

City of West Columbia Comprehensive Plan

Prepared By:
Central Midlands
Council of Governments

Adopted on
November 1, 2011



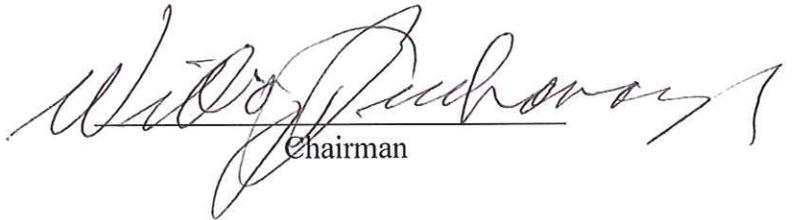
**RESOLUTION OF
CITY OF WEST COLUMBIA PLANNING COMMISSION
RECOMMENDATION OF ADOPTION OF THE COMPREHENSIVE PLAN**

WHEREAS, Pursuant to the South Carolina Local Government Comprehensive Planning Enabling Act of 1994, the City of West Columbia Planning Commission has revised the Comprehensive Plan for the City of West Columbia which contain all elements required by the Act; and

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

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

Adopted by a majority vote of the entire membership of the Planning Commission this
9th day of September, 2011



Chairman

ATTEST:



Secretary

STATE OF SOUTH CAROLINA)
COUNTY OF LEXINGTON)
CITY OF WEST COLUMBIA)

ORDINANCE TO ADOPT THE
COMPREHENSIVE PLAN 2011

**ORDINANCE ADOPTING A COMPREHENSIVE PLAN FOR THE CITY OF
WEST COLUMBIA, PURSUANT TO THE SOUTH CAROLINA LOCAL
GOVERNMENT COMPREHENSIVE PLANNING ENABLING ACT OF 1994.**

WHEREAS, the City of West Columbia Planning Commission has revised the City of West Columbia's Comprehensive Plan (the "Plan"), pursuant to the South Carolina Local Government Comprehensive Planning Enabling Act of 1994.

WHEREAS, the Planning Commission has adopted a Resolution recommending that Council adopt this ordinance and City Council has held a public hearing to seek input from the citizens of West Columbia regarding the Plan; and

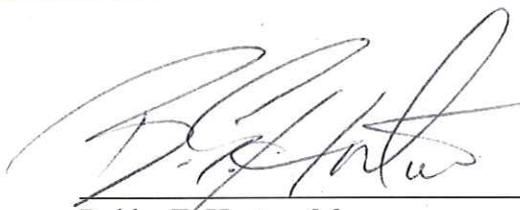
WHEREAS, the City Council of the City of West Columbia has found that the purposes of the Plan are to guide the City of West Columbia in each of the elements of development in accordance with existing and future needs, and promoting the public health, safety, morals, convenience, order, appearances, prosperity, and general welfare of the community and for all those purpose set forth in the *S.C. Code Section 6-29-31, et seq.*

NOW THEREFORE BE IT ORDAINED that this ordinance may be cited as "City of West Columbia Comprehensive Plan, 2011," a copy of which is attached hereto and incorporated herein by reference.

IT IS FURTHER ORDAINED that these provisions shall take effect immediately upon passage and any comprehensive plans and amendments prior to that date are hereby repealed as of the effective date hereof.

Done this 1ST day of NOVEMBER, 2011 by the West Columbia City Council in meeting duly assembled.

ATTEST:



Bobby E. Horton, Mayor

Marta M. Valentino

Marta M. Valentino, CMC, City Clerk

First Reading: OCTOBER 4, 2011

Public Hearing: OCTOBER 17, 2011

Second Reading: NOVEMBER 1, 2011

Table of Contents

CHAPTER 1	INTRODUCTION.....	1
CHAPTER 2	ENVIRONMENTAL RESOURCES	3
	PHYSICAL SETTING	3
CHAPTER 3	CULTURAL RESOURCES.....	7
	HISTORICAL DEVELOPMENT	7
	HISTORIC RESOURCES.....	7
CHAPTER 4	ECONOMY.....	8
CHAPTER 5	POPULATION ANALYSIS.....	11
CHAPTER 6	HOUSING	15
CHAPTER 7	COMMUNITY FACILITIES.....	19
	WATER AND SEWER SERVICE	19
	SOLID WASTE	19
	PUBLIC SAFETY.....	19
	RECREATION	19
	SCHOOLS AND LIBRARIES.....	20
CHAPTER 8	PRIORITY INVESTMENT	22
	CURRENT LOCAL GOVERNMENT FUNDING SOURCES.....	22
	POTENTIAL FUNDING SOURCES.....	24
	CIP PROJECTS.....	25
	PRIORITY INVESTMENT AREAS.....	26
	INTERGOVERNMENTAL COORDINATION	26
CHAPTER 9	TRANSPORTATION.....	27
	AIR.....	27
	HIGHWAYS.....	27
	PUBLIC TRANSIT:	28

BIKE AND PEDESTRAIN	28
CHAPTER 10 LAND USE	30
CHAPTER 11 POLICIES AND GOALS	33
POLICIES	33
GOALS AND OBJECTIVES	33
CHAPTER 12 IMPLEMENTATION	38
CREATING A SENSE OF PLACE	38
APPEARANCE	38
GROWTH AND ECONOMIC DEVELOPMENT	39
LAND USE.....	40
TRANSPORTATION.....	40
APPENDIX.....	42
LAND USE.....	42

List of Tables

Table 1.1 AVERAGE WEATHER CONDITIONS.....	4
Table 4.1 PER CAPITA AND FAMILY INCOME	9
Table 5.1 SELECTED POPULATION STATISTICS.....	12
Table 5.2 SELECTED HOUSEHOLD STATISTICS	13
Table 6.1 RESIDENTIAL PERMITS	15
Table 6.2 CITY OF WEST COLUMBIA INCOME THRESHOLDS.....	18
Table 6.3 COLUMBIA AREA INCOME THRESHOLDS	18
Table 9.1 SELECTED TRAFFIC COUNTS	27

List of Figures

Figure 4.1 EMPLOYMENT BY OCCUPATION	8
Figure 4.2 PER CAPITA INCOME	9
Figure 4.3 MEDIAN FAMILY INCOME	10
Figure 6.1 SINGLE FAMILY HOUSING PERMITS.....	15

List of Maps

Map 1.1	BASE MAP	2
Map 2.1	SOILS.....	5
Map 2.2	FLOOD PLAIN AND SLOPE	6
Map 5.1	POPULATION DENSITY.....	14
Map 6.1	BUILDING PERMITS ISSUED 2001-2010	17
Map 7.1	COMMUNITY FACILITIES	21
Map 9.1	ROAD NETWORK FUNCTIONAL CLASS	29
Map 10.1	EXISTING LAND USE	31
Map 10.2	FUTURE LAND USE	32

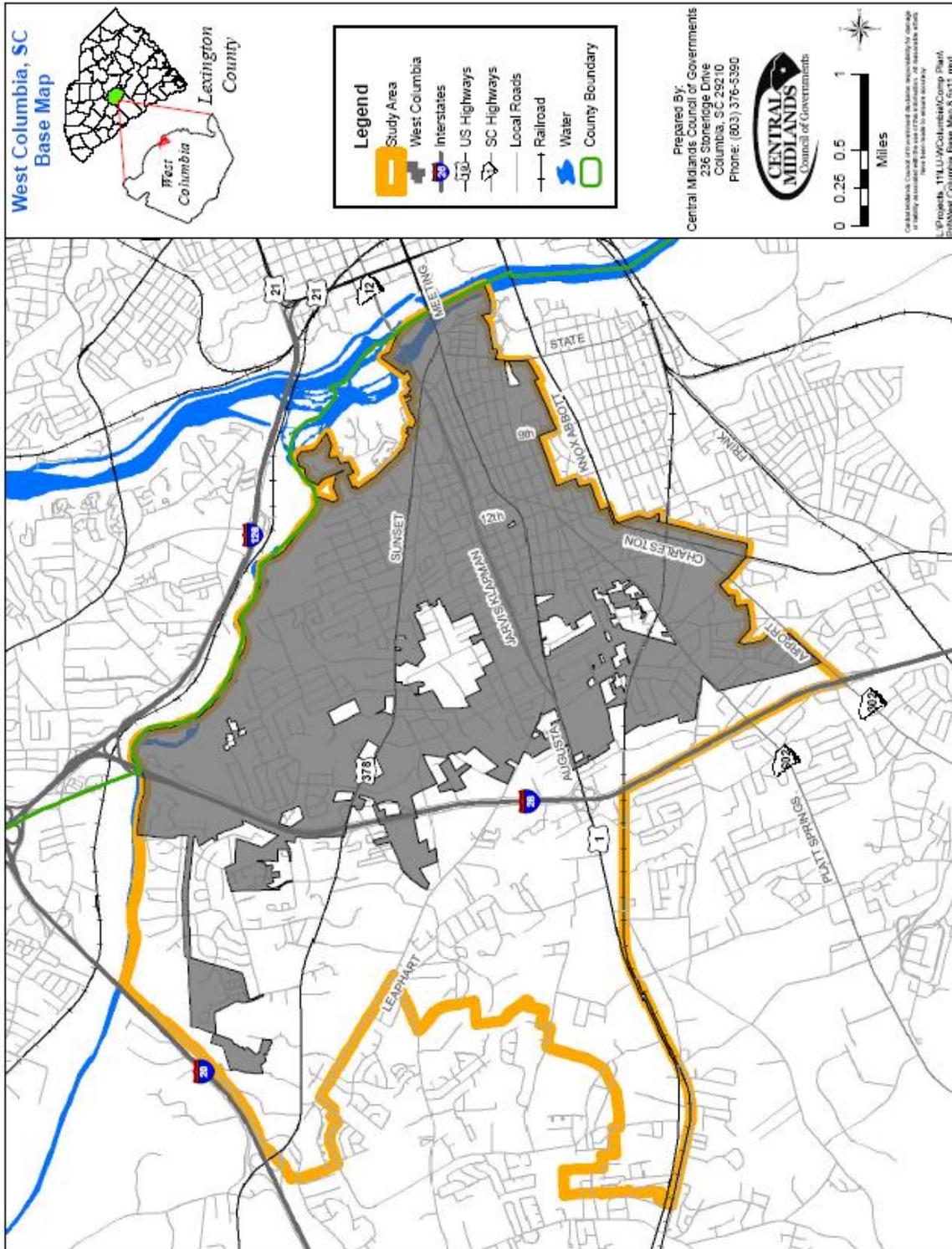
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CHAPTER 1 INTRODUCTION

The City's first land use plan was written in 1965. Since then, there have been five revisions to the original plan, the most recent in 2007. The 1996 plan focused "...on preserving unique sections of the City, beautification, growth, economic development, land use, the City's image, and how land use goals can be achieved through various implementation techniques." Since the 1996 plan, the city has made tremendous strides to improve its image. The 2007 update furthered the goals of the 1996 plan, providing "...direction for conservation, identity and growth of the City." Some of the things that have been accomplished since the 1996 plan include implementing the River Alliance plan for riverfront development, streetscape enhancements along State and Meeting Streets and the opening of access to the Riverbanks Botanical Garden from Sunset Blvd.

The Goal of this plan is to reaffirm the guidelines and procedures for implementing the development objectives of the City of West Columbia, and to provide The Plan is intended for use by government agencies, citizens and public and private organizations concerned with planning within the City.

