



# Master Plan





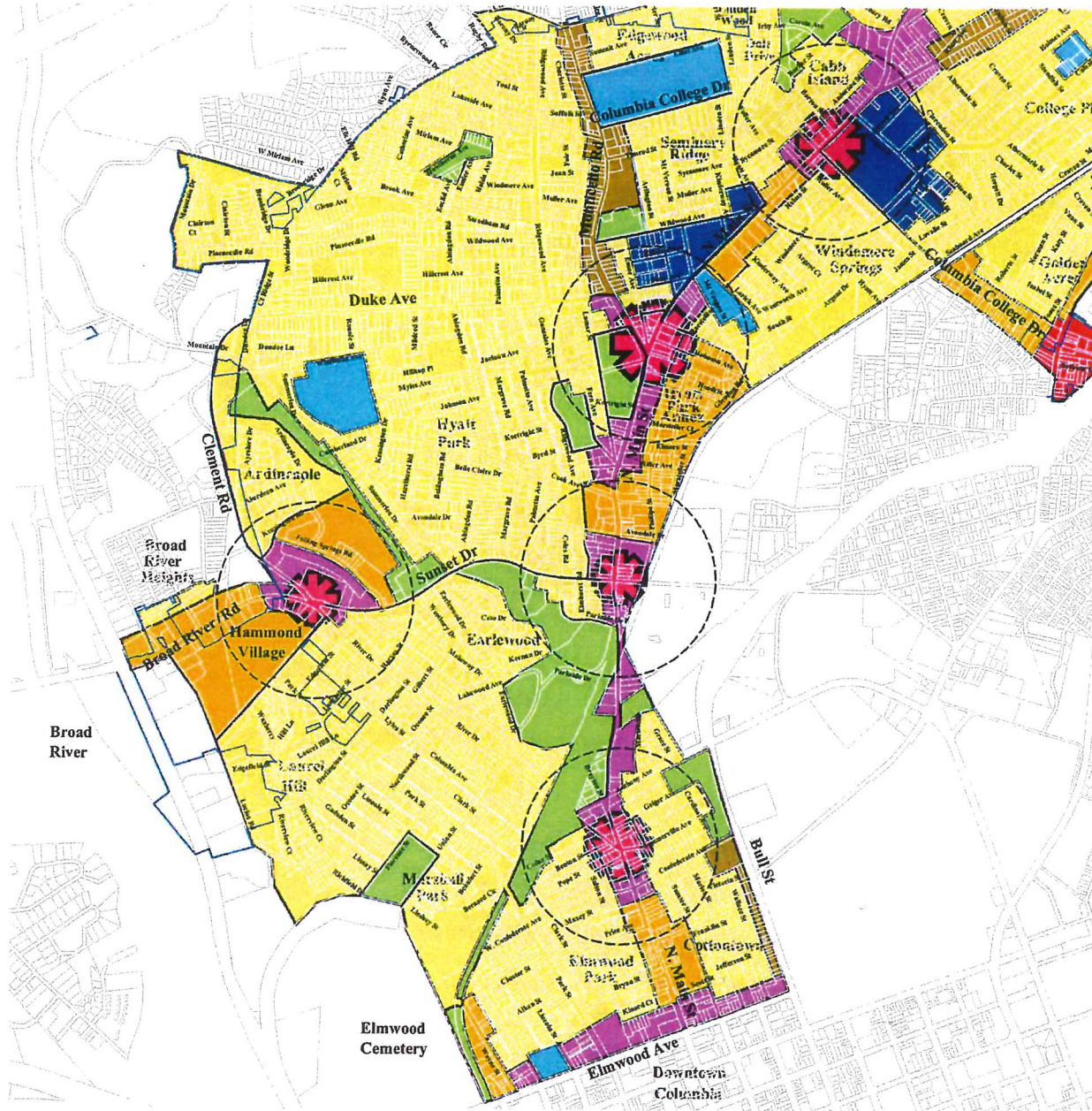
Preserve community open space



Develop mixed-use activity nodes

## Master Plan





The community of North Columbia can be viewed as the front door to the City of Columbia. The area encompasses nearly 4,200 acres of urban development and suffers from the public perception of being a crime ridden community with few redeeming qualities. The initial perception of a visitor to this area might reflect those concerns. The retail corridors lack quality, essential retail services; single-family homes are being transformed into commercial or multi-family uses; and existing apartment buildings are outdated and poorly maintained. Additionally, the initial developments of these corridors are missing an essential feature of a viable urban community: a pedestrian friendly environment. However, outsiders may neglect to notice the magnificent and, in many cases, historic single-family neighborhoods hidden beyond the unattractive strip corridors. Historic neighborhoods such as Cottontown, Elmwood Park, or the more traditional suburban neighborhoods of Greenview and Northwood Hills offer beautiful, large homes on heavily wooded lots. Other assets include the stable community foundations and open spaces provided by the higher educational institutes of Columbia College and the Lutheran Theological Southern Seminary, and the beautiful urban greenspaces of Hyatt and Earlewood Parks. The greatest asset of North Columbia may be the residents desire to provide for an eclectic and diverse community that focuses on the arts, outreach programs, and its aspirations to create a walkable, safe and dynamic community.



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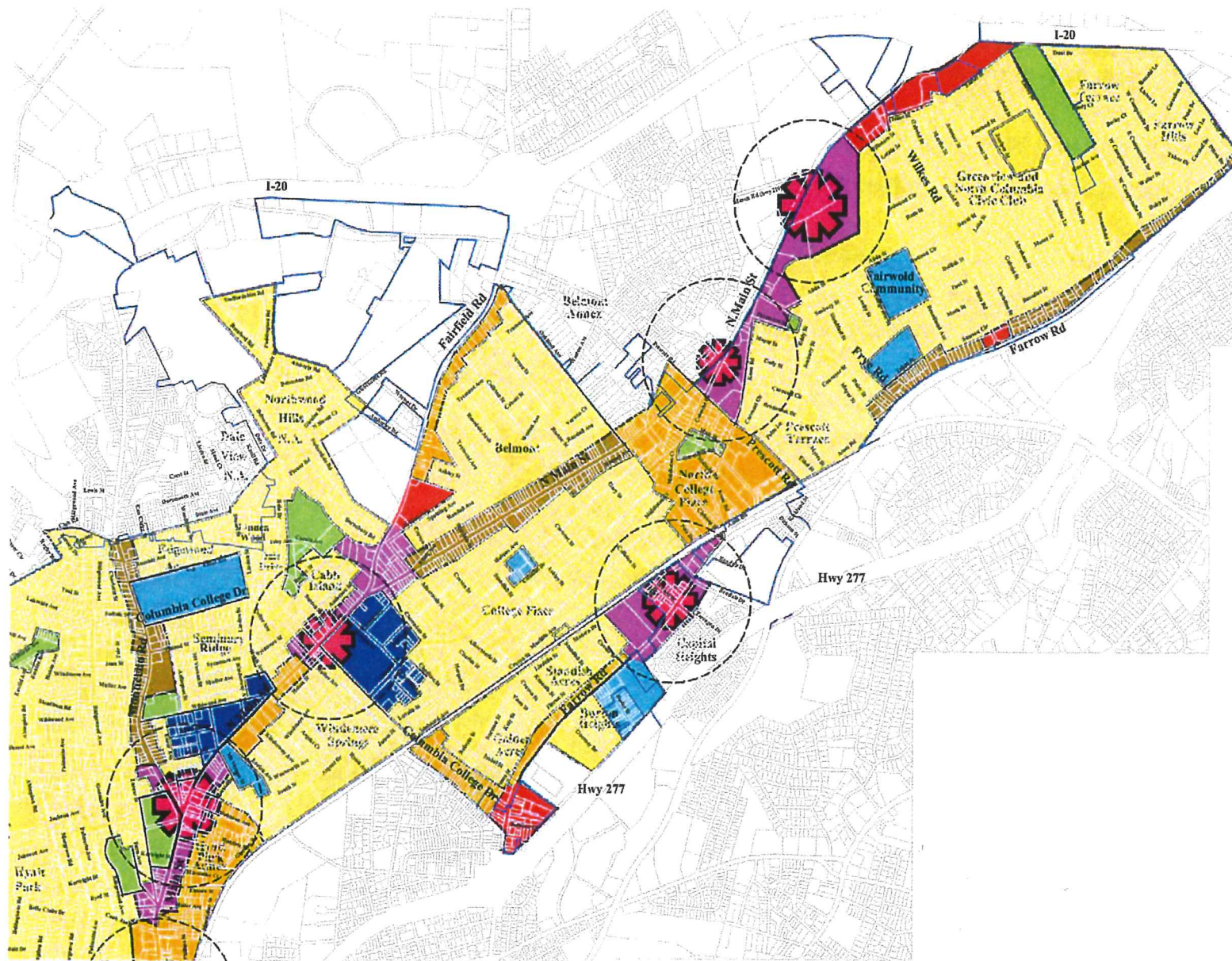
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**ACTIVITY NODE**









-  **MAJOR NODE**
  - N.MAIN ST AT HYATT PARK
  - N.MAIN ST AT MASON RD
-  **MODERATE NODE**
  - FALLOW RD AT TARRAGON DR
  - N.MAIN ST AT COLUMBIA COLLEGE DR
  - N.MAIN ST AT RIVER RD
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**Master Plan-Cont.**

**Master Plan**



Preserve existing single-family neighborhoods



Increase neighborhood retail services

## Vision

The North Columbia Coordinating Committee and workshop participants identified five crucial goals during the planning process for the North Columbia Area.

### *Community Goal: Reinvent Image of North Columbia*

Change the negative perception of outsiders by increasing community identification

### *Community Goal: Preservation of existing single-family neighborhoods*

Identify and address the issues that are having a negative impact on the existing neighborhoods by using neighborhood redevelopment activities such as infill development and code enforcement

### *Community Goal: Develop supportive retail services*

Attract new retail developments and services to the community to create a more vibrant pedestrian oriented community

### *Community Goal: Maintain and develop new parks and community open spaces*

Identify issues within the existing neighborhoods and parks, and develop new neighborhood greenspace

### *Community Goal: Increase educational services and outreach programs*

Continue existing programs and partner with local and regional institutions to increase opportunities available within the community

**Artist Village Neighborhoods:**

- Cottontown
- Earlewood
- Elmwood Park
- Hammond Village
- Laurell Hill
- Marshall Park

**College Village Neighborhoods:**

- Ardincaple
- Belmont
- Cabb Island
- College Place
- Dale Drive & Lindenwood
- Edgewood Acres
- Hyatt Park
- Hyatt Park Annex
- Northwood Hills
- Seminary Ridge
- Windemere Springs

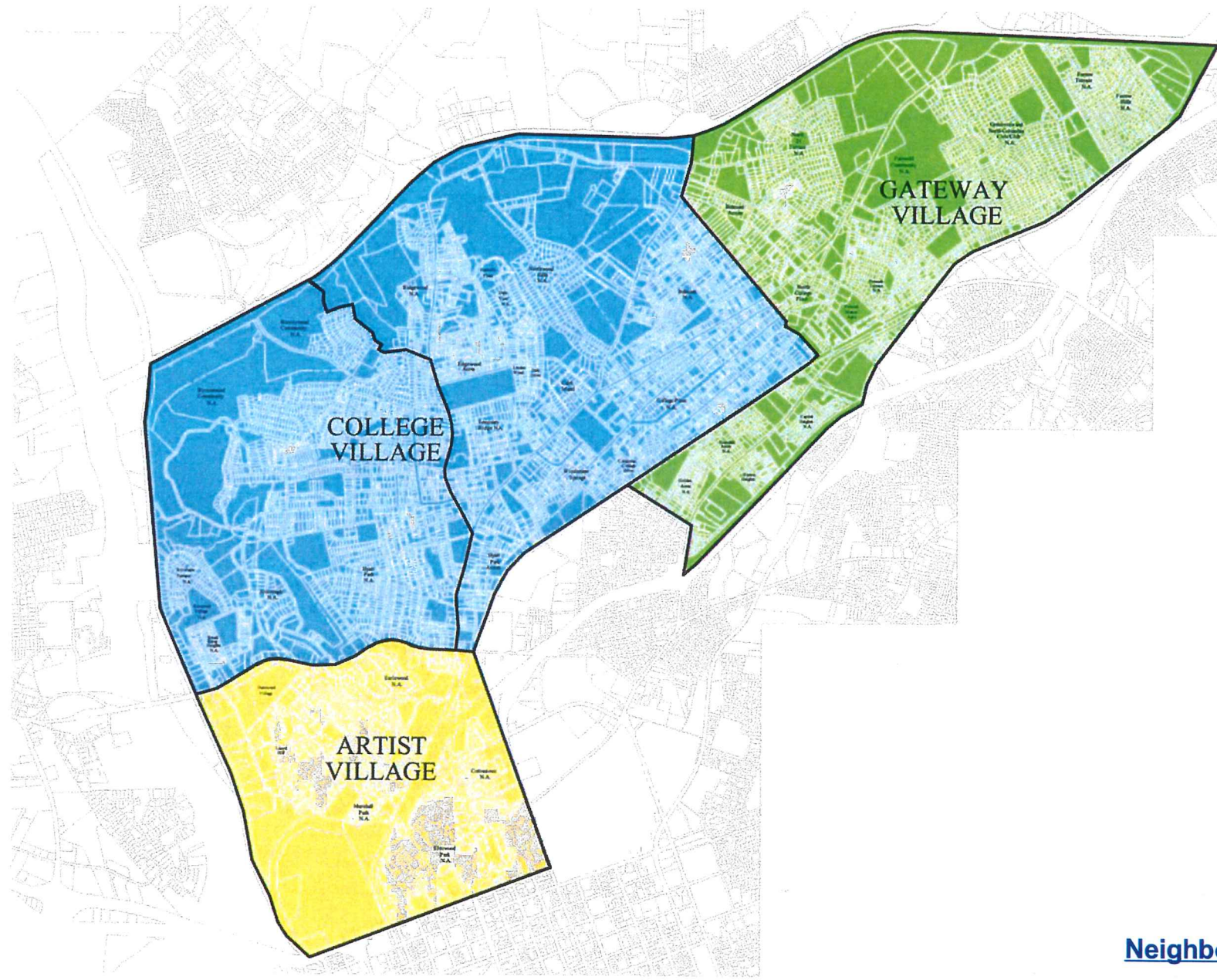
**Gateway Village Neighborhoods:**

- Burton Heights & Standish Acres
- Fairwold Community
- Farrow Hills
- Farrow Terrace
- Golden Acres
- Greenview & North Columbia  
Civic Club
- North College Place
- Prescott Terrace

**Neighborhood Villages**

The public workshops and committee meetings uncovered the depth of the diversity within the community and that a single idea or theme would not adequately depict North Columbia. The Master Plan created three distinct villages or districts within the North Columbia community. **While there are no distinct lines or boundaries that define these villages, the concept created an identifiable area, centered in and around a walkable mixed-use activity node that represents and focuses on a distinct social dimension.** The Artist Village, the College Village and Gateway Village would all be identifiable as smaller communities within North Columbia. They would focus on creating partnerships between neighborhood groups, institutions and community organizations that would reinforce the area’s diversity and create a place that would appeal to a variety of existing and future residents, and attract new visitors. Surrounded by the existing single-family neighborhoods, the center of these villages would be a vibrant walkable activity node. Within these nodes a concentration of retail and higher density residential elements would serve to create a sense of place and identity within the North Columbia Community.

