TCP 2018

THE COLUMBIA PLAN

The Comprehensive Plan for Columbia, South Carolina: 2008-2018

Prepared by:

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Final
October 2008

TCP 2018
THE COLUMBIA PLAN

PLANNING COMMISSION RESOLUTION TO RECOMMEND TO CITY COUNCIL THE ADOPTION OF THE COLUMBIA PLAN 2018

WHEREAS, the City of Columbia and community at large recognize the value of planning for future development and growth;

WHEREAS, the City Council approved a process for updating the City's comprehensive plan in March of 2007; and;

WHEREAS, the City of Columbia Planning Commission, composed of members of the public, guided the creation of the comprehensive plan in 1998, and update in 2004, and;

WHEREAS, the City of Columbia Planning Commission guided the visioning and creation of the future for Columbia, and;

WHEREAS, the City of Columbia Planning Commission and Planning Staff worked diligently over a eighteen (18) month period to guide investigations into the City's existing conditions, and;

WHEREAS, the Planning Department has engaged the public and solicited feedback throughout the planning process, and;

WHEREAS, the City of Columbia Planning Commission has provided input, recommendations and implementation strategies in response to the public input and findings;

WHEREAS, This process is in conformance with state enabling legislation, SC Code Title 6, Chapter 29 and meets all requirements of Article 3, Sections, 6-29-510, 520, 530, and 540;

NOW, THEREFORE BE IT RESOLVED by the City of Columbia Planning Commission this, the Fourth day of August, 2008, that The Columbia Plan: 2018, is recommended for adoption to City Council.

Dan B. Rutherford, M.E.P 9/8/08

Planning Commission Chair Date

ORIGINAL
STAMPED IN RED

ORDINANCE NO.: 2008-085

Adopting the City of Columbia Comprehensive Plan 2018

BE IT ORDAINED by the Mayor and City Council of the City of Columbia this 1st day of October, 2008, that the City of Columbia Comprehensive Plan 2018, a copy of which is attached hereto, is hereby adopted and effective as of final reading of this ordinance.

AND IT IS FURTHER ORDAINED that copies of the within adopted Comprehensive Plan 2018 be made available for public inspection and copying in the offices of the City Clerk, City Manager and Planning Department.

Requested by:

Planning Department

MAYOR

Approved by:

City Manager

Approved as to form:

City Attorney

ATTEST:

Erika D. Salley

City Clerk

Introduced: 9/17/2008
Final Reading: 10/1/2008

Last Revised: 8/29/2008
08081289

Since the earliest days of the American city-planning movement the terms *long-range, comprehensive* and *general* have been used by city planners to describe to citizens and city councilmen the nature of the general plan.

Long-range has always meant, in simplest terms, that the plan should be forward-looking, that it should attempt to provide for the future needs of the community insofar as it possible to make reasonable judgments as to what these needs will be.

Comprehensive has meant that the plan should encompass all the significant physical elements of the urban environment, that the plan should be related to regional-development trends, and that the plan should recognize and take into account important social and economic factors.

And the term ***general*** has meant that the plan should not involve questions of detail, but should attempt to define the main outlines of desirable future developments by showing the general location, character, and extent of the major physical elements of the community and the significant relationships between these elements.

- T.J. Kent, Jr. *The Urban General Plan (1964).* 95-96.

Acknowledgements

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Executive Summary

Executive Summary

The creation of The Columbia Plan: 2018 began with the law. As directed by South Carolina law § 6-29-510, The Columbia Plan has been prepared to envision and guide the growth and development of the City of Columbia through the next decade. Based on a foundation of public participation and input since the beginning, this plan not only catalogues Columbia's existing conditions, but also the citizens' vision of their community.

The Foundation

Comprised of nine elements, supporting materials, and a policy matrix, this comprehensive plan is derived from 18 months of input and discussions with various City departments, staff, elected officials, regional stakeholders, and the citizens of Columbia.

The initial round of input in the Summer and Fall of 2007 created the framework to describe the needs and future aspirations the residents of Columbia have for their home. From these various discussions and input, broad and consistent themes began to develop. It was from this framework that the first policies were crafted. The initial policy formulation was guided by focus groups of experts in these fields, concerned citizens, and local and state agencies. The guidance, experience, and in-the-field knowledge of these experts helped identify major obstacles and the necessary policies to direct Columbia's future in a sound and sustainable way.

Lofty goals and objectives are more easily supported by the public than specific policies that may become City ordinance or may cost taxpayer dollars. The second series of public meetings was focused on refining and creating policies generated by the four groups and also from the general public. After releasing the first draft to the public in May of 2008, a second series of public participation meetings and discussions was scheduled to help craft the implementation for The Columbia Plan and refine the document's policies.

The Recommendations

Over the course of creating The Columbia Plan, the Planning Department staff identified the issues and policies needed to create "the Columbia" expressed by the public and address the pressing concerns facing the future planning. The following summarizes the concerns that were identified by the public and staff as having greatest implications for Columbia's next decade:

- Defining a sense of Community: One of the unique aspects of Columbia is its character. From the Vista to its many neighborhoods, Columbia has a remarkable heritage and unique architectural style that epitomizes the character of the city. Preserving the existing character and encouraging new and notable projects, including gateways, can enhance and diversify the atmosphere of Columbia.

- Environmental Sustainability and Protection: One of the greatest assets for Columbia is our natural environment. By ensuring the highest quality of protection and preservation, we're making sure future generations, beyond 2018, will be able to appreciate it. At the same time we are ensuring the health and safety of residents, and its role as a boost to economic development, quality of life, energy efficiency, and a healthier population and environment.

- Transportation Viability: With the economics and planning emphasis of transportation changing from the model of the 20th Century, Columbia's urban environment will have to evolve to equal this new landscape. With a greater emphasis placed on pedestrian and bicycle friendly environments, this entails a greater importance on sidewalks, greenways, bicycle lanes, architectural and urban design that create pedestrian friendly environments, as well as greater consideration towards public transportation.

- Land Use Distributions: Just as transportation options begin shifting, so will the distribution of land uses throughout Columbia. As people begin focusing more on their neighborhoods for their daily needs, the traditional distributions of commercial and retail along corridors and shopping centers will have to evolve in order to guarantee a greater diversity of property options and a wider selection of commercial and retail spaces for both small and larger businesses. Emphasizing development that is mixed-use and oriented towards transit options will become of greater importance for the next decade of development in Columbia.

- Affordable Housing: Ensuring the growth and future of affordable housing is a present and future concern for Columbia, and it will have great implications for the next decade. With workforce, economic development, and quality of life implications, continued implementation of existing affordable housing initiatives, supplemented with future ideas, can help sustain this positive movement.

- Access to Open Space: Throughout Columbia, the citizens have relayed a concern for a lack of open space, including green space, active and passive park space, as well as indoor facilities. Ensuring a greater availability and wider allocation of these resources can have immense impacts on the health, quality of

life, and sense of place throughout Columbia. Creating neighborhood parks and the Riverfront Park will greatly impact the character and quality of Columbia.

- Developing the New Economy: In the ten years since the 1998 Comprehensive Plan's adoption, the economy of Columbia saw great changes. With an increasing amount of new markets and technologies emerging, and given Columbia's unique atmosphere and quality of life, the region is primed to capitalize on these economies. Creating incentives and policies to attract and foster these new economies will be a constant process for the next ten years. With the creation of USC's Innovista development, new technologies and research will directly impact the local economy and quality of life for all of Columbia's residents.

- Sprawl: With more people moving to the Columbia region, guaranteeing sustainable and smart growth becomes highly important. From ensuring the quality of community facilities to lowering traffic congestion, managing growth in a way that benefits all of Columbia is a necessity for the next decade.

Implementation

The Columbia Plan is a representation of the destination, not a step-by-step course to get there. For many policies, continued study and planning will be necessary to carry out their intent. The policy matrix has been evaluated and carefully constructed ensuring the sequencing and timing of the policies is efficient and orderly, making The Columbia Plan implementation transparent for all citizens to understand.

The matrix shows the policies outlined within each element, and prioritizes each to help begin the first step. The matrix not only outlines the timing of these policies, but also the various departments, entities, and municipalities to coordinate these future recommendations. Working with regional partners will help both Columbia and the Midlands thrive.

Conclusions

The Columbia Plan provides the structure to address all major decisions in pursuit of what the City of Columbia wants to be in the future. The implementation of this plan, starting with its adoption and proceeding with recommendations, will provide the legal authority to direct development in a sustainable and consistent approach.

The Columbia Plan should be viewed as a guidance document. It is not intended to be a rigid dictation of prescribed courses of action. There are numerous ways to achieve the goals within its pages. The Columbia Plan only shows us the final destination, not

the actual paths to reach it. It leaves those decisions to the individuals charged with its implementation.

The reach of this plan is intentionally broad, and is an attempt to encompass the many aspects guiding the development of Columbia. Due to the natural broadness of this comprehensive plan, discussions of the numerous subtopics are limited. Therefore, many of the issues, policies, and recommendations within the Columbia Plan will warrant further study and discussion to solve these situations.

Like many other communities both throughout South Carolina and the United States, Columbia does not have the funding and resources to fulfill all the actions and goals outlined within the text of this plan. Although, with the adoption of The Columbia Plan, a proactive community, and a forward thinking citizenry, Columbia can begin to realize beneficial variations and progress towards the future in a well-balanced and planned approach.

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1

Introduction

Introduction

Comprehensive Planning Explained

"What" a Comprehensive Plan does is simple: it serves as a guide, through the use of illustrations, maps, and policies to outline the city's vision for directing future land development and growth. It is both a policy and the city's vision of itself in the coming years. Because it must take a substantial length of time into account, The Columbia Plan will be long-range, mapping generalized land uses through prescribed goals, policies, and objectives.

"Why" we need to create a Comprehensive Plan is two-fold. First, it is legally required under South Carolina statue §6-29-510. The elements inside the Comprehensive Plan are required in order to enable a municipality to implement and enforce land use regulations. Second, this Comprehensive Plan provides a picture for the future of Columbia. This plan becomes not just adopted by municipal ordinance, but also the citizenry's vision and goals for how they want Columbia to serve their interests and wishes in the coming years.

"How" The Columbia Plan is created is by and for the people. The plan comes from two sources: the needs of the City and the wishes of the citizens. Beginning with the needs and goals of the City of Columbia, the plan is developed to make certain that necessary considerations are taken to ensure the level of service the City provides, while also articulating the future growth for the City. Once the basic City needs have been considered, The Columbia Plan is then integrated with information received from extensive public input and participation. Through this plan, the goals and visions of

citizens, neighborhoods, communities, organizations, and institutions will continue to shape and influence the course for the City of Columbia.

The Purpose and Goals of the Columbia Plan

It is the responsibility of The Columbia Plan to balance the needs of the many competing objectives of all the stakeholders. It strives to ensure that the best interests of Columbia are represented through the following goals:

Make Columbia livable for all citizens.

Planning is local government's mechanism to ensure Columbia is a better place to live in the future. This includes raising the quality of life, enjoyment, and safety for all residents throughout the City.

Provide guidance to citizens and government.

Columbia is experiencing substantial development and population growth within the City. As this occurs, it places greater demands on the infrastructure, such as housing, transportation, and other community facilities. Proper planning can help citizens and the government account for and prepare for future change thereby ensuring the best, most efficient, use of City resources possible.

Define the future of Columbia.

The Comprehensive Plan should make clear what citizens want for the future of Columbia, both in design and amenities. This helps the Planning Department, local government, and citizens craft their vision of Columbia for the future.

The focus of the Comprehensive Plan is to establish relatively broad, long-term goals, policies, objectives, and implementation recommendations that will provide the foundation for ongoing city planning and design activities. The Comprehensive Plan will also provide guidance for the future creation of a wide array of other, more detailed, adopted planning and design documents. Those detailed recommendations will supplement and expand the general recommendations outlined within The Columbia Plan.

The Columbia Plan provides the framework to address all major decisions in pursuit of what the City of Columbia wants to be in the future. The implementation of this plan, starting with its adoption and proceeding with recommendations, will provide the legal authority to direct development in a sustainable and consistent manner.

The Columbia Plan should be viewed as a guidance document. It is not intended to be rigid in the dictation of prescribed courses of action. The reach of this plan is intentionally broad because it is an attempt to encompass the many aspects that guide the development of Columbia. Due to the natural broadness of this Comprehensive Plan, discussions of the numerous subtopics are limited. Many of the issues, policies, and recommendations within the Columbia Plan will warrant further study, input, and discussion in order to implement solutions. Like many other communities both throughout South Carolina and the nation, Columbia does not have the funding and resources to fulfill all of the actions and goals outlined within the text of this plan. Nevertheless, by adopting the Columbia Plan, and having a consensus among a proactive community, Columbia can experience beneficial variations and progress towards the future with a well thought out and planned approach.

A Brief History of Columbia

The City of Columbia enjoys a unique history. As the first planned state capitol, and the second planned city in the United States, the concept of city planning has always been part of Columbia's foundation. State Senator John Lewis Gervais forwarded the approval for the creation of Columbia to the legislature, which approved it on 22 March 1786.

Columbia was originally designed as a town comprised of 400 blocks in a two-mile square along the Congaree River. One of the planned city's most unique design features was its street width, which was generally between 100 to 150 feet across. These widths were determined by the belief that mosquitoes could only fly no more than 60 feet without dying of starvation along the way, thus protecting the population from disease.

Moving into the 19th century, Columbia continued to evolve and expand. As the technology employed in the infrastructure of the community began to grow, so too did the needs of the residents and institutions. The University of South Carolina was founded in 1801 and became the flagship institution for the State of South Carolina. The University and other institutions began to form and exist inside the City of Columbia making it a chief destination for people statewide and nationwide.

With a large number of financial, educational, and political draws developing within the community, Columbia soon began to develop into a major metropolitan area for the Midlands. This metropolitan growth forced a development expansion beyond

the original grid and outward into the countryside, establishing the dominant pattern of future growth for the city through the 20th century.

With the dawning of the 21st century and the recent renaissance of City Center, Columbia has been experiencing a trend of residents moving back into the heart of Columbia. While this trend of returning to the heart of the City is the most visible in Columbia, other locations are experiencing a similar resurgence.

Columbia's Regional Context

Located in the center of South Carolina, Columbia is a rapidly growing city with a population approaching 120,000 residents. In considering the future plans and development of the City, the surrounding municipalities to Columbia must also be included. Columbia is the central hub of a Metropolitan Statistical Area with over 700,000 residents. Many of these residents visit Columbia for work, shopping, and entertainment. Their proximity will impact the future needs and growth for Columbia's considerations.

Columbia's population has been growing constantly since 1980, and the Columbia Metropolitan Statistical area has been experiencing cumulative population growth of 8.75% from 2000 to 2006. This rapid growth has only increased the rate of

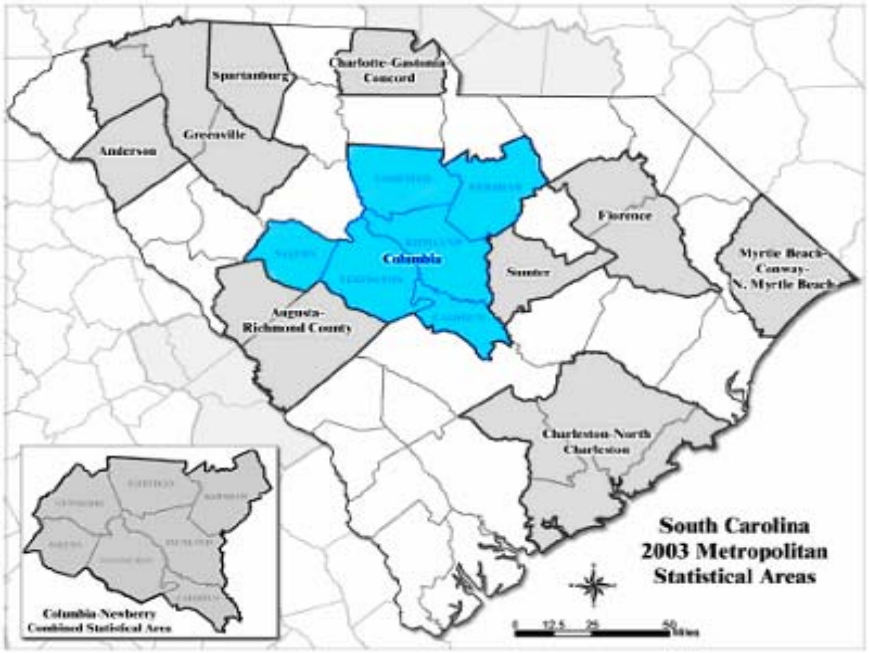


Figure 1: Map of South Carolina's Statistical Areas. Source: CMCOG - http://www.centralmidlands.org/pdf/2003%20Metropolitan%20Areas.pdf, p.4.

urban sprawl and traffic congestion throughout the major corridors of Columbia. Columbia benefits from its central location as a transportation hub. Within city limits, three major interstates can be found: I-77, I-20 and I-26. Also, within a short distance, I-95 and I-85 connect Columbia to the Southeast United States. The benefit of Columbia's central location is amplified by the economic advantages the city receives as a major node within the Interstate network.

Home to the State Capitol and government of South Carolina, and the University of South Carolina, Columbia has been named one of America's Most Livable Communities by the Partners for Livable Communities. Columbia benefits from the establishment of many major cultural and educational institutions within its boundaries. With seven higher educational institutions[1], Columbia benefits greatly from increases in both the cultural and educational opportunities provided by these schools.

Residents enjoy the history found in their capital city, which spans four centuries from the closing years of the Revolutionary War. This past is reflected throughout the landscape from the historic designs of Robert Mills, to the battle scars on the State Capitol and the rise of the mill villages as an economic engine.

Columbia's residents and visitors alike enjoy the numerous museums and cultural institutions that can be found within the city. These institutions focus on history, art, culture, historic preservation, and the conservation of the natural landscape. They provide archives access, educational programming, interaction with both the natural

[1] City of Columbia, Executive Summary 2006, 42.

and built environment, and many other examples of community support too numerous to list.

One of Columbia's most defining features is its status as the state capital. Voted into existence in 1786 and officially relocated from the coastline in 1789, Columbia soon became a place of political power and influence. In the ensuing years, Columbia has become home to numerous supporting offices that help uphold and maintain the state government of South Carolina. These institutions greatly shape and alter the face of Columbia, providing it with unique features and aspects that influence the character and population of Columbia today.

The 1998 Comprehensive Plan

The Comprehensive Plan of 1998 was a product of the combined efforts of Columbia's citizens, Planning Staff, Planning Commission, and City Council. It was created to help address the problems and desires of the community and reflect how they wanted Columbia to grow and change.

When adopted in 1998, the Comprehensive Plan was drafted upon 12 principles to guide its creation:

- Expressing an appreciation of Columbia's unique quality of life;
- Making a determination to nurture a diverse, dynamic and inclusive sustainable economy;
- Committing to regional coordination and cooperation;
- Promoting Columbia as a place to visit, to live, to work and share with others;
- Providing a safe environment that embraces and protects our children and elderly;
- Linking Columbia's multi-faceted cultural amenities and creating a sense of place, where the center city is a part of every neighborhood;
- Creating an entrepreneurial business environment that fosters community reinvestment, and public/private partnerships;
- Recognizing the contributions of small, women, and minority-owned business enterprise;
- Insisting on a healthy balance between Columbia's natural and man-made environments, with special emphasis on riverfront development;
- Protecting, maintaining and enhancing quality neighborhoods, by promoting programs that ensure greater community participation and empowerment;
- Promoting diverse housing opportunities that foster public/private sector partnerships; and

- Sustaining the City's orderly growth by adopting and following a comprehensive plan.

With the guidance from these goals, Columbia has made or achieved significant strides towards these goals. The Columbia Plan does not define another separate set of goals. Instead, it builds upon this original foundation.

Major Developments and Important Trends since 1998

Since the creation of the last Comprehensive Plan, Columbia has seen a variety of significant developments that have become part of the community. In the ten years since the adoption of Columbia's last Comprehensive Plan, substantial development around the municipality, including both residential and commercial growth, has been experienced. Most of this growth has been traditional urban development along some of the major transportation corridors, such as Garner's Ferry Road and Two Notch Road. Certain areas of Columbia have also seen recent revitalization and growth, such as City Center, the Vista, and inner-city neighborhoods.

One of the challenges and greatest potentials for the City of Columbia is with the rejuvenation and expansion of existing districts. Numerous infill developments have been proposed and constructed throughout the last ten years; while at the same time, the future for development is promising. With the proposal for the redesign of the former South Carolina Department of Mental Health campus and the continuing development of waterfront properties throughout the Vista, these in-fill developments will provide Columbia with new buildings and communities that will become signature elements of the urban fabric.

Neighborhoods throughout Columbia have also been facing a variety of problems, such as inappropriate in-fill development and construction, loss of neighborhood shopping opportunities, and declining housing values. As people begin to move into these older suburbs, they have seen an increase in problems these communities face. While some range to parking and code enforcement, others can

entail a loss of the community's character. There are many reasons for this, each unique to each neighborhood; however, these problems can be addressed. Revitalizing, strengthening and supporting all of Columbia's neighborhoods are necessary to help preserve the unique traits that compose Columbia.

Columbia's transportations systems have experienced a tremendous increase in usage. The influx of residents in the regions around Columbia has combined with Columbia's sprawling size, thereby placing a heavy burden on existing highways and streets, creating high levels of congestion, and occasionally gridlock. Like many cities throughout the United States, Columbia is heavily dependent on personal automobiles for movement city-wide. This has come at the expense of the development and expansion of ridership of the public transit system throughout Columbia.

The Columbia Plan is being created during one of the most notable and significant trends in national urban development; the revitalization of the downtowns. In recent years, the City Center of Columbia has experienced the development of new condominium units, revitalization of existing structures, and construction of new buildings and projects. This is due to the economic and environmental considerations of today's world, and a population that has become more open to the idea of living in the urban center again. The return of residents to the City Center provides the catalyst for the return of retail, entertainment, and commercial enterprises. This early renaissance can be seen with the resurgence of commercial spaces along both Main Street and throughout the Vista.

Creation of The Columbia Plan 2018

Unlike the process and creation of most comprehensive plans, The Columbia Plan diverges from some of the traditional constructs and forms of comprehensive urban planning models, simply because the orthodox means did not fit the needs and wishes of Columbia and its citizens.

To gain the desired levels of public participation and input, this process had a different look and feel than many, more traditional, comprehensive plans. Staff went to the public, attending meetings of numerous groups, and holding focus groups to better ascertain the needs Columbia residents will have in the future. Over the course of two separate input sessions, over 1,500 and 700 returned surveys were used to help first create the focus of The Columbia Plan and then to help craft the policies to implement that focus.

Public Input Statistics	Totals
Input Meetings	12
Focus Groups	8
Board Votes	1,590
Surveys	748
Months of Input	12

The public input did not just validate the outcome of a preconceived plan for the Columbia; instead, it created a foundation for the writing of this decennial comprehensive plan. The priorities for the elements, the matrix, and Priority Investment Element directly stem from input gathered throughout the public input processes.

One noticeable alteration to the construct of the Columbia Plan is the combination of the Land Use and Transportation elements. The reasoning for this combination is simple: each element dictates the other. When thinking about the future and existing land uses within Columbia, we have to naturally think about how

people are going to get there. When a decision is made about a roadway, this has a corresponding impact on the future use of those parcels. To plan Columbia without considering the strong interrelation of these two elements would be detrimental to the progress of the city, producing negative impacts that the residents would experience daily. We must understand the city's current physical form, how the city should physically grow in the future, and how this growth affects each resident's quality of life.

The whole of the Columbia Plan takes into account the various elements of daily life and explores their expansion and their future. While people do not typically experience life in Columbia separated into these individual elements, the consideration of these nine elements ensures that the parts that comprise life in Columbia are properly accounted for and their future is in line with the needs and wishes of the residents.

How to Use *The Columbia Plan*

The Columbia Plan is to be used as a guide for land uses, development decisions, and improvements throughout the city. Individuals within the various city departments and governmental bodies, as well as interested stakeholders, are encouraged to work cooperatively.

The Columbia Plan was written to provide direction on the numerous issues discussed within the subsequent elements and pages. Each of the element's sections includes goals, policies, and objectives that will guide development decisions. It is important to remember that this text is not rigid; instead, it is a flexible guide to be

applied thoughtfully and with discretion in a context-sensitive manner. Proposals for new development within Columbia should be examined in the context of the existing uses that surround development and the outlined goals and policies that are contained within this future growth approach.

The Columbia Plan is a living document that will be updated and revised as prescribed by law, and also as conditions within and around Columbia change. Yearly updates will track significant developments and provide an increased ability to track the levels of implementation of The Columbia Plan throughout the City.

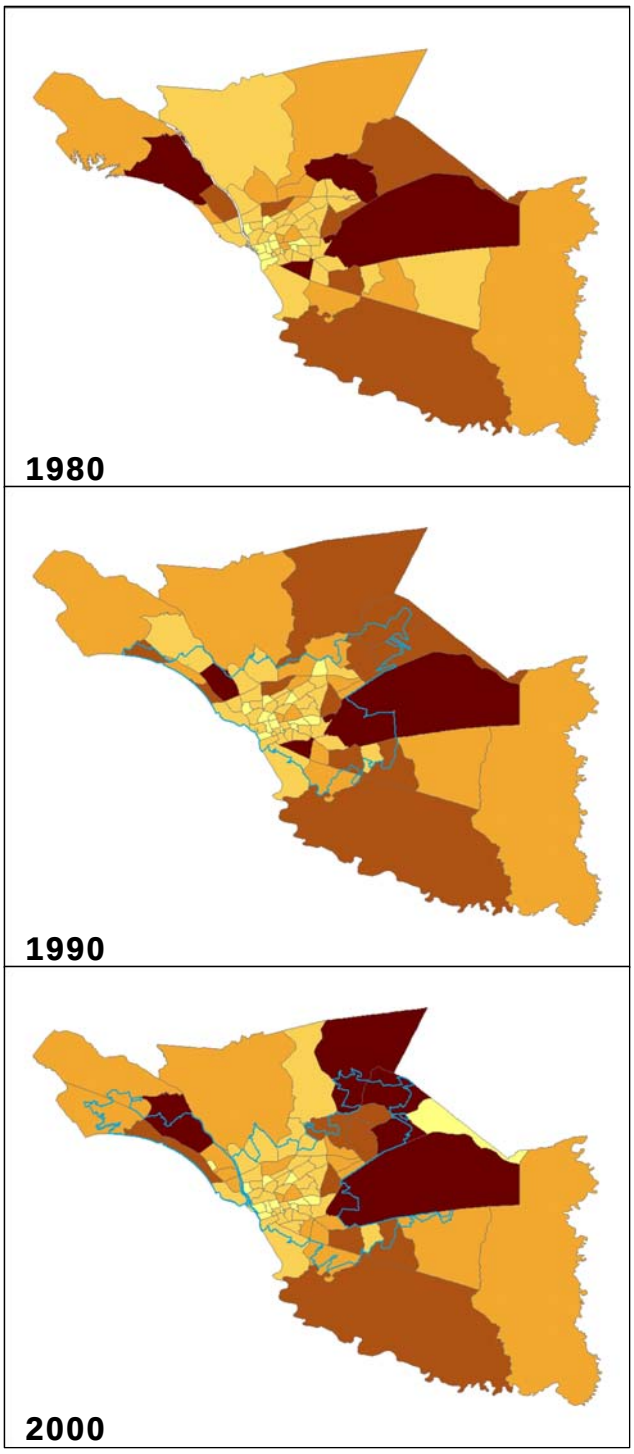
Implementation Guide

Upon adoption of The Columbia Plan, City Council may wish to direct staff to begin the process of implementation of policies and directives outlined in the following pages. Due to the breadth and time-frame of this document, the concerns of the citizens, and the timing of some of the prescribed solutions, the Matrix should be followed to ensure efficient and prerequisite allocation of city resources and staff.

The Matrix serves as a quick reference and starting point for The Columbia Plan's implementation. By providing a time frame and showing the various departments and elements each policy affects, citizens can clearly see the schedule for their Columbia Plan. It also gives policy makers a clear place to begin. While many of the policies outlined within this text can be immediately implemented and codified through both zoning and other ordinances, portions will require careful study, citizen input, and due diligence to guarantee the most accurate, complete, and proper introduction into the landscapes of Columbia.

2

Demographics



Richland County Population Growth
1980-2000
Source: U.S. Census

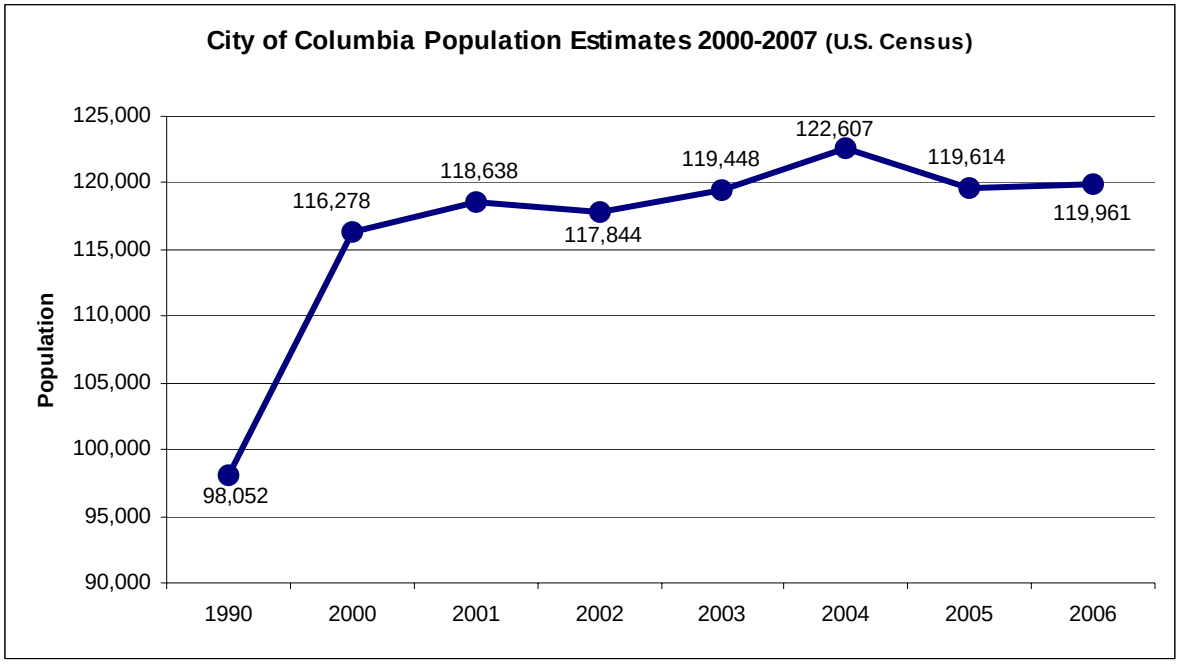
Demographics

An accurate account of the population for Columbia is necessary to understand both where the community is currently, as well as its future growth. Demographic data primarily comes from two key sources: the United States Census Bureau and the Central Midlands Council of Governments. Based upon the information collected by these organizations, we are able to have a strong understanding of where Columbia was and where it is at this time. From this, we can then project the future for Columbia to understand where it is going from 2008 to 2018. The general population projections were developed by the Central Midlands Council of Government, and approved by the City of Columbia and Lexington/Richland Counties.

Due to age of the current census, creating the most accurate snapshot of Columbia is difficult to comprise. With the next decennial census results not expected for some time, the best source to draw from is the estimations based upon the 2000 Census and 2005 American Community Survey.

Background

Since the decade between the 1990 and the 2000 Censuses were completed, South Carolina has experienced a 15% increase in the population statewide,[1] while Columbia has seen a 19% growth rate during this time. Based upon census projection in 2006, Columbia has grown 3% since 2000.



[1] Data from U.S. Census Bureau. http://www.census.gov/population/cencounts/sc190090.txt

Proportion Comparison Columbia v. South Carolina	Columbia	South Carolina
Population, 2003 estimate	117,357	4,147,152
Population, percent change, April 1, 2000 to July 1, 2003	0.9%	3.4%
Population, 2000	116,278	4,012,012
Population, percent change, 1990 to 2000	1.6%	15.1%
Persons under 5 years old, percent, 2000	5.6%	6.6%
Persons under 18 years old, percent, 2000	20.1%	25.2%
Persons 65 years old and over, percent, 2000	10.3%	12.1%
Female persons, percent, 2000	51.0%	51.4%
White persons, percent, 2000 (a)	49.2%	67.2%
Black or African American persons, percent, 2000 (a)	46.0%	29.5%
American Indian and Alaska Native persons, percent, 2000 (a)	0.3%	0.3%
Asian persons, percent, 2000 (a)	1.7%	0.9%
Native Hawaiian and Other Pacific Islander, percent, 2000 (a)	0.1%	Z
Persons reporting some other race, percent, 2000 (a)	1.4%	1.0%
Persons reporting two or more races, percent, 2000	1.4%	1.0%
Persons of Hispanic or Latino origin, percent, 2000	3.0%	2.4%
Living in same house in 1995 and 2000, pct 5 yrs old & over	40.9%	55.9%
Foreign born persons, percent, 2000	4.1%	2.9%
Language other than English spoken at home, pct age 5+, 2000	8.2%	5.2%
High school graduates, percent of persons age 25+, 2000	82.3%	76.3%
Bachelor's degree or higher, pct of persons age 25+, 2000	35.7%	20.4%
Mean travel time to work (minutes), workers age 16+, 2000	18.1	24.3
Housing units, 2000	46,142	1,753,670
Homeownership rate, 2000	45.6%	72.2%
Median value of owner-occupied housing units, 2000	$98,500	$94,900
Households, 2000	42,245	1,533,854
Persons per household, 2000	2.21	2.53
Median household income, 1999	$31,141	$37,082
Per capita money income, 1999	$18,853	$18,795
Persons below poverty, percent, 1999	22.1%	14.1%
Source: (U.S. Census)		

See Population Density by Census Tract (2000) Map

	1990	2000
Median Household Income Last Year	$ 23,216.00	$ 31,141.00
Average Household Income Last Year	$ 31,826.00	$ 48,058.00
Percent Households with Interest, Dividends, Rental Income, Lasy Year	35.7%	29.2%
Percent Households with Public Assistance Income (state/local)	(N/A)	3.2%

Source: U.S. Census

Figure 1: City of Columbia Household Income Data.

Housing Characteristics - 1990	Number	Percent
Occupancy Status		
All housing units	**36,928**	**100.0%**
Occupied housing units	33,919	91.9%
Vacant housing units	3,009	8.1%
Tenure		
Occupied housing units	**33,919**	**100%**
Owner-occupied housing units	15,270	45.0%
Renter-occupied housing units	18,649	55.0%
Vacancy Status		
Vacant housing units	**3,009**	**100%**
For rent	1,462	48.6%
For sale only	357	11.9%
Rented or sold, not occupied	263	8.7%
For seasonal, recreational, or occasional use	79	2.6%
For migratory workers	1	0.0%
Other vacant	847	28.1%

Household Size	
Per occupied housing unit	2.32
Persons per owner-occupied unit	2.36
Persons per renter-occupied unit	2.28

Housing Characteristics - 2000	Number	Percent
Occupancy Status		
Total housing units	**46,142**	**100%**
Occupied housing units	42,245	92%
Vacant housing units	3,897	8%
Tenure		
Occupied housing units	**42,245**	**100%**
Owner-occupied housing units	19,282	45.6%
Renter-occupied housing units	22,963	54.4%
Vacancy Status		
Vacant housing units	**3,897**	**100%**
For rent	1,929	49.5%
For sale only	427	11.0%
Rented or sold, not occupied	324	8.3%
For seasonal, recreational, or occasional use	213	5.5%
For migratory workers	3	0.0%
Other vacant	1,001	25.7%

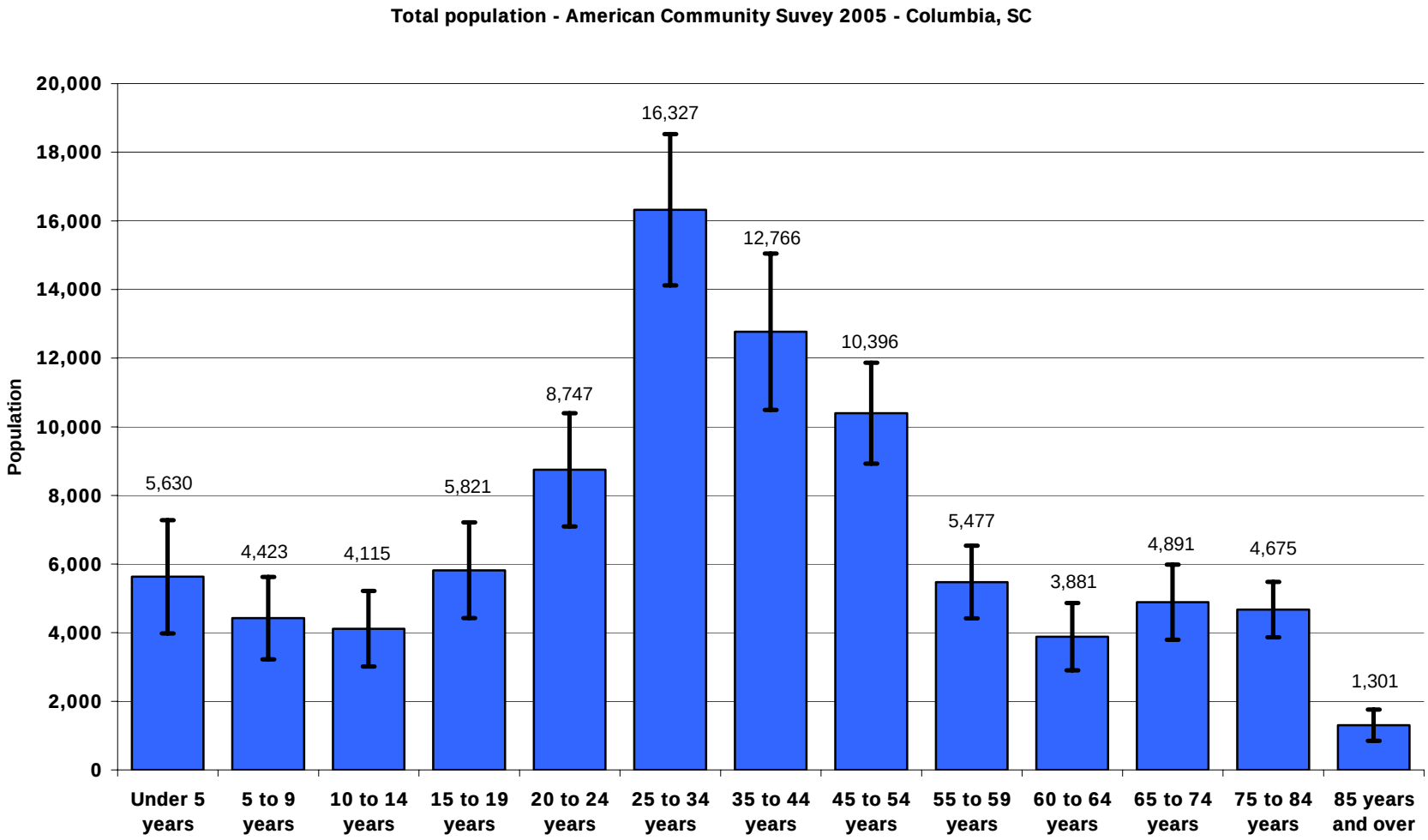
Household Size	
Per occupied housing unit	2.21
Per owner-occupied housing unit	2.29
Per renter-occupied housing unit	2.14

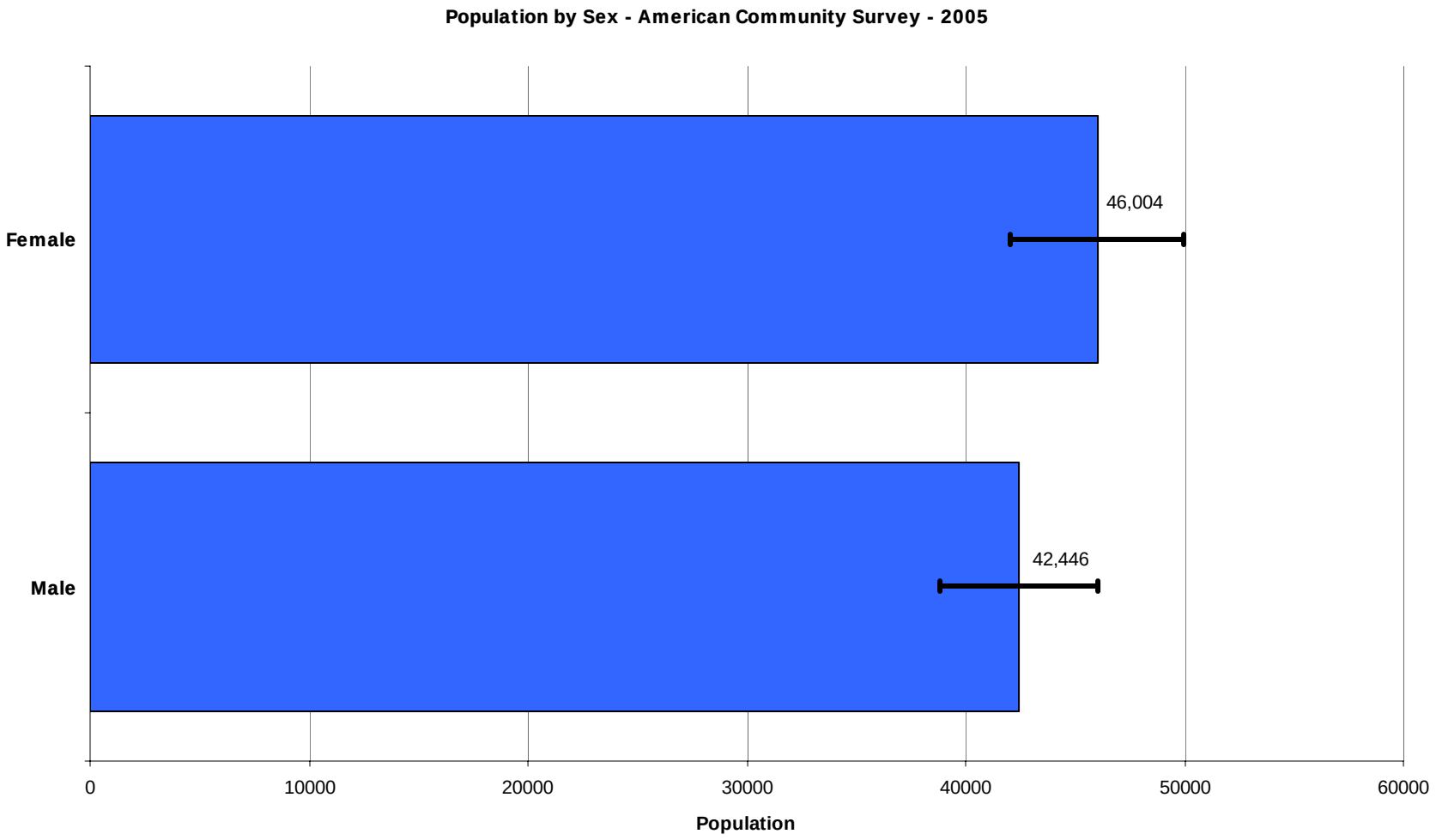
Source: U.S. Census

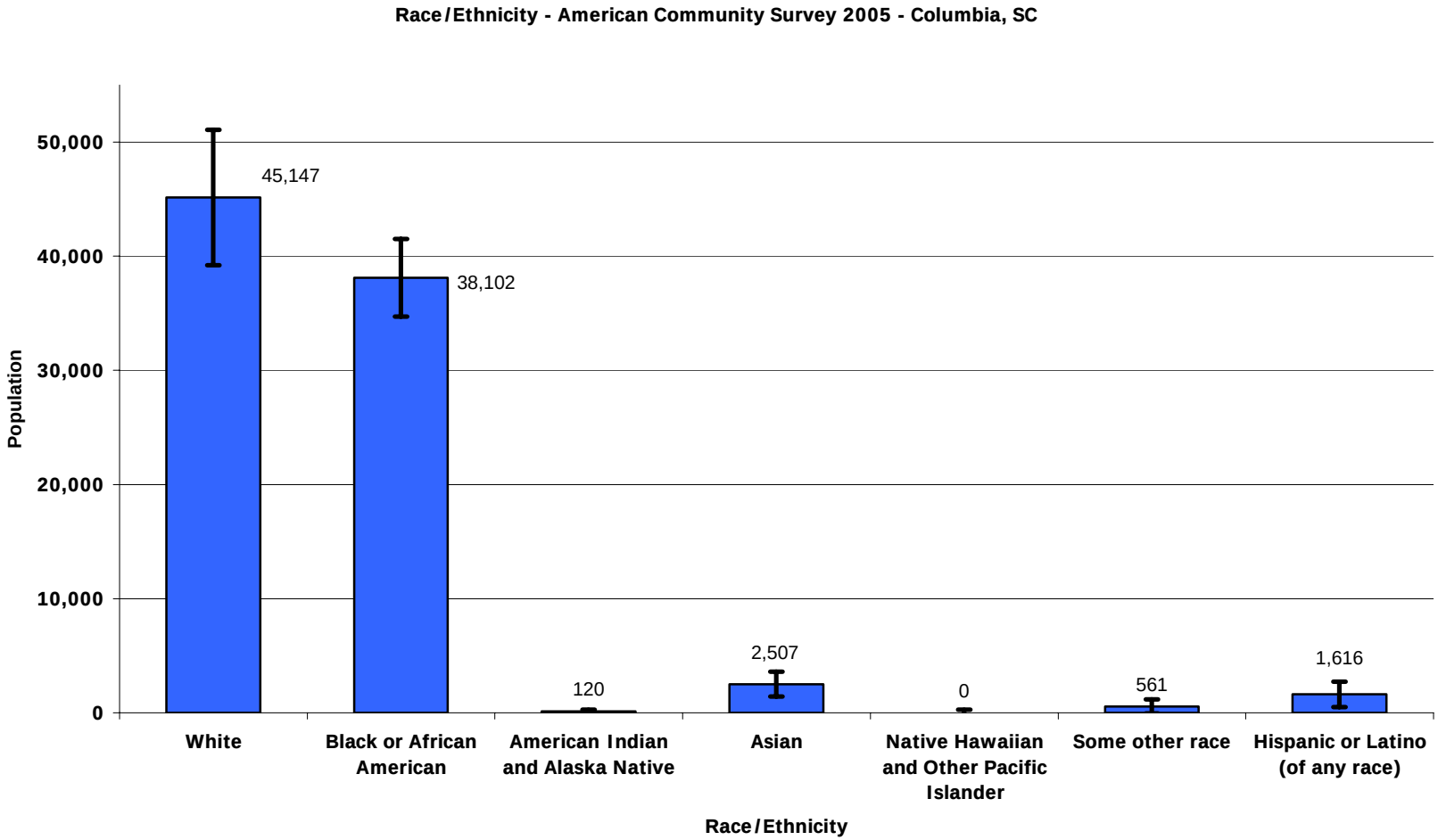
Figure 2: City of Columbia Housing Characteristics, 1990 and 2000.

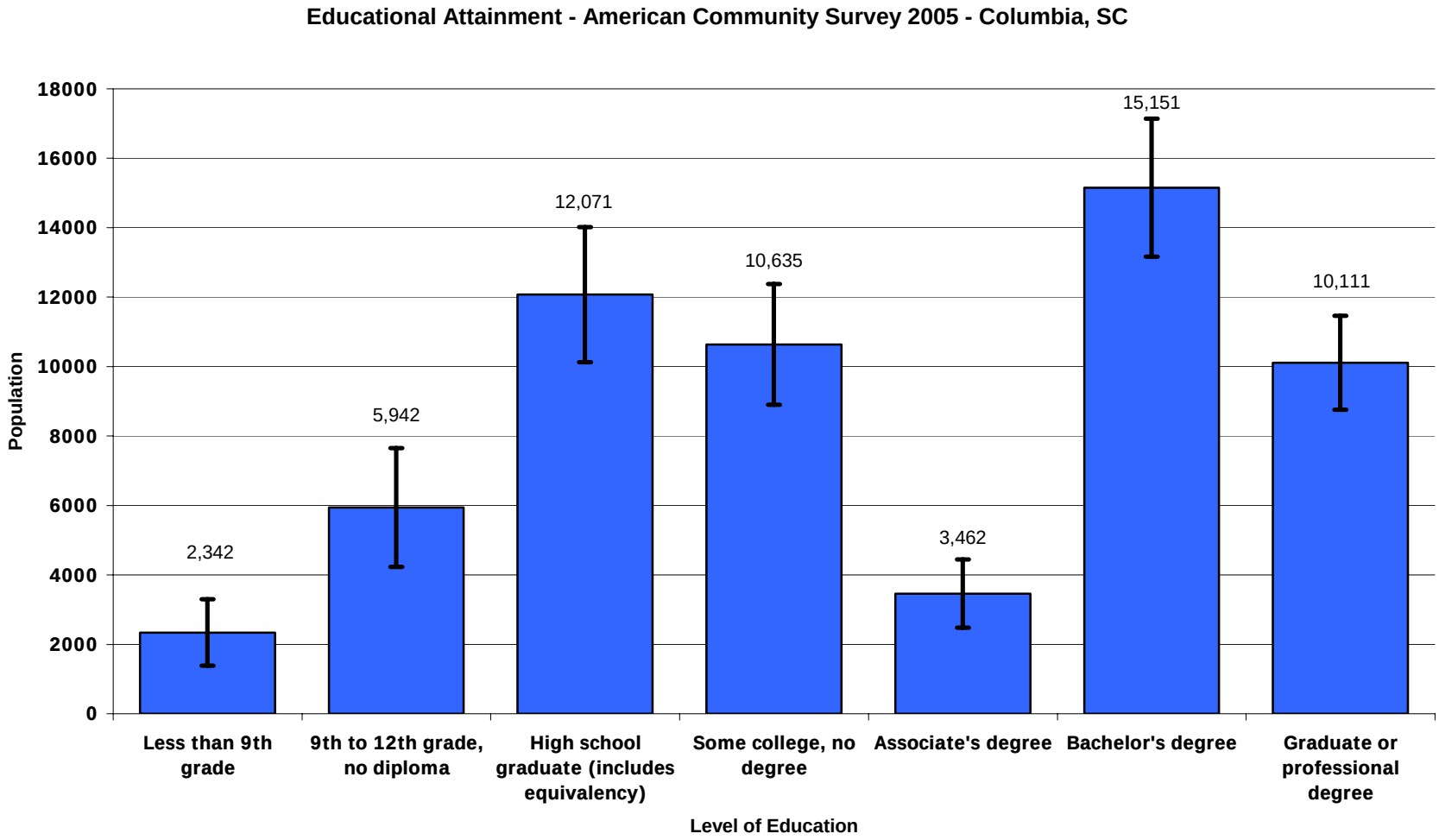
Columbia is also fortunate to have been surveyed in 2005 by the United States Census Bureau as part of the American Community Survey[2]. The margin of error in sampling terms indicates how far the sample's results can stray from the true value in the entire population. For example, if the population is 100 and margin of error is +/- 20, then the actual value could range between 80 and 120. When presenting this data in graphical form, the margin of error is represented in the black range bars that extend from the peak of the blue data bars.

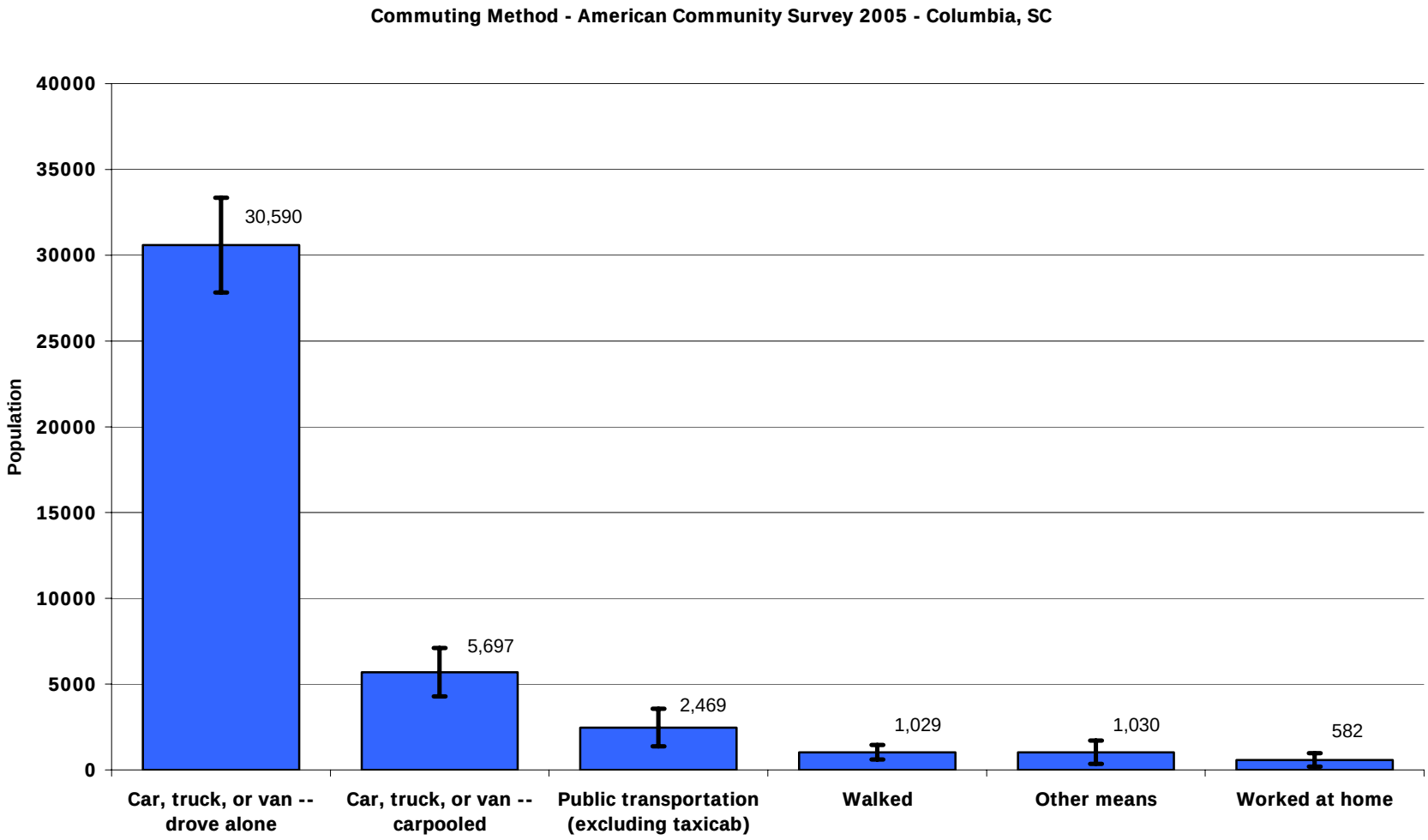
[2] Available from the U.S. Census Bureau website.

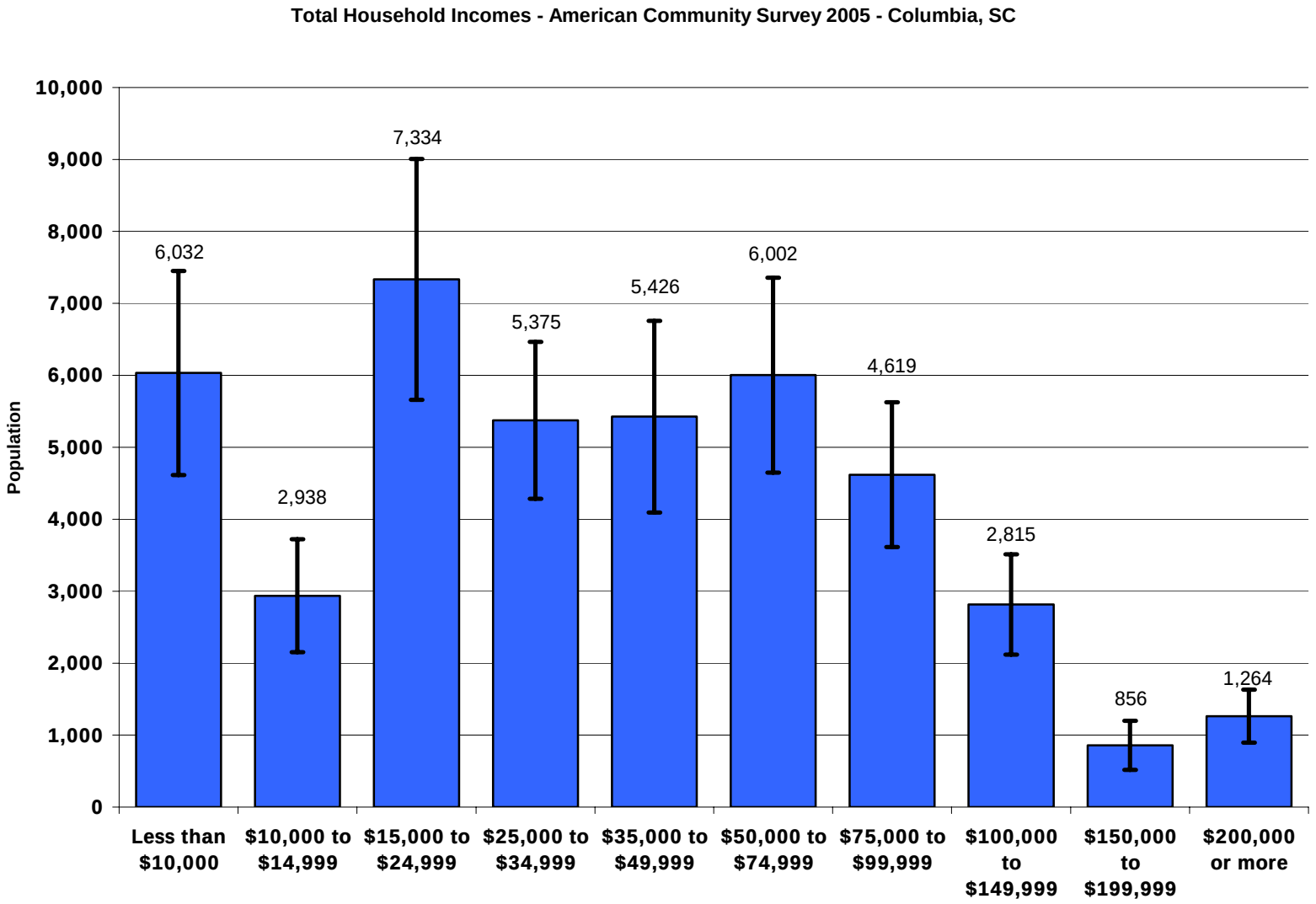

Total population - American Community Suvey 2005 - Columbia, SC
Population
20,000
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
5,630
4,423
4,115
5,821
8,747
16,327
12,766
10,396
5,477
3,881
4,891
4,675
1,301
Under 5 years
5 to 9 years
10 to 14 years
15 to 19 years
20 to 24 years
25 to 34 years
35 to 44 years
45 to 54 years
55 to 59 years
60 to 64 years
65 to 74 years
75 to 84 years
85 years and over


Population by Sex - American Community Survey - 2005
Female
Male
46,004
42,446
0
10000
20000
30000
40000
50000
60000
Population


Race/Ethnicity - American Community Survey 2005 - Columbia, SC
Population
50,000
40,000
30,000
20,000
10,000
0
45,147
38,102
120
2,507
0
561
1,616
White
Black or African American
American Indian and Alaska Native
Asian
Native Hawaiian and Other Pacific Islander
Some other race
Hispanic or Latino (of any race)
Race/Ethnicity


Educational Attainment - American Community Survey 2005 - Columbia, SC
Population
18000
16000
14000
12000
10000
8000
6000
4000
2000
0
2,342
5,942
12,071
10,635
3,462
15,151
10,111
Less than 9th grade
9th to 12th grade, no diploma
High school graduate (includes equivalency)
Some college, no degree
Associate's degree
Bachelor's degree
Graduate or professional degree
Level of Education


Commuting Method - American Community Survey 2005 - Columbia, SC
Population
40000
35000
30000
25000
20000
15000
10000
5000
0
30,590
5,697
2,469
1,029
1,030
582
Car, truck, or van -- drove alone
Car, truck, or van -- carpooled
Public transportation (excluding taxicab)
Walked
Other means
Worked at home


Total Household Incomes - American Community Survey 2005 - Columbia, SC
Population
10,000
9,000
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0
6,032
2,938
7,334
5,375
5,426
6,002
4,619
2,815
856
1,264
Less than $10,000
$10,000 to $14,999
$15,000 to $24,999
$25,000 to $34,999
$35,000 to $49,999
$50,000 to $74,999
$75,000 to $99,999
$100,000 to $149,999
$150,000 to $199,999
$200,000 or more

Future Projections and Trends

The importance of demographics lies not in where we are currently, but in what we should expect in the future. With historical population data and an understanding of the economic, social and political circumstances, we can make predictions about the future population that will inhabit Columbia.

To better understand the immediate future expected for Columbia, we can look at the recent trends to see how Columbia is changing at this point in time. Studying the latest statistical information presented by the United States Census Bureau and the Central Midland Council of Governments can show that the prevailing trends permit more accurate future predictions.

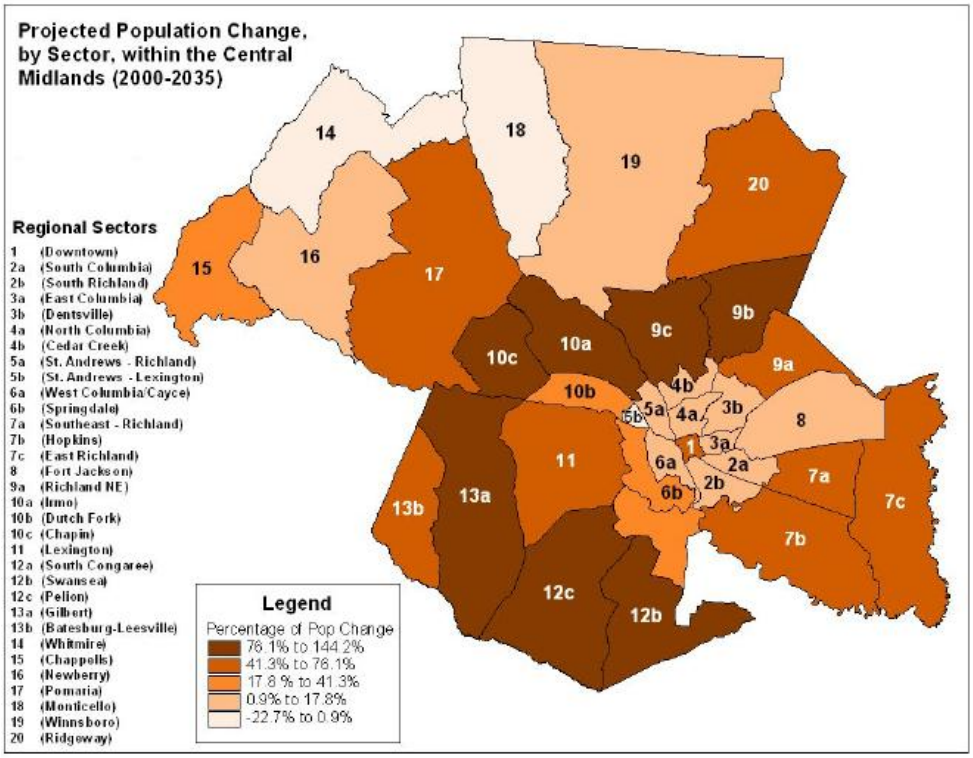
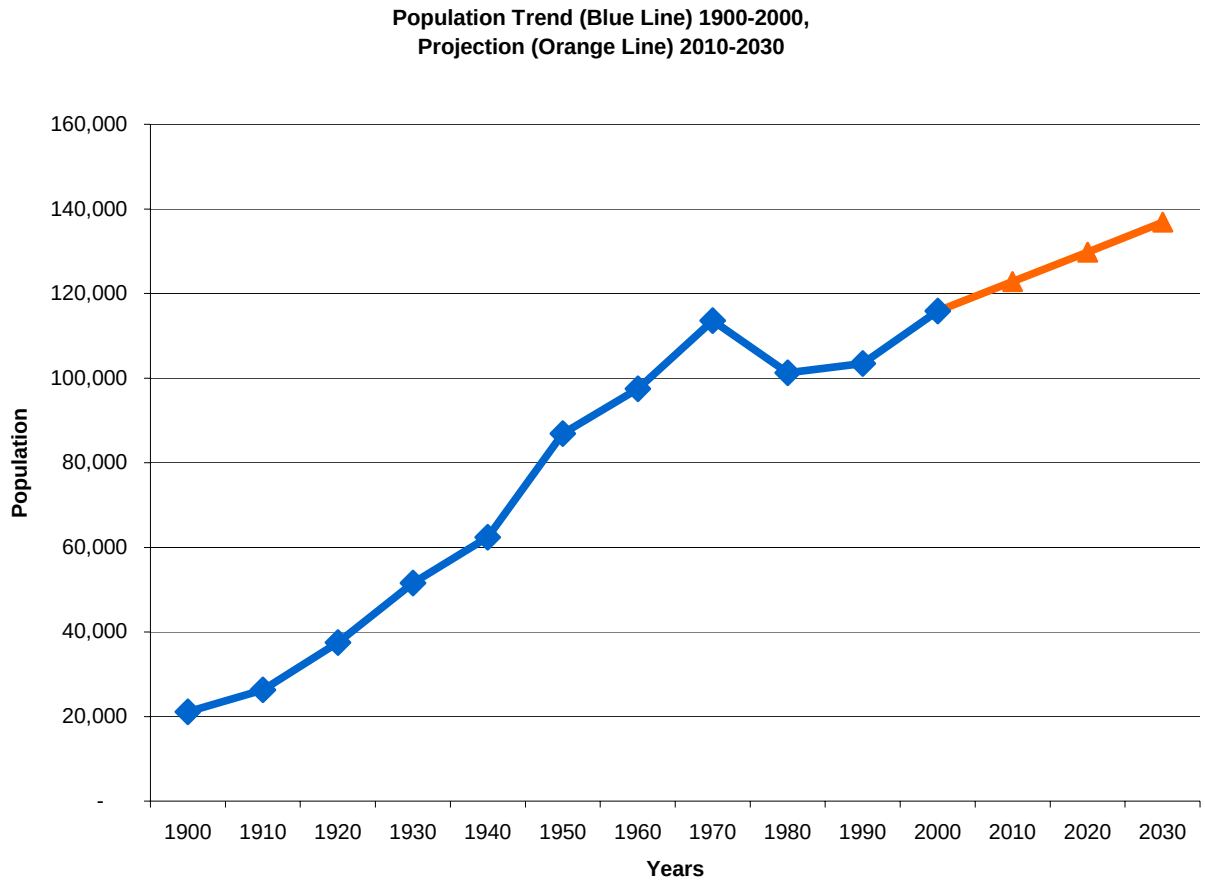


Figure 3: Projected Population Change for the Central Midlands - Columbia MSA. Source: CMCOG "Regional Population Projections 2005 - 2035."

