

ROSEWOOD > PLAN

A Corridor & Neighborhood Plan



City of Columbia Planning and Development Department – May 2012
www.columbiaplanning.net

City Council Resolution

ORDINANCE NO.: 2012-037

Adopting the Rosewood Plan A Neighborhood and Corridor Plan

ORIGINAL
STAMPED IN RED

WHEREAS, the City of Columbia and community at large recognize the value of planning for future development and growth;

WHEREAS, the City of Columbia Planning Commission, composed of members of the public, recommended approval of said plan on June 4, 2012, and;

WHEREAS, the City of Columbia Planning Department guided the visioning and creation of the Rosewood Plan A Neighborhood and Corridor Plan, and;

WHEREAS, the City of Columbia Planning Commission and Planning Staff worked over a six(6) month period to guide and investigate the existing conditions, and;

WHEREAS, the Planning Department has engaged the public and solicited feedback over a 6 month period during the planning process with various public meetings and various public outreach techniques, and;

WHEREAS, the City of Columbia Planning Commission has provided input, recommendations and implementation strategies in response to the public input and findings; NOW, THEREFORE

BE IT ORDAINED by the Mayor and City Council of the City of Columbia this, the 10th day of July, 2012, that the Rosewood Plan A Corridor and Neighborhood Plan, a copy of which is attached hereto, is hereby adopted and effective as of final reading of this ordinance; and,

BE IT FURTHER ORDAINED that copies of the within adopted comprehensive plan be made available for public inspection and copying in the offices of the City Clerk, City Manager and Planning and Development Services Department; and,

BE IT FURTHER ORDAINED that the Mayor and City Council direct the City Manager and City Departments to begin implementation The Rosewood Plan A Neighborhood and Corridor Plan, and,

BE IT FURTHER ORDAINED that the City of Columbia should periodically review the Rosewood Plan A Neighborhood and Corridor Plan,

Requested by:

Planning Administrator

Approved by:

City Manager

Approved as to form:

Assistant City Attorney

Public Hearing: 6/26/2012

Introduced: 6/26/2012

Final Reading: 7/10/2012

Launched: 6/13/2012
12040665

MAYOR

ATTEST:

City Clerk

Acknowledgements

Mayor

Stephen K. Benjamin

City Council

Sam Davis
Tameika Isaac Devine
Daniel J. Rickenmann
Dr. Belinda Gergel
Leona K. Plough
Brian DeQuincey Newman

Planning Commission

Chris Brownlee
Maryellyn Cannizzaro
Richard Cohn
Frank Cason
Gene Dinkins, Jr
Moryah Jackson
Mark James, Chair
Mary Winter Teaster
Paige Tyler

City Administration/Staff

Steven A. Gantt , City Manager
Melissa Smith Gentry, Assistant City Manager for Operations
Krista M. Hampton , Director of Planning and Development Services
John S. Fellows , Planning Administrator
Amy E. Moore , City Preservation Planner
Swinton W. “Skip” Hudson, III, City Planner
Jeff Crick , City Planner
Lindsay Crick , City Planner, Historic Preservation
Jerre F. Threatt , City Planner, Historic Preservation
Staci Richey ,City Planner, Historic Preservation
Andrea, Wolfe, Senior Administrative Secretary
Stewart Hall, Desmond Johnson, Chad Langdale, &
Megan Prettyman, Planning Interns

Neighborhood Representative

Bob Amundson, Rosewood Resident
David Britt, Executive Director, Greater Rosewood Merchants Association
Christopher Eversmann, Jim Hamilton-L.B. Ownes Field Airport
Michele Huggins, South Kilbourne Neighborhood Association
Katie Mann, Central Rosewood Neighborhood Association
Scott Mechling, Greater Rosewood Merchants Association
Rebecca Munnerlyn, Rosewood Community Council
Rachel Smith, Rosewood Drive Merchants Association
Jenna Stephens, Rosewood Community Council
Bessie Watson, President, Edisto Court Community Council

Note: All Images City of Columbia Planning Staff unless otherwise noted

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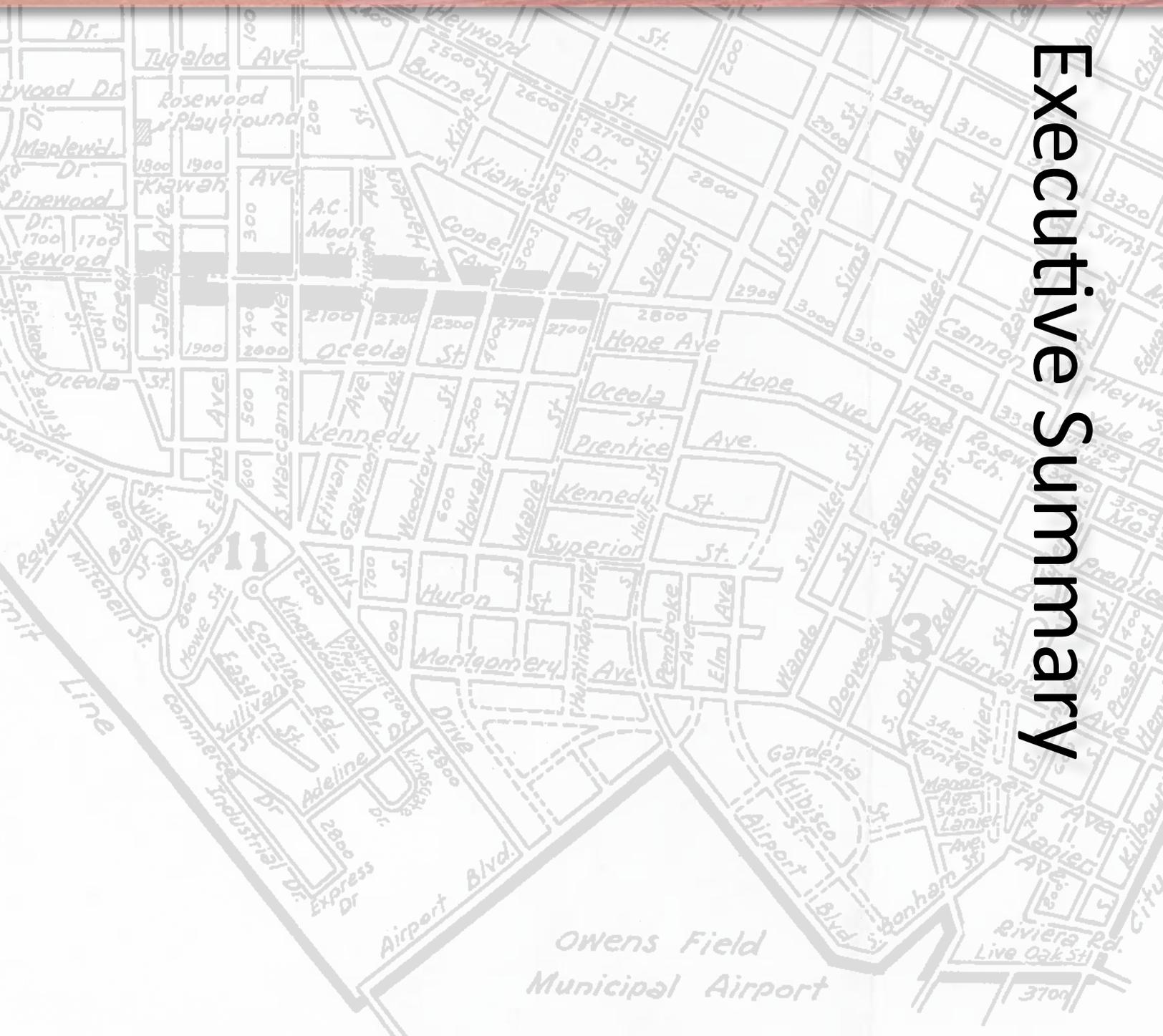
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Executive Summary



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Executive Summary

The Rosewood Plan – A Corridor and Neighborhood Plan has been prepared to guide the future growth and development of the Rosewood corridor and neighborhood. It was developed through a cooperative planning effort between the Rosewood Community Council, Edisto Court Community, Central Rosewood Neighborhood, and South Kilbourne Neighborhood. To the extent possible, this plan reflects the needs and preferences of these residents while remaining true to a comprehensive vision of a coherent city neighborhood.

This document builds upon the City of Columbia's Comprehensive Plan that was adopted in 2008; however, it narrows the scope to provide a more detailed focus on the individual community. *The Rosewood Plan* is the result of closely examining the area and identifying opportunities that can strengthen this unique section of the city. It provides direction for future development and redevelopment through a series of recommendations that were created through a public participation process.

The Rosewood Plan is divided into nine chapters. Chapter One consists of this executive summary, and Chapter Two provides a summary of the overall planning process. In Chapter Three, the plan outlines the existing conditions, while Chapters Four and Five address the goals, objectives and recommendations for the Neighborhood, Corridor, and Industrial Areas.

Chapters Six and Seven focus on Transportation and Sustainability, and finally, Chapter Eight addresses how the plan will be implemented.



Image 1.1 Industrial Property along Edisto Street

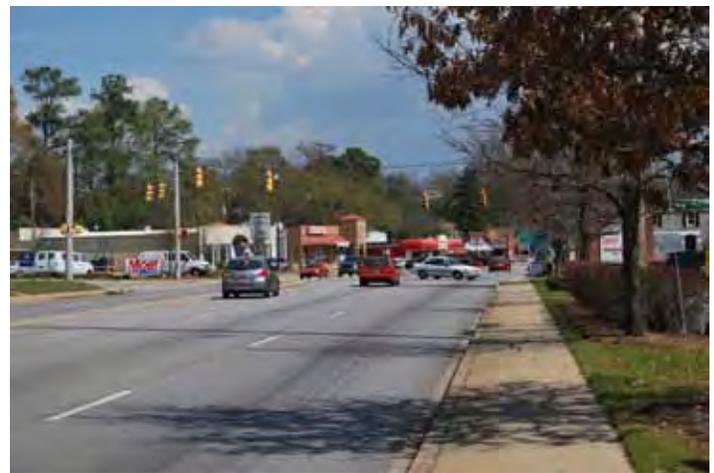


Image 1.2 Rosewood Drive at midday, near Holly Street.



Image 1.3 Example of new infill housing within greater Rosewood area.

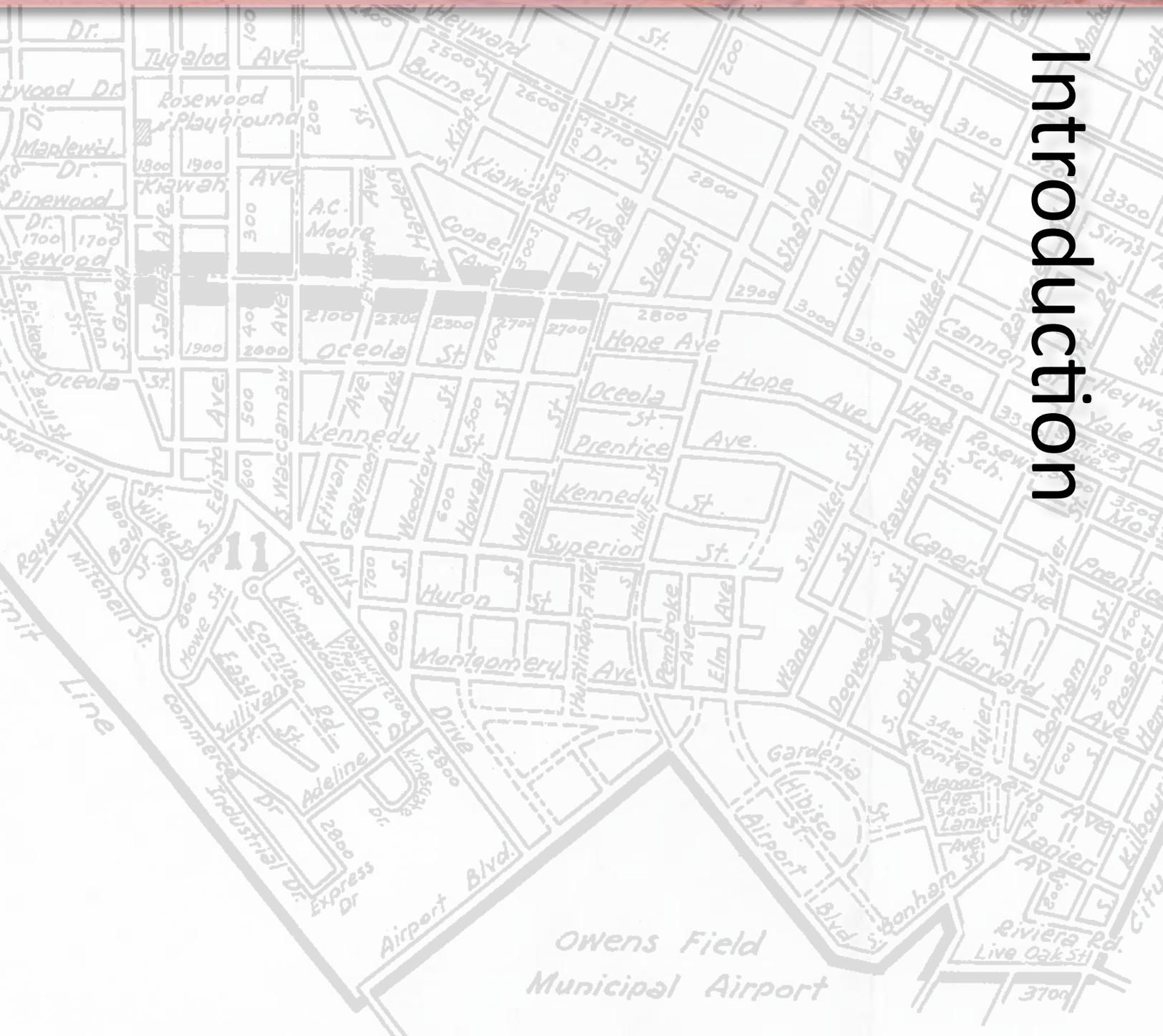
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Introduction



Planning Process

Process

The planning process for Rosewood dates back many years with much discussion, plans and efforts of many. The planning process for the Rosewood >Plan – a Corridor and Neighborhood Plan began in late spring of 2011 after City Council requested the creation of a plan for the area to address community needs as a result of increased infill development, adoption of the interim measures, and the acknowledgement that this area needed to have a clear direction for the future.

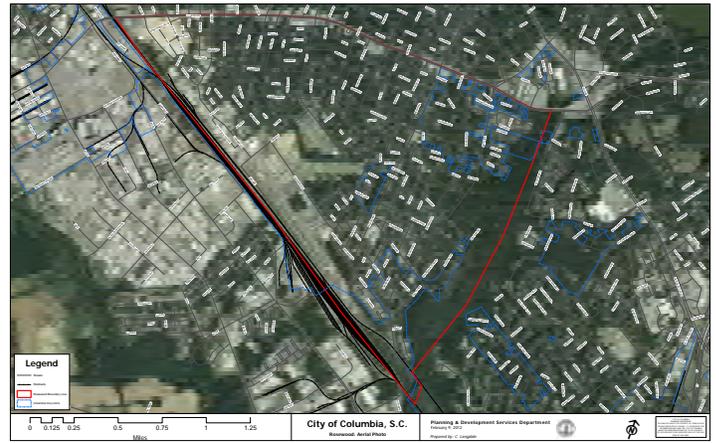
The initial process began with collecting and analyzing multiple data streams to create an information base from which planning staff could begin to analyze the existing conditions of the corridor and neighborhood. This analysis included, but was not limited to, physical conditions of the public realm, existing governmental polices, development trends, and review of previous plans and studies, and analysis of data from the City, Council of Governments, and Federal Agencies using the Cities Geographic Information System.

Focus Group

In the Spring of 2011, a series of meetings was held with key stakeholders and neighborhood representatives. These meetings were designed to help City Staff understand the day-to-day dynamics of the corridor and neighborhood. With specific discussions involving planning and zoning issues, including land use, infill development, traffic, crime, aesthetics, and parking. These meetings also were intended to help understand both the larger, long-term issues and the concerns that residents had regarding the corridor and four neighborhood associations that comprise the Rosewood Neighborhood.

Public Input Meetings

The initial input meeting for all residents, property owners, business owners, and other stakeholders was held on October 27, 2011 at the Edisto Discovery Center. This meeting was the foundation for understanding their issues, and provided Staff with the necessary information needed to begin a more focused study of these issues throughout the area. The format of the meeting was an informal open house with interactive display boards as well as personal conversation. The thoughts and issues that citizens brought to the meeting were integrated into existing data and research to begin to understand the items that all parties identified as a concern. The results of this citizen input are summarized in Appendix



Map 2.1 Aerial Image 2011 of Rosewood Area.
Full Scale Maps Located in Appendix A.



Image 2.2 New housing conversion of old industrial facility



Image 2.3 Public Meeting, February 2012

A. Staff also presented a number of information maps and diagrams that represented existing conditions of the area that assisted participants in understanding the neighborhood and corridor. The answers and direction provided by participants were then used to formulate a series of options and suggestions that were discussed at the December meeting.

The second meeting, which was held on December 15, 2011, presented the initial concepts and ideas that staff had created after combining all of the comments and research. This meeting was held as a more formal workshop format where staff presented the results of the previous public meeting and presented the various options to seek direction for more formal recommendations. The meeting allowed the public a greater idea of the overall scale and scope of the comments, and allowed them to shape and guide the process, and ultimately the end product. Staff presented numerous options ranging from land use, building forms, streetscape sections, environmental issues, and other similar aspects.

The third meeting, held on February 16, 2012, was a more formal meeting designed to be a two way conversation between planning staff and the neighborhood and corridor participants. City planning staff presented final recommendations and findings for both aspects of the area. Goals and Objectives were finalized as well as recommendations. This was the first public discussion of the written goals, objectives and recommendations, which were presented for the purpose of obtaining comments and feedback from the public. These written goals and objectives were also posted on the projects web site and no further comment was submitted to City staff from the public meeting until the final draft of the document in Mid April. It is from these discussions that the final document was assembled.

Public Input Survey

In the fall of 2011, after the initial public meeting a public input survey was conducted to help gather more detailed insight into issues and concerns of all parties within the area. This survey was available on the City of Columbia web site and 213 responses were received. The results of this participation gave the survey a confidence interval of +/- 6.64% for most questions.

Overall, the findings were consistent with the other public comments and issues. There was strong support for either a historic district overlay or a design overlay for the residential portions of the community. There also was overwhelming support for the inclusion and construction

of sidewalks and bicycle lanes throughout the area, and this majority also was present when asked if it should be a priority. There was equally strong support for making Rosewood a greener neighborhood by introducing sustainable infrastructure techniques as a part of this overall plan.

Additionally, people saw an overwhelming need for traffic calming and other similar transportation adjustments to make the corridor and the neighborhood a more inviting pedestrian and bicycle friendly space. Results of the Survey are presented in text and graphs in Appendix A.

Meeting Boards

Throughout all of the meetings, multiple input boards were created to gather comments, propose ideas, and refine proposals. All comments and boards were used to refine and remodel various ideas and concepts brought forward by City staff, focus group participants, residents, business owners, and other stakeholders.

Survey Results

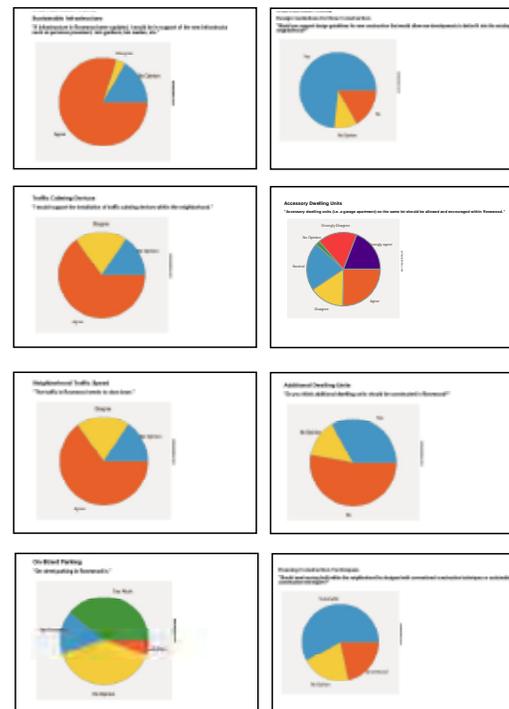


Image 2.4 Summary of Selected Survey Findings
Additional information in Appendix C.

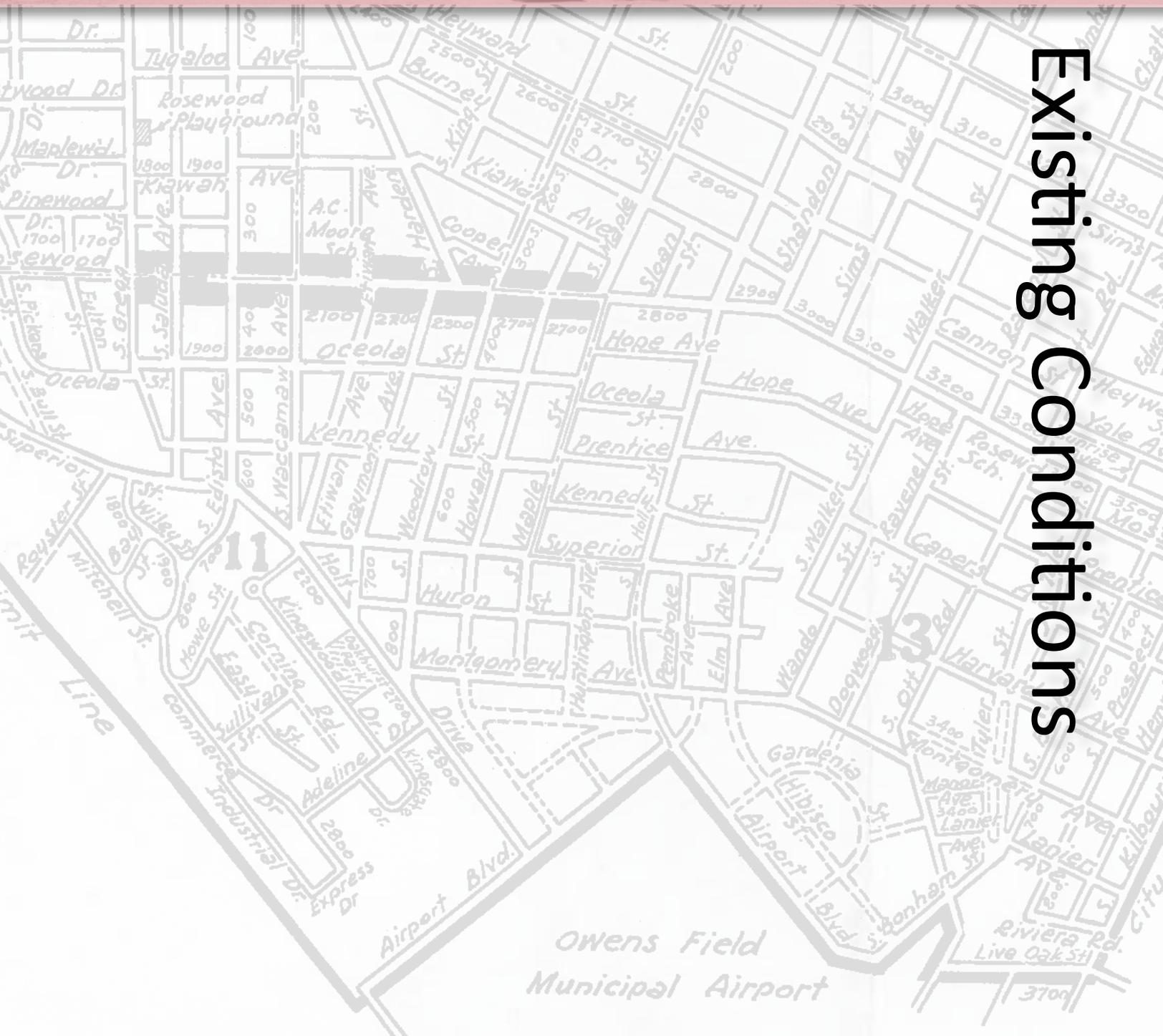
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3

Existing Conditions



Historical Background

Rosewood Neighborhood

Beginning in the 1880s, Columbia, like many cities nationwide, began experiencing the growth of urban neighborhoods. With the creation and expanded use of the street rail system, more and more citizens were able to live outside what was then the city limit. As more and more people began living further away from downtown, the city expanded the street rail system and began annexing neighborhoods like Shandon and Wales Garden into the municipal boundary.¹

By the 1920s and 30s, the increasing popularity of the automobile made it even easier for people to live outside the already expanded city limits, and so the suburbs continued to spread out past the neighborhoods created in the late-19th and early 20th-century. Prior to the early 1930s, the southern dividing line between the city and county was a two-lane dirt road known as Fifth Avenue. By 1933, Fifth Avenue had been renamed Rosewood Drive, and it stretched from Ott Road to South Marion Street. While Rosewood Drive served primarily as the southern city limit line in 1933, there was a small section of what would become the Rosewood Community that was included within the city. This section was bounded by Ocoela on the south, Saluda Avenue to the west, and Graymont Avenue to the east. Other streets that existed at this time within the city limits included a short section of Edisto and Waccamaw Avenues as well as Etiwan.²

At the time these streets first became part of the city, the rest of the area south of Rosewood Drive was primarily farmland and rows of orchards. In fact, these streets within the city limits were not even part of the neighborhood known today as Rosewood. From the late 1930s until at least the late 1940s, Rosewood was the name given to an area between Devine Street and Rosewood Drive east of Shandon Street. This area is now part of the Shandon neighborhood.³

The Rosewood Community we know today developed over a 50-year period starting in the 1910s and continuing steadily through to the 1960s. Today, the community is comprised of four smaller neighborhoods including Edisto Court, South Waccamaw, Central Rosewood, and South Kilbourne. In 2001, the Hendley Homes public housing project which was built on the western edge of the community along Rosewood Drive in the 1950s, was razed for redevelopment. Nine years later, construction of Rosewood Hills began on this site, and was the first neighborhood in the midlands to emphasize energy efficiency.⁴



Image 3.1
1803 Superior St, Edisto Neighborhood, Circa 1940



Image 3.2
927 Suber St, Kilbourne Neighborhood, Circa 1948



Image 3.3
924 Chevis St, Kilbourne Neighborhood, Circa 1955

Development of Rosewood

Rosewood 1910

The first houses in the area were built beginning in the 1910s between Rosewood Drive, Graymont Avenue, Kennedy, Prentice, and Walker Streets. This first development included around 15 houses, most of which were constructed along Walker Street.

(Newly constructed houses in black)



Map 3.1 Rosewood Figure Ground 1910

Rosewood 1920

A handful of new houses were constructed in the 1920s. Most development was still centered on Walker Street, but a few homes were constructed in a scattered pattern to the east, west, and south. (Newly constructed houses in black)



Map 3.2 Rosewood Figure Ground 1920

Rosewood 1930

By the 1930s, development began taking off despite the Great Depression. A lot of new houses were seen to the east near present day Bonham Road and Moss Street and to the west along Graymont Avenue. During this decade, the core of the Central Rosewood neighborhood began taking shape. (Newly constructed houses in black)



Map 3.3 Rosewood Figure Ground 1930

Development of Rosewood

Rosewood 1940

In the 1940s, the northern portion of Central Rosewood filled out, while the South Kilbourne and Edisto Court areas began to form. Less development occurred in Edisto Court, likely due to swamp-like conditions.

Though this map doesn't show development along Rosewood Drive, the corridor also experienced an increase in development during this decade, which likely included a mix of houses and commercial structures. (Newly constructed houses in black)



Map 3.4 Rosewood Figure Ground 1940

Rosewood 1950

Within the next decade, the Rosewood Community we know today largely was formed. During the 1950s, Edisto Court was more fully developed, and the southern portions of Central Rosewood and South Kilbourne had filled in with homes. (Newly constructed houses in black)



Map 3.5 Rosewood Figure Ground 1950

Rosewood 1960

During the 1960s, most of the development was focused on filling in the gaps, which were primarily located in the middle of the South Kilbourne neighborhood and in Central Rosewood near the airport. (Newly constructed houses in black)

Since the 1960s, there has been minimal development in the community with the exception of a handful of houses and multi-tenant buildings including apartments, townhomes, and condos. In 1980, Rosewood Drive was converted from a two-lane road into the four-lane road it is today.



Map 3.6 Rosewood Figure Ground 1960

Rosewood Drive as a Commercial Corridor

Rosewood Drive has long been known to many as a commercial corridor and gathering place for local residents. Prior to many businesses being established along this thoroughfare, Rosewood Drive (or Fifth Avenue as it was originally named) was a dirt road lined with residential houses. Many of these houses have long since disappeared, but a good number remain today, primarily along the eastern portion of the road. Some of them have been converted for commercial use; however, many still house families.

During the 1950s, Rosewood Drive was the center of big change in Columbia. In 1954, J. Donald Dial chose the parcel south of Rosewood Drive between South Holly and South Maple for the location of the City's first strip shopping center. It was to be "the most complete and modern shopping center" in the City. The 13 unit shopping center had 60,000 square feet of floor space, and cost a quarter of a million dollars to construct. Its size and layout were designed to serve as a one-stop-shop for an estimated 8,000 families. With the ever increasing population southeast of the downtown, and the proliferation of the family car as the main means of transportation, Dial believed that parking was key to the center's success; therefore, his new shopping center boasted 280 parking spaces.⁵

Among the shopping center's tenants were the Colonial Store (a grocery); Dodd's 5, 10, and 25 Cent Store; The Corner Drugstore; Central Paint and Hardware; Shandon Electric Company; Dixie Laundry; a barber shop; a woman's clothing store; Rosewood Seafood Market; a filling station and gift shop; and a tropical fish store.⁶ Over time the shopping center became the center of community life for many Rosewood residents.⁷ The 1954 strip mall was replaced by a newer shopping center in 2002 that contains a Publix Grocery Store and other smaller shops.

The shopping center was not Rosewood Drive's only gathering place over the years. There were numerous other places, especially in the 1960s and 70s when the road was populated with bars. University of South Carolina students would linger at Rosewood Drive businesses following football games which were played just down the road. Among some of the hangouts were The Left Guard, The Copper Door, the Twilight Lounge, and Rosewood Lounge. While these places are gone today, restaurants such as Rockaway Athletic Club, which was established in the early 80s, have taken their place.⁸



Image 3.4 Rosewood Drive
Rosewood Drive, Dairy Barn and E-Z Shop.
Photographer Unknown. Image City of Columbia



Image 3.5 Rosewood Drive
Rosewood Drive, Dairy Barn and E-Z Shop at Night
Photographer Unknown. Image City of Columbia



Image 3.6 Rosewood Shopping Center, 1964
Photographer: Russell Maxey.
Source: *South Carolina's Historic Columbia, Yesterday and Today in Photographs* by Russell Maxey (Columbia, SC: The R.L. Bryan Company, 1980), 250.

The Rosewood Drive corridor saw its greatest change during the late 1970s. During this time, the two largest and most prominent alterations occurred: the extension of Rosewood Drive to Garner's Ferry Road and the widening of the corridor to four lanes. The extension was completed during the summer of 1981, with the intent to help preserve and improve the corridor as an amenity to the neighborhood and the residents. The widening project was initiated in 1978 and completed in 1980. Both of these projects were proposed as early as the late 1940s, but were not fully adopted until the first Columbia Area Transportation Study (COATS) was completed in 1966, which also generated a significant controversy among residents and business owners.⁹

Schools

Today, the Rosewood community is home to three elementary schools, and the community as a whole has been served by different schools throughout its history. Perhaps the oldest is Rosewood Elementary, which was constructed in 1925 and opened to students in grades 1-4 in the fall of 1926 with an enrollment of 175.¹⁰ Built for a total cost of \$45,000, the school was constructed amid cotton and corn fields at the corner of South Ravenel Street and Rosewood Drive (Fifth Avenue at the time) to ease congestion at Heathwood and Rosehill Schools. Rosewood Elementary served children south of Wheat Street and east of Woodrow Street.¹¹ As this school was outside the city limits, it was originally part of Olympia's school system, and continued to be until the late 1940s when it merged with Richland District 1.¹²

On the western side of the Rosewood Community was a school known as Millford. While it is not known where the school actually once stood, in 1941 it was listed as serving African-American children and was part of the Olympia District. In 1948, it became part of the City of Columbia school system. During the 1948-49 school year, Millford had one teacher and 76 students. The City sold the school in 1949, and it eventually disappeared as its students were merged into another school within the Richland District 1 system.¹³

A.C. Moore Elementary, which is on the north side of Rosewood Drive, has served children in the area since 1930. Prior to this school, Rosehill School served the area holding classes in a small two-story brick building with a wood sided addition. The school was located on South Edisto Avenue. In 1927, it was absorbed into the city school district. A.C. Moore opened three years later just to the southeast of Rosehill School on South Waccamaw and Rosewood. In 1949, a new front was added, reorienting the school to front onto Etiwan. The school was named



Image 3.7 South Kilbourne Elementary School, Spring 2012



Image 3.8 AC Moore Elementary School, Spring 2012

for Dr. Andrew Charles Moore, a former member of the Richland District 1 School Board and a professor at the University of South Carolina.¹⁴

In the southernmost portion of the community is South Kilbourne Elementary, which has served students since 1953. The original school was built on six acres at 1400 South Kilbourne Road that was purchased from Flowers Holding Company in 1951. The school opened in 1953 boasting nine classrooms, a cafeteria, office, health room, and a small library. Three years later the school had to add six more classrooms. In 1969, three more classrooms and a larger library were added. The present day school dates to 2002.¹⁵

The Rosewood Community is not only home to several schools but also to Memorial Stadium, which has served

as a sports venue for multiple Columbia schools over the years including Dreher High School and Columbia High School. Built in 1951, it was given the name Memorial Stadium to honor the memory of those killed in World War II and the Korean War. It was dedicated in 1953, and the nearby baseball stadium was built in 1956.¹⁶

Owens Field/Curtiss-Wright Hangar:¹⁷

The Owens Field Airport and Curtiss-Wright Hangar were constructed in 1929, three miles south of the city. Named for Columbia Mayor Lawrence B. Owens, it was dedicated on April 24, 1930 with an airshow featuring many well-known names of the time including Charles Lindburgh’s flying instructor, Bill Winston. It drew over 15,000 spectators.

Several famous individuals visited the airport and hangar in its heyday. Among those that paid a visit were Amelia Earhart on November 16, 1931 and President Franklin Delano Roosevelt on December 5, 1938.

The Curtiss-Wright Hangar, built by Curtiss Flying Service, was the first building constructed on the site, and was originally used to house passenger airplanes and planes for animal services. It wasn’t until nearly a decade later that it was used for civilian flight training programs and aircraft maintenance.

The airport and hangar’s most important contribution to Columbia was its service to civilian passenger planes and the military. The first airline to offer regularly scheduled flights from Columbia to Charlotte, Camden, and Augusta was Eastern Air Transport, which began offering the service in 1932. Two years later Delta began offering service as well.

With the establishment of the South Carolina Aeronautics Commission in 1935, the airport began offering flight training in 1939. This training would continue throughout World War II as the airport contracted with the military in 1941 to train American and French pilots.

Following the war, all commercial air services were shifted to a new, larger airport that served the City; however, the airport continued to serve military and civil patrol flights until 1970. The hangar was continually used for aircraft maintenance until 1986. Since that time it slowly has fallen into disrepair. It is the oldest remnant of the original Owens Field. Today, the Curtiss-Wright Hangar is listed on the National Register of Historic Places.



Image 3.9 Rosewood Elementary School, Spring 2012



Image 3.10 Curitss-Wright Hanger Spring 2012

Methodology

Existing Conditions

The Rosewood area of Columbia has both a unique history, as well as a unique set of issues. To this end, an extensive and in-depth study of the area's existing conditions was conducted throughout the first half of 2011. This information was gathered through both field surveys, and also information available from numerous resources.

Field Research

At various times, Planning & Development Services staff visited both the Rosewood Drive corridor and the Rosewood neighborhood. During these visits, staff surveyed transportation conditions, environmental issues, land use, and other aspects of the built environment.

Site visits and in-person research have been conducted throughout the course of this study. The corridor was field surveyed by City of Columbia Planning Staff the first week in May 2011, measuring both the use and vacancy rates of the spaces. The neighborhood was also surveyed in sections in a similar manner. The most extensive data gathering was via remote sensing and GIS. Extensive data collection and interpretation has been conducted through a variety of sources using the most recent information available from each source.

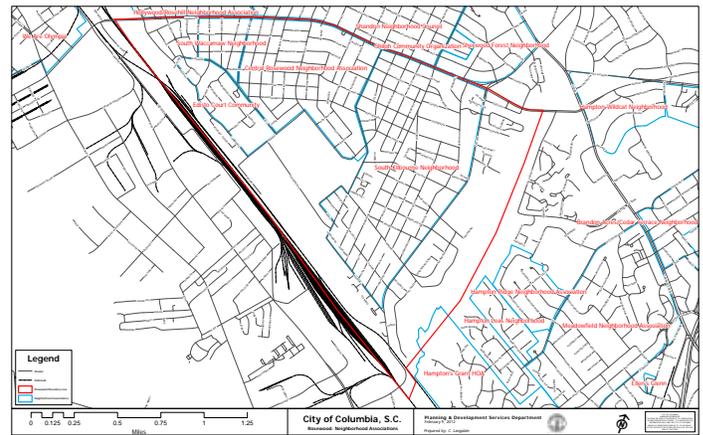
Study Area Composition

The Rosewood Neighborhood Area is comprised of four neighborhood associations (Map 3.8), a commercial corridor, and numerous other industrial and commercial uses. The spatial limitations for this project were limited to the railroad tracks to the west, Gills Creek to the east and south, and Rosewood Drive to the north. (Map 3.9)

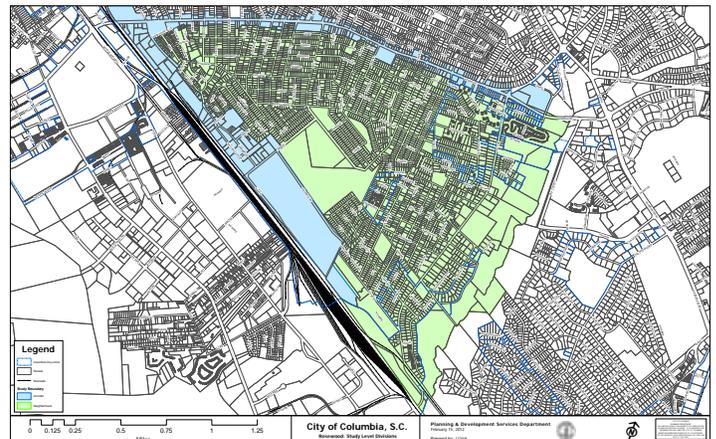
The Corridor was limited to principally parcels of both residential and commercial zoned property adjacent to Rosewood Drive. Parcels that were zoned commercial and adjacent to parcels fronting Rosewood Drive were also included within the Corridor area. (Map 3.9)



Map 3.7
Figure Ground of Rosewood Area (Building Footprints)
Full Scale Maps Located in Appendix A.



Map 3.8
Rosewood Neighborhood Association Boundaries
Full Scale Maps Located in Appendix A.

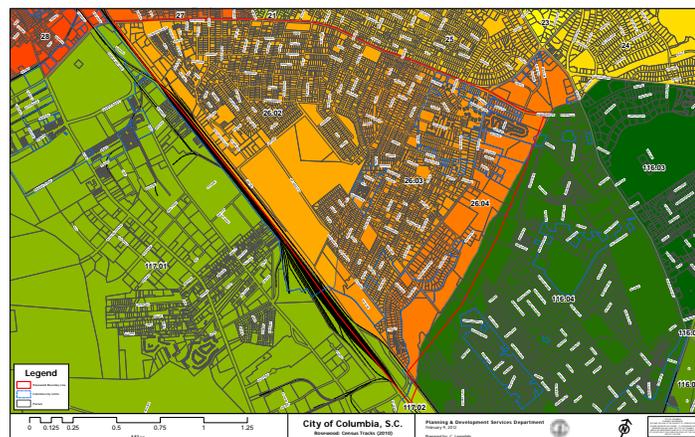


Map 3.9
Rosewood Drive Study Area Boundaries
Full Scale Maps Located in Appendix A.

Demographics

Population

The Rosewood Study Area is divided into three Census tracts (2010 Tracts 26.02, 26.03, and 26.04) (Map 3.11). (Table 3.1). The total population of the Rosewood Area is 8,712 (Table 3.1) with approximately 58% of the population reporting to be white, 33% African American, 0% Native American, 1% Asian American, 0% Hawaii/Pacific Islander, and 1% other (Table 3.1). The largest population groups based upon age are within the 20 to 24 years, 25 to 29 years, and 30 to 34 years making up 3,408 individuals or 39% of the residents (Table 3.2). When one examines the population by age and sex, it is apparent that the male and female populations generally correspond to each other at each age interval, while for every age interval there is a predominate female population. There are approximately 18,000 people that live within a mile of Rosewood Drive.¹



Map 3.10
Rosewood Census Tract Boundaries
Full Scale Maps Located in Appendix A.

Race Alone or in Combination: 2010: Census Summary File 1					
Census Tracts	26.02	26.03	26.04	Total	Percent
Total Population	2,957	4,058	1,697	8,712	
White	2,211	2,336	481	5,028	58%
African-American	589	1,290	979	2,858	33%
Native American	14	16	9	39	0%
Asian-American	51	33	32	116	1%
Hawaii/Pacific Islander	-	8	-	8	0%
Other	11	20	17	48	1%

* The race concept "alone or in combination" includes people who reported a single race alone (e.g., Asian) and people who reported that race in combination with one or more of the other race groups (i.e., White, Black or African American, American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, and Some Other Race). The "alone or in combination" concept, therefore, represents the maximum number of people who reported as that race group, either alone, or in combination with another race(s). The sum of the six individual race "alone or in combination" categories may add to more than the total population because people who reported more than one race are tallied in each race category.

Table 3.1
Rosewood Census 2010: Race Alone or in Combination
Larger Table Located in Appendix A.

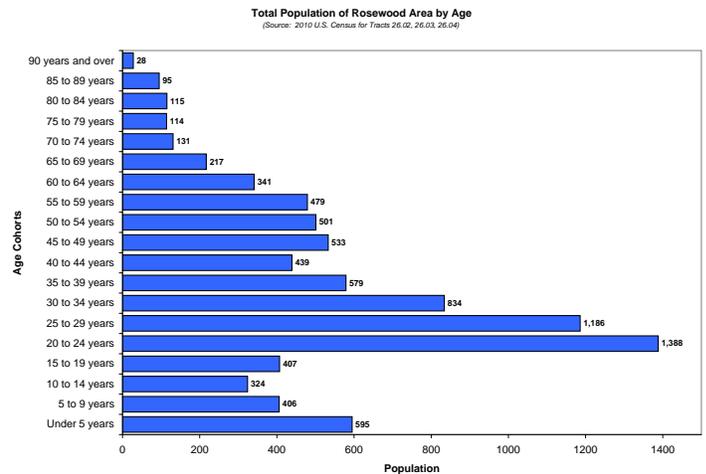


Table 3.2
Rosewood Census 2010: Total Population by Age Cohort
Larger Table Located in Appendix A.

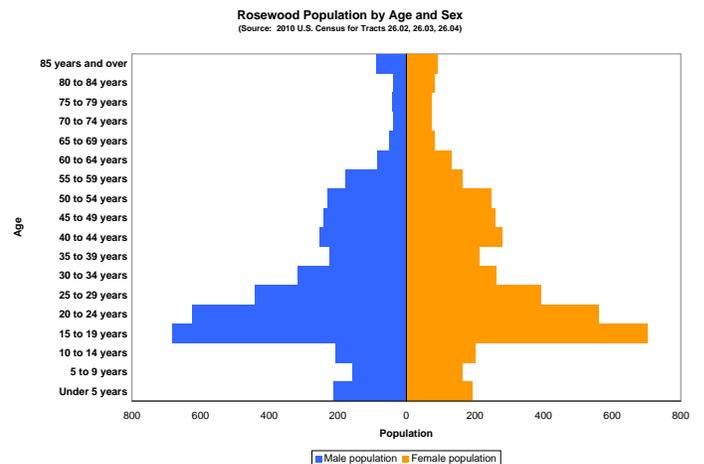


Table 3.3
Rosewood Census 2010: Population by Age and Sex
Larger Table Located in Appendix A.

Land Use Patterns

Physical Barriers

Rosewood is uniquely bounded by three very distinct barriers. To the North is Rosewood Drive, a four-lane major thoroughfare through Columbia. Running diagonally to the west is a large railroad corridor, and running almost due north-south is Gills Creek to the east. This triangle formation defines the spatial shape of the greater Rosewood area, and also defines the area for this study.

The major physical barrier to Rosewood Drive consists of the road itself. Of a total 33 intersections, only 11 (33%) are designated as crossings for pedestrians. Along certain portions of the corridor there are frequent crossings, while the longest length between crossings is approximately 1,875 feet, from Holly Street to Ravenel Street.

Land Use Distribution

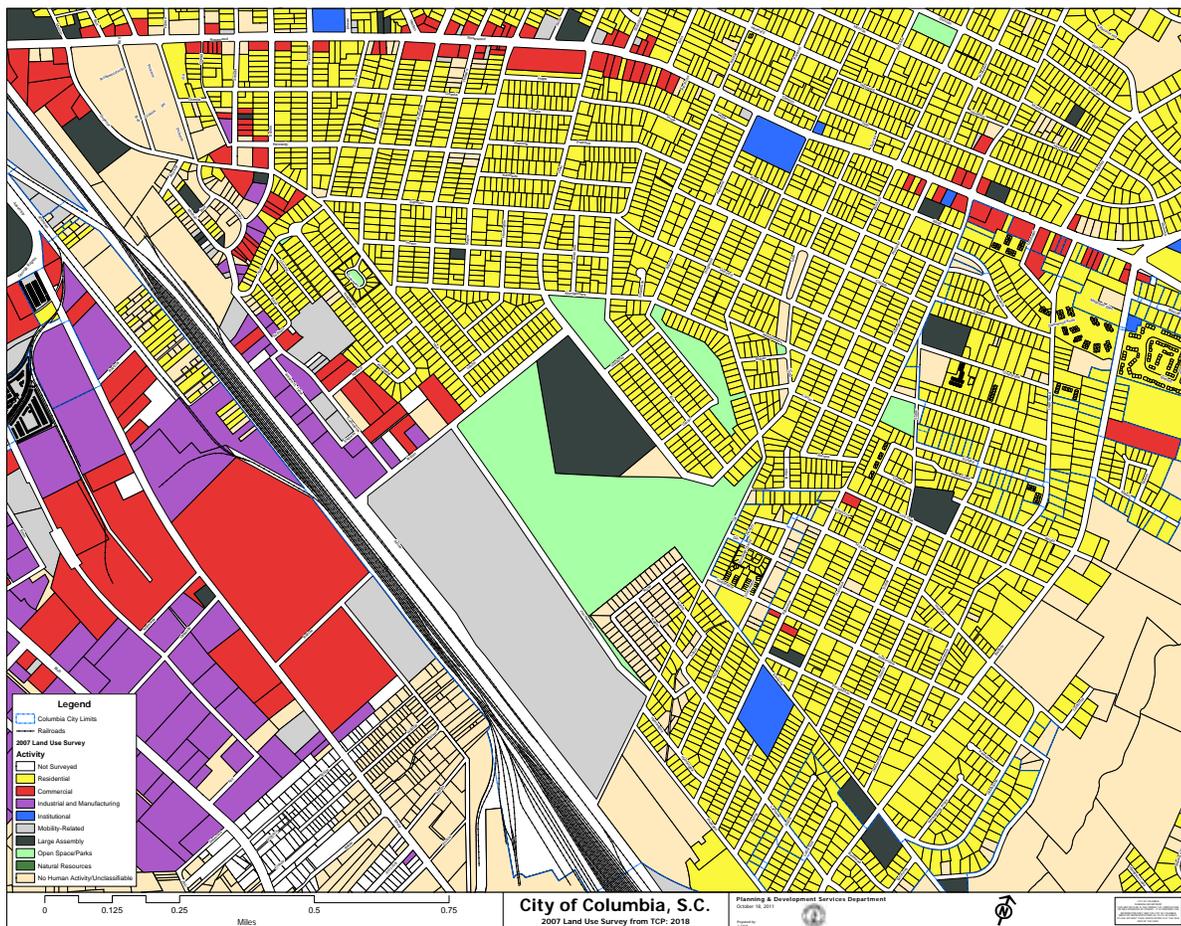
Principally, the use of both the Corridor and the Neighborhood is as residential. Based upon a 2007 field study by the City of Columbia almost 85% of the uses are residential in nature, with only just under 3% being allocated to commercial uses. The majority of both are

a majority of residences. Commercial uses are far more prominent along the corridor; however, they are prevalent within the bounds of the neighborhood. (Map 3.11)

Corridor

The Rosewood Corridor is approximately three miles long and is used as a regional linkage for the greater Columbia transit network. Land uses within the Rosewood Drive Corridor can generally be thought of as occurring within three distinct areas. The eastern portion of the corridor is a mix of retail, service and vacant commercial lots. Interspersed are residential units and one public school. The central portion of Rosewood Drive consists of neighborhood regional retail destinations and restaurants. This portion of the corridor has the highest occupancy and a number of retail anchors along the corridor. This central portion has fewer residential units and a few civic buildings. The western portion of the corridor is rather similar to the eastern portion; however there are more residential units and less vacant lots.

Map 3.11
Rosewood Land Uses 2007, from the Columbia Plan 2018.
Full Scale Maps Located in Appendix A.



Housing and Schools

Unit Types

Over three-quarters of Rosewood are comprised of single-family dwelling units, with an average age of 58. There are a handful of parcels that are duplexes, triplexes, or higher occupancy living units. Principally, most of the multi-family units are duplexes and triplexes. Larger apartment complexes are along the edges of Rosewood, with some being further into the core of the neighborhood.

Based on the latest information on the housing within Rosewood, most of the housing was constructed during the 1940s and 1950s, with the highest concentration of housing being constructed around 1940. (Map 3.12)

Based on the latest available information, Rosewood is comprised of 49% owner-occupied structures and 46% rental structures. This is statistically similar to the overall rates seen within the City of Columbia. (Map 3.13)

In 2009, the City of Columbia conducted an assessment of residential structures throughout the City. This survey rated the physical condition of each property. Properties were given a classification of Very Good, Good, Fair, Poor, or Very Poor. In addition, vacancy and parcels used for other uses were accounted for. Eighty percent of housing within the Rosewood area received a positive rating of Very Good or Good, while just fewer than two percent received a negative score of Very Poor.