The North Columbia Master Plan identifies three important elements within each village: activity node, transportation corridor and neighborhood. The development and enhancement of each element is vital in creating a sustainable, vibrant village. An **activity node** is a concentration of higher intensity uses, such as retail, office and/or higher density residential types such as apartments. Its purpose is to create a sense of place that emphasizes a pedestrian friendly environment while providing goods and services for the surrounding community. The activity node becomes the primary landmark for the entire village. **Transportation corridors** are high traffic volume streets and accompanying land-uses that transect the community. These corridors are a mix of residential, institutional and commercial uses that are in varying states of economic vitality. The North Columbia community has four primary transportation corridors within the area with N. Main Street being the primary corridor. N. Main Street has an affect upon each village within the North Columbia area and is also a signature street for downtown Columbia. The existing **neighborhoods** within the North Columbia area are the heart of each village. Without their economic vitality, the retail elements of the activity nodes will not survive and the creation of a sense of place within the community and Columbia will not occur.



Neighborhood Villages

# Master Plan

**Neighborhoods:**

- Cottontown
- Elmwood Park
- Earlewood
- Hammond Village
- Laurel Hill
- Marshall Park



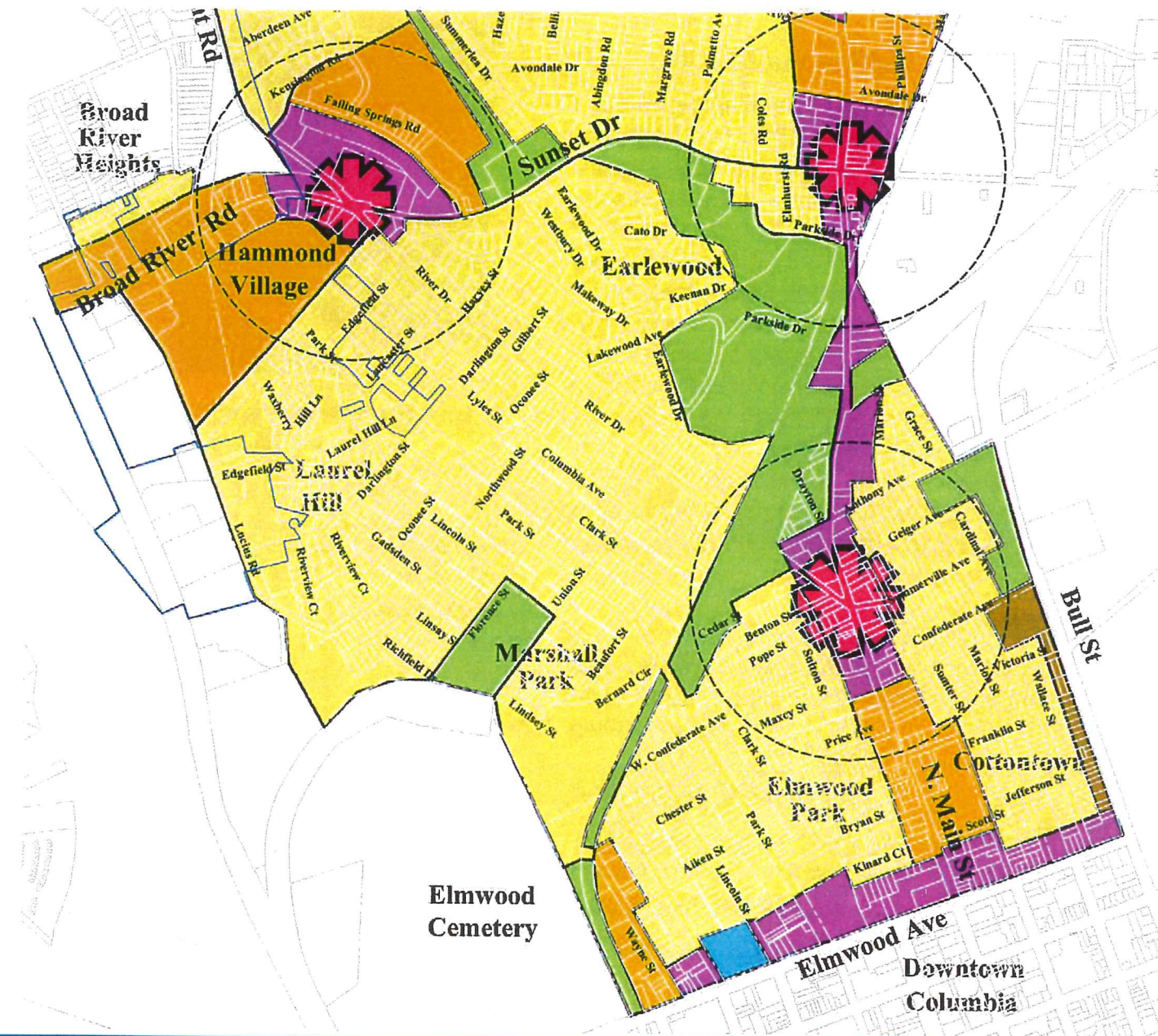
Develop a mixed-use activity node at N. Main Street and River Drive

**The Artist Village**









Located within the southern portion of North Columbia, the Artist Village would capture the vibrancy of the existing historic single-family fabric of Cottontown, Earlewood and Elmwood Park by creating a mixed-use activity node at the center of these neighborhoods and adjacent to a proposed future greenway. A new amphitheatre within Earlewood Park and the proposed greenway would create opportunities for outdoor performances and periodic art displays. The village would utilize existing commercial structures along and behind N. Main Street as artist galleries and studios. New construction at N. Main Street and River Drive would create a walkable environment where basic goods and services with high density residential units, such as apartments or condos. These units would appeal to young professionals, attracted to the greenway and close proximity to downtown, or empty nesters looking to downsize into a smaller more maintainable space, while not having to leave the community. New construction along N. Main Street might include live/work units where artists can display their work in bottom floor studios while residing upstairs. A vital element of the Artist Village is the development of the former Highway 277 right-of-way into a greenway. This greenway would connect downtown's Finlay Park to the Bull Street Redevelopment and the Earlewood Park. The greenway trails will bring many new users into the area who may want to explore ongoing activities, studios, and shops in the Artist Village.







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Artist Village



Mixed-use with retail on the ground floor and residential above



Former Coca-Cola factory

## Activity Nodes

### North Main Street at River Drive Activity Node

Located at the intersection of N. Main Street and River Drive within the Elmwood Park and Cottontown neighborhoods, this *moderate* activity node was identified by the residents as the center of their “Artist Village”. The current uses in this area include vacant and occupied retail buildings, with expansive parking lots that lack sufficient landscaping materials. Some of the existing apartments along River Drive are outdated and seem inconsistent within the area. This node benefits from its close proximity to three vibrant neighborhoods, all within a five minute walking distance. The adjacent neighborhoods have seen significant investment and building rehabilitations within the last twenty years. This activity node would provide retail elements such as coffee shops, boutiques, galleries and/or restaurants that would look to capture on the pedestrian friendly environment envisioned by the community. The second and third floors of new buildings would serve as apartments or office spaces. Close proximity to the proposed Highway 277 greenway would be an appealing amenity to many potential users. This activity node would benefit from the redevelopment of N. Main Street to the south as a high density residential corridor of townhomes, live-work units or apartments. The increased density will create more pedestrian traffic to support the new retail establishments and utilize the greenway. Reduced building setbacks would allow buildings to be placed closer to the street, allowing front doors to interact with N. Main Street.

While some new construction would refresh the appearance of this node, the rehabilitation of some existing structures such as the Coca-Cola building on N. Main Street and the concrete building at the N. Main Street and Summerville Avenue intersection would provide functional and affordable studio and gallery space.

#### Recommendations:

- ◆ The development of a mixed-use pedestrian friendly node with emphasis on artist galleries and studio spaces, higher density housing, and neighborhood retail services
- ◆ Redevelopment of the Coca-Cola building into a residential/studio community
- ◆ Create gateway to North Columbia that uses local artists’ pieces
- ◆ Utilize existing buildings as studio spaces when applicable



Existing condition at N. Main Street and Sunset Drive



Mixed-use development

***N. Main Street at Sunset Drive Activity Node***

The N. Main Street activity node is located at one of the most heavily congested intersections within the North Columbia community. This intersection is the gateway to the community from east Columbia. Consisting of vacant or lower tier commercial uses, this minor activity node should be developed with small retail uses adjacent to the intersection, with higher residential components surrounding the retail uses. A key to changing the perception of the intersection is the removal of the existing service station and the aesthetic enhancement of Sunset Drive. The service station does not promote a positive image. The redevelopment of this parcel and the adjacent tire services along N. Main Street south of Sunset Drive will be vital in redeveloping the intersection. In addition, a new streetscape along Sunset Drive from the railroad tracks to the east and to the single family homes on the west, that includes sidewalks, street trees, lighting and limited curb cuts will improve traffic flow and provide a more aesthetically pleasing experience. With the future development of the medical complex to the immediate west of this intersection, there will be an increase in retail needs to support the new staff. Creating a pedestrian friendly environment along Sunset Drive will encourage the medical complex workers to walk to the activity node and support the retail establishments instead of driving elsewhere for goods and services.

**Recommendations:**

- ◆ “Piggy back” on streetscaping improvements along N. Main Street and extend along Sunset Drive from railroad to the east and to Elmhurst Road to the west
- ◆ Encourage redevelopment of existing retail with high density residential uses and limited retail
- ◆ Utilize close proximity to Earlewood Park as an attraction for residential developments
- ◆ Develop retail to attract adjacent medical complex constituents

**Sunset Drive at River Drive/Clement Road Activity Node**

This minor activity node is located within the neighborhoods of Ardincaple, Earlewood and Hammond Village, and is within close proximity to the Broad River Heights and Hyatt Park neighborhood. The development of a neighborhood grocery store is the focal element of this node. The nearly vacant, former A&P strip center and surrounding vacant and lower tier retail services have created an intersection with no identity along one of the busiest corridors within the North Columbia area. The center of the activity node would be the redevelopment of the vacant strip center into a neighborhood grocery store. The redeveloped retail center would place outparcels fronting Sunset Drive with the grocery store and parking behind these buildings. This arrangement will create a sense of place that currently does not exist at this major intersection. The development of Broad River Road into a medium density residential corridor would help support this new retail service and enhance its sense of place. The Hammond Village and Rutledge Forest apartment complex would be redeveloped a mixed-type residential development. The diverse housing options, such as townhomes and single-family homes, would provide additional patrons for the retail center as well as provide more suitable housing within the existing neighborhoods. The redevelopment of Hammond Village into a more pedestrian friendly community that connects and engages the surrounding neighborhoods, and the increase in potential customers, are crucial for the retail development to be seen as feasible by potential developers.



Existing shopping center at Sunset Drive and River Drive



Retail development that engages the street

**Recommendations:**

- ◆ Redevelopment of existing strip center with new grocery anchor
- ◆ Incorporate outparcels that engage the street with proper building placement and screen parking lot associated with grocery store
- ◆ Redevelop apartments with mix of townhomes and single-family homes that blend into adjacent single-family neighborhoods
- ◆ Redevelopment of Hammond Village and Rutledge Forest with mix of townhomes and single-family homes that blend into adjacent single-family neighborhoods



N. Main Street looking south towards Central Business District



Live-work units in the Vista

## Transportation Corridors

### *N. Main Street Corridor (Elmwood Avenue to Sunset Drive)*

The redevelopment of N. Main Street into a more vibrant and pedestrian friendly environment has already begun. The development and implementation of the N. Main Street streetscape project shows a commitment by the City of Columbia in turning a once blighted stretch of road into a more positive attribute. During the public process, residents felt it was critical to keep the existing single-family neighborhoods intact. They also realized the need for increased housing opportunities within their community and designated N. Main Street as a traffic corridor suited for more intense residential development. The added density is vital in creating a large residential base to support new commercial opportunities within the adjacent activity nodes. The development of townhomes or mixed-use with retail or office on the ground floor and residential above with street frontage will create a more dynamic, pedestrian friendly atmosphere. Buildings should be situated as to engage and connect to the street. They should not be separated from the street by large parking areas. Parking or driveways would be accessed from secondary streets to minimize curb cuts. This simple strategy will improve vehicular traffic flow along N. Main Street and increase pedestrian safety. By locating the parking behind the buildings, screened from view, the aesthetic quality of the corridor is enhanced, which creates more interest for visitors to investigate and discover other areas of the Artist Village. This stretch of N. Main Street is the gateway to the Villages of North Columbia from downtown and the streetscape should reflect its prominence.

### Recommendations

- ◆ Proactively rezone commercial and/or vacant property into medium to high density residential district
- ◆ Adopt design guidelines that reinforce commitment to a pedestrian friendly community

### *Sunset Drive Corridor*

Sunset Drive is unlike any other street within the North Columbia community. The combination of curvy streets and single-family homes, gives the corridor a rural country feel within the city. Sunset Drive is the major east-west transportation corridor that connects the medical area east of North Columbia to the suburbs of western Columbia. It is the geographical boundary between the Artist and College Villages. Sunset Drive has a need to preserve the existing single-family fabric while addressing the need for commuter traffic movement. Currently, +/-18,600 cars use this corridor on a daily basis. Significant road improvements are necessary to ensure good traffic flow but must maintain the unique character of



Preserve existing “rural” character of Sunset Drive



Townhomes along a high volume traffic corridor

the street that was identified by workshop participants. The addition of left turning lanes at key intersections would assist this flow. Sidewalks should be developed along this corridor. With its close proximity to Earlewood Park, sidewalks are essential to encourage residents to walk to the park and to provide for their safety.

