



**COLUMBIA CITY COUNCIL MEETING AGENDA
TUESDAY, DECEMBER 5, 2017**

The City Council will conduct a Work Session & Council Meeting at 2:00 p.m. and 6:00 p.m. on Tuesday, December 5, 2017 at City Hall, 1737 Main Street, Columbia, SC 29201.

The Honorable Mayor Stephen K. Benjamin
The Honorable Sam Davis, District I ▪ The Honorable Tameika Isaac Devine, At-Large
The Honorable Howard E. Duvall, Jr., At-Large ▪ The Honorable Edward H. McDowell, Jr., District II
The Honorable Daniel J. Rickenmann, District IV

Prior to entering the meeting please turn all electronic communication devices to the silent, vibrate or off position. All presenters are asked to speak directly into the microphone for recording purposes.

WORK SESSION - 2:00 P.M.

ROLL CALL

INVOCATION

ADOPTION OF THE AGENDA

CITY COUNCIL DISCUSSION

1. State Legislative Update - Mr. Kyle Michel, Esq., Michel Law Firm
2. Federal Legislative Update - Mr. Ralph Garboushian, Capital Edge, LLC
3. Walk Bike Columbia Plan Update - Ms. Leigh DeForth, AICP, Comprehensive Planner for the Planning and Development Services Department
4. Upcoming Budget Workshops - Ms. Teresa Wilson, City Manager

EXECUTIVE SESSION

5. Receipt of legal advice relating to a pending, threatened or potential claim pursuant to S.C. Code §30-4-70(a)(2)

Godfrey v. City
Cumberland v. City
 6. Receipt of legal advice related to matters covered by attorney-client privilege pursuant to S.C. Code §30-4-70(a)(2)
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COLUMBIA CITY COUNCIL MEETING AGENDA TUESDAY, DECEMBER 5, 2017

*Ordinance 2017-109 add Sec. 14-100 Enhanced trigger devices declared illegal; exceptions
Utility Relocations
Opioid litigation*

7. Discussion of negotiations incident to proposed contractual arrangements pursuant to S.C. Code §30-4-70(a)(2)

Bike Share

8. Discussion of employment of an employee pursuant to S.C. Code §30-4-70(a)(2)

*City Council
Municipal Court*

COUNCIL MEETING - 6:00 P.M.

ROLL CALL

PLEDGE OF ALLEGIANCE

INVOCATION

PUBLIC INPUT RELATED TO AGENDA ITEMS

APPROVAL OF MINUTES

9. Council is asked to approve the September 19, 2017 and October 20, 2017 Council Meeting Minutes.

CONSENT AGENDA ITEMS 10 THROUGH 39

10. Council is asked to approve a Maintenance and Security Agreement between Richland County and the City of Columbia for the Gills Creek Section A Greenway Project.
11. Council is asked to approve the Richland County/City of Columbia Intergovernmental Fire Services Agreement.
12. Council is asked approve the Purchase of a Reelmaster Mower for the Parks and Recreation Department, as requested by the Fleet Services Division. Award to Smith Turf Irrigation, using the SC State Contract in the amount of \$52,137.32. This vendor is located in Lexington, SC.



COLUMBIA CITY COUNCIL MEETING AGENDA TUESDAY, DECEMBER 5, 2017

Funding Source: Capital Replacement- Auto, Trucks, Heavy Equipment Capital. 6308972-658500. The original budgeted amount is \$52,137.32.

13. Council is asked to approve the Purchase of two (2) Chevrolet Tahoes for the Police Department's K-9 Team, as requested by the Fleet Services Division. Award to Love Chevrolet, using the SC State Contract in the amount of \$87,393.44. This vendor is located in Columbia, SC.

Funding Source: Capital Replacement - Auto, Trucks, Heavy Equipment-Capital 6308972-658500. The original budgeted amount is \$87,393.44.

14. Council is asked to approve the Purchase of one (1) Dump Truck, as requested by the Fleet Services Division. Award to Shealy's Truck Center Inc., using the Future Ordering Agreement in the amount of \$147,345.00. This firm is located in Columbia, SC.

Funding source: Capital Replacement-Auto, Trucks, Heavy Equipment-Capital: 6308972-658500. The original budgeted amount is \$147,345.00.

15. Council is asked to approve the Purchase of a Wheel Loader with two (2) Tink Buckets, as requested by the Fleet Services Division. Award to Blanchard Machinery Company, Inc. using the SC State Contract in the amount of \$148,005.00. This vendor is located in West Columbia, SC.

Funding Source: Capital Replacement - Auto, Trucks, Heavy Equipment-Capital 6308972-658500. The original budgeted amount is \$148,005.00.

16. Council is asked to approve the Purchase of twelve (12) Compact Hybrid Vehicles, as requested by the Fleet Services Division. Award to Galeana Chrysler Jeep in the amount of \$298,464.00. This vendor is located in Columbia, SC.

Funding Source: Utilities, Water Maintenance, Customer Service-Auto, Trucks, Heavy Equipment Capital. 5516202-658500 The original budgeted amount is \$298,464.00.

17. Council is asked approve the Purchase of Radios and Accessories for Support Services, as requested by the Fleet Services Division. Award to Motorola Inc., using the SC State Contract in the amount of \$55,286.93. This vendor is located in Blythewood, SC.

Funding Source: Capital Replacement- Computer Equipment/Hardware: 6308972-627500. The original budgeted amount is \$55,286.93.



**COLUMBIA CITY COUNCIL MEETING AGENDA
TUESDAY, DECEMBER 5, 2017**

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18. Council is asked to approve the Purchase of GETAC V110 computers and accessories for the Information Technology Services Department, as requested by the Fleet Services Division. Award to Group Mobile International, LLC using the General Services Administration Contract in the amount of \$120,042.00. This firm is located in Chandler, AZ.

Funding Source: Capital Replacement- Computer Equipment/Hardware: 6308972-627500. The original budgeted amount is \$120,042.00.

19. Council is asked to approve Project SS7340; Bio Solids Master Plan Update for the Metro Wastewater Treatment Plant, as requested by Columbia Water. Award to Hazen and Sawyer, as a Sole Source in an amount not to exceed \$241,408.00. This firm is located in Columbia, SC.

Funding Source: Utilities Metro Wastewater Plant- SPC Contracts W/S, SW; 5516208 - 638305. The original budgeted amount is \$288,700.00.

This is a Clean Water 2020 Program Project.

20. Council is asked to ratify an Emergency Procurement for Project SS7426; 8" PVC Gravity Sewer Line Replacement along Commerce Drive and a point repair at the intersection of Commerce Drive and Sullivan Street, as requested by Columbia Water. Award to McClam & Associates Inc., a certified local business enterprise, in the amount of \$281,950.00. This firm is located in Little Mountain, SC.

Funding source will be provided from: Water & Sewer Capital Projects: Capital Project Costs: 5529999-658650 SS7426 for \$281,950.00.

This is a Clean Water 2020 Program Project.

21. Council is asked to approve a Contract for the West Columbia Pump Station Repairs for Project SS7402, as requested by Columbia Water. Award to Shady Grove Construction, LLC, a Minority Business Enterprise in an amount not to exceed \$490,475.00 which includes contingency. This firm is located in Irmo, SC.

Funding Source: 2536208-638400 - The original budgeted amount is \$490,475.00.

This is a Clean Water 2020 Program Project



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COLUMBIA CITY COUNCIL MEETING AGENDA TUESDAY, DECEMBER 5, 2017

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22. Council is asked to approve an Engineering Services Agreement for Project WM4231; City of Columbia Canal Water Treatment Plant Clearwell and High Service Pump Station Rooms 2 & 3 Improvements and Construction Administration and Observation Services, as requested by Columbia Water. Award to URS Corporation in an amount not to exceed \$2,031,815.00. This firm is located in Columbia, SC.

Funding Source: 5529999-WM423101-658650. The original budget amount is \$2,031,815.00.

This is a Mentor Protege Program Project. DESA Inc., a Minority Business Enterprise of Columbia, SC is the Protege and will provide Construction Administration and Construction Observation services at \$310,470.00 (15.3%) of the total contract value.

The following sub-consultants will provide additional services:

Howard Engineering of Columbia, SC will provide electrical engineering, mechanical engineering, and construction observation services at \$214,000.00 (10.5%) of the contract value.

Chao and Associates, a Minority Business Enterprise of Columbia, SC will provide structural engineering, architectural, and construction observation services at \$353,000.00 (17.4%) of the contract value.

Terracon Consultants, Inc. (A Sub of DESA, Inc.) of Columbia, SC will provide geotechnical and material testing services at \$210,684.00 (10.4%) of the contract value.

23. Ordinance No.: 2017-041 - Authorizing the City Manager to execute an Amendment to Lease Agreement between the City of Columbia and Hampton & Assembly SPE, LLC for the parking garage located at 1520 Assembly Street, Richland County TMS #09014-11-15

First reading approval was given on November 21, 2017.

24. Ordinance No.: 2017-070 - Authorizing the City Manager to execute an Amendment to the License Agreement between the City of Columbia and Hallmark Homes International, Inc.

First reading approval was given on November 21, 2017.

25. Ordinance No.: 2017-084 - Authorizing transfer of an unopened portion of Marion Street between Whaley Street and Catawba Street adjacent to Richland County TMS #11306-13-01, and transfer of an unopened portion of Catawba Street between Marion Street and Bull Street adjacent to Richland County TMS # 11306-09-02, 11306-12-01 and 11306-12-02 to the University of South Carolina



**COLUMBIA CITY COUNCIL MEETING AGENDA
TUESDAY, DECEMBER 5, 2017**

First reading approval was given on November 21, 2017.

26. Ordinance No.: 2017-090 - Amending the 1998 Code of Ordinances of the City of Columbia, South Carolina, Chapter 21, Stormwater Management and Sedimentation Control, Article III, Flood Damage Prevention, Division 1, Generally, Sec. 21-125 Definitions and Sec. 21-127 Basis for establishing areas of special flood hazard; Division 2, Administration, Sec. 21-151 Responsibility for administration, add Sec. 21-152 Definitions, renumber and amend remaining sections as Sec. 21-153 Application for development permit; Sec. 21-154 Duties of city engineer; Sec. 21-155 Appeals and variances; Division 3, Flood Hazard Reduction, Sec. 21-171 General standards; Sec. 21-1782 Specific standards and Sec. 21-173 Standards for streams without established base flood elevations and floodways

The City of Columbia has received updated Flood Insurance Rate Maps (FIRMs) from FEMA. When the FIRM Panels are released, the entire floodplain ordinance is reviewed to ensure compliance with the National Flood Insurance Program (NFIP). The proposed ordinance changes include updating the map panel numbers and effective date to reflect the newly released maps as well as minor corrections to definitions and clarification of other sections as outlined.

First reading approval was given on November 21, 2017.

27. Ordinance No.: 2017-099 - Granting a Right of Way Easement to Richland County for the Atlas Road Widening Project along a portion of City-owned property identified as Richland County TMS#16312-01-02 (Atlas Road Fire Station); CF#250-423

First reading approval was given on November 21, 2017.

28. Ordinance No.: 2017-101 - Authorizing the City of Columbia, South Carolina to execute and deliver an Equipment Lease Purchase Agreement in the Amount of Not Exceeding \$4,000,000 between the City and Lessor Thereof to Defray the Cost of Acquiring Certain Equipment, and other matters related thereto

First reading approval was given on November 21, 2017.

29. Ordinance No.: 2017-102 - Authorizing the City Manager to execute a Contract of Sale and Parking Agreement and Easement between the City of Columbia and Jeannie M. Rubin for the purchase of 1231 Blanding Street, Richland County TMS #09014-03-03

First reading approval was given on November 21, 2017.



**COLUMBIA CITY COUNCIL MEETING AGENDA
TUESDAY, DECEMBER 5, 2017**

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30. Ordinance No.: 2017-108 - Authorizing the City Manager to execute a Corrective Quit Claim Deed from the City of Columbia to Bull Street Development, LLC for Phase 1 Infrastructure Parcel, Richland County TMS #11501-01-13 (portion)

First reading approval was given on November 21, 2017.

31. ANNEXATION, INTERIM COMPREHENSIVE PLAN MAP AMENDMENT AND INTERIM ZONING MAP AMENDMENT - 1627 Auburn Street, TMS# 11613-12-33

Ordinance No.: 2017-103 - Annexing 1627 Auburn Street, Richland County TMS# 11613-12-33

Council District: 2

Proposal: Request to annex, assign an interim land use classification of Urban Core Community Activity Center (UCAC-2), and assign interim zoning of General Commercial (C-3). The property is currently classified as Mixed Residential-High Density and zoned General Commercial (GC) by Richland County.

Applicant: Life Made Whole International Ministries

Staff Recommendation: Annex, Assign Interim Land Use and Interim Zoning; Approve

PC Recommendation: 11/06/17: Annex, Assign Interim Land Use & Interim Zoning; Approve (7-0)

First reading approval was given on November 21, 2017.

32. ANNEXATION, COMPREHENSIVE PLAN MAP AMENDMENT, AND ZONING MAP AMENDMENT - 1051 Market Street and 1055 Market Street, TMS# 11206-04-05

Ordinance No.: 2017-095 - Annexing and Incorporating 1051 Market Street and 1055 Market Street, Richland County TMS# 11206-04-05 into the Plan Columbia Land Use Plan Putting the Pieces Together adopted by Ordinance No.: 2015-014 on February 17, 2015

Council District: 3

Proposal: Request to annex, assign land use classification of Employment Campus (EC), and assign zoning of General Commercial (C-3). The property is currently classified as Mixed Residential-High Density and zoned General Commercial (GC) by Richland County.

Applicant: Boyce Haigler

Staff Recommendation: Approval

PC Recommendation: 10/02/2017; Approval (7-0)



We Are Columbia

COLUMBIA CITY COUNCIL MEETING AGENDA TUESDAY, DECEMBER 5, 2017

First reading approval was given on November 21, 2017.

33. ZONING MAP AMENDMENT - 1014 Adeline Drive, TMS# 11215-06-26 and 11215-06-42

Council District: 3

Proposal: Request to rezone the parcel from PUD-R and M-1 to M-1

Applicant: Joab Dick

Staff Recommendation: Approval

PC Recommendation: 09/11/2017; Cancelled; 10/02/2017: Approval (7-0)

First reading approval was given on November 21, 2017.

34. ZONING MAP AMENDMENT - 1037 Market Street, TMS# 11206-04-04

Council District: 3

Proposal: Request to rezone the parcel from M-2 to C-3

Applicant: Boyce Haigler

Staff Recommendation: Approval

PC Recommendation: 10/02/2017; Approval (8-0)

First reading approval was given on November 21, 2017.

35. ZONING MAP AMENDMENT - 2701 Atlas Road and N/S Bluff Road(p), TMS# 13510-01-03 and 13500-02-04(p)

Council District: 3

Proposal: Request to rezone the parcel from PUD-R to PUD-R and RG-2

Applicant: John Gantt

Staff Recommendation: Approval

PC Recommendation: 10/02/2017; Approval (8-0)



COLUMBIA CITY COUNCIL MEETING AGENDA TUESDAY, DECEMBER 5, 2017

First reading approval was given on November 21, 2017.

36. COMPREHENSIVE PLAN AMENDMENT - Capital City Mill District Area & Corridor Plan

Ordinance No.: 2017-094 - Adopting the Capital City Mill District Area and Corridor Plan as an addendum to The Columbia Plan 2018

City Council Districts: 2 & 3

Proposal: Request the adoption of the Capital City Mill District Area & Corridor Plan as an addendum to the City of Columbia's Comprehensive Plan

Applicant: City of Columbia

Staff Recommendation: Approval

Joint PC Work Session: 09/21/2017

PC Recommendation: 10/02/2017; Approval (9-0)

First reading approval was given on November 21, 2017.

37. AMENDMENT TO PLAN COLUMBIA LAND USE PLAN

Ordinance No.: 2017-097 - Amending the text of Plan Columbia: Land Use Plan specific to the addition of an Urban Core Mixed Residential- Type 3 Future Land Use Classification

City Council Districts: 1, 2, 3, 4

Proposal: Request the adoption of an amendment to Plan Columbia: Land Use Plan text to add a future land use classification of Urban Core Mixed Residential - Type 3 (UCMR-3).

Applicant: City of Columbia

Staff Recommendation: Approval

PC Recommendation: 10/02/2017; Approval, (9-0)

First reading approval was given on November 21, 2017.

38. COMPREHENSIVE PLAN – FUTURE LAND USE MAP AMENDMENT - Capital City Mill District



We Are Columbia

COLUMBIA CITY COUNCIL MEETING AGENDA TUESDAY, DECEMBER 5, 2017

Ordinance No.: 2017-096 -Amending the City of Columbia Comprehensive Plan 2018 Future Land Use Map for the properties located within the Capital City Mill District Planning Area within the City of Columbia

City Council Districts: 2 & 3

Proposal: Request amendment of Chapter 8.3 of the Columbia Plan 2018 - Future Land Use Map (subsequently replaced by Plan Columbia: Land Use Plan) to modify the future land use classification of the properties within the Capital City Mill District planning area to Urban Core Mixed Residential (UCMR-3), Urban Core Neighborhood Activity Center (UCAC-1), Community Activity Corridor (AC-2), and Employment Campus (EC) as recommended by the Capital City Mill District Area and Corridor Plan (August 30, 2017 draft), Page 31, Figure 22.

Applicant: City of Columbia

Staff Recommendation: Approval

PC Recommendation:10/02/2017; Approval, (9-0)

First reading approval was given on November 21, 2017.

39. Resolution No.: R-2017-096 - Authorizing consumption of beer and wine only at the See Spot Run 5K Race and Family Festival in Earlewood Park on Saturday, March 31, 2018

ORDINANCES - SECOND READING

40. Ordinance No.: 2017-104 - Authorizing the Conveyance of the Unimproved Section of Deer Crossing Road to the Adjacent Property Owners (John R. Kubin Trust & Betty Jo Kubin Trust, 310 Deer Crossing Road and Keystone Res, LLC, 308 Deer Crossing Road); Richland County TMS#28903-03 Adjacent to TMS#28903-03-33 (Lot 32, Woodcreek Farms, Phase A9-1) and Richland County TMS#28903-03-32 (Lot 31, Woodcreek Farms, Phase A9-1); CF#251-102 and CF#222-22C

First reading approval was given on November 21, 2017.

ZONING / PLANNING MATTERS - SECOND READING

41. COMPREHENSIVE PLAN MAP AMENDMENT CONFIRMATION - 4.24 acres, 174 Riding Grove Road and 178 Riding Grove Road, TMS# 28900-01-11(p), 28900-01-10(p), and 28900-01-09(p)

Council District: 4



COLUMBIA CITY COUNCIL MEETING AGENDA TUESDAY, DECEMBER 5, 2017

Proposal: Request to assign land use classification of Urban Edge Residential-Large Lot (UER-2). The property currently has interim land use of Urban Edge Residential-Large Lot (UER-2)

Applicant: Woodcreek Development, LLC

Staff Recommendation: Annex, Assign Interim Land Use and Interim Zoning; Approve

PC Recommendation: 07/10/17: Annex, Assign Interim Land Use and Interim Zoning; Approve (9-0)

First reading approval was given on November 21, 2017.

42. **ZONING MAP AMENDMENT CONFIRMATION - 4.24 acres, 174 Riding Grove Road and 178 Riding Grove Road, TMS# 28900-01-11(p), 28900-01-10(p), and 28900-01-09(p)**

Ordinance No.: 2017-098 - Amending the City of Columbia Comprehensive Plan 2018 Future Land Use Map to include 4.24 acres, 174 Riding Grove Road and 178 Riding Grove Road; Richland County TMS# 28900-01-11 (p), 28900-01-10(p), and 28900-01-09(p); annexed by Ordinance No.: 2017-068 enacted September 5, 2017

Council District: 4

Proposal: Request to assign zoning of Planned Unit Development-Residential District (PUD-R). The property currently has interim zoning of Planned Unit Development-Residential District (PUD-R).

Applicant: Woodcreek Development, LLC

Staff Recommendation: Annex, Assign Interim Land Use and Interim Zoning, Approve

PC Recommendation: 07/10/17: Annex, Assign Interim Land Use and Interim Zoning; Approve (9-0)

First reading approval was given on November 21, 2017.

PRESENTATIONS

43. **Update from the Capital City/Lake Murray Country Regional Tourism Board - Ms. Miriam Atria, President/CEO of Capital City/Lake Murray Country Regional Tourism Board**

RESOLUTIONS



**COLUMBIA CITY COUNCIL MEETING AGENDA
TUESDAY, DECEMBER 5, 2017**

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44. Resolution No.: R-2017-121 - Approving the honorary naming of the intersection of North Beltline Boulevard and Two Notch Road "Bishop C. L. "Josh" Lorick, Jr. Intersection"

ORDINANCES - FIRST READING

45. Ordinance No.: 2017-109 - Amending the 1998 Code of Ordinances of the City of Columbia, South Carolina, Chapter 14, Offenses and Miscellaneous Provisions, Article IV, Offenses Against the Public Peace and Order to add Sec. 14-100 Enhanced trigger devices declared illegal; exceptions

OTHER MATTERS

46. Council is asked to approve the installation of one (1) additional street light on Ames Road between Meyer Street and Dairy Street, as requested by the Traffic Engineering Division.

CONSIDERATION OF MATTERS DISCUSSED DURING THE WORK SESSION

CITY COUNCIL COMMITTEE REPORTS / REFERRALS

APPEARANCE OF THE PUBLIC



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Governmental Affairs / Special Projects

FROM: Whanna Bouknight, Administrator

SUBJECT: State Legislative Update - Mr. Kyle Michel, Esq., Michel Law Firm

FINANCIAL IMPACT:

CLEAN WATER 2020?: Yes

STRATEGIC GOALS: Provide high quality municipal services

ATTACHMENTS:

- **#a:** Kyle's Legislative Report 2017 Powerpoint (PPTX)



City of Columbia 2018 Legislative Report



2017 Priorities



City of Columbia 2017 State Legislative Priorities

- Increase funding for the Local Government Fund to the level required in state law.
- Support Municipal Association's business license tax reform efforts.
- Support legislation that allows municipalities to annex certain enclaves by ordinance.
- Oppose/modify legislation that would have a detrimental effect on the City's animal shelter fulfilling its mission.
- Oppose/modify legislation that would adversely impact how the City procures piping material for water and sewer projects.
- Work to modify legislation that would regulate the City's after-school and summer day camp programs the same as childcare facilities.
- Establish options for municipalities to recover public funds spent to demolish or clean blighted property.
- Support Municipal Association's effort to increase options for municipalities to raise revenue to support specific capital projects.
- Support SCACED's effort to increase the tax credit cap for community economic development organizations.
- Monitor FOIA, Transportation Funding, Ethics legislation, and Body Camera funding for possible impacts to the City and advocate on behalf of the City's interests.



2017 Session - October 2015 Flood



- October 2015 Flood
 - Several bills were introduced that would modify dam safety laws and assist individuals affected by the flood; however, only one bill passed – S. 315.
 - Changes to Hurricane Damage Mitigation Program
S. 315 (Cromer, R – Newberry)
 - Adds flood mitigation to the list of subjects that the Department of Insurance's advisory committee studies. The advisory committee develops strategies to reduce loss of life and address mitigation of property losses.
 - Expands the Hurricane Damage Mitigation Program, which awards grants to individuals, local governments, and nonprofits, to include flood damage as a reason for a grant award.

2016-17 Budget



– Local Government Fund

The 2017-18 state budget provides \$222.6 million in recurring funds to the Local Government Fund. Working with MASC, we were successful in replacing \$10 million in non-recurring funds with \$10 million in recurring funds, adding to the base amount for next year. The City receives \$2,920,123, as its share from the state this year.

Fully funding the Local Government Fund would have provided \$327.2 million and the City would have received \$4,291,877.



2017 Enacted Laws



- **Pension Plan Changes**

H. 3726 (Bill Herbkersman, R-Beaufort; and others)

- Increases employees' and employers' contribution rates to the SC Retirement System (SCRS) and the Police Officers Retirement System (PORS).
- Beginning July 1, 2017, the City's actual contribution rate was increased to 12.56% for SCRS employees and 15.24% for PORS employees.
- The Legislature agreed to fund 1% of the 2% increase in FY 2017-2018.
- The amount increases by one percentage point each year until 2022. By 2022, the City's contribution rate will be 18.56% for SCRS employees and 21.24% for PORS employees.
- Once the SCRS is 85% funded, the employer and employee contribution rates may be decreased in equal amounts.
- Also makes changes to PEBA governance and changes to the Retirement System Investment Commission and its CEO.



2017 Enacted Laws



- S.C. Infrastructure and Economic Development Reform Act H. 3516 (Gary Simrill, R-York; and others)
 - Increases the gas tax 2 cents every year for six years beginning on July 1, 2017; and increases sales taxes and vehicle registration fees to pay for repair and ongoing maintenance of roads and interstates.
 - Increases the C-Fund allocation by \$40 million and increases from \$9.5 million to \$17 million the amount donor counties receive to close the gap between what they contribute to the C-Fund and what they receive from it.
 - Makes changes to the SC Department of Transportation Commission.
 - Exempts 14.3% of manufacturing property tax value, phased in over six years. to offset the gas tax increase.
 - Allows SC taxpayers a refundable income tax credit for preventative maintenance on a private passenger vehicle.



2017 Enacted Laws



- Freedom of Information Act Reform

H. 3352 (Weston Newton, R - Beaufort; and others)

- Provides a public body is not required to create an electronic version of a public record where one does not exist.
- Limits deposit to no more than 25% of the reasonably anticipated cost for reproduction of records.
- Requires public bodies to develop a fee schedule for fulfilling FOIA requests.
- Reduces from 15 to 10 business days the time a public body has to respond to a written FOIA records request; if the record is more than 2 years old, the deadline is 20 business days.
- Sets other time limits on responding to FOIA requests.
- Expands crime of knowingly obtaining personal information for commercial solicitation to include information received from local governments.

2017 Enacted Laws



– Alcohol Permits for Baseball Complexes

S. 334 (Sandy Senn, R-Charleston)

- Allows minor league baseball parks to serve liquor by the drink.

– Municipality's Authority Not to Conduct General Elections

H. 3150 (Laurie Funderburk, D-Kershaw)

- Eliminates a city's authority to not conduct a special election to fill a vacant office when only one person has registered as a candidate. Applies to elections for which candidate filings begin on or after January 1, 2018.



2017 Enacted Laws



- Mental Health Training for Law Enforcement Officers
S. 173 (Vincent Sheheen, D-Kershaw)
 - Provides that law enforcement officers must complete continuing education credits in mental health or addictive disorders and that certified law enforcement officers must have mandatory training in recognizing post-traumatic stress disorder and other stress-related disorders in other officers.

2017 Legislation



- **Business License Tax**

H. 3650 & H. 3651 (Bill Sandifer, R-Oconee; and others)

- Standardizes business license tax due date and creates a standard application form.
- Exempts from the business license tax 25% of businesses' gross income collected outside city limits.
- Exempts from business license taxes 100% of life, accident, and health insurance premiums.
- Provides a city may establish business license rates for standardized classifications.
- Memorializes agreements between businesses and cities agreed to before January 1, 2019 regarding rate classes or the calculation of the business license tax.
- Transfers business license tax administration and collection to Secretary of State (SOS) and allows SOS to use reserve funds to implement the collection of business license taxes.
- Transfers administration of the collection of insurance premium taxes from MASC to the Department of Insurance.
- We worked with legislators and stakeholders to address objectionable components of these two bills. We continued working to find consensus on business license tax reform that would balance businesses' concerns with local government concerns.



2017 Legislation



– Procurement of Acceptable Piping Materials

H. 3652 (Mike Forrester, R – Spartanburg; and others)

- Working with stakeholders and testifying before legislators on the City's behalf, we were successful in ensuring that a bill that would adversely impact how the City procures piping material for water/sewer projects did not advance.

• Annexation

H. 3158 (Norrell, D – Lancaster)

- This bill would allow a municipality to annex, by ordinance, an area not exceeding 25 acres in size if the area is completely surrounded by the municipality, or completely surrounded except for bordering public lands or a state border. Despite our efforts, the bill did not advance.



2017 Legislation



- Animal Control and Shelters
 - The Joint Pet Care and Humane Treatment Study Committee, created by legislation in the 2016 session, met throughout and after the 2017 session. The Study Committee drafted a bill covering an animal shelter definition; tethering; sheltering guidelines; and the requirement that an animal control officer conduct inspections of animal sheltering facilities, including private and non-profit facilities; among other things. The Study Committee's proposed bill passed the Senate Agriculture Animal Welfare Select Subcommittee on October 31.
 - We monitored legislation and the Study Committee to ensure that proposals that would have a detrimental effect on the City's animal shelter fulfilling its mission were not adopted.



2017 Legislation



- **Municipal Tax Relief Act**

S. 426 (Greg Hembree, R-Horry)

- Provides for a local option sales tax up to 1%, with a mandatory property tax roll-back of at least 20% of the proceeds.
- Funds can only be used for capital projects, specifically identified and approved in a referendum.
- Referendum must be held on the November general election date.
- Provides the tax can last for a maximum of 8 years, and is renewable by referendum in two-year increments.

2017 Legislation



- **Community Development Tax Credits**

S. 412 (Paul Campbell, R-Berkeley); H. 3842 (Gary Simrill, R-York)

- The South Carolina Association for Community Economic Development administers the South Carolina Community Development Tax Credit program. Contributions to certified Community Development Corporations and Community Development Financial Institutions are eligible for a 33% state tax credit, up to an annual cap of \$1 million.
- Through the bills, SCACED is seeking to increase the allowable cap on state tax credits from 33% of amounts contributed to 100% of amounts contributed and raised the annual cap to \$5 million over a 3-year phase-in period.



2017 Legislation



- Childcare Facilities/Recreation Programs

S. 569 (Katrina Shealy, R-Lexington); H. 4044 (G.M. Smith, R-Sumter)

- Makes changes to the definition of childcare facilities.
- Requires operators of a childcare center to carry liability insurance.
- Makes changes to employee and facility requirements.
- We worked with legislators and stakeholders to address concerns with legislation that would unnecessarily regulate City after-school and summer day camp programs.

State Funding for City Projects



- Harlem Heights Drainage Project
 - Senator Scott secured funding in the budget to assist in paying for the Harlem Heights Drainage Project. The funding was vetoed by the Governor and is pending a veto override vote in January.

- Workforce Training Economic Development
 - Senator Jackson worked with the Senate Finance Committee to identify workforce training funds for under-served areas in the City. This funding is pending resolution of whether the funds were directed to the City in the budget.

2018 Session – MASC Expected Advocacy Initiatives



- 2018 MASC Expected Advocacy Initiatives
 - Stabilize funding for the Local Government Fund.
 - Allow cities to create their own zoning ordinances for short-term rentals and remove the bedroom exemption to the accommodations tax.
 - Standardize business license tax collection across the state.
 - Increase options for municipalities to raise revenue to support specific capital projects.
 - Allow cities to annex certain enclaves by ordinance.
 - Address auxiliary container legislation which could affect cities' Home Rule rights.
 - Restore previous engineering law to exempt certain buildings from having to have an engineer's seal on construction plans.



Proposed 2018 City of Columbia Priorities



Proposed 2018 City of Columbia State Legislative Priorities

- Work with Municipal Association to stabilize funding for the Local Government Fund.
- Support the Municipal Association's business license tax reform efforts.
- Allow cities to annex certain enclaves by ordinance.
- Oppose/modify legislation that would adversely impact how the City procures piping material for water and sewer projects.
- Establish options for municipalities to recover public funds spent to demolish or clean blighted property.
- Work to exempt local government after school and summer day camp programs from the requirements in the Childcare Facilities legislation.
- Support MASC effort to increase options for municipalities to raise revenue to support specific capital projects.
- Support SCACED's effort to increase the tax credit cap for community economic development organizations.
- Monitor Pension, Animal Welfare, Ethics, and Utility legislation for possible impacts to the City and advocate on behalf of the City's interests.
- Continue to work with legislators to secure State funding for City projects.

Upcoming Legislative Events



- Municipal Association of South Carolina Legislative Action Day – February 6, 9am-7pm
 - Marriott Columbia
 - Mayor's Breakfast
 - Legislative Reception – 5:30-7pm
- City Legislative Reception – February 7





We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Governmental Affairs / Special Projects

FROM: Whanna Bouknight, Administrator

SUBJECT: Federal Legislative Update - Mr. Ralph Garboushian, Capital Edge, LLC

FINANCIAL IMPACT:

CLEAN WATER 2020?: No

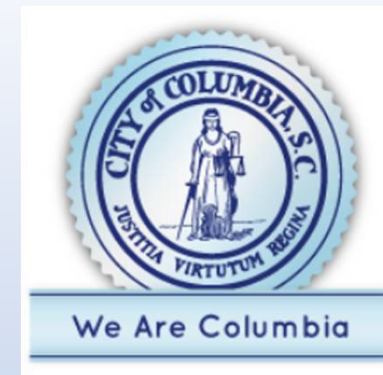
STRATEGIC GOALS: Provide high quality municipal services

ATTACHMENTS:

- **#a:** Ralph's Federal Update Dec 2017 (PPTX)

City of Columbia

Federal Legislative Update



Key Local Government Provisions in Pending Tax Bills

Provision	House (HR 1)	Senate
Private Activity Bonds	Would completely eliminate the tax exemption for private activity bonds (thus also eliminating the 4% LIHTC)	Would maintain current law treatment re: the tax exemption for private activity bonds
Advanced Refunding of Municipal Bonds	Would eliminate advanced refunding	Would eliminate advanced refunding
SALT	Would cap the SALT deduction for property taxes at \$10,000 and eliminate it entirely for income and sales taxes	Would eliminate the SALT deduction
New Markets Tax Credit	Would eliminate NMTC	Would maintain current law
Historic Preservation Tax Credit	Would eliminate Historic Preservation Tax Credit	Would cut the 20% credit for National Register properties in half and would eliminate the 10% credit for pre-1936 properties
Work Opportunity Tax Credit	Would eliminate WOTC	Would maintain current law

Budget

When Congress reconvened after Labor Day, members had 12 working days remaining until the end of the fiscal year on September 30.

They faced several issues with a September or October deadline including:

- Raising or suspending the debt limit,
- Immediate Harvey and Irma disaster assistance,
- Long term disaster assistance (Harvey, Irma, western wildfires),
- FY 2018 appropriations (FY 2018 began October 1),
- National Flood Insurance Program (NFIP) reauthorization (expired September 30),
- FAA reauthorization (expired September 30), and
- Children's Health Insurance Program (CHIP) reauthorization (expired September 30).

In a surprising development, President Trump agreed to an offer made by Senate Minority Leader Charles Schumer (D-NY) and House Minority Leader Nancy Pelosi (D-CA) of a short-term response to those issues.

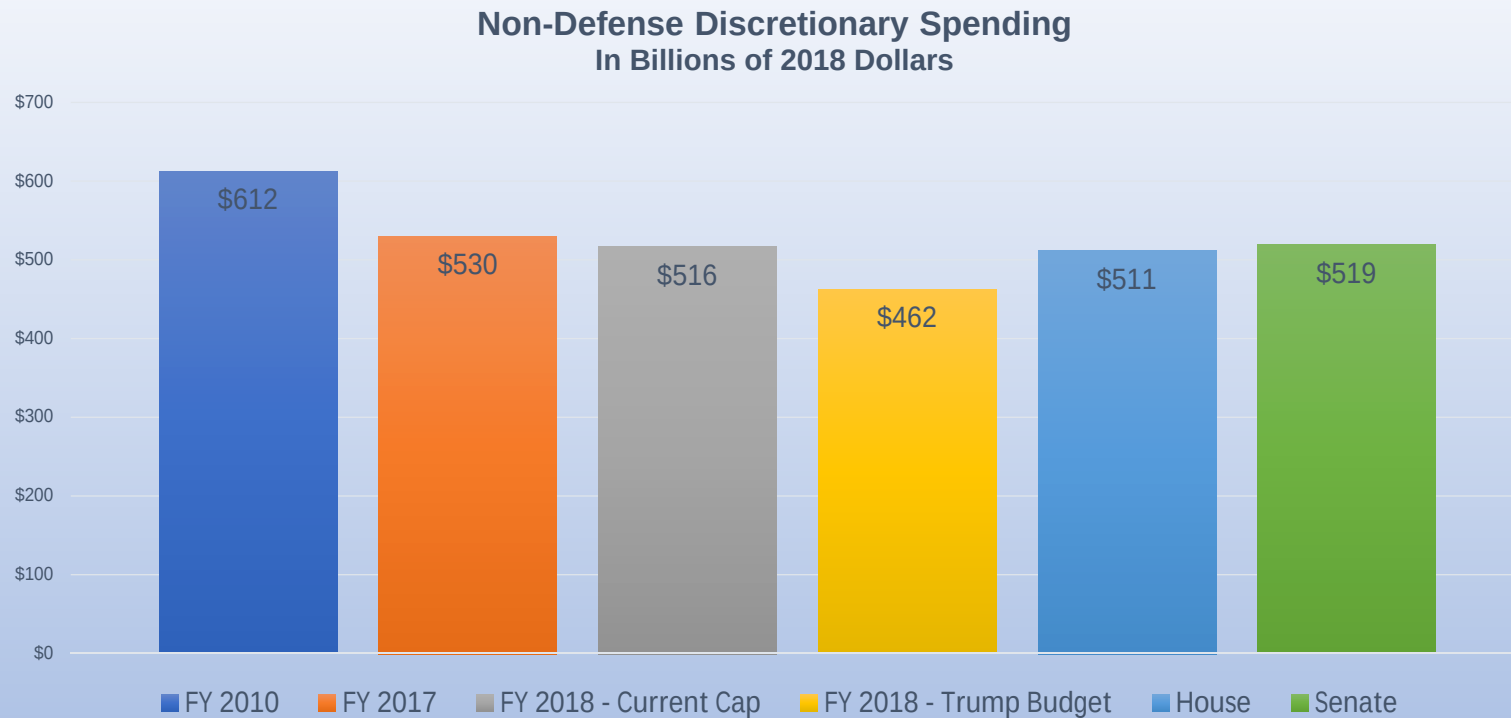
As a result, the House and Senate quickly approved and the President signed legislation (PL 115-56) that:

- Funds most federal agencies and programs through December 8 at the FY 2017 level,
- Appropriates \$15.25 billion in emergency spending for disaster assistance,
- Extends NFIP authorization through December 8, and
- Suspends the debt limit through December 8.

The past two weeks have been “all taxes all the time.” However, December 8 looms.

It appears likely that Congress will have to pass another stopgap to give Congress time to negotiate a final FY 2018 spending bill.

- The major issue as FY 2018 spending is negotiated is the discretionary spending cap.
- Appropriators in the House and Senate have largely rejected the Administration’s proposal to eliminate or cut dozens of programs.
- In addition, there is bipartisan agreement on increasing the discretionary spending caps set by the 2011 Budget Agreement (the sequester).

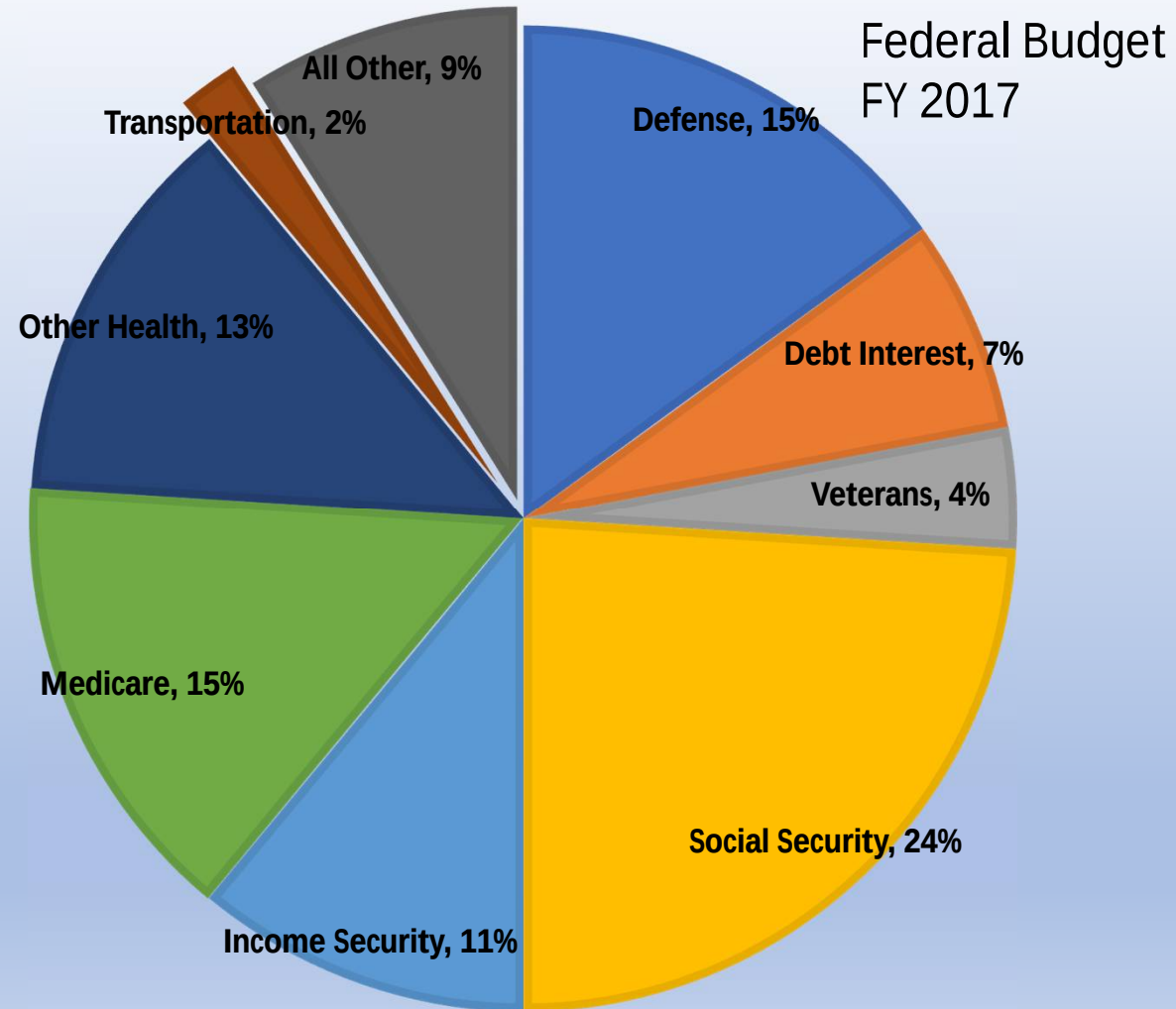


The gap between the House and Senate on FY 2018 non-Defense discretionary spending - \$8 billion - is significant.

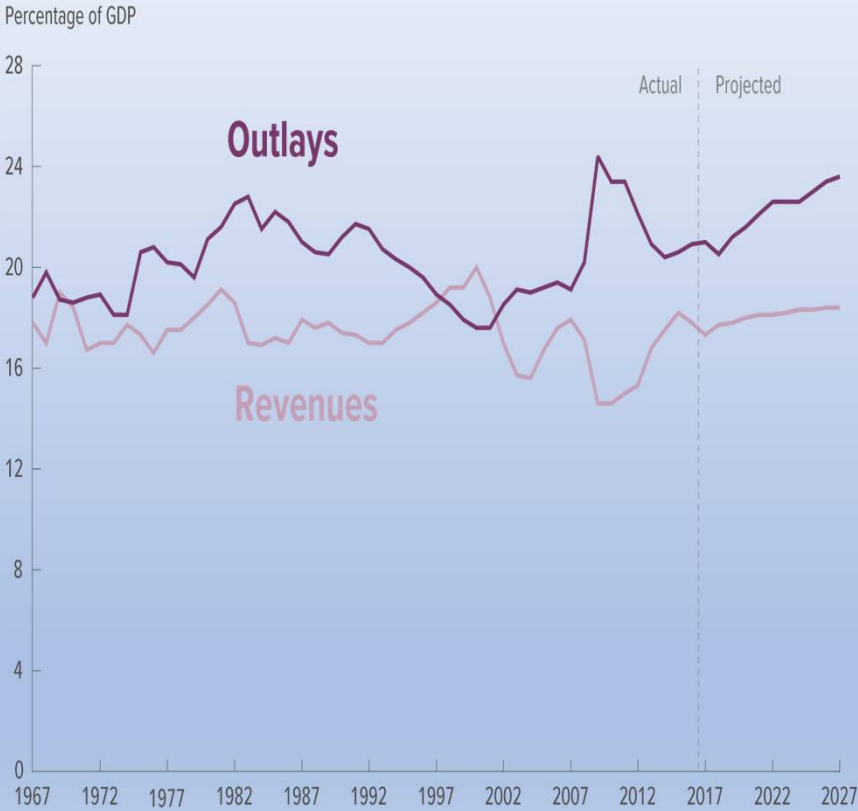
- The gap on FY 2018 Defense discretionary spending is even larger - \$70 billion! (The House is at \$621 billion and the Senate is at \$551 billion.)

An election year is an unlikely time for major changes to the federal budget and FY 2019 spending will probably shape up to provide level funding for most program of interest to local governments.

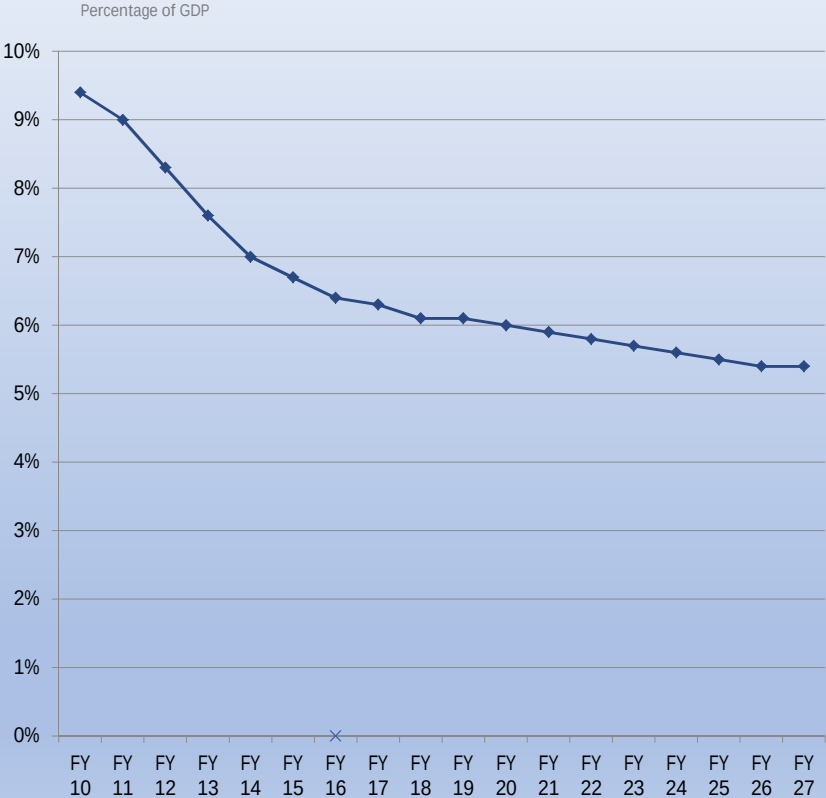
- However, looking ahead to the next 15 years, the “baby boomer bulge” and possible increased deficits from the pending tax bill could put increased pressure on non-Defense discretionary spending.



Federal Budget Deficit



Actual & Projected Discretionary Spending



Infrastructure

???

- The Administration has sent mixed signals on the \$1 trillion/10year infrastructure package that the President featured during the campaign last year.
- The centerpiece of the outline included in the President's FY 2018 Budget was to use private financing to leverage \$200 billion in federal spending over a decade.
- However, the President has made several negative statements about public-private partnerships, leading to confusion on Capitol Hill and with stakeholders.
- The White House has also floated a \$0.07 increase in the federal gasoline tax to pay for an infrastructure package.
- Nevertheless, the Administration and the congressional leadership continue to say that infrastructure will be the top priority come 2018.

In the meantime, congressional infrastructure committees have focused on authorizing increased funding for water and sewer loans and formulating a regulatory framework for autonomous vehicles.

2018 could also see action on a water resources bill (WRDA) addressing Army Corps of Engineers and Bureau of Reclamation projects.

In addition, the short-term extension of the authorization for FAA programs expires in March.

The key issues for cities remain the Passenger Facility Charge and the Contract Tower Program.

More broadly, the future of air traffic control remains the sticking point blocking a long-term reauthorization of aviation programs.

Local Control

Telecommunications

The Federal Communications Commission (FCC) continues to make moves towards a major preemption of local authority.

- Preemption proposals from the FCC will likely include:
- Preventing local governments from charging fair market rental fees for use of the rights of way,
- Regulating rates for access to other public property (street lights, poles, conduit, and land), and
- Imposing conditions for how industry can access and use public property.

Simply put, the FCC is looking at imposing a one-size-fits-all model that requires local governments to make their property available to a very profitable industry at minimal cost and with little say over how valuable public property is used.

On Capitol Hill, the Senate Commerce Committee is circulating a discussion draft of legislation that would:

- Prevent compensation for telecommunications facilities siting to direct costs, with no allowance for traditional rent for private use of public property;
- Shorten and codify the FCC “shot clocks” for collocation towers from 90 days to 60 days and for new towers from 150 days to 90 days, respectively (failure to meet those deadlines deems the permits granted);
- Deny ability to require removal of old equipment, limit deployment of back-up power systems, or to require a demonstration of prohibition of service for a site;
- Grant telecommunications companies access to previously protected municipal utility poles, light poles, traffic signals, or other state or local government facilities and require the FCC or courts to regulate local government rates to access the facilities, and
- Allow cable operators to deploy any equipment they want and provide any service they wish without any additional obligation for compensation beyond 5% of cable service gross revenue.

Autonomous Vehicles

Both Congress and the Department of Transportation are grappling with developing a regulatory framework for autonomous vehicles.

- The National Highway Safety Administration has issued voluntary guidelines for the industry and model regulations for states (comments due December 18).
- The House has passed legislation (HR 3388) that would delineate federal, state, and local regulatory responsibilities.
- The Senate Commerce Committee approved a similar bill.
- Both the House and Senate bills reserve a role for state and local governments, with the regulatory division similar to that for traditional vehicles.
- However, the language reserving powers for state and local governments is followed by a large caveat that reads: “unless the law or regulation is an unreasonable restriction on the design, construction, or performance of highly automated vehicles, automated driving systems, or components of automated driving systems.”
- The bill does not include a definition of “unreasonable restriction” and one does not have to be a legal or regulatory expert to imagine the regulatory and legal battles that this section of the bill could spawn if it becomes law.
- Local government organizations remain concerned that the bill could compromise local authority to manage city streets for safety and congestion management as well as local government efforts to address air quality.



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: City Clerk

FROM: *Erika Moore, City Clerk*

SUBJECT: Walk Bike Columbia Plan Update - Ms. Leigh DeForth, AICP,
Comprehensive Planner for the Planning and Development
Services Department

FINANCIAL IMPACT:

STRATEGIC GOALS: Foster a healthy quality of life

ATTACHMENTS:

- **#a:** Documents of Walk Bike Columbia
- **#b:** Final CC Transportation & Infrastructure Presentation 11.21.17 (PDF)

HISTORY:

11/22/17

Environment and Infrastructure Committee

NO VOTE REQUIRED

WALK BIKE COLUMBIA: Infrastructure For Pedestrians & Bicyclists

Where we are

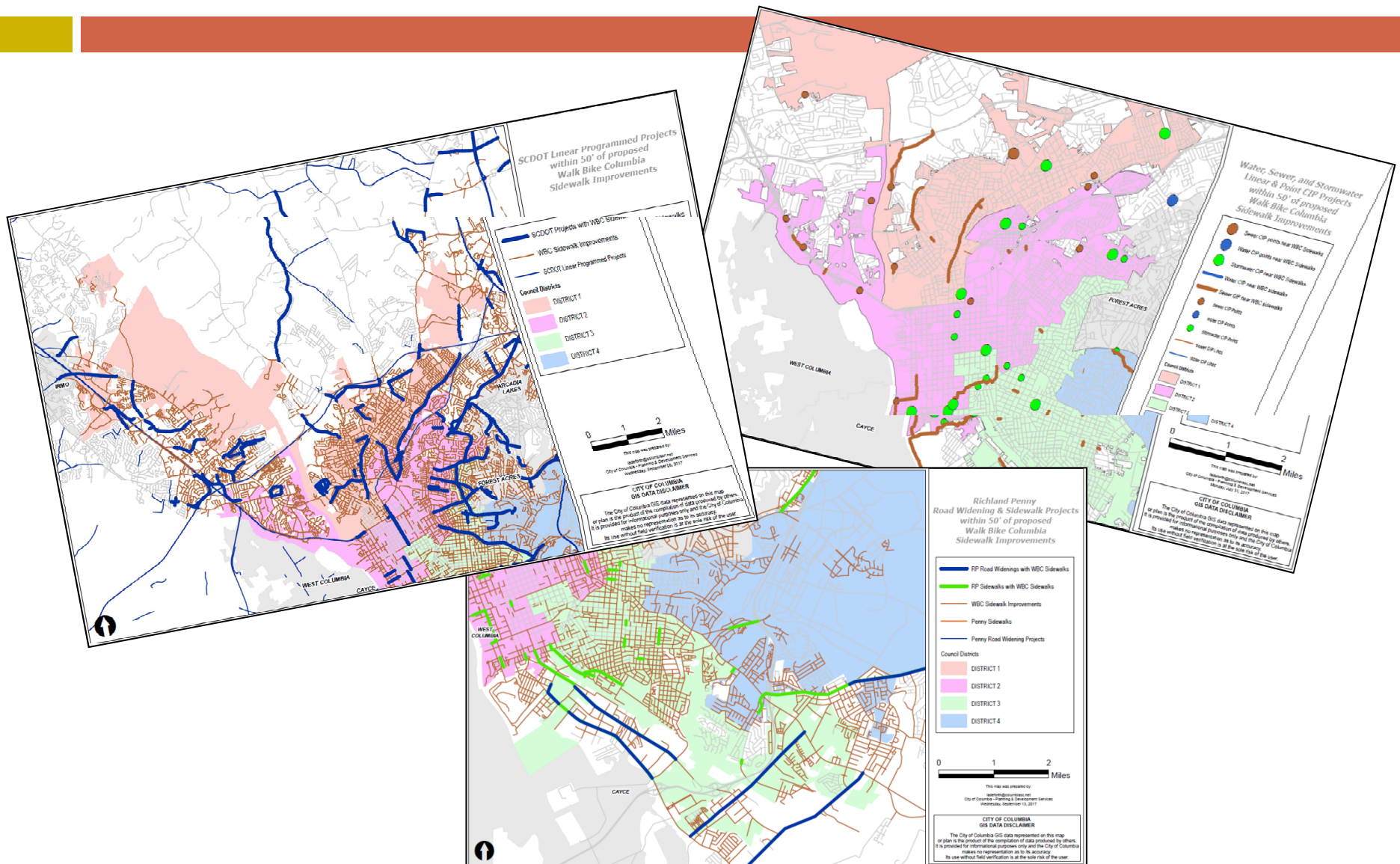
Where we are

- .. Active engagement and collaboration between City departments and with outside agencies
- .. \$ for TAP Grants
- .. Multi-modal Transportation Planner
- .. Support BPAC
- .. Asphalt Overlayment Pilot Project (Bike Facility Addition)
- .. Wayfinding signage
- .. Zoning/Land Development Ordinance rewrite

What we need

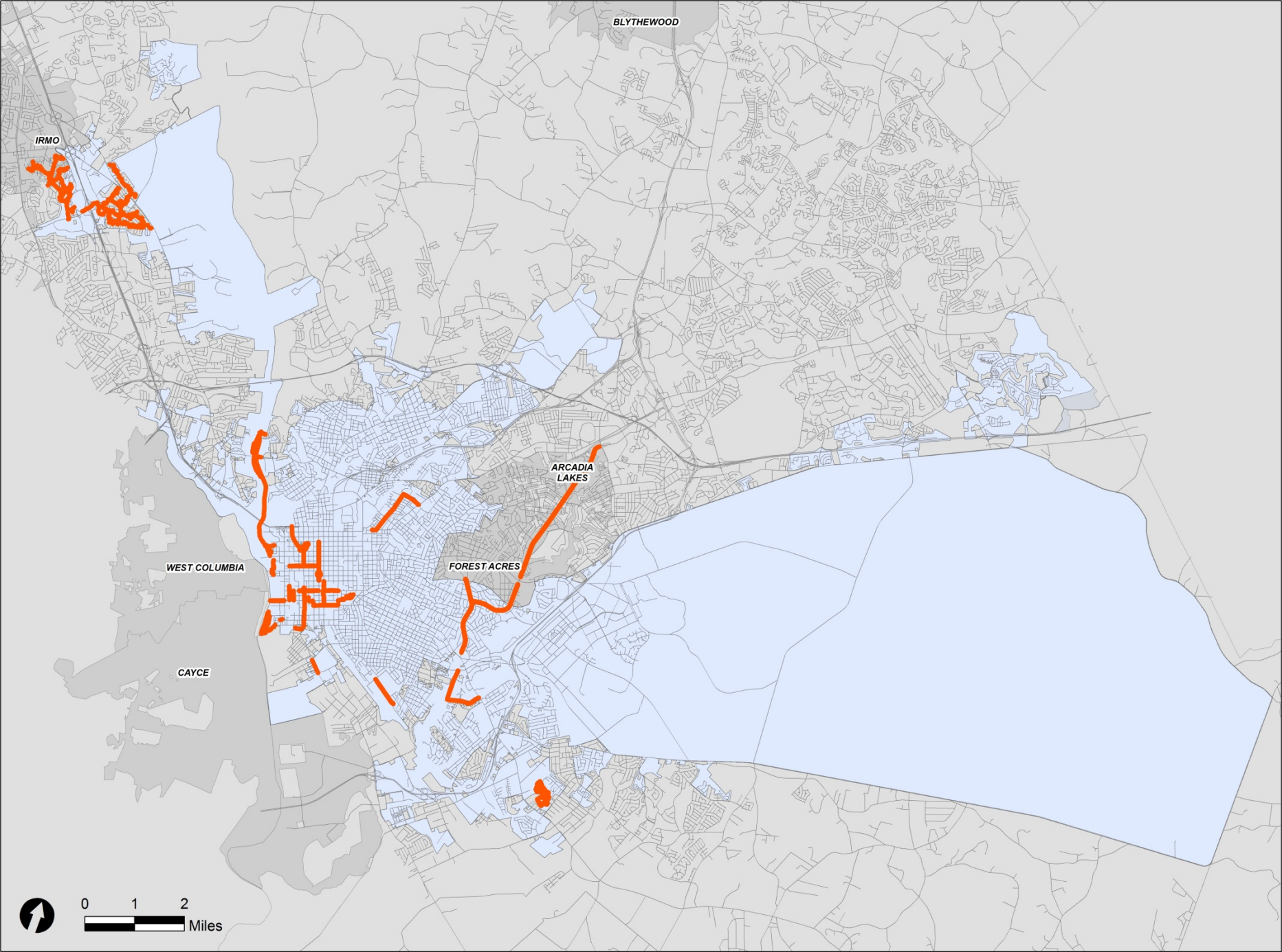
- .. Maintenance equipment/funding
- .. Matching funding
- .. Enhanced internal review processes and procedures
- .. Continue to seek and leverage partnerships

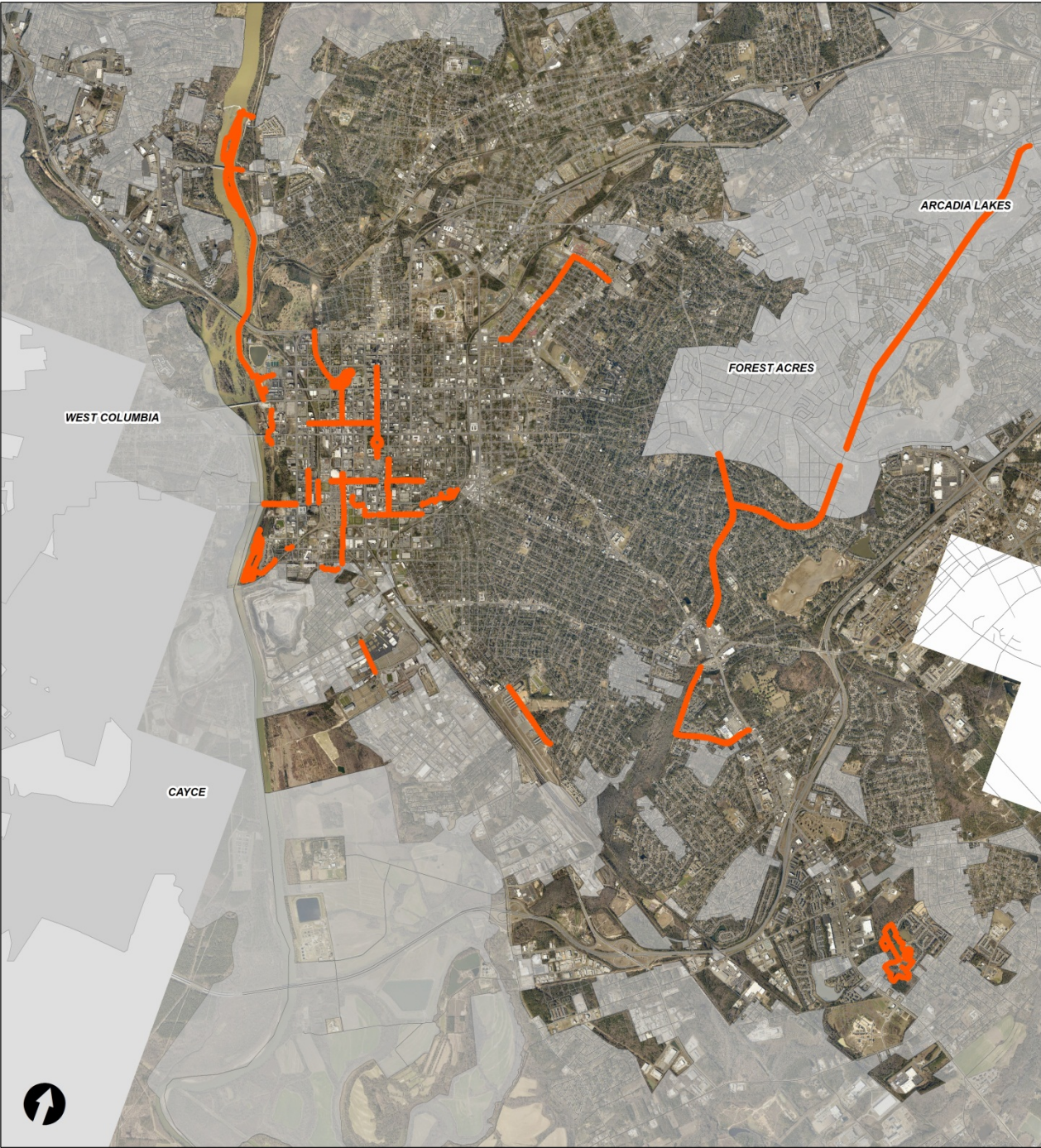
Coordinating Agencies & Efforts





Bikeway Connectivity

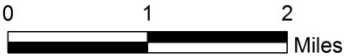




Bikeway Connectivity

Existing Bikeways

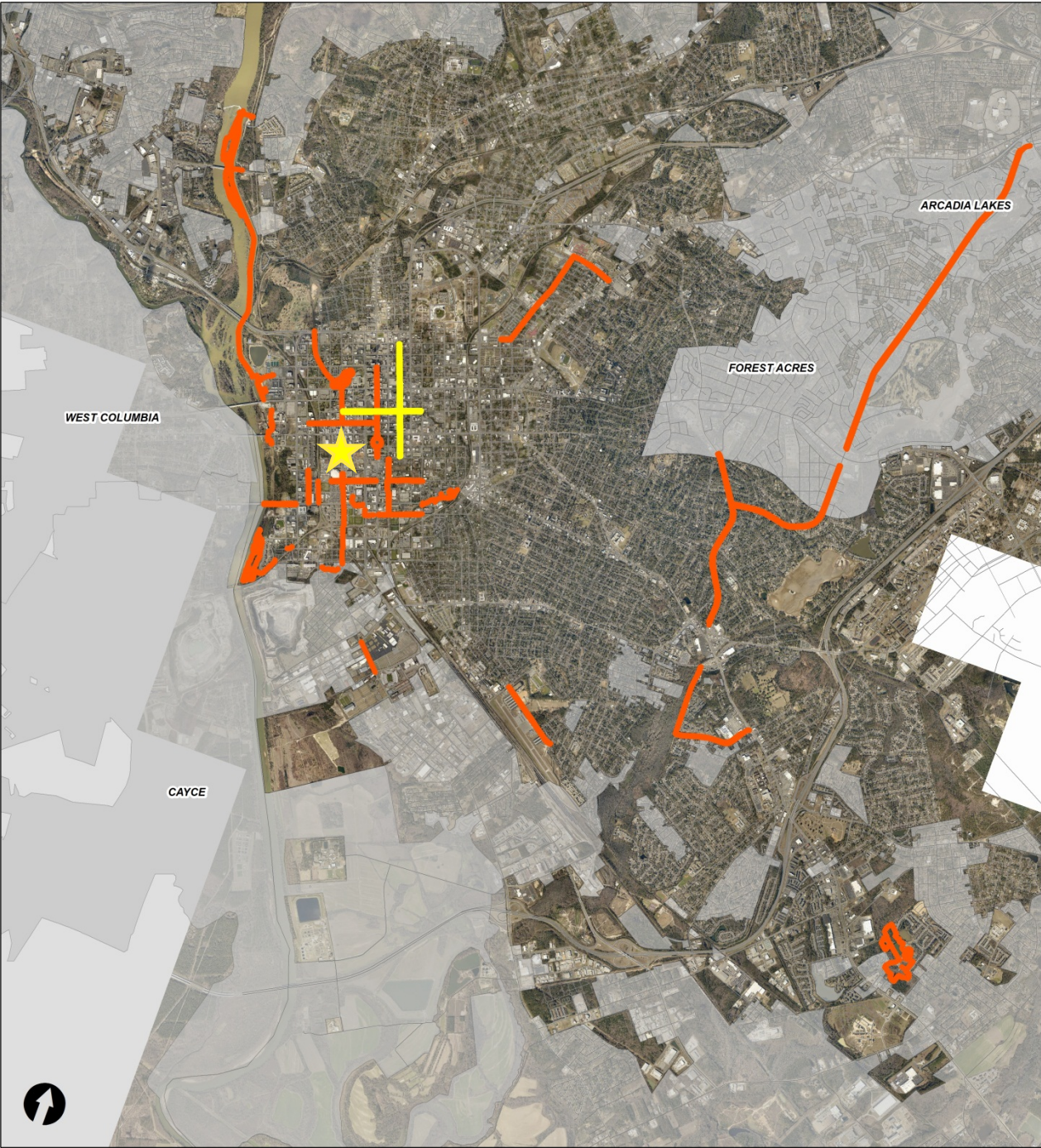
Columbia City Limits



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ladeforth@columbiasc.net
City of Columbia - Planning & Development Services
Thursday, November 09, 2017

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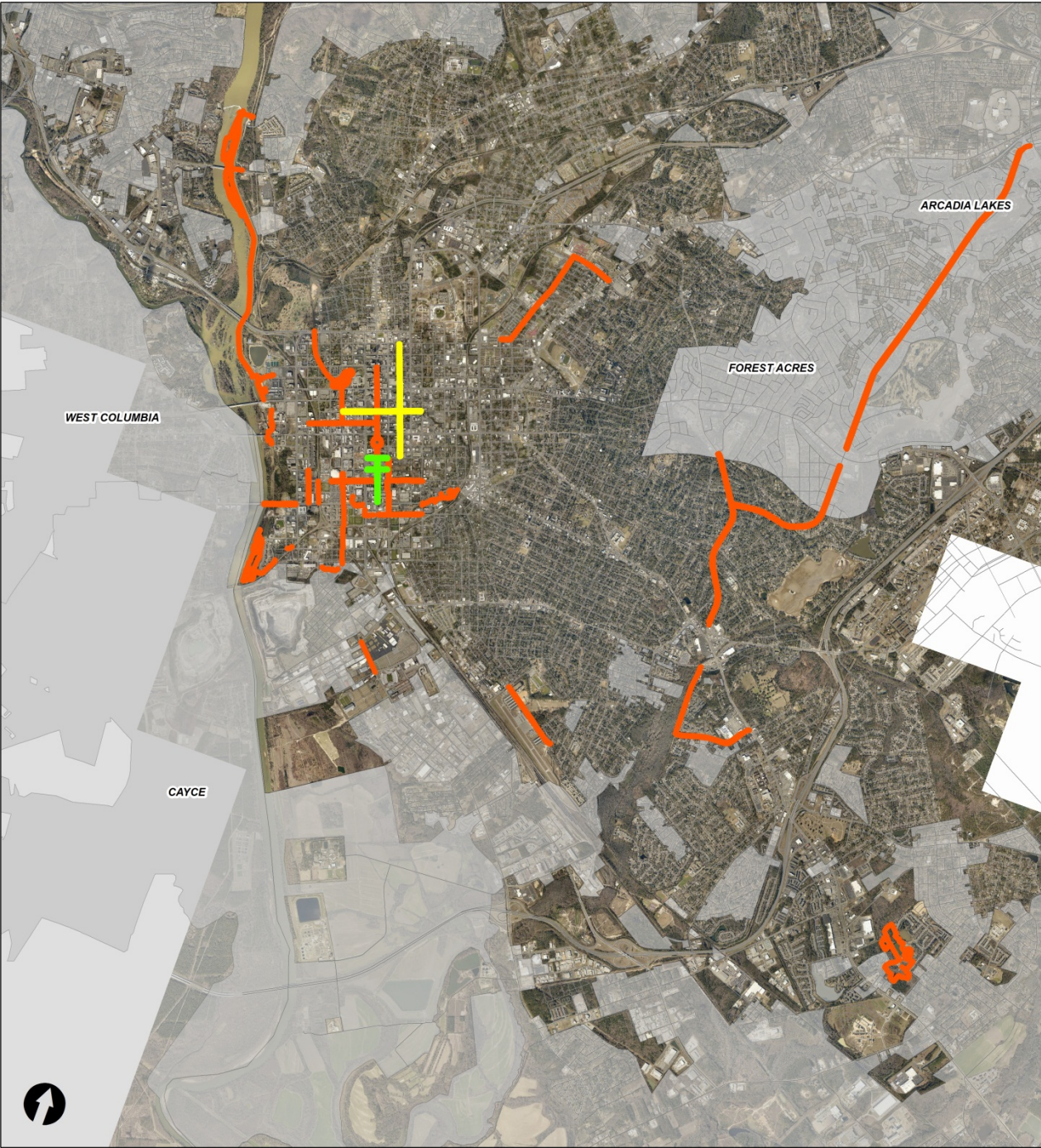
- Existing Bikeways
- Bikeways Under Design by City
- Columbia City Limits



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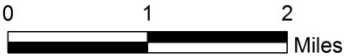
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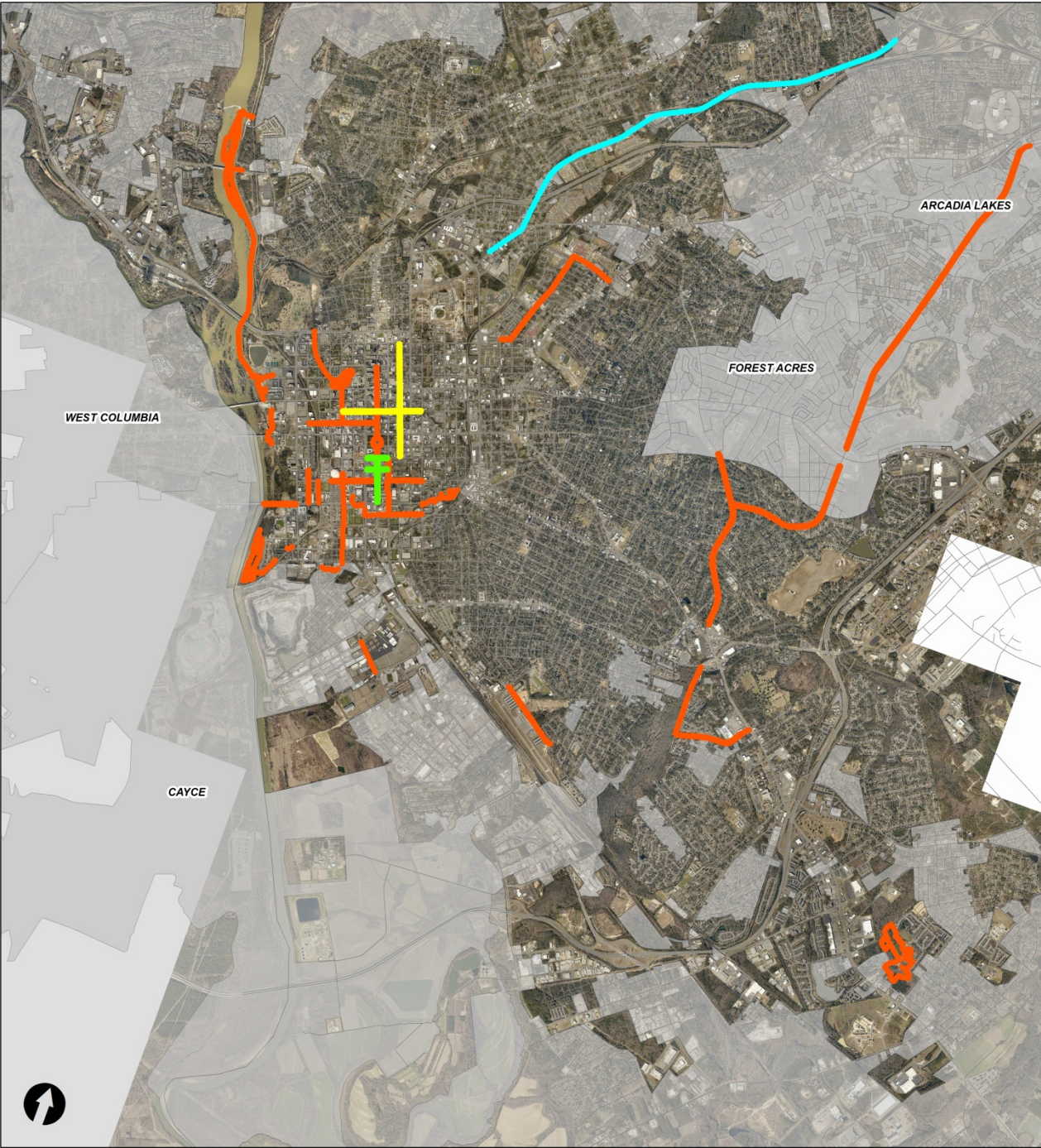
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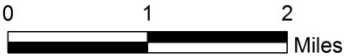
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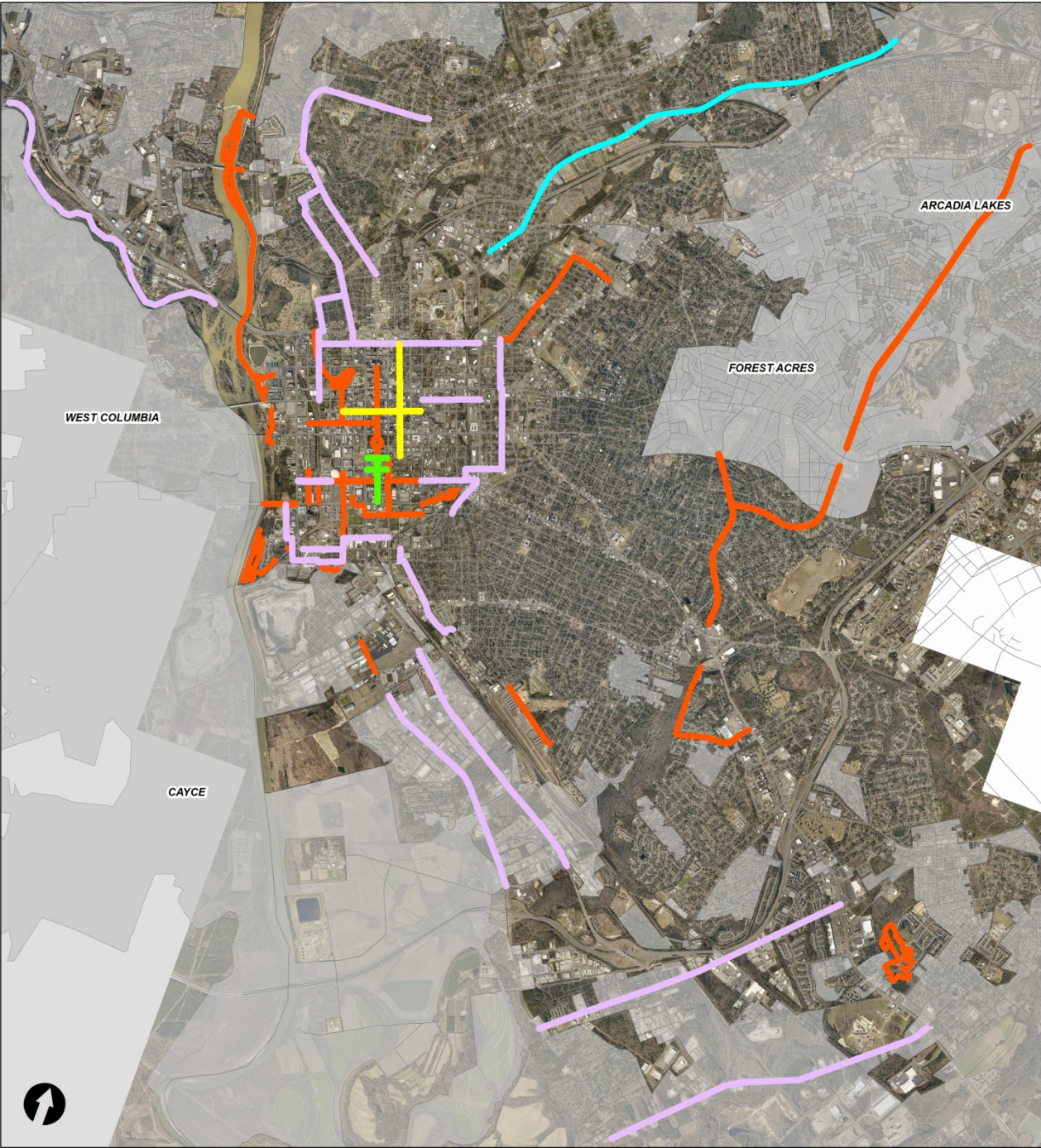
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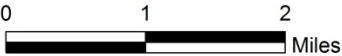
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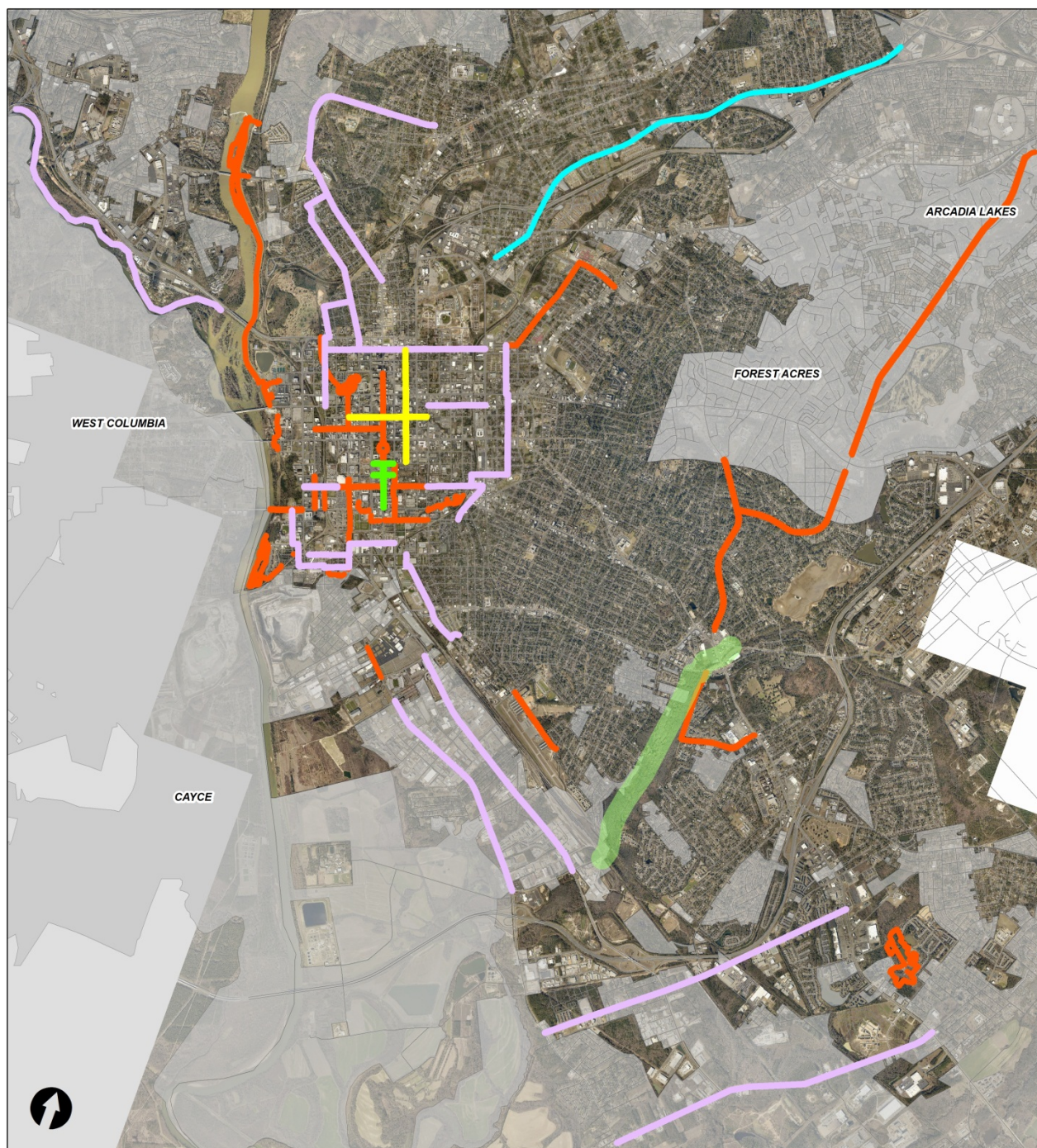
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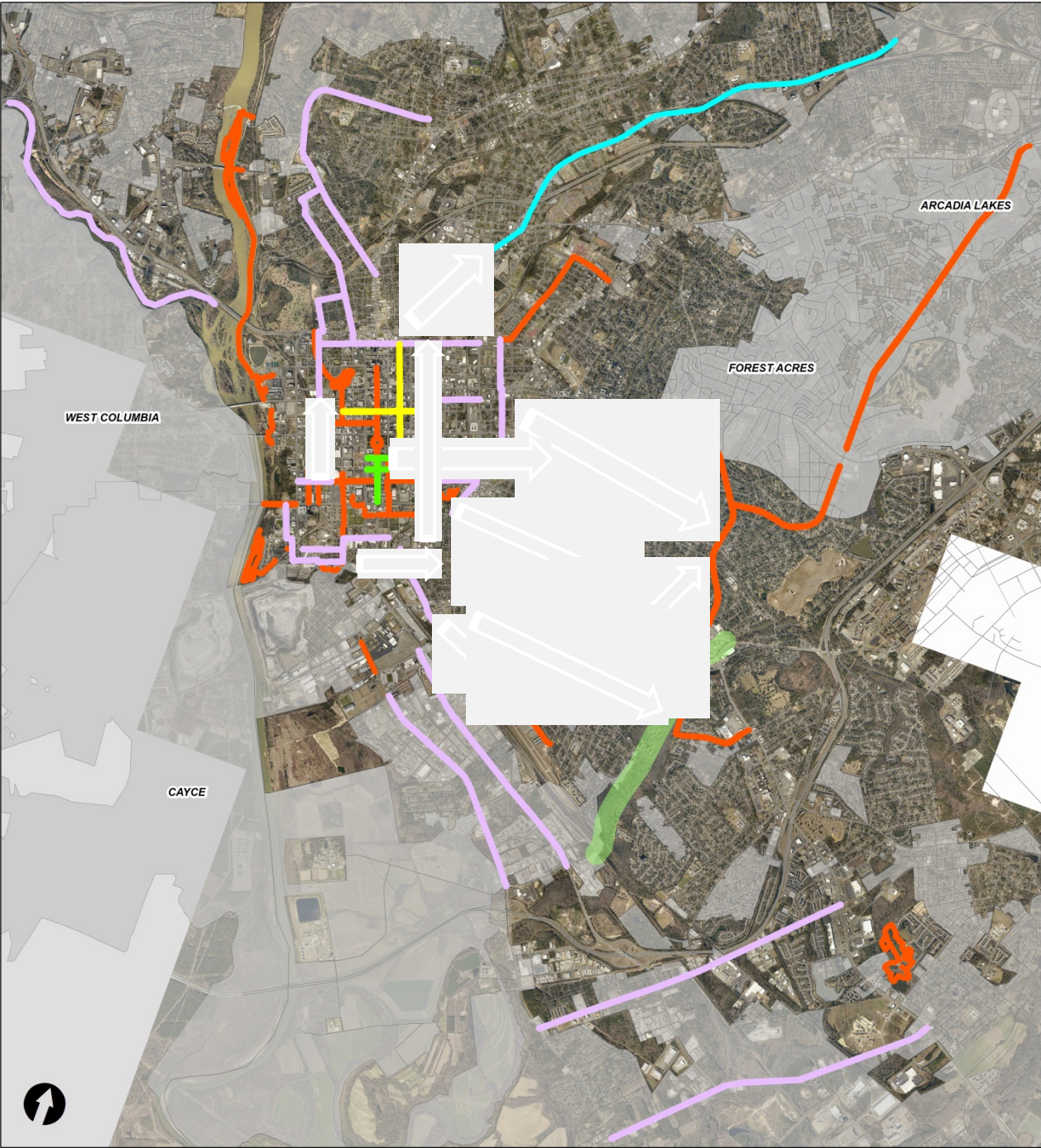


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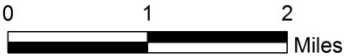
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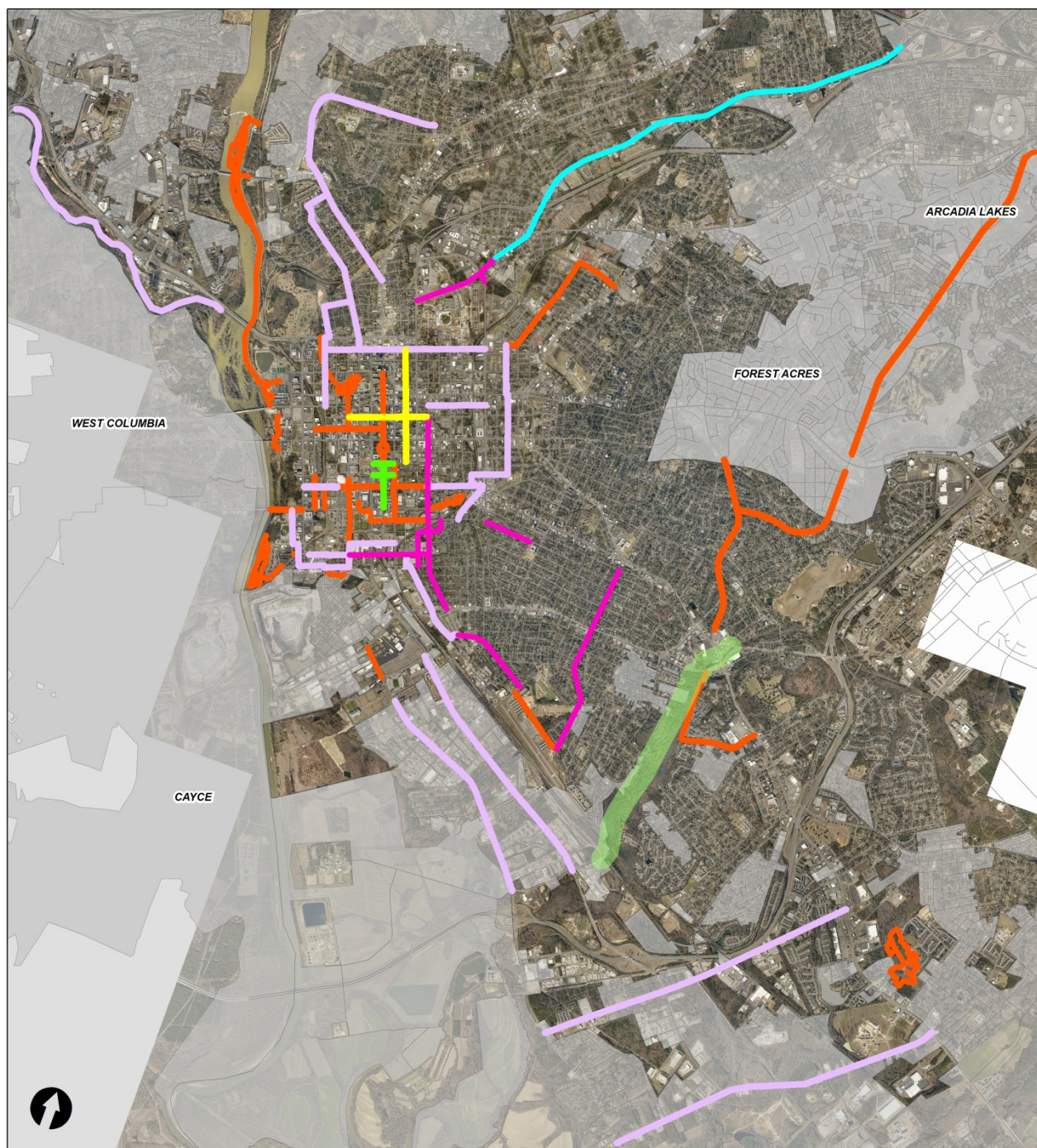
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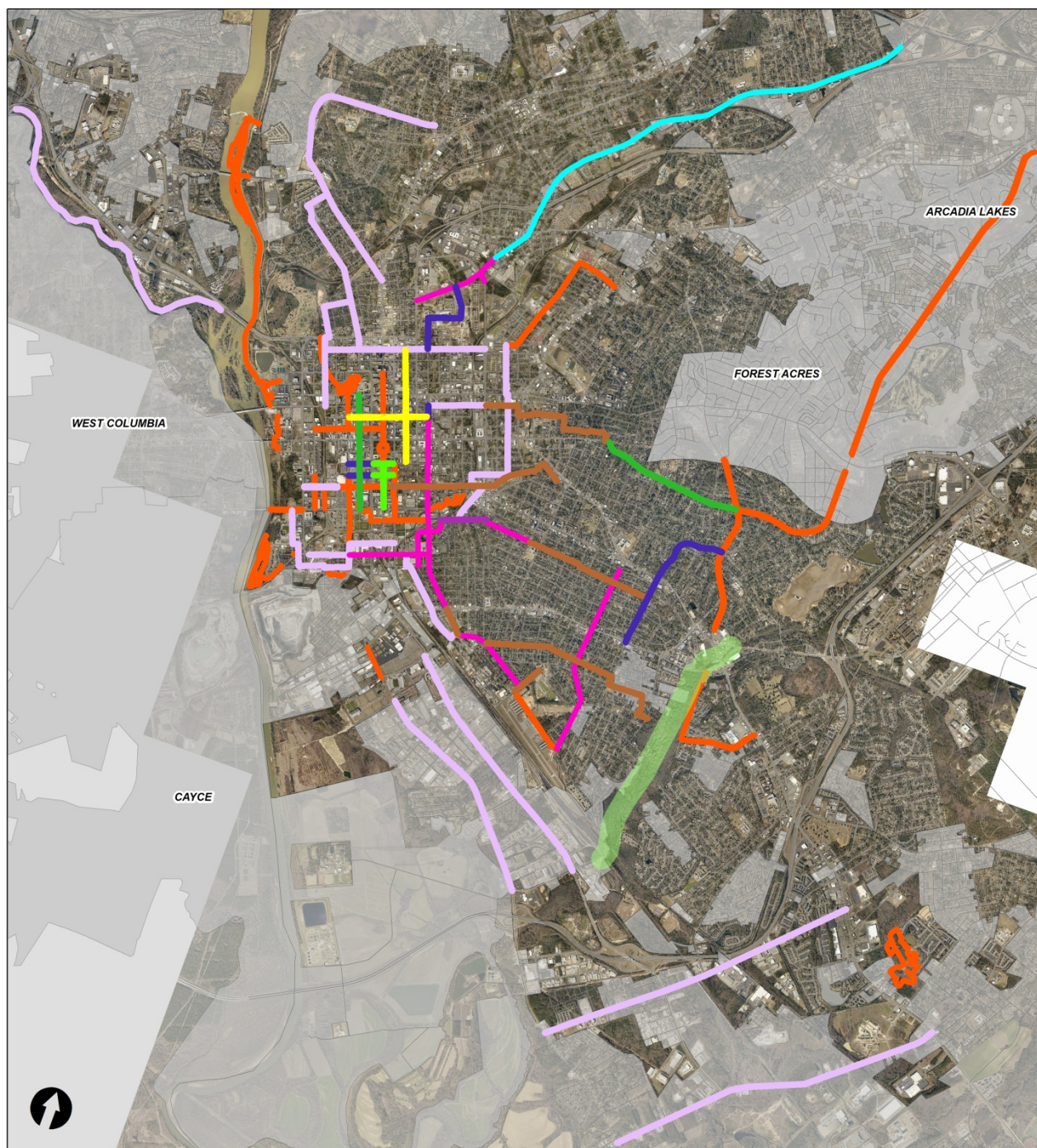


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- Proposed WBC Bikeways to Prioritize**
- Bike Boulevard
 - Bike Lanes
 - Buffered Bike Lanes
 - Shared Lane Markings

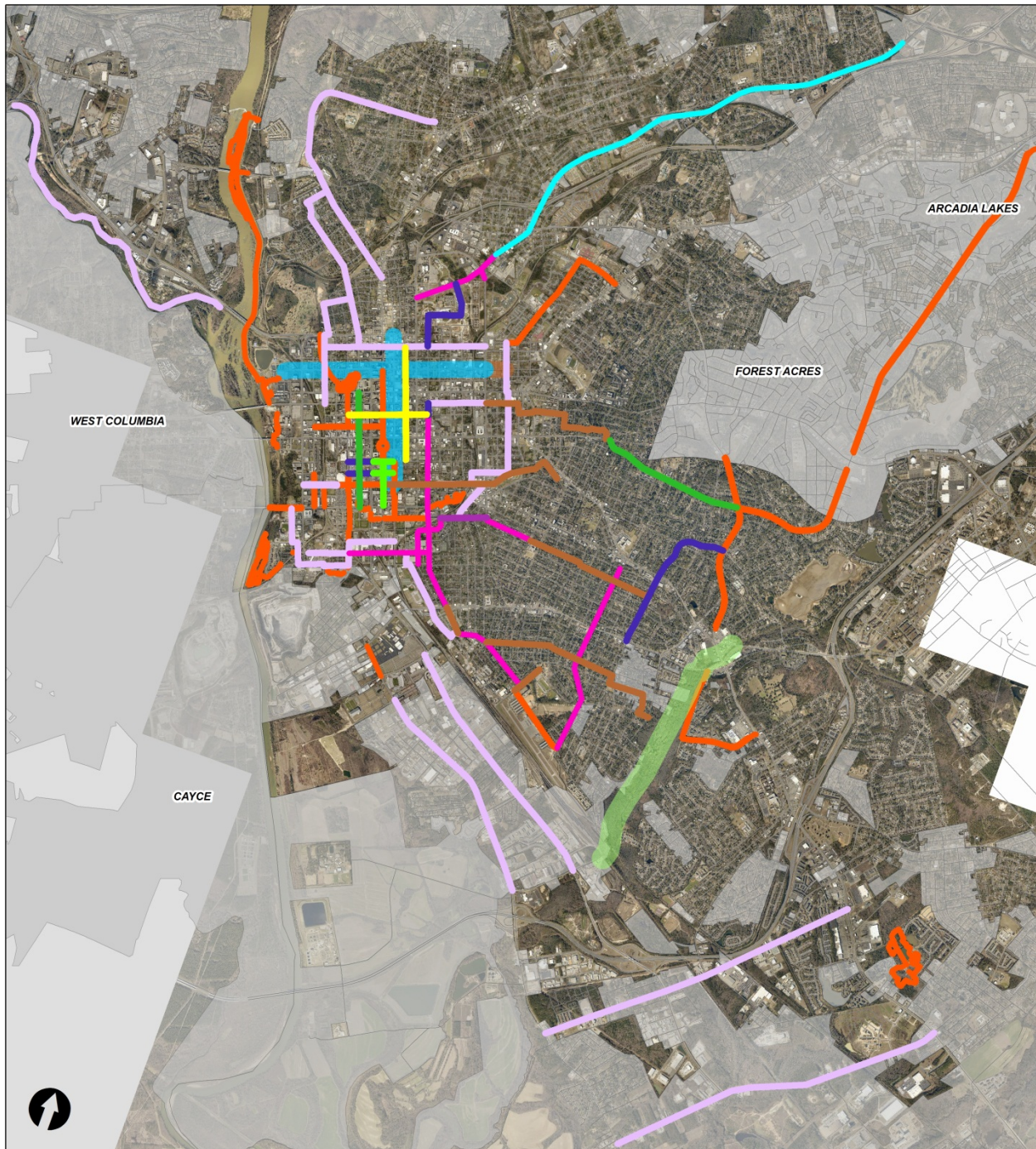


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- Proposed WBC Bikeways to Prioritize Long Term**
- Bike Boulevard
 - Cycle Track (1-way)

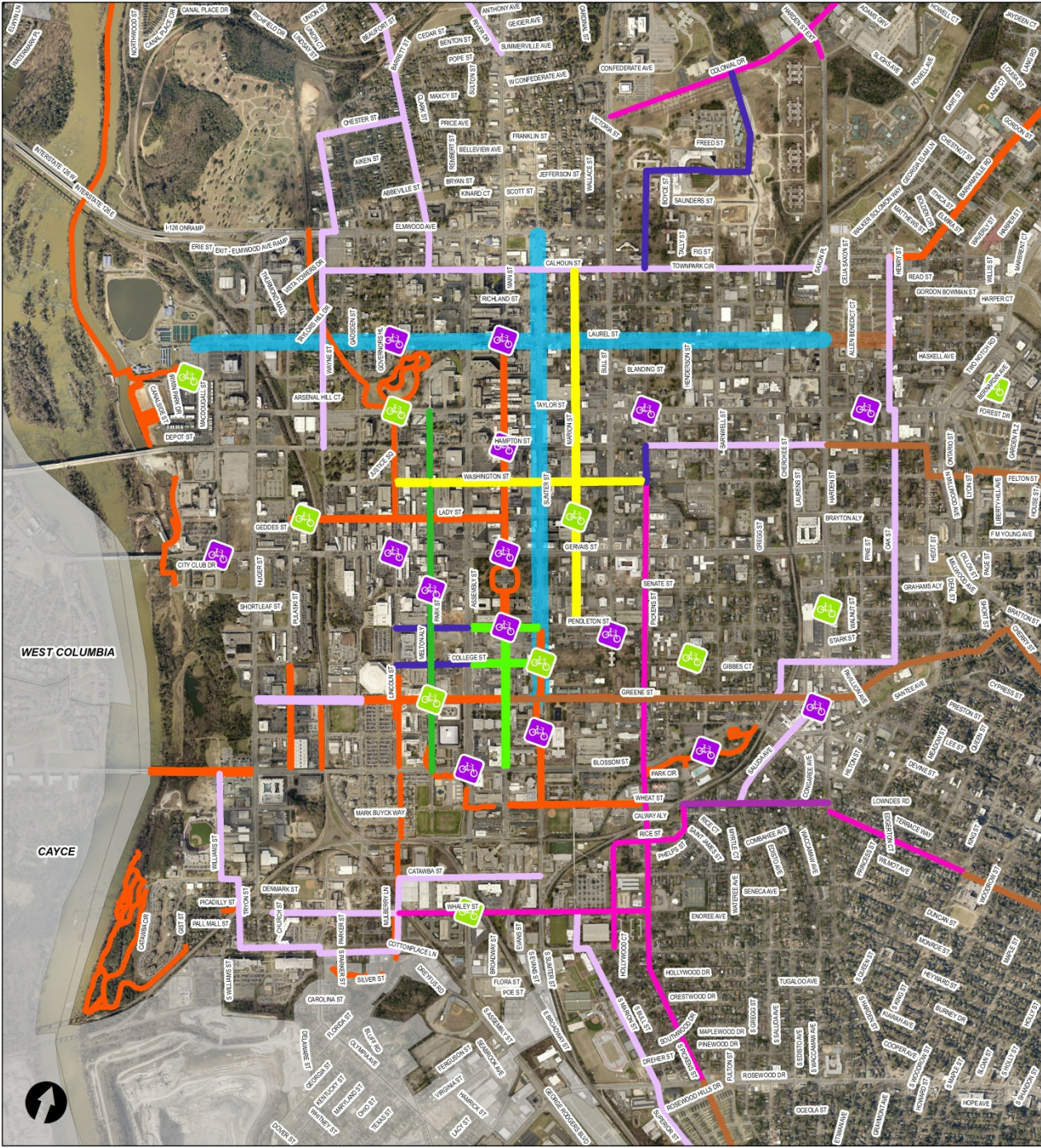


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- Proposed WBC Bikeways to Prioritize Long Term**
- Bike Boulevard
- Cycle Track (1-way)
- Approximate Locations of Desired Bike Share Stations**
- Phase**
- Phase 1
- Phase 2
- Columbia City Limits



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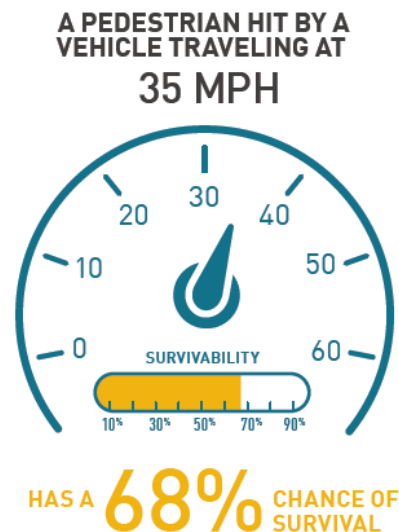
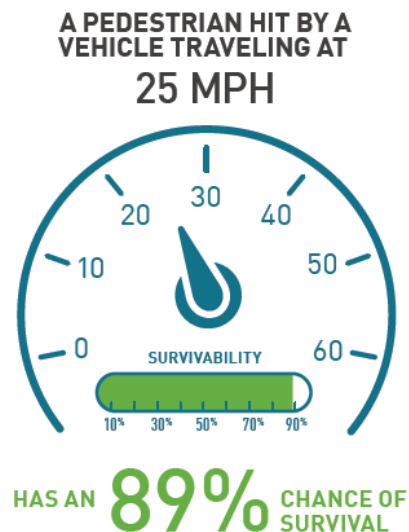
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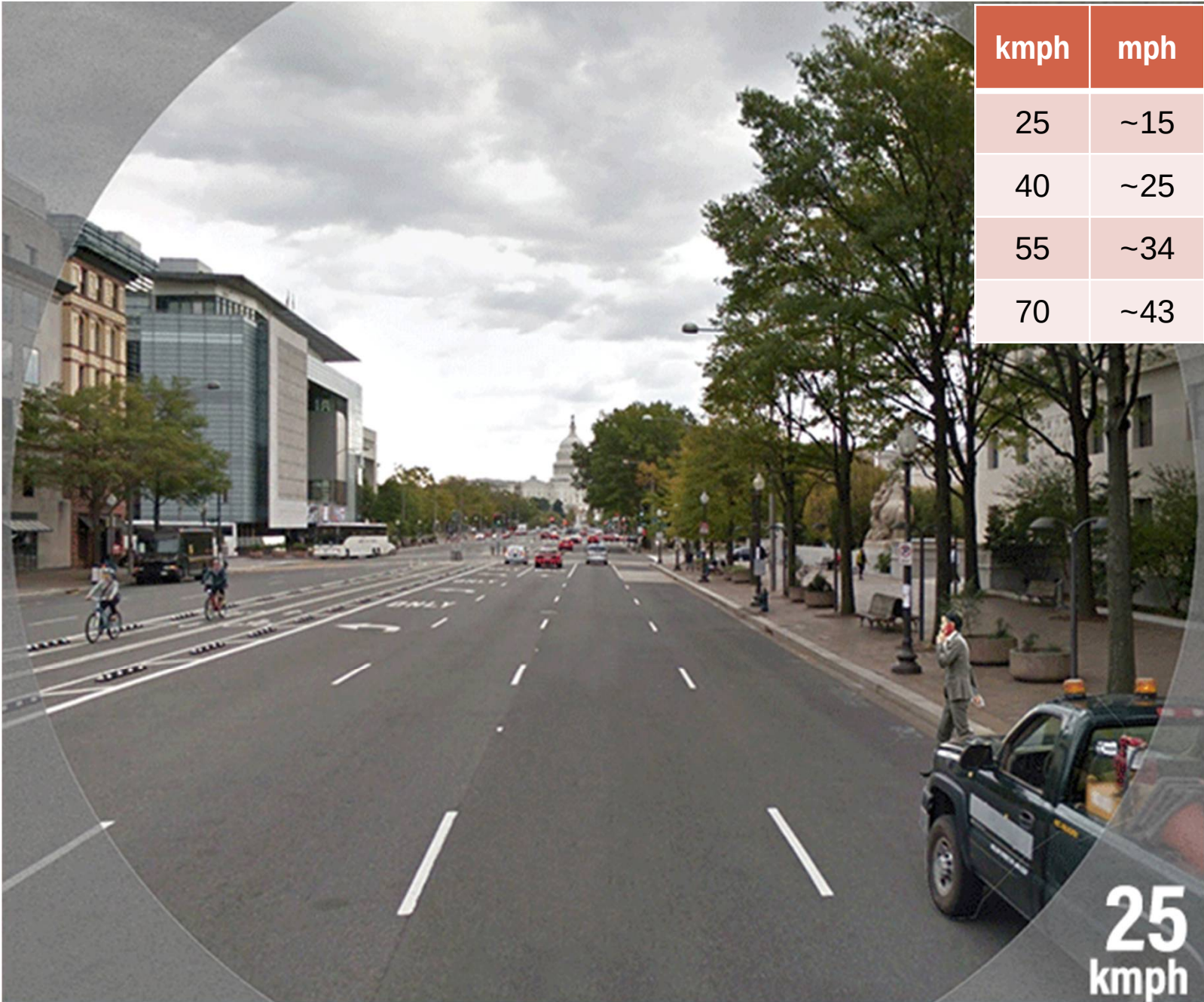
Walkability & Pedestrian Safety

Pedestrian safety analysis

- Richland County has a pedestrian fatality rate of 17.3 deaths per 100,000 people, compared to the state rate of 2.3 deaths per 100,000 people- **the worst in the state.**
- South Carolina ranks 45th in the nation for levels of walking mode share, yet ranks **2nd in the nation for walking fatality rates**



kmph	mph
25	~15
40	~25
55	~34
70	~43



Source: [World Resources Institute](#), Cities Safer by Design (2015)



WHAT MAKES A NEIGHBORHOOD Walkable?

Density – Generally, the higher the concentration of residents, jobs, and shops within a given area, the more walkable that area is.

Mixed Uses – People walk more if they have a proper balance of uses (housing shopping, work, recreation, etc.) within walking distance of each other.

Active Street Levels – Buildings that form an attractive, transparent (windowed), and engaging “street wall” with lots of shops, restaurants, and other “active” ground-floor uses encourage walking.

Transit – Walkability and transit go hand in hand. Transit vastly extends the range of people’s walks, and it performs best in dense, walkable neighborhoods.

Traffic calming – Measures like raised crosswalks, traffic circles, and narrower lanes make drivers slow down and be more alert, thereby enhancing pedestrian and driver safety.

Trees – In addition to their environmental and economic benefits, trees help create pleasant, attractive streetscapes and serve as a barrier between pedestrians and traffic.

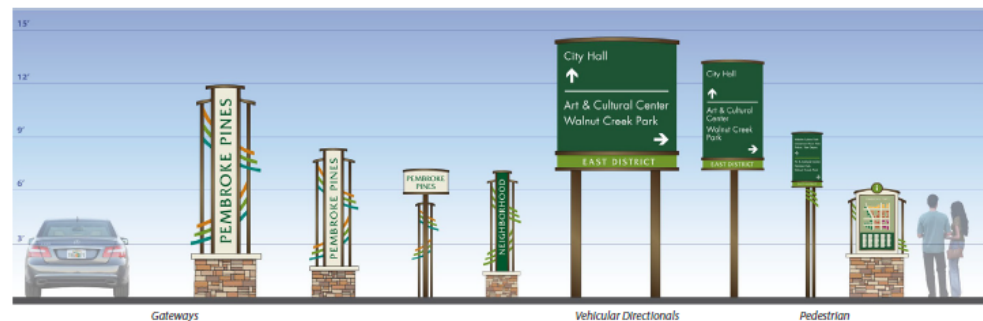
Parking – Allowing parking supply and prices to be determined by market demand (rather than excessive parking requirements) promotes walking, discourages driving, and creates more inviting pedestrian environments.

Crosswalks – Frequent and well-marked crosswalks increase pedestrian safety and convenience.

Sidewalks – The most walkable neighborhoods have wide, well maintained sidewalks, preferably detached from the street curb and enhanced by amenities like benches, landscaping and pedestrian-scale lighting.

Wayfinding Signage

- Comprehensive plan to provide recommendations at the pedestrian, bicyclist, and vehicular scale
- Consultant team selected
- Phase One roll out in late 2018



Safe and Slow Streets

- .. Reduce traffic speeds to 25 mph
- .. Create visible crosswalks at key intersections
- .. Ensure sidewalks are complete and in good condition
- .. Make longer, more people-friendly signal timing
- .. Implement traffic calming



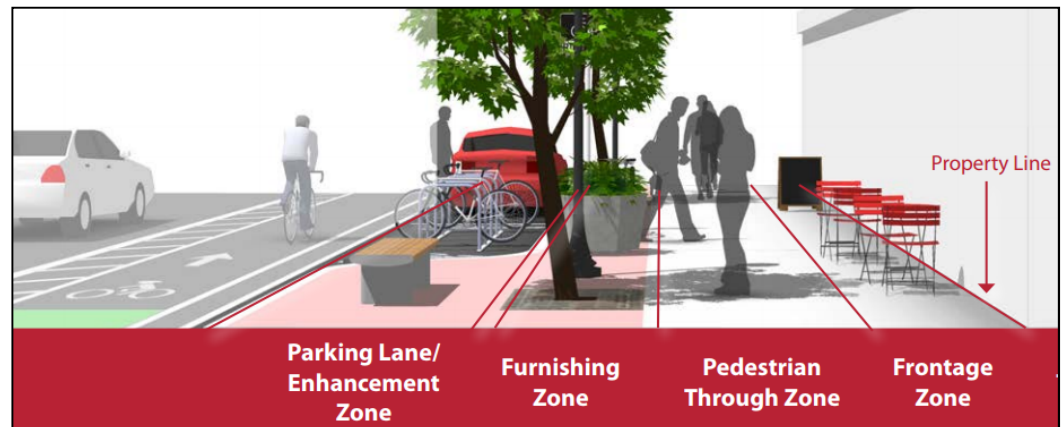
Sidewalk Standards & Cost

Commercial

- .. Frontage zone
- .. 10' wide through zone
- .. 8' vegetated buffer
- .. Parking Lane/
Enhancement Zone

Residential

- .. 6' wide through zone
- .. 8' vegetated buffer

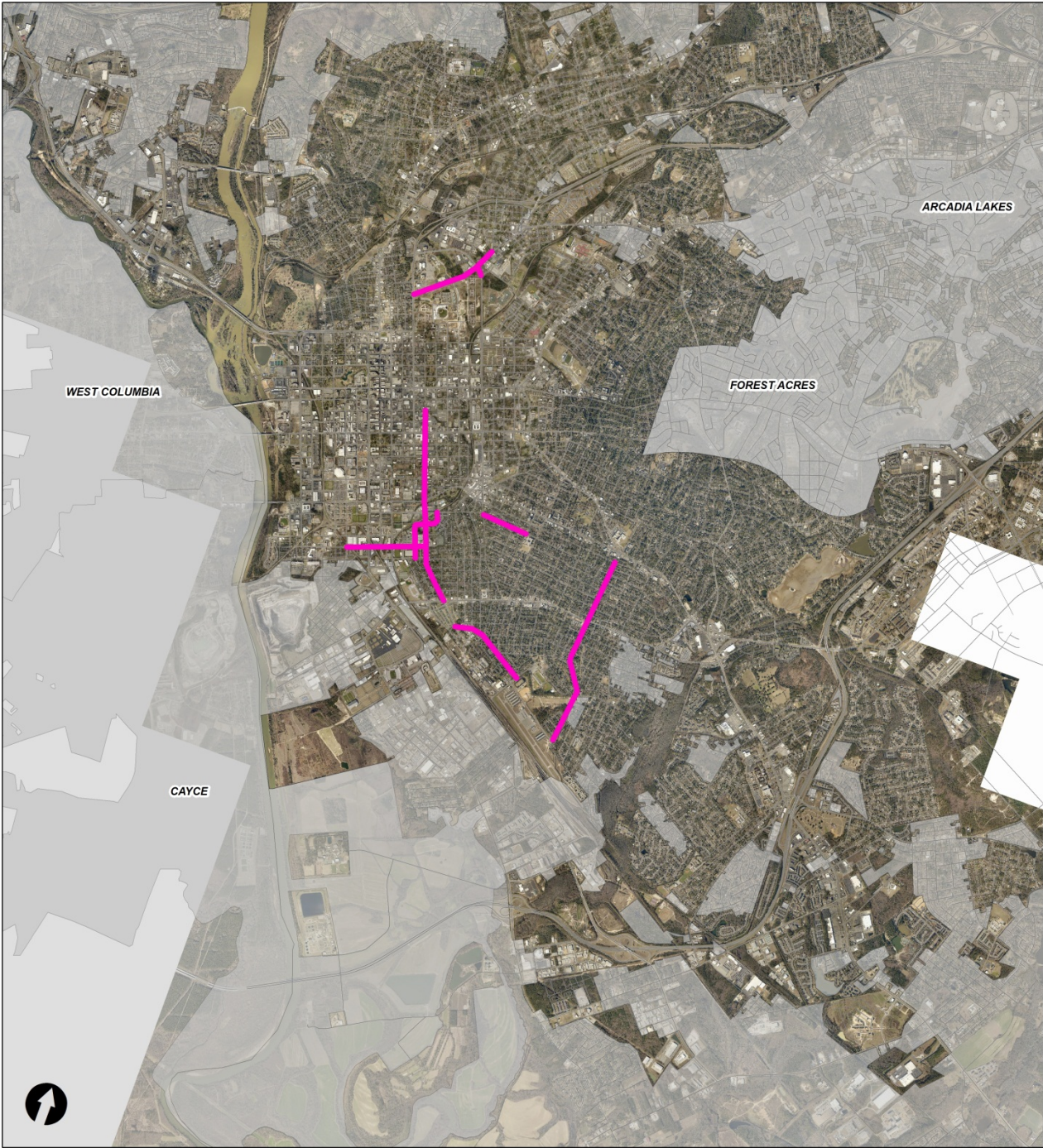


Overview of Current City Commitments

- .. TAP Main Street intersections: \$220,380 / \$189,072 / \$242,620
- .. TAP Esplanade Connector: \$99,983 / \$149,974
- .. TAP Bikeway Connectivity: \$90,950 / \$136,425
- .. TAP Greenview Sidewalks: \$112,634 / \$168,951
- .. Wayfinding Signage: \$334,000 / \$50,000 / \$10,000
- .. Park Street Improvements: design - \$69,000 / \$170,570
 - ▣ Still seeking construction funding
- .. Multi-modal Transportation Planner: funding for new position salary with benefits
- .. Bike Rack Partnership Program: staff/material cost
- .. Penny greenways: ownership and maintenance
- .. South Main Project: staff commitment
- .. Overlayment/Bike Facility Pilot Project: cost TBD

\$ = City
 \$ = Penny
 \$ = FHWA (Federal)
 \$ = Experience Columbia
 \$ = City Center Partnership

QUESTIONS?



Bikeway Connectivity

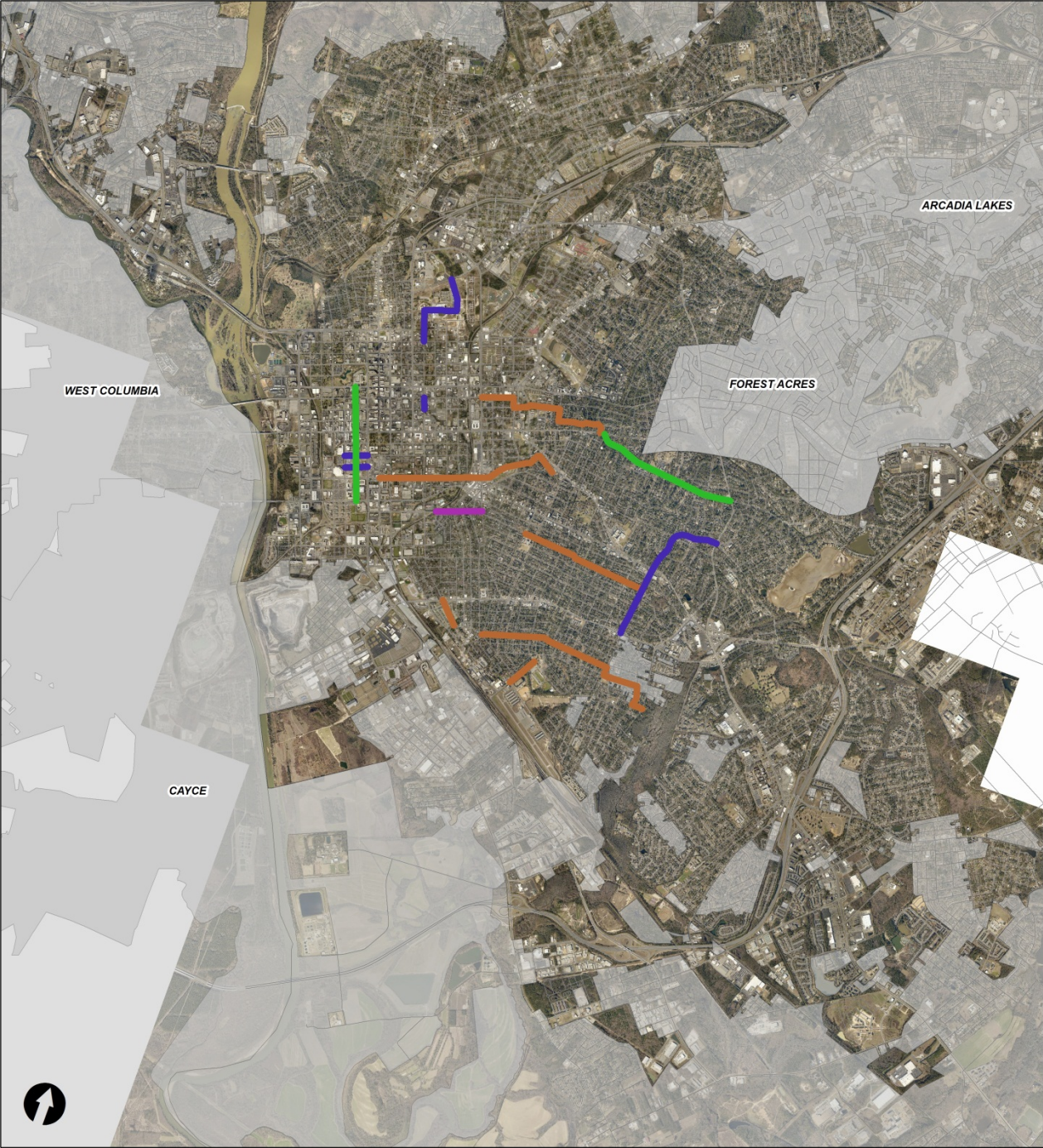
Proposed Penny Bikeways to Prioritize
Columbia City Limits



This map was prepared by:
ladeforth@columbiasc.net
City of Columbia - Planning & Development Services
Friday, November 17, 2017

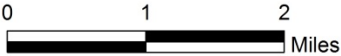
**CITY OF COLUMBIA
GIS DATA DISCLAIMER**

The City of Columbia GIS data represented on this map or plan is the product of the compilation of data produced by others. It is provided for informational purposes only and the City of Columbia makes no representation as to its accuracy. Its use without field verification is at the sole risk of the user.



Bikeway Connectivity

- Proposed WBC Bikeways to Prioritize**
- Bike Boulevard
 - Bike Lanes
 - Buffered Bike Lanes
 - Shared Lane Markings
 - Columbia City Limits



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We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: City Clerk

FROM: *Erika Moore, City Clerk*

SUBJECT: Upcoming Budget Workshops - Ms. Teresa Wilson, City Manager

FINANCIAL IMPACT:

STRATEGIC GOALS: Provide high quality municipal services



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Legal

FROM: *Shari Ardis, Legal Office Manager*

SUBJECT: Receipt of legal advice relating to a pending, threatened or potential claim pursuant to S.C. Code §30-4-70(a)(2)

PURPOSE: Godfrey v. City
Cumberland v. City

FINANCIAL IMPACT:



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: City Clerk

FROM: *Erika Moore, City Clerk*

SUBJECT: Receipt of legal advice related to matters covered by attorney-client privilege pursuant to S.C. Code §30-4-70(a)(2)

PURPOSE: Ordinance 2017-109 add Sec. 14-100 Enhanced trigger devices declared illegal; exceptions
Utility Relocations
Opioid litigation

FINANCIAL IMPACT:



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: City Clerk

FROM: *Erika Moore, City Clerk*

SUBJECT: Discussion of negotiations incident to proposed contractual arrangements pursuant to S.C. Code §30-4-70(a)(2)

PURPOSE: Bike Share

FINANCIAL IMPACT:



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: City Clerk

FROM: *Erika Moore, City Clerk*

SUBJECT: Discussion of employment of an employee pursuant to S.C.
Code §30-4-70(a)(2)

PURPOSE: City Council
Municipal Court

FINANCIAL IMPACT:



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: City Clerk

FROM: *Erika Moore, City Clerk*

SUBJECT: Council is asked to approve the September 19, 2017 and October 20, 2017 Council Meeting Minutes.

FINANCIAL IMPACT:

ATTACHMENTS:

- **#a:** MN_09_19_2017_D (PDF)
- **#b:** MN_10_20_2017_D (PDF)



COLUMBIA CITY COUNCIL MEETING MINUTES TUESDAY, SEPTEMBER 19, 2017

The Columbia City Council conducted a meeting on Tuesday, September 19, 2017 at the Columbia Metropolitan Convention Center, 1101 Lincoln Street, Lexington Room B, Columbia, SC 29201.. The Honorable Mayor Stephen K. Benjamin called the meeting to order at 4:25 p.m. and the following members of Council were present: The Honorable Sam Davis, The Honorable Tameika Isaac Devine, The Honorable Howard E. Duvall, Jr., The Honorable Edward H. McDowell, Jr., and The Honorable Daniel J. Rickenmann. The Honorable Moe Baddourah was absent. Also present were Ms. Teresa Wilson, City Manager and Ms. Erika D. Moore, City Clerk. This meeting was advertised in accordance with the South Carolina Freedom of Information Act. *The minutes are numbered to coincide with the order of the meeting.*

INVOCATION

The Honorable Reverend Edward H. McDowell, Jr. offered the Invocation.

ADOPTION OF THE AGENDA

Upon a motion made by Mr. McDowell and seconded by Mr. Duvall, Council voted unanimously to amend the agenda by adding an Executive Session for the discussion of negotiations incident to proposed contractual arrangements pursuant to §30-4-70(a)(2) - Administrative Services Only Agreement with Cigna Health and Life Insurance Company.

CITY COUNCIL DISCUSSION / ACTION

1. Active & Pre-65 Retiree Health Care Plan Design Changes & Contribution Strategies - Ms. Pamela Benjamin, Human Resources Director

Mayor Benjamin explained that we asked AON to come back with a plan for design changes for open enrollment in 2018, but the haste to bring back a quick proposal has caused some concerns. We have a lot of work to do to deal with the rising health care costs in Columbia, across the State, and in the private sector. It's going to take more time to present a transparent process; therefore, we are not going to take any action tonight.

Councilor McDowell asked about setting time parameters.

Mayor Benjamin said we will need to send this to a committee to address these issues. I'd rather us take our time to get this right instead of hastening this process; we owe this to our active employees and pre-65 retirees.



**COLUMBIA CITY COUNCIL MEETING MINUTES
TUESDAY, SEPTEMBER 19, 2017**

Upon a motion made by Ms. Devine and seconded by Mr. Davis, Council voted unanimously to table any action on the Active & Pre-65 Retiree Health Care Plan Design Changes and Contribution Strategies for future discussion and that it be placed on a work session agenda so that we can fully digest it, go through all of the numbers, and get participation from anybody that has a vested interest.

PUBLIC HEARING

2. Community Development DRAFT 2016 Consolidated Annual Performance Evaluation Report (CAPER) / Final Public Hearing - Ms. Gloria Saeed, Community Development Director

Ms. Gloria Saeed, Community Development Director presented the draft 2016 Consolidated Annual Performance Evaluation Report (CAPER). She noted that the public comment period began on August 25, 2017 and will end on September 25, 2017. A public hearing was held on September 7, 2017. She reported that fiscal year 2016/2017 grant funding for the Community Development Block Grant (CDBG) was \$940,783.00; HOME Investment Partnerships (HOME) was \$429,219.00; and Housing Opportunities for Persons with AIDS (HOPWA) was \$1,154,666.00. She said the City received \$2,564,668.00 in new funding through the three formula grants. She reported that HUD approved the CDBG Action Plan and as of June 30, 2016, the City received \$86,235.00 in federal disaster recovery funds. She highlighted the following accomplishments: provided grants to assist various neighborhoods with beautification, landscaping, signage, and parking improvements; helped eight (8) participants enroll in the IBA Program; started the Change-up Program through Customer Care; helped Bank-On Columbia provide financial counseling sessions to twenty-five (25) individuals; funded the City of Columbia Art Center in the amount of \$456,644.00; and completed nine (9) projects through the Façade Program. She also reported that HOME funds were used to complete two (2) housing projects totaling \$711,732.00.

Mayor Benjamin asked about the current fiscal year CBDG funds.

Ms. Gloria Saeed, Community Development Director said we haven't spent any money for the current fiscal year.

Council opened the Public Hearing at 4:44 p.m.

Mr. Harry Pugh expressed concerns about storm drainage and flooding in his neighborhood. He presented photos to the members of Council.



COLUMBIA CITY COUNCIL MEETING MINUTES TUESDAY, SEPTEMBER 19, 2017

Councilor Duvall gave his contact information to Mr. Pugh.

Council closed the Public Hearing at 4:47 p.m.

Upon a motion made by Ms. Devine and seconded by Mr. Davis, Council voted unanimously to accept the Community Development DRAFT 2016 Consolidated Annual Performance Evaluation Report (CAPER) for submission to the Department of Housing and Urban Development by September 29, 2017.

RESOLUTIONS

3. Resolution No.: R-2017-052 - Adopting a City Street and City Facilities Naming Policy - *Approved*

Upon a motion made by Mr. McDowell and seconded by Mr. Duvall, Council voted unanimously to approve Resolution No.: R-2017-052 - Adopting a City Street and City Facilities Naming Policy.

EXECUTIVE SESSION

Upon a motion made by Ms. Devine and seconded by Mr. Davis, Council voted unanimously to enter into Executive Session at 4:50 p.m. for the discussion of negotiations incident to proposed contractual arrangements pursuant to §30-4-70(a)(2) - Administrative Services Only Agreement with Cigna Health and Life Insurance Company.

Council adjourned the Executive Session at 5:58 p.m. to convene the Joint County/City Meeting.

The Joint County/City Meeting adjourned at 8:52 p.m. and City Council reconvened its meeting at 9:06 p.m.

4. Resolution No.: R-2017-098 - Authorizing the City Manager to execute a Letter of Intent and Administrative Services Only Agreement with Cigna Health and Life Insurance Company "CHLIC" for administration of the City of Columbia's employee health plan



**COLUMBIA CITY COUNCIL MEETING MINUTES
TUESDAY, SEPTEMBER 19, 2017**

Upon a motion made by Ms. Devine and seconded by Mr. Davis, Council voted five (5) to (1) to withdraw the City's Request for Proposals (RFP) and to start this process over. Voting aye were Mr. Rickenmann, Mr. Duvall, Ms. Devine, Mr. Davis, and Mayor Benjamin. Mr. McDowell voted nay.

ADJOURNMENT

Upon a motion made by Mr. McDowell and seconded by Mr. Davis, Council voted unanimously to adjourn the meeting at 9:08 p.m.

Respectfully submitted by:

Erika D. Moore, CMC
City Clerk



We Are Columbia

**COLUMBIA CITY COUNCIL MEETING MINUTES
FRIDAY, OCTOBER 20, 2017**

The Columbia City Council conducted a Special Called Meeting on Friday, October 20, 2017 at City Hall, 1737 Main Street, Columbia, South Carolina. The Honorable Mayor Stephen K. Benjamin called the meeting to order at 9:13 a.m. The following members of Council were present: The Honorable Sam Davis, The Honorable Howard E. Duvall, Jr., and The Honorable Edward H. McDowell, Jr. The Honorable Tameika Isaac Devine, The Honorable Daniel Rickenmann, and The Honorable Moe Baddourah were absent. Also present were Ms. Melissa Gentry, Assistant City Manager and Ms. Niki Daniels, Assistant City Clerk. This meeting was advertised in accordance with the Freedom of Information Act.

RESOLUTION

1. Resolution No.: R-2017-111 - Authorizing consumption of beer and wine only at the Chili Cook Off in Five Points in the 700 and 800 blocks of Pavilion Avenue and 2100 and 2200 blocks of Greene Street on Saturday, October 21, 2017 - *Approved*

Upon a motion made by Mr. Duvall and seconded Mr. McDowell, Council voted unanimously to approve Resolution No.: R-2017-111 - Authorizing consumption of beer and wine only at the Chili Cook Off in Five Points in the 700 and 800 blocks of Pavilion Avenue and 2100 and 2200 blocks of Greene Street on Saturday, October 21, 2017.

ADJOURNMENT

Upon a motion made by Mr. Davis and seconded by Mr. McDowell, Council voted unanimously to adjourn the meeting at 9:15 a.m.

Respectfully submitted by:

Erika D. Moore, CMC
City Clerk



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Senior Assistant City Manager

FROM: *Smith Baker, Senior Assistant City Manager*

SUBJECT: Council is asked to approve a Maintenance and Security Agreement between Richland County and the City of Columbia for the Gills Creek Section A Greenway Project.

FINANCIAL IMPACT:

CLEAN WATER 2020?: No

ATTACHMENTS:

- **#a:** Gills Creek Maintenance Agreement (PDF)

MAINTENANCE AND SECURITY AGREEMENT BETWEEN RICHLAND COUNTY AND THE CITY OF COLUMBIA FOR GILLS CREEK SECTION A GREENWAY

THIS AGREEMENT, entered into by and between the City of Columbia ("City"), a political subdivision of the State of South Carolina and Richland County ("Richland"), a political subdivision of the State of South Carolina, organized and existing under and by virtue of the laws of the State of South Carolina, collectively the "Parties."

WHEREAS, Richland intends to construct the Gills Creek Greenway Section A from the intersection of Fort Jackson Boulevard and Crowson Road to Bright Avenue for approximately 2 miles in Columbia, South Carolina ("Greenway"); and,

WHEREAS, the Parties desire to enter into this Maintenance and Security Agreement in order to allocate the respective long-term maintenance and security responsibilities for the designated items and areas between Richland and the City as specified in this Agreement;

NOW THEREFORE, in consideration of the mutual covenants provided herein, and other good and valuable consideration, the receipt of which is hereby acknowledged:

1. The Greenway.

Richland shall have designed and constructed the Greenway. The current proposed Greenway plan, which is subject to change, will be fourteen (14') feet wide; constructed of concrete paving, and shall include but not be limited to, cross walks, lighting, benches, public restrooms, bollards, drinking fountains, pressure treated high level and low level board walks, ADA pavers, way-finding signage, and parking (the "Facilities"). Richland will secure and provide compensation for all property rights (i.e. deeds, easements, and rights-of-way) necessary for construction and maintenance of the Greenway. Said property rights will be conveyed to the City at the completion of Greenway construction upon the City's acceptance of the project. Such acceptance shall not be unreasonably withheld. The City will require the project comply with all applicable Codes. Richland will also provide all final as-built plans delineating changes to the project during construction for future use by the City. Richland specifically agrees that regardless of any other changes to the proposed Greenway alignment, the final as-built alignment will not include any connection to the Hampton Estates neighborhood.

2. The City's Responsibilities.

a. City agrees to operate those portions of the Facilities and Greenway as are in the City limits in a non-discriminatory manner with regards to race, color, religion, ancestry or national origin, sex, age, marital status, sexual orientation, gender identity, or on the basis of disability. The City further agrees to operate and maintain those portions of the Facilities and Greenway in the City limits in a safe and usable manner for their intended purposes throughout the term of this agreement. The City further agrees to provide sufficient and appropriate police patrol of the Greenway as a part of its normal police functions within the City, so long as the Greenway exists and is within the municipal limits of the City.

b. The City agrees to the following specific maintenance responsibilities for those locations within the City limits for the Greenway throughout the term of the agreement:

i. Boardwalks: City will maintain all boardwalks that may be part of the Greenway. This responsibility includes maintaining the appearance and integrity of the boardwalks.

ii. Retaining walls: City will maintain all retaining walls that may be part of the Greenway. This responsibility includes maintaining the appearance and integrity of the retaining walls.

iii. Concrete sidewalks, curbs and ADA pavers: City will maintain all concrete sidewalks, curbs, ADA pavers and pavement markings along the Greenway. This responsibility includes maintaining the appearance and integrity of these items included in the greenway project scope.

iv. Landscaping, fencing and signage: City will maintain the full range of services required for the upkeep of all new plant material, greenscreen fencing and wayfinding signage as detailed and installed in the areas encompassed within the Greenway. For avoidance of doubt, this does not obligate Richland or the City to enter into negotiations for reallocation of this particular maintenance item nor does this obligate the City to accept reallocation of this particular maintenance responsibility.

v. Bollards: City will maintain all bollards. This responsibility includes the maintaining the integrity and appearance of the bollards proposed and built for the project.

vi. Lighting and light fixtures: Richland's contractor to install all lighting, lighting fixtures, and call boxes, and the City shall maintain all lighting, all light fixtures and call boxes after the completion of construction and acceptance of the project.

vii. Benches and garbage containers: City will maintain all benches, trash and garbage containers and provide regular collection of those. This responsibility includes maintaining the appearance and integrity of the benches and trash containers.

viii. Crosswalk surface treatment: City will maintain the crosswalk surface treatment. This responsibility will include the appearance and integrity of the crosswalk surface treatment.

ix. Parking lot: City will maintain the paved or gravel parking lot. This responsibility will include the appearance and integrity of the parking lot.

x. Public toilet facilities: City will maintain all toilet facilities. This responsibility will include the appearance, servicing and integrity of the public toilets along the Greenway.

xi. Drinking fountains: City will maintain all drinking fountains. This responsibility will include the appearance, servicing and integrity of the drinking fountains along the Greenway.

xii. Bike racks: City will maintain all racks. This responsibility will include the appearance, and integrity of the bike racks along the Greenway.

xiii. Kiosk: City will maintain any kiosks that have been planned and constructed for the project. This responsibility will include the appearance and integrity of such kiosks.

3. Miscellaneous Provisions.

a. The City's obligations shall commence upon completion of the Greenway project and acceptance by the City unless the circumstances dictate that maintenance of particular areas or items be commenced prior to the completion of the Greenway project. It is intended that the Parties to this Agreement recognize and acknowledge that as governmental entities, their authority and capacity to perform the maintenance obligations identified herein is subject to each maintaining the respective legal authority to do so. In addition, the allocation of the maintenance obligations for the items identified will terminate with the end of the useful life of the project or the removal of a particular item being maintained.

b. This Agreement will not create any duty or responsibility to anyone other than the Parties to the Agreement, nor does it create any rights enforceable by anyone other than a party (third party beneficiary) to the Agreement.

c. This Agreement is to be governed, construed and interpreted by the laws of the State of South Carolina. The parties do not waive sovereign immunity except to the extent that litigation may be

commenced in the Circuit Court for Richland County, South Carolina as may be necessary. The Parties to the Agreement will agree that litigation will not be commenced until notice is given and the parties have attempted through discussion and mediation to resolve any disputes.

d. The official executing this Agreement on behalf of the City of Columbia will represent and assert actual authority to bind the City to the obligations and commitments made in this Agreement. Similarly, the official executing this Agreement on behalf of Richland County will represent and assert actual authority to bind Richland County to the obligations and commitments made in this Agreement.

e. Waiver: The failure of either party to insist upon the strict performance of any provision of this Agreement shall not be deemed to be a waiver of the right to insist upon strict performance of such provisions or of any other provision of this Agreement at any time. Waiver of any breach of this Agreement by either party shall not constitute waiver of subsequent breach.

f. Notice: Written notice to the City shall be made by placing such notice in the United States Mail, Certified, Return Receipt Requested, postage prepaid and addressed to:

City of Columbia
City Manager
Post Office Box 147
Columbia, SC 29217

Written notice to the County shall be made by placing such notice in the United States Mail, Certified, Return Receipt Requested, postage prepaid and addressed to:

Richland County
County Administrator
2020 Hampton Street
PO Box 192
Columbia, SC 29202

Written notice also may be made by personal hand-delivery to the City Manager or the County Administrator.

g. Agreement Interpretation: Ambiguities in the terms of this Agreement, if any, shall not be construed against the City of Columbia nor Richland County.

h. Severability: If any provision of this Agreement is held to be illegal, invalid, or unenforceable under present or future law, such provision shall be fully severable. This Agreement shall be construed and enforced as if such illegal, invalid, or unenforceable provision were never a part hereof; and the remaining provisions of this Agreement shall remain in full force and effect and shall not be affected by the illegal, invalid or unenforceable provision or by its severance, except to the extent such remaining provisions constitute obligations of another Party to this Agreement corresponding to the unenforceable provision determined to be void or unforeseeable, all other provisions shall remain in full force and effect.

i. Captions and Headings: The captions and headings throughout this Agreement are for convenience and reference only, and the words contained therein shall in no way be held or deemed to define, limit, describe, modify, or add to the interpretation, construction, or meaning of any provision of or scope or intent of this Agreement.

j. Entire Agreement. This document contains the entire agreement between the parties and no other representations, either written or oral shall have effect. Any modification of this Agreement shall be by a signed writing between the parties.

k. Term. The term of this Agreement is twenty (20) years from the date of execution.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement, in duplicate original, as of the as of the date of the last signature below.

WITNESSES:

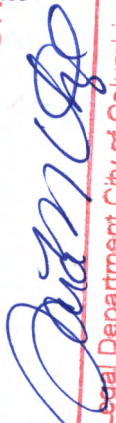
CITY OF COLUMBIA

BY: _____

Teresa B. Wilson

ITS: City Manager

Date: _____

APPROVED AS TO FORM

 Legal Department City of Columbia, SC

RICHLAND COUNTY

BY: _____

Gerald Seals

ITS: County Administrator

Date: _____



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: City Management Office

FROM: *Teresa Wilson, City Manager*

SUBJECT: Council is asked to approve the Richland County/City of Columbia Intergovernmental Fire Services Agreement.

FINANCIAL IMPACT:

STRATEGIC GOALS: Collaborate and partner with entities, Foster a healthy quality of life, Provide high quality municipal services

ATTACHMENTS:

- **#a:** 2017 Richland County Intergovernmental Fire Agreement (PDF)

HISTORY:

11/21/17

Columbia City Council

DEFERRED

STATE OF SOUTH CAROLINA)
)
)
 COUNTY OF RICHLAND) **RICHLAND COUNTY/CITY OF COLUMBIA
 INTERGOVERNMENTAL FIRE AGREEMENT**

This Agreement is entered into by and between Richland County and the City of Columbia.

WHEREAS, the City of Columbia currently operates an organized fire department (the "Fire Department") within the City of Columbia limits; and,

WHEREAS, Richland County is the authority having jurisdiction within the Richland County (Service Area); and,

WHEREAS, the City of Columbia and Richland County executed an Intergovernmental Fire Agreement dated July 1, 2012, which expired June 30, 2017; and,

WHEREAS, the City of Columbia is providing the County with a service to organize, manage, maintain and operate a seamless firefighting system in the Richland County Service Area. The City will agree to continue this long-lasting partnership of leveraging resources and shared responsibility in order to maintain the highest level of public safety to the citizens of Richland County through a consolidated seamless fire service system for the protection of life, property and the environment; and,

WHEREAS, the services will include fire suppression, rescue, hazardous materials incident response, and any other services as agreed upon by the Richland County and City of Columbia Councils for all residents located in the Richland County Service Area as defined herein and delegated to the City of Columbia; and,

WHEREAS, the City and the County will fund, support, and/or initiate actions to maintain or improve, the current Insurance Services Office Public Protection Classification rating within their respective areas through budgetary appropriations.

NOW, THEREFORE, in consideration of the mutual covenants herein, it is agreed as follows:

The purpose of this Agreement is for Richland County, the Authority Having Jurisdiction (AHJ) in the Service Area boundaries, to delegate authority to the City of Columbia to establish, develop, administer, manage, operate and maintain a system in Richland County for fire protection, to include fire suppression assets and provide for management of fire suppression, rescue, hazardous materials incident response and control, and other agreed upon services. Richland County will provide all other services not specified in this Agreement. Richland County shall continue to provide these services at its sole cost and expense. For the avoidance of doubt, the City of Columbia shall be fully compensated for the level of fire services provided for by this Agreement.

The City of Columbia operates an established all-hazards fire department and has an appointed Fire Chief who serves as the highest ranking fire official in Columbia, and will include the Richland County Service Area as defined by this Agreement. He shall have administrative and operational authority over department functions, including but not limited to the administration of all approved funding as detailed in the County Fire Budget. He reports directly to the Columbia City Manager. Resolution of issues related specifically to the Richland County Service Area will be brought to the City Manager by the County Administrator for resolution.

1. DEFINITIONS:

- a. "Automatic Aid" refers to the immediate dispatch of Richland County or Columbia fire suppression resources to areas outside of the Service Area and/or Columbia city limits for an emergency call or incident.
- b. "Automatic Vehicle Location System" or "AVL" refers to the system that is used by the 911 Call Center to track the location of emergency vehicles in real time.
- c. "Columbia-Richland Fire Department Oversight Committee" or "CRFDOC" refers to the committee jointly established by the City of Columbia and Richland County councils.
- d. "Computer Aided Dispatch" system or "CAD" refers to the system used by the 911 Call Center to process emergency calls, incident information, emergency vehicle identification, routing and other information used in the dispatching and tracking of calls and emergency vehicles to emergency scenes.
- e. "County" or "Richland County" shall refer to Richland County, Richland County Council, Richland County Administrator or his designee.
- f. "County Fire Service Area" or "Fire Service Area" or "FSA" refers to the area where fire suppression services are provided by the CRFD in the unincorporated areas of Richland County, the City of Forest Acres, the Town of Arcadia Lakes, the Town of Blythewood, and the Town of Eastover.
- g. "Columbia" shall refer to the City of Columbia, Columbia City Council, and Columbia City Manager or his designee.
- h. "Columbia Financial Responsibility" is defined as the responsibility of Columbia to spend funds provided by Richland County in the manner approved and budgeted and to collect water fees or other fees as agreed upon and as described in this Agreement, and to properly account for all personnel, operational funds, equipment and supplies.
- i. "Communications Center" refers to the Columbia-Richland Emergency Communications Center, which serves as the Public Safety Answering Point and dispatch center.
- j. "Contract Administrator" or "CA" refers to Richland County and the City of Columbia's authorized and assigned individuals to monitor for compliance of this Agreement through the Columbia-Richland Fire Department Oversight Committee.
- k. "County Fire District" refers to a duly adopted taxing district that includes all areas in Richland County. An ad valorem tax is collected to provide funding for Richland County services.
- l. "Equipment" refers to vehicles, small engine equipment, and all other small equipment, tools and electronics purchased with County funds, carried on County-owned vehicles, and/or located in County-owned stations or offices.
- m. "Fire Advisory Committee" or "FAC" refers to the committee which will provide advisory input into the operations of the fire suppression service outlined in this Agreement.
- n. "Fire Services" shall refer to fire suppression, rescue, hazardous materials response and control, and any other services approved and funded by Richland County.
- o. "ISO" is the Insurance Services Office. ISO evaluates and rates fire districts and departments.

p. "Minimum Staffing" refers to the established minimum staffing levels for fire shifts throughout the County Service Area and the City of Columbia limits as defined by NFPA 1710 and other needs as determined by the City of Columbia.

q. "Mutual Aid" refers to the dispatch of Richland County or Columbia fire suppression resources to areas outside of the Service Area and/or Columbia city limits after another jurisdiction requests direct assistance.

r. "National Fire Protection Association" or "NFPA" refers to the association which sets codes and consensus standards for the fire service.

s. "Occupational Safety and Health Administration" or "OSHA" refers to the organization which regulates all worker safety.

t. "Operational and/or Administrative Authority" is defined as the authority contractually delegated to Columbia by Richland County under this Agreement. Agreement, to be used in the provision of approved services, as outlined and funded by Richland County.

u. "Operational Oversight" is defined as Richland County's authority to approve and monitor all services funded by this Agreement.

v. "Overtime" or "OT" refers to the time a worker who is funded through this Agreement and has worked over the time threshold as defined by the Fair Labor Standards Act for the employee's position.

w. "Public Protection Classification" or "PPC" refers to the ISO classification used to provide a quantitative value of a fire department's fire suppression capability.

x. "Richland County Financial Responsibility" is defined as the responsibility of Richland County to budget, collect taxes, collect fees and other sources of revenue, to monitor Columbia's spending of budgeted funds, to monitor equipment and supplies purchased under this Agreement, to distribute funds required to administer this Agreement.

y. "Service Area" is defined as all areas of Richland County except those areas that are included in the incorporated limits of Columbia and the Town of Irmo.

z. "Support Personnel" refers to the employees and costs associated with staff that are necessary to carry out the management and administrative functions of this Agreement.

2. ORGANIZATION:

a. A Fire Advisory Committee (FAC) shall be established consisting of the following members: Richland County Council will elect one Richland County Council Member, who represents primarily unincorporated areas of Richland County; Columbia will select one Columbia City Council Member; County Administrator or a representative; City Manager or a representative; Richland County Emergency Services Director; Columbia Assistant City Manager; and the Columbia Fire Chief. Both parties can appoint one additional member each.

b. The purpose of the FAC is to provide advisory recommendations into the department's policies, procedures, budget requests, and planning as it relates to providing fire service in the Richland County Service Area and in Columbia. The FAC should meet no less than quarterly.

c. Fire Chief. If applicable, during the term of this Agreement, the Fire Chief shall be selected by the Columbia City Manager as set forth in City Code and State law. The City Manager will provide

information on any applicants being considered to the County Administrator and receive in writing input for consideration on the selection of the Fire Chief. The FAC and the County Administrator will provide input into the Fire Chief's annual performance review submitted in writing to the City Manager.

d. A Columbia-Richland Fire Department Oversight Committee will be jointly established by the City and Columbia and the Richland County councils to ensure that the interests of city and County residents are considered, related to the planning and provision of fire suppression services within both jurisdictions. The City Manager and the County Administrator will present their respective councils the proposed CRFDOC's charge and membership for approval within 90 days of the execution of this Agreement.

3. OPERATIONAL IMPLEMENTATION:

a. All incident operational responsibilities outlined under this Agreement will be conducted using current National Incident Management System guidelines and the Incident Command System.

b. It is agreed that all Richland County fire assets authorized by this Agreement, and assigned to Richland County stations, are available for automatic aid response in Columbia and may be dispatched and used on emergency calls within Columbia. It is agreed that all Columbia fire assets assigned to Columbia stations are available for automatic aid response in Richland County and may be dispatched to calls in the County Fire Service Area.

c. Richland County further delegates to the Fire Chief to assign, limit or restrict the use, for safety reasons, of any and all fire vehicles purchased with Richland County funds and used in the administration of this Agreement. Richland County shall provide to the Fire Chief all applicable policies related to the operations of Richland County owned vehicles to ensure the vehicles are operated consistent with Richland County policies regarding the use of County vehicles.

d. All Richland County fire resources shall be available for automatic and mutual aid response to any surrounding jurisdictions provided it does not create a shortage of fire suppression capabilities in the Fire Service Area and the automatic aid Agreements have been approved by Richland County.

e. Any and all Agreements for automatic aid or mutual aid entered into by Richland County with any other agency or governmental entity will be activated with the Fire Chief and by incorporating them into the emergency response protocols for fire suppression response, and in Communications Center resources such as AVL and CAD, and in all practical applications.

4. CITY OF COLUMBIA:

a. Tactical operations will be administered using Standard Operating Procedures, Standard operating Guidelines, policies and procedures as approved by the Fire Chief.

b. A training and deployment plan for the water shuttle operations program will be maintained and exercised bi-monthly to improve training and implementation of the water shuttle system.

c. The Columbia Fire Chief will prepare a fire services Agreement report to be presented to Richland County. A reporting system will be agreed upon during the first 90 days of this Agreement that will include the electronic inventory reporting and staffing software interfaces. All additional data requests shall be routed through the County Administrator's Office to the City Manager's Office.

d. All front line fire response vehicles will utilize the AVL and dispatch CAD system to determine closest appropriate response unit. This information will also be used to determine the correct number of units needed to respond to emergency calls as identified by the type of call.

e. The City, at its own expense and outside of the funds budgeted and allocated herein shall maintain its own vehicles, apparatus, and fire trucks through the City's normal fleet services program.

e. The City of Columbia will conduct an audit of this Agreement every two years. A copy of the results shall be provided to Richland County and the CRFDOC. The audit will be performed by a third party.

f. The City of Columbia will inspect the rural water supply infrastructure on a regular basis and provide a report to the County and the CRFDOC, which will include recommendations for maintenance and/or improvements.

g. Upon execution of this Agreement and within the first 90 days, the Columbia Fire Chief, along with staff from the County's Emergency Service Department, shall evaluate the format and the information that will be included in a monthly report that will be presented to Richland County and the CRFDOC.

h. The City of Columbia, at its own expense and outside of the funds budgeted and allocated herein will be responsible for routine maintenance of stations and equipment owned by the City.

i. The City of Columbia will require fire hydrants along new water system lines at distances outlined by the International Building Code and the Insurance Services Office (ISO).

j. All hydrants located in the Service Area owned by Columbia shall be inspected yearly, repaired, maintained, tested and marked per ISO and other applicable standards. The City of Columbia will endeavor to repair hydrants within thirty (30) days' notice of receiving information a hydrant is inoperable and/or establish a contingency plan for alternative water supply coverage when deemed necessary.

5. RICHLAND COUNTY:

a. Richland County retains the right to monitor this Agreement and report findings to the CRFDOC. The CRFDOC and Richland County shall have access to any records pertaining to the administration of this Agreement and all data collected by Columbia in its implementation of this Agreement.

b. Richland County maintains the right to conduct at its sole cost and expense an audit of any and all parts of this Agreement to ensure compliance, however, a draft copy of the results shall be provided to both the County and the City.

c. All Richland County buildings, vehicles and large pieces of equipment will be insured by Richland County, with limits of liability as established by South Carolina law for governmental entities, at the County's sole cost and expense.

d. Richland County will determine where new or relocated stations will be constructed in the Service Area with the approval of the Fire Chief. Richland County will design, fund and build expansion stations in accordance with Richland County's strategic and capital improvement plans. No construction technique, building material, site location, building design or any other dynamic will be implemented that may compromise the City's ability to maintain operational functionality, personnel safety and/or the department's ability to meet the requirements of this Agreement.

e. The County will maintain and/or improve the rural water supply infrastructure to include, but not be limited to the dry hydrant system according to the report referenced in Section 4.g of this Agreement.

f. Any pressurized water supply system will be reviewed by the Fire Chief prior to installation to ensure interoperability with existing systems and to maintain continuity with current operational methodology.

g. Richland County, at its own expense and outside of the funds budgeted and allocated herein will be responsible for routine maintenance of stations and rolling stock (i.e., apparatus, and vehicles) owned by Richland County. Fleet maintenance shall be accomplished through the County's normal fleet services program. The County, with the advice of the Fire Chief, shall establish a routine fleet maintenance schedule.

h. Effective January 1, 2018, the County, at its own expense and outside of the funds budgeted and allocated herein, shall maintain its own vehicles, apparatus, and fire trucks through the County's normal fleet services program. The County will adjust the City's allocation under this Agreement accordingly. The City shall notify the County of any known issues with any County vehicles that require maintenance outside of the routine fleet maintenance schedule. The County shall effectuate repairs and maintenance in a timely manner.

6. PERSONNEL:

a. Only positions authorized and funded under this Agreement (see Appendices B.1 and B.2) and used in the manner approved by Richland County shall be paid from the adopted and approved Richland County fire suppression budget.

b. Columbia will maintain its software interface used to properly track and charge all personnel costs to the corresponding (City or County) budget.

c. Under the terms of this Agreement, the City has its employees assigned to the County Service Area, and its employees must receive the corresponding salary packages as approved by Columbia City Council for all firefighters. The County during the term of this Agreement shall provide equivalent personnel funds for those City employees assigned to the County through its budgeting process.

d. The City will submit, through the County's biennial budget process, the personnel and operating costs for the provision of fire services response in the County Fire Service Area.

e. Overhead personnel costs will be jointly funded by Richland County and the City of Columbia to support the operations of the Columbia-Richland Fire Department, which includes the Richland County Fire Service Area. The overhead funding to support such operations will be funded as outlined in Appendix A of this Agreement and is subject to approval by each party. The overhead personnel costs will be appropriately charged within the approved County and City budgets, with each party being charged its proportionate share of such personnel cost, including salaries plus benefits.

f. Fire-shift (24-hour) staffing personnel will be funded by Richland County and the City of Columbia based on minimum staffing levels as outlined in Appendices B.1 and B.2. The career fire shift staffing personnel cost will be appropriately charged to each station budget by general ledger code. The Fire Department will maintain a software interface with its current staffing software and the financial software used by the City to accurately track actual personnel cost to ensure all cost funded by Richland County and the City of Columbia are charged appropriately. This will ensure all personnel working on a City or County unit are charged to that unit and the minimum staffing levels are maintained as stated in Appendices B.1 and B.2.

g. The Fire Department will staff each career fire shift position based on ISO fire company distribution of on-duty personnel and best industry practices, which meet South Carolina-

Occupational Safety and Health Administration (SC-OSHA) regulations and the National Fire Protection (NFPA) Standard 1710, for fire suppression deployment operations for interior structural firefighting operations and rescue activities for initial arriving companies and initial full alarm assignment capabilities. The Fire Chief or his designee will endeavor to maintain the established minimum staffing levels for fire shifts on a daily basis. However, it is understood these minimum levels may be adjusted as necessary while accomplishing the overall mission of the department.

h. With the exception of volunteer firefighters, personnel authorized and funded by Richland County under this Agreement, shall be considered City of Columbia employees and subject to the personnel, health and safety policies of Columbia.

i. Personnel funded by Richland County will be stationed in the Service Area and personnel funded by Columbia will be stationed in areas inside of Columbia City limits.

j. Any temporary movement of County personnel used to fill shortages or vacancies at Columbia stations must be accounted for by location, with costs assigned to the appropriate budget (i.e., if County-funded personnel are moved to a City fire station for any shift, the City shall be required to pay all personnel costs/overhead for that employee for such shift). The City must keep a daily log of any such movement using the TeleStaff software or any other appropriate software, which shall be immediately available to the County's CA and/or the CRFDOC upon request, and which shall also be included in the quarterly reports to the County. Subject to paragraph 4.i., the Fire Chief or his designee will have the authority to move and/or reassign or transfer personnel but must stay within the established Richland County fire budget.

k. The Fire Chief will establish a program for volunteer recruitment, retention, promotion, credentialing, and career development, which program will be managed by a staff officer, whose role will be to recruit and retain volunteer firefighters for staffing each volunteer fire station as defined for the Service Area as listed in Appendix B.1 (volunteer staffing by station).

7. VOLUNTEER FIREFIGHTERS:

a. Under the terms of this Agreement all volunteer firefighting personnel will report through the chain of command to the Office of the Fire Chief and will perform their duties as defined and at the discretion of the Fire Chief. The Fire Chief will have the authority to appoint or remove any volunteer firefighter with input from the County's Emergency Services Department Director. As volunteer firefighters are not regularly paid City employees, volunteers will receive ONLY their routine fuel reimbursements, which shall come from the Richland County line item budgeted solely for this purpose. No other costs may be paid out of the fuel reimbursement line item. All volunteers will be subject to all departmental policies, rules and regulations as set forth by the Fire Chief.

b. Richland County shall provide Worker's Compensation Insurance for volunteers that will supplement the present statutory worker's compensation benefits for volunteer fire fighters. The County, at its discretion, may self-fund these benefits. No Worker's Compensation claims will be paid by the County for any City employee under this Agreement (see Sec. 7.a). The following requirements pertaining to worker's compensation shall apply to this Agreement:

i. The City, upon notice of an injury or claim by a volunteer, shall notify the County Risk Manager of such injury or claim within four (4) hours of such notice:

ii. The City, its employees, agents, or anyone under its control or supervision, shall NOT direct the care or treatment of any County claimant, nor may it attempt to direct or administer the claim in any way. The County's Risk Manager will provide Richland County's policies and protocols to the Fire Chief, who will make it part of the CRFD's Standard Operating Guidelines (SOG).

iii. Any City employee shall make all claims for injury of any kind to the City.

c. A volunteer's privately owned vehicle may be authorized by Richland County to use red emergency lights and siren when responding to an authorized emergency call. Volunteers and their vehicles must meet criteria and guidelines established by the Richland County Fire Marshal. Each vehicle approved by Richland County must display an "Authorized Emergency Vehicle" decal issued by Richland County. Volunteers will be issued an "Emergency Vehicle Authorization" identification card that must be carried while operating a designated privately emergency vehicle. Richland County will accept all liability resulting from damages incurred from emergency response with privately owned "Authorized Emergency Vehicles."

d. Volunteers designated by Richland County to operate a privately owned emergency vehicle using red lights and sirens, must be pre-approved by the Richland County Fire Marshal's office. Volunteers approved to operate a privately owned emergency vehicle must meet all requirements as established by the Richland County Fire Marshal.

e. All fire fighters authorized under this Agreement will receive the same level of training regardless of career or volunteer status and must maintain defined standards, including but not limited to professional proficiency, physical fitness and training hours, as set by the Fire Chief. All volunteer firefighters will be encouraged to participate in riding on all fire units, career and volunteer, in addition to the minimum staffing levels to ensure a seamless fire fighting force and to enhance training sessions and the cohesiveness of firefighting personnel on the fire ground during emergencies.

8. FIRE FIGHTER TRAINING

a. Training will be provided equally to career and volunteer fire fighters and shall be conducted on weekends, weekdays, and weeknights and at hours that accommodate career and volunteer firefighter work schedules.

b. A training schedule will be coordinated and published in May of each year outlining the classes being offered for the next twelve (12) months, starting in July of each year. All published classes will be conducted regardless of limited volunteer fire fighter attendance. Should classes targeted to the volunteer firefighters schedule not have sufficient applicants signed up to attend, the remaining slots will be filled with career personnel as to ensure the class is not cancelled due to lack of participation.

c. Volunteer training class locations will be rotated between County stations in the upper part of the County, lower part of the County and the northwest part of the County.

d. There shall be a combination of career and volunteer designated instructors for all fire fighters and will be coordinated through the Fire Department Training Bureau.

e. Richland County and the City of Columbia during the term of this Agreement agree to endeavor to provide through proposed budget process funding to train and provide, as staffing allows, one (1) on-duty Emergency Medical Technician (EMT) for each engine company with four (4) personnel assigned within the Columbia Fire Department and Richland County (Service Area) as funding permits.

9. PUBLIC PROTECTION CLASSIFICATION

a. The County and City portions of the fire suppression budget and all operational policies and procedures for fire suppression activities will support maintaining and improving the ISO PPC currently in place at the time of this Agreement.

b. Expenditure of County and City funds for training, equipment and supplies must be used to maintain or improve the ISO PPC for the respective service areas of the Columbia Fire Department and the Richland County (Service Area) and must be approved by the Fire Chief.

10. FIRE STATIONS:

a. The County will be responsible for all existing County-owned and operated fire stations and will conduct routine maintenance and capital improvements as required in order to meet applicable codes and regulations for workplace environments. Richland County shall procure and maintain at all times property insurance for all County-owned fire stations at its sole cost and expense.

b. The City will be responsible for all existing City-owned and operated fire stations and will conduct routine maintenance as required in order to meet occupational safety and health administration regulations for workplace environments. City of Columbia shall procure and maintain at all times property insurance for all City-owned fire stations at its sole cost and expense.

c. The County will participate in periodic service improvement meetings with the City as it pertains to improving the customer service provided for fire station maintenance.

d. Additional fire stations may be constructed during the term of this Agreement. The Fire Chief will submit new County fire station and capital improvement recommendations to Richland County for consideration. The Fire Chief may establish a committee to assist in developing those recommendations; provided, however, Richland County will have the final decision as to where new or relocated stations will be constructed in the Service Area. These recommendations will be in accordance with obtaining the best ISO PPC rating.

e. The City shall design, fund and build expansion stations in accordance with the City's strategic and capital improvement plans.

f. At the time of executing this Agreement Richland County shall provide to the City a capital improvement plan for fire station facilities maintenance, repairs, and renovations.

11. EQUIPMENT:

a. For the entire term of the Agreement, the Fire Department will continue to utilize the electronic inventory and asset accounting tracking system to maintain separate inventories based on County or City-owned assets.

b. A complete year-end inventory will be conducted each year of all apparatus, support vehicles and equipment. The Fire Chief will ensure all inventories are reconciled and maintained throughout the duration of this Agreement. The Fire Chief will send a copy of the year-end inventory to the County and the CRFDOC each year prior to July 1st. Upon notification to the Fire Chief, the County may conduct on-site inspections of any County building (fire station) at any time to reconcile the daily, monthly, quarterly, or year-end reports with the actual apparatus, support vehicles, assets and equipment at each station. Upon inspection, if the County determines that any report does not reconcile with actual observable conditions, the County will so notify the City and the City will provide a plan to rectify the condition(s) immediately.

c. The City shall maintain electronic records of equipment and supplies that are distributed, including information such as the location of the assigned equipment and the owner entity of such equipment. The list shall be available to the County immediately upon demand and shall automatically be provided to the County no less than monthly. All equipment and supplies shall be signed for, charged to the appropriate station account, and approved by the Logistics officer.

d. Upon executing this Agreement, the County shall provide written plans to the Fire Chief for a five (5)-year capital replacement plan for existing and new rolling stock for apparatus and equipment

e. Spare, surplus or deadline vehicles or equipment must be kept segregated as Richland County or City of Columbia property. All dead-lined or obsolete equipment or vehicles purchased with Richland County funds will be returned to Richland County for disposal.

f. All vehicles purchased with Richland County funds and used by the Columbia Fire Department in implementing this Agreement must have "Richland County" displayed on the vehicle. This may be illustrated as "Columbia - Richland."

g. Richland County will establish and fund interoperable voice and data communication resources for use in the Service Area for vehicles, fire fighters who are funded by Richland County, and for use in alerting of volunteer fire fighters assigned to Richland County stations.

h. The City of Columbia will establish and fund interoperable voice and data communication resources for use in the City for vehicles, fire fighters who are funded by the City, and for use in alerting of fire fighters assigned to City stations.

i. Richland County will fund and support in an equitable manner, a cloud-based, interactive dispatching application that is accessible by all fire fighters in the field.

j. The Fire Chief will maintain a research & development group charged with developing apparatus and equipment specifications meeting best industry practices for use within the City and County. The group will be comprised of members for the department both career and volunteer. Any apparatus and equipment purchased will be compatible with the City's equipment, operational methodology and meet or exceed the latest (NFPA) National Fire Protection Association standards, applicable (OSHA) Occupational Safety and Health Administration regulations, and any other applicable safety standards. The Fire Chief will provide to Richland County apparatus (fire truck) specifications that will be used for purchasing of apparatus in the County (Service Area) in order to maintain or improve the current operational functionality, safety and/or the ISO PPC rating.

k. The County will adequately fund and replace County apparatus, support vehicles and equipment as necessary in order to maintain a strong rolling stock, to include additional pumpers, rescues, ladders, tankers, brush trucks, and support vehicles to serve as reserve units when front line units are out-of-service for maintenance.

l. It will be at the discretion of the Fire Chief to assign, place or station any City or County equipment or apparatus to further enhance the overall operations as outlined in the Agreement. In exercising that discretion, as a general rule, the Fire Chief will place equipment funded by the City in City-owned stations and equipment funded by the County in County-owned stations; however, the Fire Chief may exercise his discretion when necessary to place any equipment or apparatus, regardless of ownership, at any station.

m. If either party (City or County) are required to place its reserve apparatus or vehicles in use as a primary apparatus or vehicle to supplement the other's fleet, a charge to the appropriate party's budget for all fuel costs and any actual time and cost for any repairs during the time of use will be made to the appropriate budget.

n. Richland County will share cost of and jointly fund all support vehicles and staff vehicles assigned to support personnel as approved by the Fire Chief. All capital replacement costs for replacing such vehicles will be requested through the annual budget process for those vehicles needing replacements as funded and listed in each budget.

