



2009 Annual Update for The Columbia Plan: 2018

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Executive Summary

The first year of The Columbia Plan saw much positive advancement. Progression on many of the goals and objectives of the document's 1-3 year timeframe saw forward progress. Even with the economic recession, progression continued.

New data has shown that the population of the Columbia region is growing more than previously expected, traffic congestion is increasing, and the number of housing permits is down. The most telling statistic is the 5.5% increase in the region's unemployment since April 2008. All of these new indicators will weigh heavily on the elements of the plan, but many of the community's policies and goals address these changes.

Key goals and recommendations from the Plan have also started to be enacted. The creation of an Urban Service Area Boundary helps focus city resources and increase efficiency, the continued creation of mixed-use zoning categories, and taking on the National Pollutant Discharge Elimination System permits, all go towards a greater, more sustainable future for Columbia.

Other areas, such as mobility and transportation issues are also beginning to see progress, which will place them in good standing as the Plan transitions into the 3-5 year timeframe in 2012. Budgeting and economic conditions will be the bellwether for the continued progression of the Plan as Columbia begins working on the goals and policies for the later years of the document.

Certain aspects, such as affordable housing, environmental protections, land use policies, and alternate transportation options are becoming a casualty of the economic climate and are falling behind. They can be caught up and implemented on schedule, and could have a large overall impact on achieving the overall goals envisioned by the residents of Columbia.

Considering the multifaceted reality for this Plan, it has made considerable progress in the last year, and appears to continue this strong momentum into the next year. At this time, The Columbia Plan should be amended to reflect the policy and boundary of the Urban Service Area Boundary.

2008-2009 Year in Review

2009 was a year that saw a great change in the dynamics of planning for the City of Columbia. The City, as well as the greater region, experienced the economic downturn that has gripped the nation. The implications of this recession have also impacted the implementation of the recommendations of The Columbia Plan.

The economics that have caused the turmoil in the financial and lending sector have also impacted the City of Columbia's capability to enact many of the goals and objectives of The Columbia Plan. Coupled with the financial realities of today, many objectives have been slowed or delayed. Even as the economics and funding for many aspects that were indicated as goals have slowed movement, the first year of The Columbia Plan has seen some great strides.

The evaluation of the early objectives and goals are essential for the greater longevity of the comprehensive plan's implementation. Without these early one to three year goals being in place, the later goals and objectives cannot be reached as easily and efficiently. Therefore, reviewing the status of these goals now is paramount to setting the course for the later policies within the document, and for building upon the foundation now present so Columbia can begin to move in the direction the people indicated during the composition of The Columbia Plan in 2007-2008.

The following is the review and current status of each element, as well as major changes that have occurred in the last year for each element. Also included are updated graphs and maps to indicate changes that are impacting the scale and progression of this document.

Year in Review

While many indicators and statistics for Columbia and the greater region have been headline news in the last year, the demographics of Columbia have silently remained steady. While the numbers for the approaching 2010 Census are not expected to be published for a few years, Census projections provide a more accurate picture.

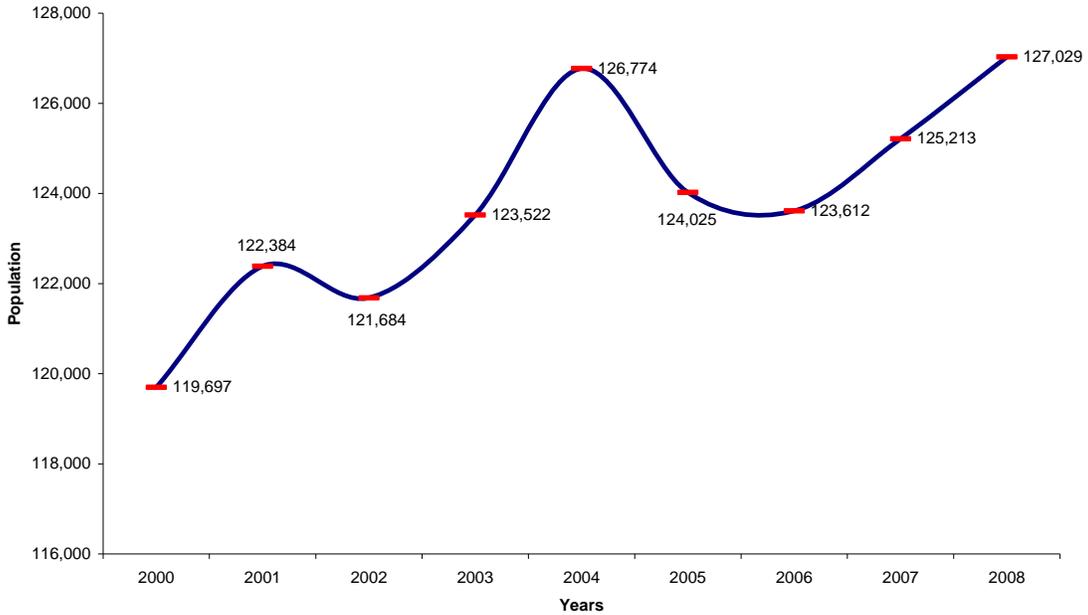
The early projections for Columbia's population places the population approximately at 127,000 people within city limits, and 728,000 within the metropolitan Columbia region. These projections place Columbia's population at 4,000+ residents greater than The Columbia Plan originally predicted for the year 2010, and within 116,000 regional residents as projected by Central Midlands Council of Government for 2035.

While projections are not as accurate as a complete count, these recent estimates generate a lot of concern regarding the speed of implementation within The Columbia Plan. Actions and considerations should be given in anticipation of higher population growth. By being proactive in accounting for growth, we can get ahead of potential issues. And, even if these estimates are high, we will then be in a better position to direct and manage growth as the population increases throughout the lifespan of this comprehensive plan.

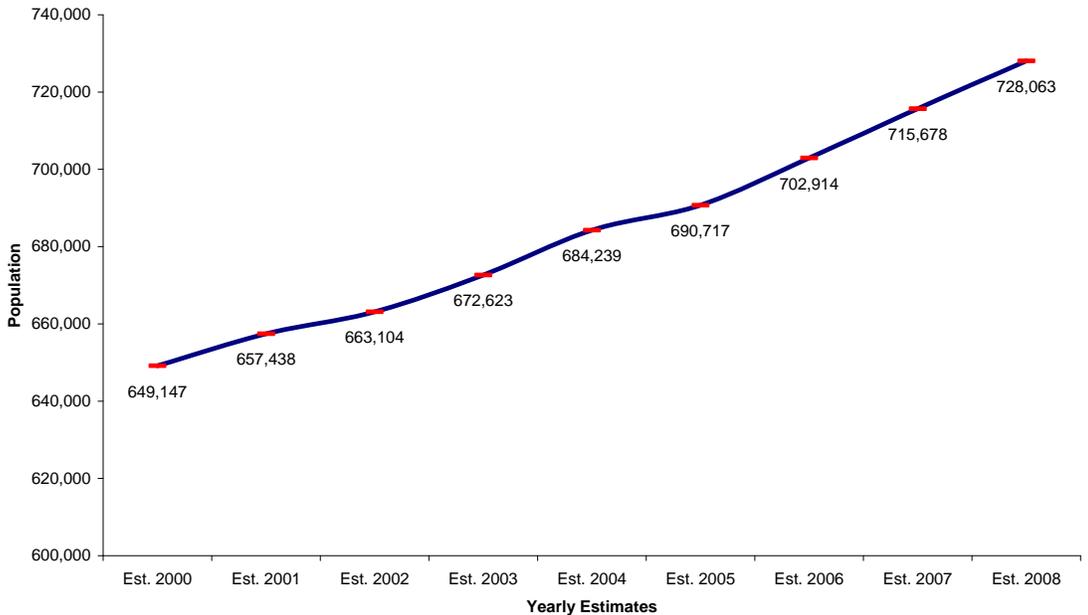
The implications of higher population growth may compound, and even require, expediting certain goals and objectives, especially relating to public services. This also increases the need for further coordination with regional municipalities and entities to ensure that efforts and projects are implemented to maximize the resources and the taxpayer's funds. This is especially important when considering the expansion of Columbia's municipal services and regional transportation networks. Both are vital to the achievement and status of numerous policies and elements throughout the comprehensive plan.

The corresponding growth in the metropolitan region will also greatly impact various aspects within the City of Columbia due to its position as the metropolitan hub for the area. Continuing growth in surrounding municipalities will also create various levels of higher demand on the transportation infrastructure, utilities systems, schools, and other civic resources. While the City of Columbia is growing, the regional growth rate is the one that will have the greatest impact overall on The Columbia Plan. Economics, pollution, and transportation do not limit themselves to political boundaries, and a regional approach to all aspects is necessary to accurately account and plan for the area's greater future.

