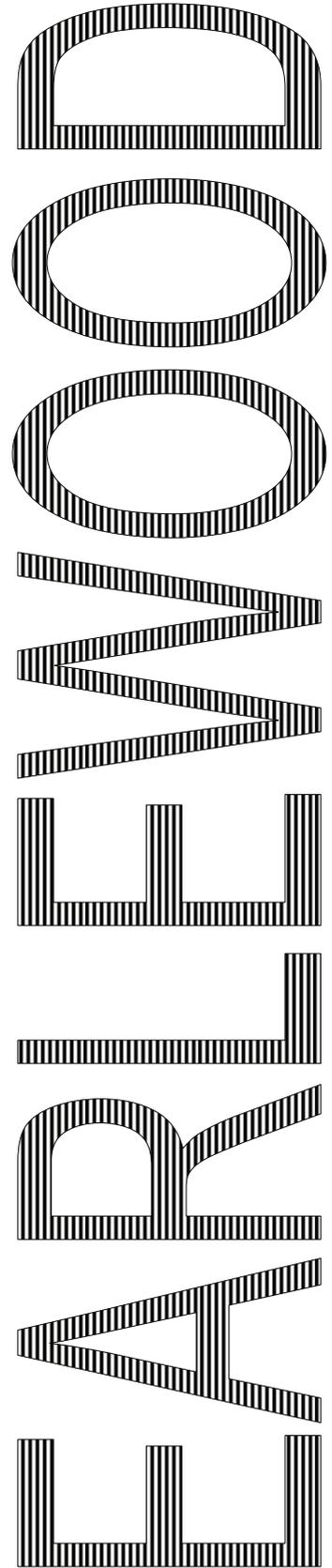




# EARLEWOOD PROTECTION AREA DESIGN GUIDELINES



City of Columbia  
Planning Department



## **SECTION I PURPOSE**

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Design Guidelines are criteria and standards that the Design/Development Review Commission must consider in determining the appropriateness of proposed work within a historic district. Appropriateness of work must be determined in order to accomplish the goals of historic zoning, which are:

Protect the beauty of the City and improve the quality of its environment through identification, recognition, conservation, maintenance and enhancement of areas, sites and structures that constitute or reflect distinctive features of the economic, social, cultural or architectural history of the city and its distinctive physical features;

Foster appropriate use and wider public knowledge and appreciation of such features, areas, sites, and structures;

Resist and restrain environmental influences adverse to such purposes;

Encourage private efforts in support of such purposes; and;

By furthering such purposes, promote the public welfare, strengthen the cultural and educational life of the city, and make the city a more attractive and desirable place to live and work.

## **SECTION II DISTRICT PRINCIPLES AND GOALS**

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- Maintain residential character;
- Encourage new residential design that is compatible with historic patterns;
- Preserve historic structures that tell story of community;
- Encourage orderly development along adjoining corridors that will enhance residential core;

The Earlewood district is a residential area that is significant in that it illustrates the development of an early Columbia neighborhood from the time of great suburban expansion, in the early twentieth century through the housing boom of the post World War II period.

Another strength and important quality of this area is the aesthetically pleasing and pedestrian friendly streetscape. This pleasing environment is achieved through the design of individual structures, their relationship to the street and to one another.

The goal of this district and of these guidelines is to maintain and protect the structures that illustrate this important part of Columbia’s history as well as preserve, conserve, and enhance the character, function, and environment of the district. This task must be accomplished with an appreciation of the development of the district over time, which is critical to its character. These goals should not be construed to restrict design creativity; instead, they should be applied in ways to encourage it.

One cannot anticipate the needs of the future except to know that change will be involved. The district should reflect these changes, while maintaining its essential character. Developments in design such as sustainable architecture, the return to the multi-generational household, or others should be allowed to follow their course, while retaining what is best about this unique area.

For the above reasons, the Earlewood district is designated as a Protection Area. The following design guidelines are established to apply moderate design control to those selected characteristics that are necessary to maintain the health and continued vitality of this important residential neighborhood and discourage those elements that may threaten these goals or the goals set forth in Section I.

### **SECTION III ■ HISTORIC SIGNIFICANCE**

*Portions of this section are excerpted from the Citywide Architectural Survey & Historic Preservation Plan, John Bryan and Associated, 1993.*

The neighborhood now known as Earlewood is, in reality the sum of several subdivisions developed after the turn of the twentieth century. Over time, as these areas grew together, the district achieved an identity as one neighborhood. Of most importance is Camp Fornance.

