

## Recommendations

In addition to the policy guidance and land use maps set forth earlier in this chapter, specific recommendations for priorities and actions for the coming years are made in the pages that follow. Recommendations are the heart of the plan document. Built upon the foundation of the data and public input collected, through these recommendations we develop an action plan for the next ten years and establish the framework for our 2036 vision to be realized. Throughout Columbia Compass, these recommendations are organized in the same format, and all of the recommendations of the plan are compiled and summarized within the Priority Investment chapter.

### RECOMMENDATION FRAMEWORK

The recommendations that follow are organized to provide information about the critical path forward, and where necessary, to provide helpful case studies that may help the responsible party/ies as they move toward implementation. Each recommendation is made in the form of an action statement, the primary topical theme is identified in a box in the upper left, and key components are identified as follows:



#### WHO IS RESPONSIBLE?

Responsible parties may include City departments and divisions, but may also include partner agencies and organizations. Where multiple responsible parties are identified, a lead party or primary facilitator will be designated.



#### DURATION

Implementation of recommendations will be staggered throughout the next ten years; the schedule for implementation is set forth in the Priority Investment chapter. The duration set for each recommendation identifies the amount of time it will take to complete these recommendations:

- short - 1 to 3 years
- medium - 4-6 years
- long - 7-10+ years

"Ongoing" may be added to short, medium, or long to indicate where a recommendation may be for a continual action, but the action may have a short, medium, or long duration. For example, the planning process for developing a neighborhood plan tends to take one year, but the City will plan for more than one neighborhood over the course of the 10 years to come, so the duration would be listed as "short, ongoing" in this case.



#### PRIORITY

Recommendations are prioritized to correspond with the Priority Investment element. Prioritization helps us recognize items that may need to be completed prior to beginning others, as well as helps identify those priorities of greatest import to the City. By setting a prioritization system, we can strategically work toward implementation, even as funding is limited.

## Recommendations



### COST

Estimated cost ranges are made for each recommendation with the recognition that costs may change depending on the market and when implementation takes place.

¢ = \$0 to \$25,000	\$\$\$ = \$100,000 - \$500,000
\$ = \$25,000 to \$50,000	\$\$\$\$ = \$500,000 to \$1.5M
\$\$ = \$50,000 to \$100,000	\$\$\$\$\$ = \$1.5M +

 Many of the recommendations within the plan require staff support - where this is the case, the symbol to the left will accompany the estimated cost. Where staff support is a significant component of cost, often such support is already being provided, but an expansion of efforts may be necessary.

\* Often, implementing recommendations requires an upfront cost, though the recommendation itself will be cost-neutral or result in increased savings in the long run. This is generally noted in the text of the recommendation, but is also denoted by a small asterisk next to the estimated upfront cost.



### REFERENCE TO THEMES & OTHER ELEMENTS

The need for and impact of recommendations may relate to more than one element and theme. The primary theme is identified in **bold**, with secondary themes also listed. The topical index lists all recommendations by theme. Recommendations are housed under the chapter they are most related to, but their relationship to additional elements is listed herein.



### DATA TO BE COLLECTED

In many cases data must be collected to move forward strategically with a recommendation and/or to measure success.



### MEASURING SUCCESS

This section identifies milestones and benchmarks for each recommendation.



### CONNECTION WITH ENVISION COLUMBIA

Envision Columbia is City Council's vision and strategic plan; this section identifies how a recommendation helps to further the vision set forth in the Envision Columbia focus areas.

RECOMMENDATION

## Prioritize planning for neighborhoods, areas, corridors, and gateways.

Through participation in planning processes, communities build social capital, define priorities, and engage with policy makers. This recommendation assumes that the City will continue neighborhood, area, corridor, and gateway planning, and includes the development and utilization of a prioritization framework for undertaking neighborhood, area, corridor, and gateway plans. This prioritization framework will help to identify the order in which the planning areas defined earlier in this chapter (Area and Neighborhood Plans) are planned for, and it should examine potential partnerships, equity concerns, and development and external pressures. The implementation of this recommendation should also include the definition of key gateways and corridors through the new zoning maps, providing regulatory support.

### WHO IS RESPONSIBLE?

- Planning Division (primary)
- Development corporations

### DURATION

**SHORT, ONGOING**  
1-3 years to complete,  
recurring

The identification of a prioritization framework should occur in the short term, with planning processes being undertaken in an ongoing basis, at least once every two years.

