PLAN COLUMBIA

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Examples include:

THE NEIGHBORHOOD DEVELOPMENT TYPES

[Urban Core] Mixed Residential Type 1 (UCMR-1)

[Urban Core] Mixed Residential Type 2 (UCMR-2)

[Urban Edge] Mixed Residential (UEMR)

[Urban Core] Multi-Family (UCMF)

[Urban Edge] Multi-Family (UEMF)

Future Land Use

UCMR-1 - Urban Core Mixed Residential-1
UCMR-2 - Urban Core Mixed Residential-2
UEMR - Urban Edge Mixed Residential
UEMF - Urban Edge Multi-Family
UCR-1 - Urban Core Residential Small Lot
UCR-2 - Urban Core Residential Large Lot
UER-1 - Urban Edge Residential Small Lot
UER-2 - Urban Edge Residential Large Lot

CENTRAL CITY
CLICK TO VIEW IN DETAIL

Development Types/Building Types matrix

Building Type/Land Use	Neighborhoods							
	UCMR-1	UCMR-2	UEMR	UEMF	UCR-1	UCR-2	UER-1	UER-2
RESIDENTIAL								
Single Family Detached	S	P	P		P	P	P	P
Single Family Attached	P	P	S	S	S	T	T	T

PLAN COLUMBIA

LAND USE PLAN

putting the pieces in place

DRAFT January 28, 2015

PLACEHOLDER FOR
ADOPTING ORDINANCE

CONTENTS

Updated Draft 1-28-2015 Planning Commission Consideration 2-2-2015

INTRODUCTION

This land use plan is the 2014 update to the future land use chapter of The Columbia Plan (the city's comprehensive plan). The update was completed by city planning staff with the assistance of planning consultants as a preliminary step towards adopting new land development regulations and to bring greater clarity to the city's vision for the future. The consultants used a planning process that included several public events to gather feedback and an analysis of existing and forecasted trends to help establish the baseline for the vision and direction represented in this document. The process, public input and the existing and forecasted trends are detailed in the Planning Context section.

The primary role of a land use plan is to establish a vision for the future physical development of the city.

Purpose

The primary role of a land use plan is to establish a vision for the future physical development of the city. The plan provides guidance on where and how growth should occur within the existing context of Columbia's neighborhoods and business districts. This plan is non-regulatory and will be implemented through land development regulations. The document serves as decision making support for elected and appointed officials when considering all future proposed developments. The recommendations and content of the plan will serve as the framework for revisions to the city's land development regulations, which are the legal standards which apply to subdivision, building, and land uses.

Guide to the Land Use Plan

The Columbia Future Land Use Plan is designed to be a flexible planning document that uses a hybrid traditional and form-based land use planning approach to address both the design and function of the city's land uses. This flexibility is very important in an established community like Columbia which strongly desires to continue to grow and provide modern attractive communities while protecting existing neighborhoods and architecture. To determine this plan's recommendations for a specific property, see the three steps described in the sidebar.

The land use plan also includes additional information and recommendations to help support this very direct guidance to development within the city. The plan is organized to include the following elements:

The Planning Context describes the trends and forces influencing the use of land in Columbia, including the public input generated guiding principles.

The Land Use Plan describes the specific recommendations and conditions related to development in the city. This element defines the context, character, and quality of built places by establishing existing context to protect and recommending improvements for reinvestment and invigoration in currently underutilized areas.

The Implementation Approach describes the practices and methods the city may use to take action on the recommendations in this plan and help guide the city towards achievement of the vision based on the guiding principles.

THE PLANNING CONTEXT

The Columbia Plan 2018 was completed in 2008 in response to state law (S.C. Code Title 6, Chapter 29, the South Carolina Government Comprehensive Planning Enabling Act), and the desire for the city to actively prepare a vision and guide for the growth and development of the city through the coming decade. Long-range planning is usually updated every 5-years, and fully reevaluated on a ten year cycle. In 2013 Richland County and the City of Columbia participated in a Urban Land Institute "Reality Check" process that allowed residents to envision the future of development in the region. The update to both the city and county's land use plans was the next step. Additionally, the city identified a need to update and modernize the city's land development regulations and started that process with an update to the land use plan. Coordination between the processes for the land use element the Walk/Bike Plan, the updated transit and route planning for the COMET, and the downtown parking study conducted by the city were all integral to the recommendations of the land use plan.

The Planning Process

The planning process for the creation of the land use plan was heavily public driven. At the project launch, consultants met over three days with various city departments, community groups, and professional groups to ask what are the greatest opportunities and challenges for the city, and where did they want to see the city going over the next decade. Those initial meetings were followed by the formation of a planning forum where again the volunteer group expressed ideas which helped shape draft guiding principles. Those guiding principles and a loose framework of place types derived from the existing context of the city were taken to the public in a June workshop. Over three days, more than 220 people

visited the exhibit and participated in sessions designed to help us identify the places in the city to protect, and the places where reinvestment and change was needed. After reviewing drafts of the land use plan map and development types with the planning forum, the consultants and staff prepared the draft plan.

In November of 2014, an open house was held at the EdVenture Center and again more than 160 residents reviewed the content and provided very constructive and informative feedback. Adjustments were made to the maps and definitions and the plan was prepared for adoption by the planning commission and city council.

THE PROCESS

The figure below shows the major tasks of the planning process organized into three phases.

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THE VISION & GUIDING PRINCIPLES

Through the first phase of the planning process, the planning team worked with local stakeholders, and completed research to identify the critical themes that will influence and shape the way our city looks and functions in the future. This section is organized to highlight the themes or guiding principles identified through this work and provide insight into the conditions and data that relate to these themes. A compendium of the input from stakeholders gathered at the June 24-26 Public Workshops is available in a separate document for reference.

Vision Statement

The City of Columbia will embrace the opportunities afforded by the coming decades of growth to become a destination for people and businesses. We will focus our efforts on reinvesting in our existing neighborhoods and business districts and growing where there is opportunity to increase housing choices. Our southern spirit will be embodied in a built environment that embraces sustainable and unique design while providing a rich and dynamic environment for our people and businesses to thrive.

Guiding Principles

We believe in...

1 *High quality design of the built environment*—public and private architecture, streetscape, corridors, gateways and edges—that distinguishes the City.

2 *Strong neighborhoods* with distinct identities and amenities within walkable distances.

3 *A connected greenway system* that links waterways and environmental corridors as well as reaches into neighborhoods.

4 *A range of housing choices*—type, price, and location—that serve a diverse population.

5 *A strong city center* with increased intensity, mix of use, and vibrant and active public realm.

6 *Better utilization of vacant structures and land*—through infill and redevelopment—that is well-served by infrastructure and adjacent to developed land.

7 *Greater intensity of development at strategic locations* that create a mix of uses and a critical mass required for a vibrant community.

8 *A connected community* with ease of mobility that better balances the needs of pedestrians, automobiles, bicyclists and transit users.

HIGH QUALITY DESIGN OF THE BUILT ENVIRONMENT

We believe in high quality design of the built environment—public and private architecture, streetscape, infrastructure, corridors, gateways and edges—that distinguishes the City.

The city of Columbia is a unique and dynamic southern city. The capital of South Carolina was planned in 1786 with wide streets, a greenway, and a civic focus. Over the many decades since the city was established on the banks of the Congaree River, architectural and business trends have shaped the city leaving a strong historic legacy. As a dynamic and attractive place to live and work, change is inevitable in Columbia. Development since the 1970's has often been of a more temporary and fleeting quality than its predecessors. This plan expresses a desire to return to a local architectural vernacular that embraces the era but is designed for sustainability to become part of the legacy of the city. In a city with a lively arts culture and strong educational roots, a respect for creativity, design, and function in the built environment is valued.

"No more 'Anywhere USA' developments! Have a sense of place."

Forecasts of growth trends indicate that regional growth will increase in the near future and the city has a clear desire to capture a good portion of that growth through infill and redevelopment in the urban environment. The community has a strong history of architecture and design, as development continues into the future a strong desire exists to have design that is urban, forward thinking, creates places, yet is contextual to a the spirit and climate of Columbia.

STRONG NEIGHBORHOODS

We believe in strong neighborhoods with distinct identities and amenities within walkable distances.

The neighborhood is the social and geographic building block of the city. The city has over 100 neighborhood associations of concerned citizens who care for their communities and the neighborhoods in which they live. This culture of community carries over to where people live, the businesses they frequent, and the churches or social gathering places that are parts of their daily lives. Columbia has neighborhoods built in every generation and the structure of these neighborhoods reflects the era (pre-automobile, mid-20th century, and contemporary). In recent development practices, services like retail and groceries have moved to larger scale formats reducing walkable access to these things in many of our neighborhoods. A critical opportunity for the city is reinvigorating these neighborhoods for the contemporary needs of both residents and businesses. A neighborhood is not only the homes in which we live, but it includes the businesses, parks, schools, and gathering places we frequent. Our neighborhoods should maintain their identities but strive to become more complete places by providing the roof tops needed to support more neighborhood services and amenities where residents need them.

"Preserving and supporting strong neighborhoods strengthens the social fabric and provides healthier places for children to grow and develop."

CONNECTED GREENWAYS

We believe in a connected greenway system that links waterways and environmental corridors as well as reaches into neighborhoods.

The city currently has 600 acres of park land, significant urban tree canopy and several miles of trails and greenways, and potential for miles of paddleable streams. Green spaces, tree cover and our streams and rivers are the fabric in which our city is built. These natural and cultivated elements of our landscape play important roles in both the quality of life of our residents and in natural systems and processes. In a "famously hot" place the green and blue spaces within our city help to keep us cool, and reduce energy consumption to cool our homes and businesses. They are an attractive amenity that brings value to properties with or adjacent to them, and they provide a significant contribution to how we experience our neighborhoods and business districts. Additionally, these green spaces provide alternative linkages to connect our neighborhoods and communities, and spaces for us to recreate and exercise. These elements of our urban environment should be preserved, and enhanced to maintain these essential connections.

"When I moved to Columbia, I first noticed the rivers, but it took me years to figure out how to access them easily."

HOUSING CHOICES

We believe in a range of housing choices—type, price, and location—that serve a diverse population.

The population in Columbia is diverse in age, race, family structure, and household incomes. This means that the demand for housing types is also diverse. The city's current housing stock is 54.8% detached single-family, and 40.7% multi-family, with the remaining 4.5% consisting of single-family attached and mobile homes. About 50% of our homes are owner occupied while the other half is renter occupied. Urban housing is traditionally more diverse than suburban or rural housing options, but national and local housing demand is anticipated to include more market rate and luxury multi-family and attached housing products close to amenities. Additional housing inventory is on the horizon for Columbia. As more people are attracted to the great downtown life provided in Columbia, new concentrations of housing will be demanded in the neighborhoods surrounding the urban core. As these neighborhoods gain population this will support neighborhood activity centers in more areas of the city. The current median income for households in the city is $40,550 and the median home value is $161,100. Detached single-family homes will continue to be a major part of the city's housing stock, but there is a clear demand for a greater number of townhouses, condos, and apartments in a range of prices. Accommodations need to be made for an aging population that may want to remain in their neighborhood, but with a smaller footprint and less property maintenance. Considering variety in housing products in each redevelopment will be important.

All quotes were written citizen comments collected throughout the planning process.

"Keeping our city diverse will allow full growth, not just pockets of 'good' or 'bad' areas."

Population and housing forecasts indicate demand for as many as 40,000 new homes by 2040; that is an average of 1,600 units per year for the next 25 years. Based on national and local demographic trends and evolving housing markets, demand for more multi-family housing is anticipated moving the city's total housing supply closer to 50% attached and multi-family units. The ownership/rental split is expected to remain about even. In addition to the expected demand for full-time housing, the student population of the City's various universities and colleges are also anticipated to increase. Some of this demand will be met through market rate full time housing, while portions will be met through on campus dormitories and special student housing developments. The Innovista Plan could include more than 6,500 student and market-rate residential units (most multi-family). Other places in the city which have significant potential for housing infill include the underutilized commercial corridors. An assessment of vacant and undeveloped land along the city's major northern roadways finds 113 acres along North Main Street, 149 acres along Farrow Road, and 101 acres along Two Notch Road. The city's other commercial corridors, Devine Street, Rosewood, and Millwood Avenue Corridors offer potential for reinvestment and increased housing opportunities as commercial uses cycle through and redevelopment occurs in these areas. Recent plans for the area around Fort Jackson and Devine Street indicate capacity for new residential units through redevelopment and infill. All of these areas have significant potential to accommodate future residential and Mixed-use developments. The lot depth and surrounding residential neighborhoods will need to be considered in any redevelopment plans for these areas, to ensure adequate transitions.

A STRONG CITY CENTER

We believe in a strong city center with increased intensity, mix of use, and vibrant and active public realm.

Our city center is a vibrant district that is the seat of culture and government. With the growth anticipated in the universities and businesses, the center city is poised to become even more dynamic. Opportunities to utilize the land in our downtown to attract commerce and residents have never looked more promising. Capturing opportunities to weave active green spaces, pedestrian connections, transit, and increased activity will be important as new mid- and high-rise structures are built. As some of the most valuable land in the region, Columbia's city center should be targeted for high intensity Mixed-use development to bring business and people to the area 24-hours a day.

"Street activity and engaging buildings are so important, as well as good economic development, to attracting and keeping people."

With contemporary urban trends, the key to an active central city is having residential, business and entertainment uses all available in a compact footprint. The presence of five colleges and universities including University of South Carolina's flagship location and student housing in and around downtown is a catalyst for the 24-hour city. As more activity is drawn to our city center students may stay year round, and more young professionals and empty nesters are looking for urban living, an increase in market rate housing in and near downtown will be important to support this vibrant core.

UTILIZATION OF VACANT STRUCTURES AND LAND

We believe in better utilization of vacant structures and land—through infill and redevelopment—that is well-served by infrastructure and adjacent to developed land.

The City's estimated 2013 residential vacancy rate is approximately 14% or 7,690 units which is down considerably from the 2012 estimates of 17.9% or about 9,210 units. This does not account for the vacant lots throughout existing neighborhoods that are available for infill or redevelopment. An assessment of the county assessor's records indicates that approximately 3,690[1] acres of land in the city are vacant or undeveloped. The assessor data shows that there are about 216 acres of land zoned for office and institutional uses, 95 acres for commercial use, 927 acres of land for Industrial use and 411 acres in zoned for planned unit developments. These numbers do not reflect non-residential buildings that may be underutilized, or vacant. Many vacant structures exist, that when combined with the assessors' data would significantly increase opportunities for housing, connectivity, and neighborhood activities. The vacancy or underutilization of commercial building spaces is perhaps most visible along major roadways like North Main Street (a once primary automotive commercial corridor), Farrow Road, and Two-Notch

Road, but can be seen along Rosewood Drive, Millwood, Harden, Garners Ferry, Ft. Jackson and many others.

"There are many underdeveloped areas that could be reused for new uses. No need to develop our lovely greenspaces. Use what we have!"

Infill and redevelopment are both valuable ways to intensify and reinvest in our existing neighborhoods and areas with infrastructure. However, this kind of development can be challenging for a number of reasons, least of which is community opposition to change within their neighborhoods. Infill and redevelopment needs to be sensitive to the existing context, yet processes need to be flexible enough to respond to real market conditions in order for things to happen. The plan needs to include strategies for dealing with the unique character of neighborhoods and the capability of infill and redevelopment. A section on infill and redevelopment is included in the Land Use Plan.

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1 An inventory of privately and publicly owned parcels with commercial or residential zoning that were not located in a floodplain or currently developed as a park or cemetery revealed almost 3,799 acres of land available for infill and development in the city. See the Appendix for the detailed inventory and assessment.

INTENSIFICATION FOR CRITICAL MASS

We believe in greater intensity of development at strategic locations that create a mix of uses and a critical mass required for a vibrant community.

Once the automobile became the primary mode of travel, American cities began to spread out and become less dense. Columbia was never an extremely densely developed city; with most urban single-family homes being built on parcels of one-third of an acre or more. The primarily residential areas of the city have a maximum density of just under 4 housing units per acre; however, as residential development spread out, so too did the commercial uses. Since 2000, many cities including Columbia have begun an urban renaissance with more people moving back into urban neighborhoods, and revitalizing urban business districts. Most retail businesses consider the spending power and density of households within a market area before choosing a location. A retail or service business model will require a sufficient client base to maintain operations. Critical retailers like groceries and pharmacies are often limited in their locations by intensity of development within a targeted spending power. With a relatively low residential density city-wide (972 people and 388 housing units per square

mile—partially attributable to the undeveloped and non-residential status of large portions of the city such as Harbison State Forest, Fort Jackson), the city could support more frequent retail/service businesses in a neighborhood context with intensification in targeted areas.

A combination of more households and greater spending power will attract and support more neighborhood scale businesses, bringing amenities closer to existing residents. An analysis of household retail spending and household density shows two target clusters near where the city's existing regional commercial centers are located. While there is a relatively even distribution of spending power and density throughout the more central neighborhoods, the northern neighborhoods are shown to be at a disadvantage when compared to the higher income clusters closer to convenient retail. Choosing targeted locations along North Main Street and perhaps in the central and eastern parts of town to accommodate more intense residential development will add people and spending power to these areas, attracting more neighborhood businesses.

"Commercial/retail areas need critical mass to be walkable, as opposed to development that is stretched out along busy corridors. North Two Notch and Garner's Ferry are a very good example of horrible development—ugly with bad traffic."

CONNECTED COMMUNITY AND MOBILITY CHOICES

We believe in a connected community with ease of mobility that better balances the needs of pedestrians, automobiles, bicyclists and transit users.

Columbia includes great neighborhoods and many destination locations. Connecting these neighborhoods to the destinations through multiple travel options is important to the future vitality of the city. Along with the land use vision presented in this plan the city is currently working with departments and agencies to prepare a pedestrian and bike plan, conducting a citywide parking study, and the COMET bus system is developing a new route system which will increase mobility for residents. The efforts of these separate but connected processes will be coordinated to ensure our community is connected and developed in a pattern that supports choices and options for mobility.

We believe in…
strong neighborhoods with distinct identities and amenities within walkable distances.

• Needed for all communities
• Should create a community of neighborhoods

• Walkable within
• Apply to entire city

7

THE PLANNING FRAMEWORK

Background

As part of the planning process the consultants completed an analysis of current forces and trends shaping the development of Columbia. Key findings include...

GROWTH ANTICIPATED

The city is anticipated to experience significant growth pressure (35,000-59,000 new residents by the year 2040);

LIMITED LAND AVAILABILITY

The primary limit to growth is the availability of land to accommodate the housing and business infill development. The city has a limited supply of large available parcels for development, so most of the future growth will occur through redevelopment and infill, and will need to be more intense. Lot consolidation and subdivision will be an important part of the redevelopment process.

PREDOMINANT LOW DENSITY RESIDENTIAL PATTERN

The city currently has a relatively low residential density of about 4 units per acre maximum in the densest neighborhoods. Much of the city is about 3 units per acre. Single-family housing is still anticipated to make up a significant portion of the future residential demand. Careful consideration of appropriate areas for intensification should be made, particularly in area and corridor plans, to help preserve existing single-family neighborhoods and housing stock.

DIVERSE HOUSING SUPPLY, INCREASING

The city has a diverse housing stock with nearly equal amounts of housing available from the 19th and mid-20th Century to contemporary. Recent development has generated the largest housing growth in the city, increasing the supply by 16% from 2000 to 2009. This trend is anticipated to continue.

HOUSING INFILL OPPORTUNITIES

Individual lot vacancy is prevalent throughout many of the city's neighborhoods. These locations offer opportunities for single-family home infill in character and scale with the neighborhoods. This inventory could accommodate a small percentage of the city's future growth.

RELATIVELY SMALL HOUSEHOLDS

In 2010, 38% of the city's households were single-person households. The city has traditionally had a smaller household size than the county or region as a whole, and owner/renter ratios are at about 50/50 in the city.

HIGH HOUSING VACANCY, EXPECTED TO DECLINE

Vacancy rates have been high in the city since the housing bust in 2007 (almost 18% in 2012). However, with increased demand for housing in the city, the vacancy rate is anticipated to decline significantly in coming years.

Additional information contributing to the framework for the plan included:

Strong Places Weak Places

Participants at the June Workshops were asked to identify the strongest and weakest places in the city. This map shows a composite of the responses from over 20 groups. There are some correlations to this map and the findings of the composite land use map shown below.

STRONG PLACES/WEAK PLACES
Mapping Results

North Main Street Corridor (17/20)
-Vacant properties
-Maintenance issues
-Crime
-Unattractive gateway
-Lack of good schools
-Blighted
-Intimidating intersections

Millwood/Two-Notch Corridor (8/20)
-Decaying suburbia
-Run-down commercial
-Businesses are not successful
-Auto-dominated
-Fast traffic
-Lack of community feel

Earlewood (6/20)
-Historic feel
-Quiet, clean
-Established proud neighborhood
-Strong schools and parks
-Bungalow houses

Inner-Ring Neighborhood (7/20)
-Substandard housing
-Crime
-Abandoned and dilapadated buildings
-Poor quality
-Low job rate/high unemployment
-Poor perception

Inner-Ring Neighborhoods (13/20)
-Established housing variety
-Strong community character
-Well maintained
-Close proximity to a mix of uses
-Walkable
-Established tree canopy

Main Street (17/20)
-Historic flare
-Street scale
-Walkable/sidewalks
-Tree lined street
-Active
-Local businesses
-Farmer's market

Devine Street Corridor (16/20)
-Charming feel
-Strong mix of uses (restaurants, shops, etc...)
-High-tech shops
-Walkable
-Tree-lined
-Safe

Riverfront (11/20)
-Beautiful
-Trails
-Variety of activities available
-Charming
-Natural resources

Congaree Vista (10/20)
-Mix of amenities (restaurants, shopping, entertainment)
-Interesting streetscape
-Tourist attraction
-Vibrant/dense
-Walkable

Five Points (5/20)
-Unsafe at night/Crime
-Vacant buildings
-Not maintained
-Not safe for pedestrians or bicyclists
-Loud, lots of bars

Garner's Ferry Corridor (7/20)
-Outdated corridor
-Lack of connections
-Horrible traffic
-Need more variety of businesses (only hotels and motels)

Cotton Mill District/ South Assembly (5/20)
-Underdeveloped
-Lack of connectivity
-Not pedestrian friendly
-Needs vision and execution
-Rentals are not maintained

Source: City of Columbia Planning and Development Services Department. Richland County Assessor. Modified by McBride Dale Clarion. Date: October 20, 2014.

Composite Existing Land Use Map

An analysis of the current development pattern and land use in the city shows concentrations of uses. The real standouts in this analysis are the significant inventory of vacant lots in many neighborhoods, and the extensive inventory of tax-exempt land in the city.

Source: City of Columbia Planning and Development Services Department. Date: June 19, 2014.

Development Categories Map

The existing settlement pattern of the city can be classified into four major categories:

Neighborhoods—where we live

Activity Centers and Corridors—our destinations for work and play

Special Districts—the campus and other large multi-use developments that have their own unique patterns (like colleges and universities)

Gateways and Corridors—the appearance of our public rights-of-ways and entrances into the city and neighborhoods

THE LAND USE PLAN

This plan is designed to provide guidance on development practices in the established context of Columbia's neighborhoods and business districts. The content of the plan provides recommendations and guidelines to be used by city officials, and the public and developers when reviewing the appropriateness of development.

THE CRITICAL COMPONENTS OF THIS ELEMENT OF THE CITY'S COMPREHENSIVE PLAN INCLUDE...

Each of these components adds a different level of consideration to the review of a project. As a plan, this document will be supported by updated and more detailed land development regulations and area plans.

ADAPTIVE REUSE, INFILL, REDEVELOPMENT AND GREENFIELD DEVELOPMENTS

The City of Columbia has an established development pattern. Most of the land within the city has been subdivided and developed with streets and utilities to serve specific purposes. Over time the demand for these uses changes and new uses and buildings are needed. The context for development is determined by the location or era in which the original subdivision and development occurred. Moving forward the city will grow within the existing incorporated geography by reusing existing buildings, infilling in neighborhoods, and redeveloping targeted locations, or subdividing and developing previously undeveloped land areas. The following defines the development status to help provide guidance for the growth of the city.

Adaptive Reuse

This is the reuse of existing occupied or vacant structures for uses other than for what they were originally built. Examples include modifications in the Vista district of mill and market structures for entertainment, housing, and restaurants, or conversion of the former office building on Main Street for student apartments, or the use of former large homes for professional offices.

- **Benefits** of adaptive reuse are that the existing pattern of subdivision and urban fabric are maintained and existing buildings are maintained and resources conserved.

- **Challenges** to adaptive reuse are that the new use may have different site demands than the original use (increased demand for parking for example) or may not be as compatible with the surrounding uses (residential next to manufacturing).

GUIDELINES

The following guidelines should be considered for all adaptive reuse of structures:

- Parking for the proposed use must be accommodated on the existing lot or through a shared parking agreement with other uses in the area. A portion of the necessary parking may be accommodated in on-street parking or in public parking lots or garages, provided an area parking study reveals adequate capacity for the new development.

- The adaptive reuse should not significantly alter the exterior appearance, footprint or scale of the existing structures.

- Any adaptive reuse which exceeds a 20% increase in floor area should be evaluated as a redevelopment.

- The adaptive reuse should not interfere with the continued use of adjacent properties if significantly different from the existing use pattern in the area.

- The adaptive reuse should not significantly alter the site configuration or require accessory structures which are not consistent with the surrounding neighborhood context.

- All parking, dumpsters, or mechanical equipment associated with retrofitting for the adaptive reuse should be screened to reduce impacts from noise, order, and light to adjacent properties.

- A utility demand analysis should be submitted for consideration with all adaptive reuse applications.

- A vehicular trip generation study and local road capacity assessment should be submitted for consideration with all adaptive reuse applications.

- A bike and pedestrian trip estimate should be submitted to help evaluate the need for pedestrian and bike facilities in the vicinity of the adaptive reuse to promote connectivity and accessibility to other areas.

Examples of adaptive reuse

Infill

This is the simple redevelopment of a single lot or property within an existing subdivision or neighborhood. The infill project may be a demolition and new construction or construction on a previously vacant lot. Examples of infill would be where a new home is built between two older homes or a new building is constructed in an empty lot in a commercial district—usually where a new building is constructed between two existing structures. Infill will usually occur in areas with an established housing or business base that is experiencing an increased demand and has a supply of available lots or underutilized lots. Infill requires the most context sensitive design guidance of the four development approaches, and clear objectives at the neighborhood level for what the desired vision is.

