

# West Columbia Gateway Overlay District Redevelopment Plan

**Final Report**  
September 2012

prepared for



City of West Columbia  
*Bridging Past, Present and Future*

prepared by

**URS**

and

**Community Design Group**





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**City of West Columbia**

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## 1. Introduction

The Congaree Coalition, comprised of The City of Columbia, City of West Columbia, Columbia Development Corporation, Eau Claire Development Corporation, Columbia Housing Development Corporation, and the Two Notch Development Corporation, received a \$1 million brownfields grant from the United States Environmental Protection Agency (EPA). This grant, funded through the 2009 American Recovery and Reinvestment Act, provides funds for environmental assessments and redevelopment planning activities throughout the Congaree Region. According to the EPA, a “brownfield” site is “real property, the expansion, redevelopment, or reuse of which may be complicated by the presence of a hazardous substance, pollutant, or contaminant.”<sup>1</sup> Cleanup, improvement, and reinvestment of these properties enhances the environment, reduces blight, and decreases development pressures on open, undeveloped land.



The City of West Columbia has designated the Gateway Overlay District (GOLD), a major gateway area situated on the western bank of the Congaree River, as its emphasis area for investing a portion of the brownfield grant. The purpose of the West Columbia Gateway Overlay District Redevelopment Plan is to investigate the GOLD, assess its redevelopment potential, and to provide recommendations that best leverage redevelopment opportunities to improve the community’s overall economic and environmental health.

***The West Columbia Gateway Overlay District Redevelopment Plan has been formulated through a systematic and integrated planning process:***

- Assessment of baseline information;
- Discussions with representatives from the City of West Columbia and local merchants, business owners, and other stakeholders in the area;

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<sup>1</sup> Definition obtained from the EPA website:  
<http://www.epa.gov/brownfields/>

- Examination of the needs and opportunities;
- Formulation and advancement of a variety of redevelopment scenarios and regulatory enablers;
- Public comments solicited through work sessions, public information meetings, and web-based survey collection; and
- Refinement of redevelopment scenarios into implementation recommendations.

This plan is divided into five sections. This **Introduction** provides a brief background to the plan and the process that was followed. Baseline information that documents the current reality of the study area is presented in **Existing Conditions**. **Needs Assessments** examines challenges that needed to be addressed in infrastructure, land use, and regulatory contexts. **Recommendations** presents refined and fully developed planning, regulatory, and capital actions for implementation. Finally, **Implementation** outlines specific steps for moving the plan to reality.

## 1.1 Guiding Principles

*From input provided by the community, four guiding principles were identified that directed the focus of the plan as it was developed. These guiding principles are listed below and represent the community core values that are critical to the redevelopment plan's success.*

- **Recognize and Leverage Assets**
  - Location
  - River
  - History
  - Success stories
- **Reconcile Vision and Reality**
  - Funding
  - Incompatible Land Uses
  - Infrastructure
  - Interagency cooperation
  - Apathy

- **Recreate a Desirable Destination**
  - Mix of uses
  - Vibrant 24/7
  - Shopable/walkable
  - Magnet for commerce
- **Reinvent Perception**
  - Underdeveloped properties
  - Pride of ownership
  - Community cohesion
  - Raising expectations
  - Beautification opportunities

## 1.2 Study Area

The study area for this redevelopment plan is the GOLD, which is comprised of the major corridors of Meeting Street (US 1), Jarvis Klapman Boulevard (SC 12), Sunset Boulevard (US 378), and State Street (SC 2). To the east, the study area limit is the centerline of the Congaree River at the jurisdictional boundary of the City of West Columbia. 9th Street forms the western boundary of the study area.

Although this Plan's primary focus is within the GOLD, as conditions warranted, surrounding properties have been incorporated into the analysis and recommendations of the redevelopment plan.

**Figure 1.2-1** graphically depicts the study area.

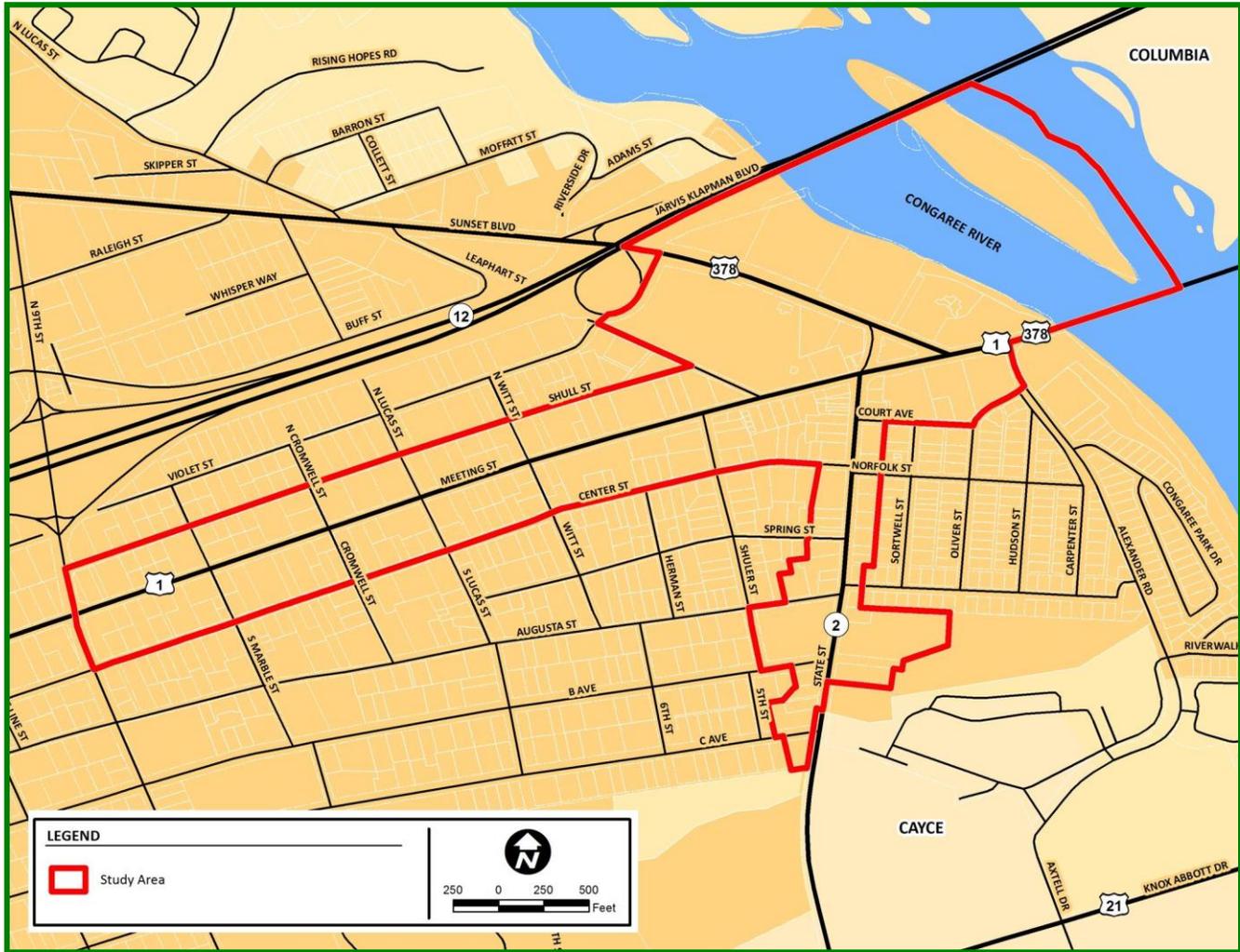


Figure 1.2-1: Study Area

### 1.3 Historical Context

*The following history of West Columbia was taken from the City’s website:*

*West Columbia was first chartered as a town in 1894 under the name Brookland. The town was called Brookland because of the vast number of clear water brooks throughout the area. The United States Postal Service designated the area “New Brookland” since there already existed a town with the Brookland. In 1936, the charter was changed to West Columbia. Brookland’s first major concentration appeared in the area bordering the west side of the Congaree River known as “the village.” It sprung up mainly as a source of housing for*

*mill employees. Original plans had designated the western shore of the Congaree River for construction of the Columbia Mills. However, great discussions arose over the capabilities of transporting electricity over a body of water as large as the Congaree and the costs of canal construction. The final decision to locate to the eastern shore was credited to the existence of a suitable canal that could be used to generate power to turn the engines. The result was the world's first electrically*



*driven textile mill situated on the eastern shore of the Congaree and the working population on the western shore.*

**The Gervais Street Bridge leading to the City of Columbia**

*Now, the major problem was how to transport the workers to their job site. At first ferry boats were used for this purpose but as the working population increased and the demand of more people to visit Columbia rose, this soon became impractical. The Guignard family built the first bridge across the Congaree River. Made of wood, it provided not only access to the mill, but also eased transportation of the people and freight.*



**Eastbound view down Meeting Street towards the Congaree River**

*With the charter as a town, there also came a certain desire to be independent and self-sustaining. Therefore came the birth of a business district - dry goods, livery stable, grocery store, post office, vegetable markets, mercantile stores. The trade center developed on what is now Meeting Street close to the river and a small portion on what is now State Street.*

*On March 3, 1905, a fire destroyed the Brookland community. The fire engulfed and destroyed over seventy homes and buildings leaving death, injury, and poverty. The only home that was saved was the Finnegan house at 412 Spring Street. The next ten years were spent rebuilding the homes and the buildings still seen on Meeting and State Streets.*

*The river flooded every spring until the Dreher Shoals (Lake Murray) Dam was built. The heaviest flood on record occurred on August 27, 1908 when the water reached 20 feet over the bank. In 1977, Mrs. Blanche Clarke Hare, who was then age 90, remembered seeing a chicken house go down the river with a chicken on top. The water covered the wooden bridge which was replaced by the Gervais Street Bridge in 1927 . . .*

*. . . As Columbia progressed, Brookland or as it was finally named, West Columbia, felt the need to expand as well. In present day, the City provides a full range of municipal services including police and fire protection, street and sanitation services, recreational activities, planning and zoning and water and sewer services. In all respects, West Columbia is a city with a history and a future<sup>2</sup>*

## 1.4 Public Participation

***Public participation was essential to the success of the redevelopment planning process. Participation was focused through several interconnected avenues:***



### Informational Briefings

During the early stages of the redevelopment plan, two informational presentations were conducted for City staff and committees. The first presentation was conducted on October 5, 2011 for the West Columbia Beautification Foundation, and a second presentation was given on November 16, 2011 for the Planning Commission. The purpose of these two informative presentations was to introduce the project team, describe the purpose and role of the plan, and outline the planning approach and process.

### Stakeholder Meetings

The City of West Columbia identified merchants, business owners, and landowners whose input was critical to the success of the redevelopment plan. Each of these individuals was

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<sup>2</sup> Historical perspective obtained from the City of West Columbia's website: <http://www.westcolumbiasc.gov/history.html>

invited to participate in one of two stakeholder meetings held on December 1, 2011 and December 12, 2011 at the Novinger QTR Consulting building at 602 Meeting Street. The purpose of these meetings was to engage these influential individuals, educate them on the purpose and role of the plan, and to seek input for their vision for the community and the character of future development and redevelopment. A total of 14 individuals participated in the stakeholder meetings.

### Planning Charrette

To establish public ownership, engage key stakeholders, gain a clearer understanding of community values and guiding principles, and provide an opportunity to educate participants on the benefits of the redevelopment plan, a Planning Charrette was held February 15–16, 2012 in the New Brookland Room at City Hall. A total of 48 individuals participated in the two-day effort. The Planning Charrette consisted of the following major components:

- Focus session with new members of City Council and designated departmental chiefs;
- Public Input Session;
- Project Team work session to develop the redevelopment plan's Guiding Principles; and
- Public Summary Presentation to present the results of the Planning Charrette and the plan's Guiding Principles.



During the Stakeholder Meetings and Planning Charrette, several exercises were conducted with participants to determine preferred development character types and were instrumental in drafting the plan's Guiding Principles. These exercises included:

- Visual Preference Survey consisting of 32 images of contrasting types of land use, transportation, development character, and community features. Participants recorded their reaction to each image as "like" or "dislike."
- "One Word" exercise in which participants described the existing study area using only one word.

- “Greatest Challenge” exercise in which participants listed key challenges faced by the study area.
- “First Thoughts” exercise in which participants listed the initial reaction they want citizens and visitors to have about the study area.

### Project Survey

An online survey was made available during the plan’s development to collect valuable input. Links to the survey were added on both the City of West Columbia’s home page and Concurrent Technologies Corporation’s (CTC PBC) project webpage. The survey was designed to elicit feedback on a variety of issues, including the basic demographics of respondents, study area needs assessment, preferred development types, and general comments describing the respondents’ vision for redevelopment of the area. The survey was available from mid-February 2012 through the end of July 2012. Fifty-five survey responses were collected, with the vast majority coming from individuals living outside the study area. A near-majority of respondents fell within the ages of 36 and 50, and approximately 50% of those surveyed work within the study area.

While a complete summary of the survey results is included in **Appendix A** of this report, several key areas of the survey responses are summarized here as they played a key role in the development of the plan.

- **Retail development** and **storefront improvements** were both cited as “Critical Needs”
- The following needs rated as “High Needs”:
  - Street Improvements
  - Street Lighting Improvements
  - Sidewalk/Pedestrian Safety Improvements
  - Beautification/Enhanced Public Spaces
  - Historic Preservation
  - Public Safety/Prevention of Loitering

- General Property Cleanup
- Availability of Public Parking
- Repair of Existing Homes
- Other questions evoked strong responses:
  - 90% agreed or strongly agreed they wanted additional landscape beautification or streetscape enhancements
  - 85% agreed or strongly agreed that redevelopment scenarios should include a mix of uses
  - 77% agreed or strongly agreed there is a need for neighborhood commercial development
  - 71% agreed or strongly agreed that new community facilities (e.g., parks) are needed in the district

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## 2. Existing Conditions

To establish a baseline for analysis, existing conditions within the GOLD were inventoried. These are outlined in the sections that follow and include:

- Land Use Context
- Regulatory Context
- Infrastructure Context

### 2.1 Land Use Context

This section provides an overview of existing land use patterns within the GOLD and surrounding area, the New Brookland Historic District, and a perspective on envisioned future land uses.

#### Existing Land Use Patterns

Overall, land use patterns vary significantly but are typical of an urban/downtown environment. Existing land uses are depicted in **Figure 2.1-1** and include:

- Commercial uses such as banks, antique dealers, and retail shopping;
- Several restaurants and bars;
- Professional offices including architects, attorneys, and insurance agencies;
- Low and medium density residential;
- Public and institutional uses such utility services and churches;
- Light industrial uses such as warehouse, processing plant, and vehicle storage.
- Three Rivers Greenway recreational trail;
- A large number of vacant properties both built and un-built.

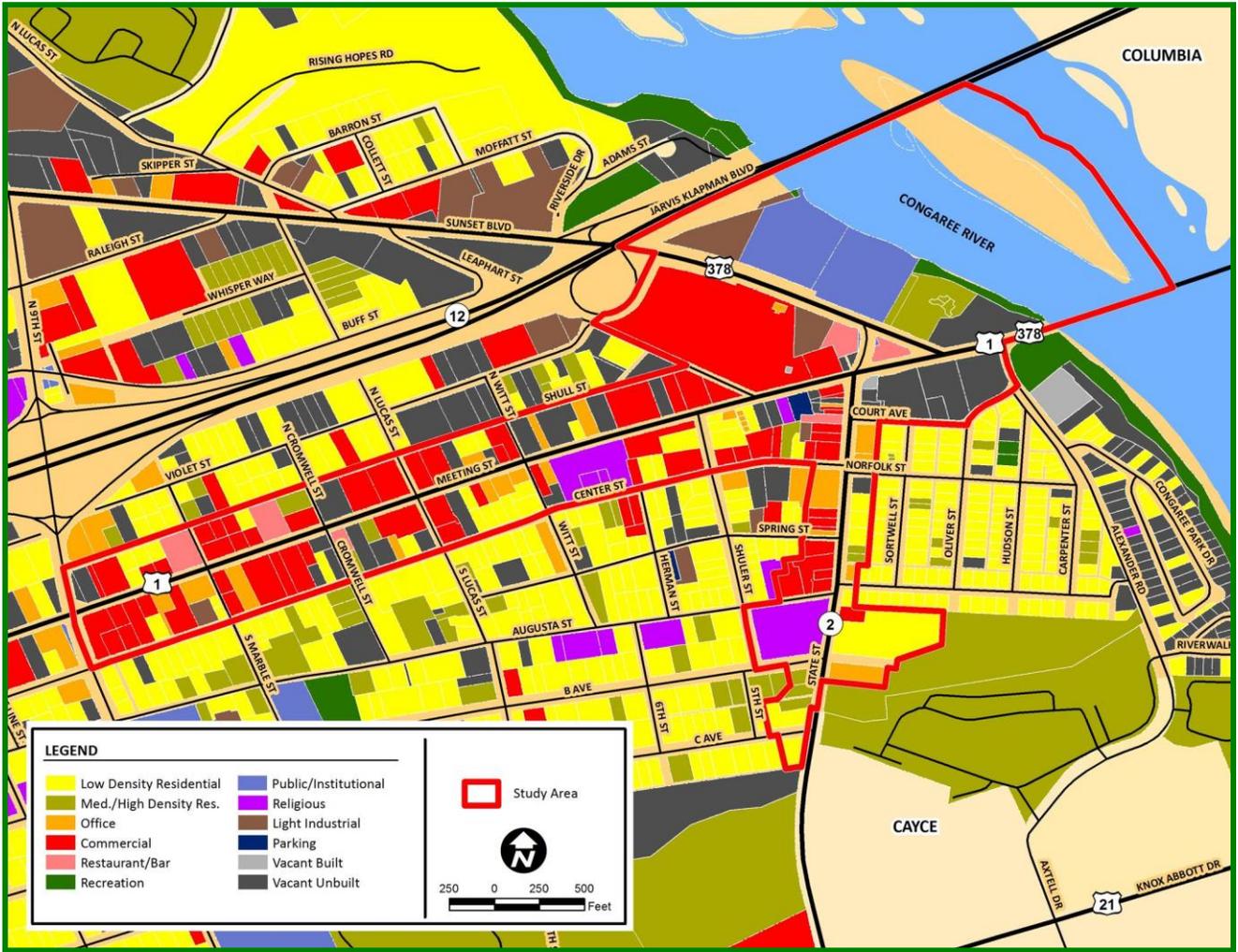


Figure 2.1-1: Existing Land Use

Table 2.1-1 presents acreage by land use for comparison purposes. As would be expected in a central business district, commercial is the predominant land use accounting for over 36 percent of the total acreage in the study area. When adding restaurants and bars to this total, these uses comprise nearly 40 percent of the study area. Residential land uses, with over 17 acres, are the second largest land use type. Residential uses are primarily along the outside edges of the study area, joining with much larger areas of residential development just outside the boundary of this plan. Vacant property is the third largest land use at over 15 percent, with the majority of this being unbuilt property. Vacant unbuilt property is scattered along Meeting Street. The largest contiguous group

of vacant properties is a nearly 4-acre City-owned site at the corner of Meeting Street and Alexander Road.

Other land uses are more sporadic. Light industrial, religious, and office uses account for anywhere from roughly 4-8 percent. Although public/institutional comes in at over 9 percent of the study area acreage, all of this acreage belongs to a single use, the West Columbia Water Plant along the Congaree River. Recreational uses comprise just under 1 percent of the study area and are exclusive to the West Columbia Riverwalk, part of the Three Rivers Greenway.

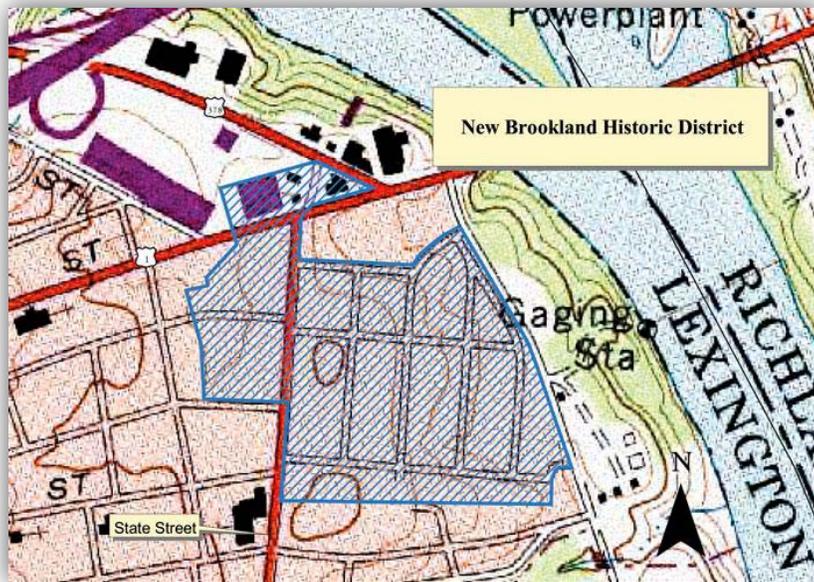
**Table 2.1-1**  
Acreage by Land Use Type

<b>Land Use</b>	<b>Acreage</b>	<b>Percent</b>
Low Density Res.	9.27	12.13%
Med. Density Res.	3.95	5.17%
Office	5.66	7.40%
Commercial	27.72	36.26%
Restaurant/Bar	2.62	3.43%
Recreation	0.75	0.98%
Public/Institutional	7.14	9.38%
Religious	4.31	5.64%
Light Industrial	2.80	3.66%
Parking	0.29	0.38%
Vacant Built	0.13	0.17%
Vacant Unbuilt	11.80	15.44%
<b>TOTAL</b>	<b>76.44</b>	<b>100%*</b>

\*Corrected for rounding errors.

### **New Brookland Historic District**

The New Brookland Historic District was listed on the National Register of Historic Places on October 10, 1978. It is located partially within the study area, but predominately adjacent to the GOLD. **Figure 2.1-2** is taken from the South Carolina Department of Archives and History (SCDAH) website and graph-



**Figure 2.1-2:** New Brookland Historic District

ically depicts the boundaries of the New Brookland Historic District.