12. FINANCIAL/ACCOUNTABILITY:

a. On a biennial basis, prior to December 15th of each even year, the City of Columbia, through the City Manager, shall present a budget request that reflects the actual cost to operate the County's portion of the fire service to the Richland County Administrator. The Fire Chief will participate, along with the Emergency Services Department Director, in the preparation of the budget request. Each budget request will be at the funding levels necessary for the collective operations of the Fire Service Area.

b. The budget requests will outline all expenses, assigning each expense to the appropriate general ledger account and station budget. All positions funded will be listed and include current salary information. All positions, equipment, and supply costs must be attributed to a specific station. Cost of living and merit increases will be included within each budget request as recommended by the City Manager. After reviewing the budget request, Columbia and Richland County Councils will determine for their respective organization the amount to be funded to support operations. Should funding levels need to be reduced, the Fire Chief will make recommendations to the City Manager and the County Administrator as to where services could be reduced in order to meet funding levels and they will have final approval for their respective areas. After the budget has been approved, the Fire Chief must remain within established funding levels during the entire biennium budget fiscal years.

c. All budgeted, routine supplies and equipment purchases made in accordance with this Agreement or identified in the biennial budget appropriations must be made pursuant to the City of Columbia or Richland County's procurement regulations and charged to the appropriate general ledger/object code for City or County. All such purchases for services and expenses will be detailed by line item indicating the purchase based on City or County-owned.

d. The City of Columbia shall collect a fee, in the amount required by City Code Sec. 23-146(g), on each City water customer account located in Richland County in the Service Area. These fees will be used by the County to defray funding costs for the approved Richland County fire suppression budget. All fees collected pursuant to this Agreement are to be remitted to the County on a monthly basis. Richland County may request an increase in the fee for City Council's consideration, which is in the sole and exclusive legislative discretion of City Council to approve or not to approve.

e. Except in the event of catastrophic events that were not anticipated in the fiscal year budget, such as natural disasters, mass casualty events, and other unforeseen circumstances, in no event will the City be entitled to additional payments for services provided hereunder that are greater than expected, nor will the County be entitled to a refund for payments made hereunder if the City provides services to satisfy the requirements of this Agreement but are less than expected hereunder.

f. During the term of this Agreement, the City will conduct an indirect cost analysis for services provided through its other departments in support of this Agreement. These costs shall include but not be limited to: human resources, payroll, legal, finance, procurement, fleet services, information technology, risk management, etc. and will be included in subsequent biennial budget requests and, subject to approval of the budget request by Richland County Council, transferred from the County Fire budget to the City General Fund in order to cover such costs incurred by the City.

g. Richland County under the terms of this Agreement will fund one County staff position within the following City of Columbia departments to off-set such costs associated with the management of career and volunteer personnel within the Richland County Service Area; one (1) Human Resources Specialist position and one (1) Payroll Supervisor position within the finance/payroll department, as budget funding becomes available during the term of this Agreement.

13. TERMS:

- a. This Agreement shall be effective as of January 1, 2018.
- b. The term of this Agreement shall be for a period not to exceed five (5) years with both parties reserving the option to explore, during that period of time, alternatives for the provision of fire services in the unincorporated areas of Richland County.
- c. Either party may terminate this Agreement after notifying the other party in writing with no less than six (6) months' notice; however, both parties agree to a consenting transition plan of at least twelve (12) months concluding at the end of a fiscal year (June 30).
- d. Upon termination of this Agreement, all equipment which has been purchased with County funds and owned by the County—including vehicles, small engine equipment, and all other small equipment, tools and electronics purchased with County funds, carried on County-owned vehicles, and/or located in County-owned stations or offices or city-owned stations or offices—will be returned to Richland County and remain under the County's responsibility.

14. INCORPORATION AND MERGER:

- a. This document contains the entire Agreement between the parties and no other representations, either written or oral shall have effect. Any modification of this Agreement shall be by a signed writing between the parties.

15. MISCELLANEOUS:

- a. **BREACH:** In the event either party shall fail to comply with this Agreement, and such failure shall continue for a period of thirty (30) days after written notice of default has been provided by the other party, then the complaining party shall be entitled to pursue any and all remedies provided under South Carolina law and/or terminate this Agreement.
- b. **WAIVER:** The failure of either party to insist upon the strict performance of any provision of this Agreement shall not be deemed to be a waiver of the right to insist upon strict performance of such provisions or of any other provision of this Agreement at any time. Waiver of any breach of this Agreement by either party shall not constitute waiver of subsequent breach.
- c. **NOTICE:** Written notice to the City shall be made by placing such notice in the United States Mail, Certified, Return Receipt Requested, postage prepaid or and addressed to:

City of Columbia
 City Manager
 Post Office Box 147
 Columbia, SC 29217

- d. **NOTICE:** Written notice to the County shall be made by placing such notice in the United States Mail, Certified, Return Receipt Requested, postage prepaid and addressed to:

Richland County
 County Administrator
 2020 Hampton Street
 Post Office Box 192
 Columbia, SC 29202

- e. Written notice also may be made by personal hand-delivery to the City Manager or the County Administrator.

f. **AGREEMENT INTERPRETATION:** Ambiguities in the terms of this Agreement, if any, shall not be construed against the City. This Agreement shall be interpreted pursuant to the laws of the State of South Carolina.

g. **SEVERABILITY:** If any provision of this Agreement is held to be illegal, invalid, or unenforceable under present or future law, such provision shall be fully severable; this Agreement shall be construed and enforced as if such illegal, invalid, or unenforceable provision were never a part hereof and the remaining provisions of this Agreement shall remain in full force and effect and shall not be affected by the illegal, invalid or unenforceable provision or by its severance, except to the extent such remaining provisions constitute obligations of another party to this Agreement corresponding to the unenforceable provision.

h. **CAPTIONS AND HEADINGS:** The captions and headings throughout this Agreement are for convenience and reference only, and the words contained therein shall in no way be held or deemed to define, limit, describe, modify, or add to the interpretation, construction, or meaning of any provision of or scope or intent of this Agreement.

i. **NON-FUNDING APPROPRIATIONS:** Notwithstanding anything in this Agreement to the contrary, the City's and the County's obligations to pay the costs of performing its obligations under this Agreement shall be subject to and dependent upon appropriations being made from time to time by the City Council and County Council for such purposes.

j. **APPENDICES:** The appendices to this Agreement shall be mutually agreed upon by the City of Columbia and Richland County within thirty (30) days of execution of this Agreement or as soon thereafter as is practicable.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement, in duplicate original, as of the day and year of the last signature written hereinafter.

WITNESSES:

Gerald Seals, County Administrator
On behalf of RICHLAND COUNTY

Date: _____

WITNESSES:

Teresa B. Wilson, City Manager
On behalf of CITY OF COLUMBIA

Date: _____

APPROVED AS TO FORM

JGL 11/30/17

Legal Department City of Columbia, SC

APPENDIX A
SUPPORT PERSONNEL (OVERHEAD)

#	POSITION	#	POSITION
1	Fire chief	1	Fire Health & Safety Coordinator
3	Assistant Chief(s)	1	Fire Volunteer Coordinator
1	Fire Administrative Officer	1	Administrative Specialist
3	Division Chief(s) (Suppression)	1	Administrative Coordinator
1	Hazmat Rescue Coordinator	1	Fire Analysis Specialist
1	Fire Staffing Officer	1	Fire Public Education Officer
1	Public Information Officer	1	Fire Recruiting Officer
1	Chief of Training	2	Lead Administrative Assistant(s)
5	Fire Training Officer(s)	1	Fire Logistics Officer
1	Senior Training Coordinator	1	Fire Support Technician
1	Executive Assistant	1	Fire SCBA Technician
		1	Materials Control Clerk
	Total	32a	

FIRE SHIFT PERSONNEL (OVERHEAD)

The following personnel are included and considered overhead and work a 24-hour fire shift schedule and are funded from the appropriate budget as listed in Appendix B.1 & B.2.

#	PERSONNEL
15	Battalion Chief(s)

a 32 support overhead personnel positions are equally funded by Richland County and the City of Columbia, which includes salaries plus benefits, listed within each party's respective administrative budgets.

APPENDIX A

SUPPORT PERSONNEL (OVERHEAD) VEHICLES^b

#	CITY - FUNDED	#	COUNTY - FUNDED
1	Fire Chief	2	Assistant Chief(s)
1	Assistant Chief	1	Hazmat Rescue Coordinator
1	Fire Administrative Coordinator	1	Fire Staffing Chief
1	Division Chief (Suppression)	1	Training Chief
1	Public Information Officer	1	Fire Volunteer Coordinator
1	Fire Health & Safety Officer	1	Fire Support Technician
1	Fire Logistics Officer	3	Fire Training Officer(s)
1	Fire SCBA Technician	3	Battalion Chief(s) (Suppression)
2	Fire Training Officer(s)	3	Staff Vehicles (Reserve Spares)
1	Fire Recruiting Officer		
2	Battalion Chief(s) (Suppression)		
3	Staff Vehicles (Reserve Spares)		
16		16	

^b The listed vehicles are assigned to emergency response personnel and support staff and will be funded by Richland County and the City of Columbia to include all fuel cost, repairs and maintenance cost and listed within each party's respective budgets. Future replacement vehicles will be requested and funded through each respective budget process.

APPENDIX B B.1

PERSONNEL

Units located in rural areas of the County are staffed with two (2) career personnel and an active volunteer roster. Units located in suburban/urban areas are staffed with four (4) career personnel. The County Rescue units are staffed with three (3) career personnel in order to handle the technical functions they must serve, as well as a centrally located man-power force to augment volunteer response fluctuations.

County – (fire Shift Career Staffing) and volunteer staffing by Station

STATION	STAFFING	UNIT	Career Minimum Daily Staffing	Career Total Staffing	Volunteer Total Staffing
1 - Headquarters	Career	Engine 1/ HazMat 1 Relief Personnelg	2d	6	0
	Career			33	
14 – Dentsville	Career	Engine 14 Ladder 14	4 4	12 12	0 0
15 – Cedar Creek	Satellite	Engine 15 Tanker 15 Brush Truck 15	0 0 0	0 0 0	10
17 – Upper Richland	Combination	Engine 17 Tanker 17 Brush Truck 17	1 1 0	3 3 0	20
18 – Crane Creek	Combination	Engine 18 Tanker 18 Brush Truck 18	1 1 0	3 3 0	20
19 – Gadsden	Combination	Engine 19 Tanker 19 Brush Truck 19	1 1 0	3 3 0	20
20 – Ballentine	Combination	Engine 20 Tanker 20 Brush Truck 20	1 0 0	3 0 0	20

c Relief personnel are listed and funded from the County Station 1 budget for reporting purposes. These 33 positions are for backfill relief during permissive leave and are used to cover staffing exceptions based on the Fire Department staffing ratio (factor).

d Engine/HazMat 1 unit is staffed with four (4) career personnel and is jointly funded equally by Richland County and the City of Columbia.

STATION	STAFFING	UNIT	Career Minimum Daily Staffing	Career Total Staffing	Volunteer Total Staffing
		Rescue 2e	3	9	
21 – Springhill	Satellite	Engine 21 Tanker 21 Brush Truck 21	0 0 0	0 0 0	10
22 – Lower Richland	Career	Engine 22f Tanker 22 Brush Truck 22 Battalion 4	4 0 0 1	12 0 0 3	0
23 – Hopkins	Combination	Engine 23 Tanker 23 Brush Truck 23 Rescue 5e	1 0 0 3	3 0 0 9	20
24 – Sandhill	Career	Engine 24 Brush Truck 24 Battalion 3	4 0 1	12 0 3	0
25 – Bear Creek	Combination	Engine 25 Tanker 25 Brush Truck 25	1 1 0	3 3 0	20
26 – Blythewood	Combination	Engine 26 Tanker 26 Brush Truck 26	1 1 0	3 3 0	20
27 – Killian	Combination	Engine 27 Tanker 27 Brush Truck 27 Rescue 3e	1 0 0 3	3 0 0 9	20
28 – Eastover	Combination	Engine 28 Tanker 28 Brush Truck 28	1 1 0	3 3 0	20
29 – Congaree Run	Combination	Engine 29 Tanker 29 Brush Truck 29 Rescue 4e	1 0 0 3	3 0 0 9	20

e During the term of this Agreement the fourth (4th) career positions on the County Rescue units may be funded by Richland County at one (1) additional position each year or as budget funds become available.

f The three (3) additional career personnel assigned to Engine 22 is currently funded under a two (2) year SAFER Grant.

STATION	STAFFING	UNIT	Career Minimum Daily Staffing	Career Total Staffing	Volunteer Total Staffing
30 – Capital View	Combination	Engine 30 Tanker 30 Brush Truck 30	1 1 0	3 3 0	20
31 – Leesburg	Career	Engine 31 Tanker 31 Brush Truck 31	4 0 0	12 0 0	0
32 – Jackson Creek	Career	Engine 32	4	12	0
33 – Gills Creek	Career	Engine 33	4	12	0
34 – Elders Pond	Career	Engine 34	4	12	0
TOTAL			66	231	240

The Appendix listed herein is subject to change as necessary for growth and expansion of approved services with approval by Richland County and the City of Columbia.

**APPENDIX B
B.2**

PERSONNEL

City – (Fire Shift Career Staffing) by Station

STATION	STAFFING	UNIT	Career Minimum Daily Staffing	Career Total Staffing
1 – Headquarters	Career	Engine 1/HazMat 1 Rescue 1 Rehab 1 Relief Personnelg	2h 4 1	6 12 3 34
2 – Ferguson	Career	Engine 2 Battalion 1	4 1	12 3
3- Industrial Park	Career	Engine 3	4	12
4 – Wood Creek	Career	Engine 4	4	12
6 – Saint Andrews	Career	Engine 6 Battalion 2	4 1	12 3
7 – North Columbia	Career	Ladder 7	4	12
8 – Atlas Road	Career	Engine 8 Ladder 8	4 4	12 12
9 – Shandon	Career	Engine 9 Ladder 9	4 4	12 12
11 – Blume Court	Career	Engine 11	4	12
12 – Greenview	Career	Engine 12 Battalion 5	4 1	12 3
13 – Eau Claire	Career	Engine 13	4	12
16 – Harbison	Career	Engine 16	4	12
TOTAL			62	220

The Appendix listed herein is subject to change as necessary for growth and expansion of approved services with approval by Richland County and the City of Columbia.

g Relief personnel are listed and funded from the County Station 1 budget for reporting purposes. These 34 positions are for backfill relief during permissive leave and are used to cover staffing exceptions based on the Fire Department staffing ratio (factor).

h Engine/HazMat 1 unit is staffed with four (4) career personnel and is jointly funded equally by Richland County and the City of Columbia.



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Procurement and Contracts

FROM: *Sandra Wright, Purchasing Agent*

SUBJECT: Council is asked approve the Purchase of a Reelmaster Mower for the Parks and Recreation Department, as requested by the Fleet Services Division. Award to Smith Turf Irrigation, using the SC State Contract in the amount of \$52,137.32. This vendor is located in Lexington, SC.

REQUISITION NO.: R186672

FINANCIAL IMPACT: Funding Source: Capital Replacement- Auto, Trucks, Heavy Equipment Capital. 6308972-658500. The original budgeted amount is \$52,137.32.

ORIGINAL BUDGET: \$52,137.32

CLEAN WATER 2020?: No

STRATEGIC GOALS: Provide high quality municipal services

Sec. 2-204.-Item (9) - Competitive sealed bidding required; exceptions. All city contracts shall be awarded by competitive sealed bidding except the following as determined pursuant to definitions and standards set by regulations, or except as otherwise provided in this article: When purchasing through state contracts.

ATTACHMENTS:

- **#a:** Quote and state contract information (PDF)

R186672

SMITH TURF & IRRIGATION

DISTRIBUTORS

Quoted To:
City of Columbia
Mr. Edgar Heustess



Quoted From:
Charlotte Office
4355 Golf Acres Drive
Charlotte, NC 28208

Date:
11/14/2017

Territory Manager: Tyler Herman
704-512-9731

Qty	Model	Description	Unit Price	Extended Price
1	03821	Reelmaster 3575-D	\$48,275.30	\$48,275.30
5	03639	22 IN 7-Inch, 8-Blade FSR DPA Cutting Unit		
1	03405	7-Inch Weight for Cutting Units (Required)		
1	30349	Universal Sunshade (White)		
5	107-3280	Rear Roller Scraper Kit		

SC State Contract Pricing: 5000013479
All Pricing Shown does not include sales tax.

Payment Terms:	Net 10th Prox (Upon Credit Approval)	Sub Total
Prices And Terms Shown Will Be Valid For 30 Days From Date Quoted. After This Period, We Reserve The Right To Make Any Necessary Adjustments To Prices And/Or Payment Terms.		*Sales Tax
		Total
Quote Prepared By:	Tyler Herman	Date: 11/14/2017
Quote Accepted By:		Date:

* Sales Tax is subject to change based on the current rules and regulations in effect at the time of delivery.

History

USER ID	WHEN IN	NAME	WHEN OUT	GROUP
EAHEUSTE ✓ ✕ ↘ ⚙	11/15/17 09:48:26	Edgar Heustess		wavDivision 8972
TBA	Future Task Item	To Be Assigned		wBudgUnit 2600 &
TBA	Future Task Item	To Be Assigned		wFleet Services
TBA	Future Task Item	To Be Assigned		wFixed Assets
TBA	Future Task Item	To Be Assigned		wAsst City Mgr 1
TBA	Future Task Item	To Be Assigned		wCity Mgr-Money
TBA	Future Task Item	To Be Assigned		wPurchasing Direc
TBA	Future Task Item	To Be Assigned		wCity Council-Mor
TBA	Future Task Item	To Be Assigned		wBuyer 1

Summary

Purchase Request# = R186672
 PR Total\$ = \$52,137.32
 Requested By = Edgar Heustess
 Request Date = 11/15/2017
 Entry Date = 11/15/2017
 Vendor = V001001-SMITH TURF AND IRRIGATION CO

ACCOUNT INFORMATION

Item#	Quantity	Price	Item Total	Lg	Key	Object	Amt/Pct
0001	1.00	\$48,275.30	\$52,137.32	GL	6308972	658500	

Item Description

Reel mower for Parks Grounds paid for by lease

Michael Speakmon, Procurement Manager
 Email: mspeakmon@mmo.sc.gov
 Telephone: (803) 737-9816

Materials Management Office
 1201 Main Street Suite 600
 Columbia, SC 29201

Section: L
 Page: 44
 Date: 05/16/13

LOT 2 – SMITH TURF&IRRIGATION, LLC, c/o THE TORO COMPANY
COMMERCIAL EQUIPMENT

% Discount – Equipment: 21.8%
% Discount – Attachments: 21.8%
% Discount – Accessories: 21.8%

PLACE ALL ORDERS DIRECTLY WITH THE VENDOR BELOW:

VENDOR: SMITH TURF&IRRIGATION, LLC c/o THE TORO COMPANY
COMMERCIAL EQUIPMENT
 4355 GOLF ACRES DRIVE
 CHARLOTTE, NC 28208

CONTACT: Jay Floyd
TELEPHONE: (704) 909-3454
FAX: (704) 398-1428
E-MAIL: jay.floyd@smithturf.com

CONTRACT #: 5000013479

FEIN #: 56-1427762

STATE VENDOR NO. 7000038706

DELIVERY: 45 Days ARO

LOT 2

Commercial Lawn Mowing Equipment offering includes the following:

- *Outfront Type,*
- *Mid-Mount Type,*
- *3-Wheel Riders,*
- *Greens Mowers,*
- *Fairway Mowers,*
- *Gang Mowers,*
- *Finishing Mowers,*
- *Reel Mowers*

MAIN INDEX

LOT 2 INDEX

Michael Speakmon, Procurement Manager
 Email: mspeakmon@mmo.sc.gov
 Telephone: (803) 737-9816

Materials Management Office
 1201 Main Street Suite 600
 Columbia, SC 29201

Section: L
 Page: 7
 Date: 05/16/13

STATEWIDE CONTRACT FOR COMMERCIAL GROUNDS MAINTENANCE EQUIPMENT PHASE I INCLUDING SAFETY ITEMS

Solicitation # 5400005670

Contract Period: May 16, 2013 – May 15, 2018

INTRODUCTION:

This contract was conducted in the following manner:

- 1) Bids were accepted only directly from manufacturers or from dealers expressly authorized to bid and act as the sole point of contact for contract performance by a manufacturer. Therefore, the contractors listed on the pages herein are solely responsible for processing purchase orders, invoicing, and receiving payments.
- 2) Contractors are permitted to set up distribution networks to ensure quality and timely service to all areas of the state. So while the contractors listed herein serve as the sole point of contact for ordering and payment purposes, local representatives may perform other service functions such as delivery or maintenance services. Changes to the dealer/distributor networks are an administrative matter, not a contractual matter, and thus will not require express authorization of MMO or the State if changes must be made. However, dealers and distributors are held to the same performance and responsibility standards as the contractors. Should performance issues arise pertaining to a dealer/distributor acting as an agent of the contractor, the contractor is responsible for handling such issues and will act as the sole point of contact in resolving these problems.
- 3) This contract covers only equipment, attachments, and accessories. Attachments are defined as items that enhance or contribute to the functionality of the piece of equipment. Examples include side mowers or generators. Accessories are defined as items that are added to equipment that provide user comfort or aesthetic value, but do not enhance or contribute to the performance functionality. Examples include radios, air conditioners, or canopies.
- 4) Repair parts are not available for purchase pursuant to this contract, and must be purchased in accordance with your agency's procurement laws and/or policies.

Like the previous contract, lawn and landscape equipment has been divided into eleven (11) different classifications. Bids were sought and awarded on the basis of one single percentage discount to apply to the manufacturer's full line or series for that classification. Manufacturers' price lists will not be published within these contract sheets, as they are subject to change at any time and would be impossible to maintain. However, price lists are available to all users and may be obtained by requesting them directly from the contractor.

NOTE: List prices vary by manufacturer. Therefore, a higher percentage discount does not necessarily mean a lower net price to the State. When comparing similar pieces of equipment, purchasers should consider the list price as well as the percentage discount in order to achieve the best value for the purchase.

This contract covers only **Commercial Grade Equipment**. Home or residential grade equipment **cannot** be purchased pursuant to this contract.

Michael Speakmon, Procurement Manager
Email: mspeakmon@mmo.sc.gov
Telephone: (803) 737-9816

Materials Management Office
1201 Main Street Suite 600
Columbia, SC 29201

Section: L
Page: 8
Date: 05/16/13

PRICE LISTS:

Price lists are available upon request from the vendor.

DELIVERY:

All Two (2) Cycle Equipment shall be delivered FOB Destination, assembled, serviced, oiled, and ready for immediate use..

All Four (4) Cycle Equipment shall be delivered FOB Destination, assembled, serviced, oiled, and ready for immediate use.

INSPECTION:

Inspection of equipment shall be done by the receiving agency at the time of delivery.

MAINTENANCE/OPERATIONAL INSTRUCTIONS:

The contractor(s) shall furnish one (1) paper copy of complete instructions for maintenance and operation and one (1) copy of a complete replacement parts list for each piece of equipment delivered. The contractor shall also furnish one (1) copy of the manufacturer's current price parts list. These may be furnished in electronic versions if requested by the user.

WARRANTY:

All equipment has at least a one (1) year commercial grade warranty that guarantees against defects in design, material, and workmanship. Warranty shall be good for one (1) year from acceptance.

[CLICK HERE FOR SOLICITATION 5400005670 AMENDMENT 1](#)

Michael Speakmon, Procurement Manager
 Email: mspeakmon@mimo.sc.gov
 Telephone: (803) 737-9816

Materials Management Office
 1201 Main Street Suite 600
 Columbia, SC 29201

Section: L
 Page: 9
 Date: 05/16/13

INDEX

LOT 1

Commercial Lawn Mowing Equipment offering includes the following:

- *Heavy Duty, Rotary Type,*
- *Walk Behind,*
- *Self-Propelled Walk Behind/Riding,*
- *Rear Engine Lawn & Garden Type,*
- *Push-Type Brush Cutter,*
- *Hydro Walk Behind Mowers,*
- *Front & Rear Tire Tillers*

LOT 2

Commercial Lawn Mowing Equipment offering includes the following:

- *Heavy Duty, Rotary Type Riding Mowers,*
- *Outfront Type,*
- *Mid-Mount Type,*
- *Zero-Turn,*
- *Stander-Type,*
- *3-Wheel Riders,*
- *Slope Mowers 3pt hitch,*
- *Wing Mowers,*
- *Greens Mowers,*
- *Fairway Mowers,*
- *Gang Mowers,*
- *Rotary-Type Pull Mowers,*
- *Rotary Tillers 3pt Hitch tiller,*
- *Finishing Mowers,*
- *Sickle Bar Mowers,*
- *Flail Mowers,*
- *Reel Mowers*

LOT 3

Lawn Equipment as follows:

- *Trimmers/Brush Cutters,*
- *Multi-Line, Hedge Trimmers,*
- *Reciprocating Saws,*
- *Lawn Edgers,*
- *Walk-Behind Brush Cutters,*
- *Brush Chippers/(to include trailer mounted)Shredders,*
- *Pole Saws/Pruners,*
- *Power Blowers – Hand Held,*
- *Backpack Type & Walk-Behind,*
- *Vacuums – Hand Held,*
- *Earth Auger-Drills*
- *Walk behind wheel trimmer*

Michael Speakmon, Procurement Manager
Email: mspeakmon@mmo.sc.gov
Telephone: (803) 737-9816

Materials Management Office
1201 Main Street Suite 600
Columbia, SC 29201

Section: L
Page: 10
Date: 05/16/13

LOT 4

Turf Equipment offering includes the following:

- *Walk-Behind & Pull-Type Aerators,*
- *Ride on Aerators*
- *Pluggers,*
- *Spikers,*
- *Hand-Held or Backpack Sprayers,*
- *Pull Sprayers,*
- *Top Dressers,*
- *Vericutters,*
- *Power Rakes,*
- *Sod Cutters,*
- *Turf Rollers,*
- *Seeders,*
- *Spreaders – Hand Held,*
- *Mounted & Pull Type*
- *Self-Propelled/Walked Behind Bush Cutter*
- *Broom and Bed Opener/Edger*

LOT 5

Chain Saws must have the following features:

- *Heavy & Professional, 16" to 36" Bar Availability*
- *Outboard Design Clutch, Inertia Chain Brake, Lifetime Ignition System (if applicable),*
- *Anti-Vibration System,*
- *Automatic Oiler System,*
- *High Power-to-Weight Ratio (Range of .49 to .65 on Professional Models)*
- *Professional Arborist Saw 12"- 16"*
- *Inboard Clutch Outboard Sprocket Saw*

LOT 6

Safety Items:

- *Head*
- *Ear,*
- *Eye,*
- *Face Protection*

Michael Speakmon, Procurement Manager
 Email: mspeakmon@mmo.sc.gov
 Telephone: (803) 737-9816

Materials Management Office
 1201 Main Street Suite 600
 Columbia, SC 29201

Section: L
 Page: 11
 Date: 05/16/13

LOT 1

Commercial Lawn Mowing Equipment offering includes the following:

- Heavy Duty, Rotary Type,
- Walk Behind,
- Self-Propelled Walk Behind/Riding,
- Rear Engine Lawn & Garden Type,
- Push-Type Brush Cutter,
- Hydro Walk Behind Mowers,
- Front & Rear Tire Tiller

MANUFACTURERS:

ALAMO GROUP TX INC.

ARIENS

EXMARK MANUFACTURING COMPANY

BRIGGS&STRATTON POWER PRODUCTS GROUP, LLC – FERRIS

BRIGGS&STRATTON POWER PRODUCTS GROUP, LLC – SNAPPER PRO

WALKER MANUFACTURING COMPANY

BILLY GOAT INDUSTRIES, INC.

WRIGHT MANUFACTURING INC.

HUSQVARNA PROFESSIONAL PRODUCTS INC.

LAND PRIDE

WOODS EQUIPMENT COMPANY

JOHN DEERE

TERRIAN KING CORPORATION

TORO COMPANY LANDSCAPE EQUIPMENT

VENTURE PRODUCTS, INC.

MAIN INDEX



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Procurement and Contracts

FROM: *Sandra Wright, Purchasing Agent*

SUBJECT: Council is asked to approve the Purchase of two (2) Chevrolet Tahoes for the Police Department's K-9 Team, as requested by the Fleet Services Division. Award to Love Chevrolet, using the SC State Contract in the amount of \$87,393.44. This vendor is located in Columbia, SC.

REQUISITION NO.: R186604

FINANCIAL IMPACT: Funding Source: Capital Replacement - Auto, Trucks, Heavy Equipment-Capital 6308972-658500. The original budgeted amount is \$87,393.44.

ORIGINAL BUDGET: \$87,393.44

CLEAN WATER 2020?: No

STRATEGIC GOALS: Provide high quality municipal services

Sec 2-204. (9) of the City Ordinance. Competitive sealed bidding required; exceptions allow the City to purchase goods and services without competitive sealed bidding when purchasing through state contracts.

ATTACHMENTS:

- **#a:** Quote (PDF)

WEST CHATHAM WARNING DEVICES-LEXINGTON

131 Brookside Parkway Lexington, SC 29072
 PHONE: (803)520-6637 FAX: (803)520-7292

Quote

PAYMENT REMITTANCE:

2208 Gamble Rd Savannah, GA 31405
 PHONE: (912) 234-2600

Customer No.: COLUMBIACITY

Quote No.: 5756

Quote To: **CITY OF COLUMBIA**

FLEET SERVICES/MORGAN GRAHAM
2910 COLONIAL DRIVE
COLUMBIA, SC 29203

Ship To: **CITY OF COLUMBIA**

FLEET SERVICES/MORGAN GRAHAM
2910 COLONIAL DRIVE
COLUMBIA, SC 29203

FAX NUMBER:

Date	Ship Via	F.O.B.	Terms	
10/30/17	INSTALL	Origin	Net 30	
Purchase Order Number		Sales Person		Quote Expires
		DENISE STEWART		11/29/17
Quantity	Item Number	Description	Unit Price	Amount
1	HAV-C-HDM-204	mt base, Heavy duty mt. W-SHRTHNDLE	124.22	124.22
1	HAV-C-MD-202	TILT SWIVEL 1.82" High w/short handle,enables 180 deg rotation for laptops	55.86	55.86
1	HAV-C-HDM-304	HEAVY DUTY FIXED TOP OFFSET, PLATFORM 9" OFFSET	33.19	33.19
		CUSTOMER HAS OWN DOC		
1		HAV-C-LPS-116	150.00	150.00
1	MAX-M84434RW	6" 24 LED RED/WHT DOME LIGHT W 3 POSITION SWITCH	50.00	50.00
1		MOTOR FREIGHT/HOT N POP SYSTEM	175.00	175.00
1	HAV-C-SBX-101	Universal Storage Box SUV's 38x18x10	389.00	389.00
1.000		LABOR TO INSTALL ABOVE WITH CUST CAMERA CUST DOCKING STATION INCLUDES ROCKET	1425.00	1425.00

Quote subtotal	9793.27
Sales tax @ 2.00000%	167.37
Sales tax @ 6.00000%	502.10
Quote total	10462.74

Thank You

WEST CHATHAM WARNING DEVICES-LEXINGTON

131 Brookside Parkway Lexington, SC 29072
 PHONE: (803)520-6637 FAX: (803)520-7292

Quote

PAYMENT REMITTANCE:

2208 Gamble Rd Savannah, GA 31405
 PHONE: (912) 234-2600

Customer No.: COLUMBIACITY

Quote No.: 5756

Quote To: **CITY OF COLUMBIA**
FLEET SERVICES/MORGAN GRAHAM
2910 COLONIAL DRIVE
COLUMBIA, SC 29203

Ship To: **CITY OF COLUMBIA**
FLEET SERVICES/MORGAN GRAHAM
2910 COLONIAL DRIVE
COLUMBIA, SC 29203

FAX NUMBER:

Date	Ship Via	F.O.B.	Terms	
10/30/17	INSTALL	Origin	Net 30	
Purchase Order Number		Sales Person		Quote Expires
		DENISE STEWART		11/29/17
Quantity	Item Number	Description	Unit Price	Amount

1	TES-67383	PANAVISE, 6" SLIMLINE MT W/KNOBS INCLUDED WITH CONSOLE	0.00	0.00
1	HAV-C-VS-1013-TAH-1	2015 TAHOE CONSOLE 23" HOLLOW CONSOLE HAV-C-VS-TAH-1-H	276.00	276.00
1	HAV-C-CUP2-I	INTERNAL DUAL CUP HOLDER 4"	30.00	30.00
1	HAV-C-ARM-103	ARMREST HINGED PAD ADJUSTABLE HEIGHT	79.00	79.00
2	HAV-C-MC	Console Mic Clip	8.09	16.18
2	HAV-C-MCB	Console Mic Clip Bracket	10.29	20.58
1	HAV-C-LP-3	2 Plate w/Three 12VDC Lighter Outlets	32.34	32.34
1	WAY-11010	POWER POINT & CAP	5.00	5.00
1	PRG-G5000	SINGLE WEAPON FLAT SURFACE	222.50	222.50
1	HAV-K9-C23	2015-17 TAHOE K-9 KENNEL	1795.00	1795.00
1	ACE-HP-5020	K-9 HOT N POP PRO TEMP DOOR ALARM SYSTEM siren, light, window drop door pop wih remote	1150.00	1150.00
1	ACE-HA-RBM-27	REMOTE PAGER MODULE WITH ROOF ANTENNA	295.00	295.00
1	ACE-HA-FKT10-P	10" FAN W/ ACTIVATION MODULE MANUAL SWITCH & MATERIALS *will work on any veh	225.00	225.00
1		WINDOW TINT PER EACH, 27% FRONT 5% REAR	225.00	225.00

Pole only, Telescoping device

Thank You

WEST CHATHAM WARNING DEVICES-LEXINGTON

131 Brookside Parkway Lexington, SC 29072
 PHONE: (803)520-6637 FAX: (803)520-7292

Quote

PAYMENT REMITTANCE:

2208 Gamble Rd Savannah, GA 31405
 PHONE: (912) 234-2600

Customer No.: COLUMBIACITY

Quote No.: 5756

Quote To: **CITY OF COLUMBIA**

FLEET SERVICES/MORGAN GRAHAM
2910 COLONIAL DRIVE
COLUMBIA, SC 29203

Ship To: **CITY OF COLUMBIA**

FLEET SERVICES/MORGAN GRAHAM
2910 COLONIAL DRIVE
COLUMBIA, SC 29203

FAX NUMBER:

Date	Ship Via	F.O.B.	Terms	
10/30/17	INSTALL	Origin	Net 30	
Purchase Order Number		Sales Person		Quote Expires
		DENISE STEWART		11/29/17
Quantity	Item Number	Description	Unit Price	Amount

		K-9 TAHOE 2018 CITY OF COLA		
1	GRH-5165	Pushbumper *oversize* Tahoe 2015 PPV	260.00	260.00
6	WHE-RSB03ZCR	TIR3 HORIZ. SYNC. BLU. TIR3 Super-LED with 25 Scan- 2 tag, 4 bumper, front sides	40.00	240.00
1	WHE-RBKT7	VERT MNT LICENSE PLATE BRKT FOR 2 TIR3/LIN3/LINZ6	12.00	12.00
1	FED-LPX53	FEDERAL LPX LIGHTBAR 53" BLUE LOADED WITH TD, ALLEY	979.00	979.00
1	WHE-295SLSA6	295SLSA6 Siren/Light control	299.00	299.00
2	WHE-SA315P	Speaker 100 watt mt brkt (sak*) not included	125.00	250.00
2	WHE-SAK1	SA315 Mt Kit Universal	0.00	0.00
1	WHE-D808000	DOMINATOR 8 BLUE rear window BLUE -WHITE	375.00	375.00
2	WHE-WIONB	ION WIDE ANGLE BLUE SIDE WINDOWS	90.00	180.00
1	WHE-DBKT4	DOMINATOR ANGLE MOUNT BKT	14.40	14.40
2	SOU-ENT2B3*	INTERSECTOR UNDER MIRROR SURFACE MNT BLUE/TAHOE	110.00	220.00
2	HAV-CG-X	CHARGE GUARD AUTO SHUT-OFF TIMER	65.00	130.00
1	WHE-SSFPOS16	HEADLIGHT FLASHER SOLID ST 06-11 IMPALA 07-11 Tahoe PP 07-09 tahoe police pkg	60.00	60.00

Thank You

Rob Malpass, Procurement Manager
 Phone: (803) 737-5769
 Email: remalpass@mmo.sc.gov

Materials Management Office
 1201 Main Street, Suite 600
 Columbia, South Carolina 29201

Section: V
 Page: 8
 Date: 11/1/2017

LE-8: Pursuit Utility, Full Size, 4x2, Flex Fuel

<u>Contract Number:</u>	4400017323	<u>Contractor:</u>	Love Chevrolet Company
<u>Initial Contract Term:</u>	11/1/2017 - 10/31/2018	<u>Address:</u>	100 Parkridge Drive, Columbia, SC 29212
<u>Contract Rollover Dates:</u>		<u>Vendor #:</u>	7000044959
<u>Order Cut Off Date:</u>		<u>Contact:</u>	Donna Casey
<u>Model:</u>	Chevrolet Tahoe PPV - CC15706	<u>Email:</u>	governmentsales@loveauto.com
<u>Commodity Code:</u>	07105	<u>Telephone:</u>	803-794-9004 ext. 7
<u>Delivery Days ARO:</u>	90	<u>Fax:</u>	803-926-7467

BASE PRICE \$32,734.00

*Click on the link above for an itemized listing of items included in the base price.

Optional Additions

4x4 Pursuit Package	\$3,550.00
Towing Package (State Standard Spec)	\$25.00

Optional Deductions

HD Vinyl/Rubber Flooring	\$100.00
Spot Light (Left Door Mounted)	\$385.00
Delivery Fee (Per Vehicle)	\$15.00

Delivery Information

Delivery Distance Included in Delivery Fee	9 Miles
Price Per Mile Contractor May Charge Beyond the Delivery Distance	\$1.67

Base 32,734.00
 TAX 500.00
 lights 10,462.72

 \$ 43,696.72
 x 2

 22 → 87,393.44

Ext - white
 int ebony

Return to Index

ERH

11-13-17

History

USER ID	WHEN IN	NAME	WHEN OUT	GROUP
EAHEUSTE ✓ ✕ ➤ 🌐	11/13/17 14:17:38	Edgar Heustess		wavDivision 8972
TBA	Future Task Item	To Be Assigned		wBudgUnit 2600 &
TBA	Future Task Item	To Be Assigned		wFleet Services
TBA	Future Task Item	To Be Assigned		wFixed Assets
TBA	Future Task Item	To Be Assigned		wAsst City Mgr 1
TBA	Future Task Item	To Be Assigned		wCity Mgr-Money
TBA	Future Task Item	To Be Assigned		wPurchasing Direc
TBA	Future Task Item	To Be Assigned		wCity Council-Mor
TBA	Future Task Item	To Be Assigned		wBuyer 1

Summary

Purchase Request# = R186604
 PR Total\$ = \$86,140.00
 Requested By = Edgar Heustess
 Request Date = 11/13/2017
 Entry Date = 11/13/2017
 Vendor = V001018-LOVE CHEVROLET COMPANY

ACCOUNT INFORMATION

Item#	Quantity	Price	Item Total	Lg	Key	Object	Amt/Pct
0001	2.00	\$42,570.00	\$86,140.00	GL	6308972	658500	

Item Description

K9 unit purchased off lease



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Procurement and Contracts

FROM: *Sandra Wright, Purchasing Agent*

SUBJECT: Council is asked to approve the Purchase of one (1) Dump Truck, as requested by the Fleet Services Division. Award to Shealy's Truck Center Inc., using the Future Ordering Agreement in the amount of \$147,345.00. This firm is located in Columbia, SC.

REQUISITION NO.: R186738

FINANCIAL IMPACT: Funding source: Capital Replacement-Auto, Trucks, Heavy Equipment-Capital: 6308972-658500. The original budgeted amount is \$147,345.00.

ORIGINAL BUDGET: \$147,345.00

CLEAN WATER 2020?: No

STRATEGIC GOALS: Provide high quality municipal services

Three (3) vendor responses were received for BID 017-17-18-TNN Tandem Dump Trucks with Steerable Drop Axle. Shealy's Truck Center, Inc. was the lowest responsive and responsible bidder.

Qty	Description	Unit Price	Request Total
1	Tandem Dump Trucks	\$146,845.00	
	Sales Tax	\$500.00	
			\$147,345.00

ATTACHMENTS:

- **#a:** Page 1 and 4 of original bid (PDF)
- **#b:** Future ordering agreement (PDF)

Submit Responses Online using the City of Columbia's online bidding system, eBidcolumbiasc Phone Number: (803)545-3470		CITY OF COLUMBIA INVITATION TO BID BIDDER ACKNOWLEDGEMENT	
Date: September 12, 2017		Bids will be opened at 11:00 A.M. on 9/26/2017 and may not be withdrawn within 60 days after such date and time.	
Bid Title: Tandem Dump Trucks with a Steerable Drop Axle		Reason For No Bid:	
Vendor Name: Shealy's Truck Center, Inc.		 AUTHORIZED SIGNATURE (MANUAL) C. David Shealy/vice president AUTHORIZED SIGNATURE/TITLE (TYPED) David@shealytruck.com E-MAIL ADDRESS	
Vendor Mailing Address: P.O. Box 12077			
City-State-Zip: Columbia, SC 29211			
Telephone No: 803-775-0176			
Fax No: 803-771-4079			
I certify that this bid is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a bid for the same materials, supplies, or equipment, and is in all respects fair and without collusion or fraud. I agree to abide by all conditions of the bid and certify that I am authorized to submit this bid. In submitting a bid to an agency of the City of Columbia, the bidder offers and agrees that if the bid is accepted, the bidder will convey, sell, assign or transfer to the City of Columbia all rights, title, interest in and to all causes of action it may now or hereafter acquire under the Anti-trust laws of the United States and the State of South Carolina for price fixing relating to the particular commodities or services purchased or acquired by the City of Columbia. At the discretion of the City of Columbia, such assignment shall be made and become effective at the time the purchasing agency tenders final payment to the bidder.			
General Conditions			
Electronic Bids: All bids must be submitted using the eBidcolumbiasc System. Bids not submitted on the eBidcolumbiasc system may be rejected. All bids are subject to the conditions specified herein. Those which do not comply with these conditions are subject to rejection.			
1. EXECUTION OF BID: Bid must be submitted online by an authorized representative.			
2. NO BID: If not submitting a bid, respond by indicating no-bid using eBidcolumbiasc and explain the reason in the space provided for comments.			
3. BID OPENING: Shall be public on the date and at the hour specified on the bid. It is the bidder's responsibility to assure that his bid is submitted. Bids which for any reason are not so submitted may not be considered. Offers by telegram or telephone are not acceptable. A bid may not be altered after the opening of the bids. NOTE: Bid tabulation will be posted online under the tabulations section of eBidcolumbiasc. Bid tabulations will not be provided by telephone.			
4. PRICES, TERMS, & PAYMENT: Firm prices shall be bid and shall include all packing, handling and shipping or delivery charges. A. Discounts: Bidders may offer a cash discount for prompt payment. However, such discounts shall not be considered in determining the lowest net cost for bid evaluation purposes. Discount time will be computed from the date of satisfactory delivery at place of acceptance or from receipt of correct invoice at the office specified, whichever is later. B. Mistakes: Bidders are expected to examine the specifications, delivery schedule, bid prices and all instructions pertaining to supplies and services. Failure to do so will be at bidder's risk. In case of mistake in extension, the unit price will govern. C. Condition & Packaging: It is understood and agreed that any item offered or shipped as a result of this bid shall be new (current model at the time of this bid). All containers shall be suitable for storage or shipment, and all prices shall include standard commercial packaging. D. Safety Standards: Unless otherwise stipulated in the bid, all manufactured items and fabricated assemblies shall comply with applicable requirements of the Occupational Safety and Health Act, and any standards there under, as well as bearing Undervriters Laboratories labels where appropriate. E. Invoicing & Payment: The contractor shall be paid upon submission of properly certified invoices to the City of Columbia Accounting Division, P.O. Box 147, Columbia, S.C. 29217. At the prices stipulated on the contract at the time the order is placed, after delivery and acceptance of goods, less deductions if any, as provided, invoices shall contain the Contract Number and Purchase Order Number. The City of Columbia will not pay invoices submitted from a third party. Invoices shall be submitted by the company shown on the Purchase Order.			
5. MANUFACTURER'S NAME & APPROVED EQUIVALENTS: Any manufactures names, trade names, brand names, information and/or catalogue numbers listed in a specification are for information and are not intended to limit competition. The bidder may offer any brand for which he is an authorized representative, which meets or exceeds the specification for any item(s). If bids are based on equivalent products, indicate on the bid form the manufacturer's name and number. Bidder shall submit with his bid, cuts, sketches and descriptive literature and/or complete specifications. Reference to literature submitted with a previous bid will not satisfy this provision. The bidder shall also explain in detail the reason(s) why the proposed equivalent will meet the specifications and not be considered an exception thereto. The City of Columbia reserves the right to determine acceptance of item(s) as an approved equivalent. Bids, which do not comply with these requirements, are subject to rejection. Bids lacking any written indication of intent to bid an alternate brand will be received and considered in complete compliance with the specifications as listed on the bid form. The Department of Procurement & Contracts is to be notified of any proposed changes in (a) materials used, (b) manufacturing process, or (c) construction. However, changes shall not be binding upon the City unless evidenced by a Change Notice issued and signed by the City Purchasing Agent.			

Bid No: 017-17-18-TNN Tandem Dump Trucks with a Steerable Drop Axle

Page No: 4

DEPARTMENT OF PROCUREMENT AND CONTRACTS
1800 MAIN STREET, 2nd Floor
COLUMBIA, S.C. 29201

INVITATION FOR BID (IFB)

Sealed bids for **Tandem Dump Trucks with a Steerable Drop Axle** are subject to the conditions, and all provisions, etc., set forth herein and attached, will be received electronically using eBidcolumbiasc until 11:00 A.M., September 26, 2017 then publicly opened and read. The commodities and/or services must be furnished as described and specified, delivered to Fleet Services, 2910 Colonial Drive, Columbia, SC 29203. Trucks must be delivered no later than 120 days from the time the purchase order is issued.

All prices bid must include all costs of transportation to the required destination.

Bid No. 017-17-18-TNN

By: Toni N. Norton, Procurement Manager
 Toni N. Norton

QUANTITIES/COMMODITIES, OR SERVICES	UNIT PRICE DOLLAR CENTS*
(4) Tandem Dump Trucks with a Steerable Drop Axle	\$ <u>146,845⁰⁰</u> *

*Price is to be entered onto eBidcolumbiasc. **DO NOT** include the sales tax in the price.

Pricing for Software and cabling required for diagnosing all engine control systems, transmission systems, and onboard electrical functions are to be provided as a purchase option on bidders response

Award will be made the lowest responsive and responsible bidder.

The City reserves the right to request a demo and it must be available within two weeks of the request.

Schedule of Events

Invitation to Bid issued	September 12, 2017
Last Day for Questions	September 19, 2017 at 12:00 P.M.
Invitation to Bid Opening	September 26, 2017 at 11:00 A.M.
Intent to Award (Tentative)	October 6, 2017
City Council Approval (Tentative)	October 17, 2017

Bid No: 017-17-18-TNN Tandem Dump Trucks with a Steerable Drop Axle

Page No: 25

Optional Future Ordering Agreement

The City of Columbia reserves the rights to purchase additional quantities of tandem dump trucks in the future at the stated bid unit price and in accordance with the governing terms and conditions herein.

By acknowledgement below, any bidder awarded a contract also agrees to honor the per unit bid price(s) submitted below or negotiate lower pricing on any subsequent purchases made by the City of Columbia prior to June 30, 2018. The City of Columbia does not guarantee that any specified items or quantities will be ordered during the term. The City may also elect to bid separately any future requirements for the same item and/or large quantities of items or equipment covered by this contract.

Failure to accept or reject this Optional Future Ordering Agreement will not be a determining factor in making this award.

 ✓ Accept(*) Reject

***If you accept Future Ordering terms, please complete Acknowledgement Below.**

ACKNOWLEDGEMENT

I, C. David Shealy / Vice President (name/title), have read and understand the above statement/agreement and agrees to abide by its terms and conditions.

Shealy's Truck Center, Inc
Company Name

C. David Shealy
Name of Authorized Agent



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Procurement and Contracts

FROM: *Sandra Wright, Purchasing Agent*

SUBJECT: Council is asked to approve the Purchase of a Wheel Loader with two (2) Tink Buckets, as requested by the Fleet Services Division. Award to Blanchard Machinery Company, Inc. using the SC State Contract in the amount of \$148,005.00. This vendor is located in West Columbia, SC.

REQUISITION NO.: R186055

FINANCIAL IMPACT: Funding Source: Capital Replacement - Auto, Trucks, Heavy Equipment-Capital 6308972-658500. The original budgeted amount is \$148,005.00.

ORIGINAL BUDGET: \$148,005.00

CLEAN WATER 2020?: No

STRATEGIC GOALS: Provide high quality municipal services

Sec 2-204. (9) of the City Ordinance. Competitive sealed bidding required; exceptions allow the City to purchase goods and services without competitive sealed bidding when purchasing through state contracts.

ATTACHMENTS:

- **#a:** BLANCHARD QUOTE (PDF)



Quotation

DATE 10/9/2017

3151 Charleston Hwy
West Columbia SC 29172
Phone (803) 518-0113 bsmith@blanchardmachinery.com

Quotation For:
City of Columbia
Mr. Edgar Heustess
PO Box 147
Columbia SC 29217

Prepared by: Brian Smith

Reference Number	Description	Amount
508-0338	914M WHEEL LOADER DCA1	
462-7420	462-7420 ENGINE, C4.4, T4F, HRC	
462-7125	462-7125 POWERTRAIN, HI RIMPULL, 24MPH	
462-7433	462-7433 LOADER ARR, STD CPLR, STD LIFT	
463-2090	463-2090 CAB, DELUXE, SINGLE BRAKE	
462-7111	462-7111 HEATER AND AIR CONDITIONER	
464-9682	464-9682 STEERING, STANDARD	
260-9831	260-9831 SEAT BELT, RETRACTABLE 2"	
308-0189	308-0189 VALVE, DRAIN, ECO	
423-5544	423-5544 LIGHTS, ROADING, RH DIP	
433-3258	433-3258 SECURITY SYSTEM, NONE	
444-1001	444-1001 ENG COOLANT, A/FREEZE (-50C/-58F)	
448-9539	448-9539 LIGHTS, CAB, WORKING HALOGEN	
450-5405	450-5405 HYDRAULIC OIL, STANDARD	
462-7340	462-7340 BATTERY, HEAVY DUTY	
469-5852	469-5852 FENDERS, STANDARD	
470-6214	470-6214 HYDRAULICS, 3V/1L, STD LIFT	
471-6212	471-6212 WORKTOOL, WIRING	
471-6763	471-6763 FEATURE PACKAGE, ROAD + LOAD	
474-1980	474-1980 ALARM, BACK-UP	
474-1982	474-1982 HEATER, ENGINE COOLANT, 120V	
486-3775	486-3775 3V QUICK DISCONNECT PUSH FIT	
504-4835	504-4835 CAMERA, REAR VIEW	
385-5822	TIRES, 17.5 R25, MX, L2 XTLA	
	JRB STYLE HYDRAULIC COUPLER	
	TWO TINK BUCKETS	
	60 MONTH / 7,500 HOUR PREMIER WARRANTY	
	SC STATE CONTRACT 5000013452 PRICE	\$ 147,505.00
	PLUS ANY APPLICABLE SALES TAX	
TOTAL PRICE		\$ 147,505.00

Thank you for the opportunity to earn your business



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Procurement and Contracts

FROM: Sandra Wright, Purchasing Agent

SUBJECT: Council is asked to approve the Purchase of twelve (12) Compact Hybrid Vehicles, as requested by the Fleet Services Division. Award to Galeana Chrysler Jeep in the amount of \$298,464.00. This vendor is located in Columbia, SC.

REQUISITION NO.: R184478

FINANCIAL IMPACT: Funding Source: Utilities, Water Maintenance, Customer Service-Auto, Trucks, Heavy Equipment Capital. 5516202-658500 The original budgeted amount is \$298,464.00.

ORIGINAL BUDGET: \$298,464.00

BUSINESS PROGRAM: Local Business Enterprise Program

CLEAN WATER 2020?: No

STRATEGIC GOALS: Provide high quality municipal services

One (1) vendor response was received for BID 026-17-18-BTR Compact Hybrid Vehicles. Galeana Chrysler Jeep was the lowest responsive and responsible bidder.

Qty	Description	Unit Price	Extended Amount	Request Total
12	Unit Cost	\$24,372.00	\$292,464.00	
	Sales Tax	\$500.00	\$6,000.00	
				\$298,464.00

ATTACHMENTS:

- **#a:** Bid Tabulation (PDF)
- **#b:** Department approval (PDF)

Event Number BID 026-17-18-BTR Addendum 1
Event Title Compact Hybrid Vehicles
Event Description
Event Type IFBs
Issue Date 10/30/2017 05:51:59 PM (ET)
Close Date 11/13/2017 11:00:00 AM (ET)

Organization City of Columbia, SC
Workgroup Purchasing
Event Owner Ben Radin
Email btradin@columbiasc.net
Phone 803 (545) 4471
Fax

Responding Supplier	City	State	Response Submitted	Lines Responded	Response Total
Galeana Chrysler Jeep (dba Galeana Kia)	COLUMBIA	SC	11/9/2017 03:27:00 PM (ET)	1	\$292,464.00

Please note: Lines Responded and Response Total only includes responses to specification. No alternate response data is included.

Moore, Erika

Subject: FW: Additional Info - Response from Galeana

From: Heustess, Edgar
Sent: Monday, November 20, 2017 9:15 AM
To: Wright, Sandra A; Norton, Toni N
Subject: RE: Additional Info - Response from Galeana

Please move forward with the purchase of the 12 hybrids. We also have an additional 4 on req R186569

From: Wright, Sandra A
Sent: Wednesday, November 15, 2017 10:22 AM
To: Heustess, Edgar
Subject: Additional Info - Response from Galeana

Confidential Info until awarded. SAW



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Procurement and Contracts

FROM: *Sandra Wright, Purchasing Agent*

SUBJECT: Council is asked approve the Purchase of Radios and Accessories for Support Services, as requested by the Fleet Services Division. Award to Motorola Inc., using the SC State Contract in the amount of \$55,286.93. This vendor is located in Blythewood, SC.

REQUISITION NO.: R186532

FINANCIAL IMPACT: Funding Source: Capital Replacement- Computer Equipment/Hardware: 6308972-627500. The original budgeted amount is \$55,286.93.

ORIGINAL BUDGET: \$55,286.93

CLEAN WATER 2020?: No

STRATEGIC GOALS: Provide high quality municipal services

Sec. 2-204.-Item (9) - Competitive sealed bidding required; exceptions. All city contracts shall be awarded by competitive sealed bidding except the following as determined pursuant to definitions and standards set by regulations, or except as otherwise provided in this article: When purchasing through state contracts.

ATTACHMENTS:

- **#a:** State contract and quote (PDF)



PROCUREMENT SERVICES

[Refresh](#)**Contract 4400013531**[Back to Initial Screen](#)**Validity Start** 07/01/2016**Validity End** 06/30/2021**Target Value** \$ 10,000,000.00**FEIN** 36-1115800**Bid Invitation****Contract Notes****Vendor 7000007297**

Vendor Address MOTOROLA COMMUNICATIONS & ELEC
217 CARTGATE CIRCLE
BLYTHEWOOD SC 29016

District**E-mail****Telephone****Fax Number****Minority Status** Not Applicable**Contract Items**

One Item found.

Item Pricing

00010 Mobile Radio Communications

Material Group: 72524 - frequency data communication
equipment, radio (including identification equipment)

Agency: Statewide

Proposal

**MOTOROLA**

TO: City of Columbia
Police Department

ATTN: Maj Hines

Motorola Solutions
Wayne Lynch
447 Wilson Hall Road
Sumter, South Carolina 29150
803-469-4506
803-469-9446 Fax

Quantity	Model Number	Description or Specification	UNIT Price	Extended Price
10	M25URS9PW1 N	APX6500-35 watts mobile incl:IV&D, GPS	\$1,755.36	\$17,553.60
10	Q806	Digital Operation	\$370.80	\$3,708.00
10	G51	Smartzone Operation	\$864.00	\$8,640.00
10	Q361	P25 Software	\$216.00	\$2,160.00
10	G72	APX O3 Control head	\$681.12	\$6,811.20
10	G444	Control Head software		
10	G67	Remote Mount	\$213.84	\$2,138.40
10	G174	3db gain low profile antenna	\$30.96	\$309.60
10	G90	No Microphone		
10	B18	add 7.5 watt auxillary speaker	\$43.20	\$432.00
10	QA01749	ASK software key		
10	G851	AES,DES,DES-XL,DES-OFB encryption	\$575.28	\$5,752.80
10	W969	Add Multi Key	\$237.60	\$2,376.00
10	G24	3 Year Repair from the Start	\$131.00	\$1,310.00

Terms: net 30 days
Shipment FOB Origin
Delivery 4 weeks
Date 8-Nov-17
State Contract # 4400013531
B&Q # 19009

Equipment	\$51,191.60
Taxes @ 8%	\$4,095.33
Installation	
Other	
TOTAL	\$55,286.93

History

USER ID	WHEN IN	NAME	WHEN OUT	GROUP
EAHEUSTE ✓ ✕ ▼ 🌐	11/08/17 14:54:56	Edgar Heustess		wavDivision 8972
TBA	Future Task Item	To Be Assigned		wBudgUnit 2600 &
TBA	Future Task Item	To Be Assigned		wInfo Technology
TBA	Future Task Item	To Be Assigned		wFixed Assets
TBA	Future Task Item	To Be Assigned		wAsst City Mgr 1
TBA	Future Task Item	To Be Assigned		wCity Mgr-Money
TBA	Future Task Item	To Be Assigned		wPurchasing Direc
TBA	Future Task Item	To Be Assigned		wCity Council-Mor
TBA	Future Task Item	To Be Assigned		wBuyer 5

Summary

Purchase Request# = R186532
 PR Total\$ = \$55,286.93
 Requested By = Edgar Heustess
 Request Date = 11/8/2017
 Entry Date = 11/8/2017
 Vendor = V000307-MOTOROLA INC

ACCOUNT INFORMATION

Item#	Quantity	Price	Item Total	Lg	Key	Object	Amt/Pct
0001	10.00	\$5,119.16	\$55,286.93	GL	6308972	627500	

Item Description

Radio for investigation and support services cars
purchased off lease



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Procurement and Contracts

FROM: *Sandra Wright, Purchasing Agent*

SUBJECT: Council is asked to approve the Purchase of GETAC V110 computers and accessories for the Information Technology Services Department, as requested by the Fleet Services Division. Award to Group Mobile International, LLC using the General Services Administration Contract in the amount of \$120,042.00. This firm is located in Chandler, AZ.

REQUISITION NO.: R185986

FINANCIAL IMPACT: Funding Source: Capital Replacement- Computer Equipment/Hardware: 6308972-627500. The original budgeted amount is \$120,042.00.

ORIGINAL BUDGET: \$120,042.00

CLEAN WATER 2020?: No

STRATEGIC GOALS: Provide high quality municipal services

Sec. 2-204.-Item (10) - Competitive sealed bidding required; exceptions. All city contracts shall be awarded by competitive sealed bidding except the following as determined pursuant to definitions and standards set by regulations, or except as otherwise provided in this article: When purchasing through cooperative purchasing agreements.

ATTACHMENTS:

- **#a:** GSA contract (PDF)
- **#b:** Group Mobile quote (PDF)



SYNNEX
GOVSolv™

***SYNNEX Corporation
Authorized Federal Supply
Schedule Pricelist
GS-35F-0143R***



Contract Effective Dates: November 29, 2014 through November 28, 2019

GENERAL SERVICES ADMINISTRATION**FEDERAL ACQUISITION SERVICE****AUTHORIZED FEDERAL SUPPLY SERVICE SCHEDULE PRICE LIST**

On-line access to contract ordering information, terms and conditions, up-to-date pricing, and the option to create an electronic delivery order are available through GSA *Advantage!*[™], a menu-driven database system. The Internet address for GSA *Advantage!*[™] is: <http://www.gsaadvantage.gov/>.

Information Technology**FSC Group 70**

CONTRACT NUMBER GS-35F-0143R

For more information on ordering from Federal Supply Schedules, click on the FSS Schedules button at <http://www.fss.gsa.gov>.

Contract Period: November 29, 2014 through November 28, 2019

SYNNEX Corporation

39 Pelham Ridge Drive
Greenville, SC 29615
1.800.456.4822, ext. 4374
gsa@synnex.com
www.synnex.com/government/gsa.html

Business Size: Large

TABLE OF CONTENTS

SECTION	PAGE
OPTION TO EXTEND THE TERM CONTRACT.....	i
INFORMATION FOR ORDERING OFFICES.....	1
1. SPECIAL ITEM NUMBERS.....	3
2. GEOGRAPHIC SCOPE OF CONTRACT.....	5
3. LIABILITY FOR INJURY OR DAMAGE.....	6
4. STATISTICAL DATA FOR GOVERNMENT ORDERING OFFICE.....	6
5. FOB DESTINATION CONUS.....	6
6. DELIVERY SCHEDULE.....	6
7. DISCOUNTS.....	6
8. TRADE AGREEMENTS ACT OF 1979, AS AMENDED.....	6
9. STATEMENT CONCERNING AVAILABILITY OF EXPORT PACKING.....	7
10. SMALL REQUIREMENTS.....	7
11. MAXIMUM ORDER.....	7
12. ORDERING PROCEDURES FOR FEDERAL SUPPLY SCHEDULE CONTRACTS.....	7
13. FEDERAL INFORMATION TECHNOLOGY/TELECOMMUNICATIONS STANDARDS REQUIREMENTS.....	7
14. CONTRACTOR TASKS/SPECIAL REQUIREMENTS (C-FAS-370).....	8
15. CONTRACT ADMINISTRATION FOR ORDERING ACTIVITIES.....	8
16. GSA ADVANTAGE!.....	9
17. PURCHASE OF OPEN MARKET ITEMS.....	9
18. CONTRACTOR COMMITMENTS, WARRANTIES AND REPRESENTATIONS.....	9
19. OVERSEAS ACTIVITIES.....	9
20. BLANKET PURCHASE AGREEMENTS (BPAs).....	10
21. CONTRACTOR TEAM ARRANGEMENTS.....	10
22. INSTALLATION, DEINSTALLATION AND REINSTALLATION.....	10
23. SECTION 508 COMPLIANCE.....	10

TABLE OF CONTENTS *(Continued)*

SECTION	PAGE
24. PRIME CONTRACTOR ORDERING FROM FEDERAL SUPPLY SCHEDULES.....	10
25. SOFTWARE INTEROPERABILITY.....	11
26. ADVANCE PAYMENTS.....	11
TERMS AND CONDITIONS APPLICABLE TO THE PURCHASE OF GENERAL PURPOSE COMMERCIAL INFORMATION TECHNOLOGY EQUIPMENT (SPECIAL ITEM NUMBER 132-8).....	12
TERMS AND CONDITIONS APPLICABLE TO MAINTENANCE, REPAIR SERVICE AND REPAIR PARTS/SPARE PARTS FOR GOVERNMENT-OWNED GENERAL PURPOSE COMMERCIAL INFORMATION TECHNOLOGY EQUIPMENT (AFTER EXPIRATION OF GUARANTEE/WARRANTY PROVISIONS AND/OR WHEN REQUIRED SERVICE IS NOT COVERED BY GUARANTEE/ WARRANTY PROVISIONS) AND FOR LEASED EQUIPMENT (SPECIAL ITEM NUMBER 132-12).....	14
TERMS AND CONDITIONS APPLICABLE TO TERM SOFTWARE LICENSES (SPECIAL ITEM NUMBER 132-32), PERPETUAL SOFTWARE LICENSES (SPECIAL ITEM NUMBER 132-33), AND MAINTENANCE (SPECIAL ITEM NUMBER 132-34) OF GENERAL PURPOSE COMMERCIAL INFORMATION TECHNOLOGY SOFTWARE.....	19
SYNNEX COMMITMENT TO PROMOTE SMALL BUSINESS PARTICIPATION PROCUREMENT PROGRAMS.....	23
BLANKET PURCHASE AGREEMENTS (BPAs).....	24
BASIC GUIDELINES FOR USING “CONTRACTOR TEAM ARRANGEMENTS”.....	27
LIST OF DISTRIBUTION POINTS.....	28
LIST OF PARTICIPATING DEALERS.....	29
GS-35F-0143R SCHEDULE PRICELIST.....	43
TERMS AND CONDITIONS APPLICABLE TO THE PURCHASE OF	

AUTHORIZED FEDERAL ACQUISITION SERVICE
INFORMATION TECHNOLOGY SCHEDULE PRICELIST
GENERAL PURPOSE COMMERCIAL INFORMATION TECHNOLOGY
EQUIPMENT, SOFTWARE AND SERVICES

TABLE OF AWARDED SINS

Special Item No. 132-8 Purchase of Equipment	State Cooperative Purchasing Approved
Special Item No. 132-12 Maintenance and Repair	State Cooperative Purchasing Approved
Special Item No. 132-32 Term Software Licenses	State Cooperative Purchasing Approved
Special Item No. 132-33 Perpetual Software Licenses	State Cooperative Purchasing Approved
Special Item No. 132-34 Software Maintenance	State Cooperative Purchasing Approved

SIN 132-8 PURCHASE OF EQUIPMENT

FSC CLASS 7010 – SYSTEM CONFIGURATION
FSC CLASS 7025 - INPUT/OUTPUT AND STORAGE DEVICES
FSC CLASS 7035 - ADP SUPPORT EQUIPMENT
FSC CLASS 7042 – MINI AND MICRO COMPUTER CONTROL DEVICES
FSC CLASS 7050 – ADP COMPONENTS
FSC CLASS 5815 – TELETYPE AND FACSIMILE EQUIPMENT

NOTE: Installation must be incidental to, in conjunction with and in direct support of the products sold under SIN 132-8 of this contract and cannot be purchased separately. If the construction, alteration or repair is segregable and exceeds \$2,000, then the requirements of the Davis-Bacon Act apply. In applying the Davis-Bacon Act, ordering activities are required to incorporate wage rate determinations into orders, as applicable.

SIN 132-12 - MAINTENANCE OF EQUIPMENT, REPAIR SERVICE, AND REPAIR PARTS/SPARE PARTS (FPDS Code J070 - Maintenance and Repair Service) (Repair Parts/Spare Parts - See FSC Class for basic equipment)

Third party maintenance and/or repair service for sales and post-sales support is provided in the 48 contiguous states and the District of Columbia.

SIN 132-32 – TERM SOFTWARE LICENSES

FSC CLASS 7030 – INFORMATION TECHNOLOGY SOFTWARE

SIN 132-33 – PERPETUAL SOFTWARE LICENSES

FSC CLASS 7030 – INFORMATION TECHNOLOGY SOFTWARE

SIN 132-34 – SOFTWARE MAINTENANCE

SYNNEX Corporation
39 Pelham Ridge Drive
Greenville, SC 29615
Phone: (864) 289-4374 Fax: (864) 289-4511
Email: gsa@synnex.com Internet: www.synnexcorp.com/us/govsolv

Contract Number: GS-35F-0143R
Period Covered by Contract: November 29, 2014 through November 28, 2019

General Services Administration
Federal Acquisition Service

Pricelist current through Modification: RENEWAL

Products and ordering information in this Authorized FAS Information Technology Schedule Pricelist are also available on the GSA Advantage! System. Agencies can browse GSA Advantage! by accessing the Federal Acquisition Service's Home Page via the Internet at <http://www.FAS.gsa.gov/>.

**INFORMATION FOR ORDERING ACTIVITIES
APPLICABLE TO ALL SPECIAL ITEM NUMBERS**

SPECIAL NOTICE TO AGENCIES: Small Business Participation

SBA strongly supports the participation of small business concerns in the Federal Supply Schedules Program. To enhance Small Business Participation SBA policy allows agencies to include in their procurement base and goals, the dollar value of orders expected to be placed against the Federal Supply Schedules, and to report accomplishments against these goals.

For orders exceeding the micropurchase threshold, FAR 8.404 requires agencies to consider the catalogs/pricelists of at least three schedule contractors or consider reasonably available information by using the GSA Advantage!™ on-line shopping service (www.FAS.gsa.gov). The catalogs/pricelists, GSA Advantage!™ and the Federal Acquisition Service Home Page (www.FAS.gsa.gov) contain information on a broad array of products and services offered by small business concerns.

This information should be used as a tool to assist ordering activities in meeting or exceeding established small business goals. It should also be used as a tool to assist in including small, small disadvantaged, and women-owned small businesses among those considered when selecting pricelists for a best value determination.

For orders exceeding the micropurchase threshold, customers are to give preference to small business concerns when two or more items at the same delivered price will satisfy their requirement.

1. GEOGRAPHIC SCOPE OF CONTRACT:

Domestic delivery is delivery within the 48 contiguous states, Alaska, Hawaii, Puerto Rico, Washington, DC, and U.S. Territories. Domestic delivery also includes a port or consolidation point, within the aforementioned areas, for orders received from overseas activities. CONUS delivery is via standard ground freight. Expedited delivery options are available and OCONUS delivery are available for additional costs.

Overseas delivery is delivery to point of embarkation for delivery OCONUS - outside of the 48 contiguous states, Washington, DC, Alaska, Hawaii, Puerto Rico, and U.S. Territories.

Offerors are requested to check one of the following boxes:

- ☒ The Geographic Scope of Contract will be domestic and overseas delivery.
- ☐ The Geographic Scope of Contract will be overseas delivery only.
- ☐ The Geographic Scope of Contract will be domestic delivery only.

2. CONTRACTOR'S ORDERING ADDRESS AND PAYMENT INFORMATION:

ORDERING INFORMATION: SYNEX Corporation
39 Pelham Ridge Drive
Greenville, SC 29615

PAYMENT INFORMATION: SYNEX Corporation
P.O. Box 406748
Atlanta, GA 30384-6748

Contractors are required to accept credit cards for payments equal to or less than the micro-purchase threshold for oral or written delivery orders. Credit cards will be acceptable for payment above the micro-purchase threshold. In addition, bank account information for wire transfer payments will be shown on the invoice.

The following telephone number(s) can be used by ordering activities to obtain technical and/or ordering assistance:

1.800.456.4822, ext. 494403, 4064, 4374

Authorized Dealers are allowed by the Contractor to bill ordering activities and accept payment. The order must be in the name of the Contractor, in care of the Authorized Dealer and the Dealer's address, CAGE Code, FEIN and DUNs #. E-mail gsa@synnex.com to confirm status as Authorized Dealer.

3. LIABILITY FOR INJURY OR DAMAGE

The Contractor shall not be liable for any injury to ordering activity personnel or damage to ordering activity property arising from the use of equipment maintained by the Contractor, unless such injury or damage is due to the fault or negligence of the Contractor.

4. STATICAL DATA FOR GOVERNMENT ORDERING OFFICE COMPLETION OF STANDARD FORM 279:

Block 9: G. Order/Modification Under Federal Schedule

Block 16: Data Universal Numbering System (DUNS) Number: 11-237-5758

Block 30: Type of Contractor - C. Large Business

- A. Small Disadvantaged Business
- B. Other Small Business
- C. Large Business
- G. Other Nonprofit Organization
- L. Foreign Contractor

Block 31: Woman-Owned Small Business -No

Block 36: Contractor's Taxpayer Identification Number (TIN): 94-2703333

4a. CAGE Code: 3F1Q4

4b. Contractor has registered with the Central Contractor Registration Database.

5. **FOB DESTINATION CONUS** - Destination within 48 contiguous states & District of Columbia.
OCONUS - To Port of Embarkation. Standard ground freight within the continental US and to point of embarkation.

6. DELIVERY SCHEDULE

a. **TIME OF DELIVERY:** The Contractor shall deliver to destination within the number of calendar days after receipt of order (ARO), as set forth below:

SPECIAL ITEM NUMBER	DELIVERY TIME (Days ARO)
<u>132-8, 132-12</u>	<u>30</u> Days
<u>132-32, 132-33, 132-34</u>	<u>30</u> Days.

b. **URGENT REQUIREMENTS:** When the Federal Supply Schedule contract delivery period does not meet the bona fide urgent delivery requirements of an ordering activity, ordering activities are encouraged, if time permits, to contact the Contractor for the purpose of obtaining accelerated delivery. The Contractor shall reply to the inquiry within 3 workdays after receipt. (Telephonic replies shall be confirmed by the Contractor in writing.) If the Contractor offers an accelerated delivery time acceptable to the ordering activity, any order(s) placed pursuant to the agreed upon accelerated delivery time frame shall be delivered within this shorter delivery time and in accordance with all other terms and conditions of the contract.

7. **DISCOUNTS:** Prices shown are NET Prices; Basic Discounts have been deducted.

- a. Prompt Payment: .25 bps 15 days Net 30 for non- credit card orders
- b. Volume Discount: For Hewlett Packard IPG the discounts are as follows:

\$250,000 to \$500,000 .50 bps discount

\$500,001 to &1,000,000+ 1.00% discount

For all other vendors and product lines, additional discounts may be available depending upon volume.

c. Dollar Volume: TBD

d. Educational Institutions are offered the same pricing as Government customers.

e. Billing in Arrears is not offered by SYNnex.

8. TRADE AGREEMENTS ACT OF 1979, as amended:

All items are U.S. made end products, designated country end products, Caribbean Basin country end products, Canadian end products, or Mexican end products as defined in the Trade Agreements Act of 1979, as amended.

9. STATEMENT CONCERNING AVAILABILITY OF EXPORT PACKING:

SYNNEX does offer international shipping on a limited basis. The company will pay for freight to point of embarkation only.

10. SMALL REQUIREMENTS: The minimum dollar value of orders to be issued is \$100. Please call to see if an exception can be managed.

11. MAXIMUM ORDER (All dollar amounts are exclusive of any discount for prompt payment.)

a. The Maximum Order value for the following Special Item Numbers (SINs) is \$500,000:

Special Item No. 132-8 Purchase of Equipment
Special Item No. 132-12 Maintenance and Repair
Special Item No. 132-32 Term Software Licenses
Special Item No. 132-33 Perpetual Software Licenses
Special Item No. 132-34 Software Maintenance

b. **Orders exceeding the maximum order threshold.** Each schedule contract has an established maximum order threshold. This threshold represents the point where it is advantageous for the ordering office to seek a price reduction.

12. ORDERING PROCEEDURES FOR FEDERAL SUPPLY SCHEDULE CONTRACTS

Ordering activities shall use the ordering procedures of Federal Acquisition Regulation (FAR) 8.405 when placing an order or establishing a BPA for supplies or services. These procedures apply to all schedules.

a. FAR 8.405-1 Ordering procedures for supplies, and services not requiring a statement of work.

b. FAR 8.405-2 Ordering procedures for services requiring a statement of work.

13. FEDERAL INFORMATION TECHNOLOGY/TELECOMMUNICATION STANDARDS

REQUIREMENTS: ordering activities acquiring products from this Schedule must comply with the provisions of the Federal Standards Program, as appropriate (reference: NIST Federal Standards Index). Inquiries to determine whether or not specific products listed herein comply with Federal Information Processing Standards (FIPS) or Federal Telecommunication Standards (FED-STDs), which are cited by ordering activities, shall be responded to promptly by the Contractor.

13.1 FEDERAL INFORMATION PROCESSING STANDARDS PUBLICATIONS (FIPS PUBS):

Information Technology products under this Schedule that do not conform to Federal Information Processing Standards (FIPS) should not be acquired unless a waiver has been granted in accordance with the applicable "FIPS Publication." Federal Information Processing Standards Publications (FIPS PUBS) are issued by the U.S. Department of Commerce, National Institute of Standards and Technology (NIST), pursuant to National Security Act. Information concerning their availability and applicability should be obtained from the National Technical Information Service (NTIS), 5285 Port Royal Road, Springfield, Virginia 22161. FIPS PUBS include voluntary standards when these are adopted for Federal use. Individual orders for FIPS PUBS should be referred to the NTIS Sales Office, and orders for subscription service should be referred to the NTIS Subscription Officer, both at the above address, or telephone number (703) 487-4650.

13.2 FEDERAL TELECOMMUNICATION STANDARDS (FED-STDS): Telecommunication products under this Schedule that do not conform to Federal Telecommunication Standards (FED-STDS) should not be acquired unless a waiver has been granted in accordance with the applicable "FED-STD." Federal Telecommunication Standards are issued by the U.S. Department of Commerce, National Institute of Standards and Technology (NIST), pursuant to National Security Act. Ordering information and information concerning the availability of FED-STDS should be obtained from the GSA, Federal Acquisition Service, Specification Section, 470 East L'Enfant Plaza, Suite 8100, SW, Washington, DC 20407, telephone number (202)619-8925. Please include a self-addressed mailing label when requesting information by mail. Information concerning their applicability can be obtained by writing or calling the U.S. Department of Commerce, National Institute of Standards and Technology, Gaithersburg, MD 20899, telephone number (301)975-2833.

14. CONTRACTOR TASKS / SPECIAL REQUIREMENTS (C-FAS-370) (NOV 2001)

(a) Security Clearances: The Contractor may be required to obtain/possess varying levels of security clearances in the performance of orders issued under this contract. All costs associated with obtaining/possessing such security clearances should be factored into the price offered under the Multiple Award Schedule.

(b) Travel: The Contractor may be required to travel in performance of orders issued under this contract. Allowable travel and per diem charges are governed by Pub .L. 99-234 and FAR Part 31, and are reimbursable by the ordering agency or can be priced as a fixed price item on orders placed under the Multiple Award Schedule. The Industrial Funding Fee does NOT apply to travel and per diem charges.

NOTE: Refer to FAR Part 31.205-46 Travel Costs, for allowable costs that pertain to official company business travel in regards to this contract.

(c) Certifications, Licenses and Accreditations: As a commercial practice, the Contractor may be required to obtain/possess any variety of certifications, licenses and accreditations for specific FSC/service code classifications offered. All costs associated with obtaining/ possessing such certifications, licenses and accreditations should be factored into the price offered under the Multiple Award Schedule program.

(d) Insurance: As a commercial practice, the Contractor may be required to obtain/possess insurance coverage for specific FSC/service code classifications offered. All costs associated with obtaining/possessing such insurance should be factored into the price offered under the Multiple Award Schedule program.

(e) Personnel: The Contractor may be required to provide key personnel, resumes or skill category descriptions in the performance of orders issued under this contract. Ordering activities may require agency approval of additions or replacements to key personnel.

(f) Organizational Conflicts of Interest: Where there may be an organizational conflict of interest as determined by the ordering agency, the Contractor's participation in such order may be restricted in accordance with FAR Part 9.5.

(g) Documentation/Standards: The Contractor may be requested to provide products or services in accordance with rules, regulations, OMB orders, standards and documentation as specified by the agency's order.

(h) Data/Deliverable Requirements: Any required data/deliverables at the ordering level will be as specified or negotiated in the agency's order.

(i) Government-Furnished Property: As specified by the agency's order, the Government may provide property, equipment, materials or resources as necessary.

(j) Availability of Funds: Many Government agencies' operating funds are appropriated for a specific fiscal year. Funds may not be presently available for any orders placed under the contract or any option year. The Government's obligation on orders placed under this contract is contingent upon the availability of appropriated funds from which payment for ordering purposes can be made. No legal liability on the part of the Government for any payment may arise until funds are available to the ordering Contracting Officer.

15. CONTRACT ADMINISTRATION FOR ORDERING ACTIVITIES: Any ordering activity, with respect to any one or more delivery orders placed by it under this contract, may exercise the same rights of termination as might the GSA Contracting Officer under provisions of FAR 52.212-4, paragraphs (l) Termination for the ordering activity's convenience, and (m) Termination for Cause (See C.1.)

16. GSA ADVANTAGE!

GSA Advantage! is an on-line, interactive electronic information and ordering system that provides on-line access to vendors' schedule prices with ordering information. GSA Advantage! will allow the user to perform various searches across all contracts including, but not limited to:

- (1) Manufacturer;
- (2) Manufacturer's Part Number; and
- (3) Product categories.

17. PURCHASE OF OPEN MARKET ITEMS

NOTE: Open Market Items are also known as incidental items, noncontract items, non-Schedule items, and items not on a Federal Supply Schedule contract. ODCs (Other Direct Costs) are not part of this contract and should be treated as open market purchases. Ordering Activities procuring open market items must follow FAR 8.402(f).

For administrative convenience, an ordering activity contracting officer may add items not on the Federal Supply Multiple Award Schedule (MAS) -- referred to as open market items -- to a Federal Supply Schedule blanket purchase agreement (BPA) or an individual task or delivery order, **only if-**

- (1) All applicable acquisition regulations pertaining to the purchase of the items not on the Federal Supply Schedule have been followed (e.g., publicizing (Part 5), competition requirements (Part 6), acquisition of commercial items (Part 12), contracting methods (Parts 13, 14, and 15), and small business programs (Part 19));
- (2) The ordering activity contracting officer has determined the price for the items not on the Federal Supply Schedule is fair and reasonable;
- (3) The items are clearly labeled on the order as items not on the Federal Supply Schedule; and
- (4) All clauses applicable to items not on the Federal Supply Schedule are included in the order.

18. CONTRACTOR COMMITMENTS, WARRANTIES AND REPRESENTATIONS

a. For the purpose of this contract, commitments, warranties and representations include, in addition to those agreed to for the entire schedule contract:

- (1) Time of delivery/installation quotations for individual orders;
- (2) Technical representations and/or warranties of products concerning performance, total system performance and/or configuration, physical, design and/or functional characteristics and capabilities of a

product/equipment/ service/software package submitted in response to requirements which result in orders under this schedule contract.

(3) Any representations and/or warranties concerning the products made in any literature, description, drawings and/or specifications furnished by the Contractor.

b. The above is not intended to encompass items not currently covered by the GSA Schedule contract.

19. OVERSEAS ACTIVITIES

The terms and conditions of this contract shall apply to all orders for installation, maintenance and repair of equipment in areas listed in the pricelist outside the 48 contiguous states and the District of Columbia, except as indicated below:

NONE

Upon request of the Contractor, the ordering activity may provide the Contractor with logistics support, as available, in accordance with all applicable ordering activity regulations. Such ordering activity support will be provided on a reimbursable basis, and will only be provided to the Contractor's technical personnel whose services are exclusively required for the fulfillment of the terms and conditions of this contract.

20. BLANKET PURCHASE AGREEMENTS (BPAs)

The use of BPAs under any schedule contract to fill repetitive needs for supplies or services is allowable. BPAs may be established with one or more schedule contractors. The number of BPAs to be established is within the discretion of the ordering activity establishing the BPA and should be based on a strategy that is expected to maximize the effectiveness of the BPA(s). Ordering activities shall follow FAR 8.405-3 when creating and implementing BPA(s).

21. CONTRACTOR TEAM ARRANGEMENTS

Contractors participating in contractor team arrangements must abide by all terms and conditions of their respective contracts. This includes compliance with Clauses 552.238-74, Industrial Funding Fee and Sales Reporting, i.e., each contractor (team member) must report sales and remit the IFF for all products and services provided under its individual contract.

22. INSTALLATION, DEINSTALLATION, REINSTALLATION

The Davis-Bacon Act (40 U.S.C. 276a-276a-7) provides that contracts in excess of \$2,000 to which the United States or the District of Columbia is a party for construction, alteration, or repair (including painting and decorating) of public buildings or public works with the United States, shall contain a clause that no laborer or mechanic employed directly upon the site of the work shall receive less than the prevailing wage rates as determined by the Secretary of Labor. The requirements of the Davis-Bacon Act do not apply if the construction work is incidental to the furnishing of supplies, equipment, or services. For example, the requirements do not apply to simple installation or alteration of a public building or public work that is incidental to furnishing supplies or equipment under a supply contract. However, if the construction, alteration or repair is segregable and exceeds \$2,000, then the requirements of the Davis-Bacon Act applies.

The ordering activity issuing the task order against this contract will be responsible for proper administration and enforcement of the Federal labor standards covered by the Davis-Bacon Act. The proper Davis-Bacon wage determination will be issued by the ordering activity at the time a request for quotations is made for applicable construction classified installation, deinstallation, and reinstallation services under SIN 132-8.

23. SECTION 508 COMPLIANCE.

If applicable, Section 508 compliance information on the supplies and services in this contract are available in Electronic and Information Technology (EIT) at the following:

www.synnex.com/government

The EIT standard can be found at: www.Section508.gov/.

24. PRIME CONTRACTOR ORDERING FROM FEDERAL SUPPLY SCHEDULES.

Prime Contractors (on cost reimbursement contracts) placing orders under Federal Supply Schedules, on behalf of an ordering activity, shall follow the terms of the applicable schedule and authorization and include with each order

- (a) A copy of the authorization from the ordering activity with whom the contractor has the prime contract (unless a copy was previously furnished to the Federal Supply Schedule contractor); and
- (b) The following statement:
This order is placed under written authorization from _____ dated _____. In the event of any inconsistency between the terms and conditions of this order and those of your Federal Supply Schedule contract, the latter will govern.

25. SOFTWARE INTEROPERABILITY.

Offerors are encouraged to identify within their software items any component interfaces that support open standard interoperability. An item's interface may be identified as interoperable on the basis of participation in a Government agency-sponsored program or in an independent organization program. Interfaces may be identified by reference to an interface registered in the component registry located at <http://www.core.gov>.

26. ADVANCE PAYMENTS

A payment under this contract to provide a service or deliver an article for the United States Government may not be more than the value of the service already provided or the article already delivered. Advance or pre-payment is not authorized or allowed under this contract. (31 U.S.C. 3324)

**TERMS AND CONDITIONS APPLICABLE TO PURCHASE OF
GENERAL PURPOSE COMMERCIAL INFORMATION TECHNOLOGY
EQUIPMENT
(SPECIAL ITEM NUMBER 132-8)**

1. MATERIAL AND WORKMANSHIP

All equipment furnished hereunder must satisfactorily perform the function for which it is intended.

2. ORDER

Written orders, EDI orders (GSA Advantage! and FACNET), credit card orders, and orders placed under blanket purchase agreements (BPA) agreements shall be the basis for purchase in accordance with the provisions of this contract. If time of delivery extends beyond the expiration date of the contract, the Contractor will be obligated to meet the delivery and installation date specified in the original order.

For credit card orders and BPAs, telephone orders are permissible.

3. TRANSPORTATION OF EQUIPMENT

FOB DESTINATION. Prices cover equipment delivery to destination, for any location within the geographic scope of this contract.

4. INSTALLATION AND TECHNICAL SERVICES

a. **INSTALLATION.** When the equipment provided under this contract is not normally self-installable, the Contractor's technical personnel shall be available to the ordering activity, at the ordering activity's location, to install the equipment and to train ordering activity personnel in the use and maintenance of the equipment. The charges, if any, for such services are listed below, or in the price schedule:

Pricing for installation and maintenance part numbers included in price schedule. These are services offered directly by the manufacturer or through a contracted third party. SYNEX as a distributor, offers these services through the manufacturer only.

b. **INSTALLATION, DEINSTALLATION, REINSTALLATION.** The Davis-Bacon Act (40 U.S.C. 276a-276a-7) provides that contracts in excess of \$2,000 to which the United States or the District of Columbia is a party for construction, alteration, or repair (including painting and decorating) of public buildings or public works with the United States, shall contain a clause that no laborer or mechanic employed directly upon the site of the work shall receive less than the prevailing wage rates as determined by the Secretary of Labor. The requirements of the Davis-Bacon Act do not apply if the construction work is incidental to the furnishing of supplies, equipment, or services. For example, the requirements do not apply to simple installation or alteration of a public building or public work that is incidental to furnishing supplies or equipment under a supply contract. However, if the construction, alteration or repair is segregable and exceeds \$2,000, then the requirements of the Davis-Bacon Act applies.

The ordering activity issuing the task order against this contract will be responsible for proper administration and enforcement of the Federal labor standards covered by the Davis-Bacon Act. The proper Davis-Bacon wage determination will be issued by the ordering activity at the time a request for quotations is made for applicable construction classified installation, deinstallation, and reinstallation services under SIN 132-8.

c. **OPERATING AND MAINTENANCE MANUALS.** The Contractor shall furnish the ordering activity with one (1) copy of all operating and maintenance manuals which are normally provided with the equipment being purchased.

5. INSPECTION/ACCEPTANCE

The Contractor shall only tender for acceptance those items that conform to the requirements of this contract. The ordering activity reserves the right to inspect or test any equipment that has been tendered for acceptance. The ordering activity may require repair or replacement of nonconforming equipment at no increase in contract price. The ordering activity must exercise its postacceptance rights (1) within a reasonable time after the defect was discovered or should have been discovered; and (2) before any substantial change occurs in the condition of the item, unless the change is due to the defect in the item.

6. WARRANTY

a. Unless specified otherwise in this contract, the Contractor's standard commercial warranty as stated in the contract's commercial pricelist will apply to this contract.

As a computer products distributor, Contractor passes the manufacturers' warranties through to their customers. Warranties will vary from part number, product line and manufacturer and can include on-site, depot and replacement. Warranties will also vary in length of their coverage period. Generally, Contractor will provide a replacement unit for product that is DOA (Dead on Arrival) for the first 30 days after purchase. Thereafter, all warranty work is handled either directly from the manufacturer or through a contracted third party.

b. The Contractor warrants and implies that the items delivered hereunder are merchantable and fit for use for the particular purpose described in this contract.

c. Limitation of Liability. Except as otherwise provided by an express or implied warranty, the Contractor will not be liable to the ordering activity for consequential damages resulting from any defect or deficiencies in accepted items.

d. If inspection and repair of defective equipment under this warranty will be performed at the Contractor's plant, the address is as follows: Contact SYNnex Corporation for Return Merchandise Authorization (RMA).

7. PURCHASE PRICE FOR ORDERED EQUIPMENT

The purchase price that the ordering activity will be charged will be the ordering activity purchase price in effect at the time of order placement, or the ordering activity purchase price in effect on the installation date (or delivery date when installation is not applicable), whichever is less.

8. RESPONSIBILITIES OF THE CONTRACTOR

The Contractor shall comply with all laws, ordinances, and regulations (Federal, State, City or otherwise) covering work of this character, and shall include all costs, if any, of such compliance in the prices quoted in this offer.

9. TRADE-IN OF INFORMATION TECHNOLOGY EQUIPMENT

When an ordering activity determines that Information Technology equipment will be replaced, the ordering activity shall follow the contracting policies and procedures in the Federal Acquisition Regulation (FAR), the policies and procedures regarding disposition of information technology excess personal property in the Federal Property Management Regulations (FPMR) (41 CFR 101-43.6), and the policies and procedures on exchange/sale contained in the FPMR (41 CFR part 101-46).

**TERMS AND CONDITIONS APPLICABLE TO MAINTENANCE, REPAIR
SERVICE AND REPAIR PARTS/SPARE PARTS FOR GOVERNMENT-
OWNED GENERAL PURPOSE COMMERCIAL INFORMATION
TECHNOLOGY EQUIPMENT (AFTER EXPIRATION OF
GUARANTEE/WARRANTY PROVISIONS AND/OR WHEN REQUIRED
SERVICE IS NOT COVERED BY GUARANTEE/WARRANTY
PROVISIONS) AND FOR LEASED EQUIPMENT
(SPECIAL ITEM NUMBER 132-12)**

1. SERVICE AREAS

a. The maintenance and repair service rates listed herein are applicable to any ordering activity location within a 100 mile radius of the Contractor's service points. If any additional charge is to apply because of the greater distance from the Contractor's service locations, the mileage rate or other distance factor shall be stated in paragraphs 8.d and 9.d of this Special Item Number 132-12.

b. When repair services cannot be performed at the ordering activity installation site, the repair services will be performed at the Contractor's plant(s) listed below:

Contractor does not provide the actual service sold through this schedule. All in-warranty service work performed onsite and offsite is handled by third-party authorized service centers for each respective manufacturer on schedule. All post-warranty work is handled by independent third-party service centers. Generally, SYNEX will accept DOA (Dead on Arrival) returns within the first 30 days after the sale and thereafter, DOA returns are handled direct with the manufacturer for up to 90 days.

2. MAINTENANCE ORDER

a. Agencies may use written orders, EDI orders, credit card orders, or BPAs, for ordering maintenance under this contract. The Contractor shall confirm orders within fifteen (15) calendar days from the date of receipt, except that confirmation of orders shall be considered automatic for renewals for maintenance (Special Item Number 132-12). Automatic acceptance of order renewals for maintenance service shall apply for machines which may have been discontinued from use for temporary periods of time not longer than 120 calendar days. If the order is not confirmed by the Contractor as prescribed by this paragraph, the order shall be considered to be confirmed by the Contractor.

b. The Contractor shall honor orders for maintenance for the duration of the contract period or a lesser period of time, for the equipment shown in the pricelist. Maintenance service shall commence on a mutually agreed upon date, which will be written into the maintenance order. Maintenance orders shall not be made effective before the expiration of any applicable maintenance and parts guarantee/warranty period associated with the purchase of equipment. Orders for maintenance service shall not extend beyond the end of the contract period.

c. Maintenance may be discontinued by the ordering activity on thirty (30) calendar days written notice, or shorter notice when agreed to by the Contractor; such notice to become effective thirty (30) calendar days from the date on the notification. However, the ordering activity may extend the original discontinuance date upon written notice to the Contractor, provided that such notice is furnished at least ten (10) calendar days prior to the original discontinuance date.

d. Annual Funding. When annually appropriated funds are cited on a maintenance order, the period of maintenance shall automatically expire on September 30th of the contract period, or at the end of the contract period, whichever occurs first. Renewal of a maintenance order citing the new appropriation shall be required, if maintenance is to continue during any remainder of the contract period.

e. Cross-year Funding Within Contract Period - Where an ordering activity's specific appropriation authority provides for funds in excess of a 12 month, fiscal year period, the ordering activity may place an order under this schedule contract for a period up to the expiration of the contract period, notwithstanding the intervening fiscal years.

f. Ordering activities should notify the Contractor in writing thirty (30) calendar days prior to the expiration of maintenance service, if maintenance is to be terminated at that time. Orders for continued maintenance will be required if maintenance is to be continued during the subsequent period.

3. REPAIR SERVICE AND REPAIR PARTS/SPARE PARTS ORDERS

a. Agencies may use written orders, EDI orders, credit card orders, blanket purchase agreements (BPAs), or small order procedures for ordering repair service and/or repair parts/spare parts under this contract. Orders for repair service shall not extend beyond the end of the contract period.

b. When repair service is ordered, only one chargeable repairman shall be dispatched to perform repair service, unless the ordering activity agrees, in advance, that additional repair personnel are required to effect repairs.

4. LOSS OR DAMAGE

When the Contractor removes equipment to his establishment for repairs, the Contractor shall be responsible for any damage or loss, from the time the equipment is removed from the ordering activity installation, until the equipment is returned to such installation.

5. SCOPE

a. The Contractor shall provide maintenance for all equipment listed herein, as requested by the ordering activity during the contract term. Repair service and repair parts/spare parts shall apply exclusively to the equipment types/models within the scope of this Information Technology Schedule.

b. Equipment placed under maintenance service shall be in good operating condition.

(1) In order to determine that the equipment is in good operating condition, the equipment shall be subject to inspection by the Contractor, without charge to the ordering activity.

(2) Costs of any repairs performed for the purpose of placing the equipment in good operating condition shall be borne by the Contractor, if the equipment was under the Contractor's guarantee/warranty or maintenance responsibility prior to the effective date of the maintenance order.

(3) If the equipment was not under the Contractor's responsibility, the costs necessary to place the equipment in proper operating condition are to be borne by the ordering activity, in accordance with the provisions of Special Item Number 132-12 (or outside the scope of this contract).

6. RESPONSIBILITIES OF THE ORDERING ACTIVITY

a. Ordering activity personnel shall not perform maintenance or attempt repairs to equipment while such equipment is under the purview of a maintenance order, unless agreed to by the Contractor.

b. Subject to security regulations, the ordering activity shall permit access to the equipment which is to be maintained or repaired.

7. RESPONSIBILITIES OF THE CONTRACTOR

For equipment not covered by a maintenance contract or warranty, the Contractor's repair service personnel shall complete repairs as soon as possible after notification by the ordering activity that service is required. Within the service areas, this repair service should normally be done within 4 hours after notification.

8. MAINTENANCE RATE PROVISIONS

a. The Contractor shall bear all costs of maintenance, including labor, parts, and such other expenses as are necessary to keep the equipment in good operating condition, provided that the required repairs are not occasioned by fault or negligence of the ordering activity.

b. REGULAR HOURS

The basic monthly rate for each make and model of equipment shall entitle the ordering activity to maintenance service during a mutually agreed upon nine (9) hour principal period of maintenance, Monday through Friday, exclusive of holidays observed at the ordering activity location.

c. AFTER HOURS

Should the ordering activity require that maintenance be performed outside of Regular Hours, charges for such maintenance, if any, will be specified in the pricelist. Periods of less than one hour will be prorated to the nearest quarter hour.

d. TRAVEL AND TRANSPORTATION

If any charge is to apply, over and above the regular maintenance rates, because of the distance between the ordering activity location and the Contractor's service area, the charge will be:

NONE

e. QUANTITY DISCOUNTS

Quantity discounts from listed maintenance service rates for multiple equipment owned and/or leased by an ordering activity are indicated below: No discounts are offered by Contractor.

9. REPAIR SERVICE RATE PROVISIONS

a. **CHARGES.** Charges for repair service will include the labor charge, computed at the rates set forth below, for the time during which repairmen are actually engaged in work, and, when applicable, the charge for travel or transportation.

b. **MULTIPLE MACHINES.** When repairs are ordered by ordering activity on two or more machines located in one or more buildings within walking distance of each other, the charges will be computed from the time the repairman commences work on the first machine, until the work is completed on the last machine. The time required to go from one machine to another, or from one building to another, will be considered actual work performance, and chargeable to the ordering activity, provided the time consumed in going between machines (or buildings) is reasonable.

c. TRAVEL OR TRANSPORTATION**(1) AT THE CONTRACTOR'S SHOP**

(a) When equipment is returned to the Contractor's shop for adjustments or repairs which are not covered by the guarantee/warranty provision, the cost of transportation, packing, etc., from the ordering activity location to the Contractor's plant, and return to the ordering activity location, shall be borne by the ordering activity.

(b) The ordering activity should not return defective equipment to the Contractor for adjustments and repairs or replacement without his prior consultation and instruction.

(2) AT THE ORDERING ACTIVITY LOCATION (Within Established Service Areas)

When equipment is repaired at the ordering activity location, and repair service rates are established for service areas or zones, the listed rates are applicable to any ordering activity location within such service areas or zones. No extra charge, time, or expense will be allowed for travel or transportation of repairmen or machines to or from the ordering activity office; such overhead is included in the repair service rates listed.

(3) AT THE ORDERING ACTIVITY LOCATION (Outside Established Service Areas)

(a) The repair service rates listed for subparagraph (2) above apply, except that a travel charge of _____ per mile for repairmen will apply to the round-trip distance between the geographic limits of the applicable service area and the ordering activity location. Such charge will apply as an additional charge, but it will be limited to one round trip for each request that is made by the ordering activity for repair service, regardless of whether repairs are performed at the ordering activity location or at the Contractor's shop.

(b) When the overall travel charge computed at the above mileage rate is unreasonable (considering the time required for travel, actual and necessary transportation costs, and the allowable ordering activity per diem rate for each night the repairman is required to remain overnight at the ordering activity location), the ordering activity shall have the option of reimbursing the Contractor for actual costs, provided that the actual costs are reasonable and allowable. The Contractor shall furnish the ordering activity with a report of travel performed and related expenses incurred. The report shall include departure and arrival dates, times, and the applicable mode of travel.

d. LABOR RATES

(1) REGULAR HOURS

The Regular Hours repair service rates listed herein shall entitle the ordering activity to repair service during the period 8:00 a.m. to 5:00 p.m., Monday through Friday, exclusive of holidays observed at the ordering activity location. There shall be no additional charge for repair service which was requested during Regular Hours, but performed outside the Regular Hours defined above, at the convenience of the Contractor.

(2) AFTER HOURS

When the ordering activity requires that repair service be performed outside the Regular Hours defined above, except Sundays and Holidays observed at the ordering activity location, the After Hours repair service rates listed herein shall apply. The Regular Hours rates defined above shall apply when repair service is requested during Regular Hours, but performed After Hours at the convenience of the Contractor.

(3) SUNDAYS AND HOLIDAYS

When the ordering activity requires that repair service be performed on Sundays and Holidays observed at the ordering activity location, the Sundays and Holidays repair service rates listed herein shall apply. When repair service is requested to be performed during Regular Hours and/or After Hours, but is performed at the convenience of the Contractor on Sundays or Holidays observed at the ordering activity location, the Regular Hours and/or After Hours repair service rates, as applicable, shall apply.

REPAIR SERVICE RATES

LOCATION	MINIMUM CHARGE*	REGULAR HOURS PER HOUR**	AFTER HOURS PER HOUR**	SUNDAYS AND HOLIDAYS PER HOUR
CONTRACTOR'S SHOP	___\$50___	___\$50___	___N/A___	___N/A___
ORDERING ACTIVITY LOCATION (WITHIN ESTABLISHED SERVICE AREAS)	___\$149.99___	___\$50___	___N/A___	___N/A___
ORDERING ACTIVITY LOCATION (OUTSIDE ESTABLISHED SERVICE AREAS)	___N/A___	___N/A___	___N/A___	___N/A___

*MINIMUM CHARGES INCLUDE 1 FULL HOURS ON THE JOB.

**FRACTIONAL HOURS, AT THE END OF THE JOB, WILL BE PRORATED TO THE NEAREST QUARTER HOUR.

10. REPAIR PARTS/SPARE PARTS RATE PROVISIONS

All parts, furnished as spares or as repair parts in connection with the repair of equipment, unless otherwise indicated in this pricelist, shall be new, standard parts manufactured by the equipment manufacturer. All parts shall be furnished at prices indicated in the Contractor's commercial pricelist dated April 2008, at a discount of Varies % from such listed prices. See Pricelist for discount percentages.

11. GUARANTEE/WARRANTY—REPAIR SERVICE AND REPAIR PARTS/SPARE PARTS

a. REPAIR SERVICE

All repair work will be guaranteed/warranted for a period of Varies – see Pricelist

b. REPAIR PARTS/SPARE PARTS

All parts, furnished either as spares or repairs parts will be guaranteed/warranted for a period Varies – see Pricelist

12. INVOICES AND PAYMENTS

a. Software Maintenance as a Product

Software maintenance as a product includes the publishing of bug/defect fixes via patches and updates/upgrades in function and technology to maintain the operability and usability of the software product. It may also include other no charge support that is included in the purchase price of the product in the commercial marketplace. No charge support includes items such as user blogs, discussion forums, on-line help libraries and FAQs (Frequently Asked Questions), hosted chat rooms, and limited telephone, email and/or web-based general technical support for user's self-diagnostics.

Software maintenance as a product does NOT include the creation, design, implementation, integration, etc. of a software package. These examples are considered software maintenance as a service.

b. Software Maintenance as a Service

Software maintenance as a service creates, designs, implements, and/or integrates customized changes to software that solve one or more problems and is not included with the price of the software. Software maintenance as a service includes person-to-person communications regardless of the medium used to communicate: telephone support, on-line technical support, customized support, and/or technical expertise which are charged commercially. Software maintenance as a service is billed arrears in accordance with 31 U.S.C. 3324.

c. Repair Service and Repair Parts/Spare Parts

Invoices for repair service and parts shall be submitted by the Contractor as soon as possible after completion of work. Payment under blanket purchase agreements will be made quarterly or monthly, except where cash payment procedures are used. Invoices shall be submitted separately to each ordering activity office ordering services under the contract. The cost of repair parts shall be shown as a separate item on the invoice, and shall be priced in accordance with paragraph #10, above. PROMPT PAYMENT DISCOUNT, IF APPLICABLE, SHALL BE SHOWN ON THE INVOICE.

**TERMS AND CONDITIONS APPLICABLE TO
TERM SOFTWARE LICENSES (SPECIAL ITEM NUMBER 132-32),
PERPETUAL SOFTWARE LICENSES (SPECIAL ITEM NUMBER 132-33), AND
MAINTENANCE (SPECIAL ITEM NUMBER 132-34) OF GENERAL PURPOSE
COMMERCIAL INFORMATION TECHNOLOGY SOFTWARE**

1. INSPECTION/ACCEPTANCE

The Contractor shall only tender for acceptance those items that conform to the requirements of this contract. The Government reserves the right to inspect or test any software that has been tendered for acceptance. The Government may require repair or replacement of nonconforming software at no increase in contract price. The Government must exercise its postacceptance rights (1) within a reasonable time after the defect was discovered or should have been discovered; and (2) before any substantial change occurs in the condition of the software, unless the change is due to the defect in the software.

2. GUARANTEE/WARRANTY

a. Unless specified otherwise in this contract, the Contractor's standard commercial guarantee/warranty as stated in the contract's commercial pricelist will apply to this contract.

As a computer products distributor, Contractor passes the manufacturers' warranties through to their customers. Warranties will vary from part number, product line and manufacturer and can include on-site, depot and replacement. Warranties will also vary in length of their coverage period. Generally, Contractor will provide a replacement unit for product that is DOA (Dead on Arrival) for the first 30 days after purchase. Thereafter, all warranty work is handled either directly from the manufacturer or through a contracted third party.

b. The Contractor warrants and implies that the items delivered hereunder are merchantable and fit for use for the particular purpose described in this contract.

c. Limitation of Liability. Except as otherwise provided by an express or implied warranty, the Contractor will not be liable to the Government for consequential damages resulting from any defect or deficiencies in accepted items.

3. TECHNICAL SERVICES

The Contractor, without additional charge to the Government, shall provide a hot line technical support number 1.800.756.2888 for the purpose of providing user assistance and guidance in the implementation of the software. The technical support number is available from ____ 8:30 am EST ____ to ____ 7:00 pm EST _____. Additional technical support is available directly with the manufacturer of the software.

4. SOFTWARE MAINTENANCE (132 34)

A. Software Maintenance as a Product

Software maintenance as a product includes the publishing of bug/defect fixes via patches and upgrades/updates in function and technology to maintain the operability and usability of the software product. It may also include other no charge support that are included in the purchase price of the product in the commercial marketplace. No charge support includes items such as user blogs, discussion forums, on-line help libraries and FAQs (Frequently Asked Questions), hosted chat rooms and limited telephone, email and/or web-based general technical support for user's self-diagnostics.

Software maintenance as a product does NOT include the creation, design, implementation, integration, etc., of a software package. These examples are considered software maintenance as a service.

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Software maintenance as a service creates, designs, implements, and/or integrates customized changes to software that solve one or more problems and is not included with the price of the software. Software maintenance as a service includes person-to-person communications regardless of the medium used to communicate: telephone support, on-line technical support, customized support, and/or technical expertise which are charged commercially.

5. PERIODS OF TERM LICENSES (132-32) AND MAINTENANCE (132-34)

- a. The Contractor shall honor orders for periods for the duration of the contract period or a lesser period of time.
- b. Term licenses and/or maintenance may be discontinued by the Government on thirty (30) calendar days' written notice to the Contractor.
- c. **Annual Funding.** When annually appropriated funds are cited on an order for term licenses and/or maintenance, the period of the term licenses and/or maintenance shall automatically expire on September 30 of the contract period, or at the end of the contract period, whichever occurs first. Renewal of the term licenses and/or maintenance orders citing the new appropriation shall be required, if the term licenses and/or maintenance is to be continued during any remainder of the contract period.
- d. **Cross-Year Funding Within Contract Period.** Where an ordering office's specific appropriation authority provides for funds in excess of a 12 month (fiscal year) period, the ordering office may place an order under this schedule contract for a period up to the expiration of the contract period, notwithstanding the intervening fiscal years.
- e. Ordering offices should notify the Contractor in writing thirty (30) calendar days prior to the expiration of an order, if the term licenses and/or maintenance is to be terminated at that time. Orders for the continuation of term licenses and/or maintenance will be required if the term licenses and/or maintenance is to be continued during the subsequent period.

6. CONVERSION FROM TERM LICENSE TO PERPETUAL LICENSE

- a. The Government may convert term licenses to perpetual licenses for any or all software at any time following acceptance of software. At the request of the Government the Contractor shall furnish, within ten (10) calendar days, for each software product that is contemplated for conversion, the total amount of conversion credits which have accrued while the software was on a term license and the date of the last update or enhancement.
- b. Conversion credits which are provided shall, within the limits specified, continue to accrue from one contract period to the next, provided the software remains on a term license within the Government.
- c. The term license for each software product shall be discontinued on the day immediately preceding the effective date of conversion from a term license to a perpetual license.
- d. The price the Government shall pay will be the perpetual license price that prevailed at the time such software was initially ordered under a term license, or the perpetual license price prevailing at the time of conversion from a term license to a perpetual license, whichever is the less, minus an amount equal to 0 % of all term license payments during the period that the software was under a term license within the Government.

7. TERM LICENSE CESSATION

a. After a software product has been on a continuous term license for a period of 12 * months, a fully paid-up, non-exclusive, perpetual license for the software product shall automatically accrue to the Government. The period of continuous term license for automatic accrual of a fully paid-up perpetual license does not have to be achieved during a particular fiscal year; it is a written Contractor commitment which continues to be available for software that is initially ordered under this contract, until a fully paid-up perpetual license accrues to the Government. However, should the term license of the software be discontinued before the specified period of the continuous term license has been satisfied, the perpetual license accrual shall be forfeited. For purposes of our contract, "Perpetual License" does not include the right to "Maintenance" as described above. In the context of this contract, Perpetual License refers to the continued use of the software following the end of the "Term License".

b. The Contractor agrees to provide updates and maintenance service for the software after a perpetual license has accrued, at the prices and terms of Special Item Number 132-34, if the licensee elects to order such services. Title to the software shall remain with the Contractor.

8. UTILIZATION LIMITATIONS - (132-32, 132-33, AND 132-34)

a. Software acquisition is limited to commercial computer software defined in FAR Part 2.101.

b. When acquired by the Government, commercial computer software and related documentation so legend shall be subject to the following:

(1) Title to and ownership of the software and documentation shall remain with the Contractor, unless otherwise specified.

(2) Software licenses are by site and by agency. An agency is defined as a cabinet level or independent agency. The software may be used by any subdivision of the agency (service, bureau, division, command, etc.) that has access to the site the software is placed at, even if the subdivision did not participate in the acquisition of the software. Further, the software may be used on a sharing basis where multiple agencies have joint projects that can be satisfied by the use of the software placed at one agency's site. This would allow other agencies access to one agency's database. For Government public domain databases, user agencies and third parties may use the computer program to enter, retrieve, analyze and present data. The user agency will take appropriate action by instruction, agreement, or otherwise, to protect the Contractor's proprietary property with any third parties that are permitted access to the computer programs and documentation in connection with the user agency's permitted use of the computer programs and documentation. For purposes of this section, all such permitted third parties shall be deemed agents of the user agency.

(3) Except as is provided in paragraph 8.b(2) above, the Government shall not provide or otherwise make available the software or documentation, or any portion thereof, in any form, to any third party without the prior written approval of the Contractor. Third parties do not include prime Contractors, subcontractors and agents of the government who have the Government's permission to use the licensed software and documentation at the facility, and who have agreed to use the licensed software and documentation only in accordance with these restrictions. This provision does not limit the right of the Government to use software, documentation, or information therein, which the Government may already have or obtains without restrictions.

(4) The Government shall have the right to use the computer software and documentation with the computer for which it is acquired at any other facility to which that computer may be transferred, or in cases of disaster recovery, the Government has the right to transfer the software to another site if the Government site for which it is acquired is deemed to be unsafe for Government personnel; to use the computer software and documentation with a backup computer when the primary computer is inoperative; to copy computer programs for safekeeping (archives) or backup purposes; to transfer a copy of the software to another site for purposes of benchmarking new hardware and/or software; and to modify the software and documentation or combine it with other software, provided that the unmodified portions shall remain subject to these restrictions.

(5) "Commercial Computer Software" may be marked with the Contractor's standard commercial restricted rights legend, but the schedule contract and schedule pricelist, including this clause, "Utilization

Limitations" are the only governing terms and conditions, and shall take precedence and supersede any different or additional terms and conditions included in the standard commercial legend.

9. SOFTWARE CONVERSIONS - (132-32 AND 132-33)

Full monetary credit will be allowed to the Government when conversion from one version of the software to another is made as the result of a change in operating system, or from one computer system to another. Under a perpetual license (132-33), the purchase price of the new software shall be reduced by the amount that was paid to purchase the earlier version. Under a term license (132-32), conversion credits which accrued while the earlier version was under a term license shall carry forward and remain available as conversion credits which may be applied towards the perpetual license price of the new version.

10. DESCRIPTIONS AND EQUIPMENT COMPATIBILITY

The Contractor shall include, in the schedule pricelist, a complete description of each software product and a list of equipment on which the software can be used. Also, included shall be a brief, introductory explanation of the modules and documentation which are offered.

11. RIGHT-TO-COPY PRICING

The Contractor shall insert the discounted pricing for right-to-copy licenses.

**SYNNEX CORPORATION COMMITMENT TO PROMOTE
SMALL BUSINESS PARTICIPATION
PROCUREMENT PROGRAMS**

PREAMBLE

SYNNEX Corporation provides commercial products and services to ordering activities. We are committed to promoting participation of small, small disadvantaged and women-owned small businesses in our contracts. We pledge to provide opportunities to the small business community through reselling opportunities, mentor-protégé programs, joint ventures, teaming arrangements, and subcontracting.

COMMITMENT

To actively seek and partner with small businesses.

To identify, qualify, mentor and develop small, small disadvantaged and women-owned small businesses by purchasing from these businesses whenever practical.

To develop and promote company policy initiatives that demonstrate our support for awarding contracts and subcontracts to small business concerns.

To undertake significant efforts to determine the potential of small, small disadvantaged and women-owned small business to supply products and services to our company.

To insure procurement opportunities are designed to permit the maximum possible participation of small, small disadvantaged, and women-owned small businesses.

To attend business opportunity workshops, minority business enterprise seminars, trade fairs, procurement conferences, etc., to identify and increase small businesses with whom to partner.

To publicize in our marketing publications our interest in meeting small businesses that may be interested in subcontracting opportunities.

We signify our commitment to work in partnership with small, small disadvantaged and women-owned small businesses to promote and increase their participation in ordering activity contracts. To accelerate potential opportunities please contact:

E.W. Somers, Government Program Manager

SYNNEX Corporation

39 Pelham Ridge Drive

Greenville, SC 29615

Toll-Free: 1.800.456.4822, ext. 494374

Direct: 864.289.4374

Fax: 864.289.4511

Email: eds@synnex.com

**BEST VALUE
BLANKET PURCHASE AGREEMENT
FEDERAL SUPPLY SCHEDULE**

(Insert Customer Name)

In the spirit of the Federal Acquisition Streamlining Act (ordering activity) and (Contractor) enter into a cooperative agreement to further reduce the administrative costs of acquiring commercial items from the General Services Administration (GSA) Federal Supply Schedule Contract(s) GS-35F-0143R.

Federal Supply Schedule contract BPAs eliminate contracting and open market costs such as: search for sources; the development of technical documents, solicitations and the evaluation of offers. Teaming Arrangements are permitted with Federal Supply Schedule Contractors in accordance with Federal Acquisition Regulation (FAR) 9.6.

This BPA will further decrease costs, reduce paperwork, and save time by eliminating the need for repetitive, individual purchases from the schedule contract. The end result is to create a purchasing mechanism for the ordering activity that works better and costs less.

Signatures

Ordering Activity

Date

Contractor

Date

BPA NUMBER _____

(CUSTOMER NAME)
BLANKET PURCHASE AGREEMENT

Pursuant to GSA Federal Supply Schedule Contract Number(s) GS-35F-0143R, Blanket Purchase Agreements, the Contractor agrees to the following terms of a Blanket Purchase Agreement (BPA) EXCLUSIVELY WITH (ordering activity):

- (1) The following contract items can be ordered under this BPA. All orders placed against this BPA are subject to the terms and conditions of the contract, except as noted below:

MODEL NUMBER/PART NUMBER

*SPECIAL BPA DISCOUNT/PRICE

- (2) Delivery:

DESTINATION

DELIVERY SCHEDULES / DATES

- (3) The ordering activity estimates, but does not guarantee, that the volume of purchases through this agreement will be _____.

- (4) This BPA does not obligate any funds.

- (5) This BPA expires on _____ or at the end of the contract period, whichever is earlier.

- (6) The following office(s) is hereby authorized to place orders under this BPA:

OFFICE

POINT OF CONTACT

- (7) Orders will be placed against this BPA via Electronic Data Interchange (EDI), FAX, or paper.

- (8) Unless otherwise agreed to, all deliveries under this BPA must be accompanied by delivery tickets or sales slips that must contain the following information as a minimum:

(a) Name of Contractor;

(b) Contract Number;

(c) BPA Number;

(d) Model Number or National Stock Number (NSN);

(e) Purchase Order Number;

(f) Date of Purchase;

(g) Quantity, Unit Price, and Extension of Each Item (unit prices and extensions need not be shown when incompatible with the use of automated systems; provided, that the invoice is itemized to show the information); and

(h) Date of Shipment.

(9) The requirements of a proper invoice are specified in the Federal Supply Schedule contract. Invoices will be submitted to the address specified within the purchase order transmission issued against this BPA.

(10) The terms and conditions included in this BPA apply to all purchases made pursuant to it. In the event of an inconsistency between the provisions of this BPA and the Contractor's invoice, the provisions of this BPA will take precedence.

**BASIC GUIDELINES FOR USING
“CONTRACTOR TEAM ARRANGEMENTS”**

Federal Supply Schedule Contractors may use “Contractor Team Arrangements” (see FAR 9.6) to provide solutions when responding to ordering activity requirements.

These Team Arrangements can be included under a Blanket Purchase Agreement (BPA). BPAs are permitted under all Federal Supply Schedule contracts.

Orders under a Team Arrangement are subject to terms and conditions of the Federal Supply Schedule Contract.

Participation in a Team Arrangement is limited to Federal Supply Schedule Contractors.

Customers should refer to FAR 9.6 for specific details on Team Arrangements.

Here is a general outline on how it works:

- The customer identifies their requirements.
- Federal Supply Schedule Contractors may individually meet the customers’ needs, or -
- Federal Supply Schedule Contractors may individually submit a Schedules “Team Solution” to meet the customer’s requirement.
- Customers make a best value selection.

LIST OF DISTRIBUTION POINTS

SYNNEX Corporation is a full-service broad line computer products distributor operating eleven distribution facilities nationwide and five facilities worldwide:

<u>United States</u>	<u>International</u>	<u>Integration/Contract Manufacturing</u>
Las Vegas, Nevada	Ontario, Canada	Fremont, California
Ontario, California	Toronto, Canada	Olive Branch, Mississippi
Fremont, California	Calgary, Canada	
Atlanta, GA	Vancouver, Canada	
Chicago, Illinois	Mexico City, Mexico	
Memphis, Tennessee		
Chantilly, Virginia		
Portland, Oregon		
Miami, Florida		
Dallas, Texas		
Edison, New Jersey		

SYNNEX GSA Contract Authorized Resellers

Reseller Name	SBA Status	City	State
360 Technologies		Austin	TX
4 Star Technologies, Inc.	SDVOSB, HUB, SB	Virginia Beach	VA
4K Solutions, LLC	SDVOSB	Midland	GA
AB Martin Services dba Dav Supply	SDVOSB	Tonitown	AR
ABM Federal Sales	SDVOSB	Chesterfield	MO
Accelera Solutions	8(a) SDB VA MBE	Fairfax	VA
Access Wireless Data Solutions		Lutz	FL
Accudata Systems, Inc.		Houston	TX
Ace Computers d/b/a (JC Technology)	WOSB	Arlington Heights	IL
Ace Supply & Service, Inc.	SB, VBE	Oklahoma City	OK
Advanced Computer Concepts	WOSB	Arlington	VA
AdvizeX Technologies		Independence	OH
Adwar Video	SB	Farmingdale	NY
Affinity Enterprises, LLC	WBE	Pittsford	NY
AGSI	WOSDB	Lovettsville	VA
Alexander Open Systems		Overland Park	KS
Alliance Micro	SDVOSB	Chantilly	VA
Alliance Technology	SBVOSB	Hanover	MD
Allied Network Solutions, Inc.	SDVOSB, SB	Roseville	CA
Alpha Sum Business Machines	SB	Jackson Heights	NY
Alphanumeric Systems, Inc	WO (NC certified HUB)	Raleigh	NC
AlphaSix Corporation	SDVOSB	Sterling	VA
American Amplifier and Television	SB, SWAM, SBE	Lamham	MD
American Business Systems dba PHN, Inc.		Peoria	IL
American Wordata	WOSB, SB, DBE	Tampa	FL
Applied Data Technologies		Charlotte	NC
Aprisa Technology, LLC	WOSB	Roslyn	NY
AQUILA TECHNOLOGIES	SB; DVOB	Albuquerque	NM
Archive Data Solutions LLC		Westerville	OH
Asyncrib Corporation	SDB	Fairfax	VA
Atlanta Computer Sales, Inc.		Alpharetta	GA
Atlantic Office & Laser Products		Beltsville	MD
Atlas Teknology Group, Inc.		Westminster	CA
Audio Visual Associates DBA RTZ		Elkridge	MD
Austin Ribbon and Computer (dba ARC)	WOSB	Austin	TX
Avid Systems LLC	WOSB	Washington	DC
BackupWorks.com, Inc.		Lake Forest	CA
Barcodes, LLC		Chicago	IL
Barcoding, Inc.		Baltimore	MD
Bay Area Blueprint & Reprographics		Pensacola	FL
Bayshore Technologies		Tampa	FL
Bayside Solutions, Inc.		St. Petersburg	FL
Black Box Network Services		Amityville	NY
Black Rock Technology Group		Fairfield	CT
Blue Tech, Inc.	HUB, 8(a), WOSB, SDB	San Diego	CA
Bretton Woods Group, Inc. dba Tallgrass Technologies		Lenexa	KS
Bri-Allen Technologies		Reistertown	MD
Brite Computers		Victor	NY
Broadleaf Services, Inc.		Burlington	MA
BSC Supply LLC		Waltham	MA
Cad Supplies Speciality	SB	Austin	TX
CADD Centers of Florida, Inc.	SB	Fort Lauderdale	FL
Cambria Business Machines, Inc.	8(a), SDVOB	Johnstown	PA
CANNON IV, Inc.		INDIANAPOLIS	IN
Capitol Supply		Sunrise	FL
Carolina Advanced Digital, Inc.	WBE, SBE, 8(m), WOSB, VOSB, HUBZone	Silver City	NC
Cartridge Technologies, Inc.	8(a), WOSB, MBE	Gaithersburg	MD
Catalyst Computer Technologies LLC		Chandler	AZ
Cavalier		New York	NY
CB Technologies	SB, SDB	Albuquerque	NM

SYNNEX GSA Contract Authorized Resellers

Reseller Name	SBA Status	City	State
CDCE, Incorporated	WBE	Yorba Linda	CA
CDW Government, Inc. (CDW-G)		Herndon	VA
Checkpoint Services, Inc.	WOSB	El Paso	TX
Chi Corporation		Solon	OH
Cinesys		Houston	TX
City Computer & Supplies, Inc.	SBE, WOSB	Naples	FL
Clover Systems of Orlando		Orlando Park	FL
CNC Federal	SDVOSB	Jacksonville	FL
CNP Technologies, LLC		Charlotte	NC
Coast to Coast Computer Products, Inc.	SB	Simi Valley	CA
Colamco, Inc.	SBMO	Altamonte Spring	FL
Communications Professionals, Inc.	SDB, MBE	Troy	MI
Complete Packaging & Shipping Supplies	SB	Freeport	NY
ComPro Systems, Inc.	SDB	Baltimore	MD
Compulink Technologies, Inc.	8(a), SDB, MBE	New York	NY
Compu-power, Inc.		Owings Mill	MD
Compuquip Technologies, LLC		Doral	FL
Computech International	SB	Great Neck	NY
Computer Integrated Services Company of New York, LLC		New York	NY
Computer Sales & Service, Inc.	SB	Columbia	SC
Computer Sciences Corp - ATD Division		Sterling	VA
Computer Systems West, dba SynapseIT		Mineola	NY
Computerware, Inc./Comsel LLC	SB	Vienna	VA
Comtest Technologies, Inc.	WOSB	Honolulu	HI
Conference Technologies		Maryland Heights	MO
Consolidated Computing, Inc.		Easton	CT
Corporate Computer Solutions, Inc.		Harrison	NY
Corporate Micro Shop	HUB,	Jamica Plain	MA
Corporate Office Solutions		Fairfax	VA
CounterTrade Products d/b/a CEW Inc.	SDB; 8(a)	Arvada	CO
Cpak Corporation		Lagrange	GA
CS&S Computer Systems, Inc.	SB	Columbia	SC
CSP Enterprises	WOSB	Frederick	MD
CTS Micro, Inc.	WOSB	Sandy Hook	CT
Cuna Communications	SDVOSB	Bellaire	TX
Custom Computer Specialists		Hauppauge	NY
Custom Networks, Inc.	8(a)	Littleton	MA
CycleNet now Prime Edge Tech	WOSB	Winchester	VA
Data Processing Solutions (DP Solutions)		Columbia	md
Databit, Inc.	SB	Mahwah	NJ
Datalink Corporation		Eden Prairie	MN
Data-Pages		Dover	NJ
DataSource Mobility	SDVOSB	Clarksville	TN
Datec, Inc.		Seattle	WA
Delphin Computer	WOSB	Bellflower	CA
Derive Technologies, LLC	MBE	New York	NY
Digital Plaza, LLC		Ambler	PA
DILTEX, Inc.	WOSB, MBE	Baldwin Park	CA
Direct Technology Group		Ft. Lauderdale	FL
DLT Solutions		Herndon	VA
Dox Electronics, Inc.		Rochester	NY
Dura Tech Usa, Inc.	8(a), MBE, DBE, SB	Westminster	CA
Dynamic Computer Corporation	MOSB	Farmington Hills	MI
Dynamic Systems, Inc., Los Angeles	SDB	Los Angeles	CA
Dyntek		Tallahassee	FL
e.nfrastructure Technologies Inc		Clifton Park	NY
E-9 Corporation	SDVOSB	Alexandria	VA
EHI LTD of Virginia	SB	Norfolk	VA
Electronic Components, Inc.	SB	Framingham	MA
Electronic Systems, Inc., ESI		Virginia Beach	VA

SYNNEX GSA Contract Authorized Resellers

Reseller Name	SBA Status	City	State
E-Logic, Inc.	MBE, SB	Falls Church	VA
Emerge IT Solutions		Erlanger	KY
Empire Computing & Consulting	MOBE	Daytona Beach	FL
Emtec Federal, Inc.	SB	Springfield	NJ
En Pointe Gov, Inc.		El Segundo	CA
En-Net Services		Frederick	MD
Enterprise Technology Services		Phoenix	AZ
EPG Consulting LLC DBA New York Technology Company		New York	NY
ePlus Technology, Inc		Herndon	VA
Ergotech Controls, Inc.		Addison	TX
FedTek (Federal Technology Solutions)	WOSB	Woodbridge	VA
FEDVAR Corp, Inc.	SDV,8(a)	Washington	DC
Feeney Wireless	SB	Eugene	OR
Florida Micro, LLC	SB	Deerfield Beach	FL
Fluid Networks, Inc.		North Kansas City	MS
Focused Technology	SB	Sarasoto	FL
Force 3, Inc.	SDB, 8(a)	Crofton	MD
Four Points Technology LLC	SB, HUB, SDVOSB	Chantilly	VA
Gemini Tech LLC	8(a), HUB WOSB, SDB	Waipahu	HI
General Dynamics Information Technology, Inc.		Fairfax	VA
GHA Technologies	SB	Scottsdale	AZ
GovConnection		Rockville	MD
GovDirect, Inc.	HUB, WO	Lincoln	NE
Government Acquisitions	SB, MBE	Cincinnati	OH
Government Technology Solutions (GTS)	WOSB	Shingle Springs	CA
Govplace	SB	Irvine	CA
GovSmart	8(a); HUB	Charlottesville	VA
GovWare		Scottsdale	AZ
GP Tech Solutions	WOSB	Boise	ID
Granite Financial Solutions dba Granite Data Solutions	SB, DBE, SDVOSB	Citrus Heights	CA
Grants and Technology Veterans, LLC	SDVO	Elephante Butte	NM
Grimco	VOSB	Fenton	MO
Group Mobile International		Chandler	AZ
GSS Infotech NY, Inc.		Albany	NY
GST (Golden Star Technology)	WOSB	Cerritos	CA
Hackworth Reprographic, Inc.	SB	Chesapeake	VA
Harris Technology Services, Inc.	SDVOSB	Rio Rancho	NM
Haywood Assocs, Inc. dba TransCor Information Tech		Georgetown	MA
Hi-Link Computer Corp		Stamford	CT
HMS Technologies, Inc.	SDVOSB	Martinsburg	WV
Holman's, Inc.	SB	Albuquerque	NM
Horizon Computer Resources, Inc.	8(a), SDB, WBE	Carlsbad	CA
ICS, Inc.	8(a), DBE	Fairfax	VA
Ideal Systems Solutions	WOSB, 8(a), SDB, HUB	Maple Grove	MN
iGov.com [MA (MicroAge) Federal d/b/a]	SB	Reston	VA
IMMIX Technology, Inc.		McLean	VA
Impres Technology	8(a)	Santa Fe Springs	CA
Infinet Technology Solutions		East Syracuse	NY
Infotect Design Solutions	SB	Tampa	FL
Innerspaice AI		Fort Walton Beach	FL
Inotek, LLC.		Omaha	NE
Insight Public Sector, Inc.		Chantilly	VA
Intact Technology, Inc.	SBE, MOBE, VOB	Greenbelt	MD
Intech Southwest Services	WOSB, SDB	San Antonio	TX
Intelligent Decisions, Inc	SDB	Ashborn	VA
InterDev, LLC		Alpharetta	GA
International Data Consultants		Miami	FL
IRG Plotters & Printers, Inc.	SDVOSB	Los Angeles	CA
Iron Bow Technologies	SDB	Herndon	VA
Iron Horse Computers, Inc.	SDB	Springfield	VA

SYNNEX GSA Contract Authorized Resellers

<u>Reseller Name</u>	<u>SBA Status</u>	<u>City</u>	<u>State</u>
Island Tech Services, LLC	SB	Ronkonkoma	NY
J-Mar and Associates, Inc.		Albuquerque	NM
Katek Solutions	SB HUB	Irvine	CA
Knowledge Information Solutions, Inc. (KIS)	WOSB, MBE, 8(a)	Virginia Beach	VA
Koi Computers	SDB, 8(a)	Lombard	IL
KTS Office Service LLC	SB	Toms River	NJ
LaserPrint, ManagedPrint		Columbia	SC
Lazer Cartridges Plus	WOSB	Walla Walla	WA
Les Olson Company		Salt Lake City	UT
Lewan & Associates		Denver	CO
Lewis & Lewis		Anchorage	AK
LexJet Corporation	SB	Sarasota	FL
littleEnglandLLC/A&Ereprographics		Prescott	AZ
Lucille Maud Corporation	8(a) HUB, MBE	Trenton	NJ
Lyme Computer Systems, Inc.	WOSB	Lyme	NH
M&A Technology	MBE,	Carrollton	TX
M.A. Polce Consulting, Inc.		Rome	NY
M2 Technology, Inc.	8(a), SDB	San Antonio	TX
Mac Business Solutions, Inc.	WBE, MBE	Gatthersburg	MD
Mainline Information Systems, Inc.		Tallahassee	FL
Manufacturing Systems Services, Inc. dba MSS Software	SB	Fairfax	VA
Master Graphics , Inc.		Madison	WI
Meadowgate Technologies		Trenton	NJ
MEI (Manesh) Computer	SB	Rockville	MD
Mercom	8(a), SDB, MBE, WBE	Pawley's island	SC
Meridian IT, Inc.		Deerfield	IL
METADATA IT, LLC		Boiling Springs	SC
Metro Office Solutions		Belcamp	MD
Micro Technologies, Inc.		Ventura	CA
MNJ Technologies Direct	WBE	Buffalo Grove	IL
Mobile Concepts Technology, LLC		Phoenix	AZ
Mod Comp, Inc. dbi CSPI Technology		Deerfield Beach	FL
MSD Biztech Consulting, Inc.	SBE, MBE	Houston	TX
N2Grate Government Solutions	SDVOSB	Greenbelt	MD
Netrix, LLC		Bannockburn	IL
Network Design & Management		Spokane	WA
New Tech Solutions, Inc.	SB, 8(a)	Fremont	CA
Norseman, Inc	SB	Elkridge	MD
Northrop Grumman IT		Irving	TX
Novacoast, Inc		Santa Barbara	CA
Office Nation, Inc., PC Nation	SB	Northbrook	IL
OGIS Communications Group, Inc.	MBE	Cincinnati	OH
OSI Federal Tech		Alexandria	VA
Pacific Office Equipment, Inc.		Port Angeles	WA
Palisades Sales Corporation		Old Tappan	NJ
Paragon Micro		Lake Zurich	IL
PC Mall Gov, Inc.		Herndon	VA
Pinnacle Business Products	SB	Philadelphia	PA
Pomeroy IT Solutions		Hebron	KY
Portable Computer Systems, Inc. (PCS)		Golden	CO
Portola Systems, Inc.		Sebastopol	CA
Preferred Communications, Inc.	VOSB	Butner	NC
Presidio Coporation		Columbus	IN
PrimeEdge Technology, Inc.		Winchester	VA
Procellis Technology, Inc.		Minneapolis	MN
Prosys		Norcross	GA
Q Integrated Networks		Strongsville	OH
Questinghound Tech		Deerfield Beach	FL
Rakan Systems		Eastlake	CO
Rapid Reproductions, Inc.	SB	Terre Haute	IN

SYNNEX GSA Contract Authorized Resellers

Reseller Name	SBA Status	City	State
Ray Supply, Inc		Queensbury	NY
Raytheon Intelligence and Information Systems		Falls Church	VA
Red River Computer Co	SB	Claremont	NH
Regalmark, Inc.	SB	Gwynn Oak	MD
Reliable Office Technologies Corp	SB	Frederick	MD
Renew PC, Inc dba M Rugged Mobile Technology		Arlington Heights	IL
Reprographics Products Group (RPG)	WOSB	Laurel	MD
Ridgeline Technology		Santa Cruz	CA
Right! Systems, Inc.		Lacey	WA
Rocco & Strain, Inc.		Turtle Creek	PA
Rotolite of St. Louis		St. Louis	MO
Rugged Computing, Inc.		Anaheim	CA
S3 LLC		Floral Park	NY
SAI Sytems Int'l, Inc.	WOSB, MBE	Shelton	CT
SBC Tech Partners		Herndon	VA
Securityhunter, Inc.		Baltimore	MD
Sequel Data Systems, Inc.		Austin	TX
Shields Electronics Supply, Inc.	SB	Knoxville	TN
Sigmanet, Inc.	WOSB	Ontario	CA
Simpy Mac		Salt Lake City	UT
Softchoice Corporation	SB	Reston	VA
Softmart Government Services, Inc.		Downingtown	PA
Software & More	SB, WOSB	Reisterstown	MD
Software House Intl (SHI)	WOSB, MOSB	Piscataway	NJ
Software Information Resource Cor	8(a), HUB	Washington	DC
Solid IT Networks	SB	Argyle	TX
Solution Planning & Contract Environment, Inc.	WOSB	Midland	MI
Solzon Corporation		Chelmsford	MA
Source Graphics	SB, MBE	Anaheim	CA
Southland Technology, Inc.	WOSB	San Diego	CA
Southwest Office Solutions, Inc.		Los Alamos	NM
Spectrum Computer Corporation	WOSB	White Plains	NY
SRR International	EDWOSB	Loxahatchee	FL
STAC Computers	WOSB	Bradenton	FL
Stealth Network Communications	WOSB	Pleasanton	CA
Sterling Business Machines, Inc.	WOSB	Sterling	IL
Strategic Hardware	SB	Spokane	WA
Summit IT Solutions		Akron	OH
Switch Technologies, Inc.		Rocky Point	NY
Sword & Shield Enterprise Security	SBE	Knoxville	TN
Symbolic Technology, Inc.	SB, MBE	Dallas	TX
Synergy Global Solutions		Pittsford	NY
Systel Business Equipment Co, Inc.	SB	Fayetteville	NC
System Concepts, Inc.	SB	Grapevine	TX
T3 Corporation	SDB	White Hall	WV
TCI Systems, Inc.	WOSB	College Point	NY
Tech Depot (4SURE.com, An Office Depot Company)		Trumbull	CT
Tech Innovation		Indianapolis	IN
TechCore, LLC		Raleigh	NC
Technology For Tomorrow		Canton	GA
Technology Integration Group (TIG)	SDB, MBE	Torrance	CA
Technology Solutions Provider, Inc.	8(a), SDB	Sterling	VA
Telos Corporation		Ashburn	VA
Telreco, Inc.	WOSB	Wallingford	CT
The Ergonomic Group, Inc.	WBE	Westbury	NY
The Marlin Company	SB	Wallingford	CT
THE MITRE CORPORATION		Herndon	VA
The Teneo Group		Winchester	VA
Think Computer Products (H.Co. Computer Products dba	SB	Irvine	CA
ThunderCat Technology, LLC	SDVOSB	Reston	VA

SYNNEX GSA Contract Authorized Resellers

<u>Reseller Name</u>	<u>SBA Status</u>	<u>City</u>	<u>State</u>
TKK Electronics		Milwaukee	WI
TonerCharge Corporation		North Augusta	SC
Totowa Systems	SB	Totowa	NJ
Trade Products Corp.	SB	Fairfax	VA
Transource Services Corp	WOSB	Phoenix	AZ
Tri-Tronics Ltd	SB	Virginia Beach	VA
TSRC, Inc, dba Frank Parsons Company	WOSB	Hanover	MD
Ultrex Business Solutions	SB	San Luis Obispo	CA
Unified Technologies LLC		Louisville	KY
UniStar-Sparco Computers, Inc.	SB, 8(a)	Starkville	MS
US International Marketing, Inc.	WOSB, 8(a)	Farifax	VA
Valcom Salt Lake City		Salt Lake City	UT
Vector Resources, Inc.		Torrance	CA
Venture Technologies, Inc.	SB	Rockville	MD
Veteran Office Design	SDVOSB	Charlotte	NC
Vetsource Mobility	SDVOSB	Clarksville	TN
Vicom		Farmingdale	NY
Videolink, Inc.		Denver	CO
Vision Business Products		Carnegie	PA
Vision Computers, Inc.	SDB WOSB	Norcross	GA
VisualPro 360, LLC		Jefferson City	MO
VSGi (Visual Systems Group)	SB	McLean	VA
Webhouse, Inc.	SDVOSB	Baldwin	NY
Westwind Computers	8(a), SDB, WOSB, HUB	Albuquerque	NM
WIS Enterprises		Metairie	LA
World Wide Technology, Inc.		McLean	VA
XCL Business Products		Hauppauge	NY
XLN Systems, Inc.	SB	Columbus	OH
Y & S Technologies	SB	Brooklyn	NY
Young Office Enviroments		Greenville	SC
Zibiz Corporation	SDB, 8(a)	Ronkonkoma	NY
Zones, Inc.	MBE	Auburn	WA

**** GSA Schedule 70 Contract #GS-35F-0413R ** Approved Vendor List ** Expires 11/28/2019 ****

Please note * = Special Auth Req'd

2FA	Enovate IT	One World Touch
Aaeon Electronics Inc	Entco Government Software LLC, DBA Micro Focus	Overland Storage, Inc
Absolute Software	Envoy Data	* Panasonic
Acer	Ergotech	Paragon Software
Add-On-Computer Peripherals	Ergotron, Inc	Patrol PC / Advanced Electronic Design
American Battery	Evault	PC Matic Pro (Tech Sentry)
AML	Eventbuilder	Peripheral Logix
APC	Evolis	Pivot3 (NexGen)
Arclyte Technologies, Inc.	Evolve 3	Planar
ATDEC	Exablox	Plantronics, Inc
ATEN IOGEAR	Feeney Wireless	Premium Compatibles Inc.
AVG Technologies USA, Inc (fka Level Platforms)	Fellowes	Prestige International/TRU
Axiom	Fujifilm	Printronic (TSC)
B+B SmartWorx	Fujitsu Mobility	PrintSolv (SYNNEX OEM)
* Barracuda Networks Inc (hw/maint)	Gammatech Computer Corporation	Promise Technology
Bay Dynamics	Geist	Qlogic
BCDVideo	Getac Inc.	Quantum
BeCrypt	GFI Software	Quark
Belkin	Globanet Consulting Services	ReadyDock
BenQ	Goldtouch (KeyOvation)	RedyRef
Bits Limited	Google Bundle (SYNNEX OEM)	Rocky Mountain RAM
Black Box Network Services	GVision	Ruckus Wireless, Inc
Bosch Security Systems Inc	Harman Professional Solutions	Samsung
BrainBoxes LTD	HID Global Corp	Scale Computing
Bretford, Inc	* HPE	Seal Shield Corporation
Bridge Communications	* HPI	Silicon Power
BTI	HSM of America, Inc.	SimplyNUC
Buffalo Americas	Humanscale Corporation	SIOS
C2G	Hyundai	SKB (Stephen Gould)
CA Erwin (Computer Associates)	Hyve (SYNNEX OEM)	SMK-Link Electronics Corporation
Canon USA	Igel Technology America	SoleSource Technology
Capsa Healthcare	iKey	Sonic Wall
Casio	Infocus	Sony Corp.
Centon	Innovative Office	Spacepole Inc
Check Point Software Technologies Inc	IstarUSA	Startech.com LTD
Chief Manufacturing (Milestone)	IX Systems	StorageCraft
Christie Digital Systems USA Inc	Ixia	Stratus
Coho Data	Kensington	Synchrotech
Computer Security Products	Kinesis Corporation	Synnex OEM
CoNarrative	LapCabby	TAA, LLC
* Context America	LCD Arms	TAG Global Systems
CradlePoint Inc	Lenovo	Targus
CRU-Dataport	Lexmark	Techsmith
CyberPower Systems	LG Electronics USA	Total Micro Technologies
Dahle	* Lifesize (Logitech)	Transcend
Da-lite (Milestone)	Lind Electronics	Trident
Das Keyboard (Metadot)	Link Depot	Tripp Lite
Datacore	Mainpine	Tritech Forensics (SYNNEX OEM)
Datalogic	Make Sense	Unirise (fka Oncore Cable)
Dataram Corporation	Man & Machine	Unitech
* Dell	Mellanox	Veracity
DH2i	* MicroPac Technologies	Verbatim
DigitalPersona	Microsoft Surface	Viewsonic
Digium	MobileDemand	Visioneer
D-Link	Mobile Mark	VS and Associates (Verity Systems)
* Docker	Monitors in Motion	VxL
Dynamic Systems	MooreCo Inc	Wasp Barcode Technologies
Eaton Corporation	National Service Center (NSC)	Watchguard
ECS Composites	NCP	WePresent
Edge Memory	NEC Display Solutions of America	Westpoint (Clover - PrintLogic)
EdgeWave	NEC Storage	Williams Software-SmarTrack (SNX OEM)
Emulex	Netgear	Xerox
Encore Networks	Netmotion Wireless	Xmedius (Sagemcom)
ENET Components	Novastor	xPlore Technologies (Motion)
Engenius	NTP Software & Peripherals	Zyxel Corporation
	Oki Data	

SYNNEX GSA Schedule 70 GS-35F-0413R expires 11/28/2019
Pricelist provided online at <http://synnexp.com/us/govsolv/pricing/>



GROUPMOBILE
ADVANCED RUGGED TECHNOLOGY

Group Mobile Payment Methods Offered:

- Credit Cards: American Express, Visa, MasterCard & Discover
- Bank Cashier's Check, Certified Check, Money Order
- Wire Funds Transfer (see below)
- Company or Individual Check (7-10 days to clear)
- Valid Purchase Orders: *(first-time customers may be required to pay up to 50% upon placing order)*
- Net 30-Day Terms can be offered for Qualified Customers – Must complete credit application and be approved
- Leasing Options – Ask us for more information

Group Mobile Banking Information

Group Mobile accepts "Wire Transfers" as a payment option. Please contact your Group Mobile representative for more detailed information. Transfers must be made in US Dollars and all banking fees paid by originator.

To view complete Return Policy please go to:

<https://groupmobile.com/faqs/>

To view complete Terms and Conditions please go to:

<https://groupmobile.com/terms-and-conditions/>



GROUPMOBILE
ADVANCED RUGGED TECHNOLOGY

Quote #: Quote – 2017-09-25– City of Columbia Police Department
 Provided by: Doug Carter
 (704) 287-5613 (direct)
 (480) 247-2750 (fax)
dcarter@groupmobile.com

Qty	Description	Unit Price	Extended Price
26	GETAC V110: i7-6500U, 11.6 No Webcam, Win7 64+8GB+TAA, OPAL 2.0 256GB SSD, SR LCD+TS, Backlit KB, Wifi+BT, Hard Handle, Dual batteries, TPM 2.0, Low Temp -21C, IP65, 3 Year Warranty	\$2,980.00	\$77,480.00
26	Havis Vehicle Dock with port replicator and screen support. DC power adaptor sold separately. (V110)	\$620.00	\$16,120.00
26	GETAC : LIND 12-32V DC vehicle adapter/charger	\$135.00	\$3,510.00
26	GETAC : GE-SVTBNFX5Y Bumper to Bumper + Extended Warranty- Tablet (Year 4 & 5)	\$540.00	\$14,040.00
	GSA GS-35F-0143R		
	Subtotal		\$111,150.00
	Shipping		Waived
	Sales Tax		N/A
	<i>Please Allow for 35-Day</i>		

- Quote prices are effective for 30 days.



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Procurement and Contracts

FROM: Sandra Wright, Purchasing Agent

SUBJECT: Council is asked to approve Project SS7340; Bio Solids Master Plan Update for the Metro Wastewater Treatment Plant, as requested by Columbia Water. Award to Hazen and Sawyer, as a Sole Source in an amount not to exceed \$241,408.00. This firm is located in Columbia, SC.

PURPOSE: This is a Clean Water 2020 Program Project.

REQUISITION NO.: R186174

FINANCIAL IMPACT: Funding Source: Utilities Metro Wastewater Plant- SPC Contracts W/S, SW; 5516208 - 638305. The original budgeted amount is \$288,700.00.

ORIGINAL BUDGET: \$288,700.00

CLEAN WATER 2020?: Yes

STRATEGIC GOALS: Provide high quality municipal services

Sec. 2-204. - Competitive sealed bidding required; exceptions.
All city contracts shall be awarded by competitive sealed bidding except the following as determined pursuant to definitions and standards set by regulations, or except as otherwise provided in this article:

(1) Professional services where the person employed is customarily employed on a fee basis rather than by competitive bidding (examples: appraiser, architect-engineer, auditor, construction/program manager, legal services, physician). (2) Competitive sealed proposals. (3) Negotiations after unsuccessful competitive sealed bidding. (4) Small purchases. (5) Sole source procurements. (6) Emergency procurements. (7) Procurement of information technology. (8) Leasing of real property for governmental use. (9) When purchasing through state contracts. (10) When purchasing through cooperative purchasing. (11) When purchasing through a competitive online bidding process, including, but not limited to, reverse auctions when the purchasing agent determines that online bidding is more advantageous than other procurement methods provided herein.

ATTACHMENTS:

- **#a:** Signed sole source (PDF)

NOV 3 10:00AM

Requisition # R186174 JUSTIFICATION FOR
SOLE SOURCE PROCUREMENT

Based upon the following determination, the proposed procurement action described below is being procured pursuant to the authority of Section 1.16 of the City of Columbia, S.C. Procurement Regulation.

This Department proposes to procure for the Waste Water Engineering Division,

(1)

SS7340 Biosolids Master Plan Project

(2)

as a sole source procurement from Hazen and Sawyer, 1122 Lady Street, Suite 1230, Columbia, SC 29201

(3)

based upon the following justifications:

In 2012, Hazen and Sawyer (Hazen) was selected from the approved WWTP General Services Qualification list based on their specific expertise in biosolids to conduct an evaluation for the City of Columbia to develop a Biosolids Master Plan (MP) for the management of solids generated by the Metro Wastewater Treatment Plant (WWTP). This work was completed under SS7183. The evaluation involved significant data collection and review, technical review and knowledge development of Metro's solids generation to include existing process operations and process equipment, evaluation of the WWTP processes that effect solids generation and management, evaluation of market conditions for use of alternative biosolids products, and evaluation of solids treatment alternatives for optimum biosolids production. Through this engineering analysis, Hazen developed an all-inclusive technical knowledge base and understanding of the WWTP, the conditions of solids generation, and an understanding of the plants biosolids management challenges. Hazen's knowledge of the complexities of our plant's solids generation and handling is a critical link in the cost-effective and time efficient efforts needed to update Hazen's original MP completed in May of 2013.

This Biosolids MP Update will be an extension and continuation of the initial MP authored by Hazen and Sawyer. In fact, had the results of the original MP been known prior to performing the work, the tasks associated with this MP Update would have been included in their original scope. Building on their foundation of knowledge, understanding, and expertise, Hazen will most effectively deliver an efficient and cost effective MP update for the City.

The timely update of Hazen's Biosolids MP is also important as the anaerobic digester construction project is nearing completion. Within the next year, the upgraded digesters will deliver now stabilized biosolids so updating the current plan is needed now in order to determine if course adjustments to the plan are necessary to accommodate the current technology, and market and sustainable use conditions, and for future capital planning. It is imperative that the update of the MP is consistent and cohesive with the original MP. Hazen is more than capable of delivering this update in a far more cost-effective and efficient manner than any other capable engineering consultant.

No other firm has the extensive knowledge of the City of Columbia's Metro WWTP and conditions that will effect biosolids production, quality and potential uses. For the reasons presented, I recommend that a new contract be issued for SS7340 to Hazen and Sawyer to update the 2015 Biosolids MP originally authored, signed and sealed by Hazen and Sawyer.

(4)

This sole source is valid through June 30, 2018Amount \$ 241,408.00UTILITIES

Department

Signature of Department Head

10.24.17
Date

*Form must be routed in
the order of the signatures*

Signature of Purchasing Agent

10/26/17
Date

Signature of Finance Director

10/30/17
Date

Signature of Asst. City Manager

10/24/17
Date

Signature of City Manager

11/9/17
Date

- Notes: (1) Enter Division Name
 (2) Enter description of goods or services to be procured
 (3) Enter name of sole source contractor
 (4) Enter the basis of sole source procurement

Distribution: Original attached to requisition (Form PUR 108201) Copy retained in Department's file. (Rev. 06/2016)

This agreement may be executed in one or more counterparts, all of which shall be considered one and the same agreement, and shall become a binding agreement when one or more counterparts have been signed by and delivered to each of the parties. Such delivery may occur by facsimile or email/pdf and any counterparts exchanged in this manner shall be considered originals.



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Procurement and Contracts

FROM: Sandra Wright, Purchasing Agent

SUBJECT: Council is asked to ratify an Emergency Procurement for Project SS7426; 8" PVC Gravity Sewer Line Replacement along Commerce Drive and a point repair at the intersection of Commerce Drive and Sullivan Street, as requested by Columbia Water. Award to McClam & Associates Inc., a certified local business enterprise, in the amount of \$281,950.00. This firm is located in Little Mountain, SC.

PURPOSE: This is a Clean Water 2020 Program Project.

REQUISITION NO.: R185884

FINANCIAL IMPACT: Funding source will be provided from: Water & Sewer Capital Projects: Capital Project Costs: 5529999-658650 SS7426 for \$281,950.00.

ORIGINAL BUDGET: Emergency Procurement - Unforeseen

CLEAN WATER 2020?: Yes

STRATEGIC GOALS: Provide high quality municipal services

Quotes for this emergency procurement were solicited and three (3) quotes were received.

Signed emergency procurement justification attached.

Sec 2-204. (6) of the City Ordinance. Competitive sealed bidding required; exceptions allow the City to purchase goods and services without competitive sealed bidding when it is an emergency procurement.

ATTACHMENTS:

- **#a:** Signed emergency and bid tabulation (PDF)

Thru Eng

Requisition# R185884 JUSTIFICATION FOR
EMERGENCY PROCUREMENT

Based upon the following determination, the proposed procurement action described below is being procured pursuant to the authority of Section 1.17 of the City of Columbia Procurement Regulation and the 1976 South Carolina Code of Laws.

This governmental body proposes to procure contractual services for the replacement of an existing 8" gravity sewer main with new 8" PVC gravity sewer main along Commerce Drive from Sullivan Street to William H Tuller Street and a point repair at the intersection of Commerce Drive and Sullivan Street.

The sewer main along Commerce Drive is collapsed and is currently being bypassed in the center of Commerce Drive, an SCDOT roadway. Wastewater Maintenance is currently operating and maintaining a temporary bypass pumping system.

as an emergency procurement from McClam and Associates Inc, 1642 Holy Trinity Church Road, Little Mountain, SC 29075.

The basis for this emergency determination and the reason no other vendor is suitable is:

Quotes have been obtained and reviewed by Engineering. Staff recommends that McClam and Associates is award the work associated with SS7426 - Commerce Drive Sewer Repair. All quotes obtained and quote documents are attach for supporting information. (NOTE: Due to the unknown quantity and quality of the trench water that may be removed during construction, staff recommends that approved funding for this project includes a \$25,000 Owner's Contingency.

10/6/2017
Date

Amount \$ 281,950

Signature of Department Head

10.9.17
Date

Signature of Purchasing Agent

10/11/17
Date

*Form must be routed in the order of the signatures.

Signature of Finance Director

10/13/17
Date

Signature of City Manager

10/17/17
Date

- Notes: (1) Enter description of goods or services to be procured.
(2) Enter name of emergency contractor.
(3) Enter the determination and basis for emergency procurement.

REV. 06/24/16

This agreement may be executed in one or more counterparts, all of which shall be considered one and the same agreement, and shall become a binding agreement when one or more counterparts have been signed by and delivered to each of the parties. Such delivery may occur by facsimile or email/pdf and any counterparts exchanged in this manner shall be considered originals.



Department/Division Name
PO Box 147 | Columbia, SC 29217 | (803) 545-3300

Memorandum

To: Dana Higgins, P.E.

From: John Riggs, P.E.

Date: October 6, 2017

Subject: SS7426- Commerce Drive Emergency Repair
Award Recommendation

Emergency quotes were received for the emergency work on the Commerce Drive Sewer Line Repair project (SS7426). Quotes were received through email and reviewed at City of Columbia (1136 Washington Street, 6th Floor, Columbia, SC) on September 8, 2017 at 2:30pm. Three quotes were received from the following contractors: McClam & Associates, Inc., LAD Corporation and Shady Grove Construction, LLC.

City of Columbia Engineering Department has reviewed the bid analysis computed for the three bids received for this project, which is attached to this letter. Based on review of this analysis, McClam & Associates, Inc. is the lowest bidder with a total bid value of \$256,950.00.

It is recommended that the City of Columbia award the Commerce Drive Sewer Line Repair project to McClam & Associates, Inc. in the amount of \$256,950.00. Due to the unknown quantity and quality of the trench water that may be removed during construction, it is recommended that the funding for this project include a \$25,000 Owner's Contingency. If you have any questions or require additional information, please do not hesitate to contact me.

ColumbiaSCWater.Net



McClam + Associates Inc.

9-8-17
JRCONSTRUCTION QUOTE FORM (Revised Per Addendum No. 1)
SS7426 - Commerce Drive Sewer Repair Project

CIP# SS7426

Item	Description	Unit	Estimated Quantities	Unit Price	Extension
1	Mobilization/Demobilization	LS	1	6000 ⁰⁰	\$ 6000 ⁰⁰
2	SCDOT Approved Traffic Control & Detour Plan	LS	1	5000 ⁰⁰	\$ 5000 ⁰⁰
3	Erosion Prevention and Sediment Control	LS	1	3000 ⁰⁰	\$ 3000 ⁰⁰
4	Install 8-inch SDR21 PVC Pipe (12'-14' Deep)	LF	150	446 ⁰⁰	\$ 66,900 ⁰⁰
5	Install 8-inch SDR21 PVC Pipe (Point Repair)	LF	20	500 ⁰⁰	\$ 10,000 ⁰⁰
6	Trench Backfill (57 Stone)	CY	265	40 ⁰⁰	\$ 10,600 ⁰⁰
7	SCDOT Flowable Fill 200 PSI (Excavatable)	CY	189	200 ⁰⁰	\$ 37,800 ⁰⁰
8	Removal and Disposal of Special Waste Soil	TN	750	25 ⁰⁰	\$ 18,750 ⁰⁰
9	Groundwater Removal & Storage (30 Days)	GAL	6000	4 ⁰⁰	\$ 24,000 ⁰⁰
10	Asphalt Patch (Base 5" SCDOT Intermediate Binder Type "B" and 1.5" SCDOT Surface Type "C")	SY	150	160 ⁰⁰	\$ 24,000 ⁰⁰
11	Tie Into Sanitary Sewer Manholes	EA	3	1000 ⁰⁰	\$ 3000 ⁰⁰
12	Monolithic Manhole Lining	VF	26	250 ⁰⁰	\$ 6500 ⁰⁰
13	Reconnect/Renew Sewer Services	EA	3	1000 ⁰⁰	\$ 3000 ⁰⁰
14	Pre and Post CCTV Sewer Line	LF	340	10 ⁰⁰	\$ 3400 ⁰⁰
15	Bypass Pumping	EA	1	30,000 ⁰⁰	\$ 30,000 ⁰⁰
16	Site Restoration	LS	1	5,000 ⁰⁰	\$ 5000 ⁰⁰
				TOTAL BASE QUOTE AMOUNT	\$ 256,950 ⁰⁰

J.R. Mc

LAD CORPORATION OF WEST COLUMBIA
G12926

CONSTRUCTION QUOTE FORM (Revised Per Addendum No. 1)

SS7426 - Commerce Drive Sewer Repair Project

CIP# SS7426

Item	Description	Unit	Estimated Quantities	Unit Price	Extension
1	Mobilization/Demobilization	LS	1	25,000	\$ 25,000 -
2	SCDOT Approved Traffic Control & Detour Plan	LS	1	25,000	\$ 25,000 -
3	Erosion Prevention and Sediment Control	LS	1	4,500	\$ 4,500 -
4	Install 8-inch SDR21 PVC Pipe (12'-14' Deep)	LF	150	110	\$ 16,500 -
5	Install 8-inch SDR21 PVC Pipe (Point Repair)	LF	20	500	\$ 10,000 -
6	Trench Backfill (57 Stone)	CY	265	56	\$ 14,840 -
7	SCDOT Flowable Fill 200 PSI (Excavatable)	CY	189	125	\$ 23,625 -
8	Removal and Disposal of Special Waste Soil	TN	750	35	\$ 26,250 -
9	Groundwater Removal & Storage (30 Days)	GAL	6000	4	\$ 24,000 -
10	Asphalt Patch (Base 5" SCDOT Intermediate Binder Type "B" and 1.5" SCDOT Surface Type "C")	SY	150	110	\$ 16,500 -
11	Tie Into Sanitary Sewer Manholes	EA	3	2,000	\$ 6,000 -
12	Monolithic Manhole Lining	VF	26	600	\$ 15,600 -
13	Reconnect/Renew Sewer Services	EA	3	6,500	\$ 19,500 -
14	Pre and Post CCTV Sewer Line	LF	340	9	\$ 3,060 -
15	Bypass Pumping	EA	1	30,000	\$ 30,000 -
16	Site Restoration	LS	1	6,000	\$ 6,000 -
				TOTAL BASE QUOTE AMOUNT	\$ 266,375.00

LAD Corporation of West Columbia

Linda A. Hutto, President
Linda A. Hutto, President



Shady Grove Construction, LLC; G108686; CDBE Approved Contractor

CONSTRUCTION QUOTE FORM (Revised Per Addendum No. 1)

SS7426 - Commerce Drive Sewer Repair Project

CIP# SS7426

Item	Description	Unit	Estimated Quantities	Unit Price	Extension
1	Mobilization/Demobilization	LS	1	\$20,000.00	\$ 20,000.00
2	SCDOT Approved Traffic Control & Detour Plan	LS	1	\$12,000.00	\$ 12,000.00
3	Erosion Prevention and Sediment Control	LS	1	\$6,000.00	\$ 6,000.00
4	Install 8-inch SDR21 PVC Pipe (12'-14' Deep)	LF	150	\$250.00	\$ 37,500.00
5	Install 8-inch SDR21 PVC Pipe (Point Repair)	LF	20	\$400.00	\$ 8,000.00
6	Trench Backfill (57 Stone)	CY	265	\$100.00	\$ 26,500.00
7	SCDOT Flowable Fill 200 PSI (Excavatable)	CY	189	\$200.00	\$ 37,800.00
8	Removal and Disposal of Special Waste Soil	TN	750	\$45.00	\$ 33,750.00
9	Groundwater Removal & Storage (30 Days)	GAL	6000	\$1.50	\$ 9,000.00
10	Asphalt Patch (Base 5" SCDOT Intermediate Binder Type "B" and 1.5" SCDOT Surface Type "C")	SY	150	\$200.00	\$ 30,000.00
11	Tie Into Sanitary Sewer Manholes	EA	3	\$1,500.00	\$ 4,500.00
12	Monolithic Manhole Lining	VF	26	\$400.00 \$400.00	\$ 10,400.00
13	Reconnect/Renew Sewer Services	EA	3	\$5,625.00	\$ 16,875.00
14	Pre and Post CCTV Sewer Line	LF	340	\$5.00	\$ 1,700.00
15	Bypass Pumping	EA	1	\$7,560.00	\$ 7,560.00
16	Site Restoration	LS	1	\$10,000.00	\$ 10,000.00
				TOTAL BASE QUOTE AMOUNT	\$ 271,585.00



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Procurement and Contracts

FROM: *Sandra Wright, Purchasing Agent*

SUBJECT: Council is asked to approve a Contract for the West Columbia Pump Station Repairs for Project SS7402, as requested by Columbia Water. Award to Shady Grove Construction, LLC, a Minority Business Enterprise in an amount not to exceed \$490,475.00 which includes contingency. This firm is located in Irmo, SC.

PURPOSE: This is a Clean Water 2020 Program Project

REQUISITION NO.: R186335

FINANCIAL IMPACT: Funding Source: 2536208-638400 - The original budgeted amount is \$490,475.00.

ORIGINAL BUDGET: \$490,475.00

CLEAN WATER 2020?: Yes

STRATEGIC GOALS: Provide high quality municipal services

Six (6) bids were received for construction service of the West Columbia Pump Station Repairs (SS7402) BID#009-17-18-DS. The total construction time allocated for this project is sixty (60) days after the notice to proceed is issued.

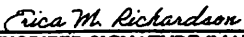
ATTACHMENTS:

- **#a:** Attachment 1 Bid Tabulation and Bidder's Acknowledgement to Bid (PDF)
- **#b:** Attachment 3 Business Information Record of Subcontractors (PDF)
- **#c:** 2017 - Shady Grove Construction - Contract - West Cola Pump Station Repairs - 17111182 (PDF)
- **#d:** Attachment 2 Engineer Ltr. of Recommendation and Site Map (PDF)

Event Number	BID009-17-18-DS Addendum 3	Organization	City of Columbia, SC
Event Title	West Columbia Pump Station Repairs (SS74	Workgroup	Purchasing
Event Description	Pre Bid Conference is scheduled for Octobe	Event Owner	Debbie Scott
Event Type	IFBs	Email	dlscott@columbiasc.net
Issue Date	9/28/2017 04:15:00 PM (ET)	Phone	
Close Date	10/25/2017 10:00:00 AM (ET)	Fax	

Responding Supplier	City	State	Response Submitted	Lines Responded	Response Total
Shady Grove Construction, LLC	Irmo	SC	10/25/2017 09:29:33 AM (ET)	0	\$426,500.00
HammerHead Utilites, LLC	Columbia	SC	10/25/2017 09:53:51 AM (ET)	1	\$456,652.00
M. B. Kahn Construction Co., Inc	Columbia	SC	10/25/2017 09:45:53 AM (ET)	1	\$457,754.00
MJL, inc	MONCKS CORNER	SC	10/25/2017 09:30:58 AM (ET)	1	\$636,600.00
AAA Utility and Construction LLC	Columbia	SC	10/25/2017 08:05:25 AM (ET)	1	\$660,000.00
mcclam & associates inc	little mountain	SC	10/25/2017 09:30:50 AM (ET)	1	\$950,995.00

Please note: Lines Responded and Response Total only includes responses to specification. No alternate response data is included.

Submit Responses Online using the City of Columbia's online bidding system, eBidcolumbiasc Phone Number: (803)545-3470	CITY OF COLUMBIA INVITATION FOR BID BIDDER ACKNOWLEDGEMENT
Date: September 27, 2017	Bids will be opened at 10:00 A.M. on 10/ 17 /17 and may not be withdrawn within 60 days after such date and time.
Bid Title: West Columbia Pump Station Repairs (SS7402) FEMA DR 4241 / DR 3373 SC Severe Storms and Flooding 2015	
Vendor: Shady Grove Construction, LLC	Reason For No Bid:
Vendor Mailing Address: 1079 W Shady Grove Road	
City-State-Zip: Irmo, SC 29063	
Telephone No: 803-781-2516	
Fax No: 803-781-0392	
General Contractor License Number: G-108686	
I certify that this bid is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a bid for the same materials, supplies, or equipment, and is in all respects fair and without collusion or fraud. I agree to abide by all conditions of the bid and certify that I am authorized to submit this bid. In submitting a bid to an agency of the City of Columbia, the Bidder offers and agrees that if the bid is accepted, the Bidder will convey, sell, assign or transfer to the City of Columbia all rights, title, interest in and to all causes of action it may now or hereafter acquire under the Anti-trust laws of the United States and the State of South Carolina for price fixing relating to the particular commodities or services purchased or acquired by the City of Columbia. At the discretion of the City of Columbia, such assignment shall be made and become effective at the time the purchasing agency tenders final payment to the Bidder.	
 AUTHORIZED SIGNATURE (MANUAL) Erica M. Richardson, Managing Member AUTHORIZED SIGNATURE/TITLE (TYPED) ericasgc2@aol.com E-MAIL ADDRESS	
General Conditions	
Electronic Bids: All bids must be submitted online at eBidcolumbiasc. Bids not submitted on the eBidcolumbiasc system may be rejected. All bids are subject to the conditions specified herein. Those bids that do not comply with these conditions may be rejected. 1. EXECUTION OF BID: Bid must be submitted online by an authorized representative. 2. NO BID: If not submitting a bid, respond by indicating no-bid using eBidcolumbiasc and explain the reason in the space provided for comments. 3. BID OPENING: Shall be public on the date and at the hour specified on the bid. It is the Bidder's responsibility to assure that his bid is submitted. Bids which for any reason are not submitted timely may not be considered. Offers by telegram or telephone are not acceptable. A bid may not be altered after the opening of the bids. NOTE: Bid tabulation will be posted online under the tabulations section of eBidcolumbiasc. Bid tabulations will not be provided by telephone. 4. PRICES, TERMS, & PAYMENT: Firm prices shall be bid and shall include all packing, handling and shipping or delivery charges. A. Discounts: Bidders may offer a cash discount for prompt payment. However, such discounts shall not be considered in determining the lowest net cost for bid evaluation purposes. Discount time will be computed from the date of satisfactory delivery at place of acceptance or from receipt of correct invoice at the office specified, whichever is later. B. Mistakes: Bidders are expected to examine the specifications, delivery schedule, bid prices and all instructions pertaining to supplies and services. Failure to do so will be at Bidder's risk. In case of mistake in extension, the unit price will govern. C. Condition & Packaging: It is understood and agreed that any item offered or shipped as a result of this bid shall be new (current model at the time of this bid). All containers shall be suitable for storage or shipment, and all prices shall include standard commercial packaging. D. Safety Standards: Unless otherwise stipulated in the bid, all manufactured items and fabricated assemblies shall comply with applicable requirements of the Occupational Safety and Health Act, and any standards there under, as well as bearing Underwriters Laboratories labels where appropriate. E. Invoicing & Payment: The successful Bidder shall be paid upon submission of properly certified invoices to the City of Columbia Accounting Division, P.O. Box 147, Columbia, S.C. 29217. The successful Bidder will be paid based on the prices stipulated on the Bid Form submitted by the successful Bidder, after delivery and acceptance of goods and/or services, less any deductions, if any, as provided. All invoices shall contain the Purchase Order number. The City of Columbia will not pay invoices submitted from a third party. Invoices shall be submitted by the company shown on the Purchase Order. 5. MANUFACTURER'S NAME & APPROVED EQUIVALENTS: Any manufacturer's names, trade names, brand names, information and/or catalogue numbers listed in a specification are for information and are not intended to limit competition. The Bidder may offer any brand for which he is an authorized representative, which meets or exceeds the specification for any item(s). If bids are based on equivalent products, indicate on the bid form the manufacturer's name and number. Bidder shall submit with his bid, cuts, sketches and descriptive literature and/or complete specifications. Reference to literature submitted with a previous bid will not satisfy this provision. The Bidder shall also explain in detail the reason(s) why the proposed equivalent will meet the specifications and not be considered an exception thereto. The City of Columbia reserves the right to determine acceptance of item(s) as an approved equivalent. Bids, which do not comply with these requirements, are subject to rejection. Bids lacking any written indication of intent to bid an alternate brand will be received and considered in complete compliance with the specifications as listed on the bid form. The Department of Procurement & Contracts is to be notified of any proposed changes in (a) materials used, (b) manufacturing process, or (c) construction. However, changes shall not be binding upon the City unless evidenced by a Change Order issued and signed by the City Purchasing Agent.	