- **Benefits:** Infill projects increase development intensity in areas with existing infrastructure and public services and provides additional housing options or retail/services to the existing neighborhoods.

- **Challenges:** That they are surrounded by established development. Larger scale buildings and an increased level of activity can be viewed as encroaching on established lifestyles and character.

GUIDELINES

The following guidelines should be considered for all infill development.

- When new construction takes place as infill, the new buildings should be built with a similar scale, lot configuration (setbacks and location of parking/garages, and outbuildings), and references to architectural proportions to the context on the block and street within the recommended development type.

- If infill takes place on lots at the edge or transition between a more intense development type (existing or as recommended in this plan), buildings may be in between the scale of the two types to provide a transition. Uses and housing types may also intensify on these lots.

- All features of the rights-of-way, including sidewalks, curbs and gutters, curb cuts, and access should be consistent with the existing context or regulating streetscaping plan if one exists.

Redevelopment

Redevelopment is a large-scale project where the existing subdivision pattern is modified (lot consolidations or subdivisions), and multiple new buildings and possible streets are constructed. This could occur where most of a city block is purchased and new internal streets are designed and the block is subdivided, or where a larger property like a school, or golf course is developed for housing.

- **Benefits:** Redevelopment projects offer the greatest potential to meet significant demand for densification in the existing city limits. These projects are usually limited to targeted areas where significant degradation of the original development patterns, uses, and context has occurred.

- **Challenges:** Redevelopment can dramatically change the subdivision pattern of an area unless properly managed for context appropriate design, and intensification associated with redevelopment.

GUIDELINES

The following guidelines should be considered for all redevelopment.

- When new construction takes place as redevelopment, the established street and block network should maintain dominance for building orientation. Reverse frontage on existing streets should be avoided.

- The use of alleyways or smaller secondary streets is encouraged to provide intensification of development within a site.

- New buildings may be of a considerably larger scale than adjacent existing buildings. Redevelopment sites must be large enough to accommodate a gradual transition to avoid overwhelming established development. should be built with a similar scale, lot configuration (setbacks and location of parking/garages, and outbuildings), and references to architectural proportions to the context on the block and street within the recommended development type.

- A vehicular trip generation study and local road capacity assessment should be submitted for consideration with all redevelopment applications.

- A bike and pedestrian trip estimate should be submitted to help evaluate the need for pedestrian and bike facilities in the vicinity of the redevelopment to promote connectivity and accessibility to other areas.

- A utility demand analysis should be submitted for consideration with all redevelopment applications.

Greenfield Development

Greenfield development is when a large piece of land (usually more than 20 acres in size) previously used for agriculture or forestry and surrounded on at least two sides by other large parcels is subdivided and developed with a new street network, infrastructure and buildings. This type of development will be very rare in Columbia with the exception of areas along the Broad River Road Corridor or perhaps to the Southeast. Most greenfield development will occur in Richland County. Examples include the Chestnut Hills Planned development.

- **Benefits:** Greenfield Developments start with a "clean slate" and can accommodate large format uses and significant housing development. The initial cost of land can be slightly less expensive than in the other instances.

- **Challenges:** Establishing connectivity to existing road networks through adjacent development can be difficult. There are very limited opportunities for this type of development in Columbia, and the cost of improvements in the rights of way and infrastructure can outweigh the marginal cost difference in the land.

GUIDELINES

The following guidelines should be considered for all greenfield development proposals.

- Design of greenfield developments should emphasize more "connectivity" to adjacent areas to avoid the creation of isolated islands of development, and to distribute vehicular traffic across alternative routes.

- Greenfield development should be designed to include protected and accessible open spaces and connections to established or planned open space networks.

- New roads should be built to accommodate multimodal travel and include sidewalks, bike, lanes, on street parking consistent with the city's Bike and Pedestrian Plan.

- New development should be coordinated and timed relative to infrastructure availability. Infrastructure, particularly sewer and water services should be available concurrently with new development.

- When greenfield development occurs adjacent to existing subdivided land, the first two lots adjacent to the existing development should be consistent in use and size to the existing development. Smaller lots or more intense uses may be located in the interior of the development.

CONNECTIONS & DESIGN

Gateways and Corridors

Gateways and corridors are a unique development category that relates to the treatment of the primary right-of-ways and gateway points in the city. In effect, this category applies as an overlay to the other development categories described in the plan. The appearance and functionality of the City's gateway and corridors create a strong impression of the overall community and are important components to the overall character of the city. Many of the gateways into the city and distinct neighborhoods could be enhanced to create a more appealing and cohesive identity for the public realm in Columbia.

Gateways

Gateways are select points or in or near activity centers which are located at prominent intersections in the city or at entry or exit points to the city. These centers should include unique landmarks, landscapes, and signs that clearly promote the area and represent the City of Columbia in a positive and attractive manner. The city may consider developing landscaping and hardscaping features to be used consistently at major and minor gateways to enhance these key locations.

Gateway Corridors

Gateway Corridors are located along prominent roadways in the city. These corridors should include unique landmarks, landscapes, and signs that clearly promote the corridor and represent the City of Columbia in a positive and attractive manner. The city may consider developing cohesive streetscaping standards and hardscaping elements which coordinate with the elements for the gateways.

VISION

The gateways and corridors into our city and neighborhoods should be treated with special consideration with the aspiration of presenting the best face of our city to residents and visitors. These spaces will accommodate vehicles and peoples in safety and connect our community. Trees, signage, infrastructure, and utilities will be coordinated to produce a functional, attractive, and easy to navigate city.

In pursuit of the vision for our Gateways and Corridors the city recognizes that:

1. Consistent expectations and design guidelines or standards can be used to guide the enhancements of gateways and corridors.

2. These areas are locations where the city can lead by example. Showing investment and pride in the improvements to public rights-of-ways and city and neighborhood gateways instills civic pride in the surrounding areas.

3. Many of the roads within the City are managed by the South Carolina Department of Transportation, however other areas of the State such as the upstate, coastal area, and more rural areas communities have been successful in advancing street design to consider complete street standards, and best practices on state facilities.

4. These areas have a strong function in the city's fabric and movement of people and goods is primary along the corridors.

5. As highly visible areas, corridors and gateways are natural locations for activity centers and thus will be prime locations for signs.

6. Greenery, trees and plantings can be effective beautification methods but require maintenance and stewardship to be successful.

7. Capital improvements to sidewalks and roads should be coordinated with utility improvements (relocation or burying of power and communications lines, improvements to sanitary and water lines) to reduce costs and time public rights-of-way are under construction or out of service.

8. Coordination with the improvements of recommendations of the Walk Bike Plan and the COMETs new route plan will be essential to enhancing connectivity between the activity centers and neighborhoods in Columbia.

Greenways

Greenways are often found parallel or sharing the same space as our corridors, but with a focus on creating green connections throughout the city. At times they may run in areas inaccessible by vehicles and only open to pedestrians or bicyclists. The two types of greenways include:

Urban Greenways

Urban greenways represent existing or proposed linear green spaces within the city usually found along streets and roads where special attention to plantings and water ways have been made to accommodate recreational access by pedestrians or bicyclists. These spaces contribute to the overall streetscape and sense of place. The community's investment in these areas provides connectivity between destinations and open spaces within the urban fabric which add value to property and people's quality of life. The locations of the potential urban greenways are representative of the roads identified in other area or topical plans as ideal location for streetscaping and facility improvements but are flexible and may need to be altered due to future development projects. The Walk Bike Columbia Plan also provides additional guidance for the improvements to urban greenways to make them a functional part of the city's multi-modal transportation network.

Naturalized Greenways and Blueways

The potential naturalized greenways and blueways represent areas which currently contribute to a natural stream course or contain significant tree cover or are along a route of one of these features and offer potential to connect existing protected open spaces. These greenways typically include multi-use trails, parks, picnic areas, scenic overlooks, and historical interpretive signage. These open space networks may provide multi-use trails, access to and from the water ways along with picnic areas, and scenic overlooks. Providing these access points to the river allows people to utilize the river for many recreational uses including paddle boarding and kayaking.

Legend:
- Gateways
- Major Corridors
- Minor Corridors
- Local Streets
- Arterial Streets
- Local Highways
- Interstate Highways
- Railroads
- Water
- City of Columbia
- Richland County

FORT JACKSON

FORT JACKSON

Potential Greenways

- Natural Greenway
- Urban Greenway
- Existing Trails
- Proposed Palmetto Trail
- Palmetto Trail
- Three Rivers Greenway
- City Parks
- Other Parks
- Water
- 100 Year Flood Plain
- Local Streets
- Arterial Streets
- Local Highways
- Interstate Highways
- Railroads
- City of Columbia
- Richland County

Miles
0 1 2 4

Miles
0 2 4 8

DEVELOPMENT TYPES

Development Types are places in the built environment that share similar characteristics of their function and form. These characteristics include the type and size of buildings, the relationship of buildings to each other and to streets and other infrastructure, as well as land uses. This plan organizes development types into the following four categories.

- **Neighborhoods**
- **Activity Centers and Corridors**
- **Employment Centers**
- **Special Districts**

Development Type Naming Conventions

Each development type is named with a series of descriptive terms that describe context and scale. This naming system is intended to add clarity to the definitions and consistency where similar themes are shared between development types.

See the following page for descriptions of the terms used to describe context and scale.

ROOMS IN A HOUSE

Think about development types as rooms in a house. Your blueprints tell you where your rooms are but they don't show you where to place your furniture. Think about building types as the furniture in your rooms. There is a list of appropriate furniture for each room, and general guildlines for how to make them fit, but your blueprints don't tell you exactly where to put your sofa.

The Development types are mapped to show the floor plan for Columbia, the building types are not mapped to allow for flexibility based on the context and needs in a specific block or area.

Building/Land Use Types

A full glossary of building and land use types is included in the following section. However, in the development types they are simply listed as Primary, Secondary, or Tertiary Types. These terms describe the overall contribution of building or land area dedicated to uses within a development type.

PRIMARY

Primary building/land use types are the defining use types for the development and contribute the majority of the character.

SECONDARY

Secondary building/land use types should be complementary and supportive of the primary building/land use types.

TERTIARY

Tertiary building/land use types should be complementary and supportive of the Primary and Secondary building/land use types.

Context Terms

Context terms are used with both neighborhoods and activity centers and corridors. The context describes the land subdivision pattern, intensity, form, and character of the public street networks in which the development occurs.
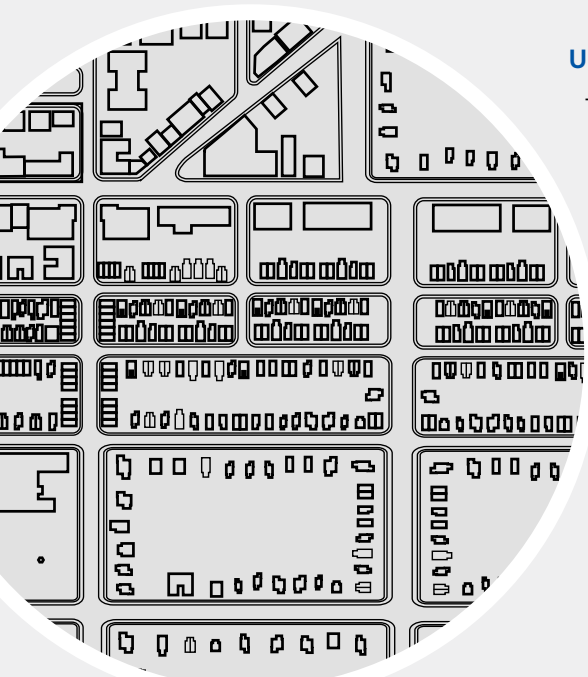
URBAN CORE

This is the most formal and regular development pattern, usually rectilinear with a grid of interconnected streets. Lots are small and regular, and blocks are usually equally sized within a district. The majority of Columbia's urban blocks are 450 feet square with narrower blocks found in the first ring neighborhoods. Sidewalks are appropriate on both sides of streets.

URBAN EDGE

This is a looser less regular development pattern, usually curvilinear with fewer intersecting streets than the core form. Lots are small to medium sized and blocks vary in size and shape. The layout and pattern varies more from one subdivision to another, as these areas have been built off the former county road network on an individual basis. Sidewalks are often found along major collectors but may only be found on one side of the street on local roads.

Scale Terms

Scale terms are primarily used with activity centers and corridors to describe the total size and service area of these developments.

NEIGHBORHOOD

This is the smallest scale development type. These areas are limited to small footprint buildings—less than 5,000 square feet, smaller lots typically the same size and depth as the surrounding residential lots, and in limited clusters of 3-5 buildings. Neighborhood scale indicates uses that serve the immediate neighborhood and are likely the most pedestrian oriented of the activity centers and corridors.
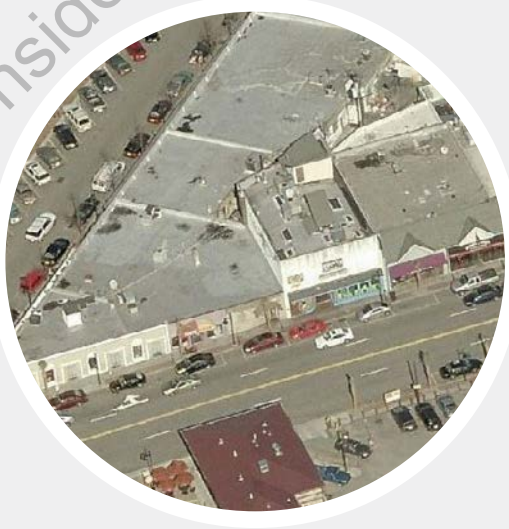
COMMUNITY

This is the mid-scale development type. These areas are more flexible than neighborhood scale centers or corridors and may have a mix of small footprint buildings (less than 5,000 square feet) to large format buildings and uses (40,000 square feet). They typically have a service radius of 5 miles and provide many of the retail and services for a portion of the city. Groceries, pharmacy and specialty retail and restaurants are common uses in Community scale centers and corridors. As destinations for larger areas, Community Scale Centers and Corridor development types need to include adequate parking facilities for patrons.

REGIONAL

This is the largest-scale development type. These areas are very flexible in their composition and usually contain a range of building types from small footprint buildings to extra-large format buildings (in excess of 100,000 feet). There are a limited number of Regional centers within the city and they draw patrons from a radius of 20 miles or more. With the concentration of uses and scale and size these areas must provide adequate parking facilities for patrons, as well as have pedestrian features to allow for safe foot traffic in and around the sites.

NEIGHBORHOODS

Neighborhoods are the primary residential districts within the city. They represent residential development from many eras, and each neighborhood has its own unique architectural character and community associated with it. The key theme of almost all neighborhoods is that they were subdivided and developed with a cohesive pattern and housing type. The densities, building sizes, streets, sidewalks and architectural character are relatively consistent within a neighborhood. These areas are recognized for their established and existing character and role in the urban fabric as the places where we live. Development and change in established neighborhoods is limited to infill and redevelopment to maintain community character and vibrancy. New neighborhoods of higher intensity are recommended for transitional areas adjacent to major corridors as locations to increase residential population and support more neighborhood businesses.

VISION

The City of Columbia will have well connected neighborhoods that contribute to a high quality of life for residents. The neighborhoods will exhibit unique architectural character relative to the period in which they were established, while reflecting the best of contemporary design. They will exude pride in the community through well maintained homes and yards. New higher intensity neighborhoods will emerge near activity centers and corridors and provide much needed critical mass to support vibrant neighborhood activity districts and provide housing variety. Parks, green spaces, urban tree cover, and access to waterways will help connect our neighborhoods to nature and each other.

In pursuit of the vision for our neighborhoods the city recognizes that:

1. Changes and reinvestment will take time and are strongly influenced by current market conditions.

2. Success will be the result of public and private partnerships.

3. Land use development strategies and regulations that focus on infill and reinvestment for our established neighborhoods must promote development that is compatible with existing character and function of the neighborhoods, while implementing cutting-edge technology and design.

4. Historic and established neighborhoods have positive qualities worth protecting and emulating, including preservation and restoration of historic buildings.

5. The region is anticipated to continue growing and that a significant portion of that growth will occur in the city requiring intensification of housing in targeted areas of the city.

6. Green space, trees and connectivity to parks and recreation are important in all of our neighborhoods.

THE NEIGHBORHOOD DEVELOPMENT TYPES

[Urban Core] Mixed Residential Type 1 (UCMR-1)

[Urban Core] Mixed Residential Type 2 (UCMR-2)

[Urban Edge] Mixed Residential (UEMR)

[Urban Core] Multi-family (UCMF)

[Urban Edge] Multi-family (UEMF)

[Urban Core] Residential Small Lot (UCR-1)

[Urban Core] Residential Large Lot (UCR-2)

[Urban Edge] Residential Small Lot (UER-1)

[Urban Edge] Residential Large Lot (UER-2)

[Urban Core] Mixed Residential Type 1 (UCMR-1)

Urban Core Mixed Residential Type 1 neighborhoods are appropriate in the central city and near major corridors throughout Columbia. This development type may represent existing and historic neighborhoods or a vision for intensification of transitional areas between lower density neighborhoods and higher activity corridors and centers. Traditional and contemporary architectural styles have a place in Urban Core Mixed Residential neighborhoods but scale is always important. Urban Core Mixed Residential Type 1 will usually transition to Urban Core Mixed Residential Type 2 as development moves further from main arterials and activity centers.

- Streets and rights-of-ways are wide and typically straight with wide sidewalks and tree lawns found on both sides of the street (preferred). An interconnected network of streets and small blocks, typically rectilinear or grid pattern form walkable, pedestrian-oriented neighborhoods with sidewalks and on-street parking.

- Blocks are square or rectangular with 450' square blocks being the predominant dimensions in the urban core. Variations of smaller blocks occur in outer neighborhoods. Alleys may be used to provide mid-block access to parking and service areas.

- The subdivision of lots is regular within a block with small equally sized parcels, typically meeting mid-block. Multiple smaller lots are 'consolidated' to accommodate larger buildings. Deeper lots are typically found along major roads.

- Buildings are located close to the street with front doors or entrances on the main façade, not oriented toward mid-block parking lots. Lots may have only one narrow side yard with buildings set at the side or front property line. Larger buildings may be setback further.

- Building types may be mixed on a block but setbacks are typically consistent.

- Buildings may or may not have dedicated parking areas - if parking is provided it is typically a parking garage or surface lots in the interior of the block.

- Open spaces in the form of pocket parks, court yards and plazas are important green space elements in a more densely developed neighborhood.

- Architecture will be medium scale with 4-6 story buildings being appropriate. Architecture may vary due to the range of building types and configurations, but buildings typically have front entrances on the street, and may have front porches, stoops, and/or balconies.

P parking T transit

BUILDING TYPES/LAND USES

Primary Types
- Multi-family Medium
- Multi-family Small to Medium Mixed-use
- Single-family Attached

Secondary Types
- Multi-family Large
- Multi-family Small
- Two-family
- Three-family
- Single-family Detached

Tertiary Types
- Small to Medium Format Business/Employment (excl. Flex)
- Small to Medium Civic/ Institutional
- Parking Structures and Lots

➡ *move mouse pointer over images to reveal captions*

[Urban Core] Mixed Residential Type 2 (UCMR-2)

Urban Core Mixed Residential Type 2 neighborhoods are appropriate in the central city, inner ring areas and a couple blocks off major corridors throughout Columbia. This development type may represent existing and historic neighborhoods and a development form appropriate for medium to large scale redevelopment or infill sites. Traditional and contemporary architectural styles have a place in Urban Core Mixed Residential neighborhoods but scale is always important. Urban Core Mixed Residential Type 2 neighborhoods have smaller-scale residential buildings, with single-family homes being a dominant use. Urban Core Mixed Residential Type 2 will usually transition from Urban Core Mixed Residential Type 1 to Urban Core Residential as development moves further from main arterials and activity centers.

- Streets and rights-of-ways are wide and typically straight with wide sidewalks and tree lawns found on both sides of the street (preferred). An interconnected network of streets and small blocks, typically rectilinear or grid pattern form walkable, pedestrian-oriented neighborhoods with sidewalks and on-street parking.

- Blocks are square or rectangular and are commonly smaller than the blocks in the urban core. Alley ways are not common but can be used in redevelopment or infill.

- The subdivision of lots is regular within a block with small equally sized parcels, typically meeting mid-block. Multiple smaller lots are 'consolidated' to accommodate larger buildings. Deeper lots are typically found along major roads.

- Buildings are set back from the street by small to medium front yards with front doors or entrances located on the main facade. Front yard setbacks are typically consistent along a block. Exceptions are for larger buildings like schools that occupy the majority of a block.

- Individual lots may have only one narrow side yard and have a zero lot line setback from front or side property lines.

- Building types may be mixed on a block but setbacks are typically consistent and the scale of adjacent buildings is similar.

- Many lots have dedicated driveways and/or parking areas - in surface parking, driveways, or detached garages located in the interior of the block. On-street parking is also common.

- Open spaces in the form of neighborhood parks, linear parks, and greens are important open space elements in a more densely developed neighborhood.

- Architectural detailing is human scale, shares many characteristics with single family architecture and proportions including frequent windows, front entrances, porches, stoops, and/or balconies. The majority of buildings are 2-3 stories.

LOCAL THROUGH STREET

MINOR ARTERIAL

MINOR ARTERIAL

SCHOOL

CHURCH

P parking   T transit
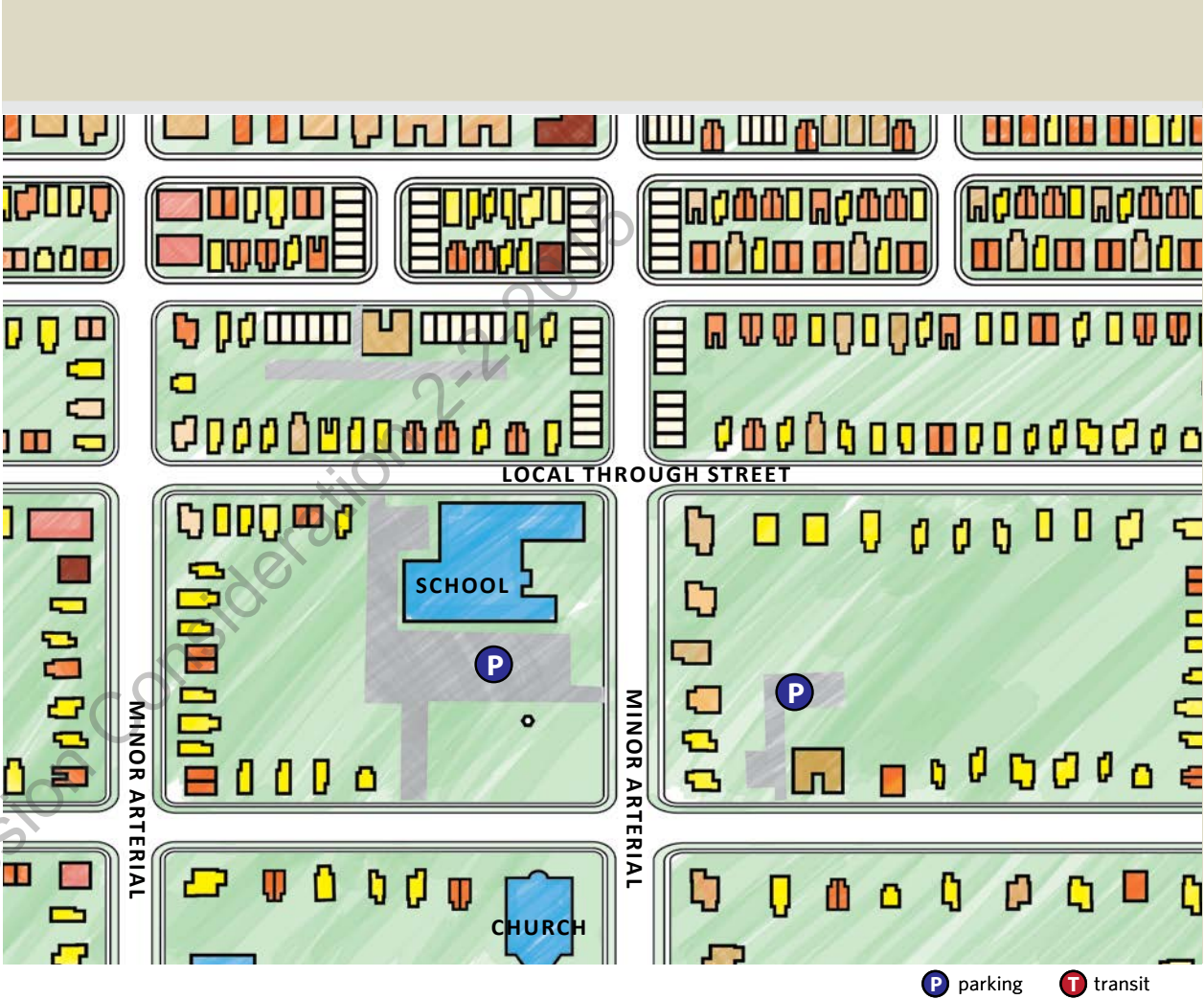
BUILDING TYPES/LAND USES

Primary Types
- Single-family Detached
- Single-family Attached
- Two-family
- Three-family

Secondary Types
- Multi-family Small

Tertiary Types
- Small Format Commercial
- Small Format Civic/Institutional
- Small Format Business/Employment (excl. Flex)
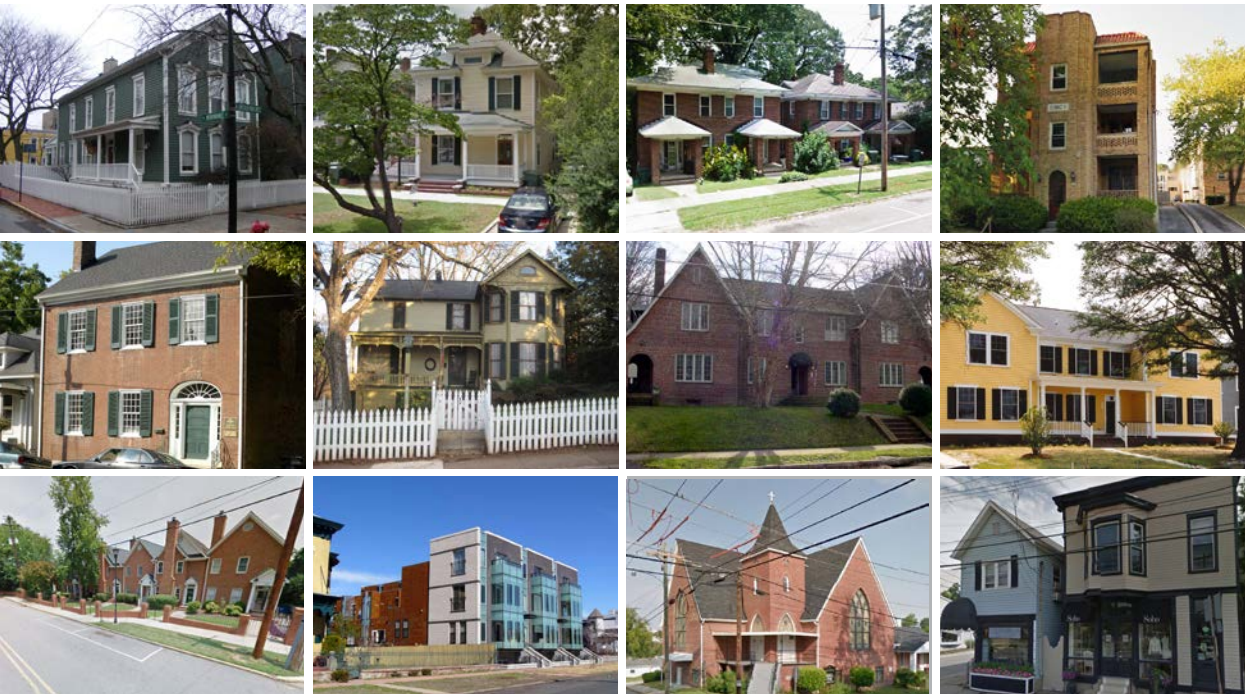
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[Urban Edge] Mixed Residential (UEMR)

Urban Edge Mixed Residential neighborhoods are appropriate near the perimeter of the city or in the outer ring of neighborhoods. This development type primarily represents existing post 1940's subdivisions and the auto oriented corridors associated with them. The pattern is also suitable for small to medium infill development within these areas. It is primarily characterized by individual subdivisions or neighborhoods with a specific street and block patterns adjacent to other subdivisions or neighborhoods with a different subdivision street and block pattern. Urban Edge Mixed Residential neighborhoods can accommodate a variety of housing types from detached single-family to multi-family complexes.