### Recommendations

- ◆ Preservation of existing single-family residential character
- ◆ Left turn lanes at key intersections to include pedestrian cross walks
- ◆ Sidewalks on both sides of the street. Make pedestrian connection to Earlewood Park and proposed greenway connection trail

### *Broad River Road Corridor*

Currently Broad River Road is a four lane corridor characterized by vacant lots, neglected commercial buildings and high traffic volumes. However, this corridor also serves as the gateway from western suburbs to North Columbia. The Broad River Road corridor should be redeveloped as a medium to high density residential corridor. Its close proximity to the Three Rivers Greenway, downtown Columbia, hospital and subsequent support services, and its easy access to the interstate make it an attractive area for young professionals. In addition, the proposed redevelopment of the adjacent Roosevelt Village into a mixed-use, mixed income community to the north will further enhance the area. In turn, the development of a residential corridor with building street frontage, parking located in rear of the buildings, and vehicular access from secondary streets will create a more pedestrian friendly environment. The redevelopment of Hammond Village to the south is vital in changing the perception of the area, and will create an environment that will attract investors.

### Recommendations

- ◆ Redevelop existing commercial/industrial uses as a medium-to-high density residential corridor
- ◆ Create a pedestrian friendly environment that encourages residents to walk and ride between neighborhoods and greenway
- ◆ Redevelopment of Hammond Village essential to changing perception of the area



Tree lined street in the Artist Village



Traffic calming "bulb-out"

## Neighborhoods

The following are recommendations for each neighborhood within the Artist Village. The focus of the master plan and the commitment of the workshop participants and committee members are to develop a plan that focuses on creating "one" community. However, each neighborhood has issues that are unique to them and must be specifically addressed.

### *Cottontown*

Cottontown is a perfect example of an older historic intown neighborhood that has benefited from the growing trend of people moving back to the city to be closer to work. They are looking for the amenities and exciting environment that cities can offer. The Cottontown community will continue to suffer from negative influences associated with the near vacant Elmwood Avenue, N. Main Street and Bull Street corridors. The development of some industrial buildings within the neighborhood into studios or loft spaces will continue to make the neighborhood a destination community. Future strain will be placed on the community as the adjacent Bull Street redevelopment project is developed.

### Recommendations

- ◆ Conduct a traffic calming study that addresses cut through traffic from among others, Bull Street to N. Main Street, but still permits easy and sensible mobility within the neighborhood (Bull Street Redevelopment)
- ◆ Maintain existing neighborhood character of professional offices along Bull Street

### *Earlewood & Marshall Park*

The Earlewood neighborhood has recently adopted Protection Area Design Guidelines. These guidelines are an essential tool in maintaining the quality of the single-family community. While Earlewood Park is a wonderful asset for the entire community, Marshall Park is need of increased maintenance and infrastructure. With the new higher density projects of Canal Place and Laurel Hill within walking distance, park use will intensify. In addition, these new communities would benefit from a direct access point along Lucius Road to the Three Rivers Greenway.



Recreational trails



Redeveloped former housing project in Columbia, South Carolina

**Recommendations**

- ◆ Additional traffic calming measures along River Drive
- ◆ Joint city and county code enforcement sweep of county properties within the neighborhood
- ◆ Significant capital improvements to Marshall Park
- ◆ Beautification of cemetery along Beaufort Street
- ◆ Create access point along Lucius Road adjacent to Bus Barn to Three Rivers Greenway

***Elmwood Park***

The development of the former Highway 277 right-of-way into a greenway is imperative to continue the trend of reinvestment within the neighborhood. While the neighborhood core is a beautiful historic single-family neighborhood, the edges surrounding the neighborhood are suffering from an abundance of vacant property and industrial uses. The industrial uses along Wayne Street and apartment buildings on River Drive are inappropriate for the area. Unfortunately many of these existing uses are not likely to change until the development of the greenway has begun or the intown housing market runs out of available inventory. The greenway would connect downtown’s Finlay Park, to Earlewood Park, to the Bull Street Redevelopment and eventually to the Three Rivers Greenway.

**Recommendations**

- ◆ Development of former Hwy 277 as a greenway that makes the connection of Earlewood Park to the north and Central Business District to the south
- ◆ Redevelopment of industrial properties along Wayne Street into medium density townhomes
- ◆ Streetscape/pedestrian enhancement to Elmwood Cemetery
- ◆ Additional traffic calming measures such as bulb-outs along Park Drive
- ◆ Pedestrian connection to Three Rivers Greenway

***Hammond Village***

Hammond Village should be redeveloped as a medium density residential community that would mix townhomes and single-family homes. This new development would benefit from its close proximity to the greenway, new infill development of Laurel Hill and stability of Earlewood. In addition, the redevelopment of the former A&P strip center would be an attractive amenity to future homebuyers.





Duplex housing designed to look like one large home

**Recommendations:**

- ◆ Redevelopment as a medium density, mixed income residential community
- ◆ Create a more pedestrian friendly environment along Marlboro Street

**Neighborhoods:**

- Ardincaple
- Belmont
- Cabb Island
- College Place
- Edgewood Acres
- Hyatt Park
- Hyatt Park Annex
- Lindenwood & Dale Drive
- Northwood Hills
- Seminary Ridge
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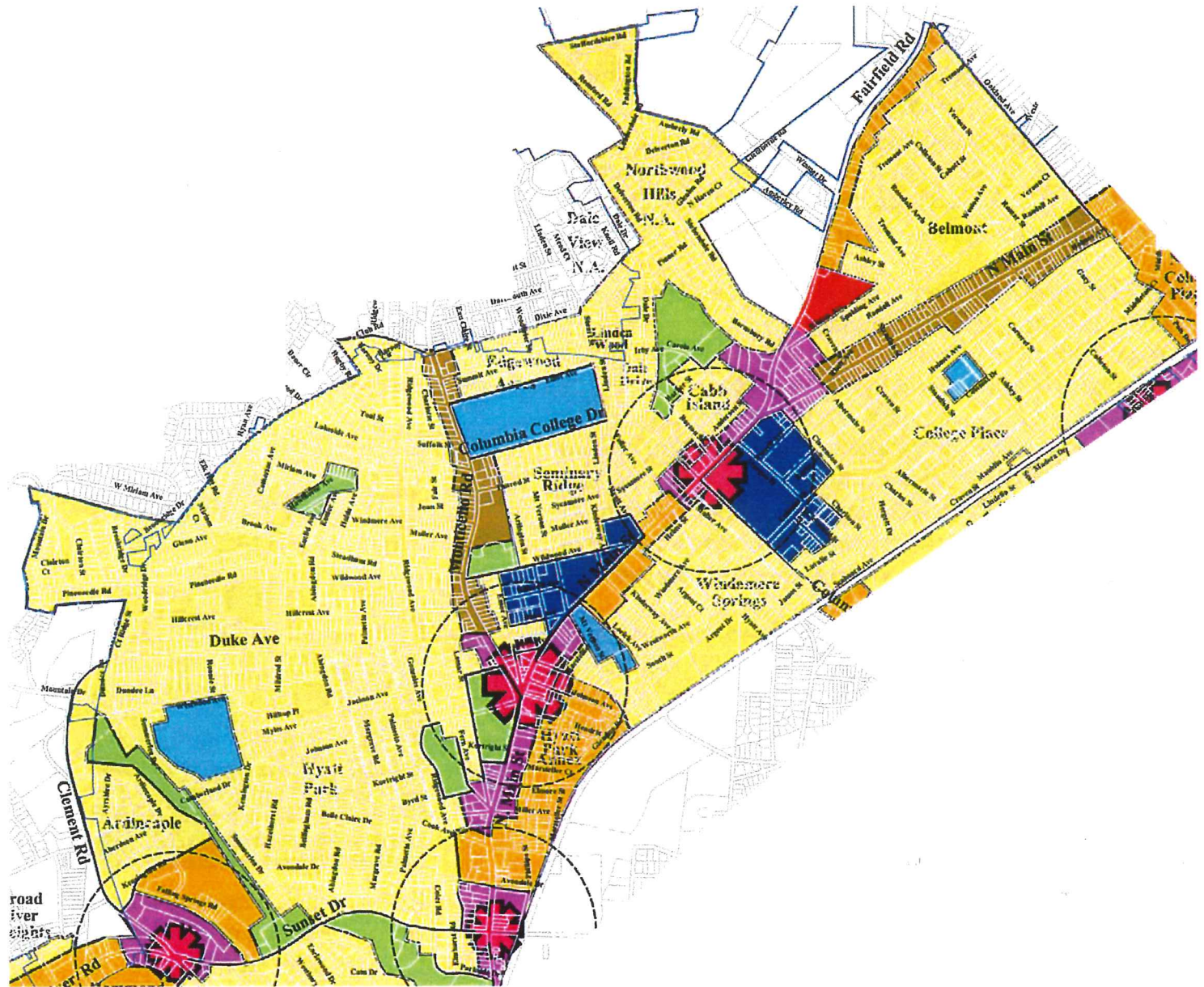
**The College Village**

Centered around Columbia College, the Lutheran Seminary, Eau Claire High School and the former Eau Claire Town Hall, the College Village would create a dynamic pedestrian friendly environment that captures the growing college student market and the diversity of the surrounding neighborhoods. The Village would be seen as a “small college town” within the big city. The area already attracts a diverse population of students and the faculty and staff that support these institutions. Yet there is a missing element often associated with towns with higher institutes of learning. There are few retail choices available and no energetic social scene for students, faculty and residents to interact with one another outside of these institutions. The College Village activity nodes would create a unique environment reminiscent of many small college towns with a pedestrian friendly environment where students and residents could walk to and from retail services, restaurants and Hyatt Park.

The diversity of the area is also reflective in the different kinds of neighborhoods within the village. Northwood Hills is a beautiful example of first tier automobile suburbs of the 1960’s with large homes on heavily wooded lots. In addition, College Place and Seminary Ridge were identified during the City Wide Architectural Survey and Historic Preservation Plan as neighborhoods recommended for historic Conservation Districts.



Develop a mixed-use activity node along N. Main Street



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**College Village**

**Master Plan**

**Activity Nodes**

**North Main Street at Monticello Road Activity Node**

Once the economic and social center of the Eau Claire community, the North Main Street at Monticello Road activity node, was identified during the public workshops as one of the major centers of North Columbia. It was also identified as an important gateway from the northern suburbs of Columbia coming from Monticello Road. N. Main Street and Monticello Road are both major road corridors within the North Columbia area. Both roads provide I-20 interchanges to the north and direct links to the Central Business District (CBD) to the south. Four neighborhoods are within a five minute walk of this node.

The area is anchored by the original Town Hall at the northern end of the node. Hyatt Park provides an excellent area for gatherings and recreational activities along the western boundary of the node. South University, which enrolls +/-270 students, is located along N. Main Street facing Hyatt Park. The existing Bi-Lo grocery store at the intersection of N. Main Street and Monticello Road, provides a strong retail presence within the node. While the building's site placement is good, improvements to the building's facade and parking area will further enhance its appearance from N. Main Street and help anchor the intersection. Improvements would include developing an entryway that faces N. Main Street and a new building or outparcel along N. Main Street that face the street. This parcel would be located within the existing retail center's parking lot. This will give the development a more pedestrian appearance and discreetly screen the grocery store's large parking lot from view.

The development of the first phase of North Main Plaza anchors the southern end of the activity node. North Main Plaza is a mixed-use development with retail on the ground floor and office space on the second floor. Development of the second and third phase has been slowed due to a lack of funding. These phases will provide additional retail and outdoor gathering space. In addition, a beautiful existing stone house will remain and be renovated as office space as a part the second phase of the development. The buildings have a variety of heights and stories and are placed close to the street to encourage a pedestrian friendly environment along N. Main Street. Wide sidewalks and front doors engage N. Main Street with parking located behind the building. This development sends a clear message that identifies the appropriate use and design quality expected of future development within the activity node. The renovation of the existing triangle building across from North Main Plaza would anchor the southern end of the node as a intense retail destination point.



Mixed-use development with retail shops on the ground floor and residential above



The former town hall is a landmark that identifies the center of the College Village



North Main Plaza has begun the transition into a pedestrian friendly activity node



Townhomes could be developed on former SCDOT site

The Hyatt Park Annex neighborhood was identified during the physical analysis of the area and during the public workshops as an area that could be redeveloped into higher density residential units that would support future retail and institutional developments. These residential developments would also provide a different type of for-sale housing product that would attract different users. Close proximity to Hyatt Park and retail services makes the area attractive to potential residents who would give up their yard in exchange for a park.

### Recommendations

- ◆ Redevelopment of South Carolina Department of Transportation (SCDOT) property and surrounding area within the Hyatt Park Annex neighborhood into medium density residential use, such as townhomes or live/work units, to support activity node
- ◆ Improvements to the existing Bi-Lo retail center
- ◆ Renovation or redevelopment of existing “triangle building” and adjacent parcels into mixed-use developments
- ◆ Increased outreach programs available at Eau Claire Town Hall

**North Main Street between Columbia College Drive and Fairfield Road Activity Node**

Located between Fairfield Road to the north and Columbia College Drive to the south, this moderate activity node on N. Main Street would provide much needed services to both residents and students. There is a large, untapped economic market associated with Columbia College. With an enrollment of 1,300 students, staff of 200 and a growing evening course curriculum, the retail services surrounding the college are not reflective of the needs of the area. Columbia College occupies the majority of the southern side on N. Main Street within this node. Across the street, the land uses include a gas station, car shop, single-family homes, apartment complex and vacant lots. The development of this node has already begun with a new CVS pharmacy at Columbia College Drive and the realignment of the Fairfield Road intersection as part of the N. Main Street streetscape project. A new athletic complex within the Cabb Island community north is within a five minute walk of the college. This new facility will further encourage pedestrian traffic within this node. The existing gas station and adjacent car shop should be redeveloped as mixed-use developments with services catering to students. The existing single-family homes should remain and transition into commercial or office uses. The existing apartment complex should be removed. Due to its location, building placement and design and dated appearance, the complex presents a security issue within the community. The site could be redeveloped with housing for students. Both the campus to the south and a grocery store to the north are within walking distance. As more people walk between uses within and around the activity node, the space will become safer and more dynamic. A key element with this redevelopment will be placement of the buildings close to the street with building entryways and windows opening onto Fairfield Road. This will provide additional "eyes" on the street.

This node will not only create an identity for the College Village, it will provide a positive gateway to Columbia College.