### PRIORITY

**HIGH**  
start within 3  
years

### COST

**\$\$**   
every 2 years

### THEMES

- Plan & Implement
- Built Environment
- Conserve & Preserve

### OTHER ELEMENTS

- Economic Development
- Housing
- Transportation

### DATA TO BE COLLECTED

- Potential partners for each planning area
- Prior planning efforts for each planning area (year completed and recommendations implemented)
- Substantial investments made by the City in each planning area over the last 10-20 years.
- External pressures faced by each planning area

### MEASURING SUCCESS

Success will occur in several steps:

1. Key gateways and corridors will be defined through the new zoning maps.
2. A prioritization framework for planning areas will be developed and adopted as policy by City Council.
3. Planning for neighborhoods, areas, corridors, and gateways will continue, taking 12-18 months per plan, following the priority order identified by the framework.

### CONNECTION WITH ENVISION COLUMBIA

- Attract & Retain
- Plan
- Connect
- Empower
- Enhance
- Lead

## RECOMMENDATION

## Work with regional partners across jurisdictional boundaries to plan for neighborhoods, areas, corridors, gateways, greenways, and the region to achieve the broader regional vision.

As noted in the guiding principles for the land use element, Columbia's future is intertwined with that of the region, and partnerships are crucial to implementing the recommendations of Columbia Compass as well as other plans. The Area and Neighborhood Plans section of this chapter identifies 12 joint planning areas to be planned for in concert with other local governments which have jurisdiction in each area. A long term plan for connections and improvements to the corridors, gateways, and greenways that are mapped in the Connections and Design section of this chapter also requires regional partnerships.

### WHO IS RESPONSIBLE?

- Planning Division (primary)
- Development corporations
- Public Works
- Other local governments (counties and municipalities)
- SCDOT

### DURATION

**SHORT, ONGOING**  
1-3 years to complete,  
recurring

The identification of partnership opportunities should happen in the short term, with planning processes being undertaken in a schedule agreed upon by all partner agencies.

### PRIORITY

**MEDIUM**  
start within 4-6  
years

### COST

**\$\$**  
every 3 years

### THEMES

- Partner
- Built Environment
- Plan & Implement

### OTHER ELEMENTS

- Cultural Resources
- Economic Development
- Housing
- Transportation

### DATA TO BE COLLECTED

Qualitative data measuring the desires of local governmental and regional agencies to partner in planning for each of the defined areas will be a key to prioritize and move forward with these planning efforts.

### MEASURING SUCCESS

Successful implementation of this recommendation will be measured by examining engagement and outreach efforts to build regional partnerships, as well as participation in regional planning efforts for the areas defined by this chapter.

### CONNECTION WITH ENVISION COLUMBIA

- Attract & Retain
- Plan
- Connect
- Empower
- Enhance
- Lead

## RECOMMENDATION

## Develop a framework to summarize adopted neighborhood, area, and corridor plan recommendations in one place, allowing for plan implementation to be more easily tracked.

While the City has developed and adopted a number of neighborhood, area, and corridor plans in recent years, the recommendations made through these planning efforts have never been consolidated for ease of use. Though often community stakeholders will champion the key of planning efforts they have been involved in, the development of such a framework will help ensure that the City can move forward with plan implementation in a strategic and equitable manner, focusing on those recommendations vetted by the community and City through planning processes.

### WHO IS RESPONSIBLE?

- Planning Division (primary)

### DURATION

**SHORT, ONGOING**  
1-3 years to complete,  
recurring

This ongoing task will culminate annually in a report on implementation efforts published by the Planning Division. While no costs are associated with this coordination between departments and resulting report, considerable staff time will be dedicated to this endeavor.

### PRIORITY

**HIGH**  
start within 3  
years

### COST



### THEMES

- Plan & Implement
- Data
- Engagement & Outreach

### OTHER ELEMENTS

Recommendations of neighborhood, area, and corridor plans are varied, but as a whole should relate to all elements of Columbia Compass.

### DATA TO BE COLLECTED

This recommendation is at its essence about the collection and analysis of data. A review of each plan should not only identify recommendations but also research which of these recommendations may have been completed, and whether or not remaining recommendations are still feasible and reflect the needs and desires of the City. This framework could also help to identify existing City programs which might aid in implementation, thereby charting a path forward.