Map 1.1 BASE MAP



CHAPTER 2 ENVIRONMENTAL RESOURCES

PHYSICAL SETTING

The City of West Columbia is located in the eastern portion of Lexington County along the Congaree and Saluda Rivers, within the Columbia metropolitan area. It is bounded on the south by the City of Cayce, on the west by the Town of Springdale and unincorporated Lexington County, on the north by the Saluda River, and on the east by the Congaree River and the City of Columbia.

There are two predominate soil types in West Columbia. The Lakeland-Blaney soil association is the most common. These are very well-drained, level to strongly sloping soils. Some are sandy throughout and some have a loamy subsoil and fragipan. In the northern part of West Columbia along the Saluda River, a small instance of the Tatum-Georgeville-Herndon association can be found. Georgeville soils have a sandy loam to very fine sandy loam or silt loam surface layer and a clay, clay loam, silty clay or silty clay loam subsoil. These sediments allow for moderate permeability and medium to high available water capacity. With a slope of 2 to 6 percent, runoff is medium and tilth is good, however erosion is a major management concern. Map 2.1 shows the soil distribution in West Columbia.

Eastern Lexington County has a relatively small percentage of land area having slopes that limit development. However, there are several other important factors to consider when examining topography and land use. For instance, low lying areas that are subject to poor drainage and flooding, such as areas around the Congaree and Saluda Rivers, Double Branch Creek and Senn Branch Creek, should be protected from development. An alternative for areas with excessive slopes and flooding is the possibility of preserving them for uses such as recreation or open space.

Flood hazards are found in the floodway and floodplains of both rivers, and along Double Branch Creek and Senn Branch Creek. Due to the potential for severe property damage; the floodway should be reserved for open space or low impact recreation. The floodplain can be developed using construction standards approved by the Federal Emergency Management Agency. the areas along the Congaree River have played an important role in the development of the city , and if development is done properly, can play an important role in the future of West Columbia. Map 2.2 shows flood plain and areas of slope greater than 5% in West Columbia

The Table 1.1 provides a summary of the climate data for the City of West Columbia

Table 1.1 AVERAGE WEATHER CONDITIONS

Source: <http://www.weather.com/outlook/health/fitness/wxclimatology/monthly/USSC0366>

Month	Avg. High	Avg. low	Mean	Avg. Precip	Record high	Record low
Jan	58	36	47	4.57	84 (1985)	1 (1985)
Feb	63	40	52	3.75	86 (1996)	10 (1973)
March	71	47	59	4.56	90 (1985)	12 (1980)
Apr.	80	53	66	2.96	97 (2002)	29 (1983)
May	86	61	74	3.21	102 (2000)	39 (1989)
June	92	68	80	5.19	109 (1998)	50 (1930)
July	95	72	84	5.20	109 (1999)	58 (1982)
Aug.	93	71	82	4.51	101 (1983)	43 (1967)
Sep.	88	66	77	3.83	101 (1983)	28 (1977)
Oct	79	54	66	2.89	99 (1954)	28 (1977)
Nov.	69	45	57	3.11	89 (1974)	15 (1950)
Dec.	61	39	50	3.36	84 (1998)	7 (1983)

Note: temperature in degrees Fahrenheit, rainfall in inches

CHAPTER 3 CULTURAL RESOURCES

HISTORICAL DEVELOPMENT

In the second half of the eighteenth century and the early part of the nineteenth century, the Granby village (at the current site of the City of Cayce) flourished. In 1786, nearby Columbia became the South Carolina State capital. In 1790 Granby suffered severe flood damage, and by 1837 Granby had disappeared. The materials from the demolished houses of Granby were used to build houses for the workers of the Saluda Manufacturing Company. The construction of this mill meant labor and people – and soon a town. The scattered dwellings that first formed grew into a village on the river's west side after the opening of the Columbia Duck Mill in 1890. Meeting and State Streets became business districts. The growth of this area was enhanced by its resources— its people, its transportation arteries, and prime commercial land. On November 24, 1894, the community was named Brookland by Mrs. Mary Guignard, whose family remained the largest land holders in the area since the early 1800's. It was later called New Brookland and was rechartered as West Columbia in 1938. In 1964, it was designated the City of West Columbia.

HISTORIC RESOURCES

As a reflection of its rich heritage, there are two areas in West Columbia listed on the National Register of Historic Places – the Saluda Factory Historic District, now the location of Riverbanks Zoo and Gardens, and the New Brookland Historic District.

In addition to the two districts listed above, the Central Midlands Historic Preservation Survey identified 6 other sites of historic significance that are not listed on the National Register of Historic Places: Saluda Factory Overseer's House – c. 1840, Corley–Shull House – c. 1870, Graves of Gabriel Fridig & Wife, Crockett–Arehart House – c. 1840's, Green's Hill Site – 1865 and the Old Temperance Hall – c. 1835.

CHAPTER 4 ECONOMY

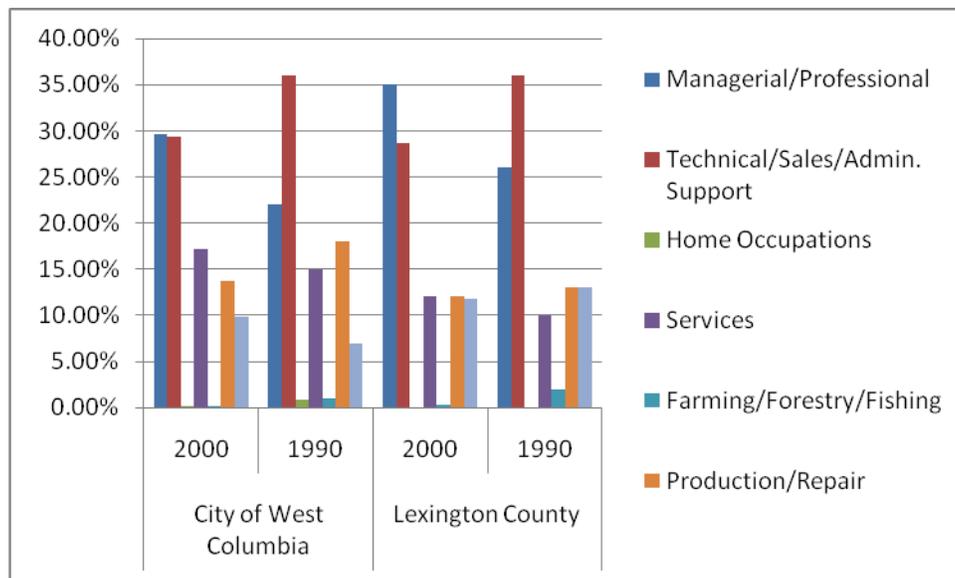
Historically, the City of Columbia has dominated the economy of the Central Midlands region. As the state capitol, it is the location of a large sector of the employment market, government, and was originally the center of most manufacturing activities in the region. The City of West Columbia as well as other municipalities in the area was once very dependent upon the employment opportunities provided by the Columbia economy. They served as bedroom communities to support the residential needs of the people working in Columbia.

Even today, for all practical purposes, the economy of the region functions as a single unit- the Columbia metropolitan area. Future growth in the region will be the result of the economic development of the entire metropolitan area as opposed to any individual jurisdiction. The Three-Rivers Greenway along Broad, Saluda and Congaree Rivers illustrates how the region can work together.

As of this writing, occupation data from the 2010 Census is not available. Figure 4.1 shows a comparison of the 1990 and 2000 occupation data for the City of West Columbia and Lexington County. For both West Columbia and Lexington County, the two dominate sectors were Managerial/Professional and Technical/Sales/Administrative Support, but the decade saw an increase in the former and a decline in the latter. The trend to a more service oriented economy was indicated in the decline in Farming/Forestry/Fishing and Production/Repair for both jurisdictions.

Figure 4.1 EMPLOYMENT BY OCCUPATION

Source: US Census Bureau



As can be seen from Table 4.1 and Figures 4.2 and 4.3, West Columbia residents' per-capita and family income levels are below those of Lexington County as a whole, and ranks 6th and 7th respectively among the other municipalities in the county. By comparison, the 2009 estimated Median Family Income for the State of South Carolina was \$42,580.

Table 4.1 PER CAPITA AND FAMILY INCOME

Source: US Census Bureau
 * 2009 Census Estimate

Municipality	Per Capita Income			Family Income		
	2009*	1999	1989	2009*	1999	1989
Lexington County	\$25,819	\$21,063	\$14,259	\$63,432	\$52,637	\$37,358
Batesburg-Leesville	\$17,340	\$16,078	n/a	\$34,780	\$40,040	n/a
Batesburg		n/a	\$8,677		n/a	\$21,420
Cayce	\$20,672	\$17,745	\$13,928	\$50,058	\$43,560	\$32,478
Chapin	\$26,141	\$24,124	\$16,102	\$55,426	\$58,281	\$44,063
Gaston	\$16,225	\$13,546	\$11,075	\$38,042	\$32,917	\$32,656
Gilbert	\$22,580	\$19,909	\$12,532	\$61,302	\$52,500	\$35,938
Irmo	\$25,645	\$22,312	\$14,648	\$67,517	\$62,005	\$44,349
Leesville		n/a	\$13,914		n/a	\$33,889
Lexington	\$28,161	\$23,416	\$13,800	\$73,134	\$65,694	\$35,368
Pelion	\$21,381	\$14,838	\$11,659	\$59,318	\$47,917	\$31,750
Pine Ridge	\$27,822	\$18,534	\$12,519	\$72,697	\$54,514	\$39,150
South Congaree	\$18,143	\$15,543	\$11,876	\$39,817	\$39,250	\$33,830
Springdale	\$26,177	\$21,260	\$15,787	\$58,836	\$57,014	\$41,589
Summit	\$22,489	\$15,456	\$11,333	\$46,875	\$35,625	\$39,167
Swansea	\$15,625	\$16,007	\$10,658	\$36,875	\$39,306	\$31,827
West Columbia	\$24,702	\$18,135	\$11,899	\$57,975	\$40,253	\$29,191