**Camp Fornance** was a Spanish-American War Army Training camp which was occupied by Pennsylvania troops during that conflict. The camp was built on a hill north of Elmwood Cemetery, overlooking the Broad River. In 1910, years after the camp ceased to be used as an Army installation, a group of investors formed the Camp Fornance Development Company, whose purpose was, among other things, “to buy, mortgage, sell, improve, and develop real estate.” The Board of Directors consisted of Francis H. Weston, president, Howard Caldwell, H.N. Edmunds, secretary and treasurer, R.L. Moore, A.D. McFaddin, and Washington Clark.

The new suburb of Camp Fornance was surveyed in 1910 on the gridiron pattern. It lay west of Broad River Road; its southern



boundary was the Seaboard Airline Railroad, and it abutted Alta Vista Farm on the northwest. 355 lots were planned for the development and a park area was reserved, as well as the original site of the encampment. The new streets running east and west were originally called First, Second, Third, Fourth, and Fifth Avenues, and were later renamed Beaufort, Union, Florence, Northwood, and Oconee. The north-south streets, with the exception of Columbia Avenue, were approximate extensions of the original Columbia streets and were called Pulaski, Wayne, Gadsden, Lincoln, and Park Streets.

The first lots were sold on Park Street and Lincoln Street and the height of activity by the company appears from 1910 until 1927. Development of the new streets reached a peak in the neighborhood by 1928.

**Alta Vista Farm**, north of the Camp Fornance suburb, was owned by Dr. L.B. Owens in 1928. Based on the success of the development of Camp Fornance, the eastern portion of Alta Vista was laid out in lots between Lyles Avenue and Broad River Road by 1914. In 1936, Alta Vista consisted of 54.42 acres of undeveloped land, and the original lots between Lyles and Broad River Road, and a “school lot” reserved for Fannie McCants School. In 1947, the undeveloped acreage was laid out in lots and streets which followed the contour of the landscape.

**Earlewood Park, Newman Park and Earlewood Garden.** Much of the land north of the Columbia city limits, between Columbia and Eau Claire, belonged to Joseph W. Newman, Sr. during the latter part of the nineteenth century and the first few years of the twentieth century. In 1902, Newman heirs began deeding house lots on Broad River Road. From 1914 to 1937, taking advantage of the development and success of Bellevue to the South and Camp Fornance and Alta Vista to his west, Newman developed Earlewood Park and Newman Park.

In 1914, lots were surveyed to the east of Broad River Road and extended First and Second Avenues from Camp Fornance, on the other side of Broad River Road to his land. In 1919, he had a 33.64 acre park surveyed which would later become Earlewood Park. In 1928 Newman Park was surveyed. This suburb included the lots east of Broad River Road on what were later called Harvey Street, Gilbert Street, Lakewood Avenue, Earlewood Drive, Union Street, Florence Street, Northwoods street and Oconee Street. Earlewood Gardens was laid out from 1946 to 1948. It included lots laid around two loop roads which at first was called Earlewood Circle and later Keenan Drive and an extension of Lakewood Drive.



The development of Bellevue and Camp Fornance prompted further suburban growth on their perimeters, as adjacent land owners took advantage of the suburban real estate boom after the turn of the twentieth century. These neighborhoods contain houses which range from late Victorian vernacular to bungalow tract housing. Public-minded developers reserved land for parks in Camp Fornance and Earlewood and both green spaces remain in use as parks to this day. The late development in Alta Vista demonstrates the trend towards developing neighborhoods laid out in harmony with the contour of the landscape, in contrast to the gridiron pattern employed in earlier development in the suburbs. These twentieth century suburbs, whose names have been forgotten, at one time had distinct identities and were as fashionable as were Shandon, Hollywood, or Rose Hill. The pattern of their development reveals much of the nature of suburban development around Columbia during the first four decades of the twentieth century.

#### **SECTION IV BOUNDARY DESCRIPTION & CHARACTERISTICS**

The Earlewood Protection Area is made up of several distinct developments that occurred over time. These areas grew together and grew to identify themselves as Earlewood. The Protection Area district is likewise comprised of two distinct areas based upon three major factors: development period (original development vs. later), housing type (design characteristics) and development pattern (lot size, spacing, and topography).