The following description of the New Brookland Historic District is taken directly from the SCDAH website<sup>3</sup>:

*The New Brookland Historic District is the historical nucleus of the City of West Columbia. It emerged in 1894 as a planned residential community for operatives of the Columbia Duck Mill, one of the first hydroelectrically powered textile mills in the nation. More than 150 buildings record the transformation of a rural area, with five scattered residences in 1891, into a*

*community of more than 5,000 persons by 1907. The district is composed of approximately 20 early twentieth century commercial structures, the city's historical business core, and the "mill village," a 24 block residential area east of the old business district and overlooking the Congaree River.*

*Built in successive stages in 1894, 1896, 1899, 1907 and 1916, along tree-lined streets, the village's more than 135 houses are of one and two story frame construction. Most of the dwellings date from 1894-99 and are of three distinct types: the overseer's house of seven rooms, with distinguishing "L" shape; the eight room duplex; and the four room single family residence. Brookland or New Brookland existed as a community in the 1880s, but its real stimulus was the opening of the Columbia Duck Mill by the Columbia Mills Company in 1894, on the Columbia side of the river, to which there was access via a bridge. The community's older names persisted until 1938 when the town name was changed to West Columbia.*

<sup>3</sup> Taken from the SCDAH website:  
<http://www.nationalregister.sc.gov/lexington/S10817732009/index.htm>

Although the New Brookland Historic District is listed on the National Register, no historic preservation or landmarks ordinance is associated with the district. The City of West Columbia's Comprehensive Plan has recommended that such an ordinance be established along with a Landmark Commission to oversee its application and enforcement (additional information regarding the comprehensive plan and its recommendations are included in Section 2.2).

### Future Land Use

As part of its Comprehensive Plan<sup>4</sup>, the City of West Columbia has established a future land use vision – a roadmap for future development. This future land use vision is presented graphically in **Figure 2.1-3**.

Four future land use types are envisioned within the study area:

- **General Commercial** – These areas would be defined by automobile-oriented commercial uses. Within the study area, this land use type is only shown on parcels within the block bounded by Sunset Boulevard, Leaphart Street, and Meeting Street, but not those properties at the southwest corner of Sunset Boulevard and Meeting Street.
- **Intensive Commercial** – These areas are intended for commercial uses that have a pedestrian scale, but are intensive enough to have a regional service area. The majority of the study area has been given the intensive commercial future land use designation, including Meeting Street from State Street to 9<sup>th</sup> Street, the southwest corner of Meeting Street and Sunset Boulevard, and the west side of State Street from Meeting Street to Augusta Street.
- **Restricted Commercial** – These commercial areas are intended to serve adjacent and surrounding neighborhoods. Within the study area, the restricted commercial future land use type is designated to areas along the Congaree River, the block bounded by State Street, Meeting Street,

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<sup>4</sup> For additional information on the City of West Columbia Comprehensive Plan, see Section 2.2.

Court Avenue, and Alexander Road, and a small area on the south end of State Street.

- Medium/High Density Residential** – These areas are envisioned to be characterized by small lot single-family uses, duplexes, and multi-family uses. Medium/high density residential future land use types are shown along the State Street corridor within the study area, specifically, on the east side between Court Avenue and B Avenue and on the west side between Augusta Street and the municipal boundary with the City of Cayce. Additionally, the majority of adjacent properties outside the study area are designated medium/high density residential.

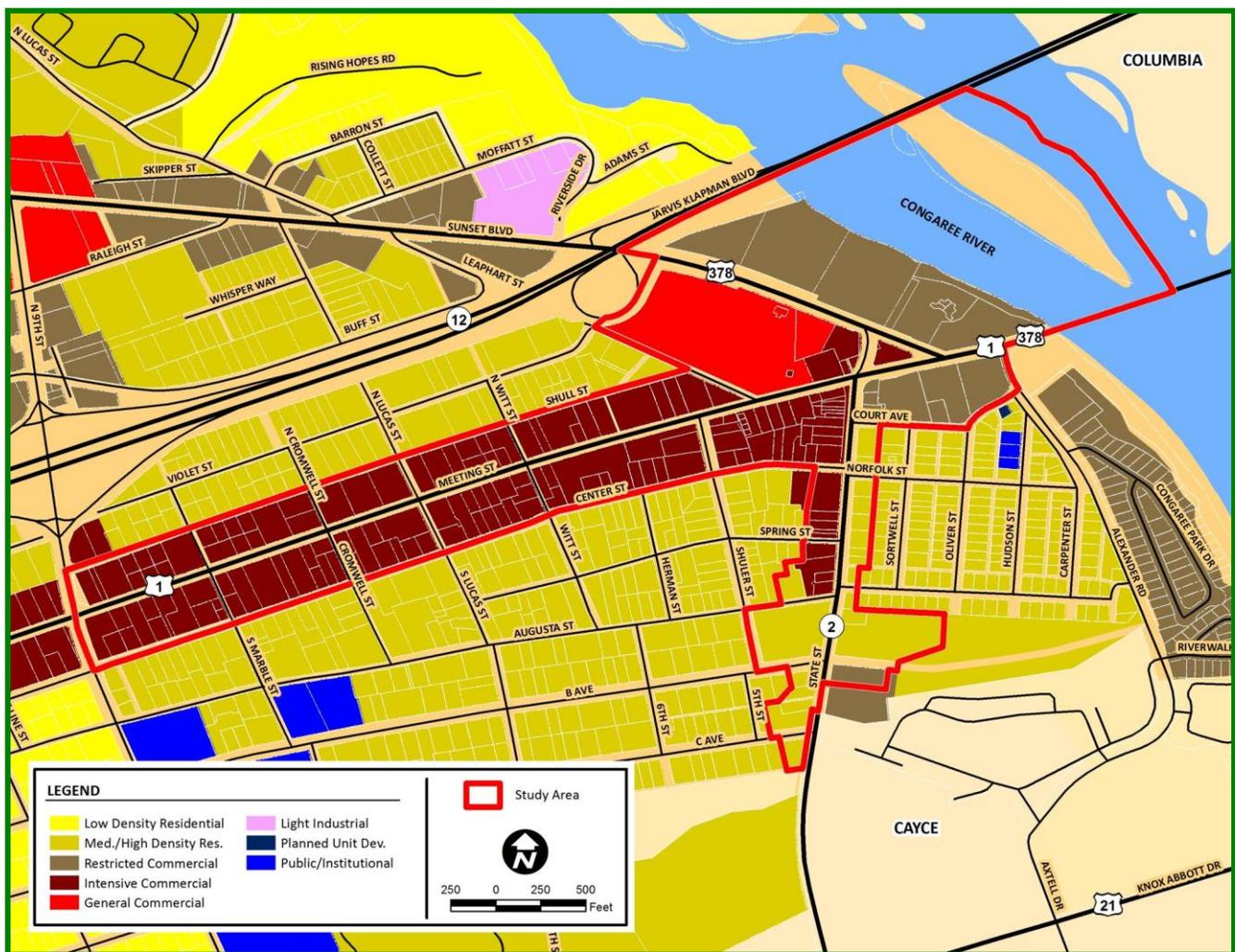


Figure 2.1-3: Future Land Use Plan

## 2.2 Regulatory Context

This section summarizes pertinent development regulations that influence and/or dictate the type, scale, and character of development within the study area.

### Zoning Regulations

Zoning regulations govern what land uses are permitted by municipal law to be developed on a particular parcel of land. They also govern various physical development characteristics such as bulk requirements (e.g., minimum lot size, building coverage, building height, minimum yard setbacks, etc.) and often density of development (e.g., dwelling units per acre, floor area ratio, etc.). Whereas policy documents such as comprehensive plans establish a local community's overall goals, objectives, and intents for future development and community character; zoning regulations are one of the primary measures used to implement such land use policies.

**Figure 2.2-1** depicts the existing zoning for the GOLD, derived from the zoning ordinance of the City of West Columbia. Six zoning categories exist within the GOLD: general commercial, intensive commercial, restricted commercial, high-density residential, medium-density residential, and light manufacturing. The most predominate of these is general commercial with approximately 80 percent of the study area being comprised of this category.

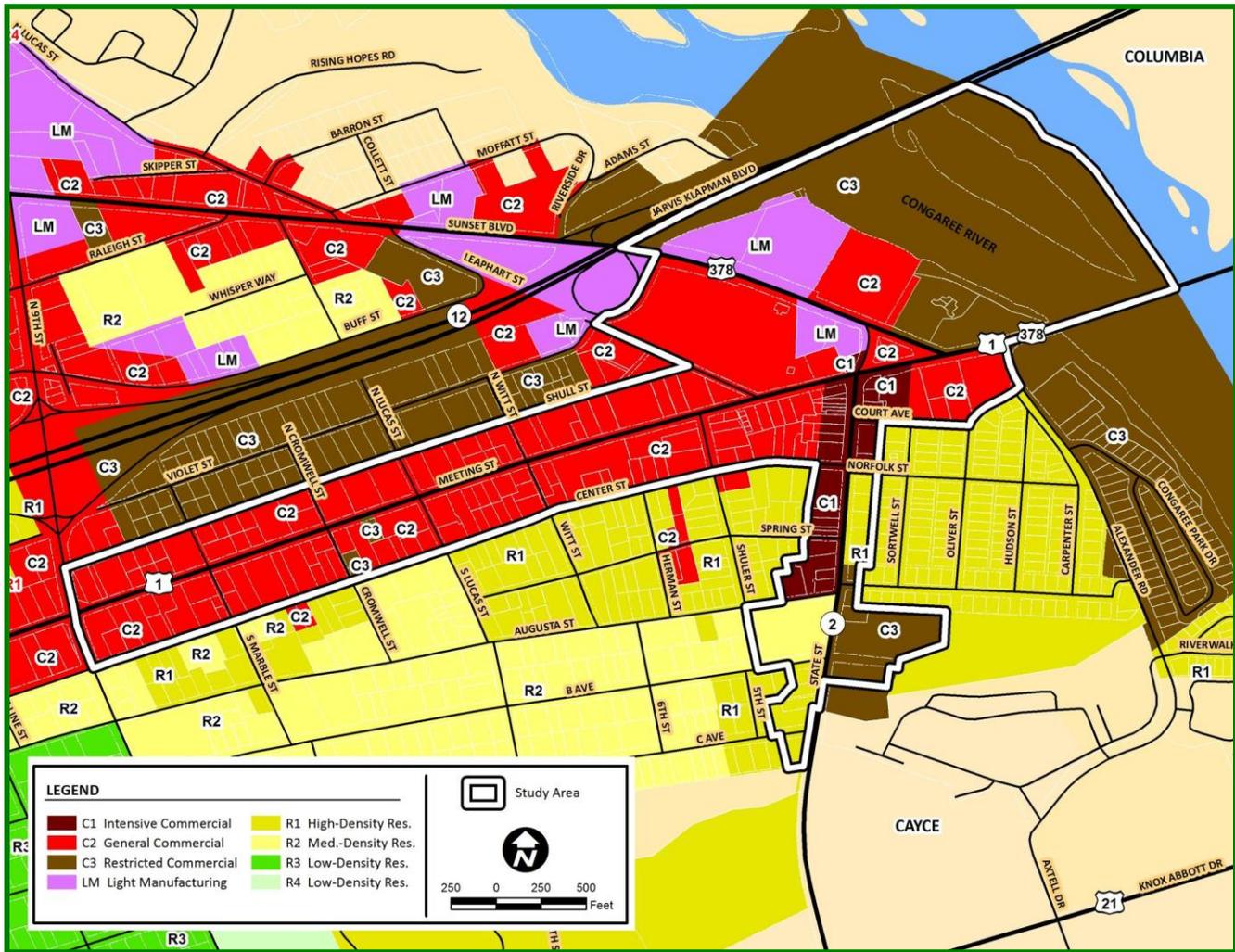


Figure 2.2-1: Existing Zoning

Each zoning classification found within the study area is summarized below.<sup>5</sup>

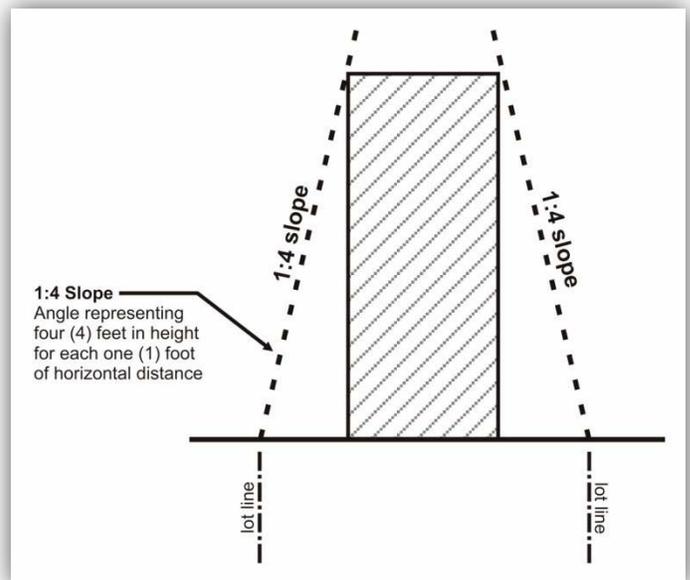
- **Intensive Commercial (C-1)** – These areas are characterized by retail and office uses, often mixed with residential and intended to function as a high-density mixed-use commercial core environment (think “downtown”). Small lots with buildings composing the entire lot area are often common. Permitted uses include retail establishments, offices, banks, hotels/motels, restaurants (including drive-

<sup>5</sup> Adapted from the Zoning Ordinance of the City of West Columbia, 2004

ins), schools, hospitals, dwelling units on upper floors, places of worship, recreational uses, libraries, police and fire stations, bakeries, dry cleaning plants, convenience stores, and bed and breakfasts. Special exceptions that may be permitted by the board of zoning appeals include high-rise apartments, day care centers, and small scale storage facilities. Heavy manufacturing, salvage yards, bulk storage facilities, and auto body facilities are prohibited in the intensive commercial district.

Ranges of required bulk regulations for the intensive commercial district include:

- Minimum lot size: 1 acre (high-rise apartments); no minimum (all other uses)
  - Minimum lot width: 150 feet (high-rise apartments); no minimum (all other uses)
  - Minimum setbacks: front yard of 25 feet, side yard of 15 feet, and rear yard of 25 feet (high-rise apartments); no minimum (all other uses)
  - Maximum lot coverage: 35 percent (high-rise apartments); 100 percent (all other uses)
  - Maximum building height: the height of high-rise apartments may not exceed an imaginary 1:4 slope from their property lines (see **Figure 2.2-2**); no maximum for all other uses
- **General Commercial (C-2)** – These areas are intended to accommodate a variety of commercial and nonresidential uses. General commercial is predominately oriented along major transportation corridors, lending itself to more automobile-oriented standards for development. All permitted principle uses of the intensive commercial district are allowed within the general commercial district. In addi-



**Figure 2.2-2:**  
High-Rise Apartment Height Restrictions

tion, the general commercial district permits theaters, bowling alleys, miniature golf courses, veterinary office/hospitals, funeral homes, bars/nightclubs, sexually oriented businesses (per additional requirements), and storage yards. Special exceptions that may be permitted by the board of zoning appeals include hospitals, nursing homes, rehabilitation centers, day care centers, cemeteries, construction companies, kennels, transportation terminals, mini warehouses, pawn shops, title loan companies, and check cashing operations. Auto body repair and painting facilities are prohibited in the general commercial district.

Ranges of required bulk regulations for the general commercial district include:

- Minimum lot size: no minimum
  - Minimum lot width: no minimum
  - Minimum setbacks: if frontage is 100 feet or more, front yard of 25 feet; if frontage is less than 100 feet, front yard of 25 feet unless contiguous properties have narrower front yards – then match average of contiguous front yards, but not less than 12.5 feet; can build to side lot lines, but if side yard is provided, can be no less than 3 feet – side yard must be 20 feet if adjacent to residential use; rear yard of 10 feet
  - Maximum lot coverage: 100 percent
  - Maximum building height: 40 feet but may increase by 2 feet in height for every 1 foot of increase in side, front, and rear yards; buildings between 40 and 75 feet in height can be allowed as special exceptions if they do not meet the previous standard
- **Restricted Commercial (C-3)** – These areas are intended to be transitional between commercial and residential uses; standards seek to minimize conflicts in this transition. Permitted uses span a wide range, including office, photography/art studios, antique shops, pharmacies and medical supply stores, hospitals, nursing homes, libraries, mu-

seums, theaters, funeral homes, schools, places of worship, single-family and two-family (duplexes) detached homes, multiple family dwellings (up to 8 units per lot, with a maximum of 4 units on the ground floor), group housing developments, high-rise apartments, recreational uses, police/fire stations, restaurants (including drive-ins), motels/hotels, dry cleaning/laundry pick-up stations, automobile service stations, banks, convenience stores, and bed and breakfasts. Other transitional uses may be permitted by the board of zoning appeals as special exceptions, including high-rise structures containing both residential and non-residential uses, day care centers, boarding houses, cemeteries, and tattoo facilities (per additional standards and licensing). Manufacturing, storage, massage parlors, and auto body repair/painting facilities are prohibited in the restricted commercial district.

Ranges of required bulk regulations for the restricted commercial district include:

- Minimum lot size: 5,000 square feet (single-family) and 2,500 square feet for each additional unit; 1 acre (high-rise apartments)
- Minimum lot width: 150 feet (high-rise apartments); no minimum (all other uses)
- Minimum setbacks: 25-foot yard on all sides (high-rise apartments); if frontage is 100 feet or more, front yard of 25 feet; if frontage is less than 100 feet, front yard of 25 feet unless contiguous properties have narrower front yards – then match average of contiguous front yards, but not less than 12.5 feet (all other uses); combined side yards of 10 feet or 20% of lot width (whichever is less, provided no single side yard is less than 3 feet wide) (all other uses); rear yard of 10 feet (all other uses)
- Maximum lot coverage: 25 percent (high-rise apartments); 50 percent (all other uses)
- Maximum building height: the height of high-rise apartments may not exceed an imaginary 1:4 slope

from their property lines (see Figure 2.2-2); 40 feet but may increase by 2 feet in height for every 1 foot of increase in side, front, and rear yards; buildings between 40 and 75 feet in height can be allowed as special exceptions if they do not meet the previous standard (all other uses)

- **Light Manufacturing (LM)** – These areas are intended to accommodate wholesaling, distribution, storage, processing, light manufacturing, and general commercial uses. Permitted uses are similar to those allowed in the general commercial district but also include wholesaling, warehousing, truck/freight/passenger terminals, outdoor storage lots, and light manufacturing and processing. Prohibited uses include industries which produce nuisance, health, or safety concerns (e.g., fumes, gas, smoke, odor, dust, vapor, noise, vibrations, etc.), dwelling units, and outdoor sales.

Ranges of required bulk regulations for the light manufacturing district include:

- Minimum lot size: no minimum
- Minimum lot width: no minimum
- Minimum setbacks: if frontage is 100 feet or more, front yard of 25 feet; if frontage is less than 100 feet, front yard of 25 feet unless contiguous properties have narrower front yards – then match average of contiguous front yards, but not less than 10 feet; can build to side and rear lot lines, but if side or rear yards are provided, can be no less than 3 feet – side and rear yards must be 20 feet if adjacent to residential use
- Maximum lot coverage: 100 percent
- Maximum building height: 40 feet but may increase by 3 feet in height for every 1 foot of increase in side, front, and rear yards; buildings between 40 and 75 feet in height can be allowed as special exceptions if they do not meet the previous standard

- **Medium-Density Residential (R-2)** – These areas are intended for medium density residential uses, including single-family and two-family (duplexes) detached structures. Home occupations are allowed outright with the exception of beauty and barber shops. Uses that are compatible with residential development may be permitted by the board of zoning appeals as special exceptions; among these special exceptions are parks and recreational uses, libraries, police and fire stations, places of worship, schools, day care centers, hospitals, cemeteries, bed and breakfasts, and nursing home facilities.

Ranges of required bulk regulations for the medium-density residential district include:

- Minimum lot size: 5,000 square feet (single-family) and 2,500 square feet for each additional unit
  - Minimum lot width: 50 feet (both single- and two-family)
  - Minimum setbacks: front yard of 25 feet; combined side yards of 10 feet or 20% of lot width (whichever is less, provided no single side yard is less than 3 feet wide); rear yard of 15 feet
  - Maximum lot coverage: 40 percent
  - Maximum building height: 35 feet
- **High-Density Residential (R-1)** – These areas are intended for livable high density residential development and discourage uses that would adversely affect residential character. All allowable uses of the medium-density residential zoning classification are permitted along with multiple family dwellings (up to 8 units per lot, with a maximum of 4 units on the ground floor), group housing developments, and high-rise apartments. All special exceptions allowed in the medium-density residential district are permitted in the high-density residential district; in addition, the high-density residential district also allows assisted living centers and sorority/fraternity housing as permitted special exceptions.

Ranges of required bulk regulations for the high-density residential district include:

- Minimum lot size: 5,000 square feet (single-family) and 2,000 square feet for each additional unit; 1 acre (high-rise apartments)
- Minimum lot width: 50 feet (single- and multi-family); 150 feet (high-rise apartments)
- Minimum setbacks: front yard of 20 feet; combined side yards of 10 feet or 20% of lot width (whichever is less, provided no single side yard is less than 3 feet wide); rear yard of 15 feet; high-rise apartments require a 25-foot yard on all sides
- Maximum lot coverage: 40 percent (single- and multi-family); 25 percent (high-rise apartments); and
- Maximum building height: 35 feet but may increase by 2 feet in height for every 1 foot of increase in side, front, and rear yards (single- and multi-family); the height of high-rise apartments may not exceed an imaginary 1:4 slope from their property lines (see Figure 2.2-2)

The zoning ordinance includes parking requirements (e.g., surface lot location, screening, space dimensions, and number of spaces by activity square footage). Signage requirements are extensive, providing specifications for what types of signs are permitted in what districts and the size, type, quantity, and placement of such signs. Advertising signs (billboards) are allowed in general commercial, light manufacturing, and heavy manufacturing districts; such signs are limited to 288 square feet (378 square feet for properties along Jarvis Klapman and Sunset Boulevards), a maximum height of 40 feet, and a spacing of 1,000 feet on the same side of the street and 500 feet on opposing sides of the street. There is no provision in the ordinance for the moratorium/replacement of nonconforming signs.

Landscaping and tree protection requirements are included in the zoning ordinance and apply to all zoning districts within the study area with the exception of the medium-density resi-

dential district. Clearing and landscape plans are required for all developments and must include the location and identification of and impact of development on all trophy trees (significant in size), canopy trees with a caliper of 8 inches or greater, and all understory trees with a caliper of 4 inches or greater. Trophy trees must be preserved (with limited exceptions) and the use of existing canopy and understory trees to meet landscape requirements is strongly encouraged. The requirements outline a sliding scale for vegetative buffer yards between dissimilar adjacent uses and the placement and number of trees required within surface parking lots (1 tree for every 8 parking spaces and no parking space shall be more than 50 feet from the trunk of a tree). Further, when developments adjoin or front on public streets, tree groupings (a group of trees and shrubs, per ordinance standards) must occur once for every 40 feet of street frontage.

Of interest is the subject of non-conforming uses (uses that would not be allowed in a district except that they already exist). The zoning ordinance does address non-conforming uses and does not allow additions or major improvements to such uses (maintenance is allowed). Additionally, should the non-conforming use move out of a structure, another non-conforming use is not permitted to move in (it must be a conforming use).

### **Gateway Overlay District**

The Gateway Overlay District (GOLD) is an overlay zoning district that was adopted by the City of West Columbia in 2006. The boundaries of the GOLD directly correspond to the study area of this redevelopment plan as seen in Figure 1.2-1.

