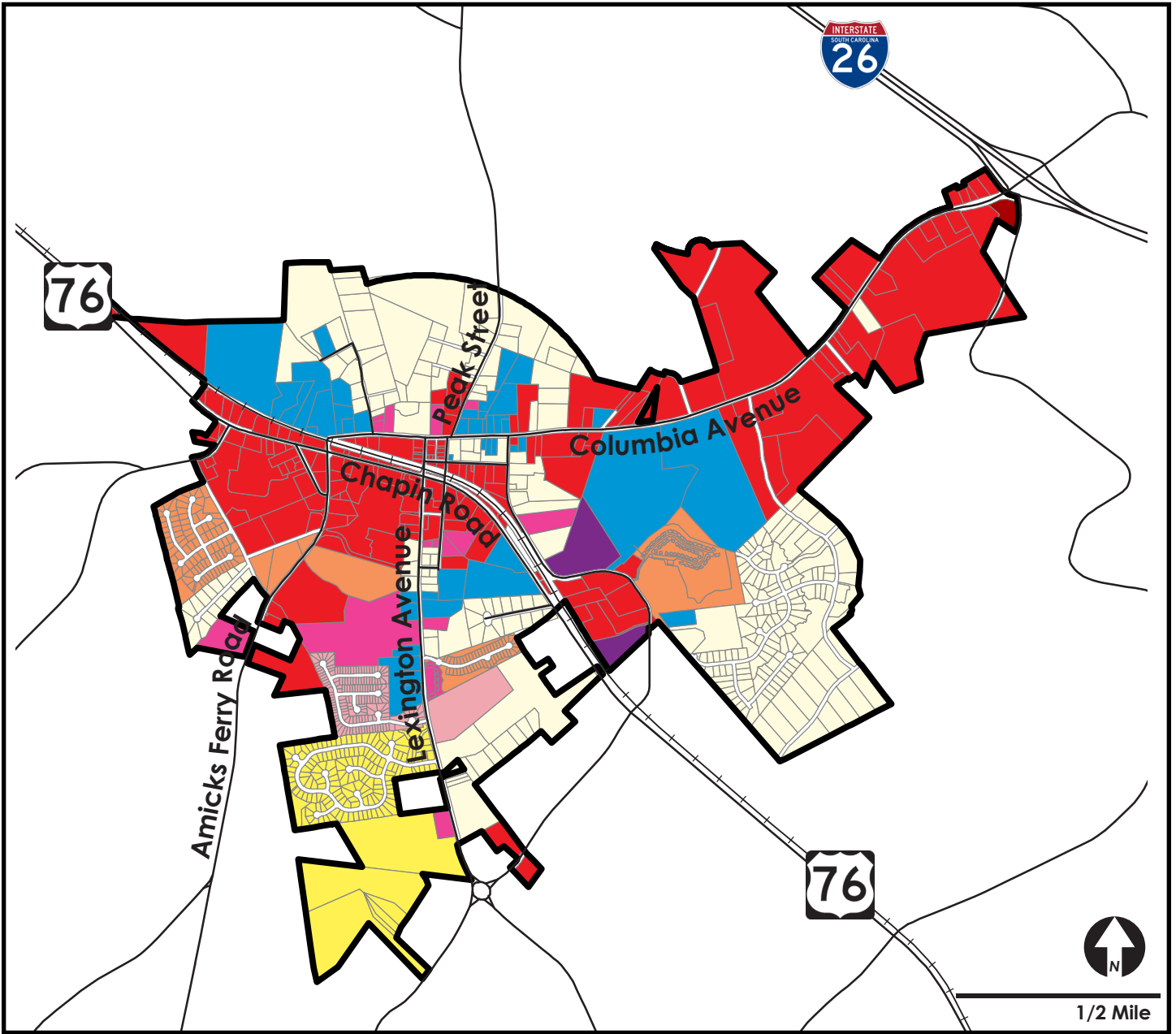
PD (Planned Development District): The PD zoning district designates an area for which an approved development plan constitutes the district regulations. It is intended to utilize the factors of efficiency, economy, flexibility, creative site design, improved appearance, compatibility of mixed uses, maximum benefits from open space, and efficient vehicular and pedestrian access for a development characterized by a unified site design for mixed uses. A planned development district may be predominantly residential or predominantly commercial. There are two areas zones PD, both off Lexington Avenue; one is primarily residential and the other includes Chapin Presbyterian Church and the land surrounding it.











OS (Open Space District): The OS zoning district is reserved for flood control, future thoroughfare right-of-way, public recreation, community facilities, airport approaches, natural or man-made bodies of water, forests, and other similar open space uses. It is not yet assigned to any properties in Chapin.

▼ FIGURE 7.2 ZONING SUMMARY
Source: Lexington County GIS (October 25, 2021)

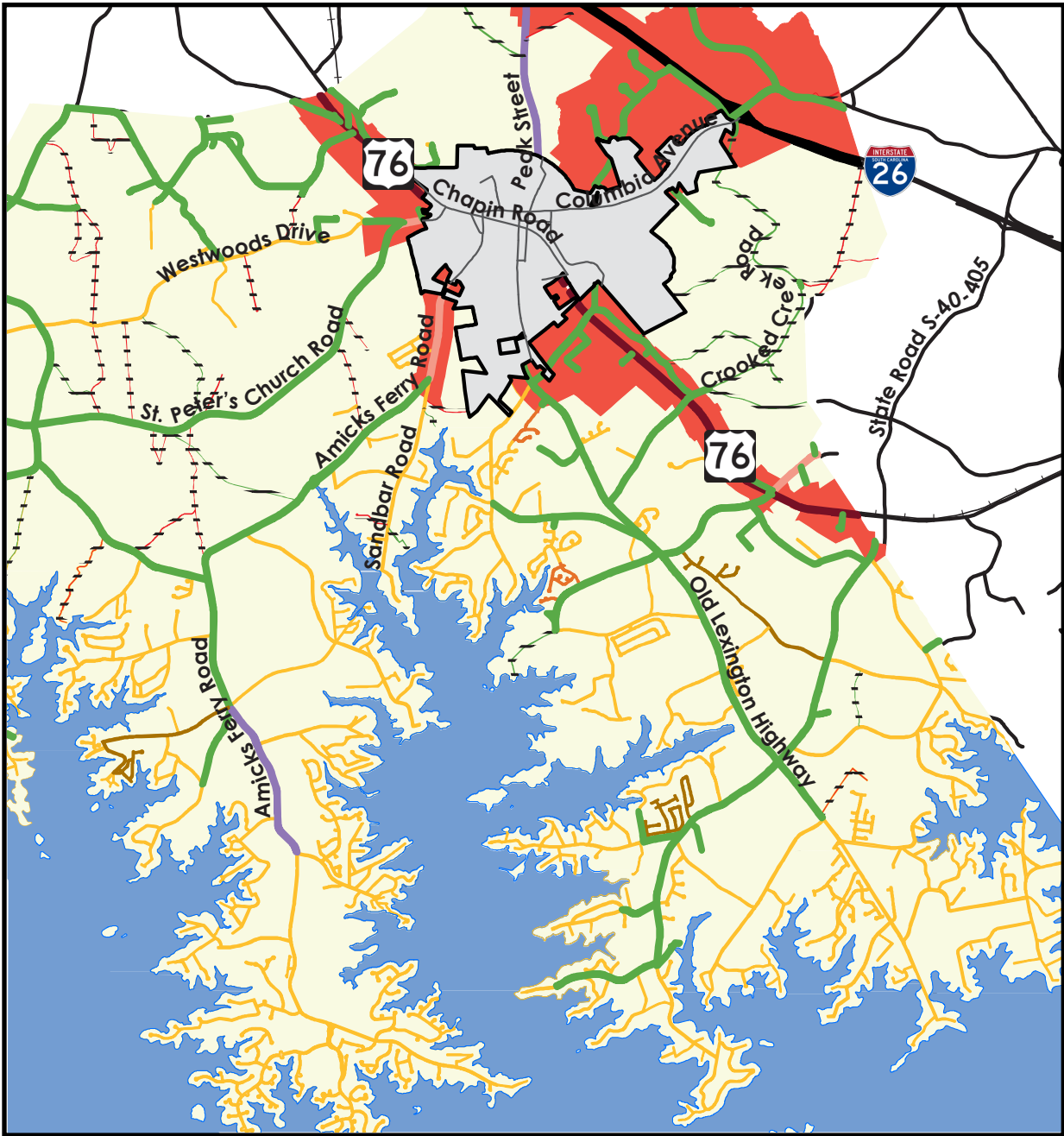
Zoning District	RS-1	RS-2	RG	NC	GC	OC	IC	PD	LM
Area in Acres	354.25	105.71	86.94	47.47	421.17	171.25	2.51	31.80	17.33
Percent	28.6%	8.5%	7.0%	3.8%	34.0%	13.8%	0.2%	2.6%	1.4%

▼ MAP 7.2 TOWN ZONING
 Source: Lexington County GIS (October 25, 2021)



- | | | | |
|--|------------------------------|---|----------------------------|
|  | RS-1 (Single Family) |  | OC (Office Commercial) |
|  | RS-2 (Single Family) |  | IC (Interstate Commercial) |
|  | RG (General Residential) |  | PD (Planned Development) |
|  | NC (Neighborhood Commercial) |  | LM (Light Manufacturing) |
|  | GC (General Commercial) |  | Town of Chapin |

▼ MAP 7.3 LEXINGTON COUNTY ZONING
 Source: Lexington County GIS (September 28, 2021)



- | | | | |
|--|-------------------------------|---|-------------------------------|
|  | Intensive Development |  | Residential Local Five Street |
|  | Restrictive Development |  | Residential Local Six Street |
|  | Limited Local Street |  | Local Road |
|  | Residential Local One Street |  | Collector Road |
|  | Residential Local Two Street |  | Arterial Road |
|  | Residential Local Four Street |  | Town of Chapin |

Areas adjacent to the Town and within their 208 Management Area area within unincorporated Lexington County, which has a separate zoning ordinance and zoning districts. Map 7.3 shows the County's zoning districts which surround Chapin and are applicable to much of the area in which Chapin provides water and sewer. Lexington County's zoning districts are based on the road network. The districts are more focused on density and intensity of development, and in most cases, the road type dictates the density. Around the Town of Chapin, land is zoned either "Intensive Development" or "Restrictive Development" and there are roadways which range from "Residential Local Road (4)" to "Arterial Road." The Lexington County districts surrounding Chapin are detailed below.

Intensive Development: The Intensive Development District is less restrictive in nature and generally encourage non-residential land use activities and more intensive land uses. All listed uses in the Lexington County Zoning Ordinance are permitted in the Intensive Development zoning district. The areas north and south of Chapin, along US 76, as well as the first segment of Amicks Ferry Road and a large portion of the land between Chapin and Interstate 26 are zoned Intensive Development.

Restrictive Development: The Restrictive Development District is more restrictive in nature, generally encouraging residential and less intensive non-residential land use activities. However, all of the listed uses in the Lexington County Zoning Ordinance are permitted in the Restrictive Development District.

Limited Local Street (LL): Access to this type of street will be limited to those activities expected to generate traffic volumes equal or less than residential detached developments at four dwelling units per acre and limited commercial and essential services.

Residential Local One Street (RL1): Residential Local One is a local-type street intended to accommodate residential activities at one dwelling unit per acre.

Residential Local Two Street (RL2): Residential Local Two is a local-type street that is intended to accommodate residential activities at two dwelling units per acre.

Residential Local Four Street (RL4): Residential Local Four is a local-type street intended to accommodate residential activities at four dwelling units per acre. Many of the residential streets south of Chapin are zoned Residential Local Road (4), as shown in light yellow lines on Map 7.3.

Residential Local Five Street (RL5): Residential Local Five is a local-type street intended to accommodate residential activities at five dwelling units per acre. There are about five road segments south of Chapin which are zoned Residential Local Road (5). These are shown in orange on Map 7.3.

Residential Local Six Street (RL6): Residential Local Six is a local-type street intended to accommodate residential activities at six dwelling units per acre.

Local Road (L): A Local Road accommodates a variety of land use activities, including low to moderate density residential and non-residential uses. Paved Local Roads permit up to six dwelling units per acre and unpaved Local Roads permit up to four dwelling units per acre. Many of the roads outside of Chapin, such as Westwoods Drive, Amicks Ferry Road, Old Lexington Highway, and Old Hilton Road are considered Local Roads.

Collector Road (C): Collector Roads accommodate most land use activities, including moderate to high density residential and non-residential uses. Two lane Collector Roads permit up to eight dwelling units per acre and four lane Collector roads permit up to 12 dwelling units per acre. Just outside of town, St. Peter’s Church Road, Amicks Ferry Road, Peak Street, and a few road segments, such as Crooked Creek Road, are Collector Roads.

