



TOWN OF BLYTHEWOOD MASTER PLAN

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ACKNOWLEDGEMENTS



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TOWN
OF

Blythewood
SOUTH CAROLINA

Master Plan

Part 1: Inventory & Analysis

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INTRODUCTION

The purpose of the Master Plan is to establish a vision for Blythewood for the next 20 years. The population of the town grew from only 170 residents in 1990 to 1,465 residents in 2006, but much land in the town and in nearby areas will still face development pressure in the future.

The construction of I-77 in the 1970s allowed several large tracts of land to be marketed for industrial use, while the availability of water and sewer in the 1990s made more suburban residential development possible. The town is attempting to balance these pressures with the historic agriculture and horse farms that surround Blythewood and contribute to its small-town character.

In light of these trends and pressures, the Master Plan establishes a long-term vision for enhancing the town's center and nearby areas. It plans for Blythewood's continued growth in a way that respects the past, preserves character, and promotes appropriately-scaled and sustainable development. In doing so, it ensures that growth occurs on the community's terms in a manner that does not compromise quality of life.

Master Plan Goals

The following goals guided the master plan.

- Create a sustainable plan: The plan should incorporate economic, social, and environmental sustainability in all elements.
- Establish a town center as the heart of Blythewood: The center should belong to all Blythewood residents and be a source of pride.
- Define a special "place": The town center should attract more people, more frequently, and hold them as long as possible by offering a variety of attractions.
- Build a positive commercial identity: Retailing, restaurants, entertainment, and special events all work to create an identity.
- Incorporate existing and planned civic uses: Civic uses are a vital component of the town. Well-placed new civic uses must be integrated into the plan.



Blythewood's historic rural character is beginning to be impacted by sprawl creeping north from Columbia



This plan's long-term vision for Blythewood includes a new town center for its growing population



The plan encourages walking to promote public health and strengthen community bonds

- Emphasize compactness: New development should be built at a human scale.
- Minimize environmental impact: The plan should consider “green” buildings, low-impact development, and sustainability.
- Connect people and places: People must be able to walk within and to the town center. Barriers like highways, railroads, and major roads should be addressed. Transportation oriented development may play a role near I-77.
- Provide accessibility: The town center should be accessible to all transportation types, not just cars. Handicapped accessibility, bicycles, transit, and other options should be explored.
- Encourage walking: The town center should be a place where you park once and walk to different destinations.
- Provide a balanced mix of uses: There should be a mix of uses as well as day, night, weekday, and weekend activities. Building scale and density should be customized to Blythewood, with the greatest intensity in the town center.
- Provide a mix of housing types: Housing types should serve different ages and incomes.
- Ensure an adequate transition between land uses: The town center contains commercial and residential neighborhoods that blend into each other. The plan addresses this mix of land uses and looks for ways to accommodate needed commercial expansion while maintaining neighborhood compatibility.
- Plan for parking and circulation: Design adequate parking for all based on the Master Plan’s land use program.
- Recognize historical sensitivity: Blythewood’s core contains several historic buildings and public spaces.
- Encourage architectural quality: Specific standards and requirements should encourage suitable building forms and quality architecture without mandating a specific style.
- Make good use of public resources: The town center should not only be self-sustaining but a source of income for future town services.

- Enhance public open spaces: Existing and new parks should offer a balanced range of open spaces for users of all ages.

Document Organization

The master plan is divided into four parts:

- **Part 1: Inventory and Analysis** provides an overview of existing conditions in Blythewood.
- **Part 2: Public Participation** summarizes the public process used to prepare the plan.
- **Part 3: Recommendations** provides a detailed description of the vision for Blythewood and specific steps to achieve it.
- **Part 4: Implementation** provides key steps needed to make the plan’s vision a reality.

In addition, an appendix provides collateral materials documenting or supporting the planning effort.

Study Area Boundaries

This plan is intended to establish a vision for growth in both the core of Blythewood and the surrounding area. It includes two study areas:

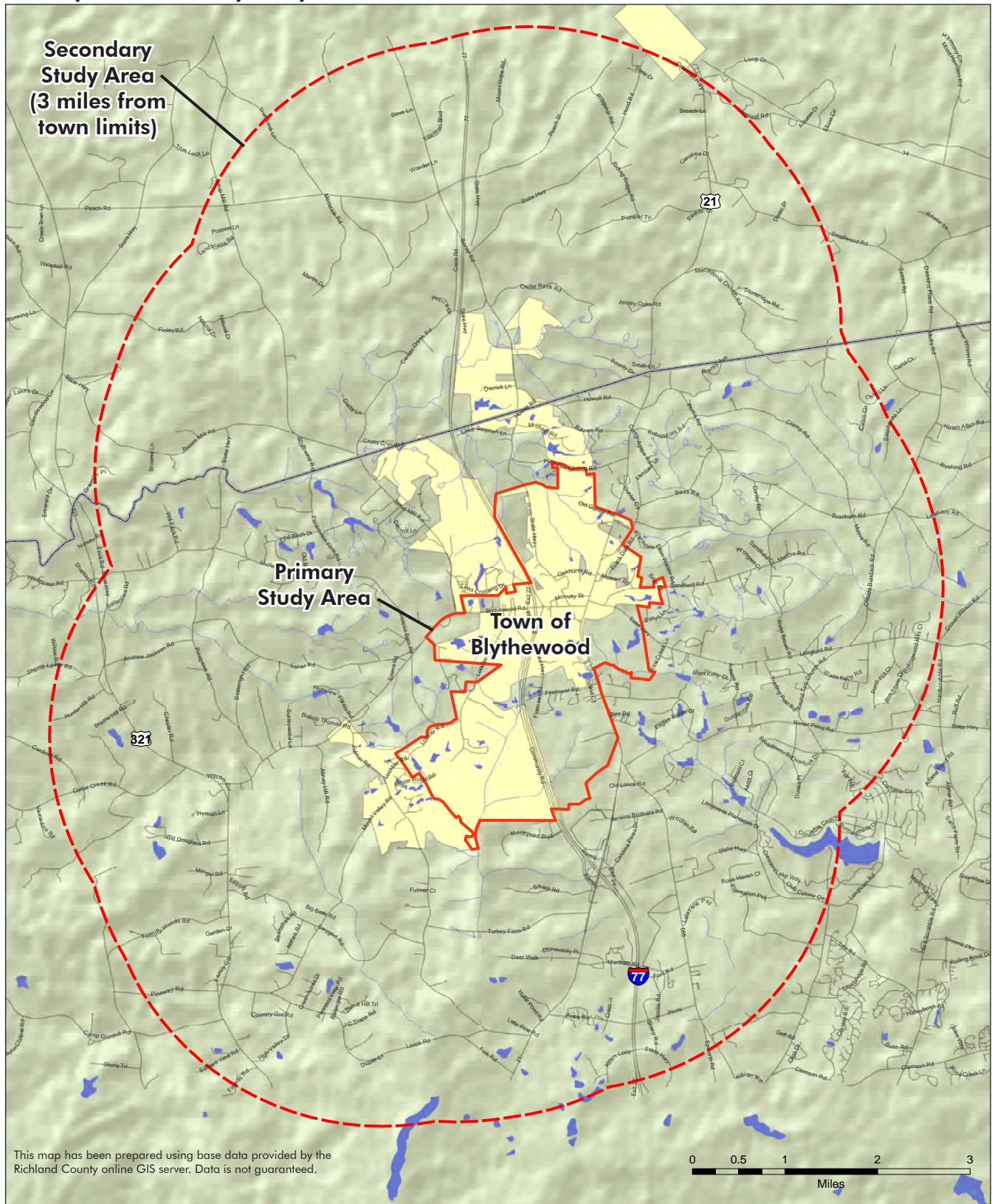
Primary Study Area

The 4,055-acre Primary Study Area is the focus of this plan. It includes the traditional heart of Blythewood, adjacent neighborhoods, and large undeveloped tracts of land nearby. Planning efforts at this scale focus on establishing a detailed vision for new streets, buildings, parks, sidewalks, trails, infrastructure, and similar elements.

Secondary Study Area

The 57,460-acre Secondary Study Area includes all land within three miles of the Primary Study Area, including portions of Richland and Fairfield Counties. It extends from Ridgeway in the north to Killian Road in the south. In this area, the plan establishes a less detailed vision for land use and transportation that strives to ensure compatibility with and accessibility to the Primary Study Area.

Primary and Secondary Study Areas



LAND USE

Land uses and the relationship between them impact the quality of life in a community. Different land uses have varying impacts on transportation and utility systems. The arrangement of land uses and their proximity also support or discourage different modes of travel, including bicycling and walking; this can directly impact the vehicular system by reducing or increasing traffic.

Cities and towns were traditionally built as mixed-use environments with housing, shops, offices, religious institutions, schools, parks, and factories—all within a short walk of one another. As the benefits of mixed-use areas are rediscovered, it is important to understand the uses that can operate within an acceptable walking distance. Many uses, such as retail, office, open space, civic, and residential, are compatible. Others, such as industrial and transportation services, are more difficult to reconcile in a mixed-use setting.

Existing Land Use

The primary study area has a range of land uses, from scrub oak groves dotted with ponds to active farms, from nineteenth century homes to new subdivisions, and from tiny historic commercial buildings to shopping centers and parking lots.

The table at right summarizes the approximate amount of land devoted to various uses. Nearly two thirds is classified as rural because it is wooded, agricultural, or has homes on large lots. Nearly one-fifth of the land is made up of smaller residential lots, much of it in newer subdivisions.

Thirteen percent of the land has a public or semi-public use, such as the town hall, library, churches, and parks. Only two percent is used commercially; the remainder is vacant, under development, industrial, or public rights-of-way.

Strengths

- Small town center and compact mix of uses
- Rural, agricultural, and equestrian character
- Resident-serving retail on Blythewood Road
- Stable single-family areas



Most of the Primary Study Area remains rural

Primary Study Area Existing Land Uses

Land Use	Acres	Percent
Rural	2,615	64%
Residential	730	18%
Public/Institutional	518	13%
Commercial	99	2%
Other/Roads	93	2%
Total	4,055	100%

Weaknesses

- Limited retail and restaurant offerings
- Lack of mixed-use areas
- Few housing options for those desiring something other than a single-family home