**Recommendations**

- ◆ Private/public partnership with Columbia College and City of Columbia to create mixed-use node
- ◆ Capitalize on streetscaping enhancements with new buildings that engage the street
- ◆ Identify services and recruit retailers that cater towards college community
- ◆ Transition existing single-family homes along N. Main Street to commercial or office uses
- ◆ Redevelop apartment complex at Fairfield Road and N. Main Street as student housing



Create outdoor meeting places to appeal to residents and students to interact



Mixed-use development with retail on the ground floor and residential above



Live/work units along N. Main Street will increase pedestrian foot traffic



New construction along N. Main Street reflects existing single-family home fabric

## Transportation Corridors

### *North Main Street Corridor*

There are two distinct districts or zones along N. Main Street within the College Village. The southern half is a vibrant higher density corridor with more intensive land uses. The northern half is a less intensive urban transitional corridor focusing on preservation of the existing single-family structures.

### *Southern Half (Sunset Drive to Fairfield Road)*

The redevelopment of N. Main Street from Sunset Drive to the Fairfield Road intersection, into a more vibrant pedestrian friendly environment will entail developing a higher density residential component between activity nodes. This development of townhomes or live work units would create an improved visual quality appearance, provide a different kind of housing type appealing to a diversity of residents and create a more pedestrian friendly environment. The City should proactively rezone existing commercial uses along this part of the corridor to medium density residential or mixed-use designations. Buildings should be placed to engage the street with parking hidden behind the buildings. Parking or driveways would then be accessed from secondary streets, to minimize curb cuts, allowing for increased vehicular and pedestrian safety and improved traffic flow.

### Recommendations

- ◆ Proactively rezone commercial and/or vacant property into medium to high density residential district
- ◆ Adopt design guidelines that reinforce commitment to a pedestrian friendly environment

### *Northern Half (Fairfield Road to Oakland Avenue)*

N. Main Street between Fairfield Road and Oakland Avenue was identified by the workshop participants as an area in need of preservation. While some institutions and multi-family uses do exist within this part of the corridor, single-family homes are the predominate building type. With rising land costs and proximity to a major transportation corridor, there will be pressure to redevelop the homes into more intense land uses such as retail or apartments. Therefore the area has been designated as an Urban Transitional District. The existing single-family homes should be preserved and adapted to small office or retail uses. These homes would be ideal for small professional offices or boutiques. This conversion



Townhomes along the N. Main Street corridor will provide needed density and different residential options

has already begun in some areas along this stretch of the corridor. Existing commercial and multi-family developments, such as the apartments and duplex buildings located at the N. Main Street and Colleton Street intersection, or the vacant parcels at Oakland Avenue should be redeveloped as townhomes that reflect the scale and architectural character of this area. These current commercial and multi-family developments interrupt what is an otherwise pedestrian friendly environment.

### Recommendations

- ◆ Preserve the existing single-family character of the street through design guidelines
- ◆ Redevelop existing commercial and apartments into medium density residential products reminiscent of adjacent single-family homes





Townhomes provide a buffer between existing single-family neighborhood and road corridor



Existing strip center should be enhanced with facade improvements and shade trees in the parking lot and along Fairfield Road

### **Fairfield Road Corridor**

Fairfield Road is a non-descript transportation corridor within the North Columbia area; however it also serves as a gateway corridor between I-20 and Columbia College. Currently, the road is a mix of residential and commercial uses. A recent repaving of an existing shopping center’s parking lot suggests that the owners intend to remain within the community. This shopping center provides many goods and services to the area and many residents of the Belmont neighborhood enjoy walking to the center. Facade improvements and street trees within the parking area will improve the overall aesthetic appearance of the center. In addition, the development of an outparcel or new building within the existing parking lot that faces Fairfield Road will further enhance the corridor. The remainder of the commercial uses along Fairfield Road are lower tier tenants, in nearly vacant or aging structures. These commercial uses should be redeveloped as medium density homes, such as townhomes or live/work units. These units would supply additional housing options within the community, buffer the existing single-family neighborhood of Belmont and enhance the appearance of Fairfield Road. In addition, these units would appeal to young professional as well as students and faculty of nearby Columbia College. One of the largest hindrances to improving Fairfield Road is the existing apartment and mobile home community located along the northern side of the street, just north of Alcorn Middle School. Both of these sites are located outside the city limits but are having a negative influence on the surrounding areas. The redevelopment of these sites into a residential community with a mix of single-family homes and townhomes will change the image of Fairfield Road and provide better housing choices within the community. New residents would be attracted to the site due to its close proximity to I-20, Columbia College and the retail center. In addition, the development would be within walking distance to Alcorn Middle School. To create a more pedestrian friendly environment, larger sidewalks with street trees and lighting should be developed along Fairfield Road.

### **Recommendations**

- ◆ Façade and landscape improvements to existing shopping center
- ◆ Redevelopment of existing apartment and mobile home park into a mixed residential community
- ◆ Identify failing commercial properties and redevelop with medium density housing that buffers existing neighborhoods
- ◆ Streetscape improvements along Fairfield Road



Preserve existing single-family homes as professional office buildings



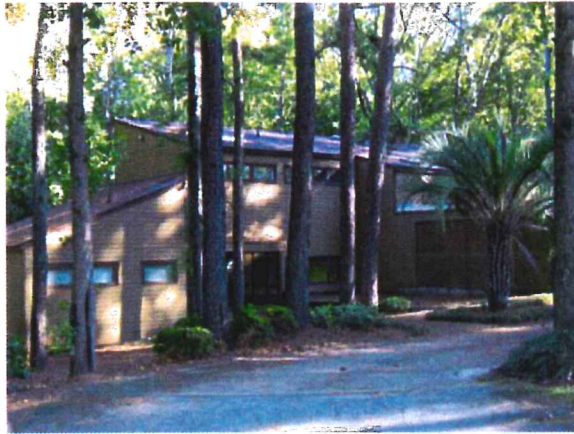
Enhance existing retail plaza with new facades and landscape

### **Monticello Road Corridor**

Monticello Road is a gateway corridor to the “College Village” from the northern suburbs. With direct access to I-20 to the north and terminating at the center of the heart of the village, the street is a mix of commercial, residential and institutional uses. The city limits begin at the intersection of Dixie Ave and Eau Claire High School fronts on Monticello Road at Columbia College Drive. The character of the street is primarily residential with some commercial uses. Many community workshop participants identified the need to preserve the existing residential character of Monticello Road by creating an Urban Transitional District. With rising land costs and proximity to a high traffic volume corridor, these homes will have strong pressure to be redeveloped as commercial or multi-family uses that might disrupt the existing residential character. The existing single-family homes should transition into professional office or small retail spaces when feasible. New construction should also reflect the existing architectural scale and character of the street. However, a new commercial building being erected at the Monticello Road and Timrod Road intersection is in conflict with the vision the community has for this area.

### **Recommendations**

- ◆ Proactively rezone as urban transitional zone
- ◆ Preserve existing single-family character of street
- ◆ Redevelop non-compatible commercial properties with townhomes



Preserve large wooded lot and diverse housing styles within Ardincaple neighborhood



Street improvements along Carola Avenue should include a sidewalk to connect Columbia College to athletic fields

## Neighborhoods

Although the focus of the master plan and the commitment of the workshop participants and committee members is to develop a plan that focuses on creating “one” community, each neighborhood has issues that are unique to them and are in need of addressing. The following are recommendations for each neighborhood within the College Village.

### *Ardincaple N.A.*

New infill along Ardincaple Drive does not reflect the architectural style and scale, nor existing lot pattern and density of the existing neighborhood. This inconsistency between existing homes and new infill creates a separation within the neighborhood. Traffic calming measures should be placed along Clement Road near the Ardincaple neighborhood to slow traffic.

#### Recommendations

- ◆ Identify existing vacant lots and neglected homes for infill development and/or rehabilitation
- ◆ New infill should reflect adjacent structures in scale and style
- ◆ Improve Clement Road so that it continues to accommodate existing traffic volumes while slowing traffic near the neighborhood

### *Cabb Island*

The development of the new athletic facilities by Columbia College within the neighborhood can be a positive and negative contribution to Cabb Island. This unique neighborhood will need to address access point to the fields and the traffic associated with them. Infrastructure improvements need to include improved curb and gutter and sidewalks to support the new facilities.

#### Recommendations

- ◆ Improve neighborhood identity
- ◆ Construct new curb & gutter throughout neighborhood
- ◆ Clearly identify athletic complex entry points and users
- ◆ New sidewalk along Carola Avenue to connect Columbia College to athletic fields



Existing apartments on Mauldin Avenue



Existing housing inventory on Duke Avenue in Hyatt Park

### ***College Place Neighborhood***

College Place is a single-family neighborhood that benefits from its close proximity to Columbia College. The neighborhood should be designated a conservation district by the city. The redevelopment of the existing apartments along Mauldin Avenue into more appropriate single-family homes is crucial in preventing inappropriate building practices from spreading into the surrounding neighborhood. The inclusion of bike lanes along Colonial Drive that connect Columbia College to the northern suburbs will give an identity to Colonial Drive while providing a designated alternative transportation route along a safer thoroughfare.

#### **Recommendations**

- ◆ Pursue historic/conservation guideline identification from City of Columbia
- ◆ Redevelop existing apartments along Mauldin Avenue into single family homes
- ◆ Redevelop existing duplexes along Marble Street into single-family homes
- ◆ Develop a small public park within the community for neighborhood gatherings
- ◆ Include bike lanes along Colonial Drive that will connect the northern neighborhoods to Columbia College

### ***Dale Drive & Lindenwood***

In order to create an identity for these streets, the neighborhood associations should merge together to create one larger identifiable neighborhood. Improved identification markers should be placed along Columbia College Drive and at Irby Drive near Cabb Island. The existing housing inventory along Dale Drive is in fair condition and in need of minor improvements. The housing along Linden St will need to be significantly improved and/or redeveloped in order to revitalize this area. New construction should be comparable to the existing homes within the neighborhood but reflective of current market trends.

#### **Recommendations**

- ◆ Create one neighborhood association representing both neighborhoods
- ◆ Redevelop homes on Linden Street to be appeal to the current housing market
- ◆ Increased neighborhood identification along Columbia College Drive and Hyatt Park



Substandard housing on Pineneedle Road in northern Hyatt Park



Preserve existing neighborhood character in Northwood Hills

### **Hyatt Park**

Hyatt Park has two distinctive areas within the neighborhood. The southern half of the neighborhood is well maintained with moderate homes and heavily wooded lots. New infill housing is a positive sign of the desirability to live within the area. In contrast, the area north of Duke Ave, once called North Highlands, has significantly smaller homes on smaller lots. There is a larger number of vacant lots and an evident lack of reinvestment in this area.

#### **Recommendations**

- ◆ Code enforcement sweep and vacant lot inventory of homes north of Duke Avenue
- ◆ Identified vacant lots should be acquired by city and redeveloped by Eau Claire Development Corporation or other non-profit development group
- ◆ Acquire and redevelop existing single family homes on Pineneedle Road
- ◆ Provide neighborhood park to create an amenity in northern area of neighborhood
- ◆ Streetscape project that slows traffic along Duke Avenue and enhances the pedestrian experience and neighborhood appearance
- ◆ Implement bike lanes along Duke Avenue that would connect College Village to Three Rivers Greenway
- ◆ In areas south of Duke Avenue, future infill housing should reflect in scale and style that of its adjacent homes

### **Northwood Hills Neighborhood**

The Northwood Hills neighborhood is a quiet and isolated community of traditional suburban homes on large lots. The preservation of the character and style of the neighborhood will be the biggest challenge in the future. The existing vacant lots need to be developed with single-family homes that are consistent with the scale and character of the existing neighborhood. In addition, future renovations should maintain the typical character of the neighborhood. An improved streetscape through the sprawling Alcorn Middle School parking lot will create a better identity for the neighborhood and increase safety near the school. The adjacent apartment community along Winmet Drive will continue to have negative influences on the Northwood Hills Neighborhood unless increased police surveillance and community watch programs are implemented or until those sites are redeveloped.



Develop a more pedestrian friendly environment along Columbia College Drive



Upgrade existing student housing facility

### Recommendations

- ◆ Develop single-family homes on existing vacant lots (Rumford Road)
- ◆ Future infill development to reflect scale and character of adjacent homes
- ◆ Develop closed road between neighborhood and industrial park into a single-family lot eliminating route as transient cut-through

### *Seminary Ridge*

Seminary Ridge benefits from its relationship to the Lutheran Seminary. The designation of the campus and neighborhood as a historic conservation district will allow for the continued preservation of the existing neighborhood fabric. The traffic associated with Columbia College Drive and an absence of street connectivity to the rest of the neighborhood is having a negative impact on the homes along this corridor. The current configuration of Columbia College Drive allows for increased traffic speeds that further disrupt this neighborhood. The implementation of a more pedestrian friendly streetscape including curb and gutter, street trees and traffic calming measures will benefit these homes. These measures will also enhance pedestrian movement between Eau Claire High School and the College Village activity node.

### Recommendations

- ◆ Pursue historic guideline/conservation overlay
- ◆ Future infill should be similar in scale and style to that of its adjacent homes
- ◆ Improve streetscape on Columbia College Drive

### *Windemere Springs Neighborhood*

Windemere Springs should pursue a conservation district overlay to preserve the existing single-family fabric of the neighborhood. Some existing structures are in need of renovation and some streets are in a negative transitional phase. Concentrated code enforcement efforts should focus on Hyatt Avenue. Existing multi-family units should be redeveloped as single-family homes that are similar in style and scale to that of the neighborhood. The existing architectural style of student housing along Horry Street is outdated and not reflective of the architectural style of either the neighborhood or Lutheran Seminary. Facade improvements should be pursued by the school to enhance the physical environment of the neighborhood.



Preserve existing single-family character of Windemere Springs



Redevelop townhomes to be more reflective of existing neighborhood fabric

### Recommendations

- ◆ Pursue conservation overlay district to preserve existing single family quality
- ◆ Future infill to reflect existing architectural style and scale
- ◆ Provide facade improvement grants to upgrade existing Lutheran Seminary apartments fronting Horry Street
- ◆ Preservation of existing single-family fabric along Columbia College Drive



Single-family home in Hyatt Park Annex



Phillips Street in Hyatt Park Annex

## Redevelopment Areas

Several neighborhoods within the North Columbia area were identified for Redevelopment Area consideration. These neighborhoods exhibit “blighting” influences that negatively affect their surrounding community. Blighted areas are defined as a combination of five of the following factors: age; dilapidation; obsolescence; deterioration; illegal use of individual structures; excessive vacancies; destructive land use or layout; and others. The blighted influences observed included dilapidated and unsafe structures including numerous homes that were both vacant and boarded up, unsafe streets, and inadequate lot sizes that inhibit reinvestment opportunities. In addition, the existing areas might exhibit depressed property values, and impair the community’s tax base. Under the “Community Development Law”, the designation of a redevelopment area allows municipal authorities the ability to acquire private property through eminent domain and convey it to a redeveloper. It also allows the municipality to convey publicly owned land to a redevelopment authority, complete the relocation of utilities and participate in financing the redevelopment projects.