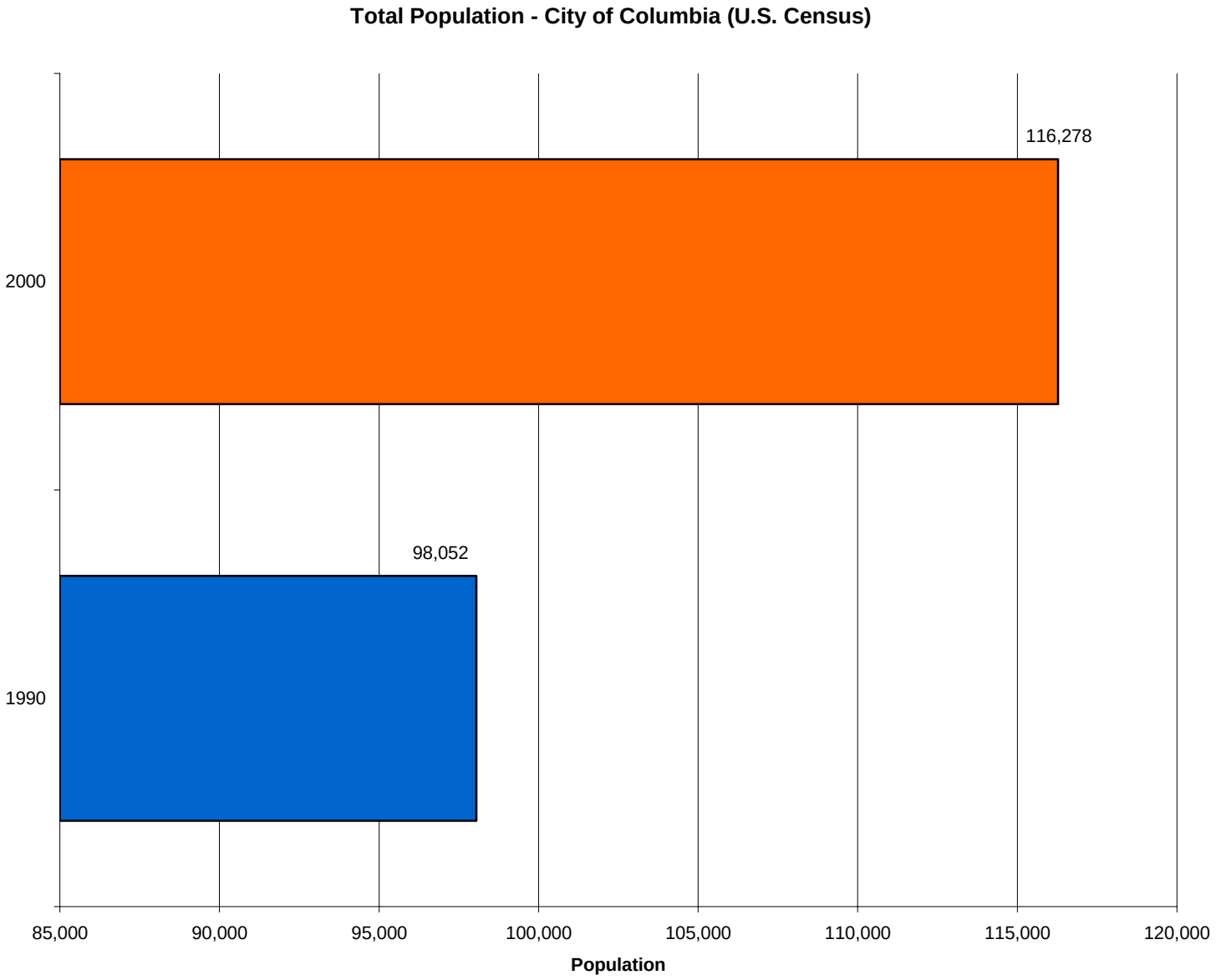
By using the returns from the 1990 and 2000 Census, we can begin to see these trends develop that will influence the near future and may become influential factors for long-term planning considerations.

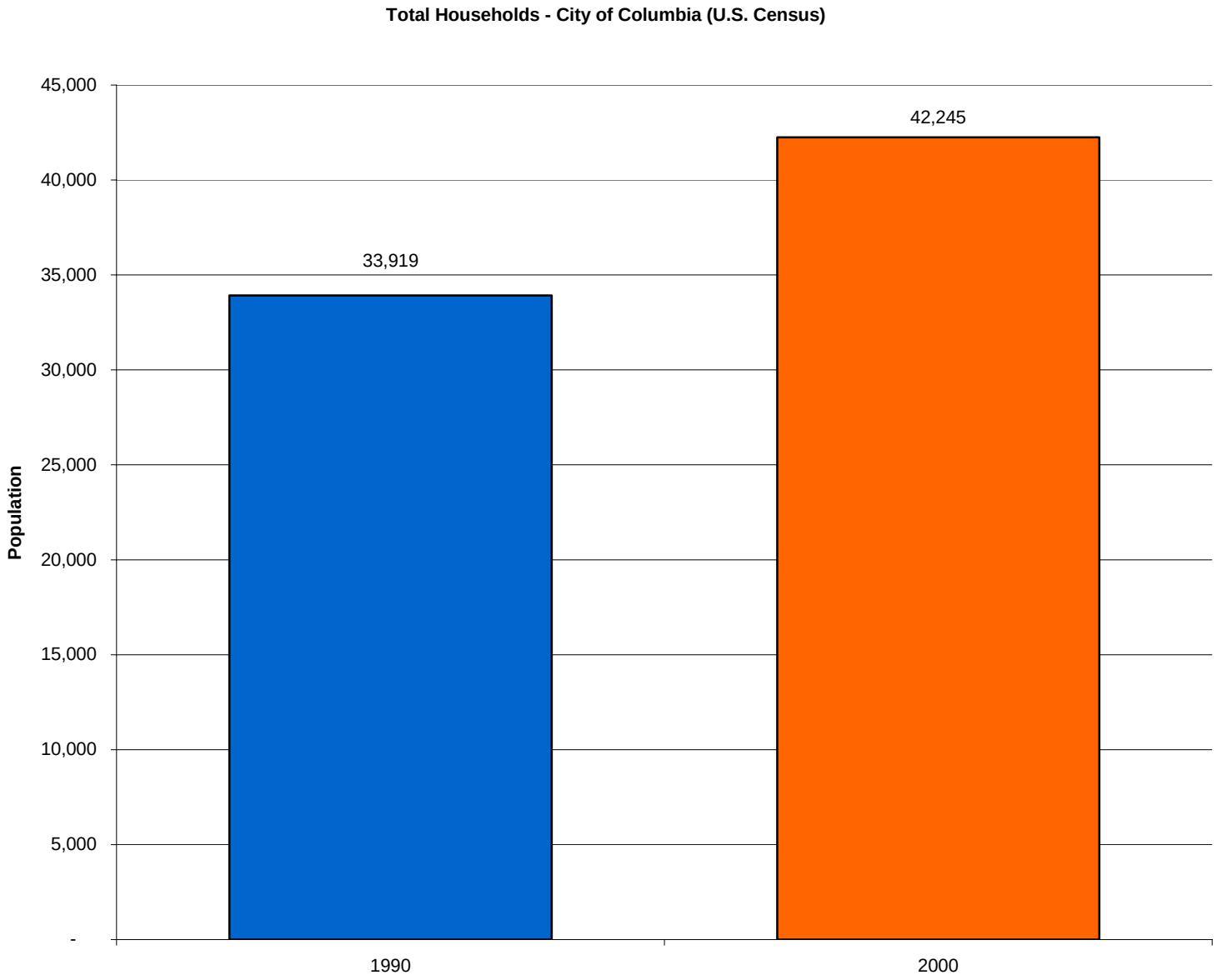


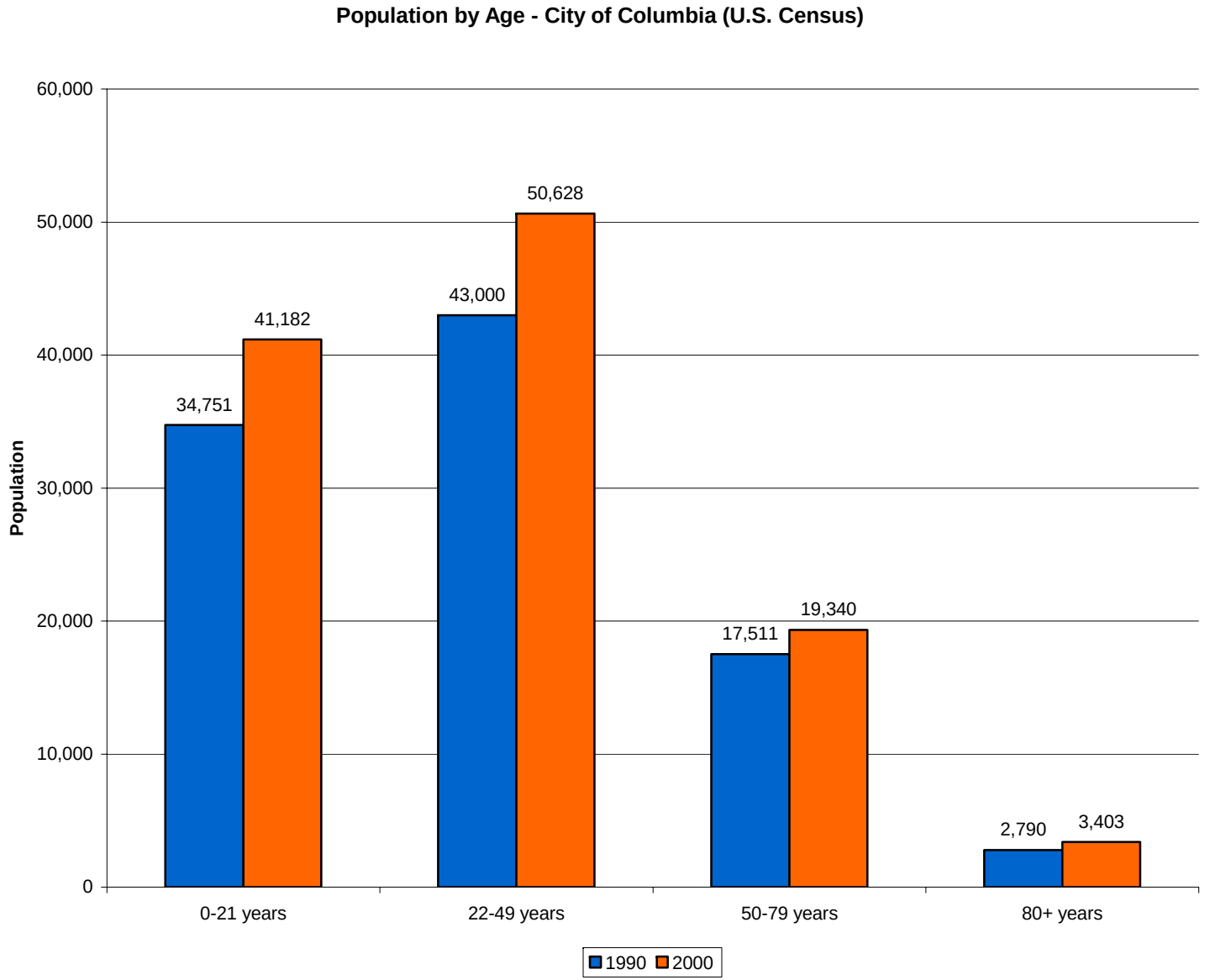
Population for Columbia, SC and Projections

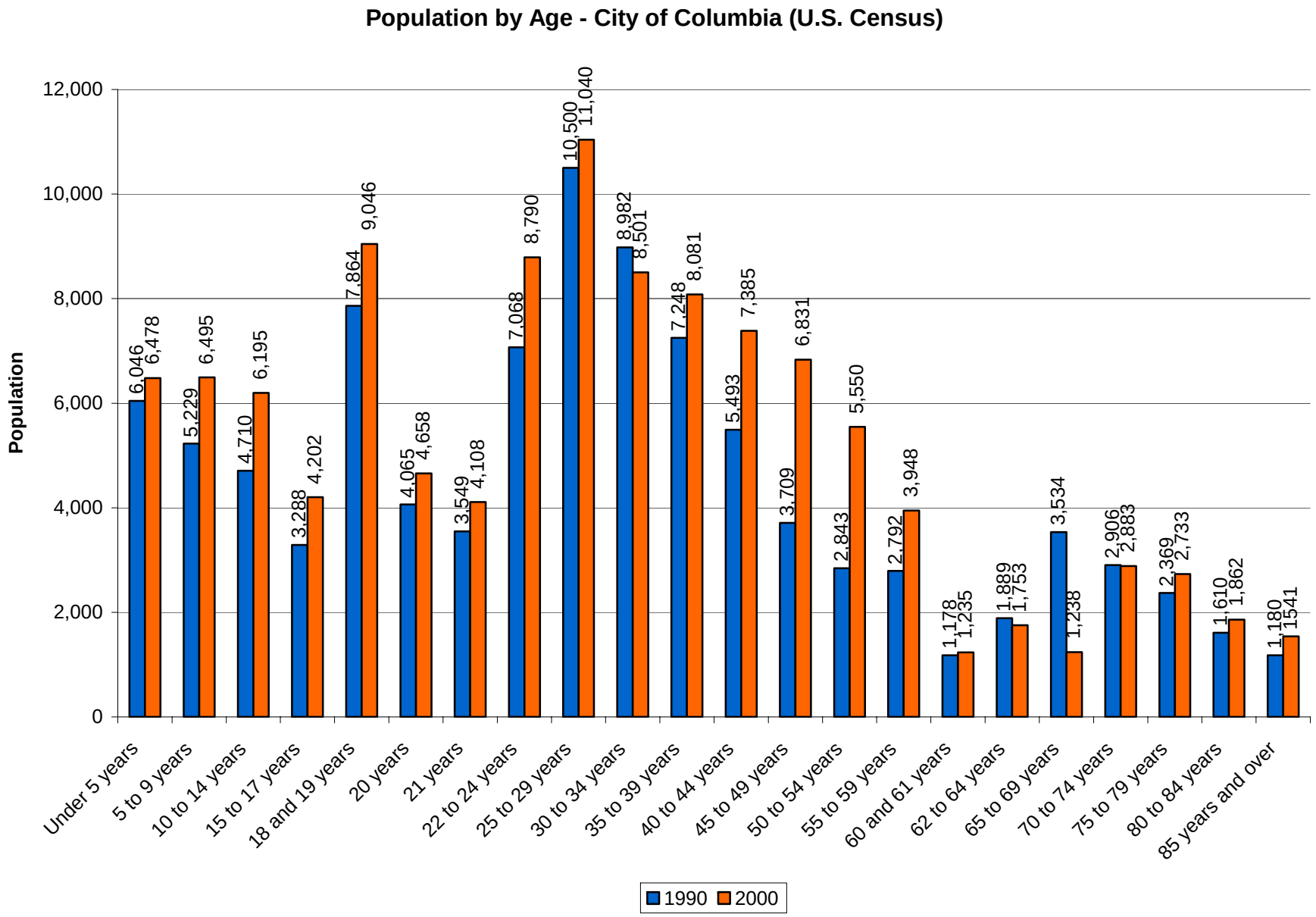
Years	Population	
1900	21,108	
1910	26,319	
1920	37,524	
1930	51,581	
1940	62,396	
1950	86,914	
1960	97,433	
1970	113,542	
1980	101,229	
1990	103,477	
2000	115,876	
2010	122,766	*Average*
2020	129,751	*Projections*
2030	136,836	

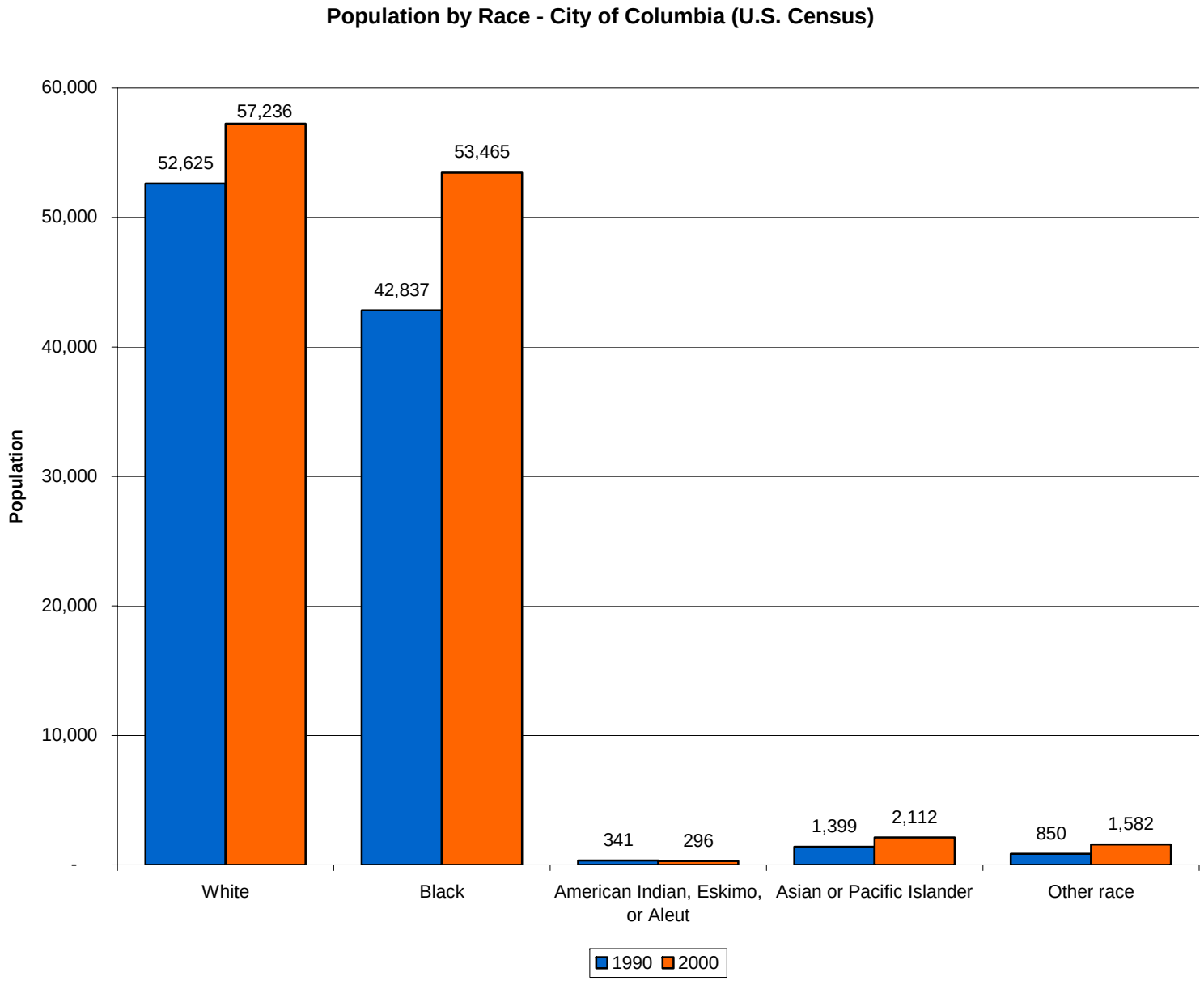
Figure 4: Census Population Counts, 1900-2000, and Planning Dept. Projections, 2010-2030.

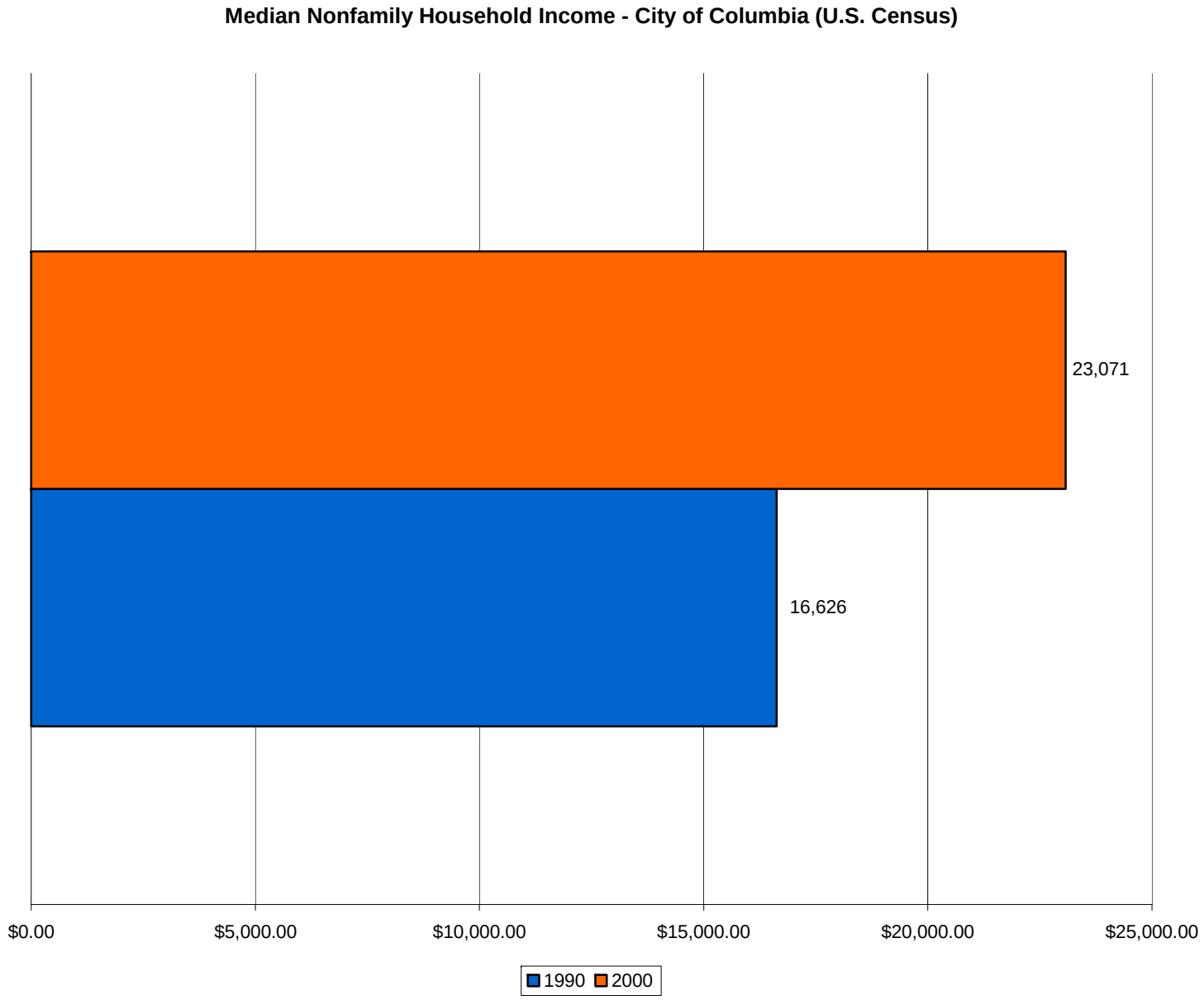

Total Population - City of Columbia (U.S. Census)
116,278
98,052
2000
1990
85,000
90,000
95,000
100,000
105,000
110,000
115,000
120,000
Population


Total Households - City of Columbia (U.S. Census)
Population
45,000
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
-
33,919
42,245
1990
2000

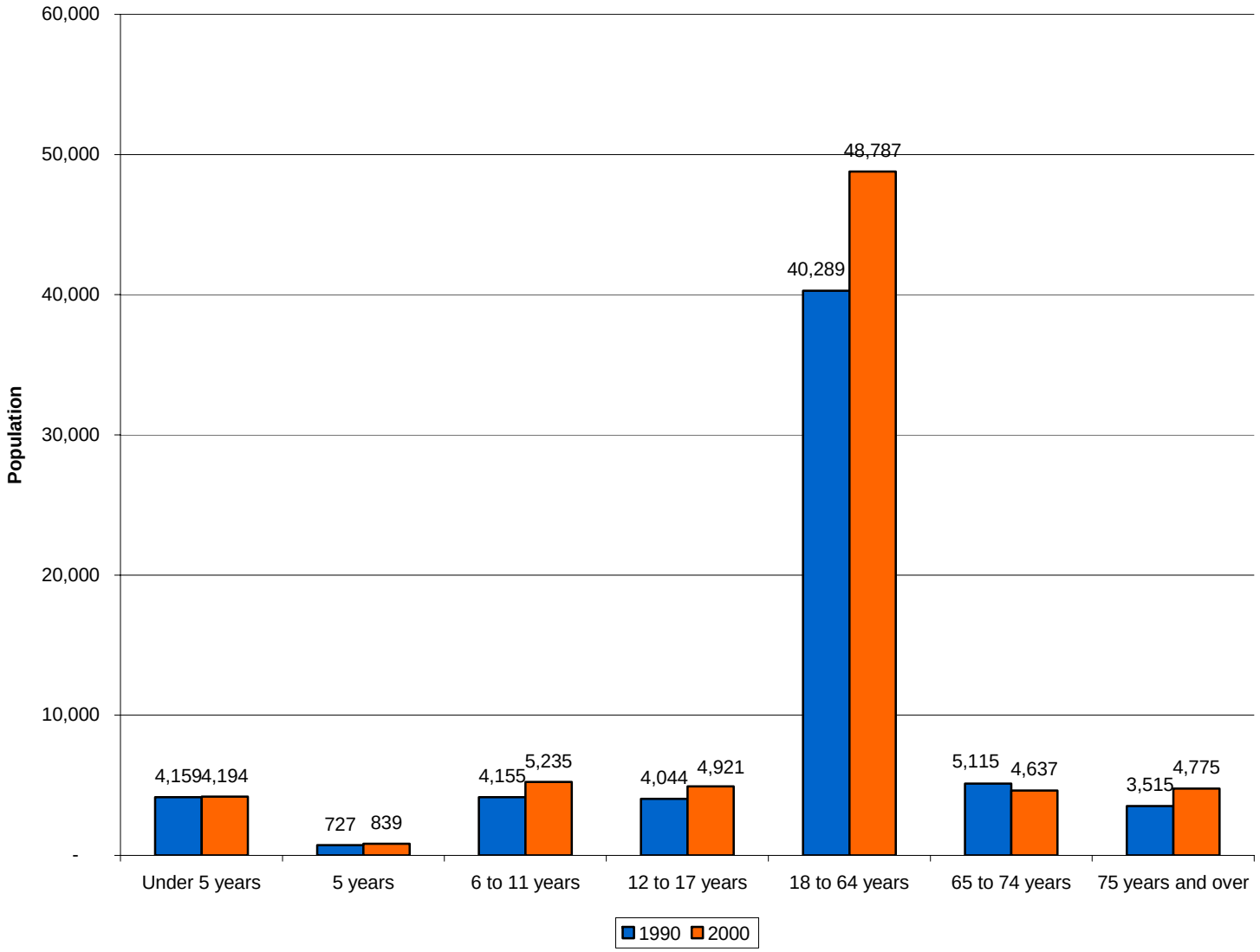

Population by Age - City of Columbia (U.S. Census)
Population
60,000
50,000
40,000
30,000
20,000
10,000
0
34,751
41,182
43,000
50,628
17,511
19,340
2,790
3,403
0-21 years
22-49 years
50-79 years
80+ years
1990
2000


Population by Age - City of Columbia (U.S. Census)
Population
12,000
10,000
8,000
6,000
4,000
2,000
0
6,046
6,478
5,229
6,495
4,710
6,195
3,288
4,202
7,864
9,046
4,065
4,658
3,549
4,108
7,068
8,790
10,500
11,040
8,982
8,501
7,248
8,081
5,493
7,385
3,709
6,831
2,843
5,550
2,792
3,948
1,178
1,235
1,889
1,753
3,534
1,238
2,906
2,883
2,369
2,733
1,610
1,862
1,180
1541
Under 5 years
5 to 9 years
10 to 14 years
15 to 17 years
18 and 19 years
20 years
21 years
22 to 24 years
25 to 29 years
30 to 34 years
35 to 39 years
40 to 44 years
45 to 49 years
50 to 54 years
55 to 59 years
60 and 61 years
62 to 64 years
65 to 69 years
70 to 74 years
75 to 79 years
80 to 84 years
85 years and over
1990
2000

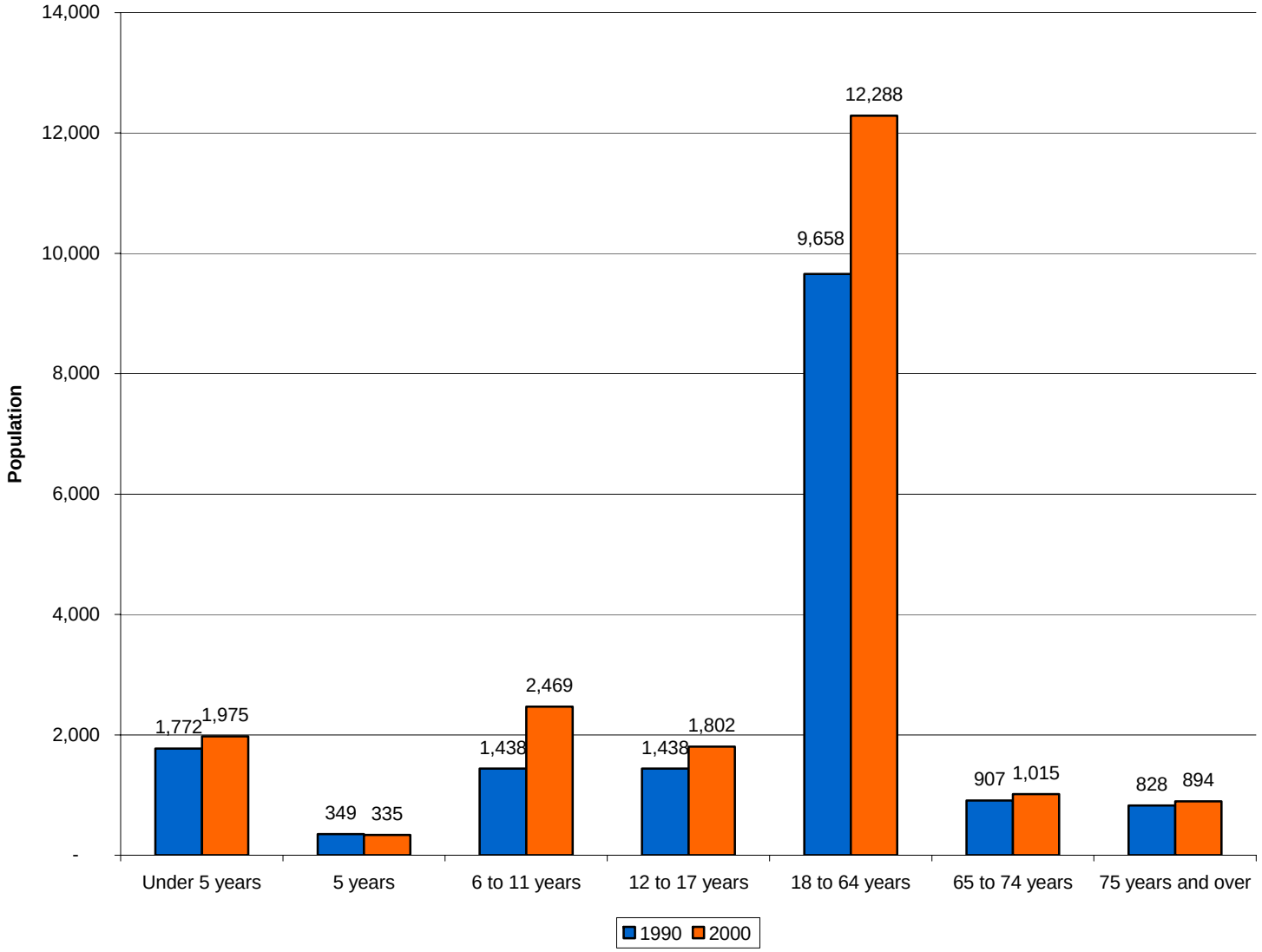

Population by Race - City of Columbia (U.S. Census)
Population
60,000
50,000
40,000
30,000
20,000
10,000
-
52,625
57,236
42,837
53,465
341
296
1,399
2,112
850
1,582
White
Black
American Indian, Eskimo, or Aleut
Asian or Pacific Islander
Other race
1990
2000


Median Nonfamily Household Income - City of Columbia (U.S. Census)
23,071
16,626
$0.00
$5,000.00
$10,000.00
$15,000.00
$20,000.00
$25,000.00
1990
2000

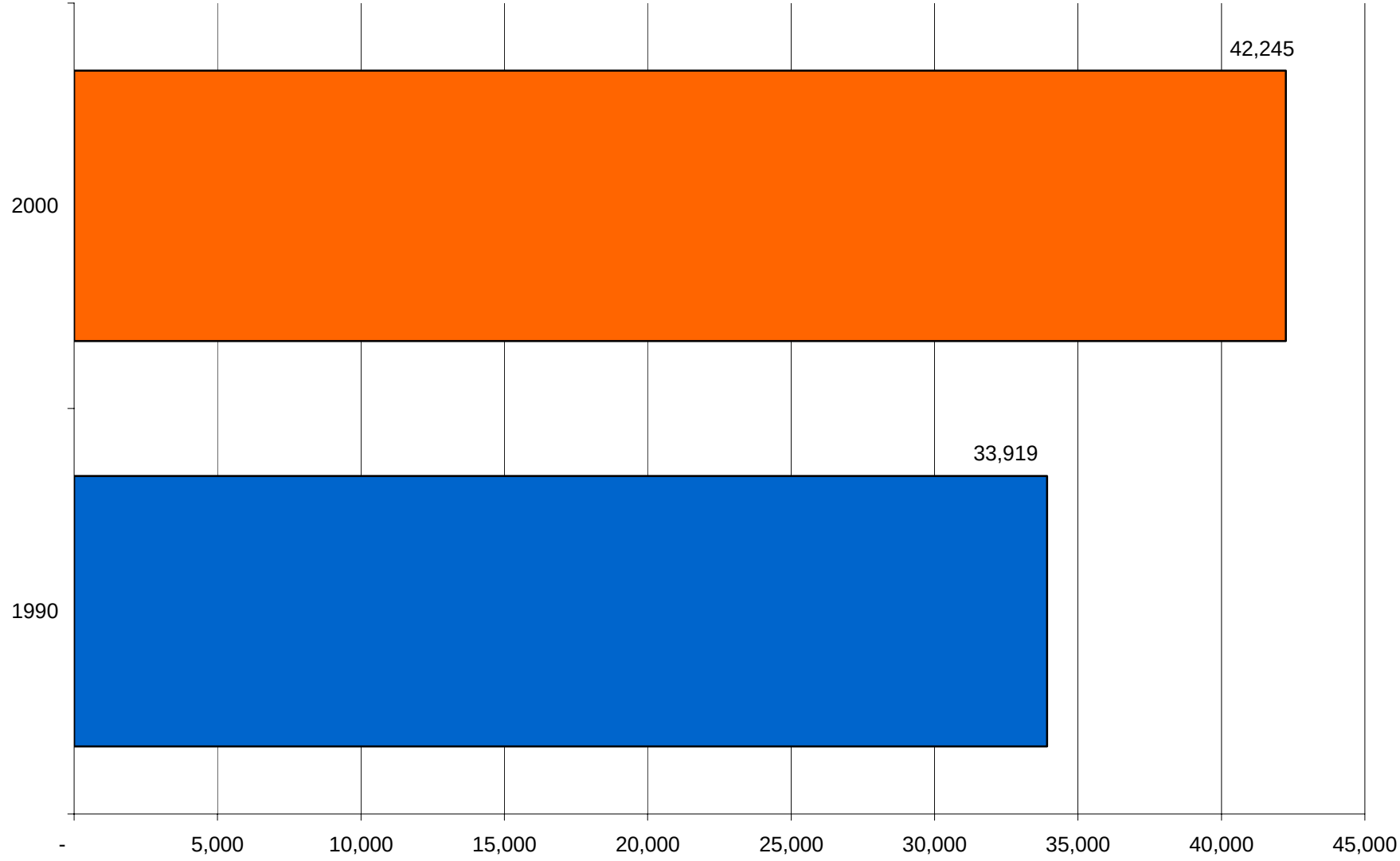
Income At or Above Poverty Level - City of Columbia (U.S. Census)



Income Below Poverty Level - City of Columba (U.S. Census)



Households - City of Columbia (U.S. Census)



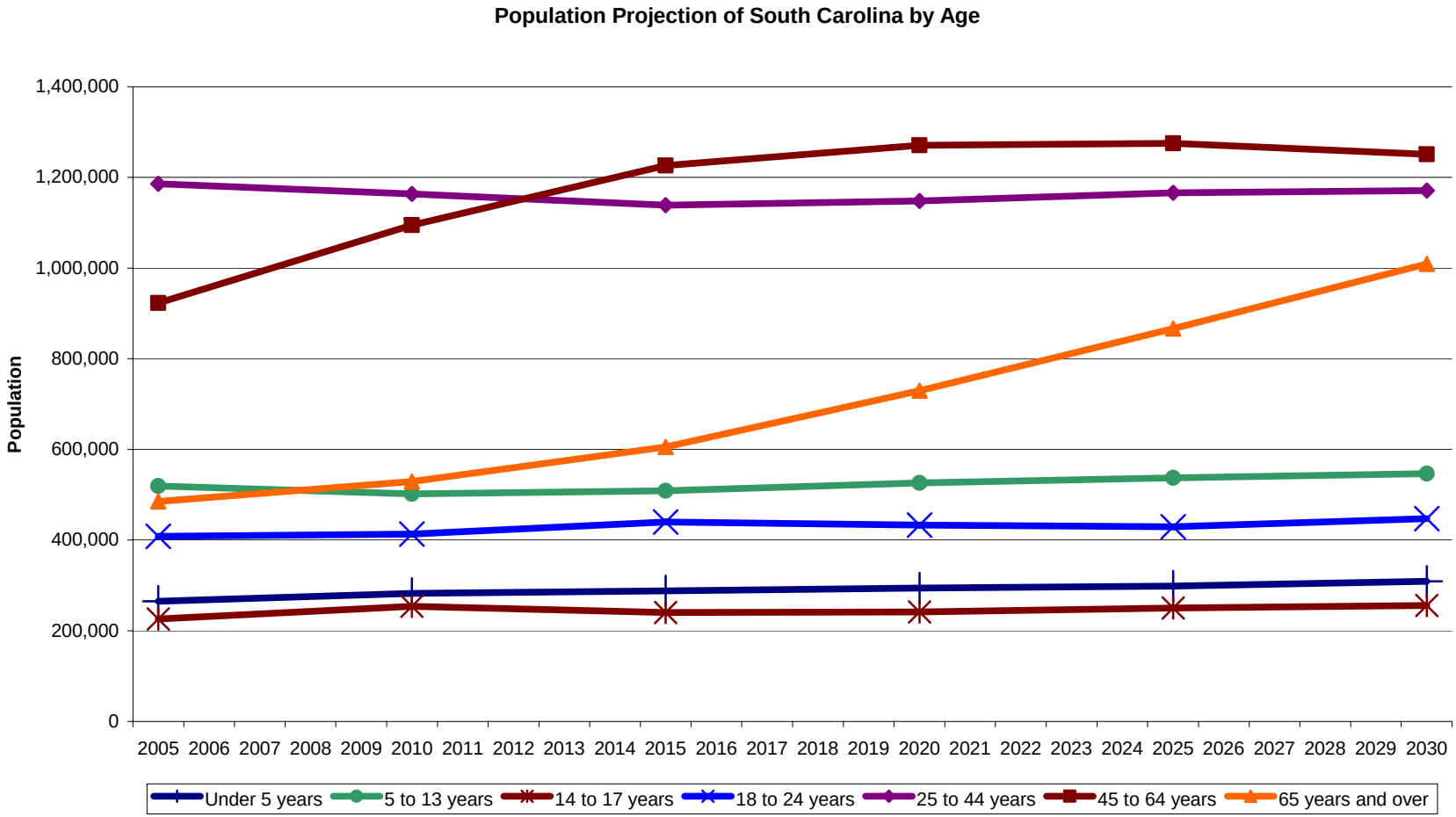


Figure 5: South Carolina Population by Selected Age Groups: April 1, 2000 to July 1, 2030.

Source: *U.S. Census Bureau, Population Division, Interim State Population Projections, 2005.*

Future Populations

County	1990	2000	2035	% Change 90-00 (actual)	% Change 00-35 (projected)
Lexington	167,611	216,014	349,550	29	62
Richland	285,720	320,677	421,840	12	32
Newberry	33,172	36,108	44,840	9	24
Fairfield	22,295	23,454	28,650	5	22
CMCOG Region Total:	**508,798**	**596,253**	**844,880**	**17**	**42**

Figure 6: Regional Growth Projections.

Source: Regional Population Projections, 2005 - 2035, Central Midlands Council of Governments.

Projecting the future for Columbia is a difficult task, as we are unable to know the circumstances and situations in the next 10 years that could develop to change the course of this data. Despite this level of unpredictability, we can still project with some accuracy the future population of Columbia.

One trend that will develop and impact the infrastructure considerations of the city is the age of the residents. With the "baby boomer" generation approaching

	2000		2010		2030	
	Percent	State Rank	Percent	State Rank	Percent	State Rank
South Carolina	12.1	32	13.6	26	22	15
United States	12.4	(x)	13	(x)	19.7	(x)

Figure 7: Projected Percent of Population Age 65 and Older: 2000, 2010, and 2030.
Source: *U.S. Census Bureau, Population Division, Interim State Population Projections, 2005.*

retirement age, states like South Carolina are expecting an increase in the population of retired residents and concurrently a rising population average age. The U.S. Census is projecting South Carolina's population over 65 to grow about 10% in the coming decade and exceed the national average. Due to Columbia's geography and abundance of medical and health care facilities, these projections might even be higher for the metropolitan Columbia region.

South Carolina	Census April 1, 2000	July 1, 2005	July 1, 2010	July 1, 2015	July 1, 2020	July 1, 2025	July 1, 2030
Median Age	35.4	36.9	38.4	39.4	40.3	41	41.3

Figure 8: South Carolina Population by Selected Age Groups: April 1, 2000 to July 1, 2030.
Source: ***U.S. Census Bureau, Population Division, Interim State Population Projections, 2005.***

The repercussions of this increase in the age of residents have an immediate impact on mobility consequences. With Columbia's original design and modern urban design emphasizing the automobile, this will compound mobility nuisances for citizens. This will also require a reallocation of community facilities, such as parks and buildings, to meet the movement capabilities of the residents and ensure these spaces are constructed appropriately for all to use.

Regional Populations			
	2000	**2008**	**2018**
Regional Populations	596,293	653,113	724,138
Over 65	73,940	87,256	122,814
Averag Age Projections	35.40	37.80	39.94
Percent Growth	***2000-2008***	***2008-2018***	
Regional Populations	8.70%	9.81%	
Over 65	15.26%	28.95%	
Averag Age Projections	6.35%	5.36%	

Source: South Carolina Budget and Control Board
Office of Research and Statistics

Another situation that is presented in the current demographics and future projections is the overall increase in population for the state and Columbia as a whole. The Central Midlands Council of Governments projects a net population increase of 248,000 moving to the Columbia region by 2035. This raise will increase demands and loads on nearly every service and aspect of the municipality. As the demographics begin to change and migration trends develop, Columbia will need to be ready for both the increasing population and the change in its demographics. This will have not only a

	Total resident population (Census 2000)	Total workers working in the area	Total workers living in the area	Estimated daytime population	Daytime population change due to commuting (#)	Daytime population change due to commuting (%)	Workers who lived and worked in the same county (#)	Workers who lived and worked in the same county (%)	Employment residence ratio
Columbia	116,278	122,507	54,288	184,497	68,219	58.7	34,842	64.2	2.26

Figure 9: Commuting Statistics for the City of Columbia.

Source: http://www.census.gov/population/www/socdemo/daytime/daytimepop.html

corresponding impact on considerations for all elements in The Columbia Plan, but also the day-to-day operations for the City of Columbia.

Another trend that is not fully reflected in the census information is the growth of the Hispanic population. In 1990, there were an estimated 1,944 residents of Latino origin, or 2% of the total population. By 2000, the estimate was 3,520 residents, comprising 3% of the population. There has been a growing awareness of the major influx of Latino residents in the Midlands region, including within the City of Columbia. More accurate percentages and estimates will have to wait until 2010 Census findings are made available. The City of Columbia should develop an outreach campaign for the 2010 Census to insure an accurate count of minorities.

Research completed by The University of South Carolina, Consortium for Latino Immigration Studies entitled, “The Economic and Social Implications of the Growing Latino Population in South Carolina,” has studied the various aspects of this data and in greater detail.

Goals, Policies and Objectives

Based upon the demographic and trending data for Columbia, the citizens, members of neighborhood groups, and focus group participants, along with city staff, have made the following recommendations:

1) Population Growth

Goal: Implement growth management tools and best practices in zoning, urban planning, and urban design to ensure that growth is sustainable and within a manner consistent with prescribed future land use practices.

a) Guidance Document

Policy: Use The Columbia Plan direct and guide the form, design, growth, and development throughout the City of Columbia.

b) Guiding Growth

Policy: To better understand how and where Columbia is growing, and how to soundly direct it, the City of Columbia should study growth management policies and practices that will work for the city and achieve the desired level of management.

Description: With 248,000 people expected to move to the Columbia Metropolitan region by 2035, it is a paramount priority of the City Government to ensure that growth occurs at rates and patterns that do not inflict harm on the environment, negatively impact traffic congestion and community facilities allocation, and ensure the strongest possible tax revenue base. By studying and implementing policies to help with growth

management, the City of Columbia can better ensure the long-term stability and sustainability of every facet of the community.

2) Implement the Land Use Vision

Goal: Use the various means and information available on future growth projections to guide and implement Columbia's future land use.

a) Small-Scale Planning

Policy: Begin developing neighborhood/corridor master planning to integrate sections of the community into the comprehensive plan.

Description: Through planning on a smaller scale, we can ensure that the unique character and design of these neighborhoods and corridors are preserved, while at the same time better integrating them into the community as a whole and within the guidelines outlined within The Columbia Plan. Small scale planning will better ensure that planning can properly account for the future of Columbia, while maintaining the unique character of neighborhoods and districts.

3) Promote Advances for Current Residents

Goal: Ensure that community facilities, land uses, and infrastructure are planned and located in a manner that recognizes the needs of current and future residents of Columbia, and their diverse characteristics.

a) Equal Access / ADA Compliance

Policy: Work to ensure that all facilities and public rights of way throughout the City of Columbia are constructed or renovated to be universally accessible to all residents and promote various forms of movement with ease.

b) Schools

Policy: Work with the school districts inside Columbia municipal limits to promote a stronger educational system and stronger facility integration into the fabric of the neighborhoods.

4) Municipal Service & Data Integration

Goal: Work towards a more cooperative environment with neighboring municipalities by sharing information and working collaboratively to create a better Columbia and metropolitan area.

a) Regional Cooperation

Policy: The City of Columbia should share information and work collaboratively with Richland County, The Central Midlands Council of Governments, and other neighboring municipalities to better prepare and plan for future growth and development to mitigate problems that can have negative impacts regionally.

Description: Examples of problems and externalities that affect a neighboring municipality can be seen throughout the area where one municipality's decision negatively impacts the others. Since Columbia and other municipalities are interconnected daily in numerous ways, cooperation on planning and major development decisions should be evaluated from a regional perspective and a municipal perspective equally.

b) Intra-City Collaboration

Policy: Develop improved and quicker information gathering and sharing systems between departments within the City of Columbia.

Description: With many different departments and varying levels of responsibility involved throughout the planning process, complete information and details can be crucial to ensuring the best possible, and quickest, out-come for residents, neighborhoods, and developers. A more integrated system also can allow for easier tracking of populations and trends that might otherwise go unnoticed until a problem arises.

3

Community Facilities

Community Facilities

The basic services of government stretch back to the first cities founded on this continent. Basic services, such as water, fire protection, and police are some of the largest vital services that the City of Columbia offers today. As Columbia has grown, the residents needs have expanded, and the facilities supporting and fostering the community have as well. These services and facilities also are a major factor when contributing to the residents' quality of life. Both current residents and those individuals relocating partially evaluate cities and communities on the quality of these services.

The purpose of this element is two-fold: first, to catalog the various facilities throughout the City of Columbia, and secondly, to show the voids that currently exist. This presents an opportunity to examine such seemingly overlooked areas such as fire protection, water and sewer services, school locations, and other rudiments that comprise our community. Through this element, we can better ensure future allocation for these facilities, fill the existing gaps, and those city services needed as the population in and around Columbia keeps growing.

Throughout the last 10 years, Columbia has created and implemented a variety of award-winning projects and strived to become a leader locally, regionally, and nationally. With such programs as E-Waste recycling, the Climate Protection Action Campaign (CPAC), and forest management and utilities, Columbia has become a leader.

Existing Conditions

With the growth since 1998, and also the growth that continues through the

completion of The Columbia Plan, this list represents current public facilities as of December 2006:

Table 1: List of Community Facilities. (City of Columbia Energy Audit RFP.)

PUBLIC BUILDINGS

Buildings	Location	Square Feet
City Hall	1737 Main Street	20,120
Municipal Court	811 Washington Street	48,000
Support Services	1924 Calhoun Street	2,450
Administration	1225 Laurel Street	55,000
Eau Claire Town Hall	3905 Ensor Avenue	5,682
Police Training Center	1632 Hampton Street	16,334
Administration	1136 Washington Street	88,000
Police/West District (Harbison)	690 Club Road	1,600
Police/Metro District (Downtown)	1600 Bull Street	2,400
911/311 (Main Fire Station)	1800 Laurel Street	3,950
Police/Main Headquarters	1 Justice Square	27,000
Fire/Main Headquarters	1800 Laurel Street	7,000
Office of Business Opportunities	1612 Bull Street	4,704
Records Building (Cold Storage)	1900 Calhoun Street	2,000
3 Rivers Headquarters/Homeless Shelter	1511 Taylor Street	2,618
Koban/Homeless Shelter	1509 Taylor Street	1,323
Fleet Services	2910 Colonial Drive	22,702
Animal Services	127 Humane Lane	6,378
Public Works	2910 Colonial Drive	71,000
S.P.C. A Shelter	850 Pulaski Street	6,825
Caretaker's House	127 Humane Lane	1,590
Amtrak RR Buildings	850 Pulaski Street	9,000

FIRE DEPARTMENT BUILDINGS

Buildings	Location
Olympia Fire Station (3bldgs)	1015 Ferguson Street
Industrial Park Fire Station	2740 The Boulevard
Wood Creek Fire Station	446 Spears Creek Church Road
St. Andrews Fire Station (3bldgs)	1225 Briars Gate Circle
North Columbia Fire Station	2622 Main Street
Atlas Road Fire Station	153 Atlas Road
Shandon Fire Station	2847 Devine Street
Belvedere Fire Station	30 Blume Court
Greenview Fire Station	6810 North Main Street
Eau Claire Fire Station	4112 North Main Street
Harbison Fire Station	131 Lake Murray Blvd.
Logistics	1901 Harden Street

WATER DISTRIBUTION BUILDINGS

Buildings	Location
Water District #2	3884 Fernandina Road
Water District #3	808 North Springs Road
Water District #4	1815 Leesburg Road
Water District # 5	2712 North Lake Drive

TREATMENT PLANTS

Buildings	Location
Metro Wastewater Treatment	1200 Simon Tree Lane
Lake Murray Water Treatment	102 Rocky Point Road
Canal Water Treatment	300 Laurel Street

PARKS AND RECREATION BUILDINGS

Buildings	Location
Main Building	1932 Calhoun Street
Arts Center	1932 ½ Calhoun Street
Anna Mae Dickson Park	1315 Liberty Hill
Ben Arnold Center	1100 South Holly
Capital City stadium	South Assembly
Golf Center	209 Sligh Avenue
Drew Wellness Center	2101 Walker Solomon Way
Earlewood Park	1111 Parkside Drive
Eau Claire Print Bldg.	3907 Ensor Avenue
Emily Douglas Park	2500 Wheat Street
Finley Park	930 Laurel Street
Granby Park	100 Catawba Street
Greenview Park	6700 Gavilan Road
Hampton Park	1117 Brandon Avenue
Heathwood Park	800 Abelia Road
Hyatt Park	927 Jackson Street
Keenan House	801 Wildewood Avenue
M. L. King Park	2300 Greene Street
Pacific Park	200 Wayne Street
Pinehurst Park	2300 Pinehurst Road
Sims Park	3500 Duncan Street
Tennis Center	1635 Whaley Street
Woodland Park	6500 Old Knight Parkway

See City of Columbia Buildings and Structures Map

Parks & Recreation

As one of the most requested amenities from the public input for The Columbia Plan, parks and recreation space was in constant and high demand by residents. Having last completed a master plan in 2001, an update is necessary to ensure the proper growth for current and future open spaces.

Over the last 10 years, many parks throughout Columbia have experienced renovations and many neighborhoods have constructed their own parks. In addition, a new regional park was created in the Southeast section of the city.

A deficit in space within the current municipal boundaries is pressing on the Parks & Recreation Department. Portions of Columbia, especially in the northwest and southeast where they have a variety of different needs, are currently having difficulty accessing City parks and facilities. These residents are forced to drive to existing facilities, which can be considerable distances at times. As Columbia has expanded throughout the last 10 years, the ability of Parks & Recreation to proactively acquire land ahead of development has not been adequately funded. This has prevented a large portion of Columbia's population from easily reaching the existing open spaces. This problem will only compound through Columbia's next decade of growth.

Another critical aspect of Parks & Recreation's mission is providing indoor facilities for community use. With many facilities needing upgrades, replacements, and certain activities needing dedicated and larger space, this also generates many difficulties in their ability to maintain and expand various programs. Lacking proper programming space, such as arts centers and indoor gymnasiums, creates limitations

on both the availability and turn-around for existing facilities, in addition to the programs and events Parks & Recreation can feasibly expand.

See Columbia Area Parks Map

Public Works

The Public Works division encompasses Animal Services, Forestry and Beautification, Solid Waste, Streets, and Traffic Engineering. This department provides significant support in the daily operations of Columbia. One of the most pressing problems for this department is adequate facility space. Due to the significant amount of materials, equipment, and manpower necessary to carry out their duties, the current facility cannot provide the space necessary for flexibility and growth over the next decade. A larger facility will be necessary for Public Works to improve safety, as well as efficiency for their workforce.

Public Works has been a positive factor in the last 10 years to improve the quality of life for all residents of Columbia. Having played an integral part in the numerous streetscaping projects and also in increasing the recycling program and improving the sustainability of Columbia, Public Works constantly ensures a better quality of life and future for Columbia.

Animal Services

One of the major needs for this department is also space. Last year, Animal services cared for 14,000 unwanted pets and strays, with 57% coming from Richland County. Their recent expansion project, in conjunction with Richland County, increased

their animal housing capacity; however, as their role increases, so does their need for space and operating costs.

Forestry and Beautification

Responsible for over 48,000 trees located within City right-of-ways, Forestry and Beautification helps ensure that Columbia remains a member of Tree City USA, as it has since 1979. With many of these trees having been planted during the late 1930s and early 1940s, the mature trees we enjoy today are being kept healthy, while also ensuring new trees help maintain the longevity of the views we enjoy today. This division is also responsible for the upkeep and maintenance of plantings throughout these spaces, and it plants over 400 trees, 45,000 annuals, and 30,000 bulbs annually in an effort to keep Columbia green. With such a broad workload spread throughout the city, this requires constant maintenance and upkeep to preserve the high standards we've come to enjoy. With more streetscaping projects and increased plantings within the right-of-ways scheduled, Forestry and Beautification is experiencing high workloads to keep Columbia beautiful.

Solid Waste

The Solid Waste Division has one of the most vital and intensive work demands anywhere in the City, and it helps ensure a clean and healthy Columbia. Driving 900,000 miles and collecting roughly 92,000 tons of material a year, this is truly one aspect of the City of Columbia that touches all citizens weekly. With about 30,000 residential collections, 3,500 other collections, and 29,000 recycling collections, Solid Waste is constantly in motion. The annexation and expansion of the municipal bounds

creates a definite strain on both equipment and operations, but most importantly on the workforce.

They also work to make Columbia environmentally friendly by diverting 20% of collected materials to compost recycling, along with weekly recycling collections. In addition, they run the E-Waste recycling program that aims to ensure electronics are disposed of and reused properly, thus saving room in the landfills and ensuring that potentially dangerous substances are disposed of appropriately. The landfill currently in use is not expected to approach capacity within the next 10 years; therefore, consideration within The Columbia Plan is not a pressing concern.

Streets Division

Responsible for maintaining over 475 miles of roadways throughout Columbia,[1] the Streets Division helps keep Columbia's roadways in good condition. The division is also tasked with winter inclement weather services and street sweeping to ensure the year-round safety and usability of the roadways. Another vital aspect of their service is the construction and maintenance of storm drains, sidewalks/curbs & gutters, pavement repairs for water/sewer maintenance cuts, and constructing upgrades to sidewalks so that they comply with the American with Disabilities Act.

With sidewalks being a major aspect of every neighborhood and city, Columbia is experiencing a reevaluation of its current state. Needing over $5 Million to address the current backlog of projects, this list continuously grows and annexations and natural

[1] 75 % of roadways within the City of Columbia are owned by the State of South Carolina.

deterioration occurs. Funding is an annual issue when dealing with keeping up with the backlog of streets and intersection projects that require repaving and/or reconstruction.

Traffic Engineering

The Traffic Engineering division is tasked with the installation, upgrading, and general maintenance of the various factors that make up roadways throughout Columbia, and it also performs many vital tasks that ensure the safety and viability of the roadways. The division is responsible for 275 traffic signals, 100 flashers, 900 street signs and markings, and hanging banners/decorations. They also maintain and enhance the various aspects of Columbia streets. In an effort to increase public safety and become more environmentally friendly, Traffic Engineering is upgrading to LED traffic signals throughout the City. In addition, they are performing around 500 traffic studies a year to gather valuable data for their study of traffic patterns and capacities of the various roads, as well as potential traffic controls. As part of the scheduled maintenance and upgrades, major corridors throughout Columbia are currently undergoing physical and signal upgrades and replacements, which continues annually as the system grows and ages.

Water & Sewer Systems

Columbia's water and sewer systems have seen a staggering change since 1998. The city's increased focus on upgrading existing systems and plants helps ensure that the existing infrastructure will last much longer than the 10 year timeframe of this plan.

Engineering has also played a major role in all of the streetscaping projects, performing many tasks and improvements to help streamline for the system, as well as the streetscaping itself.

Capacity

Currently, the Columbia Canal Water Plant has the capacity to pump 85 million gallons daily (MGD), while the Lake Murray Plant draws 75 MGD for a system capacity of 160 million gallons combined. While amounts vary throughout the year based on the season and the weather, an average daily usage is between 62 to 65 MDG daily. While this capacity is able to adequately serve all consumers, an expansion is planned for the Canal Plant. This expansion will address both equipment and facility age considerations as the historic facility modernizes and plans for the future.

Storm water facilities and operations will see a much greater emphasis in the coming years. A National Pollutant Discharge Elimination System (NPDES) permit is expected to be granted to the City soon, and this will dramatically impact the policies, facilities, and quality of storm water both in Columbia and throughout the region. The granting of a NPDES permit requires the use of best practices that are more oriented to water quality standards than the traditional emphasis placed on movement. Also, the

daylighting of streams and rivers, such as Rocky Branch Creek, is currently becoming a trend in an effort to improve water quality and system efficiency.

From a funding standpoint, the Impervious Surface Tax has allowed for an increased rate of repair and updating to the existing storm water system. This has helped fund major improvements totaling over $50 Million.

Expansions & Upgrades

Current expansion projects include increasing the capacity to serve Northeast Richland County and upgrading the existing systems within the municipal boundaries. Over the next 10 years, an estimated $350 Million will be focused on these systems, with much emphasis placed on upgrading and enhancing the existing systems. Since 1998, increased efforts to rehabilitate older portions of the current system have become a point of emphasis. In the coming years, more rehabilitation will be necessary, while an increase in funding will be necessary to keep pace with the growing list of projects. A similar series of projects that will need greater assistance in the coming years are upgrades to improve fire protection. Both of these projects will need to see sustained increases in the future to ensure the necessary upgrades are completed to maintain quality service.

The expansion and modernization plans currently being undertaken for the Columbia Canal Plant will have great implications for the longevity and service capacity of this site.

See Water Services Area for the City of Columbia Map

Sewer

As with the water capacity, expansion, and modernization plans currently are being created for the sewer treatment plant. Since the last upgrade and expansion in 1996, the plant has been currently maintaining a level of 40 MGD, with a maximum capacity of 60 MGD. There are three projects planned for capacity expansion to 80 MGD within the next 10 years. At the moment, no second treatment plant is necessary or scheduled for construction at this time.

While comprehensive system planning for water lines has been a constant process, sewer lines have not had the same level of examination. As the system has aged and expanded, a comprehensive review and master plan has not been available. Providing funding for a system-wide review and analysis can help ensure the system's service levels and longevity.

See Wastewater Management Area Map

Emergency Responders

As Columbia has grown, vital public services such as Fire, Police, and Communications have all taken on increased areas to protect. Their capacity must be equal to the land that becomes part of the City of Columbia to ensure the safety of all residents. Constant adjustments and improvements to facilities and stations for emergency responders are necessary to maintain the high quality of service that residents of Columbia value and enjoy.

911 Communications

Since 1998, the emergency response systems have undergone substantial evolution and expansion. The creation of the Columbia-Richland Communications Center greatly altered how emergencies were dispatched and directed.

In 2001, the communications center became a stand-alone department for the first time since its creation in 1985. In 2002, a 311 non-emergency call center was implemented to provide information and address quality of life issues for the residents of Columbia. It is the only one of its kind in South Carolina. The center has received nationwide attention, serving as a prototype for others implementing similar services. In 2003, Columbia-Richland 911 Communications was one of the first accredited communications center in South Carolina. It was initially assessed and awarded accreditation by the Commission of Accreditation Law Enforcement Agencies (CALEA). Such organization and service structure provides:

- Citizens now have a “one stop shop” when requesting emergency assistance from law, fire and medical assistance. There is only one number to dial to receive

emergency assistance - 9-1-1;

- Efficient call processing by professionally trained communications personnel;
- Quicker response from emergency responders; and
- Interoperability among all agencies means superior service to its citizens.

The current limitation of the Communications Center is space. Expansion plans are currently projected to begin in the near future to ensure that operations can continue at peak efficiency. As part of their strategic plan, 911 Communications will begin studying the feasibility and alternatives of expansion or relocation in the near future.

Fire Department

The early 1990s saw the creation of, "A Fire Services Plan for Columbia and Richland County," which helped ensure the safety of residents in both municipalities. One of the needs in 1998 was constructing multiple new stations to expand coverage, while relocating existing stations.

This is also a part of emphasis today for the Columbia Fire Department. New stations in both north and south Columbia are scheduled to fill gaps currently present in the response times. These stations include:

- Renovation of Station No. 3, built in 1972, which exceeded its life span;
- Renovations and facility improvements for Station No. 8 to make the station safe and livable for the staff;
- Construction of a new Station No. 5 on Broad River Road, Station No. 10 for Garner's Ferry Road, Station No. 35 for areas near Mallet Hill Court to ensure

quick response times as Columbia has grown.

As equally important is the need for training and educational space. Currently the use of make-shift classrooms places limitations on the training and professional development of the entire department. Adequate training and educational spaces are necessary to increase effectiveness and better ensure the safety and welfare of Columbia.

With the City appointing the Fire Department as first responders, education, facilities, and equipment are important to ensuring the quickest response; however, such a setup also generates a substantial strain on the personnel that drives the Fire Department.

Police & Public Safety

The Columbia Police Department is tasked with providing services to a

SLED Crime in South Carolina: Annual Reports
Columbia PD

Year	Murder	Rape	Robbery	Agg. Assault	B & E	Larceny	MVT	Index Total
1998	11	53	368	936	1,489	7,715	800	11,372
1999	17	72	479	853	1,286	7,633	742	11,082
1999	17	75	473	873	1,284	8,005	741	11,468
2000	12	57	457	894	1,197	6,583	750	9,950
2001	14	63	476	947	1,486	7,113	1,016	11,115
2002	10	85	516	967	1,635	6,325	925	10,463
2002	11	90	514	965	1,627	6,323	924	10,454
2003	15	57	461	806	1,389	5,907	824	9,459
2003	15	61	459	813	1,392	5,922	821	9,483
2004	18	74	465	964	1,717	6,773	821	10,832
2004	18	73	468	964	1,704	6,764	818	10,809
2005	15	54	381	863	1,328	5,517	834	8,992
2005	15	53	381	870	1,328	5,534	839	9,020
2006	7	56	377	871	1,277	5,152	663	8,403

http://www.sled.sc.gov/SCCrimeBooks.aspx?MenuID=CrimeReporting

municipality comprised of 50 square miles split into four regions, covering two counties. The Columbia Police Department has recently partnered with Richland and Lexington Counties Sherriff's Offices to help deter criminal activity within the MSA. This includes sharing crime data and actively working together to deter criminals who cross jurisdictional boundaries and discouraging gang formation throughout the metropolitan region.

With the Columbia Police Department having recently completed an inspection of stations and facilities used by the department, this report makes some key recommendations including:

- Locate or build a secure facility to use for the storage of equipment and records;
- Consider expanding the police department to include a secured facility to keep these items centralized;
- Reconsider the location of the narcotics office;
- Build a new training facility with both a fire arms and driving range.

See Police and Fire Facilities Map

Schools

One of the single largest and most important aspects of any neighborhood and community is their schools. Three school districts serve the residents of Columbia. As the population inside the City and within the region grows, the districts will expand to match these needs. Education is indispensable to maintaining and diversifying the local and regional economy and building an open and diverse community.

Richland One

With the passage of a major bond referendum, construction and renovations at schools across Richland One have been progressing. This referendum allowed Richland One to expand the capacity of existing structures while also constructing new ones, therefore serving areas of the district that have seen growth and expansion in recent years.