**Annual Estimates of the Resident Population for the City of Columbia, S.C.,
Ranked by July 1, 2008 Population: April 1, 2000 to July 1, 2008**
Source: U.S. Census Bureau



Annual Estimates of the Resident Population for the Columbia, S.C. Metropolitan Statistical Area, 2001-2008.
Source: U.S. Census Bureau



Proactive considerations of a larger than anticipated population also have the effect of readying Columbia for the implementation of other large-scale objectives within The Columbia Plan, such as planning for affordable housing needs, infrastructure concerns, schools, traffic and many other municipal services.

Current Status

With ongoing revisions to population projections taken into account, and awaiting the final Census 2010 to be reported in a couple years, these numbers will be paramount to ensuring the scale and timing at which the objectives and goal of the other eight elements are implemented.

Year in Review

The rapid growth in population will have a major impact on the mobility level of all metropolitan residents. The effects of this increase already can be seen in the latest mobility statistics for the Columbia region:

Transportation System Usage Differences (2005 Values /2007 Values)

- +11,000 Peak Period Travelers (240,000/251,000)
- +260,000 Freeway Daily Vehicle Miles of Travel (5,635,000 Miles/5,895,000 Miles)
 - 0 Miles of New Lanes (460/460)
- +9% Congested Travel percentage of Rush Hour Vehicle Miles Traveled (24%/33%)
- +6% of Congested Lane-miles in System (29 Miles/35 Miles)
- + 40 minutes to Rush Hour (5.0 Hours/5.4 Hours)
- +1,730,000 Total Annual Hours of Delay (3,748,000 Hours/5,478,000 Hours)
 - +6 Hours Annual Day per Peak Traveler (16 Hours/22 Hours)
- +\$44 Million lost to Congestion (\$77 Million/\$121 Million)
 - +\$162.00 Annual Cost of Congestion per Peak Traveler (\$320.00/\$482.00)
- – 4.2 Million Public Transit Annual Passenger Miles (16.1 Million/11.9 Million)
 - – 400,000 Unlinked Annual Passenger Trips

(Source: Texas Transportation Institute, *2009 Annual Urban Mobility Report*)

The noted decrease in public transit and the increase in both peak period travelers, and congestion time, dramatically affect the region's ability to maintain E.P.A. air quality attainment. Being labeled non-attainment would hinder economic development, as would the cost that congestion has on daily operations and the cost of doing business in the Midlands.

While the statistics show a decrease in the ridership for public transportation, alternate forms of transportation are gaining traction in Columbia. Primarily, bicycling, both as a means of transportation and recreation, is gaining a greater standing throughout the Columbia region. Pedestrians are also seeing improvements throughout the City. Public Works has continued replacing and repairing sidewalks and ramps to increase Columbia's A.D.A. accessibility. Public works also is working on pursuing grant applications to help support and further improvements.

Current Status

Transportation has many positives moving forward this year, primarily via stimulus funding. Many of the major thoroughfares within Columbia, such as Assembly Street, Blossom Street and Elmwood Avenue, have been resurfaced as part of SC Department of Transportation's on-going projects. Also, N. Main Street has seen significant reconstruction as part of the on-going streetscaping plan. The City of Columbia also has started the initial phases of implementing a streetscaping plan for the northern portion of Harden Street.

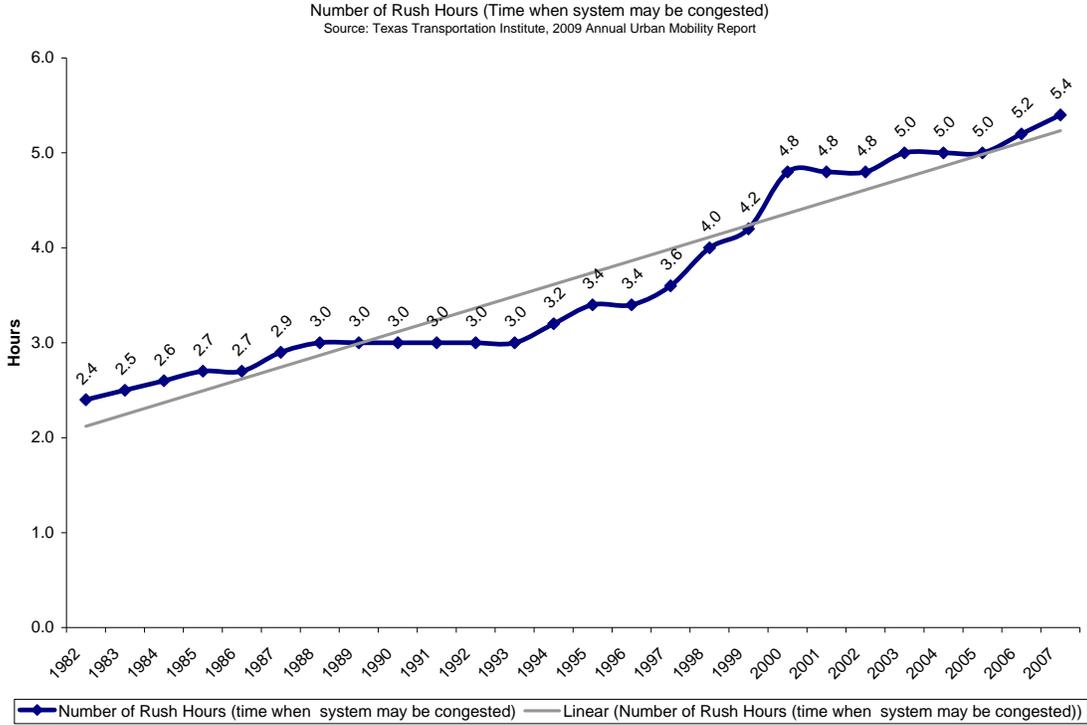
One of the greatest unknowns at this time is the future of the Central Midlands Regional Transit Authority (CMRTA). With a permanent funding source still in question, the potential for service-level reductions is still a principal concern for the entire metropolitan region. Peaking in 2005 at 16.1 million passenger-miles, the latest figures show a decrease of 4.2 million passenger-miles or a 26% decrease. While this does not entirely reflect the increase in commuting statistics, this partially explains increases seen in both rush hour lengths and roadway system commuters. Since 1982, the ratio of vehicle-miles traveled versus lane-miles has more than doubled from 6.40 to 12.82. This indicates that while the number of lanes has grown by 245 lane miles, the miles traveled has increased almost 2.6 million miles. These indicate that the length of the average commute in Columbia is increasing, with indications that this is due to the physical sprawl of the suburban regions.

With traffic increases, we will also see increases in both the amount of particulate matter in the air and congestion on the roads. Both of these have staggering economic effects for business owners and residents of Columbia. Estimates currently place the cost of congestion at a total of \$121 million for the regional economy, at \$482 dollars per individual roadway user, and commercial operations at over \$4,000 weekly. When the increased particulate matter and road congestion are coupled with the potential negative effects that non-attainment status could have on transportation infrastructure development and economic development plans, this cost could rapidly skyrocket.

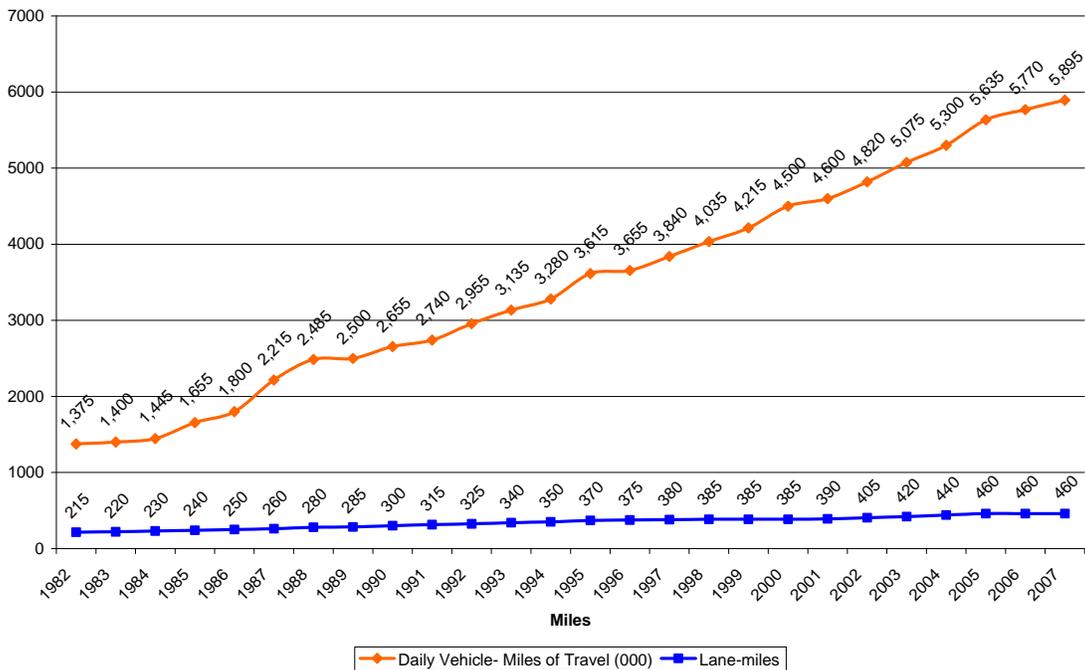
One recent development is the creation of a new parking garage in the downtown region. A new garage has been sited at the northwest corner of Taylor and Sumter Streets. Expecting to bring 300 to 400 new parking spaces to the downtown and Main St. vicinity, this will increase daytime parking for the surrounding area. Studies are still ongoing for a parking structure to serve the Five Points region.