Arterial Road (A): An Arterial Road accommodates all land use activities, including high density residential and intensive non-residential uses. The maximum density on Arterial Roads is 20 dwelling units per acre. US 76, north and south of Chapin, as well as Columbia Avenue north of the Town are zoned Arterial Roads.

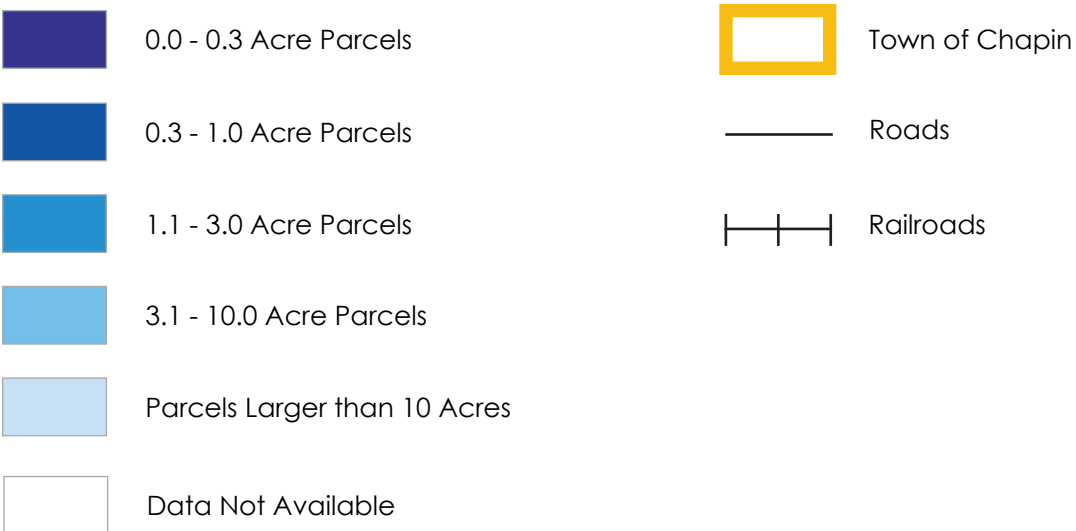
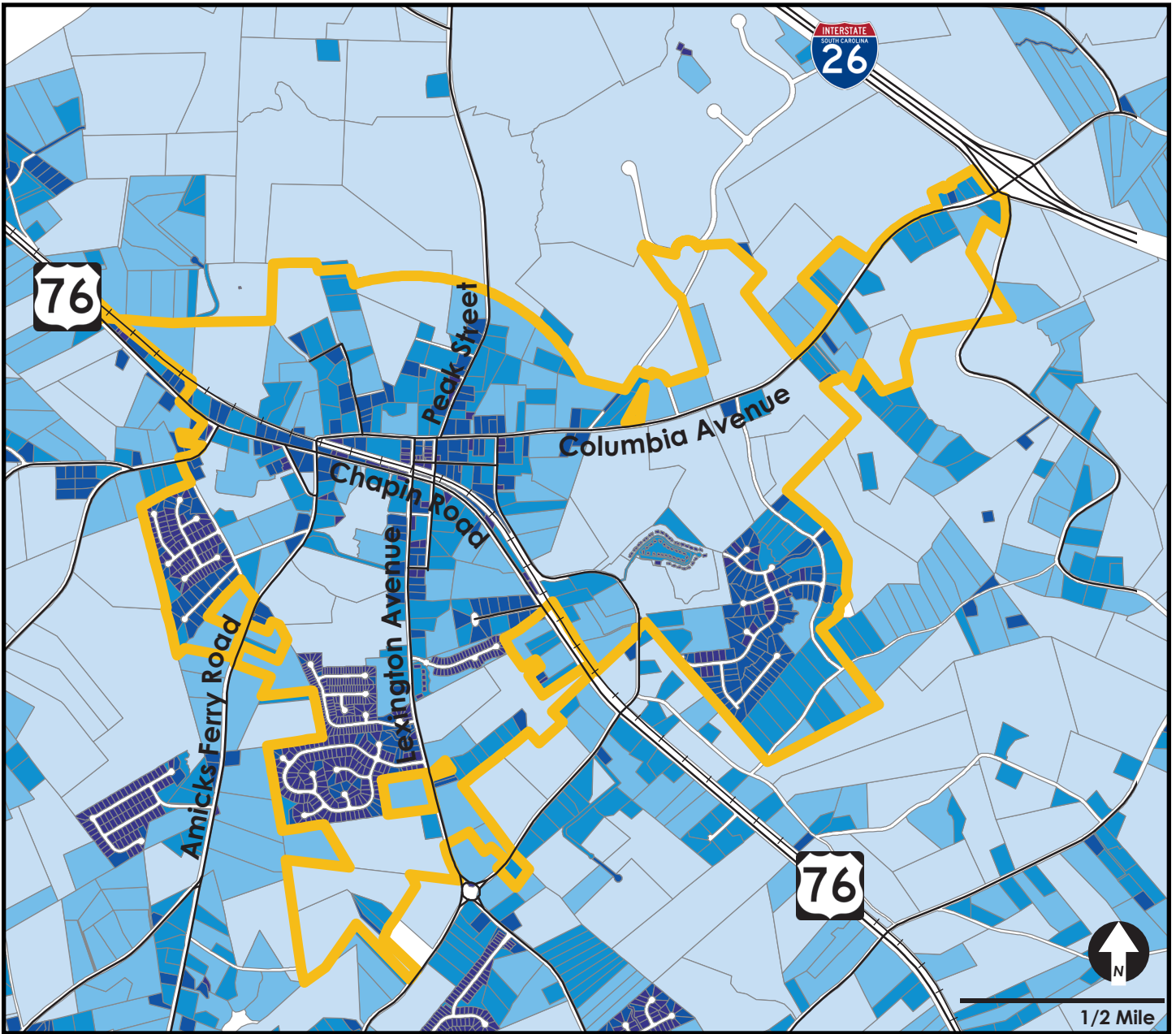
Parcel Subdivision Patterns

The parcel subdivision pattern map provides an overview of the density at which land has been subdivided throughout the Town. Map 7.4 shows the details of the parcel sizes, with darker colors representing smaller lots and lighter colors representing larger parcels. The parcels shown in light blue are all more than 10 acres. Figure 7.3 below details the number of parcels and total size in acreage of the parcels within the Town. The smaller parcels less than one acre, show where the greatest concentrations of residential uses are located in and around the Town, most of which were constructed after 1990. These smaller parcels cover approximately 229 acres or slightly less than 19% of the total acreage in Town. As noted, only 24 parcels are greater than 10 acres in Town; however, they count for more than 40% of the total acreage of land in Town. At the time of this writing, there is at least one major subdivision that is in the development approval process. Should this be developed, there will be approximately 200 more parcels of less than one-third acre in size in the Town.

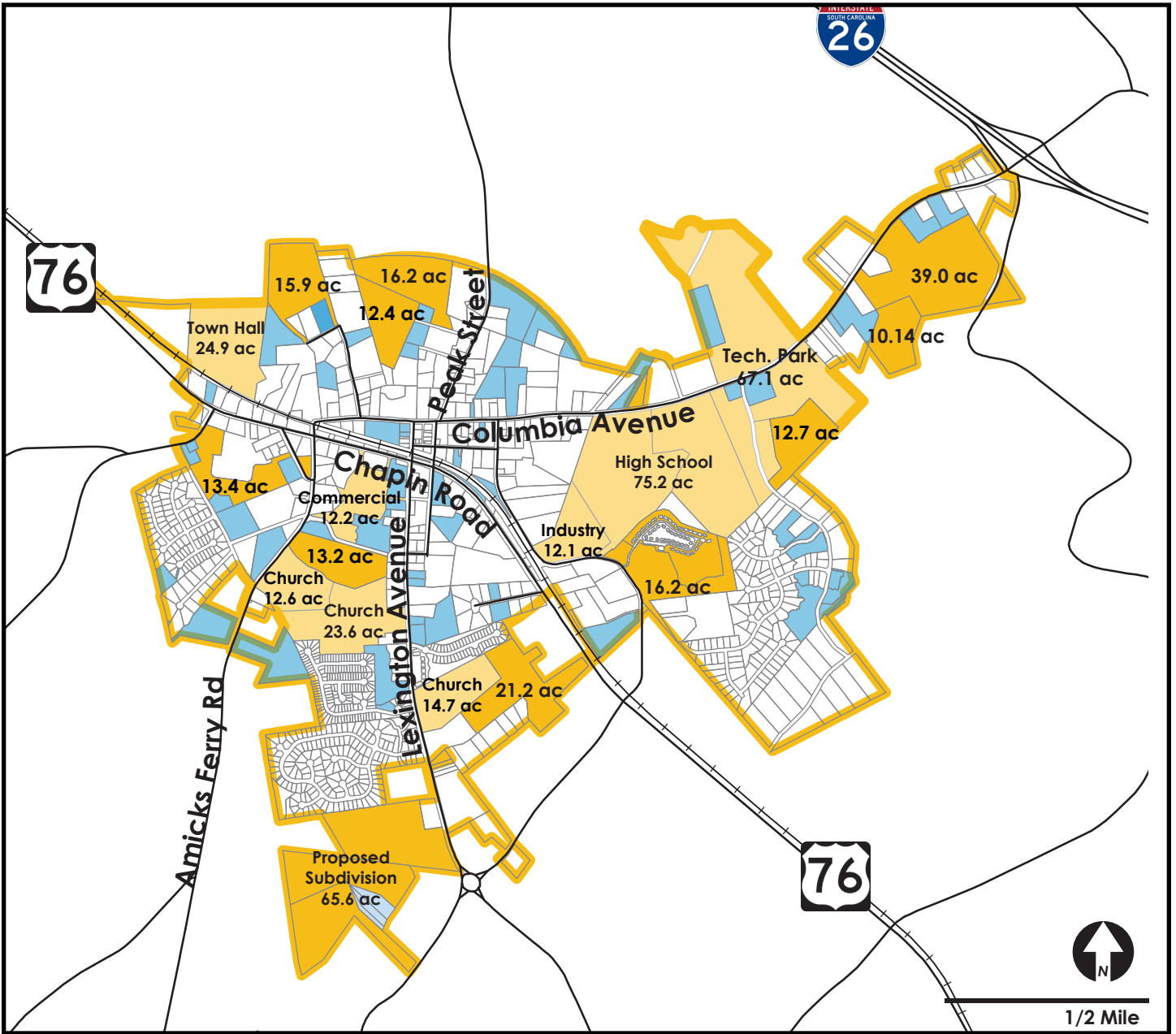
▼ FIGURE 7.3 PARCEL SIZE IN TOWN
Source: Lexington County GIS (February 3, 2021)

Parcel Size	Number of Parcels	Total Acreage	Percent of Total
0.0 - 0.3 Acres	551	83	6.7%
0.3 - 1.0 Acres	271	146	11.8%
1.1 - 3.0 Acres	149	249	20.1%
3.1 - 10.0 Acres	54	262	21.1%
Parcels Larger Than 10 Acres	24	499	40.3%

▼ MAP 7.4 PARCEL SUBDIVISION PATTERN
 Source: Lexington County GIS (February 8, 2021)



▼ MAP 7.5 DEVELOPMENT OPPORTUNITIES
 Source: Lexington County GIS (February 8, 2021)



- Large Developed Parcels (10+ acres)
- Large Undeveloped Parcels (10+ acres)
- Other Undeveloped Parcels
- Town of Chapin
- Roads
- Railroads