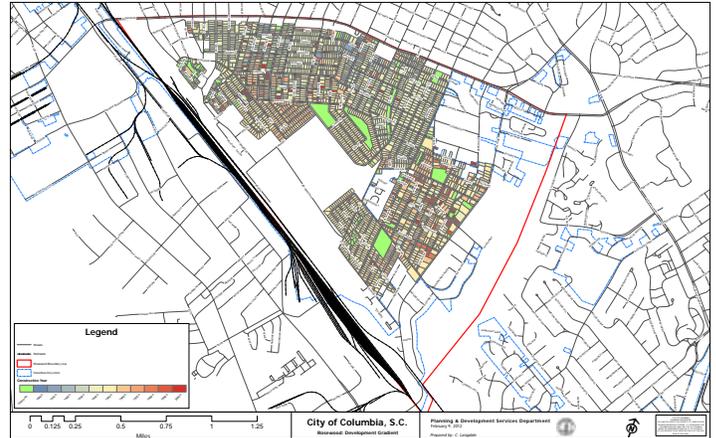
From this survey we also know that approximately 2.5% of all residential properties within Rosewood are classified as either being a duplex, triplex, or other occupancy structure (excluding apartment buildings). When analyzing the assessment of these multi units, 83% were scored a positive rating, while only 4% were given the negative assessment.

Schools

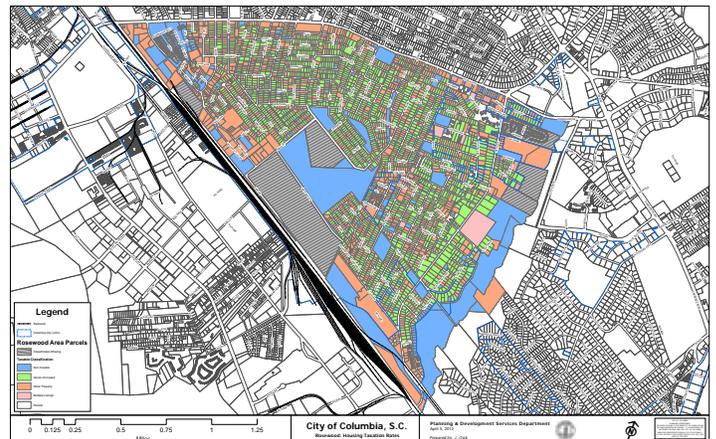
The Rosewood area is served by three public elementary schools, Rosewood Elementary, AC Moore, and Kilbourne (Map 3.14). Each of these elementary schools are part of the Hand or Crayton middle schools, and Dreher or A.C. Flora High School. Private Schools within the neighborhood consist of Columbia Montessori School.

Various daycare and preschool programs are located within the neighborhood. After school programs are held at Edisto Park Discovery Center and the Ben Arnold Center.

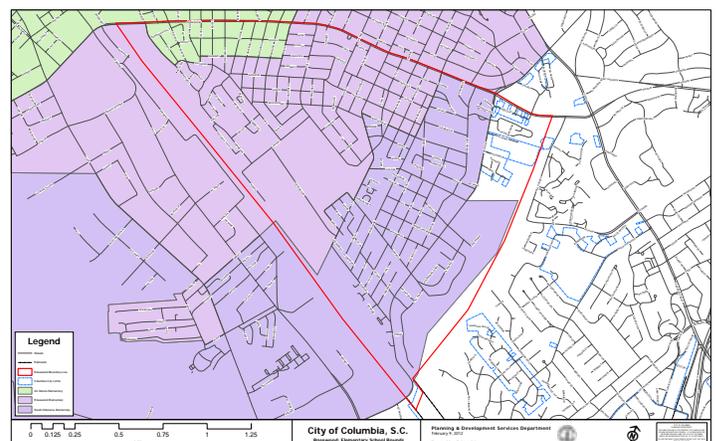
Transportation Ownership



Map 3.12
Rosewood Neighborhood: Development Gradient (Age of Structure)
Larger Table Located in Appendix A.



Map 3.13
Ownership and Rental 2009
Larger Table Located in Appendix A.



Map 3.14
Elementary School Zones 2011
Larger Table Located in Appendix A.

Transportation

Currently road ownership within the study area consists of ownership by the City of Columbia (12%), Richland County (3%), and the State of South Carolina (82%). (Map 3.15)

Speeds

The speeds within Rosewood and along Rosewood Drive often exceed posted speed limits. Although data is available based upon traffic tickets, the actual number of speeding vehicles is unknown. However, through the public input survey conducted in October of 2011, and individuals' comments both written and verbal at public meetings, there are a number of streets that appear to have daily speeding issues. These streets include, but are not limited to: South Beltline, Ott, Kilbourne, Holt, Superior, Montgomery, and Live Oak. (Map 3.16)

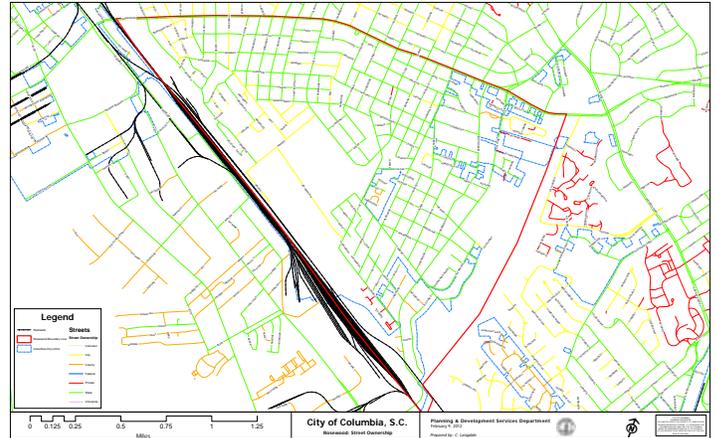
Pedestrian Amenities

The Rosewood Neighborhood is rather isolated from the overall network of Columbia. From a vehicular perspective, there is only one access point to the south across the railroad at South Beltline, no access to the east or west, and multiple access points to the north. However, Rosewood Drive acts essentially as a physical barrier at locations other than at traffic signals.

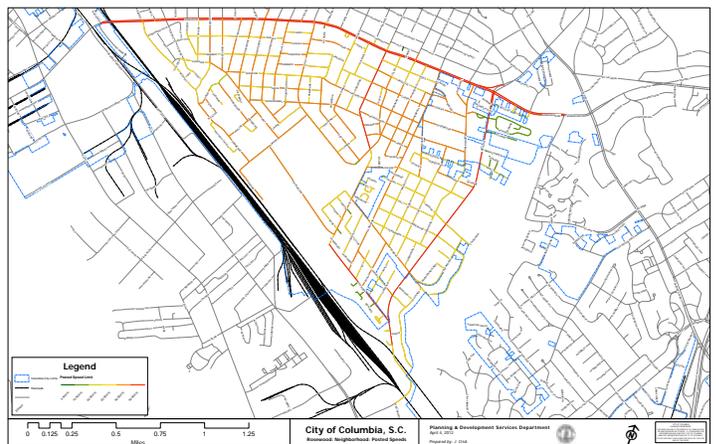
Sidewalks

Except for Rosewood Drive, a number of the streets are not lined with sidewalks. Kilbourne, for example, only has sidewalks running on its eastern side, and Ott only has sidewalks on its western side. In addition, these sidewalks are at curb side, rather than separated by a tree lawn which increases safety concerns and creates a less pleasant experience for pedestrians. (Map 3.17)

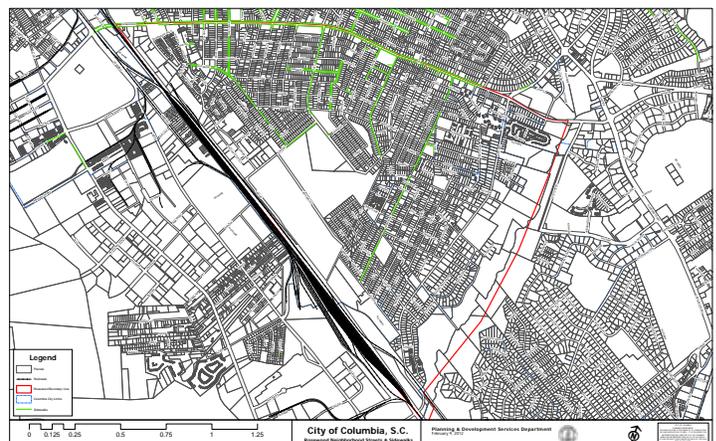
A number of streets near the four elementary schools (Rosewood Elementary, Kilbourne Elementary, AC Moore Elementary, and Montessori School of Columbia) do not have extensive sidewalk systems. Rosewood Elementary and AC Moore Elementary are directly surrounded by sidewalks; however, these do not extend into the surrounding neighborhoods. Instead, they only line some of the major surrounding roads. Montessori School of Columbia and Kilbourne Elementary are not surrounded by sidewalks, and there are no sidewalks extending into the surrounding neighborhoods. If neighborhoods had more sidewalks, then more children would be able to walk to schools and it would promote more neighborhood interaction. Rosewood Elementary is the only school that is currently participating in the Safe Routes to School Program, with a primary focus (since 2007) on a crosswalk



Map 3.15
Rosewood Neighborhood: Road Ownership
Larger Table Located in Appendix A.



Map 3.16
Rosewood Neighborhood: Posted Speeds
Larger Table Located in Appendix A.



Map 3.17
Rosewood Streets and Sidewalk Locations 2012
Larger Table Located in Appendix A.

and a traffic light at Walker, and sidewalks within the immediate area of the school. There is currently no plan to extend sidewalks into the neighborhood or to connect disconnected sidewalk elements.

Of these ownerships, 26% of City of Columbia Streets have sidewalks, and 8 % of SCDOT streets have sidewalks (excluding Rosewood Drive). (Map 3.17)

Biking

Rosewood Neighborhood has one bike lane, which is along the north bound side of Jim Hamilton Boulevard. This bike lane consists of 5% of the total bike lanes within the City of Columbia.

From a cyclist and pedestrian perspective, there is a very low level of connectivity within the neighborhood and the corridor, which is easily seen within Map 3.17.

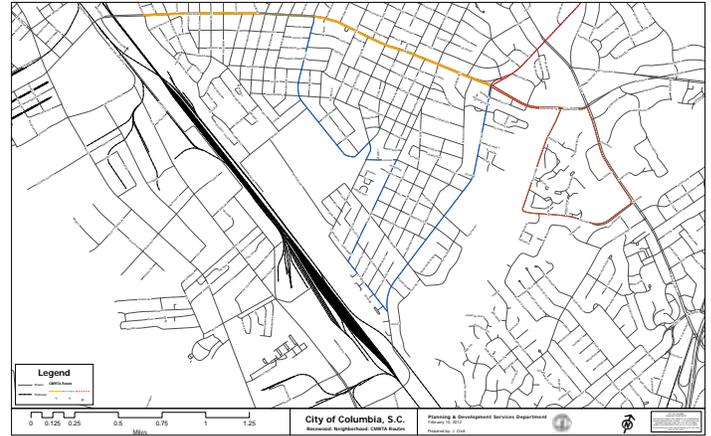
Mass Transit Bus

The Rosewood Neighborhood is served by mass transit in the form of buses operated by the Central Midlands Regional Transit Authority (CMRTA). The system provides service to Columbia, Cayce, West Columbia, Forest Acres, Arcadia Lakes, Springdale, St. Andrews, Harbison, and the Village at Sandhills. Routes that serve the Rosewood Area include Routes 3 (Rosewood Drive), 8 (Holly, S. Kilbourne, and Beltline), and 36a (intersection of S. Beltline and Rosewood Drive). Map 3.18

Railroad

Though located on the western edge of the Rosewood corridor, the at-grade crossing at Assembly Street can be a significant hindrance to travel. This is especially true when trains pass during peak travel times, or when events are occurring at the South Carolina State Fairgrounds or the Williams-Brice Stadium.

Tree Canopy



Map 3.18
Central Midlands Transit Authority: Route Map Winter 2012
Larger Table Located in Appendix A.



Image 3.11
Rosewood Dr. at Rosewood Elementary Mid-Block Pedestrian Crossing



Image 3.12
Typical Auto Oriented residential streets without pedestrian or cyclist amenities.

Environmental

The trees that are part of the Rosewood Community are most certainly a part of its defining character. Estimates on the number of trees within the area are approximately 21,763 trees, with 14% being within the rights-of-way. The remaining 86% are located on privately held lands.

When evaluating the existing tree canopy for deficiencies or issues, both Rosewood Corridor and the southern portion of the neighborhood are key areas. The corridor itself has almost no trees, either public or private. Also, as you move south along Klibourne into the South Kilbourne Neighborhood, you also begin to see a substantial decrease in the existing tree canopy. The strongest canopy is by far the urban forest that resides along the banks of Gills Creek. (Map 3.19)

Gills Creek

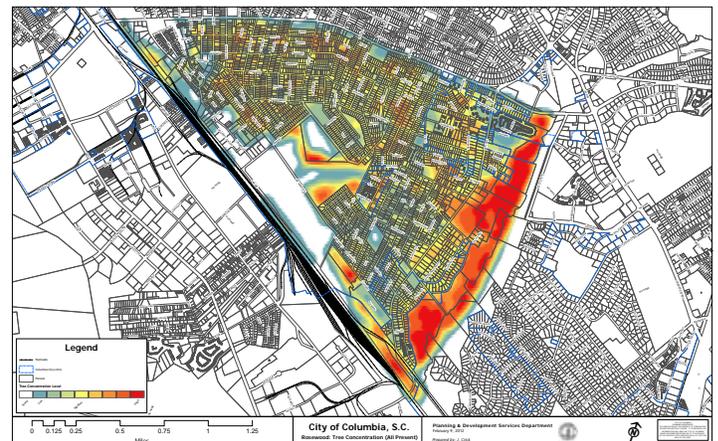
The City of Columbia is set within a complex system of creeks and streams that drain lands throughout the Congaree watershed. Gills Creek and the adjacent lands are the only natural setting within the Rosewood Neighborhood. The creek begins in northeast Richland County, flows into Lake Katherine, and continues southward along the eastern edge of Rosewood and then continues through Rosewood and eventually ends at the Congaree River.

During storms, rainwater flows across impervious and impaired pervious surfaces. It is estimated that 100% of Rosewood Drive and 15% of the Rosewood Neighborhood is impervious or an impaired pervious surface. Approximately 85.36 % of stormwater flows into the Gills Creek watershed; while the remaining 14.64% flows into the Congaree Watershed. Stormwater contains contaminants from these surfaces, and then ends up in the Gills Creek water bodies. i.e.: gasoline, oil, automotive fluids, pesticides, fertilizers, household cleaners, pool chemicals, pet and wildlife wastes, and litter. This is referred to as Non-Point Source Pollution, which is the leading cause of water quality problems. Some of the pollutants in this watershed are sediment, nutrients such as fertilizers, grease, acids, salts, heavy metals, toxic chemicals such as pesticides, and pathogens (bacteria, viruses).

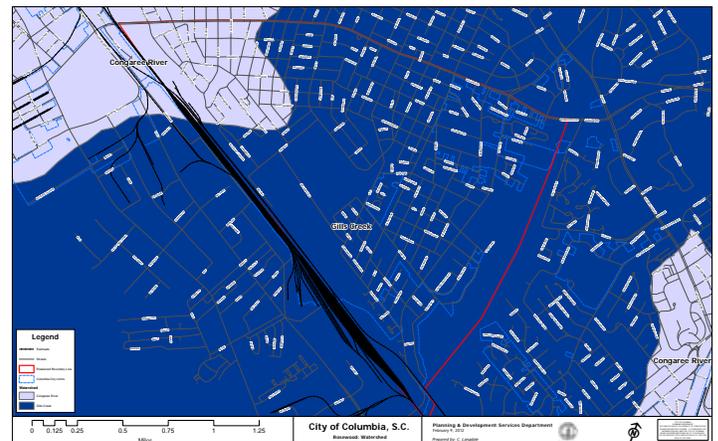
Currently, it is estimated that through piped stormwater and surface flow, all stormwater reaches Gills Creek untreated.

Watersheds

The Rosewood Neighborhood and Rosewood Drives are located within two watersheds, as depicted within Map 3.20



Map 3.19
Neighborhood Tree Canopy, 2010
Larger Table Located in Appendix A.



Map 3.20
Watersheds within the Rosewood Area
Larger Table Located in Appendix A.

Environmental Sites

Known Environmental Data (EPA)	
EPA Site Locations	
Establishment	Details
South Carolina Recycling and Disposal, Inc.	<p>3,500 people live within four miles of the site, which includes Rosewood Neighborhood. From 1975-1982, 1,500 drums and containers of toxic, flammable, and reactive wastes were stored. In '82 SCDHEC closed it due to the presence of contaminants in the site's soil and ground water. In '84 site responsibility was transferred from SCDHEC to EPA. Cleanup has been completed.</p> <p>Contaminants</p> <p>Soil contaminants are acetone, chloroform, toluene, 1,1,2,2-tetrachloroethane, chlorobenzene, tetrachloroethane.</p> <p>Water contaminants are acetone, 1,1-dichloroethane, iron, toluene, 1,2-dichloroethane, aluminum.</p>
Toxic Release Inventory Sites	<i>Actively leaking hazardous material within a 1-mile radius of Rosewood Neighborhood</i>
SEACO, Inc. (2700 William Tuller Dr.)	The chemicals actively being released at this site are benzoperylene, hydrochloric acid, and methanol.
Food Service Supplies, Inc. (1020 2nd Ave.)	The chemicals actively being released at this site are chromium and nickel.
SMI Rebar South Carolina (727 Mauney Dr.)	The chemicals actively being released at this site are nickel compounds.
Tyson Prepared Foods, Inc. (1970 Bluff Rd.)	The chemical actively being released at this site is ammonia.
Pinnacle Composites (2 Mauney Ct.)	The chemical actively being released at this site is styrene.
Cardinal Companies LP (2010 South Beltline Blvd.)	The chemicals actively being released at this site are di-phthalate, methanol, and maleic anhydride.
Owen Steel Co. (2151 South Beltline Blvd.)	The chemicals actively being released at this site are trimethylbenzene, aluminum, aluminum oxide, chromium, cobalt, copper, cumene, dibutyl phthalate, ethylbenzene, lithium carbonate, m-xylene, manganese, manganese compounds, methanol, methyl isobutyl ketone, n-butyl alcohol, nickel, nickel compounds, toluene, xylene, zinc, methyl ethyl ketone, and naphthalene.
Hydra Sports Boats (2348 Shop Rd.)	The chemicals actively being released at this site are trichloroethane, acetone, dichloromethane, diisocyanates, methyl methacrylate, methylenebis, and styrene.
United Brake System Inc. (1280 Bluff Rd.)	The chemicals actively being released at this site are asbestos and barium compounds.
Ready Mixed Concrete Company Columbia (1400 Key Rd.)	The chemicals actively being released at this site are acetone, dichloromethane, and styrene.
Hydra Sports 1501 Facility (1501 Shop Rd.)	The chemicals actively being released at this site are trimethylbenzene, certain glycol ethers, cumene, di-phthalate, ethylene glycol, methanol, methyl isobutyl ketone, n,n-dimethylformamide, naphthalene, styrene, xylene, dichloromethane, n-butyl alcohol, n-hexane, and toluene.
Ashland Distribution Company (729 Mauney Dr.)	The chemicals actively being released at this site are chromium and nickel.
Food Service Supplies Inc. (Columbia Industrial Park)	The chemicals actively being released at this site are diisocyanates, toluene diisocyanate, chlorobenzene, lead compounds, toluene, toluene diisocyanate, xylene, and zinc compounds.
Intertape Polymer Group (2000 South Beltline Blvd.)	
Brownfield Sites	
Randolph Trucking Property (2208 & 2218 Commerce Dr.)	
Wiley St. Property (1917 Wiley St.)	

Table 3.4
EPA October 2011 Environmental Data Set
Larger Table Located in Appendix A.

Neighborhood Safety

Neighborhood Safety

Crimes

Current crime statistics indicate that various crimes are located within pockets of the neighborhood and corridor. There are numerous areas where crime is minimal or almost non-existent. Residential burglary accounts for 31% of crime within the area.

Similarly, vandalism has occurred in distinct areas of the community. Vandalism accounts for 26% of crime within the area.

Auto-theft also has an overall trend of being concentrated in distinct areas of the community, and accounts for 20% of crime within the area. Violent crimes are most prevalent in the areas surrounding Owens Park, especially on its eastern side. These crimes take place near the various parks and accounts for 7% of crime within the area.

As with all crime, drug activity also seems to concentrate into distinct areas of the community. Drug activity accounts for 5% of crime within the area.

Armed Robbery is most concentrated along many of the major gateway corridors of the Rosewood neighborhood, such as Kilbourne Road. The majority of these crimes are located on the northern end of Rosewood neighborhood, along the Rosewood Drive, and extending down to the area north of Owens Park. Armed robbery accounts for 4% of crime within the area.

Collisions

The highest prevalence of automobile collisions, as well as bike/pedestrian collisions, is located along Rosewood Drive. Very high levels of collision data exist for Rosewood Drive at South Beltline, while high levels of collision data exist between Marion and Fulton, and from Harden to Howard. A lower predominance of collisions occur at the intersections with Holly, Ravenel, and Bonham. The crash data is of concern as Rosewood Drive is one of the few streets lined on both sides with sidewalks. Rosewood Drive also has the highest posted speeds, most potential for pedestrian access, and speeds occurring in excess of posted limits.



Map 3.21
Rosewood Pedestrian, Bicycle, and Auto Collision
Larger Table Located in Appendix A.

Other areas within the neighborhood that have high incidents of collisions are at Holly Street between Prentice and Harvard, along Harvard between Holly and Elm, and also along Deerwood from Thornwall to Overbrook, along Holly between Gardenia and Lanier, and at the intersection of Plowden and South Kilbourne. (Map 3.21)

Municipal Services and Utilities

Sanitary Sewer

The majority of the Rosewood neighborhood uses the municipal sewer system; however there are some properties within the City of Columbia and Richland County that are still using septic systems. Approximately 92 % of the area is on municipal sewer, while 8% are on some type of septic system. (Map 3.22)

Storm Sewer

The Rosewood neighborhood has selective streets that are connected to storm drains. Older portions of the neighborhood that do not have storm drains allow the water to sheet flow to lower areas or to distant storm drains. Other areas of the neighborhood such as South Kilbourne have ditches or swales in select locations. There are currently no "green" stormwater facilities within the Neighborhood or Corridor.

Water

The majority of the Rosewood neighborhood uses the municipal drinking water system; however there are some limited properties within the City of Columbia and Richland County that are still using wells.

All parcels along Rosewood Drive use the municipal water systems.

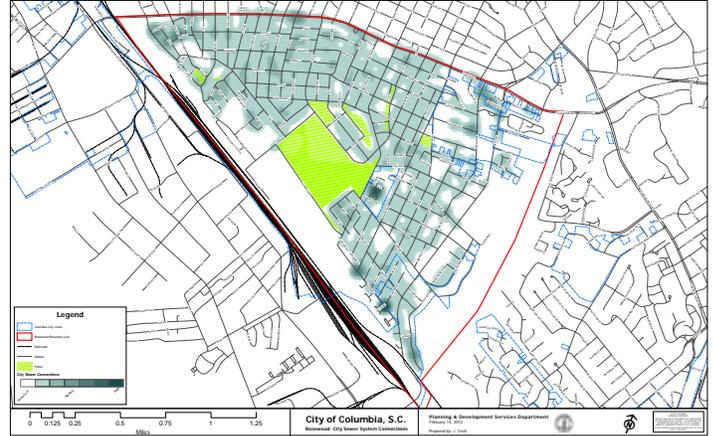
Stormwater Retention

Currently, there is only one private stormwater facility within the Rosewood neighborhood. This facility collects stormwater from the Rosewood Hills development which is owned and operated by the City of Columbia Housing Authority. This facility is located within the industrial area adjacent to the railroad.

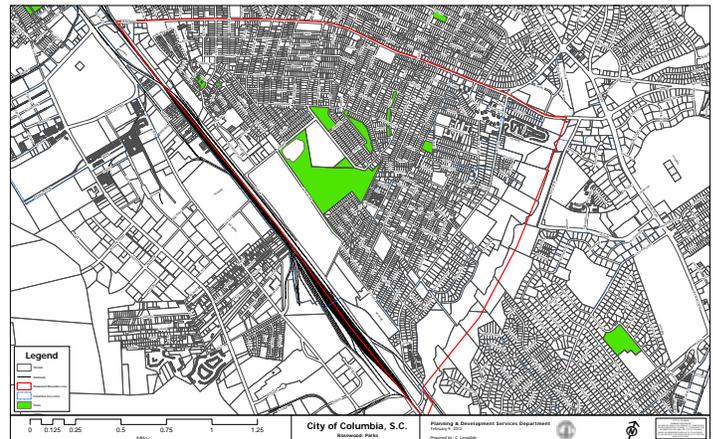
Other Municipal Services

Parks

Rosewood is uniquely set apart in regards to open space. Overall, there is a concentration of 8 parks within this portion of Columbia. In total, these parks cover 76.12 acres, and constitute 13% of the total park space within the City. (Map 3.23)



Map 3.22
Sanitary Sewer System
Larger Table Located in Appendix A.



Map 3.23
Parks Locations
Larger Table Located in Appendix A.

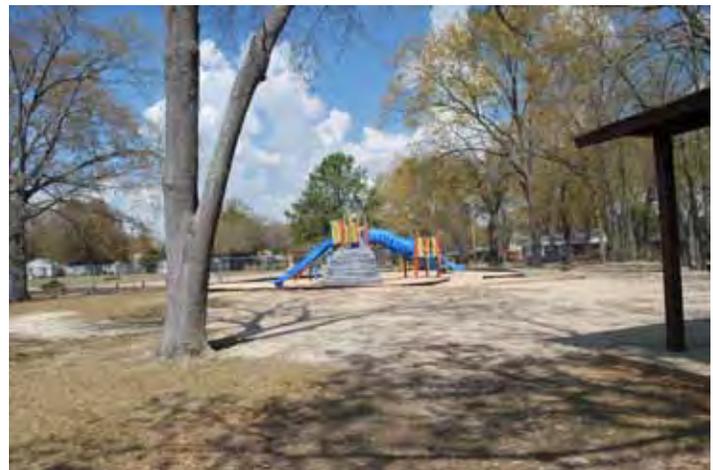


Image 3.13
Rosewood Park, Spring 2012

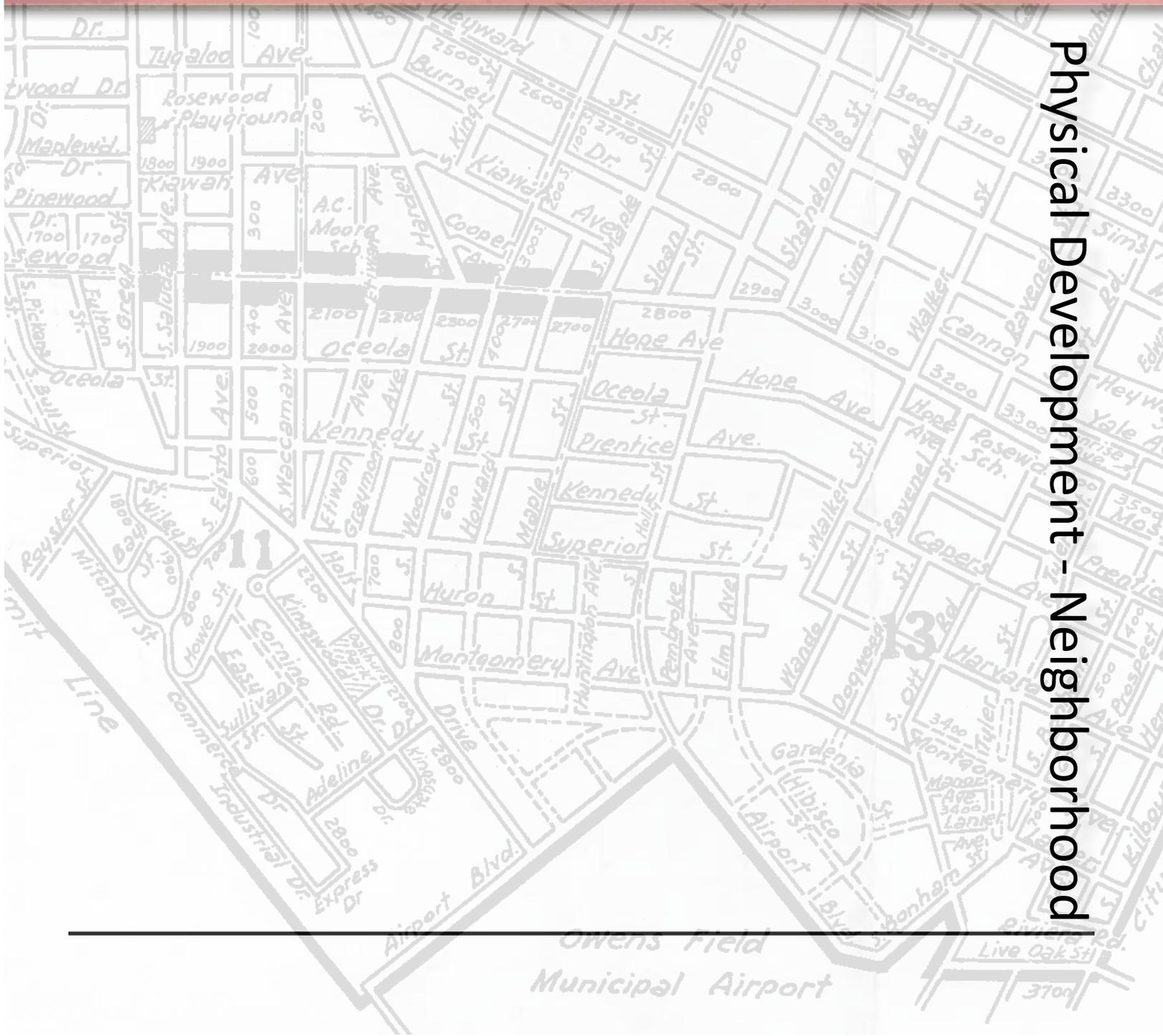
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ROSEWOOD > PLAN

4

A Corridor & Neighborhood Plan

Physical Development - Neighborhood



Rosewood Neighborhood

Vision:

A neighborhood that has a coordinated development pattern for residential dwellings, that have access through various transportation modes to parks, schools, retail, and employment. A community that allows for individuality yet encourages the aesthetic qualities that make the community unique within the City and region. A community that allows for development and growth, but not at the expense of losing the community's character and sense of place.

This vision can be implemented throughout time with a series of goals that will help realize and prioritize the recommendations of this plan. This document contains goals and recommendations based upon the Neighborhood, Rosewood Drive, Industrial areas, Transportation, and Sustainability.

Organization of Recommendations

For simplicity, physical development recommendations have been grouped into two chapters; Neighborhood (Chapter 4) and Rosewood Drive (Chapter 5). Please note that Industrial Lands are grouped with Rosewood Drive in Chapter 5 Transportation is found in Chapter 6, and Sustainability is located in Chapter 7.

Neighborhood Physical Development - Goals

1. Encourage and maintain the single-family heritage of the community.
2. Encourage new structures and developments to compliment the existing architecture of the neighborhood.
3. Provide opportunities in selected areas for densities higher than a single-family home.
4. Maintain the single-family destiny throughout a majority of the neighborhood.
5. Provide a more walkable and sustainable community for the future.
6. Increase and develop a stronger sense and definition of what makes Rosewood a unique and memorable neighborhood.



Image 4.1 Rosewood Park on a Spring day.



Image 4.2 An early "Corner Store" within the Rosewood Area.



Image 4.3 A Typical pre-World War Two Residential Street.

Relationship to Comprehensive Plan

The Comprehensive Plan for the City of Columbia 2008-2018 has a series of goals for the city overall. The goal for future land use within the comprehensive plan addresses best practices, design, sense of place, preservations, sustainability, land planning, traffic, parks and open space, neighborhoods, community facilities, land use balance, coordination and cooperation. The goals of each of these topics relates in many ways to the goals of Rosewood. Such goals include to “protect and enhance the atmosphere and community of established neighborhoods,” and ensure and maximize coordination between land use planning and transportation planning to ensure they compliment each other. The land use goals for the Rosewood Plan coordinate, yet are more specifically tailored to this geographic area of the city. Likewise, the following recommendations are extensions of the comprehensive plan for the City.

Physical Development Recommendations for Rosewood Neighborhood

For simplicity, physical development recommendations have been grouped into two chapters, the Neighborhood (Chapter 4) and Rosewood Drive (Chapter 5). Please note that Industrial lands are grouped with Rosewood Drive in Chapter 5.

As noted in other sections of this document, there have been numerous plans and studies for the Rosewood Neighborhood. A common theme of these documents is

to ensure and maximize coordination between land use planning and other policies such as zoning, transportation, and community facilities. Many of the recommendations within this plan are not unlike previous plans that were never implemented. The key to meeting the goals and recommendations of this plan is found within implementation.

Currently, the land use policies for the neighborhood consist of a simple urban classification. This distinction does not address appropriate or inappropriate locations for lower and higher density urban living units. City staff prepared three options based upon current uses and existing policies. The response from those who participated at the December 2011 public meeting was that they would like to see a reduction in multi-family land use and zoning with more emphasis on single family units. Map 4.1 indicates the current land uses, Map 4.2 is the recommended plan, while Map 4.3 indicates parcels that would be affected by the land use change. Map 4.4 represents recommended zoning changes, while Map 4.5 indicates the parcels that would be affected by such a zoning change. Map 4.6 represents the potential for special design overlay districts. Table 4.1 is a summary of existing and proposed land use changes within the Rosewood Neighborhood.

The following are specific recommendations for implementation of the physical development of the Rosewood Neighborhood. Recommendations are grouped by themes for clarity. Groups consist of land use, zoning, and design guidelines. Recommendations with regard to transportation and sustainability are located within Chapters 6 and 7.

Land use Classification	Use Type	Current Policy	Proposed Land Use Policy	% Change
Single Family				
Large Lot	Single Family	7.10 ac	8.67 ac	22.15%
Medium Lot	Single Family	191.36 ac	199.76 ac	-4.39%
Small Lot	Single Family	335.54 ac	440.73 ac	31.35%
Multi Family				
Low Density	Multi Family	81.37 ac	32.38 ac	-60.21%
Medium Density	Multi Family	155.50 ac	152.85 ac	-1.70%
High Density	Multi Family	0.00 ac	0.00 ac	0%
Planned Unit Development	Varies	29.20 ac	29.20 ac	0%
Total		800.06	863.59	7.94%

Table 4.1 Land Use Summary Rosewood Neighborhood

Land Use Plan Recommendations

The following are specific recommendations for implementation of Land Use Plan recommendations for the neighborhood.

LU-N 1.1 Preservation of Residential Character

Recommendation:

Amend Land Use Plan to minimize possible tear downs and replacement of existing single family with low density and medium density multi family units. See Map 4.3

Priority Classification: Immediate

LU-N 1.2 Minimize industrial and commercial creep into selected residential areas.

Recommendation:

Develop, through a committee’s shared liaisons, a stronger relationship between the Rosewood Merchants Association, Greater Rosewood Community Council, Central Rosewood, South Kilbourne, and the Waccamaw neighborhoods for addressing possible long-term considerations of issues of land use adjacency issues.

Priority Classification: On Going

LU-N 1.3 Fill in “donut holes” within neighborhood, with the goal of having the entire neighborhood within the city limits.

Recommendation:

Work with community leaders, residents, and property owners to evaluate potential processes for filling in these non annexed commercial properties.

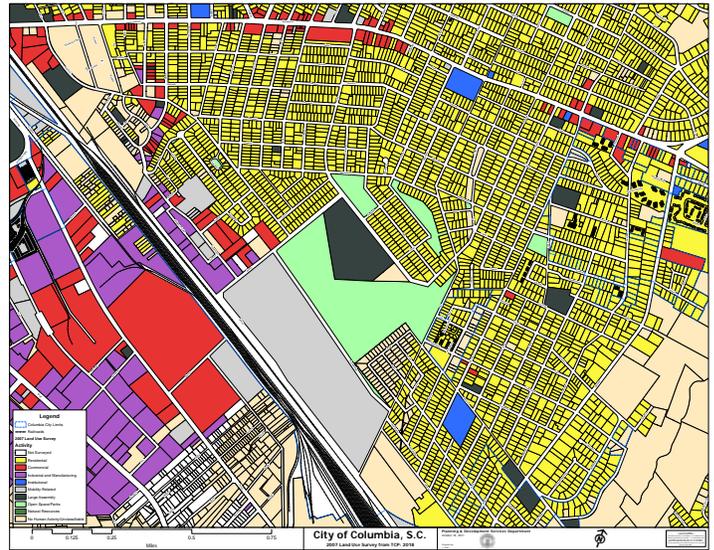
Priority Classification: Immediate and on going.

LU-N 1.4 Consider historic preservation designation in specific areas that have property owner support.

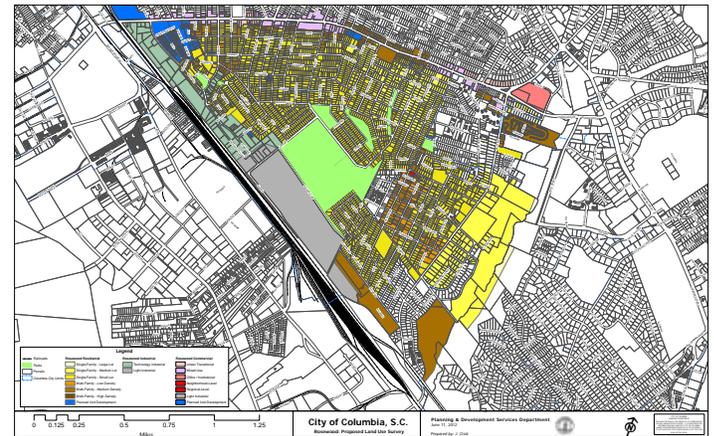
Recommendation:

Consider historic preservation designation at the time of interest from selected streets, blocks and eligible areas as property owners determine the benefits are appropriate for their specific area. This consideration shall be followed up by a property inventory and evaluation to determine contributing and non contributing structures and to determine any potential district boundaries.

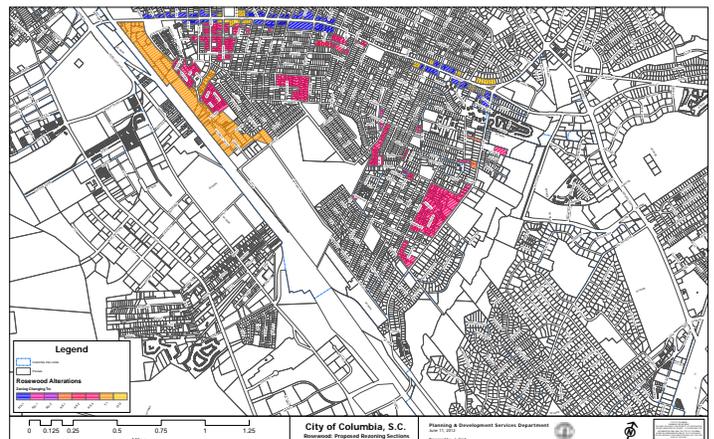
Priority Classification: Long Term



Map 4.1
Existing Land Use Plan 2007
Larger Table Located in Appendix B.



Map 4.2
Proposed Land Use Plan for Rosewood
Larger Table Located in Appendix B.



Map 4.3
Properties with Proposed Land Use Plan Changes
Larger Table Located in Appendix B.

Zoning Recommendations

LU-N 2.1 Coordinate existing land uses, proposed land use plan with zoning policy.

Recommendation:

Amend zoning map to coordinate with adopted land use plan. See Map 4.6

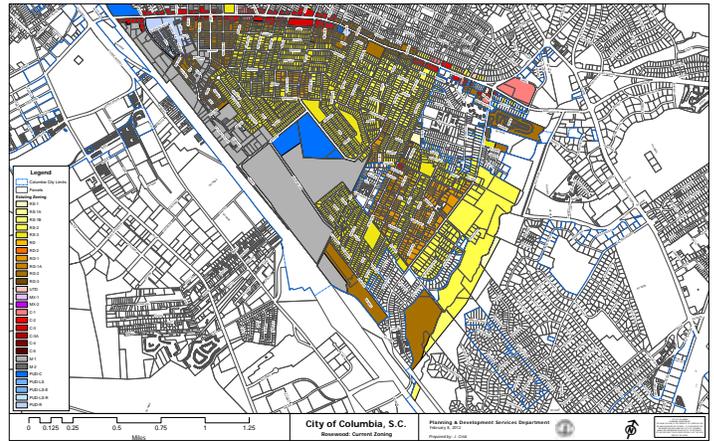
Priority Classification: Immediate

LU-N 2.2 Coordination of future zoning changes with adopted land use plan.

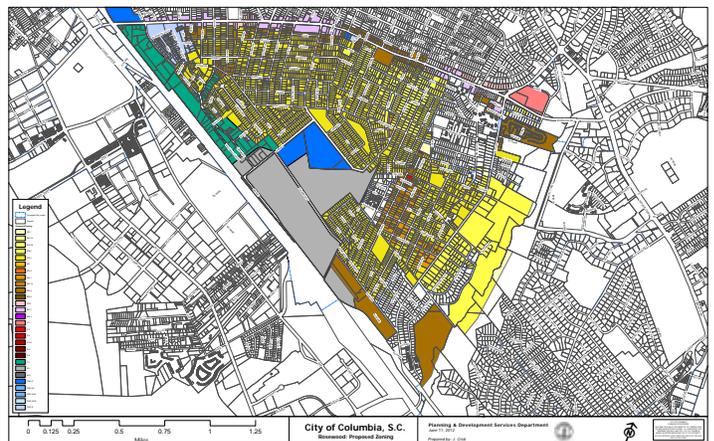
Recommendation:

When amending the zoning map, coordinate all amendments with adopted land use plan. If required, modify land use plan. At the time of annexation, coordinate new city zoning with land use plan and neighborhood vision.

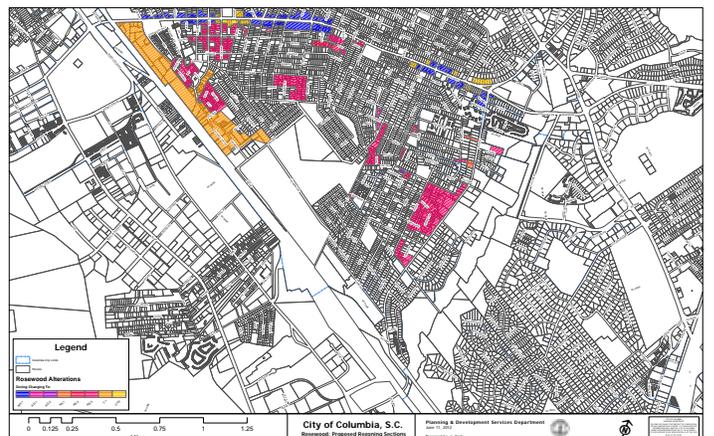
Priority Classification: Immediate



Map 4.4
Existing Zoning
Larger Table Located in Appendix B.



Map 4.5
Proposed Future Zoning
Larger Table Located in Appendix B.



Map 4.6
Properties with Proposed Zoning Changes
Larger Table Located in Appendix B.

Design Guidelines Recommendations

LU-N 3.1 **Develop guidelines for new residential construction within the neighborhood (single family and multi family).**

Recommendation:

Develop guidelines based upon building forms, and similar planning techniques in a simple and easy document to implement. Consideration should be on bulk, mass, style, height, sitting, and other criteria that has been identified as important through the public workshops.

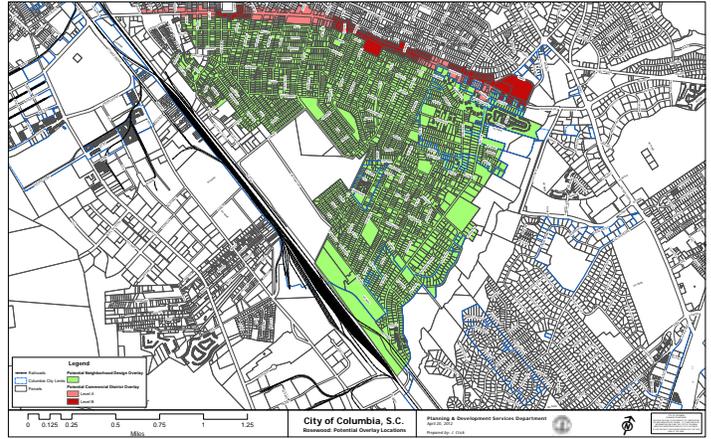
Priority Classification: Short Term

LU-N 3.2 **Consider a formed based zoning ordinance to combine zoning and design guidelines into one process - when the city prepares to update land development ordinances.**

Recommendation:

As the City begins to consider modifications to existing ordinances and policies, consideration for blending guidelines and zoning should occur.

Priority Classification: Long Term

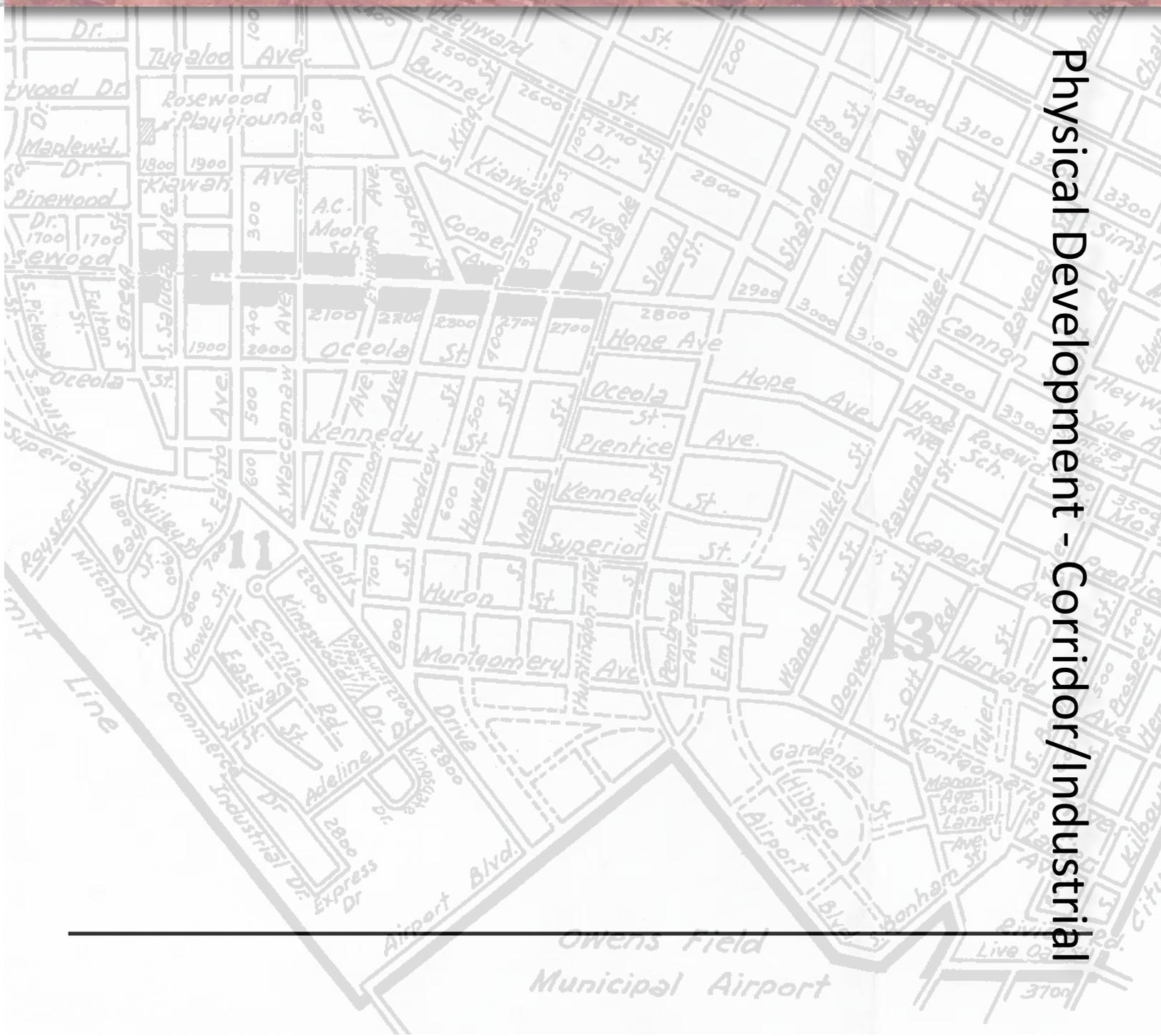


Map 4.7
Possible Design District Neighborhood
Larger Table Located in Appendix B.

ROSEWOOD > PLAN

A Corridor & Neighborhood Plan

5



Physical Development - Corridor/Industrial

Owens Field
Municipal Airport

Rosewood Drive Corridor

Vision:

A corridor where residents of adjoining neighborhoods and the greater City can come together to find their daily needs and services, entertainment, and festivals. A street that becomes a place that is more than a corridor, but a place where people gather, socialize, recreate, and that becomes the focal point of the neighborhood. A shopping district that is walkable, safe, and has a unique style.

This vision can be implemented throughout time with a series of goals that will help realize and prioritize the recommendations of this plan. This document contains goals and recommendations based upon the Neighborhood, Rosewood Drive, Industrial areas, Transportation, and Sustainability.

Organization of Recommendations

For simplicity, physical development recommendations have been grouped into two chapters, Neighborhood (Chapter 4) and Rosewood Drive (Chapter 5). Please note that Industrial Lands are grouped with Rosewood Drive in Chapter 5. Transportation is found in Chapter 6, and Sustainability is located in Chapter 7.

Corridor Physical Development - Goals

1. Encourage the reuse of existing residential structures along the corridor.
2. Create a high-quality pedestrian-oriented shopping district.
3. Provide better connectivity into the surrounding neighborhoods.
4. Create a high quality mix of uses which would increase destination retail options, while serving the needs of neighborhood residents.
5. Create a clear focus of uses within the three distinct areas along the three miles of the Rosewood Corridor.
6. Employ a “Park Once” concept where parking may be shared, and allow residents to walk to multiple stores and destinations within the distinct areas of the corridor.
7. Provide better buffers from commercial and mixed-uses and the residential neighborhood.
8. Allow Rosewood to develop into its future with a unique sense of place, building upon traditions.



Image 5.1 Rosewood Shopping Mall



Image 5.2 Streetscape along one portion of Rosewood Drive

Relationship to Comprehensive Plan

The Comprehensive Plan for the City of Columbia 2008-2018 has a series of goals for the City overall. The goal for future land use within the comprehensive plan addresses many goals that are specific to commercial corridors within the City. The plan encourages a sense of place by defining one goal as, “Improve Columbia’s image and aesthetics in order to enhance a unique sense of place . . . strive to improve the quality, aesthetics, and access to commercial corridors throughout Columbia”. In addition, the Plan encourages innovative architecture, and to coordinate land use and transportation planning. The physical development goals for the Rosewood Drive Corridor coordinate with the comprehensive plan, yet are specifically tailored to this geographic area of the City. Likewise, the following recommendations are extensions of the comprehensive plan for the City.

Physical Development Recommendations for Rosewood Drive

For simplicity, physical development recommendations have been grouped into two chapters, Neighborhood (Chapter 4) and Rosewood Drive (Chapter 5). Please note that Industrial Lands are grouped with Rosewood Drive in Chapter 5.