Another mode of transportation in Columbia is gaining more funding and status. Columbia has been designated as one of the points along the new Designated High-Speed Rail Corridors by the Federal government. Under that American Recovery and Reinvestment Act (ARRA), billions of dollars are being channeled into the development and creation of a series of high-speed rail lines throughout the United States. Within

the timeframe of The Columbia Plan, this rail project is scheduled to progress and develop while implementation may take considerably longer. This will have a dramatic impact on the inter-state mobility options of the Midlands region.



Freeway Commuting in Columbia, S.C.



Year in Review

With the collapse of the real-estate market, a more cautious credit market, and nationwide financial turmoil, the Economic Development element saw similar hardships as did others nationwide. In many aspects, the City of Columbia has been able to continue forging ahead on many of these goals and objectives despite of the economic climate.

Since June 2008, the unemployment rate for the Columbia region has averaged above the national unemployment average by 0.15%. Recently, this rate peaked for the Columbia Metropolitan Statistical Area at an unemployment rate of 10% in June 2009. Concurrently, there has not been a shift in the largest employment occupations for Columbia.

Columbia, S.C. Occupational Employment Statistics (OES) Survey (May 2008)

Occupational Classification	Employed	Percent of Total
<i>All Occupations</i>	685,040	-
Office and administrative support occupations	64,910	9.48%
Sales and related occupations	36,230	5.29%
Food preparation and serving related occupations	27,130	3.96%
Production occupations	24,900	3.63%
Transportation and material moving occupations	21,870	3.19%
Healthcare practitioners and technical occupations	20,510	2.99%
Education, training, and library occupations	20,040	2.93%
Management occupations	18,450	2.69%
Installation, maintenance, and repair occupations	17,310	2.53%
Construction and extraction occupations	16,880	2.46%
Business and financial operations occupations	15,520	2.27%
Retail salespersons	10,930	1.60%
Healthcare support occupations	10,630	1.55%
Office clerks, general	10,300	1.50%
Building and grounds cleaning and maintenance occupations	10,210	1.49%
Cashiers	10,030	1.46%
Protective service occupations	9,220	1.35%
<i>Totals of Listed Occupations</i>	345,070	50.37%

Source: Bureau of Labor Statistics

Throughout the next year, careful study of the economics and employment indicators should be conducted to re-examine how the recession and other factors have affected the goals and policies for this element.

With the local unemployment rate at it's highest in at least 20 years, this will be a constant concern as Columbia attempts to both limit the negatives associated with the recession, as well as implement the various goals and ideals throughout all aspects of the City.

One of the leading indicators for the current economic climate is the number of building permits that are issued. Based on the recent counts, the City of Columbia has experienced an almost 15% decrease in building permits between 2007 to 2008.

City of Columbia		COG Wide	
2007 Permits	2,073	2007 Permits	10,114
2008 Permits	1,768	2008 Permits	7,883
Difference	305	Difference	2,231
% change	-14.71%	% change	-22.06%

Source: CMCOG

During this same period, the region experienced a 22% decrease throughout the Central Midlands Council of Governments area.

Current Status

As with many portions of a comprehensive plan, economic development has been hindered by the financial and economic conditions prevalent today; however, major strides have been made toward fulfilling this element's goals.

The recent approvals of the MX-2 zoning classification and the Innovista overlay district allowed for the implementation of the regulatory foundations for the Innovista District within the downtown. While construction will be slow to begin, the basic envelope for construction is established and ready when the market is ready.

Many of the policies established within this first year of The Columbia Plan will take time to provide substantial results that will allow us to see trends and perform evaluations. This start however, is a strong beginning toward furthering numerous economic goals outlined for the City of Columbia. Unlike other elements within The Columbia Plan, charting the ten-year pattern for this element is built upon a constantly capitulating base. Fluctuations in both the bond and credit markets have played an important role in the daily operations for business of all sizes. Focusing and supporting business ventures in Columbia are lynchpin goals of this element, which currently needs more attention.

How these businesses open, operate, and perform affect not only the tax base for the City of Columbia; they also play an integral role in the cultural and daily lives of the City. Encouraging the diversity of businesses and the diversity of their locations will help create a greater potential for neighborhood shopping throughout Columbia. As gas prices fluctuate, and the congestion impedes movement throughout Columbia, neighborhood shopping would propel forward some of the Columbia Plan's key goals. In order to continue fostering and sustaining a wide base for economic development, the City must strive to lower congest (thereby lowering air pollution), encourage both small/locally owned businesses, as well as those owned by minorities and women. These types of businesses will serve to develop and revitalize neighborhoods and major corridors throughout the City

Year in Review

The downturn in the economy hampered almost all elements, but none more so than this element. Many aspects that comprise this element are not essential to daily operations and functions of city government, and in that regard, they have seen their momentum slowed considerably.

The early aspects of this element have seen some steps taken towards implementation. One of the primary goals, to strengthen the design review process and its integrity, has been addressed. An increase in the amount of training helps fulfill this goal; however, the need to formally review the D/DRC is beyond the means of the current budget situation. While other means are currently being explored to accomplish this, a solution has not been identified yet.

The current budget situation has eliminated plans for a much-needed and necessary update to the Bryan Survey. At this point, beyond knowing that a new survey is needed and that the cost will be considerable, other aspects, such as the depth and scope of the report, are currently un-established. Budgeting also hampered the encouragement of historic neighborhood enhancements through the creation of a low-income rehabilitation program.

Expanding public art in Columbia has seen some encouraging developments within the last year. With the installation of "Sally Salamander" throughout both Main Street and the Vista, this has created an interest for both kids and parents alike, and it has brought some art to the streets. While opportunities and grants for public art are still available in this climate, many require matching funds. Without dedicated funding from the City of Columbia, most of these grants are beyond the City's means at this time.

One major component for this element, as well as many other aspects throughout The Columbia Plan, is the creation of walkable urban spaces. The creation of both the MX-1 and MX-2 mixed-use zoning districts both reshape the building envelope to help promote such designs and constructions. The creation of both the Innovista Design Overlay and the North Main Street Master Plan are helping to modify and strengthen the shape of these areas of Columbia.

The number of areas protected by the Community Character overlay, as well as the number of areas designated as historic districts, has increased in the last year. Currently, surveying and analysis of the Shandon Community Character district is on-going for consideration to elevate to an historic district. The City of Columbia is fully committed to implementing the DPZ plan created for the Bull St. campus and to the protection of the historic buildings that make it a living history of Columbia's past. The

protection of these areas will ensure that large portions of the rapidly disappearing historic fabric of Columbia will be maintained and preserved for future generations.

A protection overlay between the levels of an urban design/historic district has also begun to see development within the last year. At times, there may be neighborhoods that do not qualify for either of these current districts but that need certain levels of protection, and a neighborhood design district has been preliminarily studied by the Planning Department. The intent of this district is to fill a lower protection role that ensures the traits and atmosphere of a neighborhood are maintained, while not having the same level of protection as the other two existing districts. This is currently being studied for its scope and potential. This district would help neighborhoods achieve many of the similar goals without the scope and levels of review the other districts mandate.

Current Status

As it stands, the Cultural Resources element is highly unlikely to see any substantial progress within the next year. With an unstable funding source, or no funds in many cases, the policies and goals within the element will not sustain foreseeable progress. While incremental improvements have been occurring, the likelihood for an increase in the scope and depth of achieving these goals is going to be a slower process than is seen in the other elements.

The most likely areas to see movement is the continued creation of the various overlays for both the Design and Historic districts. Also, the likely continued implementations of the mixed-use zoning districts will help these goals. Both of these require minimal financial support, and can be driven by the City's Planning and Development Services department.

To address individual properties that are historically significant, the Bailey Bill has been approved and is being used to help these owners with repairing these structures. The Bailey Bill continues to act as a lever for the preservation of older buildings in Columbia, and consequently as an economic stimulus in neighborhoods and areas that are seeing resurgence.

Year in Review

Last year, the various facets that comprise the Community Facilities element saw some steady advancement. The implementation of the American Recovery and Reinvestment Act (ARRA) on February 13, 2009 started to fund various aspects of infrastructure development; however, this has not had a massive impact on this element.

Over the course of 2010, the expected funding for both “shovel-ready” and long-term projects will begin to take a more definite form. Even without much influence from ARRA funds, many system infrastructure projects are still moving forward. Two of the larger projects the City of Columbia are seeing significant movement on both deals with the City’s water system. In the north, the completion of the 48-inch trunk line and supporting systems are in place, and are on-schedule to be ready by the end of September. This line will help increase delivery to northeast Richland County and ensure adequate supply and pressure. The second project, which involves revitalization of the existing systems, is still in the initial development phases. Improvements to the system that serves the southern parts of Columbia are still in the design phase and years away from construction; however, these improvements to the system will ensure pressures and service to the southern parts of the City. While this section is included in this year’s Engineering Capital Improvement Project list, the estimates for the competition of this project are 10 to 20 years away. Both of these projects were included in the creation of the Municipal Water Service Boundary, and they do not have any applicable changes to the shape of the boundary.