- The street network is typically curvilinear with irregular block structure and may have limited points of connections and frequent use of culs-du-sac.

- Streets vary in width from 30 foot rights of way to 60 foot rights of way. Sidewalks are not common in existing neighborhoods but are encouraged in redevelopment or new development when right-of-way widths allow.

- Blocks vary by subdivision but may be similar to an urban block, or be less defined and more organically shaped by the landscape or former parent lot.

- The subdivision pattern is typically very consistent in terms of lot sizes. Lots themselves may vary from rectangular parcels to wedge shaped parcels consistent with the more curvilinear street network and cul-de-sac lots.

- Buildings are typically located near the center of the lot, with somewhat equal front and back yards. Buildings often present a wider façade to the street and attached garages and drive ways are common.

- Building scale and design of groups of housing types should be complementary to adjacent housing types in scale. Housing types are typically developed in separate subdivisions (multi-family, single-family, townhouses. Mixing of housing types within a block is uncommon.

- Architecture details may vary within each subdivision depending on the mix of residential types and era of construction. Infill development should respect the purveying horizontal and vertical scaling of buildings and situation on the lots.

- Open space should be provided throughout Urban Edge Mixed Residential developments in an informal and passive manner as well as through neighborhood recreation facilities and club houses.

PRINCIPAL ARTERIAL

MINOR ARTERIAL

COLLECTOR ROAD

LOCAL THROUGH STREET

P parking   T transit

BUILDING TYPES/LAND USES

Primary Types
- Single-family Detached

Secondary Types
- Single-family Attached
- Two-family
- Three-family
- Multi-family Small and Medium

Tertiary Types
- Small Format Business Employment
- Small Format Civic/ Institutional
- Cemeteries & Mausoleums

➡ *move mouse pointer over images to reveal captions*

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Multi-family (UCMF/UEMF)

URBAN CORE

Urban Core Multi-family is primarily a single-use infill or redevelopment type consisting of multi-family subdivisions in the core areas of the city. The development is most common after 1990. They are characterized a subdivision of partial or whole blocks within core neighborhoods for redevelopment with multiple multi-family buildings. The buildings in these developments should address the existing city streets and new streets should be designed to continue the grid network found in the adjacent areas. They may include shared community facilities like pools, club houses and recreation centers.

- Interconnected network of streets and small blocks, typically rectilinear or grid pattern with a secondary network of alleys form walkable, pedestrian-oriented neighborhoods with sidewalks and on-street parking.

- Transit access in or at the perimeter of the development is encouraged.

- Buildings face the street and are located close to the street or sit on a zero lot line.

- Buildings may include courtyards.

- Structures typically have dedicated parking area in garages adjacent to or underneath the building or in on street parking, or parking lots.

- Architecture may be varied, but buildings will typically have vertical emphasis and front entrances on the street, front porches, stoops, and/or balconies are common.

- Open spaces may be small court yards, club houses, pools, tennis courts, and recreation areas on buildings or on site may be part of the open or park spaces in a multi-family development.

URBAN EDGE

Urban Edge Multi-family is primarily a single-use development type consisting of multi-family subdivisions in the outer areas of the city. The development is most common after the 1960's and is also a component in the Urban Edge Mixed Residential Development Type. They are characterized by an internal street network of loops and circles with significant surface parking. Often these developments focus internally and include shared community facilities like pools, club houses and recreation centers.

- Similar design concepts as applied to Urban Core Multi-family should apply to Urban Edge Multi-family.

- Open spaces may be in the form of retention lakes and ponds. Club houses, pools, tennis courts, and recreation areas may also be part of the open or park spaces in a multi-family development.

P parking   T transit

BUILDING TYPES/LAND USES

Primary Types
- Multi-family High-rise
- Multi-family Small to Large

Secondary Types
- Single-family Attached
- Multi-family Small to Large Mixed-use

Tertiary Types
- Small Format Business/ Employment (excl. Flex)
- Small Format Civic/ Institutional
- Parking Structures and Lots
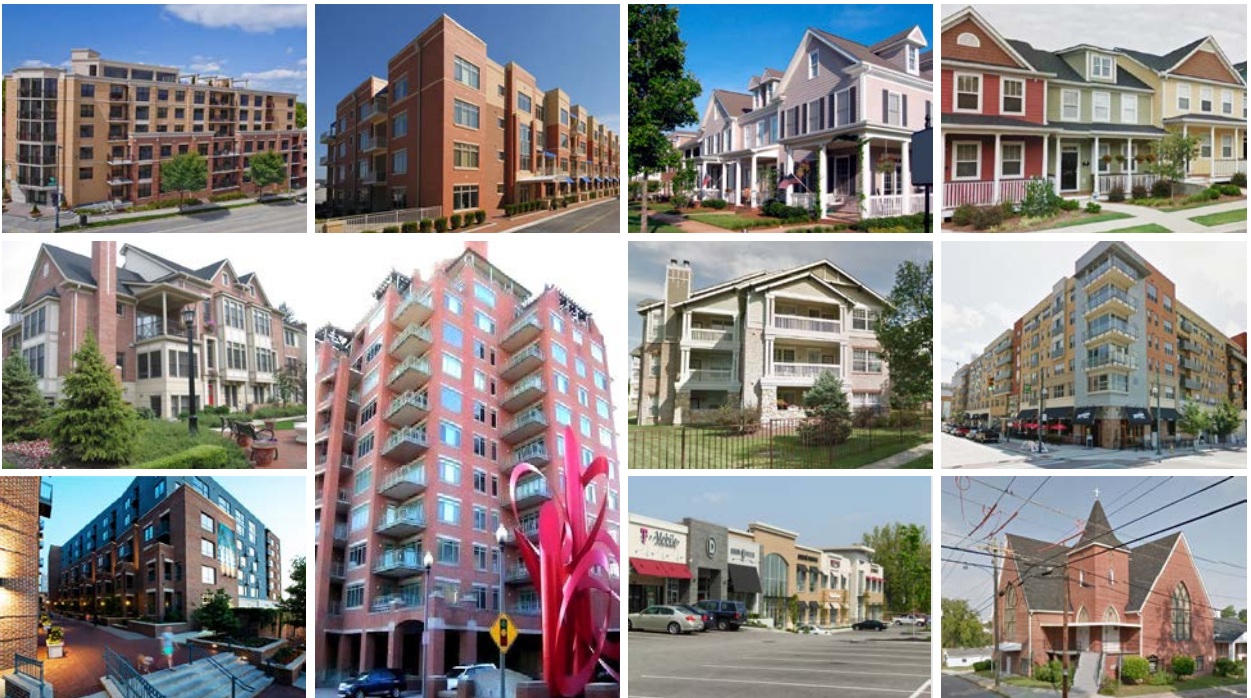
➡ *move mouse pointer over images to reveal captions*

[Urban Core] Residential Small Lot (UCR-1)

Urban Core Residential Small Lot neighborhoods are common just outside the urban center, most were subdivided before 1950 and many continue the grid or street network from the original planned portion of the city. This development type may represent existing neighborhoods and is also a development form appropriate for medium to large scale redevelopments or infill sites. Traditional and contemporary architectural styles have a place in these neighborhoods. When infill development is designed, scale and orientation of existing structures on the block should be the cannon.

- Streets and rights-of-ways are wide and typically straight with sidewalks and potentially tree lawns found on both sides of the street (preferred). Local streets may be narrower than the principal and minor arterial roads.

- Transit may be found along principal and minor arterials or in adjacent activity corridors or centers.

- Blocks are square or rectangular and are commonly smaller than the blocks in the urban center. Alleyways are not common but can be used in redevelopment or infill to increase accessibility.

- The subdivision of blocks is regular and results in equally sized lots that average less than 8,700 square feet. Multiple smaller lots are 'consolidated' to accommodate larger buildings like schools. Deeper lots may be found along major roads.

- Buildings are set back from the street by small to medium front yards with front doors or entrances located on the main facade. Front yard setbacks are typically consistent along a block. Exceptions are for larger buildings like schools that occupy the majority of a block.

- Individual lots may have only one narrow side yard and have a zero lot line setback from front or side property lines, however buildings set in the center of the lot is also common.

- Housing is primarily single-family residential, and most buildings are of a similar size, height and style within a block. Building sizes vary but most are 1 or 2 stories in height with less than 2,000 square feet of livable space per unit.

- Some lots have dedicated parking areas - in driveways, or detached garages located in the interior of the block. On-street parking is also common.

- Open spaces for community gardens or informal passive neighborhood and community scale parks are important open space elements in a more densely developed neighborhood.

- Architecture is vernacular, and detailing is human scale, with frequent windows, front entrances, porches, stoops, and/or balconies. Neighborhoods display era-specific architectural styles which should be used as reference for scale and massing for any infill buildings.

LOCAL THROUGH STREET

LOCAL THROUGH STREET

MINOR ARTERIAL

MINOR ARTERIAL

SCHOOL

CHURCH

P parking   T transit

BUILDING TYPES/LAND USES

Primary Types
- Single-family Detached

Secondary Types
- Single-family Attached
- Two-family
- Three-family

Tertiary Types
- Multi-family Small
- Small Format Business/ Employment (except Flex)
- Cemeteries & Mausoleums

→ *move mouse pointer over images to reveal captions*

[Urban Core] Residential Large Lot (UCR-2)

This development type is common just outside the urban core, with most developments subdivided before 1950. As an urban neighborhood the street grid continues from the central city. This development type primarily represents existing neighborhoods. These areas will experience growth through infill and the development type can be applied through development or redevelopment of larger areas.

- Streets are frequently curvilinear and create an interconnected but irregular grid pattern. Street widths are narrower than in the Urban Core Mixed Residential neighborhoods built on the primary city grid of streets; sidewalks and on-street parking are less common but are encouraged in greenfield development using this type.

- Blocks are consistent in size within a neighborhood but display some variation based on the natural topography and other features like streams or ponds, considered in the subdivision of the land.

- Subdivision of blocks results in a variety of lot shapes and sizes with the average lot size exceeding 8,700 square feet.

- Buildings are situated in the center of the lot, but front yards are typically shallower than rear yards. Buildings typically sit parallel to the street.

- Building sizes vary slightly within a block but most are 1 or 2 stories in height with more than 2,000 square feet of livable space.

- Most homes have dedicated parking areas on driveways or in side- or rear-loaded garages which may be attached or detached to the house.

- Architectural detailing is slightly grander in scale than the small-lot residential neighborhoods and may contain examples of signature or high architectural styles consistent with the era of construction.

- Open or green spaces are included in individual properties, informal greens, or adjacent community scale parks.

P parking   T transit

BUILDING TYPES/LAND USES

Primary Types	Tertiary Types	
• Single-family Detached	• Single-family Attached	• Small Format Business/ Employment (excl. Flex)
	• Two-family	• Small Format Civic/ Institutional
	• Three-family	• Cemeteries & Mausoleums
	• Multi-family Small	

➡ *move mouse pointer over images to reveal captions*

[Urban Edge] Residential Small Lot (UER-1)

Urban Edge Residential Small Lot neighborhoods account for a significate portion of the city's existing residential neighborhoods. This development type is appropriate as development on remaining large lots or as redevelopment in the outer areas of Columbia. Most of these developments are relatively modern and occurred after 1970. Urban Edge Residential Small Lot developments generally do not continue the grid and block pattern found in the urban core neighborhoods, but do tend to have a consistently organized internal street network with loops and interconnections. Culs-de-sac are most prominent in this development type.

- The street network is typically curvilinear with irregular block structure and limited points of connections to the main road network. Street widths may be narrow or wide. Sidewalks may or may not be present in existing neighborhoods but are recommended in new developments. On-street parking is uncommon in these neighborhoods when street widths are narrow.

- Blocks are slightly irregular and may display a range of sizes and shapes determined by the parent lot shape and the internal street network.

- Blocks are subdivided into regular sized lots ranging between 2,500 square feet and 10,000 square feet.

- Buildings are typically set back from the street with deep front yards, buildings sit parallel to the street.

- Building sizes vary slightly within a block but most are 1 or 2 stories in height with less than 2,000 square feet of livable space. Exceptions in the number of stories would be for neighborhoods with many "split-level" homes.

- Most homes have dedicated parking areas in front or side yards. Attached garages or car ports are common.

- Within a single development, building architecture, density, scale, and design will typically be fairly consistent along with front yard setbacks and driveway and garage arrangements.

- Open or green spaces are included in individual properties, retention or detention areas, or neighborhood parks. Passive green spaces should be included in new developments.

➡ *move mouse pointer over images to reveal captions*

P parking   T transit

BUILDING TYPES/LAND USES

Primary Types	Tertiary Types	
- Single-family Detached	- Single-family Attached	- Small Format Business/ Employment (excl. Flex)
	- Two-family	- Small Format Civic/ Institutional
	- Three-family	- Cemeteries & Mausoleums
	- Multi-family Small	

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[Urban Edge] Residential Large Lot (UER-2)

Urban Edge Residential Large Lot neighborhoods represent many of the city's older residential neighborhoods in the outer areas of the city. This development type is appropriate as development on remaining large lots or as redevelopment in the outer areas of Columbia. Most of the existing developments occurred after 1950. Urban Edge Residential Large Lot developments generally do not continue the grid and block pattern found in the urban neighborhoods, but do tend to have a consistently organized internal street network with loops and interconnections.

- The street network is typically curvilinear with irregular block structure and limited points of connections to the main road network. Street widths may be narrow or wide. Sidewalks may or may not be present in existing neighborhoods but are recommended in new developments. On street parking is uncommon in these neighborhoods.

- Blocks are slightly irregular and may display a range of sizes and shapes determined by the parent lot shape and the internal street network.

- Blocks are subdivided into regular sized lots over 10,000 square feet.

- Buildings are typically set back from the street with deep front yards, buildings sit parallel to the street.

- Building sizes vary slightly within a block but most are 1 or 2 stories in height with more than 2,000 square feet of livable space.

- Most homes have dedicated parking areas in front or side yards. Attached garages or car ports are common.

- Within a single development, building architecture, density, scale, and design will typically be fairly consistent along with front yard setbacks and driveway and garage arrangements. Side loading garages may be more common in a Large Lot neighborhood than in Small Lot neighborhoods.

- Open or green spaces are included in individual properties, retention or detention areas, or neighborhood parks. Passive green spaces should be included in new developments.

Updated Draft 1-28-2015 Planning Commission Consideration 2-2-2015
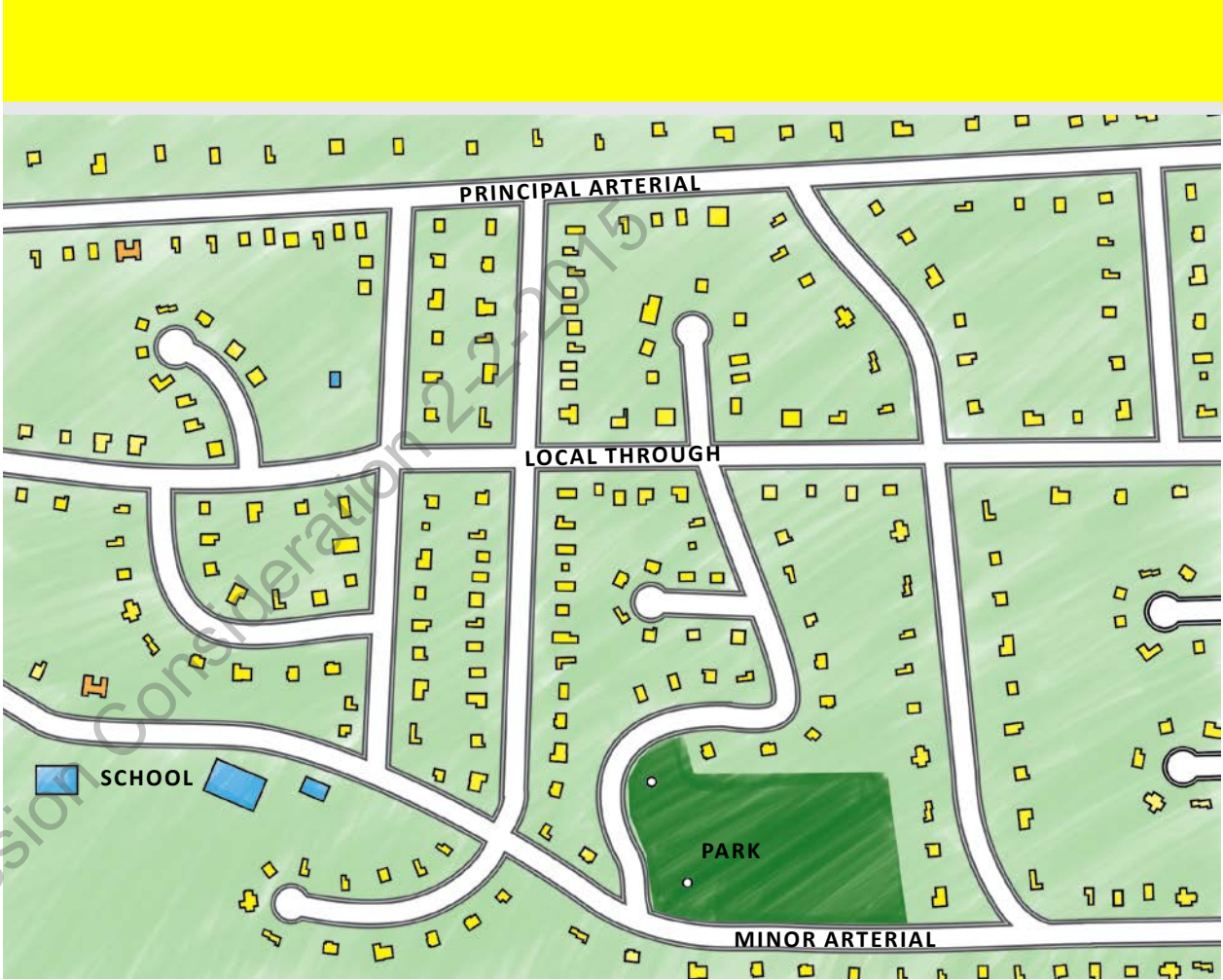
BUILDING TYPES/LAND USES

Primary Types
- Single-family Detached
  *Accessory dwelling units

Tertiary Types
- Single-family Attached
- Two-family
- Three-family

- Small Format Business Employment
- Small Format Civic/ Institutional
- Cemeteries & Mausoleums

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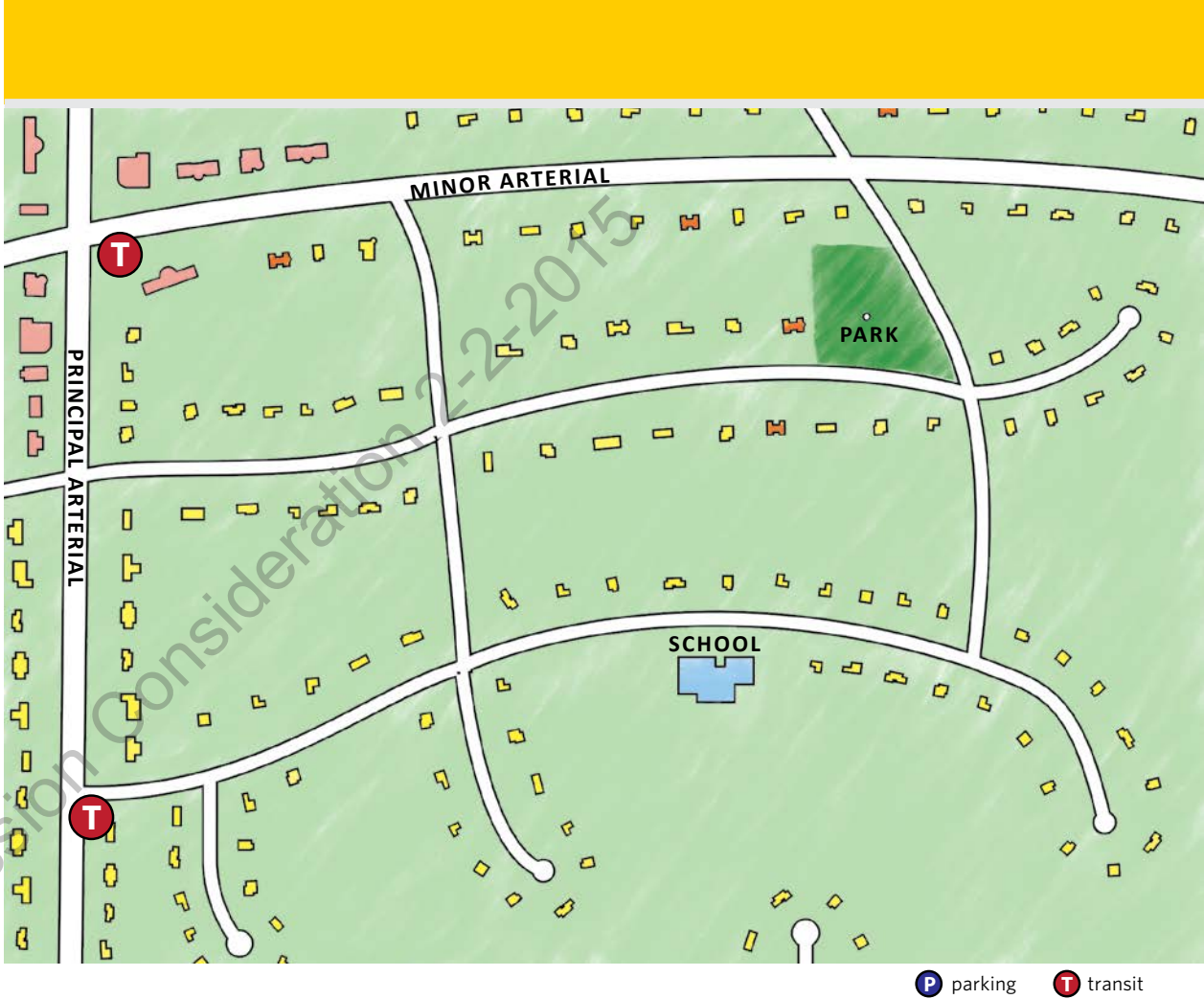
ACTIVITY CENTERS AND CORRIDORS

Activity Centers and Corridors are the primary Mixed-use districts in the city. They are centers of commerce and entertainment and are destinations for people from within the city and from the region. Neighborhood and community scale activity centers and corridors are integrated into the pattern of the surrounding neighborhoods and are key to the connectivity of neighborhoods, while the scale of regional centers allows them to be major districts in themselves. The nature of retail, service, and entertainment uses are more temporal than their residential counterparts and the buildings and structures that house them are often built to suit the specific need of the user at the time. They are also very responsive to the demands of patrons and clientele. Activity centers and corridors are unique in their need to safely accommodate both pedestrian and automotive movement and parking.

VISION

Activity Centers and corridors should provide unique and attractive destinations for residents and visitors to Columbia. They should be balanced in their distribution through the city to provide convenient access to residents to services and amenities. They should display a unique and high quality character and be compatible in scale and use with the targeted market. Local and national businesses should be accommodated in these districts.

In pursuit of the vision for our activity centers and corridors the city recognizes that:

1. Retail and service businesses and development follow market trends and demand, and will seek locations which meet their business goals.

2. The frequency of certain retail uses is guided by market conditions such as critical mass and household retail spending.

3. Redevelopment and adaptive reuse in activity centers and corridors will occur with greater frequency than in neighborhoods.

4. Activity centers and corridors serve as some of the most visible areas in the city and the quality of the built environment and the function of the design of the sites and districts will have a significant impact on the overall image and function of the city.

5. These are critical destinations for residents and transportation and connection options to these areas should be multimodal.

6. The design of transportation elements within urban, neighborhood, and community activity areas will need to first accommodate pedestrians, cyclist, transit users, as well as vehicular traffic with equitable design and best practices for each user. Within regional areas equitable design should occur with consideration from a regional prospective.