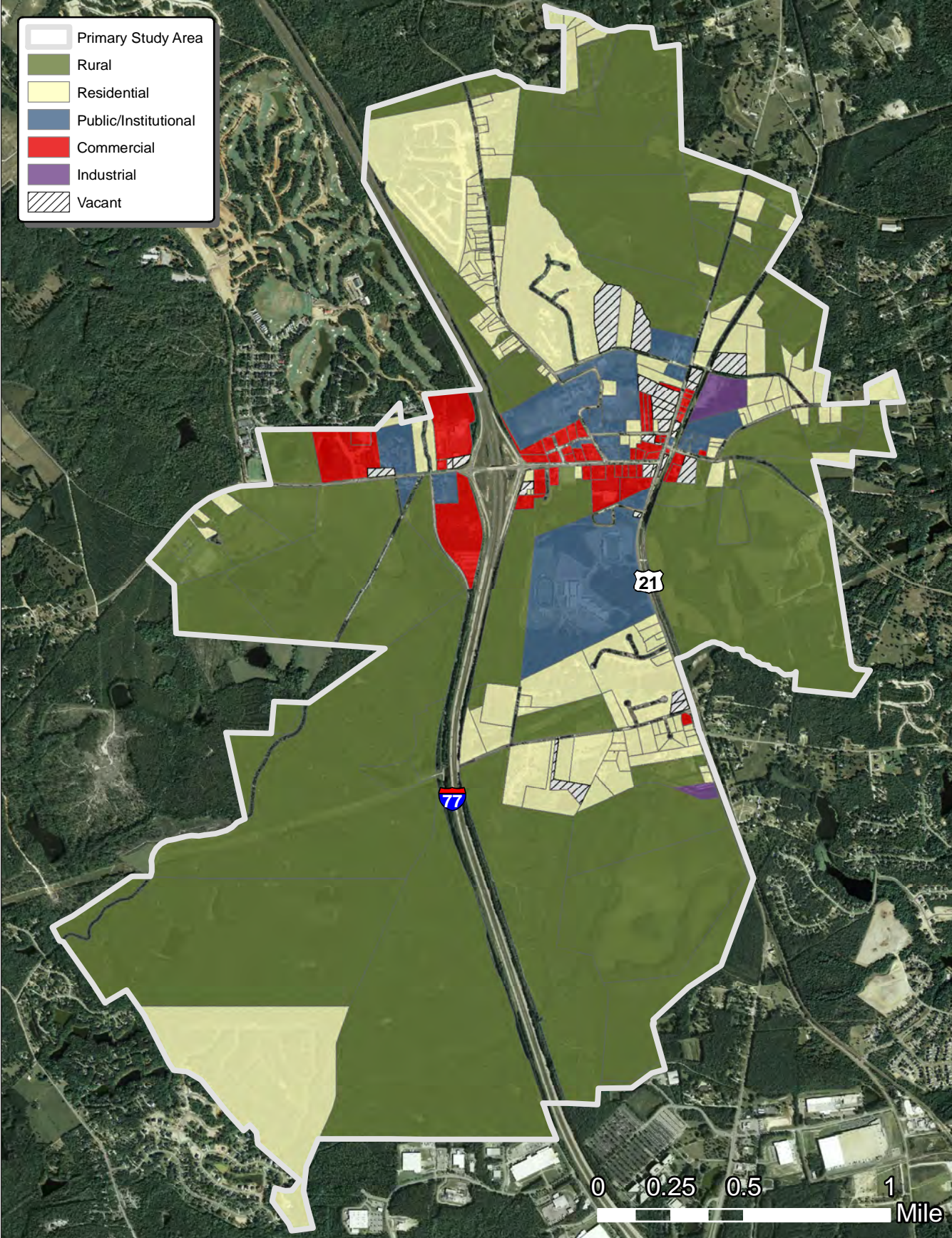
Opportunities

- Creation of a new town center, which could reinforce Blythewood's core and define the town in the marketplace
- Preservation of rural land and historic areas, which could help Blythewood retain its identity

Threats

- Poorly planned development, which could destroy Blythewood's sense of place

Existing Land Use (Primary Study Area)



Existing Land Use Policy

The Town of Blythewood Comprehensive Plan serves as a land use policy guide and the legal basis for rezoning activity within the Town. The existing goal of the proposed land use section of the plan is to maintain the character of the town while accommodating compact growth.

The land use plan allows for a potential expansion of commercial activity in the coming years in areas adjacent to existing commercial areas, such as properties along Main Street and Blythewood Road (including properties on the west side of the interstate).

There is also a significant amount of currently rural land that is designated in the land use plan for redevelopment, particularly the areas just east of Town Hall and land in the southern portion of the primary study area.

The northern portion of the town, north of the Oakhurst subdivision, is the only large area designated for preservation of rural character. Under the existing land use plan, much of the rest of the land could be subdivided and developed.

The main goals of the land use policy are to:

- Encourage compatibility as the diversity of land uses increases.
- Accommodate new density in a way that preserves quality of life.
- Make efficient use of existing transportation and utility systems.

The table at right complements the previous table for the proportion of land currently in each use category. It shows the proportion of land in each future land use category according to the Blythewood and Richland County comprehensive plans. It is significant to note that the majority of land area is designated for future development, while the majority of land area is currently rural.

The amount of commercial land is about 200 acres more in the future land use plan than currently exists. The amount of public and industrial land remains relatively constant.



Land use policies can be used to support the creation of a pedestrian-friendly community

Primary Study Area Existing Land Use Policy

Future Land Use Category	Acres	Percent
Development/Suburban	2,473	61%
Public/Institutional	547	13%
Rural	295	7%
Commercial	290	7%
Other/Roads	93	2%
Total	4,055	100%

Strengths

- Current policies protect neighborhoods from incompatible growth and strive to preserve quality of life

Weaknesses

- The future land use plan is based on a development model that separates uses
- Existing land use policy does not protect the rural character of Blythewood

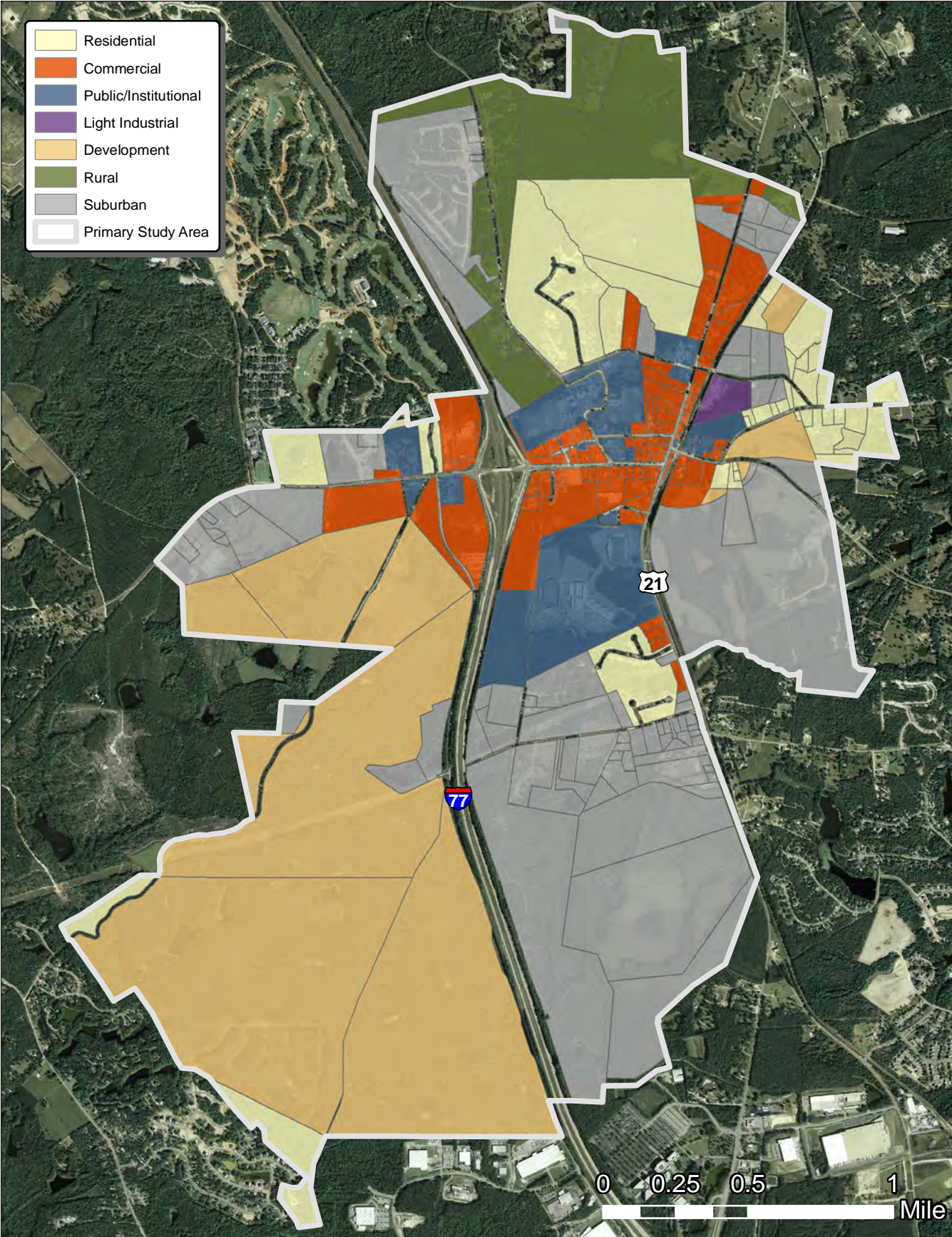
Opportunities

- Land use policies could be amended to support the community's vision for its future

Threats

- Resistance to policy changes could result if a "no-growth" approach is taken that ignores property rights

Existing Future Land Use Plan (Primary Study Area)



Zoning

Town and county zoning ordinances regulate many of the most important aspects of development within the primary study area, including:

- Allowed and prohibited land uses
- Density of development
- Design of development
- Placement of buildings on the lot
- Number of parking spaces

Zoning regulations are a powerful tool for influencing development. Minimum setbacks along Blythewood Road, for instance, have caused buildings to be constructed with no relationship to the sidewalk. In rural areas of the town, zoning allows each property to be subdivided up to a certain density, with no preservation of open space.

The character of each zoning district is summarized briefly on page 12, along with the approximate maximum density or height. The allowed uses or activities are a very general summary and are not intended as a substitute for the official zoning ordinance. The R-40 district, for example, allows mainly single-family homes, but also permits accessory buildings like sheds or greenhouses, and allows public buildings.

The lowest density zoning district is RE (rural estate), which prohibits land from being subdivided into parcels smaller than four acres. Nevertheless, a large farm could still be developed with a significant number of single-family homes under these regulations.

Higher-density zoning districts include R-5 and LIRP. R-5 allows multi-family buildings up to three stories tall with a density that varies based on the size of the property and the number of bedrooms per unit, but can reach a maximum of 26 units per acre. LIRP (light industrial/research park) allows office or industrial parks with buildings up to 100 feet tall.

The only zoning district in Blythewood that allows for a mix of uses by right is OC (office commercial). Buildings with first-floor retail and offices or



Zoning regulations have helped shape the character of development along Blythewood Road

residences above are not specifically mentioned in the zoning code, but would be allowed under the existing regulations.