### MEASURING SUCCESS

Success will be measured through the release of an annual progress report to complement the Columbia Compass report, which will allow not only City departments but also the public to better understand the progress made towards implementation of adopted City plans.

### CONNECTION WITH ENVISION COLUMBIA

- Plan
- Connect
- Empower
- Prosper
- Enhance
- Lead

RECOMMENDATION

## Utilize existing City programs as a tool to implement recommendations made by adopted plans.

The City has and is constantly developing a number of programs and pursuing grant opportunities which can and should be used to target the implementation of recommendations made by Columbia Compass and other adopted City plans. With a few exceptions, City programs and infrastructure improvements have not typically been aligned across departments or targeted toward implementation of adopted plans. Working to achieve this collaboration could help in the development of City priorities and result in a robust approach towards making these plans a reality.

### WHO IS RESPONSIBLE?

- Planning Division (primary)
- Community Development
- CPD
- Development corporations
- Engineering
- Office of Business Opportunities
- Public Works
- Parks & Recreation
- Utility Operations

### DURATION

**SHORT, ONGOING**  
1-3 years to complete, recurring

After plan adoption, the Planning Division should work to facilitate strategic planning by each department to align with Columbia Compass. As additional plans are adopted, this implementation is ongoing.

### PRIORITY

**HIGH**  
start within 3 years

### COST

€ - \$\$\$\$

### THEMES

- Plan & Implement
- Built Environment
- Lead By Example

### OTHER ELEMENTS

- Community Facilities
- Cultural Resources
- Economic Development
- Housing
- Transportation

### DATA TO BE COLLECTED

- An understanding of the short and long term goals of each of these departments will be integral to collaborating and developing plan recommendations that are reflective of both the needs of the community participating in the planning process as well as City services.

### MEASURING SUCCESS

Success will be measured by successful implementation of plan recommendations that can be addressed through City programs and infrastructure improvements.

### CONNECTION WITH ENVISION COLUMBIA

- Attract & Retain
- Plan
- Connect
- Empower
- Prosper
- Enhance
- Lead

## Utilize existing City programs as a tool to implement recommendations made by adopted plans.

### Case Study 1

#### Façade Improvement Program, Columbia, SC

The *City Center Master Plan* (1999) was part of a larger interest in the revitalization of the historic core of Columbia. The plan split the area bounded by the river, Elmwood, Pickens, and Blossom into five districts: the Arena District, Arsenal Hill, the Canal District, Main Street/Central Business District, and the Vista, making recommendations in each area, and providing a detailed market analysis of the study area. Recommendations of the plan included the attraction of local and regional retailers and restaurants, the streetscaping of Main Street, and an embrace of the historic structures and façades throughout downtown.

The façade improvement program is administered by the City's Office of Business Opportunities, and offers commercial property and/or business owners (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. The program generally requires the applicant to provide a percentage of the project cost through matching funds, and proposed exterior improvements are reviewed for eligibility and impact on the corridor.

Between 2011 and 2012, the City utilized the existing façade improvement program to target structures within the City Center Business Improvement District (BID), providing building owners



Before and after images of Façade Improvement Program businesses

with a financial incentive to partner in plan implementation. Sixteen businesses took advantage of the façade program, with \$425,829 in public investment in façade improvements and renovations leveraging \$6,176,060 in private investment.

RECOMMENDATION

## Actively work to secure permanent access or property for future greenways.

Envision Columbia’s vision includes a vast regional greenway network that is part of providing for safe and desirable multimodal transportation options. This network, mapped in the Connections and Design section of this chapter, has been mapped in planning efforts throughout Columbia’s history, however the acquisition of land or easements to build the network has not been a priority. Implementation would likely include: identification of existing City-held lands that are key to greenway connections (so that they are retained); City-led acquisition of land; negotiation of easements that allow for greenway use (often in concert with negotiation of utility easements); and partnering with other local organizations to ensure easements for key connections are obtained (by the City or partners).

### WHO IS RESPONSIBLE?

- Real Estate (primary)
- Budget, Grants, & Program Management
- Engineering
- Utility Operations
- Local nonprofits (i.e. watershed and land conservation organizations)
- Other local government agencies

### DURATION

**SHORT, ONGOING**  
1-3 years to complete, recurring

Identification of key routes has already occurred, and should be communicated to City departments to ensure current lands are retained. Acquisition is likely ongoing and a longer-term time frame.