7. Parking and automobile circulation is a critical component of the design of these areas and should be balanced with the scale of the Center or Corridor and the surrounding neighborhood context. The design of roadways should be compatible with the scale and context of their location, with narrowing of roads in activity centers to better accommodate pedestrian movements.

8. Automotive oriented uses like filling stations and drive-through will be attracted to activity centers and corridors and are often highly demanded uses. Consideration for compatible design of these uses within an activity center or corridor should include.

ACTIVITY CENTER AND CORRIDOR DEVELOPMENT TYPES

[Urban Core] Neighborhood Activity Center (UCAC-1)

[Urban Core] Community Activity Center (UCAC-2)

[Urban Core] Regional Activity Center (UCAC-3)

[Urban Edge] Community Activity Center (UEAC-1)

[Urban Edge] Regional Activity Center (UEAC-2)

Neighborhood Activity Corridor (AC-1)

Community Activity Corridor (AC-2)

Regional Activity Corridor (AC-3)

Employment Campus (EC)

[Urban Core] Neighborhood Activity Center (UCAC-1)

Urban Core Neighborhood Activity Centers are small collections of primarily business uses, developed within the urban grid of Columbia's neighborhoods. These centers occur along major roadways through neighborhoods and provide services and retail to a market within the immediate neighborhood, or within 1/4 mile to 1 mile radius, but may capture traffic moving through the neighborhood on the way to other destinations. These centers typically occupy only parts of a city block and consist of just a few storefronts; 2-3 stories Mixed-use buildings, and have limited onsite parking. Their scale and architecture are similar to the surrounding neighborhood. They may be found as nodes in Urban Core Mixed Residential neighborhoods, or in lower intensity within Urban Core Residential neighborhoods. They do not display a significantly different subdivision pattern from the surrounding neighborhood.

- Streets and rights-of-ways are wide and typically straight with wide sidewalks and tree lawns Sidewalks may be wider in activity centers than along the rest of the corridor. On street parking even along a road without on-street parking along the whole route is appropriate.

- Blocks are square or rectangular, and the uses in the activity center typically occupy only a quarter or half of the block. Alley ways can be used in redevelopment or infill to provide access to small rear parking lots.

- The subdivision of lots is regular within a block with small equally sized parcels, typically meeting mid-block. Multiple smaller lots are 'consolidated' to accommodate larger buildings in an activity center. Deeper lots are typically found along major roads.

- Buildings are typically set to the sidewalk edge or may have a small lawn when a converted residential structure is used. Entrances should be located on the main facade. Front yard setbacks are typically consistent along a block. Exceptions are for larger buildings like schools that occupy the majority of a block.

- Individual buildings may be attached or built close to each other to establish a continuous street frontage. Individual lots may have only one narrow side yard and have a zero lot line setback from front or side property lines.

- Building types may be mixed on a block but setbacks are typically consistent and the scale of adjacent buildings is similar.

- Structures may just utilize on-street parking or may have small parking areas behind the building - district parking may be shared in small lots.

- Architectural detailing is human scale, shares many characteristics with single family architecture and proportions including frequent windows, front entrances, porches, stoops, and/or balconies. The majority of buildings are 2-3 stories.

- Open spaces in the form of neighborhood parks, plazas, linear parks, and greens are also contributing uses in an activity center. Pedestrian-oriented streetscape elements such as benches, street trees, landscaping, and outdoor dining areas are typical.

COLLECTOR STREET

MINOR ARTERIAL

PARK

PRINCIPAL ARTERIAL

LOCAL THROUGH

P parking   T transit

BUILDING TYPES/LAND USES

Primary Types
- Small Format Business/ Employment (excl. Flex)
- Multi-family Small Mixed-use

Secondary Types
- Civic/Institutional
- Multi-family Small or Medium
- Single-family Attached

Tertiary Types
- Cemeteries & Mausoleums
- Parking Structures and Lots

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[Urban Core] Community Activity Center (ucac-2)

Urban Core Community Activity Centers are medium scale collections of primarily business uses, developed within the urban grid of Columbia's neighborhoods. They are destination locations that server an area of about 3-5 mile radius (or driving distance). These centers often occupy several city blocks (within a neighborhood) and include several dozen businesses and multi-family or Mixed-use buildings. The destination nature of these centers means significant demand for transit facilities and parking. Their scale and architecture are larger than most of the surrounding single-family homes. They may be found as nodes in Urban Core Mixed Residential neighborhoods, or in lower intensity within Urban Core Residential neighborhoods.

- Blocks are square or rectangular, and the uses in the activity center typically occupy only a quarter or half of the block. Alley ways are not common but can be used in redevelopment or infill to provide access to rear parking lots.

- The subdivision of lots is regular within a block with small equally sized parcels, typically meeting mid-block. Multiple smaller lots are 'consolidated' to accommodate larger buildings in an activity center. Deeper lots are typically found along major roads.

- Buildings are typically set to the sidewalk edge or may have a small lawn when a converted residential structure is used. Entrances should be located on the main facade. Front yard setbacks are typically consistent along a block.

- Individual buildings may be attached or built close to each other to establish a continuous street frontage. Individual lots may have only one narrow side yard and have a zero lot line setback from front or side property lines.

- Building types may be mixed on a block but setbacks are typically consistent and the scale of adjacent buildings is similar.

- Structures may just use on-street parking or may have small parking areas behind the building - district parking may be shared in small lots and in some cases structured parking may be required in Community Activity Centers. Multi-modal transit should also be factored into the design of activity centers.

- Architectural detailing is human scale but may include grander elements than found in neighborhood activity centers. The majority of buildings are 2-3 stories with tall single story buildings being common and acceptable.

- Open spaces in the form of neighborhood parks, plazas, linear parks, and greens are also contributing uses in an activity center. Pedestrian-oriented streetscape elements such as benches, street trees, landscaping, and outdoor dining areas are typical.

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LOCAL THROUGH ROAD
PRINCIPAL ARTERIAL
MINOR ARTERIAL
LOCAL THROUGH ROAD

P parking   T transit

BUILDING TYPES/LAND USES

Primary Types	Secondary Types	Tertiary Types
• Small and Medium Format Business/Employment (excl. Flex) • Multi-family Small and Medium Mixed-use	• Multi-family Small or Medium	• Civic/Institutional • Single-family Attached • Large Format Business/ Employment (excl. Flex) • Cemeteries & Mausoleums • Parking Structures and Lots

[Urban Core] Regional Activity Center (UCAC-3)

These developments are intense Mixed-use business districts within the urban context. They may be adjacent to the central business district or found in outer areas of the city. They are primary destinations for work and play which attract people from more than a 20-mile radius or drive distance. The uses are built within the urban blocks and grid, and whole scale redevelopment of blocks or adaptive reuse of existing structures may occur in these areas. Their scale is large and may take up multiple city blocks. Their primary use is as a business district but high-intensity residential in Mixed-use buildings is also appropriate.

- Streets and rights-of-ways are wide and typically straight with wide sidewalks and tree lawns.

- Blocks are square or rectangular, and the activity center may extend over several city blocks. Alleys should be used in redevelopment or infill to provide access to rear parking lots or maintenance access to buildings.

- The subdivision of lots is irregular within a block with parcels sized to accommodate the footprint and scale of the buildings. Larger lots are used to accommodate larger buildings in an activity center. Deeper lots are typically found along major roads.

- Buildings should be set to the sidewalk edge of the primary street or street of address with plazas or outdoor dining possible when buildings have modest 10-20 foot setbacks. Entrances should be located on the main façade and accessible from the sidewalk. Build-to lines may be implemented in these developments.

- Individual buildings may be attached or built close to each other to establish a continuous street frontage. Individual lots may have only one narrow side yard and have a zero lot line setback from front or side property lines.

- Building types may be mixed on a block but setbacks are typically consistent and the scale of adjacent buildings is similar.

- Structures may just use on-street parking or may have parking garages or lots nearby. Several parking lots or structures may be shared by businesses and residents within an Activity Centers. Multi-modal transit should also be factored into the design of activity centers with accommodations for public transit, bicyclists, and pedestrians.

- Architectural scale is varies with large buildings being prominent. Extremely large footprints and mid- to high-rise towers are appropriate in some areas. Vertical massing is emphasized. Both traditional and modern architecture are appropriate in these development types. A height plan should be prepared for urban activity centers to designate blocks or corridors appropriate for high-rise, mid-rise or low-rise structures.

- Open spaces in the form of plazas, linear parks, and greens are also contributing uses in an activity center. Pedestrian-oriented streetscape elements such as benches, street trees, landscaping, and outdoor dining areas are typical.

PRINCIPAL ARTERIAL

LOCAL THROUGH

P parking   T transit

BUILDING TYPES/LAND USES

Primary Types
- Small to Extra Large Business/Employment (incl. High-rise, excl. Flex)
- Multi-family Medium and High-rise Mixed-use

Secondary Types
- Multi-family Medium to High-rise
- Small to Large Flex
- Civic/Institutional
- Parking Structures

Tertiary Types
- Single-family Attached
- Cemeteries & Mausoleums
- Parking Lots

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[Urban Edge] Community Activity Center (UEAC-1)

Urban Edge Community Activity centers are small to medium scale, Mixed-use activity centers with community serving commercial uses and a medium to high intensity residential component, typically with a significant open space element. They provide a daily retail and service destination for a portion of the city typically a 3 to 5 mile radius or drive distance. These activity centers are found in the outer areas of the city (frequently near highway interchanges) and are subdivided from large undeveloped tracts or as redevelopment of larger commercial sites. They typically are found at major intersections of major corridors and may occupy all quadrants of the intersection.

- Internal street networks may be laid out in a grid to create various block sizes and shapes but typically do not continue the urban street grid. Connections to the primary road network are somewhat limited. Wide sidewalks on both sides of the street are common.

- Blocks vary in size based on the tenant mix; subdivision beyond blocks may be non-existent if shopping centers and multi-family buildings are owned by a single entity.

- Buildings are oriented toward internal streets of the development. Commercial/Retail structures sit to the sidewalk line, and residential buildings may also be set to the sidewalk or have small lawns or front yards.

- Buildings range from a small to medium scale footprint and typically range between 1 and 3 stories.

- Design of Centers should fully accommodate pedestrian and cyclists as well as automobiles. Transit facilities should be located near or within Activity Centers.

- Depending on the density of uses within a Community Activity Center parking for businesses should be accommodated in inner block surface parking or parking structures and on street parking. Parking for residential uses should be accommodated in attached parking structures, inner block surface lots, on streets, and in individual rear loaded garages.

- Typically an architectural theme or range of styles is established at the time of planning, most community activity centers are built in phases with a master plan and single developer/builder. Neo-Traditional styles or modern architecture can be appropriate in these developments.

- Plazas, street trees and plantings, greens, neighborhood parks, and outdoor event venues can provide open spaces and outdoor recreation opportunities in Community Activity Centers.

- Open spaces for buffering from adjacent development may be used; however transitions in building scale, use, and orientation as well as street connectivity are all preferred methods of connecting developments of different types rather than "buffering" them from one another.

➡ *move mouse pointer over images to reveal captions*

P parking   T transit

BUILDING TYPES/LAND USES

Primary Types	Secondary Types	Tertiary Types
• Small and Medium Business/ Employment (excl. Flex) • Multi-family Small and Medium Mixed-use	• Small and Medium Multi-family • Small and Medium Flex	• Civic/Institutional • Single-family Attached • Large Format Commercial • Cemeteries & Mausoleums
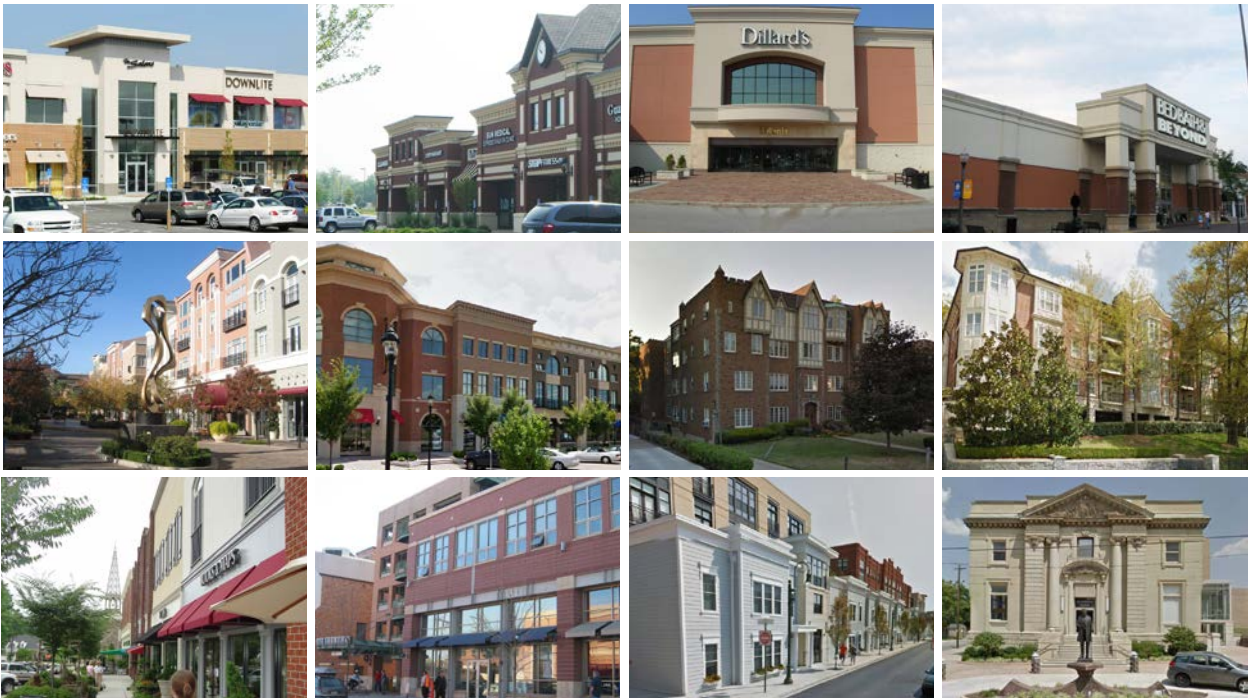
33

[Urban Edge] Regional Activity Center (UEAC-2)

Neighborhood Activity Corridors are a linear extension of a Neighborhood or Community Activity Center. They contain nearly identical building types and uses to a Neighborhood Activity Center; the primary difference is the configuration of the lots and the lack of an internal subdivision or street network. Uses are built on frontage lots along principle and minor arterial roadways. They serve surrounding neighborhoods within a 1- mile drive or a 15-minute walk and typically consist of a limited collection of commercial and service uses.

- Streets are minor arterial roads carrying high traffic volumes.

- Blocks are not the base component for this development type.

- Lots are about the same size as surrounding residential lots in the immediate vicinity. Floor area ratios are usually in the range of .2-.25 for these corridors.

- Consolidated architectural details and finishes are encouraged to create a cohesive appearance along corridors. Buildings are typically 1-2 stories.

- Open spaces are provided on individual lots in the form of perimeter plantings and buffer yards. Neighborhood Parks may also be included in neighborhood activity corridors.

- Buildings are oriented toward the street and may be located at the front of the lot, right behind the sidewalk or setback with a front lawn. In new or redevelopment projects setting the buildings close to the street is preferred with side or rear lots. Access to businesses should be provided from the sidewalk. Tenant spaces may be freestanding structures or in attached buildings.

- Designated off-street parking areas are typically located to the side or behind each building; and are very limited because of small lot sizes. Corridors may also have on-street parking.

- These corridors are often located along transit routes and sidewalks and bike lanes are encouraged to allow safe access to businesses in corridors. An access management plan should be prepared for each activity corridor to promote safety for pedestrians, and motorists and accessibility for all businesses.

➡ *move mouse pointer over images to reveal captions*

P parking T transit

BUILDING TYPES/LAND USES

Primary Types
- Small to Extra Large Business/ Employment (incl. High-rise, excl. Flex)
- Multi-family Small to Medium Mixed-use

Secondary Types
- Small to High-rise Multi-family
- Small to Large Flex
- Civic/Institutional
- Parking Structures

Tertiary Types
- Single-family Attached
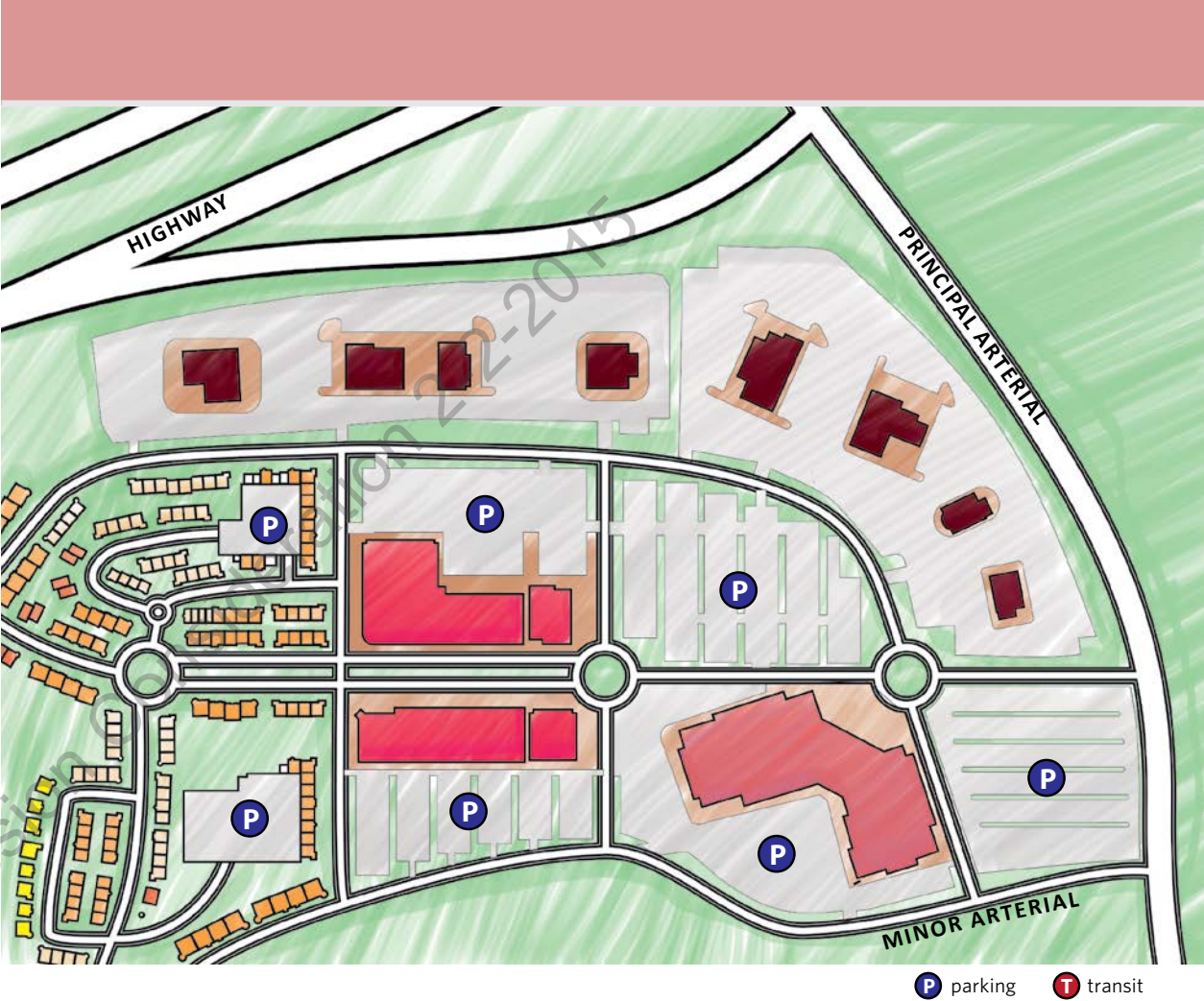- Cemeteries & Mausoleums
- Parking Lots

Neighborhood Activity Corridor (AC-1)

Neighborhood Activity Corridors are a linear extension of a Neighborhood or Community Activity Center. They contain nearly identical building types and uses to a Neighborhood Activity Center; the primary difference is the configuration of the lots and the lack of an internal subdivision or street network. Uses are built on frontage lots along principle and minor arterial roadways. They serve surrounding neighborhoods within a 1- mile drive or a 15-minute walk and typically consist of a limited collection of commercial and service uses.

- The street network is typically curvilinear with irregular block structure and may have limited points of connections and frequent use of culs-du-sac.

- Streets vary in width from 30 foot rights of way to 60 foot rights of way. Sidewalks are not common in existing neighborhoods but are encouraged in redevelopment or new development when right-of-way widths allow.

- Blocks vary by subdivision but may be similar to an urban block, or be less defined and more organically shaped by the landscape or former parent lot.

- The subdivision pattern is typically very consistent in terms of lot sizes. Lots themselves may vary from rectangular parcels to wedge shaped parcels consistent with the more curvilinear street network and cul-de-sac lots.

- Buildings are typically located near the center of the lot, with somewhat equal front and back yards. Buildings often present a wider façade to the street and attached garages and drive ways are common.

- Building scale and design of groups of housing types should be complementary to adjacent housing types in scale. Housing types are typically developed in separate subdivisions (multi-family, single-family, townhouses. Mixing of housing types within a block is uncommon.

- Architecture details may vary within each subdivision depending on the mix of residential types and era of construction. Infill development should respect the purveying horizontal and vertical scaling of buildings and situation on the lots.

- Open space should be provided throughout Urban Edge Mixed Residential developments in an informal and passive manner as well as through neighborhood recreation facilities and club houses.

P parking   T transit

BUILDING TYPES/LAND USES

Primary Types	Secondary Types	Tertiary Types
• Small Format Business/ Employment (excl. Flex) • Small Multi-family Mixed-use	• Civic/Institutional • Multi-family Small and Medium • Single-family Attached	• Cemeteries & Mausoleums • Parking Structures and Lots

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Community Activity Corridor (ac-2)

Community Activity Corridors are a linear extension of a Community Activity Center. They contain nearly identical building types and uses to a Community Activity Center; the primary difference is the configuration of the lots and the lack of an internal subdivision or street network. Uses are built on frontage lots along principle and minor arterial roadways. They serve surrounding neighborhoods within a 3 to 5 mile drive and typically consist of a variety of commercial and service uses.

- Streets are principal or minor arterial roads carrying high traffic volumes.

- Blocks are not the base component for this development type.

- Lots are large and adequately deep and wide to accommodate groups of smaller businesses or medium to larger format buildings with sufficient parking. Floor area ratios (FARs) are usually in the range of .2-.25 for these corridors but FARs of 3.0 and up may be appropriate as infill and redevelopment occur.

- Buildings are oriented toward the street and may be located at the front of the lot, right behind the sidewalk or setback with parking lots in front of the buildings. In new or redevelopment projects setting the buildings close to the street is preferred with side or rear lots. Access to businesses should be provided from the sidewalk. Buildings may be outlot freestanding structures or in attached "strip mall" structures.

- Designated off-street parking areas are typically located in front of or behind each building; corridors may also have on-street parking.

- These corridors are often located along transit routes and sidewalks and bike lanes are encouraged to allow safe access to businesses in corridors. An access management plan should be prepared for each activity corridor to promote safety for pedestrians, and motorists and accessibility for all businesses.

- Consolidated architectural details and finishes are encouraged to create a cohesive appearance along corridors. Buildings are typically 1-2 stories.

- Open spaces are provided on individual lots in the form of perimeter plantings and buffer yards are typical.