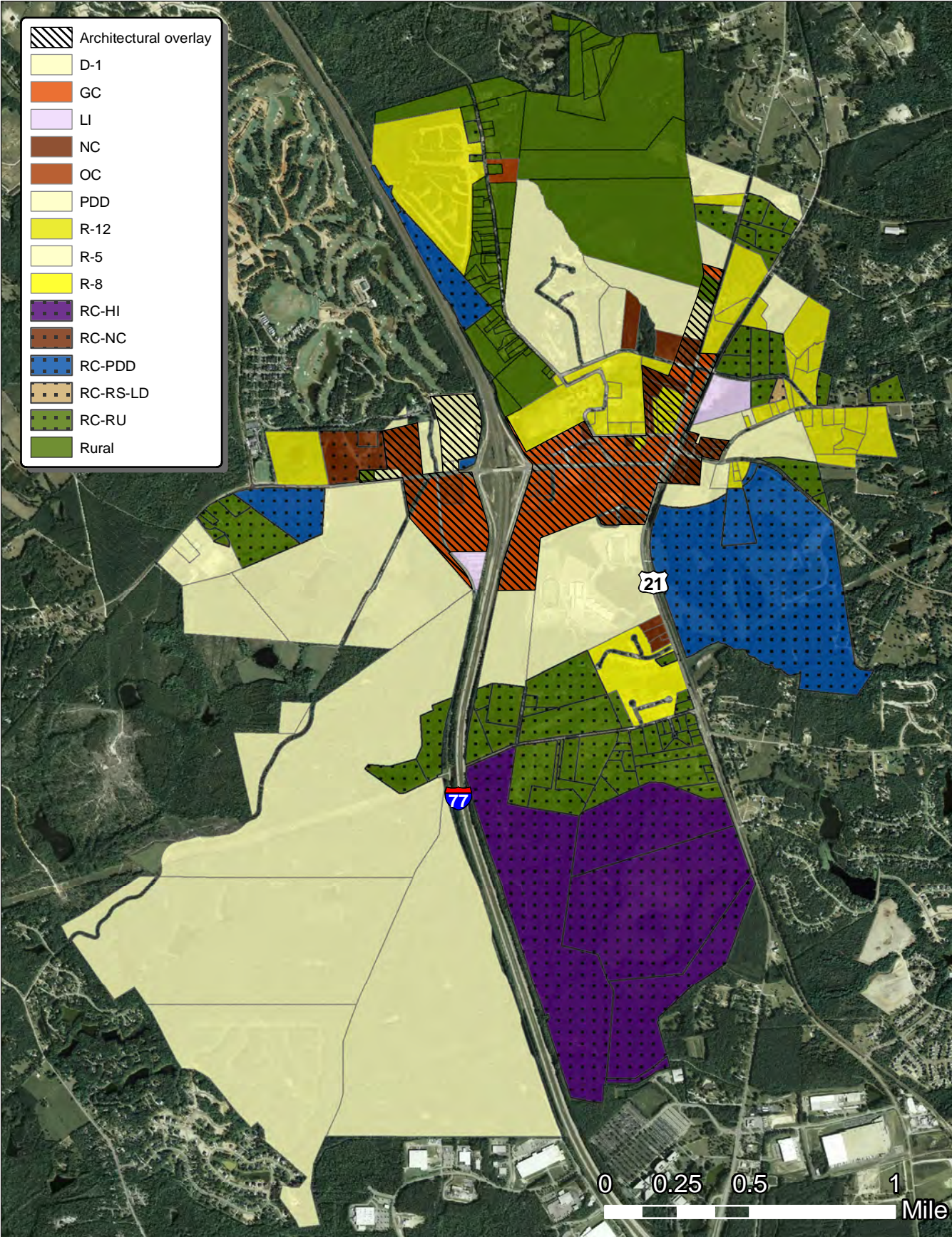
The placement of buildings on the lot is one of the main aspects controlled by a zoning ordinance. Commercial buildings along Blythewood Road, for instance, must be located 25 feet or more from the sidewalk and 10 feet from the side property line. These regulations have the effect of making pedestrians walk through parking lots to reach building entrances and traverse long distances between buildings. In more traditional development, buildings front directly on the sidewalk and share walls with each other.

Residential buildings with R-12 zoning, the most common single-family zoning district in the town, must be located at least 30 feet from the street. This has the effect of precluding interactions between those on a porch and those walking by on the street, as well as distancing neighbors from each other.

An architectural overlay district covers most areas of Blythewood Road on both sides of I-77, as well as most properties along Main Street. Any redevelopment in this area must undergo design review by the Architectural Review Board.

Sign requirements in the zoning ordinance prohibit billboards and limit new freestanding signs to a maximum height of six feet. The size, placement, and design of signs are also controlled.

Zoning Map Showing Portions of Blythewood and Richland County (Primary Study Area)



Summary of Existing Zoning Districts

District	Description	Max. Density/Height
RE	Single-family or two-family homes or mobile homes; institutional, educational, religious, and agricultural uses	0.25 units/acre
R-U	Single-family residential & agricultural	1 unit/acre
R-40	Single-family residential	1 unit/acre
PDD & D-1	Single-family residential	~2.2 units/acre
R-12	Single-family residential	~3.5 units/acre
R-8	Single-family or two-family residential	~5.4 units/acre
R-5	Single-family and multi-family uses	8-26 units/acre 3 stories
NC	Retail & offices as well as barber shops or salons; no hardware or convenience stores, gas stations, or restaurants	35 feet
OC	Retail and office as well as hardware and convenience stores, barber shops or salons, and residential uses; no government or religious uses	35 feet 16 units/acre
GC	Retail, office, religious, institutional, self-storage, hotels, restaurants, bars, furniture stores, car dealerships, etc.	35+ feet
LIRP	Light industrial and office uses	100 feet
LI	Light industrial uses including manufacturing and warehousing, but not allowing offices, hospitals, or government buildings	35 feet

Parking requirements are a significant part of any zoning ordinance. Parking is a necessary part of new developments, but vast parking lots with excess spaces that sit vacant should be avoided. New shopping centers along Blythewood Road are required to provide five parking spaces for every one thousand square feet of building area. This results in parking lots which are larger than the buildings they serve.

Shared parking, which allows activities with parking needs at different times of the day or week to share spaces, is not allowed under the current zoning code.

Landscaping is required for all new parking lots, such that parking areas are separated by landscaping and such that no parking space is more than 60 feet from a shade tree.

Strengths

- The architectural overlay district has improved the quality of development in recent years

Weaknesses

- The architectural overlay district is restricted to the core of town, allowing lesser quality development in other areas
- Lack of shared parking allowances, which creates excessive areas of parking
- Lack of a mixed-use district
- Minimal design requirements in most areas

Opportunities

- New design-based zoning could raise the bar for development
- Shared parking provision, which could reduce the amount of land used for parking

Threats

- Lack of support for design-based zoning could allow poorly planned growth to occur

Development Trends

The population of northeast Richland County (including the Blythewood area) increased by more than 30 percent between 2000 and 2005 according to the Richland County Comprehensive Plan. The growth of suburban Columbia is already beginning to encroach on the secondary study area from the southeast, and serious development pressure will reach Blythewood within the coming decades.

Current development patterns in the area have too often involved the conversion of agricultural or very low density residential land into shopping centers, parking lots, housing subdivisions, and other places that provide no identity and harm the natural environment.

Existing residential and commercial development plans in the study area continue the trend of conventional development patterns. Most projects are single-use developments, or those with an internal separation between uses. Such growth could cover the entire study area if land use policy and zoning ordinances are not updated, resulting in a loss of the small town charm that makes Blythewood so appealing to newcomers.



The recently-cancelled Great Southern Homes project just southeast of Town Hall included different uses, but they were separated into discrete pods rather than integrated into a cohesive neighborhood



The planned San Jose restaurant on Creech Road reflects the continued commercialization around I-77

ARCHITECTURE & HISTORIC RESOURCES

Until the early twentieth century, architecture defined and dignified the public realm. Most buildings in towns came up to the sidewalk and fronted it with entrances. Commercial buildings typically incorporated awnings, storefronts, and space for goods or outdoor dining.

Residential buildings provided stoops, porches, balconies, green courtyards, or sidewalks bordered by a low garden fence or knee wall. This created buildings that were oriented toward the street with a clear division between public and private space.

With time, deeper building setbacks were used. In the streetcar suburbs of the early 1900s, houses were usually between 10 and 30 feet from the sidewalk. As with older villages and towns, most early suburbs were within a five-minute walk of a small commercial center or a trolley stop.

Style variations notwithstanding, building design remained stable from 1900 until World War II. This all changed after the war, when the car became the primary transportation mode. With it, commercial and residential environments changed from pedestrian-oriented to vehicle-oriented. Highway standards and codes sympathetic to drivers were enacted, and architecture and building placement focused on serving drivers.

The speed at which people experienced towns increased and buildings were placed farther from the street to accommodate parking. As a result, building detailing became less important than rapid identification. Architecture became secondary to recognition; a few shrubs, trees, flowers, and large signs became more important than respect for neighborhood character or the public realm.

Today, American architecture is still defined by recognition. Chain retailers look the same everywhere, and houses are sold based on “curb appeal.” The exteriors of buildings are now insignificant. As a result, much of America’s newer areas are visually monotonous. This proliferation of “cookie-cutter” buildings means that historic



The loss of the Blythewood School took a part of the town’s history with it



Charleston has benefited greatly from a growing interest in cities with strong sense of history and place



Many historic structures still remain in Blythewood, including the Bethel Baptist Church

buildings have become critical to preserving local identity and a sense of place.

Historic structures are resources that must be preserved and protected. Not only does their preservation maintain an architectural legacy, but it also preserves the buildings and places that represent a community's collective memory.

There is also an economic benefit to preservation. Many cities have found that the best way to promote future growth is by preserving the past. This is particularly true where historic buildings are of quality construction that would be financially prohibitive today.

People are increasingly drawn to communities with a sense of character and history. In addition, "place-oriented" retail has become one of real estate's hottest commodities, with many new "Main Streets" under construction across the nation. Given this demand, a historic town can be positioned to capture this growing market.

Existing Conditions

There are many historic resources in Blythewood and nearby communities. These include homes, churches, schools, and commercial buildings.

Blythewood Historic Sites



Blythewood's historic depot once graced the heart of the town, but was demolished in 1968

Within Blythewood itself, most of the town's historic buildings are former houses, which tend to be clustered around the current Town Hall, in the town's historic heart. See the map below for the specific locations of historic properties.

Nearby towns also offer a rich architectural heritage. Most notable among these is Ridgeway, which includes an impressive, perfectly preserved Main Street featuring many fine commercial buildings and homes.

The architecture of Blythewood and nearby areas includes the following major styles:

- **Greek Revival** (1825-1860), which is defined by simple massing, front or side-gabled roofs, a wide band of trim beneath the cornice, and a full-facade entry porch supported by prominent classical columns. This style represents the dominant housing type in regions that were rapidly settled in the mid-nineteenth century, from the industrial northeast states to the Deep South. As such, this style exhibits some geographic variations.¹
- **Neoclassical** (1895-1950), which has facades defined by simple massing, front or side-gabled roofs, and full-height porches with roofs supported by classical columns, often with Ionic or Corinthian capitals. The facades have symmetrically balanced windows and centered front doors.²
- **Queen Anne** (1880-1910), which is defined by asymmetrical facades with partial or full-width porches, usually one story high and extending along one or both side walls. The roof is usually steeply pitched, with an irregular shape and a dominant front-facing gable. Patterned shingles and cutaway bay windows are some of the devices used to avoid a smooth-walled appearance.³
- **Colonial Revival** (1880-1955), which is defined by symmetrically balanced windows, frequently in adjacent pairs, and an accentuated front and center door. Roofs are usually hipped with a partial or full-facade porch. Entrance details include porches supported by slender columns and accented with overhead fanlights or sidelights.⁴
- **National Folk** (1850-1890), which is defined by simple massing, usually simple single-gabled roofs, simple shed porch roofs, and uniform roof heights. Buildings are usually clad in horizontal clapboard siding and have vertically proportioned windows. This style represents an interpretation of traditional

¹ McAlester, Virginia, *A Field Guide to American Houses* (New York: Alfred A. Knopf, Inc., 1994) 179.

² McAlester 343.

³ McAlester 263.

⁴ McAlester 321.