The review process for storm water run-off within Columbia will also see a much needed change in the coming months as the City of Columbia begin to review projects for conformance to the National Pollutant Discharge Elimination System (NPDES). Necessary staff has been hired, and Engineering is expecting to take on this project in early 2010. This will require increased monitoring and evaluation of development. NPDES will have a dramatic impact on both the quality of water for the Midlands region and the level of development of Columbia in the future.

Another aspect of the environment that has recently received a boost is in polluted site cleanup. The City of Columbia, along with West Columbia, were awarded a Brownfield grant to help remediate polluted sites. This will help continue progress that has recently been quite successful.

Budgetary considerations have heavily weighed upon almost all levels of service and their quality. One that has been publicized the most is the discontinuation of commercial trash pick-up. Ending this service has not had any implications on

residential trash services, and it is also in following with the state-wide trend toward allowing for private-sector collection of commercial refuse.

As part of The Columbia Plan's recommendation, the planning department reviewed and cataloged the aspects of each park. Also, GIS information was studied to understand the travel distance of the various parks for their surrounding neighborhoods. The results from the spatial study found that those on the edges of Columbia's city limits were most likely to have to travel greater distances in a car in order to reach parks and other amenities. This study confirmed some of the comments and concerns regarding park accessibility that were heard at various meetings and input sessions during the initial public input phase of The Columbia Plan. While this is a larger community aspect, a more detailed study, and greater in-depth analysis, should be conducted to help better ascertain the various economic and social components that should be accounted for.

The construction of the Columbia Skate Park at Owens Field will create a larger, more modern skate park for the residents of Columbia. With construction beginning in early September, the skate park will be a unique addition to the various facilities and spaces that are available to residents.

Current Status

Community Facilities is greatly hampered by the current city budget and the national economic downturn. While the Water and Wastewater Departments, as well as Police and Fire, are on solid funds due to their separate income streams, departments like Parks and Recreation and Public Works are reliant on the General Fund.

The major concern to implementing many of the goals and objectives of this element will rely upon funding. At this time, many projects are currently not within the funding capacity of the City of Columbia. The expectations of the policies and goals listed for "1-3 Years" are likely to be pushed back, causing later policies to experience similar delays. A later evaluation and reorganization of the matrix may be required depending on budgeting and priority shifts that may occur.

Year in Review

As the latest economic “bubble” to burst, the housing market throughout Columbia is experiencing similar problems to those seen nationwide. While early analysis seemed to indicate that the Midlands region and Columbia has not experienced problems to the degree that some municipalities have sustained, the housing sector of Columbia is feeling the same pressures and experiencing the same problems as those on a regional and national level.

Richland County has topped the list for foreclosures since the beginning of the economic downturn, and when coupled with the current unemployment rates, this trend has the potential to continue for a considerable amount of time.

The major movement for this element was within the creation of the mixed-use zoning categories. Their inclusion in the Zoning Ordinance permits both residential and commercial uses simultaneously, but it also permits for a variety of housing options. This presents a method that has the ability to introduce a larger variety of housing styles and options into many areas within Columbia that are appropriate for these neighborhoods.

Current Status

Similar to Community Facilities, the Housing element’s greatest obstacles to being implemented are money and resources. Many of the objective and goals outlined in both this element and the Affordable Housing Task Force report will require some level of expenditures by the City that are currently not available. One aspect of this element that has seen a continued integration has been the recommendations of the Code Enforcement Task Force. Numerous proposals and findings in their final report have been integrated into city code or are currently being proposed for addition.

The 2nd year of The Columbia Plan will be one of the most interesting ones, especially for this element. As the housing market begins to stabilize and the Federal stimulus begins to reach the Midlands region, an interesting emphasis on the vision and scope of this element may arise. Regardless, the need for affordable housing will be a constant in the equation for a considerable length of time for Columbia’s continued growth.

Year in Review

As seen last year, and in years past, the Natural Resources element has been one of the more visible portions of the comprehensive plan. One aspect of the built environment to see a lot of publicity, and even gain traction, in Columbia has been the expansion and promotion of “green”/LEED building techniques. With recent grant money, the City of Columbia has been able to further develop and encourage green construction. While this grant is not currently annually sustained, it has helped increase the ideas and the ability to work sustainability into building construction and design.

Another means of improving and monitoring water quality throughout the region also was recently started. The creation and appointment of a Congaree Riverkeeper will greatly help in monitoring the quality of the Congaree River, and also help promote the importance of clean water. While this position and office has just been established, the importance it will have cannot be understated. Under the 1998 comprehensive plan, the importance of water quality grew, and with the City of Columbia now taking responsibility for our NPDES permits, water quality is quickly being elevated in importance at the local level.

Similarly, air quality is another portion of our environment that is becoming ever more important. Last year, Columbia was found to be in compliance with the E.P.A.’s air quality standards; however, this is now a precarious position. With the recent proposal to modify the standards for attainment, the City of Columbia and the greater Midlands region may be found to fall into non-attainment. As the potential for modification to the standards and regulations is becoming more likely, Columbia will once again need to aggressively find ways to decrease the numerous atmospheric pollutants within the greater metropolitan region. As indicated in the Natural Resources element of The Columbia Plan, the emphasis on vegetation, mass transportation, and emissions reductions will become vital to stave off potentially large economic impacts that can be leveled. Given the current economic climate of both the nation and the region, the consequences of non-attainment would have a profound impact on development throughout the Midlands. Within the next year, this may be the single largest obstacle Columbia would need to overcome in order to continue moving towards the vision outlined by the community through The Columbia Plan.

Current Status

Due to the large scope of this element, progress has been slower than can be seen in the others. Likewise, this element has also seen many of its policies forwarded through other elements. The creation of the mixed-use zoning districts helps encourage higher density and more sustainable development practices. The continued work with the North Main Street Corridor overlay and MX-1 rezoning also helps bring

trees closer to a street where right-of-ways do not allow for them. Also, the continued work by both the Climate Protection Action Campaign (CPAC) and the Tree and Appearance Committee have continued to enhance and preserve the natural environment, while also helping to reintroduce nature into our built environment.

Progression on many aspects of the Natural Resources element has become more urgent and also farther out of reach. While the economic situation has affected development and construction levels, slowing the number of vehicle-miles traveled throughout the Midlands regions and reducing emissions, it has also cut into the funding and opportunities to help incentivize and enact many of the goals of this element. Unlike other element's goals and objectives, the currently unfunded policies of this element may have an opportunity to be subsidized through a large pool of grants. The reach of these may be somewhat muted by the lack of a constant funding source; however, if they can become established and prove their potential, they may be able to acquire a more steady source and longevity for later years.

Year in Review

This element has seen the highest rate of progression with the goals and objectives of the Future Land Use element seeing steady progress.

Annexations, one of the biggest obstacles for many years in Columbia, have finally been given guidance. Within the last year, the Urban Service Area Boundary for the City of Columbia has been identified. Ranked by one of three priority zones, this project has built upon the Municipal Water Service Boundary (M.W.S.B.) from The Columbia Plan to help identify areas within proximity of the city limits that can be adequately served and to help close the many “doughnut” holes that create jurisdictional difficulties for both the City and Richland County. As this project progresses over the next year, and decade, it will provide a long-term means of reaching numerous goals outlined throughout the elements. Due to the greater level of guidance and the scale of this boundary, the Urban Service Boundary should be amended to The Columbia Plan in a formal and binding recommendation.

Another similar boundary plan is also coming to fruition at this time. The Joint Land Use Study (JLUS) is a consortium between the City of Columbia, City of Forest Acres, Richland County, Kershaw County, Fort Jackson/McCrary, and McEntire Joint National Guard Base. The intent of this study is to identify spaces where urban/suburban development could impede base operations and growth, and to ensure the safety of the residents in the area of these installations. With the early studies of both bases complete, the forward progress of this study will have implications for Columbia’s southern edge, the Municipal Water Service Boundary, and the surrounding portions of both counties. As this project reaches the final stages, the inclusion of their findings and recommendations should be made into a formal amendment to the Future Land Use map.

One component of the Innovista Plan implementation that will have a major impact is the creation of the urban mixed-use zoning category, MX-2. The creation of this more urban version of the MX-1 that was established in Five Points, will allow for development within the Innovista area to create a very unique landscape. Bringing taller buildings closer to the sidewalks, masking parking garages when possible, and defining building envelopes for this zoning category will create a very walkable, pedestrian-friendly environment. While MX-2 is primarily drafted for the urban center of Columbia, and not meant for development outside of the City Center, some of its concepts and ideals could have some implications elsewhere. As these traits become more pertinent in the existing district, they could have positive spill-over into other districts, and therefore, find their way into other zoning categories and overlays.