In general, overlay districts are put in place to provide an additional set of development standards over and above the underlying zoning classifications; they do not replace the original, underlying zoning classifications, but rather supplement (and supersede where applicable) those underlying standards. Overlay zoning districts provide a more detailed set of standards typically intended to address a special purpose.

The City of West Columbia intends for the GOLD to acknowledge the significance of the Meeting Street corridor as the principle gateway into the City from the east and provide a

tool for proper stewardship, education, and implementation of quality design standards that will enhance this district and provide a higher quality of life for citizens both now and in years to come. The zoning ordinance for the City of West Columbia defines the purposes of the GOLD as:

- Encourage high quality development as a strategy for investing in the City's future;
- Emphasize Meeting Street as a major entryway into the City from the City of Columbia;
- Establish and maintain a unified, improved identity for the GOLD;
- Recognize and support the significance of the river front and other unique areas, and to minimize the negative impacts of development in their vicinity;
- Maintain and enhance the quality of life for the citizens of West Columbia;
- Shape the GOLD's appearance, aesthetic quality and spatial form;
- Reinforce civic pride of citizens through appropriate development;
- Increase awareness of aesthetic, social and economic values;
- Protect and enhance property values;
- Minimize negative impacts of development on the natural environment;
- Provide property owners, developers, architects, engineers, builders, business owners, and others with a clear and equitable set of regulations for developing land; and
- Shape and develop the GOLD in a manner that is beneficial to the City and its citizens.<sup>6</sup>

The standards supplied in the GOLD receive precedence over any underlying standards; however, where specific standards

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<sup>6</sup> Section 710, Zoning Ordinance of the City of West Columbia, South Carolina.

are not addressed in the GOLD, the underlying standards apply. Although the GOLD directs general design standards including building materials (brick, wood, stucco, and their faux applications are preferred; metal siding cannot be visible from the street), underground utilities, similar scale and expression, and architectural integrity, it does not provide specific, text and graphic design guidelines, leaving much to interpretation. Height, parking, and landscaping requirements defer back to the underlying districts.

Setbacks are addressed within the GOLD. Properties on the east end of the GOLD (specifically the area generally bounded by Leaphart Street to the Congaree River, Jarvis Klapman Boulevard to Meeting Street and the block bounded by State Street, Alexander Road, Meeting Street, and Court Avenue) are allowed to have a minimum 12.5-foot front yard setback. However, the underlying side and rear yard requirements continue to apply. For all other areas of the GOLD, all underlying setback requirements apply.

Permitted uses within the GOLD do not greatly differ from those already allowed in the underlying zoning districts. Several special exceptions within the underlying districts are prohibited with the GOLD, including pawn shops, check cashing businesses, title loan companies, mini warehouses, and sexually oriented businesses.

### **Subdivision Regulations**

The City of West Columbia Subdivision Regulations, adopted in March 1990, serve to promote harmonious, orderly, and progressive development of land within the City. The purpose of the regulations is to assure that development of new areas remain consistent with official City plans for future development. South Carolina legislation authorizes subdivision regulations to serve five major purposes: encourage development that creates an economically sound and stable community; provide infrastructure and services to new land development in a timely manner; ensure safe and convenient traffic access and circulation for both vehicles and pedestrians to new development; provide both public open space and building sites in new land development through the dedication of land for public purposes; and promote new land development and redevelopment efforts that are in concert with the adopted

comprehensive plan.<sup>7</sup> The City’s subdivision regulations cover traditional subdivisions, cluster housing, experimental/innovative developments, group developments, and planned unit developments.

A basic, three-step development review process is required for the subdivision of property: submittal of sketch plan; preliminary plat (construction drawings); and final plat. The first two steps must be completed prior to making any infrastructure improvements, while the final plat is submitted once streets and utilities are in place, but before any lots are sold or building permits are issued. In lieu of the completion of the required improvements, the developer may provide a surety bond to City Council in the amount of 1.5 times the estimated cost of improvements, as determined by the City Engineer. Group developments such as shopping centers, office parks, and apartment complexes require submittal of a site plan (in accordance with improvements outlined in the zoning ordinance).

When subdividing land, the subdivision regulations set forth design standards that establish the minimum acceptable specifications for various “public” elements of new developments including utilities (i.e., natural gas, water, sanitary sewer), storm drainage, right-of-way and pavement widths, block and lot dimensions, easement placement, and intersection geometrics. In addition, the regulations also require that certain improvements (some requirements are more stringent and specific, while others are open to interpretation by the planning commission) be made by the developer, including:

- Monuments – all lot corners shall be marked with an iron pipe at least 24 inches long, driven to within 4 inches above the finished grade.
- Natural gas – when installed, natural gas lines should be located outside the pavement envelope.

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<sup>7</sup> Per South Carolina law, in order to adopt land development regulations, including zoning ordinances and subdivision regulations, a local government must have a comprehensive plan that is reviewed every 5 years and updated every 10 years.

- Water supply – service connections shall be stubbed out to the property lines of all abutting lots at the time of water main installation.
- Sewer collection – service connections shall be stubbed out to the property lines to serve all abutting lots at the time of sewer main installation.
- Street grading and surfacing – Developers are referred to the Lexington County Engineering Design Guidelines for Subdivisions and Commercial Developments.
- Street name signs – street name signs shall be installed at all intersections.
- Traffic control – the developer is responsible for the cost of installation of all traffic control devices, such as stop or yield signs or traffic lights.
- Sidewalks – sidewalks four feet in width are required along all collector and arterial streets in major subdivisions.

The subdivision regulations list minimum common open space requirements for cluster housing developments by zoning district as follows: R-3 requires 30% of the total tract area to be preserved as open space; R-2 20%, and R-1 and C-3 10%. Minimum lot size, dimension, and density requirements, as well as landscape requirements are not addressed in the subdivision regulations, but rather are included in the zoning ordinance.

### **Comprehensive Plan**

The City of West Columbia’s Comprehensive Plan was adopted in November 2011. It is the sixth iteration of the City’s original 1965 land use planning document. Comprehensive plans are broad municipal policy documents that include future land use plans<sup>8</sup> establishing the basis for development regulations, as well as other municipal policy directions such as expenditures on public infrastructure. In the State of South Carolina, a comprehensive plan is required by law if a local government

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<sup>8</sup> The future land use plan of the comprehensive plan is discussed in Section 2.1.

desires to regulate land development through zoning and other development regulations.

The goal of the West Columbia Comprehensive Plan is “to reaffirm the guidelines and procedures for implementing the development objectives of the City of West Columbia, and to provide direction for conservation, identity, and growth of the City.”<sup>9</sup>

In order to set the context, the comprehensive plan describes the City’s physical setting by documenting its topography, soil characteristics, adjacent jurisdictions, flood hazard areas, demographics, and historic resources. The following information is of particular interest to the GOLD:

- Other than the Congaree River and its flood plain, no wetlands, streams, or waterbodies are apparent in the GOLD;
- The majority of slopes in the GOLD are either highly suitable or moderately suitable for development;
- New Brookland Historic District is listed on the National Register of Historic Places;
- Recent economic trends show that the Columbia metropolitan area functions as a single unit, and the Three Rivers Greenway is an example of this symbiotic relationship;
- Population distribution within the GOLD appears to be fairly representative to the City as a whole, with typical densities of 0-10 persons per acre;
- New building permits issued between 1990 and the comprehensive plan’s release date show a slight concentration of new construction in and around the GOLD;
- The plan lists 8 parks, but only the Three-Rivers Greenway is located within the GOLD. Access to the Greenway stems from a parcel immediately adjacent to the GOLD boundary. Carraway Park, Douglas Reeves Park, and B Avenue

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<sup>9</sup> West Columbia Comprehensive Plan, Central Midlands Council of Governments, November 2011

Park are each located within one-quarter mile of the GOLD boundary;

- No schools or libraries exist inside the GOLD; and
- The West Columbia Fire Department, located on 12th Avenue, provides a 4-minute response time to the GOLD.

The land use segment of the comprehensive plan states that development patterns within the City are typical of automobile-oriented development, and lists Meeting Street and Sunset Boulevard as major traffic arteries, lined with individual stores, restaurants, and typical strip shopping centers. Of note within the GOLD:

- The triangle area formed by the convergence of Meeting Street, Sunset Boulevard, and Brown Street includes a mix of residential and commercial uses; and
- Center Street has a mix of uses – the northern side is zoned commercial while much of the property is still residential in use, but the southern side is well-established neighborhood residential.

The comprehensive plan identifies Sunset Boulevard and Meeting Street as priority pedestrian corridors, and states that the City should develop plans to provide for safe and pleasant pedestrian environments along these corridors.

The comprehensive plan presents a series of policies and goals summarized in **Table 2.2-1**. Objectives directly related to the GOLD are indicated by **bold** text.

**Table 2.2-1**  
Comprehensive Plan Policies, Goals, and Objectives

Policy	Goal	Objective
1. Continue a sense of place	Create several identifiable and separate areas which establish a unique sense of place	<ul style="list-style-type: none"> <li>• <b>Improve major gateways;</b></li> <li>• <b>Investigate establishing a historic district for the New Brookland Historic District;</b></li> <li>• <b>Continue to encourage compatible development in the Gateway District; and</b></li> <li>• Identify "Triangle City" as the Central Business District</li> </ul>
2. Appearance	Promote an overall appearance which enhances the image of the City and beautifies the natural and man-made landscape	<ul style="list-style-type: none"> <li>• <b>Review and strengthen signage and landscape requirements citywide to create a more distinctive appearance for the City;</b></li> <li>• <b>Continue to aggressively address overgrown lots, junk cars, deteriorating buildings, and litter through code enforcement and required ordinance action;</b></li> <li>• <b>Reclaim rights-of-way, particularly along Meeting Street, where parking lots and signs are encroaching; and</b></li> <li>• <b>Aggressively pursue aesthetic considerations like signage and landscaping along Meeting Street and Highway 378</b></li> </ul>
3. Growth and Economic Development	Plan for the continued orderly annexation, redevelopment, and infill within the City	<ul style="list-style-type: none"> <li>• Encourage the development of targeted quality commercial centers through land control and design standards;</li> <li>• <b>Select Meeting Street and Triangle City for increased design control such as overlay districts to enhance, preserve, and protect the character of the area;</b></li> <li>• Aggressively pursue community development grant funding for redevelopment projects in declining residential and commercial areas;</li> <li>• <b>Continue to encourage development in the GOLD; and</b></li> <li>• <b>Maintain a maximum ½ mile distance between residential lots and parks</b></li> </ul>
4. Land Use	Provide a land use pattern that facilitate pedestrian and transit-oriented development and preserves environmentally sensitive land	<ul style="list-style-type: none"> <li>• <b>Analyze permitted uses in various commercial districts and location of these on the zoning map to assure more compatible commercial growth in the future;</b></li> <li>• Promote a variety of residential densities for the development of affordable, quality housing while blending with the character of the surrounding area; and</li> <li>• Identify environmentally sensitive areas and develop standards for conservation</li> </ul>
5. Transportation	Provide an adequate transportation system which reduces congestion, increases access, and enhances safety	<ul style="list-style-type: none"> <li>• <b>Prepare a master streetscape plan for targeted roadways;</b></li> <li>• Work with COATS to implement the Regional Congestion Management Process;</li> <li>• <b>Locate new development where infrastructure is sufficient to handle the additional demand; and</b></li> <li>• <b>Encourage bicycle and pedestrian facilities as an alternate mode of transportation</b></li> </ul>

### West Columbia Beautification Plan

The City of West Columbia partnered with the West Columbia Beautification Foundation, a non-profit organization dedicated to enhancing the City's aesthetic appearance, to develop a process that will guide the beautification of public and private properties. This partnership culminated in the adoption of the City of West Columbia Beautification Plan in August 2010.

"The overall goal of the West Columbia Beautification Plan is to provide a method to identify beautification project opportunities that will encourage neighborhood cohesiveness, preserve and enhance property values, increase the desirability of commercial and residential real estate, and encourage private investment in landscaping and beautification efforts and to articulate a process to implement those projects."<sup>10</sup>

The plan acknowledges the importance of the West Vista District, including the State and Meeting Street Corridors, to the heritage of the City. It chronicles streetscape enhancements to portions of State Street, Meeting Street, median beautification along Jarvis Klapman Boulevard, and the development of a vibrant riverfront park as significant beautification efforts within or near the GOLD. The Beautification Foundation was instrumental to the completion of a recent \$26,000 entranceway project on Meeting Street at the Gervais Street Bridge.



**Recently completed gateway signage**

The beautification plan discusses several financial approaches to a public/private partnership for implementing beautification projects, including the use of City funds and personnel for projects on public land and Foundation funds with commercial labor for projects on private land.

The Plan establishes a method to prioritize future beautification projects which emphasizes the importance of major

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<sup>10</sup> Obtained from page 3 of the City of West Columbia Beautification Plan, August 2010, downloaded from the City of West Columbia website: <http://www.westcolumbiasc.gov/documents>

roadways, highly visible public and private properties, and entrances into the City. This method combines the influence of priority traffic corridors with a set of weighted criteria to determine priority projects. The weighted criteria include a potential project's location, feasibility, cost, value, return, impact, and timeline. Six primary traffic corridors are established, three of which – Sunset Boulevard, Jarvis Klapman Boulevard, and Meeting Street – are located within the GOLD. Two other corridors within the GOLD – State Street and 9th Street – are included in the nine secondary traffic corridors listed by the Plan.

Using these methods, the beautification plan recognizes Sunset Boulevard as a critical corridor for beautification. A major area within the GOLD is listed as a potential project:

- The 100-400 Block of Sunset Boulevard includes up to 40,000 square feet of public space and 12,000 square feet of private area available for beautification amongst three major parcels – the West Columbia Water Plant, the Capitol Square shopping center, and the Columbia Farms chicken processing facility.

Other potential projects within the GOLD described in the Plan include:

- Meeting Street at Lucas Street includes four corner properties – a former plant nursery, Grahl Electric Supply, Best Mattress, and Modern Lighting – that may be encouraged to partner with the Foundation to install landscaping within their private properties.
- Jarvis Klapman Boulevard/Sunset Boulevard Exit Ramps. An area of over 80,000 square feet is identified for future landscaping, and sketch plans have been drafted.

## 2.3 Infrastructure Context

A variety of infrastructure facilities exist within the GOLD. This includes the local street network, parking, lighting, signage, bicycle and pedestrian facilities, water system, and sanitary sewer. The following sections summarize the infrastructure context of the district.

### Local Street Network

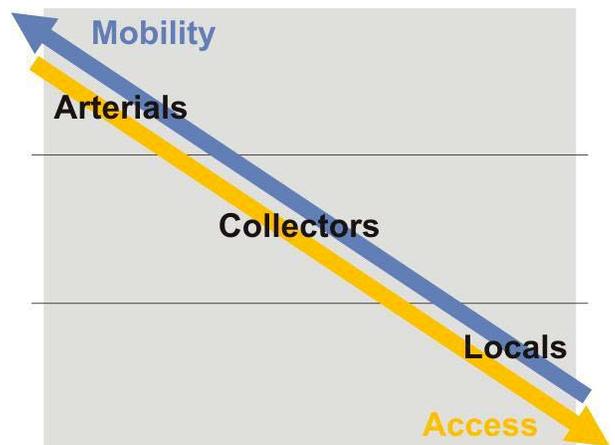
The GOLD is an urban environment with urban streets. With the exception of North Witt Street, between Meeting Street and Shull Street, all roads in the study area are owned and maintained by the South Carolina Department of Transportation (SCDOT). Right-of-way widths (based on available GIS data) vary, ranging from a minimum of 20 feet on local streets like Cromwell, Marble, and Witt Streets to in excess of 250 feet on Jarvis Klapman Boulevard.



**Meeting Street**

The higher traffic corridors (Jarvis Klapman Boulevard, Sunset Boulevard, Meeting Street, State Street, 9th Street, and Alexander Road) typically utilize curbs and gutters in conjunction with a closed drainage system. The remainder of streets in the study area typically utilizes open drainage systems such as asphalt valley gutters or roadside ditching. Pavement and striping are in average condition throughout the study area, with a few exceptions. Due to a recent resurfacing, the condition of Meeting Street’s pavement surface and striping is well above average. South Cromwell Street’s surface is poor and will require resurfacing in the near future.

Streets serve two principal roles: 1) vehicle mobility; and 2) property access. The functional classification of a street describes the level to which each of these roles is achieved. Functional classification categorizes streets according to their predominant role in the transportation system and is also based on the character of their physical setting. The functional classification of a street is based on the level of mobility that street provides to automobile traffic. The principal that guides this classification system is that a street’s mobility decreases as access to the street increases.



**Mobility-Access Relationship  
by Functional Class**

On this basis, the Federal Highway Administration (FHWA) functional classification system distinguishes between principal arterial, minor arterial, collector, and local streets. Principal arterials serve travel that has longer trip lengths and higher volumes, while minor arte-

rials connect and enhance the principal arterial system. Secondary generators of traffic are served by collectors, while local access and circulation is provided by local streets. FHWA's definitions for all four classifications are presented in **Table 2.3-1**.<sup>11</sup> Functional classifications of streets in the study area are depicted in **Figure 2.3-1**.

**Table 2.3-1**  
FHWA Functional Classification

Functional Class	Service Provided
Principal Arterial	<ul style="list-style-type: none"> <li>• Serves major activity centers</li> <li>• Highest traffic volume corridors</li> <li>• Longest trip desires</li> <li>• Carry high proportion of total travel on minimum mileage</li> <li>• Highest level of access control</li> </ul>
Minor Arterial	<ul style="list-style-type: none"> <li>• Interconnects and augments principal arterial system</li> <li>• Somewhat lower level of mobility than principal arterial</li> <li>• More emphasis on property access</li> </ul>
Collector	<ul style="list-style-type: none"> <li>• Provides both property access and traffic circulation</li> <li>• Distributes trips from arterials to ultimate destinations</li> <li>• Collects traffic from local streets and connects them with arterials</li> </ul>
Local	<ul style="list-style-type: none"> <li>• All streets not defined as arterials or collectors</li> <li>• Direct access to adjacent properties, collectors, and arterials</li> <li>• Lowest level of mobility</li> </ul>

<sup>11</sup> <http://www.fhwa.dot.gov/planning/fctoc.htm>

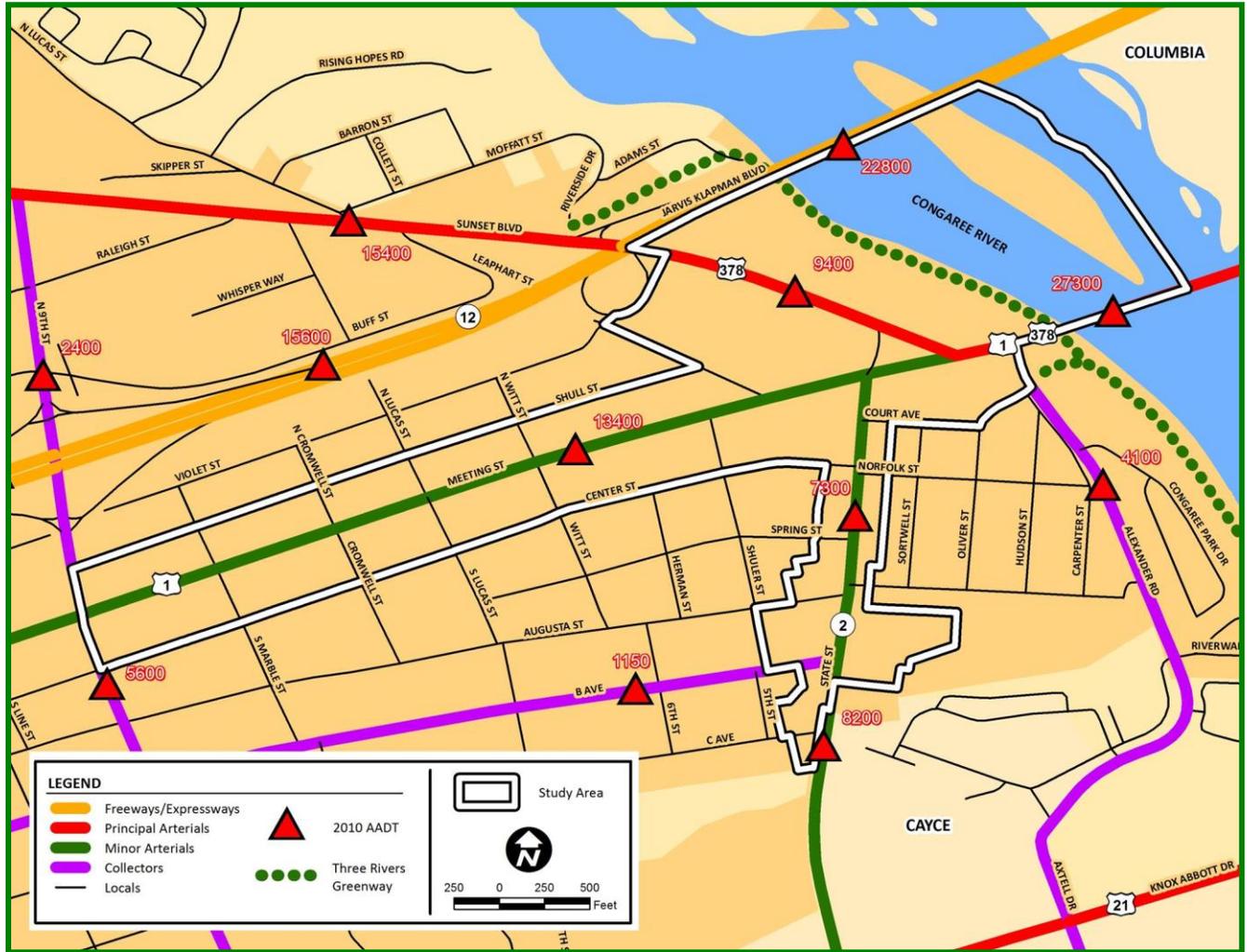


Figure 2.3-1: Functional Classification and AADT

### Traffic Volumes

A detailed traffic study is not included in the scope of this redevelopment plan; however, to gain an understanding of the traffic volumes in the GOLD and surrounding area, Figure 2.3-1 includes average annual daily traffic (AADT) as collected by SCDOT. Twelve locations were available in the immediate vicinity of the study area, with half of these falling within or directly adjacent to the study area.

The highest traffic volumes are experienced on streets that are traditionally considered commuter routes to/from Columbia on the east side of the Congaree River. These include 22,800 vehicles per day on Jarvis Klapman Boulevard and 27,300 on the Gervais Street Bridge as it crosses the river. At

six lanes, Jarvis Klapman Boulevard has ample capacity to accommodate this level of traffic, but the Gervais Street Bridge is only a four-lane facility with extremely narrow travel lanes that experiences a high level of congestion during peak traffic periods.