### PRIORITY

**HIGH**  
start within 3 years

### COST

€ - \$\$\$\$\$

### THEMES

- Built Environment
- Lead By Example
- Partner
- Plan & Implement

### OTHER ELEMENTS

- Community Facilities
- Economic Development
- Natural Resources
- Transportation

### DATA TO BE COLLECTED

- Identify areas already held by the City (owned or in easement) that are key to greenway connections
- Identify easements that might require renegotiation to include greenway connections
- Identify areas to target for acquisition (fee simple or easements) that align with utility expansion plans
- Identify areas to target for acquisition (fee simple or easements) that do not align with other plans but are necessary for greenway connections

### MEASURING SUCCESS

Targeted renegotiation and acquisition of land or easements is the first step in providing for the greenway network that has long been a vision for Columbia and the region. The first step will be to identify these opportunities, but the measure of success will be the actual acquisition of these lands through purchase or easement.

### CONNECTION WITH ENVISION COLUMBIA

- Attract & Retain
- Plan
- Connect
- Empower
- Prosper
- Enhance
- Lead

## RECOMMENDATION

## Actively work to secure permanent access or property for future greenways.

### Case Study 2

#### Fonta Flora State Trail, Marion, NC<sup>8</sup>

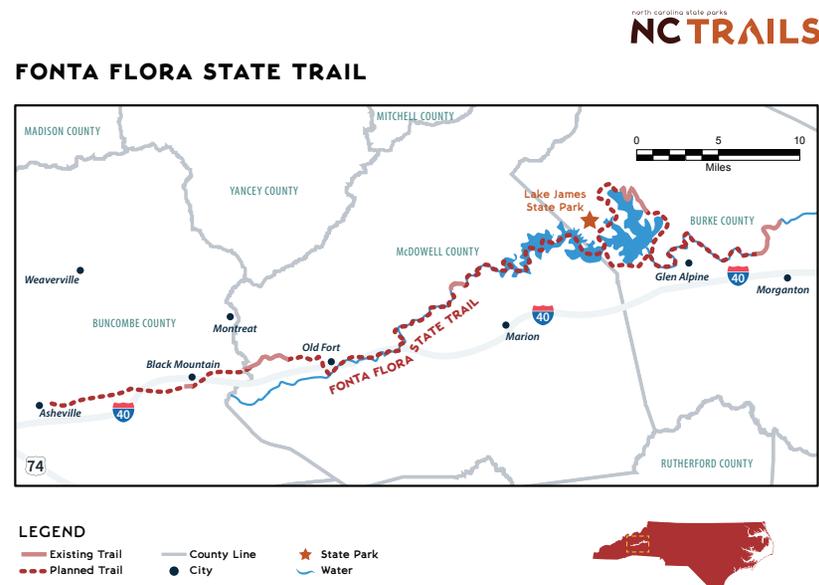
The Fonta Flora trail vision was initially to solely provide a loop around Lake James. With the growth of regional tourism tied to outdoor recreation in Western North Carolina, community partners looked to expand the vision to create a trail which connected Lake James and Old Fort, McDowell and Buncombe counties, and destinations within the two counties to the trail.

The project started with a generalized trail map that followed the centerline of the river or along roadways. The McDowell Trails Association is a local nonprofit that grew out of a desire to establish this trail network. The Association has partnered with local governments and land owners to ensure these connections become a reality, by reaching out to individual land owners to build support and to obtain easements or fee simple property for the Trail. The Association is made up of community leaders who have directly engaged with property owners and the local governments to land bank key properties, facilitate trail connections, and educate stakeholders on the positive economic impacts of regional trails.

Acquisition of access and property has also been a focus of local governments, who have obtained state funding for trail acquisition through the Connect NC bond and Rural Planning Organization (RPO) grant funding. Maintenance and operation of the trails is taken on by the local governments, and economic development agencies are working to provide a business toolkit for businesses

to provide consistent and helpful messaging about the trail to customers, many of whom are tourists in the region.

The Town of Marion, NC is currently working to provide additional branding for a portion of the trail, developing design guidelines that reflect the trail's brand which local businesses are embracing. Even prior to adoption of these guidelines, several new business developments have expressed a desire to reflect the trail branding in their site design, and local real estate agents are actively advertising the trail master plan as a part of marketing properties along the proposed route.



Proposed trail map, used with the permission of North Carolina State Parks.