The creation of a policy regarding traffic impact studies will also have wide-ranging implications. Currently being drafted, this policy will formalize the process and requirements for traffic analysis for larger projects. This will also provide city staff and the Planning Commission with a greater understanding of the flows and trips generated by projects. As this progresses and becomes a policy, it has the ability to greatly increase the understanding of traffic throughout Columbia, and it also could provide some stronger support for many of the goals outlined throughout the Physical Area Development chapter of The Columbia Plan.

Current Status

This element is progressing at a sufficient rate to sustain future outlined goals and objectives. While there may be some delays or complications, the issues experienced in other elements are not sufficient enough at this time to protract the progress of this element.

Over the next year, careful attention should be given to the budgetary concerns and any difficulties that may arise within the Transportation Element due to funding. This is the likely obstacle that may impede the progress of the Future Land Use element due to their strong interconnectedness.

It is strongly recommended to amend The Columbia Plan 2018 with the Urban Service Boundary map and information to supplement the Municipal Water Service Boundary, increasing the scope and guidance of the annexation policy, and to further the overall goals of the comprehensive plan.

Year in Review

As with many other elements, the scheduling for many aspects of The Columbia Plan have been shifted due to the very tumultuous time we are experiencing. As the City's financial situation is currently becoming clearer, the progression of many goals and policies will follow suit.

Coordination with surrounding jurisdictions has been continually on-going. With Richland County currently completing their comprehensive plan, coordination between staffs has been constant, especially regarding the key components. One key aspect where these two comprehensive plans have been closely discussed and vetted is their Future Land Use map boundaries. The proposed final edition of the Richland County map matches the intensity levels, and similar boundaries, of the one adopted by the City of Columbia. This will greatly help to improve the quality and level of development the metropolitan area will experience, and help provide a more defined edge between the urban, suburban, and rural areas of the Midlands.

Current Status

Overriding for the progression of the Priority Investment element will be to track and follow timing and steps outlined within the matrix. The matrix was created and carefully ordered to establish a foundation and build upon it over the course of time. Slow progression on certain elements may slow the total implementation, but progression without some of the prerequisites may be detrimental to later implementations of policies and objectives. However, other elements may not be completed and have no negative effect on the later policies and goals. Moving forward without implementing the matrix according to its timeframes is generally not recommended. Careful study should be undertaken to ensure that all appropriate objectives are completed before implementing a later policy and/or goal.

Due to the very recent passage by the State requiring this element, and with the City of Columbia operating without a Capital Improvement Project list, this element should be prioritized for amending as economic and government stability progresses. Because various larger pieces within the City of Columbia are not filled, this element should be amended to provide greater guidance once these positions and funding sources are established.

The following matrix has been generated indicating the current progress/status of each of the policies scheduled for implementation within the original 1-3 year timeframe within The Columbia Plan.



<i>ELEMENT NAME</i>	<i>Policies</i>	<i>Time Frame</i>	<i>Status</i>
DEMOGRAPHICS	The City of Columbia should study growth management policies and practices that will work for the city and achieve the desired level of management.	1-3 Years	Extensive implementation of mixed use zoning (MX) to encourage better utilization of existing parcels. Other techniques being reviewed.
	Begin developing neighborhood/corridor master planning to integrate sections of the community into the comprehensive plan.	1-3 Years	Implementation of Five Points, Innovista, and proposed N. Main. Other corridors to maybe follow.
	Work to ensure that all facilities and public rights of way throughout the City of Columbia are constructed or renovated to be universally accessible to all residents and promote various forms of movement with ease.	1-3 Years	City beginning to implement changes to streets & sidewalks for ADA compliance. Budget constraints have limited ability to address all areas
	Work with the school districts inside Columbia municipal limits to promote a stronger educational system and stronger facility integration into the fabric of the neighborhoods.	1-3 Years	City has partnered with Richland County, businesses, USC, and local community in "Together We Can" campaign to strengthen RSD1. Initiative gaining momentum, and City is continuing to develop better partnerships with community
	City of Columbia should share information and work collaboratively with Richland County, CMOG, and other neighboring municipalities to better prepare and plan for future growth and development to mitigate problems that can have negative impacts regionally.	1-3 Years	City is working with Richland County & central Midlands Council of Government in coordination, cooperation, and consultation to deal with future growth. Example is joint City/County Complete Count Committee for Census 2010.
	Develop improved and quicker information gathering and sharing systems between departments within the City of Columbia.	1-3 Years	City developing comprehensive annexation strategy with consultation of multiple departments. Major strides in improving on-line access/bill paying on City's website. MORE work needed on this initiative
COMMUNITY FACILITIES	Establish municipal water service boundary (MWSB) for the City of Columbia to promote in-fill development and redevelopment of blighted areas.	1-3 Years	Urban Service Area Created to address this policy.
	Require the adaptive reuse of existing buildings before new community facilities are constructed.	1-3 Years	
	Permit and encourage green infrastructure and design as a way to make Columbia's community facilities sustainable.	1-3 Years	Development of a program to help incentive "green" development, based on grant funding.
	Establish timely and complete processes for the funding and completion of systems enhancements and maintenance to become proactive in addressing needs and service issues.	1-3 Years	
	Develop and maintain a Capital Improvement Program (CIP) to guide resources and funding to projects needing the most immediate attention.	1-3 Years	
	As development occurs, establish requirements providing that existing services and facilities have growth capacity before new developments are approved.	1-3 Years	Urban Service Area/Annexation Policy changes.
	Study impact fees as a funding mechanism to provide capital improvements for community facilities to permit new growth and development, paying a proportionate share of the cost of the impacted facilities and services.	1-3 Years	
	Encourage compact/concentrated development in designated centers to facilitate economical and efficient use of established utilities and services.	1-3 Years	Implimentation of MX Zoning/-ID Overlay Development/North Main St.Plan Implimentation
	Encourage public and private efforts to conserve water.	1-3 Years	
	Implement and comply with energy conservation plans and agreements Columbia is a signatory.	1-3 Years	Federal Stimulus Grant to perform some of these measures.
HOUSING	Create incentives to provide quality, multi-family rental units that are affordable under the standards for affordable housing as outlined by the Department of Housing and Urban Development.	1-3 Years	
	Encourage the diversity of housing types to meet the needs of all citizens		
	Dedicate funds for the recapitalization of the CityLiving home loan program	1-3 Years	Funds available for Level 1 loans, no funding for Level 2.



<i>ELEMENT NAME</i>	<i>Policies</i>	<i>Time Frame</i>	<i>Status</i>
HOUSING	With many established neighborhoods experiencing the loss of larger, existing homes through lot subdividing, the City of Columbia should develop guidelines and policies to better regulate and guide this process.	1-3 Years	Establishment of Community Character Measures and Bailey Bill to encourage rehabilitation.
	Establish an oversight agency/department to monitor and enforce policies, availability, and access to affordable housing throughout Columbia.	1-3 Years	
	Stricter enforcement of boarded windows, illegally parked cars, overgrown lots, and other code enforcement issues.	1-3 Years	Rental Owners requirements to get license, Neighborhoods Clean-ups by Community Development.
	Implement the Code Enforcement Task Force Final Report's policies and solutions.	1-3 Years	Rental Owners requirements to get license, Neighborhoods Clean-ups by Community Development.
NATURAL RESOURCES	Identify and implement innovative and sustainable ways to protect both surface and ground water sources from contamination and pollution.	1-3 Years	
	Partner with regional neighbors to identify potential water source problems to mitigate future potential problems.	1-3 Years	Recent changes for City of Columbia and Richland Co. standards and ordinances.
	Identify and protect the natural, traditional courses for water drainage.	1-3 Years	Continuing Education given for city employees (March 2009).
	Develop and implement a program to reduce the amount of water used throughout the city.	1-3 Years	
	Develop incentives in the landscaping ordinance to encourage the preservation and planting of species indigenous to the Midlands region	1-3 Years	
	The City of Columbia should preserve native plants, trees, and vegetation in all publicly owned lands and include these in the design and construction of new and existing public facilities.	1-3 Years	
	Identify and implement means for reducing the amount of impervious surfaces that are constructed.	1-3 Years	City of Columbia is undertaking the NPDES Permitting Process.
	Provide incentives to encourage all employers in the City to create and maintain programs that reward the use of public transit.	1-3 Years	
	Determine ways the transit system can be improved to achieve greater citizen utilization to reduce single-occupancy vehicles and air pollution.	1-3 Years	
	Plant new and protect existing trees and landscaping between sidewalks and streets for a safer, more aesthetic pedestrian environment and provide necessary urban canopy to help with the air quality.	1-3 Years	Ongoing progress by Forestry and Beautification
	Modify the standards of the current landscape ordinance and other code documents (such as planned unit development regulations) and support other similar legislation, to increase tree protection and green space	1-3 Years	
	Protect existing trees and plant new trees in green spaces to help mitigate air pollution and reduce run off that pollutes water bodies.	1-3 Years	Through multiple means, including the Landscape Ordinance.
	Map and study the elements, landscapes, and features that are unique to the Midlands region.	1-3 Years	
	Urban-tolerant shade trees should be preserved or planted and maintained in good health along all streets within Columbia.	1-3 Years	
The Forestry and Beautification division should be sufficiently funded to achieve and maintain an optimal urban forest along our public streets and other City-maintained properties.	1-3 Years		