See School Districts and Schools Map

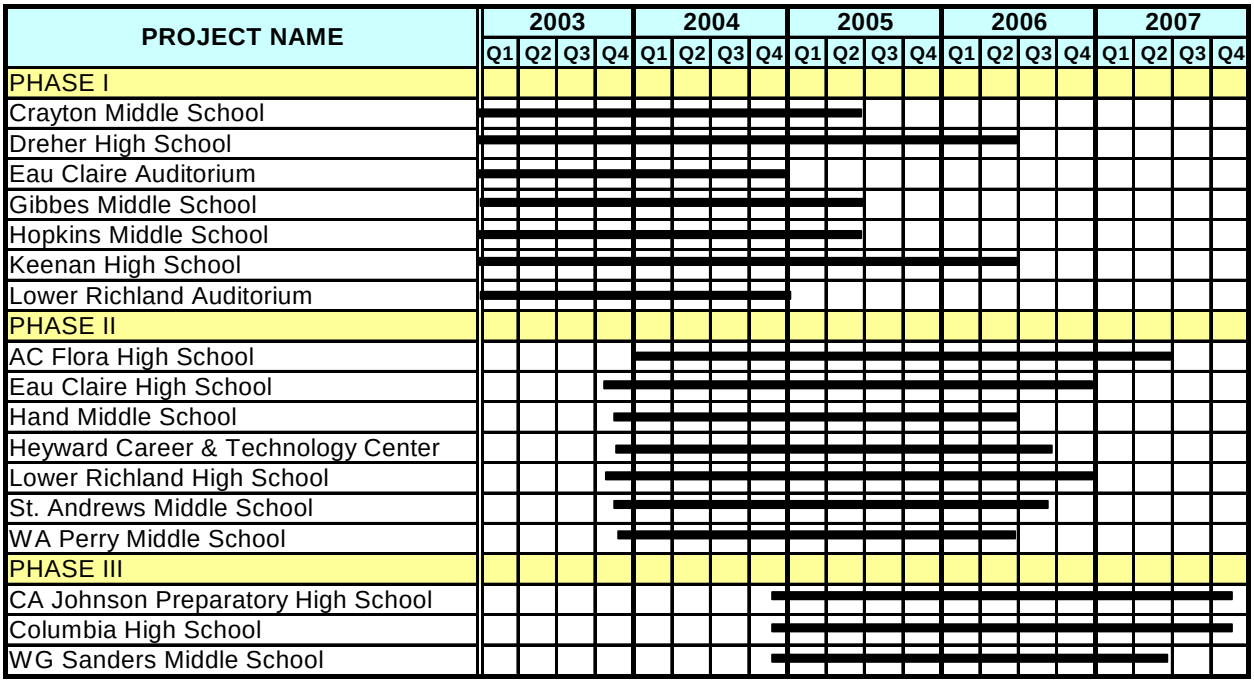


Figure 1: Richland 1 Construction Schedule (as of March 27, 2003). Source: http://www.richlandone.org/bond/RCSDO%20-%20Construction%20Phase%20Schedule%203-27-03.xls

Richland County School District 1

Elementary	Middle	High	Other	
Arden	Alcorn	A.C. Flora	*Alternative*	
Bradley	Crayton	Columbia		Olympia Learning Center
Brennen	Gibbes	Dreher	*Charter*	
Brockman	Hand	Eau Claire		Richland One Middle College
Burnside	Hopkins	Heyward		Carolina School For Inquiry
Burton-Pack	W.A. Perry	C.A. Johnson		
Carver-Lyon	Sanders	Keenan		
Caughman Rd.	Southeast	Lower Richland		
Forest Heights	St. Andrews			
Gadsden				
Hopkins				
Horrell Hill				
Hyatt Park				
Lewis Greenview				
Logan				
Meadowfield				
Mill Creek				
A.C. Moore				
Pendergrass-Fairwold				
Pine Grove				
H.B. Rhame				
Rosewood				
Sandel				
Satchel Ford				
South Kilbourne				
E.E. Taylor				
J.P. Thomas				
Watkins-Nance				
Webber				

Figure 2: Existing Schools of Richland County School District 1

Richland Two

Similarly, Richland Two has seen growth and expansion in their area as well. With the growth in Northeast Richland County, schools have followed to serve the population. With this continued attraction of new residents into their district, Richland Two is currently planning on new facilities to match the expected growth over the next 10 years, including: 3 elementary schools, 3 middle schools, and 1 high school. Their projects through 2018 will see a total of 2 high schools, 2 middle schools, 6 elementary schools, and 4 centers scheduled for construction to serve their future needs. This construction will follow the population trends and movements outwards toward the

Northeast region of Richland County as suburbs also expand in a similar fashion. One question that lingers with respect to school construction is the sustainability of funding sources. With the recent change shifting primary funding to sales tax revenue, it must be taken into account a potential economic drop-off, which may impact these expansion plans and timetable for construction.

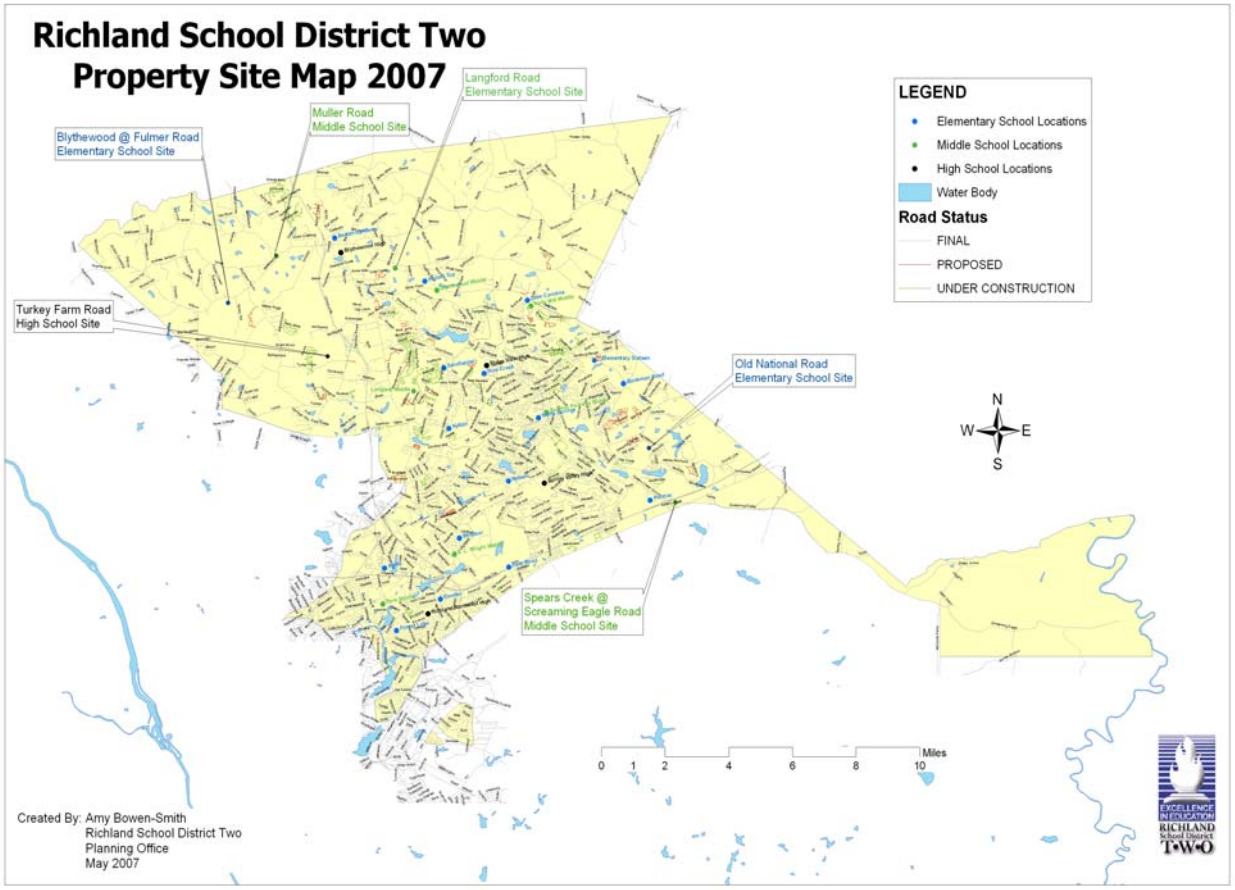


Figure 3: Map of Property for Richland County School District 2.

Source: Richland County School District 2

Richland County School District 2

Elementary	Middle	High	Other	
Bethel Hanberry	Blythewood	Blythewood	*Alternative*	
Bookman Road	Dent	Richland Northeast		Anna Boyd School
Forest Lake	E.L. Wright	Ridge View		Blythewood Academy
Joseph Keels	Kelly Mill	Spring Valley		
Killian	Longleaf		*Magnets*	ACCEL
Lake Carolina	Summit Parkway			ACE
Lonnie B. Nelson				Center for Achievement
L.W. Conder				Center for Inquiry
North Springs				Center for Knowledge
Polo Road				Conder Elementary Arts Integrated Magnet School
Pontiac				Convergence Media: CavPlex
Rice Creek				Discovery
Round Top				Exercise Physiology and Sports Medicine
Sandlapper				Explorations
Windsor				FAME
				Forest Lake Elementary Technology Magnet School
				Horizon
				Institute for Allied Health Sciences
				Institute for BioHealth Sciences
				Impact
				InfoLINK
				Kelly Mill, Inc.
				Leadership Academy at Wright (LAW)
				Montessori
				Palmetto Center for the Arts
				TWO Academies Single Gender Program
				The Learning Collaborative (TLC)

Figure 4: Existing Schools of Richland County School District 2

District 5 of Lexington and Richland Counties

District 5 of Lexington and Richland Counties is similarly experiencing a growing population inside of their district. With expansion plans drafted, District 5 is investigating potential funding mechanisms to expand and build new schools in their district, and modernize their existing structures. Experiencing the same situation as Richland Two, recent change shifting primary funding to sales tax revenue, it must be taken into account a potential economic drop-off, which may impact these expansion plans and timetable for construction.

District 5 of Lexington and Richland Counties

Elementary	Middle	High	Other	
Ballentine	Chapin	Chapin	*Academy*	Alternative Academy for Success
Chapin	CrossRoads	Dutch Fork		
Dutch Fork	Dutch Fork	Irmo		
H.E. Corley	Irmo			
Harbison West				
Irmo				
Lake Murray				
Leaphart				
Nursery Road				
Oak Pointe				
River Springs				
Seven Oaks				

Figure 5: Existing Schools of District 5 of Lexington and Richland Counties.

Richland County Public Library

A modern and efficient library system is the hallmark of a progressive, growing community, and Richland County Public Library (RCPL) has proven itself to be the community resource that is most widely used and valued by a large majority of residents in Richland County. The Main Library, which has now been open for over 10 years, has become a cornerstone for the ongoing redevelopment and revitalization of our community. Libraries are a valuable part of economic development through supporting business and community leaders by serving as a center for information and education.

In June 2001, the (RCPL) was named National Library of the Year, the highest honor a library can achieve. The award is given by The Library Journal and The Gale Group, one of the foremost vendors of information databases and reference materials. RCPL's selection was based on three key factors: service to the community, creativity

and innovation in developing specific community programs, and leadership in creating programs that can be emulated by other libraries.

In 2003, in honor of the 10th anniversary of its major expansion, RCPL invited residents to celebrate the milestones of the library system with a series of special events. With the support of sponsors and the Friends of the Library, RCPL hosted a national interactive exhibit on Maurice Sendak for 15 weeks. Other special events featured Eric Carle including performances by The Mermaid Theatre of Nova Scotia. The public responded to the RCPL's celebration and came to the library in record numbers. More than 50,000 children and adults, including 123 school groups, toured the Sendak exhibit, and more than 5,000 children and adults saw Carle's works come to life on stage.

More Facts about the Richland County Public Library:

- The Richland County Public Library circulates more materials than all the libraries in South Carolina and most urban libraries in the Southeastern United States.
- Because RCPL is resourceful and creative with the funding it receives it was able to effectively serve more than three million patrons last fiscal year. Usage of the library is at record levels.
- Each summer, around 18,000 children ages 12 and under participate in RCPL's Summer Reading Club. For many of these children, the library is their "summer camp." The children rely on RCPL to provide programs and fun learning opportunities in their community.

- In FY2003, RCPL achieved its highest level of volunteer participation ever, with 847 volunteers system wide.
- RCPL has expanded globally through Answers Now, a virtual reference service, at low cost to the library. The service is made possible through a partnership with the Brisbane City Council Library Service in Queensland, Australia and the Somerset County Council Libraries, Arts and Information Service in the United Kingdom. “Answers Now—All the Time, Across the World,” a unique online, real time reference service, expands the available information resources for each of the three communities. Each library is responsible for eight hour increments, allowing constant and 24-hour reference service to patrons in all three service areas of the world. To access the service, patrons must simply log on to one of the three libraries’ Web sites and click on the Answers Now icon. They will then be able to interact with a reference librarian online, gaining access to information and resources 24 hours a day.
- Through a grant with First Steps, RCPL has expanded its children’s outreach program to establish permanent collections of picture books in 55 child care centers throughout Richland County. The grant also allowed RCPL to hire two part-time librarians to develop these collections and work with the centers to emphasize the importance of books and reading to children.
- RCPL continued to enjoy the rewards of a successful annual $1 million community awareness campaign with Specialized Media Services, Inc. of Charlotte. This campaign, funded entirely by corporate friends, utilizes the power

of the media (television, cable, radio, outdoor) to deliver messages promoting books, reading, and other services at the library.

Through many years of thoughtful planning, the Richland County Public Library has become a leader among libraries in the state, the Southeast, and across the nation. Record numbers of children and adults are using public libraries, and RCPL is meeting their varied needs for reading, learning, and information. The library is one of the most heavily used services in Richland County, benefiting everyone regardless of age or background. More than 260,000 residents—82% of the population of Richland County—are registered users, and RCPL's circulation last year exceeded 3,000,000.

Over the years, Richland County's public library system has adapted and responded to the changes in technology and the economy. The Internet has increased the demand for all library services, and RCPL has responded by utilizing technology to maximize its resources and serve increased numbers of residents. When the recession started in 2000, RCPL's usage was already at an all time high and, since then, it has increased 33%. When economic times are tough, people increasingly turn to the library for reading materials, resources for their children, access to newspapers and magazines, as well as for assistance in finding jobs, improving finances, and running their businesses.

The Library Board and Staff have identified future capital needs and expansion plans that will allow the Richland County Public Library to continue to meet the growing demand of the citizens of Richland County.

Goals, Policies and Objectives

Due to concern for the City's community facilities, the citizens, members of neighborhood groups, focus group participants, along with city staff, have made the following recommendations:

1) Adequate Public Services and Facilities

Goal: Ensure and maintain adequate public facilities and utility services for the benefit of all Columbia residents; and protect investment and services provided from existing community facilities.

a) Operational Efficiency

Policy: Adequately and timely fund capital improvement projects to improve the operational efficiency, use, and/or life expectancy of existing city facilities.

Description: With an emphasis on both the patterns and density of Columbia's development, the ability to provide vital City services to consumers becomes more important, as outlined by the City of Columbia's Strategic Plan. Improvements to these facilities can both lengthen their life span, as well as reduce the future costs to the consumers.

b) Municipal Water Service Boundary

Policy: Establish municipal water service boundary (MWSB) for the City of Columbia to promote in-fill development and redevelopment of blighted areas.

Description: A MWSB for the City of Columbia can both slow the rate of sprawl, while also increasing the quality of development and life throughout Columbia. Refocusing our resources in already developed areas can

dramatically impact the quality of life and renaissance of Columbia. This can increase the opportunities for public transportation stability, preserve prime farmland and natural resources, encourage redevelopment of blighted properties, and increase revenues generated through property taxes.

The intention of the Municipal Water Service Boundary is not to prevent development around Columbia; instead it is to ensure that development can adequately and efficiently be served. With the recent weather patterns and supply concerns in parts of Richland County, better managing this resource becomes even more important for Columbia and Richland County's sustainability. Any specific level of service within the Municipal Water Service Boundary is not guaranteed and the Municipal Water Service Boundary is subject to periodic review by City staff.

See Municipal Water Service Boundary Map

c) Reuse of Existing Structures

Policy: Require the adaptive reuse of existing buildings before new community facilities are constructed.

Description: With many existing structures and building throughout the municipal limits of Columbia, vacant structures could be adapted and reused for a wide variety of community facilities. Whenever feasible and possible, such location choices should be considered first to responsibly use public funds, land, and resources.

d) Green Infrastructure

Policy: Permit and encourage green infrastructure and design as a way to make Columbia's community facilities sustainable.

Description: With the developing emphasis on "green development" and environmentally friendly design, Columbia should encourage and follow best practices in development ensuring both Columbia's sustainability and placing it in the forefront of sound environmental practices.

e) Proactive Procurement

Policy: Fund and pursue land acquisition to allow adequate and proper expansion of necessary community facilities throughout Columbia.

Description: Procuring lands and space preceding development ensures adequate amounts of park land, open spaces, and ability to build the necessary public facilities. This ensures the most efficient allocation of community resources, while being the most responsible and efficient with the public's money.

f) Facility Expansions

Policy: Allocate funds to expand and upgrade community facilities so they may better serve the public's needs.

Description: Many city departments covered in the Community Facilities element are in need of expansion and/or relocation to better serve the public. Many times, these buildings have served beyond their projected life

spans or original means. As the needs of residents continue to grow, spaces that are already at capacity need addressing.

g) Systems Enhancement and Maintenance

Policy: Establish timely and complete processes for the funding and completion of systems enhancements and maintenance to become proactive in addressing needs and service issues.

Description: Being proactive in addressing and solving problems can be greatly beneficial for all residents of Columbia. This not only ensures the highest possible level of service for customers, but also can save Columbia substantial funds in lieu of future problems and emergency measures to maintain the system's movement.

2) Planning Concurrence

Goal: Ensure community facilities and services necessary to support development are adequate and available when the service level demands of development occur without decreasing current service standards to existing developments and neighborhoods.

a) Capital Improvement Planning

Policy: Develop and maintain a Capital Improvement Program (CIP) to guide resources and funding to projects needing the most immediate attention.

Description: By implementing a CIP process for the City of Columbia, this will permit a wide-range of benefits for all residents and the region. By outlining the priorities for major maintenance, renewal, upgrading and purchases, this

allows residents to clearly see how their tax money is being spent. Equally important, this ensures that projects are listed by importance, possible sources of funding are identified, and a timetable for their implementation is created. This can provide great clarity on Columbia's progress and priorities not only for residents, but also for those looking to relocate or establish a new industry/business here.

b) Allocation and Capacity of Services

Policy: As development occurs, establish requirements providing that existing services and facilities have growth capacity before new developments are approved.

Description: With recent situations arising in regards to serving capacity and also drought considerations, it is apparent that there are severe consequences for constructing beyond the limitations of service capacity. To prevent a similar situation in the future, service capacity must be accounted for before development is permitted. The City of Columbia must either ensure adequate facilities are available to support new developments or deny approval when such developments would lower service standards for existing residents, developments, and neighborhoods.

c) Funding through Impact Fees & Other Sources

Policy: Study impact fees as a funding mechanism to provide capital improvements for community facilities to permit new growth and development, paying a proportionate share of the cost of the impacted facilities and services.

Description: One way to help ensure that community facilities are not overly strained and maintain peak efficiency is to implement proportional impacts fees for new development that increases/extends existing systems. This ensures that current residents, who don't enjoy the benefits, do not have to pay for the access and benefit for others. Other funding sources should also be identified to provide upgrades and expansions. This should consist of all property, including those non-taxable parcels that need similar services but do not contribute to their maintenance and expansion.

3) Provision, Coordination & Cooperation

Goal: Ensure and promote contiguous development and expansion of City services through regional coordination of land uses, public services, and utilities.

a) Utility Coordination

Policy: Work with adjacent planning jurisdictions, private utility providers, and regional planning associations to develop a process ensuring consistency between each jurisdiction's development and comprehensive plans, and coordinate the locating of utility facilities in a countywide and regional context.

Description: Establishing placement and allocation of utilities and public services should be in proportion to projected growths, density, land uses, development patterns, optimal locations for efficiency, and sustainability considerations. Both public and private sector entities should coordinate with the future land use planning to ensure growth does not adversely affect or

block utility corridors, and mitigate environmental and/or public health associated with these corridors.

Equally important is to ensure the maintenance and upgrades to the portions of systems that are approaching or beyond their scheduled life spans. Emphasis on these aging systems will become greatly important over the next 10 years as Columbia continues to grow and modernize.

4) Provisions

Goal: Provide public facilities and services in a manner that are efficient in delivery, meeting both current and future community needs.

a) Compact Design and Development

Description: Encourage compact/concentrated development in designated centers to facilitate economical and efficient use of established utilities and services.

Description: Encouraging infill and dense development at locations where capacity and services are already located helps save taxpayers the increased costs of maintenance and construction of new facilities that may not truly be needed as latent capacity is present throughout the already constructed systems.

b) Underground Utilities

Policy: On all new construction or renovations, require utility lines to be installed underground unless it is not physically feasible.

Description: Running utility and power lines underground is an effective approach to minimize service outages and also improve the streetscape of both neighborhoods and urban centers. When feasible, public and private utility providers should be encouraged to convert existing overhead distribution lines to underground whenever major construction and renovation projects afford such opportunity.

c) Environmental Factors and Concerns

Goal: Minimize harmful environmental effects; thereby, ensuring the safety, well-being, and public health through best practices and efficient allocation and structure of community facilities.

a) Water Conservation

Policy: Encourage public and private efforts to conserve water.

Description: With recent droughts and the constant potential for future ones, conservation is becoming an elemental means to ensure the stability and sustainability of Columbia's water supply. Efforts to encourage this could include conservation-oriented pricing systems, modifying plumbing codes to require low-use water fixtures, and promotion of low-use/gray-water use irrigation for landscaping when feasible.

b) Fire Prevention and Protection

Policy: Strengthen the fire codes of Columbia to better protect all residents and property.

Description: The importance of fire safety cannot be understated. To better protect everyone, buildings should be designed appropriately. Such as ingress/egress routes and locations, roadway considerations, requiring single-family homes and other currently excluded structures to have sprinklers.

Policy: Require sprinklers in all commercial and residential construction.

Description: Vigilant work and planning to reduce fire losses through improved code enforcement greatly contributes to prevention. Requiring fire sprinklers in all commercial and residential construction can help save numerous losses of both life and property.

c) Energy Conservation

Policy: Implement and comply with energy conservation plans and agreements Columbia is a signatory.

Description: By following the energy audit, the recommendations of CPAC and the Mayors Climate Agreement, Columbia can begin to lead the region, as well as the state, as a sustainable and responsible entity for the longevity for future generations.

4

Housing

Housing & Neighborhoods

Since the 1998 Comprehensive Plan was published, Columbia has made remarkable progress!! Evidence of the success is dispersed throughout the City. There are numerous new housing developments that stand as a testament to the millions of dollars that have been invested into our housing stock. Not only do the structures signal the evolution taking place but so do the citizens. A surge of new City residents moved within City limits. Some moved here for the first time, while others eagerly returned to the location they previously called home.

Knowing the existing and expectant demographic trends for Columbia, their influx presents an urgent need to assure the affordability and variety of housing throughout the City. With Columbia's population growing, the understanding of housing has become an even more important subject. The purpose of this element is to provide a clear understanding of the current housing situation within Columbia, while meeting the future needs and goals of Columbia's neighborhoods.

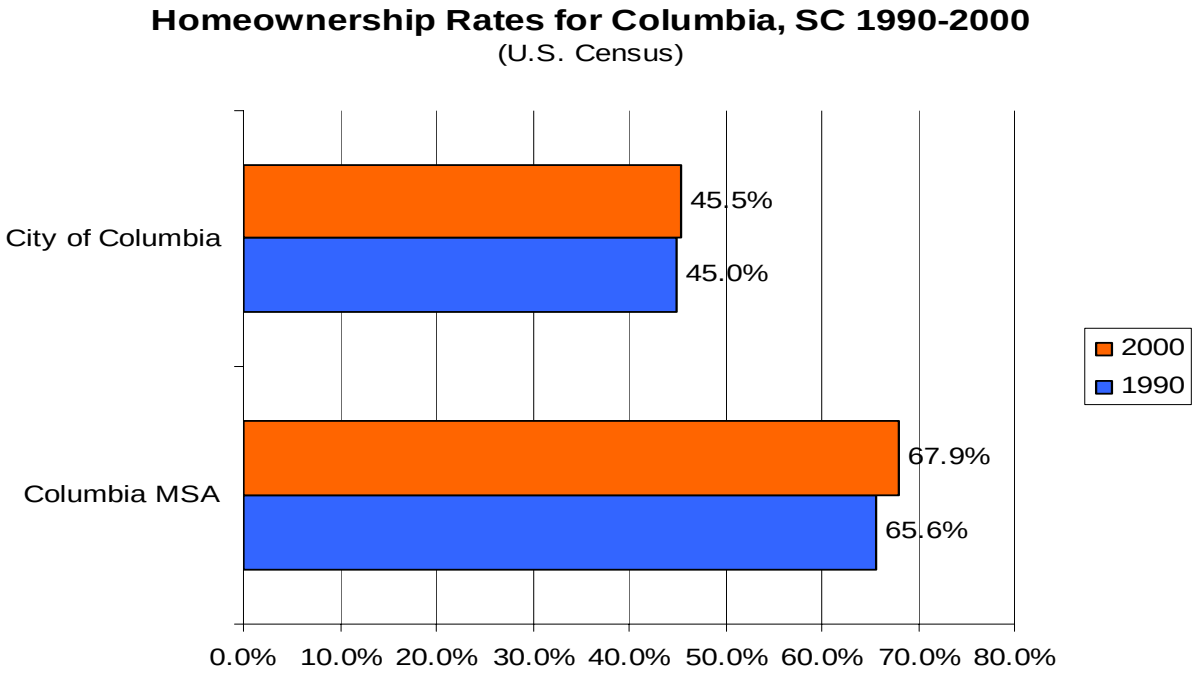
Housing transcends simply being a place to live; it also serves as a means to raise a person's standard of living and as an anchor in neighborhoods. Housing is the key link to quality education, ease of mobility, access to mass transit, various employment opportunities, and wealth creation.[1] One of the biggest supporters and programs for this is the City of Columbia's CityLiving Program. Since the CityLiving Initiative began in January, 2001, The Housing and Loan Administration has completed 799 housing loans totaling $86,161,665 in Bank and City Dollars, with an average loan

[1] "Growing Together: Thriving People for a Thriving Columbia." *The Center for Social Inclusion.*

amount of $112,500. In addition, our loan officers have provided credit counseling to 3,077 persons from 2001 to present. In 2003, we began tracking persons moving from outside the city limits into the city. To date, 217 borrowers have moved into the city using our loan programs.

Housing development and trends also affect many aspects of our community including our transportation networks, future land uses, natural resources, community facilities, and economic development. Housing development and trends also help maintain the fabric of our community. Strong and inclusive housing policies serve as a binding agent to help advance all residents and neighborhoods throughout Columbia.

Throughout the years since the adoption of the 1998 Comprehensive Plan, Columbia has taken numerous great leaps forward in regards to housing. Having



developed many award winning programs, and increased the availability and affordability of housing, the City of Columbia also recognized the changing aspects of

affordable housing. The Affordable Housing Task Force was created to directly address a developing problem before it became too late. Columbia has improved the mixture of housing found throughout the city, principally through the inclusion and promotion of affordable housing. As we move forward and plan the next 10 years, these recognized and established programs will continue to serve the residents of Columbia for the betterment of all.

In February 2007, the City of Columbia Affordable Housing Task Force released their report on the state of housing needs within the City of Columbia. With such strong guidance and recommendations from the Affordable Housing Task Force (AHTF), their findings and recommendations have been integrated into The Columbia Plan's Housing element. The forethought by Mayor Coble and City Council to go beyond the prescribed confines of this element and appoint this task force, clearly shows the importance of housing to Columbia and the dedication that Columbia's leaders have for the future growth and prosperity of the residents and the City. It is the goal of this element to help fortify and implement the Affordable Housing Task Force's final recommendations, and utilize them as a foundation to further enhance the quality of all housing throughout the City of Columbia.

Background & Existing Conditions

Housing Characteristics for Columbia SC

	Columbia	U.S.
Single-family owner-occupied homes	17,223	
Median values (dollars)	98,500	119,600
Median of selected monthly owner costs	N/A	
With a mortgage (dollars)	957	1,088
Not mortgaged (dollars)	300	295

Source: U.S. Census Bureau, Summary File 1 (SF 1) and Summary File 3 (SF 3)

In recent years, emphasis towards home ownership has grown, and so have the prices and amenities of homes. To ensure the possibility that all residents have the opportunity for home ownership, the topic of affordable housing has been brought into the national spotlight and also to Columbia's forefront. We recognize that both ownership and rental are important options for housing, and the presence of both is vital for communities to thrive. Although home ownership will be referenced mostly, we acknowledge and value the significant benefit of rental properties as well.

Since 1998, Columbia has seen the development of new housing throughout the City and region. One of the most prominent is the revitalization of downtown residency. The increased construction of new downtown apartments and condominiums is attracting many different age groups and strata of society. The City Center's renaissance in recent years coincides with the reintroduction of apartments and condominiums. Commercial growth, such as the development of a grocery store and other commercial ventures along adjoining portions, are testament to the progress. Revitalization efforts throughout the entire City and the reintroduction of new residents and retaining residents prove Columbia is making positive strides.

Crime reduction, increases in property values, and new capital flowing into surrounding buildings are generating economic activity, and therefore increasing the city's tax base. These areas are often home to revitalization projects, which typically are also externalities of gentrification. The term gentrification is defined as the relocation of a wealthier population subset into an already established and/or occupied urban area. This relocation brings a relative increase in the property values and rents, therefore altering the distinct character and culture of that area. Frequently, this implies a negative connotation, suggesting a displacement of often poorer, established residents by a more affluent relocating population. Gentrification is present in Columbia, but we are not the only city experiencing this condition. With some neighborhoods in Columbia experiencing this, it is necessary to acknowledge and discuss policies to address this developing situation. Although the negatives are often cited, it is equally important to note that the foundation of gentrification fosters the kind of environment that we strive to obtain. The presence of gentrification produces a mixed-income, multi-cultural community. These communities should reflect the complete diversity found in our cities, and gentrification presents that opportunity. There are negatives associated with gentrification; however, we must use those negatives as incentives to create solutions and not discount the positives that gentrification offers. Unfortunately when referencing gentrification, the surface level view does not accurately describe the often-complicated undercurrents that drive the housing market. This introduces a philosophical question that many have struggled with for decades: how can we

encourage redevelopment without the negative externalities associated with gentrification?

In recent years, Columbia has experienced an increasing trend of subdividing existing lots, exacerbating a feeling for many of the loss of a community within neighborhoods. A variety of neighborhoods such as Shandon, Elmwood Park, Keenan Terrace, Seminary Ridge and Rosewood, have experienced this as developers increase the amount of housing through this process. In some cases, they remove a larger house for the creation of two or more houses on what was previously one parcel. Other cases involve subdividing the lot, leaving the original house and building a new dwelling next to it. Although more favorable than the demolition scenario, it is also important to respect the density patterns already present in established neighborhoods. While the process of subdiving a lot itself is not necessarily negative, the externalities associated with this technique, especially when demolition occurs, do create some differing viewpoints. This has also led to the creation and implementation of Interim Measures for Community Character Protection. The new regulation would provide historic protection for neighborhoods and houses that are at least 50 years of age.[2]

One aspect that has become a prevalent trend in construction and development is the refocus on in-fill development. While this trend is common place as cities expand and become more traditional in their design, implementing it without proper accommodations, such as parking and landscaping, could result in conflicts including increased vehicular traffic flows, and in some instances, a loss of the architectural

[2] For more details regarding Interim Measures for Community Character Protection please contact the Planning & Development Services Office.

character of these spaces. While many view this type of development as a non-beneficial, many equally view it as a positive for the overall health of the community.

A similar influx has also been occurring in an interesting location in Columbia: along Bluff Road and corresponding roadways. Fueled by the popularity and proximity to Williams-Brice Stadium, students and alumni are moving to the area that was historically used for industrial purposes. With industrial and residential land uses coexisting there is much contention between the inconsistent land uses. With a traditional development and design pattern supporting industrial uses, the introduction of residential uses drastically complicates traffic patterns and movements, increases demand on infrastructure, and even results in the movement of established industrial companies due to site needs and/or property values. This has also led to the study and creation of a zoning amendment for the provision of private dormitories for the City of Columbia. This coincides with the de-emphasis of on-campus student housing and the prevailing trend among students to prefer living off-campus than has been historically the case.

Larger national trends in the housing markets also have implications on the local housing market. These include increasing energy costs, mortgage lending practices, and the general costs associated with home ownership. First, energy costs affect housing in two means. Heating costs are always a concern. Secondly, automotive fuel costs are also weighing on the historical tendency of outward suburban sprawl development. The two separate energy concerns could result in a magnetic inward draw back towards the original center of Columbia in the next 10 years.

Local Issues

A primary concern for any municipality is ensuring a proper mix of housing variety for all residents to choose. The natural tendency of the housing market has always focused on medium to higher income housing as they provide the highest return for the initial investment for development. This only addresses the needs of a small fraction of the total housing demographic for Columbia. Therefore, the City of Columbia has a vested interest to ensure that all residents have the opportunity, as well as multiple options, to make the best choice for themselves.

Code Enforcement

A problem not unique to Columbia and one of the major concerns for residents is code enforcement. With an overwhelming response during the public input sessions for The Columbia Plan, and a standing task force to help address citizens' concerns, the issue of code enforcement is a priority topic for the City of Columbia. Typical code enforcement cases include noncompliant structures, abandoned and derelict vehicles, front-yard parking, overgrown lots, right-of-way signs, and roll carts.

The Property Maintenance Division of the Planning & Development Services Department is responsible for most code enforcement for the approximately 28,000 single- and two-family residences in the City. The Fire Department tackles code enforcement for the remaining approximately 16,000 parcels containing commercial structures and structures with three or more units, such as apartment complexes. Lastly, Zoning Inspectors enforce the Zoning Ordinance across the entire City.

Depending upon the type of property, the codes employed are found within either City Code, the International Property Maintenance Code, the International Fire Code, and/or State Statute.

Many people think that code enforcement is a broader undertaking to better control the aesthetics and architectural designs throughout Columbia or to ensure each home has a lush, meticulously manicured lawn; however, in most cases, this could not be further from the truth. Instead, code enforcement establishes the minimum expectations about the way in which persons are to maintain their property and structures, more than anything ensuring the health, safety, and welfare of all of Columbia's residents.

Code enforcement has come along way in just the last couple years. For example, since November of 2005, the Planning & Development Services Department has:

- Conducted almost 12,800 inspections of single- or two-family homes,
- Demolished (or caused to be demolished) over 140 structures,
- Issued overgrowth and/or litter notices for over 10,100 properties,
- Caused almost 800 abandoned or derelict vehicles to be towed,
- Tagged over 8,200 roll carts left out too long,
- Removed almost 35,000 signs from City streets, and
- Performed over 11,700 inspections related to front-yard parking.

More importantly, as a result of recent efficiencies gained from technology, more-logical territories, and cross-training, code enforcement inspectors have shifted from a "complaint-based only" mindset to mostly proactive actions. Of the nearly 20,000 code enforcement cases entered within the Planning & Development Services Departments tracking software since Spring of 2006, over 4 out of every 5 cases were initiated by an inspector rather than originating as a complainant. Also, later this year, the Planning & Development Services Department should complete its first-ever housing conditions assessment. This study is surveying the condition of each of the approximately 28,000 single- and two-family properties according to criteria grounded in the International Property Maintenance Code. This information will further allow administrators to place inspectors in areas of higher need as well as, with regular re-assessment, provide the first-of-its-kind tool to truly measure the effectiveness of the code enforcement program.

Lastly, in September 2006, City Council established the Code Enforcement Task Force, and charged it with this mission:

> To create new, or amend existing, City code and/or State statute to ensure that adverse impacts to the quality of life for all persons in the City are addressed in a timely and thorough manner while, at the same time, ensuring appropriate due process is afforded all parties.

The Task Force has nearly completed its comprehensive review of these codes, and, where necessary, the Task Force has recommended changes. Once complete, the Task Force intends to meet on a quarterly basis to review the progress on their recommendations and to be a resource for future review and consideration of codes.

This work will further the comprehensive effort to improve the quality of life for all of Columbia, and making it a safer home for everyone.

Affordable Housing

While the definition of "affordable" is being continually revised and calculated, analysis generated by the U.S. Department of Housing and Urban Development (HUD) provides guidance to further locating this number. The Department of Housing and Urban Development traditionally has defined affordable as:

> In HUD's terms, a family that can afford the housing they live in is one that pays no more than 30% of its annual income for that housing. Families who pay more than 30% of their annual income for housing are considered cost burdened by HUD and may have difficultly affording necessities such as food, clothing, transportation and medical care. The guidelines established by HUD provide that communities are meeting the need of low to moderate income families if they serve the population that is equal to or less than 80% of the median income for their area.[3]

[3] See Affordable Housing Task Force Final Report, 1, and http://www.hud.gov/offices/cpd/affordablehousing/.

For Columbia, the established median incomes are:

Columbia, SC MSA

Columbia, SC HMFA
FY 2006
Median Family Income 58,900

Program	1 Person	2 People	3 People	4 People	5 People	6 People	7 People	8 People
30% of Median	12,750	14,550	16,400	18,200	19,650	21,100	22,550	24,000
Very Low Income	21,200	24,250	27,250	30,300	32,700	35,150	37,550	40,000
Low-Income	33,950	38,800	43,650	48,500	52,400	56,250	60,150	64,000

Figure 1: Dept. of Housing and Urban Development Income Limits, 2006. Source: http://www.huduser.org/Datasets/IL/IL06/sc_fy2006.pdf.

However, defining housing is contextual and depends on variables within the economy in each city. The guidelines established low to moderate income families as those who spend equal to or less than 80% of the median income for the given area.

South Carolina Affordable Housing Needs Index

Top 50 Census Tracts with the Greatest Need		Bottom 50 Census Tracts with the Least Need	
1	Census Tract 15, Richland	846	Census Tract 101.01, Richland
5	Census Tract 14, Richland	859	Census Tract 19, Richland
13	Census Tract 20.01, Richland	863	Census Tract 103.07, Richland
14	Census Tract 18, Richland	865	Census Tract 104.08, Richland
15	Census Tract 22, Richland		
19	Census Tract 5, Richland		
24	Census Tract 13, Richland		
45	Census Tract 109, Richland		
46	Census Tract 20.02, Richland		

Source: South Carolina State Housing Finance and Development Authority

See Affordable Housing Need by Census Tract Map

Goals, Policies and Objectives

1) Affordable Housing

Goal: Ensure sufficient housing for current and future residents that is safe, appropriate, and affordable.

a) Affordable Housing Requirements.

Policy: Modify city ordinances to permit voluntary Inclusionary Zoning.

Description: As noted and recommend by the AHTF Final Report, modifying existing ordinances to allow inclusionary zoning will permit greater expansion of affordable housing and home ownership throughout all parts of Columbia.

Policy: Create incentives to provide quality multi-family rental units that are affordable under the standards for affordable housing as outlined by the Department of Housing and Urban Development.

Description: Inline with the HUD guidelines, and made by the Affordable Housing Task Force final report, this increases in the amount and variety while providing choice in location and needs that is currently below levels within Columbia. This provides more choice and opportunity to fulfill housing needs city-wide.

b) Housing Trust Fund

Policy: Create and support a Housing Trust Fund to promote and fund affordable housing throughout Columbia.

Description: Primarily, this ensures a stable fund that can grow, and ensure that all residents in Columbia have the opportunity to live in a residence that

best fits their needs. Depending on the constitution of the fund, it can help serve multiple purposes including housing development, handicapped accessibility modifications, emergency home repair, and other potential services related to housing and homelessness for Columbia.

2) Housing Choice and Diversity

Goal: Increase the number of housing alternatives throughout Columbia for the current and future needs of residents.

a) Multiple Housing Options

Policy: Encourage the diversity of housing types to meet the needs of all citizens.

Description: Not all housing fits the affordability and physical needs of most residents. With a growing and aging population within the decade, ensuring accessible housing is necessary to recruit a broad and diverse workforce, maintain Columbia's high quality of life, and guarantee Columbia will be a viable destination for relocation for all people.

b) Recapitalize the CityLiving Loan Program

Policy: Dedicate funds for the recapitalization of the CityLiving home loan program.

Description: As one of the most successful and acclaimed programs by the City of Columbia, its future is very bright and may have a dramatic impact on the future of Columbia. To ensure its longevity and ability to continue supporting Columbia, new funds are necessary for the continued growth and success of this program.

3) Accessory Dwelling Units

Goal: Permit the adaptive reuse of existing ancillary structures and the construction of new ones to expand the range of housing options.

Policy: Modifying city ordinances to allow accessory dwelling units in conjunction with single-family occupied houses can provide more affordable housing options.

Description: Numerous older neighborhoods of Columbia were designed and constructed with spaces for carriage houses and separated structures. Their reuse and reintroduction, in appropriate contexts, may provide opportunities to construct an even greater variety of housing options. This increases the diversity of housing options and allows more people to move into established areas. This density greatly benefits and fosters the promotion of public transportation, efficient community facilities service provisions, and the preservation of natural resources on the urban edges. It also cultivates better air quality throughout the region, therefore maintaining EPA attainment status.

4) In-Fill Development

Goal: Create policies and incentives that permit and encourage contextual in-fill development.

a) Managing In-Fill Development

Policy: With many established neighborhoods experiencing the loss of larger existing homes through lot subdividing, the City of Columbia should develop guidelines and policies to better regulate and guide this process.

Description: Higher density can provide numerous positive benefits for residents including further development of public transportation, the creation of a resilient urban fabric, and a stronger sense of community. If done improperly though, this may have a detrimental impact on the overall quality and health of neighborhoods. By providing clear guidance, this process can become a great asset to the future development of Columbia.

5) Oversight

Goal: Ensure the proper balance, availability, and access of all housing types and options to everyone.

Policy: Establish an oversight agency/department to monitor and enforce policies, availability, and access to affordable housing throughout Columbia.

Description: As stated within the Affordable Housing Task Force final report, the creation of an agency/department of the City to monitor and enforce policies and regulations for affordable housing would greatly benefit everyone. To ensure that the entire population of Columbia has necessary access to affordable housing, oversight is needed to ensure that all residents have this equal opportunity. The recommendation from the AHTF Final Report clearly prescribed both the justification and the prescription for implementing this policy.

Policy: Stricter enforcement of boarded windows, illegally parked cars, overgrown lots, and other code enforcement issues.

Policy: Implement the Code Enforcement Task Force Final Report's policies and solutions.

5 Natural Resources

Natural Resources

As Columbia has developed from the original two-mile square grid of 1786 into the metropolis of today, a sizeable majority of the natural resources that once existed in such abundance has been reduced. In addition to trees and other plant life, natural resources include air, water, rocks and soil, and wildlife—features that make up the natural landscape and can add much to the quality of our daily lives. The commercial use of Columbia's natural resources, such as the harvesting of timber and quarrying of rock for wood products and building materials, has largely been replaced by other industry. Development has now replaced most of the original forest land.

In the Columbia of 2008, native trees and other plant and animal life remain in preserves and parks, such as Harbison State Forest, Fort Jackson, and the Three Rivers Greenways, with the former two preserves also producing some amounts of commercial timber. With a careful eye, however, one can also find these resources inside the City Center and throughout many of the neighborhoods of Columbia.

Along with the persistent threat of global warming, the pollution of our air and water from various contaminants, and with the rising cost of energy, these resources take on new meaning. They are no longer to be viewed chiefly as a means of income; they are needed to enhance the health of our community and to contribute to the quality of life we enjoy.

Sprawling development places more of these resources in jeopardy, especially to our urban canopy and water courses. This style of development also perpetuates another environmental problem that poses the potential of not only harming the natural

beauty of the Midlands, but also the health of all Columbians and the economic development of the region. At this time, Columbia is currently entered into an early action agreement with the Environmental Protection Agency (EPA) to avoid classification as non-attainment for air quality and ground-level ozone standards. The health effects of higher ozone levels can aggravate asthma, especially in children, cause inflammation of lung tissue, and impair the immune systems of those exposed to this contaminant.[1] This non-attainment status also carries an economic penalty, which could severely affect the growth and economy of Columbia and surrounding regions.

At this time Columbia has many issues to address concerning the status of its natural resources. The following pages will discuss this element regarding existing conditions, as well as projections, objectives and goals for addressing situations that could have dramatic impacts on the future of Columbia.

Current Summary

The City of Columbia was founded at the confluence of the Broad and Saluda Rivers, where they join to form the Congaree River. This location was rich in natural resources, and the benefits of this prime location are evident in the locally quarried Winnsboro blue granite of many civic buildings. Examples are the State Capitol, City Hall, the historic and iconic textile mills—all built with locally fired bricks and timber from the surrounding forests. Important, too, is the hydroelectric power generation at

[1] EPA Fact Sheet - Health and Environmental Effects of Ground-Level Ozone. http://www.epa.gov/ttn/oarpg/naaqsfin/o3health.html

Lake Murray that provides electricity to Columbia today, as well as the lake itself, which is the source of the City's water.

As Columbia has expanded beyond its original two-mile square, the costs of growth and now urbanization have become equally evident in their impact on the community's natural resources. Streams, rivers, and creeks are placed in danger due to the proximity of development, causing run-off from non-point, impervious surfaces to infiltrate these water courses. Existing vegetation, especially mature trees in large forested swaths are being lost as clear cutting lots for development expands outwards on the edges of the Columbia. Throughout the City, existing and new developments place higher demands on various resources, produce negative externalities for our environment. These various sources create numerous problems for residents, but with proper implementation of solutions these can be resolved.

How Columbia, as well as other surrounding municipalities work together to address both the positives and negatives of growth and urbanization will have a profound impact on the quality of life for both current and future residents.

See GAP Data Map

See Topography 10 ft. Intervals Map

Water

As early as 1905, planners focused on the area's abundance of creeks and streams to provide the backbone for proposed civic parks. This early greenway system would have connected the heart of Columbia with the great expanse of natural settings that lay beyond the bounds of the community. While some of the elements of this early proposal were developed, much was not, and often these streams were in the path of development and expansion as Columbia grew.

In the process of development, many of these water courses were channelized, or diverted into underground pipes. Many streams and creeks, however, were retained as amenities for residential developments, and soon development occurred next to them, usually with little or no riparian buffering to protect the water bodies. The proximity of development consequently has jeopardized the streams' fragile ecosystems, exposing them to sedimentation and pollution, such as runoff from pesticides and fertilizers.

The close proximity of residential development is not the only threat to Columbia's waters. As this outward development has occurred, the replacement of formerly natural areas with impervious surfaces, such as parking lots, roadways, sidewalks, and the buildings themselves, have generated sizeable amounts of storm water runoff. What had once been pervious earth and vegetation absorbing rainfall has largely been replaced by paved surfaces that allowed no percolation. The storm water runoff has naturally followed the ancient paths of water in the Midlands and flowed into the water courses of the neighborhoods and other portions of the City. Thus non-point

source pollution, with its numerous chemicals from automobiles and other surfaces, compounds the pollution levels already present in these streams and rivers.

See FEMA Floodplains Map

The quality and protection of surface waters is vital for creating a livable and sustainable Columbia and Midlands region. For the protection of residents and improving the quality of life in the region, the City of Columbia should ensure compliance with the Clean Water Act to help make all waterways fishable and swimmable. The importance of planning future land uses to coexist with the natural water bodies is a crucial element to both ensuring a strong and healthy environment, but also for the safety and welfare of people who enjoy Columbia's creeks and rivers.

The South Carolina Department of Health and Environmental Controls (DHEC) maintain and update a listing of impaired water bodies throughout the state every 2 years. With the last revised listing of these water bodies being updated in 2008, information on improvements and areas for concern can be found from DHEC's updates of the 303 (d) & Total Maximum Daily Loads lists.[2] Information on this list contains information on the pollution type, the waterways use, and DHEC's estimated time-frame to bring these bodes into compliance.

See Constrained Streams Map

[2] http://www.scdhec.net/environment/water/tmdl/index.htm#303d

Air

While this outward expansion took its toll on the water of Columbia, it also had a similar impact on the quality of the air for the community. As technology expanded, automobile traffic increased throughout the region as residents began moving further out, relying on automobile use to reach the City. The creation of interstate highways and the proliferation of personal automobiles allowed everyone an easy and greater freedom of movement. The cumulative effects of this increase in automobile traffic and the various pollution it generates combined with the various exhausts from industrial and commercial ventures, greatly increased the level of pollutants in the air today.

Air pollution has serious consequences for Columbia. The health of community residents is placed in jeopardy, with breathing-related illnesses like asthma and shortened lives attributable to air pollution.[3] This also has a grave economic impact on the city. The Environmental Protection Agency's designation of Columbia as in non-attainment for failing to meet the agency's air quality standards entails severe economic restrictions. While the effect of this classification on economic development will be discussed extensively in the Economic Development Element, reversing the status is closely largely dependent upon the conservation and restoration of the natural resources and ecosystems.

[3] See EPA Air Pollution Effects, http://www.epa.gov/ebtpages/airairpohealtheffects.html.

Forestry and Trees

Richland County was originally blessed with an abundance of trees and forests. At the time of Columbia's founding, these provided the materials that crafted the structures and facilities that began the new capital of South Carolina. As we have progressed into modern times, these forests that once provided abundant wood products for construction are often seen as a hindrance to new construction. The loss of this natural resource is one that has an immediate impact on the environment, and its restoration could take centuries. In recent years, the practice of completely clearing a piece of land for construction and/or development has become commonplace. Due to the length of time trees take to reach maturity, the loss of mature forests can have an immeasurable impact on the quality of the natural environment.

Trees greatly improve the urban environment, providing a myriad of benefits that add to the quality of life for residents, in addition to increasing property values.[4] Mature trees are a great source of shade, which can mitigate the "heat island" effect that is especially prevalent in urban areas, generated by traditional urban materials, such as asphalt and concrete.

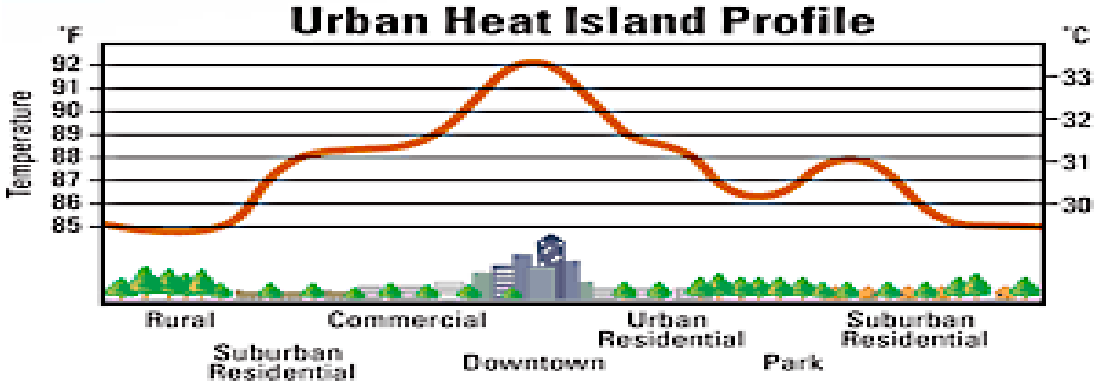
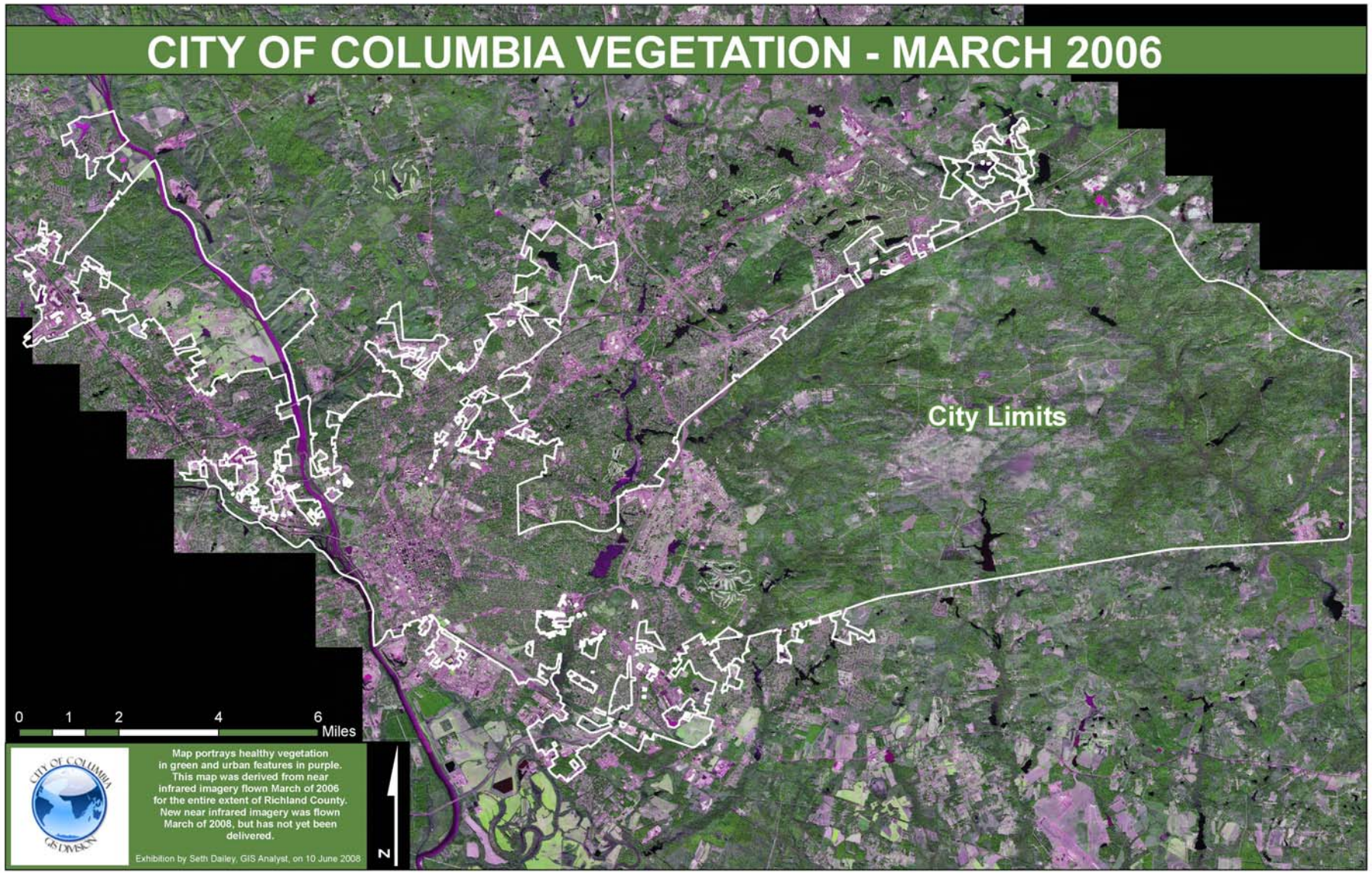


Figure 1: Illustration of Heat Island Effect (EPA Website)

[4] See "The Value of Trees to a Community", http://www.arborday.org/trees/benefits.cfm.


CITY OF COLUMBIA VEGETATION - MARCH 2006
City Limits
0 1 2 4 6
Miles
Map portrays healthy vegetation in green and urban features in purple. This map was derived from near infrared imagery flown March of 2006 for the entire extent of Richland County. New near infrared imagery was flown March of 2008, but has not yet been delivered.
Exhibition by Seth Dailey, GIS Analyst, on 10 June 2008
N

Mature canopy trees can also provide shade for residential neighborhoods and a place for wildlife, helping to both lower energy costs and provide habitat for the wildlife that also call Columbia home. They also serve the community as air scrubbers**,** removing air contaminants by absorbing carbon gases as well as filtering out particulate matter. Through the interception of rainfall by their leaves, and the absorption by their roots, trees reduce storm water runoff. Their presence in riparian buffers (along creeks, streams, lakes and rivers) also reduces the amount of pollution entering the water, thus keeping it cleaner.

Street trees along streets and walks, and within parking lots, provide shade for pedestrians and for the cars that are parked under their canopy. Trees can also provide a valuable means of safety regarding pedestrian movement**,** serving as a life-saving barrier between the sidewalks and streets they parallel. As the trees mature and grow in height and canopy, increasing their shade and their buffering benefit from traffic, they provide an even more comfortable and safer environment for adults and children who use the sidewalks as a means of movement through the community. Additionally, they create a pleasant view and shade for motorists.

Other Natural Resources

While trees, water and air are the most widely seen elements of our natural resources, they are not the only ones. The confluence that provided water and transportation for early Columbia also provided the region with treasured wetlands that are the held in high esteem by both residents and visitors. With the establishment of Congaree National Park in 2003, the National Park Service preserved "the largest remnant of old-growth floodplain forest remaining on the continent."[5] While the park is beyond Columbia's boundaries, its proximity allows the City's residents and businesses to enjoy its benefits. The rare opportunity this National Park provides to experience its natural beauty is also a major plus for attracting tourists to the Columbia area.

[5] Congaree National Park, http://www.nps.gov/cosw/.

Inventory of Natural Resources

Soils and Slope

Columbia lies along the Fall Line, which is the boundary between two physiographic regions found in South Carolina: the Piedmont Plateau and the Atlantic Coastal Plain. The Fall Line generally runs northeast to southwest and divides the clay soils of the Piedmont from the more sandy soils of the Atlantic Costal Plain.

Throughout Richland County, there are varying degrees of slope, which is contingent upon the soil type, geographic location, underground geologic materials, and waterways within the given proximity. On average, the slope is about 5 to 7 percent, but reaches 15 to 25 percent in certain areas. The elevation also varies greatly throughout Richland County: averaging about 80 feet above sea level at the confluence of the Wateree and Congaree Rivers to 550 feet in Northeast Richland. Along both sides of the Fall Line, there are potential erosion problems when the slopes begin to exceed 6 percent.

The most productive agricultural land around Columbia can be found in the Coastal Plains, specifically within the Dothan-Coxville-Clarendon and Norfolk-Marlboro-Goldsboro soil associations. Within the Piedmont, this kind of soil is in the Tatum-Georgeville-Herndon and Herndon-Helena-Georgeville associations. When coupled with their geographic condition of being relatively flat, these currently forested lands could have strong potential for agricultural use, although they may be equally valuable as a source of sustainable timber-harvesting that allows preservation of existing biodiversity.

See Soil Classifications Map

Forests

Generally, forested lands currently lie beyond the existing boundaries of Columbia. Mainly, these forests are found in the southeast and northern parts of Richland County. Small but very important forested areas in the City are primarily found along the rivers and creeks that dissect Columbia. However, there are a few forests within municipal limits: Fort Jackson, Harbison State Forest, and Sesquicentennial State Park.

As noted earlier, with Columbia's development outward in recent years, these outlying forests have been diminished. Primarily due to the current development practice of clear cutting existing woodland prior to construction, many mature forests, often including grand trees and a rich diversity of plant and animal life, have been stripped from the landscape. For the environmental benefits enumerated earlier, as well as for the economic value provided by preserving existing trees,[6] these forests, with or without grand trees, are valuable natural amenities to the community.[7]

Wetlands

Wetlands have played a vital role in Columbia and Richland County since their inception. The monetary value of the wetlands is literally impossible to calculate. They are invaluable, providing habitat for a very rich diversity of plant and animal species. They also serve a vital role in water filtration and a means of flood control. Due to their

[6] See "The Value of Trees to a Community", http://www.arborday.org/trees/benefits.cfm.
[7] *Urban Forest Values: Economic Benefits of Trees in Cities* (Fact sheet 29), University of Washington, College of Forest Resources Center for Urban Horticulture November 1998

unique settings and the highly specific requirements for the formation and sustaining of wetlands, these must be highly protected environments. With the formation and expansion of the Congaree National Park in lower Richland County, a sizeable portion of wetlands has been federally protected. In addition, the smaller wetlands outside the bounds of the National Park Service must also be protected.

See Wetlands Map

See Species Richness Map

Water Courses and Bodies

The natural landscape, which has been overlaid with the political boundaries of Columbia, is drained by numerous streams, rivers, and other bodies of water, flowing into the Broad, Saluda, and Congaree Rivers. In recent years, many studies and plans have been undertaken to address the needs and concerns relating to these bodies of water and their preservation.

Information on the condition of these various waterways can be found in studies and reports that address their current status and make recommendations for improvements:

- The Gills Creek Watershed Study
- Numerous reports and brochures addressing water quality can be found at http://www.scdhec.gov/environment/admin/htm/eqcpubs.shtml#Water Examples are:
- *SC's Non-Point Source Pollution Prevention Program's Annual Report*

- *Final Report of the Statewide Task Force on Riparian Forest Buffers*

Air Quality

An imminent problem for the City of Columbia regarding natural resources is the current situation, as cited earlier, of being (since 2004)[8] designated as in *non-attainment* of the Environmental Protection Agency's mandatory air quality standards. At the time of The Columbia Plan, the City had entered into an early action compact to begin mitigation of the City's current status. EPA at present is considering strengthening the standards it uses to gauge attainment status (that is, lowering the amount of pollution that will be allowed). If this happens, compliance with the new standards will be more difficult to reach.

For many people, being listed as in non-attainment may have no meaning, but there are serious consequences for those municipalities and counties that cannot achieve and maintain attainment. Some of these consequences are:

- Stricter emissions requirements for vehicles
- More expensive Reformulated/Lower vapor gasoline
- Higher costs of operations for industrial/heavy commercial businesses
- Limitations on the expansion of highways/freeways

Thus the impact of remaining in non-attainment will be a serious economic one as well as a continuing threat to public health.

[8] "Nonattinment Status for Each County by Year." U.S. Environmental Protection Agency http://www.epa.gov/air/oaqps/greenbk/anay.html

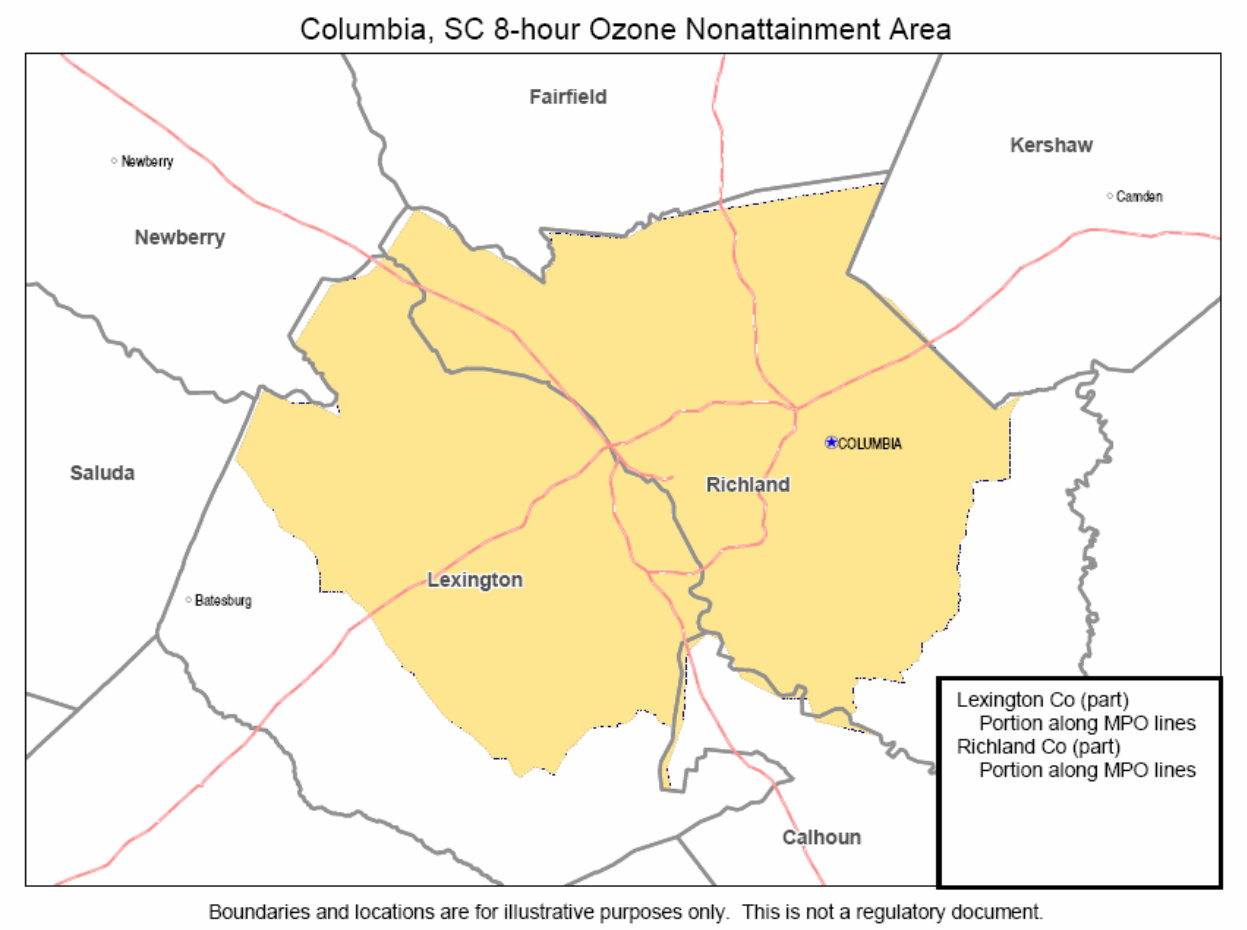


Figure 2: Depiction of non-attainment areas in Early Action Compact areas for Columbia, SC. Source: EPA - http://www.epa.gov/ozonedesignations/areamaps/Columbia.pdf

The element of greatest concern in the regulation of air quality is ozone (O^3),[9] a primary element of smog. Ozone is beneficial in the upper atmosphere (10 to 35 miles above the Earth). At ground level, however, it is a serious irritant to the respiratory system, especially for those who already suffer from asthma or other respiratory illnesses. This ozone is produced through a chemical reaction between nitrogen oxides (NOx) and volatile organic compounds (VOCs) when exposed to sunlight. Many of the pollutants that create ground-level ozone originate from vehicle exhaust, industrial

[9] Ground-level Ozone. U.S. Environmental Agency. http://epa.gov/groundlevelozone/.

emissions, gasoline vapors and chemical solvents. It is during periods of heat and long sunlight, mostly during the summer, that ground-level ozone is produced in harmful and dangerous quantities.

Another air quality concern for the residents of Columbia is the high incidence of particulate matter (PM). The EPA defines particulate matter "a complex mixture of extremely small particles and liquid droplets. Particle pollution is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles."[10]

The type of PM air pollutant that the EPA is most concerned with is 10 micrometers in diameter or smaller. This is because that size range of particles can easily pass into the respiratory system, affecting the heart and lungs and resulting in serious health effects for those exposed to this material.

Particulate matter is further divided into two size classifications: fine particles (2.5 micrometers and smaller) and inhalable coarse particles (2.5 to 10 micrometers). Exposure to both sizes of particles can have deleterious health effects on citizens. Sources of particulate matter are wide ranging, coming from roadways and dust-producing industries, automobile exhaust, and industrial/power plant exhausts.

[10] "Particulate Matter." U.S. Environmental Agency. http://www.epa.gov/particles/.

Goals, Policies and Objectives

Due to concern for the City's natural resources, members of neighborhood groups and focus group participants, along with city staff, have made the following recommendations:

1) Water Quality

Goal: Because water is one of the necessary elements for life, conservation and protection of quality water sources are paramount to ensuring health, good quality of life, and continued growth.

a) Storm water Systems

Policy: Identify and implement innovative and sustainable ways to protect both surface and ground water sources from contamination and pollution.

Description: With a strong emphasis on maintaining both the quality and availability of water supplies in the Southeast, the City of Columbia has to move to the forefront in ensuring the highest quality protection of water sources for present and future generations. Rather than continue the traditional means of piping often contaminated storm water, Columbia should promote Low Impact Development (LID) practices such as swales, rain gardens and other innovative storm water engineering practices to ensure that these waters do not pollute larger bodies of water.

b) Water Source Preservation

Policy: Partner with regional neighbors to identify potential water source problems to mitigate future potential problems.