Development Opportunities

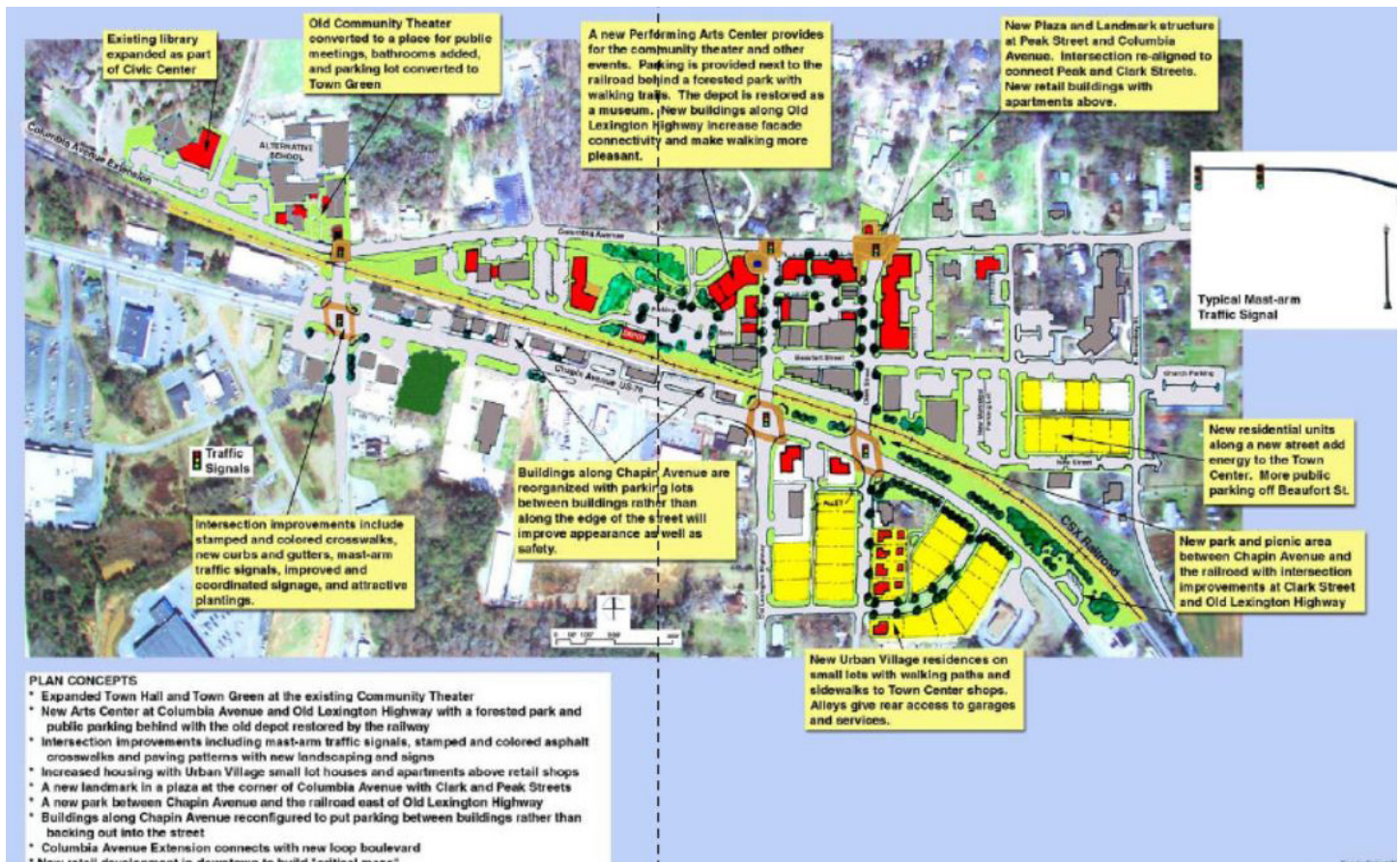
Map 7.5 displays the development status of parcels larger than 10 acres in size, which could be developed or redeveloped in the future. Those parcels over 10 acres are shown in the lighter yellow are already developed and include Town Hall, Chapin High School, Chapin United Methodist Church, and the Chapin Business & Technology Park. Undeveloped parcels over 10 acres in size are shown in dark yellow, with their respective acreage identified. The large undeveloped parcels are identified as Commercial, Interstate Commercial, or Neighborhood on the Future Land Use Map. In addition to these large parcels, there are a number of undeveloped or underutilized properties in Town. These are shown in light blue. The light blue parcels are those which are less than 10 acres and are identified by Lexington County's GIS data as undeveloped.

Town Center

For many years, the Town has envisioned the creation of a Town Center. The existing commercial development along Beaufort Street was identified by survey respondents as an example of the type of architecture and design they would like to see more of in the future. In addition, residents would like the ability to walk to a central gathering place, with green spaces, an outdoor amphitheater, and local businesses. Previous plans have examined the potential to expand the downtown footprint and connect land between the commercial historic district and Town Hall as a Town Center with pedestrian facilities and green spaces. One of those plans is depicted below. The "Town Center Concept Plan" was prepared as part of the 2006 Community Master Plan Charrette Report, which examined the potential to develop a Town Center for this area.

▼ FIGURE 7.4 POTENTIAL TOWN CENTER

Source: Chapin Community Master Plan Charrette Report (2006)



Future Land Use

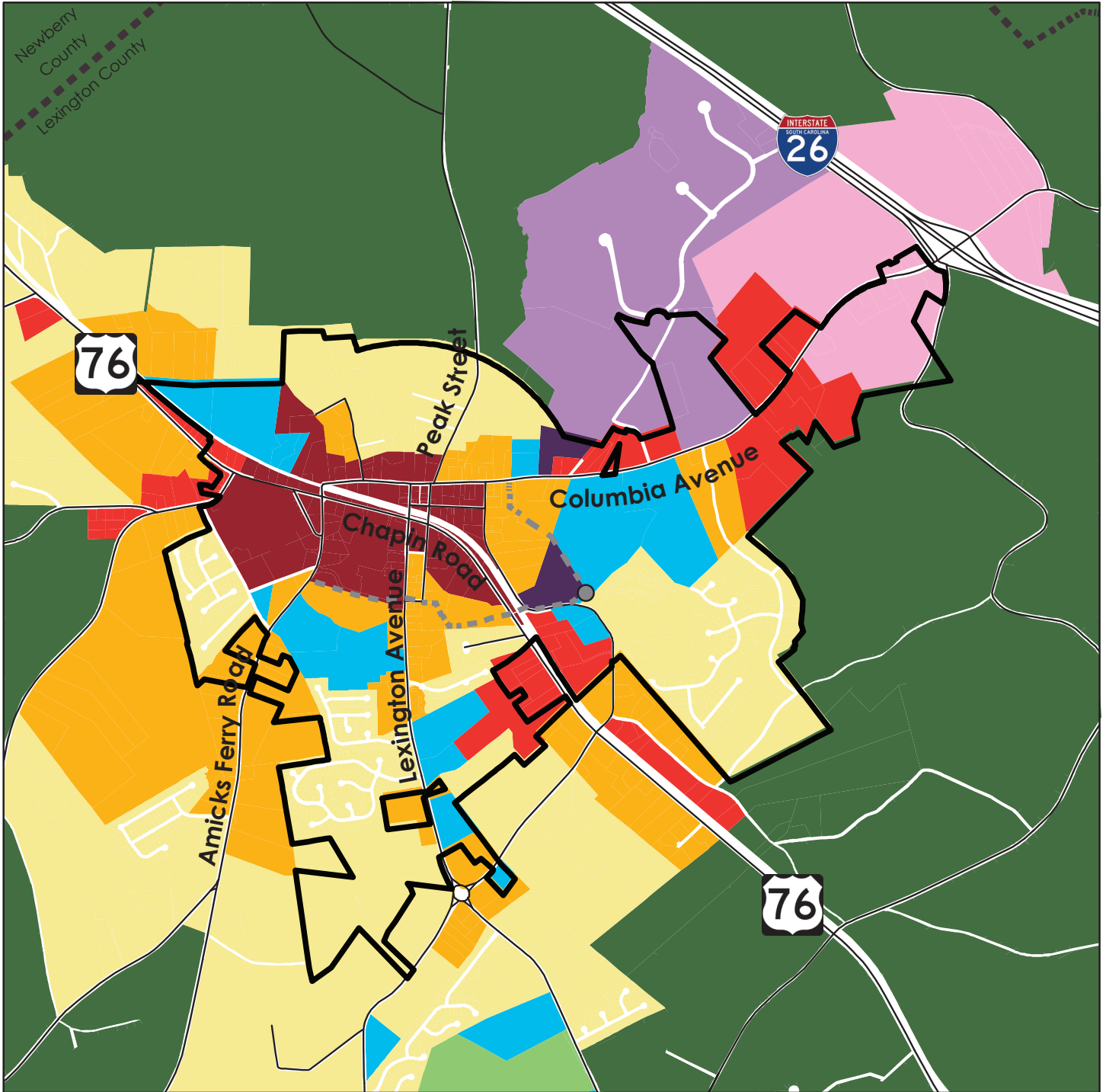
Based on the background research contained in the elements of the Comprehensive Plan, the existing land use, and overall vision for the Town, a Future Land Use Map was prepared. The Future Land Use Map reinforces the Town's vision to "incorporate smart growth strategies that expand economic opportunity." The Future Land Use Map is intended to guide future development patterns as primarily implemented through the Town's zoning ordinance and map, and land development regulations.













As part of the future land use analysis, a Future Land Use Map was prepared for the Town and immediately surrounding properties as seen in Map 7.6, and a Future Land Use Map that includes the 208 Management Area and its edges as seen in Map 7.7 - Regional Future Land Use Map. The Town's Future Land Use Map (G.6) includes the Town of Chapin as well as the areas in close proximity to the Town limits. Generally, more intense development is located in the center of town and where utilities and infrastructure are currently in place or can be easily upgraded, especially along the major roadways. Moving out from the center, areas designated as Neighborhood and Village future land uses will be developed in a well-planned manner and annexed into the Town. The level of density and intensity decreases further outside of the Town, transitioning to more rural future land uses.

The Regional Future Land Use Map provides guidance on how the Town envisions future growth and development in the 208 Management Area and its fringe. The Town hopes to have a greater influence on the development of this larger area in the future. In areas where the Town provides or plans to provide urban infrastructure, the Neighborhood future land use category was selected, while areas in the dark green are envisioned to remain rural. Although, with the rural area, is anticipated that small scale commercial uses would be located at major intersections to provide neighborhood convenience based goods and services for the residential area.

There are ten future land use categories assigned to land in and around the Town of Chapin. These were established to guide the implementation of the Plan's vision. The future land use categories are described on the pages that follow.

▼ MAP 7.6 TOWN OF CHAPIN FUTURE LAND USE MAP



- | | | | |
|---|------------------------|---|-----------------------------------|
|  | Rural |  | Town Center |
|  | Neighborhood |  | Interstate Commercial |
|  | Public / Institutional |  | Tech Park |
|  | Parks and Open Space |  | Industrial |
|  | Village |  | Proposed New Roads and Roundabout |
|  | Commercial |  | Town of Chapin |

Rural

The Rural future land use category is the lowest density area in the Town of Chapin and surrounding region. It is primarily for residential and agriculture uses, and development ranges from one dwelling unit per acre to one dwelling unit per five acres. Small-scale commercial and institutional uses are located at major intersections, as these are intended to provide essential services to residents. The rural area is intended to promote the rural character of the land by limiting density, utilities should not be extended into areas where a Rural future land use is assigned without conducting a small area plan.

Neighborhood

The Neighborhood future land use category encompasses a broad range of single family, residential areas. This includes residential subdivisions, as well as older neighborhoods which are more likely to occur in larger lot patterns. Density of housing ranges in this future land use category, though is limited to a maximum density of four dwelling units per acre, or houses on 1/4 acre lots. In addition to residential neighborhoods within the Town of Chapin, the Neighborhood future land use category includes areas identified outside of Town that are anticipated to become annexed into Chapin through the provision of utilities.

Public / Institutional

The Public / Institutional future land use category includes Town Hall, schools, public properties, cemeteries, churches, and professional offices. This area is intended to support future civic uses for the residents of Chapin and the surrounding region. While all of the public and institutional uses within the Town are designated on the future land use maps, there are additional religious-based uses and similar uses outside of Town which are not explicitly designated.

Parks and Open Space

The Parks and Open Space future land use category includes all existing parks and open spaces in the Town of Chapin and directly surrounding areas. Of particular note are Crooked Creek Park and Melvin Park, which are both part of the Chapin portion of the Irmo Chapin Recreation District. These parks are an integral part of the Chapin community, serving as both a recreational and social hub for residents.

Village

Villages are mixed-use areas which are more dense than the neighborhood future land use category, serving as a transition between residential and non-residential areas. The focus of this category is on the design and layout of future development, and the ability of roadway and utility infrastructure to support it. This area encourages walkability with townhomes and upper story residential in mixed-use buildings with dedicated neighborhood commercial uses on the ground floor. Greenspaces and connectivity to pathways support a live-work-play environment, and the greatest portion of building area is for residential uses.

Commercial

The Commercial future land use category denotes all existing and new commercial development. This type of land use typically occurs along major roadways in Town and is focused on local business. There are some commercial areas outside of Town which are not shown on these maps, that typically occur on a smaller scale at major intersections, such as a convenience store location.

Town Center

The Town Center future land use category permits a range of uses, including mixed-use buildings, dense residential, small-scale commercial, public property, and open spaces. The Town Center is particularly intended to foster the development of a central civic space, or town center, and will focus most heavily on promoting commercial opportunities. It is intended to serve as the highest density area in Town, providing opportunities to increase walkability, with a focus on design and layout of future development and uses.