Single-family home in the Belmont neighborhood



Boarded up home in the Belmont neighborhood

### **Belmont Neighborhood**

Many of the streets within the Belmont neighborhood are showing blighting influences. There are numerous vacant lots, boarded up homes and substandard housing sizes. The inclusion of an auto repair facility and mobile home complex within the neighborhood core are negatively influencing adjacent properties. **The Belmont neighborhood has been identified as a Redevelopment Area.** The use of concentrated and persistent code enforcement sweeps will also be a vital component for the improvement of the neighborhood. Non-compatible uses, such as the car auto shop and mobile homes on Colleton Street, will need to be removed and redeveloped with single-family homes that are consistent with the existing single-family fabric. New construction by the Eau Claire Development Corporation (ECDC) is a first step in reinventing this neighborhood. To continue to attract new residents to invest within the community, existing vacant properties or lots with sub-standard housing will need to be identified and redeveloped. The existing apartment complex will need to continue to be maintained and monitored to assess its effect on the neighborhood's redevelopment progress. Additional capital improvements such as curb and gutter sidewalks, and storm drainage improvements are as equally important to change the image of the neighborhood and increase and promote pedestrian safety. At the center of this neighborhood, a new park should be developed to create a landmark for the residents. This park will encourage the preservation of the existing tree cover and create a place for neighborhood gatherings and interaction. Although an area for a new park was identified during the public workshop, new development has already begun on the identified parcels. The new park place should be centrally located within the neighborhood and adjacent to the existing apartment complex.

### **Recommendations**

- ◆ Designate Belmont Neighborhood as a Redevelopment Area
- ◆ Code enforcement sweep with concentrations along Colleton Street and Vermont Street
- ◆ Continue single-family home infill momentum begun by ECDC
- ◆ Identify and inventory vacant or dilapidating homes for future infill housing
- ◆ Acquire existing mobile homes on Colleton Street and redevelop as single-family for-sale homes
- ◆ Identify and develop a neighborhood park



Existing housing needs to be redeveloped to appeal to potential homeowners



Existing streetscape needs to be improved to create curb appeal

### Edgewood Acres

The Edgewood Acres neighborhood suffers from substandard homes and undersized lots that do not encourage redevelopment opportunities. Many of the streets within the neighborhood are exhibiting blighting influences. There are numerous vacant lots and an absence of capital improvements such as sidewalks and curb and gutter. **The neighborhood has been identified as a Redevelopment Area.** Utilizing the existing street pattern, new single-family homes should be developed on larger lots. New curb and gutter, sidewalks, lighting and street trees will further enhance the perception of the neighborhood and increase opportunities for additional private investment. With the redevelopment of the adjacent Eau Claire High School facilities, the first concentration of new development should focus along Elliot Avenue. This new green space will provide an attractive amenity to potential homebuyers. In addition, a street connection should be made between Dale View and/or Lindenwood neighborhoods to allow for better internal mobility and an elimination of perceived boundaries between the neighborhood groups.

### Recommendations

- ◆ Designate Edgewood Acres as a Redevelopment Area with a joint city/county partnership
- ◆ Redevelop with single-family homes on existing street pattern with larger lots
- ◆ Capitalize on close proximity to Eau Claire High School and newly expanded cultural and athletic facilities
- ◆ Upgrade infrastructure with sidewalks, curb & gutter, lighting and street trees
- ◆ Make street connection between Edgewood and Lindenwood and/or Dale View neighborhoods



Vacant housing in Hyatt Park Annex



The vacant former SCDOT property is having a negative influence on the neighborhood

### Hyatt Park Annex Neighborhood

The Hyatt Park Annex is a neighborhood of various uses with declining economic vitality. Many of the streets within the neighborhoods are showing signs of blighting influences. Many of the structures are vacant or substandard. Years of industrial development at the former SCDOT site and adjacent parcels have negatively influenced much of the residential portion of the neighborhood. It also suffers from a lack of identity including name recognition. The neighborhood should be designated a Redevelopment Area and redeveloped as a medium density residential community. Existing townhomes along Glendale Road should be redeveloped as single-family homes that are more consistent to the adjacent single-family residential fabric. Higher residential development should be concentrated south of Johnson Ave. New townhomes would benefit from their close proximity to Hyatt Park and the growing North Main Street Plaza. In addition, existing industrial buildings that are in good condition should be identified for renovation into artist galleries or studio spaces. As proposed in the 1993 Eau Claire Redevelopment Plan, a small business incubator would be an ideal anchor for a renovated industrial building while providing a necessary service to the community. The street network should present a more pedestrian friendly environment with sidewalks, street trees and sufficient lighting to encourage pedestrian traffic to and from the “College Village” activity node. The inclusion of curb and gutter is also vital in enhancing a pedestrian friendly environment, to direct storm water and improve the aesthetic appeal of the neighborhood. The development of a small neighborhood “pocket” park will also help create a landmark for the neighborhood and small gathering space for public interaction.

### Recommendations

- ◆ Designate Hyatt Park Annex as a Redevelopment Area
- ◆ Redevelop area into a vibrant medium density residential district
- ◆ Identify industrial properties or buildings for loft/studio/office conversion
- ◆ Partner with South University to identify areas for future school expansion and address parking concerns
- ◆ Develop small neighborhood greenspace or pocket park
- ◆ Provide pedestrian friendly streetscape that encourages walking to retail node on N. Main Street.
- ◆ Redevelop existing townhomes/duplexes along Glendale Road into single-family homes reflective of adjacent community
- ◆ Develop vacant SCDOT property with medium density residential homes

**Neighborhoods**

- Burton Heights & Standish Acres
- Fairwold Community
- Farrow Hills
- Farrow Terrace
- Golden Acres
- Greenview & North Columbia  
Civic Club
- North College Place
- Prescott Terrace

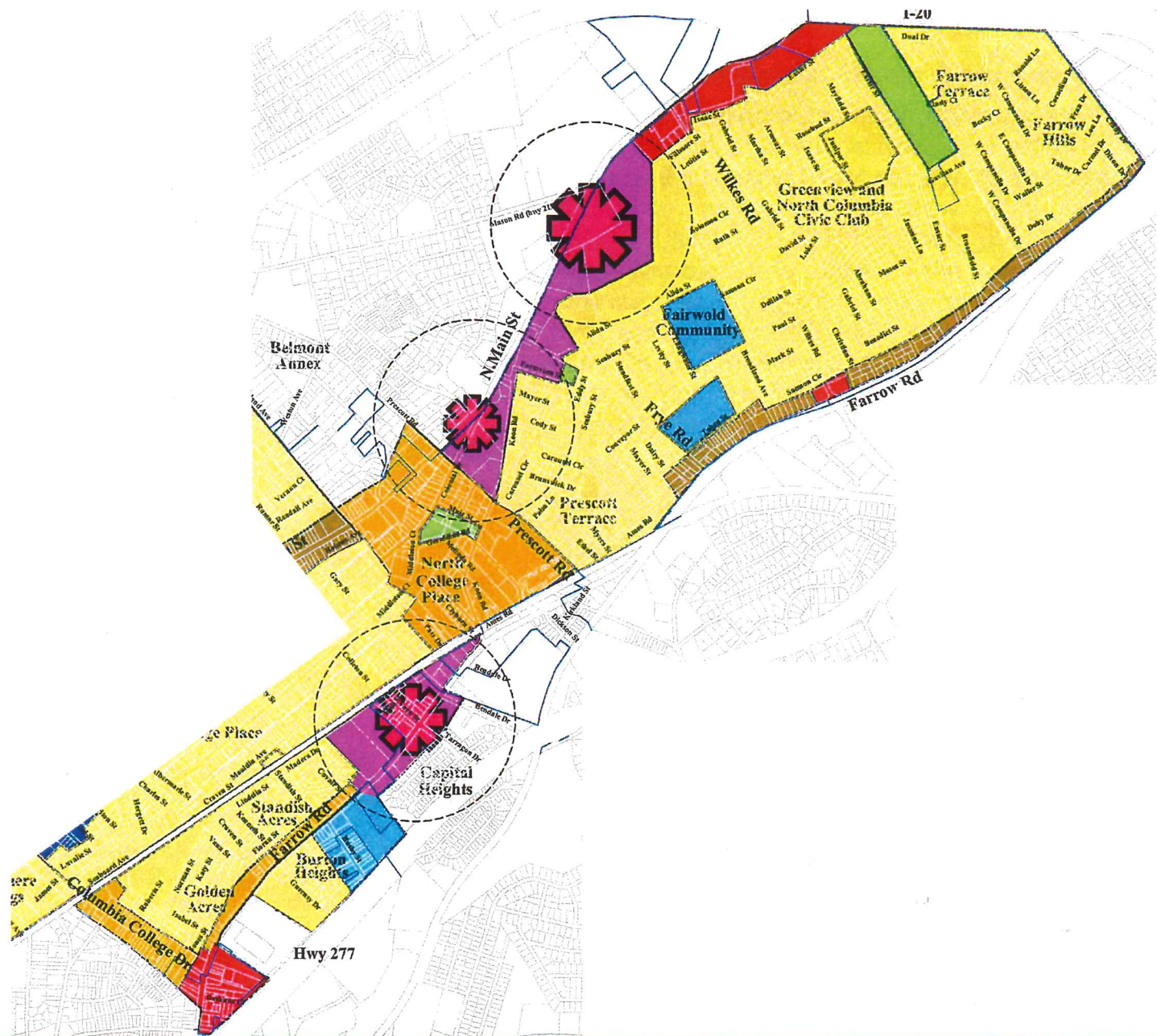


Preserve existing single-family neighborhoods


**The Gateway Village**

The Gateway Village is the entry to the City of Columbia from the northern suburbs. The Gateway Village should take advantage of the beautiful single-family fabric of many of its neighborhoods while creating significant “gateways” to downtown Columbia. The Greenview, Fairwold and Fairview neighborhoods are good examples of the beginning of the automobile-oriented communities of the 1950’s to 1970’s. But they are different than many suburban communities in that they do not have the traditional cul-de-sac, gated communities of similar developments. These neighborhoods have excellent street connections, which were maintained between existing and future neighborhoods. This provides for a seamless transition between the neighborhoods and adjacent villages. In addition, it provides for better internal vehicular and pedestrian movement for residents between neighborhoods. However, the poorly developed transportation corridors of N. Main Street and Farrow Road detract from these neighborhoods. The Gateway Village would redevelop these corridors with concentrated mixed-use activity nodes that would create a sense of place for the Gateway Village. In addition these nodes would act as “gateways” to Columbia and reinforce the neighborhood’s ideals of a walkable community with energy and diversity.





# Master Plan



**LEGEND:**

-  LOW DENSITY RESIDENTIAL  
(SINGLE-FAMILY DETACHED HOMES)
-  MEDIUM DENSITY RESIDENTIAL  
(TOWNHOMES, DUPLEX, LIVE WORK UNITS)
-  MIXED-USE (RETAIL/OFFICE GROUND FLOOR,  
RESIDENTIAL/OFFICE UPPER FLOORS)
-  COMMERCIAL  
(ONE STORY RETAIL SERVICES)
-  URBAN TRANSITIONAL DISTRICT  
(SINGLE-FAMILY HOMES CONVERTING TO OFFICE, RETAIL)
-  GREENSPACE  
(PARKS, GREENWAYS)
-  INSTITUTIONAL  
(PUBLIC SCHOOLS, COMMUNITY SERVICES)
-  HIGHER EDUCATION INSTITUTIONS

**ACTIVITY NODE**

-  **MAJOR NODE**
  - N.MAIN ST AT HYATT PARK
  - N.MAIN ST AT MASON RD
-  **MODERATE NODE**
  - FARROW RD AT TARRAGON DR
  - N.MAIN ST AT COLUMBIA COLLEGE DR
  - N.MAIN ST AT RIVER RD
-  **MINOR NODE**
  - N.MAIN ST AT SUNSET DR
  - BROAD RIVER DR/SUNSET DR AT CLEMENT RD/RIVER DR
  - N.MAIN ST AT COLONIAL DR
-  **FIVE MINUTE WALKING DISTANCE**

**Gateway Village**

## Activity Nodes

### North Main Street at Mason Road Activity Node

The northern end of the North Columbia area is without an identity. There are no landmarks, public spaces or retail plazas that accurately reflect the well maintained and beautiful neighborhoods located beyond the N. Main Street corridor. The development of the intersection of N. Main Street and Mason Road into a major mixed-use center would create such an identity. Located within the Fairwold Community, this activity node is composed of vacant tracts with large open fields and some wooded areas. These parcels are in contrast to the intense single-family neighborhoods around them. N. Main Street is the major transportation corridor within the North Columbia area, but there are few retail services along this part of the corridor. Many former strip centers are vacant, dated or are occupied by lower tier tenants and created with an automobile friendly focus. This site offers the opportunity to create a mixed-use development that would provide retail services to the surrounding neighborhoods, provide varying types of housing opportunities and create a community open space in a pedestrian friendly environment. Retail services should be located along N. Main Street to take advantage of the high traffic volume associated with the street. The center of the retail would be at the Mason Road intersection. Retail could stretch north to the Montieth School or south to the existing grocery store. Higher density housing should be located within close proximity to the retail services and along N. Main Street to encourage residents to walk to these retail services and limit the need for additional car traffic. Stepping back from N. Main Street towards the existing single-family neighborhoods, owner occupied townhomes would provide an alternative housing type that would appeal to different housing markets including young professionals and empty nesters. New single-family homes would be located adjacent to the townhomes. These homes would connect the existing neighborhoods to the amenities provided by the activity node as well as buffer the existing homes from the higher intensity uses. Lot sizes and building scale and style would be similar to the adjacent neighborhoods of Fairwold and North 21 Terrace.