## RECOMMENDATION

**Actively work to secure permanent access or property for future greenways.****Case Study 3****River Arts District Transportation Improvement Project, Asheville, NC**

The River Arts District Transportation Improvement Project (RADTIP) arose out of an economic development-oriented planning process. The River Arts District was once an industrial area, but as downtown Asheville saw revitalization in the 1970s artists were displaced from downtown and sought more affordable studio spaces in vacant warehouses and factories. Now a burgeoning arts district and tourist destination, the City of Asheville has worked to develop a long-term plan for the area, inclusive of transforming the roadways into a multi-modal destination with greenways, bike lanes, sidewalks, street trees, river access, public art, and stormwater improvements.

The RADTIP project is the biggest capital project implementation the City of Asheville has seen in over 100 years, with construction costs of 34 million dollars. Funding came from a variety of sources, including substantial funding from the Buncombe County Tourism Development Authority (BCTDA). BCTDA, also known as the Explore Asheville Convention & Visitors Bureau, oversees regional destination marketing and sales efforts. They also administer the Tourism Product Development Fund (TPDF), which is funded by occupancy tax. Local governments and nonprofit agencies apply for TPDF funding through a competitive process. Where proposed greenways and roadway improvements traveled outside of the existing right-of-way, the City utilized a combination of approaches for land acquisition, including fee-simple purchase, and in limited instances, eminent domain, to obtain the necessary right-of-way to complete connections.

Greenway paths, protected bike lanes, green infrastructure, boat launches, and parking are some of the recent improvements Asheville has implemented in the RADTIP.



The City has also installed signage at key locations that provides both wayfinding and project information to greenway users. The map to the left is located in the plaza shown above and to the right, while the map to the right is located underneath the bridge shown in the upper righthand photo, along with a project timeline and seating.

## RECOMMENDATION

**Actively work to secure permanent access or property for future greenways.****Case Study 4**Carolina Thread Trail, NC & SC<sup>10</sup>

The Carolina Thread Trail is a regional trail network with a mission to link places and communities through greenways, trails, and blueways throughout central NC and SC. The trail network encompasses planned trails in 15 counties, with 170 miles of blueway, 280 miles of built trail, and 1,330+ miles of trail to be built - connecting 2.9 million people<sup>9</sup> in a growing region. The Trail was conceived in 2006 as part of a master planning process, and the first phase of implementation was to have each of the 15 counties adopt the trail master plan for their jurisdiction. The lead organization for the trail is the Catawba Lands Conservancy, as one of the Conservancy's missions is to provide public access to natural areas, and the region has found that especially with more rural trails, land conservation areas often align with proposed Thread Trail routes. The trail also has a philanthropic partner in the Foundation For The Carolinas. The Trail relies on both public funding and private donations, and works with local communities to help provide resources for planning, design, land acquisition, and trail construction.

Some of the first trail system routes to be constructed crossed conserved lands during the economic downturn, allowing the trail concept to build momentum regionally. Since then, the Catawba Lands Conservancy has acted as a land banking agency, targeting lands for trail easements concurrently with conservation easements. Able to move more quickly than local governments often can, the Conservancy has been able to obtain easements

or properties as they become available, passing them through to the local government who maintains (and often builds) the trail. When obtaining easements, the Catawba Lands Conservancy works with their local government partners to ensure the easement language will allow for the construction of the trail to meet with local requirements for construction, operation, and maintenance.

Currently the system consists of scattered trail segments, however the Conservancy is working with regional partners to pick priority corridors. By selecting priority corridors within the larger trail network, the Conservancy and its local partners hope to build momentum further, targeting funding opportunities for these corridors and completing key connections.



The Carolina Thread Trail has developed an interactive online map with both linear and point data which allows users to search for trails based on use, difficulty, and location. Screenshot used with permission.

## RECOMMENDATION

## Explore strategies to regulate the development of land where greenway routes are identified.

Potential greenway routes have been delineated in planning efforts throughout Columbia's history, yet lands have rarely been set aside, an important first step in realizing these plans. As we anticipate exponential population growth in the Midlands region, it will be essential to work with developments to ensure that these greenway connections are preserved for the greenway network to reach its potential as described in Envision Columbia. Many communities have worked with developers to require these spaces be set aside, require pedestrian and bicycle connections be made, and/or trailhead locations be accessible. Regulations could also provide incentives for the development of greenway connections and amenities.