Interstate Commercial

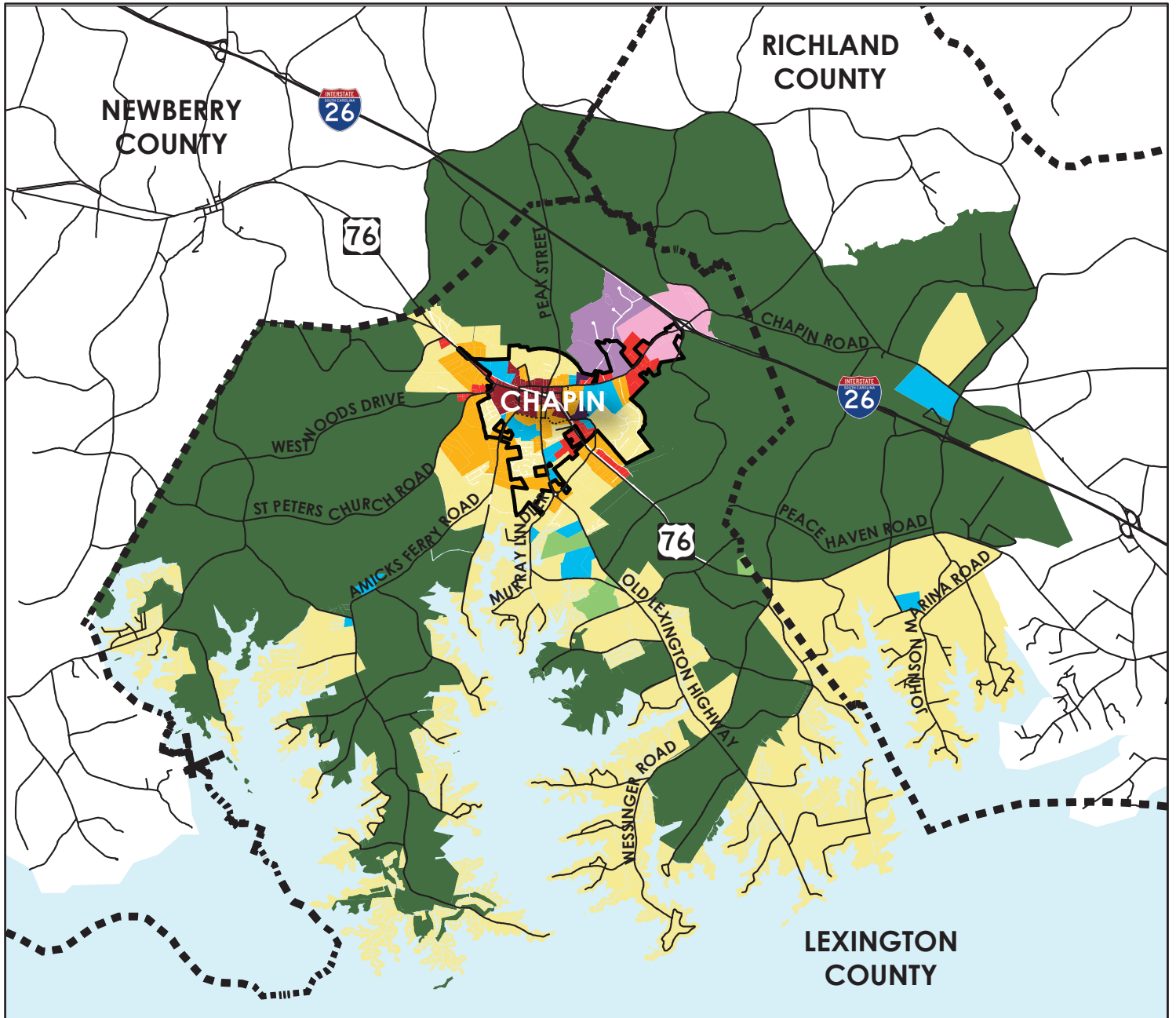
The Interstate Commercial future land use category applies to new and existing commercial development that occurs near the Interstate 26 Interchange. These commercial developments are generally larger in scale and more automobile-oriented than the Commercial future land use category.












Industrial

The Industrial future land use category recognizes existing light manufacturing and industrial development throughout the Town. These areas support needed industries and should continue to be permitted in Chapin. However, care should be given to ensuring buffers remain between industrial areas and other types of land uses.

Tech Park

The Tech Park future land use category encompasses the area described as the Chapin Business and Technology Park. The Town aims to promote this area as a “live-work-play” type of development, where residences are provided in close proximity to offices and a wide range of commercial enterprises, all connected through internal pedestrian facilities. The types of commercial uses within the Tech Park may also include businesses with a focus on unique forms of commerce, which are typically separate from general commercial areas.



- | | | | |
|---|------------------------|---|-----------------------|
|  | Rural |  | Town Center |
|  | Neighborhood |  | Interstate Commercial |
|  | Public / Institutional |  | Tech Park |
|  | Parks and Open Space |  | Industrial |
|  | Village |  | Town of Chapin |
|  | Commercial | | |

**Regional Future Land Use Map is approximate in nature, as much of the area is outside the Town of Chapin's jurisdiction. Future Land Use categories surrounding the Town represent a generalized version of desired development.*

OBSERVATIONS

The Town of Chapin's physical boundary is approximately two square miles; however, there are a number of opportunities to develop or redevelop land in the future in and around the community. In addition, the 208 Management Area and other areas outside of Town will all impact the its future land use pattern.

Key Observations

- About one third of Chapin's land is currently used for residential purposes.
- About one third of the land in the Town is currently undeveloped.
- Approximately 40% of Chapin's land is zoned General Commercial.
- While around 38% of the Town's land is zoned for residential purposes, single family homes are permitted in every zoning district.
- There is a great difference between the Town's zoning ordinance and the County's zoning ordinance, which applies to land directly adjacent to Chapin. Most notably, while Chapin's zoning ordinance focuses predominantly on land uses, the County's ordinance focuses predominantly on density and intensity of development. In most cases, the County's zoning ordinance permits density and intensity of development based on the functional classification of roadways.
- A number of undeveloped and some larger parcels exist within the Town.
- An opportunity exist to develop a Town Center, connecting Town Hall with downtown along Beaufort Street.
- The densest type of future development is intended to be in and around the Town Center.
- Generally, as one moves away from the Town, development should become less intense.
- The Town has an opportunity to influence the future land use of areas outside of Town through its utility extension policies, annexation, and coordination with Lexington County
- Lexington County is currently evaluating land uses and regulations for the areas outside of the Town of Chapin as part of their comprehensive planning process.



ELEMENT 8: TRANSPORTATION

INTRODUCTION

The Transportation Element provides a baseline review of the existing transportation network, planned road improvements, new road construction, transit projects, and planned pedestrian and bicycle connections. This element was developed in coordination with the Land Use element to ensure transportation efficiency for existing and planned development.

INVENTORY AND ANALYSIS

Transportation Network

The South Carolina Department of Transportation (SCDOT) uses a functional classification system to describe the State's road network and to determine optimal operational characteristics (typically expressed in terms of existing and projected level of service). SCDOT classifies roads into four overarching categories. Interstates and freeways are the highest road classification and are designed and constructed with mobility and long distance travel in mind. Arterials serve major centers of metropolitan and rural areas, provide a high degree of mobility, and provide service for trips of moderate or greater length. Collectors serve a critical role in the roadway network by gathering traffic from local roads and funneling them to the arterial network. Local roads are the lowest road classification. These include neighborhood streets and "remaining unclassified roadways," which are typically short in length and carry low volumes of traffic.

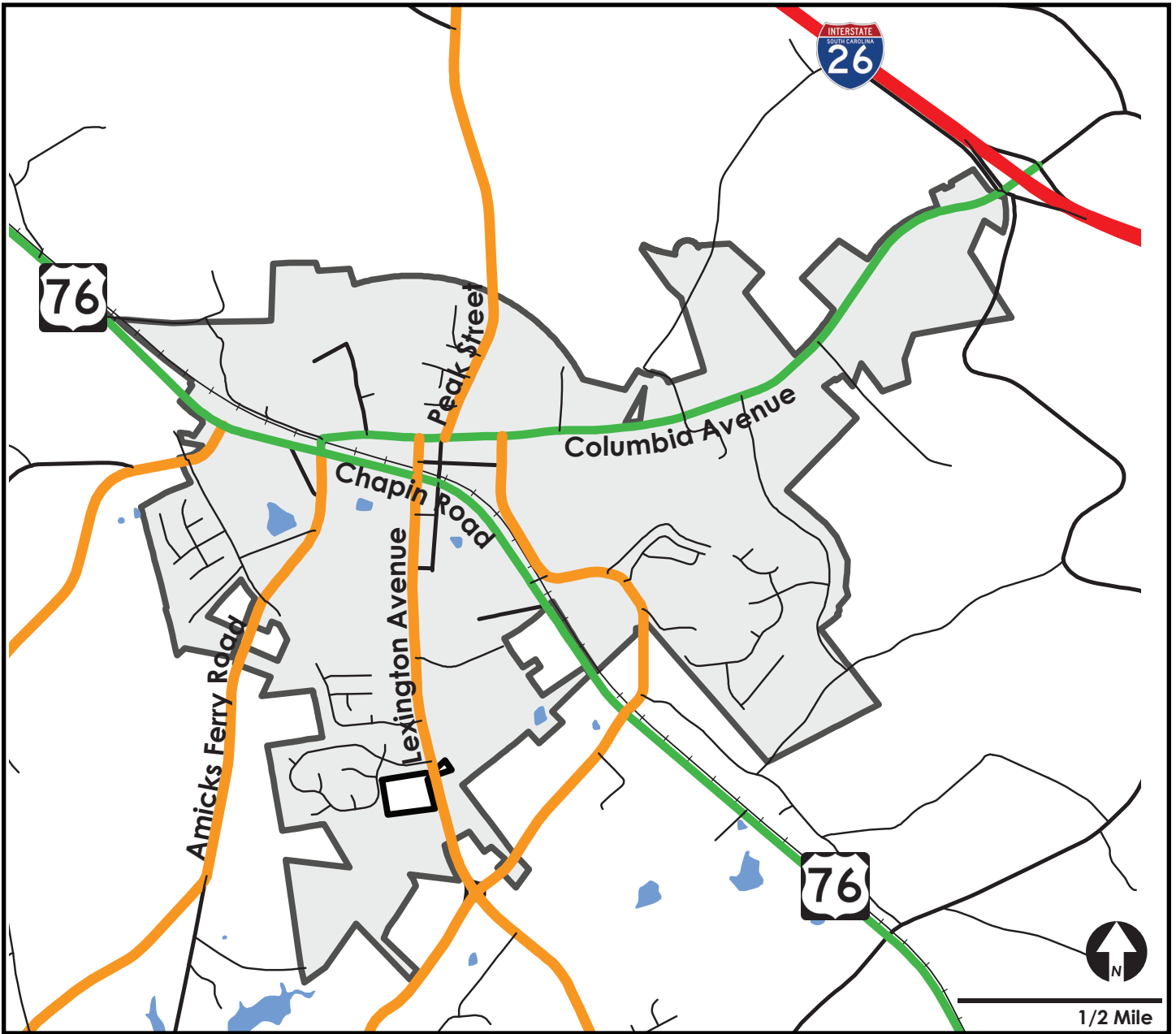
In Chapin, there is one interstate roadway (Interstate 26), as well as two minor arterials (Chapin Road and Columbia Avenue). There are also five collector roads which radiate outward into the surrounding area: St. Peter's Church Road, Amicks Ferry Road, Lexington Avenue, Peak Street, and E Boundary Street. These are all shown on Map 8.1. There are also a number of local roads in and just outside of the Town.