Generally, the overall boundary of the Protection Area is Sunset Drive to the north, the Seaboard Air Line Railroad to the east, Marlboro and Darlington Streets to the west, and Richfield Drive, Riverview Court and Park Street to the south.

Area A within this district follows generally the subdivisions of Camp Fornance, Alta Vista, and Newman Park to include a boundary of River Drive, Harvey Street, Northwood Street extension and George Street to the north. Seaboard Air Line Railroad and Beaufort Street to the east, Lindsey and Park Streets to the south and Darlington, Marlboro and Edgefield Streets to the west. Additionally, a small area in the northeast corner of the district is identified as Area A and generally centered on Elmhurst Road.

This area is characterized by development on the gridiron pattern with relatively flat topography and smaller lots as was the trend in the earlier developments. The styles are those popular at the turn of the twentieth century and include late Victorian, bungalow and transitional cottage housing.

Area B generally encompasses the portions of the community that were developed somewhat later including Earlewood Gardens and Richfield Terrace. This portion includes the area bound by Sunset Drive on the north, Edgefield Street on the west, Seaboard Air Line Railroad on the east, Makeway Drive and Earlewood Avenue on the south in addition to portions of the neighborhood in the southeast corner bound by the railroad on the east, Lindsey Street on the south Union and Beaufort Streets on the west and the Lincoln and Park Streets on the north and the portion of the district west of Riverview Court and Richfield Drive.

This area is characterized by a development pattern that more closely follows the contours of the land. The topography is such that there are hills and valleys not found in the rest of the district. The housing styles reflect the post-war styles of simple cottages, early ranch houses and more modern designs ranging from contemporary architecture of the late 1970s to infill projects constructed in the 1980s. The inclusion of this area in the district is important to maintain, through the review of new construction, the unique character of the development patterns found in this area. Also, the review of new construction in this district will ensure that the character of the entire neighborhood, including that within the historic core, is preserved.

## **SECTION V ADMINISTRATION OF GUIDELINES**

### **A. AREA A: ACTIONS THAT REQUIRE DESIGN REVIEW**

1. New Construction
2. Additions/Enclosures visible from the public right-of-way
3. Fences/Walls
4. Driveways/Parking Areas
5. Demolition/Relocation

### **B. AREA A : ACTIONS THAT DO NOT REQUIRE DESIGN REVIEW**

1. Work to existing buildings that does not enclose space
2. General maintenance and repairs
3. Painting
4. Work not visible from the public right-of-way
5. Interior work

### **C. AREA B: ACTIONS THAT REQUIRE DESIGN REVIEW**

1. New Construction
2. Driveways/Parking Areas

### **B. AREA B: ACTIONS THAT DO NOT REQUIRE DESIGN REVIEW**

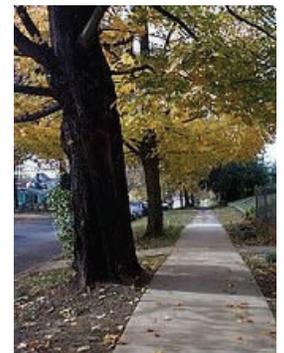
1. Work to existing buildings
2. Additions
3. General maintenance and repairs
4. Painting
5. Work not visible from the public right-of-way
6. Interior work
7. Demolition

## **SECTION VI SITE & SETTING**

### **A. Streetscape**

The character of the Earlewood neighborhood is defined by more than the historic structures. It is also found in the pattern of streets, sidewalks, plantings and mature street trees. Public right-of-way features should be planned to enhance the overall character of the neighborhood.

1. Continue the established pattern of street trees in a block.
2. When introducing new plantings in the public right-of-way, ensure that they are complementary to the pattern established in the immediate area.
3. Replace damaged or diseased street trees with a species similar in character or form to those used historically.



## B. Building Location

The correct placement of a house on a lot is important to maintaining the rhythm and overall character of the neighborhood. In Earlewood, most of the streets have consistent setbacks where the houses generally line up with one another. This relationship of the bulk of the house to the street must be maintained when considering the construction of a new house or an addition to an existing house.

1. Locate a new primary building or addition so that the distance of the structure from the right-of-way is similar to other structures on the block.
2. Retain the existing setback pattern by placing buildings in front of or behind existing façade lines.