Bid No: 009-17-18-DS West Columbia Pump Station Repairs (SS7402)
FEMA DR4241 / DR3373 SC Severe Storms and Flooding 2015
Page 27 of 40

Business Information Record for Subconsultants/Subcontractors

The Bidder shall list all Subcontractors and Vendors, who will be providing subcontracting services, furnishing materials, etc. for this project. The list shall be submitted in the format provided below. Any proposed changes from the list shall be submitted in writing to the Owner prior to initiation of any action, with the reason for proposed changes.

MUST BE TYPED - "NO LINE STRIKE THROUGH"

Business Name (as shown in SAM.gov) / Address / DUNS # & CAGE #	Contact Name & Telephone	Services and/or Materials Provided	Cost of Services and/or Material (\$ Value)	Percentage of Total Contract	MBE, WBE, SBE, DBE, LBE (indicate all that apply)	Is your Business CDBE Approved ? Yes or No
Utility Electric 3311 Highway 24 Anderson, SC 29626 18-544-1198	Rick Brooks 864-964-1600	Electrical work	\$38,500.00	9.03 %	SBE	
Xylem 225 Farmington Road Summerville, SC 29486 08-324-4269; 6RN45	Don Polzin 843-818-2266	By-pass Pumping	\$55,000.00	12.9 %		
M R Systems 1185 Beaver Run Road Norcross GA 30093 87-984-7549; 238	Doug Wilson 678-628-6638	Control system	\$7,297.56	1.71%		
Harrelson Painting 107 Culclasure Road Swansea, SC 29170	Lee Sharpe 803-960-1791	Painting	\$4,000.00	.94 %	SBE	
P&S Construction Co. 2111 Two Notch Road Lexington, SC 29072	Ashley 803-359-9334	Cleaning	\$70,000.00	16.41%	SBE	

TOTAL: \$ 174,797.56

I certify this information is true, correct, complete and active.

Business Name:

Shady Grove Construction, LLC

Representative Name / Title:

Erica M. Richardson, Managing Member

Date:

October 24, 2017

CONTRACT

City of Columbia, South Carolina

SS7402

West Columbia Pump Station Repairs FEMA DR 4241/DR3373 SC Severe Storms and Flooding 2015

Bid #009-17-18-DS

This Contract is made by and between the City of Columbia, South Carolina, hereinafter called Owner, and **Shady Grove Construction, LLC**, with legal address and principal place of business at **1079 W. Shady Grove Road, Irmo, SC 29063**, hereinafter called Contractor. Owner and Contractor in consideration of the mutual covenants hereinafter set forth, agree as follows:

ARTICLE 1. WORK.

1.1 Contractor shall perform the Work as specified or indicated in the Contract Documents.

ARTICLE 2. ENGINEER.

2.1 The Project has been designed by **Brown and Caldwell**.

ARTICLE 3. CONTRACT TIME.

3.1 The Contract Time shall be **sixty (60)** consecutive calendar days commencing on the date stated in the Notice to Proceed (NTP).

3.2 Contractor agrees that the Work shall be prosecuted regularly, diligently and uninterruptedly and at such rate of progress as will insure full completion thereof within the Contract Time stated above. It is expressly understood and agreed, by and between Contractor and Owner that the Contract Time is reasonable for the completion of the Work, taking into consideration the average climatic range and usual industrial conditions prevailing in this locality.

ARTICLE 4. CONTRACT PRICE.

4.1 Owner will pay Contractor for performance of the Work in accordance with the Contract Documents in current funds at the contract price agreed upon in the Contractor's Bid Form attached to this Contract which establishes the contract price as **Four Hundred Twenty-Six Thousand Five Hundred Dollars and Zero Cents (\$426,500.00)**.

ARTICLE 5. APPLICATIONS FOR PAYMENT

5.1 Contractor shall submit Applications for Payment in accordance with Part 15 General Specifications of the City's Engineering Regulations. Applications for Payment will be processed as provided in the Conditions of the Contract.

City of Columbia, SC
8/07/2017

Contract
Section 00500 - 1

ARTICLE 6. PROGRESS AND FINAL PAYMENTS

6.1 Owner will make progress payments on account of the Contract Price on the basis of Contractor's Applications for Payment, monthly during construction as provided below. All progress payments will be on the basis of the progress of the Work measured by the schedule of values provided for in the General Specifications.

6.2 Upon final inspection and acceptance of the Work, in accordance with Part 15 General Specifications, Owner will pay the remainder of the Contract Price.

ARTICLE 7. LIQUIDATED DAMAGES

7.1 Owner and Contractor recognize that time is of the essence of this Contract and that Owner will suffer financial loss if the Work is not completed within the Contract Time (and specific milestones) specified in Article 3 above, plus any extensions thereof allowed. They also recognize the delays, expense and difficulties involved in proving, in a legal proceeding, the actual loss suffered by Owner if the Work is not completed on time. Accordingly, instead of requiring any such proof, Owner and Contractor agree that as liquidated damages for delay (but not as a penalty) Contractor shall pay Owner **Two Hundred Fifty Dollars and Zero Cents (\$250.00)** per day for each calendar day of delay until the Work is complete.

7.2 This liquidated damages provision is non-exclusive and not intended to limit Owner's remedy for breach of this Contract or delay in Contract Times.

ARTICLE 8. ASSURANCE

8.1 Contractor has familiarized himself with the nature and extent of the Contract Documents, Work, locality, and with all local conditions and Federal, State and local laws, ordinances, rules and regulations that in any manner may affect cost, progress or performance of the Work.

8.2 Contractor has studied carefully all reports of investigations and tests of subsurface and latent physical conditions at the site or otherwise affecting cost, progress or performance of the Work that were relied upon by Engineer in the preparation of the Drawings and Specifications and which have been identified in Contract Documents.

8.3 Contractor has made or caused to be made examinations, investigations and tests and studies of such reports and related data [in addition to those referred to in the above paragraph] as Contractor deems necessary for the performance of the Work at the Contract Price within the Contract Time and in accordance with the other terms and conditions of the Contract Documents; and no additional examinations, investigations, tests, reports or similar data are or will be required for such purposes.

8.4 Contractor has correlated the results of all such observations, examinations, investigations, tests, reports and data with the terms and conditions of the Contract Documents.

8.5 Contractor has given Engineer written notice of any conflict, error or discrepancy that Contractor has discovered in the Contract Documents and the written resolution thereof by Engineer is acceptable to Contractor.

8.6 Contractor agrees that the Contract Documents are sufficient in scope and detail to indicate and convey understanding of all terms and conditions for performance of the Work.

ARTICLE 9. CONTRACT DOCUMENTS.

9.1 Contractor agrees, under the terms as stated in the Specifications and Contract Documents and at his/its/their own proper cost and expense, to furnish all the materials, supplies, machinery, equipment, tools superintendence, labor, insurance, and other accessories and services necessary to complete the said project in accordance with the conditions and prices stated in the Proposal, the Instructions to Bidders, the General Conditions of the Contract or General Specifications, the construction specifications, provisions of the Contract Documents, the plans, which include all maps, plats, blue prints, and other drawings and printed or written explanatory matter thereof.

9.2 The Contract Documents that comprise the Contract between Owner and Contractor are attached hereto and made a part hereof and consist of the following:

9.2.1 Invitation To Bid.

9.2.2 Instructions To Bidders.

9.2.3 Bid Form.

9.2.4 This Contract.

9.2.5 Performance and Payment Bond.

9.2.6 **Part 15 "General Specifications", Part 17 "Specifications for Sanitary Sewers".**

9.2.7 **Special Provisions pages 1 through 22, inclusive.**

9.2.8 **Technical Specifications pages 1 through 142, inclusive and dated 9/29/2016.**

9.2.9 Drawings numbered **G-001** through **G-003**, inclusive and dated **10/16/2016** and drawings **E-001** through **E-003**, inclusive and dated **10/16/2016**.

9.2.10 Addenda numbers **1** to **3**, inclusive.

9.2.11 Any modification, including Change Orders, duly delivered after execution of Contract.

ARTICLE 10. MISCELLANEOUS

10.1 Terms used in this Contract that are defined in Part 15 General Specifications shall have the meanings assigned in the Conditions of the Contract.

10.2 Neither Owner nor Contractor shall, without the prior written consent of the other, assign or sublet in whole or in part any interest under any of the Contract Documents; and, specifically but without limitation, Contractor shall not assign any monies due or to become due without the prior written consent

of Owner. In case Contractor assigns all or any part of any monies due or to become due under this Contract, the instrument of assignment shall contain a clause substantially to the effect that it is agreed that the right of the assignee in and to any monies due or to become due to Contractor shall be subject to prior claims of all persons, firms and corporations for services rendered or materials supplied for the performance of the Work called for in this Contract.

10.3 Owner and Contractor each binds himself, his partners, successors, assigns and legal representatives in respect to all covenants, Contracts and obligations contained in the Contract Documents.

10.4 The Contract Documents constitute the entire Contract between Owner and Contractor and may only be altered, amended or repealed by a Modification.

This Contract shall become effective on _____, 20__.

Contractor

Owner

BY

BY

(CORPORATE SEAL)

(CORPORATE SEAL)

Attest

Attest

Address for giving notices

Address for giving notices

Date: _____

Date: _____

Note: If Contractor is a corporation, an affidavit giving the principal the right to sign the Contract must accompany the executed Contract.

APPROVED AS TO FORM

ggg 11/17/17

Legal Department City of Columbia, SC

City of Columbia, SC
8/07/2017

Contract
Section 00500 - 4



Department/Division Name
PO Box 147 | Columbia, SC 29217 | (803) 545-3300

Memorandum

To: Gary Porth
Construction Procurement Manager

From: John Riggs, P.E.
Assistant Wastewater Engineer

Date: November 28, 2017

Subject: SS7402 – West Columbia PS Repair
Recommendation of Award

As you are aware, the City of Columbia received competitive bids for SS7402 – West Columbia PS Repair on October 25, 2017. The bid tabulations have been reviewed and we find no issues with the prices provided. The 3 bids, including contingency, were as follows:

Shady Grove Construction	\$490,475.00
Hammerhead Utilities	\$525,149.80
M.B. Kahn Construction	\$526,417.10

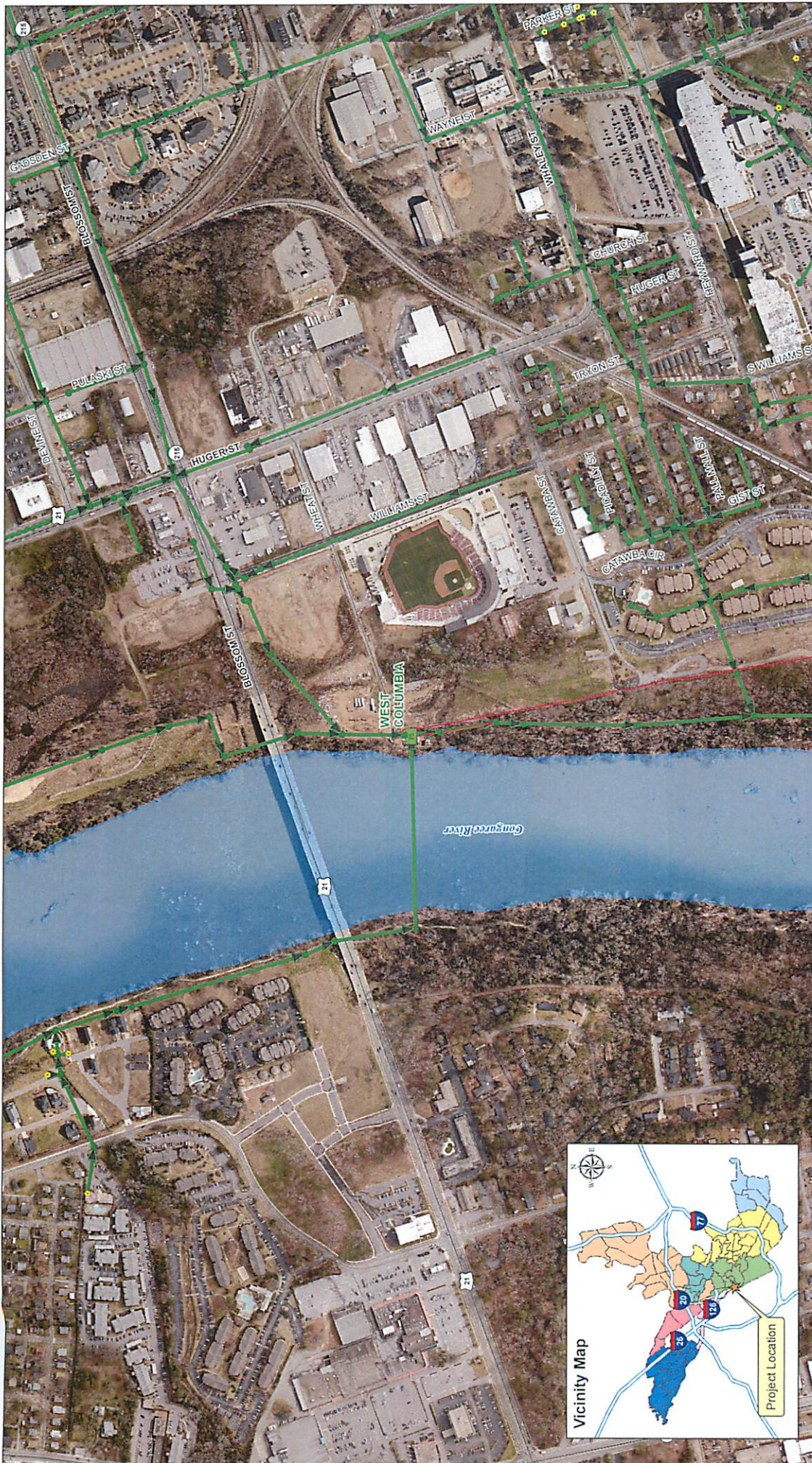
We have reviewed the bids and find everything in order. We recommend awarding the contract to Shady Grove Construction at their bid of \$490,475.00 (includes a 15% Owners Contingency in the amount of \$63,975.00).

Sincerely,

John Riggs, P.E.
Assistant Wastewater Engineer

ColumbiaSCWater.Net





**Location Map of
West Columbia
Pump Station
(33.987, -91.045)**
Prepared For: Clean Water 2020



- Location Map**
- Sewer Manholes
 - Sewer Pump Station
 - Sewer Gravity Mains
 - Sewer Pressurized Mains

- Vicinity Map**
- Saluda River
 - Gills Creek
 - West Columbia PS
 - Smith Branch
 - Mill Creek
 - Broad River
 - Rocky Branch
 - West Columbia
 - Crane Creek





We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Procurement and Contracts

FROM: *Sandra Wright, Purchasing Agent*

SUBJECT: Council is asked to approve an Engineering Services Agreement for Project WM4231; City of Columbia Canal Water Treatment Plant Clearwell and High Service Pump Station Rooms 2 & 3 Improvements and Construction Administration and Observation Services, as requested by Columbia Water. Award to URS Corporation in an amount not to exceed \$2,031,815.00. This firm is located in Columbia, SC.

PURPOSE: This is a Mentor Protege Program Project. DESA Inc., a Minority Business Enterprise of Columbia, SC is the Protege and will provide Construction Administration and Construction Observation services at \$310,470.00 (15.3%) of the total contract value.

The following sub-consultants will provide additional services:

Howard Engineering of Columbia, SC will provide electrical engineering, mechanical engineering, and construction observation services at \$214,000.00 (10.5%) of the contract value.

Chao and Associates, a Minority Business Enterprise of Columbia, SC will provide structural engineering, architectural, and construction observation services at \$353,000.00 (17.4%) of the contract value.

Terracon Consultants, Inc. (A Sub of DESA, Inc.) of Columbia, SC will provide geotechnical and material testing services at \$210,684.00 (10.4%) of the contract value.

REQUISITION NO.: R186610

FINANCIAL IMPACT: Funding Source: 5529999-WM423101-658650. The original budget amount is \$2,031,815.00.

ORIGINAL BUDGET: \$2,031,815.00

BUSINESS PROGRAM: **Mentor Protege Program**

CLEAN WATER 2020?: **No**

STRATEGIC GOALS: **Foster a healthy quality of life, Provide high quality municipal services**

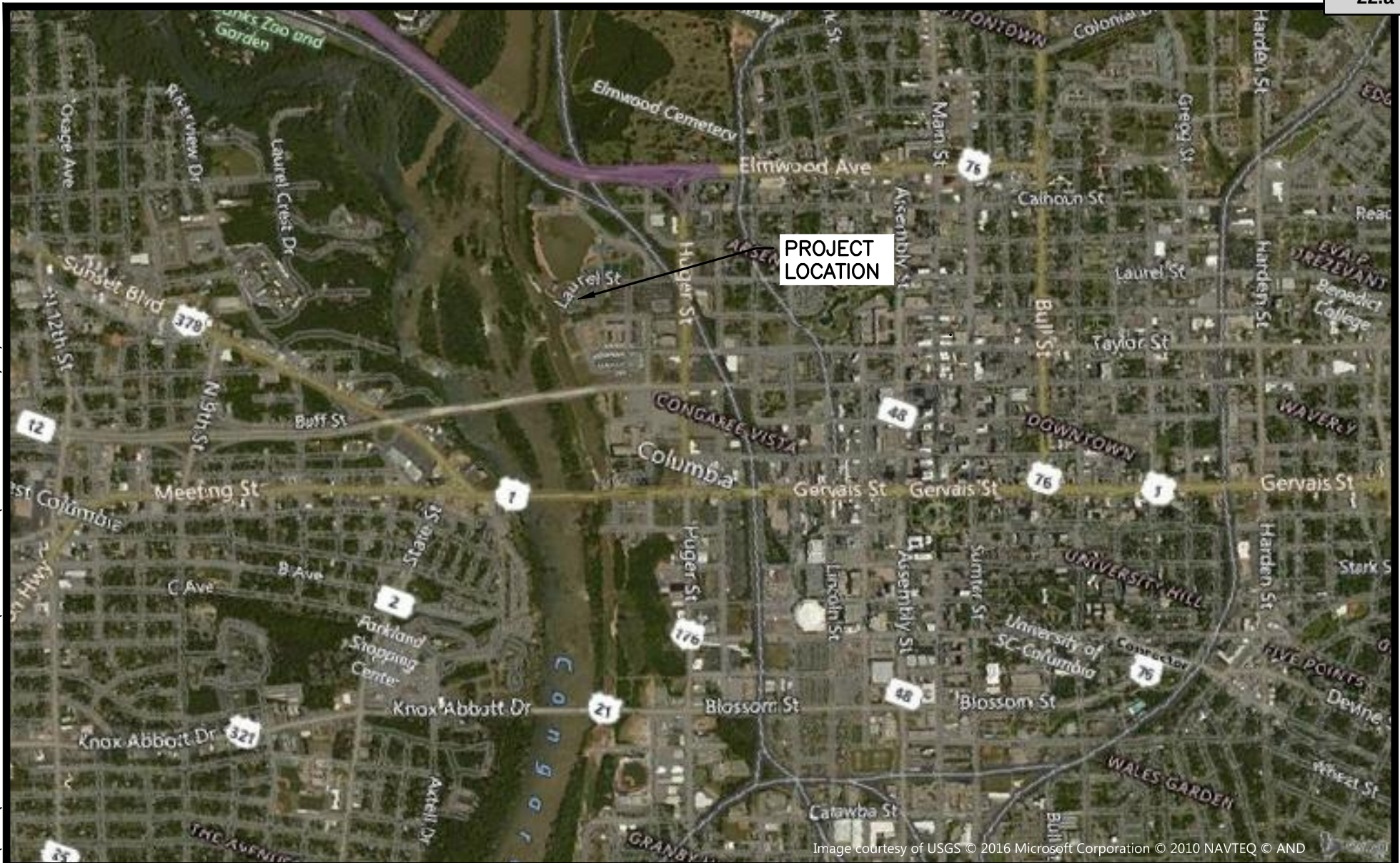
The above referenced Agreement is to compensate the Engineer for Construction Administration and Observation services at the City of Columbia Canal Water Treatment Plant Clearwell and High Service Pump Station Rooms 2 & 3. The services being provided will encompass the following:

- Engineering Services during Construction
- Construction Observation
- Project Closeout
- Operation and Maintenance
- Administration During Warranty Period

URS Corporation/BP Barber and Associates was selected from ENRFQ003B-13-14. This Agreement shall expire, unless terminated earlier as provided for herein, on June 30, 2022, or at such time the total compensation provided for herein is reached. Services to be performed will impact all City Council Districts. The Office of the City Attorney has reviewed the Agreement. The ACM for Columbia Water and the Director of Engineering recommend its approval.

ATTACHMENTS:

- **#a:** Location Map (PDF)
- **#b:** URS.2017.ConstructionAdministrationandObservation.Agr.WM4231.nj.doc (PDF)



500' 0 500' 1,000'

GRAPHIC SCALE: 1" = 2000'



URS

101 Research Drive
Columbia, South Carolina 29203
Telephone (803) 254-4400 : Fax (803) 771-6676
www.URSCorp.com

**CANAL WATER TREATMENT PLANT
CLEARWELL AND HIGH SERVICE PUMP
STATION IMPROVEMENTS
FOR
CITY OF COLUMBIA, SC**

DATE: MARCH 2016

FIGURE 1

AGREEMENT FOR ENGINEERING SERVICES

THIS AGREEMENT is made by and between the City of Columbia, South Carolina (hereinafter referred to as the "City") and URS Corporation, (hereinafter referred to as the "Engineer"), for Engineer to render Construction Administration and Construction Observation services for City of Columbia Canal Water Treatment Plant High Service Pump Improvements in rooms two (2) and three (3), further described as WM4231.

For and in consideration of the mutual covenants and promises contained herein, the parties agree as follows:

I. Scope of Services

Upon written notification by the City to proceed, the Engineer shall complete the scope of services more fully described in Attachment A, attached hereto. The Engineer shall perform any and all incidental services not specifically set forth in Attachment A, which are necessary to fully complete the scope of services described in Attachment A.

II. Supplemental or Additional Services

Supplemental or Additional Services may be required of the Engineer by the City or recommended by the Engineer and approved by the City in writing.

The Engineer must obtain written approval from the City for any Supplemental or Additional Services prior to the work being performed. If the Engineer fails to obtain prior written approval to perform the work, the City is under no obligation to compensate the Engineer for services performed.

III. Term of Agreement

This Agreement shall expire, unless terminated earlier as provided for herein, June 30, 2022, or at such time the total compensation provided for herein is reached.

The decision whether to extend the contract, upon written request, shall be in the sole and exclusive discretion of the party receiving the request and neither party shall be under any obligation to agree to an extension of the initial term or any additional term.

IV. Schedule for Completion of Services

Time is of the essence. The Engineer shall complete any and all services performed under this Agreement within the timeframes as outlined in Attachment A, attached hereto.

V. Compensation

A. The compensation to be paid by the City to the Engineer under this Agreement shown on Attachment A attached hereto, for Task 100 – Engineering Services During Construction shall be a not to exceed fee of Eight Hundred Three Thousand, Five Hundred Ninety-Five Dollars and No/100 (\$803,595.00).

B. The compensation to be paid by the City to the Engineer under this Agreement shown on Attachment A attached hereto, for Task 200 – Construction Observation shall be a not to exceed fee of One Million Forty-Five Thousand, Eight Hundred Sixty Dollars and No/100 (\$1,045,860.00).

C. The compensation to be paid by the City to the Engineer under this Agreement shown on Attachment A attached hereto, for Task 300 – Project Closeout shall be a not to exceed fee of Twenty-One Thousand, Four Hundred Sixty Dollars and No/100 (\$21,460.00).

D. The compensation to be paid by the City to the Engineer under this Agreement shown on Attachment A attached hereto, for Task 400 – Operation and Maintenance shall be a not to exceed fee of One Hundred Fifty Thousand, Eight Hundred Dollars and No/100 (\$150,800.00).

E. The compensation to be paid by the City to the Engineer under this Agreement shown on Attachment A attached hereto, for Task 500 – Administration During Warranty Period shall be a not to exceed fee of Ten Thousand, One Hundred Dollars and No/100 (\$10,100.00).

F. The total compensation to be paid by the City to the Engineer under this Agreement shall not exceed Two Million Thirty-One Thousand, Eight Hundred Fifteen Dollars and No/100 (\$2,031,815.00).

G. The Engineer shall submit invoices no more frequently than monthly for services rendered during each phase of the Project. Each invoice submitted must describe the services for which payment is requested, show payment calculations and specify the person(s) rendering such service(s). Consultant must invoice monthly regardless of work being completed during that period. If no work is completed, a zero balance invoice should be submitted. **Each invoice must also clearly identify any portion of the fee invoiced for subcontracted services, including any such services that are specified in the Summary of Proposed Sub-consultants shown on Exhibit C hereto.** Each invoice shall bear the signature of the Engineer, which signature shall certify that the information contained in the invoice is true and accurate and that the invoice amount is currently due and owing. The City will not pay interest or penalty on any past due amount.

H. Affirmative Action Procurement and Contracting Goals

It is the goal of the City of Columbia, SC to maximize opportunities for historically Disadvantaged

Enterprise Businesses (DBEs) including, but not limited to, Small Businesses (SBEs), Minority Businesses (MBEs), Women-Owned Businesses (WBEs). The City has implemented an overall citywide 10% goal to encourage socially and economically disadvantaged business participation. This goal extends to bidders, subcontractors and suppliers on its procurement and contracting offerings.

Additional information on the City's affirmative action goals and objectives may be obtained by contacting the following office: City of Columbia Office of Business Opportunities, 1225 Lady Street, Suite 102, Columbia, SC 29201, (803) 545-3950.

The City's success in tracking the amount of business received by SBE, MBE and WBE FIRMS (whether as a prime consultant or subcontractor) is dependent upon the business community partnering with the City in this important endeavor.

The Engineer must comply with the terms and conditions as outlined herein. The Engineer, shall, in the performance of the Agreement, make constructive efforts to assist the City in complying with best practices in contracting as it relates to meeting affirmative action objectives.

I. SUBCONTRACTING GOALS

As a result of this Agreement, the subcontracting goals are as follows as stated in Attachment C:

SB Goals	<u>0</u>	%
MBE	<u>33</u>	%
WBE	<u>11</u>	%
LSA	<u>0</u>	%

The Engineer is also expected to ensure subcontractor performance during the period of performance and include optional periods as applicable. Achievement of these goals is expected during the life of the Agreement to include any changes incorporated by modification to the Agreement.

VI. Mentor-Protégé Program (<http://www.columbiasc.net/business-outreach/>)

The City of Columbia shall encourage, where economically feasible, establishment of mentor-protégé relationships to ensure contracting opportunities for all businesses, including minority, women-owned, and small business enterprises. The Mentor-Protégé Program (MPP) helps develop private sector business relationships and enhances the contracting capabilities of minority-owned business enterprises (MBE), women-owned business enterprises (WBE), and small business enterprises (SBE). In order to provide opportunities for growth and to encourage hands-on business relationships, certain capital improvement projects may be designated by the City of Columbia as Mentor-Protégé Program projects. The City of Columbia has determined that participation in the City's Mentor-Protégé Program is required for this Project. The Engineer must comply with Mentor-Protégé Program Guidelines. The Engineer agrees that the

Mentor Protégé Program does not create any contractual rights and/or duties between the City and the Protégé and that the City is not a party to the Implementation Plan. The Engineer agrees that it has or will enter into a separate contractual Agreement with the Protégé to which the City is not a party.

VII. Indemnification, Hold Harmless And Insurance

A. The Engineer shall procure and shall maintain during the life of this Agreement, whether such operation be by himself or by a subcontractor or anyone directly or indirectly employed by either of them, such insurance as required by statute, ordinance, or this Agreement, to adequately protect the City from any claims or damages including bodily injury or death, which may arise from work performed under this Agreement.

Each insurance policy required by these instructions shall be endorsed to state that coverage shall not be suspended, voided, OR cancelled by either party, reduced in coverage or in limits, unless thirty (30) days prior written notice, by certified mail, return receipt requested, has been given to the City.

Liability: The Engineer shall procure and maintain General Liability Insurance in an amount not less than one million and no/100 (\$1,000,000) per occurrence and two million and no/100 (\$2,000,000) dollars aggregate in accordance with the current Columbia Code of Ordinances, which can be located at www.columbiasc.net.

Professional Liability - The Engineer shall procure and maintain Professional Liability Insurance in an amount not less than One Million Dollars and No/100 (\$1,000,000.00) per occurrence and Two Million Dollars and No/100 (\$2,000,000.00) Aggregate.

B. The Engineer shall furnish the City with a certificate showing satisfactory proof of carriage of the insurance required hereunder and such insurance shall be approved by the City prior to the Engineer and any subcontractor of the Engineer commencing any services under this Agreement. This insurance shall remain in effect throughout the term of this Agreement and any renewals and for a period of one (1) year after termination of this Agreement. The City of Columbia shall be the Certificate Holder and shall be named as an Additional Insured.

C. The Engineer shall indemnify, defend, hold harmless and reimburse the City, its agents, and employees from and against any and all losses, liabilities, expenses, and all claims for damages of any nature whatsoever relating to or arising out of any action or failure to act by Engineer, its subcontractors, officers, agents and employees of any of the obligations under the Agreement. Losses, liabilities, expenses and claims for damages shall include, but will not be limited to, civil and criminal fines and penalties, loss of use or services, bodily injury, death, personal injury, or injury to real or personal property, defense costs, legal fees and costs, and attorney's fees for an appeal.

The Engineer will also agree to promptly notify the City of any civil or criminal actions filed

against the Engineer or of any notice of violation from any federal or state agency, or of any claim as soon as practical as relates to the services provided. The City, upon receipt of such notice, shall have the right at its election to defend any and all actions or suits or to join in defense.

VIII. Permits and Licenses

A. The Engineer shall be responsible for obtaining any approvals, permits and/or licenses as may be required of the Engineer in performing the services required under this Agreement. The Engineer shall be responsible for any costs relating to same.

B. The Engineer shall be responsible for identifying and providing any applications and supporting documentation to the City for any approvals and/or permits required of the City in order for the Engineer to perform the services required under this Agreement. Such approvals and/or permits may include, but not necessarily be limited to, SCDHEC Construction Permits, SCDHEC Stormwater Management for Construction Sites Permits, SCDHEC Water Resources Permits, Corps of Engineers Permits, City/County/SCDOT Encroachment Permits, Encroachment Permits for other utility rights-of-way and Railroad Right-of-Way Encroachment Permits/Agreements. The City shall obtain the approvals and/or permits identified by the Engineer and pay any costs relating to same.

C. The Engineer shall answer questions and consult with the City and/or appropriate authorities as necessary to assist the City's efforts in obtaining required permits/approvals.

D. The Engineer shall procure a City of Columbia business license while performing services under this Agreement.

IX. Duties Upon Termination

At termination of this Agreement, the Engineer shall immediately provide the City with all records and data in any format the Engineer is capable of producing and at no cost to the City, which were generated, created or received by the Engineer in performance of the services required by this Agreement or as the City may deem necessary to perform the required services by the City or the Engineer's successor. All records shall be free from any proprietary claims or interest. The Engineer agrees to fully cooperate with the City and any successor to ensure an effective transition to continuously provide the required services.

X. Termination of Agreement

The City may terminate this Agreement at any time upon any of the following grounds:

A. Failure by the City to appropriate funds for the performance of any of the services required in this Agreement in any annual budget;

B. The Engineer fails to perform any of the services required in this Agreement and does not correct such deficiency within fifteen (15) days having been notified by the City of such deficiency;

C. Force Majeure;

D. The City shall, at its sole option and discretion, have the right to terminate this Agreement for any reason whatsoever. A termination for default under this Agreement, if wrongfully made, shall be treated as a termination for convenience under this clause; In the event that the Agreement is wrongfully terminated under any of the other grounds enumerated herein, termination shall be treated as a termination for convenience. If the Agreement is terminated for convenience, or wrongfully terminated upon any of the other grounds enumerated herein, the Engineer shall be entitled to payment as follows: the actual cost of the work completed in conformity with the agreement plus ten percent (10%) for overhead and profit. There shall be deducted from such sums as provided in this subparagraph the amount of any payments made to the Engineer prior to the date of termination of the agreement. The Engineer shall not be entitled to any claim against the City for any additional compensation or damages in the event of such termination and payment.

E. Upon expiration of the term of this Agreement; and

F. By mutual agreement.

Notice of termination shall be sent by registered mail, return receipt requested. In the event of termination, the Engineer shall only be entitled to the actual direct costs of all labor and material expended on the services required under this Agreement prior to the effective date of the termination or the Engineer shall be entitled to be paid a pro-rata percentage of the total Agreement price which is equal to its percent of completion, whichever of the two methods provides the lowest sum to be paid to the Engineer. In no event shall the Engineer be entitled to anticipatory profit or damages for any termination under this Agreement. In no event shall the Engineer be entitled to assert a claim in quantum meruit or any other measure of damages other than that stated herein.

XI. Ownership of Project Documents

All data, documents or other information of any description generated by or used by the Engineer or any subcontractor retained by the Engineer and related to the services required by this Agreement shall be the property of the City and shall not be used by the Engineer for any purpose whatsoever except to perform the services required by this Agreement.

XII. Notice

A. Written notice to the City shall be made by placing such notice in the United States Mail, postage prepaid and addressed to: Purchasing Agent/Director of Procurement and

Contracts, c/o City of Columbia, Post Office Box 147, Columbia, South Carolina 29217.

B. Written notice to the Engineer shall be made by placing such notice in the United States Mail, postage prepaid and addressed to: URS Corporation, 101 Research Drive, Columbia, SC 29203.

XIII. Miscellaneous

A. Nothing in this Agreement shall be construed to give any rights or benefits to anyone other than the City and the Engineer.

B. The Engineer shall be responsible for performance of all services required by this Agreement. The Engineer does not act as the City's agent or employee.

C. The Engineer will not assign or sublet its obligations to perform the services required by this Agreement without the written consent of the City.

D. In the event there are any disagreements between the City and the Engineer with regard to any of the requirements, specifications or interpretation of this Agreement, the Engineer agrees to defer to the reasonable interpretations of the City as, from time to time may be made by the City. Ambiguities in the terms of this Agreement, if any, shall not be construed against the City.

E. This Agreement shall be construed in accordance with the laws of the State of South Carolina. The Engineer agrees to subject itself to the jurisdiction and venue of the Circuit Courts of Richland County, State of South Carolina as to all matters and disputes arising or to arise under this Agreement and the performance thereof. The City may seek attorney's fees and the Engineer agrees to pay such fees as awarded by the Court or other body. No attorney's fees may be sought by, nor will be paid to, the Engineer.

F. This Agreement represents the entire agreement between the City and the Engineer and supersedes all prior communications, negotiations, representations or agreements, either written or oral. Only a written Change Order or Contract Amendment signed by both the City and the Engineer may amend this Agreement.

G. The failure of either the Engineer or the City to insist upon the strict performance of any provision of this Agreement shall not be deemed to be a waiver of the right to insist upon strict performance of such provision or of any other provision of this Agreement at any time. Partial payment by the City shall not be construed as a waiver. Waiver of any breach of this Agreement shall not constitute waiver of a subsequent breach.

H. In the event any provision of this Agreement is determined to be void or unenforceable, all other provisions shall remain in full force and effect.

I. This Agreement is subject to City Council approval.

J. The Engineer, for itself and on behalf of its subcontractors, acknowledges that it is subject to the provisions of the 1991 Ethics Reform Act (8-13-100, *et seq.*, South Carolina Code of Laws, 1976, as amended). Under this Act, "A person may not, directly or indirectly, give, offer, or promise anything of value to a public official, public member, or public employee with intent to:

- (1) influence the discharge of a public official's, public member's, or public employee's official responsibilities;
- (2) influence a public official, public member, or public employee to commit, aid in committing, collude in, or allow fraud on a governmental entity; or
- (3) induce a public official, public member, or public employee to perform or fail to perform an act in violation of the public official's, public member's, or public employee's official responsibilities. "Anything of value" includes, but is not limited to, lodging, transportation, entertainment, food, meals, beverages, money, gifts, honorariums, discounts and interest-free loans."

K. In providing services under this Agreement, the Engineer shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation or national origin. The Engineer shall take affirmative action to ensure equal employment opportunities for all applicants for employment, without regard to their race, creed, color, religion, ancestry, sex, sexual orientation, national origin, disability or other handicap, age, marital status, or status with regard to public assistance. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Engineer shall post in conspicuous places, available to employees and applicants for employment, notices to be provided by the government setting forth the provisions of this nondiscrimination clause. The Engineer will incorporate these nondiscrimination requirements in all subcontracts for work under this Agreement.

L. The Agreement shall be binding upon the respondent and upon its successors and assignees. The Agreement shall be binding upon the City in accordance with its terms and provisions.

Witness the parties' respective hands and seals on the date of the last signature below.

CITY OF COLUMBIA, SOUTH CAROLINA

Witness By: _____ Date: _____
Teresa Wilson, City Manager

URS CORPORATION

Verly Cig Mo

Witness By: [Signature] Date: 11/13/17
Title: Vice President

RECOMMENDED BY: [Signature] Date: 11/20/17
Sandra A. Wright, CPPB, Purchasing Agent/
Director of Procurement and Contracts

RECOMMENDED BY: [Signature] Date: 11.27.17
Dana R. Higgins, P.E., LEED A.P., Director of Engineering
JOSEPH D. JACO UNIVERS

RECOMMENDED BY: _____ Date: _____
Clint Shealy, P.E., Assistant City Manager for Columbia Water

APPROVED AS TO FORM
[Signature] 11/18/17
Legal Department City of Columbia, SC

Exhibit A



October 2, 2017

Mr. Jason Shaw
City of Columbia, Water Engineer
PO Box 147
Columbia, SC 29217

RE: City of Columbia Canal Water Treatment Plant
Clearwell and High Service Pump Station
Rooms 2 & 3 Improvements
CIP # WM4231
Construction Administration and Observation
URS Project No. 46422040 (11221)

Dear Jason:

Please find attached the proposal for URS to provide construction administration and observation services for the referenced project. These services were originally included in the agreement between the City of Columbia (the City) and URS (formerly BP Barber) dated January 19, 2012. The construction administration and observation services for Deliverable I were negotiated out of the original scope to help pay for additional design services associated with this project. The scope of services attached to this letter for the proposed new construction administration and observation contract includes all of the items negotiated out of the original design contract.

The enclosed detailed scope of services proposed for the construction administration and observation portion of the Deliverable I work are attached to this proposal letter.

- The proposed Scope of Services is based upon entering into a Time and Materials agreement with the City for these services.
- Work will be billed to the City based on the Hourly Rate Schedule proposed in Attachment B. The effective date of the included Hourly Rate Schedule is January 1, 2017 through December 31, 2017. The City will be provided updated Hourly Rate Schedules yearly and billing will be adjusted accordingly.
- Attachment C is the City's Subconsultant Firm Information Records form. As noted on the form, the anticipated dollar value of services listed for each of the subconsultant firms will change based upon actual services rendered throughout the life of the project as well as project specific needs. Also, the values will change due to this being a Time and Materials based contract with the City of Columbia.
- The total anticipated fee for Construction Administration and Observation services is \$2,031,815.
- The total anticipated dollar value to be awarded to subconsultants is \$1,088,154. This results in an allocation of 53% of the proposed contract value.

We appreciate the opportunity to propose these services to the City and look forward to beginning work on the construction of the upgrades to the Canal Water Treatment Plant. Should you have any questions regarding the proposed scope of services please do not hesitate to give me a call.

Very truly yours,

URS Corporation

V. Craig Metts, P.E.
Senior Project Manager

R. Thomas Haselden, P.E.
Vice President

URS Corporation
101 Research Drive
Columbia, SC 29203
Tel: 803.254.4400
Fax: 803.771.6676



**Attachment A
SCOPE OF SERVICES**

**City of Columbia
CIP # WM4231
Clearwell and High Service
Pump Station Rooms 2 & 3 Improvements
Canal Water Treatment Plant**

URS (Consultant) has completed engineering and construction administration services for Deliverable II of the referenced project as originally proposed and approved by the City of Columbia (the City) in an agreement dated January 19, 2012. URS has also completed the design engineering services for Deliverable I, also as approved by the City in the referenced agreement. As a result of additional design services required for completion of this work, the construction administration and observation services, as well as the new Canal Water Treatment Plant Operations and Maintenance manual was negotiated out of the original scope of work.

Per the City's request, URS is submitting this Scope of Services to provide construction administration and observation services for the originally proposed Phase I project which presently includes construction of plant high service pumping improvements for existing pump rooms 2 and 3, demolition and reconstruction of existing clearwells to provide additional treated water storage volume and to provide the ability to allow chemical feed addition at the clearwells thereby allowing the City to achieve CT credits at the clearwells and address future regulatory changes related to disinfection byproduct formation, upgrades to the existing waste return pumping facility, Post Mix structure and chemical feed improvements, storm water tunnel renovations, and numerous site piping and paving improvements.

In general, the Consultant will provide the following scope of services:

- Engineering Services During Construction (estimated 900 days to substantial completion and 950 days to final completion).
- Engineering Services During Two Year Construction Warranty Period.

The Consultant will also be utilizing the following proposed subconsultants:

- Howard Engineering - Provide electrical and mechanical construction administration services; provide part time construction observation services for the overall project.
- Terracon – Provide field testing services for soil compaction, concrete cylinder testing and testing to provide subsurface bearing capacity information for construction of the clearwell improvements.
- Chao & Associates – Provide construction administration and observation services related to structural and architectural design.



- DESA (Protégé) - Provide part time construction observation during critical phases of construction; coordinate, manage services and assist Terracon with field quality assurance testing.

TASK 100 – Engineering Services During Construction

110 General Administration of Construction Contract

- The Consultant will manage the efforts of the project team members and sub-consultants by assigning manpower, delegating responsibilities, monitoring budget and schedule, and directing the progress of the work.
- The Consultant will invoice monthly and include amounts invoiced by sub-consultants in accordance with the Client's invoicing procedures.
- After award of the construction contract, the Consultant will assist the Client with the contract administration and provide periodic observation of the construction work. It is anticipated that the construction period for the project will be 900 days for substantial completion and 950 days for final completion. An increase in the construction schedule may require an amendment to authorize additional construction services.
- The Consultant will provide general services during construction as described herein. In the performance of its services during Construction, the Consultant shall not supervise, direct or have control over Contractor's work nor shall the Consultant have authority over or responsibility for the means, methods, techniques, sequences, procedures of construction or safety precautions and programs incident to the work selected by the Contractor's, or for any failure of the Contractor's compliance with laws, rules, regulations, ordinances, codes or orders applicable to Contractor's.
- Administration of Construction Contract: As part of general administration of the construction contract, the Consultant will consult with and advise the Client and act as its representative during the construction period. The Consultant will provide contract administration and general services required for the Project, including:
 - As the Client's representative for the duration of the construction contract, all communications to and from the contractor shall go through the Consultant. On behalf of the Client, the Consultant will administer the construction contract, respond to Contractor's correspondence, and issue instructions from the Client;
 - The Consultant will maintain a complete document file for the project. Documents to be maintained include, but are not limited to: correspondence, quality control procedures, quality control testing; site inspection records, shop drawing schedule, change orders, scheduling, project meetings, cost and disbursement data, progress reports and all other documents pertaining to the construction contract;
 - Provide general oversight, coordination and management of subconsultants;



- Hold a pre-construction meeting and monthly progress meetings that will address critical schedule requirements, payment procedures, emergency procedures, schedule updates, coordination issues, change orders, quality assurance testing approvals, and any other issues related to completion of the project.
- One (1) pre-construction meeting and thirty (30) monthly progress meetings have been budgeted. The Consultant will submit meeting minutes of all meetings to the Client.

120 Submittal & Pay Application Review

- Shop Drawing Review: The Consultant will review and approve (or take other appropriate action with respect to) Shop Drawings and samples, the results of tests and inspections, and other data that the Contractor is required to submit for conformance with the design concept of the Project and compliance with the information given in the Contract Documents; and receive and review (for general content as required by the Specifications) maintenance and operating schedules and instructions, guarantees, bonds and certificates of inspection which are to be assembled by the Contractor in accordance with the Contract Documents, and transmit them to the Client with written comments.
- Request for Information (RFI): The Consultant will review and respond to Contractor's RFI as they relate to the contract requirements.
- Preparation of Design Clarifications: A necessary part of any construction project is the preparation of design clarifications and other routine supplementary information. This work will be performed by the Consultant and reviewed with the Client. The Consultant will issue necessary interpretations and clarifications of the Contract Documents; have authority, as the Client's representative, to require special inspection or testing of the work; act as initial interpreter of the requirements of the Contract Documents and judge of the acceptability of the work thereunder, and make decisions on all claims of the Client and Contractor relating to the acceptability of the work or the interpretation of the requirements of the Contract Documents pertaining to the execution and progress of the work.
- Testing Results: The Consultant will review results of tests required by contractor for contract compliance and comment on any results that appear to be out of compliance.
- Review of Applications for Payment: Based on on-site observations and review of the applications for payment with the accompanying data and schedules, the Consultant will review the amounts payable to Contractor on a monthly basis. The Consultant will then forward applications for payment to the Client for payments due to Contractor.

130 Change Management

- Change Orders and Time Extensions: Consultant will provide services in connection with change orders to the Construction Contract to reflect minor



changes or deletions requested by the Client, Consultant or the Contractor and make revisions to Drawings and Specifications occasioned thereby. An accurate listing of additional costs and credits as a result of change orders will be maintained by the Consultant. Upon receipt of a requested change order, the Consultant will review it in detail and then discuss it with the Client, and, together, will determine the manner in which to proceed. Larger changes or claims asserted by the Contractor and major redesigns requested by the Client or Contractor may require additional analyses or evaluation beyond the scope of this Contract.

140 Material Testing

The Consultant will utilize Terracon for geotechnical and testing services:

- Provide soil density testing of backfill for new structures.
- Determine standard and modified proctor.
- Testing of concrete constituents including slump, air content and unit weight.
- Collect, cure and test concrete test cylinders.
- Conduct tests for bearing capacity related to the structural design.

TASK 200 – Construction Observation

210 Construction Observation

- To verify conformance with the plans and specifications and considering complications that may arise from construction within existing facilities, construction observation services will be provided throughout the duration of the project. These services will be provided under direct supervision of the Consultant.
- Construction observation representatives will also attend construction progress meetings when requested.
- The Consultant's construction manager and senior project manager will visit the site (excluding visits coinciding with monthly progress meetings) to observe the progress and quality of the executed work of the Contractor and to determine, in general, if such work is proceeding in accordance with the Contract Documents. During Consultant's visits, and on the basis of on-site observations, Consultant will keep the Client informed of the progress of the work, will endeavor to guard the Client against defects and deficiencies in such work, and may recommend to the Client disapproval or rejection of work failing to conform to the Contract Documents. Considering the complexity of this work, this scope includes the following average time for observation of construction based on a 900 day (30months, 130 weeks) substantial completion date, unless specifically noted otherwise.

**TASK 300 – Project Closeout****310 Completion Monitoring & Documentation**

- **Quality Assurance Testing:** The Consultant will specify the quality assurance testing that is necessary for the project in the construction specifications relative to its designs.
- **Start-up Assistance and Training -** Prior to final acceptance, the Consultant will assist with scheduling testing of new equipment, troubleshooting of electrical and I&C issues that may arise, and enforcing 30-day performance tests.
- **Final Inspections:** The Consultant will perform the following:
 - Conduct a walk-through inspection with the Contractor and the Client to determine if the Project has reached substantial and/or final completion.
 - Prepare a punch list of work items remaining.
 - Conduct one (1) final inspection to determine if the work is acceptable, so that the Consultant may recommend, in writing, final payment to the Contractor and may give written notice to the Client and the Contractor that the work is acceptable.
 - Observe the work of the Contractor to see that it has been completed in substantial accordance with respect to the Drawings and Specifications prepared by the Consultant.
 - Inspection for SCDHEC Permit to Operate.

320 Record Drawings

- The Consultant will prepare record drawings in electronic format as approved by the Client and in accordance with the Client's record drawing standards. The final record drawings will be delivered in electronic format on a DVD. Drawings will be provided in a format compatible to the Client's GIS system.

330 Punch List and Final Inspection

- Included in Task 140 of this agreement.

340 O&M Submittals

- The Consultant will receive, review and approve equipment Operation and Maintenance (O&M) Manuals and provide copies to the Client.
- The Consultant will coordinate equipment startup services and training with the equipment manufacturers.
- At the conclusion of the project, the Consultant will receive, review and transmit to the Client with written comments guarantees, Bonds, and certificates that are required by the Contract Documents and provided by the Contractor.



350 SCDHEC Permit to Operate

- The Consultant will submit the necessary documents to SCDHEC, apply for a SCDHEC Permit to Operate, and make arrangements for a final SCDHEC inspection.

360 Digital Information Submittals

- The final record drawings will be delivered in electronic format on a DVD or flash drive.

370 Final Notice of Acceptability of the Work

- See Task 140 of this agreement.
- Based on construction observation, observation during a final walk through of the project site, and construction records, the Consultant will provide written notice to the Client when the Consultant deems the work to be complete and acceptable.

TASK 400 – Operation and Maintenance Manual

410 Operation and Maintenance Manual

- The Consultant will update the Canal WTP Operation and Maintenance Manual. The Operation and Maintenance Manual will conform to SCDHEC requirements.
- 30%, 60% and 90% review meetings will be held with the Client to review content and format. Comments will be reviewed and incorporated into the manual following each meeting.
- The Operation and Maintenance manual is proposed to be developed into a searchable pdf file format.
- Upon completion, the updated Operation and Maintenance Manual will be submitted for a 100% review by the Client. Any additional comments will be incorporated followed by final submittal of the manual in electronic and hard copy formats. Six (6) bound copies and one (1) electronic copy (DVD or flash drive) of the manual will be delivered to the Client.

TASK 500 – Administration During Warranty Period

510 General Task

- The Consultant will assist the Client with post construction services during the contractor's two (2) year warranty period to evaluate warranty issues, notify contractor(s) of work required and observe completed warranty work.



- Observation/inspection of the completed work every six (6) months during the two (2) year warranty period, maximum of four (4) total inspections.
- Provide observation reports for each of the four (4) inspections to the Client and Contractor.
- Attend a maximum of four (4) meetings with the Client and Contractor to discuss warranty items.

TASK 600 – Additional Services

610 General Task

The Client reserves the right to amend this Agreement so that Consultant may furnish additional services such as those listed below:

- Professional engineering services related to additional or extended construction services.
- The proposed fee for Contract/Construction Administration and Construction Observation and Project Meetings during the construction period is based on timeframes listed in Tasks 100 and 200. Should the construction period extend beyond these timeframes, the Consultant will negotiate with the OWNER for additional services required to complete the contract.
- Air permitting or any special permitting requirements other than those specifically listed in the Scope of Services.
- Other assistance or services as requested by the OWNER and not specifically provided for in the Scope of Services herein.
- Additional services resulting from buried debris from previous construction projects that could interfere with geotechnical services and structural design.
- Special Inspections per the International Building Code.

For services rendered under Task 400 - Additional Services, compensation to the Consultant shall be negotiated with the Client. No additional services will be performed without written approval from the Client.

COMPENSATION

The City shall compensate the Consultant for services provided under this Proposal on a Time and Materials basis. Billing will be based upon actual hours worked on the project and will be invoiced based on the attached Hourly Rate Schedule. Expenses will be billed at actual cost with no mark up. The attached hourly rate schedule is updated yearly and will be submitted to the City accordingly. Invoices will be submitted on a monthly basis.

The total estimated fee for the work as proposed under this Scope of Services is \$2,031,815.



FEE BREAKDOWN BY TASK

Following is the anticipated fee breakdown by task listed in the proposal. Costs have been assigned to each task accordingly; however costs accrued on each task may vary based on actual project requirements.

Task 100 – Engineering Services During Construction: \$803,595

Estimated labor hours and expenses for Task 100 are as follows:

- AECOM: Senior Project Manager 1069 hours, Project Engineer 398 hours, Construction Manager 1202 hours, Administrative Services 310 hours.
- Howard: Engineer 360 hours, Technician 64 hours.
- Chao: Project Manager 42, Project Design Engineer 332, Design Engineer 384, Designer 8.
- Terracon: Typical estimated costs for tests per each are nuclear gauge \$25, standard proctor \$130, concrete compressive cylinders \$10, compressive strength cubes \$10. Total Terracon labor hours estimated are Engineering Technician 1710, Field Engineer 361, Project Manager 250, and Senior Engineer 80.
- DESA: Project Manager 49 hours, Construction Coordinator 38 hours, Project Inspector 340 hours, Corporate Oversight 20 hours.
- Total estimated Task 100 expenses, excluding Terracon allocation, are approximately \$20,000.

Task 200 – Construction Observation: \$1,045,860

- Construction Manager - 51 hours/month
- Senior Project Manager – 14 hours/month
- Project Inspector (Howard Engineering) – 93hours/month
- Designer (Chao) – 76 hours/month (for 24 Month period only)
- Design Engineer (Chao) - 12 hours/month (for 24 Month period only)
- Project Design Engineer (Chao) – 8 hours/month (for 24 Month period only)
- Project Manager (Chao) - 7 hours/month (for 24 Month period only)
- Project Inspector (DESA) – 60 hours/month
- Project Manager (DESA) – 10 hours/month
- Administrative Assistant (DESA) – 16 hours/month
- Corporate Oversight (DESA) – 4 hours/month
- Total estimated expenses are \$40,000

Task 300 – Project Closeout: \$21,460

- AECOM: Senior Project Manager 22 hours, Engineering Associate 110 hours, Construction Manager 58 hours, Administrative Services 4 hours.



Task 400 – Operation and Maintenance Manual: \$150,800

- AECOM: Senior Project Manager 40 hours, Project Engineer 240 hours, Engineering associate 1300 hours.

Task 500 – Administration During Warranty Period: \$10,100

- AECOM: Senior Project Manager 40 hours, Construction Manager 20 hours.
- Total estimated expenses are \$200.

Task 600 – Additional Services: Negotiated as needed

PROJECT SCHEDULE

The construction project schedule per the contract documents bid by the City of Columbia is as follows: 900 consecutive calendar days to substantial completion and 950 consecutive calendar days to final completion.

It is anticipated that the Notice to Proceed will be issued for this project no later than September 5, 2017. Therefore the final completion date, based upon 950 consecutive calendar days to final completion, would be April 12, 2020.

A general warranty period of two (2) years is specified within the contract documents. Therefore the final anticipated date of the construction administration services outlined in this proposal is June 30, 2022.

Following is an example of the anticipated project schedule related to the Tasks outlined in this proposal.



CITY OF COLUMBIA

Office of Business Opportunities
Compliance Division
P.O. Box 147 | Columbia, South Carolina 29217
Phone: 803-545-3049 Fax: 803-545-4130

MENTOR PROTÉGÉ PROGRAM Implementation Plan

Date: <u>October 2, 2017</u>	Project Number: <u>WM4231</u>
Mentor: <u>AECOM Technical Services, Inc.</u>	Project Name: <u>Canal WTP High Service Pump Improvements in Rooms 2 & 3</u>
Protégé: <u>DESA, Inc.</u>	Duration of the Project: <u>30 Months</u>
Project Contract Amount: <u>\$2,031,815</u>	Protégé Amount: <u>\$521,154</u>

Statement of Commitment: Both Mentor and Protégé are committed to providing an adequate amount of resources and effort to execute the plan below. Mentor and Protégé acknowledge the Implementation Plan is a joint plan and agree to meet at least quarterly to verify compliance with this Plan.

1. How do the Mentor and Protégé intend to work together on the designated project? Address contractual relationship, general roles and informal teaming arrangements.

DESA serves as a subcontractor on the above referenced 30-month project, providing Construction Observation and Administration Services (i.e. – assist scheduling monthly construction progress meetings to include preparing the agenda, documenting the meeting, and providing minutes for distribution as needed, assist with preparation and processing change orders, reviewing payment requests and making recommendations.

2. How will the specific, quantitative goals in the Annual Business Plan and MPP Agreement be implemented via the work on the project? Address general goals here and specific goals in question 9.

DESA intends to continue to grow and improve their skillset by increasing the reviews and progress updates with AECOM Technical Services, Inc. throughout the project to ensure adequate knowledge of the plans, specifications, and schedule; Participate in all construction progress meetings.

3. How will the team focus on developing protégé's business and implementing the actions necessary to obtain results reflected in the Mentor-Protégé Agreement? Identify milestones, thresholds, or other indicators team that would indicate success is being achieved.

Continued work with the City will improve the protégé's business by helping them maintain qualified staff members; Be an active observer in areas outside of the current skillset in an effort to gain experience necessary to strengthen current staff and gain additional staff members.



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4. Proposed manpower and resources from both the Mentor and the Protégé is required for the project. Address key personnel, equipment/materials, and insurance/bonding. Address special arrangements where applicable.

Mentor: Craig Metts, PE
Tom Haselden, PE
Additional AECOM Technical Services, Inc. staff as required
Insurance provided as required by the City of Columbia

Protégé: DESA, Inc.
Dan Lavender, PE
Diann Baldwin, Project Inspector
Marx Washington, Project Inspector

PPE will be the only equipment/material needed for this project by the Protégé.

DESA provides insurance certificate naming mentor as insured to include: (1) \$1,000,000 General Liability - Single Occurrence and \$2,000,000 Aggregate, (2) \$1,000,000 Auto Liability, (3) \$1,000,000 Umbrella Liability, (4) \$1,000,000 Worker's Compensation, and (5) \$1,000,000 Professional Liability.

Subcontractors:
Terracon Consultants, Inc., John Armstrong
Total amount of contract: \$210,684.00

Special Arrangements:
N/A

5. What scope of work to be performed by each participant of the MPP team?

a. **Description of Mentor's responsibilities:** Responsible for overall coordination and allocation of construction observation and administration resources and activities.

b. **Description of Protégé's responsibilities on project:** Assist with scheduling monthly progress meetings to include agenda preparation and follow-up meeting minutes as needed; DESA will perform construction observation and submit daily reports of project activities; Prepare, approve



CITY OF COLUMBIA

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and submit change orders as needed;

- c. Description of responsibilities that will be completed as a team: The team will conduct monthly progress meetings, prepare and process change orders, and prepare MPP Reports.

6. What is the anticipated duration (in months) of each major phase of the project? During which phases will the Protégé be utilized?

The construction project is scheduled for 30 months. The Protégé will be utilized in two (2) areas: (1) Construction observation and administration (2) Coordinate and provide materials testing services (Terracon) on behalf of the Owner.

7. How will the team comply with and maintain the focus on the requirements of the program for the duration of the project?

Mentor and Protégé will continue to collaborate, discuss, and review ways to amicably increase Protégé capacity using the tools as outlined under the MPP Program

8. What are the team's specific, quantitative goals and milestones for the current project?

The team's goals for the current project are to: Provide superior service to the City of Columbia; Continuously communicate with all parties to ensure a mutually beneficial working relationship is fostered; Increase exposure and capacity building opportunities in additional skillset areas; Conduct Mentor/Protégé plan review meetings to discuss specifics about upcoming construction activities a week in advance.

9. Outline of Regularly Scheduled meeting between Mentor and Protégé (Progress reporting).

During projects, we have monthly scheduled meetings and usually speak on a daily basis. A meeting is held one week prior to each MPP quarterly reporting deadline.

10. Define payment schedule and financial terms identifying milestones for initial, progress and final payments.

DESA completes timesheets documenting labor hours, expenses, and sub-consultant invoices based on actual work performed during the month.



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11. List the Subcontractors that will be used on this project, as well as the information requested below: (The Subcontractor(s) listed below will NOT consist of your Protégé.)

Subcontractor's Name	Telephone	Address	Who will they report to?	Contract Amount	MPP, MBE, WBE, SBE	Percentage of Contract
Terracon Consultants, Inc.	803-741-9000	521 Clemson Rd Columbia, SC 29229	DESA, Inc.	\$210,684	Non-M/W/SBE	10.37%
Howard Engineering	864-836-0440	PO Box 237 Marietta, SC 29661	AECOM	\$214,000	MBE	10.53%
Chao & Associates	803-772-8420	7 Clusters Court Columbia, SC 29210	AECOM	\$353,000	MBE	17.37%

12. What percentage of the project is being implemented by the Protégé? Must equate to a minimum of 20% of total contract amount.

Protégé Contract Value: \$521,154 Without contingency amount and with contingency amount

Percentage of Contract: 26% Without contingency percentage and with contingency percentage

(Minimum of 20% of total contract amount is required)



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MENTOR-PROTEGE IMPLEMENTATION PLAN SIGNATURE SHEET

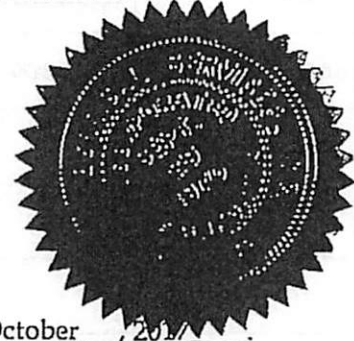
IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officials thereunto duly authorized as of the dates below indicated:

EXECUTED by AECOM Technical Services, Inc. (Mentor Firm) this 5th day of October 2017
Corporate SEAL

By: [Signature]
Title: Authorized Signatory

ATTEST:

By: [Signature]
Title: Secretary



EXECUTED by DESA, INC (Protégé Firm) this 2nd day of October, 2017
Corporate SEAL

By: [Signature]
Title: Diane E. Sumpter, President & CEO

ATTEST:

By: [Signature]
Title: Diann M. Baldwin, Construction Manager



RECOMMENDED FOR APPROVAL:

EXECUTED by the Office of Business Opportunities, Compliance Division on this 3rd day of October, 2017.

By: [Signature]
Title: Compliance Administrator

Attachment B
URS
HOURLY RATE SCHEDULE

Schedule 2017

Hourly Rate Schedule and Chargeable Expenses for Engineering Services Provided

Labor

	Rate per Hour
Department Head/Vice President	\$225.00
Senior Project Manager (M3)	\$185.00
Senior Environmental Scientist	\$165.00
Project Manager (M2)	\$150.00
Senior Project Engineer	\$155.00
Senior Environmental Health & Safety Manager	\$140.00
Project Manager (M1)	\$130.00
Project Engineer 2	\$125.00
Senior Design Associate	\$125.00
Senior Hydro Geologist	\$120.00
Environmental Scientist 2	\$120.00
Project Engineer 1	\$110.00
Senior Design Technician	\$100.00
Environmental Scientist 1	\$90.00
Engineering Associate	\$90.00
Project Administration	\$90.00
Project Representative	\$90.00
Design Technician	\$80.00
CADD	\$75.00
Administrative Services	\$60.00
Traffic Systems Technician/Operator	\$50.00
Co-op Student	\$65.00

Survey & GIS Services

Surveying Department Head	\$160.00
Surveying Manager	\$105.00
Surveying Associate	\$80.00
Survey Crew Chief	\$80.00
Instrument Operator	\$55.00

Senior GIS Project Manager	\$145.00
Senior GIS Analyst	\$122.00
GIS Project Manager	\$130.00
GIS System Designer	\$120.00
GIS Analyst/Programmer	\$105.00
GIS Specialist	\$80.00
GIS Technician	\$70.00

Other

Chargeable expenses	Actual Cost
Overtime	Hourly rate plus fifty percent
Courtroom and deposition appearances (to include preparation)	Hourly rate plus fifty percent

Effective Dates

January 1, 2017 to December 31, 2017

Note: Any revision or update in this hourly rate schedule shall be included in Agreements of which this page is part.

**Attachment C
City of Columbia
CIP # WM4231
Clearwell and High Service
Pump Station Rooms 2 & 3 Improvements
Canal Water Treatment Plant**

SUBCONSULTANT FIRM INFORMATION RECORDS

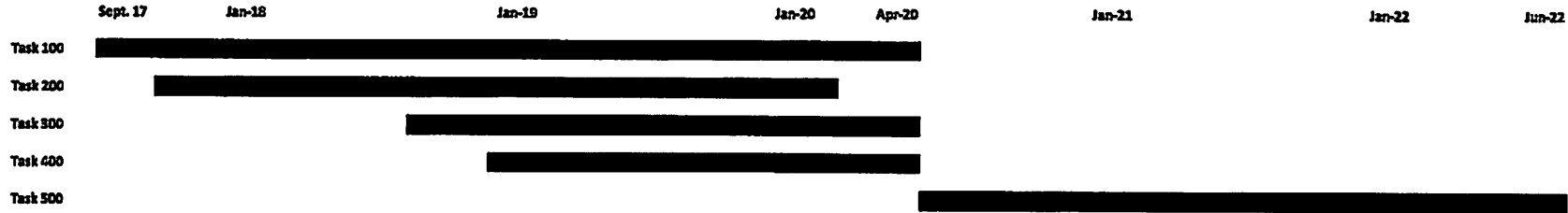
The Engineer shall list all firms, including minority and female owned firms, providing subconsulting services under this Agreement. The list shall be submitted in the format provided below. Any proposed changes must be submitted in writing to the City, including the reason(s) for the proposed changes, prior to initiation of any action by the Engineer. Any invoices submitted for payment under this Agreement must include the dollar amount to be paid to each firm listed below for the invoice period.

Firm Name and Address	Contact Name and Telephone Number	Group (MBE, WBE, SBE, Non M/W/SBE)	Services to be Provided	Dollar Value of Services**
Howard Engineering PO Box 237 Marietta, SC 29661	Amy Howard 864-836-0440	WBE	Electrical Engineering, Mechanical Engineering, Construction Observation	\$214,000
Chao & Associates 7 Clusters Court Columbia, SC 29210	Chimin J. Chao 803-772-8420	MBE	Structural Engineering, Architectural, Construction Observation	\$353,000
Terracon 521 Clemson Road Columbia, SC 29229	Kevin Sohrabnia, P.E. (803) 741-9000	Non M/W/SBE	Geotechnical, materials testing	\$210,684
DESA, Inc. 400 Percival Road PO Box 6805 Columbia, SC 29260	Diane Sumpter (803) 730-6466	MBE(W)	Construction Administration and Construction Observation	\$310,470

****Values of services are estimated and will change based upon actual services rendered and based upon project specific needs. Final invoiced and paid values will vary due to this being a Time and Materials contract with the City of Columbia.**

++DESA, Inc. will be responsible for securing and providing Terracon services for this project.

City of Columbia
CIP# WM4231
Clearwell and High Service
Pump Station Rooms 2 & 3 Improvements
Canal Water Treatment Plant
Estimated Schedule of Services





We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Legal

FROM: *Shari Ardis, Legal Office Manager*

SUBJECT: Ordinance No.: 2017-041 - Authorizing the City Manager to execute an Amendment to Lease Agreement between the City of Columbia and Hampton & Assembly SPE, LLC for the parking garage located at 1520 Assembly Street, Richland County TMS #09014-11-15

PURPOSE: First reading approval was given on November 21, 2017.

FINANCIAL IMPACT:

ATTACHMENTS:

- #a: 2017-041 Hampton & Assembly Lease Agreement Amendment (1520 Assembly) (PDF)

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING

ORDINANCE NO.: 2017-041

*Authorizing the City Manager to execute an Amendment to Lease Agreement
between the City of Columbia and Hampton & Assembly SPE, LLC for the
parking garage located at 1520 Assembly Street, Richland County TMS #09014-11-15*

BE IT ORDAINED by the Mayor and Council this ____ day of _____, 2017, that
the City Manager is authorized to execute the attached Amendment to Lease Agreement, or
on a form approved by the City Attorney, between the City of Columbia and Hampton &
Assembly SPE, LLC for the parking garage located at 1520 Assembly Street, Richland County
TMS #09014-11-15.

Requested by:

Assistant City Manager Gentry

Mayor

Approved by:

City Manager

Approved as to form:

ATTEST:


Senior Assistant City Attorney

City Clerk

Introduced:

Final Reading:

STATE OF SOUTH CAROLINA)
)
COUNTY OF RICHLAND)

AMENDMENT TO LEASE AGREEMENT

This Amendment to Lease Agreement (this "Amendment") is made and entered into as of this _____ day of _____, 2017, by and between **CITY OF COLUMBIA**, a body politic and corporate and a political subdivision of the State of South Carolina ("Landlord"), and **HAMPTON & ASSEMBLY SPE, LLC**, a South Carolina limited liability company ("Tenant").

WITNESSETH THAT:

WHEREAS, Landlord and Hampton & Assembly Company, LLC, a South Carolina limited liability company ("Hampton & Assembly Company"), entered into that certain Lease Agreement dated February 27, 1998 (the "Lease") with respect to a certain parking garage (the "Garage") located near the intersection of Taylor and Assembly streets in Columbia, South Carolina, as more particularly described in said Lease, with a Short Form Lease evidencing said Lease Agreement being recorded with the office of the Register of Deeds for Richland County in Book 14 at Page 639; and

WHEREAS, Hampton & Assembly Company thereafter assigned all of its right, title and interest as tenant under the Lease to Tenant by that certain Assignment of Lease Agreement executed on June 19, 2006; and

WHEREAS, the current term of the Lease is set to expire on March 20, 2029; and

WHEREAS, Landlord and Tenant have agreed to extend the term of the Lease for a period of 20 years as more particularly set forth herein below.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS that for and in consideration of the sum of Ten Dollars (\$10.00) in hand to each party paid by the other, and in further consideration of the mutual covenants and agreements hereinafter set forth, the parties hereto do agree as follows:

1. Capitalized terms not defined herein shall have the meanings ascribed to them in the Lease.
2. The term of the Lease, as set forth in Section 3 of the Lease, shall be and hereby is extended for an additional twenty (20) years such that the term of the Lease shall continue in full force and effect until 11:59 P.M. on March 20, 2049, at which time the Lease shall expire. The period of the Lease commencing on March 21, 2029 and ending on March 20, 2049 shall be referred to herein as the "Extension Term." All terms and provisions of the Lease shall remain in full force and effect during the Extension Term, except as modified by this Amendment
3. During the Extension Term, Tenant shall pay to Landlord a monthly fixed lease payment in an amount equal to \$30 per parking space in the Garage for the initial five years of the extension period, and such monthly payment shall constitute the maximum rent due from Tenant under the Lease. After the first (5) five years of the Extension Term, the City may increase such monthly fee by the average percentage increase of parking fees in other City owned

parking facilities but in no case greater than 3% per year. Notwithstanding the foregoing, the monthly fee per leased Parking Space shall in no event be greater than the monthly fee offered to the general public for parking in other City parking facilities.

4. During the Extension Term, Tenant shall continue to perform all maintenance and operational responsibilities of the Garage in accordance with the terms and conditions of the Lease. Tenant shall at all times shall cause the Garage to be kept and maintained, in a good repair and working order, commensurate with parking garages of the same age, condition and construction in the City parking system. In the event City exercises its options under either or both of Paragraphs 8 and 9, *infra*, the City will clean up the premises after the City's use. In addition, during such times as the garage is being used in the manner provided in Paragraphs 8 or 9, the City will provide security for the garage in the same manner as is provided in other City-owned garages.
5. The Tennant shall procure and maintain at all times Commercial General Liability Insurance in an amount not less than One Million and No/100 (\$1,000,000.00) Dollars per occurrence and Two Million and No/100 (\$2,000,000.00) Dollars Aggregate, which policies shall name the City as an additional insured. Tenant shall provide to the City certificates of insurance evidencing such coverage.
6. As set forth in Section 5 of the Lease, Tenant agrees to provide open parking to the public at no cost from 6:00 P.M. to 6:00 A.M. daily and all hours on weekends and holidays on which the banks in Downtown Columbia are not open for business.
7. The City has the authority to authorize event organizers to promote use of this garage for evening and weekend parking for special events taking place provided the event organizers are required to clean up the premises after its use.
8. During the current and extended lease period, the City may elect to transition from a "no cost" structure to a payment structure for public parking during non-business hours, provided, however, that employees of Tenant's office building tenants who provide the proper identification as a building tenant shall not be charged for non-business hour parking. The employees of its office building tenants shall not sublet or allow third parties to use their parking spaces during non-business hours. The City will retain any revenues generated as a result of doing so.
9. Tenant agrees to work with the City alongside valet companies during non-business hours to provide space for valet uses in the garage, at the rate comparable to same uses in other garages. Such companies shall abide by all local and state requirements for said businesses. The City will retain any revenues generated as a result of doing so.
10. Except as amended by this Amendment, all terms and conditions of the Lease shall remain unchanged and in full force and effect, including Tenant's option to purchase the Garage as described in Section 30 of the Lease.
11. This Amendment may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute collectively one and the same instrument.

IN WITNESS WHEREOF, Landlord and Tenant have executed this Amendment to Lease Agreement to be effective as of the date first above written.

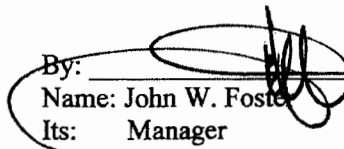
LANDLORD:

City of Columbia

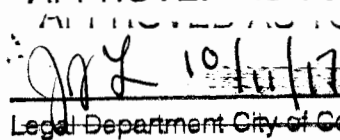
By: _____
Name: _____
Title: _____

TENANT:

HAMPTON AND ASSEMBLY SPE,
LLC, a South Carolina limited liability
company

By:  _____
Name: John W. Foster
Its: Manager

APPROVED AS TO FORM

 10/11/17
Legal Department City of Columbia, SC



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Legal

FROM: *Shari Ardis, Legal Office Manager*

SUBJECT: Ordinance No.: 2017-070 - Authorizing the City Manager to execute an Amendment to the License Agreement between the City of Columbia and Hallmark Homes International, Inc.

PURPOSE: First reading approval was given on November 21, 2017.

FINANCIAL IMPACT:

ATTACHMENTS:

- **#a:** 2017-070 Hallmark Amendment to License Agreement (PDF)

HISTORY:

10/17/17	Columbia City Council	DEFERRED
11/21/17	Columbia City Council	APPROVED ON FIRST READING

ORDINANCE NO.: 2017-070

*Authorizing the City Manager to execute an Amendment to the License Agreement
between the City of Columbia and Hallmark Homes International, Inc.*

BE IT ORDAINED by the Mayor and Council this ____ day of _____, 2017, that the City Manager is hereby authorized to execute the attached Amendment to the License Agreement between Hallmark Homes International, Inc. and the City of Columbia, or on a form approved by the City Attorney.

Requested by:

Assistant City Manager Gentry

Mayor

Approved by:

City Manager

Approved as to form:

ATTEST:



Senior Assistant City Attorney

City Clerk

Introduced:

Final Reading:

AMENDMENT TO LICENSE AGREEMENT

This Amendment to License Agreement (this "Amendment") is made and entered into by and between **CITY OF COLUMBIA**, a body politic and corporate and a political subdivision of the State of South Carolina ("City"), and **HALMARK HOMES INTERNATIONAL INC.**, a South Carolina corporation, and its permitted assigns ("Licensee").

WHEREAS, the City and Developer entered into an agreement dated June 8, 2015 for the development of the air rights above City owned garages identified in the agreement and

WHEREAS, the City and Developer entered into a subsequent License Agreement (the "Agreement" or "License Agreement") approved by Ordinance No. 2015-075 on August 18, 2015, specific to the Lady Street Garage for a residential apartment complex (the "Project") and the associated parking to support that Project; and

WHEREAS, the Developer notified the City via a letter dated May 18, 2017 that it was no longer pursuing the Project above the Lady Street Garage; and

WHEREAS, the Developer purchased the office space on the ground level of the Lady Street Garage and has requested the existing parking commitment in the Lady Street Garage under the License Agreement be reduced to ensure that Developer's office space has adequate parking.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS that for and in consideration of the sum of Ten Dollars (\$10.00) in hand to each party paid by the other, and in further consideration of the mutual covenants and agreements hereinafter set forth, the parties hereto do agree to amend the License Agreement as follows:

1. The definition of Tenants in Recital A is amended to include any employees of the business or organization that occupies the office space located on the ground floor of the Lady Street Garage.
2. All rights to parking spaces within the Lady Street Garage for construction support spaces under Paragraph 1 of the License Agreement are terminated.
3. Paragraph 2(a) is deleted in its entirety and the language shall be replaced to read as follows:

As of the effective date of this Agreement, the City shall make available to Tenants of Licensee's property located within the Lady Street Garage 30 unreserved parking spaces within the Lady Street Garage during business hours (Monday through Friday 7:00 am until 6:00 pm). The Licensee acknowledges these spaces are not available until and unless parking lease agreement(s) are executed for their use.

4. Paragraph 4 of the Agreement shall be stricken in its entirety.
5. Licensee's obligations to the city under Paragraph 5 shall survive termination of the Agreement and any Amendments thereto and continue for a period of two (2) years after such termination.
6. Paragraph 7(c) shall be stricken in its entirety.

7. Paragraphs 9 and 10 of the Agreement are stricken in their entirety.
8. This Amendment may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute collectively one and the same instrument.
9. All provisions of the Agreement not stricken or amended herein shall remain in full force

IN WITNESS WHEREOF, City and Developer have executed this Amendment to Lease Agreement to be effective as of the date of the last signature hereinbelow.

WITNESSES:

DEVELOPER:

**Hallmark Homes International Inc.
a South Carolina corporation**

By: _____
Name: David Tuttle
Its: President
Date: _____

CITY OF COLUMBIA:

By: _____
Name: Teresa B. Wilson
Title: City Manager
Date: _____

APPROVED AS TO FORM

ggl 10/6/17

Legal Department City of Columbia, SC



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Legal

FROM: *Shari Ardis, Legal Office Manager*

SUBJECT: Ordinance No.: 2017-084 - Authorizing transfer of an unopened portion of Marion Street between Whaley Street and Catawba Street adjacent to Richland County TMS #11306-13-01, and transfer of an unopened portion of Catawba Street between Marion Street and Bull Street adjacent to Richland County TMS # 11306-09-02, 11306-12-01 and 11306-12-02 to the University of South Carolina

PURPOSE: First reading approval was given on November 21, 2017.

FINANCIAL IMPACT:

ATTACHMENTS:

- **#a:** 2017-084 t-fer unopened pts Marion & Catawba to USC (PDF)

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING

ORDINANCE NO.: 2017-084

Authorizing transfer of an unopened portion of Marion Street between Whaley Street and Catawba Street adjacent to Richland County TMS #11306-13-01, and transfer of an unopened portion of Catawba Street between Marion Street and Bull Street adjacent to Richland County TMS # 11306-09-02, 11306-12-01 and 11306-12-02 to the University of South Carolina

BE IT ORDAINED by the Mayor and Council of the City of Columbia, South Carolina, this ____ day of _____, 2017, that the City Manager is hereby authorized to execute the attached Quit Claim Deed from the City of Columbia to the University of South Carolina, and any other documents necessary to consummate the transfer of an unopened portion of Marion Street between Whaley Street and Catawba Street adjacent to Richland County TMS #11306-13-01, and the transfer of an unopened portion of Catawba Street between Marion Street and Bull Street adjacent to Richland County TMS #11306-09-02, 11306-12-01 and 11306-12-02, as shown on the attached tax map sheet, for the sum of Five and No/100 (\$5.00) Dollars.

Requested by:

Assistant City Manager Gentry

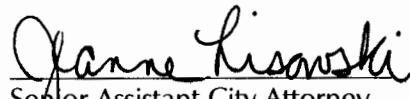
Mayor

Approved by:

City Manager

Approved as to form:

ATTEST:


Senior Assistant City Attorney

City Clerk

Introduced:

Final Reading:

QUIT-CLAIM DEED

In the event that Grantee desires to perform any construction activities within the above-referenced property, Grantee hereby agrees and covenants that it will, at its own cost and expense, but in coordination with Grantor and in accordance with utility regulations, relocate any of Grantor's utilities, including but not limited to sanitary sewer lines, water lines, and associated appurtenances.

This conveyance is made subject to any and all ordinances, conditions, covenants, reservations, rights-of-way, restrictions, encroachments, easements, surveys and plats or any other matters of record which affect the aforesaid premises, as well as any violation of the same and such matters as would be disclosed by an inspection and accurate survey of the property.

DERIVATION: Portion of streets under the ownership and authority of the City of Columbia per the original layout of the City of Columbia founded in 1786 and further confirmed by an Act of the General Assembly recorded on May 15, 1982 in Deed Bk. D609 at page 770 (R379, H3633).

TOGETHER with all and singular rights, hereditaments and appurtenances to the said premises belonging or in anywise incident or appertaining, subject to the aforementioned reservations and exceptions.

TO HAVE AND TO HOLD all and singular the premises before mentioned unto the said Grantee, its successors and assigns, forever, subject to the aforementioned reservations and exceptions; so that neither the City of Columbia, its successors and assigns, nor any other person or persons claiming under the City of Columbia, shall at any time hereafter, by any way or means, have, claim or demand any right or title to the aforesaid premises or appurtenances, or any part or parcel thereof, forever, subject to the aforementioned reservations and exceptions.

WITNESS Grantor's hand and seal by the undersigned this ____ day of _____, 2017.

WITNESSES:

CITY OF COLUMBIA

BY: _____

Teresa B. Wilson

Its: City Manager

STATE OF SOUTH CAROLINA)
)
COUNTY OF RICHLAND)

ACKNOWLEDGEMENT

I, _____, a Notary Public for the State of South Carolina, do hereby certify that the City of Columbia, by Teresa B. Wilson, its City Manager, personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

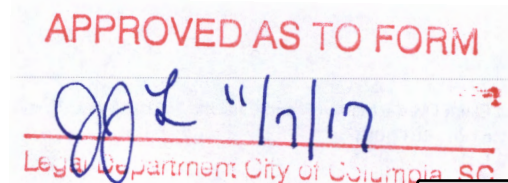
Witness my hand and official seal, this ____ day of _____, 2017.

(SEAL)

Signature of Notary Public

Print Name: _____

My Commission Expires: _____



You are hereby advised that you are required to provide water and/or sewer services to any new lots created as a result of this subdivision at no cost to the City of Columbia.



Point	Year	Month	Day	Time	Location	Remarks
1	1968	12	15	10:00	100000.00	100000.00
2	1968	12	15	10:00	100000.00	100000.00
3	1968	12	15	10:00	100000.00	100000.00
4	1968	12	15	10:00	100000.00	100000.00
5	1968	12	15	10:00	100000.00	100000.00
6	1968	12	15	10:00	100000.00	100000.00
7	1968	12	15	10:00	100000.00	100000.00
8	1968	12	15	10:00	100000.00	100000.00
9	1968	12	15	10:00	100000.00	100000.00
10	1968	12	15	10:00	100000.00	100000.00
11	1968	12	15	10:00	100000.00	100000.00
12	1968	12	15	10:00	100000.00	100000.00
13	1968	12	15	10:00	100000.00	100000.00
14	1968	12	15	10:00	100000.00	100000.00
15	1968	12	15	10:00	100000.00	100000.00
16	1968	12	15	10:00	100000.00	100000.00
17	1968	12	15	10:00	100000.00	100000.00
18	1968	12	15	10:00	100000.00	100000.00
19	1968	12	15	10:00	100000.00	100000.00
20	1968	12	15	10:00	100000.00	100000.00
21	1968	12	15	10:00	100000.00	100000.00
22	1968	12	15	10:00	100000.00	100000.00
23	1968	12	15	10:00	100000.00	100000.00
24	1968	12	15	10:00	100000.00	100000.00
25	1968	12	15	10:00	100000.00	100000.00
26	1968	12	15	10:00	100000.00	100000.00
27	1968	12	15	10:00	100000.00	100000.00
28	1968	12	15	10:00	100000.00	100000.00
29	1968	12	15	10:00	100000.00	100000.00
30	1968	12	15	10:00	100000.00	100000.00
31	1968	12	15	10:00	100000.00	100000.00
32	1968	12	15	10:00	100000.00	100000.00
33	1968	12	15	10:00	100000.00	100000.00
34	1968	12	15	10:00	100000.00	100000.00
35	1968	12	15	10:00	100000.00	100000.00
36	1968	12	15	10:00	100000.00	100000.00
37	1968	12	15	10:00	100000.00	100000.00
38	1968	12	15	10:00	100000.00	100000.00
39	1968	12	15	10:00	100000.00	100000.00
40	1968	12	15	10:00	100000.00	100000.00
41	1968	12	15	10:00	100000.00	100000.00
42	1968	12	15	10:00	100000.00	100000.00
43	1968	12	15	10:00	100000.00	100000.00
44	1968	12	15	10:00	100000.00	100000.00
45	1968	12	15	10:00	100000.00	100000.00
46	1968	12	15	10:00	100000.00	100000.00
47	1968	12	15	10:00	100000.00	100000.00
48	1968	12	15	10:00	100000.00	100000.00
49	1968	12	15	10:00	100000.00	100000.00
50	1968	12	15	10:00	100000.00	100000.00

Point	Northing	Easting	DESCRIPTION
4	7849524.86	1995862.24	RV MONUMENT, IFF
503	784851.48	1995861.48	X IN CONCRETE, IFFS
504	784851.39	1995861.54	IFFS, IFF, IFF, IFF
505	784851.37	1995861.54	IFFS, IFF, IFF, IFF
506	784851.46	1995865.06	IFFS, IFF, IFF, IFF
507	784743.91	1995889.16	IFFS, IFF, IFF, IFF
508	784685.03	1995910.00	IFFS, IFF, IFF, IFF

The City of Columbia exercises its safety and utility easement on behalf of itself and other utilities over the entire 200' wide area of the street to be constructed, including but not limited to, the right of ingress and egress, to install and maintain sanitary sewer lines, water lines, storm or drainage lines, and other public utilities in, on and over the referenced property.

With the exception of the above stated easements, no other easements shall be granted by the City of Columbia to be recorded by recorded instruments and no claims and no future claims that would be resolvable by recorded instruments shall be performed for completion of this survey.

Additional underground utilities may be present on the subject property, but their location was not known at the time of this survey.

17° Water Easement to Anglin Street as shown on CP Project#W694-4/7.
18° Water Easement running along Abbeville Street as shown on CTS-4/4-3.
Sanitary Sewer Main along Colletonville Road as shown on CTS13-5-31 (note incorrectly written in as Utility #1).

18C Utility Line to Abbeville Road (18C-144) as shown on CTS-5-31
18C Utility Line to Abbeville Road (18C-144) as shown on CTS-5-31

18C Utility Line to Abbeville Road as shown on CTS-5-31

PLAY POSTAGED LTR

CITY OF COLUMBIA

MARION STREET
LOCATED IN RICHLAND COUNTY, COLUMBIA, SOUTH CAROLINA

93,834.56 SQ. FT.
2.15 ACRES

DEPARTMENT OF ENGINEERING
1126 WASHINGTON ST
PH. (303) 546-3400
COLUMBIA SC 29501
FAX: 803-5199

COLUMBIA
A Capital Place To Be

CFR 251-100

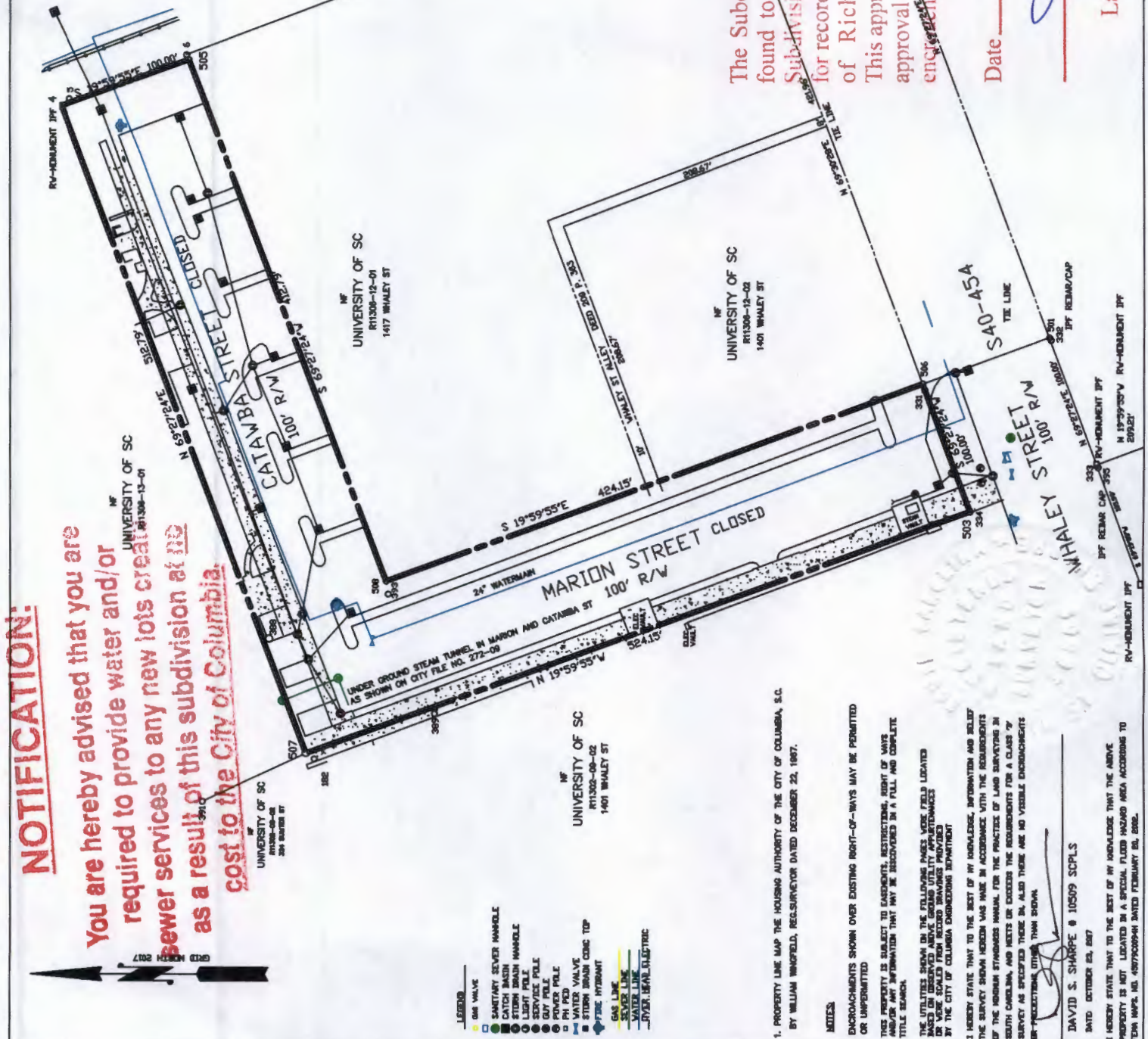
SUBDIVISION PLAT
PAGE 1 OF 578 PAGES

The Subdivision Plat shown hereon has been found to comply with the City of Columbia Subdivision Regulation and has been approved for recording in the office of the Clerk of Court of Richland County, ~~MISSISSIPPI~~ ^{MISSISSIPPI} ~~SOUTH CAROLINA~~ ^{SOUTH CAROLINA}. This approval shall not be deemed to constitute approval by the City of Columbia of the encumbrances revealed by the plat.

Date 10-30-17

Jonathan E. Chambers

Land Development Administrator



1. PROPERTY LINE MAP THE HOUSING AUTHORITY OF THE CITY OF COLUMBIA, S.C.
BY WILLIAM WINGFIELD, REG. SURVEYOR DATED DECEMBER 22, 1987

NOTES

ENCROACHMENTS SHOWN OVER EXISTING RIGHT-OF-WAYS MAY BE PERMITTED
OR UNPERMITTED

THIS PROPERTY IS SUBJECT TO EASEMENTS, RESTRICTIONS, RIGHT OF WAYS AND/OR ANY INFORMATION THAT MAY BE DISCOVERED IN A FULL AND COMPLETE TITLE SEARCH.

THE UTILITIES SHOWN ON THE FOLLOWING PAGES WERE FIELD LOCATED BASED ON OBSERVED ABOVE GROUND UTILITY APPURTENANCES OR WERE SCALED FROM RECORD DRAWINGS PROVIDED BY THE CITY OF COLUMBIA ENGINEERING DEPARTMENT

HOEY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF THE SERVICE SHOWA HORIZON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE HIGHER STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYORS IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "B" SURVEY AS SPECIFIED THEREIN, ALSO THERE ARE NO VISIBLE ENCROACHMENTS ON THE PROPERTIES UTILIZED, THAN SHOWN.

DAVID S. SHARPE # 10509 SCPLS

DATE OCTOBER 23, 2017

HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE THAT THE ABOVE PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA ACCORDING TO JWA MAPS. MDL 45879C0094H DATED FEBRUARY 03, 2002.



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Legal

FROM: *Shari Ardis, Legal Office Manager*

SUBJECT: Ordinance No.: 2017-090 - Amending the 1998 Code of Ordinances of the City of Columbia, South Carolina, Chapter 21, Stormwater Management and Sedimentation Control, Article III, Flood Damage Prevention, Division 1, Generally, Sec. 21-125 Definitions and Sec. 21-127 Basis for establishing areas of special flood hazard; Division 2, Administration, Sec. 21-151 Responsibility for administration, add Sec. 21-152 Definitions, renumber and amend remaining sections as Sec. 21-153 Application for development permit; Sec. 21-154 Duties of city engineer; Sec. 21-155 Appeals and variances; Division 3, Flood Hazard Reduction, Sec. 21-171 General standards; Sec. 21-1782 Specific standards and Sec. 21-173 Standards for streams without established base flood elevations and floodways

PURPOSE: The City of Columbia has received updated Flood Insurance Rate Maps (FIRMs) from FEMA. When the FIRM Panels are released, the entire floodplain ordinance is reviewed to ensure compliance with the National Flood Insurance Program (NFIP). The proposed ordinance changes include updating the map panel numbers and effective date to reflect the newly released maps as well as minor corrections to definitions and clarification of other sections as outlined.

First reading approval was given on November 21, 2017.

FINANCIAL IMPACT:

STRATEGIC GOALS: Foster a healthy quality of life, Provide high quality municipal services

ATTACHMENTS:

- **#a:** 2017-090 amend Ch 21 Stormwater Management and Sedimentation Control (PDF)

Action Item (ID # 3944)

Meeting of December 5, 2017

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING

ORDINANCE NO.: 2017-090

Amending the 1998 Code of Ordinances of the City of Columbia, South Carolina, Chapter 21, Stormwater Management and Sedimentation Control, Article III, Flood Damage Prevention, Division 1, Generally, Sec. 21-125 Definitions and Sec. 21-127 Basis for establishing areas of special flood hazard; Division 2, Administration, Sec. 21-151 Responsibility for administration, add Sec. 21-152 Definitions, renumber and amend remaining sections as Sec. 21-153 Application for development permit; Sec. 21-154 Duties of city engineer; Sec. 21-155 Appeals and variances; Division 3, Flood Hazard Reduction, Sec. 21-171 General standards; Sec. 21-1782 Specific standards and Sec. 21-173 Standards for streams without established base flood elevations and floodways

BE IT ORDAINED by the Mayor and Council this ____ day of _____, 2017, that the 1998 Code of Ordinances of the City of Columbia, South Carolina, Chapter 21, Stormwater Management and Sedimentation Control, Article III, Flood Damage Prevention, Division 1, Generally, Sec. 21-125 Definitions and Sec. 21-127 Basis for establishing areas of special flood hazard; Division 2, Administration, Sec. 21-151 Responsibility for administration, add Sec. 21-152 Definitions, renumber and amend remaining sections as Sec. 21-153 Application for development permit; Sec. 21-154 Duties of city engineer; Sec. 21-155 Appeals and variances; Division 3, Flood Hazard Reduction, Sec. 21-171 General standards; Sec. 21-1782 Specific standards and Sec. 21-173 Standards for streams without established base flood elevations and floodways, are amended to read as follows:

DIVISION 1. GENERALLY**Sec. 21-125. Definitions.**

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning. Unless specifically defined in this section, words or phrases used in this article shall be interpreted so as to give them the meaning they have in common usage to give this article its most reasonable application.

Accessory structure (Appurtenant structure) means structures that are located on the same parcel of property as the principal structure and the use of which is incidental to the use of the principal structure. Accessory structures should constitute a minimal investment, may not be used for human habitation, and be designed to have minimal flood damage potential. Examples of accessory structures are detached garages, carports, storage sheds, pole barns, and hay sheds.

Addition (to an existing building) means any walled and roofed expansion to the perimeter of a building in which the addition is connected by a common loadbearing wall other than a firewall. Additions to existing buildings shall comply with the requirements for new construction regardless as to whether the addition is a substantial improvement or not. Any walled and roofed addition which is connected by a firewall or is separated by independent perimeter loadbearing walls is new construction.

Appeal means a request for a review of the city engineer's interpretation of any provision of this article or a request for a variance.

Area of shallow flooding means a designated AO zone on a community's flood insurance rate map (FIRM) with base flood depths from one to three feet, where a clearly defined channel does not exist,

where the path of flooding is unpredictable and indeterminate, and where velocity flow may be evident.

Area of special flood hazard means the land in the floodplain within a community subject to a one percent or greater chance of flooding in any given year.

Base flood means the flood having a one percent chance of being equaled or exceeded in any given year.

Basement means that portion of a building having its first floor subgrade (below ground level) on all sides.

Breakaway wall means a wall that is not part of the structural support of the building and is intended through its design and construction to collapse under specific lateral loading forces without causing damage to the elevated portion of the building or the supporting foundation system.

Building means any structure built for support, shelter or enclosure for any occupancy or storage.

Critical development means development that is critical to the community's public health and safety, is essential to the orderly functioning of a community, stores or produces highly volatile, toxic or water-reactive materials, or houses occupants that may be insufficiently mobile to avoid loss of life or injury. Examples of critical development include jails, hospitals, schools, fire stations, nursing homes, wastewater treatment facilities, water plants, and gas/oil/propane storage facilities.

Development means any manmade change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation, drilling operations, or permanent storage of materials.

Elevated building means a nonbasement building built to have the lowest floor elevated above the ground level by means of fill, solid foundation perimeter walls, pilings, columns (posts and piers), shear walls or breakaway walls.

Existing construction means any structure for which the start of construction commenced before August 26, 1981.

Existing manufactured home park or subdivision means a manufactured home park or subdivision for which the construction of facilities for servicing the lots which the manufactured homes are to be affixed (including at a minimum the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before August 26, 1981.

Expansion to an existing manufactured home park or subdivision means the preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

Flood and flooding mean a general and temporary condition of partial or complete inundation of normally dry land areas from the unusual and rapid accumulation of surface waters from any source.

Flood hazard boundary map (FHBM) means an official map of a community, issued by the Federal Emergency Management Agency, where the boundaries of the areas of special flood hazard have been defined as zone A.

Flood insurance rate map (FIRM) means an official map of a community, on which the Federal Emergency Management Agency has delineated both the areas of special flood hazard and the risk premium zones applicable to the community.

Flood proofing means any combination of structural and non-structural additions, changes or adjustments to structures which reduce or eliminate flood damage to real estate or improve real property, water and sanitary facilities, structures and their contents.

Flood insurance study means the official report provided by the Federal Emergency Management Agency. The report contains flood profiles, as well as the flood boundary and floodway map and the water surface elevation of the base flood.

Flood resistant material means any building material capable of withstanding direct and prolonged contact (minimum 72 hours) with floodwaters without sustaining damage that requires more than low-cost cosmetic repair. Any material that is water-soluble or is not resistant to alkali or acid in water, including normal adhesives for above-grade use, is not flood-resistant. Pressure-treated lumber or naturally decay-resistant lumbars are acceptable flooring materials. Sheet-type floor coverings that restrict evaporation from below and materials that are impervious, but dimensionally unstable are not acceptable. Materials that absorb or retain water excessively after submergence are not flood-resistant. Please refer to Technical Bulletin 2, Flood Damage-Resistant Materials Requirements, dated 8/08, and available from the Federal Emergency Management Agency. Class 4 and 5 materials, referenced therein, are acceptable flood-resistant materials.

Floodway means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

Floor means the top surface of an enclosed area in a building (including basement), i.e., top of a slab in concrete slab construction or top of wood flooring in wood frame construction. ~~The term does not include the floor of a garage used solely for parking vehicles.~~ The floor of an attached garage can still be considered the lowest floor if there are no openings.

Freeboard means a factor of safety usually expressed in feet above a flood level for purposes of flood plain management. "Freeboard" tends to compensate for the many unknown factors that could contribute to flood heights greater than the height calculated for a selected size flood and floodway conditions, such as wave action, bridge openings, and the hydrological effect of urbanization of the watershed.

Functionally dependent facility means a facility which cannot be used for its intended purpose unless it is located or carried out in close proximity to water, such as a dock. The term does not include long-term storage, manufacture, sales or service facilities.

Functionally dependent use means a use which cannot perform its intended purpose unless it is located or carried out in close proximity to water. The term includes only docking facilities, port facilities that are necessary for the loading and unloading of cargo or passengers, and ship building and ship repair facilities, but does not include long-term storage or related manufacturing facilities.

Highest adjacent grade means the highest natural elevation of the ground surface, prior to construction, next to the proposed walls of a structure.

Historic structure means any structure that is:

- (1) Listed individually in the National Register of Historic Places (a listing maintained by the Department of the Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
- (2) Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- (3) Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior; or
- (4) Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either:
 - a. By an approved state program as determined by the Secretary of the Interior; or
 - b. Directly by the Secretary of the Interior in states without approved programs.

Increased Cost of Compliance (ICC) – applies to all new and renewed flood insurance policies effective on and after June 1, 1997. The NFIP shall enable the purchase of insurance to cover the cost of compliance with land use and control measures established under Section 1361. It provides coverage for the payment of a claim to help pay for the cost to comply with State or community floodplain management laws or ordinances after a flood event in which a building has been declared substantially or repetitively damaged.

Limited storage means an area used for storage and intended to be limited to incidental items that can withstand exposure to the elements and have low flood damage potential. Such an area must be of flood resistant or breakaway material, void of utilities except for essential lighting and cannot be temperature controlled. If the area is located below the base flood elevation in an A, AE and A1-A30 zone it must meet the requirements of this ordinance.

Lowest Adjacent Grade (LAG) means an elevation of the lowest ground surface that touches any deck support, exterior walls of a building or proposed building walls.

Lowest floor means the lowest floor of the lowest enclosed area. Any unfinished or flood resistant enclosure, usable solely for parking of vehicles, building access, or storage in an area other than a basement area is not considered the buildings lowest floor, provided that such an enclosure is not built so as to render the structure in violation of other provisions of this ordinance.

Manufactured home means a structure, transportable in one or more sections, which is built on a permanent chassis and designed to be used with or without a permanent foundation when connected to the required utilities. The term also includes park trailers, travel trailers and similar transportable structures placed on a site for 180 consecutive days or longer and intended to be improved property.

Manufactured home park or subdivision means a parcel or contiguous parcels of land divided into two or more manufactured home lots for rent or sale.

Mean sea level means the average height of the sea for all stages of the tide. It is used as a reference for establishing various elevations within the floodplain. For the purposes of this article, the term is synonymous with National Geodetic Vertical Datum (NGVD).

National Geodetic Vertical Datum (NGVD), as corrected in 1929, is a vertical control used as a reference for establishing various elevations within the floodplain.

New construction means structures for which the start of construction commenced on or after August 26, 1981. The term also includes any subsequent improvements to such structure.

New manufactured home park or subdivision means a manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including at a minimum the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after August 26, 1981.

North American Vertical Datum (NAVD) of 1988 means vertical control, as corrected in 1988, used as the reference datum on Flood Insurance Rate Maps.

Recreational vehicle means a vehicle which is:

- (1) Built on a single chassis;
- (2) Four hundred square feet or less when measured at the largest horizontal projection;
- (3) Designed to be self-propelled or permanently towable by a light duty truck; and
- (4) Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel or seasonal use.

Repetitive loss means a building covered by a contract for flood insurance that has incurred flood-related damages on 2 occasions during a 10-year period ending on the date of the event for which a second claim is made, in which the cost of repairing the flood damage, on the average, equaled or exceeded 25% of the market value of the building at the time of each such flood event.

Section 1316 of the National Flood insurance Act of 1968 provides that no new flood insurance shall be provided for any property found by the Federal Emergency Management Agency to have been declared by a state or local authority to be in violation of state or local ordinances.

Special flood hazard area (see area of special flood hazard) means the land in the floodplain within a community subject to a one percent or greater chance of flooding in any given year.

Start of construction includes substantial improvements, and means the date the building permit was issued, provided the actual start of construction, repair, reconstruction or improvement was within 180 days of the permit date. The actual start means the first placement of permanent construction of a structure (including a manufactured home) on a site, such as the pouring of slabs or footings, installation of piles, construction of columns, or any work beyond the stage of excavation or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets and/or walkways; nor does it include excavation for basements, footings, piers or foundations or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure.

Structure means a walled and roofed building that is principally above ground, a manufactured home, a gas or liquid storage tank, or other manmade facilities or infrastructure.

Substantial damage means damage of any origin sustained by a structure whereby the cost of restoring the structure to its before-damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred.

Substantial improvement means any combination of repairs, reconstruction, alteration or improvements to a structure in which the cumulative cost over the previous five-year period equals or exceeds 50 percent of the current market value of the structure before the "start of construction" of the improvement. The current market value of the structure should be (i) the appraised value of the structure prior to the start of the repair or improvement for which the current permit is sought, or (ii) in the case of damage, the value of the structure prior to the damage occurring. This term includes structures which have incurred substantial damage, regardless of the actual repair work performed. For the purposes of this definition, substantial improvement is considered to occur when the first alteration of any wall, ceiling, floor or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure. The term does not, however, include either: (1) any project for improvement of a structure required to correct existing violations of state or local health, sanitary or safety code specifications which are solely necessary to ensure safe living conditions or (2) any alteration of a "historic structure," provided that the alteration will not preclude the structure's continued designation as a "historic structure."

Substantially improved existing manufactured home park or subdivision means a manufactured home park or subdivision where the repair, reconstruction, rehabilitation or improvement of the streets, utilities and pads equals or exceeds 50 percent of the value of the streets, utilities and pads before the repair, reconstruction or improvement commenced.

Variance means a grant of relief from the requirements of this article which permits construction in a manner otherwise prohibited by this article where specific enforcement would result in unnecessary hardship.

Violation means the failure of a structure or other development to be fully compliant with these regulations.

Sec. 21-127. Basis for establishing areas of special flood hazard.

Adoption of Letter of Map Revisions (LOMR) – All LOMRs that are issued in the areas identified in this ordinance are hereby adopted.

The areas of special flood hazard identified by the Federal Emergency Management Agency in its flood insurance study for the county at the following map numbers with effective dates are declared to be a part of this article:

Map Number	Effective Date
45079C00945K L	September 29, 2010 December 21, 2017
45079C0165K L	September 29, 2010 December 21, 2017
45079C0210K L	September 29, 2010 December 21, 2017
45079C0230K L	September 29, 2010 December 21, 2017
45079C0235K L	September 29, 2010 December 21, 2017
45079C0236K L	September 29, 2010 December 21, 2017
45079C0237K L	September 29, 2010 December 21, 2017
45079C0255K L	September 29, 2010 December 21, 2017
45079C0260K L	September 29, 2010 December 21, 2017
45079C0261K L	September 29, 2010 December 21, 2017
45079C0262K L	September 29, 2010 December 21, 2017
45079C0263K L	September 29, 2010 December 21, 2017
45079C0264K L	September 29, 2010 December 21, 2017
45079C0270K L	September 29, 2010 December 21, 2017
45079C0280K L	September 29, 2010 December 21, 2017
45079C0285K L	September 29, 2010 December 21, 2017
45079C0295K L	September 29, 2010 December 21, 2017
45079C0325K L	September 29, 2010 December 21, 2017
45079C0241K L	September 29, 2010 December 21, 2017
45079C0242K L	September 29, 2010 December 21, 2017
45079C0376K L	September 29, 2010 December 21, 2017
45079C0377K L	September 29, 2010 December 21, 2017
45079C0379K L	September 29, 2010 December 21, 2017
45079C0138K L	September 29, 2010 December 21, 2017
45079C0383K L	September 29, 2010 December 21, 2017
45079C0405K L	September 29, 2010 December 21, 2017
45079C0410K L	September 29, 2010 December 21, 2017
45063C0133F	July 17, 1995
45063C0134F	July 17, 1995
45079C0094L	December 21, 2017
45079C0164L	December 21, 2017
45079C0168L	December 21, 2017
45079C0208L	December 21, 2017
45079C0209L	December 21, 2017
45079C0207L	December 21, 2017
45079C0206L	December 21, 2017

45079C0226L	December 21, 2017
45079C0228L	December 21, 2017
45079C0229L	December 21, 2017
45079C0236L	December 21, 2017
45079C0237L	December 21, 2017
45079C0238L	December 21, 2017
45079C0239L	December 21, 2017
45079C0243L	December 21, 2017
45079C0244L	December 21, 2017
45079C0242L	December 21, 2017
45079C0241L	December 21, 2017
45079C0233L	December 21, 2017
45079C0234L	December 21, 2017
45079C0251L	December 21, 2017
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45079C0254L	December 21, 2017
45079C0253L	December 21, 2017
45079C0261L	December 21, 2017
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45079C0257L	December 21, 2017
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45079C0387L	December 21, 2017
45079C0379L	December 21, 2017
45079C0378L	December 21, 2017

45079C0376L	December 21, 2017
45079C0377L	December 21, 2017
45079C0357L	December 21, 2017
45079C0356L	December 21, 2017
45079C0358L	December 21, 2017
45079C0359L	December 21, 2017

DIVISION 2. ADMINISTRATION

Sec. 21-151. Responsibility for administration.

The city engineer, the floodplain administrator or their city engineer designee is hereby appointed to administer and implement the provisions of this article.

Sec. 21-152. Application for development permit.

Application for a development permit shall be made to the city engineer, or his designee on forms furnished by ~~him~~ the City prior to any development activities, and may include but shall not be limited to the following: plans in duplicate drawn to scale showing the nature, location, dimensions and elevations of the area in question; and existing or proposed structures, fill, storage of materials and drainage facilities, and their location. Specifically, the following is required:

- (1) Application stage. The applicant shall provide the following:
 - a. Elevation in relation to mean sea level of the proposed lowest floor (including basement) of all structures.
 - b. Elevation in relation to mean sea level to which any nonresidential structure will be flood proofed.
 - c. Certification from a registered professional engineer or architect that the nonresidential flood proofed structure will meet the flood proofing criteria in section 21-172(2).
 - d. ~~Description of the extent to which any watercourse will be altered or relocated as a result of proposed development.~~
- (2) Construction stage. The applicant shall provide a floor elevation or flood proofing certification after the lowest floor is completed. Upon placement of the lowest floor, or flood proofing by whatever construction means, it shall be the duty of the permit holder to submit to the city engineer or designee a certification of the elevation of the lowest floor or flood proofed elevation, as built, in relation to mean sea level. The certification shall be prepared by or under the direct supervision of and certified by a registered land surveyor or professional engineer. When flood proofing is utilized for a particular building, the certification shall be prepared by or under the direct supervision of and certified by a professional engineer or architect. Any work undertaken prior to submission of the certification shall be at the permit holder's risk. The city engineer shall review the floor elevation survey data submitted. Deficiencies detected by such review shall be corrected by the permit holder immediately and prior to further progressive work being permitted to proceed. Failure to submit the survey, or failure to make the corrections required by this section, shall be cause to issue a stop work order for the project.
- (3) As-built Certification - Upon completion of the development a registered professional engineer, land surveyor or architect, in accordance with SC law, shall certify according to the requirements that

the development is built in accordance with the submitted plans and previous pre-development certifications.

Sec. 21-153. Enforcement.

(a) Inspections.

The local floodplain administrator or his designee may make as many inspections of the work as may be necessary to ensure that any work is being done according to the provisions of the local ordinance and the terms of any permit. In exercising this power, the floodplain administrator or his designee has a right, upon presentation of proper credentials, to enter on any premises within the territorial jurisdiction at any reasonable hour for the purposes of inspection or other enforcement action.

(b) Corrective Action Order.

(1) If the local floodplain administrator or his designee finds violations of applicable state and local laws, it shall be his/her duty to notify the owner or occupant of the building of the violation. The floodplain administrator shall give him written notice, by certified or registered mail to his last known address or by personal service, that the building or property is in violation of the Flood Damage Prevention Ordinance. He/she shall make an order in writing to the owner, requiring the owner to remedy the violation within such period, but not less than 60 days, as the floodplain administrator may prescribe; provided that where the floodplain administrator finds that there is imminent danger to life or other property, he may order that corrective action be taken in such lesser period as may be feasible.

(2) Any owner who has received an order to take corrective action may appeal from the order as provided for in this Article.

(c) Remedies.

(1) Whenever a building or part thereof is being constructed, reconstructed, altered, or repaired in violation of this ordinance, the floodplain administrator may order the work to be immediately stopped. The stop-work order shall be in writing and directed to the person doing the work. The stop-work order shall state the specific work to be stopped, the specific reasons for the stoppage, and the conditions under which the work may be resumed. Violation of a stop-work order constitutes a misdemeanor.

(2) The local floodplain administrator may revoke and require the return of the development permit by notifying the permit holder in writing, stating the reason for the revocation. Permits shall be revoked for any substantial departure from the approved application, plans, or specifications; for refusal or failure to comply with the requirements of state or local laws; or for false statements or misrepresentations made in securing the permit. Any permit mistakenly issued in violation of an applicable state or local law may also be revoked. What constitutes a substantial departure will be determined by the floodplain administrator.

(3) If a structure is declared in violation of this ordinance and after all other penalties are exhausted to achieve compliance with this ordinance then the local floodplain administrator shall notify the Federal Emergency Management Agency (FEMA) to initiate a Section 1316 of the National Flood Insurance Act of 1968 action against the structure upon the finding that the violator refuses to bring the violation into compliance with the ordinance. Once a violation has been remedied the local floodplain administrator shall notify FEMA of the remedy and ask that the Section 1316 be rescinded.

a. The following documents are incorporated by reference and may be used by the local floodplain administrator to provide further guidance and interpretation of this ordinance as found on FEMA's website at www.fema.gov:

- i. FEMA 55 Coastal Construction Manual
- ii. All FEMA Technical Bulletins
- iii. All FEMA Floodplain Management Bulletins
- iv. FEMA 348 Protecting Building Utilities from Flood Damage
- v. FEMA 499 Home Builder's Guide to Coastal Construction Technical Fact Sheets

(4) If the owner of a building or property fails to comply with an order to take corrective action from which no appeal has been taken, or fails to comply with an order of the governing body following an appeal, he shall be guilty of a misdemeanor and shall be punished in the discretion of the court.

Sec. 21-1534. Duties of city engineer.

Duties of the city engineer under this article shall include but not be limited to the following:

(1) The city engineer shall review all development permits to ensure that the permit requirements of this article have been satisfied.

(2) The city engineer shall review proposed development to assure that all necessary permits have been received from those governmental agencies from which approval is required by Federal or State law, including section 404 of the Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C 1334.

(3) The city engineer shall notify adjacent communities and South Carolina Department of Natural Resources State Coordinator of Flood Mitigation Programs prior to any alteration or relocation of a watercourse, and submit evidence of such notification to the Federal Emergency Management Agency.

(4) Obtain the actual elevation (in relation to mean sea level) to which the new or substantially improved structures have been floodproofed, in accordance with the floodproofing certification.

(5) (4) The city engineer shall ensure that maintenance is provided within the altered or relocated portion of the watercourse so that the flood-carrying capacity is not diminished.

(6) The city engineer shall prevent encroachments within floodways unless the certification and flood hazard reduction provisions of this ordinance are met.

(7) Cooperate with neighboring communities with respect to the management of adjoining floodplains and/or flood-related erosion areas in order to prevent aggravation of existing hazards.

(8) Notify adjacent communities prior to permitting substantial commercial developments and large subdivisions to be undertaken in areas of special flood hazard and/or flood-related erosion hazards.

(9)(5) The city engineer shall verify and record the actual elevation (in relation to mean sea level) of the lowest floor (including basement) of all new or substantially improved structures in accordance with section 21-152(2).

~~(9)(5)~~ The city engineer shall verify and record the actual elevation (in relation to mean sea level) of the lowest floor (including basement) of all new or substantially improved structures in accordance with section 21-152(2).

~~(10)(6)~~ The city engineer shall verify and record the actual elevation (in relation to mean sea level) to which the new or substantially improved structures have been flood proofed, in accordance with section 21-152(2).

~~(11)(7)~~ When flood proofing is utilized for a particular structure, the city engineer shall obtain certification from a registered professional engineer or architect, in accordance with section 21-172(2).

~~(12)(8)~~ Where interpretation is needed as to the location of boundaries of the areas of special flood hazard (for example, where there appears to be a conflict between a mapped boundary and actual field conditions), the city engineer shall make the necessary interpretation. The person contesting the location of the boundary shall be given a reasonable opportunity to appeal the interpretation as provided in this article.

~~(13)~~ Where a map boundary showing an area of special flood hazard and field elevations disagree, the base flood elevations for flood protection elevations (as found on an elevation profile, floodway data table, etc.) shall prevail. The correct information should be submitted by the City Engineer to FEMA as per the map maintenance activity requirements.

~~(14)(9)~~ When base flood elevation data or floodway data has not been provided in accordance with section 21-127, then the city engineer shall obtain, review and reasonably utilize any base flood elevation data available from a federal, state or other source in order to administer the provisions of division 3 of this article.

Sec. 21-1545. Appeals and variances.

(a) *Establishment of appeals board.* The building board of adjustments and appeals as established by the city council shall hear and decide appeals and requests for variances from the requirements of this article.

The building board of adjustments and appeals shall hear and decide appeals when it is alleged there is an error in any requirement, decision or determination made by the city engineer or his designee in the enforcement or administration of this article.

(b) *Right to appeal.* Any person aggrieved by the decision of the building board of adjustments and appeals, or any taxpayer, may appeal such decision to the court of common pleas, as provided by state law.

(c) *Historic structures.* Variances may be issued for the repair or rehabilitation of historic structures upon the determination that the proposed repair or rehabilitation will not preclude the structure's continued designation as a historic structure and the variance is the minimum necessary to preserve the historic character and design of the structure.

(d) *Functionally dependent uses.* Variances may be issued for development necessary for the conduct of a functionally dependent use, provided the criteria of this article are met, no reasonable

alternative exists, and the development is protected by methods that minimize flood damage and create no additional threat to public safety.

(e) *Criteria.* In passing upon such applications, the building board of adjustments and appeals shall consider all technical evaluations, all relevant factors, all standards specified in other sections of this article, and:

- (1) The danger that materials may be swept onto other lands to the injury of others;
- (2) The danger to life and property due to flooding or erosion damage;
- (3) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;
- (4) The importance of the services provided by the proposed facility to the community;
- (5) The necessity of the facility to a waterfront location, in the case of a functionally dependent facility;
- (6) The availability of alternative locations, not subject to flooding or erosion damage, for the proposed use;
- (7) The compatibility of the proposed use with existing and anticipated development, and the relationship of the proposed use to the comprehensive plan and floodplain management program for that area;
- (8) The relationship of the proposed use to the comprehensive plan and floodplain management program for that area;
- (9) The safety of access to the property in times of flood for ordinary and emergency vehicles;
- (10) The expected height, velocity, duration, rate of rise and sediment transport of the floodwaters and the effects of wave action, if applicable, expected at the site; and
- (11) The cost of providing governmental services during and after flood conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical and water systems, and streets and bridges.

(f) *Findings.* Findings listed above shall be submitted to the building board of adjustments and appeals, in writing, and included in the application for a variance. Additionally, comments from the Department of Natural Resources, Land, Water and Conservation Division, State Coordinator's Office, must be taken into account and included in the permit file.

(g) *Floodways.* Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result unless a CLOMR is obtained prior to issuance of the variance. In order to ensure the project is built in compliance with the CLOMR for which the variance is granted the applicant must provide a bond for 15% of the cost to perform the development.

(h) *Conditions.* Upon consideration of the factors listed above and the purposes of this article, the building board of adjustments and appeals may attach such conditions to the granting of variances as it deems necessary to further the purposes of this article. The following conditions shall apply to all variances:

(1) Variances may not be issued when the variance will make the structure in violation of other federal, state, or local laws, regulations, or ordinances.

(2) Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.

(3) Variances shall only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief; and in the instance of a historical building, a determination that the variance is the minimum necessary so as not to destroy the historic character and design of the building.

(4) Variances shall only be issued upon:

- a. A showing of good and sufficient cause;
- b. A determination that failure to grant the variance would result in exceptional hardship; and
- c. A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety or extraordinary public expense, create nuisance, cause fraud on or victimization of the public, or conflict with existing local laws or ordinances.

(5) Any applicant to whom a variance is granted shall be given written notice specifying the difference between the base flood elevation (BFE) and the elevation to which the structure is to be built and a written statement that the cost of flood insurance will be commensurate with the increased risk. Such notification shall be maintained with a record of all variance actions.

(6) A variance shall not be issued for unpermitted development or other development that is not in compliance with the provision of this article.

(7) The city engineer or the city engineer designee shall maintain the records of all appeal actions and report any variances to the Federal Emergency Management Agency upon request.

Sec. 21-1556---21.170. Reserved

DIVISION 3. FLOOD HAZARD REDUCTION

Sec. 21-171. General standards.

In all areas of special flood hazard, the following provisions are required:

(1) Reasonably Safe from Flooding - All permit applications shall be reviewed to determine whether proposed building sites will be reasonably safe from flooding.

(2)(4) New construction and substantial improvements shall be anchored to prevent flotation, collapse or lateral movement of the structure.

(3)(2) Manufactured homes shall be anchored to prevent flotation, collapse or lateral movement. Methods of anchoring may include but are not limited to use of over-the-top or frame ties to ground anchors. This standard shall be in addition to and consistent with applicable state requirements for resisting wind forces.

(4)(3) New construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.

(5)(4) New construction and substantial improvements shall be constructed by methods and practices that minimize flood damage.

(6) Critical Development - shall be elevated to the 500 year flood elevation or be elevated to the highest known historical flood elevation (where records are available), whichever is greater. If no data exists establishing the 500 year flood elevation or the highest known historical flood elevation, the applicant shall provide a hydrologic and hydraulic engineering analysis that generates 500 year flood elevation data,

(7)(5) Electrical, heating, ventilation, plumbing, air conditioning equipment and other service facilities shall be designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding.

(8)(7) New and replacement water supply systems shall be designed to minimize or eliminate infiltration of floodwaters into the systems.

(9)(8) New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of floodwaters into the systems and discharges from the systems into floodwaters.

(10)(9)-site waste disposal systems shall be located and constructed to avoid impairment to them or contamination from them during flooding.

(11) Gas Or Liquid Storage Tanks – All gas or liquid storage tanks, either located above ground or buried, shall be anchored to prevent flotation and lateral movement resulting from hydrodynamic and hydrostatic loads.

(12) Any alteration, repair, reconstruction or improvements to a structure which is in compliance with the provisions of this article shall meet the requirements of new construction as contained in this article.

(13) Non-Conforming Buildings or Uses - Non-conforming buildings or uses may not be enlarged, replaced, or rebuilt unless such enlargement or reconstruction is accomplished in conformance with the provisions of this ordinance. Provided, however, nothing in this ordinance shall prevent the repair, reconstruction, or replacement of an existing building or structure located totally or partially within the floodway, provided that the bulk of the building or structure below base flood elevation in the floodway is not increased and provided that such repair, reconstruction, or replacement meets all of the other requirements of this ordinance.

(14) American with Disabilities Act (ADA) - A building must meet the specific standards for floodplain construction outlined in this ordinance, as well as any applicable ADA requirements. The ADA is not

justification for issuing a variance or otherwise waiving these requirements. Also, the cost of improvements required to meet the ADA provisions shall be included in the costs of the improvements for calculating substantial improvement.

Sec. 21-172. Specific standards.

In all areas of special flooding hazard where base flood elevation data has been provided, the following provisions are required:

(1) *Residential construction.* New construction and substantial improvement of any residential structure (including manufactured homes) shall have the lowest floor, including basement, elevated no lower than two feet above the base flood elevation. No basements are permitted. Should solid foundation perimeter walls be used to elevate a structure, flood openings sufficient to facilitate the unimpeded movement of floodwaters shall be provided in accordance with standards of subsection (3) of this section.

(2) *Nonresidential construction.* New construction and substantial improvement of any commercial, industrial or nonresidential structure (including manufactured homes) shall have the lowest floor, including basement, elevated no lower than two feet above the level of the base flood elevation. No basements are permitted. Structures located in all A zones may be flood proofed in lieu of being elevated provided that all areas of the structure below the required elevation are watertight with walls substantially impermeable to the passage of water, and use structural components having the capability of resisting hydrostatic and hydrodynamic loads and the effects of buoyancy. A registered professional engineer or architect shall certify that the standards of this subsection are satisfied.

(3) *Elevated buildings.* New construction and substantial improvements of elevated buildings that include fully enclosed areas formed by foundation and other exterior walls below the base flood elevation shall be designed to preclude finished living space and designed to allow for the entry and exit of floodwaters to automatically equalize hydrostatic flood forces on exterior walls.

a. Designs for complying with this requirement must either be certified by a professional engineer or architect or meet the following minimum criteria:

1. A minimum of two openings on different walls shall be provided having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding;

2. The bottom of all openings shall be no higher than one foot above the higher of the interior or exterior grade immediately under the opening; and

3. Only the portions of openings that are below the base flood elevation can be counted towards the required net open area; and

4. Openings may be equipped with screens, louvers, valves or other coverings or devices provided they permit the automatic flow of floodwaters in both directions;

5. Fill placed around foundation walls must be graded so that the grade inside the enclosed area is equal to or higher than the adjacent grade outside the building on at least one side of the building; and,

6. Hazardous Velocities - Hydrodynamic pressure must be considered in the design of any foundation system where velocity waters or the potential for debris flow exists. If flood velocities are excessive (greater than 5 feet per second), foundation systems other than solid foundations walls should be considered so that obstructions to damaging flood flows are minimized.

~~b. Electrical, plumbing and other utility connections are prohibited below the base flood elevation.~~

~~c. Access to the enclosed area shall be the minimum necessary to allow for parking of vehicles (garage door) or limited storage of maintenance equipment used in connection with the premises (standard exterior door) or entry to the living area (stairway or elevator).~~

~~d. The interior portion of such enclosed area shall not be partitioned or finished into separate rooms.~~

(4) Enclosures below lowest floor:

a. Electrical, plumbing and other utility connections are prohibited below the base flood elevation.

b. Access to the enclosed area shall be the minimum necessary to allow for parking of vehicles (garage door) or limited storage of maintenance equipment used in connection with the premises (standard exterior door) or entry to the living area (stairway or elevator).

c. The interior portion of such enclosed area shall not be partitioned or finished into separate rooms.

d. All construction materials below the required lowest floor elevation specified in the specific standards should be of flood resistant materials.

(5)-(4) Standards for manufactured homes and recreational vehicles.

a. All manufactured homes placed or substantially improved on individual lots or parcels, in expansions to existing manufactured home parks or subdivisions, or in substantially improved manufactured home parks or subdivisions must meet all the requirements for new construction, including elevation and anchoring.

b. All manufactured homes placed or substantially improved in an existing manufactured home park or subdivision must be elevated so that:

1. The lowest floor of the manufactured home is elevated no lower than two feet above the level of the base flood elevation.

2. The manufactured home chassis is supported by reinforced piers, or other foundation elements of at least an equivalent strength, of no less than 36 inches in height above grade.

3. The manufactured home must be securely anchored to the adequately anchored foundation system to resist flotation, collapse and lateral movement.

4. In an existing manufactured home park or subdivision on which a manufactured home has incurred substantial damage as the result of a flood, any manufactured home placed or substantially improved must meet the standards of this section.

5. An evacuation plan must be developed for evacuation of all residents of all new, substantially improved or substantially damaged manufactured home parks or subdivisions located within flood-prone areas. This plan shall be filed with and approved by the local floodplain administrator and the local Emergency Preparedness Coordinator.

c. All recreational vehicles placed on sites must either:

1. Be on site for fewer than 180 consecutive days

2. Be fully licensed and ready for highway use; or

3. Meet all the requirements for new construction, including anchoring and elevation requirements of this section.

d. A recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick-disconnect type utilities and security devices, and has no permanently attached structures.

~~(6)-(5)~~ *Floodways.* Located within areas of special flood hazard are areas designated as floodways. Since the floodway is an extremely hazardous area due to the velocity of floodwater, which carries debris and potential projectiles and has erosion potential, the following provisions shall apply:

a. Encroachments are prohibited, including fill, new construction, substantial improvements and other development, unless certification (with supporting technical data) by a professional engineer is provided demonstrating that encroachment will not result in any increase in flood levels during the base flood discharge.

b. A Conditional Letter of Map revision (CLOMR) has been approved by FEMA. A Letter of Map Revision must be obtained upon completion of the proposed development.

~~c.-b~~ If subsection (5)a of this section is satisfied, all new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of this division.

~~d.e~~ The placement of manufactured homes (mobile homes) is prohibited except in an existing manufactured home (mobile home) park or subdivision. A replacement manufactured home may be placed on a lot in an existing manufactured home park or subdivision provided the anchoring standards and the elevation standards are met.

e. Permissible uses within floodways may include: general farming, pasture, outdoor plant nurseries, horticulture, forestry, wildlife sanctuary, game farm, and other similar agricultural, wildlife, and related uses. Also, lawns, gardens, play areas, picnic grounds, and hiking and horseback riding trails are acceptable uses, provided that they do not employ structures or fill. Substantial development of a permissible use may require a no-impact certification. The uses listed in this subsection are permissible only if and to the extent that they do not cause any increase in base flood elevations or changes to the floodway configuration.

f. Map Maintenance Activities – The National Flood Insurance Program (NFIP) requires flood data to be reviewed and approved by FEMA. This ensures that flood maps, studies and other data identified in this ordinance accurately represent flooding conditions so appropriate floodplain management criteria are based on current data.

(7) Requirement to Submit New Technical Data

a. For all development proposals that impact floodway delineations or base flood elevations, the community shall ensure that technical or scientific data reflecting such changes be submitted to FEMA as soon as practicable, but no later than six months from the date such information becomes available. These development proposals include; but not limited to:

1. Floodway encroachments that increase or decrease base flood elevations or alter floodway boundaries;

2. Fill sites to be used for the placement of proposed structures where the applicant desires to remove the site from the special flood hazard area;

3. Alteration of watercourses that result in a relocation or elimination of the special flood hazard area, including the placement of culverts; and

4. Subdivision or large scale development proposals requiring the establishment of base flood elevations in accordance with this ordinance.

b. It is the responsibility of the applicant to have technical data, required in accordance with this ordinance, prepared in a format required for a Conditional Letter of Map Revision or Letter of Map Revision, and submitted to FEMA. Submittal and processing fees for these map revisions shall also be the responsibility of the applicant.

1. The local floodplain administrator shall require a Conditional Letter of Map Revision prior to the issuance of a floodplain development permit for:

2. Proposed floodway encroachments that increase the base flood elevation; and

3. Proposed development which increases the base flood elevation by more than one foot in areas where FEMA has provided base flood elevations but no floodway.

4. Floodplain development permits issued by the local floodplain administrator shall be conditioned upon the applicant obtaining a Letter of Map Revision from FEMA for any development proposal subject to this ordinance.

5. Right to Submit New Technical Data The floodplain administrator may request changes to any of the information shown on an effective map that does not impact floodplain or floodway delineations or base flood elevations, such as labeling or planimetric details. Such a submission shall include appropriate supporting documentation made in writing by the local jurisdiction and may be submitted at any time.

(8) Accessory Structures A detached accessory structure or garage, the cost of which is greater than \$3,000, must comply with the requirements as outlined in FEMA's Technical Bulletin 7-93 Wet Floodproofing Requirements or be elevated in accordance with this ordinance or dry floodproofed in accordance with this ordinance.

a. If accessory structures of \$3,000 or less are to be placed in the floodplain, the following criteria shall be met:

1. Accessory structures shall not be used for any uses other than the parking of vehicles and storage,

2. Accessory structures shall be designed to have low flood damage potential

3. Accessory structures shall be constructed and placed on the building site so as to offer the minimum resistance to the flow of floodwaters,

4. Accessory structures shall be firmly anchored to prevent flotation, collapse and lateral movement of the structure,

5. Service facilities such as electrical and heating equipment shall be installed in accordance with this ordinance,

6. Openings to relieve hydrostatic pressure during a flood shall be provided below base flood elevation in conformance with this ordinance, and

7. Accessory structures shall be built with flood resistance materials in accordance with Technical Bulletin 2, Flood Damage-Resistant Materials Requirements, dated 8/08, and available from the Federal Emergency Management Agency. Class 4 and 5 materials, referenced therein, are acceptable flood-resistant materials.

8. Swimming Pool Utility Equipment Rooms - If the building cannot be built at or above the BFE, because of functionality of the equipment then a structure to house the utilities for the pool may be built below the BFE with the following provisions:

9. The utilities must be anchored to prevent flotation and shall be designed to prevent water from entering or accumulating within the components during conditions of the base flood.

b. Elevators

1. Install a float switch system or another system that provides the same level of safety necessary for all elevators where there is a potential for the elevator cab to descend below the BFE during a flood per FEMA's Technical Bulletin 4-93 Elevator Installation for Buildings Located in Special Flood Hazard Areas.

2. All equipment that may have to be installed below the BFE such as counter weight roller guides, compensation cable and pulleys, and oil buffers for traction elevators and the jack assembly for a hydraulic elevator must be constructed using flood-resistant materials where possible per FEMA's Technical Bulletin 4-93 Elevator Installation for Buildings Located in Special Flood Hazard Areas.

c. Fill

1. An applicant shall demonstrate that fill is the only alternative to raising the building to meet the residential and non-residential construction requirements of Article IV B(1) or B (2), and that the amount of fill used will not affect the flood storage capacity or adversely affect adjacent properties. The following provisions shall apply to all fill placed in the special flood hazard area:

2. Fill may not be placed in the floodway unless it is in accordance with the requirements in this ordinance

3. Fill may not be placed in tidal or non-tidal wetlands without the required state and federal permits.

4. Fill must consist of soil and rock materials only. A registered professional geotechnical engineer may use dredged material as fill only upon certification of suitability. Landfills, rubble fills, dumps, and sanitary fills are not permitted in the floodplain.

5. Fill used to support structures must comply with ASTM Standard D-698, and its suitability to support structures certified by a registered, professional engineer.

6. Fill slopes shall be no greater than two horizontal to one vertical. Flatter slopes may be required where velocities may result in erosion.

7. The use of fill shall not increase flooding or cause drainage problems on neighboring properties.

8. Fill may not be used for structural support in the coastal high hazard areas.

9. Will meet the requirements of FEMA Technical Bulletin 10-01, Ensuring That Structures Built On Fill in or Near Special Flood Hazard Areas Are Reasonable Safe from Flooding.

Sec. 21-173. Standards for streams without established base flood elevations and floodways.

Located within the areas of special flood hazard established in section 21-127, where small streams exist but where no base flood data has been provided or where no floodways have been provided, the following provisions apply:

(1) No encroachments, including fill material or structures, shall be located within a distance of the stream bank equal to five times the width of the stream at the top of the bank or 20 feet on each side from the top of the bank, whichever is greater, unless certification by a professional engineer is provided demonstrating that such encroachments will not result in any increase in flood levels during the occurrence of the base flood discharge.

(2) New construction and substantially improved structures shall be elevated or flood proofed to elevations established in accordance with section ~~21-153(9)~~ 21-172(1) and (2) or the lowest floor (including basement) shall be elevated at least ~~three~~ two feet above the highest adjacent grade.

(3) Base flood elevation data shall be provided for subdivision proposals and other proposed development (including manufactured home parks and subdivisions) which is greater than the lesser of 50 lots or five acres.

(4) Data from preliminary, draft, and final Flood Insurance Studies constitutes best available data. Refer to FEMA Floodplain Management Technical Bulletin 1-98 Use of Flood Insurance Study (FIS) Data as Available Data. If an appeal is pending on the study in accordance with 44 CFR Ch. 1, Part 67.5 and 67.6, the data does not have to be used.

(5) When base flood elevation (BFE) data is not available from a federal, state, or other source one of the following methods may be used to determine a BFE For further information regarding the methods for determining BFEs listed below, refer to FEMA's manual Managing Floodplain Development in Approximate Zone A Areas:

a. Contour Interpolation

1. Superimpose approximate Zone A boundaries onto a topographic map and estimate a BFE.

2. Add one-half of the contour interval of the topographic map that is used to the BFE.

b. Data Extrapolation - A BFE can be determined if a site within 500 feet upstream of a reach of a stream reach for which a 100-year profile has been computed by detailed methods, and the floodplain and channel bottom slope characteristics are relatively similar to the downstream reaches. No hydraulic structures shall be present.

c. Hydrologic and Hydraulic Calculations- Perform hydrologic and hydraulic calculations to determine BFEs using FEMA approved methods and software.

Requested by:

Assistant City Manager Shealy

Mayor

Approved by:

City Manager

Approved as to form:


Deputy City Attorney

ATTEST:

City Clerk

Introduced:

Final Reading:



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Legal

FROM: *Shari Ardis, Legal Office Manager*

SUBJECT: Ordinance No.: 2017-099 - Granting a Right of Way Easement to Richland County for the Atlas Road Widening Project along a portion of City-owned property identified as Richland County TMS#16312-01-02 (Atlas Road Fire Station); CF#250-423

PURPOSE: First reading approval was given on November 21, 2017.

FINANCIAL IMPACT:

STRATEGIC GOALS: Collaborate and partner with entities, Connect the City's neighborhoods and business dist, Foster a healthy quality of life, Provide high quality municipal services

ATTACHMENTS:

- **#a:** 2017-099 Easement to Richland County - Atlas Road Widening (PDF)

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING

ORDINANCE NO.: 2017-099

Granting a Right of Way Easement to Richland County for the Atlas Road Widening Project along a portion of City-owned property identified as Richland County TMS#16312-01-02 (Atlas Road Fire Station); CF#250-423

WHEREAS, Richland County has requested a right-of-way easement comprising of approximately 4,000 square feet (0.92 acres) along a portion of the Atlas Road Fire Station property known as Richland County TMS #16312-01-02, for the widening of Atlas Road and roadway improvements; and,

WHEREAS, the plans for the proposed utility installations have been reviewed and approved by the Fire Department and the Department of Engineering and there are no conflicts with existing or planned City utilities; NOW, THEREFORE,

BE IT ORDAINED by the Mayor and City Council of the City of Columbia, South Carolina this _____ day of _____, 2017, for and in consideration of the sum of Five and No/100 (\$5.00) Dollars, the City Manager is hereby authorized to execute an easement on behalf of the City of Columbia to **RICHLAND COUNTY** for widening Atlas Road and roadway improvements along a portion of Richland County TMS #16312-01-02.

The referenced right-of-way easement is shown on a drawing prepared for Richland County for the Atlas Road Widening Project, Project ID P029310, dated October 13, 2016, and being on file in the Office of the Department of Engineering under file reference #250-423. A copy of said drawing being attached hereto and made a part hereof as Exhibit "A".

Requested by:

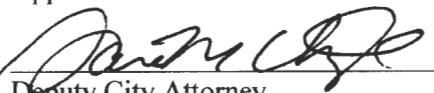
Assistant City Manager Shealy

Mayor

Approved by:

City Manager

Approved as to form:

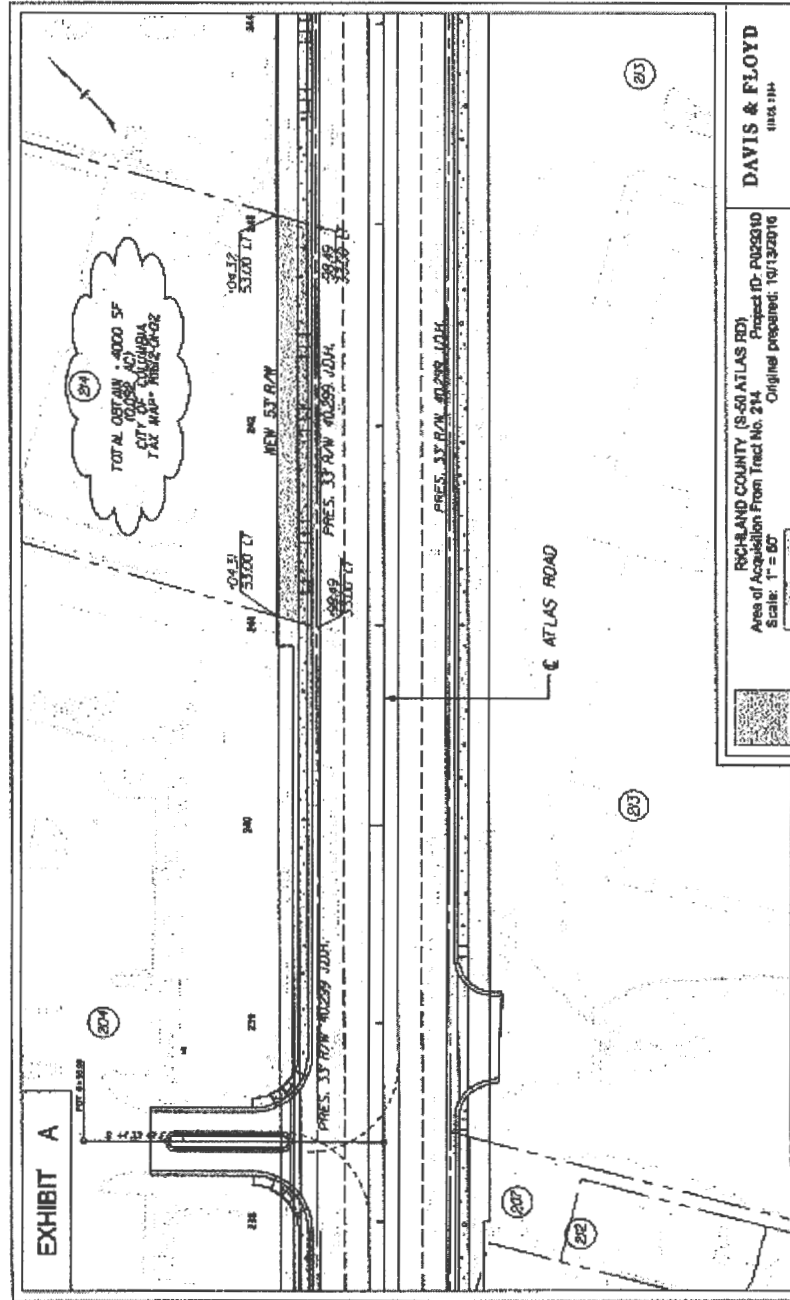

Deputy City Attorney

ATTEST:

City Clerk

Introduced
Final Reading

Ordinance No.: 2017-099
EXHIBIT "A"



CF#250-423



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Legal

FROM: *Shari Ardis, Legal Office Manager*

SUBJECT: Ordinance No.: 2017-101 - Authorizing the City of Columbia, South Carolina to execute and deliver an Equipment Lease Purchase Agreement in the Amount of Not Exceeding \$4,000,000 between the City and Lessor Thereof to Defray the Cost of Acquiring Certain Equipment, and other matters related thereto

PURPOSE: First reading approval was given on November 21, 2017.

FINANCIAL IMPACT:

STRATEGIC GOALS: Collaborate and partner with entities, Foster a healthy quality of life, Provide high quality municipal services

ATTACHMENTS:

- **#a:** 2017-101 Lease Purchase Agreement \$4,000,000 (PDF)
- **#b:** FY17-18 Capital Replacement revised (PDF)

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING

ORDINANCE NO.: 2017-101

AUTHORIZING THE CITY OF COLUMBIA, SOUTH CAROLINA, TO EXECUTE AND DELIVER AN EQUIPMENT LEASE PURCHASE AGREEMENT IN THE AMOUNT OF NOT EXCEEDING \$4,000,000 BETWEEN THE CITY AND THE LESSOR THEREOF TO DEFRAY THE COST OF ACQUIRING CERTAIN EQUIPMENT; AND OTHER MATTERS RELATING THERETO.

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF COLUMBIA, SOUTH CAROLINA, AS FOLLOWS:

Section 1. Findings and Determinations. The City Council (the "Council") of the City of Columbia, South Carolina (the "City"), hereby finds and determines:

(a) The City is an incorporated municipality located in Lexington County and Richland County, South Carolina, and as such possesses all powers granted to municipalities by the Constitution and laws of this State.

(b) Section 5-7-40 of the Code of Laws of South Carolina 1976, as amended (the "S.C. Code"), empowers all municipalities to own and possess real and personal property and such municipalities may lease any such property.

(c) The City desires to enter into a lease-purchase agreement (the "Lease Agreement") with a bank or other financial institution selected by the City Manager and Assistant City Manager for Finance and Economic Services for the purpose of financing the acquisition of the equipment set forth on Exhibit A hereto (the "Equipment").

(d) The Lease Agreement will not constitute a "financing agreement" and the Equipment will not constitute an "asset" as such terms are defined in Section 11-27-110 of the S.C. Code. Thus, the amount of the Lease Agreement will not be included when calculating the City's constitutional debt limit under Article X, Section 14 of the Constitution of the State of South Carolina.

(e) The Lease Agreement will be subject to annual appropriation by the Council.

(f) It is in the best interest of the City to acquire the Equipment by entering into the Lease Agreement. The Lease Agreement will enable the City to purchase the Equipment which will provide service necessary and useful to the operations of the City government.

Section 2. Approval of Lease/Purchase Financing; Delegation of Authority to Determine Certain Matters Relating to the Lease/Purchase Financing. The Equipment described in Exhibit A shall be acquired pursuant to a lease purchase financing which is hereby approved in a principal amount of not exceeding \$4,000,000. The Request for Proposals in the form set forth as Exhibit B hereto and the distribution thereof to various banks and other financial institutions in the City and other locations as the City Manager and Assistant City Manager for Finance and Economic Services determined, is hereby ratified and approved. Without further authorization, the City Council hereby delegates to the Mayor and the City Manager and the Assistant City Manager for Finance and Economic Services, or any two of them acting together, the authority to: (a) determine the principal amount of the Lease Agreement, if less than authorized by this Ordinance; (b) determine the payment schedule under the Lease Agreement; (c) determine the final payment date under the Lease Agreement; (d) determine the terms relating to any prepayment of the Lease Agreement; (e) determine the date and time for receipt of bids under the Request for Proposals; (f) accept, as well as negotiate, with any responsible bidder under the terms of the Request for Proposals and award the sale of the lease purchase financing to the bidder (the "Bidder") submitting the proposal determined to be the most advantageous to the City in accordance with the terms of the Request for Proposals; and (g) make changes to the quantity, cost or description of the Equipment set forth in Exhibit A attached hereto.

Section 3. Approval of Lease Agreement. Without further authorization, the Mayor, the City Manager and the Assistant City Manager for Finance and Economic Services, or any of them acting alone (each, an "Authorized Person"), is authorized to approve the form, terms and provisions of the Lease Agreement proposed by the Bidder, and to execute, acknowledge and deliver the Lease Agreement in the name and on behalf of the City. The Lease Agreement is to be in the form as shall be approved by any Authorized Person, the Authorized Person's execution thereof to constitute conclusive evidence of such approval.

Section 4. Execution of Documents; Ratification of Certain Actions. The Mayor, City Manager, Assistant City Manager for Finance and Economic Services, City Clerk and City Attorney are fully empowered and authorized to take such further actions and to execute and deliver such additional documents as may be reasonably requested by the Bidder to effect the delivery of the Lease Agreement, including any project fund or acquisition fund agreement, in accordance with the terms and conditions therein set forth and the transactions contemplated hereby and thereby, and the actions of such officers in executing and delivering any of such documents, in such form as any Authorized Person shall approve, is hereby fully authorized.

Section 5. Federal Tax Covenant. The City, as lessee under the Lease Agreement, agrees and covenants that it will not take any action which will, or fail to take any action which failure will, cause interest components of the payments to be made under the Lease Agreement to become includable in the gross income of the Bidder or its successors or assignees for federal income tax purposes pursuant to the provisions of the Internal Revenue Code of 1986, as amended ("Code") and regulations promulgated thereunder in effect on the date of the execution and delivery of the Lease Agreement, and that it will comply with all applicable provisions of Section 103 and Sections 141 through 150 of the Code, and any regulations promulgated thereunder, to maintain the exclusion from gross income for federal income tax purposes of the interest portion of the payments to be made under the Lease Agreement; and to that end the City shall:

- (a) comply with the applicable provisions of Section 103 and Sections 141 through 150 of the Code and any regulations promulgated thereunder so long as the Lease Agreement is outstanding;
- (b) establish such funds, make such calculations and pay such amounts in the manner and at the times required in order to comply with the requirements of the Code relating to required rebates of certain amounts to the United States; and
- (c) make such reports of such information at the times and places required by the Code.

The City will timely file Form 8038-G in accordance with the applicable regulations of the Internal Revenue Service.

The City Manager and Assistant City Manager for Finance and Economic Services of the City, or any one of them acting alone, are hereby authorized to adopt written procedures for and on behalf of the City to ensure the City's compliance with federal tax matters relating to the Lease Agreement.

Section 6. Filings with Central Repository. In compliance with Section 11-1-85 of the S.C. Code, the City covenants that it will file or cause to be filed with a central repository for further availability in the secondary bond market when requested; (a) a copy of the annual audit of the City within thirty (30) days of the City's receipt thereof; and (b) within thirty (30) days of the occurrence thereof, relevant information of an event which, in the opinion of the City, adversely affects more than five percent (5%) of the City's revenue or its tax base.

Section 7. Severability. All ordinances, resolutions and parts thereof, procedural or otherwise, in conflict herewith or the proceedings authorizing the execution of the Lease Agreement are, to the extent of such conflict, hereby repealed.

Section 8. Effective Date. This Ordinance shall be effective upon its enactment by the Council.

This Ordinance shall be forthwith codified in the Code of City Ordinances in the manner required by law.

ENACTED this ____ day of _____, 2017.

CITY OF COLUMBIA, SOUTH CAROLINA

Mayor

(SEAL)

ATTEST:

Clerk

Date of First Reading: _____, 2017

Date of Second Reading: _____, 2017

EXHIBIT AEquipment

Acquisition, replacement and installation of certain rolling stock and other equipment, including but not limited to the following: purchase of new cars, trucks and other vehicles and equipment for the police, fire, public works and parks departments of the City and purchase and installation of computers, software, equipment and systems for various departments of the City.

EXHIBIT B

Form of Request for Proposals



REQUEST FOR PROPOSALS

City of Columbia, South Carolina Equipment Lease-Purchase Financing, 2017

Response Due: December __, 2017
12:00 Noon, South Carolina Time
Proposals by facsimile: 803.545.3051

NOT BANK QUALIFIED

The City of Columbia, South Carolina (the "City"), is requesting proposals from various banks and financial institutions for a not exceeding \$4,000,000 tax-exempt lease-purchase financing to defray the costs of acquiring certain equipment as described herein. The City invites interested parties to submit a proposal to finance the equipment by specifying a rate of interest and other conditions for such financing.

Mailed or Hand Delivered Proposals: Each mailed or hand delivered proposal shall be enclosed in a sealed envelope marked "Proposal for 2017 Equipment Lease Purchase" and should be mailed or delivered to:

Jeffery M. Palen
Assistant City Manager for Finance
and Economic Services
City of Columbia
1737 Main Street
Columbia, SC 29201

E-Mail Proposals: Electronic proposals may be e-mailed to the attention of Mr. Jeffery M. Palen, City Manager, at jmpalen@columbiasc.net, with a copy to Michael J. Seezen, Special Counsel, at mseezen@mcnair.net.

PROPOSALS MAY BE DELIVERED BY HAND, BY MAIL, OR BY E-MAIL, BUT NO PROPOSAL SHALL BE CONSIDERED WHICH IS NOT ACTUALLY RECEIVED BY THE CITY AT THE PLACE, DATE AND TIME APPOINTED. THE CITY SHALL NOT BE RESPONSIBLE FOR ANY FAILURE, MISDIRECTION, DELAY OR ERROR RESULTING FROM THE SELECTION BY ANY BIDDER OF ANY PARTICULAR MEANS OF DELIVERY OF PROPOSALS.

Please note that this Request for Proposals is also being sent to a number of other institutions as well and that the City, in its sole discretion, reserves the right to select the proposal determined to be the most advantageous to the City. The selection process will be heavily weighted toward lowest financing costs; however, lowest financing cost is not the only factor that may be considered by the City. The City reserves the right to reject any or all proposals as well as negotiate with the lowest responsible bidder.

I. Terms and Conditions

- (a) Amount to be Financed: Not exceeding \$4,000,000. The City retains the option to reduce the total amount to be financed by up to 10%. A bid for less than the total principal amount contemplated by this Request for Proposals will not be considered.

- (b) Funding Options. Bidders may submit proposals on either or both of the following two basis:

1. Fully-Funded. Proceeds of the financing will be fully funded at closing, and deposited to an account held for the benefit of the City (the "Acquisition Account"). Interest will accrue on the full principal amount of the financing from the date of closing. If a bidder requires that the Acquisition Account be held by the bidder or its designee, the bidder must so indicate on its proposal (including any fees required thereunder). Otherwise, the City retains the right to designate a bank to act as custodian of the Acquisition Account. Interest earnings in the Acquisition Account must accrue to the City.

2. Draw-Down. Proceeds of the financing will be advanced to the City on an as-needed basis, during the first twenty-four (24) months after the execution of the financing. Interest will accrue from the respective dates of each advance.

- (c) Payments: The final payment of principal and interest shall be due on or before _____. Payments of principal and interest shall be made monthly, commencing on the later of _____, 2018, or the first day of the month following the first advance (if applicable), in approximately equal amounts until maturity.

Unless otherwise designated by a bidder, interest will be calculated based on a 360-day year comprised of twelve 30-day months.

- (d) Guarantee of Interest Rate: The interest rate, costs and other terms of the bid submitted must be guaranteed from the date of your proposal to the closing date (expected to be on or about December ___, 2017). The fixed rate shall be a single rate of interest per annum which the Lease Agreement (as defined herein) is to bear until maturity or prior redemption and should be expressed as a percentage interest rate of one one-hundredth (1/100th) of a percent. **Bids containing rates of interest which may adjust upon the occurrence of specified events, including changes in the bidder's capital requirements or cost of capital, or for any other reason, will be rejected.**

- (e) Equipment/Form of Equipment Lease-Purchase Agreement: See attached Exhibit A for a description of the equipment proposed to be financed. The successful bidder's proposed form of lease agreement ("Lease Agreement") should be provided to the City's Special Counsel within three (3) business days of the award of the successful proposal.

- (f) Non-appropriation: A non-appropriation provision acceptable to the City must be included in the Lease Agreement. Any and all amounts due including, but not limited to, scheduled lease payments, reimbursements, penalties or fees under the Lease Agreement or any Acquisition Account (as defined below) must be subject to annual appropriation by the City.

- (g) Non-substitution: A non-substitution provision is not permitted to be included in

the Lease Agreement.

- (h) Deficiency Judgment: No deficiency judgment can be assessed or imposed against the City nor will the full faith, credit and taxing power of the City be pledged to the payment of the Lease Agreement.
- (i) Title: Title to the equipment will be in the name of the City subject to the bidder's rights under the Lease Agreement. The successful bidder shall be responsible for taking all actions it deems necessary to impose its lien upon or perfect any security interest in the equipment. The Lease Agreement must allow the City to dispose of certain of the equipment in its sole discretion prior to the termination of the Lease Agreement provided the value of the remaining items of equipment is not less than the outstanding principal balance of the Lease Agreement at the time of such disposition.
- (j) Payments for Equipment; Investments: Payments from the Acquisition Account or amounts advanced by the successful bidder, as applicable, may be made either to the City as reimbursement for prior expenditures or directly to the equipment vendor for payment of the equipment as directed by the City, up to twenty-four (24) months following the execution of the financing. Without limitation of the foregoing, payments therefrom must be made available upon request of the City for periodic partial payments to equipment vendors for the manufacture and/or assembly of equipment prior to delivery and acceptance of such equipment by the City. All funds invested or deposited in the Acquisition Account shall at all times be invested or deposited, as applicable, in a manner which satisfied the requirements of the laws of the State of South Carolina relating to investment or deposit of public funds, including, without limitation, Section 6-5-10 or Section 6-5-15 of the Code of Laws of South Carolina 1976, as amended, as applicable.
- (k) Costs of Issuance: All costs relating to the preparation of the Lease Agreement and fees of Special Counsel will be paid by the City. Any fees and costs of the bidder (including its legal expenses) to be paid by the City must be stated in the response to this Request for Proposals and will be treated as additional interest for purposes of evaluating bids. The Lease Agreement must allow the City to pay its legal fees and costs related to execution and delivery of the Lease Agreement out of the proceeds of the Lease Agreement.
- (l) Insurance: The City is self-insured for property, casualty and general liability risks. The equipment will be insured in a similar manner.
- (m) Closing: The City expects to accept the successful proposal on December ___, 2017, and close the transaction on December ___, 2017.
- (n) Prepayment: Unless otherwise specifically provided in a bidder's proposal and agreed to by the City, the Lease Agreement will be subject to prepayment at the option of the City in whole or in part at any time without any prepayment penalty.
- (o) Lease Agreement Not Designated as Qualified Tax-Exempt Obligation: The City has not designated the Lease Agreement as a "qualified tax-exempt obligation"

for purposes of Section 265 of the Internal Revenue Code, as amended (the “Code”), relating to the ability of financial institutions to deduct from income for federal income tax purposes interest expense that is allocable to carrying and acquiring tax-exempt obligations.

II. Proposal Requirements

- (a) The proposal must be in writing. It is preferred that a bidder’s proposal not be subject to further credit or underwriting approval.
- (b) No proposal may be modified by a bidder after it has been submitted.
- (c) Proposals should include: the name, address, telephone number of your institution; the primary contact; and identity of legal counsel, if any.
- (d) Proposals must be accompanied with a list of all requirements and conditions associated with the proposal.
- (e) Proposals must indicate a single interest rate for the lease term and it is requested that proposals include an amortization schedule showing annual payment amounts for the term of the financing.
- (f) Proposals must provide full disclosure of all financing costs, including any closing, legal, and tax opinion charges.
- (g) Any prepayment penalty or other fee requirements should be detailed in the proposal.

III. Evaluation of Proposals and Award

The Lease Agreement will be awarded to the bidder that provides the most advantageous proposal as determined by the City in its sole and absolute discretion. After the proposals are received, they will be evaluated by the officials of the City based on various factors, including, but not limited to, the interest rate, proposed form of Lease Agreement, redemption terms, prepayment penalties or limitations, additional credit or underwriting approval, additional covenants and terms, if any, and other conditions set forth therein. The City reserves the right to reject any and all proposals or to waive irregularities in any proposal. The City expects to accept the successful proposal by the close of business on December __, 2017.

IV. Legal Opinion. The execution and delivery of the Lease Agreement is subject to the approving opinion of the McNair Law Firm, P.A., Special Counsel, and the City’s attorney, Teresa A. Knox, Esq.

V. Tax Exemption and Other Tax Matters. The Code, and the Treasury Regulations promulgated thereunder, include provisions that relate to tax exempt obligations, such as the Lease Agreement, including, among other things, permitted uses and investment of the proceeds of the Lease Agreement and the rebate of certain net arbitrage earnings from the investment of such proceeds to the United States Treasury. Noncompliance with these requirements may result in interest paid under the Lease Agreement becoming subject to federal income taxation retroactive to the date of issuance of the Lease Agreement. The City has covenanted to comply with the requirements of the Code to the extent required to maintain the exclusion of interest on the Lease Agreement from gross income for federal tax purposes.

Failure of the City to comply with these covenants could cause the interest on the Lease Agreement to be taxable retroactively to its date of issuance.

The Code imposes an alternative minimum tax on a taxpayer's alternative minimum taxable income. Interest on the Lease Agreement is not an item of tax preference for purposes of the federal alternative minimum tax imposed on individuals and corporations, however, such interest is taken into account in determining adjusted current earnings for purposes of computing the alternative minimum tax imposed on corporations.

The accrual or receipt of interest on the Lease Agreement may affect the federal income tax liability of the recipient. The extent of these other tax consequences will depend upon the recipient's particular tax status or other items of income or deduction. Prospective purchasers of the Lease Agreement should be aware that ownership of the Lease Agreement may result in collateral federal income tax consequences to certain taxpayers, including, without limitation, financial institutions, property and casualty insurance companies, individual recipients of Social Security or Railroad Retirement benefits, certain S corporations with "excess net passive income," foreign corporations subject to the branch profits tax, life insurance companies and taxpayers otherwise entitled to claim the earned income credit and taxpayers who may be deemed to have incurred or continued indebtedness to purchase or carry or have paid or incurred certain expenses allocable to the Lease Agreement. Special Counsel will not express any opinion as to such collateral tax consequences. Prospective purchasers of the Lease Agreement should consult their tax advisors as to collateral federal income tax consequences.

Special Counsel has not undertaken to determine (or to inform any person) whether any action taken (or not taken) or event occurring (or not occurring) after the date of issuance of the Lease Agreement may affect the tax status of interest on the Lease Agreement. In rendering its opinion, Special Counsel will rely upon certificates and representations of the City with respect to certain material facts solely within the knowledge of the City relating to the application of the proceeds of the Lease Agreement.

VI. Investment Letter. The lessor will be requested to execute a letter to the City in substantially the form submitted with this Request for Proposals.

VII. Additional Information. If you should have any questions regarding the Request for Proposals, you should contact:

Jeffery M. Palen
Assistant City Manager for Finance
and Economic Services
Phone: 803.545.3026
E-Mail: jmpalen@columbiasc.net

Michael J. Seezen, Esq.
McNair Law Firm, P.A.
Phone: 803.753.3257
E-Mail: mseezen@mcnair.net

Bidders are encouraged to submit any questions or requests for further information to the City at least two days prior to the date proposals are due (December __, 2017), in order to ensure sufficient time for the City to review and respond to such questions or requests.

No questions may be directed to or contacts made with the Mayor, other members of City Council or any City staff not identified in this Request for Proposals as points of contacts during the period of time that this Request for Proposals is made public until the final selection is made, except as otherwise provided for herein. Violation of this prohibition may disqualify the bidder from further consideration.

/s/ Jeffery M. Palen

City of Columbia, South Carolina
Assistant City Manager for Finance and
Economic Services

November __, 2017



EXHIBIT AEquipment

Acquisition, replacement and installation of certain rolling stock and other equipment, including but not limited to the following: purchase of new cars, trucks and other vehicles and equipment for the police, fire, public works and parks departments of the City and purchase and installation of computers, software, equipment and systems for various departments of the City.