The Hoffman House (Blythewood Town Hall) includes many Greek revival features



The nearby town of Ridgeway includes this Greek revival commercial building



The Boney/Hykil House is in the folk national style

local housing types utilizing mass-produced materials transported from other parts of the nation. As such, this style exhibits some geographic variations.⁵

- **Craftsman** (1905-1930), which is defined by low pitched, gabled roofs (occasionally hipped) with wide, unenclosed eaves, beams and exposed rafters. Porches are always provided and are usually full or partial width with roofs supported by tapered, square columns. These homes usually have a one-story or bungalow form, although examples of two story craftsman homes may be found.⁶
- **Minimal Traditional** (1935-1950), which is defined by a reference to earlier styles, but lacks detailing and exhibits close, rather than overhanging, eaves. These homes usually include a large chimney and at least one front-facing gable. Most are one story, but two-story examples exist.⁷

Homes in the area’s newer subdivisions often do not reflect local historic styles. Although vaguely inspired by historic styles, they generally lack the detail, town feel, and craftsmanship that mark the original.

The area’s historic commercial buildings are found along Highway 21 in Blythewood and in downtown Ridgeway. They can be categorized as the following style:

- **American Mercantile** (1880-1930), which is a broad commercial style defined by load bearing brick or stone construction, simple brick patterning, little ornamentation, and storefronts. Buildings may include accents of other styles, most often Neoclassical or Romanesque.

Commercial buildings since World War II do not reflect the styles or scale found in the area’s historic downtowns. Most are single-use, one-story prototypes that lack any architectural detail or reflection of local history.



One of the few historic craftsman-style homes in the Town of Blythewood



Simple masonry American Mercantile buildings in Ridgeway, with ground floor shops and offices above



Many newer commercial buildings are corporate prototypes with no relationship to local history

5 McAlester 88.

6 McAlester 453.

7 McAlester 478.

Their horizontal scale also fails to provide for a mix of uses and results in every building being an object unto itself, with little compatibility with adjacent uses. The architecture of these buildings is generally unassuming and functional. These commercial buildings are designed to accommodate the automobile over the pedestrian.

Strengths

- Strong town identity, enhanced by the large number of historic buildings in Blythewood
- Local architectural heritage in Blythewood and nearby communities
- Historic civic landmarks, including historic churches, schools, and the town hall
- Existing historic homes worthy of renovation and preservation
- Market differentiation provided by historic buildings
- Existing local historic preservation regulations
- Historic agricultural landscape around Blythewood
- Historic trees throughout the town

Weaknesses

- Disrepair and neglect found in some areas, which creates visual blight
- “Cookie cutter” homes and business, which detract from the area’s history
- The loss of many historic landmarks, including the former rail Depot and Blythewood School

Opportunities

- Historic styles of Blythewood and nearby communities, which could be a model for new development
- Adaptive reuse of old buildings, which could allow older buildings to remain vital parts of the community
- Relocation of historic buildings, which allow them to remain in the community as new development occurs



The agricultural and equestrian landscape around Blythewood is a historic resource



This new home in Blythewood fails to reflect Blythewood’s architectural heritage

Threats

- Incompatible new development
- Loss of historic buildings, trees, and landscapes to new development
- The high cost of upkeep on historic homes, which could force homeowners to demolish or abandon them in favor of newer homes

TRANSPORTATION

Transportation is comprised of several components that form a quality transportation network. Those include street and block patterns, traffic, transit, pedestrian systems, and bicycle facilities.

Street Systems

More than anything else, traffic is affected by the organization of the streets and blocks within which they occur. In fact, these are the most defining characteristics of a community and its transportation system. While buildings and land uses change, the street pattern of a community often remains unchanged over centuries.

Blocks and streets can be thought of as the bones of a community. Just as bones determine a person's height, stature, and looks, block and street patterns directly affect a community's form and the importance of key sites within it. There are two major types of street patterns:

Dendritic or branch-like street systems are made up of many small and disconnected local streets that feed into fewer collector streets that, in turn, feed into even fewer arterials. Because this pattern contains many dead-end local streets, it forces all traffic onto collectors and arterials, resulting in large block sizes and increased trip distances.

Dendritic street patterns tend to discourage walking, encourage traffic congestion on collectors and arterials, and create a transportation system that is prone to shutdown when accidents or other incidents disrupt traffic on collectors or arterials. Its creation of longer trips also supports conventional suburban-style land uses marked by automobile orientation, separation of use, and disregard for the quality of the streetscape. These great distances also have a direct impact on the ability of emergency vehicles to respond to situations in an efficient manner.

Interconnected street systems are made up of a series of small and medium sized streets arranged in a grid or modified grid pattern. In this pattern, virtually all streets connect to other streets. This provides small blocks, ensuring



A balanced transportation system benefits users of all ages, especially children and the elderly (courtesy www.pedbikeimages.org/Dan Burden)



In a dendritic system, the distance from A to B is one mile and achievable along one route



In an interconnected system the distance from A to B is one half mile, with multiple route options

many possible routes and eliminates the need for wide, high-traffic arterials and collectors.

An interconnected street pattern encourages walking, bicycling, and other forms of non-motorized transportation because it increases the likelihood of being able to make a trip without being forced onto a high-speed, high-volume road. It also tends to support pedestrian-oriented land uses by allowing land uses to be closer together, thus increasing the opportunities for shared parking and pedestrian-oriented streetscapes.

“Smart growth” principles generally support an interconnected system over a dendritic system, because it better balances pedestrian and vehicle needs. Both cars and pedestrians operate more efficiently when many routes of travel, shorter distances, and more direct trips are available.

Generally, a block should not exceed 800 feet in length or 3,200 feet in perimeter, although between 200 and 600 feet in length or 800 to 2,400 feet in perimeter is more desirable. In developed areas with an existing dendritic system, achieving this can be a challenge because interconnected systems work best over a large area. In most places, the reality is that arterials and collectors serve transportation needs that extend beyond the immediate area. Even so, a localized interconnected system can reduce congestion on these streets by dispersing local trips.

Existing Conditions

The primary study area exhibits both types of street and block patterns, depending on when they were laid out. The historic core has generally smaller blocks and more interconnected streets, while newer areas exhibit larger blocks and more dendritic systems. In addition, I-77 presents a major barrier that bisects Blythewood.

Because the Blythewood area is still largely rural, the street network has been able to accommodate growth without significant traffic problems. Problems are, however, beginning to emerge. These will only increase if future growth is poorly planned.



An interconnected network in Boston allows most streets to be two lanes wide and pedestrian friendly



Blythewood’s street system contains large blocks left over from its rural past; it must be enhanced if the town is to grow



All of historic Charleston, shown here, could easily fit between Blythewood’s Syrup Mill Road and Hwy. 21

Strengths

- Existing interconnected street system in the town core
- Little traffic congestion, other than at peak hours

Weaknesses

- Poor east-west connectivity across I-77 and the railroad
- Dendritic street patterns in new developments
- Gated communities, which limit connectivity
- Intersection off-set at Langford Road and Blythewood Road
- Increasing congestion at the intersection of Blythewood and Creech Roads
- Highway 21, Langford and Blythewood Roads, which the CMCOG reports are under capacity to accommodate growth in the next 35 years
- A sharp curve on Boney Road near Bethel-Hanberry Elementary School
- Traffic growth on Highway 21 from Blythewood High School

Opportunities

- Well planned new development, which could extend and compliment the existing street layout
- New bridges or tunnels across I-77, which could provide locals with a way across town without mixing with interstate-related traffic
- Improved or new railroad crossings

Threats

- Poorly planned development, which could occur without provisions for connectivity and create a burden on existing streets and roads



Interstate 77 presents a barrier to street connectivity within the town, particularly for non-automotive travel



Blythewood Road functions well today, but growth may change that



The Central Midlands Council of Governments (CMCOG) Columbia Area Transportation Study (COATS) suggests that Langford Road, Blythewood Road, and Hwy. 21 will need widening by 2035

Pedestrian Facilities

Because every trip begins on foot, the walking experience is critical to understanding a town's transportation system. Pedestrian trips are also important because they have the opportunity to take the stress off of vehicular systems and create a safer, healthier, more pleasant Blythewood.

Existing Conditions

The pedestrian experience in the study area is, generally speaking, poor. Facilities are best along Blythewood Road east of I-77, where a recent streetscape project has provided safe sidewalks. In other areas, sidewalks and pedestrian pathways are essentially nonexistent, other than disconnected segments along Main Street.

The less-than-ideal pedestrian environment means that it is difficult to walk safely around Blythewood, even though distances are not great.

Strengths

- The proximity of housing, schools, and shops in the town core makes walking a viable choice if facilities are provided
- New sidewalks along Blythewood Road

Weaknesses

- Lack of sidewalks or trails in most areas, which makes walking difficult and unpleasant
- Auto-oriented land uses, including parking lots and front setbacks that distance buildings from the street
- Lack of walkways between building entrances and the sidewalk along Blythewood Road
- Lack of safe crosswalks on most streets

Opportunities

- Potential pedestrian improvements on major streets, which could improve safety
- Zoning updates, which could be used to require wider sidewalks as part of redevelopment
- Large tree plantings on streets, which could shade pedestrians if sidewalks were provided



Blythewood Road has adequate sidewalks, but a generally pedestrian-hostile environment



Quality sidewalks not only provide transportation, but can also support commerce

Threats

- The continuation of auto-oriented development, which could further degrade the pedestrian environment

Bicycle Facilities

Bicycles are a quiet, clean, healthy, and enjoyable means of transportation and recreation throughout most of the year in Blythewood. Transportation facilities for bicycles take two major forms:

Bicycle paths or trails are generally ten- to twelve-foot-wide paved areas that permit travel in two directions. Lanes may or may not be striped. Usually, these facilities are built in conjunction with greenways.

Bicycle lanes are striped, one-way on-street facilities. They are located next to the curb so cyclists move in the same direction as traffic, and should be at least 5 feet wide. Lanes are necessary only on streets with vehicular speeds greater than 25 miles per hour, because cyclists on slower streets can ride safely with traffic.

Existing Conditions

There are currently no bicycle facilities in town, although the community has expressed a desire for some. Fortunately for those who bike today, some of Blythewood's streets and roads are low traffic and low-speed where it is safe to ride with traffic. In fact, many people travel to Blythewood specifically to bike on its rural roads.

The CMCOG's Bike and Pedestrian Pathways Plan recommends improving bicycle facilities in Blythewood over the long term with widened shoulders on Blythewood Road and Highway 21. Unfortunately, this will only benefit avid bicyclists, not those who are uncomfortable riding on streets.

Strengths

- The compact size of the town and its proximity to residential areas, which make bicycling an attractive travel option
- Streets that are relatively well connected and have low traffic volumes, which creates conditions favorable to bicyclists

Weaknesses

- Blythewood Road and Highway 21 are automobile-oriented and hostile for cyclists



Blythewood's rural roads and low traffic volumes draw cyclists, but could be threatened by congestion



Off-street bicycle facilities, such as this paved path, are often built in conjunction with greenways

- Lack of bicycle racks at businesses and semi-public locations

Opportunities

- Creation of a system of interconnected trails to tie residential areas to parks, shopping, and neighboring areas
- Bike routes with signage, which could be installed on streets too narrow for bike lanes

Threats

- Development could bring vehicular congestion and additional curb cuts to area streets, deteriorating the cycling environment

INFRASTRUCTURE & FACILITIES

The Town of Blythewood benefits from a wide variety of community facilities, including public schools, a library, a public park, sheriff and fire protection, and a community center.

The Town of Blythewood lies within Richland County Public School district 2. There are three public schools within the study area:

- Bethel-Hanberry Elementary has an enrollment of around 700 students and sits on a significant amount of land with outdoor facilities.
- Blythewood School is an alternative educational facility on the historic Blythewood School site. It can accommodate 75 students.
- Blythewood High School boasts a new energy-efficient building that can accommodate 2,000 students. Its 137-acre campus provides a variety of amenities, including football games that help draw the community together.