Description: With recent droughts and water shortages throughout the Southeast, the importance of protection and conservation is growing. Ensuring both the quality and quantity of safe water has become a vital short and long-term necessity. The City of Columbia should study conservation methods, as well as the impacts that water shortages have had on development and growth in other southeastern cities.

c) Natural Water Drainage

Policy: Identify and protect the natural, traditional courses for water drainage.

Description: The safest and most efficient way to protect water quality is to define buffer areas around the water courses; then protect existing vegetation, or replant if necessary, in these riparian buffers and protect them from development. These protected, planted buffers not only ensure the efficient and sustainable protection of our water bodies, but can also protect residential property from potential flood damage. These open-space buffers can also be utilized as a part of a greenway trail system, creating more park space and recreation opportunities for Columbia's citizens and tourists.

2) Sustainable Water Sources

Goal: To ensure the proper balance, availability and access to water for all housing types and for all populations.

a) Conservation

Policy: Develop and implement a program to reduce the amount of water used throughout the city.

Description: As other regional municipalities and counties face the threat of water shortages, the City of Columbia should begin now to promote prudent water usage. Various strategies, such as education on the need for and means of conservation, a potential increased billing rate correlated to increased use of water, and provision of other economic incentives to conserve should be considered.

b) Landscape Requirements to Protect and Replant Indigenous Species

Policy: Develop incentives in the landscape ordinance to encourage the preservation and planting of species indigenous to the Midlands region.

c) Native Tree and Plant Protection in Public Lands

Policy: The City of Columbia should preserve native plants, trees, and vegetation in all publicly owned lands and include these in the design and construction of new and existing public facilities.

d) Watershed Study

Policy: Develop watershed plans for all watersheds within the municipal boundaries of the City of Columbia.

Description: Because water does not acknowledge artificial political boundaries we have enacted, the City of Columbia must coordinate with all regional municipalities and inter-governmental agencies to develop a joint protection plan for the benefit of the whole region.

e) Reduction in Impervious Surfaces

Policy: Identify and implement means to reduce the amount of impervious

surfaces that are constructed.

Description: The loss of pervious surfaces generates more storm water, increasing the levels of contaminants within our water bodies. Therefore, the City needs to study means, such as promoting the use of pervious parking surfaces, as well as infill development and land conservation (high density with more open space) development to reduce impervious construction when possible. These will also reduce the construction costs for retention and storm water sewers, instead allowing the water to percolate through the ground, preventing stream water pollution and recharging natural aquifers. These and similar measures will save the taxpayers money while helping to create a sustainable and environmentally friendly urban environment.

3) Air Quality

Goal: Improve the quality of the air to the highest degree possible, to best nurture the health and well-being of present and future generations.

a) Alternative Transportation Emphasis and Incentives

Policy: Provide incentives to encourage all employers in the City to create and maintain programs that reward the use of public transit.

Policy: Determine ways the transit system can be improved to achieve greater citizen utilization to reduce single-occupancy vehicles and air pollution.

b) Urban Fabric Improvements

Policy: Pursue strategies and incentives, which may include modification of existing ordinances, for the development and design of an urban fabric that

enables and encourages people to walk, bicycle, or use mass transportation for mobility.

Description: The object is to create urban environments within the urban core of Columbia that meet the population's daily transportation needs in order to minimize the use of single-occupant automobiles.

b) Improve Environment for Pedestrians and Bicyclists

Policy: Plant new and protect existing trees and landscaping between sidewalks and streets for a safer, more aesthetic pedestrian environment and provide necessary urban canopy to help with the air quality.

Description: Provide sidewalks throughout the City's business and residential neighborhoods that are wide enough and set back enough from streets to be comfortable and safe.

c) Other strategies to reduce automobile commuter traffic

Policy: Provide incentives for carpooling, such as a separate highway lane for car pool participants and dedicated parking spaces in prime locations.

Description: Promoting greater use of other strategies, such as telecommuting and varying work schedules to reduce the morning and afternoon congestion times, encourage employers to help lower the impacts that are created on the environment on a daily basis.

d) Mobility options

Policy: Create and support an urban environment that encourages walking and bicycling throughout Columbia.

Description: Implementing the above measures will allow people to move and work with less dependence on automobiles. The sidewalks, street trees, bicycles lanes and other incentives provide opportunities for people to walk or bike instead of driving; thereby, decreasing the amount of exhaust emitted into the air.

4) Protection and Planting of Trees and Other Vegetation

Goal: Protect and plant trees and other desirable vegetation, especially native plants, on both private and public landscape projects.

a) Tree and Vegetation for better Air Quality

Policy: Modify the standards of the current landscape ordinance and other code documents (such as planned unit development regulations) and support other similar legislation, to increase tree protection and green space.

b) Strengthening Landscaping

Policy: Protect existing trees and plant new trees in green spaces to help mitigate air pollution and reduce runoff that pollutes water bodies.

Description: The current landscape ordinance was an immense move forward in protecting and replanting our urban canopy. However, aspects of it need adjustments and corrections to allow it to more fully achieve its intent and purpose.

c) Habitat Network Preservation

Policy: Identify, preserve, and when needed, restore existing links and complete

missing links to provide and protect continuous wildlife habitat corridors allowing the natural movement of wildlife.

5) Natural Land Forms

Goal: Identify and map the natural land forms that make the Columbia/Midlands region unique warranting preservation and protection.

a) Unique Lands

Policy: Map and study the elements, landscapes, and features that are unique to the Midlands region.

6) Urban Forests

Goal: Preserve and protect existing healthy trees, and plant new trees in a manner that provides an aesthetically pleasing urban tree canopy and also provides the optimal environmental, health, and economic benefits for our citizens.

a) Street Trees

Policy: Urban-tolerant shade trees should be preserved or planted and maintained in good health along all streets within Columbia.

b) Urban Forestry Program

Policy: The Forestry and Beautification division should be sufficiently funded to achieve and maintain an optimal urban forest along our public streets and other City-maintained properties.

Policy: Native species of trees should be favored, but other non-invasive urban-tolerant species well adapted to the Columbia area are also appropriate.

c) Extension of Tree Protection through Landscape Ordinance amendment

Policy: Amending the landscape ordinance to extend protection to healthy, mature trees in residential areas, for both existing and developing properties, will help ensure greater preservation of the urban tree canopy across the City.

Description: In addition to the health and environmental advantages of this, property owners will benefit economically, due to the high value mature trees add to land and to the reduction in energy costs that strategically placed trees and shrubs provide.

7) Rivers and Watercourses

Goal: Develop a plan to provide for and protect rivers and other surfaces waters to support native fish and aquatic life, also facilitating human recreation and enjoyment.

Policy: Work consistently to raise the standards of quality for all surface waters.

Description: Since water quality is a regional concern and Columbia is anticipating the granting of a National Pollutant Discharge Elimination System (NPDES) the City of Columbia should work with partners upstream and regionally to ensure that everyone can benefit from the various streams, creeks, rivers, lakes and ponds that are prevalent in and around the Midlands.[11] Through protection these resources can continue to be great amenities for both residents and tourists, providing the highest quality of water possible.

8) Energy and Resource Conservation

[11] For more information on NPDES Permitting, please see the Community Facilities Element.

Goal: Conserve and promote renewable energy sources to support and grow a more sustainable economy and provide a cleaner environment.

a) Innovative Design and Development

Policy: Promote and encourage innovative design and construction methods to protect the natural environment, enhancing the built environment.

Description: By encouraging innovative, environmentally sensitive new ways of building, Columbia can not only protect the environment, but can also become a greater tourist attraction for its innovative architecture and urban design. By encouraging this thinking beyond the normal, established construct, the City of Columbia can both foster a greater protection of the natural landscape and create a new one that could greatly increase the city's economic development.

b) Leadership in Energy and Environmental Design (LEED)

Policy: Create incentives to promote LEED-certified construction.

Description: Columbia itself should set a standard by requiring all new City buildings to meet at least the minimum requirements for LEED certification. With the current high energy demand of buildings and homes, the LEED standards for construction can greatly help Columbia reach the goals outlined by the Climate Protection Action Committee (CPAC). To facilitate this, the city should create an incentive system, based on the level of LEED rating achieved.

c) Economic Considerations

Policy: Identify, preserve, and enhance the City's natural environment to capitalize on the opportunities present in Columbia.

Description: The simple fact of today's economic market is that people are not as much attracted to places based on money or promotions as in the past.[12] Instead, people often choose to move to a location, and then seek employment. To become competitive in attracting desired new businesses and industries, Columbia should preserve and enhance its natural amenities, such as parks, greenways, and tree-lined urban streets that are landmark features of the region.

9) Floodplain Management

Goal: Prevent construction within the boundaries of the flood plains preventing the loss of property and life.

a) Meander Belt Study and Oversight

Policy: The City of Columbia should study the natural courses of water throughout the City to understand and plan accordingly for the maintenance and restoration of these drainage paths and boundaries.

b) 100 Year Floodplain Assessment

Policy: Assess current 100 Year boundaries and update these boundaries.

Description: By understanding if and how these boundaries have changed in the years since the last study, we can better ensure the safety of all residents and prevent further development into these flood-prone areas.

[12] See Florida, Richard. *The Rise of the Creative Class.*

10) Education and Awareness

c) Recognition

Policy: Develop a program that formally recognizes aspects that contribute to and improve upon the protection of Columbia's natural settings.

d) Education and Resources

Policy: Create programs to teach residents of all ages the importance of the natural environment and how they can help preserve and protect it.

11) Benchmarks

Policy: Develop and adopt benchmarks based on the identified factors that the City of Columbia should achieve over the next 10 years.

6

Cultural Resources

Introduction

Cultural resources, including architecture, music and art venues, provide the spice that makes a unique urban setting for residents as well as a desirable destination for tourists and those relocating to the Midlands region. Cultural resources are not simply about aesthetic issues; they fuel the quality of life and economically support the residents of Columbia. For instance, the cultural arts brought in over $56 million to the City of Columbia in 2005. One recent study has found that in Richland and Lexington Counties:

- The Arts are a $56.2 million dollar industry
- $26.8 million in spending by arts organizations
- $29.4 in spending by audiences.
- Over 2,200 full-time equivalent jobs are created in the arts & culture industry.
- "This study is a myth buster. Most Americans understand that the arts improve our quality of life. This study demonstrates that the arts are an industry that stimulates the economy in cities and towns across the country. A vibrant arts and culture industry helps local businesses thrive."[1]

The arts are just one example of resources which support the economic and cultural life of Columbia. The purpose of this element is to identify the cultural assets of Columbia and to protect, support, and enhance them.

[1] http://www.getcultured.org/study.asp

Overview

Cultural resources play a vital role in our day-to-day lives, not just economically but also in subtler ways. Columbia's older structures literally provide a structural foundation for the City's development, both past and future. The preservation of the City's important visual history and the review of new development ensure a Columbia that is uniquely itself, with the promise of quality in the design of buildings.

The arts guarantee the distinctness of the Columbia community. Among others, these include visual arts, theatre, music, and public art. These various forms allow artists the opportunities to educate and inspire the rest of us, and to display the creativity that nourishes and revitalizes a community. Likewise, they stimulate the interest of and draw in those whom live outside of Columbia. Museums, festivals, and other venues do the same.

Healthy and bustling commercial and entertainment districts are also key players in the cultural life of Columbia. Local government and citizens should support the City's cultural life as earnestly as they do other important services, including infrastructure, community facilities, and so on. Our artists, our buildings, our distinct historic districts, our museums and more—all of these create a unique environment that draws people in and fosters a lasting impression on all who spend time here.

Existing Cultural Assets

The recent growth in neighborhoods seeking historic designation is a step forward in preserving greater parts of Columbia's past for future generations to appreciate and enjoy. At present, eleven historic districts are designated while several others have indicated interest. While neighborhoods comprise a solid majority of the City's historic assets, the City's unique commercial and entertainment districts are vital as both cultural and economic hubs for both Columbia and the region.

See Landmarks Map

Commercial and Entertainment Areas

The Vista

Named for the magnificent view it provides of the Congaree waterfront, this area is traditionally known as the land that surrounds Gervais Street as it runs from Assembly Street to the river. This area was once home to Columbia's industrial district, including both warehousing and manufacturing establishments. The largely intact and important architectural legacy from those eras has been preserved through the adoption of the West Gervais Historic District.

Although it was named by National Geographic as one of the worst streetscapes in American in 1982, Gervais Street has experienced a renaissance into an upscale dining and retail district via major streetscaping projects, the establishment of a Tax Increment Financing (TIF) district, design review, and construction of the Columbia Metropolitan Convention Center. This district is now home to many festivals and culturally significant events throughout the year and is a point of destination for both residents and visitors.

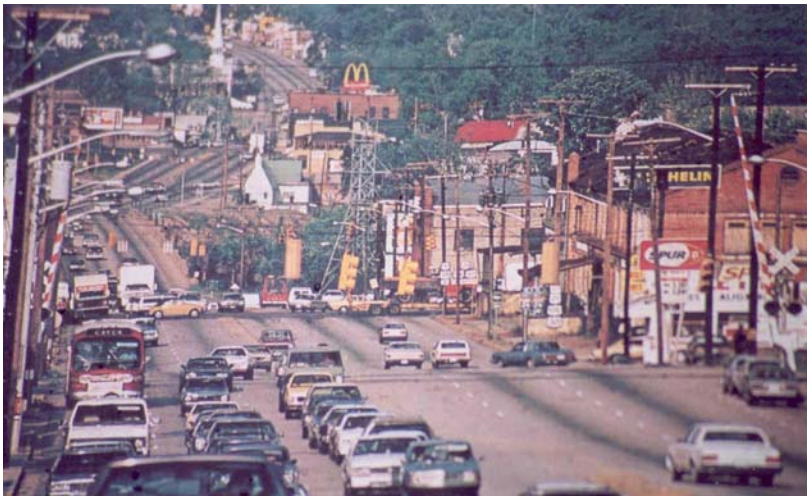


Figure 1: Gervais Street Looking West, circa 1982.

Figure 2: Gervais Street Looking West, circa 2005.

5 Points

Named for the star of streets that converge at the center of this district, 5 Points is a well-known, well-loved, and evolving district in Columbia. Due to its location and also sentimental connection to the community, this is one of the most heavily traveled locations throughout Columbia. During the daytime, 5 Points offers a variety of shopping and dining opportunities. At night, the area is home to some of the most active nightlife anywhere in Columbia, partly due to its proximity to the University of South Carolina and the adjoining neighborhoods, such as Shandon and University Hill. This proximity creates a higher volume of pedestrian and bicycle traffic here than anywhere else in Columbia.

Main Street

The historic and present day, City Center serves a vital role as home to many of the major businesses and institutions for both the community and the state of South Carolina.

Figure 3: Main Street

Due to a recent streetscaping project, Main Street is quickly becoming home to many new commercial ventures as well as to residential development. The growth in the appeal of downtown living in recent years has produced an influx of residential developments throughout the City Center, with beneficial effects on the neighboring Vista area. With plans for the extension of the streetscape project from Hampton Street north to Elmwood Avenue, this area will continue to experience the economic and cultural growth already underway, such as the relocation of the Columbia Museum of Art to the corner of Main and Hampton Streets. With the presence of the City Center Business Improvement District (BID), the downtown area is beginning to evolve from just a weekday use into a living and entertainment environment as well.

Devine Street

Moving east from 5 Points towards Garner's Ferry Road, this primary corridor is lined with old homes which have been converted to storefronts. A wide

variety of establishments front Devine Street, ranging from retail to professional services to restaurants. With a diverse span of historic and modern architecture, and a pedestrian-friendly street front, this corridor is home not only to shoppers but also residents and walkers who live in the old neighborhoods on either side of this road.

Garden District

The Garden District, as proposed by the Historic Columbia Foundation, will tie the Foundation's house museums together in a coherent and visual manner. This new district will also accent the City's own Landmark District because the two districts will overlap. With many of the details still being worked out, the ideas for this new district have not been set in stone; however, the Garden District should be a compelling new tourist destination as well as a draw for residents.

Architecture / Historic Preservation

Neighborhoods

One of the best utilized methods for maintaining cultural treasures is the City of Columbia's preservation of historic neighborhoods. Older neighborhoods and structures are a visual timeline for understanding how Columbia has become the community it is today. As a goal outlined in the 1998 Comprehensive Plan, this process of designation has continuously been implemented over the last ten years. The Brian Survey has been instrumental in providing direction for the development of new historic districts. This 1993 study, used as a guide to preserving historical structures and districts in the City, was overseen by John M. Bryan, an art history professor at the University of South Carolina. He and his staff surveyed 33,000 structures, 3,000 of them intensely. [1]

There are many benefits from the preservation of these historic neighborhoods beyond just the cultural richness they bring to our community.[2] Since the creation of the 1998 Comprehensive Plan, the economy for heritage tourism has developed as predicted within the pages of the preceding comprehensive plan.[3] Research has shown that heritage tourism in South Carolina has generated $325.6 million and created 9, 097 jobs annually.[4] Through the preservation of its cultural resources, Columbia is poised to reap a windfall of benefits from these efforts. Including the benefits above, historic preservation is a natural way to conserve resources, minimize new infrastructure, and 'recycle and reuse' already crafted materials. All of these benefits contribute to the City's sustainability initiative.

[2] City-wide Architectural Survey & Historic Preservation Plan.
[3] 1998 Comprehensive Plan, City of Columbia, Cultural Resources, 7-10.
4 Historic Places, Smiling Faces: 2002

See Historic and Community Character Districts Map

Museums & Theaters

The growing and vibrant arts scene throughout Columbia is a strong cultural component. Columbia's ability to become a home for the arts is graced by its geographic location and established institutions. The Vista is home to numerous galleries and exhibition spaces and there are plans for creating live/work/display spaces for visual artists to both create and share their endeavors. Higher education institutions within the city also bring music, art, lectures and more that are enjoyed by students, faculty, residents, and visitors.

Sporting events are an important part of our everyday culture and an excellent source of tourism revenue for Columbia. The University of South Carolina provides residents with ample opportunities to see a variety of sports including football, baseball, and many others. Due to the alumni and fan bases for Gamecock athletics, these sports have a statewide appeal, making Columbia an important hub for athletic events. These sports venues host other events such as performances by internationally known artists. This diversity of attractions provides greater tourism opportunities.

The prominence as the capital of the state, and also the geographic location of the city, has made Columbia home to the South Carolina State Fair. This brings an eclectic mixture of events to Columbia annually. Even when the state fair is not being held, the fairground space hosts various other activities, such as horse shows and craft fairs.

Goals, Objectives and Policies

Due to concern for the City's cultural resources, members of neighborhood groups and focus group participants, along with city staff, have made the following recommendations:

1) Architecture & Design

Goal: Enhance the quality of life and design within Columbia through appropriate means to improve architectural quality and its relationship with the surrounding environment.

a) Active, walkable urban centers and neighborhoods.

Policy: Columbia can actively create walkable urban centers and neighborhoods through committed design review and emphasis.

Description: Through the city-wide application of these specific design elements, Columbia can become a pedestrian and bicycle friendly environment and develop a signature landscape impression:

1) Building sidewalks and bicycle lanes on both sides of all thoroughfares;
2) Bringing the buildings up to the sidewalks, and place the first floor of the building at the same elevation as the sidewalks;
3) Require all sidewalk-facing building façades to have an emphasis on the amount of non-mirrored, unblocked windows and doors onto the sidewalks;
4) Prohibit parking between sidewalks/streets and buildings and prohibit parking in front of buildings;
5) Actively encourage and enforce the "Complete Streets" ordinance.

b) Encourage New & Notable Designs

Policy: Encourage new and notable architectural designs that are innovative and have significant elements, appropriate with their context.

Description: With the rise in construction recently, the city should encourage designers, developers, and architects to create buildings that add to the civic art of the community. These structures can help define both the downtown skyline, as well as become icons for specific areas of the community. New designs can be compatible with existing context and innovative simultaneously. Exciting architecture also has the strong benefit of bolstering economic development as the same time.

c) Enhance the Built Environment

Policy: Develop and implement design guidelines based upon community input corresponding with the character and considerations for districts and neighborhoods.

Description: Due to the inherent differences of each district and neighborhood throughout Columbia, many currently unprotected areas might need contextually-defined guidelines that protect and supplement their character and vision. Citizen input and existing distinctiveness are paramount in generating these guidelines that ensure the desired elements of the existing environment are fostered. They also allow for creative interpretation that permits notable and new designs.

Policy: To help create a sense of place, and a unique characteristic for development in Columbia, the city should invest in and create a defined style guide for city-wide development.

Description: With sprawl creating developments and subdivisions that are identical across the nation, creating a style guide for Columbia will help develop a defined character, therefore making the city readily identifiable as the Capitol of South Carolina. Through intensive research and public input, this guide could provide the character and uniqueness that Columbia is known for. This greatly helps market Columbia as a unique destination with great benefits throughout the City.

d) Gateways Establishment

Policy: The City should hold a design competition for the creation of signature gateway monuments that will provide identity and definition to Columbia's main entry points.

Description: Definition for Columbia's municipal limits would provide a clear identification of the municipality. An open competition for the creation and construction of gateway markers should be held with the goal of producing an identifiable monument for visitors and commuters.

2) The Arts & Columbia

Goal: Foster the arts in Columbia for the betterment of both the artists and the community as a whole.

a. Development of Office of the Arts

Policy: To promote Columbia's cultural arts most efficiently and in an organized and coherent manner, the City of Columbia should create an Office of the Arts to identify Columbia as a community of the arts and to encourage patronage both state and nationwide.

b. Artist Support

Arts Village

Policy: Find a location for and design a process for funding and supporting the creation of an Arts Village where artists can flourish.

Description: In recognizing that the arts have a profound impact on a community's quality of life, economic development, and overall culture, the City of Columbia must provide support and foster creative solutions to develop this space in which artists can have studio space, galleries and live/work opportunities.

Artists in Residence

Policy: Establish and support a city "artist in residence" program

Description: Art, like many things, cannot be created in a vacuum. Artists create and perform in a reality that needs the same support that any employee needs. The City of Columbia should create and implement a means of support for artists to come to Columbia to not only create and display their work, but also to educate and mentor artists of all ages in our community.

Policy: Allow more flexibility with City regulations in order to promote the arts and public art in Columbia.

c. Hospitality Tax

Policy: Broaden the application of the Hospitality tax to provide our cultural institutions with more avenues to present exhibits and educational opportunities.

d. Exhibitions

Policy: The City of Columbia should permit and promote use of public spaces as locations for exhibitions and display venues for artists.

Description: With many lobbies, forums, and open spaces throughout the City, these various locations should be decorated with works by both regional and local artists. This is an easy means to promote the work of local artists by providing them with display spaces, but also enhancing the community's quality of life and the aesthetics of the public's buildings as well as its passive parklands.

e. Percent for the Arts Program

Policy: The City of Columbia should mandate that a percentage of construction or renovation costs for a public building or site shall be set aside for artwork.

Description: These programs generate many beneficial elements in all aspects. The art's presence is an enhancement of these spaces by attracting tenants, increasing employee morale, and encouraging a greater sense of community spirit and pride. In addition, this is an investment factor, as art

appreciates over time. Artists become more established, and are therefore a sound investment for future generations.

3) Preservation

Goal: Promote the preservation and protection of Columbia's significant historic buildings, structures, districts, landscapes, and facets.

a) Incentives

Low-Income Rehabilitation Programs

Policy: Encourage the restoration or maintenance of properties in historic neighborhoods through Low-Income Rehabilitation Programs.

Description: While many people can afford to perform the necessary repairs and upkeep of historic properties, the city should ensure that some funds are available and targeted for basic upkeep in historic neighborhoods. This protects the property values, as well as the tax base of the community, while at the same time helping residents make appropriate improvements to preserve the character of the neighborhood.

b) Bryan Survey Update

Policy: An update Bryan survey must be conducted in order to better understand, catalog, and identify historic resources.

Description: The original Bryan Survey helped identify and guide the Preservation staff through the deep history of Columbia's development. This update will help ensure neighborhoods and structures that were not listed previously are properly cataloged and preserved.

c) Compliance Study

Policy: Study the shortcomings of current ordinance protection and compliance with historic designation and maintenance, and then make requisite corrections. Allow more flexibility with City regulations in order to preserve important architectural features of Columbia's historic buildings.

Description: Well-funded and maintained historic preservation programs have produced great economic development and benefits throughout many communities in the United States.

d) Design/Development Review Commission Scope

Policy: Continue to support and strengthen the urban and historic design review process as conducted by the Design/Development Review Commission (DDRC).

1) Ordinance Changes

Support the passage and implementation of the Bailey Bill legislation in Richland County.

2) Outreach Programs

Salvage Program

Develop a public/private partnership with local organizations to create and maintain a salvage program for the reuse of items from deconstructed historical buildings in restoration and reconstruction projects.

4) Benchmarks

Policy: Develop and adopt benchmarks based on the identified factors that the City of Columbia should achieve over the next 10 years.

7

Economic Development

Economic Development

Economic development is critical to achieving the type of community the citizens of Columbia desire to embrace over the next decade. Everyone has their own impressions and ideas on what is working well and what is needed to improve the local economy. A vibrant and growing economy contributes to the quality of life by creating a variety of job opportunities, supporting a wide and diverse marketplace, and providing a supportive tax base for the services and amenities provided to city residents. The basic goal and intent of economic development is to provide well-paying jobs and create wealth for the community. People often see residential development as a positive sign of economic growth in the local economy. Residential development helps foster and grow the tax base for the entire metropolitan region. However, residential property tax seldom supports the cost of providing services and has a negative effect on Columbia's fiscal resources and community facilities. With the current mixture of development and infrastructure, Columbia is in a prime position to take advantage of growth opportunities.

Incorporated Place	Per Capita Income		
	1989	1999	Percent Change 1989-1999
Columbia	$12,210	$18,853	54.4

Source: U.S. Census Bureau, 1990 and 2000 Census of Population and Housing.

County	Median Household Income			Median Family Income		
	1989	1999	Percent Change 1989-1999	1989	1999	Percent Change 1989-1999
Richland	$28,848	$39,961	38.5	$34,357	$49,466	44

Source: U.S. Census Bureau, Census of Population and Housing, 1990 and 2000.

See Large Developments 1998-2007 Map

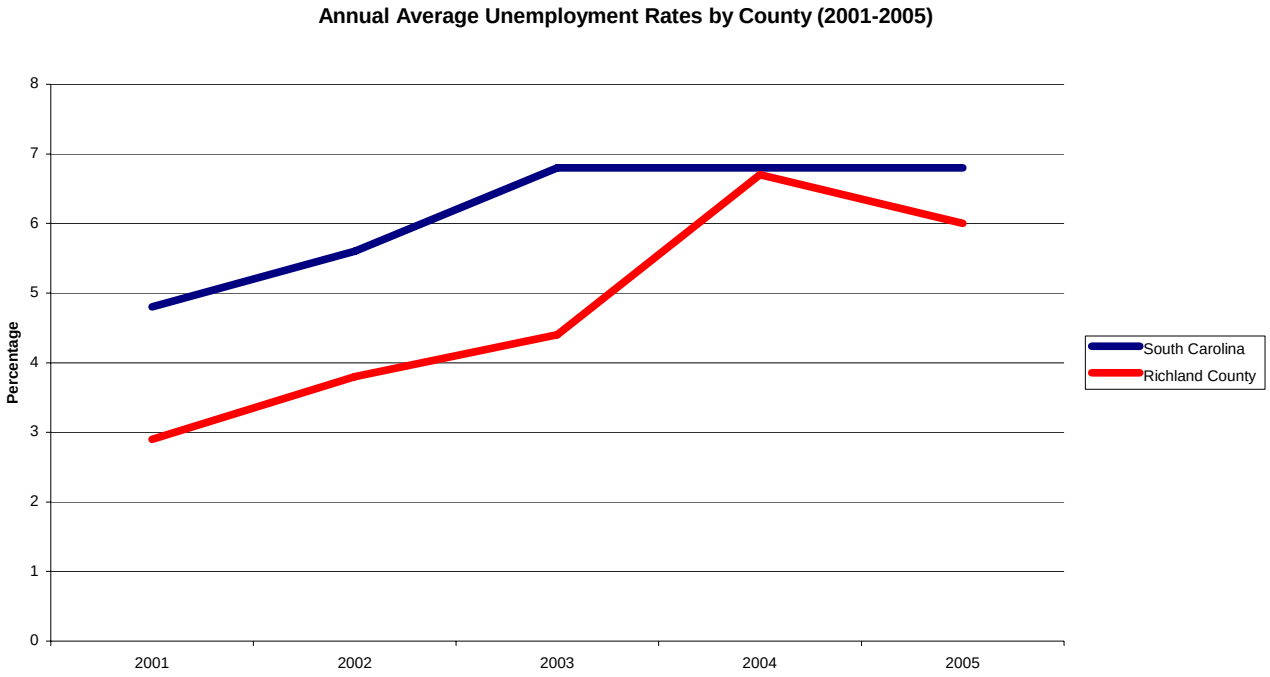
While impossible to accurately predict economic trends, the City can establish a foundation to attract targeted industries and grow businesses in the region. Outreach programs to existing businesses are vital to maintain and expand the current business climate of the City. It is important to remember government does not create jobs, businesses do; however, government can provide the incentives to attract businesses that provide jobs and support the local economy.

Background & Analysis

Incorporated Place	Persons for Whom Poverty Status Is Determined[1/]						
	1989	1999	Income Below Poverty Level[2/]				Percent Change 1989-1999
			1989		1999		
			Number	Percent	Number	Percent	
Columbia City	78,656	94,166	16,652	21.2	20,778	22.1	24.8

1/: All persons except inmates of institutions; persons in military group quarters and in college dormitories; and unrelated individuals under 15 years.
2/: The average poverty threshold for a family of four persons was $12,674 in 1989 and $17,184 in 1999.

Source: U.S. Census Bureau, Census of Population and Housing, 1990 and 2000.



Opportunities are available for the continuation of economic growth and development in Columbia, and research has been conducted to support and guide this growth of the community.

While there is a strong focus within the comprehensive planning community on the natural and urban environment, it is necessary to pay equal attention to the aspects

that drive the evolution of the urban environment. The traditional support of the economy within Columbia has been driven for the most part by government employment. This primary factor has been supplemented with a strong employment base in professional, financial, service and retail sectors. The loss of some notable corporate headquarters in the last 15 years has negatively affected the local economic businesses, but those that have been lost have been replaced with a strong and diverse mix of other ventures.

Company	Employees
Palmetto Health	7,500
Blue Cross Blue Shield of SC	5,100
Richland School District #1	5,000
SCE&G	4,000
UPS	3,528
Wachovia Bank, N.A.	3,422
Richland School District #2	2,500
Branch Banking and Trust Company	2,093
School District Five of Lexington and Richland Counties	2,000
School District Five of Lexington and Richland Counties	2,000
Santee Cooper	1,650
City of Columbia - City Hall	1,630
Bank of America	1,500
Papa John's Pizza	1,500
Richland County	1,500
Sisters of Charity Providence Hospitals	1,400
BellSouth	1,318
Michelin North America	1,300
Babcock Center, Inc.	1,250
SC State Dept. of Education	1,100
Palmetto Health Richland	1,000
Piggly Wiggly, Inc.	1,000
Wachovia	976
Bose Corporation	947
Westinghouse Electric Company Nuclear Fuel	900

Source: Greater Columbia Chamber of Commerce

The introduction of new business has brought a flood of new technologies and industries once considered unlikely tenants, some that were not even in existence 10 years ago. Advancements in technology, expertise, and the professional sectors have provided dramatic increases in job opportunities and ushered in new business clusters.

With the expansion of its research facilities, and the creation of Innovista, the University of South Carolina will be a major draw for firms and businesses to locate in the downtown area. The potential benefit from the investments that will be made in Innovista will drive a continued renaissance south of Gervais Street.

Residence County to Workplace County Flows for South Carolina		
Residence State-County Name	**Workplace State-County Name**	**Count**
Richland Co. SC	Richland Co. SC	129,047
Richland Co. SC	Lexington Co. SC	18,860
Richland Co. SC	Fairfield Co. SC	1,447
Richland Co. SC	Kershaw Co. SC	911
Richland Co. SC	Newberry Co. SC	694
Richland Co. SC	Sumter Co. SC	546
Richland Co. SC	Lancaster Co. SC	412
Richland Co. SC	Orangeburg Co. SC	411
Richland Co. SC	Mecklenburg Co. NC	263
Richland Co. SC	Greenville Co. SC	220
Richland Co. SC	Charleston Co. SC	187
Richland Co. SC	Calhoun Co. SC	121
Richland Co. SC	York Co. SC	119
Richland Co. SC	Aiken Co. SC	118
Richland Co. SC	Spartanburg Co. SC	118
Richland Co. SC	Florence Co. SC	107
Richland Co. SC	Oconee Co. SC	107
Richland Co. SC	Fulton Co. GA	106

Source: U.S. Census

Residence County to Workplace County Flows for South Carolina		
Residence State-County Name	**Workplace State-County Name**	**Count**
Kershaw Co. SC	Richland Co. SC	6,582
Fairfield Co. SC	Richland Co. SC	2,758
Sumter Co. SC	Richland Co. SC	2,289
Newberry Co. SC	Richland Co. SC	1,930
Orangeburg Co. SC	Richland Co. SC	1,809
Calhoun Co. SC	Richland Co. SC	1,255
Aiken Co. SC	Richland Co. SC	1,073
Saluda Co. SC	Richland Co. SC	634
Florence Co. SC	Richland Co. SC	326
Lancaster Co. SC	Richland Co. SC	254
Lee Co. SC	Richland Co. SC	218
Clarendon Co. SC	Richland Co. SC	204
Richmond Co. GA	Richland Co. SC	194
Greenville Co. SC	Richland Co. SC	193
Charleston Co. SC	Richland Co. SC	189
York Co. SC	Richland Co. SC	188
Horry Co. SC	Richland Co. SC	172

Source: U.S. Census

	Total resident population (Census 2000)	Total workers working in the area	Total workers living in the area	Estimated daytime population	Daytime population change due to commuting (#)	Daytime population change due to commuting (%)	Workers who lived and worked in the same county (#)	Workers who lived and worked in the same county (%)	Employment residence ratio
Columbia	116,278	122,507	54,288	184,497	68,219	58.7	34,842	64.2	2.26

Source: U.S. Census

Employment by Industry Sector 2007 for Columbia MSA

Industry Sector	Employment (%)	Employment
Natural Resources & Mining	0.7%	2,252
Agriculture, Forestry, Fishing & Hunting	0.7%	1,971
Construction	6.4%	19,389
Manufacturing	14.4%	43,787
Wholesale Trade	4.5%	13,581
Retail Trade	13.0%	39,338
Transportation & Warehousing	2.6%	7,940
Utilities	1.1%	3,706
Information	1.9%	5,474
Finance & Insurance	7.6%	23,194
Real Estate & Rental/Leasing	1.6%	5,245
Professional & Buseinss Services	12.3%	38,642
Adminstration & Support / Waste Mgmt./Remediation Serv.	6.9%	21,040
Educational Services	1.1%	3,366
Health Care & social Assistance	11.2%	34,201
Arts, Entertainment, & Recreation	1.0%	3,158
Accomodation & Food Services	9.1%	27,724
Other Services (except Public Admin.)	3.1%	9,587
Total	*99.2%*	*303,595*

Source: U.S. Census

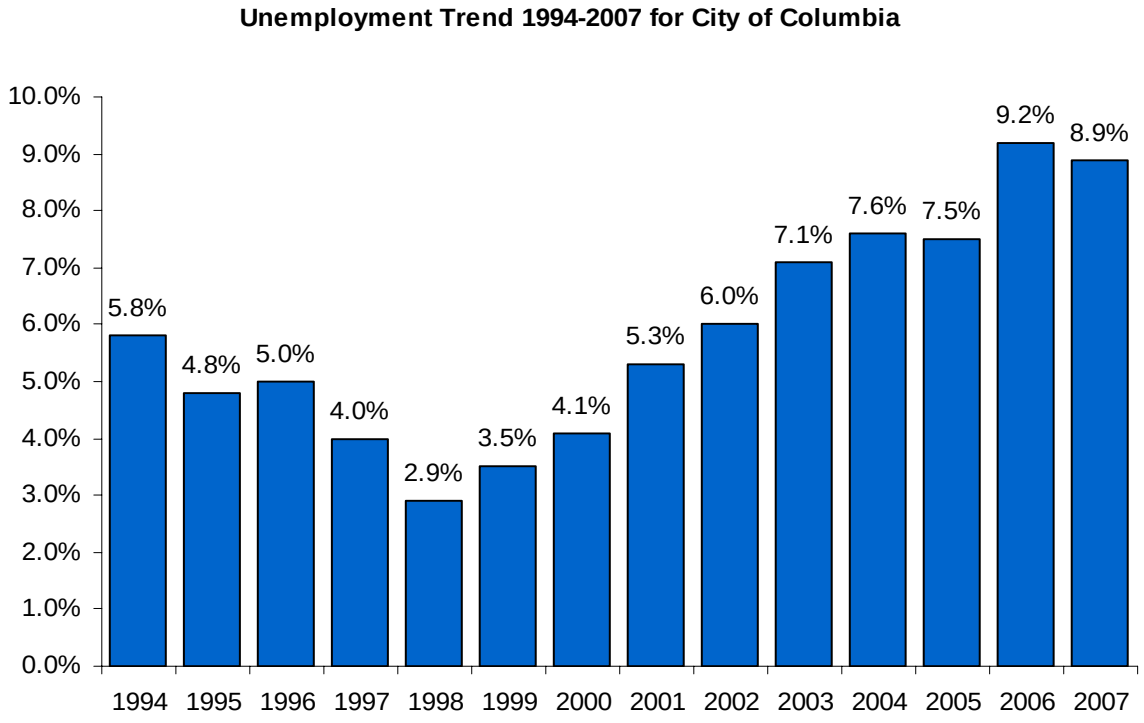


Figure 1: Unemployment Trends (City of Columbia Executive Summary, 2008).

Figure 1A – SC vs. US HHI Distribution (2000)

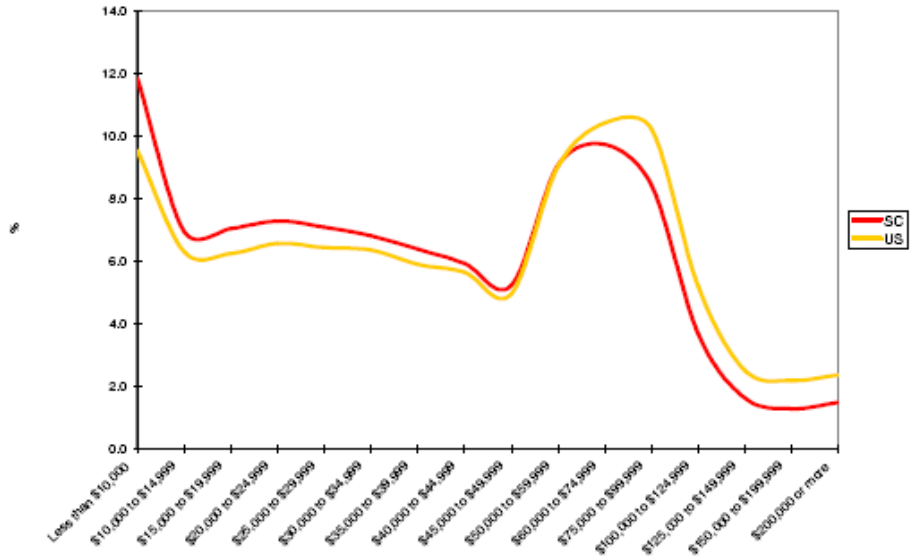


Figure 2: South Carolina versus the United States Household Income (HHI) Distribution (2000). Source: The South Carolina – US Income Gap: Analysis of Data. Robert T. Carey and Robert H. Becker

A concern from the 1998 Comprehensive Plan, and one still present today, is the level of income inequity. This is not a localized trend, however, municipalities typically providing most of the resources and assistance; this is increasingly an issue the City needs to address.

Historically speaking, residents of South Carolina, including Columbia, tend to fall below the national average for Household Income (HHI). Analysis has shown that the current gap is not as wide as in recent history but the problem still exists and strongly affects the future of economic development and growth in Columbia.

With recent changes in the South Carolina economy moving from a manufacturing base to a more diverse industrial base, the state has significantly reduced its dependence on the types of manufacturing that require low-skilled labor.

Columbia now shows increased competitiveness in "new economy" sectors, such as service and knowledge based industries, and high-tech manufacturing.[1]

Columbia has had to focus on the short-term needs of this transition, and also the long-term trends of a developing high-tech economy. Research has recently shown that making South Carolina's business centers more attractive to the "creative class," is a long-term vision that must be addressed. [2]

Another important factor that complicates the continued growth and development of the local economy is education. A general correlation in the geography of the built environment is that people want to live where there are good schools. This trend can clearly be seen throughout the recent history of Columbia and its surrounding suburbs. As residential growth continues in the suburbs, commercial and retail businesses will move outwards to meet demand. In both instances this trend draws a substantial portion of the tax base away from the City of Columbia.

This situation for the educational system has another complication for the City of Columbia: the continuation of the income inequity. Research has "indicated a significant correlation between quality education and income levels. Until this inequity is corrected, large segments of South Carolina's population will continue to lag behind the remainder of the nation in economic prosperity because there will be no skilled workforce in place to fill the jobs that generate the kind of income that allows for a higher standard of living."[3]

[1] The South Carolina – US Income Gap: Analysis of Data. Robert T. Carey and Robert H. Becker, 23.
[2] The South Carolina – US Income Gap: Analysis of Data. Robert T. Carey and Robert H. Becker, 23. Also, Florida, Richard, "The Rise of the Creative Class."
[3] The South Carolina – US Income Gap: Analysis of Data. Robert T. Carey and Robert H., 23.

Goals, Policies and Objectives

Due to concern for the City's continued economic development, members of neighborhood groups and focus group participants, along with city staff, have made the following recommendations:

1) Economic Sustainability and Diversity

Goal: Foster economic vitality by supporting an inclusive environment of livability and opportunity encouraging innovation and creativity.

a) Growth & Opportunities

Policy: Stimulate economic growth through the formation, retention, recruitment, and expansion of businesses and enterprises, using available economic and legislative tools available to the City of Columbia.

b) Diversity

Policy: Encourage ownership diversity, including minority and women owned businesses.

Policy: Promote and ensure the diversification of business types and location throughout the entire municipality of Columbia.

Description: Columbia is currently experiencing a very strong growth of retail and commercial establishments in specific locales within the City. This strong isolation of certain commercial and retail establishments are creating problems for both these portions of the community, as well as residents and tourists. Encouraging these establishments to locate in a wider geographic range throughout Columbia can makes urban centers, such as Five Points and

The Vista, more of an overall destination than a singular purpose environment.

2) Active Partnerships

Goal: Actively seek and encourage cooperative partnerships to help foster and grow the economy of Columbia and the Midlands region.

a) Economic Development Programming

Policy: Develop, support, and participate in regional economic development planning, including the public and private sectors.

Description: The simple foundation of any plan for economic development is built upon the support of the City of Columbia to implement policies that pertain to the assistance and/or involvement of the public sector. The City must actively coordinate its economic development activities and plans for development and growth with other jurisdictions, businesses, citizens, and the educational community to help attain and sustain a growing and sustainable economy for Columbia and the region. Regional consideration is necessary as spillover benefits are not confined by political or other boundaries.

b) Coordinate the existing Commerce and Development programs and resources for business start-ups.

Policy: Provide improved links and consolidated listings of available resources and tools for entrepreneurs.

Description: Creating a new business is often overwhelming. Streamlining the information and resources available to them can make locating benefits and information quicker and easier, and help foster new businesses.

c) Public-Private Partnerships

Policy: Encourage the creation of public-private partnerships that further support public goals while advancing private economic development opportunities.

Description: Through partnering with various private sector entities, Columbia can both improve the infrastructure for the desired development outcomes of a creative economy while creating opportunities for the private sector to capitalize on the needs of these demands.

Policy: Enhance individual lives through partnerships with workforce development agencies in order to raise the per capita income and meet the employment needs of local businesses.

d) Reintroduction of Retail

Policy: Create policies and incentives to reintroduce neighborhood retail and commercial establishments in underserved sections of Columbia.

Description: The development history of Columbia has relegated retail and similar commercial uses to the suburban fringe of the community, making it impossible to easily buy goods and products for a large portion of the community, and created a void in the destination areas of City Center, Five Points, and the Vista. To make these urban spaces truly 24-hour spaces and serve the needs of the public, retail must be brought back into these areas to

help create the vibrant streetscape and activity that is desirable. This can also create a much stronger tax base and higher levels of revenue due to the unique character of the urban environment.

3) Reuse and Revitalization

Goal: Ensure a proper supply of industrial, retail and commercial property is available for needed economic development.

a) Opportunities for Adaptive Reuse

Policy: Maintain historic and significant older buildings that can be redeveloped for economic activities or community facilities.

Description: Updating the Bryan Survey and encouraging reuse of existing buildings can help preserve and maintain the unique qualities that create Columbia. Existing structures can be preserved, maintaining the history and sense of place of Columbia, while providing a more efficient and environmentally friendly means of development.

b) Opportunities for Revitalization

Policy: Create and promote incentives encouraging the revitalization of existing, underutilized commercial districts.

Description: With today's reality of the abandonment and decay of older commercial structures, malls, and storefronts; these underutilized structures are readily adaptable for new businesses including start-ups. Older commercial development provides a strong environment for new businesses.

c) Promote Mixed Use Development

Policy: Plan for and promote mixed-use development by locating and regulating areas for more flexible development including the creation of integrated live/work areas throughout Columbia creating new nodes of economic activity.

Description: With current plans already created for Eau Claire, North Main, and East Central, permitting and supporting the creation of mixed-use development can provide a variety of sizes and types of commercial activity for underserved neighborhoods.

Mixed-use development can help increase the variety of living options, including affordable housing provisions. By including commercial development in already established residential areas, the City can enhance the sense of community these areas already enjoy.

Policy: The City of Columbia should fund, create, and implement neighborhood and area plans.

d) Strengthen Business Environment

Policy: Promote and strengthen a business friendly environment that supports existing businesses and attracts new, diverse, and innovative businesses.

Description: Maintaining the balance of the economic environment by supporting established businesses, while simultaneously growing new and innovative ones is a difficult task. Through appropriate incentives Columbia can both attract a wide variety of new establishments and support existing businesses.

4) Innovative Economy

Goal: Foster the continued creation of emerging industries and businesses in creative fields, such as those that produce goods and services based in cultural enterprises and the arts.

a) Capitalize on Inherent Qualities

Policy: Build on the existing cultural elements, the creative economy, and the emerging technologies to capitalize on attributes the community already enjoys.

b) Incentives

Policy: Create economic incentives to draw creative and emerging businesses to Columbia and support those that are already here.

Description: By creating incentives, Columbia can begin to separate itself in a highly competitive market to attract professionals and businesses. Using various forms, incentives focused on districts will provide a means of attraction, permitting the growth and development of these new businesses for Columbia.

5) Education and Training

Goal: Promote and encourage the educational system to concentrate the focus of the education of Columbia's residents to enhance its employability, building upon the "Together We Can"[4] Initiative for all of Columbia's school districts.

a) Primary, Secondary and High Schools

Policy: Work to support local school districts to help enhance the quality of

[4] Columbia and Richland One: Together We Can Build a Better Community

education throughout the City's schools at all grade levels focusing not only on continuing education, but on workforce development.

b) Post High School Education

Vocational Training

Policy: Work with education providers to ensure that training for existing and developing sectors of the economy are adequate.

c) After School/Youth Programming

Policy: Cooperate with organizations and institutions to provide the youth of Columbia with a stronger understanding of opportunities and options available through education.

d) Coordination and Communication

Policy: Encourage stronger and frequent communication between the City, school districts, and educational providers to meet the needs of the people and the community.

Description: One of the greatest and most cost-effective investments any City or public entity can make is to support the education of the community. Sharing ideas, information and trends are vital in future planning for both the City, as well as the school districts.

6) Employment and Income

Goal: Enhance the economic stability for today and in the future through the encouragement of economic equality.

a) Income Equity

Policy: Cooperate with other agencies, municipalities, organizations, and charities to address income inequality throughout Columbia.

Description: While addressing the disparity within the economy of Columbia is challenging, results can be seen within the social as well as urban fabric that is Columbia.

b) Affordability

Policy: Create affordable housing options as outlined in the Housing Element of The Columbia Comprehensive Plan and the City's Affordable Housing Task Force report.

Description: As stated within the Housing element, affordable housing is necessary for the growth and development of Columbia. With the Affordable Housing Task Force report providing a strong guide with public input, this is imperative to implement.

7) Infrastructure and the Built Environment

Goal: Develop, fund, and maintain the infrastructure that will increase the support for existing businesses, attract new businesses and strengthen Columbia's position as a major commercial and cultural hub for the Midlands.

a) Location Utilization

Policy: Identify and encourage development in locations that existing infrastructure can serve before extending new infrastructure into other areas.

Description: Expansions of services such as water and sewer have historically been the means by which the City of Columbia has encouraged development. This development pattern has a strong bearing on the future of community facilities and also priority investment within The Columbia Plan. By promoting development within existing capacity, this encourages in-fill development and saves the City substantial expenditures in replicating capacity that is already under-utilized. (Reference Future Land Use and Community Facilities Elements and Maps for guidance.)

b) Promotion through Investment

Policy: Promote quality and desired in-fill development and expansion by using capital improvements to revitalize underutilized areas with existing infrastructure.

c) Maintenance

Policy: Develop and invest in improving existing infrastructure at adequate, efficient, and required levels of service.

Description: The availability and quality of utilities, water, sewer, streets, and other municipal services are vital to establishing Columbia as a location for attracting businesses and people, as well as ensuring the equality of the city's resources to all residents.

8) Quality of Life

Goal: Protect both the natural and built environment as a means to attract new residents and businesses to Columbia, enhancing a reputation as a desirable destination for commerce and tourism.

a) Preserve and Protect

Policy: Maintain both the natural and built environments as an amenity to attract new and creative businesses to Columbia.

Description: Quality of life is very important in maintaining Columbia's attractiveness for new businesses and for developing and promoting a creative economy. By building on existing elements and creating others, we can establish a unique visual signature for Columbia.

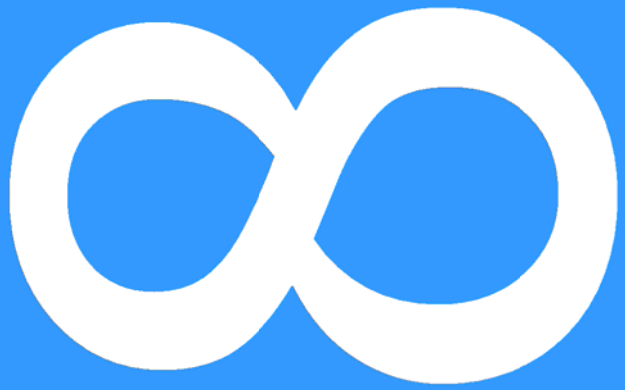
b) Recreation and Tourism

Policy: Promote the natural, cultural, and physical amenities of Columbia.

9) Benchmarks

Policy: Develop and adopt benchmarks based on the identified economic development goals that the City of Columbia should achieve over the next 10 years.

Physical Area Development



A Primer for the Joint Transportation/Land Use Element

Regardless of where in the city limits you are, when someone looks at the landscape of Columbia, you will always notice two elements: land use and transportation. There is naturally a strong connection between the two elements in both planning and the physical reality for the city. For proper consideration, they must be taken into regard at the same time. While in The Columbia Plan they are two distinct elements, they are taken into account as one. By combining these two elements, we strive to ensure that any decision for one is not made without considering the implications for the other.

Existing Land Use

Columbia was created with the unique nature of being the second planned city and first planned capital in the United States. Being an early standard bearer of a planned city, the existing land use for Columbia is testament to both its origins and diversity. Residents today can enjoy the results of careful planning that principal designers of Columbia crafted into the physical landscape of the original square. Forces such as the economy, topography, culture, history, and the policies of government exert great influence on how Columbia looks today, and will look in the future.

This section of The Columbia Plan is a snapshot of Columbia's existing land use pattern. Based upon the Land-Based Classification Standards (LBCS), the results of this section are an effort to identify present trends and formulate an understanding for subsequent elements, especially projecting future land use throughout Columbia.

Background

The confluence of resources and geographic location were the largest factors of early land use decisions. The deliberate placement of the early community at the junction of three rivers was a necessity for this newly created capital of South Carolina. This immensely valuable natural feature greatly shaped the growth and expansion of the early community, and continues to be a major influence today.

Another influence that has greatly shaped both the layout and the outward expansion of the community has been the development of the interstate highway system. The creation of these high-volume roadways; I-20, I-26, I-126 and I-77, has directly altered development trends prior to their construction.

Background

I. Source & Methodology

To compile the spatial data that allows us to understand the present construction of Columbia, multiple sources and methods were combined. These sources include: Richland County tax map parcels, 2006 Richland County Ownership Directory as updated, and a windshield survey conducted from May to July 2007 by city planning staff.

There were many instances where the mapping did not conform to visual survey. This was because the base data of tax map parcels were often out of date and those parcels were nonconforming. Some examples of this occurrence include dealing with rights-of-way, abandoned and active railway lines, conjoined parcels, and

condominiums. No assumption should be made as to its parcel-by-parcel accuracy. Errors ***are*** present within this dataset. With this understanding, it is the opinion of the Planning Department that the statistical impact of such errors is negligible for the purpose of The Columbia Plan.

Land-Based Classification Standards

Developed by the American Planning Association, Land-Based Classification Standards (LBCS) updates the 1965 Standard Land Use Coding Manual (SLUCM), a standard that was previously widely adopted for land-use classifications. Because many current applications and land-based data depend on SLUCM and its derivatives, the following summary will help the layperson understand and utilize this new system.

Traditionally within the City of Columbia, land use has been described by seven different categories: Single-family residential, Multi-family residential, Commercial, Office/Institutional, Industrial, Park/Open Space, and Vacant. LBCS provides a consistent model for classifying land uses based on their characteristics. The model extends the notion of classifying land uses by refining traditional categories into multiple dimensions, such as activities, functions, building types, site development characteristics, and ownership constraints. Each section has its own set of categories and subcategories. These multiple dimensions allow users to have precise control over land-use classifications.

Classifying land uses across multiple dimensions, in database terms, means adding new fields to the land-use database. The total number of land-use fields in the database should equal the number of dimensions, that is, every record in the database is classified in not just one land-use field, but rather several - one for each dimension. The number of dimensions, in turn, will depend on the purpose of the data. When the purpose of the data changes, dimensions may be added or dropped as needed. For

local planning purposes, LBCS calls for classifying land uses in the following dimensions: Activity, Function, Structure Type, Site Development Character, and Ownership.

Activity describes what actually takes place in physical or observable terms (e.g., farming, shopping, manufacturing, vehicular movement, etc.). An office activity, for example, refers only to the physical activity on the premises, which could apply equally to a law firm, a nonprofit institution, a courthouse, a corporate office, or any other office use. Similarly, residential uses in single-family dwellings, multi-family structures, manufactured houses, or any other type of building, would all be classified as residential activity.

Function refers to the economic function or type of establishment using the land. Every land-use can be characterized by the type of establishment it serves. Land-use terms, such as agricultural, commercial, industrial, relate to enterprises. The type of economic function served by the land use gets classified in this dimension; it is independent of actual activity on the land. Establishments can have a variety of activities on their premises, yet serve a single function. For example, two parcels are said to be in the same functional category if they belong to the same establishment, even if one is an office building and the other is a factory.

Structure refers to the type of structure or building on the land. Land-use terms embody a structural or building characteristic, which suggests the use of the space (in a building) or land (when there is no building). Land-use terms, such as single-family house, office building, warehouse, hospital building, or highway, also describe a structural characteristic. Although many activities and functions are closely associated

with certain structures, this is not always the case. Many buildings are often adapted for uses beyond their original intent. For instance, a single-family residential structure may be used as an office.

Site development character refers to the overall physical development state of the land, the "what is on the land" in general physical terms. For most land uses, it is simply expressed in terms of whether the site is developed or not. But not all sites without observable development can be labeled as undeveloped. Land uses, such as parks and open spaces, which often have a complex mix of activities, functions, and structures on them, need categories independent of other dimensions. This dimension uses categories that describe the overall site development characteristics.

Ownership refers to the relationship between the land rights and its use. Since the function of most land uses is either public or private, distinguishing ownership characteristics seems relatively straight-forward. However, relying solely on the functional character may obscure such uses as private parks, public theaters, and mixed public and private ownership facilities. Moreover, easements and similar legal devices also limit land-use activities and functions. This dimension allows classifying such ownership characteristics more accurately. To perform this evaluation, staff has utilized Richland County Assessor data to determine both ownership and taxing status, as this would be extremely difficult from visible inspections.

The underlying principle of the LBCS model is this quality. It addresses flexibility in adapting the model to a variety of planning applications, data collection methods, data-sharing and data-integrating methods, and color coding and mapping. The

flexibility also makes it possible to create new categories for new land uses, to accommodate new methods and technologies for analysis, and to customize the model for the City of Columbia's needs without losing the ability to share data. Each of these aspects of LBCS calls for applying a variety of standards or conventions to maintain consistency in land-use classifications.

II. Influencing Factors

Factors that influence the way land is used in an urban setting are quite different. It is not possible to identify and comment on all such factors; however, several major influences of land usage are conspicuous enough to require noting below.

Transportation and Access

The proximity of certain parcels, depending on their intended use to highways, major arterials, and even rail service and airports, may be the paramount factor in the end development of those parcels. Industrial uses, in particular, may require a high level of access to transportation networks. Commercial uses tend to desire quick access for the driving public, while single-family residential uses seek quieter settings and demand quick access to major transportation corridors.

Conventional opinion has required the highest possible level of accessibility to regular destinations. Development has responded with an emphasis on automobile usage in particular. Naturally, this leads to an overarching emphasis on automobile usage and accommodation than that given to other means of transportation and movement.

Utilities

Second only to transportation in importance as an influencing factor, is utilities availability. Water, sanitary sewer and electricity are necessary to allow development. When considering a site for development, utilities access follows transportation in consideration. In addition, it is generally incumbent upon a developer to bear the expense of expanding or extending access infrastructure (roads) to the development

site, even if they will be dedicated to the public later. In contrast, the utility providers almost always bear the expense of expanding its system, even to a private development. Thus, the availability of utilities to be connected or extended to the site is almost as significant to land development, as is the availability and access of transportation infrastructure. For this reason, we can see a clear development pattern, which follows the availability of water lines when drawn on a map. The expansion, or not, of especially water and sewer in Columbia, is a key means to manage and control the sprawl outward.

Zoning

Zoning is often confused with land use because of the principal role this regulatory tool plays in determining how land may be developed. Zoning categories are usually broad in definition to allow multiple uses within a certain zoning category. For example, a commercially zoned area will usually allow office and institutional uses, open space and even residential uses in some circumstances.

Consequently, it can be said that zoning will guide land use, but does not necessarily predetermine it. Within the framework of Euclidean Zoning, like uses attract like uses, which may render an area incompatible for development of different uses, even if allowed under the governing ordinances. Regardless, to accurately determine actual development patterns, a zoning map is not sufficient. Surveying existing land use is the only way to determine trends in actually developed parcels.

Large Facilities

Major facilities such as airports, military installations (Fort Jackson), universities (University of South Carolina, Allen University, Benedict University, Columbia College), and seats of government have an dramatic impact on the built environment. This is particularly evident inside Columbia's boundaries. Large facilities require proximity of a multitude of access and infrastructure elements.

Services and Amenities

It may go without saying that proximity to service centers and amenities is another basic influencing factor of how land use is distributed. The most desirable residential uses tend to be located near natural amenities such as lakes and open space, neighborhood parks, and similar recreational spaces. Neighborhoods are also traditionally looked at as desirable based on the quality and reputations of schools that serve these areas. Industrial uses gravitate toward service areas that aid in the manufacturing process such as large water supplies, and areas close to major transportation access, especially rail and interstate highways, depending on their output.

Employment Centers

Downtown Columbia contains a central business district (CBD) which is primarily a center of employment. Restaurants and small retail uses are examples of commercial development that often target daytime and early evening commuting consumers and office workers.

Land Cost

This economic factor has the single-most profound influence on how land is developed: the more expensive the land, the more critical that the highest and best use is achieved. Consequently, those uses that insure the highest rate of return on such property are driven to the highest and best use to return the desired economic benefit. The opposite of this argument is also true; proper land usage applied to developing property will increase the value of such land. Likewise, inappropriate land use may result in an actual devaluing of the land.

City of Columbia's Land Use Policy

Columbia City Council has adopted the following Land Use Policy as a Function of the Comprehensive Planning Process:

Land Use: To encourage balance among land uses in the City in order to reduce travel distances among residential, employment, shopping and recreational activities, to help create and sustain a sense of place and community and to make the most efficient use of existing infrastructure.

Analysis

Summary of Existing Land Use Data Analysis

The areas of single uses occupied in the city have been compared to the total area of the City. As of July of 2007, the City's total area, including Fort Jackson, was 86,502.92 acres. The City has an enormous amount of area dedicated to Fort Jackson, Department of Mental Health, and the Department of Corrections, respectively. For the purpose of calculating accurate percentages of the single uses in the entire City, Fort Jackson, which occupies some 51,917 acres, or 60% of the City's total land area, has been excluded from analysis and figures.

Of the remaining 40% of land area, 32% is divided into definable parcels of land, with the remaining 8% as indefinable. Therefore, we will be looking at only 27,597 acres (32%) of the municipal jurisdiction in the following analysis. Thus, the percentages discussed below will be results of our treating this 32% as equal to 100%.

Residential Use

Household activities, occupy roughly 30,800 parcels totaling 9,752 acres, which accounts for more than 35% of the definable area for Columbia. A majority of this is single-family dwellings (32.33%), with less than three percent (2.66%) dedicated to multi-family uses. The dwelling units are located in North, East, and towards Southeast directions of the city center.

Transient living uses, which include both hotels and motels, are minuscule (0.33%) with respect to the area occupied by housing units. Most of these transient

units are in and around the downtown area or near interstate highway interchanges throughout Columbia.

Institutional residences, like dormitories and assisted living facilities, make up only 0.05 percent of the City's total land area, but are located primarily near downtown. The majority, but not all, of assisted living units are in the south and southeast side of the downtown area.

Commercial Use

Commercial uses, defined as retail, restaurant and office activities, occupy over 9.5% of the City's municipal area. The majority of these generally private enterprises are occupied in the downtown area, where almost half of the downtown area is use commercially. Apart from the downtown area, these uses are found consistently on both sides of certain major corridors. The commercial corridors in the city include Devine Street, Millwood Avenue, Two Notch Road, Main Street, Fairfield Road, Rosewood Drive, and Broad River Road.

Though the city has many new commercial or office use developments away from the Central Business District, it is still developing geographically as a single nuclei model focusing on City Center. While Harbison and the Village at Sandhill are forming other nuclei mainly focused on commercial uses, and thereby developing residential uses surrounding. The development has not reached the level found in the urban core of Columbia.

Industrial Use

The area occupied by industries is just below one percent (0.95%) of the total

area within the City of Columbia. Though many industrial uses are sparsely located in the city, most of them are toward south and southeast of Downtown Columbia along Bluff and Shop Roads, and have access to rail and interstate highways. Though the best locations for industrial uses are the parcels along the major freeways, most of the parcels along I-126 and a few along I-26 are instead occupied with commercial and residential uses in the city. Otherwise, industries have been expanding along I-77 between Bluff and Shop Roads and along I-20 between Monticello Road and Main Street.

Social, Institutional or Infrastructure Uses

This category is comprised of educational activities, public safety related activities, including health care and medical treatment, and those associated with infrastructure and internment activities.

Educational activities like primary, secondary, and collegiate institutions make up nearly four percent of the City's total area, while colleges and Universities, alone, make up just over two percent. These uses are scattered throughout the City, and have no one consistent pattern. While primary and secondary schools were once common in residential neighborhoods, most of these have been consolidated into regional schools and relocated out of their neighborhoods. The most notable exceptions being Dreher High School, Hand Middle School, and Logan, Rosewood, and AC Moore Elementary schools.

Health care facilities make up a major land use in Columbia at over six percent of total land area. Much of this can be attributed to the dedication of large parcels to

mental health facilities like the Bull Street mental health facility and the Farrow Road campus.

Public safety is also another major consumer of land as a land use. For our purposes, staff has included prisons within this category rather than as “institutional living”. Thus the result is 6.1% of the municipal area being dedicated to public safety and emergency services.

Mass Assembly of People

As previously discussed, Mass Assembly of People is a broad category which includes spectator sports facilities, theaters, performance halls, museums, zoos, houses of worship, and other such locations. Together, these uses occupy less than three percent of Columbia. Most of the parcels are located in and around the downtown area of the city, and the majority of parcels in this category are classified under religious assembly with approximately 227 churches in the city occupying an area of 297 acres of land coverage. The remaining mass assembly related activities are sports, arts, entertainment, exhibition, and fair facilities.

Many churches are located within residential neighborhoods in Columbia. These churches require a significant amount of parking adjacent to the structure, and result in traffic congestion developing during events due to the low capacity of connecting streets. However, this congestion is temporary and generally occurs during off peak hours, minimizing the potential of conflicting parking problems.

Other mass assembly activities related to arts, entertainment, and sporting events release traffic into the city at much higher volumes during non-specific times

surrounding performances or events or shows, but traffic is generally more easily diffused due to downtown Columbia's grid street pattern and the capacity of these numerous arterial streets. This accumulation of such uses in downtown Columbia makes the area a natural entertainment nucleus for the metropolitan region.

Recreation, Parks, and Open space

Recreational activity uses are located throughout the City of Columbia. The present land use pattern shows that though most of them are within residential areas. The amount of land area dedicated for recreational use (9.98%) is small in ratio when compared to the vast amount of residential land coverage and also more important population. Based upon the City's current population, there is approximately 999.9 square feet of recreational facilities or open space for each resident of the City of Columbia. This does not take into account other spaces that may be used for passive recreation like tree-lined sidewalks, rivers, and private yards.

Further analysis should be conducted to ensure that the location of these parks is in proximity so that the citizens of the City can easily access them.

Agricultural

Nearly three percent of the City's area remains in either a natural state or is dedicated to active agricultural use. This is not surprising given the history of Columbia's founding upon several Revolution-era plantations. There are undeveloped and vacant parcels in natural state lying adjacent to these agricultural uses in the city. The soil conditions of these parcels may be the same as the adjacent agricultural parcels, and therefore good potential for agricultural production exists inside the

municipal limits. However, as City water service becomes available to them and development pressures increase, these farmlands will rapidly become actively sought after for various forms of development.