Average Daily Traffic Counts

SCDOT collects traffic counts at various counting stations throughout the Chapin community and uses these to tabulate traffic in a variety of ways. Map 8.2 displays the average daily traffic count, based on counts collected at stations along different road segments during the year 2019. Similar to the hierarchy of roadway classifications, the most trafficked roadway in Chapin is Interstate 26, which sees around 50,000 vehicle trips per day. Columbia Avenue and Chapin Road receive the second highest volume of traffic, though significantly lower, between 12,600 and 14,900 vehicle trips per day. Amicks Ferry Road, Lexington Avenue, and small portions of both St. Peter's Church Road and Columbia Avenue are also well traveled, with between 5,700 and 9,400 vehicle trips per day. The majority of St. Peter's Church Road and the section of Columbia Avenue east of the Interstate receive between 3,200 and 4,100 trips per day. Peak Street and E Boundary Street are the lowest traveled segments in the Chapin area, with between 1,400 and 1,500 vehicle trips per day. New development will alter these traffic patterns. Particularly the construction of a new elementary school on Amicks Ferry Road is anticipated to inflate the traffic volume on that road segment especially during the beginning and ending

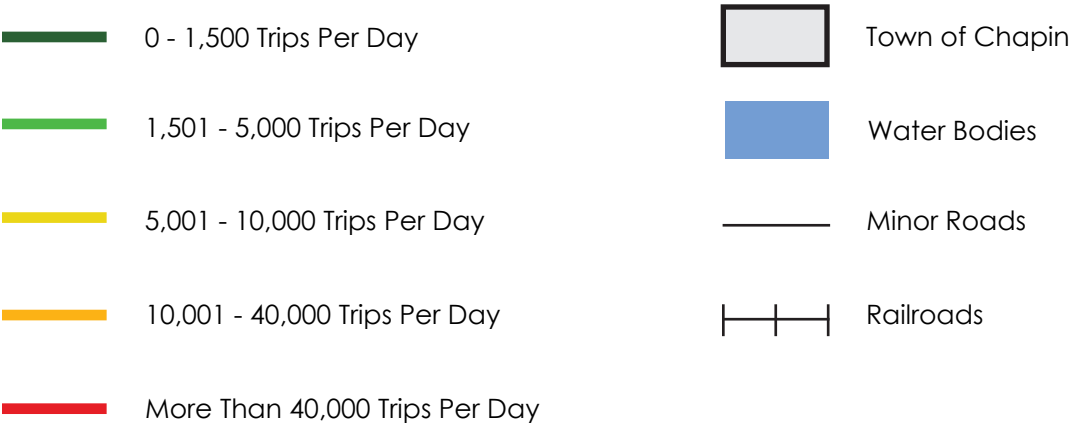
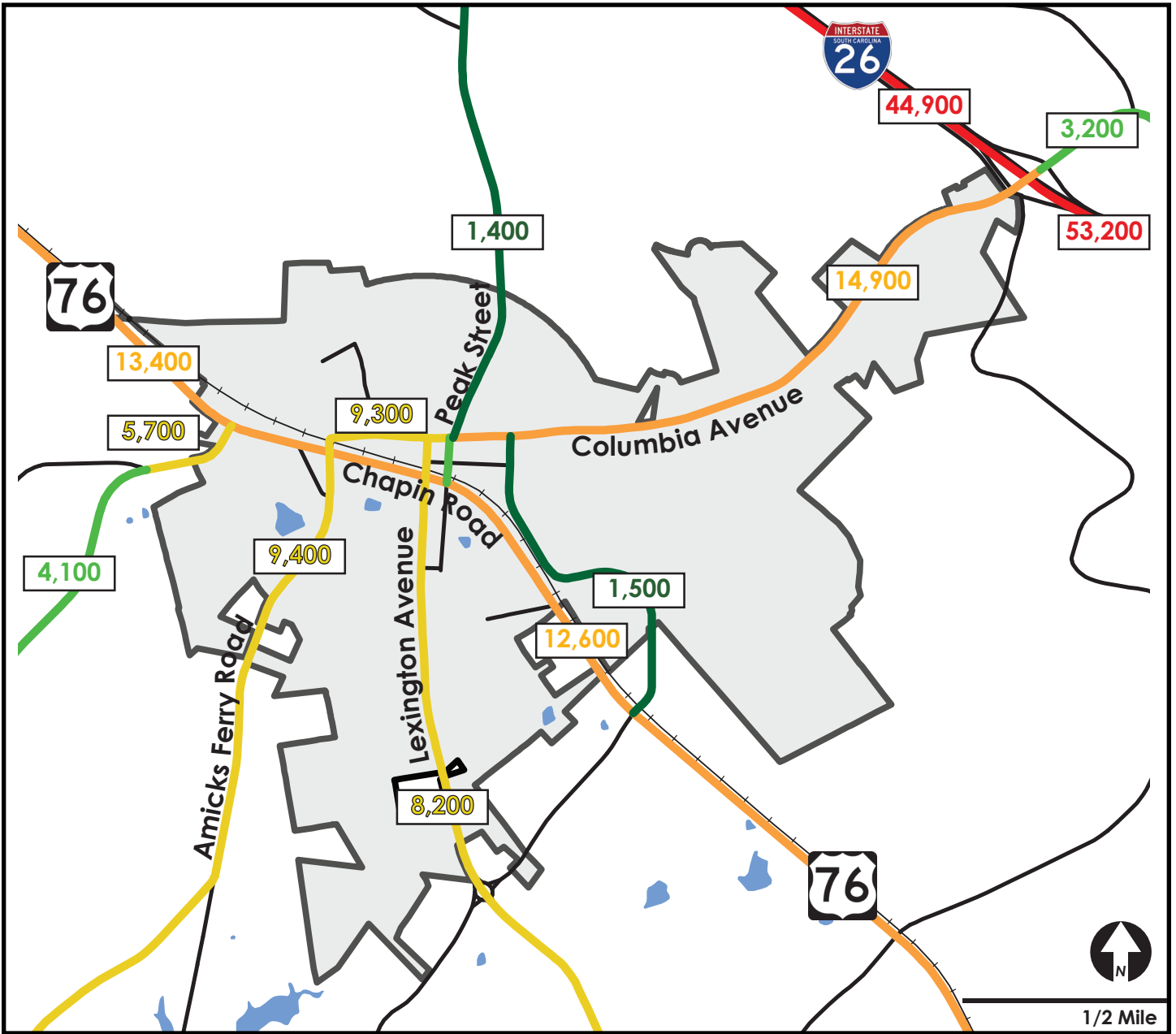
▼ MAP 8.1 FUNCTIONAL CLASSIFICATION

Source: South Carolina Department of Transportation (February 2021)



- Interstate
- Minor Arterials
- Major and Minor Collectors
- Local Roads
- Town of Chapin
- Water Bodies
- Railroads

▼ MAP 8.2 AVERAGE ANNUAL DAILY TRAFFIC (AADT)
 Source: South Carolina Department of Transportation (2019)

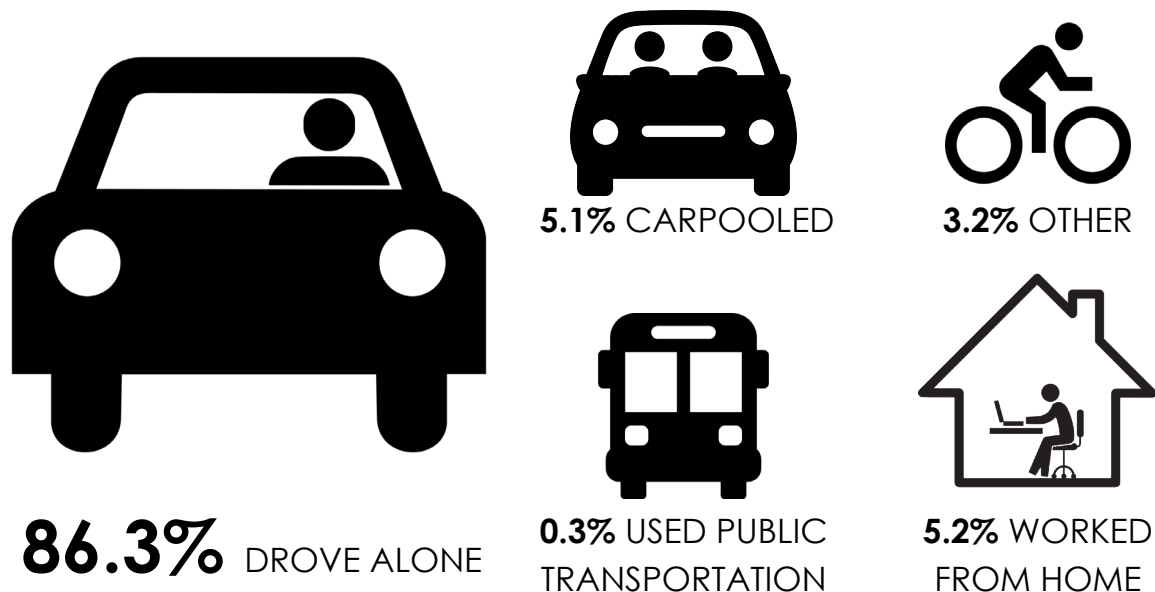


of the school day. Additional development along the collector roads in and around Chapin should be studied more closely as the current roadway facilities and rights-of-way are very limited in their capability to handle significant increases in traffic volume.

Mode of Transportation to Work

The majority of Chapin residents (86.3%) drive alone to work. There are also just over 5% of residents who carpool to work and another 5% who work from home. Very few people (3.2% of residents) either walk or bike to work, and even fewer (0.3%) use public transportation. This ratio of commuting is fairly typical for an American, suburban community. In fact, the 29036 zip code which includes and surrounds Chapin, has a similar breakdown, with 85.5% driving alone, 7.3% working from home, and the remaining modes similarly divided.

▼ FIGURE 8.1 COMMUTE MODES IN THE TOWN
Source: American Community Survey, 2019



Planned Transportation Improvements

SCDOT maintains a Statewide Transportation Improvement Program (STIP), which catalogs all transportation projects or programs receiving federal funding over the next six years in the State of South Carolina. Currently, there are three STIP projects in Chapin, as well as a handful of projects just outside its boundaries. The State intends to widen Columbia Avenue from the Interstate to Chapin High School, expanding it to five lanes (two in each direction and a center median), with 4' bike lanes and 5' sidewalks on both sides of the road. From Chapin High School west, Columbia Avenue will be widened to three lanes (one in each direction and a center median) with 4' bike lanes and 5' sidewalks on each side of the street. As part of this project, there will also be a new road constructed south from Columbia Avenue along the High School's edge, connecting to a new roundabout at the intersection of E Boundary Street, Stonewall Court, and the new road, and then heading west, forming new intersections at Weisz Street, Lexington Avenue, and Amicks Ferry Road, and terminating at Zion Church Road. Construction of these improvement projects is anticipated to begin in 2022.

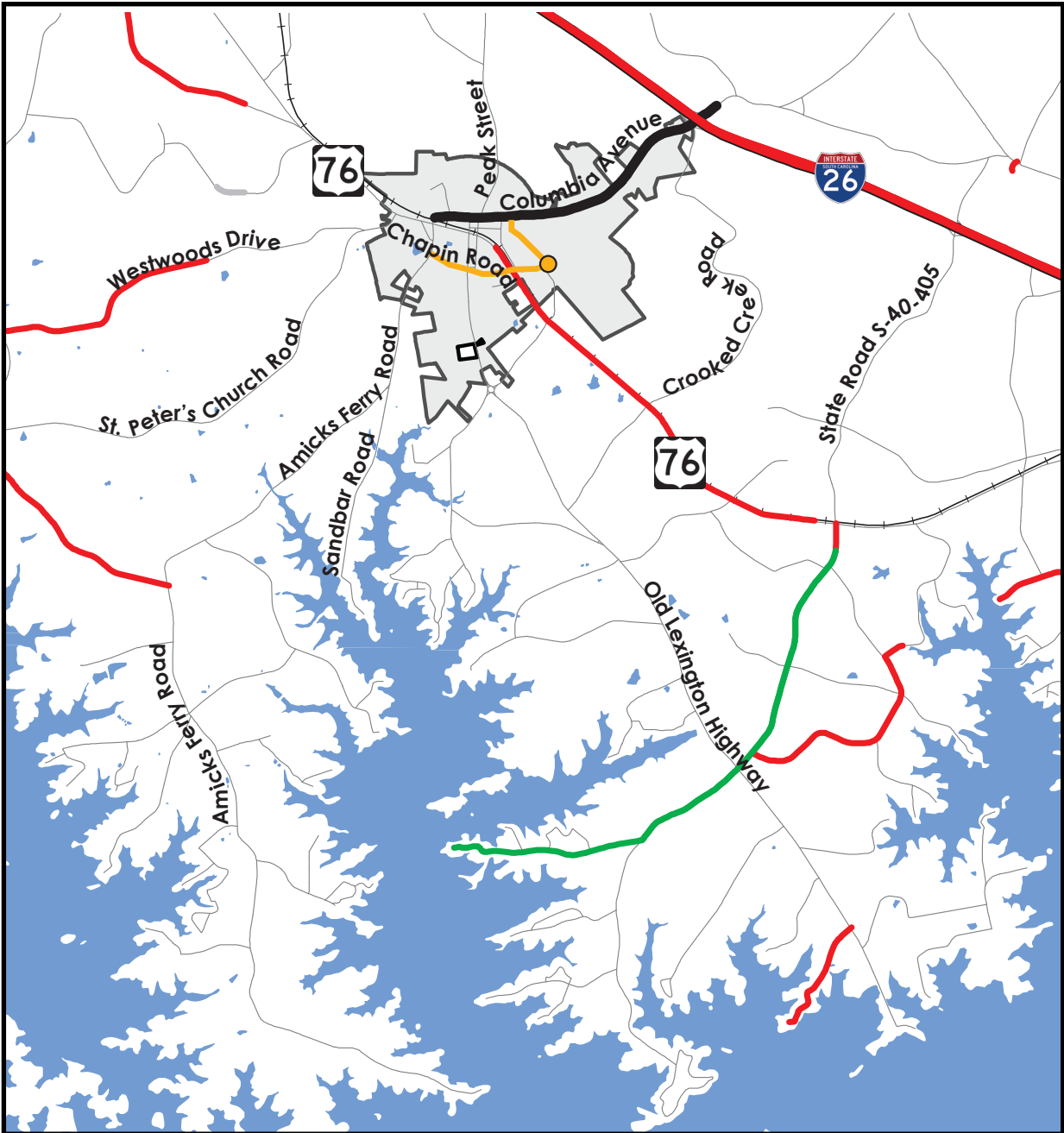
SCDOT is also planning to create a new interchange at I-26 and Columbia Avenue called the Carolina Connector. This will expand the right of way around the existing interchange, as well as alter traffic movements. It is anticipated to increase capacity and will involve a new access road, relocation of Crooked Creek Road, and the development of a cul-de-sac at the end of the existing Crooked Creek Road. This is anticipated to be complete by 2025.