The Richland County Public Library's Blythewood branch offers a variety of materials and children's programs in its 4,000 square foot facility on McNulty Avenue.

Blythewood Park is the only public park in the study area; it provides baseball fields, tennis courts, a playground, and a recreation center. The indoor recreation center includes a gymnasium, fitness center, and various meeting rooms.

The Town of Blythewood is located within Richland County Sheriff region 6, but does not have a dedicated, full-time sheriff or police station.

The volunteer fire station, located on Highway 21 at Oakhurst Road, serves the community with several paid employees and many trained volunteers who donate their time.

Blythewood's community center building, located just west of I-77, provides meeting space and athletic fields for a variety of activities, but the facility is beginning to show signs of aging.



The new Blythewood High School building is a benefit to students and the larger community



Blythewood Park is a place of recreation for many area residents



The Blythewood community center provides meeting space, but is beginning to show signs of aging

The following pages address the existing infrastructure within the Town of Blythewood and its immediate surroundings with regard to drinking water, wastewater, and stormwater systems.

Drinking Water

Currently, drinking water for the Town of Blythewood is supplied by the Town of Winnsboro. The details of this arrangement are specified through a non-exclusive, Intergovernmental Franchise Agreement dated July 31, 2000.

The agreement has an initial term of 20 years with a clause for 10 year renewal periods. The agreement also provides for arbitration in the event that either party decides to terminate the agreement.

Town of Winnsboro Water System

The Town of Winnsboro owns and operates a drinking water supply system that consists of the following major components:

- Raw water supply reservoir, intake and transmission system.
- Water treatment plant rated at 3.1 million gallons per day capacity.
- Finished water distribution system consisting of pipes ranging in size from 2 to 16 inches in diameter, appurtenances (i.e., valves, fire hydrants, etc.), booster pumping stations, and elevated storage tanks. Winnsboro maintains a free chlorine residual throughout the distribution system.

This system extends from the Town of Winnsboro to the Town of Blythewood. Primary transmission lines to the Town of Blythewood are located on Center Creek Road (12-inch) and Syrup Mill Road (8-inch). These two lines combine into one 12-inch line at the intersection of the two roads.

Pressure for the Blythewood system is maintained by the Blythewood Elevated Storage Tank, located just off of I-77 near the Blythewood Road interchange. Overflow elevation for this tank is 670 feet above mean sea level.



Public water in and around Blythewood is provided by the municipalities of Winnsboro and Columbia

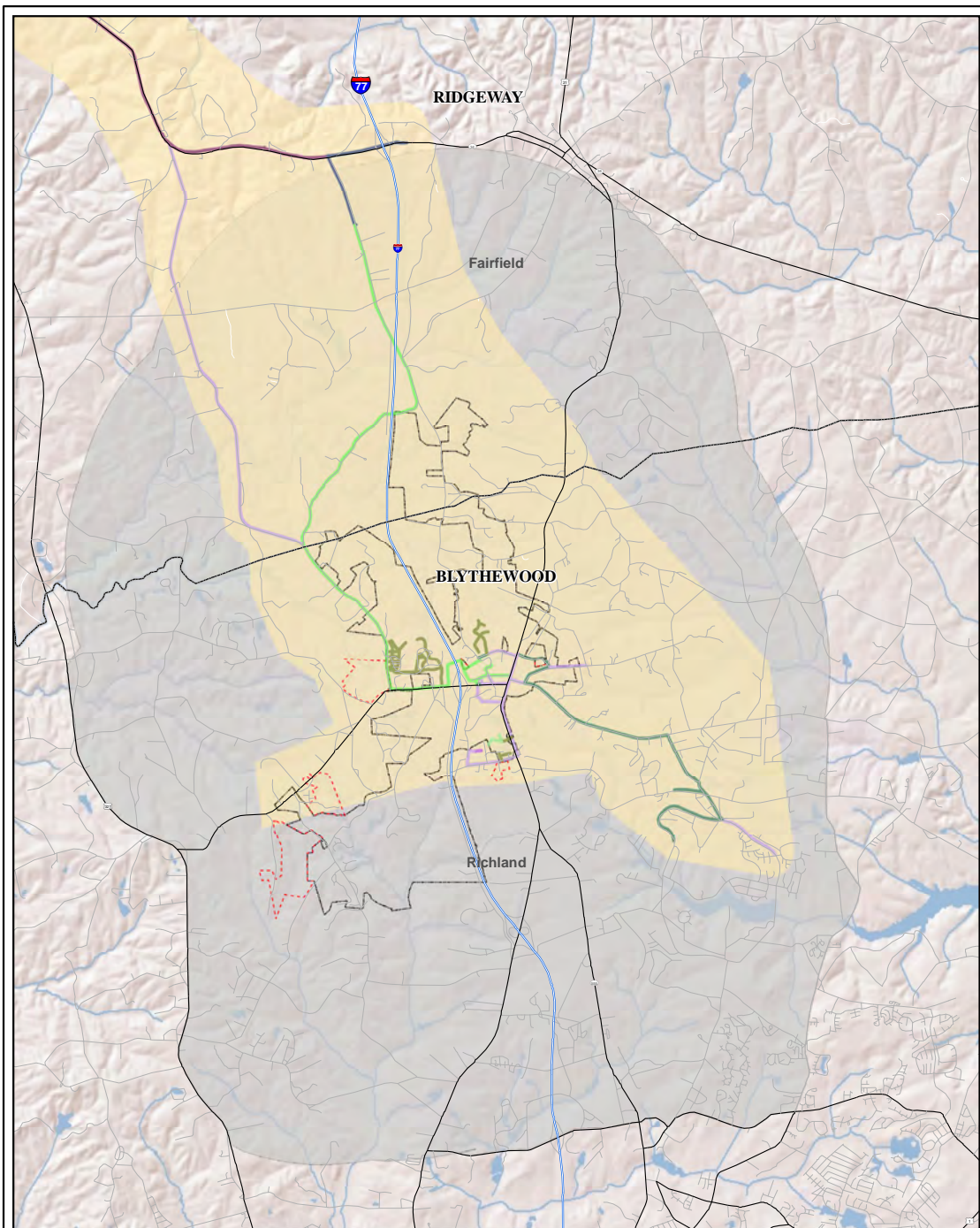



The new City of Columbia water tower off of Rimer Pond Road is now completed

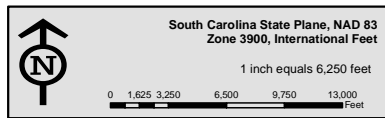
In September 2008, the Town of Winnsboro issued a moratorium on approval for new water service requests to residential developments outside the corporate limits of the Town of Winnsboro. The letter stated that the action was taken due to water capacity concerns.

City of Columbia Water System


In addition to the water system owned by the Town of Winnsboro, the City of Columbia also owns and operates a drinking water system that provides service near the Town of Blythewood. This system serves many of the subdivisions south of the Town of Blythewood, such as Lake Carolina.






 **Existing Water System
For The
Town of Blythewood
(Figure 1)**




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ProposedWaterLine.mxd
Date: January 6, 2009
Author: JBB














Blythewood

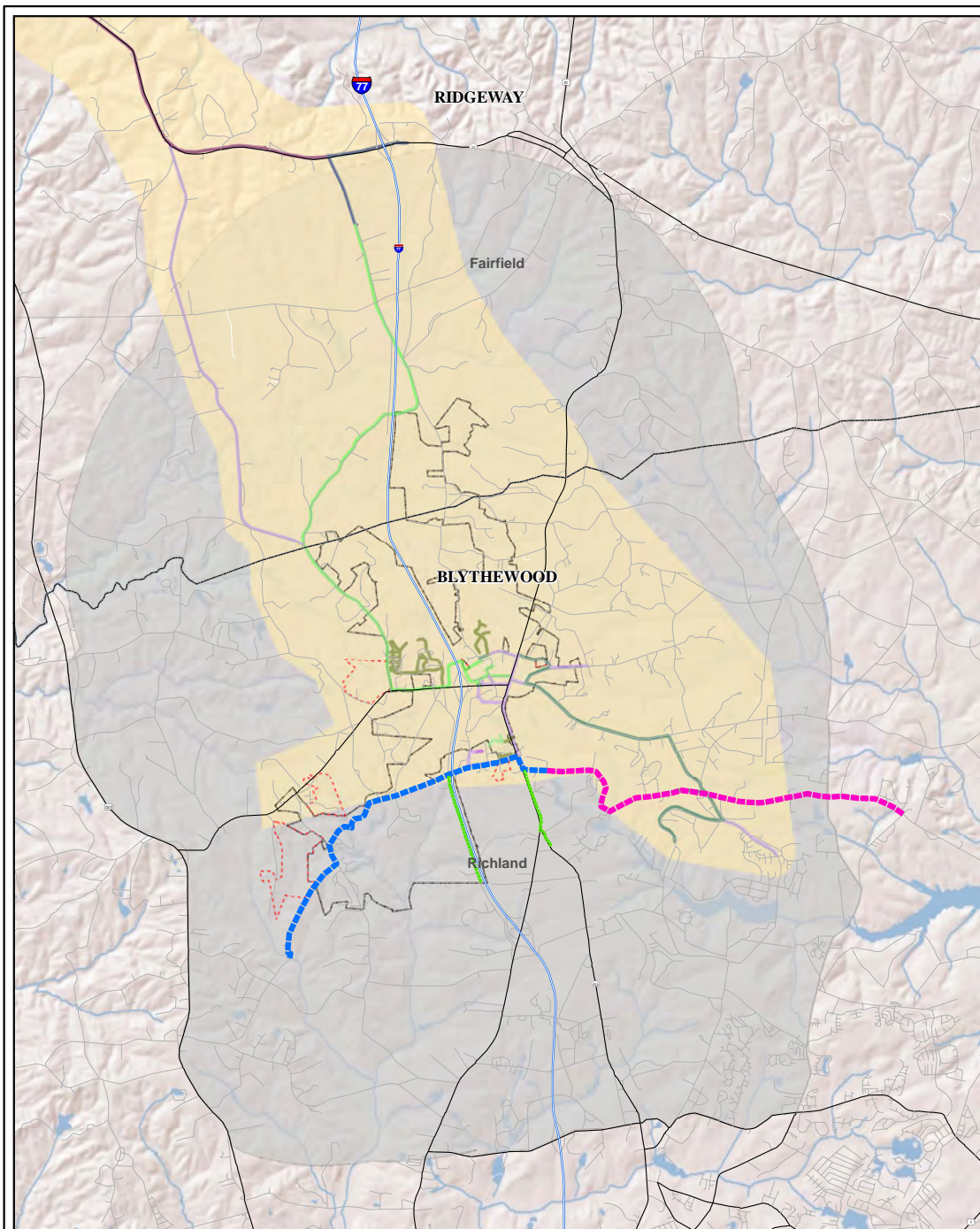
-  Blythewood Town Limit
-  Recent Annexation
-  Proposed Annexation


Winnsboro System Service Area




**Waterlines
SIZE**


 1.25	 8
 2	 10
 2.5	 12
 3	 14
 4	 16
 6	






















Proposed Northeast Water Supply Line For The City of Columbia (Figure 2)


 South Carolina State Plane, NAD 83
 Zone 3900, International Feet
 1 inch equals 6,250 feet
 0 1,600 3,200 6,400 9,600 12,800 Feet

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 ProposedWaterLine_Fig2.mxd
 Date: January 6, 2009
 Author: JBB


BP Barber
 Engineering • Expediting • Estimating

<p>  City of Columbia 36" Water Line (Under Construction)  City of Columbia 48" Water Line (Under Construction)  City of Columbia 24" Water Line (Under Construction) </p>	<p> Waterlines SIZE  1.25  2  2.5  3  4  6  8  10  12  14  16 </p>
<p> Blythewood  Blythewood Town Limit  Recent Annexation  Proposed Annexation  Winnsboro System Service Area </p>	

Currently, there is no formal agreement between the Town of Blythewood and the City of Columbia for water supply. The City of Columbia does have water supply agreements with other municipalities in the Central Midlands.