Although the Gervais Street Bridge carries a large volume of traffic, this traffic does not continue through the study area along Meeting Street; rather, the traffic disperses once inside the GOLD along Meeting Street, Sunset Boulevard, and State Street. Traffic along Meeting Street from its intersection with Sunset Boulevard to beyond 9<sup>th</sup> Street to the west is very manageable with only 13,400 vehicles per day. Meeting Street is a four-lane roadway that has capacity to accommodate in excess of 24,000 vehicles per day without deterioration in level of service. Similarly, Sunset Boulevard is a five-lane roadway carrying only 9,400 vehicles per day through the study area. State Street is a two-lane roadway with 7,300 vehicles per day, well within its carrying capacity.

### **Planned Roadway Improvements**

Transportation planning for the Columbia metropolitan area is performed by the Columbia Area Transportation Study (COATS), the federally mandated metropolitan planning organization (MPO) for the region. COATS, housed within and staffed by the Central Midlands Council of Governments (CMCOG), develops, maintains, and administers the Long Range Transportation (LRTP), which provides strategic vision to anticipate and address transportation demand and improvement needs over a 30-year planning horizon. The City of West Columbia falls within the MPO boundary and is considered as part of the LRTP. However, according to the LRTP, there are no road widenings, intersection improvements, or new roadways planned within the study area.

The Transportation Improvement Program (TIP) is also administered by COATS to program roadway improvements over a 5–7 year horizon. Unlike the projects listed in the LRTP, TIP projects have actual dollars assigned to them; funding programmed for listed projects cannot exceed the funding anticipated to be available during the TIP period. According to the 2009–2015 TIP, the following projects fall within the study area:

- Meeting Street (US 1) Lighting (pedestrian scale lighting and undergrounding of utilities between State Street and 12th Street)
- Meeting Street/Augusta Road (US 1) Resurfacing (recently completed)
- Antiques District Beautification Project

Additionally, the Sunset and Jarvis Klapman Boulevards Beautification and Intermodal Enhancement Project is projected as an SCDOT-funded enhancement project.

### Parking

The majority of parking facilities in the GOLD consist of privately-owned off-street surface lots reserved for commercial, retail, and religious institutions along Meeting Street and Sunset Boulevard. The City owns a small surface lot near the intersection of Meeting and State Streets, immediately west of the row of shops along State Street. This lot, the lone public parking facility in the study area, gains access from Meeting Street and provides parking for approximately 40 cars. Of note, the parking lot that serves Capitol Square along Sunset Boulevard was designed to handle far more demand than is required in its current use, and much of the asphalt surface is unutilized.



*State Street parallel parking*

The only on-street parking currently present in the study area is parallel parking located along the western side of State Street, between Meeting Street and Center Street, to provide access to shops, restaurants, and taverns.

### Curb Cuts and Parcel Interconnectivity

Curb cuts allow access to adjoining streets and properties and are necessary elements of any roadway. However, when constructed in large numbers, in close proximity to each other and major street intersections, or allowed to exist along an entire property frontage, curb cuts become inhibitors to vehicular, pedestrian, and bicycle traffic flows. In addition, consecutive curb cuts can create “darting” traffic in and out of

travel lanes, which can become a very real safety issue for both vehicles and pedestrians.

Curb cuts are numerous in the study area, particularly along Meeting Street between 9th and State Streets where parcel size is generally smaller than on Sunset Boulevard. Curb cuts are fewer in number along State Street, due to the “street wall” of buildings between Meeting and Center Streets and associated on-street parking.

In most instances where new developments are adjacent to one another, it is not possible to move from one property to the next adjacent property without the utilization of the main roadway. Therefore, in order to gain such access, curb cuts at each property are necessary. Very few properties provide internal roadway systems or linkages to allow for adjacent parcel or parking lot interconnectivity (i.e., ability for vehicles to travel between properties without reentering the main roadway). One notable exception occurs along State Street, between Meeting and Center Streets, where a rear alley and access to the City-owned parking lot allow for off-roadway connectivity.

The relatively short block lengths along Meeting Street may allow for a reduction of curb cuts as redevelopment occurs if development is encouraged to utilize side-or-rear oriented parking lots which gain access from side streets such as Marble, Cromwell, or Lucas Streets.

### **Pedestrian and Bicycle Facilities**

Pedestrian traffic is accommodated by sidewalks on both sides of Sunset Boulevard, Meeting Street, State Street, and 9th Street. These sidewalks appear to be in serviceable condition. Jarvis Klapman Boulevard (and its bridge crossing over the Congaree River) is a limited-access corridor void of pedestrian accommodations by design. Outside of very short segments along Center Street, Alexander Road, and Shuler Street, there are no other dedicated sidewalks in the study area.

Pedestrian accommodations at intersections consist of recently installed pedestrian signal heads with push buttons and crosswalks at the intersections of Meeting and State Streets, Meeting Street and Sunset Boulevard, and Sunset Boulevard at State Street. At the western end of the study area, pedestrian signals with push buttons and crosswalks at the intersection of Meeting and 9th Streets allow pedestrians four-way access through the flow of traffic. Additionally, there is a mid-block crosswalk installed across Sunset Boulevard directly in front of Capitol Square.

There is an issue with accessible pedestrian access as required by the American with Disabilities Act guidelines near the intersection of Meeting and State Streets. Due to difficult sidewalk elevation changes on both sides of Meeting Street, the pedestrian route must cross over several sets of stairs on the north side and a single stair on the south side.

This results in an inaccessible route for wheelchair-bound sidewalk users and hazardous travel for the visually impaired.

No dedicated bicycle facilities exist in the road network.

Riverwalk Park and Amphitheater, located at the intersection of Meeting Street and Alexander Road, are technically outside of the GOLD boundary. However, this major recreational amenity directly impacts the study area. A small public parking lot with access from Alexander Road provides parking for approximately 25-30 cars. This lot is often full, and park visitors routinely utilize the graveled surface of a vacant lot across Alexander Road or the adjacent parking lot of the now closed New Orleans restaurant for impromptu overflow parking. Riverwalk Park is the City's primary link to the Three Rivers Greenway, which provides recreational trails for walking, biking, and scenic touring along the Saluda, Broad, and Congaree Rivers. Additional access is provided through the parking lot



***Stairs along Meeting Street are a barrier to sidewalk users with disabilities***



***The West Columbia Riverwalk is part of the larger Three Rivers Greenway network of shared use pathways***

and trailhead on Moffatt Street, immediately adjacent to the Jarvis Klapman Boulevard/Sunset Boulevard interchange.

The CMCOG produced the Bike and Pedestrian Pathways Plan for the Columbia Area Transportation Study in March 2006 to examine bicycle and pedestrian concerns and existing infrastructure within the urbanized area, and to provide recommended strategies, policies, and capital improvement projects to promote these alternative modes of transportation.

The Bike and Pedestrian Pathways Plan recommended pedestrian facility improvements, bicycle facility improvements, and Early Action Projects, which are less expensive, easily implementable projects designed to build excitement and momentum for future initiatives. As an Early Action Project, a signed bike route with striped shoulders along Center Street was recommended in the City of West Columbia. Center Street is an east-west connector one block south of Meeting Street (US 1) which forms the southern boundary of the GOLD. According to the plan, the roadway should be striped with 10 foot wide vehicle travel lanes, providing the remaining paved shoulder for bike lanes.

Additional recommended pedestrian facility improvements within the GOLD include:

- Pedestrian crossing facilities at the intersections of Meeting Street (US 1) and State Street and Meeting Street and Sunset Boulevard (US 378) (Short Term)
- Shoulder improvements along Alexander Road (Mid Term)
- Greenway trail along Sunset Boulevard (US 378) (Long Term)

Additional recommended bicycle facility improvements within the GOLD include:

- Bike lanes obtained through restriping along State Street (Mid Term)
- Bike lanes obtained through restriping along Sunset Boulevard (Mid Term)

### Public Transit

Since their inception in 2002, the Central Midlands Regional Transit Authority (CMRTA) has provided fixed route and demand response service in the Columbia area, including service in the West Columbia study area. Over the last decade, financial issues have repeatedly caused service changes within the CMRTA service area, creating some uncertainty among the ridership. That uncertainty is typically reflected in inconsistent ridership on a system or route.

Currently, the only fixed route that operates in the study area is Route 26 (see Figure 2.3-2). The route originates in downtown Columbia at the CMRTA Transit Center, then proceeds west out of the city, into the study area and up to Lexington Medical Center, before returning to the downtown Transit Center. Originally, the route returned to the Transit Center following the same outbound and inbound route. The recently modified route returns to the downtown area via Sunset Boulevard (US 378).

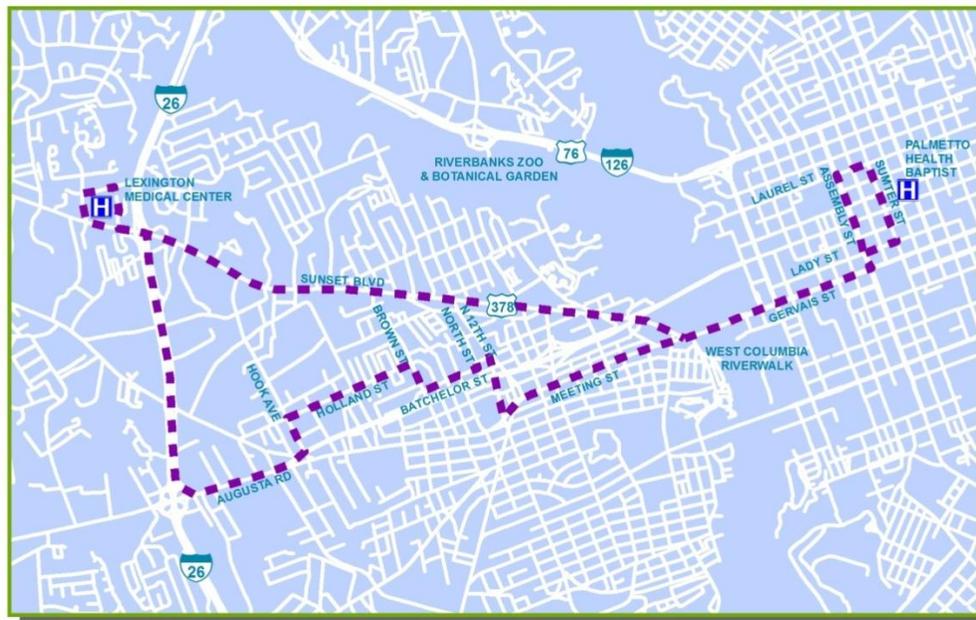
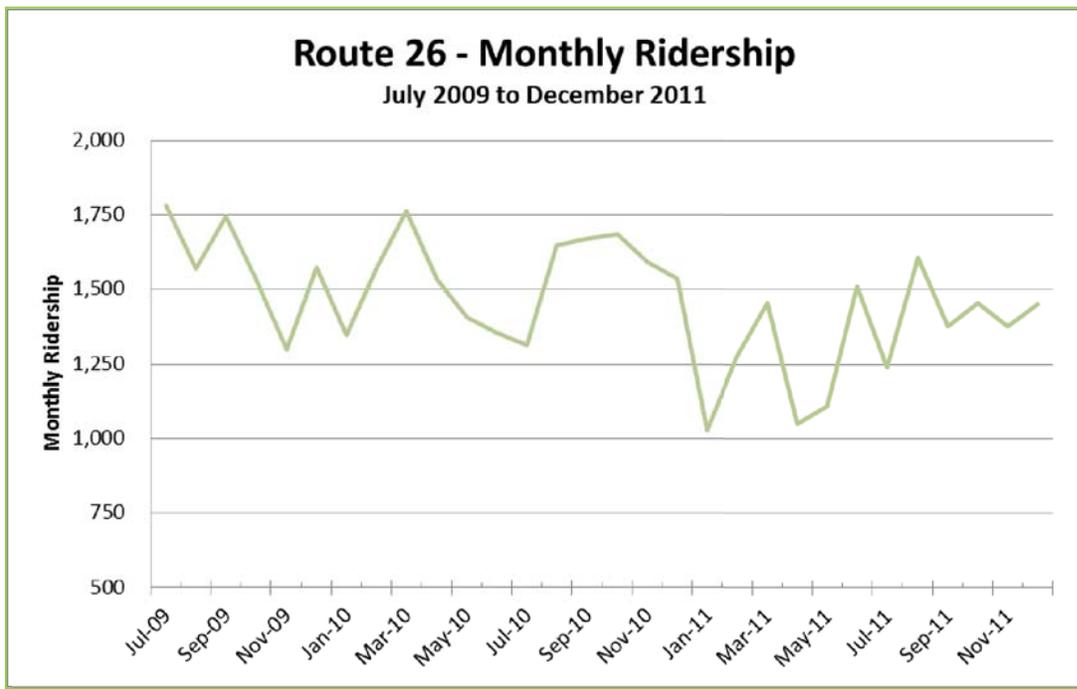


Figure 2.3-2: CMRTA Route 26 Map<sup>12</sup>

<sup>12</sup> Route Map #26 obtained from the Central Midlands Regional Transit Authority website: <http://www.gocmrta.com/default.asp>

The original purpose for the route was for general public transit service that brought workers into the downtown area for service industry jobs. It also served as a reverse commute service for workers at Columbia Farms. This route was originally developed to run all day with 30-minute service, meaning a bus would pass by each stop once every 30 minutes. Eventually, the service was reduced to 60-minute service. CMRTA utilizes designated bus stops along each of their routes. The original route had a total of 67 designated bus stops; however, the recent changes to the route have reduced the number of stops to 61.

The next reduction to this route drastically cut the current service to just four trips per day. Instead of running every hour throughout the work day, a bus operated on the route for two trips in the morning and two trips in the afternoon. This reduction of service on the route represented a major reduction of transit service within the study area. By July 2009, the service reduction to four trips per day was fully implemented. **Figure 2.3-3** shows ridership since the change in service was implemented.



**Figure 2.3-3:** Route 26 Monthly Ridership

Over the last two years, ridership has ranged from a high of nearly 1,800 riders per month to a low of just above 1,000 riders per month. In the last four months of 2011, the ridership seems to have settled around 1,400 riders per month. Although the current route has a total of 61 designated bus stops, the majority of the ridership boards and alights the bus along the stretch of route between North 12<sup>th</sup> Street and Hook Avenue, outside the study area.

*Passengers per Revenue Hour* is a productivity metric that is used to establish a route's relative success versus the other routes in a system. Among the 21 fixed routes currently being operated by CMRTA, Route 26 is one of nine routes that falls below 15 *Passengers per Revenue Hour*, one of the fixed route metrics used by CMRTA.

Due in part to the route's lower productivity, the CMRTA Board of Directors, in January 2012, voted to further reduce the route from four to two trips per day. The current configuration for the route, shown in Figure 2.3-2, is the result of this last service reduction.

### Lighting

In general, there are a sufficient number of streetlights along the major corridors in the study area. Along Meeting Street, lighting of the roadway is accomplished primarily through pole-mounted "cobrahead" streetlights, although these have been replaced with decorative pedestrian scale lights fed by underground power between State Street and the Congaree River. The City recently installed eight mast arms in the triangular area formed by Sunset Boulevard, Meeting Street, and State Street. In addition to supporting traffic signals, each mast arm provides a single "cobrahead" street light for the intersection it serves.

Decorative pedestrian scale lights have also been installed along State Street south to Spring Street, at which point the traditional pole-mounted streetlights continue to West Columbia's boundary with the City of Cayce.



**Cobrahead street light at the intersection of Meeting and 9th Streets**



**Pedestrian scale lighting along State Street**

Streetlighting along Sunset Boulevard between State Street and Jarvis Klapman Boulevard is accomplished through “cobrahead” lights.

Finally, there are scattered street lights along both Center Street and Shull Street, but wide gaps exist as the lights are placed primarily at the intersections with side streets such as Witt, Lucas, Cromwell, and Marble Streets.

### Signage

Signage is found in many shapes and sizes throughout the study area. Types of signs include regulatory, wayfinding, and commercial signage.

Regulatory signs can be generally grouped into the following categories: street identification signs; speed limit signs; and traffic signs. Street identification signs found within the study area are typically standard street signs with metallic green background and reflective white lettering. Street signs along Meeting Street are in various forms of age and disrepair. For example, the intersection of Meeting and 9th Streets is identified with a single pole-mounted street sign that is faded, canted, and partially obscured by the traffic light strain pole. Additionally, street identification signage is absent at Meeting Street’s intersections with South Marble, South Cromwell, South Lucas, and North Witt Streets. Although street signage exists on the opposite corner of each of these intersections, visibility of those signs is marginal at best. Speed limit signs are posted sparingly throughout the study area (most are found in close proximity to major intersections). Other typical traffic signs include stop signs and no parking signs.

There are several wayfinding devices in the study area in the form of reflective green highway-style directional signs. These include US and SC route junction signs and destination directional signs.

Commercial businesses throughout the GOLD have identification signs, most notably along Meeting Street, where the roadside area is dominated by signage and advertisements that lack common de-



**Typical commercial signage along Meeting Street**

sign standards or cohesion. The large number signs along Meeting Street create a chaotic and distracting environment. Most businesses have both roadside and building-mounted identification signs, and some utilize electronic marquis signs. Roadside signs include both pole-mounted and monumental signs (i.e., low-level signs that have a continuous base from the ground to the sign).

### **Water System**

The City of West Columbia owns and operates a water treatment and distribution system in the study area. A 6 million gallon per day (MGD) water treatment plant is located within the GOLD on Sunset Boulevard, between Jarvis Klapman Boulevard and Meeting Street. According to the City's website, the current average daily use for this plant is 3.27 MGD. Although this is not a peak value, it appears that this plant may be able to accommodate some level of additional demand.

Some of the City's oldest water lines exist within the GOLD. Due to the proximity of the treatment plant, water availability along Sunset Boulevard is excellent. Six-inch water lines are located along State Street, Alexander Road, and Center and Shull Streets within the study area. A 10-inch line exists along Meeting Street between the Congaree River and State Street, where it decreases in size to 6 inches and continues west to Witt Street and terminates. There are no water lines along Meeting Street between Witt and 9th Streets. Instead, water to Meeting Street properties in this area is provided by 2-inch lines that run parallel to Meeting Street, but are located approximately mid-block between Meeting and Center Streets and Meeting and Shull Streets. Each of these 2-inch lines will have limited capacity to support increased demand. Rather, any redevelopment that requires fire flow for interior sprinklers will likely have to connect to the 6-inch lines installed under Center or Shull Streets. Additionally, the City recently installed a 6-inch line along Court Avenue between State and Oliver Streets.



***Typical City fire hydrant***

### Sanitary Sewer

The City of West Columbia owns and operates a sewer collection system within the GOLD. In general, these sewer mains are concrete gravity lines that vary in size from 8 inches to 12 inches, ultimately connecting to a 42-inch trunk line running along the western bank of the Congaree River. Some of the City's oldest sewer lines exist in the study area. The sewage is carried to the City of Columbia's Metropolitan Wastewater Treatment Plant, of which the City of West Columbia's treatment capacity is 3.27 MGD.

The following 8-inch sewer mains serve the western area of the GOLD:

- 8-inch line along Shull Street between 9th and Leaphart Streets.
- 8-inch line along Center Street between 9th and State Streets.
- 8-inch line located mid-block between Meeting and Shull Streets parallels Meeting Street between 9th and Witt Streets.

The central area of the GOLD is served by an 8-inch line along Meeting Street between Witt and Leaphart Streets.

The eastern area of the GOLD is served by 8-, 10-, and 12-inch lines along Sunset Boulevard; 8-inch lines along Court Avenue, Oliver Street, and Alexander Road; and an 8-inch line along Meeting Street between State Street and Alexander Road.

### 3. Needs Assessments

To determine the needs and redevelopment priorities of the GOLD, several assessments were performed. These are outlined in the sections that follow and include:

- Land Use Assessment
- Regulatory Assessment
- Infrastructure Assessment

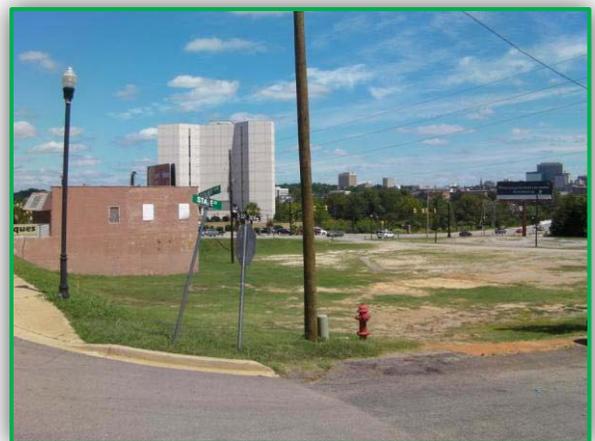
#### 3.1 Land Use Assessment

This section provides an analysis of existing and future land use patterns within the GOLD and surrounding area, and a perspective on potential redevelopment priorities.

##### Existing Land Use Patterns

As outlined in Section 2.1, land use patterns vary significantly but are typical of an urban/downtown environment. Some noteworthy conclusions from the Project Team’s analysis:

- There are a number of scattered, non-contiguous vacant parcels, comprising approximately 15% of the study area.
- Provides ample infill opportunities for smaller development scenarios.
- Makes assembly of multiple properties for larger development scenarios of regional significance challenging.
- The largest group of vacant properties is the 4-acre City-owned site on Meeting Street between State Street and Alexander Road.
  - Proximity to the City of Columbia, Congaree River, and Riverwalk Park and Amphitheater make this an attractive property in the heart of the study area.
  - Redevelopment of this site should provide a catalyst for further redevelopment along the major corridors of the study area.



- There are some incompatible land uses in the study area, specifically light industrial, high density residential, and water treatment facilities in close proximity to one another.
  - Screening options may need to be explored.
  - Current zoning districts do not provide mechanisms to prevent the continuation of these incompatible uses if/when properties are significantly improved or turned over to subsequent owners.
- There is a notable lack of recreational uses and amenities in the study area.
  - The West Columbia Riverwalk, the study area's only recreational amenity, comprises only 1% of the study area.
  - Several neighborhood parks are within ¼ mile of the study area, but additional opportunities for public spaces should be considered.
- A stronger connection between the New Brookland Historic District and the GOLD would enhance the improvement and preservation potential of this historic area.
  - The Comprehensive Plan calls for the creation of a conservation district and drafting of a preservation or landmark ordinance and these steps should be pursued.

### **Future Land Use Patterns**

As discussed in Section 2.1, the City's Comprehensive Plan established a roadmap for future development in the form of the Future Land Use Map.

There are opportunities to reevaluate the Future Land Use Map to provide improved direction for development within the GOLD:

- The automobile-oriented General Commercial use at the block bounded by Sunset Boulevard, Leaphart Street, and Meeting Street appears to reflect its current form (strip

shopping center), rather than what this property’s potential might allow.

- Once this redevelopment plan has been finalized and adopted, the Future Land Use Map should be revisited to ensure that it is in concert with the recommendations of the plan.