As noted in other sections of this document, there have been numerous plans and studies for the Rosewood Drive Corridor. A common theme of these were focused on economic development, accessibility, and aesthetics. Over the course of the past few decades there has been substantial public and private investment within the corridor. Currently, portions of this corridor have a strong retail area centered around the Publix, a weaker commercial district to the west of Harden Street, and an area east of Bonham Road that is facing development

pressures to convert many original single family homes to commercial use.

Currently, the land use policies for the neighborhood consist of a simple urban classification. This distinction does not address appropriate or inappropriate locations of various forms and types of land use, aesthetics, or strategies to reinforce this area in the decades to come.

City staff prepared three options based upon current uses and existing policies, and presented said plans at a December 2011 public participation meeting. The response from those who participated at that meeting indicated they would like a mixed-use urban neighborhood commercial area within the central portions of the corridor while also allowing for existing residential structures to transition into a urban transition type of use. Options that were also considered included leaving policies as they currently are, or increasing standard commercial development. The existing corridor is a mixture of “C” zoning districts, multifamily, and single family. Map 5.1 indicates the current land uses, Map 5.2 is the recommended plan, while Map 5.3 indicates parcels that would be affected by the land use change. Map 5.4 represents the existing zoning. Map 5.5 represents recommended zoning changes, while Map 5.6 indicates the parcels that would be affected by such a zoning change. Map 5.7 represents the potential for special design overlay districts. Table 5.1 is a summary of existing and proposed land use changes within the Rosewood Corridor.

The following are specific recommendations for implementation of the physical development of the Rosewood Drive Corridor. Recommendations are grouped by themes for clarity. Groups consist of land use, zoning, design guidelines, parking, and streetscape. Recommendations with regard to transportation and sustainability are located within Chapters 6 and 7.

Land use Classification	Use Type	Corresponding Zoning	Current Policy	Proposed Land Use Policy	% Change
Commercial					
Office and Institutional	Commercial	C-1	17.87 ac	12.83 ac	-28.18 %
Neighborhood Commercial	Commercial	C-2	12.03 ac	0.60 ac	-95.02 %
Regional Commercial	Commercial	C-3	29.06 ac	0.00 ac	-100.00%
Other					
Planned Development	PUD Commercial	PUD	44.21 ac	44.21 ac	0.00%
Transition	Urban Transition	UTD	1.05 ac	11.25 ac	972.14%
Mixed Use	Mixed Use	MX-1	0.00 ac	35.17 ac	100.00%
Total			104.22	104.06	-0.16%

Table 5.1 Land Use Summary - Rosewood Drive Area

Land Use Plan Recommendations

LU-C 1.1 Provide flexibility and increase opportunities for development and redevelopment

Recommendation:

Amend Land Use Plan to encourage a mixture of uses that will be able to support the neighborhoods and larger community. Map 4.3

Priority Classification: Immediate

LU-C 1.2 Provide Flexibility for redevelopment of existing fringe residential properties to switch to selective commercial and office uses.

Recommendation:

Develop, through a committee’s shared liaisons, a stronger relationship between the Rosewood Merchants Association, Greater Rosewood Community Council, Central Rosewood, South Kilbourne, and the Waccamaw neighborhoods for addressing possible longterm consideration of land use adjacency issues.

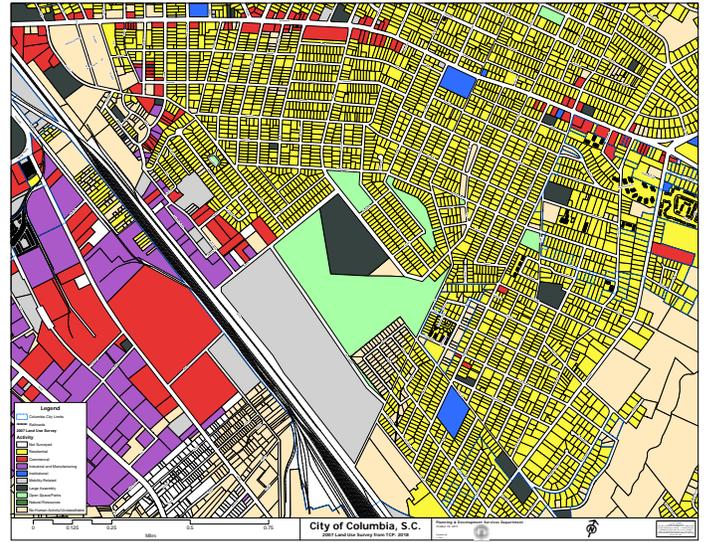
Priority Classification: Long Term

LU-C 1.3 Fill in “donut holes” within corridor, with the goal of having the entire corridor within the City limits.

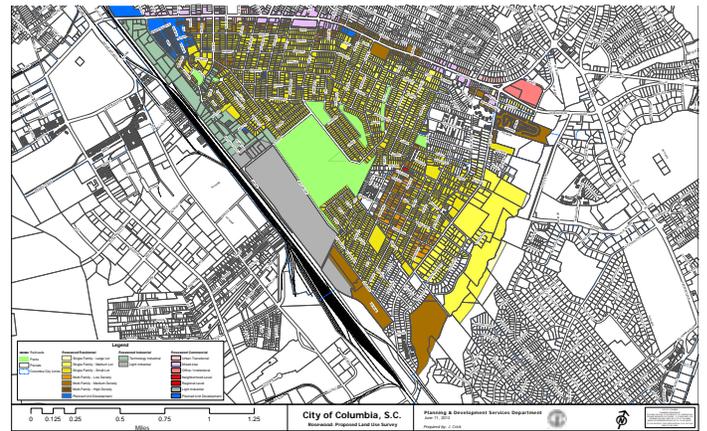
Recommendation:

Work with community leaders, residents, and property owners to evaluate potential processes for filling in these nonannexed commercial and residential properties.

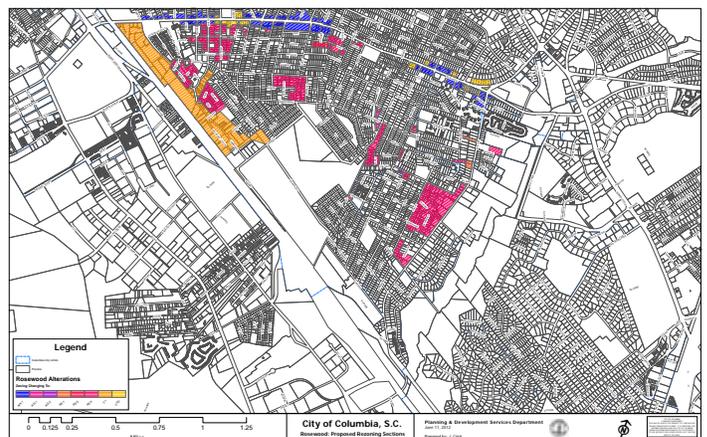
Priority Classification: On Going



Map 5.1
Existing Land Use Plan
Larger Table Located in Appendix B.



Map 5.2
Proposed Land Use Plan
Larger Table Located in Appendix B.



Map 5.3
Properties with Proposed Land Use Plan Changes
Larger Table Located in Appendix B.

Rezoning Recommendations

LU-C 2.1 Coordinate existing land uses and proposed land use plan with zoning policy.

Recommendation:

Amend zoning map to coordinate adopted land use plan for the corridor. Emphasis on Mixed-use (MX-1) and Urban Transition District (UTD). See Map 4.6

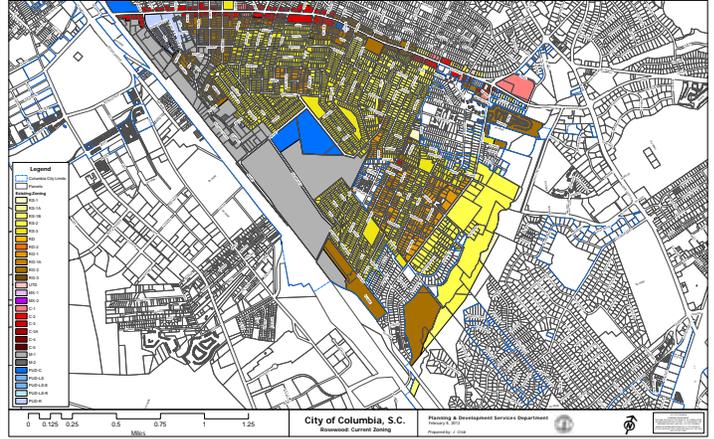
Priority Classification: Immediate

LU-C 2.2 Coordination of future zoning changes with adopted land use plan.

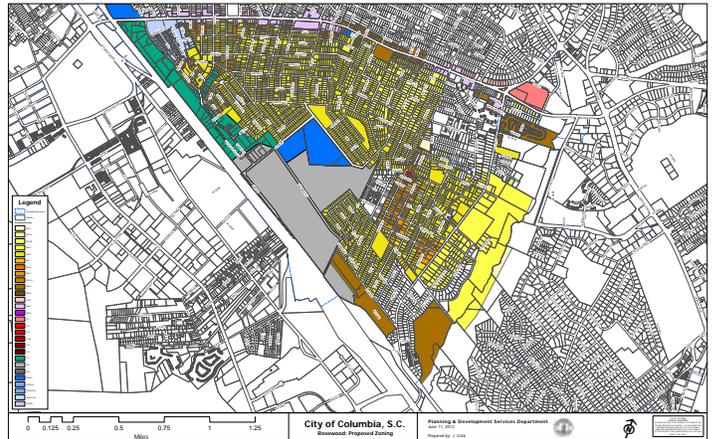
Recommendation:

When amending the zoning map, coordinate all amendments with adopted land use plan. If required, modify land use plan. At the time of annexation, coordinate new City zoning with land use plan and neighborhood vision.

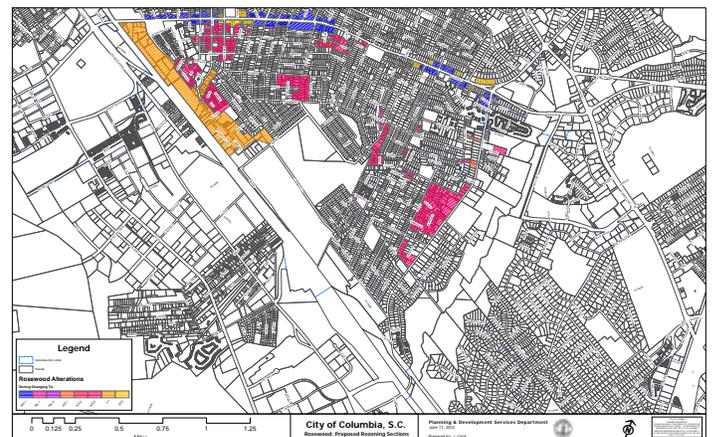
Priority Classification: On Going



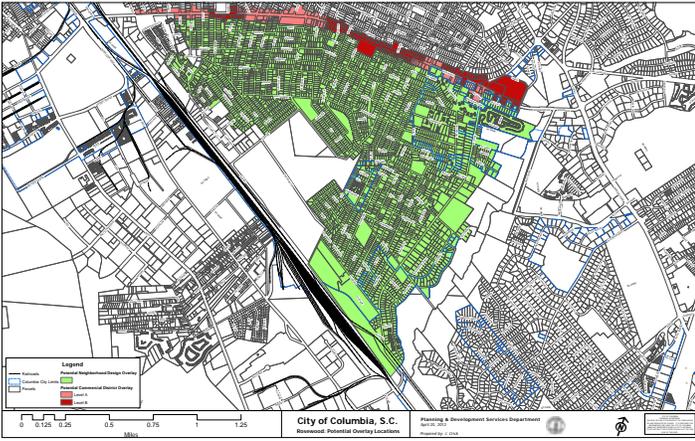
Map 5.4
Existing Zoning
Larger Table Located in Appendix B.



Map 5.5
Proposed Zoning
Larger Table Located in Appendix B.



Map 5.6
Properties with Proposed Zoning Changes
Larger Table Located in Appendix B.



Map 5.7
Possible Design District for Corridor
Larger Table Located in Appendix B.

Design Guidelines Recommendations

LU-C 3.1 Develop Design Guidelines for the corridor.

Recommendation:

Develop guidelines based upon building forms, and similar planning techniques in a simple and easy document to implement. Consider guidelines for signage, building envelope, site design, buffering, list of discouraged materials, use of themes, lighting, and other elements that may be determined appropriate. Consider guidelines provide two distinct built environments; those that are Mixed Use (Areas A) and those that are more residential and transitional (Area B). Areas A and B are depicted in Map 5.7.

Priority Classification: Short Term

Parking Recommendations

LU-C 4.1 Consider alternative parking criteria.

Recommendation:

Consideration of development of shared parking options, on street parking, group parking, shared access, merchant/public parking, bike parking, and walkability. Also consider incentives that may allow for reductions of standard parking.

Priority Classification: Intermediate

Community Preference Building Location

Additional Community Preference Results Contained in Appendix A.



Image 5.3 Example of Community Preference for Building Location. 6% preferred this option while 94% disliked this option.

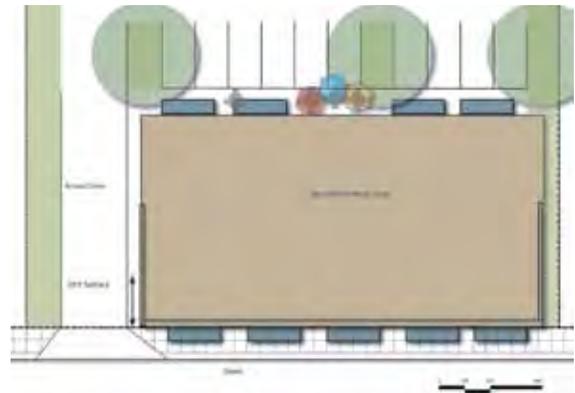


Image 5.4 Example of Community Preference for Building Location. 24% preferred this options while 76% disliked this option.

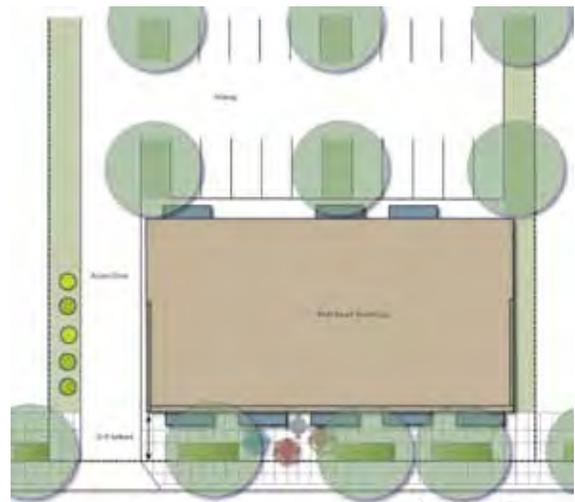


Image 5.5 Example of Community Preference for Building Location. 92% preferred this options while 6% disliked this option.

Community Preference

Transition Areas

Additional Community Preference Results Contained in Appendix A.



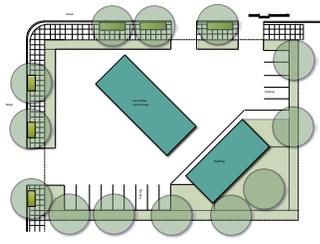
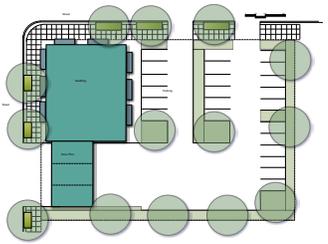
Of those who attended the October 2011 Public Input meeting, there was a strong preference to keep portions of Rosewood Drive appearing residential.

Of those who attended the October 2011 Public Input meeting, there was a strong preference not to encourage larger office buildings or auto dominated design elements.

Community Preference

Auto Oriented Use Preference

Additional Community Preference Results Contained in Appendix A.



Of those who attended the October 2011 Public Input meeting, there was a preference for integrated architecture where the automobile activities are blended into the design as seen in this BB&T facility.

Of those who attended the October 2011 Public Input meeting, there was a strong preference dis-liking architecture where the automobile activities were predominant elements.

Community Preference

Corridor Architecture

Additional Community Preference Results Contained in Appendix A.



Of those who attended the October 2011 Public Input meeting, there was a preference for Rosewood Drive to be a walkable "Main Street" area.

Of those who attended the October 2011 Public Input meeting, there was also strong support for not preferring strip-style development

Streetscape Recommendations

LU-C 5.1 Improve the image and aesthetics of Rosewood Drive.

Recommendation:

Consider the creation and adoption of design guidelines that will address both the public and private elements of the corridor. (Refer to LU-C 3.1)

Priority Classification: Long Term

LU-C 5.2 Improve the functionality of Rosewood Drive for all modes of transportation.

Recommendation:

Currently, automobile traffic consists of the majority of transit modes. A clear set of standards and policies should be developed to make the corridor more accessible for walking, biking and transit. Automobile trips shall be reduced by 50% from surrounding neighborhoods within 10 years or less. (Refer LU-C 5.5)

Priority Classification: Long Term

LU-C 5.3 Develop a streetscape design that addresses public rights-of-way and semi public spaces within the first 10-15 feet of properties adjacent to Rosewood Drive.

Recommendation:

Currently, there is a very minimal sidewalk that does not allow for great place making, pedestrian oriented marketing, or outdoor venues. Consider a hybrid streetscape where improvements are coordinated along the corridor for both public and private developments. (See images 5.6, 5.7 and 5.8)

Priority Classification: Intermediate

LU-C 5.5 Conduct a livability audit for the Rosewood Corridor, with a focus on places and streets.

Recommendation:

A livability audit is a one or two day workshop with property owners, users, residents, and other individuals who spend time evaluating the conditions of public spaces to determine clear direction for creating the a livable urban environment.

Priority Classification: Short Term

LU-C 5.6 Create a central focal point to the district such as a green, plaza, or other community gathering space.

Recommendation:

The development of a central focal point to the district allows the community to hold special events and allows for weekend neighborhood gatherings. This space should be highly pedestrian-oriented, designed for multiple uses, and have activated facades throughout the day. Such a space would allow for a focus of urban housing and shops to be located near a central area allowing for easy pedestrian access. This may be publicly or privately owned, including ownership by the Merchant Association.

Priority Classification: Long Term



Image 5.6 and 5.7
Example of a new development with public open space for use by Cafe's and special events.



Image 5.6 Street Section showing the potential of preferred buildings location with public and semi public streetscape, as well as multi modal options and planted median, within an 78 ft right of way.



Image 5.7 Street Section showing the potential of preferred buildings location with public and semi public streetscape, as well as cycling facilities and planted median, within an 78 ft right of way.

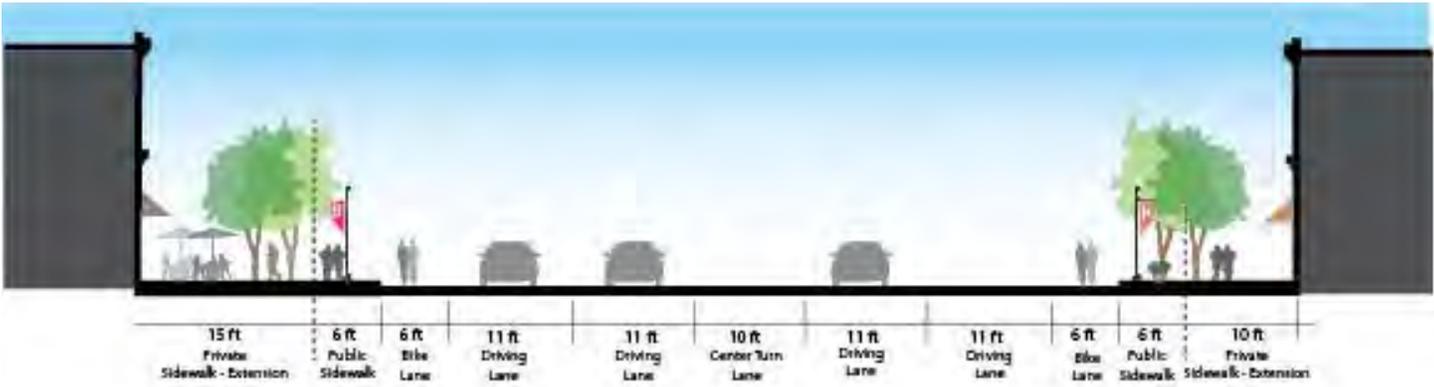


Image 5.8 Street Section showing the potential of preferred buildings location with public and semi public streetscape, as well as cycling facilities and TWLTL lane (two way left turn lane), within an 78 ft right of way.

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Industrial Area

Vision:

A manufacturing and business area that can respond to the growing need for high tech facilities within the global marketplace. A place that is pleasant to come to work, is a front door to the community, and showcases the City's potential into the next century. A district that is sympathetic to the surrounding residential and park lands that creates a seamless community. An industrial district that is walkable, safe, and has a unique style.

This vision can be implemented throughout time with a series of goals that will help realize and prioritize the recommendations of this plan. This document contains goals and recommendations based upon the Neighborhood, Rosewood Drive, Industrial areas, Transportation, and Sustainability.

Organization of Recommendations

For simplicity, physical development recommendations have been grouped into two chapters, the Neighborhood (Chapter 4) and Rosewood Drive (Chapter 5). Please note that Industrial Lands are grouped with Rosewood Drive in Chapter 5. Transportation is found in Chapter 6, and Sustainability is located in Chapter 7.

Industrial Physical Development - Goals

1. Create an industrial district that has a coordinated image, welcoming, and has a unique identity that celebrates the past and looks towards the future.
2. Allow for the redevelopment and future investment of the area, while being sympathetic to the proximity of residential properties and public parks.
3. Create an industrial area that addresses the needs of emerging markets and growth sectors within a global economy.
4. Take advantage of the existing multi-modal location for manufacturing and technology firms.
5. Create a gateway entry linking Rosewood Drive to Jim Hamilton Boulevard.
6. Create an industrial area that is multi-modal, which serves the needs of employers, workers, and the residents of the City.
7. Coordinate infrastructure uses such as transportation, stormwater management, and technology to allow for the maximization of developable land and tax base.



Image 5.8 2000 Block Holt Drive, Spring 2012



Image 5.9 2600 Block of Commerce Drive, Spring 2012



Image 5.10 City Roots 1005 Airport Blvd., Spring 2012

Relationship to Comprehensive Plan

The Columbia Plan 2018 is limited in its direct recommendations for industrial lands. “The plan seeks to achieve a balance of land uses to support the needs and growth of Columbia.” One of the major goals of the City is to increase the City’s tax base. A secondary goal is to balance the land uses and to support the needs of the City with a focus of developing inward. Currently, 335.6 acres or 20% of land within Rosewood is zoned for industrial uses. The airport area and park land that is currently zoned for industrial uses consist of 228 acres or 17% of land within Rosewood. Overall the City currently has 2,799 acres or 8.26 % of industrial lands. Under the current taxing structure, owner occupied single family homes are taxed at 4%, while other residential, commercial, and industrial lands are taxed at 6%. Some industrial lands are taxed at 10%. Thus, one way to grow the City’s tax base, and create more jobs that are accessible to the City residents, is to redevelop, re-image, and prepare lands for industrial development. In the current global and quickly changing environment, it is important for cities to have industrial and manufacturing sites ready and available that are suited to new growth sectors.

Physical Development Recommendation for Industrial Lands

For simplicity, physical development recommendations have been grouped into two chapters, the Neighborhood (Chapter 4) and Rosewood Drive (Chapter 5). Please note that Industrial Lands are grouped with Rosewood Drive in Chapter 5.

The industrial lands within the Rosewood Area consist of land near the southwestern area of the neighborhood

parallel to the existing rail facilities.

Currently, the land use policies for the neighborhood consist of a simple urban classification. This distinction does not address appropriate or inappropriate locations for industrial uses, the form, aesthetics, or strategies to reinforce this area in the decades to come.

City staff prepared three options based upon current uses and existing policies, and presented said plans at a December 2011 Public Participation meeting. The response from those who participated at that meeting indicated they would like to see that area classified as a high tech industrial and manufacturing area, rather than the existing light industrial classification. The area is currently zoned as M-1, and has lands that reach up into the residential streets of Waccamaw with this classification. In addition, a number of parks within the area are currently zoned for industrial development. Map 5.8 indicates the current land uses for the industrial area, Map 5.9 is the recommended land use plan, while Map 5.10 indicates parcels that would be affected by the land use change. Map 5.11 represents recommended zoning changes, and Map 5.12 indicates the parcels that would be affected by such a zoning change. Table 5.2 is a summary of existing and proposed land use changes within the Industrial area of Rosewood.

The following are specific recommendations for implementation of the physical development of the Industrial area of Rosewood north of the Airport. Recommendations are grouped by themes for clarity. Groups consist of land use, zoning, design guidelines, storm water, street alignment, infrastructure, and transit. Recommendations with regard to transportation and sustainability are located within Chapters 6 and 7.

Land use Classification	Use Type	Corresponding Zoning	Current Policy	Proposed Land Use Policy	% Change
Industrial					
Industrial	Industrial	M-1	231.65 ac	164.62 ac	+ 67%
Urban Technology	Technology	to be determined	0 ac	67.03 ac	+ 28%
Total			231.65 ac	231.65 ac	-

Table 5.2 Summary of Land Use by Acreage - Industrial Area

Land Use Recommendations

LU-I 1.1 **Provide flexibility and increase opportunities for redevelopment of existing industrial lands.**

Recommendation:

Amend the Land Use Plan to encourage technology based industrial land development.

Map 5.8

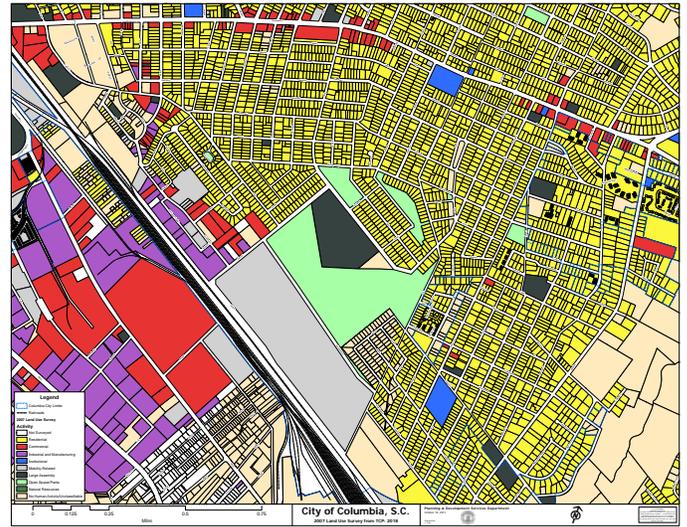
Priority Classification: Immediate

LU-I 1.2 **Encourage an industrial association between existing property owners to assure a balance of uses, coordinated marketing, and shared amenities.**

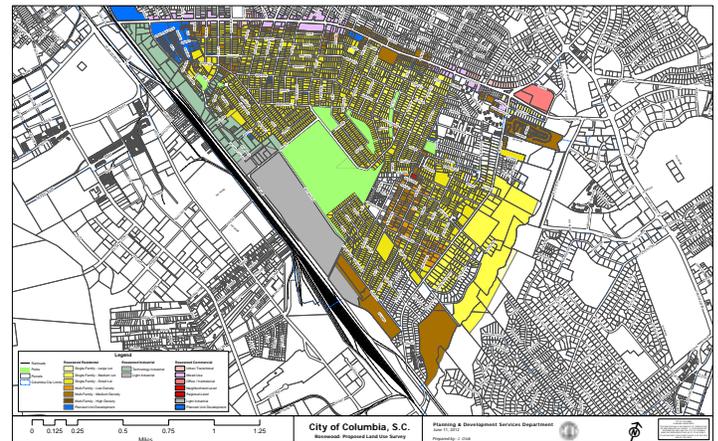
Recommendation:

Create a self imposed industrial park association with possible self regulated association rules.

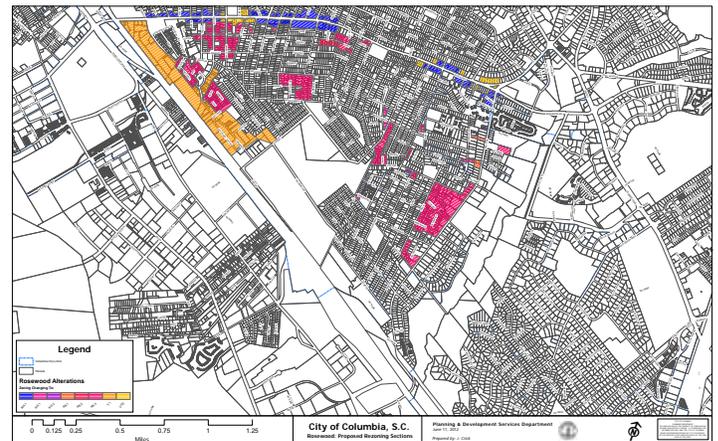
Priority Classification: On Going



Map 5.8
Existing Land Use Plan
Larger Table Located in Appendix A.



Map 5.9
Proposed Land Use Plan
Larger Table Located in Appendix A.



Map 5.10
Properties Affected by Proposed Land Use Plan
Larger Table Located in Appendix A.

Zoning Recommendations

- LU-I 2.1 **Provide a new zoning category that would emphasize characteristics of an urban technology area, while allowing for existing uses to thrive and grow.**

Recommendation:

Create a new zoning district and mapped area addressing the concepts of a technology and light industrial zoning district.

Priority Classification: Immediate

- LU-I 2.2 **Provide a new zoning category that would address adjacencies of existing residential development.**

Recommendation:

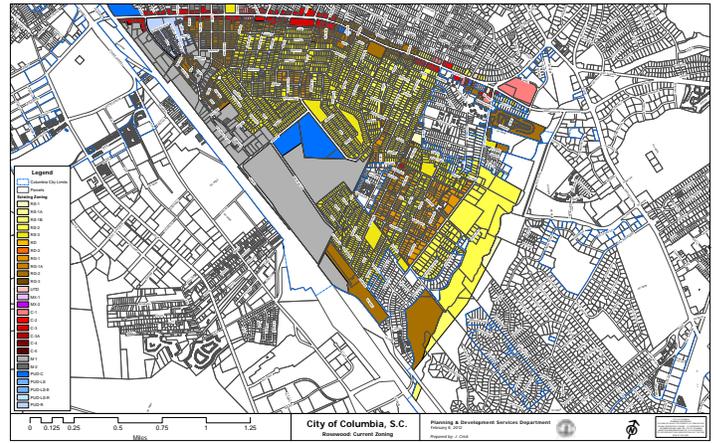
While developing a new zoning ordinance classification (LU-I 2.1), issues that may relate to the adjacencies of residential and other land use classifications should be examined and addressed.

Priority Classification: Immediate

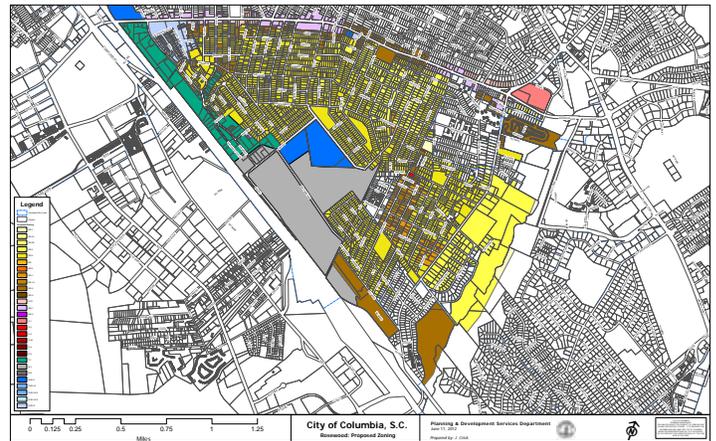
- LU-I 2.3 **Consider a zoning ordinance that is less Euclidian and more based upon form.**

Recommendation:

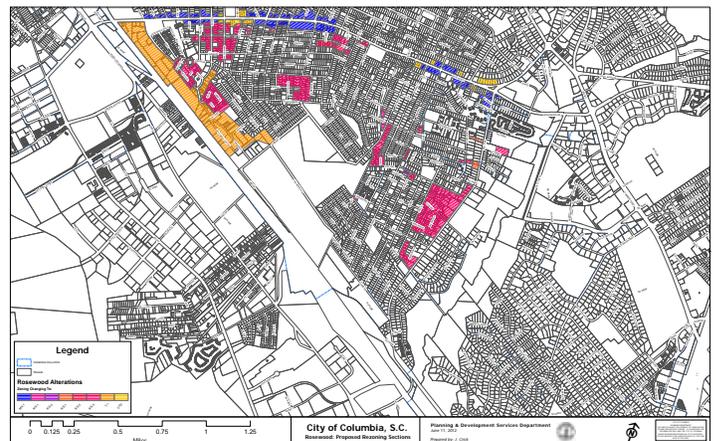
Consider a zoning ordinance that addresses more site planning elements, adjacent uses, and allows for maximization of land to increase property values.



Map 5.11
Existing Zoning
Larger Table Located in Appendix A.



Map 5.12
Proposed Zoning
Larger Table Located in Appendix A.



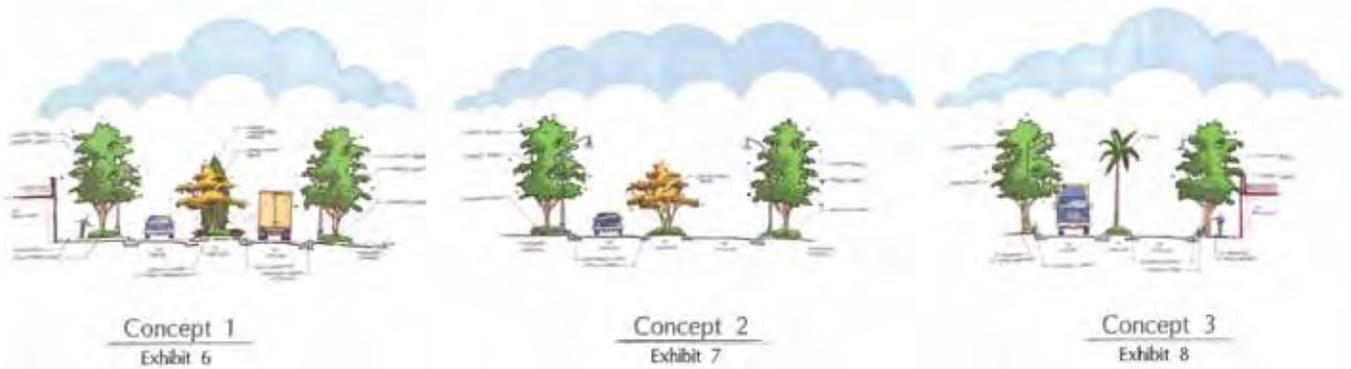
Map 5.13
Properties Affected by Proposed Zoning
Larger Table Located in Appendix A.

RESIDENTIAL / RESEARCH CONCEPTUAL MASTER PLAN



A

STREETSCAPE CONCEPTS



B

Images 5.11 and 5.12

Images from Columbia Owens Master Plan

A. One conceptual Plan for Research and Residential Uses

B. Conceptual Plan for new arterial road linking Airport to Rosewood Drive.

Priority Classification: Immediate

Priority Classification: Intermediate

Design Guidelines Recommendations

- LU-I 3.1 **Develop design guidelines to address various aesthetic concerns regarding industrial development.**
Recommendation:
Areas of concern with regard to development may be addressed through design guidelines. Areas that may be addressed could be site, bulk, landscaping, materials, lighting, and other elements that would assure for high quality development, and assist with adjacency issues of surrounding residential properties.
Priority Classification: Immediate

Coordinated Storm Water Management Recommendations

- LU-I 4.1 **Assure that new developments are coordinated to allow for the creation of regional stormwater basins to maximize development potential and property values.**
Recommendation:
Encourage the coordination of a private, regional stormwater facility for the industrial lands to allow for the maximization of property values, and provide flexibility for land development of each parcel.
Priority Classification: Short-Term

Street Alignments Recommendations

- LU-I 5.1 **Develop a central secondary arterial street to connect Rosewood Drive and Jim Hamilton Boulevard.**
Recommendation:
Realign existing streets to connect Jim Hamilton Boulevard to Rosewood Drive to allow for easy access to industrial properties and the airport.
Priority Classification: Intermediate
- LU-I 5.2 **Assure that new secondary arterial street connection is multi-modal.**
Recommendation:
Build upon the success of the new Jim Hamilton Boulevard to include two 6 ft bike lanes, sidewalks separated by tree lawns, designated transit stops, and a significant tree canopy.

Infrastructure Investment Recommendations

- LU-I 6.1 **Develop a detailed plan to assure that this industrial area has the highest quality technology infrastructure and provide for future infrastructure for long term viability.**
Recommendation:
Encourage the creation of a central infrastructure spine through the industrial area parallel to the right-of-way that could have communications duct work and other high-tech utilities.
Priority Classification: Short-Term
- LU-I 6.2 **Develop through a public-private partnership a program for alternative energy.**
Recommendation:
Encourage the creation of an association that could implement a partnership between each property owner and SCE&G to generate and create alternative energy to be used as a supplemental energy source for the industrial area.
Priority Classification: Short-Term

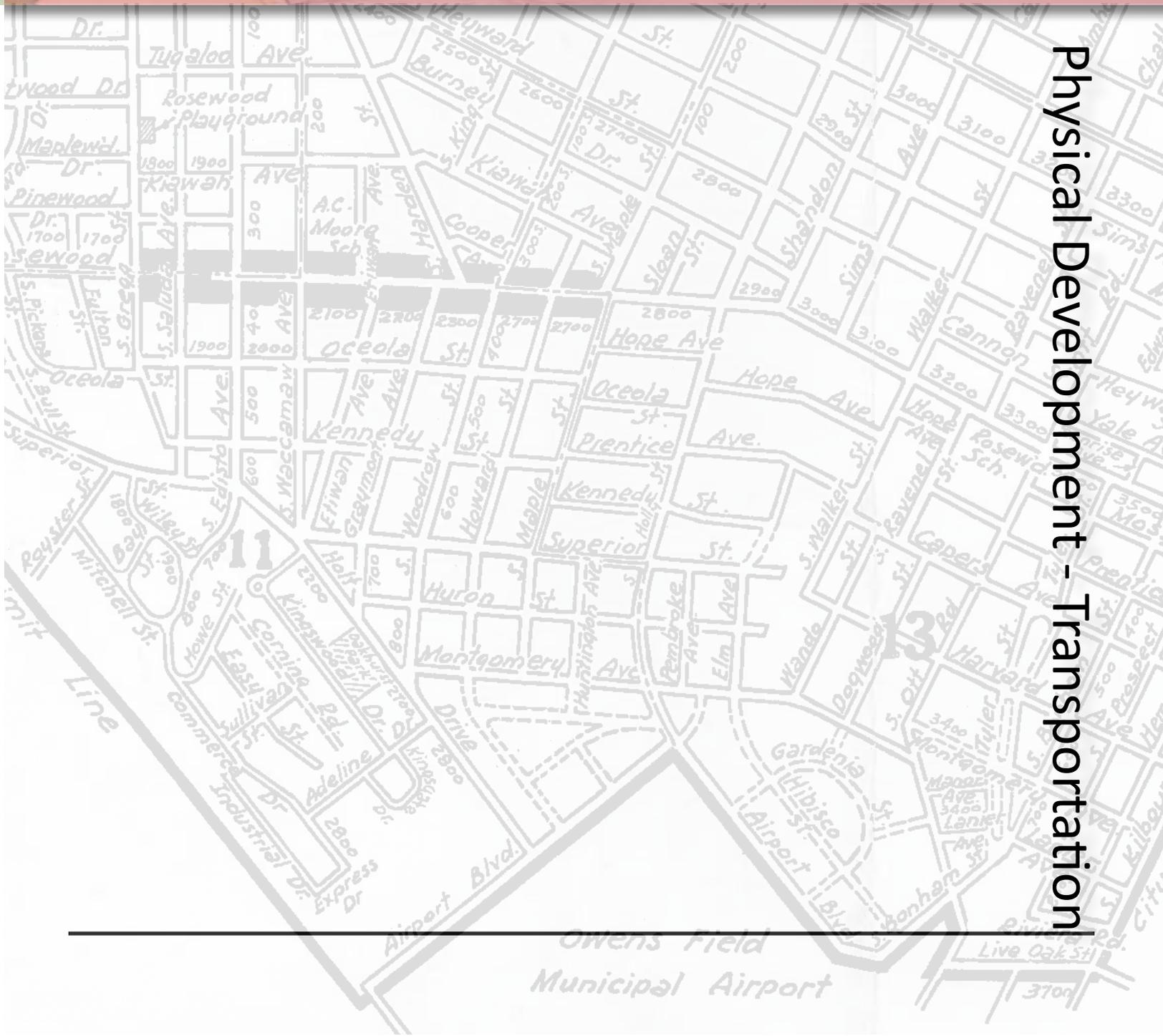
Transit Service Recommendations

- LU-I 7.1 **Work with the Central Midlands Regional Transit Authority to develop a routing plan that will provide service to the industrial area and allow for workers to access jobs.**
Recommendation:
Currently, the nearest transit stop is at Rosewood Drive and South Marion Street. As the industrial area redevelops and infrastructure is improved, the property owners, City, and Neighborhood should work together to assure that the industrial area and the airport are linked to the transit system.
Priority Classification: Long Term

ROSEWOOD > PLAN 6

A Corridor & Neighborhood Plan

Physical Development - Transportation



Rosewood Transportation

Vision:

Create a neighborhood and corridor where all residents and visitors, regardless of age or ability, can walk, and use streets without fear of being hit by an automobile. A place where bicycling is encouraged and automobile traffic is calm, courteous, and equal to other transit modes. A community where automobile parking is integrated into the development pattern, preventing a public realm being dominated by parked cars.

This vision can be implemented over time with a series of goals which will help prioritize and realize the following recommendations.

Organization of Recommendations

For simplicity, physical development recommendations have been grouped into two chapters, the Neighborhood (Chapter 4), and Rosewood Drive (Chapter 5). Please note that Industrial Lands are grouped with Rosewood Drive in Chapter 5, transportation is found in Chapter 6, and Sustainability is located in Chapter 7.

Transportation Goals

1. Reduce traffic speeds.
2. Make the community safer, and more convenient, for all ages of users.
3. Provide a clear and distinguishable hierarchy of streets.
4. Create opportunities for residents to choose healthy options for transportation resulting in better health of residents and the environment.
5. Provide a clear and logical access pattern around the neighborhood for industrial, regional, and local access.
6. Provide more organized parking solutions within rights of way where the spatial dimensions allow.



Image 6.1 Intersection Conditions at Superior and Rosewood Drive



Image 6.2 Pedestrian Conditions along 2800 Block of Rosewood Drive

Relationship to Comprehensive Plan

The Comprehensive Plan for the City of Columbia 2008-2018 has a series of goals for the City overall. The goal for transportation within the Comprehensive plan is to, “develop a Complete Mobility style of transportation modes by building and upgrading the quality of transportation infrastructure throughout Columbia through an equitable, functional, accessible and suitable balance of an interconnectivity of transportation modes thus improving the quality of life and movement for all residents.” This goal is followed by a series of policies focusing on a hierarchy of transportation planning, bike-pedestrian coordination, coordination of transit with other planning and development projects, and creating viable transit options for the City. The goals for the Rosewood Plan coordinate, yet are more specifically tailored to this geographic area of the city. Likewise, the following recommendations continue the recommendations of the Comprehensive Plan for the City.

Transportation Recommendation

The following are specific recommendations for transportation within the Rosewood Neighborhood and Rosewood Drive Corridor. Recommendations are grouped by themes for clarity. Groups consist of hierarchy of streets, reduction of speeds, traffic calming, walkability, transit, cycling, and parking.

Recommendations with regard to the neighborhood and corridor are located within Chapters 4 and 5, while recommendations for sustainability are located in Chapter 7.



Image 6.3 Bike Rack at Rosewood Shopping Center

Hierarchy of Streets Recommendations

T 1.1 Creation of a Street Hierarchy

Description:

Consider development of a street hierarchy system within the Rosewood Neighborhood. A street hierarchy plan will allow for the development of a strong multi-modal transportation network that will balance all modes of transportation. A recommended plan is depicted in Map 6.1. It is the intent of this recommendation to balance the needs of cars, pedestrians, cyclists, and transit users by encouraging safe and attractive transportation infrastructure. This plan is intended to maintain vehicular mobility while also improving parking and other modes of transport.

Recommendation:

- T 1.1.1 Identification of Neighborhood Arterials. The intent of the identification of neighborhood arterials is to maintain commuter traffic flow at speeds that are appropriate on residential streets. Neighborhood arterials are high-volume streets at lower speeds. Neighborhood Arterials may take on the characteristics of other street classifications, such as a transit priority street or a multi-model street.
- T 1.1.2 Identification of Commercial Streets. The Commercial street within Rosewood is Rosewood Drive. This street would be an upgraded pedestrian-oriented street with high qualities of urban design. It is both the gateway and the focal point for the neighborhood.
- T 1.1.3 Identification of Pedestrian Priority Streets. Pedestrian priority streets are streets that promote pedestrian uses, strengthen walkability in all directions, and allow pedestrians to access various destinations within the neighborhood.
- T 1.1.4 Identification of Residential Pedestrian Streets. A residential pedestrian street is a street that has improved safety and aesthetics, may have smaller sidewalks, and will more often have more uncontrolled intersection crossings.

T 1.1.5 Identification of Priority Parking Streets. A pedestrian priority parking street is a street where on-street parking is maximized to account for the lack of on-site parking. Priority parking streets are streets that have lower speeds and may use various parking techniques. Techniques may include one and two sided parallel parking, diagonal parking, or designated parking pads within the tree lawn area.

T.1.1.6 Identification of Multi-Modal Streets. Multi-modal streets are essentially neighborhood arterials that have facilities for vehicles, transit, bikes and pedestrians, and may or may not have parking facilities.

T 1.1.7 Identification of Cyclist Priority Streets. Cycling priority streets are streets such as bike boulevards with large bike lanes. These streets typically should parallel arterials and multi-modal streets, and are designed to allow for automobile traffic for only local destinations with the majority of the street dedicated for bicycle commuter traffic.

Priority Classification: On going

Reduction of Speeds Recommendations

As noted above, the speed of all types of vehicles within the neighborhood, and the corridor, are at many times excessive. This derives from those who live within the area, and travel to and through this portion of the City. The speed of any vehicle relates directly to the driver's control; however, there are environmental considerations that affect speed such as road design, surrounding environmental conditions, and the occurrences of various impedances.

T 2.1 Enforcement.

Description:

Work with City, County, and State law enforcement agencies to enforce speed limits throughout the corridor and neighborhood. Enforcement should be focused on all modes of transportation, whether it is a speeding car, a cyclist riding at night without a light, or a pedestrian walking against a red light. All mobility actions contribute to an unsafe and dangerous neighborhood and shopping district.

Recommendation:

T 2.1.1 Work with Enforcement agencies on a consistent basis to access various ways to provide educational and unique enforcement opportunities.

T 2.1.2 As new pedestrian and bicycle facilities are provided over time, work with law enforcement agencies to determine if adjustments are needed.

Priority Classification: On going

T 2.2 Modification of Speed limits.

Description:

Current speed limits within the Rosewood Neighborhood range from 25 to 35 mph, while on Rosewood Drive and South Beltline Boulevard the current speed limits are at 35 mph. Evidence has shown that an individual has a 5% risk of death by being hit by a vehicle at 20 mph, and the rate increases to 20% for 30 mph, 80% for 40 mph, and 100% for 50 mph.¹

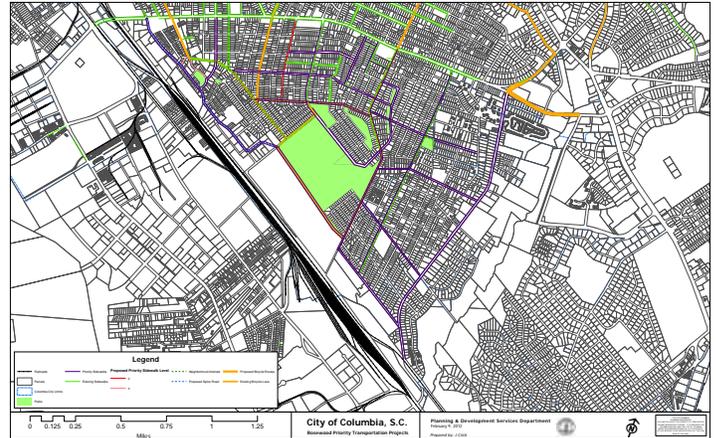


Image 6.4 Parking Conditions with Kilbourne Area

Recommendations:

- T 2.2.1 Consider petitioning SCDOT to reduce the speed limit on all residential streets to a maximum of 20 mph.
- T 2.2.2 Consider petitioning SCDOT, the County, and City to reduce the speed limit of 30mph on Beltline, Plowden/Jim Hamilton, and the new spine road.

Priority Classification: Short term



Map 6.1
Priority Transit Map
Larger Table Located in Appendix A.

T 2.3 Truck Route and Truck Route Ordinance

Description:

Rosewood Drive and the Rosewood Neighborhood are uniquely positioned within Columbia at a point between multiple industrial and employment centers. Rosewood Drive is not only the “Main Street” for the Rosewood Neighborhood, but also is a key arterial within the larger road network within the region. Rosewood is also in the unique position of having an airport, a regional park, an industrial corridor, and major rail system within and adjacent to residential areas. Truck traffic often utilizes residential streets rather than arterials to access various sites.

Recommendation:

Work with City, County, and State agencies to establish a truck route, and truck route ordinance that will eliminate truck traffic through the Rosewood Neighborhood.

Priority Classification: Short term

T 2.4 Recommendation: Establishment of Parking Zones

Description:

A number of residents commented through the survey and through various other public events that parking on certain streets within Rosewood was problematic. Concerns included parking on lawns, parking in various directions, parking at odd angles along streets, parking partially within driving lanes, and neighbors parking in front of other residents’ homes. In many situations, parked cars can be parked in an orderly manner and used to calm traffic on wide roads as the parked vehicle narrows the road.

Recommendation:

Coordinate areas to permit parking with regard to where pedestrians will and will not walk. This would require detailed analysis of each block and street. Those streets with the most issues should be addressed first, with adjacent blocks to ensure issues are just not transferred to another street.

Priority Classification: Long term

Traffic Calming Recommendations

Traffic Calming is a technique where permanent or temporary infrastructure elements are employed to slow traffic down, encourage vehicles to share the road, and provide more equality to various users of a street. "Traffic Calming gives pedestrians, bicycles, and playing children as much right to use residential streets as motor vehicles; in deed, motor vehicles are required to yield to these other users."² Traffic calming is both a science and an art, and will require educational outreach.

During one of the public workshop meetings, staff provided residents the opportunity to comment on various traffic calming techniques. Of the many types of traffic calming techniques, five common techniques were presented; including speed humps or tables, alternatives on street parking, traffic circles, chican and curb extensions. The primary preferred options included curb extensions and traffic circles; while the least preferred were speed humps and chicans. Alternative on street parking was also discussed, but was found to be indifferent.