Due to difficulties in meeting peak demands in this area of the system (caused by rapid growth), Columbia has initiated construction of numerous projects to enhance their ability to serve this area. A large transmission line (48-inch and 36-inch diameter) will pass through the proposed study area. Additional supply lines shown on the map above are also being constructed.

Pressure in this section of the City's system will be maintained by an elevated storage tank located on Rimer Pond Road. Overflow elevation for this tank will be 606 feet above sea level. The water supplied in this portion of the system comes from the City's Lake Murray Water Treatment Plant, rated at 75 million gallons per day. The City of Columbia maintains a chloramine residual throughout its distribution system.

As part of the water system evaluation, the Town of Blythewood issued requests for information to both the Town of Winnsboro and the City of Columbia to identify the number of water system customers in the 29016 area code (Blythewood and vicinity). The Town of Winnsboro indicated that it served approximately 650 customers, while the City of Columbia identified approximately 2,700 customers in the area.

Assessment of Future Needs

As part of the master planning process, land use projections were made for the Town of Blythewood. These projections were used to estimate water demands based on the projected future build out of the town. These projections are provided in the appendix. Based upon these projections, daily water demand is estimated at 1.93 million gallons/day with a maximum daily demand estimated at 2.34 million gallons/day.

These projected demands were used to assess the impact on the existing distribution system operated by Winnsboro, using a hydraulic model designed for that system. This analysis

is presented in the appendix. Based upon this analysis, upgrades will need to be made to the distribution supply system between Winnsboro and Blythewood. These upgrades will include improvements to booster pumping capacity and additional transmission lines to Blythewood. Depending upon line size and specific pumping improvements, these upgrades could cost between \$1.0 and \$1.5 million.

In addition to the upgrades for the distribution system, the Town of Winnsboro will also need to increase the raw water supply and treatment capacity of the system to meet the demands for projected growth in Blythewood. Additional raw water supply would most likely come from the Broad River and could cost between \$8 and \$12 million to construct. Upgrades to the raw water transmission line are estimated to cost between \$3.0 and \$3.5 million. Additional improvements will be required to increase treatment capacity, but quantification of these is not included in the scope of this master plan.

The City of Columbia anticipates that the large transmission line providing water from the Lake Murray Water Treatment Plant will be placed in service during 2009. The Columbia system appears to have adequate capacity to meet projected demands for Blythewood, but currently, a connection does not exist between the Winnsboro and Columbia systems.

A connection between the Town of Winnsboro system and the City of Columbia system appears to be the most logical option to meet the projected demands for the Town of Blythewood. Before this can be accomplished, there are several technical issues that would need to be resolved. These include:

- The two systems operate at different hydraulic grades. The Winnsboro system is higher and has an overflow elevation of 670 feet (at the Blythewood tank), while the Columbia system is at 606 feet (at the Rimer Pond Road tank).
- The two systems use different disinfectants. Winnsboro maintains a free chlorine residual while Columbia uses a chloramine residual. These residuals are not compatible when mixed together.

There are numerous approaches for solving these technical issues, but it would be prudent to resolve political issues prior to designing technical solutions that may not be implemented.

Conclusions

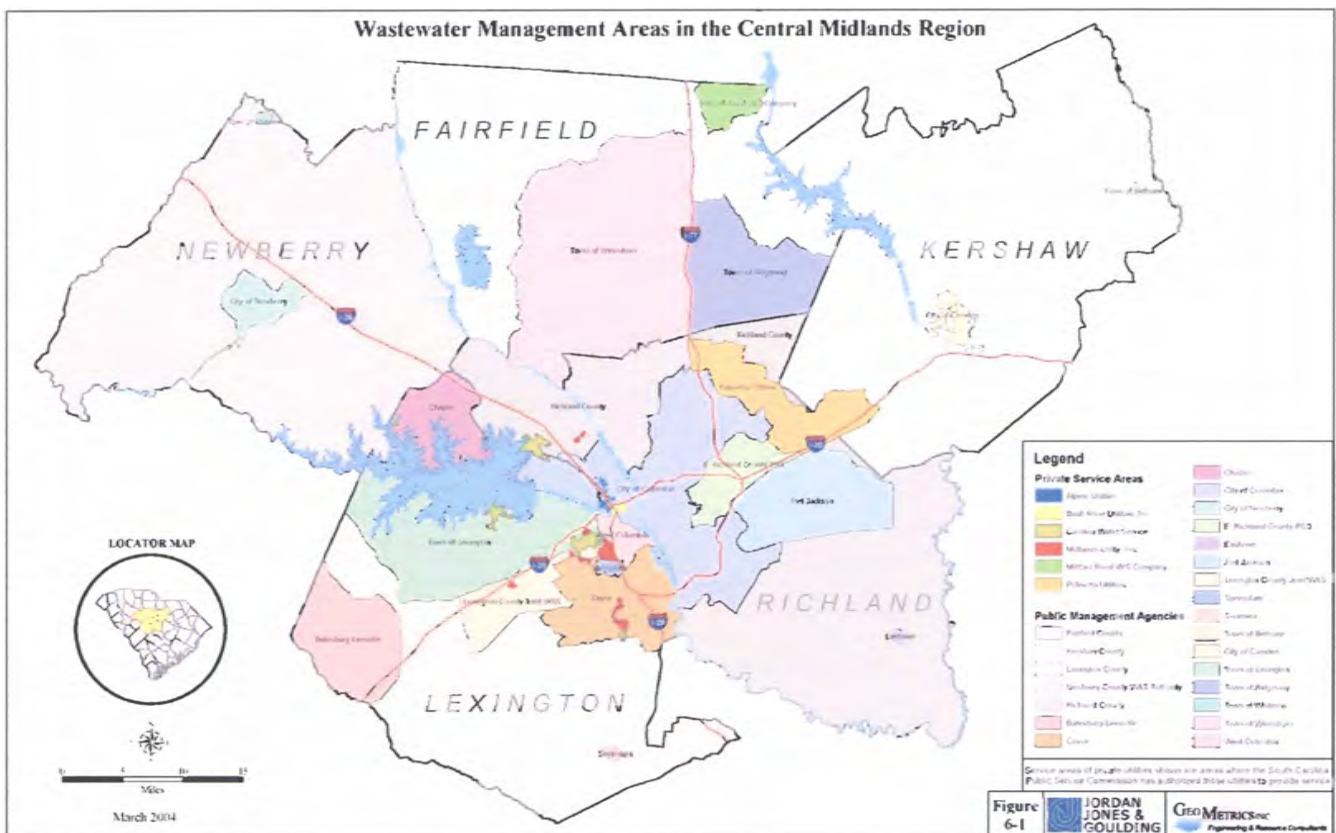
While several options appear to be feasible, there are many questions that will need to be answered for these options to be realized. These include the following:

- Will the Town of Winnsboro invest in sufficient upgrades to meet future demands for Blythewood?
- Will the City of Columbia be willing to enter into a water supply agreement with either Winnsboro or Blythewood?
- If Blythewood has mutual franchise agreements with both Winnsboro and Columbia, will the system be operated as two separate systems with two separate rate/fee structures?
- If water is supplied by two systems, how will incompatibilities be addressed and managed?

Currently, the Town of Blythewood does not own the infrastructure that is used to supply water to the Town. Although the state of South Carolina allows municipalities to own and operate drinking water utilities, ordinances are not in place in the Town that would allow for implementation of a water utility.

Based upon discussions with representatives from the Town of Winnsboro, is it unlikely that Winnsboro will make sufficient investments to meet the projected needs of Blythewood. A more likely scenario is that Winnsboro will continue to provide water at current demand levels. This could be accomplished with either Winnsboro or Blythewood as the owner/operator of the distribution system.

To meet future demands, Blythewood should negotiate with the City of Columbia for water supply. Initial discussions with representatives from Columbia indicate that they have a precedent for supplying bulk water supply to other entities.



Wastewater management areas in the Central Midlands Region (from the 2004 Water Quality Management Plan)

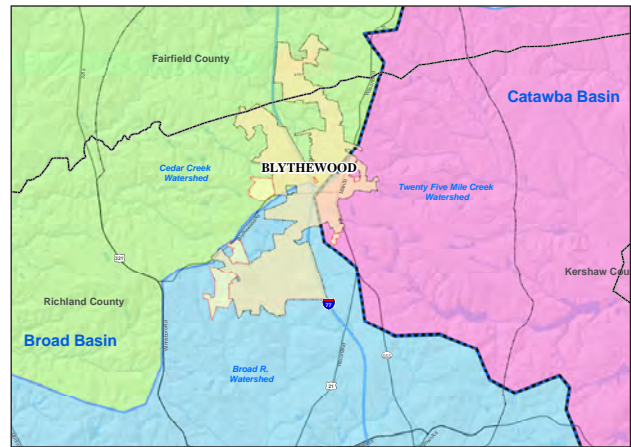
Wastewater

The CMCOG has been designated by the State of South Carolina as the agency responsible for developing the regional Water Quality Management (WQM) Plan per Section 208 of the Clean Water Act. The most recent update of this plan was issued in March 2004.

Currently, wastewater collection and treatment services are provided to the Town of Blythewood by Palmetto Utilities, Inc. under a franchise agreement with Richland County.

This plan provides information and guidance to regional decision makers for activities related to water quality. This includes collection, treatment, and disposal of wastewater. As the developer of the regional water quality plan, the CMCOG is responsible for determining sewer service areas.