Good pedestrian design elements are essential in creating a successful activity node. Major streets should provide wide sidewalks with street trees, lighting and benches. Retail and apartment buildings should engage the street with doors that face N. Main Street and screen the parking from view behind the building. Buildings should be at an appropriate scale to pedestrians, limited to three stories. The apartments should not be developed as “garden style” or “gated” with large fences surrounding the development that isolate them from the community, but as part of the neighborhood fabric. To ensure security, fences would be placed between buildings to secure parking areas, but front yards would be



Develop neighborhood scale retail services at activity nodes



Higher density residential homes that blend into an existing residential neighborhood



Create a pedestrian connection between Monteith School and Sanders Middle School



Montieth School

allowed to become a shared public and private space. Front doors and balconies should face the street in order to create additional “eyes on the street”. This will further enhance a safe environment and create the opportunity for spontaneous interactions between neighbors. Parking would be located within the interior of the development. The inclusion of these elements will create a more pedestrian friendly community and provide a better sense of security.

### Recommendations

- ◆ The development of three large vacant parcels as a mixed-use destination node
- ◆ Incorporate and promote the Montieth School as an amenity within the development
- ◆ Include higher density uses along N. Main Street and respect adjacent single-family neighborhoods
- ◆ Integrate new development into existing community by connecting to existing street pattern
- ◆ Development of nature center with trails and park space adjacent to Montieth School north to industrial park and south to Sanders Middle School

### ***Farrow Road at Gary Street Activity Node***

Positive momentum has already begun within the Farrow Road at Gary Street activity node. Located at the intersection of Farrow Road between Gary Street to the north and Standish Street to the south, this moderate activity node has the opportunity to be a catalyst to reinvent the perception of the Farrow Road corridor. New housing developments are currently underway to the south of this area. The Burton Height Phase II and the Roberts Drive subdivisions are providing homes for new residents which will be critical in revitalizing the area and filling in vacant parcels. New projects which have already been proposed for this activity node include the Life Resource Center along Busby Street and a new shopping center at Taragon Street. The Life Resource Center will provide job training programs to residents, including a Culinary Arts program. A new 70,000 sf shopping center will provide a grocery store, bank, pharmacy and complimentary services. In addition, the recent development of the Capital Heights neighborhood includes approximately 100 low to moderate income homes within walking distance to both of these resources. The development of Capital Heights is a positive step in providing homes to residents who might best benefit from its close proximity to community services offered by the Life Resources Center. However, the type of development and design of the neighborhood may have negative repercussions. In an area of North Columbia where walking is an essential means of transportation, there are no sidewalks within this development. Instead, an emphasis has been placed on the automobile. Front doors have been located to the sides of homes, garages have been placed in the front yards, and no community open space has been provided for residents to interact. This area will soon become a detriment to future redevelopment opportunities within the activity node. Investment in this community needs to be addressed soon to counteract this effect. Investments in aesthetic elements should include street trees, sidewalks and pedestrian scaled street lighting. Landscape enhancements should be developed both along the boundaries of the development and near the detention pond. The presence of a mini-police precinct within the activity node will also benefit the Capital Heights neighborhood and retail users.

All of the new or proposed development within the activity node is located along the southern right of way of Farrow Road. The northern portion of the right-of-way is occupied by a large wooded parcel, several vacant and/or deteriorating buildings and a car junk yard. In total, these parcels comprise approximately 22 acres. The development of this larger parcel into a mixed-use development that emphasizes retail spaces and medium density residential uses, such as townhomes would solidify this area as an activity node. The retail would face Farrow Road and would compliment the proposed shopping center across the street. The higher density housing would create additional patrons for the retail ser-



Mixed-use destination node



Capital Heights Neighborhood





Townhomes within the activity node will provide additional density to support retail uses and increase housing options



Develop a landmark that identifies the "Gateway" Village

vices and provide alternative housing options within the Gateway Village. The center of this development should be the preservation of a community greenspace or plaza for neighborhood events. This space would also provide a distinctive landmark for the activity node and the Gateway Village.

A key to the development of this node will be to create a pedestrian friendly environment. In an area of the city that has some of the lowest economic income levels and the highest dependency on public transportation, the area lacks pedestrian friendly elements. Even though Farrow Road has a sidewalk along both sides of the street, it does not provide a pedestrian friendly corridor. The development of a streetscape that includes large sidewalks with a landscape strip for placement of street trees and pedestrian scale street lights will enhance the appearance of the activity node and promote pedestrian safety. In addition, it will slow traffic through the activity node. Clearly identifiable and properly marked crosswalks are necessary to cross Farrow Road and should be located at key intersections.

#### Recommendations

- ◆ Substantial investment within Capitol Heights neighborhood to enhance quality of life for residents and to the benefit of surrounding users
- ◆ The development of the vacant tract facing Farrow Road at Varn Street as a mixed-use project with medium density housing
- ◆ Provide public park or plaza within mixed-use project for public events and Gateway Village landmark
- ◆ Enhancement of Farrow Road within the activity node to create a pedestrian friendly environment

**North Main Street at Prescott Road Activity Node**

The N. Main Street at Prescott Road activity node is dependent on the success of the N. Main Street at Mason Road activity node. This node would become the major activity node for the Gateway Village if the N. Main Street/Mason Road activity node is not developed appropriately.

Located within the Gateway Village of North Columbia, this area provides a prime opportunity for redevelopment. The area includes both city and county enforced properties. The activity node would be redeveloped with a small but enhanced retail component, offer community services such as police mini-precinct and create higher density housing that would buffer the existing neighborhood of Fairwold from N. Main Street. Although there is a large amount of retail space at this intersection, much of this existing space is vacant or occupied by lower tier tenants and has an outdated appearance. At the center of this node is an existing Eckerd Pharmacy. The retail services would be developed within the parking areas of existing commercial strip centers on both sides of N. Main Street at Prescott Road. This development would create a concentration of services at one location. It also creates a destination area for the community. Higher density housing could then be developed where the existing commercial buildings currently exist. This density housing would create a buffer between the higher density uses and traffic along N. Main Street and the existing single-family neighborhoods. The inclusion of a pedestrian friendly environment is essential in creating a successful activity node. Along with wide sidewalks, street trees and lighting, proper building placement will be essential in recreating the image of N. Main Street at this intersection. Retail and higher density housing should be placed closer to the street with parking behind the building. This will increase the visual aesthetic of the activity node and create a more pedestrian friendly environment. Traffic safety will be increased as parking lots are accessed from secondary streets which allows for improved traffic flow along N. Main Street.

**Recommendations**

- ◆ Horizontal mix of residential types, government and retail services
- ◆ Provide “stepping” of land use types from residential adjacent to single-family neighborhoods to retail along N. Main Street
- ◆ Improve Prescott Road to allow better traffic flow within community
- ◆ Create pedestrian friendly environment while improving vehicular movement



Neighborhood retail that enhances a pedestrian friendly environment



Pocket park for small neighborhood gatherings



Townhomes provide an additional housing option and buffers single-family neighborhoods from existing traffic corridors



Enhanced street corridor creates an identity for the community

## Transportation Corridors

### *North Main Street (Oakland Avenue to Wilkes Road)*

This area of N. Main Street was developed during the later suburban development of the 1960's and 70's. Commercial spaces became bigger during this period, thus creating larger commercial strip centers. No single-family housing was developed along this corridor and multi-family homes were pushed back from the street with a parking lot to buffer N. Main Street from the residents. Most shopping centers in this area are now vacant or have lower tier users. The multi-family housing is outdated, lacks character and is not desirable to the market. The street environment was developed for the automobile, and is void of sidewalks, street trees, or pedestrian lighting. This area of the Gateway Village, N. Main Street is also the dividing line between city and county regulated property. There are two activity nodes within this zone of the corridor. With the redevelopment of these nodes, additional higher density residential uses will be vital to transforming this area into a vibrant, pedestrian friendly street. The additional residential density will also be necessary to support the new the retail components of the activity nodes. The development of these former parcels into townhomes or multi-family housing would provide a defined "edge" to the corridor and will aid in creating a more pedestrian friendly space with a definable identity. In addition, it will provide a variety of housing opportunities that might attract young professionals or empty nesters. Building placement should emphasize a more pedestrian friendly environment of sidewalks and street trees which will also slow traffic within the corridor. Buildings would be placed closer to the street with front doors that adjoin the sidewalks. Parking should be placed behind the buildings, screened from public view, to enhance the aesthetic quality of the area. Parking should be accessed from secondary streets that would eliminate the need for additional curb cuts along the corridor increasing vehicular movement and safety.

### Recommendations

- ◆ Proactively rezone commercial tracts into medium density residential or mixed-use zoning categories
- ◆ Redevelop existing retail and apartment parcels into a medium density residential corridor
- ◆ Develop streetscape plan and identify implementation dates
- ◆ Adopt design guidelines that reinforce commitment to a pedestrian friendly environment



Pedestrian friendly streetscape along Farrow Road will improve pedestrian safety and corridor's visual appearance



Townhomes provide a physical buffer between neighborhood and road corridor

### ***Farrow Road Corridor***

Farrow Road is a wide five lane commuter corridor. The street does not reflect the residential character of the surrounding neighborhoods of Fairwold, Burton Heights or Standish Acres. Many of the existing commercial uses are vacant or deteriorating. Where sidewalks are in place, there is no landscape zone to separate the sidewalks from the traffic lanes or designated street crossings.

### ***Southern Half (Columbia College Drive to Prescott Road)***

The intersection of Farrow Road and Columbia College Drive has a mix of commercial uses, including a gas station and cemetery headstone store, and single-family homes. This intersection should remain commercial as Columbia College Drive is a major east-west corridor through North Columbia. The existing stone store needs a facade improvement and the existing parking lot is in need of landscaping. This intersection is a gateway to Columbia College and the center of North Columbia. Improved signage, streetscape and landscaping are essential elements in enhancing the image of the area. The existing single-family homes fronting Farrow Road will continue to display deterioration associated with their placement adjacent to a major road corridor. These homes are forced to access directly onto the Farrow Road corridor. As the development of the Gary Street activity node begins and the accompanying new services attract more traffic from outside the community this condition will continue. During the public workshops, the community identified this area of the corridor for future medium density housing. This more intense residential use is appropriate along such a high volume traffic corridor and will provide a buffer between the existing neighborhoods and the corridor. Access to these units would be from secondary streets eliminating the need for additional curb cuts along Farrow Road. This will increase traffic flow and improve pedestrian and vehicular safety.

### **Recommendations**

- ◆ Develop streetscape plan that encourages a pedestrian friendly environment
- ◆ Redevelop existing substandard commercial buildings and provide façade and landscape grants to existing commercial structures at Columbia College Drive
- ◆ Develop medium density housing to buffer existing neighborhoods from the street corridor



Facade and landscape improvements will improve the gateway to Greenview



Develop townhomes along Farrow Road to buffer neighborhood from road corridor

### ***Northern Half (Prescott Road to Cindy Drive)***

This area of Farrow Road is mix of single-family homes, various commercial uses, and vacant parcels. Farrow Road runs parallel to a railroad track along its southern right of way. The existing commercial node at the intersection of Farrow Road and Wilkes Road is the gateway to Greenview neighborhood. The car wash on the western corner of the intersection is well landscaped and well maintained, but the gas station on the eastern corner is not. Both businesses are viable uses within the community. The gas station should pursue the redevelopment of the site with a facade upgrade and an improved landscape that is similar to that of the carwash. The remaining commercial uses along Farrow Road are in direct conflict with the surrounding neighborhoods. In particular, the used car lot/junkyard at the Frye Road intersection is having a negative influence upon the community. The area is designated as an Urban Transitional corridor. While the preservation of the exiting single-family homes are preferred, the traffic volume, aesthetics and vacant areas on the railroad side of Farrow Road will continue to have negative impacts on homes. The existing single-family would transition into small professional offices. The existing commercial uses should be redeveloped into medium density residential housing, such as townhomes, that could be accessed from secondary streets. This access will reduce curb cuts along Farrow Road, and increase vehicular safety and traffic flow. These improvements would have a dramatic improvement on the image of the corridor and the adjacent neighborhoods.

#### **Recommendations**

- ◆ Façade and landscape investment at existing gas station at Wilkes Road
- ◆ Proactively rezone as urban transitional zone
- ◆ Preserve existing single-family character of street
- ◆ Redevelop commercial properties with townhomes



New additions do not match material or architectural style of adjacent homes



The Harlem Heights community within Fairwold will continue to have negative influences on Fairwold and Prescott Terrace

## Neighborhoods

The following are recommendations for each neighborhood within the Gateway Village. Although the focus of the master plan and the commitment of the workshop participants and committee members are to develop a plan that focuses on creating “one” community, each neighborhood has issues that are unique to them and are in need of addressing.

### *Burton Heights Neighborhood*

Burton Heights will experience positive benefits from the development of the Life Resources Center to the north and new subdivision of Burton Heights II to the south. There will be pressure in the future for new infill homes to be built within the neighborhood or renovations to expand the size of existing homes within the community. New construction should utilize similar materials and scale to better integrate within the existing single-family fabric. With the development of a major activity node to the north, increased traffic along Farrow Road will have negative impacts upon the community. Additional landscape buffering along Farrow Road and the inclusion of a street light will also benefit the neighborhood.

### Recommendations

- ◆ Direct future renovations to reflect existing architectural style, scale and materials of adjacent homes
- ◆ Install additional landscaping on lots facing Farrow Road to provide additional buffering and to create improved “curb appeal”
- ◆ Investigate additional traffic signals along Farrow Road to provide better and safer access to neighborhood

### *Fairwold Community and Prescott Terrace Neighborhood*

The Fairwold Community will be directly influenced by the development of the vacant tracts of N. Main Street and Mason Road. In order to preserve the single-family character of the neighborhood, the development of these parcels should include active participation by the residents of Fairwold. Maintaining connectivity to the new development and buffering the neighborhood from the higher intensity uses are essential in preserving the character of the neighborhood. If the new activity node is successful, there will be development pressure on the neighborhood for new construction, such as infill housing and renovations to existing homes. This development will impact the existing single-family fabric of the Fairwold neighborhood. In addition, the new development will increase cut-through traffic, which will



Mobile homes within Fairwold are inconsistent with surrounding neighborhood fabric



The implementation of curb and gutter and sidewalks will minimize parking in front yards and improve visual appearance of community

have a negative effect on the residents, quality of life. The development of appropriate curb and gutter throughout the neighborhood is essential in maintaining the economic vitality of the area.