LOCAL THROUGH

PRINCIPAL ARTERIAL

P parking T transit
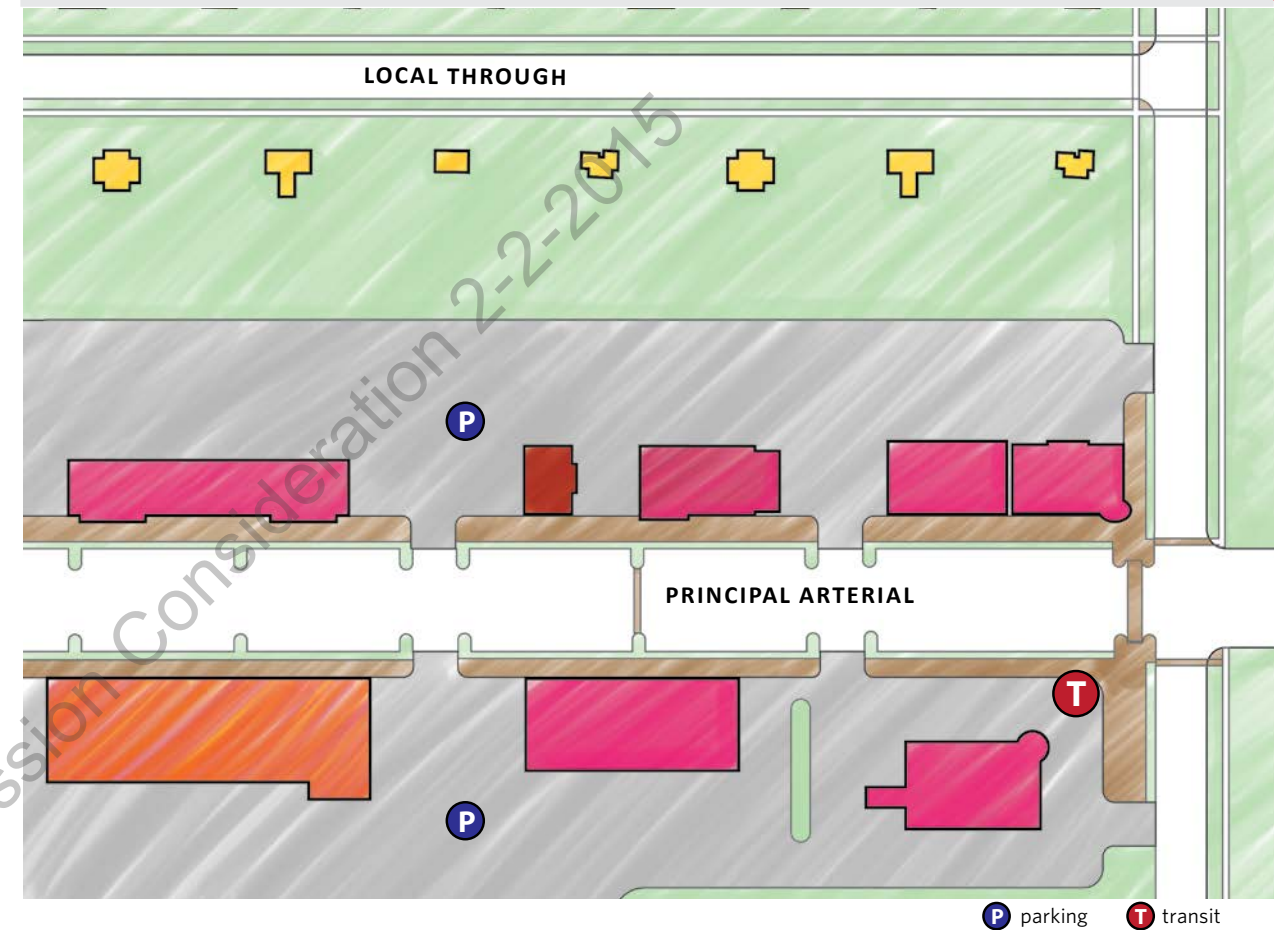
BUILDING TYPES/LAND USES

Primary Types
- Small and Medium Business/ Employment (excl. Flex)
- Multi-family Small and Medium Mixed-use

Secondary Types
- Multi-family Small and Medium

Tertiary Types
- Civic/Institutional
- Large Format Business/ Employment (excl. Flex)
- Single-family Attached
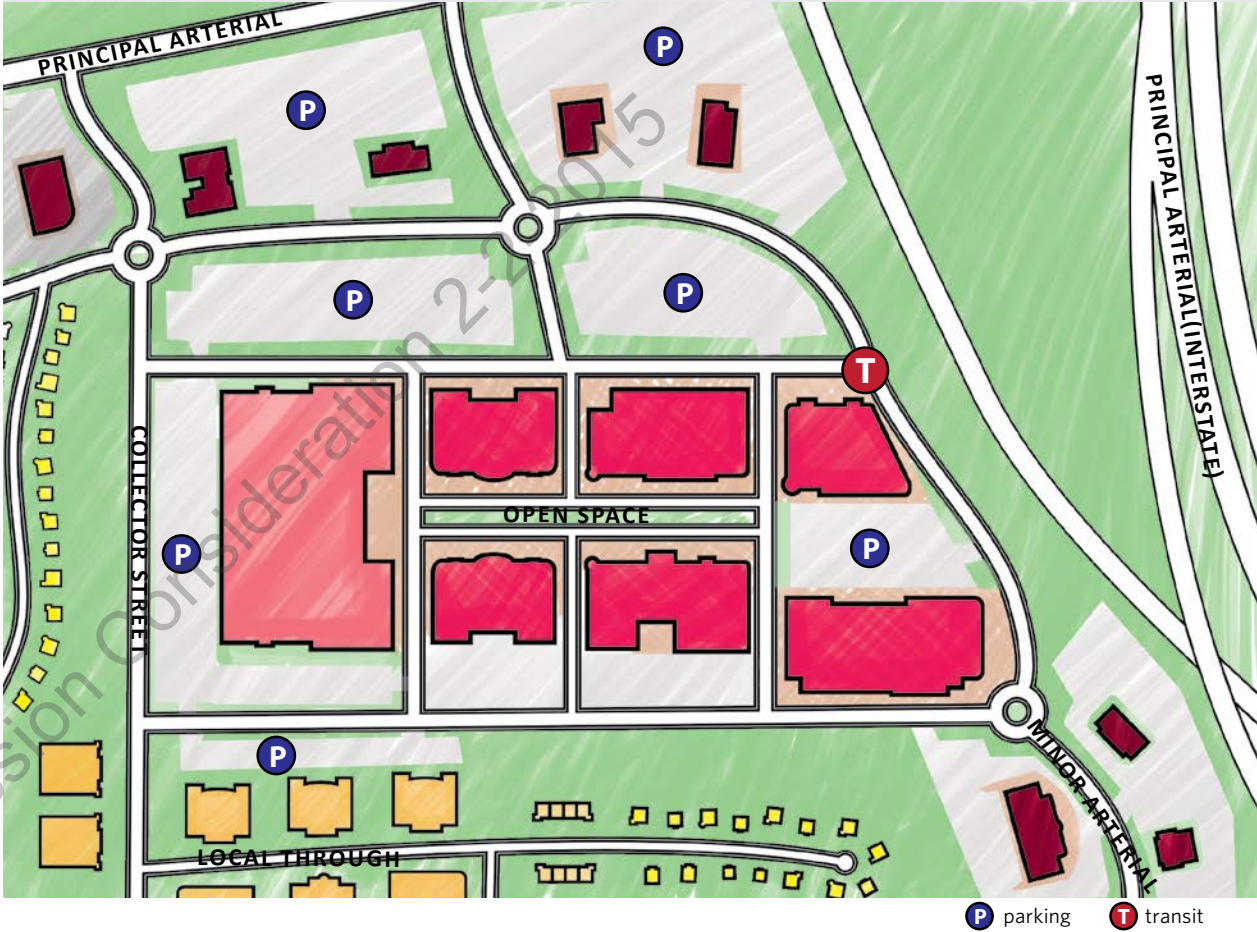- Cemeteries & Mausoleums
- Parking Structures and Lots
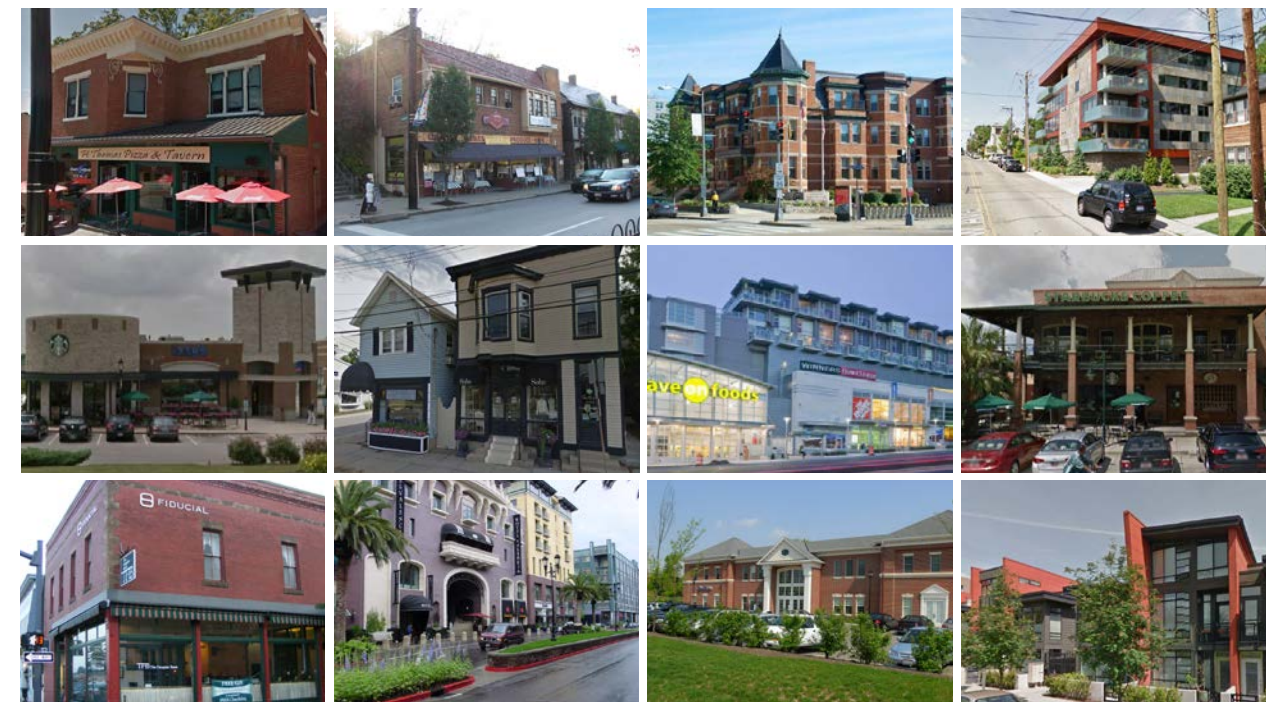
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36

Regional Activity Corridor (AC-3)

Regional Activity Corridors are a linear extension of a Regional Activity Center. They contain nearly identical building types and uses to a Regional Activity Center; the primary difference is the configuration of the lots and the lack of an internal subdivision or street network. Uses are built on frontage lots along principle arterial roadways. Their market or services radius may be up to 20 miles, and they typically consist of a variety of commercial and service uses.

- Streets are principal arterial roads carrying high traffic volumes, often with nearby access to highways.

- Blocks are not the base component for this development type.

- Lots are large or very large, and adequately deep and wide to accommodate groups of small to extra large format businesses or buildings with sufficient parking. Floor area ratios (FARs) are usually in the range of .2-.25 for these corridors, but higher FARs (3.0 and up) are appropriate as infill and redevelopment occurs.

- Buildings are oriented toward the street and may be located at the front of the lot, right behind the sidewalk or setback with parking lots in front of the buildings. In new or redevelopment projects setting the buildings close to the street is preferred with side or rear lots.

- Access to businesses should be provided from the sidewalk. Buildings may be outlot freestanding structures or in attached multi-tenant structures.

- Designated off-street parking areas are typically located in front of or behind each building. As infill and redevelopment occurs in these areas intensification may necessitate some parking structures and shared parking lots.

- These corridors are often located along transit routes and sidewalks and bike lanes are encouraged to allow safe access to businesses in corridors. An access management plan should be prepared for each activity corridor to promote safety for pedestrians, and motorists and accessibility for all businesses.

- Consolidated architectural details and finishes are encouraged to create a cohesive appearance along corridors. Buildings are typically 1-2 stories, but in areas close to Regional Activity Centers or in Urban Core areas high-rise buildings may be appropriate.

- Open spaces should be provided on individual lots in the form of perimeter plantings and buffer yards, linear parks and greenway connections are encouraged in these areas.
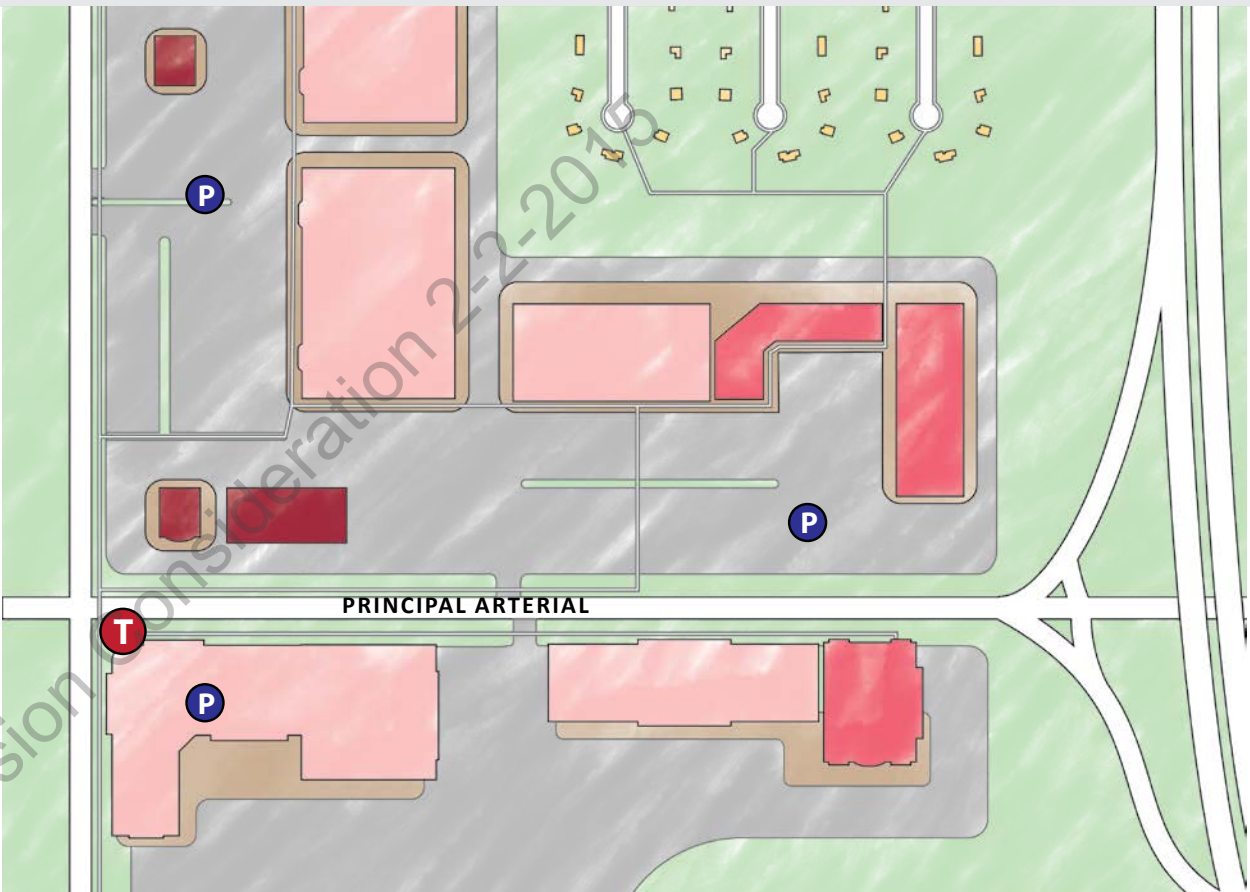
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PRINCIPAL ARTERIAL

Ⓟ parking　Ⓣ transit

BUILDING TYPES/LAND USES

Primary Types	Secondary Types	Tertiary Types
• Multi-family Small to Medium Mixed-use (High-rises may be appropriate in some locations)	• Small to Large Flex	• Single-family Attached
	• Civic/Institutional	• Cemeteries & Mausoleums
• Small to Extra Large Business/ Employment (excl. Flex)	• Multi-family Small to High-rise	• Parking Lots
	• Parking Structures	

37

Employment Campus (EC)

Areas dedicated to concentrations of employment uses ranging from professional services, research and development and light production facilities. They are often designed in parks with internal street networks, extensive green spaces and large format buildings. These districts are most often found at the urban edge and require large tracts of land. These campuses are comprised primarily of office buildings including corporate offices, medical or professional offices, medical research facilities, office suites, and non-polluting manufacturing, and research and development uses. Redevelopment and infill in these districts with more supporting uses like multi-family residential and other retail/entertainment uses is encouraged with access to multi-modal transit stops in and near the employment campus.

- Streets and rights-of-ways may be organized in a curvilinear or rectilinear grid creating blocks of different types. Sidewalks and trails are provided throughout the district, with special attention to connections to transit centers and individual buildings.

- Subdivision of lots is semi-regular but flexible enough to accommodate various building/parking configurations for large-format uses.

- Buildings address the street and may be built near the sidewalk or in the center of lots depending on the intensity and design of the campus.

- Parking may be provided in shared surface lots or parking structures. Structured parking is strongly encouraged to increase capacity of employment centers.

- Large linear or community scale open spaces or parks are an integrated component of these developments. As development intensity increases more urban open spaces may be included like plazas and greens.

- Architecture is large to very large scale with 4-6 stories being typical. High-rises may be appropriate especially when Mixed-use buildings are included.

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PRINCIPAL ARTERIAL
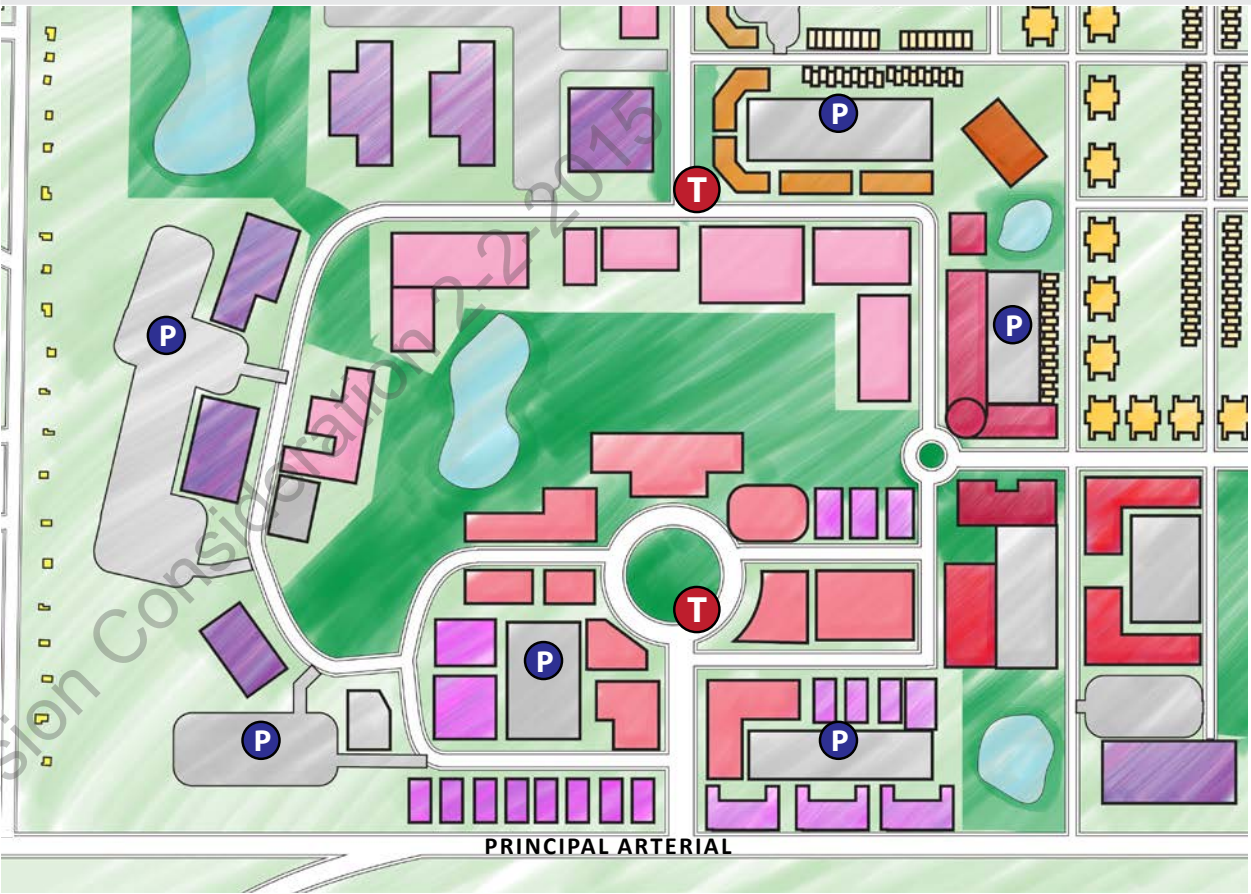
Ⓟ parking　　Ⓣ transit

BUILDING TYPES/LAND USES

Primary Types
- Medium to High-rise Office/ Services
- Medium to Extra Large Format Flex

Secondary Types
- Multi-family Medium to High-rise Mixed-use
- Parking Structures and Lots

Tertiary Types
- Small to Large Commercial
- Single-family Attached
- Small to High-rise Multi-family
- Parking Structures and Lots
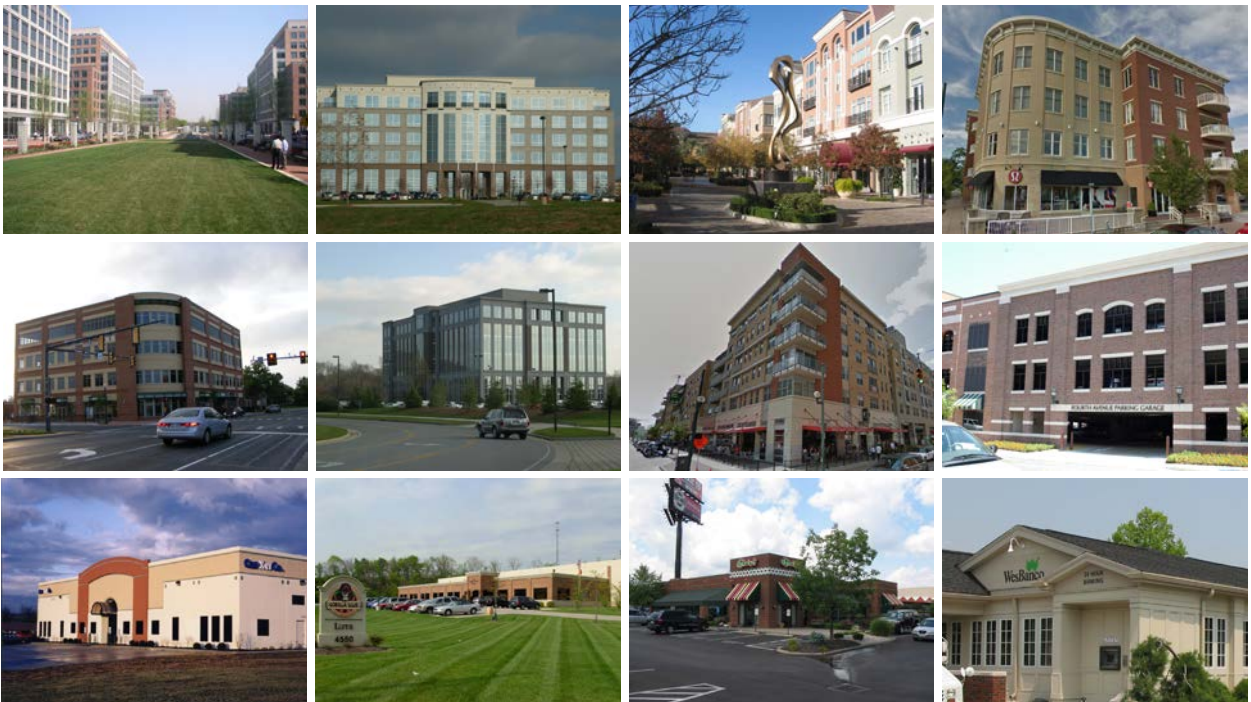
INDUSTRIAL, TRANSPORTATION AND UTILITY CENTERS

Industrial, Transportation and Utility Centers are the primary location for production uses. They are centers of daytime activity and require supportive uses for daytime populations. These areas are often designed as campuses to accommodate a mix of office, commercial, and flex spaces into an integrated environment conducive to the processing and manufacturing of materials or utilities. They range in size from a few acre campuses in the urban core, to more expansive "parks" on the edges of the city. The nature of industrial, transportation, and utility centers is that the buildings are typically flexible in their design and accommodate offices and production spaces sometimes under the same roof. As areas with potential for high intensity air, land, and rail freight traffic, and noise and odors associated with processes these districts require sufficient land area, roads, and buffering to reduce impacts on adjacent uses. Developments in this category typically have very large building areas, and lower floor area to employee ratios than Activity Centers or Corridors.

VISION

Industrial, Transportation and Utility Centers and should provide well maintained and designed areas for production, and transportation and utility functions of the city. They should be balanced in their location in the city to provide accommodation of freight traffic yet separate enough from residential areas when uses may have a significant impact on homes. They should display a unique and high quality character designed to accommodate the movement of goods and people throughout the site and the region. Supportive uses should be included within or nearby to provide access to amenities during peak business hours.

In pursuit of the vision for our employment and utility centers the city recognizes that:

1. These developments are an important part of the city's economy and function. Maintaining land for their inclusion is very important. Encroachment from residential development in land designated for Industrial and Transportation and Utility development types should be avoided.

2. Significant freight traffic will require local roads that are designed to accommodate large turning radius and heavy use.

3. Outdoor storage or processing may be common in these areas, screening and fencing will be needed to ensure safety and reduction of impacts on surrounding uses.

INDUSTRIAL, TRANSPORTATION AND UTILITY CENTER DEVELOPMENT TYPES

Industrial (IND)

Transportation and Utilities (TU)

Industrial (IND)

The city's industrial districts are located throughout the city and include a range of building types and uses dedicated to the processing, mining, manufacturing, warehousing, outdoor storage and distribution of materials or goods. These areas are appropriate for uses that have heavy freight traffic, and which may generate noise, odors, or other impacts. These areas should be adequately large to accommodate the uses and provide buffers and sufficient street infrastructure to accommodate the needs of the businesses.

- Industrial areas are typically near rail lines or highways and include warehouses, manufacturing and production facilities, laboratories, and high-tech uses.

- Industrial parks or campus are potential development forms for industrial districts or large lots.

- Most industrial districts required significant land area to accommodate large and very large format buildings and sufficient buffers from adjacent non-compatible uses.

- Streets need to be designed to adequately accommodate semi-truck and trailer traffic.

- Sites are typically configured to meet the specific needs of the developer, but large format sites maintain significant flexibility for reuse.