ELEMENT NAME	Policies	Time Frame	Status
NATURAL RESOURCES	Native species of trees should be favored, but other non-invasive urban-tolerant species well adapted to the Columbia area are also appropriate	1-3 Years	Following the Landscape Ordinance's requirements and current practices.
	Promote and encourage innovative design and construction methods to protect the natural environment, enhancing the built environment.	1-3 Years	
	Create incentives to promote LEED-certified construction.	1-3 Years	
	Identify, preserve, and enhance the City's natural environment to capitalize on the opportunities present in Columbia.	1-3 Years	
	Develop a program that formally recognizes aspects that contribute to and improve upon the protection of Columbia's natural settings.	1-3 Years	Implimenting MX Zoning to some extent; NPDES Permitting; Urban Service Area creation.
	Create programs to teach residents of all ages the importance of the natural environment and how they can help preserve and protect it.	1-3 Years	
	Develop and adopt benchmarks based on the identified factors that the City of Columbia should achieve over the next 10 years	1-3 Years	
CULTURAL RESOURCES	Develop and implement design guidelines based upon community input corresponding with the character and considerations for districts and neighborhoods.	1-3 Years	Ongoing—working toward designation for Shandon; working on alternative protection guidelines for non-historic neighborhoods.
	Actively create walkable urban centers & neighborhoods through committed design review & emphasis.	1-3 Years	MX-1 and -5P zoning promote walkable urban centers (will affect Innovista and N. Main rezonings if passed). Plan to write up checklist for PUDs so that connectivity (and other urban amenities) are recorded as trade-offs for relaxed zoning in –DD and other districts.
	Permit and promote use of public spaces for exhibitions & display spaces for artists.	1-3 Years	Ongoing; Sally Salamander program instaiiation; continuing study of grants potential.
	Encourage the restoration or maintenance of properties in historic neighborhoods through Low-Income Rehabilitation Programs for low-income residents.	1-3 Years	
	Conduct an update to the Bryan Survey to better understand, catalog, and identify historic resources of Columbia.	1-3 Years	On-Hold.
	Continue to support and strengthen the urban and historic design review process as conducted by the Design/Development Review Commission (DDRC).	1-3 Years	
	Support the passage and implementation of the Bailey Bill legislation in Richland County	1-3 Years	Completed.
ECONOMIC DEVELOPMENT	Stimulate economic growth through the formation, retention, recruitment, and expansion of businesses and enterprises, using available economic and legislative tools available to the City of Columbia.	1-3 Years	
	Encourage ownership diversity, including minority and women owned businesses.	1-3 Years	Achieved through FastTrac Growth Venture, Mentor Protégé Program, SMWBE (Small, minority, and Women-owned Business Enterprises) Development Program.
	Promote and ensure the diversification of business types and location throughout the entire municipality of Columbia.	1-3 Years	
	Develop, support and participate in regional economic development planning, including the public and private sectors.	1-3 Years	
	Provide improved links and consolidated listings of available resources and tools for entrepreneurs.	1-3 Years	Columbia Opportunities On-line quarterly newsletter, Links to related agencies such as Business Consortium Fund, Inc., FastTrac, Brownfield and Empowerment Zone tax credit links on City's OBO website, SMWBE Directory on-line.
	Coordinate the existing Commerce and Development programs and resources for business start-ups.	1-3 Years	



<i>ELEMENT NAME</i>	<i>Policies</i>	<i>Time Frame</i>	<i>Status</i>
ECONOMIC DEVELOPMENT	Encourage the creation of public-private partnerships that further support public goals while advancing private economic development opportunities.	1-3 Years	Land-use Implementation of Innovista master plan, obtaining federal grants for Innovista construction and design, esplanade completion at CanalSide.
	Enhance individual lives through partnerships with workforce development agencies in order to raise the per capita income and meet the employment needs of local businesses.	1-3 Years	
	Create policies and incentives to reintroduce neighborhood retail and commercial establishments in underserved sections of Columbia.	1-3 Years	Reduction of parking requirements for businesses re-using existing buildings expanded to include retail, Currently working on land-use regulation changes for North Main Street corridor to remove barriers to development
	Maintain historic and significant buildings that can be redeveloped for economic activities or community facilities.		
	Promote and strengthen a business friendly environment that supports existing businesses and attracts new, diverse, and innovative businesses.	1-3 Years	Make Me a Match program, Business Spotlight program.
	Build on the existing cultural elements, the creative economy, and the emerging technologies to capitalize on attributes the community already enjoys.		
	Create economic incentives to draw creative and emerging businesses to Columbia and support those that are already here.	1-3 Years	
	Cooperate with organizations and institutions to provide the youth of Columbia with a stronger understanding of opportunities and options available through education.	1-3 Years	
	Encourage stronger and frequent communication between the City, school districts, and educational providers to meet the needs of the people and the community.	1-3 Years	
	Cooperate with other agencies, municipalities, organizations, and charities to address income inequality throughout Columbia.	1-3 Years	
	Create affordable housing options as outlined in the Housing Element of The Columbia Comprehensive Plan and the City's Affordable Housing Task Force report.	1-3 Years	
	Identify and encourage development in locations that existing infrastructure can serve before extending new infrastructure into other areas.	1-3 Years	Reduction of parking requirements for businesses re-using existing buildings expanded to include retail, Harden Street Phase II, North Main Street Streetscape, Re-zoning of Innovista, North Main in progress
	Promote quality and desired infill development and expansion through the use of capital-funds to promote responsible expansion in those areas designated for mixed-use development.	1-3 Years	
	Maintain both the natural and built environments as an amenity to attract new and creative businesses to Columbia.	1-3 Years	Completion of Esplanade at CanalSide; first urban public space on canal.
	Promote the natural, cultural, and physical amenities of Columbia.	1-3 Years	
Develop and adopt benchmarks based on the identified economic development goals that the City of Columbia should achieve over the next 10 years.	1-3 Years		
TRANSPORTATION	Establish a hierarchy of transportation needs to focus on the movement of people by needs and considerations when constructing and designing phases and fund allocation.	1-3 Years	
	To ensure the needs and safety of pedestrians and bicycles are properly accounted for, the City of Columbia should create a bicycle/pedestrian coordinator to ensure that all projects, renovations, and new developments meet the safety, accessibility and mobility needs of its residents.	1-3 Years	Position established in Community Development for position.



<i>ELEMENT NAME</i>	<i>Policies</i>	<i>Time Frame</i>	<i>Status</i>
TRANSPORTATION	Require a transportation master plan, for all three movement options, as part of any redevelopment, construction, PUD, subdivision, other master planned projects, and comparable major land use developments.	1-3 Years	
	Establish a baseline and achieve a level of service for transportation that supports and focuses growth into the desired areas, while providing choices for citizens.	1-3 Years	
	Work to ensure, at minimum, express bus service to the Columbia Metropolitan Airport.	1-3 Years	
	Continue working with joint-ventures for the study and implementation of commuter rail for Columbia and the Midlands region.	Ongoing	CMCOG / federal stimulus options may be available.
	Use land use decisions and street designs to manage traffic flow and reduce the need for street expansion.	Ongoing	
	Permit and encourage the development of mixed use structures in neighborhoods to allow residents to shop and obtain daily goods without driving.	1-3 Years	Promotion of MX-1/MX-2 Zoning.
	Require and promote neighborhoods to have sidewalk and bicycle access so as to provide residents with transportation options.	1-3 Years	
	Promote the use of site planning and arrangement, which encourage and promotes the use of alternate transportation.	Ongoing	
	Design and build parking garages and facilities to serve the needs of all transportation users, including bicycles and pedestrians.	Ongoing	Bicycle Friendly Qualifications and Recommendations.
	Develop guidelines and policies creating a vibrant street life through the promotion of adequate transportation options.	1-3 Years	
	Reduce the required building setbacks in neighborhoods and suburban settings, and encourage zero setbacks in urban settings, to improve pedestrian movement and strengthen the urban design of these locations.	1-3 Years	Partially addressed, mainly by the MX Zoning Creation.
	Require site planning and design to encourage placement of parking away from the streets, instead of being between the building and the street.	1-3 Years	
	Modify the existing zoning ordinances to establish a maximum number of parking spaces, replacing the existing minimum-level requirements.	1-3 Years	Partially seen in Innovista District, not City wide at this time.
	Repair, replace, or install new ADA compliant sidewalks and ramps on all existing public streets.	Ongoing	
	Require sidewalks to be built on both sides of the street in a separate manner from the streets.	1-3 Years	Ongoing by Public Works Department.
	Work to promote and expand implementation for the creation of safe routes for students to walk and bicycle to their schools.	1-3 Years	Continuing via numerous means.
	Establish, maintain, and clearly mark crosswalks at appropriate intervals to prevent unprotected street crossings.	Ongoing	
	Study the length of time given to pedestrians for crossings.	1-3 Years	
	Promote and support bicycling as a means of alternate transportation.	Ongoing	Partially by Community Development - Liaison
	Apply an ordinance to require "complete streets" for all roadways throughout Columbia when renovating and building new streets and thoroughfares.	1-3 Years	
Place larger signs for major thoroughfares and streets in easy to identify locations.	1-3 Years		
Create a uniform, city-wide way finding signage system.	1-3 Years		