### Recommendations

- ◆ The Fairwold neighborhood will benefit from the development of vacant or undeveloped parcels along N. Main Street
- ◆ Need to replace the existing drainage ditches and inappropriate curb and gutter within the community to improve the curb appeal to potential homebuyers
- ◆ Install sidewalks along Frye Road and improve sidewalks along Alida Street
- ◆ Install traffic calming measures along Frye Road
- ◆ Install significant neighborhood identification monuments at the intersections of Frye Road with N. Main Street and Farrow Road
- ◆ Implement bike lanes along Alida Street to connect into a larger bike path from northern suburbs to Columbia College

### *Farrow Hills & Farrow Terrace Neighborhood*

The Farrow Hills and Farrow Terrace neighborhoods suffer from a lack of identity between each other and even between the surrounding neighborhoods. The close proximity of Interstate 20 will continue to affect the neighborhoods' quality of life if significant buffering measures are not instituted. As the homes continue to age, there will be pressure to expand or tear down existing homes and replace them with new construction that may be inconsistent with the character of the neighborhood. The development of design guidelines that conserve the aesthetic intent of the original development and address the needs of future generations is necessary in maintaining the quality of the Farrow Hills and Farrow Terrace neighborhoods. Enforcement of the design guidelines and consistent code enforcement are necessary in maintaining the quality of the neighborhoods. Code enforcement sweeps are necessary along various streets within the neighborhood.

### Recommendations

- ◆ Develop infill conservation district that preserves original intent of the neighborhood
- ◆ Combine two neighborhood groups into one neighborhood association to strengthen representation



Preserve existing single-family character of one story brick ranch homes



Redevelop homes adjacent to Sanders Middle School

- ◆ Install sound walls and landscape buffering along I-20 corridor to improve quality of life
- ◆ Code enforcement concentrating on W. Campanelle Drive and Cindy Drive
- ◆ Implement new curb & gutter throughout community to improve overall appearance
- ◆ Improve sidewalks along Alida Street to create a safer pedestrian connection to the school and park
- ◆ Implement bike lanes along Alida Street to connect into larger bike path from northern suburbs to Columbia College
- ◆ Identify homes in need of rehabilitation and educate homeowners on available home loan programs available through the City of Columbia's Communtiy Development Department
- ◆ Adopt infill overlay district that preserves existing "bedroom" community feeling
- ◆ Provide neighborhood identification monuments at key intersection along Farrow Road and Alida Street at Greenview Park

### ***Greenview and North Columbia Civic Club Neighborhood***

The Greenview and North Columbia Civic Club is a beautiful neighborhood with large homes on heavily landscape lots. Developed during the 1960's and 70's, the Greenview neighborhood is a good example of suburban development that connects to the surrounding community rather than isolating it from them. Good street connections allow for proper internal mobility to the park and local schools. The neighborhood will be indirectly affected by the development of the vacant parcels at N. Main Street and Mason Road. The new developments will increase traffic within the community, but will also provide necessary goods and services within the Gateway Village. In addition, some streets within the neighborhood west of Wilkes Rd have significantly smaller homes, many of which are in need of extensive renovation, that will be difficult to attract significant reinvestment. Traffic calming measure will be needed along Wilkes Road and Alida Street/David Street to slow cut-through traffic. In addition, better sidewalks along the corridors, that are seperated form the road edge, which will increase pedestrian safety between the middle school and Greenview Park. A bike lane should be implemented along Ailda Street that connects to the College Village. This bike route will allow a direct bicycle connection to Greenview Park in the Gateway Village to the center of the College Village activity node. Appropriate curb and gutters should be implemented throughout the neighborhood to improve drainage. The current configuration negatively affects the visual appearance of the homes and will hamper private reinvestment within the neighborhood. As the neighborhood continues to age, there will be pressure to expand existing homes and/or to tear down smaller homes and replace them with new construction that might be





Provide adequate curb and gutter to improve neighborhood appearance



Existing brick home in Standish Acres

inconsistent with the existing character of the area. The development of design guidelines that preserve the character of the original development, but meet the needs of future generations, will be necessary to maintain and enhance the quality of life within Greenview.

### Recommendations

- ◆ Redevelop streets west of Wilkes Rd to develop more market friendly housing
- ◆ Develop infill conservation district that preserves original intent of the neighborhood
- ◆ Improve sidewalks along major cut-through streets of Alida Street and Wilkes Road
- ◆ Install new curb and gutter throughout community to improve overall appearance and storm drainage
- ◆ Identify and install traffic calming measures along Wilkes Road to slow traffic and increase pedestrian safety
- ◆ Implement bike lanes along Alida Street to connect into larger bike path from northern suburbs to Columbia College

### Standish Acres

Standish Acres is a small neighborhood that is negatively influenced by Farrow Road to the south and the Golden Acres neighborhood to the west. The development of the Farrow Road at Gary Street activity node will benefit the neighborhood through the creation of new and improved retail and housing options. Within the neighborhood, vacant lots should be redeveloped with new single-family homes to fit in with the single-family fabric. New homes should be similar in scale and style, but will need to be larger in size in keeping with the current housing market. As commercial development continues to creep down Farrow Road to the south, many homes located on Farrow Road will begin to be transformed into less desirable uses. Medium density homes should be developed along the corridor to provide a stable, residential buffer between the existing neighborhood and traffic corridor.

### Recommendations

- ◆ Identify and develop vacant properties with new single-family homes
- ◆ New infill should complement existing buildings in scale and style
- ◆ Medium density residential along Farrow Road corridor

### Redevelopment Areas

Several neighborhoods within the North Columbia area were identified for Redevelopment Area consideration. These neighborhoods exhibit “blighting” influences that are negatively affecting their surrounding community. Blighted areas are defined as a combination of five of the following factors: age; dilapidation; obsolescence; deterioration; illegal use of individual structures; excessive vacancies; destructive land use or layout; and others. The blighted influences observed included dilapidated and unsafe structures including numerous homes that were both vacant and boarded up, unsafe streets, and inadequate lot sizes that inhibit reinvestment opportunities. In addition, the existing areas might exhibit depressed property values, and impair the community’s tax base. Under the “Community Development Law”, the designation of a redevelopment area allows municipal authorities the ability to acquire private property through eminent domain and convey it to a redeveloper, convey publicly owned land to a redevelopment authority, complete the relocation of utilities and participate in financing the redevelopment projects.



Debris in single-family neighborhood



Single-family home that has been converted into multiple residences



Existing streetscape in Golden Acres



Typical single-family home in Golden Acres

### **Golden Acres Neighborhood**

**Golden Acres has been identified as a Redevelopment Area.** The neighborhood exhibits blighted conditions, such as vacant or boarded up homes, substandard houses and lot sizes, and general absence of capital improvements. With the size of the existing homes and lots, the area is not likely to attract significant reinvestment opportunities. The neighborhood should be redeveloped with single-family homes within the interior of the neighborhood that are more market friendly. Townhomes would be developed along Farrow Road to buffer the single-family homes from the traffic corridor. A street connection with Standish Acres will help to integrate the new development into the existing urban fabric and eliminate the existing isolation of Golden Acres. In addition it will benefit Standish Acres with better internal mobility to Columbia College Drive. Within the center of the neighborhood, a small “pocket” park would allow for small neighborhood gatherings for both Golden Acres and Standish Acres and would increase resident interaction. This park would also provide an identity for the new community.

### **Recommendations**

- ◆ Designate neighborhood as a Redevelopment Area
- ◆ Develop as a mixed type residential neighborhood with townhomes, duplexes and single-family homes
- ◆ Connect street pattern to adjacent Standish Acres community



Existing mobile home park in North College Place



Existing apartment complex in North College Place along Prescott Road

### North College Place Neighborhood

North College Place suffers from its close proximity to vacant and neglected retail centers, poor internal connectivity, incompatible land uses and outdated multi-family housing. There is also a lack of capital improvements such as curb and gutter, sidewalks and street lighting. There is no center or landmark within the neighborhood. **The neighborhood has been identified as a Redevelopment Area.** It should be redeveloped as a medium density residential community of cluster housing or townhomes. The inclusion of senior living facilities within North Columbia was identified during the public workshops. Many participants of the workshops noted that there is an increased desire for seniors to remain within the North Columbia area. The existing churches within North College Place have indicated an interest in developing senior living facilities in conjunction with their organizations. The development of a senior center would add stability to an area that does not currently have a “sense of place”. New residential housing should be developed similar to single family attached and detached homes. The inclusion of a pedestrian friendly environment with sidewalks, street trees and adequate street lighting will create a neighborhood that feels less institutional. A new park should be created at the site of an existing trailer park, adjacent to the neglected cemetery, to create a gathering place and a landmark for the neighborhood. Significant homes located along Colonial Drive should be preserved to maintain the existing single-family character of the neighborhood.

### Recommendations

- ◆ Designate neighborhood as a Redevelopment Area
- ◆ Identify and preserve significant single-family homes
- ◆ Remove existing apartments at intersection of Ames Road and Prescott Road and redevelop with for-sale townhomes
- ◆ Partnership between City of Columbia and local churches to develop senior and/or assisted living facilities
- ◆ Remove existing mobile homes on Geraldine Street and develop a neighborhood park
- ◆ Improve existing infrastructure with new curb and gutter, sidewalks and street lighting
- ◆ Preserve and enhance existing cemetery along Geraldine Street
- ◆ Implement bike lanes along Colonial Street that would connect into bike path along Ailda Street from Gateway Village to Columbia College



Preserve existing single-family neighborhood character



Develop pedestrian friendly activity nodes

### Design Guideline Recommendations

The intent of the design guideline recommendations is to further ensure the preservation of existing single-family neighborhoods and the increased enhancement of the major traffic corridors throughout the area. New higher density residential homes are being built within many neighborhoods that do not have historic preservation ordinances. Design guidelines allow for higher levels of protection and/or quality within a defined district than existing zoning categories, but are not as restrictive as historic preservation guidelines. Along major road corridors, such as N. Main Street, design guidelines encourage quality mixed-use redevelopment which promotes economic growth, cultural interaction, open space preservation and an increased pedestrian friendly environment that increases the public's quality of life.

The City of Columbia's Planning Department may allow density bonuses for any of the following items, provided the intent is in keeping with the spirit of the design guidelines:

- ◆ Increased density
- ◆ Increased height
- ◆ Varied Parking
- ◆ Setbacks

### Major Street Corridors

#### Goal:

To transform the existing traditional commercial roads into vibrant, mixed-use, pedestrian friendly corridors by providing an additional layering of design control to promote the redevelopment and to ensure quality.

#### Streets:

- Broad River Road
- Farrow Road
- Fairfield Road
- Monticello Road
- N. Main Street
- Sunset Drive

CLEARLY VISIBLE CROSSWALKS AT STREET INTERSECTIONS  
ENCOURAGE PEDESTRIAN MOVEMENT AND SLOW TRAFFIC

ON-STREET PARKING IS  
ENCOURAGED

PEDESTRIAN CONNECTIONS BETWEEN BUILDINGS  
TO THE STREET ARE ENCOURAGED

A LANDSCAPED BUFFER SHALL BE APPLIED  
BETWEEN PROPOSED COMMERCIAL AND EXISTING  
RESIDENTIAL NEIGHBORHOODS

BUILDING SETBACKS SHALL BE A MINIMUM  
OF FIVE FEET AND MAXIMUM OF 20 FT

BUILDINGS SHALL BE ENCOURAGED TO BE  
MASSED TOGETHER TO APPEAR AS  
MANY SMALLER BUILDINGS

PEDESTRIAN AND VEHICULAR CONNECTIVITY  
IS ENCOURAGED BETWEEN  
DEVELOPMENT PARCELS

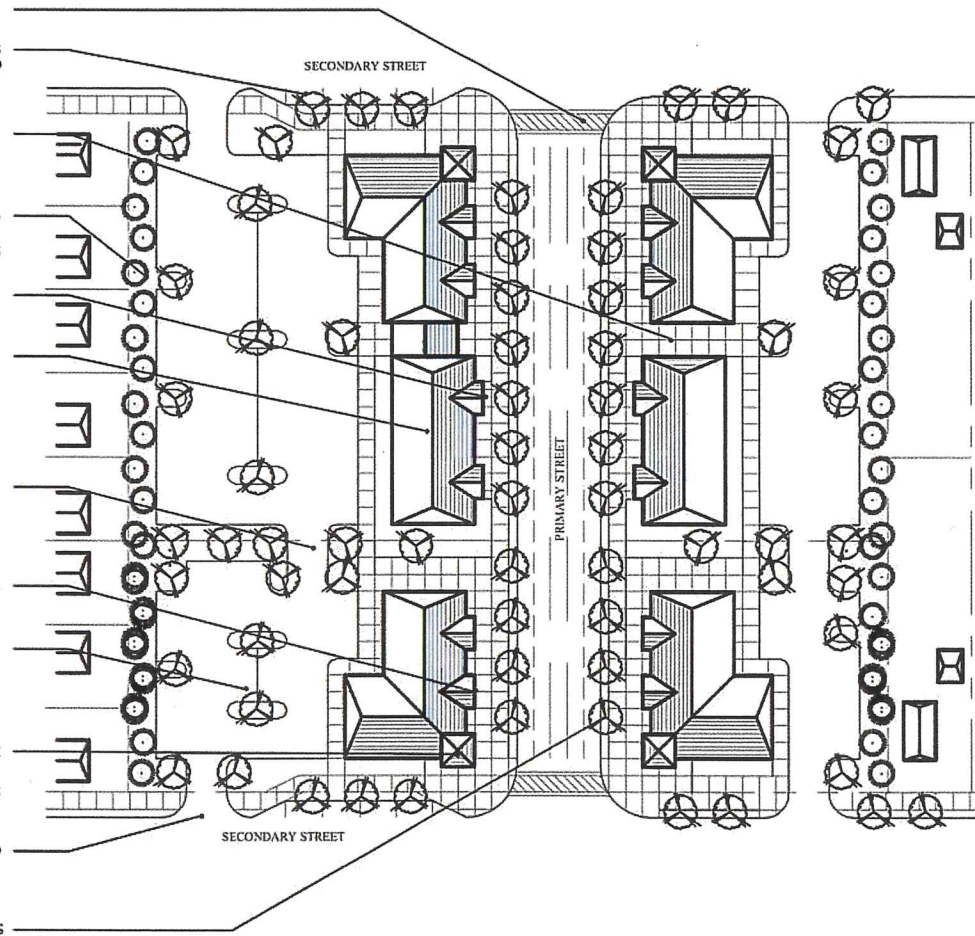
BUILDINGS MAIN ENTRY SHALL  
FACE PRIMARY STREET