General Fund Proposed Capital Lease for Replacement Rolling Capital & Technology

	# of Vehicles		Revised FY 17/18
Fire			
Prevention		Replace 21673-SUV hybrid	
Prevention		Replace 19934, 20572, 20655-Three Cars	
Prevention		Replace 19175 van	\$ 22,885
Suppression	1	Replace Reserve Engine HER 49, 18726	\$ 600,000
Suppression	1	Replace Reserve Engine HER 43, 18730	
Suppression	1	Replace Reserve HAZ Rescue-16240	
Suppression		Replace 21,250-Tahoe	
Logistics	1	Replace 19922-Van	
Maintenance	1	Replace 21284-service truck	
		Total Fire	\$ 622,885
Public Works			
Solid Waste	1	Replace 20195 - Rear Loader	
Solid Waste ADM	1	Replace 21987-1/2 Truck	
Solid Waste	1	Replace 14052 - Fork Lift	
Solid Waste	1	Replace 18288 - Leaf Machine	
Solid Waste	1	Replace 22154 - Trash Truck	
Solid Waste	1	Replace 22166 - Trash Truck	
Solid Waste	1	Replace 22155 - Trash Truck	
Solid Waste	1	Replace 22154 - Trash Truck	
Solid Waste	1	Replace 22165 - Trash Truck	\$ 75,190
Solid Waste	1	Replace 22153 - Trash Truck	\$ 75,190
Solid Waste Trash	2	Replace 20608- Pickup	
Solid Waste	1	Replace 20538 - Side Loader	\$ 253,783
Solid Waste	1	Replace 20569- Claw	\$ 150,000
Solid Waste		Replace 19871-Clam Shell	
Solid Waste Compost		Replace 16955-Pickup	
Solid Waste	1	Replace 20939 - Side Loader	
Solid Waste	1	Replace 20960-Front Loader	\$ 283,960
		Total Vehicles-Solid Waste	\$ 838,123
Street	1	Replace 14694-Small Motor Grader	
Street	1	Replace 15413-Dump Truck	\$ 155,000
Street	1	Replace 15929-Wheel Loader	
Street	1	Replace 15894-Dump Truck	
		Total Vehicles-Street	\$ 155,000
Animal Services	1	Replace 22482-Pickup	\$ 20,173
		Total Vehicles-Animal Services	\$ 20,173
Traffic	1	Replace 16232-Pickup	\$ 20,173
Traffic	1	Replace 20735-Car	
Traffic	1	Replace 18475-Pickup	
Traffic	1	Replace 20571-Car	
		Total Vehicles-Traffic	\$ 20,173
Forestry	1	Replace 15714-Skid Steer	\$ 65,000
Forestry	1	Replace 15249- Crew Cab	
Forestry	1	Replace 19524-1/2 Truck 4x4	
Forestry	1	Replace 14849-Dump Truck	
Forestry	1	Replace 19280-1/2 Truck	
Forestry	1	Replace 18796-Crew Cab	
Forestry	2	Replace 18926 Crew Cab	
Forestry		Replace 22405-stump grinder	\$ 54,100
Forestry		Replace 15278-chipper	
Forestry	1	Replace 14891-Crew Cab Truck	
Forestry	1	Replace 22633-Riding Mower	
Forestry	1	Replace 22490-Riding Mower	
Forestry	1	Replace 19718-1/2 Truck	
		Total Vehicles-Forestry	\$ 119,100
		Total Public Works	\$ 1,152,569
Development Services			
Development Services		Replace-19924-Car	
Development Services	1	Replace 19251-Car	
Development Services	2	Replace 19499,20606,-Chevy Pickup	\$ 42,000
		Total Vehicles-Development Services	\$ 42,000
General Services			
Support Service	1	Replace 16792 Pickups	\$ 25,500
Support Service	1	Replace 18508 Pickups	
Support Service	1	Replaces 21676 Hybrid Mail Trucks	
		Total Vehicles-Support Service	\$ 25,500
		Total General Service	\$ 25,500
O&O	1	car	
Information Services	1	Replace 18474-Pickup	\$ 20,173
		Total Vehicles-Information Services	\$ 20,173
Parks & Recreation			
Maintenance	1	Replace 16064-3/4 Pickup	
Buildings & Grounds	1	Replace 21315-3/4 Truck	
Buildings & Grounds	1	Replace 19784-Dump Truck	
Buildings & Grounds	1	Replace 18272-1/2 Truck	
Buildings & Grounds	1	Replace 20621-Lawnmower	\$ 60,000
Buildings & Grounds	1	Replace 16605-3/4 Truck	
Buildings & Grounds	1	Replace 14687-1/2 Truck	
Buildings & Grounds	1	Replace 15836-Mini Dump Truck	\$ 60,000
Buildings & Grounds	1	Replace 19472 and 19473- Two Lawnmowers	
Recreation Programs	1	Replace 17085-Bus	
Recreation Programs	1	Replace 18689-Car	
Recreation Programs	1	Replace 16686-SUV	
Administration	2	Replace 15687 Cars	
Administration	1	Replace 14866-Truck	\$ 20,164
Administration		Replace 18414-Car	\$ 91,042
Administration	1	Replace 19565-SUV	
		Total Parks and Rec.	\$ 140,164
Municipal Court	1	Replace 21259- Car	
Police			
Office of the Chief	1	Replace 16315 Comand Bus	
Office of the Chief		Replace 16979 cars(marked)	
Office of the Chief		Equipment	
Investigations	5	Replace 18353,18416, 20057, 20747, 20746,	\$ 125,000
Investigations	2	Replace 2 CSI trucks 19977 and 19978	
Investigations		Equipment for outfitting Investigator cars	\$ 47,000
Support Services	2	Replace 20058, 20772-Marked Car	
Support Services	1	Replace 19115-Cars	\$ 20,654
Support Services		Equipment for outfitting Patrol cars	\$ 9,000
Special Operations	1	Replace 14739 van	\$ 40,000
Special Operations	1	replace 18078 SUV	\$ 38,788
Special Operations		replace 21268 truck	
Special Operations	2	replace 18415 and 20740	
Special Operations		equipment	\$ 196,944
Special Operations	7	Replace (Marked) 22605,21692,21693,22604,22088,21508,2151	\$ 128,916
Special Operations	2	Replace 22635 and 22858 K9	\$ 91,042
Operation	19	Replace Patrol Cars 19566,20059,21005,21513, 22208,22200,21	\$ 612,351
Operation	3	Replace 20928,20714,21415 unmarked	
Operation	1	Replace 19672-Transport Van	\$ 55,750
Operation	1	Replace 15046-Pick up	
Operation		Equipment for outfitting Patrol cars	\$ 548,478
Administration	1	Replace 19195 cars Marked	
Administration		equipment	
Narcotics	4	Replace 18821,21683,21363 and 21299- Cars	
Narcotics	1	Replace 19003-One Pickup Truck	
Narcotics	1	Replace 21668- SUV	
Code Enforcement	4	Replaces trucks 18892,19498,19897,19898,	\$ 80,692
Code Enforcement	1	Replace 22730 Lawnmower	
Code Enforcement	1	replace 15064 Trailer	
Code Enforcement	1	replace 20466 Farm Tractor	
		Total Police	\$ 1,994,615
		TOTAL ALL DEPARTMENTS	\$ 3,997,906



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Legal

FROM: *Shari Ardis, Legal Office Manager*

SUBJECT: Ordinance No.: 2017-102 - Authorizing the City Manager to execute a Contract of Sale and Parking Agreement and Easement between the City of Columbia and Jeannie M. Rubin for the purchase of 1231 Blanding Street, Richland County TMS #09014-03-03

PURPOSE: First reading approval was given on November 21, 2017.

FINANCIAL IMPACT:

ATTACHMENTS:

- **#a:** 2017-102 1231 Blanding Street Contract & Parking Agreement-Easement (PDF)

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING

ORDINANCE NO.: 2017-102

Authorizing the City Manager to execute a Contract of Sale and Parking Agreement and Easement between the City of Columbia and Jeannie M. Rubin for the purchase of 1231 Blanding Street, Richland County TMS #09014-03-03

BE IT ORDAINED by the Mayor and City Council this ____ day of _____, 2017, that the City Manager is hereby authorized to execute the attached Contract of Sale and Parking Agreement and Easement, or on forms approved by the City Attorney, between the City of Columbia and Jeannie M. Rubin, and any other documents necessary and approved by the City Attorney, to consummate the purchase of 1231 Blanding Street, Richland County TMS #09014-03-03 for Seven Hundred Seventy-two Thousand One Hundred and No/100 (\$772,100.00) Dollars.

(Funding Source: to 5310000-150100)

Requested by:

Assistant City Manager Gentry

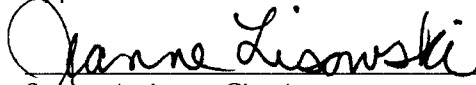
Mayor

Approved by:

City Manager

ATTEST:

Approved as to form:



Senior Assistant City Attorney

City Clerk

Introduced:

Final Reading:

CONTRACT OF SALE

Contract of Sale made as of the date of the last signature hereto, by and between the CITY OF COLUMBIA ("Purchaser") and JEANNIE M. RUBIN ("Seller").

I. DEFINITIONS. As used herein the following terms shall have the following meanings:

A. Property - Approximately 13,312 square feet located at 1231 Blanding Street, City of Columbia, SC; Richland County Tax Map No. 09014-03-03.

B. Purchase Price - Seven Hundred Seventy-two Thousand One Hundred and No/100 (\$772,100.00) Dollars

C. Closing Date - On or before the tenth (10th) day following adoption of an ordinance by Purchaser authorizing the execution of this Contract and the Parking Easement.

D. Parking Easement - The Parking Agreement and Easement attached as Exhibit "A". The parties acknowledge that the Parking Easement to be granted by Purchaser to Seller is a substantial part of the consideration for the sale of the Property.

II. PURCHASE AND SALE. Seller agrees to sell and Purchaser agrees to buy the Property for the Purchase Price subject to the terms and conditions hereof.

III. TITLE. Seller shall convey to Purchaser at Closing marketable fee simple title in and to the Property. For the purposes of this Contract, "marketable fee simple title" shall mean fee simple ownership which is: (i) free of all claims, liens and encumbrances of any kind or nature whatsoever other than the Permitted Exceptions (as hereinafter defined); and (ii) insurable by a title insurance company reasonably acceptable to Purchaser, at then current standard rates under the ALTA Owner's Policy of Title Insurance with all standard printed exceptions therein deleted and without exception other than for the Permitted Exceptions. For the purposes of this Contract, the term "Permitted Exceptions" shall mean: (i) current city, state and county ad valorem taxes not yet due and payable; (ii) easements for the installation or maintenance of public utilities serving the Property provided same do not interfere with development and use of the Property by Purchaser; and (iii) all, if any, other easements of record as of the date of Seller's execution of this Contract provided same do not interfere with the development and use of the Property by Purchaser or render title unmarketable. Seller will use reasonable efforts to eliminate claims, liens, and encumbrances other than Permitted Exceptions. Notwithstanding anything herein to the contrary, if Seller is unable to convey marketable fee simple title as herein provided (and same is not caused by the willful act of Seller), Purchaser's sole remedy shall be to terminate this Contract and Seller thereafter shall have no liability to Purchaser.

IV. CLOSING DATE. The closing shall occur at the offices of Purchaser's attorney on the Closing Date or such earlier date established by Purchaser on reasonable notice to Seller.

V. CLOSING. At Closing Purchaser shall duly execute and deliver the Parking Easement and shall tender the Purchase Price (plus or minus normal closing adjustments) by cashier's check or wire transfer of collected funds and Seller shall deliver the following:

A. A duly executed general warranty deed conveying marketable fee simple title in the Property to Purchaser subject to easements, conditions, and restrictions of record as of the date hereof.

B. A duly executed counterpart of the Parking Easement.

C. An owner's affidavit sufficient to enable Purchaser's title insurance company to delete exceptions as to mechanic's liens (other than mechanic's liens or potential mechanic's liens which might arise as a result of activities of Purchaser), other monetary liens and other matters.

D. If Seller is not a foreign person, a certificate and affidavit of non-foreign status (FIRPTA affidavit), and if Seller is not a qualified United States taxpayer the appropriate amount shall be withheld according to law.

E. A Form I-295 (Seller's Affidavit - South Carolina Withholding Tax) as prescribed by the South Carolina Department of Revenue, and if Seller is not a SC resident the appropriate amount shall be withheld and remitted to the Department of Revenue.

F. A Transferor's Affidavit, and/or if applicable, a Certificate of Tax Compliance from the South Carolina Department of Revenue dated within thirty (30) days of Closing.

G. Possession of the Property.

H. Such other documents as Purchaser or its title insurance company may reasonably request.

VI. PRORATIONS AND EXPENSES; COMMISSIONS.

A. Real property taxes attributable to the year of Closing shall be prorated at Closing with Seller giving Purchaser a credit against the Purchase Price for Seller's share. If current tax bills are not immediately available, such prorations shall be made on the basis of the taxes assessed for the preceding year and shall be adjusted when taxes for the year of sale are assessed. Any payment due by Seller or Purchaser to the other as a result of any such adjustment shall be paid by the party owing such amount within thirty (30) days after receipt of written notice of the amount of the adjustment.

B. Purchaser and Seller represent that each has dealt with no real estate companies and no fees or commissions are or will be due.

C. Seller shall pay for its own attorneys' fees. Purchaser shall pay all other closing costs, including its own attorneys' fees, any inspections, testing, assessments, title examination, title insurance premiums, survey costs, and for any deed stamps, transfer tax, or other similar taxes or fees for recording based in whole or in part upon the consideration for or value of the Property.

VII. "AS IS" CONDITION / ENVIRONMENTAL.

A. The Property is being sold and conveyed on a strictly "AS-IS", "WHERE-IS" and "WITH ALL FAULTS AND DEFECTS" basis without representation, warranty, or covenant, express, implied, or statutory of any kind or nature whatsoever.

B. Without investigation or any obligation to perform same, Seller has no knowledge of the presence or existence of any asbestos, toxins, or hazardous substances (as defined or regulated by applicable federal, state, or local laws) or contamination upon or under the Property. Seller shall disclose any report known to it which outlines the presence of any asbestos, toxins, or hazardous substances or contamination upon or under the Property.

VIII. DEFAULT.

A. If either party fails to consummate the sale and is in default hereof, the other party, at its option, shall be entitled to either terminate this Contract or proceed to enforce this Contract by an action of specific performance in a court of competent jurisdiction.

B. In the event of a legal action between Purchaser and Seller pursuant to the Contract, the prevailing party shall be entitled to recover reasonable attorneys' fees and costs from the other.

IX. MISCELLANEOUS.

A. This Contract and all terms, provisions, and covenants contained herein shall apply to, be binding upon and inure to the benefit of the parties hereto and their respective heirs, executors, administrators, successors and assigns.

B. The captions employed in this Contract are for convenience only and are not intended to in any way limit or amplify the terms and provisions hereof.

C. Any notices, requests, or other communications required or permitted to be given hereunder shall be in writing and shall be either (i) delivered by hand, (ii) mailed by United States certified mail, return receipt requested, postage prepaid, (iii) sent by a reputable, national overnight delivery service (e.g., FedEx, UPS, etc.), or (iv) sent by email (with the original being sent by one of the other permitted means or by regular United States mail) and addressed to each party at the applicable address set forth below or elsewhere herein. Any such notice, request, or other communication shall be considered given or delivered, as the case may be, on the date of hand delivery (if delivered by hand), on the day following deposit in the United States mail (if sent by United States certified mail), on the next business day following deposit with an overnight delivery service with instructions to deliver on the next day or on the next business day (if sent by overnight delivery service), or on the day sent by email (if sent by email, provided the original is sent by one of the other permitted means as provided in this paragraph or by regular United States mail). However, the time period within which a response to any notice or request must be given, if any, shall commence to run from the date of actual receipt of such notice, request, or other communication by the addressee thereof. Rejection or other refusal to accept or inability to deliver because of a changed address of which no notice was given shall be deemed to be receipt of the notice, request, or other communication. By giving a least five (5) days prior written notice thereof, any party hereto may, from time to time and at any time, change its mailing address hereunder.

If to Purchaser: The City of Columbia
 Attn: City Manager
 1737 Main Street
 Columbia, SC 29217
 Telephone: 803-545-3026
 Email: tbwilson@columbiasc.net

With copy to: The City of Columbia
 Attn: City Attorney
 1401 Main Street, 10th Floor
 Columbia, SC 29201
 Telephone: 803-737-4242
 Email: taknox@columbiasc.net

McNair Law Firm, P.A.
 Attn: Joel E. Gottlieb, Esquire
 1221 Main Street, Suite 1800
 Columbia, SC 29201
 Telephone: 803-753-3239
 Email: jgottlieb@mcnair.net

If to Seller: Jeannie M. Rubin
 c/o Hyman Rubin, Jr.
 PO Box 58
 Columbia, SC 29202
 Telephone: 803-252-0500
 Email: hyman@mmrml.com

D. Pending consummation of the sale as herein provided, Seller will not impose any easements, covenants, conditions, restrictions, or other encumbrances upon the Property.

E. This Contract constitutes the entire agreement between the parties and no changes shall be effective unless in writing signed by the party adversely affected.

F. Any time period provided for in this Contract, the last day of which falls on a Saturday, Sunday, or legal holiday, shall be extended until the next following business day.

SIGNED, SEALED AND DELIVERED as of the date last below set forth.

THE CITY OF COLUMBIA

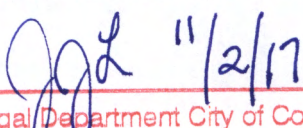
Date: _____, 2017

By: _____ (SEAL)

Print Name: _____

Title: _____

APPROVED AS TO FORM


 Legal Department City of Columbia, SC

- 4 -

Date: _____, 2017

_____(SEAL)
JEANNIE M. RUBIN

EXHIBIT "A"**Parking Easement**

see attached

PARKING AGREEMENT AND EASEMENT

Parking Agreement and Easement made as of the _____ day of _____, 2017, between the CITY OF COLUMBIA ("City") and JEANNIE M. RUBIN ("Rubin").

DEFINITIONS: As used herein the following terms shall have the following meanings:

- a. Parcel A - Land and improvements owned by Rubin located at 1700 Main Street and being described on the attached **Exhibit "A"**.
- b. Parcel B - Land and improvements owned by Rubin located at 1704 Main Street and being described on the attached **Exhibit "B"**.
- c. Parcel I - Land purchased or to be purchased by City from Rubin described on the attached **Exhibit "C"**.
- d. Parcel II - Land on Blanding Street currently owned by City and being described on the attached **Exhibit "D"**.
- e. City Parcels - Parcel I and Parcel II.
- f. Owner(s) - Rubin and future fee simple title holders of Parcel A and/or Parcel B.
- g. Authorized User(s) - The Owner(s) and their designated tenants and/or occupants of Parcel A or Parcel B.
- h. Parking Deck - The parking deck when constructed on Parcel II and any part of Parcel I.
- i. Surface Spaces - The thirty-six (36) parking spaces on Parcel I as contemplated by paragraph 1.
- j. Deck Spaces - Forty-five (45) parking spaces in the Parking Deck for the benefit of Parcel A and Parcel B as hereinafter provided.
- k. Parking Spaces - The Surface Spaces or Deck Spaces, as the context requires.
- l. Initial Period - The period ending on the last day of the sixtieth (60th) month following the date Rubin conveys Parcel I to City.
- m. Market Rate - The monthly rental rate from time to time prevailing for downtown public parking.

RECITAL: Rubin is selling Parcel I to City and City has agreed to grant parking rights and easements to Rubin for the benefit of Rubin and future owners of Parcel A and Parcel B as

hereinafter provided. City may construct the Parking Deck sometime in the future but is not obligated to do so.

1. City hereby grants and conveys to Rubin a right, license, and easement for vehicular parking on thirty-six (36) parking spaces within the surface parking lot on Parcel I. During the Initial Period there shall be no charge by City to Owner(s) for use of the Surface Spaces. Following the Initial Period Owner(s) shall be charged monthly rent for Surface Spaces used at a rate equal to fifty percent (50%) of the Market Rate. This right, license, and easement shall terminate upon construction of the Parking Deck and Owner's rights shall be governed by other provisions hereof. If construction of the Parking Deck interferes with Owner's ability to utilize the Surface Spaces on Parcel I City shall provide Owner(s) with access to thirty-six (36) parking spaces at the nearest available public parking facility of City (*i.e.*, nearest to Parcel I) upon the same terms as provided for Surface Spaces herein.

2. Upon completion of construction of the Parking Deck the provisions of paragraph 1 above shall no longer apply. City hereby grants and conveys to Rubin a right, license, and perpetual easement for vehicular parking on the Deck Spaces. The Deck Spaces shall be located on the lowest level of the Parking Deck within close proximity to the closest pedestrian access point to 1700 and 1704 Main Street to be designated by appropriate signage reflecting that they are reserved for Authorized Users of 1700 and 1704 Main Street. During the Initial Period there shall be no charge by City for the Deck Spaces. For a period of twenty-five (25) years following the Initial Period Owner(s) shall be charged monthly rent for parking spaces used at a rate equal to fifty percent (50) of the Market Rate. After said twenty-five (25) year period the monthly rate shall increase to sixty-five percent (65%) of the Market Rate.

3. Deck Spaces leased by an Authorized User(s) shall be reserved to such Authorized User(s) from 6:00 am to 8:00 pm on Monday through Friday and from 6:00 am to 2:00 pm on Saturdays and Sundays. From 8:00 pm to 6:00 am on weekdays and from 2:00 pm to 6:00 am on weekends unoccupied Deck Spaces shall be available to Authorized User(s) and the general public on a first come first serve basis. Notwithstanding the foregoing, if the business operating on Parcel A is a restaurant then the weekday hours shall apply to the weekends for the Parking Spaces allocated to Parcel A.

4. Upon or after the sale by Rubin of Parcel A and/or Parcel B Rubin may designate the number of Parking Spaces to be allocated to each Parcel, which designation shall be in writing and recorded in the Office of the Register of Deeds for Richland County. The designation may be contained in the deed or other instrument. Until such designation is made and actual notice thereof given to City, seventy-five percent (75%) of the Parking Spaces shall be allocated to Parcel B and twenty-five percent (25%) to Parcel A. The rate structure for parking shall not change upon a sale.

5. Owner(s) of Parcel A and Parcel B may use the Parking Spaces only for Authorized Users and their guests. The Parking Spaces may not be leased or otherwise made available to other parties by Authorized Users. Parking spaces may be leased directly from City by Authorized Users.

6. Parking Spaces not being leased by Owner(s) may be leased by City to others provided that any such lease or other agreement shall allow City to terminate it on thirty (30) days' notice. City shall promptly give notice to the lessee of a space after Owner(s) give notice to City of such Owner(s)' need for such space, ensuring that no less than forty-five (45) spaces can be made available to Owner(s) when needed. City shall be entitled to all revenue from such leases.

7. If the Parking Deck is never built or is destroyed by casualty or is closed or demolished City shall provide Owner(s) with access to forty-five (45) parking spaces at the nearest available public parking facility of City (*i.e.*, nearest to Parcel I) upon the same terms as provided for Deck Spaces herein.

8. Enforcement and/or removal of unauthorized vehicles from Parking Spaces shall be by protocols from time to time established by City. To the extent permitted by law, Owner(s) shall have an independent right to tow trespassers from their assigned spaces. If an Owner elects to have a vehicle towed it shall (a) be deemed to and does hereby agree to indemnify City and hold it harmless from any claims, damages, liabilities, and legal costs in any way connected with such towing if liability in connection with such towing is judicially determined and (b) only use a towing company that City has approved for towing from City owned parking decks.

9. The easements herein are for the benefit of Rubin and future Owner(s) of Parcel A and Parcel B and are intended to be construed as appurtenant easements running with the land and in any event shall be assignable by Rubin and her heirs and assigns.

10. Any notices, requests, or other communications required or permitted to be given hereunder shall be in writing and shall be either (i) delivered by hand, (ii) mailed by United States certified mail, return receipt requested, postage prepaid, (iii) sent by a reputable, national overnight delivery service (*e.g.*, FedEx, UPS, etc.), or (iv) sent by email (with the original being sent by one of the other permitted means or by regular United States mail) and addressed to each party at the applicable address set forth herein. Any such notice, request, or other communication shall be considered given or delivered, as the case may be, on the date of hand delivery (if delivered by hand), on the day following deposit in the United States mail (if sent by United States certified mail), on the next business day following deposit with an overnight delivery service with instructions to deliver on the next day or on the next business day (if sent by overnight delivery service), or on the day sent by email (if sent by email, provided the original is sent by one of the other permitted means as provided in this paragraph or by regular United States mail). However, the time period within which a response to any notice or request must be given, if any, shall commence to run from the date of actual receipt of such notice, request, or other communication by the addressee thereof. Rejection or other refusal to accept or inability to deliver because of a changed address of which no notice was given shall be deemed to be receipt of the notice, request, or other communication. By giving a least five (5) days prior written notice thereof, any party hereto may, from time to time and at any time, change its mailing address hereunder. In addition, City may from time to time change its notice address for the Parking Administrator by posting same on its website. Any notice provided for hereunder may be given by a party's attorney or other representative.

If to City: City of Columbia Parking Services Division
 Attn: Parking Administrator
 820 Washington Street
 Columbia, SC 29201
 Telephone: 803-545-4015
 Email: parkingservices@columbiasc.net

With copy to: City of Columbia
 Attn: City Manager
 1737 Main Street
 Columbia, SC 29201
 Telephone: 803-545-3026
 Email: tbwilson@columbiasc.net

If to Rubin: Jeannie M. Rubin
 c/o Hyman Rubin, Jr.
 PO Box 58
 Columbia, SC 29202
 Telephone: 803-252-0500
 Email: hyman@mmrml.com

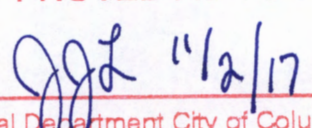
Signed, sealed, and delivered as of the date first above set forth.

WITNESSES:

CITY OF COLUMBIA

By: _____ (SEAL)
 Print Name: _____
 Title: _____

 JEANNIE M. RUBIN (SEAL)

APPROVED AS TO FORM

 Legal Department City of Columbia, SC

STATE OF SOUTH CAROLINA)
)
 COUNTY OF RICHLAND)

ACKNOWLEDGEMENT

I, _____, a Notary Public of the county and state aforesaid, do hereby certify that _____ personally appeared before me this day and acknowledged that s/he is the _____ of CITY OF COLUMBIA and that by authority duly given and as the act of the company, the foregoing instrument was signed in its name.

Witness my hand and seal this _____ day of _____, 2017.

[notarial seal]

 Notary Public
 Print Name: _____
 My commission expires: _____

STATE OF SOUTH CAROLINA)
)
 COUNTY OF RICHLAND)

ACKNOWLEDGEMENT

I, _____, a Notary Public of the county and state aforesaid, do hereby certify that JEANNIE M. RUBIN personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and seal this _____ day of _____, 2017.

[notarial seal]

 Notary Public
 Print Name: _____
 My commission expires: _____

Exhibit "A"**Parcel A**

Land and improvements located at 1700 Main Street, Columbia, South Carolina, being more particularly described in deed from Ruth J. Warren to Jeannie M. Rubin dated August 8, 1997, recorded in the Office of the Register of Deeds for Richland County on October 6, 1997, in Deed Book D-1411 at page 371.

TMS No. 09014-03-07

Exhibit "B"**Parcel B**

Land and improvements located at 1704 Main Street, Columbia, South Carolina, being more particularly described in deed from Hyman Rubin, Jr. to Jeannie M. Rubin dated December 30, 1994, recorded in the Office of the Register of Deeds for Richland County on December 30, 1994, in Deed Book D-1236 at page 620.

TMS No. 09014-03-08

Exhibit "C"**Parcel I**

All that certain piece, parcel, or lot of land together with any improvements thereon situate, lying, and being on the northwest corner of Blanding and Sumter Streets, in the City of Columbia, County of Richland, State of South Carolina, and being bounded and described as follows: on the North by property of the City of Columbia whereon it measures seventy-nine feet (79'), more or less; on the East by Sumter Street whereon it measures one hundred sixty-eight feet and six inches (168' 6"), more or less; on the South by Blanding Street whereon it measures seventy- nine feet (79'), more or less; and on the West by property of the City of Columbia whereon it measures one hundred sixty-eight feet and six inches (168' 6") more or less.

TMS No. 09014-03-03

Exhibit "D"**Parcel II**

Those certain parcels of land situate in Columbia, Richland County, South Carolina, being shown and designated as Remainder of Parcel "A" containing 0.74 acre and Parcel "B" containing 0.46 acre on Boundary and Topographical Map Prepared For City of Columbia, South Carolina by Cox and Dinkins, Inc. dated August 22, 2002, revised September 10, 2002, recorded in the Office of the Register of Deeds for Richland County in Book 702 at page 3370, said property having such courses, metes, measurements, and boundaries as shown on the aforesaid plat, which plat is incorporated herein by reference.

TMS No. 09014-03-04



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Legal

FROM: *Shari Ardis, Legal Office Manager*

SUBJECT: Ordinance No.: 2017-108 - Authorizing the City Manager to execute a Corrective Quit Claim Deed from the City of Columbia to Bull Street Development, LLC for Phase 1 Infrastructure Parcel, Richland County TMS #11501-01-13 (portion)

PURPOSE: First reading approval was given on November 21, 2017.

FINANCIAL IMPACT:

ATTACHMENTS:

- **#a:** 2017-108 Corrective Quit Claim Deed Bull Street Phase 1 Infrastructure (Church Building) (PDF)
- **#b:** 2017-11-16 Downtown Church Plat (PDF)

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING

ORDINANCE NO.: 2017-108

*Authorizing the City Manager to execute a Corrective Quit Claim Deed
from the City of Columbia to Bull Street Development, LLC for
Phase 1 Infrastructure Parcel, Richland County TMS #11501-01-13 (portion)*

BE IT ORDAINED by the Mayor and Council of the City of Columbia, South Carolina, this ____ day of _____, 2017, that the City Manager is hereby authorized to execute the attached Corrective Quit Claim Deed from the City of Columbia to Bull Street Development, LLC, and any other documents necessary to consummate the transfer of 0.01 acre (448.24 sf), Richland County TMS #11501-01-13 (portion) for the sum of Nine Hundred and No/100 (\$900.00) Dollars.

Requested by:

Assistant City Manager Gentry

Mayor

Approved by:

City Manager

Approved as to form:

ATTEST:


Senior Assistant City Attorney

City Clerk

Introduced:

Final Reading:

ATTORNEY CERTIFICATION

I, _____, an attorney licensed to practice in the State of South Carolina do hereby certify that I supervised the execution of this document this _____ day of _____, 20____.

South Carolina Bar Number: _____

STATE OF SOUTH CAROLINA

)

QUITCLAIM DEED

)

(OF ALL RIGHT, TITLE AND INTEREST)

COUNTY OF RICHLAND

)

WHEREAS, pursuant to that Quitclaim Deed dated September 22, 2015 and recorded on September 24, 2015 in the Office of the Register of Deeds for Richland County, SC in Deed Book 2060, at Page 221 (the "Phase 1 Infrastructure Deed"), the South Carolina Department of Mental Health conveyed to the Grantor (as defined herein) that certain roadway parcel of real property containing 9.48 acres as more fully described in the Phase 1 Infrastructure Deed; and,

WHEREAS, the parties entered into that certain Development Agreement by and between the Grantor and Hughes Development Corporation, a South Carolina corporation, dated July 31, 2013, as amended by that First Amendment to Development Agreement dated June 11, 2014, as further amended or modified, and as assigned by Hughes Development Corporation to the Grantee (as defined herein); and,

WHEREAS, said Development Agreement, as amended, has previously been approved by the City Council of the City of Columbia; and,

WHEREAS, it has been determined, based on a final survey, that the description of the Phase 1 Infrastructure Parcel in the Phase 1 Infrastructure Deed mistakenly included a portion of land that the Grantee intended would be a part of the Downtown Church Parcel, such parcel being described on Exhibit A attached hereto; and,

WHEREAS, the Grantor now desires to execute this Quitclaim Deed in order to clarify and correct the boundary line between the Phase 1 Infrastructure Parcel and the Downtown Church Parcel and to vest fee simple title in that portion of land mistakenly conveyed by the Phase 1 Infrastructure Deed (such portion of land being the "Premises" as hereinafter defined) to the Grantee, who intends to subsequently convey the Premises to the owner of the Downtown Church Parcel; NOW THEREFORE,

KNOW ALL BY THESE PRESENTS that **CITY OF COLUMBIA, SOUTH CAROLINA**, a South Carolina municipality and political subdivision (referred to herein as the "Grantor") in consideration of the sum of Nine Hundred and No/100 (\$900.00) Dollars and other valuable consideration to the Grantor well and truly paid by **BULL STREET DEVELOPMENT, LLC**, a South Carolina limited liability company (referred to herein as the "Grantee"), the receipt and legal adequacy of which are hereby acknowledged, has remised, released and forever quitclaimed, and by these presents does remise, release and forever quitclaim unto the Grantee:

All right, title, and interest of the Grantor in and to the following property with all improvements thereon lying:

All that certain piece, parcel or lot of land, situate, lying and being in the City of Columbia, County of Richland, State of South Carolina, consisting of 0.01 acre, and being shown and described as 0.01 Acre (448.24 SF) R/W Correction on that certain survey plat entitled

APPROVED AS TO FORM

[Signature] 11/16/17

- 1 -

Legal Department City of Columbia, SC

NPCOLI:6306586.1

Packet Pg. 304

Subdivision Plat of the Downtown Church Parcel prepared for Bull Street Development, LLC, by Jeffrey W. Poole, PLS NO. 18267, Davis & Floyd, dated June 7, 2017, last revised on _____, 2017 and recorded on _____, 2017 in the Office of the Register of Deeds for Richland County in Book _____ at Page _____; said plat is specifically incorporated herein by reference and reference to said plat is craved for the particulars as to metes, courses, distances, size, shape, dimensions, measurements, bounds and boundaries.

Derivation: This being a portion of the same property conveyed by Quitclaim Deed of The South Carolina Department of Mental Health to the City of Columbia, South Carolina dated September 22, 2015 and recorded on September 24, 2015 in the Office of the Register of Deeds for Richland County, SC in Deed Book 2060, at Page 221.

Tax Map Number: Portion of 11501-01-13

THE MAILING ADDRESS OF GRANTEE: P.O. Box 2567, Greenville, South Carolina 29602;

TOGETHER WITH ALL AND SINGULAR the rights, members, hereditaments and, subject to the terms below, appurtenances to the Premises belonging or in anywise incident or appertaining.

TO HAVE AND TO HOLD all and singular the Premises, and interests quitclaimed above unto the Grantee and the successors and assigns of the Grantee, forever, so that neither the Grantor, nor the successors and assigns of the Grantor, nor any other person or persons claiming under the Grantor, or any of them, shall at any time hereafter, by any way or means, have, claim or demand any right or title to the Premises, or other interests or improvements or appurtenances or any part or parcel thereof, forever.

WITNESS Grantor's hand and seal this _____ day of _____, 2017.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

CITY OF COLUMBIA, SOUTH CAROLINA

Witness

By: _____ (SEAL)
Name: Teresa B. Wilson
Title: City Manager

Witness

STATE OF SOUTH CAROLINA)

) ACKNOWLEDGMENT

COUNTY OF RICHLAND)

I, _____, a notary public for the State of South Carolina, do hereby certify that the City of Columbia, by Teresa B. Wilson, its City Manager, personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal, this _____ day of _____, 2017.

(SEAL)
Signature of Notary Public
My Commission Expires: _____

EXHIBIT "A"**The Downtown Church Parcel**

Legal Description: ALL that certain piece, parcel or lot of land, situate, lying and being in the City of Columbia, County of Richland, State of South Carolina, consisting of 1.75 acres, and being shown and described as the Downtown Church Parcel 1.75 Acres on that certain survey plat entitled Subdivision Plat of the Downtown Church Parcel prepared for Bull Street Development, LLC, by Jeffrey W. Poole, PLS NO. 18267, Davis & Floyd, dated June 7, 2017, last revised on _____, 2017 and recorded on _____, 2017 in the Office of the Register of Deeds for Richland County in Book _____ at Page _____; said plat is specifically incorporated herein by reference and reference to said plat is craved for the particulars as to metes, courses, distances, size, shape, dimensions, measurements, bounds and boundaries.

STATE OF SOUTH CAROLINA)
COUNTY OF RICHLAND)

AFFIDAVIT OF CONSIDERATION

PERSONALLY appeared before me the undersigned, who being duly sworn, deposes and says:

1. I have read the information on this affidavit and I understand such information.
2. The property being transferred is approximately 0.01 acre located in Richland County, South Carolina, and is a portion of that property bearing Richland County Tax Map Number 11501-01-13 and was transferred by the City of Columbia, South Carolina to Bull Street Development, LLC on _____, 2017.
3. Check one of the following: The deed is:
 - (a) _____ subject to the deed recording fee as a transfer for consideration paid or to be paid in money or money's worth.
 - (b) _____ subject to the deed recording fee as a transfer between a corporation, a partnership, or other entity and a stockholder, partner, or owner of the entity, or is a transfer to a trust or as a distribution to a trust beneficiary.
 - (c) XXXX exempt from the deed recording fee because: See S.C. Code Ann. § 12-24-30, transferring realty in which the value of the realty, as defined in Code Section 12-24-30, is equal to or less than one hundred dollars

(If exempt, please skip items 4 - 7, and go to item 8 of this affidavit.)
4. Check one of the following if either item 3(a) or item 3(b) above has been checked (See Information section of this affidavit):
 - (a) _____ The fee is computed on the consideration paid or to be paid in money or money's worth in the amount of \$ _____.
 - (b) _____ The fee is computed on the fair market value of the realty which is _____.
 - (c) _____ The fee is computed on the fair market value of the realty as established for property tax purposes which is _____.
5. Check Yes ___ or No ___ to the following: A lien or encumbrance on the land, tenement, or realty before the transfer and remained on the land, tenement, or realty after the transfer. If "Yes," the amount of the outstanding balance of this lien or encumbrance is: _____.
6. The deed recording fee is computed as follows:
 - (a) _____ Place the amount listed in item 4 above here: \$ _____
 - (b) _____ Place the amount listed in item 5 above here: \$ _____
(If no amount is listed, place zero here.)
 - (c) _____ Subtract Line 6(b) from Line 6(a) and place result here: \$ _____
7. The deed recording fee due is based on the amount listed on Line 6(c) above and the deed recording fee due is: \$0.00.
8. As required by Code Section 12-24-70, I state that I am a responsible person who was connected with the transaction as Grantor.
9. I understand that a person required to furnish this affidavit who willfully furnishes a false or fraudulent affidavit is guilty of a misdemeanor and, upon conviction, must be fined not more than one thousand dollars or imprisoned not more than one year, or both.

SWORN to before me this _____
day of _____, 2017.

Notary Public for South Carolina
My Commission Expires: _____

City of Columbia, South Carolina

By: _____
Name: Teresa Wilson
Title: City Manager

SOUTH CAROLINA DEPARTMENT
OF MENTAL HEALTH
(11501-01-01)
DB 986 - 397

LEGEND

- #5 REBAR SET
(UNLESS OTHERWISE NOTED)

PARCEL SUMMARY:

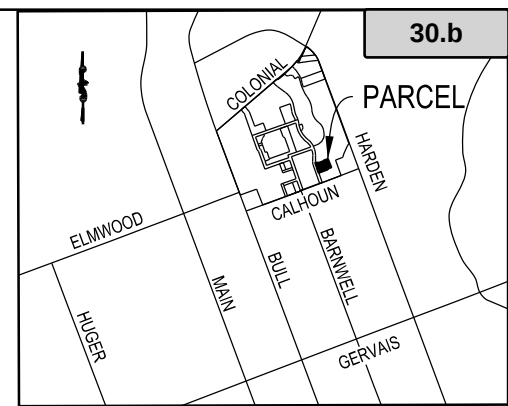
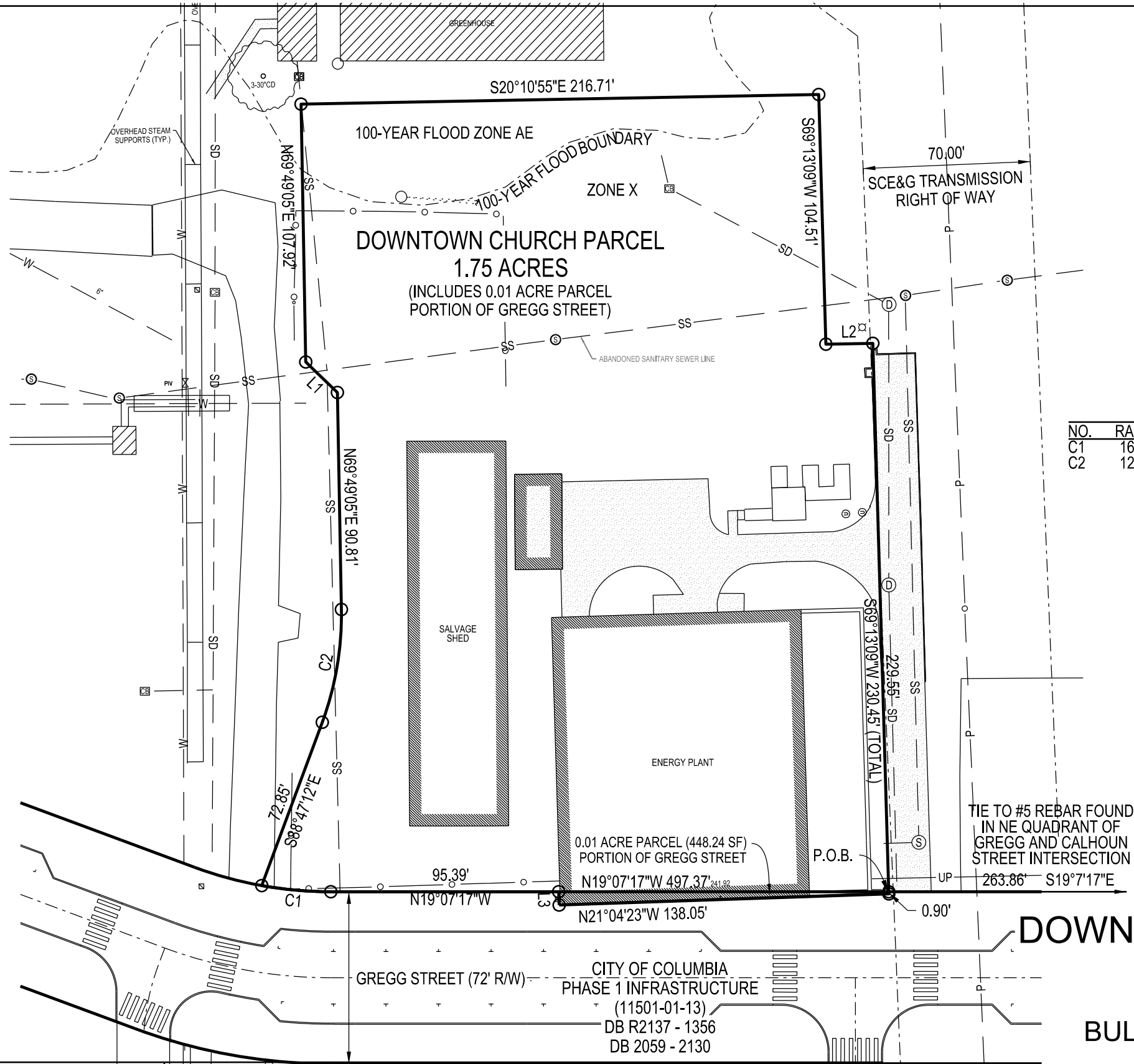
1.) DOWNTOWN CHURCH PARCEL (TBD): FORMERLY PORTION OF TRACT 2 AS SHOWN ON THE PHASE 1 INFRASTRUCTURE PLAT; NEW 1.75 ACRES; WHICH CONSIST OF 1.74 ACRES FROM 11501-01-01 AND 0.01 ACRES FROM 11501-01-13.

NOTES:

- 1.) ACCORDING TO FEMA FIRM MAP PANEL NUMBER 45079C0092 H LAST REVISED FEBRUARY 20, 2002 AND REVISED BY LETTER OF MAP REVISION CASE NUMBER 11-04-0263P WITH EFFECTIVE DATE OCTOBER 1, 2012 A PORTION OF THIS PROPERTY LIES INSIDE THE 100-YEAR FLOOD ZONE.
- 2.) THIS PLAT WAS PREPARED USING CURRENT DEEDS AND PLATS OF RECORD. A TITLE SEARCH WAS NOT PERFORMED OR PROVIDED AS PART OF THIS SURVEY.
- 3.) THIS PROPERTY LIES TOTALLY WITHIN THE CITY LIMITS OF COLUMBIA.
- 4.) ALL PROPERTY CORNERS ARE #5 REBAR SET UNLESS OTHERWISE NOTED.
- 5.) DISTANCES AS SHOWN ARE BASED ON GROUND DISTANCES AND BEARINGS AS SHOWN ARE REFERENCED TO SC GRID NORTH (NAD 83/2011).
- 6.) UPON RECORDATION OF THIS SUBDIVISION PLAT, THE 0.01 ACRE PORTION OF THE GREGG STREET RIGHT OF WAY WILL BE COMBINED WITH THE 1.74 ACRES TO CREATE ONE UNDIVIDED PARCEL.

REFERENCE:

1.) PLAT PREPARED FOR SOUTH CAROLINA DEPT. OF MENTAL HEALTH BY COX AND DINKINS, INC. DATED DECEMBER 2, 2008 AND LAST REVISED 7-15-10.



VICINITY MAP
BLOW-UP TO SCALE: 1"= 5000'

CURVE TABLE

NO.	RADIUS	TANGENT	ARC	CH. LENGTH	CH. BEARING
C1	164.00	14.56	29.05	29.01	N14°02'48"W
C2	129.00	24.37	48.17	47.89	N80°30'56"E

LINE TABLE

NO.	DIRECTION	DISTANCE
L1	N24°49'05"E	18.38
L2	S20°10'55"E	19.65
L3	N69°07'57"E	5.60

SOUTH CAROLINA DEPARTMENT
OF MENTAL HEALTH
(11501-01-01)
DB 986 - 397

SUBDIVISION PLAT
OF THE
DOWNTOWN CHURCH PARCEL

FOR A PORTION OF TAX MAP NUMBER

R11501-01-01

PREPARED FOR

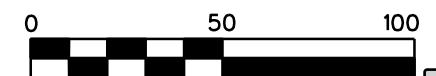
BULLSTREET DEVELOPMENT, LLC

LOCATED IN

CITY OF COLUMBIA
RICHLAND COUNTY, SOUTH CAROLINA
BY

DAVIS & FLOYD

SINCE 1954

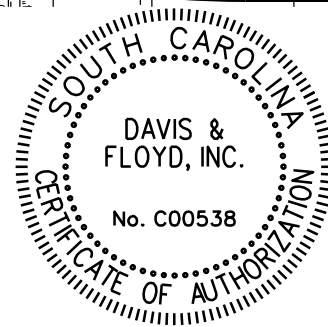


SCALE: 1" = 50'

Packet Pg. 308

"I hereby state that to the best of my knowledge, information, and belief, the survey shown herein was made in accordance with the requirements of the Minimum Standards Manual for the Practice of Land Surveying in South Carolina, and meets or exceeds the requirements for a Class "A" survey as specified therein."

JEFFREY W. POOLE PLS NO. 18267 864-229-5211



SURVEYOR A. ANDERSON		CHECKED J. POOLE		JOB NO. 12901.00 PH. 0022	
DRAWN L. BUCHANAN		APPROVED J. POOLE		DATE 6-7-17	
NO.	REVISED			CHKD.	DATE



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Planning and Development Services

FROM: *Krista Hampton, Director*

SUBJECT: ANNEXATION, INTERIM COMPREHENSIVE PLAN MAP
AMENDMENT AND INTERIM ZONING MAP
AMENDMENT - 1627 Auburn Street, TMS# 11613-12-33

PURPOSE: Ordinance No.: 2017-103 - Annexing 1627 Auburn Street,
Richland County TMS# 11613-12-33

Council District: 2

Proposal: Request to annex, assign an interim land use classification of Urban Core Community Activity Center (UCAC-2), and assign interim zoning of General Commercial (C-3). The property is currently classified as Mixed Residential-High Density and zoned General Commercial (GC) by Richland County.

Applicant: Life Made Whole International Ministries

Staff Recommendation: Annex, Assign Interim Land Use and Interim Zoning; Approve

PC Recommendation: 11/06/17: Annex, Assign Interim Land Use & Interim Zoning; Approve (7-0)

First reading approval was given on November 21, 2017.

FINANCIAL IMPACT:

ATTACHMENTS:

- **#a:** ANNEX_Auburn1627 (PDF)
- **#b:** 2017-103 annex 1627 Auburn (PDF)

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING



CITY COUNCIL

November 21, 2017 at 6:00 pm
City Council Chambers, 3rd Floor, 1737 Main Street, Columbia, SC 29201

Annexation, Interim Comprehensive Plan Map Amendment, and Interim Zoning Map Amendment Case Summary 1627 Auburn Street, TMS# 11613-12-33

Council District:	2	
Proposal:	Request to annex, assign an interim land use classification of Urban Core Community Activity Center (UCAC-2), and assign interim zoning of General Commercial (C-3). The property is currently classified as Mixed Residential-High Density and zoned General Commercial (GC) by Richland County.	
Applicant:	Life Made Whole International Ministries	
Staff Recommendation:	Annex, Assign Interim Land Use and Interim Zoning	APPROVE
PC Recommendation:	11/06/17: Annex, Assign Interim Land Use & Interim Zoning	APPROVE (7-0)
Annexation, 1 st Reading:	11/21/17: Annex, Assign Interim Land Use and Interim Zoning	PENDING
Annexation, 2 nd Reading:	12/05/17: Annex, Assign Interim Land Use and Interim Zoning	PENDING
Comp Plan Amendment: 1 st Reading	01/16/18: Confirmation of Land Use Classification	PENDING
Comp Plan Amendment: 2 nd Reading	02/06/18: Confirmation of Land Use Classification	PENDING
Map Amendment: 1 st Reading	01/16/18: Zoning Confirmation	PENDING
Map Amendment: 2 nd Reading	02/06/18: Zoning Confirmation	PENDING

CURRENT PARCEL CHARACTERISTICS/CONDITIONS

Acreage: 0.29 acres
Current Use: Institutional
Proposed Use: Institutional
Reason for Annexation: Municipal Services
Urban Service Area: Donut Hole
Current Land Use Classification: Mixed Residential – High Density
Proposed Interim Land Use Classification: Urban Core Community Activity Center (UCAC-2)
Current Richland County Zoning: General Commercial (GC)
Proposed Interim Zoning: General Commercial (C-3)
Census Tract: 9

DETERMINATION FOR CITY SERVICES

The following determination is an estimate of the benefits and costs associated with the annexation of the subject property.

Police

We find that the proposed annexation will result in an increased number of calls for services and will cost the CPD approximately **\$1,900** annually to provide service for this proposed religious organization based on calls for service to similar nearby properties.

Fire

The proposed annexation **will not result in additional costs or impact services** being provided by this department. Annexation would lower the ISO rating of this property to a Class 1 from a Class 2.

Solid Waste

The property is currently a vacant institutional building. Solid Waste services cost would be \$0.00 since this service is not generally provided to this type of development.

Engineering

Because water and sewer lines currently exist in this area, the Utilities and Engineering Division **will not incur any costs** associated with this annexation.

Water Customer Care

Annexation will result in an approximately **40% reduction** in water and sewer service rates for the property.

Planning & Development Services

We recommend annexation of this property. The petitioner also owns the adjacent parcel, which is already within the City limits, and plans to operate a religious organization on the site. As the petitioner is tax exempt, there will not be any City property tax revenue.

* Estimated City Tax Revenue is based on 2017 millage and calculated as: (Tax Value*Tax Rate)*City Millage Rate (.0981)) - (Tax Value*Local Option Sales Tax Credit (.002209)).

PLANS, POLICIES, AND LAND USE

Urban Service Area

Subject parcel is in a “Donut Hole” as identified in the Urban Service Area Map

Principles and Goals of the Urban Service Area

The Urban Service Area identifies those areas the City of Columbia wishes to provide with urban services. Primary emphasis will be given to annexing developed areas adjoining the City limits and “islands” of unincorporated territory surrounded by the City. Primary, secondary, and long-range annexation priorities for specific areas may be identified. Secondary areas may include higher value properties which assist the City in achieving a more balanced economic base.

Donut Holes are unincorporated areas that are completely surrounded by the City of Columbia and/or another municipality. These areas pose a number of challenges to the City that can be addressed through annexation. They can often cause inefficiencies in the delivery of services due to confusion about jurisdiction. Also, if the land is in a jurisdiction with a different approach to code enforcement, these areas can negatively impact the quality of life for adjacent City residents. Such inefficiencies and the costs to taxpayers are germane to City and County property both, which results in a greater impact to City residents since they pay City and County taxes.

The Columbia Plan 2018: Comprehensive Plan Land Use Classification

Staff recommends that the subject property be designated Urban Core Community Activity Center (UCAC-2) in The Columbia Plan 2018 Future Land Use Map.

Urban Core Community Activity Centers are medium scale collections of primarily business uses, developed within the urban grid of Columbia’s neighborhoods. They are destination locations that serve an area of about a 3-5 mile radius or drive distance. These centers often occupy several City blocks (within a neighborhood) and

include several dozen businesses and multi-family or mixed-use buildings. The destination nature of these centers means significant demand for transit facilities and parking. Their scale and architecture are larger than most of the surrounding single-family homes. They may be found as nodes in Urban Core Mixed Residential neighborhoods, or in lower intensity within Urban Core Residential neighborhoods.

Primary Types:

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

Secondary Types:

- Multi-family Small or Medium

Tertiary Types:

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

Existing Neighborhood, Small Area, Community, and/or Corridor Plans

The subject property is not located within the study area of an existing neighborhood, small area, community, or corridor plan adopted by the City of Columbia or Richland County.

PROPOSED ZONING DISTRICT SUMMARY

The parcel is currently zoned GC by Richland County. Surrounding parcels within the City of Columbia are currently zoned General Commercial (C-3) to the North and East. Surrounding parcels in unincorporated Richland County are zoned General Commercial (GC) to the South and Single-Family Residential (RS-HD) to the West.

The proposed interim City of Columbia zoning district is General Commercial (C-3).

General Commercial (C-3)

The C-3 district is intended to accommodate a variety of general commercial and nonresidential uses characterized primarily by retail, office and service establishments and oriented primarily to major traffic arteries or extensive areas of predominantly commercial usage and characteristics. Certain related structures and uses are permitted outright or are permissible as special exceptions subject to restrictions and requirements intended to best fulfill the intent of this article. It is not the intent of this article to encourage the development of long, narrow strips of commercial development fronting on major arteries, often referred to as strip commercial areas. Such development is often incompatible with adjacent uses and may lead to the eventual formation of commercial slums, damage the traffic-carrying capacities of streets, increase congestion, lead to depreciation of property values in adjacent areas, encourage undue dispersion of commercial facilities to the inconvenience of the public, and create disproportionate costs in the provision of governmental services.

STAFF RECOMMENDATION

Staff recommends City Council annex the property, assign an interim land use classification of Urban Core Community Activity Center (UCAC-2), and assign an interim zoning of General Commercial (C-3) at the time of annexation.



Future Land Use Map

1627 Auburn Street; TMS# 11613-12-33;
Existing FLU: Mixed Residential-High Density; Proposed FLU: UCAC-2

31.a

Department of Planning &
Development Services

Legend

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



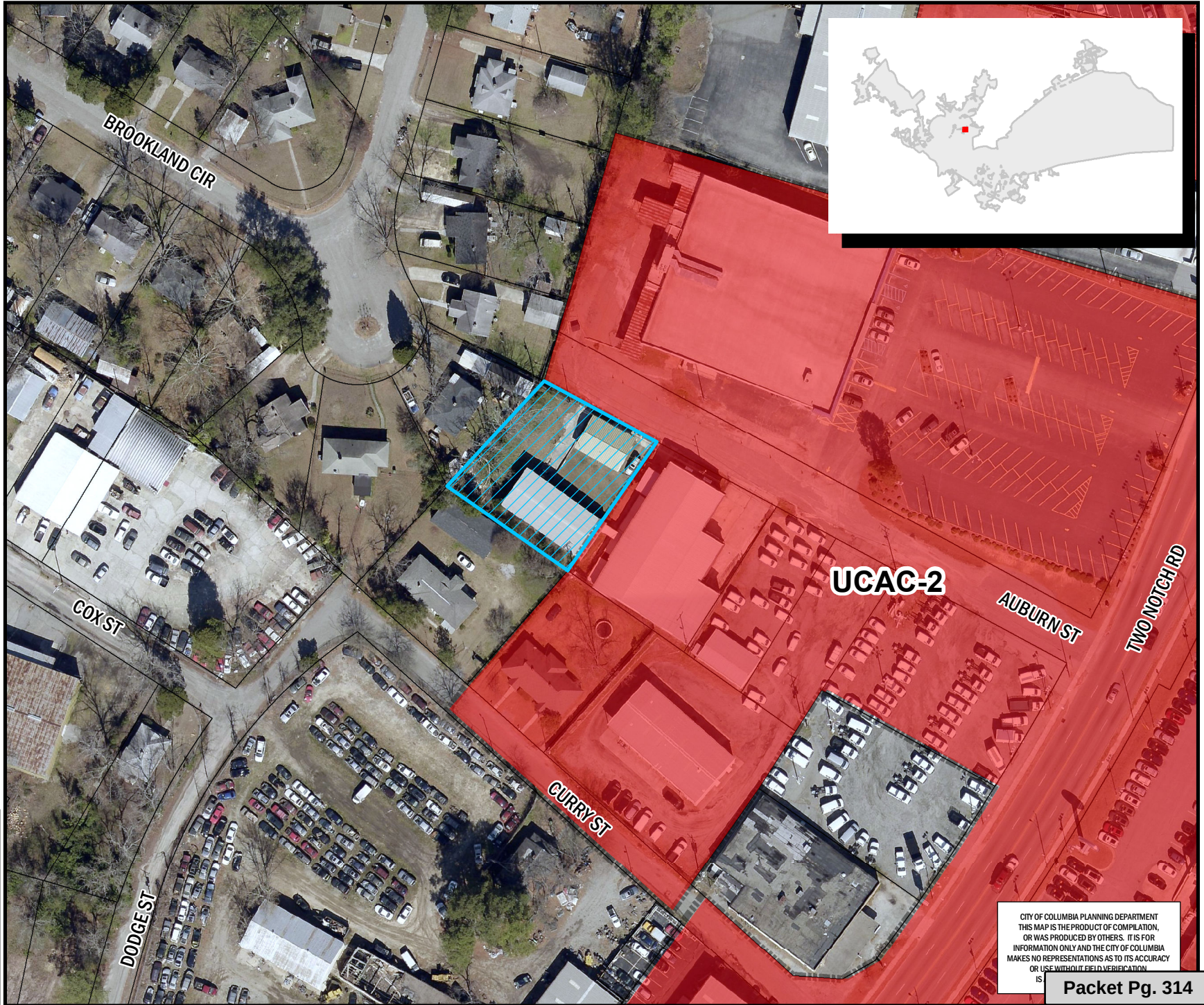
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Feet

ORIGINAL PREPARATION/DATE:

This map was prepared by:
Shane Shaughnessy
October 4, 2017



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Packet Pg. 314

** DATA SOURCE - CITY OF COLUMBIA, GIS DIVISION

Zoning Map

Department of Planning &
Development Services

1627 Auburn Street; TMS# 11613-31.a
Existing Zoning: GC, Proposed Zoning: C-3

Legend

 CITY LIMITS
 PARCELS

 D-1	 C-1
 RS-1	 C-2
 RS-1A	 C-3
 RS-1B	 C-3A
 RS-2	 C-4
 RS-3	 C-5
 RD	 M-1
 RD-2	 M-2
 RG-1	 PUD-C
 RG-1A	 PUD-LS
 RG-2	 PUD-LS-E
 RG-3	 PUD-LS-R
 UTD	 PUD-R
 MX-1	 OUT OF CITY
 MX-2	


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ORIGINAL PREPARATION/DATE:
This map was prepared by:

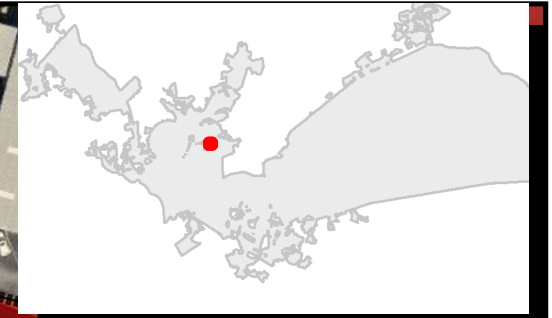
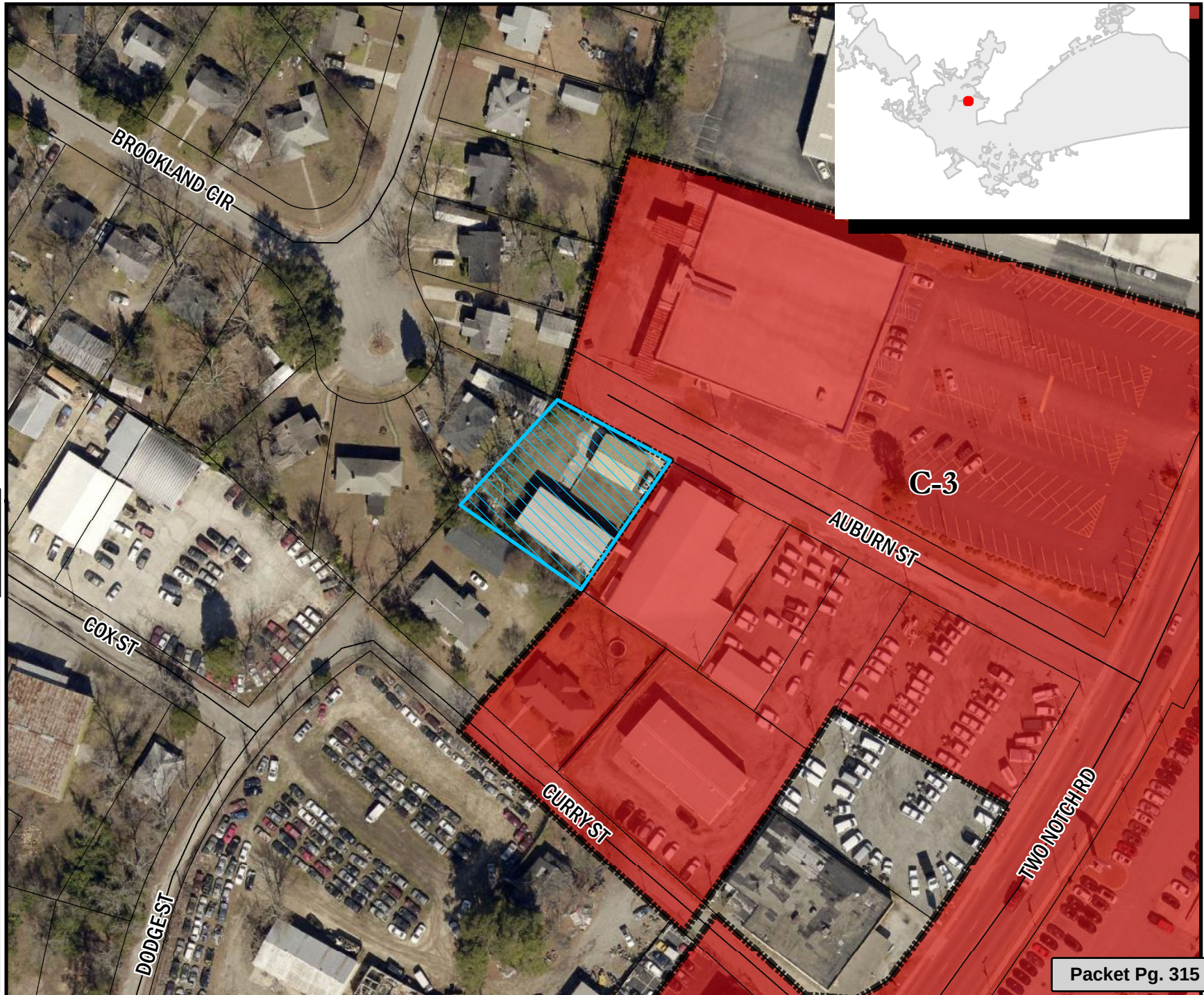
Shane Shaughnessy
October 4, 2017

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We Are Columbia



ORDINANCE NO.: 2017-103*Annexing 1627 Auburn Street, Richland County TMS# 11613-12-33*

WHEREAS, a proper petition has been filed with the City Council by one hundred (100%) percent of the property owners of the within described property under the provisions of South Carolina Ann. Sec. 5-3-150; and,

WHEREAS, it appears to City Council that the annexation of the property would be in the best interest of the property owners and the City of Columbia; NOW, THEREFORE,

BE IT ORDAINED by the Mayor and City Council of the City of Columbia, South Carolina, this ____ day of _____, 2017, that the property described herein is hereby annexed to and becomes a part of the City of Columbia effective immediately. This property shall be assigned interim zoning of General Commercial (C-3), apportioned to City Council District 2, Census Tract 9, contains 0.29 acres, and shall be assigned an interim land use classification of Urban Core Community Activity Center (UCAC-2).

PROPERTY DESCRIPTION: See Attached Exhibit "A"

Richland County TMS NO.: 11613-12-33

Also included in the territory hereby annexed are all contiguous portions of all public rights of way, streets and highways.

Requested by:

Assistant City Manager Gentry

Mayor

Approved by:

City Manager

Approved as to form:

Janne Lisowski
Senior Assistant City Attorney

ATTEST:

City Clerk

Introduced:

Final Reading:

EXHIBIT "A"
PROPERTY DESCRIPTION
ORDINANCE NO.: 2017-103

All that certain piece, parcel or lot of land, with the improvements thereon, situate, lying and being near the City of Columbia, in the County of Richland, State of South Carolina, containing 0.29 acres, more or less, and shown and designated as block 12, lot 33, on Richland County Tax Map 11613. Said parcel having such boundaries and measurements as are shown on said tax map.

LEGAL DEPARTMENT DRAFT

MEMORANDUM

Office of the City Manager

TO: Department Heads

FROM: Teresa Wilson, City Manager

DATE: October 5, 2017

RE: **Property Addresses:** 1627 Auburn Street
Richland County TMS#: 11613-12-33
Owner(s): Life Made Whole International Ministries
Current Use: Institutional
Proposed Use: Institutional
Current County Land Use: Mixed Residential – High Density
Proposed City Land Use: Urban Core Community Activity Center (UCAC-2)
Current County Zoning: General Commercial (GC)
Proposed City Zoning: General Commercial (C-3)
Reason for Annexation: Municipal Services/Donut Hole
City Council District: 2
Census Tract: 9

The Planning & Development Services advises that the above referenced property has been offered for annexation. Attached, please find a map or drawing reflecting the property. You are directed to forward your comments and/or recommendations regarding the issue of whether to annex or not to Planning & Development Services. Planning & Development Services will compile your comments for City Council consideration.

Planning & Development Services staff will see to it that this matter is placed on the **November 6, 2017** Planning Commission's agenda. Planning & Development Services staff will notify the City Attorney of the Planning Commission's zoning recommendation by forwarding a copy of this form, completed, as soon as the Planning Commission has met.

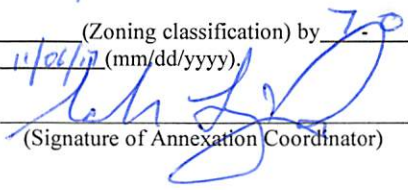
/atl

Attachments

cc:	S. Allison Baker, Sr. Assistant City Manager Clint Shealy, Assistant City Manager Aubrey Jenkins, Fire Chief Joseph Jaco, Director, Utility Operations Robert Anderson, Public Works Director Krista Hampton, Planning & Development Services Gloria Saaed, Community Development Director Sidra Nelson, Business License Administrator Angela Adams, Customer Care Administrator Jerry Thompson, Building Official Michelle Brazell, Engineering Denny Daniels, Engineering Carolyn Wilson, Police Planning & Research Alfreda Tindall, Richland Co. 911 Addressing Coordinator	Missy Gentry, Assistant City Manager William Holbrook, Police Chief Teresa Knox, City Attorney Dana Higgins, Director, Engineering Jan Alonso, Finance Director Jeff Palen, Assistant City Manager/CFO George Adams, Fire Marshal Brian Cook, Zoning Administrator Kimberly Gathers, Columbia-Richland 911 David Hatcher, Housing Official Richland County Solid Waste Collection John Fellows, Planning Administrator Zach Kay, Dev. Center Administrator
-----	---	--

Planning Commission Land Use Recommendation: UCAC-2 (Land Use classification) by 7-0 on 11/06/17 (mm/dd/yyyy).

Planning Commission Zoning Recommendation: C-3 (Zoning classification) by 7-0 on 11/06/17 (mm/dd/yyyy).


 (Signature of Annexation Coordinator)



Future Land Use Map

1627 Auburn Street; TMS# 11613-12-33;
Existing FLU: Mixed Residential-High Density; Proposed FLU: UCAC-2

31.b

Department of Planning &
Development Services

Legend

-  CITY LIMITS
-  PARCELS
-  UCMR-1 - Urban Core Mixed Residential-1
-  UCMR-2 - Urban Core Mixed Residential-2
-  UEMR - Urban Edge Mixed Residential
-  UEMF - Urban Edge Multi-Family
-  UCR-1 - Urban Core Residential Small Lot
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-  SD-2 - Civic/Institutional Districts
-  SD-3 - Central Business District
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-  SD-6 - Fort Jackson



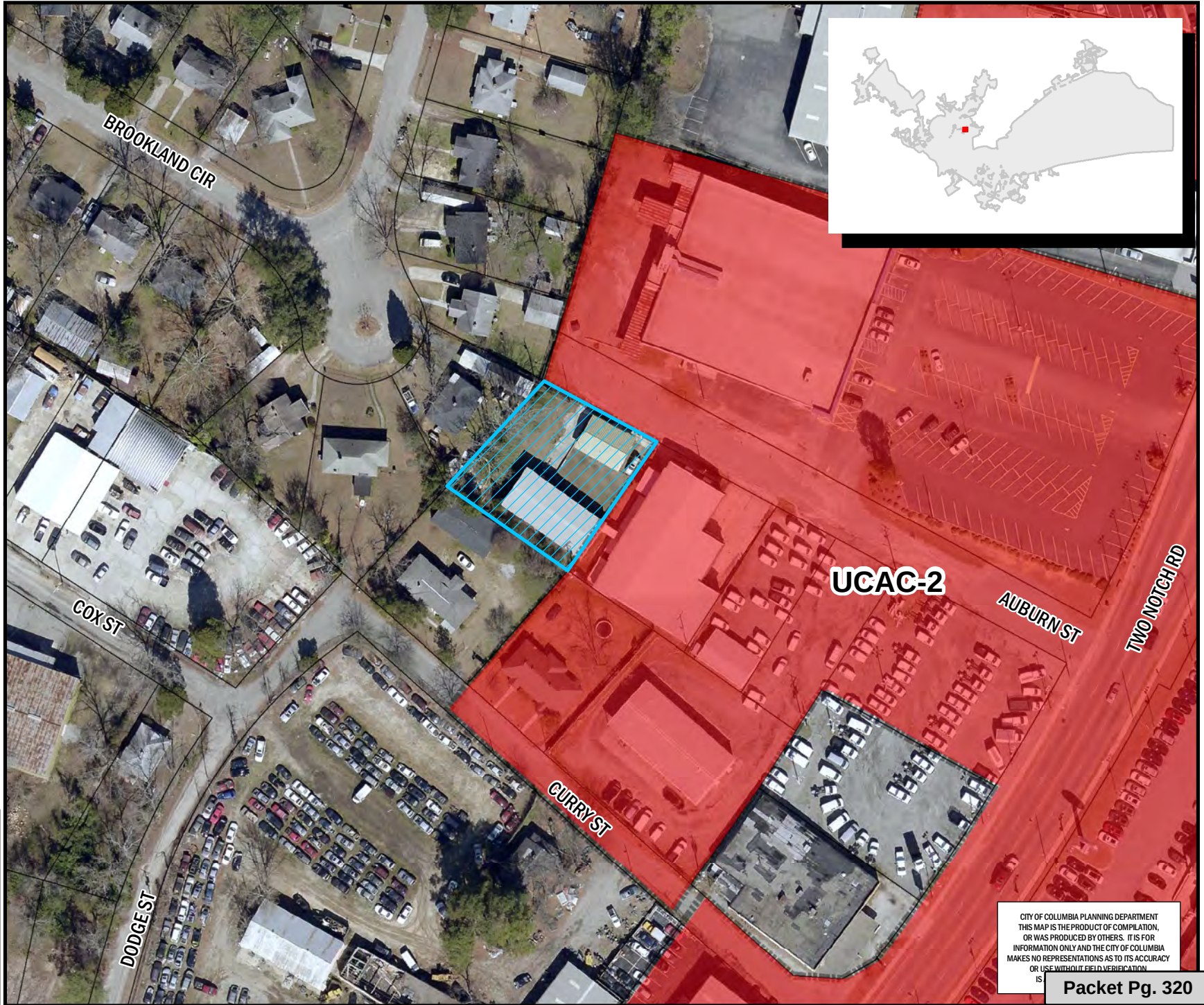
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ORIGINAL PREPARATION/DATE:
This map was prepared by:

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October 4, 2017



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Packet Pg. 320

** DATA SOURCE - CITY OF COLUMBIA, GIS DIVISION

Zoning Map

Department of Planning & Development Services

1627 Auburn Street; TMS# 11613-31.b
Existing Zoning: GC, Proposed Zoning: C-3

Legend

 CITY LIMITS
 PARCELS

 D-1	 C-1
 RS-1	 C-2
 RS-1A	 C-3
 RS-1B	 C-3A
 RS-2	 C-4
 RS-3	 C-5
 RD	 M-1
 RD-2	 M-2
 RG-1	 PUD-C
 RG-1A	 PUD-LS
 RG-2	 PUD-LS-E
 RG-3	 PUD-LS-R
 UTD	 PUD-R
 MX-1	 OUT OF CITY
 MX-2	



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ORIGINAL PREPARATION/DATE:
This map was prepared by:

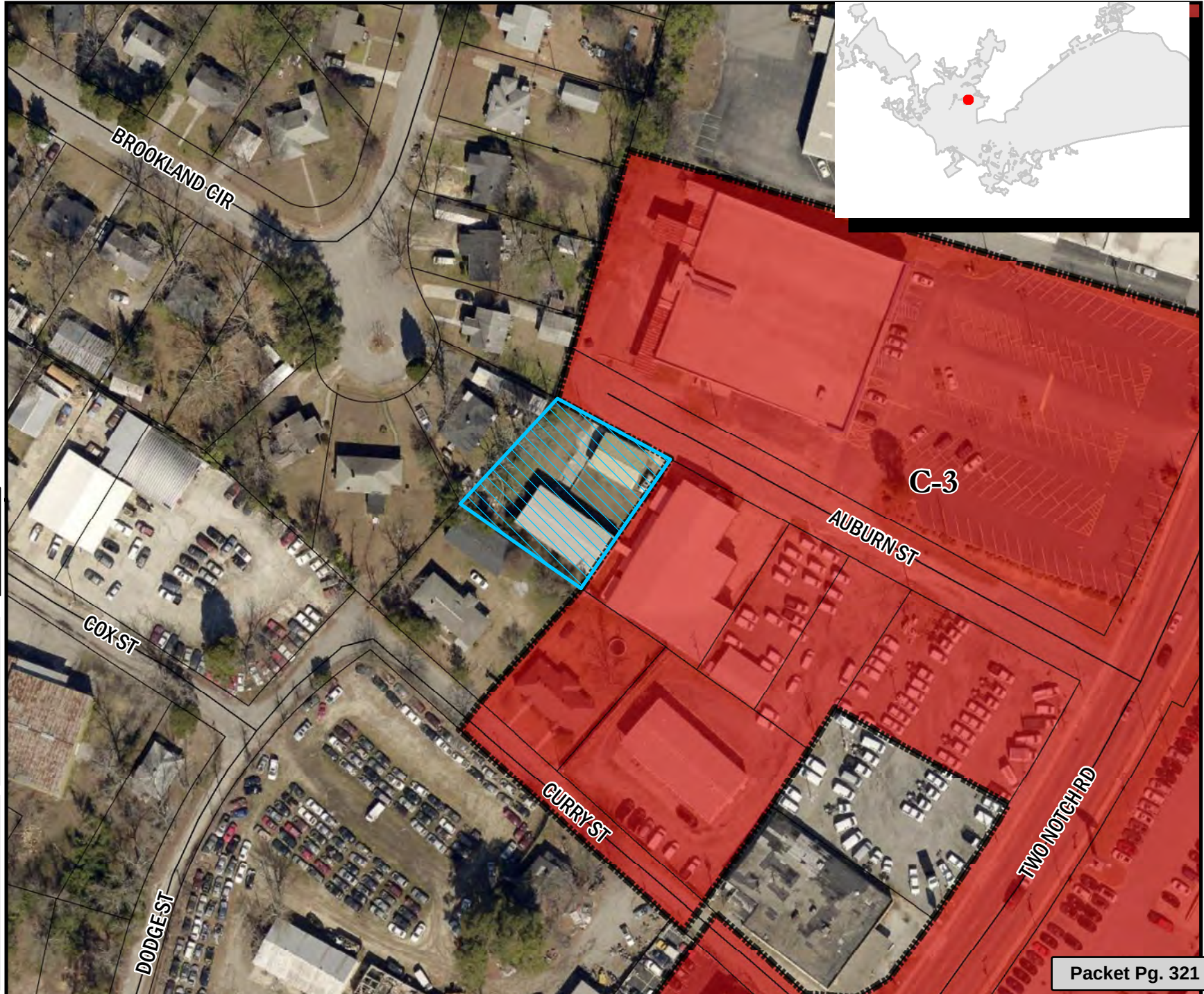
Shane Shaughnessy
October 4, 2017

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STATE OF SOUTH CAROLINA)
)
 COUNTY OF RICHLAND) PETITION FOR ANNEXATION

The undersigned, being the owner(s) of the property described below hereby petition(s) the Mayor and City Council for annexation to the City of Columbia, South Carolina pursuant to S.C. Code Ann. Section 5-3-150, 1976, as amended.

Property Description: All that certain piece, parcel or lot of land, with improvements thereon, if any, situate, lying and being near the City of Columbia, in the County of Richland, State of South Carolina, containing 0.29 acres, more or less, and shown and designated as block 12, lot 33 on Richland County Tax Map 11613. Said parcel having such boundaries and measurements as are shown on said tax map.

Richland County TMS: 11613-12-33

Property Address: 1627 Auburn Street

Life Made Whole International Ministries

BY:

[Signature]

Date:

9.28.17

Yancy Matherson
 (Print or Type Name)

Its:

Pastor

(Print or Type Title)



 = Property to be annexed;
TMS#:11613-12-33

NOTE: BLK. 12 LOTS 27-29 ANNEXED INTO CITY; 5/20/87. BLK. 12 LOT 41 ANNEXED INTO CITY 7-21-94. BLK. 12 LOTS 36, 40 ANNEXED INTO CITY 12-7-94. BLK. 2 LOTS 3-5 ANNEXED INTO CITY 12-31-96. BLK. 3 LOT 1 ANNEXED INTO CITY 7-1-98.

Prepared by

KUCERA ASSOCIATES

Photogrammetric Consultants

Mentor, Ohio

REVISIONS	
DATE FIELD CHECKED	DATE LAST REVISED
12/83	12/04
12/85	12/05
12/87	12/06
12/88	
	12/01
	12/02
	12/03

PROPERTY LINE

RIGHT OF WAY

CITY LIMITS

SCHOOL DIST

RAILROAD

PUBLIC ROAD AND BLOCK DIVIDER

DENOTES BUILDING USE

R - RESIDENTIAL

C - COMMERCIAL

ETC.

DENOTES SEPARATE OWNER FROM BUILDING

(B) (C)

BLOCK NO

LOT NO

LOT MEASUREMENT

ACREAGE

ADDRESS

50

50

150.5

6.55 AC

1204

PROPERTY TAX MAP

RICHLAND COUNTY

SOUTH CAROLINA

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MAP KEY		
116-10	116-14	141-02
116-09	116-13	141-01
115-12	115-16	140-04

GRAPHIC SCALE

0 100 200 300

1" = 100'

LOCATION AND DIMENSIONS OF BUILDINGS MAY NOT BE DRAWN TO SCALE.

PROPERTY MAP SHEET NO.

11613

SCHOOL DISTRICT

IUR, ICC

Packet Pg. 323



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Planning and Development Services

FROM: *Krista Hampton, Director*

SUBJECT: ANNEXATION, COMPREHENSIVE PLAN MAP
AMENDMENT, AND ZONING MAP AMENDMENT - 1051
Market Street and 1055 Market Street, TMS# 11206-04-05

PURPOSE: Ordinance No.: 2017-095 - Annexing and Incorporating 1051
Market Street and 1055 Market Street, Richland County
TMS# 11206-04-05 into the Plan Columbia Land Use Plan
Putting the Pieces Together adopted by Ordinance No.: 2015-
014 on February 17, 2015

Council District: 3

Proposal: Request to annex, assign land use classification of
Employment Campus (EC), and assign zoning of General
Commercial (C-3). The property is currently classified as
Mixed Residential-High Density and zoned General
Commercial (GC) by Richland County.

Applicant: Boyce Haigler

Staff Recommendation: Approval

PC Recommendation: 10/02/2017; Approval (7-0)

First reading approval was given on November 21, 2017.

REQUISITION NO.: Krista Hampton

FINANCIAL IMPACT:

ATTACHMENTS:

- **#a:** ANNEX_Market1051 (PDF)
- **#b:** 2017-095 annex-incorporate 1051 & 1055 Market Street (PDF)

Action Item (ID # 3881)

Meeting of December 5, 2017

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING



CITY COUNCIL

November 21, 2017 at 6:00pm

City Council Chambers, 3rd Floor, 1737 Main Street, Columbia, SC 29201

ANNEXATION, COMPREHENSIVE PLAN MAP AMENDMENT, AND ZONING MAP AMENDMENT CASE SUMMARY

1051 Market Street and 1055 Market Street, TMS# 11206-04-05

Council District:	3
Proposal:	Request to annex, assign land use classification of Employment Campus (EC), and assign zoning of General Commercial (C-3). The property is currently classified as Mixed Residential-High Density and zoned General Commercial (GC) by Richland County.
Applicant:	Boyce Haigler
Staff Recommendation:	Approval
PC Recommendation:	10/02/2017; Approval (7-0)
PH, 1st Reading:	11/21/2017; Pending
2nd Reading:	12/5/2017; Pending

CURRENT PARCEL CHARACTERISTICS/CONDITIONS

Acreage: 1.03 acres
Current Use: Commercial
Proposed Use: Commercial
Reason for Annexation: Municipal Services
Urban Service Area: Primary Area
Current Richland County Land Use: Mixed Residential-High Density
Proposed Land Use Classification: Employment Campus (EC)
Current Richland County Zoning: General Commercial (GC)
Proposed Zoning: General Commercial (C-3)
SC Aeronautics Overlay: The subject properties are located within in the SC Aeronautics Airport Vicinity Zone, as it is in proximity (approximately 3,650 feet) to the Jim Hamilton – LB Owens Airport.
Census Tract: 117.01

DETERMINATION FOR CITY SERVICES

The following determination is an estimate of the benefits and costs associated with the annexation of the subject property.

Police

We find that the proposed annexation will result in an increased number of calls for services and will cost the CPD approximately **\$2,500** annually to provide service for the existing building based upon current calls for service at similar types of uses in the City of Columbia.

Fire

The proposed annexation **will not result in additional costs or impact services** being provided by this department. Annexation would lower the ISO rating of this property to a Class 1 from a Class 2.

Solid Waste

The property is currently a commercial building. Solid Waste services cost would be \$0.00 since this service is not generally provided to this type of commercial development.

Engineering

Because water and sewer lines currently exist in this area, the Utilities and Engineering Division **will not incur any costs** associated with this annexation.

Water Customer Care

Annexation will result in an approximately **40% reduction** in water and sewer service rates for the property.

Planning & Development Services

This property is located within a Primary Urban Service Area and we recommend annexation of this property. The estimated annual City property tax revenue generated for this building containing a professional services company and a physical fitness facility will be approximately **\$1,700**.

* Estimated City Tax Revenue is based on 2017 millage for real property and calculated as: (((Tax Value*Tax Rate)*City Millage Rate (.0981))-(Tax Value*Local Option Sales Tax Rebate (.002209))).

PLANS, POLICIES, AND LAND USE

Urban Service Area

Subject parcel is in a “Primary Area” as identified in the Urban Service Area Map

Principles and Goals of the Urban Service Area

The Urban Service Area identifies those areas the City of Columbia wishes to provide with urban services. Primary emphasis will be given to annexing developed areas adjoining the City limits and “islands” of unincorporated territory surrounded by the City. Primary, secondary, and long-range annexation priorities for specific areas may be identified. Secondary areas may include higher value properties which assist the City in achieving a more balanced economic base.

Primary areas are made up of land contiguous to the City where services are available and the infrastructure is generally good. These services include fire, police, sanitation, and utilities. Primary areas are intended to indicate that, barring unanticipated circumstances, annexation is recommended and should be actively pursued.

The Columbia Plan 2018: Comprehensive Plan Land Use Classification

Staff recommends that the subject property be designated Employment Campus (EC) in The Columbia Plan 2018 Future Land Use Map.

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

Primary Types

- Medium to High-rise Office/Services

- Medium to Extra Large Format Flex

Secondary Types

- Multi-family Medium to High-rise Mixed-use
- Parking Structures

Tertiary Types

- Small to Large Commercial
- Single-family Attached
- Small to High-rise Multi-family
- Parking Lots

Existing Neighborhood, Small Area, Community, and/or Corridor Plans

The subject property is not covered by an area plan which has been adopted by the City of Columbia.

PROPOSED ZONING DISTRICT SUMMARY

The parcel is currently zoned General Commercial (GC) by Richland County. Surrounding parcels within the City of Columbia are currently zoned General Commercial (GC) to the West and North and Heavy Industrial District (C-3). Surrounding parcels in unincorporated Richland County are zoned HI to the East.

The proposed City of Columbia zoning district is General Commercial (C-3).

General Commercial District (C-3)

The C-3 district is intended to accommodate a variety of general commercial and nonresidential uses characterized primarily by retail, office and service establishments and oriented primarily to major traffic arteries or extensive areas of predominantly commercial usage and characteristics. Certain related structures and uses are permitted outright or are permissible as special exceptions subject to restrictions and requirements intended to best fulfill the intent of this article. It is not the intent of this article to encourage the development of long, narrow strips of commercial development fronting on major arteries, often referred to as strip commercial areas. Such development is often incompatible with adjacent uses and may lead to the eventual formation of commercial slums, damage the traffic-carrying capacities of streets, increase congestion, lead to depreciation of property values in adjacent areas, encourage undue dispersion of commercial facilities to the inconvenience of the public, and create disproportionate costs in the provision of governmental services.

STAFF RECOMMENDATION

Staff recommends City Council annex the referenced property and assign Employment Campus (EC) future land use classification and General Commercial (C-3) zoning at the time of annexation.



Future Land Use Map

1051 Market Street and 1055 Market Street; TMS# 11206-04-05;

Existing Richland County FLU: Mixed Residential-High Density; Proposed FLU: Employment Campus (EC)

32.a

Department of Planning & Development Services

Legend



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



0 37.5 75 150 Feet

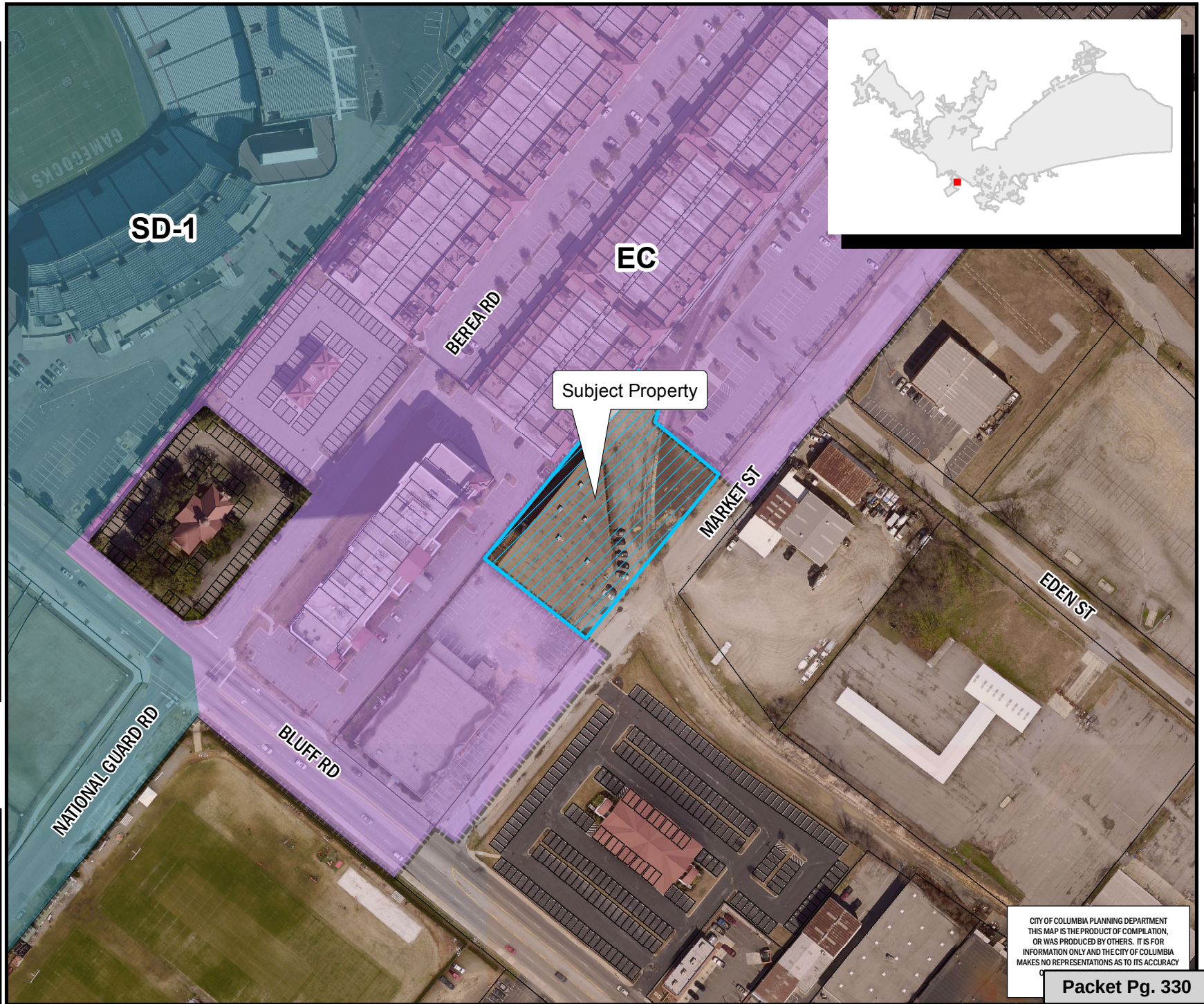
ORIGINAL PREPARATION/DATE:

This map was prepared by:

Shane Shaughnessy
August 18, 2017



We Are Columbia



CITY OF COLUMBIA PLANNING DEPARTMENT
THIS MAP IS THE PRODUCT OF COMPILED,
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INFORMATION ONLY AND THE CITY OF COLUMBIA
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Packet Pg. 330

** DATA SOURCE - CITY OF COLUMBIA, GIS DIVISION

Zoning Map

Department of Planning &
Development Services

1051 Market Street and 1055 Market Street; TMS# 112
Existing Zoning: GC; Proposed Zoning: C-3

32.a

Legend

CITY LIMITS
 PARCELS

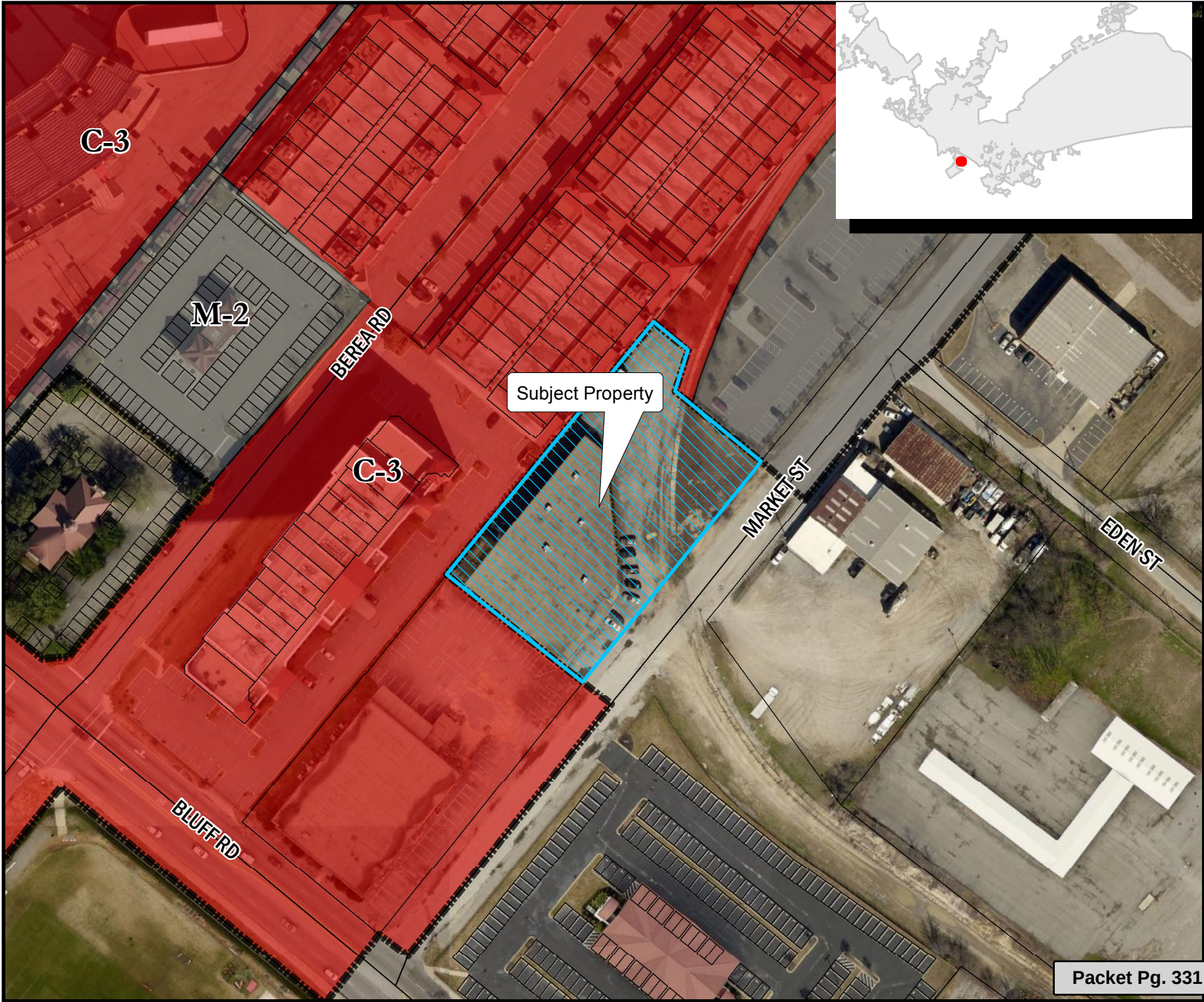
D-1	C-1
RS-1	C-2
RS-1A	C-3
RS-1B	C-3A
RS-2	C-4
RS-3	C-5
RD	M-1
RD-2	M-2
RG-1	PUD-C
RG-1A	PUD-LS
RG-2	PUD-LS-E
RG-3	PUD-LS-R
UTD	PUD-R
MX-1	OUT OF CITY
MX-2	

0 25 50 100 Feet

ORIGINAL PREPARATION/DATE:
This map was prepared by:

Shane Shaughnessy
August 18, 2017

DISCLAIMER:
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ORDINANCE NO.: 2017-095

*Annexing and Incorporating 1051 Market Street and 1055 Market Street,
Richland County TMS# 11206-04-05 into the Plan Columbia Land Use Plan Putting the
Pieces Together adopted by Ordinance No.: 2015-014 on February 17, 2015*

WHEREAS, a proper petition has been filed with the City Council by one hundred (100%) percent of the property owners of the within described property under the provisions of South Carolina Ann. Sec. 5-3-150; and,

WHEREAS, it appears to City Council that the annexation of the property would be in the best interest of the property owners and the City of Columbia; and,

WHEREAS, City Council adopted the City of Columbia Comprehensive Plan 2018 by Ordinance No.: 2008-085 on October 1, 2008, and amended from time to time, in accordance with South Carolina Comprehensive Planning Act of 1994 (Title 6, Chapter 29 of the SC Code) and heard public comments on this amendment; NOW, THEREFORE,

BE IT ORDAINED by the Mayor and City Council of the City of Columbia, South Carolina, this ____ day of _____, 2017, that the property described herein is hereby annexed to, incorporated into Plan Columbia Land Use Plan Putting the Pieces Together adopted by Ordinance No.: 2015-014 on February 17, 2015, and becomes a part of the City of Columbia effective immediately. This property shall be zoned General Commercial (C-3), apportioned to City Council District 3, Census Tract 117.01, contains 1.03 acres, and shall be assigned a land use classification of Employment Campus (EC).

PROPERTY DESCRIPTION: See Attached Exhibit "A"

Richland County TMS NO.: 11206-04-05

Also included in the territory hereby annexed are all contiguous portions of all public rights of way, streets and highways.

Requested by:

Assistant City Manager Gentry

Mayor

Approved by:

City Manager

Approved as to form:

ATTEST:



City Attorney

City Clerk

Introduced:

Final Reading:

EXHIBIT "A"
PROPERTY DESCRIPTION
ORDINANCE NO.: 2017-095

All that certain piece, parcel and tract of land, with improvements thereon, situate, lying and being in the County of Richland, State of South Carolina, near the City of Columbia, shown as Parcel "A" containing 1.026 acres, and being more particularly shown on a Site Survey prepared for Warehouses, Inc. by B. P. Barber & Associates, Inc. dated July 6, 2003, last revised October 7, 2003, recorded in Book 872 at Page 406, and having the following metes and bounds, to wit: Beginning at a 5/8" Rebar in the easternmost corner of said property; thence turning and proceeding along Market Street S40°06'25"W for a distance of 111.69 feet to a 1" Pinched Top Pipe; then continuing along Market Street S40° 10'39"W for a distance of 82.69 feet to a 1" Pinched Top Pipe; thence continuing along Market Street S40°01'40"W for a distance of 73.84 feet to a 1-1/4" Pipe; thence turning and proceeding along Property of William P. Price N49°47'06"W for a distance of 160.44 feet to a 5/8" Rebar; thence turning and proceeding along Property of Betty L. Jackson and Warehouses, Inc. N40°15'23"E for a distance of 224.52 feet to a 1" Pinched Top Pipe; thence continuing along Property of Warehouses, Inc. N40°04'23"E for a distance of 80.62 feet to a 5/8" Rebar; thence turning and proceeding along Parcel "B" (Property of Warehouses, Inc.) S49°40'48"E for a distance of 41.45 feet to a 5/8" Rebar; thence turning and proceeding along Railroad R/W (Property of Advanced Door Systems) S18°35'35"W for a chord distance of 39.94 feet to a 5/8" Rebar; thence turning and proceeding along Railroad R/W (Property of Advanced Door Systems) S49°56'56"E for a distance of 21.80 feet to a 5/8" Rebar; thence turning and proceeding along Property of Advanced Door Systems S49°56'56"E for a distance of 82.00 feet to a 5/8" Rebar, this being the point of beginning.

MEMORANDUM

Office of the City Manager

TO: Department Heads
 FROM: Teresa Wilson, City Manager
 DATE: August 18, 2017
 RE: **Property Addresses:** 1051 Market Street and 1055 Market Street
Richland County TMS#: 11206-04-05
Owner(s): Boyce R. Haigler
Current Use: Commercial
Proposed Use: Commercial and Residential
Current County Land Use: Mixed Residential – High Density
Proposed City Land Use: Employment Campus (EC)
Current County Zoning: General Commercial (GC)
Proposed City Zoning: General Commercial (C-3)
Reason for Annexation: Municipal Services/Primary Area
City Council District: 3
Census Tract: 117.01

The Planning & Development Services advises that the above referenced property has been offered for annexation. Attached, please find a map or drawing reflecting the property. You are directed to forward your comments and/or recommendations regarding the issue of whether to annex or not to Planning & Development Services. Planning & Development Services will compile your comments for City Council consideration.

Planning & Development Services staff will see to it that this matter is placed on the **October 2, 2017** Planning Commission's agenda. Planning & Development Services staff will notify the City Attorney of the Planning Commission's zoning recommendation by forwarding a copy of this form, completed, as soon as the Planning Commission has met.

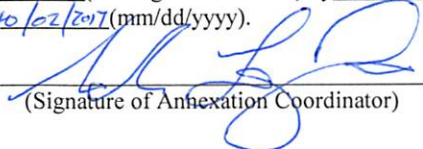
/atl

Attachments

cc: S. Allison Baker, Sr. Assistant City Manager Clint Shealy, Assistant City Manager Aubrey Jenkins, Fire Chief Joseph Jaco, Director, Utility Operations Robert Anderson, Public Works Director Krista Hampton, Planning & Development Services Gloria Saaed, Community Development Director Sidra Nelson, Business License Administrator Angela Adams, Customer Care Administrator Jerry Thompson, Building Official Michelle Brazell, Engineering Denny Daniels, Engineering Carolyn Wilson, Police Planning & Research Alfreda Tindall, Richland Co. 911 Addressing Coordinator	Missy Gentry, Assistant City Manager William Holbrook, Police Chief Teresa Knox, City Attorney Dana Higgins, Director, Engineering Jan Alonso, Finance Director Jeff Palen, Assistant City Manager/CFO George Adams, Fire Marshal Brian Cook, Zoning Administrator Kimberly Gathers, Columbia-Richland 911 David Hatcher, Housing Official Richland County Solid Waste Collection John Fellows, Planning Administrator Zach Kay, Dev. Center Administrator
---	--

Planning Commission Land Use Recommendation: EC (Land Use classification) by 7 - 0 on 10/02/2017 (mm/dd/yyyy).

Planning Commission Zoning Recommendation: C-3 (Zoning classification) by 7 - 0 on 10/02/2017 (mm/dd/yyyy).


 (Signature of Annexation Coordinator)



Future Land Use Map

1051 Market Street and 1055 Market Street; TMS# 11206-04-05;

Existing Richland County FLU: Mixed Residential-High Density; Proposed FLU: Employment Campus (EC)

Department of Planning & Development Services

Legend

CITY LIMITS

PARCELS

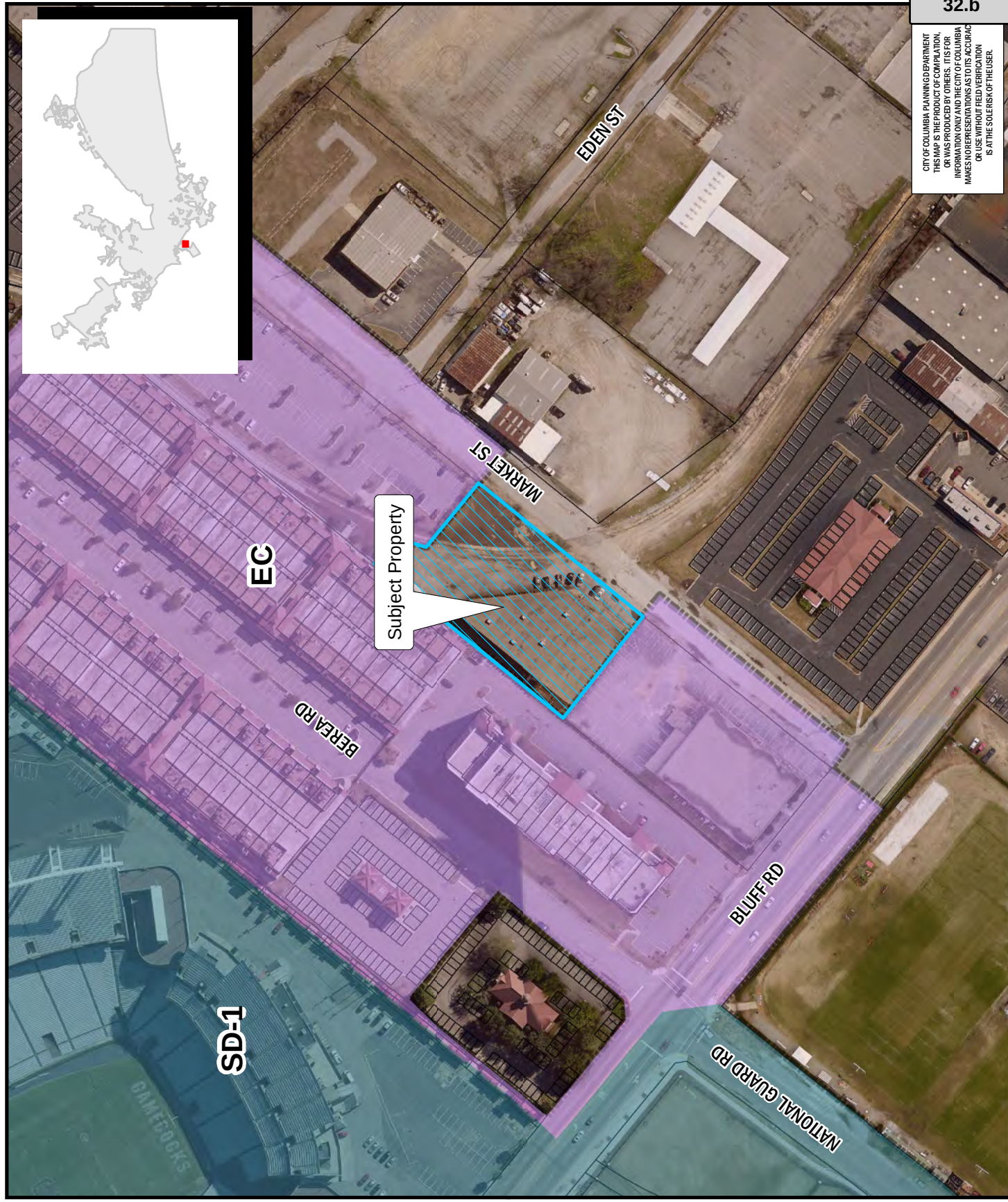
	UCMR-1 - Urban Core Mixed Residential-1		TU - Transportation & Utilities
	UCMR-2 - Urban Core Mixed Residential-2		SD-1 - Sports/Amusement District
	UEMR - Urban Edge Mixed Residential		SD-2 - Civic/Institutional Districts
	UEMF - Urban Edge Multi-Family		SD-3 - Central Business District
	UCR-1 - Urban Core Residential Small Lot		SD-4 - Riverbanks Zoo and Garden
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	UER-1 - Urban Edge Residential Small Lot		SD-6 - Fort Jackson
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	UCAC-1 - Urban Core Neighborhood Activity Center		
	UCAC-2 - Urban Core Community Activity Center		
	UCAC-3 - Urban Core Regional Activity Center		
	AC-1 - Neighborhood Activity Center		
	AC-2 - Community Activity Center		
	AC-3 - Regional Activity Center		
	EC - Employment Campus		
	ND - Industrial		

0 37.5 75 150 Feet

ORIGINAL PREPARATION/DATE:
This map was prepared by:
Shane Shaughnessy
August 18, 2017

Packet Pg. 336

We Are Columbia



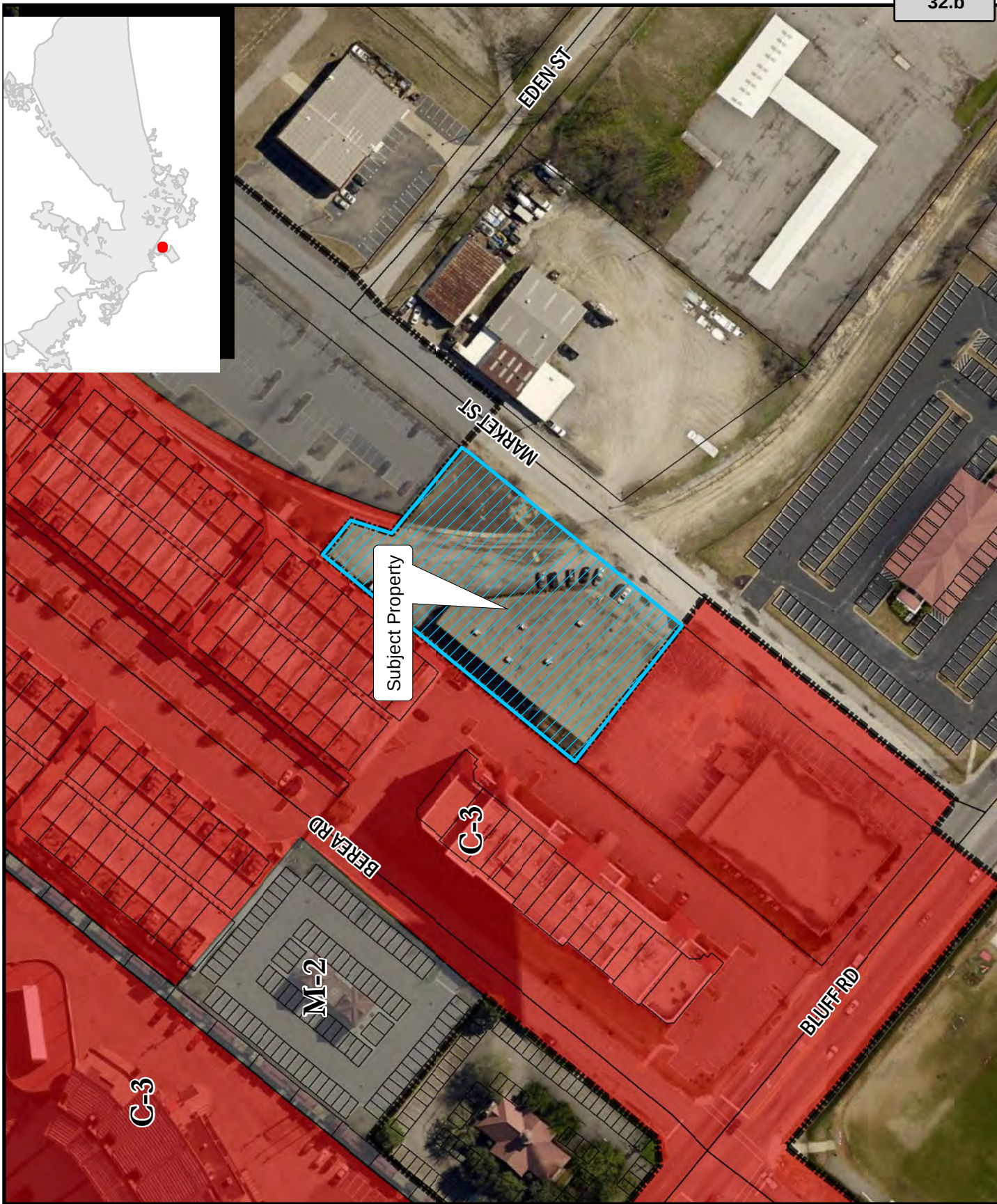
32.b

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Zoning Map

Department of Planning & Development Services

1051 Market Street and 1055 Market Street; TMS# 11206-04-05;
Existing Zoning: GC; Proposed Zoning: C-3



Legend

CITY LIMITS

PARCELS

	D-1		C-1
	RS-1		C-2
	RS-1A		C-3
	RS-1B		C-3A
	RS-2		C-4
	RS-3		C-5
	RD		M-1
	RD-2		M-2
	RG-1		PUD-C
	RG-1A		PUD-LS
	RG-2		PUD-LS-E
	RG-3		PUD-LS-R
	UTD		PUD-R
	MX-1		OUT OF CITY
	MX-2		

0 25 50 100 Feet

ORIGINAL PREPARATION/DATE:
This map was prepared by:
Shane Shaughnessy
August 18, 2017

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Packet Pg. 337

We Are Columbia

STATE OF SOUTH CAROLINA)
)
 COUNTY OF RICHLAND) PETITION FOR ANNEXATION

The undersigned, being the owner(s) of the property described below hereby petition(s) the Mayor and City Council for annexation to the City of Columbia, South Carolina pursuant to S.C. Code Ann. Section 5-3-150, 1976, as amended.

Property Description:

All that certain piece, parcel and tract of land, with improvements thereon, situate, lying and being in the County of Richland, State of South Carolina, near the City of Columbia, shown as Parcel "A" containing 1.026 acres, and being more particularly shown on a Site Survey prepared for Warehouses, Inc. by B. P. Barber & Associates, Inc. dated July 6, 2003, last revised October 7, 2003, recorded in Book 872 at Page 406, and having the following metes and bounds, to wit: Beginning at a 5/8" Rebar in the easternmost corner of said property; thence turning and proceeding along Market Street S40°06'25"W for a distance of 111.69 feet to a 1" Pinched Top Pipe; then continuing along Market Street S40°10'39"W for a distance of 82.69 feet to a 1" Pinched Top Pipe; thence continuing along Market Street S40°01'40"W for a distance of 73.84 feet to a 1-1/4" Pipe; thence turning and proceeding along Property of William P. Price N49°47'06"W for a distance of 160.44 feet to a 5/8" Rebar; thence turning and proceeding along Property of Betty L. Jackson and Warehouses, Inc. N40°15'23"E for a distance of 224.52 feet to a 1" Pinched Top Pipe; thence continuing along Property of Warehouses, Inc. N40°04'23"E for a distance of 80.62 feet to a 5/8" Rebar; thence turning and proceeding along Parcel "B" (Property of Warehouses, Inc.) S49°40'48"E for a distance of 41.45 feet to a 5/8" Rebar; thence turning and proceeding along Railroad R/W (Property of Advanced Door Systems) S18°35'35"W for a chord distance of 39.94 feet to a 5/8" Rebar; thence turning and proceeding along Railroad R/W (Property of Advanced Door Systems) S49°56'56"E for a distance of 21.80 feet to a 5/8" Rebar; thence turning and proceeding along Property of Advanced Door Systems S49°56'56"E for a distance of 82.00 feet to a 5/8" Rebar, this being the point of beginning.

Richland County TMS: 11206-04-05

Property Address: 1051 Market Street and 1055 Market Street

BY:

Boyce R Haigler Date: 8-15-19

Boyce R. Haigler



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Planning and Development Services

FROM: *Krista Hampton, Director*

SUBJECT: ZONING MAP AMENDMENT - 1014 Adeline Drive, TMS# 11215-06-26 and 11215-06-42

PURPOSE: Council District: 3

Proposal: Request to rezone the parcel from PUD-R and M-1 to M-1

Applicant: Joab Dick

Staff Recommendation: Approval

PC Recommendation: 09/11/2017; Cancelled; 10/02/2017: Approval (7-0)

First reading approval was given on November 21, 2017.

REQUISITION NO.: Krista Hampton

FINANCIAL IMPACT:

CLEAN WATER 2020?: No

ATTACHMENTS:

- **#a:** ZMA_1014Adeline (PDF)

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING



CITY COUNCIL

November 21, 2017 at 6:00pm
City Council Chambers, 3rd Floor, 1737 Main Street, Columbia, SC 29201

Zoning Map Amendment Case Summary **1014 Adeline Drive, TMS# 11215-06-26 and 11215-06-42**

Council District: 3

Proposal: Request to rezone the parcel from PUD-R and M-1 to M-1

Applicant: Joab Dick

Staff Recommendation: Approval

PC Recommendation: 09/11/2017; Cancelled
10/02/2017: Approval (7-0)

PH, 1st Reading: 11/21/2017; Pending

2nd Reading: 12/5/2017; Pending

CURRENT PARCEL CHARACTERISTICS/CONDITIONS

Acreage: ~2.8 acres

Current Use: Mixed Use Residential

Proposed Use: Mixed Use Residential

SC Aeronautics Overlay: The subject properties are located within in the SC Aeronautics Inner Approach Zone and the SC Aeronautics Runway Protection Zone, as it is in proximity (approximately 3,650 feet) to the Jim Hamilton – LB Owens Airport.

Land Use Classification: Employment Campus (EC)

Current Zoning: Planned Unit Development-Residential District and Light Industrial District (PUD-R & M-1)

Proposed Zoning: Light Industrial District (M-1)

PLANS, POLICIES, AND LAND USE

The Columbia Plan 2018: Comprehensive Plan Land Use Classification

The subject property is currently designated Employment Campus in The Columbia Plan 2018 Future Land Use Map.

These consist of areas dedicated to concentrations of employment uses ranging from professional services and research and development to light production facilities. They are often designed in parks and with internal street networks, extensive green spaces and large format buildings. These districts are most often found at the urban edge and require large tracts of land. These campuses are comprised primarily of office buildings including

corporate offices, medical or professional offices, medical research facilities, office suites, non-polluting manufacturing, and research and development uses. Redevelopment and infill in these districts with more supporting uses like multi-family residential and other retail/entertainment uses is encouraged with access to multi-modal transit stops in and near the employment campus.

Primary Types:

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

Secondary Types:

- Multi-family Medium to High-rise Mixed-use
- Parking Structures

Tertiary Types

- Small to Large Commercial
- Single-family Attached
- Small to High-rise Multi-family
- Parking Lots

Existing Neighborhood, Small Area, Community, and/or Corridor Plans

The subject property is located within the study areas for two plans: the *Columbia Owens Master Plan (2002)* and the *Rosewood Plan: A Corridor & Neighborhood Plan (2012)*.

The *Columbia Owens Master Plan (2002)* proposed two possible conceptual master plans for the area – a commercial/research option and a residential/research option. Specific to the subject property, the Plan noted the property's potential for redevelopment of the existing structure as a warehouse or light assembly use, and proposed street trees along Adeline up to the existing structure.

The *Rosewood Plan: A Corridor & Neighborhood Plan (2012)* did not make recommendations specific to the future land use or base zoning of the subject property, which had been approved as a Planned Unit Development prior to the Plan. However, the property was included within the area designated for a potential neighborhood design zoning overlay district. Directly adjacent to the subject property, the Plan recommended that the future land use of the property west, south, and east be Technology/Industrial and that these properties be rezoned from M-1 to T-1 accordingly; no change in zoning or land use was recommended for the property to the north.

PROPOSED ZONING DISTRICT SUMMARY

The subject property is currently zoned Planned Unit Development-Residential District and Light Industrial District (PUD-R & M-1). The abutting properties in the City of Columbia are zoned Light Industrial District (M-1) to the East, West and South and Single-Family Residential District (RS-3). The proposed zoning is Light Industrial District (M-1).

Planned Unit Development-Residential District

(a) Intent. The intent of planned unit development districts is to derive the benefits of efficiency, economy and flexibility by encouraging unified development of large sites, while also obtaining the advantage of creative site design, improved appearance, compatibility of uses, optimum service by community facilities, and better functioning of vehicular access and circulation. It is the intent of this article to allow development of large sites subject to specific regulations concerning permitted uses, but only subject to regulations concerning lot area, building coverage, yard spaces and building height insofar as the city council shall deem appropriate to fulfill the intent of this article, upon presentation of certification from the owners, developers or other parties at interest in the development of such sites that they will adhere to development policies which will fulfill the intent of this article.

(b) Types of districts. Two types of districts accommodating primarily residential or nonresidential uses are created as follows:

(1) PUD-R Planned Unit Development—Residential. The PUD-R district is intended to accommodate residential uses, with nonresidential uses integrated into the design of such districts as secondary uses.

(2) PUD-C Planned Unit Development—Commercial. The PUD-C district is intended to accommodate primarily nonresidential uses, with residential uses integrated into the design of such districts as secondary uses.

(c) Design and planning features. The types of residential dwelling units and the types of nonresidential uses allowed to be established in such districts increase with increasing site size of such districts, based upon the premise that increased site size will allow proper design, including functional interrelations, buffer treatments separating uses with potentially incompatible characteristics of use, design of access patterns, and relationships of uses within such planned unit developments with uses in adjacent districts. It is the intent of this article that such design and planning features be incorporated properly into any PUD district hereafter created, and that the planning commission and city council shall consider the existence and appropriateness of such features before any amendment to the zoning map is adopted to create such district.

Light Industrial District (M-1)

The M-1 district is intended to accommodate wholesaling, distribution, storage, processing, light manufacturing and general commercial uses. Certain related structures and uses required to serve the needs of such uses are permitted outright or are permissible as special exceptions subject to restrictions and requirements intended to best fulfill the intent of this article.

STAFF RECOMMENDATION

Staff recommends City Council approve the rezoning of the parcel to M-1.



Future Land Use Map

1014 Adeline Drive; TMS# 11215-06-26 and 11
Existing City of Columbia FLU: EC

33.a

Department of Planning &
Development Services

Legend



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



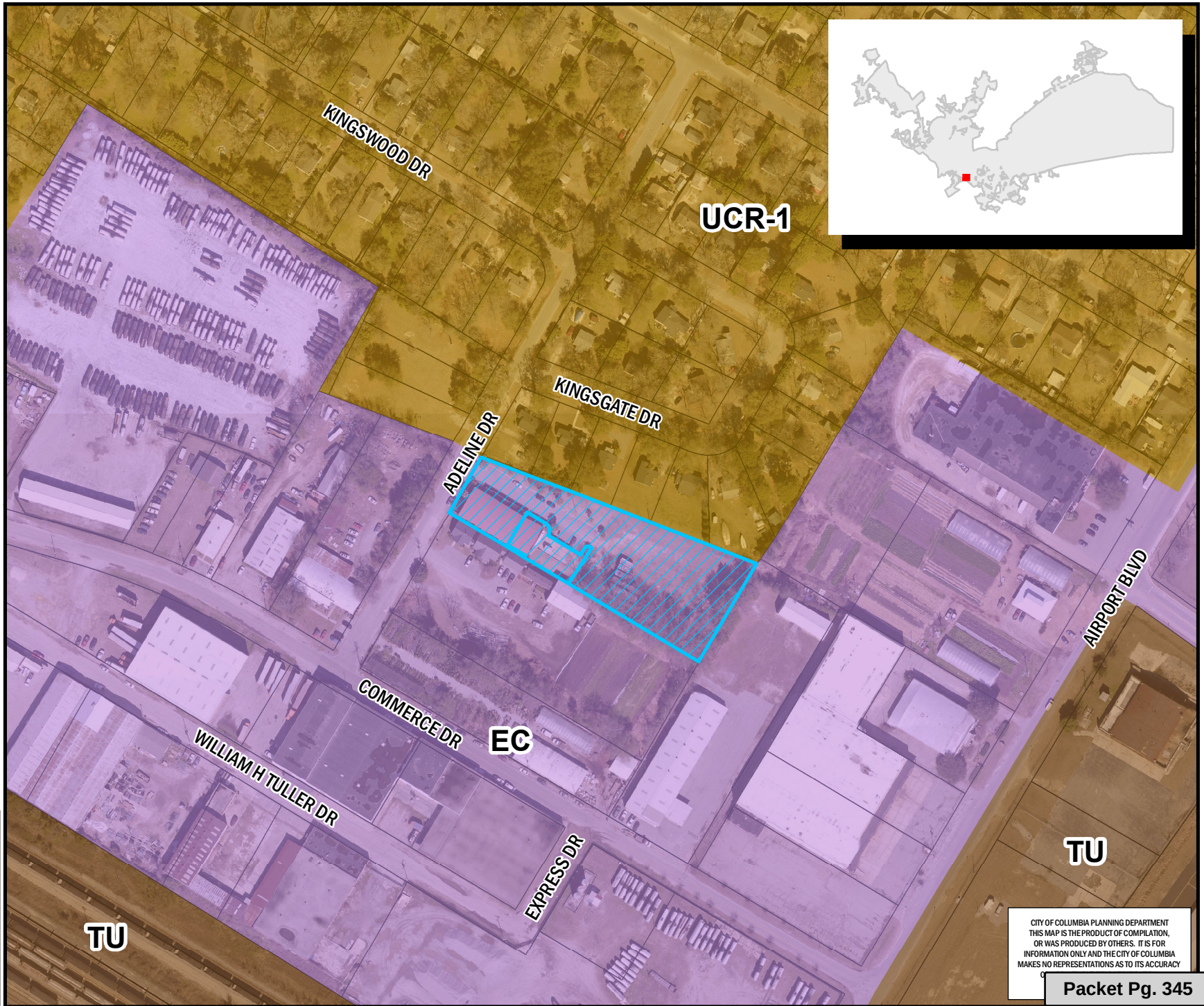
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ORIGINAL PREPARATION/DATE:
This map was prepared by:

Shane Shaughnessy
August 8, 2017



We Are Columbia



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Packet Pg. 345

** DATA SOURCE - CITY OF COLUMBIA, GIS DIVISION

Zoning Map

Department of Planning &
Development Services

1014 Adeline Drive; TMS# 11215-06-26 and 11215-06-27
Existing Zoning: PUD-R and M-1; Proposed Zoning: M-1

33.a

Legend

 CITY LIMITS
 PARCELS

 D-1	 C-1
 RS-1	 C-2
 RS-1A	 C-3
 RS-1B	 C-3A
 RS-2	 C-4
 RS-3	 C-5
 RD	 M-1
 RD-2	 M-2
 RG-1	 PUD-C
 RG-1A	 PUD-LS
 RG-2	 PUD-LS-E
 RG-3	 PUD-LS-R
 UTD	 PUD-R
 MX-1	 OUT OF CITY
 MX-2	



0 25 50 100 Feet

ORIGINAL PREPARATION/DATE:
This map was prepared by:
Shane Shaughnessy
August 8, 2017

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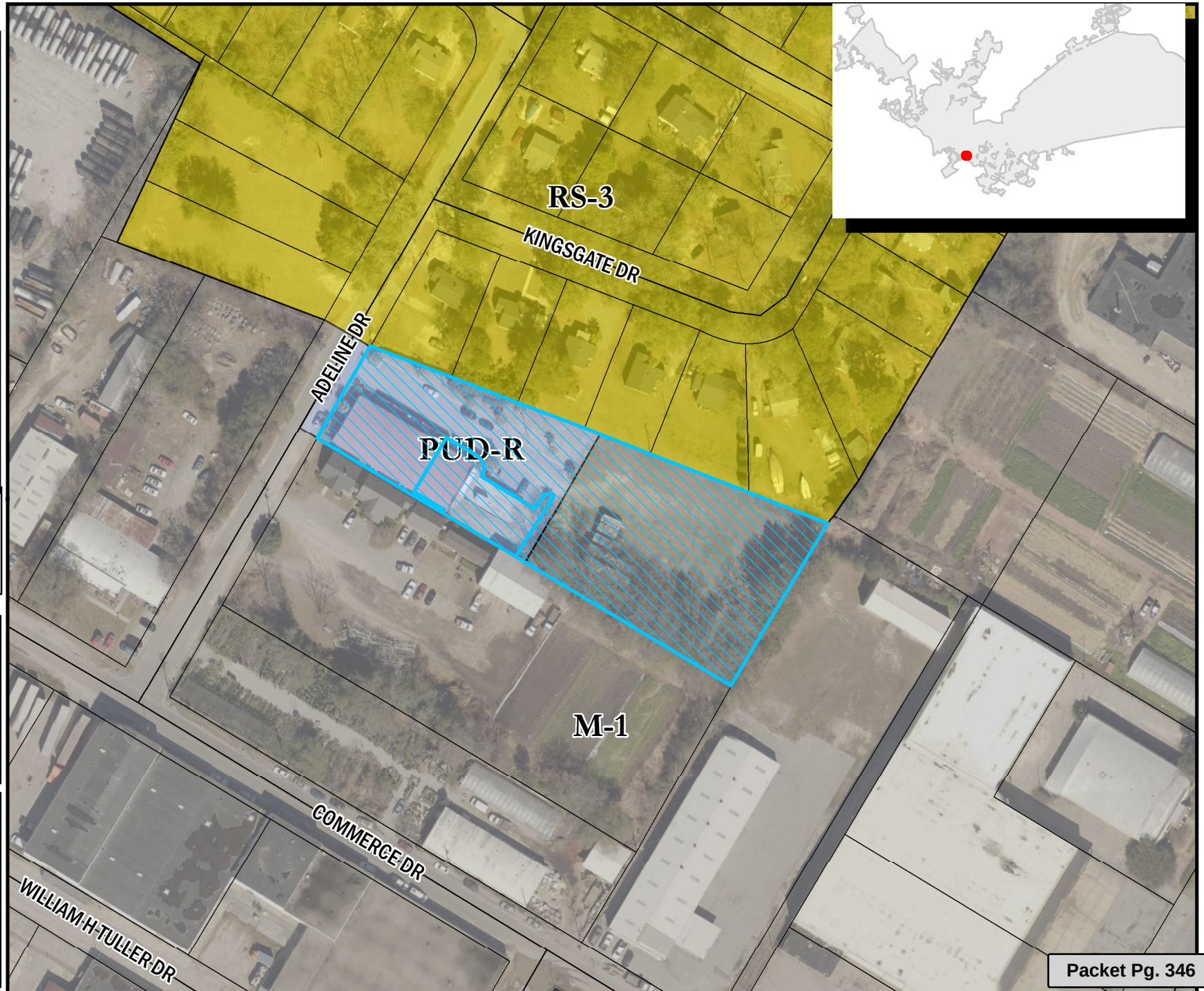


Table of Permitted Uses
M-1
Permitted Principal Uses
Food crops grown within a covered enclosure
General farms, primarily crop
Agricultural services with indoor kennels
Agricultural services with outdoor kennels
Landscape counseling and planning
Lawn and garden services
Ornamental shrub and tree services
Building construction-General contractors and operative builders
Building Construction - Office Only
Construction other than building construction-General contractors
Construction other than building construction - Office Only
Construction-Special trade contractors
Construction - Special trade contractors - Office Only
Food and kindred products
Bakery products
Microbrewery (Sec. 17-290) products
Apparel and other finished products made from fabrics and similar materials
Lumber and wood products, except furniture
Furnitures and fixtures
Printing, publishing and allied industries
Measuring, analyzing and controlling instruments; photographic, medical and optical goods; watches and clocks
Railway express service
Local and suburban transit and interurban highway passenger transportation and service facilities for motor vehicle passenger transportation
Motor freight transportation and warehousing
Trucking, local and long distance
Motor freight transportation and warehousing: Local trucking without storage
Motor freight transportation and warehousing: Local trucking with storage
Public warehousing
Public warehousing: Miniwarehouse (Sec. 17-260)
Private Commercial Storage (Sec. 17-260)
U.S. Postal Service
Water transportation
Transportation by air
Pipelines
Transportation services
Arrangement of Transportation Services

Table of Permitted Uses
M-1
Telephone communication (wire or radio)
Communication: Telegraph
Radio and television broadcasting
Communication: Cable
Electric substations
Water supply services
Sewerage Systems (Sec. 17-262)
Motor vehicles and automotive parts and supplies
Wholesale trade-Durable goods
Wholesale trade, Non durable goods: Paper and paper products
Wholesale trade, Non durable goods: Apparel - Goods and notions
Wholesale trade, Non durable goods: Groceries and related products
Wholesale trade, Non durable goods: Farm products-Raw materials
Wholesale trade, Non durable goods: Chemicals and allied products
Wholesale trade, Non durable goods: Beer, wine and distilled alcoholic beverages
Wholesale trade, not durable goods: Miscellaneous nondurable goods
Retail Trade: Lumber and other building materials dealers
Paint, glass and wallpaper stores
Hardware stores
Retail nurseries, lawn and garden supply stores
General merchandise stores: Miscellaneous general merchandise stores
Grocery Stores
Fruit stores and vegetable markets
Retail bakeries
Food stores: Miscellaneous
Motor vehicle dealers (new and used)(Sec. 17-286)
Motor vehicle dealers (used only)(Sec. 17-286)
Auto and home supply stores (Sec. 17-286)
Gasoline service stations (Sec. 17-286)
Boat dealers (Sec. 17-286)
Recreational and utility trailer dealers (Sec. 17-286)
Apparel and accessory stores
Furniture, home furnishings and equipment stores
Eating Places
Drinking Places (alcoholic beverages)(Sec. 17-269)
Drugstores and proprietary stores

Table of Permitted Uses
M-1
Miscellaneous shopping goods stores
Mail order house
Non-store retailers: Automatic merchandising machine operators
Fuel and ice dealers, except oil fuel dealers and bottled gas dealers
Fuel oil dealers
Liquified petroleum gas (bottled gas) dealers
Florist
Cigar store and stands
New dealers and newsstands
Miscellaneous retail stores, not elsewhere classified
Finance, Insurance, and Real Estate
Banquet Hall
Cemetery subdividers and developers
Suite Hotel (Sec. 17-271)
Bed and breakfast hotel (Sec. 17-271)
Power laundries
Garment pressing and agents for laundries and dry cleaners
Linen supply
Diaper service
Coin-operated laundries and dry cleaning
Dry cleaning plants, except rug cleaning
Carpet and upholstery cleaning
Industrial launderers
Laundry and garment services not elsewhere classified
Photographic Studios, portrait
Beauty Shops
Barbershops
Shoe repair shops, shoeshine parlors, and hat cleaning shops
Miscellaneous personal services, except massage parlors and spas
Advertising agencies
Outdoor advertising agencies
Consumer credit reporting agencies
Blueprinting and photocopying (Sec. 17-264)
Commercial photography, art and graphics
Stenographic services and reproduction services not elsewhere classified
Disinfecting and extermination services
Cleaning and maintenance services to dwellings and other buildings not elsewhere classified
Equipment rental and leasing services
Personal supply services

Table of Permitted Uses
M-1
Miscellaneous business services: Miscellaneous
Business services not elsewhere classified
Employment agencies
Computer and data processing services
Detective agencies and protective services
Photofinishing laboratories
Passenger car rental and leasing without driver
Truck rental and leasing without drivers
Utility trailer and recreational vehicle rental
Parking Lots
Automotive repair shops
Carwashes
Automotive services, except repair and carwashes
Radio and mobile telephone installation shops
Radio and television repair shops
Refrigeration and air conditioning service and repair shops
Reupholstery and furniture repair
Watch and jewelry repair
Welding repair
Repair shops, not otherwise classified
Motion picture theaters except drive-in
Bowling alleys and billiard and pool establishments
Physical fitness facilities and yoga facilities
Dance studios
Professional sports clubs and promoters
Racing including track operations
Municipal or other passive recreation facilities (parks, greenways, including administrative facilities)
Public golf courses
Coin-operated amusement devices
Amusement parks
Membership Sports and Recreation Clubs
Amusement and recreation services not elsewhere classified
Offices of physicians
Medical and dental laboratories
Legal services
Business and secretarial schools
Vocational schools except vocational high schools not elsewhere classified
Job training and vocational rehabilitation services
Museums and art galleries

Table of Permitted Uses
M-1
Arboreta, botanical and zoological gardens
Business associations
Professional membership
Labor Unions and similar labor organizations
Civic, social and fraternal associations
Political organizations
Religious organizations
Engineering, architectural, and surveying services
Accounting, auditing, and bookkeeping services
Commercial, physical and biological research
Commercial economic, sociological, and educational research
Noncommercial research organization
Testing laboratories
Management and public relations services
Miscellaneous services
Police and Fire Protection
Permitted in District, provided owner and/or tenant complies with the associated conditions set forth in this article
Used merchandise stores without weapons (Sec. 17-87)
Non-depository personal credit institutions (pay day loan and/or title loan establishments (Sec. 17-294)
Municipal active recreation facilities (athletic ball fields, swimming pools, playgrounds, including administration facilities)(Sec. 17-289)
Offices and clinics of other health practitioners, including therapeutic massage (17-288)
Dormitories , Private (Sec. 17-321)
Permitted Accessory Use
Aquaponics
Special Exception by Board of Zoning Appeals
Gas production and distribution
Wholesale trade-durable goods-Scrap
Liquor Stores
Used merchandise stores with weapons
Pawn shops
Body piercing facilities and tattoo establishments
Recycling centers (see Sec. 17-273)
Parking structures
Drive-in motion picture theaters
Bingo parlors
Libraries and information centers

Table of Permitted Uses
M-1
Day Care Facilities (Sec. 17-265)
Dormitories, Public
Fraternity and sorority houses
Correctional insitutions



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Planning and Development Services

FROM: *Krista Hampton, Director*

SUBJECT: ZONING MAP AMENDMENT - 1037 Market Street, TMS# 11206-04-04

PURPOSE: Council District: 3

Proposal: Request to rezone the parcel from M-2 to C-3

Applicant: Boyce Haigler

Staff Recommendation: Approval

PC Recommendation: 10/02/2017; Approval (8-0)

First reading approval was given on November 21, 2017.

REQUISITION NO.: Krista Hampton

FINANCIAL IMPACT:

CLEAN WATER 2020?: No

ATTACHMENTS:

- **#a:** ZMA_Market1037 (PDF)

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING



CITY COUNCIL

November 21, 2017 at 6:00pm
City Council Chambers, 3rd Floor, 1737 Main Street, Columbia, SC 29201

Zoning Map Amendment Case Summary 1037 Market Street, TMS# 11206-04-04

Council District: 3

Proposal: Request to rezone the parcel from M-2 to C-3

Applicant: Boyce Haigler

Staff Recommendation: Approval

PC Recommendation: 10/02/2017; Approval (8-0)

PH, 1st Reading: 11/21/2017; Pending

2nd Reading: 12/5/2017; Pending

CURRENT PARCEL CHARACTERISTICS/CONDITIONS

Acreage: 1.76 acres

Current Use: Parking Lot

Proposed Use: Surface Parking and Structural Parking

SC Aeronautics Overlay: The subject properties are located within in the SC Aeronautics Airport Vicinity Zone, as it is in proximity to the Jim Hamilton – LB Owens Airport.

Land Use Classification: Employment Campus (EC)

Current Zoning: Heavy Industrial District (M-2)

Proposed Zoning: General Commercial District (C-3)

PLANS, POLICIES, AND LAND USE

The Columbia Plan 2018: Comprehensive Plan Land Use Classification

The subject property is currently designated Employment Campus in The Columbia Plan 2018 Future Land Use Map.

Employment campus areas are dedicated to concentrations of employment uses ranging from professional services and research and development to light production facilities. They are often designed in parks with internal street networks, extensive green spaces, and large format buildings. These districts are more often found at the urban edge and require large tracts of land. These campuses are comprised primarily of office buildings

including corporate offices, medical or professional offices, medical research facilities, office suites, non-polluting manufacturing, and research and development uses. Redevelopment and infill in these districts with more supporting uses like multi-family residential and other retail/entertainment uses is encouraged with access to multi-modal transit stops in and near the employment campus.

Primary Types:

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

Secondary Types:

- Multi-family Medium to High-rise Mixed-use
- Parking Structures

Tertiary Types

- Small to Large Commercial
- Single-family Attached
- Small to High-rise Multi-family
- Parking Lots

Existing Neighborhood, Small Area, Community, and/or Corridor Plans

The subject property is not covered by an area plan which has been adopted by the City of Columbia.

PROPOSED ZONING DISTRICT SUMMARY

The subject property is currently zoned Heavy Industrial District (M-2). The abutting properties in the City of Columbia are zoned General Commercial District (C-3) to the Northwest. The abutting properties in unincorporated Richland County are zoned GC to the Southwest and HI to the East.

Heavy Industrial District (M-2)

The M-2 district is intended to accommodate primarily those uses of a manufacturing and industrial nature, and secondarily those uses which are functionally related thereto such as distribution, storage and processing. General commercial uses are allowed but are considered incidental to the predominantly industrial nature of the district. Certain related structures and uses required to serve the needs of the primary uses are permitted outright or are permissible as special exceptions subject to restrictions and requirements intended to best fulfill the intent of this article. In addition, certain uses are permitted only as special exceptions or are prohibited in order to protect such uses from the potentially incompatible characteristics of industrial areas.

General Commercial District (C-3)

The C-3 district is intended to accommodate a variety of general commercial and nonresidential uses characterized primarily by retail, office and service establishments and oriented primarily to major traffic arteries or extensive areas of predominantly commercial usage and characteristics. Certain related structures and uses are permitted outright or are permissible as special exceptions subject to restrictions and requirements intended to best fulfill the intent of this article. It is not the intent of this article to encourage the development of long, narrow strips of commercial development fronting on major arteries, often referred to as strip commercial areas. Such development is often incompatible with adjacent uses and may lead to the eventual formation of commercial slums, damage the traffic-carrying capacities of streets, increase congestion, lead to depreciation of property values in adjacent areas, encourage undue dispersion of commercial facilities to the inconvenience of the public, and create disproportionate costs in the provision of governmental services.

STAFF RECOMMENDATION

Staff recommends City Council approve the rezoning of the parcel to C-3.



Future Land Use Map

1037 Market Street; TMS# 11206-04-04;
Existing FLU: Employment Campus (EC)

34.a

Department of Planning &
Development Services

Legend

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



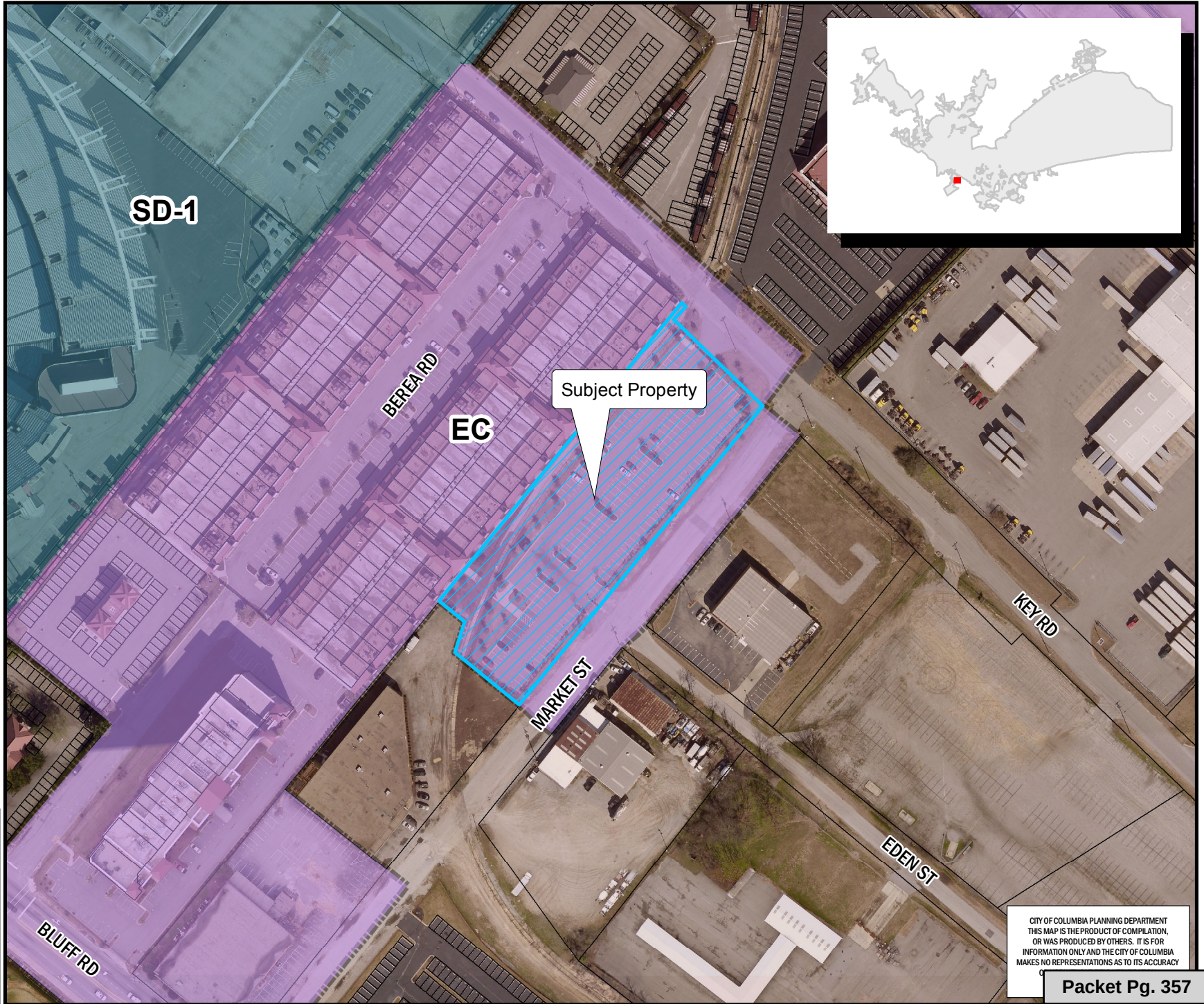
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ORIGINAL PREPARATION/DATE:
This map was prepared by:

Shane Shaughnessy
September 18, 2017



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Packet Pg. 357

** DATA SOURCE - CITY OF COLUMBIA, GIS DIVISION

Zoning Map

Department of Planning &
Development Services

1037 Market Street; TMS# 11206-0
Existing Zoning: M-2; Proposed Zoning: C-3

34.a

Legend

 CITY LIMITS
 PARCELS

 D-1	 C-1
 RS-1	 C-2
 RS-1A	 C-3
 RS-1B	 C-3A
 RS-2	 C-4
 RS-3	 C-5
 RD	 M-1
 RD-2	 M-2
 RG-1	 PUD-C
 RG-1A	 PUD-LS
 RG-2	 PUD-LS-E
 RG-3	 PUD-LS-R
 UTD	 PUD-R
 MX-1	 OUT OF CITY
 MX-2	



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ORIGINAL PREPARATION/DATE:
This map was prepared by:
Shane Shaughnessy
August 16, 2017

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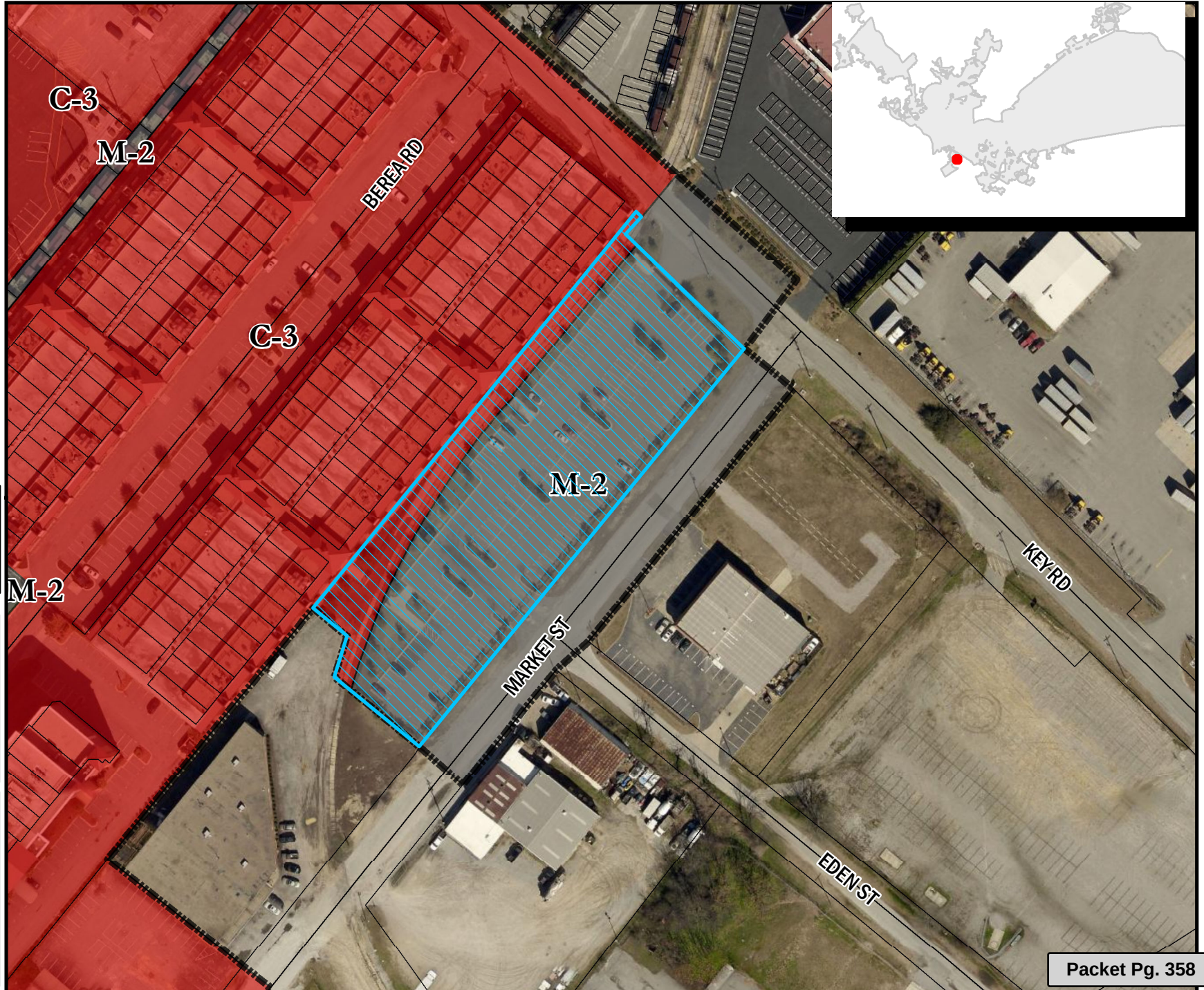


Table of Permitted Uses
M-2
Permitted Principal Uses
Food crops grown within a covered enclosure
General farms, primarily crop
Veterinary services with indoor kennels
Veterinary services with outdoor kennels
Landscape counseling and planning
Lawn and garden services
Ornamental shrub and tree services
Building construction-General contractors and operative builders
Building Construction - Office Only
Construction other than building construction-General contractors
Construction other than building construction - Office Only
Construction-Special trade contractors
Construction - Special trade contractors - Office Only
Food and kindred products
Bakery products
Microbrewery (Sec. 17-290) products
Tobacco products
Textile mill products
Apparel and other finished products made from fabrics and similar materials
Lumber and wood products, except furniture
Furnitures and fixtures
Paper and allied products
Printing, publishing and allied industries
Chemicals and allied products
Petroleum refining and related industries
Rubber and miscellaneous plastic products
Leather and leather products
Stone, clay, glass and concrete products
Primary metal industries
Fabricated metal products, except machinery and transportation equipment
Machinery, except electrical
Electrical and electronic machinery, equipment and supplies
Transportation and equipment
Measuring, analyzing and controlling instruments; photographic, medical and optical goods; watches and clocks
Manufacturing industries, not elsewhere classified
Railroad transportation

Table of Permitted Uses
C-3
Permitted Principal Uses
Landscape counseling and planning
Lawn and garden services
Ornamental shrub and tree services
Building Construction - Office Only
Construction other than building construction - Office Only
Bakery products
Printing, publishing and allied industries
Private Commercial Storage (Sec. 17-260)
Arrangement of Transportation Services
Telephone communication (wire or radio)
Communication: Telegraph
Radio and television broadcasting
Communication services, not elsewhere classified
Water supply services
Sewerage Systems (Sec. 17-262)
Paint, glass and wallpaper stores
Hardware stores
Retail nurseries, lawn and garden supply stores
Department stores
Variety stores
General merchandise stores: Miscellaneous general merchandise stores
Grocery Stores
Fruit stores and vegetable markets
Retail bakeries
Food stores: Miscellaneous
Motor vehicle dealers (new and used)(Sec. 17-286)
Motor vehicle dealers (used only)(Sec. 17-286)
Auto and home supply stores (Sec. 17-286)
Apparel and accessory stores
Furniture, home furnishings and equipment stores
Eating Places
Drugstores and proprietary stores
Miscellaneous shopping goods stores
Mail order house
Non-store retailers: Automatic merchandising machine operators
Fuel and ice dealers, except oil fuel dealers and bottled gas dealers

Table of Permitted Uses
M-2
Railroads
Railway express service
Local and suburban transit and interurban highway passenger transportation and service facilities for motor vehicle passenger transportation
Motor freight transportation and warehousing
Trucking, local and long distance
Motor freight transportation and warehousing: Local trucking without storage
Motor freight transportation and warehousing: Local trucking with storage
Public warehousing
Private Commercial Storage (Sec. 17-260)
Water transportation
Transportation by air
Pipelines
Transportation services
Arrangement of Transportation Services
Radio and television broadcasting
Communication services, not elsewhere classified
Electric substations
Gas production and distribution
Combination electric and gas, and other utility services
Water supply services
Sewerage Systems (Sec. 17-262)
Refuse systems
Motor vehicles and automotive parts and supplies
Wholesale trade-Durable goods
Wholesale trade, Non durable goods: Paper and paper products
Wholesale trade, Non durable goods: Drugs, drug proprietaries, and drugist sundries
Wholesale trade, Non durable goods: Apparel - Goods and notions
Wholesale trade, Non durable goods: Groceries and related products
Wholesale trade, Non durable goods: Farm products-Raw materials
Wholesale trade, Non durable goods: Chemicals and allied products
Wholesale trade, Non durable goods: Petroleum bulk stations and terminals
Wholesale trade, Non durable goods: Beer, wine and distilled alcoholic beverages
Wholesale trade, Non durable goods: Miscellaneous nondurable goods
Mobile home dealers
Gasoline service stations (Sec. 17-286)
Fuel oil dealers

Table of Permitted Uses
C-3
Florist
Cigar store and stands
New dealers and newsstands
Miscellaneous retail stores, not elsewhere classified
Finance, Insurance, and Real Estate
Cemetery subdividers and developers
Hotels, motels, and tourist courts
Suite Hotel (Sec. 17-271)
Bed and breakfast hotel (Sec. 17-271)
Organization hotels and lodginghouses on membership basis
Garment pressing and agents for laundries and dry cleaners
Taylor and alteration shops
Linen supply
Diaper service
Coin-operated laundries and dry cleaning
Permitted Principal Uses
Photographic Studies, portrait
Beauty Shops
Barbershops
Shoe repair shops, shoeshine parlors, and hat cleaning shops
Funeral service and crematories
Miscellaneous personal services, except massage parlors and spas
Advertising agencies
Consumer credit reporting agencies
Blueprinting and photocopying (Sec. 17-264)
Commercial photography, art and graphics
Stenographic services and reproduction services not elsewhere classified
Disinfecting and extermination services
Cleaning and maintenance services to dwellings and other buildings not elsewhere classified
Equipment rental and leasing services
Personal supply services
Miscellaneous business services: Miscellaneous
Business services not elsewhere classified
Employment agencies
Temporary help services
Computer and data processing services

Table of Permitted Uses
M-2
Liquified petroleum gas (bottled gas) dealers
Finance, Insurance, and Real Estate
Cemetery subdividers and developers
Power laundries
Coin-operated laundries and dry cleaning
Equipment rental and leasing services
Miscellaneous business services: Miscellaneous
Employment agencies
Computer and data processing services
Photofinishing laboratories
Parking Lots
Parking structures
Automotive repair shops
Automotive services, except repair and carwashes
Welding repair
Municipal or other passive recreation facilities (parks, greenways, including administrative facilities)
Labor Unions and similar labor organizations
Commercial, physical and biological research
Testing laboratories
Miscellaneous services
Police and Fire Protection
Permitted in District, provided owner and/or tenant complies with the associated conditions set forth in this article
Used merchandise stores without weapons (Sec. 17-87)
Non-depository personal credit institutions (pay day loan and/or title loan establishments (Sec. 17-294)
Municipal active recreation facilities (athletic ball fields, swimming pools, playgrounds, including administration facilities)(Sec. 17-289)
Dormitories , Private (Sec. 17-321)
Permitted Accessory Use
Aquaponics
Special Exception by Board of Zoning Appeals
Wholesale trade-durable goods-Scrap
Used merchandise stores with weapons
Pawn shops
Recycling centers (see Sec. 17-273)
Dormitories, Public

Table of Permitted Uses
C-3
Detective agencies and protective services
Passenger car rental and leasing without driver
Truck rental and leasing without drivers
Utility trailer and recreational vehicle rental
Parking Lots
Carwashes
Radio and mobile telephone installation shops
Radio and television repair shops
Refrigeration and air conditioning service and repair shops
Reupholstery and furniture repair
Watch and jewelry repair
Repair shops, not otherwise classified
Motion picture production
Motion picture theaters except drive-in
Bowling alleys and billiard and pool establishments
Physical fitness facilities and yoga facilities
Dance studios
Professional sports clubs and promoters
Racing including track operations
Municipal or other passive recreation facilities (parks, greenways, including administrative facilities)
Public golf courses
Coin-operated amusement devices
Amusement parks
Membership Sports and Recreation Clubs
Amusement and recreation services not elsewhere classified
Offices of physicians
Nursing and personal care facilities
Hospitals
Medical and dental laboratories
Legal services
Colleges, universities, professional schools, and junior colleges
Libraries and information centers
Permitted Principal Uses
Business and secretarial schools

Table of Permitted Uses
M-2
Fraternity and sorority houses
Correctional insitutions

Table of Permitted Uses
C-3
Vocational schools except vocational high schools not elsewhere classified
Individual and family social services
Job training and vocational rehabilitation services
Museums and art galleries
Arboreta, botanical and zoological gardens
Business associations
Professional membership
Labor Unions and similar labor organizations
Civic, social and fraternal associations
Political organizations
Religious organizations
Engineering, architectural, and surveying services
Accounting, auditing, and bookkeeping services
Commercial economic, sociological, and educational research
Noncommercial research organization
Testing laboratories
Management and public relations services
Miscellaneous services
Executive Offices
Legislative bodies
General government not elsewhere classified
Courts
Police and Fire Protection
Public finance, taxation, and monetary policy
Administration of human resources programs
Administration of environmental quality and housing programs
Administration of economic programs
Permitted in District, provided owner and/or tenant complies with the associated conditions set forth in this article
Microbrewery (Sec. 17-290) products
Used merchandise stores without weapons (Sec. 17-87)
Non-depository personal credit institutions (pay day loan and/or title loan establishments (Sec. 17-294)
Municipal active recreation facilities (athletic ball fields, swimming pools, playgrounds, including administration facilities)(Sec. 17-289)
Offices and clinics of other health practitioners, including therapeutic massage (17-288)
Elementary and Secondary Schools (17-296)

Table of Permitted Uses
M-2

Table of Permitted Uses
C-3
Permitted as an Accessory Use or as a Principal Use by Special Exception
Food crops grown within a covered enclosure
General farms, primarily crop
Special Exception by Board of Zoning Appeals
Veterinary services with indoor kennels
Veterinary services with outdoor kennels
Furnitures and fixtures
Special Exception by Board of Zoning Appeals
Local and suburban transit and interurban highway passenger transportation and service facilities for motor vehicle passenger transportation
Motor freight transportation and warehousing: Local trucking without storage
Public warehousing: Miniwarehouse (Sec. 17-260)
U.S. Postal Service
Electric substations
Motor vehicles and automotive parts and supplies
Wholesale trade, not durable goods: Paper and paper products
Wholesale trade, not durable goods: Drugs, drug proprietaries, and drugist sundries
Wholesale trade, not durable goods: Apparel - Goods and notions
Wholesale trade, not durable goods: Groceries and related products
Wholesale trade, not durable goods: Miscellaneous nondurable goods
Retail Trade: Lumber and other building materials dealers
Gasoline service stations (Sec. 17-286)
Boat dealers (Sec. 17-286)
Recreational and utility trailer dealers (Sec. 17-286)
Drinking Places (alcoholic beverages)(Sec. 17-269)
Liquor Stores
Used merchandise stores with weapons
Pawn shops
Fuel oil dealers
Liquified petroleum gas (bottled gas) dealers
Banquet Hall
Power laundries
Laundry and garment services not elsewhere classified

Table of Permitted Uses
M-2

Table of Permitted Uses
C-3
Body piercing facilities and tattoo establishments
Massage parlors and spas
Outdoor advertising agencies
Parking structures
Automotive repair shops
Automotive services, except repair and carwashes
Drive-in motion picture theaters
Bingo parlors
Day Care Facilities (Sec. 17-265)
Residential Care (Sec. 17-266)
Commercial, physical and biological research
Detached One-Family Dwelling
Attached Two-Family Dwelling
Multi-Family Dwelling
Group Development
High-Rise (Sec. 17-304)
Mid-Rise (Sec. 17-267)
Dormitories, Public
Fraternity and sorority houses
Correctional insitutions



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Planning and Development Services

FROM: *Krista Hampton, Director*

SUBJECT: ZONING MAP AMENDMENT - 2701 Atlas Road and N/S Bluff Road(p), TMS# 13510-01-03 and 13500-02-04(p)

PURPOSE: Council District:3

Proposal: Request to rezone the parcel from PUD-R to PUD-R and RG-2

Applicant: John Gantt

Staff Recommendation: Approval

PC Recommendation:10/02/2017; Approval (8-0)

First reading approval was given on November 21, 2017.

REQUISITION NO.: Krista Hampton

FINANCIAL IMPACT:

CLEAN WATER 2020?: No

ATTACHMENTS:

- **#a:** ZMA_2701-Atlas (PDF)

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING



CITY COUNCIL

November 21, 2017 at 6:00pm
City Council Chambers, 3rd Floor, 1737 Main Street, Columbia, SC 29201

Zoning Map Amendment Case Summary **2701 Atlas Road and N/S Bluff Road(p), TMS# 13510-01-03 and 13500-02-04(p)**

Council District: 3

Proposal: Request to rezone the parcel from PUD-R to PUD-R and RG-2

Applicant: John Gantt

Staff Recommendation: Approval

PC Recommendation: 10/02/2017; Approval (8-0)

PH, 1st Reading: 11/21/2017; Pending

2nd Reading: 12/5/2017; Pending

CURRENT PARCEL CHARACTERISTICS/CONDITIONS

Acreage: ~5.46 acres

Current Use: Vacant Land

Proposed Use: Multi-Family Housing

SC Aeronautics Overlay: The subject properties are located within in the SC Aeronautics Airport Vicinity Zone, as it is in proximity to the Jim Hamilton – LB Owens Airport.

Land Use Classification: Urban Edge Community Activity Center (UEAC-1)

Current Zoning: Planned Unit Development-Residential District (PUD-R)

Proposed Zoning: Planned Unit Development-Residential and General Residential District (PUD-R & RG-2)

PLANS, POLICIES, AND LAND USE

The Columbia Plan 2018: Comprehensive Plan Land Use Classification

The subject property is currently designated Urban Edge Community Activity Center (UEAC-1) in The Columbia Plan 2018 Future Land Use Map.

Urban Edge Community Activity Centers are small to medium scale, mixed-use activity centers with community-serving commercial uses and a medium to high intensity residential component, typically with a significant open space element. They provide a daily retail and service destination for a portion of the City, typically a 3-5 mile radius or drive distance. These activity centers are found in the outer areas of the City, frequently near highway

interchanges, and are subdivided from large, undeveloped tracts or as redevelopment of larger commercial sites. They typically are found at major intersections of major corridors and may occupy all quadrants of the intersection.

Primary Types:

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

Secondary Types:

- Small and Medium Multi-family
- Small and Medium Flex

Tertiary Types

- Civic/Institutional
- Single-family Attached
- Large Format Commercial
- Cemeteries & Mausoleums

Existing Neighborhood, Small Area, Community, and/or Corridor Plans

The subject property is not covered by an area plan which has been adopted by the City of Columbia.

PROPOSED ZONING DISTRICT SUMMARY

The subject property is currently zoned Planned Unit Development-Residential District (PUD-R). The abutting properties in the City of Columbia are zoned Planned Unit Development-Residential District to the North and East and Development District (D-1) and Office and Institutional District (C-1) to the South. The abutting properties in unincorporated Richland County are zoned GC to the West.

Planned Unit Development-Residential District

(a) Intent. The intent of planned unit development districts is to derive the benefits of efficiency, economy and flexibility by encouraging unified development of large sites, while also obtaining the advantage of creative site design, improved appearance, compatibility of uses, optimum service by community facilities, and better functioning of vehicular access and circulation. It is the intent of this article to allow development of large sites subject to specific regulations concerning permitted uses, but only subject to regulations concerning lot area, building coverage, yard spaces and building height insofar as the city council shall deem appropriate to fulfill the intent of this article, upon presentation of certification from the owners, developers or other parties at interest in the development of such sites that they will adhere to development policies which will fulfill the intent of this article.

(b) Types of districts. Two types of districts accommodating primarily residential or nonresidential uses are created as follows:

(1) PUD-R Planned Unit Development—Residential. The PUD-R district is intended to accommodate residential uses, with nonresidential uses integrated into the design of such districts as secondary uses.

(2) PUD-C Planned Unit Development—Commercial. The PUD-C district is intended to accommodate primarily nonresidential uses, with residential uses integrated into the design of such districts as secondary uses.

(c) Design and planning features. The types of residential dwelling units and the types of nonresidential uses allowed to be established in such districts increase with increasing site size of such districts, based upon the premise that increased site size will allow proper design, including functional interrelations, buffer treatments separating uses with potentially incompatible characteristics of use, design of access patterns, and relationships of uses within such planned unit developments with uses in adjacent districts. It is the intent of this article that such design and planning features be incorporated properly into any PUD district hereafter created, and that the planning commission and city council shall consider the existence and appropriateness of such features before any amendment to the zoning map is adopted to create such district.

General Residential District (RG-2)

The RG-1, RG-1A and RG-2 districts are intended as medium and high density residential areas permitting progressively higher population densities, characterized by single-family detached, two-family detached and multiple-family structures, and garden type apartments. Certain structures and uses required to serve governmental, educational, religious, noncommercial recreational, and other needs of the areas are permitted outright or are permissible as special exceptions subject to restrictions and requirements intended to preserve and protect the residential character of the districts.

STAFF RECOMMENDATION

Staff recommends City Council approve the rezoning of the parcel to PUD-R and RG-2.