## C. Fences and Walls

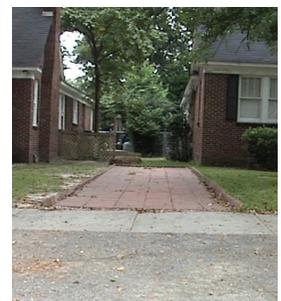
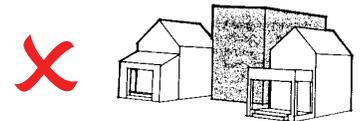
Fences and walls serve to delineate property lines and act as a barrier to distinguish between a yard, sidewalk, and street. Wooden picket fences of simple design were the most common historically. Retaining walls of brick or cast concrete block with pilasters and coping are also common streetscape features in the district.

New fences and walls should respect traditional materials, design, and scale. They should have a regular pattern and be consistent in design with those found in the same block or adjacent buildings. Round, hexagonal, and flat-headed vertical pickets are most appropriate. Wood is the most appropriate fence material, particularly for simple frame buildings. They should complement the building and not obscure significant features.

1. Design a fence or wall so that it is compatible with the associated structure is design and materials
2. Fences shall be no more than 4' in height in the front yard setback and no more than 6' in the secondary front yard.
3. Use materials traditionally used during the period of the homes construction. The following materials are not permitted for fences or walls in the front or secondary front yard: chain link; concrete block unless stuccoed or veneered in brick; vinyl.

## D. Driveways and Parking

A fact of modern life is that most households have at least one vehicle and oftentimes more. However, how vehicles are accommodated can greatly influence the aesthetic appeal of a neighborhood. Earlewood was developed during the advent of the



automobile as a more accessible form of transportation, however, parking was most often accommodated on the street. Traditionally only one vehicle would have been accommodated in a parking space on the lot.

1. New driveways or parking areas located in the front or secondary front yard setback are to be no wider than 10' as measured with a straight line running parallel to the street from which access is gained.
2. Permitted materials include: concrete, asphalt, and brick or concrete pavers.

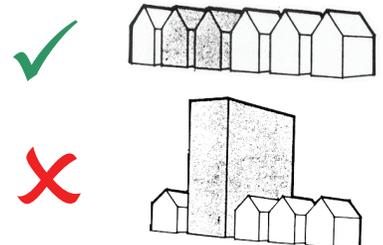
## SECTION VII NEW CONSTRUCTION

Within Earlewood, there are vacant lots and non-contributing structures. The construction of new or replacement structures on these lots will greatly affect the district by either reinforcing or undermining existing historic patterns. New construction should be consistent with existing buildings along a street in terms of height, scale, proportion and rhythm of openings, setbacks, orientation and spacing. However, new buildings need not imitate past architectural styles; they may reflect the era of their own construction to carry on the tradition of diversity in building styles present.

In addition to opportunities for residential infill construction, the Earlewood neighborhood has several commercial and institutional uses at its core and on the periphery. New construction on these parcels should be reviewed to ensure good design and compatibility with other adjacent institutional or commercial buildings on the lot, but more importantly, to ***ensure that the essential residential character of the surrounding area is maintained and respected.***

### A. Height

1. The height of buildings in Earlewood area is 1 to 2 stories. Construct new residential buildings to a height that is compatible with the height of surrounding residential historic structures.
2. Design new institutional or commercial structures, where permitted, so that their height does not overwhelm adjacent residential historic structures.



## B. Mass and Scale

1. Design the building so that the width of the main façade is similar to historic houses in similar contexts in the district.
2. Arrange and distribute the mass of a new building (the relationship of solid components (ex. walls, columns, etc.) to open spaces (ex. windows, doors, arches) so that it is compatible with existing historic buildings on the block or street.

## C. Sense of Entry

1. Locate the main entrance so that it is compatible with surrounding structures. Utilize features such as porches or stoops that are found on historic structures in the area.

## D. Openings

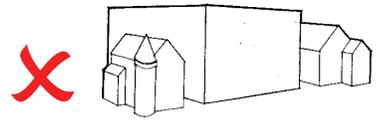
1. Design the spacing, placement, scale, orientation, proportion, and size of window and door openings to be compatible with surrounding historic buildings.
2. Select windows and doors that are compatible in materials, design, proportion, and detail with historic buildings in the area.

## E. Building and Roof Forms

1. Use roof shapes, pitches, and materials that are visually compatible with historic buildings in the area. The predominant roof form is the gable with a moderate pitch. Hip roofs are also common.
2. Use building forms that are similar to those used traditionally. Simple rectangular forms are most common.