Figure 4.2 PER CAPITA INCOME

Source: US Census Bureau
 * 2009 Census Estimate

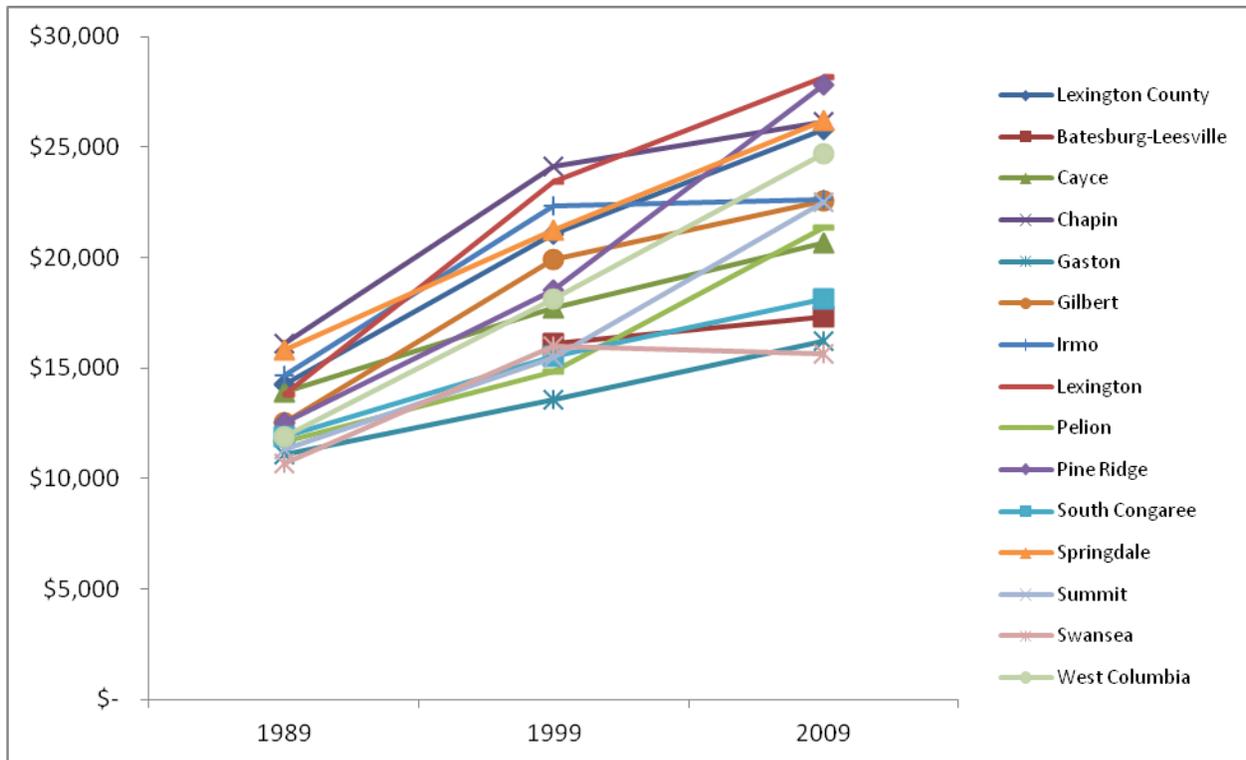
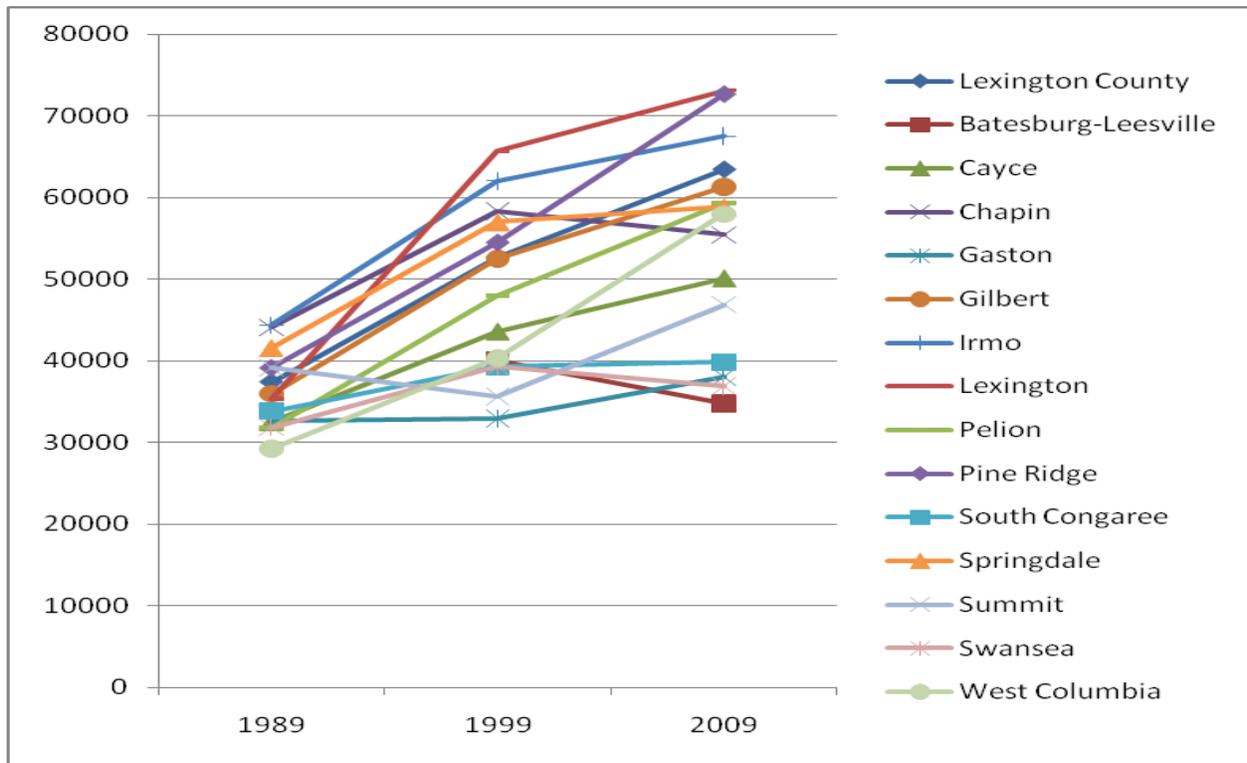


Figure 4.3 MEDIAN FAMILY INCOME

Source: US Census Bureau
* 2009 Census Estimate



CHAPTER 5 POPULATION ANALYSIS

From 1980-2010, the population of West Columbia grew by 43%, (4,579) however more than half of that growth occurred during the decade from 1990 to 2000 (2,476). When compared to the City of Cayce, West Columbia had more absolute growth of the past 30 years (4,579 to 827) and a greater percentage of growth (43% to 7%). Table 5.1 shows selected population characteristics for West Columbia as compared to the City of Cayce.

The 2010 population data currently available is for state and federal redistricting. Demographic data such as age and family relationship is not yet available. Some of the data provided below is based on the 2010 redistricting data. To supplement that data, 2009 estimates are used when possible.

Table 5.1 SELECTED POPULATION STATISTICS
 source: U.S. Department of Commerce, Bureau of Statistics
 as taken from the City of Cayce, SC 1994 Land Development Plan Update

Year	West Columbia				City of Cayce			
	2010	2000	1990	1980	2010	2000	1990	1980
Total Population	14,988	13,064	10,588	10,409	12,528	12,150	11,163	11,701
Race								
White	10,186	9,738	8,661	9,080	8,522	9,058	8,838	
Black	2,769	2,588	1,900	1,211	3,150	2,734	2,170	
Other	2,033	753	27	118	856	261	130	
Two or more	350	210	N/A	N/A	266	97	N/A	
Gender								
Male	7,329	6,135	4,984	4,917	6,007	5,626	5,211	
Female	7,659	6,929	5,604	5,492	6,521	6,524	5,952	
Age								
Under 5	1,027	797	730	616	688	670	754	
5-14	1,349	1,311	1,083	1,264	1,237	1,406	1,379	
15-59	9,379	7,912	6,658	7,015	8,174	7,780	6,914	
60-64	672	561	542	506	672	503	552	
65+	2,446	2,483	1,575	1,008	1,757	1,791	1,564	
SC Population Rank			27				25	

West Columbia has seen a significant increase in families, particularly in single headed households; a number which has almost doubled in the past 30 years while the number of married couples has remained relatively stable. Table 5.2 shows selected household statistics for West Columbia.

Of the 6,645 occupied housing units, 3,376 were owner-occupied and 3,269 were renter-occupied resulting in a 50.8% to 49.2% ratio, but the percentage of owner occupied units drop from 54% in the year 2000.

Table 5.2 SELECTED HOUSEHOLD STATISTICS

source: U.S. Department of Commerce, Bureau of Statistics

Category	2010	2000	1990	1980
Total	6,645	5,968	4,653	4,202
Family	3,498	3,302	2,955	2,849
Married Couple	2,240	2,239	2,082	2,133
W/Children	1,334	713	716	902
W/O Children	906	1,526	1,366	231
Single Headed	1,258	1,063	873	716
W/ Children	605	597	442	360
W/O Children	653	466	431	356
Males, No Wife	357	208	171	114
W/ Children	145	81	97	59
W/O Children	212	127	74	55
Females, No Husband	901	855	702	602
W/ Children	460	516	345	301
W/O Children	441	339	357	301
Non-Family	3,147	2,666	1,698	1,353

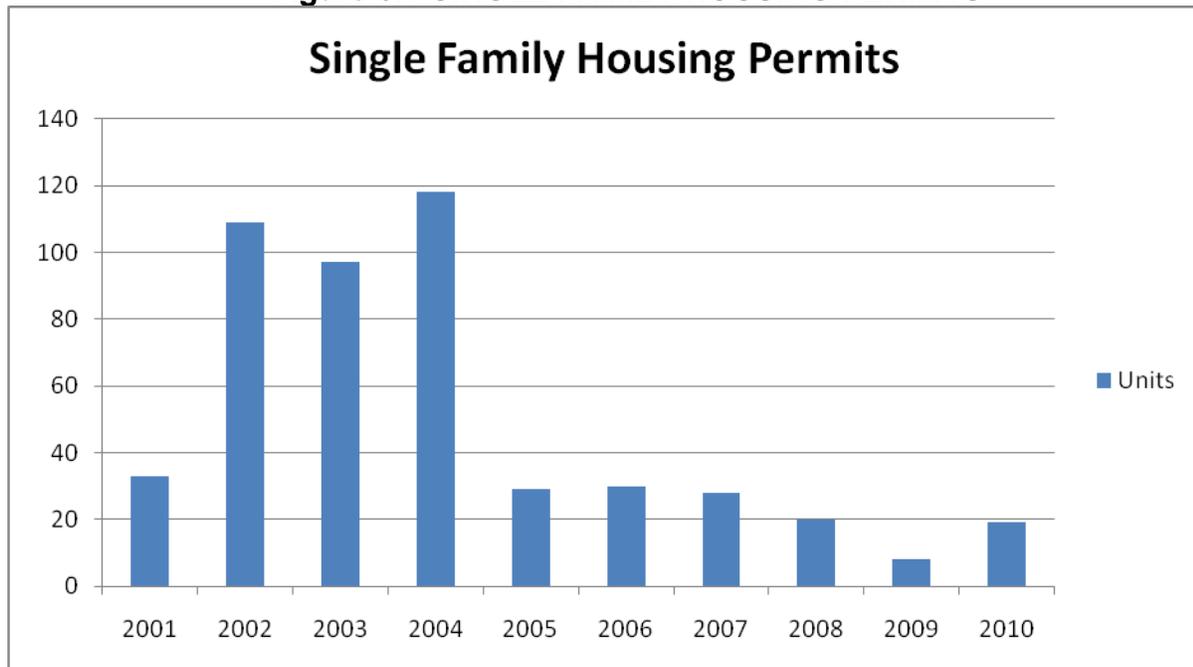
CHAPTER 6 HOUSING

The other major influence on future population growth is new housing development. In 1995, there were only 2 permits issued for residential construction. Both permits were for single family homes. From 2001 to 2010 there were a total of 491 single family permits issued, however 324 of those permits were issued during the 3 year period from 2002 to 2004. Table 6.1 shows detailed building permit information for 2009 and 2010 and a Figure 6.1 shows the number of single family building permits issued from 2001 to 2010.