It should be noted that a majority of Rosewood streets do not have curbs. Thus traffic circles may be the best alternative for many intersections. Streets near schools however, should be considered for curb extensions as a priority. Curb extensions have the affect of narrowing the road, decreasing the walking distance across streets, and placing a pedestrian in a location that is more visible to drivers. Essentially, crossing children are more visible and take less time to cross the street. Although speed humps

are a lower cost option, if implemented, they should be used sparingly and in locations were other options cannot be accommodated.

Priority Focus Areas:

- Rosewood Drive Intersections
- Areas within 4 blocks of each elementary school, including, Kilbourne and Rosewood.
- Areas around Parks
- Pedestrian Priority Streets
- Streets with high rates of traffic collisions

T 3.1 **Recommendation: Traffic Calming Evaluation Process.**

Description:

Develop a program for the installation of permanent traffic calming facilities, starting with temporary traffic calming measures, followed with an analysis of affects and performance. (See Case Study Example) Given the irregularly of the street grid and intersection angles within the Rosewood Neighborhood, it is recommended that a program of installing temporary traffic calming measures be considered. Such a program will allow for the geometry of the elements to be developed and analyzed prior to expending funds on permanent measures. In addition, temporary facilities will allow for more facilities to be installed initially, allowing for permanent facilities to occur incrementally over time.

Recommendations:

T 3.1.1. Develop a program between the (Neighborhood), SCDOT, and the City to establish a process for requesting, evaluating and installing traffic calming elements.

T.3.1.2 Develop a process where temporary facilities can be installed allowing for evaluation and calming to occur prior to having funding in place for permanent installation.

T 3.1.3 Develop a priority list of locations for possible temporary traffic calming measures with a focus on the priority areas listed above. Conduct a detailed traffic survey for all modes of traffic, then determine priority locations.

T 3.1.3 Identify and define possible ways to finance long-term permanent measures.

Priority Classification: Short term/ Long term



Image 6.5 Typical Walking Conditions in Neighborhood

Case Study:

Topic: Temporary Traffic Calming

Location: Various

Description:

As part of a design process for traffic calming, a number of municipalities will use temporary traffic calming techniques to assist in the design and function of the designs.

Phoenix, AZ uses plastic curbing and bollards to assess the affects of the devices. For example, the designers will examine if a traffic circles slows traffic too much or not enough, then engineers will adjust the element prior to designing a permanent solution. The temporary traffic calming element is left in place during the design phase and is only removed upon construction of the permanent design.

In Missoula, MT, the installation of traffic calming devices resulted in the elimination of 1/3 of speeds over 35 mph and 1/4 of speeds over 25 mph. Traffic volumes also decreased.

Many cities have adopted traffic calming ordinances and have integrated the techniques into planning and engineering. Some municipalities have special funding mechanisms, while others have specific application, evaluation, and funding. Often the installation of such measures will require a majority of residents of a given area to support such measures. Charlotte, NC requires 60% of residents to be in support. Communities with other policies include: Atlanta, GA; Milwaukee, WI; and Greenville, SC.

Additional Information:

<http://phoenix.gov/district6/aftrafficcircles09.html>

<http://www.ci.missoula.mt.us/index.aspx?NID=415>

<http://city.milwaukee.gov/SlowingSpeedersWithT22028.htm>

<http://citycouncil.atlantaga.gov/2011/images/proposed/10O0467.pdf>

<http://charmeck.org/city/charlotte/Transportation/Traffic/Pages/home.aspx>



Image 6.5 Temporary Round About
Image courtesy of: City of Phoenix



Image 6.7 Temporary Round About
Image courtesy of: City of Phoenix



Image 6.8 Temporary Round About
Image courtesy of: City of Phoenix



Image 6.9 Temporary mid block bulb out
Image courtesy of: John S. Fellows



Image 6.10 Temporary bulb out at Intersection
Image courtesy of: www.pedbikeimages.org -Dan Burden 6-24-2009

Walkability Recommendations

T 4.1 Development of Priority Pedestrian Facilities

Description:

Walkability of the neighborhood was one of the top issues discussed by residents. Residents overwhelmingly wanted to have sidewalks on all streets. During discussions, it was asked where sidewalks should be installed, such as a focus around parks, schools, retail, or with a network that connected various destinations. There was an overwhelming percentage supporting a network that connected destination should be a priority. Map Map 6.1 indicates the priorities for new sidewalks.

Recommendation:

Implement the priority pedestrian facilities Map 6.2

Priority Classification: On going

T 4.2 Enhance Pedestrian Safety and Comfort

Description:

Studies have shown the benefits of walking for health and the environment. Studies have also shown that the walkability of an area can be correlated to the aesthetics and overall impression of pedestrian facilities. If pedestrian areas seem safe and comfortable more, individuals will walk.

Recommendation:

T 4.2.1 Installation of sidewalks.

T 4.2.2 Installation of pedestrian orientated intersections, crossings, curb extensions.

T 4.2.3 Installation of lighting at key locations and destinations to provide an additional level of safety and security.

T 4.2.4 Installation of resting places. As the population of the neighborhood ages, resting places will become important over longer distances.

T 4.2.5 Develop policies for funding of sidewalks and maintenance. Examples may include district wide funding, individual funding, and funding by street.

Priority Classification: On going

Transit Recommendations

T 5.1 Create a transit system that is both convenient and enjoyable for neighborhood residents

Description:

The Rosewood neighborhood is well served considering the existing system of standard bus service that often does not serve portions of the larger City. Currently, the City and region do not have rapid bus service, light rail, trolley, or other similar service. Neighborhood facilities for transit are relatively nonexistent beyond bus stops.

Recommendation:

T 5.1.1 Provide pedestrian and cycling facilities to link transit options. This may include sidewalks and bike lanes to transit stop locations.

T 5.1.2 Provide transit shelters. Currently, no transit shelters exist within the neighborhood. It is recommended that transit shelters be provided in at least two locations throughout the neighborhood. Shelters chosen should consider green options: optimal locations that are within 10 minutes of the largest possible population base, sun screening options, and possibly solar powered cooling options.

T 5.1.3 Provide amenities for transit users. Such amenities could include seating, bike parking, bike lockers, shade, and lighting.

Priority Classification: On going

T 5.2 Work with City and Regional leaders to develop more transit options.

Description:

When discussions occur in the future with regard to transit options, the Rosewood Neighborhood should actively participate in any process that will determine the model types and locations for options. Rosewood is strategically located along major arterial roads, a railroad arterial, and has historical precedent for being served by trolleys.

Recommendation:

Participation in future transit discussion. The Rosewood Neighborhoods should participate in any future discussion regarding modal choice and locations for transportation.

Priority Classification: On going

Cycling Recommendations

T 6.1 **Create a connected cycling system that provides access to destinations within and beyond the neighborhood.**

Description:

As previously noted, there are very few bicycling facilities within the neighborhood. Bike lanes, route signs, and other facilities should be explored.

Recommendation:

T 6.1.1 Provide bike lanes creating east-west and north-south connections through the neighborhood.

T 6.1.2 Provide facilities for bikes at key destinations such as parks, schools, and retail areas.

Priority Classification: On going

Parking Recommendations

Parking within the Rosewood Neighborhood is a changing issue depending upon street and location. During the planning process many residents commented about the lack of parking, the appearance of parking, and the disrespect of those who park. Upon examination, there appears to be a correlation to higher parking demand when rental properties occur along a street, on narrower streets, and where there is a lack of driveway options on private property. Comments did not encourage the removal of parking, but rather more organized within the streetscape, and encouraging more onsite parking. With City policies allowing three unrelated individuals to occupy a structure, it is possible to have three cars for one property in 60+ linear feet of parking along a 50 feet lot, some resulting in a parking obstacle. In addition, streets with parking on both sides can have both positive and negative effects on mobility. Typically, parked cars can act as a traffic calming element, unless streets are exceptionally wide. In contrast, parked cars have the potential for a direct increase in safety to pedestrians within the neighborhood³. The following recommendations shall be complimented with detailed analysis of each individual street.

T 7.1 One sided parking.

Description:

Examination of no parking options for one side of the street for streets where there are narrow widths creating an obstacle for two-way traffic flow.

Recommendation:

Coordinate a field survey with planning staff and neighborhood residents to determine where high daytime and nighttime parking occurs, and evaluate possible options for low cost solutions, such as one sided parking.

Priority Classification: Short term

T.7.2 Parking Groups

Description:

Each street within the Rosewood neighborhood brings a unique set of conditions that must be examined in depth. One opportunity would be to consider grouped parking. In this example, streets are maintained in a narrow format with larger tree lawns and parking spaces strategically located between tree groupings as marked parking pads. This solution minimizes street widening, removal of some trees, organizes parking in a safe and visually pleasing appearance, and minimizes pavement reducing stormwater run off. Parking may occur in groups of one to three spaces.

Recommendation:

At the time of reconstruction, repaving, installation of sidewalks, or other improvements, a detailed analysis should be conducted to determine the need for on street parking within the section and considering grouped parking options.

Priority Classification: Long term

T 7.3 Modification to City Ordinances

Description:

Current City of Columbia Ordinances regulate required parking spaces for all types of residential units except for the category of dwellings. This policy may be causing an indirect correlation of increased parking within streets. As new dwellings are constructed on newly subdivided lot occasionally no new driveways, car ports, or garages have been constructed on the new lot. Thus, new residents only have on street parking, or a parking pad within a front yard. It should be noted that City Ordinances are citywide, and any modification to a City Ordinance must be examined beyond an individual neighborhood to evaluate any unintended consequences elsewhere. Options for parking could be explored in any design overlay district.

Recommendation:

T7.3.1 Consider amending City Ordinances to require a minimal parking requirement with location requirements for single family units.

T 7.3.2 Consider regulating required on site parking through a design overlay district for the neighborhood.

T 7.3.3 Consider guidelines regarding placement of driveways, parking pads, and other parking options for new construction.

Priority Classification: Long term

T7.4 Implementation of Parking Permit Opportunities

Description:

Many cities regulate the number of vehicles that are allowed to park on streets during specific hours by issuing parking permits for vehicles. Typically, these permits are issued as a total number of permits per individual home, such as two per dwelling unit. In addition, these residents should also have an opportunity to call in daily parking for visitors. Parking is often enforced through a parking authority/division.

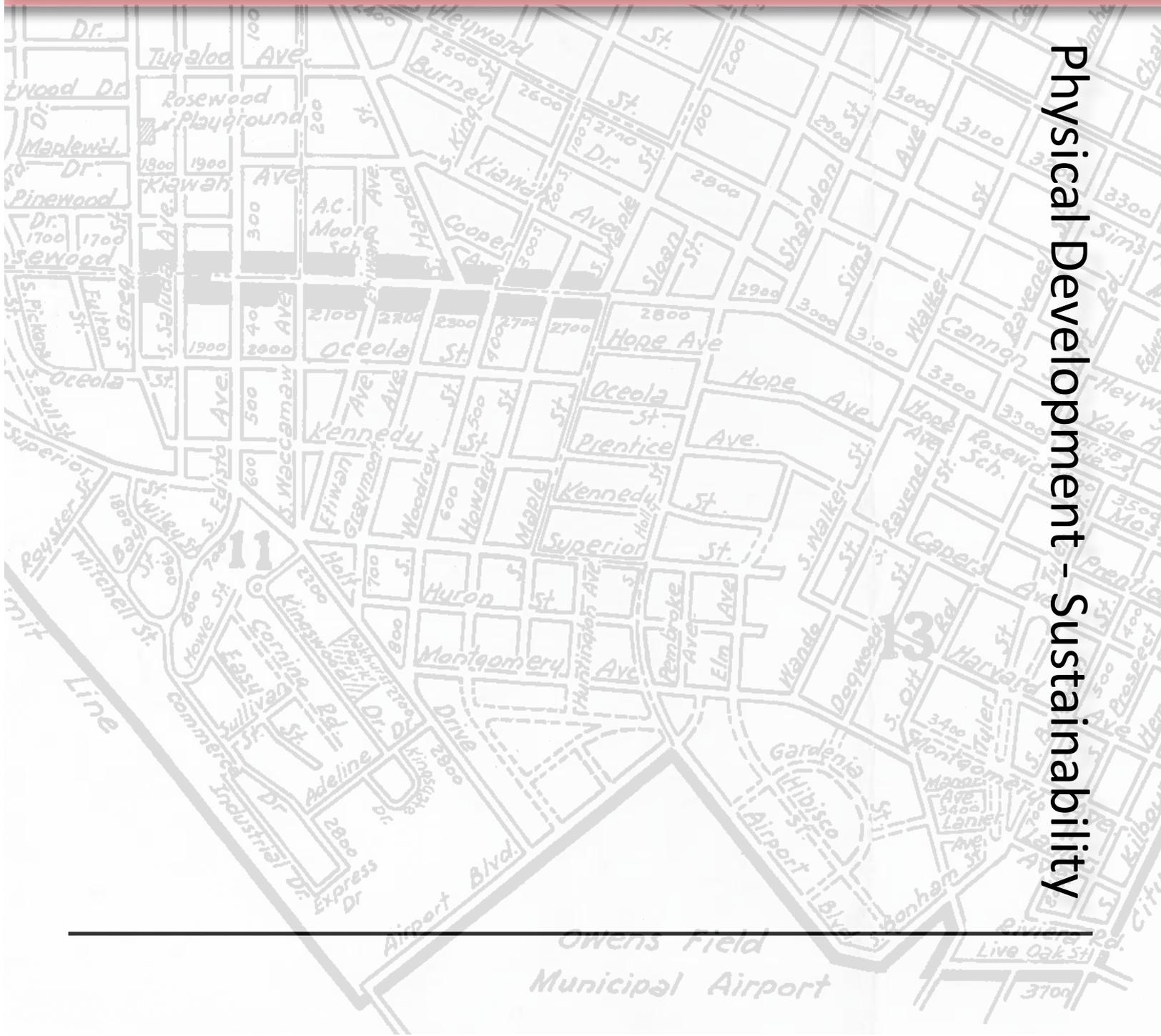
Recommendation:

Examine the opportunity, associated cost, and city-wide impact on regulating parking through a residential permit process.

Priority Classification: Long term

ROSEWOOD > PLAN

A Corridor & Neighborhood Plan



Physical Development - Sustainability

Rosewood Sustainability

Vision:

To acknowledge and consider sustainability practices throughout the Rosewood Neighborhood and Rosewood Corridor as various elements of the neighborhood change over time. Specifically, with regard to infrastructure, stormwater, parks, and new construction.

This vision can be implemented throughout time with a series of goals that will realize and prioritize the recommendations of this plan.

Organization of Recommendations

For simplicity, physical development recommendations have been grouped into two chapters, the Neighborhood (Chapter 4) and Rosewood Drive (Chapter 5). Please note that Industrial Lands are grouped with Rosewood Drive in Chapter 5, and Transportation is found in Chapter 6.

Sustainable Land Use Goals

1. Encourage the use of sustainable development practices within parks, infrastructure, new private construction, and existing properties to reduce environmental impacts.
2. Increase, maintain, and replace existing tree canopy as needed.
3. Encourage the use of new and old technologies that reduce impacts on the environment, such as rain barrels, high-efficiency lighting, green roofs, rain gardens, "green streets", and similar options.
4. Encourage the use of transportation options which will improve air quality.
5. Protect and maintain the existing urban forests that are located along Gills Creek.
6. Develop awareness within the neighborhood and corridor about sustainable techniques, practices, and programs.

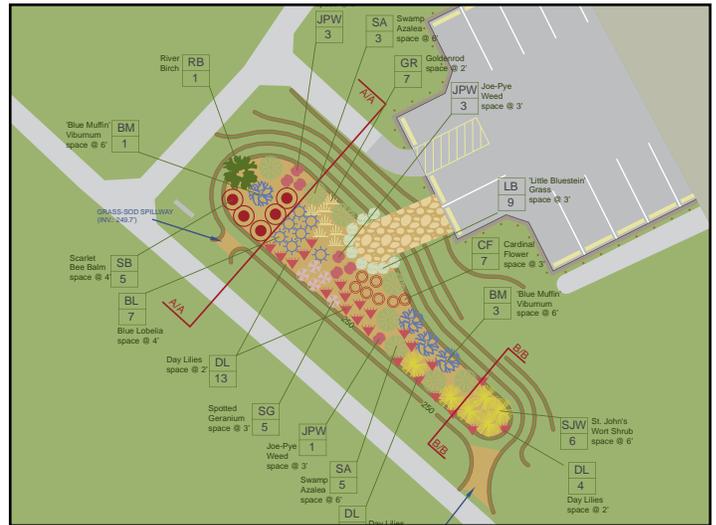


Image 7.1 Plan for the City of Columbia's first Rain Garden, to be installed in the Spring of 2012 in Rosewood Park with Parking lot improvements.

Relationship to Comprehensive Plan

The Comprehensive Plan for the City of Columbia 2008-2018 has a series of goals for the natural resources of the region. The goal for natural resources within the comprehensive plan consist of ten specific goals. These goals address water quality, sustainable water sources, air quality, protection and planting of trees and other vegetation, natural land forms, urban forest, rivers and watercourses, energy and resource conservation, and flood plain management.

These goals are followed by a series of policies that focus on large scale and detailed policy proposals. The goals for the Rosewood Plan coordinate with the Comprehensive Plan, yet are more specifically tailored to this geographic area of the City. The following recommendations look at more specific opportunities within the neighborhood and corridor areas.

Sustainability Recommendation

For simplicity, recommendations have been grouped by category; however, some recommendations do and should cross individual classifications. Recommendations with regard to the neighborhood and corridor are located within Chapters 4 and 5, while recommendations for transportation are located in Chapter 6.

Sustainable Infrastructure

Sustainable infrastructure is an ever growing field within engineering and planning. New solutions are being developed and implemented throughout North America. These technologies typically address stormwater and water quality, but may also address such items as street widths, traffic calming, and street lighting. Since technologies for sustainable infrastructure are ever changing and improving, the recommendations below are general and should be evaluated based upon best practice for any specific project.

S 1.1 Stormwater

Stormwater is an ever growing issue within communities. Rosewood does not have specific flooding issues, however a larger portion of the neighborhood sheet flows into streams, ditches, creeks, and eventually works its way to the river or swamp land. This stormwater often carries pollutants from lawn fertilizers, roads, cars, and other sources. Over the past decade there have been considerable creative solutions that have been used within communities to handle stormwater flooding and water contamination.

Recommendation:

As roads, parking areas, and other infrastructure are rebuilt over time, sustainable techniques should be considered so flooding and water way contamination is prevented.

Priority Classification: Long term

S 1.2 Streets

Green Streets are becoming more popular as property owners, residents and neighborhoods become concerned about the environmental effects of transitional development. One alternative is green streets.

Recommendation:

As roads and parking areas are rebuilt over time, the option of a green street should be considered in certain locations.

Priority Classification: Longterm

Urban Trees

The Rosewood Neighborhood has a good tree canopy throughout most of the residential area. Approximately 14% of all trees within the neighborhood are within the right-of-way. The largest and most concentrated tree canopy is along Gills Creek. There are significant areas of the neighborhood that have few to no public trees, and other areas that have very few private trees. Generally, these areas are portions of Edisto and South Kilbourne. Rosewood Drive has very few public or private trees along the corridor and has no tree canopy.

S 2.1 Encourage the development of a public-private reforestation processes throughout the Rosewood area.

Recommendation:

A larger number of the existing trees throughout Rosewood are of a similar age span, and the possibility that at some point in the near future a great deal of trees (both public and private) may require removal. The planting of new trees prior to the loss of older trees could assist in helping maintain the signature green canopy throughout the Rosewood Neighborhood

Priority Classification: Long term

S 2.2 Encourage the development of a Greening Rosewood Program

Recommendation:

There are many benefits to the tree canopy within Rosewood. A larger tree canopy will help with stormwater management, cooling needs of structures, and lower the overall temperature of streets and sidewalks during warm months. There are many creative programs such as adopt-a-tree initiatives, landscape awards, tree gifting programs, grants, and other funding resources that could maintain and enhance this element of the community.

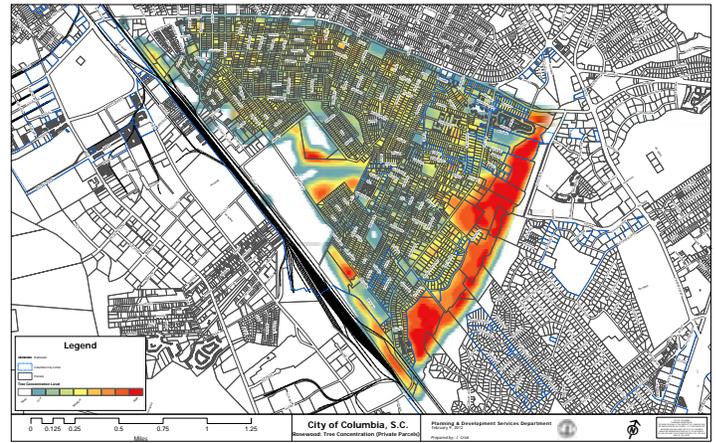
Priority Classification: Long term

S 2.3 Encourage the development targeted areas for tree planting

Recommendation:

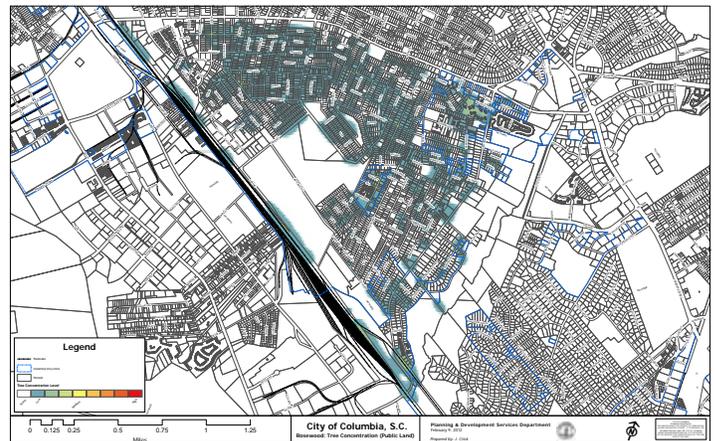
There are many areas within the Neighborhood that are lacking trees. It is recommended that a specific plan be developed that assists in targeting locations where the existing tree canopy is weak or lacking.

Priority Classification: Long term



Map 7.1

Trees located on Parks and Private Property
Larger Table Located in Appendix A.



Map 7.2

Public Trees, located within street right of ways
Larger Table Located in Appendix A.

Technology

S 3.1 Encourage the use of alternative technology for both public and private infrastructure with an emphasis on areas that are redeveloped, such as the industrial area, commercial corridor, and new housing developments.

Recommendation:

Such infrastructure may include LEED Certified Construction, LEED Neighborhood Developments, encouraging solar panel systems, LED lighting, or other advances that are appropriate for the neighborhood, corridor, and manufacturing areas.

Priority Classification: Long term

Gills Creek

The City currently owns approximately 140 acres of land along both sides of Gills Creek from approximately Rosewood Drive to Plowden Road.

S 4.1 Protect and enhance the Gills Creek area as a valuable urban amenity for the Rosewood Area and the City.

Recommendation:

The Gills Creek area of Rosewood is a unique amenity within an urban area. This area should be protected, as well as enhanced. Specifically, a detailed plan for the waterway which would address protection, water quality, provide access to residents, and provide connection to the neighborhood, should be developed over the next subsequent years.

Priority Classification: Long Term.

S 4.2 Encourage the care for Gills Creek

Recommendation:

Urban waterways are often filled with non-native plants, invasive species, pollutants, and urban trash. However, these spaces within urban areas can become a great environmental resource. Studies have shown that active and passive recreation areas can increase property values, and enhance a community's tax base. One way to enhance this natural area is to work with non-profits, volunteers, the Gills Creek Watershed Association, and the Clemson extension service to remove invasive species and plant native species.

Priority Classification: Long term.

Education

S 5.1 Consider supporting the formation of a neighborhood-based environmental education, non-profit community center that could be located within a neighborhood park or along Gills Creek Parkway.

Recommendation:

A neighborhood-based environmental education center is typically a non-profit organization whose mission is to provide outdoor laboratories for education of the environment. Typically, such endeavors are grass roots or through non-profit organizations such as the Gills Creek Watershed Association or similar organizations that are funded through donations, grants, fundraising and program fees.

Priority Classification: Long term

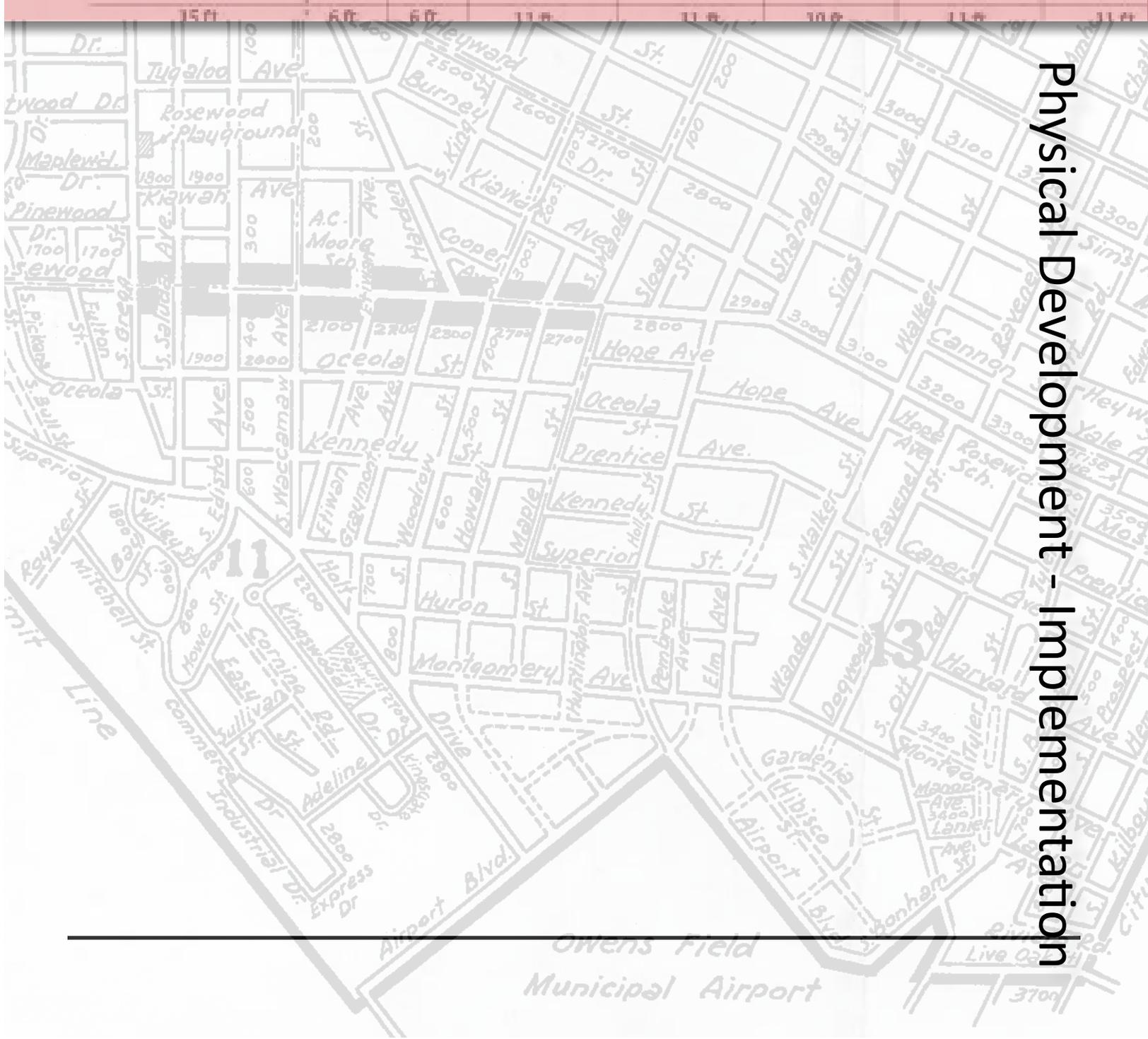
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ROSEWOOD > PLAN 8

A Corridor & Neighborhood Plan

8

Physical Development - Implementation



Implementation

The implementation of a neighborhood or corridor plan requires an understanding of programming and sequencing in order to begin. Implementation may be classified as policy, infrastructure, or initiatives. Each of these items can be addressed immediately, within the short term, long term, or on going.

Most policy items can be addressed within the immediate or short term time frame. These items should must be addressed by City Council and sometimes with City staff. Policy items typically begun with a council member's request, or by a request of the neighborhood association to their local council member. Most policy items with regard to land use and zoning will have minimal cost associated with them compared to infrastructure or initiatives.

Infrastructure items may be addressed by various governmental agencies which may include, but are not limited to, City and State agencies. Agencies include SCDOT, City of Columbia Planning and Development Services, Engineering and Utilities, or Public Works Departments. These implementation items typically tend to be more long term or on-going. Infrastructure items will have significant budget cost and may need to be planned over many fiscal years.

Initiatives are implementation items that typically must have a more grassroots process. Depending upon the initiative, there may be minimal involvement from the City, or there may be significant involvement. Outside groups often can be successful with initiatives. Groups that might work on such projects are the Rosewood Council of Governments, individual neighborhood associations, merchants associations, "friends of ___" groups, or other civic groups such as Rotary, Boy and Girl Scouts, and Palmetto Cycling Coalition, just to name a few.

The following pages are a summary of the recommendations found in Chapters 4 through 7 with titles and text abbreviated. References may be made through the use of the annotated numbering system.

Neighborhood				
No.	Recommendation Statement	Action	Priority	Est. Date
Land Use				
LU-N 1.1	Preservation of Residential Character	Amend Land Use Plan	Immediate	May 2012 with Adoption of Plan
LU- N 1.2	Minimize industrial and commercial creep into selected residential areas.	Minimize Industrial and Commercial Creep in to Neighborhood	On Going	
LU - N 1.3	Fill in "donut holes" within neighborhood, with the goal of having the entire neighborhood within the City limits.	Annexation of "donut holes"	On Going	
LU-N 1.4	Consider historic preservation designation in specific areas that have property owner support.	Historic District	Long Term	Early 2013
Zoning				
LU-N 2.1	Coordinate existing land uses, proposed land use plan with zoning policy.	Amend Zoning Map	Immediate	2012
LU-N 2.2	Coordination of future zoning changes with adopted land use plan.	Coordinate Land Use and Zoning Over time	On Going	
Design				
LU-N 3.1	Develop guidelines for new residential construction within the neighborhood (single-family and multi-family).	Develop Guidelines for New Construction	Short Term	2012-13
LU-N 3.2	Consider a form based zoning ordinance to combine zoning and design guidelines into one process - when the city prepares to update land development ordinances.	Consider Design within Zoning Code - Formed Base Code	Long Term	

Table 8.1
Summary of Recommendations for the Neighborhood

Corridor				
No.	Recommendation Statement	Action	Priority	Est. Date
Land Use				
LU-C 1.1	Provide flexibility and increase opportunities for development and redevelopment.	Amend Land Use Plan	Immediate	May 2012 with Adoption of Plan
LU- C 1.2	Provide flexibility for redevelopment of existing fringe residential properties to switch to selective commercial and office uses.	Redevelopment Flexibility for Existing Residential Structures	Long Term	
LU - C 1.3	Fill in "donut holes" within corridor, with the goal of having the entire corridor within the City limits.	Annexation of "donut holes"	On Going	
Zoning				
LU-C 2.1	Coordinate existing land uses and proposed land use plan with zoning policy.	Rezoning	Immediate	2012
LU-C 2.2	Coordination of future zoning changes with adopted land use plan.	Coordination of Land Use and Zoning Over time	On Going	
Design				
LU-C 3.1	Develop Design Guidelines for the corridor.	Develop Guidelines	Short Term	2012-13
Parking				
LU-C 4.1	Consider alternative parking criteria.	Exploration of Alternative Parking Solutions	Intermediate	
Streetscape				
LU-C 5.1	Improve the image and aesthetics of Rosewood Drive.	Improve Image of Corridor	Long Term	
LU-C 5.2	Improve the functionality of Rosewood Drive for all modes of transportation.	Improve Functionality of Rosewood Drive	Long Term	
LU-C 5.3	Develop a streetscape design that addresses public rights-of-way and semi public spaces within the first 10-15 feet of properties adjacent to Rosewood Drive.	Develop Pedestrian Friendly Streetscape Design/ Private Public	Immediate	
LU-C 5.4	Conduct a livability audit for the Rosewood Corridor, with a focus on places and streets.	Conduct a Livability Audit	Short Term	
LU-C 5.5	Create a central focal point to the district such as a green, plaza, or other community gathering space.	Creation of Central Focal Point	Long Term	

Table 8.2
Summary of Recommendations for the Corridor

Industrial				
No.	Recommendation Statement	Action	Priority	Est. Date
Land Use				
LU-I 1.1	Provide flexibility and increase opportunities for redevelopment of existing industrial lands.	Amend Land Use Plan	Immediate	May 2012 with Adoption of Plan
LU- I 1.2	Encourage an industrial association between existing property owners to assure a balance of uses, coordinated marketing, and shared amenities.	Encourage an Industrial Association	On Going	
Zoning				
LU-I 2.1	Provide a new zoning category that would emphasize characteristics of an urban technology area, while allowing for existing uses to thrive and grow.	Consider Zoning Update	Short Term	2012-13
LU-I 2.2	Provide a new zoning category that would address adjacencies of existing residential development.	Consider Form Based Code Elements	Short Term	2012-13
LU-I 2.3	Consider a zoning ordinance that is less Euclidian and more based upon form.	New Zoning District - Sympathetic to adjoining Residential	Short Term	2012-13
Design				
LU-I 3.1	Develop design guidelines to address various aesthetic concerns regarding industrial development.	New Zoning District - Less Use Based and More Form Based	Immediate	2012-13

Table 8.3a
Summary of Recommendations for the Industrial Area

Industrial - Cont.				
No.	Recommendation Statement	Action	Priority	Est. Date
Storm Water				
LU-I 4.1	Assure that new developments are coordinated to allow for the creation of regional stormwater basins to maximize development potential and property values.	Encourage Land Owners to work together to provide the most developable acreage	Intermediate	
Street Alignment				
LU-I 5.1	Develop a central secondary arterial street to connect Rosewood Drive and Jim Hamilton Boulevard	Develop Guidelines	Intermediate	
LU-I 5.2	Assure that new secondary arterial street connection is multi-model.	Require any design concepts to seek multiple options	Intermediate	
Infrastructure Investment				
LU-I 6.1	Develop a detailed plan to assure that this industrial area has the highest quality technology infrastructure and provide for future infrastructure for long term viability.	Consideration of a regional or group facility	On Going	
LU-I 6.2	Develop through a public private partnership, a program for alternative energy.	Work with various entities such as USC, SCANA Chamber, etc.	Short Term	
Transit				
LU-I 7.1	Work with the Central Midlands Regional Transit Authority to develop a routing plan that will provide service to the industrial area and allow for workers to access jobs.	Work to deliver quality transit service to employment areas	Long Term	

Table 8.3b
Summary of Recommendations for the Industrial Area

Transportation				
No.	Recommendation Statement	Action	Priority	Est. Date
Street Hierarchy				
T 1.1	Creation of Street Hierarchy	Adopt Street and priority identification plan	On going	May 2012 with Adoption of Plan
T 1.1.1	Identification of Neighborhood Arterials		On going	
T 1.1.2	Identification of Commercial Streets		On going	
T 1.1.3	Identification of Pedestrian Priority Streets		On going	
T 1.1.4	Identification of Residential Pedestrian Streets		On going	
T 1.1.5	Identification of Priority Parking Streets		On going	
T.1.1.6	Identification of Multi-Model Streets		On going	
T 1.1.7	Identification of Cyclist Priority Streets		On going	
Reduction of Speeds				
T 2.1	Enforcement	Develop Enforcement Techniques	On going	
T 2.1.1	Develop Educational and Unique Enforcement opportunities		On going	
T 2.1.2	Review of techniques over time and determine adjustments		On going	
T 2.2	Modification of Speed Limits	Encourage reduction of speed limits	Short term	
2.2.1	Reduction of speed limits on residential streets		Short term	
2.2.1	Reduction of speed limits on Beltline, Plowden, Jim Hamleton, and new spine road.		Short term	
T 2.3	Truck Route and Truck Route Ordinance	Develop Spine road and establish truck routes	Short term	
T 2.4	Establishment of Parking Zones	Consider Parking Zones	Long term	

Table 8.4a
Summary of Recommendations for Transportation

Transportation - Cont.				
No.	Recommendation Statement	Action	Priority	Est. Date
Traffic Calming				
T 3.1	Traffic Calming Evaluation Process	Develop a program for the installation of permanent traffic calming facilities	Short term/ Long term	
T 3.1.1	Process for evaluation and requesting		Short term/ Long term	
T.3.1.2	Temporary Facilities		Short term/ Long term	
T 3.1.3	Development of a priority list		Short term/ Long term	
T 3.1.3	Develop and define possible financial measures		Short term/ Long term	
Walkability				
T 4.1	Development of Priority Pedestrian Facilities Plan	Work to create a walkable community	On going	
T 4.2	Enhance Pedestrian Safety and Comfort	Work to create a walkable community	On going	
T 4.2.1	Installation of Sidewalks		On going	
T 4.2.2	installation of Pedestrian oriented elements		On going	
T 4.2.3	Installation of lighting at key locations		On going	
T 4.2.4	Installation of resting spaces		On going	
T 4.2.5	Develop policies for funding of sidewalks and maintenance.		On going	
Transit				
T 5.1	Create a transit system that is both convenient and enjoyable for neighborhood residents	Work to assure that Rosewood is served by quality transit	On going	
T 5.1.1	Provide pedestrian and cycling facilities to link transit options. This may include sidewalks and bike lanes to transit stop locations.		On going	

Table 8.4b
Summary of Recommendations for Transportation

Transportation - Cont.				
No.	Recommendation Statement	Action	Priority	Est. Date
Transit - Cont.				
T 5.1.2	Provide transit shelters. Currently, no transit shelters exist within the neighborhood. It is recommended that transit shelters be provided in at least two locations throughout the neighborhood. Shelters chosen should consider green options: optimal locations that are within 10 minutes of the largest possible population base, sun screening options, and possibly solar powered cooling options.		On going	
T 5.1.3	Provide amenities for transit users. Such amenities could include seating, bike parking, bike lockers, shade, and lighting		On going	
T 5.2	Work with City and Regional leaders to develop more transit options	Work to assure that Rosewood is served by quality transit	On going	
Cycling				
T 6.1	Create a connected cycling system that provides access to destinations within and beyond the neighborhood.	Work with city wide bike cycling planning	On going	
T 6.1.1	Provide bike lanes creating east-west and north-south connections through the neighborhood.		On going	
T 6.1.2	Provide facilities for bikes at key destinations such as parks, schools, and retail areas.		On going	

Table 8.4c
Summary of Recommendations for Transportation

Transportation - Cont.				
No.	Recommendation Statement	Action	Priority	Est. Date
Parking				
T 7.1	One side parking.	Consider Parking Techniques and Alternatives	Short Term	
T 7.2	Parking Groups	Consider Parking Techniques and Alternatives	Long Term	
T 7.3	Modification to City Ordinances	Consider Parking Techniques and Alternatives	Long Term	
T 7.3.1	Consider amending City Ordinances to require a minimal parking requirement within the parcel for single family units.		Long Term	
T 7.3.2	Consider regulating required on-site parking through a design overlay district for the neighborhood.		Long Term	
T 7.3.3	Consider guidelines regarding placement of driveways, parking pads, and other parking options for new construction.		Long Term	
T 7.4	Implementation of Parking Permit Opportunities	Consider Parking Techniques and Alternatives	Long Term	

Table 8.4d
Summary of Recommendations for Transportation

Sustainability				
No.	Recommendation Statement	Action	Priority	Est. Date
Stormwater				
S 1.1	Stormwater - Sustainable Infrastructure	Engage with future infrastructure projects	Long term	
S 1.2	Green Streets	Engage with future infrastructure projects	Long term	
Trees				
S 2.1	Encourage the development of a public-private reforestation processes throughout the Rosewood area.	At Neighborhood meetings provide programming about the benefits of trees	Long term	
S 2.2	Encourage the development of a Greening Rosewood program		Long term	
S 2.3	Encourage the development targeted areas for tree planting		Long term	
Technology				
S 3.1	Encourage the use of alternate technology for both public and private infrastructure with an emphasis on areas that are redeveloped, such as the industrial area, commercial corridor, and new housing developments.	At Neighborhood meetings provide programming about the benefits of sustainable technology	Long term	

Table 8.5a
Summary of Recommendations for Sustainability

Sustainability				
No.	Recommendation Statement	Action	Priority	Est. Date
Gills Creek				
S 4.1	Protect and enhance the Gills Creek area as a valuable urban amenity for the Rosewood Area and the City.	Work with interested parties to develop programs to care for the environmental area.	Long term	
S 4.2	Encourage the care of Gills Creek		Long term	
Education				
S 5.1	Consider supporting the formation of a neighborhood-based environmental education, non-profit community center that could be located within a neighborhood park or along Gills Creek Parkway.	At Neighborhood meetings provide information about educational opportunities	Long term	

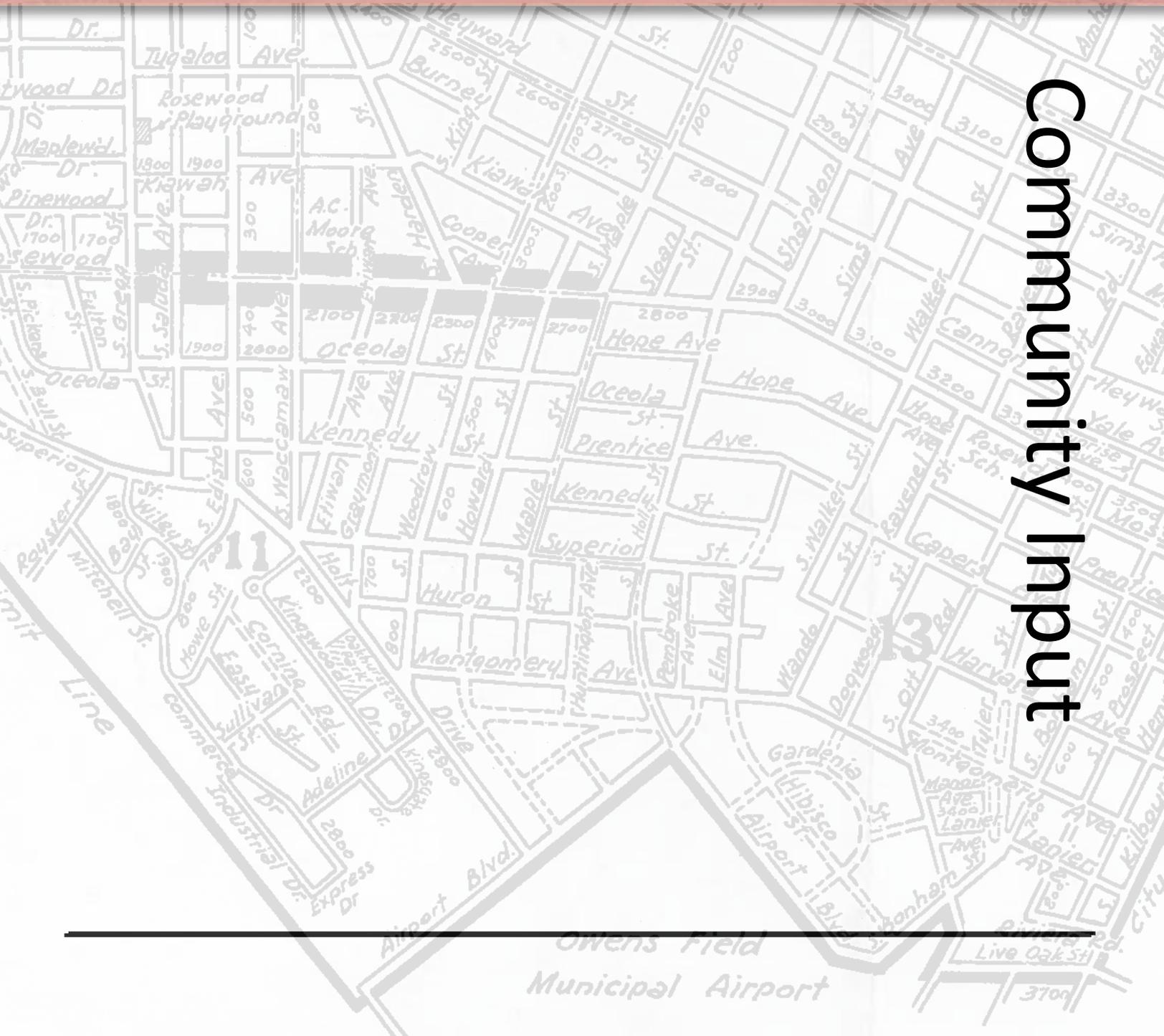
Table 8.5b
Summary of Recommendations for Sustainability

ROSEWOOD > PLAN

A Corridor & Neighborhood Plan

A

Community Input

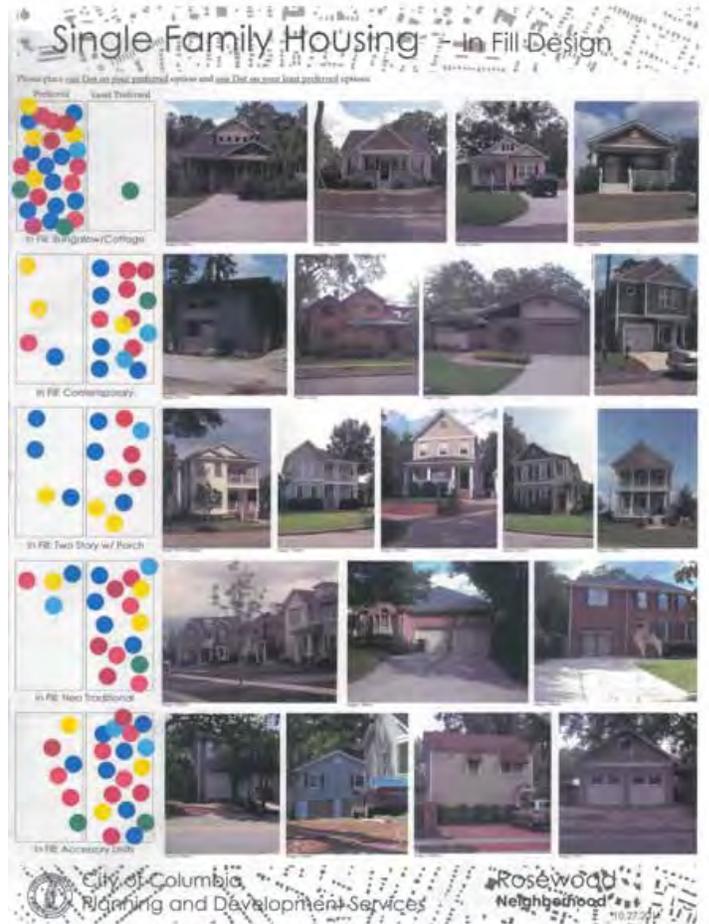


10.27.2011 Public Input

Community Input

October 2011

The initial input meeting for all residents, property owners, business owners, and other stakeholders was held on 27 October 2011 at the Edisto Discovery Center. This meeting was the foundation for understanding the issues, and provided Staff with the necessary information needed to begin a more focused study of these issues throughout the area. The format of the meeting was an informal open house with interactive display boards as well as personal conversation. On the following pages are images of the interactive display boards and a summary of the overall comments with regard to each topic.

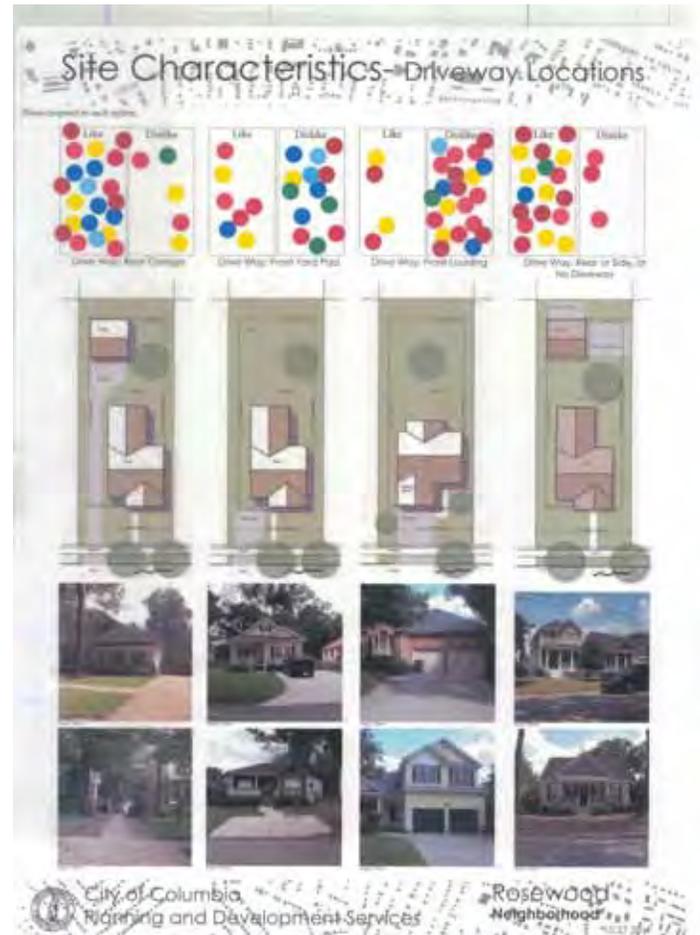
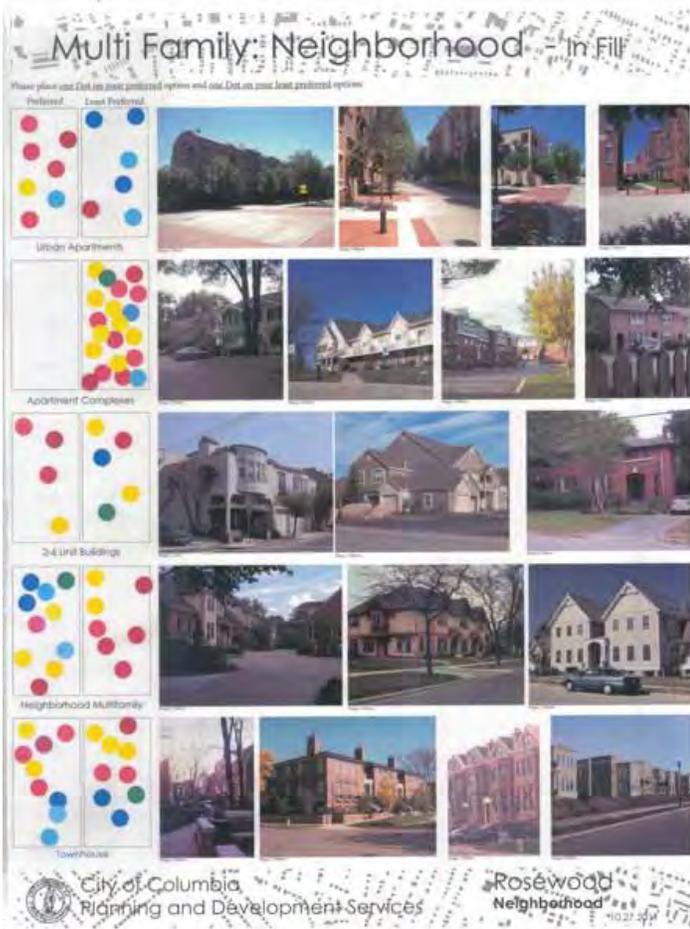


Single Family Infill

Early in the process it was expressed to staff that many individuals were unhappy with new construction that had occurred within the past decade.