The STIP also includes the rehabilitation of Chapin Road from the Napa Autocare Center in Town to just past the Lake Murray Golf Center south of Town. There are a number of rehabilitation, resurfacing, and widening plans for Interstate 26 through the Town and in the surrounding region. In addition to these projects within Chapin, the State has plans to rehabilitate a number of roads in close proximity to the Town, as illustrated as thin red lines on Map 8.3 on the following page. The State also intends to make safety improvements along almost four miles of Wessinger Road just south of Town. These projects will provide a number of improvements for community members, helping improve traffic patterns in and around the Town of Chapin.

Bicycle and Pedestrian Improvements

In recent years, the Town of Chapin has adopted a 2% hospitality sales tax on prepared or modified food and beverages intended for consumption by a restaurant, hotel, motel, caterer, or other food service facility within the Town. The tax is also imposed on all food and beverages prepared or modified by convenience stores or grocery stores that have specified areas where food and beverage are prepared for immediate consumption or carry out. This tax is administered to fund the operation and maintenance of current and future tourism related facilities, as well as necessary capital expenditures that promote quality of life, tourism, and recreation. This is to include funding the construction of future park facilities, the preservation of cultural and historic structures, and the provision of infrastructure. Specifically, the hospitality tax is going to fund the revitalization and beautification of incorporated areas of Town, improvements of Town of Chapin owned properties, and marketing and promotion of Town sponsored events. The Town has already earmarked some of the hospitality tax funding toward the provision of bicycle lanes, sidewalks, and aesthetic improvements to SCDOT's plans

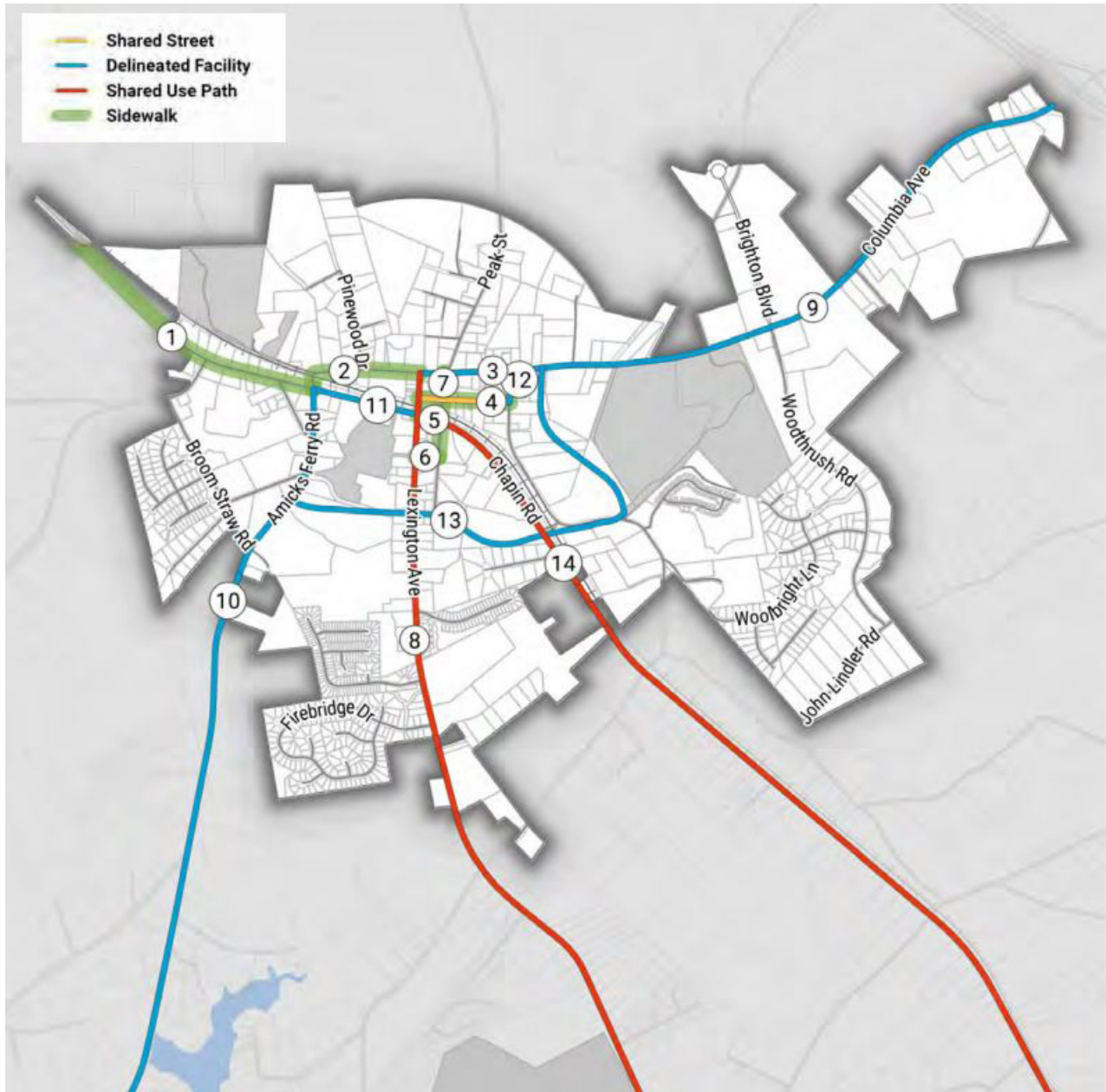
▼ MAP 8.3 PLANNED TRANSPORTATION IMPROVEMENTS
 Source: South Carolina Department of Transportation (June 28, 2021)



- Widening / Relocation
- Widening / Resurfacing
- New Roads
- Rehabilitation / Construction
- Safety Improvements
- New Roundabout
- Town of Chapin
- Water Bodies
- Roads

▼ FIGURE 8.2 BICYCLE AND PEDESTRIAN RECOMMENDATIONS

Source: Chapin, Swansea, and Batesburg - Leesville Bike and Pedestrian Master Plan



▼ FIGURE 8.3 SIDEWALK PROJECT LIST

Source: Chapin, Swansea, and Batesburg - Leesville Bike and Pedestrian Master Plan

Roadway	From	To	Length (ft)
Chapin Road	We Care Center	Amicks Ferry Road	3,564
Columbia Avenue	Chapin Road	Lexington Avenue	1,526
Chapin Road	Lexington Avenue	Clark Street	311
Water Street	Lexington Avenue	Clark Street	289
Clark Street	Water Street	Columbia Avenue	1,055

to widen Columbia Avenue. In addition to this, the Town intends to use hospitality tax funding to implement the bicycle and pedestrian improvements recommended in the Chapin, Swansea, and Batesburg - Leesville Bike and Pedestrian Master Plan. These recommendations include a large number of improvements, as listed in Figures 8.3 and 8.4.

▼ FIGURE 8.4 BICYCLE PROJECT LIST

Source: Chapin, Swansea, and Batesburg - Leesville Bike and Pedestrian Master Plan

Roadway	From	To	Length (ft)	Bicycle Facility	Sidewalk
Columbia Avenue	Lexington Avenue	E Boundary Street	1,133	Delineated	
Beaufort Street	Lexington Avenue	E Boundary Street	1,137	Shared Street	Yes
Lexington Avenue	Columbia Avenue	Crooked Creek Park	6,294 +	Shared Use Path	
Columbia Avenue	E Boundary Street	HWY 26 Ramp	7,990	Delineated	
Amicks Ferry Road	Chapin Road	Lake Murray	2,612 +	Delineated	
Chapin Road	Amicks Ferry Road	Lexington Avenue	1,340	Delineated	
E Boundary Street	Columbia Avenue	Southwoode Circle	3,192	Delineated	
S 48	Columbia Avenue	Amicks Ferry Road	6,611	Delineated	
Amicks Ferry Road	Clark Street	Irmo Regional Connection	2,802 +	Shared Use Path	

Transit Facilities

The Central Midlands Regional Transit Authority operates the COMET, which is a fixed route bus system that serves Cayce, Chapin, Columbia, Fort Jackson, Newberry, and West Columbia. The Authority is piloting Route 93X (the I-26 express route), which provides service between Newberry and Columbia, with stops in Little Mountain, Chapin, and Ballentine. This route runs Monday through Friday between 5:35 am and 8:19 pm. The stop in Chapin is a park and ride lot near downtown and the I-26 express route connects to a number of additional routes throughout Richland and Lexington Counties.

OBSERVATIONS

The Town of Chapin has a number of transportation-related concerns, largely because of the limited roadway network and constrained right of ways. However, there are a number of proposed solutions to these problems, many of which are in the State's current budgeted for the State Transportation Improvement Program.

Key Observations

- Chapin's road network has a number of collector roadways that radiate from the center of Town but do not form a strong grid in the center.
- Columbia Avenue and Chapin Road are the most trafficked roadways in Town.
- The majority of Chapin residents drive alone to work.
- There are a number of planned transportation improvements in and around Town. Many of these aim to alleviate existing traffic concerns.
- A closer examination of traffic in northern Lexington County will help identify opportunities to improve safety and the more efficient flow of traffic.
- The Town's hospitality tax funding can help support a number of key infrastructure improvements, including the provision of bike lanes and sidewalks, as identified in the Chapin, Swansea, and Batesburg - Leesville Bike and Pedestrian Master Plan.



ELEMENT 9: RESILIENCY

INTRODUCTION

In September of 2020, the State of South Carolina amended the Code of Laws to establish the South Carolina Office of Resilience to develop, implement, and maintain a statewide resilience plan and to coordinate statewide resilience and disaster recovery efforts. This act also amended Section 6-29-510 of the Code of Laws to require local comprehensive plans to include a Resiliency Element. The Resiliency Element considers the impact of flooding, high water, and natural hazards on individuals, communities, institutions, businesses, economic development, public infrastructure, facilities, and public health, safety, and welfare. This element includes an inventory of existing resiliency conditions, promotes resilient planning, design, and development, and is coordinated with adjacent and relevant jurisdictions and agencies.

INVENTORY AND ANALYSIS

Background

The Federal Emergency Management Agency defines a hazard as a “source of harm or difficulty created by meteorological, environmental, or geological event.” In 2016, the Central Midlands Council of Governments updated “An All Natural Hazard Risk Assessment and Hazard Mitigation Plan for the Central Midlands Region of South Carolina,” which provides guidance for municipalities and jurisdictions in Fairfield, Lexington, Newberry, and Richland Counties. The Plan identified natural hazards which impact the region. These include:

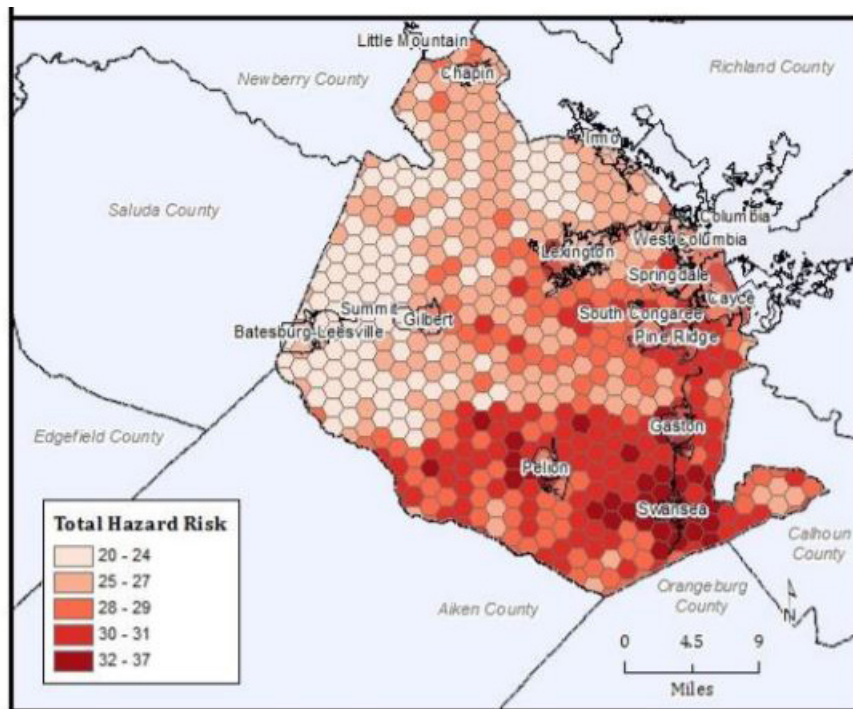
- Flooding
- Thunderstorms
- Lightning
- Hail
- Hurricanes & Tropical Storms
- Fog
- Tornadoes
- Wind
- Cold Hazards
- Winter Storms
- Earthquakes
- Wildfires
- Heat Hazards
- Droughts

Lexington County in particular has experienced an array of natural hazards in the past sixty years, including flash flooding, heat, drought, and winter storms. The most frequent hazard in the County is thunderstorms, which include lightning, hail, and wind; as well as wildfires. The table on the following pages provides details on all of the types of natural hazards and their impacts in Lexington County since 1960. Flash flood used to rank fairly low but it is now a very frequent occurrence. Heat and drought pose serious threats to the County that are difficult to capture in loss figures or maps since their impacts tend to be vastly underreported. In the future, the frequency and possible damage from meteorological and hydrological hazards is very likely to increase. Based on climate projections, the number of cold days and winter storms is anticipated to decrease. The future changes in frequency of each hazard is noted in Figure 9.1. The following section outlines the risks and their impacts in the region and around Chapin.