Table 6.1 RESIDENTIAL PERMITS

Permit Type	2009				2010				Difference 2009-10
	Permits	Units	Cost	Average	Permits	Units	Cost	Average	
Multi-family	18	304	\$15,153,354	\$49,847	\$0	\$0	\$0	\$0	-\$15,153,354
Single Family	8	8	\$1,571,209	\$196,401	19	19	\$5,408,844	\$284,676	\$3,837,635

Figure 6.1 SINGLE FAMILY HOUSING PERMITS

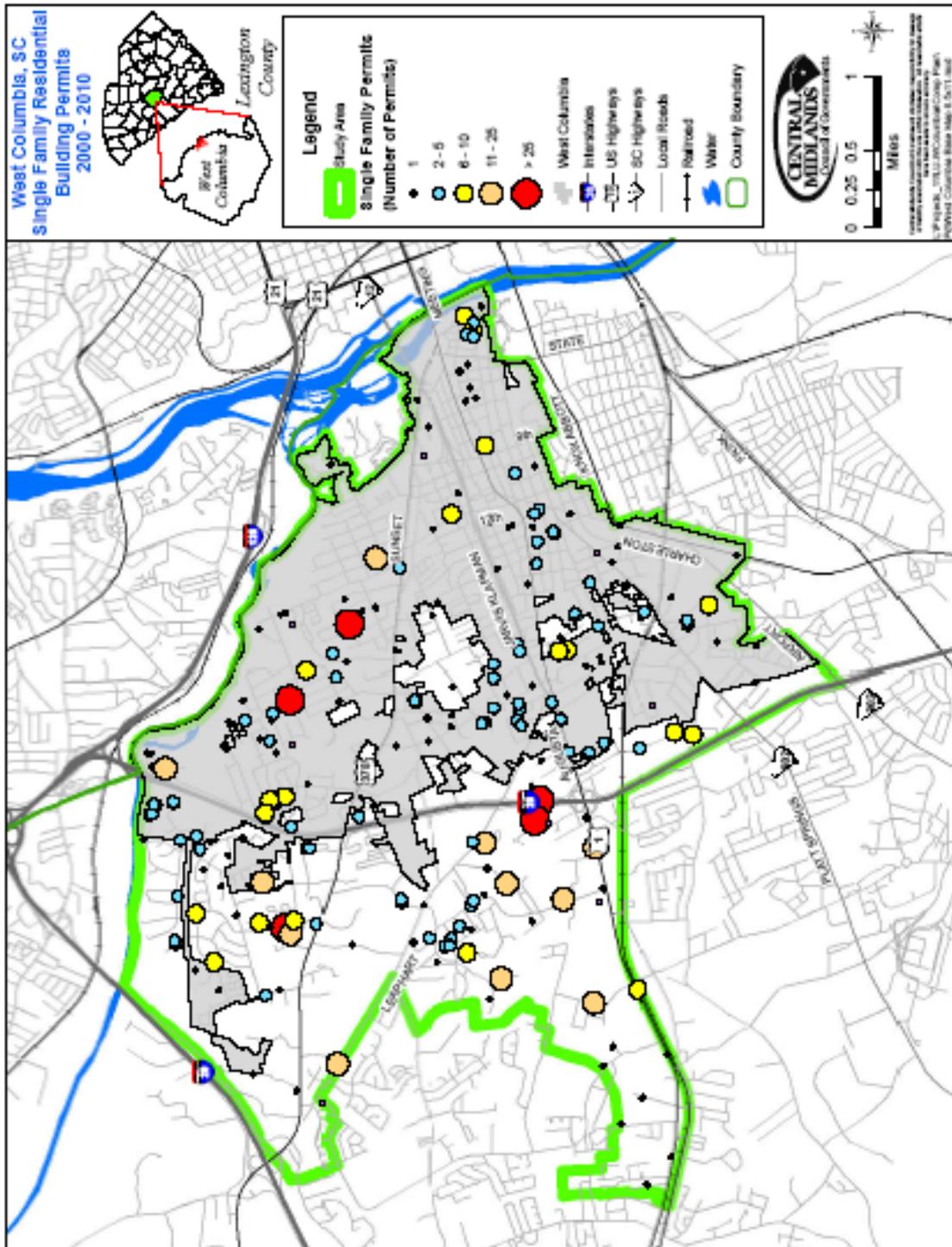


As the chart shows, the residential market has changed over the decade, partly due to available property; the spikes in 2002-2004 reflect development along Botanical Parkway which had recently opened. At the end of the decade, the “economic downturn” beginning in 2008 resulted in a regional decline in new housing permits. While the number of permits in 2010 was close to the number of permits issue in 2008, it was still below the other years in the decade. An article in the August 9, 2011 edition of the Columbia Region Business Report revealed a planned subdivision named Brookland Mill. The development, planned for Hook Ave, will have between 73 to 88 homes priced in the mid \$100,000’s.

Map 6.1 shows the distribution of single family permits from 2001 to 2010. Most of the permits issued were for “infill” lots, those vacant lots in older subdivisions, but it does show where

concentrations of permits have occurred, such as Congaree Park along the Congaree River and the subdivisions along Botanical Parkway

Map 6.1 BUILDING PERMITS ISSUED 2001-2010



Affordable Housing

For the purpose of this document, “affordable housing” is defined as:

Residential housing that, so long as the same is occupied by lower or very low income households, requires payment of monthly housing costs of no more than thirty percent of one-twelfth adjusted annual income.

The exhibits below depict two alternative ways to determine affordable housing thresholds for the City of West Columbia. Exhibit 6.2 is based on the median household income reported based on a 2009 estimate. Exhibit 6.3 is based on the 2009 Census estimates for the Columbia Metropolitan Statistical Area (MSA). The mortgage amounts shown in both exhibits are based on the assumption of a 30-year mortgage at 7% interest. It should be noted that this does not include taxes or insurance.

Based on 2009 estimates, only about 27% of the single family housing units fell within the low-income threshold. In 2010, the average rent for apartments was \$738.30 which was just above the threshold for low income level.

Table 6.2 CITY OF WEST COLUMBIA INCOME THRESHOLDS

City of West Columbia 2009 est.	Income	30% housing cost per month	Mortgage amount
Median Family income	\$57,975	\$1,449.38	\$217,000
Moderate (80%)	\$46,380	\$1,159.50	\$173,000
Low (50%)	\$28,987.50	\$724.69	\$108,000
Very low (30%)	\$17,392.50	\$434.81	\$65,00

Table 6.3 COLUMBIA AREA INCOME THRESHOLDS

Columbia MSA 2009 est	Income	30% housing cost per month	Mortgage Amount
Median income	\$48,309	\$1,207.73	\$181,000
Moderate (80%)	\$38,647.20	\$966.18	\$145,000
Low (50%)	\$24,154.50	\$603.86	\$90,000
Very low (30%)	\$14,492.70	\$362.32	\$54,000

CHAPTER 7 COMMUNITY FACILITIES

WATER AND SEWER SERVICE

The City of West Columbia is the major water provider in Lexington County. Besides providing water for city residents and businesses, West Columbia provides water for the Town of Springdale, Town of Lexington, Lexington County Joint Municipal Water and Sewer Commission and several private utilities. West Columbia operates two water plants. The Sunset Blvd plant, with a capacity of 6 MGD draws raw water from the Lower Saluda River and distributes it through the area east of I-26. The Lake Murray plant, with a capacity of 22 MGD, draws water from Lake Murray and distributes it to the central and western portions of Lexington County. There are plans to increase the Lake Murray Plant by 3 mgd within the next 10 years.

West Columbia does not have its own wastewater treatment plant. The city's sewage collection lines transport effluent to the City of Columbia Metropolitan Sewage Treatment facility for tertiary treatment. The City of West Columbia has purchased equity in the treatment plant.

SOLID WASTE

The City of West Columbia provides once-a-week residential curbside collection of garbage, yard trash and recyclable items. The city provides roll carts for garbage collection. The cost of this service is included in the property tax levy.

The city no longer provides commercial solid waste collection.

PUBLIC SAFETY

The City of West Columbia operates one fire station located at 610 N. 12th Street. In addition to responding to fire calls, the Fire Department also provides first response medical service. The fire department serves the entire city from this central location. Under contract with Lexington County, the West Columbia Fire Department also serves certain unincorporated enclave areas. The fire department has 24 full-time fire fighters operating in three alternating 24-hour shifts. The City currently has an ISO rating of 4.

The West Columbia police department is located in the municipal complex at 200 N. 12th Street. The staff of 55 officers, 6 dispatchers, 1 part-time officer, 1 reserve officer, one animal control officer, and 6 administrators. Five officers and one dispatcher are on duty at all times.

RECREATION

The following parks and playgrounds are located within the municipal limits of the City of West Columbia.

Park

C.M. “Jack” Caraway Community Park*
Douglas Reeves Community Park*
Rosemounda Percell-Butler Community Park**
Eric L. Fowler Community Park*
Howard Sports Complex**
B Avenue Park**
Tri-City Leisure Center**
Three-Rivers Greenway*

Location

212 Hudson Street
761 B Avenue
1100 Raleigh Street
1800 C Avenue
200 Cougar Drive
815 B Avenue
700 Dreher Road
Riverfront

* Maintained by the City of West Columbia

** Maintained by the Lexington County Recreation and Aging Commission

Note: the Lexington County Recreation and Aging Commission also assists in the maintenance of the city-owned parks.

The award winning Riverbanks Zoo and Gardens’ botanical garden is located in the City of West Columbia and has direct access from US 378 via Botanical Parkway. A pedestrian bridge provides access to the zoo located across the Saluda River. The site is also the location of several historic landmarks including covered bridge abutments and the Saluda River Factor ruins.

SCHOOLS AND LIBRARIES

The City of West Columbia is located in Lexington School District Two, which has the following public schools located within the West Columbia city Limits

Public School

Saluda River Academy for the Arts
George I. Pair Alternative School
B.C. Grammar School #1
Northside Middle School

Location

1520 Duke Avenue
2325 Platt Springs Rd.
114 Hook Avenue
157 Cougar Drive

There are no high schools in West Columbia. School zoning boundaries designate West Columbia students attend Brookland-Cayce High School located at 1300 State Street in neighboring City of Cayce.

There are no colleges or universities within the City, but higher education can easily be obtained across the river at the University of South Carolina or several small colleges in the City of Columbia. Midlands Technical College's Airport Campus is located nearby as well.

The Cayce–West Columbia Branch of the Lexington County Public Library is located 1500 Augusta Rd. The 20,000 sqft facility is a recent addition to the library system, so there are no plans for expansion. The library circulates approximately 70,000 items per year.

CHAPTER 8 PRIORITY INVESTMENT

CURRENT LOCAL GOVERNMENT FUNDING SOURCES

General Fund

The General Fund accounts for all funding resources in the City not otherwise devoted to specific activities. This funding source includes revenues from ad valorem taxes (real estate and personal property), licenses and permits, charges for services, intergovernmental funding, other taxes, and miscellaneous revenue and other funding sources. These funds are generally spent on general government services, public safety, public works and utilities, and health and human services. Expenditures include, but are not limited to, salaries for department employees, supply and fuel costs, and building improvements. Capital and infrastructure are funded in part through the General Funds.

The FY 2009-2010 General Fund Budget for the City was \$12,975,000

Grants

Grants represent discretionary, lump-sum funding secured by the City for specific one-time projects.

There is no assurance that previous grant monies will be made available again in the future; however, the Comprehensive Plan assumes some growth will continue to be funded with grants.