The above board addressed common architectural styles and development patterns, including bungalows/cottages, contemporary, two-story, neo-traditional, and accessory units.

Individuals were asked which style of home was more appropriate for in-fill development within Rosewood. Overwhelmingly the response was that bungalow and cottage styles were preferred, while other choices were more often least preferred.



Multi-Family Infill Development

Early in the process, it was expressed to staff that many individuals were unhappy with existing multi-family. In addition, there were concerns about future multi-family housing.

The above board addressed common architectural styles and development patterns of multi-family buildings, such as urban apartments, complexes, 2-4 unit buildings, neighborhood multi-family, and townhomes.

Individuals were asked which was more appropriate for infill development within Rosewood. The preferred options were rather mixed between Neighborhood Multi-family and townhomes. There was however strong preference against traditional apartment complexes.

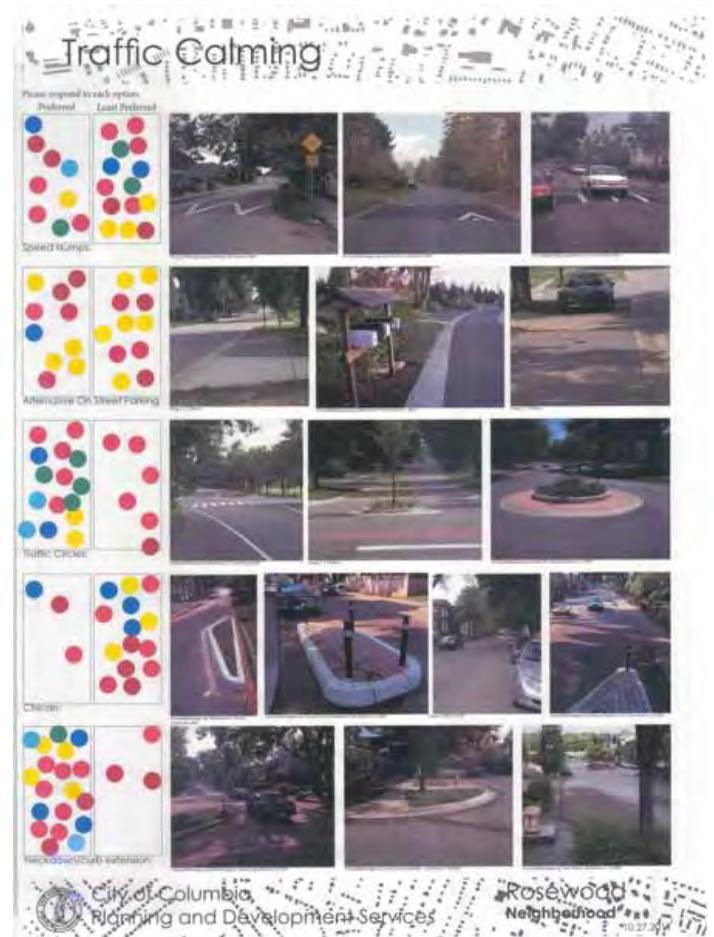
Site Characteristics Driveways

It was expressed early in the process that individuals were unhappy with new housing not providing appropriate driveways and accommodating parking on-site.

Four typical driveway and parking options were presented and participants were asked which options they liked and disliked.

There was a strong preference for liking traditional side driveways with rear garages. There was a strong dislike for front entry drives, and a fairly strong dislike of front yard paved parking areas.

10.27.2011 Public Input



Public Space

One of the key elements of making any commercial or neighborhood great is the public spaces that are found within these areas. The above board addressed common public space concepts.

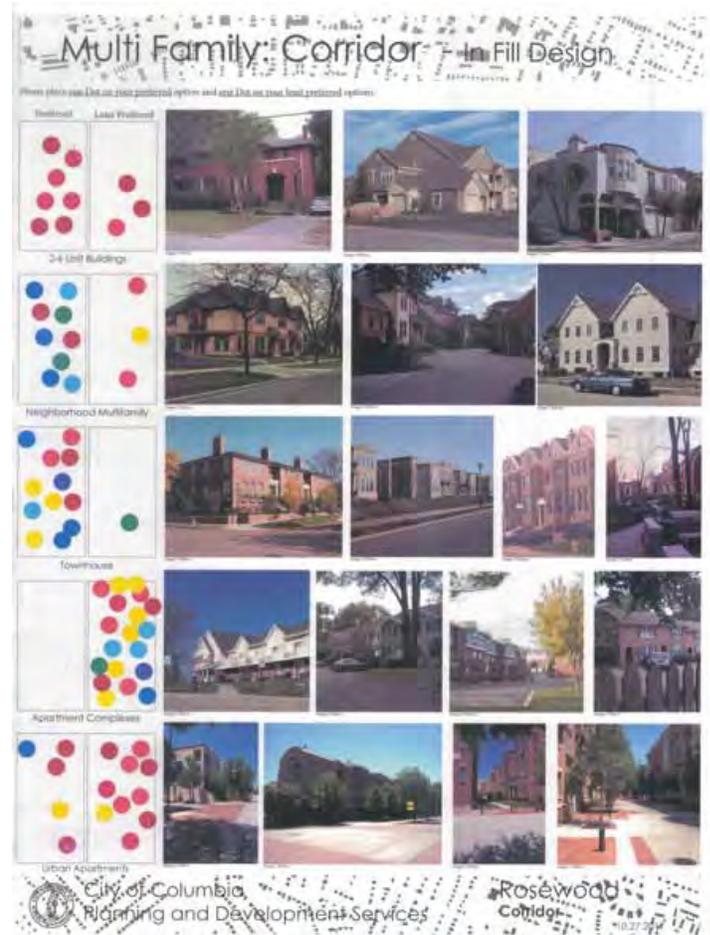
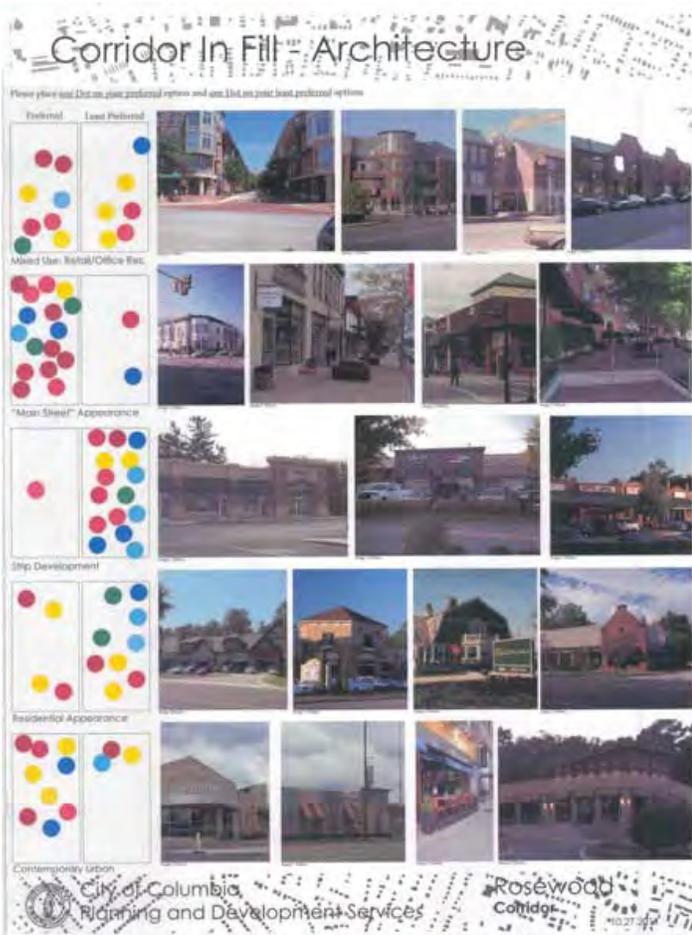
Individuals were asked what types of spaces were more appropriate for the neighborhood and corridor. The preferences were distinct. All forms of parks preferred comments for the neighborhood, while individuals desired Rosewood Drive to have more "green", shade, and vegetation, as well as, areas for activities and gathering.

Traffic Calming

Speeds and traffic are expressed as an issue throughout the area and corridor.

Individuals were asked which types of traffic calming if given a choice they would prefer. The result were rather mixed, however traffic circles were more liked than disliked, while Chicanes were more disliked.

10.27.2011 Public Input



Corridor - In Fill Architecture

One of the key elements of making any commercial area great is how the buildings relate to the street and their architecture.

The above board addressed common architectural styles and development patterns, including mixed use, main street, strip development, residential appearance, and contemporary/urban.

Individuals were asked which style of commercial development was preferred and least preferred for Rosewood Drive. Those styles that ranked as preferred were Main Street with some preference for contemporary/urban, and mixed use. Strip development and residential were least preferred.

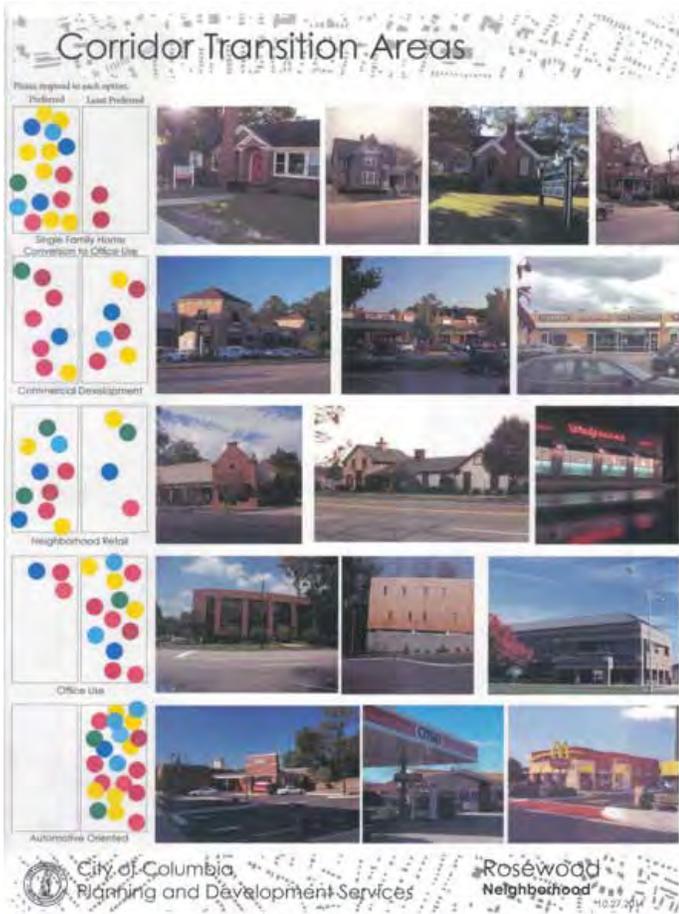
Corridor - In fill Multi-Family

Early in the process it was expressed to staff that many individuals were unhappy with existing multi-family. In addition there were concerns about future multi-family housing.

The above board addressed common architectural styles and development patterns of multi family buildings, such as urban apartments, complexes, 2-6 unit buildings, neighborhood multi-family, and town homes.

Individuals were asked which was more appropriate for in fill development along Rosewood Drive. The preferred options were 2-6 units, townhouses, and neighborhood. Those that were least preferred were complexes and urban structures.

10.27.2011 Public Input

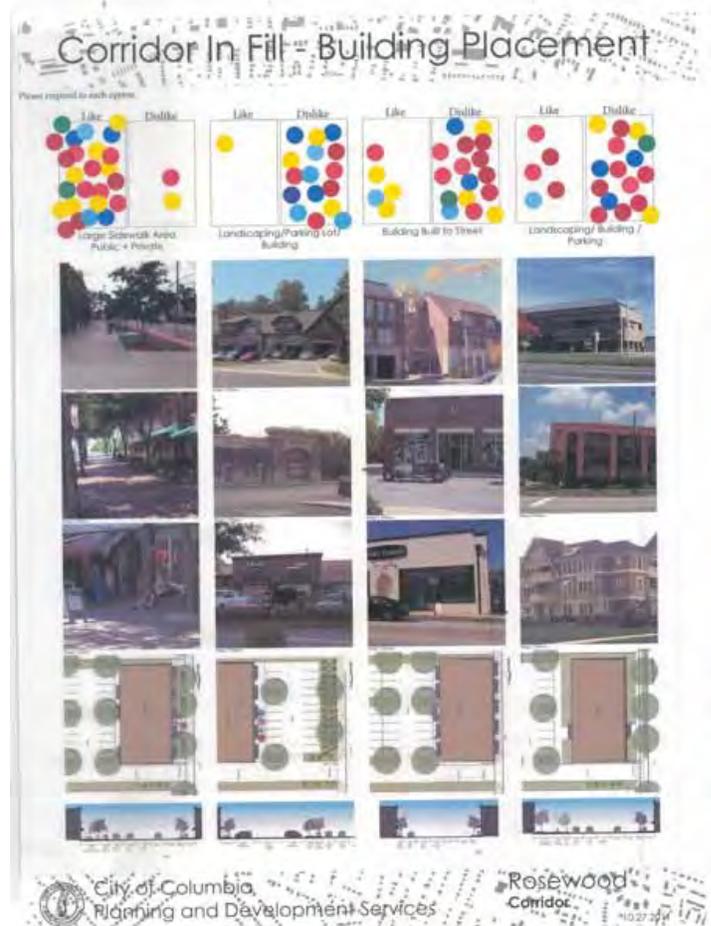


Corridor - Transition Areas

Over the past decade residential homes along Rosewood Drive have been slowly converted to offices and other commercial uses.

The above board addressed common design options that often occur within transitional areas. These include single family home conversions, strip development, neighborhood retail, offices, and automobile-oriented use.

Individuals were asked which was more appropriate for transition areas along Rosewood Drive. The preferred option was residential conversion. Those that were least preferred were automotive-oriented and offices.

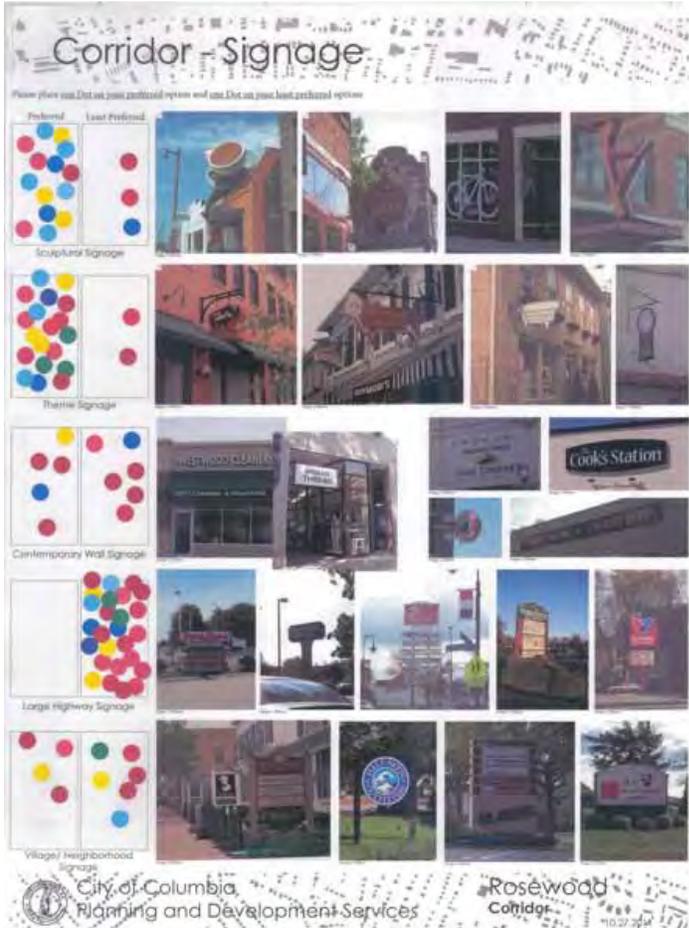
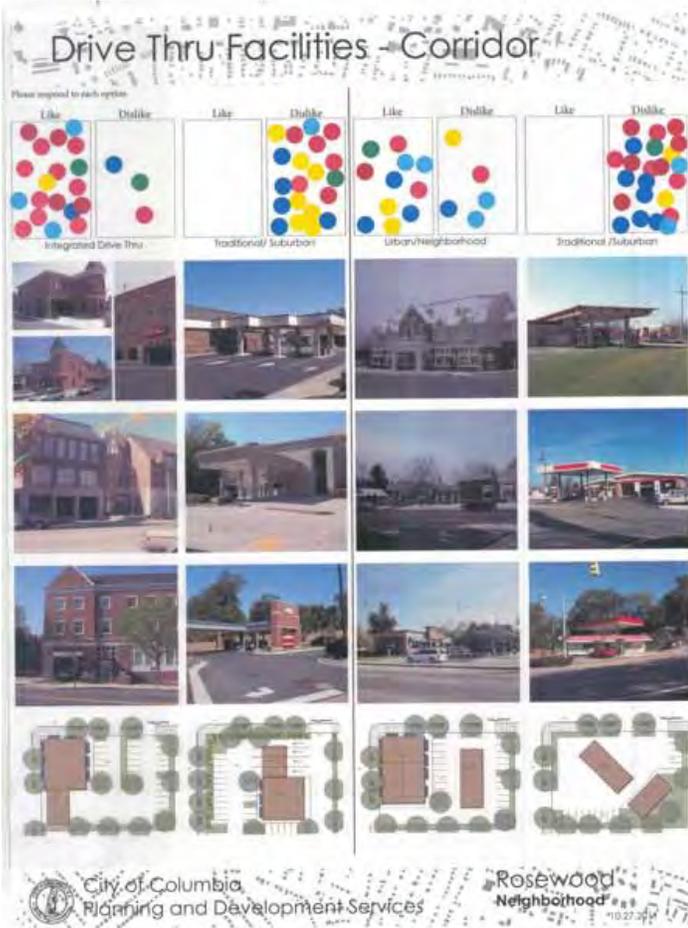


Corridor - In fill Building Placement

Commercial Developments can be developed with many site options. In order to understand the communities preference, a number of site options were presented. These include large sidewalks, front parking with landscaping, building to the street, and buildings within a landscape setting.

Individuals were asked which was more appropriate for Rosewood Drive. Most individuals preferred the options of larger sidewalks; while those options that were disliked were parking in front, streets to the edge of the street, and buildings as objects within landscaping.

10.27.2011 Public Input



Corridor - Drive Thru Facilities

Many uses that are commonly found in commercial areas within neighborhoods have automobile-oriented uses. Often these uses are needed on a daily basis.

The above board addressed common design options and options that can often occur with contextual site design.

Individuals were asked which was more appropriate for Rosewood Drive. Those designs that individuals liked included buildings located near the street with automotive uses more integrated into the overall site rather than having parking and circulation as the prominent character defining feature.

Corridor - Signage

Signage is an important item in any community. It communicates, advertises and defines the visual image of the community or commercial district.

Individuals were asked which types of signs they felt were more appropriate for Rosewood Drive. The preferred option were sculptural and theme.

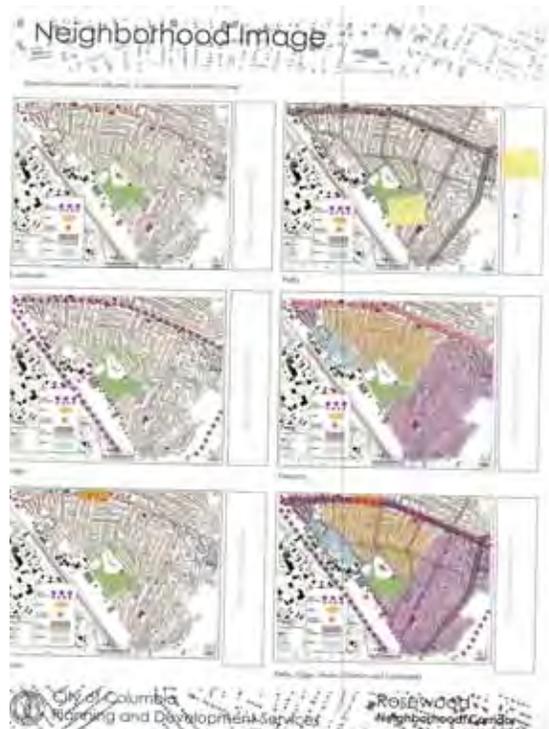
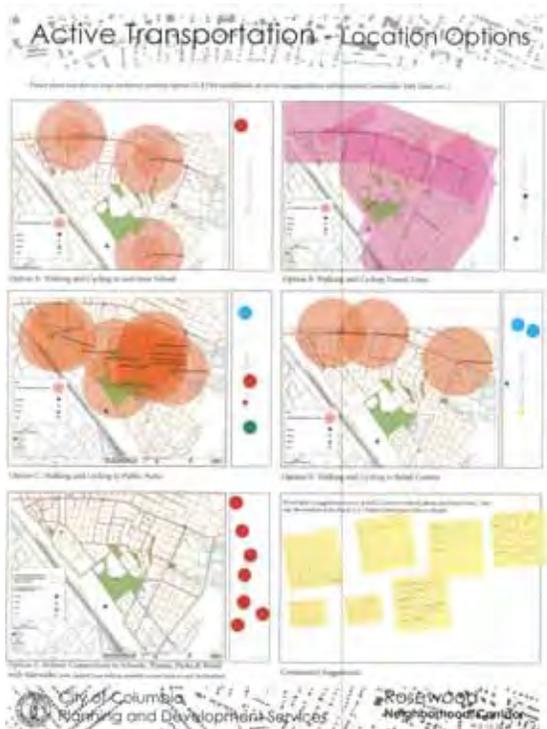
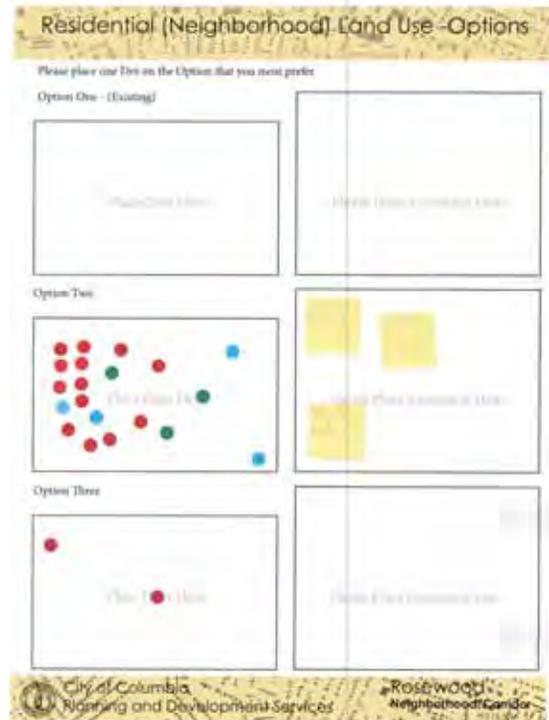
12.15.2011 Public Input

Community Input

December 2011

The second meeting, which was held on 15 December 2011, presented the initial concepts and ideas that were discussed at the October meeting. This meeting was held as a more formal workshop format where staff presented the results of the previous public meeting, and presented the various options to seek direction for more formal recommendations. The meeting allowed the public a greater idea of the overall scale and scope of the comments, and allowed them to shape and guide the process, and ultimately, the end product.

Staff presented numerous options ranging from land use, building forms, streetscape sections, environmental issues, and other similar aspects. The following boards were presented at this public meeting.



12.15.2011 Public Input

Neighborhood Design Guidelines Items that Affect Character

There are many elements of the design of a neighborhood that when put together provide a neighborhood or building a unique character. Below are a series of items that are often addressed in design guidelines for neighborhoods. These items are not intended to be prescriptive, but to be used as a guide to help address the planning process or provide design guidelines. Consider your own property as well as the neighborhood.

Neighborhood Pattern	Yes	No	Building Design	Yes	No
Setback	●●●●●		Scale and Massing	●●●●●	
Height	●●●●●		Architectural Style	●●●●●	
Window Placement Along the Street	●●●●●		Street Wall	●●●●●	
Signage and Graphics	●●●●●		Street and Building Materials/Finishes	●●●●●	
Commercial Parking Area	●●●●●		Roof Structure	●●●●●	
Sign Location and Orientation	●●●●●		Roof Form and Roof Style	●●●●●	
Relationship to Adjacent Properties			Windows (Materials, Proportions and Detailing)	●●●●●	
Architectural Detail	●●●●●		Decorative Elements	●●●●●	
Street Lighting	●●●●●		Columns	●●●●●	
Use Plan	●●●●●		Canopies and Walkways	●●●●●	
Relationship of Windows and Doors to Adjacent Properties	●●●●●		Other	●●●●●	

City of Columbia Planning and Development Services | Rosewood Neighborhood Corridor

Commercial Corridor Land Use Options

Please place your dot on the Option that you most prefer.

Option One - (Existing)

Option Two

Option Three

City of Columbia Planning and Development Services | Rosewood Neighborhood Corridor

Corridor Design Guidelines Items that Affect Character

There are many elements of the design of a corridor that when put together provide a neighborhood or building a unique character. Below are a series of items that are often addressed in design guidelines for corridors. These items are not intended to be prescriptive, but to be used as a guide to help address the planning process or provide design guidelines. Consider your own property as well as the neighborhood.

Neighborhood Pattern	Yes	No	Building Design	Yes	No
Setback	●●●●●		Scale and Massing	●●●●●	
Height	●●●●●		Architectural Style	●●●●●	
Window Placement Along the Street	●●●●●		Street Wall	●●●●●	
Signage	●●●●●		Street Materials	●●●●●	
Building Style	●●●●●		Roof Structure	●●●●●	
Building Orientation	●●●●●		Roof Lines and Roof Style	●●●●●	
Street Materials	●●●●●		Street Design	●●●●●	
Decorative Detail	●●●●●		Decorative Elements	●●●●●	
Window Lighting	●●●●●		Outdoor Dining / Access Areas	●●●●●	
Use Plan	●●●●●		Corner Architecture	●●●●●	
Signage	●●●●●		Other	●●●●●	
Relationship of Windows and Doors to Adjacent Properties	●●●●●				
Architectural Styling	●●●●●				

City of Columbia Planning and Development Services | Rosewood Neighborhood Corridor

Corridor Design Guidelines Items that Affect Character

There are many elements of the design of a corridor that when put together provide a neighborhood or building a unique character. Below are a series of items that are often addressed in design guidelines for corridors. These items are not intended to be prescriptive, but to be used as a guide to help address the planning process or provide design guidelines. Consider your own property as well as the neighborhood.

Neighborhood Pattern	Yes	No	Building Design	Yes	No
Setback	●●●●●		Scale and Massing	●●●●●	
Height	●●●●●		Architectural Style	●●●●●	
Window Placement Along the Street	●●●●●		Street Wall	●●●●●	
Signage	●●●●●		Street Materials	●●●●●	
Building Style	●●●●●		Roof Structure	●●●●●	
Building Orientation	●●●●●		Roof Lines and Roof Style	●●●●●	
Street Materials	●●●●●		Street Design	●●●●●	
Decorative Detail	●●●●●		Decorative Elements	●●●●●	
Window Lighting	●●●●●		Outdoor Dining / Access Areas	●●●●●	
Use Plan	●●●●●		Corner Architecture	●●●●●	
Signage	●●●●●		Other	●●●●●	
Relationship of Windows and Doors to Adjacent Properties	●●●●●				
Architectural Styling	●●●●●				

City of Columbia Planning and Development Services | Rosewood Neighborhood Corridor

2.16.2012 Public Input

Community Input

February 2012

The third meeting, held on 16 February 2012, was a more formal meeting designed to be a two-way conversation between planning staff and the neighborhood and corridor participants. City planning staff presented final recommendations and findings for both aspects of the area. Goals and Objectives were finalized as well as recommendations. The following boards were presented and read aloud during the meeting; comments and modifications were made at the meeting. A series of boards consisting of a summary of existing conditions was also available for review.

Vision Statements

Sustainability

To acknowledge and consider sustainability practices throughout Rosewood Neighborhood and Rosewood Corridor as various elements of the neighborhood change over time. Specifically, with regard to infrastructure, stormwater, parks, and new construction.

Transportation

Create a neighborhood and corridor where all residents and visitors, regardless of age or ability, can walk, and use streets without fear of being hit by an automobile. A place where bicycling is encouraged and automobile traffic is calm, courteous, and equal to other transit modes. A community where automobile parking is integrated into the development pattern, preventing a public realm being dominated by parked cars.

Rosewood Drive Corridor

A corridor where residents of adjoining neighborhoods and the greater City can come together to find their daily needs and services, entertainment, and friends. A street that becomes a place that is more than a corridor, but a place where people gather, socialize, recreate and becomes the focal point of the neighborhood. A shopping district that is walkable, safe, and has a unique style.



Document Outline

- Rosewood Plan
 - City Council Resolution
 - Plan Commission Resolution
- Acknowledgments
- Executive Summary
- Table of Contents
- Chapters
 - Chapter 1 Introduction
 - Chapter 2 Planning Process
 - Chapter 3 Existing Conditions
 - Chapter 4 Physical Development - Neighborhood
 - Chapter 5 Physical Development - Corridor
 - Chapter 6 Transportation
 - Chapter 7 Sustainability
 - Chapter 8 Catalytic Projects
 - Chapter 9 Implementation
- Appendix
 - Appendix A: Community Input Summary
 - Appendix B
 - Appendix C



Vision Statements

Industrial Area

A manufacturing and business area that can respond to the growing need for high tech facilities within the global market place. A place that is pleasant to come to work, is a front door to the community, and shows the city's potential into the next century. A district that is sympathetic to the surrounding residential and park lands that creates a seamless community. An industrial district that is walkable, safe, and has a unique style.

Neighborhood

A neighborhood that has a coordinated development pattern for residential dwellings, that have access through various transportation modes to parks, schools, retail, and employment. A community that allows for individuality yet encourages the aesthetic qualities that make the community unique within the City and region. A community that, allows for development and growth but not at the expense of losing the community's character and sense of place.



Goals: Corridor

Corridor Physical Development - Goals

1. Encourage the reuse of existing residential structures along the corridor.
2. Create a high-quality pedestrian orientated shopping district.
3. Provide better connectivity into the surrounding neighborhoods.
4. Create a high-quality mix of uses, which would increase destination retail options, while serving the needs of neighborhood residents.
5. Create a clear focus of uses within the three distinct areas along the three miles of the Rosewood Corridor.
6. Employ a "Park Once" concept where parking may be shared, and allow residents to walk to multiple stores and destination within the distinct areas of the corridor.
7. Provide better buffers from commercial and mixed-uses and the residential neighborhood.
8. Allow Rosewood to develop into its future with a unique sense of place, building upon traditions.

Recommendations: Corridor

Land Use Plan	Parking
<p>LU-C.1.1 Provide flexibility and increase opportunities for development and redevelopment</p> <p>LU-C.1.1.1 Amend Land Use Plan to encourage a mixture of use that will be able to support the neighborhoods and larger community.</p> <p>Priority Classification: _____</p>	<p>LU-C.3.1 Consider alternative parking criteria.</p> <p>Priority Classification: _____</p>
<p>LU-C.1.2 Provide flexibility for redevelopment of existing single residential properties to switch to selective commercial and office uses.</p> <p>Priority Classification: _____</p>	<p>Design Guidelines</p> <p>LU-C.4.1 Develop Design Guidelines for the corridor.</p> <p>Priority Classification: _____</p>
<p>LU-C.1.3 Fill in "demon holes" within corridor, with the goal of having the entire corridor within the city limits.</p> <p>Priority Classification: _____</p>	<p>Streetscape and Public Space</p> <p>LU-C.5.1 Improve the image and aesthetics of Rosewood Drive.</p> <p>Priority Classification: _____</p>
<p>Rezoning</p> <p>LU-C.2.1 Coordinate existing land uses and proposed land use plan with zoning policy.</p> <p>LU-C.2.1.1 Amend zoning map to coordinate adopted land use plan for the corridor.</p> <p>Priority Classification: _____</p>	<p>LU-C.5.2 Improve the functionality of Rosewood Drive for all modes of transportation.</p> <p>Priority Classification: _____</p>
<p>LU-C.2.2 Coordination of future zoning changes with adopted land use plan.</p> <p>Priority Classification: _____</p>	<p>LU-C.5.3 Develop a streetscape design that addresses public rights-of-way and semi public spaces within the first 10-15 feet of properties adjacent to Rosewood Drive.</p> <p>Priority Classification: _____</p>
	<p>LU-C.5.4 Conduct a liability audit for the Rosewood Corridor, with a focus on places and streets.</p> <p>Priority Classification: _____</p>
	<p>LU-C.5.6 Create a central focal point to the district such as a green, plaza, or other community gathering space.</p> <p>Priority Classification: _____</p>

Goals: Neighborhood

Neighborhood Physical Development - Goals

1. Encourage and maintain the single-family heritage of the community.
2. Encourage new structures and developments to compliment the existing architecture of the neighborhood.
3. Provide opportunities in selected areas for densities higher than a single-family home.
4. Maintain the single-family destiny throughout a majority of the neighborhood.
5. Provide a more walkable and sustainable community for the future.
6. Increase and develop a stronger sense and definition of what makes Rosewood a unique and memorable neighborhood.

Recommendations: Neighborhood

Land Use Plan	Design Guidelines
<p>LU-N.1.1 Preservation of Residential Character</p> <p>LU-N.1.1.1 Amend Land Use</p> <p>Priority Classification: _____</p>	<p>LU-N.3.1 Develop guidelines for new residential construction within the neighborhood (single family and multi family).</p> <p>Priority Classification: _____</p>
<p>LU-N.1.2 Maintain industrial and commercial zoning in selected residential areas.</p> <p>Priority Classification: _____</p>	<p>LU-N.3.2 Consider a form-based zoning ordinance to combine zoning and design guidelines into one process - when the city prepares to update land development ordinances.</p> <p>Priority Classification: _____</p>
<p>LU-N.1.3 Fill in "demon holes" within neighborhood, with the goal of having the entire neighborhood within the city limits.</p> <p>Priority Classification: _____</p>	
<p>LU-N.1.4 Consider historic preservation designations in specific areas that have property owner support.</p> <p>Priority Classification: _____</p>	
<p>Zoning</p> <p>LU-N.2.1 Coordinate existing land uses, proposed land use plan with zoning policy.</p> <p>LU-N.2.1.1 Amend zoning map to coordinate with adopted land use plan.</p> <p>Priority Classification: _____</p>	
<p>LU-N.2.2 Coordination of future zoning changes with adopted land use plan.</p> <p>Priority Classification: _____</p>	

2-16-2012 Public Input

Goals: Industrial

Industrial Physical Development - Goals

1. Create an industrial district that has a coordinated image that is welcoming and has a unique identity that celebrates the past, and looks towards the future.
2. Allow for the redevelopment and future investment of the area, while being sympathetic to the proximity of residential properties and public parks.
3. Create an industrial area that addresses the needs of emerging markets and growth sectors within a global economy.
4. Take advantage of the existing multi-modal location for manufacturing and technology firms.
5. Create a gate way entry linking Rosewood Drive to the Jim Hamilton Boulevard.
6. Create an industrial area that is multi-modal serving the needs of employers, workers, and the residents of the City.
7. Coordinate infrastructure uses such as transportation, stormwater management, and technology to allow for the maximization of developable land and tax base.

Recommendations: Industrial

Land Use Recommendations

UH-1.1 Provide flexibility and increase opportunities for redevelopment of existing industrial lands.
Priority Classification: _____

UH-1.2 Encourage an industrial association between existing property owners to ensure a balance of uses, coordinated marketing, and shared amenities.
Priority Classification: _____

Zoning Recommendations

UH-2.1 Provide a new zoning category that would emphasize characteristics of an urban technology area, while allowing for existing uses to thrive and grow.
Priority Classification: _____

UH-2.2 Provide a new zoning category that would address advantages of existing residential development.
Priority Classification: _____

UH-2.3 Consider a zoning ordinance that allows for a higher density and more mixed uses.
Priority Classification: _____

Design Guidelines

UH-3.1 Develop design guidelines that address various aesthetic concerns regarding industrial development.
Priority Classification: _____

Coordinated Storm Water Management

UH-4.1 Assess that new developments are coordinated to allow for the creation of regional stormwater basins to maximize development potential and property values.
Priority Classification: _____

Street Alignments Recommendations

UH-5.1 Develop a central secondary arterial street to connect Rosewood Drive and Jim Hamilton Boulevard.
Priority Classification: _____

UH-5.2 Assess that local secondary arterial street connection is multi-modal.
Priority Classification: _____

Infrastructure Investment

UH-6.1 Develop a detailed plan to ensure that the industrial area has the highest quality technology infrastructure and provide for future infrastructure for long term viability.
Priority Classification: _____

UH-6.2 Develop through a public-private partnership a program for alternative energy.
Priority Classification: _____

Transit Service

UH-7.1 Work with the Central Midlands Transit Authority to develop a routing plan that will provide service to the industrial area and allow for workers to access jobs.
Priority Classification: _____

Goals: Sustainability

1. Encourage the use of sustainable development practices within parks, infrastructure, new private construction, and existing properties to reduce environmental impacts.
2. Increase, maintain, and replace existing tree canopy as needed.
3. Encourage the use of new and old technologies that reduce impacts on the environment, such as rain barrels, high-efficiency lighting, green roofs, rain gardens, "green streets", and similar options.
4. Encourage the use of transportation options which will improve air quality.
5. Protect and maintain the existing urban forests that are located along Gills Creek.
6. Develop awareness within the neighborhood and corridor about sustainable techniques, practices, and programs.

Recommendations: Sustainability

Sustainable Infrastructure

S.1.1 Stormwater
As roads, parking areas, and other infrastructure is rebuilt over time, sustainable techniques should be considered, so flooding and water way contamination is prevented.
Priority Classification: _____

S.1.2 Streets
As roads and parking areas are rebuilt over time the option of a green street should be considered in certain locations.
Priority Classification: _____

Urban Trees

S.2.1 Reforestation
Encourage the development of a public, private reforestation program throughout the Rosewood area.
Priority Classification: _____

S.2.2 Greening Program
Encourage the development of a greening Rosewood Program.
Priority Classification: _____

S.2.3 Tree Planting Target Areas
Encourage the development targeted areas for tree planting.
Priority Classification: _____

Technology

S.3.1 Alternative Technology
Encourage the use of alternative technology for both public and private infrastructure, with an emphasis on areas that are redeveloped, such as the industrial area, commercial corridor, and new housing developments.
Priority Classification: _____

Gills Creek

S.5.2 Protection and Enhancement
Protect and enhance the Gills Creek area as a valuable urban amenity for the Rosewood Area and the City.
Priority Classification: _____

S.5.3 Maintenance
Encourage the care for Gills Creek.
Priority Classification: _____

Sustainability Education

S.6.1 Education
Consider supporting the formation of a neighborhood-based environmental education, non-profit community center that could be located within a neighborhood park or along Gills Creek Parkway.
Priority Classification: _____

Goals: Transportation

Transportation Goals

1. Reduce traffic speeds.
2. Make the community safer, and more convenient, for all ages of users.
3. Provide a clear and distinguishable hierarchy of streets.
4. Create opportunities for residents to choose healthy options for transportation; resulting in better health of residents and the environment.
5. Provide a clear and logical access pattern around the neighborhood for industrial, regional, and local access.
6. Provide more organized parking solutions within rights of way where the spatial dimensions allow.

Recommendations: Transportation

Hierarchy of Streets

- | | |
|--|---|
| <p>T 1.1 Creation of a Street Hierarchy</p> <p>T 1.1.1 Identification of Neighborhood Arterials.</p> <p>T 1.1.2 Identification of Commercial Streets.</p> <p>T 1.1.3 Identification of Pedestrian Priority Streets.</p> <p>T 1.1.4 Identification of Residential Pedestrian Streets.</p> <p>T 1.1.5 Identification of Priority Parking Streets.</p> <p>T 1.1.6 Identification of Multi-Modal Streets.</p> <p>T 1.1.8 Identification of Cyclist Priority Streets.</p> <p>Priority Classification: _____</p> | <p>T 2.3 Truck Route and Truck Route Ordinance</p> <p>T 2.4.1 Work with City, County, and State agencies to establish a truck route and truck route ordinance that will eliminate truck traffic through the Rosewood Neighborhood.</p> <p>Priority Classification: _____</p> <p>T 2.4 Establishment of Parking Zones</p> <p>T 2.5.1 Coordinate areas to permit parking with regard to where pedestrians will and will not walk.</p> <p>Priority Classification: _____</p> |
|--|---|

Reduction of Speeds

- T 2.1 Enforcement.
- T 2.1.1 Work with Enforcement agencies on a consistent basis to assess various ways to provide educational and unique enforcement opportunities.
- T 2.1.2 As new pedestrian and bicycle facilities are provided over time, work with law enforcement agencies to evaluate enforcement policies to determine if adjustments are needed.
- Priority Classification: On-going
- T 2.2 Modification of Speed limits.
- T 2.2.1 Consider petitioning SCDOT to reduce the speed limit on Ott from 35 to 20 between Rosewood and Bunkian.
- T 2.2.2 Consider petitioning SCDOT, the County, and City to reducing the speed limit of 25 to 20 on all streets between Rosewood, Bellline, Plowden/ Jim Hamilton/Commerce.
- Priority Classification: _____

Cycling Recommendations

- T 6.1 Create a connected cycling system that provides access to destinations within and beyond the neighborhood.
- T 6.1.1 Provide bike lanes creating east-west and north-south connections through the neighborhood.
- T 6.1.2 Provide facilities for bikes at key destinations such as parks, schools, and retail areas.
- Priority Classification: _____

Recommendations: Transportation

Traffic Calming

- Priority Focus Areas:
- Rosewood Drive Intersections
 - Areas within 4 blocks of each elementary school, including AC Moore, Kibbourn, and Rosewood.
 - Areas around Parks
 - The following Pedestrian Priority Streets.
 - The following Streets with high rates of traffic collisions: _____

- T 3.1 Traffic Calming Evaluation Process.
- T 3.1.1 Develop a program between the (neighborhood), SCDOT, and the City to establish a process for requesting, evaluating and installing traffic calming elements.
- T 3.1.2 Develop a process where temporary facilities can be installed allowing for evaluation and calming to occur prior to having funding in place for permanent installation.
- T 3.1.3 Develop a priority list of locations for possible temporary traffic calming measures with a focus on the priority areas listed above.
- T 3.1.3 Identify and define possible ways to finance long-term permanent measures.
- Priority Classification: _____

Walkability Recommendations

- T 4.1 Development of a Priority Pedestrian Facilities
- T 4.1.1 Implement the priority pedestrian facilities map **.**.

- Priority Classification: On-going
- T 4.2 Enhance Pedestrian Safety and Comfort
- T 4.2.1 Installation of Sidewalks.
- T 4.2.2 Installation of pedestrian orientated intersections, crosswalks, bump outs.
- T 4.2.3 Installation of Lighting at key locations and destinations to provide an additional level of safety and security.
- T 4.2.4 Installation of resting places. As the population of the neighborhood ages, resting places will become important over longer distances.
- T 4.2.5 Develop policies for funding of sidewalks and maintenance. Examples may include district wide funding, individual funding, and funding by street.
- Priority Classification: _____

Transit Recommendations

- T 5.1 Create a transit system that is both convenient and enjoyable for neighborhood residents
- T 5.1.1 Provide pedestrian and cycling facilities to link transit options.
- T 5.1.2 Provide transit shelters.
- T 5.1.3 Provide amenities for transit users.
- Priority Classification: _____
- T 5.2 Work with City and Regional leaders to develop more transit options.
- T 5.2.1 Participation in future transit discussion.
- Priority Classification: _____

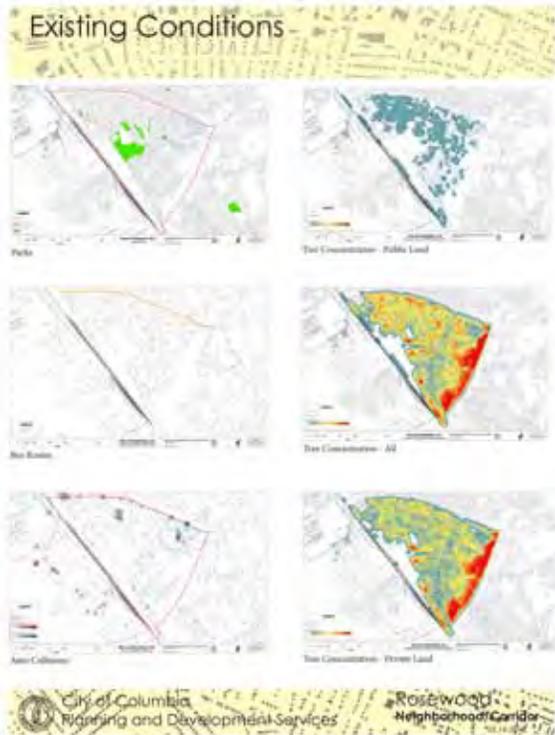
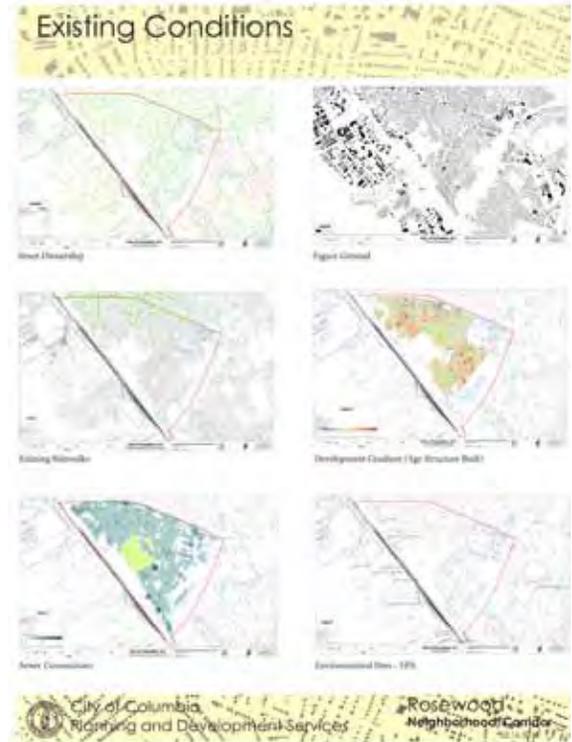
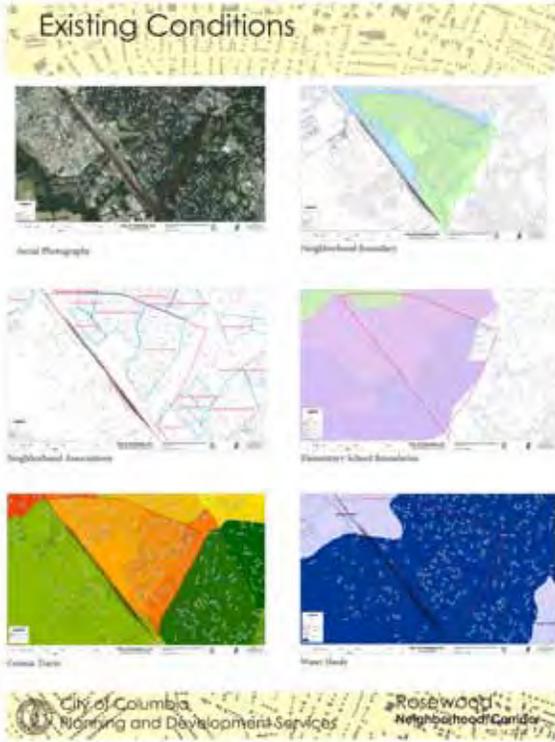
Recommendations: Transportation

Parking Recommendations

- T 6.1 One side parking.
- T 6.1.1 Coordinate a field survey with planning staff and neighborhood residents to determine where high daytime and nighttime parking occurs, and evaluate possible options for low cost solutions, such as one sided parking.
- Priority Classification: _____
- T 6.2 Parking Groups
- T 6.2.1 At the time of reconstruction, repaving, installation of sidewalks, or other improvements, a detailed analysis should be conducted to determine the need for on-street parking within the section and considering grouped parking options.
- Priority Classification: _____

- T 6.3 Modification to City Ordinances
- T 6.3.1 Consider amending City Ordinances to require a minimal parking requirement within the parcel for single family units.
- T 6.3.2 Consider regulating required on-street parking through a design overlay district for the neighborhood.
- T 6.3.3 Consider guidelines regarding placement of driveways, parking pads, and other parking options for new construction.
- Priority Classification: _____
- T 6.4 Implementation of Parking Permit
- T 6.4.1 Examine the opportunity associated cost and city-wide impact on regulating parking through a residential permit process.
- Priority Classification: _____