Future Land Use Map

2701 Atlas Road and N/S Bluff Road(p); TMS# 13510-01-03 and 13500
Existing City of Columbia FLU: UEAC-1

35.a

Department of Planning &
Development Services

Legend



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



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Feet

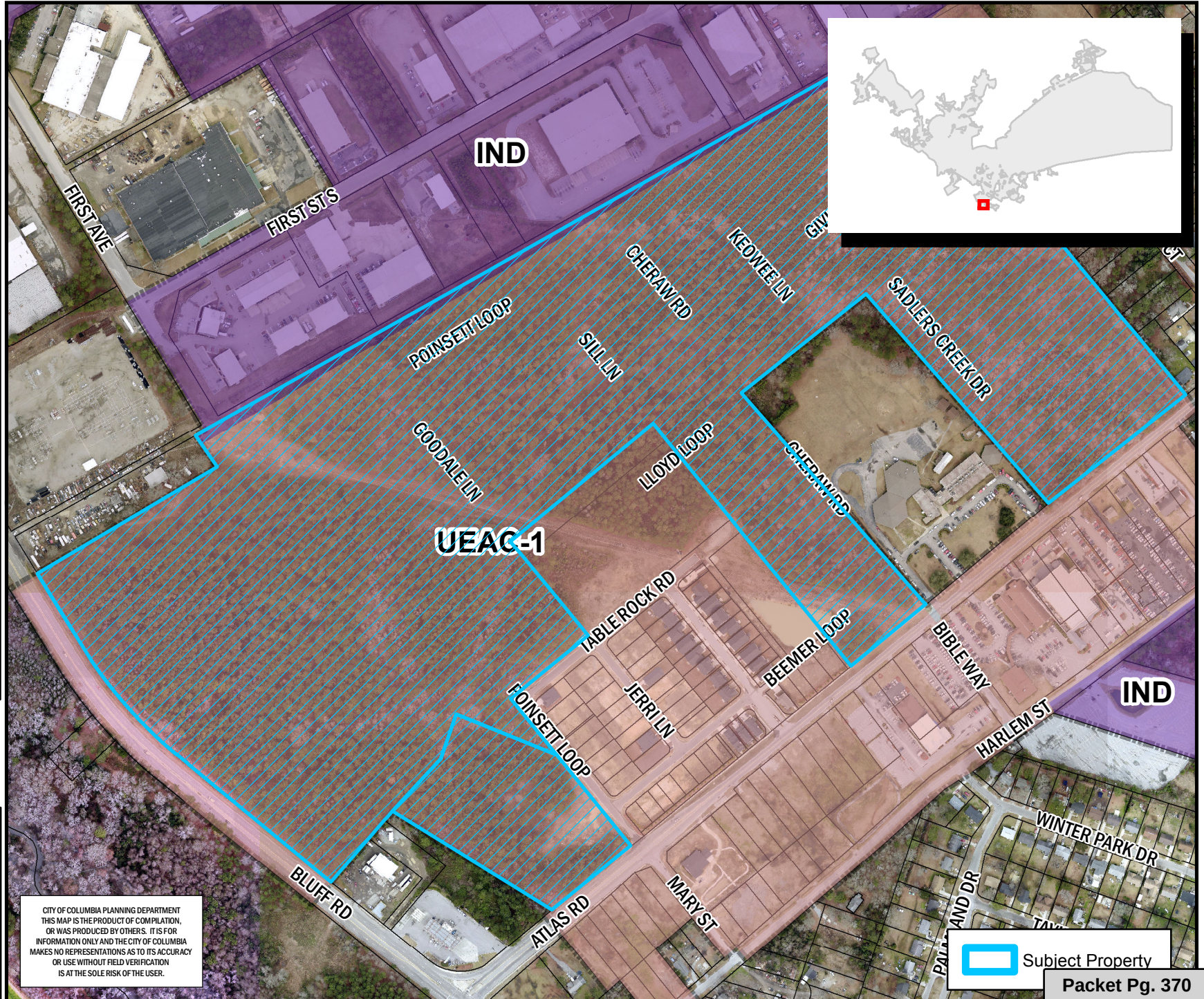
ORIGINAL PREPARATION/DATE:
This map was prepared by:

Shane Shaughnessy
September 27, 2017



We Are Columbia

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Subject Property

Packet Pg. 370

** DATA SOURCE - CITY OF COLUMBIA, GIS DIVISION

Zoning Map

Department of Planning & Development Services

2701 Atlas Road and N/S Bluff Road(p); TMS# 13510-01-03 and 13500
Existing Zoning: PUD-R, Proposed Zoning: PUD-R, RG-2

35.a

Legend

CITY LIMITS
 PARCELS

D-1	C-1
RS-1	C-2
RS-1A	C-3
RS-1B	C-3A
RS-2	C-4
RS-3	C-5
RD	M-1
RD-2	M-2
RG-1	PUD-C
RG-1A	PUD-LS
RG-2	PUD-LS-E
RG-3	PUD-LS-R
UTD	PUD-R
MX-1	OUT OF CITY
MX-2	

0 75 150 300 Feet

ORIGINAL PREPARATION/DATE:
This map was prepared by:
Shane Shaughnessy
September 27, 2017

DISCLAIMER:
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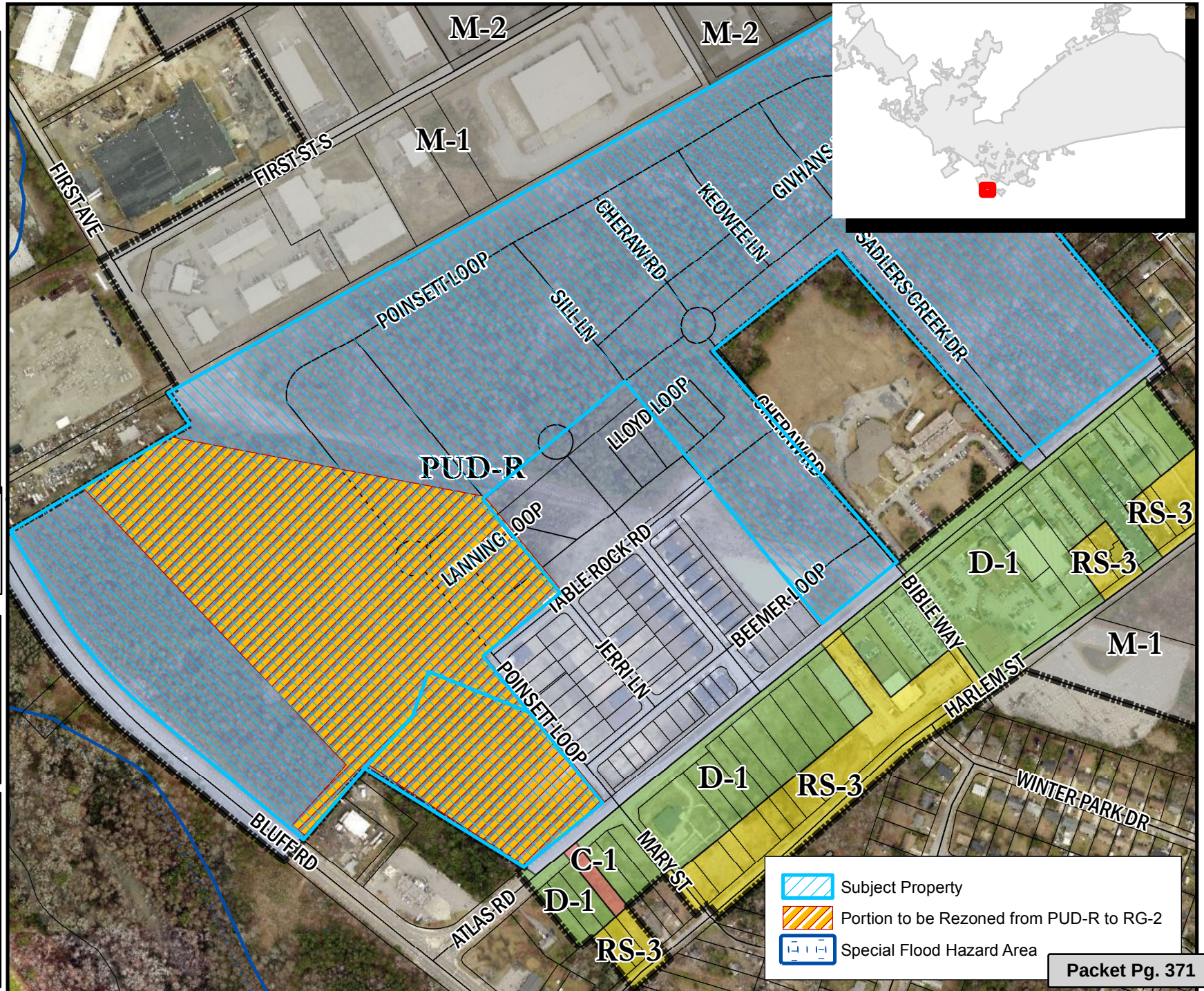


Table of Permitted Uses
RG-2
Permitted Principal Uses
Water supply services
Sewerage Systems (Sec. 17-262)
Municipal or other passive recreation facilities (parks, greenways, including administrative facilities)
Detached One-Family Dwelling
Attached One-Family Dwelling
Attached Two-Family Dwelling
Multi-Family Dwelling
Group Development
Police and Fire Protection
Permitted in District, provided owner and/or tenant complies with the associated conditions set forth in this article
Municipal active recreation facilities (athletic ball fields, swimming pools, playgrounds, including administration facilities)(Sec. 17-289)
Permitted Accessory Use
Coin-operated laundries and dry cleaning
Permitted as an Accessory Use or as a Principal Use by Special Exception
Food crops grown within a covered enclosure
General farms, primarily crop
Roominghouses and boardinghouses
Organization hotels and lodginghouses on membership basis
Public Golf Course
Elementary and Secondary Schools (17-296)
Libraries and Information Centers
Religious Organizations
Special Exception by Board of Zoning Appeals
Electric substations
Cemetery subdividers and developers
Parking Lots
Membership Sports and Recreation Clubs
Day Care Facilities (17-265)
Residential Care (17-266)
Mobile home parks subject to article VI division 2
Fraternity and sorority houses



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Planning and Development Services

FROM: *Krista Hampton, Director*

SUBJECT: **COMPREHENSIVE PLAN AMENDMENT - Capital City Mill District Area & Corridor Plan**

PURPOSE: **Ordinance No.: 2017-094 - Adopting the Capital City Mill District Area and Corridor Plan as an addendum to The Columbia Plan 2018**

City Council Districts: 2 & 3

Proposal: Request the adoption of the Capital City Mill District Area & Corridor Plan as an addendum to the City of Columbia's Comprehensive Plan

Applicant: City of Columbia

Staff Recommendation: Approval

Joint PC Work Session: 09/21/2017

PC Recommendation: 10/02/2017; Approval (9-0)

First reading approval was given on November 21, 2017.

FINANCIAL IMPACT:

ATTACHMENTS:

- **#a:** CPLAN - Capital City Mill District Plan PH Case Summary 11.21.17 (PDF)
- **#b:** 2017-094 adopt Capital City Mill District Area and Corridor Plan (PDF)

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING



CITY COUNCIL

November 21, 2017 at 6:00pm

City Council Chambers, 3rd Floor, 1737 Main Street, Columbia, SC 29201

Comprehensive Plan Amendment Case Summary: Capital City Mill District Area & Corridor Plan

City Council Districts: 2 & 3

Proposal: Request the adoption of the Capital City Mill District Area & Corridor Plan as an addendum to the City of Columbia's Comprehensive Plan

Applicant: City of Columbia

Staff Recommendation: Approval

Joint PC Work Session: 09/21/2017

PC Recommendation: 10/02/2017; Approval (9-0)

PH, 1st Reading: 11/21/2017; Pending

2nd Reading: 12/5/2017; Pending

SUMMARY

Introduction to Plan:

The Capital City Mill District Area & Corridor Plan represents a joint planning effort between the City of Columbia and Richland County. The Plan kicked off in April 2016, and a number of public meetings, as well as updates to Planning Commission and Council, have been held throughout the process.

The Study Area:

The study area roughly aligns with the "Granby/Whaley/Olympia Area" identified in the Plan Columbia Land Use Update as a recommended area plan. The study area is bounded by the river to the West, the Innovista District to the North, and the Rosewood Planning Area to the Northeast. The Assembly Street corridor to the East was included in order to provide for comprehensive planning of the lower portion of Assembly Street in one phase. The planning area contains five of the original six mills developed in Columbia around the turn of the Twentieth Century, and consists of approximately 838 acres (332 acres in the City of Columbia and 506 acres within unincorporated Richland County).

Purpose:

Richland County and the City of Columbia have joined together to help the community identify a vision for their future. The community has advocated for an updated plan for the area to help them confront and adapt to development pressures and their changing population. Our goal is to work toward a plan which can be adopted and implemented by both City and County Council.

Summary of the Plan and Organization:

The Plan analyzes the existing conditions in the study area, including demographic and market analyses and a review of prior planning efforts that affect the study area. The plan reviews and builds upon community input, and sets forth recommended strategies for implementation which are grouped underneath four “big ideas”:

1. Implement placemaking policies and projects;
2. Manage trains, transportation, and traffic;
3. Unify and connect the district to the greater community; and
4. Improve environmental stewardship.

Vision Statement:

“The Capital City Mill District is a thriving community celebrated for the preservation of its history and its embrace of the creative and innovative classes, dynamic new investments, diverse housing opportunities, and a comprehensive multimodal network. The Capital City Mill District is a beautiful community defined by unique neighborhoods, sustainable development, the conservation of trees, riparian areas, and the Rocky Branch, and well-connected parks and greenways that exemplify environmental stewardship and a spirit of collaboration. The Capital City Mill District will continue to be an attractive destination due to its accessibility to authentic cultural offerings, local shopping and dining, and its proximity to the Congaree River, downtown Columbia, and USC. The Capital City Mill District embodies community spirit and hope in the future.”

Revisions made to the August 30, 2017 draft, reflected in the September 27, 2017 draft:

- Cover Page – logos were removed and relocated to Page 1
- Page i – Watermark date changed to September 27, 2017
- Page 3 – Richland County Council Presentation date changed to October 24th
- Page 36 – Existing zoning map edited to accurately reflect what is City limits (@ City zoning RG-1)

Future Steps:

The draft plan was released to the public on August 4, 2017 and reviewed at a public meeting on August 17, 2017 prior to presentation to Planning Commission and Council. City and County Planning Commissions held a joint work session on September 21st regarding the draft Plan. Both Planning Commissions recommended approval of the draft Plan, with no modifications, at their respective October 2, 2017 regular meetings. If adopted by City Council, the Plan will serve as guidance for elected and appointed officials and City staff when making decisions about infrastructure improvements, amendments to local ordinances, and development reviews where applicable.

The draft Plan was adopted by Richland County on November 14, 2017:

- County Council Public Hearing & First Reading: October 24, 2017
- County Council Second Reading: November 7, 2017
- County Council Third Reading: November 14, 2017

STAFF RECOMMENDATION

Staff recommends to City Council the adoption of an ordinance to adopt the Capital City Mill District Area and Corridor Plan (draft date September 27, 2017) as an addendum to the City of Columbia’s Comprehensive Plan.

DRAFT

(September 27, 2017)

CAPITAL CITY MILL DISTRICT AREA AND CORRIDOR PLAN

Imagine the Future of the Capital City Mill District

Whaley

Olympia

Granby

Imagine Mill District



We Are Columbia

Packet Pg. 376



1. ACKNOWLEDGMENTS1

2. EXECUTIVE SUMMARY.....2

3. INTRODUCTION3

 PROCESS.....3

 STUDY AREA BOUNDARIES4

 PREVIOUS PLANS OVERVIEW5

 PUBLIC INPUT6

 ASSET MAPPING.....9

 VISION, GUIDING PRINCIPLES, GOALS, AND BIG IDEAS 11

 NEIGHBORHOOD SUB AREAS 12

 MARKET ANALYSIS 21

3. THE IMAGINE MILL DISTRICT RECOMMENDATIONS28

 BIG IDEA 1: IMPLEMENT PLACEMAKING POLICIES & PROJECTS 28

 BIG IDEA 2: MANAGE TRAINS, TRANSPORTATION & TRAFFIC..... 43

 BIG IDEA 3: UNIFY & CONNECT THE DISTRICT 58

 BIG IDEA 4: IMPROVE ENVIRONMENTAL STEWARDSHIP 76

 IMPLEMENTATION 89

 IMPLEMENTATION SCHEDULE..... 89

 CATALYST PROJECTS..... 94

 POTENTIAL INCENTIVES & FINANCING TOOLS 95

4. APPENDICES.....99

 PUBLIC INPUT SUMMARY 100

 DEVELOPMENT TYPES/BUILDING TYPES MATRIX FOR UCMR-3.....121

 GLOSSARY OF TERMS..... 122

 TABLE OF FIGURES 124

 REFERENCES..... 126



Listening to those who live and work in the Capital City Mill District, getting to know this very special place, and subsequently creating a roadmap for the Mill District’s future have been an honor for our team. There is a shared, deep-held belief in the history of the Mill District and its potential. There is a spirit of collaboration within the Mill District that served as a strong foundation to this planning process. The City of Columbia and Richland County brought this same spirit of collaboration to the process, agreeing to envision and work together for the good of this community. This collaborative spirit will be critical to the success of the plan’s implementation.

The Capital City Mill District Area and Corridor Plan process has prospered from the partnership between Richland County and City of Columbia staff. They have been committed stewards of the needs, resources and ideas of their respective jurisdictions, yet have managed this process as one entity: the Capital City Mill District Area. Members of the Planning Advisory Committee have been passionate advocates for the needs and visions of residents and property and business owners. This is their home, and they have represented their community beautifully while providing very thorough counsel to our team.

The Imagine Mill District Planning Team applauds Richland County Council and Columbia City Council for supporting and committing resources to this collaborative planning process. This establishes a new precedent for multi-jurisdictional planning within the State of South Carolina. The County and City Planning Commissions provided feedback and support and will be essential to the Plan’s implementation.

The Imagine Mill District Planning Team especially thanks Richard Burts and Tom Chinn for their support and generosity in the use of the 701 Whaley for Imagine Mill District meetings and workshops. 701 was the ideal place to gather as it is a testament to community will and vision and to the value of investing in and preserving historic places.

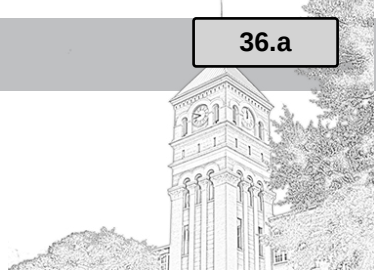
Shepherding the Capital City Mill District Area and Corridor Plan has been a privilege.

THE IMAGINE MILL DISTRICT PLANNING TEAM

BOUDREAUX Irene Dumas Tyson, AICP, Associate AIA Nicholas Burger, Associate AIA Erica Timmons, LEED AP BD+C	The LandPlan Group South Charles Howell, RLA Hoyt Burnett, PE	Toole Design Group Ernie Boughman, AICP Jared Draper, AICP
RS&H Beverly Davis, AICP Rachel Hatcher, AICP, LEED AP, ASLA Steve Cote, PE, AICP Radha Swayampakala, PE, PTOE, GISP Nick Landa	Fuss & O'Neill Betsy Kaemmerlen, LA, LEED AP Dean Audet, PE Rachael Weiter, PE Drew Derrick	CityVolve Jeff Baxter, RLA, LEED AP, BD+C Jim Haley

Richland County Council Bill Malinowski, Vice Chair, District 1 Joyce Dickerson, Chair, District 2 Yvonne McBride, District 3 Paul Livingston, District 4 Seth Rose, District 5 Greg Pearce, District 6 Gwendolyn Kennedy, District 7 Jim Manning, District 8 Calvin “Chip” Jackson, District 9 Dalhi Myers, District 10 Norman Jackson, District 11	Columbia City Council Mayor Stephen K. Benjamin Councilwoman Tameika Isaac Devine, Mayor Pro Tempore, At-Large Councilman Howard E. Duvall, Jr., At-Large Councilman Sam Davis, District I Councilman Edward H. McDowell, Jr., District II Councilman Moe Baddourah, District III Councilman Daniel J. Rickenmann, District IV	Staff Leigh DeForth, AICP, City of Columbia, Project Manager Latoisha Green, Richland County, Project Manager John S. Fellows, AICP, City of Columbia Krista Hampton, City of Columbia Tracy Hegler, AICP, Richland County
Planning Advisory Committee Todd Avant NAI Avant, Community Investor Richard Burts Owner, 701 Whaley Robert Guild Granby Representative Viola Hendley Olympia Representative	Derrick Huggins University of South Carolina Sherry Jaco Olympia-Granby Mill Village Museum Adam Nagler Community Resident Ryan Nevius Environmental Representative	James Quint Historic Columbia Foundation Gregory Sprouse Central Midlands COG Bill Yandle Whaley Representative
Richland County Planning Commission Stephen Gilchrist, Chair Heather Cairns, Vice Chair Christopher Anderson Wallace Brown, Sr. Beverly Frierson	Ed Greenleaf Prentiss McLaurin C. David Tuttle Karen Yip	City of Columbia Planning Commission Richard Cohn James Frost II LaTrell Harts April James John Taylor
		Brian Stern Dale Stigamier Ford Tupper Craig Waites





Nowhere in the Midlands is the spirit of community, conservation, preservation and neighborliness as alive as it is the Capital City Mill District (the Mill District). The Mill District is a rich tapestry of memories and the buildings and landscapes that shaped those memories. It is and has been a mill village, a crossroads of rail lines and commerce, a home to “lint heads” and new generations, and a focal point for growth and development. The Mill District is thriving, as evident in the success of 701 Whaley, the new student housing, and the potential redevelopment of the former Capital City Ballpark redevelopment site. However, the Mill District continues to struggle with the pressures from increased traffic, working around the trains, the impacts of increasing numbers of students living within the fabric, and the challenges of cross-jurisdictional governance between City of Columbia and Richland County.

There has never been a more exciting time for the Mill District due to the unprecedented and committed collaboration between the City, County, and commitment of the Mill District stakeholders. *The Capital City Mill District Area and Corridor Plan* is a product of broad community input and research. The planning team listened to the community in order to capture the imaginations of those who live, work, and play in the Mill District.

The following principles support the *Capital City Mill District Area and Corridor Plan* and should serve as a shared statement of the community values in order to guide the plan implementation process. These principles should encourage decision-makers, developers, designers, business owners, and residents to consider how each project, policy, business, new building or park supports the long-term implementation of the plan and, therefore, reflects the vision of the Mill District.

This is an implementation plan: one with short, medium, and long-term strategies to implement once the Plan is adopted. These strategies are grouped under four big ideas. The hope is that this plan will support past efforts by leveraging resources and shared strategies, making implementation practical upon adoption.

This plan should be reviewed regularly and updated as needed. Periodic updates will further advance the Big Ideas due to improved transportation, higher rates of owner occupied housing, new retail, commerce, cultural development, and new public and private investments. Priorities can and will change due to successes and available resources. Updating the Plan will ensure that the Plan remains relevant and continues to support the vision.

VISION

The Capital City Mill District is a thriving community celebrated for the preservation of its history and its embrace of the creative and innovative classes, dynamic new investments, diverse housing opportunities, and a comprehensive multimodal network. The Capital City Mill District is a beautiful community defined by unique neighborhoods, sustainable development, the conservation of trees, riparian areas, and the Rocky Branch, and well-connected parks and greenways that exemplify environmental stewardship and a spirit of collaboration. The Capital City Mill District will continue to be an attractive destination due to its accessibility to authentic cultural offerings, local shopping and dining, and its proximity to the Congaree River, downtown Columbia, and USC. The Capital City Mill District embodies community spirit and hope in the future.

GUIDING PRINCIPLES

The Capital City Mill District is a strong, unified community of unique historic neighborhoods; therefore we commit to the following principles:

- We will preserve the architectural character of the Mill District through the rehabilitation of existing structures and through infill and new development that respects the scale and design attributes of the mill village vernacular and reflects aesthetic excellence and authenticity.
- We will be committed stewards of the Rocky Branch watershed, the Congaree River and the Mill District parks and natural resources in order to preserve their beauty, accessibility, purpose, and health.
- We will create and foster partnerships and collaborations across agencies and community organizations.
- We will strive to provide opportunities to celebrate and to promote the Mill District’s culture, history, the arts, natural resources, and industry.
- We will be engaged in and contribute to public efforts that will impact the quality of life within the Mill District and the safety and prosperity of the community.
- We will strive to foster a spirit of innovation and creativity as we work to revitalize our neighborhoods and advance economic opportunities, particularly for local businesses.
- We will promote a safe, multi-modal, well-connected transportation network that works in concert with the Mill District fabric, the historic context and natural resources.
- We will strive to preserve and encourage housing choices appropriate in scale and character.

GOALS

The goals of the Capital City Mill District are to provide a collaborative and equitable community framework in order to:

- Protect, preserve, elevate and celebrate the authentic history, architecture and fabric of the neighborhoods
- Encourage increased homeownership, community investment, and stewardship
- Balance conservation and development
- Revitalize and complete corridors and greenways that will safely and beautifully connect people to the Mill District’s unique places and resources
- Manage the Rocky Branch, parks and natural environments for increased enjoyment and stewardship
- Create and support opportunities for residents to engage and to prosper

BIG IDEA 1:
Implement placemaking
policies and projects

BIG IDEA 2:
Manage trains,
transportation & traffic

BIG IDEA 3:
Unify and connect the district
to the greater community

BIG IDEA 4:
Improve environmental
stewardship



2. INTRODUCTION
PROCESS

INTRODUCTION

As stated by one resident during the April public meetings, the Mill District is a tapestry of rails, streets, people, and greenways. The analogy of a tapestry is appropriate in a couple of ways. First, the obvious connection is the Mill District’s genesis and reason for being: textiles. The sounds of the looms, the machines, and the whistle at the end of the day still echo among the houses and trees and the landscape. In creating a strong tapestry, the weaver creatively weaves, warps, and wefts threads of different colors, weights, and materials. These tapestries may serve utilitarian purposes or could serve as icons, or memorials. They may be used to strictly bring joy and wonder, while also serving as unique works of art.

In the warp and weft of a tapestry, very interesting things happen – beautiful knots or patterns give character to the piece based on the weaver’s vision. However, if the weaver loses focus on the vision, the tapestry could unravel, creating holes that weaken the fabric.

Weaving together a community is very similar. A community is a creative blend of diverse people, buildings, economies, colors, dreams, landscapes, and opportunities. Just as a tapestry is richer, stronger and more authentic through the creative use of materials, so, too, is a community richer, stronger, more authentic, and more purposeful through the creative and intentional use of a warp and weft of resources.

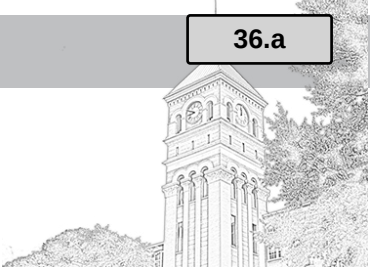
The recommendations presented in this report are authentic to the needs, vision, and purposes of the Mill District. They are a weaving of policies and ideas for transportation, building economies of place, watershed protection, architectural heritage, livability, and community building. The Mill District is a tapestry-not just a singular thread or color, but a rich fabric of multiple threads.

TIMELINE

◆ March 23, 2016 Project team meeting to prepare for public/ stakeholder workshops in April ◆ April 15, 2016 Olympia Fest: Hosted a booth and conducted surveys (108 respondents) ◆ April 26, 2016 Meeting with Rocky Branch Watershed Assessment consultants ◆ April 27-28, 2016 Public meetings, stakeholder workshops, PAC tour of district ◆ May 17, 2016 Meeting with the River Alliance ◆ May 26, 2016 Capital Mill District Planning team work session ◆ June 6, 2016 Railroad coordination teleconference with CSX	◆ June 9, 2016 SCDOT Rail Office and Preconstruction office meeting ◆ June 20, 2016 Railroad work session Pre-PAC work session and PAC work session ◆ June 29, 2016 Team work session and public meeting ◆ June 30, 2016 SCDOT/NS/CSX coordination meeting PAC work session on potential rail and transportation alternatives ◆ July 11, 2016 Joint City/County Planning Commissions meeting ◆ July 27, 2016 City/County railroad coordination meeting ◆ August 23, 2016 Meeting with Mill District developers and commercial property owners	◆ September 27, 2016 Meeting with Vulcan leadership ◆ September 28, 2016 Work session with City and County staff ◆ October 3, 2016 Meeting with City and County leadership to discuss rail consolidation alternatives ◆ October 5, 2016 PAC meeting and Public Workshop including presentation of preliminary recommendations ◆ October 18, 2016 Meeting with USC Campus Architect ◆ November 2, 2016 Meeting with USC Foundation ◆ November 30, 2016 Public Workshop and presentation of preliminary recommendations	◆ December 8, 2016 Meeting with USC Facilities and Transportation ◆ December 20, 2016 Staff provided updates to City and County Council ◆ January 6, 2017 PAC Workshop ◆ January 11, 2017 Whaley Neighborhood Presentation ◆ February 1, 2017 PAC Workshop March 6, 2017 Update to County Planning Commission ◆ March 20, 2017 Update to City Planning Commission ◆ June 21, 2017 PAC meeting to review draft Plan ◆ August 17, 2017 Public meeting to review draft plan	◆ September 21, 2017 City/County Planning Commission Joint Work Session ◆ October 2, 2017 Recommendations by City and County Planning Commissions ◆ October 24, 2017 County Council Presentation ◆ November 21, 2017 City Council Presentation ◆ December 2017 Adoption
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2. INTRODUCTION

STUDY AREA BOUNDARIES



The Mill District is defined by the original mill neighborhoods of Granby, Whaley and Olympia. The District contains five (5) of the original six (6) mills developed in Columbia around the turn of the Twentieth Century and consists of Granby, Olympia, Capital City, Palmetto, and Richland Mills. The study area consists of approximately 838 acres - 330 acres within the City of Columbia and 508 acres within unincorporated Richland County.

The purpose of the *Capital City Mill District Area and Corridor Plan* is to create a plan that will establish a community vision for the future development of the study area. The Plan will provide recommendations and implementation strategies to achieve that vision.

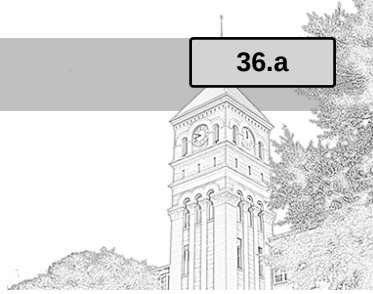
The Mill District is experiencing significant change and development pressures from a resurgent urban center and a growing university. It is located between an industrial area to the south, and the central business district to the north. To the west are a stone quarry and the Congaree River, and to the east is the University of South Carolina. The area contains a diversity of uses from historic neighborhoods (Granby, Olympia, and Whaley), to student-oriented housing and a variety of lower density commercial and light industrial businesses. A proposal to purchase and redevelop the Capital City Ballpark site underscored the need for a plan for the South Assembly Street corridor, given its strategic importance as a major gateway into Columbia. Concurrently, the adjacent neighborhoods have been struggling with issues of transportation, parking, traffic, land-use incompatibility, water quality and flooding. The boundaries of the study, shown in **Figure 1**, includes land within the City of Columbia and unincorporated Richland County, and the jurisdictions have resolved to work together to facilitate a plan to address the issues of the community, which includes the corridor and adjacent neighborhoods.



Figure 1: Mill District Study Area

City of Columbia Municipal Limits
Unincorporated area of Richland County

PREVIOUS PLANS OVERVIEW



Since 1978, several plans have been developed for the Mill District area and neighborhoods. A general overview of the following plans revealed a history of common ideas for addressing challenges and improving the Mill District. A few of the common threads include: managing traffic and trains; preservation of the mill vernacular architecture; improving stormwater management; improving housing opportunities; connectivity; and developing more retail, service and business amenities. The *Capital City Mill District Area and Corridor Plan* strives to build on these previous plans while becoming a plan of action for bringing this vision to life.

Plan Together, Putting the Pieces in Place was a first-time, coordinated planning process for both Richland County and the City of Columbia. The City updated the Land Use Element of its Comprehensive Plan, and the County updated its entire Comprehensive Plan, which resulted in shared strategies and a coordinated Future Land Use map. This coordination has continued through the *Capital City Mill District Area and Corridor Plan*.

1983 OLYMPIA NEIGHBORHOOD DEVELOPMENT PLAN

GOALS

- ♦ Housing: Improve the quality and variety of housing.
- ♦ Land Use and Zoning: Organize the relationship between land uses logically and efficiently to form a well-planned neighborhood.
- ♦ Transportation: Provide for a system of adequate street coordinated with the pattern of existing and proposed land uses and activities to achieve the safe, efficient movement of people.
- ♦ Public Safety: Provide a system in which lives and property of individuals living in the neighborhood are protected.
- ♦ Community Facilities: Provide for a full range of public open space and recreation areas.
- ♦ Storm drainage and Erosion Control: Correct major storm drainage problems.
- ♦ Sewer Facilities: Provide sewer service to all homes in the area.
- ♦ Economic Development: Improve the economic standards and conditions for residents.

GRANBY WHALEY OLYMPIA PLAN (1999)

DESIRES

- ♦ A Quarry Access Road
- ♦ “Milltown Commons” area, public “control” and park
- ♦ Village Traffic Calming: Whaley Street and Olympia Avenue
- ♦ Mill Village Development / Housing Development Corporation with revolving fund
- ♦ Village Railroad Quiet Zone
- ♦ Community Accessible Renovated Olympia School

- ♦ Neighborhood Public Health and Safety Study
- ♦ Neighborhood Transportation Study: Road and Railroad
- ♦ Rocky Branch Restoration
- ♦ Three Rivers Greenway Mill Villages Riverlink

RICHLAND COUNTY COMPREHENSIVE PLAN (2015)

GUIDING PRINCIPLES

In the future, as it assesses new opportunities and coordinates with local and regional partners, Richland County will...

- ♦ Balance land planning and development goals with private property rights
- ♦ Support the Midlands regional vision for growth within Richland County
- ♦ Promote investment in existing communities and support redevelopment opportunities
- ♦ Coordinate land planning and infrastructure planning to efficiently provide public services and to support a preferred growth pattern
- ♦ Coordinate land planning with Columbia and other jurisdictions, with a focus on areas of common interest
- ♦ Support the continued viability of agricultural, horticultural and forestry operations
- ♦ Support military installations and their operations through land planning
- ♦ Support economic development by investing in targeted areas
- ♦ Improve quality of life by fostering development of livable communities

PLAN COLUMBIA LAND USE PLAN (2014)

VISION STATEMENT

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

GUIDING PRINCIPLES

We believe in...

- ♦ High quality design of the built environment—public and private architecture, streetscape, corridors, gateways and edges—that distinguishes the City.
- ♦ Strong neighborhoods with distinct identities and amenities within walkable distances.
- ♦ A connected greenway system that links waterways and environmental corridors as well as reaches into neighborhoods.
- ♦ A range of housing choices—type, price, and location—that serves a diverse population.
- ♦ A strong city center with increased intensity, mix of use, and vibrant and active public realm.
- ♦ Better utilization of vacant structures and land— through infill and redevelopment—that is well-served by infrastructure and adjacent to developed land.
- ♦ Greater intensity of development at strategic locations that creates a mix of uses and a critical mass required for a vibrant community.

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

WALK BIKE COLUMBIA: PEDESTRIAN & BICYCLE MASTER PLAN (2015)

VISION STATEMENT

Walk Bike Columbia envisions an expanded and ADA-accessible network of transit, sidewalks, greenways, trails, and on-street bicycle connections linking people to jobs, schools, destinations, adjacent communities, and one another. The network serves residents, commuters, students, and visitors alike. Walking, biking and transit are an integral part of City projects, policies, and programs and are perceived as routine, efficient, safe, and comfortable options for both transportation and recreation. People of all ages and abilities enjoy walking and biking and benefit from enhanced quality of life, public health, and economic opportunity.

GOALS

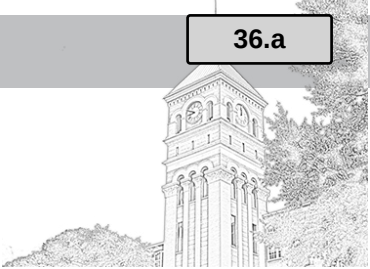
- ♦ Choice - Provide a range of transportation options to advance Columbia’s multimodal linkages and transportation culture.
- ♦ Awareness - Increase education, encouragement, and enforcement related to biking and walking to build confidence for residents.
- ♦ Safety and Comfort – Improve safety while designing attractive and comfortable streets, trails, and greenways for all users.
- ♦ Accessibility – Institutionalize universal design principals to meet the needs of all modes and all users.
- ♦ Connectivity and Convenience – Biking, walking, and using transit for transportation will be easy, efficient, and routine activities.
- ♦ Evaluation – The City will measure progress towards advancing the vision and goals of Walk Bike Columbia.
- ♦ Usage – The transit-, walking-, and biking-environment will help inspire movement in everyday life.
- ♦ Implementation – Local leadership, coordination, and funding will allow the continued growth of the network.

ROCKY BRANCH WATERSHED ASSESSMENT REPORT (2016)

SUMMARY

The Rocky Branch Watershed Assessment report of May 20, 2016 prepared by McCormick Taylor set forth many recommendations subwatershed by subwatershed. Of particular note to the Mill District planning process were the Capital Improvement Projects and other Low Impact Development solutions that were outlined for those subwatersheds within the Capital City Mill District: Mill Villages A & B, Fairgrounds, Rosewood, USC and Outlet. The Assessment indicated that relieving the existing choke points along the Rocky Branch will help with flood volumes, while stream restoration and the infiltration that can be built within the Mill District itself will improve water quality.

2. INTRODUCTION
PUBLIC INPUT



On April 27-28, 2016, the City, County, and planning team hosted a series of public meetings and focus groups to gather initial input from Mill District stakeholders. Over the two days at 701 Whaley, numerous residents, business owners, developers, community advocates, and elected leaders shared their concerns, hopes, and ideas for the future of the community. The focus groups addressed issues such as conservation, cultural facilities and programming, parking, school facilities, greenways, transportation, neighborhood preservation and economic development. The input gathered formed the foundation of the *Capital City Mill District Area and Corridor Plan's* framework and recommendations and was built upon throughout the planning process. Following is a summary of input from the April meetings.

WHAT IS MOST SACRED IN THE MILL DISTRICT?

- Olympia Avenue ♦ The Mills ♦ 701 Whaley: catalyst, gathering point ♦ Residential Neighborhoods ♦ Olympia Park ♦ Pacific Park ♦ Olympia School ♦ Churches ♦ Congaree River ♦ Vulcan Quarry ♦ Mill Housing Architecture ♦ Mill History ♦ Mill Town Commons ♦ Rocky Branch ♦ Whaley Street ♦ Intersection of Whaley/Olympia ♦ Olympia Cemetery ♦ Granby Mills ♦ The Doughboy Statue (in current location) ♦ Three Rivers Greenway and Riverlink ♦ Active, engaged community members ♦ Character of the three different neighborhoods

THE MILL DISTRICT WOULD BE PERFECT IF...

MULTI-MODAL, SAFE AND EFFICIENT TRANSPORTATION

Eliminate trains through the neighborhoods ♦ Manage truck and game day traffic ♦ Manage traffic and well-maintained infrastructure ♦ Complete streets: Pedestrian and Bike Infrastructure/Connectivity

MORE FAMILIES AND HOMEOWNERS LIVING IN THE MILL DISTRICT

Owner occupied homes and families moving back into neighborhood ♦ Neighborhood schools ♦ Street lighting and increased safety ♦ Safe and accessible sidewalks ♦ More transportation links to downtown, the Vista, USC, Cayce and others parts of the City and County (coordination with COMET and the USC transit)

VIBRANT ECONOMY OF PLACE

Neighborhood retail that is authentic and unique ♦ Diversity in services, restaurants and events ♦ More local businesses to serve residents ♦ Commitment to preservation of Mill history and architecture ♦ No longer a pass through, but a place where people choose to be ♦ Places where people meet, participate in and engage with the community ♦ “Thriving without Gentrifying”

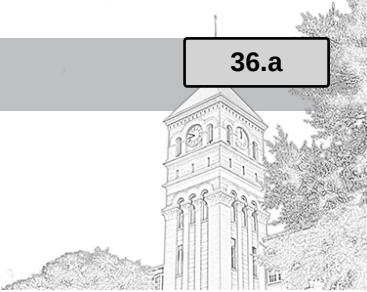
EQUITABLE MULTI-JURISDICTIONAL REGULATORY FRAMEWORK

Equitable regulatory framework of City and County ordinances ♦ Political will, incentives and funding ♦ Managed rentals that support and enhance the standard of living for all

ACCESS TO RECREATION AND GREEN SPACE

Rocky Branch revitalized ♦ Railroad embankment incorporated in the greenway and Olympia park ♦ More community green space (active and passive) throughout the Mill District, particularly in the Olympia neighborhood ♦ Integrated connection strategy to the River





2. INTRODUCTION
PUBLIC INPUT

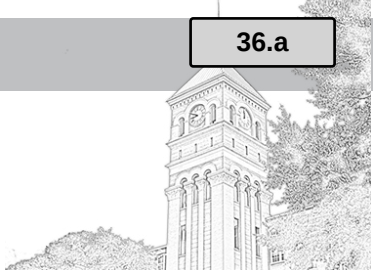
BIGGEST CHALLENGES
Traffic: management, volumes, event parking
Trains: noise, schedules, safety, traffic disruptor, number of lines
Absentee landlords
Percentage of new housing dedicated to students
The existence of multiple jurisdictions
Negative stigma and perception
Lack of balance between commercial and residential development
Lack of available land
The proposed flyover and SCDOT strategies: lack of understanding, changed dynamics since originally planned
Lack of systemic approach to Huger Street and Whaley Street, which are the same
Lack of safe pedestrian and bike connectivity within the Mill District and to the greater community
Blighted properties
Lack of clearly identified and constructed crosswalks
Maintaining village atmosphere with the traffic and thoroughways
Keeping up with projected development density
Stormwater management and flooding
Lack of parking for business patrons
Funding all of the above

THE BIGGEST OPPORTUNITIES
Richland County School District One warehouse and maintenance facility
Dreyfus Street
Ferguson Street
Olympia/Bluff
Capital City Stadium
Access to the Congaree River
Catawba Street: careful coordination with USC as IT corridor
The historic mill buildings along Assembly Street
Arts spaces
Jaco’s Corner as Mill District gateway
Rehabilitation of historic mill homes
Use of vacant lots
Williams Street - Blossom Street - Gervais Street connection
Continued community engagement in decision-making process
Ensure affordable and variety of housing opportunities
Coordination with development along the District boundaries: impacts, infrastructure, and integration
Coordination with Vulcan Quarry
SCANA property on Assembly Street
Assembly Street Corridor, particularly with rail line consolidation
Multi-jurisdictional collaboration and planning
Tax credits, grants, incentives
Celebrating and preserving the sense of place and authentic mill character

WHAT DO YOU NOT WANT TO SEE IN THE MILL DISTRICT?
Big box stores (If allowed, ensure they adhere to design and development standards that reflect the community character)
Additional student housing
More big industrial businesses
Trailers, mobile homes
More unmanaged traffic

WHAT ONE WORD BEST DESCRIBES THE MILL DISTRICT?





As specified in the original RFP, the purpose of the *Capital City Mill District Area and Corridor Plan* was “to create a plan that will establish a community vision for the future development of the study area and to create a plan that will provide recommendations and implementation strategies to achieve that vision.”

A robust public input process confirmed what the community wanted for the Mill District. The value of public input is that those who live, work and invest in the community are able to share their concerns and ideas and give form to the vision and strategies. The community shaped the following vision, goals and guiding principles and identified, early in the process, priorities to address throughout the plan.

The following priorities were identified early in the planning process:

- ◆ Community Identity, Placemaking and Community Vision
- ◆ Trains, Trucks and Traffic Management
- ◆ Rocky Branch and Stormwater Management
- ◆ Greenways, Bikeways and Sidewalks
- ◆ The development of an equitable regulatory framework across jurisdictional boundaries
- ◆ Vibrant, Authentic and Prosperous Economic Development that celebrates the Mill District character and history, encourages and supports homegrown businesses, provides neighborhood services amenities, attracts new home owners

These priorities were the foundation for establishing the four Big Ideas of the Plan’s recommendations.

Throughout the public meetings and focus groups, participants shared what they would like to see and what they would like to be able to do in the Mill District in the future. The following vision scenarios reflect the possibilities from their ideas and imaginations.

We imagine a Capital City Mill District where...

- ◆ Young families, young professionals, empty nesters and former lint heads live in mill houses they have been renovated or built in the mill vernacular. They live here because of the authentic sense of place and the vibrant spirit of community. They know their neighbors because they pass on the greenway and sidewalks, meet in the parks and community gardens, in the local shops and restaurants, at church and community events.
- ◆ Rocky Branch Greenway has become not only a well-traveled path to work, school and to events throughout Columbia, and to the Three Rivers Greenway system, but it is a destination for the Midlands due to its beauty, safety, places to sit, the historic and environmental markers along the path, and the opportunities to observe native flora and fauna.
- ◆ The consolidated rail line along Assembly Street has created an integrated and safe pedestrian and bike network within the Mill District and to USC as well as improved traffic management and efficiencies. The abandoned right-of-way is now a thriving multi-use path lined with mixed-use developments that have made the Mill District an exemplary case study for public private partnerships focused on the creative and innovation economies.
- ◆ Olympia Avenue is a vibrant, beautiful boulevard that connects well-maintained neighborhoods to local businesses, a museum and galleries. Olympia Avenue exemplifies neighborhood revitalization and corridor redevelopment while reflecting the Mill Village history.
- ◆ Continued collaboration between the City of Columbia and Richland County ensure equitable management of zoning regulations, public services and public safety, thereby making the Mill District one of the most desirable places to live, work and visit in the Midlands.
- ◆ Artists, entrepreneurs, service professionals and non-profits thrive because of the availability of affordable space in the center of activity, incentives to invest, the marketing and recognition of the Capital City Mill District, the multi-modes of connectivity, and the support of the community residents and leaders.





By identifying what they felt was sacred, community members helped to identify the good and meaningful things that exist in the Mill District. This, along with the site research by the planning team, was the first step in Asset Mapping. Asset Mapping is a tool that identifies what is best in the community and should be advanced and leveraged in order to improve all aspects of a community. **Figure 2** diagrams the following quality of life indicators by noting the existing assets, as well as missing assets (areas for development and improvement).

- ◆ Housing
- ◆ Historic resources
- ◆ Recreation
- ◆ Retail
- ◆ Business
- ◆ Civic
- ◆ Natural environment
- ◆ Cultural resources and the arts
- ◆ Infrastructure, inclusive of transportation and utilities

In general, there are numerous assets in each quality of life indicator; however, the health of each is in need of a boost in order to consistently and comprehensively elevate the quality of life desired by residents. For instance, housing is the most prevalent resource, yet many houses are in poor condition, and numerous historic, single family homes have been turned into multi-family housing. There is concern about balancing new student housing complexes with the need for more affordable housing for young families, young professionals and retirees that reflects the mill vernacular through infill and renovations.

Figure 3 on the following page maps the location of the asset clusters within the Mill District. Retail and businesses are clustered along Assembly Street, Rosewood Drive and the intersection of Whaley Street and Olympia Avenue, with scattered businesses along Olympia Avenue and Catawba Street. 701 Whaley has been one of the most impactful investments in the Mill District, attracting developers to invest in the area, thereby also attracting small businesses.

701 Whaley also has nurtured the rebirth of the arts, culture and the community spirit while bringing in hundreds of visitors each month for

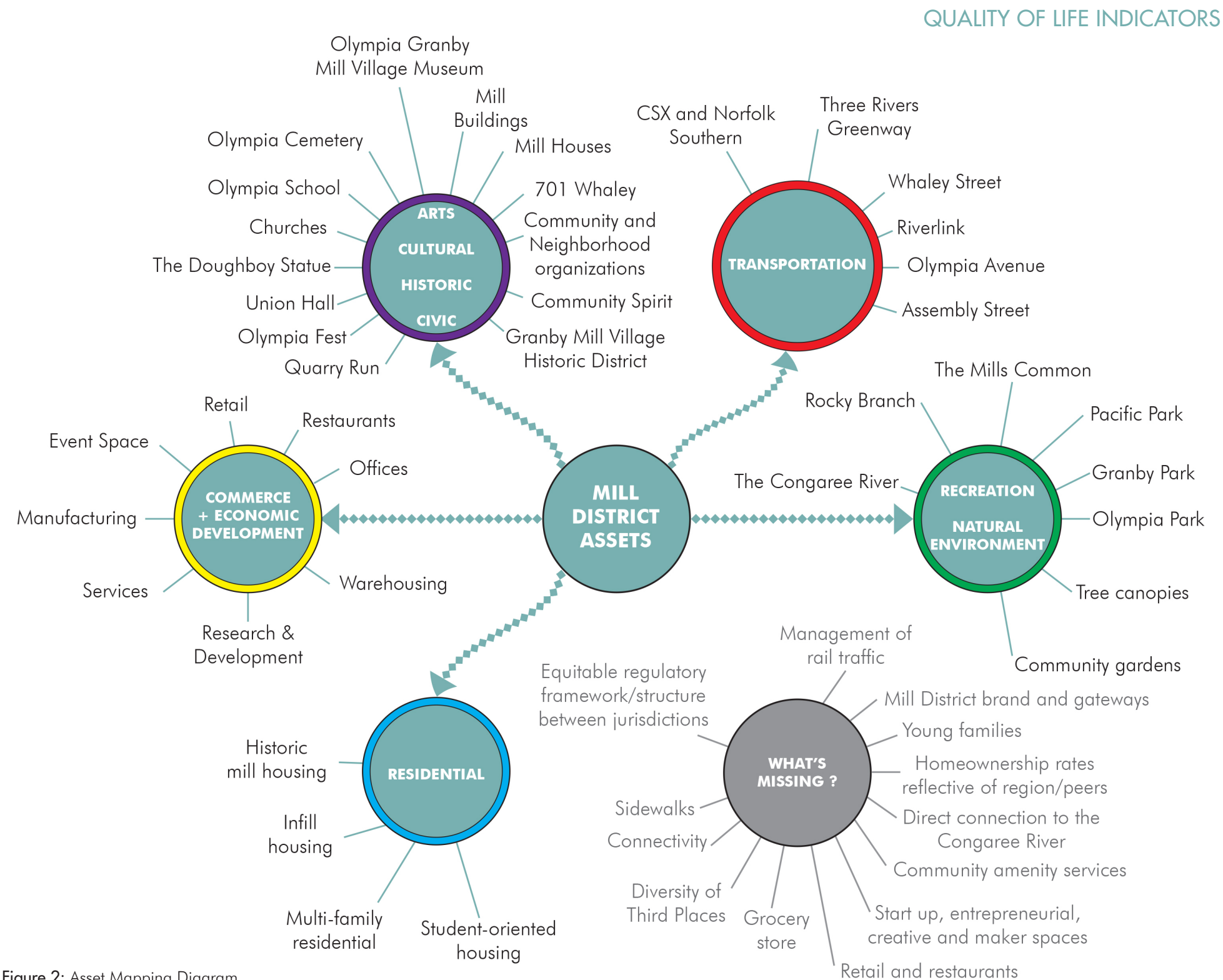
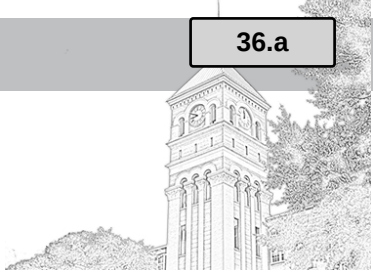


Figure 2: Asset Mapping Diagram



events. The history of the Mill District is being promoted and celebrated more through the very engaged civic organizations, the planned Olympia Granby Mill Village Museum, Olympia Fest, the Quarry Crusher Run, and public art.

A complex transportation network runs through and around the Mill District, but it is viewed as the tail wagging the dog since trains, trucks and traffic control or impact access into and throughout the area. Dominance by trains and vehicles does not create a healthy or safe quality of life.

Water, sewer and utilities are in good shape, although this plan did not specifically address infrastructure beyond multi-modal transportation and stormwater. An analysis of both multi-modal transportation and stormwater management and recommendations are provided in the Big Ideas. However, civic and governance infrastructure within the Mill District require attention; improvements to both can build upon the collaboration that guided this planning process. The City of Columbia and Richland County can formalize a collaborative framework in the future in order to unify decision making in the study area. In addition, there are multiple civic organizations, all of which serve valuable roles. Just as there needs to be a unified and equitable regulatory framework, the Mill District needs a unified civic framework to shepherd revitalization and placemaking.

The Mill District is rich in natural resources with access to the Congaree River and Rocky Branch. The Three Rivers Greenway and existing parks provide wonderful recreation opportunities and access to the natural resources. Encouragingly, there are opportunities to expand the greenways and parks.

Perhaps one of the biggest missing pieces is connectivity. Sidewalks, greenways, and bike paths as well as managing the trains, trucks, and traffic can become the most impactful ways to improve the health of all quality of life indicators. Creating an accessible and safe network for pedestrians and cyclists that works in concert with motorized transportation will connect the Mill District's assets and begin to transform the market demand for new businesses, new homes and places to come together as a community. Connecting the community to the Congaree River and to the greater Midlands through existing and proposed greenway systems can help brand and promote the Mill District as one of the most desirable places to live and invest. Providing multi-modal connections to these assets will improve the quality of life.

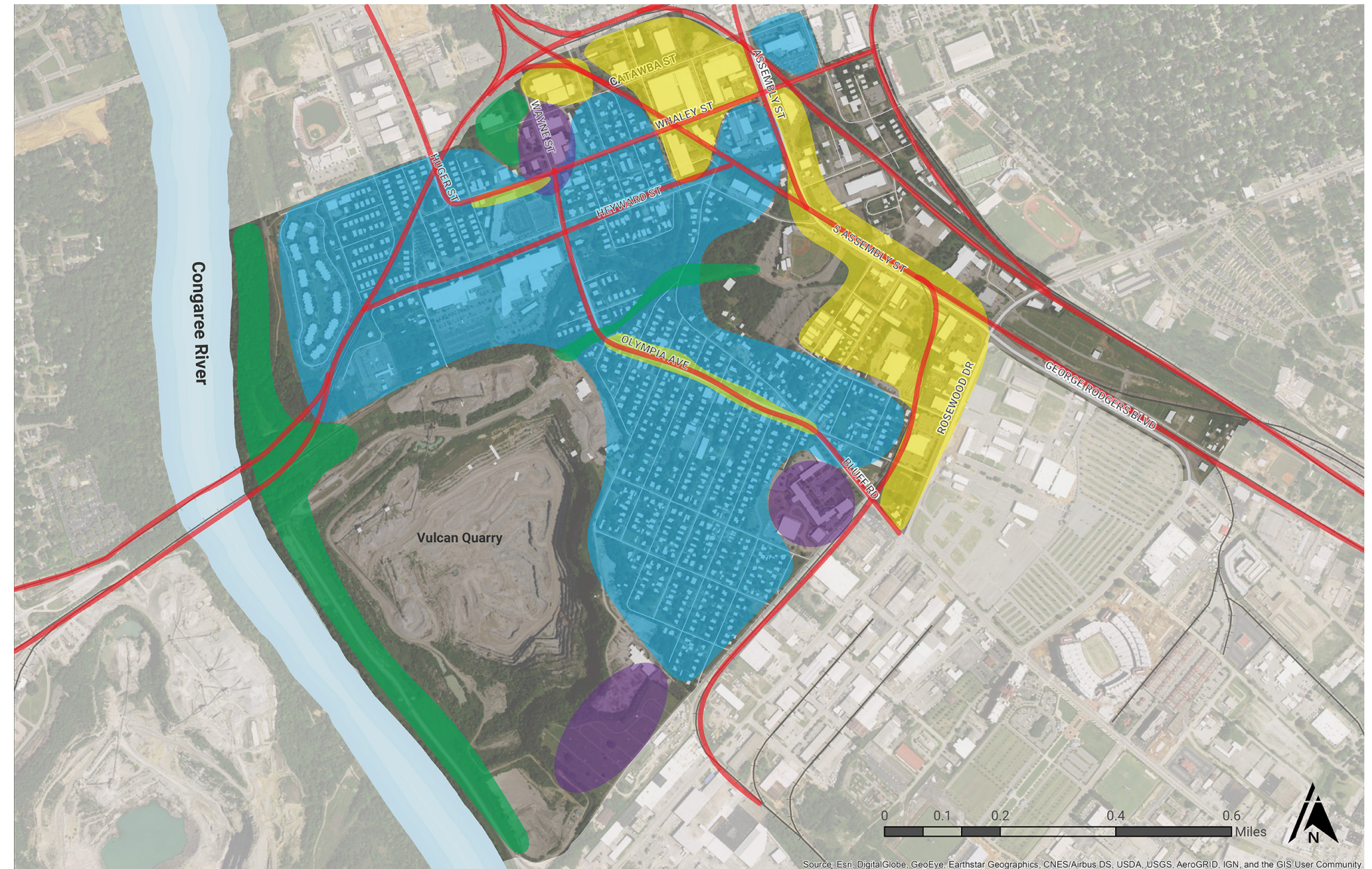


Figure 3: Asset Mapping Spatial Analysis

- Recreation / Natural Environment
- Transportation
- Residential
- Commerce + economic development
- Arts / Cultural / Historic / Civic



A vision for the Capital City Mill District was developed as a result of public input, asset mapping, and analysis by the project team. Guiding principles support the vision and further elucidate community values. In turn, the vision and guiding principles inspired goals for the Mill District. Action items, which provide the nuts and bolts to implement the vision, are grouped under the four big ideas.

VISION

The Capital City Mill District is a thriving community celebrated for the preservation of its history and its embrace of the creative and innovative classes, dynamic new investments, diverse housing opportunities, and a comprehensive multimodal network. The Capital City Mill District is a beautiful community defined by unique neighborhoods, sustainable development, the conservation of trees, riparian areas, and the Rocky Branch, and well-connected parks and greenways that exemplify environmental stewardship and a spirit of collaboration. The Capital City Mill District will continue to be an attractive destination due to its accessibility to authentic cultural offerings, local shopping and dining, and its proximity to the Congaree River, downtown Columbia, and USC. The Capital City Mill District embodies community spirit and hope in the future.

GUIDING PRINCIPLES

The Capital City Mill District is a strong, unified community of unique historic neighborhoods; therefore we commit to the following principles:

- We will preserve the architectural character of the Mill District through the rehabilitation of existing structures and through infill and new development that respects the scale and design attributes of the mill village vernacular and reflects aesthetic excellence and authenticity.
- We will be committed stewards of the Rocky Branch watershed, the Congaree River and the Mill District parks and natural resources in order to preserve their beauty, accessibility, purpose, and health.
- We will create and foster partnerships and collaborations across agencies and community organizations.
- We will strive to provide opportunities to celebrate and to promote the Mill District’s culture, history, the arts, natural resources, and industry.
- We will be engaged in and contribute to public efforts that will impact the quality of life within the Mill District and the safety and prosperity of the community.
- We will strive to foster a spirit of innovation and creativity as we work to revitalize our neighborhoods and advance economic opportunities, particularly for local businesses.
- We will promote a safe, multi-modal, well-connected transportation network that works in concert with the Mill District fabric, the historic context and natural resources.
- We will strive to preserve and encourage housing choices appropriate in scale and character.

GOALS

The goals of the Capital City Mill District are to provide a collaborative and equitable community framework in order to:

- Protect, preserve, elevate and celebrate the authentic history, architecture and fabric of the neighborhoods
- Encourage increased homeownership, community investment, and stewardship
- Balance conservation and development
- Revitalize and complete corridors and greenways that will safely and beautifully connect people to the Mill District’s unique places and resources
- Manage the Rocky Branch, parks and natural environments for increased enjoyment and stewardship
- Create and support opportunities for residents to engage and to prosper

BIG IDEA 1:
Implement placemaking
policies and projects

BIG IDEA 2:
Manage trains,
transportation & traffic

BIG IDEA 3:
Unify and connect the district
to the greater community

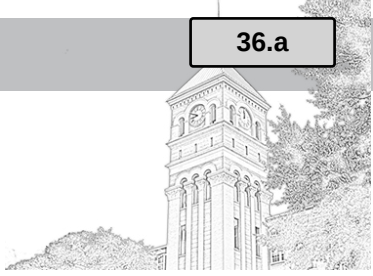
BIG IDEA 4:
Improve environmental
stewardship

2. INTRODUCTION

NEIGHBORHOOD SUB AREAS

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Within the Mill District there are three neighborhoods and one corridor along a major vehicular thoroughfare, depicted in **Figure 4**. The Whaley neighborhood, Olympia neighborhood, and the Granby neighborhood together comprise the Mill District, are similar in many ways, and have unique features which contribute to the overall character of the district. The Assembly Street corridor serves as the commercial boundary of the Mill District.

- ♦ The Whaley neighborhood sub area is generally defined by the 701 Whaley building which is on the edge of the sub area boundary and by the historic Whaley neighborhood and residential area to the East of Wayne Street/Olympia Avenue.
- ♦ The Olympia Neighborhood sub area is generally defined by the Olympia Mill and those residential areas surrounding Olympia Avenue
- ♦ The Granby Neighborhood sub area is generally defined by the Granby Mill and the residential areas between Wayne and Huger Streets and the Congaree River.
- ♦ The Assembly Street Corridor sub area is generally defined by the commercial business, rail lines and parcels of land along Assembly Street and Rosewood Avenue

Each of the different neighborhood sub areas in the Mill District play such an important role in the whole of the District and often times the lines are blurred between neighborhoods beyond their historic district boundaries where neighborhood identities bleed into one another. Without each of these parts, the Mill District would not be what it is today. These sub areas are not just the historic neighborhoods, nor are they just the historic districts; however, the sub areas outlined in the plan are defined and used for planning purposes.

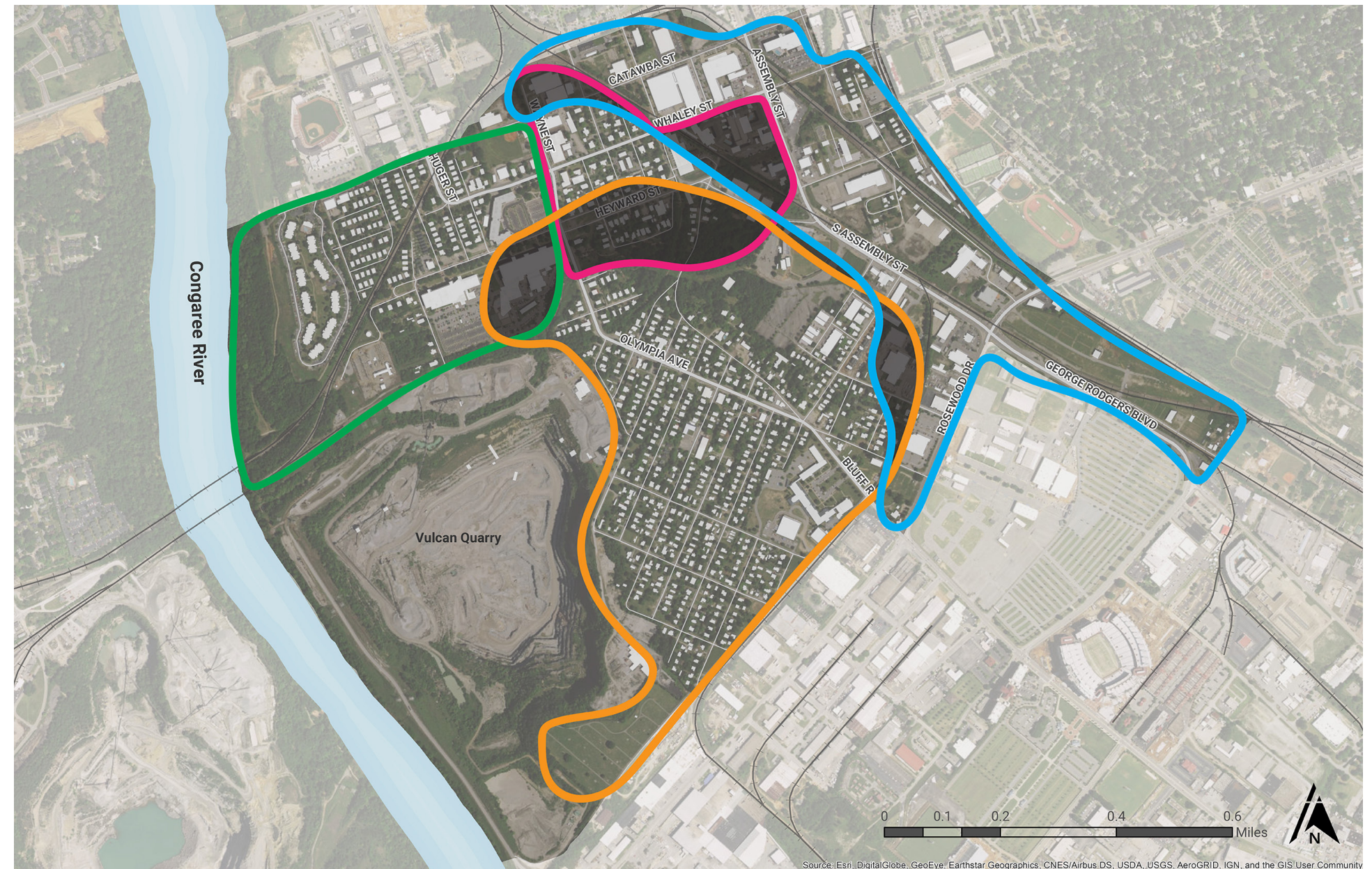


Figure 4: Capital City Mill District Sub Areas

- | | | |
|----------|-------------------------------|-----------------------------------|
| Overlaps | Whaley neighborhood sub area | Granby neighborhood sub area |
| | Olympia neighborhood sub area | Assembly Street Corridor sub area |

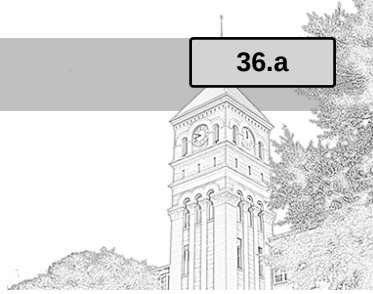


Figure 5: Boundaries of Whaley neighborhood sub area

- Whaley neighborhood sub area
- Whaley Street Protection Area District

BOUNDARIES

For the purposes of the Plan, the Whaley neighborhood sub area generally runs along the south side of Catawba Street, moves south down Lincoln Street on the east, along Heyward Street on the South and north up Wayne Street.

CONSIDERATIONS

A portion of the Whaley neighborhood is governed by the Whaley Street Protection Area District, which is a mapped design/preservation zoning overlay district within which historic district guidelines apply (**Figure 5**). These guidelines are administered by the City of Columbia, and they are utilized when determining the suitability of proposed work within the Whaley Street Protection Area District.

Principles and goals of the Whaley Street Protection Area District include:

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

NOTABLE PLACES

- ◆ 701 Whaley
- ◆ Churches
- ◆ Doughboy Statue
- ◆ Pacific Park
- ◆ 612 Whaley at The Mills
- ◆ Residential along Whaley Street and Heyward Street

NEIGHBORHOOD SUB AREAS: WHALEY

EXISTING ARCHITECTURAL CHARACTER

The bulk of the inventory in the neighborhood dates from the 1910s to the 1920s and was constructed by the Pacific Mills Company to serve as housing for the supervisors in the surrounding mills. Several decades later, infill homes were added and the neighborhood began to take shape as an area with a repetition of historical architectural styles, homes and other structures at the street edge, as well as a multitude of shared garages and driveways. There is a mix of historic commercial buildings with brick masonry and flat roofs in the neighborhood that reflect the presence of the mill industry that was once the defining characteristic of the neighborhood. The redevelopment of blocks closer to the Assembly Street corridor has occurred in recent years, and has generally consisted of multi-family rental housing.

The following elements define much of the mill vernacular architecture in the sub area:

- ◆ Historic porches on almost every residential structure in the historic district within the sub area
- ◆ One to two story residential
- ◆ Historically horizontal wood weatherboard siding on residential
- ◆ Brick masonry commercial and religious buildings



Figure 6: Existing Architectural Inventory - Whaley Neighborhood sub area

NEIGHBORHOOD SUB AREAS: OLYMPIA

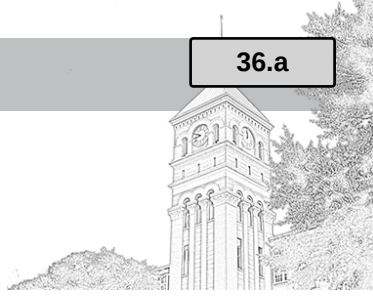


Figure 7: Boundaries of Olympia Neighborhood sub area

 Olympia neighborhood sub area

BOUNDARIES

The Olympia Neighborhood sub area is generally comprised of the original Olympia Mill property and is bounded by Heyward Street to the north, the Vulcan Quarry to the west, the intersection of Bluff Road and Rosewood Drive to the south, and a portion of Assembly Street to the east.

CONSIDERATIONS

An architectural survey was completed in 2001 by the Richland County Conservation Commission and the South Carolina State Historic Preservation Office (SCSHPO), with the assistance of Edwards-Pitman Environmental, Inc. While the Olympia neighborhood sub area is not a historic district, this survey recognized several significant and historical buildings.

The Olympia neighborhood sub area includes much more than an inventory of mill housing and buildings. This sub area includes swaths of natural landscape and other civic and religious buildings. The majority of the residential area falls within unincorporated Richland County.

NOTABLE PLACES

- ◆ Olympia Mill
- ◆ Olympia Union Hall
- ◆ Olympia Learning Center
- ◆ Olympia-Granby Mill Village Museum
- ◆ Olympia Park
- ◆ Olympia Cemetery
- ◆ Olympia Avenue
- ◆ Churches
- ◆ Capital City Ballpark
- ◆ Abandoned railroad berm

NEIGHBORHOOD SUB AREAS: OLYMPIA

EXISTING ARCHITECTURAL CHARACTER

The Olympia neighborhood sub area began as a mill village surrounding the Olympia Mill, which was constructed in 1899. The mill is a four-story monumental, rectangular brick building situated at the intersection of the Whaley and Granby neighborhoods along Heyward Street. This sub area is laid out in a grid pattern with uniform lots and back alleys and the street names are named for states within the U.S.

The residential properties in the neighborhood are a mix of single-family or duplexes. Residential building types include the following historic building types:

- ◆ Two-story gable with a saltbox shed down the back
- ◆ Two-story house with a hip roof
- ◆ Two-story hip-roof with a one-story side gable unit
- ◆ One-story shotgun
- ◆ One-story L-shape

In the mid-Twentieth century, residents began to make modifications to their homes which included vinyl siding, new windows, bungalow style porch posts on brick piers, partial or entirely enclosed porches, and additions to the side and rear. There are also a number of brick masonry structures including churches and other commercial uses, as well as some infill and multi-family development.



Figure 8: Existing Architectural Inventory - Olympia Neighborhood sub area



Figure 9: Boundaries of Granby Neighborhood sub area

- Granby neighborhood sub area
- Granby Architectural Conservation District

BOUNDARIES

The Granby Neighborhood sub area is generally bounded by Catawba Street to the north, Gist Street to the west, Heyward Street to the south, and Wayne Street to the east.

CONSIDERATIONS

A portion of the Granby Neighborhood sub area is governed by the Granby Architectural Conservation District Guidelines (Granby Historic District Guidelines, 2010), which is a mapped design/preservation zoning overlay district within which historic district guidelines apply. These guidelines are administered by the City of Columbia, and they are utilized when determining the suitability of proposed work within the Granby Architectural Conservation District.

The historic neighborhood is intact as an architectural mill village and is consistent in form, massing, and character.

NOTABLE PLACES

- ♦ A portion of the Granby Neighborhood sub area is designated as a zoning overlay district (the Granby Architectural Conservation District) (see hatched area on **Figure 9**).
- ♦ A portion of the sub area, which does not exactly match the overlay district, is listed on the National Register of Historic Places as the Granby Mill Village Historic District.
- ♦ Rivers Edge Condominiums
- ♦ Olympia & Granby Mill
- ♦ 612 Whaley at The Mills
- ♦ Whaley Street Methodist Church
- ♦ Pacific Park
- ♦ Granby Park
- ♦ Churches

NEIGHBORHOOD SUB AREAS: GRANBY

EXISTING ARCHITECTURAL CHARACTER

The Granby Mill was the second mill constructed in the area and the mill village was laid out in a standard grid pattern. The housing stock includes styles such as:

- ◆ Saltbox duplexes
- ◆ Two-story gable-front
- ◆ One-story side gable

The area along Wayne Street, known as Pacific Park and 701 Whaley, was the center of recreational activity for the Granby and Olympia Mill Villages.

Housing is:

- ◆ Constructed close to the street
- ◆ Fencing is confined to the rear of lots
- ◆ Side yard setbacks are minimal
- ◆ Nearly all housing is two-story
- ◆ Wood siding is common
- ◆ Architectural detailing is simple and minimal

There are brick masonry structures such as churches, commercial uses, and the new addition of 612 Whaley at The Mills; a new mix-used complex which is intended to complement and blend with the existing Olympia and Granby Mill buildings. The sub area also contains other multi-family housing developed in recent years.



Figure 10: Existing Architectural Inventory - Granby Neighborhood sub area

NEIGHBORHOOD SUB AREAS: ASSEMBLY STREET CORRIDOR

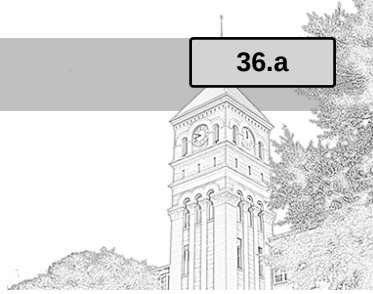


Figure 11: Boundaries of Assembly Street Corridor sub area

Assembly Street Corridor sub area

BOUNDARIES

The area defined as the Assembly Street Corridor sub area is generally bounded by the railroad to the north, Assembly and South Assembly Street to the west, Sumter Street and the CSX / Norfolk Southern rail lines to the east, and down to the swath of land between the State Fairgrounds and the rail lines to the south.

The Assembly Street Corridor sub area is made up of both unincorporated and incorporated areas of Richland County.

CONSIDERATIONS

The following factors and adjacent buildings and properties will influence future development along Assembly Street:

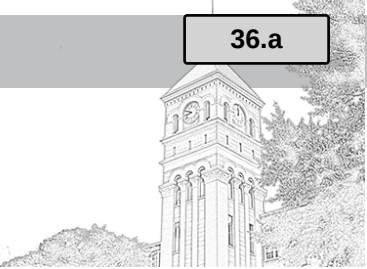
- ◆ University of South Carolina's growth and development
- ◆ CSX and Norfolk Southern rail lines
- ◆ Richland County Penny Tax for Transportation projects
- ◆ Capital City Ballpark redevelopment site
- ◆ Improvements to Assembly Street

NOTABLE PLACES

- ◆ Lofts at USC (formerly Richland Cotton Mill)
- ◆ Capital City Mill
- ◆ Palmetto Cotton Mill
- ◆ Capital City Ballpark

2. INTRODUCTION

NEIGHBORHOOD SUB AREAS: ASSEMBLY STREET CORRIDOR

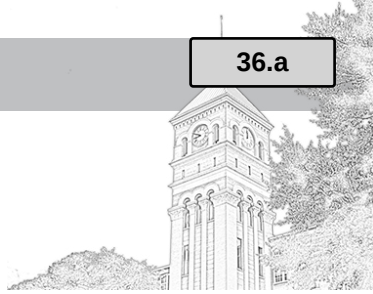


EXISTING ARCHITECTURAL CHARACTER

The existing architectural character along the Assembly Street corridor sub area contains a variety of architectural types with few remaining intact examples of the late Nineteenth/early Twentieth Century mill vernacular. A majority of the Assembly Street Corridor sub area contains nondescript commercial uses, however, there are three historic mill buildings, one of which is on the National Register of Historic Places. There is quite a bit of undeveloped land prime for redevelopment. Several remnants of industrial uses remain that document the history of the area and the importance this major thoroughfare served for the better part of the Twentieth Century.



Figure 12: Existing Architectural Inventory - Assembly Street Corridor sub area



MARKET ANALYSIS

INTRODUCTION

The Mill District is experiencing a number of external pressures related to growth and development which present both opportunities and challenges. The biggest economic driver influencing the area is the University of South Carolina (USC). A combination of infrastructure, land use, and historical conditions—detailed further in this section—are present that complicate future development in the Mill District. Furthermore, the District is divided between City of Columbia and Richland County jurisdictions. Local residents, stakeholders and City and County staff and elected officials have recognized the need for a community plan to guide future growth and land use decisions.

HISTORIC MILL TOWN

Historically, the Mill District was a self-sufficient town within a town - an independent mill town located adjacent to the western edge of downtown Columbia and USC. Despite the relatively close proximity to the State House, the Mill District was detached both physically and psychologically. Rail and road infrastructure, the Congaree River, and large industrial facilities created physical barriers between the Mill District and the rest of the urbanized area.

Psychologically, there was an “us vs them” view of the Mill District and the larger City. The economy of the District was created by the textile mill, and life for residents revolved around the rhythm of textile production. The Mill District housing, recreational and commercial areas were built specifically to support the mill operations and its workers. Workers in the mills—referred to as lint heads—lived in mill-built housing and participated in mill-sponsored recreation at 701 Whaley and Pacific Park. While the mills have been closed since 1996 and much has changed since then, some of the psychological separation still exists.

OUTSIDE GROWTH PRESSURE

Over the past two decades, Columbia has grown, and the downtown and the more urbanized unincorporated areas have seen a significant amount of development. Changes in lifestyle preferences, especially among younger generations, have locally led to large demographic shifts and an influx of residents, including a number of students, to the City center. Nearby areas such as the Vista, have benefitted from strategic revitalization built on collaborative public and private investments. There is a successful track record of the City, the County and other agencies working together to reinvigorate neighborhoods and districts in order to meet this increasing development demand.

The University of South Carolina, located just to the east of the Mill District, has grown from an enrollment of 25,500 students in 1996—the year of the mill closure—to 33,500 students in 2016. The physical growth required to support the enrollment growth has created enormous pressure on the Mill District. Additionally, with the supply of on-campus student housing unable to keep up with the growth of the University, students have found the Mill District to be a convenient location with cheaper prices than downtown. One negative consequence of this growth has been the rental of existing homes by students in unmanaged situations. In some cases, rental homes are carved up into rooms and house anywhere from four to eight students—effectively becoming defacto off-campus group houses.

THE RESULT

Over the past decade, Mill District residents and stakeholders have noticed the growth pressure emanating from downtown Columbia, and specifically, the University of South Carolina. Some of the results have been quite positive such as the redevelopment of the Granby and Olympia Mill properties and 701 Whaley Street. Other results are more challenging, including the use of Olympia Avenue as a car-dominated short cut, game day traffic and poorly maintained rental housing. All of these changes have occurred since the area was last planned for, therefore the development of a plan which could both respond to existing concerns and anticipate new changes was necessary.

GOALS FOR ECONOMIC DEVELOPMENT WITHIN THE MILL DISTRICT

As described earlier, residents and stakeholders participated in a variety of meetings, focus groups, and interviews to communicate and shape their goals and desires for Mill District. Out of this, a series of goals emerged:

- ♦ Increase homeownership rates within the Mill District
- ♦ Encourage neighborhood scale retail businesses and amenities
- ♦ Protect existing residential areas from over-development and inappropriate forms of development that affect residential stability
- ♦ Encourage jobs and mixed-use development in areas that are appropriately suited
- ♦ Create a level playing field of standards and expectations for development across City and County jurisdictional boundaries

In summary, the sentiment was not anti-growth. Rather, it was to promote the right kind of growth in the right place by harnessing the power of the surrounding economic drivers while improving quality of life and livability and protecting the history and character of the neighborhoods.

MARKET ANALYSIS

MARKET FORCES AND COMMUNITY INPUT

Early in the research phase of the planning process, an initial economic development plan began to take shape after touring the community and meeting with stakeholders, focus groups, and input received from City and County staff. **Figure 13** shows the preliminary development concept plan. The concept laid out some broad-brushed ideas for guiding growth and informing future land use decisions. The concept takes into account the assets and challenges that are described in further detail later in this section.

The concept also illustrates two major areas that have their own unique character and personalities. The green area identified as “Mill Neighborhood District” is a predominantly residential area. The core neighborhood area is surrounded by a ring of current and former industrial areas. The future of this “ring” or “band” will greatly influence the future of the neighborhood. While this band is currently underutilized, the economic forces of USC, downtown Columbia and the Innovista are pushing into that area. We believe a “band of development” can be planned and implemented to generate job growth and include a mix of uses that benefits the entire Mill District, while providing a transitional development zone between the neighborhood and the higher intensity land uses associated with downtown and USC.

The conceptual development map has identified several areas that are outside of the Mill District plan area. For example, to the south, the existing industrial area between Mill District and the Williams Brice Stadium might have potential to support an increasing variety of high-value, small-scale makers and producers (creative and technology). While this area is outside of the plan boundaries, this is a notable adjacent area that will influence the health and success of the Mill District. In turn, this area may be of interest for future, expanded study.

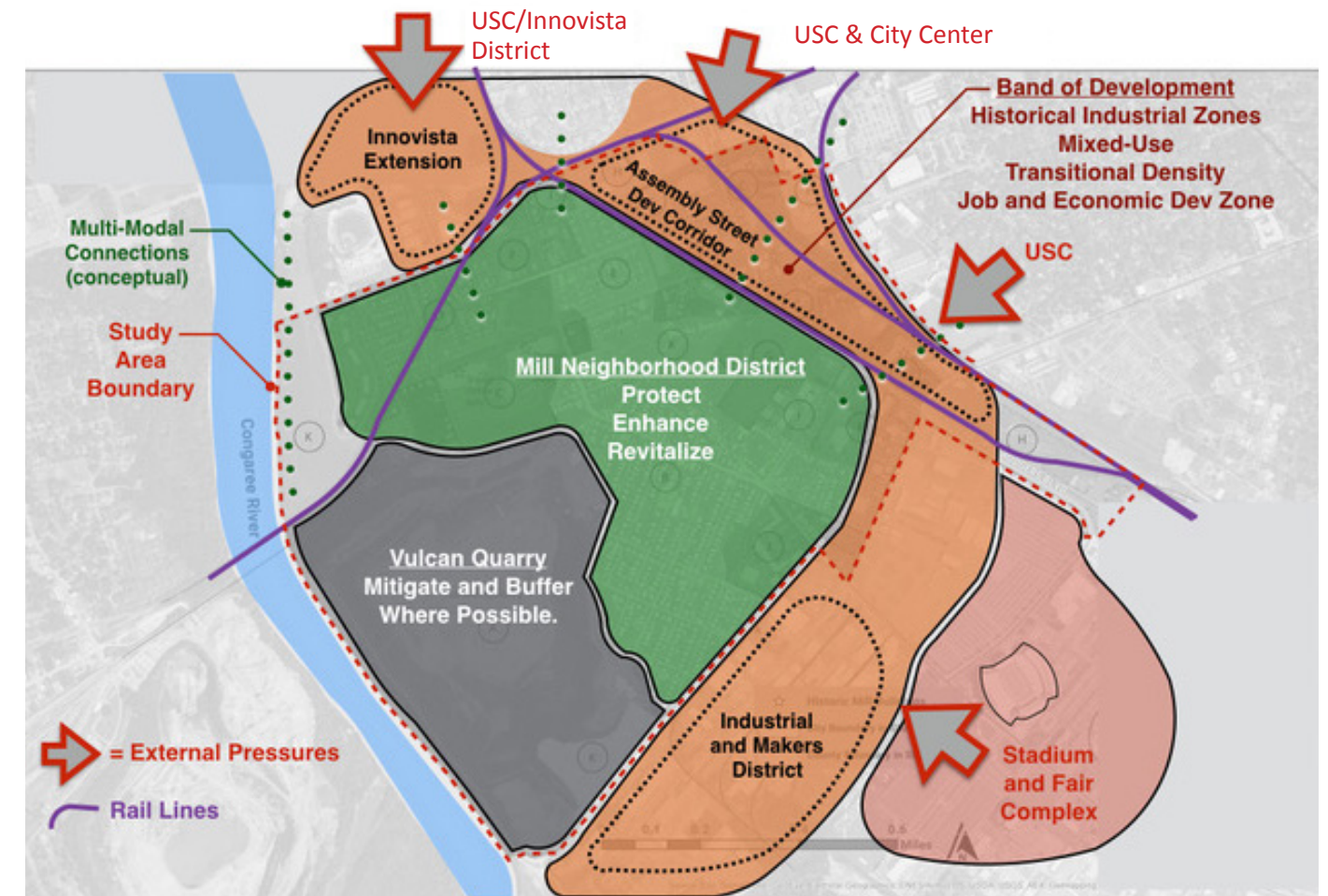
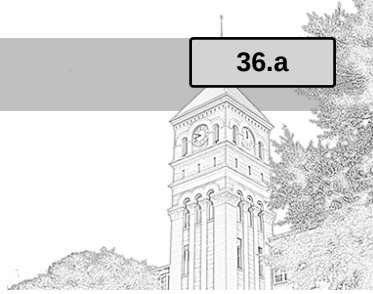


Figure 13: Conceptual Development and Market Forces Diagram

BROAD BRUSHED IDEAS FOR MOVING FORWARD

- ◆ Protect, enhance and revitalize the existing neighborhoods
- ◆ Harness the energy of the Innovista, USC, and City Center to create a high quality, more densely developed band between neighborhoods and surrounding areas.
- ◆ Continue to mitigate the effects of the Vulcan quarry where possible. The quarry will continue to be in operation for the foreseeable future, so focusing on re-use potential is not productive at this time.
- ◆ Introduce the idea of an innovation district.
- ◆ Overcome physical obstacles to create better multi-modal connectivity between the Mill District to the rest of the City.
- ◆ Take advantage of the Congaree River and create new amenities to attract new homeowners and improve quality of life for existing residents



COMMUNITY ASSETS AND CHALLENGES

As described in the previous section, there are two basic zones within the study area that can be described generally as a neighborhood zone and corridor zone (**Figure 14**). This distinction is overly simplified and those familiar with the study area can find examples of exception to this classification. However, this is a useful starting point to understanding the assets and challenges within the Mill District. From here, the planning team crafted a strategy for proposed land uses based on more detailed on-the-ground situations.

NEIGHBORHOOD ZONE

The Mill District neighborhood zone represents the core of the Mill District study area and is composed of the Olympia and Granby Mills and the supporting residential neighborhoods of Granby, Olympia and Whaley.

Assets

- ♦ Community and neighborhood feel
- ♦ Underlying neighborhood pride
- ♦ History, historic buildings and unique character
- ♦ Amenities such as the Congaree River and Founders Park (USC Baseball Park)
- ♦ Convenient, central location
- ♦ Successful previous investments including Granby Mill, Olympia Mill and 701 Whaley

Challenges

- ♦ Lack of Connectivity
 - ♦ Physical: Rail, roads and river
 - ♦ Psychological: Mill Village vs. City
- ♦ Despite neighborhood scale, lack of walkability and bike friendliness
- ♦ Perception of neighborhood as only suitable for student housing
- ♦ The existence of multiple jurisdictions and corresponding regulations can create confusion

- ♦ Low median income, and relatively low buying power within the neighborhood
- ♦ Low percentage of owner occupied housing
- ♦ Industrial adjacencies: chemical plant, quarry and rail lines

ASSEMBLY STREET CORRIDOR ZONE

The Assembly Street Corridor is positioned to accommodate additional growth and building density. If guided properly, this area can become a catalyst for job growth.

Assets

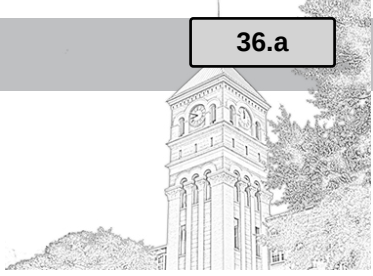
- ♦ Assembly Street is a major thoroughfare with excess capacity
- ♦ Relatively large parcels are available for development
- ♦ Existing stock of historic and non-historic industrial buildings
- ♦ Adjacent to USC campus
- ♦ Demand pressure building from USC

Challenges

- ♦ No sense of place or identity
- ♦ Poor pedestrian and biking environment
- ♦ Infrastructure and amenities lacking to support development
- ♦ The existence of multiple jurisdictions and corresponding regulations can create confusion



Figure 14: District Zones: Neighborhood and Corridor



DEMOGRAPHIC DATA

According to 2015 data from the US Census Bureau, the total population of the Mill District is 6,785, living in just over 2,000 total housing units, including both single family and multi-family residences. **Figure 15** shows general information and the location of the reporting block groups from which information was collected. Block Group A approximates the Granby Neighborhood sub-area, Block Group B is roughly the Olympia neighborhood sub-area and Block Group C is the Whaley neighborhood sub-area. The population is overwhelmingly young, with approximately 71% of the residents between the ages of 18-24. A more detailed breakdown of the gender, race, and age within each Census Block Group can be seen in **Figure 16 & 17**. However, when the estimated population of the larger, managed apartment complexes are removed, the single family neighborhoods are less concentrated with the younger age groups (**Figures 18 & 19**).

HOMEOWNERSHIP BACKGROUND

One of the major goals of the residents and stakeholders is to increase homeownership (also referred to as “owner occupied homes”). Demographic research confirmed the perception that homeownership rates are extremely low within the Mill District. Higher homeownership rates tend to be important to neighborhood stability, since homeowners tend to be more involved and interested in their community’s development, the protection of their home value, and the quality of life in their neighborhood. Data from the 2014 American Community Survey by the US Census Bureau shows a total owner occupied rate of 16.9%, with the “Granby” block group at 7.2%, “Olympia” block group at 29.7% and “Whaley” block group at 24.6% (**Figure 18**).

Since Census Bureau data includes all types of residential units, including managed apartments, the data is somewhat misleading, especially for the “Granby” block group. This block includes the Olympia and Granby mills (345 units), Rivers Edge at Carolina Stadium (240 units) and 612 Whaley at The Mills (186 units) which represent 771 units of managed multi-family rental housing. When those three apartment complexes are removed (using 717 units by assuming a 7% vacancy factor), the Granby neighborhood would adjust to 147 units of occupied housing with 62 being owner occupied. Once adjusted to take into account the managed multi-family rental housing, the Granby Block Group owner occupied housing percentage increases to 42.2% and the overall Mill District average rate increases to 30.3% as outlined in **Figure 19** on the following page.

The “Olympia” block group is most representative of the home ownership number since there are not any major managed rental apartments. Even at 30% owner occupied, the Mill District’s rate of homeownership would be significantly lower than the City, County and state-wide average.

A separate study of homeownership using GIS data (Richland County Tax Assessor’s Office, 2017) provided another analysis, indicating properties that Richland County taxes at a rate of 4%, which is the rate for owner occupied homes. The resulting map on the following page illustrates owner occupied homes versus non-owner occupied (**Figure 20**). In general, the owner occupied units are relatively dispersed throughout the neighborhoods with no patterns that stand out. In all the GIS data revealed 207 of the 605 homes are owner occupied. This breaks down to a 34% homeownership rate, which is fairly consistent with the Census data (American Community Survey, US Census Bureau). This number is approximate since some assumptions had to be made for duplexes, triplexes and mobile homes.

The benefits of homeownership are summarized in a research report by the National Association of Realtors published in April 2012, titled Social Benefits of Homeownership and Stable Housing (Benefits of Homeownership, 2012). Homeowners have higher participation rates in local elections, spend more hours volunteering, are more likely to meet and interact with their neighbors, and invest more in home maintenance and repairs.

It’s important to note that viewing the homeownership rate on its own is not necessarily an indicator of health for a neighborhood. Other factors may contribute to neighborhood health, such as the average length of tenancy and underlying socio-economic factors. There is no one-size-fits all homeownership number that has been researched or published. However, as noted above, the Mill District homeownership is heavily tilted towards rentals to students who are short-term renters. Based on the observations of stakeholders, which were shared during the research phase of our process, the lower homeownership rate appears to have a negative effect on the neighborhood. Therefore, we recommend a goal of moving towards an adjusted rate of 50% homeownership within the next 10 years. The 50% goal is based on achieving a rate that is more in line with the City and State homeownership levels which are 45.9% and 59.8% respectively.

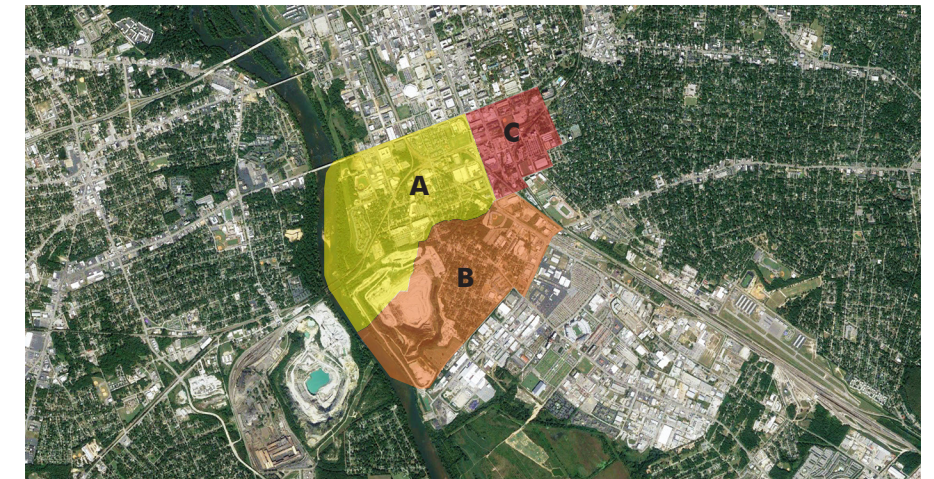


Figure 15: US Census Bureau Block Group Map

Block Group A (“Granby”): 15000US450790028001
Block Group B (“Olympia”): 15000US450790028002
Block Group C (“Whaley”): 15000US450790028003

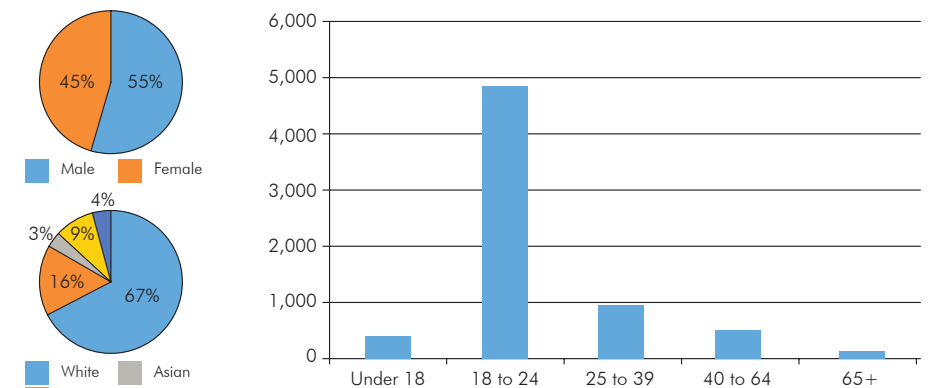


Figure 16: Mill District residential snapshot by gender, race & age (total for all three block groups) (American Community Survey, US Census Bureau)

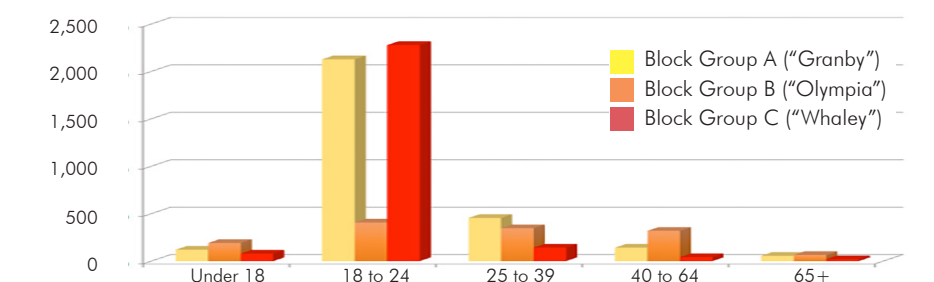


Figure 17: Detailed Age Breakdown by Block Group (American Community Survey, US Census Bureau)



	TOTAL UNITS	TOTAL OCCUPIED UNITS	% OCCUPIED	OWNER OCCUPIED	RENTER OCCUPIED	% OWNER OCCUPIED
BLOCK GROUP A "GRANBY"	1,162	864	74.4%	62	802	7.2%
BLOCK GROUP B "OLYMPIA"	558	495	88.7%	147	348	29.7%
BLOCK GROUP C "WHALEY"	310	260	83.9%	64	196	24.6%
TOTAL	2,030	1,619	79.8%	273	1,346	16.9%
CITY OF COLUMBIA	52,539	44,992	85.6%	20,643	24,349	45.9%
RICHLAND COUNTY	164,247	144,647	88.1%	86,537	58,110	59.8%
STATE OF SC	2,160,383	1,795,715	83.1%	1,232,154	563,561	68.6%
BLOCK GROUP A = 15000US450790028001 BLOCK GROUP B = 15000US450790028002 BLOCK GROUP C = 15000US450790028003						

Figure 18: Homeownership Data (American Community Survey, US Census Bureau, 2014)

	TOTAL UNITS	TOTAL OCCUPIED UNITS	% OCCUPIED	OWNER OCCUPIED	RENTER OCCUPIED	% OWNER OCCUPIED
BLOCK GROUP A "GRANBY"	1,162	147	12.7%	62	802	42.2%
BLOCK GROUP B "OLYMPIA"	558	495	88.7%	147	348	29.7%
BLOCK GROUP C "WHALEY"	310	260	83.9%	64	196	24.6%
TOTAL	2,030	902	44.4%	273	1,346	30.3%
*THIS DATA IN THIS CHART HAS BEEN MODIFIED TO REFLECT AN ADJUSTMENT FOR THE LARGER APARTMENT COMPLEXES IN THE MILL DISTRICT.						

Figure 19: Adjusted Homeownership Data

OCCUPIED UNIT ADJUSTMENT		UNIT CALCULATION	
864	Total Occupied from 2014 Census Data	345	Olympia and Granby Mills
		186	612 Whaley
		240	Rivers Edge
(717)	Less Large Managed Apartment Complexes	771	Total of Large Complexes
		(54)	Less 7% vacancy assumption
147	Total Adjusted	717	Units to be Adjusted

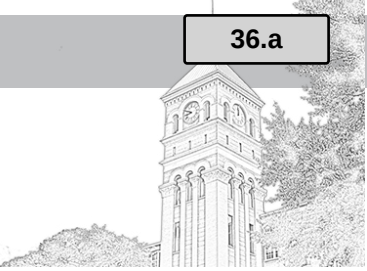


Figure 20: Homeownership Map

Owner occupied housing Non-owner occupied housing

HOMEOWNERSHIP RATE RECOMENDATIONS

Current adjusted homeownership rates are approxiamately **30%** for the Mill District. It is recommended that adjusted homeownership rates increase to **35% in three to six years** and increase to **45-50% in six or more years**.



COMMERICAL MARKET ANALYSIS

General demographic trends surrounding the leading quality of life indicators such as walkable, active, live-work neighborhoods continue to support growth in the central business district (CBD) of Columbia. Companies in many sectors are choosing to move from suburban locations to downtown areas. Employers are increasingly focused on placing their operations in desirable locations that are convenient and attractive to their workforce. Several factors are driving growth and demand into Columbia’s CBD immediate surrounding areas: the centralized location of the CBD in relation to the most desirable residential markets; the attraction of redeveloping areas such as the Vista and Main Street that provide a live-work-play environment; the aging inventory of commercial property in the suburbs; and the preferences of millennials to be in energetic, urban environments.

Given the Mill District’s central location, improving the accessibility and connectivity of the area to downtown Columbia, the University, and the Vista will increase the attractiveness of the area to potential home buyers, retailers and other businesses.

Recent data on the downtown Columba office market reflects nationwide trends showing increased demand in amenity-rich, walkable, urban central business districts. In the first quarter of 2017 the downtown vacancy rate for office space dropped to a record low of 9.4% (442,700 vacant SF of 4,733,400 total SF) in the downtown submarket compared with 15.6% (1,503,500 vacant SF of 9,644,600 total SF) in the total Columbia office market (Colliers, 2017). Even with the low vacancy rate in the downtown market, very few new office and retail projects are currently planned as the going rental rate does not support the cost of new development of this type. The lack of space is leading many tenants to find alternative, unconventional options and driving the increase in redevelopment of existing buildings.

Given these factors, the Assembly Street corridor can be poised to capture this portion of the market, generating job growth and a mix of uses that should increase demand for the nearby residential neighborhoods. Each use type becomes a builder and multiplier for the other: office and commercial development drives the need for housing that is proximate and meets the key quality of life factors desired; and more full-time residents then drive the need for more retail and service related spaces such as neighborhood retail, coffee shops, gyms, restaurants and small entertainment spaces.

The opportunity for adding quality commercial space along the Assembly Street corridor is key to revitalizing the Mill District and should continue to be focused on and supported by all stakeholders. Neighborhood-scale retail opportunities along Olympia Avenue and Whaley Street will increase quality of life factors by providing walkable, neighborhood amenities and services desired by today’s urban resident.

MARKET DEMAND, CONNECTIVITY AND PERCEPTION

Properties within the Mill District should be in relatively strong demand due to their proximity to downtown, USC, and Innovista. There are tremendous opportunities for first-time home buyers or University staff and professors to purchase homes in the Mill District. Improving connectivity will be a major contributing factor in appealing to this market demographic. An entire section of the Plan is focused on increasing connectivity and multi-modal options.

More important than connectivity is the perception of the Mill District, or lack of a perception. For many, the area may have a negative stigma. For others, it may be out of sight and out of mind. Either way, these perceptions are equally unproductive. Changing the perception of the area into a vibrant place to live due to the strong quality of life is the most important way to build long term value.

MILL NEIGHBORHOOD DISTRICT

GOALS neighborhood stabilization ♦ raise homeownership rate ♦ preserve historic character ♦ provide opportunities for retail and business ♦ ensure architectural compatibility ♦ reuse existing buildings and infill

ASSEMBLY STREET CORRIDOR

GOALS urban framework to support mixed-use ♦ reinforce development along existing vehicular corridors ♦ improve public realm to attract high quality development

INDUSTRIAL AND MAKERS DISTRICT

GOALS urban framework to support diverse innovation economy ♦ job growth ♦ building density ♦ improve public realm to attract high quality development

ATTRACTING A TARGET MARKET

The neighborhood zone and the Assembly Street corridor zone are identified as areas with relatively distinct character and future potential. Each area has its own assets and challenges; therefore, future development should respond accordingly for each area. Taking into account the market forces and specific end-users and target markets, the plan proposes development that supports the Mill District’s vision and goals.

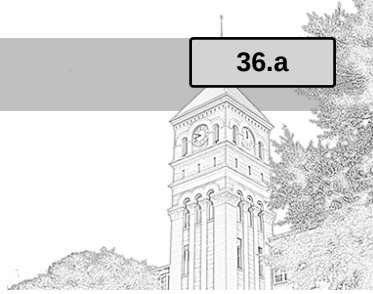
NEIGHBORHOOD ZONE

With a few exceptions, the neighborhood zone is primarily a fine-grained residential neighborhood with some small-scale supporting commercial buildings. Stakeholders expressed a clear desire for additional neighborhood amenity retail. The neighborhood recently attracted White Duck Taco, a fast casual dining establishment that has a regional footprint across North Carolina, South Carolina, and Tennessee. This indicates confidence in the buying power of the immediate population base, particularly USC students. Also, White Duck is most certainly attracting patrons from outside of the Mill District.

According to the 2014 American Community Survey by the US Census Bureau, the median income within the Mill District is \$23,418 which is significantly lower than the City, County, and State median incomes of \$41,454, \$48,674 and \$45,033 respectively. Much of this can be attributed to the high proportion of students. Due to the diversity of residents (long-time, young professionals, faculty and students) and proximity to USC and established cultural and retail centers (the Koger Center, the Colonial Life Arena, the Vista, Main Street, etc.), the Mill District is poised to attract unique, entrepreneurial businesses. Having a plan and community vision increases the attraction for those looking for viable and sustainable places in which to invest. The Noisette Case Study, which is highlighted later in this section, illustrates how offering unique, local amenities for a diverse demographic within an historic framework can significantly revitalize a community’s economy.

Immediate opportunities exist for small, unique, hyper-local businesses to set up shop in existing small-scale buildings along Olympia Avenue and Whaley Street. Businesses that can draw customers from both the large, immediate student population along with the non-student population and customers from outside of the Mill District will be well-positioned to

MARKET ANALYSIS



succeed. To draw from outside of the Mill District, there must be a certain degree of destination-based attraction. For example, the retailer or business offers something unique enough to attract a customer specifically to that location, such as an outdoor outfitter that draws on the Congaree River and Three Rivers Greenway access. Another example is an art store with affordable studio space that leverages the vibrant arts community at 701 Whaley. Once established, these businesses provide a sense of pride and a local gathering place for residents. Another benefit is that the businesses can attract customers from outside of the area who are introduced to the neighborhood and, as a result, can be subsequently attracted to invest or buy a home in the Mill District.

Examples of neighborhood-based businesses that could prosper and are desired, according to public input are as follows:

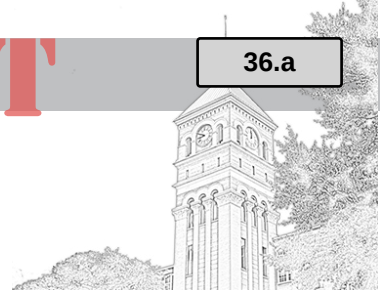
- ◆ Coffee shop
- ◆ Bakery with retail component that also may distribute to restaurants throughout the downtown area
- ◆ Boutique clothing store or curated vintage clothing shop
- ◆ Unique consignment shop, costume shop or thrift store
- ◆ Casual sandwich shop
- ◆ Establishment with informal outdoor seating that offers unique international food and locally-sourced food and beverages
- ◆ Outdoor outfitter
- ◆ Yoga or fitness studio
- ◆ Grocery store
- ◆ Hair salon
- ◆ Professional offices (architecture and design, health, financial, legal)
- ◆ Gift shops
- ◆ Retail shops offering hand-made and local products

These businesses may offer workshops or meeting spaces, and many of these businesses could be co-located in buildings.

ASSEMBLY STREET CORRIDOR ZONE

As mentioned in the commercial market analysis, the Assembly Street corridor is well-positioned to accommodate growth associated with the expansion of the downtown CBD and USC. The larger parcels provide opportunities for larger projects. To reach its full potential, the corridor would benefit from a mix of uses, well-balanced between office/commercial and residential. As progress and decisions are made regarding the major infrastructure recommendations, a more detailed market study may be helpful to fine tune the product mix for the corridor.

Demand pressure along the Assembly Street corridor will continue to grow. USC is projected to see continued increases in enrollment, and downtown Columbia, the Vista, and Innovista continue to evolve, redevelop and attract residents and office users. While the demand pressure will encourage development, the long term potential of the Assembly Street corridor will depend on how public investments are made to enhance the public realm. The Vista is a good example of how strategic public investments can set the stage for future private development.



BIG IDEA 1:

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

The Mill District is a microcosm of the City and County. It is a place where people live, work, play, visit grandparents, and attend wedding receptions and art exhibits; where they play kickball, run the Quarry Crusher, where people pass through and park for football and baseball games or the South Carolina State Fair. The Mill District is beautiful, historic, redeveloping, gritty, affordable, artsy, eclectic, and the last place adjacent to the City where a bit of rural spirit still remains. The Mill District has been experiencing a rebirth since the renovation and reuse of 701 Whaley and the Olympia and Granby Mills. While revitalization is encouraged and welcomed with open arms, the residents and stakeholders are committed to preserving the Mill District's character and those parts that are sacred such as Olympia Avenue, the diverse mill houses, Whaley Street, the Olympia Learning Center, Olympia Cemetery, and the Rocky Branch Watershed.

The Mill District has tremendous potential to remain authentic while also continuing to develop and prosper. Placemaking policies and projects are addressed through recommendations for land use classifications, zoning, architectural character, economic development, and branding. These elements are the foundation of placemaking and provide the structure for elevating livability in the Mill District.



IMPLEMENT PLACEMAKING POLICIES & PROJECTS

Big Idea 1, Implement Placemaking Policies & Projects, is directly related to Big Idea 3, Unify and Connect the District. The plan recommends that a Complete Streets strategy is implemented throughout the Mill District. This is extremely important to unifying and connecting the Mill District in safe, functional, efficient, and beautiful ways for pedestrians and all modes of travel. However, the Mill District needs to be more than Complete Streets; it needs and deserves to be a Complete Community. While Complete Streets policies address the connectedness of horizontal infrastructure, the creation of a Complete Community is a broader concept, which incorporates housing, jobs, commerce, education, recreation, culture, and community building.

According to Imagine Austin, a Complete Community is “a great place that meets your daily needs within a short trip of where you live or work. A community is complete when it provides access by foot, bike, transit and car to jobs, shopping, learning, open space, recreation, and other amenities and services.” (What is a Complete Community, 2013)

Further stated, a Complete Community has the nearby amenities to help in the pursuit of a desired quality of life. Simultaneously, Complete Communities preserve identity, culture, and sense of place.

Placemaking policies and projects focus on the structure of the neighborhoods and land use, as well the market and economic influences and opportunities. By building a strong, unified governance structure for land-use development and homeowner/business recruitment, the Mill District can ensure that the community’s vision and priorities drive development and that the unique authentic character of the Mill District remains intact.

The Capital City Mill District Area and Corridor Plan recommendations strive to pave the way for the Mill District to become a Complete Community; the Plan provides the foundation upon which vibrant future generations can build.

Residents called for more places to be neighbors, places to meet friends and share a meal, a drink, look at art, and have great conversations in a variety of indoor and outdoor gathering places. These types of places are referred to as “third places.”

Ray Oldenburg, in his seminal book *The Great Good Place* (1989), presented third places as being important for civil society, democracy, civic engagement, and establishing feelings of a sense of place.

Oldenburg calls one’s “first place” the home where one lives. The “second place” is the workplace — where people may actually spend most of their time. Third places are the “anchors” of community life and facilitate and foster broader, more creative interaction. Today, people intentionally seek out these informal meeting places (Oldenburg, 1989).

Third places are critical components to building community.

THE POTENTIAL

A couple of years from now...

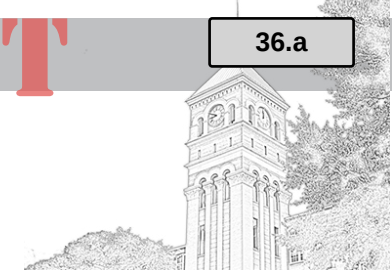
The Mill District is a vibrant historic neighborhood where the history is wonderfully told through the architecture, the landscapes, the museums and churches and through the people who gather at the numerous **Third Places** throughout the District.

The Mill District is a place where children thrive because they walk safely to school, to parks, to playing fields, to get an ice cream cone and to walk their dogs. It is a community that celebrates with the Gamecocks during home football and baseball games because of policies and agreements that created amicable and profitable game day travel strategies. It is one that marks the time of day with the passing trains north of Assembly rather than the passing of time waiting on trains. It is one where generations live together in attainable, well-managed housing.

The Mill District is a unique, thriving **place**; it is no longer a pass through for commuters, trucks, game day fans. Most people who live in the Mill District can walk, bike or ride transit to work, to a symphony at the Koger Center, to classes at USC or meetings in the Innovista Campus. They can walk to buy groceries, to meet friends for coffee, lunch, or a cool drink, to the river to watch the sunset, to go to church or a gallery opening at 701 Whaley.

The public investments in the Mill District have prompted the opening of professional offices, more artists’ studios and galleries, brew pubs, boutiques, a quirky diner where breakfast is served 18 hours a day, a Makers’ Warehouse that has turned out a few entrepreneurs who are top hits on the international TED Talk circuit and created some life-saving technologies, and the rehabilitation of dozens of mill houses. USC students and faculty enjoy serendipitous meetings in the coffee shops and restaurants and delight in the tales of the lint heads who sit with them. Generations meet on the Rocky Branch Greenway, passing and waving and welcoming residents from adjacent neighborhoods and points beyond to the banks of the Congaree.

The Mill District is a symphonic convergence, a rich tapestry of generations, history, handmade and high tech, nature, and opportunity. The Mill District is a **Complete Community**.



IMPLEMENT PLACEMAKING POLICIES & PROJECTS

EXISTING FUTURE LAND USE CLASSIFICATIONS

Land use has traditionally been categorized into seven classifications: single-family residential, multi-family residential, commercial, office/institutional, industrial, park/open space, and vacant. Over time as land use classifications have been refined, these traditional classifications have included more factors such as ownership, site development, building types, functions and activities. The map to the right illustrates the existing future land use classifications.

The Capital City Mill District Area and Corridor Plan recommends updating the existing land use classifications and future land use map (**Figure 21**) in the Mill District by complementing what exists, introducing a new classification, and redefining the boundaries of existing land use classifications. An updated land use policy will allow the City of Columbia and Richland County to have a more equitable jurisdictional framework to serve the Mill District.

Creating more uniform land use classifications through the adoption of a revised land use map for the study area will provide policy guidance to the City and County as they work to develop a joint policy framework. Such a resulting joint policy framework could alleviate regulatory and enforcement conflicts between the two jurisdictions while improving service, development opportunities, and the general quality of life throughout the Mill District.

In short, an updated land use map can reflect the future vision of the Mill District and the mix of activities that will support a vibrant live, work, play community.

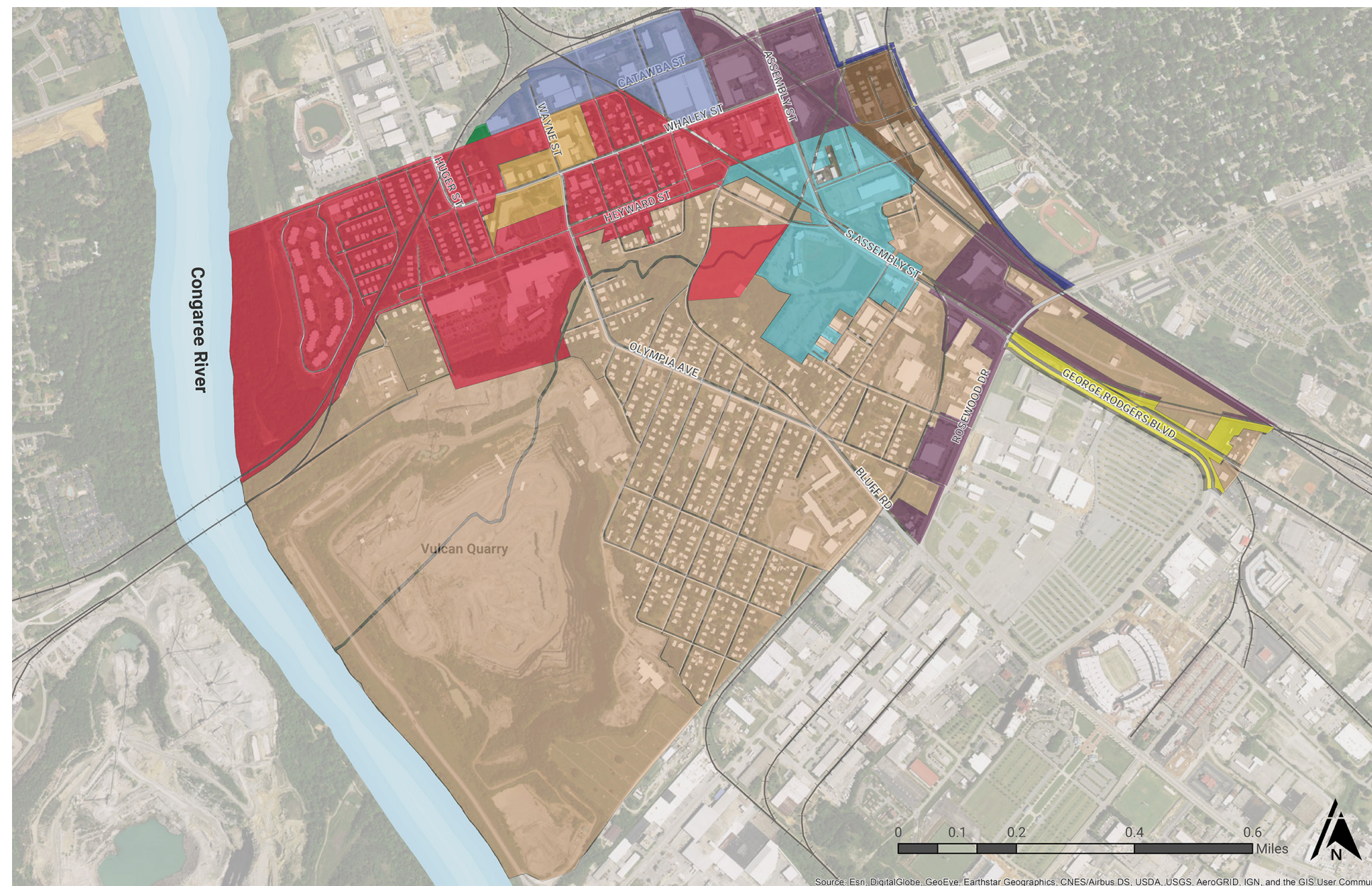


Figure 21: Existing Future Land Use Map

- | | |
|--|--|
| Urban Core Mixed Residential - 1 (UCMR-1) | Community Activity Corridor (AC-2) |
| Urban Core Mixed Residential - 2 (UCMR-2) | Employment Campus (EC) |
| Urban Core Neighborhood Activity Center (UCAC-1) | Sports/Amusement District (SD-1) |
| Urban Core Community Activity Center (UCAC-2) | Universities/Colleges (SD-5) |
| Urban Core Regional Activity Center (UCAC-3) | Mixed Residential High Density - Unincorporated Richland County |

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

RECOMMENDED LAND USE CLASSIFICATIONS

Three of the following recommended land use classifications are derived from the categories adopted in *Plan Columbia: Land Use Plan* (2015) and one new recommended land use category is introduced. Both Richland County and the City of Columbia have recently updated their respective Comprehensive Plan Land Use Elements as part of the *Plan Together: Putting the Pieces in Place* planning process. The following recommended land use classifications and future land use map (**Figure 22**) are derived from consensus by the City and County. It is recommended that both jurisdictions update their land use classifications and future land use maps to reflect the recommendations in this plan.

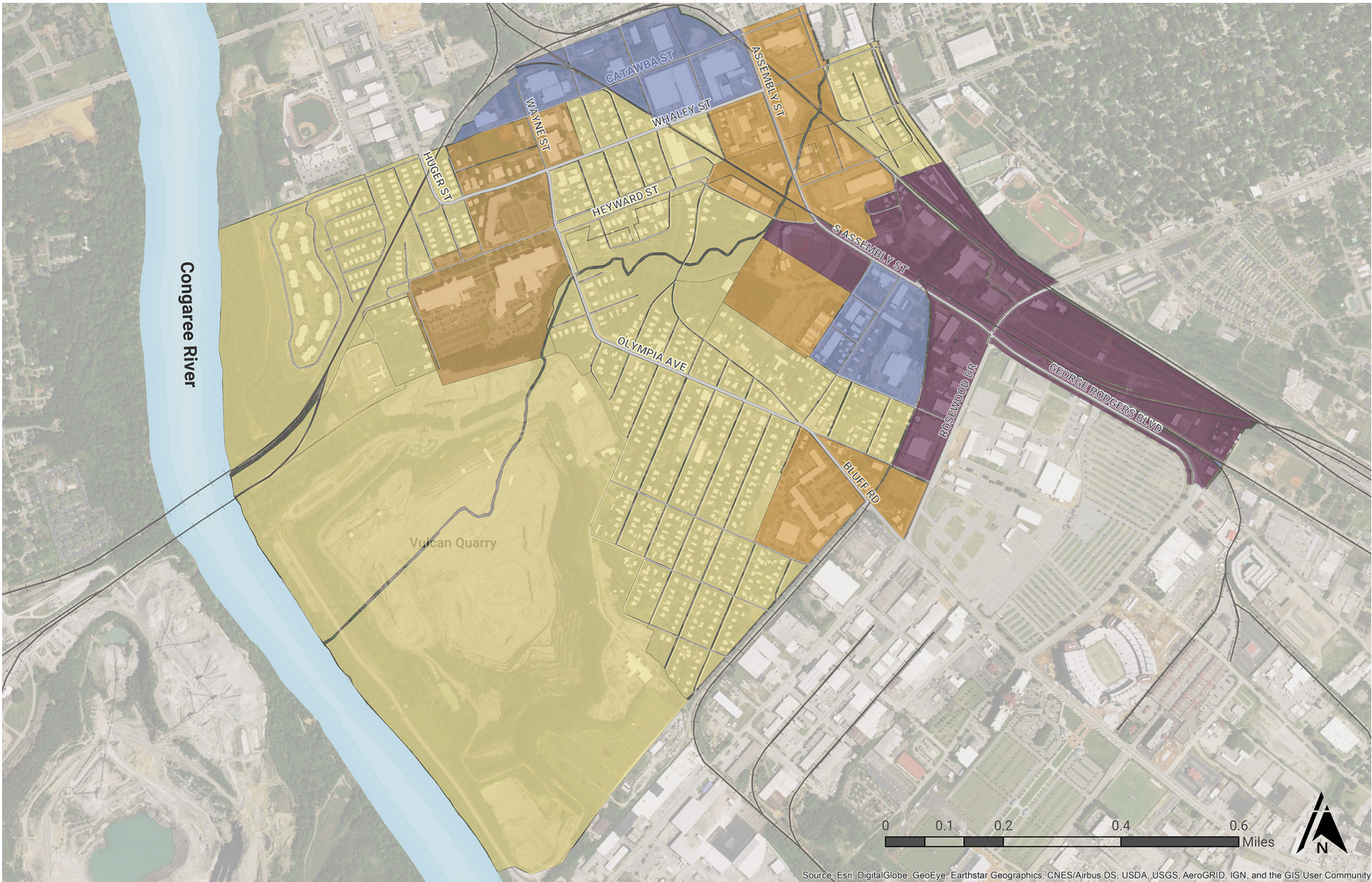


Figure 22: Proposed Future Land Use Map

- Urban Core Mixed Residential (UCMR-3) - NEW
- Urban Core Neighborhood Activity Center (UCAC-1)
- Community Activity Corridor (AC-2)
- Employment Campus (EC)

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

RECOMMENDED LAND USE CLASSIFICATIONS

URBAN CORE MIXED RESIDENTIAL (UCMR-3)

This future land use classification is a new classification proposed for adoption by the City of Columbia and Richland County. This will include single-family, two-family, multi-family, and commercial/civic uses where appropriate. To best preserve the quality of the housing in the Mill District, this plan recommends the addition of this new land-use classification.

Urban Core Mixed Residential neighborhoods are appropriate in the central city, inner ring areas, and a couple blocks off major corridors throughout Columbia and the more urban areas of unincorporated Richland County. This development type may represent existing and historic neighborhoods and a development form appropriate for small to medium scale redevelopment or infill sites. Traditional and contemporary architectural styles have a place in Urban Core Mixed Residential neighborhoods but scale is always important. Urban Core Mixed Residential neighborhoods have smaller-scale residential buildings, with single-family homes being a dominant use, as well as appropriately scaled mixed-use and neighborhood service amenities. The development of appropriately scaled commercial uses should be limited to neighborhood corridors. Urban Core Mixed Residential neighborhoods usually decrease in intensity as development moves further from main arterials and activity centers.

A development types/building types matrix can be found in the appendix.

USES

- PRIMARY** single family detached, single family attached, two-family
- SECONDARY** three-family, multi-family small
- TERTIARY** multi-family medium, small format business/employment , small format civic/institutional, small format commercial

MILL DISTRICT CHARACTERISTICS

mill vernacular architecture ♦ predominantly single-family ♦ tertiary commercial uses should be limited to corridors with appropriate scale (Olympia Avenue + Whaley Street)

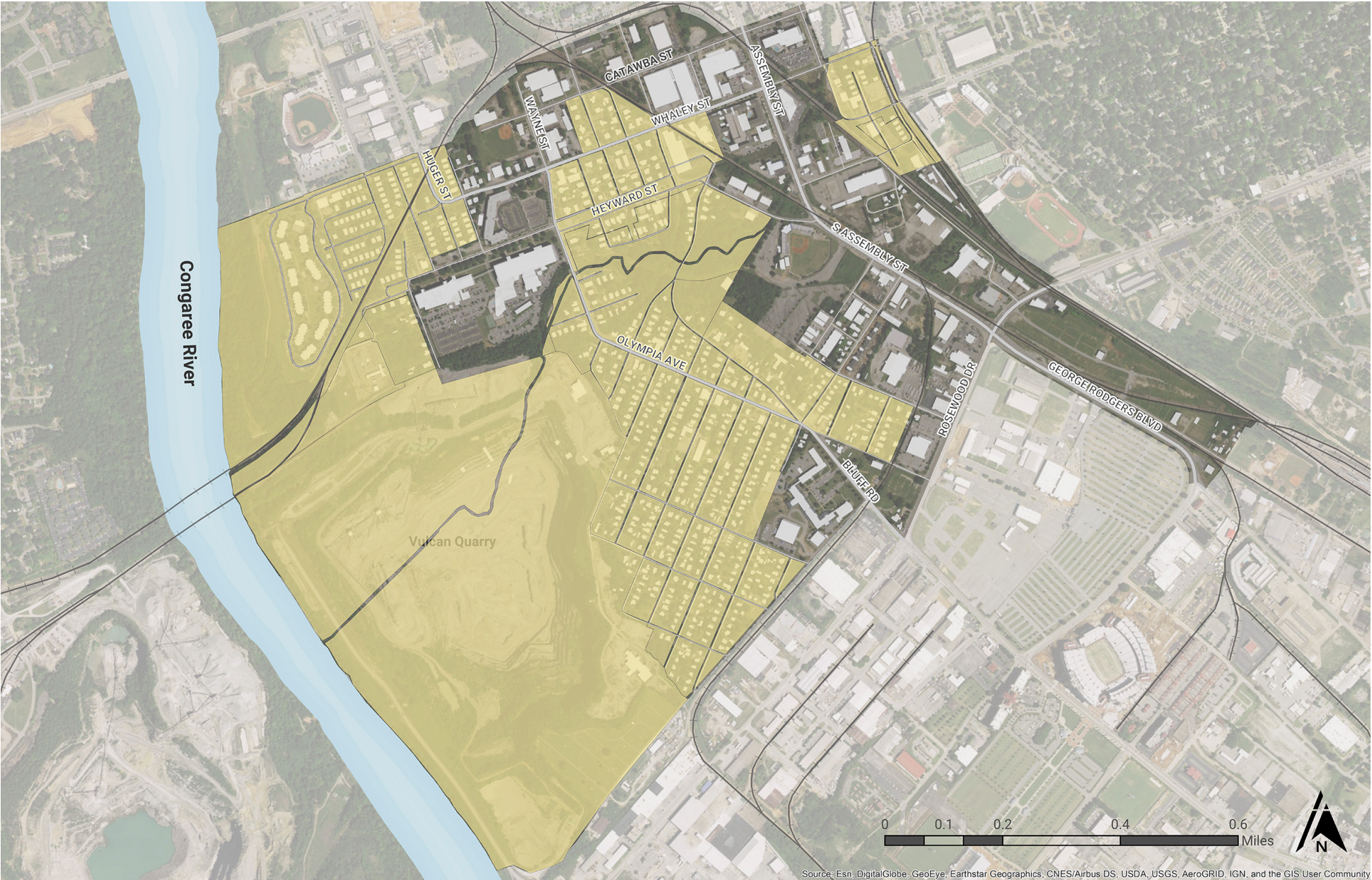


Figure 23: Proposed Future Land Use Map - Urban Core Mixed Residential (UCMR-3)

Urban Core Mixed Residential (UCMR-3)

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

RECOMMENDED LAND USE CLASSIFICATIONS

URBAN CORE NEIGHBORHOOD ACTIVITY CENTER (UCAC-1)

Urban Core Neighborhood Activity Centers are small collections of primarily business uses, developed within the urban grid of Columbia’s neighborhoods. These centers occur along major roadways through neighborhoods and provide services and retail to a market within the immediate neighborhood, or within a 1/3-mile to 1-mile radius, but may capture traffic moving through the neighborhood on their way to other destinations. These centers typically occupy only parts of a city block and consist of just a few storefronts, 2-3 story mixed-use buildings, and have limited on-site parking. Their scale and architecture are similar to the surrounding neighborhood. These may be found as nodes in Urban Core Mixed Residential neighborhoods, or in lower intensity within Urban Core Residential neighborhoods. They do not display a significantly different subdivision pattern from the surrounding neighborhood (*Plan Columbia*, 2015, pg.30).

USES

- PRIMARY** small format business/employment (excl. flex), multi-family small mixed-use
- SECONDARY** civic/institutional, multi-family (small or med.), single family attached
- TERTIARY** cemeteries + mausoleums, parking structures and lots

MILL DISTRICT CHARACTERISTICS

mill vernacular architecture ♦ small to medium scale ♦ reflects patterns of adjacent neighborhoods

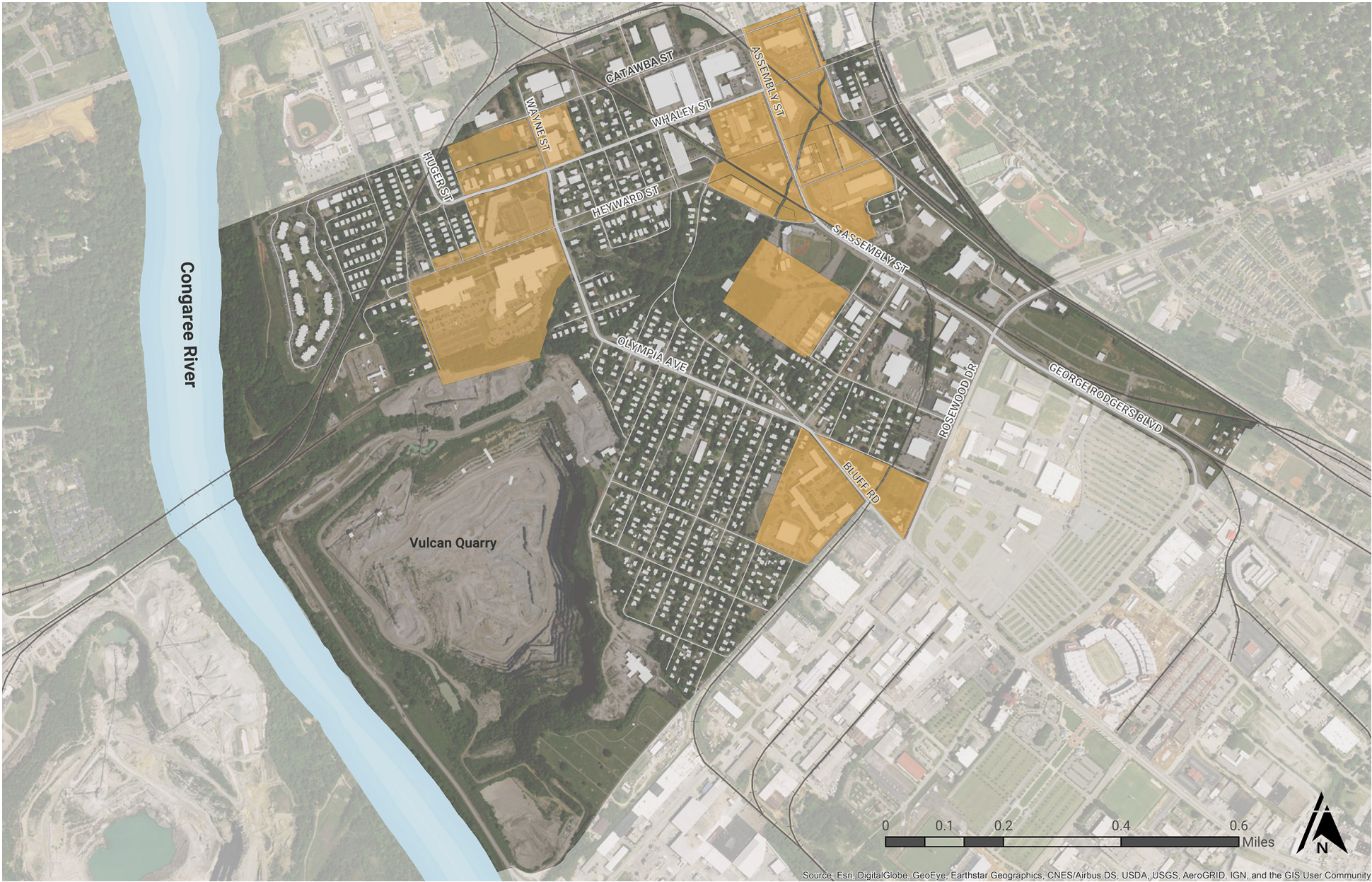


Figure 24: Proposed Future Land Use Map - Urban Core Neighborhood Activity Center (UCAC-1)

Urban Core Neighborhood Activity Center (UCAC-1)

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

RECOMMENDED LAND USE CLASSIFICATIONS

COMMUNITY ACTIVITY CORRIDOR (AC-2)

Community Activity Corridors are a linear extension of a Community Activity Center. They contain nearly identical building types and uses to a Community Activity Center; the primary difference is the configuration of the lots and the lack of an internal subdivision or street network. Uses are built on frontage lots along principal and minor arterial roadways. They serve surrounding neighborhoods within a 3-5 mile drive and typically consist of a variety of commercial and service uses (*Plan Columbia*, 2015, pg.36).

USES

- PRIMARY** small and medium business/employment (excl. flex), multi-family small and medium mixed-use
- SECONDARY** multi-family (small + medium)
- TERTIARY** civic/institutional, large format business/employment, single family attached, cemeteries + mausoleums, parking structures and lots

MILL DISTRICT CHARACTERISTICS

- reuse and infill development ♦ urban corridor scale ♦
- predominantly business ♦ density that defines the street edge



Figure 25: Proposed Future Land Use Map - Community Activity Corridor (AC-2)

Community Activity Corridor (AC-2)

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

RECOMMENDED LAND USE CLASSIFICATIONS

EMPLOYMENT CAMPUS (EC)

Areas dedicated to concentrations of employment uses ranging from professional services, research and development and light production facilities. They are often designed in parks with internal street networks, extensive green spaces and large format buildings. These districts are most often found at the urban edge and require large tracts of land. These campuses are comprised primarily of office buildings including corporate offices, medical or professional offices, medical research facilities, office suites, non-polluting manufacturing, and research and development uses. Redevelopment and infill in these districts with more supporting uses like multi-family residential and other retail/entertainment uses is encouraged with access to multi-modal transit stops in and near the employment campus (*Plan Columbia*, 2015, pg.38).

USES

- PRIMARY** medium to high-rise office/services, medium to extra large format flex
- SECONDARY** multi-family medium to high-rise mixed use, parking structures
- TERTIARY** small to large commercial, single family attached, small to high rise multi-family, parking lots

MILL DISTRICT CHARACTERISTICS

- active green spaces ♦ flexible innovative buildings ♦ transitional scale ♦ reuse and infill development

Due to the unique, innovative character of the Mill District neighborhoods and the historic nature of the mill villages, scale in this district should be modified to remain consistent with present development patterns and with buildings maintaining a scale that is appropriate as a transition between residential uses and more intense districts.



Figure 26: Proposed Future Land Use Map - Employment Campus (EC)

Employment Campus (EC)

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

ZONING RECOMMENDATIONS

Zoning is often confused with land use. Zoning legally divides a community into separate districts by allowed land use activity and intensity of uses such as residential, industrial, recreational or commercial. While this plan does not address the existing zoning ordinances and maps, it is important for the City and County to consider the development of zoning regulations that will align both jurisdictions and reflect the goals of the recommended land use classifications, particularly the new Urban Core Mixed Residential-Type 3 (UCMR-3). The existing zoning map for the Mill District is illustrated in **Figure 27** to the right.

The City and the County should review their respective zoning maps when they revise their codes. While each code will be specific to its jurisdiction, the updated zoning will achieve the same result of supporting the future land use classifications. A few broad recommendations to consider when updating zoning may include the following:

- ◆ Protection of neighborhoods that consist of single/two family structures from multi-family or commercial encroachment
- ◆ Protection of the scale, set-backs and landscaping along corridors of small-scale commercial and residential structures
- ◆ Allowing limited commercial development within existing structures or as infill structures that complement the form and character along Olympia Avenue and Whaley Street
- ◆ Examine the adoption of rental housing standards within unincorporated Richland County to be enforced in concert with the City’s standards
- ◆ Ensuring that future development reflects the goals to preserve the historic architectural character and the natural resources of the Mill District
- ◆ Provision for appropriate massing, scale, placement, and site design, though the assignment of zoning districts based upon the recommendations made herein for future land use classifications

Updating zoning ordinances and maps will reflect the future land use classifications and the values set forth by this plan.

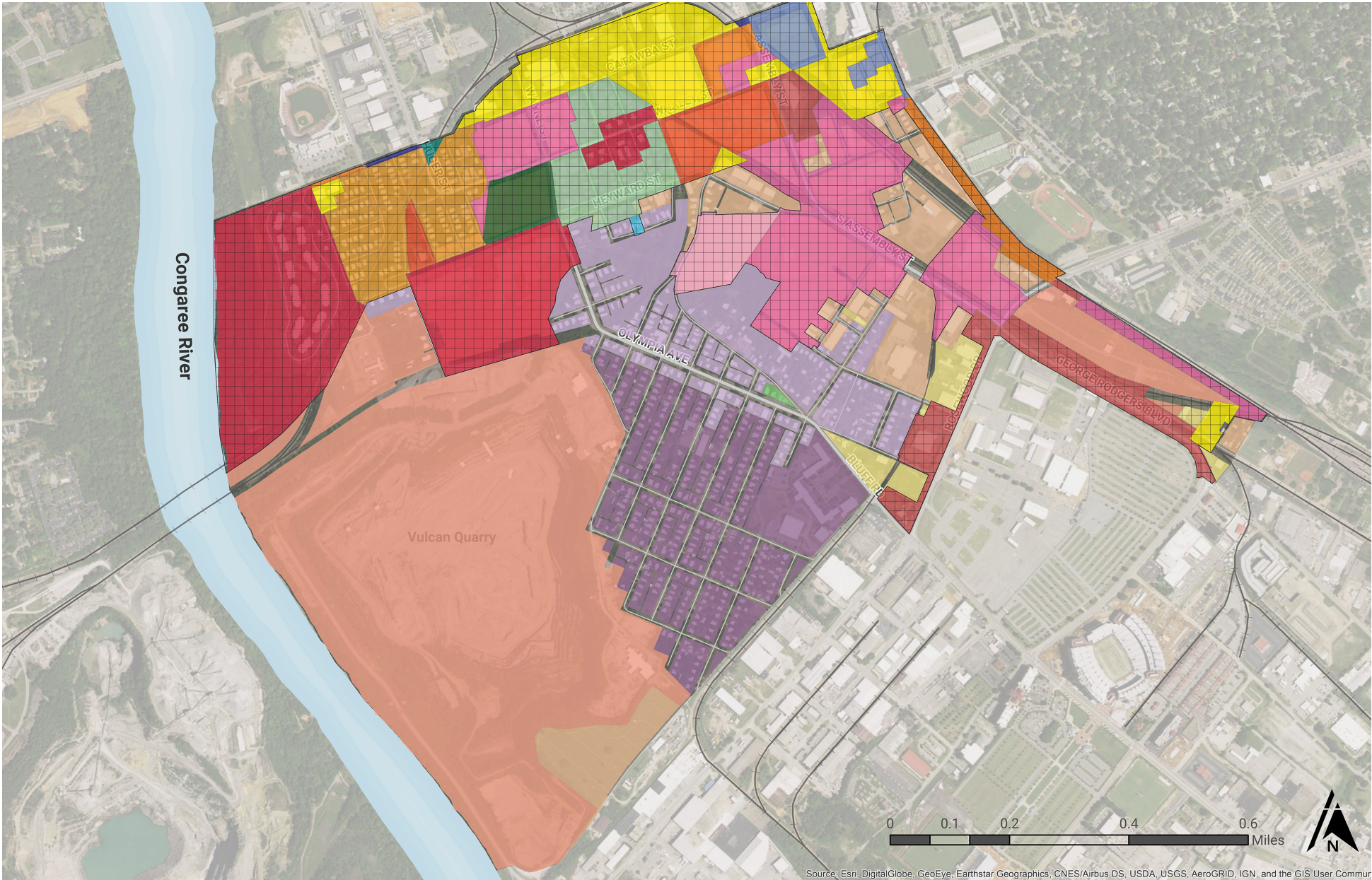


Figure 27: Existing Mill District Zoning Map (Base Zoning Districts Only)

Richland County			City of Columbia					
HI	GC		C-1	D-1	MX-1	PUD-R	RG-2	
M-1	RM-HD		C-2	M-1	MX-2	RD-2	RS-3	
NC	RS-HD		C-3	M-2	PUD-C	RG-1		
City of Columbia Municipal Limits								

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

RECOMMENDED ARCHITECTURAL REDEVELOPMENT CHARACTER

The following images portray potential rehabilitation and infill development character within the historic neighborhoods, as well as appropriately-scaled neighborhood commercial development. These images are from similar historic communities, some of them mill villages. While this plan is not providing design guidelines, future development should be encouraged and guided to reflect the vision, goals and guiding principles to preserve the character and scale of the Mill District. Updated land use classifications will create an equal field for development; therefore, a unified approach to guiding the architectural style and scale should be considered after the new land use classifications and map are adopted by the City and County.

The images shown in **Figures 28, 29 & 30**, provide possible examples of appropriately scaled redevelopment and infill development for the historic core and along corridors. Within the historic core, the goal is to preserve the fabric, character, scale, massing and density

Outside of the historic core – Assembly Street, Rosewood Drive, and parts of Huger Street, Catawba Street and Whaley Street – more diversity in architecture and more density are welcome. The architecture and density should also reflect the vision of the mill, and the industrial history of the Mill District.

A unified framework for shepherding and guiding design and development in the Mill District will provide an equitable approach to development and further support the vision of this plan.



Figure 28: Recommended redevelopment character- residential



Figure 29: Recommended redevelopment character - small commercial/mixed-use

3. THE IMAGINE MILL DISTRICT RECOMMENDATIONS

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

RECOMMENDED ARCHITECTURAL REDEVELOPMENT CHARACTER

DRAFT

36.a

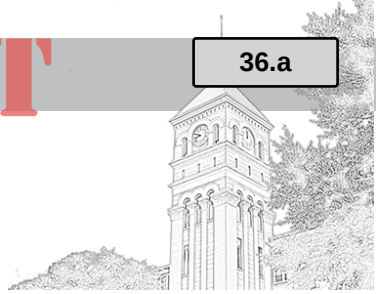


Figure 30: Recommended redevelopment character - large mixed-use/industrial/makers

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

MARKET RECOMMENDATIONS

CHANGING THE PERCEPTION

FINALIZING THE PLAN

The process of preparing a community plan, such as this one, is the first step in changing perceptions of an area. The Plan will provide a blueprint for moving forward and aligning stakeholder interest on big issues. Creating alignment and agreement between stakeholders will provide a platform for spreading the word about the changes coming to the Mill District. Further, the Plan gives confidence to those considering a move to the area, especially at the grassroots level. For example, a small proprietor interested in opening a small coffee or retail shop or a potential homeowner interested in purchasing their first house will be more inclined to consider the Mill District because of the community's vision and plan.

PROMOTING THE PLAN

A key benefit of the Plan is a future vision of the Capital City Mill District that was shaped by its residents and stakeholders. An effective way to achieve the Plan's vision and goals is to promote the Mill District at the grassroots and City-wide and regional level, to brand the Mill District, and then to market the Mill District to attract homeowners and businesses:

- ♦ Widely distribute the Plan.
- ♦ Involved stakeholders should continue to promote the ideas within the Plan and continue to stay engaged.
- ♦ Stakeholders advocate for the improvements planned for the Mill District through engaging with local government, word-of-mouth, advertising, and press with a goal of implementation and creating buzz which can reach future homeowners and investors.
- ♦ Promote tax credits, grants and incentives that specifically attract new homeowners and businesses and preserve the character of the Mill District.
- ♦ Partner with the Columbia Development Corporation to promote the master plan, new investments and future projects.
- ♦ Ensure that new projects and studies reference and leverage the Plan, such as the upcoming NEPA review of rail consolidation options, improvements to Rocky Branch, and development of the Rocky Branch Greenway.

- ♦ Create an identity for the area that brands the name - Capital City Mill District. While the name is abbreviated to the Mill District for the purposes of this document, ownership and branding should be of the full name.
- ♦ Create signage and gateways that can be incorporated at key entry points into the Mill District.
 - ♦ Gateways will be the key to developing an identity for the Mill District. Several design sketches were developed for gateway signage options and are illustrated in **Figure 31**. During the second phase of the public input session, the community voted on which concepts to develop further. Two concepts were chosen: Concept A, shown in **Figure 32**, used brick and stone materials found throughout the Mill District. Concept B, shown in **Figure 33**, was a more industrial design using steel or metal products for the frame. These concepts will need to be further developed and should be implemented in gateway areas as streetscapes are developed.
- ♦ Create a Capital City Mill District history trail that can be accessed by walking, biking or driving and through technology.
- ♦ Create an ongoing organization or entity that keeps the vision and implementation of the Plan at the forefront.
 - ♦ Create and institute a formal representative organization to advocate on the behalf of the Mill District, to engage Mill District stakeholders and to ensure all efforts support the vision of this plan. This organization will shepherd collaborative efforts within the Mill District, such as broad public participation in the NEPA process, and serve as stewards of the Mill District community spirit, history and culture.
 - ♦ This organization should include representatives of Mill District property, business and home owners; at least one representative of each neighborhood (Whaley, Granby, Olympia and the Assembly Street Corridor); representatives from the City, County, Richland County School District One, USC, the Columbia Development Corporation, Central Midlands COG; and other stakeholders invested in the Mill District.

- ♦ Consider the formation of a Merchant's Association or Business Improvement District to provide a platform to cross market the area and promote local businesses.
- ♦ Use existing historic assets such as 701 Whaley, historic markers, public art, and the Olympia-Granby Mill Village Museum to teach the history and importance of the area to visitors, newcomers and even long term residents.



Figure 31: Gateway design sketches

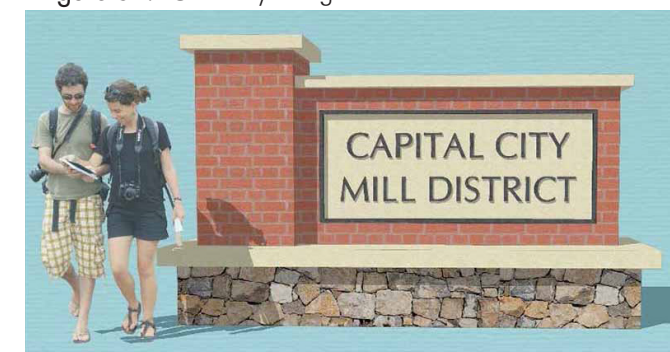


Figure 32: Gateway signage Concept A

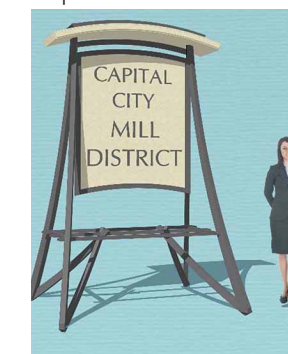


Figure 33: Gateway signage Concept B

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

MARKET RECOMMENDATIONS

HARNESS THE INNOVATION ECONOMY

The Assembly Street corridor is currently an underutilized, piecemeal area that separates the University of South Carolina from the Mill District neighborhoods. A series of railroad and transportation corridors reinforce the division. Herein lies the biggest challenge for the City and County: finding a way to stitch these areas together. Creating an innovation district is one way to create a new urban form that builds a cohesive neighborhood. A new area of research has begun to further categorize and study this new urban form; which has taken root in similar areas throughout cities worldwide.

The Brookings Institute has published documents on innovation districts including *The Rise of Innovation Districts: A New Geography of Innovation in America* (Katz & Wagner, 2016). After studying a number of different emerging innovation areas, The Brookings Institute has defined them as follows:

“Innovation Districts: geographic areas where leading-edge anchor institutions and companies cluster and connect with start-ups, business incubators, and accelerators. They are also physically compact, transit-accessible, and technically-wired and offer mixed-use housing, office and retail” (Katz & Wagner, 2016, pg.1).

The Assembly Street corridor has potential to house such an area since it shares several ingredients required:

- ◆ Runs through USC and downtown
- ◆ Home to underutilized former industrial area with potential to be reshaped
- ◆ Adjacency to historic buildings and neighborhoods

The Assembly Street Corridor is appropriate for an Innovation District and has the potential to become a high value area. While not included in our study area, the light industrial zone immediately to the south of the Mill District is more conducive to a creative artisans and makers’ area. The size and location of the properties to the south could retain the affordability needed for artisans and makers. This category is defined by Brookings as “highly specialized, small-batch manufacturing such as advanced textile production and small artisan-oriented manufacturing” (Katz & Wagner, 2016, pg.1).



Figure 34: Examples of Innovation Districts

Innovation districts are more research/science/technology based. A makers’ district is slightly different, but related in many ways. Some innovation districts cater to both makers/artisans and higher tech users. For example, a brewery mixed in with a high-tech medical device company would fit into an innovation district. In general, these districts reflect the changing preferences of our society and the way innovation happens today versus 1850 (Manufacturing/Industrial Zones) or 1950 (Suburban Science Research Park). Innovation is now clustered in dense, complex, urban ecosystems that are rich in amenities.

The qualities of an innovation district reflect the uses and characteristics of the Employment Campus land use classification. Specifically, the innovation district should reflect the key strengths and research areas within USC and the unique character of Columbia and Richland County. Also, this district will support the USC/Columbia Technology Incubator building which is already proposed within the Mill District.

Despite whether or not a true innovation district is created and thrives, the physical ecosystem that innovation districts embody is a worthy planning goal. The physical attributes that drive an innovation district are just as applicable to general office and mixed-use urban areas. These areas are compact, complex, diverse, mixed-use areas with connectivity, amenities and entertainment.

An excerpt from the Brookings report sums up the challenge ahead for the Assembly Street corridor. Specifically from the section “Re-imagine Your Physical Landscape”:

“Successful practitioners routinely spoke of the need to transform the physical landscape of their districts to create the favored attributes of complexity, density, and mixed uses and activities. This has been particularly challenging in places that bear the indelible markings of 20th century development. Heavy infrastructure—highways and exposed rail tracks—often divide natural districts. Euclidean zoning, originally intended to protect health and safety, segregated uses and isolated housing, office, commercial and manufacturing activities from each other. A number of innovation districts have therefore required variances from antiquated land use and zoning ordinances and, in some cases, radical changes to existing infrastructure.” (Katz & Wagner, 2016, pg.16-17)

Two case studies are presented on the following pages that demonstrate successful efforts to plan and prioritize investments by setting a vision for revitalization. These are the revitalization of Downtown Durham, North Carolina and the Noisette Community Master Plan in North Charleston, SC. Both of these plans share similar characteristics that provide additional relevancy: city and district sizes and the challenge of dealing with changing economic engines (tobacco and Navy base). From these case studies, important ideas, inspiration and lessons can be obtained and applied to the Mill District.

Downtown Durham, North Carolina serves as a revitalization case study that demonstrates how to transform a former industrial area into a thriving innovation district that supports not only new jobs and residential development but also a vibrant cultural economy.

INNOVATION CASE STUDY ♦ DURHAM, NORTH CAROLINA

The redevelopment of Durham, NC into a center for innovation is a relevant case study for the Capital City Mill District and the greater downtown Columbia area. Durham, like Columbia, is home to a major research institution. Durham, like Columbia and Richland County, was trying to overcome decades of shifting economies (Columbia formerly cotton, Durham formerly tobacco) and disinvestments in and around the downtown area. The Durham case study (Lowe, 2014) is important since it demonstrates the ingredients for success:

- Leadership at the public, private and neighborhood level
- Alignment of resources and cooperation between the City's major research institution and the City
- Common vision for the future
- Leveraging of existing physical assets

In the 1980s and early 90s, downtown Durham was suffering from disinvestment and blight. Most of the buildings were vacant or underutilized, and locals commented that the area was too distressed to pay for demolishing the structures, a result of which was the preservation of classic historic and mid-century modern buildings. However, this lack of demolition did preserve the classic historic and mid-century modern buildings. The City and a local downtown development corporation created a strategic master plan to revitalize the downtown. The downtown revitalization was led by the City of Durham, Duke University, and private partners such as Capital Broadcasting.

Prior to the 1990s, Duke was contained within its own campus, outside of the central business district. While Duke did not have a downtown presence, they recognized that they needed a healthy, vibrant urban center to remain competitive among top tier institutions located in vibrant downtowns such as Austin and Portland. Competition to attract top talent—both faculty and students—required mixed-use development, walkability, and stimulating physical environments.

Duke leveraged its AA credit rating as a tenant to assist private developers in seeking capital to acquire and rehabilitate historic buildings into Class A, modern workplaces. Over 15 years, Duke increased its commitments from 74,000 square feet to 1.1 million square feet (ULI Carolinas, 2015). Duke understood that they would be paying property taxes through its building expense pass-throughs which further supported the economic picture for downtown and the City of Durham. The first step for Duke was to relocate administrative offices downtown, which was followed by the relocation of core research and development functions.

One of the first catalyst projects was the decision by City leaders to retain the Durham Bulls minor league team within the downtown area. The team had considered moving to the suburbs, but a new baseball park site was identified and funding was committed for the facility. Next door, the American Tobacco Factory was purchased by Capital Broadcasting. The former, and vacant, 1.1 million SF tobacco factory was transformed into a knowledge-based hub of activity with a mix of entrepreneur spaces, and tech startups. On the first level, American Underground developed a 30,000 square foot co-working space; today they have increased their footprint to occupy 110,000 square feet (ULI Carolinas, 2015).

Today, the downtown area has over three million square feet of Class A office space and is 97% leased, and five hotels have been constructed and several high profile historic buildings have been renovated, including the boutique 21C Hotel. A new building for the Durham Performing Arts Center was built near the ballpark and is the busiest facility of its kind in the nation. The increased cultural amenities and job opportunities have induced demand for downtown residential, thereby creating a vibrant mixed-use environment (ULI Carolinas, 2015).

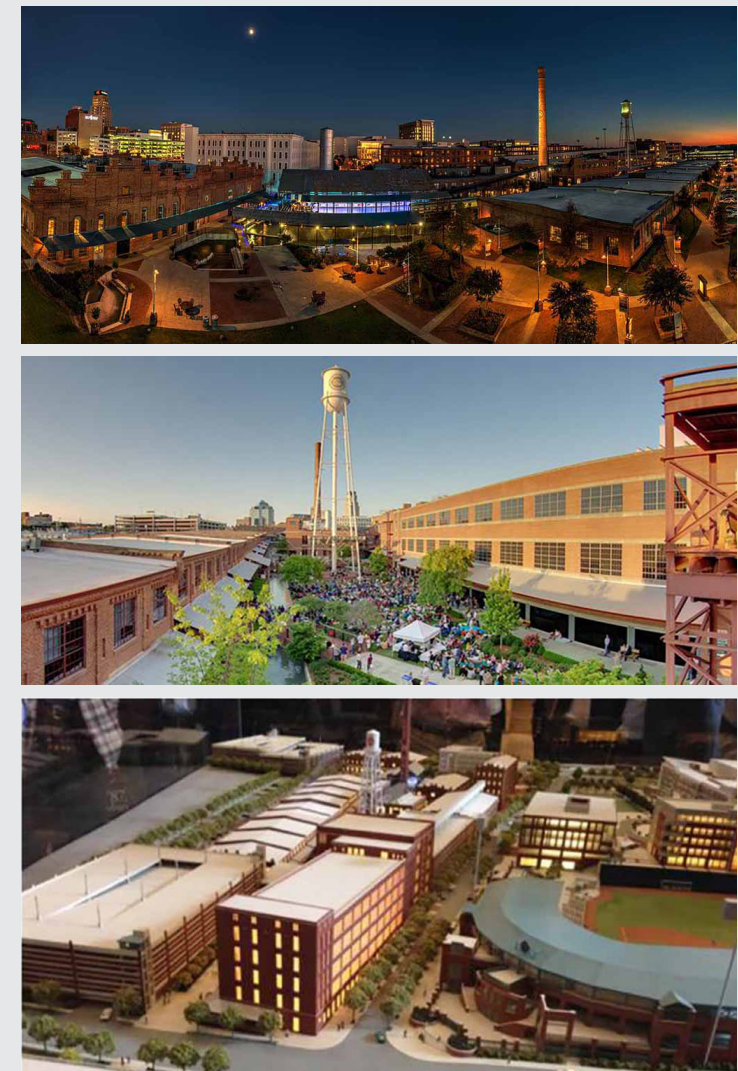


Figure 35: Innovation District Case Study in Durham, North Carolina

The Noisette Project serves as a revitalization case study for the Mill District. Many of the aforementioned incentives and financing tools such as New Market Tax Credits, Historic Tax Credits, Abandoned Building Revitalization Credit and the SC Mill Revitalization served as a catalyst for future development in the Noisette Project and can be mirrored in the Mill District.

MILL DISTRICT REVITALIZATION CASE STUDY ♦ THE NOISETTE PROJECT

The Noisette project (The Noisette Company, 2003), in the City of North Charleston, represents a relevant case study for mill neighborhood revitalization. The Noisette area includes around 3,000 acres which represent the historical core of the City of North Charleston. The area was built around two major economic anchors in the early twentieth century: The Charleston Navy Base and the GARCO Mill. The Mill closed in the late 1980s and the Navy Base was shuttered in 1996 - sending shockwaves through the region. The closure had a particularly devastating economic impact on the surrounding neighborhoods which built up around the facility.

After several years of discussions, the City of North Charleston, grassroots neighborhood groups and the private sector undertook a major planning effort to outline a vision for sustainable revitalization. A community master planning process began in 2001 and was completed in 2003. Since that time, over \$750M in documented investments have been made within the boundaries of the master plan area.

The Mill District and the Noisette area are very similar in that they both have roots as industry-specific, insular communities that were somewhat self-contained. Both communities sprung from industrial roots and still share major industrial adjacencies, river edges and crisscrossing rail networks. Both communities contain a strong residential fabric and passionate stakeholders who value the historic identity of their neighborhoods. In each case, there were (are) struggles with low median income and demographic extremes. In the case of Noisette, the population was aging and crime was a key concern. For the Mill District, there is a very high concentration of 18-24 year olds and renters. Both Noisette and the Mill District are located in areas that are geographically central. The Mill District is close to Columbia's CBD and the University of South Carolina, whereas Noisette is in the center of the Charleston/ North Charleston MSA, but not near the historic center. The Noisette area is larger than the Mill District.

In addition to the issues confronting the Noisette area above, there were depressed property values and the area was demanding more City resources than property taxes were bringing in. Further, the historic main street, East Montague Avenue, was nearly vacant and the school district was preparing for major disinvestment in the area.

The Noisette community master planning process began in 2001 and was completed in 2003. Over the past 13 years, the following changes have taken place:

- 8,000 jobs on the former base;
- GARCO mill property has been cleaned up, 271 new apartments built and a rehabilitation of the historic mill building is set to begin;
- Mainstream acceptance of the neighborhood although crime is still an occasional issue;
- Young people and young families are moving to the neighborhood;
- Property values have seen significant increases in the 5 to 10 times multiple range;
- Homeownership is increasing; and
- Vibrant main street has evolved on East Montague Avenue.

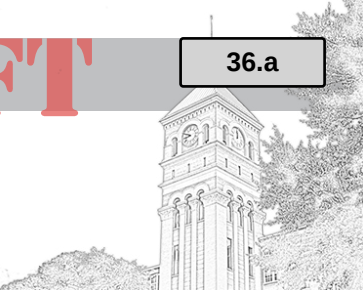
The Noisette Plan (The Noisette Company, 2003) was most successful by creating an alignment and focus of resources. There was buzz created by the project and an effort was made to highlight the positive attributes of the community. Also, with a completed master plan and a common vision for the future, residents were able to sell their own neighborhood to friends and family. The changes did not come quickly, but evolved over the course of a decade and are still ongoing today.

The Noisette community redevelopment effort provides several take-aways that can be applied to the Mill District:

- Leadership from the public sector, private sector and grassroots community level is crucial;
- Completing the *Capital City Mill District Area and Corridor Plan* is an important first step. The Plan can become the central guiding document to align stakeholders;
- Branding and word of mouth advertising is an important component for a project like this;
- Relatively small initial projects lead to big changes over time;
- Early work is difficult and results aren't always visually apparent, but it is crucial to building the proper foundation for redevelopment and investment; and
- Changes and revitalization tend to be incremental and small-scale until they take hold. This is why the Plan's policy recommendations must be implemented.



Figure 36: Innovation District Case Study in Charleston, South Carolina - The Noisette Project



BIG IDEA 2:

MANAGE TRAINS, TRANSPORTATION & TRAFFIC

The transportation network is a critical element in the development of the Plan and any recommendations must incorporate an integrated approach with the community resources, character, land use, and development patterns. The Mill District experiences a wide range of transportation-related issues, including the heavy railroad traffic, trucks, special event impacts and pass through traffic; each of which has significant impacts on the quality of life for residents.

In particular, the rail traffic and the number of at-grade crossings that are located within and adjacent to the Mill District are an issue for the neighborhood. The Huger Street crossing is often blocked for significant amounts of time due to the presence of the CSX rail yard, located just west of the Congaree River in Cayce, and the associated operations and staging. In addition to the Huger Street crossing, the rail crossings on Assembly Street can often be blocked which leads to large amounts of “cut-through” traffic in the neighborhood by drivers avoiding the blockages on Assembly Street. The associated rail noise and warning horns also have impacts on the neighborhood and its residents.

Through the development of the Plan and its extensive stakeholder and public outreach, the transportation issues were prioritized and

recommendations to mitigate the adverse impacts on the Mill District were identified. The planning process for the transportation analysis and development of recommendations is described on the following pages.



Figure 37: CSX railyard relationship to Mill District

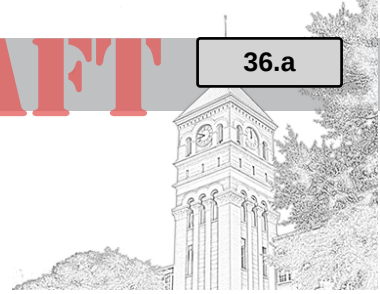


Figure 38: Proposed Huger Street-Olympia Avenue Connector

— Huger Street/Olympia Avenue Connector (Flyover)

Outside of the development of the plan, there have been several previous transportation initiatives undertaken over the years that have attempted to address some of the traffic and train-associated impacts. In order to fully understand the historical context for transportation in the Mill District, each of these efforts was reviewed.

In the late 1980s, a proposal for a Huger Street crossing flyover was identified. This Huger-Olympia Connector, shown in **Figure 38**, provided a grade-separated rail crossing that aligned directly with Wayne Street and connecting on the east to Bluff Road via Olympia Avenue. This project moved into right of way acquisition, with the South Carolina Department of Transportation (SCDOT) purchasing the needed property for the connection. However, due to opposition from the community, combined with lack of funding for construction, the project was put on hold, although SCDOT retained the ownership of the acquired right of way. In 2015, SCDOT, while retaining ownership rights, leased the right of way to the University of South Carolina for their use as a parking facility for a new building.

In 2003, the City of Columbia undertook a Quiet Zone study, which identified the steps needed to install quiet zones. According to Norfolk Southern, the installation of a quiet zone can cost local governments approximately \$200,000 to \$400,000 per crossing for basic gate systems and up to \$500,000 for more sophisticated equipment. Additionally, the local government is responsible for the ongoing maintenance costs, which, according to Norfolk Southern, can range up to \$10,000 per gate system annually.



In 2009, the Assembly Street Railroad Corridor Consolidation Project was completed for SCDOT (Assembly Street Railroad Corridor Consolidation Project, 2009). This effort was a continuation of projects identified in the 1970s to address the rail impacts on the downtown Columbia area. There were four phases of projects, which included Phase 1-A (Assembly Street), Phase 1-B (Elmwood Loop), Phase 1-C (the Ditch), and Phase II (Fairwold Connection). Phases 1-B and 1-C have been completed and the 2009 effort focused on Phase 1-A (Assembly Street Railroad Corridor Consolidation Project, 2009).

The 2009 study examined the impacts from both the CSX and Norfolk Southern rail lines and the at-grade crossings along Assembly Street. These active rail lines have slow speed trains that often block the at-grade crossings for significant amounts of time. The result of this study identified alternatives for addressing the at-grade crossings through proposed grade-separation and closures in the study area, which included portions of the Mill District study area. The Huger-Olympia Connector was included as part of the study.

As with the Huger-Olympia Connector, the lack of funding for projects resulted in the project being shelved. In 2014, a consortium of agencies and local governments in the Midlands submitted an unsuccessful application to the SC Transportation Infrastructure Bank for a grant to complete the United Midlands Multimodal Corridor Improvement Project (United Midlands Multimodal, 2014). Included in the project list were multimodal improvements along Assembly and Huger Street corridors, as well as addressing the numerous at-grade rail crossings.

In 2016, SCDOT identified enough funding to begin the assessment of the alternatives identified in the 2009 rail consolidation study along Assembly Street in compliance with the National Environmental Policy Act (NEPA). The NEPA process also includes any additional alternatives identified due to changing conditions. In addition to the Assembly Street alternatives, the Huger-Olympia Connector is also included in the evaluation process.

The NEPA process sets the framework for protection of the environment and is required when any federal action may impact the human and natural environment.

There are two primary objectives in the process:

- ♦ To ensure the impacts of every element of a proposed project are considered
- ♦ To inform and involve the community members and the public of the alternatives and their impacts on the human and physical environment

Included in the human environment are social and cultural elements such as historic and cultural resources, archaeological resources, and socio-cultural attributes. The physical environment includes elements such as noise, air quality, floodplain and water resources, visual impacts and impacts to protected lands. Public involvement is a critical part of the process.

The results of the NEPA process is to identify a preferred alternative among those identified. A “no-build” alternative is always considered as part of the process, and the analysis can result in the “no build” alternative as the preferred alternative.

Currently, there are no funds to move beyond the development of the environmental document.

Per the project team’s discussion with SCDOT, it is our understanding that all alternatives developed in the Capital City Mill District Area and Corridor Plan will be included in the NEPA process and will each be given equal weight when evaluated. Each alternative will be studied in order to determine what effects it will have on the City and the Mill District.

MANAGE TRAINS, TRANSPORTATION & TRAFFIC

EXISTING CONDITIONS



RAIL

A network of rail lines, both Norfolk Southern and CSX, cross through and around the edges of the study area. These trains are major lines, moving coal and other commodities, and often have major impacts on traffic flow. Often, when trains block Assembly Street, the traffic avoids them by moving through the study area, creating additional issues and impacts within the area. The majority of the crossings are at-grade, which is a significant safety hazard, both for motorists, as well as pedestrians crossing the tracks, many of whom are students. The main Norfolk Southern and CSX lines emanating from Columbia are:

NORFOLK SOUTHERN	CSX
♦ West toward Augusta ♦ Northwest to Spartanburg ♦ North to Charlotte ♦ Southeast to Charleston	♦ Northwest to Spartanburg ♦ South to Savannah ♦ Northeast to Raleigh ♦ Southeast to Charleston

Essentially, all of the movements among these lines run through the Mill District.

Several data sources were used in the assessment of railroad crossings. The Federal Railroad Administration (FRA) provides data about railroad crossings in a variety of forms, including an online mapping tool and downloadable GIS files. A FRA crossings database can be queried to list all crossings in Columbia, South Carolina (Federal Railroad Administration, 2017). In addition, the FRA National Rail Network is viewable in GIS. GIS files of statewide railroads are available from SCDOT. SCDOT also lists all public at grade railroad crossings (South Carolina Department of Transportation, 2017).

The collection of the above data sources was used to identify the U.S. DOT Crossing Inventory Number of each at-grade railroad crossing. The U.S. DOT Crossing Inventory Form contains numerous attributes, including whether the crossing is at-grade and has signals. The number of trains per day was calculated as the sum of the total day thru trains (6AM to 6PM), total night thru trains (6PM to 6AM), total switching trains, and total transit trains (Federal Railroad Administration, 2017).