LOCAL THROUGH

PRINCIPAL ARTERIAL

P parking   **T** transit

BUILDING TYPES/LAND USES

Primary Types
- Small to Extra Large Format Flex

Secondary Types
- Parking Structures and Lots
- Power Utilities
- Water and Wastewater Treatment

Tertiary Types
- Small to Large Commercial (Entertainment, retail/ services)
- Medium to Large Business/ Employment

➜ *move mouse pointer over images to reveal captions*
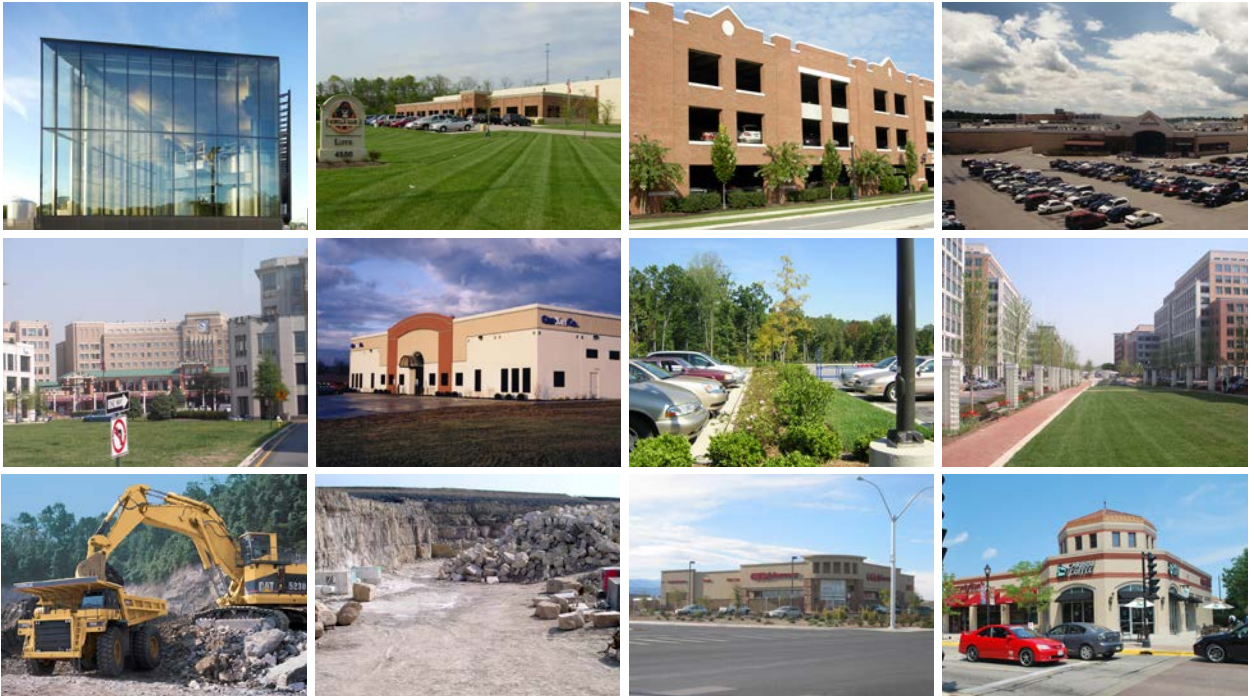
Transportation and Utilities (TU)

Transportation and utility districts cover a range of uses including a variety of transportation amenities such as the airport, bus terminals, and passenger rail stations, along with utility uses such as sub-stations, power generation, damns, and transmission lines, water treatment facilities, pump stations, and similar uses.

- These developments are typically linear and following rights-of-ways or including major transportation or utility complexes which are not consistent with the development form and uses of another development type.

- Within a development buildings are typically arranged for transfer and movement of people or materials. Depot buildings, airport terminals and hangers in the form of medium or x-large format flex space are common.

- Significant land area is dedicated to transportation infrastructure such as rails, tarmacs, roads, and parking of vehicles, or may be relatively unobstructed areas for power lines or other utility infrastructure.

- Accessory structures, and landscape features should be carefully screened and protected from accidental access with the use of high walls and fences.

- Trails and opens pace connections are often compatible uses in areas free from conflicting safety hazards and offer pedestrian and bicycle links to other transit modes.

BUILDING TYPES/LAND USES

Primary Types	Secondary Types	
• Small to Extra Large Flex	• Small to Large Format Civic	• Animal Enclosures
• Power Utilities	• Small to Large Format Office/ Services	• Cemetaries & Mausoleums
• Water and Wastewater Treatment		• Parking Structures and Lots

SPECIAL DISTRICTS

Special districts include existing development that is completed in a campus style, such as colleges or universities, schools, or industrial or business parks. Special districts also apply to larger consolidated development areas where a unique internal circulation pattern will be established and a site with multiple interrelated buildings and uses will be master planned as a cohesive development. A special district applies to large land areas that are dedicated to a unique land use with individual development form and character.

VISION

Special districts should be well designed and maintained campus developments within the context of the city's urban fabric. They should contribute internal uses and design which serve a specific and important function in a well-balanced and complete future land use and development pattern. Existing and future special district developments should be regulated by a governing master plan that addresses the essential elements of urban design.

In pursuit of the vision for our special districts the city recognizes that:

1. Flexibility in design can be allowed for large multi-building campus development through master planning.

2. Transitions from special districts to surrounding neighborhoods or activity centers may be needed and should be addressed in the master plan.

3. The design of perimeter use in special districts is particularly important in the transition to surrounding blocks.

4. Impact on the transportation network may be substantial because of to the disruption of the street and sidewalk network by special districts, or the high traffic volume generated by the special districts.

SPECIAL DISTRICT DEVELOPMENT TYPES

Sports/Amusement District (SD-1)

Civic/Institutional Districts (SD-2)

Central Business District (SD-3)

Riverbanks Zoo and Gardens (SD-4)

Universities/Colleges (SD-5)

Fort Jackson (SD-6)

Sports/Amusement District (SD-1)

Areas dedicated to large format gathering places such as stadiums, ball parks, fair grounds, exposition centers, coliseums, race tracks, and amusement parks.

- Streets and rights-of-ways may be organized in a curvilinear or rectilinear grid creating blocks of different types. Sidewalks and trails are provided throughout the district, with special attention to connections to transit centers and individual buildings.

- Districts are used for special events and require extensive parking or access to transit facilities to accommodate attendance at events.

- Traffic impact, circulation, and access management are critical considerations for these areas.

- They are a very large format districts that encompass entire and multiple city blocks or larger tracts of land at the urban edge.

- These districts include a moderate amount of supporting uses from retail and restaurants to hotels.

- Cohesive urban design for these areas is encouraged to provide support uses in proximity to these unique destinations.
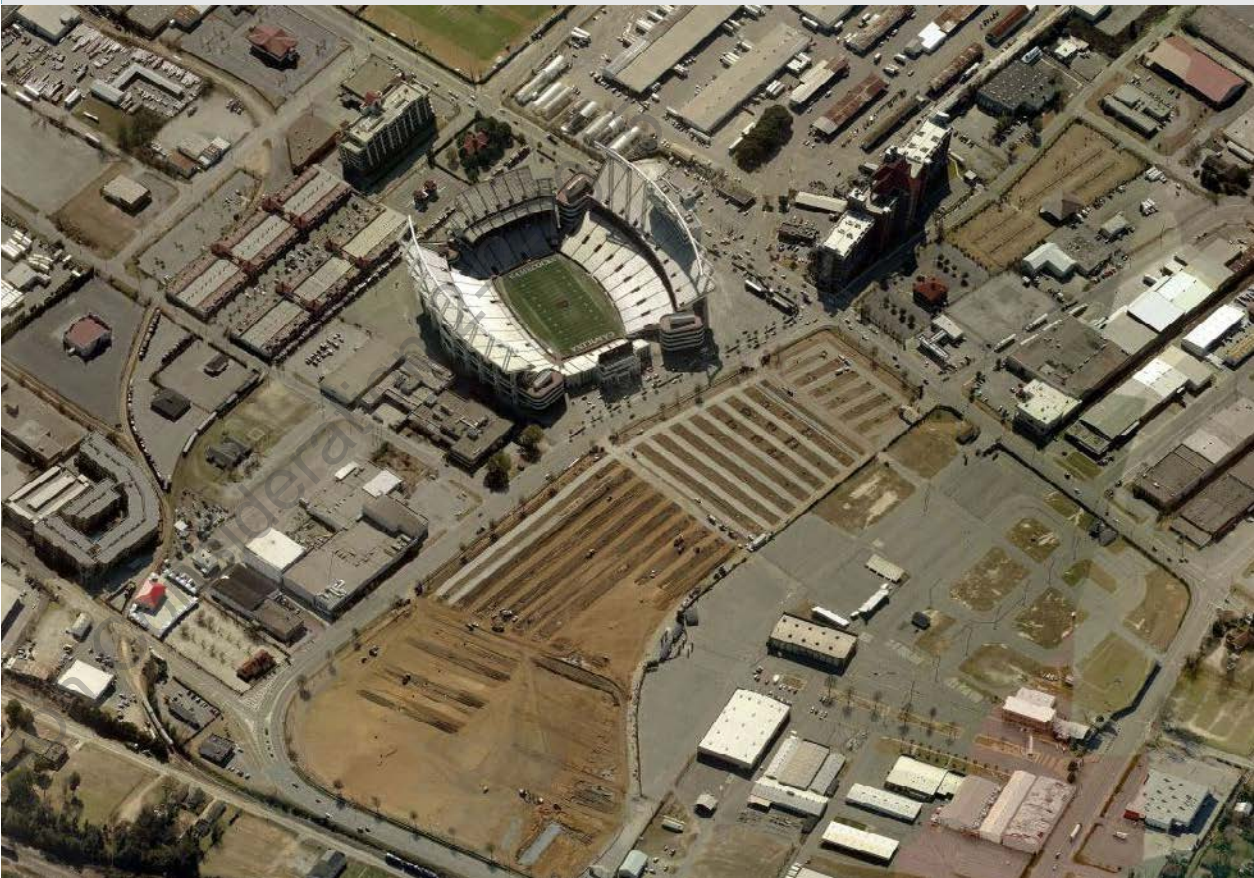
BUILDING TYPES/LAND USES

Primary Types
- Small to Large Entertainment

Secondary Types
- Small to Large Format Hospitality and Office/Services
- Small to Extra Large Format Retail/Service
- Parking Structures and Lots

Tertiary Types
- Multi-family Medium to High-rise
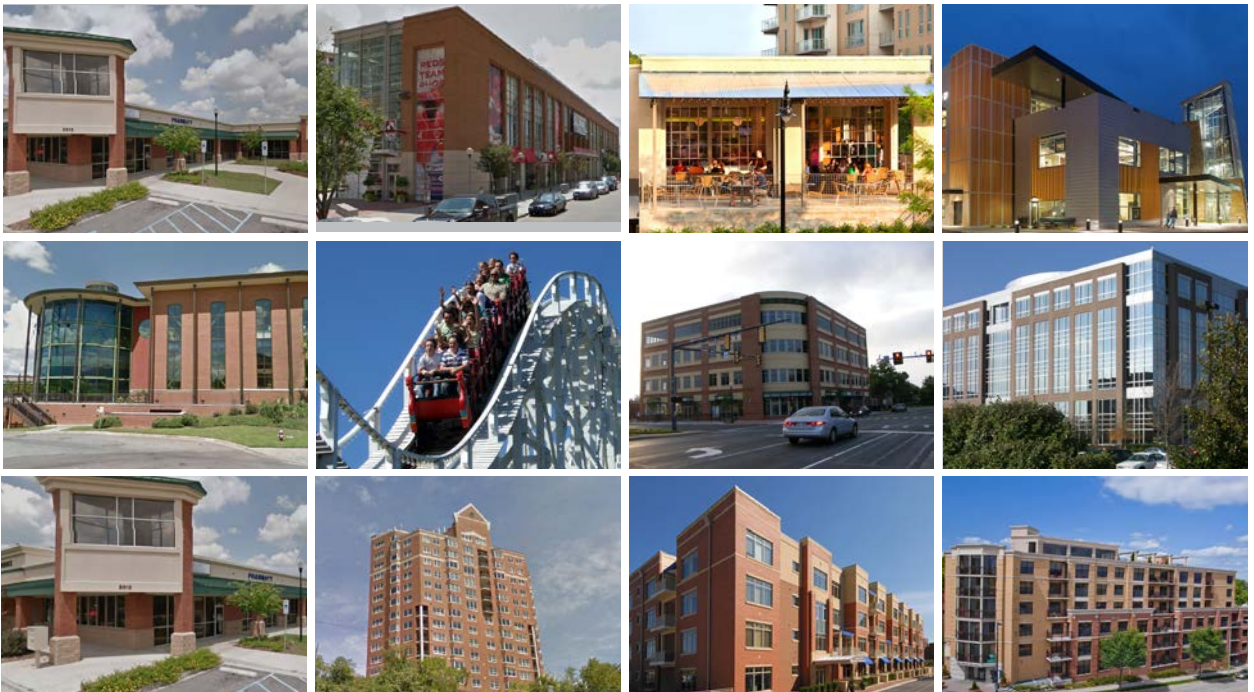
→ *move mouse pointer over images to reveal captions*

Civic/Institutional Districts (sd-2)

Civic/Institutional districts cover a range of uses including government offices, schools, hospitals, and churches. These districts can be small areas comprised of one or two buildings or can be large campuses comprised of multiple structures such as the South Carolina State House and adjacent buildings. These districts may or may not contain support services, depending on the size, scale, and nature of the district.

- Typically built within an existing street network but may occupy whole block or portion of a block. There are few internal streets. Sidewalks are provided at the perimeter of blocks and internally to allow egress to buildings.

- Building placement is typically different from adjacent development types and many buildings will be situated as landmarks set back considerably from the street.

- Buildings may or may not have on-site parking facilities. Using shared public parking is common.

- Open spaces are integral to the district and often provide pocket parks, plazas, greens and other public or semi-public spaces.

- Architecture is typically grand or signature in style. Collections of buildings within a district or campus may share a common architectural style or theme.

- Hospitals and Correctional Detention Facilities are typically on their own campus and plan.

BUILDING TYPES/LAND USES

Primary Types
- Small to Large Format Civic/Institutional
- Small to Medium Flex

Secondary Types
- Multi-family Institutional
- Small to Large Business/Employment
- Parking Structures and Lots
- Power Utilities
- Water and Wastewater Treatment

➲ *move mouse pointer over images to reveal captions*

Central Business District (SD-3)

Columbia's Central Business District is the core of the downtown area. It is a highly dense and walkable area with a multitude of uses including hotels, restaurants, residential, office buildings, support services, entertainment amenities, and public facilities. While parts of the CBD have significant historical character to preserve, this is the area in the city most likely to see high-rise redevelopment and infill.

- The blocks in the central business district are square and formed by the street grid of the central city.

- The district occupies several full city blocks and several half blocks.

- Subdivision of lots is fairly regular but retains flexibility to accommodate the established development. Redevelopment of blocks in the CBD may result in modified subdivision patterns.

- Alleys and sidewalks are encouraged in the CBD.

- Most buildings are located at the sidewalk edge with a primary entrance on the street of address; secondary entrances are encouraged on corner buildings or buildings with attached parking. Buildings may sit at a zero lot line on side and rear lots.

- Building types may be mixed on a block but most are set to the sidewalk.

- Shared parking in public and private lots and in on-street parking is predominant. As infill and redevelopment in the CBD increase the density access to transit and additional shared parking will be important. Opportunities to share parking facilities between the CBD and the nearby Vista entertainment district could provide much needed parking for both districts as their peak demand is opposite one another.

- Open spaces are found in the public spaces, streetscaping, plazas, and squares and pocket parks.

↪ *move mouse pointer over images to reveal captions*

BUILDING TYPES/LAND USES

Primary Types
- Small to Extra Large Business/Employment
- Multi-family High-rise
- Multi-family Medium to High-rise Mixed-use

Secondary Types
- Multi-family Medium to Large
- Small to Large Flex
- Parking Structures
- Civic/Institutional
- Small to Large Flex
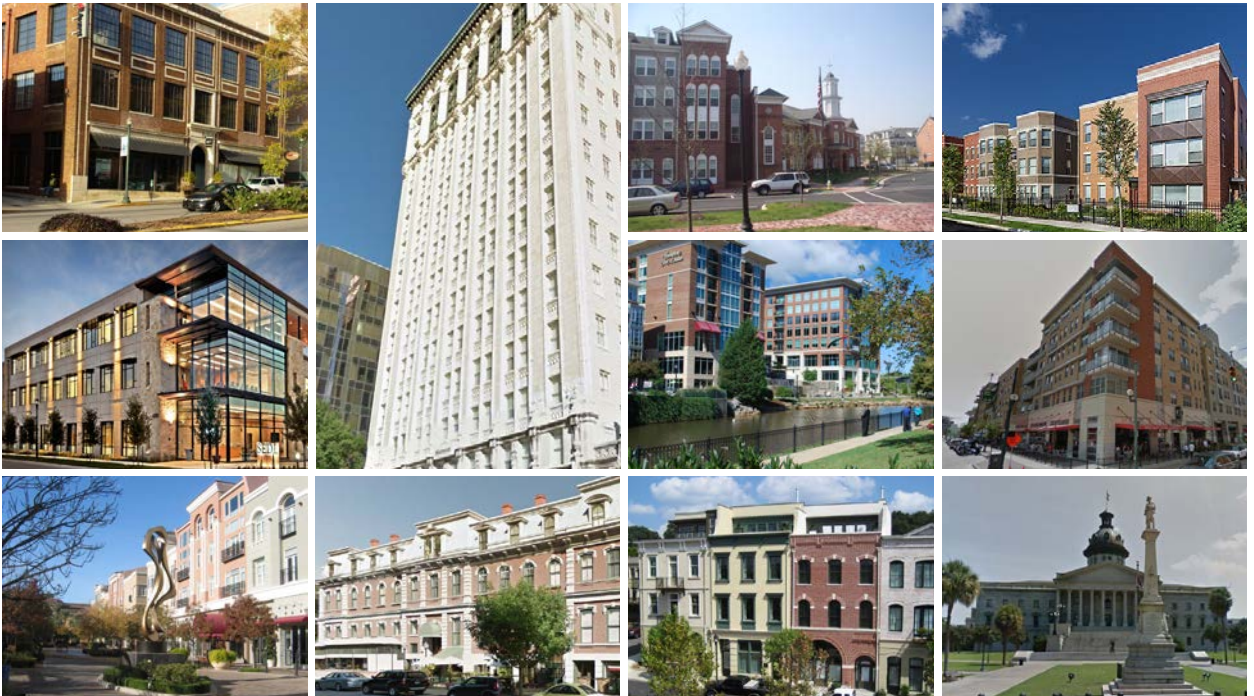
Tertiary Types
- Single-family Attached
- Cemeteries & Mausoleums
- Parking Lots

Riverbanks Zoo and Gardens (SD-4)

The Riverbanks Zoo and Garden, located west of the Congaree River and south of I-126, is a unique amenity within the City of Columbia and therefore has its own needs and uses associated with it. This district includes the entire zoo grounds and associated parking areas. Any activity or development in this district should be treated as a planned campus and any modifications to the area should be addressed in a special plan. The traffic generation and parking demand in this district may share many characteristics with the sports/amusement special districts.

BUILDING TYPES/LAND USES

Primary Types
- Small to Large Format Entertainment
- Open Space/Parks/Recreation

Secondary Types
- Parking Structures and Lots

Tertiary Types
- Small to Extra Large Business/Employment
- Power Utilities
- Water and Wastewater Treatment

➜ *move mouse pointer over images to reveal captions*

Universities/Colleges (sd-5)

There are a number of universities and colleges located within Columbia including, but not limited to, University of South Carolina, Columbia College, Columbia International University, Allen University, Lutheran Theological Southern Seminary, Midlands Technical College, Webster University, ECPI University, Strayer University, and the University of Phoenix. Any facility with multiple buildings within a large block campus or spanning several blocks would be classified as a University/College Special District. These development types range in size, organization, and intensity, but all represent a unique district or campus within the city. Typically viewed as campuses these special districts often have an institutionally managed master plan for internal circulation and building locations. The city should work with these institutions to ensure compatible transitions to surrounding development types are made, and that critical circulation patterns are maintained.

- Typically built within an existing street network but may occupy whole block or portion of a block. There may be internal streets. Sidewalks are provided at the perimeter of blocks and internally to allow egress to buildings.

- Building placement is typically different from adjacent development types and many buildings will be situated as landmarks set back considerably from the street.

- Buildings may or may not have on-site parking facilities. Using shared parking for the campus is common.

- Open spaces are integral to the district and often provide large greens, pocket parks, plazas, greens and other public or semi-public spaces.

- Architecture is typically grand or signature in style. Collections of buildings within a district or campus may share a common architectural style or theme.

BUILDING TYPES/LAND USES

Primary Types	Secondary Types	Tertiary Types
• Civic/Institutional	• Small to Extra Large Business/ Employment • Parking Structures and Lots	• Multi-family Institutional (Dormitories) • Power Utilities • Water and Wastewater Treatment

➡ *move mouse pointer over images to reveal captions*

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Fort Jackson (SD-6)

The U.S. Army Training center at Fort Jackson trains 50% of all soldiers entering the Army each year. Fort Jackson contains over 52,000 acres, including over 100 ranges and field training sites and 1,160 buildings. The site houses a variety of uses.

- Development within the Fort is regulated by the internal master plan.

- Land uses and development near the perimeter of the Fort are covered under the Joint Land Use Study.

BUILDING TYPES/LAND USES

Primary Types
- Civic/Institutional

Secondary Types
- Small to Extra Large Business/ Employment
- Parking Structures and Lots

Tertiary Types
- Multi-family Institutional (Dormitories)
- Power Utilities
- Water and Wastewater Treatment

FUTURE LAND USE MAP (CITYWIDE)

Legend

Existing Parks
Proposed Parks
Municipalities
Unincorporated Richland County
City of Columbia
Richland County

0 0.5 1 2 Miles

Future Land Use

UCMR-1 - Urban Core Mixed Residential-1
UCMR-2 - Urban Core Mixed Residential-2
UEMR - Urban Edge Mixed Residential
UEMF - Urban Edge Multi-Family
UCR-1 - Urban Core Residential Small Lot
UCR-2 - Urban Core Residential Large Lot
UER-1 - Urban Edge Residential Small Lot
UER-2 - Urban Edge Residential Large Lot
UCAC-1 - Urban Core Neighborhood Activity Center
UCAC-2 - Urban Core Community Activity Center
UEAC-1 Urban Edge Community Activity Center
UCAC-3 Urban Core Regional Activity Center
UEAC-2 - Urban Edge Regional Activity Center

AC-1 - Neighborhood Activity Corridor
AC-2 - Community Activity Corridor
AC-3 - Regional Activity Corridor
EC - Employment Campus
IND - Industrial
TU - Transportation & Utilities
SD-1 - Sports/Amusement District
SD-2 - Civic/Institutional Districts
SD-3 - Central Business District
SD-4 - Riverbanks Zoo and Garden
SD-5 - Universities/Colleges
SD-6 - Fort Jackson

Source: Base mapping provided by the City of Columbia, and Richland County. Future land use digitized by McBride Dale Clarion. November 12, 2014.

FUTURE LAND USE MAP (CENTRAL CITY DETAIL)

UEMR
EC
SD-4
SD-2
126
TU
TU
TU
LEXINGTON COUNTY

UCR-1
UCMR-1
UCR-1
UCMR-2
UCAC-2
UCR-1
UCMR-1
UCMR-1
UCAC-3
SD-5
UCMR-1
UCMR-1
UCR-2
UCAC-1
UCAC-1
UCMR-2
UCR-1
SD-2
UCR-1
SD-3
UCMR-1
UCAC-2
UCMR-1
UCMR-1
AC-1
UCR-1
UCAC-2
AC-2
UCAC-3
SD-5
EC
AC-2
SD-1
UCAC-1
UCMR-1
UCMR-2
UCR-1
UCAC-2
UCMR-2
AC-2
AC-1
UCR-1
EC
SD-1
RICHLAND COUNTY

Legend:

- ⬚ Existing Parks
- ⬚ Proposed Parks
- ⬚ Municipalities
- ⬚ Unincorporated Richland County
- ⬚ City of Columbia
- ⬚ Richland County

Future Land Use

- UCMR-1 - Urban Core Mixed Residential-1
- UCMR-2 - Urban Core Mixed Residential-2
- UEMR - Urban Edge Mixed Residential
- UEMF - Urban Edge Multi-Family
- UCR-1 - Urban Core Residential Small Lot
- UCR-2 - Urban Core Residential Large Lot
- UER-1 - Urban Edge Residential Small Lot
- UER-2 - Urban Edge Residential Large Lot
- UCAC-1 - Urban Core Neighborhood Activity Center
- UCAC-2 - Urban Core Community Activity Center
- UEAC-1 Urban Edge Community Activity Center
- UCAC-3 Urban Core Regional Activity Center
- UEAC-2 - Urban Edge Regional Activity Center

- AC-1 - Neighborhood Activity Corridor
- AC-2 - Community Activity Corridor
- AC-3 - Regional Activity Corridor
- EC - Employment Campus
- IND - Industrial
- TU - Transportation & Utilities
- SD-1 - Sports/Amusement District
- SD-2 - Civic/Institutional Districts
- SD-3 - Central Business District
- SD-4 - Riverbanks Zoo and Garden
- SD-5 - Universities/Colleges
- SD-6 - Fort Jackson

Miles
0   0.275   0.55   1.1

50

FUTURE LAND USE MAP (EAST COLUMBIA DETAIL)

Existing Parks
Proposed Parks
Municipalities
Unincorporated Richland County
City of Columbia

Future Land Use

UCMR-1 - Urban Core Mixed Residential-1
UCMR-2 - Urban Core Mixed Residential-2
UEMR - Urban Edge Mixed Residential
UEMF - Urban Edge Multi-Family
UCR-1 - Urban Core Residential Small Lot
UCR-2 - Urban Core Residential Large Lot
UER-1 - Urban Edge Residential Small Lot
UER-2 - Urban Edge Residential Large Lot
UCAC-1 - Urban Core Neighborhood Activity Center
UCAC-2 - Urban Core Community Activity Center
UEAC-1 Urban Edge Community Activity Center
UCAC-3 Urban Core Regional Activity Center
UEAC-2 - Urban Edge Regional Activity Center

AC-1 - Neighborhood Activity Corridor
AC-2 - Community Activity Corridor
AC-3 - Regional Activity Corridor
EC - Employment Campus
IND - Industrial
TU - Transportation & Utilities
SD-1 - Sports/Amusement District
SD-2 - Civic/Institutional Districts
SD-3 - Central Business District
SD-4 - Riverbanks Zoo and Garden
SD-5 - Universities/Colleges
SD-6 - Fort Jackson

Miles
0   0.275   0.55   1.1

FOREST ACRES

Updated Draft 1-28-2015

51

FUTURE LAND USE MAP (NORTH COLUMBIA DETAIL)

RICHLAND COUNTY

Existing Parks
Proposed Parks
Municipalities
Unincorporated Richland County
City of Columbia
Richland County

Future Land Use

UCMR-1 - Urban Core Mixed Residential-1
UCMR-2 - Urban Core Mixed Residential-2
UEMR - Urban Edge Mixed Residential
UEMF - Urban Edge Multi-Family
UCR-1 - Urban Core Residential Small Lot
UCR-2 - Urban Core Residential Large Lot
UER-1 - Urban Edge Residential Small Lot
UER-2 - Urban Edge Residential Large Lot
UCAC-1 - Urban Core Neighborhood Activity Center
UCAC-2 - Urban Core Community Activity Center
UEAC-1 Urban Edge Community Activity Center
UCAC-3 Urban Core Regional Activity Center
UEAC-2 - Urban Edge Regional Activity Center

AC-1 - Neighborhood Activity Corridor
AC-2 - Community Activity Corridor
AC-3 - Regional Activity Corridor
EC - Employment Campus
IND - Industrial
TU - Transportation & Utilities
SD-1 - Sports/Amusement District
SD-2 - Civic/Institutional Districts
SD-3 - Central Business District
SD-4 - Riverbanks Zoo and Garden
SD-5 - Universities/Colleges
SD-6 - Fort Jackson

Source: Base mapping provided by the City of Columbia and Richland County. Land use digitized by McBride Dale Clarion.