2.16.2012 Public Input

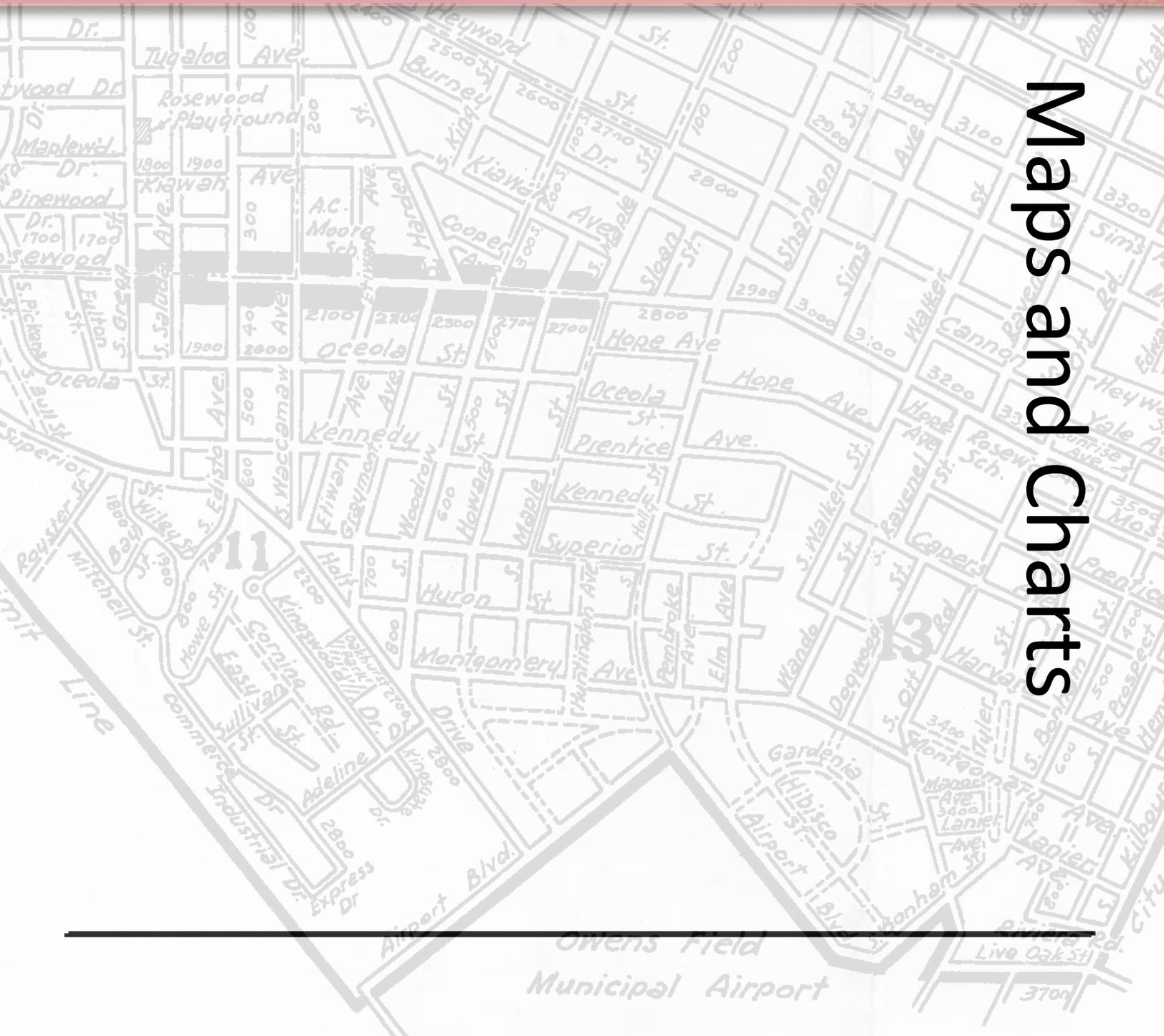


ROSEWOOD > PLAN

A Corridor & Neighborhood Plan

B

Maps and Charts

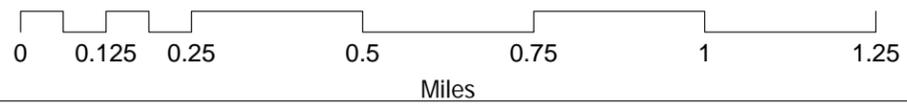


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Legend

- Streets
- +— Railroads
- Rosewood Boundary Line
- Columbia City Limits



City of Columbia, S.C.
Rosewood: Aerial Photo

Planning & Development Services Department
February 9, 2012
Prepared by: C. Langdale

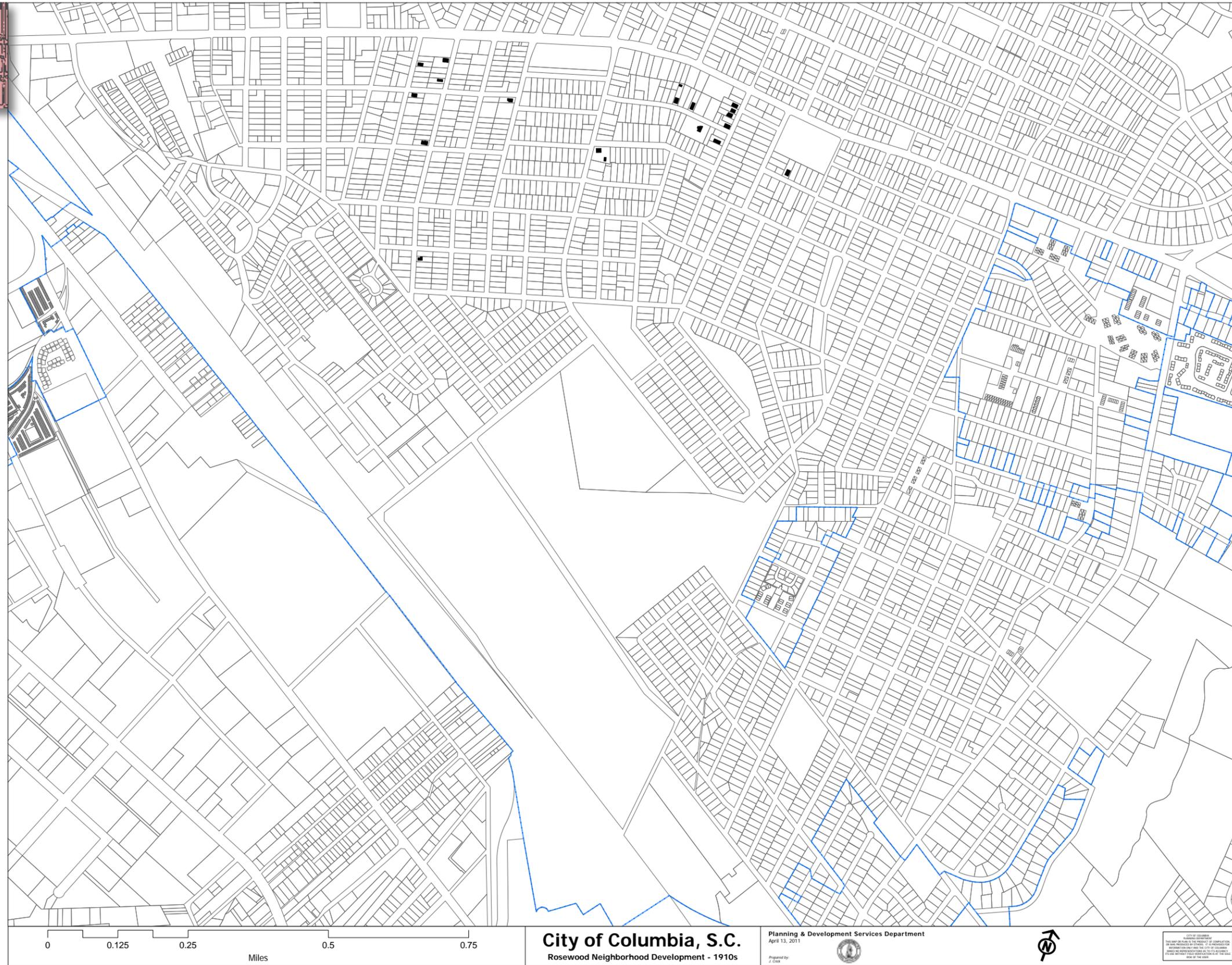


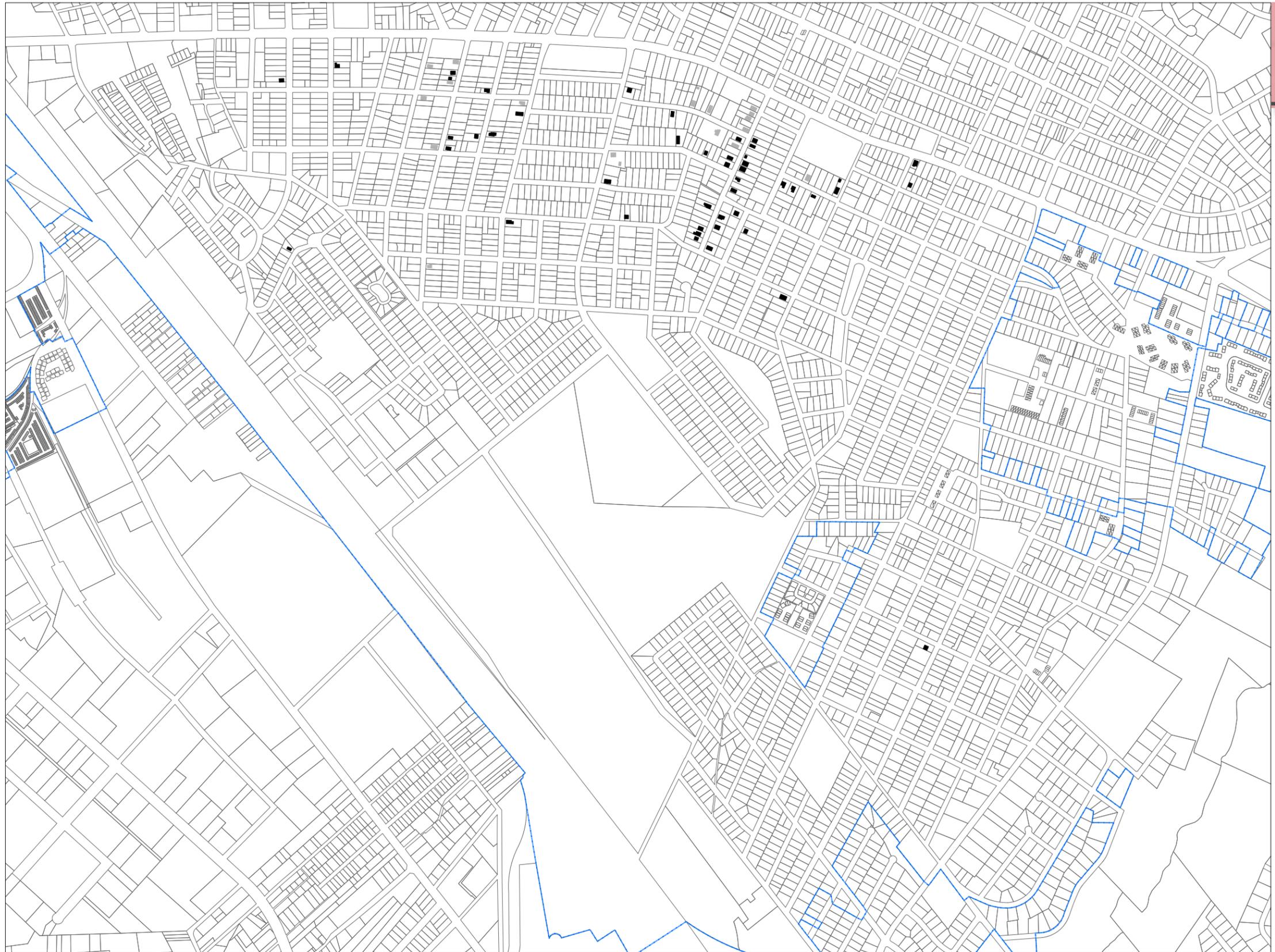
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Aerial Image 2011

Map 3

Rosewood Neighborhood Figure Ground 1910





Rosewood Neighborhood Figure Ground 1920

0 0.125 0.25 0.5 0.75
Miles

City of Columbia, S.C.
Rosewood Neighborhood Development - 1920s

Planning & Development Services Department
April 13, 2011

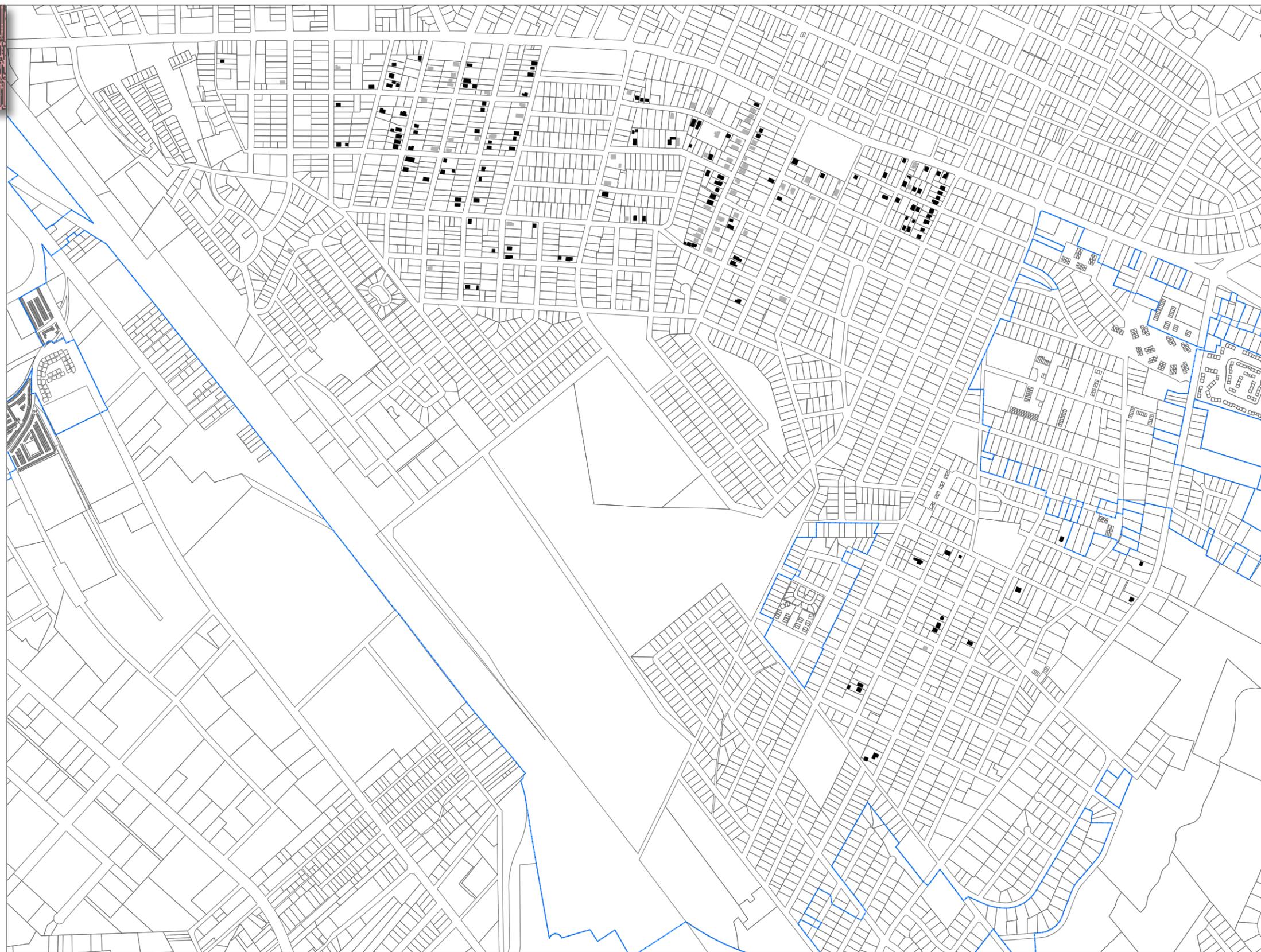
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Map 3.3

Rosewood Neighborhood Figure Ground 1930



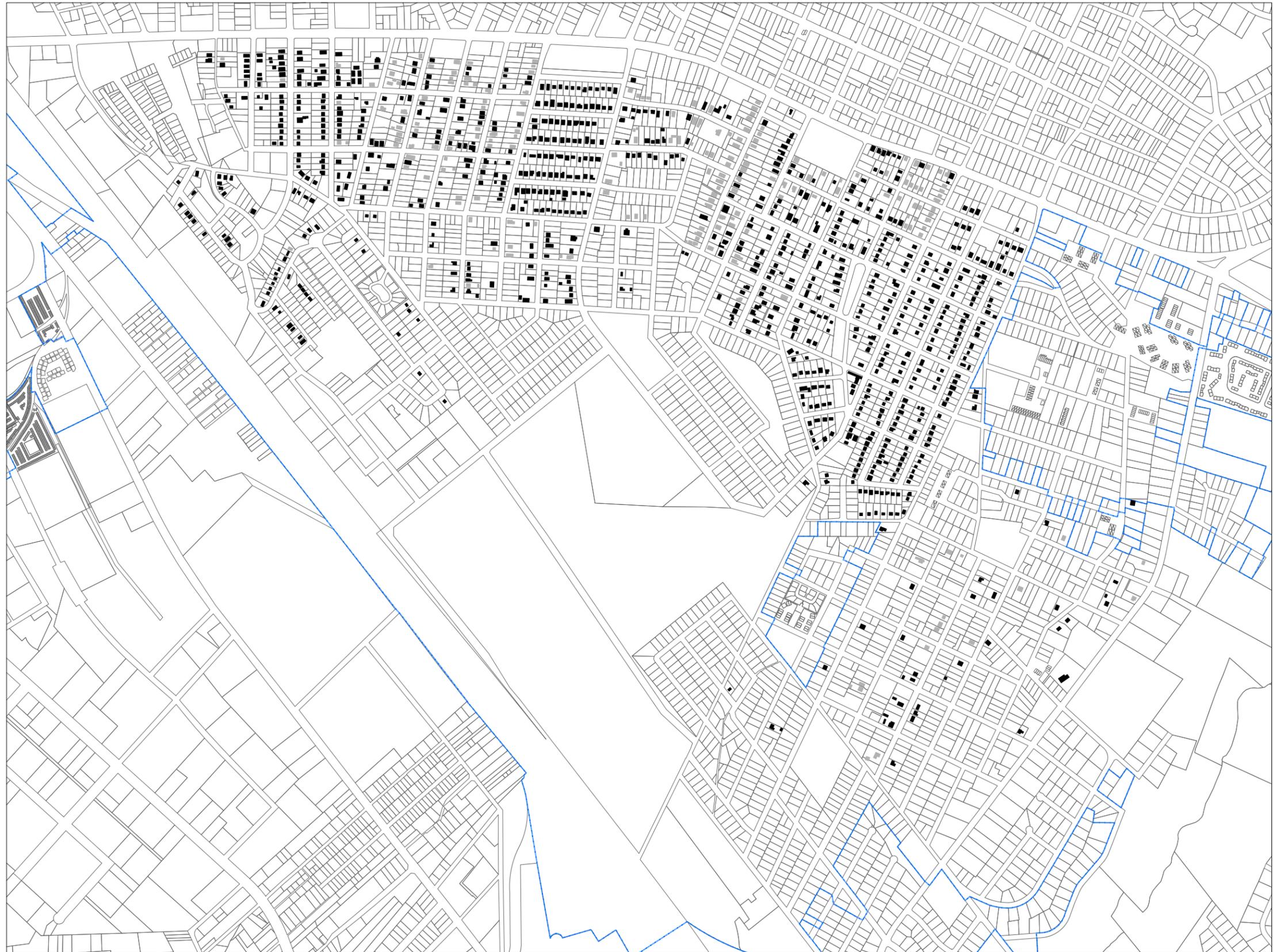
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City of Columbia, S.C.
Rosewood Neighborhood Development - 1930s

Planning & Development Services Department
April 13, 2011
Prepared by:
J. Cook



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Miles

City of Columbia, S.C.
Rosewood Neighborhood Development - 1940s

Planning & Development Services Department
April 13, 2011

Prepared by:
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Rosewood Neighborhood Figure Ground 1940

Map 3.5

Rosewood Neighborhood Figure Ground 1950



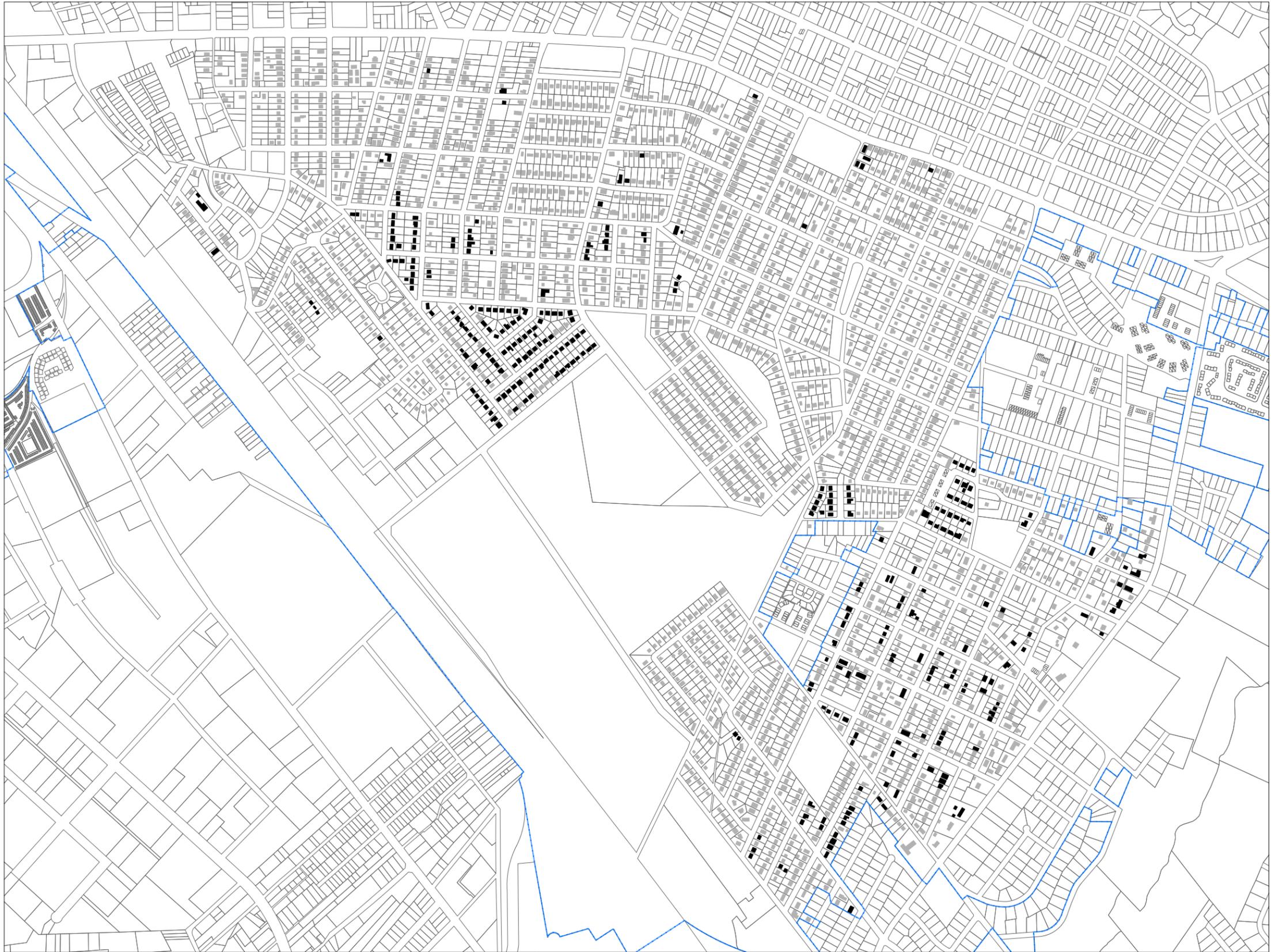
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City of Columbia, S.C.
Rosewood Neighborhood Development - 1950s

Planning & Development Services Department
April 13, 2011
Prepared by:
J. Cook



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City of Columbia, S.C.
Rosewood Neighborhood Development - 1960s

Planning & Development Services Department
April 13, 2011

Prepared by:
J. Vance

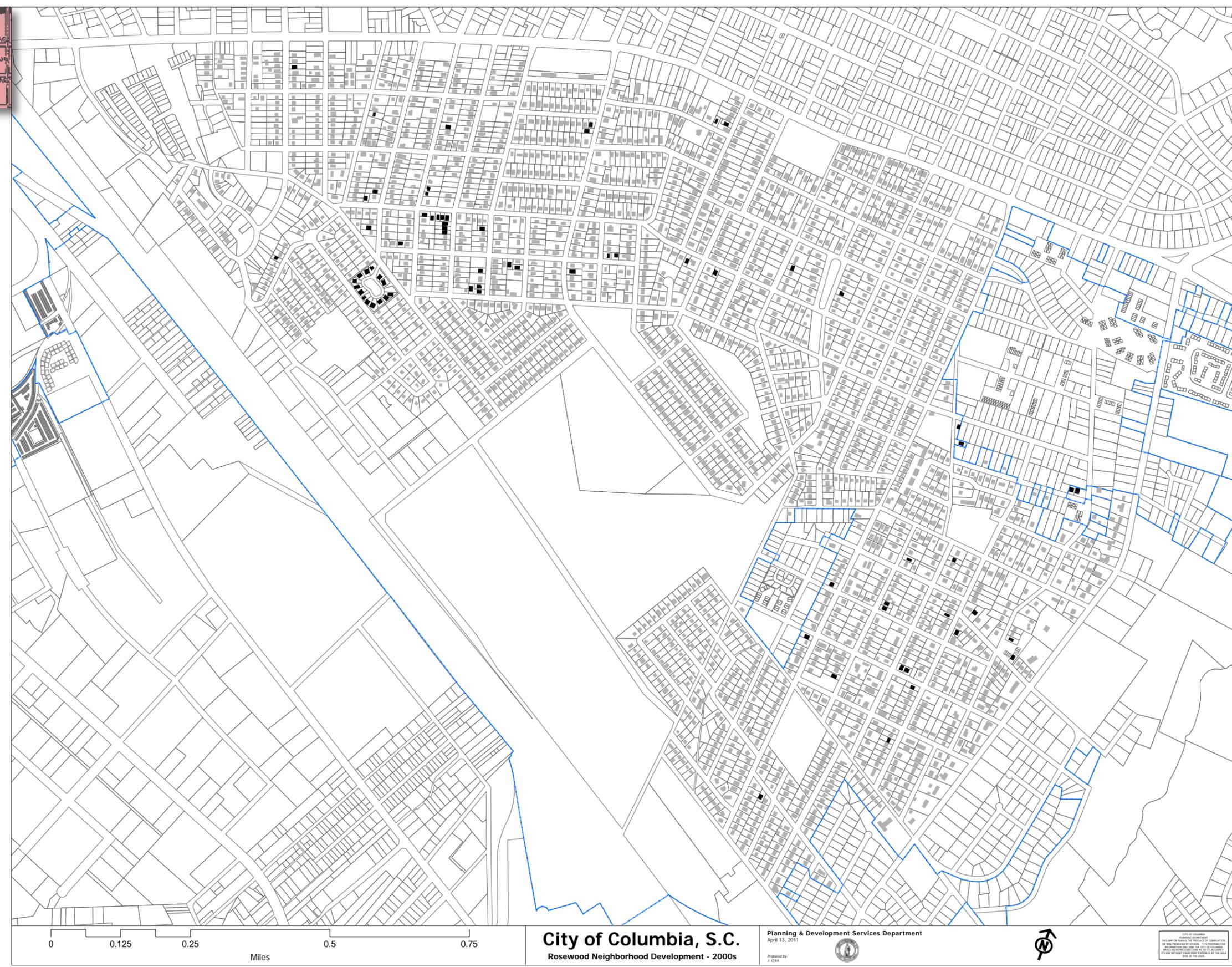


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Rosewood Neighborhood Figure Ground 1960

Map 3.7

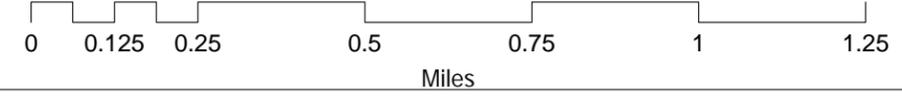
Rosewood Neighborhood Figure Ground 2000





Legend

- Streets
- Railroads
- Rosewood Boundary Line
- Neighborhood Associations



City of Columbia, S.C.
 Rosewood: Neighborhood Associations

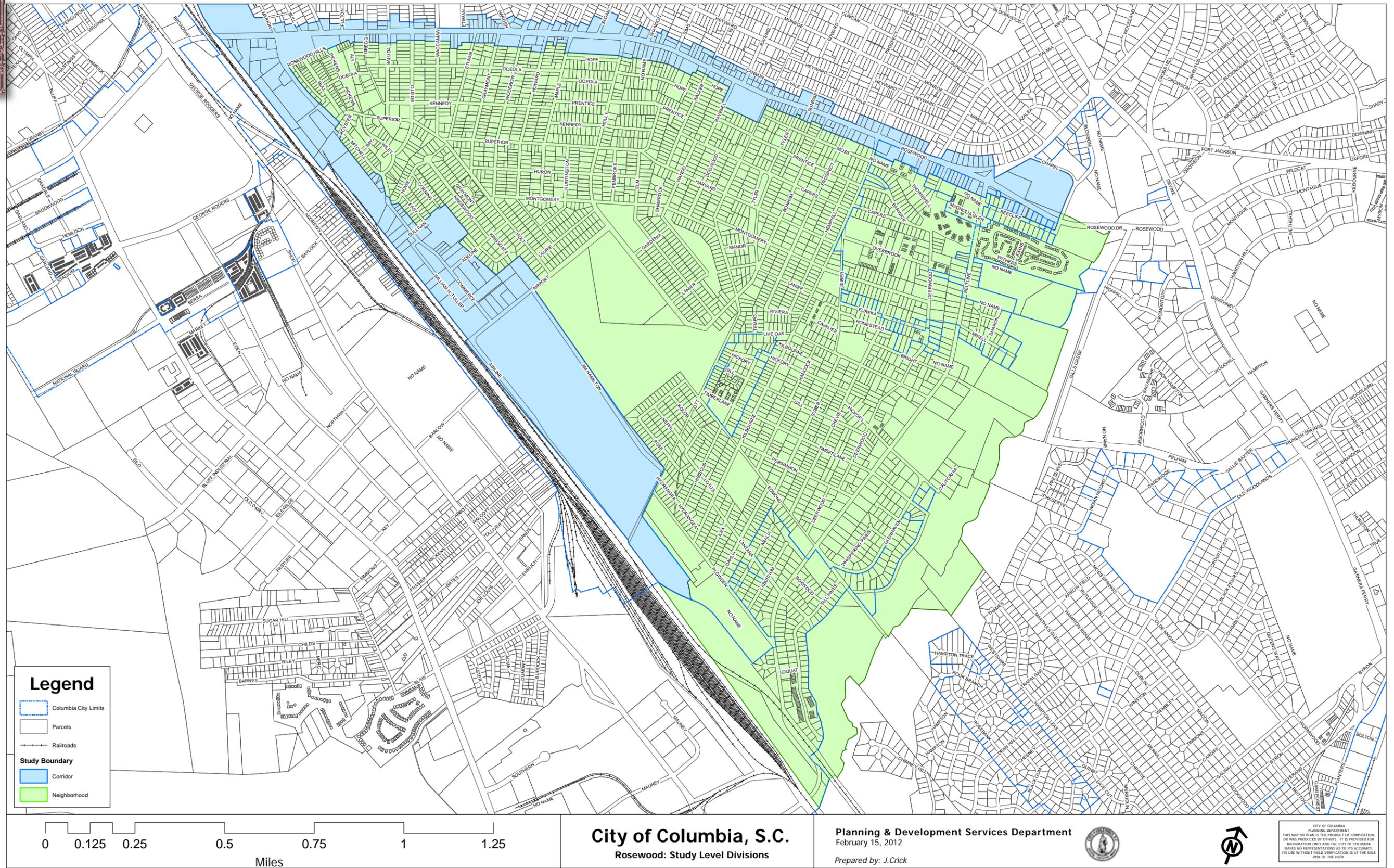
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 Prepared by: C. Langdale

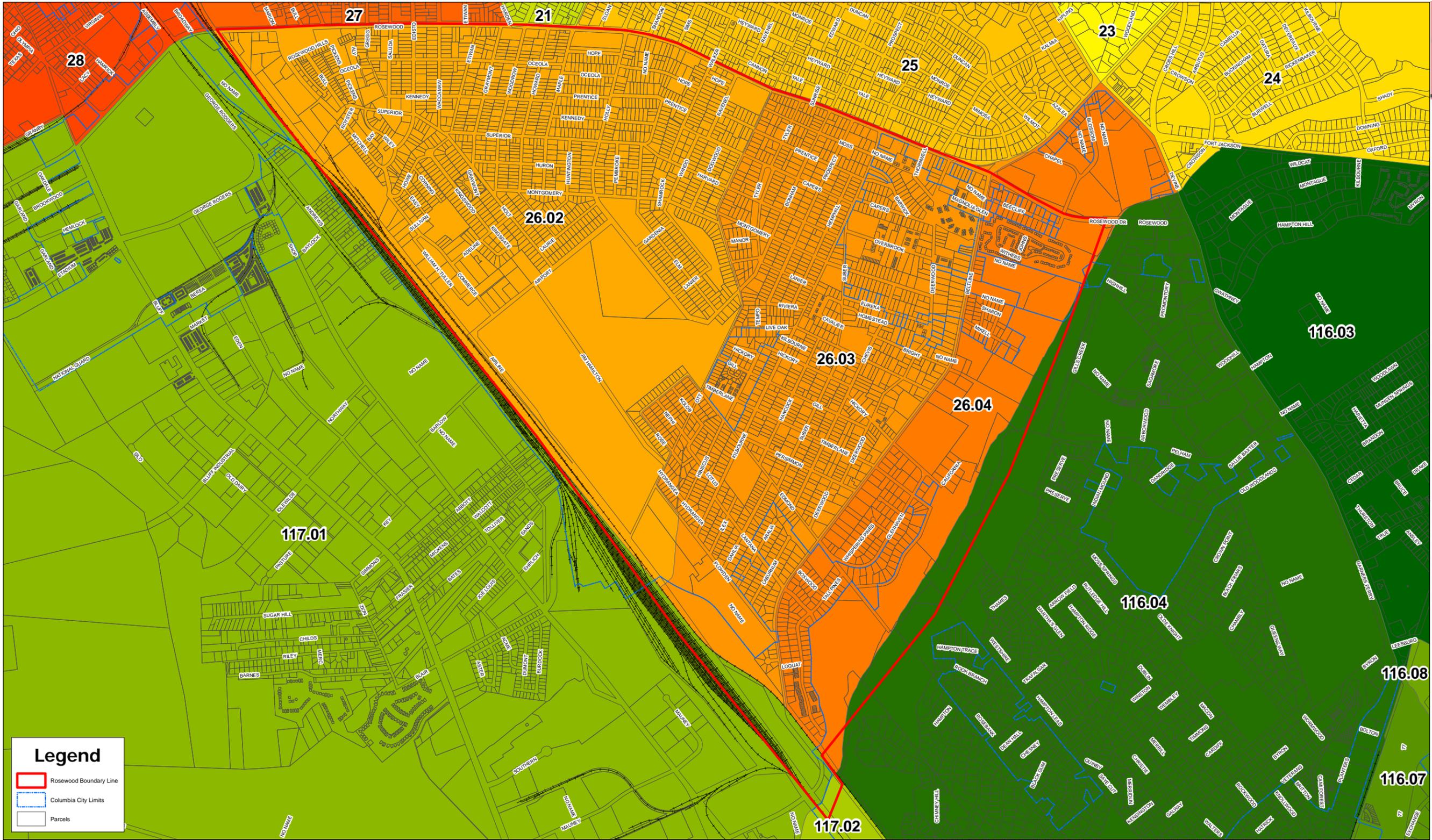


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Rosewood Neighborhood Association Boundaries

Rosewood Neighborhood Study Area Boundaries





Legend

- Rosewood Boundary Line
- Columbia City Limits
- Parcels



City of Columbia, S.C.
 Rosewood: Census Tracks (2010)

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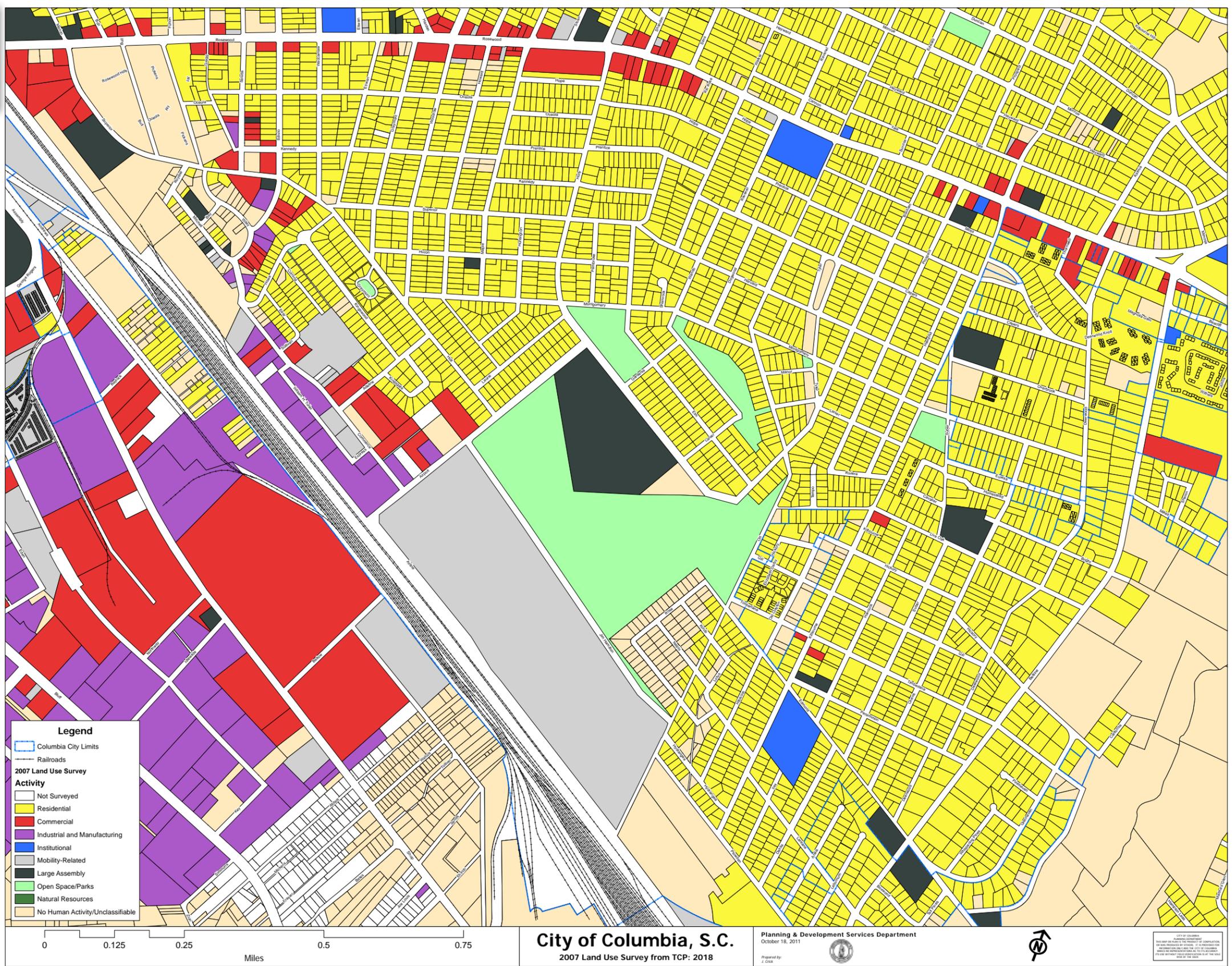


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Rosewood Drive census Tract Boundaries

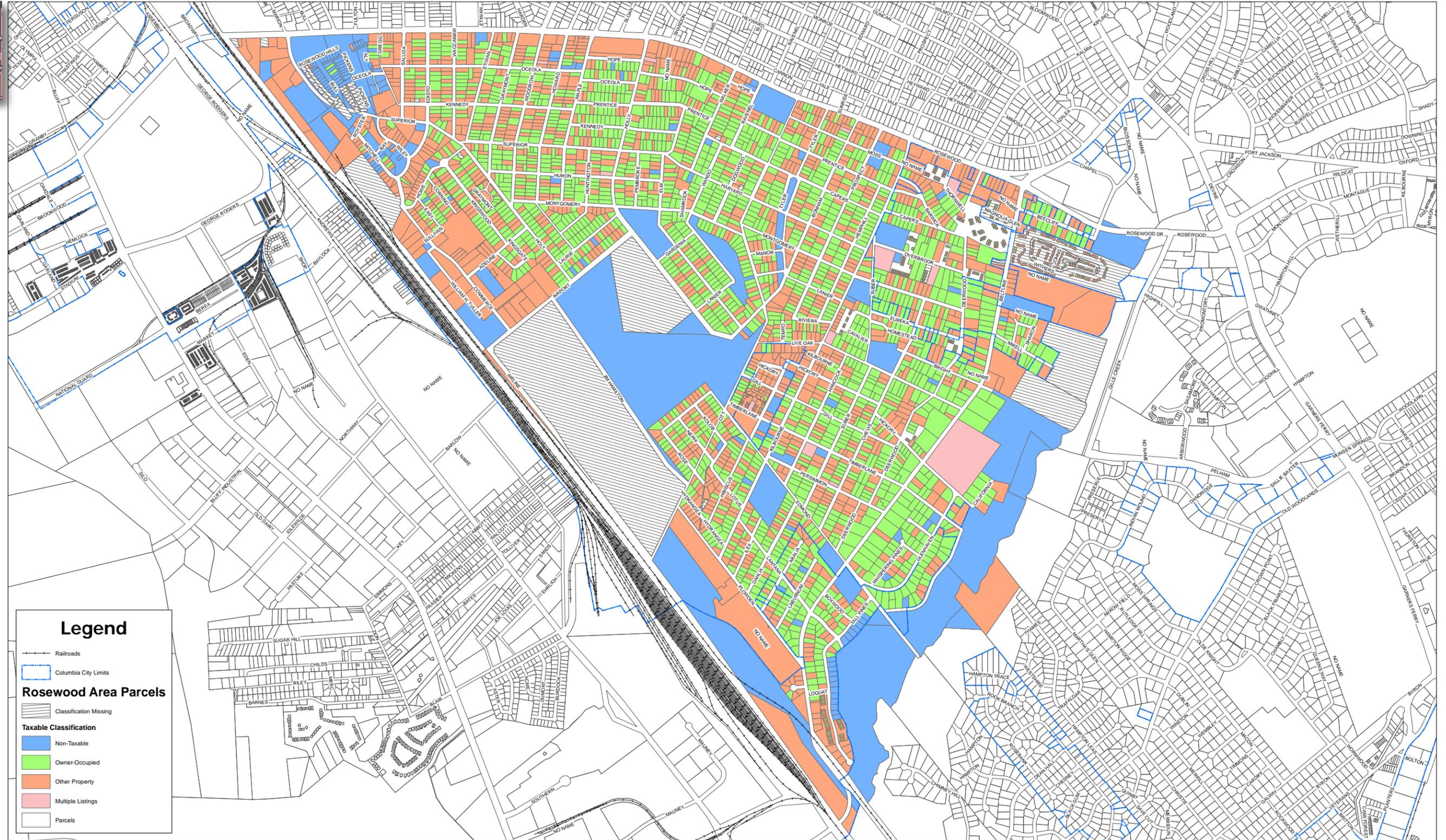
Map 3.11

Rosewood Land Use 2007



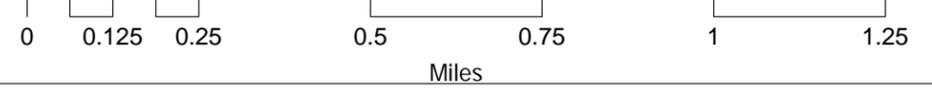


Rosewood Neighborhood: Development Gradient



Legend

- Railroads
- Columbia City Limits
- Rosewood Area Parcels**
- Classification Missing
- Taxable Classification**
- Non-Taxable
- Owner-Occupied
- Other Property
- Multiple Listings
- Parcels

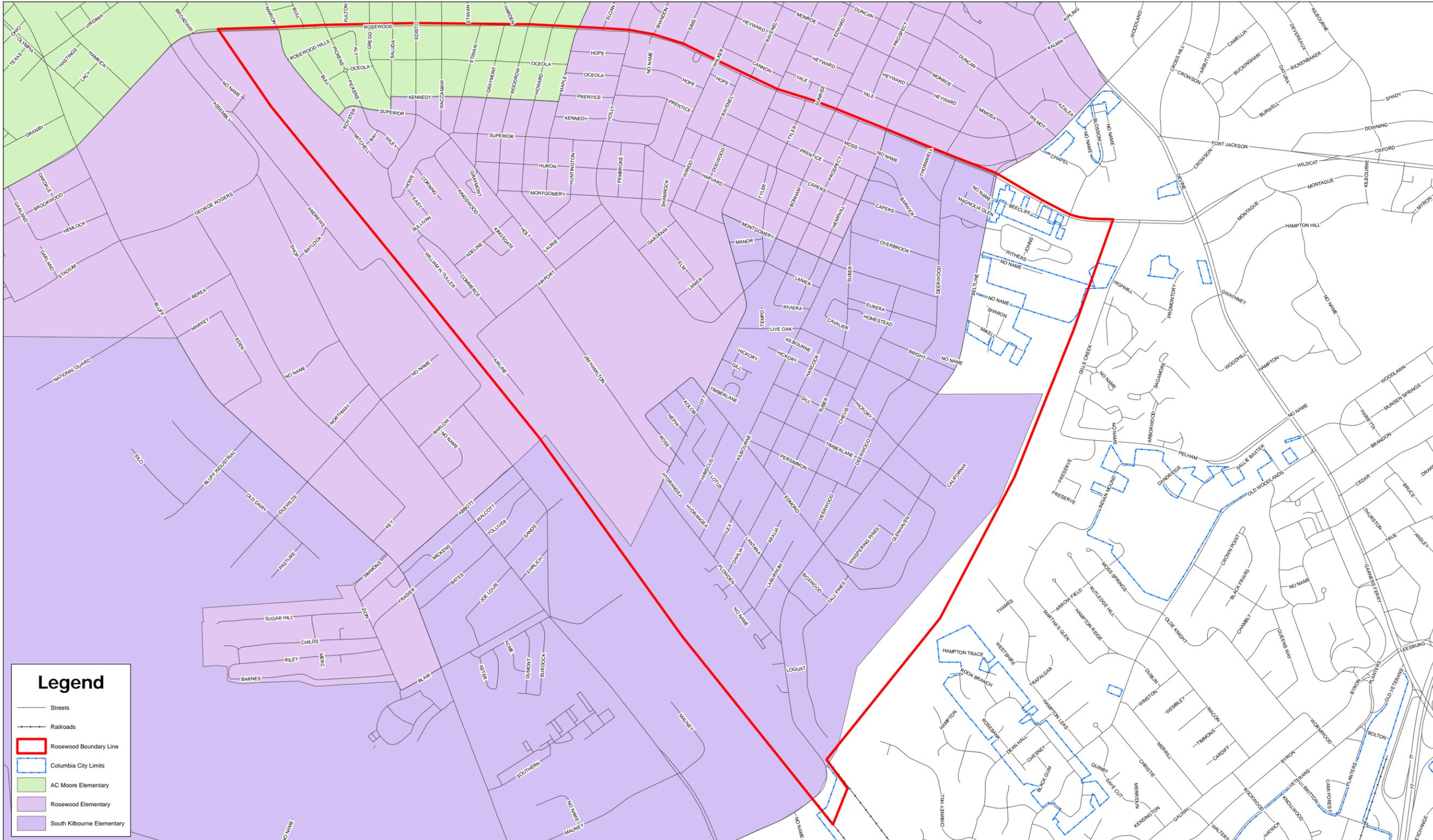


City of Columbia, S.C.
Rosewood: Housing Taxation Rates

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April 5, 2012
Prepared by: J. Crick



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Legend

- Streets
- +— Railroads
- ▭ Rosewood Boundary Line
- - - Columbia City Limits
- ▭ AC Moore Elementary
- ▭ Rosewood Elementary
- ▭ South Kibourne Elementary



City of Columbia, S.C.
 Rosewood: Elementary School Bounds

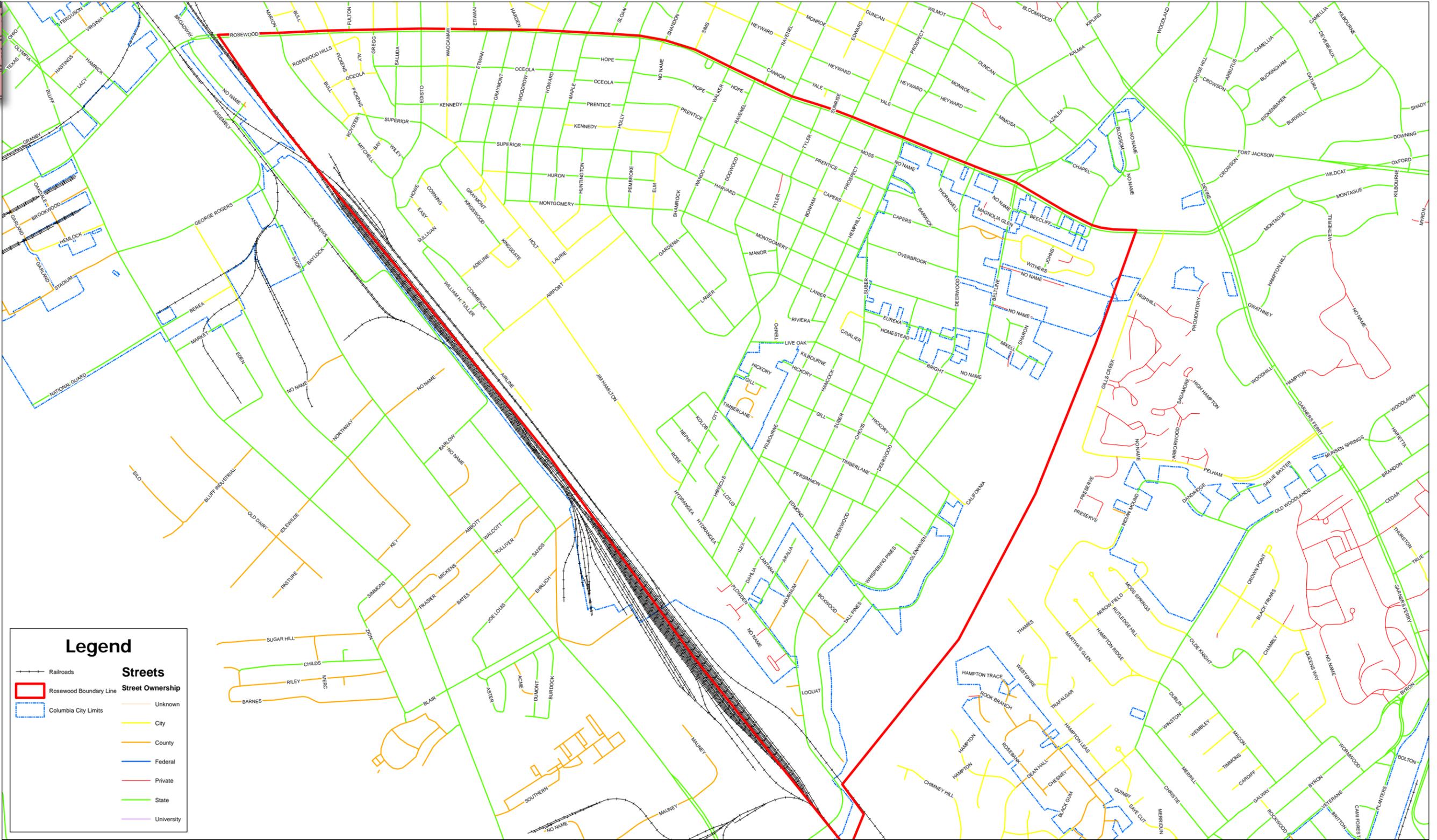
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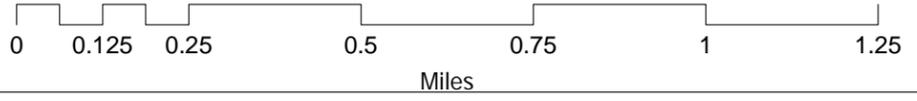
Elementary School Zones 2011-12

Road Ownership



Legend

	Railroads	Streets	
	Rosewood Boundary Line	Street Ownership	
	Columbia City Limits		Unknown
			City
			County
			Federal
			Private
			State
			University



City of Columbia, S.C.
Rosewood: Street Ownership

Planning & Development Services Department
February 9, 2012
Prepared by: C. Langdale