All major CSX and Norfolk Southern lines serving Columbia traverse the Mill District, as shown in **Figure 39**. Crossing the Congaree River to

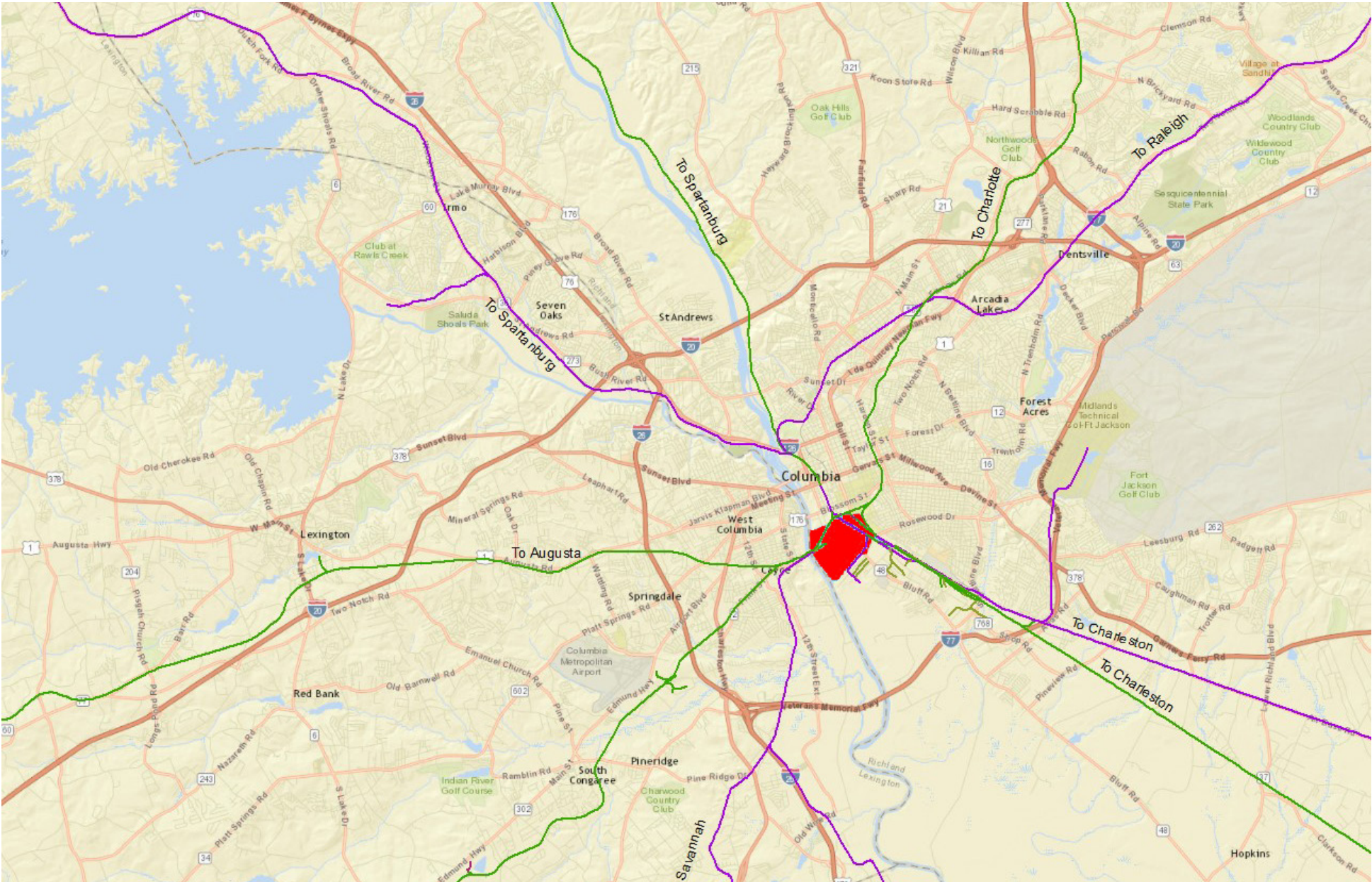


Figure 39: Rail Lines in Columbia

the west are the Norfolk Southern line to Augusta and the CSX line to Savannah (including Amtrak). Entering the study area from the northeast is the Norfolk Southern line from Charlotte. To the northwest are Norfolk Southern and CSX lines to Spartanburg as well as the CSX line to Raleigh.

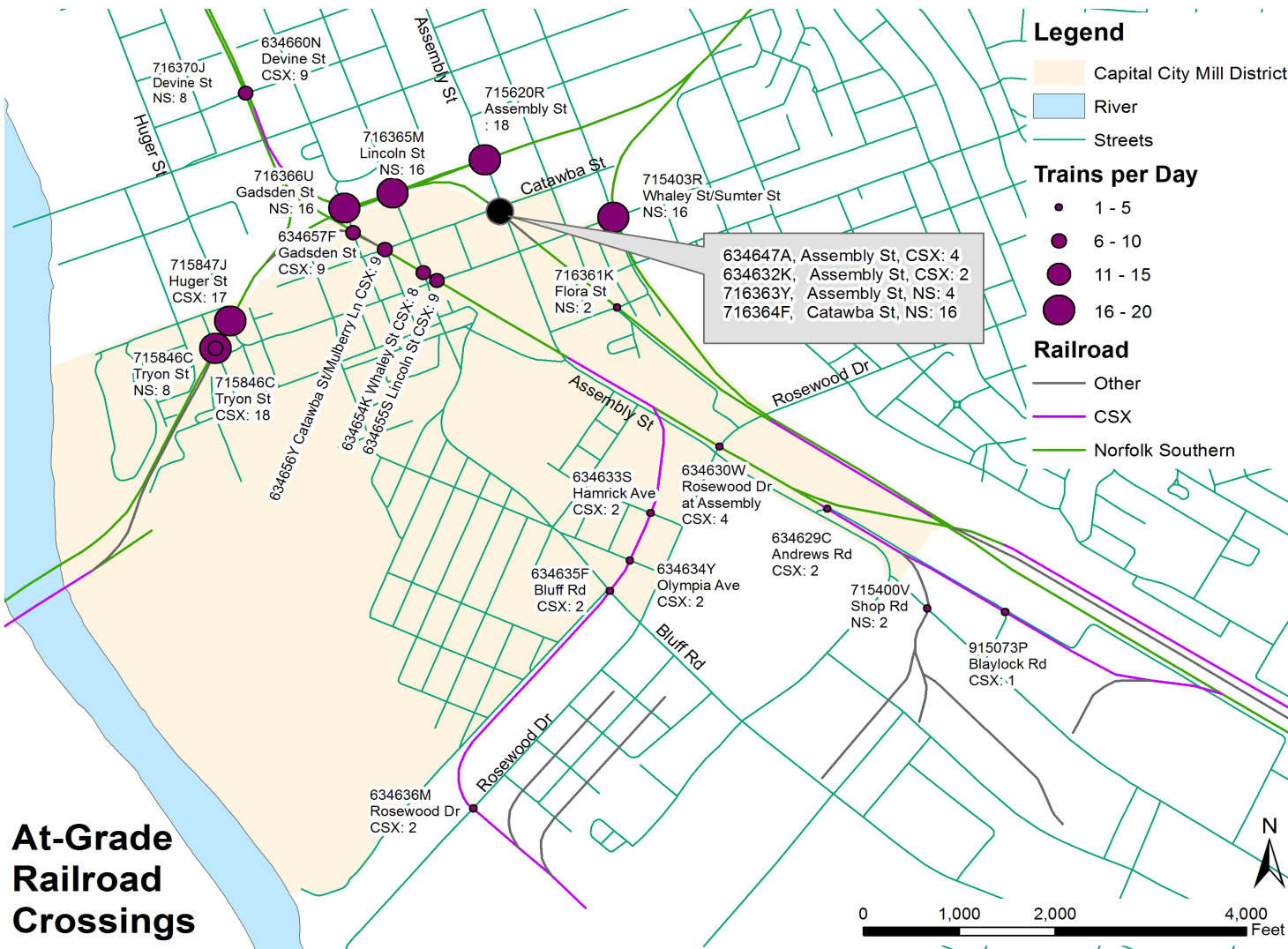
To the southeast are Norfolk Southern and CSX lines to Charleston. Of these four major access and egress directions (west, northeast, northwest, and southeast), three are shared between CSX and Norfolk Southern (the exception being Norfolk Southern alone directed to the northeast serving Charlotte). Two parallel lines head toward Charleston to the southeast, paralleling lower Assembly Street in the study area.

MANAGE TRAINS, TRANSPORTATION & TRAFFIC

EXISTING CONDITIONS

Figure 40 shows the number of trains per day traversing various at-grade crossings in and around the study area. The volumes indicate heavy freight traffic on the Norfolk Southern lines to the northeast toward Charlotte, with about 16 trains per day on both the tracks between the Charleston line (evidenced by the crossing at Whaley Street/Sumter Street) and line connecting to the west and northwest (across Gadsden, Lincoln, and Assembly Streets). The other dominant movement is along the shared line from the west that crosses Huger Street and Tryon Street, carrying about 18 trains per day on CSX and eight trains per day on Norfolk Southern.

To the southeast, traffic is lighter and split between the two lines. CSX has a spur serving an area south of the study area with two trains per day. A Norfolk Southern spur to the east also serves two trains per day. CSX carries about nine trains per day on this line paralleling Assembly Street through the core of the study area (crossing Lincoln Street, Whaley Street, and Catawba Street/Mulberry Lane. The parallel Norfolk Southern Line is substantially lighter with two trains per day at Flora Street. The bulk of the Norfolk Southern volume split to the northeast in this vicinity.



ROADWAY

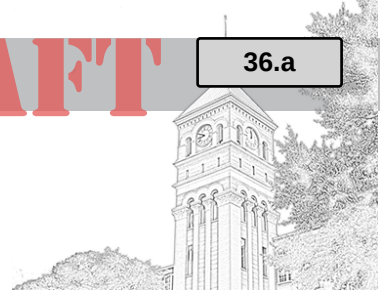
The major corridors within the study area carry a significant amount of traffic on a daily basis. The 2016 average annual daily traffic (AADT) on these major corridors is shown below:

CORRIDOR	LOCATION	2016 - AADT
Huger Street	Between Blossom and Whaley	18,500
Whaley Street	East of Huger Street	17,900
Whaley Street	West of Assembly Street	11,100
Olympia Avenue	West of Bluff Road	14,700

These traffic volumes dramatically increase during special events and as motorists on Assembly Street try to avoid train blockages by moving through the neighborhood. With the increased growth pressures, the traffic issues will only worsen in the future. There is a lack of multimodal facilities for pedestrians and bicyclists on many of the roads within the District. This lack of pedestrian and bicycle amenities is a safety concern, including at the at-grade rail crossings, as well as along the more heavily traveled corridors (SCDOT, 2016).

In addition, there are significant numbers of trucks moving within and through the study area. The quarry is located in the southwestern portion of the study area; there are also light industrial uses adjacent to the study area that generate freight/truck movement.





MANAGE TRAINS, TRANSPORTATION & TRAFFIC

COORDINATION

AGENCIES

Coordination with involved agencies is always an important element of any study. However, with the significant impacts on the Mill District by the railroads and the NEPA effort undertaken by SCDOT on the Assembly Street rail consolidation and Huger-Olympia Connector, coordination throughout the project with these transportation agencies became critical.

Over the course of the planning process, the team met with representatives from SCDOT Rail Office and Preconstruction Office four times. These meetings were held to discuss the project background and history, ongoing and future efforts affecting the District, and to provide information and obtain feedback on the progress of the plan development. In addition, the team also met with representatives of the railroads four times, with one of the meetings including both SCDOT and rail representatives. Numerous telephone and email exchanges were also held with both the railroads and SCDOT to ensure transparency and coordination in the development of recommendations.

The feedback provided by the railroads was disseminated to the members of the public and stakeholders to help provide insight and understanding regarding the rail companies. The railroads are private corporations that are federally regulated by the Federal Rail Administration. As private entities, changes to the railroad lines and/or operations need to be targeted for increased efficiency and economic benefit.

From the rail perspective, safety is of utmost importance and includes the priority of at-grade crossing elimination. With regard to bicycles and pedestrians, improved amenities may be incorporated into at-grade crossings, but safety measures must be in place specifically for the users and any non-standard materials must be funded through sources outside of the railroad. With regard to quiet zones, those may be implemented but require a process that begins with the Federal Rail Administration. Crossings targeted as part of a quiet zone typically require major upgrades, and as with the bicycle and pedestrian amenities, funding is from sources other than the railroad.

Specifically relevant to the Mill District, there is little to no coordination between CSX and Norfolk Southern, even though the two companies operate on parallel lines and share lines within the District.

This lack of coordination is a contributing factor to some of the traffic back-ups associated with blocked crossings. The companies are open to consolidation of operations and do share operating agreements on portions of the rails within or near the District; the process is lengthy and costly, yet worthwhile and necessary.

STAKEHOLDERS AND THE PUBLIC

In addition to agency coordination, the ongoing involvement of residents and others vested in the Mill District was a crucial element in the successful development of recommendations. The Planning Advisory Committee (PAC) comprised of residents, investors, the University of South Carolina, environmental and historic groups and the Central Midlands Council of Governments was closely involved throughout the planning process. Members of the PAC and other residents had a longstanding history of active participation with issues affecting the Mill District, and had invested hundreds of hours to ensure proposed solutions, such as the Huger-Olympia Connector, would not have adverse community impacts. This community investment by the PAC was particularly focused on rail and transportation solutions, which can have dramatic community impacts, both adverse as well as positive and crafting the appropriate recommendations was a high priority. Members of the PAC worked closely with the project team in the development of general and specific transportation recommendations.

In addition to the PAC coordination, members of the public were active in providing their feedback throughout the process. Public meetings, workshops, and open houses were held to allow for the full dissemination of project information and to obtain specific feedback regarding every element of the plan, including trains and transportation.

RECOMMENDATIONS

Through the planning analysis and coordination, potential alternatives for addressing trains and transportation were developed and presented to the City of Columbia, Richland County, and the PAC. With the complexity of the Plan development and the need for intensive coordination, it was decided to have focused PAC workshops on the specific plan elements. The train and transportation workshop to determine the final alternatives and recommendations was held on January 6, 2017.

The project team developed five alternatives for addressing the rail issue. Each of the alternatives includes the consolidation of CSX and Norfolk Southern rail operations along Assembly Street onto the northernmost rail line and removing the rail line closest to Assembly Street. Corresponding with the Plan's Big Ideas, recommended alternatives are detailed in the following pages.

MANAGE TRAINS, TRANSPORTATION & TRAFFIC

RECOMMENDATIONS

ALTERNATIVE A: RECONFIGURED BLOSSOM/HUGER INTERSECTION

This alternative, shown in **Figure 42**, includes the following elements:

- Consolidation of the rail lines along Assembly Street
- Dual left turn lanes from southbound Huger Street onto eastbound Blossom Street, routing traffic along Blossom to Assembly
- Implementation of a Huger Street road diet with a median and bicycle and pedestrian facilities to visually communicate Huger Street as a local road south of Blossom Street
- Huger Street at-grade crossing remains in place
- Coordination with the railroads on operational improvements within the Cayce rail yard to ease back-ups at the Huger Street rail crossing
- Implementation of quiet zones
- Neighborhood connection to Assembly Street from Whaley Street along the former rail right-of-way

ADVANTAGES

The advantages of Alternative A include:

- Minimal neighborhood impacts
- Routing of traffic around the Mill District on Blossom and Assembly Streets
- Provision of enhanced multimodal facilities along Huger Street
- Mitigation of train blockages and noise
- Implementation of the majority of the alternative can occur without rail consolidation

DISADVANTAGES

The disadvantages of Alternative A include:

- At-grade crossing at Huger Street remains with no alternative grade separation
- Intense coordination with the railroad yard operations is the key element

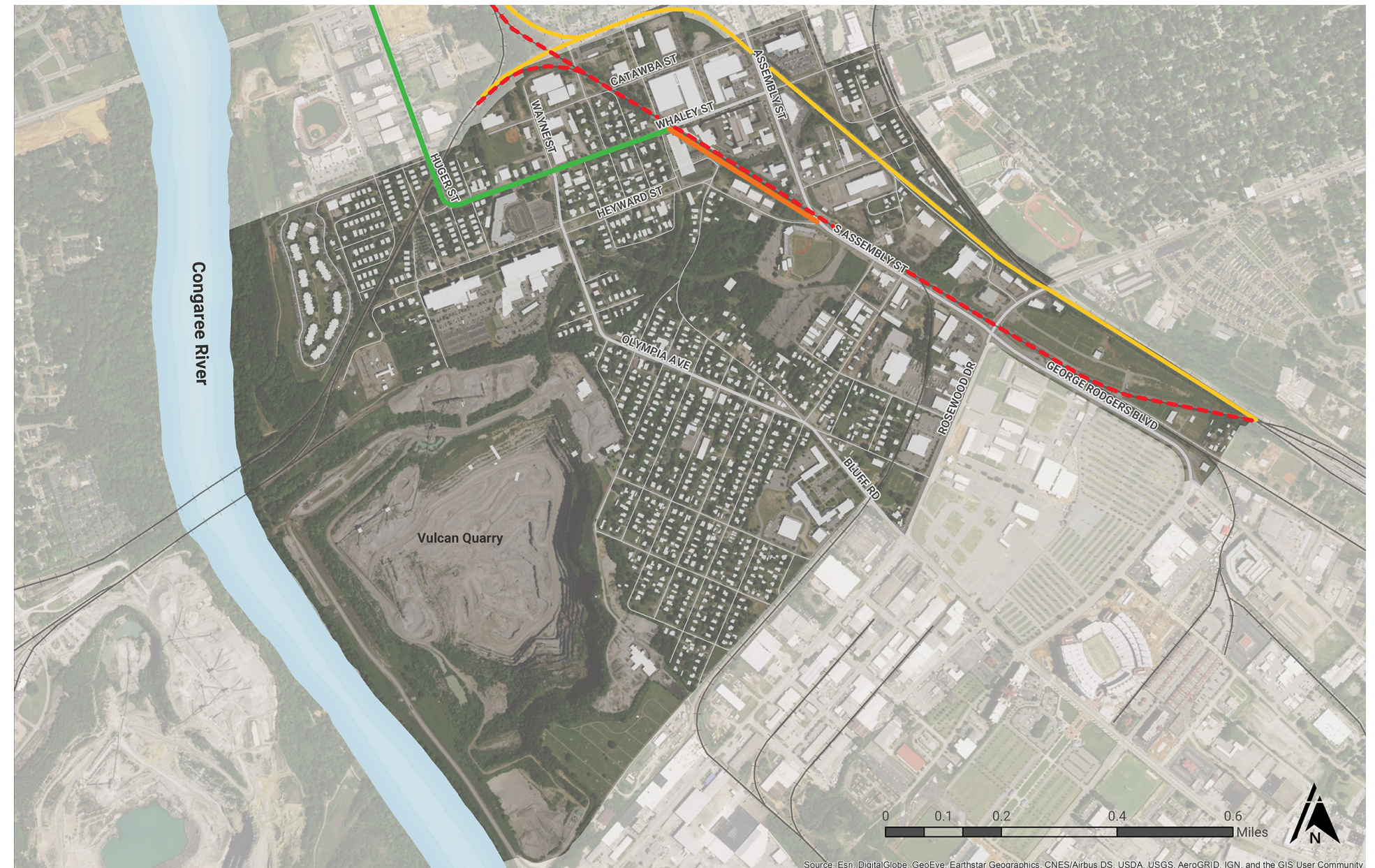
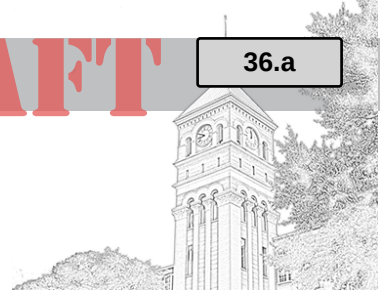


Figure 42: Alternative A - Reconfigured Blossom Street/Huger Street Intersection

- Rail Removal
- New Roadway Connection to Assembly Street on rail ROW
- Road Diet / Bike and Pedestrian Improvements
- Rail Consolidation



MANAGE TRAINS, TRANSPORTATION & TRAFFIC

RECOMMENDATIONS

ALTERNATIVE B: HUGER STREET FLYOVER TO CATAWBA STREET

This alternative, shown in **Figure 43** includes the following elements:

- Consolidation of the rail lines along Assembly Street
- Dual left turn lanes from southbound Huger Street onto eastbound Blossom Street, routing traffic along Blossom to Assembly
- Implementation of a Huger Street road diet with a median and bicycle and pedestrian facilities to visually communicate Huger Street as a local road south of Blossom Street
- Coordination with the railroads on operational improvements within the Cayce rail yard to ease back-ups at the Huger Street rail crossing
- Implementation of quiet zones
- Neighborhood connection to Assembly Street from Whaley Street along the former rail right-of-way
- Flyover on the existing SCDOT right of way with touchdown on Catawba Street
- Implementation of access management on Catawba Street to manage traffic flow through the neighborhood

ADVANTAGES

The advantages of Alternative B include:

- Routing of traffic around the Mill District on Blossom and Assembly Streets
- Provision of enhanced multimodal facilities along Huger Street
- Mitigation of train blockages and noise
- Provides grade-separated alternative to the Huger Street at-grade crossing
- Direct connection to Assembly Street via Catawba Street
- Keeps traffic on the periphery of the Mill District

DISADVANTAGES

The disadvantages of Alternative B include:

- At-grade crossing at Huger Street likely removed
- Increased traffic along Catawba Street
- Intense coordination with the railroad yard operations is a key element
- Visual and residential scale impacts from flyover
- Grade separation requires rail consolidation

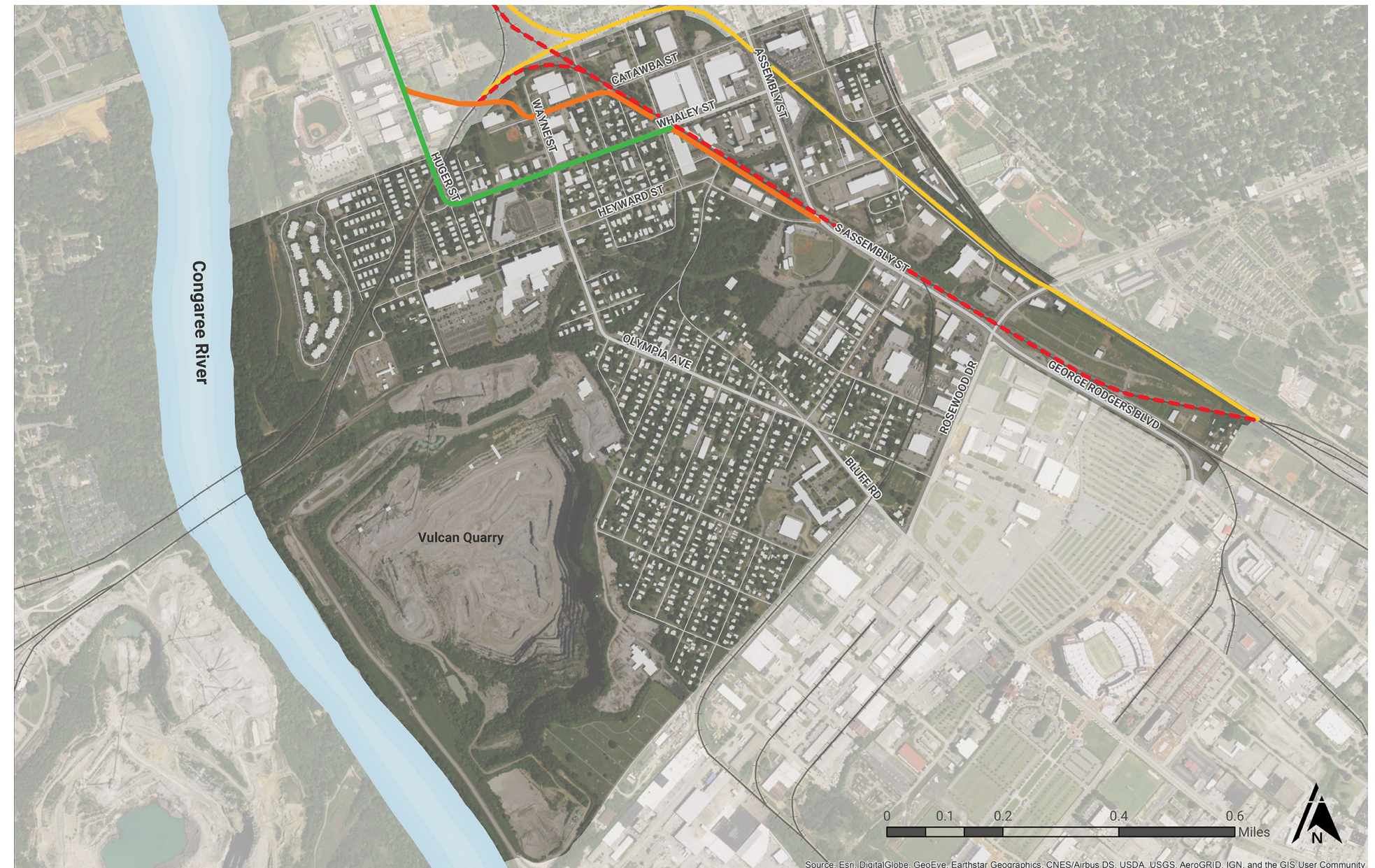


Figure 43: Alternative B - Huger Street Flyover to Catawba Street

- Rail Removal
- New Roadway Connection to Assembly Street on rail ROW
- Road Diet / Bike and Pedestrian Improvements
- Rail Consolidation



MANAGE TRAINS, TRANSPORTATION & TRAFFIC

RECOMMENDATIONS

ALTERNATIVE C: NORTHERN LOOP FLYOVER TO CATAWBA STREET

This alternative, shown in **Figure 44**, includes the following elements:

- Consolidation of rail lines along Assembly Street
- Dual left turn lanes from southbound Huger Street onto eastbound Blossom Street, routing traffic along Blossom Street to Assembly Street
- Implementation of a Huger Street road diet with a median and bicycle and pedestrian facilities to visually communicate Huger Street as a local road south of Blossom Street
- Coordination with the railroads on operational improvements within the Cayce rail yard to ease back-ups at the Huger Street rail crossing
- Implementation of quiet zones
- Neighborhood connection to Assembly Street from Whaley Street along the former rail right-of-way
- Construction of flyover to Assembly Street on existing SCDOT right-of-way and the former northernmost railroad right-of-way

ADVANTAGES

The advantages of Alternative C include:

- Routing of traffic around the Mill District on Blossom and Assembly Streets
- Provision of enhanced multimodal facilities along Huger Street
- Mitigation of train blockages and noise
- Provides grade-separated alternative to the Huger Street at-grade crossing
- Direct connection to Assembly Street via Catawba Street
- Keeps traffic on the periphery of the Mill District

DISADVANTAGES

The disadvantages of Alternative C include:

- At-grade crossing at Huger Street likely removed
- Increased traffic along Catawba Street
- Intense coordination with the railroad yard operations is a key element
- Visual and residential scale impacts from flyover
- Grade separation requires rail consolidation
- Coordination of the construction of the flyover partially within the existing rail right of way and the need for temporary tracks

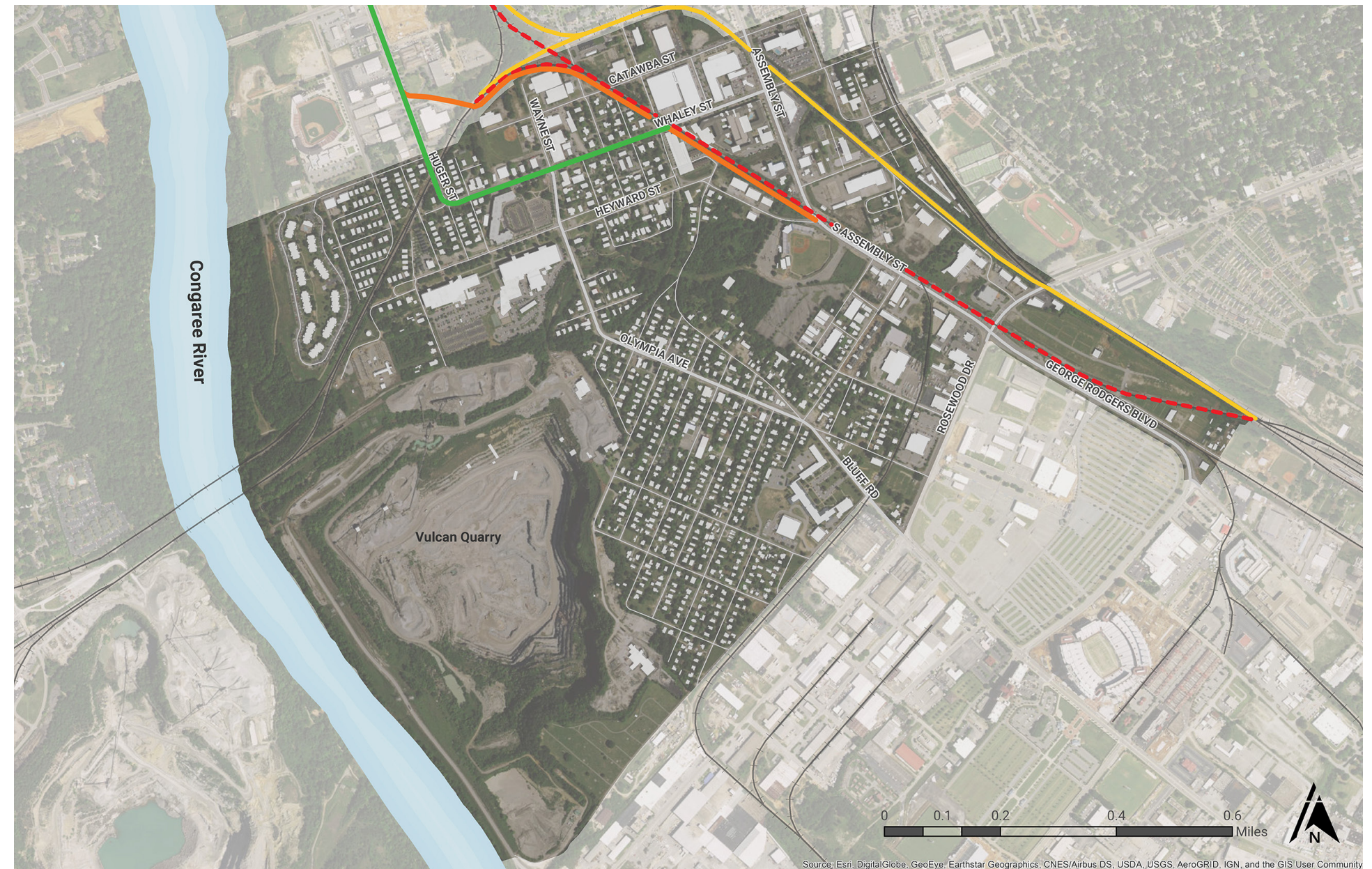


Figure 44: Alternative C - Northern Loop Flyover to Catawba Street

- Rail Removal
- New Roadway Connection to Assembly Street on rail ROW
- Road Diet / Bike and Pedestrian Improvements
- Rail Consolidation

MANAGE TRAINS, TRANSPORTATION & TRAFFIC

RECOMMENDATIONS

ALTERNATIVE D:

GRADE SEPARATION / UNDERPASS AT HUGER STREET

The fourth alternative, shown in **Figure 45**, includes the following elements:

- Consolidation of rail lines along Assembly Street
- Dual left turn lanes from southbound Huger Street onto eastbound Blossom Street, routing traffic along Blossom Street to Assembly Street
- Implementation of a Huger Street road diet with a median and bicycle and pedestrian facilities to visually communicate Huger Street as a local road south of Blossom Street
- Coordination with the railroads on operational improvements within the Cayce rail yard to ease back-ups at the Huger Street rail crossing
- Implementation of quiet zones
- Neighborhood connection to Assembly Street from Whaley Street along the former rail right-of-way
- Construction of an underpass for a grade separated crossing at Huger Street

ADVANTAGES

The advantages of Alternative D include:

- Provision of enhanced multimodal facilities along Huger Street
- Mitigation of train blockages and noise
- Implementation of the majority of the alternative can occur without rail consolidation
- Direct connection to Assembly Street via Catawba Street
- Addresses the at-grade crossing at Huger Street while retaining the Huger/Whaley connection

DISADVANTAGES

The disadvantages of Alternative D include:

- At-grade crossing at Huger Street removed
- Intense coordination with the railroad yard operations is a key element
- Visual and residential scale impacts from underpass
- Requires construction of temporary tracks to continue rail operations during construction
- Underpass/retaining walls likely required
- Anticipated length of ramping will likely impact Whaley Street
- Difficulty of inclusion of bike/pedestrian infrastructure in an underpass

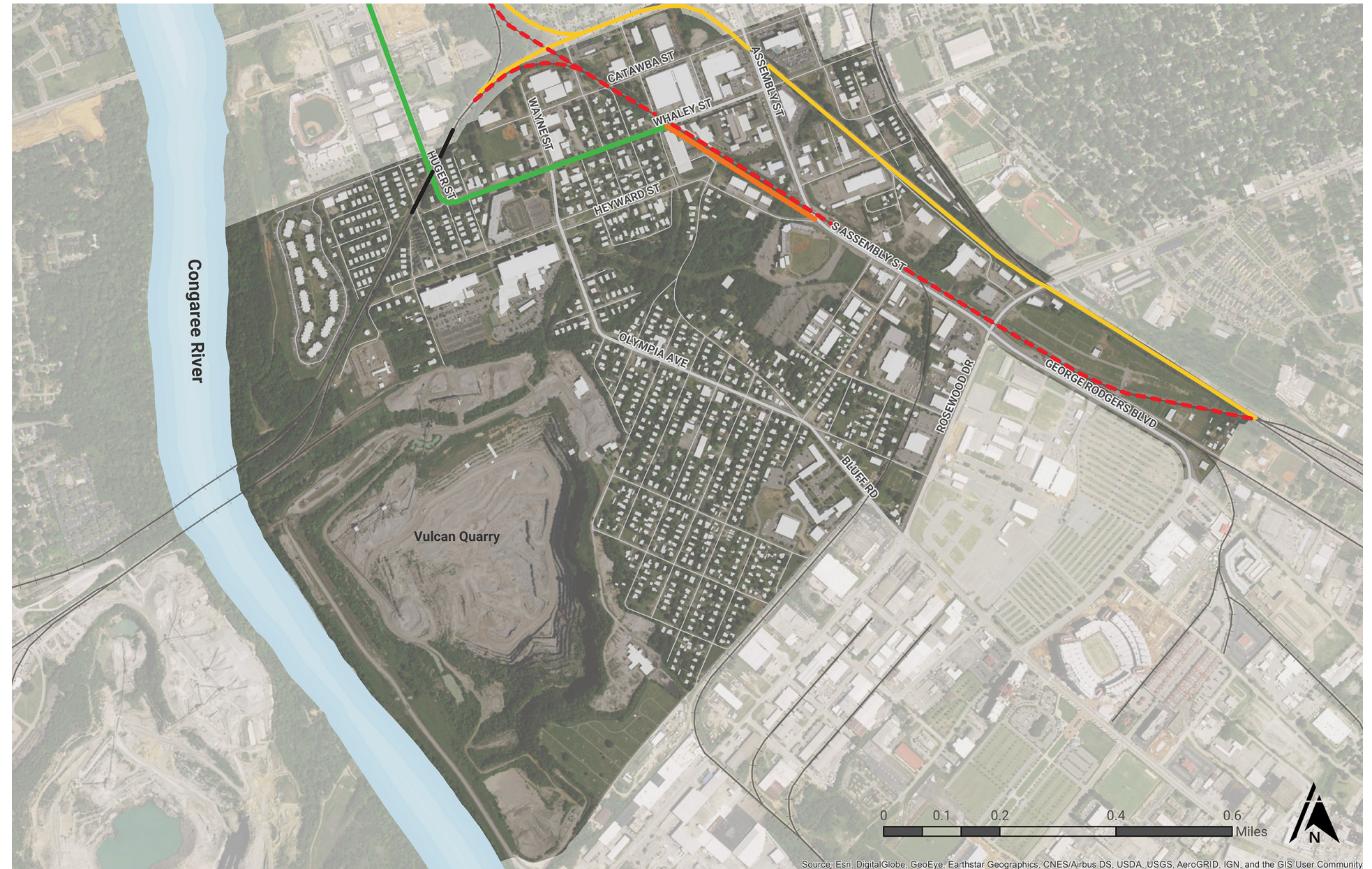


Figure 45: Alternative D - Grade Separation/Underpass at Huger Street

- Rail Removal
- New Roadway Connection to Assembly Street on rail ROW
- Road Diet / Bike and Pedestrian Improvements
- Rail Consolidation
- Huger Street Underpass

MANAGE TRAINS, TRANSPORTATION & TRAFFIC

RECOMMENDATIONS

ALTERNATIVE E: GRADE SEPARATION / UNDERPASS ON RAIL RIGHT-OF-WAY

The fifth alternative, shown in **Figure 46**, was proposed by the members of the PAC and includes the following elements:

- Consolidation of rail lines along Assembly Street
- Dual left turn lanes from southbound Huger Street onto eastbound Blossom Street, routing traffic along Blossom Street to Assembly Street
- Implementation of a Huger Street road diet with a median and bicycle and pedestrian facilities to visually communicate Huger Street as a local road south of Blossom Street
- Coordination with the railroads on operational improvements within the Cayce rail yard to ease back-ups at the Huger Street rail crossing
- Implementation of quiet zones
- Construction of roadway on existing SCDOT right-of-way and on underpass at the former northernmost railroad
- Direct connection to Assembly Street from the former rail right-of-way
- This alternative is the most costly due to the construction of multiple infrastructure elements, including temporary tracks

ADVANTAGES

The advantages of Alternative E include:

- Routing of traffic around the Mill District on Blossom and Assembly Streets
- Provision of enhanced multimodal facilities on Huger Street
- Mitigation of train blockages and noise
- Direct connection to Assembly Street via Catawba Street
- Provides grade-separated alternative to the Huger Street at-grade crossing

DISADVANTAGES

The disadvantages of Alternative E include:

- At-grade crossing at Huger Street likely removed
- Intense coordination with the railroad yard operations is a key element
- Visual and residential scale impacts from flyover
- Grade separation requires rail consolidation
- Requires construction of temporary tracks to continue rail operations during construction
- Significantly longer construction time and higher costs due to additional elements

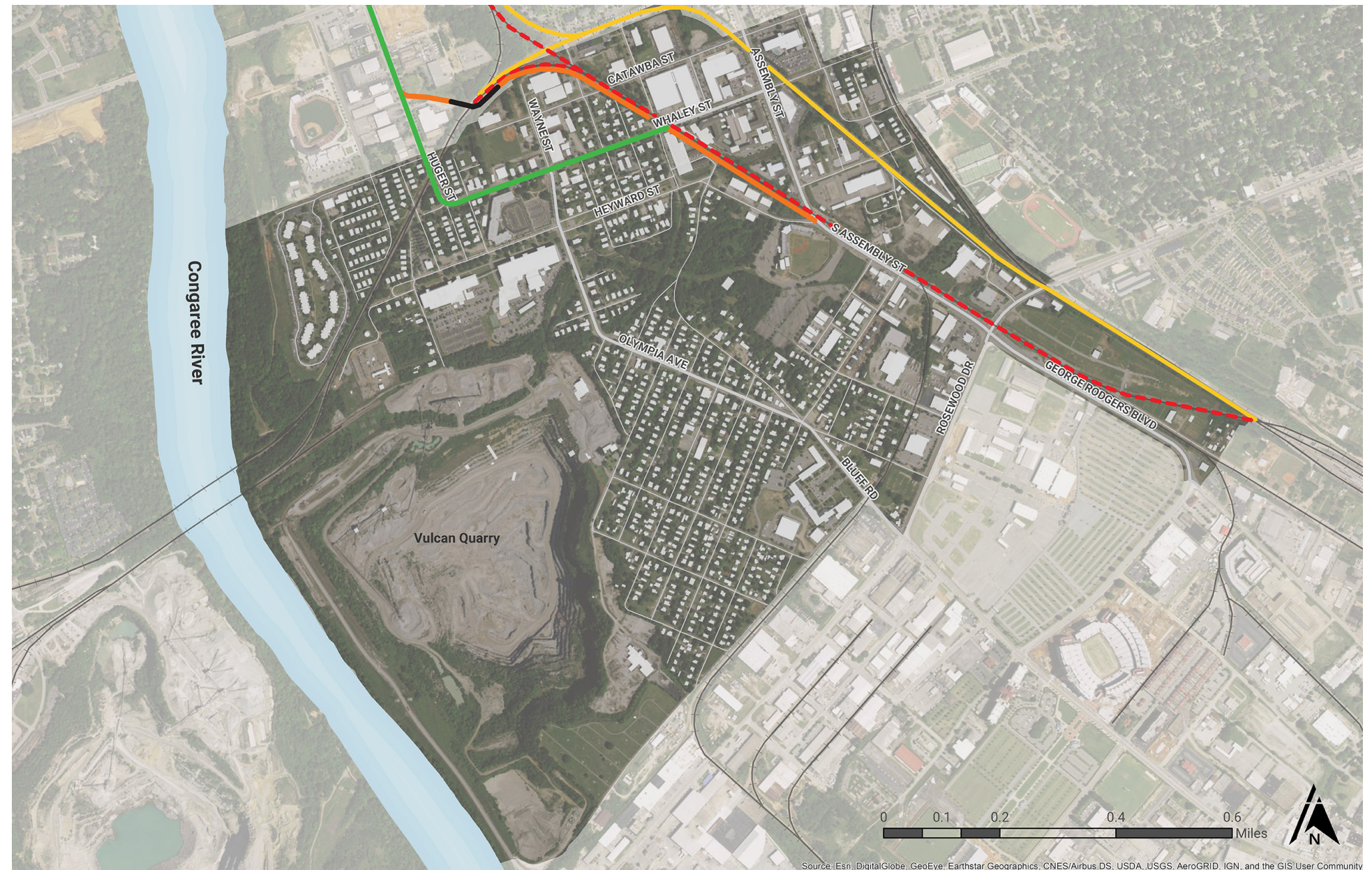
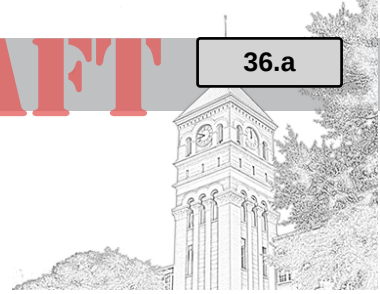


Figure 46: Alternative E - Grade Separation/Underpass on Rail Right of Way

- Rail Removal
- New Roadway Connection to Assembly Street on rail ROW
- Road Diet / Bike and Pedestrian Improvements
- Rail Consolidation
- Huger Street Underpass



IMPLEMENTATION PRIORITIES

The first recommendation for the rail/transportation element of the plan is the completion of a comprehensive area traffic study.

A traffic study of the area will be required before any road diets and/or other traffic improvements can be finalized. This traffic study should incorporate a wider study area than the Mill District to ensure a complete understanding of potential impacts within and adjacent to the Mill District. This traffic study should include the impacts of pedestrians, bicylists, trains, and personal and commercial transit. The study should incorporate the Mill District, the University of South Carolina, and the Blossom Street area west of Assembly Street to the Congaree River.

This traffic study should fully analyze the existing and future traffic conditions, truck traffic, and network connectivity. The study should be included in the short-term action plan. The following recommendations have been identified in conjunction with the traffic study:

- ◆ Reconfiguration of the Blossom Street/Huger Street intersection with southbound dual turn lanes from Huger Street onto Blossom Street
- ◆ Align Heyward Street on both sides of Olympia Avenue
- ◆ Transform Heyward Street on the east side of Olympia Avenue in a pair of one-way streets to Lincoln Street
- ◆ Complete the Heyward Street Extension to Assembly Street
- ◆ Use landscape areas along streets as opportunities for stormwater management
- ◆ Reduce Assembly Street to a 5-lane cross section and implement bike and pedestrian facilities
- ◆ Huger Street road diet with median, bicycle and pedestrian accommodations
- ◆ Improved at-grade rail crossing at Huger Street, with bicycle and pedestrian accommodations. Any preferred alternative needs to indicate that the Huger Street at-grade crossing remains.

- ◆ Improvements to existing signalized intersections
- ◆ Additional intersections signalization (particularly on Olympia Avenue/Wayne Street/Whaley Street, Heyward Extension, and Wheat Street/Huger Street)

Additional priorities include:

- ◆ Consolidation of Assembly Street rail lines
- ◆ Railroad Coordination and Management, including:
 - ◆ Implementation of quiet zones
 - ◆ Coordination with Cayce Yard operations to minimize/mitigate road blockages
 - ◆ Exploration of parallel rail line at the Huger Street crossing to minimize/mitigate road blockages from shared use of the single track by CSX and Norfolk Southern
- ◆ Implementation of Complete Streets throughout the Mill District
- ◆ Feasibility assessment of expanded and/or consolidated transit systems with COMET and the University of South Carolina system
- ◆ Retention of Huger Street connectivity for neighborhood users

With the understanding of the NEPA process moving forward in the near-term, the project team recognized the need to identify alternatives preferred by the Mill District for inclusion into the process. Through the extensive coordination with SCDOT during the planning process, it is our understanding that the identified alternatives will be incorporated in the NEPA assessment.

Additionally, with any grade separation alternative, the existing at-grade crossing should remain open, and the Huger Street road diet should continue to Assembly.

PLACEMAKING THROUGH RAIL CONSOLIDATION

Placemaking along Assembly Street will transform this corridor into a beautiful and functional avenue and gateway into the City of Columbia and USC. Assembly Street is the urban edge of the Mill District and has the potential to become the home to vibrant businesses, mixed-use developments and Town and Gown collaborative efforts with higher density and more urban scale architecture. Assembly Street will remain a major vehicular arterial; however, it also can and should become a major walk/bike corridor, which will encourage significant investments.

The rail line consolidation along Assembly Street is a key element to creating this vibrant avenue/corridor. Therefore, participation in the NEPA process and the completion of a comprehensive traffic study is necessary to plan and implement placemaking projects. If, through NEPA and the traffic study, rail consolidation is deemed viable and committed to by CSX, Norfolk Southern, SCDOT, the City of Columbia and Richland County, this plan should be updated with a focus on implementing placemaking, connectivity and greenway connections along Assembly Street. Current investors and property owners along Assembly Street agree that rail consolidation will open up tremendous opportunities for new development, bridging important communities: the Mill District and USC and surrounding neighborhoods.



MANAGE TRAINS, TRANSPORTATION & TRAFFIC

RECOMMENDATIONS

RAIL ALTERNATIVE COMPARISON TABLE

The following table provides a summary and comparison of each of the identified alternatives, their advantages and disadvantages. The cost range identified is intended to show a comparative magnitude between the alternatives; more detailed concept and design information will be needed to develop more precise cost estimates.

ALTERNATIVE	ELEMENTS	ADVANTAGES	DISADVANTAGES	ANTICIPATED COST
Alternative A	- Consolidation of rail lines along Assembly Street - Dual left turn lanes from southbound Huger Street onto eastbound Blossom Street, routing traffic along Blossom Street to Assembly Street - Implementation of a Huger Street road diet with a median and bicycle and pedestrian facilities to visually communicate Huger Street as a local road south of Blossom Street - Huger Street at-grade rail crossing remains in place - Coordination with the railroads on operational improvements within the Cayce rail yard to ease back-ups at the Huger Street rail crossing - Implementation of quiet zones - Neighborhood connection to Assembly Street from Whaley Street along the former rail right-of-way	- Minimal neighborhood impacts - Routing of traffic around the Mill District on Blossom and Assembly Streets - Provision of enhanced multimodal facilities along Huger Street - Mitigation of train blockages and noise - Implementation of the majority of the alternative can occur without rail consolidation	- At-grade crossing at Huger Street remains with no alternative grade separation - Intense coordination with the railroad yard operations is the key element	\$
Alternative B	- Consolidation of rail lines along Assembly Street - Dual left turn lanes from southbound Huger Street onto eastbound Blossom Street, routing traffic along Blossom Street to Assembly Street - Implementation of a Huger Street road diet with a median and bicycle and pedestrian facilities to visually communicate Huger Street as a local road south of Blossom Street - Coordination with the railroads on operational improvements within the Cayce rail yard to ease back-ups at the Huger Street rail crossing - Implementation of quiet zones - Neighborhood connection to Assembly Street from Whaley Street along the former rail right-of-way - Flyover on the existing SCDOT right of way with touchdown on Catawba Street - Implementation of access management on Catawba Street to manage traffic flow through the neighborhood	- Routing of traffic around the Mill District on Blossom and Assembly Streets - Provision of enhanced multimodal facilities along Huger Street - Mitigation of train blockages and noise - Provides grade-separated alternative to the Huger Street at-grade crossing - Direct connection to Assembly Street via Catawba Street - Keeps traffic on the periphery of the Mill District	- At-grade crossing at Huger Street likely removed - Increased traffic along Catawba Street - Intense coordination with the railroad yard operations is a key element - Visual and residential scale impacts from flyover - Grade separation requires rail consolidation	\$\$

\$ = \$4-\$6 million
\$\$ = \$25-35 million
\$\$\$ = \$35 - \$45 million
\$\$\$\$ = \$45 – 55 million
\$\$\$\$\$ = \$60-70 million



ALTERNATIVE	ELEMENTS	ADVANTAGES	DISADVANTAGES	ANTICIPATED COST
Alternative C	- Consolidation of rail lines along Assembly Street - Dual left turn lanes from southbound Huger Street onto eastbound Blossom Street, routing traffic along Blossom Street to Assembly Street - Implementation of a Huger Street road diet with a median and bicycle and pedestrian facilities to visually communicate Huger Street as a local road south of Blossom Street - Coordination with the railroads on operational improvements within the Cayce rail yard to ease back-ups at the Huger Street rail crossing - Implementation of quiet zones - Neighborhood connection to Assembly Street from Whaley Street along the former rail right-of-way - Construction of flyover to Assembly Street on existing SCDOT right-of-way and the former northernmost railroad right-of-way	- Routing of traffic around the Mill District on Blossom and Assembly Streets - Provision of enhanced multimodal facilities along Huger Street - Mitigation of train blockages and noise - Provides grade-separated alternative to the Huger Street at-grade crossing - Direct connection to Assembly Street via Catawba Street - Keeps traffic on the periphery of the Mill District	- At-grade crossing at Huger Street likely removed - Increased traffic along Catawba Street - Intense coordination with the railroad yard operations is a key element - Visual and residential scale impacts from flyover - Grade separation requires rail consolidation - Coordination of the construction of the flyover partially within the existing rail right of way and the need for temporary tracks	\$\$\$
Alternative D	- Consolidation of rail lines along Assembly Street - Dual left turn lanes from southbound Huger Street onto eastbound Blossom Street, routing traffic along Blossom Street to Assembly Street - Implementation of a Huger Street road diet with a median and bicycle and pedestrian facilities to visually communicate Huger Street as a local road south of Blossom Street - Coordination with the railroads on operational improvements within the Cayce rail yard to ease back-ups at the Huger Street rail crossing - Implementation of quiet zones - Neighborhood connection to Assembly Street from Whaley Street along the former rail right-of-way - Construction of an underpass for a grade separated crossing at Huger Street	- Provision of enhanced multimodal facilities along Huger Street - Mitigation of train blockages and noise - Implementation of the majority of the alternative can occur without rail consolidation - Direct connection to Assembly Street via Catawba Street - Adresses the at-grade crossing at Huger Street while retaining the Huger/ Whaley connection	- At-grade crossing at Huger Street removed - Intense coordination with the railroad yard operations is a key element - Visual and residential scale impacts from underpass - Requires construction of temporary tracks to continue rail operations during construction - Underpass/retaining walls likely required - Anticipated length of ramping will likely impact Whaley Street - Difficulty of inclusion of bike/pedestrian infrastructure in an underpass	\$\$\$\$\$
Alternative E	- Consolidation of rail lines along Assembly Street - Dual left turn lanes from southbound Huger Street onto eastbound Blossom Street, routing traffic along Blossom Street to Assembly Street - Implementation of a Huger Street road diet with a median and bicycle and pedestrian facilities to visually communicate Huger Street as a local road south of Blossom Street - Coordination with the railroads on operational improvements within the Cayce rail yard to ease back-ups at the Huger Street rail crossing - Implementation of quiet zones - Construction of roadway on existing SCDOT right-of-way and on underpass at the former northernmost railroad - Direct connection to Assembly Street from the former rail right-of-way - This alternative is the most costly due to the construction of multiple infrastructure elements, including temporary tracks	- Routing of traffic around the Mill District on Blossom and Assembly Streets - Provision of enhanced multimodal facilities on Huger Street - Mitigation of train blockages and noise - Direct connection to Assembly Street via Catawba Street - Provides grade-separated alternative to the Huger Street at-grade crossing	- At-grade crossing at Huger Street likely removed - Intense coordination with the railroad yard operations is a key element - Visual and residential scale impacts from flyover - Grade separation requires rail consolidation - Requires construction of temporary tracks to continue rail operations during construction - Significantly longer construction time and higher costs due to additional elements	\$\$\$\$\$

\$ = \$4-\$6 million \$\$\$\$ = \$45 – 55 million
\$\$ = \$25-35 million \$\$\$\$\$ = \$60-70 million
\$\$\$ = \$35 - \$45 million



Figure 47: Examples of flyovers and underpasses



BIG IDEA 3:

UNIFY & CONNECT THE DISTRICT TO THE GREATER COMMUNITY

The Mill District's location along the Congaree River, combined with the existing railroads that weave through the neighborhoods, present a number of transportation challenges for residents and business owners. Drivers routinely use the Mill District's interior streets as cut-through routes to avoid traffic on Blossom, Whaley, and Assembly Streets, which increases congestion within the neighborhoods. Although the transportation challenges are complex and require additional study of intersections and roadway connections inside and outside the Mill District study area, there are a number of opportunities to enhance existing roadways to accommodate all modes of transportation within the existing right-of-ways. Creating a truly multimodal environment within the Mill District will reinforce that these neighborhoods are a destination and not just a pass-through. The following describes the analysis and the recommendations for transportation improvements within the Mill District, along with a few improvements outside of the study area that align with the vision and goals of the Plan.

UNIFY & CONNECT THE DISTRICT TO THE GREATER COMMUNITY

TRANSPORTATION AND INFRASTRUCTURE ANALYSIS

A variety of street characteristics currently exist within the Mill District, from low speed residential streets like Heyward Street to high volume arterial streets such as Olympia Avenue and Assembly Street. Existing conditions were examined to understand the current state of transportation within the study area. These existing conditions were used as a baseline for analysis along with the development of recommendations. The infrastructure was assessed to determine how to improve mobility for all modes of transportation, including walking, biking, driving, and transit.

TRAFFIC VOLUMES

An understanding of present-day traffic volumes and historical trends in volumes, in and around the Mill District, identifies key corridors for further analysis. **Figure 48** illustrates the Annual Average Daily Traffic (AADT) volumes for 2015 along with the growth rate for AADT from 2010 to 2015 on major roadways. All traffic count data was collected by the South Carolina Department of Transportation (SCDOT) and is available for review on the SCDOT website (Average Annual Daily Traffic, 2017).

Based on the growth rates for the given period, it is apparent that traffic has grown along Huger Street and Olympia Avenue within the Mill District at a greater rate than most streets in the study area. Improvements for these roadways are described in the recommendations section that may be necessary to transform these streets into multimodal connections that reflect the desired character of the neighborhoods within the study area.

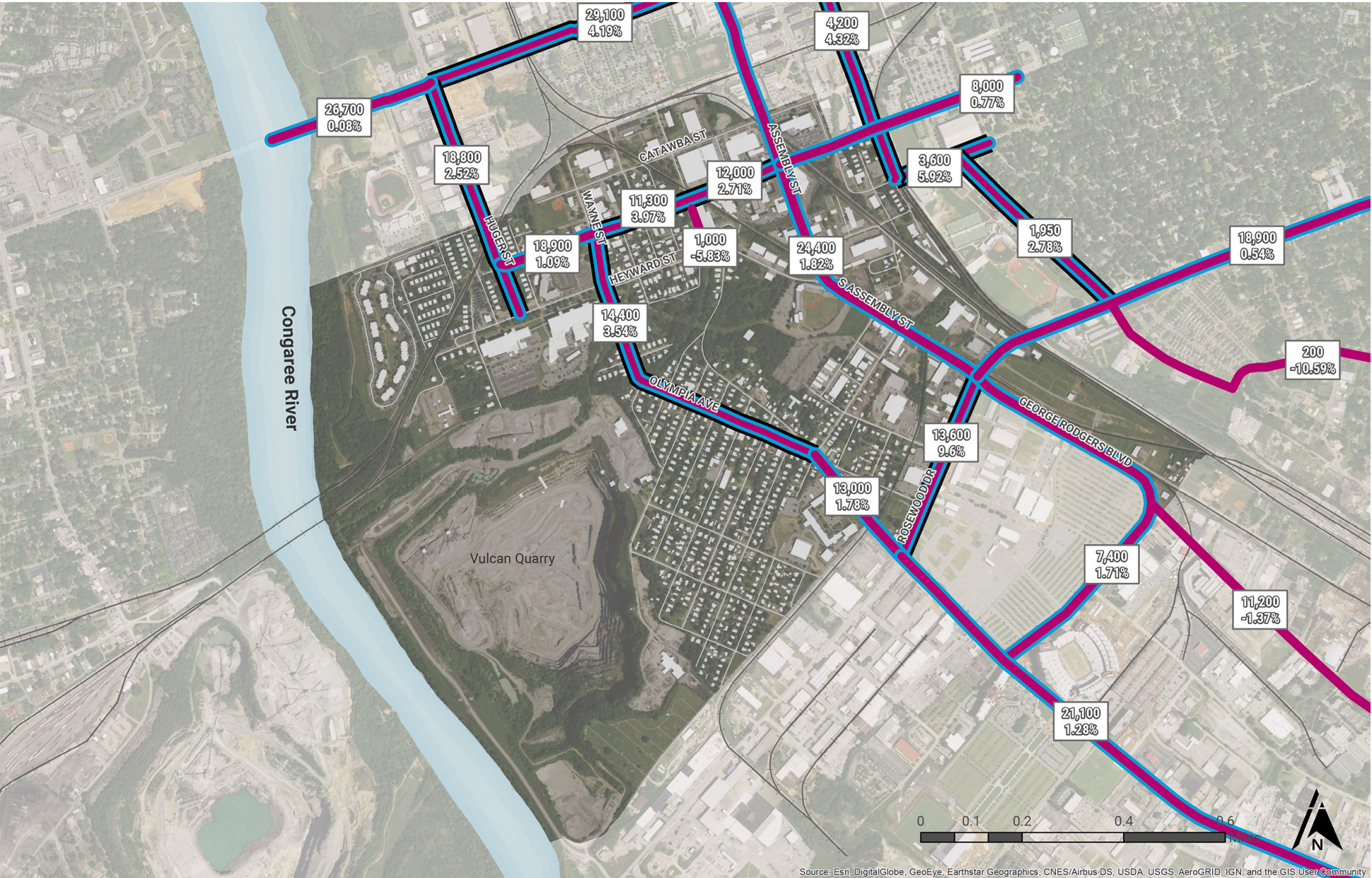
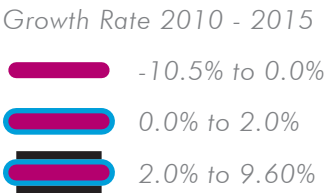


Figure 48: Annual Average Daily Traffic (AADT) Analysis



3. THE IMAGINE MILL DISTRICT RECOMMENDATIONS

UNIFY & CONNECT THE DISTRICT TO THE GREATER COMMUNITY

TRANSPORTATIONS RECOMMENDATIONS

Using the transportation analysis, along with input from several public open houses and stakeholder meetings and a review of the Walk Bike Columbia Pedestrian and Bicycle Master Plan (WBC), recommendations were developed to improve the multimodal network within the Mill District. Recommended improvements are targeted along priority corridors and have been developed to achieve the goal of the Mill District becoming a destination rather than a pass-through. Furthermore, the barriers in and around the study area, specifically the River to the west and the railroad tracks, present an opportunity to create a special district within the City of Columbia and Richland County that embraces walking and biking as an alternative mode of transportation. This will improve connectivity and livability within the Mill District and to the greater community.

Each recommendation has been developed to enhance the transportation network for all users in the Mill District. Several concepts have been created to illustrate proposed improvements. Infrastructure recommendations were prepared to benefit the Mill District in spite of any changes that occur to existing railroad alignments. Recommendations within this plan require additional analysis prior to implementation to ensure that the proposed infrastructure enhancements are suitable based upon current conditions at that time. Concepts illustrate specific types of bike and pedestrian facilities that increase safety and comfort for users; however, due to unforeseen challenges or barriers, including but not limited to new development, right-of-way constraints, or utility easements, the proposed type of bike or pedestrian facility may change. Additionally, the environmental review process for these or related projects may influence final design solutions.

VISUAL PREFERENCE SURVEY

During a public open house on June 29, 2016, participants were asked to provide feedback on a series of images in a visual preference survey exercise (**Figure 49**). Individuals simply indicated whether they liked or didn't like the image presented. Results were totaled and reviewed to identify street facilities and characteristics that were supported by the participants. **Figure 50** identifies the three images that were liked by 100% of participants during the open house. Each image includes a feature that participants felt would be beneficial and/or desirable in the Mill District. All of the features that are identified below were analyzed when developing recommendations for transportation improvements. Several of the features already exist within the Mill District and can be expanded or enhanced to improve connectivity and safety.



Figure 49: Public Open House - June 29, 2016



Multiuse Path



Landscaped Median



Multimodal Environments

Figure 50: Examples of multi-modal transportation

UNIFY & CONNECT THE DISTRICT TO THE GREATER COMMUNITY

TRANSPORTATIONS RECOMMENDATIONS

COMPLETE STREET ASSESSMENT

Analysis for infrastructure improvements targeted key connections within the Mill District. There are several local residential streets that have low speeds and low traffic volumes that do not currently need improvements. In order to identify a key network, a data driven approach was developed using existing street characteristics and prioritized streets that currently have multimodal features. This analysis provides locations that are ripe for complete street improvements.

Smart Growth America defines a complete street as “...streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work (National Complete Streets Coalition, n.d).” The table below identifies the factors that were considered for the analysis, the weight given to each factor, and the rationale for using the factor and the weight it was given.

COMPLETE STREETS FACTOR	WEIGHT	RATIONALE
Bus Stop	20	Increases the opportunity to move more people along streets
Sidewalks	20	Improves the pedestrian environment and increases ADA compliance
Attractors/Generators Inside District	20	Locations within the Mill District that may attract or generate traffic from all transportation modes (e.g. multi-family housing, restaurants, grocery stores, etc.)
Attractors/Generators Outside District	15	Locations surrounding the Mill District that may attract or generate traffic from all transportation modes (e.g. USC sports facilities, Greek Village, SC State Fairgrounds, etc.)
Existing Shoulder*	12	Highlights the potential for retrofitting the street to accommodate a variety of transportation modes
Speed Limit 35 MPH or less	8	Lower speeds reduce the level of stress for non-motorized users and increase safety for street crossings by improving visibility
Existing Crosswalk	5	Benefits all modes of transportation by increasing the predictability of pedestrian crossing locations

*The criteria to include a shoulder as a weighted factor was approximately 3-feet or more in shoulder width. For those streets without striped shoulders, a lane width of approximately 14-feet or wider was also included.

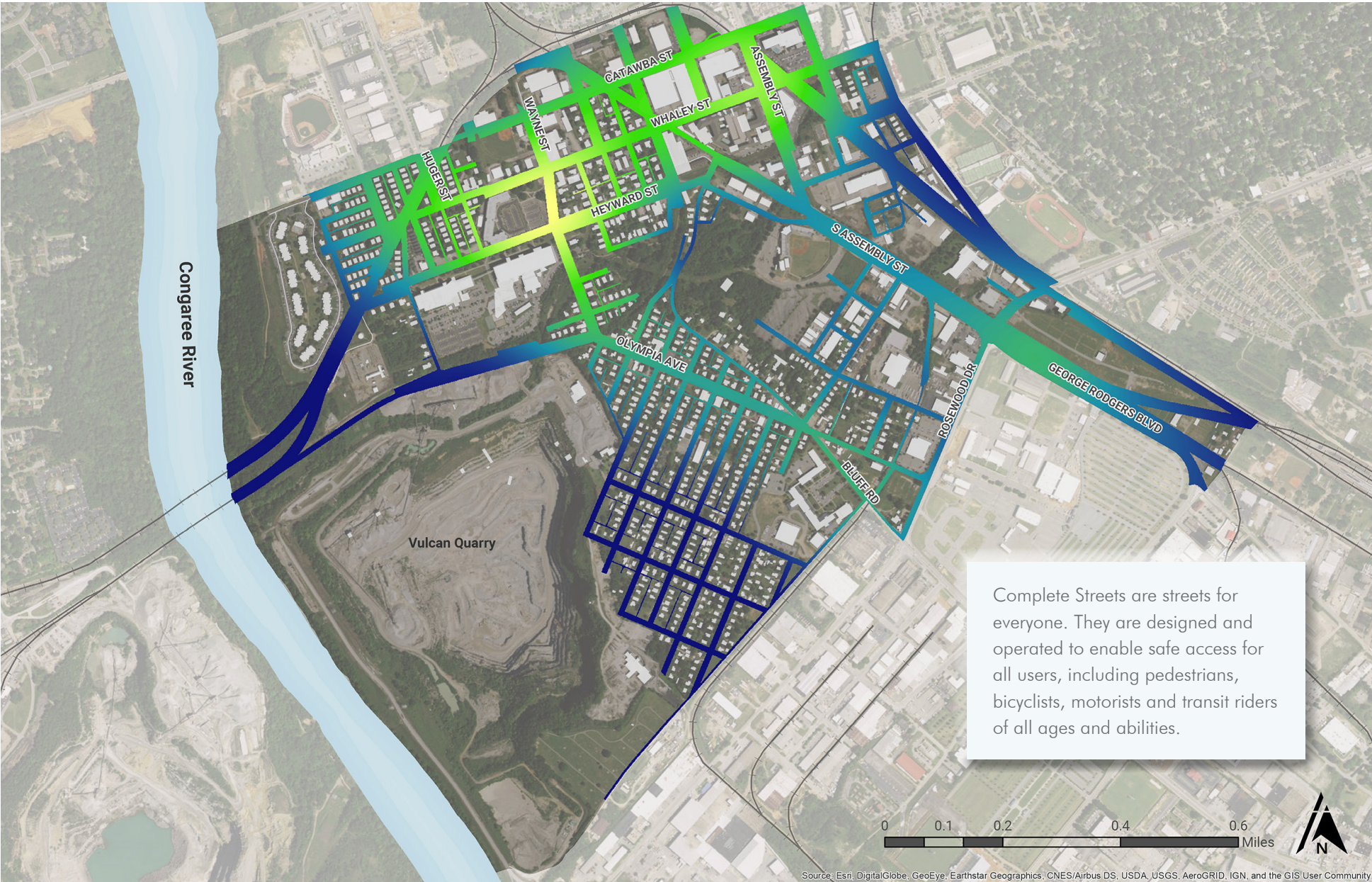
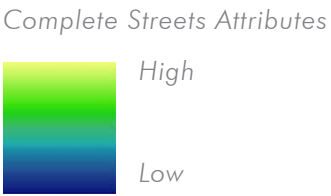


Figure 51: Complete Streets Analysis

The result of this analysis is illustrated in **Figure 51** as a spatial representation of the sum of all of the factors; the areas that appear the brightest or with the highest total have characteristics that would be enhanced through a complete streets approach to design. Based on this analysis, several corridors were prioritized for enhancements that would benefit all transportation modes.

Priority streets include:

- Assembly Street
- Huger Street
- Whaley Street
- Olympia Avenue
- Heyward Street
- Lincoln Street



UNIFY & CONNECT THE DISTRICT TO THE GREATER COMMUNITY

TRANSPORTATION RECOMMENDATIONS

BIKE AND PEDESTRIAN NETWORK

The existing network of streets within the Mill District is an opportunity to provide a safe and comfortable walking and biking network. There are several neighborhood streets within the study area that do not necessitate physical infrastructure improvements to accommodate bikes or pedestrians. These streets are characterized by slow speeds and low traffic volumes and may require targeted traffic calming in specific locations on a case-by-case basis.

Using the prioritized streets within the Mill District for bike and pedestrian enhancements will increase connectivity inside and outside of the study area. All proposed facility types and locations were developed based upon safety for users and existing conditions. Recommendations from WBC were considered during analysis, as well as the Richland County penny projects.

Any deviation from the recommendations in WBC is based upon analysis of existing traffic conditions and available right-of-way. Recommended WBC improvements such as signalized intersections, mid-block crossings, and bicycle/pedestrian cut-throughs are incorporated by reference into this plan although they are not displayed. **Figure 52** shows the proposed bike and pedestrian network based upon facility location inside or outside of the roadway.

The following categories are recommended:

Off-Street: A facility such as a greenway or multi-use path that is not located within the roadway and does not always follow the street alignment. This category would include the Rocky Branch Greenway.

On-Street: A facility that is located within the roadway and is not separated by a vertical element from vehicle travel lanes. This category includes traditional bike lanes and buffered bike lanes that only use paint for buffering.

Separated Bike Lane: A facility that is within the roadway and is separated from a vehicular travel lane by a vertical element.

Separated Facility: A facility that is inside or outside of the roadway but is separated from an adjacent vehicle travel lane by a vertical element.

Recommendations were developed using the vision, goals, and recommendations in WBC; however, recommendations for the Mill District may deviate from some recommendations in the WBC based upon physical constraints, analysis of existing conditions, and public input.

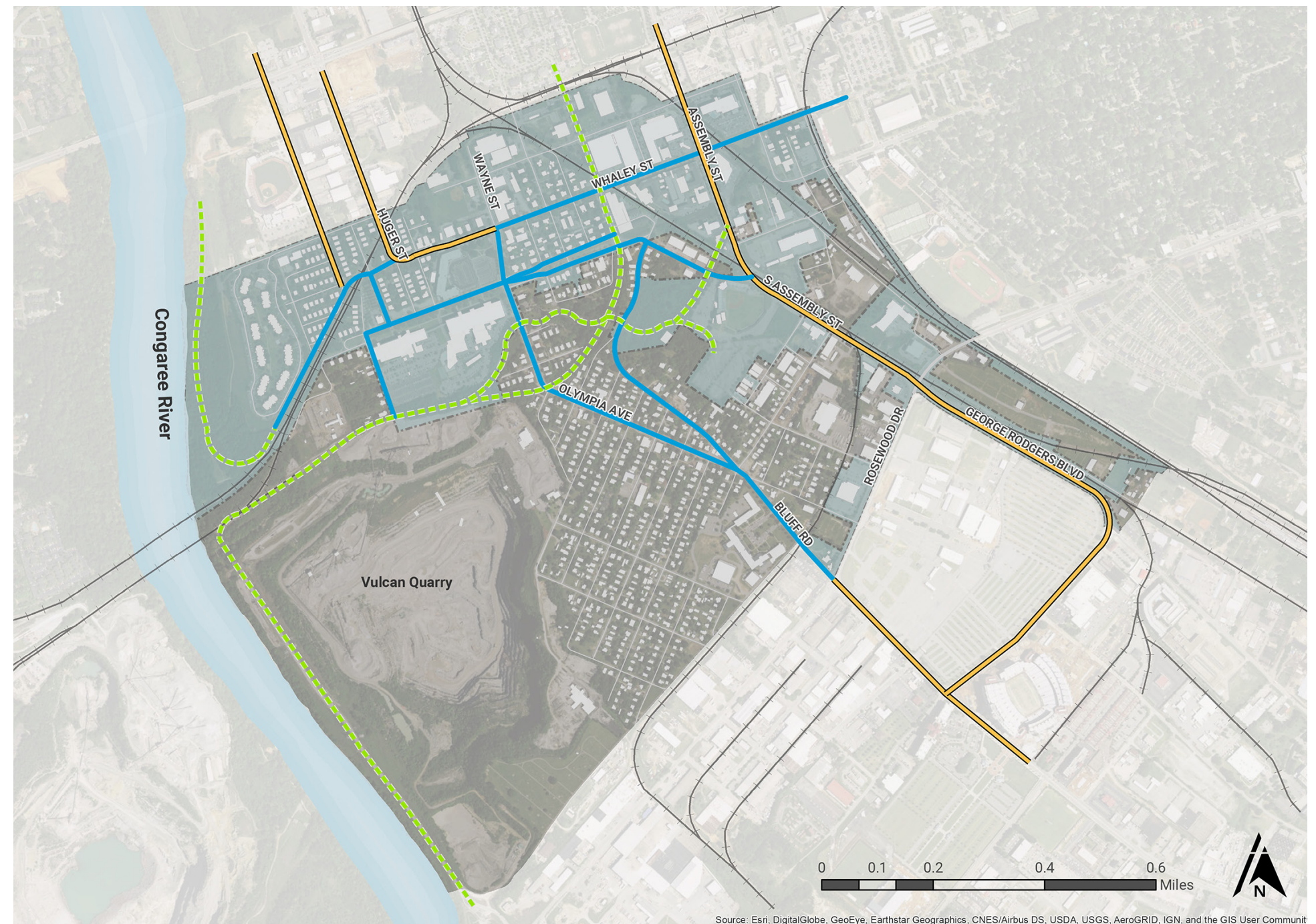


Figure 52: Bike and Pedestrian Network Map (By Facility)

Facility Location

- Separated Facility
- On-Street
- Off-Street

UNIFY & CONNECT THE DISTRICT TO THE GREATER COMMUNITY

TRANSPORTATION RECOMMENDATIONS

Along with the facility location on or off of the roadway, specific facility types were developed for the priority network of streets. **Figure 53** shows a variety of facility types that could be implemented within the Mill District to improve connectivity. Each facility type along the priority network streets provides designated space for bikes and/or pedestrians. All design/construction of any sidewalks or proposed bike facilities should comply with nationally accepted standards, including the Federal Highway Administration (FHWA) and National Association of City Transportation Officials (NACTO), as well as City of Columbia and Richland County engineering standards. Residential streets that have not been included in the priority network of streets also are displayed and represent opportunities for shared roadways that do not require new infrastructure to accommodate bikes or pedestrians.

Recommendations were developed using the vision, goals, and recommendations in WBC; however, recommendations for the Mill District may deviate from some recommendations in WBC based upon physical constraints, analysis of existing conditions, and public input.

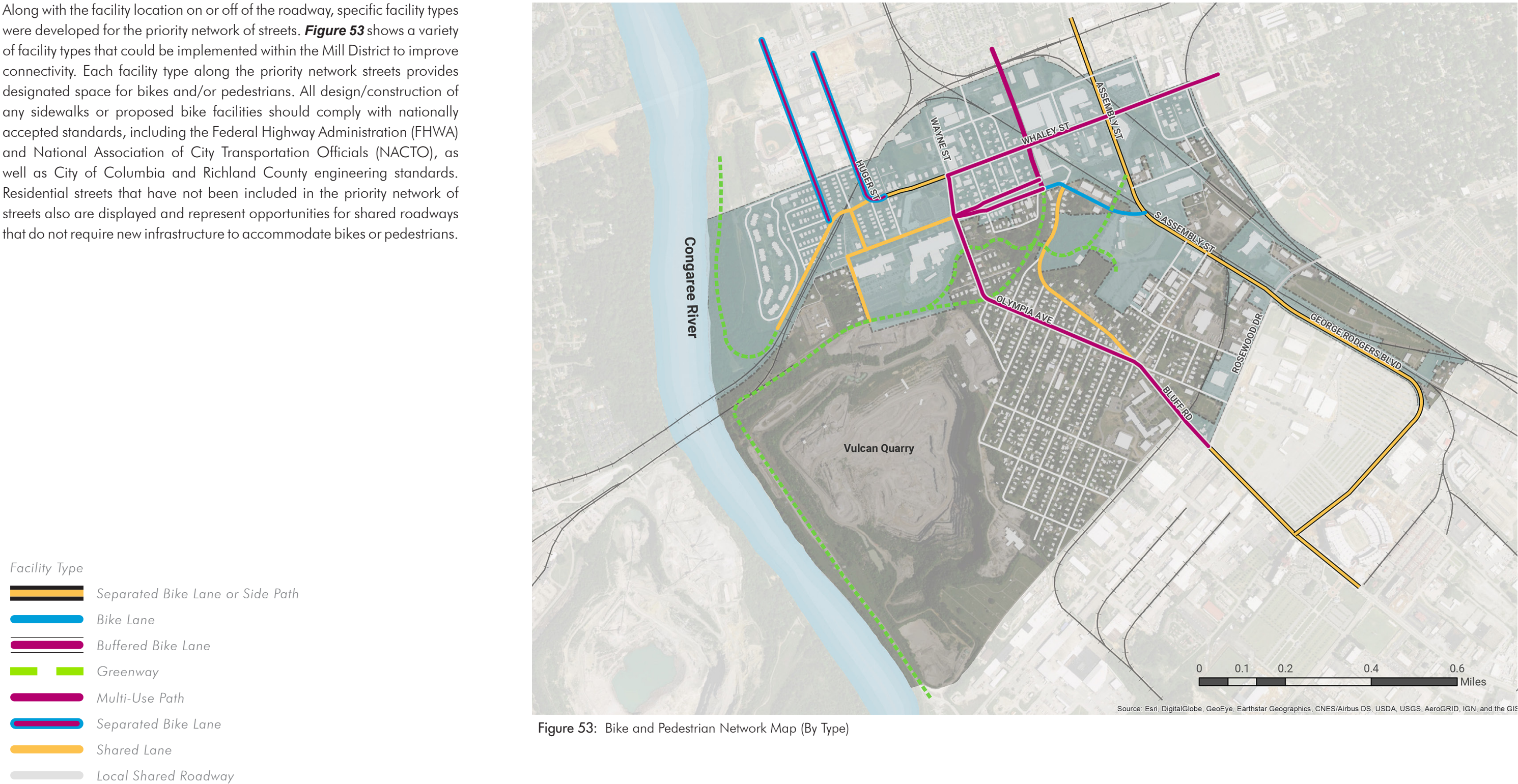


Figure 53: Bike and Pedestrian Network Map (By Type)

UNIFY & CONNECT THE DISTRICT TO THE GREATER COMMUNITY

INFRASTRUCTURE RECOMMENDATIONS

Recommendations were developed based upon the analysis of existing conditions and the priority street network that is identified for the study area. An existing and proposed cross section graphic was created for each of the priority streets, along with concept graphics that illustrate intersection improvements and proposed facilities. **Figure 54** identifies the priority streets and the intersection improvements that are included within the recommendations below.

Based on existing right-of-way width, the proposed cross section graphics illustrate how available right-of-way can be transformed into multimodal streets. Each street is unique and there are some streets that require only a few low-cost improvements to provide a more accessible and safe environment for all users. Some proposed cross sections illustrate reduced width of travel lanes; however, the existing travel lanes are oversized for the desired speed. All proposed travel lane widths meet or exceed the minimum required for vehicle travel. The following recommendations illustrate each priority street along with applicable intersection concepts, a brief explanation of the recommended improvements, and alternative facility types that also may be appropriate. As bike and pedestrian infrastructure is implemented, specific care should be given to intersection treatments, including but not limited to striped crosswalks, pedestrian countdown signals, corner refuge islands, and striped bike crossings.



Figure 54: Intersection Concepts and Priority Street Network

- Intersection Concepts and Priority Street Network
- A Heyward Street & Olympia Avenue
 - B Huger Street & Whaley Turn
 - C Huger Street & Blossom Intersection
 - D Whaley Street & Assembly Street Intersection
 - E Assembly Street Concept

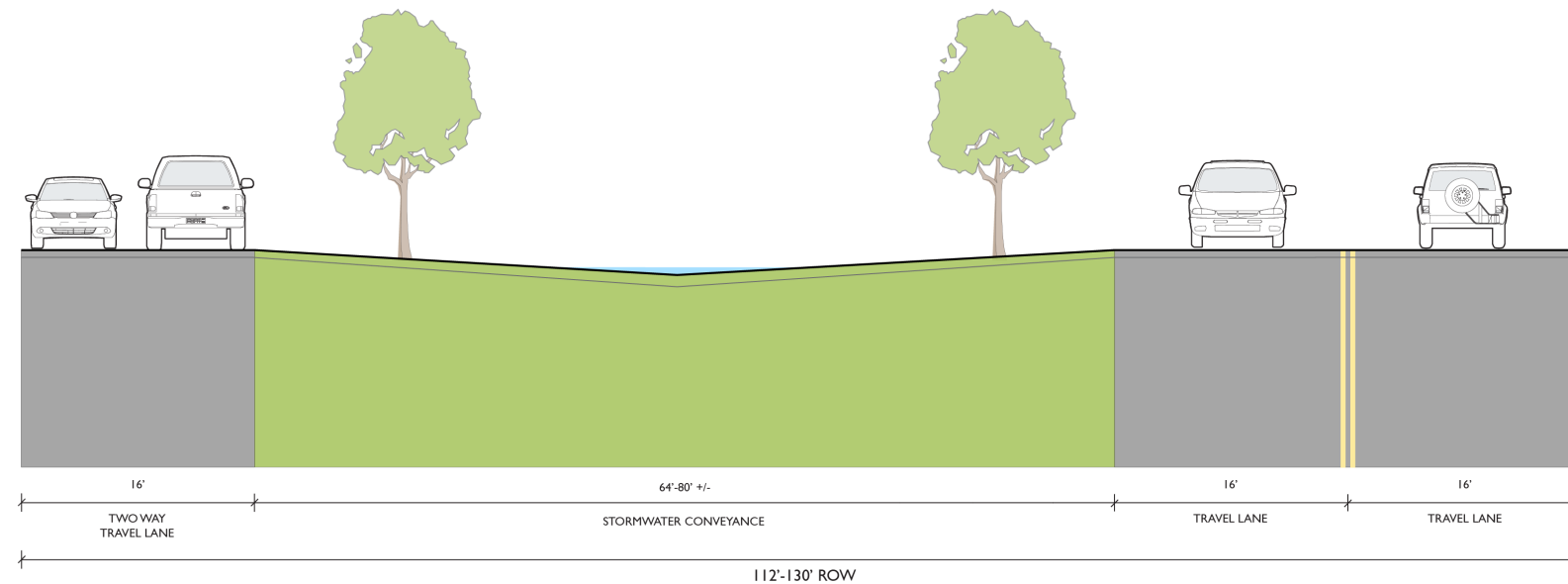


Figure 55: Heyward Street Existing Cross Section

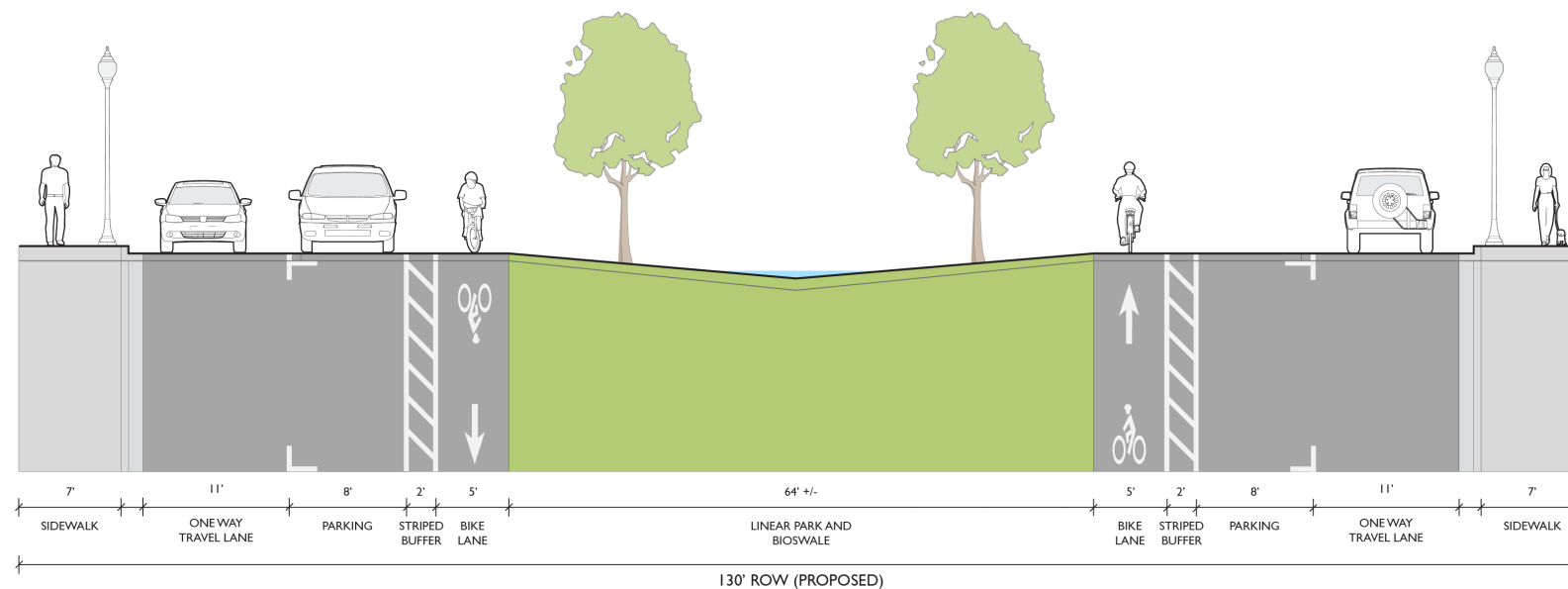


Figure 56: Heyward Street Proposed Cross Section

HEYWARD STREET

Existing conditions along Heyward Street east of Olympia Avenue (**Figure 55**) provide for two-way streets on either side of an open ditch that is used as a stormwater conveyance. The roadway width on the north side of the conveyance is approximately 16 feet, which is insufficient for two vehicles traveling in opposite directions. The south side of the conveyance area provides lanes that are approximately 16 feet in width and two-way travel. Additionally, the intersections of these streets with Olympia Avenue create a number of potential conflicts due to the intersections not aligning with Heyward Street to the west of Olympia Avenue.

The recommended cross section (**Figure 56**) is designed in conjunction with the recommendation to create a traditional aligned intersection for Heyward Street and Olympia Avenue. The recommended cross section illustrates Heyward Street as a pair of one-way streets with on-street parking, sidewalks, and left-side buffered bike lanes. Proposed on-street parking would accommodate vehicles that are currently using the median for parking purposes to access surrounding destinations. In addition to street improvements to accommodate bicycles and pedestrians, redesigning the existing stormwater conveyance to capture and purify stormwater runoff is proposed. This space could also be designed to include active and/or passive recreation space for residents and visitors within the Mill District.

Realigning the Heyward Street and Olympia Avenue intersection will reduce the number of conflict points created by turning vehicles. Additional study should be conducted to determine if this intersection warrants a signal. The existing streets that cut across the stormwater conveyance area are included in the recommended improvements to ensure that property owners along Heyward Street have the ability to travel in both directions on the newly created one-way streets.

3. THE IMAGINE MILL DISTRICT RECOMMENDATIONS

UNIFY & CONNECT THE DISTRICT TO THE GREATER COMMUNITY

INFRASTRUCTURE RECOMMENDATIONS

DRAFT



Improvements along Heyward Street continue to the east of the Olympia Street intersection. **Figure 57** shows a roundabout intersection concept at Heyward Street, Bluff Road, and Dreyfus Road. Roundabouts can be used to efficiently, and safely move vehicles, bikes, and pedestrians within a variety of contexts. This intersection specifically has been identified as a candidate for a roundabout due to the skewed nature of the intersecting streets. **Figure 57** illustrates a new access point to Assembly Street. Currently, access to Assembly Street does not exist, but this proposed connection may improve connectivity for the Mill District as a whole and should be explored as a long-term transportation alternative.

Figure 57: Heyward Street Road Diet

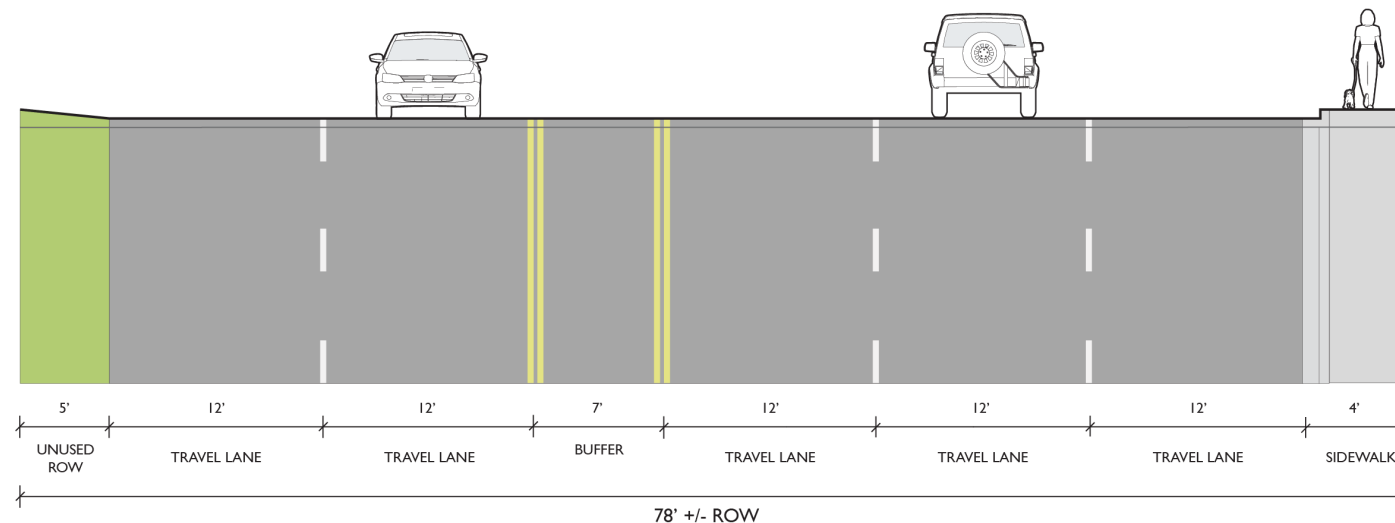


Figure 58: Huger Street Existing Cross Section

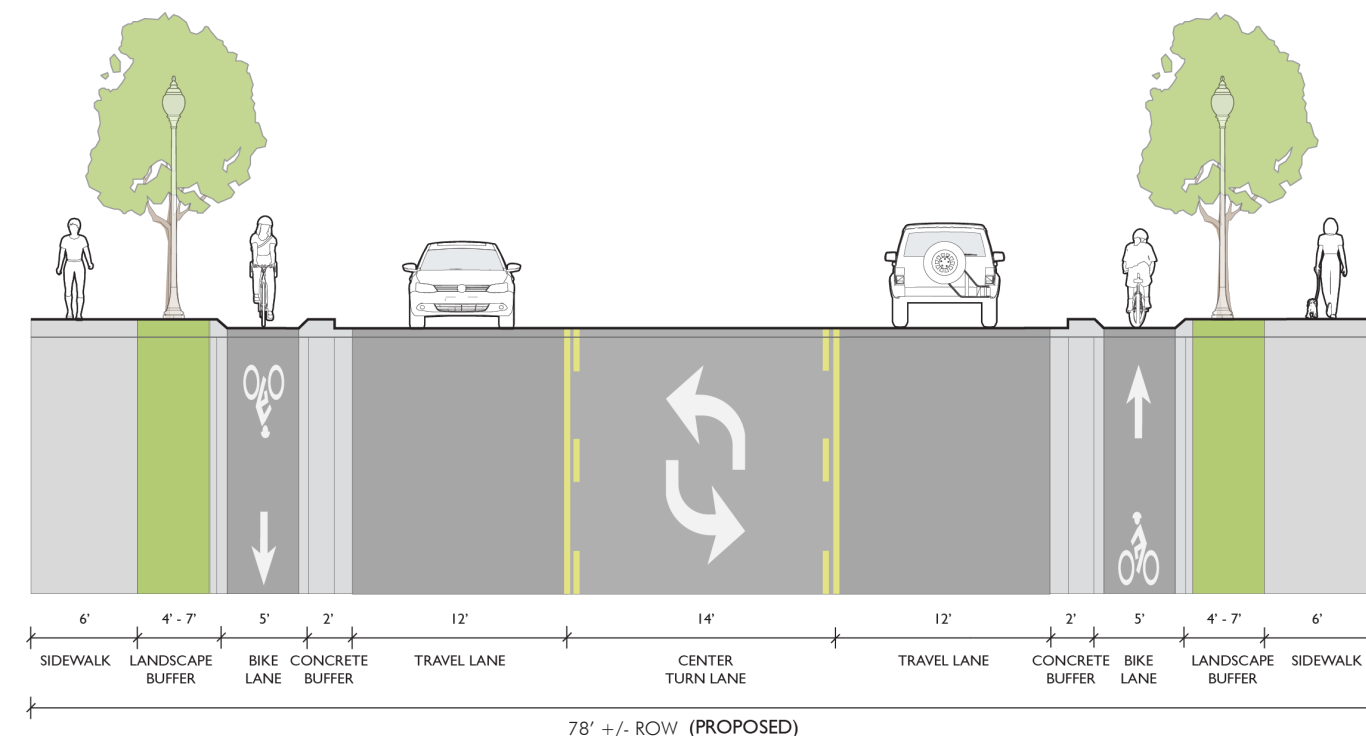


Figure 59: Huger Street Proposed Cross Section

HUGER STREET

Huger Street is a primary access corridor into the Mill District for residents and business owners; however, the increase in traffic from 2010 to 2015 indicates a growing number of vehicles using Huger Street, potentially as a cut-through to/from Blossom Street. Existing conditions along Huger Street (**Figure 58**) do not provide a multimodal gateway into the Mill District neighborhood. In order to provide new bike and pedestrian facilities within the existing right-of-way, a road diet is recommended for Huger Street south of the Blossom Street intersection. A road diet reduces the number of vehicular travel lanes on a street and then redistributes excess space for other infrastructure which can include new bicycle and pedestrian facilities. As part of the Huger Street road diet, recommended facilities include sidewalks on both sides of the street to provide adequate space for walking, a landscape buffer to increase separation from travel lanes, and separated bike lanes to enhance the safety and comfort for cyclists. The cross section in **Figure 59** is a concept that provides dedicated and separated space for those who walk, ride a bike, or drive a vehicle. These new bike facilities focus on the safety of the users and would provide a key link to the existing bike lanes along Blossom Street that cross the Congaree River.

Transforming Huger Street from a five-lane cross section to a three-lane cross section begins at the intersection of Blossom Street. There are currently two through lanes and a single left-turn lane on the north side of Blossom Street. These conditions encourage additional traffic into the Mill District rather than channeling traffic toward Blossom Street, which is a principal arterial within Columbia. A conceptual design has been developed to illustrate the Huger Street and Blossom Street intersection with the road diet to the south side of Blossom Street and a change to double left-turn lanes on the north side of Blossom Street (**Figure 60**).

This design concept will be vetted through the recommended comprehensive traffic study. The capacity of each roadway and intersection and the impact of this proposed improvement to the broader area needs to be studied.

*Note: Where the proposed right-of-way is smaller than the existing right-of-way, the landscaped buffer should be increased accordingly to ensure that the entire right-of-way is utilized.

3. THE IMAGINE MILL DISTRICT RECOMMENDATIONS

UNIFY & CONNECT THE DISTRICT TO THE GREATER COMMUNITY

INFRASTRUCTURE RECOMMENDATIONS

Additional features included in the intersection concept are corner refuge islands that reduce modal conflicts between bike and right-turning vehicles on the southwest corner of the intersection and new landscaping that will add to the visual appeal of the Mill District gateway corridor and may reduce the speed of vehicles. The intersection concept (**Figure 60**) illustrates the reduction of travel lanes to the south of Blossom Street and will require further study to determine the exact configuration; however, reducing the number of travel lanes and implementing enhanced bike and pedestrian facilities align with the goals of the Mill District to become a destination and will be inviting to people walking, biking, or driving.

As Huger Street enters the Mill District, the existing at-grade railroad crossing presents a challenge for access to the neighborhoods. Continuing the proposed road diet cross section through into the Mill District does not eliminate the at-grade crossing; however, it does provide a key network connection from Blossom Street and emphasizes the bikeable and walkable nature of the Mill District. The concept illustrated in **Figure 61** was developed to show improvements that can benefit the Capital City Mill District while retaining the at-grade crossing at Huger Street, which would both stand alone and align with most of the proposed rail consolidation alternatives discussed in the earlier section. The concept shows the curve from Huger Street into the study area on Whaley Street. It is recommended to close the access streets off Whaley Street and Huger Street that are located on the south and west side of the curve to improve safety for all modes and reduce conflicts created by entering and exiting vehicles. To ensure adequate property access and to improve connectivity, Tryon Street would be accessed from Catawba Street and Heyward Street would be accessed from Church Street.

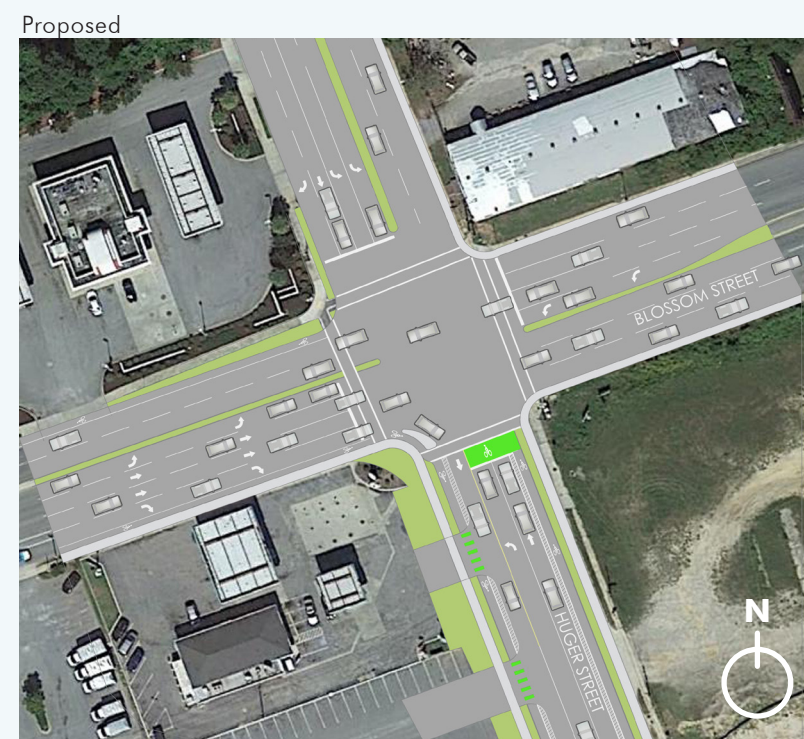
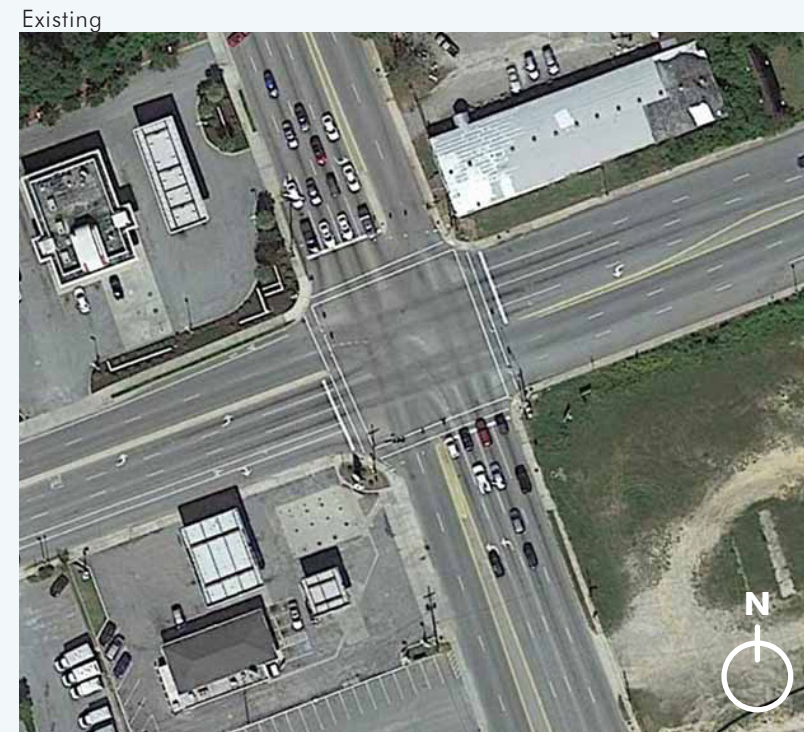


Figure 60: Huger Street / Blossom Street Intersection and Road Diet

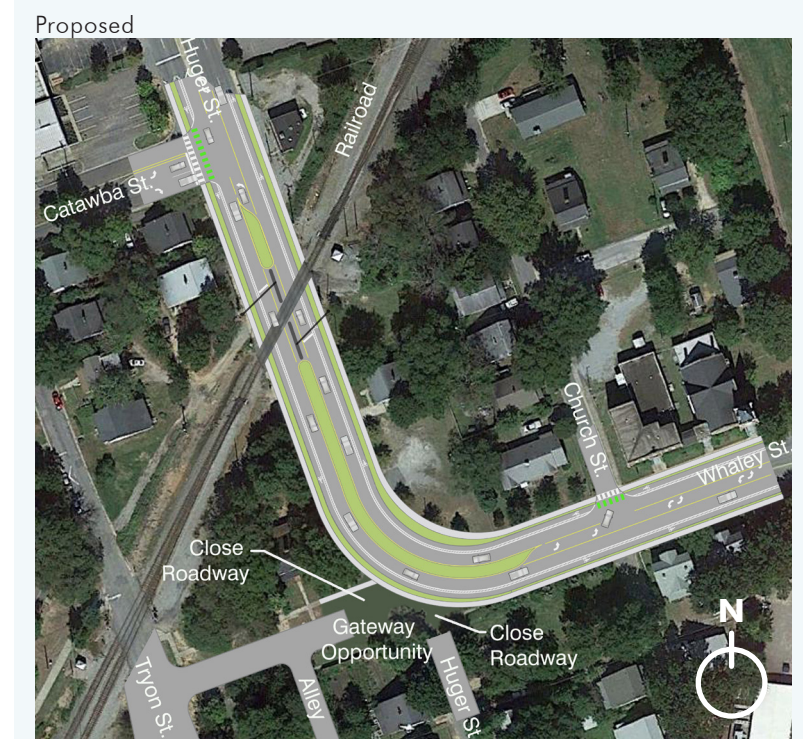
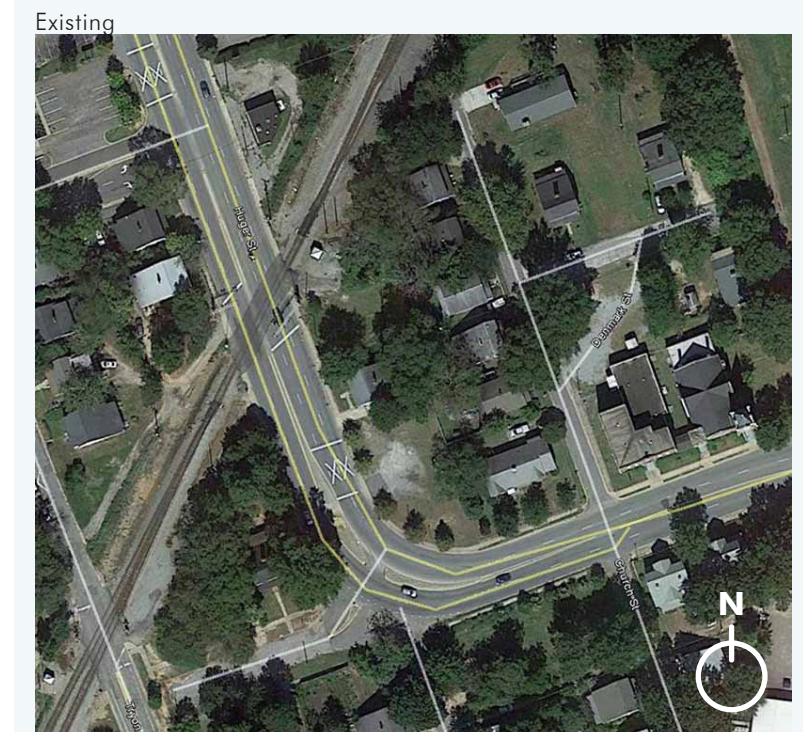
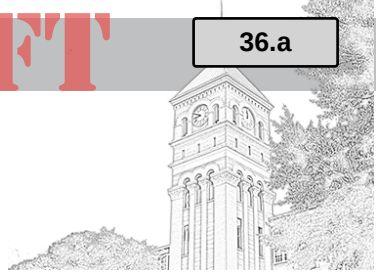


Figure 61: Huger Street Road Diet

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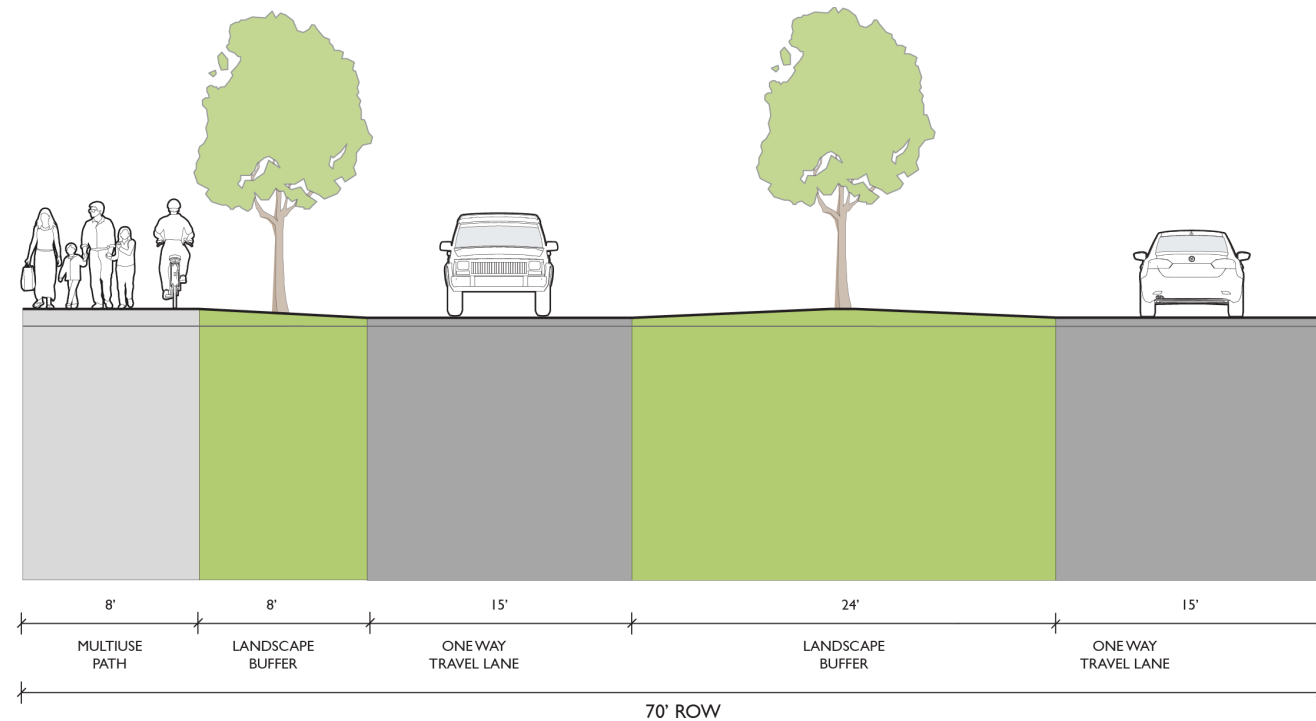
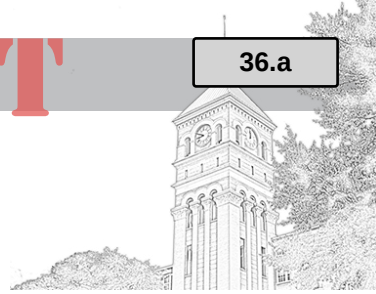


Figure 62: Lincoln Street Existing Cross Section

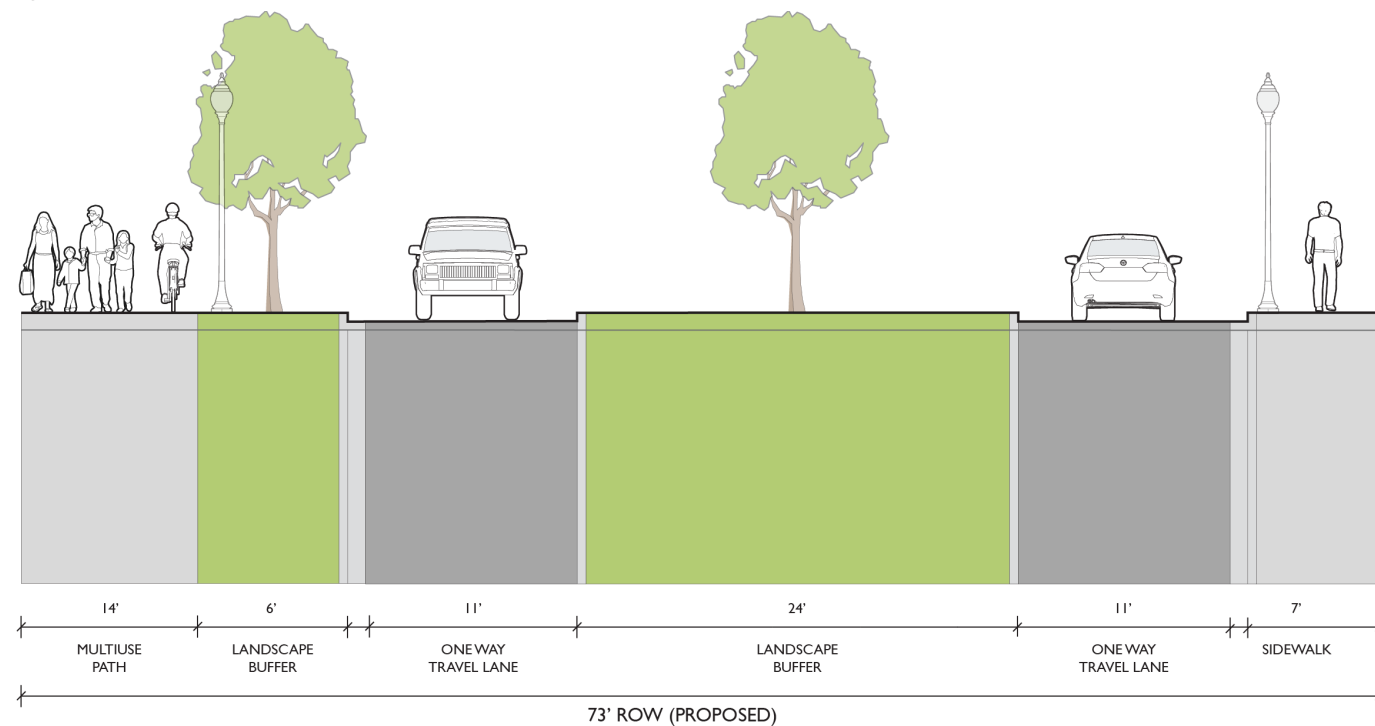


Figure 63: Lincoln Street Proposed Cross Section

LINCOLN STREET

Existing conditions along Lincoln Street provide for a comfortable pedestrian environment due to the multi-use path along the west side of the street (**Figure 62**). Lincoln Street is a key connection into the Mill District from the Greek Village for the University of South Carolina (USC). With the redevelopment of the mills as apartments inside the District, the connection between the Greek Village and the mills along Heyward Street and Lincoln Avenue could experience more student bike and pedestrian activity, if appropriate facilities are implemented. Recommended improvements depicted in **Figure 63** show the use of curb and gutter to more clearly define the street and assist in stormwater management and erosion control. Additionally, widening the existing multi-use path will provide more space for bicyclists and pedestrians to share this designated space. Lastly, a sidewalk is proposed along the east side of Lincoln Street to increase walkable access to the residences along the street.

UNIFY & CONNECT THE DISTRICT TO THE GREATER COMMUNITY

INFRASTRUCTURE RECOMMENDATIONS

OLYMPIA AVENUE

While there are several priority streets within the Mill District, Olympia Avenue is not only a key corridor but is also part of the identity of the Mill District. Although there are wide striped shoulders on Olympia Avenue, the street is not currently welcoming to bicyclists and pedestrians (**Figure 64**). The large landscaped median serves an important purpose by narrowing the visual perception of the road and, therefore, potentially reducing speeds. Recommendations for Olympia Avenue create a street that moves people safely and efficiently as seen in **Figures 65 & 66**. Buffered bike lanes and sidewalks are recommended and will serve the residents and businesses along the street as well as those that are in close proximity. Bike and pedestrian facilities proposed are illustrated to align with NACTO, City and County standards. The landscaped median could be repurposed to serve the community as part of a larger stormwater management system. Improvements to the median should be focused on retaining the aesthetic appeal while providing additional water quality functions.

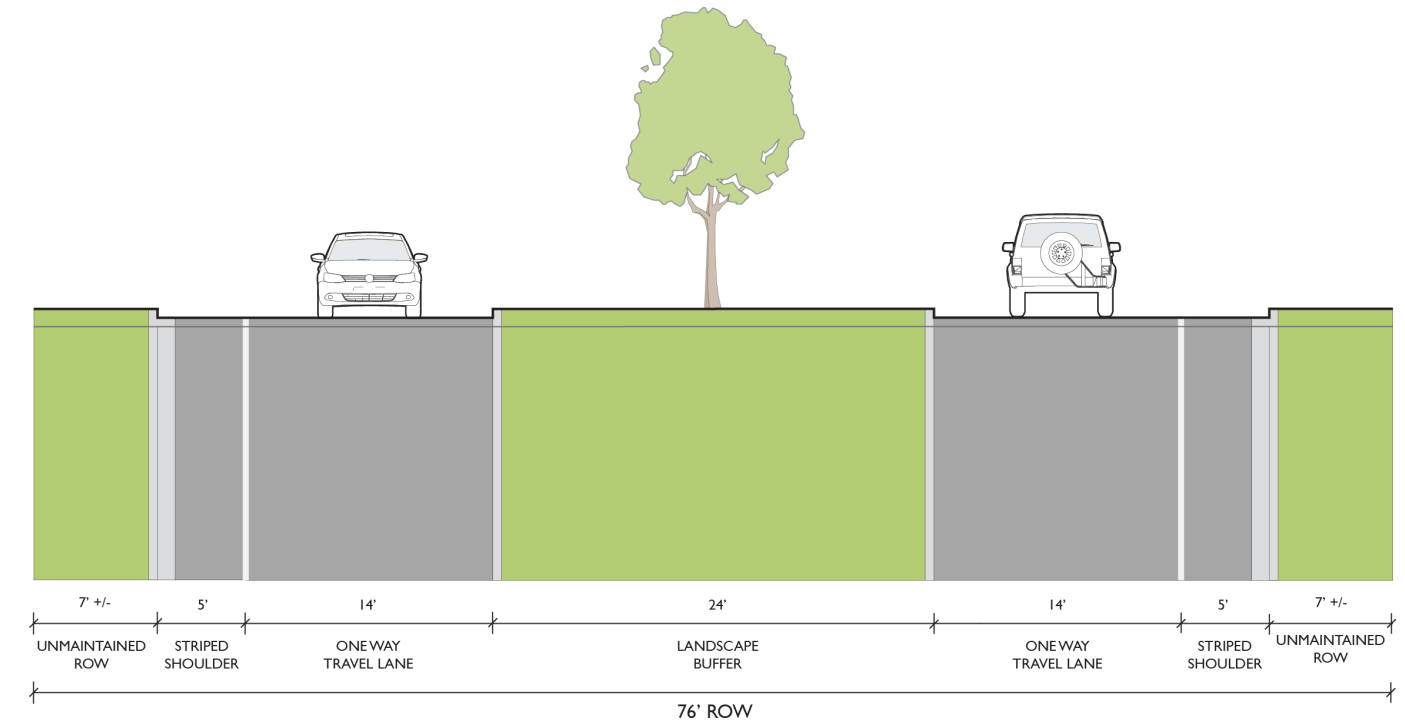


Figure 64: Olympia Avenue Existing Cross Section

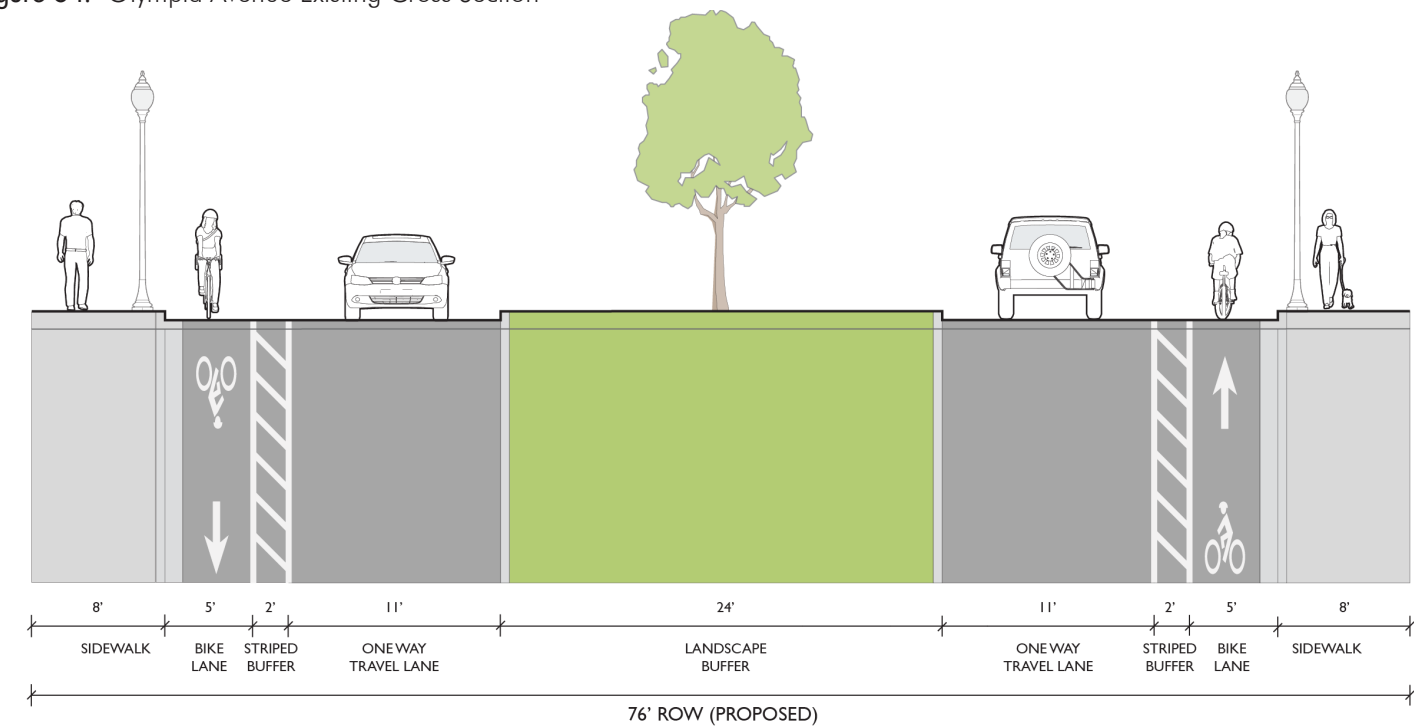


Figure 65: Olympia Avenue Proposed Cross Section

3. THE IMAGINE MILL DISTRICT RECOMMENDATIONS

UNIFY & CONNECT THE DISTRICT TO THE GREATER COMMUNITY

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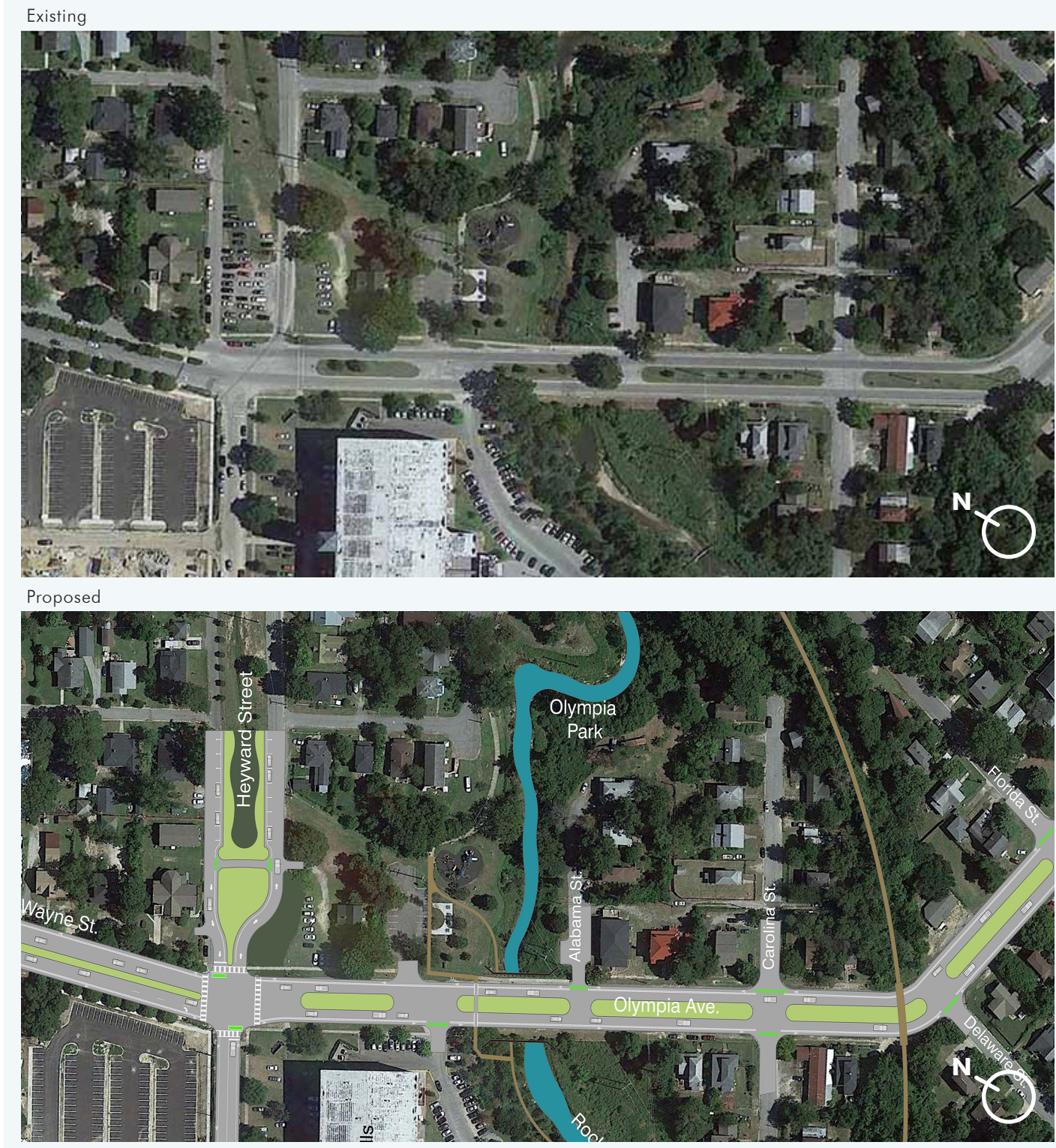
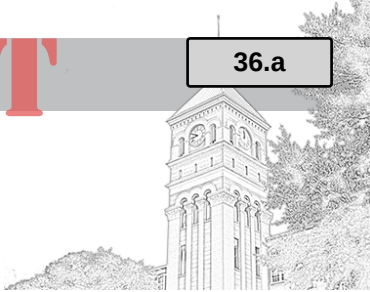


Figure 66: Olympia Avenue Road Diet

Figure 66 to the left shows the proposed connection between Heyward Street and Olympia Avenue. Pedestrian pathways / greenways / rail lines are shown in brown.

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3. THE IMAGINE MILL DISTRICT RECOMMENDATIONS

UNIFY & CONNECT THE DISTRICT TO THE GREATER COMMUNITY

INFRASTRUCTURE RECOMMENDATIONS

WHALEY STREET

A cross section similar to the one recommended for Huger Street is recommended for the section of Whaley Street that is west of the Olympia intersection. Sidewalks are currently located along both sides of Whaley Street, as shown in the existing cross section in **Figure 67**. Additionally, the travel lanes along Whaley Street are approximately 18 feet wide. A multi-modal cross section can be achieved through implementing bike facilities along this street. Buffered bike lanes are recommended (**Figure 68**) for Whaley Street, which would have a relatively low implementation cost and could be done in the near-term. Whaley Street was identified as a priority in the complete streets analysis due in part to its slow posted speed limits and existing sidewalks. The existing width of the roadway provides sufficient space to dedicate exclusive space for bikes along with a buffer to increase comfort for bicyclists as the more vulnerable users.

*Note: The proposed cross section of Whaley Street between Huger Street and Olympia Avenue is categorized as a separated facility. A separated facility is also proposed from Huger Street east to Wayne Street.

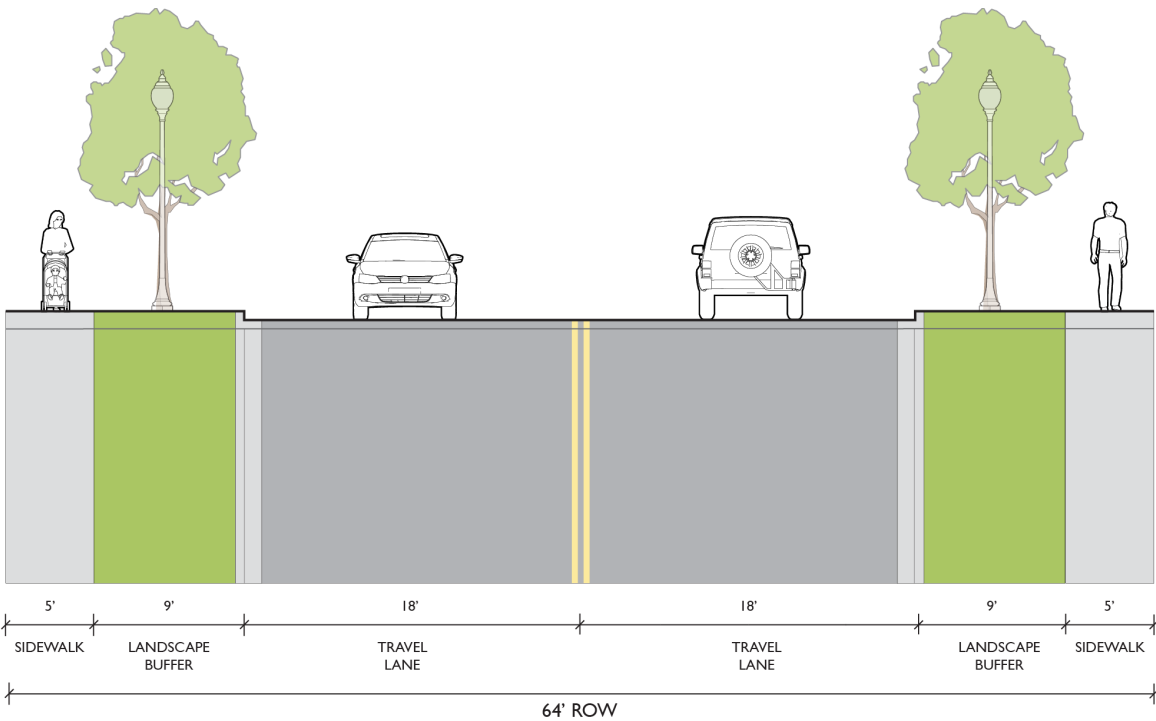


Figure 67: Whaley Street Existing Cross Section

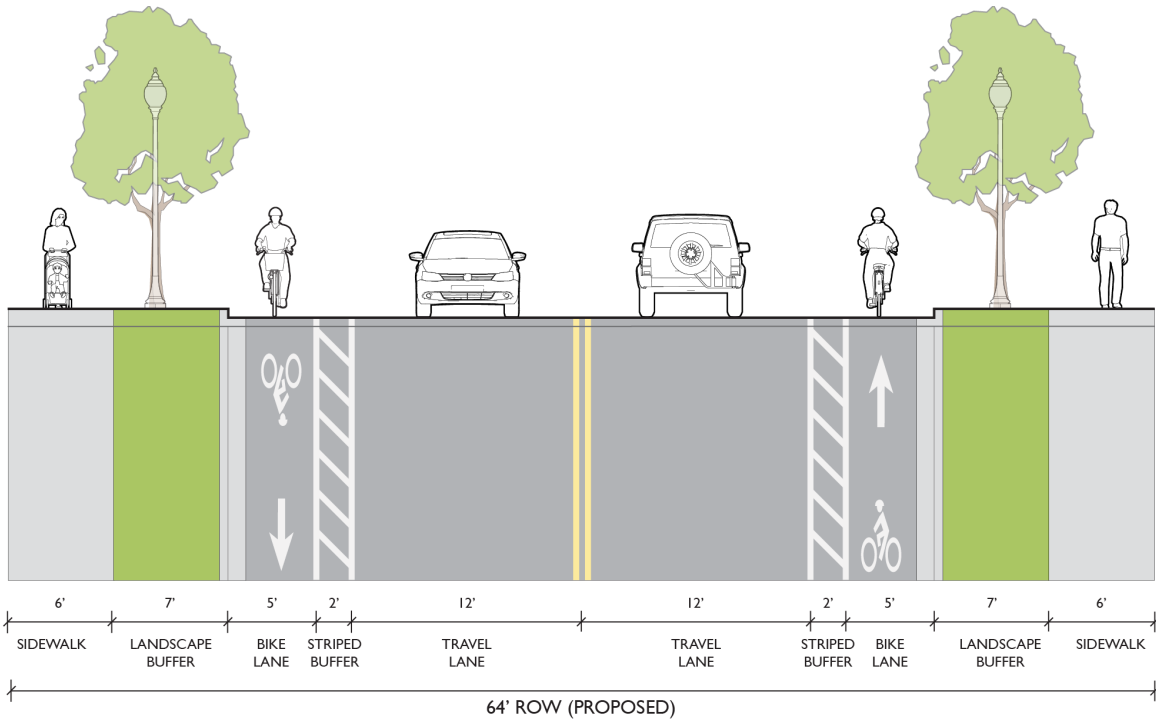


Figure 68: Whaley Street Proposed Cross Section

UNIFY & CONNECT THE DISTRICT TO THE GREATER COMMUNITY

INFRASTRUCTURE RECOMMENDATIONS

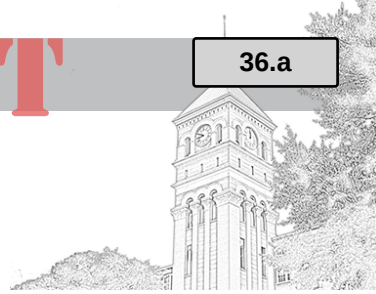
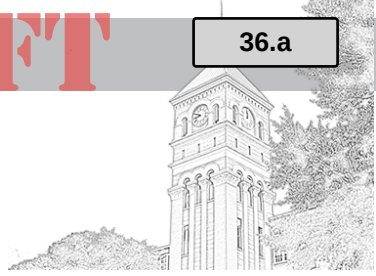


Figure 69: Whaley Street / Assembly Street Intersection and Road Diet

ASSEMBLY STREET

New bike facilities along Whaley Street will increase the safety for cycling while also providing a direct link between Olympia Avenue and Assembly Street. **Figure 69** shows an intersection concept at Whaley Street and Assembly Street. This concept illustrates the recommendations for the new buffered bike lane along Whaley Street and continues these improvements through the intersection to the east of Assembly Street. Currently, the width of the opening for Whaley Street under the railroad bridge would not allow for these improvements, but accommodating all modes of transportation should be considered if/when the railroad bridge is removed or replaced. Enhanced bike and pedestrian facilities are also shown along Assembly Street and will be discussed in further detail in the following section.



UNIFY & CONNECT THE DISTRICT TO THE GREATER COMMUNITY

INFRASTRUCTURE RECOMMENDATIONS

ASSEMBLY STREET

Major streets such as Assembly Street have the capacity to carry high traffic volumes and connect travelers into the heart of downtown Columbia. Assembly Street also provides connections to USC, sports venues, and the SC State Fairgrounds. This corridor is a major artery within the City and County but it does not safely accommodate bicyclists and pedestrians. There are barriers to travel such as an at-grade railroad crossing north of the Whaley Street intersection and also north of the Dreyfus Road intersection. Parallel railroad alignment for a portion of Assembly Street between Dreyfus Road and Rosewood Drive is another challenge and limits the potential for new development along the corridor. In spite of these challenges, there is an opportunity to implement bike and pedestrian infrastructure that would help to alleviate traffic congestion during major events and provide a healthy transportation alternative for those traveling between the Mill District and downtown Columbia along Assembly Street.

The existing cross section for Assembly Street (**Figure 70**) was presented during the public open house meetings in order to discuss multimodal possibilities for the corridor. Public input confirmed that implementing bike and pedestrian facilities along Assembly Street would be an important step in creating a connected, active transportation and recreation network. Based upon input from participants at the public meetings, two types of bike and pedestrian facilities were preferred; both options include facilities that are physically separated from travel lanes. In addition to bike and pedestrian infrastructure, the recommended cross sections show a five-lane cross section for Assembly Street.

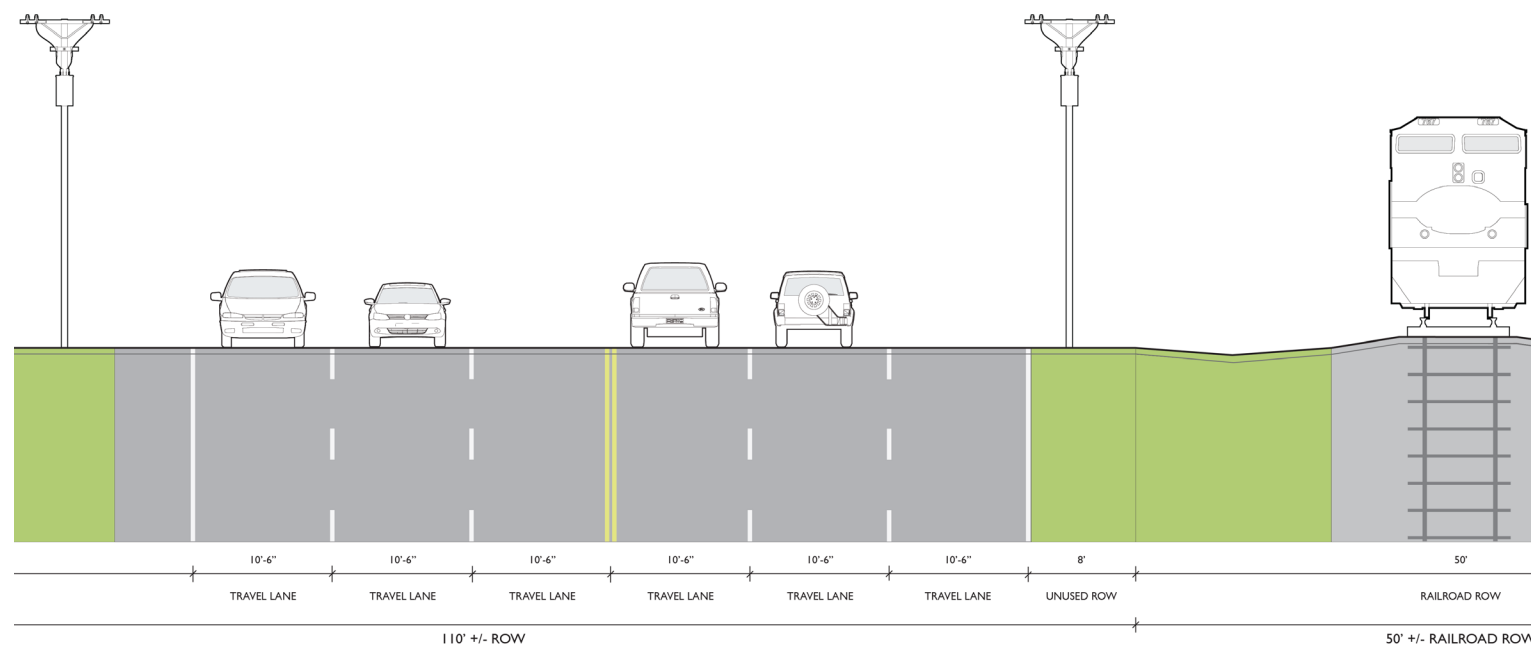


Figure 70: Assembly Street (Existing)

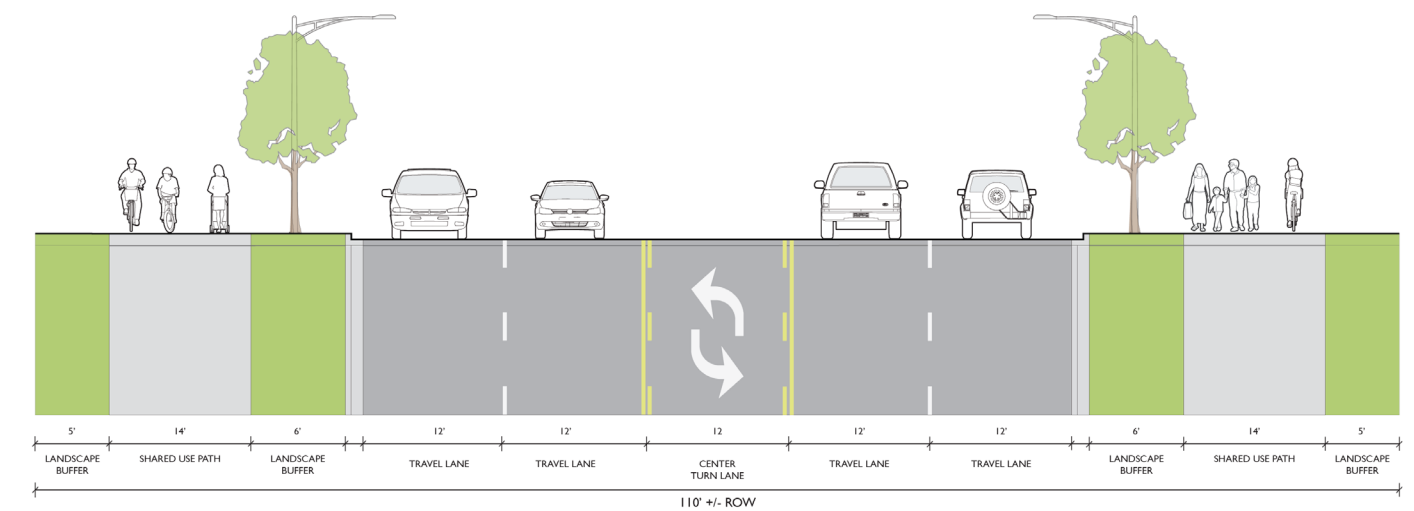


Figure 71: Assembly Street Option A

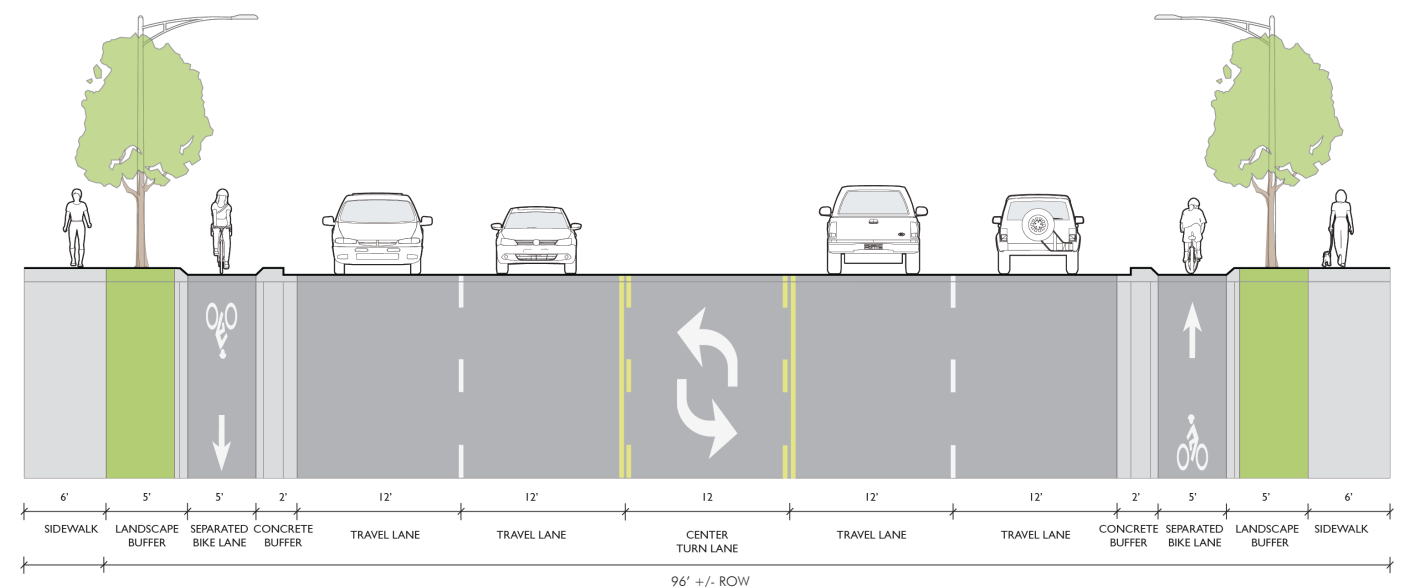
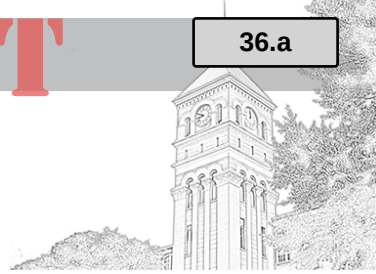


Figure 72: Assembly Street Option B

*Note: Where the proposed right-of-way is smaller than the existing right-of-way, additional right of way should be allocated to pedestrian, bike, and streetscape improvements to ensure that the entire right-of-way is utilized.



UNIFY & CONNECT THE DISTRICT TO THE GREATER COMMUNITY

INFRASTRUCTURE RECOMMENDATIONS

This recommendation is based upon a five-lane cross section's ability to handle current traffic volumes and future volumes projected using the historical growth rate since 2010. Although Assembly Street is over capacity during major events such as home football games for USC or the State Fair, the street has capacity for daily traffic and has the right-of-way width to accommodate all modes of transportation. Rather than designing Assembly Street for high-demand days that only happen several times a year, it is recommended that Assembly Street be designed as a street that meets the community's needs 350+ days of the year. While outside of the scope of this study, it is further recommended that SCDOT explore the possibility of reversible lanes along Assembly Street for those rare but important high-demand days.

Figure 71 presents the preferred cross section with multi-use paths on each side of Assembly Street. A multi-use path accommodates both bicyclists and pedestrians in a facility that is separated from travel lanes by a minimum of a 6-foot landscaped buffer. **Figure 72** illustrates bike and pedestrian facilities independent of each other through separated bike lanes and traditional sidewalks. A key improvement in each of the recommended cross sections is the addition of a center turn lane along Assembly Street to allow left-turning vehicles to move into a designated lane for turning movements. This will reduce the potential for congestion and crashes along the corridor. Recommendations for Assembly Street benefit the bike and pedestrian network of the Mill District, as well as the surrounding City and County neighborhoods and commercial districts. Prior to improvements, a comprehensive traffic study should be conducted to identify current issues and provide more detail for analysis of recommendations.

Multi-use paths for bike and pedestrian facilities are included in **Figure 73** along with a concept that illustrates development along Assembly Street if the railroad corridors are consolidated. Transforming Assembly Street into a multi-modal corridor, along with providing a center turn lane are key improvements that will benefit future development along the corridor. These concepts illustrate the recommendations for the Mill District Area Plan and have been developed to improve the multi-modal network in and around the District. The future of the railroad alignments and any improvements to Assembly Street will directly impact the Mill District. Any improvements should consider infrastructure changes that enhance the bike and pedestrian environment and increase connectivity along with safety for all users.

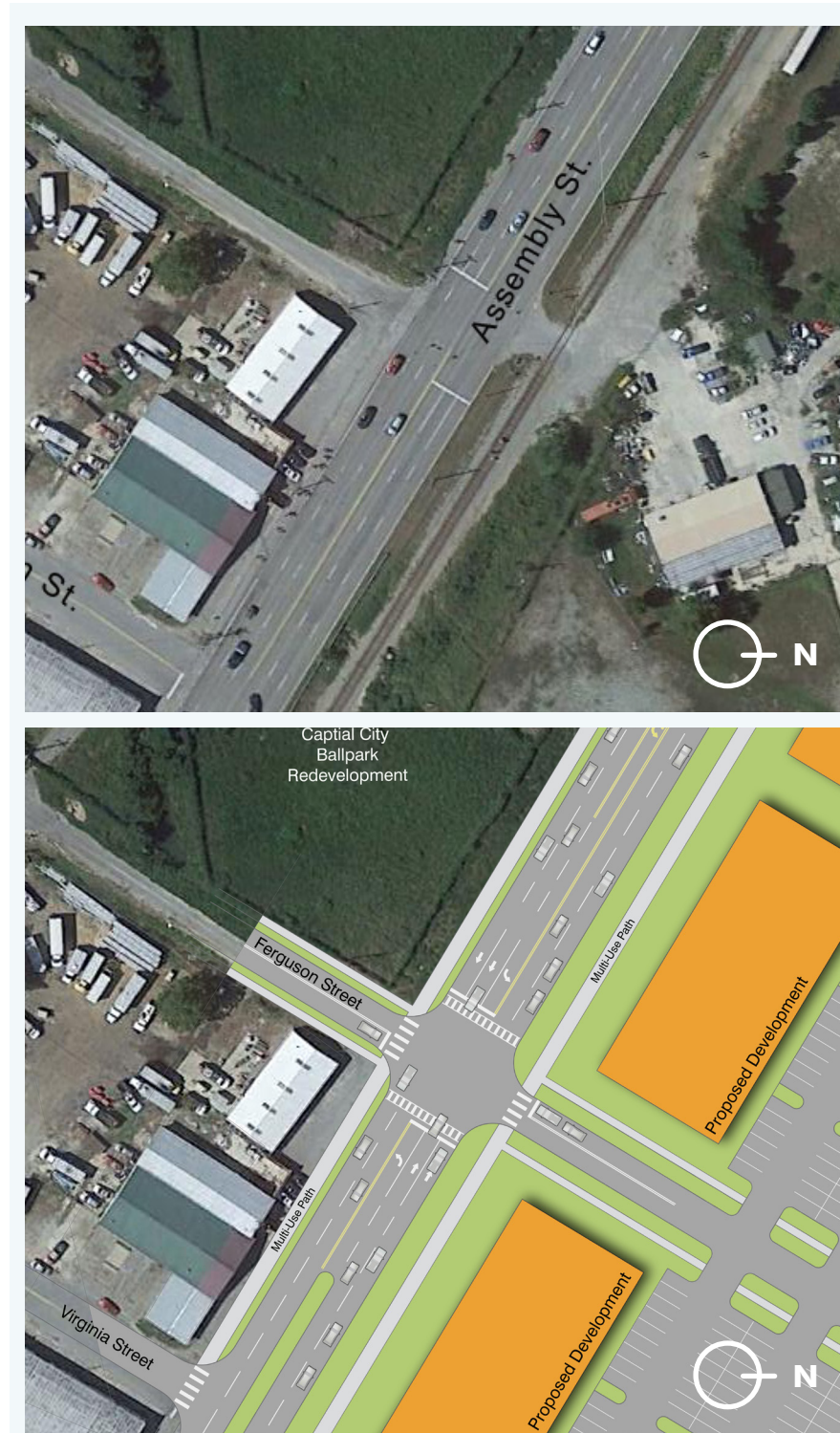
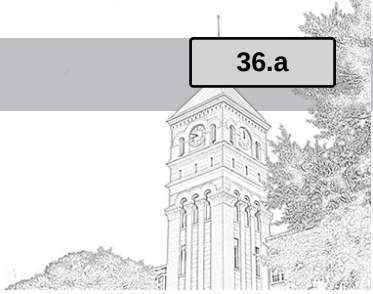


Figure 73: Assembly Street Concepts (Existing and Proposed)



BIG IDEA 4:

IMPROVE ENVIRONMENTAL STEWARDSHIP

The Mill District is surrounded by and home to some of the region's most unique natural resources. From the Rocky Branch Watershed, the Congaree River, numerous mature trees, the quarry, and open space and parks, the Mill District has many assets worthy of protection and improvements in order to sustain and enhance the quality of life. The Mill District's proximity to downtown and USC make the area a desirable place to invest and develop; therefore, environmental stewardship is an important and necessary Big Idea for many implementation strategies. The Big Idea 4 recommendations address greenways, open space and parks, and improving the water quality and stormwater management through green infrastructure, low impact development, rainwater harvesting, stream restoration and infrastructure improvements. These recommendations strive to balance the health of the natural environment with development while providing a place where people want to live, work and play due to the beauty and access to nature.

3. RECOMMENDATIONS

IMPROVE ENVIRONMENTAL STEWARDSHIP

GREENWAYS, OPEN SPACE, AND RECREATION

A greenspace and mobility analysis was completed at the beginning of the project. This mapping shown in **Figure 74** took inventory of all of the park and open space throughout the project area. The team looked at existing and planned greenway projects as well as existing sidewalks. We created ¼ mile walking circles (ped sheds) from all of the existing parks within the Mill District. This study showed a lack of park and open space to the south and southwest of the project area. The mapping also showed potential greenway and multi-use path connections that should be addressed as part of the bike and pedestrian network.

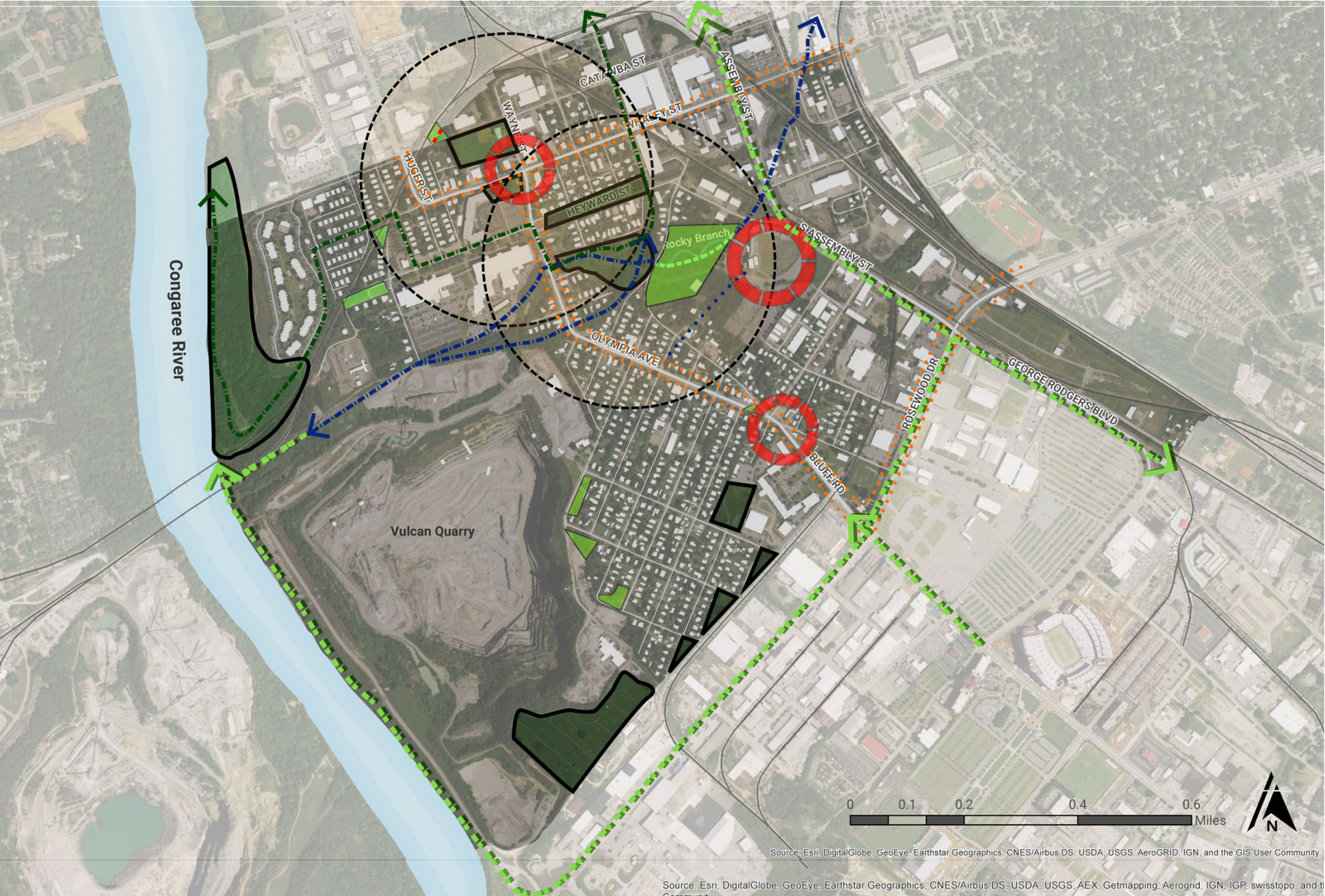


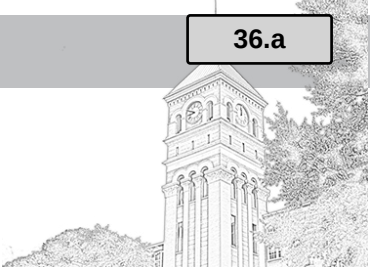
Figure 74: Greenspace/Pedestrian Mobility Map

- | | | |
|--------------------------------|----------------------------|--|
| ●●●● Major Pedestrian Path | ▬▬▬ Mill Village Riverlink | ▬▬▬ Greenspace Opportunities |
| ●●●● Possible Pedestrian Links | ▬▬▬ Existing Parks | ○ Neighborhood Nodes |
| ▬▬▬ Future Multi-Use Path | ▬▬▬ Greenspace | ▬▬▬ Potential Greenway/Multi-Use Path Connection |

3. RECOMMENDATIONS

IMPROVE ENVIRONMENTAL STEWARDSHIP

GREENWAYS, OPEN SPACE, AND RECREATION



OPEN SPACES

As a part of the proposed area plan improvements the team looked at existing vacant properties illustrated in **Figure 75** throughout the Olympia neighborhood where parks and open space were lacking. This design board was used to gather feedback from the community about which types of activities they would like to see in these vacant spaces. Vulcan Materials owns and maintains the majority of these vacant parcels. Quarry management is not opposed to the development of these parcels as passive and active open space, but such development will require a thorough review and approval process. Although the quarry did not commit to these proposed improvements, the Mill District organization should explore a partnership with Vulcan Materials to utilize the proposed privately held lots as additional green space where appropriate. The public was encouraged that these spaces, well maintained by the quarry, could develop into recreational spaces.

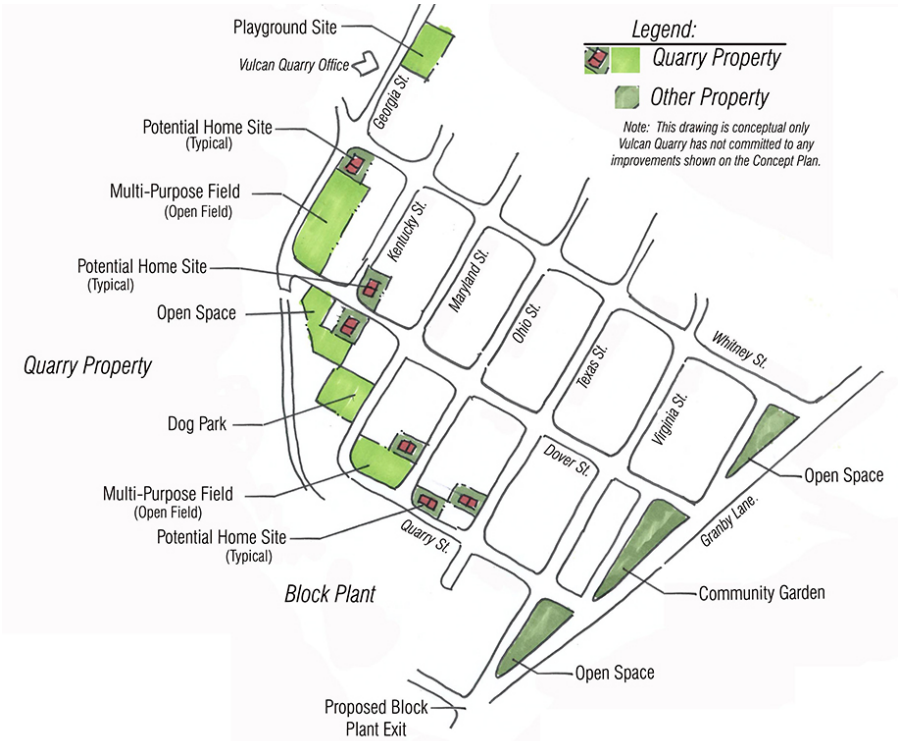


Figure 75: Open Space Opportunities Diagram



Figure 76: Examples of proposed open space opportunities

IMPROVE ENVIRONMENTAL STEWARDSHIP

GREENWAYS, OPEN SPACE, AND RECREATION

PROPOSED GREENWAY

The study area has existing greenway components however, the analysis showed there was a lack of connectivity. Our project team studied the recently finished Rocky Branch Greenway Master Plan (Hutchinson, Olsen, Petty, & Witherspoon, 2013), the current planning work as part of the proposed Capital City Ballpark redevelopment site, and proposed Richland County Penny Projects (Transportation Penny Project, 2012). These studies were instrumental in developing the proposed greenway which will eventually connect Five Points (USC) and the Congaree River (Richland Co. Penny Program). The proposed greenway path shown in **Figure 77** starts along Assembly Street and connects through the Olympia Park, quarry property, and along the river to the Jordan Memorial Boat Ramp. The project has been broken into three segments.

The linking of the Rocky Branch Greenway to the existing Three Rivers Greenway system will enable the Mill District neighborhoods to connect to 9 ½ miles of existing riverfront pathways. The original connection (Mill Village Riverlink) was completed in early 2004. This greenway utilized existing roadways for the majority of the path; however, new development and lack of maintenance have removed most of the signage and street markings that directed travelers. The proposed Rocky Branch Greenway will be a safer and more beautiful experience. The Three Rivers Greenway is a growing, linear park that is located in Columbia, West Columbia and Cayce. This proposed connection will link to Granby Park, the first section of the Three Rivers Greenway completed in 1998. Currently, the City of Columbia has master planned this connection all the way to the Columbia Canal and Riverside Park. This vision builds on the Three Rivers Greenway planned linkages to Columbia Canal and Riverside Park by continuing the greenway south to the boat landing and future USC intramural facility.



Figure 77: Proposed greenway path at Rocky Branch

IMPROVE ENVIRONMENTAL STEWARDSHIP

GREENWAYS, OPEN SPACE, AND RECREATION



Figure 78: Rocky Branch - Assembly Street to Olympia Avenue

The proposed greenway path shown in **Figure 78** starts along Assembly Street and follows the Rocky Branch to the Congaree River as it travels through the Mill District. Along this course, it will pass through City-owned property located between Bluff and Dreyfus Road, before encountering an abandoned railroad berm that is privately held and previously connected to the old CSX railroad bridge which was demolished in the early 1980s. In order to provide a connection along the Rocky Branch and between the City property and Olympia Park, a pedestrian connection, which has been discussed by various stakeholders, is shown through the berm, connecting the greenway to Olympia Park and a continuation of the trail system. This access will increase connectivity between the existing neighborhoods and between the neighborhoods and downtown Columbia.



Figure 79: Rocky Branch - Olympia Avenue to Congaree River

The greenway will continue through Olympia Park to Olympia Avenue. There are two proposed connections across and under Olympia Avenue **Figure 79**. The current redevelopment plan for the Capital City Ballpark site calls for improvements throughout the Rocky Branch Greenway system, one of which is a new bottomless culvert at Rocky Branch and Olympia Avenue. This culvert will have an 8' wide pedestrian path on the east side of the road under Olympia Avenue. Additionally, we recommend an additional path for bicycles to cross Olympia Avenue above grade because the path under the culvert will not have sufficient head room for cyclists. The greenway will continue to follow Rocky Branch on the north side along an existing City of Columbia sewer easement until it reaches the old railroad right-of-way. At this location, the Branch enters the quarry property and is located within active quarry operations. The greenway will need to follow the old railroad right-of-way and tie to the existing end of Granby Park, which is a component of the Three Rivers Greenway. Some parts of the greenway that follow the old railroad right-of-way will need to be on quarry property. Meetings with Vulcan Materials were positive about continued conversations regarding access onto their property. Easements and the relocation of some existing fencing will be required and final alignments will need to be determined.

3. RECOMMENDATIONS

IMPROVE ENVIRONMENTAL STEWARDSHIP

GREENWAYS, OPEN SPACE, AND RECREATION

The proposed greenway will continue south along the Congaree River as shown in **Figure 80** and tie to the existing Jordan Memorial Boat ramp. This will allow for future connections to the Old State Farmers' Market property and the USC property recently purchased for golf and intramural fields. This ultimately will allow the main campus of USC to tie to the new intramural field property and Williams Brice Football stadium through a bike and pedestrian friendly path.

To the north of the railroad right-of-way, the greenway would continue under two active railroad bridges and tie to the existing Granby Park trail system. We recommend that the City and County continue to work with the property owners to connect the north end of Granby Park to Blossom Street in order to maximize connectivity to other parts of town such as the USC baseball stadium and the student housing throughout this area.



Figure 80: Rocky Branch - Along Congaree River

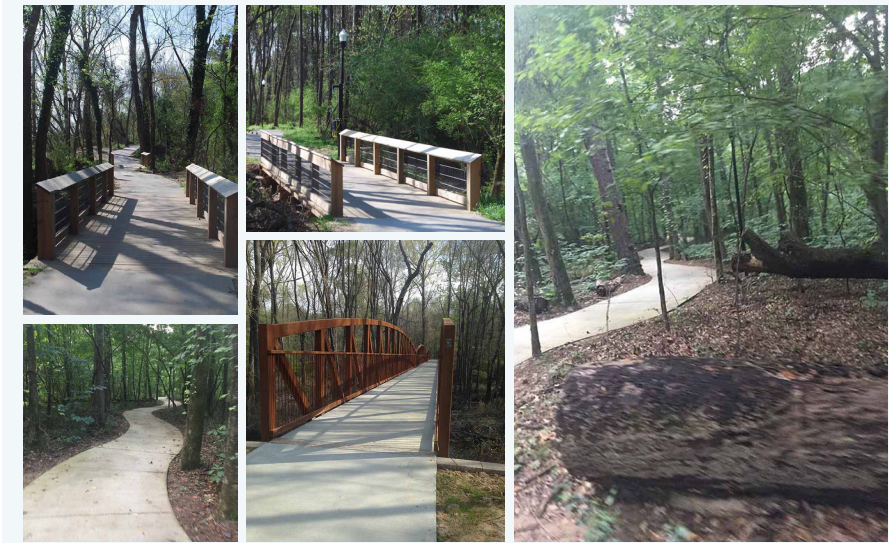


Figure 81: Examples of greenways

Water quality and flooding issues are important to the Mill District since it is in the lower part of the Rocky Branch Watershed. Since the Mill District is the recipient of the stormwater runoff from all the subwatersheds which lie upstream, addressing these concerns are critical to making the area livable. Relieving existing choke points will help avoid the resulting property damage from flooding, while improving water quality will be of benefit to all biological inhabitants.

The project team has reviewed the existing conditions of the Mill District, as well as the Rocky Branch Watershed Assessment of May 20, 2016 prepared by McCormick Taylor. The team listened to the stormwater and flooding concerns voiced by PAC members and the stakeholders at public

meetings during the master planning process. The recommendations set forth by the Assessment are prioritized below, and other possible solutions are also provided.

Many of soils in the Mill District are excellent for infiltration of stormwater to improve drainage and flooding in the project area. However, implementing low impact development and green infrastructure opportunities alone in this area cannot solve the overall flooding issues in the Rocky Branch Watershed.

The Assessment indicated that relieving the existing choke points along Rocky Branch will help with flood volumes, while stream restoration and the infiltration that can be built within the Mill District will improve water quality.

As the Assessment pointed out, there are many upstream opportunities in the Martin Luther King Jr., Devine/Blossom and Rosewood sub-watersheds to help alleviate the current flooding conditions. Once the runoff is conveyed to and concentrated in Five Points, it is more difficult to handle those volumes with additional green infrastructure.

Building infiltration into the residential neighborhoods of Melrose Heights, Old Shandon, Shandon and Hollywood-Rose Hill (where the soils are sandy at the top of the watershed—see B soils on **Figure 82**) is key to reducing the volume of water discharging to the creek, and therefore helping to slowly solve this issue. It will take many years, but just as impervious area increased incrementally, the situation must be addressed in the same fashion.