### 3.2 Regulatory Assessment

This section provides an analysis of the existing regulatory documents summarized in Section 2.2.

#### Zoning Regulations

Section 2.2 summarized the six zoning classifications found inside the study area. The Project Team’s analysis of the Zoning Regulations identified several opportunities for improvement as related to the study area:

- All of Shull Street is zoned either C2 (General Commercial) or C3 (Restricted Commercial), yet many of these properties are currently residential. It may be prudent to develop a plan for maintaining harmonious compatibility between residential and commercial uses as properties transition.
- All properties within the study area that are classified as C1 (Intensive Commercial) are located along State Street between Meeting Street and Norfolk Street. This classification encourages uses and densities typical of traditional downtown environments and is reflected in the “streetwall” form found today along the western side of State Street.
  - Consideration should be given to amending the C1 standards (or the GOLD standards) to require “build-to” lines to ensure a streetwall is maintained and strengthened. Any amendment of a base zoning classification must be done with care, as there is potential for such changes to affect areas outside the study area.



- To provide a stronger gateway and broader walkable area, consideration should be given to expanding the C1 district along State Street to include a portion of Meeting Street from the Congaree River westward.
- Outdoor advertising signs (billboards) are permitted in C2 up to a maximum surface area of 288 square feet, with an exception granted for C2 parcels along Sunset Boulevard to allow a maximum surface area of 376 square feet. Although the increased dimensions allowed by the exception do not apply within the GOLD, the 288 square feet maximum is still permitted.
  - The presence of billboards signifies an automobile oriented atmosphere, which is not in keeping with the intent or guiding principles of the study. To reduce visual “noise” and improve character, additional restrictions should be considered.
  - Careful thought should be given to establishing a moratorium on non-conforming signage and a realistic timeframe for signage replacement, particularly along the major corridors within the study area.

### **Gateway Overlay District**

In review and analysis of the GOLD ordinance, several areas were identified that were further examined as part of the solutions recommended by the plan:

- With the exception of properties along State Street, the GOLD boundaries break along street centerlines; this effectively splits streets in two, pulling properties on one side of the street into the overlay district, while leaving properties on the other side of the street outside the district. This creates a situation where one side of a street could have a much different character than the other side. Consideration should be given to redrawing the boundaries such that they break along rear property lines of those properties that face a street to maintain harmony between the development characters on both sides of the street.

- The GOLD places an additional set of development standards over and above the underlying zoning classifications; while they do not replace the original, underlying zoning, the GOLD's standards do supplement and, in some cases, supersede those underlying standards. Currently, manufacturing or processing operations are not listed as a permitted use in the GOLD; however, these uses are not excluded outright either, as are car dealerships, automotive repair shops, pawn shops, tattoo establishments, etc. Since the light manufacturing zone exists as an underlying classification within the boundaries of the GOLD, some confusion may be inherent in the enforcement. Consideration should be given to adding manufacturing and processing uses to the list of non-permitted uses in the GOLD. Existing such uses would be permitted until such time as the properties require major improvements or change ownership.
- Although the GOLD directs general design standards including building materials, underground utilities, similar scale and expression, and architectural integrity, it does not provide specific, text and graphic design guidelines, leaving much to interpretation. Consideration should be given to amending the GOLD to include specific graphic design standards or guidelines.
- The standards supplied in the GOLD receive precedence over any underlying standards; however, where specific standards are not addressed in the GOLD, the underlying standards apply. Height, parking, and landscaping requirements defer back to the underlying districts, and these are not always compatible with the intent of the overlay district. Consideration should be given to including additional requirements for these features within the GOLD.
- Setbacks are addressed within the GOLD, but on a very limited basis. Properties on the east end of the GOLD are allowed to have a minimum 12.5-foot front yard setback; however, the underlying side and rear yard requirements continue to apply. For all other areas of the GOLD, all underlying setback requirements apply. Alt-



though the minimum setback allows development to be within close proximity to the street, it does not prevent buildings from being set much further back. In order to encourage the types and character of development desired, consideration should be given to amending the GOLD language to include build-to lines that require buildings to be pulled up near the street to reduce automobile-oriented development and foster a walkable/shopable environment.

### **Comprehensive Plan**

The City of West Columbia's Comprehensive Plan was adopted in 2011. Background information and the Comprehensive Plan's context were discussed in Section 2.2.

The following redevelopment goals and priorities result from an analysis of the objectives of the Comprehensive Plan, and will help guide the solutions of this redevelopment plan:

- Meeting Street and Sunset Boulevard are identified as priority pedestrian corridors. Redevelopment plans should consider methods to elevate pedestrian travel along these corridors, providing safe and pleasant pedestrian environments.
- Improve major gateways, specifically the Meeting Street and Jarvis Klapman entries from the City of Columbia.
- Establish the New Brookland Historic District as a conservation district and draft a preservation or landmark ordinance.
- Strengthen signage and landscape requirements.
- Maintain a maximum ½ mile distance between residential lots and recreational opportunities by adding additional parks and public space.
- Encourage higher density residential development along major corridors in conjunction with quality commercial development and transit opportunities.

- Develop and implement a master streetscape plan for key pedestrian corridors.
- As redevelopment occurs, maximize interparcel connectivity or utilize intersecting streets to provide rear access in order to consolidate curb cuts along congested corridors.
- Consider infrastructure sustainability and capacity limitations as part-and-parcel to decisions to allow new development or significant redevelopment.
- Promote bicycle and pedestrian travel through responsible infrastructure development and land use guidelines.

### **West Columbia Beautification Plan**

The specific vision of the Beautification Plan was summarized in Section 2.2, but specific to the GOLD, the following beautification objectives for portions of Sunset Boulevard, Jarvis Klapman Boulevard, and Meeting Street will be considered by the redevelopment plan:

- 100-400 block of Sunset Boulevard includes up to 40,000 square feet of public space and 12,000 square feet of private area available for beautification among three major parcels – the West Columbia Water Plant, the Capitol Square shopping center, and the Columbia Farms chicken processing facility.
- Meeting Street at Lucas Street includes four corner properties – a former plant nursery, Grahl Electric Supply, Best Mattress, and Modern Lighting – that may be encouraged to partner with the Foundation to install landscaping within their private properties.
- An area of over 80,000 square feet is identified for future landscaping surrounding the Jarvis Klapman Boulevard/Sunset Boulevard exit ramps; sketch plans have been drafted.

### **3.3 Infrastructure Assessment**

A variety of infrastructure facilities exist within the GOLD. Section 2.3 catalogs the existing conditions of the street network, parking, lighting, signage, bicycle and pedestrian facili-

ties, water system, and sanitary sewer. The following sections outline the findings of the analysis of these respective facilities.

### **Local Street Network**

The GOLD is an urban environment with urban streets with varying responsible jurisdictions, pavement conditions, and rights-of-way dimensions. The following needs or opportunities will be considered by the redevelopment plan:

- South Cromwell Street is in disrepair and improvements should be considered.
- The Meeting Street/Gervais Street Bridge currently operates at capacity during peak hours. Solutions should be considered; however, real “local” solutions will be hard to initiate, as the bridge is both historically and regionally significant.
- Meeting Street, between Sunset Boulevard and 9th Street and Sunset Boulevard between Jarvis Klapman Boulevard and Meeting Street both currently operate well below capacity. Consideration should be given to the possibility of implementing “road diet” projects on these corridors, which would allow the repurposing of excess roadway capacity to promote other modes of travel and/or beautification initiatives.
- Consider ways to improve the efficiency of the existing street network through implementation of access management techniques that reduce curb cuts, maximize inter-parcel connectivity, and utilize intersecting streets to provide access.

### **Parking**

As discussed in Section 2.3, the majority of parking facilities in the GOLD consist of privately-owned off-street surface lots reserved for commercial, retail, and religious institutions along Meeting Street and Sunset Boulevard. Throughout the study area, only one public parking facility exists; the City-owned lot near the intersection of Meeting and State Streets provides spaces for approximately 40 cars. In contrast, the parking lot that serves Capitol Square along Sunset Boulevard was de-

signed to handle far more demand than is currently required, and much of the asphalt surface is underutilized today. The following outline parking considerations that should be included as part of redevelopment solutions:

- As potential catalyst sites are identified, the provision of localized parking facilities should be considered to “spark” or incentivize the development of those catalyst sites.
- The dedicated parking lot at the Riverwalk Park and Amphitheater is undersized for current demand. Although just outside the study area, the Riverwalk Park trailhead and parking lot accessed from Moffatt Street provides additional parking for approximately 40 cars. However, it is not convenient to traffic on Sunset Boulevard and is not highly visible. Additional parking for this recreation and event venue should be explored as part of recommendations in the redevelopment plan.
- Consideration should be given to completing a parking inventory and demand study (both public and private) to determine if existing facilities are sufficient for current and desired build-out.

### **Pedestrian and Bicycle Facilities**

As summarized in Section 2.3, sidewalks exist along the priority corridors in the GOLD. However, few or no sidewalks exist elsewhere in the study area. The following are some considerations derived from an analysis of bicycle and pedestrian facility needs:

- There is a need for sidewalks in residential areas, particularly along Shull, Center, and Witt Streets within the GOLD, and Norfolk and Augusta Streets within the New Brookland mill village.
- An ADA-compliant solution should be explored to replace or augment the sidewalk steps on both sides of Meeting Street near the intersection of Meeting and State Streets.



- Strong consideration should be given to addressing bike and pedestrian improvements recommended in the COATS Bicycle and Pedestrian Pathways Plan. These include:
  - Bike lanes along Center Street;
  - Shoulder improvements on Alexander Road; and
  - Restriping State Street and Sunset Boulevard for bike lanes.
- Bicycle facilities should be investigated if “road diets” are implemented along Meeting Street and/or Sunset Boulevard.
- Examine methods to increase bicycle and pedestrian connections between the GOLD and Riverwalk Park and the Three Rivers Greenway.

### Public Transit Analysis

Although sweeping changes to the services CMRTA provides are outside the scope of the redevelopment plan and beyond the jurisdictional responsibility of the City, small changes implemented within the study area may help reverse the recent trends in ridership. Specifically, the following initiatives will be considered as part of solutions presented in the plan:

- Evaluate the provision of improved bus stop amenities, such as benches or shelters.
- Examine opportunities to increase pedestrian connectivity between bus stops and surrounding development.
- Consider transit-supportive development features along the Meeting Street corridor.



### Lighting

As discussed in Section 2.3, lighting along the GOLD's major corridors appears to be sufficient. However, lighting along the periphery in the residential areas is lacking. Both quick, short-term solutions to provide immediate lighting for safety and longer-term recommendations for a more comprehensive residential lighting strategy should be included in the plan.

### Signage

Regulatory, wayfinding, and commercial signage existing conditions within the study area were summarized in Section 2.3. The following are considerations for the redevelopment plan:

- Street identification signs throughout the study area are in varying states of age and disrepair, or are missing completely. A program for the repair/replacement of such signs should be considered, as well as a decorative signage program.
- Few speed limit signs currently exist in the GOLD. Additional speed limit signs could provide a higher awareness



of the speed limit, potentially resulting in lower travel speeds.



- Current wayfinding signage is insufficient. The City may consider commissioning a wayfinding signage study to determine appropriate locations for wayfinding signage and to adopt a design palette.
- The sheer number of commercial signs along Meeting Street, and their inconsistent types, are a distraction to drivers and contradictory to the intent of the GOLD and the guiding principles of this study. Consideration should be given to adopting additional provisions in the GOLD to regulate signage types.

### **Water and Sanitary Sewer Systems**

Section 2.3 summarized the existing conditions of the water and sewer infrastructure within the study area. Some of the City's oldest water and sewer lines exist within the GOLD. Consideration should be given to the cost-to-benefit ratio of maintaining these lines versus a comprehensive upgrade program. Similarly, to not impede future economic development, methods for meeting the increased capacity demands of new developments should be evaluated.

## 4. Recommended Solutions

A series of specific actions are recommended to move the GOLD forward over the next 20 years. Recommendations seek to balance technical analyses conducted with the community's Guiding Principles presented in Section 1.1. Additionally, recommendations are highly supportive of the City's Comprehensive Plan, directly addressing more than one dozen of the Plan's objectives.

Recommendations have been classified into three groups: planning and regulatory actions; capital improvements; and catalyst case studies. As a composite, these form the community vision that will become the Gateway Overlay District Redevelopment Plan.

### 4.1 Planning and Regulatory Actions

West Columbia desires for the GOLD to recognize and leverage its assets and recreate a desirable destination, while reinventing perceptions through a vision that is grounded in the realities of what can reasonably be accomplished. Key to achieving this goal is the implementation of planning and regulatory actions that will set the "tone" for future development in the GOLD by encouraging a sustainable setting for reasonable growth.

With regard to amendment or creation of regulations, it should be noted that such changes could impact a larger area than just the GOLD; therefore, these types of recommendations most likely would be implemented in the context of more comprehensive strategies regarding development control of the City of West Columbia in its entirety. In all cases, it is the intent of the recommendations to be in concert with and strengthen existing local regulatory controls.

#### **New Brookland Historic District Education and Planning Initiative**

The New Brookland Historic District has great potential to be a strong contributor to the redevelopment of the GOLD. Designation on the National Register of Historic Places has elevated the implied perception of the community, but to date advancement of the community has been minimal. The City's

Comprehensive Plan has recommended that an historic preservation and landmarks ordinance be established, along with a Landmark Commission to oversee its application and enforcement. However, this has not moved forward.

It is recommended that the City of West Columbia begin an education and planning initiative with the residents and property owners of the New Brookland Historic District to provide them a greater understanding of their role in the enhancement and protection of their community. Because the establishment of a preservation ordinance has overarching implications on the ownership and maintenance of property, it is extremely important that the community be involved in its potential development.

The following education and planning steps are recommended:

- Facilitate an educational workshop within the New Brookland Historic District. The focus of this session would be to educate the community on what it means to be part of the National Register of Historic Places, provide a basic understanding of zoning and development regulations, and introduce/reintroduce the community to their elected representatives at the City, County, State, and Federal levels.
- Several weeks after the initial education workshop, an informational meeting should be conducted to determine the willingness of property owners and residents to have a preservation ordinance put in place. The benefits and challenges of such an ordinance should be outlined and it should be clearly communicated how the ordinance will protect and enhance the integrity of the community through the use of regulatory controls. Discussion of the creation and makeup of the Landmark Commission and its roles, responsibilities, and authority should be included. Ample time for questions and feedback should be afforded.

- If there is a reasonable level of willingness/desire for the establishment of a preservation ordinance, work with the City attorney to determine the potential issues/pitfalls of such ordinances and the most appropriate method for implementation.
- If sufficient support from the community exists and the City attorney provides an affirmative conclusion, an educational and planning process with both Planning Commission and City Council members should be undertaken. Such should outline the benefits and challenges of the ordinance to assist Commission and Council members in making an informed decision on whether or not to establish the ordinance.

### **Future Land Use Map Modification**

Once the Gateway Overlay District Redevelopment Plan has been adopted by City Council, it will be important to amend the Future Land Use Map to reflect recommendations. Of specific note is the Catalyst Case Study for the current Capitol Square site that is recommended in Section 4.3. Currently, the Capitol Square site is developed as an automobile-oriented strip shopping center and is designated as General Commercial on the Future Land Use Map.

To properly position the Capitol Square site for a real future project that would resemble the Catalyst Case Study conceptual site plan, it is recommended that the Future Land Use Map be modified to show the future use of the site as Intensive Commercial. This will be supportive of the design intent, as Intensive Commercial areas are intended for commercial uses that have a pedestrian scale, but are intensive enough to have a regional service area.

### **Refine Zoning Ordinance**

Properties along State Street between Meeting Street and Norfolk Street are currently classified as C1 (Intensive Commercial). This classification encourages uses and densities typical of traditional downtown environments and is reflected in the “streetwall” form found today along the western side of State Street. To provide a stronger gateway and broader

walkable area, it is recommended that the C1 district be extended from State Street to include a portion of Meeting Street from the Congaree River westward. The western boundary should be between Leaphart Road and Shuler Street.<sup>13</sup> This extension of the C1 district should be coupled with the recommended Pedestrian Focus Areas discussed in the GOLD Amendment recommendation.

### **GOLD Amendment**

To better support the Guiding Principles of the community and the desires of the City for future development, an amendment to the GOLD is recommended. This amendment would not change the intent of the overlay district, but would rather refine certain aspects to better support and advance the original intent. Several specific areas should be addressed as part of the amendment:

- It is recommended that the boundary of the GOLD be modified to more uniformly promote quality character within the district. With the exception of properties along State Street, the GOLD boundaries currently break along street centerlines; this effectively splits streets in two, pulling properties on one side of the street into the overlay district, while leaving properties on the other side of the street outside the district. This creates a situation where one side of a street could have a much different character than the other side. The City should evaluate redrawing the boundaries such that they break along rear property lines of those properties that face a street to maintain harmony between the development characters on both sides of the street. Any such change in the boundaries of the district must be done in close coordination with property owners that it would affect.
- Graphic design guidelines should be developed and adopted for the GOLD. Although the GOLD directs general design standards including building materials, underground

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<sup>13</sup> This extension of the C1 district should be coupled with the recommended Pedestrian Activity Zones discussed in the GOLD Amendment recommendation.

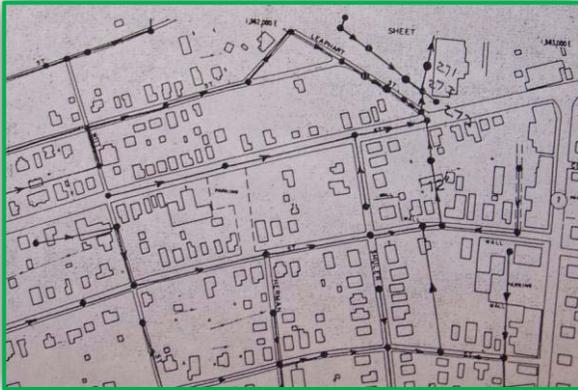
utilities, similar scale and expression, and architectural integrity, it does not provide specific, text and graphic design guidelines, leaving much to interpretation. The adoption of design guidelines would further clarify the exact design intents of the GOLD and provide developers and property owners with clear direction.

- It is recommended that Pedestrian Activity Zones (PAZs) be established within the GOLD. The GOLD encompasses a large area of the City of West Columbia and it is not entirely appropriate to apply the exact same development standards to all areas within it. Specifically, the areas along State Street should be advanced as a walkable, traditional downtown environment, while areas of Meeting Street between Shuler Street and 9<sup>th</sup> Street have a much more automobile-oriented character. It is not the intent of this plan to dictate that all areas be pedestrian-oriented; however, it would be beneficial to expand the pedestrian character of State Street to areas of Meeting Street and Sunset Boulevard in close proximity to State Street. To this end, PAZs are recommended along State Street from Meeting Street to Augusta Street and along Meeting Street between the Congaree River and Shuler Street. PAZs would be defined by pedestrian scale development and such would be encouraged through the establishment of “build to” lines that mandate that buildings be pulled up near the street, wider sidewalks, pedestrian gathering areas, and pedestrian amenities such as low level lighting, decorative hardscapes, enhanced landscaping, and street furniture. PAZs and their requirements would be intended to reduce automobile-oriented development and foster a walkable/shopable environment.

### **Water & Sewer Assessment**

Some of the City’s oldest public infrastructure is located in the study area. As the road diet projects proposed later in this section are implemented, it may be fiscally responsible to replace obsolete water and sewer infrastructure as part-and-parcel to the public catalyst projects. This approach would not only upgrade and extend the service life of the infrastructure, but it would protect the investment made in the road diets, alleviating the need to tear up recently-constructed surface

improvements to make point repairs to the failing infrastructure below.



The City of West Columbia should consider an assessment program with the objective of identifying those portions of the water and sewer infrastructure most in need of replacement. It is recommended that this assessment program include the components of sewer manhole assessment, closed-circuit television imagery of gravity sewer lines, and water main condition evaluation.

At the conclusion of the assessment program, a feasibility study would be the next logical step to determine replacement costs and resulting benefit to economic development in order to forecast budgetary requirements.

### Residential Lighting Study

Lighting within the residential areas of the GOLD is lacking. A lighting study is recommended to determine both quick, short-term solutions to provide immediate lighting for safety and longer-term solutions for a more comprehensive residential lighting strategy. The study would determine lighting type, placement, coverage, and intensity, and provide an implementation plan complete with cost estimates, phasing, and potential funding sources. Additionally, partnering with SCE&G should be explored to reduce the burden upon the City for installation and ownership of the lighting.



### Signage and Wayfinding Study

Street identification signs throughout the study area are in varying states of age and disrepair, or are missing completely. In addition, few speed limit signs currently exist in the GOLD and wayfinding signage is insufficient.

A study of street identification and regulatory signage and appropriate wayfinding should be conducted. Such a study would inventory all existing signage and document location, condition, and replacement lifecycle. Additionally, a strategy for the repair and/or replacement of signs would be

included, as well as a plan for implementation of a decorative signage program. The benefit of installing additional speed limit signs should be considered to determine if such would result in lower travel speeds. Finally, appropriate locations and points of interest for wayfinding signage should be investigated and a design palate adopted.

### **Parking Analysis**

The majority of parking facilities in the GOLD consist of privately-owned off-street surface lots reserved for commercial, retail, and religious institutions along Meeting Street and Sunset Boulevard. Throughout the study area, only one public parking facility exists; the City-owned lot near the intersection of Meeting and State Streets provides spaces for approximately 40 cars.

It is recommended that the City complete a parking inventory and demand study to determine if existing facilities are sufficient for current and desired build-out. Existing parking, both public and private, should be inventoried to determine the existing capacity (i.e., number of spaces). In addition, existing demand should be monitored to determine peak usage periods. Based on existing and projected future development, future parking demand should be estimated to determine the required number of spaces to meet that demand.

### **Congaree River Connections Feasibility Study**

The Meeting Street/Gervais Street Bridge currently operates at capacity during peak hours. This congestion is only projected to increase as both Columbia and West Columbia grow. Since the bridge is historically and regionally significant, expansion or replacement is highly unlikely.

It is recommended that West Columbia and Columbia partner to investigate the feasibility of connections across the Congaree River to alleviate congestion on the bridge; because such would be of regional significance, it may make sense for the CMCOG to lead the effort. One solution that should be evaluated is a targeted transit or shuttle service to provide “quick trips” across the river. Such a shuttle could take single-passenger vehicles off the road by providing access between the “Vista” and “Vista West” for shopping, dining, and busi-

ness trips. New bridge connections across the Congaree River should also be examined.

## 4.2 Capital Improvements

Several improvements requiring expenditure of public capital funds are recommended. These actions will advance enhancements that will benefit basic quality of life elements of the GOLD.

### ***Bicycle and Pedestrian Enhancements***

Several minor capital improvements are recommended to enhance bicycle and pedestrian safety in the GOLD. These recommendations are important to achieving the goals of increasing pedestrian scale and comfort.