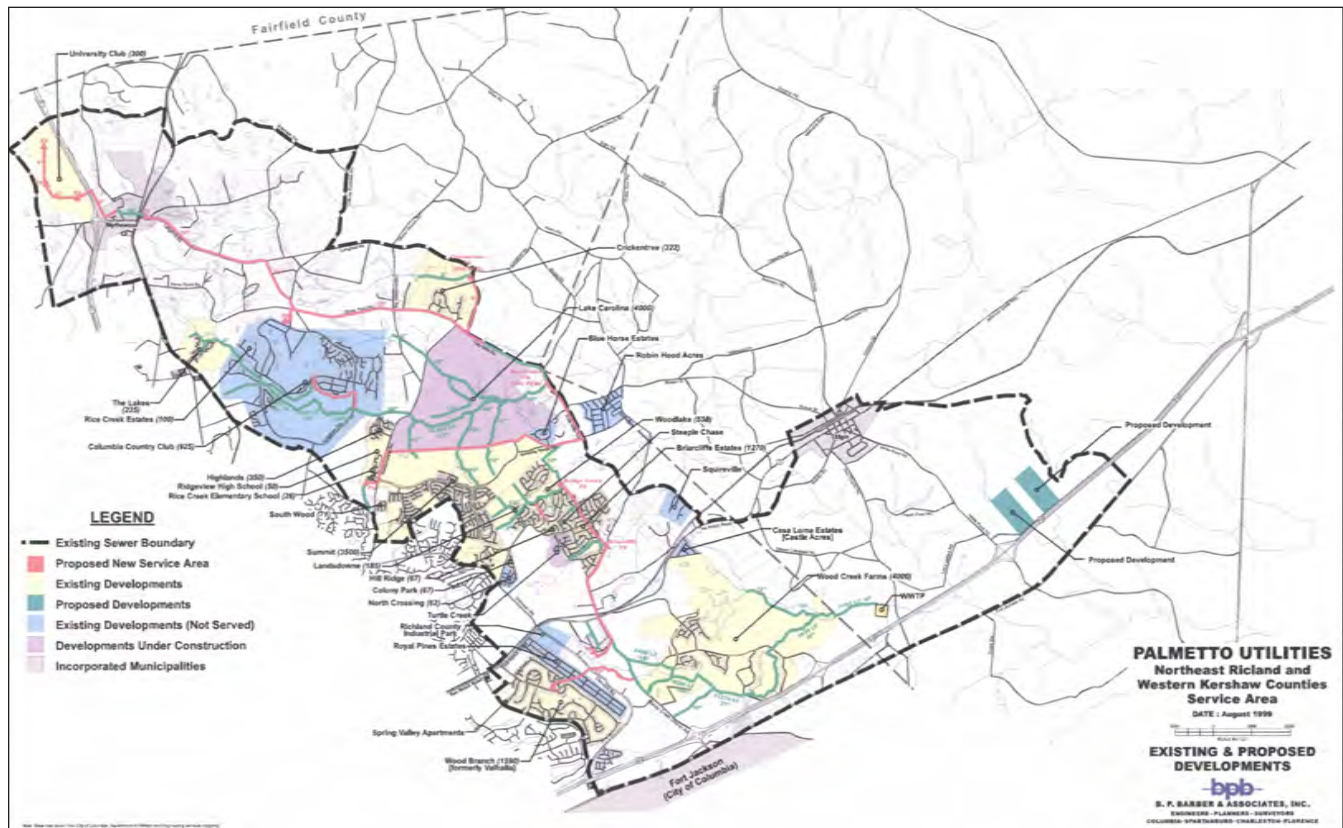
The map below (taken from the 2004 WQM Plan) shows that at the time the plan was developed, three entities had service area jurisdiction in the master plan study area. These service providers



Basins and watersheds in north Richland County

include Richland County, Palmetto Utilities, and the City of Columbia. Expansions of sewer systems must be reviewed by CMCOG for consistency with the goals of the regional plan.

Geographically, the Town of Blythewood is located on the border of two major watershed basins: the Catawba-Wateree River Basin and the Broad River Basin. Within these two basins, the



Existing wastewater system for Palmetto Utilities (1999)

Town also covers three smaller drainage basins defined as hydrologic units by the Natural Resources Conservation Service.

For the Catawba-Wateree River Basin, the eastern edge of the Town is located in the Twenty Five Mile Creek watershed. Within the Broad River Basin, the northern portion of Town is located in the Cedar Creek Watershed while the southern portion is located in the Broad River Watershed. The map at left illustrates the location of these watersheds in relation to the Town. The significance of this is that the transfer of water from one major basin to another constitutes an interbasin transfer. Depending upon the magnitude and conditions of the transfer (more than 1 million gallons per day or MGD), the South Carolina Department of Health and Environmental Control can require an Interbasin Transfer Permit.

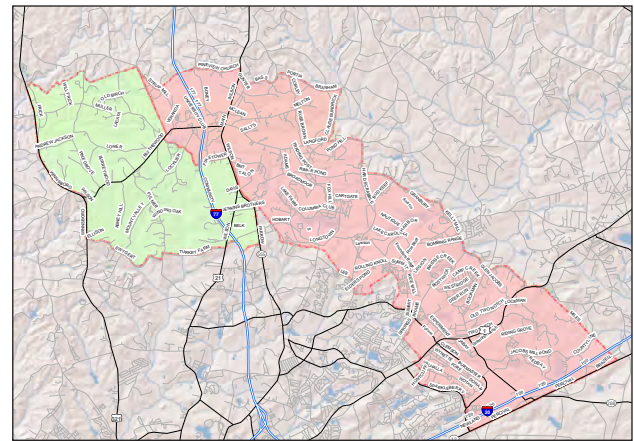
Palmetto Utilities

Palmetto Utilities is a privately owned company that provides sewer service to Northeast Richland County. Based upon information taken from the "Wastewater Facilities Plan" for Palmetto Utilities (Burkhold Planning and Management, September 2003), the company operates a regional sprayfield facility with a capacity of 4.5 million gallons per day (MGD) (see appendix).

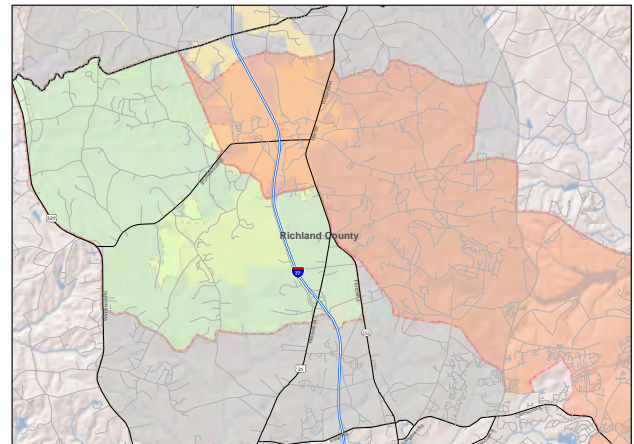
Of this capacity, over 90% (4.19 MGD) has already been sold to current or future customers (per the 2003 plan). The company is currently planning to expand treatment capacity to 6.0 MGD. The treatment facility is located in Kershaw County. Palmetto Utilities' service area is primarily in the Catawba-Wateree River basin (Twenty Five Mile Creek).

The map on the bottom of the previous page illustrates the collection system operated by Palmetto Utilities (1999). As of 1999, this system extended as far west as the University Club. In March 2004, the CMOG (as part of the 208 Plan update), extended the service area for Palmetto Utilities west from Blythewood to US Highway 321 (see map at above right).

Discussions with representatives of Palmetto Utilities indicate that plans have been developed to



Palmetto Utilities wastewater service area (current service area shown in red, expansion in green)



Wastewater service area with town limits overlaid in yellow and proposed annexation area in grey

expand sewer service to the new service area. While this increases coverage for the proposed western expansion of Blythewood, it does not cover the proposed expansion of Blythewood south of the existing Town limits shown above.

Wastewater collected in the expanded service area and treated by the existing Palmetto Utilities facilities may be construed as an interbasin transfer since the water originates from the Broad River Basin (Town of Winnsboro's Jackson Mill Creek Reservoir).

Based on information supplied by Palmetto Utilities, there are 57 commercial customers and 253 residential customers in the Blythewood area (as

of 2008). The estimated flow for these customers is 224,067 gallons per day (see appendix).

Columbia System

The City of Columbia operates the largest wastewater collection and treatment system in the Central Midlands area. The Columbia Metro wastewater treatment plant has a rated capacity of 60 MGD (see appendix). Treated wastewater from the plant is discharged into the Congaree River just above I-77. Based upon discussions with CMCOG, Columbia's system currently is providing sewer service to customers that are in the study area for the Town of Blythewood. This is a portion of the study area that is not served by Palmetto Utilities.

Conclusions

As part of the master planning process, land use projections were made for the Town of Blythewood. These projections were used to estimate sewer flows based upon the projected future build out for the Town (per the Future Land Use Plan). These projections are provided in the appendix.

Based upon these projections, daily sewer flow is estimated at 1.75 MGD. This represents an increase of more than 1.5 MGD of sewer flow at projected build out for the Town of Blythewood. Of these flows, the major portions are estimated to be west of I-77 (46%). These would be located in the Broad River Watershed.

If Palmetto Utilities expands current treatment capacity as proposed (6.0 MGD), then there should be sufficient treatment capacity to meet the future sewer needs of Blythewood. This assessment is contingent upon availability of the new capacity.

Because the current service area for Palmetto Utilities does not cover all of the proposed expansion of Blythewood, the Town may need to negotiate with the City of Columbia to provide wastewater service to the proposed southern extents. This area is located in the Broad River Basin.

Because Columbia discharges into the Congaree River (a separate basin per state regulations), an interbasin transfer permit may also be required



The Richland County Stormwater Management Plan will help preserve stream health in the area

for this discharge. Prior to negotiating with either of the sewer providers in the Town's study area, the Town should consult the CMCOG to coordinate activities.

As with the drinking water infrastructure, the Town of Blythewood is in a situation where the proposed study area has two (potentially three if Richland County is included) separate service providers for sewer service. Each of these providers appears to have the capacity to meet the Town's projected needs, but the Town is dependent upon these providers to expand the system(s) to meet the Town's needs.

Currently, the Town of Blythewood does not own the infrastructure that is used to collect, treat, and dispose of wastewater from the Town. Although the state of South Carolina allows municipalities to own and operate sewer utilities (1976 Code of Laws, Title 5), based upon discussions with representatives of the Town of Blythewood, ordinances are not in place that would allow for implementation of a sewer utility.

Stormwater

Geographically, the Town of Blythewood is located on the border of two major watersheds: the Catawba-Wateree River Basin and the Broad River Basin. Within these two watersheds, the Town also covers three smaller drainage basins defined as hydrologic units by the Natural Resources Conservation Service (NRCS). For the Catawba-Wateree River Basin, the eastern edge of the Town is located in the Twenty Five Mile Creek watershed. Within the Broad River Basin, the northern portion of Town is located in the Cedar Creek Watershed, while the southern portion is located in the Broad River Watershed. The location of these watersheds in relation to the Town is shown on page 30.

Richland County is the only governmental agency in the study area that operates a regulated stormwater system. Richland County is regulated under Phase I of the National Pollutant Discharge Elimination System (NPDES) program for stormwater, which is authorized under the Clean Water Act. Under this program, Richland County is designated as owning and operating a Municipal Separate Stormwater Sewer System (abbreviated as MS4). The regulated area for MS4's are determined based upon population density (more than 500 people per square mile as determined by 2000 US Census data).

Because the Town of Blythewood is an incorporated municipality separate from Richland County and has not achieved the required population density, it is not yet regulated by the NPDES Stormwater Program. It is anticipated that by the time the Town achieves build-out, it will fall under the jurisdiction of the NPDES stormwater program.

Because of the comprehensive nature of these regulations and the resources required to comply with the program, several small municipalities in Richland County (i.e., Forest Acres and Arcadia Lakes) have signed an Intergovernmental Agreement to participate in the program jointly with Richland County. A copy of the Intergovernmental Agreement for Arcadia Lakes is provided in the appendix. In addition, each of these municipalities had to pass ordinances that incorporated the stormwater management program for Richland



The Town of Blythewood does not currently operate its own stormwater system

County. A copy of this ordinance is also provided in the appendix.

Assessment of Future Needs

As a regulated MS4, Richland County has had to develop a Stormwater Management Plan which identifies how the County will comply with the requirements of the regulation. The basic components of the plan define how the County will address minimum control measures that are designed to enhance or improve the quality of stormwater runoff. These control measures address the following topics:

- Public education about stormwater quality and impact on the environment
- Public involvement in stormwater programs
- Detection and elimination of illicit discharges to the stormwater system
- Reducing runoff during construction activities and requiring installation of best management techniques to reduce quantities of stormwater runoff and/or improve quality of runoff
- Implementing post-construction management programs to maintain stormwater structures
- Implementing good housekeeping techniques for municipal facilities to set an example of how stormwater management should be practiced

In addition to developing a program to address each of these control measures, the County is

responsible for regulating and enforcing these requirements (formerly regulated by the state). To provide the proper authority, the County has implemented numerous changes to the Code of Ordinances for the County.