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Posted Speeds

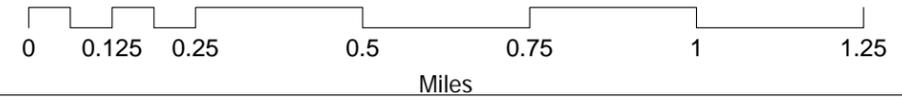


Legend

Columbia City Limits
 Railroads
 Streets

Posted Speed Limit

5 M.P.H.
 15 M.P.H.
 20 M.P.H.
 25 M.P.H.
 30 M.P.H.
 35 M.P.H.



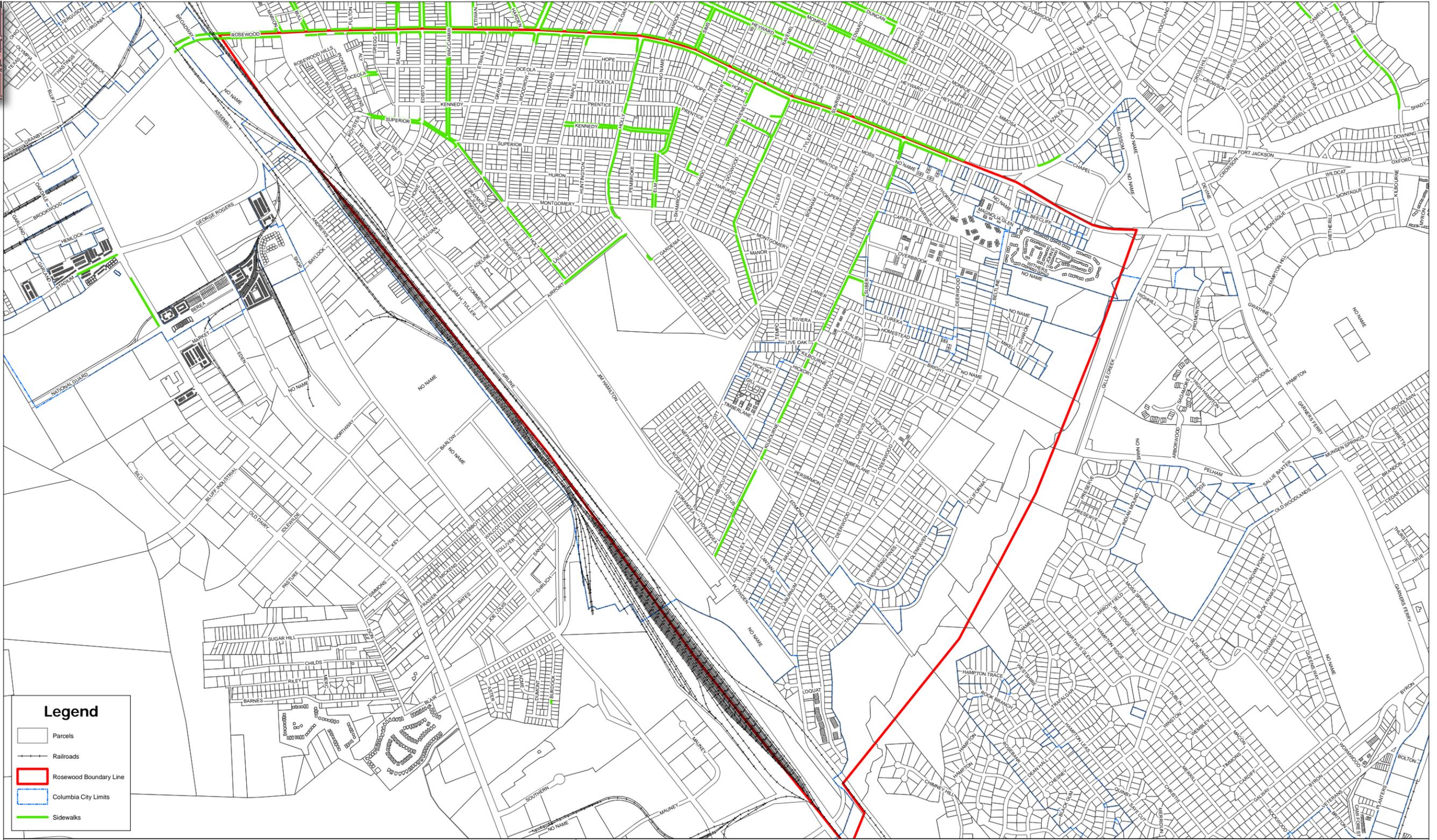
City of Columbia, S.C.
 Rosewood: Neighborhood: Posted Speeds

Planning & Development Services Department
 April 4, 2012
 Prepared by: J. Crick



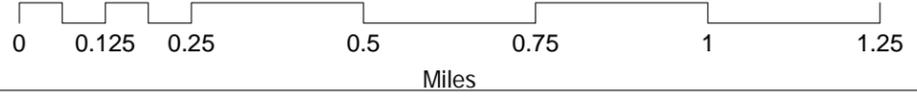
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Street and Sidewalk Locations



Legend

- Parcels
- Railroads
- Rosewood Boundary Line
- Columbia City Limits
- Sidewalks

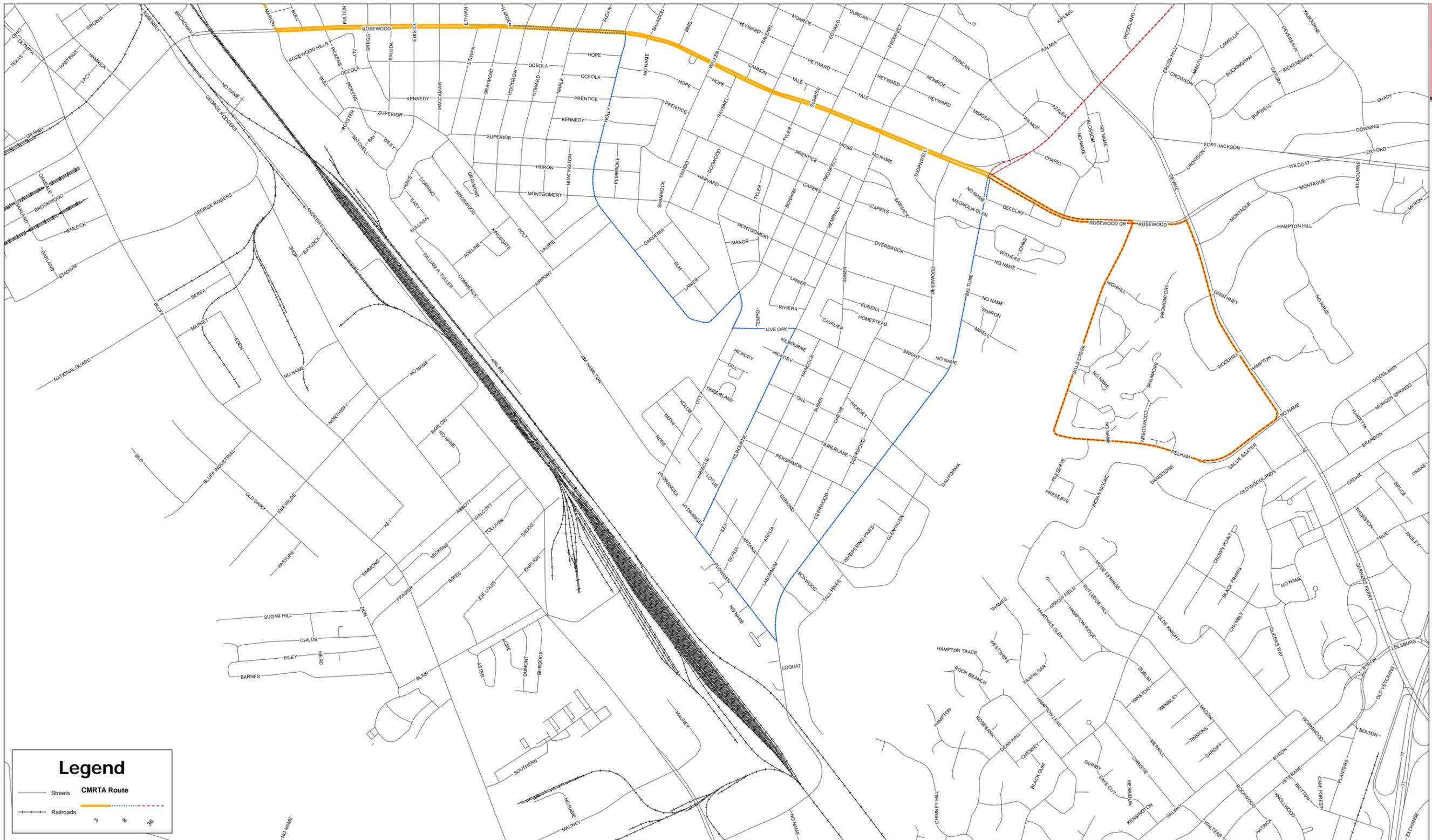


City of Columbia, S.C.
Rosewood Neighborhood Streets & Sidewalks

Planning & Development Services Department
February 9, 2012



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CRMTA Bus Routes

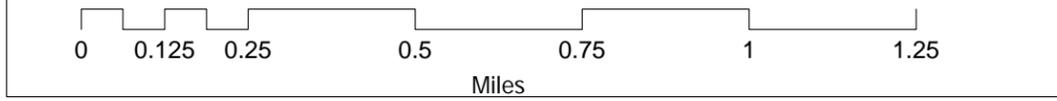
City of Columbia, S.C.
Rosewood: Neighborhood: CRMTA Routes

Planning & Development Services Department
February 10, 2012
Prepared by: J. Crick



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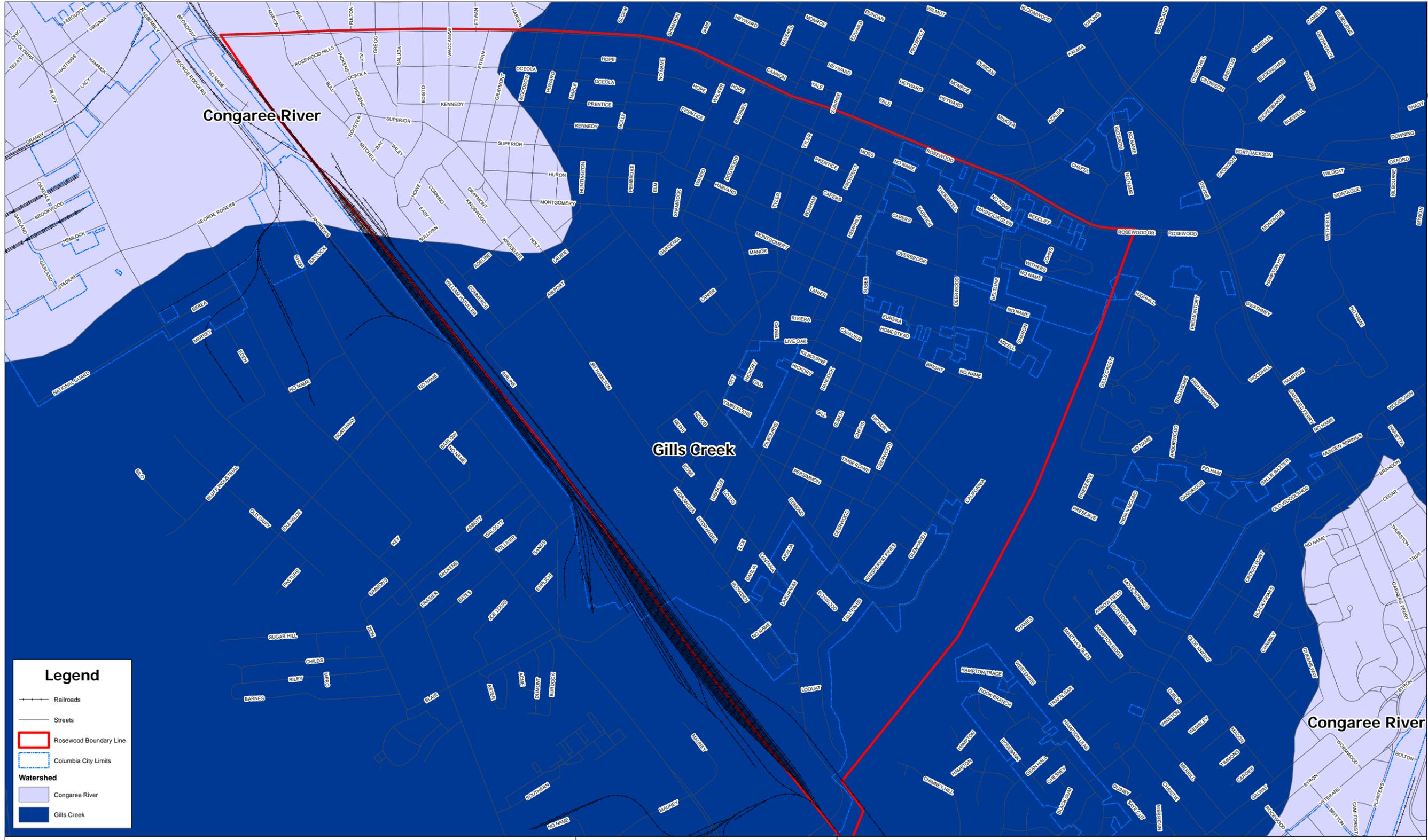
Tree Density



City of Columbia, S.C.
Rosewood: Tree Concentration (All Present)

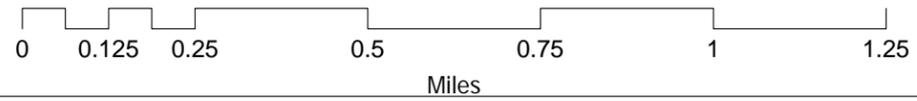
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Legend

- Railroads
- Streets
- Rosewood Boundary Line
- Columbia City Limits
- Watershed**
- Congaree River
- Gills Creek



City of Columbia, S.C.
Rosewood: Watershed

Planning & Development Services Department
February 9, 2012
Prepared by: C. Langdale



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Neighborhood Safety: Collisions



Legend

- Streets
- Railroads
- Rosewood Boundary Line
- Columbia City Limits

Rosewood Bike/Ped Collisions (2008-2010)

Low High

Rosewood Auto Collisions (2008-2010)

Low High



City of Columbia, S.C.
Rosewood: Reported Collision Data

Planning & Development Services Department
February 9, 2012

Prepared by: J.S. Hall



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Sewer Service Area



Legend

- Columbia City Limits
- Rosewood Boundary Line
- Railroads
- Streets
- Parks

City Sewer Connections

None/Low	Low	Medium	High
----------	-----	--------	------



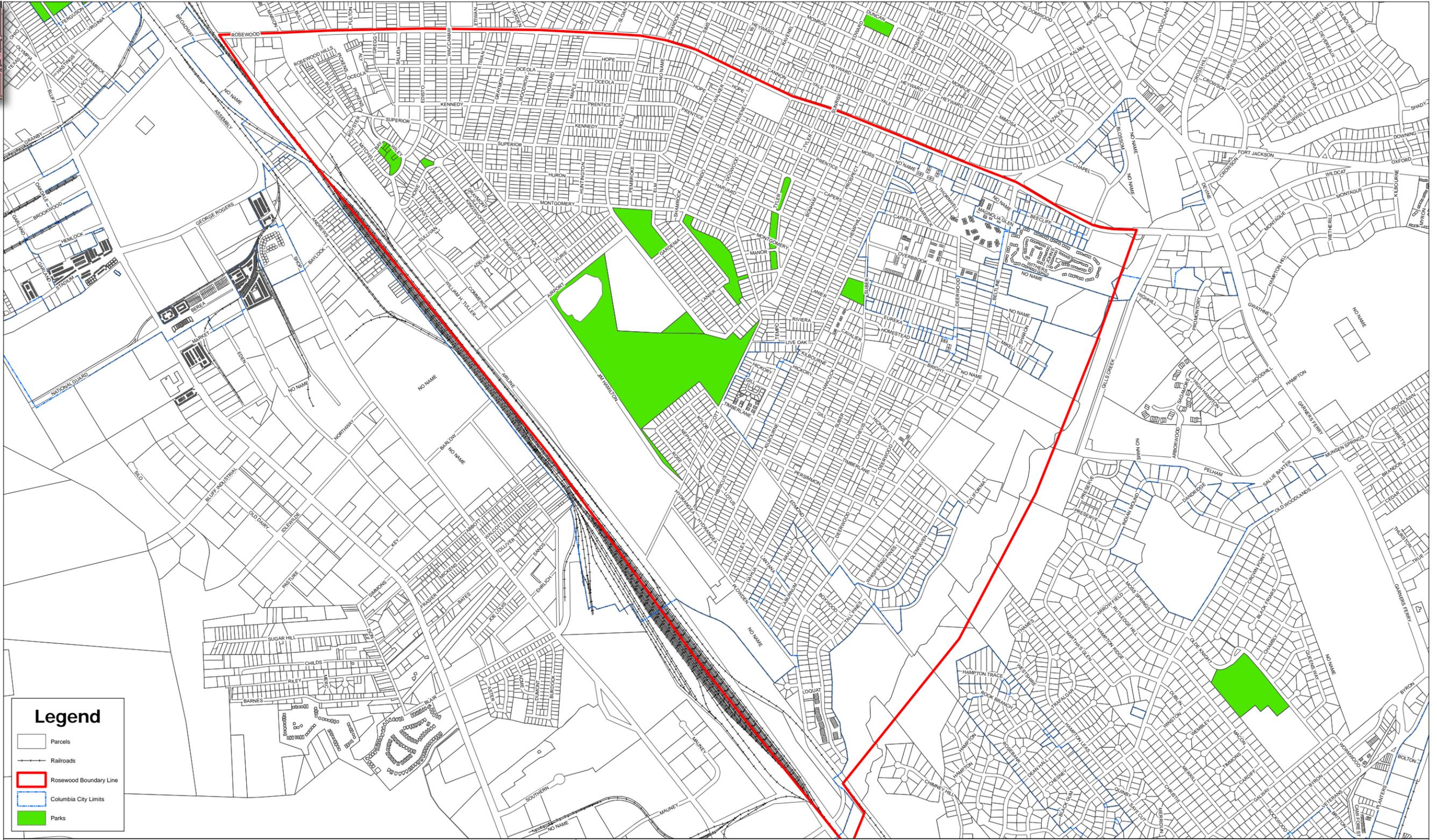
City of Columbia, S.C.
 Rosewood: City Sewer System Connections

Planning & Development Services Department
 February 14, 2012
 Prepared by: J. Crick



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Neighborhood Parks



Legend

- Parcels
- Railroads
- Rosewood Boundary Line
- Columbia City Limits
- Parks



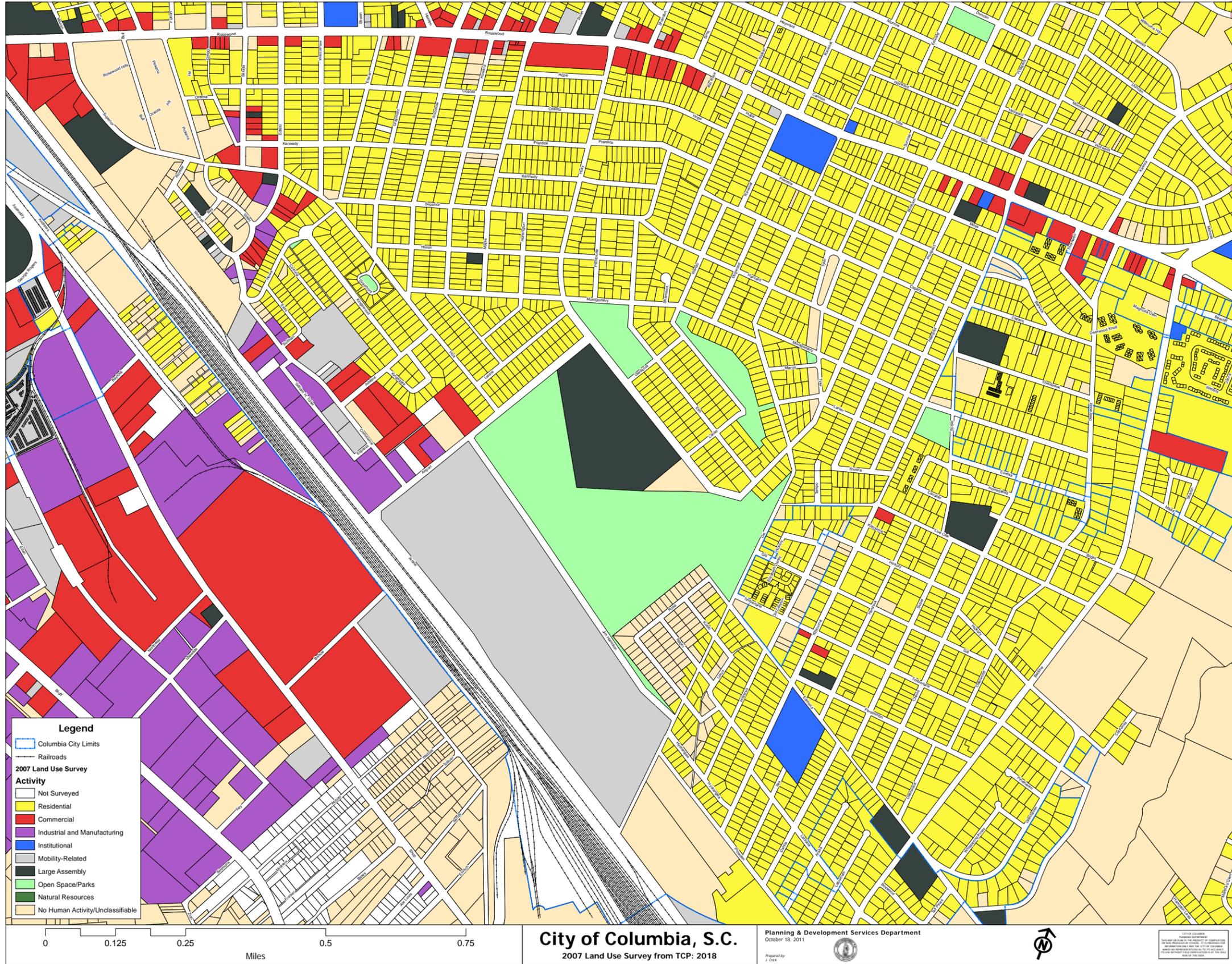
City of Columbia, S.C.
Rosewood: Parks

Planning & Development Services Department
February 9, 2012
Prepared by: C. Langdale



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Map 4.1
 Map 5.1
 Map 5.8



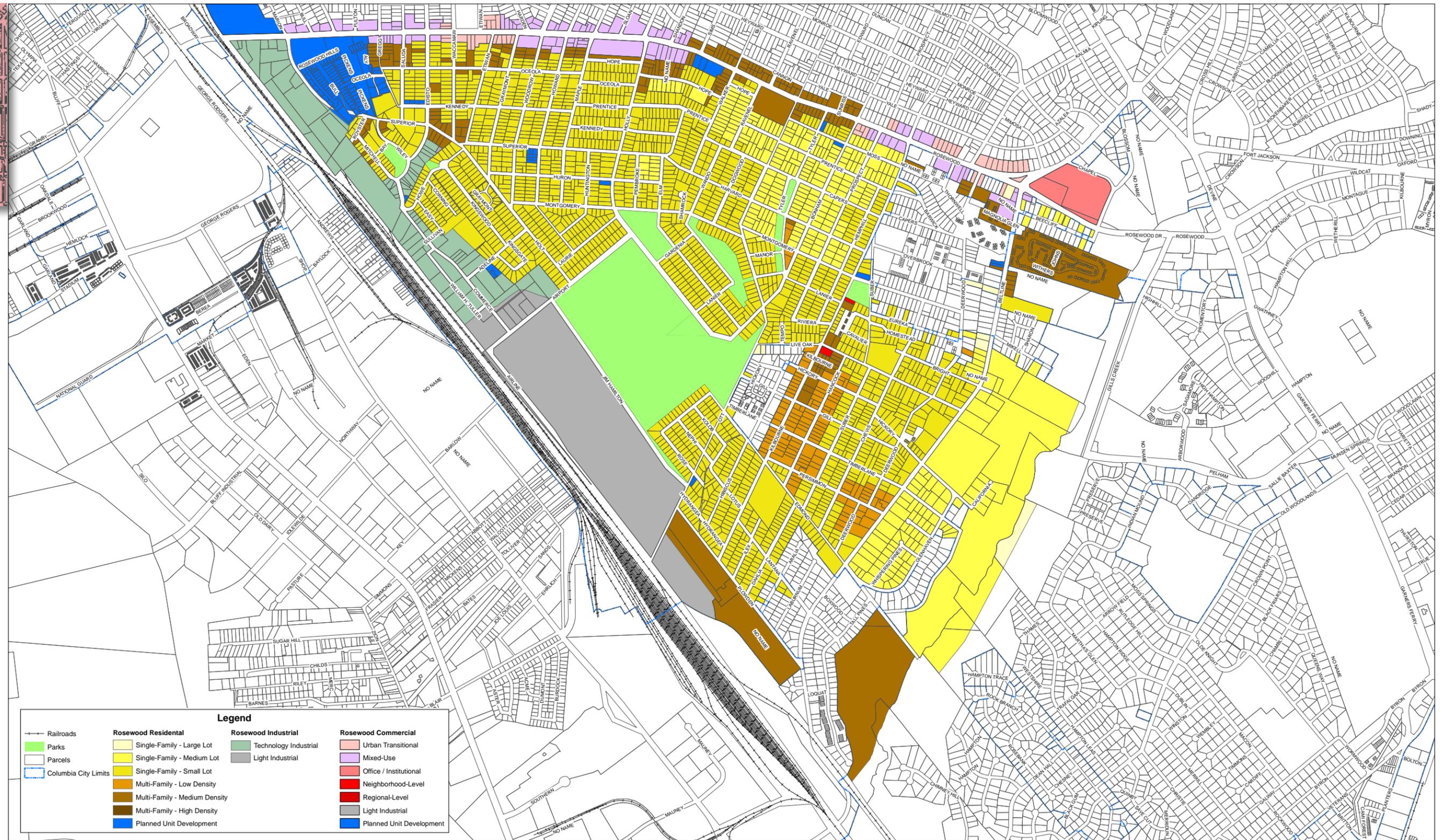
Current Land Use

Legend

- Columbia City Limits
- Railroads
- 2007 Land Use Survey Activity**
- Not Surveyed
- Residential
- Commercial
- Industrial and Manufacturing
- Institutional
- Mobility-Related
- Large Assembly
- Open Space/Parks
- Natural Resources
- No Human Activity/Unclassifiable

Map 4.2
Map 5.2
Map 5.9

Proposed Land Use



Legend			
Railroads	Rosewood Residential	Rosewood Industrial	Rosewood Commercial
Parks	Single-Family - Large Lot	Technology Industrial	Urban Transitional
Parcels	Single-Family - Medium Lot	Light Industrial	Mixed-Use
Columbia City Limits	Single-Family - Small Lot		Office / Institutional
	Multi-Family - Low Density		Neighborhood-Level
	Multi-Family - Medium Density		Regional-Level
	Multi-Family - High Density		Light Industrial
	Planned Unit Development		Planned Unit Development



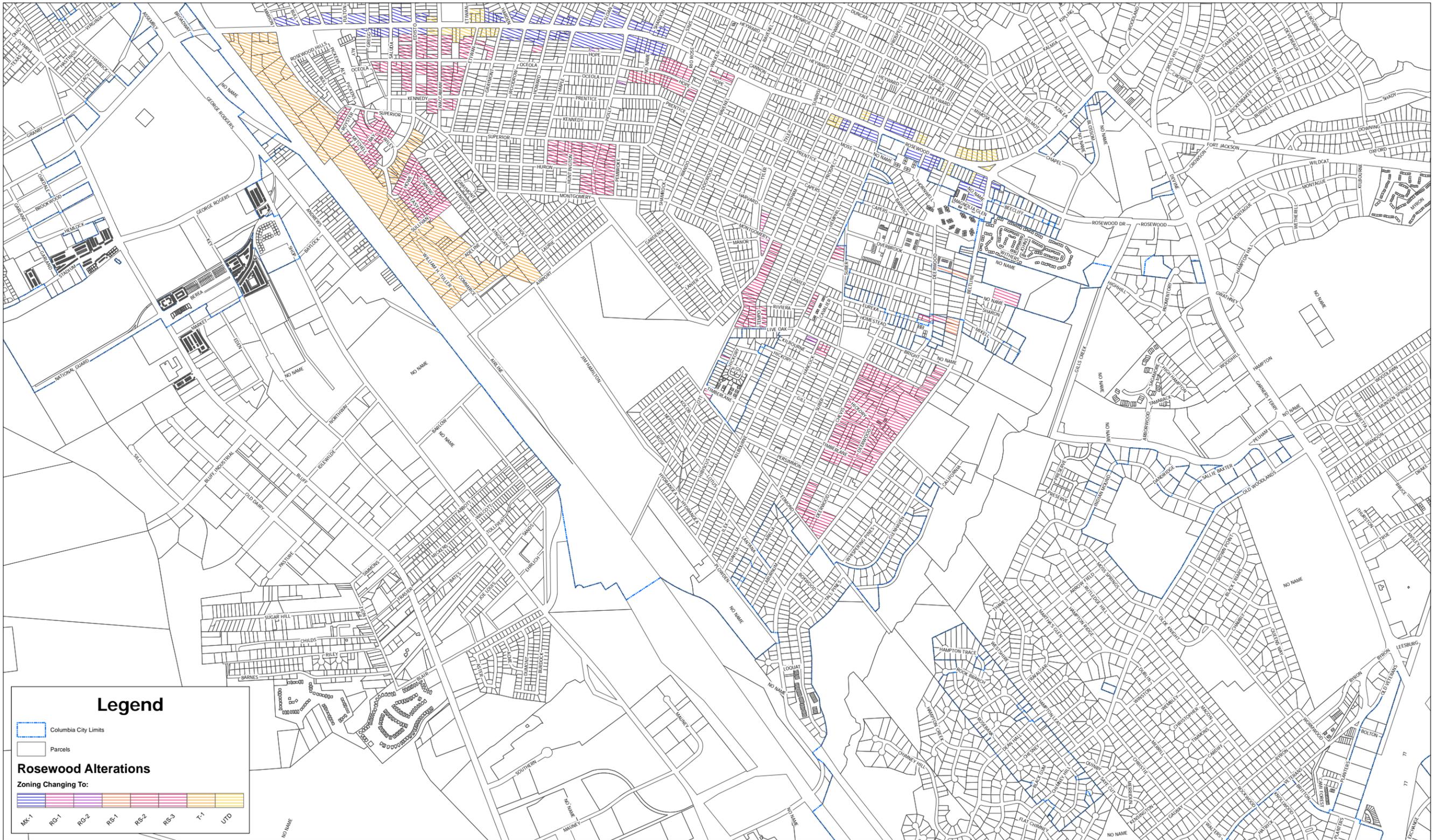
City of Columbia, S.C.
Rosewood: Proposed Land Use Survey

Planning & Development Services Department
June 11, 2012
Prepared by: J. Crick



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Map 4.3
Map 5.3
Map 5.10



Parcels Affected by Proposed Land Use

Legend

- Columbia City Limits
- Parcels

Rosewood Alterations

Zoning Changing To:

MK-1	RG-1	RS-2	RS-1	RS-2	RS-3	T-1	UTD



City of Columbia, S.C.
Rosewood: Proposed Rezoning Sections

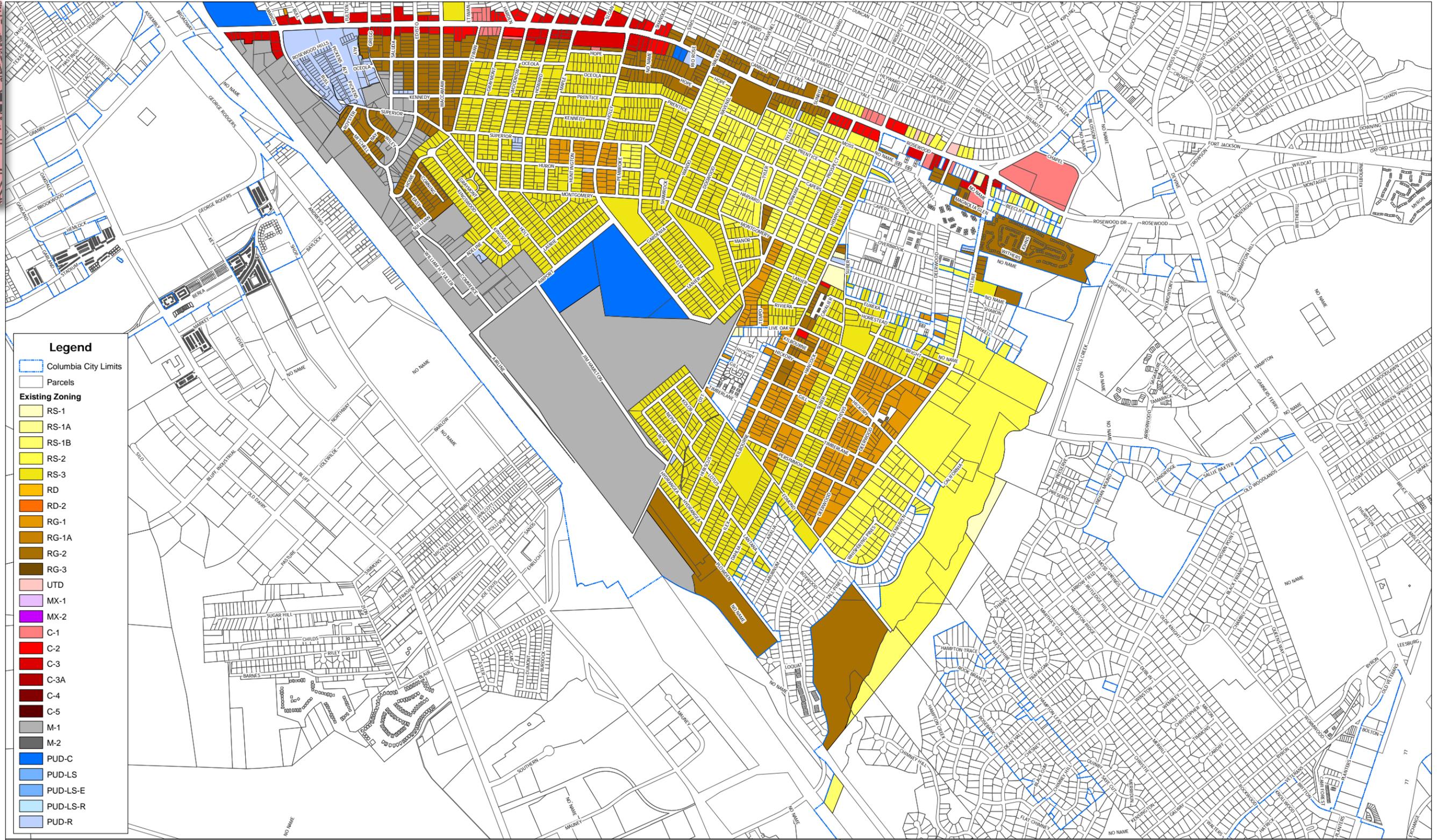
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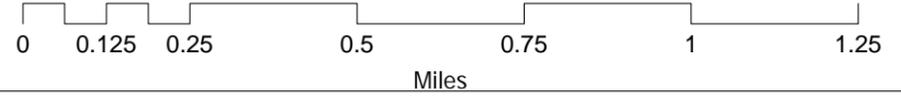
Map 4.4
Map 5.4
Map 5.11

Current Zoning



Legend

- Columbia City Limits
- Parcels
- Existing Zoning**
- RS-1
- RS-1A
- RS-1B
- RS-2
- RS-3
- RD
- RD-2
- RG-1
- RG-1A
- RG-2
- RG-3
- UTD
- MX-1
- MX-2
- C-1
- C-2
- C-3
- C-3A
- C-4
- C-5
- M-1
- M-2
- PUD-C
- PUD-LS
- PUD-LS-E
- PUD-LS-R
- PUD-R



City of Columbia, S.C.
Rosewood: Current Zoning

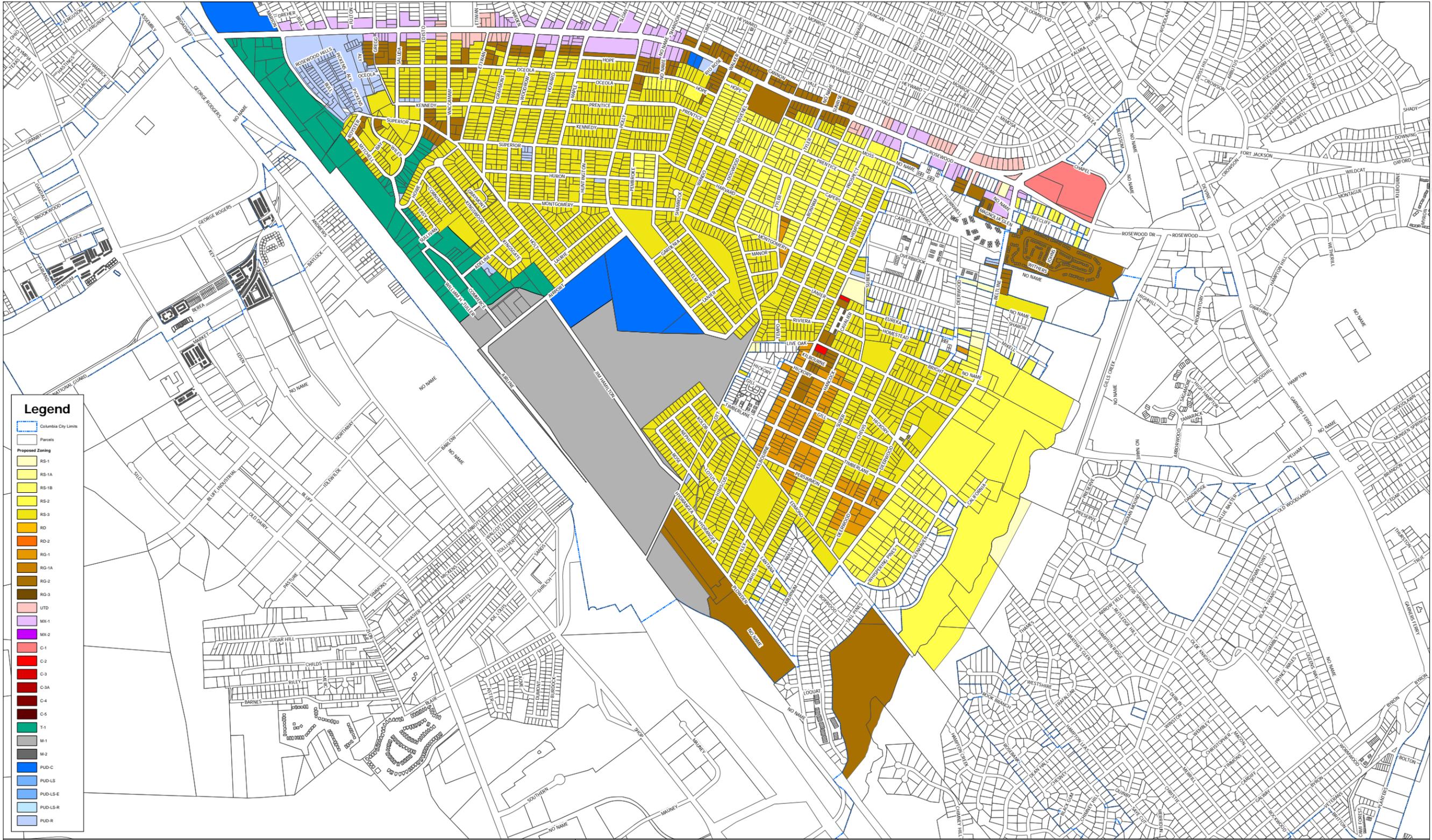
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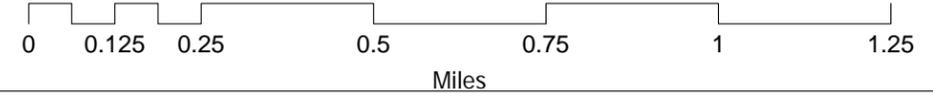


Proposed Zoning



Legend

- Columbia City Limits
- Parcels
- Proposed Zoning**
- RS-1
- RS-1A
- RS-1B
- RS-2
- RS-3
- RD
- RD-2
- RG-1
- RG-1A
- RG-2
- RG-3
- UTD
- MX-1
- MX-2
- C-1
- C-2
- C-3A
- C-4
- C-5
- T-1
- M-1
- M-2
- PUD-C
- PUD-LS
- PUD-LS-E
- PUD-LS-R
- PUD-R



City of Columbia, S.C.
Rosewood: Proposed Zoning

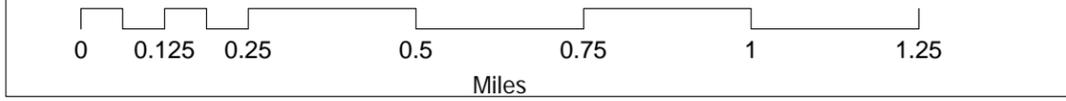
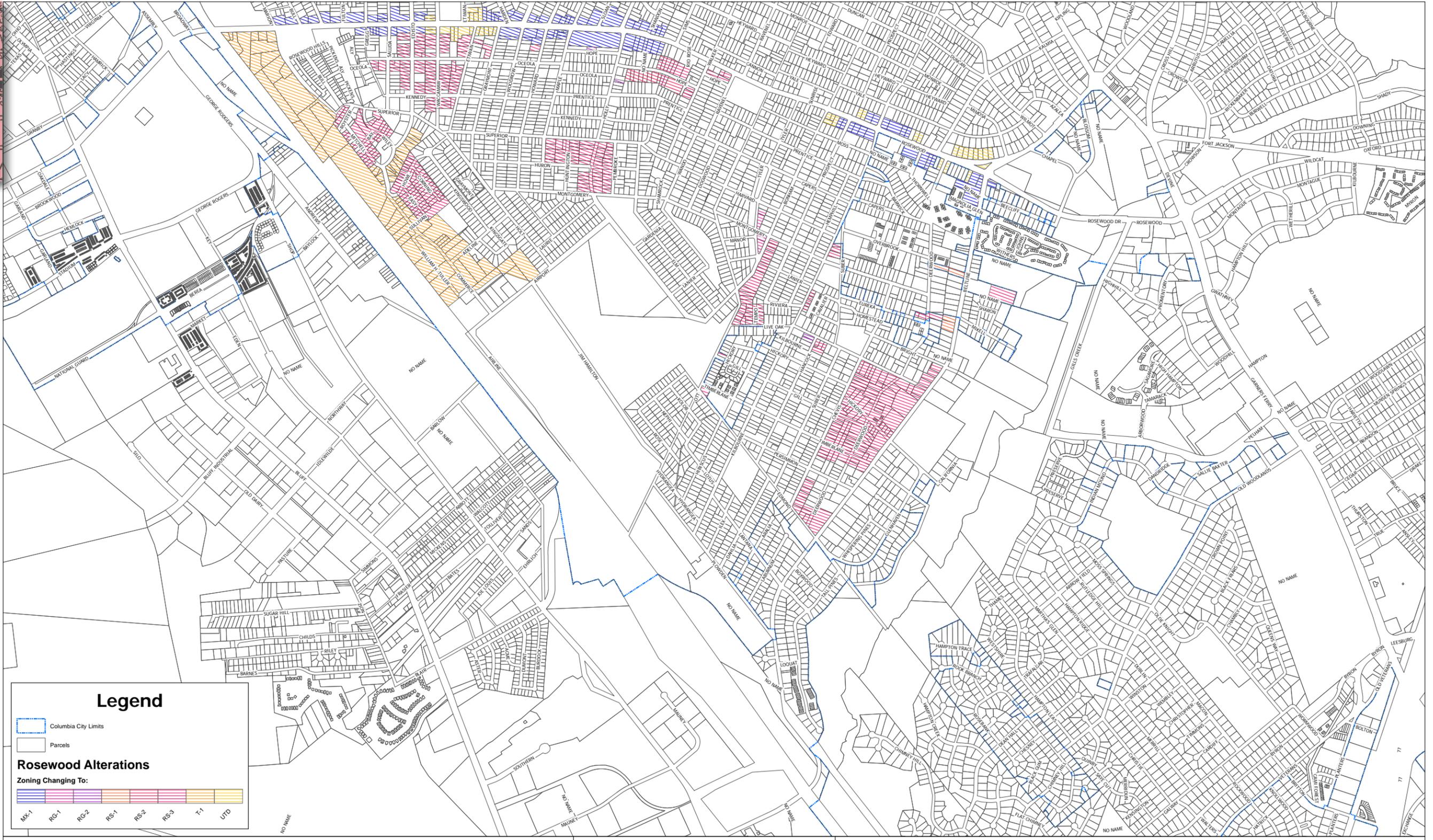
Planning & Development Services Department
June 11, 2012
Prepared by: J. Crick



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Map 4.6
Map 5.6
Map 5.13

Parcels Affected by Proposed Proposed Zoning

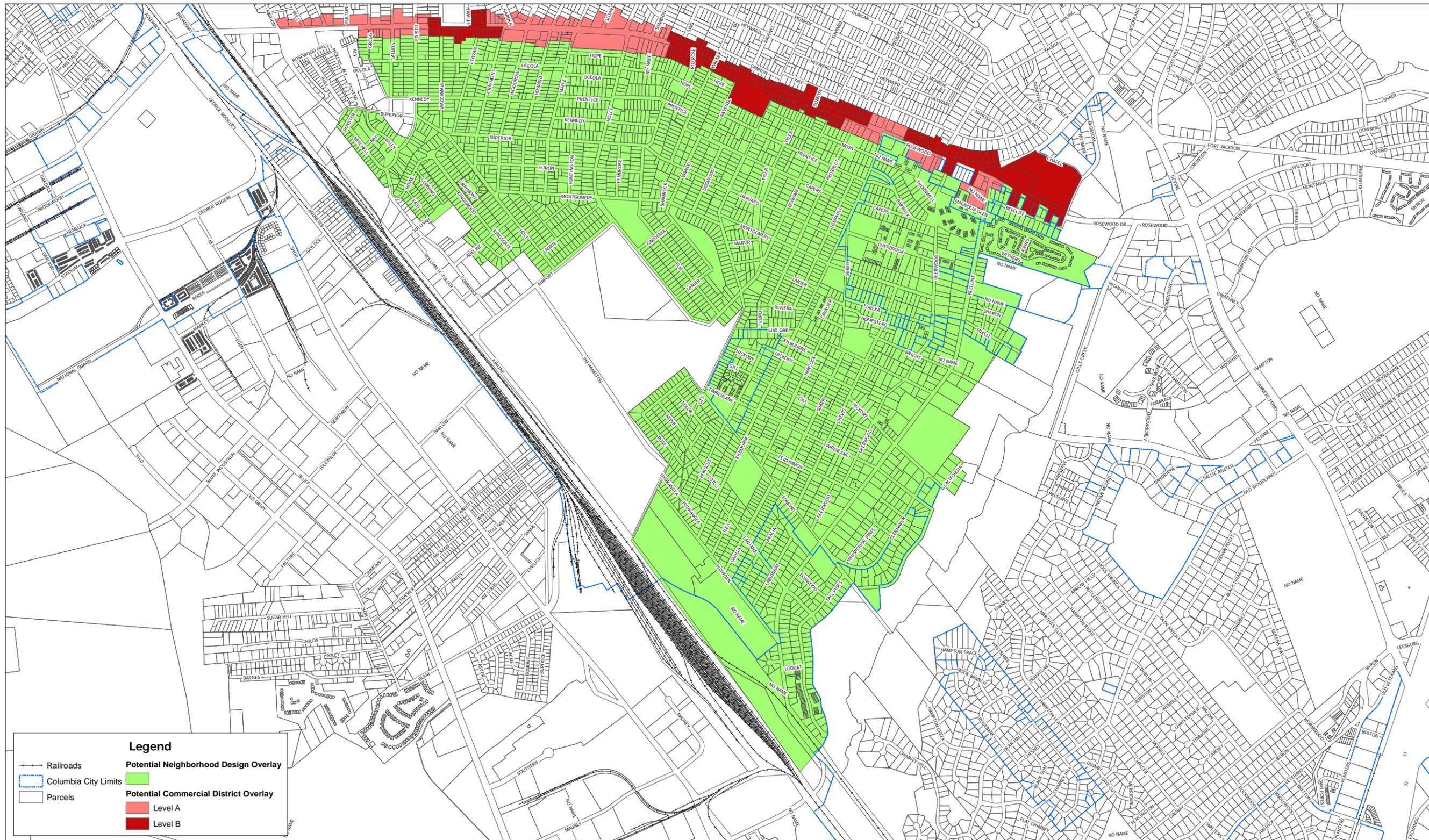


City of Columbia, S.C.
Rosewood: Proposed Rezoning Sections

Planning & Development Services Department
June 11, 2012
Prepared by: J. Crick



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Legend

- Railroads
- Columbia City Limits
- Parcels
- Potential Neighborhood Design Overlay
- Potential Commercial District Overlay - Level A
- Potential Commercial District Overlay - Level B



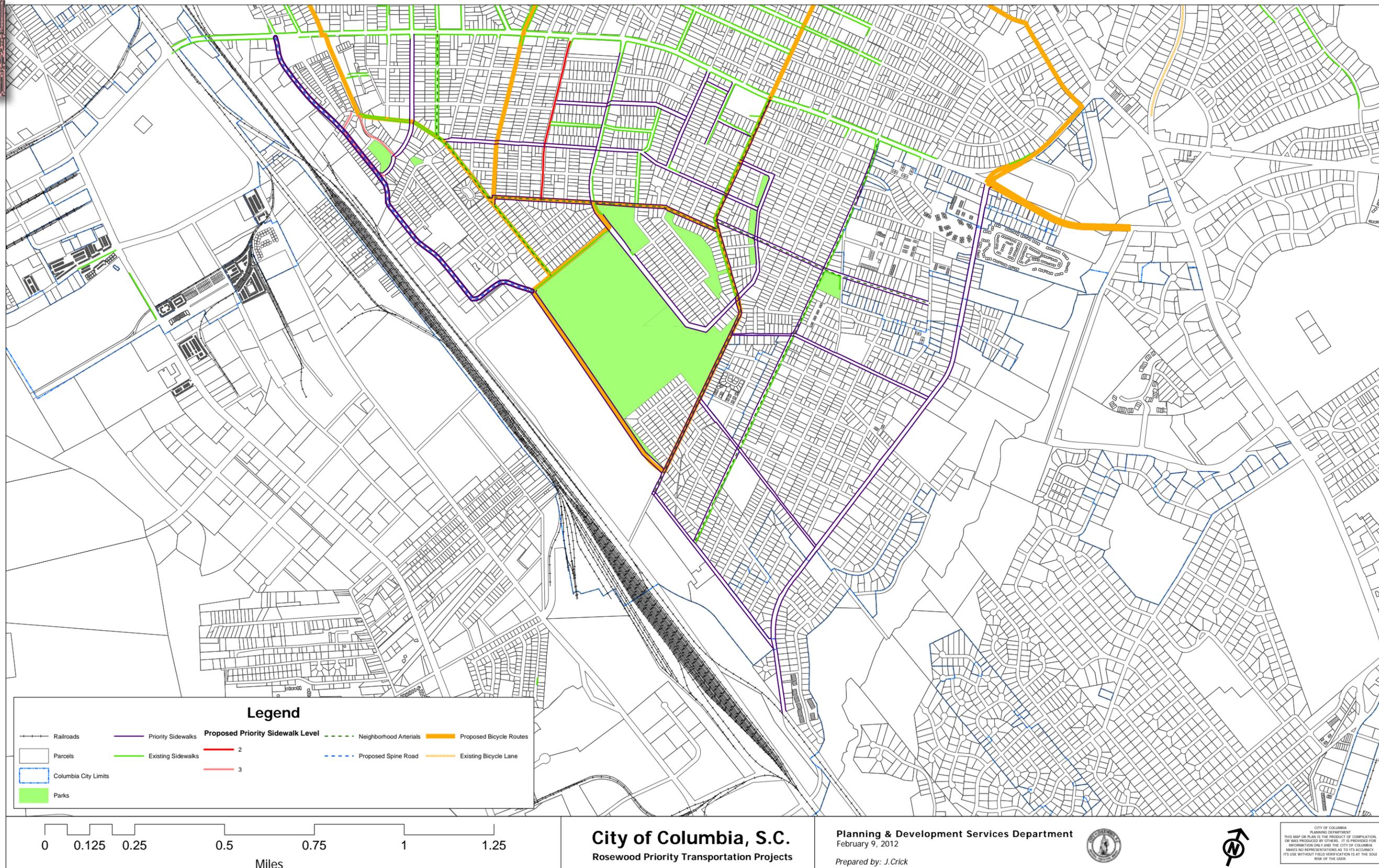
City of Columbia, S.C.
Rosewood: Potential Overlay Locations