### ***Residential Sidewalks***

It is recommended that sidewalks be installed in residential areas. Particular areas include Shull, Center, and Witt Streets within the GOLD, and Norfolk and Augusta Streets within the New Brookland mill village.

### ***Center Street Striped Shoulders***

It is recommended that the restriping of Center Street, as recommended in the COATS Bicycle and Pedestrian Pathways Plan, be implemented. This is a low-cost solution that will provide a parallel and safer bicycle route than Meeting Street.<sup>14</sup>



### **South Cromwell Street Improvements**

South Cromwell Street's surface is poor and resurfacing is recommended. The City should coordinate with the SCDOT District One Maintenance Office, as SCDOT owns and has responsibility for the maintenance of South Cromwell Street between Meeting and Augusta Streets. Resurfacing would improve both the function and safety of South Cromwell Street.

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<sup>14</sup> The restriping of Center Street is graphically depicted as part of Figure 4.3-6.

## Road Diets

Two road diet projects are recommended within the GOLD. At 13,400 and 9,400 AADT (average annual daily traffic), respectively, Meeting Street and Sunset Boulevard currently operate well below their design capacities as a four-lane minor arterial and five-lane principal arterial. The objective of these “road diets” is to convert excess pavement capacity into opportunities for other modes of travel or beautification enhancements, thereby increasing the safety, livability, and vitality of the corridors. Coordination with SCDOT will be required for both projects, as these are both US Highways and SCDOT owned/maintained facilities.

### *Meeting Street Road Diet*

A road diet is recommended along Meeting Street, between 9th Street and Leaphart Street to narrow the four existing travel lanes down to two 12-foot travel lanes separated by a continuous 12-foot two-way left turn lane for property access.<sup>15</sup> By relocating both curbs approximately 5 feet towards the roadway centerline, the road diet will provide green buffer space between the road edge and the sidewalk. Pedestrian safety and comfort will be improved, and a combination of street trees and landscape plantings will beautify the corridor.

The shift from four to three lanes at 9th Street and Leaphart Street can be accommodated by lane drops and tapers, and can allow for dedicated left turn lanes at these intersections.

In conjunction with the road diet, a new 6-inch water line should be installed west of Witt Street to promote redevelopment of those parcels that front Meeting Street.

Additionally, the existing sidewalk stairs on both sides of Meeting Street immediately west of State Street should be replaced with ramps that utilize appropriate slopes for accessibility. Although not located within the proposed limits of the road diet, these improvements could be implemented concurrently.

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<sup>15</sup> Sections of the Meeting Street Road Diet are graphically depicted as part of Figures 4.3-6 and 4.3-10.

#### *What is a Road Diet?*

- Reduces the number of lanes on a street – effectively putting road on a “diet”
- In most cases, four- or five-lane roadways (two travel lanes in each direction) that experience traffic volumes below their capacity are converted to two-lane roadways (one travel lane in each direction)
- Remaining right-of-way can be reassigned to other uses, including wider sidewalks, bicycle lanes, on-street parking, streetscape elements, planted medians, and dedicated left turn lanes

#### *Vehicular Safety Benefits*

- Allows for dedicated left turn lanes and signals
- Results in fewer rear-end and sideswipe crashes

#### *Pedestrian and Bicycle Safety Benefits*

- More buffer (distance) between travel lanes and sidewalk
- Shortens crossing distances, reducing opportunities for vehicle/pedestrian conflicts and crashes
- Increases opportunities for pedestrian refuge areas through the inclusion of bulb-outs at intersections and central medians
- Excess right-of-way can be reassigned to wider shared-use travel lanes or dedicated bicycle lanes
- Better sight lines are achieved

#### *Community Benefits*

- Encourages slower speeds
- Provides a corridor experience that is in context with community values and desires
- Creates shared spaces where interaction can occur
- Promotes walking, biking, and active lifestyles
- Can result in increased economic development in core urban areas

### ***Sunset Boulevard Road Diet***

A road diet of Sunset Boulevard is recommended between the Jarvis Klapman (SC 12) on-ramp and Meeting Street to narrow the existing five-lane section down to two 12-foot travel lanes separated by a continuous 12-foot two-way left turn lane.<sup>16</sup> This reduction in roadway width will provide sufficient space for a 12-foot wide multiuse urban trail along the southern side of Sunset Boulevard and a 5-foot wide sidewalk and 12-foot wide green buffer along the northern side.

The multiuse urban trail will front the redevelopment of Capitol Square and provide connectivity between the City's two Riverwalk access points. The green buffer along the northern side of Sunset Boulevard will work in concert with the already planned Beautification Plan improvements for Sunset and Jarvis Klapman Boulevards, providing a landscape buffer between the roadway and the adjacent industrial and municipal land uses.

## **4.3 Catalyst Case Studies**

Critical to the ultimate success of the redevelopment plan will be the City's promotion of key public, private, and joint capital initiatives designed to jumpstart economic redevelopment and provide a benchmark for the type of development characters desired by the City and its citizens. These capital initiatives, or "catalyst projects," would work in concert with and complement the City's redevelopment of their 4-acre site on Meeting Street between State Street and Alexander Road.

Because catalyst projects are extremely complex and require a partnership between the City and private property owners and developers, it is difficult to specifically identify such prior to initial discussions with all partners. However, because this plan seeks to provide a basis for such projects to occur, several sites have been identified as representative catalyst case studies. These case studies are not intended to reflect exact future projects, but rather are indicative of the type, style, and

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<sup>16</sup> A portion of the Sunset Boulevard Road Diet is graphically depicted as part of Figure 4.3-10.

character of development that is desirable when real projects are pursued.

As shown in **Figure 4.3-1**, these case studies represent fictitious opportunities to redevelop sites near the northern, western, and eastern boundaries of the district, providing “bookends” for the future redevelopment they are envisioned to spur. It is hoped that the strategic location of these sites will promote redevelopment from the “outside-in,” while major improvements to the public rights-of-way along Meeting Street and Sunset Boulevard will drive redevelopment from the “inside-out.”

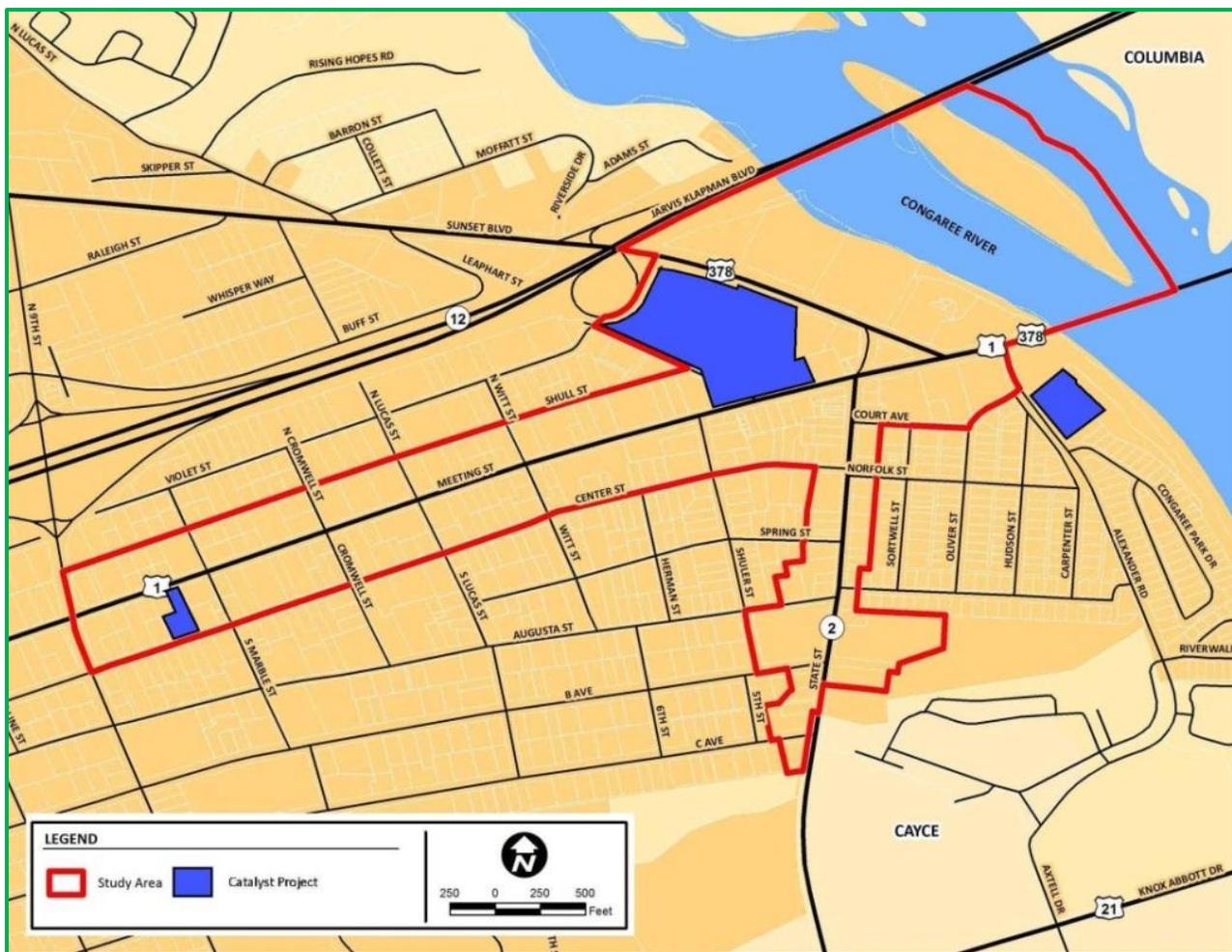


Figure 4.3-1: Catalyst Case Study Locations

### Riverwalk Park Expansion Case Study



The West Columbia Riverwalk Park and Amphitheater is a City showpiece located just outside, but immediately adjacent to the Gateway Overlay District boundary. This public space provides an attractive venue for recreation and direct access to the Riverwalk and Congaree River. A public parking lot is provided with access from Alexander Road, but with spaces provided for 25-30 cars, it is undersized to meet current and projected parking demand. The former New Orleans restaurant (tax map # 004647-22-002), located at 121 Alexander Road, is a currently vacant 1.12-acre opportunity

that can be redeveloped to provide additional public recreational uses and a reduced-footprint retail/restaurant development.

This catalyst case study is depicted graphically in **Figures 4.3-2, 4.3-3, 4.3-4, and 4.3-5**. It expands the existing Riverwalk Park by providing parking for approximately 35 cars that may be accessed through the Park's existing Alexander Road entrance. The centerpiece of the concept is a large terrazzo plaza that incorporates seat walls, plantings, benches and trash receptacles surrounding an iconic civic water feature that highlights the panoramic views of the Congaree River in the background. Between the plaza and the river below, the concept includes a sloping grassed lawn with sparsely spaced shade trees for passive recreational use.

The privately developed components of the catalyst project include small-scale retail and/or restaurant concepts that appeal to outdoor lifestyle enthusiasts. The site includes approximately 2,750 square feet of building space, parking for 22 cars, and a large patio space for outdoor dining and merchandizing. A sandwich/wrap quick-service deli might be attracted to this location. Outdoor recreation retail shops that feature biking, kayaking, or canoeing gear could capitalize on the proximity to the river and greenway trails right at their back door; both equipment purchase and rental would work well in this location.

Proximity to residential homes immediately adjacent to the retail/restaurant concept will require appropriate setbacks and landscape and/or built buffers.



**Figure 4.3-2: Riverwalk Park Expansion**

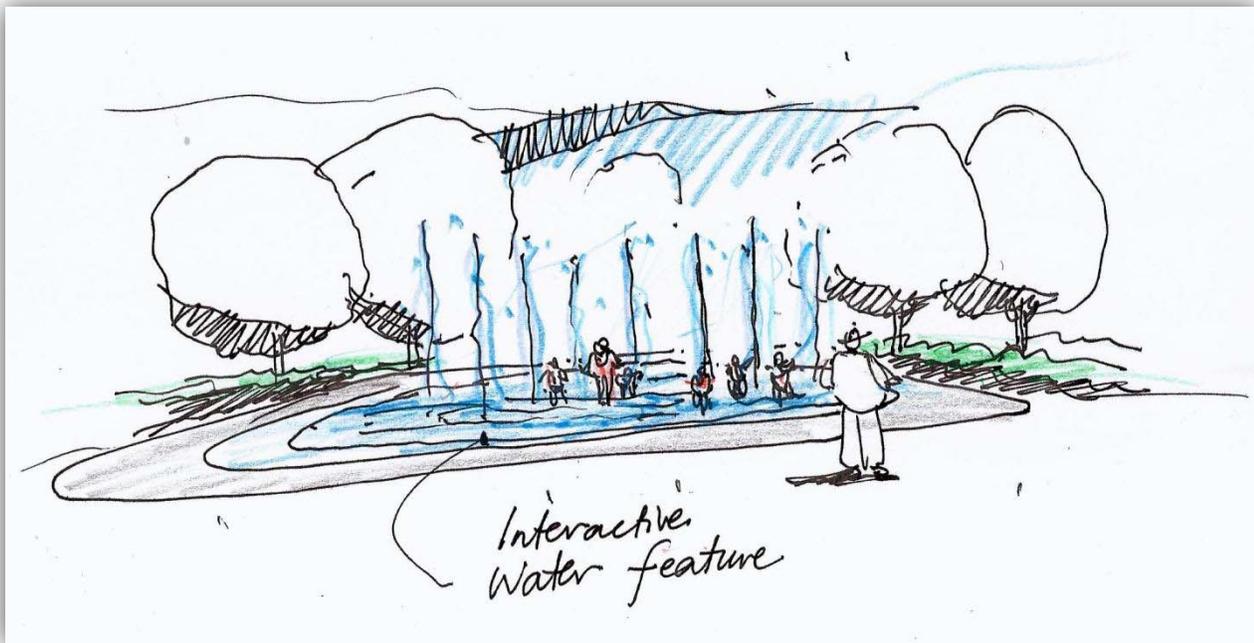


Figure 4.3-3: Interactive Water Feature Sketch

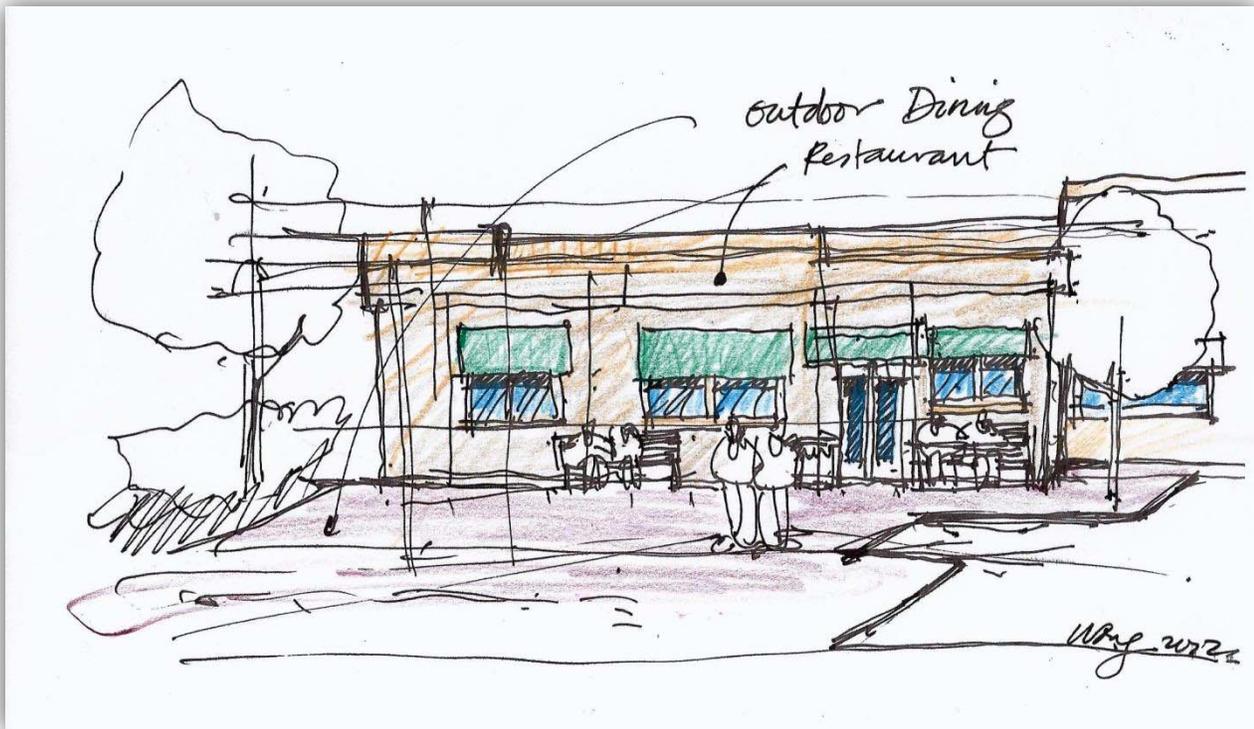


Figure 4.3-4: Outdoor Dining/Retail/Rental Sketch



Figure 4.3-5: Outdoor Dining & Retail Rendering



### 817 Meeting Street Redevelopment Case Study

Existing commercial property at 817 Meeting Street (tax map # 004638-01-008) is currently vacant. Through on-going environmental due diligence, the property has been identified as a location where petroleum-based products have been used in the past and may qualify for redevelopment funding through the EPA Brownfields grant program. This combined with its frontages on both Meeting Street and the parallel Center Street, which provide through-site connectivity, help make the parcel ripe for redevelopment.

A catalyst case study has been developed for 817 Meeting Street and is depicted in **Figures 4.3-6, 4.3-7, 4.3-8, and 4.3-9**. The case study is comprised of two buildings, 5,400 square feet and 2,500 square feet, fronting Meeting Street and Center Street, respectively. Office commercial uses are shown, but retail uses could be equally valid. A central driveway connects through the site to curb cuts on Meeting and Center Streets, and parking for 26 cars is included. Additionally, three spaces are provided for the adjacent business at 819 Meeting Street, which allows for a more formalized parking solution at the rear of its building and interconnectivity between the parcels. An internal sidewalk is provided to connect the larger building to its parking, located to the rear. An existing storage shed located in the southeast corner of 819 Meeting Street could be retained, but would need to be reoriented by 90 degrees and screened with appropriate landscaping.

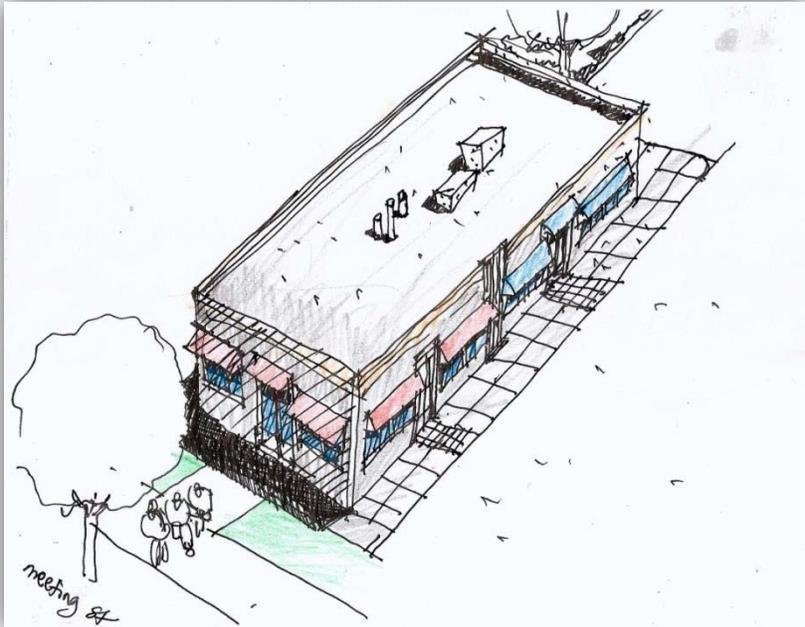
Landscaping opportunities are available along the wide sidewalk leading from Meeting Street, in internal parking lot islands, and as a buffer between the parking lot and the adjacent business on Center Street along the site's eastern boundary. A sidewalk along the property's frontage on Center Street is also included.

Although the site plan shown in Figure 4.3-6 is specifically designed for 817 Meeting Street, it can serve as a prototypical site plan for inspiring similar redevelopment on other parcels within the GOLD.



Figure 4.3-6: 817 Meeting Street Redevelopment

**Figure 4.3-7:** Meeting Street  
Office Sketch



**Figure 4.3-8:** Center Street  
Office Sketch

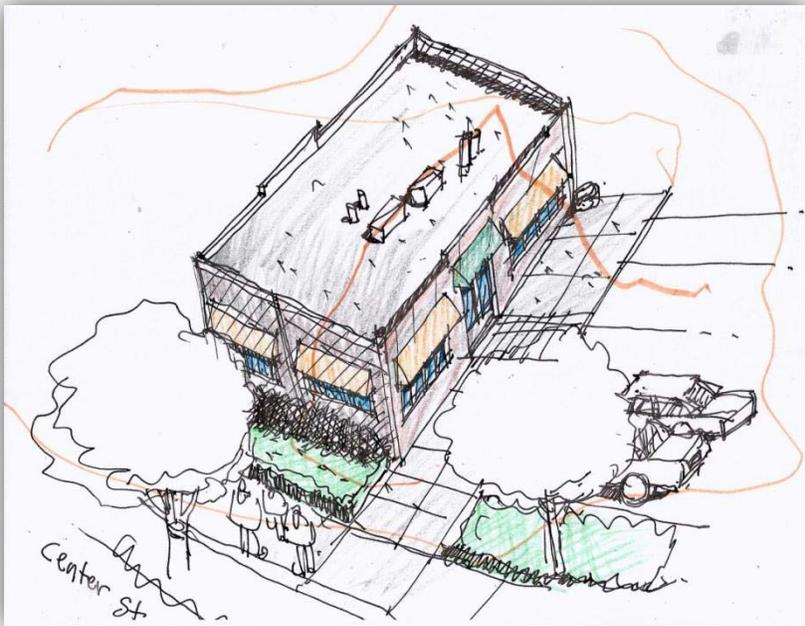




Figure 4.3-9: 817 Meeting Street Office Commercial Rendering

### Capitol Square Redevelopment Case Study

Capitol Square, an existing strip commercial center located at the 200 block of Sunset Boulevard (tax map # 004659-05-003) is in the twilight of its service life, operating well below its best use potential. Once an active retail center with a grocery chain as its anchor, the center now struggles with revolving vacancies and reduced revenue. Vast portions of the parking lot are unutilized. The center's location along the key corridors of Sunset Boulevard, Jarvis Klapman Boulevard, and Meeting Street offers adjacent traffic counts totaling over 38,000 cars per day (AADT).