In many cases, receiving grant monies obligates the City to spend additional dollars to meet local match requirements for the grant received.

C-Funds

C-Funds are allocated to each County within the State by the South Carolina Department of transportation (SCDOT) for the purpose of transportation improvements. The source of the funds is the State gasoline tax and State law requires that these improvements be tied to the transportation system and that at least 25% of the funds be spent on the state highway system. Funds are awarded through a competitive process by a committee designated by the State Legislature, referred to as the County Transportation Committee (CTC). These funds reimburse the City and County for specified projects approved by the CTC. As a result, C-Funds are restricted for specific uses and cannot be used for all capital projects. More often than not, C-Funds are used for street/road paving and repaving projects.

The City of West Columbia must apply to Lexington County for C-Funds.

Federal Highway Administration (FHWA) Guideshares

Guideshare funding is available for each of the South Carolina Metropolitan Planning Organizations (MPO) and Councils of Government (COG) for system upgrade projects. This dollar amount is calculated by taking the MPO's or COG's specific proportion of the state population and applying it to the total available funds for system upgrades. The funds are allocated in the Federal Highway Appropriation Bill.

The City of West Columbia is located in The Columbia Area Transportation Study (COATS) MPO. COATS receives approximately \$18 million per year in Guideshare.

Transportation Enhancement Funds

Transportation enhancement funds are available for environmentally related activities that improve the transportation experience, including landscaping, bicycle and pedestrian facilities, historic preservation and other visual amenities related to the transportation system. These funds are administered through COATS, which currently is allocated approximately \$700,000 a year.

General Obligation Bonds

General Obligation Bonds (GO Bonds) are backed by the “full faith and credit” of the City and County, and are usually considered a safe investment for bondholders. The principal and interest on general obligation bonds are normally paid through a property tax levy.

As of June 30, 2010, the City had issued \$2,813,623 in General Obligation Bonds

Revenue Bonds

Revenue bonds are used when the City issues a bond and pledges the revenues received from services provided as payments for the debt service. This revenue is used to pay both principal and interest on the bond. While revenue bonds incur slightly higher interest costs than general obligation bonds, they do not use up the City’s bond capacity.

As of June 30, 2010, the City had total revenue bonds outstanding in the amount of \$31,432,822. The outstanding balance of revenue bonds is secured by a pledge of the gross revenue of the Water and Sewer utility System as well as a lien against the system.

Local Improvement Districts (LIDs)

Counties and municipalities in South Carolina are authorized to create a local improvement district for capital projects. Provisions for assessing and levying property taxes in different areas and at different rates are set forth in the Code of Laws of South Carolina, Section 4-9-30(5)(a). A local improvement district links together the costs and benefits resulting from new or upgraded capital facilities. Generally, property owners in the new tax district must agree to the new assessment. Capital projects in the special benefit tax district can be bond-financed and paid over time by the benefitting property owners to expedite implementation.

As of June 30, 2010 the City had \$4,068,024 in TIF Bonds secured by the incremental tax revenue of the Tax Increment Finance District and by a junior pledge of the water and sewer system.

Lease-Purchase Agreements

Lease-Purchase Agreements allow a local government to acquire capital assets by making a series of lease payments that are considered installments towards the purchase of the asset. Under a lease-purchase agreement, the local government acquires full ownership of the property covered by the lease by making all of the lease payments over the full term of the lease.

The city has used lease-purchase agreements for the following items:

- A ladder truck,
- A pumper truck,
- Air packs for the fire department;
- 3 sanitation trucks;
- A flatbed truck for the streets department;
- The roll cart system for garbage collection.

City of West Columbia Water Enterprise Fund

The City operates a public water utility, sometime referred to as an Enterprise Fund. For FY 2009-2010 the Water and Sewer budget was \$13,000,000.

POTENTIAL FUNDING SOURCES

Additional revenue sources are available to the City and County for funding large-scale planning initiatives or capital improvements. Some of these sources require action by City or County Council in accordance with the Code of Laws of South Carolina as amended. A summary of potential funding sources available for recommended projects in the comprehensive plan follows. Individual limitations or conditions for each option have not been reviewed for this document.

Local Hospitality Tax

A local hospitality tax is levied on consumers purchasing prepared foods and beverages from vendors located within the jurisdiction enacting the tax. Counties in South Carolina are authorized levying in hospitality tax of up to 2% if approved by a majority of the governing body. This tax limit is reduced to 1% if it is not also approved by municipal governing bodies within the County (see S.C. Code of Laws, Section 6-1-700).

Local Accommodation Tax

A local accommodation tax is levied on the rental of rooms, lodging, or sleeping accommodations. Local governments in South Carolina are authorized levying an accommodation tax of up to 7% of the gross proceeds derived by business owners renting rooms, lodging, or sleep accommodations. An accommodation tax also imposes a sales tax of up to 5% on additional guest services offered at facilities not otherwise taxed under South Carolina law (see S.C. Code of Laws, Section 12-36-920).

Real Estate Transfer Fees

A real estate transfer fee is a charge on the transfer, sale, or conveyance of real property. It is applied against the purchase price of the property, and can be restricted to certain types of capital expenditures. The South Carolina Legislature has strictly forbidden the implementation of a real estate transfer fee without expressed authorization from the state legislature (see S.C. Code of Laws, Section 6-1-70).

State Infrastructure Bank

The South Carolina State Infrastructure Bank (SIB) selects and assists in financing major qualified projects by providing loans and other financial assistance for constructing and improving highway and transportation facilities. Funds are awarded on a competitive basis.

State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a prioritized list of transportation projects prepared by the South Carolina Department of Transportation to be implemented statewide in appropriate stages over several years. The City of West Columbia provides comment on the STIP through participation in the Columbia Area Transportation Study (COATS) the local Metropolitan Planning Organization (MPO); and through participation in the Central Midlands Council of Governments (CMCOG).

Developer In-Kind Contributions

In some instances, the owner(s) of property seeking entitlements for their land may elect during the development review process to donate right-of-way or construct certain “oversized” capital projects simply for the public good as well as to serve their development. The type and/or magnitude of these contributions vary greatly from location to location and owner to owner.

Impact Fees

Impact Fees are intended to enable new growth to pay for the services it generates a need for such as schools, recreation, and public safety. These fees are established based on the capital and operating impacts of new development and are paid by the developer or ownership interest.

CIP PROJECTS

The city does not adopt a Capital Improvement plan as part of its budget process, but its departments do identify long-term capital projects. Below is a partial list of those capital items.

- Ongoing waterline replacements (Spring Street, Leaphart Street, Blakley Court, Paloverda & Swanna, HWY 302, Rainbow Dr./Dalewood Ln./Sandelwood Ln., Central Dr., Shampy St.)
- Upgrading and repainting Laurel Rd. standpipe (Approximately \$350,000)
- Water Plant II (see attached)
- Sunset Boulevard/Klapman Boulevard Beautification Project (approx. \$181,250 – 80% funded through grant)
- Airport Boulevard Beautification Project (approx. \$181,250 – 80% funded through grant)
- N. 12th St. Phase I – Street Lights & underground utilities (\$181,250 – 80% funded through grant)
- Replace and update Riverwalk Park emergency call boxes (approx. \$33,212)

PRIORITY INVESTMENT AREAS

Riverfront district

The City has sponsored several improvements in the River District to complement the riverfront park, including landscaping along Meeting Street, sidewalks, decorative street lighting and a new entrance sign. Future plans include extending the greenway along the Saluda River to I-26 and working with private developers to develop city owned property at the intersection of Meeting Street and State Street and between Bridgepoint and the water plant

Triangle City

Recent façade improvements and sidewalk work along 12th Street have helped to improve the appearance of this significant commercial district. Possible additional improvements include:

- additional landscaping
- street furniture
- pedestrian crossing

These improvements would help make the area a more pedestrian friendly commercial district and destination.

Botanical Parkway

One of the newer residential areas in the city, Botanical Parkway provides direct access from the botanical gardens and Sunset Blvd. The resulting corridor opened land for residential development. Aside from the sidewalks directly along the houses (at the far end of Botanical Parkway), there are no bike/pedestrian facilities along the corridor linking the entrance to Riverbanks Zoo and Botanical Gardens to Sunset Blvd. Extending the sidewalks in conjunction with a bike lane or possibly a multi-use trail along with formal landscaping would make the corridor a more “complete street.”

INTERGOVERNMENTAL COORDINATION

The city has already demonstrated intergovernmental coordination through its work with the City of Cayce and the Town of Springdale in a streetscape project along Airport Blvd, but the city works with many jurisdictions at the local, regional and state level including:

Lexington School District
Lexington County
The River Alliance
Central Midlands COG
Columbia Area Transportation Study (COATS)
City of Columbia
Various State and Federal agencies

CHAPTER 9 TRANSPORTATION

AIR

Air transportation is available through a number of major airlines at the Columbia Metropolitan Airport. Currently the airport is accessed either via Airport Boulevard or Platt Springs Road. The planned extension of the John Hardee Expressway will improve access to the airport with a connection to I-26.

HIGHWAYS

West Columbia is served by an extensive network of highways, including five federal highways, which provide easy access to the rest of the Columbia metropolitan region and areas beyond. Of primary importance is I-26 which can be accessed at three interchanges. I-26 provides a link to Greenville and Spartanburg to the west and Charleston to the east. It also provides a link to I-20 and I-77. 12th Street Extension via the City of Cayce, also provides direct access to I-77, and Charlotte and Charleston beyond.

Only one road improvement project within the City of West Columbia, the widening of US 1 from I-26 to I-20, is listed in the 2035 Long Range Transportation Plan.

Aside from some Transportation Enhancement Projects, the only other project considered for the Transportation Improvement Plan (those projects with funding assigned to them) is the improvement of the US 378 and Fairland Drive intersection.

Table 9.1 shows traffic counts for some of the stations in the city. The only station that showed any significant growth is Platt Springs Road, presumably reflecting the additional capacity as a result of the widening from 2 to 5 lanes that occurred during the decade.

Table 9.1 SELECTED TRAFFIC COUNTS

Source: Annual Average Daily Traffic Counts for Lexington County 2005-2009,
Central Midlands Council of Governments

Station Number	Route Name	2005	2006	2007	2008	2009
122	Augusta Hwy	33,900	33,400	32,700	30,600	30,600
131	Augusta Hwy	14,000	14,100	14,600	13,700	13,500
135	Charleston Hwy	26,300	25,600	26,800	24,500	25,500
191	Sunset Blvd	21,300	21,600	22,800	21,200	21,000
193	Sunset Blvd	15,700	15,800	16,300	14,800	15,000
195	Sunset Blvd	8,800	7,800	9,100	9,600	9,900
235	Jarvis Klapman Blvd	17,300	17,000	17,000	16,400	15,800
236	Jarvis Klapman Blvd	24,200	23,500	23,400	22,900	22,900
287	Edmund Hwy	13,200	13,400	13,700	13,000	12,500
309	Platt Springs Rd.	14,900	16,900	17,800	16,100	17,200

PUBLIC TRANSIT:

Due to funding limitations, Central Midlands RTA has reduced the number of routes from the 34 stated in the previous comprehensive plan to 24 as of this writing. Only one route serves the City of West Columbia, down from 3 noted in the previous plan. This route serves Meeting Street, City Hall, Augusta Road, Walmart and Lexington Medical Center. The route also serves the South Carolina State Museum, EdVenture and the State Capital. DART (Dial a ride transit) is a public transit system which provides rides on a demand basis.