Miles
0   0.5   1   2

52

FUTURE LAND USE MAP (HARBISON DETAIL)

Source: Base mapping provided by the City of Columbia and Richland County. Land use digitized by McBride Dale Clarion. January 7, 2015.

RICHLAND COUNTY

Existing Parks
Proposed Parks
Municipalities
Unincorporated Richland County
City of Columbia
Richland County

UEMR

IND

UER-2
UER-2
UER-2
UER-2

SD-2

Harbison State Forest

SD-5

SD-2

AC-2

UER-1 AC-2

UER-1

UCAC

SD

UER-1

UEMR

UEMR

UCR-1

UEMR

SD-5

IRMO

UEAC-2

UEMR

UEAC-2

UEMR

UER-1

UEAC-1

UER-1

UEMR

UCR-1

UCMR-2 JCR-1

UCUCR-2

UCAC-3

EC

TU

UEMR
TU
EC

LEXINGTON COUNTY

AC-2
UCAC-3

UER-1

UCAC-3

SD-2

UEMR

UEMR
TU

AC-2
UEMR
TU

SD-2

UCAC-3

SD-2

TU

UEMR

SD-4

Future Land Use

UCMR-1 - Urban Core Mixed Residential-1	UCAC-2 - Urban Core Community Activity Center
UCMR-2 - Urban Core Mixed Residential-2	UEAC-1 Urban Edge Community Activity Center
UEMR - Urban Edge Mixed Residential	UCAC-3 Urban Core Regional Activity Center
UEMF - Urban Edge Multi-Family	UEAC-2 - Urban Edge Regional Activity Center
UCR-1 - Urban Core Residential Small Lot	AC-1 - Neighborhood Activity Corridor
UCR-2 - Urban Core Residential Large Lot	AC-2 - Community Activity Corridor
UER-1 - Urban Edge Residential Small Lot	AC-3 - Regional Activity Corridor
UER-2 - Urban Edge Residential Large Lot	EC - Employment Campus
UCAC-1 - Urban Core Neighborhood Activity Center	IND - Industrial

TU - Transportation & Utilities	
SD-1 - Sports/Amusement District	
SD-2 - Civic/Institutional Districts	
SD-3 - Central Business District	
SD-4 - Riverbanks Zoo and Garden	
SD-5 - Universities/Colleges	
SD-6 - Fort Jackson	

Miles
0   0.5   1   2

FUTURE LAND USE MAP (SOUTHEAST SECTION A DETAIL)

Miles
0   0.325   0.65   1.3

FOREST ACRES

Future Land Use

UCMR-1 - Urban Core Mixed Residential-1	UER-1 - Urban Edge Residential Small Lot
UCMR-2 - Urban Core Mixed Residential-2	UER-2 - Urban Edge Residential Large Lot
UEMR - Urban Edge Mixed Residential	UCAC-1 - Urban Core Neighborhood Activity Center
UEMF - Urban Edge Multi-Family	UCAC-2 - Urban Core Community Activity Center
UCR-1 - Urban Core Residential Small Lot	UEAC-1 Urban Edge Community Activity Center
UCR-2 - Urban Core Residential Large Lot	UCAC-3 Urban Core Regional Activity Center

UEAC-2 - Urban Edge Regional Activity Center	TU - Transportation & Utilities
AC-1 - Neighborhood Activity Corridor	SD-1 - Sports/Amusement District
AC-2 - Community Activity Corridor	SD-2 - Civic/Institutional Districts
AC-3 - Regional Activity Corridor	SD-3 - Central Business District
EC - Employment Campus	SD-4 - Riverbanks Zoo and Garden
IND - Industrial	SD-5 - Universities/Colleges
	SD-6 - Fort Jackson

Existing Parks
Proposed Parks
Municipalities
Unincorporated Richland County
City of Columbia
Richland County

54

FUTURE LAND USE MAP (SOUTHEAST SECTION B DETAIL)

Legend

- Existing Parks
- Proposed Parks
- Municipalities
- Unincorporated Richland County
- City of Columbia
- Richland County

Future Land Use

- UCMR-1 - Urban Core Mixed Residential-1
- UCMR-2 - Urban Core Mixed Residential-2
- UEMR - Urban Edge Mixed Residential
- UEMF - Urban Edge Multi-Family
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- AC-2 - Community Activity Corridor
- AC-3 - Regional Activity Corridor
- EC - Employment Campus
- IND - Industrial
- TU - Transportation & Utilities
- SD-1 - Sports/Amusement District
- SD-2 - Civic/Institutional Districts
- SD-3 - Central Business District
- SD-4 - Riverbanks Zoo and Garden
- SD-5 - Universities/Colleges
- SD-6 - Fort Jackson

Miles
0   0.45   0.9   1.8

Source: Base mapping provided by the City of Columbia and Richland County. Land use digitized by McBride Dale Clarion. November 12, 2014.

CAYCE

RICHLAND COUNTY

FUTURE LAND USE MAP (FORT JACKSON DETAIL)

- UCMR-1 - Urban Core Mixed Residential-1
- UCMR-2 - Urban Core Mixed Residential-2
- UEMR - Urban Edge Mixed Residential
- UEMF - Urban Edge Multi-Family
- UCR-1 - Urban Core Residential Small Lot
- UCR-2 - Urban Core Residential Large Lot
- UER-1 - Urban Edge Residential Small Lot
- UER-2 - Urban Edge Residential Large Lot
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- AC-3 - Regional Activity Corridor
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- TU - Transportation & Utilities
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- SD-2 - Civic/Institutional Districts
- SD-3 - Central Business District
- SD-4 - Riverbanks Zoo and Garden
- SD-5 - Universities/Colleges
- SD-6 - Fort Jackson

Existing Parks
Proposed Parks
Municipalities
Unincorporated Richland County
City of Columbia
Richland County

Source: Base mapping provided by the City of Columbia and Richland County. Land use digitized by McBride Dale Clarion. November 12, 2014.

RICHLAND COUNTY

Miles
0   1   2   4

56

Development Types/Building Types matrix

→ click on a Development Type below to jump to that section of the Plan

(watermark: Updated Draft 1-28-2015 Planning Commission Consideration 2-2-2015)

Development Types

Building Type/Land Use	Neighborhoods								Activity Centers					Activity Corridors			Employment Centers			Special Districts					
	UCMR-1	UCMR-2	UEMR	UEMF/UCMF	UCR-1	UCR-2	UER-1	UER-2	UCAC-1	UCAC-2	UCAC-3	UEAC-1	UEAC-2	AC-1	AC-2	AC-3	EC	IND	TU	SD-1	SD-2	SD-3	SD-4	SD-5	SD-6
RESIDENTIAL																									
Single-family Detached	S	P	P		P	P	P	P																	
Single-family Attached	P	P	S	S	S	T	T	T	S	T	T	T	T	S	T	T	T					T			
Two-family (Duplex or Double)	S	P	S		S	T	T	T																	
Three-family	S	P	S		S	T	T	T																	
Multi-family Small	S	S	S	P	T	T	T		S	S		S	S	S	S	S	T								
Multi-family Medium	P		S	P					S	S	S	S	S	S	S	S	T			T		S			
Multi-family Large	S			P							S		S			S	T			T		S			
Multi-family High Rise				P							S		S			S	T			T		P			
MIXED-USE																									
Multi-family Small Mixed-use	P			S					P	P		P	P	P	P	P									
Multi-family Medium Mixed-use	P			S					P	P	P	P		P	P		S					P			
Multi-family High-rise Mixed-use				S							P						S					P			
CIVIC/INSTITUTIONAL																									
Small Format Civic/Institutional	T	T	T	T	T	T	T	T	S	T	S	T	S	S	T	S		S			P	S		P	P
Medium Format Civic/Institutional	T								S	T	S	T	S	S	T	S		S			P	S		P	P
Large Format Civic/Institutional									S	T	S	T	S	S	T	S		S			P	S		P	P
Multi-family Institutional (Dormitories and Barracks)																				S			T		T
BUSINESS/EMPLOYMENT																									
Commercial																									
Large Format Entertainment									T	P	T	P		T	P	T			T	P	S	P	P	S	S
Medium Format Entertainment	T								P	P	P	P		P	P	T			T	P	S	P	P	S	S
Small Format Entertainment	T	T	T	T	T	T	T	T	P	P	P	P	P	P	P	T			T	P	S	P	P	S	S
Large Format Hospitality									T	P	T	P		T	P	T			T	S	S	P	T	S	S
Medium Format Hospitality	T								P	P	P	P		P	P	T			T	S	S	P	T	S	S
Small Format Hospitality	T	T	T	T	T	T	T	T	P	P	P	P	P	P	P	T			T	S	S	P	T	S	S
Extra Large Format Retail/Services										P		P			P	T			T	S	P	T	S	S	S
Large Format Retail/Service									T	P	T	P		T	P	T			T	S	S	P	T	S	S
Medium Format Retail/Service	T								P	P	P	P		P	P	T			T	S	S	P	T	S	S
Small Format Retail/Service	T	T	T	T	T	T	T	T	P	P	P	P	P	P	P	T			T	S	S	P	T	S	S

P =Primary Use   S= Secondary Use   T=Tertiary Use   A=Appropriate (For Open Spaces and Parks only)

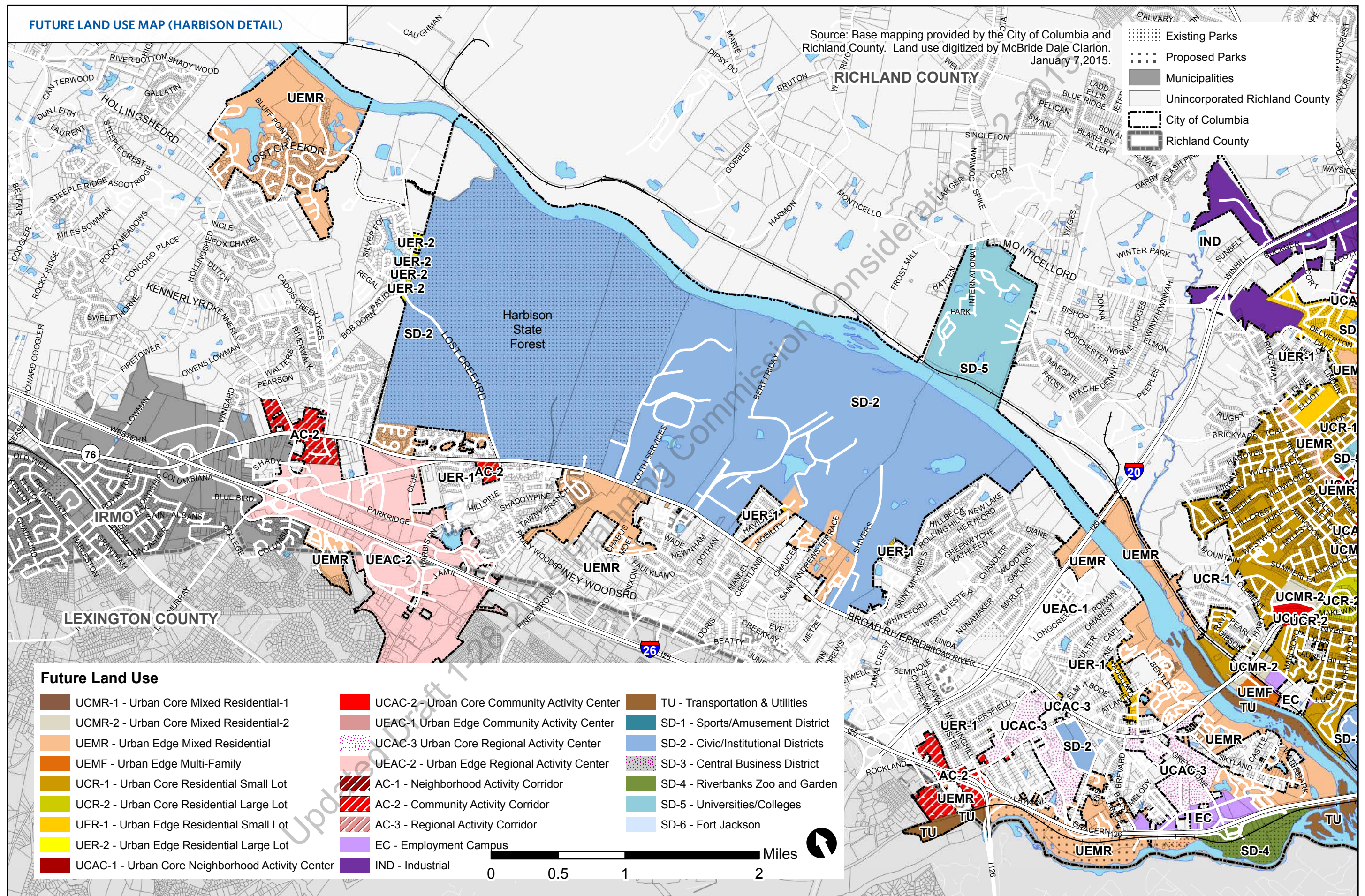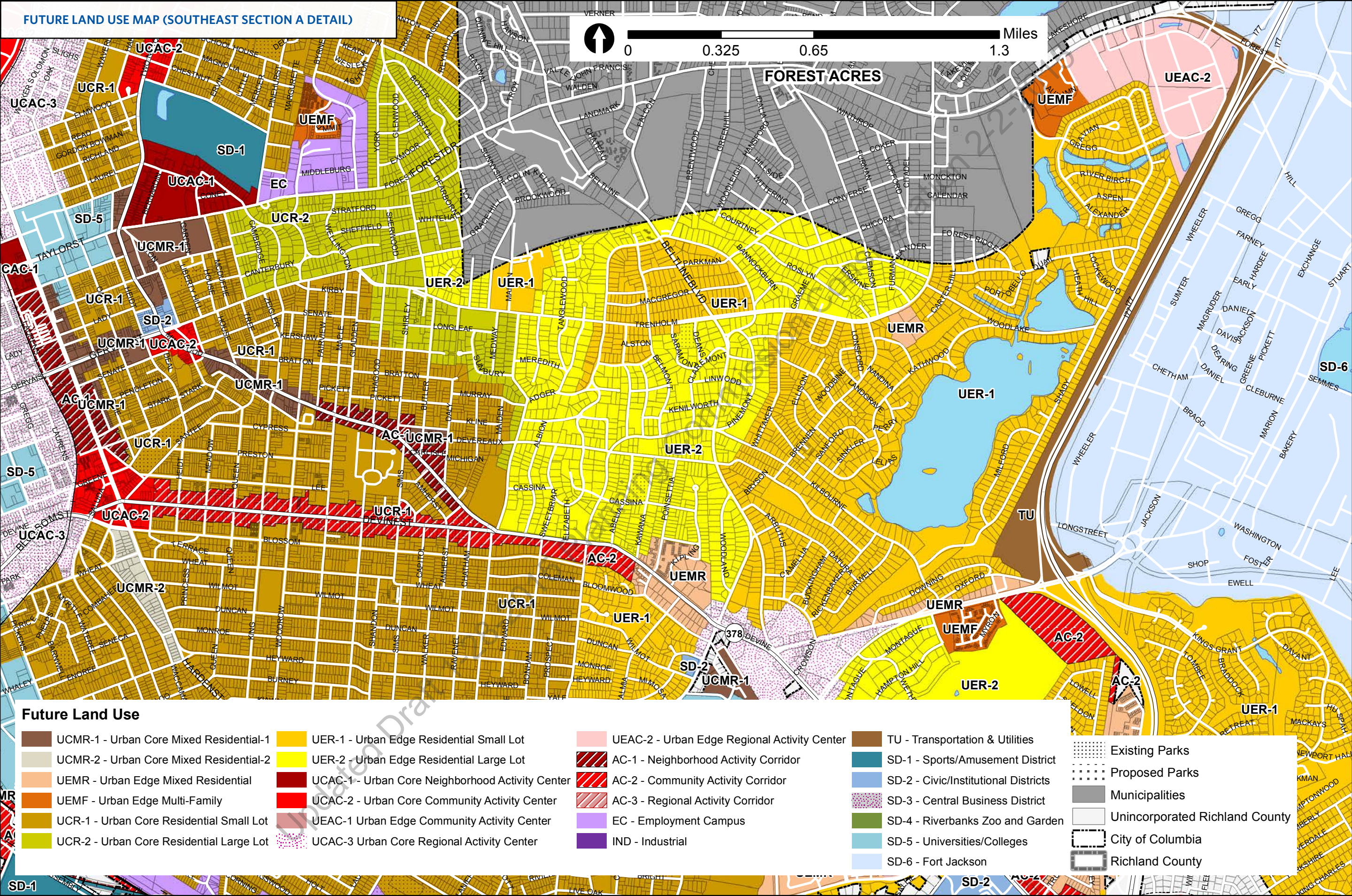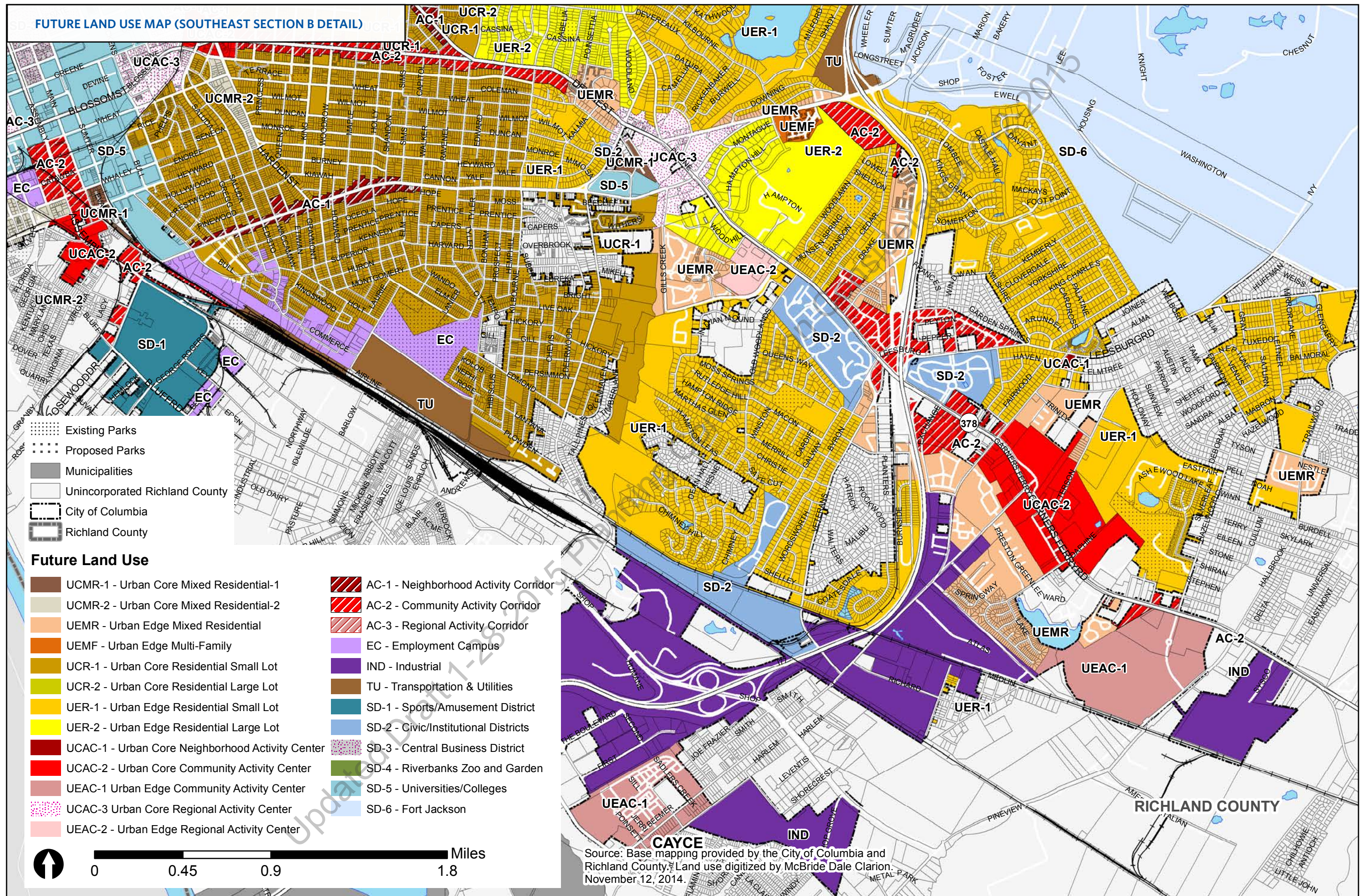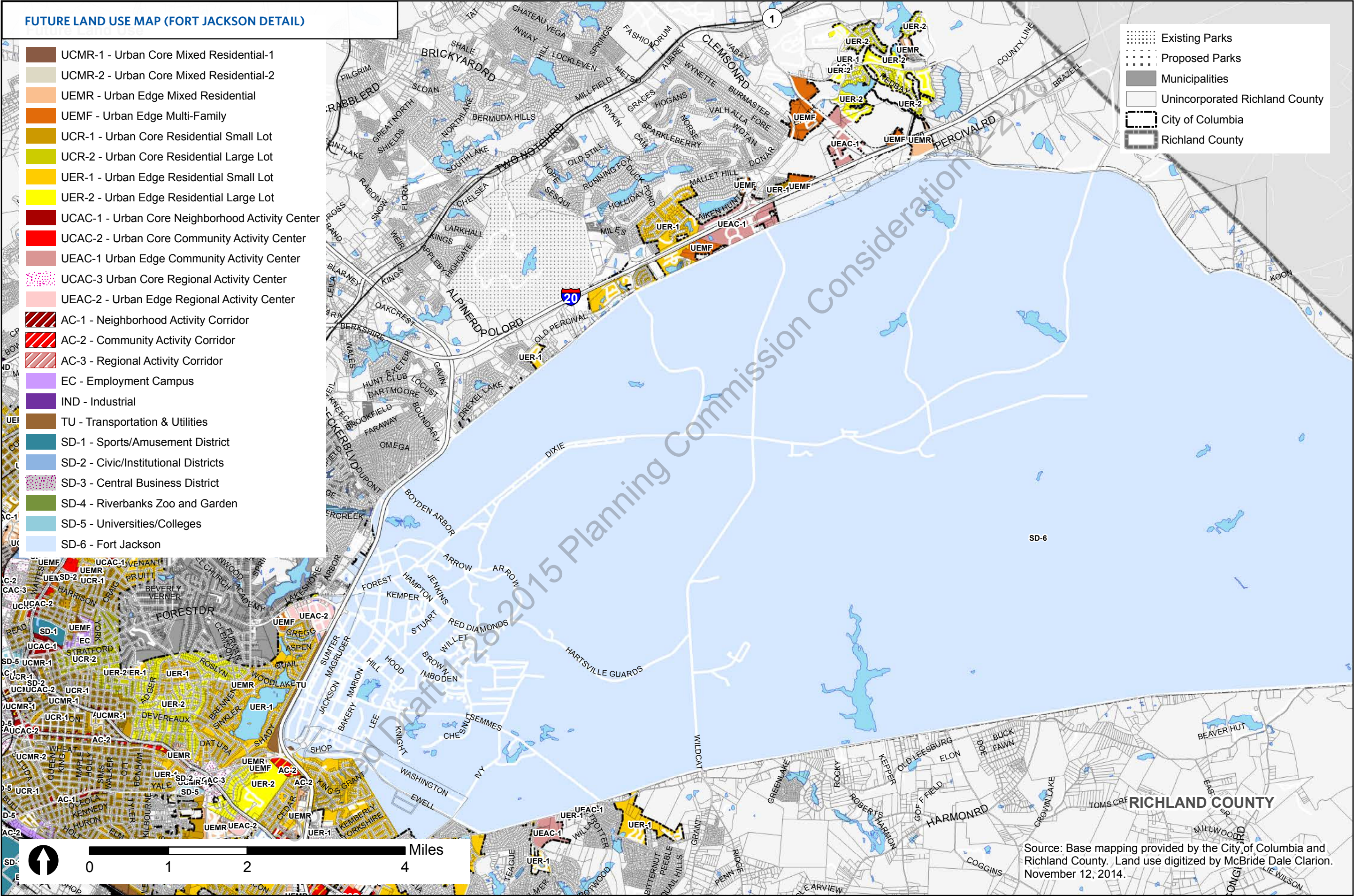# Development Types/Building Types matrix

◉ *click on a Development Type below to jump to that section of the Plan*

Building Type/Land Use	Neighborhoods								Activity Centers					Activity Corridors			Employment Centers			Special Districts					
	UCMR-1	UCMR-2	UEMR	UEMF UCMF	UCR-1	UCR-2	UER-1	UER-2	UCAC-1	UCAC-2	UCAC-3	UEAC-1	UEAC-2	AC-1	AC-2	AC-3	EC	IND	TU	SD-1	SD-2	SD-3	SD-4	SD-5	SD-6
Office/Services																									
High Rise Office/Services										P		P				P	P	P				P	T	S	S
Large Format Office/Services									T	P		P		T		P	P	P	S	S	S	P	T	S	S
Medium Format Office/Services	T									P	P	P		P	P	P	P	P	S	S	S	P	T	S	S
Small Format Office/Services	T	T	T	T	T	T	T	T	P	P	P	P		P	P	P			S	S	S	P	T	S	S
Flex																									
Extra Large Format Flex												P					P	P	P	S			T	S	S
Large Format Flex											S	P				S	P	P	P	S	S		T	S	S
Medium Format Flex											S	P				S	P	P	P		P	S	T	S	S
Small Format Flex											S	P				S	P	P	P		P	S	T	S	S
UTILITY MISCELLANEOUS																									
Animal Enclosures																			S			P			
Cemeteries & Mausoleums		T			T	T	T	T	T	T	T	T	T	T	T	T			S		P	T	T		
Parking Structures	T			T					T	T	S		S	T	T	S	S	T	S	S	S	S	S	S	S
Parking Lots	T			T					T	T	T		T	T	T	T	T	T	S	S	S	T	S	S	S
Power Utilities																	S	P	S				T	T	T
Water and Wastewater Treatment																	S	P	S				T	T	T
OPEN SPACE/PARKS/RECREATION																									
Nature preserves						A	A	A									A	A	A	A	A		A	A	A
State or Federal Parks/Forests						A	A	A									A	A	A	A	A		A	A	A
Regional Parks						A	A	A									A	A	A	A	A		A	A	A
Community Parks	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Private Clubs/Parks/Golf Courses		A	A	A	A	A	A	A									A	A	A	A	A		A	A	A
Linear Parks	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Neighborhood Parks	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Pocket Parks/Greens	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Squares	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

P = Primary Use   S = Secondary Use   T = Tertiary Use   A = Appropriate (For Open Spaces and Parks only)

BUILDING TYPES/USE

Columbia has a historic building stock and exciting opportunities to feature contemporary architecture and urban design in the many districts and neighborhoods. An illustrated glossary of typical building and land use types is included in the following section. These examples are provided as indicators of what could be included in a category and are not an exhaustive list of all that is possible in the city. A guiding principal of the plan highlights the importance of our architectural and urban design history and legacy for the future. The Building/Land Use Types are organized into six basic functions:

- **Residential**
- **Mixed-use**
- **Civic/Institutional**
- **Business/Employment**
- **Miscellaneous Utility**
- **Open Spaces**

These individual building/land uses are not mapped in this plan but rather are included within the development types by reference. Please see the Development Type/Building Type Matrix or the Development Type descriptions for the recommended building and land use types for each area of the city.