An ambitious redevelopment for the 200 block of Sunset Boulevard is shown in the conceptual plan shown in **Figure 4.3-10**. **Figures 4.3-11, 4.3-**

**12, and 4.3-13** provide additional ideas for future development character. This catalyst case study incorporates four parcels, the first three of which are contiguous to the existing development:

- Tax Map # 004659-05-003
- Tax Map # 004659-05-012
- Tax Map # 004659-05-013
- Tax Map # 004659-11-001 (442 Meeting Street)

The case study includes an extension of Shull Street to connect to a new internal roadway offering connectivity through the development to Sunset Boulevard and Meeting Street. The new roadway would intersect Meeting Street at a 90-degree angle, providing corner lots with improved utility. A streetwall is proposed along Meeting Street, with eight buildings totaling a first-floor footprint of approximately 19,400 square feet. Parking is provided to the rear. Multi-floor concepts with residential uses above office spaces or retail are envisioned. A pedestrian plaza with civic water feature anchors the main entrance off of Meeting Street, allowing strong pedestrian

connections between the new development and the remainder of the Meeting Street corridor.

The remainder of the catalyst case study is oriented towards Sunset Boulevard, and includes two drive entrances along its frontage. The easternmost entrance is proposed as the gateway entrance, and connects Sunset Boulevard and Meeting Street through the aforementioned internal roadway. This connection should divert some traffic away from the Meeting Street/Sunset Boulevard/State Street intersection. West of the internal roadway, eight retail buildings totaling approximately 35,000 square feet are positioned in an “L” shaped configuration. Two outparcel restaurants are included (one with a drive-through), and parking spaces total nearly 190.

East of the gateway entrance, approximately 15,500 square feet are available in six proposed shops, supported by approximately 60 parking spaces.

The case study is designed to be transit supportive, offering a strong walkable environment and easy access for transit vehicles. The site sits directly along the existing CMRTA Route 26 on Meeting Street. Direct transit amenities include a far-side bus pullout<sup>17</sup> and shelter along Meeting Street. This would be a new stop along Route 26, but one that would provide access to a number of shopping, dining, and employment opportunities for transit users.

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<sup>17</sup> A bus pullout provides a dedicated pullout lane adjacent to the travelway for buses to pull out of traffic for passengers to embark and disembark. Additionally, a far-side bus pullout is located just after crossing through an intersection (i.e., the far-side of the intersection) so as to further not impede vehicular flow and more safely pull out and back into the travelway.

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Figure 4.3-10: Capitol Square Redevelopment





Figure 4.3-11: Meeting Street Office/Retail/Residential Sketch



Figure 4.3-12: Urban Trail Sketch



Figure 4.3-13: Capitol Square Office/Retail/Residential Rendering

## 5. Implementation

It is not enough to identify needs and then propose improvements to meet those needs; it is imperative to provide a framework for implementation of recommendations.

### 5.1 Relationship of the Plan

To begin, it is critical to understanding the relationship of the Gateway Overlay District Redevelopment Plan within the larger planning, design, and implementation process. If the comprehensive plan is viewed as a broad, overarching document, it can be said that it is a “view” taken from 50,000 feet. This redevelopment plan “zooms in” to provide greater detail (i.e., 10,000 feet), but is still not concerned with the specific minutia upon which codes and ordinances focus (i.e., 500 feet). Additionally, the redevelopment plan, or any of its recommendations, should certainly not be confused with “real world” development projects that will occur at “ground level.” While the redevelopment plan provides strong guidelines for the future development of the GOLD, it is not binding beyond its general nature. **Figure 5.1-1** provides an outline of the plan’s relationship and position within the broader process.

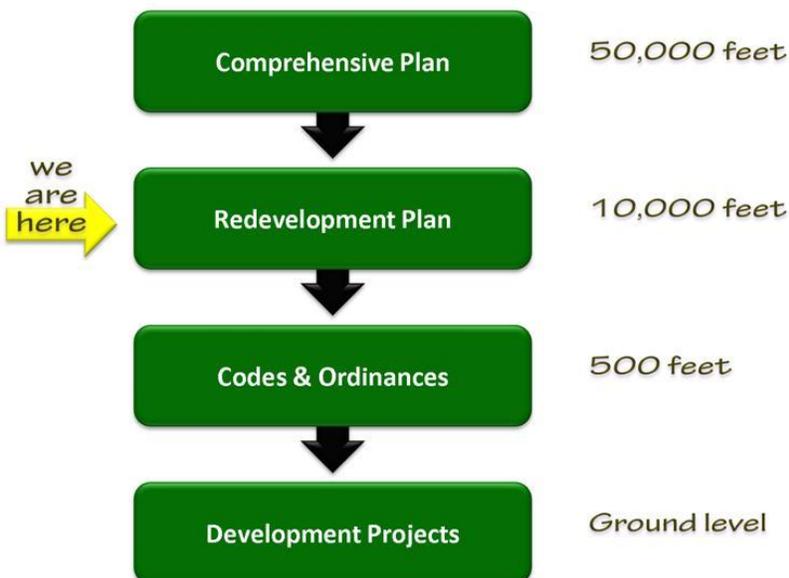


Figure 5.1-1: Relationship of Plan

## 5.2 Action Plan

**Table 5.1-1** located at the end of this section presents the Action Plan for implementation of recommended solutions presented in Section 4.

Where applicable, an estimated order-of-magnitude opinion of probable cost is presented for each recommendation in the Action Plan (detailed opinions of probable cost are included in **Appendix B**). Costs were developed using unit pricing values from locally and nationally published cost-estimating sources.

Actions have been categorized by implementation period:

- **Short-term (0-5 years)** – These improvements are considered “low hanging fruit” and have a relatively low cost. They can be implemented through a variety of means and are not singularly dependent on one source of funding or agency.
- **Mid-term (5-10 years)** – These improvements are not needed immediately. Planning, establishment of support, and identification of funding sources should begin now for these projects so they are on track for implementation within this period.
- **Long-term (10-20 years)** – Long-term projects are part of a vision to fully redevelop the GOLD. These improvements will require a level of planning and funding that must be formulated over a number of years.

Although implementation periods have been established, these designations are for planning purposes only; actions should be implemented as soon as opportunities arise. For example, if circumstances provide an opportunity to complete a mid-term project two years after this redevelopment plan is adopted, the improvement should be made, regardless of its designation as “mid-term.”

While catalyst case studies are considered to be “theoretical” projects, they have been included in the Action Plan. Their inclusion is not intended to imply that the specifics of the case studies should actually be implemented, but rather that simi-

lar such efforts should be programmed by the City and worked towards on a similar schedule. Detailed cost estimates of the case studies are also provided to assist the City in understanding the magnitude of such efforts.

**Table 5.1-1**  
Action Plan

Recommended Action	Estimated Cost <sup>d</sup>	Potential Responsible Agency	Comments
<b>Short-term (0-5 years)</b>			
New Brookland Historic District Education and Planning Initiative	Staff Time & Cost	City of West Columbia	<ul style="list-style-type: none"> <li>Educate residents on the benefits/challenges of establishing a historic preservation ordinance</li> <li>Investigate willingness/feasibility of establishing a Landmark Commission and preservation ordinance</li> <li>Consultant assistance may be required</li> </ul>
Future Land Use Map Modification	Staff Time & Cost	City of West Columbia	<ul style="list-style-type: none"> <li>Amend Future Land Use Map to reflect adopted recommendations of the Redevelopment Plan</li> </ul>
Refine Zoning Ordinance	Staff Time & Cost	City of West Columbia	<ul style="list-style-type: none"> <li>Expand the use of the C1 (Intensive Commercial) district to include portions of Meeting Street</li> </ul>
GOLD Amendment	Staff Time & Cost	City of West Columbia	<ul style="list-style-type: none"> <li>Revise the boundaries of the GOLD to break along rear property lines</li> <li>Develop and adopt design guidelines</li> <li>Establish Pedestrian Activity Zones within the GOLD</li> </ul>
Residential Lighting Study	Staff Time & Cost	SCE&G; City of West Columbia	<ul style="list-style-type: none"> <li>Partner with SCE&amp;G to determine existing coverage and develop an implementation plan for comprehensive lighting strategy</li> </ul>
Center Street Striped Shoulder	\$36,000	SCDOT; City of West Columbia; COATS	<ul style="list-style-type: none"> <li>Improvements previously recommended in COATS Bike/Ped Plan</li> <li>2006 cost updated with annual 3% increase to 2012 value</li> </ul>
Residential Sidewalks	\$80/lf - \$100/lf	City of West Columbia; SCDOT	<ul style="list-style-type: none"> <li>Install sidewalks in key residential areas inside and adjacent to the GOLD</li> <li>Begin targeted implementation during short-term, but continue as funding allows</li> </ul>
South Cromwell Street Improvements	\$16,500	SCDOT; COATS; City of West Columbia	<ul style="list-style-type: none"> <li>Repair/resurface South Cromwell Street between Meeting Street and Center Street</li> </ul>

Recommended Action	Estimated Cost <sup>a</sup>	Potential Responsible Agency	Comments
<b>Mid-term (5-10 years)</b>			
Water and Sewer Infrastructure Assessment and Feasibility Study	\$75,000 - \$125,000	City of West Columbia	<ul style="list-style-type: none"> <li>Cost to be determined by scope of the assessment and study</li> </ul>
Signage and Wayfinding Study	Staff Time & Cost	City of West Columbia; SCDOT	<ul style="list-style-type: none"> <li>Inventory all existing signage and its condition</li> <li>Determine needs for additional speed limit signage</li> <li>Consultant assistance may be required to develop a design palate for a decorative signage program</li> </ul>
Parking Analysis	\$15,000 - \$20,000	City of West Columbia	<ul style="list-style-type: none"> <li>Complete an inventory of existing parking, both public and private</li> <li>Determine adequacy of existing facilities based on current and projected peak usage</li> </ul>
Congaree River Connections Feasibility Study	\$25,000 - \$30,000	City of West Columbia; City of Columbia, SCDOT; COATS	<ul style="list-style-type: none"> <li>Develop alternatives to alleviate congestion on the Meeting Street/Gervais Street Bridge</li> <li>Consider Vista/West Vista Shuttle</li> <li>Concepts for new Congaree River crossings between West Columbia and Columbia should be explored</li> </ul>
Sunset Boulevard Road Diet	\$1,159,000 <sup>b</sup>	SCDOT; City of West Columbia; COATS	<ul style="list-style-type: none"> <li>Reduction of five lanes to three between Jarvis Klapman Boulevard and Meeting Street with urban trail and beautification</li> <li>Includes planned landscape enhancements</li> </ul>
Riverwalk Park Expansion Case Study	\$1,131,000 <sup>b</sup>	City of West Columbia; Private Developer	<ul style="list-style-type: none"> <li>CASE STUDY – NOT ACTUAL PROJECT</li> <li>Provide additional parking and expand footprint of existing park</li> <li>Redevelop vacant New Orleans restaurant</li> </ul>
817 Meeting Street Redevelopment Case Study	\$1,604,000 <sup>b</sup>	Private Developer	<ul style="list-style-type: none"> <li>CASE STUDY – NOT ACTUAL PROJECT</li> <li>Office commercial redevelopment of a site that may qualify for redevelopment funding through the EPA Brownfields grant program</li> <li>Provides 5,400 SF and 2500 SF buildings with frontages on Meeting Street and Center Street, respectively</li> </ul>

Recommended Action	Estimated Cost <sup>a</sup>	Potential Responsible Agency	Comments
<b>Long-term (10-20 years)</b>			
Meeting Street Road Diet	\$1,646,000 <sup>b</sup>	SCDOT; City of West Columbia; COATS	<ul style="list-style-type: none"> <li>▪ Reduction of four lanes to three between Leaphart Street and 9th Street with beautification and pedestrian enhancements</li> <li>▪ Includes installation of a 6" water line between Witt Street and 9th Street</li> </ul>
Capitol Square Redevelopment Case Study	\$20,638,000 <sup>b</sup>	Private Developer	<ul style="list-style-type: none"> <li>▪ CASE STUDY – NOT ACTUAL PROJECT</li> <li>▪ Retail and restaurant development to front Sunset Boulevard</li> <li>▪ Mixed use (office/commercial and residential) to front Meeting Street</li> <li>▪ Includes new connector road with traffic signals linking Sunset Boulevard and Meeting Street</li> </ul>

<sup>a</sup> Opinions of probable cost are in 2012 dollars.

<sup>b</sup> Itemized opinion of probable cost located in Appendix B.

**APPENDIX A**  
Online Survey Summary



# West Columbia Gateway Overlay District Redevelopment Plan



## 1. Which category below includes your age?

		Response Percent	Response Count
20 or younger		0.0%	0
21 - 35		27.3%	15
36 - 50		41.8%	23
51 - 65		29.1%	16
66 or older		1.8%	1
<b>answered question</b>			<b>55</b>
<b>skipped question</b>			<b>0</b>

## 2. Do you reside in the study area?

		Response Percent	Response Count
Yes		9.4%	5
No		90.6%	48
<b>answered question</b>			<b>53</b>
<b>skipped question</b>			<b>2</b>

### 3. Do you own or rent this residence?

		Response Percent	Response Count
Own		80.0%	4
Rent		20.0%	1
Other (please specify)		0.0%	0
answered question			5
skipped question			50

### 4. Do you work in the study area?

		Response Percent	Response Count
Yes		47.2%	25
No		52.8%	28
answered question			53
skipped question			2

## 5. With respect to the study area, please rate the needs presented below.

	No Need	Low Need	Moderate Need	High Need	Critical Need	Rating Average	Response Count
Street Improvements	2.0% (1)	10.0% (5)	38.0% (19)	<b>42.0%</b> (21)	8.0% (4)	1.00	50
Street Lighting Improvements	0.0% (0)	10.0% (5)	<b>40.0%</b> (20)	<b>40.0%</b> (20)	10.0% (5)	1.00	50
Sidewalk / Pedestrian Safety Improvements	0.0% (0)	16.0% (8)	30.0% (15)	<b>44.0%</b> (22)	10.0% (5)	1.00	50
Beautification / Enhanced Public Spaces	0.0% (0)	2.0% (1)	27.5% (14)	<b>43.1%</b> (22)	27.5% (14)	1.00	51
Historic Preservation	2.0% (1)	14.0% (7)	<b>32.0%</b> (16)	<b>32.0%</b> (16)	20.0% (10)	1.00	50
Improved Transit (Bus) Options	8.0% (4)	32.0% (16)	<b>38.0%</b> (19)	14.0% (7)	8.0% (4)	1.00	50
Environmentally-Friendly "Green" Development	6.0% (3)	18.0% (9)	<b>30.0%</b> (15)	28.0% (14)	18.0% (9)	1.00	50
Parks / Recreational Facilities	0.0% (0)	14.0% (7)	<b>36.0%</b> (18)	30.0% (15)	20.0% (10)	1.00	50
Retail Development	0.0% (0)	4.0% (2)	12.0% (6)	36.0% (18)	<b>48.0%</b> (24)	1.00	50
Storefront Improvements	0.0% (0)	0.0% (0)	14.0% (7)	22.0% (11)	<b>64.0%</b> (32)	1.00	50
<b>answered question</b>							<b>51</b>
<b>skipped question</b>							<b>4</b>

## 6. With respect to the study area, please rate the needs presented below.

	No Need	Low Need	Moderate Need	High Need	Critical Need	Rating Average	Response Count
Public Safety / Prevention of Loitering	0.0% (0)	20.0% (10)	30.0% (15)	<b>32.0% (16)</b>	18.0% (9)	1.00	50
Pollution Cleanup	2.0% (1)	24.0% (12)	<b>48.0% (24)</b>	22.0% (11)	4.0% (2)	1.00	50
General Property Cleanup	0.0% (0)	10.0% (5)	26.0% (13)	<b>46.0% (23)</b>	18.0% (9)	1.00	50
Limitations on Commercial Signage	4.0% (2)	22.0% (11)	<b>44.0% (22)</b>	18.0% (9)	12.0% (6)	1.00	50
Improvements to Water / Sewer Infrastructure	4.1% (2)	28.6% (14)	<b>32.7% (16)</b>	18.4% (9)	16.3% (8)	1.00	49
Improved Access to the Congaree River	8.0% (4)	20.0% (10)	<b>34.0% (17)</b>	20.0% (10)	18.0% (9)	1.00	50
Availability of Public Parking	0.0% (0)	16.0% (8)	<b>30.0% (15)</b>	<b>30.0% (15)</b>	24.0% (12)	1.00	50
Improvements to Street Signage / Wayfinding	4.1% (2)	18.4% (9)	<b>42.9% (21)</b>	22.4% (11)	12.2% (6)	1.00	49
Development of New Affordable Housing	10.2% (5)	<b>30.6% (15)</b>	26.5% (13)	20.4% (10)	12.2% (6)	1.00	49
Repair of Existing Homes	0.0% (0)	8.0% (4)	18.0% (9)	<b>40.0% (20)</b>	34.0% (17)	1.00	50

Please list any needs not specifically addressed above.

5

**answered question**

**50**

**skipped question**

**5**

**7. With respect to the study area, please rate your agreement with the statements presented below.**

	<b>Strongly Disagree</b>	<b>Disagree</b>	<b>Neutral</b>	<b>Agree</b>	<b>Strongly Agree</b>	<b>Rating Average</b>	<b>Response Count</b>
I would like to see new mixed use development inside the study area. (Mixed use development may include retail/commercial uses at ground level with residential or office space placed in upper levels)	2.1% (1)	2.1% (1)	10.6% (5)	<b>53.2% (25)</b>	31.9% (15)	1.00	47
I would like to see new transit-oriented development inside the study area. (Transit-oriented development may include high density residential or high density commercial to cluster commuters near transit stops)	2.1% (1)	22.9% (11)	<b>41.7% (20)</b>	25.0% (12)	8.3% (4)	1.00	48
I would like to see new community facilities in the study area. (Community facilities may include parks, visitor's centers, or historic markers/museums)	2.1% (1)	6.3% (3)	20.8% (10)	<b>43.8% (21)</b>	27.1% (13)	1.00	48
<b>answered question</b>							<b>48</b>
<b>skipped question</b>							<b>7</b>

**8. With respect to the study area, please rate your agreement with the statements presented below.**

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Rating Average	Response Count
As redevelopment progresses, I would support efforts to reduce the number of curb cuts (driveways) along major corridors in exchange for improved traffic flow and pedestrian-friendly street frontages.	0.0% (0)	4.2% (2)	27.1% (13)	<b>47.9% (23)</b>	20.8% (10)	1.00	48
I would like to see new neighborhood commercial development, such as small grocery stores or retail pharmacies.	0.0% (0)	10.4% (5)	12.5% (6)	<b>50.0% (24)</b>	27.1% (13)	1.00	48
I would like to see an expansion of landscape beautification or streetscape enhancements along major corridors to renew economic development.	2.1% (1)	0.0% (0)	8.3% (4)	35.4% (17)	<b>54.2% (26)</b>	1.00	48
<b>answered question</b>							<b>48</b>
<b>skipped question</b>							<b>7</b>

**9. Please use the text box below to add any comments that describe your vision for the redevelopment of the study area.**

	Response Count
	23
<b>answered question</b>	<b>23</b>
<b>skipped question</b>	<b>32</b>

**10. OPTIONAL - If you would like to be included on our email list to receive notices about future project meetings or presentations, please provide your contact information (name, address, phone number, email address). If you provide contact information, your survey responses will remain confidential.**

**Response  
Count**

14

**answered question**

**14**

**skipped question**

**41**

**Page 7, Q6. With respect to the study area, please rate the needs presented below.**

1	To an extent, it goes along with public safety... but clean up the criminal activity in the area, especially around the lucas street area	Jun 27, 2012 8:16 PM
2	Drug use and exposure to public	Apr 13, 2012 8:33 PM
3	The chicken processing plant on 378 is unsightly. Also, there is not a safe way for the workers to get across the street.	Mar 22, 2012 9:41 PM
4	Easements for electrical, water/sewer pipes are bisecting Meeting st/Shull St properties. These need relocating to Shull or allowed to build over/under.	Feb 17, 2012 9:53 AM
5	Removal or limitation of His House and day labor businesses	Feb 15, 2012 3:23 PM

**Page 10, Q9. Please use the text box below to add any comments that describe your vision for the redevelopment of the study area.**

1	I would like to see a mix of speciality shops in the redevelopment area, especially in the old bi-lo shopping center where the Habitat Restore is located, though I do believe that the Columbia Farms plant is hindering redevelopment in that area.	Jun 27, 2012 8:24 PM
2	We need more running businesses in the State/Meeting street area. Galleries, coffee houses, community arts centers, bakeries, retail, etc. The empty storefronts on State are so discouraging and seem such lost opportunities.	Jun 20, 2012 8:52 AM
3	There are many historic and old homes, businesses in the area. Sprucing these up and informing others of their history would be great for the area. Improving the entrance to West Columbia on US1 and US378 would go a long way to improve the opinions of those not familiar with the area and give a much needed boost to the area's image.	Jun 1, 2012 5:43 PM
4	remove billboards @ the intersections of state and meeting they obstruct views into the city and are a eyesore	Jun 1, 2012 7:58 AM
5	Why is Forest Acres getting Trader Joes. City of West Columbia should be getting more businesses like this. We're in a fantastic location with what I would assume is more affordable real estate than Forest Acres. I just don't understand why we can't get some of these good businesses here in West Columbia - like Publix, Trader Joes, etc....	May 14, 2012 12:59 PM
6	A nice "city center" with mixed retail and residential including parks and green spaces would be perfect for this area, it would tie in nicely with the City of Columbia, The Vista, and Convention Center	May 11, 2012 11:41 AM
7	Please get rid of the huge billboard on Meeting at 378 junction. Please encourage small bussinesses on State St. Please contuinue beatification efforts.	Apr 16, 2012 2:43 PM
8	A walkable, livable area w/ retail and housing. It is critical to make this mix use. This area needs to be more than an dinner/bar destination -- it needs to be an destination 24 hours a day.	Apr 12, 2012 1:21 PM
9	Connect the river trails with Columbia	Apr 8, 2012 5:34 AM
10	I live on Jensen Street, right off of Shull St. My husband bought our home as a bachelor. That area needs to be cleaned up so desperately!! I hate the "bridge to no where" that ends up straight in our backyard. My husband and I are a young professional couple with a small family, we love our oak lined street, but would love to see a clean street initiative on our surrounding area. Maybe that would bring more young famililes to the area. We would love to be able to stroll down to 12th street but it seems too dangerous without the proper lighting. There are some dilapidated trailers around the corner from us--- COMDEMN them please! If the City of West Columbia wants to keep young professionals in the area, then make it appealing to us. Public parks, well lite streets, more restaurants on 12th street and a more cleaned up atmosphere. I dont want to move to Lexington but its looking like thats our only option if things dont improve. The avenues are beautiful and deserve to be surrounded by a community that can preserve the nostalgia of 12th street/ gateway area. Its our own little Shandon in West Columbia. Save it please! First takedown that darn "bridge to nowhere" the only	Mar 21, 2012 1:10 PM

**Page 10, Q9. Please use the text box below to add any comments that describe your vision for the redevelopment of the study area.**

time Ive ever seen anyone use it was when there was a shooting and they all ran across it !