BIKE AND PEDESTRAIN

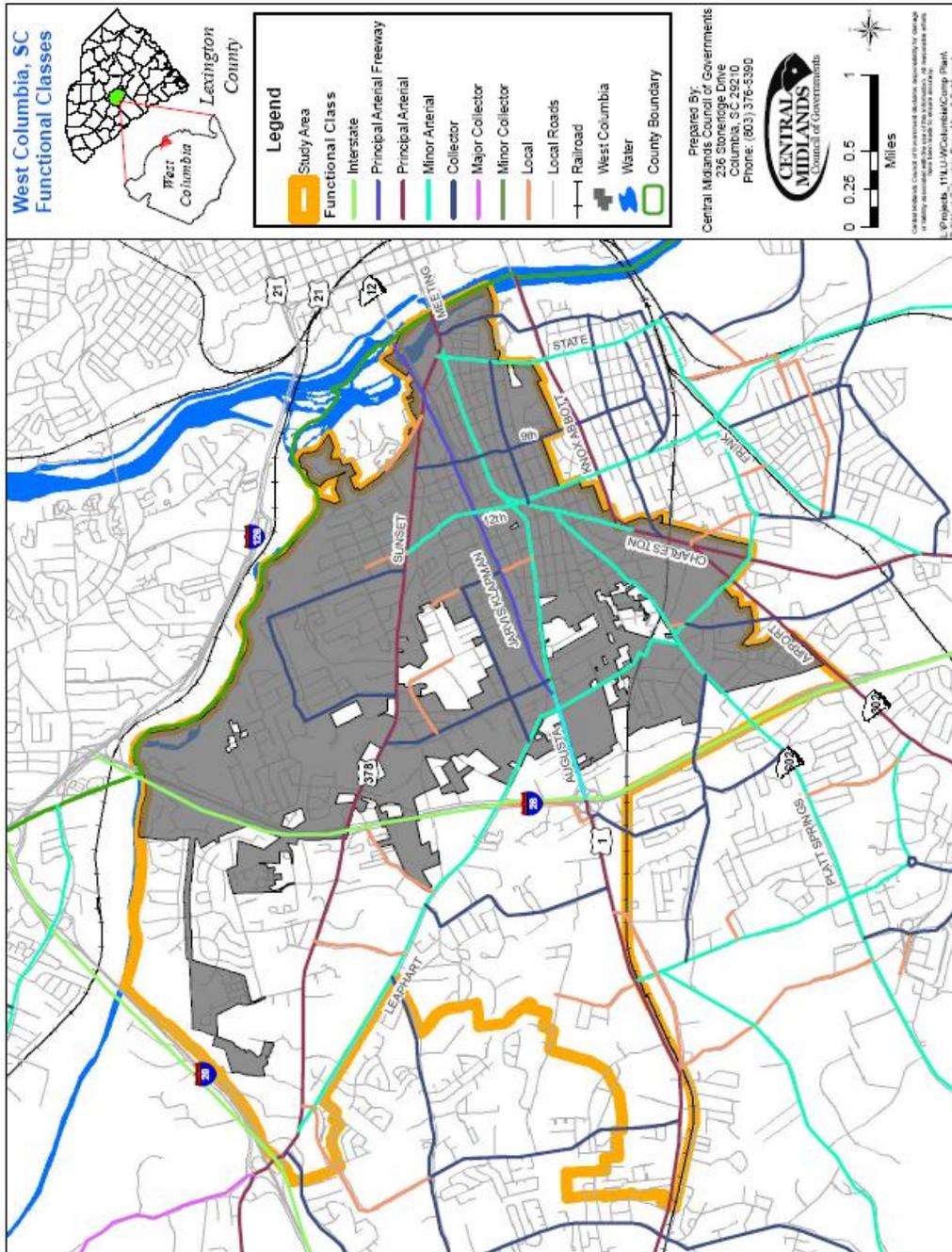
The most significant bike and pedestrian facility is the West Columbia Riverwalk, with is a nearly 2 mile portion of the Three Rivers Green. West Columbia's portion runs form Knox Abbott Drive to Moffatt Street. The greenway has become more than just a walking trail along the river. It has open up economic opportunity by providing a destination for West Columbia and it has fostered an "outdoor" economy that caters to hiking and paddling. The greenway also plays a civic role with the amphitheater at the Meeting Street entrance. The amphitheater serves as the location for plays such as the annual "Legend of Sleepy Hollow" held on the weekends leading to Halloween, but also music festivals and other plans.



The city has made landscape improvements to Triangle City to separate the sidewalks from the travel lanes to make the area more pedestrian friendly. The major corridors like Meeting Street, Sunset Boulevard and State Street have sidewalks, but they do not extend into the adjacent neighborhoods limiting the benefit of having the connections to the commercial districts. The limited examples of sidewalks in residential neighborhoods are found in the newer developments such as the ones along Botanical Way.

The only marked bike lanes in the city area long Platt Springs Road which were installed as part of a recent widening project.

Map 9.1 ROAD NETWORK FUNCTIONAL CLASS



CHAPTER 10 LAND USE

Land Use

The existing land use map shows a pattern of typical auto-oriented suburban development in West Columbia. The major traffic arteries of Meeting Street, Sunset Boulevard, Augusta Road, Charleston Highway and Airport Boulevard are lined with individual stores, restaurants and typical "strip" shopping centers. Triangle City, located at the intersections of 12th Street, Charleston Highway and Augusta Road, serves as the hub of this auto-oriented commercial activity, most of which are either retail or service establishments.

While most of the residential areas are protected from commercial development, there are some areas of the city where residential and commercial uses are mixing. One example of this mixture of uses is along Center Street. The northern side of Center Street is zoned commercial; however, much of the property is still residential in use. The southern side of Center Street and beyond is a well-established neighborhood of both single and multi-family units.

Another area that has a mix of commercial and residential uses is a triangle shaped area bounded by Sunset Boulevard, Meeting Street/Augusta Highway and Brown Street. Of particular note is the industrial property adjacent to the residential area near Batchelor Street and North Street.

Mobile homes can be found in nine mobile home parks, most of which are located in the southwestern part of the City. Some mobile homes are located in individual lots throughout the City.

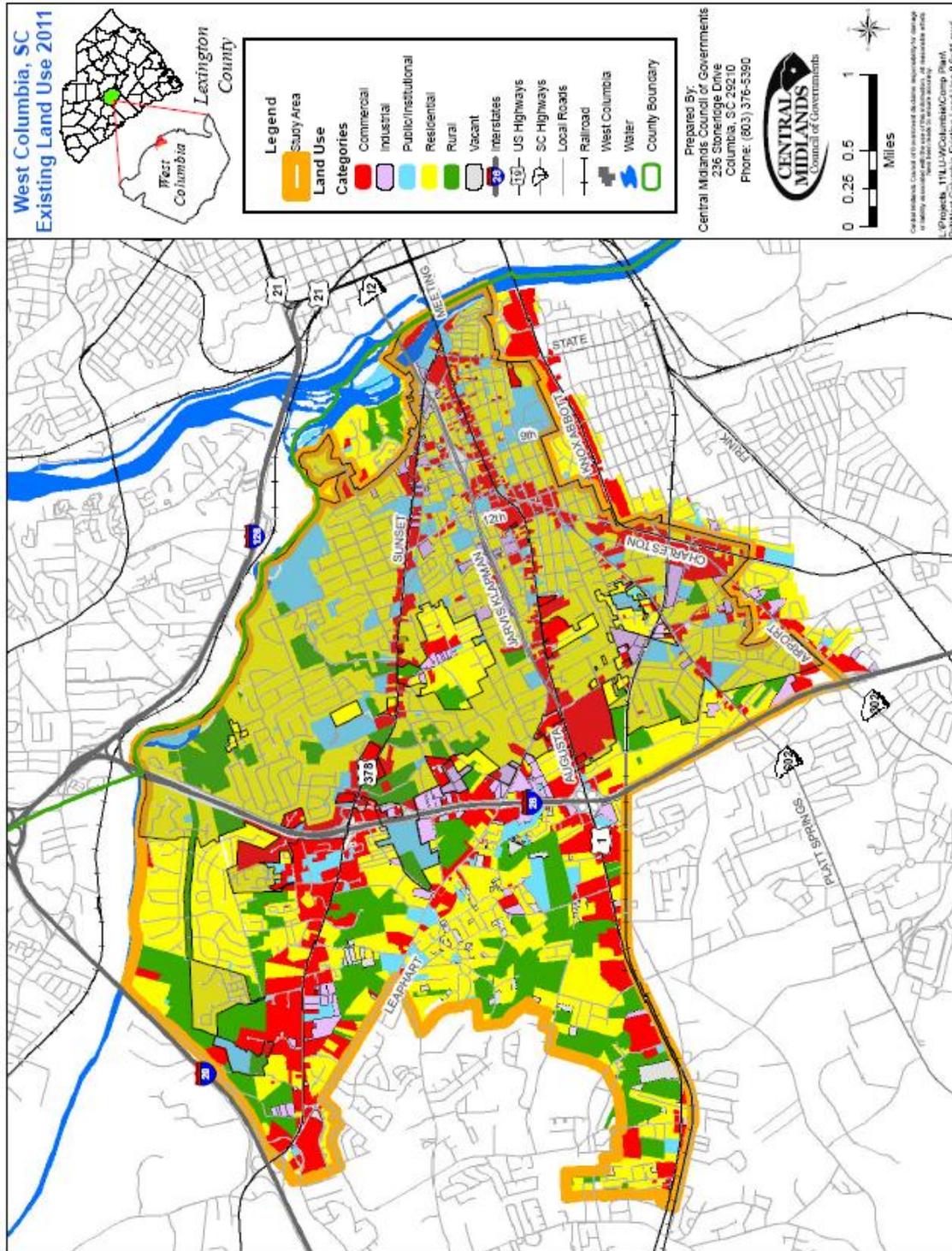
Zoning

The City Zoning Map mirrors the mixture of uses. Along Sunset Boulevard, there are areas zoned R1, R2, C2 and LM. Platt Springs Road has areas zoned R1, R2, R3, R4, C2, C3 and HM. While a large percentage of the commercial property is zoned C2 (General Commercial), there are several areas of C1 (Intensive Commercial) and C3 (Restricted Commercial).