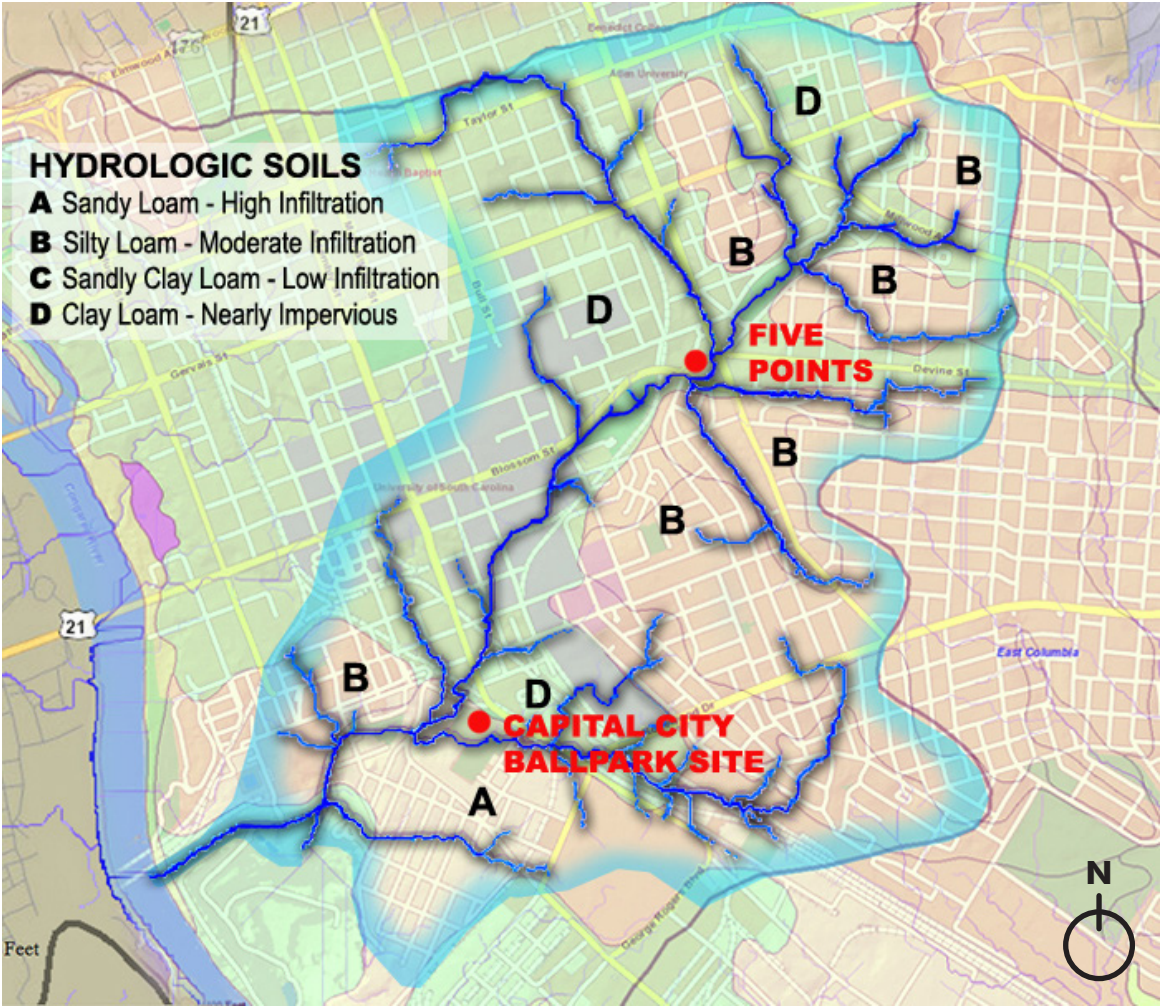


Figure 82: Rocky Branch Watershed Soils Map



Figure 83: Bioswale Diagram and Examples

IMPROVE ENVIRONMENTAL STEWARDSHIP

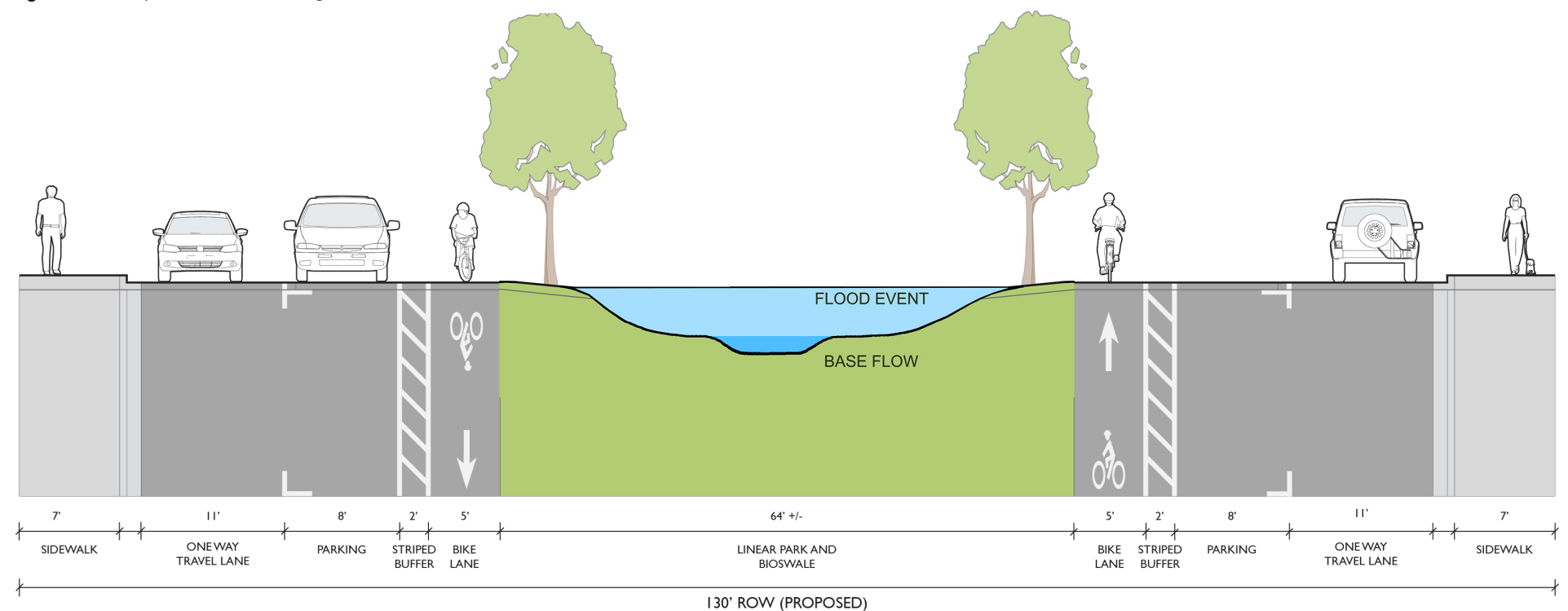
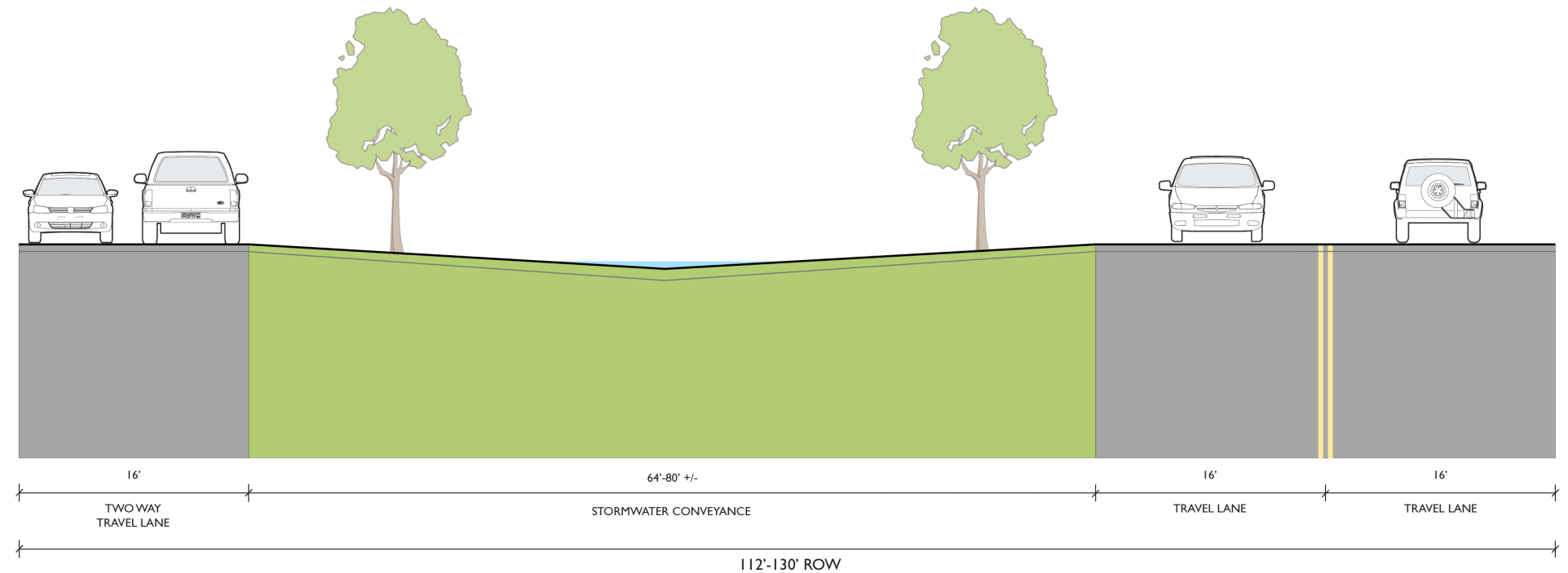
WATER QUALITY

GREEN INFRASTRUCTURE

It is important to begin green infrastructure efforts where the hydrologic soils are most favorable and thus cost effective. All areas with Soil Groups A & B should be targeted for most impact. As seen in **Figure 82** on the previous page, these soil groups are prevalent in Olympia, Whaley and Granby neighborhoods. The low number of existing underground utilities and drainage system in Olympia makes it one of the easiest areas to implement. The sandy soil and gentle topography here also lends itself well to rain gardens and infiltration systems. The beauty of small infiltration systems is that they can be built in phases as funds allow. Instead of large piped systems which depend on larger and larger pipes as they go downstream, these basins and filters act independently. Each bioswale built would keep more runoff out of the pipe system. Green infrastructure is excellent for a municipality since it can be done incrementally as funding permits.

The first step is that soils need to be tested to make sure that infiltration is a viable solution. No one street stands out as more necessary than any other, though the flatter the street, the easier it is to complete the transformation. Steeper streets make runoff more difficult to pond and gather for infiltration. Providing a dedicated funding source through the budget process for these projects could eventually keep most of the stormwater generated during typical summer storms from downstream impacts.

Bioswales and rain gardens can be added to many of the existing boulevards in the Mill District. Both Olympia Avenue and Heyward Street have large islands that could be utilized for stormwater infiltration (**Figures 84 & 85**). These can double as recreational greenspace for the neighborhood to enjoy within wide rights-of-way such as on Heyward. Plantings and trees within these areas not only serve to provide filtration and transpiration of water, they also provide shading, cooling and improved aesthetics to the streetscape. In the future, Catawba and Whaley Streets potentially could be changed to boulevards in order to allow the islands to serve as green infrastructure to improve stormwater management.



IMPROVE ENVIRONMENTAL STEWARDSHIP

WATER QUALITY

LOW IMPACT DEVELOPMENT (LID)

Low Impact Development (LID) recommendations of either bioretention basins or sand filters also were included in the Assessment. Aside from those listed above, these include many sites within the Mill District. Olympia Park, Wayne Street, Lincoln Street, the overflow parking for the fairgrounds along George Rogers Boulevard, the apartments at The Mills, and Olympia Learning Center were all identified.

The Assessment also outlines the implementation of a green street template on the Olympia and Granby neighborhoods which have soils that are very conducive for infiltration. This is another solution to incrementally help address drainage issues since the existing stormwater infrastructure in these older neighborhoods is either fragmented or non-existent.

Both tree protection and planting programs are important to any new project undertaken in the area. Trees slow runoff, reduce erosion, absorb nutrients, provide habitat, improve air quality, and can reduce cooling costs when planted beside buildings. It is critical that riparian buffers be maintained and trees preserved, however actually adding to the urban forest is critical to not only the Mill District but to any long range plan for the region. The large volume of people entering the area from the southeast along Assembly Street and Bluff Road could be greeted with welcoming streetscapes full of shade trees, which are meanwhile transpiring large volumes of groundwater.

RAINWATER HARVESTING

Rainwater harvesting is also a potential way to handle significant volumes of runoff. Cisterns and rain barrels can collect roof water from municipal, commercial, and residential buildings, as long as they are sized and managed appropriately. This water can then be used for irrigation of ornamental landscapes in drier conditions, while reducing pollutant loads from our waterways during storm events.

The City of Columbia and Richland County both have existing programs which incentivize the use of rain barrels by residents through the subsidization of rain barrel cost. This type of program should be expanded each year, and encouraged in lower income neighborhoods that may not already have irrigation systems, where rainwater harvesting would be most appreciated. The Rocky Branch Watershed Alliance could also encourage the use of rain barrels by continuing their outreach programs. While five or six rain barrels per household (say one at each downspout) may make an impact, it is critical that these barrels be emptied prior to each storm for them to have an effect. This requires an active commitment on the homeowner's part and is not likely to be carried out by rental occupants.

The greatest impact as far as rainwater harvesting would be new development where cisterns can be sized to significantly reduce runoff and supplement irrigation needs. These also would be more likely to be utilized given automated sprinkler systems. Providing incentives through new regulations would encourage this practice. Downspout disconnection from the municipal drainage system is an important concept to incorporate into new development as well as retrofitting existing structures, both commercial and residential.



Figure 86: Cistern and/or rain barrel for rainwater harvesting

STREAM RESTORATION

Stream restoration projects are also part of the Assessment (**Figure 87**). Bank stabilization is recommended along and adjacent to the railroad embankment behind the Church of Jesus Christ (550 LF), along Rocky Branch from Dreyfus Road north to the Railroad (250 LF), and along the edge of the shopping center parking lot west of the railroad and east of Assembly Street (600 LF). There is a small tributary between Catawba Street and the railroad by the Richland Industrial building which is a severely impacted area requiring restoration and which may have on-site wetlands.

The potential stream restoration tied to the Capital City Ballpark redevelopment site mitigation project would include channel geometry modification, debris removal, and greenway construction. Unfortunately, depth to bedrock and extensive clearing operations within Olympia Park are both critical concerns which need to be addressed. Loss to the forest canopy will have impacts on the stream channel such as decreased shading and increased potential for erosion. The final plans should be coordinated with the community’s concerns for this well-used park area.

Finally, the future mine closure (beyond the time frame of this plan) of Vulcan Materials will create opportunity for extensive stream restoration of the lowest area of the Rocky Branch before it joins with the Congaree. The entire length from Olympia Avenue down to the river could be opened up for greenway access, bank stabilization, and habitat restoration with removal of culverts and overhead conveyors. Proper design will create a corridor by combining flood storage and conveyance with the greenway. Benching one side of the Branch could serve as both recreational access and floodplain storage. It also would give additional conveyance volume. However, given the backwater effects from the Congaree, any work in this area would have little impact on upstream flooding in the watershed, but should have other benefits to the overall drainage of the river basin. While this was not the original Branch channel, the Branch diversion (built for the mine operation) could finally be naturalized and enjoyed as part of the larger regional greenway system.

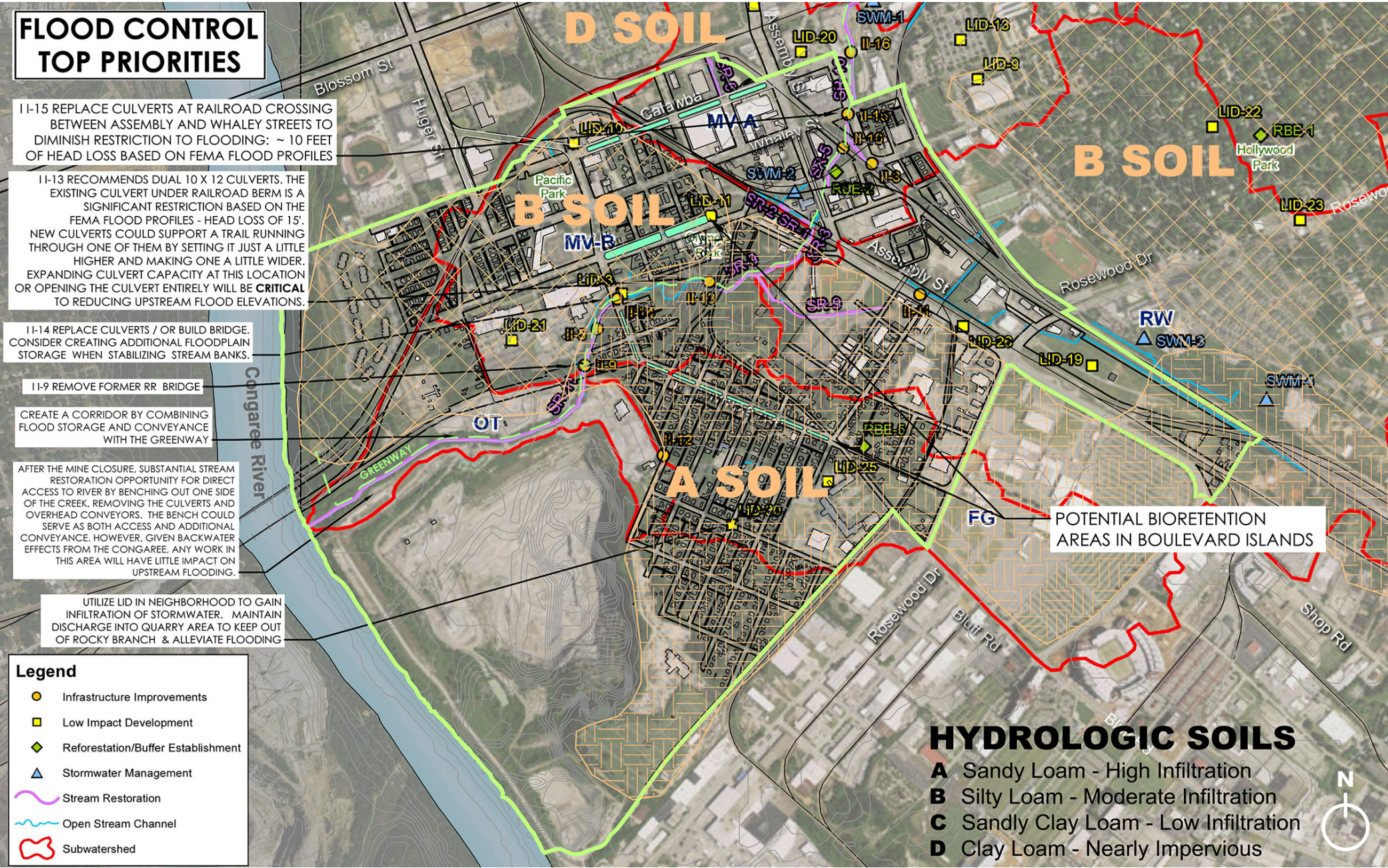
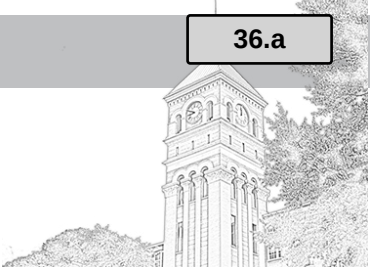


Figure 87: Stormwater Solutions

INFRASTRUCTURE IMPROVEMENTS

Infrastructure improvements must be the highest priority to alleviate flooding issues in the Mill District. These choke points or degraded channel conditions must be addressed before any significant improvement is possible. The projects outlined in **Figure 88** are all projects that can make an immediate impact in the Mill District and are infrastructure improvements from the Watershed Assessment (McCormick Taylor, 2016). It is important to note that these nine projects as well as others on the following page are directly from the Watershed Assessment. In the following section of this report, a series of implementation projects are presented and categorized by short, medium and long term, however the projects within the Watershed Assessment cannot be categorized in such a manner and should be treated differently. Implementing infrastructure projects in the watershed cannot be categorized by time frame, rather they should be sequentially ordered from projects lower in the watershed and working upstream. Infrastructure improvements (II), particularly II-13, II-14, and II-15, could make the most impact within the Mill District, however they are the most costly. The other infrastructure improvements (II) in **Figure 88** include several projects that are low-hanging fruit, especially those with lower costs which should be implemented as funding allows, but only by starting lower in the watershed first then moving upstream. Annual funding should be allocated by the City of Columbia and Richland County to complete the infrastructure improvements in Figure 87 as well as other stormwater and water quality improvements on the following page in **Figure 89**.

The team recommends II-13 as the most critical project because of the immediate impact it can have. This is at the old railroad berm just downstream of the Capital City Ballpark redevelopment site, which is part of their proposed mitigation project. While the Assessment recommends dual 10' x 12' culverts, the new culverts could support a greenway trail running through one of them by setting it higher and making the other lower and wider: one acts as a people passage while the other is running as the stream. Other proposals discussed included the provision of a box culvert at a much higher elevation through the berm (perpendicular to the creek flow) to handle the greenway. Whichever way is chosen for the trail, expanding the culvert capacity at this location will be vital to reducing upstream flood elevations.



The culvert replacements at the railroad crossing just south of the Whaley overpass and the Whaley Street/Main Street intersection (II-10 & II-15) also would alleviate substantial upstream flooding. The outfall enhancement of an energy dissipator at the channel between the railroad and the Main Street/Heyward Street intersection (II-3) could be done at the same time and help to clean up the drainage situation in this small area. Considering the volume of traffic that moves through this 'escape route' from on-grade railroad crossing disruptions to the area, the volume of flooding potential that could be eliminated is crucial to both traffic and stormwater management.

The proposed culvert replacement or bridge construction at Olympia Avenue (II-14) would not only help alleviate flooding, but also provide a safe pedestrian crossing under this busy street solving a conflict with vehicles, humans and wildlife. Stream corridors are important wildlife connections, especially this close to a major river. Again, two 10' x 10' culverts are

recommended in the Assessment at a minimum, but this project could go far beyond mere requirements to creating additional floodplain storage and truly be an asset to the park, district, and entire greenway system.

Smaller projects would be simpler to achieve. The removal of the former railroad bridge downstream of Olympia Avenue (II-9) and replacement of a damaged sanitary sewer line west of Olympia Avenue (II-5) could both be accomplished quickly. The culvert replacement beneath the railroad at South Assembly Street west of Rosewood and near Virginia Street (II-11) would include the repairs to the eroded embankment.

While the culvert replacement at Catawba Street between Main and Sumter Streets (II-16) is just outside the Mill District's study area, it too would reduce flooding considerably. The Assessment states that the replacement will need two 20' x 6' culverts, unless USC removes the existing structures and road crossing completely.

ID	Type	Location	Proposed Action	Est. Cost	Additional Notes
II-3	Outfall Enhancement	Channel between Railroad and Main Street/Heyward Street intersection	Stabilize Outfall and install energy dissipater	\$55,000	
II-5	Sanitary Line Repair	West of Olympia Ave	Replace sanitary line	\$100,000	Metal and plastic repairs evident, supports damaged
II-9	Infrastructure Removal	Downstream Olympia Ave	Remove former railroad bridge	\$300,000	
II-10	Culvert Replacement	Railroad Crossing at Whaley St	Replace Culvert with adequately sized structure	\$1,000,000	
II-11	Culvert Replacement	Assembly Street west of Rosewood St	Replace Culvert with adequately sized structure	\$1,500,000	Repair bank erosion as well
II-13	Culvert Replacement	Old Railroad Berm	Dual 10' x 12' culverts recommended	\$1,500,000	crossing through old railroad berm desirable location for greenway
II-14	Culvert Replacement	Olympia Ave	Dual 10' x 10' culverts recommended	\$1,500,000	This area is potential greenway crossing for Olympia to Congaree. May be desire by locals for trail under Olympia Ave
II-15	Culvert Replacement	Whaley St and Main St	Dual 25' x 6' culverts recommended	\$3,000,000	This is location of USGS gauge
II-16	Culvert Replacement	Catawba St and Main St	Dual 20' x 6' culverts recommended	\$3,000,000	

Figure 88: Rocky Branch Watershed Projects

Source: Watershed Assessment (McCormick Taylor, 2016, pg.129-132)



Figure 89 represents the additional projects within the Mill District recommended by the Watershed Assessment which include various stormwater improvements, bank stabilization, culvert replacements, green streets, and tree plantings. Infrastructure improvements will make the most immediate impact to reduce flooding in the Mill District, however each project listed in **Figure 89** will benefit the overall watershed, and in turn, the Mill District. Low Impact Development and stream restoration projects will do the most to improve water quality, but in order to also reduce flows such projects would be most useful and cost effective higher in the overall watershed.

ID	Type	Location	Proposed Action	Est. Cost	Additional Notes
SWM-2	Pond Retrofit	Assembly Street and Heyward Street	Expand footprint and convert to shallow marsh or infiltration basin	\$100,000	
SR-1	Bank Stabilization	Railroad Embankment Behind Church of Jesus Christ	Bank Stabilization (200 LF)	\$150,000	This would be a CSX project
SR-2	Bank Stabilization	Adjacent to Railroad Behind Church of Jesus Christ	Bank Stabilization (250 LF)	\$150,000	Should be done in conjunction with BMP for parking lot
SR-3	Bank Stabilization	Rocky Branch Mainstem extending from Dreyfuss Road north to Railroad	Bank Stabilization (250 LF)	\$150,000	
SR-5	Bank Stabilization	Edge of Shopping Center Parking Lot East of Railroad and West of Assembly Street	Bank Stabilization (600 LF)	\$300,000	
SR-6	Stream Restoration	Tributary Between Catawba Street and Railroad by Richland Industrial	Severely impacted areas requiring restoration	\$350,000	Potential onsite wetlands
SR-9	Stream Restoration	Bluff Road to Dreyfuss Road	Debris removal and natural stabilization, channel geometry modification	\$500,000	FG channel work (Kroger mitigation) should be included in this project. SR limits extend within MV-B (Rocky Mainstem) and RW (tributary)
SR-10	Stream Restoration	Mainstem of Rocky Branch from Sumter Street to Whaley Street	Channel daylighting through USC campus	\$1,500,000	This potential project was identified by USC as potential mitigation for the Kroger development. Also provides greenway connection opportunities
SR-11	Stream Restoration	Rocky Branch Mainstem from Olympia Avenue to the Congaree River	Channel section inside Vulcan Materials active mine. Mine closure anticipated 2030 and reach should be restored for entire length	\$4,000,000	Extends within OT and MV-B subwatersheds. Would occur following mine closure
LID-3	BMP Install	Assembly Street at Entrance to California Dreaming	Bioswale or Bioretention	\$50,000	
LID-10	BMP Install	Catawba Street and Wayne Street	Bioretention or Sand Filter	\$100,000	
LID-11	BMP Install	Median Area of Heyward Street and Lincoln Street	Bioretention or Sand Filter	\$125,000	Area contains an intermittent stream
LID-19	BMP Install	Overflow parking for USC stadium complex	Bioretention or Sand Filter	\$300,000	
LID-21	BMP Install	Granby Mills Student Housing	Bioretention or Sand Filter	\$350,000	
LID-25	BMP Install	Olympia Learning Center	Bioretention or Sand Filter	\$450,000	
LID-26	Boulevard Approach	Assembly Street - Whaley Street to Rosewood Drive	Tree Boxes with underground detention cells	\$500,000	\$7,500 Per Box, spaced every 30 LF along 2,000 LF of City block
LID-30	Green Streets	Olympia-Granby	Apply green streets template to reduce runoff from neighborhood	\$680,000	capture 1" of runoff, \$190/LF of managed roadway, assumed 3,590 LF
RBE-2	Tree Planting	Assembly Street at Railroad, Mainstem of Rocky Branch	Recommend tree plantings where feasible	\$10,000	Publicly owned
RBE-5	Tree Planting	East of Hasting Alley, North of Olympia	Recommend tree plantings where feasible	\$40,000	Public parcel

Figure 89: Rocky Branch Watershed Projects

Source: Watershed Assessment (McCormick Taylor, 2016, pg.129-132)

IMPROVE ENVIRONMENTAL STEWARDSHIP

WATER QUALITY

ADDITIONAL PROJECTS

The proposed Heyward Street improvements (**Figure 90**) show additional projects that will not only alleviate flooding by improving stormwater management but also clean up traffic patterns at the intersections of Heyward and Olympia, Heyward and Lincoln, and Heyward and Assembly Streets. A multi-level bioswale could handle both base flows and a flood event volume in this area, while leaving the majority of the greenspace available as a linear park. This proposal has been welcomed whole-heartedly by the neighborhood since it achieves many goals at once.

As mentioned above, Olympia Avenue, Whaley Street and Catawba Street have all been identified by the team as potential boulevard roadways. In a similar fashion to Heyward, these wide rights-of-way could incorporate drainage and greenspace into their cross sections to be both aesthetic and functional improvements.



Figure 90: Heyward Street Improvements at Olympia Avenue



Figure 91: Heyward Street Improvements at Lincoln Street

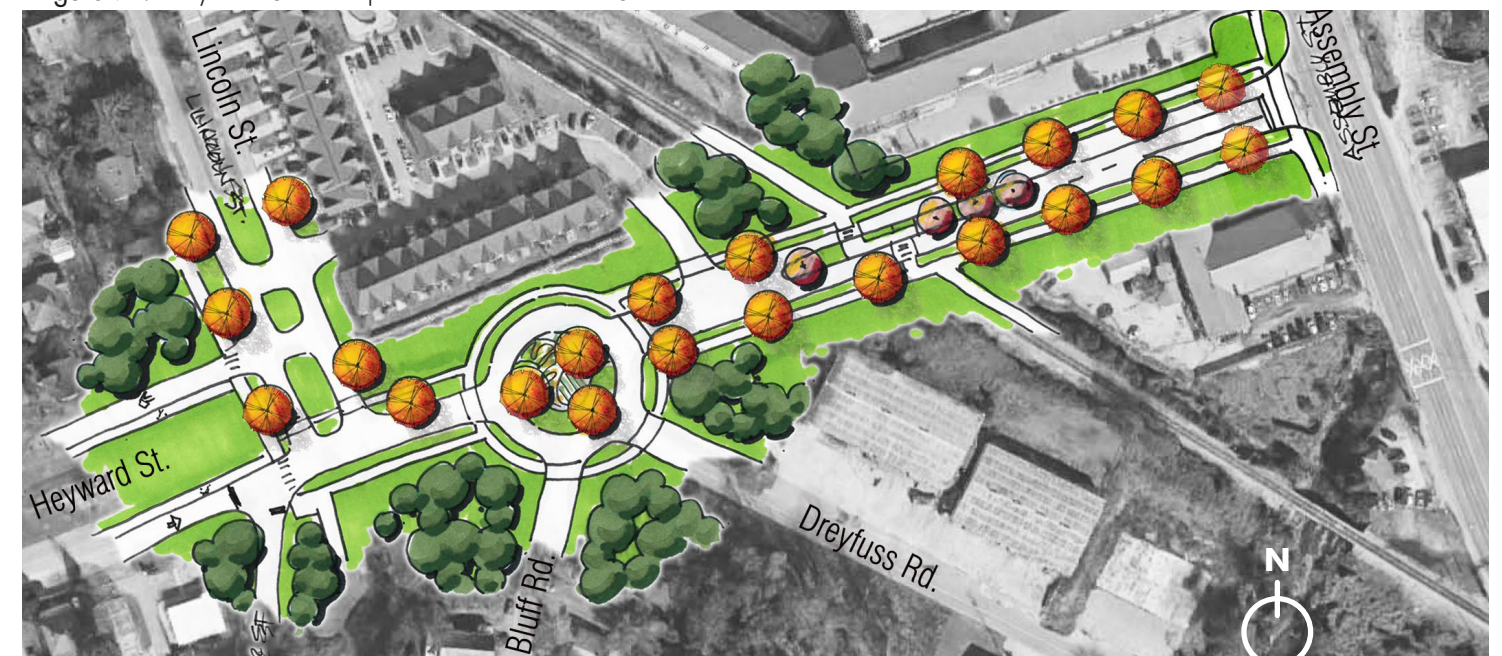
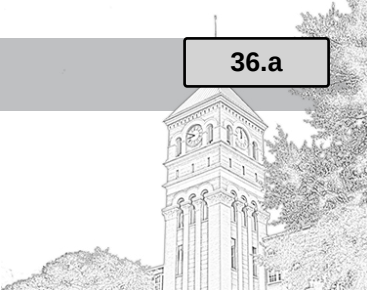


Figure 92: Heyward Street Improvements - Assembly Street Connection



IMPLEMENTATION

3. RECOMMENDATIONS

IMPLEMENTATION

STRATEGIES SUMMARY

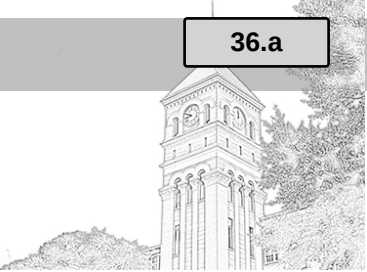
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\$\$\$\$\$ = \$5 Million +

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TAP - Transportation Alternatives Program
CMCOG - Central Midlands Council of Governments
SCPRT - South Carolina Department of Parks, Recreation & Tourism
SCDOT - South Carolina Department of Transportation
FRA - Federal Railroad Administration

CMAQ - Congestion Mitigation and Air Quality Improvement
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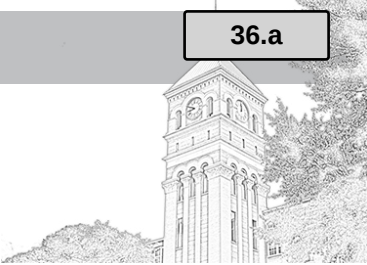
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SHORT TERM (1 TO 3 YEARS) PROJECTS + POLICIES IMPLEMENTATION SCHEDULE

BIG IDEA	PROJECTS AND POLICIES	TIME FRAME	RESPONSIBLE PARTY	ESTIMATED COST	POSSIBLE FUNDING SOURCES
1	Create and institute a formal representative organization to advocate on the behalf of the Mill District and the implementation of the vision.	Complete within 6 months of Plan adoption	PAC, Community members, City of Columbia, and Richland County Planning staff	Staff Time & Volunteer Time	N/A
1	Develop and adopt a formal agreement for an equitable regulatory framework and collaborative decision making between the City and the County.	Complete within 12 months of Plan adoption	City of Columbia and Richland County	Staff Time	N/A
2	Begin the management of trains, transportation, and traffic by participating in the Assembly Street rail consolidation NEPA process.	Upon start of the NEPA process to potentially begin in Fall 2017	Mill District organization (lead), Community members, City of Columbia and Richland County Planning staff	Staff Time	N/A
1,3 + 4	Partner with Vulcan Materials to create community green spaces on existing lots owned by Vulcan.	Begin immediately upon Plan adoption	Mill District organization and Vulcan Materials	\$	Grants & private partners
1	Partner with the Columbia Development Corporation to develop strategies to promote the Plan, new investments and future projects.	Begin immediately upon Plan adoption	Mill District Organization, Columbia Development Corporation	Staff Time & Volunteer Time	N/A
1	Develop and adopt a unified policy/regulatory framework to preserve the architectural character of the Mill District through new development, reuse and rehabilitation, public space, the landscape and the protection of the tree canopy.	Begin immediately upon adoption by examining incorporation into code rewrite processes and discussions	City of Columbia and Richland County Planning staff	Staff Time	N/A
2	Begin coordination with rail operations to mitigate back-ups and blockages (Cayce railyard).	Begin immediately upon Plan adoption	City of Columbia, Richland County, and CSX	Staff Time	N/A
4	Develop a joint stormwater management plan for the Mill District as a whole, and model policies accordingly to be administered by each jurisdiction.	Begin upon completion of City/County formal agreement and complete with 12 months	City of Columbia and Richland County Stormwater Management	Staff Time	N/A
1	Amend Comprehensive Plans to adopt future land use classifications and subsequently amend future land use maps to reflect the recommendations herein.	Begin immediately upon Plan adoption	City of Columbia and Richland County Planning staff	Staff Time	N/A
1	Develop a Mill District brand identity that reflects the community spirit and vision to be incorporated on gateways, signage and promotional collateral, recruitment, economic development efforts and social media.	Complete within 9 months of Plan adoption	Mill District organization (lead), City of Columbia and Richland County Planning staff	\$	Grants & private partners
1	Create, promote and implement incentives for homeownership, small business startups and recruitment, and redevelopment of existing and historic properties within the Mill District; coordinate with existing programs in the City and County.	Ongoing	City and County Planning and Community Development staff, City of Columbia Office of Business Opportunities, Richland County Conservation Commission, and Columbia Development Corporation	Staff Time & Volunteer Time	N/A
3	Coordinate stormwater management of Rocky Branch projects with all responsible agencies.	Begin immediately upon Plan adoption	City of Columbia and Richland County Stormwater Management and Rocky Branch Watershed Alliance	Staff Time & Volunteer Time	N/A
4	Encourage installation of green infrastructure downstream along the Rocky Branch.	Begin immediately upon Plan adoption	City of Columbia and Richland County Stormwater Management and Rocky Branch Watershed Alliance	\$	Grants
4	Begin removal of choke points on Rocky Branch to reduce localized and overall risk of flooding, prioritizing downstream improvements moving upstream where feasible.	Begin immediately upon Plan adoption	City of Columbia and Richland County Stormwater Management and Rocky Branch Watershed Alliance	\$\$\$\$	City of Columbia, Richland County, and grant funding

IMPLEMENTATION STRATEGIES SUMMARY

\$ = \$0 - \$100,000 \$\$\$\$ = \$1 - 5 Million TAP - Transportation Alternatives Program CMAQ - Congestion Mitigation and Air Quality Improvement
\$\$ = \$100,000 - \$500,000 \$\$\$\$\$ = \$5 Million + CMCOG - Central Midlands Council of Governments COATS - Columbia Area Transportation Study
\$\$\$ = \$500,000 - \$1,000,000 SCPRT - South Carolina Department of Parks, Recreation & Tourism COMET - Central Midlands Transit
SCDOT - South Carolina Department of Transportation TIGER - Transportation Investment Generating Economic Recovery
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SHORT TERM (1 TO 3 YEARS) PROJECTS + POLICIES IMPLEMENTATION SCHEDULE

BIG IDEA	PROJECTS AND POLICIES	TIME FRAME	RESPONSIBLE PARTY	ESTIMATED COST	POSSIBLE FUNDING SOURCES
3	Implement gateway signage (design and installation) as roadway projects are implemented, such as Bluff Road at Olympia Avenue, Whaley Street at Assembly Street, and Huger Street at Whaley Street.	Upon completion of branding strategy	Mill District organization (lead), with technical assistance from City of Columbia and Richland County Planning and Development staff and SCDOT	\$	TAP Grant, CMCOG grant funding
4	Begin incorporation of bioswales into existing boulevard islands such as Heyward Street, taking into account future planned streetscape improvements.	Begin immediately upon Plan adoption	City of Columbia and Richland County Stormwater Management, City of Columbia Public Works, SCDOT	\$\$\$ - \$\$\$\$	City of Columbia, Richland County, and grant funding
4	Require tree protection, planting programs and low impact development measures for projects above a certain scale (assess existing ordinances and policies for needed changes; develop and adopt revisions as necessary).	Begin immediately upon Plan adoption or incorporate within the code rewrite process(es) where applicable	City of Columbia and Richland County Planning and Stormwater Management staff, City of Columbia Forestry Division	Staff time	N/A
4	Encourage rainwater harvesting through existing City of Columbia and Richland County rain barrel programs.	Begin immediately upon Plan adoption	City of Columbia and Richland County Stormwater Management	\$	City of Columbia, Richland County, and grant funding
3	Implement Rocky Branch greenway improvements with Richland County Penny Program funding.	Ongoing (anticipated 2018-2020)	Richland County Transportation Penny Program	\$\$\$\$	Richland Co. Penny, SCPRT, TAP
3	Obtain necessary ROWs and easements, and continue trail and greenway connections between Olympia Park, Granby Park, and Pacific Park, south to the Jordan Memorial Boat Ramp and north to Blossom Street.	Begin immediately upon Plan adoption or concurrent with Rocky Branch Greenway planning where necessary	City of Columbia Parks and Recreation, Richland County Recreation Commission, Richland County Transportation Penny Program, and USC	\$ - \$\$\$\$ Varies (depends on size of project)	Richland County, City of Columbia, USC, SCPRT, TAP
1 + 4	Improve and promote Pacific Park as a well-connected, maintained, safe and beautiful Mill District amenity.	Complete by Spring 2019	City of Columbia Parks and Recreation	\$\$\$	City of Columbia/ SCPRT
2 + 3	Perform a comprehensive traffic study to evaluate and confirm the validity, feasibility and timing of the recommended strategies for improving traffic conditions.	Establish funding within 12 months of plan adoption; complete within 12-18 months of funding approval	City of Columbia and Richland County Planning staff, City of Columbia Public Works (Traffic Engineering and Streets Divisions), City of Columbia Utilities & Engineering, and Richland County Engineering	\$\$	City/County, COATS, CMCOG grant funding
3	Fund, design, and install Whaley Street buffered bike lanes.	Establish funding within 12 months of plan adoption; begin design and construction immediately upon funding availability	SCDOT, City of Columbia and Richland County Planning staff, City of Columbia Utilities & Engineering, City of Columbia Public Works, Richland County Transportation Penny Program	\$	Richland Co. Penny, Surface Transp. Block Grant Set-aside Program, TAP
1	Create a Capital Mill District history trail that can be accessed by walking, biking or driving or through technology.	By Spring 2019	Mill District organization, Olympia-Granby Mill Village Museum, and Historic Columbia Foundation	\$	Grant funding, Richland Co. Conservation Commission, Richland Co. Neighborhood Improvement Program
1 + 4	Improve and promote Olympia Park and connect with the proposed greenway and adjacent development.	Concurrent with greenway design and construction	Richland County Recreation Commission and Richland County Transportation Penny Program	\$\$\$\$	Richland Co. Recreation Commission, Richland Co. Transportation Penny Program, SCPRT
1	Provide adequate public safety facilities (including fire safety facilities) and resources to accommodate current and future growth.	2-3 years (continue collaborative efforts)	City of Columbia, Richland County, and USC emergency management agencies	\$\$\$\$	City of Columbia, Richland County, USC
4	Complete stream restoration as part of the Capital City Ballpark redevelopment.	Concurrent with property development	City of Columbia / Property Developer(s)	\$\$\$\$	Property developer, public/private partnerships, grant funding, City of Columbia

IMPLEMENTATION

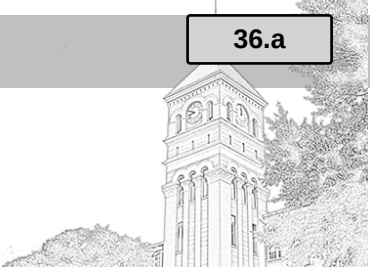
STRATEGIES SUMMARY

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MEDIUM TERM (3 TO 6 YEARS) PROJECTS + POLICIES IMPLEMENTATION SCHEDULE

BIG IDEA	PROJECTS AND POLICIES	TIME FRAME	RESPONSIBLE PARTY	ESTIMATED COST	POSSIBLE FUNDING SOURCES
1	Target the Mill District with programs and advertise existing programs in order to increase homeownership rates to 35% (exclusive of multi-family housing).	3 to 6 years	City of Columbia and Richland County Planning and Community Development staff, Mill District Organization	\$\$ - \$\$\$	Richland County and City of Columbia Community Development
2	Continue planning for the Assembly Street rail consolidation.	3 to 6 years	SCDOT, City of Columbia and Richland County	\$\$\$\$\$	SCDOT, FRA, City of Columbia, Richland County, TIF, grants
2	Study a COMET/USC transit partnership and possibly consolidate services in order to maximize ridership.	3 to 6 years	Comet and USC	\$\$	COMET, COATS, City of Columbia, Richland County, USC
4	Establish a green streets template to be applied throughout all Mill District neighborhoods.	3 to 6 years	City of Columbia and Richland County Planning, Engineering, and Public Works staff, SCDOT	Staff time	N/A
4	Adopt standards to require stormwater infiltration and rainwater harvesting in any new commercial, multi-family, or mixed-use project.	3 to 6 years	City of Columbia and Richland County Stormwater Management	Staff time	N/A
3	Begin Complete Streets Implementation at Olympia Avenue: start bike/ped network and connectivity improvements and street improvements.	3 to 6 years (upon completion of traffic study)	SCDOT, City of Columbia and Richland County Planning staff	\$\$\$\$	Surface Transportation Block Grant Set-aside Program, CMAQ, SCDOT
3	Implement sidewalk improvements along prioritized streets to improve walkability and connectivity.	3 to 6 years (upon completion of traffic study)	City of Columbia and Richland County Planning and Public Works staff; Richland County Transportation Penny Program and/or SCDOT where applicable	\$\$\$\$	Richland Co. Penny, Surface Transp. Block Grant Set-aside Program, City of Columbia, SCDOT, TAP, Richland County
3	Design and planning of Lincoln Street sidewalks and multi-use path.	3 to 6 years; Begin funding allocation, design, and implementation process within 9 months of traffic study completion	City of Columbia Planning, Public Works, and Engineering staff, Richland County Transportation Penny Program	\$\$	City of Columbia & Richland County
3	Build a new City park in coordination with the development of the Rocky Branch Greenway across from Dreyfus Road.	3 to 6 years	City of Columbia Parks and Recreation and Richland County Transportation Penny Program	\$\$ - \$\$\$	City of Columbia, SCPRT, grants
4	Continue incorporation of bioswales into existing boulevard islands such as Heyward Street, taking into account future planned streetscape improvements.	3 to 6 years (with streetscape improvements)	City of Columbia and Richland County Stormwater Management, City of Columbia Public Works, SCDOT	\$\$\$ - \$\$\$\$	City of Columbia, Richland County, and grant funding
2	Seek funding for Huger Street road diet and associated improvements.	3 to 6 years	City of Columbia and SCDOT	Staff time, \$\$\$\$ - \$\$\$\$\$	TAP, TIGER
3	Implement Assembly Street bike and pedestrian improvements.	3 to 6 years	Richland County Transportation Penny Program (lead), SCDOT, City of Columbia Planning, Engineering, and Public Works	\$\$\$\$\$	Richland Co. Penny, Surface Transp. Block Grant Set-aside Program, CMAQ
3	Heyward Street conversion and realignment to include bike, pedestrian, and on-street parking improvements.	3 to 6 years	SCDOT, City of Columbia Planning and Public Works, Richland County Transportation Penny Program	\$\$\$\$	City of Columbia & Richland County

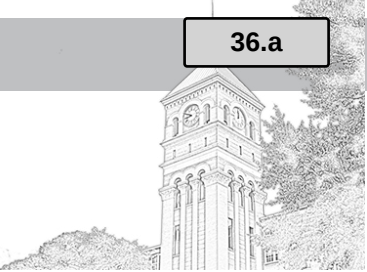


IMPLEMENTATION
STRATEGIES SUMMARY

\$ = \$0 - \$100,000	\$\$\$\$ = \$1 - 5 Million	TAP - Transportation Alternatives Program	CMAQ - Congestion Mitigation and Air Quality Improvement
\$\$ = \$100,000 - \$500,000	\$\$\$\$\$ = \$5 Million +	CMCOG - Central Midlands Council of Governments	COATS - Columbia Area Transportation Study
\$\$\$ = \$500,000 - \$1,000,000		SCPRT - South Carolina Department of Parks, Recreation & Tourism	COMET - Central Midlands Transit
		SCDOT - South Carolina Department of Transportation	TIGER - Transportation Investment Generating Economic Recovery
		FRA - Federal Railroad Administration	TIF - Tax Increment Financing

LONG TERM (6 OR MORE YEARS) PROJECTS + POLICIES IMPLEMENTATION SCHEDULE

BIG IDEA	PROJECTS AND POLICIES	TIME FRAME	RESPONSIBLE PARTY	ESTIMATED COST	POSSIBLE FUNDING SOURCES
4	Continue incorporation of bioswales into existing boulevard islands such as Heyward Street, taking into account future planned streetscape improvements.	6+ years, with streetscape improvements	City of Columbia and Richland County Stormwater Management, City of Columbia Public Works, SCDOT	\$\$\$ - \$\$\$\$\$	City of Columbia, Richland County, and grant funding
1	Continue to target the Mill District with programs and advertise existing programs and incentives in order to increase homeownership rates to 45-50% (exclusive of multi-family housing).	6+ years	City of Columbia and Richland County Planning and Community Development staff, Mill District organization	\$ - \$\$\$	City of Columbia and Richland County Community Development
2	Begin implementation of quiet zones based on NEPA process outcomes and the Assembly Street rail consolidation planning.	6+ years	SCDOT, City of Columbia and Richland County	\$\$\$\$ - \$\$\$\$\$	City of Columbia, Richland County, COATS, SCDOT, Railroad Safety Infrastructure Improvement Grant Program, Operation Lifesaver
2	Implement additional road/rail intersection signalization.	6+ years	SCDOT, City of Columbia and Richland County	\$	City of Columbia, Richland County, COATS, SCDOT, FRA
3	Continue Complete Streets implementation throughout the Mill District.	6+ years	City of Columbia and Richland County Planning, Engineering, and Public Works staff, SCDOT and/or Richland County Transportation Penny Program where applicable	\$\$\$	Richland Co. Penny, Surface Transp. Block Grant Set-aside Program, CMAQ
2	Huger Street improvements:	6+ years	SCDOT, City of Columbia and Richland County	\$\$\$\$	Surface Transp. Block Grant Set-aside Program,SCDOT, Richland County, City of Columbia, grant funding
Implementation of preferred Huger Street crossing alternative (flyover alternative or underpass).					
Reconfiguration of Huger Street and Blossom Street intersection.					
Based on the traffic study findings, implement the Huger Street road diet and at-grade rail crossing improvements (safety).					
3	Build a new City park at Tryon Street and Whaley Street.	6+ years, concurrent with Huger Street improvements	City of Columbia Parks and Recreation	\$ - \$\$\$	City of Columbia, SCPRT, grant funding
4	Complete stream restoration along entire length of Rocky Branch down to Congaree River.	10+ years	City of Columbia and Richland County Stormwater Management and Rocky Branch Watershed Alliance	\$\$\$\$	City of Columbia, Richland County, grant funding
2	Complete the Assembly Street rail consolidation.	10+ years	SCDOT, City of Columbia and Richland County Planning staff, CSX and Norfolk Southern	\$\$\$\$	City of Columbia, Richland County, COATS, SCDOT, SC Transportation Infrastructure Bank
3	Plan for and encourage private redevelopment of the abandoned rail lines through public investments as the Assembly Street rail consolidation is completed.	10+ years; Concurrent with and upon completion of rail consolidation	City of Columbia and Richland County, Columbia Development Corporation, Mill District organization	\$ - \$\$\$	City of Columbia, Richland County, grant funding, public/private partnerships, Columbia Development Corporation and Mill District organization



IMPLEMENTATION

CATALYST PROJECTS

\$ = \$0 - \$100,000
\$\$ = \$100,000 - \$500,000
\$\$\$ = \$500,000 - \$1,000,000

\$\$\$\$ = \$1 - 5 Million
\$\$\$\$\$ = \$5 Million +

TAP - Transportation Alternatives Program
CMCOG - Central Midlands Council of Governments
SCPRT - South Carolina Department of Parks, Recreation & Tourism
SCDOT - South Carolina Department of Transportation
FRA - Federal Railroad Administration

CMAQ - Congestion Mitigation and Air Quality Improvement
COATS - Columbia Area Transportation Study
COMET - Central Midlands Transit
TIGER - Transportation Investment Generating Economic Recovery
TIF - Tax Increment Financing

The *Capital City Mill District Area and Corridor Plan* is a roadmap for the implementation of policies and projects that will preserve the Mill District and re-establish it as a vibrant place to live and as a prosperous contributor to the local economy. Upon adoption of this plan by the City of Columbia and Richland County, there are nine recommended catalyst projects and policies that will provide the structure for long-term success of the Plan implementation and establish the necessary foundation for future projects and capital investments by the City and County.

Two of the projects, full participation in the NEPA process and the detailed traffic study, will provide the data, detailed analysis and understanding of resources needed to objectively prioritize and fund short and long-term infrastructure projects, such as the Assembly Street rail line consolidation

and the Huger Street road diet. In addition, the traffic study can establish benchmarks for and influence the scope and schedule of future projects. Engagement in the NEPA process should begin immediately.

These are big strategies, however they are necessary to establish the collaborative framework for achieving the vision and will serve as the foundation for transforming the Mill District into the community that residents and stakeholders desire.

As architect Sambo Mockbee (1944- 2001) frequently challenged his students, "Proceed and be bold."

This is a time for bold work: consolidate rail lines; harness transportation and development so that it works for the Mill District and becomes a part

of the authentic placemaking; and institute a creative union between the City of Columbia and Richland County that will serve as the shepherd and steward for the spirit and prosperity of this community. When these bold moves are made, the remaining recommendations will fall in line and the Mill District will continue to progress into a most desirable and livable community.

UPDATING THE PLAN

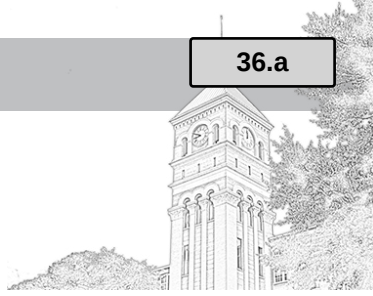
The *Capital City Mill District Area and Corridor Plan* should be reviewed regularly and updated as needed.

CATALYST PROJECTS + POLICIES IMPLEMENTATION SCHEDULE

BIG IDEA	CATALYST PROJECTS AND POLICIES	TIME FRAME	RESPONSIBLE PARTY	COST	POSSIBLE FUNDING SOURCES
1	Develop and adopt a formal agreement for an equitable regulatory framework and collaborative decision making between the City and the County.	Complete within 12 months of Plan adoption	City of Columbia and Richland County	Staff Time	N/A
2	Begin the management of trains, transportation, and traffic by participating in the Assembly Street rail consolidation NEPA process.	Upon start of the NEPA process to potentially begin in Fall 2017	Mill District organization (lead), Community members, City of Columbia and Richland County Planning staff	Staff Time	N/A
1, 3 + 4	Partner with Vulcan Materials to create community green spaces on existing lots owned by Vulcan.	Begin immediately upon Plan adoption	Mill District organization and Vulcan Materials	\$	Grants & private partners
2	Begin coordination with rail operations to mitigate back-ups and blockages (Cayce railyard).	Begin immediately upon Plan adoption	City of Columbia, Richland County, and CSX	Staff Time	N/A
1	Develop a Mill District brand identity that reflects the community spirit and vision to be incorporated on gateways, signage and promotional collateral, recruitment, economic development efforts and social media.	Complete within 9 months of Plan adoption	Mill District organization (lead), City of Columbia and Richland County Planning staff	\$	Grants & private partners
4	Begin removal of choke points on Rocky Branch to reduce localized and overall risk of flooding, prioritizing downstream improvements moving upstream where feasible.	Begin immediately upon Plan adoption	City of Columbia and Richland County Stormwater Management and Rocky Branch Watershed Alliance	\$\$\$\$	City of Columbia, Richland County, and grant funding
3	Obtain necessary ROWs and easements, and continue trail and greenway connections between Olympia Park, Granby Park, and Pacific Park, south to the Jordan Memorial Boat Ramp and north to Blossom Street.	Begin immediately upon Plan adoption or concurrent with Rocky Branch Greenway planning where necessary	City of Columbia Parks and Recreation, Richland County Recreation Commission, Richland County Transportation Penny Program, and USC	\$ - \$\$\$\$-Varies (depends on size of project)	Richland County, City of Columbia, USC, SCPRT, TAP
1 + 4	Improve and promote Pacific Park as a well-connected, maintained, safe and beautiful Mill District amenity.	Complete by Spring 2019	City of Columbia Parks and Recreation	\$\$\$	City of Columbia/ SCPRT
2 + 3	Perform a comprehensive traffic study to evaluate and confirm the validity, feasibility and timing of the recommended strategies for improving traffic conditions.	Establish funding within 12 months of plan adoption; complete within 12-18 months of funding approval	City of Columbia and Richland County Planning staff, City of Columbia Public Works (Traffic Engineering and Streets Divisions), City of Columbia Utilities & Engineering, and Richland County Engineering	\$\$	City/County, COATS, CMCOG grant funding
1	Provide adequate public safety facilities (including fire safety facilities) and resources to accommodate current and future growth.	2-3 years (continue collaborative efforts)	City of Columbia, Richland County, and USC emergency management agencies	\$\$\$\$	City of Columbia, Richland County, USC
3	Begin Complete Streets Implementation at Olympia Avenue: start bike/ped network and connectivity improvements and street improvements.	3 to 6 years (upon completion of traffic study)	SCDOT, City of Columbia and Richland County Planning staff	\$\$\$\$	Surface Transportation Block Grant Set-aside Program, CMAQ, SCDOT

IMPLEMENTATION

POTENTIAL INCENTIVES AND FINANCING TOOLS



There are a handful of tax credits, grants and incentives that are managed at the local, state and federal level that may be applied to the Capital City Mill District. The following section includes an overview of the programs and additional recommendations on their applicability within the Mill District.

- ◆ Commercial Revolving Loan Refund (RLF)
- ◆ Façade Improvement Program
- ◆ Tax Increment Financing
- ◆ New Market Tax Credits
- ◆ Historic Tax Credits
 - ◆ 20% Federal Credit
 - ◆ 10% Federal Credit
 - ◆ 25% State Homeowners Credit
- ◆ South Carolina Abandoned Buildings Revitalization Tax Credit
- ◆ South Carolina Textile Communities Revitalization Act
- ◆ The Bailey Bill
- ◆ Richland County Homeownership Assistance Program
- ◆ Richland County Historic Preservation Grants
- ◆ Richland County Community Conservation Grants
- ◆ Richland County Homeownership Rehabilitation Program
- ◆ Richland County Neighborhood Matching Grant
- ◆ City of Columbia Housing Loan Programs

COMMERCIAL REVOLVING LOAN FUND (RLF)

During the public meetings and stakeholder engagement process, members of the public expressed desire for more neighborhood amenities and retailers, specifically for locally owned businesses that create fun destinations for grabbing a coffee or lunch, and provide vital neighborhood resources.

The City of Columbia currently has an Office of Business Opportunities (OBO) that offers a Commercial Loan Program directed at small businesses such as the ones desired by the neighborhood. The funding program is able to lend up to \$200,000 for building construction or rehabilitation, business conversion or expansion, purchase of real estate, machinery, equipment, supplies or materials, and working capital. Typically, these City loans are used as a second position behind traditional bank financing.

The plan recommends engaging the OBO and local elected leadership to propose that the loan program set aside a certain amount of funds, or prioritize funds, for uses in the Capital City Mill District that promote the startup of businesses desired by the neighborhood.

FAÇADE IMPROVEMENT PROGRAM
(AS FUNDS ARE AVAILABLE)

The Façade Improvement Program is only available to targeted corridors within the City limits of Columbia. These corridors are determined annually based upon Neighborhood Redevelopment Service Areas assigned by the City's Department of Community Development. This highly successful OBO program offers commercial property and/or business owner (tenants) forgivable, matching loans, amortized over a set number of years, as long as the property remains in compliance with the program agreement for maintenance and ownership. Loans are an 80/20 match, with the City paying 80% and the applicant paying 20%, of the total project cost. The maximum loan funding structure is set each program year based on the priority needs of each commercial district. Historically, the program has provided maximum awards of up to \$20,000/per property for façade improvements. Also, the program has typically offered grants to property owners in target areas when project costs are less than \$2,000, and monitored for a period of one year.

Eligible exterior facade improvements are generally, replacement/repair/ or new windows, doors, paint, lighting, signage, fencing, masonry, carpentry, awnings, tree plantings, security camera installation, and iron bar or redundant metal pole removal and disposal.

TAX INCREMENT FINANCING

Tax Increment Financing, or TIF, is a tool commonly used by municipalities to finance public infrastructure and catalyze development in urban redevelopment zones. In generalized terms, a TIF utilizes increased tax base resulting from growing property values and investments to pay for infrastructure that benefits the public. A municipality will issue bonds to pay for the public infrastructure and the increased taxes - or "increment" - is used to pay the debt service of the bonds. TIFs are permissible under South Carolina State Law and carried out at the local level. Local governments set the TIF district boundaries and offer a description of the general infrastructure items that may be funded.

TIF History in Columbia

Since local taxes are used to fund the school districts and other public agencies, all such stakeholders must be willing to defer receiving the tax increment over the term of the bond repayment. Therefore, TIFs must now clear several layers of public authorization and approval processes, which require a strong and targeted development plan that can garner broad support. The most recent attempts at creating TIF districts in the City have been for limited and specifically identified projects.

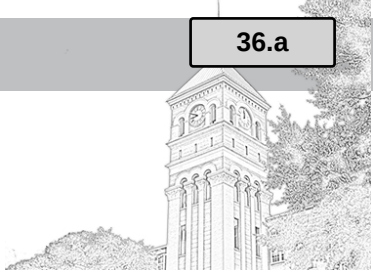
TIF in the Mill District

The utilization of a limited and targeted TIF may be most useful along the Assembly Street corridor. However, USC owns a good portion of property along the corridor and is tax exempt. This may impact the level of increased taxes. These projects need upgraded infrastructure and streetscape improvements to create the urban realm (Assembly Street Railroad Corridor Consolidation Project, 2009).

Further, a TIF could specifically be utilized to help fund the relocation and consolidation of the Assembly Street rail lines (Assembly Street Railroad Corridor Consolidation Project, 2009). The rail consolidation would result in increased property values and possibly could move properties that are not currently on the tax roll into revenue generating properties.

IMPLEMENTATION

POTENTIAL INCENTIVES AND FINANCING TOOLS



NEW MARKET TAX CREDITS

New Market Tax Credits (NMTC) are a competitive and complicated incentive program that may be available to larger developments with sophisticated developers and owners. Generally, a project may compete nationally for a finite pool of NMTCs if the project is mainly commercial in nature and can demonstrably show that it will generate jobs or services in a distressed census tract. NMTC projects tend to be at least \$6M in total project size due to the complexity of the financing. If successful, a NMTC structure can provide 18% - 22% of the total project cost in the form of a loan that is forgivable after seven years.

APPLICATION TO CAPITAL CITY MILL DISTRICT

NMTCs may be a potential financing tool for larger commercial and mixed-used projects. The Mill District is in a qualifying NMTC census tract as shown in **Figure 93** based on the 2010 Census. Employment Campus and Community Activity Corridor are better suited for NMTC program. The program is especially focused on job creation, job training and community benefit, so it would be ideal for a catalyst project that promotes the innovation economy.



Figure 93: New Market Tax Credits Program Eligibility and Severely Distressed Status for CY 2015 (Novogradic, 2017)

HISTORIC TAX CREDITS: 20% FEDERAL CREDIT AND 10% STATE CREDIT FOR INCOME PRODUCING PROPERTIES

Historic tax credits provide a powerful incentive for the rehabilitation of historic buildings. In South Carolina, in addition to the 20% federal credit, there is a 10% state tax credit. These credits are calculated based on the value of qualified rehabilitation expenses (QRE) of a project. QREs do not include the property acquisition cost. In order to qualify for historic tax credits, a property must be listed on the National Register of Historic Places. This program is geared specifically towards income-producing, or commercial, projects. For residential homeowners, a separate 25% state credit program is available (see subsequent section in this document).

APPLICATION TO CAPITAL CITY MILL DISTRICT

Historic tax credits are available for qualifying buildings within the Mill District. The developers of the Granby and Olympia Mills and 701 Whaley utilized tax credits to offset costs associated with their historic rehabilitations. The use of Federal Historic Tax Credits will be most applicable to the remaining historic commercial buildings (Palmetto Cotton Mill, Capital City Mill, Olympia Union Hall) since they are the only ones available for commercial projects. Olympia Union Hall was recently listed on the National Register of Historic Places.

25% STATE HISTORIC HOMEOWNERS CREDIT

This tax credit is available to homeowners who rehabilitate a home listed on the National Register or determined by the State Historic Preservation Office (SHPO) to be eligible for listing. To qualify for the credit, the homeowner must own and live in a portion of the building being rehabilitated. Further, the homeowner must seek approval from SHPO that the work will follow the Secretary of the Interior's Standards for Rehabilitation.

APPLICATION TO CAPITAL CITY MILL DISTRICT

The 25% state tax credit for owners of historic homes is an ideal tool for preserving historic homes in the Mill District and promoting homeownership, a key goal for stakeholders. The Granby neighborhood is listed on the National Register of Historic Places, which potentially makes contributing structures within the National Register District eligible for the credit.

10% FEDERAL CREDIT

There is a lesser known Federal credit for older buildings that are not listed on the National Register of Historic Places. This credit is available for buildings built before 1936. There is no formal review process, but owners must preserve 50% of the building's external walls as existing walls. At least 75% of the external walls must be preserved as either internal or external walls and at least 75% of the internal structure must be preserved to qualify. The owner may take 10% of the total qualifying rehabilitation costs as a tax credit. In order to be eligible for this credit, the building must be rehabilitated for commercial use.

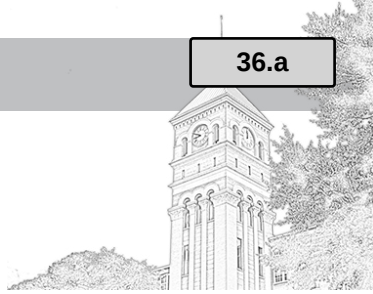
APPLICATION TO CAPITAL CITY MILL DISTRICT

This credit may be particularly applicable to small rehabilitation projects for neighborhood retail and office spaces. The credit is relatively easy to plan for and use making it an attractive incentive for a small business owner.

SOUTH CAROLINA ABANDONED BUILDINGS REVITALIZATION TAX ACT

The Abandoned Building Revitalization Act, which sunsets in 2019, is geared towards incentivizing the reuse and rehabilitation of existing, commercial vacant buildings. Qualifying buildings do not have to be historically significant, but must be at least 66% vacant for the previous 5 year period. The incentive benefits owners by providing a tax credit equal to 25% of the total amount invested.

This program is relatively easy to use and is applicable to any commercial project that involves the reuse of a vacant building. It allows for a tax credit which may be used to benefit a small business owner or developer reusing a vacant commercial building, inclusive of the large historic mill buildings remaining in the Mill District.



IMPLEMENTATION

POTENTIAL INCENTIVES AND FINANCING TOOLS

SOUTH CAROLINA TEXTILE COMMUNITIES
REVITALIZATION ACT (MILL CREDIT)

The mill credit provides a tax credit in the amount of 25% of the total qualifying rehabilitation expenses for the redevelopment of former textile mills. This is a powerful tool for redevelopment and was successfully used to help finance the Granby and Olympia Mill buildings. Mill buildings do not have to be historically designated to qualify for the Mill Credit. However, for qualifying buildings, historic tax credits can be used in conjunction with the mill credits.

APPLICATION TO CAPITAL CITY MILL DISTRICT

The mill credit is a very specific credit that would have a limited ability for implementation in the CCMD. Also, the specific uses within the mill must meet the requirements set forth in the statute. The Palmetto Cotton Mill and the Capital City Mill—both in the Assembly Street corridor—are the only mills that appear not to have been renovated. Due to the complexity of reusing a former mill building, there are a limited number of developers and owners who are involved in this type of work.

THE BAILEY BILL

The Bailey Bill is a state law passed by the SC legislature in 1992 that allows local governments to grant special tax assessments to rehabilitated historic properties. The Bailey Bill allows the local tax authority to assess property on the pre-rehabilitation fair market value for twenty years. This means the owner of a historic structure continues to pay property tax based on the pre-rehabilitation value of the property, but does not pay tax for 20 years on any increase in value due to renovations. The City of Columbia and Richland County have both adopted ordinances to administer the Bailey Bill locally that allow historic buildings to be assessed at their pre-rehabilitation values for 20 years, granted at least 20% of the building's value is expended on eligible renovations. Depending on where the property is located, interested property owners should contact the City of Columbia's Planning Division or the Richland County Conservation Office prior to beginning work in order to learn whether they may benefit from this abatement program.

RICHLAND COUNTY HOMEOWNERSHIP ASSISTANCE
PROGRAM

The goal of the Richland County Homeownership Assistance Program (RCHAP) is to provide down payment and closing cost assistance to make homeownership possible in unincorporated Richland County. To receive an application of assistance, an individual or family must attend an orientation.

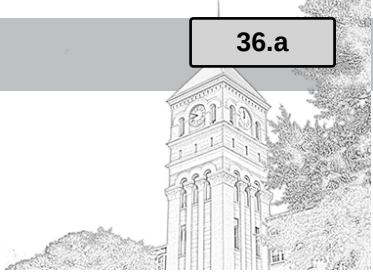
APPLICATION TO CAPITAL CITY MILL DISTRICT

Richland County Community Development, RCHAP program's priority is to make homeownership opportunities available to low-to moderate income households. The assistance is given in the form of forgivable loans of up to \$10,000 to be applied to down-payment and/or closing costs for the purchase of single-family dwelling. In order to qualify applicants must meet the following criteria:

- Must be a resident of South Carolina
- Must be qualified as a household of low to moderate income (per HUD income limits)
- Cannot have a contract on a house until after completing program requirements

Eligible properties must be a single-family detached dwelling located in the unincorporated area of Richland County, must be built after 1978, and each property must be able to pass a rigorous inspection that will guarantee the home is livable, safe and does not require immediate repair.

*Continued on following page



RICHLAND COUNTY HISTORIC PRESERVATION GRANTS

The Richland County Conservation Commission Historic Preservation Grant Program helps non-profit organizations, governmental agencies, institutions, and commercial entities preserve and protect historic buildings in Richland County. Historic Preservation Grants are available up to \$50,000 and may be used for preservation/restoration costs, consultant fees, or educational programs. A match of 20% is required. All projects must demonstrate a clear public benefit.

To be eligible to receive Historic Preservation Grant funding, a building or site must first be determined to be historically significant. The application must be submitted to, and approved by, the Richland County Conservation Commission before a grant application can be considered.

RICHLAND COUNTY COMMUNITY CONSERVATION GRANTS

The Richland County Conservation Commission provides a Community Conservation grant program for neighborhood groups, organizations, and agencies to protect natural resources, improve water quality, and enhance active living through trails. Innovative solutions such as low impact development or green infrastructure activities are eligible as are educational programs that promote conservation and environmental awareness in Richland County.

Grants are available up to \$20,000 and require a 20% in-kind and cash match. All projects must demonstrate a clear public benefit. Funding is determined through an application and selection process.

RICHLAND COUNTY HOMEOWNERSHIP REHABILITATION PROGRAM

Richland County Community Development assists lower income homeowners through the rehabilitation of their existing homes for the purpose of meeting County code and addressing current and potential health and safety items.

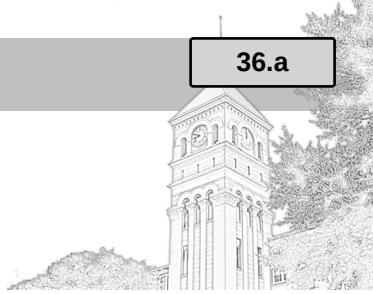
Participants must be qualified as a household of low to moderate income (Richland County must use HUD's income limits which defines low to moderate income as 80% of the area median income with adjustments for household size). Annual income is subject to verification using the Part 5 Annual Income definition. The home must be their primary place of residence for at least one year. Property must be located in an unincorporated area of Richland County. Funding is determined by applicant's eligibility and program requirements.

RICHLAND COUNTY NEIGHBORHOOD MATCHING GRANT

The Neighborhood Improvement Program annually awards grant funding to neighborhood-based organizations for projects that physically improve or organizationally strengthen their community. Public safety, education, and recreational initiatives are eligible grant projects that are typically arranged as neighborhood entrance signs, community flyers and community festivals. Any neighborhood-based organization located in Richland County may apply if they meet eligibility guidelines. Awarded grant funds must be matched with contributions of volunteer time, cash, or in-kind donations of professional services that are at least equal to the total amount of funds requested. Funding is determined through an application and selection process.

CITY OF COLUMBIA HOUSING LOAN PROGRAMS

To further encourage homeownership, the City's Housing Department restructured existing programs and created new ones resulting in six categories of housing options for purchase, purchase/rehabilitation, new construction, and home improvements within the municipal limits. Programs can be used to provide downpayment assistance for eligible buyers through low-interest loans. Loans are available for targeted areas as well as for targeted income brackets. In targeted areas, funds for rehabilitation may be available. Interested parties should contact the City of Columbia Community Development Department for information about current and ongoing programs.



APPENDICES

PUBLIC INPUT SUMMARY

APRIL 15, 2017 | OLYMPIA FEST SURVEY

APRIL 26-28, 2017 | CAPITAL CITY MILL DISTRICT PLANNING KICK-OFF

JUNE 29, 2016 | VISUAL PREFERENCE SURVEY

OCTOBER 5, 2016 | PUBLIC MEETING

NOVEMBER 30, 2016 | PUBLIC MEETING

JANUARY 11, 2017 | WHALEY NEIGHBORHOOD MEETING

SPRING 2017 | PAC MEETINGS

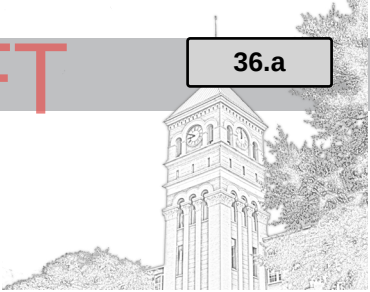
AUGUST 17, 2017 | PUBLIC PRESENTATION

DEVELOPMENT TYPES / BUILDING TYPES MATRIX FOR UCMR-3

GLOSSARY OF TERMS

TABLE OF FIGURES

REFERENCES



PUBLIC INPUT SUMMARY

APRIL 15, 2016 | OLYMPIA FEST SURVEY

Members of the planning team hosted a tent during Olympia Fest in order to introduce the project to the community and to conduct a brief survey of those attending the festival. The passion for the community was evident, and those visiting for the first time were very intrigued about the Mill District’s history. There was wide-spread excitement for future possibilities.

Surveys taken at Olympia Fest asked **102 respondents** a series of questions on the following pages. For the purposes of this data summary, respondents were broken into three categories based upon their answer to the first question, which stipulated their relationship to the Mill District. Respondents were categorized by whether they were **first time visitors, frequent visitors or residents**. Each group received the same survey and same set of questions.

Responses from **27 First Time Visitors** are as follows:

HOW FREQUENTLY DO YOU VISIT THE CAPITAL MILL DISTRICT?

	RESPONSE
27	Once a year for the festival
0	A few times a year
0	A few times a month
0	A few times a week
0	I live there

GREATEST ASSET IN THE MILL DISTRICT?

	RESPONSE
2	The historic aspect
1	Reconstruction simply beautiful
1	Mill building
1	Store
3	Park
1	701 Whaley
2	Quarry Crusher Run
1	Festivals
1	Quaint atmosphere
1	Traffic bypass from Assembly Street
1	Rock Quarry
1	Art gallery

WHERE IS THE CENTER OF THE MILL DISTRICT?

	RESPONSE
1	Park
3	Mills Apartments
2	701 Whaley
1	Where the USC apartments are
1	Beginning of quarry
2	Mills
1	Granby Mills

GREATEST CHALLENGE TO LIVING, WORKING OR VISITING THE MILL DISTRICT?

	RESPONSE
8	Traffic
3	Parking
3	Trains/Railroads
1	Old historic sites
1	Parking for guests
1	Location, no focus/attactions

ARE THERE ANY ROADWAYS YOU TRY TO AVOID DUE TO TRAFFIC OR CONGESTION?

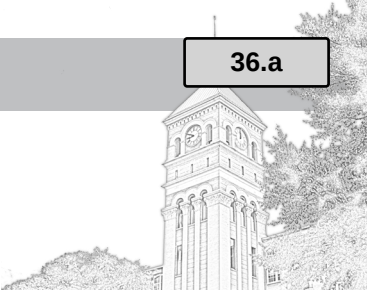
	RESPONSE
3	Olympia Avenue/Wayne Street
8	Assembly Street
2	Whaley Street
2	Bluff Road
7	Huger Street
1	Rosewood Avenue
2	Heyward Street
9	Railroad tracks
0	Shop Road
0	None

WHAT DO YOU WANT TO DO IN THE MILL DISTRICT?

	RESPONSE
1	More parking
1	More concerts
2	Restaurants
1	Outdoor dining
1	Grocery store
1	More bars
1	Music venues
1	More venues like 701
1	More parks
1	Alternative route to make game day more successful
1	Better parking
1	More accommodating to guests
1	More festivals
1	Be an arts district on a select day each week

OTHER COMMENTS:

	RESPONSE
1	Just moved to Columbia, enjoyed the festival



PUBLIC INPUT SUMMARY

APRIL 15, 2016 | OLYMPIA FEST SURVEY

Responses from **38 Frequent Visitors** are as follows:

HOW FREQUENTLY DO YOU VISIT THE CAPITAL MILL DISTRICT?

	RESPONSE
24	Once a year for the festival
10	A few times a year
4	A few times a month
0	A few times a week
0	I live there

WHERE IS THE CENTER OF THE MILL DISTRICT?

	RESPONSE
1	Wayne Street
7	Olympia Mill
2	Jaco’s Corner
8	Whaley Street
5	The mill
1	701
1	Granby Mill
1	Kentucky Street
1	Tailgating

GREATEST CHALLENGE TO LIVING, WORKING OR VISITING THE MILL DISTRICT?

	RESPONSE
10	Traffic
5	Parking
1	Mixture of college students with residents
1	Dog ownership
5	Trains
1	No grocery store
1	No turn on red lights
1	Pedestrian safety
1	Quarry

GREATEST ASSET IN THE MILL DISTRICT?

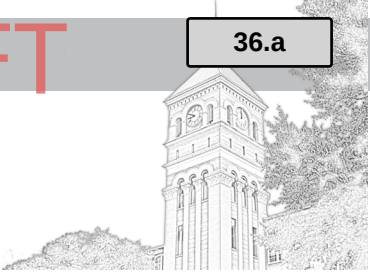
	RESPONSE
1	My Church
3	Vulcan Quarry
1	The Quarry Run
1	Schools
1	Olympia Park
2	The community
1	Williams Brice
1	History alive
6	701 Whaley
1	It’s local
1	The people
1	White Duck taco
1	Community tries their best to involve all aspects of community
6	Old buildings, history
1	Cool vibe
1	Pod
2	Diversity
1	Baseball Stadium
1	Olympia Pool
2	Mills
1	Museum
1	Affordable Housing
1	Southside Baptist
1	Location
2	Walkability
1	Near stadium
1	Restaurants

ARE THERE ANY ROADWAYS YOU TRY TO AVOID DUE TO TRAFFIC OR CONGESTION?

	RESPONSE
8	Olympia Avenue/Wayne Street
8	Assembly Street
7	Whaley Street
1	Bluff Road
5	Huger Street
1	Rosewood Avenue
1	Heyward Street
19	Railroad tracks
0	Shop Road
0	None

WHAT DO YOU WANT TO DO IN THE MILL DISTRICT?

	RESPONSE
1	More family events
2	Restaurants
1	Tonight we wish for dessert
1	More dining
1	More homes
1	More unique eateries
1	More art
1	More parking
1	Bars
1	Mixed-use residential (walkable to restaurants)
1	Better guest parking
2	Chick-Fil-A
1	Dave & Busters
1	A way around game day traffic
1	Pedestrian friendly community
1	Old buildings
1	Finish 701
1	A pool and a gym
1	More events
1	Intact neighborhood
1	A grocery store



Responses from **37 Residents** are as follows:

HOW FREQUENTLY DO YOU VISIT THE CAPITAL MILL DISTRICT?

	RESPONSE
0	Once a year for the festival
0	A few times a year
0	A few times a month
1	A few times a week
36	I live there

GREATEST ASSET IN THE MILL DISTRICT?

	RESPONSE
9	Its people
10	Proximity to USC/city
2	History
5	Landscape/character
1	Richard Burts
1	New development
3	Vulcan
1	None
2	the "District" vibe, different

WHERE IS THE CENTER OF THE MILL DISTRICT?

	RESPONSE
5	701 Whaley Street
13	Olympia Mills/Mills
1	Heyward & Whaley Street
2	Heyward & Wayne
1	The Shiv Market
1	The Vista
4	Wayne & Whaley
1	Assembly
1	612 Whaley Street

GREATEST CHALLENGE TO LIVING, WORKING OR VISITING THE MILL DISTRICT?

	RESPONSE
14	Traffic
2	Transportation, Roads (potholes)
8	Trains
1	Noise, Speeding
1	None
1	Non-resident ownership
6	Football games
1	Lack of pedestrian pathways
2	Frats/Frat "boys" (parties)
2	Jurisdiction/enforcement
1	One way streets
1	No police
3	Limited parking

ARE THERE ANY ROADWAYS YOU TRY TO AVOID DUE TO TRAFFIC OR CONGESTION?

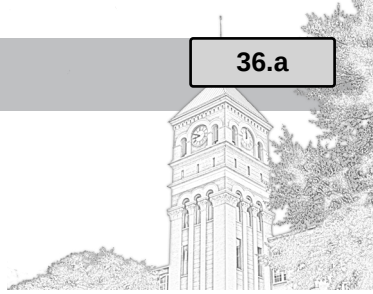
	RESPONSE
5	Olympia Avenue/Wayne Street
6	Assembly Street
7	Whaley Street
4	Bluff Road
7	Huger Street
2	Rosewood Avenue
1	Heyward Street
16	Railroad tracks
1	Shop Road
1	None

WHAT DO YOU WANT TO DO IN THE MILL DISTRICT?

	RESPONSE
2	We need sidewalks along the avenue
1	A better shopping district
7	More restaurants
1	More living places for students
1	Better, more modes of transportation
1	Contemporary infrastructure
1	Preservation of history
6	More home ownership, less rent
4	Clean up properties
5	More, complete development
2	Finish the Olympia park
1	More concerts
1	Parks
2	More parking
1	More enforcement, rules

OTHER COMMENTS:

	RESPONSE
	Don't change the look/function of Olympia Avenue
	Too many "slum lords"-USC needs to address
	Game day traffic needs better oversight/planning
	Need a committee to take charge of jurisdiction/home code enforcement
	Needs equal development of working class areas as opposed to the wants of USC and HOA
	Need an established community association
	An alternative route to avoid Assembly Street traffic/trains
	Keep the area beautiful; don't change character
	Need a train trestle over Huger Street
	Need police, other support services
	More benches
	Pedestrian connectivity throughout the district



PUBLIC INPUT SUMMARY

APRIL 27-28, 2016 | CAPITAL CITY MILL DISTRICT PLANNING KICK-OFF

The planning process kicked-off on April 26-28, 2016 with a series of public meetings and focus groups with community stakeholders. The ideas, concerns, and discussions from these meetings formed the foundation for the vision and the recommendations of this plan. Each participant brought a unique perspective that was important to understanding the Mill District and to seeing the potential.

PAC WORKSHOP | APRIL 26, 2016

Prior to the public meetings and focus groups, the PAC and the planning team toured the entire Mill District by bus and on foot in order to experience the places, challenges and potential through the perspective of those who live and work in the Mill District. Following the tour, the group participated in a workshop to begin to define the challenges and to lay the issues on the table for further exploration. A summary of the key issues from the PAC follows below.

HISTORIC RESOURCES

- ◆ Need to understand what resources are available through the Historic Columbia Foundation (HCF) to incorporate cultural and historical, exterior wayside signage into the District. This will add “soul” to the community.
- ◆ The HCF is developing a historic walking tour for Columbia, but Olympia, Whaley and Granby are not included. They potentially could be added. HCF can be a resource for the Mill Museum.
- ◆ The Olympia inventory of historic structures has remained mostly stable with more change in certain areas than in others. This makes it hard to comply with requirements to make this a contributing community. Perhaps there are certain structures that could meet the requirements, such as Shotgun, L shape and two-up two-down styles.

DEVELOPMENT

- ◆ Going forward all commercial or multi-family development should be mixed use.
- ◆ Currently the unincorporated area of Richland County is assigned a future land use of high-density residential. This needs to be re-visited going forward for better planning, design and enforcement on whether development is multi-family or low-density. The Mill District cannot continue to lose single-family homes to commercial development and or student housing.
- ◆ Need more owner occupied homes. There are various block grants or other programs that could spark interest (i.e. tax incentives for rehabilitation, preservation etc.).
- ◆ WHAT IS MISSING? Variety of dining options, coffee shops, laundromat, movie theatre; pedestrian walkways and greenways; setback enforcement

THE FLYOVER

- ◆ The most destructive thing that could happen to the area is a high-way (flyover) that divides the community.
- ◆ What are the options of flyover directing traffic over to Catawba?

TRAFFIC CHALLENGES

- ◆ A lot of the current problems are solvable by alternative transportation modes and routes; signalized intersections, and enforcement.
- ◆ Big concerns regarding EMS reaction time, especially during games. Having shuttles would be a great thing because shutting down the avenues for hours at a time is dangerous and results in access issues.
- ◆ Case studies to look at for good models of University districts are GA and FSU; USC/Comet need much more coordination and work together

THE TRAINS

- ◆ Need to avoid barriers of train crossovers to avoid further traffic issues.
- ◆ Could we relocate the railroads and use the existing location as a ROW?
- ◆ There has to be a way to stop the railroad standstill across major arteries. There are just too many unsignalized intersections.
- ◆ Railroads and poorly managed traffic are having a very negative impact and killing the vitality of the neighborhoods. These are major impediments to future growth and improvement.

ALTERNATIVE TRANSPORTATION

- ◆ Vision: Connectivity – the Mill District should be the most walkable and connected community, which will be possible through greenways. Non-vehicular connectivity is needed where it is sensible and connects assets.
- ◆ It will be very important to look at all the various ways to move traffic: re-routing, railroad consolidation, traffic signal timing, etc.

- ◆ Are we on the cusp of a major culture shift away from cars? Do we being to require permits for a single car or space or single lot in order to entice people to use public and University alternative modes of transportation?
- ◆ Huger Street needs sidewalks.

MILL DISTRICT GOVERNANCE

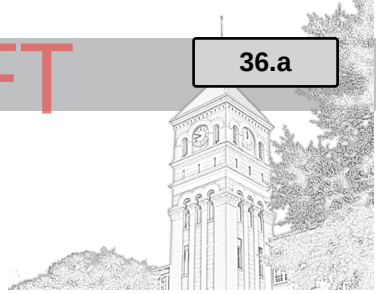
- ◆ Tree preservation and a tree inventory are critical to the creation and maintenance of greenspaces and the watershed.
- ◆ There needs to be much more enforcement of codes and regulations that address property maintenance and behavior, particularly on game days with massive amounts of people who descend on the Mill District; however, there is a lack of County personnel to enforce. Is annexation the answer? Property owners need to be held liable for infractions.
- ◆ The Mill District is an urbanized area with a split jurisdiction between the City of Columbia and Richland County. Clear, uniform district guidelines and a clear understanding of zoning impacts is needed in order to understand what is happening around the district.

VULCAN QUARRY

- ◆ There were many questions and thoughts about the future of Vulcan Quarry in the Mill District. Vulcan is an engaged corporate partner in the community and has no plans to cease its operations within the next 20-25 years. There were many ideas for the potential of the property and questions of when is the right time to plan for the future potential. Because Vulcan will remain a long-term industry in the Mill District, this plan does not address future use of the property. Instead, the Mill District leadership should continue to engage Vulcan in the implementation of the Mill District Plan.

PUBLIC MEETINGS | APRIL 27-28, 2016

The input from the two public meetings has been captured on pages 6-10 in the Introduction section. This initial input became the foundation for establishing the vision, priorities, guiding principles and goals for the Plan.



PUBLIC INPUT SUMMARY

APRIL 27-28, 2016 | CAPITAL CITY MILL DISTRICT PLANNING KICK-OFF

SUMMARY OF STAKEHOLDER FOCUS GROUP MEETINGS | APRIL 27-28, 2016

Key stakeholders were invited to participate in focus groups in order to provide important information on specific topics, which are listed below. The comments from each focus group were instrumental to understanding the current environment and to imagining the possibilities. A common thread through all of the focus groups was a desire to preserve the character of the Mill District and to tap into its potential. All consider the Mill District an invaluable asset to the Midlands. The focus group findings are summarized on the following pages.

- ♦ Conservation, Greenways and Parks;
- ♦ Cultural Community;
- ♦ Transportation;
- ♦ USC and Parking;
- ♦ Neighborhood Residents;
- ♦ Property and Business Owners;
- ♦ Richland County School District One; and
- ♦ City and County Departments

CONSERVATION, GREENWAYS AND PARKS

The Rocky Branch Watershed Assessment is evaluating flood-prone areas and researching opportunities for improving water quality and the watershed as well as the development of greenways from the former Bombers ballpark to Olympia Park.

- ♦ Greenways, such as the Rocky Branch Greenway, are highly desired for connectivity and for repairing and improving water quality.
- ♦ Sidewalks and greenways are needed to connect residents and visitors to commerce, parks, homes, the Congaree River, cultural assets within the Mill District and to the larger community. Sidewalks will help activate spaces, creating more vibrant and safer places.

- ♦ There are numerous vacant or abandoned lots that would be ideal for playgrounds, community gardens and other parks to elevate the quality of life. Small, pocket parks would be great as density grows and can provide respite from heat and places for the community to gather. The City and County should explore acquisition of these lots for the community benefit. Owens Field is a successful example of City/County coordination and the park structure desired.
- ♦ The former Capital City stadium site and the quarry are integral to future development. Both sites provide opportunities for creating new greenways that link the entire district (from the city to the river), for improving watershed issues and for attracting development that will elevate economic development and enhance the mill village character.
- ♦ New development should propel the vision of the Mill District: connectivity (required sidewalks, bike infrastructure, connection to greenways and parks, etc.), low impact on watershed, preservation of trees and neighborhood character. New development should positively impact established neighborhoods.
- ♦ Restoration or redevelopment of the berm is very important to the health and function of the watershed and flood management as well as for providing pedestrian connectivity from the neighborhoods to businesses along the Assembly Street Corridor. Benches along the berm can make it more of a destination and provide nice seating areas along the path.
- ♦ Assembly Street needs a comprehensive, linear plan that illustrates development opportunities, creates a gateway into the City and manages long-term traffic needs.
- ♦ Create an urban forest in the Mill District.
- ♦ Encourage multi-use developments that provide live, work, play opportunities.
- ♦ The Jordan Memorial Boat Ramp, Olympia Park, Three Rivers Greenway, Olympia School baseball field, Pacific Park, and Granby Park are wonderful assets that can be improved and connected in order to provide more access to nature and recreation.

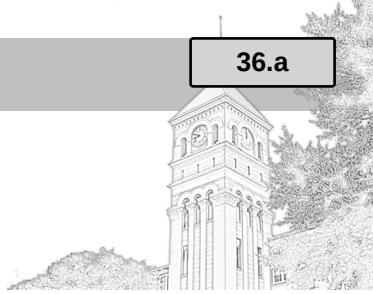
CULTURAL COMMUNITY

History

- ♦ What is so unique is that people from here hang onto their deep roots and find their identity in this district. Historically, those from the mill village had an 'outsiders' stigma and were known as "lint heads." However, people are looking for inclusivity now and want to capture, know and share the rich history of the village. Change is happening all around, so the stories need to be captured.
- ♦ The Olympia-Granby Mill Village Museum has been created to capture and share the history and is supported by many people with deep roots.
- ♦ There are opportunities with Historic Columbia Foundation (HCF) to provide resources for education, advocacy, and advising on exhibit development, virtual advertising and tours online.

The Arts

- ♦ 701 Center for Contemporary Art has propelled the Mill District to one of the premiere arts destinations in the Midlands, perhaps the state, and has broadened the definition of the arts. The Mill District has been home to a group of artists over the decades due to low rents and acceptance of an arts culture. Residents would like to see the arts community grow (more galleries and affordable studios for artists), building on the success of 701 CCA and engaging more children and visitors. In addition to 701 CCA, Grow Café is currently an art studio.



PUBLIC INPUT SUMMARY

APRIL 27-28, 2016 | CAPITAL CITY MILL DISTRICT PLANNING KICK-OFF

Neighborhood Culture

The Mill District is home to numerous and very active community organizations. The organizations include the following.

- ♦ Olympia Granby Historical Foundation
- ♦ Olympia Cemetery Association
- ♦ Olympia School Reunion (holds a reunion every 3 years; 1926 first graduating class; 1970 last class before turned into a Middle School)
- ♦ We Are Olympia
- ♦ The Whaley Street Neighborhood Organization
- ♦ The Olympia Residents Council
- ♦ Columbia Council of Neighborhoods
- ♦ Olympia Community Education Foundation
- ♦ The churches
- ♦ 701 Center for Contemporary Art
- ♦ Sustainable Midlands
- ♦ This is a blue collar area. How can this culture be embraced, captured, maintained and branded in order to celebrate the history while envisioning the future? Who represents the future of the area: young families, retirees, young professionals, artists, students, and faculty? These all represent the future and have different needs but are all looking for the same quality of life.
- ♦ Currently, the Mill District is perceived as a low income, student infiltrated area with a lot of old school people who are entrenched in how things used to be. The community is held 'hostage' during game days and has a reputation of ill-behaved student parties with little enforcement. The reality can be a vibrant district with unique, affordable housing that is highly accessible to USC and downtown Columbia that offers fresh live, work, play opportunities. The Mill District can become a great example of well-managed, equitable governance and the beneficial transitioning and mixing of generations (such as Earlewood).
- ♦ There are many dedicated and engaged resident leaders who carry the torch for the Mill District. One concern is who will pick up this torch when these current leaders leave or step aside. Attracting young families into the Mill District will help engage a new generation.

TRANSPORTATION

Major Transportation Challenges

- ♦ Traffic
- ♦ Lack of alternatives to auto travel
- ♦ Railroad traffic

Projects Underway in/near the area

- ♦ Bluff Road from Rosewood to South Beltline – currently in design
 - ♦ Adjacent to the Fairgrounds
 - ♦ 5 lane cross section (center turn lane)
 - ♦ Underground utilities
 - ♦ 8' sidewalk against the curb and 10' multiuse path with a 3' buffer
 - ♦ No planned improvements by the stadium
 - ♦ Past the stadium to South Beltline
 - ♦ 5 lane cross section (center turn lane)
 - ♦ 8' multiuse path on both sides with 3-5' buffer
- ♦ Shop Road from George Rogers to South Beltline
 - ♦ 5 lane cross section (center turn lane)
 - ♦ Curb and gutter and sidewalks
 - ♦ Intersection improvement at George Rogers and Assembly
- ♦ Assembly Street sidewalk and bicycle/pedestrian improvements
 - ♦ Project just underway with public involvement
 - ♦ Coordinating with the developer of the Capital City Ballpark redevelopment site. Timing of the development and the project scope are a key element.
- ♦ Rocky Branch Greenway is on the list but not yet started

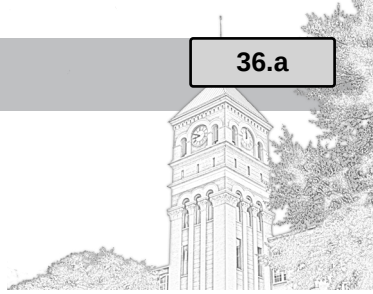
General Discussion

- ♦ Development has impacts on mobility and the need for alternative transportation options.
- ♦ Alternative transportation options need to be considered as part of the development process as activity centers and destinations are implemented.
- ♦ The Walk Bike Columbia Plan was adopted in 2015 and has a list of projects, which includes the Rocky Branch Greenway.
- ♦ The Metropolitan Planning Organization (MPO) uses the Transportation Alternatives Program for funding bicycle/pedestrian projects. These projects are identified by a local sponsor and application for funding is submitted.
- ♦ The train schedules seem to be uncoordinated and are not published; however, the trips to the inland port in Greer from Charleston may provide some indication of schedules, particularly in increased number of trips.
- ♦ A major need for the area is the connectivity to other areas of the City and downtown with bicycle and pedestrian facilities.
- ♦ Without these mobility options, the Capital City Mill District will continue to be an isolated district.

USC AND PARKING

The Capital City Mill District is a tremendous resource for USC, yet perceptions, the physical environment, and a lack of coordination seem to prevent a robust and mutually beneficial relationship that could foster a connected community and leverage resources. USC's student enrollment growth has spawned a new paradigm in student housing, parking, and student services. USC prefers students live on campus or within walking distance and would like to have an inventory of affordable housing near campus for faculty that meets their needs. USC parking plans and policies focus intentionally on providing parking on the periphery of campus in order to make campus more pedestrian.

Students and faculty prefer to live close to campus in affordable, quality housing that is within walking distance of classes, places to eat, shop, meet friends and to enjoy the outdoors.



PUBLIC INPUT SUMMARY

APRIL 27-28, 2016 | CAPITAL CITY MILL DISTRICT PLANNING KICK-OFF

Being on the periphery of campus, the Mill District is experiencing increasing pressure from USC growth with more and more students moving into its neighborhoods. This presents several challenges.

- ◆ Mill District residents are concerned about unmanaged student behavior, particularly on football game weekends and in rental houses that become de facto party houses.
- ◆ The perception of the Mill District as a cheap place to live for students impacts the quality of life for home owners and families.
- ◆ The number of train tracks is a deterrent to vibrant and desirable development and creates daily safety challenges for students, particularly walking from the Greek Village to campus and crossing Assembly Street.

However, now is the time for USC and the Mill District to create new partnerships that will improve perceptions, property values, connectivity, quality of life, and housing and economic development. A few ideas follow.

- ◆ Improve the collaboration (planning and services) between USC, the COMET and neighborhoods.
- ◆ Improve safe pedestrian access (sidewalks) from the Athletics Village to the stadium.
- ◆ Work collaboratively to implement changes to the rail lines through the Mill District (rail consolidation) in order to improve pedestrian safety, improve traffic flows, improve connectivity, elevate the opportunities for appropriate corridor development (land availability, desirable location, mixed-use to support academic, entrepreneurial, tech, maker and creative jobs).
- ◆ Improve coordination, reinforcement and enforcement between USC Student Affairs and Campus Safety and the City and County in order to manage student behavior.
- ◆ Educate the public on City and County regulations and standards.
- ◆ Harness and elevate the economic potential of 150+ employees at the USC Incubator and hundreds of USC faculty working within walking distance of the Mill District by providing attractive homes for entrepreneurs and faculty, places to eat, get coffee, ways to connect with nature and friends, participate in cultural events.

NEIGHBORHOOD RESIDENTS

Mill District residents, whether long-time or new, care deeply about improving three major elements: 1) livability, 2) connectivity and transportation; and 3) governance and infrastructure. Each element impacts the quality of living in the Mill District and the ability of the Mill District to attract new residents, businesses and cultural offerings.

Livability

Existing challenges to livability include:

- ◆ management of student behavior
- ◆ completing the Three Rivers and Rocky Branch greenways with a network of connections (paths, greenspace, parks) within the Mill District
- ◆ employment opportunities, service and retail providers, and mixed-use development for live, work, play in the Mill District
- ◆ striking a balance between development density and appropriate planning for infrastructure
- ◆ lack of a neighborhood elementary school, which will encourage home ownership
- ◆ lack of home and tree inventories, which can positively influence development

There is, however, a strong commitment to preserving and building on the foundations of the Mill District's history and culture as well as strong civic engagement and support for revitalization among residents.

Connectivity and Transportation

The Mill District is plagued by poorly managed traffic – general traffic, game day, industrial and rail. The daily trains create frequent dead ends and unsafe pedestrian crossings. Game day traffic and parking negatively impact life for those who live in the Mill District. A lack of safe and accessible pedestrian, bicycle and public transportation infrastructure diminishes connectivity. Residents are concerned about the proposed flyover from Huger Street and the possible widening of Olympia Avenue needed for the flyover landing and connection to Rosewood Drive.

Residents want a comprehensive strategy and coordinated approach between the City, County, SCDOT, CSX and Norfolk Southern for managing traffic and creating a multi-modal infrastructure framework that will improve connectivity and make the Mill District a place, not a pass-through.

Governance and Infrastructure

Many of the challenges within the Mill District can be defined by a lack of uniformity of regulations and standards between the City and County. Issues such as absentee landlords, property maintenance, design and development standards and how these are enforced can change from one block or property to the next. This does not foster commitment to the community good among property owners. Residents would like to have uniform policies and regulations throughout the Mill District. This will elevate property values and attract more families and appropriate businesses. In addition, this can address concerns and ideas for improving the EMS/fire and public safety facilities and services within the Mill District.

Opportunities and Assets

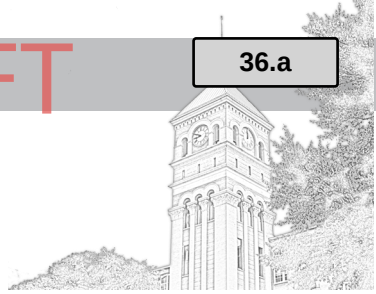
701 Whaley was a rallying point for the Mill District community and has been a catalyst for revitalization, innovation, and creativity ever since it was renovated and reopened for business. 701 Whaley is the community center – literally and figuratively. It has inspired other development and will continue to be a critical asset for new development.

The Mill District is strategically and advantageously located to become one of the most vibrant areas in the Midlands. Positioned between USC and the Congaree River with direct access to the Three Rivers Greenway, downtown Columbia, the Vista, Innovista, and basic municipal services, this should be the “it” neighborhood for young families, young professionals, empty nesters, and others who want an urban yet close to nature life style.

The culture of the community is authentic and unique. With three neighborhoods defined by distinct architectural character and histories, a burgeoning creative community, and continued commitment to preservation due to active and engaged community members, the Capital City Mill District is poised to take advantage of tax credits and grant programs for financing and investment for redevelopment, which will spur infill opportunities. Being a lint head will no longer be a stigma. Being a lint head will be a cool title.

PUBLIC INPUT SUMMARY

APRIL 27-28, 2016 | CAPITAL CITY MILL DISTRICT PLANNING KICK-OFF

PROPERTY AND BUSINESS OWNERS

Property and business owners have taken risks by investing in the Mill District. Some have been there for generations and run family businesses. Some invested due to the affordability and the off-the-beaten path nature of the area. Some understand the potential and took leaps of faith. There is a growing critical mass of businesses within the Mill District, which is beginning to pay off for these urban pioneers. They shared challenges and ideas for keeping the momentum going and are truly committed to being a part of the Mill District's future.

Challenges Facing Property and Business Owners:

- ♦ Transportation, location of rail lines, and funding
- ♦ Traffic control and volumes
- ♦ Blighted properties
- ♦ Process for reclamation: very heavy regulations, which go through SCDHEC. There is a fund in place to assist in the process. There is excitement over the opportunities.
- ♦ More clearly identified and constructed crosswalks
- ♦ Possibility of SCDOT highways being widened and run through the villages
- ♦ Keeping up with projected development density
- ♦ Stormwater collects on sidewalks in areas, detrimental to visitors and pedestrians
- ♦ Lack of parking for non-locals at restaurants and businesses

Drivers for Buying, Building and Developing in the Area:

- ♦ Potential for growth; however, the Mill District has not developed as quickly as thought.
- ♦ SCANA ownership of property
- ♦ Land use and zoning opportunities
- ♦ At the time, lack of student housing (since changed significantly)
- ♦ Developer opportunities for underserved area

- ♦ Tax credits and grants
- ♦ Real sense of place and unique character
- ♦ Undisturbed with potential to be modernized

Needs to Improve the Business and Development Environment:

- ♦ Consolidation of the rail lines on Assembly Street
- ♦ Connectivity: sidewalks to basic services, particularly across Assembly Street; safe shared paths to the Vista, student housing throughout downtown, Main Street; alternative transportation-friendly routes
- ♦ Coffee shops, grocery store and convenience areas
- ♦ Improvements to public transportation and better education of the transportation resources
- ♦ More public transportation links to downtown, Vista (USC support and coordination with COMET) with exclusive routes for students and student only pick-up locations; safety of the bus system is a huge concern among students
- ♦ More bars, restaurants, galleries and local shops to entice visitors
- ♦ Integrated connection strategy to improved river access and amenities

RICHLAND COUNTY SCHOOL DISTRICT ONE

Richland County School District One (RCSD1) owns multiple properties in the Mill District such as the Olympia School, a warehouse/operations facility, a transportation facility, and a maintenance and budget facility. RCSD1 is conducting a long-range facilities and program study that will assess the conditions of existing facilities as well as determine facilities for delivery of future curriculum.

The Olympia school will remain a training location and a possible location to centralize administrative offices. The alternative education school could possibly relocate in order to be more central to the students it serves. They do not provide transportation to Alternative Education school students, and the COMET does not serve the area at night. Most students do not have private transportation; therefore, the COMET would need to extend evening hours to serve the 120 students in the evening program. Safe Routes to School is an important program.

The transportation facility can potentially relocate to a more central location in the school district for servicing the fleet. However, they need to maintain gas operations at the existing transportation facility in order to fuel the fleet in this part of the school district. There are no plans to sell the warehouse/operations facility or maintenance and budget facility. RCSD1 understands the development potential for the property they own.

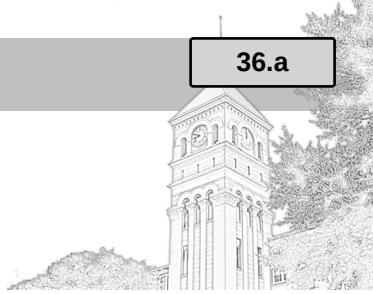
AC Moore, Rosewood, and Hand are at capacity. A new elementary school is needed for 600-700 students. AC Moore could be promoted more within the Mill District in order to attract more young families. Consider designing and promoting a safe school route from the Mill District to AC Moore.

CITY AND COUNTY DEPARTMENTS

Representatives from several City and County Departments shared their ideas and responded to questions from the residents. The majority of the discussions focused on four topics: 1) EMS; 2) Trash pick-up; 3) code enforcement; and 4) annexation. A summary of comments follows.

Public Safety

- ♦ If any construction projects are proposed, emergency services will need access (at least one way) to the neighborhood.
- ♦ There needs to be an education initiative as to why EMS must use sirens as there are lots of complaints about sirens.
- ♦ The 911 system determines the best route for emergency services so there is not a set route that can be counted on for the vehicles to take.
- ♦ The Fire Department wants to have a new building and, ideally, it would have a police and EMS substation. The best location for a new fire station would be on Assembly Street near the intersection of Assembly and Ferguson.
- ♦ Railroads are an impediment for emergency vehicles getting to the Mill District.
- ♦ The City operates the fire stations for the City and the County.
- ♦ The City has an ISO rating of 1 which puts them in the top 1% in the country. This impacts insurance by a reduction in premiums.



PUBLIC INPUT SUMMARY

APRIL 27-28, 2016 | CAPITAL CITY MILL DISTRICT PLANNING KICK-OFF

- ♦ The County has an ISO rating of 2 which puts them in the top 2% in the country. This impacts insurance by a reduction in premiums. The County's ISO rating is slightly lower due to some remote parts of the County that may have longer travel times to get to.
- ♦ During games the Station 2 fire truck is parked at the stadium, to provide immediate assistance to 80,000 people. Residents are concerned that this leaves the Mill District without a fire truck on game days.
- ♦ A fire truck would not be able to respond to a fire in a timely manner in the Mill District on game day due to the traffic.
- ♦ EMS has trucks at the stadium as well, but they have EMS folks on motorcycles that can get through traffic easier and would have a faster response time on game days.
- ♦ The State Fair has never been a problem for emergency services.
- ♦ Access to Mill District neighborhood streets can be a problem for public safety vehicles, especially given current on-street parking practices. During a relatively recent fire in the Mill District the fire truck had to bump a car parked on the street to move it so that they could get through to respond to the fire.

Trash Pick-up

- ♦ Cars parked on the street have never been a problem for County trash pick-up.
- ♦ Renters are not always aware of the ordinances for where roll carts are to be placed after pick-up. For the County, roll carts are required to be moved 5' beyond the curb by 7 pm on the day of trash pick-up. The 5' beyond the curb for the County is something solid waste would be open to changing.
- ♦ County Solid Waste often has enforcement folks in Olympia responding to complaints. There is a \$1,092 fine for leaving roll carts on the curb in the County; however, this does not seem to be enforced often.

Code Enforcement

- ♦ The County tries to educate residents with handouts, but only where they receive complaints.
- ♦ The regulation allowing only three unrelated individuals in a house is difficult to enforce, which is problematic.
- ♦ Police should be called anytime there is a violation of ordinances (noise, parking, more than three unrelated residents living in the same house, etc.). It would be good to find out how the police rank calls about noise and parties compared to other calls for more life threatening emergencies.
- ♦ Solid Waste, police and planning all have different code enforcement officers, and they rarely talk to one another. They should have a coordinated effort.
- ♦ It is hard to cite code violations on the weekend as there is rarely anyone staffed for weekend duty. The City has a little presence on the weekend, and the County has no presence on the weekend.

Annexation

- ♦ The City has a policy that if a resident asks for and obtains the extension of City water or sewer service to their property which is located outside of municipal limits, that property must be offered for annexation if or when their property is contiguous to the current City limits. This policy was established in the 1990s. Olympia likely does not have any such covenants in place for homes that were already using City water before that time. Any new development would have signed the agreement.
- ♦ Annexation is free. Any individual resident can choose to be annexed as long as they are contiguous to the current City limits.
- ♦ If a home or neighborhood is on septic tanks, then annexation gets more complicated. Should the City choose to annex by an approved method, the City would be required to provide public sewer to the residents if they are on septic tanks. If there is not sewer in the area it can be quite expensive to install new sewer lines. If sewer lines are already in the Olympia, annexation could go smoother. This would need to be verified with the City as to where they have sewer in Olympia.

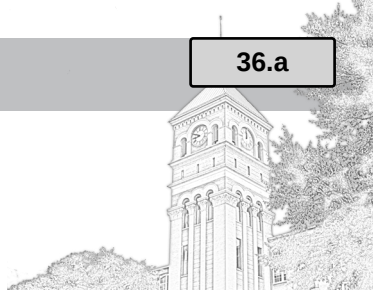


Figure-1: 46%



Figure-2: 85%



Figure-3: 77%



Figure-4: 92%



Figure-5: 38%



Figure-6: 85%

During the June 29, 2016 Public Meeting, the planning team introduced the Priority Elements as determined through public input and research: 1) community identity and placemaking; 2) trains, trucks and traffic; 3) Rocky Branch and stormwater management; 4) greenways, bikeways and sidewalks; and 5) economic development. The team also shared additional research and initial recommendations to address each element. Following the presentation, the planning team hosted centers with illustrations and were available to participants for additional questions. A visual preference survey (VPS) was conducted on design preferences for bike and pedestrian facilities. Approximately **40 people** participated in the VPS. The results are presented on the following pages.

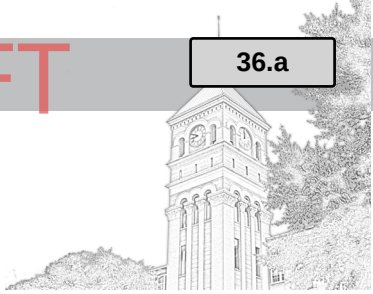


Figure-7: 0%



Figure-8: 46%



Figure-9: 77%



Figure-10: 69%



Figure-11: 38%



Figure-12: 85%

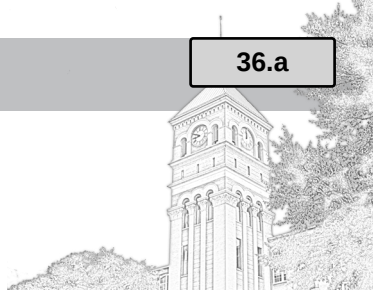


Figure-13: 100%



Figure-14: 15%



Figure-15: 46%



Figure-16: 92%



Figure-17: 92%



Figure-18: 54%

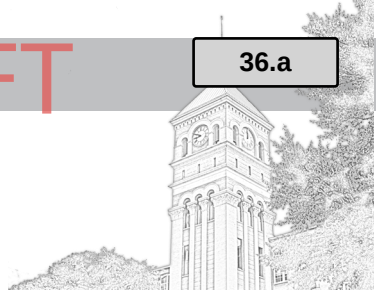


Figure-19: 77%



Figure-20: 85%



Figure-21: 62%



Figure-22: 54%



Figure-23: 46%



Figure-24: 100%

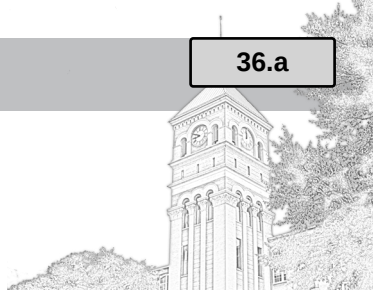


Figure-25: 77%



Figure-26: 85%



Figure-27: 46%



Figure-28: 85%



Figure-29: 31%

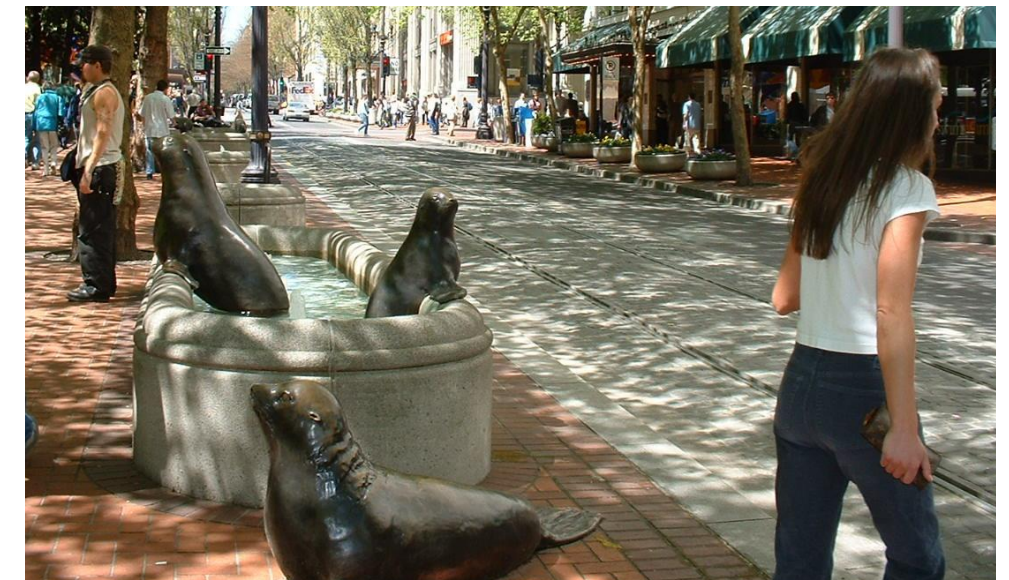


Figure-30: 100%

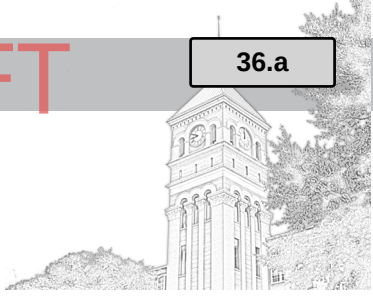


Figure-31: 38%

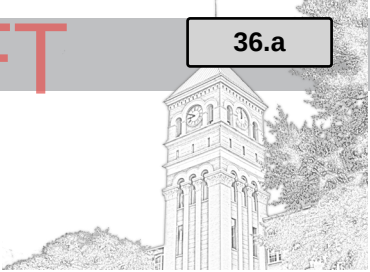


Figure-32: 31%

PUBLIC INPUT SUMMARY

OCTOBER 5, 2016 | PUBLIC MEETING

With the threat of Hurricane Matthew approaching, approximately **40 community members** attended the public meeting and provided comments on the proposed recommendations for rail line consolidation and the Huger Street flyover proposals, greenways and stormwater management, road improvements to accommodate bike and pedestrian facilities, and the introduction of proposed unified land use categories for the Mill District.



PRIORITIES AS DEVELOPED THROUGH PUBLIC INPUT

- ♦ Community Identity
- ♦ Placemaking
- ♦ Trains, Trucks and Traffic
- ♦ Stormwater Management
- ♦ Greenways and Sidewalks
- ♦ Economic Development
- ♦ Equitable Jurisdictional Enforcement

CONCERNS

- ♦ Trees, shrubs on avenue diagrams seem to be a safety issue – blocking views when turning onto streets

THE MOST IMPACTFUL THING TO DO NOW IS...

- ♦ Develop an MOU for the City and County coordination of land use, design guidelines, police response, enforcement of community standards and policies
- ♦ Revitalize Pacific Park
- ♦ Implement these suggestions from the PAC
- ♦ Berm greenway culvert at Olympia
- ♦ Truck traffic and traffic flow calming
- ♦ USC Traffic: both lanes of Olympia Avenue and Bluff Road ... cluster mess
- ♦ Need better coordination or no through-traffic during football games
- ♦ Preservation and perpetuation of historic architectural character through new development

WHAT KIND OF AN IMPACT WILL A FLYOVER (FOR VEHICULAR TRAFFIC FROM HUGER STREET INTO THE DISTRICT) HAVE?

Alternate 1: Flyover

- ♦ There was one vote for support of a flyover as originally presented by SCDOT. Most felt this would be visually and physically disruptive to the Mill District and would require the widening of Olympia Avenue. The group was unanimously against Olympia Avenue being widened.
- ♦ A flyover would create an underside, which most do not want. This will become dead, uninviting space that will not be well-maintained. Although, one person mentioned that the underside could become a place for art and parking.

Alternate 2: Huger Street Road Diet with no Flyover

- ♦ There was some support for this alternative and curiosity about the concept. Most felt that narrowing Huger Street will do a good job of keeping traffic out and creating a more neighborhood-scaled street entry into the Mill District.

QUESTIONS ABOUT THE ALTERNATIVES

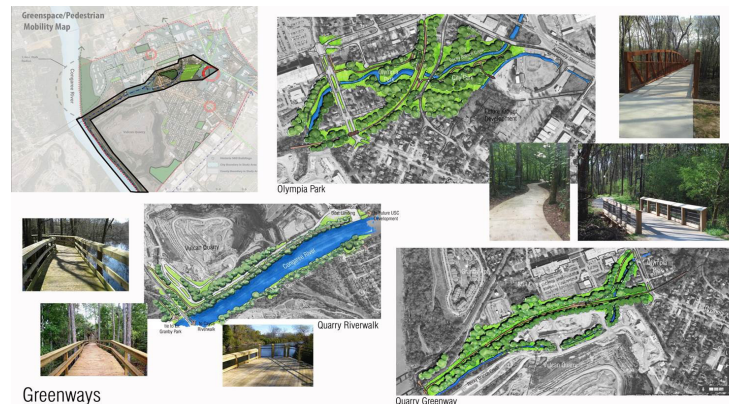
- ♦ How would trucks be rerouted and discouraged from cutting through the Mill District if there is no flyover?
- ♦ City needs to require trucks to go around the City on the I-77 bypass and to have a permit in order to enter/exit the Mill District. Can they do this and enforce?
- ♦ What is the impact of the inland port and continued increase in number of trains?

WITHIN THREE YEARS, I WANT TO DO, TO SEE, TO...

- ♦ Well-maintained properties due to joint City/County enforcement
- ♦ The donut holes closed (unincorporated areas)
- ♦ Special focus on attracting and retaining first time home buyers in the Mill District
- ♦ The greenway system completed
- ♦ Bridge on Rocky Branch Greenway
- ♦ New bridge on Bluff Road over Rocky Branch with wider areas that are mowed and maintained for pedestrians
- ♦ Kids playing ball in the streets
- ♦ Sidewalks on Olympia Avenue
- ♦ Train relief
- ♦ Neighborhood baseball field for pick-up games
- ♦ Open spaces and greenspaces linked together by a comprehensive trail and with wayfinding signage that incorporates community history (St. Aquinas Trail in Santa Clara)
- ♦ Return the former berm that protected the village along the railroad track – Huger Street ended here.
- ♦ Olympia Avenue and its medians preserved as the historic grand avenue of the Mill village. The medians were home to the streetcar lines.

GREENWAYS BOARD

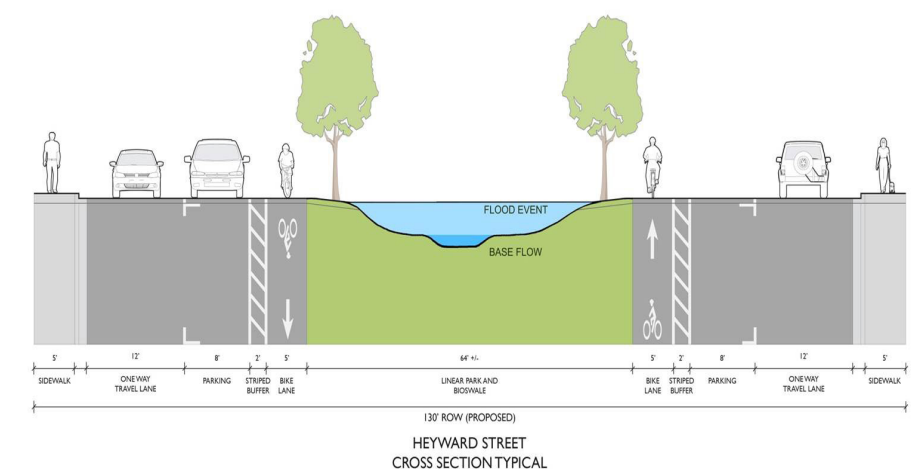
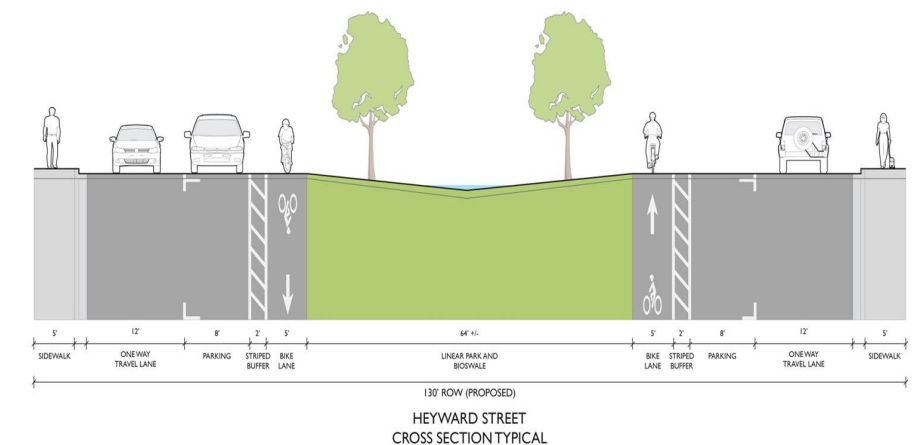
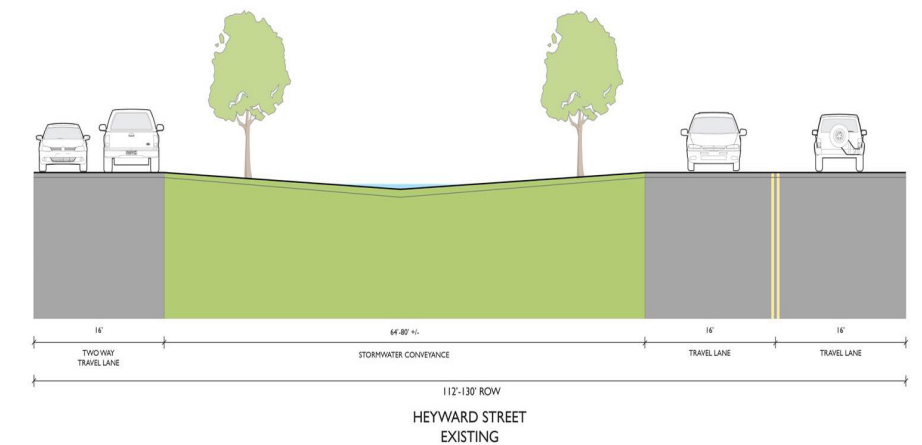
- Most respondents like the trail connection to the river as well as the future trail connection to the Jordan Memorial Boat landing.
- A member of the PAC commented that the developer for the Capital City Ballpark redevelopment site was planning on doing major grading work within Olympia Park and would share the plans with the team.
- All were excited about the City parcels and the proposed park next to the City Ballpark redevelopment site.
- There were many opinions about the Olympia Avenue crossing of the future Rocky Branch Greenway. Some were concerned about the at-grade crossing and would prefer the below grade crossing. There were some discussions about pushing the developer for the City Ballpark redevelopment site to show the below grade sidewalk back in their plans.

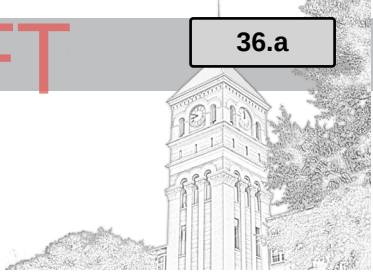
HEYWARD STREET IMPROVEMENT BOARD

- Most comments like the opportunity for the Heyward Street greenspace to become a community park and bio-swale area
- There were positive comments about the traffic circle even if we cannot make the connection to Assembly Street. "Because it is an unsafe intersection and after Kroger it will be worse."
- There was mostly positive comments regarding the realignment of Heyward Street with some saying "it's been a long time coming" and "it's never been a safe intersection."
- There were no negative comments regarding the Heyward Street connection to Assembly Street.
- Members of the community were concerned about removing the church's parking but after the project team demonstrated that the new parallel spaces worked and how the old road right-of-way could be converted they liked the concepts.
- The property owner of the berm, Mr. Chitwood, shared his development plans for the berm, which included large senior housing buildings with parking underneath as well as mini storage along the berm on the Olympia side of the project. He stated that he was not opposed to having the trail follow the top of the berm as his development will be there. He did state that he was ok with (giving an easement) along the north end to allow the trail to enter into Olympia park, would recommend building a bridge across Rocky Branch and then give another easement for the trail to come up through his proposed parking lot to allow the trail to continue to Old Bluff Road and the future City Ballpark redevelopment site. When asked if he would be opposed to the addition of a trail connection to the end of the berm crossing Olympia Ave and continuing throughout the project as shown on the Greenway plans, Mr. Chitwood did not see a problem with that as long as it did not interfere with his mini storage units.

OPEN SPACE OPPORTUNITIES BOARD

- Most people were positive about the reuse of the Quarry property as a whole, and although the concepts shown were not committed to, they liked the ideas of public use of the open space.
- Most of the positive comments were for the Dog Park and new houses sites.
- The community garden idea came with a little bit apprehension from some members of the public as it had been tried before and they liked the idea however they said it need a true leader for the project to be successful.
- There was positive feedback on the proposed City addition of a pocket park at Tryon and Williams Street.



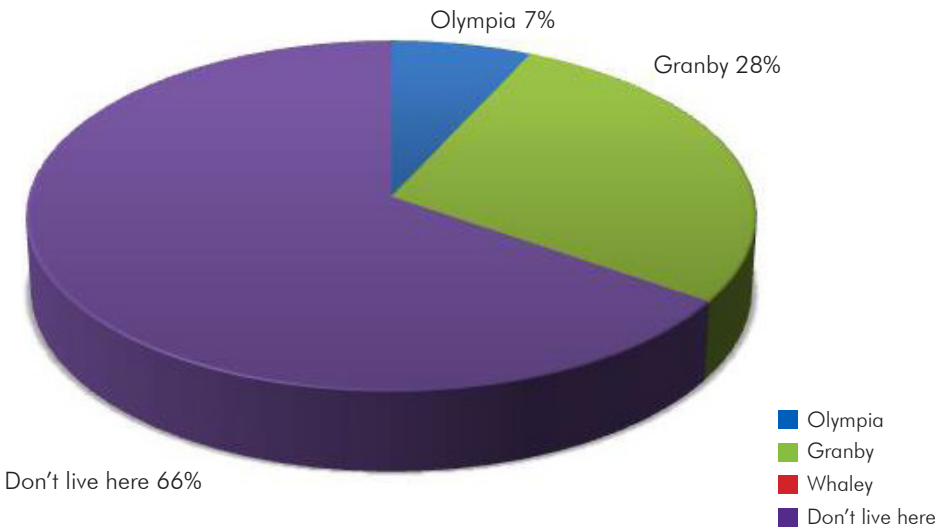


PUBLIC INPUT SUMMARY

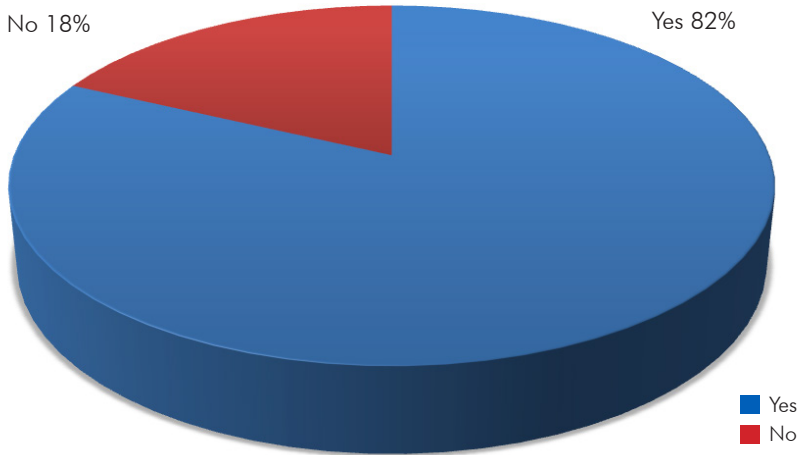
NOVEMBER 30, 2016 | PUBLIC MEETING

The planning team presented “The Big Ideas” as a framework for key implementation strategies. The Big Ideas as presented were: 1) Establish Unified Land Use Categories; Community and Economic Development; 2) Unify and Connect the District to the Greater Community; 3) Consolidate Rail Lines; and 4) Improve Stormwater Management. Key strategies, focus areas and rail/transportation options were presented and then voted on through electronic key pad polling. The responses from the 103 participants are illustrated on the following pages.

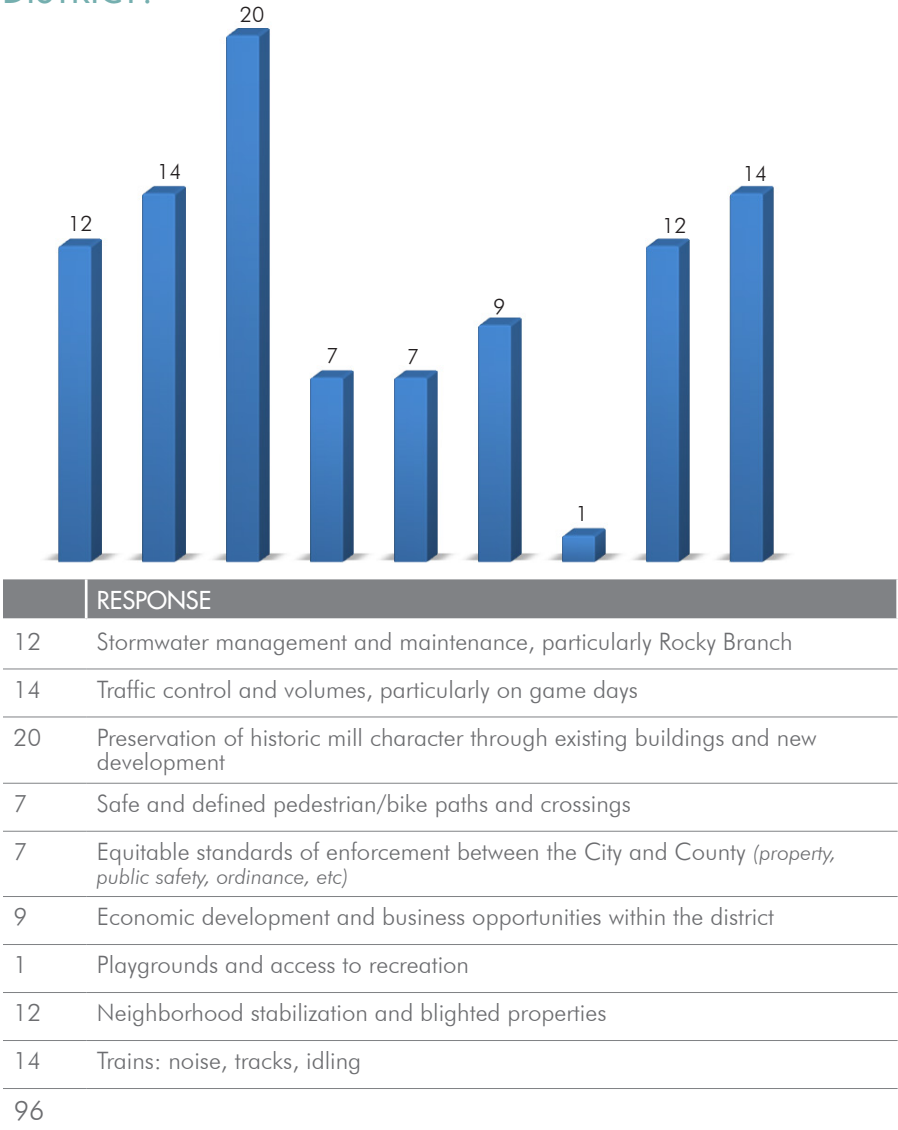
QUESTION 1: WHERE DO YOU LIVE IN THE DISTRICT?



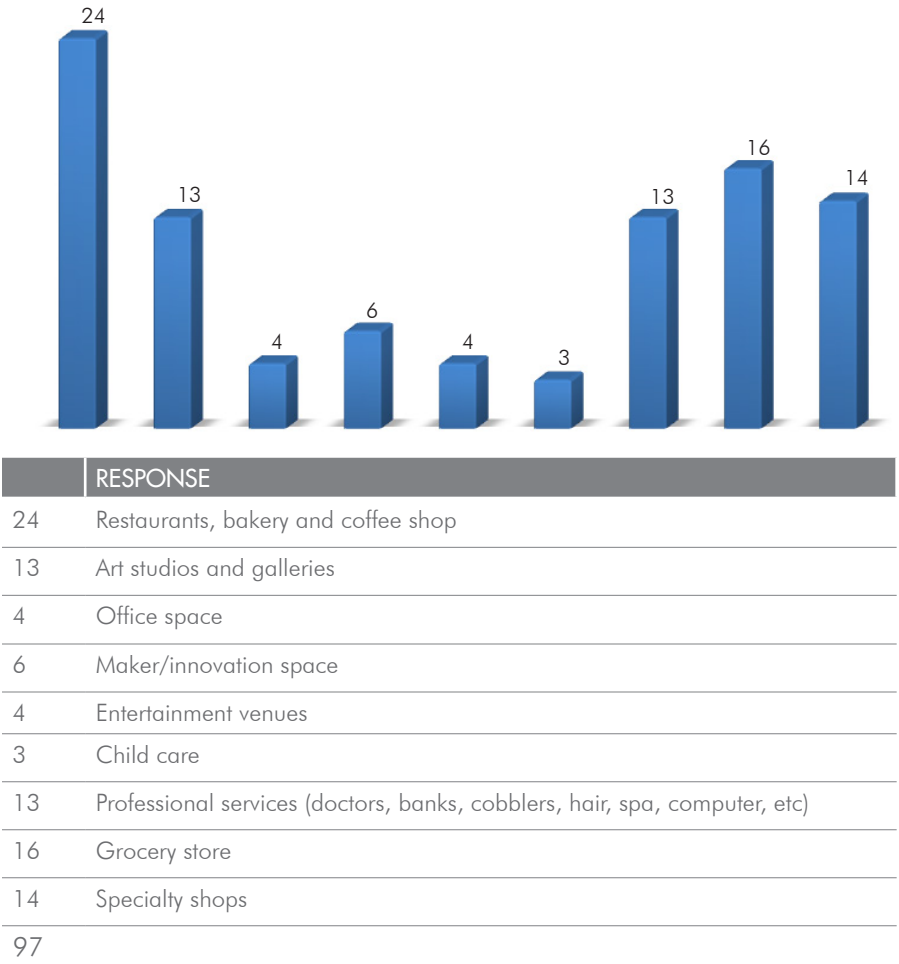
QUESTION 2: IS THE CAPITAL CITY MILL DISTRICT THE RIGHT NAME FOR THE COMMUNITY?



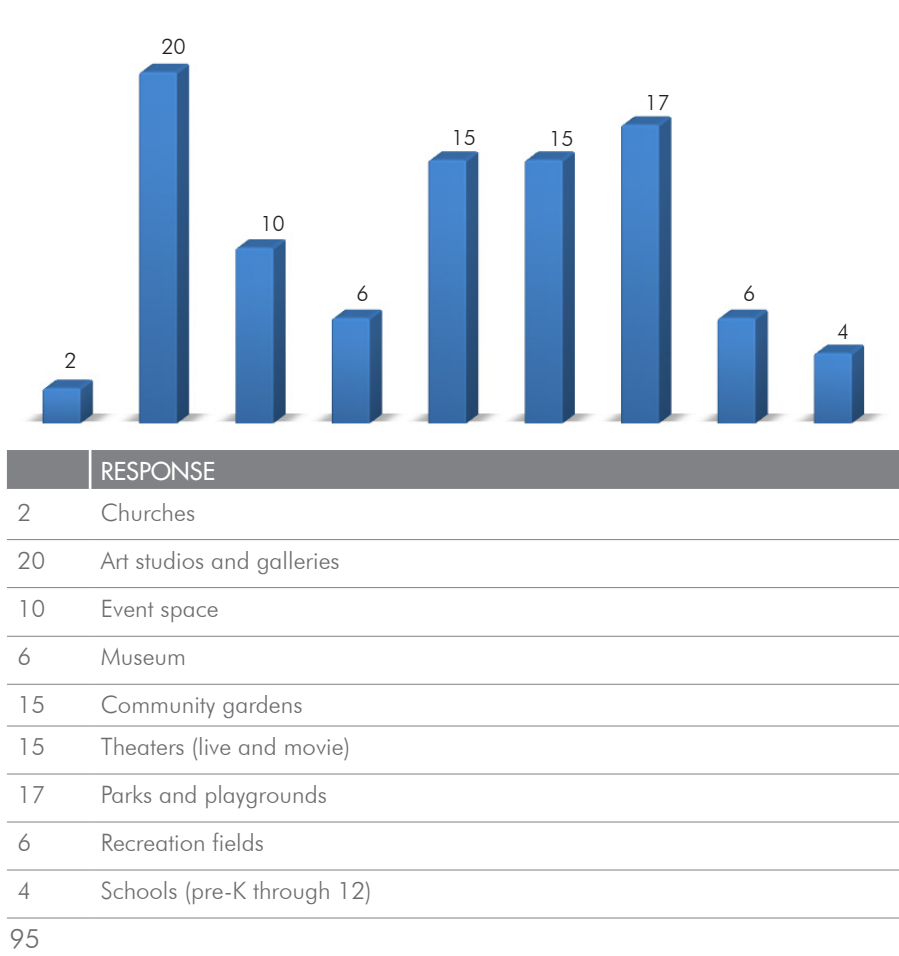
QUESTION 3: WHAT ARE THE TOP CHALLENGES IN THE DISTRICT?



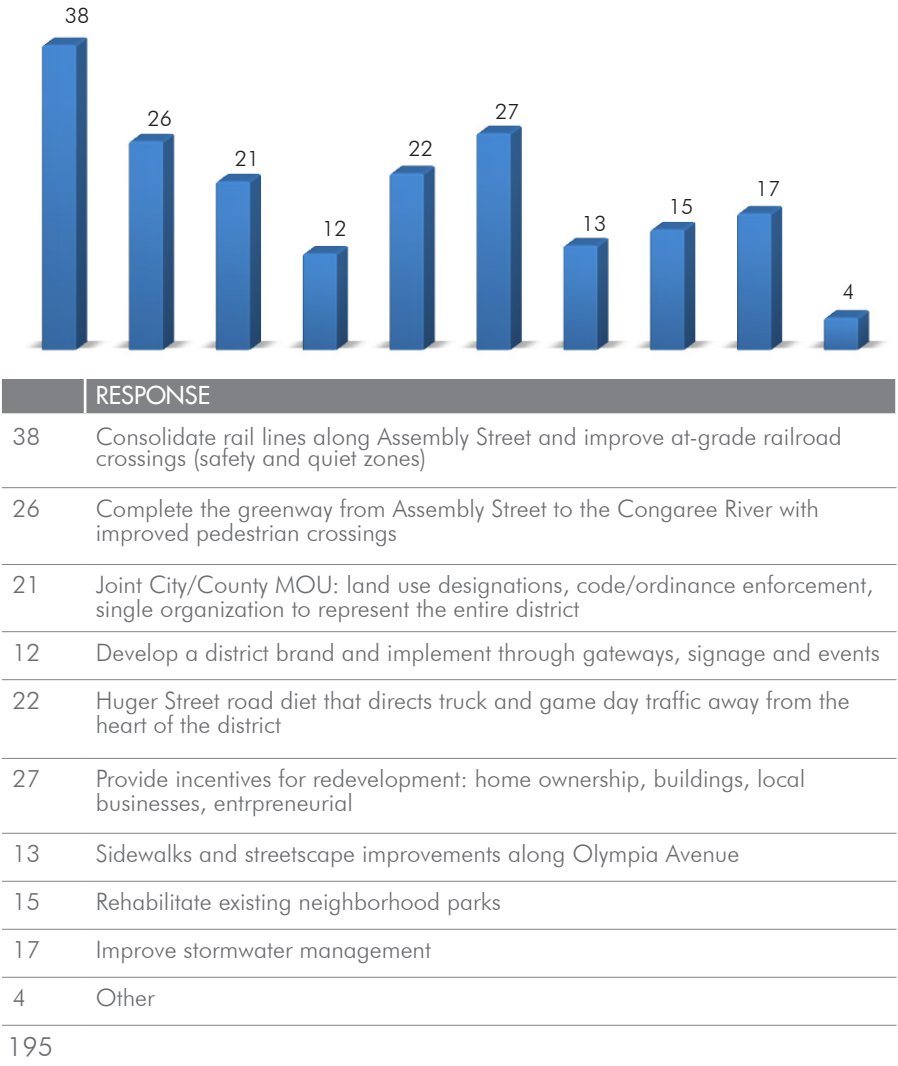
QUESTION 4: WHAT ARE THE TOP 3 RETAIL/COMMERCIAL NEEDS IN THE DISTRICT? (CHOOSE 3)



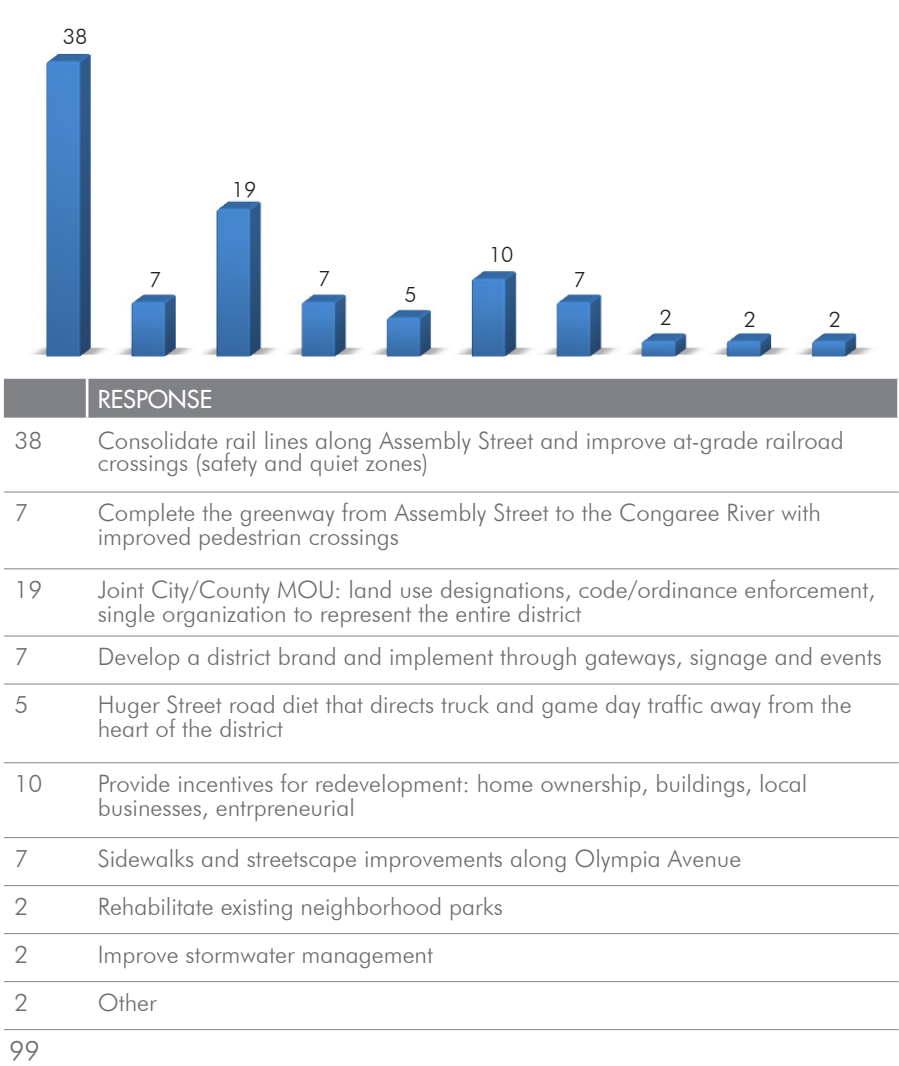
QUESTION 5: WHAT ARE THE TOP 3 CULTURAL NEEDS IN THE DISTRICT? (CHOOSE 3)



QUESTION 6: WHAT ARE THE TOP 5 PRIORITIES TO ACCOMPLISH WITHIN THE NEXT 3 YEARS? (CHOOSE 5)

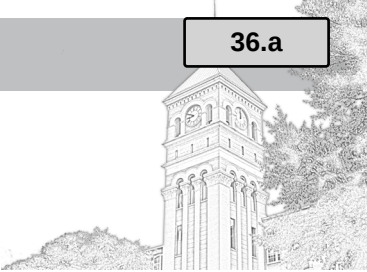


QUESTION 7: WHAT IS THE MOST IMPACTFUL PROJECT/STRATEGY TO ACCOMPLISH IMMEDIATELY? (CHOOSE 1)

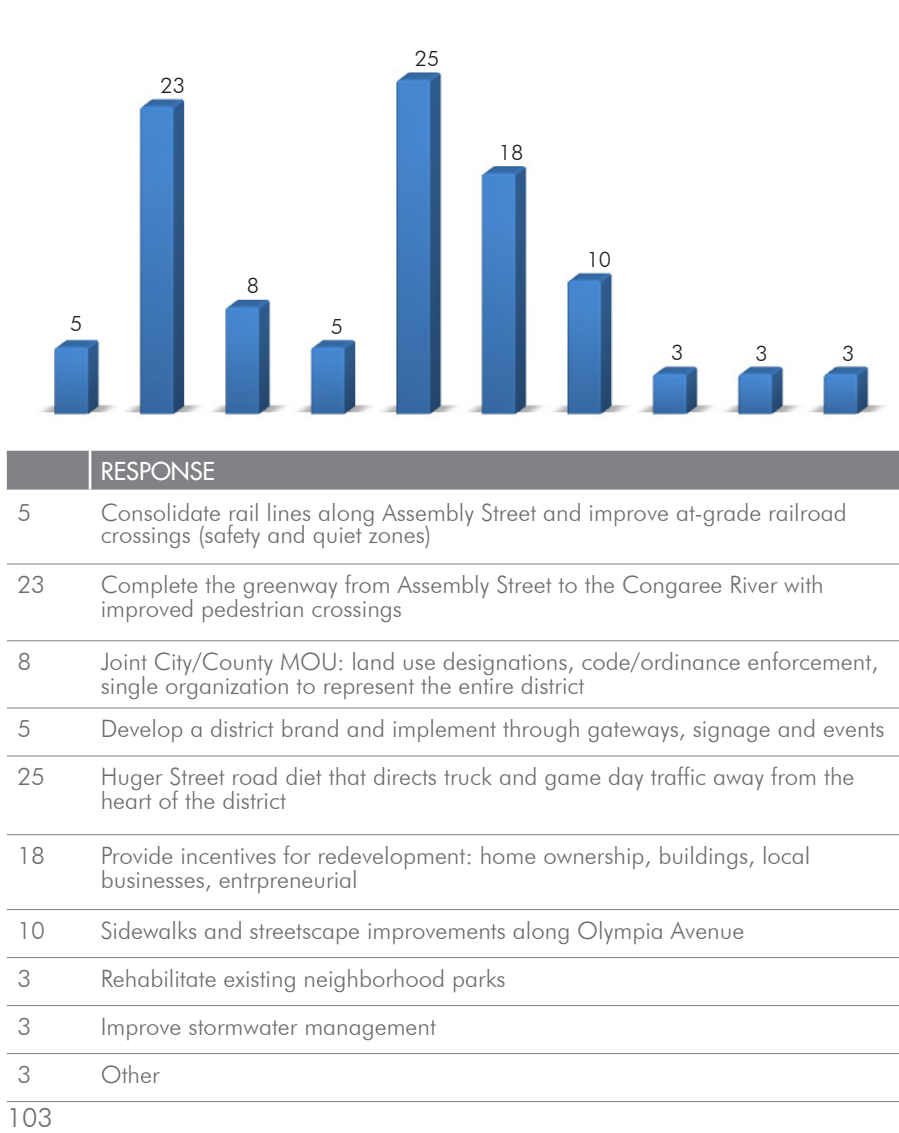


PUBLIC INPUT SUMMARY

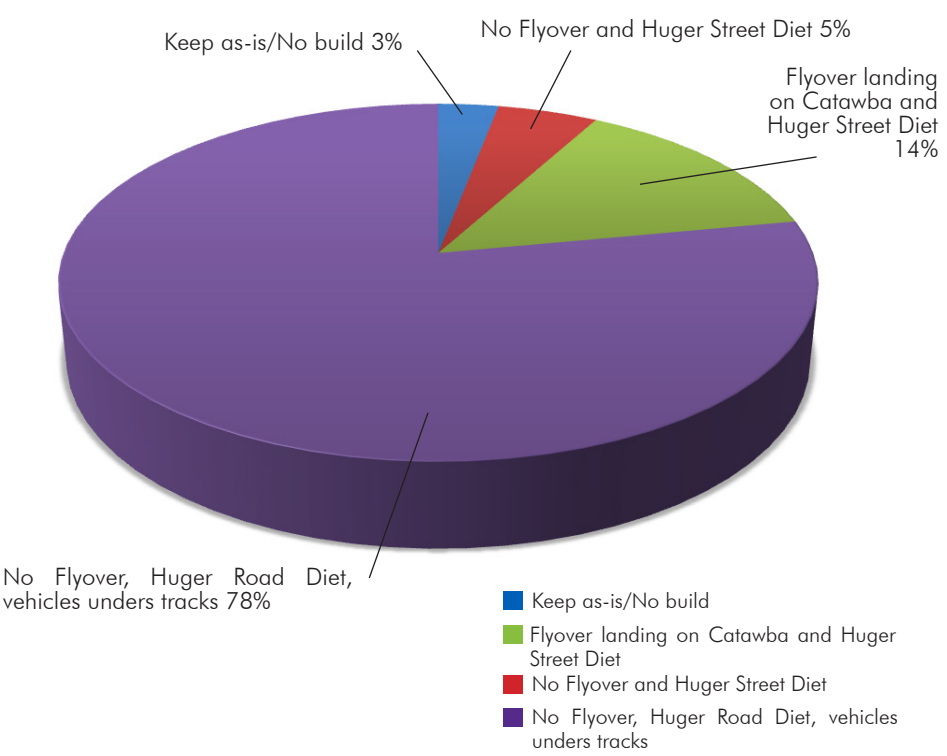
NOVEMBER 30, 2016 | PUBLIC MEETING



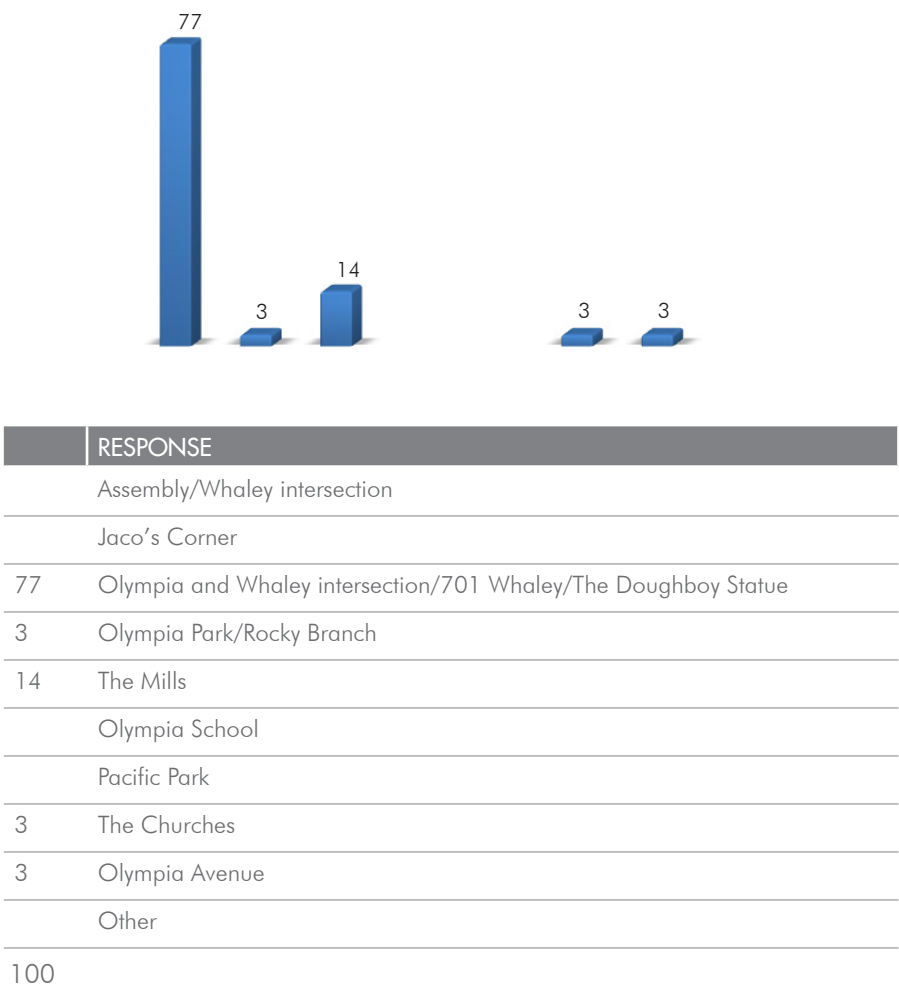
QUESTION 8: WHAT IS THE TOP LONG-TERM PRIORITY, 3-5 YEARS? (CHOOSE 1)



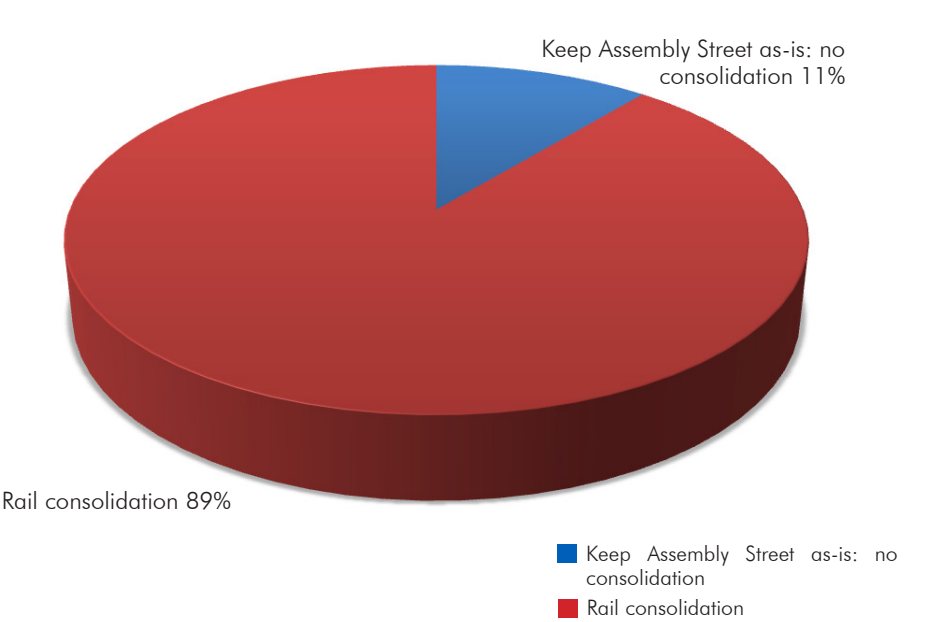
QUESTION 9: PREFERRED HUGER STREET ALTERNATIVE?

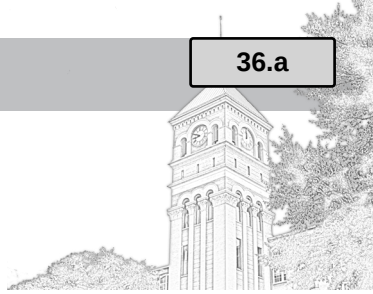


QUESTION 11: WHERE IS THE CENTER/HEART OF THE DISTRICT?



QUESTION 10: PREFERRED RAIL ALTERNATIVE?





WHALEY NEIGHBORHOOD MEETING | JANUARY 11, 2017

Approximately 12 residents from the Whaley Neighborhood attended this meeting and provided input on the recommendations.

- ♦ One word for the Mill District: Village, Community, Mill Village.
- ♦ Enthusiastic about working with the Cayce rail yard to better manage trains through the neighborhood.
- ♦ Possibility of also working with the Norfolk Southern Yard on Shop Road- prior to rail consolidation (which was noted would make this issue moot).
- ♦ There was a question of ownership of parking area on Heyward. Cornerstone Baptist Church leases the right-of-way from the City of Columbia.
- ♦ Increase City patrols in the area. There are concerns about students walking down Whaley in the dark after class.
- ♦ Consider a traffic signal at the intersection at Williams and Blossom. This may or may not be feasible, given its proximity to the next intersection.
- ♦ Maintain the two parallel tracks (instead of one) at the Huger Street at-grade crossing, if at-grade crossing is kept.
- ♦ Some feel that a Huger Street overpass/flyover would keep trucks out of the neighborhood.
- ♦ Another consideration that most preferred: build a train tracks overpass across Huger Street while deepening Huger Street a bit (underpass), which could be a middle ground of building up and down.
- ♦ There was strong support for installing sidewalks along Olympia Avenue.
- ♦ Assembly Street needs sidewalks along both sides and the entire length.
- ♦ Consider moving the proposed traffic circle to the Heyward/Lincoln intersection in order to better align with Lincoln Street.
- ♦ The residents were very positive about the recommendations and would like to see them implemented.

PAC MEETINGS | SPRING 2017

The PAC met three times to fine-tune the Plan. The dates and focus of each meeting are provided below.

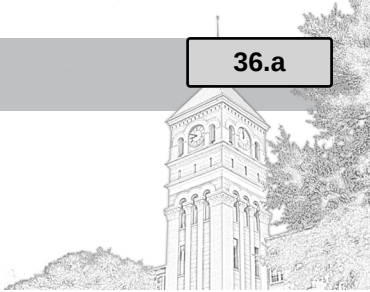
- ♦ January 6, 2017: alternatives for improving the railroad crossing at Huger Street, the management of traffic coming into the Mill District, the NEPA process, homeownership rates, land use categories
- ♦ February 1, 2017: placemaking, land use categories, connectivity and Complete Streets, greenways, water quality
- ♦ June 21, 2017: review of the entire draft report and catalyst projects

PUBLIC PRESENTATION | AUGUST 17, 2017

There was broad support for the direction of the Plan and for the potential improvements that can come from the Plan's implementation. Some residents reiterated that parking and traffic need to be managed in a way that enhances the neighborhoods for those who live there. They look forward to continued and improved collaboration between the City and the County relative to policy, code enforcement and traffic management. Residents are ready to move forward with the implementation.

A couple of property owners shared that they want the proposed land use categories to preserve their options for selling or developing their property in the future.

Vulcan Materials management indicated they are interested in staying engaged with the Mill District Plan implementation.



DEVELOPMENT TYPES / BUILDING TYPES MATRIX FOR UCMR-3

The below matrix was developed for incorporation within the Plan Columbia: Land Use Plan development types and building matrix, concurrent with the addition of the UCMR-3 future land use classification.

DEVELOPMENT TYPES / BUILDING TYPES MATRIX

BUILDING TYPE / LAND USE	UCMR-3
RESIDENTIAL	
Single-family Detached	P
Single-family Attached	P
Two-family (Duplex or Double)	P
Three-family	S
Multi-family Small	S
Multi-family Medium	T
Multi-family Large	
Multi-family High-rise	
MIXED-USE	
Multi-family Small Mixed-use	T
Multi-family Medium Mixed-use	
Multi-family High-rise Mixed-use	
CIVIC / INSTITUTIONAL	
Small Format Civic/Institutional	T
Medium Format Civic/Institutional	T
Large Format Civic/Institutional	
Multi-family Institutional (Dormitories and Barracks)	

BUILDING TYPE / LAND USE	UCMR-3
COMMERCIAL	
Large Format Entertainment	
Medium Format Entertainment	
Small Format Entertainment	T
Large Format Hospitality	
Medium Format Hospitality	
Small Format Hospitality	T
Extra Large Format Retail/Service	
Large Format Retail/Service	
Medium Format Retail/Service	
Small Format Retail/Service	T
OFFICE / SERVICES	
High Rise Office/Services	
Large Format Office/Services	
Medium Format Office/Services	
Small Format Office/Services	T
FLEX	
Extra Large Format Flex	
Large Format Flex	
Medium Format Flex	
Small Format Flex	

BUILDING TYPE / LAND USE	UCMR-3
UTILITY MISCELLANEOUS	
Animal Enclosures	
Cemeteries & Mausoleums	T
Parking Structures	
Parking Lots	T
Power Utilities	
Water and Wastewater Treatment	
OPEN SPACE / PARKS / RECREATION	
Nature Preserves	
State or Federal Parks/Forests	
Regional Parks	
Community Parks	A
Private Clubs/Parks/Golf Courses	
Linear Parks	A
Neighborhood Parks	A
Pocket Parks/Greens	A
Squares	A

P = Primary Use

S = Secondary Use

T = Tertiary Use

A = Appropriate Use (for open spaces & parks only)

GLOSSARY OF TERMS

The following definitions were collected from a variety of resources, primarily from professional experience and knowledge. However, several sources were referenced to confirm some of the definitions. These include the following:

Abatement - refers to moderation, reduction or lessening particularly of asbestos, a hazardous building material found in many older structures

Asset Mapping - participatory tool that identifies what is best in the community and should be advanced and leveraged in order to improve all aspects of a community

At-Grade Crossing - an intersection of a railroad track with another transportation facility (another track, road, bicycle/pedestrian facility) at the same level

Average Annual Daily Traffic (AADT): - the total volume of traffic on a segment of a facility in both directions for one year divided by the number of days in the year (365)

Bioswale - a landscaping feature vegetated with plants that are designed to slow down, collect, infiltrate and filter runoff storm water from impervious surfaces. Bioswales are most often found in areas with large amounts of impervious surfaces such as roadways or parking lots

Blighted property - the legal term for land that is in an unsafe or unsightly condition

Bungalow - A detached, single-story house on its own plot of land

Cistern - a tank for storing rainwater

Class I railroad - a railroad that has an annual carrier operation revenue of \$350 million or more

COMET- also known as the Central Midlands Regional Transit Authority, the COMET is the operator of mass transportation in Lexington and Richland counties in the Columbia metropolitan area

Complete Community - A Complete Community is “a great place that meets your daily needs within a short trip of where you live or work. A community is “complete” when it provides access by foot, bike, transit and car to jobs, shopping, learning, open space, recreation, and other amenities and services.” (What is a Complete Community?, 2013)

Complete Streets - an approach or policy to the design of streets which requires streets to be designed, planned, operated and maintained to ensure comfortable, safe and convenient access and travel for all users across different modes of transportation

Conservation - the process by which individuals or groups attempt to protect valued buildings from unwanted change

Corridor - a passage linking two or more spaces

CSX - a Class I railroad in the United States that resulted from a merge of the Chessie System and the Seaboard System Railroad

Culvert- an embedded structure surrounded by soil which allows water to flow under an obstruction such as a railroad, road or trail

Density - the number or ratio of people inhabiting an urbanized area

Downspout Disconnection - the process of separating roof downspouts from the sewer system and redirecting roof runoff onto pervious surfaces

Duplex - The duplex style house is a popular building type in American history. This housing type is characterized by the separation of a single home into separate units, usually dividing floors and sometimes having additions on parts of the home. In particular, the Mill District has many duplexes most of which are a two-story hipped roof unit with a side-gable attached to the side.

Embankment - a wall or bank of earth or stone built to prevent flooding an area

Encroachment - the building of structures beyond their property lines which may belong to the government, an individual or an institution

FHWA - The Federal Highway Administration is a division of the United States Department of Transportation which specializes in highway transportation. The FHWA oversees federal funds for constructing and maintaining roads, provides highway design and construction services for federal land-management services such as the National Park Service, and also performs and sponsors research in areas of highway materials and construction methods, roadway safety and congestion.

Floodplain - a nearly flat plain along a stream or river that is naturally subject to flooding

Flyover - A raised structure connecting two points that are separated by an accessible route or structure and is designed to improve traffic flow

GIS - a system designed to capture, store, manipulate, analyze, manage and present geographic or spatial data

+ www.merriam-webster.com/dictionary
+ www.savingplaces.org
+ <https://en.oxforddictionaries.com>

+ www.planning.org
+ www.nps.gov/tps/standards/rehabilitation/rehab
+ www.smartgrowthamerica.org/program-national-complete-streets-coalition

Grassroots - the collective action from the local level which has the power to effect change at a local, regional, national and international level

Greenway - a strip of undeveloped land set aside for recreational activities

Grade Separated Crossing - a provision for facility continuity over or under a barrier, such as a railroad track

Hyperlocal - relating to or focused on a very small geographical community such as a neighborhood.

Impermeable Pavement - one that does not allow water through it and creates stormwater runoff

Infiltration - the process by which water on the ground surface enters the soil

Jurisdiction - the official power to make legal decisions and judgements

Land Use Plan - a planning policy that encourages balance among land uses in order to reduce travel distances among residential, employment, shopping and recreational activities, to help create and sustain a sense of place and community and to make the most efficient use of existing infrastructure

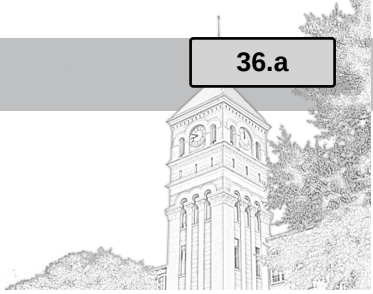
Lint heads - a nickname for mill workers that came into usage in the early twentieth century. The term refers to the lint and dust from cotton mills that workers would have to clean off their clothes and that may have affected their health

Livability - the sum of environmental, economic, and cultural factors that add up to a community’s quality of life

Mixed Use - a type of development which brings together commercial, residential, institutional, cultural or industrial uses in a functional and physical way. Mixed-use can be a singular building, a whole city block and even an entire neighborhood

MOU - Memorandum of Understanding; a document that expresses mutual agreement between two or more parties

Multimodal - accomodation of all users, from cars and trucks to bicyclists, pedestrians, those provided for by the Americans with Disabilities Act, transit users, and sometimes rail transit (passenger and freight)





4. APPENDICES

GLOSSARY OF TERMS

NACTO - National Association of City Transportation Officials; The NACTO’s mission is to build cities as places for people, with safe, sustainable, accessible, and equitable transportation choices that support a strong economy and vibrant quality of life.

NS - Norfolk Southern rail line, a Class I railroad that is a major transporter of domestic and export coal

NEPA - When federal funds are involved in a project, The National Environmental Policy Act (1969) requires the assessment of every significant aspect of a proposed project’s environmental impact, as well as fully informing and involving the community and the public of the alternatives and their impacts on the natural, physical and human environments

PAC - Planning Advisory Committee; the local committee of residents, property owners and stakeholders who served as advisors to the Mill District Planning Team and as advocate for the Mill District community

Permeable Pavement - one that has spaces to allow the passing of rainwater through it into the soil below

Place Making - a planning approach that emphasizes a local community’s assets, inspiration, and potential, with the intention of creating public spaces that promote people’s health, happiness, and well-being

Post World War II Housing - Housing in the Mill District, after the mills sold the villages, began to change following World War II. New housing stock began to emerge including brick side-gabled house as well as side-gabled homes with a gabled front section or porch. Also beginning after the war, ranch houses began to emerge.

Preservation -the process of maintenance and repair existing historic materials and fabric and retaining a property’s form as it has evolved over time

Programming - the decision-making process to determine the function of spaces within a building

Public Safety - the welfare and protection of the general public

Quiet Zone - the mitigation of train horn noise through an area; a zone in which trains do not sound their horns when approaching at-grade crossings. To implement a quiet zone, the local government or agency must implement additional safety precautions to mitigate the lack of warning horns.