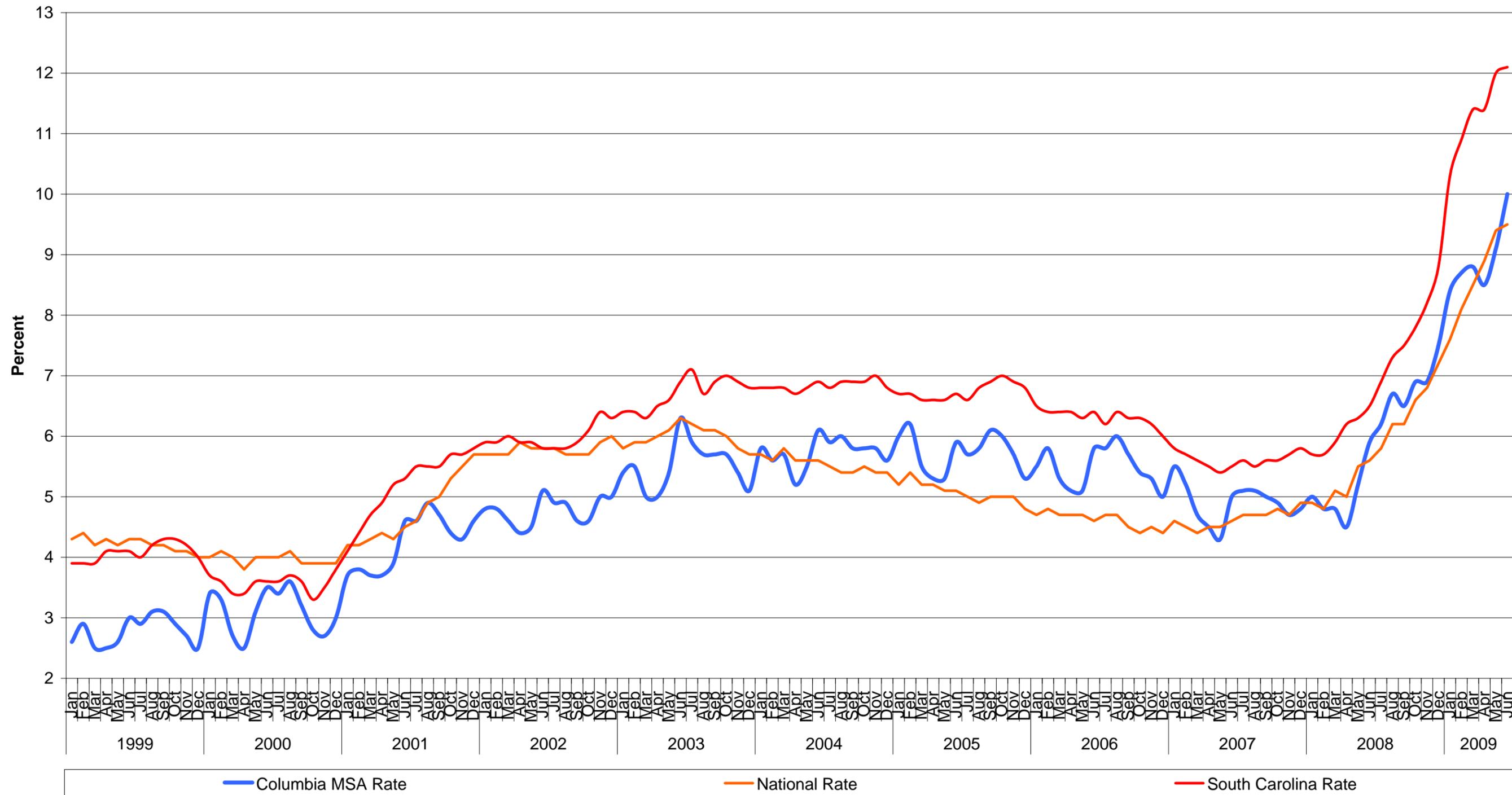
<i>ELEMENT NAME</i>	<i>Policies</i>	<i>Time Frame</i>	<i>Status</i>
TRANSPORTATION	Follow the recommendations and prescriptions outlined in conjunction with the Central Midlands Council of Governments to preserve corridor rights-of-way for specified thoroughfares as outlined in the regional transportation plan.	1-3 Years	COATS Plan Implementation/Federal Stimulus Funding
	Ensure all urban centers are accessible and accommodating to all users of various mobility needs and transportation modes.	Ongoing	
	Use streetscaping and pedestrian improvements to encourage walkable, joined urban centers.	Ongoing	Harden St / North Main examples. Contined tree plantings by Forestry & Beautification Department.
	Design streets to regulate their own speeds and traffic flows.	Ongoing	
	Ensure adequate sidewalks and bicycles paths are required to serve as an alternate means of transportation throughout the neighborhood and interconnect adjoining neighborhoods for residents.	Ongoing	
	Ensure that new neighborhoods are planned and designed for future transportation needs and options.	Ongoing	
	Work with neighborhoods to modify existing through-streets to reduce traffic speeds and movement problems, while not lowering their usability and movement.	1-3 Years	
	Ensure that all new construction, subdivisions, and planned unit developments are designed to be well-connected with the existing infrastructure, street designs, and patterns.	Ongoing	
	Plan together and accordingly to achieve a regional transportation plan meeting the goals, requirements, and needs of the residents of Columbia.	Ongoing	Working with CMCOG on the COATS plan.
	Design, construct, and require transportation improvements to minimize air, water, and noise pollution from disrupting of natural watercourses, drainage, and environmentally sensitive areas.	Ongoing	
	Plan, develop, and regulate transportation improvements that respect natural land formations, topography, and natural uses.	Ongoing	
	Actively promote alternate forms of transportation, such as bicycling, walking, public transit, and carpooling to lower the impacts transportation has on the environment.	Ongoing	Various policies and programs by many agencies/municipalities
	Ensure the usability of streets, bicycle lanes, and sidewalks by cleaning up debris, sand and other foreign materials to make Columbia safer and cleaner for all transportation modes.	Ongoing	
	Modify internal policies and practices of the City of Columbia in a manner that is more environmentally friendly for transportation decisions.	1-3 Years	
Develop and adopt benchmarks based on the identified factors that the City of Columbia should achieve over the next 10 years.	1-3 Years		
FUTURE LAND USE	Identify and prioritize distressed neighborhoods for assistance and improvements to sustain the integrity of Columbia.	1-3 Years	
	Encourage and promote innovative architectural design.	1-3 Years	City is implementing several corridor/area plans (Five points, Innovista) and beginning work on new areas (N. Main) for possible design guidelines.
	Develop special zoning and/or overlays to encourage cluster zoning/low-impact development for sensitive areas to ensure their protection and preservation.	1-3 Years	City is implementing several corridor/area plans (Five points, Innovista) and beginning work on new areas (N. Main) for possible design guidelines.
	Encourage the use of MX zoning districts citywide, especially along gateway corridors.	1-3 Years	City is implementing several corridor/area plans (Five points, Innovista) and beginning work on new areas (N. Main) for possible design guidelines.