Vehicular Considerations

Most of these uses are lying in the CBD area with both surface parking and structured parking facilities. The present land use pattern shows that in the downtown area, there were more surface parking areas than parking structures. This prime land, occupied with surface parking uses, covers a vast amount of land area with a significant amount of parcels dedicated for these uses. There are approximately 19 parking structures in the City of Columbia, 13 of which are located in the downtown. The amount of land area dedicated solely to surface parking with respect to the Central Business District is roughly 6% of the area. This does not account for parcels where parking is a secondary use, or where parking takes place in the right-of-ways.

Vacant or Undeveloped

The City has a significant amount of vacant or undeveloped parcels (19%) lying within the municipal boundaries, much of which is in a natural state. The most notable, large parcels are lying on the west side of downtown and closer in to the downtown areas that are undeveloped/vacant parcels.

These parcels have more potential for site development because of their proximity to CBD in the city, and many of which are being planned for development by private entities. There are also undeveloped parcels lying in the middle of residential neighborhoods and lying closer to major transportation routes in the city.

Otherwise Indefinable

As discussed above, in the course of analyzing our data it became apparent for which something was unaccounted. The result was a difference of 8.08% of total land area, or 6,989 acres, excluding Fort Jackson, which comprises all public rights-of-way, water courses, and railroads within the municipal jurisdiction of Columbia. When compared with land allocated into parcels, the result is a stunning 20.21% of municipal jurisdiction classified as unallocated areas.

Summary of Analysis

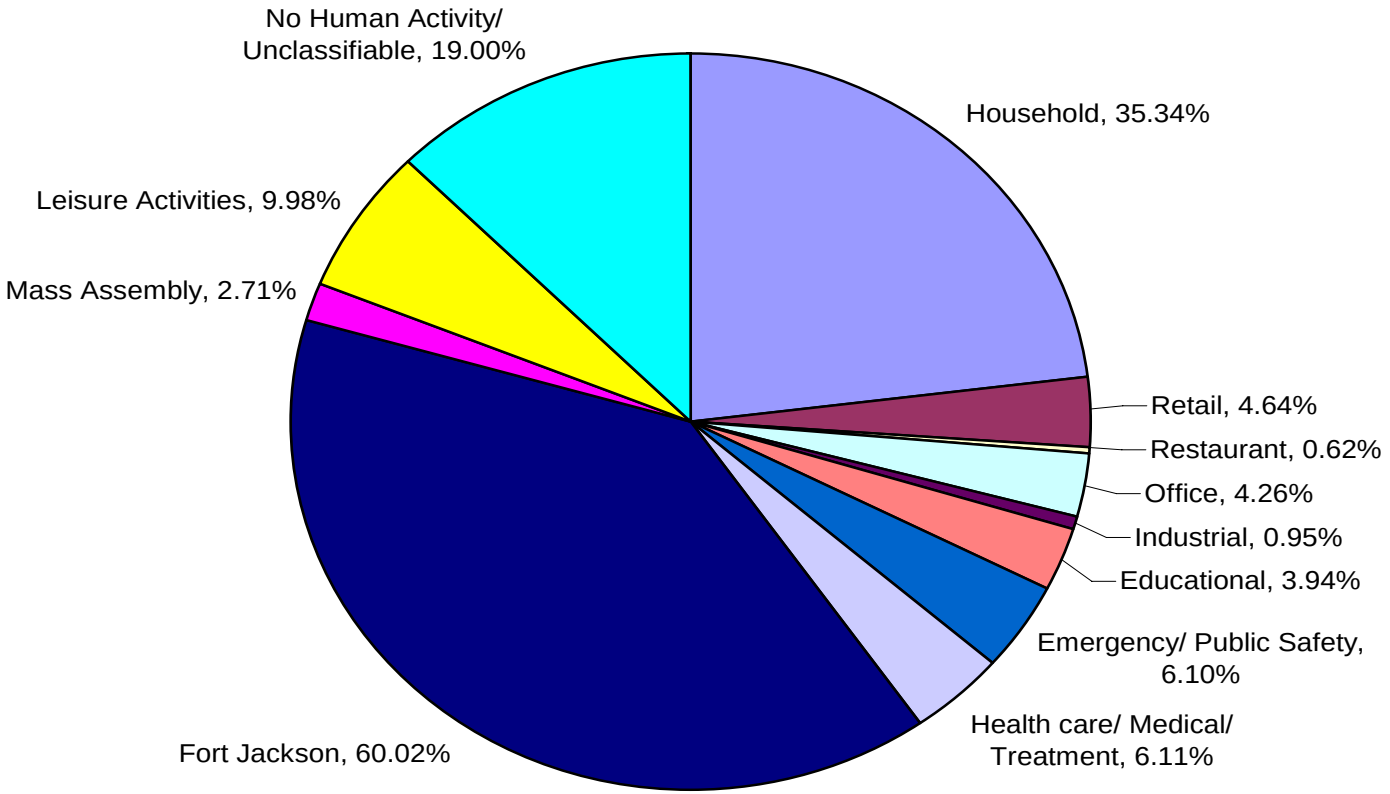
Columbia's land use patterns vary based on the historical timeframe of development and proximity to the City Center. For instance, having been the first to be developed and laid out, the city center is very diverse and a mix of uses. Within the original grid, there is no one commercial, office, or residential area. It is developing in a traditional urban form and continues to serve as a definitive regional nucleus. Major roads span out from the center, carrying with them a sheathing of commercial uses followed by residential neighborhoods.

The core of the City is ringed by interstates, which are fed by the outstretched arterial roads from the city center, and thus are also that which feed the city center. With the exception of the flood prone southwestern area below Olympia, which spans along the Congaree River to the Congaree National Park, development tends to be moderately dense with interconnection within the interstate beltway. Outside of the inner ring, the interstates diverge into five different directions, accompanied by a variety of different roads. Following closely is a suburban, less dense development

pattern with land uses that tend to be more segregated in a hierarchical order and density.

By far, if accounted solely by sheer land use, Columbia's primary use is military, 60.02%. The second major use is residential, 11.27%, followed by un-parceled lands like roads, rivers, and railroads, 8.08%. Undeveloped/vacant lands account for 6.06% of the total land area within the City, and commercial and leisure uses are almost equal in the amount of land that they encompass (3.04% and 3.18% respectively).

Land Use for the City of Columbia, SC



Activity	LandUse	Parcels	Area in acres	Percentile
1100	**Household**	**30807**	**9,752.45**	**35.34%**
	Single-family	*29577*	*8,922.58*	*32.33%*
	Multifamily	*1095*	*732.73*	*2.66%*
1200	**Transient**	**60**	**98.46**	**0.36%**
	Hotels, Motels	*49*	*90.19*	*0.33%*
1300	**Transient & Institutional**	**35**	**147.21**	**0.53%**
2100	**Retail**	**906**	**1,279.67**	**4.64%**
2200	**Restaurant**	**228**	**170.23**	**0.62%**
2300	**Office**	**940**	**1,176.56**	**4.26%**
3000	**Industrial**	**111**	**262.21**	**0.95%**
4100	**Educational**	**143**	**1,088.43**	**3.94%**
	Nursery & Grade Schools	*53*	*432.91*	*1.57%*
	Colleges and Universities	*55*	*566.73*	*2.05%*
4200	**Emergency/ Public Safety**	**24**	**1,683.85**	**6.10%**
4300	**Utilities**	**28**	**54.83**	**0.20%**
4400	**Mass Storage (water/gas/chem)**	**4**	**1.87**	**0.01%**
4500	**Health care/ Medical/ Treatment**	**156**	**1,687.05**	**6.11%**
4600	**Interment/ Cremation**	**29**	**226.10**	**0.82%**
4700	*Military, "Fort Jackson"*	*1*	*51,916.72*	*60.02%*
5000	**Travel or Movement**	**10**	**86.76**	**0.31%**
5200	**Vehicular Movement**	**595**	**383.70**	**1.39%**
	Parking Structures	*19*	*14.98*	*0.05%*
6000	**Mass Assembly**	**300**	**747.83**	**2.71%**
	Passenger Assembly	*4*	*3.94*	*0.01%*
	Spectator Sports Assembly	*12*	*149.65*	*0.54%*
	Movies/ Concerts	*10*	*20.26*	*0.07%*
	Exhibitions/ Fairs	*3*	*88.85*	*0.32%*
	Mass Trainings/ Drills, etc	*1*	*2.31*	*0.01%*
	Social/Cultural	*256*	*353.82*	*1.28%*
	Galleries/Museums/Zoo	*14*	*138.15*	*0.50%*
7000	**Leisure Activities**	**130**	**2,753.53**	**9.98%**
	Active Leisure	*35*	*305.07*	*1.11%*
	Passive Leisure	*80*	*268.22*	*0.97%*
	Water related Leisure	*8*	*235.62*	*0.85%*
8000	**Natural Resources related**	**10**	**753.89**	**2.73%**
	Farming related	*6*	*724.55*	*2.63%*
	Pasturing, Grazing, etc	*4*	*29.35*	*0.11%*
9000	**No Human Activity/ Unclassifiable**	**4932**	**5,242.10**	**19.00%**
Other/Indefinable Areas			***6,989.47***	
Totals		**39448**	**27,596.73**	**100.00%**

86,502.92	City
51,916.72	Fort Jackson
34,586.20	City - FtJackson
6,989.47	Right of Ways

Transportation

Transportation

Both citizens and planners cite transportation as one of their major concerns for Columbia in the next ten years. In 2007, the South Carolina State Legislature had the foresight to include Transportation as a new element required in local comprehensive plans when they amended the South Carolina Local Government Comprehensive Planning Enabling Act of 1994. This amendment required Land Use and Transportation to be developed "in coordination to ensure transportation efficiency for existing and planned development."

Additionally, due to the scope and implication of transportation decisions facing the Columbia Metropolitan Region and South Carolina as a whole, many reports and studies have recently been commissioned by various jurisdictions. A large amount of research on this issue was either recently completed or is in development by Richland County, Central Midlands Council Of Governments (CMCOG), and the State of South Carolina, which comprises a lengthy and nearly complete list of Columbia's existing transportation conditions, deficiencies, needs, as well as an array of recommendations. These plans and studies are incorporated herein by reference:

- Long Range Transportation Plan (COATS)
- Transit Plan
- Commuter Rail Feasibility Study
- Bike and Pedestrian Pathways Plan
- Motor Freight Transportation Plan
- Congestion Management Plan
- Intelligent Transportation Systems Plan
- Human Services Transportation Coordination Plan

- Lower Richland Sub-Area Plan
- Richland County Transportation Study (Richland On The Move)
- Richland Greenways Plan
- Statewide Multimodal Transportation Plan (SCDOT)
    - Statewide Corridor Plan
    - Statewide Mass Transit Plan
    - Statewide Railroad Right-of-Way Preservation Plan

See Regional Transportation Map

Road Network

Columbia is a major hub for the state and the Southeast region. Interstates 20, 26 and 77 merge in Columbia and serve as a beltway for the metropolitan area and have been a catalyst for suburban and economic development. Other major roads serve as primary regional transportation corridors: SC277, Two Notch Road (US1), Garner's Ferry Road (US378), Broad River Road (US76), North Main Street (US21), Farrow Road (SC555), Bluff Road (SC48) and Taylor Street / Forest Drive (SC12); and primary local transportation corridors: Assembly Street, Huger Street, Blossom Street, Elmwood Avenue, Bull Street, Harden Street, Rosewood Drive, Gervais Street, Beltline Boulevard, Millwood Avenue, St. Andrews Road, Devine Street, and many others too numerous to list here.

The City Center and many of its urban neighborhoods within the Interstate Beltway have a linear or curvilinear street grid pattern generally with sidewalks and some limited bike lanes. Thanks in part to this grid pattern, as well as a newly upgraded intelligent transportation system of timed signals and interlinked sensors to manage traffic flow, there is relatively little congestion in the downtown City Center even during peak hours. This is not the case outside of the Beltway whereby almost no streets can be found in any form of a systematic grid pattern. Rather, commuters and travelers are dependant on a hierarchical system of streets, roads, highways, and interstates. As a result, congestion quickly turns into gridlock during peak hours.

On average, Americans commute 25 minutes daily, for a total of nine full days each year.[1] The daily five hour average "Rush Hour" congestion throughout Columbia annually costs each commuter $304.00 and costs the metropolitan region economy $73 million annually.

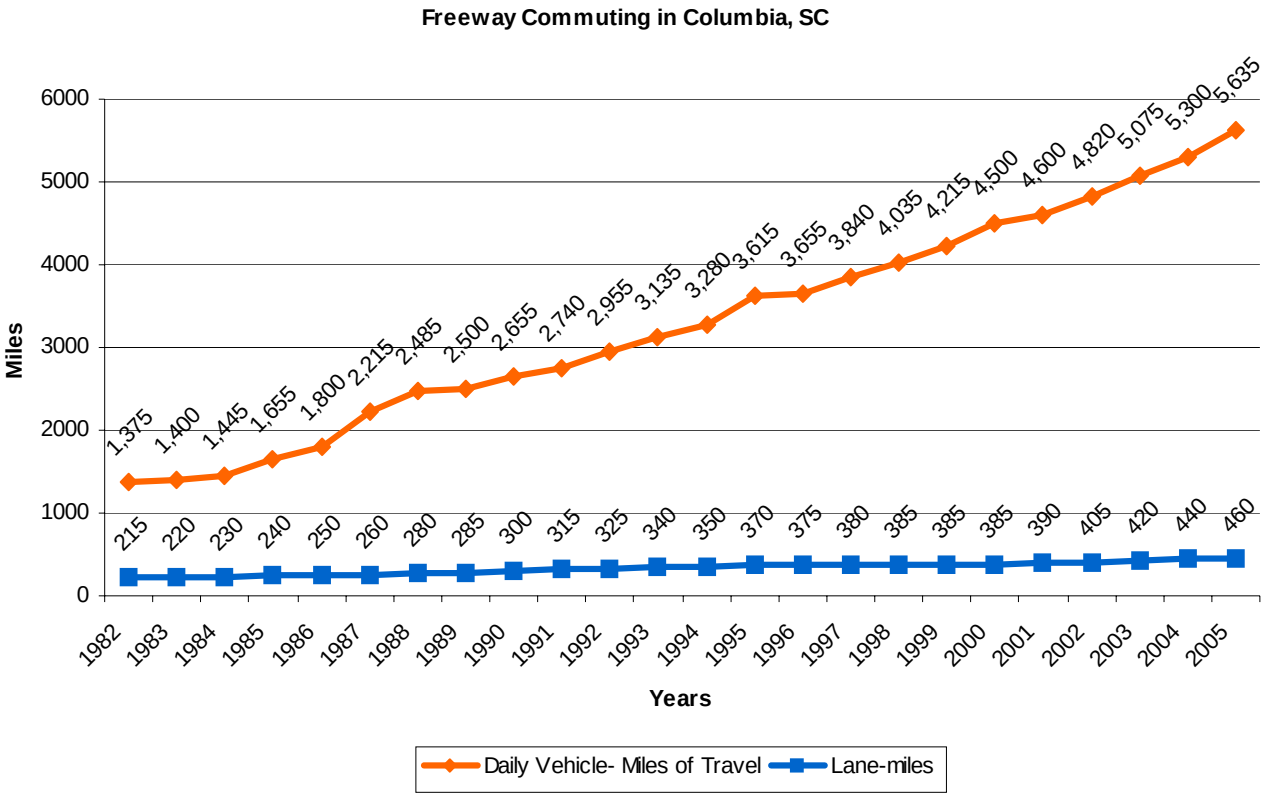


Figure 1: Source: "2007 Annual Urban Mobility Report", Texas Transportation Institute.

A majority of automobiles are parked 22 to 23 hours a day. While either at residences, on neighborhood streets, commercial parking lots, or a municipal garage in City Center; parking considerations consistently dominate development and planning decisions throughout Columbia. This distorts the emphasis of the landscape in favor of the motorist versus those using alternative forms of transportation. With parking lots

[1] US Census

being a dominate landscape feature in Columbia, the City does not leave a memorable impression on tourists and visitors.

The last 60 years of transportation thought, policy, practice, and funding have emphasized the use of the automobile over all other forms of movement. Owning a car in modern times is not only a symbol of one's individual freedom of choice in movement, but also a status symbol and even a right of passage for teenagers. This change in culture toward the automobile has also caused a monumental shift in development patterns and lifestyles, of which we as a society are only now becoming aware.

Automobiles also accelerate another problem that affects all residents equally: air pollution. With air quality non-attainment status a growing concern for both Columbia and the Midlands region, this has become a pressing matter, not just for the health and safety of residents, but also from an economic development standpoint. Reductions in Single-Occupancy Vehicles on Columbia's roads are just one of many possible solutions to raise air quality and prevent growth and development from being severely limited by Federal penalties.

Richland on the Move: As part of the understanding of current roadways and conditions throughout Columbia and county-wide, Richland County's *Richland on the Move* reports and memos provide a detailed and complete insight into the regional roadways, including those inside the City of Columbia. Technical details, levels of service, and other important existing conditions for the City can be found in these documents. Also, *Richland on the Move* studied in detail the current conditions of

existing public transportation, pedestrian and bicycle facilities. Many of the projects outlined within *Richland on the Move* will have an impact within the City of Columbia during its lifespan of 2009-2016, including major road improvements, new road construction, and transit expansions and projects.

Due to the conflicting nature of the schedules between The Columbia Plan and *Richland on the Move*, there could be alterations and other considerations that will need to be accounted for based on the outcome of this report.

Pedestrian and Bicycle Facilities

Walking and bicycling are rapidly becoming a common means of transportation throughout Columbia; however, the City's environment is not a favorable one for these modes of transportation. Outside of the beltway, sidewalks are limited or generally not welcoming to pedestrians by design with few if any signalized crosswalks.

Since the mid twentieth century, walking and biking have been considered forms of recreation rather than forms of transportation. Therefore, suburban streets were not designed with these modes of transportation in mind and rural roads were not upgraded to incorporate pedestrian and cyclist access. In fact, neighborhood design and placement effectively prohibited walking and biking as a means of transportation.

As with South Carolina, pedestrians and cyclists in Columbia are statistically more likely to be killed than in the rest of the United States. "The numbers show that as a result of the 125 pedestrian fatalities experienced in 2006, [South Carolina] ranked 4th in the nation with 2.89 fatalities per 100,000 population. Nationally the rate is 1.60 pedestrian fatalities per 100,000 population. Also in 2006, after 16 persons died as a result of bicycle-motor vehicle crashes, South Carolina's fatality rate stood at 3.70 per million population. That is the 7th highest death rate in the nation -- 1.12% higher than the national average of 2.58 deaths per million population."[2]

There are a great variety of factors to which this can be attributed, but one aspect that the City of Columbia can control is community design. Placing the first priority of consideration on new construction, renovation and resource allocation for

[2] "The Need for Bike and Pedestrian Facilities." South Carolina Department of Transportation. http://www.scdot.org/getting/BikePed/BP_need.shtml. Accessed 10 July 2008.

pedestrians and bicyclist use, we can ensure that the most vulnerable are adequately protected. Everyone from the youngest child to the oldest adult has the right to safely walk and bicycle throughout Columbia as a means of transportation.

Transit System

The Central Midlands Regional Transit Authority operates Columbia's bus system. While the system is modest at present, it far exceeds its predecessor in quality, efficiency, and timeliness. Many improvements have been made within the past five

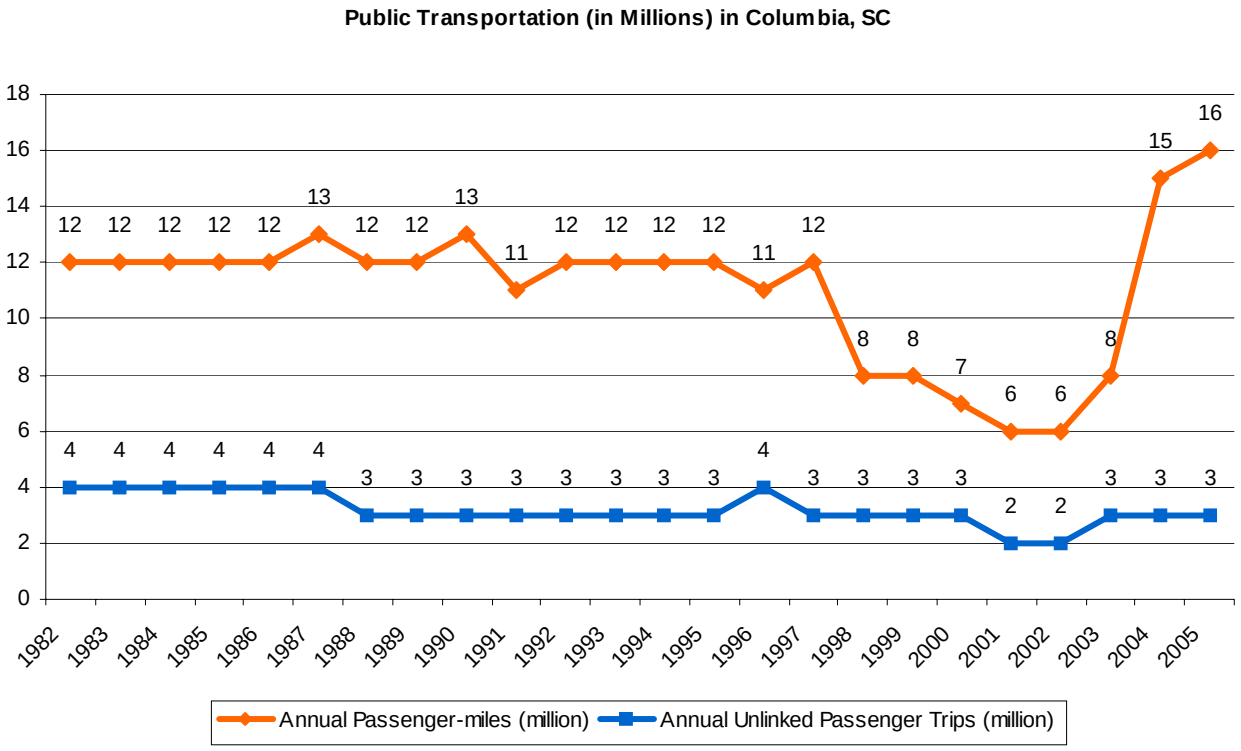


Figure 2: Source: "2007 Annual Urban Mobility Report", Texas Transportation Institute.

years

Since the inception of CMRTA such as all new buses, signed bus stops, and a new "bus barn" maintenance facility capable of expansion to service commuter rail equipment.

As much as walking and cycling must be protected, Columbia must also ensure residents who have to travel longer distances across Columbia can do so more easily and safely. Therefore, mass transit also has to be as high of a priority as the private

automobile. Reliable forms of transportation have been found to be a major obstacle in locating, gaining, and retaining employment. By not ensuring all neighborhoods and residents have equal access to public transportation, the City of Columbia is placing its residents at a distinct social and economic disadvantage. With the creation of a simple transportation needs hierarchy, Columbia can begin to ensure that regardless of the mode, everyone can move freely and safely throughout the City.

One of the challenges of operating a transit system is identifying a permanent source of dedicated funding. As anyone in the transportation field will tell you, public transportation is not a money making business. It, like roadways and aviation, is subsidy dependent. In fact, nearly all forms of people moving are subsidized in some way.

Another challenge to successfully operating a transit system is increasing ridership. In order for public transportation to be efficient, population densities within the service area must be high enough to support it. The system must also offer frequent service in a timely and reliable manner that limits the number of transfers a rider has to make and the subsequent layover times. When asked, Columbia residents responded that they strongly desire to take public transit, but indicated that they did not use transit because it did not go where they needed to go. In addition, the second most common comment was that the trip time and frequency of buses further deterred them.

The Central Midlands COG has recently completed a Commuter Rail Feasibility Study, which identified 3 likely routes for an initial commuter rail system: Camden-

Columbia, Newberry-Columbia, and Batesburg-Columbia. As of this writing, further study is being undertaken to meet Federal requirements of feasibility before Federal funding can be initiated for the Camden-Columbia route, which was deemed the most practical at this time.

Columbia, unlike many other prominent cities in South Carolina, has an Amtrak passenger rail station in the City Center which sees significant ridership despite having only one Northbound and one Southbound train daily. In addition, the State of South Carolina is exploring the potential of intercity passenger rail between the major metropolitan areas of the state. This is something already undertaken by our neighbors, North Carolina and Georgia, with great success. In fact, much of the necessary right-of-way already exists, but under the ownership of the freight railroads.

Aviation and Freight

The Columbia area boasts of two airports: Downtown Columbia-Owens Field and Columbia Metropolitan Airport. The former being home strictly to corporate and private aircraft of a non-commercial nature, and the latter being a passenger terminal and major UPS air freight hub for the region in Lexington County.

Owens Field recently underwent modernization with construction of a new terminal building and additional hangers. Columbia Metro undertook a major expansion and renovation of its passenger terminal building, concourses, and the addition of a parking garage.

As previously mentioned, Columbia is ringed by 3 interstate highways, which facilitate the movement of motor freight in and around the region. Additionally, however, Columbia is well known – or rather infamous – for being a major railroad junction. Northbound and Southbound freight heading to and from Savannah and Charleston – and soon Jasper and Orangeburg inland ports – pass through Columbia. In the late 1990's, a major undertaking consolidated most of the downtown rail traffic into a large "ditch" carved through the City Center. This benefited both the rail companies and the community at large by eliminating dangerous rail crossings and facilitating the movement of automobiles and pedestrians along Gervais Street. It also had the added benefit of an economic boom in the former warehouse district which continues to this day. Additional rail line consolidations are under consideration by local, state, and federal officials which would remove several major impedances and improve all modes of transportation.

Goals, Policies and Objectives

Based upon the severity and the demand for certain actions from the citizens of Columbia, focus group participants, and input from city staff, the following recommendations are made.

1) Overall Transportation

Goal: Develop a Complete Mobility System of transportation modes by building and upgrading the quality of transportation infrastructure throughout Columbia through an equitable, functional, accessible and sustainable balance of an interconnectivity of transportation modes thus improving the quality of life and movement for all residents.

a) Hierarchy of Transportation Planning Emphasis

Policy: Establish a hierarchy of transportation needs to focus on the movement of people by needs and considerations when constructing and designing phases and fund allocation:

(1) Pedestrians/Bicycles

(2) Mass Transit

(3) Automobiles/Roadways

b) Bike/Pedestrian Coordinator

Policy: To ensure that the needs and safety of pedestrians and bicycles are properly accounted for, the City of Columbia should create a bicycle/pedestrian coordinator to guarantee that all projects, renovations, and new developments meet the safety, accessibility and mobility needs of its residents.

Description: One of the highest demands voiced throughout the creation of The Columbia Plan has been the concern of citizens to be able to move throughout Columbia without automobiles. In the coming years, Columbia will face a multitude of challenges creating even higher demand for alternative transportation. As gasoline prices increase and the median age of the population increases, there will exist a changing emphasis on movement modes. The next 10 years will greatly change how we view transportation; therefore we should begin creating environments now that are safe and adequate for providing residents safe alternatives to driving.

c) Holistic Design & Planning

Policy: Require a transportation master plan, for all three movement options, as part of any redevelopment, construction, PUD, subdivision, other master planned projects, and comparable major land use developments.

Description: The simple intent of this guideline is to ensure the seamless movement of all residents and visitors throughout Columbia as a whole. Construction, subdivisions and PUDs should not impede or become barriers for movement. These plans should identify internal/external roadway connections, linkages to existing and expected sidewalks/bicycle lanes/greenways, and other similar paths and trails. It should also identify the applicability for public transportation allowing residents the opportunity to use this service. It should also address the implications of free movement to all high-traffic generating areas, such as schools, parks, recreation spaces,

and commercial and retails locations. By planning in the beginning for all three modes of transportation, we can ensure equality and accessibility for all residents.

d) Viable Transit

Policy: Create, promote, and ensure viable transit options for all people, regardless of residency, within the City of Columbia.

Description: The ability to easily move throughout Columbia provides economic benefits, but also dramatically increases the quality of life of all people throughout Columbia. This should become a fundamental consideration for the City and not an amenity. Mobility should be seen as an extension of the City's oversight to protect the health, safety, and welfare of all residents.

2) Mass Transit

a) Residential Densities

Policy: Work to raise the densities of residential portions of Columbia to allow for greater support of public transportation.

Description: With many residents of Columbia asking for a wider and stronger public transportation system and considering the economic and employment opportunities related to transit, the City of Columbia should begin creating the necessary density within select corridors to support public transit. By allowing mixed use developments and encouraging in-fill development versus

sprawl, Columbia can begin to establish the critical mass to create a stronger mass transit base.

b) Transit Stations: Multi-Modal Station

Policy: Study the feasibility and location considerations for the creation of a station that serves as a hub for all transportation options for the Columbia Metropolitan Region.

Description: It is incumbent upon the City to identify and preserve a location for a future multi-modal transportation hub in the City Center. The hub should be designed and located so as to accommodate all forms of surface transportation: automobile; taxi; shuttle; local, express, and commuter bus; long distance bus (Greyhound); commuter rail; intercity passenger rail; long distance passenger rail (Amtrak); streetcars, and light rail.

c) Level of Service

Policy: Establish a baseline and achieve a level of service for transportation that supports and focuses growth into the desired areas, while providing choices for citizens.

Description: One of the easiest methods to guide economic development throughout Columbia is to work on establishing and creating options of transportation and availability to these identified locations. While much of this does lie outside the control of Columbia, it can help shape these decisions to better generate and guide development throughout the city.

d) Bus Service

Policy: Work with Central Midlands Regional Transit Authority and other supporting jurisdictions to strengthen and modernize the bus system for the advantage of all Midlands residents.

Description: Having a timely, adequate and modern bus system can help alleviate many problems afflicting the existing system. Supporting the CMRTA can have impacts on air quality improvements, traffic and parking congestion, roadway quality, and quality of life improvements. This support can also ensure that all residents and neighborhoods have equal access to mass transit and everyone can move about Columbia with relative ease and security.

Policy: Work to ensure, at minimum, express bus service to the Columbia Metropolitan Airport.

e) Commuter Rail

Policy: Continue working with joint-ventures for the study and implementation of commuter rail for Columbia and the Midlands region.

Description: Feasibility studies have already concluded that the Columbia metropolitan region could support commuter rail, specifically a Camden-Columbia route with stops in Richland Northeast and Elgin, with minimal investment when compared with what it would cost to add additional interstate capacity.

f) Intercity Passenger Rail

Policy: Work with state legislature, transportation officials, and other interested sister cities to promote the development and implementation of a state-wide intercity passenger rail system.

3) Designing a Sense of Place

a) Transportation and Development Patterns

Policy: Use land use decisions and street designs to manage traffic flow and reduce the need for street expansion.

Description: Research into the implication of street widening has consistently found that expansion translates into higher levels of congestion. Instead of creating wider, impassible streets; the City of Columbia should make the design and use of streets an ally in fighting the congestion problems that portions already experience.

b) Reduce Distance to Neighborhood Services

Policy: Permit and encourage the development of mixed use structures in neighborhoods to allow residents to shop and obtain daily goods without driving.

Description: These help the environment, the neighborhood economies, and the strength of place and pride in the community.

c) Walking and Biking Oriented Neighborhood Design

Policy: Require and promote neighborhoods to have sidewalk and bicycle access so as to provide residents with transportation options.

Description: By providing access and opportunity to alternate transportation throughout the city in this manner, this will provide more viable options to residents and also reduce the amount of automobile traffic throughout neighborhoods, lower noise and air pollution, and make it safer for children and all residents to move freely around the City.

d) Site Design & Layout

Policy: Promote the use of site planning and arrangement, which encourage and promote the use of alternate transportation.

Description: Traditional design and location of buildings places an emphasis on the use of automobiles. Examples of this emphasis can be seen throughout the Columbia Metropolitan area. By reversing this orthodox trend, we can encourage the use of alternative transportation. The broad benefits are lower air pollution, lower traffic congestion, less emphasis on land for parking spaces and a livelier, pedestrian/bicycle friendly urban environment.

e) Parking Structure Design

Policy: Design and build parking garages and facilities to serve the needs of all transportation users, including bicyclists and pedestrians.

Description: Designing these structures to provide amenities for all modes, not just motorists, will better integrate them into the community. The inclusion of design elements such as shelters for public transportation, bicycle racks, sitting locations and other amenities, makes these spaces available and

active for everyone to use, instead of the singularly focused nature of traditional parking lots and garages. By designing for all, this will mitigate the negative impacts of these structures, making them community strengths instead of weaknesses. Structures must also have retail/commercial uses on the ground floor in urban areas to seamlessly blend into the storefronts and landscapes already established, instead of breaking up the pedestrian experience with vacant façades and impermeable stretches.

f) Street Life

Policy: Develop guidelines and policies creating a vibrant street life through the promotion of adequate transportation options.

Description: By ensuring that everyone can reach in-demand areas, regardless of the mode of transportation, permits greater customer traffic into these areas.

g) Street Trees and Buffer Strips

Policy: Plant street trees at all possible opportunities, where feasible and appropriate, to create a sense of place, enhance the street environment, and provide a physical separation between streets and sidewalks.

Description: This separation provides space for light poles, fire hydrants, bus shelters, street furniture and right-of-way preservation. Also, these spaces serve as a location for beautification and storm water runoff collectors by providing a more environmentally sound means of storm water run-off control.

Enhancing the urban tree canopy provides a multitude of benefits by reducing air pollution, heat absorption, and other beneficial environmental effects. They can also serve to provide a natural barrier between the pedestrian and vehicular traffic, thus providing safety and security.

Policy: Develop and construct pedestrian buffer strips in a manner that is fitting with surrounding areas and adds to the safety and sense of community.

Description: While the construction and design of these strips can vary greatly depending on the built environment and intended application, these strips are decorative ornamentation for neighborhoods and corridors. They also help provide safer physical separation of streets and sidewalks. However, complete paving/coverage of these locations with materials must be discouraged to strengthen physical separation between sidewalks and streets. The design parameters of these should be based upon the context of the location.

h) Building Setbacks

Policy: Reduce the required building setbacks in neighborhoods and suburban settings, and encourage zero setbacks in urban settings to improve pedestrian movement and strengthen the urban design of these locations.

Description: By bringing the buildings up to the street, this encourages pedestrian movement to and through these locations. This also requires necessary parking spaces to be internalized within the site, making it safer for pedestrians/bicycles and masking the parking from sight. Implementation of

this can be done through the study and creation of maximum setbacks in the zoning ordinance.

i) Parking Lot Placement

Policy: Require site planning and design to encourage placement of parking away from the streets, instead of being between the building and the street.

Description: The reasoning and effects of this rather simple site design has great implications on the quality of life and visual signature throughout Columbia. Bringing buildings to the street fronts and concealing parking to the inner portions of the blocks will make Columbia a friendlier place for pedestrians and bicyclists, create a vibrant environment, and minimize the visual blight of large parking lots. This will help establish and maintain a stronger sense of community throughout Columbia and also ensure a better quality of architecture, design and construction throughout the entire municipality. Furthermore, there is the added benefit of security from theft and vandalism.

j) Parking Maximums

Policy: Modify the existing zoning ordinance to establish a maximum number of parking spaces, replacing the existing minimum-level requirements.

Description: As research has shown, the average automobile is parked roughly 22 to 23 hours a day, and has a depressing effect on economic development, tourism, design and preservation efforts, and numerous other

planning and civic endeavors.[3] By revising the current ordinance requirements from a minimum number of spaces to a maximum number of parking spaces, the City of Columbia can overcome many of the development problems afflicting the urban centers and their surrounding neighborhoods. A detailed study on parking availability, pricing, and allocation should be conducted to fully understand the current parking situations and guidance for implementation. This, however, cannot be accomplished without a viable public transportation system, parking garages, and walkable streets.

k) Streetscaping

Policy: Redesign select major transportation corridors to beautify and enhance their usability for all modes of transportation, including bicycle and pedestrians.

Description: With recent streetscaping projects, such as Gervais Street, Lady Street, and Five Points, the benefits to economic development and visitors to these locations is apparent. With major corridors like Assembly Street severing the connection between two major commercial districts and major forthcoming projects, and the automobile oriented Devine and North Main Streets; corridors such as these can become locations that still permit the necessary traffic movements, while also making it safer for pedestrian and bicycle movement. With this enhancement, such defined corridors would draw substantial economic and revitalization to these areas.

[3] See "The High Cost of Free Parking" by Donald Shoup.

4) Pedestrians & Bicycles

a) Linkage Consideration

Policy: Provide and ensure proper linkages for bicycles and pedestrians by removing obstructions/barriers and enabling access over bridges.

Description: Obstructions to safe and efficient movement exist in various forms throughout Columbia. Some examples of these can include freeways, heavily trafficked streets, bridges, and segmented development. By not requiring safe routes, this prohibits residents from walking and bicycling to nearby destinations. In these instances, alternative spaces such as pedestrian walkways, tunnels or retrofitting existing infrastructures should be completed to provide a necessary and safe separation of modes.

New and retrofitted bridges must allow for the safe and efficient movement of bicyclists and pedestrians throughout the City.

b) Access to Community Facilities

Policy: Ensure that all community facilities and schools can be accessed safely using alternative modes of transportation.

c) Safe Sidewalks

Policy: Provide all possible opportunities for safe pedestrian movement in the form of sidewalks separated from the streets by planter stripes or similar buffer zones.

Description: Sidewalks are an essential urban element when creating a safe environment for all residents. They provide a sense of separation for both motorists and pedestrians.

Repair, replace, or install new ADA compliant sidewalks and ramps on all existing public streets.

Policy: Establish an endowment fund to ensure funding of these projects.

d) Both Sides of Streets

Policy: Require sidewalks to be built on both sides of the street in a separate manner from the streets.

Description: Limiting unnecessary street crossing to use sidewalks can limit incursions into the streets, making them safer for both pedestrians and motorists.

e) Safe Routes to School

Policy: Work to promote and expand implementation for the creation of safe routes for students to walk and bicycle to their schools.

f) Crosswalks/Median Breaks

Policy: Establish, maintain, and clearly mark crosswalks at appropriate intervals to prevent unprotected street crossings.

Description: With the unique lengths of block faces and irregular development and street patterns outside the original planned grid, the availability of crosswalks in appropriate and key intervals is paramount to ensuring the safety and ability of pedestrians to move around Columbia. A means of

visual identification and separation should be constructed, such as alternating stripes of the paving materials/colors to provide easy identification for drivers.

g) Pedestrian Timed Lights

Policy: Study the length of time given to pedestrians for crossings.

Description: The basic assumption of 2.5 feet per second for crossing a street does not accurately account for all users and street types in the community. With the average age of citizens increasing, this may not provide enough time for all residents to safely cross streets.

h) Bicycling as Viable Transportation

Policy: Promote and support bicycling as a means of alternate transportation.

Description: Ensuring that all viable options of personal transportation are available safety and the ability to quickly move about Columbia is a basic necessity of all residents. Adequately supporting bicycling can also serve be a means of recreation and commuting, while providing a viable means of transportation that all residents can use.

i) Bikeways and Lanes

Policy: Create safe and continuous bikeways and lanes between activity centers throughout the City of Columbia.

Description: The safety consideration for each street stems from its use, topography and design. Most streets in Columbia are only constructed for motorists and hostile for cyclist use. Bikeways (off-street means) and lanes (on-street means) should be constructed, clearly marked, and adequately

maintained and policed to provide the necessary level of use and safety for cyclists to commute and use recreationally.

j) Supporting Facilities

Policy: Provide adequate facilities that support bicycling as a means of transportation throughout Columbia.

Description: The consideration of bicycling for commuting and recreation require similar facilities to that of the automobile such as short and long-term parking, sheltered parking in garages, and other similar considerations given for automobiles. Consideration for special facilities may be needed in certain situations to help make bicycling more feasible throughout Columbia.

5) Streets

a) "Complete Streets"

Policy: Apply an ordinance to require "complete streets" for all roadways throughout Columbia when renovating or building new streets and thoroughfares.

b) Street Signs

Policy: Place larger signs on major thoroughfares and streets in easy to identify locations.

Description: As the population ages and number of new residents moving to Columbia increases, better and larger signage can help alleviate confusion, decrease the potential for traffic accidents, and make Columbia a friendlier

tourist destination by removing the intimidation many people feel about being in a new location.

c) Wayfinding

Policy: Create a uniform, city-wide wayfinding signage system.

Description: Having an easy to read and uniform wayfinding system makes Columbia a friendlier tourist destination. This also helps citizens move about Columbia more easily and identify various locations and structures.

d) Lighting/Safety

Policy: Provide appropriate degrees of lighting for safety based on the streetscape, sidewalk usage, and needs of each neighborhood.

Description: Having the proper lighting can benefit the safety of all transportation users, especially pedestrians. Certain locations, such as crosswalks, busy intersections, transit locations and bicycle facilities are indispensable for use and safety. The timing, intensity, and effectiveness should be calibrated for each location in an appropriate manner. Lighting should also be appropriate for the design and character of the location in which it is installed.

e) Maintenance

Policy: Maintain the quality of all roadways for the forms of transportation they are providing and serving.

Description: Maintenance for cars is a well-known and constant expenditure, but maintenance for pedestrians and bicycles is equally important. Spaces,

both dedicated and informally used, should be maintained for these uses to an adequate level.

Policy: Establish an endowment fund for maintenance and repair of city owned streets, sidewalks, and other transportation infrastructures.

Description: With the ever-increasing cost of construction and maintenance of roadways, the city should establish a special endowment fund similar to that of the water and sewer fund to be used specifically to maintain and repair streets and sidewalks and other transportation related infrastructure owned or maintained by the city.

f) Right-of-Way Preservation

Policy: Follow the recommendations and prescriptions outlined in conjunction with the Central Midlands Council of Governments to preserve corridor rights-of-way for specified thoroughfares as outlined in the regional transportation plan.

6) Districts

a) Urban Centers

Accessibility

Policy: Ensure all urban centers are accessible and accommodating to all users of various mobility needs and transportation modes.

Description: Urban centers are major attractions and retail centers, requiring a higher-level of special consideration to ensure the access and mobility of all residents. These spaces should provide and require all the necessary elements and accommodations. Pedestrians, people in wheelchairs, bicyclists

and motorists must be able to travel and move safely and quickly throughout these portions of Columbia.

b) Street Network

Policy: Use streetscaping and pedestrian improvements to encourage walkable, joined urban centers.

Description: While City Center and the Vista are geographically neighbors, they are separated by Assembly Street. By redesigning the dimensions of this roadway, this separation of the pedestrian environment can bridged. However, this is not the only example of such a division by streets in Columbia. These identified locations should be redesigned to create an ease of movement for pedestrians and bicycles in order to connect the City landscape.

c) Neighborhoods

Self Enforcing Street Designs

Policy: Design streets to regulate their own speeds and traffic flows.

Description: Through the allowance of on-street parking, the planting of street trees, the use of basic design elements, streets can help police their own speeds and regulate the amount of traffic traversing them.

d) Pedestrian/Bicycles Consideration

Policy: Ensure adequate sidewalks and bicycle paths are required to serve as an alternate means of transportation throughout the neighborhood and interconnect adjoining neighborhoods for residents.

Description: Most trips within neighborhoods can be easily accomplished through walking or bicycling. Requiring adequate facilities will promote these forms of transportation for short distances and also reduce the amount of traffic on neighborhood streets, making the streets safer for everyone. This also has the effect of making the streets livelier, building a stronger sense of community, and encouraging residents to self-police the neighborhoods.

e) Mass Transit Accessibility

Policy: Ensure neighborhoods have adequate access to public transit in a safe and dignified manner.

Description: Every neighborhood should have the ability to use public transit for their mobility needs. This can be accomplished by working with the Central Midlands Regional Transit Authority to create designed bus stops on the edges of adjoining neighborhoods. Due to its complexity, studies should be continued to address how accessibility can best be accomplished on a per neighborhood basis.

f) Design for Future Transit Potential

Policy: Ensure that new neighborhoods are planned and designed for future transportation needs and options.

Neighborhood Traffic Concerns

Traffic Calming

Description: Work with neighborhoods to modify existing through-streets to reduce traffic speeds and movement problems, while not lowering their usability and movement.

g) External Entrances

Policy: Ensure that all new construction, subdivisions, and planned unit developments are designed to be well-connected with the existing infrastructure, street designs, and patterns.

Description: An interconnected street system is a primary feature of Columbia, and should be continued. Ensuring the compatibility of new construction and/or in-fill development helps continue the streets and also promotes a sense of community. This is especially important for sections of Columbia that are currently undergoing revitalization and development.

7) Regional Planning Cooperation

a) Planning

Plan Collaboratively

Policy: Plan together and accordingly to achieve a regional transportation plan meeting the goals, requirements, and needs of the residents of Columbia.

Description: With almost all transportation policy completed at a regional scale, Columbia must participate in this planning to ensure for future policies which are in the best interest of the residents of Columbia and are compatible with the quality and design that makes Columbia a safer and more pedestrian/bicycle friendly community. However, with recent studies

completed for Richland County and Central Midlands Council of Governments, Columbia finds itself in a situation where transportation will be drastically affected in the coming years.

b) Environmental Considerations

Pollution

Policy: Design, construct, and require transportation improvements to minimize air, water, and noise pollution from disrupting of natural watercourses, drainage, and environmentally sensitive areas.

Description: With already outstanding problems with the non-attainment in air quality status and the abundance of bodies of water present throughout the boundaries of Columbia, protecting these elements becomes as vital as the ability of movement. The inclusion of urban design elements, such as street trees and native plantings can minimize these impacts. Mature street tree canopies have the ability to improve air quality, serve as a safety buffer between pedestrians and street traffic, provide traffic calming, and enhance the sense of place.

c) Natural Land Respect

Policy: Plan, develop, and regulate transportation improvements that respect natural land formations, topography, and natural uses.

Description: With a unique landscape throughout the boundaries of Columbia, ensuring minimal disturbance to natural features and landscapes

must be a top priority to make sure these are preserved and maintained for both residents and wildlife to utilize and enjoy.

d) Environmentally Friendly Transportation Alternatives

Policy: Actively promote forms of alternative transportation, such as bicycling, walking, public transit, and carpooling to lower the impacts transportation has on the environment.

e) Street Cleaning

Policy: Ensure the usability of streets, bicycle lanes, and sidewalks by cleaning up debris, sand, and other foreign materials to make Columbia streets safer and cleaner for all transportation modes.

f) Columbia as a Green City

Policy: Modify internal policies and practices of the City of Columbia in a manner that is more environmentally friendly for transportation decisions.

Description: The best way for Columbia to show the importance of acting in an environmentally friendly manner is leadership by example. Allow internal policies and practices to promote sustainability and to show the possible benefits of such actions. Some of these actions may include:

1. Provide shower and locker facilities for employees who ride bicycles;
2. Replace fleet vehicles with zero/low emission vehicles when possible;
3. Plant street trees to mitigate exhaust and air pollution;
4. Use alternate means of transportation for city service movement, such as bicycles;

5. Modify parking requirements and privileges to promote alternate transportation options, such as carpooling.
6. Provide for staggered shifts or 4-day workweeks where practical.

8) Benchmarks

Policy: Develop and adopt benchmarks based on the identified factors that the City of Columbia should achieve over the next 10 years.

Future Land Use

Future Land Use

The Future Land Use map is the representation of the future growth and development for Columbia. It serves as a guide for future planning, and elected officials' decision-making, especially in considering rezoning and new developments.

Differences between this map and the current land use zoning maps do not represent a change to a zoning category for any areas. The Future Land Use map serves instead as a guide for the future. When annexing, redevelopment, and rezoning requests are brought to the City of Columbia, the Future Land Use map helps inform the decisions makers on whether or not the proposed development is in accordance with the City's goals for the future growth of Columbia.

The Future Land Use element is a long-term, broad view of Columbia's future. It does not locate or define specific zoning categories, change a parcel's zoning category, or indicate any individual properties. The Future Land Use map is created to provide a broad overview of the future growth for Columbia through 2018.

This element, like The Columbia Plan, is a general policy document, not a specific regulatory document. The policies and maps within this element are provided to serve as a framework for elected officials, neighborhoods, and citizens as they consider and evaluate capital improvement programs, budgets, land development patterns, land use regulations, and zoning modifications.

The Future Land Use map is created by projecting 3,000 feet from the existing municipal boundaries. Based upon South Carolina's annexation laws, contiguous properties are the most likely to come into the city; therefore, the map also follows this

concept. This map only shows projected future land uses 3,000 feet from existing municipal boundaries.

The following table provides both the descriptions and purposes for the various categories of land use on the Future Land Use map.

See Future Land Use Map

The Future Land Use Map

Buffers		Description	Purpose
Riparian/Flood/Open Space		Restricted/Limited Development, Very Low Density, Large setbacks from watercourses, wetlands, endangered species habitats.	Protect people from natural conditions that may cause property harm and/or loss of life.
Military Buffer Zone		Low Density Development / Open Space	Inform Residents/Property owners of the impacts inherent in military installations, including noise, potential accidents and other nuisances. (JLUS)
Land Categories		**Description**	**Purpose**
Rural		Very low density. Limited Development, large setbacks, large lots, limited service provisions and transportation access.	Protect agricultural and farm lands.
Suburban		Low/medium density, mixed income, landscape buffers, tree preservation, curvilinear, sometimes non-connected street patterns, on-street parking allowed. Small/Medium setback maximums, limited to no alleys. Concentration of commercial activity along corridors and/or in nodes.	Provide and protect largely residential neighborhoods
Trans-Urban		Suburban zones experiencing rapid development and urbanization. Large tract developments, expanded use, density, and capacity, mixing the previous and new land uses.	Provide protection for neighboring largely residential neighborhoods, while encouraging growth and development along gateway and major corridors.
Urban	Core	Medium/high density, mixed use, vertical and horizontal design variations, pedestrian oriented frontages and setbacks, emphasis on structured parking, interconnected (grid) street system, higher Floor Area Ratios, street trees, medium/large blocks.	Promote and enhance the urban environment through preservation and design guideline overlays, creating a walkable urban center with high quality architectural design.
	Neighborhood	Low/medium density, mixed income, landscape buffers, tree preservation, mixed-use centers, curvilinear, interconnected street patterns, small block sizes, sidewalks-both sides, on-street parking allowed. Small/Medium setback maximums alleys, non fronting garages.	Protect and preserve residential neighborhoods character while encouraging a mixture of housing types, styles and prices. Encouraging the return of commercial and mixed use developments.

Managing Future Growth

Growth is always a desire of any city because it is seen as a means to achieve and finance the other wishes and need for the community; however, many communities are finding unmanaged growth to be equally a positive and a negative influence on the development of their neighborhoods and cities.

Not properly planning and ensuring for future growth can have a detrimental impact on the quality of life, community services, neighborhood character, and economic development. By creating policies and regulations that ensure smarter growth, Columbia can ensure the integrity of existing qualities. Encouraging future growth that is balanced, contextual, efficient, and sustainable will help benefit all residents and create a Columbia that we all want to see in 2018.

Often times, people associate negative aspects of cities to the word *density*. New suburbs are designed for a moment in time, assuming their surroundings will never change; however, almost always they are soon surrounded by similar patterns of development. This is the inherent flaw to modern suburban development and land use. Newer subdivisions are built to provide fewer complete streets and arterials, ensuring traffic congestion; remove nearby commercial and recreational opportunities, resulting in more vehicle miles traveled and less neighborhood amenities; designed without sidewalks and alleys, creating pedestrian and bicycle isolation and reducing safer means of alternate transportation; and no trees or buffers exacerbate the lack of green and open space available for residents. Through better policies we can ensure that growth

happens in a beneficial and proper way just as can be seen in many of Columbia's historic neighborhoods.

Joint Land Use Study

The City of Columbia, in cooperation with Fort Jackson, Richland County, Shaw Air Force Base, McEntire Air National Guard Base, McGrady Air Station and other stakeholders, began working to plan for the future. The Joint Land Use Study (JLUS) is a regional study of land uses and development to ensure the future needs of military installation and neighboring uses are met, while mitigating potential conflicts. JLUS is scheduled to be completed by the Fall of 2009 and ready for adoption and implementation.

While this plan is only the beginning stages, recommendations that are produced from this study will be instrumental in guaranteeing the longevity of regional military installations and ensuring the protection of neighboring properties.

Annexation History and Strategy

The City of Columbia has been very aggressive on growth by annexation since the late 1940's. There have been many factors in this growth, but the most striking is the annexation of publicly owned lands (i.e. Fort Jackson). During this time, the City has grown from a land area of approximately 10-12 square miles to over 135 square miles.

- 1940s Post-war growth, dozens of new & expanding neighborhoods on edge of town: Land area 10-12 square miles.

- 1950s Post-war growth, merger with Town of Eau Claire, major expansion of water & sewer system begins: Land Area 12-18 square miles.

- 1960s Major expansion of city limits, annexation of Fort Jackson late 60's: Land area 100+ square miles, only 20's without fort (81 square miles).

- 1970s Several large new subdivisions and apartment complexes: Land area about 110 square miles

- 1980s Initial Harbison annexation including state forest/prisons and existing northern neighborhoods: Land area 117+ square miles.

- 1990s Continued Harbison & surrounding areas, large new subdivisions in Northeast/ Northwest, and Southeast: Land Area 1990, high 120's + square miles.

- 2000s Large subdivisions/condominiums, state property, commercial sites: Land Area mid-130's; Estimate 2008 135.658 square miles.

Much of this growth in land mass, minus Fort Jackson, can be attributed to growth of

the City's water and sewer system. The City of Columbia has had a long standing policy to require annexation prior to provision of water and/or sewer and until 1992; this was accomplished by a signed agreement. After that year, the City began requiring either annexation (if contiguous) or a new restrictive covenant (if not contiguous). In recent years, the City has exceeded its internal goals for annexation of land area and number of units on several occasions. During this time, the City's annexation policy in effect has been one of react after rather than proactively pursue. Without specific goals or target areas, the result has been haphazard. In addition, many City officials/staff have expressed concerns that this growth pattern has stretched City resources and may compromise the City's ability to provide basic services to all city residents.

See Large Developments 1998-2007 Map

City of Columbia should review its policies and develop:

1. Fiscal assessment of large annexations to assure financial gain from annexation
2. Review strategic goals (population growth, key link to other lucrative property, vacant developable land, filing in donut holes, location and ability to service with existing services)
3. Add wording to covenants that annexation into another municipality would disoblige the City of Columbia from continuing to provide water service.
4. City may want to put in writing that they will enforce covenants on properties as they become contiguous. Question: Does this hold for commercial, single family residential?
5. City may want to identify test case for invoking covenants.
6. Utilize 75% petition method where applicable.

7. Strategic corridors: Farrow Road, I-77, Two Notch Road, Bluff Road, Garners Ferry Road

GOALS:

1. Grow the City's tax base.
2. Grow the municipal population.
3. Improve continuity and efficiency of municipal services

OBJECTIVES:

1. Two Notch Road and I-20 Corridor, east of I-77
2. I-77 Corridor from Parklane Road to Killian Road
3. Southeast Columbia

ISSUES & CHALLENGES:

- Commercial verses Industrial verses Residential versus Nonprofit ► Prioritization
- Need further coordination with data of covenants and mapping.
- Political consequences; Demographic changes; Fiscal implications for added services
- South Carolina annexation law

RESOURCES & ACCOLADES:

- Engineering/Zoning/Planning/County working well together with excellent coordination.
- Staffers are developing a consolidated annexation history database in GIS.
- Staffers have digitized the annexation process to make it highly efficient and accountable.

Goals, Policies and Objectives

Due to concern for the City's continued land use planning and development, citizens, along with city staff, have made the following recommendations:

1) Best Practices and Designs

Goal: Establish best practices to foster Columbia's urban character, scale, and community.

a) Context Sensitive Development

Policy: Work to ensure that development is fitting with the character of neighborhoods and design districts to create the atmosphere desired for these unique locations.

Description: Ensuring that new developments are compatible with existing development is necessary for Columbia to develop a sense of place and character. Lands defined within the Future Land Use map should strive to match similar construction and design principles that are prevalent in these locations. This not only ensures a unique sense of place for these areas, but also for Columbia as a whole.

b) Protect and Revitalize inner city neighborhoods

Policy: Identify and prioritize distressed neighborhoods for assistance and improvements to sustain the integrity of Columbia.

Description: The future stability and development of these inner city neighborhoods is vital to the future growth and atmosphere of Columbia. Maintaining the historic fabric and feeling of these communities directly feeds

into the strong sense of place Columbia enjoys today. Through assistance and efforts, preservation and revitalization of these neighborhoods can be accomplished, making Columbia safer and stronger, while preserving its unique atmosphere.

c) Decentralize community services, amenities, and facilities to serve more neighborhoods

Policy: Ensure a fair distribution of services and amenities throughout Columbia to allow all residents to make use of these community services and facilities.

Description: Distribution of community goods throughout Columbia ensures that all residents have access and increases the number of neighborhoods that have an equal opportunity to take advantage of the many services and goods the City of Columbia offers. This also has the added benefit of reducing vehicle miles required to reach them, encourages pedestrian and bicycle use, and creates a stronger sense of community. Through promoting multi-modal and greater connectivity of trails and path linkages, movement can be accomplished safely and without the use of automobiles.

2) Enhancing a Sense of Place

Goal: Improve Columbia's image and aesthetics in order to enhance a unique sense of place.

a) Designing a sense of place in Columbia

Policy: Articulate the unique heritage and character of Columbia through monument gateway entrances and unique identifying design and facilities.

Description: A simple, yet powerful aspect of Columbia that goes overlooked constantly is its sense of place. Through the creation of 'gateway' entrances into the City along major corridors, unique identifying features, and design, Columbia can better show its history and the unique characteristics that make Columbia a great place to live and work.

b) Improve Commercial Corridors

Policy: Strive to improve the quality, aesthetics, and access to commercial corridors throughout Columbia.

Description: With placement along many of the major thoroughfares into the City, their design and access can be a visitor's first impression of Columbia. Through these improvements, Columbia can also help generate a stronger sense of place. By implementing overlay zones, along with design guidelines and principles, Columbia can better promote architectural, signage, wayfinding, and landscape enhancements.

c) Innovations in Architecture

Policy: Encourage and promote innovative architectural design.

Description: With such a variety of architecture already present throughout the City, there are many available chances to create within a wide variety of existing contexts. By encouraging these designs, Columbia gains notoriety for being open to design and innovation, while tourists and residents get to enjoy great designs. These buildings can become works of public art that all can enjoy for decades to come.

3) Preservation and Sustainability

Goal: Establish standards and regulations for the Columbia's future land use to protect the natural environment in future developments and expansions.

a) Protect Columbia's natural environment and landscape.

Policy: Study and develop a natural water bodies buffer plan.

Description: Water quality and habitat protection can be easily accomplished by having a stronger understanding of the needs and boundaries of these bodies of water. Commissioning a study to understand the bounds and effects will help provide the guidance and policies that will ensure the quality and longevity of these ecosystems for the future.

b) Encourage the use of environmentally friendly development for the preservation and protection of sensitive areas and with density incentives for sustainable practices.

Policy: Develop special zoning and/or overlays to encourage cluster zoning/low-impact development for sensitive areas to ensure their protection and preservation.

Description: Parcels that could be affected with buffers for environmental protection should not lose their potential based on their natural amenities. These parcels should be allowed to make use of an optional zoning overlay to better encourage low-impact and cluster development. This ensures the public's interest in maintaining the environment and water quality while protecting homeowners from potential flood damage. At the same time it will

maintain the economic viability of these parcels.

c) Extraterritorial Jurisdiction Boundary

Policy: Form a committee to develop and implement an extraterritorial jurisdictional boundary for the City of Columbia's future growth and development.

Description: Permitted under the South Carolina State Planning Enabling Act[1], an extraterritorial jurisdictional boundary is a line drawn between urbanized and rural lands, providing definition to the limits at which the urban area will grow. This provides a rational way to phase the expansion of urban growth and offers discrete amounts of contiguous and relatively compact development as warranted by the market. This encourages higher density, which benefits community facilities and public transportation, as well as in-fill development within the boundary. At the same time, this preserves vital farmland and the rural character of the outlying areas of Columbia.

d) Smart Growth Practices

Policy: Study the capability of smart growth, as well as similar practices, and their potential application and effect for the City of Columbia.

Description: The unique environment, physical structure, and climate of Columbia make it difficult to apply a textbook means of growth management. Therefore, City Council should direct staff to study the best practices and means to bring smart growth practices, including a growth boundary, to the

[1] Title 6, Chapter 29, SC State Law.

City of Columbia.

4) Land Use Planning and Traffic Congestion

Goal: Reduce the need of single occupancy vehicles trips and travel through better land use planning techniques.

a) Mixed Use Zoning

Policy: Encourage the use of MX zoning districts citywide, especially along gateway corridors.

Description: Encouraging the expansion of the Mixed Use zoning option can create a safe and friendly environment for pedestrians, and it can reorient Columbia from be completely dependent on the automobile for movement. This has a wide range of benefits including:

- Reducing the amount of congestion and parking problems;
- Less vehicles equates to less air pollution problems;
- Ensures the mobility of all residents, including the majority that cannot drive a automobile;
- Create pedestrian friendly locations, which are more popular and enjoyable;
- Improves the health of residents through walking and bicycling;
- Revitalize distressed areas;
- Make these spaces safer and deterrents to crime.

b) Neighborhood Shopping

Policy: Provide more opportunities for neighborhood scale commercial and retail.

Description: Locating commercial and retail into neighborhoods can help serve the residents within proximity, while also revitalizing aspects of our community that have been lost with the creation of single-district zoning. Such proximity also eliminates some short vehicle trips, helping to reduce the amount of traffic congestion and air pollution. Additionally, the inclusion of live/work development can help reintroduce the walkable self-contained neighborhoods from Columbia's past. Reintroduction of neighborhood scale establishment also presents a means to incubate and attract small businesses into the City of Columbia.

c) Form-Based Zoning

Policy: The City of Columbia should begin to study the potential benefits and effects of implementing Form-Based Zoning.

Description: Refining the way we convey zoning will refine the way development can occur throughout Columbia. Through form-based zoning, confusion and argument over interpretation can be substantially reduced and allow all stakeholders, including the citizens of Columbia, a chance to understand the meaning of the regulations, instead of fighting over the meaning of the words. Creating this concise and graphical format opens the zoning and design process to everyone, not just those who can read and interpret the complex zoning regulations present today. Form-based zoning is more amenable and promotes creating mixed-use zoning and multi-modal transportation. This would compliment the intent and goals for the City's new

MX zoning districts.

5) Parks and Open Space

Goal: Increase the amount of active and passive parkland and also open space throughout the City of Columbia.

a) Trails and Greenways

Policy: Expand and interconnect greenways and trails throughout Columbia.

b) Future Park Space

Policy: Fund and implement active procurement of land for future parks.

Description: Purchasing land for parks and open spaces before development occurs around them ensures that parks can continue to grow and match the needs of the residents.

c) Parks as In-Fill Development

Policy: Create in-fill parks on available open tracts of land to better serve neighborhoods.

Description: By purchasing vacant and unused tracts of land in established neighborhoods, the amount and proximity of open space would grow and provide more neighborhood level park space to benefit the surrounding neighborhoods.

d) Parks Requirements

Policy: Require a percentage of park space, public and private, for all new residential and large-scale commercial developments.

6) Neighborhoods

Goal: Protect and enhance the atmosphere and community of established neighborhoods.

a) Contextual Growth

Policy: Ensure new and in-fill development is compatible with existing and historical contexts for their location.

Description: Through designation for historic overlays and application of Interim Measures for Historic Designation, neighborhoods have been able to protect their history and character. The inclusion and expansion of this list for other neighborhoods entering into the historic threshold will become of greater importance in the next ten years. Ensuring their continued preservation is in the best interests of the residents, as well as the City. By continuing and expanding the efforts to designate neighborhoods, Columbia can easily preserve a very rich portion of its heritage.

Through urban design overlays, unique commercial corridors and nodes can be protected and grow appropriately to enhance the quality of life in the area by encouraging a mixed-use pedestrian environment

a) Revitalization

Policy: Work to revitalize and improve declining neighborhoods throughout Columbia.

Description: The renaissance and longevity of existing inner-city neighborhoods is paramount to the continued growth and development of

Columbia. By implementing the recommendation in the Affordable Housing Task Force report and targeting these distressed neighborhoods for priority reinvestment and improvement will help to revitalize neighborhoods, creating high-quality environments for all residents of Columbia. Possible incentives could include reductions in parking requirements, density bonuses, setback relaxation, and expedited review.

7) Maximizing Community Facilities

Goal: Establish land use policies maximizing community facilities efficiency for all users and customers.

a) Maintaining Service Capacity

Policy: Ensure new development does not overburden or lower existing capacity and levels of service to residents and customers.

Description: Maintaining and ensuring the highest quality community facilities and goods is a hallmark of the City. Ensuring this quality will become more important over the next 10 years. As growth and expansion occurs, attention should be directed to making sure services are not weakened by overdevelopment and sprawl.

Focus capital improvement and similar projects on improving the existing infrastructure and systems versus the expansion of the service boundary.

b) Transit Oriented Development

Policy: Increase the potential for Transit Oriented Development to achieve the proper density needed for mass transit feasibility.

Description: Transit Oriented Development (TOD) is a new form of development that focuses land uses around a station along a transit corridor. This form of development brings many benefits including a concentration of development, introduction of mixed use development, preservation of natural resources and land, expanded housing opportunities, and increased job opportunities for all residents, especially low-income residents.[2]

8) Land Use Balance

Goal: Achieve balanced land uses to support the needs and growth of Columbia.

a) Developing Inward

Policy: Prioritize redevelopment and in-fill development over outward, new development.

Description: Focusing growth inward with in-fill development and redeveloping vacant properties helps reinforce and strengthen Columbia's tax base, focuses investment and infrastructure improvements into existing areas, and helps prevent sprawl and further similar development. This refocusing strengthens and maximizes the existing infrastructure use, while encouraging commercial and retail to choose locations that would help serve the needs of distressed neighborhoods.

b) Balancing Residents Needs

Policy: Improve the job balance and relation of affordable housing throughout Columbia.

[2] http://www.mass.gov/envir/smart_growth_toolkit/pages/mod-tod.html

c) Municipal Annexations

Policy: Require careful and complete analysis of annexation proposals to assess their financial, growth, and service impacts on immediate and future services and other factors within the City of Columbia.

Description: The purpose of annexation should be to make Columbia a better place overall. The City of Columbia can help ensure its longevity through studying and channeling annexation in ways that will achieve the City's goals, help grow its tax base and population, and guarantee the continuity and efficiency of municipal services.

9) Coordination and Cooperation

Goal: Ensure and maximize coordination between Land Use planning and Transportation planning to ensure they compliment each other.

a) Implementing Complete Streets

Policy: Work towards developing transit, bicycle, and pedestrian supportive streets and corridors.

Description: With a growing emphasis on creating Complete Streets, both by the City and the Richland on the Move task force, the next 10 years will see an increased emphasis on mobility and the creation of streets that provide pedestrian, bicycle, and automobile movement.

- Require bicycle and pedestrian improvements as a component in all new development, redevelopments and projects.

- Create an ordinance requiring a “Complete Streets” development for all new
- residential and large-scale commercial development in the City of Columbia.

b) Public Transit and Land Use

Policy: Allow higher densities in proximity to existing corridors and locations.