▼ FIGURE 9.1 SUMMARY OF NATURAL HAZARDS AND THEIR IMPACTS ON LEXINGTON COUNTY SINCE 1960
 Source: CMCOG Hazard Mitigation Plan (2016)

Hazard	Direct Losses (Property & Crops)	Direct Injuries & Fatalities	# of Events	Frequency	Recurrence Interval (In Years)	Future Changes
Flooding	\$2,750,075	8	47	85%	1.2	Increase
Hurricane	\$1,157,041	4	8	15%	6.9	Increase
Tornado	\$5,762,975	56	24	44%	2.3	Increase
Thunderstorm	\$685,465	0	41	75%	1.3	Increase
Lightning	\$2,178,330	10	149,258	1,515%	0.1 days	Increase
Wind	\$2,312,724	15	490	891%	0.1	Increase
Hail	\$1,665,131	0	283	515%	0.2	Increase
Fog	n/av	n/av	n/av	> 7%	< 14.6 days	No Change
Winter Storm	\$9,409,622	0	32	58%	1.7	Decrease
Cold	\$7,732,324	1	31	56%	1.8	Decrease
Heat	\$21,263,066	0	7	13%	7.9	Increase
Drought	\$24,345,640	0	17	31%	3.2	Increase
Wildfire	\$366,633	0	4,703	46%	2.2 days	Increase
Earthquake	\$0	0	0	< 2%	> 50	No Change
TOTAL	\$79,623,026	94				

▼ FIGURE 9.2 LEXINGTON COUNTY TOTAL HAZARD RISK
 Source: CMCOG Hazard Mitigation Plan (2016)



Lexington County is at risk from dam failures of both low and high hazards. There has been one recorded dam failure on a small pond in the past and three dams failed during the 2015 flood disaster. Areas downstream from small pond dams are very susceptible to the effects of dam failures, particularly if dams are poorly maintained, have been weakened, or show structural deficiencies. While it is highly likely to expect future failure of small pond dams, the Lake Murray dam is not at risk for failure caused by natural hazards.

Thunderstorms and Lightning

Severe thunderstorms are defined by the National Weather Service as storms that have wind speeds of 58 miles per hour or higher, produce hail at least three quarters of an inch in diameter, or produce tornadoes. Thunderstorms form when clouds and rain are coupled with an unstable mass of warm air that can rise rapidly. While they are more common in the spring and summer months during the afternoon and evening hours, thunderstorms may happen year-round and at all hours. On average, the Central Midlands region experiences between 50 and 60 thunderstorms per year. All thunderstorms produce lightning, which is a spark of static electricity that results from the buildup of electrical energy between positively and negatively charged areas. Whenever thunder is audible, there is a risk of lightning. Lightning has also occurred in volcanic eruptions, forest fires, surface nuclear detonations, heavy snowstorms, and large hurricanes. The only safe place during a thunderstorm is inside. There are four types of lightning: cloud to ground, intra-cloud, cloud to cloud, and cloud to air. The Central Midlands region sees 12 to 18 flashes of lightning per square mile and year on average.

Hail and Fog Events

Hail can occur year-round, as it derives from severe thunderstorms. It's a type of precipitation that consists of ice pellets that form when water droplets bounce above and below the atmosphere's freezing level. The size and speed of hail varies. On average, the Central Midlands region experiences 8 severe hail days per year. These are rarely deadly, though they damage property and agricultural operations. Fog is a cloud that touches the ground, which shows up when water vapor condenses. There are several conditions in which fog forms but the most common in the Central Midlands region is radiation fog. This occurs mostly during the fall and winter months, as air near the ground cools and reaches saturation. Fog poses a hazard to drivers, mariners, and aviators, contributing to an average of 12 accidents per year in the State. The National Weather Service issues dense fog advisories when widespread dense fog develops within 1/4 mile for an extended period of time and a freezing fog advisory when fog develops while surface temperatures are at or below freezing.

Hurricanes and Tropical Storms

Hurricanes and tropical storms are low-pressure systems that originate over warm waters and are capable of causing immense destruction. Primary damaging forces are high winds, storm surge, heavy precipitation, and tornadoes. A hurricane starts as wind speed and as the system organizes, it evolves into a tropical depression, tropical storm, and then hurricane. Once a storm becomes a tropical storm, it is given a name and closely monitored by the National Hurricane Center (NHC). Once a tropical storm reaches the status of hurricane, it is classified by intensity from category 1 to 5. The Saffir-Simpson Hurricane Wind Scale, as shown in Figure 9.4, considers hurricane categories 3, 4, and 5 as major hurricanes. Since 1851, 34 tropical storms have impacted the Central Midlands region, with the most catastrophic hurricane in recent history being Hurricane Hugo (1989).

The NHC generates hurricane advisories every 3 hours and provides updates on wind speed, projected track, storm surge, and other potential impacts to communities. The NHC issues weather statements that range from tropical storm warning (tropical storm conditions are expected within 36 hours) to hurricane watch (hurricane conditions are possible within 48 hours). Lexington County is affected by hurricanes and tropical storms every 7 years and is at risk from hurricane-force winds, heavy rainfall, flash flooding, and tornadoes.

▼ FIGURE 9.4 SAFFIR-SIMPSON HURRICANE WIND SCALE
Source: National Oceanic and Atmospheric Administration

Category	Wind Speed	Damage Potential
One (1)	74 - 95 mph	Minimal
Two (2)	96 - 110 mph	Moderate
Three (3)	111 - 129 mph	Extensive
Four (4)	130 - 156 mph	Extreme
Five (5)	157 + mph	Catastrophic

Tornadoes and Wind Events

A tornado is a violent windstorm characterized by a twisting, funnel-shaped cloud extending to the ground. It is produced when cool, dry air intersects and overrides a layer of warm, moist air, forcing the warm air to rise rapidly and is most often generated by a thunderstorm. High wind velocity, wind blown debris, and large hail cause damage during a tornado. The intensity of tornadoes is measured by the Enhanced Fujita-Pearson Scale, where the most violent tornadoes have rotating winds of 200 miles per hour or more and are capable of causing extreme destruction. The National Weather Service issues tornado warnings when a tornado has been sighted and tornado watches when conditions are favorable for the development of tornadoes close to the watch area.

▼ FIGURE 9.5 ENHANCED FUJITA-PEARSON SCALE FOR TORNADOES
Source: CMCOG Hazard Mitigation Plan (2016)

F-Scale Number	Wind Speed	Type of Damage
EF0	65 - 85 mph	Minor. Peels surface off some roofs, damage to gutters or siding, branches broken off trees, shallow-rooted trees push over.
EF1	86 - 110 mph	Moderate. Roofs severely stripped, mobile homes overturned or badly damaged, loss of exterior doors and windows, and glass broken.
EF2	111 - 135 mph	Considerable. Roofs torn off, foundations of frame homes shifted, mobile homes destroyed, large trees snapped or uprooted, light-object missiles generated, cars lifted off ground.
EF3	136 - 165 mph	Severe. Stories of homes destroyed, severe damage to large buildings, trains overturned, trees debarked, heavy cars lifted off ground and thrown, structures with weak foundations blown away.
EF4	166 - 200 mph	Devastating. Well-constructed and whole frame houses completely leveled, cars thrown and small missiles generated.
EF5	200 + mph	Extreme. Strong frame houses leveled and blown away, automobile-sized missiles fly through air in excess of 100 mph, steel-reinforced concrete structures badly damaged, high-rise buildings deform.

On average, the Central Midlands region experiences two tornado days and about six tornado watches per year. The region experiences mostly weak tornadoes, though EF3s and EF4s have occurred in the past. There has not been a recorded EF5 tornado in the Central Midlands region to date. The Federal Emergency Management Agency provides wind ratings for the whole country and the region's wind rating is Zone III, where winds can reach 200 miles per hour. (This is on a scale from Zone I to Zone IV).

Cold Hazards and Winter Storms

Cold hazards and winter storms involve a number of concerns including strong winds, floods, snow, and ice. While there is no generally accepted classification of winter storms, there are three winter storm types: blizzards, ice storms, and nor'easters. Blizzards are a winter storm with wind speeds of at least 35 miles per hour and low visibility that is reduced to 1/4 mile or less for a period of at least three hours. Ice storms occur when freezing rain accumulates at least 1/4 inch. Nor'easters are strong winter storms where northeasterly winds blow from the ocean and cause heavy snow, rain, wind, and waves. The severity of winter weather depends on a community's ability to manage and cope with the event, such as rapid mobilization of snow removal equipment and road salt. Since the Central Midlands region experiences limited winter weather events, most communities are not prepared for such mitigation. Frigid temperatures pose a danger to humans and livestock, as well as potential property damage and indirect threats associated with vehicle accidents and the loss of power and heat. The most recent winter weather event occurred in March of 2014. That event was so severe that it triggered a Presidential Disaster Declaration (DR-4166) for Lexington County.

Earthquakes

An earthquake is the motion or trembling of the ground produced by sudden displacement of rock in the Earth's crust. Earthquakes result from crustal strain, waste water disposal from fracking, volcanism, and landslides. An earthquake occurs when stress built up in the Earth's crust causes rocks to break and slip along a fault. There are several faults dissecting the Midlands region, and two which bisect Lake Murray. The Eastern Piedmont fault system is a mapped fault which runs through Lake Murray and the Helena Banks fault is an inferred fault located just south of the Eastern Piedmont fault. There is no surface evidence of an inferred fault, but it is presumed to exist. The severity of an earthquake is determined based on magnitude and intensity. Magnitude is measured using the Moment Magnitude Scale, which is denoted as Mw or M. Intensity is measured using the Modified Mercalli Intensity (MMI) Scale, which is based on direct and indirect measurements of seismic effects. The level of damage resulting from an earthquake depends on the amplitude and duration of the shaking, which is related to the earthquake size, distance from the fault, time of occurrence, site, and soil type.

There are ten to fifteen earthquakes recorded annually in South Carolina, with about three to five events actually noticed by people. According to the U.S. Geological Survey, the Central Midlands region faces only minimal to moderate risk from earthquakes each year. There is generally less than 10% probability of exceeding this in fifty years. The most recent earthquake in the region occurred in 1971 and caused no major damage.

Wildfires

According to the South Carolina Forestry Commission, a wildfire is any type of forest, grass, brush, or outdoor fire that is not controlled or supervised. In South Carolina, the average number of fires per year is 3,000 and the yearly average acreage burned is 18,000. Many wildfires in the State (35 - 45%) are started by debris burning, and another 25 - 30% of South Carolina's wildfires are caused by woods arson. Fire season generally lasts from late winter to early spring, with the highest danger of fire occurring during winter. The potential for wildfire depends on fuel characteristics, weather conditions, recent climate conditions, topography, and fire behavior. There are four major types of wildfires: ground fires, surface fires, crown fires, and spotting fires. Ground fires burn in natural litter, duff, roots, or high organic soils. These are very difficult to control and they may rekindle after being extinguished. Surface fires burn in grasses and low shrubs, or in the lower branches of trees. Surface fires have the potential to spread quickly and the ease of control depends on the fuel involved. Crown fires burn in the top of trees and the ease of their control depends greatly upon wind conditions. Spotting fires occur when burning embers are thrown ahead of the main fire, and these are very difficult to control.