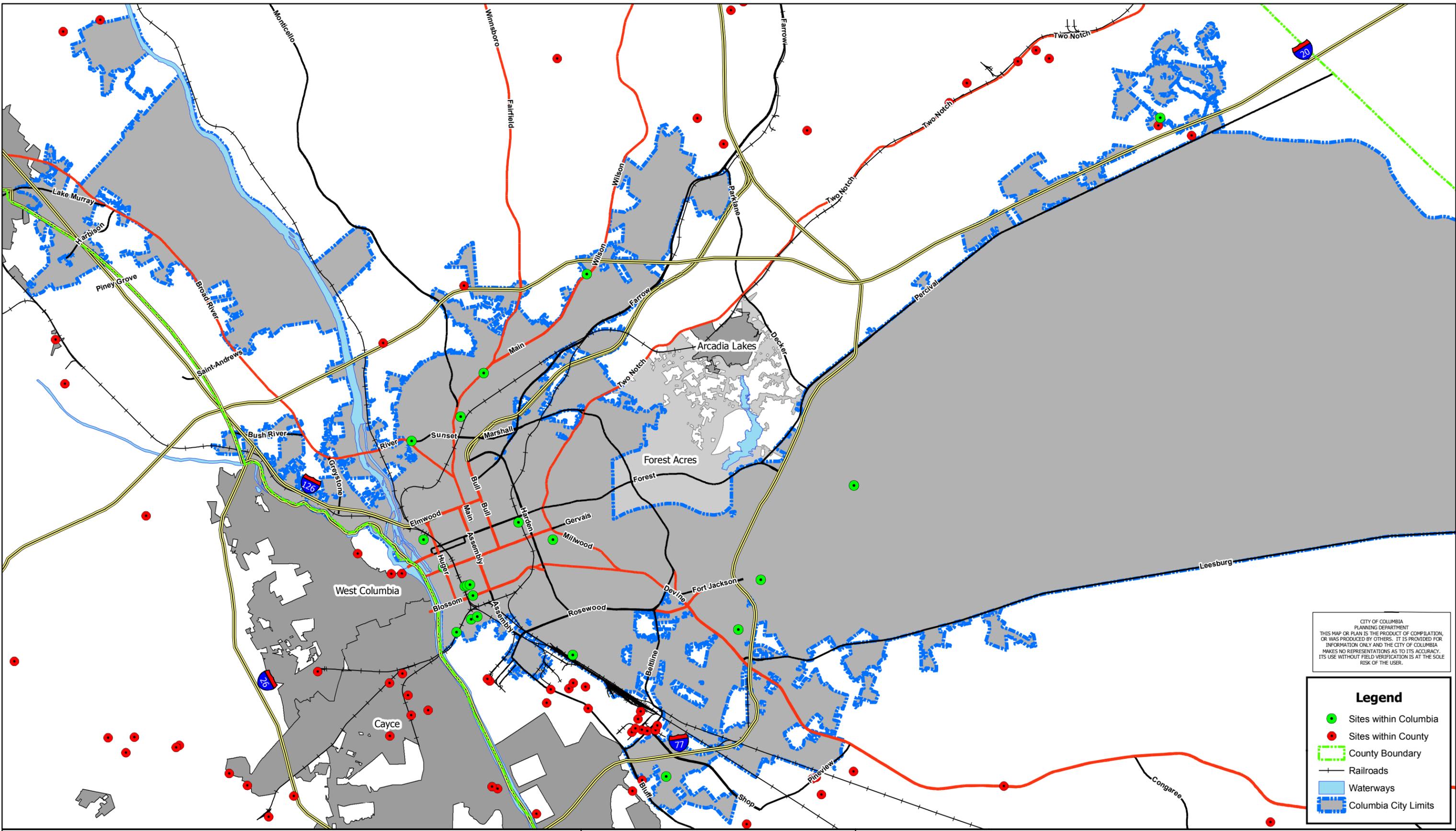


<i>ELEMENT NAME</i>	<i>Policies</i>	<i>Time Frame</i>	<i>Status</i>
FUTURE LAND USE	Provide more opportunities for neighborhood scale commercial and retail.	1-3 Years	
	Expand and interconnect greenways and trails throughout Columbia.	1-3 Years	
	Require a percentage of park space, public and private, for all new residential and large-scale commercial developments.	1-3 Years	
	Ensure new and in-fill development is compatible with existing and historical contexts for their location.	1-3 Years	
	Ensure new development does not overburden or lower existing capacity and levels of service to residents and customers.	1-3 Years	
	Increase the potential for Transit Oriented Development to achieve the proper density needed for mass transit feasibility.	1-3 Years	
	Prioritize redevelopment and in-fill development over outward, new development.	1-3 Years	City is working towards adoption of comprehensive annexation strategy in order to deal with growth management and financial impacts. City has adopted water Service Boundary developed as part of Comprehensive Plan. Overall growth is being heavily impacted by market impacts
	Require careful and complete analysis of annexation proposals to assess their financial, growth, and service impacts on immediate and future services and other factors within the City of Columbia.	1-3 Years	City is working towards adoption of comprehensive annexation strategy in order to deal with growth management and financial impacts. City has adopted water Service Boundary developed as part of Comprehensive Plan. Overall growth is being heavily impacted by market impacts
	Work towards developing transit, bicycle, and pedestrian supportive streets and corridors.	1-3 Years	City has received numerous sources of stimulus funds, mostly directed towards neighborhood infrastructure, public safety, and housing assistance. The areas were selected based on statistical information. Reviewing possible Tax Increment Financing (TIF) district covering much of North Columbia and inner city neighborhoods
	Allow higher densities in proximity to existing corridors and locations.	1-3 Years	Newly created MX zoning classifications considerably advance this goal.
	Implement the Affordable Housing Task Force Recommendations as outlined in the Final Report.	1-3 Years	
	Develop and fund a Housing Trust Fund.	1-3 Years	City has received numerous sources of stimulus funds, mostly directed towards neighborhood infrastructure, public safety, and housing assistance. The areas were selected based on statistical information. Reviewing possible Tax Increment Financing (TIF) district covering much of North Columbia and inner city neighborhoods

Unemployment Rate Statistics Comparison

Source: U.S. Bureau of Labor Statistics





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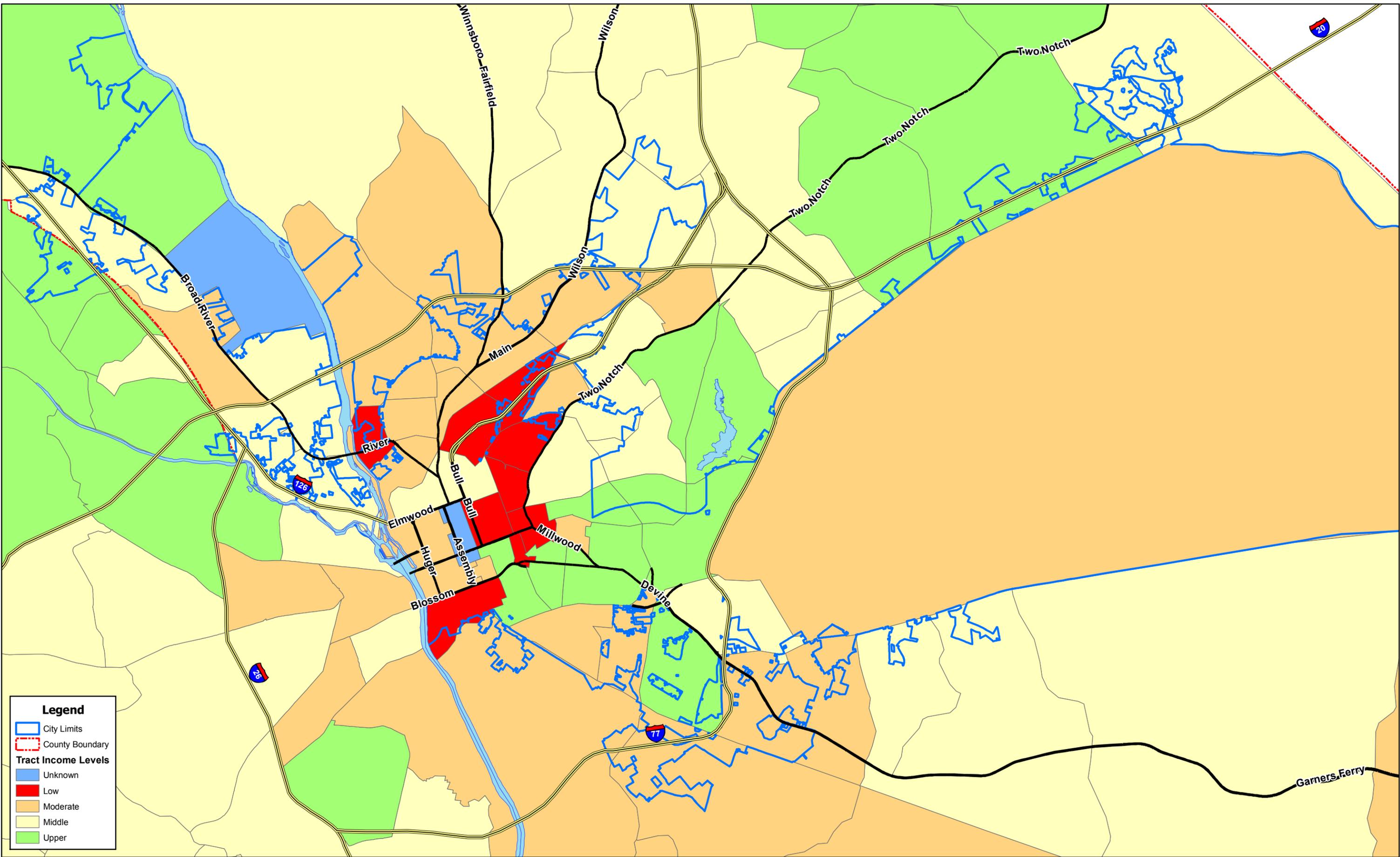
- Sites within Columbia
- Sites within County
- County Boundary
- Railroads
- Waterways
- Columbia City Limits



City of Columbia, S.C.
 E.P.A. 2009 Hazardous Wastes Sites

Planning & Development Services Department
 August 6, 2009
 Prepared by: J. Crick





Legend

- City Limits
- County Boundary
- Tract Income Levels**
- Unknown
- Low
- Moderate
- Middle
- Upper



City of Columbia, S.C.
2008 FFIEC Census Tract Income Levels

Planning & Development Services Department
 June 30, 2009
 Prepared by: J. Crick



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