Rail Consolidation - transfer of rail operations from two (or more) parallel tracks onto one track, allowing for the unused track to be abandoned

Rehabilitation - the process of retaining a property’s historic character even though alterations or additions may be needed to meet continuing or changing uses

RFP - Request for Proposal

Riparian - of or relating to or located on the banks of a river or stream

Riparian Buffer - a vegetated area near a stream, usually forested, which helps shade and partially protect a stream from the impact of adjacent land uses

Road Diet - merging or reducing the number of travel lanes in a road, generally in order to provide traffic calming, reduce speeds, and accomodate non-vehicular users

ROW - right-of-way; the legal right of a pedestrian or vehicle to move in a particular situation or place

Runoff - the draining away of excess storm water from the surface of an area of land, building or structure.

Saltbox - The saltbox house is a two-story side-gable house with an unequal roof pitch on the front and back of the house with it being high in the front and low in the back. There are two stories in the front and one story in the back of the house. The floor plan includes four rooms downstairs and two rooms on the upper floor. Often times the house would be a single-family home or a duplex. This housing type was originally developed to be a more convenient and commodious solution which was and still is a popular housing type in the Mill District. The exterior is clad with wood siding often clapboard.

SCANA - an energy-based holding company based in Columbia, South Carolina that brings power and fuel to homes in the Carolinas and Georgia

SCDOT - South Carolina Department of Transportation; the goal of the department is to provide adequate, safe, and efficient transportation services for the movement of people and goods

Setback - the distance by which a structure is set back from the adjacent road, body of water, or property line.

Shotgun - The shotgun style house is characterized by one room connected to the next without hallways and is often suited well for hot climates due to its layout and the inclusion of a porch. Shotgun houses are narrow in width and are able to be built on smaller plots of land.

Stakeholder - an individual, group, or organization that may be affected by the decision, activity or outcome of a project

Stormwater Management - involves the control of draining excess water from precipitation

Streetscape - the visual elements of a street, including the road, adjoining buildings, sidewalks, street furniture, trees, and open spaces that combine to form the street’s character

Third Places - the social surroundings that are separate from the two usual social environments (the home as “first place,” and the office as “second place”); ex: café, library, park

Thoroughfare - a major road or highway

Transpiration - the process by which moisture is carried through plants from roots to small pores on the underside of leaves, where it changes to vapor and is released to the atmosphere

Underpass - a passage running underneath; typically a passage for pedestrians crossing under a road or railroad

Vernacular - exemplifying features that are indigenous to a specific region

Visual Preference Survey - a way to engage the public in determining their preferences for physical aspects of their communities such as design, architecture, landscape, signage, bike paths

Watershed - an area of land that separates the water flowing to different rivers

Water surcharge - water ponding behind pipes due to volumes that exceed pipe capacity

Zoning - a legal restriction affecting urban design, parts of cities being deemed to be for particular uses – ex: for businesses, housing, etc. – and the heights and volumes of buildings being prescribed

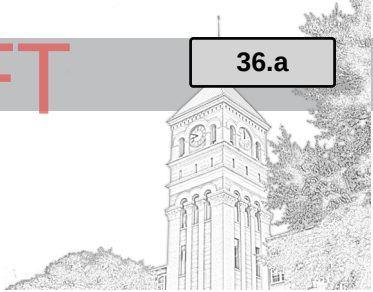


FIGURE #/DESCRIPTION PAGE NUMBER

1 MILL DISTRICT STUDY AREA 4

2 ASSET MAPPING DIAGRAM 9

3 ASSET MAPPING SPATIAL ANALYSIS 10

4 CAPITAL CITY MILL DISTRICT SUB AREAS..... 12

5 BOUNDARIES OF WHALEY NEIGHBORHOOD SUB AREA 13

6 EXISTING ARCHITECTURAL INVENTORY-WHALEY NEIGHBORHOOD SUB AREA 14

7 BOUNDARIES OF OLYMPIA NEIGHBORHOOD SUB AREA 15

8 EXISTING ARCHITECTURAL INVENTORY-OLYMPIA SUB AREA 16

9 BOUNDARIES OF GRANBY NEIGHBORHOOD SUB AREA 17

10 EXISTING ARCHITECTURAL INVENTORY-GRANBY SUB AREA 18

11 BOUNDARIES OF ASSEMBLY STREET CORRIDOR SUB AREA 19

12 EXISTING ARCHITECTURAL INVENTORY-ASSEMBLY STREET SUB AREA 20

13 CONCEPTUAL DEVELOPMENT AND MARKET FORCES DIAGRAM..... 22

14 DISTRICT ZONES: NEIGHBORHOOD AND CORRIDOR 23

15 US CENSUS BUREAU BLOCK GROUP MAP..... 24

16 MILL DISTRICT RESIDENTIAL SNAPSHOT BY GENDER, RACE & AGE..... 24

17 DETAILED AGE BREAKDOWN BY BLOCK GROUP 24

18 HOMEOWNERSHIP DATA 25

19 ADJUSTED HOMEOWNERSHIP DATA 25

20 HOMEOWNERSHIP MAP 25

21 EXISTING FUTURE LAND USE MAP 30

22 PROPOSED FUTURE LAND USE MAP 31

23 PROPOSED FUTURE LAND USE MAP - URBAN CORE MIXED RESIDENTIAL (UCMR-3) 32

24 PROPOSED FUTURE LAND USE MAP - URBAN CORE NEIGHBORHOOD ACTIVITY CENTER (UCAC-1) 33

25 PROPOSED FUTURE LAND USE MAP - COMMUNITY ACTIVITY CORRIDOR (AC-2)..... 34

26 PROPOSED FUTURE LAND USE MAP - EMPLOYMENT CAMPUS (EC) 35

27 EXISTING MILL DISTRICT ZONING MAP (BASE ZONING DISTRICTS ONLY) 36

28 RECOMMENDED REDEVELOPMENT CHARACTER - RESIDENTIAL 37

29 RECOMMENDED REDEVELOPMENT CHARACTER - SMALL COMMERCIAL/MIXED-USE 37

30 RECOMMENDED REDEVELOPMENT CHARACTER - LARGE MIXED-USE/INDUSTRIAL/MAKERS..... 38

31 GATEWAY DESIGN SKETCHES..... 39

32 GATEWAY SIGNAGE CONCEPT A..... 39

33 GATEWAY SIGNAGE CONCEPT B..... 39

34 EXAMPLES OF INNOVATION DISTRICTS 40

35 INNOVATION DISTRICT CASE STUDY - IN DURHAM, NC 41

36 INNOVATION DISTRICT CASE STUDY - IN CHARLESTON, SC - THE NOISETTE PROJECT 42

37 CSX RAILYARD RELATIONSHIP TO MILL DISTRICT 43

38 PROPOSED HUGER STREET-OLYMPIA AVENUE CONNECTOR 44

39 RAIL LINES IN COLUMBIA 46

40 AT-GRADE RAILROAD CROSSINGS..... 47

41 BEFORE AND AFTER BIKE/PEDESTRIAN RAILROAD CROSSING 47

42 ALTERNATIVE A - RECONFIGURED BLOSSOM/HUGER INTERSECTION 49

43 ALTERNATIVE B - HUGER STREET FLYOVER TO CATAWBA STREET 50

44 ALTERNATIVE C - NORTHERN LOOP FLYOVER TO CATAWBA STREET..... 51

45 ALTERNATIVE D - GRADE SEPARATION/UNDERPASS AT HUGER STREET..... 52

46 ALTERNATIVE E - GRADE SEPARATION/UNDERPASS ON RAIL RIGHT-OF-WAY 53

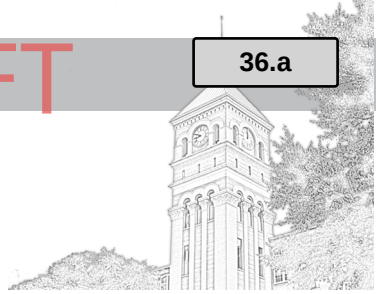
47 EXAMPLES OF FLYOVERS AND UNDERPASSES..... 57

48 ANNUAL AVERAGE DAILY TRAFFIC (AADT) ANALYSIS 59

FIGURE #/DESCRIPTION PAGE NUMBER

49	PUBLIC OPEN HOUSE - JUNE 29, 2016	60
50	EXAMPLES OF MULTI-MODAL TRANSPORTATION.....	60
51	COMPLETE STREETS ANALYSIS.....	61
52	BIKE AND PEDESTRIAN NETWORK MAP (BY FACILITY)	62
53	BIKE AND PEDESTRIAN NETWORK MAP (BY TYPE).....	63
54	INTERSECTION CONCEPTS AND PRIORITY STREET NETWORK	64
55	HEYWARD STREET EXISTING CROSS SECTION	65
56	HEYWARD STREET PROPOSED CROSS SECTION	65
57	HEYWARD STREET ROAD DIET	66
58	HUGER STREET EXISTING CROSS SECTION	67
59	HUGER STREET PROPOSED CROSS SECTION	67
60	HUGER STREET / BLOSSOM STREET INTERSECTION AND ROAD DIET	68
61	HUGER STREET ROAD DIET	68
62	LINCOLN STREET EXISTING CROSS SECTION	69
63	LINCOLN STREET PROPOSED CROSS SECTION	69
64	OLYMPIA AVENUE EXISTING CROSS SECTION	70
65	OLYMPIA AVENUE PROPOSED CROSS SECTION	70
66	OLYMPIA AVENUE ROAD DIET.....	71
67	WHALEY STREET EXISTING CROSS SECTION.....	72
68	WHALEY STREET PROPOSED CROSS SECTION.....	72
69	WHALEY STREET / ASSEMBLY STREET INTERSECTION AND ROAD DIET	73
70	ASSEMBLY STREET (EXISTING)	74
71	ASSEMBLY STREET OPTION A	74

72	ASSEMBLY STREET OPTION B	74
73	ASSEMBLY STREET CONCEPTS (EXISTING AND PROPOSED)	75
74	GREENSPACE/PEDESTRIAN MOBILITY MAP	77
75	OPEN SPACE OPPORTUNITIES DIAGRAM	78
76	EXAMPLES OF PROPOSED OPEN SPACE OPPORTUNITIES.....	78
77	PROPOSED GREENWAY PATH AT ROCKY BRANCH	79
78	ROCKY BRANCH - ASSEMBLY STREET TO OLYMPIA AVENUE	80
79	ROCKY BRANCH - OLYMPIA AVENUE TO CONGAREE RIVER.....	80
80	ROCKY BRANCH - ALONG CONGAREE RIVER	81
81	EXAMPLES OF GREENWAYS	81
82	ROCKY BRANCH WATERSHED SOILS MAP	82
83	BIOSWALE DIAGRAM AND EXAMPLES.....	82
84	HEYWARD STREET EXISTING CROSS SECTION	83
85	HEYWARD STREET PROPOSED CROSS SECTION	83
86	CISTERN AND/OR RAIN BARREL FOR RAINWATER HARVESTING	84
87	STORMWATER SOLUTIONS	85
88	ROCKY BRANCH WATERSHED PROJECTS	86
89	ROCKY BRANCH WATERSHED PROJECTS	87
90	HEYWARD STREET IMPROVEMENTS AT OLYMPIA AVENUE.....	88
91	HEYWARD STREET IMPROVEMENTS AT LINCOLN STREET.....	88
92	HEYWARD STREET IMPROVEMENTS - ASSEMBLY STREET CONNECTION.....	88
93	NEW MARKET TAX CREDITS	96



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ORDINANCE NO.: 2017-094

Adopting the Capital City Mill District Area and Corridor Plan as an addendum to The Columbia Plan 2018

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

WHEREAS, City Council approved Ordinance No.: 2008-085 on October 1, 2008 adopting the City of Columbia Comprehensive Plan 2018 in accordance with the South Carolina Comprehensive Planning Act of 1994 (Title 6, Chapter 29 of the SC Code); and,

WHEREAS, City Council approved Ordinance No.: 2015-014 on February 17, 2015 amending the City of Columbia Comprehensive Plan 2018 deleting the "Existing and Future Land Use Components of the Physical Area Development Element of The Columbia Plan: 2018" and replaced it with "Plan Columbia Land Use Plan Putting the Pieces Together", along with all the maps and policies contained therein; and,

WHEREAS, the Capital City Mill District planning area is defined by its rich history and culture; and,

WHEREAS, the Capital City Mill District planning area has seen demographic shifts and increased growth pressures in recent years, and these changes have set the stage for an updated and relevant community planning effort; and,

WHEREAS, the Capital City Mill District Area and Corridor Plan was developed in partnership with community members, the City of Columbia, and Richland County; and,

WHEREAS, throughout the planning process, which began in April 2016, the planning team undertook an extensive public participation process that included residents, civic groups, business and property owners, and institutions in order to develop the Plan; and,

WHEREAS, the Capital City Mill District Area and Corridor Plan represents a common vision for the area and has the potential to be a decision-making guide for City staff, County staff, and state agencies, as well as for investment in the area by individuals, families, businesses, religious organizations, and non-profit institutions; and,

WHEREAS, the City of Columbia Planning Commission has reviewed a recommendation by staff that the Capital City Mill District Area and Corridor Plan be adopted as an addendum to The Columbia Plan 2018; and,

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

WHEREAS, once adopted, the Capital City Mill District Area and Corridor Plan will be consulted in concert with other existing and future plans adopted by the City; NOW, THEREFORE,

BE IT ORDAINED by the Mayor and City Council of the City of Columbia this __ day of _____, 2017, that the Capital City Mill District Area and Corridor Plan dated September 27, 2017, a copy of which is attached hereto, is hereby adopted as an addendum to The Columbia Plan 2018 and is effective as of final reading of this ordinance; and,

LEGAL DEPARTMENT DRAFT

BE IT FURTHER ORDAINED that copies of the Capital City Mill District Area and Corridor Plan, as addendum to The Columbia Plan 2018, are available for public inspection and copying in the offices of the City Clerk and the Planning and Development Services Department; and,

BE IT FURTHER ORDAINED that the City of Columbia should periodically review the Capital City Mill District Area and Corridor Plan.

Requested by:

Assistant City Manager Gentry

Mayor

Approved by:

City Manager

Approved as to form:

ATTEST:



City Attorney

City Clerk

Introduced:

Final Reading:

LEGAL DEPARTMENT DRAFT



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Planning and Development Services

FROM: *Krista Hampton, Director*

SUBJECT: AMENDMENT TO PLAN COLUMBIA LAND USE PLAN

PURPOSE: Ordinance No.: 2017-097 - Amending the text of Plan Columbia: Land Use Plan specific to the addition of an Urban Core Mixed Residential- Type 3 Future Land Use Classification

City Council Districts: 1, 2, 3, 4

Proposal: Request the adoption of an amendment to Plan Columbia: Land Use Plan text to add a future land use classification of Urban Core Mixed Residential - Type 3 (UCMR-3).

Applicant: City of Columbia

Staff Recommendation: Approval

PC Recommendation: 10/02/2017; Approval, (9-0)

First reading approval was given on November 21, 2017.

REQUISITION NO.: Krista Hampton

FINANCIAL IMPACT:

ATTACHMENTS:

- **#a:** CPLAN - UCMR-3 Text Amendment (PDF)
- **#b:** 2017-097 amend Land Use Plan - UCMR-3 Classification (PDF)

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING



CITY COUNCIL

November 21, 2017 at 6:00pm

City Council Chambers, 3rd Floor, 1737 Main Street, Columbia, SC 29201

Amendment to Plan Columbia Land Use Plan

City Council Districts:	1, 2, 3, 4
Proposal:	Request the adoption of an amendment to Plan Columbia: Land Use Plan text to add a future land use classification of Urban Core Mixed Residential – Type 3 (UCMR-3).
Applicant:	City of Columbia
Staff Recommendation:	Approval
PC Recommendation:	10/02/2017; Approval, (9-0)
PH, 1st Reading:	11/21/2017; Pending
2nd Reading:	12/5/2017; Pending

SUMMARY

Reason for Amendment:

The Capital City Mill District Area and Corridor Plan recommends the adoption of an additional future land use classification: Urban Core Mixed Residential – Type 3 (UCMR-3). This additional classification, while modeled specifically for the study area, is written so that it may be utilized throughout the City of Columbia’s jurisdiction, as well as throughout Richland County’s jurisdiction. (*Capital City Mill District Area & Corridor Plan, September 27, 2017 DRAFT, pages 31-32 & 121*)

Proposed Language

[Urban Core] Mixed Residential – Type 3 (UCMR-3)

Urban Core Mixed Residential neighborhoods are appropriate in the central city, inner ring areas, and a couple blocks off major corridors throughout Columbia. This development type may represent existing and historic neighborhoods and a development form appropriate for small to medium scale redevelopment or infill sites. Traditional and contemporary architectural styles have a place in Urban Core Mixed Residential neighborhoods but scale is always important. Urban Core Mixed Residential neighborhoods have smaller-scale residential buildings, with single-family homes being a dominant use, as well as appropriately scaled mixed-use and neighborhood service amenities. The development of appropriately scaled commercial uses should be limited to neighborhood corridors. Urban Core Mixed Residential neighborhoods usually decrease in intensity as development moves further from main arterials and activity centers.

- Streets and rights-of-way are wide and typically straight with wide sidewalks and tree lawns found on both sides of the street (preferred). An interconnected network of streets and small blocks, typically rectilinear or grid pattern, form walkable, pedestrian-oriented neighborhoods with sidewalks and on-street parking.
- Blocks are square or rectangular and are commonly smaller than the blocks in the urban core. Alleyways are not common but can be used in redevelopment or infill.

- The subdivision of lots is regular within a block with small equally sized parcels, typically meeting mid-block. Multiple smaller lots are ‘consolidated’ to accommodate larger buildings. Deeper lots are typically found along major roads.
- Buildings are set back from the street by small to medium front yards with front doors or entrances located on the main façade. Front yard setbacks are typically consistent along a block. Exceptions are for larger buildings like schools that occupy the majority of a block.
- Building types may be mixed on a block but setbacks are typically consistent and the scale of adjacent buildings is similar.
- Many lots have dedicated driveways and/or parking areas, such as surface parking, driveways, or detached garages, located in the interior of the block. On-street parking is also common.
- Open Spaces in the form of neighborhood parks, linear parks, and greens are important open space elements in a more densely developed neighborhood.
- Architectural detailing is human scale, shares many characteristics with single family architecture and proportions including frequent windows, front entrances, porches, stoops, and/or balconies. The majority of buildings are 2-3 stories.

Primary Types

- Single-family Detached
- Single-family Attached
- Two-family

Secondary Types

- Three-family
- Multi-family Small

Tertiary Types

- Multi-family Medium
- Small Format Business/Employment
- Small Format Civic/Institutional
- Small Format Commercial

Proposed Addition to Development Types/Building Types Matrix:

	<i>Neighborhoods</i>
Building Type/Land Use	UCMR-3
RESIDENTIAL	
Single-family Detached	P
Single-family Attached	P
Two-family (Duplex or Double)	P
Three-family	S
Multi-family Small	S
Multi-family Medium	T
Multi-family Large	
Multi-family High Rise	
MIXED-USE	
Multi-family Small Mixed-use	T
Multi-family Medium Mixed-use	
Multi-family High-rise Mixed-use	
CIVIC/INSTITUTIONAL	

Small Format Civic/Institutional	T
Medium Format Civic/Institutional	T
Large Format Civic/Institutional	
Multi-family Institutional (Dormitories and Barracks)	
BUSINESS EMPLOYMENT	
Commercial	
Large Format Entertainment	
Medium Format Entertainment	
Small Format Entertainment	T
Large Format Hospitality	
Medium Format Hospitality	
Small Format Hospitality	T
Extra Large Format Retail/Services	
Large Format Retail/Services	
Medium Format Retail/Services	
Small Format Retail/Services	T
Office/Services	
High Rise Office/Services	
Large Format Office/Services	
Medium Format Office/Services	
Small Format Office/Services	T
Flex	
Extra Large Format Flex	
Large Format Flex	
Medium Format Flex	
Small Format Flex	
UTILITY MISCELLANEOUS	
Animal Enclosures	
Cemeteries & Mausoleums	T
Parking Structures	
Parking Lots	T
Power Utilities	
Water and Wastewater Treatment	
OPEN SPACE/PARKS/RECREATION	
Nature Preserves	
State or Federal Parks/Forests	
Regional Parks	
Community Parks	A
Private Clubs/Parks/Golf Courses	
Linear Parks	A
Neighborhood Parks	A
Pocket Parks/Greens	A
Squares	A

P = Primary Use

S = Secondary Use

T = Tertiary Use

A = Appropriate (for Open Spaces & Parks only)

STAFF RECOMMENDATION

Staff recommends City Council adopt an ordinance for the above amendment to the text of the Plan Columbia: Land Use Plan, to add the land use classification of Urban Core Mixed Residential – Type 3. The Plan Columbia: Land Use Plan has been adopted as an element of to the City of Columbia’s Comprehensive Plan.

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

RECOMMENDED LAND USE CLASSIFICATIONS

Three of the following recommended land use classifications are derived from the categories adopted in *Plan Columbia: Land Use Plan* (2015) and one new recommended land use category is introduced. Both Richland County and the City of Columbia have recently updated their respective Comprehensive Plan Land Use Elements as part of the *Plan Together: Putting the Pieces in Place* planning process. The following recommended land use classifications and future land use map (**Figure 22**) are derived from consensus by the City and County. It is recommended that both jurisdictions update their land use classifications and future land use maps to reflect the recommendations in this plan.

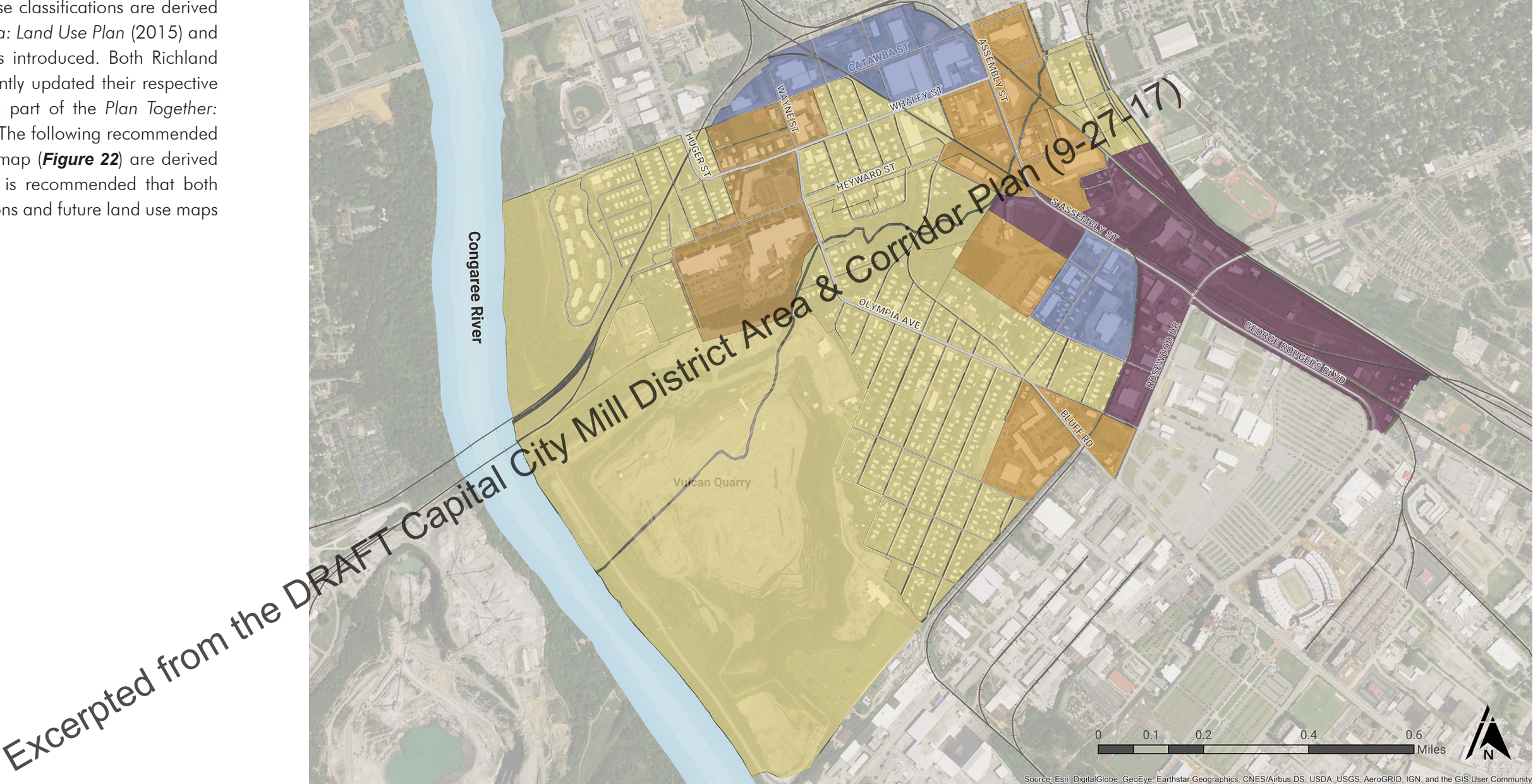


Figure 22: Proposed Future Land Use Map

- Urban Core Mixed Residential (UCMR-3) - NEW
- Urban Core Neighborhood Activity Center (UCAC-1)
- Community Activity Corridor (AC-2)
- Employment Campus (EC)

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

RECOMMENDED LAND USE CLASSIFICATIONS

URBAN CORE MIXED RESIDENTIAL (UCMR-3)

This future land use classification is a new classification proposed for adoption by the City of Columbia and Richland County. This will include single-family, two-family, multi-family, and commercial/civic uses where appropriate. To best preserve the quality of the housing in the Mill District, this plan recommends the addition of this new land-use classification.

Urban Core Mixed Residential neighborhoods are appropriate in the central city, inner ring areas, and a couple blocks off major corridors throughout Columbia and the more urban areas of unincorporated Richland County. This development type may represent existing and historic neighborhoods and a development form appropriate for small to medium scale redevelopment or infill sites. Traditional and contemporary architectural styles have a place in Urban Core Mixed Residential neighborhoods but scale is always important. Urban Core Mixed Residential neighborhoods have smaller-scale residential buildings, with single-family homes being a dominant use, as well as appropriately scaled mixed-use and neighborhood service amenities. The development of appropriately scaled commercial uses should be limited to neighborhood corridors. Urban Core Mixed Residential neighborhoods usually decrease in intensity as development moves further from main arterials and activity centers.

A development types/building types matrix can be found in the appendix.

USES

- PRIMARY** single family detached, single family attached, two-family
- SECONDARY** three-family, multi-family small
- TERTIARY** multi-family medium, small format business/employment, small format civic/institutional, small format commercial

MILL DISTRICT CHARACTERISTICS

mill vernacular architecture ♦ predominantly single-family ♦ tertiary commercial uses should be limited to corridors with appropriate scale (Olympia Avenue + Whaley Street)

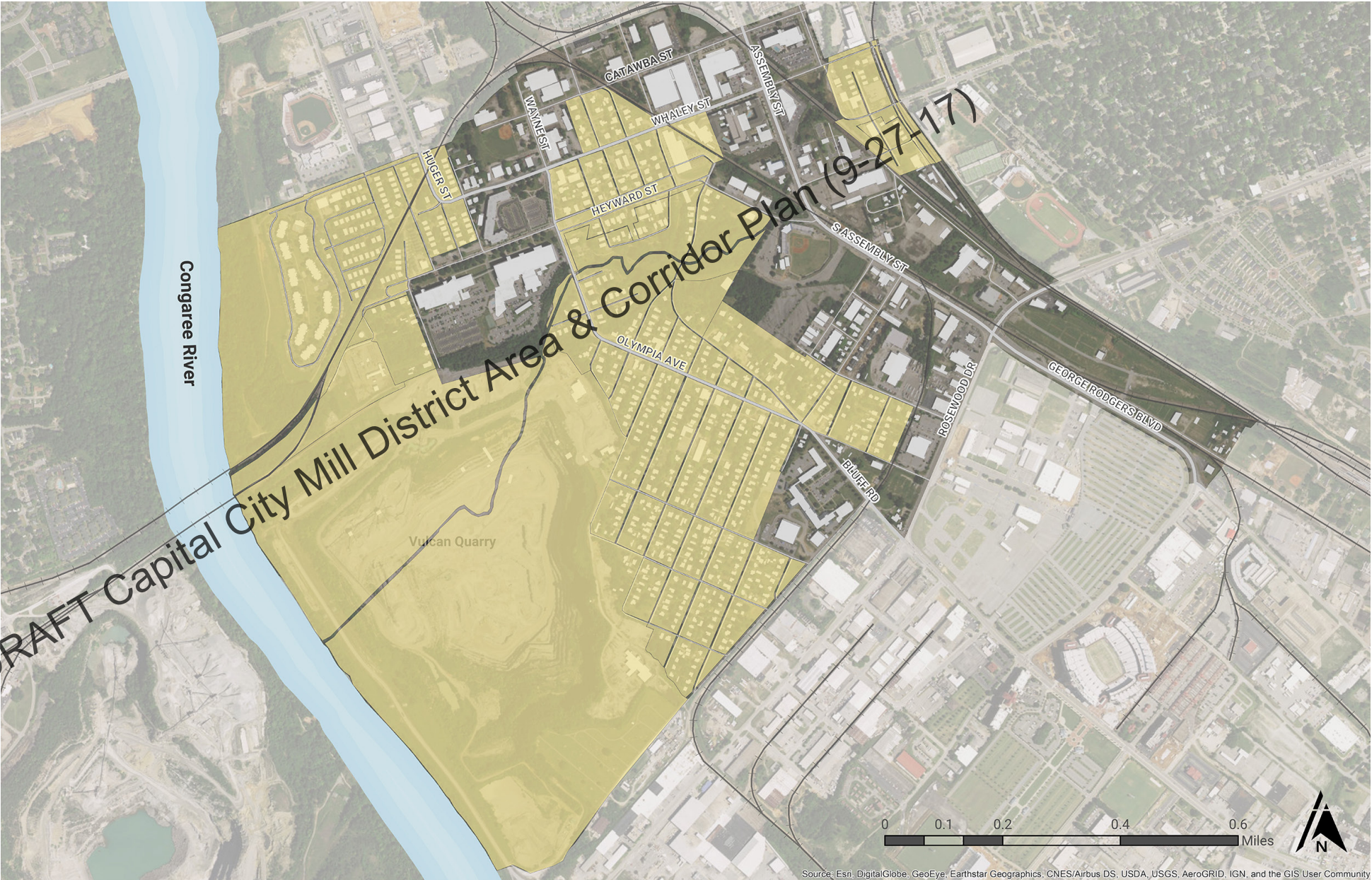
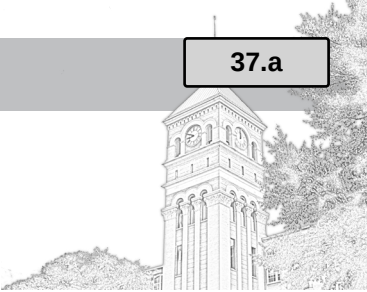


Figure 23: Proposed Future Land Use Map - Urban Core Mixed Residential (UCMR-3)

Urban Core Mixed Residential (UCMR-3)



DEVELOPMENT TYPES / BUILDING TYPES MATRIX FOR UCMR-3

The below matrix was developed for incorporation within the Plan Columbia: Land Use Plan development types and building matrix, concurrent with the addition of the UCMR-3 future land use classification.

DEVELOPMENT TYPES / BUILDING TYPES MATRIX

BUILDING TYPE / LAND USE	UCMR-3	BUILDING TYPE / LAND USE	UCMR-3	BUILDING TYPE / LAND USE	UCMR-3
RESIDENTIAL		COMMERCIAL		UTILITY MISCELLANEOUS	
Single-family Detached	P	Large Format Entertainment		Animal Enclosures	
Single-family Attached	P	Medium Format Entertainment		Cemeteries/Mausoleums	T
Two-family (Duplex or Double)	P	Small Format Entertainment	T	Parking Structures	
Three-family	S	Large Format Hospitality		Parking Lots	T
Multi-family Small	S	Medium Format Hospitality		Power Utilities	
Multi-family Medium	T	Small Format Hospitality	T	Water and Wastewater Treatment	
Multi-family Large		Extra Large Format Retail/Service			
Multi-family High-rise		Large Format Retail/Service		OPEN SPACE / PARKS / RECREATION	
		Medium Format Retail/Service		Nature Preserves	
MIXED-USE		Small Format Retail/Service	T	State or Federal Parks/Forests	
Multi-family Small Mixed-use	T			Regional Parks	
Multi-family Medium Mixed-use		OFFICE / SERVICES		Community Parks	A
Multi-family High-rise Mixed-use		High Rise Office/Services		Private Clubs/Parks/Golf Courses	
		Large Format Office/Services		Linear Parks	A
CIVIC / INSTITUTIONAL		Medium Format Office/Services		Neighborhood Parks	A
Small Format Civic/Institutional	T	Small Format Office/Services	T	Pocket Parks/Greens	A
Medium Format Civic/Institutional	T			Squares	A
Large Format Civic/Institutional		FLEX			
Multi-family Institutional (Dormitories and Barracks)		Extra Large Format Flex			
		Large Format Flex			
		Medium Format Flex			
		Small Format Flex			

P = Primary Use

S = Secondary Use

T = Tertiary Use

A = Appropriate Use (for open spaces & parks only)

NEIGHBORHOODS

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

VISION

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

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

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

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

3. Land use development strategies and regulations that focus on infill and reinvestment for our established neighborhoods must promote development that is compatible with existing character and function of the neighborhoods, while implementing cutting-edge technology and design.
4. Historic and established neighborhoods have positive qualities worth protecting and emulating, including preservation and restoration of historic buildings.

5. The region is anticipated to continue growing. A significant portion of that growth is expected to occur in the city, requiring intensification of housing in targeted areas of the city.

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

THE NEIGHBORHOOD DEVELOPMENT TYPES

- [Urban Core] Mixed Residential Type 1 (UCMR-1)
- [Urban Core] Mixed Residential Type 2 (UCMR-2)
- [Urban Core] Mixed Residential Type 3 (UCMR-3)
- [Urban Edge] Mixed Residential (UEMR)
- [Urban Core] Multi-family (UCMF)
- [Urban Edge] Multi-family (UEMF)
- [Urban Core] Residential Small Lot (UCR-1)
- [Urban Core] Residential Large Lot (UCR-2)
- [Urban Edge] Residential Small Lot (UER-1)
- [Urban Edge] Residential Large Lot (UER-2)

Proposed Text Amendment

[Urban Core] Mixed Residential Type 3 (UCMR-3)

Urban Core Mixed Residential neighborhoods are appropriate in the central city, inner ring areas, and a couple blocks off major corridors throughout Columbia. This development type may represent existing and historic neighborhoods and a development form appropriate for small to medium scale redevelopment or infill sites. Traditional and contemporary architectural styles have a place in Urban Core Mixed Residential neighborhoods but scale is always important. Urban Core Mixed Residential neighborhoods have smaller-scale residential buildings, with single-family homes being a dominant use, as well as appropriately scaled mixed-use and neighborhood service amenities. The development of appropriately scaled commercial uses should be limited to neighborhood corridors. Urban Core Mixed Residential neighborhoods usually decrease in intensity as development moves further from main arterials and activity centers.

- Streets and rights-of-way are wide and typically straight with wide sidewalks and tree lawns found on both sides of the street (preferred). An interconnected network of streets and small blocks, typically rectilinear or grid pattern, form walkable, pedestrian-oriented neighborhoods with sidewalks and on-street parking.
- Blocks are square or rectangular and are commonly smaller than the blocks in the urban core. Alleyways are not common but can be used in redevelopment or infill.
- The subdivision of lots is regular within a block with small equally sized parcels, typically meeting mid-block. Multiple smaller lots are 'consolidated' to accommodate larger buildings. Deeper lots are typically found along major roads.
- Buildings are set back from the street by small to medium front yards with front doors or entrances located on the main façade. Front yard setbacks are typically consistent along a block. Exceptions are for larger buildings like schools that occupy the majority of a block.
- Building types may be mixed on a block but setbacks are typically consistent and the scale of adjacent buildings is similar.
- Many lots have dedicated driveways and/or parking areas, such as surface parking, driveways, or detached garages, located in the interior of the block. On-street parking is also common.
- Open Spaces in the form of neighborhood parks, linear parks, and greens are important open space elements in a more densely developed neighborhood.
- Architectural detailing is human scale, shares many characteristics with single family architecture and proportions including frequent windows, front entrances, porches, stoops, and/or balconies. The majority of buildings are 2-3 stories.

[See matrix for appropriate parks/open space types.](#)

➡ move mouse pointer over images to reveal captions



BUILDING TYPES/LAND USES

Primary Types	Secondary Types	Tertiary Types
• Single-family Detached • Single-family Attached • Two-family	• Three-Family • Multi-family Small	• Multi-family Medium • Small Format Business/Employment • Small Format Civic/Institutional • Small Format Commercial



Development Types/Building Types Matrix

PAGE 1 OF 2

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

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

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

Development Types/Building Types Matrix

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

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

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ORDINANCE NO.: 2017-097

*Amending the text of Plan Columbia: Land Use Plan specific to the
addition of an Urban Core Mixed Residential – Type 3 Future Land Use Classification*

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

WHEREAS, City Council approved Ordinance No.: 2008-085 on October 1, 2008 adopting the City of Columbia Comprehensive Plan 2018 in accordance with the South Carolina Comprehensive Planning Act of 1994 (Title 6, Chapter 29 of the SC Code); and,

WHEREAS, City Council approved Ordinance No.: 2015-014 on February 17, 2015 amending the City of Columbia Comprehensive Plan 2018 deleting the "Existing and Future Land Use Components of the Physical Area Development Element of The Columbia Plan: 2018" and replaced it with "Plan Columbia Land Use Plan Putting the Pieces Together", along with all the maps and policies contained therein; and,

WHEREAS, one of the recommendations of the Capital City Mill District Area and Corridor Plan (currently also under consideration for adoption) is to amend Plan Columbia through the adoption of the additional future land use classification Urban Core Mixed Residential – Type 3 (UCMR-3) which can be utilized not only by both the City of Columbia and Richland County within the Capital City Mill District planning area, but can also be extended to other areas of the City and County as applicable;

WHEREAS, the City of Columbia Planning Commission has reviewed a recommendation by staff that the attached language for a UCMR-3 future land use classification be adopted;

WHEREAS, the City of Columbia Planning Commission has provided input and recommendations 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 __ day of _____, 2017, that the proposed amendment to the text of the *Plan Columbia: Future Land Use Plan*, a copy of which is attached hereto, is hereby adopted as an amendment to *The Columbia Plan 2018* and is effective as of final reading of this ordinance.

Requested by:

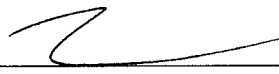
Assistant City Manager Gentry

Mayor

Approved by:

City Manager

Approved as to form:



City Attorney

Introduced:

Final Reading:

ATTEST:

City Clerk

NEIGHBORHOODS

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VISION

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- [Urban Core] Mixed Residential Type 3 (UCMR-3)
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- [Urban Core] Multi-family (UCMF)
- [Urban Edge] Multi-family (UEMF)
- [Urban Core] Residential Small Lot (UCR-1)
- [Urban Core] Residential Large Lot (UCR-2)
- [Urban Edge] Residential Small Lot (UER-1)
- [Urban Edge] Residential Large Lot (UER-2)

Proposed Text Amendment

[Urban Core] Mixed Residential Type 3 (UCMR-3)

Urban Core Mixed Residential neighborhoods are appropriate in the central city, inner ring areas, and a couple blocks off major corridors throughout Columbia. This development type may represent existing and historic neighborhoods and a development form appropriate for small to medium scale redevelopment or infill sites. Traditional and contemporary architectural styles have a place in Urban Core Mixed Residential neighborhoods but scale is always important. Urban Core Mixed Residential neighborhoods have smaller-scale residential buildings, with single-family homes being a dominant use, as well as appropriately scaled mixed-use and neighborhood service amenities. The development of appropriately scaled commercial uses should be limited to neighborhood corridors. Urban Core Mixed Residential neighborhoods usually decrease in intensity as development moves further from main arterials and activity centers.

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

[See matrix for appropriate parks/open space types.](#)

➡ move mouse pointer over images to reveal captions



BUILDING TYPES/LAND USES

Primary Types	Secondary Types	Tertiary Types
• Single-family Detached • Single-family Attached • Two-family	• Three-Family • Multi-family Small	• Multi-family Medium • Small Format Business/Employment • Small Format Civic/Institutional • Small Format Commercial



Development Types/Building Types Matrix

PAGE 1 OF 2

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Building Type/Land Use	Development Types																									
	Neighborhoods									Activity Centers					Activity Corridors			Employment Centers			Special Districts					
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RESIDENTIAL																										
Single-family Detached	S	P	P	P		P	P	P	P																	
Single-family Attached	P	P	P	S	S	S	T	T	T	S	T	T	T	T	S	T	T	T					T			
Two-family (Duplex or Double)	S	P	P	S		S	T	T	T																	
Three-family	S	P	S	S		S	T	T	T																	
Multi-family Small	S	S	S	S	P	T	T	T		S	S		S	S	S	S	S	T								
Multi-family Medium	P		T	S	P					S	S	S	S	S	S	S	S	T			T		S			
Multi-family Large	S				P							S		S			S	T			T		S			
Multi-family High Rise					P							S		S			S	T			T		P			
MIXED-USE																										
Multi-family Small Mixed-use	P		T		S					P	P		P	P	P	P	P									
Multi-family Medium Mixed-use	P				S						P	P	P	P		P	P	S					P			
Multi-family High-rise Mixed-use					S							P						S					P			
CIVIC/INSTITUTIONAL																										
Small Format Civic/Institutional	T	T	T	T	T	T	T	T	T	S	T	S	T	S	S	T	S			S		P	S		P	P
Medium Format Civic/Institutional	T		T							S	T	S	T	S	S	T	S			S		P	S		P	P
Large Format Civic/Institutional										S	T	S	T	S	S	T	S			S		P	S		P	P
Multi-family Institutional (Dormitories and Barracks)																						S			T	T
BUSINESS/EMPLOYMENT																										
Commercial																										
Large Format Entertainment											T	P	T	P		T	P	T	T		P	S	P	P	S	S
Medium Format Entertainment	T										P	P	P	P		P	P	T	T		P	S	P	P	S	S
Small Format Entertainment	T	T	T	T	T	T	T	T	T	P	P	P	P	P	P	P	P	T	T		P	S	P	P	S	S
Large Format Hospitality											T	P	T	P		T	P	T	T		S	S	P	T	S	S
Medium Format Hospitality	T										P	P	P	P		P	P	T	T		S	S	P	T	S	S
Small Format Hospitality	T	T	T	T	T	T	T	T	T	P	P	P	P	P	P	P	P	T	T		S	S	P	T	S	S
Extra Large Format Retail/Services												P		P			P	T	T		S		P	T	S	S
Large Format Retail/Service											T	P	T	P		T	P	T	T		S	S	P	T	S	S
Medium Format Retail/Service	T										P	P	P	P		P	P	T	T		S	S	P	T	S	S
Small Format Retail/Service	T	T	T	T	T	T	T	T	T	P	P	P	P	P	P	P	P	T	T		S	S	P	T	S	S

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

Development Types/Building Types Matrix

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

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

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



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Planning and Development Services

FROM: *Krista Hampton, Director*

SUBJECT: **COMPREHENSIVE PLAN – FUTURE LAND USE MAP
AMENDMENT - Capital City Mill District**

PURPOSE: Ordinance No.: 2017-096 -Amending the City of Columbia
Comprehensive Plan 2018 Future Land Use Map for the
properties located within the Capital City Mill District
Planning Area within the City of Columbia

City Council Districts: 2 & 3

Proposal: Request amendment of Chapter 8.3 of the Columbia
Plan 2018 - Future Land Use Map (subsequently replaced by
Plan Columbia: Land Use Plan) to modify the future land use
classification of the properties within the Capital City Mill
District planning area to Urban Core Mixed Residential
(UCMR-3), Urban Core Neighborhood Activity Center
(UCAC-1), Community Activity Corridor (AC-2), and
Employment Campus (EC) as recommended by the Capital
City Mill District Area and Corridor Plan (August 30, 2017
draft), Page 31, Figure 22.

Applicant: City of Columbia

Staff Recommendation: Approval

PC Recommendation: 10/02/2017; Approval, (9-0)

First reading approval was given on November 21, 2017.

REQUISITION NO.: Krista Hampton

FINANCIAL IMPACT:

ATTACHMENTS:

- **#a:** CPLAN - CCMD FLU amendment (PDF)
- **#b:** 2017-096 amend Land use Plan - Capital City Mill District (PDF)

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING



CITY COUNCIL

November 21, 2017 at 6:00pm

City Council Chambers, 3rd Floor, 1737 Main Street, Columbia, SC 29201

Comprehensive Plan – Future Land Use Map Amendment Case Summary

Capital City Mill District

City Council Districts:	2 & 3
Proposal:	Request amendment of Chapter 8.3 of the Columbia Plan 2018 – Future Land Use Map (subsequently replaced by Plan Columbia: Land Use Plan) to modify the future land use classification of the properties within the Capital City Mill District planning area to Urban Core Mixed Residential (UCMR-3), Urban Core Neighborhood Activity Center (UCAC-1), Community Activity Corridor (AC-2), and Employment Campus (EC) as recommended by the Capital City Mill District Area and Corridor Plan (August 30, 2017 draft), Page 31, Figure 22.
Applicant:	City of Columbia
Staff Recommendation:	Approval
PC Recommendation:	10/02/2017; Approval, (9-0)
PH, 1st Reading:	11/21/2017; Pending
2nd Reading:	12/5/2017; Pending

CURRENT PARCEL CHARACTERISTICS/CONDITIONS

Acreage: ~333 acres

Current Uses: Various

Proposed Use: Various (no change)

Current Land Use Classifications: Urban Core Mixed Residential – Type 1 (UCMR-1), Urban Core Mixed Residential – Type 2 (UCMR-2), Urban Core Neighborhood Activity Center (UCAC-1), Urban Core Community Activity Center (UCAC-2), Urban Core Regional Activity Center (UCAC-3), Community Activity Corridor (AC-2), Employment Campus (EC), Sports/Amusement District (SD-1), Universities/Colleges (SD-2)

Current Zoning: Office and Institutional District (C-1), Neighborhood Commercial District (C-2), General Commercial District (C-3), Development District (D-1), Light Industrial District (M-1), Heavy Industrial District (M-2), Mixed-Use Corridor/Neighborhood District (MX-1), Mixed-Use Urban (MX-2), Commercial Planned Unit Development District (PUD-C), Residential Planned Unit Development District (PUD-R), Mill Village Two-Family Residential District (RD-2), General Residential District (RG-1), General Residential District (RG-2), Single-Family Residential District (RS-3), and where applicable: -Flood Protective Area (-FP), -Design and Preservation Area (-DP), -Community Character (-CC1), and -Planned Development Area (-PD)

Proposed Land Use Classifications: Urban Core Mixed Residential – Type 3 (UCMR-3), Urban Core Neighborhood Activity Center (UCAC-1), Community Activity Corridor (AC-2), and Employment Campus (EC)

Census Tracts: 27, 28, and 117.01

PLANS, POLICIES, AND LAND USE

The Columbia Plan 2018: Comprehensive Plan Land Use Classification

Staff recommends that the subject property be designated Urban Core Mixed Residential – Type 3 (UCMR-3), Urban Core Neighborhood Activity Center (UCAC-1), Community Activity Corridor (AC-2), and Employment Campus (EC) in The Columbia Plan 2018 Future Land Use Map, as shown on the attached maps.

Urban Core Mixed Residential – Type 3 (UCMR-3)

This future land use classification is proposed as an addition to the Plan Columbia Land Use Plan.

Urban Core Mixed Residential neighborhoods are appropriate in the central city, inner ring areas, and a couple blocks off major corridors throughout Columbia. This development type may represent existing and historic neighborhoods and a development form appropriate for small to medium scale redevelopment or infill sites. Traditional and contemporary architectural styles have a place in Urban Core Mixed Residential neighborhoods but scale is always important. Urban Core Mixed Residential neighborhoods have smaller-scale residential buildings, with single-family homes being a dominant use, as well as appropriately scaled mixed-use and neighborhood service amenities. The development of appropriately scaled commercial uses should be limited to neighborhood corridors. Urban Core Mixed Residential neighborhoods usually decrease in intensity as development moves further from main arterials and activity centers.

Primary Types

- Single-family Detached
- Single-family Attached
- Two-family

Secondary Types

- Three-family
- Multi-family Small

Tertiary Types

- Multi-family Medium
- Small Format Business/Employment
- Small Format Civic/Institutional
- Small Format Commercial

Urban Core Neighborhood Activity Center (UCAC-1)

Urban Core Neighborhood Activity Centers are small collections of primarily business uses, developed within the urban grid of Columbia's neighborhoods. These centers occur along major roadways through neighborhoods and provide services and retail to a market within the immediate neighborhood, or within a ¼-mile to 1-mile radius, but may capture traffic moving through the neighborhood on the way to other destinations. These centers typically occupy only parts of a city block and consist of just a few storefronts, 2-3 story mixed-use buildings, and have limited on-site parking. Their scale and architecture are similar to the surrounding neighborhood. They may be found as notes in Urban Core Mixed Residential neighborhoods, or in lower intensity within Urban Core Residential neighborhoods. They do not display a significantly different subdivision pattern from the surrounding neighborhood.

Primary Types

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

Secondary Types

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

Tertiary Types

- Cemeteries & Mausoleums
- Parking Structures and Lots

Community Activity Corridor (AC-2)

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

Primary Types

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

Secondary Types

- Multi-family Small and Medium

Tertiary Types

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

Employment Campus (EC)

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

Primary Types

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

Secondary Types

- Multi-family Medium to High-rise Mixed-use
- Parking Structures

Tertiary Types

- Small to Large Commercial
- Single-family Attached
- Small to High-rise Multi-family
- Parking Lots

Existing Neighborhood, Small Area, Community, and/or Corridor Plans

The subject property is covered by the *Capital City Mill District Area and Corridor Plan*, which is under review by the City of Columbia and Richland County for adoption. The future land use map amendment proposed herein directly reflects the recommendations of the draft Plan (pages 31-35, dated September 27, 2017).

STAFF RECOMMENDATION

Staff recommends that City Council adopt an ordinance to amend Chapter 8.23 of *The Columbia Plan: 2018 –Future Land Use Map* to modify the land use classifications for the property as shown on the attached map and as recommended by the *Capital City Mill District Area and Corridor Plan*.

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

RECOMMENDED LAND USE CLASSIFICATIONS

Three of the following recommended land use classifications are derived from the categories adopted in *Plan Columbia: Land Use Plan* (2015) and one new recommended land use category is introduced. Both Richland County and the City of Columbia have recently updated their respective Comprehensive Plan Land Use Elements as part of the *Plan Together: Putting the Pieces in Place* planning process. The following recommended land use classifications and future land use map (**Figure 22**) are derived from consensus by the City and County. It is recommended that both jurisdictions update their land use classifications and future land use maps to reflect the recommendations in this plan.

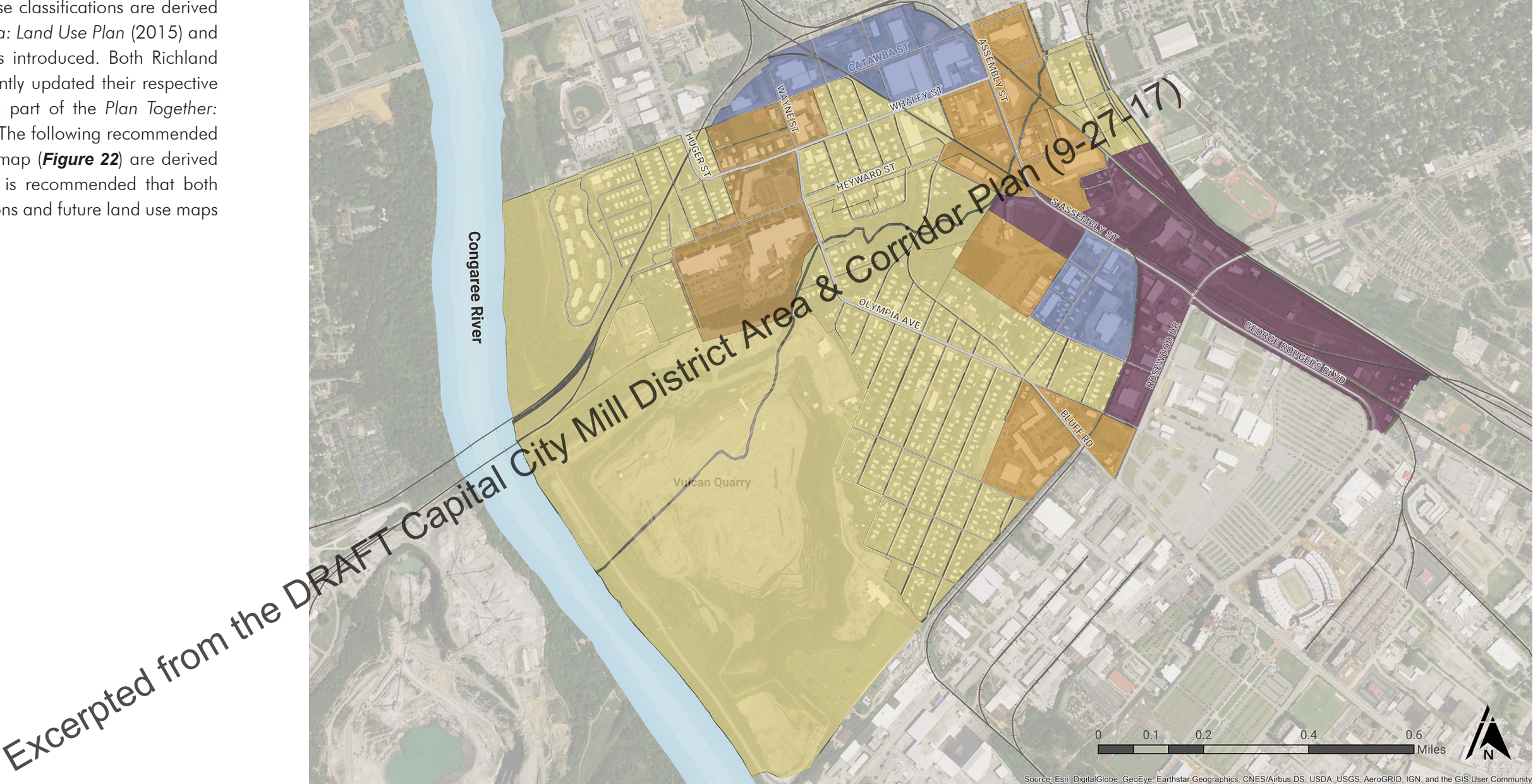


Figure 22: Proposed Future Land Use Map

- Urban Core Mixed Residential (UCMR-3) - NEW
- Urban Core Neighborhood Activity Center (UCAC-1)
- Community Activity Corridor (AC-2)
- Employment Campus (EC)

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

RECOMMENDED LAND USE CLASSIFICATIONS

URBAN CORE MIXED RESIDENTIAL (UCMR-3)

This future land use classification is a new classification proposed for adoption by the City of Columbia and Richland County. This will include single-family, two-family, multi-family, and commercial/civic uses where appropriate. To best preserve the quality of the housing in the Mill District, this plan recommends the addition of this new land-use classification.

Urban Core Mixed Residential neighborhoods are appropriate in the central city, inner ring areas, and a couple blocks off major corridors throughout Columbia and the more urban areas of unincorporated Richland County. This development type may represent existing and historic neighborhoods and a development form appropriate for small to medium scale redevelopment or infill sites. Traditional and contemporary architectural styles have a place in Urban Core Mixed Residential neighborhoods but scale is always important. Urban Core Mixed Residential neighborhoods have smaller-scale residential buildings, with single-family homes being a dominant use, as well as appropriately scaled mixed-use and neighborhood service amenities. The development of appropriately scaled commercial uses should be limited to neighborhood corridors. Urban Core Mixed Residential neighborhoods usually decrease in intensity as development moves further from main arterials and activity centers.

A development types/building types matrix can be found in the appendix.

USES

- PRIMARY** single family detached, single family attached, two-family
- SECONDARY** three-family, multi-family small
- TERTIARY** multi-family medium, small format business/employment, small format civic/institutional, small format commercial

MILL DISTRICT CHARACTERISTICS

mill vernacular architecture ♦ predominantly single-family ♦ tertiary commercial uses should be limited to corridors with appropriate scale (Olympia Avenue + Whaley Street)

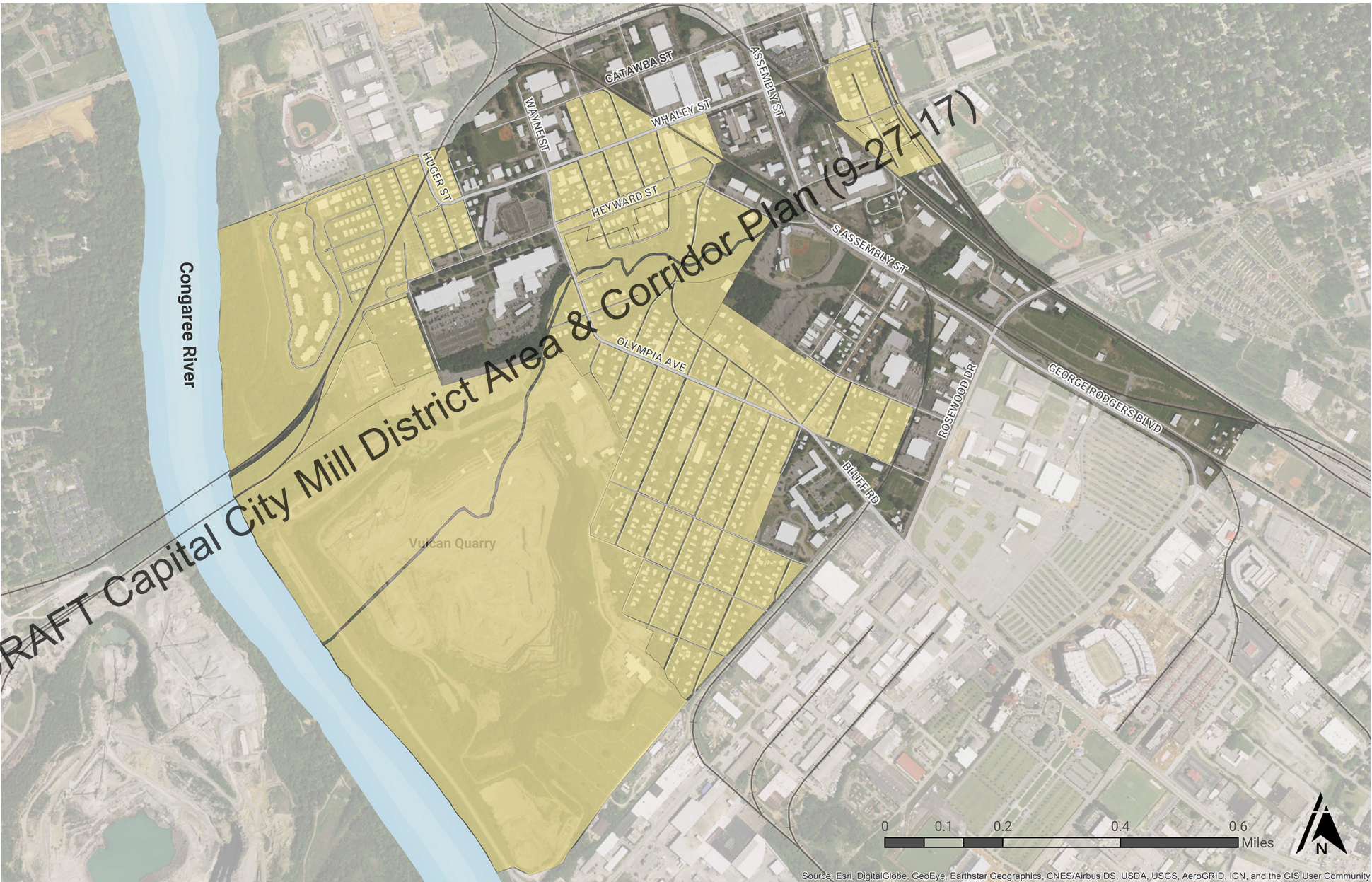


Figure 23: Proposed Future Land Use Map - Urban Core Mixed Residential (UCMR-3)

Urban Core Mixed Residential (UCMR-3)

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

RECOMMENDED LAND USE CLASSIFICATIONS

URBAN CORE NEIGHBORHOOD ACTIVITY CENTER (UCAC-1)

Urban Core Neighborhood Activity Centers are small collections of primarily business uses, developed within the urban grid of Columbia’s neighborhoods. These centers occur along major roadways through neighborhoods and provide services and retail to a market within the immediate neighborhood, or within a 1/3-mile to 1-mile radius, but may capture traffic moving through the neighborhood on their way to other destinations. These centers typically occupy only parts of a city block and consist of just a few storefronts, 2-3 story mixed-use buildings, and have limited on-site parking. Their scale and architecture are similar to the surrounding neighborhood. These may be found as nodes in Urban Core Mixed Residential neighborhoods, or in lower intensity within Urban Core Residential neighborhoods. They do not display a significantly different subdivision pattern from the surrounding neighborhood (*Plan Columbia*, 2015, pg.30).

USES

- PRIMARY** small format business/employment (excl. flex), multi-family small mixed-use
- SECONDARY** civic/institutional, multi-family (small or med.), single family attached
- TERTIARY** cemeteries + mausoleums, parking structures and lots

MILL DISTRICT CHARACTERISTICS

mill vernacular architecture ♦ small to medium scale ♦ reflects patterns of adjacent neighborhoods

Excerpted from the DRAFT Capital City Mill District Area & Corridor Plan (9-27-17)

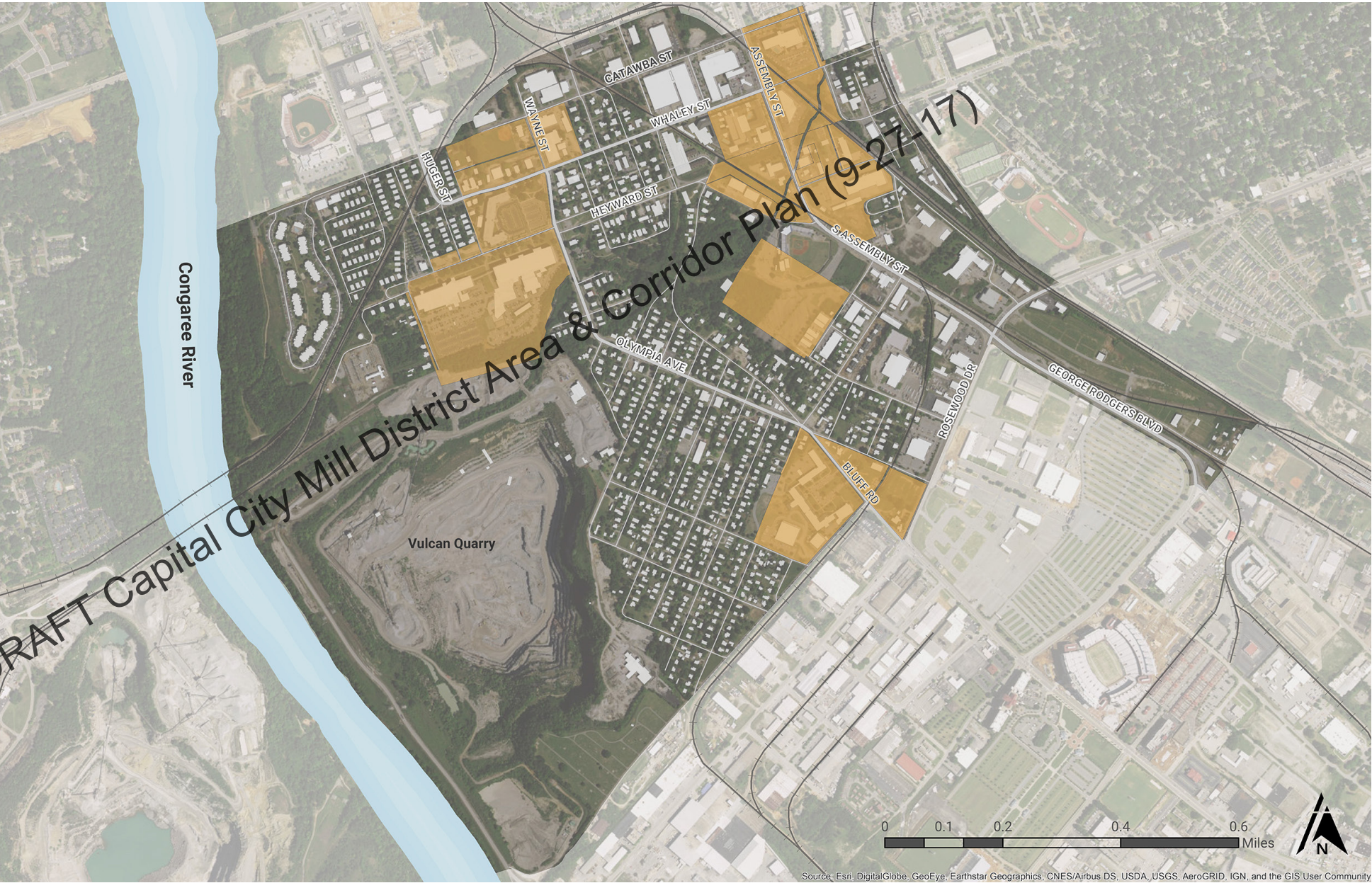


Figure 24: Proposed Future Land Use Map - Urban Core Neighborhood Activity Center (UCAC-1)

Urban Core Neighborhood Activity Center (UCAC-1)

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

RECOMMENDED LAND USE CLASSIFICATIONS

COMMUNITY ACTIVITY CORRIDOR (AC-2)

Community Activity Corridors are a linear extension of a Community Activity Center. They contain nearly identical building types and uses to a Community Activity Center; the primary difference is the configuration of the lots and the lack of an internal subdivision or street network. Uses are built on frontage lots along principal and minor arterial roadways. They serve surrounding neighborhoods within a 3-5 mile drive and typically consist of a variety of commercial and service uses (*Plan Columbia*, 2015, pg.36).

USES

- PRIMARY** small and medium business/employment (excl. flex), multi-family small and medium mixed-use
- SECONDARY** multi-family (small + medium)
- TERTIARY** civic/institutional, large format business/employment, single family attached, cemeteries + mausoleums, parking structures and lots

MILL DISTRICT CHARACTERISTICS

- reuse and infill development ♦ urban corridor scale ♦
- predominantly business ♦ density that defines the street edge

Excerpted from the DRAFT Capital City Mill District Area & Corridor Plan (9-27-17)



Figure 25: Proposed Future Land Use Map - Community Activity Corridor (AC-2)

Community Activity Corridor (AC-2)

IMPLEMENT PLACEMAKING POLICIES & PROJECTS

RECOMMENDED LAND USE CLASSIFICATIONS

EMPLOYMENT CAMPUS (EC)

Areas dedicated to concentrations of employment uses ranging from professional services, research and development and light production facilities. They are often designed in parks with internal street networks, extensive green spaces and large format buildings. These districts are most often found at the urban edge and require large tracts of land. These campuses are comprised primarily of office buildings including corporate offices, medical or professional offices, medical research facilities, office suites, non-polluting manufacturing, and research and development uses. Redevelopment and infill in these districts with more supporting uses like multi-family residential and other retail/entertainment uses is encouraged with access to multi-modal transit stops in and near the employment campus (*Plan Columbia*, 2015, pg.38).

USES

- PRIMARY** medium to high-rise office/services, medium to extra large format flex
- SECONDARY** multi-family medium to high-rise mixed use, parking structures
- TERTIARY** small to large commercial, single family attached, small to high rise multi-family, parking lots

MILL DISTRICT CHARACTERISTICS

- active green spaces
- flexible innovative buildings
- transitional scale
- reuse and infill development

Due to the unique, innovative character of the Mill District neighborhoods and the historic nature of the mill villages, scale in this district should be modified to remain consistent with present development patterns and with buildings maintaining a scale that is appropriate as a transition between residential uses and more intense districts.



Figure 26: Proposed Future Land Use Map - Employment Campus (EC)

Employment Campus (EC)

Future Land Use Map

Department of Planning &
Development Services

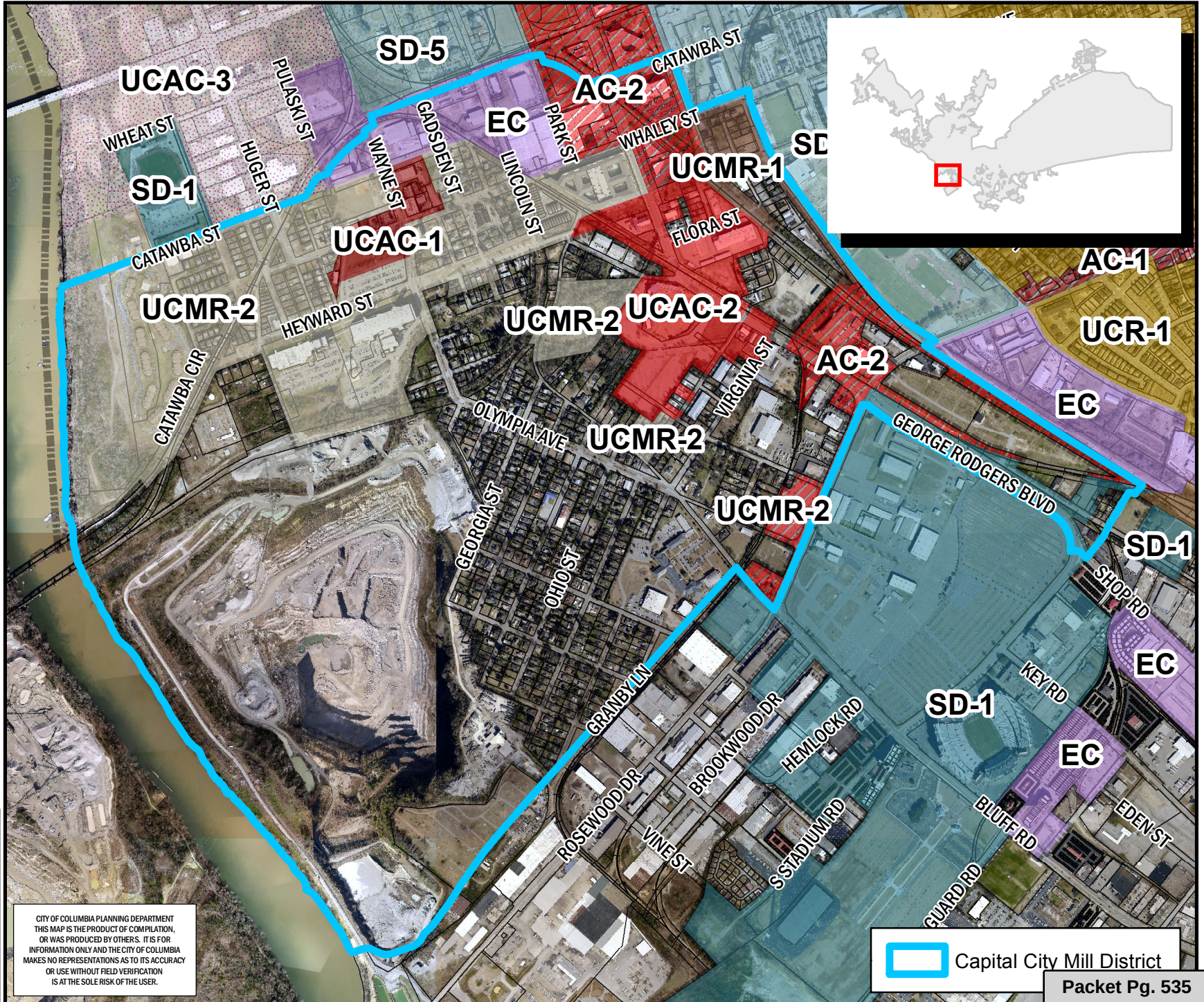


ORIGINAL PREPARATION/DATE:
This map was prepared by:
Leigh DeForth
September 18, 2017



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Future Land Use Map

Capital City Mill District;
Proposed City of Columbia FLU: UCAC-1, AC-2, EC, & UCMR-3

38.a

Department of Planning &
Development Services

Legend

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



0 250 500 1,000
Feet

ORIGINAL PREPARATION/DATE:

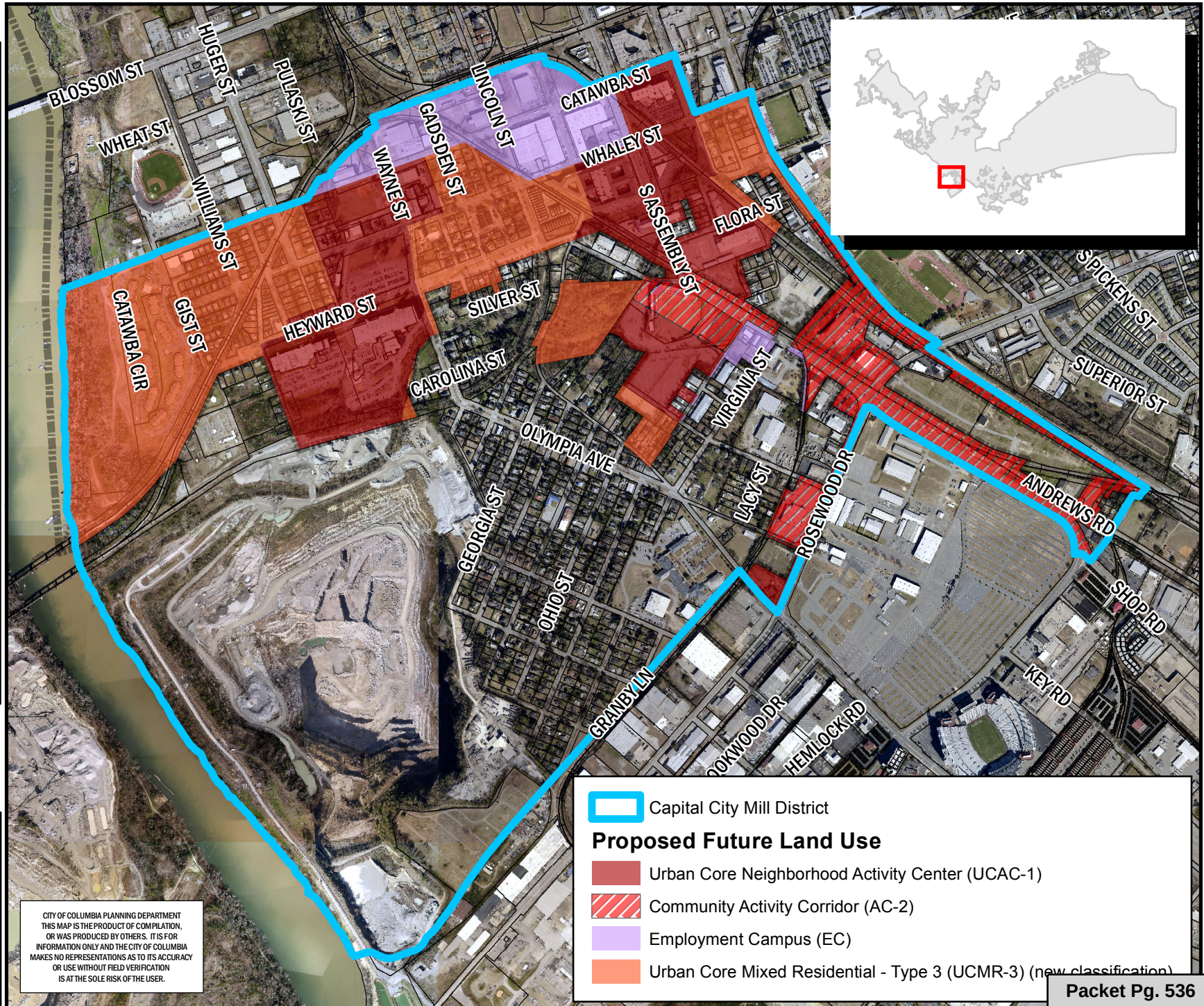
This map was prepared by:

Leigh DeForth
September 27, 2017



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 Capital City Mill District

Proposed Future Land Use

-  Urban Core Neighborhood Activity Center (UCAC-1)
-  Community Activity Corridor (AC-2)
-  Employment Campus (EC)
-  Urban Core Mixed Residential - Type 3 (UCMR-3) (new classification)

Packet Pg. 536

** DATA SOURCE - CITY OF COLUMBIA, GIS DIVISION

ORDINANCE NO.: 2017-096

Amending the City of Columbia Comprehensive Plan 2018 Future Land Use Map for the properties located within the Capital City Mill District Planning Area within the City of Columbia

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

WHEREAS, City Council approved Ordinance No.: 2008-085 on October 1, 2008 adopting the City of Columbia Comprehensive Plan 2018 in accordance with the South Carolina Comprehensive Planning Act of 1994 (Title 6, Chapter 29 of the SC Code); and,

WHEREAS, City Council approved Ordinance No.: 2015-014 on February 17, 2015 amending the City of Columbia Comprehensive Plan 2018 deleting the "Existing and Future Land Use Components of the Physical Area Development Element of The Columbia Plan: 2018" and replaced it with "Plan Columbia Land Use Plan Putting the Pieces Together," along with all the maps and policies contained therein; and,

WHEREAS, the properties located within the Capital City Mill District planning area were included within The Plan Columbia Land Use Plan Putting the Pieces in Place adopted by City Council on February 17, 2015, and the properties are currently classified as Urban Core Mixed Residential – Type 1 (UCMR-1), Urban Core Mixed Residential – Type 2 (UCMR-2), Urban Core Neighborhood Activity Center (UCAC-1), Urban Core Community Activity Center (UCAC-2), Urban Core Regional Activity Center (UCAC-3), Community Activity Corridor (AC-2), Employment Campus (EC), Sports/Amusement District (SD-1), Universities/Colleges (SD-2), and as shown on the attached map of existing future land use; and,

WHEREAS, the City of Columbia Planning Commission has reviewed a recommendation by staff that the properties be assigned the future land use classifications of Urban Core Mixed Residential – Type 3 (UCMR-3), Urban Core Neighborhood Activity Center (UCAC-1), Community Activity Corridor (AC-2) and Employment Campus (EC) as recommended by the Capital City Mill District Area and Corridor Plan and as shown in the attached proposed future land use map; and,

WHEREAS, the future land use classifications recommended by the Capital City Mill District Area and Corridor Plan were developed through a process of public engagement and are more appropriate as they reflect the vision for the Capital City Mill District planning area, and the Future Land Use Map shall be amended accordingly; and,

WHEREAS, the City of Columbia Planning Commission has provided input and recommendations 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 ____ day of _____, 2017, that the designated land use for the properties located within the Capital City Mill District planning area were identified as a mixture of Urban Core Mixed Residential – Type 1 (UCMR-1), Urban Core Mixed Residential – Type 2 (UCMR-2), Urban Core Neighborhood Activity Center (UCAC-1), Urban Core Community Activity Center (UCAC-2), Urban Core Regional Activity Center (UCAC-3), Community Activity Corridor (AC-2), Employment Campus (EC), Sports/Amusement District

(SD-1), Universities/Colleges (SD-2) in Plan Columbia Land Use Plan Putting the Pieces Together adopted by Ordinance No.: 2015-014 on February 17, 2015. This property is apportioned to City Council Districts 2 and 3, Census Tracts 27, 28, and 117.01, contains 333 acres, and the land use classifications shall be amended to include a mixture of Urban Core Mixed Residential – Type 3 (UCMR-3), Urban Core Neighborhood Activity Center (UCAC-1), Community Activity Corridor (AC-2) and Employment Campus (EC) as recommended by the Capital City Mill District Area and Corridor Plan and as shown in the attached proposed future land use map.

Requested by:

Assistant City Manager Gentry

Mayor

Approved by:

City Manager

Approved as to form:

ATTEST:



City Attorney
Introduced:
Final Reading:

City Clerk

Future Land Use Map

Capital City Mill District;
Existing City of Columbia FLU: Assorted

38.b

Department of Planning &
Development Services

Legend

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



0 250 500 1,000
Feet

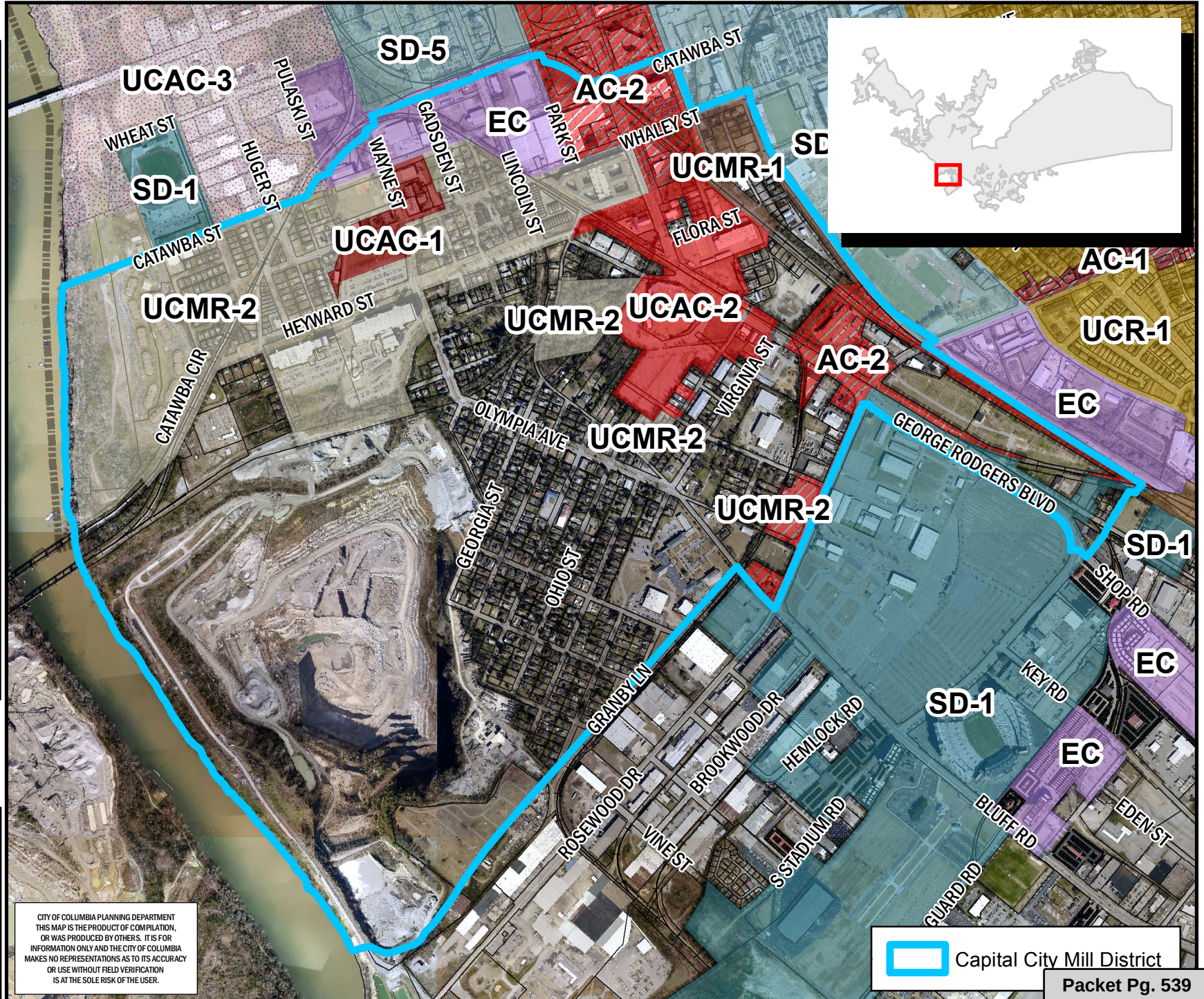
ORIGINAL PREPARATION/DATE:
This map was prepared by:

Leigh DeForth
September 18, 2017



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CITY OF COLUMBIA PLANNING DEPARTMENT
THIS MAP IS THE PRODUCT OF COMPIATION,
OR WAS PRODUCED BY OTHERS. IT IS FOR
INFORMATION ONLY AND THE CITY OF COLUMBIA
MAKES NO REPRESENTATIONS AS TO ITS ACCURACY
OR USE WITHOUT FIELD VERIFICATION
IS AT THE SOLE RISK OF THE USER.



 Capital City Mill District

Packet Pg. 539

** DATA SOURCE - CITY OF COLUMBIA, GIS DIVISION

Future Land Use Map

Capital City Mill District;
Proposed City of Columbia FLU: UCAC-1, AC-2, EC, & UCMR-3

38.b

Department of Planning &
Development Services

Legend

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



0 250 500 1,000
Feet

ORIGINAL PREPARATION/DATE:

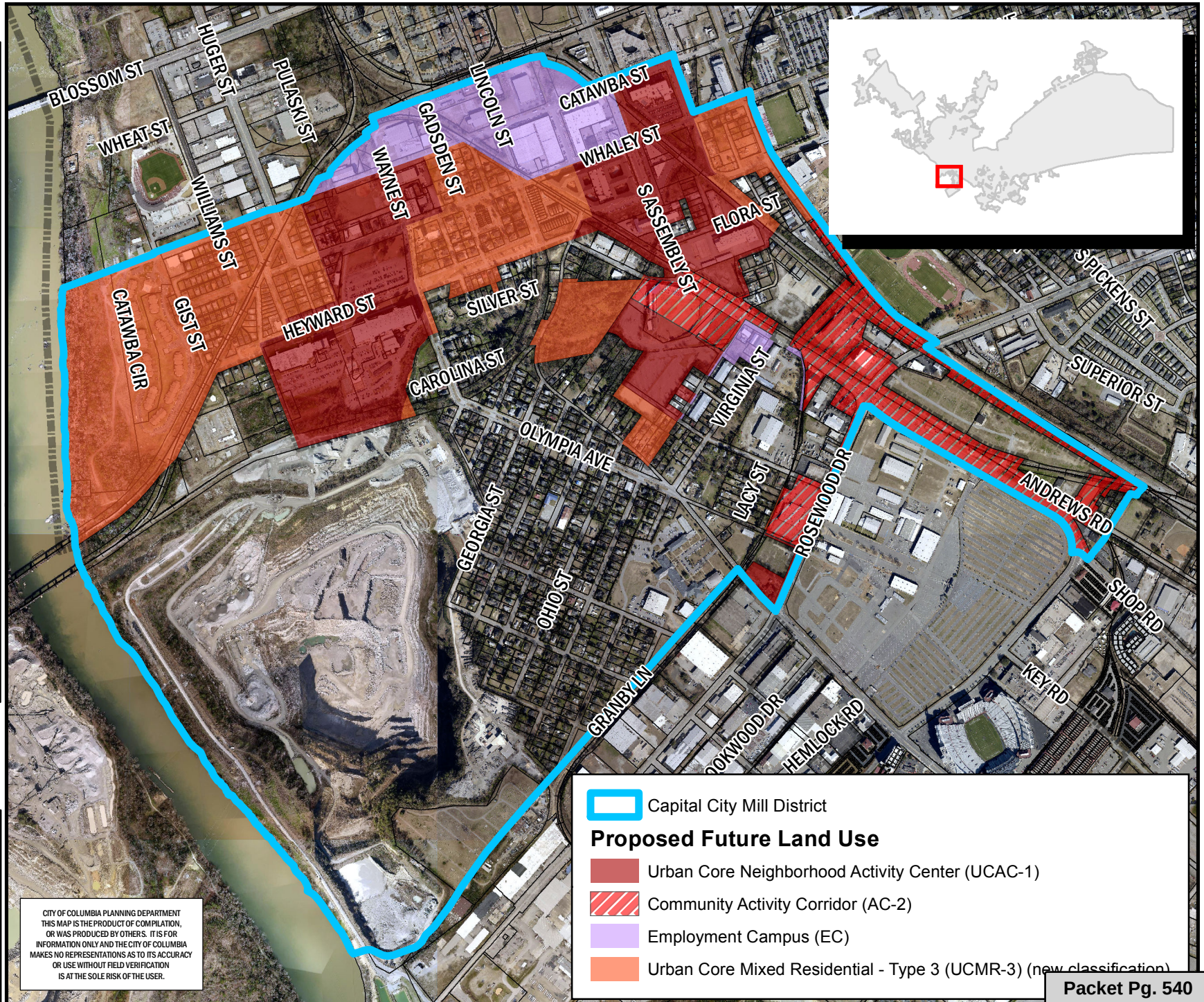
This map was prepared by:

Leigh DeForth
September 27, 2017



We Are Columbia

CITY OF COLUMBIA PLANNING DEPARTMENT
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 Capital City Mill District

Proposed Future Land Use

-  Urban Core Neighborhood Activity Center (UCAC-1)
-  Community Activity Corridor (AC-2)
-  Employment Campus (EC)
-  Urban Core Mixed Residential - Type 3 (UCMR-3) (new classification)

Packet Pg. 540

** DATA SOURCE - CITY OF COLUMBIA, GIS DIVISION



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Legal

FROM: *Shari Ardis, Legal Office Manager*

SUBJECT: Resolution No.: R-2017-096 - Authorizing consumption of beer and wine only at the See Spot Run 5K Race and Family Festival in Earlewood Park on Saturday, March 31, 2018

FINANCIAL IMPACT:

STRATEGIC GOALS: Collaborate and partner with entities, Connect the City's neighborhoods and business dist, Foster a healthy quality of life, Grow opportunities for entrepreneurship

ATTACHMENTS:

- **#a:** R-2017-096 See Spot Run (Mar 30 2018) (PDF)

RESOLUTION NO.: R-2017-096

Authorizing consumption of beer and wine only at the See Spot Run 5K Race and Family Festival in Earlewood Park on Saturday, March 31, 2018

WHEREAS, the Humane Society ("Sponsor") is sponsoring the See Spot Run 5K Race and Family Festival I in Earlewood Park on Saturday, March 31, 2018; and,

WHEREAS, Sponsor has requested permission for the temporary closing and use from 7:00 a.m. until 3:00 p.m. of Earlewood Park and Parkside Drive between North Main Street and Earlewood Drive, for preparation of the event, clean up after the event, crowd control and overflow of the event to be held on Saturday, March 30, 2018 from 8:00 a.m. until 2:00 p.m.; and for patrons to consume beer and wine beverages only at the event during the hours of 8:30 a.m. until 1:30 p.m.; and,

WHEREAS, it has been determined that such an event would be in the public interest; NOW, THEREFORE,

BE IT RESOLVED by the Mayor and Council this ____ day of _____, 2017, that the sale of beer and wine beverages only is authorized between the hours of 8:30 a.m. and 1:30 p.m. on Saturday, March 31, 2018; and,

BE IT FURTHER RESOLVED that all vendors be restricted to stationary location; and,

BE IT FURTHER RESOLVED that outdoor possession and consumption of beer and wine beverages only, all outdoor musical performances and use of sound-amplifying devices shall end by 10:00 p.m. due to the proximity of the event to residential properties; and,

BE IT FURTHER RESOLVED that possession and consumption of alcoholic liquors or alcoholic beverages other than beer and/or wine beverages within the event area is prohibited; and,

BE IT FURTHER RESOLVED that VIP tents or VIP areas for the possession and consumption of alcoholic liquors or alcoholic beverages, other than beer or wine beverages, within the event area are prohibited; and,

BE IT FURTHER RESOLVED that organizer is responsible or shall make arrangements for the cleanup of all trash and debris within the festival area and within the designated area of impact as shown on the attached drawing, and shall place same in the roll carts provided by the City. Any overflow of trash and debris shall be placed in garbage bags with the top securely closed and placed beside the City roll carts. The number of roll carts needed for the event shall be determined by organizer and the City Solid Waste Division prior to the event and placed throughout the event area to ensure that trash and debris are well contained. Roll carts and bagged trash and debris shall be returned to the collection point designated by the City in a timely manner. If the organizer has not opted to use City services to clean up the festival area and within the designated area of impact as shown on the attached drawing, any costs incurred by the City in removing loose trash and debris within the festival area and within the designated area of impact as shown on the attached drawing, which the organizer has failed to clean up, shall be billed to and paid by the organizer; and,

BE IT FURTHER RESOLVED that only pedestrian traffic will be allowed within the area. All other traffic, including, but not limited to, automobiles, trucks, motorcycles, mopeds, bicycles, skate boards, and horses, except police horses, is prohibited. All pets shall be prohibited. Coolers, glass bottles, breakable glasses and/or cups, large bags and backpacks shall be prohibited; and,

BE IT FURTHER RESOLVED that during the designated time the closed portions of Earlewood Park and Parkside Drive between North Main Street and Earlewood Drive, with the exception of the parking areas, adjacent off-street parking areas and any other areas posted as to not allow alcoholic liquors or alcoholic beverages other than beer and/or wine beverages, is deemed to be the site of a public festival at which only beer and wine beverages may be consumed and the prohibition against possession or consumption of alcoholic beverages set forth in Sec. 14-99 shall not apply as to the possession and consumption of beer and/or wine beverages. Possession and consumption of beer and wine beverages shall be permitted only in plastic cups, plastic or aluminum bottles or aluminum cans provided by vendors within the areas designated.

PROVIDED, FURTHER, that the event organizer shall provide the names and cell phone numbers of a least two contact persons who can receive complaints during the event, including any set up and breakdown times. The cell phones shall remain on at all times during the event and during any set up and breakdown time.

PROVIDED, FURTHER, that failure of the event organizer to strictly comply with the time frames and other requirements and responsibilities set forth in this resolution may result in a denial of subsequent requests to allow the event.

PROVIDED, HOWEVER, that no solicitation or transactions be made in violation of Sec. 14-32, 1998 Code of Ordinances of the City of Columbia, South Carolina.

BE IT FURTHER RESOLVED that in the event of inclement weather on Saturday, March 31, 2018, the City Manager is authorized to approve the rescheduling of the canceled event for another date within one (1) week from the date of the originally scheduled event upon receiving twenty-four (24) hours written notice requesting the rescheduling of the event. The hours of operation for the event, service of beer and wine only at the event and closing of streets for set up, clean up and crowd control of the event shall remain as outlined above.

BE IT FURTHER RESOLVED that should the organizer reschedule the event for another date beyond one (1) week from the date of the originally scheduled event, a request for a resolution of City Council approving the new date of the event shall be required.

Requested by:

Senior Assistant City Manager Baker

Mayor

Approved by:

City Manager

Approved as to form:

ATTEST:



Deputy City Attorney

City Clerk

Introduced:

Final Reading:

DATE: October 30, 2017NAME OF REQUESTOR Wayne Brennessel, Humane SocietyEVENT NAME/PURPOSE (i.e., St. Patrick's/Charity Fund-raiser) See Spot RunDATE(S) OF EVENTS: Saturday, march 31, 2017LOCATION OF EVENT
(i.e., Amphitheater area
of Finlay Park; 1200 and 1300
blocks of Main Street)Earlewood Park, Parkside Drive and Northwood Streets.STREET(S) TO BE CLOSED
(i.e., 1200 and 1300 blocks of
Main Street and 1100 and 1200
blocks of Lady Street)Parkside Dr. from N. Main Street to Earlewood Dr. and Northwood St. From Earlewood Dr. to Parkside Dr.HOURS FOR STREET(S) TO BE CLOSED
(i.e., 5:00 p.m. - 12:00 a.m.)
ALLOW TIME FOR SET UP/CLEAN UP4:00 AM to 3:00 PMHOURS OF EVENT
(i.e., 6:00 p.m. - 10:00 p.m.)8:00 AM to 2:00 PMper email 10/30/17HOURS OF SERVICE OF BEER/WINE
(Service should end one-half hour prior to
end of event, i.e., event is 6-10 p.m., beer/
wine service is 6-9:30 p.m.)8:30 AM to 1:30 PM ✓

Please submit requests by mail, e-mail or fax at least sixty (60) days in advance of the event to allow for preparation and review of the Resolution and scheduling on Council's agenda. Requests may be sent by e-mail (slardis@columbiasc.net), fax (737-4250) or mail, POB 147, Columbia, SC 29217. A draft Resolution will be prepared and forwarded for your review as well as to the Police Department Special Events office and to Parks and Recreation if the event is to be held in a City park.

PLEASE NOTE: This form should only be used for public events where beer and/or wine are to be sold and consumed on City property (i.e., Five After Five, St. Patrick's Festival, Concerts in Finlay Park, etc.).

This form **should not** be used to request use of City property for **private** events (birthday, retirement, anniversary parties, etc.) nor for sidewalk sales. Requests for private events at City parks should be made through the Parks and Recreation Department. Requests for sidewalk sales should be made to the City Manager.

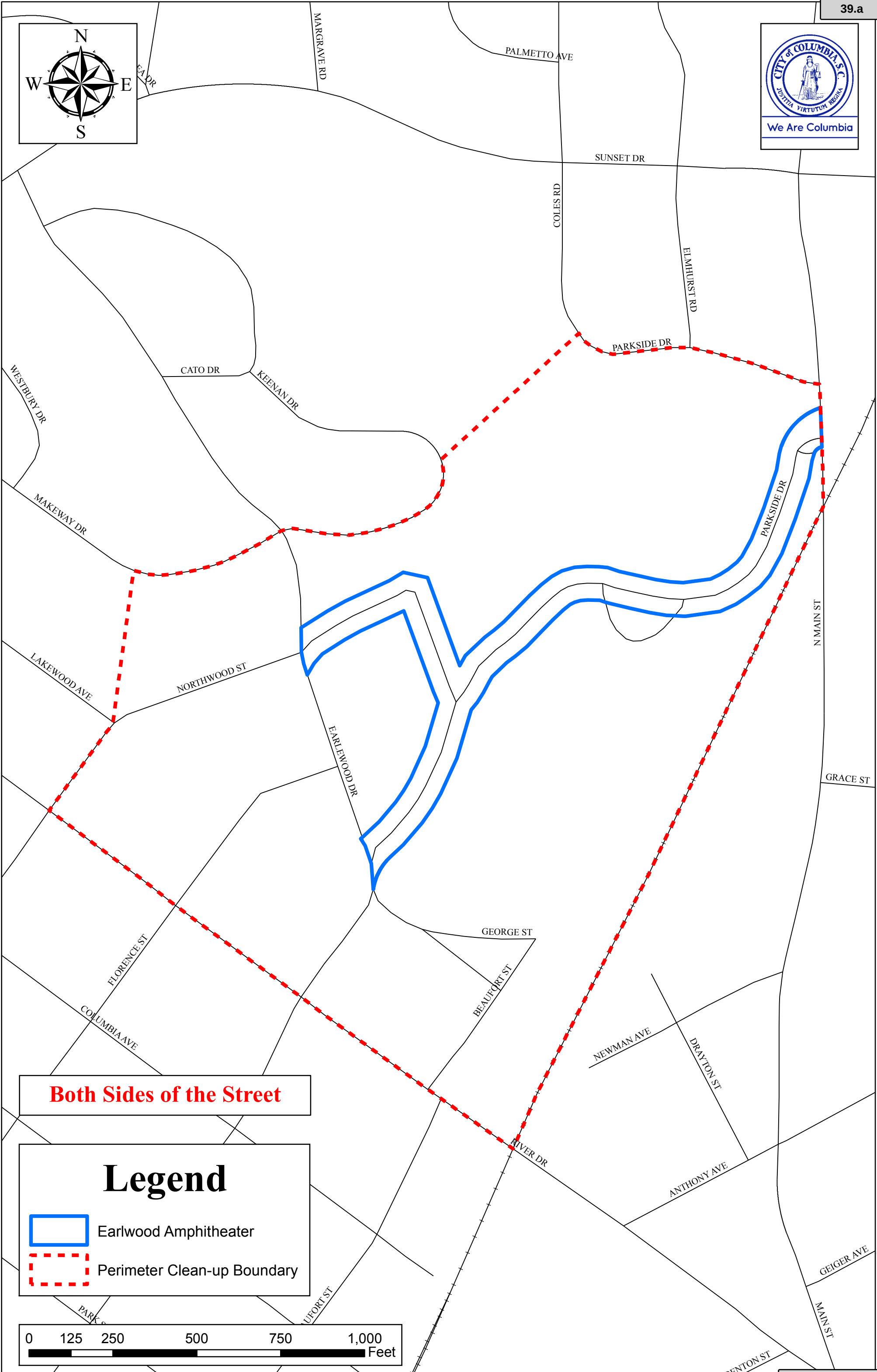
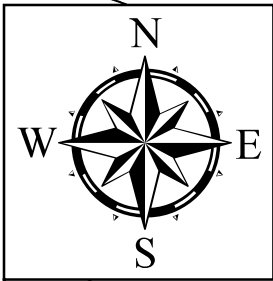
Legal Department - Shari Ardis; 737-4242; slardis@columbiasc.netPolice Department Special Events - Officer Robert Hall; 545-3535; rjhall@columbiasc.netParks and Recreation - Loretta Coleman; 545-3100; lcoleman@columbiasc.net

Submit by Email

RECEIVED

OCT 30 2017

LEGAL
DEPARTMENT17090674
R-2017-00

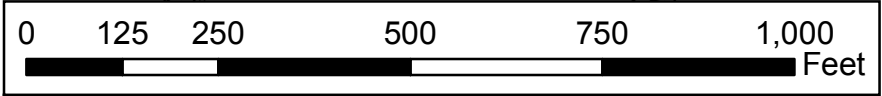


Both Sides of the Street

Legend

Earlwood Amphitheater

Perimeter Clean-up Boundary





We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Legal

FROM: *Shari Ardis, Legal Office Manager*

SUBJECT: Ordinance No.: 2017-104 - Authorizing the Conveyance of the Unimproved Section of Deer Crossing Road to the Adjacent Property Owners (John R. Kubin Trust & Betty Jo Kubin Trust, 310 Deer Crossing Road and Keystone Res, LLC, 308 Deer Crossing Road); Richland County TMS#28903-03 Adjacent to TMS#28903-03-33 (Lot 32, Woodcreek Farms, Phase A9-1) and Richland County TMS#28903-03-32 (Lot 31, Woodcreek Farms, Phase A9-1); CF#251-102 and CF#222-22C

PURPOSE: First reading approval was given on November 21, 2017.

FINANCIAL IMPACT:

ATTACHMENTS:

- **#a:** 2017-104 convey pt unimproved Deer Crossing Rd (Kubin & Keystone) (PDF)

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING

ORDINANCE NO.: 2017-104

Authorizing the Conveyance of the Unimproved Section of Deer Crossing Road to the Adjacent Property Owners (John R. Kubin Trust & Betty Jo Kubin Trust, 310 Deer Crossing Road and Keystone Res, LLC, 308 Deer Crossing Road); Richland County TMS#28903-03 Adjacent to TMS#28903-03-33 (Lot 32, Woodcreek Farms, Phase A9-1) and Richland County TMS#28903-03-32 (Lot 31, Woodcreek Farms, Phase A9-1); CF#251-102 and CF#222-22C

WHEREAS, the City of Columbia ("City") acquired an unimproved section of Deer Crossing Road located adjacent to 310 Deer Crossing Road and 308 Deer Crossing Road by Deed to Streets from Beaver Lake Limited Partnership, dated February 23, 1999 and recorded on July 15, 1999 in the Office of the Register of Deeds for Richland County in Record Book R326 at Page 986; and,

WHEREAS, the City has received a request from the adjacent property owners for the conveyance to them of equal shares of the unimproved section of Deer Crossing Road adjacent to their properties; and,

WHEREAS, consent from the president of the homeowners association for the conveyance has been obtained (Exhibit "B" attached hereto); NOW, THEREFORE,

BE IT ORDAINED by the Mayor and City Council of the City of Columbia, South Carolina this _____ day of _____, 2017, for and in consideration of the sum of One and No/100 (\$1.00) Dollar, each to the other paid, the City Manager is hereby authorized to execute a Quit-Claim Deed to **John R. Kubin Trust & Betty Jo Kubin Trust (owners of 310 Deer Crossing Road; Richland County TMS#28903-03-33) and Keystone Res, LLC (owner of 308 Deer Crossing Road; Richland County TMS#28903-03-32)**, their heirs, successors and assigns, for equal portions of the unimproved section of Deer Crossing Road as more clearly shown on a plat of "Portions of Deer Crossing Road (Unimproved Section)", dated October 24, 2017, prepared for the City of Columbia by the City of Columbia, Department of Engineering, David S. Sharpe, S.C. P.L.S. #10509, and being on file in the office of the Department of Engineering under City File #251-102. A copy of said plat being attached hereto and made a part hereof as Exhibit "A".

Requested by:

Assistant City Manager Shealy

Mayor

Approved by:

City Manager

Approved as to form:


Senior Assistant City Attorney

Introduced:

Final Reading:

ATTEST:

City Clerk

Ordinance No.: 2017-104
Exhibit "A"



Ordinance No.: 2017-104
Exhibit "B"



Mr. John Kubin
310 Deer Crossing Road
Elgin, SC 29045

Dear Mr. Kubin,

We have been provided a copy of the plat showing the proposed revision to the property line for Lot 32. The revision to the property line as proposed provides for a portion of Deer Crossing Road to be encompassed within the property boundaries for Lot 32.

Please consider this correspondence as notice that we approve the adjustment to the property line for Lot 32 as depicted as the Developer for Woodcreek Farms and also as the President for Woodcreek Farms Homeowners Association.

Sincerely,

A handwritten signature in black ink, appearing to read "H. Pickrel", written over a horizontal line.

Harold V. Pickrel, III
1712 Woodcreek Farms Road
Elgin, SC 29045
803-699-4141 (office)

ATTORNEY CERTIFICATION

I, _____, an attorney licensed to practice in the State of South Carolina do hereby certify that I supervised the execution of this document this ____ day of _____, 20__.

South Carolina Bar Number: _____

STATE OF SOUTH CAROLINA)
)
)
)
COUNTY OF RICHLAND)

TITLE TO REAL ESTATE
QUIT-CLAIM DEED (PUBLIC STREET)

Know All Men by These Presents, that the **CITY OF COLUMBIA** (hereinafter whether singular or plural the "Grantor") in the State aforesaid, for and in consideration of the sum of One (\$1.00) Dollar to the Grantor paid by **JOHN R. KUBIN TRUST AND BETTY JO KUBIN TRUST** (hereinafter whether singular or plural the "Grantee"), the receipt of which is hereby acknowledged, does hereby remise, release and forever quitclaim unto:

JOHN R. KUBIN TRUST AND BETTY JO KUBIN TRUST, their successors and assigns:

All that piece, parcel or tract of land, situate, lying and being in the State of South Carolina, County of Richland, in the city of Columbia, designated as **Lot 32A** and identified as a portion of **DEER CROSSING ROAD**, containing 0.023 Acres (1011.2 SF), being the unimproved section of Deer Crossing Road at the western property line of Richland County TMS#28903-03-33 (Lot 32, Woodcreek Farms, Area A9-1) and described as follows, to-wit:

Beginning on the common boundary of the southeastern right-of-way of Deer Crossing Road (City Street; 50' R/W) and the northwestern property corner of Lot 32, Woodcreek Farms Development, Area A9-1 at the northern property corner of Lot 32A at a point fifty-nine and ninety-four hundredths (59.94) feet S40°47'18"W of the northern property corner of said Lot 32; thence turning and extending S11°20'57"E in a curvilinear arc along the western boundary of said Lot 32, for a chord distance of fifty-eight (58) feet to intersect the southwestern property line of said Lot 32; thence turning and extending therefrom N49°25'12"W along the southwestern property line of said Lot 32A, for a distance of twenty-eight and fifty-nine hundredths (28.59) feet to intersect the southeastern right-of-way of Deer Crossing Road (City Street; 50' R/W); thence turning and extending therefrom N41°12'50"E along the southeastern right-of-way of said Deer Crossing Road, for a distance of fifty (50) feet to an iron pin on the common boundary of the southeastern right-of-way of Deer Crossing Road and the northwestern property corner of said Lot 32 at the northern property corner of Lot 32A, also being the point of beginning; thence terminating. Be all measurements a little more or less.

Being more clearly shown and delineated on a plat of "Portions of Deer Crossing Road (Unimproved Section), dated October 24, 2017, prepared for the City of Columbia by the City of Columbia, Department of Engineering, David S. Sharpe, S.C. P.L.S. #10509, and being on file in the Office of the City of Columbia, Department of Engineering under file reference #251-102. A copy of said plat being attached hereto and made a part hereof as Exhibit "A".

This conveyance is made subject to any and all utilities located thereon, ordinances, conditions, covenants, reservations, easements, rights-of-way, restrictions, encroachments, surveys and plats of the subject property, including but not limited to the plat referred to herein, or any other matters of record which affect the subject property, as well as any violation of the same and such matters as would be disclosed by an inspection and accurate survey of the property.

DERIVATION: DEED BK. R326, PAGE 986

TAX MAP NUMBER: 28903-03; Located Adjacent to Richland County TMS#28903-03-33

PREPARED BY: City of Columbia - Real Estate Division

GRANTEE'S ADDRESS: City of Columbia
c/o Finance Department
P. O. Box 147,
Columbia, SC 29217

TOGETHER with all and singular, the rights, members, hereditaments and appurtenances to the said premises belonging or in anywise incident or appertaining.

TO HAVE AND TO HOLD unto Grantee and Grantee's successors and assigns forever, the subject property and the appurtenances thereto belonging or in anywise appertaining, and all the estate, right, title, interest and claim whatsoever of Grantor.

WITNESS the hand and seal of the Grantor by the undersigned this ____ day of _____, 2017.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

CITY OF COLUMBIA

(Witness #1 Signature)

By: _____
Name: **Teresa B. Wilson**
Title: **City Manager**

(Witness #2 Signature)

STATE OF SOUTH CAROLINA)
)
COUNTY OF RICHLAND)

ACKNOWLEDGMENT

The foregoing instrument was acknowledged before me this ____ day of _____, 2017 by Teresa B. Wilson, City Manager of the City of Columbia, Columbia, South Carolina on behalf of the within-named Grantor.

(Notary Public's Signature)
Notary Public for the State of South Carolina
My Commission Expires: _____

GN (File: Deer Crossing Road; CF#251-102)

APPROVED AS TO FORM

JGZ 11/8/17

Legal Department City of Columbia, SC

STATE OF SOUTH CAROLINA)
COUNTY OF RICHLAND)

AFFIDAVIT

PERSONALLY appeared before me the undersigned, who being duly sworn, deposes and says:

1. I have read the information on this Affidavit and I understand such information.
2. The property being transferred is located on the southeastern side of Deer Crossing Road, Richland County, SC, designated as Lot 32A, containing 0.023 Acre (Unimproved Section of Deer Crossing Road), being identified as Richland County Tax Map Number 28903-03-33, was transferred by the City of Columbia to the John R. Kubin Trust and the Betty Jo Kubin Trust on _____, 2017.
3. Check one of the following: The deed is

X exempt from the deed recording fee because property transferred from the City of Columbia, a political subdivision (Exemption No. 2).
4. Check one of the following if either item 3(a) or item 3(b) above has been checked (See information section of this Affidavit.):

X The fee is computed on the consideration paid or to be paid in money or money's worth in the amount of \$0.00.
5. Check Yes ___ or No X to the following: A lien or encumbrance existed on the land, tenement, or realty before the transfer and remained on the land, tenement, or realty after the transfer. If "Yes", the amount of the outstanding balance of this lien or encumbrance is \$ _____.
6. The deed recording fee is computed as follows:

(a) Place the amount listed in item 4 above here: \$0
(b) Place the amount listed in item 5 above here: \$0
(If no amount is listed, place a zero here.)
(c) Subtract Line 6(b) from Line 6(a) and place result here: \$0
7. The deed recording fee due is based on the amount listed on Line 6(c) above and the deed recording fee due is: \$0.
8. As required by Code Section 12-24-70, I state that I am a responsible person who was connected with the transaction as:

_____.

I understand that a person required to furnish this Affidavit who willfully furnishes a false or fraudulent affidavit is guilty of a misdemeanor and, upon conviction, must be fined not more than One Thousand (\$1,000.00) Dollars or imprisoned not more than one year, or both.

RESPONSIBLE PERSON CONNECTED WITH THIS TRANSACTION

Print or Type Name Here

SWORN to before me this _____ day of _____, 2017.

NOTARY PUBLIC FOR THE STATE OF _____

MY COMMISSION EXPIRES: _____

NOTIFICATION:

You are hereby advised that you are required to provide water and/or sewer services to any new lots created as a result of this subdivision at no cost to the City of Columbia.

31A AREA = 1015.6 SQ.FT. OR 0.023 ACRES
32A AREA = 1011.2 SQ.FT. OR 0.023 ACRES

LEGEND

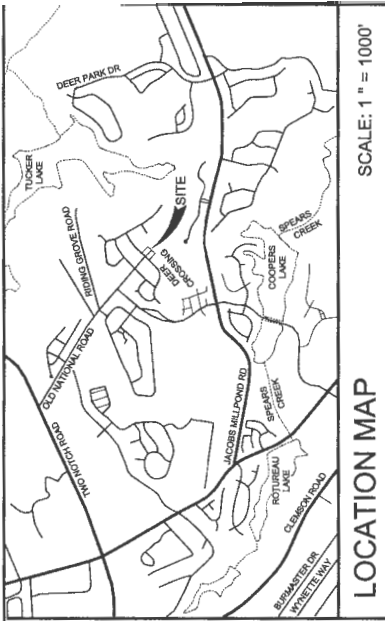
- WATER METER
- SANITARY SEWER MANHOLE
- LIGHT POLE
- CABLE BOX
- ELECTRIC BOX
- TELEPHONE PED
- WATER VALVE
- STORM DRAIN CONC TOP
- FIRE HYDRANT
- SEWER LINE
- WATER LINE

I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "B" SURVEY AS SPECIFIED THEREIN. ALSO THERE ARE NO VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN.

S. SHARPE SCLPS # 10569

OCTOBER 24, 2017

REBY STATE THAT TO THE BEST OF MY KNOWLEDGE THAT THE ABOVE PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA ACCORDING TO A MAPS, NO. 450780018SK DATED SEPTEMBER 29, 2010.



LOCATION MAP

SCALE: 1" = 1000'

REFERENCE PLATS:

1. A FINAL PLAT OF WOODCREEK FARMS DEVELOPMENT, AREA A8-1 BY UNITED DESIGN SERVICES, INC. DATED OCTOBER 28, 1997; CF#222-23C.
2. TMS 28903-03-33 & 28903-03-032.

THIS PROPERTY IS SUBJECT TO EASEMENTS, RESTRICTIONS, RIGHT OF WAYS AND/OR ANY INFORMATION THAT MAY BE DISCOVERED IN A FULL AND COMPLETE TITLE SEARCH.

PLAT PREPARED FOR

CITY OF COLUMBIA
PORTIONS OF DEER CROSSING ROAD
(UNIMPROVED SECTION)

LOCATED IN RICHLAND COUNTY, COLUMBIA, SOUTH CAROLINA



GRAPHIC SCALE: 1" = 40'

THE SUBDIVISION PLAT LOCATED IN RICHLAND COUNTY, SOUTH CAROLINA, FOUND TO CONFORM WITH THE CITY OF COLUMBIA SUBDIVISION REGULATION AND HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE CLERK OF RICHLAND COUNTY, SOUTH CAROLINA. THIS APPROVAL IS SUBJECT TO THE CITY OF COLUMBIA'S REVIEW AND APPROVAL OF THE PLAT AND ANY ENCROACHMENTS REVEALED BY THE PLAT.

Date: 11-1-17

[Signature]
Land Development Administrator

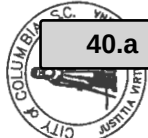
CURVE TABLE				
NO.	BEARING	CHORD	ARC	RADIUS
1	S70°39'28"W	57.77'	60.45'	56.00'
2	S11°20'57"E	58.00'	60.06'	56.00'

OCTOBER 24, 2017

COLUMBIA

CF# 251-102

DEPARTMENT OF ENGINEERING
1136 WASHINGTON ST
PH (803) 545-3400
COLUMBIA SC 29201
FAX: 988-8199



ATTORNEY CERTIFICATION

I, _____, an attorney licensed to practice in the State of South Carolina do hereby certify that I supervised the execution of this document this ____ day of _____, 20__.

South Carolina Bar Number: _____

STATE OF SOUTH CAROLINA	)	TITLE TO REAL ESTATE
	)	QUIT-CLAIM DEED (PUBLIC STREET)
	)	
COUNTY OF RICHLAND	)	

Know All Men by These Presents, that the **CITY OF COLUMBIA** (hereinafter whether singular or plural the "Grantor") in the State aforesaid, for and in consideration of the sum of One (\$1.00) Dollar to the Grantor paid by **KEYSTONE RES, LLC** (hereinafter whether singular or plural the "Grantee"), the receipt of which is hereby acknowledged, does hereby remise, release and forever quitclaim unto:

KEYSTONE RES, LLC, its successors and assigns:

All that piece, parcel or tract of land, situate, lying and being in the State of South Carolina, County of Richland, in the city of Columbia, designated as **Lot 31A** and identified as a portion of **DEER CROSSING ROAD**, containing 0.023 Acres (1015.6 SF), being the unimproved section of Deer Crossing Road at the northwestern property line of Richland County TMS#28903-03-32 (Lot 31, Woodcreek Farms, Area A9-1) and described as follows, to-wit:

Beginning on the common boundary of the southeastern right-of-way of Deer Crossing Road (City Street; 50' R/W) and the northern property corner of Lot 31A at a point twenty-eight and fifty-nine hundredths (28.59) feet N49°25'12"W of the northern property corner of Lot 31, Woodcreek Farms Development, Area A9-1; thence extending S49°25'12"E along the northeastern property line of said Lot 31A, for a distance of twenty-eight and fifty-nine hundredths (28.59) feet; thence turning and extending therefrom in a curvilinear arc S70°39'28"W along the northwestern property line of said Lot 31, for a chord distance of fifty-seven and seventy-seven hundredths (57.77) feet to intersect the southeastern right-of-way of Deer Crossing Road (City Street; 50' R/W) at a point fifty-nine and ninety-nine hundredths (59.99) feet N41° 00'32"E of the western property corner of said Lot 31; thence turning and extending therefrom N40°59'51"E along the southeastern right-of-way of said Deer Crossing Road, for a distance of fifty (50) feet to an iron pin on the common boundary of the southeastern right-of-way of Deer Crossing Road and the northern property corner of said Lot 31A, also being the point of beginning; thence terminating. Be all measurements a little more or less.

Being more clearly shown and delineated on a plat of "Portions of Deer Crossing Road (Unimproved Section), dated October 24, 2017, prepared for the City of Columbia by the City of Columbia, Department of Engineering, David S. Sharpe, S.C. P.L.S. #10509, and being on file in the Office of the City of Columbia, Department of Engineering under file reference #251-102. A copy of said plat being attached hereto and made a part hereof as Exhibit "A".

This conveyance is made subject to any and all utilities located thereon, ordinances, conditions, covenants, reservations, easements, rights-of-way, restrictions, encroachments, surveys and plats of the subject property, including but not limited to the plat referred to herein, or any other matters of record which affect the subject property, as well as any violation of the same and such matters as would be disclosed by an inspection and accurate survey of the property.

DERIVATION: DEED BK. R326, PAGE 986

TAX MAP NUMBER: 28903-03; Located Adjacent to Richland County TMS#28903-03-33

PREPARED BY: City of Columbia - Real Estate Division

GRANTEE'S ADDRESS: City of Columbia
c/o Finance Department
P. O. Box 147, Columbia, SC 29217

TOGETHER with all and singular, the rights, members, hereditaments and appurtenances to the said premises belonging or in anywise incident or appertaining.

TO HAVE AND TO HOLD unto Grantee and Grantee's successors and assigns forever, the subject property and the appurtenances thereto belonging or in anywise appertaining, and all the estate, right, title, interest and claim whatsoever of Grantor.

WITNESS the hand and seal of the Grantor by the undersigned this ____ day of _____, 2017.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

CITY OF COLUMBIA

(Witness #1 Signature)

By: _____

Name: **Teresa B. Wilson**

Title: **City Manager**

(Witness #2 Signature)

STATE OF SOUTH CAROLINA)
)
COUNTY OF RICHLAND)

ACKNOWLEDGMENT

The foregoing instrument was acknowledged before me this ____ day of _____, 2017 by Teresa B. Wilson, City Manager of the City of Columbia, Columbia, South Carolina on behalf of the within-named Grantor.

(Notary Public's Signature)
Notary Public for the State of South Carolina
My Commission Expires: _____

GN (File: Deer Crossing Road; CF#251-102)

APPROVED AS TO FORM

ggg 11/8/17
Legal Department City of Columbia, SC

STATE OF SOUTH CAROLINA)
COUNTY OF RICHLAND)

AFFIDAVIT

PERSONALLY appeared before me the undersigned, who being duly sworn, deposes and says:

1. I have read the information on this Affidavit and I understand such information.
2. The property being transferred is located on the southeastern side of Deer Crossing Road, Richland County, SC designated as Lot 31A, containing 0.023 Acre (Unimproved Section of Deer Crossing Road), being identified as Richland County Tax Map Number 28903-03-32, was transferred by the City of Columbia to the Keystone Res, LLC on _____, 2017.
3. Check one of the following: The deed is

X exempt from the deed recording fee because property transferred from the City of Columbia, a political subdivision (Exemption No. 2).
4. Check one of the following if either item 3(a) or item 3(b) above has been checked (See information section of this Affidavit.):

X The fee is computed on the consideration paid or to be paid in money or money's worth in the amount of \$0.00.
5. Check Yes ____ or No X to the following: A lien or encumbrance existed on the land, tenement, or realty before the transfer and remained on the land, tenement, or realty after the transfer. If "Yes", the amount of the outstanding balance of this lien or encumbrance is \$ _____.
6. The deed recording fee is computed as follows:

(a) Place the amount listed in item 4 above here: \$0
(b) Place the amount listed in item 5 above here: \$0
(If no amount is listed, place a zero here.)
(c) Subtract Line 6(b) from Line 6(a) and place result here: \$0
7. The deed recording fee due is based on the amount listed on Line 6(c) above and the deed recording fee due is: \$0.
8. As required by Code Section 12-24-70, I state that I am a responsible person who was connected with the transaction as:
_____.

I understand that a person required to furnish this Affidavit who willfully furnishes a false or fraudulent affidavit is guilty of a misdemeanor and, upon conviction, must be fined not more than One Thousand (\$1,000.00) Dollars or imprisoned not more than one year, or both.

RESPONSIBLE PERSON CONNECTED WITH THIS TRANSACTION

Print or Type Name Here

SWORN to before me this _____ day of _____, 2017.

NOTARY PUBLIC FOR THE STATE OF _____

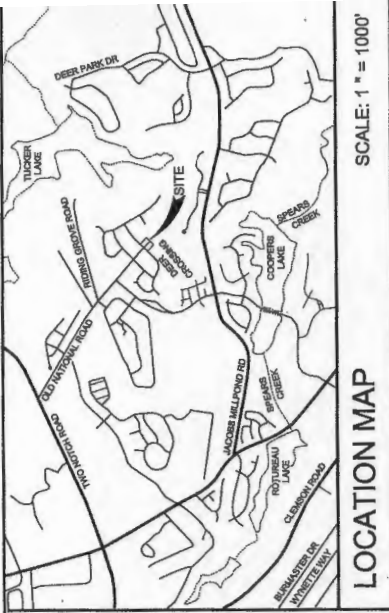
MY COMMISSION EXPIRES: _____

NOTIFICATION:

You are hereby advised that you are required to provide water and/or sewer services to any new lots created as a result of this subdivision at no cost to the City of Columbia.

31A AREA = 1015.6 SQ.FT. OR 0.023 ACRES
32A AREA = 1011.2 SQ.FT. OR 0.023 ACRES

- LEGEND**
- WATER METER
 - SANITARY SEWER MANHOLE
 - LIGHT POLE
 - CABLE BOX
 - ELECTRIC BOX
 - TELEPHONE POLE
 - WATER VALVE
 - STORM DRAIN CONC TOP
 - FIRE HYDRANT
 - SEWER LINE
 - WATER LINE



LOCATION MAP

SCALE: 1" = 1000'

REFERENCE PLATS:

1. A FINAL PLAT OF WOODCREEK FARMS DEVELOPMENT, AREA A9-1, BY UNITED DESIGN SERVICES, INC. DATED OCTOBER 28, 1997; CF#222-22C.
2. TMS 28803-03-33 & 28803-03-032.

THIS PROPERTY IS SUBJECT TO EASEMENTS, RESTRICTIONS, RIGHT OF WAYS AND/OR ANY INFORMATION THAT MAY BE DISCOVERED IN A FULL AND COMPLETE TITLE SEARCH.

PLAT PREPARED FOR

CITY OF COLUMBIA
PORTIONS OF DEER CROSSING ROAD
(UNIMPROVED SECTION)

SUBDIVISION PLAT LOCATED IN RICHLAND COUNTY, COLUMBIA, SOUTH CAROLINA

The Subdivision Plat shown hereon has been found to comply with the City of Columbia Subdivision Regulation and has been approved for recording in the office of the Clerk of Court of Richland County, South Carolina. This approval shall not be deemed to constitute approval by the City of Columbia of the encroachments revealed by the plat.



GRAPHIC SCALE: 1" = 40'

DEPARTMENT OF ENGINEERING
1198 WASHINGTON ST
PH. (803) 545-8400
COLUMBIA SC 29201
FAX: 988-8199

COLUMBIA

CF# 251-102

CURVE TABLE				
NO.	BEARING	CHORD	ARC	RADIUS TANGENT
1	S70°38'28"W	57.77'	90.48'	58.00'
2	S11°20'57"E	58.00'	90.00'	58.00'

Date: 11-17-17

[Signature]
Jonathan E. Chambers
Land Development Administrator

I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS 'B' SURVEY AS SPECIFIED THEREIN. ALSO THERE ARE NO VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN.

NO. S. SHAWPE EXPLS # 10009

DATE: OCTOBER 24, 2017

I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE THAT THE ABOVE PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA ACCORDING TO FEMA MAPS, NO. 4570ND0105K DATED SEPTEMBER 28, 2010.



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Planning and Development Services

FROM: *Krista Hampton, Director*

SUBJECT: **COMPREHENSIVE PLAN MAP AMENDMENT
CONFIRMATION - 4.24 acres, 174 Riding Grove Road and
178 Riding Grove Road, TMS# 28900-01-11(p), 28900-01-
10(p), and 28900-01-09(p)**

PURPOSE: **Council District: 4**

Proposal: Request to assign land use classification of Urban Edge Residential-Large Lot (UER-2). The property currently has interim land use of Urban Edge Residential-Large Lot (UER-2)

Applicant: Woodcreek Development, LLC

Staff Recommendation: Annex, Assign Interim Land Use and Interim Zoning; Approve

PC Recommendation: 07/10/17: Annex, Assign Interim Land Use and Interim Zoning; Approve (9-0)

First reading approval was given on November 21, 2017.

REQUISITION NO.: Krista Hampton

FINANCIAL IMPACT:

ATTACHMENTS:

- **#a:** CPLANConfirm_Woodcreek_A6B (PDF)

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING



CITY COUNCIL

November 21, 2017 at 6:00pm

City Council Chambers, 3rd Floor, 1737 Main Street, Columbia, SC 29201

Comprehensive Plan Map Amendment Confirmation Case Summary 4.24 acres, 174 Riding Grove Road and 178 Riding Grove Road, TMS# 28900-01-11(p), 28900-01-10(p), and 28900-01-09(p)

Council District:	4	
Proposal:	Request to assign land use classification of Urban Edge Residential-Large Lot (UER-2). The property currently has interim land use of Urban Edge Residential-Large Lot (UER-2)	
Applicant:	Woodcreek Development, LLC	
Staff Recommendation:	Annex, Assign Interim Land Use and Interim Zoning	APPROVE
PC Recommendation:	07/10/17: Annex, Assign Interim Land Use and Interim Zoning	APPROVE (9-0)
Annexation, 1st Reading:	08/15/17: Annex, Assign Interim Land Use and Interim Zoning	APPROVE (5-0)
Annexation, 2nd Reading:	09/05/17: Annex, Assign Interim Land Use and Interim Zoning	APPROVE (5-0)
Comp Plan Amendment: 1st Reading:	11/21/17: Confirmation of Land Use Classification	PENDING
Comp Plan Amendment: 2nd Reading:	12/05/17: Confirmation of Land Use Classification	PENDING
Map Amendment: 1st Reading:	11/21/17: Zoning Confirmation	PENDING
Map Amendment: 2nd Reading:	12/05/17: Zoning Confirmation	PENDING

CURRENT PARCEL CHARACTERISTICS/CONDITIONS

Acreage: 4.24 acres

Current Use: Vacant Land

Proposed Use: Residential Subdivision

Reason for Annexation: Municipal Services

Urban Service Area: Secondary Area

Current Interim Land Use Classification: Urban Edge Residential-Large Lot (UER-2)

Proposed Land Use Classification: Urban Edge Residential-Large Lot (UER-2)

Current Interim Zoning: Planned Unit Development-Residential District (PUD-R)

Proposed Zoning: Planned Unit Development-Residential District (PUD-R)

Census Tract: 114.07

Urban Service Area

Subject parcel is in a “Secondary Area” as identified in the Urban Service Area Map

Principles and Goals of the Urban Service Area

The Urban Service Area identifies those areas the City of Columbia wishes to provide with urban services. Primary emphasis will be given to annexing developed areas adjoining the City limits and “islands” of unincorporated territory surrounded by the City. Primary, secondary, and long-range annexation priorities for specific areas may be identified. Secondary areas may include higher value properties which assist the City in achieving a more balanced economic base.

Secondary areas are those areas where the City determines it logical or advantageous to provide services, but where all services and/or the condition of existing infrastructure may not be at optimal levels for annexation at this time. For instance, it may be that the property is outside of the generally accepted fire response area, or the storm drainage and/or road system is substandard. Annexation in these areas may occur, but a more detailed analysis will be needed to determine the possible impact on revenue. As is stated in the policy, these areas may include “higher value” properties that would prove beneficial to revenues.

The Columbia Plan 2018: Comprehensive Plan Land Use Classification

Staff recommends that the subject property be assigned a land use classification of Urban Edge Residential – Large Lot (UER-2) in The Columbia Plan 2018 Future Land Use Map.

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

Primary Types:

- Single-family Detached
- *Accessory dwelling units

Tertiary Types:

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

Existing Neighborhood, Small Area, Community, and/or Corridor Plans

The subject property is not covered by an area plan which has been adopted by the City of Columbia or Richland County.

STAFF RECOMMENDATION

Staff recommends City Council adopt an ordinance to assign a land use classification of Urban Edge Residential-Large Lot (UER-2) to the property.



Future Land Use Map

Department of Planning & Development Services

4.24 acres, 174 Riding Grove Road and 178 Riding Grove Road; TMS# 28900-01-11(4)
28900-01-10 (p), 28900-01-09 (p);
Existing Richland FLU: Neighborhood (Medium Density); Proposed FLU: UER-2

41.a

Legend



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



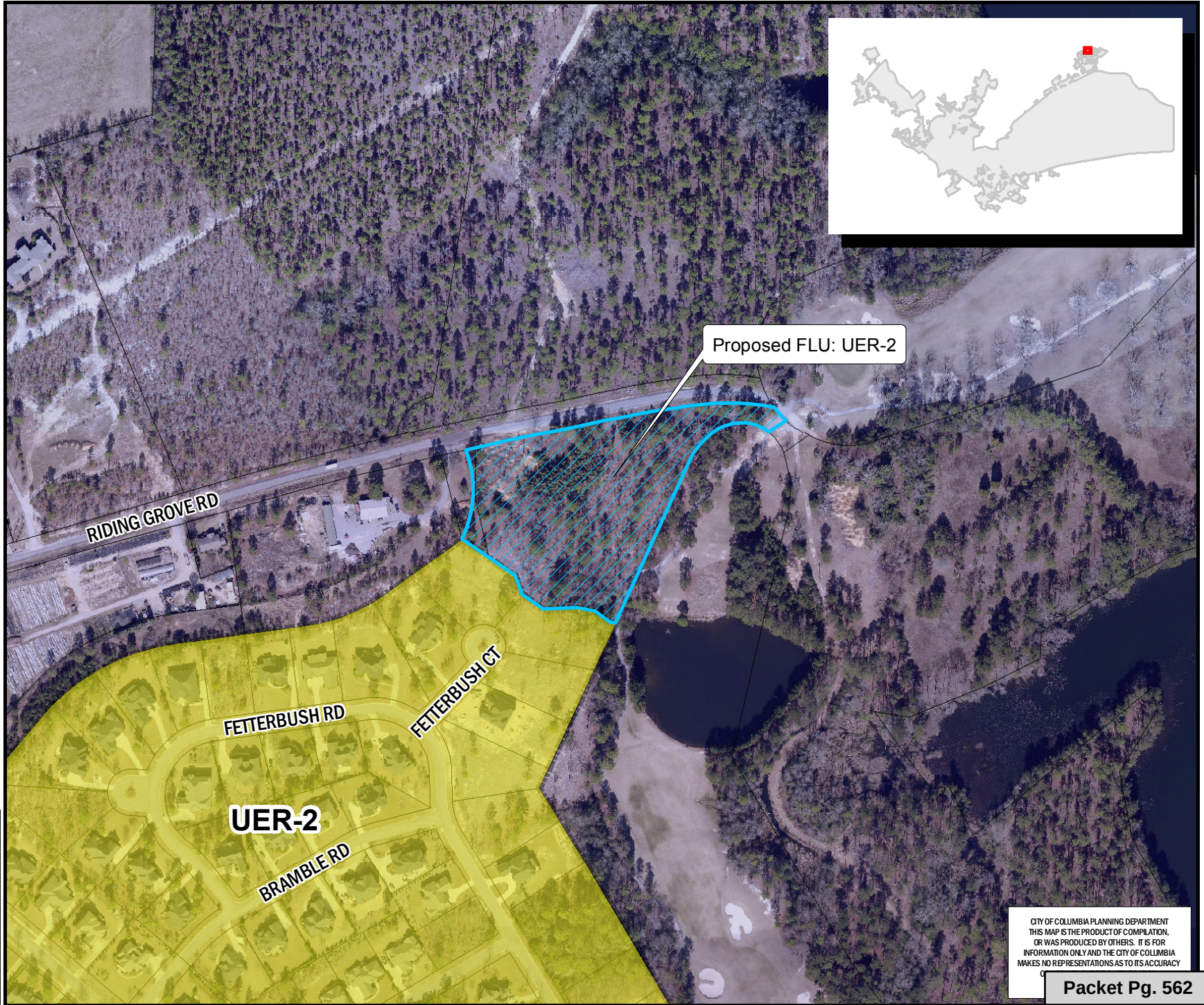
0 80 160 320 Feet

ORIGINAL PREPARATION/DATE:
This map was prepared by:

Shane Shaughnessy
May 26, 2017



We Are Columbia



CITY OF COLUMBIA PLANNING DEPARTMENT
THIS MAP IS THE PRODUCT OF COMPILED,
OR WAS PRODUCED BY OTHERS. IT IS FOR
INFORMATION ONLY AND THE CITY OF COLUMBIA
MAKES NO REPRESENTATIONS AS TO ITS ACCURACY

Packet Pg. 562

** DATA SOURCE - CITY OF COLUMBIA, GIS DIVISION



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Planning and Development Services

FROM: *Krista Hampton, Director*

SUBJECT: ZONING MAP AMENDMENT CONFIRMATION - 4.24 acres, 174 Riding Grove Road and 178 Riding Grove Road, TMS# 28900-01-11(p), 28900-01-10(p), and 28900-01-09(p)

PURPOSE: Ordinance No.: 2017-098 - Amending the City of Columbia Comprehensive Plan 2018 Future Land Use Map to include 4.24 acres, 174 Riding Grove Road and 178 Riding Grove Road; Richland County TMS# 28900-01-11 (p), 28900-01-10(p), and 28900-01-09(p); annexed by Ordinance No.: 2017-068 enacted September 5, 2017

Council District: 4

Proposal: Request to assign zoning of Planned Unit Development-Residential District (PUD-R). The property currently has interim zoning of Planned Unit Development-Residential District (PUD-R).

Applicant: Woodcreek Development, LLC

Staff Recommendation: Annex, Assign Interim Land Use and Interim Zoning, Approve

PC Recommendation: 07/10/17: Annex, Assign Interim Land Use and Interim Zoning; Approve (9-0)

First reading approval was given on November 21, 2017.

REQUISITION NO.: Krista Hampton

FINANCIAL IMPACT:

ATTACHMENTS:

- **#a:** ZMAConfirm_Woodcreek_A6B (PDF)
- **#b:** 2017-098 add 178 Riding Grove tp Comprehensive Plan (PDF)

HISTORY:

11/21/17

Columbia City Council

APPROVED ON FIRST READING



CITY COUNCIL

November 21, 2017 at 6:00pm

City Council Chambers, 3rd Floor, 1737 Main Street, Columbia, SC 29201

ZONING MAP AMENDMENT CONFIRMATION CASE SUMMARY

**4.24 acres, 174 Riding Grove Road and 178 Riding Grove Road,
TMS# 28900-01-11(p), 28900-01-10(p), and 28900-01-09(p)**

Council District:	4	
Proposal:	Request to assign zoning of Planned Unit Development-Residential District (PUD-R). The property currently has interim zoning of Planned Unit Development-Residential District (PUD-R).	
Applicant:	Woodcreek Development, LLC	
Staff Recommendation:	Annex, Assign Interim Land Use and Interim Zoning	APPROVE
PC Recommendation:	07/10/17: Annex, Assign Interim Land Use and Interim Zoning	APPROVE (9-0)
Annexation, 1st Reading:	08/15/17: Annex, Assign Interim Land Use and Interim Zoning	APPROVE (5-0)
Annexation, 2nd Reading:	09/05/17: Annex, Assign Interim Land Use and Interim Zoning	APPROVE (5-0)
Comp Plan Amendment: 1st Reading:	11/21/17: Confirmation of Land Use Classification	PENDING
Comp Plan Amendment: 2nd Reading:	12/05/17: Confirmation of Land Use Classification	PENDING
Map Amendment: 1st Reading:	11/21/17: Zoning Confirmation	PENDING
Map Amendment: 2nd Reading:	12/05/17: Zoning Confirmation	PENDING

CURRENT PARCEL CHARACTERISTICS/CONDITIONS

Acreage: 4.24 acres

Current Use: Vacant Land

Proposed Use: Residential Subdivision

Reason for Annexation: Municipal Services

Urban Service Area: Secondary Area

Current Interim Land Use Classification: Urban Edge Residential-Large Lot (UER-2)

Proposed Land Use Classification: Urban Edge Residential-Large Lot (UER-2)

Current Interim Zoning: Planned Unit Development-Residential District (PUD-R)

Proposed Zoning: Planned Unit Development-Residential District (PUD-R)

Census Tract: 114.07

Urban Service Area

Subject parcel is in a “Secondary Area” as identified in the Urban Service Area Map

Principles and Goals of the Urban Service Area

The Urban Service Area identifies those areas the City of Columbia wishes to provide with urban services. Primary emphasis will be given to annexing developed areas adjoining the City limits and “islands” of unincorporated territory surrounded by the City. Primary, secondary, and long-range annexation priorities for specific areas may be identified. Secondary areas may include higher value properties which assist the City in achieving a more balanced economic base.

Secondary areas are those areas where the City determines it logical or advantageous to provide services, but where all services and/or the condition of existing infrastructure may not be at optimal levels for annexation at this time. For instance, it may be that the property is outside of the generally accepted fire response area, or the storm drainage and/or road system is substandard. Annexation in these areas may occur, but a more detailed analysis will be needed to determine the possible impact on revenue. As is stated in the policy, these areas may include “higher value” properties that would prove beneficial to revenues.

The Columbia Plan 2018: Comprehensive Plan Land Use Classification

Staff recommends that the subject property be assigned a land use classification of Urban Edge Residential – Large Lot (UER-2) in The Columbia Plan 2018 Future Land Use Map.

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

Primary Types:

- Single-family Detached
- *Accessory dwelling units

Tertiary Types:

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

Existing Neighborhood, Small Area, Community, and/or Corridor Plans

The subject property is not covered by an area plan which has been adopted by the City of Columbia or Richland County.

PROPOSED ZONING DISTRICT SUMMARY

The parcel currently has interim zoning of Planned Unit Development-Residential District (PUD-R). Surrounding parcels within the City of Columbia are currently zoned Planned Unit Development-Residential District to the South. Surrounding parcels within unincorporated Richland County are zoned RU to the West and PDD to the North and East.

The proposed City of Columbia zoning district is Planned Unit Development-Residential District (PUD-R).

Planned Unit Development-Residential District

(a) Intent. The intent of planned unit development districts is to derive the benefits of efficiency, economy and flexibility by encouraging unified development of large sites, while also obtaining the advantage of creative site design, improved appearance, compatibility of uses, optimum service by community facilities, and better functioning of vehicular access and circulation. It is the intent of this article to allow development of large sites subject to specific regulations concerning permitted uses, but only subject to regulations concerning lot area, building coverage, yard spaces and building height insofar as the city council shall deem appropriate to fulfill the intent of this article, upon presentation of certification from the owners, developers or other parties at interest in the development of such sites that they will adhere to development policies which will fulfill the intent of this article.

(b) Types of districts. Two types of districts accommodating primarily residential or nonresidential uses are created as follows:

(1) PUD-R Planned Unit Development—Residential. The PUD-R district is intended to accommodate residential uses, with nonresidential uses integrated into the design of such districts as secondary uses.

(2) PUD-C Planned Unit Development—Commercial. The PUD-C district is intended to accommodate primarily nonresidential uses, with residential uses integrated into the design of such districts as secondary uses.

(c) Design and planning features. The types of residential dwelling units and the types of nonresidential uses allowed to be established in such districts increase with increasing site size of such districts, based upon the premise that increased site size will allow proper design, including functional interrelations, buffer treatments separating uses with potentially incompatible characteristics of use, design of access patterns, and relationships of uses within such planned unit developments with uses in adjacent districts. It is the intent of this article that such design and planning features be incorporated properly into any PUD district hereafter created, and that the planning commission and city council shall consider the existence and appropriateness of such features before any amendment to the zoning map is adopted to create such district.

STAFF RECOMMENDATION

Staff recommends City Council assign zoning of Planned Unit Development-Residential District (PUD-R) to the property.



Zoning Map

Department of Planning &
Development Services

4.24 acres, 174 Riding Grove Road and 178 Riding Grove Road; TMS# 28900-01-11(p),
28900-01-10 (p), 28900-01-09 (p); Existing Richland Zoning: PDD; Proposed Zoning: PUD-R

42.a

Legend

 CITY LIMITS

 PARCELS

 D-1	 C-1
 RS-1	 C-2
 RS-1A	 C-3
 RS-1B	 C-3A
 RS-2	 C-4
 RS-3	 C-5
 RD	 M-1
 RD-2	 M-2
 RG-1	 PUD-C
 RG-1A	 PUD-LS
 RG-2	 PUD-LS-E
 RG-3	 PUD-LS-R
 UTD	 PUD-R
 MX-1	 OUT OF CITY
 MX-2	



0 65 130 260 Feet

ORIGINAL PREPARATION/DATE:
This map was prepared by:

Shane Shaughnessy
June 5, 2017

DISCLAIMER:
The City of Columbia Department of Planning and Development Services data represented on this map or plan is the product of compilation, as produced by others. It is provided for informational purposes only and the City of Columbia makes no representation as to its accuracy. Its use without field verification is at the sole risk of the user.



ORDINANCE NO.: 2017-098

Amending the City of Columbia Comprehensive Plan 2018 Future Land Use Map to include 4.24 acres, 174 Riding Grove Road and 178 Riding Grove Road; Richland County TMS# 28900-01-11(p), 28900-01-10(p), and 28900-01-09(p); annexed by Ordinance No.: 2017-068 enacted September 5, 2017

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

WHEREAS, City Council approved Ordinance No.: 2008-085 on October 1, 2008 adopting the City of Columbia Comprehensive Plan 2018 in accordance with the South Carolina Comprehensive Planning Act of 1994 (Title 6, Chapter 29 of the SC Code); and,

WHEREAS, City Council approved Ordinance No.: 2015-014 on February 17, 2015 amending the City of Columbia Comprehensive Plan 2018 deleting the "Existing and Future Land Use Components of the Physical Area Development Element of The Columbia Plan: 2018" and replaced it with "Plan Columbia Land Use Plan Putting the Pieces Together", along with all the maps and policies contained therein; and,

WHEREAS, 4.24 acres, 174 Riding Grove Road and 178 Riding Grove Road, Richland County TMS# 28900-01-11(p), 28900-01-10(p), and 28900-01-09(p), filed for petition on June 5, 2017, and were not included within Plan Columbia Land Use Plan Putting the Pieces in Place adopted by City Council on February 17, 2015, and shall be assigned the designated future land use classification of Urban Edge Residential – Large Lot (UER-2), and the Future Land Use Map shall be amended accordingly; and,

WHEREAS, the City of Columbia Planning Commission has provided input and recommendations 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 ___ day of _____, 2017, that 4.24 acres, 174 Riding Grove Road and 178 Riding Grove Road, Richland County TMS# 28900-01-11(p), 28900-01-10(p), and 28900-01-09(p), annexed into the City of Columbia by Ordinance No.: 2017-068 enacted on September 5, 2017, shall be incorporated into Plan Columbia Land Use Plan Putting the Pieces Together adopted by Ordinance No.: 2015-014 on February 17, 2015. This property shall be apportioned to City Council District 4, Census Tract 114.07, contains 4.24 acres, and shall be assigned a land use classification of Urban Edge Residential – Large Lot (UER-2).

Requested by:

Assistant City Manager Gentry

Mayor

Approved by:

City Manager

Approved as to form:

ATTEST:



City Attorney

City Clerk

Introduced:

Final Reading:

Future Land Use Map

Department of Planning & Development Services

4.24 acres, 174 Riding Grove Road and 178 Riding Grove Road; TMS# 28900-01-11(---)
28900-01-10 (p), 28900-01-09 (p);
Existing Richland FLU: Neighborhood (Medium Density); Proposed FLU: UER-2

42.b

Legend



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



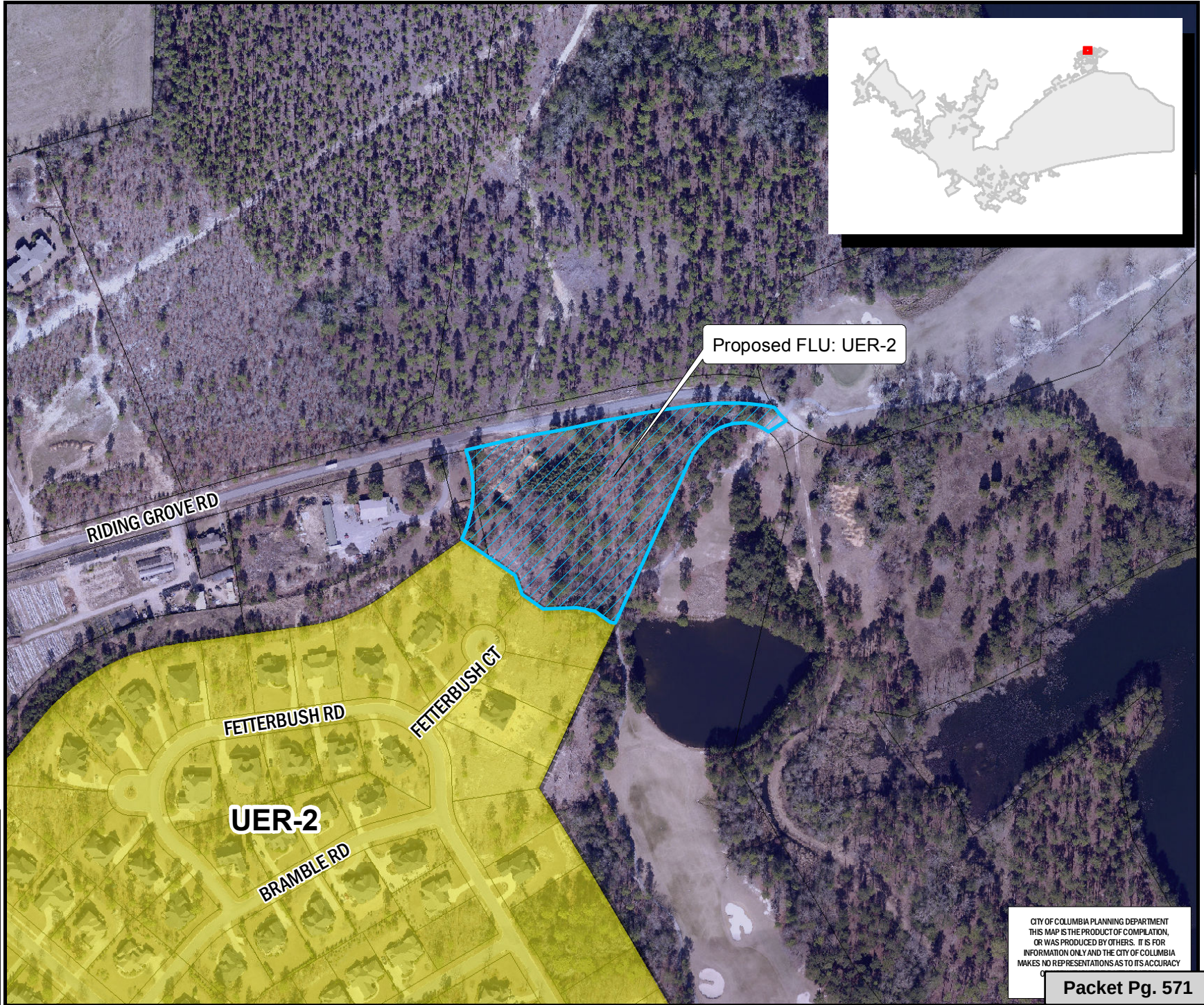
0 80 160 320 Feet

ORIGINAL PREPARATION/DATE:
This map was prepared by:

Shane Shaughnessy
May 26, 2017



We Are Columbia



CITY OF COLUMBIA PLANNING DEPARTMENT
THIS MAP IS THE PRODUCT OF COMPILED,
OR WAS PRODUCED BY OTHERS. IT IS FOR
INFORMATION ONLY AND THE CITY OF COLUMBIA
MAKES NO REPRESENTATIONS AS TO ITS ACCURACY

Packet Pg. 571

** DATA SOURCE - CITY OF COLUMBIA, GIS DIVISION



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: City Clerk

FROM: *Erika Moore, City Clerk*

SUBJECT: Update from the Capital City/Lake Murray Country Regional Tourism Board - Ms. Miriam Atria, President/CEO of Capital City/Lake Murray Country Regional Tourism Board

FINANCIAL IMPACT:



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Legal

FROM: *Shari Ardis, Legal Office Manager*

SUBJECT: Resolution No.: R-2017-121 - Approving the honorary naming of the intersection of North Beltline Boulevard and Two Notch Road "Bishop C. L. "Josh" Lorick, Jr. Intersection"

FINANCIAL IMPACT:

STRATEGIC GOALS: Connect the City's neighborhoods and business dist

ATTACHMENTS:

- **#a:** R-2017-121 honorary naming N Beltline-Two Notch Bishop Josh Lorick Jr (PDF)

RESOLUTION NO.: R-2017-121

*Approving the Honorary naming of the intersection of North Beltline Boulevard and Two Notch Road
"Bishop C. L. "Josh" Lorick, Jr. Intersection"*

WHEREAS, Bishop Colie L. "Josh" Lorick, Jr. was educated in Columbia public schools and graduated from C.A. Johnson High School in 1970. Bishop Lorick graduated from Midlands Technical College with an Associate in Sciences Degree in Tool and Die Design; attended Morris College, Southern Baptist Theological Institute and Columbia International University; and was active in both the business and religious communities; and,

WHEREAS, Bishop Lorick succeeded his father as pastor of Rehoboth United Church of Jesus Christ in 2001 and was a member of the Board of Bishops of the United Churches of Jesus Christ (Apostolic), serving as National Treasurer and Chairman of the Technical/Media Ministry and Diocesan for the 5th Episcopal Diocese, serving as Interim Diocesan for the 6th Episcopal Diocese (Florida); and,

WHEREAS, Bishop Lorick freelanced with the "Turning Point" radio program; was a partner in Midlands Communications Co.; and owner of Columbia's first all-gospel radio station WTGH, where he served as announcer, music and program director, station manager and sales manager; and,

WHEREAS, Bishop Lorick was committed to enriching the Greenview community and the Columbia area by serving as the State Director of the Youth Mentor Program through the State Attorney General's Office; the Faith Community Coordinator for the Criminal Domestic Violence Prevention program; the Coordinator for the Gang Awareness and Prevention program; and as a Trustee of the Greater Columbia Community Relations Council; and,

WHEREAS, Bishop Lorick was an instrumental member in various organizations including the Interdenominational Ministerial Alliance, Racial Reconciliation Group "Fighting Back" Neighborhood Improvement Council, Justice Fellowship Task Force, Leadership South Carolina Class of 1997, South Carolina Protection and Advocacy System for the Handicapped Advisory Council, South Carolina Gang Prevention Study Committee, Community Against Youth Violence Task Force; NOW, THEREFORE,

BE IT RESOLVED this ____ day of _____, 2017, that the Mayor and City Council of the City of Columbia hereby approve the honorary naming of the intersection of North Beltline Boulevard and Two Notch Road "Bishop C. L. "Josh" Lorick, Jr. Intersection". The design and color of the honorary toppers shall be subject to the approval of the Director of Public Works.

Requested by:

Mayor Benjamin

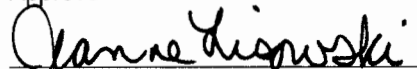
Mayor

Approved by:

City Manager

ATTEST:

Approved as to form:



Senior Assistant City Attorney

City Clerk

Introduced:

Final Reading:

LEGAL DEPARTMENT DRAFT



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Legal

FROM: *Shari Ardis, Legal Office Manager*

SUBJECT: Ordinance No.: 2017-109 - Amending the 1998 Code of Ordinances of the City of Columbia, South Carolina, Chapter 14, Offenses and Miscellaneous Provisions, Article IV, Offenses Against the Public Peace and Order to add Sec. 14-100 Enhanced trigger devices declared illegal; exceptions

FINANCIAL IMPACT:

ATTACHMENTS:

- **#a:** 2017-109 add Sec. 14-100 Enhanced trigger devices declared illegal; exceptions (PDF)

ORDINANCE NO.: 2017-109

Amending the 1998 Code of Ordinances of the City of Columbia, South Carolina, Chapter 14, Offenses and Miscellaneous Provisions, Article IV, Offenses Against the Public Peace and Order to add Sec. 14-100 Enhanced trigger devices declared illegal; exceptions

WHEREAS, the City Council of Columbia recognizes gun violence represents a significant health risk to the citizens of the City of Columbia, the State of South Carolina and the United States of America; and,

WHEREAS, the worst mass shooting in American history occurred on October 1, 2017 in Las Vegas, Nevada injuring over 500 people and fatally wounding over 50 innocent people; and,

WHEREAS, the carnage in Las Vegas was accomplished due to the rapid fire capabilities of a "bump stock" attached to the shooter's firearms, such device allowing the fire rate of the weapon to dramatically increase; and,

WHEREAS, a "bump stock" or a "bump fire stock" is a device which uses the recoil of the previous shot to fire the next shot rather than the shooter's trigger finger reflexes, greatly increasing the speed at which the weapon is fired by eliminating biomechanical limitations; and,

WHEREAS, the use of a "bump stock" can multiply the firing rate of a weapon tenfold to approximately 400-800 rounds per minute; and,

WHEREAS, a "trigger crank" or "gat crank" refers to any device to be attached to a weapon that repeatedly activates the trigger of the weapon through the use of a lever or other part that is turned in a circular motion; and,

WHEREAS, a "trigger crank" or "gat crank" does not involve pulling the trigger but they can increase the trigger rate to near automatic weapon levels; and,

WHEREAS, in 2010 the United States Bureau of Alcohol, Tobacco, Firearms and Explosives declared a "bump stock" is a firearm part and is not regulated as a firearm under the U.S. Gun Control Act or the National Firearms Act; and,

WHEREAS, "bump stocks" and "trigger cranks" and similar devices are not firearms or firearm components, but rather separately purchased optional devices with the purpose and design of dramatically increasing the firing rate of an otherwise legal weapon to a firing speed and capability of unlawful weapons; and,

WHEREAS, neither "bump stocks" nor "trigger cranks" are components of a gun in that if they are removed, the firearm will remain operable in the manner and speed as originally designed by the manufacturer; and,

WHEREAS, the Second Amendment to the United States Constitution protects the rights of Citizens to own and carry firearms, but because neither a "bump stock" nor a "trigger crank" is a firearm, they are not constitutionally protected; and,

WHEREAS, South Carolina Code of Laws Section 23-31-510 prohibits a municipality from enacting any regulation or ordinance that regulates "firearms, ammunition, components or firearms or any combination of these things", "bump stocks" and "trigger cranks" as defined herein do not fall under this category based upon the definitions of such under applicable Federal Law; and,

WHEREAS, the United States Congress has fully preempted the states on the definitions of what constitutes a legal or illegal weapon; and,

WHEREAS, on October 5, 2017, the National Rifle Association announced in a public statement that the regulation or manufacturing ban of "bump stocks" should be considered by policy holders in the United States; and,

WHEREAS, in the early morning hours of September 16, 2017, the City of Columbia suffered its worst mass shooting in modern history when eight people were shot in the Vista while exiting the Empire Supper Club with more than one hundred people on the street that night; and,

WHEREAS, if the weapons used on September 16, 2017 in the Vista had been equipped with either "bump stocks" or "trigger cranks", there would have been many times the number of casualties, or fatalities from that mass shooting; and,

WHEREAS, the use of "bump stocks" and "trigger cranks" in the City of Columbia should be prohibited; NOW, THEREFORE,

BE IT ORDAINED by the Mayor and City Council of the City of Columbia, South Carolina, this ____ day of _____, 2017, that the 1998 Code of Ordinances of the City of Columbia, South Carolina, Chapter 14, Offenses and Miscellaneous Provisions, Article IV, Offenses Against the Public Peace and Order is amended to add Sec. 14-100 Enhanced Trigger devices declared illegal; exceptions, to read as follows:

Sec. 14-100. Enhanced trigger devices declared illegal; exceptions.

(a) Any device capable of being attached to a firearm for the purpose of increasing the firing rate or capabilities of the firearm using recoil, commonly known as "bump stocks" or "bump fire stocks", are hereby declared unlawful and any person in actual or constructive possession of such a device is guilty of a misdemeanor punishable in municipal court pursuant to Section 1-5.

(b) Any device capable of attaching to a firearm and which repeatedly activates the trigger of the weapon through the use of a lever or other part that is turned in a circular motion, commonly known as "trigger crank" or "gat crank", are hereby declared unlawful and any person in actual or constructive possession of such a device is guilty of a misdemeanor punishable in municipal court pursuant to Section 1-5.

(c) Violations as stated in Section (a) or (b) above are subject to the following exceptions:

1. Any member of the United States military or any legally sworn law enforcement personnel

while engaged in the course of their duties or in training;

2. Any "bump stock" or "trigger crank" device which is possessed by a person who is not prohibited under State or Federal law from using, owning or possessing a firearm, and the device is completely disconnected from any firearm in a manner which would render the device inoperable and stored in a separate container from the firearm or weapon;

3. Any law enforcement officer or department which has seized a firearm, with "bump stock" or "trigger crank" attached, pursuant to a lawful seizure of a weapon, as contraband or evidence of a crime, inside the City of Columbia; provided, however, any law enforcement agency taking possession of a "bump stock" attached to a firearm must notify the Columbia Police Department immediately to inform them of the existence of the device, the location where it was obtained, where the device will be stored and any other facts relevant to the use or possession by any person.

4. Possession of any weapon which is manufactured to fire through the use of a crank or lever.

Requested by:

Mayor Benjamin

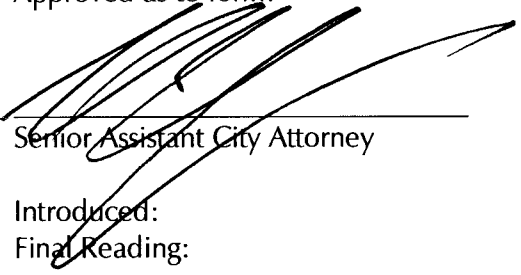
Mayor

Approved by:

City Manager

Approved as to form:

ATTEST:



Senior Assistant City Attorney

City Clerk

Introduced:

Final Reading:



We Are Columbia

MEETING DATE: December 5, 2017

DEPARTMENT: Traffic Engineering

FROM: *David Brewer,*

SUBJECT: Council is asked to approve the installation of one (1) additional street light on Ames Road between Meyer Street and Dairy Street, as requested by the Traffic Engineering Division.

FINANCIAL IMPACT:

ORIGINAL BUDGET: \$2,200,000.00

Neighborhood	Existing Lights	Requested Lights	Current Annual Lease Cost	Project Request Total	Total Year To Date
Ames Road	1	1	\$118.92	\$118.92	\$832.44

ATTACHMENTS:

- **#a:** Street_Lighting (PDF)
- **#b:** 5889 Ames Rd. Streetlight (PDF)



City of Columbia
Public Works Department
Traffic Engineering Division
Street Light Improvement Data

Request Number

17-18

Status:

Pending

Requested By Frankie Holt
Date Requested 11/3/2017
Neighborhood Church of Christ /5889 Ames Rd.
Map Attached ☒

Inventory Performed By Jed Holliday
Date Inventory Performed 11/3/2017

Insufficient Number of Lights ☒
Tree Canopy Issues ☐ **Date Canopy Addressed**
Bulbs Burned Out ☐ **Date Bulbs Addressed**

Existing Number of Lights **150 HPS** 1 **400 HPS** 0

Current Yearly Lease Cost \$118.92

Proposed Standard Lighting

	150 HP	400 HPS
Additional Lights Requested	1	0
Monthly Lease Rate(per light)	\$9.91	\$17.71
Proposed Annual Lease Increase	\$118.92	
Additional Poles Needed	0	

Proposed Decorative Lighting

Additional Poles Needed	0
Additional Lights Needed	0
Installation Cost	\$0.00
Monthly Lease Rate(per light)	\$0.00
Annual Lease Rate	\$0.00

TOTAL ADDITIONAL LIGHTS NEEDED

1

PROJECT REQUEST TOTAL

\$118.92

YTD Additions to Budget \$832.44

YTD Lights Added 7

City Council Action

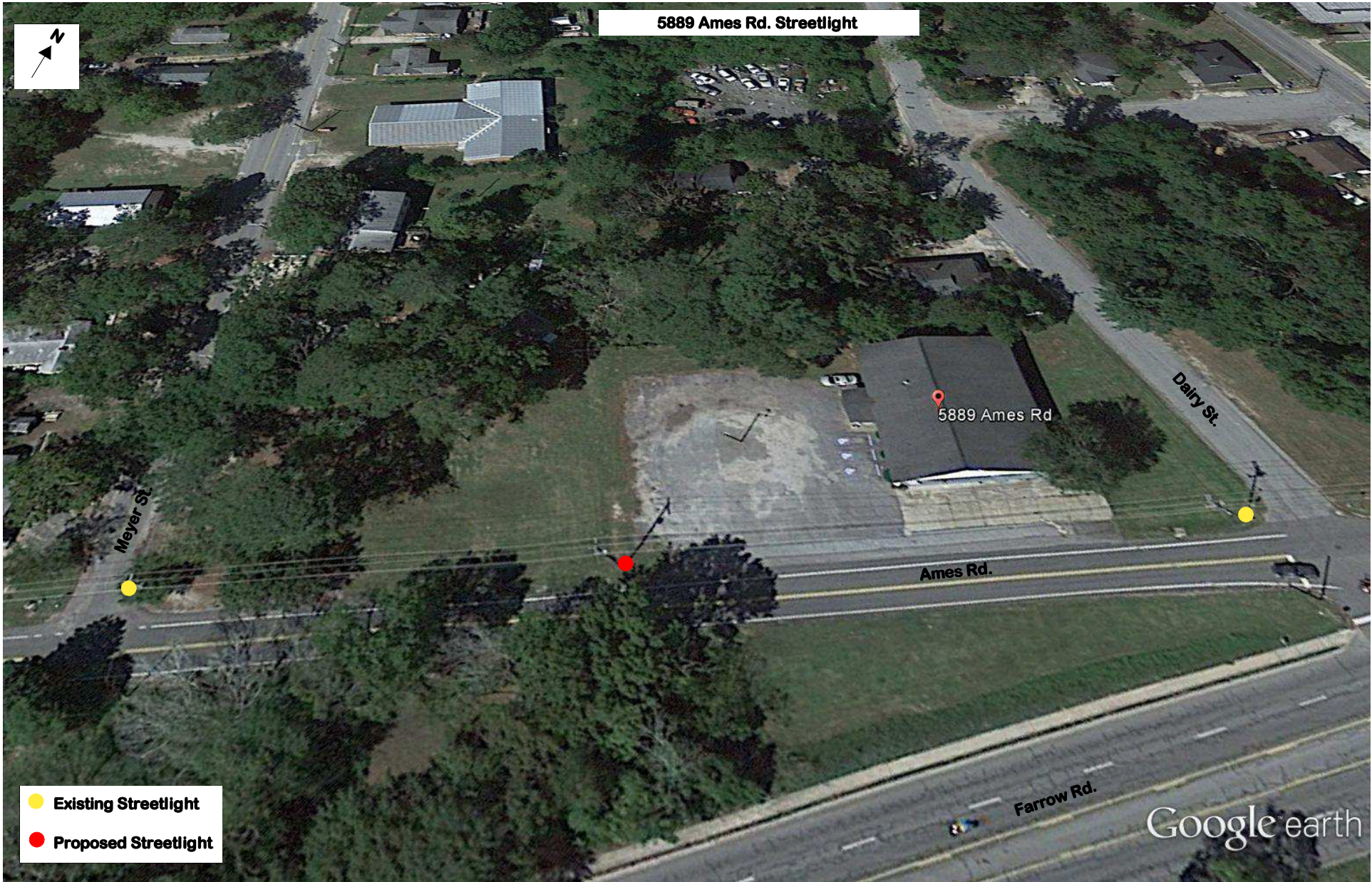
Funding Source Identified	Funding Source Acct Number
Agenda Item Date	Agenda Item Number

Disclaimer: Monthly lease rates subject to change based on Public Service Commission Approvals

Date Additional Lighting Requested

Date Lighting Addition Completed

5889 Ames Rd. Streetlight



- Existing Streetlight
- Proposed Streetlight