Description: Residential density is important to creating sustainable and feasible public transportation. By encouraging Transit Oriented Development and increasing the amounts of Mixed-Use Development through the increase of MX zoning, such as the plan for North Main Street, the effectiveness and longevity of public transportation can be greatly improved.

c) Housing – Jobs Proximity

Policy: Where appropriate, locate affordable housing near employment centers to reduce the dependence on automobiles and encourage multi-modal opportunities.

Description: A recent study entitled “Growing Together: Thriving People for a Thriving Columbia”, showed that one of the major obstacles for Columbia’s residents seeking and maintaining employment is the ability to reach these jobs. While this proximity also has benefits in terms of reducing air pollution and traffic congestion, the strongest benefits are for residents who are looking to find and keep employment. By creating and ensuring affordable housing near employment centers, the City of Columbia can help residents

maintain employment and aid in further economic development throughout all areas of the City.

d) Manage Traffic Impacts

Policy: Coordinate proposed development with existing traffic patterns and levels of service to prevent an increase in traffic congestion.

Policy: Require traffic impact studies for all new residential and non-residential developments.

10) Proactive Planning

Goal: Support actions and plans that prevent blight and the decline of older neighborhoods and districts, and encourage their revitalization efforts.

a) Affordable Housing Task Force Recommendations

Policy: Implement the Affordable Housing Task Force Recommendations as outlined in the Final Report.

b) Housing Trust Fund

Policy: Develop and fund a Housing Trust Fund.

Description: By creating this fund, the City of Columbia can ensure the availability and future growth of affordable housing. Further research and study has to be undertaken to ensure the establishment and funding are appropriate for the existing conditions in Columbia.

c) Transportation – Land Use Linkage

Policy: Develop better linkages and connections between transportation planning and the City's future land uses considerations.

Description: Due to the strong implications that each of these planning aspects have on each other, through the review process, staff, Planning Commissioners and City Council need to actively examine the implications between these aspects of city development and how they will affect Columbia.

9

Priority Investment

Priority Investment

In June of 2007, the South Carolina Assembly passed the Priority Investment Act (PIA)[1]:

> "A priority investment element that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommends the projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads, and schools. The recommendation of those projects for public expenditure must be done through coordination with adjacent and relevant jurisdictions and agencies. For the purposes of this item, 'adjacent and relevant jurisdictions and agencies' means those counties, municipalities, public service districts, school districts, public and private utilities, transportation agencies, and other public entities that are affected by or have planning authority over the public project. For the purposes of this item, 'coordination' means written notification by the local planning commission or its staff to adjacent and relevant jurisdictions and agencies of the proposed projects and the opportunity for adjacent and relevant jurisdictions and agencies to provide comment to the planning commission or its staff concerning the proposed projects. Failure of the planning commission or its staff to identify or notify an adjacent or relevant jurisdiction or agency does not invalidate the local comprehensive plan and does not give rise to a civil cause of action."

The intent of this element is to analyze the potential funding sources available for community facilities over the next 10 years. With funding, revenue, and rates constantly in flux, this element will not generate a specific Capital Improvements Program. Instead, the Priority Investment element will help provide guidance for the future growth and funding of projects throughout Columbia.

Coordination

Throughout the stages and processes of writing The Columbia Plan, Columbia's Planning Department staff met with various interested parties, citizens, focus groups, regional jurisdictions, Central Midlands Council of Governments, and Richland County in

[1] S 266, http://www.scstatehouse.net/cgi-bin/web_bh10.exe?bill1=266&session=117.

an effort to coordinate with all stakeholders involved with the future of Columbia and the metropolitan region.

Throughout the creation of The Columbia Plan, ensuring the promotion and fostering of existing plans has been a principal concern. With various plans in differing stages at the regional, city, and neighborhood levels, ensuring the integration and implementation of these plans is crucial for the future of our region.

Columbia participates in the Columbia Area Transportation Study (COATS) and also has played a role in the creation of the *Richland on the Move* Transportation plan. Both of these have long-range implications on the transportation systems throughout the region and county which impact Columbia. They are incorporated by reference into this document.

The City has created other plans for other sections of Columbia, such as the North Main Street Plan and East Central City plans. Both of these plans have gone through extensive public input and review. The Columbia Plan strives to help reinforce these plans and their implementation during the next decade. Equal in these development plans are the many task forces and their recommendations, such as Climate Protection Action Campaign (CPAC), Affordable Housing Task Force, Code Enforcement Task Force, and The U.S. Conference of Mayors Climate Protection Agreement.

Priority Investment Zones

When listing Priority Investment Zones, the locations of the many plans either in the process of implementation, or waiting to begin, are naturally appropriate. These

plans include various levels of detailed analysis, location considerations, and public input. They are perfectly suited to be the initial catalysts for this implementation. The allocation and designation of Priority Investment Zones should be created on the boundaries and areas outlined in these plans and emphasize the recommendations found within:

- A Plan for the Development of East-Central City
- Central Midlands Commuter Rail Feasibility Study
- City of Columbia Consolidated Plan for FY 2005-2010
- Columbia Area Transportation Study (COATS)
- Columbia/Sumter Empowerment Zone
- Development Corporations of the City of Columbia
- Five Points “Future Five” Redevelopment and Master Plan
- Innovista Master Plan
- Joint Land Use Study (JLUS) with Fort Jackson, McGrady National Guard Base, McEntire Air National Guard Base
- Nationally and Local Historic Districts and Individual Landmarks
- Central Midlands Council of Governments Lower Richland Sub-Area Plan
- The Master Plan for the Villages of North Columbia
- Richland on the Move
- The Bike and Pedestrian Pathways Plan for the Columbia Area Transportation Study

Goals, Policies and Objectives

Due to concern for the City's continued land use planning and development, members of residents, along with city staff, have made the following recommendations:

1) Dialogue and Coordination

Goal: Facilitate an on-going level of dialogue, coordination and cooperation with neighboring municipalities, utilities, and other relevant agencies to maintain and further the quality of life, sustainability and positive growth for Columbia and the Midlands region.

a) Notification

Policy: Provide written notification to all agencies, jurisdictions, public service districts, school districts, transportation agencies or other relevant entities of all major and minor subdivision or development proposal affecting their service or jurisdictional area and will

Policy: Seek the same courtesy from the other neighboring local governments.

Policy: Coordinate the provision of capital improvements with other relevant agencies and jurisdictions.

Description: As outlined within the legislation, this entails, "written notification by the local planning commission or its staff to adjacent and relevant jurisdictions and agencies of the proposed projects and the opportunity for adjacent and relevant jurisdictions and agencies to provide comment to the planning commission or its staff concerning the proposed projects. Failure of the planning commission or its staff to identify or notify an adjacent or

relevant jurisdiction or agency does not invalidate the local comprehensive plan and does not give rise to a civil cause of action."

2) Capital Improvements

Goal: Outline a Five Year Capital Improvements Program for the City of Columbia.

a) City-Wide Capital Improvements Plan

Policy: Develop and maintain a city-wide Capital Improvements Program (CIP) for a 5 year timeframe.

Description: Through the creation and implementation of a city-wide CIP, this would provide a management tool for City Council and staff for the future needs and investment locations throughout the Columbia. This also gives valuable information to residents, businesses, developers, and others who have interest in the future growth and development of Columbia. The information presented in the CIP can improve the timing and coordination of projects, while coordinating the City of Columbia with neighboring jurisdictions and private developments.

b) Department-Level Capital Improvements Plans

Policy: Require all city departments to create a departmental-level CIP.

Description: Each of the department-level CIPs should be incorporated into a comprehensive city-wide CIP, allowing the City to understand all the different requests and recourses that require attention. The various needs can be prioritized, and innovative funding identified, for their implementation.

Depending upon the needs and resources, there is the potential for State and Federal opportunities for assistance in implementation and funding.

c) City of Columbia Strategic Plan

Policy: Ensure the implementation of the City of Columbia Operational Strategic Plan.

Description: The creation and implementation of the Operational Strategic Plan demonstrates the City's concern for both residents and visitors. The Operational Strategic Plan proposes:

- To enhance the quality of life in the City of Columbia for all citizens, customers and visitors.
- To enhance and protect our natural and built infrastructure and environment.
- To enhance Columbia's future role as the flagship municipality in South Carolina through the use of Best Practices for local government operations.
- To grow the City's tax base by facilitating opportunities for present and future generations of citizens to reach their full economic, social, and cultural potential.

3) Funding

Goal: Create an objective and fair means for the prioritization of Capital Improvement Projects. Study and develop various methods of funding for its implementation.

Policy: Establish a methodology for the prioritization of Capital Improvement Projects to maintain appropriate levels of service and repair/replace facilities in a proactive manner.

Description: Developing a methodology ensures that the most feasible and pressing projects are addressed first to achieve the best use of public funds and potential overall return on investments, while at the same time ensuring the highest quality of services for residents. The prioritization should be established by the mitigation of public hazards, replacement and renovation of obsolete structures and equipment, expansion and creation of new facilities, and those that serve new growth and development and redevelopment over the course of the CIP.

The Future Land Use map shows current municipal service area; the City of Columbia should study the merit a joint-service growth boundary with Richland County, which would concentrate resources and Capital Improvement Projects inside the boundary to help revitalize and reinvest into existing neighborhoods and districts to strengthen Columbia.

Investigating the potential sources of revenue and income that could supplement the existing income for the City of Columbia has become a principal matter. The most overriding issue is the extent of non-taxable property inside the City limits, over 40% of City excluding Fort Jackson.

City of Columbia Net Assets

	Governmental Activities			Business-type Activates			Totals		
Assets	**2004**	**2005**	**2006**	**2004**	**2005**	**2006**	**2004**	**2005**	**2006**
Current and Other Assets	$ 118,890,899	$ 95,216,134	$ 114,139,005	$ 143,835,376	$ 189,936,917	$ 214,000,986	$ 262,726,275	$ 285,153,051	$ 328,139,991
Capital Assets	$ 116,003,331	$ 157,930,199	$ 186,146,982	$ 471,140,514	$ 501,318,280	$ 526,554,122	$ 587,143,845	$ 659,248,479	$ 712,701,104
Total Assets	$ 234,894,230	$ 253,146,333	$ 300,285,987	$ 614,975,890	$ 691,255,197	$ 740,555,108	$ 849,870,120	$ 944,401,530	$ 1,040,841,095
Liabilities									
Long-term Liabilities Outstanding	$ 46,611,088	$ 38,723,196	$ 97,243,381	$ 123,693,460	$ 165,571,042	$ 211,866,932	$ 170,304,548	$ 204,294,238	$ 309,110,313
Other Liabilities	$ 35,980,157	$ 30,824,953	$ 29,848,817	$ 22,285,422	$ 30,602,783	$ 19,952,096	$ 58,265,579	$ 61,427,736	$ 49,800,913
Total Liabilities	$ 82,591,245	$ 69,548,149	$ 127,092,198	$ 145,978,882	$ 196,173,825	$ 231,859,028	$ 228,570,127	$ 265,721,974	$ 358,911,226
Net Assets									
Invested in Capital Assests, net of Related Debt	$ 13,958,745	$ 45,224,118	$ 97,571,358	$ 347,215,982	$ 323,319,938	$ 412,723,624	$ 361,174,727	$ 368,544,056	$ 510,294,982
Restricted	$ 88,268,459	$ 54,858,328	$ 6,982	$ 33,854,487	$ 18,553,749	$ -	$ 122,122,946	$ 73,412,077	$ 6,982
Unrestricted	$ 50,075,781	$ 83,515,738	$ 75,615,449	$ 87,926,539	$ 153,207,685	$ 95,972,456	$ 138,002,320	$ 236,723,423	$ 171,587,905
Total Net Assets	*$ 152,302,985*	*$ 183,598,184*	*$ 173,193,789*	*$ 468,997,008*	*$ 495,081,372*	*$ 508,696,080*	*$ 621,299,993*	*$ 678,679,556*	*$ 681,889,869*

Funding Mechanisms

The City of Columbia has been active in establishing partnerships with other jurisdictions, governments, non-profits, non-governmental organizations and private resources. The City strives to leverage funds to maximize their use for the taxpayers. Here are several mechanisms to generate revenue to meet capital needs for the residents.

Local Options

General Obligation Bonds

A primary means of funding for Capital Improvement Projects, General Obligation Bonds (G.O. Bonds), are secured by Columbia's projected future property tax revenue streams. Under current allowances, the State of South Carolina allows local governments to borrow 8% of the assessed value of taxable property. To issue bonds in excess of the 8% maximum would require a referendum.

Tax Increment Financing

Primarily designed to provide financing for the public costs associated with private development projects, Tax Increment Financing (TIF) is a method that has been around for many decades. Under a TIF, the

property tax increases resulting from a development are targeted to repay the public investment expended on a project.

Impact Fees

Impact Fees are another major means of providing for infrastructure and community facilities improvements to newly developed properties. The funds generated from these fees cannot be used towards existing deficiencies or to create a higher level of service for future projects than what is currently the standard. They provide a means to both permit growth and development, while not passing along the costs to all the taxpayers.

Capital Projects Sales Tax

This tax is implemented in many municipalities throughout South Carolina and has the ability to allow projects and construction not previously possible. As with many taxes to help provide funding, this can be dedicated to many various means. As part of the *Richland on the Move* proposal, a potential one cent sales tax is being discussed for the funding of road improvement throughout Richland County.

Other Potential Local Options

- Water Rate/Tap Restructuring
- Revenue Bonds
- Business Improvement District
- Municipal Improvement District
- Hydrant Fees
- Sales Tax
- Business License Fees
- Fees, Fines, & Permits
- Water & Sewer Revenue
- CityLiving Loan Pool

State Options

- Sales Tax
- Accommodation and Hospitality Tax
- Revenue Sharing
- Capital Bonds

Federal Options

- Department of Transportation
- Brownfields Programs
- Environmental Protection Agency
- Economic Development Administration
- Homeland Security
- Community Development Block Grant
- Department of Justice
- Land & Water Conservation Fund
- Private Options/NGO

Policy Matrix

Implementation of a 10 year plan requires a high level of programming and sequencing in order to begin. The matrix outlines the key considerations that help ensure both the sequence and assistance in making The Columbia Plan tangible. Foremost, it provides the time frame for the policies. This helps ensure that requisites are in place, providing the basis for future policies to build upon. It also lists entities that can help with the implementation of the policies. Certain organizations and bodies play a primary role in implementation, such as the City of Columbia might in creating zoning policy. Other organizations can help support the implementation of these policies, such as the South Carolina Department of Transportation could help in implementing more bicycles lanes throughout Columbia.

The policy matrix provides a snapshot of the interactive nature of the policies. Many policies fit best within a single element; however, their impact can have effects in numerous others. Gauging these effects highlights the overlap of these policies and how they can be used to build and strengthen various aspects of the elements.

Each element of The Columbia Plan is broken down into section within the matrix, outlining the policies prescribed. For more information, explanation, or data please refer back to the element containing that policy.

See Matrix

10

Appendix 1: Public Input Results

Public Input Results: August – December 2007

Columbia Planning Department
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compplan@columbiasc.net

MEMORANDUM

From: Jeff Crick, City Planner
To: Planning Commission
CC: Chip Land, Planning Director
Subject: Results from the Fall Public Input Meetings and Survey

Date: 7 January 2008

The results from the series of public input gatherings in the fall for The Columbia Plan have allowed us to isolate some of the primary concerns for a majority of the residents of the City of Columbia. These concerns include: access to public transportation, sidewalk and bicycle lane access, higher quality architectural design and correspondingly stronger design review, increased tree preservation, a riverfront park, and more neighborhood parks.

To better gauge and understand the needs of the citizens of Columbia, a series of 5 meetings and a 4 month long survey were conducted. The results of these two forms of public input have yielded substantial data and a wide array of ideas about the course that Columbia should be taking.

Several appreciable trends have emerged as priorities for the citizens of Columbia. One of the chief concerns for residents is transportation and mobility, a concern which focuses primarily on sidewalks, bicycle lanes, and public transportation rather than on automobiles.

A second concern residents cite is the location and proximity of parks. A plurality of residents, both on surveys and in public comments, would like to see an emphasis placed on smaller, neighborhood parks. The input also shows that the public would like to see the development of a riverfront park, as well as the continued development of a greenway through town, as major priorities for the next ten years.

The public also had a variety of concerns regarding the built environment. First among these concerns was sprawl, a topic which came up early and often throughout the entire public input period, which translated to a strong showing on the survey. Throughout both forms of input, the public also expressed doubts about the strength of the current design review process and the corresponding lack of quality in Columbia's urban environment. Due to the separation of these items on the boards and survey, they both show strong emphasis in the numbers, as this was an issue that was a constant point of discussion and concern, regardless of where the citizen lives in Columbia.

Appendix I: Public Meeting Boards and Results

Total votes cast on all boards: 333

Economic Development

	Votes
Promote and strengthen a business friendly environment that supports existing business success and attracts new, diverse, and innovative business opportunities.	
Establish a coordinated program to market the attributes of Columbia as a vibrant place to invest and enjoy a well rounded lifestyle.	
Foster economic vitality by supporting an inclusive environment of livability and opportunity that encourages innovation and creativity.	
Enhance individual lives through partnerships with workforce development agencies and allies in order to raise the per capita income and meet the employment needs of local businesses.	
Preserve and enhance Columbia's unique historical and natural assets to attract new businesses, residents, and tourists.	

Cultural Resources

	Votes
Explore avenues for an umbrella organization, perhaps a Cultural Affairs Office, as a conduit for information and coordination between cultural organizations and their events.	
Find ways to expand, in scope and applicability, established financial incentives for the promotion of the arts in Columbia.	
Produce better visual marketing of City *within* the City (banners, gateway signage, etc.).	
Expand the connections between our cultural community and its contribution to the economic development of the City.	
Expand cultural and historical resources toward becoming a magnet the tourist economy.	

Natural Resources

	Votes
Strengthen the City's tree protection requirements and extend these to include residential property.	
Prevent development of floodplains, wetlands, and steep slopes	
Promote Low Impact Development (LID) engineering practices to preserve existing landscapes and mitigate environmental damage.	
Preserve, protect and restore trees and other vegetation next streams, rivers and lakes to prevent water pollution.	
Prevent sprawl through incentives for infill development, mixed use developments, and other sustainable growth practices.	
Promote energy conservation and other natural resources to reduce emissions.	

Transportation

	Votes
Establish a system of people movement that ensures complete mobility, such as train, bus, automobiles, bicycle and pedestrian movement.	
Develop and encourage the development of "Complete Streets" (wheelchair, bike paths, sidewalks, etc.)	
Ensure equal access to all transportation options to all neighborhoods in Columbia.	
Place emphasis on creating maximum parking instead of minimum parking requirements.	
Implement means to foster and expand the availability of public transportations.	

Housing

	Votes
Reduce number of dilapidated/boarded houses in the City (promote renovations instead of demolitions).	
Keep healthy number of work force housing.	
Continue to encourage appropriate in-fill development.	
Discourage house "flipping"/soaring home prices caused by a few.	
Guarantee public transportation is available, within a reasonable distance, in every neighborhood.	

Community Facilities

	Votes
Establish parks that are more oriented towards neighborhoods, instead as destination/feature parks, such as "pocket/oasis" parks and small green spaces.	
Create facilities for growing and unique sports, such as soccer, lacrosse, cricket, rugby, etc.	
Create a trail system to connect larger parks/greenway together to improve circulation, increase park usage and allow for more users to reach parks safely.	
Create community facilities and spaces inside of these parks to serve and accommodate of the residents each park is in proximity to.	

Future Land Use

	Votes
Address and improve quality of life for City residents, employees, and visitors through better mixture of establishments and uses.	
Maintain existing character of historic neighborhoods and commercial districts.	
Increase the diversity of housing options in affordability, architecture, housing type, and location.	
Expand and improve the urban fabric of the City through better design standards and policies.	
Support conditions to foster a more habitable environment within the City.	

Other/Comments

O1 Ensure sprinkler systems are installed in both commercial and residential buildings.
O2 Fire access is adequate for emergency vehicle use.
O3 Increase in fire and police services to accommodate growth throughout the City.
O4 Ensure new develoments meet code requirements to make safety a priority for our citizens.
O5 Road widths are also adequate, especially where fire hydrants are installed.
O6 Safety - better crime prevention in neighborhoods
O7 Business study should go beyond Monticello & Main. Suggest continuing on to Prescott and Main.
O8 Direct mailings in bill (water) concerning home maintenance loans.
O9 Labor: Work Force training
O10 Look into a "Frisbee Golf" course in the city parks. They are inexpensive to establish/maintain and would be useful almost year-round.
O12 Schools, crimes, vibrant downtown, N. Main & other corridors, More retail (Charleston, Savannah) Public transportation, more rooftops, Affordable housing, gentrification, diversity, apartments, mistakes over last 40 years? Report: Cooper, land banking, fair housing, job training, economic dev.
O13 Need tax base, not people moving to Blythewood
O14 revitalized streets and beautiful buildings preserved
O15 State employee conventions always held in Myrtle Beach and Charleston, need to hold in Columbia
O16 New individuals coming into town pushing existing residents out (people who cannot afford new dev.)
O17 Habitat 29203 for diversity and density
O18 Negotiate community development w/developers, access to transportation, rent regulation, "fair housing"
O19 Must maintain integrity of existing neighborhoods and commercial districts
O20 Continue to encourage appropriate infill development but not at the expense of current-existing neighborhood
O21 Increase police & fire services as the area grows
O22 Install fire sprinkler system in single family homes
O23 Ensure fire department access is implemented, proepr road widths and hydrant installation
O24 with growth, demand for services increase, ensure public safety grows too. Increase in police and fire should be an important factor during this process.
O25 Saving our property and lives is paramount, therefore installing fire protection sprinkler systems in buildings that would not ordinarily require them per code. Single family homes should also be included, this is where there is a great loss of life.

Results from Public Input Meeting Boards

Natural Resources

Board Position	*Votes*	*Wording*
NR5	20	Address sprawl through incentives for infill development, transfer of development rights, mixed use developments, conservation easements, and other "smart growth" practices.
NR1	10	Strengthen the City' tree protection requirements and extend theses to include residential property.
NR2	10	Prevent development of floodplains, wetlands, and steep slopes; limit development of existing natural plant communities.

Housing

Board Position	*Votes*	*Wording*
H5	24	Guarantee public transportation in available, within a reasonable distance, in every neighborhood.
H1	20	Reduce number of dilapidated/boarded houses in the City (promote renovations instead of demolitions).
H3	9	Continue to encourage appropriate in-fill development.

Economic Development

Board Position	*Votes*	*Wording*
ED4	17	Enhance individual lives through partnerships with workforce development agencies and allies in order to raise the per capita income and meet the employment needs of local businesses.
ED1	12	Promote and strengthen a business friendly environment that supports existing business success and attracts new, diverse, and innovative business opportunities.
ED3	8	Foster economic vitality by supporting an inclusive environment of livability and opportunity that encourages innovation and creativity.

Community Facilities

Board Position	*Votes*	*Wording*
CF2	18	Establish parks that are more oriented toward neighborhoods, instead as destination/feature parks, such as "pocket/oasis" parks and small green spaces.
CF3	10	Create a trail system to connect larger parks/greenway together to improve circulation, increase

CF1	9	park usage, and allow for more users to reach parks safely. Establish parks that are more oriented toward neighborhoods, instead as destination/feature parks, such as "pocket/oasis" parks and small green spaces.

Future Land Use

Board Position	*Votes*	*Wording*
FLU3	26	Increase the diversity of housing options in affordability, architecture, housing type, and location.
FLU4	8	Expand and improve the urban fabric of the City through more design standards and policies.
FLU2	7	Maintain existing character of historic neighborhoods and commercial districts.

Transportation

Board Position	*Votes*	*Wording*
T2	16	Increasing availability of public transit and alternative transit.
T1	10	Reduction in traffic volumes.
T5	10	Increasing biking, walking and hiking opportunities.
T7	8	Building complete streets to include all forms of transit (wheelchairs, bike paths, etc.)

Cultural Resources

Board Position	*Votes*	*Wording*
CR1	7	Explore avenues for an umbrella organization, perhaps a Cultural Affairs Office for the City, as a conduit for information and coordination between cultural organizations and their events during the year.
CR5	4	Expand cultural and historical resources toward becoming a magnet for the tourist economy.
CR2	2	Find ways to expand, in scope and applicability, established financial incentives for the promotion of the arts in Columbia.

Top 10 Totals — Votes

	Board Position	*Votes*	*Wording*
1	FLU3	26	Increase the diversity of housing options in affordability, architecture, housing type, and location.
2	H5	24	Guarantee public transportation in available, within a reasonable distance, in every neighborhood.
3	NR5	20	Address sprawl through incentives for infill development, transfer of development rights, mixed

			use
			developments, conservation easements, and other "smart growth" practices.
4	H1	20	Reduce number of dilapidated/boarded houses in the City (promote renovations instead of demolitions).
5	CF2	18	Establish parks that are more oriented toward neighborhoods, instead as destination/feature parks, such as "pocket/oasis" parks and small green spaces.
6	ED4	17	Enhance individual lives through partnerships with workforce development agencies and allies in order to raise the per capita income and meet the employment needs of local businesses.
7	T2	16	Increasing availability of public transit and alternative transit.
8	ED1	12	Promote and strengthen a business friendly environment that supports existing business success and attracts new, diverse, and innovative business opportunities.
T-9	NR1	10	Strengthen the City' tree protection requirements and extend theses to include residential property.
T-10	NR2	10	Prevent development of floodplains, wetlands, and steep slopes; limit development of existing natural plant communities.
T-11	CF3	10	Create a trail system to connect larger parks/greenway together to improve circulation, increase park usage, and allow for more users to reach parks safely.
T-12	T1	10	Reduction in traffic volumes.
T-13	T5	10	Increasing biking, walking and hiking opportunities.

	Total Votes	**Elements**
1	60	Housing
2	57	Transportation
3	55	Natural Resources
4	54	Future Land Use
5	51	Economic Development
6	42	Community Facilities
7	14	Cultural Resources

Appendix II: Public Survey and Results

Total Surveys received: 516.

The Columbia Plan Survey

Comprehensive Plan Citizen Participation Survey

TCP 2018 THE COLUMBIA PLAN

Do you support the development of Innovista and the riverfront park?

- o Yes
- o No

Which of these park types would you like to see Columbia build more of? (**Select only 2**)

- o Neighborhood Parks
- o Multi-Use Regional Parks
- o Special Use/Sport-Specific Parks
- o Other? _____
- o Riverfront Park
- o Indoor Facilities and Structures
- o Greenways System

What should be the City's primary strategy to address future population growth?

- o Let the market guide growth
- o Follow current practices
- o A mixture of infill and current practices
- o Create limitations on further development

Rank the 5 Initiatives for Columbia that you would **SUPPORT**, 1 being most important:

____ Reduction in traffic volumes
____ Zoning and land use planning that minimizes sprawl
____ Zoning and land use planning to promote economic development
____ Development of affordable housing
____ Purchasing and preserving land for parks
____ Creation of homeless services location
____ Increasing biking, hiking, and walking opportunities
____ Increasing the availability of public transportation
____ Streetscape revitalization programs
____ Air and water quality improvement
____ Promotion and expansion of public art
____ Development of a riverfront park
____ Creating and expanding additional sidewalks/walking paths
____ Limiting development in flood mitigation plains
____ Developing tourism around the existing attractions
____ Developing/expanding local historic/heritage districts
____ Use and promotion of renewable energy sources
____ Promoting diversity in housing options
____ Better architectural review of construction within the city limits
____ Other? _____

What would you **MOST** like to see in Columbia?

_____

What would you **LEAST** like to see in Columbia?

_____

<OVER>

Page 1 of 2
Print Order: 1-1217-015-1

Please check the level of attention you feel the city should pay to the following topics:

	Considerably More Attention	Somewhat More Attention	Neither More or Less Attention	Somewhat Less Attention	Considerably Less Attention
Tree preservation in neighborhoods					
Expanded scope for design review in unprotected areas					
Streamlining permitting process					
Home maintenance loans					
Services for the homeless					
Access to commercial shopping areas					
Proximity to parks and recreational space					
Faster historic designation process					
Availability of public transportation					
Affordable housing					
Incentives for good development					
Other?_____					

Your Age:

- Under 18
- 18-25
- 26-35
- 36-45
- 46-55
- 56-65
- 66-75
- Over 75

How long have you lived in the City of Columbia?

- Less than 1 Year
- 1 to 5 Years
- 6 to 10 Years
- 10 to 20 Years
- More than 20 Years
- Life-long Resident

Describe your Residency:

- Homeowner
- Renter
- Other

_____

Where do you primarily Work?

- In Columbia, not at home
- In Columbia, at home
- Within 50 miles of Columbia
- Over 50 miles from Columbia
- In another State
- Retired
- Unemployed/Student

What Neighborhood/Area do you reside in?

_____

In what Zip Code do you reside?

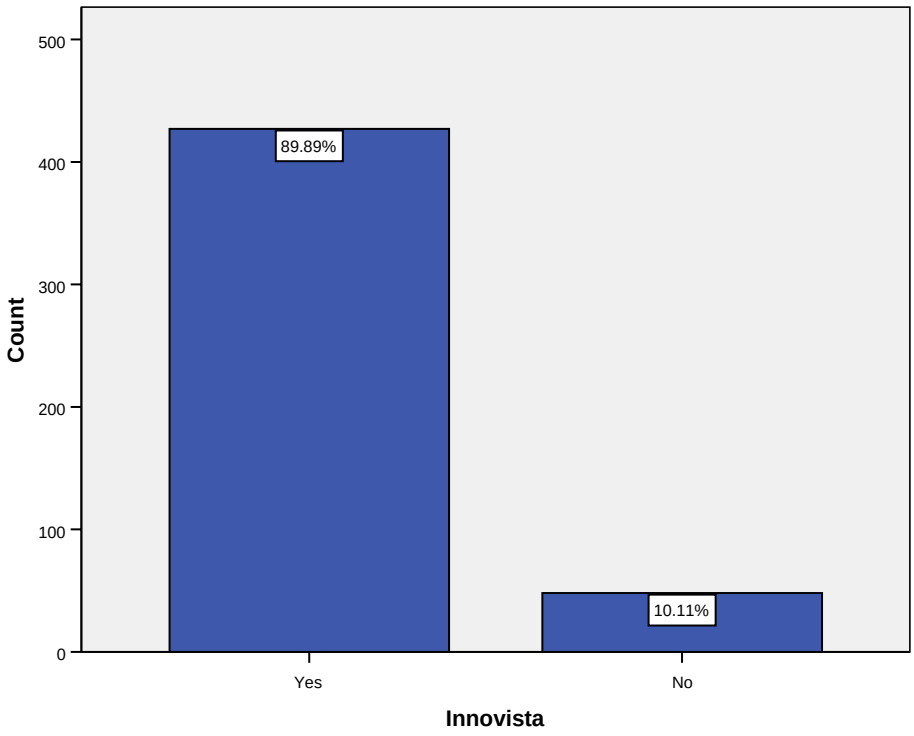
_____

Please Return to:
COLUMBIA PLANNING DEPARTMENT
1136 Washington Street - 3rd Floor
P.O. Box 147
Columbia, SC 29217
(803) 545-3222
http://www.columbiaplanningandzoning.net/
compplan@columbiasc.net

"Do you support the development of Innovista and the riverfront park?"

Innovista

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	427	82.8	89.9	89.9
	No	48	9.3	10.1	100.0
	Total	475	92.1	100.0	
Missing	999	41	7.9		
Total		516	100.0		

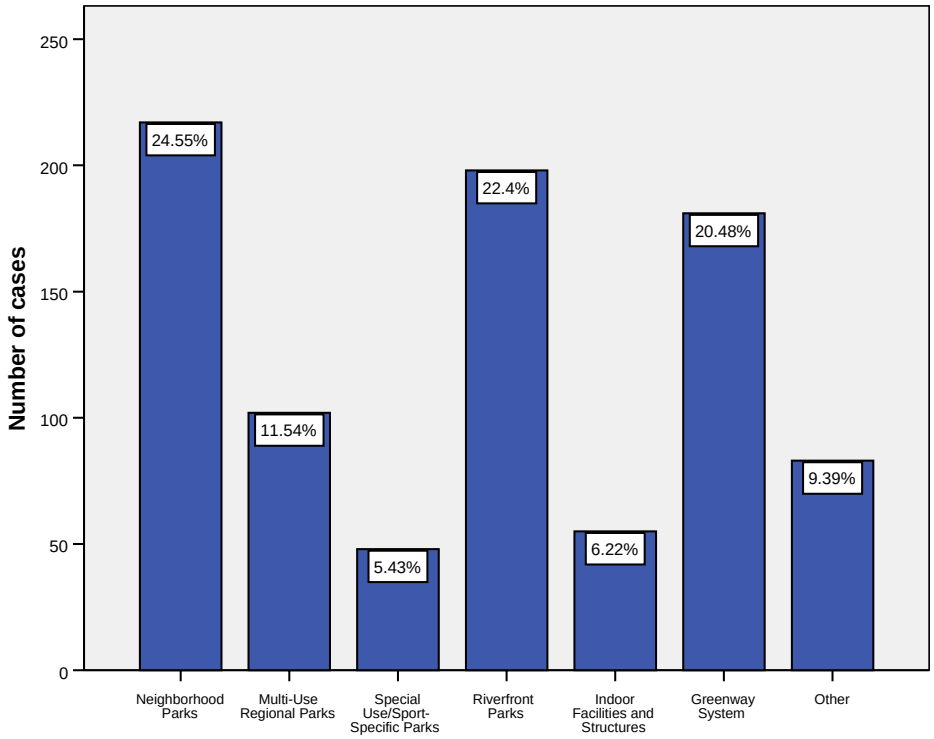


See Cumulative Responses to the Innovista Survey Question Map

"*Which of these park types would you like to see Columbia build more of?* ***(Select only 2)"***

Parks

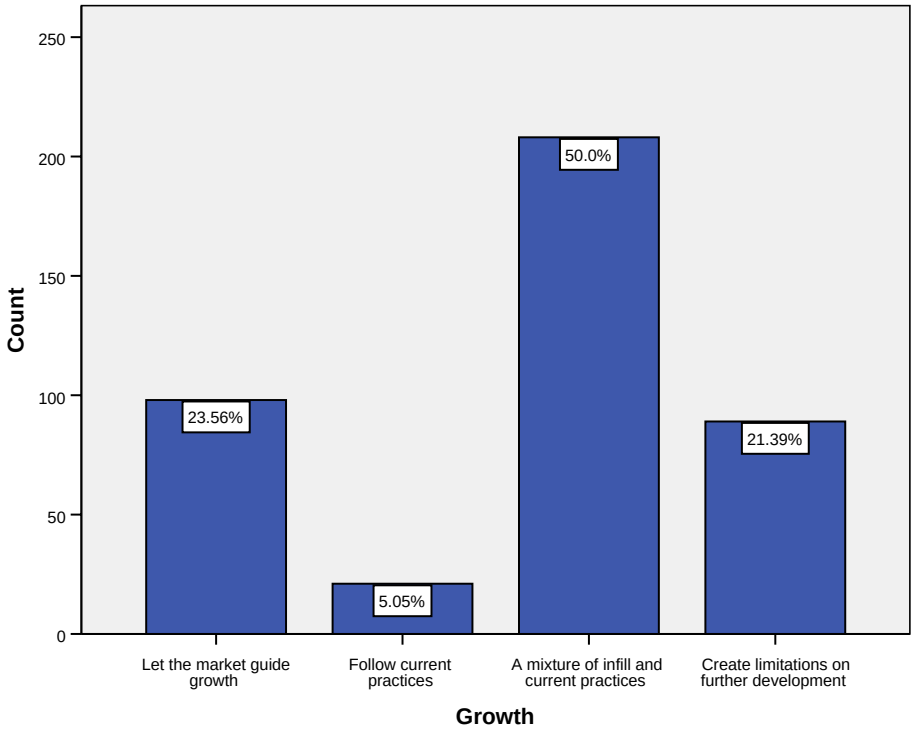
		Neighborhood Parks	Multi-Use Regional Parks	Special Use/Sport-Specific Parks	Riverfront Parks	Indoor Facilities and Structures	Greenway System	Other
N	Valid	217	102	48	198	55	181	83
Sum		217	102	48	198	55	181	83



"What should be the City's primary strategy to address future population growth?"

Growth

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Let the market guide growth	98	19.0	23.6	23.6
	Follow current practices	21	4.1	5.0	28.6
	A mixture of infill and current practices	208	40.3	50.0	78.6
	Create limitations on further development	89	17.2	21.4	100.0
	Total	416	80.6	100.0	
Missing	0	20	3.9		
	999	80	15.5		
	Total	100	19.4		
Total		516	100.0		



*"Rank the 5 Initiatives for Columbia that you would **SUPPORT**, 1 being most important:"*

		Reduction in traffic volumes	Zoning and land use planning that minimizes sprawl	Zoning and land use planning to promote economic development	Development of affordable housing	Purchasing and preserving land for parks	Creation of homeless service locations	Increasing biking, hiking, and walking opportunities	Increasing the availability of public transportation	Streetscape revitalization programs	Air and water quality improvements
N	Valid	134	197	129	141	124	197	168	190	133	129
	Missing	382	319	387	375	392	319	348	326	383	387
Mean		2.69	2.26	2.33	2.98	3.17	2.92	2.81	2.86	2.94	2.88
Median		3	2	2	3	3	3	3	3	3	3
Sum		360	446	300	420	393	575	472	544	391	371

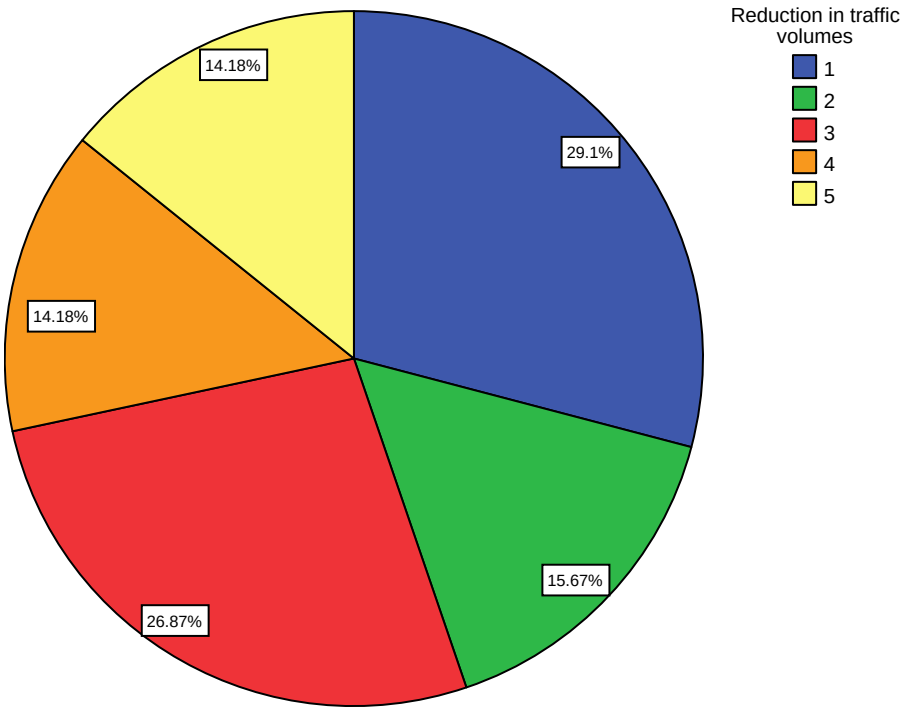
		Promotion and expansion of public art	Development of a riverfront park	Creating and expanding additional sidewalks/walking paths	Limiting development in flood mitigation plains	Developing tourism around the existing attractions	Developing/expanding local historic/heritage districts	Use and promotion of renewable energy sources	Promoting diversity in housing options	Better architectural review of construction within the city limits	Other
N	Valid	93	144	149	86	111	120	140	98	123	76
	Missing	423	372	367	430	405	396	376	418	393	440
Mean		3.42	3.14	3.16	3.12	3.13	3.08	3.11	3.41	3.16	2.07
Median		3	3	3	3	3	3	3	3	3	1
Sum		318	452	471	268	347	370	435	334	389	157

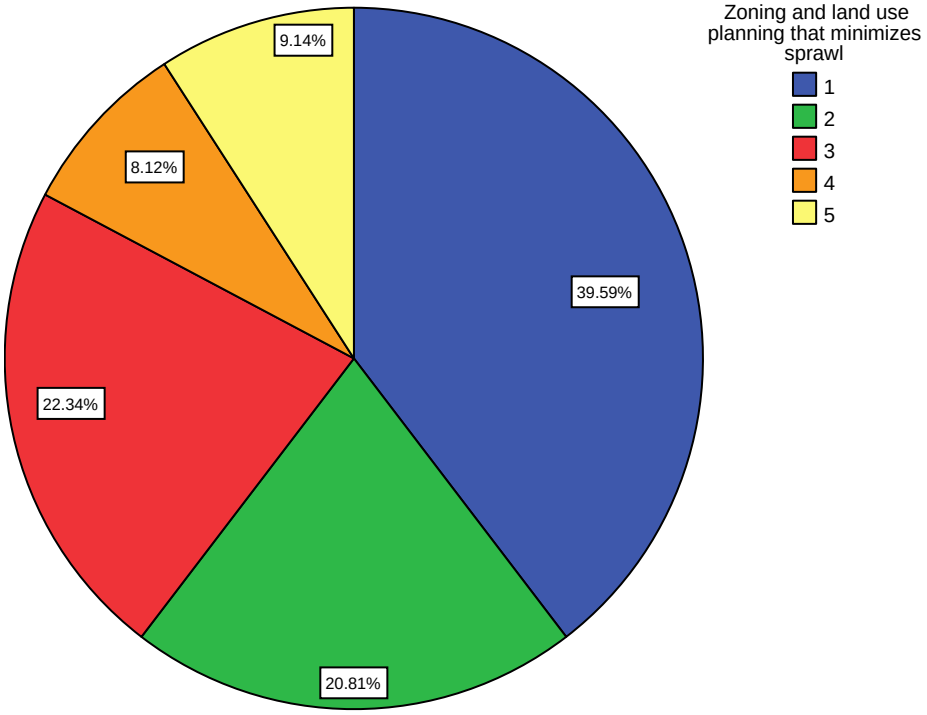
In order to fully account for both the mean scores of each item and also the total number of votes it received, an average was created from the combination of both of these scores. Below are the results of this tally. The lower the average score indicates the weight respondents placed on these various items.

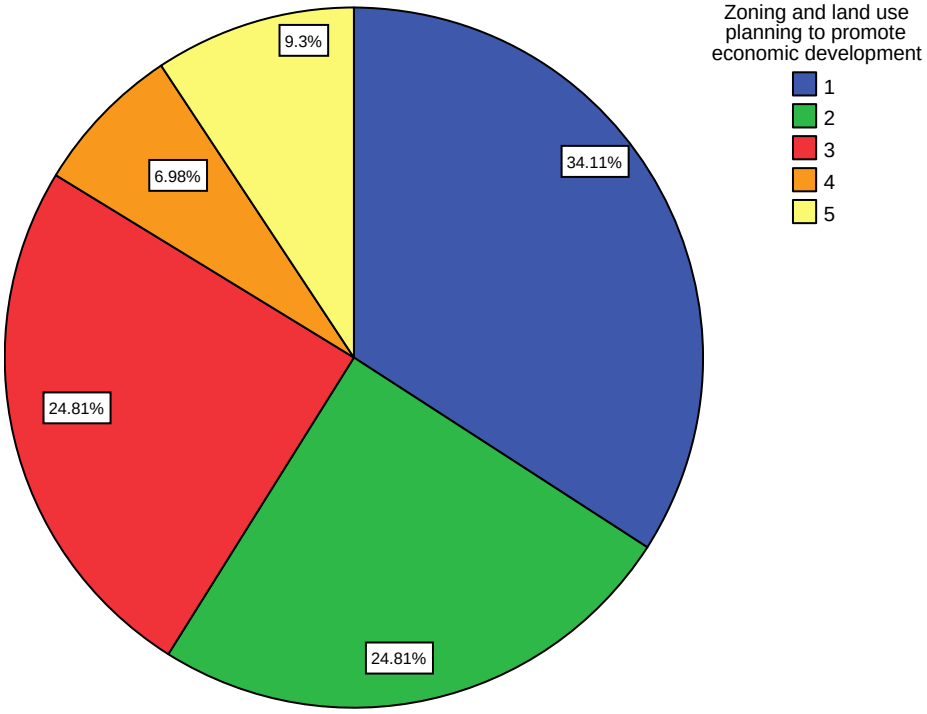
Rank	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
Initatives	Creating and expanding additional sidewalks/ walking paths	Development of a riverfront park	Creation of homeless service locations	Purchasing and preserving land for parks	Use and promotion of renewable energy sources	Better architectural rerview of construction within the city limits	Development of affordable housing	Increasing the availability of public transportation	Promotion and expansion of public art	Promoting diversity in housing options
Average Score	*5*	*6*	*7.5*	*8*	*8.5*	*9*	*9*	*9*	*9.5*	*9.5*

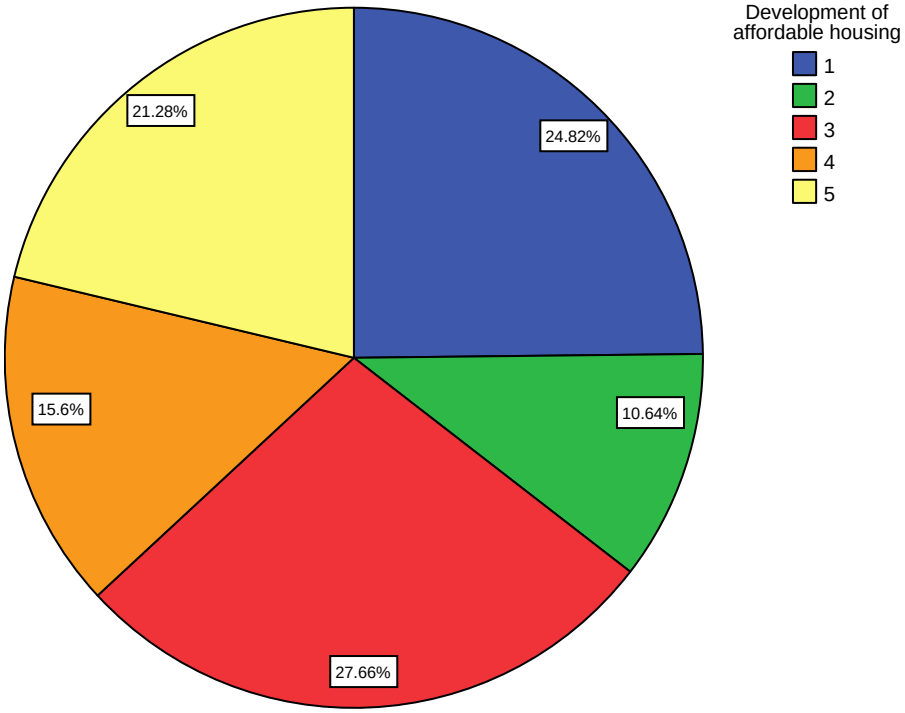
Rank	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**
Initatives	Increasing biking, hiking, and walking opportunities	Zoning and land use planning that minimizes sprawl	Streetscape revitalization programs	Developing tourism around the existing attractions	Developing/expanding local historic/heritage districts	Air and water quality improvements	Reduction in traffic volumes	Limiting development in flood mitigation plains	Zoning and land use planning to promote economic development	Other
Average Score	*10*	*10*	*11*	*11.5*	*12.5*	*13*	*13*	*13.5*	*14.5*	*20*

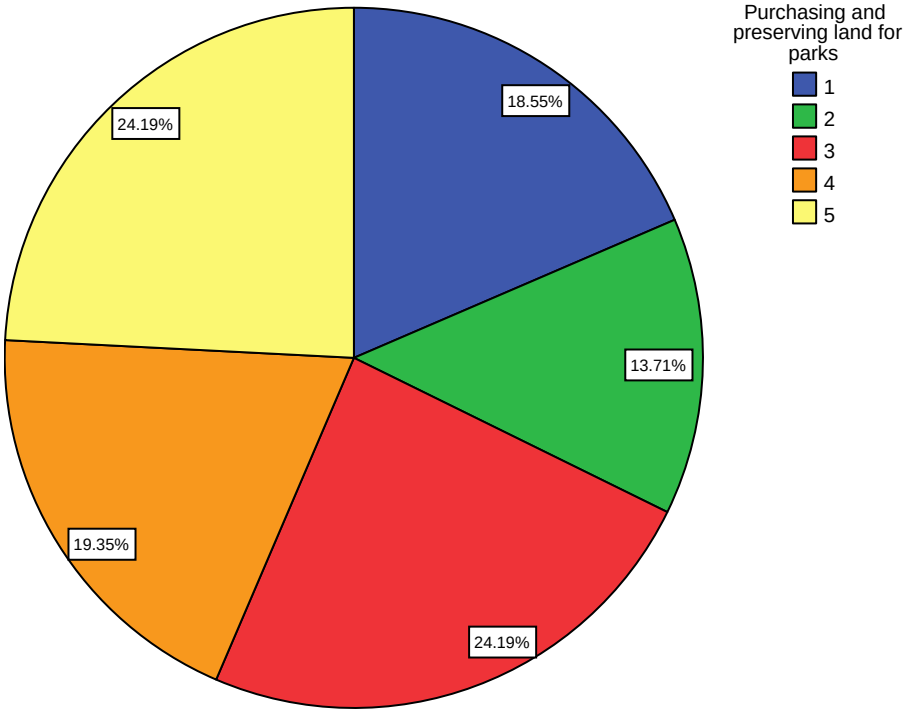
*"Rank the 5 Initiatives for Columbia that you would **SUPPORT**, 1 being most important:"*

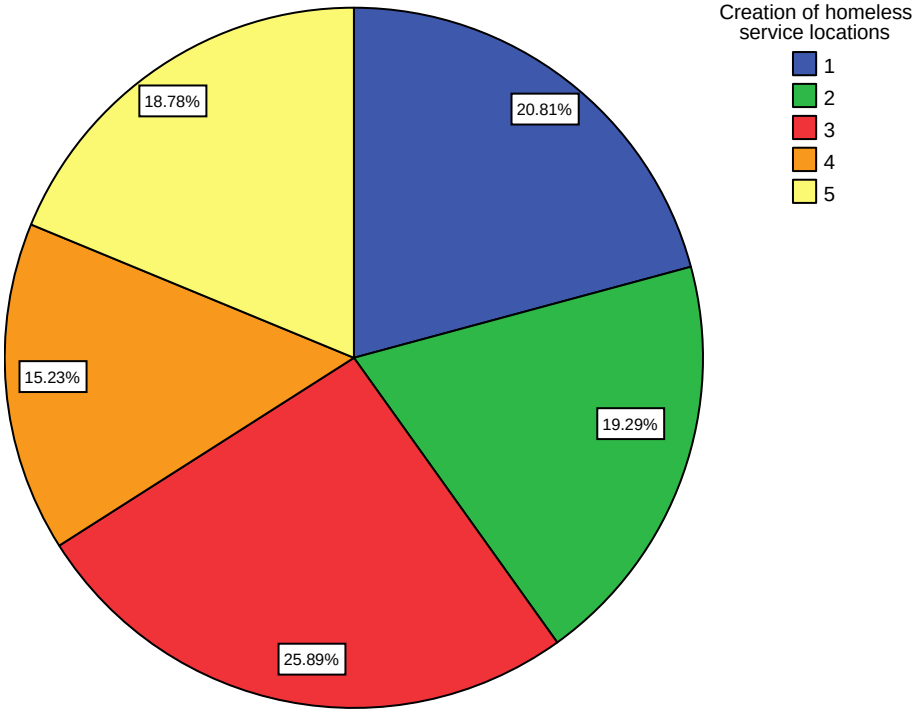


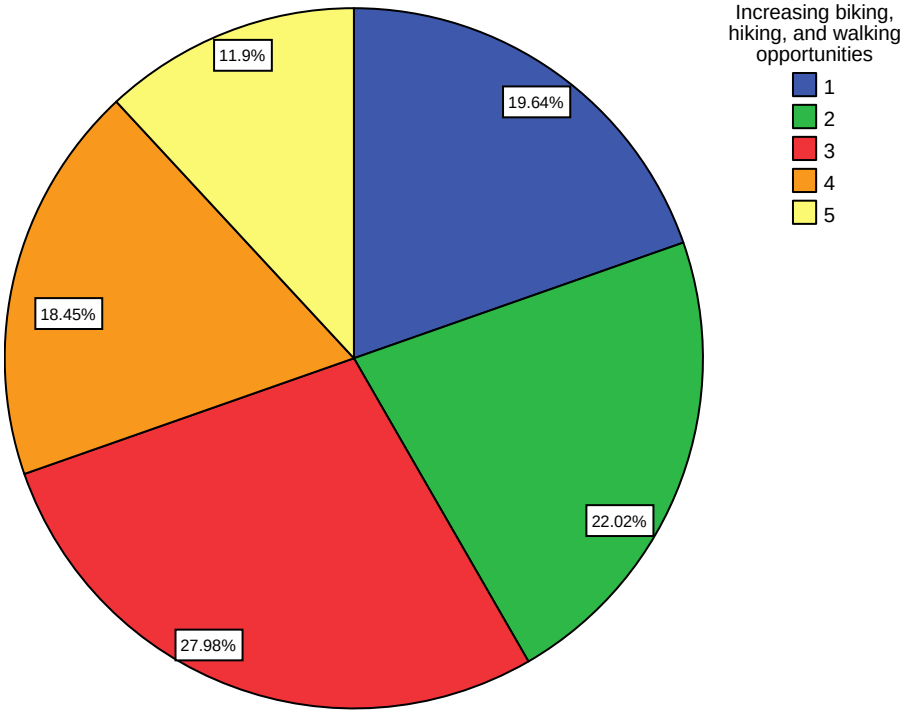

Zoning and land use planning that minimizes sprawl
1
2
3
4
5
39.59%
20.81%
22.34%
8.12%
9.14%

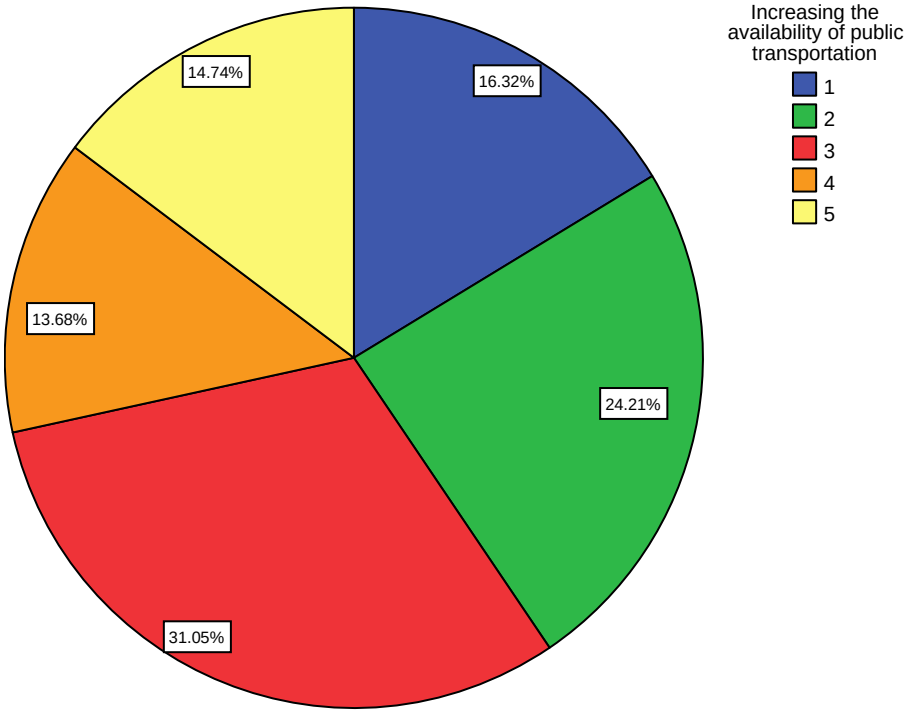

Zoning and land use planning to promote economic development
1
2
3
4
5
34.11%
24.81%
24.81%
6.98%
9.3%

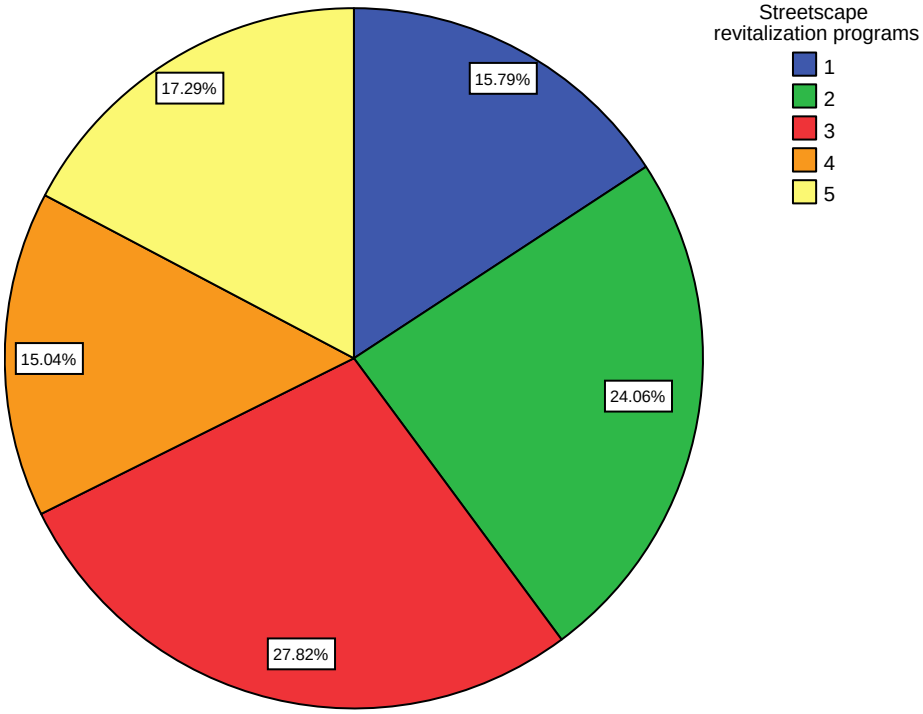

Development of affordable housing
1
2
3
4
5
24.82%
10.64%
27.66%
15.6%
21.28%

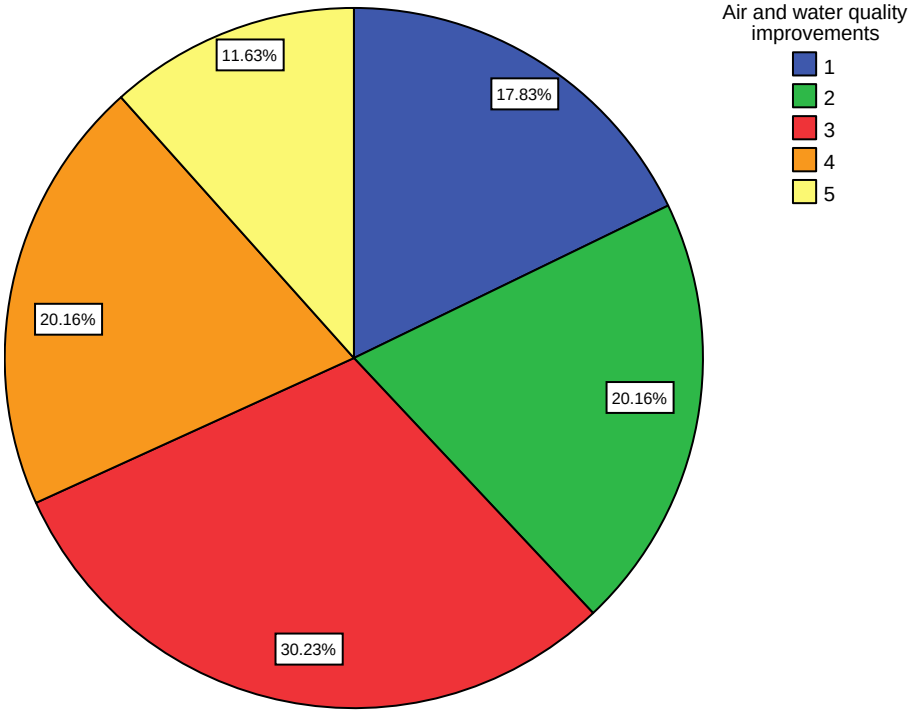

Purchasing and preserving land for parks
1
2
3
4
5
18.55%
13.71%
24.19%
19.35%
24.19%

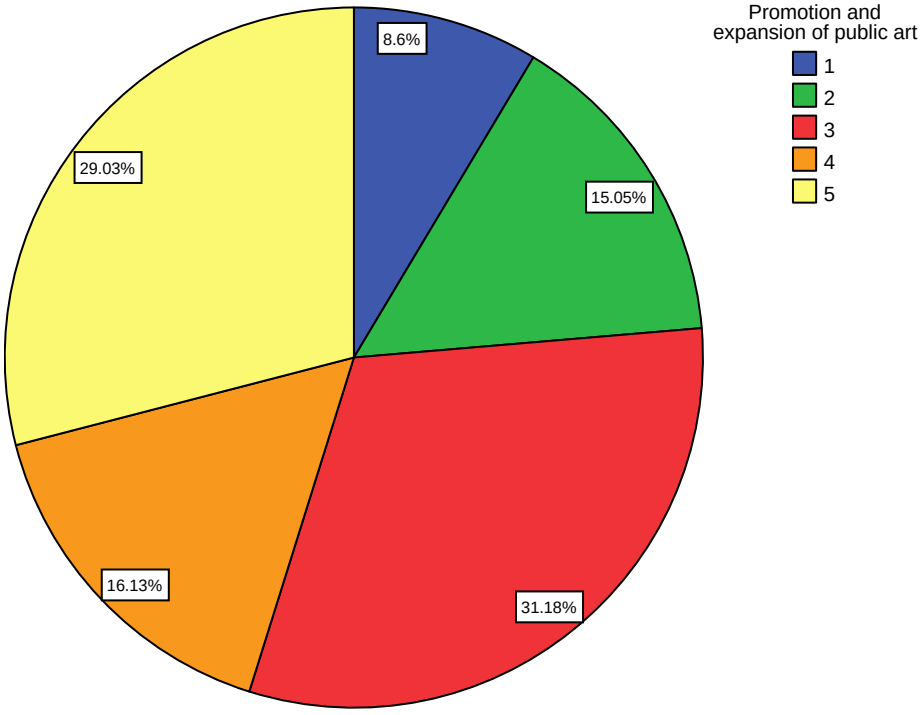

Creation of homeless service locations
1
2
3
4
5
20.81%
19.29%
25.89%
15.23%
18.78%

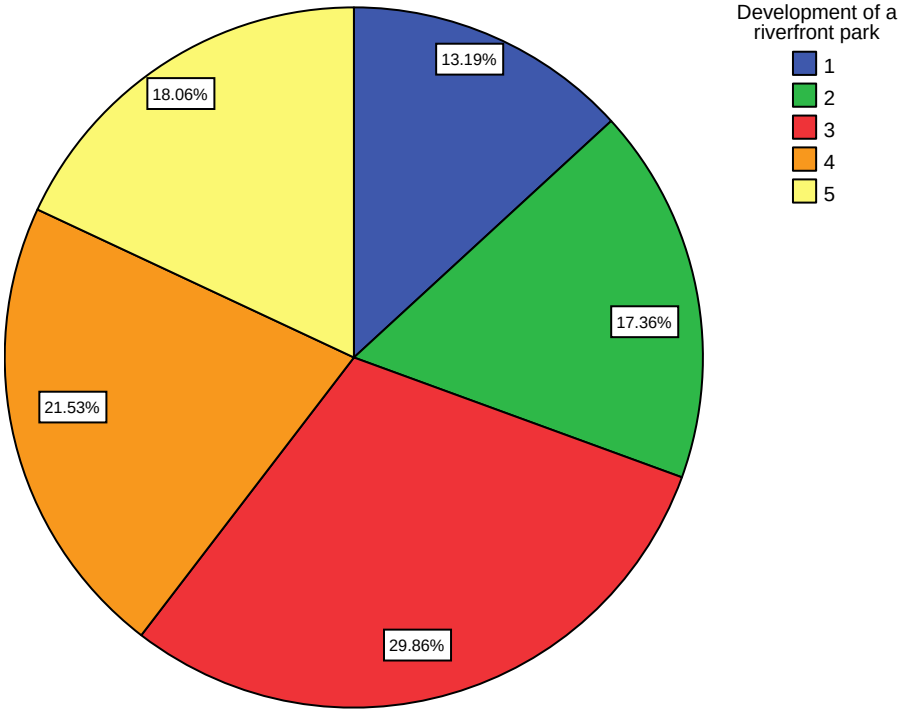

Increasing biking, hiking, and walking opportunities
1
2
3
4
5
19.64%
22.02%
27.98%
18.45%
11.9%

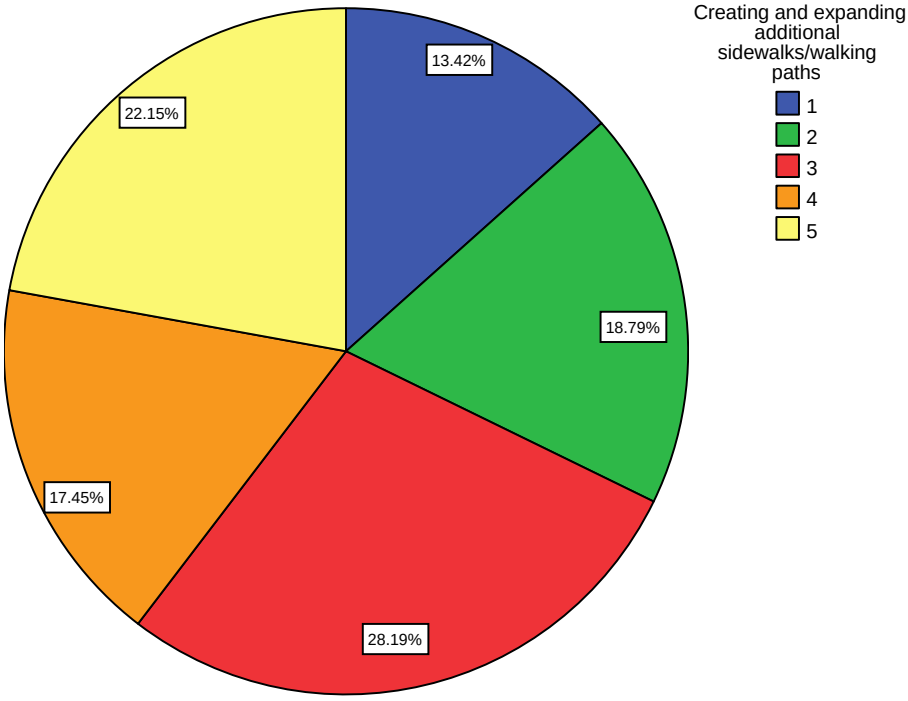

Increasing the availability of public transportation
1
2
3
4
5
16.32%
24.21%
31.05%
13.68%
14.74%