Planning & Development Services Department
April 20, 2012
Prepared by: J. Crick



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Priority Transportation Projects



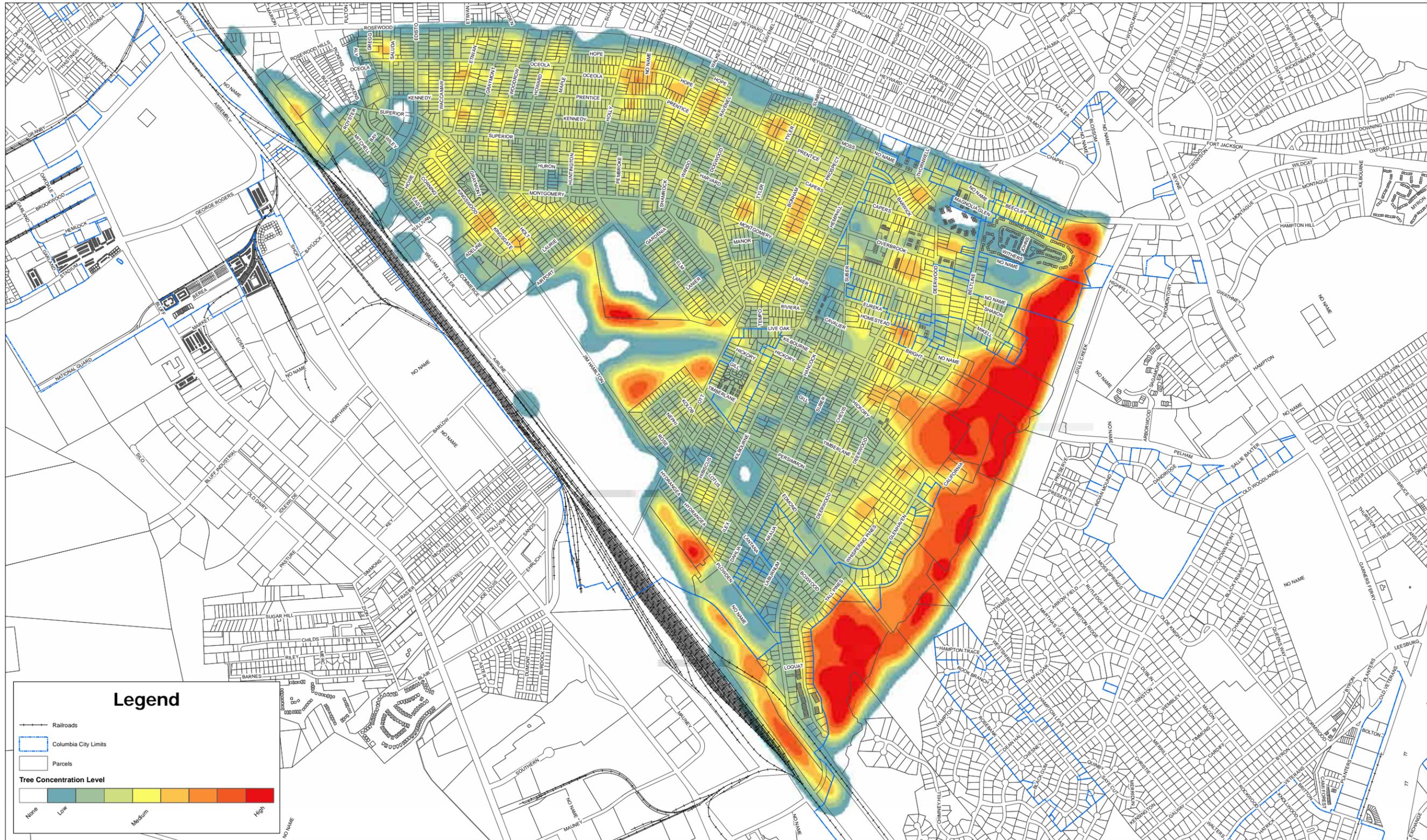
0 0.125 0.25 0.5 0.75 1 1.25
Miles

City of Columbia, S.C.
Rosewood Priority Transportation Projects

Planning & Development Services Department
February 9, 2012
Prepared by: J.Crick



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Legend

- Railroads
- Columbia City Limits
- Parcels

Tree Concentration Level

None	Low	Medium	High
------	-----	--------	------



City of Columbia, S.C.
 Rosewood: Tree Concentration (Private Parcels)

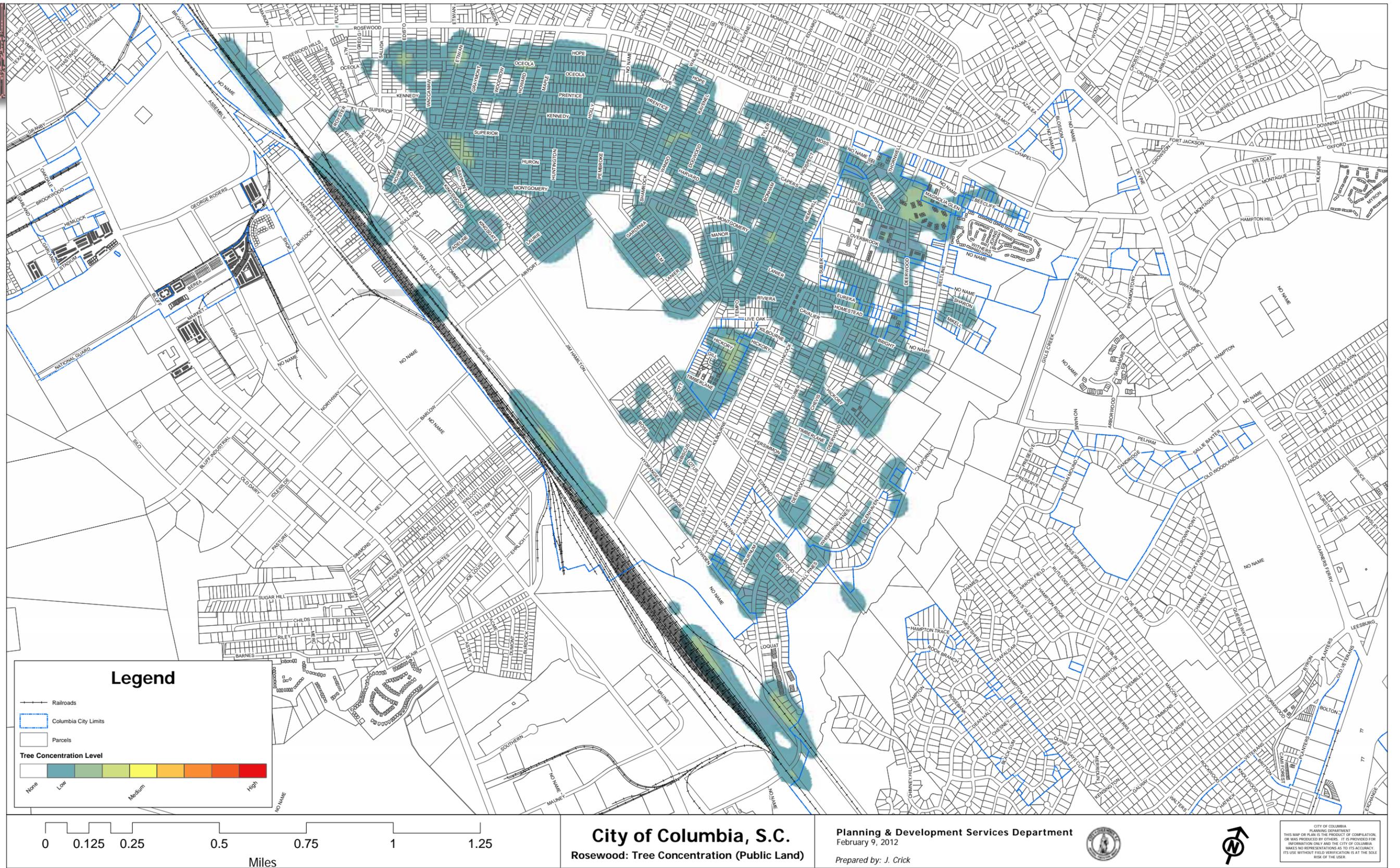
Planning & Development Services Department
 February 9, 2012
 Prepared by: J. Crick

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Trees Located on Parks and Private Property

Map 7.2

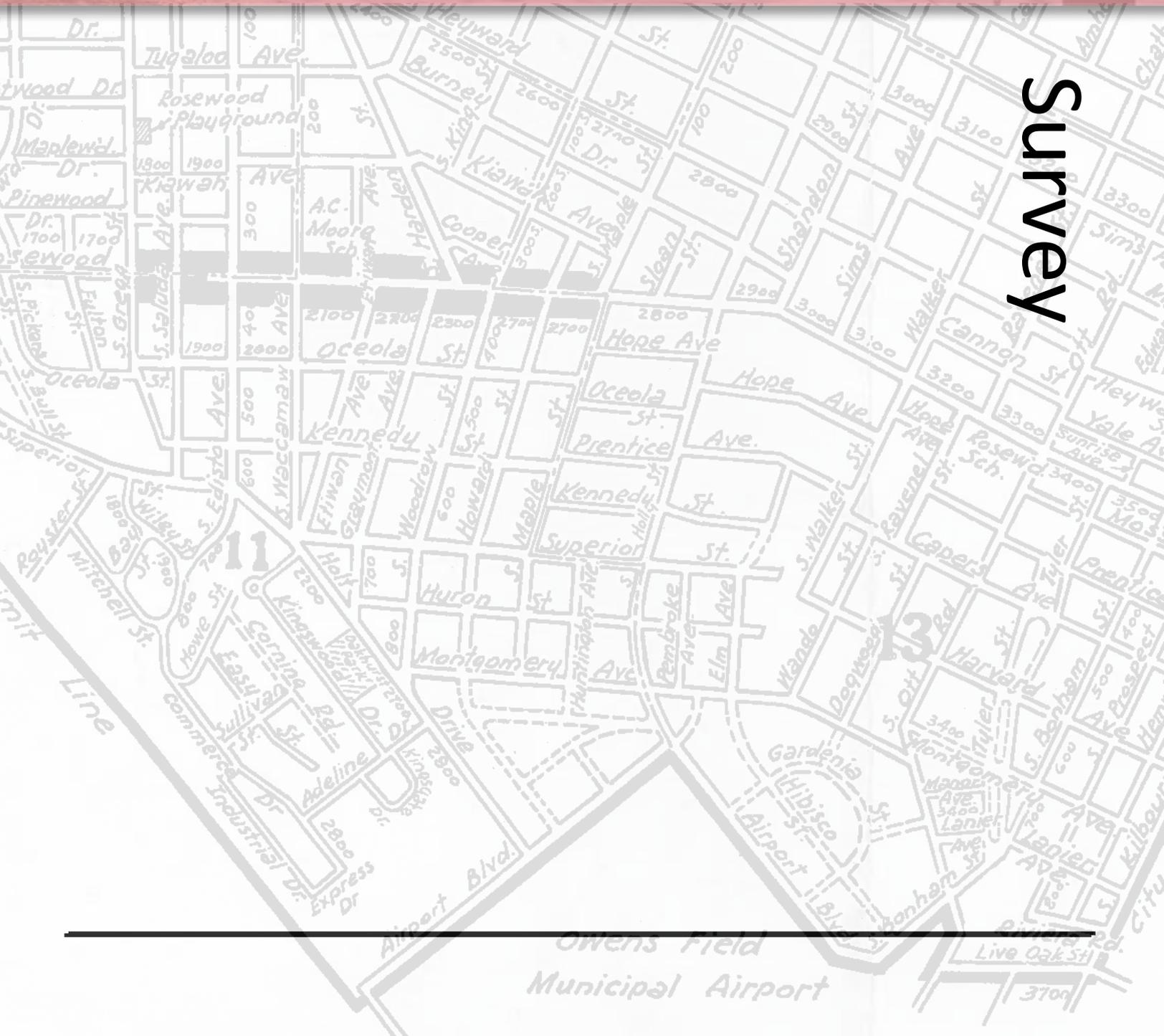
Public Trees, located within Street right of ways



ROSEWOOD > PLAN C

A Corridor & Neighborhood Plan

Survey



Survey Questionnaire

Rosewood Area Planning Survey

Which of the following best describes you? (Please mark all that apply)

Gender:

- Female Male

My age range is:

- 18-25 36-45 56-65 Over 77
 26-35 46-55 66-77

I live in a:

- Apartment complex Single family (1 unit) Other
 Duplex (2 Units) Townhouse

I am a:

- Business owner Home owner Other
 Employee in area Renter _____
(Please specify)

How long have you lived in the City of Columbia?

- Less than 1 Year 6 to 10 Years More than 20 Years
 1 to 5 Years 10 to 20 Years Life-long Resident

I have owned a business or owned commercial property in Rosewood for:

- Not applicable 6 to 10 Years Life-long Resident
 Less than 1 Year 10 to 20 Years
 1 to 5 Years More than 20 Years

The annual household income is:

- Below \$20,000 \$30,001 to \$50,000 \$70,001 to \$90,000
 \$20,001 to \$30,000 \$50,001 to \$70,000 \$90,001 and above

Where do you do most of your daily shopping and obtain most services?

- Cayce Garners Ferry Sand Hills/Northeast
 Devine Street Harbison Two Notch
 Downtown Internet West Columbia
 Five Points Lexington Other
 Forest Drive Rosewood Drive

Rosewood Neighborhood:

Please provide an answer that closely matches your opinion of the following statements:

The availability of Single Family Housing is adequate within the Rosewood Area

__ Strongly Agree __ Agree __ Neutral __ Disagree __ Strongly Disagree __ No Opinion

Survey Questionnaire

Rosewood Area Planning Survey

The availability of Apartments is adequate within the Rosewood Area.

Strongly Agree Agree Neutral Disagree Strongly Disagree No Opinion

Do you think additional dwelling units should be constructed in Rosewood?

Yes No No Opinion

If yes, what kind would you prefer?

Prefer	Opposed	No Opinion	
			Apartments
			Condos (Apartment Style)
			Condos (Townhouse Style)
			Duplexes

Prefer	Opposed	No Opinion	
			Elderly Housing
			Single Family Houses
			Townhomes
			Accessory Units

Accessory dwelling units (i.e. a garage apartment) on the same lot should be allowed and encouraged within Rosewood.

Strongly Agree Agree Neutral Disagree Strongly Disagree No Opinion

Should new housing built within the neighborhood be designed with conventional construction techniques or sustainable construction techniques?

Conventional Sustainable No Opinion

Newly constructed houses (last 10 years) within Rosewood compliment the existing architecture and character of the neighborhood?

Strongly Agree Agree Neutral Disagree Strongly Disagree No Opinion

Would you support design guidelines for new construction that would allow new developments to better fit into the existing neighborhood?

Yes No No Opinion

Preserving the unique character and architecture of the neighborhood should be a priority.

Strongly Agree Agree Neutral Disagree Strongly Disagree No Opinion

Would you support the creation of historic district in certain areas that may be eligible?

Yes No No Opinion

New developments should include sidewalks.

Agree Disagree No Opinion

I would support the installation of new sidewalks as a retrofit project.

Agree Disagree No Opinion

Survey Questionnaire

Rosewood Area Planning Survey

Would you support sidewalks being installed throughout the Rosewood Area or in selected locations?

Throughout Selected areas

If infrastructure in Rosewood were updated, I would be in support of the new infrastructure using sustainable techniques, such as pervious pavement, rain gardens, bio swales etc.

Agree Disagree No Opinion

The traffic in Rosewood needs to slow down.

Agree Disagree No Opinion

I would support the installation of traffic calming devices within the neighborhood.

Agree Disagree No Opinion

On street parking in Rosewood is:

To much Just Right Not enough No Opinion

If you could make one change to the Rosewood Area, what change would you make?

Rosewood Corridor:

If additional development were to occur, what type of development would you like to see along the Corridor? (Please mark all that apply)

Prefer	Opposed	No Opinion	
			Apartments
			Automotive Repair/Service
			Industrial
			Office/ Professional (new construction)
			Office/Professional (retrofit existing Res. Structures)

Prefer	Opposed	No Opinion	
			Retail (general)
			Townhomes
			Restaurants - Non Drive Through
			Restaurants – Drive Through
			Single Family Homes
			Student Housing
			Other

The best thing about the Rosewood Corridor is:

If you could make one change to the Rosewood Corridor, what change would you make?

Survey Questionnaire

Rosewood Area Planning Survey

Overview:

For the Rosewood Corridor:
Please rate the following item's level of importance

Description	Very Important	Important	Neutral	Unimportant	Very important
Design Standards					
Façade Programs					
Mix of Retail Stores					
Parking					
Pedestrian Amenities					
Re Use of Existing Residential Structures					
Re Use of Vacant Lots					
Mix of Retail Stores					
Traffic Speeds					
Shade Trees					
Street Improvements					
Other					

For the Rosewood Neighborhood:
Please rate the following item's level of importance

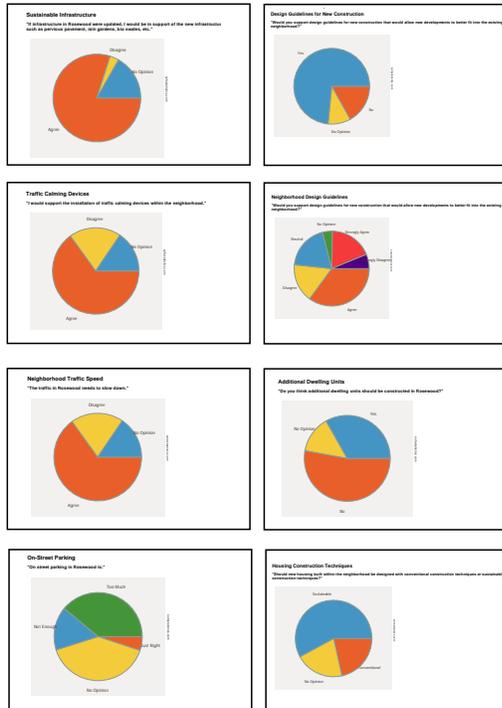
Description	Very Important	Important	Neutral	Unimportant	Very important
Design Standards – New Construction					
Historic Designation – Selected Areas					
Parking – On property					
Parking – On Street					
Sidewalks					
Street Lights					
Shade Trees					
Street Improvements					
Traffic Speeds					
Traffic Calming					
Other					

Additional Comments

Do you have any additional comments, ideas or information that you would like to provide at this time?

Survey Results

Survey Results



Survey Results



Display Boards
Presented at December 2012 Public Meeting

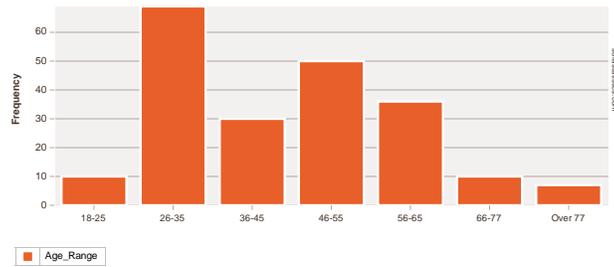
Survey Results

Question No. 2 “My Age is”

Respondent Age

“My age range is:”

Single chart only

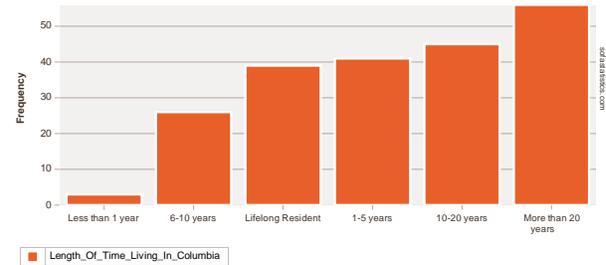


Question No. 5 “How long have you lived in the City of Columbia”

Respondent's Length of Residency

“How long have you lived in the City of Columbia?”

Single chart only

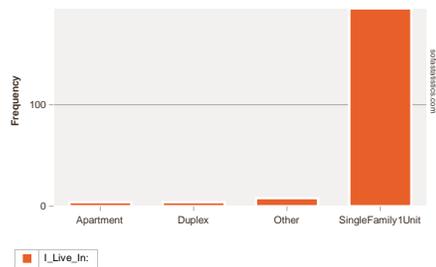


Question No. 3 “I live in a”

Respondent's Dwelling

“I live in a:”

Single chart only



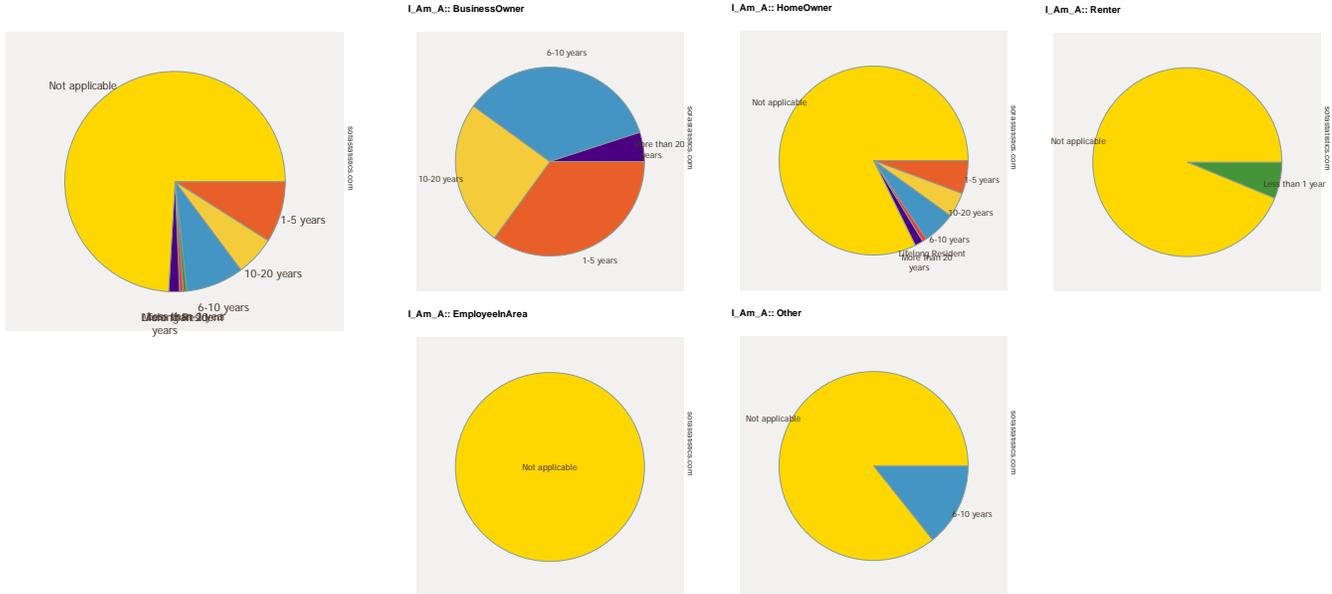
Question No. 8 “Where do you do most of your daily shopping and obtain most services”

Location_Of_Daily_Shopping/Services:	Freq	Col %
Devine Street	15	7.1%
Downtown	2	1.0%
Five Points	5	2.4%
Forest Drive	8	3.8%
Garners Ferry	37	17.6%
Harbison	2	1.0%
Internet	1	0.5%
Other	2	1.0%
Rosewood Drive	135	64.3%
Sand Hills/Northeast	2	1.0%
West Columbia	1	0.5%
TOTAL	210	100.0%

Survey Results

Question No. 6

“I have owned a business or owned commercial property in Rosewood for”



From sola_db.Copy_of_Planning_&_Development_Services_Rosewood_Survey_120211 # on 05/12/2011 at 11:57 am
All data in table included - no filtering

			Freq	Col %
Length_Of_Time_Owning_A_Business/Commercial_Property_In_Rosewood:	1-5 years	I_Am_A: BusinessOwner	7	46.7%
		I_Am_A: HomeOwner	8	53.3%
		TOTAL	15	100.0%
	10-20 years	I_Am_A: BusinessOwner	5	45.5%
		I_Am_A: HomeOwner	6	54.5%
		TOTAL	11	100.0%
	6-10 years	I_Am_A: BusinessOwner	7	43.8%
		I_Am_A: HomeOwner	8	50.0%
		I_Am_A: Other	1	6.3%
		TOTAL	16	100.0%
	Less than 1 year	I_Am_A: Renter	1	100.0%
	Lifelong Resident	I_Am_A: HomeOwner	1	100.0%
		TOTAL	1	100.0%
	More than 20 years	I_Am_A: BusinessOwner	1	33.3%
		I_Am_A: HomeOwner	2	66.7%
TOTAL		3	100.0%	
Not applicable	I_Am_A: EmployeeInArea	1	0.7%	
	I_Am_A: HomeOwner	116	84.1%	
	I_Am_A: Other	6	4.3%	
	I_Am_A: Renter	15	10.9%	
	TOTAL	138	100.0%	

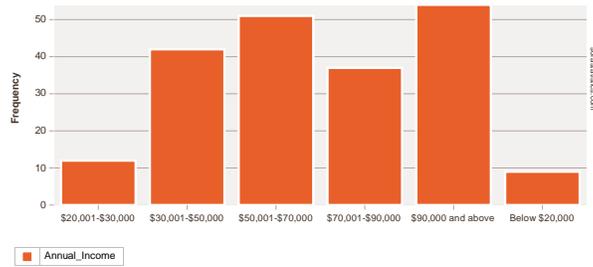
Survey Results

Question No. 7
 “The annual household income is”

Question No. 13
 “Accessory dwelling units on the same lot should be allowed and encouraged within Rosewood”

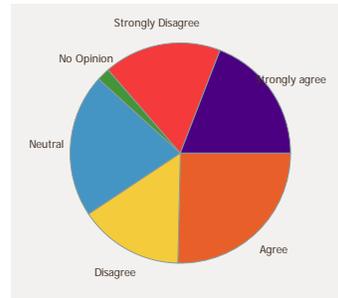
Respondent's Annual Household Income
 “The annual household income is:”

Single chart only



Accessory Dwelling Units

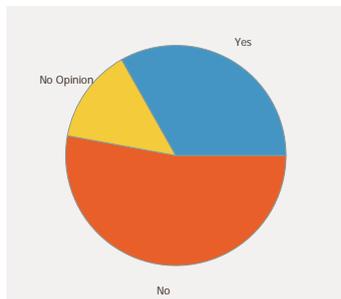
“Accessory dwelling units (i.e. a garage apartment) on the same lot should be allowed and encouraged within Rosewood.”



Question No. 11
 “Do you think additional dwelling units should be constructed in Rosewood?”

Additional Dwelling Units

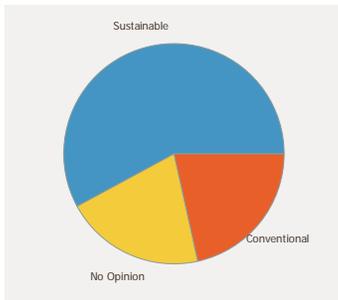
“Do you think additional dwelling units should be constructed in Rosewood?”



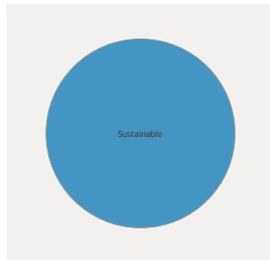
Survey Results

Question No. 14

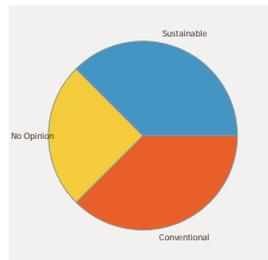
“Should new housing built within the neighborhood be designed with conventional construction techniques or sustainable construction techniques?”



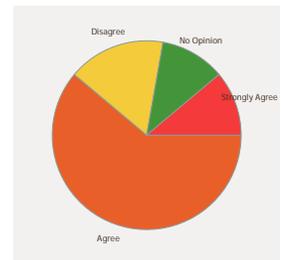
I_Live_In: Apartment



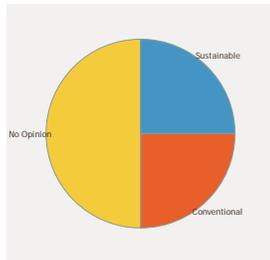
I_Live_In: Other



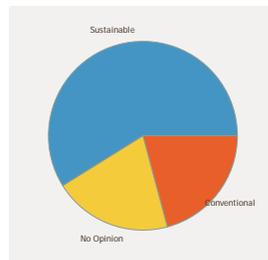
I_Am_A: Renter



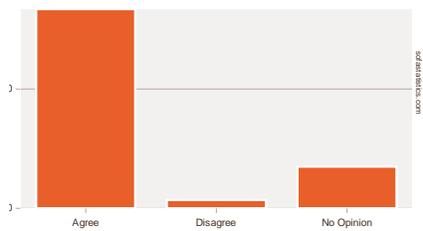
I_Live_In: Duplex



I_Live_In: SingleFamily1Unit

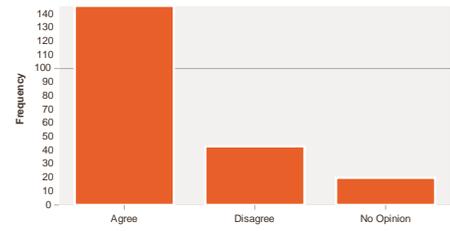


Support of New Infrastructure Using Sustainable Techniques



Support_Of_New_Infrastructure_Using_Sustainable_Techniques

Traffic Calming Devices Should Be Installed



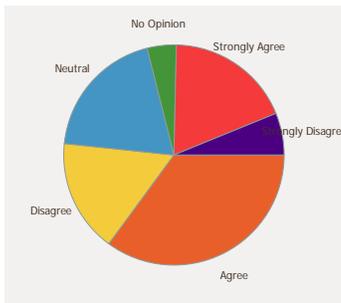
Traffic_Calming_Devices_Should_Be_Installed

Survey Results

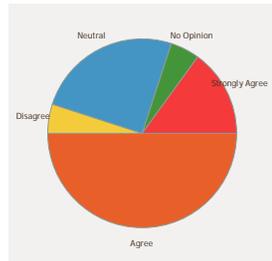
Question No. 15

“Newly constructed houses (last 10 years) within Rosewood compliment the existing architecture and character of the neighborhood?”

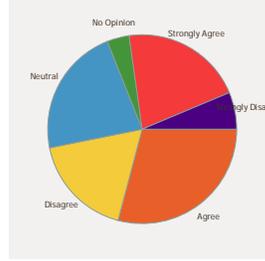
Response:



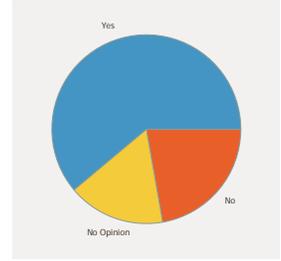
I.Am.A.: BusinessOwner



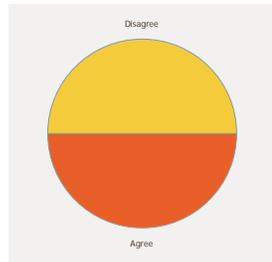
I.Am.A.: HomeOwner



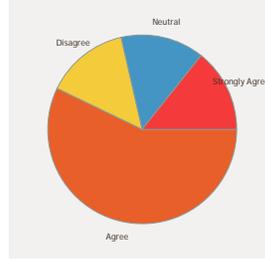
I.Am.A.: Renter



I.Am.A.: EmployeeInArea



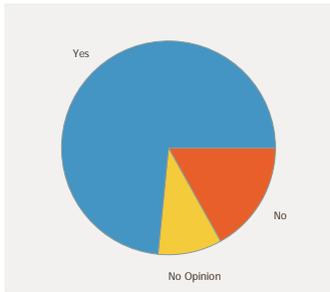
I.Am.A.: Other



Survey Results

Question No. 16

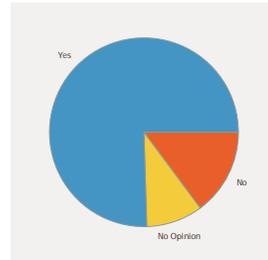
“Would you support design guidelines for new construction that would allow new developments to better fit into the existing neighborhood?”



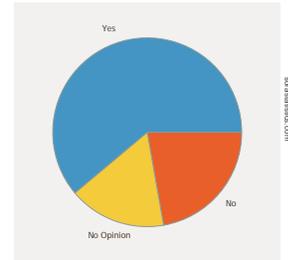
I_Am_A:: BusinessOwner



I_Am_A:: HomeOwner



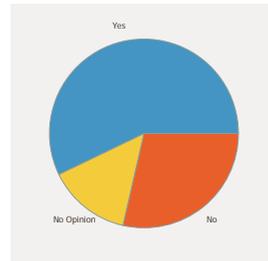
I_Am_A:: Renter



I_Am_A:: EmployeeInArea



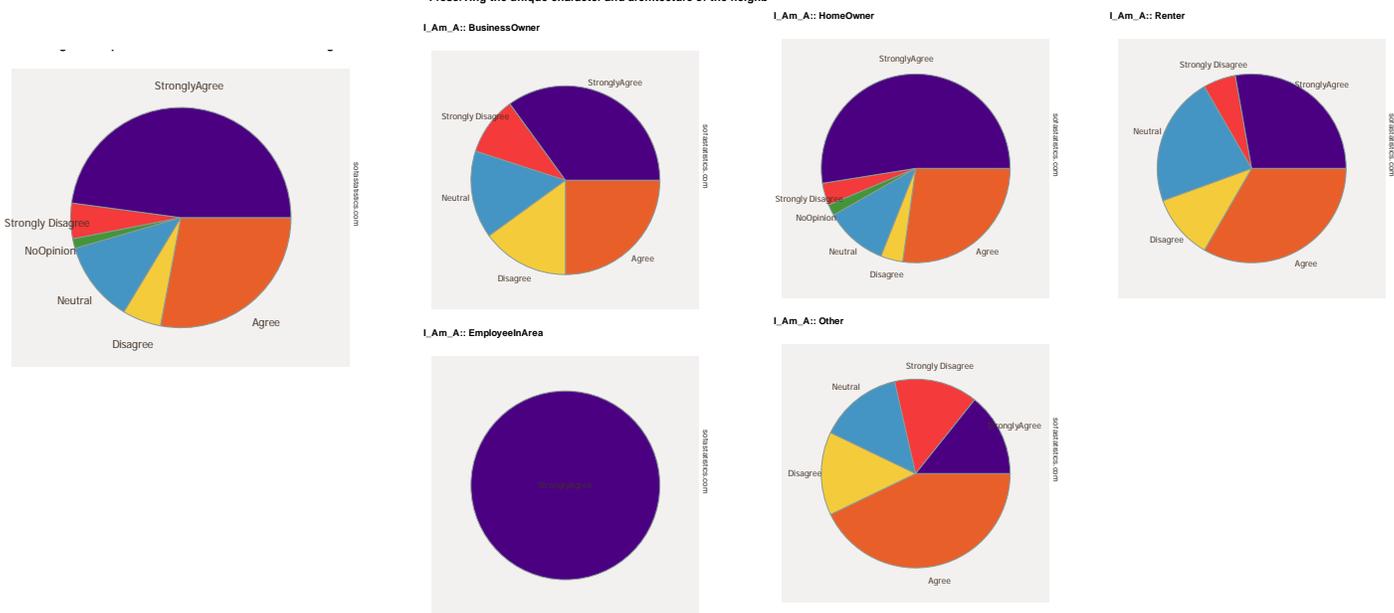
I_Am_A:: Other



Survey Results

Question No. 17

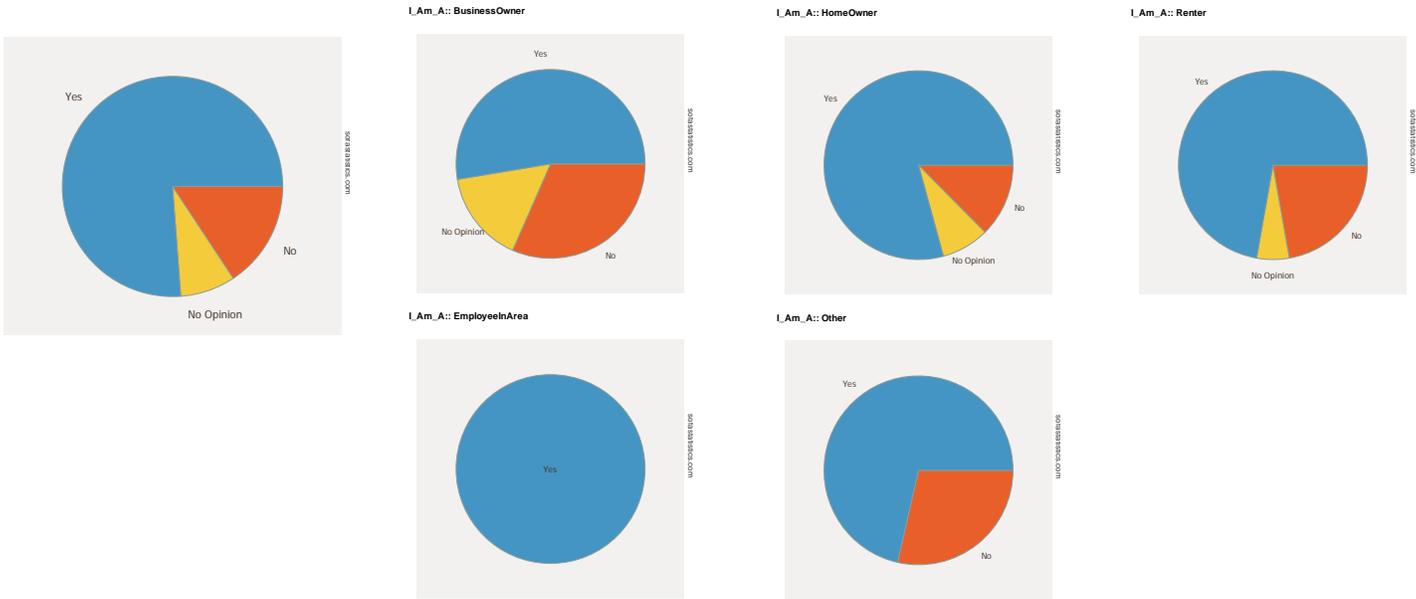
“Preserving the unique character and architecture of the neighborhood should be priority”



Survey Results

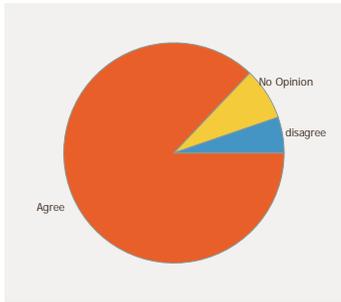
Question No. 18

“Would you support the creation of historic district in certain areas that may be eligible?”

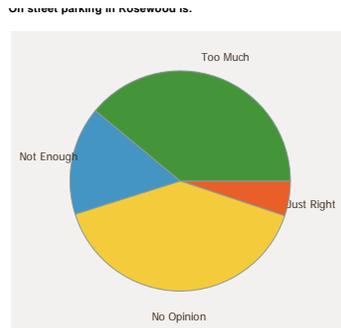


Survey Results

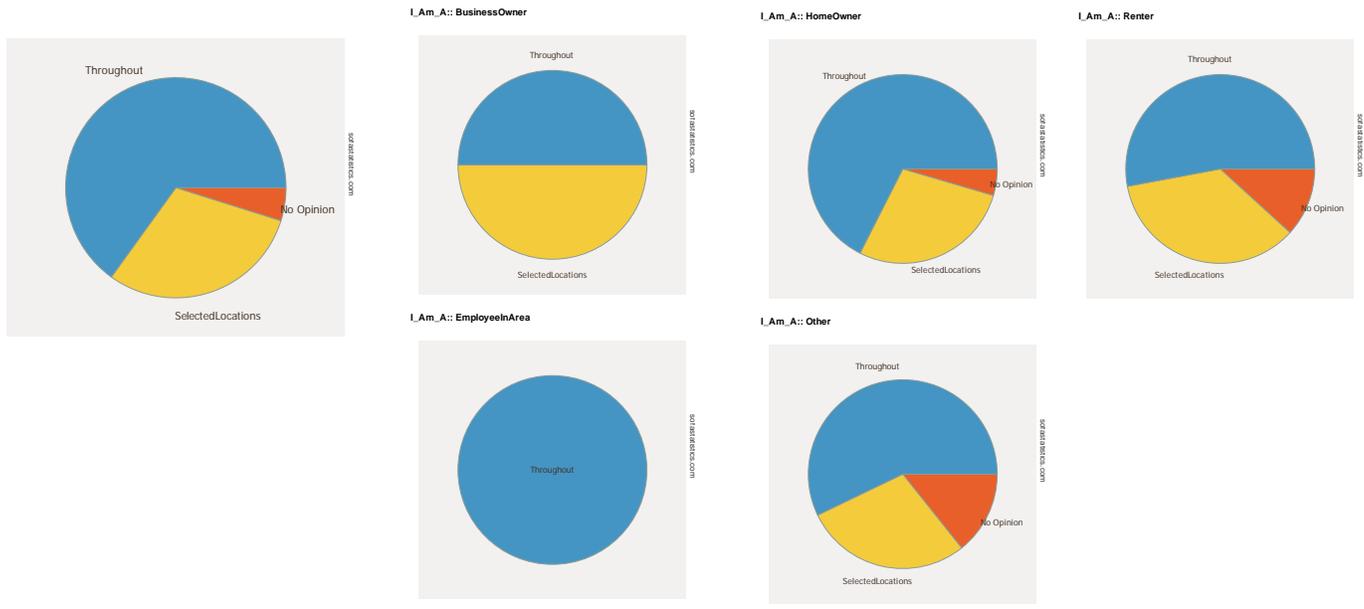
Question No. 20
 “I would support the installation of new sidewalks as a retrofit project.”

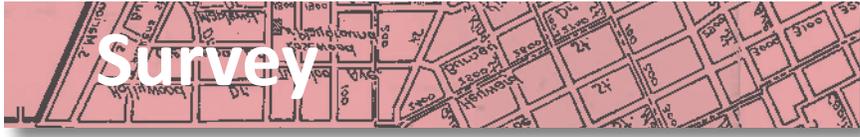


Question No. 25
 “On Street Parking in Rosewood is”



Question No. 21
 “Would you support sidewalks installed throughout the Rosewood Area or in selected areas?”





Survey

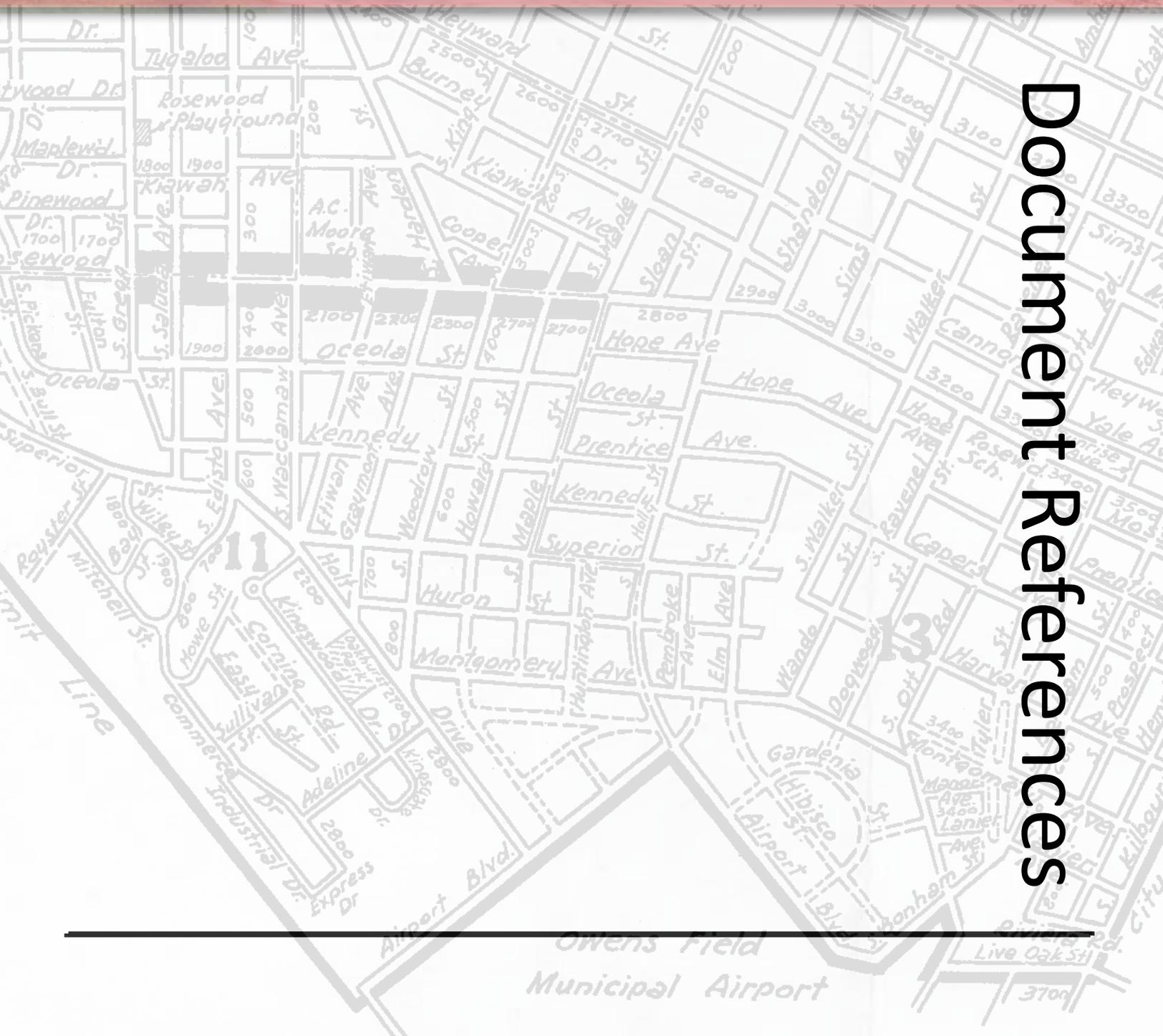
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ROSEWOOD > PLAN

A Corridor & Neighborhood Plan



Document References



Document References

Chapter 3

Historical Background

ⁱ John M. Bryan & Associates, *City-Wide Architectural Survey and Historic Preservation Plan: Columbia, South Carolina* (Columbia, South Carolina: South Carolina Department of Archives & History and City of Columbia, 1993), page 56.

ⁱⁱ John Hammond Moore, *Columbia & Richland County: A South Carolina Community, 1740-1990* (Columbia, South Carolina: University of South Carolina Press, 1993), back inside cover; Meredith Good, "Rosewood Renaissance: Tracking Progress along Rosewood Drive," *Columbia Metropolitan Magazine*, June 2008, p.14-21.

ⁱⁱⁱ Bryan & Associates, *City Wide Survey*, "Neighborhood History V: The Suburb of Shandon, Columbia, S.C."

^{iv} *Neighborhoods: Rosewood*, Richland County Public Library Local History Vertical Files, Columbia, South Carolina; Columbia Housing Authority, "Homes at Rosewood Hills Rolling Along: Development Demonstrates Affordability of Green Building," *The Source* 18 (May/June 2008): 1.

^v "Rosewood Shopping Center's Stores to Open Tomorrow," *Columbia Record*, May 4, 1954, section B1
^{vi} *Ibid.*

^{vii} Meredith Good, "Rosewood Renaissance: Tracking Progress along Rosewood Drive," *Columbia Metropolitan Magazine*, June 2008, p.14-21.

^{viii} Shelley Hill, "Popular Rosewood Restaurant To Reopen Next Week," *The State*, January 1, 2004, section B1, Metro/Region.

^{ix} Central Midlands Regional Planning Council, "Rosewood Drive Corridor: Commercial Improvements," (June, 1981).

^x Warner M. Montgomery presentation at the February 2, 2012 Central Rosewood Neighborhood meeting.

^{xi} "Rosewood School Formally Opens," *The State*, March 14, 1926, page 3.

^{xii} Montgomery presentation, 2/12/2012.

^{xiii} *Ibid.*; Warner M. Montgomery, *Columbia Schools :A History of Richland County School District One, Columbia, South Carolina, 1792-2000 CD Rom* (Columbia, South Carolina: Published by author, 2002), 341.

^{xiv} Montgomery, *Columbia Schools CD Rom*, 210.

^{xv} Montgomery, *Columbia Schools CD Rom*, 267.

^{xvi} Montgomery, *Columbia Schools CD Rom*, 270-271.

^{xvii} Curtiss-Wright Hangar, Columbia, Richland County, South Carolina, Nomination to the National Register of Historic Places, (1997). All information in this section is from the National Register Nomination.

Chapter 7

Physical Development -Transportation

¹Erik Rosén, Ulrich Sander, Pedestrian fatality risk as a function of car impact speed, *Accident Analysis and Prevention*, Volume 41, Issue 3, May 2009, Pages 536-542.

²John Pucher and Lewis Dijkstra Promoting Safe Walking and Cycling to Improve Public Health: Lessons From The Netherlands and Germany. *American Journal of Public Health*: September 2003, Vol. 93, No. 9, pp. 1509-1516. doi: 10.2105/AJPH.93.9.1509 Accepted on: Apr 16, 2003

³Phyllis F. Agran, Diane G. Winn, Craig L. Anderson, Cecile Tran, and Celeste P. del Valle, The Role of the Physical and Traffic Environment in child pedestrian injuries. *Pediatrics* Vol. 98 No. 6 December 1, 1996 pp. 1096 -1103