Residential *Buildings designed and intended primarily as a place of residence or dwelling.*

SINGLE-FAMILY DETACHED

- Residential type not attached to other residential structures in any way and designed to accommodate one household
- Range of sizes and styles depending on the context and development type

SINGLE-FAMILY ATTACHED (TOWNHOUSES)

- Residential units for one household attached to 2 or more units of similar design or style, each with their own lot with an individual exterior entry.
- Range of sizes and styles possible depending on context and development types

TWO-FAMILY (DUPLEX OR DOUBLE)

- Two distinct residential units for two households accommodated under one roof and on one lot.
- Typically similar in appearance and size to single-family detached buildings in the same block.

urban core

urban edge

THREE-FAMILY

- Three distinct residential units for three households accommodated under one roof and on one lot.
- Typically similar in appearance and size to single-family detached buildings in the same block.

MULTI-FAMILY SMALL

- Single structures accommodating housing units for more than 4 households
- Typically 2-4 stories with a maximum of 8 residential units per structure.
- A variety of architectural styles are possible however, distinct architectural character and style is strongly encouraged.

MULTI-FAMILY MEDIUM

- Single structures accommodating housing units for more than 4 households
- Typically 2-4 stories but may be up to 6 stories with a maximum of 12 residential units per structure.
- A variety of architectural styles are possible however, distinct architectural character and style is strongly encouraged.

MULTI-FAMILY LARGE

- Single structures accommodating housing units for more than 4 households
- Typically 2-4 stories but may be up to 6 stories with a maximum of 30 residential units per structure.
- A variety of architectural styles are possible however, distinct architectural character and style is strongly encouraged.

MULTI-FAMILY HIGH RISE

- Single structures accommodating housing units for more than 20 households
- No single building limit on residential units per structure.
- Typically 6 or more stories
- A variety of styles are possible however, distinct architectural character and style is strongly encouraged.

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Mixed-use
A single structure accommodating 4 or more residential units and retail/service and offices spaces on a single lot.

Civic/Institutional
Buildings associated with the government or institutional business, administration, practice, service delivery or maintenance of public or semi-public capital facilities.

MULTI-FAMILY SMALL MIXED-USE

- Typically 2-4 stories with commercial/office uses on the first floor.
- Maximum of 12 residential units and usually no more than 12,000 square feet of commercial space.

MULTI-FAMILY MEDIUM MIXED-USE

- Typically 2-6 stories with commercial/office uses on the first floor or first 2 floors.
- Maximum of 20 residential units and usually no more than 26,000 square feet of commercial space.

MULTI-FAMILY HIGH RISE MIXED-USE

- Typically more than 6 stories with commercial/office uses on the street level and lower floors
- No maximum limit for residential units and potentially 100,000 + square feet of commercial/office space.

SMALL FORMAT CIVIC/ INSTITUTIONAL

- Typically under 10,000 square feet
- Typically 1-2 stories
- Fits well in a neighborhood context.
- Limited parking needs.
- Places of worship, post offices, administrative uses, libraries, public offices, recreational facilities, etc.

MEDIUM FORMAT CIVIC/ INSTITUTIONAL

- Typically 10,000-40,000 square feet and 1-3 stories
- Light to moderate parking needs.
- Fits well in community scale or campuses
- Places of worship, post offices, administrative uses, libraries, schools, classrooms, public offices, recreational facilities, community facilities etc.

LARGE FORMAT CIVIC/ INSTITUTIONAL

- Typically more than 40,000 square feet and 1-6+ stories
- Moderate to intense parking needs.
- Fits well in campuses or activity centers
- Places of worship, administrative uses, libraries, schools, classrooms, public offices, recreational facilities, community facilities, hospitals, correctional detention facilities etc.

urban core

urban edge

Business/Employment

Commercial buildings may include...

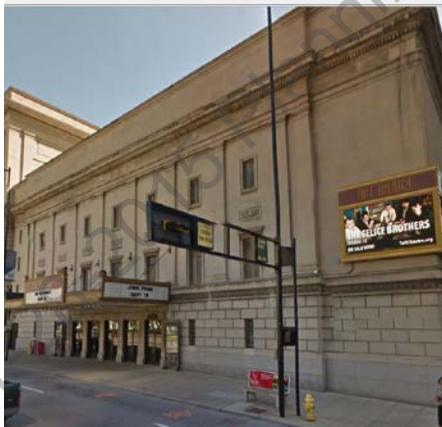| MULTI-FAMILY INSTITUTIONAL (DORMITORIES, BARRACKS)	LARGE FORMAT ENTERTAINMENT	MEDIUM FORMAT ENTERTAINMENT	SMALL FORMAT ENTERTAINMENT	LARGE FORMAT HOSPITALITY	MEDIUM FORMAT HOSPITALITY
• Multi-unit dwellings, designed to temporarily house people enrolled in institutional programs	• Designed to house businesses offering spectator uses, either passive or active	• Designed to house businesses offering spectator uses, either passive or active	• Designed to house businesses offering spectator uses, either passive or active	• Hotels and their accessory hospitality uses including salons, gyms, pools, and restaurants.	• Hotels and their accessory hospitality uses including salons, gyms, pools, and restaurants.
• 1-6+ stories depending campus	• Typically over 40,000 total square feet and and 1-3 stories	• Typically less than 40,000 square feet and 1-3 stories	• Typically less than 20,000 square feet and 1-2 stories	• Typically more than 20 guest rooms.	• Typically 8-20 guest rooms.
• Appropriate in College/ University districts, and Fort Jackson. May be found in limited use in other Civic/ Institutional Special Districts.	• May require large amounts of event or regular parking.	• May require large amounts of event or regular parking.	• May require significant parking facilities.	• May be more than 6 stories in height.	• Typically 2-6 stories in height.

urban core

urban edge

Planning Commission Consideration 2-2-2015

Updated Draft 1

SMALL FORMAT HOSPITALITY

- Hotels and their accessory hospitality uses including salons, gyms, pools, and restaurants.
- Typically have fewer than 10 guest rooms.
- Typically 2-6 stories in height.

EXTRA-LARGE FORMAT RETAIL/SERVICES

- Buildings that house commercial businesses of either a retail (sales of goods) or services (sale of services) nature.
- May house a single or several tenant spaces
- Typically more than 100,000 square feet of space
- Typically 1-story and up to 5 stories in certain contexts

LARGE FORMAT RETAIL/ SERVICES

- Buildings that house commercial businesses of either a retail (sales of goods) or services (sale of services) nature.
- May house several tenant spaces
- Typically between 40,000-100,000 square feet of space
- Typically 1-5 stories depending on context

MEDIUM FORMAT RETAIL/ SERVICES

- Buildings that house commercial businesses of either a retail (sales of goods) or services (sale of services) nature.
- May house several tenant spaces
- Typically between 10,000-40,000 square feet of space
- Typically 1-5 stories depending on context

SMALL FORMAT RETAIL/ SERVICES

- Buildings that house commercial businesses of either a retail (sales of goods) or services (sale of services) nature.
- May house several tenant spaces
- Typically between 2,500-10,000 square feet of space
- Typically 1-3 stories depending context

HIGH RISE OFFICE/SERVICES

- Primarily occupied by offices that may include ancillary services for office workers, such as restaurants, coffee shops, newspaper or candy stands
- Typically more than 100,000 square feet of space
- Over 6 stories

urban core

urban edge

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LARGE FORMAT OFFICE/ SERVICES

- Primarily occupied by offices that may include ancillary services for office workers, such as restaurants, coffee shops, newspaper or candy stands that contains
- Typically 40,0000 - 100,000 square feet of space
- Typically 1-6 stories

MEDIUM FORMAT OFFICE/ SERVICES

- Primarily occupied by offices that may include ancillary services for office workers, such as restaurants, coffee shops, newspaper or candy stands
- Typically 10,000-40,000 square feet of space
- Typically 1-6 stories

SMALL FORMAT OFFICE/ SERVICES

- Primarily occupied by offices
- Typically contains no more than 10,000 square feet of space
- Typically 1- 4 stories
- See also residential building types for converted small office uses.

EXTRA-LARGE FORMAT FLEX

- Flexible building space which can accommodate a number of uses including but not limited to warehousing, storage, manufacturing, research and development, offices, or recreation and entertainment uses.
- Typically over 100,000 square feet of generally unobstructed space
- Typically between 1 and 6 stories

LARGE FORMAT FLEX

- Flexible building space which can accommodate a number of uses including but not limited to warehousing, storage, manufacturing, research and development, offices, or recreation and entertainment uses.
- Typically 40,000-100,000 square feet of generally unobstructed space
- Typically between 1 and 6 stories

MEDIUM FORMAT FLEX

- Flexible building space which can accommodate a number of uses including but not limited to warehousing, storage, manufacturing, research and development, offices, or recreation and entertainment uses.
- Typically 10,000-40,000 square feet of generally unobstructed space
- Typically between 1 and 6 stories

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Utility/Miscellaneous

SMALL FORMAT FLEX

- Flexible building space which can accommodate a number of uses including but not limited to warehousing, storage, manufacturing, research and development, offices, or recreation and entertainment uses.

- Typically less than 10,000 square feet of generally unobstructed space

- Typically between 1 and 2 stories.

ANIMAL ENCLOSURES

- Any structures designed to house or contain one or more animals and shelter them from the elements, including fenced or walled runs, yards, or fields for the same purpose.

- Typically found as one of many structures within farms, zoos, parks or animal sanctuaries.

- Examples include but are not limited to stables, aviaries, and kennels.

- Vary in style and scale.

CEMETERIES & MAUSOLEUMS

- Land and structures used for the memorialization, entombment or burial of human or animal remains.

- Structures for this purpose are found exclusively within cemeteries.

- Vary in style and scale.

PARKING STRUCTURES

- Freestanding or attached structures designed to accommodate parking on multiple levels.

- May be public or privately owned, and commercially operated.

urban core

urban edge

Open Spaces

PARKING LOTS

- Paved surfaces designed for the temporary storage of automobiles and found as accessory to buildings on the same lot, or as independent improvements within districts and operated commercially or publicly for parking.

POWER UTILITIES

- Buildings or structures designed specifically for the creation or distribution of power including any operative structures or mechanics such as turbines, reactors, or furnaces.
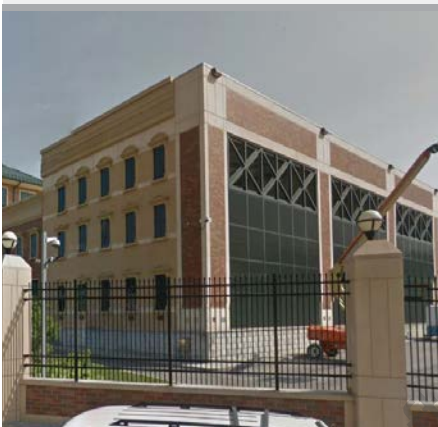
WATER AND WASTEWATER TREATMENT

- Buildings or structures designed specifically for the treatment and distribution of potable water, or sanitary sewage. Including but not limited to treatment plants, ponds, aeration fields, water towers and storage or pump stations.

NATURE PRESERVES

- Public or privately owned undeveloped land reserved or protected to provide natural habitat for wildlife and plants, and function in natural processes as part of the urban environment

- Accommodate uses such as hiking or non-motorized boating

- Can range in size from a few acres to 100s of acres

STATE OR FEDERAL PARKS/ FORESTS

- Large areas of forested or preserved land managed by the state of South Carolina or the U.S. National Park Services.

- Typically trails and access to natural areas, and may include structures and interpretive exhibits or museums of local culture and resources.

- Usually several hundred acres in size

REGIONAL PARKS

- City or county owned and managed parks

- Include activities and natural features not included in smaller parks.

- Typically 150-500 acres in size

- Typical service radius in excess of 20 miles

COMMUNITY PARKS

- City or county owned and managed parks
- Typically include passive and active recreation opportunities and specialty facilities like community centers or outdoor theaters
- Typically 10-100 acres
- Typical service radius of 3-5 miles

PRIVATE CLUBS/PARKS/GOLF COURSES

- Privately owned recreation and open spaces operated commercially and accessible to members or paying guests.
- Include but not limited to golf courses, country clubs, swim clubs, and private/commercial equestrian facilities
- Size varies
- Service area varies

LINEAR PARKS

- Publicly or privately owned areas developed for one or more modes of recreational travel to connect other recreational facilities
- May be in public rights-of-way, on public land or held in easement by a public or semi-public entity.
- Sizes and service area varies

NEIGHBORHOOD PARKS

- City or county owned parks
- Include limited recreation facilities and landscaped greens
- Typically less than 10 acres in size
- Service area one half mile or within a 10 minute walk.
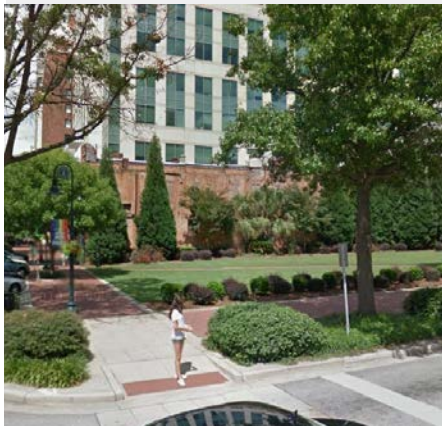
POCKET PARKS/GREENS

- Public or private (operated by a neighborhood or homeowners association) green spaces
- May be found as internal island dividing local streets, or within blocks of homes providing gardens or maintained lawns and plantings within a neighborhood
- Typically less than 1 acres in size
- Service area of adjacent properties or a 5 minute walk.

SQUARES OR PLAZAS

- Public or privately owned urban open spaces.
- Found in public rights of way or near important civic or commercial buildings.
- Typically furnished with plantings, benches, tables and chairs for outdoor dining, and water features.
- Typically less than 1 acre
- Service area of adjacent properties or a 5 minute walk.

AREA AND NEIGHBORHOOD PLANS

Columbia is a city of neighborhoods, and the city has a number of neighborhood, small area, and corridor plans which have been completed for smaller sections of the city. To date the city has not had an organized structure for identifying planning areas and each of the existing plans has different content and structure. This land use plan incorporates the recommendations of the existing area plans and unifies the terminology used in those plans into a system which can be applied city wide. There are also certain opportunities or challenges which cannot be addressed through land use planning alone, and for that reason a series of area plans serves an important role in the city's comprehensive plan.

EXISTING AREA PLANS
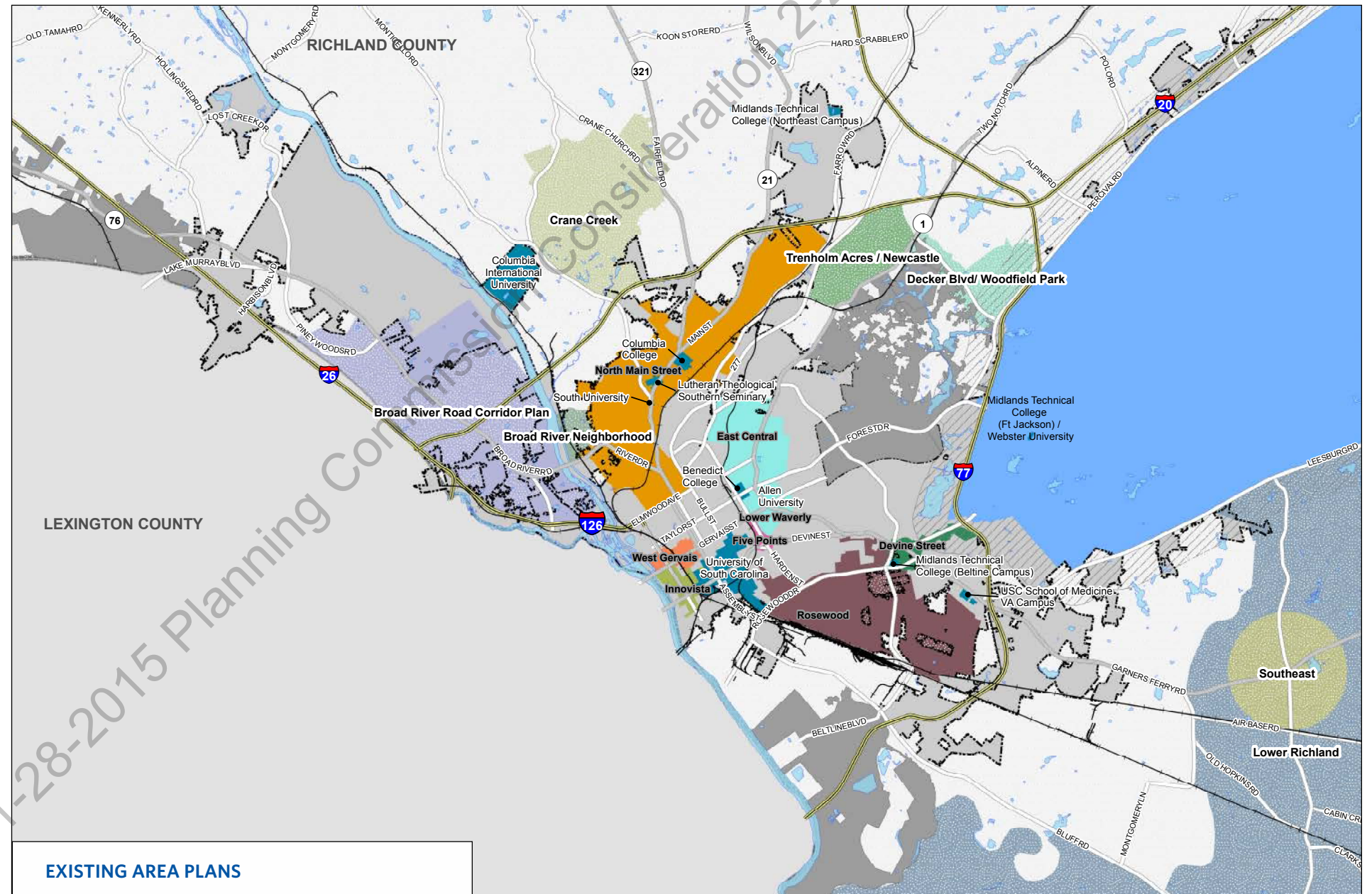
Existing Area Plans

- City-side Architectural Survey & Historic Preservation Plan (1991)
- Columbia Owens Master Plan (2002)
- East Central City Consortium Redevelopment Plan (2004)
- Future Five: Five Points Master Plan (2006)
- Innovista Master Plan (2007)
- Lower Waverly Catalyst Redevelopment Plan (2006)

- Master Plan for the Village of North Columbia (2005)
- Rosewood Corridor & Neighborhood Plan (2012)
- Devine Street/Fort Jackson Commercial Node Plan (2014)
- West Gervais Planning Area Study (ongoing)
- Broad River Road Neighborhoods and Corridor Plan (2010)

RICHLAND COUNTY

KOON STORE RD

321

HARD SCRABBLE RD

SPENCER CREEK
JOINT AREA

Chestnut Hills
Area

HOLLINGSHED RD

LOST CREEK/KENNERLY ROAD
JOINT AREA

KENNER LY RD

LOST CREEK DR

CRANE CHURCH RD

FAIRFIELD RD

Wilson / Farrow
Joint Area

FORT JACKSON
PLANNING BUFFER ZONE

20

Harbison State
Forest

CRANE'S CREEK
MONTICELLO / FAIR-
FIELD JOINT AREA

21

ALPINE RD

PERCIVAL RD

76

IRMO

HARBISON AREA
PLAN

LAKE MURRAY BLVD

HARBISON BLVD

BROAD RIVER RD

PINEY WOODS RD

Trenholm
New Acres
(County Plan)

1

TWO NOTCH RD

DECKER BLVD

ARCADIA
LAKES

Decker Blvd
Woodfield Park
(County Plan)

FORT JACKSON
JOINT LAND USE
STUDY

LEXINGTON COUNTY

26

BROAD RIVER ROAD
CORRIDOR AND AREA
PLAN JOINT AREA

NORTH COLUMBIA /
FAIRFIELD ROAD
JOINT AREA

MAIN ST

277

FOREST
ACRES

FOREST DR

77

NORTH COLUMBIA
RIVER ROAD
JOINT AREA

North Beltway
Area

LEESBURG RD

FORT JACKSON
PLANNING BUFFER ZONE

Miles

0   1.25   2.5   5

GREYSTONE BLVD

RIVER DR

COLONIAL DR

BULL ST

ELMWOOD AVE

HARDEN ST

South Beltway/
North Devine
Area

MILLWOOD AVE

Devine/Fort Jackson
Commercial Node
Plan

126

ELMWOOD AVE

HUGER ST

GERVAIS ST

TAYLOR ST

ASSEMBLY ST

Downtown
Area

Five Points

DEVINE ST

South Devine

FORT JACKSON BLVD

KERSHAW COUNTY

WILKINSON RD

TWO NOTCH RD

1

SPENCER CREEK
JOINT AREA

POLO RD

PERCIVAL RD

SCREAMING EAGLE RD

20

WEST
COLUMBIA

Innovista
Area

BLOSSOM ST

GRANBY/
WHALEY/
OLYMPIA
AREA

ROSEWOOD DR

Rosewood
Area

Hampton
Area

GARNERS FERRY/
LEESBURG ROAD
JOINT AREA

378

378

FORT JACKSON
JOINT LAND USE
STUDY

601

Area plans are recommended to improve
connectivity and consistency in planning
across the city.

SOUTH RIVER
JOINT AREA

GARNERS FERRY RD

FORT JACKSON

Corridors as highlighted, should be
addressed in adjacent area plans.

BELTLINE BLVD

CAYCE

BLUFF ROAD
JOINT AREA

AIR BASE RD

Lower Richland
(County Plan)

OLD HOPKINS RD

MONTGOMERY LN

Unincorporated areas (Richland County)
are shown in a lighter color.

BLUFF RD

CABIN CRE

HARMON RD

LEESBURG RD

MCCORDS FERRY RD

See the Existing Area Plan Map.

Area names as shown are intended to be
descriptive. The names and area boundaries
may be modified at the time of initiation of
planning process or as determined necessary.

CLARKS

Miles

0   1.5   3   6

Framework for Area Plans

As part of implementation of the plan, the city will pursue a series of more holistic area and corridor plans to include all parts of the city and update the recommendations for areas currently covered by the plans highlighted above. A key driver behind these plans should be to create greater connections between the city's activity centers an corridors and the neighborhoods. Below is a set of general recommendations for these plans:

Plans for Areas, Corridors, or Neighborhoods within Columbia should use the same terminology as established in the Land Use Plan and in relationship to the new land development regulations and zoning code created in the next year. These plans should also further the development recommendations of the Land Use Plan by looking in greater detail at the unique character, urban form, housing needs, and market of the different areas of the city. The plans should focus on connecting the areas of the city, and corridor plans for major and minor corridors should be prepared to the mid block in all area plans to ensure appropriate transitions from the corridors to surrounding neighborhoods. The following are components which should be considered or addressed in each area plan.

Each Area Plan should include...

1. **Existing Conditions Analysis and Needs Assessments**

2. **Visioning**

3. **Plan Recommendations, and**

4. **Implementation Work Program**

Area plans should be completed in conformance with the city's comprehensive plan. Therefore the plan recommendations should address all of the elements in the comprehensive plan. This may be done by reference to the comprehensive plan recommendations or through more specific recommendations for the area.

The elements of the comprehensive plan as required by the South Carolina Comprehensive Plan Enabling Act of 1994 include:

- Population
- Economic Development
- Natural Resources
- Cultural Resources
- Community Facilities
- Housing
- Land Use
- Transportation, and
- Priority Investment

Once an area, corridor or neighborhood plan is adopted by city council, the city should update/amend all other elements of the city's comprehensive plan to be consistent with the recommendations of the plan.

ANALYSIS OF EXISTING CONDITIONS

- Housing Inventories and Vacancies
- Market Analysis
- Commercial Property Inventories/ Vacancies
- Public Utilities and Infrastructure Inventories and Assessment (Capacity)
- Urban Design (Context Analysis)
  - Architectural Features
  - Streets and Sidewalks
  - Connectivity
  - Green spaces

PLAN RECOMMENDATIONS

- Future Land Use Plan Using the Development Types of the Citywide Plan
- Identify Areas for Protection
- Identify Areas for Reinvestment
- Urban Design Recommendations (if more specific than the development types is necessary)
- Capital Improvements/Utilities Recommendations

AN IMPLEMENTATION WORK PLAN

- Responsible parties (city department, non-profits, neighborhood groups)
- Time line for execution of recommendations
- Source of funding for action
- Connection to other comprehensive plan elements