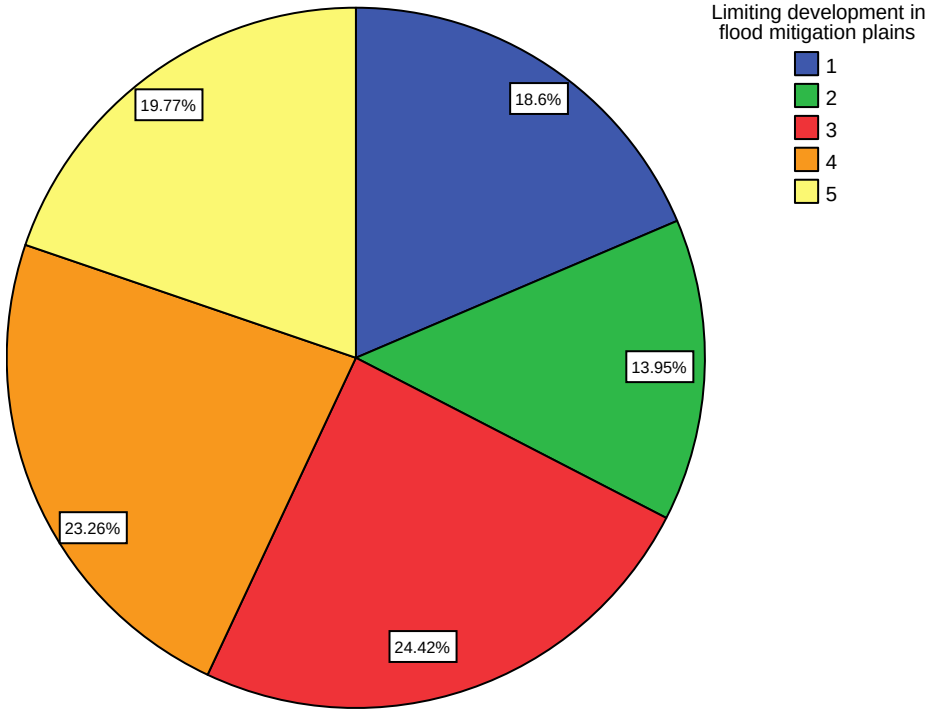

Streetscape revitalization programs
1
2
3
4
5
15.79%
24.06%
27.82%
15.04%
17.29%

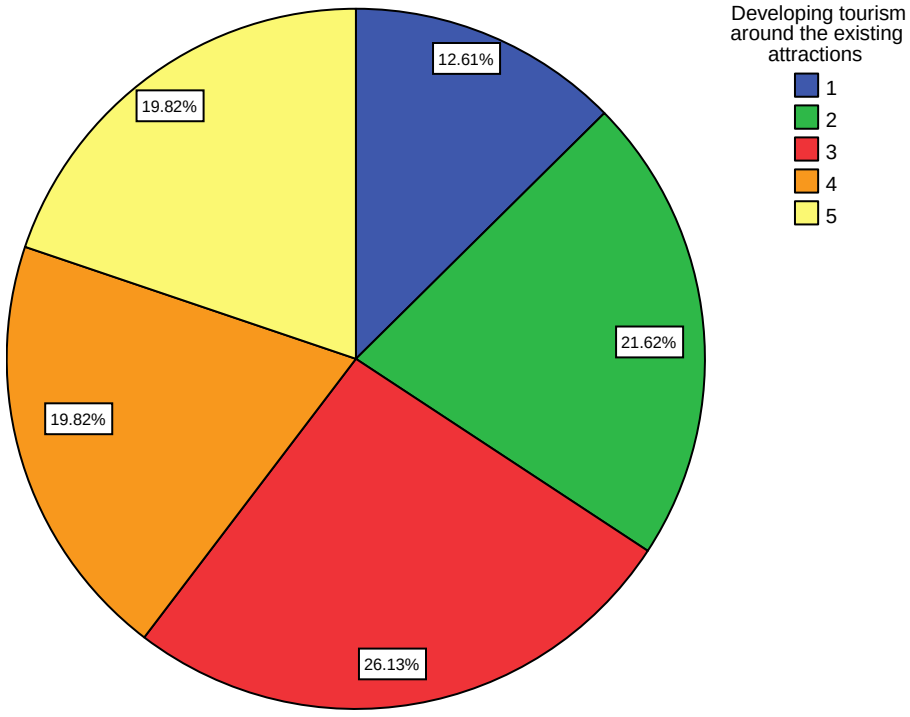

Air and water quality improvements
1
2
3
4
5
17.83%
20.16%
30.23%
20.16%
11.63%

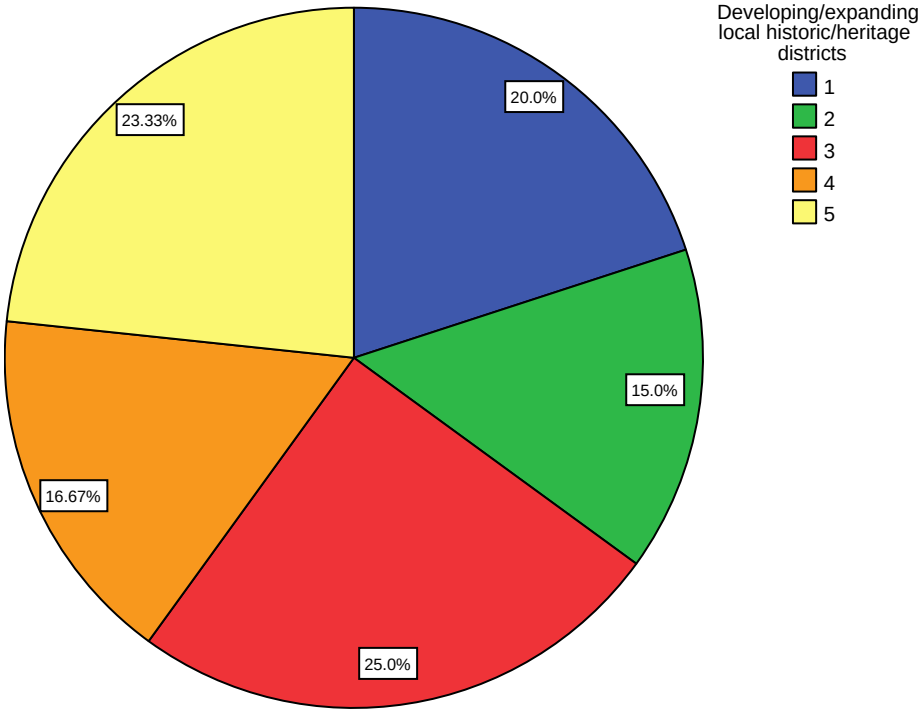

Promotion and expansion of public art
1
2
3
4
5
8.6%
15.05%
31.18%
16.13%
29.03%

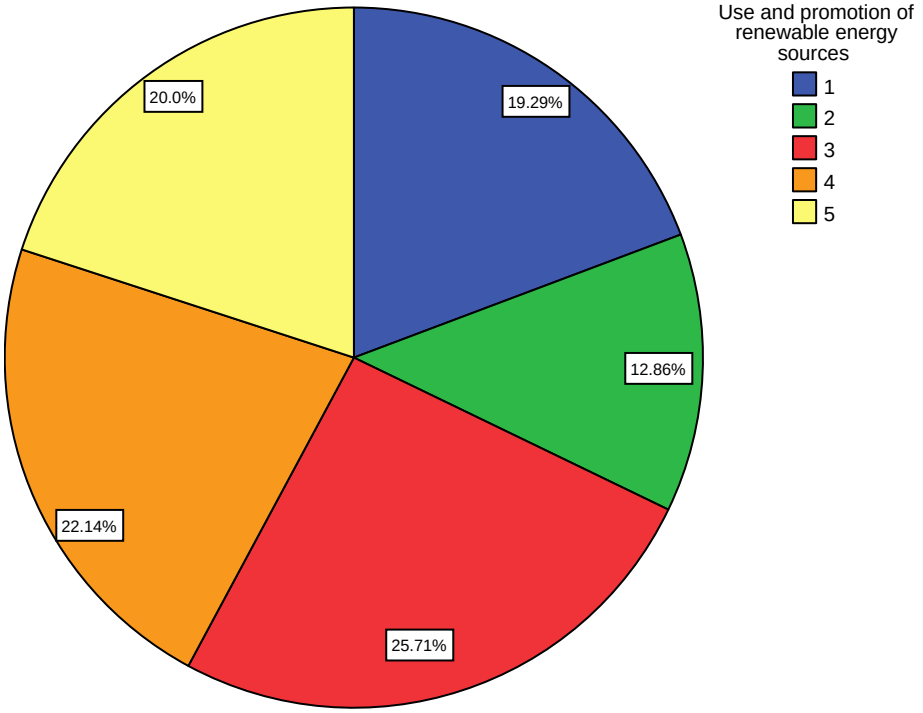

Development of a riverfront park
1
2
3
4
5
13.19%
17.36%
29.86%
21.53%
18.06%

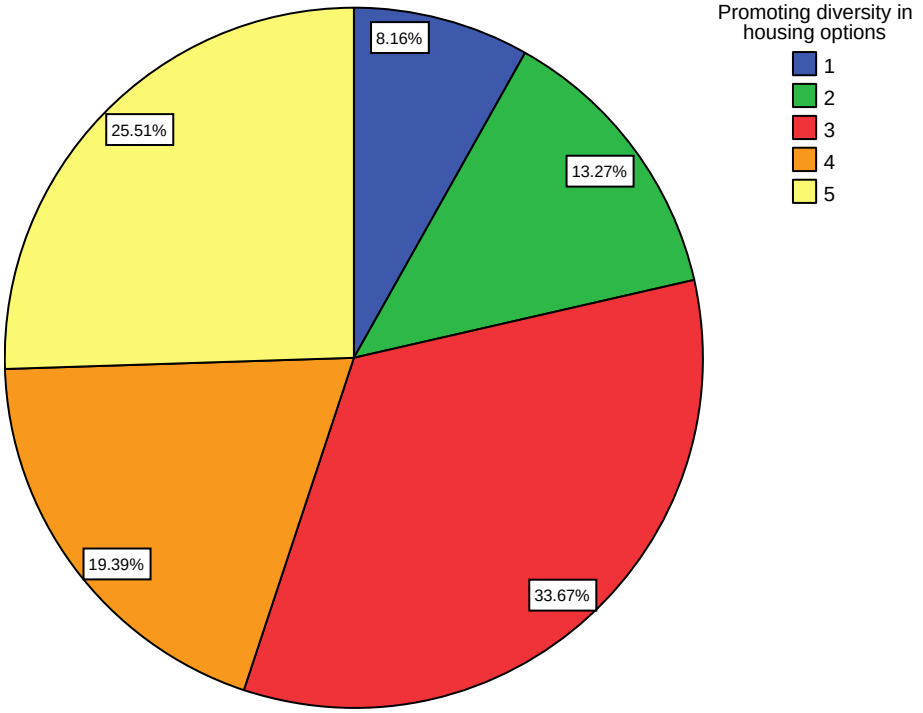

Creating and expanding additional sidewalks/walking paths
1
2
3
4
5
13.42%
18.79%
28.19%
17.45%
22.15%

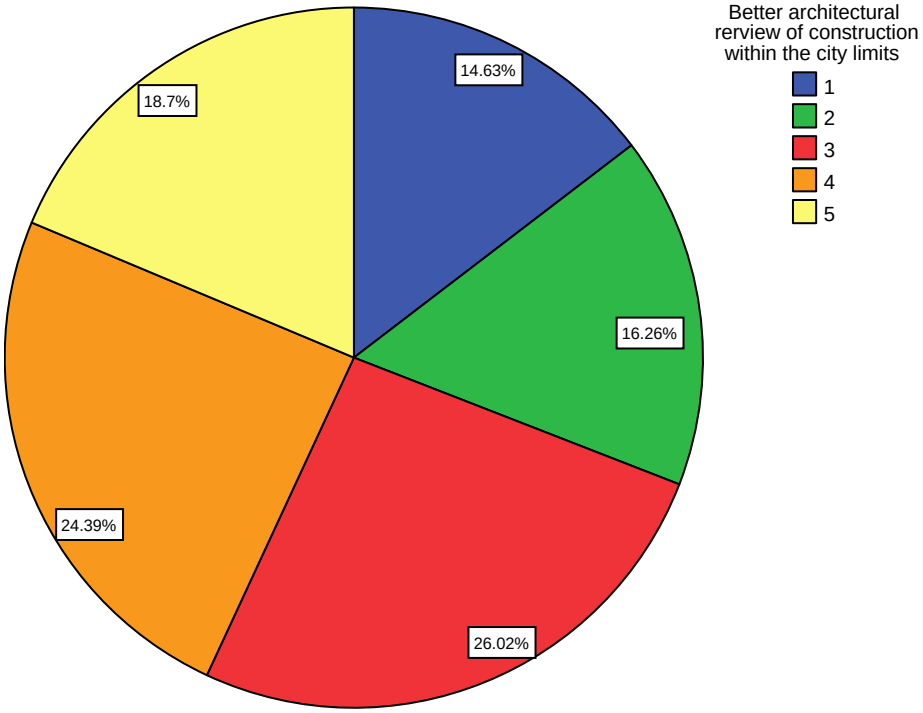

Limiting development in flood mitigation plains
1
2
3
4
5
18.6%
13.95%
24.42%
23.26%
19.77%

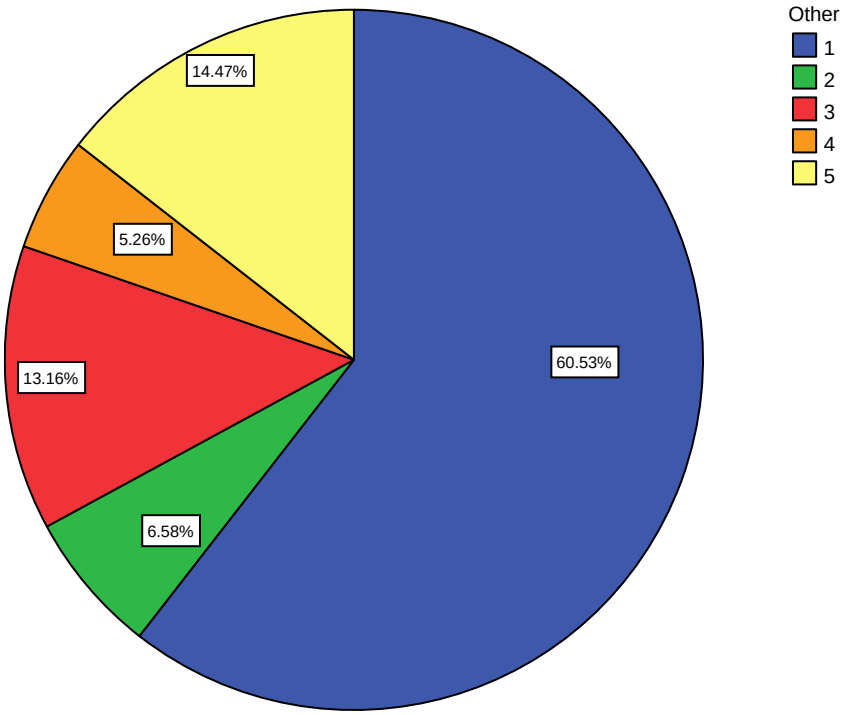

Developing tourism around the existing attractions
1
2
3
4
5
12.61%
21.62%
26.13%
19.82%
19.82%


Developing/expanding local historic/heritage districts
1
2
3
4
5
20.0%
15.0%
25.0%
16.67%
23.33%


Use and promotion of renewable energy sources
1
2
3
4
5
19.29%
12.86%
25.71%
22.14%
20.0%


Promoting diversity in housing options
1
2
3
4
5
8.16%
13.27%
33.67%
19.39%
25.51%


Better architectural rerview of construction within the city limits
1
2
3
4
5
14.63%
16.26%
26.02%
24.39%
18.7%


Other
1
2
3
4
5
14.47%
5.26%
13.16%
60.53%
6.58%

"Please check the level of attention you feel the city should pay to the following topics:"

Scoring

Considerably More Attention	Somewhat More Attention	Neither More or Less Attention	Somewhat Less Attention	Considerably Less Attention
1	2	3	4	5

		Tree preservation in neighborhoods	Expanded scope for design review in unprotected areas	Streamlining permitting process	Home maintenance loans	Services for the homeless	Access to commercial shopping areas
N	Valid	426	403	390	403	426	398
	Missing	90	113	126	113	90	118
Mean		1.96	2.03	2.45	2.37	1.96	2.74
Sum		836	818	955	955	834	1089

		Proximity to parks and recreational spaces	Faster historic designation process	Availability of public transportation	Affordable housing	Incentives for good development	Other
N	Valid	405	402	419	419	402	103
	Missing	111	114	97	97	114	413
Mean		2.06	2.33	1.85	2.11	1.58	1.19
Sum		834	935	777	884	637	123

Tree preservation in neighborhoods

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Considerably More Attention	160	31.0	37.6	37.6
	Somewhat More Attention	153	29.7	35.9	73.5
	Neither More or Less Attention	91	17.6	21.4	94.8
	Somewhat Less Attention	13	2.5	3.1	97.9
	Considerably Less Attention	9	1.7	2.1	100.0
	Total	426	82.6	100.0	
Missing	999	90	17.4		
Total		516	100.0		

Expanded scope for design review in unprotected areas

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Considerably More Attention	145	28.1	36.0	36.0
	Somewhat More Attention	133	25.8	33.0	69.0
	Neither More or Less Attention	100	19.4	24.8	93.8
	Somewhat Less Attention	18	3.5	4.5	98.3
	Considerably Less Attention	7	1.4	1.7	100.0
	Total	403	78.1	100.0	
Missing	999	113	21.9		
Total		516	100.0		

Streamlining permitting process

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Considerably More Attention	74	14.3	19.0	19.0
	Somewhat More Attention	127	24.6	32.6	51.5
	Neither More or Less Attention	148	28.7	37.9	89.5
	Somewhat Less Attention	22	4.3	5.6	95.1
	Considerably Less Attention	19	3.7	4.9	100.0
	Total	390	75.6	100.0	
Missing	999	126	24.4		
Total		516	100.0		

Home maintenance loans

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Considerably More Attention	97	18.8	24.1	24.1
	Somewhat More Attention	133	25.8	33.0	57.1
	Neither More or Less Attention	122	23.6	30.3	87.3
	Somewhat Less Attention	29	5.6	7.2	94.5
	Considerably Less Attention	22	4.3	5.5	100.0
	Total	403	78.1	100.0	
Missing	999	113	21.9		
Total		516	100.0		

Services for the homeless

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Considerably More Attention	187	36.2	43.9	43.9
	Somewhat More Attention	126	24.4	29.6	73.5
	Neither More or Less Attention	73	14.1	17.1	90.6
	Somewhat Less Attention	24	4.7	5.6	96.2
	Considerably Less Attention	16	3.1	3.8	100.0
	Total	426	82.6	100.0	
Missing	999	90	17.4		
Total		516	100.0		

Access to commercial shopping areas

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Considerably More Attention	57	11.0	14.3	14.3
	Somewhat More Attention	102	19.8	25.6	39.9
	Neither More or Less Attention	162	31.4	40.7	80.7
	Somewhat Less Attention	43	8.3	10.8	91.5
	Considerably Less Attention	34	6.6	8.5	100.0
	Total	398	77.1	100.0	
Missing	999	118	22.9		
Total		516	100.0		

Proximity to parks and recreational spaces

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Considerably More Attention	118	22.9	29.1	29.1
	Somewhat More Attention	160	31.0	39.5	68.6
	Neither More or Less Attention	114	22.1	28.1	96.8
	Somewhat Less Attention	11	2.1	2.7	99.5
	Considerably Less Attention	2	.4	.5	100.0
	Total	405	78.5	100.0	
Missing	999	111	21.5		
Total		516	100.0		

Faster historic designation process

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Considerably More Attention	96	18.6	23.9	23.9
	Somewhat More Attention	128	24.8	31.8	55.7
	Neither More or Less Attention	140	27.1	34.8	90.5
	Somewhat Less Attention	27	5.2	6.7	97.3
	Considerably Less Attention	11	2.1	2.7	100.0
	Total	402	77.9	100.0	
Missing	999	114	22.1		
Total		516	100.0		

Availability of public transportation

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Considerably More Attention	198	38.4	47.3	47.3
	Somewhat More Attention	116	22.5	27.7	74.9
	Neither More or Less Attention	79	15.3	18.9	93.8
	Somewhat Less Attention	20	3.9	4.8	98.6
	Considerably Less Attention	6	1.2	1.4	100.0
	Total	419	81.2	100.0	
Missing	999	97	18.8		
Total		516	100.0		

Affordable housing

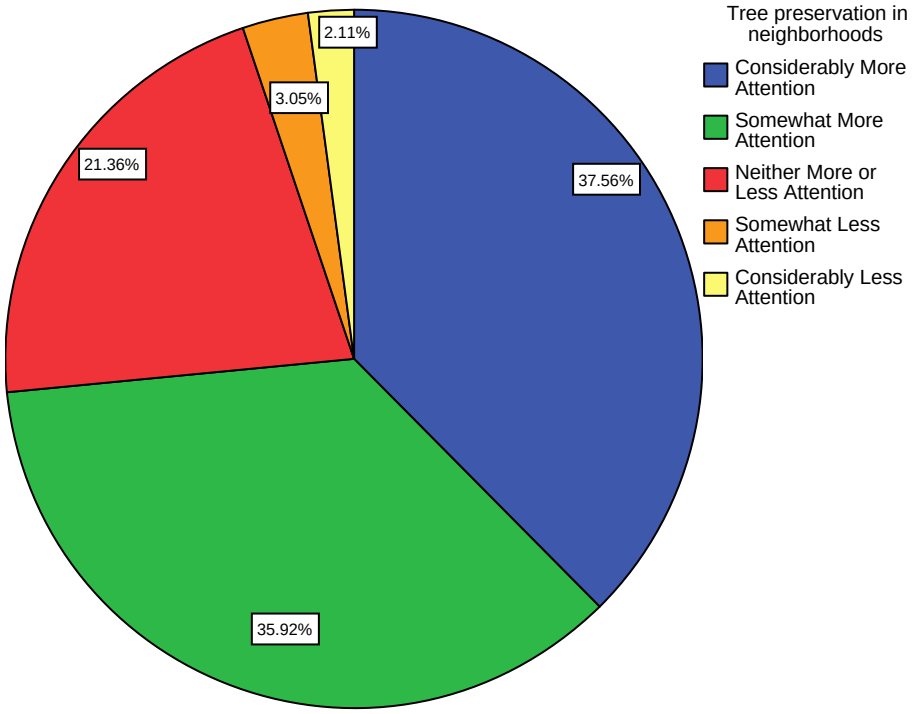
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Considerably More Attention	150	29.1	35.8	35.8
	Somewhat More Attention	126	24.4	30.1	65.9
	Neither More or Less Attention	106	20.5	25.3	91.2
	Somewhat Less Attention	21	4.1	5.0	96.2
	Considerably Less Attention	16	3.1	3.8	100.0
	Total	419	81.2	100.0	
Missing	999	97	18.8		
Total		516	100.0		

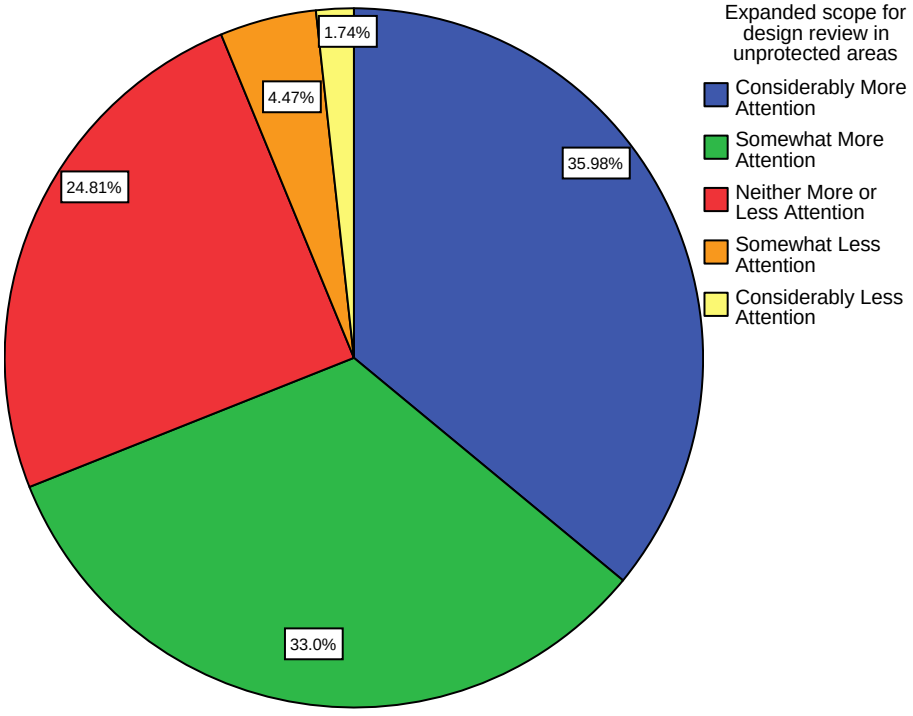
Incentives for good development

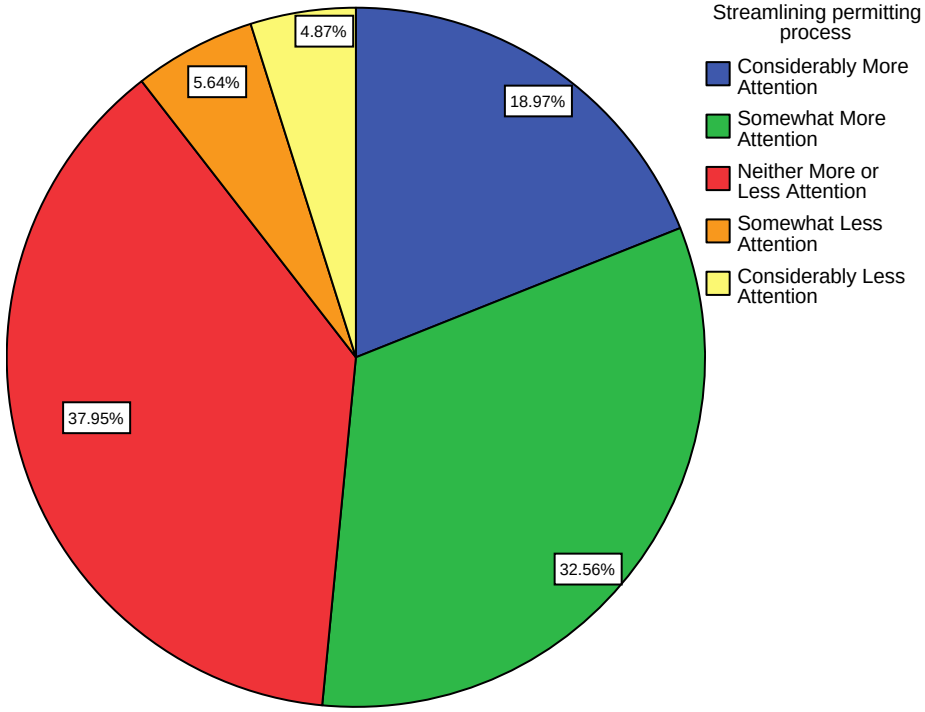
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Considerably More Attention	226	43.8	56.2	56.2
	Somewhat More Attention	132	25.6	32.8	89.1
	Neither More or Less Attention	35	6.8	8.7	97.8
	Somewhat Less Attention	3	.6	.7	98.5
	Considerably Less Attention	6	1.2	1.5	100.0
	Total	402	77.9	100.0	
Missing	999	114	22.1		
Total		516	100.0		

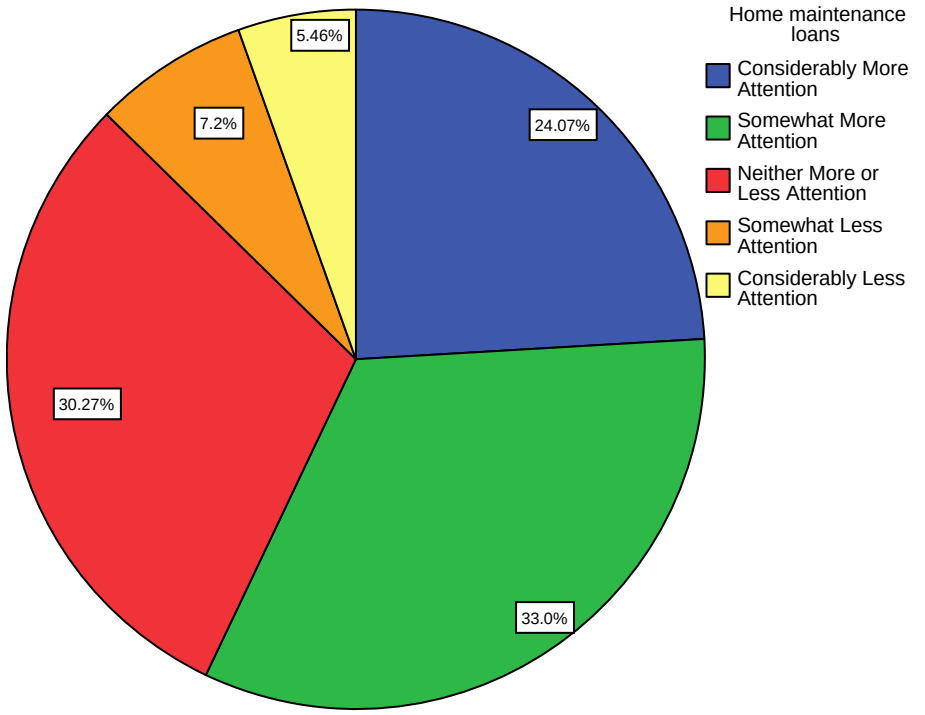
Other

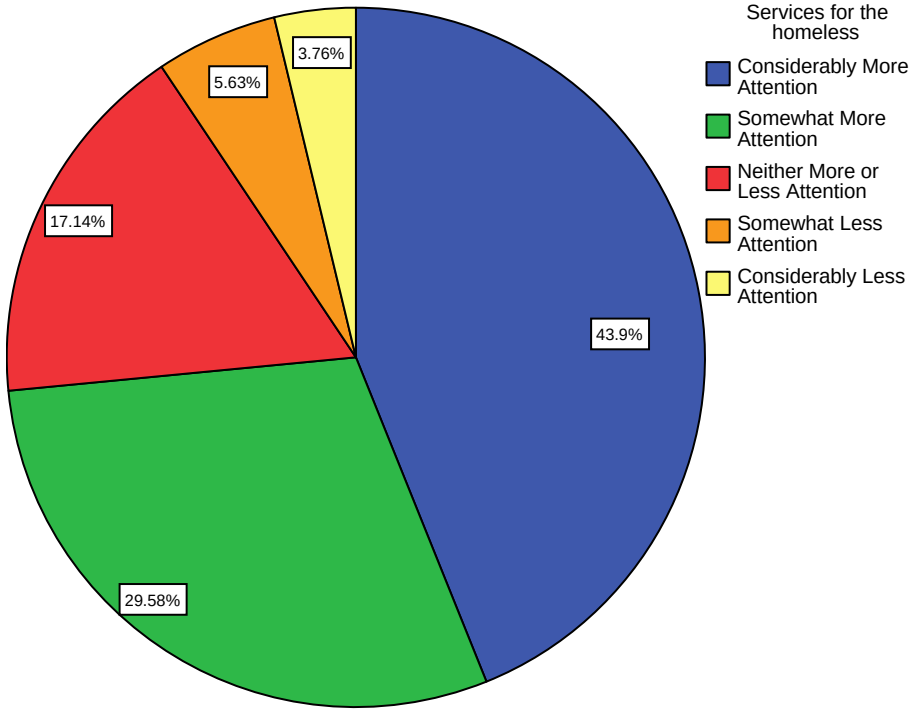
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Considerably More Attention	88	17.1	85.4	85.4
	Somewhat More Attention	12	2.3	11.7	97.1
	Neither More or Less Attention	2	.4	1.9	99.0
	Considerably Less Attention	1	.2	1.0	100.0
	Total	103	20.0	100.0	
Missing	0	118	22.9		
	999	295	57.2		
	Total	413	80.0		
Total		516	100.0		

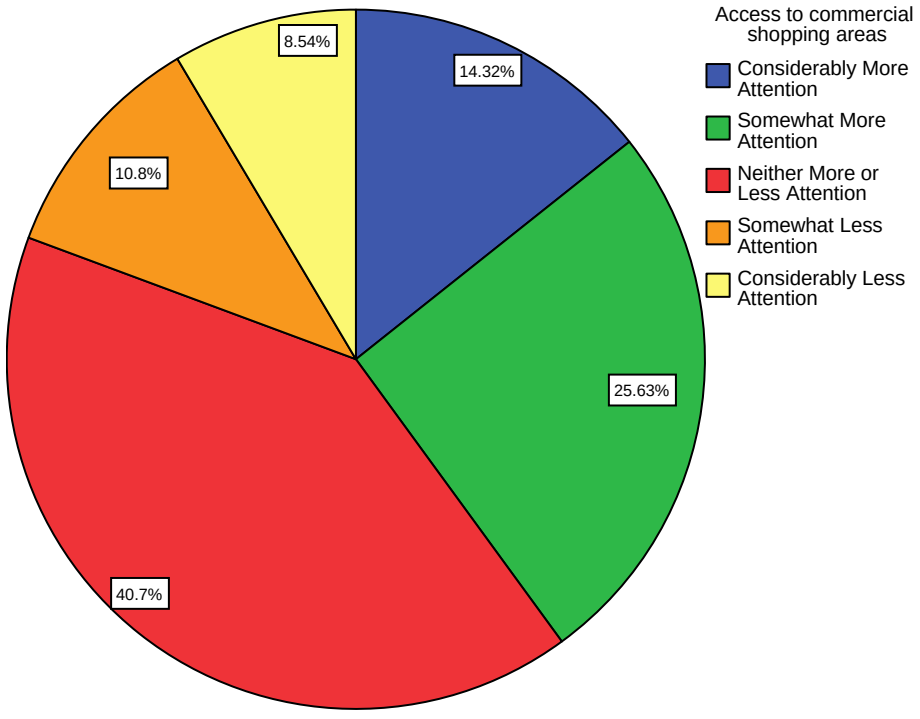

Tree preservation in neighborhoods
Considerably More Attention
Somewhat More Attention
Neither More or Less Attention
Somewhat Less Attention
Considerably Less Attention
37.56%
35.92%
21.36%
3.05%
2.11%

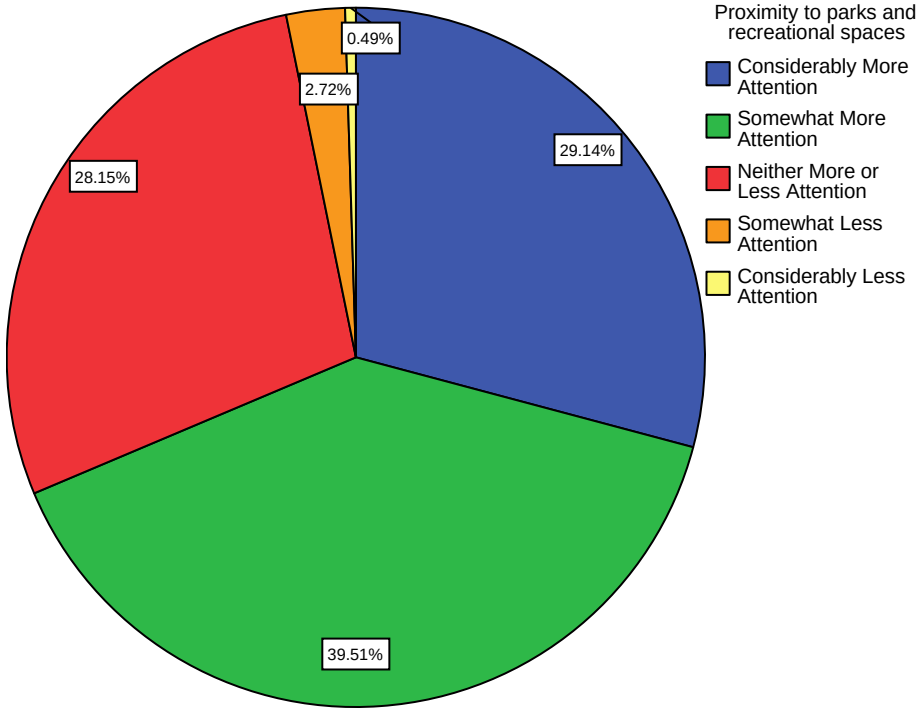

Expanded scope for design review in unprotected areas
Considerably More Attention
Somewhat More Attention
Neither More or Less Attention
Somewhat Less Attention
Considerably Less Attention
35.98%
33.0%
24.81%
4.47%
1.74%

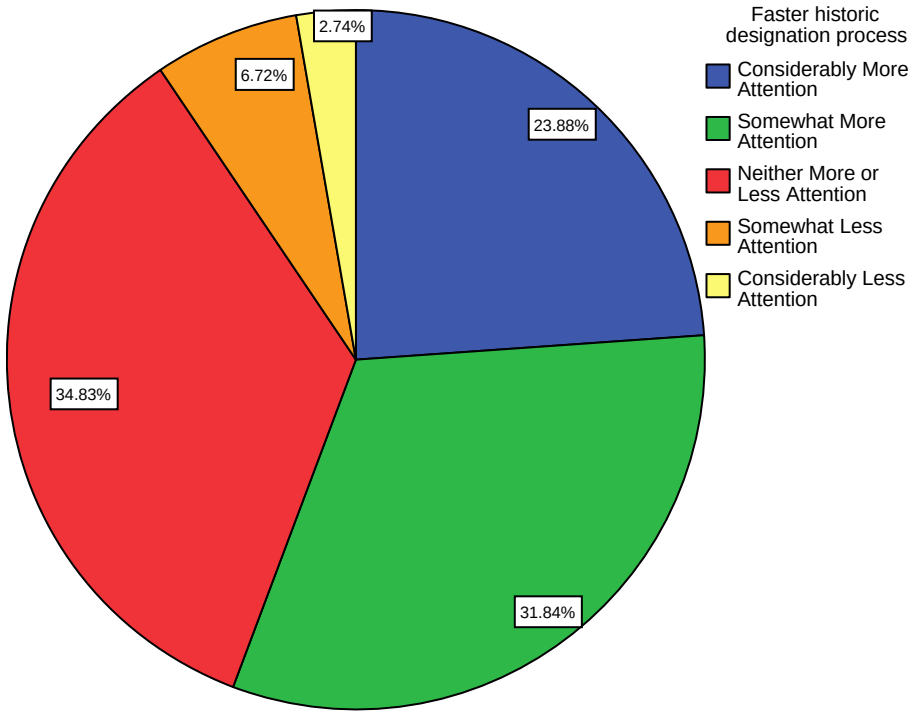

Streamlining permitting process
Considerably More Attention
Somewhat More Attention
Neither More or Less Attention
Somewhat Less Attention
Considerably Less Attention
18.97%
32.56%
37.95%
5.64%
4.87%

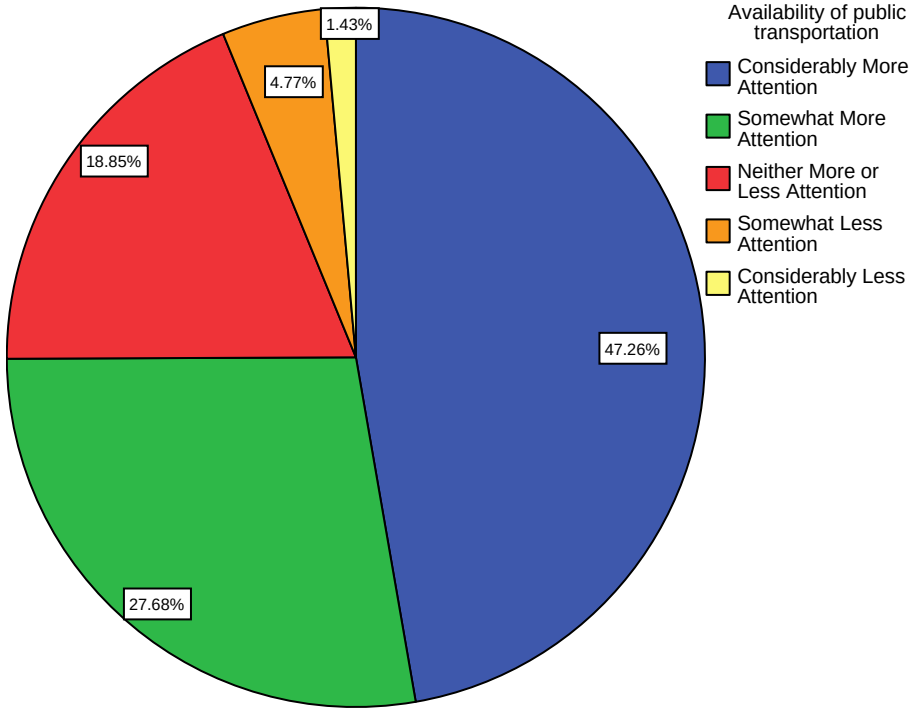

Home maintenance loans
Considerably More Attention
Somewhat More Attention
Neither More or Less Attention
Somewhat Less Attention
Considerably Less Attention
24.07%
33.0%
30.27%
7.2%
5.46%

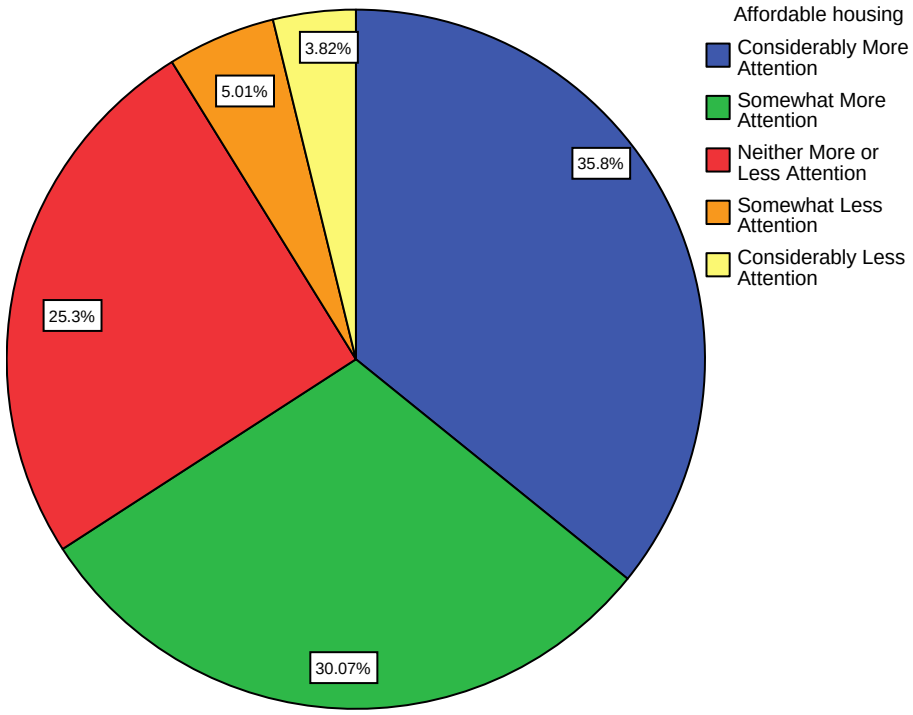

Services for the homeless
Considerably More Attention
Somewhat More Attention
Neither More or Less Attention
Somewhat Less Attention
Considerably Less Attention
43.9%
29.58%
17.14%
5.63%
3.76%

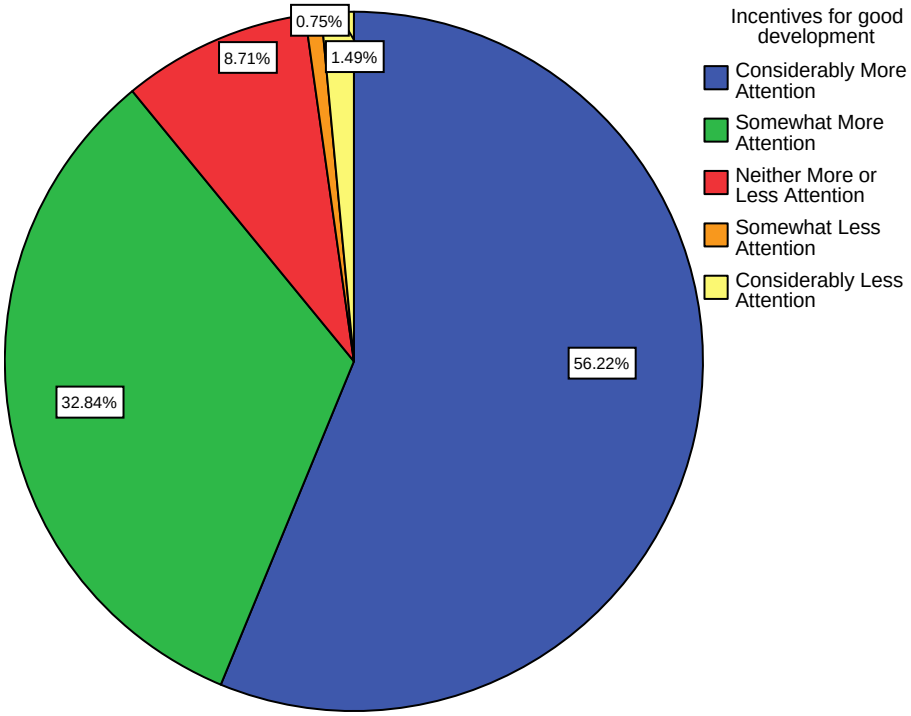

Access to commercial shopping areas
Considerably More Attention
Somewhat More Attention
Neither More or Less Attention
Somewhat Less Attention
Considerably Less Attention
14.32%
25.63%
40.7%
10.8%
8.54%

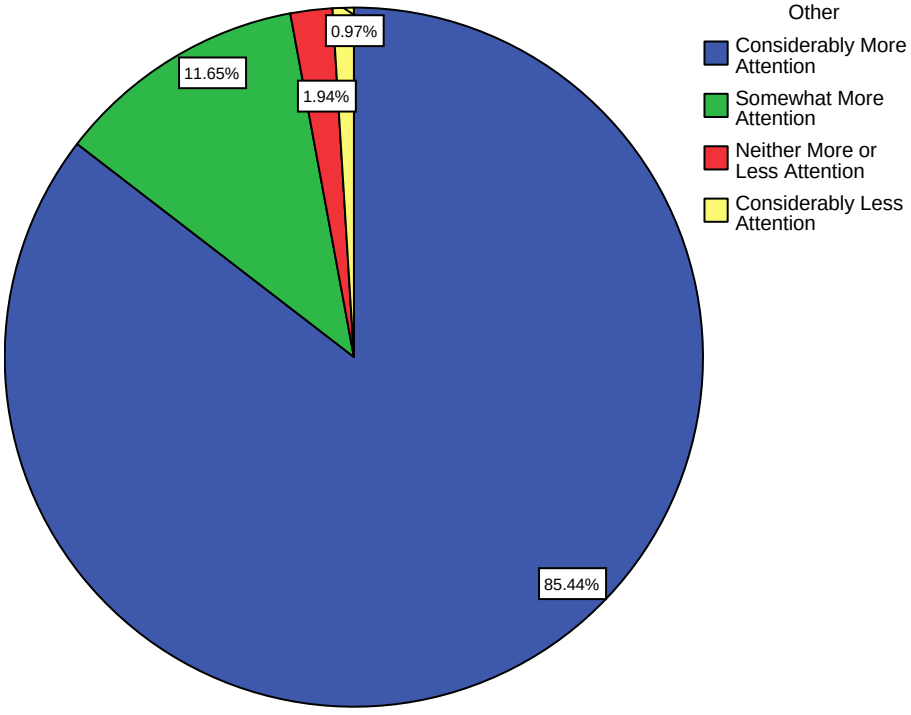

Proximity to parks and recreational spaces
Considerably More Attention
Somewhat More Attention
Neither More or Less Attention
Somewhat Less Attention
Considerably Less Attention
0.49%
2.72%
29.14%
28.15%
39.51%


Faster historic designation process
Considerably More Attention
Somewhat More Attention
Neither More or Less Attention
Somewhat Less Attention
Considerably Less Attention
2.74%
6.72%
23.88%
34.83%
31.84%


Availability of public transportation
Considerably More Attention
Somewhat More Attention
Neither More or Less Attention
Somewhat Less Attention
Considerably Less Attention
47.26%
27.68%
18.85%
4.77%
1.43%


Affordable housing
Considerably More Attention
Somewhat More Attention
Neither More or Less Attention
Somewhat Less Attention
Considerably Less Attention
35.8%
30.07%
25.3%
5.01%
3.82%

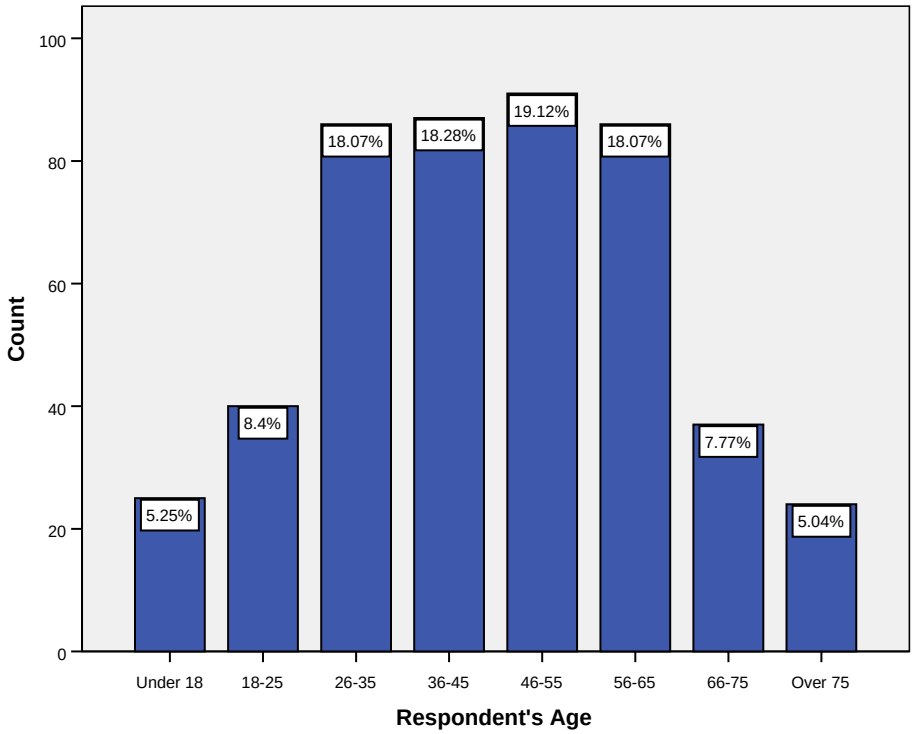

Incentives for good development
Considerably More Attention
Somewhat More Attention
Neither More or Less Attention
Somewhat Less Attention
Considerably Less Attention
56.22%
32.84%
8.71%
0.75%
1.49%


Other
Considerably More Attention
Somewhat More Attention
Neither More or Less Attention
Considerably Less Attention
85.44%
11.65%
1.94%
0.97%

"Your Age:"

Respondent's Age

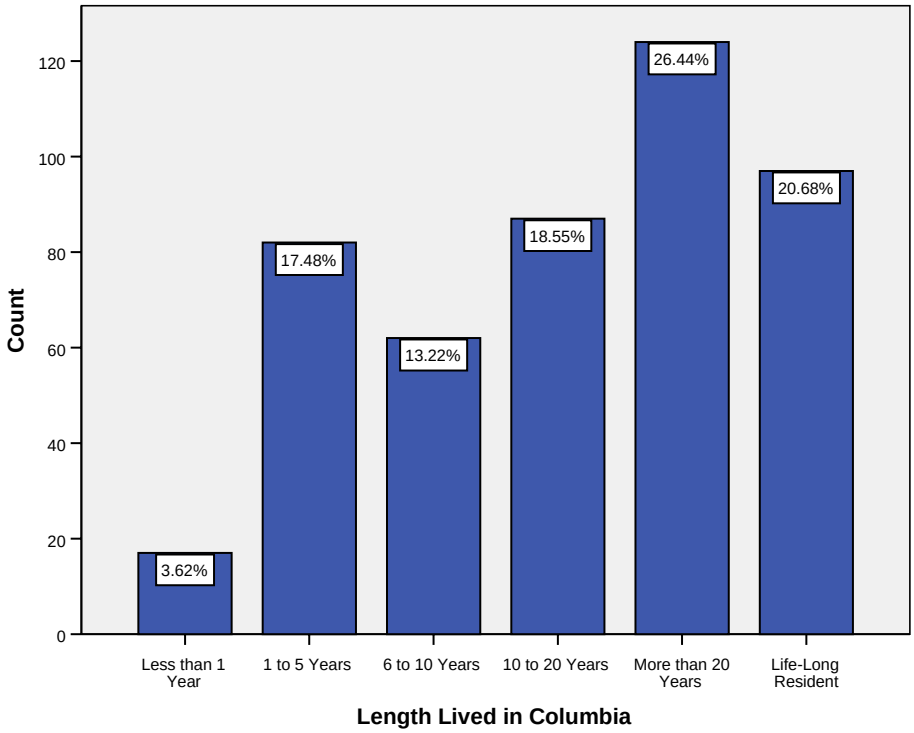
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Under 18	25	4.8	5.3	5.3
	18-25	40	7.8	8.4	13.7
	26-35	86	16.7	18.1	31.7
	36-45	87	16.9	18.3	50.0
	46-55	91	17.6	19.1	69.1
	56-65	86	16.7	18.1	87.2
	66-75	37	7.2	7.8	95.0
	Over 75	24	4.7	5.0	100.0
	Total	476	92.2	100.0	
Missing	999	40	7.8		
Total		516	100.0		



"How long have you lived in the City of Columbia?"

Length Lived in Columbia

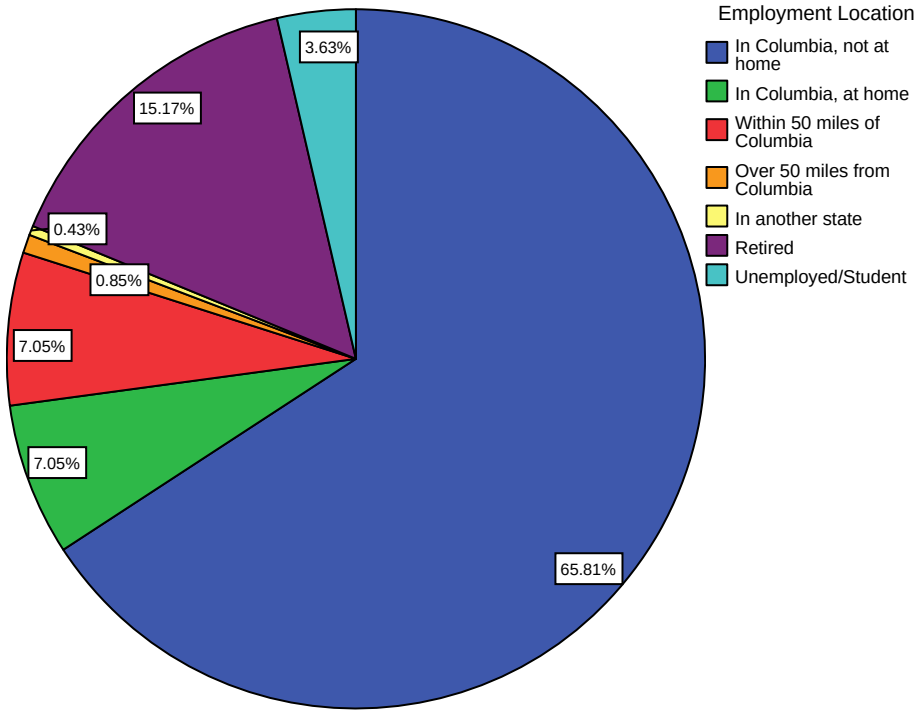
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Less than 1 Year	17	3.3	3.6	3.6
	1 to 5 Years	82	15.9	17.5	21.1
	6 to 10 Years	62	12.0	13.2	34.3
	10 to 20 Years	87	16.9	18.6	52.9
	More than 20 Years	124	24.0	26.4	79.3
	Life-Long Resident	97	18.8	20.7	100.0
	Total	469	90.9	100.0	
Missing	999	47	9.1		
Total		516	100.0		



"Where do you primarily Work?"

Employment Location

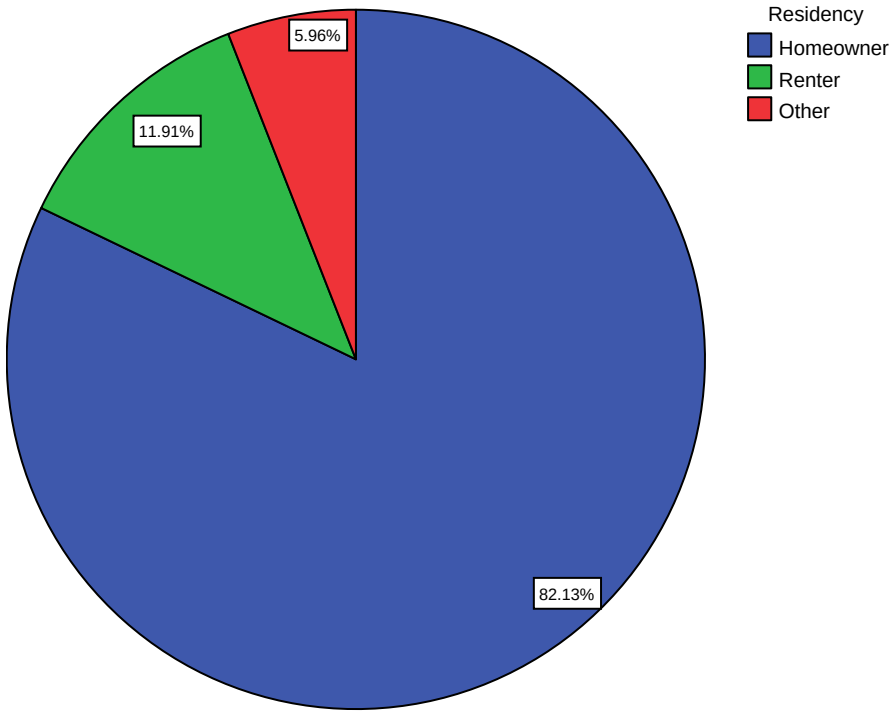
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	In Columbia, not at home	308	59.7	65.8	65.8
	In Columbia, at home	33	6.4	7.1	72.9
	Within 50 miles of Columbia	33	6.4	7.1	79.9
	Over 50 miles from Columbia	4	.8	.9	80.8
	In another state	2	.4	.4	81.2
	Retired	71	13.8	15.2	96.4
	Unemployed/Student	17	3.3	3.6	100.0
	Total	468	90.7	100.0	
Missing	999	48	9.3		
Total		516	100.0		



"Describe your Residency:"

Residency

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Homeowner	386	74.8	82.1	82.1
	Renter	56	10.9	11.9	94.0
	Other	28	5.4	6.0	100.0
	Total	470	91.1	100.0	
Missing	999	46	8.9		
Total		516	100.0		



"In what Zip Code do you reside?"

Zip Code

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	26205	1	.2	.2	.2
	29009	1	.2	.2	.4
	29016	4	.8	.9	1.3
	29033	2	.4	.4	1.7
	29036	2	.4	.4	2.2
	29045	3	.6	.7	2.8
	29053	1	.2	.2	3.0
	29061	1	.2	.2	3.3
	29063	7	1.4	1.5	4.8
	29072	2	.4	.4	5.2
	29096	1	.2	.2	5.4
	29118	1	.2	.2	5.7
	29127	1	.2	.2	5.9
	29169	3	.6	.7	6.5
	29170	5	1.0	1.1	7.6
	29201	94	18.2	20.4	28.0
	29202	1	.2	.2	28.3
	29203	50	9.7	10.9	39.1
	29204	51	9.9	11.1	50.2
	29205	118	22.9	25.7	75.9
	29206	23	4.5	5.0	80.9
	29207	1	.2	.2	81.1
	29208	1	.2	.2	81.3
	29209	43	8.3	9.3	90.7
	29210	8	1.6	1.7	92.4
	29212	10	1.9	2.2	94.6
	29223	12	2.3	2.6	97.2
	29229	11	2.1	2.4	99.6
	29704	1	.2	.2	99.8
	29705	1	.2	.2	100.0
	Total	460	89.1	100.0	
Missing	999	53	10.3		
	System	3	.6		
	Total	56	10.9		
Total		516	100.0		

See Cumulative First Survey Responses by Zip Code Map

Public Input Results: April – June 2008

Columbia Planning Department
1136 Washington Street - 3rd Floor
P.O. Box 147
Columbia, SC 29217
(803) 545-3222

compplan@columbiasc.net

MEMORANDUM

To: Planning Commission
From: Jeff Crick, City Planner
CC: Chip Land, Krista Hampton, Marc Mylott
Subject: Results from the Spring Public Input Meetings and Survey
Date: 7 July 2008

The results from the *second series* of public input gatherings for The Columbia Plan have allowed us to further refine the policies and priorities for a majority of the residents of the City of Columbia. These priorities include: developing and requiring pedestrian and bicycle friendly streets, stronger support and emphasis on public transportation, trust fund for park space, better management practices for Columbia's growth, focusing on transit-oriented and mixed-use development, environmentally sound and sensitive construction, and support for small businesses.

To better gauge and understand the desired policies and their priority for the citizens of Columbia, a series of 7 input events and a 2 month long survey were conducted, totaling 1,257 votes and 232 surveys. The results of these forms of public input have helped to understand the policies that people of Columbia support to achieve their vision first expressed in the Fall Public Input Sessions, and their priorities for The Columbia Plan's initial emphasis.

Again, transportation issues were the primary concern among respondents. Both the concern on the availability and support of public transportation, and the creation and requirement of bicycle and pedestrian friendly streets and corridors were of the highest concerns for the public.

Of equal concern was the emphasis placed on buildings and their design. Citizens expressed a desire to develop incentives for the reuse of existing buildings, structures that exemplified design guidelines, and energy-efficient/"Green" construction was prominent.

Some key themes from the first public input also made equally strong consideration. Urban sprawl was again a primary topic of concern. Policies that help limit sprawl, such as transit-oriented and mixed-use development, and limiting the extension of municipal services, were strongly supported by citizens. This also included the creation of a trust fund to support parks, and the expansion of active park spaces such as playing fields and specific-use facilities, such as skate parks.

Throughout the course of both public input series for The Columbia Plan, a total of 12 input events collected 1,590 votes, 8 focus groups held, and 748 surveys were collected over 6 months.

Public Input Boards

Economic Development

Votes

Stimulate economic growth through the formation, retention, recruitment and expansion of businesses and enterprises, using available economic and legislative tools available to the City of Columbia.

Promote and ensure the diversification of business types and location throughout the entire municipality of Columbia.

Develop, support and participate in regional economic development planning, including the public and private sectors.

Encourage the creation of public-private partnerships that further support public goals while advancing private economic development opportunities.

Create policies and incentives to reintroduce neighborhood retail and commercial establishments in underserved sections of Columbia.

Support a quality of life that attracts creative and emerging businesses.

Create economic incentives to draw creative and emerging businesses to Columbia and support those that are already here.

Cooperate with organizations and institutions to provide the youth of Columbia with a stronger understanding of opportunities and options available through education.

Encourage effective and more frequent communication between the City, school districts and educational providers to meet the needs of the people and the community.

Identify and encourage development in locations that can be served by existing infrastructure before extending new infrastructure into other areas.

Cultural Resources

	Votes
Outline a process which provides and funds space for studios, galleries and live/work units for artists.	
Create an Office of the Arts to identify Columbia as a community of the arts and to encourage patronage both state and nationwide.	
Establish and support a city "artist in residence" program.	
Broaden the application of the Hospitality tax to provide our cultural institutions with more avenues to offer exhibits and educational opportunities.	
Permit and promote use of public spaces for exhibitions and display spaces for artists.	
Conduct an update to the Bryan Survey to better understand, catalog, and identify historic resources of Columbia.	
Encourage the restoration or maintenance of properties in historic neighborhoods through Low-Income Rehabilitation Programs in historic districts.	
Actively create walkable urban centers and neighborhoods through committed design review and emphasis.	
Encourage new & notable architectural designs that are innovative and have significant elements, appropriate with their context.	
Develop and implement design guidelines based upon community input corresponding with the character and considerations for districts and neighborhoods.	

Natural Resources

	Votes
Extend tree protection requirements to single-family residential property.	
Require a vegetated buffer adjacent to water bodies sufficient to protect the water from runoff and pollution.	
Strengthen the tree protection requirements by reducing the diameter of trees that require replacement planting.	
Provide incentives/rewards for commercial developments that install a "green roof" on their buildings.	
Develop incentives for alternative means of commuting, such as telecommuting, bicycles and public transportation.	
Provide meaningful incentives to encourage infill development that reduces sprawl.	
Support innovative residential design with smaller housing footprints and more green space.	
Identify and implement means for reducing the amount of impervious surfaces that are constructed.	
Provide incentives and education to increase LEED or other environmentally sensitive construction, including residential developments.	
Require existing parking lots to come into compliance with the landscape ordinance within a specified time frame.	

Transportation

	Votes
Apply an ordinance to require "complete streets" to include bicycle lanes and sidewalks when renovating and building new streets and thoroughfares.	
Establish, maintain and clearly mark crosswalks at appropriate intervals to prevent unprotected street crossings.	
Modify the existing zoning ordinances to establish a maximum number of parking spaces, replacing the existing minimum-level requirements.	
Permit and encourage the development of mixed use structures in neighborhoods to allow residents to shop and get daily goods without driving.	
Promote the use of site planning and development to encourage and promote the use of public transportation, bicycling and walking.	
Require and promote neighborhoods to have sidewalks and bicycle access to provide residents with alternative transportation options.	
Require site planning and design to encourage placement of parking away from the streets, instead of between the building and the street.	
Study the feasibility and location considerations for the creation of a multi-modal transit station that serves as a hub for all transportation options for the Columbia metropolitan region.	
Use land use decisions and street designs to manage traffic flow and reduce the need for street expansion.	
Work to raise the densities of residential portions of Columbia to allow for greater support of public transportation.	

Housing

	Votes
Modify city ordinances to permit voluntary Inclusionary Zoning to encourage affordable housing.	
Create and support a Housing Trust Fund to promote and fund affordable housing throughout Columbia.	
Dedicate funds for the continued existence of the CityLiving home loan program.	
Create incentives to provide quality multi-family rental units that are affordable under the standards for affordable housing as outlined by the Department of Housing and Urban Development.	
Increase the number of housing alternatives throughout Columbia for the current and future needs of residents.	
Stricter enforcement of boarded windows, illegal parked cars, overgrown lots, and other code enforcement issues.	
Create and fill a City Planner position exclusively for neighborhood/housing issues.	
Modifying city ordinances to allow accessory dwelling units in conjunction with single-family occupied houses can provide more affordable housing options.	
Create policies and incentives that permit and encourage contextual in-fill development.	