### WHO IS RESPONSIBLE?

- Planning & Development Services (primary)
- Engineering
- Parks & Recreation

### DURATION

**MEDIUM**  
4-6 years to complete

The City is currently undergoing a code rewrite and zoning mapping process. Once these are adopted, the code, zoning maps, and engineering standards should be examined for opportunities to incorporate best practices.

### PRIORITY

**MEDIUM**  
start within 4-6 years

### COST



### THEMES

- **Built Environment**
- Conserve & Preserve
- Plan & Implement

### OTHER ELEMENTS

- Community Facilities
- Economic Development
- Natural Resources
- Transportation

### DATA TO BE COLLECTED

Similar to the strategy regarding permanent access, clear delineation of the desired greenway routes and connections will be a necessary step towards implementation. This analysis would build upon the analysis in that strategy, as any regulatory strategies would be heavily reliant on a well-developed greenways and connections map.

### MEASURING SUCCESS

Success will be measured through the examination of existing regulatory strategies, the development of a detailed greenways and connections map, and the integration of that map into the regulatory framework.

### CONNECTION WITH ENVISION COLUMBIA

- Attract & Retain
- Plan
- Connect
- Empower
- Enhance

## RECOMMENDATION

## Explore strategies to regulate the development of land where greenway routes are identified.

### Case Study 5

#### Local Government Ordinances, NC

Various local governments throughout North Carolina have adopted regulations which require or incentivize the dedication of pedestrian easements and/or infrastructure as part of site development. Each location's regulations are nuanced to fit the needs and desires of their community, and enabling legislation would have to be examined more closely prior to implementing similar language in Columbia.

##### *Fuquay-Varina, NC*

Fuquay-Varina has incorporated their community transportation plan into their regulatory framework, requiring that either sidewalks or 10' wide sidepaths (along larger corridors) are constructed along roadways exterior to new subdivisions. This has been highly successful, and when coupled with the town's pedestrian connectivity requirement for commercial and residential development, has begun to build out a multi-modal network along key corridors. The town has also adopted perimeter and thoroughfare landscaping requirements which require a buffer against vehicular traffic and vegetative plantings, including street trees, between vehicular and pedestrian travel-ways.<sup>11</sup>

##### *Henderson County, NC*

Henderson County requires new sidewalk to be installed by a developer along with any new installation of roadway, also requiring that the sidewalk be allowed to be part of a trail or greenway

network.<sup>12</sup>

##### *Stallings, NC*

The Town of Stallings requires that all subdivision plats identify easements for the installation of utilities and pedestrian use. The location of these easements must be approved by the Town, as well as utility providers, prior to final plat approval. All off-street easements are also required to be dedicated for pedestrian use by the public.

##### *Wake Forest, NC*

The Town of Wake Forest sets forth subdivision and infrastructure standards within their Unified Development Ordinance (UDO), and requires easement dedication to the Town as well as connections to adjacent active transportation infrastructure. The Town classifies greenways as either low-impact, unpaved multi-use trails, or paved multi-use trails, and requires that easements are dedicated to the Town specific to the use type. The Town also requires new development to connect to existing infrastructure, and to provide the opportunity for future connections through thoughtful location of new trails. Where the development pattern results in culs-de-sac, the Town requires that pedestrian/bicycle access-ways are provided to greenways, parks, and open space where such streets back up to these areas, and also requires the provision of pedestrian/bicycle connections of proposed culs-de-sac wherever such culs-de-sac terminate within 300 feet of other culs-de-sac (if feasible).

**RECOMMENDATION**

## Update and expand upon current design standards to embrace and further the high quality design of our built environment that Columbia deserves.

Columbia has a long cultural history of valuing the design of our buildings, public spaces, and vistas. During the first Columbia Compass survey, the statement, “high quality design of the built environment should be a priority” received the highest aggregate ranking of all of the land use statements. The built environment includes gateways and corridors, connections, design and historic character, public space, walkability, accessibility, and more.

Currently, design standards apply to design/development and design/preservation districts, however the revised code (adopted but not yet in effect) will provide for some design standards on a citywide scale. In addition to these proposed changes, it will also be important to examine areas that might benefit from the addition of design standards, as well as those existing standards which may be due for updates due to their age and/or scope.