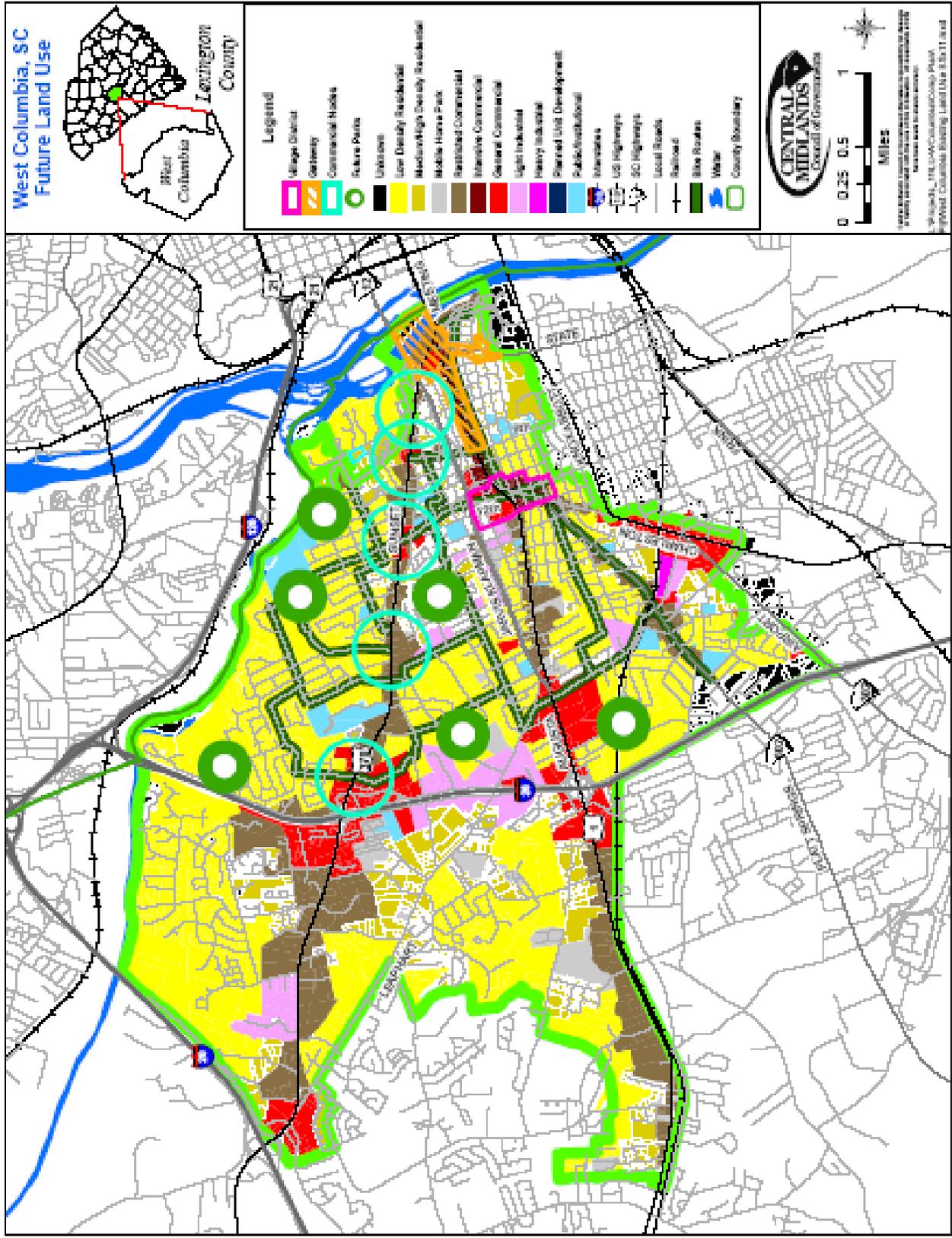
As for residential zoning designations, the majority of the City's residential acreage is zoned R4 (Single Family Residential, minimum lot size of 13,125 square feet), with R3 (Single Family Residential, minimum lot size of 7,500 square feet) the next most prevalent designation. R2 (Single Family and Duplex) and R1 (Single Family, Multi Family and Duplex) also can be found throughout the City.

LM (Light Manufacturing and Distribution) and HM (Heavy Manufacturing) are located primarily in the area between Sunset Boulevard and Augusta Road, but there is manufacturing property along Sunset Boulevard near the Congaree River, as well as along the railroad tracks on Williams Road and Dreher Road.

Map 10.1 EXISTING LAND USE



Map 10.2 FUTURE LAND USE



CHAPTER 11 POLICIES AND GOALS

POLICIES

1. **Continue a sense of place:** Communities with a strong “sense of place” have several characteristics in common: a compact development where residential uses are not separated from employment and commercial centers; pedestrian orientation providing a pleasant and safe walking environment for daily activities; an active civic community; strong link between public transit and land use, and higher residential density.
2. **Appearance:** The visual appearance of the community is important to the general health of the community. Attractive roadway corridors, neighborhoods, commercial areas and public spaces contribute to improving the appearance of the community.
3. **Growth and economic development:** Characteristics of orderly growth include infrastructure to meet future demands, municipal services provided in a cost efficient manner, new development compatible with existing development, and preservation of open space and natural areas.
4. **Land use:** Mixed-use development allows for residential, commercial, and even some industrial uses to be located adjacent to each other. One result is the reduction of automobile trips since the mixture of uses allow for alternative modes of transportation such as walking and bicycles. Compact mixed-use development also allows for the preservation of natural areas not suitable for development. In areas where a mixture of uses is not practical, existing residential development should be protected from the negative impact of incompatible development.
5. **Transportation:** As the link between land-uses in the community and the community to the region, a good transportation system is vital to the community. The transportation system should accommodate multiple modes of travel, both motorized and non motorized. Those modes should be given safe and pleasant facilities that provide recreational opportunities in addition to options for people to walk or bicycle to daily activities (also known as an active lifestyle)

GOALS AND OBJECTIVES

- A. **Creating a sense of place**
THE GOAL IS TO CREATE SEVERAL IDENTIFIABLE AND SEPARATE AREAS WITHIN WEST COLUMBIA WHICH ESTABLISH A UNIQUE SENSE OF PLACE

OBJECTIVES:

- I. **Improve major gateways:** Since West Columbia shares much of its boundaries with the City of Cayce, and is directly across the Congaree River from the City of Columbia, it is difficult to distinguish West Columbia from its neighbors. To create a sense of place and arrival to travelers entering the City, West Columbia should continue to improve the major and minor gateways into the City identified on the future land use map. Minor gateways are where, due to traffic flow patterns or the ambiguous nature of the City limits, the traveler may reenter the City or a significant segment of it (such as Triangle City) and are given visual cues that they are entering a special area.

- II. Investigate establishing a historic district for the New Brookland Historic District:** Within the City limits are unique areas which should be accented to create a sense of place. One such area is the New Brookland Historic District, which is on the National Register of Historic Places; however, according to the South Carolina Department of Archives and History Fact Sheet: National Register of Historic Places:

Listing does not require owners to preserve or maintain their properties unless they apply for and accept federal funding or a federal license, an OCRM permit or certification, a federal preservation tax credit, or a state-funded preservation grant.

Since the boundaries of the historic neighborhood have been established, the Plan recommends identifying this area as a conservation district and writing a preservation or landmarks ordinance which would establish a Landmarks Commission and accompanying guidelines. These guidelines could take the form for either advisory or binding, depending on the interest of the community, and could cover demolitions and the style, materials, and color of new construction and alterations, or could simply cover new construction.

- III. Continue to encourage compatible development in the Gateway District:** The City has taken significant steps to encourage compatible development in the Gateway District. This development respects both the work done by The River Alliance, but also the historic character along Meeting Street and State Street. More development is expected, including on property owned by the City. The new development should enhance the district, not detract from it.
- IV. Identify Triangle City as the Central Business District and encourage the creation of the Triangle City Merchants Association:** Triangle City for many years has been the center of commercial activity in West Columbia. Just as with “5 Points” in Columbia, Triangle City is located at the intersection of several major thoroughfares. Unlike “5 Points” however, Triangle City does not have the "little village atmosphere." As the "heart of the City" and one of only a few places in the area where people can park their cars and walk to a variety of stores and restaurants, the Comprehensive Plan recommends identifying this area as the commercial core of the City and encourages pedestrian friendly standards along with a mix of residential and compatible commercial development in the area. As a means to garner involvement and support from the merchants in the areas the Plan also recommends the creation of the Triangle City Merchants Association.

- B. Appearance**
THE GOAL IS TO PROMOTE AN OVERALL APPEARANCE WHICH ENHANCES THE IMAGE OF WEST COLUMBIA AND BEAUTIFIES THE NATURAL AND MAN-MADE LANDSCAPE OF THE CITY

OBJECTIVES

- I. **Review and strengthen signage and landscape requirements citywide to create a more distinctive appearance for the City:** The plan recommends two approaches to improving the appearance. In the commercial areas, signage and landscaping should be evaluated. Particular interest should be paid to the Triangle City area, Meeting Street 12th Street and Hwy. 378, where monument signs should be encouraged. Along Meeting Street, parking lots and signs are encroaching on the right-of-way which detracts from the appearance of the street and causes a hazard for people leaving the parking lots.
 - II. **Continue to Aggressively address overgrown lots, junk cars, deteriorating buildings and litter through code enforcement and required ordinance action:** The City recently hired code enforcement officers to pursue code violations such as junk cars, overgrown lots, deteriorating buildings and litter. The city should continue to pursue such violations.
 - III. **Reclaim right-of-ways, particularly along Meeting Street, where parking lots and signs are encroaching:** For safety and aesthetic reasons, the City should pursue reclaiming this right-of-way. Such activities would provide a more pleasant pedestrian corridor but also provide safer turning movements out of parking lots.
 - IV. **Aggressively pursue aesthetic considerations like signage and landscaping along Meeting Street and Highway 378.** As another step in improving the appearance of the two major transportation corridors in the City, West Columbia should evaluate the zoning ordinance and make changes to the sign and landscaping sections that would produce more attractive and pedestrian friendly corridors.
- C. **Growth and Economic Development**
THE GOAL IS TO PLAN FOR THE CONTINUED ORDERLY ANNEXATION, REDEVELOPMENT, AND INFILL OF LAND WITHIN THE CITY OF WEST COLUMBIA'S CORPORATE LIMITS

OBJECTIVES

- I. **Encourage the development of targeted quality commercial centers through land control and design standards.** To shift from the proliferation of strip commercial development, the City should adopt development standards that require quality commercial development emphasizing New Urbanist principles such as walkability, a mixture of uses and open space preservation
- II. **Select Meeting Street and Triangle City for increased design control such as overlay districts, to enhance, preserve, and protect the character of the area.** Meeting Street and Triangle City are the best examples of pedestrian commercial areas in the City. West Columbia should develop an overlay district for these areas that would implement New

Urbanist standards for redevelopment in these areas such as walkability, a mixture of uses and open space preservation

- III. Aggressively pursue community development grant funding for redevelopment projects in declining residential and commercial areas:** The City should continue to pursue an active housing rehabilitation program in deteriorating low income neighborhoods utilizing grants, loan pools, and other available funding sources. A housing stock survey should be conducted to determine areas of need. CDBG funding is also available to downtown revitalization and should be perused to help business owners improve deteriorating commercial areas.
 - IV. Continue to encourage development in the Gateway Overlay District:** The Gateway Overlay District has developed as a civic destination with the Three Rivers Greenway and the performances held at the amphitheater. The addition of the Congaree Park neighborhood has added to the “round-the-clock” population. Commercial development has been missing and the loss of the restaurant along the trail removed a “destination” in the district.
 - V. Maintain a maximum 1/2 mile distance between residential lots and parks.** The 1/2 mile distance represents a typical 1/2 hour walk. Much of the residential development in the City is within 1/2 mile of a park. However, to maintain this standard, the City will have to add additional parks. Access to quality open space and recreational activities are essential for a health community.
- D. Land Use**
THE GOAL IS TO PROVIDE FOR A LAND USE PATTERN THAT FACILITATES PEDESTRIAN AND TRANSIT ORIENTED DEVELOPMENT WHILE PRESERVING ENVIRONMENTALLY SENSITIVE LAND.