Community Facilities

	Votes
Require the adaptive reuse of existing buildings before new community facilities are constructed.	
Fund and pursue land acquisition to allow adequate and proper expansion of necessary community facilities throughout Columbia.	
Permit and encourage green infrastructure and design as a way to make Columbia's community facilities sustainable.	
As development occurs, establish requirements providing that existing services and facilities have growth capacity before new developments are approved.	
Establish impact fees as a funding mechanism to provide capital improvements for community facilities to permit new growth; and developments pay a proportionate share of the cost of the impacted facilities and services.	
On all new construction or renovations, require utility lines to be installed underground unless it is not physically feasible.	
Develop and maintain a Capital Improvement Program (CIP) to guide resources and funding to projects needing the most immediate attention.	
Require sprinklers in all commercial and residential construction.	
Encourage compact/concentrated development in designated centers to facilitate economical and efficient use of established utilities and services.	
Allocate funds to expand and upgrade community facilities so they may better serve the public's needs.	

Future Land Use

	Votes
Decentralize community services, amenities, and facilities in order to serve more neighborhoods.	
Strive to improve the quality, aesthetics, and accessibility of commercial corridors throughout Columbia.	
Study the capability of smart growth and similar practices and their potential application and effect for the City of Columbia.	
Encourage the use of mixed use zoning districts citywide, especially along gateway corridors.	
Provide more opportunities for neighborhood scale commercial and retail development.	
Ensure new and in-fill development is compatible with existing and historical contexts for the location.	
Increase the potential for transit oriented development to achieve the proper density needed for supporting public transportation.	
Prioritize redevelopment and in-fill development over outward, new development.	
Work toward developing transit, bicycle and pedestrian supportive streets and corridors.	
Identify and prioritize distressed neighborhoods for assistance and improvements to sustain the integrity of Columbia.	

Demographics

Votes

Implement growth management tools and best practices in zoning, urban planning, and urban design, ensuring sustainability and consistency with prescribed future land use practices.

Establish a growth boundary for the City of Columbia to promote in-fill development and redevelopment of blighted areas.

Begin developing neighborhood/corridor master planning to integrate sections of the community into the comprehensive plan.

Work to ensure that all facilities and public rights of way throughout the City of Columbia are constructed or renovated to be accessible to all residents and promote various forms of movement with ease.

Work with the school districts inside of Columbia municipal limits to promote a stronger educational system and facility integration into the fabric of the neighborhoods.

The City of Columbia should share information and work collaboratively with Richland County, Central Midlands Council of Governments, and other neighboring municipalities to better prepare and plan for future growth and development to mitigate problems that can have negative impacts regionally.

Work to develop improved and quicker information gathering and sharing systems between departments within the City of Columbia.

Board Results and Totals

Rank	Total Votes	Policy #	Policy
1	58	**H6**	Stricter enforcement of boarded windows, illegal parked cars, overgrown lots, and other code enforcement issues.
2	47	**ED10**	Identify and encourage development in locations that can be served by existing infrastructure before extending new infrastructure into other areas.
3	44	**FLU9**	Work toward developing transit, bicycle and pedestrian supportive streets and corridors.
4	43	**T1**	Apply an ordinance to require "complete streets" to include bicycle lanes and sidewalks when
5	39	**NR5**	Develop incentives for alternative means of commuting, such as telecommuting, bicycles and public transportation.
6	39	**D6**	The City of Columbia should share information and work collaboratively with Richland County, Central Midlands Council of Governments, and other neighboring municipalities to better prepare and plan for future growth and development to mitigate problems that can have negative impacts regionally.
7	38	**ED7**	Create economic incentives to draw creative and emerging businesses to Columbia and support those that are already here.
8	35	**CR7**	Encourage the restoration or maintenance of properties in historic neighborhoods through Low-Income Rehabilitation Programs in historic Columbia.
9	34	**CR8**	Actively create walkable urban centers and neighborhoods through committed design review and emphasis.
10	34	**D5**	Work with the school districts inside of Columbia municipal limits to promote a stronger educational system and facility integration into the fabric of the neighborhoods.
11	32	**CF6**	On all new construction or renovations, require utility lines to be installed underground unless it is not physically feasible.
12	30	**FLU10**	Identify and prioritize distressed neighborhoods for assistance and improvements to sustain the integrity of Columbia.
13	30	**CF1**	Require the adaptive reuse of existing buildings before new community facilities are constructed.
14	28	**T8**	Study the feasibility and location considerations for the creation of a multi-modal transit station that serves as a hub for all transportation options for the Columbia metropolitan region.
15	27	**CF8**	Require sprinklers in all commercial and residential construction.
16	26	**T6**	Require and promote neighborhoods to have sidewalks and bicycle access to provide residents with alternative transportation options.
17	26	**ED9**	Encourage effective and more frequent communication between the City, school districts and educational providers to meet the needs of the people and the community.
18	25	**T4**	Permit and encourage the development of mixed use structures in neighborhoods to allow residents to shop and get daily goods without driving.
19	24	**FLU7**	Increase the potential for transit oriented development to achieve the proper density needed for supporting public transportation.
20	24	**T10**	Work to raise the densities of residential portions of Columbia to allow for greater support of public transportation.
21	22	**D2**	Establish a growth boundary for the City of Columbia to promote in-fill development and redevelopment of blighted areas.
22	22	**NR2**	Require a vegetated buffer adjacent to water bodies sufficient to protect the water from runoff and pollution.
23	22	**ED1**	Stimulate economic growth through the formation, retention, recruitment and expansion of businesses and enterprises, using available economic and legislative tools available to the City of Columbia.

Legend of Abbreviations
NR = Natural Resources
H = Housing
ED = Economic Development
CF= Community Facilities
FLU = Future Land Use
T = Transportation
CR = Cultural Resources
D = Demographics

Ranking of Elements by Total Votes
Economic Development = 191
Transportation = 185
Future Land Use = 177
Community Facilities = 162
Natural Resources = 158
Cultural Resources = 145
Demographic = 120
Housing = 119

Survey

The Columbia Plan Survey

2nd Citizen Participation Survey

Please Return by June 30th 2008

In what Zip Code do you reside? _____

Which of these do you feel is the most urgent to address? (**Select only 1**)

- o Access to sidewalks and bicycle lanes
- o Availability of public transportation
- o Creation of neighborhood parks
- o Creation of a riverfront park
- o Increased tree preservation
- o Stronger architectural design review

Would you support the creation of a joint City of Columbia and Richland County services growth boundary, a defining limit to which municipal services will be extended?

- o Yes
- o No

Do you support a 1¢ sales tax to fund bicycle & pedestrian, streets, and public transportation projects?

- o Yes
- o No

Please indicate your level of support for the following policies:

	Very Unfavorable	Unfavorable	Neutral	Favorable	Very Favorable
Developing a housing trust fund to support affordable housing.					
Establish a trust fund for the growth of Columbia's parks system.					
Extending the landscape ordinance to include single-family housing.					
Furnish better public transportation through dedicated taxes and fees.					
Incentives for reusing existing buildings.					
Incentives for construction that exemplify historic and design guidelines.					
Incentives for energy-efficient, green building construction.					
Policy to allow additional density for providing affordable housing units.					
Reduced fees and/or taxes to provide incentives for small businesses.					
Require sidewalks and bicycle improvements for all new development.					
Require vegetative buffers around natural water bodies.					
Other?_____					

****Continue on Back****

Do you use public transportation?

- o Daily
- o Several times a week
- o Once a week
- o Several times a month
- o Once a month
- o I never use public transportation

If **Never**, please indicate why not: (*CHECK ALL THAT APPLY*)

- o Access to desired destinations
- o Modes of available public transit
- o Price
- o Proximity to/from stops
- o Reliability
- o Timing and frequency of routes
- o Other _____

Your age:

- o Under 18
- o 18-25
- o 26-35
- o 36-45
- o 46-55
- o 56-65
- o 66-75
- o Over 75

How long have you lived in the City of Columbia?

- o Less than 1 Year
- o 1 to 5 Years
- o 6 to 10 Years
- o 10 to 20 Years
- o More than 20 Years
- o Life-long Resident

Describe your residency:

- o Homeowner
- o Renter
- o Other

Where do you primarily work?

- o In Columbia, not at home
- o In Columbia, at home
- o Within 50 miles of Columbia
- o Over 50 miles from Columbia
- o In another State
- o Retired
- o Unemployed/Student

Comment/Suggestion

_____

_____

_____

Please Return by **June 30, 2008** *to:*

COLUMBIA PLANNING DEPARTMENT
1136 Washington Street - 3rd Floor
P.O. Box 147
Columbia, SC 29217
Phone: (803) 545-3222
Fax: (803) 733-8647
http://www.columbiaplanningandzoning.net/
compplan@columbiasc.net

Survey Results

In what Zip Code do you reside?

N	Valid	224
	Missing	8
Sum		6523318

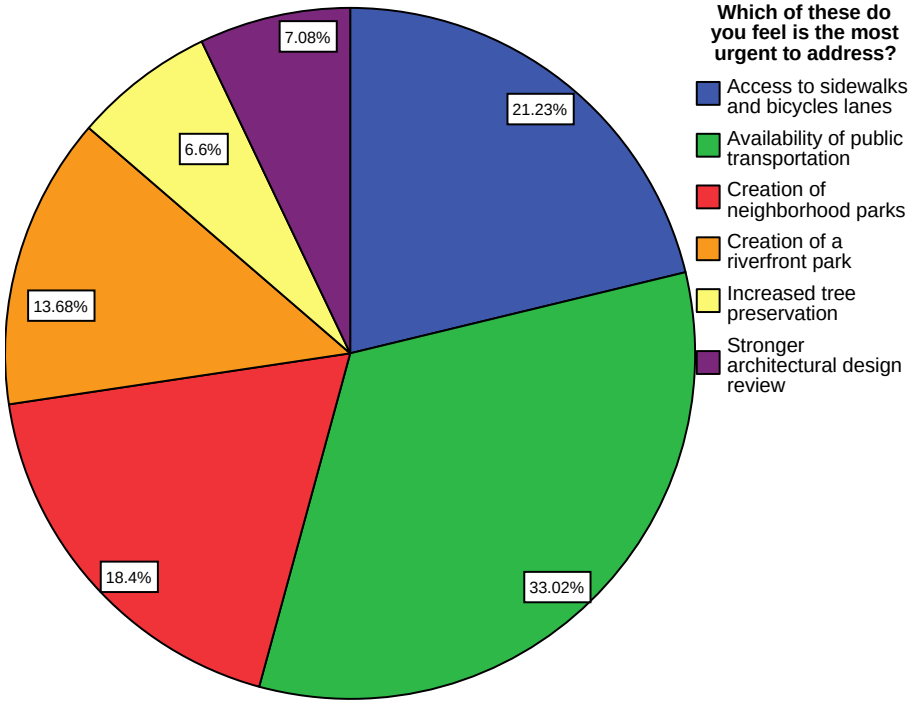
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	20963	1	.4	.4	.4
	26205	1	.4	.4	.9
	26209	1	.4	.4	1.3
	29016	2	.9	.9	2.2
	29020	1	.4	.4	2.7
	29033	1	.4	.4	3.1
	29045	5	2.2	2.2	5.4
	29053	1	.4	.4	5.8
	29061	3	1.3	1.3	7.1
	29063	5	2.2	2.2	9.4
	29070	1	.4	.4	9.8
	29072	6	2.6	2.7	12.5
	29073	3	1.3	1.3	13.8
	29075	1	.4	.4	14.3
	29078	2	.9	.9	15.2
	29169	3	1.3	1.3	16.5
	29170	3	1.3	1.3	17.9
	29201	27	11.6	12.1	29.9
	29203	18	7.8	8.0	37.9
	29204	13	5.6	5.8	43.8
	29205	62	26.7	27.7	71.4
	29206	5	2.2	2.2	73.7
	29209	24	10.3	10.7	84.4
	29210	12	5.2	5.4	89.7
	29212	7	3.0	3.1	92.9
	29223	7	3.0	3.1	96.0
	29225	1	.4	.4	96.4
	29229	8	3.4	3.6	100.0
	Total	224	96.6	100.0	
Missing	999	8	3.4		
Total		232	100.0		

[See Cumulative Second Survey Responses by Zip Code Map]

Which of these do you feel is the most urgent to address?

N	Valid	212
	Missing	20

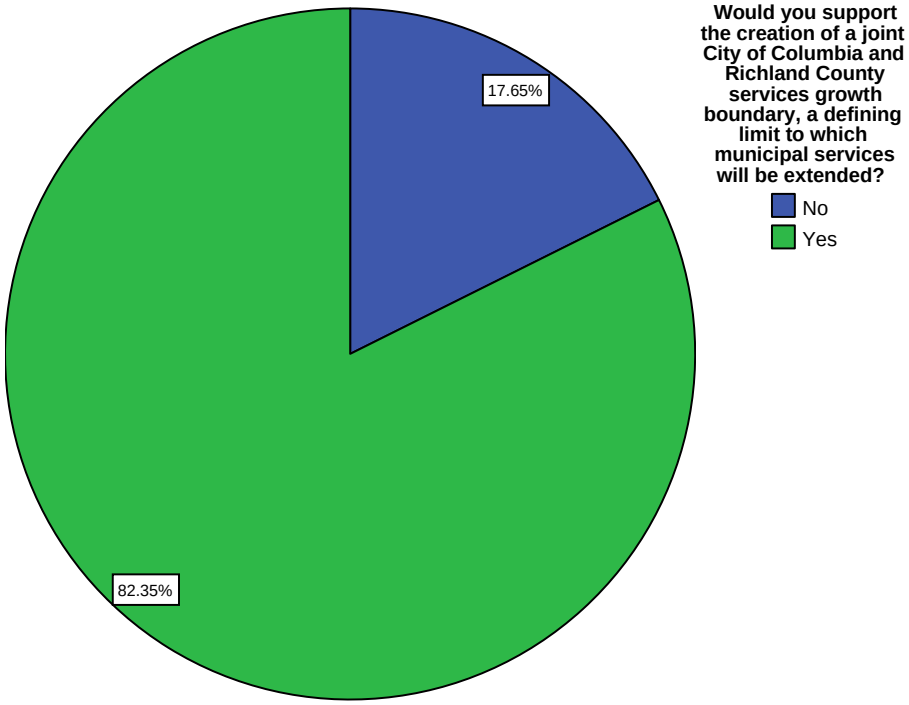
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Access to sidewalks and bicycles lanes	45	19.4	21.2	21.2
	Availability of public transportation	70	30.2	33.0	54.2
	Creation of neighborhood parks	39	16.8	18.4	72.6
	Creation of a riverfront park	29	12.5	13.7	86.3
	Increased tree preservation	14	6.0	6.6	92.9
	Stronger architectural design review	15	6.5	7.1	100.0
	Total	212	91.4	100.0	
Missing	999	20	8.6		
Total		232	100.0		



Would you support the creation of a joint City of Columbia and Richland County services growth boundary, a defining limit to which municipal services will be extended?

N	Valid	187
	Missing	45

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	No	33	14.2	17.6	17.6
	Yes	154	66.4	82.4	100.0
	Total	187	80.6	100.0	
Missing	999	45	19.4		
Total		232	100.0		

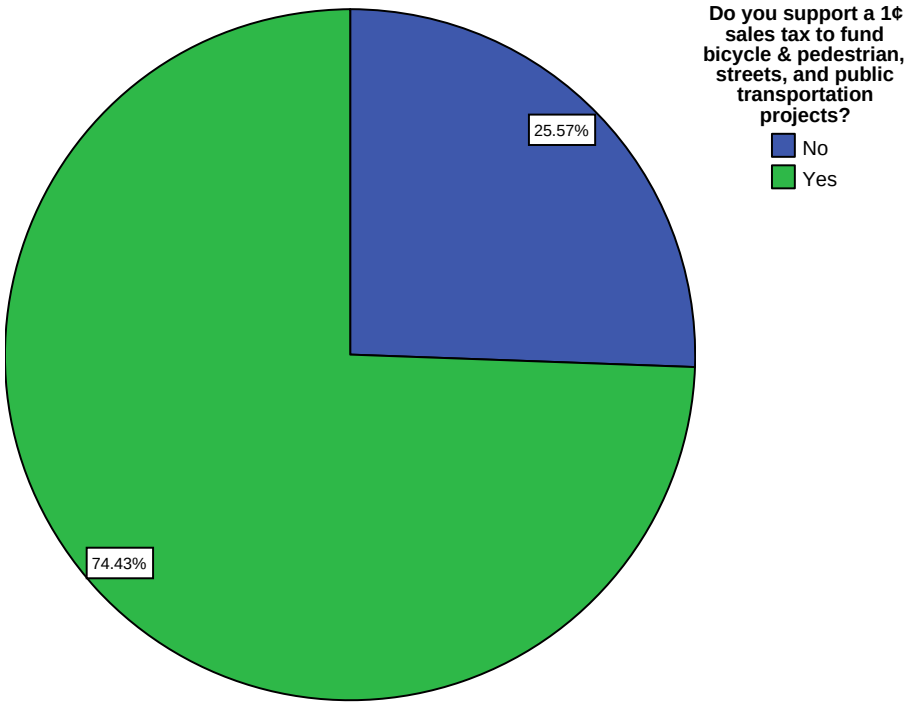


[See Cumulative Responses to the Growth Boundary Survey Question Map]

Do you support a 1¢ sales tax to fund bicycle & pedestrian, streets, and public transportation projects?

N	Valid	219
	Missing	13

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	No	56	24.1	25.6	25.6
	Yes	163	70.3	74.4	100.0
	Total	219	94.4	100.0	
Missing	999	13	5.6		
Total		232	100.0		

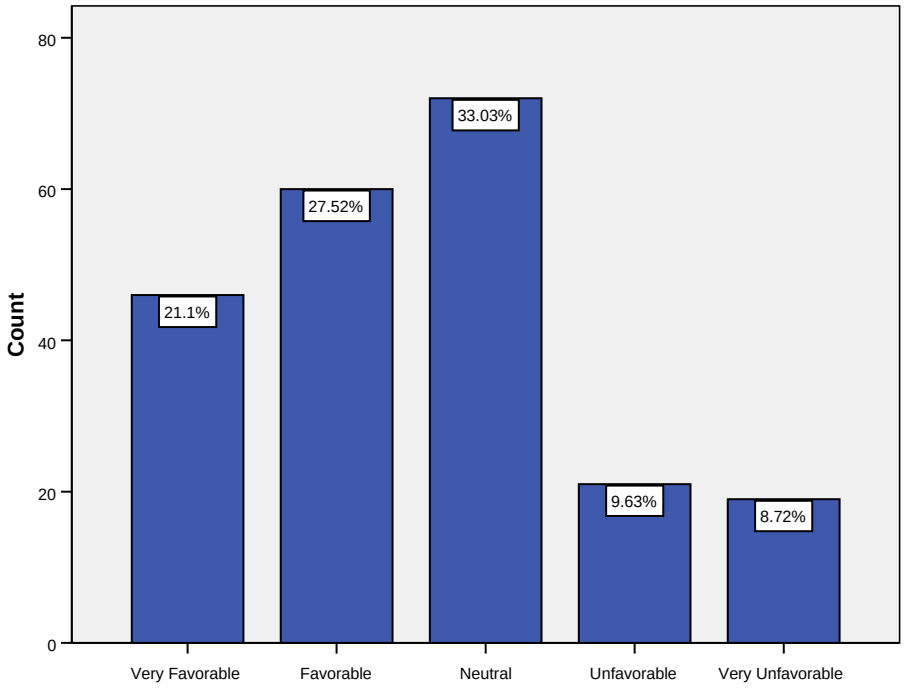


[See Cumulative Responses to the Sales Tax Survey Question Map]

Developing a housing trust fund to support affordable housing.

N	Valid	218
	Missing	14
Mean		2.57

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very Favorable	46	19.8	21.1	21.1
	Favorable	60	25.9	27.5	48.6
	Neutral	72	31.0	33.0	81.7
	Unfavorable	21	9.1	9.6	91.3
	Very Unfavorable	19	8.2	8.7	100.0
	Total	218	94.0	100.0	
Missing	999	14	6.0		
Total		232	100.0		

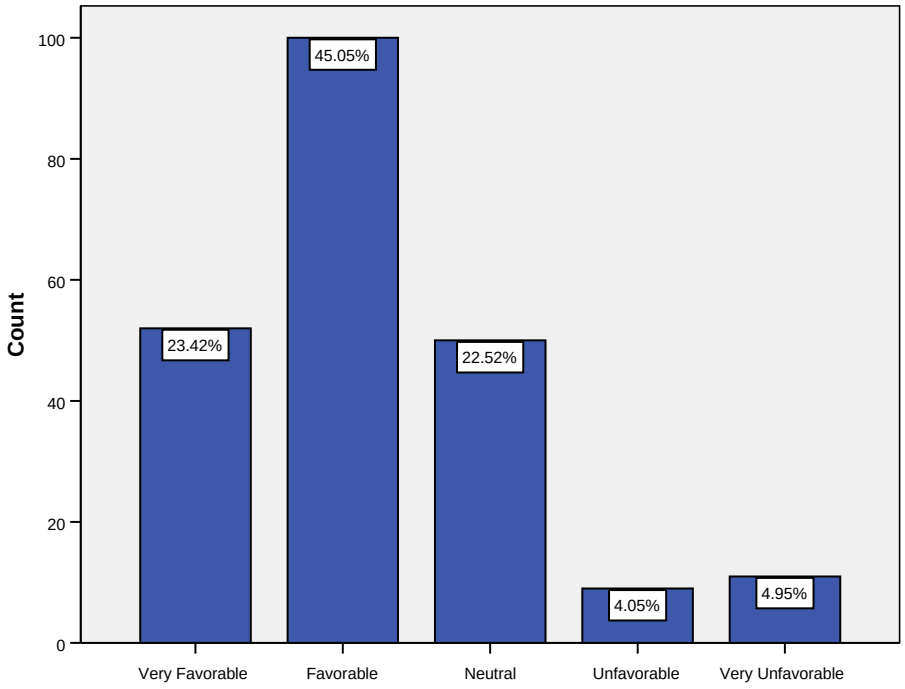


Developing a housing trust fund to support affordable housing.

Establish a trust fund for the growth of Columbia's parks system.

N	Valid	222
	Missing	10
Mean		2.22

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very Favorable	52	22.4	23.4	23.4
	Favorable	100	43.1	45.0	68.5
	Neutral	50	21.6	22.5	91.0
	Unfavorable	9	3.9	4.1	95.0
	Very Unfavorable	11	4.7	5.0	100.0
	Total	222	95.7	100.0	
Missing	999	10	4.3		
Total		232	100.0		

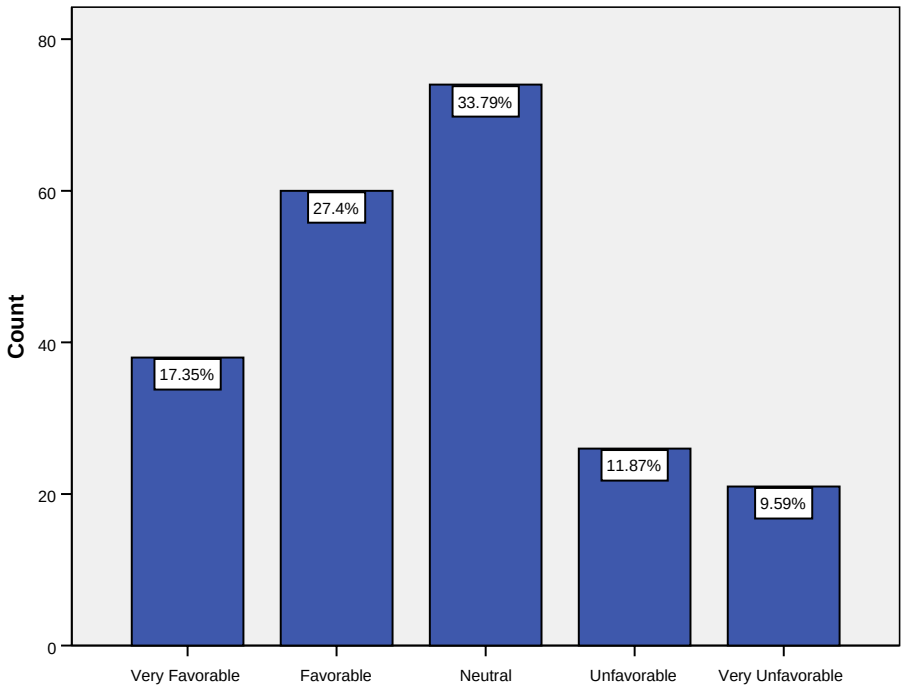


Establish a trust fund for the growth of Columbia's parks system.

Extending the landscape ordinance to include single-family housing.

N	Valid	219
	Missing	13
Mean		2.69

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very Favorable	38	16.4	17.4	17.4
	Favorable	60	25.9	27.4	44.7
	Neutral	74	31.9	33.8	78.5
	Unfavorable	26	11.2	11.9	90.4
	Very Unfavorable	21	9.1	9.6	100.0
	Total	219	94.4	100.0	
Missing	999	13	5.6		
Total		232	100.0		

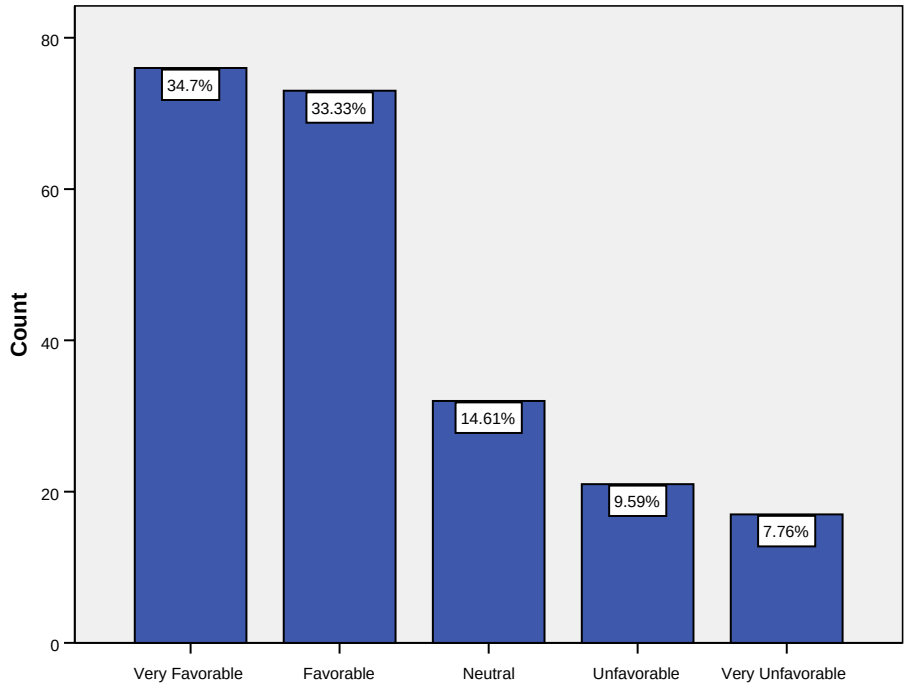


Extending the landscape ordinance to include single-family housing.

Furnish better public transportation through dedicated taxes and fees.

N	Valid	219
	Missing	13
Mean		2.22

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very Favorable	76	32.8	34.7	34.7
	Favorable	73	31.5	33.3	68.0
	Neutral	32	13.8	14.6	82.6
	Unfavorable	21	9.1	9.6	92.2
	Very Unfavorable	17	7.3	7.8	100.0
	Total	219	94.4	100.0	
Missing	999	13	5.6		
Total		232	100.0		

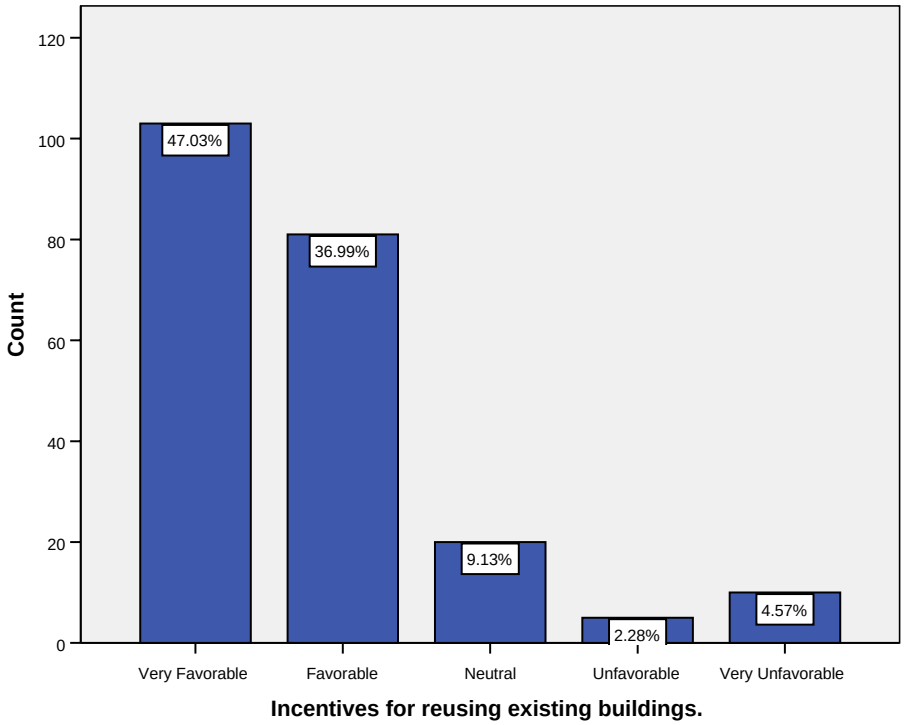


Furnish better public transportation through dedicated taxes and fees.

Incentives for reusing existing buildings.

N	Valid	219
	Missing	13
Mean		1.80

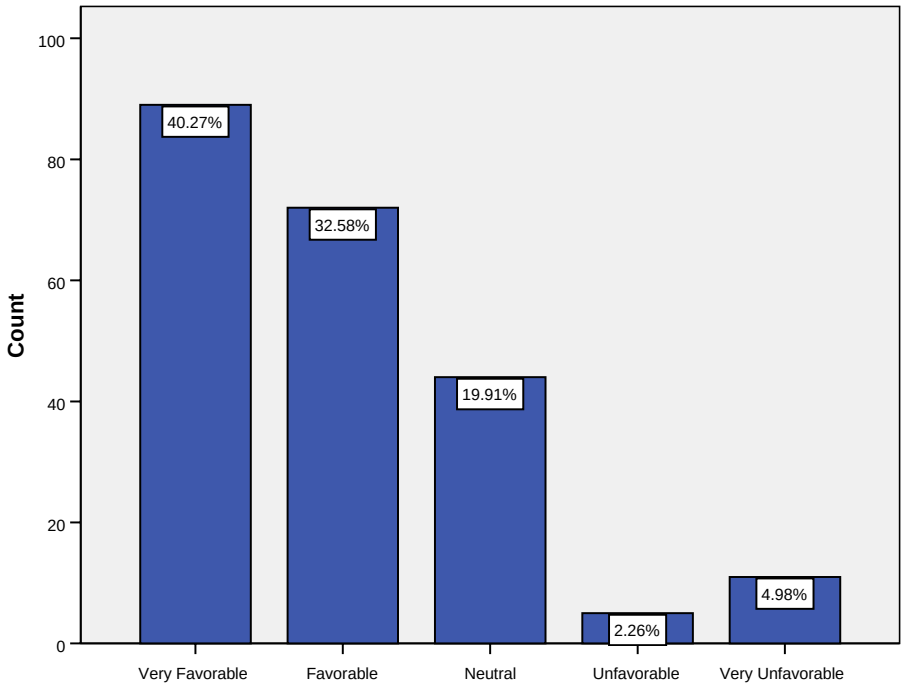
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very Favorable	103	44.4	47.0	47.0
	Favorable	81	34.9	37.0	84.0
	Neutral	20	8.6	9.1	93.2
	Unfavorable	5	2.2	2.3	95.4
	Very Unfavorable	10	4.3	4.6	100.0
	Total	219	94.4	100.0	
Missing	999	13	5.6		
Total		232	100.0		



Incentives for construction that exemplify historic and design guidelines.

N	Valid	221
	Missing	11
Mean		1.99

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very Favorable	89	38.4	40.3	40.3
	Favorable	72	31.0	32.6	72.9
	Neutral	44	19.0	19.9	92.8
	Unfavorable	5	2.2	2.3	95.0
	Very Unfavorable	11	4.7	5.0	100.0
	Total	221	95.3	100.0	
Missing	999	11	4.7		
Total		232	100.0		

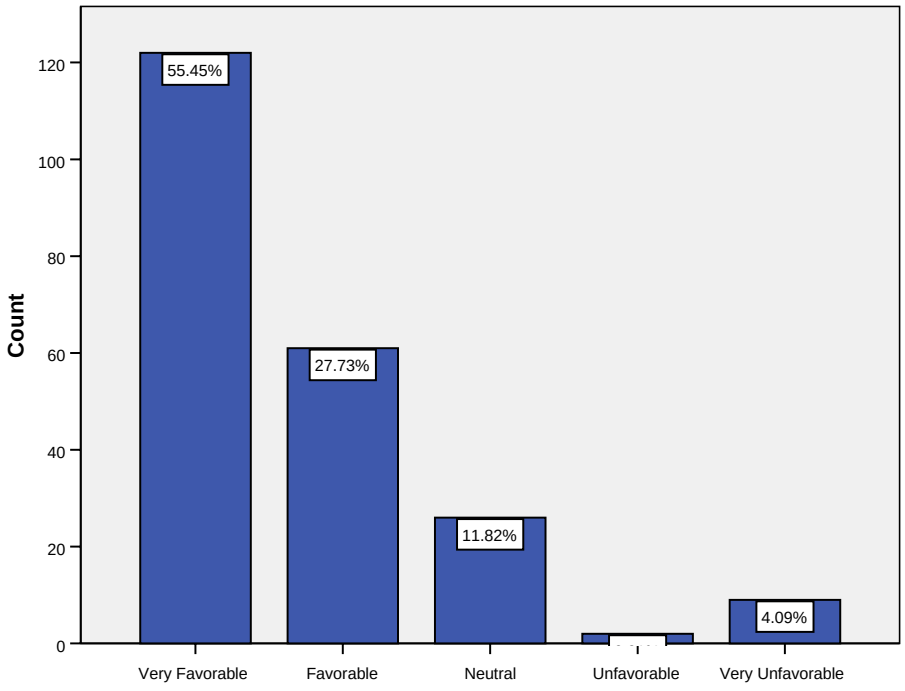


Incentives for construction that exemplify historic and design guidelines.

Incentives for energy-efficient, green building construction.

N	Valid	220
	Missing	12
Mean		1.70

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very Favorable	122	52.6	55.5	55.5
	Favorable	61	26.3	27.7	83.2
	Neutral	26	11.2	11.8	95.0
	Unfavorable	2	.9	.9	95.9
	Very Unfavorable	9	3.9	4.1	100.0
	Total	220	94.8	100.0	
Missing	999	12	5.2		
Total		232	100.0		

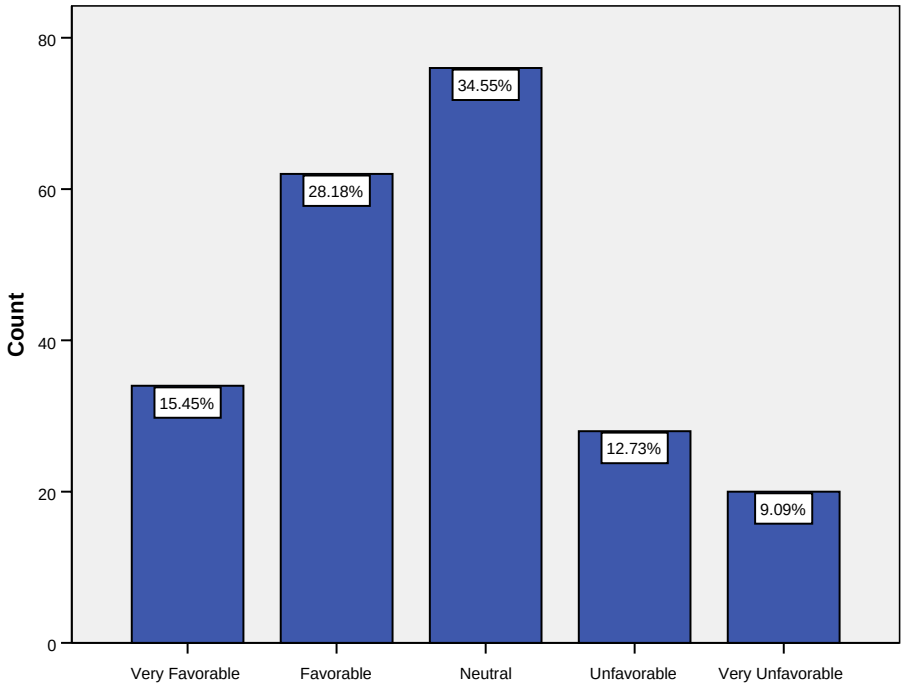


Incentives for energy-efficient, green building construction.

Policy to allow additional density for providing affordable housing units.

N	Valid	220
	Missing	12
Mean		2.72

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very Favorable	34	14.7	15.5	15.5
	Favorable	62	26.7	28.2	43.6
	Neutral	76	32.8	34.5	78.2
	Unfavorable	28	12.1	12.7	90.9
	Very Unfavorable	20	8.6	9.1	100.0
	Total	220	94.8	100.0	
Missing	999	12	5.2		
Total		232	100.0		

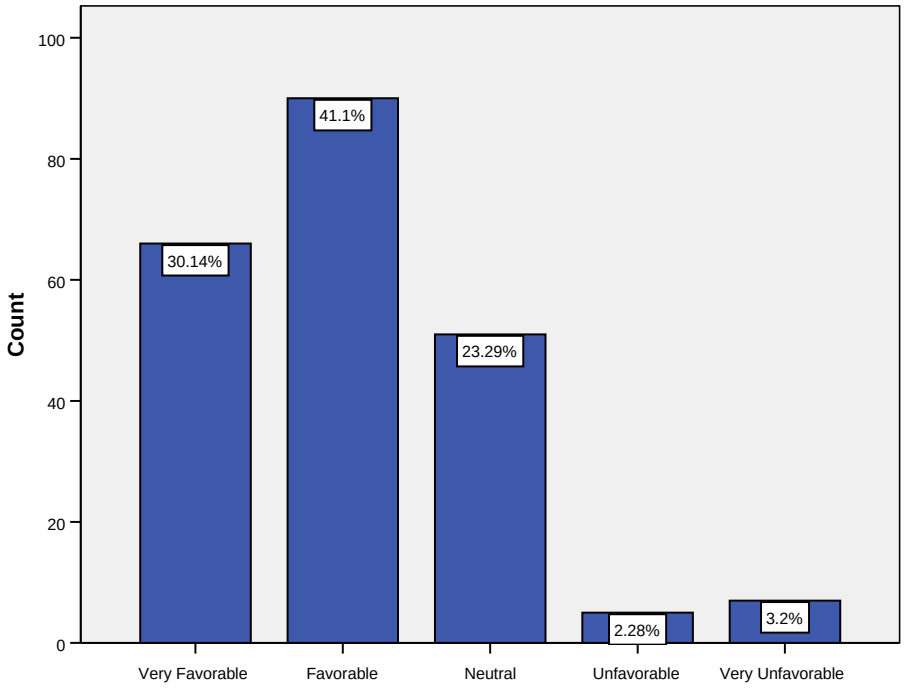


Policy to allow additional density for providing affordable housing units.

Reduced fees and/or taxes to provide incentives for small businesses.

N	Valid	219
	Missing	13
Mean		2.07

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very Favorable	66	28.4	30.1	30.1
	Favorable	90	38.8	41.1	71.2
	Neutral	51	22.0	23.3	94.5
	Unfavorable	5	2.2	2.3	96.8
	Very Unfavorable	7	3.0	3.2	100.0
	Total	219	94.4	100.0	
Missing	999	13	5.6		
Total		232	100.0		

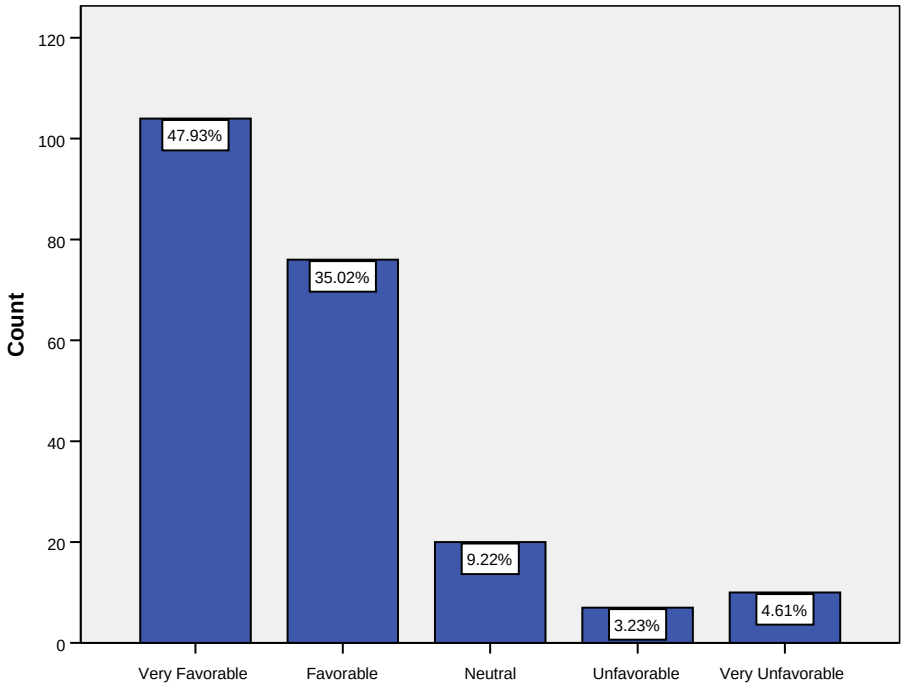


Reduced fees and/or taxes to provide incentives for small businesses.

Require sidewalks and bicycle improvements for all new development.

N	Valid	217
	Missing	15
Mean		1.82

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very Favorable	104	44.8	47.9	47.9
	Favorable	76	32.8	35.0	82.9
	Neutral	20	8.6	9.2	92.2
	Unfavorable	7	3.0	3.2	95.4
	Very Unfavorable	10	4.3	4.6	100.0
	Total	217	93.5	100.0	
Missing	999	15	6.5		
Total		232	100.0		

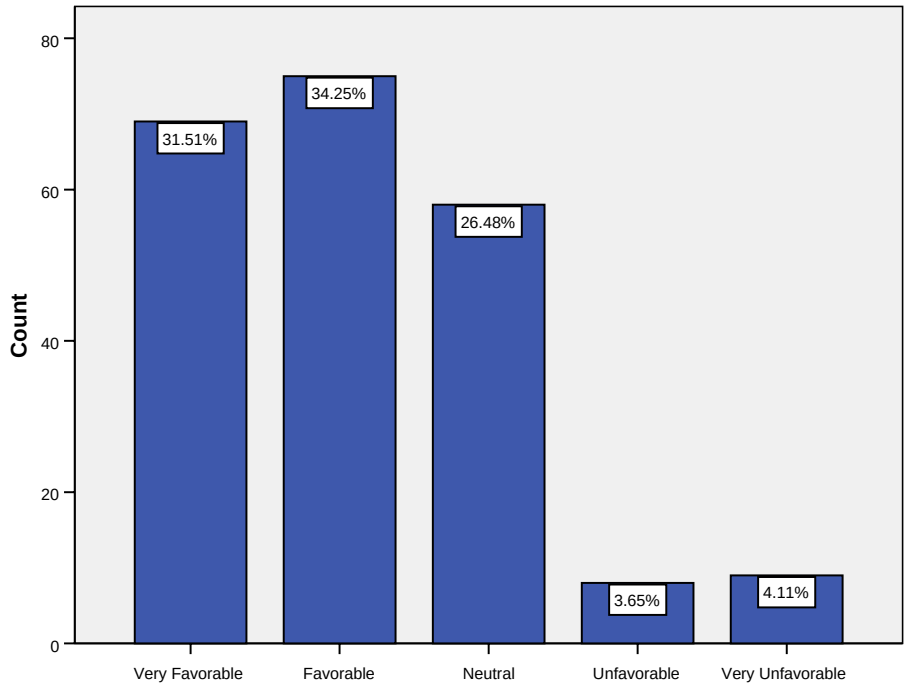


Require sidewalks and bicycle improvements for all new development.

Require vegetative buffers around natural water bodies.

N	Valid	219
	Missing	13
Mean		2.15

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very Favorable	69	29.7	31.5	31.5
	Favorable	75	32.3	34.2	65.8
	Neutral	58	25.0	26.5	92.2
	Unfavorable	8	3.4	3.7	95.9
	Very Unfavorable	9	3.9	4.1	100.0
	Total	219	94.4	100.0	
Missing	999	13	5.6		
Total		232	100.0		

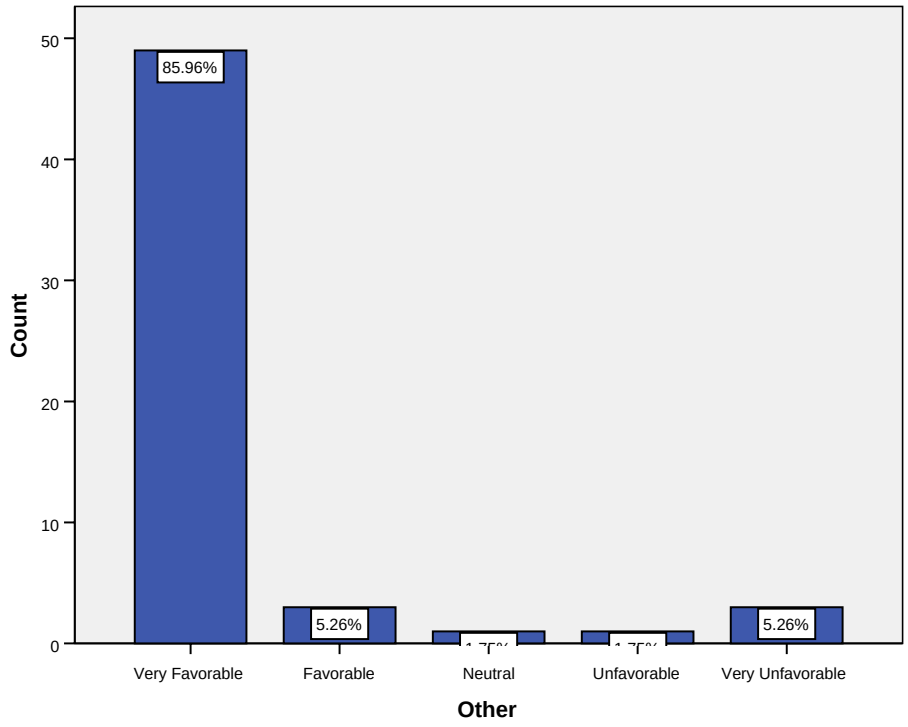


Require vegetative buffers around natural water bodies.

Other

N	Valid	57
	Missing	175
Mean		1.35

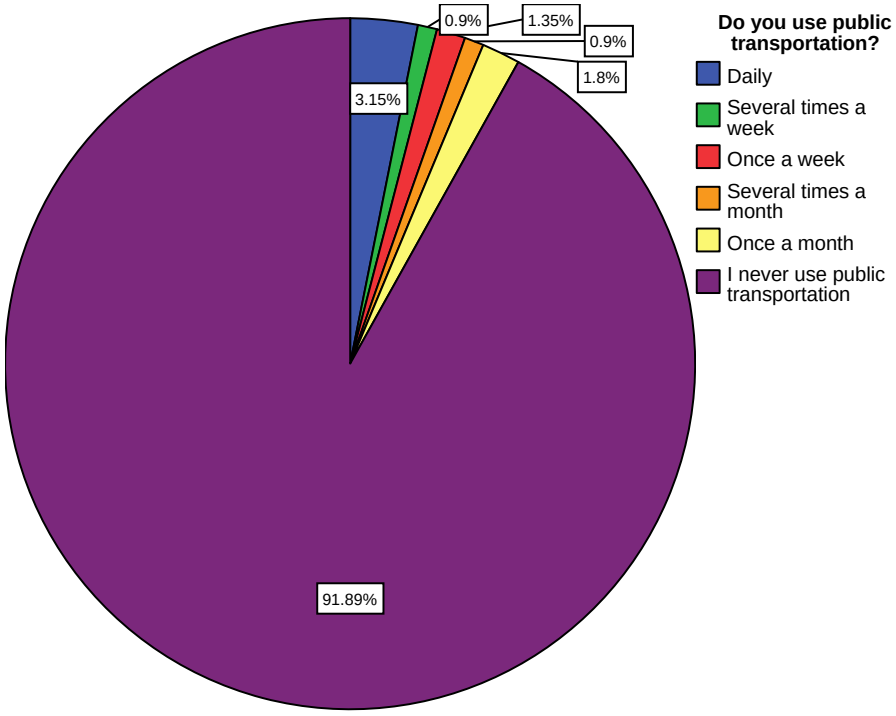
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very Favorable	49	21.1	86.0	86.0
	Favorable	3	1.3	5.3	91.2
	Neutral	1	.4	1.8	93.0
	Unfavorable	1	.4	1.8	94.7
	Very Unfavorable	3	1.3	5.3	100.0
	Total	57	24.6	100.0	
Missing	999	175	75.4		
Total		232	100.0		



Do you use public transportation?

N	Valid	222
	Missing	10
Mode		6

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Daily	7	3.0	3.2	3.2
	Several times a week	2	.9	.9	4.1
	Once a week	3	1.3	1.4	5.4
	Several times a month	2	.9	.9	6.3
	Once a month	4	1.7	1.8	8.1
	I never use public transportation	204	87.9	91.9	100.0
	Total	222	95.7	100.0	
Missing	999	10	4.3		
Total		232	100.0		



	N	Mean
Access to desired destinations	69	1.00
Modes of available public transit	37	1.00
Price	9	1.00
Proximity to/from stops	52	1.00
Reliability	32	1.00
Timing and frequency of routes	91	1.00
Other	66	1.00
Valid N (listwise)	1	

Statistics

		Access to desired destinations	Modes of available public transit	Price	Proximity to/from stops	Reliability	Timing and frequency of routes	Other
N	Valid	69	37	9	52	32	91	66
	Missing	163	195	223	180	200	141	166
Mean		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Mode		1	1	1	1	1	1	1

Access to desired destinations

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	69	29.7	100.0	100.0
Missing	0	160	69.0		
	999	3	1.3		
	Total	163	70.3		
Total		232	100.0		

Modes of available public transit

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	37	15.9	100.0	100.0
Missing	0	192	82.8		
	999	3	1.3		
	Total	195	84.1		
Total		232	100.0		

Price

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	9	3.9	100.0	100.0
Missing	0	220	94.8		
	999	3	1.3		
	Total	223	96.1		
Total		232	100.0		

Proximity to/from stops

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	52	22.4	100.0	100.0
Missing	0	177	76.3		
	999	3	1.3		
	Total	180	77.6		
Total		232	100.0		

Reliability

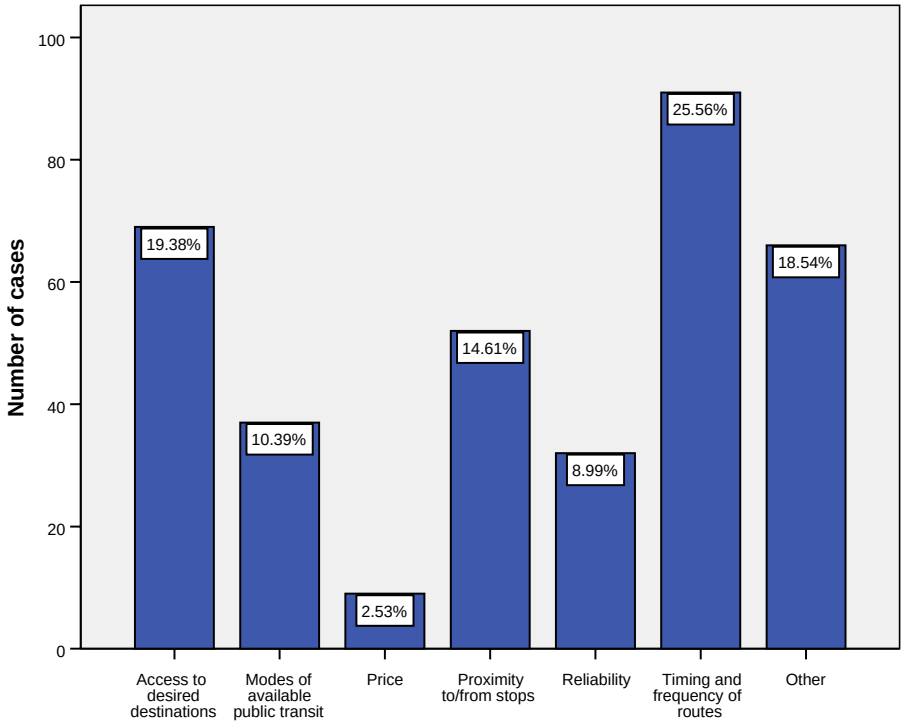
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	32	13.8	100.0	100.0
Missing	0	197	84.9		
	999	3	1.3		
	Total	200	86.2		
Total		232	100.0		

Timing and frequency of routes

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	91	39.2	100.0	100.0
Missing	0	138	59.5		
	999	3	1.3		
	Total	141	60.8		
Total		232	100.0		

Other

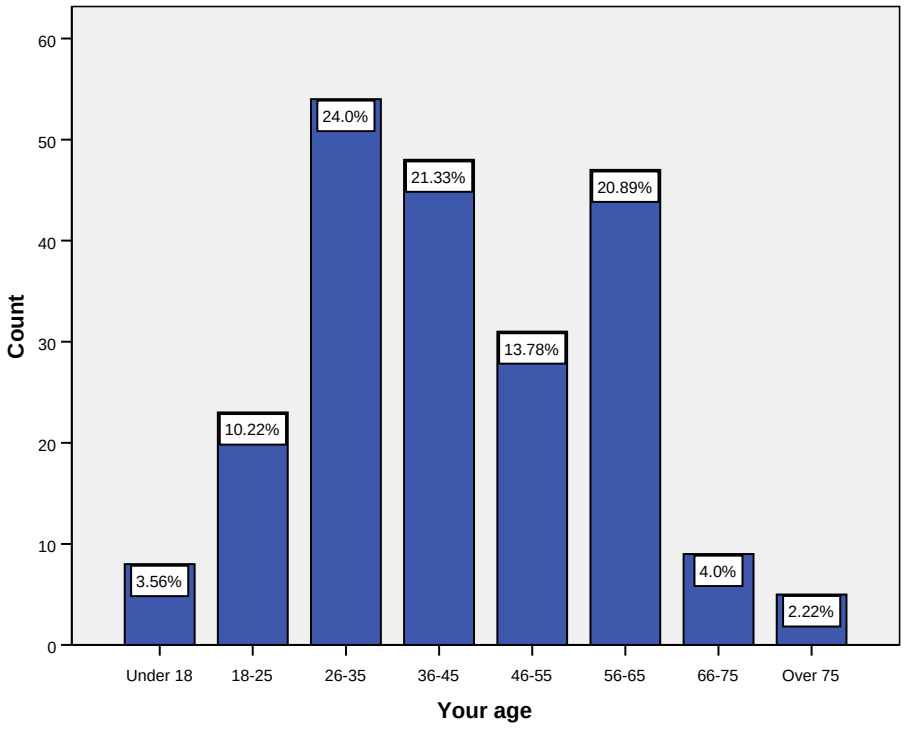
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	66	28.4	100.0	100.0
Missing	0	163	70.3		
	999	3	1.3		
	Total	166	71.6		
Total		232	100.0		



Your age

N	Valid	225
	Missing	7
Mean		4.21
Sum		948

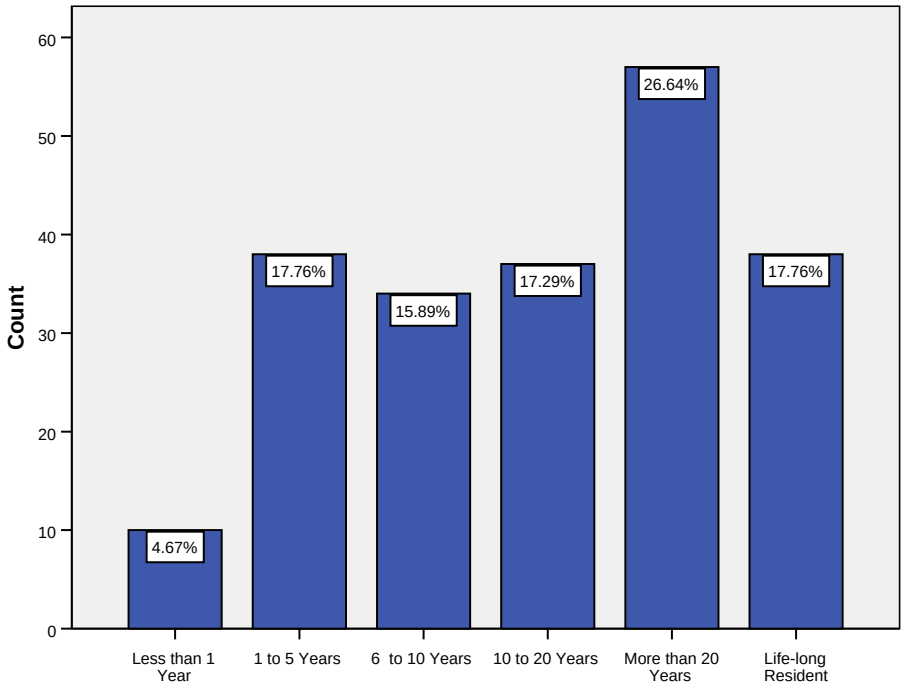
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Under 18	8	3.4	3.6	3.6
	18-25	23	9.9	10.2	13.8
	26-35	54	23.3	24.0	37.8
	36-45	48	20.7	21.3	59.1
	46-55	31	13.4	13.8	72.9
	56-65	47	20.3	20.9	93.8
	66-75	9	3.9	4.0	97.8
	Over 75	5	2.2	2.2	100.0
	Total	225	97.0	100.0	
Missing	999	7	3.0		
Total		232	100.0		



How long have you lived in the City of Columbia?

N	Valid	214
	Missing	18
Sum		849

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Less than 1 Year	10	4.3	4.7	4.7
	1 to 5 Years	38	16.4	17.8	22.4
	6 to 10 Years	34	14.7	15.9	38.3
	10 to 20 Years	37	15.9	17.3	55.6
	More than 20 Years	57	24.6	26.6	82.2
	Life-long Resident	38	16.4	17.8	100.0
	Total	214	92.2	100.0	
Missing	999	18	7.8		
Total		232	100.0		

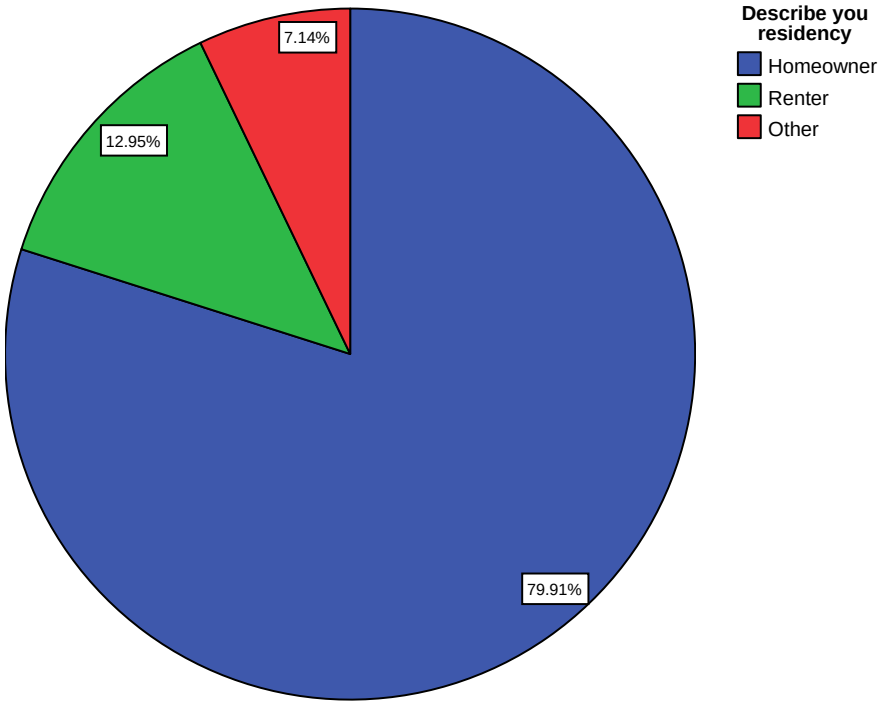


How long have you lived in the City of Columbia?

Describe you residency

N	Valid	224
	Missing	8
Sum		285

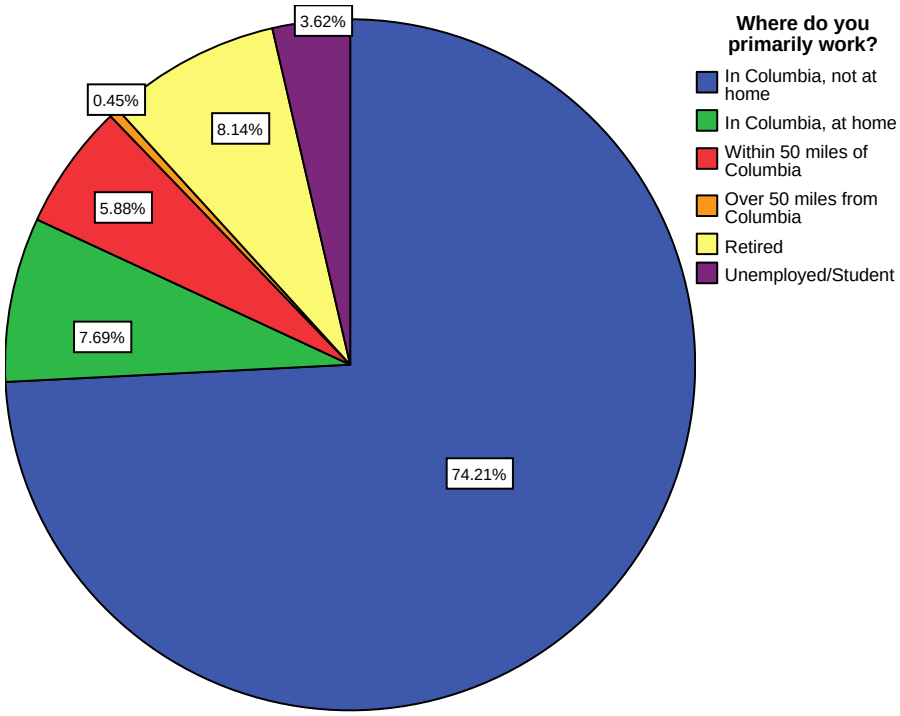
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Homeowner	179	77.2	79.9	79.9
	Renter	29	12.5	12.9	92.9
	Other	16	6.9	7.1	100.0
	Total	224	96.6	100.0	
Missing	999	8	3.4		
Total		232	100.0		



Where do you primarily work?

N	Valid	221
	Missing	11
Sum		405

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	In Columbia, not at home	164	70.7	74.2	74.2
	In Columbia, at home	17	7.3	7.7	81.9
	Within 50 miles of Columbia	13	5.6	5.9	87.8
	Over 50 miles from Columbia	1	.4	.5	88.2
	Retired	18	7.8	8.1	96.4
	Unemployed/Student	8	3.4	3.6	100.0
	Total	221	95.3	100.0	
Missing	999	11	4.7		
Total		232	100.0		



Focus Groups

Natural Resources

Congaree Land Trust	Jane Clarke
Columbia Tree & Appearance Commission:	Howard Duvall Emily Jones
Sierra Club	Bob Guild Pamela Greenlaw
SCCL (American Rivers)	Allison Floyd
SC Wildlife Federation	Jenn Taraskiewicz Jennifer O'Rourke Ben Gregg
DHEC	Michael Juras Anne Marie Juras Leslie Coolidge
USC Ecology/Biology Departments	Kirstin Dow Dr. Dan Tufford John Grego
Richland County Conservation Commission	Jim Wilson
Forestry & Beautification	Sara Hollar
Community Open Land Trust	Sue Green
Environmentalists, Inc	Ruth Thomas
Audubon Society of SC	Norm Brunswig Jeff Mollenhauer
Palmetto Conservation Foundation	Ken Driggers
The Nature Conservancy	Ashley Demosthenes
SC DNR – Heritage Trust	Stuart Greeter
SCDNR – Land, Water & Cons. Div	Von Snelgrove

SCDNR	Thomas Kohlsat Lisa Jones Joy Sullivan
Trust for Public Lands	Slade Gleaton
SC Conservation Land Bank	Marvin Davant
SCAPA – Richland County Planning	Michael Criss
Conservation Voters of SC	Ann Timberlake
Green Neighbors	Mel Jenkins
DHEC	Stacy Shelley Roger Hall
River Alliance	Mike Dawson
Environmentalists, Inc.	Lori Donath Peter Mayers Cary Chamblee
University of South Carolina	John Grego
Conservation Fund	Henry Lesesne
City of Columbia Engineering	Shannon Lizewski
Planning	Chip Land Nancy Lee Trihey Lucinda Statler Jeff Crick

Cultural Resources

South Carolina Arts Commission	Katie Fox Sara June Goldstein
Historic Columbia	Robin Waites
Cultural Council of Richland & Lexington Co.	Andrew Witt

SC Department of Archives and History	Jennifer Satterthwaite
Edventure	Catherine Horne
Planning	Chip Land Amy Moore Jeff Crick

Transportation

Central Midlands Council of Governments	Reginald Simmons Norman Whitaker Aaron Bell
PB World	Derek Piper
Planning	Chip Land Skip Hudson Jeff Crick

Community Facilities – Schools

City of Columbia	Chip Land Lucinda Statler Krista Hampton Jeff Crick
District 5 of Richland and Lexington Counties	Dave Weissman R. Phil Roof Brock Heron
Richland School District Two	Jack W. Carter, Jr. Fred McDaniel
Richland County	Anna Almeida
Central Midlands COG	Norman Whitaker Reginald Simmons Aaron Bell Roland Bart Ben Mauldin

Planning	Chip Land Lucinda Statler Jeff Crick
Development Services	Krista Hampton

Economic Development – City of Columbia

Commerce and Development	Dana Turner
Columbia Development Corporation	Fred Delk
Columbia Housing Development Corporation	Deborah Livingston
Eau Claire Development Corporation	Mike Manis
Economic Development	Jim Gambrell Deidre Mardon Ryan Coleman
Community Development	Rick Semon Eric Cassell
Office of Business Opportunity	Tony Lawton Angelo McBride
Convention Center and Visitor's Bureau	Rick Luber
City Center Partnership	Matt Kennell
Planning	Chip Land Lucinda Statler Jeff Crick

Maps