- |    |   |                       |
|----|---|-----------------------|
| 11 | In my opinion the Columbia Farms plant is one of the biggest eye-sores, especially to be one of the very first things you see (and smell) as you enter West Columbia after driving through the Vista and over the beautiful Gervais Street bridge and pass by the river and ampitheatre. Improvement (or complete removal if possible!) would offer a tremendous improvement in the initial opinion of our city than any of the other items mentioned in this survey. Also, although not in the study area, the extended stay and Best Value inn at McSwain drive & Exectuive Inn on the other side of I-26 are other major negatives for our ciy located near areas where SO MANY people enter / exit our city....these are known problem crime areas that need urgent attention from our city government. | Mar 11, 2012 2:07 PM  |
| 12 | The State Street Area has such a great potential for growth...businesses like Terra, 116 Espresso, and Cafe' Struedel should be trumpeted and supported by the city as a centerpiece of what West Columbia can be.  | Mar 7, 2012 10:14 PM  |
| 13 | Green and functional, promote the city, encourage commerce while holding on to older part of the city   | Mar 1, 2012 9:17 AM   |
| 14 | Great scale of buildings on/near State Street should be continued throughout the primary commercial areas, but improved access to auto parking and pedestrians needs to be continued.   | Feb 26, 2012 10:25 AM |
| 15 | West Columbia's history should be preserved, that is what makes it unique. If we can provide a safe, clean, hobo/panhandler/homeless-free environment, we can attract business and new opportunities to the city without a huge investment in hardscape.  | Feb 23, 2012 2:51 PM  |
| 16 | City employees & council publicly project a neutral, sometimes negative attitude. ie Too many excuses why good ideas cannot be done. We are tired of excuses. Roll up your sleeves and get to work. You are being paid by us. NO MORE Excuses!  | Feb 17, 2012 10:02 AM |
| 17 | Shull & Violet street areas should be included in the study area due to the current "C" zoning, undeveloped property & location to river/downtown. This small area can be made into something very special if WC can think a little out of the BOX - ART DISTRICT?  | Feb 16, 2012 10:34 AM |
| 18 | We need more commercial retail outlets within this area, new housing developments, storefront improvements, and beautification. May I suggest a parking garage near riverwalk along with a commercial development of property in that area.   | Feb 16, 2012 10:01 AM |
| 19 | The best thing that could happen to that area is something be done with the old strip mall across 378 from the chicken plant.   | Feb 16, 2012 7:36 AM  |
| 20 | Minimizing the amount of rental property in the area would do wonders.  | Feb 15, 2012 4:08 PM  |
| 21 | I would like to see public parking developed on the outskirts of the area, with non-traffic pedestrian areas, served by "green" public transit along the developed  | Feb 15, 2012 3:48 PM  |

**Page 10, Q9. Please use the text box below to add any comments that describe your vision for the redevelopment of the study area.**

area!

22	Retail revitalization would be wonderful and facelifts of some existing businesses are necessary.	Feb 15, 2012 3:32 PM
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23	Increased Law Enforcement presence at the Riverwalk.	Feb 15, 2012 3:06 PM
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**APPENDIX B**  
Order-of-Magnitude Opinions of Probable Cost



**Opinion of Cost  
for  
Meeting Street Road Diet**

**I. Site Improvements**

Item	Qty.	Unit	Description	Unit Price	Total
1.	1	LS	Survey	\$8,000.00	\$8,000.00
2.	1	LS	Demolition	\$110,000.00	\$110,000.00
3.	1	LS	Traffic Control	\$75,000.00	\$75,000.00
4.	1100	CY	Earthwork	\$10.00	\$11,000.00
5.	3200	SY	Fine Grading	\$3.50	\$11,200.00
6.	5200	LF	18" Concrete Curb and Gutter	\$16.50	\$85,800.00
7.	14000	SY	Mill Existing Asphalt	\$4.50	\$63,000.00
8.	14000	SY	2" Asphalt Surface Course	\$12.00	\$168,000.00
9.	1	LS	Asphalt Pavement Striping	\$24,000.00	\$24,000.00
10.	1	LS	New Traffic Signal	\$150,000.00	\$150,000.00
11.	1	EA	Modify Existing Traffic Signal	\$25,000.00	\$25,000.00
12.	2800	SY	Concrete Sidewalk	\$35.00	\$98,000.00
13.	2400	SY	Concrete Driveway	\$60.00	\$144,000.00
14.	14	EA	Drop Inlet	\$2,500.00	\$35,000.00
15.	14	EA	Convert Drop Inlet to Junction Box	\$1,750.00	\$24,500.00
16.	100	LF	24" Reinforced Concrete Pipe	\$32.00	\$3,200.00
17.	2250	LF	6" PVC Water Line	\$16.00	\$36,000.00
18.	2000	LF	Silt Fence	\$4.00	\$8,000.00
19.	28	EA	Inlet Protection	\$125.00	\$3,500.00
20.	35	EA	Signage	\$250.00	\$8,750.00
21.	3200	SY	Sod Grassing	\$12.00	\$38,400.00
22.	125	EA	Shade Trees	\$500.00	\$62,500.00
<b>Meeting Street Road Diet Improvements Subtotal:</b>					<b>\$1,192,850.00</b>
<b>20% Contingency:</b>					<b>\$238,570.00</b>
<b>15% Engineering/Design Fees:</b>					<b>\$214,713.00</b>
<b>Meeting Street Road Diet Improvements Rounded Total:</b>					<b>\$1,646,000.00</b>

Notes:

1. Represents cost of improvements illustrated in sketches by URS.
2. Demolition cost based on removal of curb and gutter, sidewalk, driveways with the public right of way, and 6 feet of pavement on each side of the centerline.
3. Asphalt Milling includes a 36' width to prepare for new asphalt surface.
4. New traffic signal proposed at the intersection of Meeting Street and the new connector road.
5. The existing traffic signal at the intersection of Meeting Street and 9th Street will require modifications.
6. Existing drop inlets to be retained and converted to junction boxes.
7. New 6" PVC water line proposed to extend from Witt Street to 9th Street.
8. Cost Estimate does not include preliminary studies, such as traffic studies or traffic signal warrants, which may be required.
9. Cost Estimate does not include utility relocations.

**Opinion of Cost  
for  
Sunset Boulevard Road Diet**

**I. Site Improvements**

Item	Qty.	Unit	Description	Unit Price	Total
1.	1	LS	Survey	\$4,000.00	\$4,000.00
2.	1	LS	Demolition	\$85,000.00	\$85,000.00
3.	1	LS	Traffic Control	\$40,000.00	\$40,000.00
4.	4800	CY	Earthwork	\$10.00	\$48,000.00
5.	2400	SY	Fine Grading	\$3.50	\$8,400.00
6.	2600	LF	18" Concrete Curb and Gutter	\$16.50	\$42,900.00
7.	6600	SY	Mill Existing Asphalt	\$4.50	\$29,700.00
8.	8350	SY	2" Asphalt Surface Course	\$12.00	\$100,200.00
9.	1	LS	Asphalt Pavement Striping	\$12,000.00	\$12,000.00
10.	1	LS	New Traffic Signal	\$150,000.00	\$150,000.00
11.	2	EA	Modify Existing Traffic Signal	\$25,000.00	\$50,000.00
12.	750	SY	Concrete Sidewalk	\$35.00	\$26,250.00
13.	1450	SY	Concrete Driveway	\$60.00	\$87,000.00
14.	1750	SY	4" Stone Base Course	\$6.00	\$10,500.00
15.	8	EA	Catch Basin	\$2,500.00	\$20,000.00
16.	8	EA	Convert Drop Inlet to Junction Box	\$1,750.00	\$14,000.00
17.	120	LF	24" Reinforced Concrete Pipe	\$32.00	\$3,840.00
18.	4	EA	Tie to Existing Water Line	\$2,000.00	\$8,000.00
19.	4	EA	Backflow Preventer	\$1,000.00	\$4,000.00
20.	3150	LF	2" PVC Water Line	\$6.00	\$18,900.00
21.	1	LS	Irrigation System	\$17,500.00	\$17,500.00
22.	1200	LF	Silt Fence	\$4.00	\$4,800.00
23.	8	EA	Inlet Protection	\$125.00	\$1,000.00
24.	20	EA	Signage	\$250.00	\$5,000.00
25.	65	EA	Ornamental Trees	\$350.00	\$22,750.00
26.	1000	EA	Shrubs	\$22.50	\$22,500.00
27.	300	EA	Perennial Flowers	\$12.50	\$3,750.00

**Sunset Boulevard Road Diet Improvements Subtotal: \$839,990.00**

**20% Contingency: \$167,998.00**

**15% Engineering/Design Fees: \$151,198.00**

**Sunset Boulevard Road Diet Improvements Rounded Total: \$1,159,000.00**

Notes:

1. Represents cost of improvements illustrated in sketches by URS.
2. Demolition cost based on removal of curb and gutter, sidewalk, driveways with the public right of way, and 13.5 feet of pavement on each side of the centerline.
3. Asphalt Milling includes a 36' width to prepare for new asphalt surface.
4. New traffic signal proposed at the intersection of Sunset Boulevard and the new connector road.
5. The existing traffic signals at the intersections of Sunset Boulevard and State Street and Sunset Boulevard and Meeting Street will require modifications.

6. Existing catch basins to be retained and converted to junction boxes.
7. Proposed urban trail section to consist of 4" Stone Base Course and 2" Asphalt Surface Course.
8. Cost Estimate does not include preliminary studies, such as traffic studies or traffic signal warrants, which may be required.
9. Cost Estimate does not include utility relocations.

**Opinion of Cost  
for  
Riverwalk Park Expansion Catalyst Project**

**I. Site Improvements**

<b>Item</b>	<b>Qty.</b>	<b>Unit</b>	<b>Description</b>	<b>Unit Price</b>	<b>Total</b>
1.	1	LS	Survey	\$3,500.00	\$3,500.00
2.	1	LS	Demolition	\$100,000.00	\$100,000.00
3.	1800	CY	Earthwork	\$10.00	\$18,000.00
4.	1575	SY	Fine Grading	\$3.50	\$5,512.50
5.	1375	LF	18" Concrete Curb and Gutter	\$16.50	\$22,687.50
6.	1075	SY	Mill Existing Asphalt	\$4.50	\$4,837.50
7.	1575	SY	8" Stone Base Course	\$10.00	\$15,750.00
8.	2650	SY	2" Asphalt Surface Course	\$12.00	\$31,800.00
9.	1	LS	Asphalt Pavement Striping	\$1,750.00	\$1,750.00
10.	825	SY	Concrete Sidewalk	\$35.00	\$28,875.00
11.	575	SY	Brick Paver Terrazo/Patio	\$85.00	\$48,875.00
12.	800	SF	Masonry Seat Wall	\$40.00	\$32,000.00
13.	8	EA	Decorative Bench	\$1,500.00	\$12,000.00
14.	8	EA	Decorative Trash Receptacle	\$1,250.00	\$10,000.00
15.	1	LS	Civic Water Feature	\$50,000.00	\$50,000.00
16.	3	EA	Catch Basin	\$2,500.00	\$7,500.00
17.	2	EA	Yard Inlet	\$2,000.00	\$4,000.00
18.	1	EA	Junction Box	\$2,250.00	\$2,250.00
19.	1	EA	18" Concrete Headwall	\$1,500.00	\$1,500.00
20.	6	EA	Inlet Protection	\$125.00	\$750.00
21.	375	LF	Silt Fence	\$4.00	\$1,500.00
22.	515	LF	18" Reinforced Concrete Pipe	\$25.00	\$12,875.00
23.	1	LS	Underground Detention System	\$25,000.00	\$25,000.00
24.	10	EA	Signage	\$250.00	\$2,500.00
25.	2	EA	Tie to Existing Water Line	\$2,000.00	\$4,000.00
26.	2	EA	2" Water Meter with Box	\$500.00	\$1,000.00
27.	2	EA	2" Backflow Preventer	\$1,000.00	\$2,000.00
28.	300	LF	2" PVC Water Line	\$6.00	\$1,800.00
29.	1	EA	Tie to Existing Manhole	\$3,000.00	\$3,000.00
30.	80	LF	8" PVC Gravity Sewer	\$25.00	\$2,000.00
31.	2050	SY	Sod Grassing	\$12.00	\$24,600.00
32.	13	EA	Shade Trees	\$500.00	\$6,500.00
33.	1	LS	Landscaping Allowance	\$15,000.00	\$15,000.00
34.	1	LS	Irrigation Allowance	\$10,000.00	\$10,000.00
35.	1900	SF	Retail Building	\$85.00	\$161,500.00
36.	850	SF	Restaurant Building	\$170.00	\$144,500.00

**Riverwalk Park Expansion Catalyst Project Site Improvements Subtotal: \$819,362.50**

**20% Contingency: \$163,872.50**

**15% Engineering/Design Fees: \$147,485.25**

**Riverwalk Park Expansion Catalyst Project Site Improvements Rounded Total: \$1,131,000.00**

Notes:

1. Represents cost of improvements illustrated in sketches by URS.
2. Cost Estimate does not include property acquisition costs.
3. Demolition cost based on removal of existing 8,500 SF building and 2,550 SY asphalt pavement.
4. 1,075 SY of existing asphalt pavement to be retained and milled for surface course.
5. 8" Stone Base Course and 2" Asphalt Surface Course provide a conceptual driveway and parking section.  
Exact thicknesses may change per Geotechnical Engineer's recommendations.
6. Brick Paver Terrazzo/Patio constructed of 4" x 8" unit brick pavers, but alternate materials may affect cost.
7. Masonry Seat Wall proposed around civic water feature and terrazzo corner planting areas to be 2' height.
8. Pending Landcape Architect's design, civic water feature cost may vary.
9. Underground detention system cost based on similar 1 acre impervious developments.
10. Landscaping allowance includes ornamental trees, shrubs, ground cover plants, and mulch.
11. Retail/Restaurant Building square foot costs based on an average of retail and restaurant 2011 RSMeans median construction values.

**Opinion of Cost  
for  
Catalyst Project at 817 Meeting Street**

**I. Site Improvements**

<b>Item</b>	<b>Qty.</b>	<b>Unit</b>	<b>Description</b>	<b>Unit Price</b>	<b>Total</b>
1.	1	LS	Survey	\$1,750.00	\$1,750.00
2.	1	LS	Demolition	\$65,000.00	\$65,000.00
3.	980	CY	Earthwork	\$10.00	\$9,800.00
4.	1500	SY	Fine Grading	\$3.50	\$5,250.00
5.	765	LF	18" Concrete Curb and Gutter	\$16.50	\$12,622.50
6.	1500	SY	8" Stone Base Course	\$10.00	\$15,000.00
7.	1500	SY	2" Asphalt Surface Course	\$12.00	\$18,000.00
8.	1	LS	Asphalt Pavement Striping	\$800.00	\$800.00
9.	325	SY	Concrete Sidewalk	\$35.00	\$11,375.00
10.	30	SY	Concrete Driveway	\$50.00	\$1,500.00
11.	1	EA	Tie to Existing Storm Drain	\$1,250.00	\$1,250.00
12.	4	EA	Catch Basin	\$2,500.00	\$10,000.00
13.	4	EA	Inlet Protection	\$125.00	\$500.00
14.	215	LF	Silt Fence	\$4.00	\$860.00
15.	180	LF	18" Reinforced Concrete Pipe	\$25.00	\$4,500.00
16.	1	LS	Underground Detention System	\$20,000.00	\$20,000.00
17.	3	EA	Signage	\$250.00	\$750.00
18.	2	EA	Tie to Existing Water Line	\$2,000.00	\$4,000.00
19.	2	EA	2" Water Meter with Box	\$500.00	\$1,000.00
20.	2	EA	2" Backflow Preventer	\$1,000.00	\$2,000.00
21.	205	LF	2" PVC Water Line	\$6.00	\$1,230.00
22.	1	EA	Tie to Existing Manhole	\$3,000.00	\$3,000.00
23.	2	EA	Manhole	\$2,000.00	\$4,000.00
24.	415	LF	8" PVC Gravity Sewer	\$25.00	\$10,375.00
25.	1	LS	Landscaping Allowance	\$7,500.00	\$7,500.00
26.	1	LS	Irrigation Allowance	\$2,500.00	\$2,500.00
27.	5400	SF	Office Building #1	\$120.00	\$648,000.00
28.	2500	SF	Office Building #2	\$120.00	\$300,000.00

**Catalyst Project Site Improvements Subtotal: \$1,162,562.50**

**20% Contingency: \$232,512.50**

**15% Engineering/Design Fees: \$209,261.25**

**Catalyst Project Site Improvements Rounded Total: \$1,604,000.00**

Notes:

1. Represents cost of improvements illustrated in sketches by URS.
2. Cost Estimate does not include property acquisition costs.
3. Demolition cost based on removal of existing 6,250 SF building and 4,500 SF concrete pad.
4. 8" Stone Base Course and 2" Asphalt Surface Course provide a conceptual driveway and parking section.  
Exact thicknesses may change per geotechnical engineer's recommendations.
5. Underground detention system cost based on similar 1/2 acre impervious developments.

6. Landscaping allowance includes shade and ornamental trees, shrubs, ground cover plants, and mulch.
7. Office Building square foot costs based on 2011 RSMeans values for median construction.

**Opinion of Cost  
for  
Capitol Square Redevelopment Catalyst Project**

**I. Site Improvements**

<b>Item</b>	<b>Qty.</b>	<b>Unit</b>	<b>Description</b>	<b>Unit Price</b>	<b>Total</b>
1.	1	LS	Survey	\$10,500.00	\$10,500.00
2.	1	LS	Demolition	\$1,250,000.00	\$1,250,000.00
3.	18500	CY	Earthwork	\$10.00	\$185,000.00
4.	51250	SY	Fine Grading	\$3.50	\$179,375.00
5.	9000	LF	18" Concrete Curb and Gutter	\$16.50	\$148,500.00
6.	16500	SY	Mill Existing Asphalt	\$4.50	\$74,250.00
8.	46250	SY	12" Stone Base Course	\$15.00	\$693,750.00
9.	5000	SY	8" Stone Base Course	\$10.00	\$50,000.00
10.	51250	SY	2" Asphalt Intermediate Surface	\$10.00	\$512,500.00
11.	67750	SY	2" Asphalt Surface Course	\$12.00	\$813,000.00
12.	1	LS	Asphalt Pavement Striping	\$12,500.00	\$12,500.00
13.	3500	SY	Concrete Sidewalk	\$35.00	\$122,500.00
14.	250	LF	Thermoplastic Crosswalk	\$3.50	\$875.00
15.	150	SY	Concrete Driveway	\$60.00	\$9,000.00
16.	700	SY	Decorative Concrete Sidewalk	\$60.00	\$42,000.00
17.	325	SY	Brick Paver Terrazo/Patio	\$85.00	\$27,625.00
18.	800	SF	Masonry Seat Wall	\$40.00	\$32,000.00
19.	12	EA	Decorative Bench	\$1,500.00	\$18,000.00
20.	1	EA	Decorative Trash Receptacle	\$1,250.00	\$1,250.00
21.	1	LS	Civic Water Feature	\$50,000.00	\$50,000.00
22.	150	SF	Masonry Seat Wall	\$40.00	\$6,000.00
23.	1	EA	Bus Passenger Shelter	\$12,500.00	\$12,500.00
24.	15	EA	Drop Inlet	\$2,500.00	\$37,500.00
25.	1	EA	Yard Inlet	\$2,000.00	\$2,000.00
26.	1	EA	Junction Box	\$2,250.00	\$2,250.00
27.	17	EA	Inlet Protection	\$125.00	\$2,125.00
28.	2200	LF	Silt Fence	\$4.00	\$8,800.00
29.	1250	LF	18" Reinforced Concrete Pipe	\$25.00	\$31,250.00
30.	1	LS	Underground Detention System	\$75,000.00	\$75,000.00
31.	22	EA	Signage	\$250.00	\$5,500.00
32.	7	EA	Tie to Existing Water Line	\$2,000.00	\$14,000.00
33.	24	EA	2" Water Meter with Box	\$500.00	\$12,000.00
34.	24	EA	2" Backflow Preventer	\$1,000.00	\$24,000.00
35.	1050	LF	2" PVC Water Line	\$6.00	\$6,300.00
36.	3	EA	Tie to Existing Manhole	\$3,000.00	\$9,000.00
37.	2500	LF	8" PVC Gravity Sewer	\$25.00	\$62,500.00
38.	3600	SY	Sod Grassing	\$12.00	\$43,200.00
39.	45	EA	Shade Trees	\$500.00	\$22,500.00
40.	1	LS	Landscaping Allowance	\$35,000.00	\$35,000.00
41.	1	LS	Irrigation Allowance	\$17,500.00	\$17,500.00
42.	19400	SF	Office Building	\$120.00	\$2,328,000.00
43.	19400	SF	Residential Space	\$135.00	\$2,619,000.00
44.	50500	SF	Retail Building	\$85.00	\$4,292,500.00
45.	6200	SF	Restaurant Building	\$170.00	\$1,054,000.00

<b>Capitol Square Redevelopment Catalyst Project Site Improvements Subtotal:</b>	<b>\$14,955,050.00</b>
<b>20% Contingency:</b>	<b>\$2,991,010.00</b>
<b>15% Engineering/Design Fees:</b>	<b>\$2,691,909.00</b>
<b>Capitol Square Redevelopment Catalyst Project Site Improvements Rounded Total:</b>	<b>\$20,638,000.00</b>

Notes:

1. Represents cost of improvements illustrated in sketches by URS.
2. Cost Estimate does not include property acquisition costs.
3. Demolition cost based on removal of existing 98,250 SF buildings and associated pavements and curbs.
4. 16,500 SY of existing asphalt pavement to be retained and milled for surface course.
5. 12" Stone Base Course, 2" Asphalt Intermediate Course and 2" Asphalt Surface Course provide a conceptual section for the new connector road and truck access/shipping area. Exact thickness may change per Geotechnical Engineer's recommendations.
6. 8" Stone Base Course, 2" Asphalt Intermediate Course and 2" Asphalt Surface Course provide a conceptual section for new parking areas.
7. Brick Paver Terrazzo/Patio constructed of 4" x 8" unit brick pavers, but alternate materials may affect cost.
8. Masonry Seat Wall proposed around civic water feature to be 2' height.
9. Bus Passenger Shelter proposed as pre-fabricated type, to be located at proposed Meeting Street transit stop.
10. Pending Landcape Architect's design, civic water feature cost may vary.
11. Underground detention system may not be required if post-construction stormwater discharge does not exceed pre-construction values.
12. Landscaping allowance includes ornamental trees, shrubs, ground cover plants, and mulch.
13. Building square foot costs based on appropriate median construction values contained in 2011 RSMeans.