## F. Materials

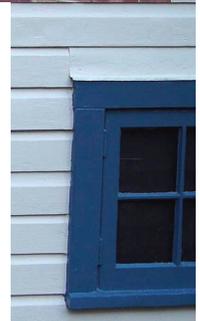
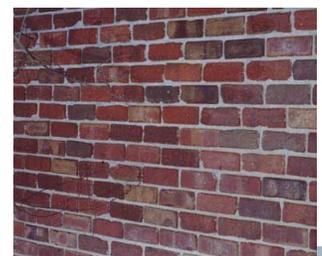
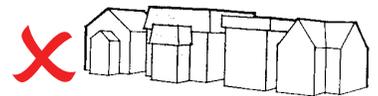
1. Permitted building wall materials include wood, brick, and cement fiberboard.
2. Secondary building wall materials permitted include wood, brick, cement fiberboard and stucco.
3. Trim and detail materials permitted are wood, brick, cement fiberboard, fiberglass, stucco, and metal.
4. Roofing materials permitted include asphalt shingle, standing seam with historic profile, and pressed metal shingle.
5. Window and door permitted materials include wood, metal,



*Do not construct buildings that disrupt the scale of the*



*Break up box-like forms into smaller varied masses.*



▪ *New Construction* ▪  
*Additions*

fiberglass and vinyl.

6. Use permitted materials in a manner that is visually compatible with historic buildings on the block or street in location, sizing and detailing.

## **SECTION VIII ADDITIONS**

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It is often necessary to increase the space of a building in order for it to continue to adapt to the owner's needs. Over time, a family's space needs change and, in order to accommodate these needs, a building may need to be enlarged. While these additions are permitted, they should serve to reinforce and not detract from the existing architectural form and design of the building.

- A. Site additions so that they do not detract from or obstruct important architectural features of the existing building or those around it, especially the principal façade.
- B. Design additions using materials and detailing that are compatible with the original structure.
- C. Limit the size and scale of an addition so that it is clearly subordinate to the original structure.
- D. Design dormer additions to be subordinate to the overall roof mass and in scale with those that may have been used originally in the neighborhood.

## **SECTION IX ACCESSORY BUILDINGS**

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- A. Place accessory buildings away from the primary façade of the building.
- B. Design accessory buildings so that they reflect the character of the existing house in terms of building shape and detailing.
- C. Accessory buildings shall be scaled and massed to be clearly subordinate to the primary structure.

## **SECTION X RELOCATION**

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Much of a building's value is in its context: the street on which it sits, the buildings that surround it, and the landscape. Therefore, a building should remain in its context unless its existence is threatened by encroachment or it cannot be preserved in the original location.



- *Additions*
- *Accessory Buildings*
- *Relocation*

A. Moving a building into the district is permitted if the building will be compatible with the historic buildings surrounding the new location in terms of height, scale, setback, and rhythm of spacing, materials, texture, details, roof shape, orientation, and proportion and rhythm of openings.

B Moving a building out of the district is permitted when:

1. the building does not contribute to the district's historical or architectural significance, or has irretrievably lost its architectural and historical integrity.

2. the Criteria for Demolition in Section XI and item B (3) of this section have been addressed satisfactorily and it is found that preservation on-site is not feasible given the circumstances.

3. As part of the review of a relocation, the following criteria must be addressed:

- a. Report that the structure is safe to be moved;
- b. Documentation that the site to which the structure will be relocated is suitable;
- c. Site plan of lot showing location of structure and setbacks from adjoining property lines;
- d. Rehabilitation plans once relocated.

## SECTION XI DEMOLITION

The demolition of an historic building should be an action of last resort. When a structure is demolished, the community loses a part of its history, which cannot be replaced. One of the character defining features of this area is the close proximity of structures, which creates a tightly woven neighborhood. When a house is removed and not replaced, the fabric of the neighborhood is undermined. Accordingly, such requests are reviewed very deliberately and require detailed information.

A. **Criteria for Review** *Reprinted from Code of Ordinances for City of Columbia & Rules & Regulations of Design/Development Review Commission.*

1. The historic or architectural significance of a building, structure, or object;
2. A determination of whether the subject property is capable of earning a reasonable economic return on its value without the demolition, consideration being given to economic impact to property owner of subject property;



3. The importance of the building, structure, or object to the ambience of a district;
4. Whether the building, structure, or object is one of the last remaining examples of its kind in the neighborhood, city or region;
5. Whether there are definite plans for the reuse of the property if the proposed demolition is carried out, and what the effect of those plans on the character of the surrounding area would be;
6. The existing structural condition, history of maintenance and use of the property, whether it endangers public safety, and whether the city is requiring its demolition;
7. Whether the building or structure is able to be relocated, and if a site for relocation is available; and
8. Whether the building or structure is under orders from the city to be demolished, and this criteria shall be given more significance than the above-mentioned criteria.