OBJECTIVES:

- I. Analyze permitted uses in various commercial zoning districts and location of these on the zoning map to assure more compatible commercial growth in the future.** Allowing for uses appropriate for the general area is essential for orderly development. An example is providing for neighborhood services and employment within walking distance of residential development.
- II. Promote a variety of residential densities for the development of affordable, quality housing while blending with the character of the surrounding area.** The City should encourage higher density residential development along the major corridors to provide a wider choice of housing opportunities, but to also encourage quality commercial development and accommodate greater transit opportunities along the corridors.
- III. Identify environmentally sensitive areas and develop standards for conservation:** The city should work with land owners and developers to identify environmentally sensitive lands and develop a program to preserve those areas.

E. Transportation

THE GOAL IS TO PROVIDE FOR AN ADEQUATE TRANSPORTATION SYSTEM WHICH REDUCES CONGESTION, INCREASES ACCESS, AND ENSURES PUBLIC SAFETY.

OBJECTIVES:

- I. Prepare a master streetscape plan for targeted roadways:** The Future Land Use map identifies key pedestrian corridors. The city should develop and implement streetscape plans to provide for a safe a pleasant pedestrian environment.
- II. Work with COATS MPO to implement the Regional Congestion Management Process:** The Regional Congestion Management Process identified several projects in the study area that would ease congestion along the corridors. The congestion management steps such as access management, land use policy, ITS (intelligent transportation systems, and many others, are low-cost but effective measure that off-set the need to widen roads which could negatively impact the character of the community.
- III. Locate new development where infrastructure is sufficient to handle the additional demand:** The City should evaluate new development to determine if existing services such as public safety, water, sewer and the transportation system are sufficient to handle the additional demand. If not, then the City should work with the developer to determine a suitable alternate site, or find ways to increase service capacity.
- IV. Encourage bicycle and pedestrians facilities as an alternate mode of transportation:** The City should develop the infrastructure and land use guidelines to encourage bicycle and pedestrian access throughout the City. Full bike lanes may be difficult in some areas, but wayfinding devices such as bike route signs and maps would help encourage alternative modes of transportation by clearly marking routes throughout the city and linking residential area to commercial and civic destinations.

CHAPTER 12 IMPLEMENTATION

CREATING A SENSE OF PLACE

1. **Improve major and minor gateways:**
Task: Identify and improve major and minor gateways
Assigned to: City Staff, City Council, SCDOT
Funding: City Funds, Transportation Enhancement Program
Completion Date: December 2015

2. **Investigate establishing a historic district for the New Brookland Historic District:**
Task: Work with the property owners to develop and adopt historic district guidelines for the New Brookland Historic District.
Assigned to: City Staff, City Council
Funding: City funds
Completion Date: June 2015

3. **Continue to encourage compatible development in the Gateway Overlay District:**
Task: Create a development plan for City owned property that would serve as anchors of private development
Assigned to: City Staff, City Council
Funding: City Funds
Completion Date: June 2013

4. **Identify Triangle City as a Village District and encourage the creation of the Triangle City Merchant Association**
Task: Amend the Zoning Ordinance to implement “village district” standards and coordinate with the merchants in the district to seek input and cooperation.
Assigned to: City Staff, Planning Commission, City Council
Funding: City Funds, SCDOT
Completion Date: June 2014

APPEARANCE

1. **Review and strengthen signage and landscape requirements citywide to create a more distinctive appearance for the City:**
Task: Review sign and landscape requirements. Amend the City zoning ordinance as necessary.
Assigned to: City Staff, City Council
Funding: City Funds
Completion date: June 2012

2. **Continue to aggressively address overgrown lots, junk cars, deteriorating buildings and litter through code enforcement and required ordinance action:**
Task: Continue to inspect for code violations and send citations
Assigned to: City staff

Funding: City Funds

Completion date: Continuing activity

3. Reclaim right-of-ways, particularly along Meeting Street, where parking lots and signs are encroaching:

Task: Work with SCDOT to identify right-of-way encroachment. Develop and implement plans with property owners to reclaim right-of-way through landscaping

Assigned to: City Staff, SCDOT, Property Owners, City Council

Funding: City Funds, Private Funds, Transportation Enhancement Funds

Completion Date: June 2015

4. Aggressively pursue aesthetic considerations like signage and landscaping along Meeting Street and Highway 378.

Task: Amend the zoning ordinance

Assigned to: City Staff, Planning Commission, City Council

Funding: City Funds

Completion Date: June 2013

GROWTH AND ECONOMIC DEVELOPMENT

1. Encourage the development of targeted quality commercial centers through land control and design standards.

Task: Amend zoning ordinance and land development regulations

Assigned to: City Staff, Planning Commission, City Council

Funding: City Funds

Completion Date: June 2015

2. Select Triangle City for increased design control such as overlay districts, to enhance, preserve, and protect the character of the area.

Task: Amend zoning ordinance as necessary

Assigned to: City Staff, Planning Commission, City Council

Funding: City Funds

Completion Date: June 2015

3. Continue to Encourage development in the Gateway Overlay District

Task: Create a development plan for city-owned property in the district to serve as an anchor for future development.

Assigned to: City Staff, Planning Commission, City Council

Funding: City Funds

Completion Date: June 2013

4. Maintain a maximum 1/2 mile distance between residential lots and parks.

Task: Develop a recreation plan that identifies locations for additional parks

Assigned to: City Staff, City Council, Lexington County Recreation Commission

Funding: City Funds,

Completion Date: Continuous

LAND USE

- 1. Analyze permitted uses in various commercial zoning districts and location of these on the zoning map to assure more compatible commercial growth in the future.**
Task: Review and update the zoning ordinance as needed
Assigned to: City Staff, Planning Commission, City Council
Funding: City Funds
Completion Date: Continuous activity
- 2. Promote a variety of residential densities for the development of affordable, quality housing while blending with the character of the surrounding area.**
Task: Update the zoning ordinance as needed
Assigned to: City Staff, Planning Commission, City Council
Funding: City Funds
Completion Date: Continuous
- 3. Identify environmentally sensitive areas and develop standards for conservation:**
Task: Review and update zoning ordinance and land development regulations as needed
Assigned to: City Staff, Planning Commission, City Council
Funding: City Funds
Completion Date: June 2013

TRANSPORTATION

- 1. Prepare a master streetscape plan for targeted roadways:**
Task: Identify corridors, develop and implement streetscape plans
Assigned to: City Staff, Planning Commission, City Council
Funding: City Funds, Transportation Enhancement Funds
Completion Date: Continuous
- 2. Reduce the number of curb cuts along major highways to the greatest extent possible:**
Task: Identify curb cuts to be closed. Negotiate with property owners and SCDOT to close the curbcuts
Assigned to: City Staff, City Council, SCDOT
Funding: City Funds, private funds
Completion Date: June 2015
- 3. Locate new developments where infrastructure is sufficient to handle the additional demand:**
Task: Focus development in the Priority Investment Areas so that infrastructure and funding is concentrated among multiple agencies
Assigned to: City Staff, Planning Commission
Funding: City Funds
Completion Date: Continuous

- 4. Encourage bicycle and pedestrians facilities as a alternate mode of transportation:**
Task: Develop and implement a city-wide bicycle and pedestrian plan based on the COATS regional plan and the routes identified in the Future Land Use Map.
Assigned to: City Staff, Planning Commission, City Council
Funding: City Funds, Transportation Enhancement funds, COATS funds, private funds
Completion Date: Continuous

APPENDIX

LAND USE

A. Residential Zones

The current zoning ordinance divides residential uses into three zoning districts. The number of dwelling units per lot and lot size are the distinguishing characteristics between zoning districts. Below are the land use classifications on the Future Land Use map and the compatible zoning district(s) for each of the classifications

1. Low Density Residential: This area covers low density neighborhoods with single family detached dwellings on separate lots. This category covers over half of all residential areas in the City, but is primarily in the area between Hwy. 378 and the Saluda River. Single Family areas should be buffered from intensive commercial and industrial uses.

Compatible zoning designation: R-4 and R-3 Single Family Residential

2. Medium and High Density Residential: Included in both of these categories are the small lot single family uses, duplexes, mobile homes (parks only), and multi-family uses.

Compatible zoning designation: R-2 single family and duplex and R-1 single family, duplex and multi-family.

3. Mobile Home Park: This area includes the existing mobile home parks in the City.

Compatible zoning designation: R-1 single family, duplex and multi-family

B. Commercial Zones

The current Zoning Ordinance divides the commercial uses into four zoning districts. Even though all of the districts are represented on the zoning map, they have been ineffective in preventing strip development and commercial encroachment into single family residential areas. The Future Land Use Map categorizes commercial activity into three general categories.

1. General Commercial: Auto-oriented commercial uses are recommended for concentration in major nodes away from the residential uses along more heavily traveled routes. Under no circumstances should such uses be allowed to encroach on protected residential areas. Examples include Triangle City and major intersections along Highway 378

Compatible zoning designation: C-2, General Commercial

2. Intensive Commercial: The intensive commercial areas are intended for commercial uses that have a pedestrian scale, but are intensive enough to have a regional service area. Examples include Meeting Street

Compatible zoning designation: C-1

3. Restricted Commercial: The restricted commercial areas are neighborhood serving commercial areas recommended for sites on collectors or arterials accessible to one or several residential areas. These districts are intended as commercial nodes for nearby neighborhoods.

Compatible zoning designation: C-3

C. Industrial Zones: In the current zoning ordinance, there are two industrial zoning. The intensity of uses permitted distinguishes the two zoning districts.

1. Light Industrial: These areas are intended for wholesaling, distribution, light manufacturing and general commercial uses. The plan recommends that care be taking to assure that general commercial uses do not overtake areas more appropriate for light industrial uses.

Compatible zoning designation: LM, Light Manufacturing

2. Heavy Industrial: These areas are intended for uses of a manufacturing and industrial nature and also uses related to heavy manufacturing operations. As with the light industrial districts, the plan recommends that care be taken to assure that general commercial uses do not overtake areas more appropriate for heavy industrial uses. Additionally, under no circumstance should heavy industrial-type uses be allowed to encroach upon protected residential uses.

Compatible zoning designation: HM, Heavy Manufacturing

D. Mixed Use Zones

1. Gateway District: To correspond with the Gateway District in the City's Zoning Ordinance.

2. Planned Development District: The Planned Development District to provide for improved design, character, and quality of new mixed use developments and preserve natural and scenic features of open spaces. A planned development district can be located anywhere in the city following guidelines adopted in the City of West Columbia zoning ordinance and land development regulations

3. Public/Institutional: Uses include civic activities such as government buildings, public schools, parks and churches. Public/Institutional uses can be located in every zoning district, but specific public/institutional uses are more appropriate for some zoning districts and not others.

4. Village District: This district is identified for the area in and around "Triangle City" it is intended to encourage a mix of compatible residential, commercial and personal service uses. Design standards should be developed to emphasis the historic characteristics of the area and an emphasis should be placed on multi-modal transportation including mass transit.

5. Commercial Nodes: The Commercial Nodes identified along US 378 are intended to focus higher intensity (regional) commercial development at significant intersections, preserving the remainder of the corridor for more neighborhood scale development to serve the residential areas adjacent to the corridor. This arrangement is also intended to avoid commercial encroachment into the adjacent neighborhoods. The Commercial Nodes are also an opportunity to implement other development standards such as corridor landscaping and transit oriented development.