PARKING SHALL BE LOCATED TO THE  
INTERIOR OF THE DEVELOPMENT  
TO MINIMIZE THE VISUAL IMPACT  
FROM THE PRIMARY STREET

BUILDING ORIENTATION SHALL ENGAGE THE  
STREET AND CREATE FOCAL POINTS AT  
STREET INTERSECTIONS

PARKING AND SERVICES AREAS SHOULD  
BE ACCESSED FROM SECONDARY STREETS TO  
MINIMIZE CURB CUTS ALONG PRIMARY STREETS

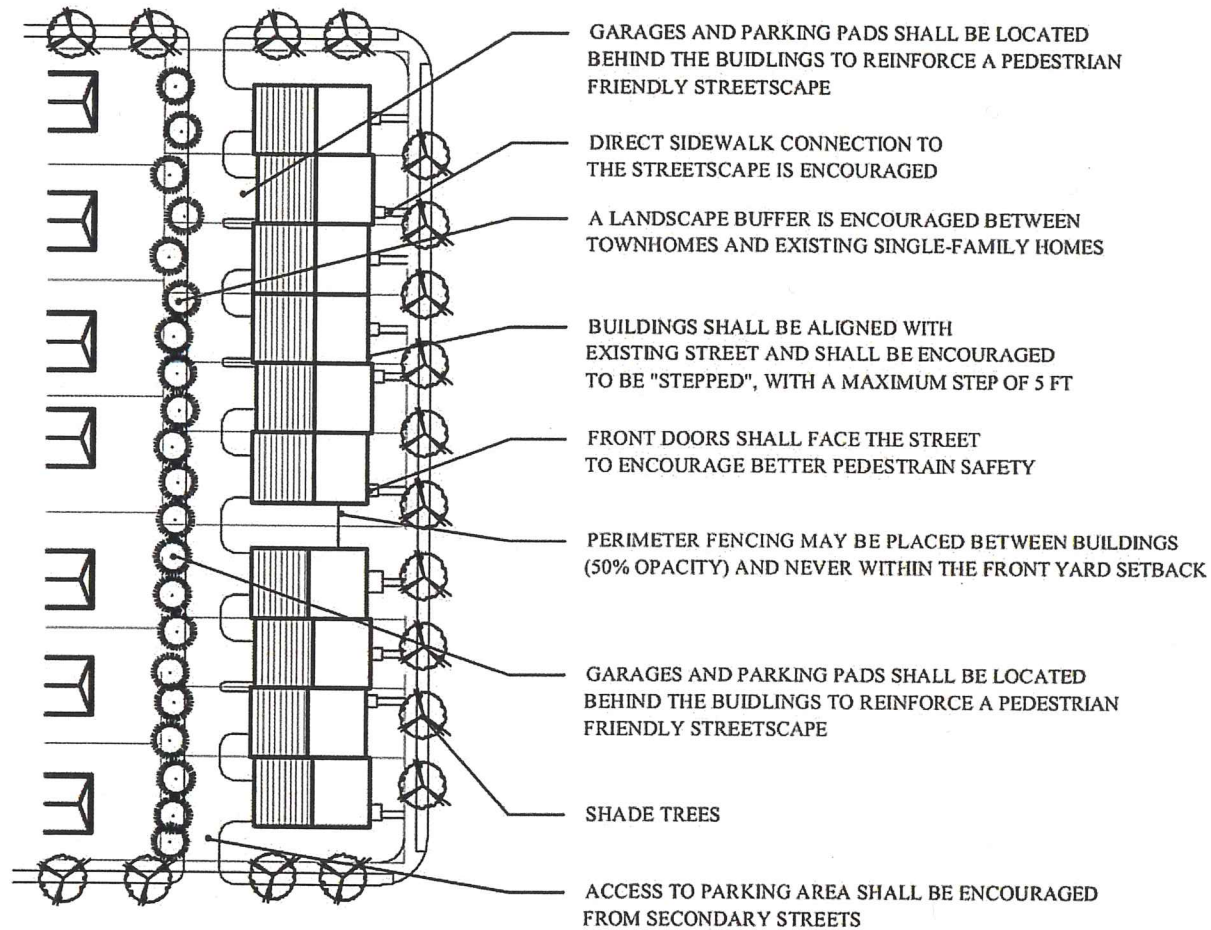
STREET TREES



## Site Development

### Retail/Mixed-Use

- ◆ Buildings shall be aligned with street frontages to frame and reinforce pedestrian circulation
- ◆ The front yard setback should be reduced to a minimum setback of five feet and a maximum setback of no more than 20 ft (within Urban Transitional Zones, front yard setbacks shall match that of adjacent existing structures)
- ◆ Buildings should be massed to appear as small multiple buildings rather than one large building
- ◆ Large, stand-alone buildings should be discouraged
- ◆ Curb cuts should be minimized along major arteries with parking and service areas accessed from secondary streets when possible
- ◆ Buffers shall be developed between commercial and single-family residential uses
- ◆ Building entrances should open directly on to public streets or spaces
- ◆ New construction shall encourage pedestrian and vehicular parcel interconnectivity
- ◆ Windows and doors should front upon all streets and pathways
- ◆ The use of front porches, entrance porticos, and stairs shall be allowed to encroach upon the required setback
- ◆ If a building is located at a street intersection or gateway, the building should be placed at the corner with parking to the rear or side



### Residential

- ◆ Buildings shall be aligned with street frontages to frame and reinforce pedestrian circulation
- ◆ The front yard setback should be reduced to a minimum setback of ten feet and a maximum setback of no more than 20 ft (within Urban Transitional Zones; front yard setback shall match that of adjacent existing structures)
- ◆ Individual building facades should vary from unit to unit
- ◆ Front setbacks may be varied up to five feet for each residential unit
- ◆ Buildings should have street orientation through the use of small setbacks, balconies and porches
- ◆ Garden-style apartments or townhomes that are gated and internally focused are discouraged

### Buildings

- ◆ Buildings shall be limited to three stories in height
- ◆ A fourth story is permissible with a 10 ft setback from proposed building's facade
- ◆ Entrances should be easily identified through the use of building design and detailing, such as projected or recessed entry ways
- ◆ All sides of the building open to public view should be treated with the same level of architectural style
- ◆ On multi-story buildings, retail should be placed on lower levels with residential or office uses on upper floors



Encourage second and third story residential or office uses above retail



Encourage building focal points at street intersections



Encourage high density residential townhomes along major road corridors



Encourage entry doors to open onto major streets



Encourage a pedestrian friendly streetscape



Discourage parking between building and roadway

- ◆ Balconies, dormers or other articulation should be incorporated into buildings to articulate the structure at upper stories

### **Parking**

- ◆ On-street parallel parking shall be encouraged along secondary streets
- ◆ Parking should be internal to the development, located to the rear or side of the buildings
- ◆ Shared parking between uses is encouraged
- ◆ Mixed-use developments allow for a 20% decrease in required parking from commercial only developments
- ◆ Street trees shall be located between the sidewalk and the roadway





Encourage driveways located within side yard to promote better visual connection to the street



Discourage parking pads within the front yard setback

### Residential Neighborhood Conservation District

#### Goal:

While one can not anticipate the housing needs of future generations, a neighborhood conservation district is a zoning tool that allows for new infill housing and renovations that are compatible with the existing residential fabric while protecting certain characteristics that made the neighborhood attractive to existing residents in the first place. The guidelines concentrate on protecting such things as architectural styles, scale of buildings, existing setbacks, and densities of the neighborhoods.

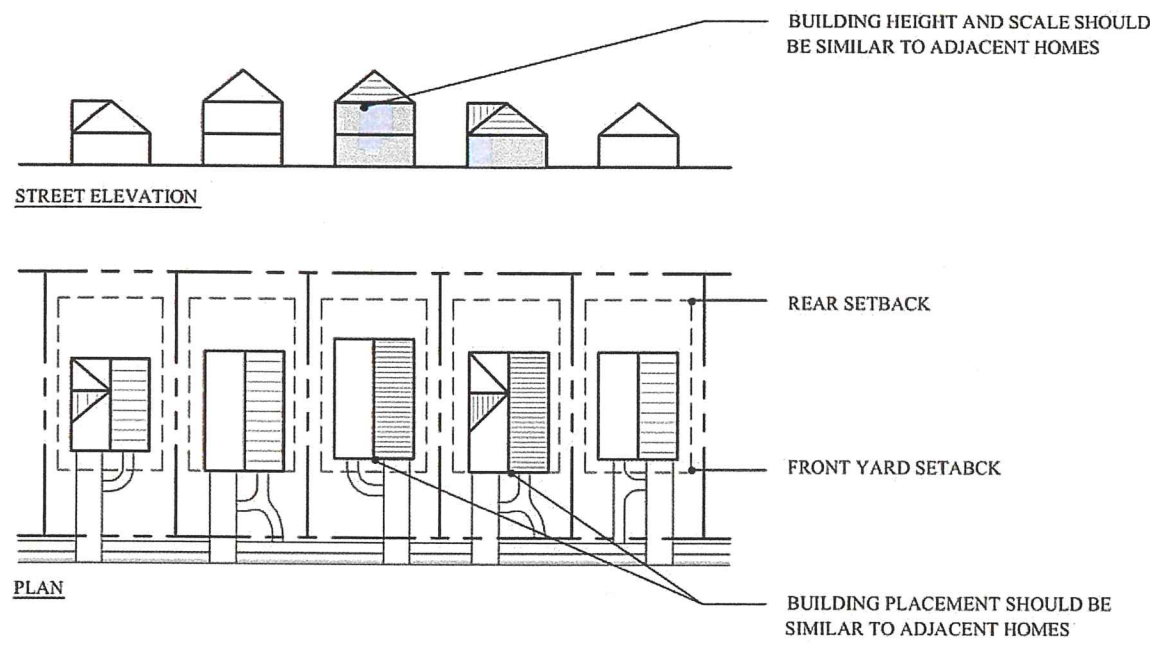
#### Neighborhoods:

- Ardincaple
- Burton Heights
- Fairwold Community
- Farrow Hills
- Farrow Terrace
- Greenview and North Columbia Civic Club
- Hyatt Park
- Northwood Hills
- Prescott Terrace
- Standish Acres

\*Windemere Springs, College Place and Seminary Ridge were identified by the City-Wide Architectural Survey and Historical Preservation Plan as neighborhoods for Historic Preservation designation.

\*Cottontown, Earlewood and Elmwood Park have been previously designated Historic Districts and have design overlays.

\*Belmont, Edgewood Acres, Golden Acres, and North College Place have been identified as Redevelopment Areas.



**Guidelines:**

Size: The size and scale of new construction shall be visually compatible with adjacent buildings

Setbacks and massing: New construction and renovations shall generally align with the existing setbacks and massing precedents established in the neighborhood

Density: Density should reflect that of not only adjacent uses but surrounding residential blocks

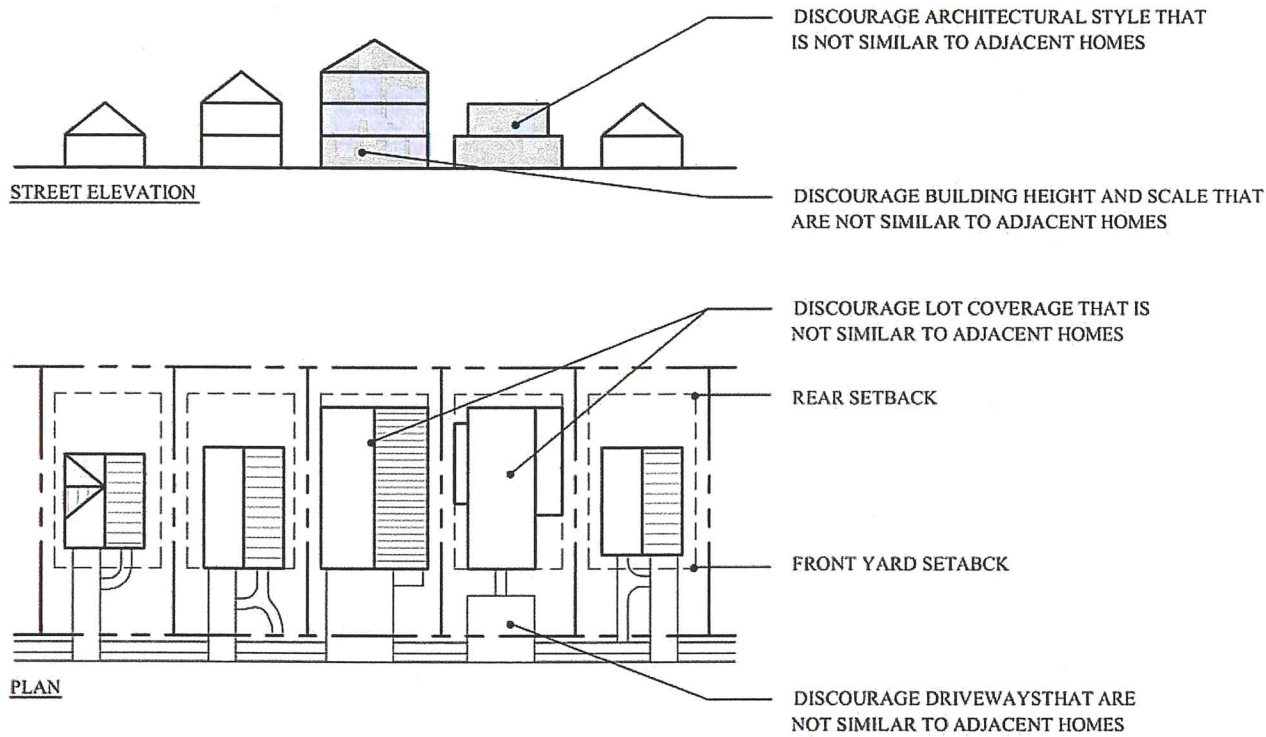
Building height: New construction shall be compatible with the height of adjacent buildings

Lot coverage: Lot coverage shall be similar to that of adjacent residential lot coverage

Architectural Style: Shall be similar in building material and off-street parking location to that of the surrounding residential block

Building materials: The use of materials similar to adjacent buildings is encouraged; the use of vinyl siding is discouraged

Fences: Fences within the front or secondary yard shall not exceed three and a half feet. Chain-link or concrete block fences shall not be permitted within the front yard or secondary front yard



**Parking/Driveways:** Driveways shall be consistent with adjacent homes. In neighborhoods where parking is located within the front yard, a maximum of 25 ft in width shall be permitted.