**B. Types of Information** *In addressing each of the demolition criteria the DDRC may require the following types of information:*

1. Estimate of the cost of demolition, and estimate of the cost of renovation;
2. Report from an engineer, architect, or contractor as to the structure(s) on the property and their suitability for rehabilitation;
3. Estimated market value of the property in its current condition; after demolition, after renovation of the existing property for continued use, with proposed redevelopment;
4. Estimate from an architect, developer, real estate consultant, appraiser, or other real estate professional experienced in rehabilitation or reuse of the existing structure(s) on the property;
5. Information on any current negotiations to buy, rent, or lease property;
6. All appraisals obtained within the previous two (2) years by the owner or applicant in connection with the purchase,

financing or ownership of the property;

**C.** Except in the case where a structure poses an extreme life-safety hazard, the demolition of a structure shall not be approved until the plans for its replacement have been reviewed and approved by the Design/Development Review Commission.

## APPENDIX A

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*Please also see the Land Development ordinance for additional definitions.*

**Addition:** 1. Construction that increases the living or working space of an existing structure, and is capable of being mechanically heated or cooled. (ex. porch enclosures, room additions, etc.) 2. An alteration that changes the exterior height of any portion of an existing building. 3. Any extension of the footprint of the structure, including porches and decks.

**Appropriate:** Suitable for, or compatible with, a structure or district, based upon accepted standards and techniques for historic preservation and urban design as set forth in the Secretary of the Interior's Standards and these guidelines.

**Architectural feature/element:** Any of the component parts that comprise the exterior of a building, structure or object that convey the style of a building. (ex. Victorian, Bungalow, etc...)

**Character-defining feature:** a detail or part of a structure that imparts style or design and distinguishes it from other structures (ex. porch railings, decorative windows)

**Compatible:** to conform or be in harmony with the components of the style of a building or the character of a district.

**Contributing (building/structure/site):** A building, structure or site that reinforces the visual integrity or interpretability of a historic district. A contributing building is not necessarily "historic" (50 years old or older). A contributing building may lack individual distinction but add to the historic district's status as a significant and distinguishable entity.

**Demolition:** the razing of any exterior architectural feature or structure, including its ruin by neglect of necessary maintenance or repairs, or either.

**Elevation:** 1. Height in terms of distance from grade; 2. an exterior wall of a building, usually used in referring to portions other than the façade.

**Enclosure:** To close off a previously exterior open space, through the installation of walls or other devices.

**Exterior Change:** An action that would alter the appearance of a structure. Examples include: change in roof pitch or form, or

replacing or covering exterior siding with substitute material, reducing, enlarging, closing or relocating window or door openings

**Façade:** An exterior side of a building; usually the front elevation of the building.

**General maintenance and repair:** Work meant to remedy damage due to deterioration of a structure or its appurtenances or general wear and tear, which will involve no change in materials, dimensions, design, configuration, color, texture or visual appearance.

**Major:** Substantive; substantial; as in considerable amount of.

**Muntin/Mullion:** The strips of the window that divides the glass into panes or lights. Muntins are horizontal, mullions are vertical.

**New Construction:** The construction of any freestanding structure on a lot that ordinarily requires a permit. This may apply to a variety of activities such as storage buildings, carports & garages, secondary dwellings, etc.

**Non-contributing (building/ structure/site)** A building, structure or site which no longer reinforces the visual integrity of the district either because it is a vacant parcel, it is a structure that was built outside of the period of significance of the district or it is an historic structure that has lost its integrity through inappropriate additions or the loss of three or more of its original character defining features i.e. porch, windows, siding.

**Period of Significance:** **a.** For an individual structure: the date of construction plus or minus ten years; **b** for a district, the span of time from the date of the oldest building within the boundaries to the date by which significant development ended.

**Secondary Front Yard:** The non-primary side of a building on a corner lot.

**Shall:** What must happen.

**Should:** What must happen unless evidence is presented to illustrate why an alternative is more suitable.

**Street trees:** Those trees planted or located in the public right-of-way.