### WHO IS RESPONSIBLE?

- Planning & Development Services (primary)
- Engineering
- Utility Operations

### DURATION

**MEDIUM, ONGOING**  
4-6 years to complete, recurring

The code rewrite is anticipated to occur in the short term, however the review and update of existing areas and inclusion of new areas is an ongoing task. Costs may be incurred where additional planning efforts are required to develop guidelines.

### PRIORITY

**MEDIUM**  
start within 4-6 years

### COST

**¢ - \$\$\$**  
every two years

### THEMES

- Built Environment
- Lead By Example
- Plan & Implement

### OTHER ELEMENTS

- Cultural Resources
- Economic Development
- Housing

### DATA TO BE COLLECTED

- The identification and prioritization of the need for updates to existing design/development and design/preservation standards.
- Continued and expanded data gathering and analysis on the use of public space through annual Public Space Public Life counts and Bicycle & Pedestrian counts will expand upon our understanding of community desires and needs.
- A city-wide architectural survey would help identify new areas for preservation, and is a recommendation included in the Cultural Resources element.

### MEASURING SUCCESS

Success will be measured through the implementation of the code rewrite, regular examination and update of existing design guidelines, and regular examination of and engagement with areas within the City which might benefit from additional design standards.

### CONNECTION WITH ENVISION COLUMBIA

- Attract & Retain
- Enhance
- Plan

RECOMMENDATION

## Adopt a development type that prioritizes the conservation of natural and cultural resources and food systems.

At its core, planning is about anticipating and adapting to change. The Midlands population is expected to grow exponentially in the coming years while our resources will be under additional stress due to the effects of climate change, resulting in an increasing demand on land and resources. Through the addition and mapping of a transitional/sensitive lands development type, we can strategically work to conserve these resources for our future populations, while also planning thoughtfully for future expansion or urbanization.

### WHO IS RESPONSIBLE?

- Planning Division (primary)
- City Council

### DURATION

**SHORT**  
1-3 years to complete

Adoption of Columbia Compass would include the addition of the Transitional/Sensitive lands development type defined and mapped in this chapter. Updates to the future land use maps in general are ongoing and should be made as deemed necessary and in the public interest.

### PRIORITY

**HIGH**  
start within 3 years

### COST



### THEMES

- **Conserve & Preserve**
- Built Environment
- Plan & Implement

### OTHER ELEMENTS

- Community Facilities
- Cultural Resources
- Natural Resources
- Population

### DATA TO BE COLLECTED

- No data collection is necessary for this implementation, however how the development types are defined and mapped should be regularly examined to ensure that they address the needs and desires of the community.

### MEASURING SUCCESS

As this recommendation will be realized with the adoption of the plan as written, no other measurement for success is necessary.

### CONNECTION WITH ENVISION COLUMBIA

- Attract & Retain
- Plan
- Connect
- Empower
- Enhance
- Lead

## Endnotes

- 1 Nationwide demographic trends in this subsection are adapted from a presentation by Craig Lewis, FAICP, LEED AP, CNU entitled “Urban Design Principles for Smart, Resilient Communities,” given at the South Carolina American Planning Association (SCAPA) Fall 2018 Conference in Greenville, SC, October 31 - November 2.
- 2 United States Census Bureau. (2019, November 6). *U.S. and World Population Clock: United States Population Growth by Region*. Retrieved from United States Census Bureau: <https://www.census.gov/popclock/>
- 3 Central Midlands Council of Governments (March 2018), *Central Midlands Region Population Projection Report, 2020-2050*. Columbia.
- 4 United Nations Department of Economic & Social Affairs. (2018, May 16). 68% of the world population projected to live in urban areas by 2050, says UN. New York, NY
- 5 A more in-depth discussion of regional trends related to density and demographics may be found in the Population Element.
- 6 A larger version of this map can be found in the Land Use Element Existing Conditions Report
- 7 City of Columbia, S.C. (2015). *Plan Columbia Land Use Plan: Putting the Pieces in Place*. Columbia.
- 8 Discussion with Heather Cotton, Town of Marion, NC Planning Director, 9.25.19
- 9 Discussion with Matt Covington, Director of Land Acquisition, Catawba Lands Conservancy, 9.25.19
- 10 Discussion with Pam Davison, Senior Planner - Current Planning, Town of Fuquay-Varina, NC, 9.26.19
- 11 E-mail from Janna Peterson, Planner III, Henderson County, NC 9.25.19
- 12 <https://www.carolinathreadtrail.org/> accessed 9.25.19