Heat Hazards and Droughts

A heat wave is an extended period of above normal temperatures over a given period of time. The World Meteorological Organization recommends the declaration of a heat wave when the daily maximum temperatures exceed the average maximum temperatures by nine degrees Fahrenheit for a period of at least five days. Temperature and relative humidity in combination are the way in which meteorologists measure heat risks, as lower ranges of humidity can worsen heat effects once temperatures reach about 95 degrees Fahrenheit. Most heat disorders, such as sunburn, heat cramps, heat exhaustion, and heat stroke, occur because the victim has been overexposed to heat or has over-exercised for their age / physical condition. Stagnant atmospheric conditions and poor air quality can also adversely affect heat impacts. Seniors and children are most at risk from heat effects and while human health is at greatest risk from heat hazards, high temperatures can also damage roads, bridges, pipelines, utilities, and railroads. Drought originates from a deficiency of precipitation over an extended period of time, resulting in water shortage for some activity, group, or environmental sector. Droughts are typically categorized as meteorological when the drought is based on the degree of dryness for a given period; agricultural when it is based on the impact to agricultural activity from a deficit in precipitation, soil moisture, ground water supply, or reservoir levels; hydrological when it is from a precipitation deficit that affects the surface and subsurface water supply; or socioeconomic when the drought reflects the adverse supply and demand relationship between economic goods that are dependent on precipitation and water supply.

Nuclear Emergency Evacuation Plans

The Town of Chapin is approximately 16 miles southwest of VC Summer Nuclear Station, which provides nuclear power to the region. At this distance, the Town and surrounding area are within a nuclear event evacuation zone (Zone D-2). In the case of a nuclear emergency, residents are directed to travel along US 76 and I-26 East to seek shelter at Crossroads Middle School. The Nuclear Station performs siren tests four times per year, though it has never had to perform an emergency evacuation.

OBSERVATIONS

There are a number of natural hazards which have the potential to cause damage in and around the Town of Chapin. Thankfully, the extent and frequency of these hazards has been generally limited in the past. However, it is anticipated that the likelihood and severity of natural disasters will increase in the coming years. For a full synopsis on natural hazards and their impacts to the Central Midlands region and specifically to Lexington County, please view the Central Midlands Council of Government's Hazard Mitigation Plan.

Key Observations

- While there are no floodplains within the Town of Chapin, there are floodplains in close proximity to Town and there is potential for flash flooding to occur in cases of extensive rain or dam failure.
- Thunderstorms and lightning occur frequently in Chapin.
- Chapin is susceptible to hail damage and Lexington County experiences hail at least once every six months.
- Chapin is at risk of experiencing tropical storms and hurricanes. Though infrequent, these events can cause extensive damage to humans, crops, and property.
- On average, Lexington County experiences severe wind events monthly. Though there is a lower propensity for severe weather and wind damage in northern Lexington County, there is still concern for property damage and power outages due to falling trees or tree limbs.
- Between 1986 and 2015, Chapin experienced an average of two winter weather days per year. Snow accumulation of 2 or more inches is rare but ice accumulation is more likely.
- Between 1986 and 2015, Chapin experienced an average of 50 days per year where the temperature dropped below freezing.
- While the entirety of Lexington County is susceptible to earthquakes and Lake Murray lies above two fault lines, there have been no earthquakes recorded in Chapin since 1900.
- Between 1986 and 2015, Chapin experienced an average of 21 days where the temperature was above 95 degrees Fahrenheit.
- Instances of recorded property and crop damage from wildfires are rare and Chapin experiences an average of one wildfire risk per year.
- Chapin experiences an average of 21 weeks of drought each year. Some areas just north of the Town and toward the lake experience an additional week of drought each year.

ELEMENT 10: PRIORITY INVESTMENT

INTRODUCTION

The Priority Investment Element is intended to help prioritize and allocate funding for infrastructure improvement projects identified in the other elements of the Comprehensive Plan. The Priority Investment Element analyzes potential federal, state, and local funding available for public infrastructure and facilities during the next ten years, and recommends projects for expenditure of these funds. The recommendations in this element will be coordinated with adjacent and relevant jurisdictions as applicable.

INVENTORY AND ANALYSIS

Background

Many jurisdictions tie the Priority Investment Element to a five year Capital Improvement Program (CIP). The traditional CIP is a way to schedule improvements based on available financial resources. Linking the CIP process to the priority investment process extends the scope of the CIP to ten years. This also helps guide investments based on the direction set forth in the Comprehensive Plan and allows FOR programming and prioritization of longer term projects based on projected resources. In cases where no formalized CIP exists, such as the Town of Chapin, this element can serve as the CIP or as the catalyst for the development of one.

Existing Funding Sources

The 2021 fiscal year budget for the Town of Chapin was \$6,659,910. Of this total amount, \$1,653,510 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:

- Property Taxes
- Homestead Exemption
- Vehicle Taxes
- Broker Taxes
- Miscellaneous Taxes
- Business License Fees
- Franchise Fees
- ITCP / TTCP
- State Shared Revenue
- Fines and Forfeitures
- Prayer Breakfast
- Interest Income
- Rents and Permits
- Festival and Parade Income
- Grant Income
- Proceeds from Sale of Assets
- Existing Fund Balance

These resources were used to fund the Mayor and Town Council, professional services (auditor, MuniCode, and Comprehensive Plan), operating expenses, office supplies, municipal court personnel services, public works, and public safety. In addition to these revenue sources, the Town collected \$610,000 in hospitality taxes. Hospitality tax funds were used to provide Christmas decorations, marketing efforts, enhance road projects, and develop sidewalks on Beaufort Street. Additional revenue was collected from application fees, Carolina Water, sewer billing, water billing, sewer inspections, sewer tap fees, interest income, water meter purchase, water tap fees, and miscellaneous income.

Intergovernmental Coordination

To effectively manage growth and development, the Priority Investment Element Act requires local governments to coordinate with adjacent relevant jurisdictions and agencies before recommending projects for public expenditure. To facilitate this process, the Act encourages local governments to maintain a list of these jurisdictions and agencies so that they can be effectively included in major development decisions. In Chapin, the list of relevant agencies and jurisdictions to coordinate with include:

Local Governments

- Lexington County
- Richland County
- Newberry County
- The City of Columbia
- The Town of Irmo
- 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
- Richland County Utilities Department
- City of Columbia Department of Public Works
- South Carolina Electric and Gas
- Mid-Carolina Electric Cooperative

State Agencies

- South Carolina Department of Health and Environmental Control (SCDHEC)
- South Carolina Department of Commerce (SCDOC)
- South Carolina Department of Transportation (SCDOT)

Regional Agencies

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

Priority Investment Areas

The Priority Investment Act 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 Town Center, Village, and Tech Park areas on the Future Land Use Map. These areas have been identified in an effort to encourage multi-unit residential development within well-planned mixed-use developments. By designating these as Priority Investment Areas, the Town of Chapin will adopt land use regulations, design standards, adequate infrastructure requirements, and flexible market based incentives to encourage development in these locations.

Capital Improvement Projects

In order to assist the Town in prioritizing the implementation of the Comprehensive Plan, the following table was drafted. The table lists all projects which are necessary to implement the strategies which were listed at the beginning of the plan, and details the action item and a cost estimate. The cost estimates are described as:

\$	Less than \$25,000
\$\$	\$25,000 - \$100,000
\$\$\$	\$100,000 - \$500,00
\$\$\$\$	\$500,000 - \$2.5 Million
\$\$\$\$\$	\$2.5 Million - \$10 Million
\$\$\$\$\$\$	\$10 Million or Greater
Policy	Not Outside of Normal Annual Budget Expenditures

▼ FIGURE 10.1 CAPITAL PROJECTS - FUNDING PRIORITY INVESTMENTS

ENVISION CHAPIN COMPREHENSIVE PLAN PROJECT FUNDING PRIORITIES		
Goal 1 - Embrace the Greater Chapin Community		
	Project / Initiative	Cost Estimate
Strategy 1 & 2	Facilitate Community Engagement Council Meetings.	Policy
Strategy 3	Initial Planning by Staff to Improve Connections to Lake Murray.	Policy
Goal 2 - Facilitate Well-Planned Growth		
Strategy 1	Zoning ordinance and map, and development regulations update.	\$\$
Strategy 2	Begin coordination process with Lexington County.	Policy
Strategy 3	Develop a comprehensive annexation strategy.	Policy
Strategy 3	Fund additional staff position to administer ordinances in expanded area of jurisdiction outside of the Town to implement the potential agreement with Lexington County.	\$\$
Strategy 4	Limit the approval of proposed development projects that will significantly decrease the level of service of our roadways.	Policy

ENVISION CHAPIN COMPREHENSIVE PLAN PROJECT FUNDING PRIORITIES

Goal 3 - Improve Transportation Connections

	<i>Project / Initiative</i>	<i>Cost Estimate</i>
Strategy 1	Communicate and coordinate with the CMCOG (MPO) on the Town's transportation needs and goals.	Policy
Strategy 2	Set aside matching funds to develop a long-range transportation plan for northern Lexington County area in and around Chapin with the County and MPO as funding partners.	\$\$
Strategy 3	Establish an annual prioritization and funding plan for transportation projects.	\$\$
Strategy 3	Adopt development regulations that establish funding procedures related to development approvals.	Part of Goal 2, Strategy 1
Strategy 4	Establish funding for adding value to planned SCDOT projects.	\$\$\$

Goal 4 - Create a Central Gathering Place

Strategy 1	Develop a detailed small area plan.	\$\$
Strategy 2	Coordinate with School District to acquire and/or develop the former school site as the focal point of the Town Center.	\$\$\$\$

Goal 5 - Expand Housing Options

Strategy 1	Fund a comprehensive housing study.	\$\$
Strategy 2	Adopt development standards for the Town Center, Village and Tech Park future land use categories.	Part of Goal 2, Strategy 1
Strategy 3	Update standards to facilitate high quality residential development.	Part of Goal 2, Strategy 1

Goal 6 - Preserve Our Natural & Cultural Heritage

Strategy 1	Adopt development regulations that encourage open space and natural area preservation.	Part of Goal 2, Strategy 1
Strategy 2	Adopt development regulations that include an emphasis on green infrastructure techniques.	Part of Goal 2, Strategy 1
Strategy 3	Incorporate Hazard Mitigation priorities into development regulations.	Part of Goal 2, Strategy 1
Strategy 4	Develop an open space and greenway plan.	\$
Strategy 5	Prepare a cultural and historic resources strategic plan.	Policy

Goal 7 - Grow Our Local Economy

Strategy 1	Support small business and entrepreneurial development.	\$
Strategy 2	Develop a strategic plan to revitalize downtown Chapin.	\$\$
Strategy 3	Acquire development authority and control of the Chapin Business and Technology Park.	\$\$\$\$
Strategy 4	Develop a program to target the redevelopment of vacant industrial and commercial buildings.	\$

In addition to the capital projects which are directly related to the goals and strategies of this Plan, there are a series of capital improvements that the Town should take to implement the vision for the future. These are:

▼ FIGURE 10.2 CAPITAL PROJECTS - TOWN FUNDING PRIORITIES

TOWN PROJECT FUNDING PRIORITIES		
Department/Category	Project	Cost Estimate
Economic Development	Work to Enhance Tourism in the Town.	Policy - \$\$
Economic Development	Develop Incentives to Attract a Hotel to the Town.	Policy - \$\$\$
Transportation	Columbia Ave / Chapin Rd / Amicks Ferry Road Intersection Improvements.	\$\$\$\$
Water / Sewer	Install 12" Force Main on Primrose Lane.	\$\$\$\$
Water / Sewer	Expand / Upgrade the Wastewater Treatment Plant.	\$\$\$\$\$\$
Water / Sewer	Water Treatment Plant (New or Purchase Into Existing).	\$\$\$\$\$\$
Water / Sewer	Install Parallel Discharge Line on Wastewater Treatment Plant.	\$\$\$\$

OBSERVATIONS

The Town of Chapin has an opportunity to strengthen its current process for planning capital expenditures by preparing a 5-year Capital Improvement Plan that is updated on an annual basis. The CIP will help the Town identify, prioritize, and budget for the long term implementation of infrastructure improvement projects in the Comprehensive Plan. The CIP can include strategies that will assist the Town in local and regional coordination efforts, maintaining the CIP, and designating official priority investment areas and funding that will provide focus areas for future public and private investment in those areas.

Key Observations

- The Town needs a 5-year Capital Improvement Plan to direct long range capital purchases.
- The Town is involved in a number of regional organizations that keep it connected with partner agencies and others in the implementation of the Town’s goals, specifically as they relate to regional level projects and multi-jurisdictional issues and challenges. The Town should continue to work with regional organizations and partners to develop funding strategies for major infrastructure and transportation related projects impacting the Town of Chapin’s future.
- The Town Center, Village, and Tech Park areas are identified as priority investment areas to initiate the development of a Town Center and high quality mixed-use development within the Village and Tech Park future land use classifications.

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