As indicated earlier, Blythewood has not yet reached the population density required to be regulated by the NPDES stormwater program. It is anticipated that this density will be achieved in the near future (next 5-10 years) based upon the projected future land use plan. Since the purpose of the program is to protect all surface waters, it is also possible that the requirements of the program will be adjusted so that smaller, less dense municipal areas will be required to comply.

Therefore, it is anticipated that the Town of Blythewood will need to comply with the NPDES stormwater program. This will require development of a Stormwater Management Plan to address each of the areas above as well as implementing some mechanism for enforcement of the program.

Conclusions

Currently, the Town of Blythewood does not operate a stormwater system. Although the Town is not currently regulated by the NPDES stormwater program, it is anticipated that this could occur within the next 5 to 10 years.

The Town has expressed an interest in developing ordinances that will improve the management and quality of stormwater for the areas within the Town. These goals are consistent with the requirements of the NPDES stormwater program, which was designed to improve stormwater quality and reduce impairment to the nation's waterways from stormwater pollution.

ENVIRONMENT & OPEN SPACE

In order to determine potential sites that may result in environmental constraints to development within the Blythewood town limits, a search was performed of reasonably ascertainable and readily available environmental databases to identify and collect data on such sites. The environmental constraints map on the following page shows sites of interest which are discussed below.

Only a few sites exist which could pose environmental constraints to the vision for the town put forth in the Master Plan. Wetlands, including the two identified below as well as those along streams and ponds, should remain undisturbed in the future. The three sites identified below with potentially hazardous pollution should be treated appropriately when redevelopment occurs.

Wetland Areas

A search of the National Wetlands Inventory obtained from the South Carolina Department of Natural Resources GIS Clearinghouse was performed. The map on the following page shows the two wetland areas identified in the study area.

- Wetland Area 1 is located off Fulmer Road between Blythewood Road and Locklier Road.
- Wetland Area 2 is located on an unnamed tributary of Beasley Creek off of Ashley Ridge Road.

In addition to the two National Wetlands Inventory sites identified, all surface water impoundments and streams depicted on the environmental constraints map should be considered to have associated wetland margins.

Potentially Hazardous Sites

A search of the following selected federal and state environmental databases was performed:

- USEPA National Priorities (Superfund) List
- USEPA Comprehensive Environmental Response Compensation and Liability Index System (CERCLIS)
- SCDHEC Registry of Conditional Remedies



Most of Blythewood remains free of environmental constraints and potentially hazardous sites

- SCDHEC Underground Storage Tank Registry
- SCDHEC Dry Cleaning Site List

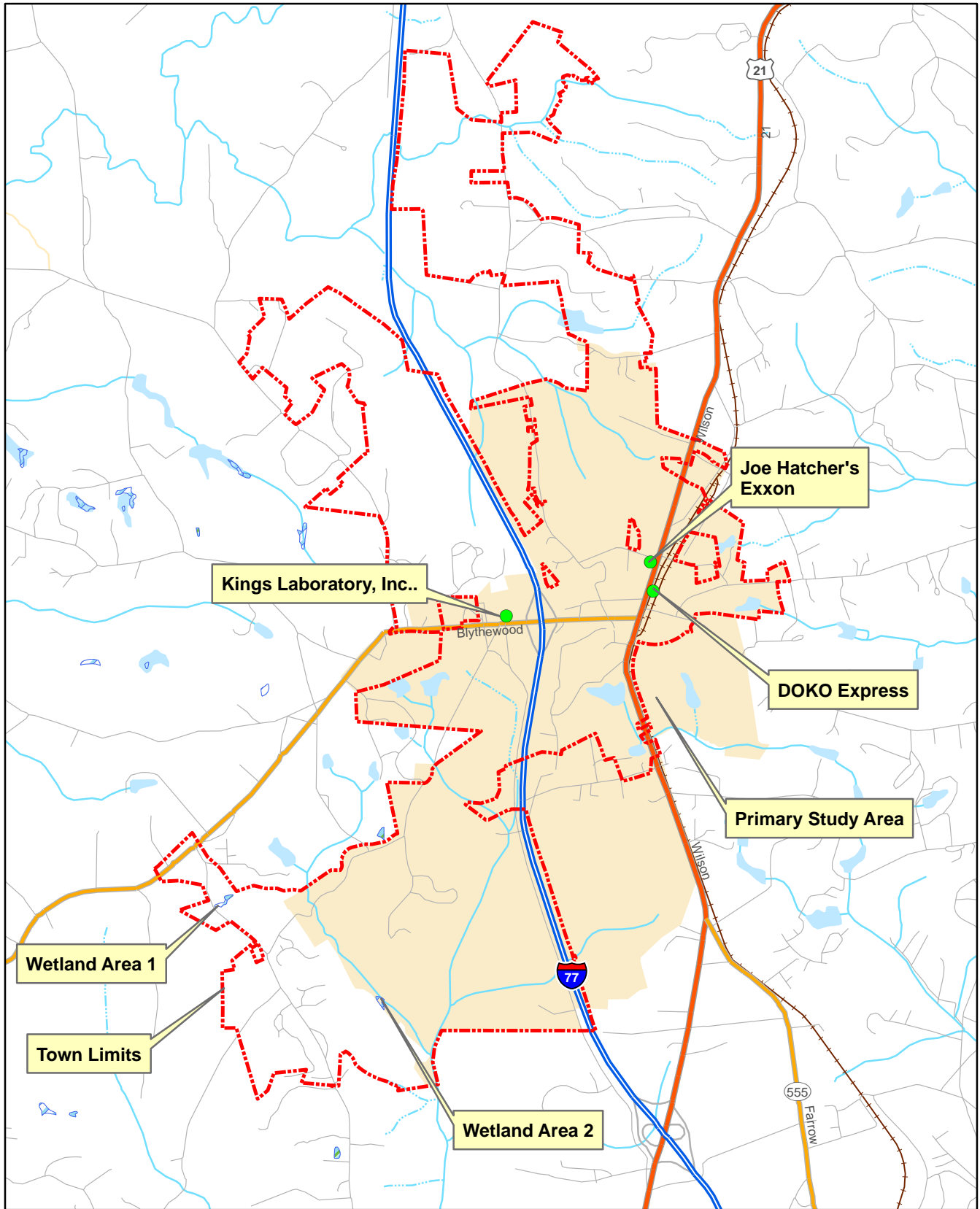
One CERCLIS site and 2 Underground Storage Tank Registry release sites were identified in the study area and are depicted on the environmental constraints map. No Superfund, Registry of Conditional Remedies, or Dry Cleaning sites were identified in the study area.

- The identified CERCLIS site is Kings Laboratory Inc. located at 424 Blythewood Road. The Kings Laboratory Inc. site is a site that the USEPA and/or SCDHEC has investigated or is investigating for a release of hazardous substances.
- The two Underground Storage Tank Registry release sites are the Joe Hatcher's Exxon located at 500 Main Street and the Doko Express located at 412 Main Street. Both of these sites have confirmed petroleum product releases, but no cleanup completion date has been recorded or a "no further action required" issued.

Open Space

Blythewood Park, discussed above in the facilities section, is the only public park within the study area. A number of other open spaces, such as the area adjacent to the community center and church or school property, also help serve the needs of the community.

Potential Environmental Constraints Within Blythewood



MARKETS & ECONOMIC DEVELOPMENT

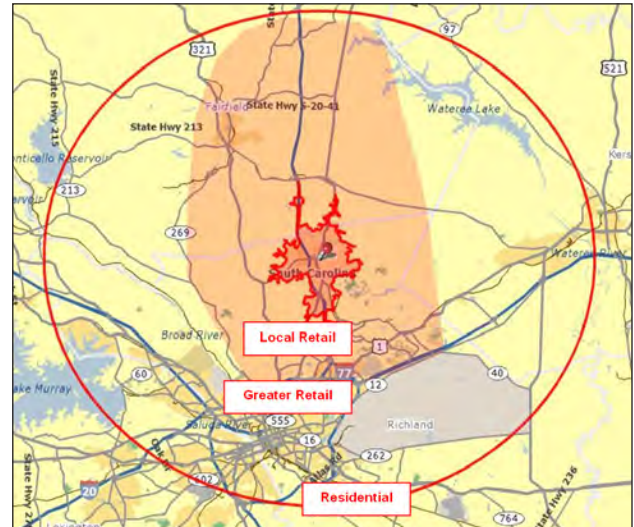
The primary conclusion of the Market Analysis is that there is an existing and growing level of potential market support for retail and residential space in the Town of Blythewood and the primary study area. The table on page 39 summarizes potential demand for retail and residential uses, identifies key target markets, and outlines key steps for development and redevelopment.

Framework

While redevelopment activity throughout the primary study area will be phased over time, the market analysis is focused on the ten-year period from 2008-2018, a realistic horizon for redevelopment. Results are based on the following:

- Site visits conducted by Marketek, Inc.
- Analysis of secondary data
- Findings from previous studies and reports
- Statistical analysis
- Survey research
- The professional and technical expertise of Marketek, Inc.

In addition to residents of the Town of Blythewood, those from outside the community will also play a key role in supporting new housing and retail/restaurant/service space. Accordingly, several areas of evaluation are defined to provide insight



Map showing three market areas used for local retail, greater retail, and residential analyses

into the characteristics of key markets. The table at the bottom of this page provides a summary of each area shown in the map above.

Target Market Profile

Blythewood’s primary target consumer markets for retail, service, entertainment and new housing include local residents, area employees, and visitors. The resident market provides Blythewood (and the primary study area) with the greatest opportunity for a dependable source of year-round sales and with potential buyers of newly developed housing. Other potential markets include local employees and visitor spending.

Summary of Areas Used in Market Analysis

Area	Boundaries	Market Relevance
Primary Study Area	Study area delineated for Master Plan process	Town residents and nearby households are an immediate market for new development
Local Retail Market Area	Eight minute drive time from Blythewood Town Hall	Residents living within a short drive will look to Blythewood for specialty shopping, entertainment and convenience-related goods and services
Greater Retail Market Area	Customized area based on drive times, geographic and man-made barriers, and the location of competitive supply	Further out residents will look to Blythewood for “destination” shopping or entertainment
Residential Market Area	Twenty mile radius from Blythewood Town Hall	New housing developed in Blythewood has the potential to draw home buyers and renters from the Residential Market Area



The Blythewood area market provides significant potential for new retail

Retail Market Analysis

The retail market analysis provides an assessment of the existing retail supply in the Greater Columbia market and, more specifically, in the Blythewood competitive area. A statistical analysis of potential demand for new retail space includes recommendations for how the Primary Study Area can best capture this potential.

The share of potential supportable space that the primary study area can ultimately support will depend on the success of implementing a comprehensive development program that includes a wide variety of retail, entertainment, housing and office uses. In other words, a passive or segmented approach to development would likely result in the study area achieving less than its estimated potential.

A successful business district in virtually any size community will have a balance and mix of uses that includes shopping, professional, financial and government services, entertainment, restaurants, housing and personal services. While these uses are currently present in the study area, there is potential to expand on them, especially on retail businesses and restaurants, to increase the area's attractiveness to shoppers and diners.

Blythewood has the capability to serve local residents, area workers, visitors and passers-through with a wide range of goods and services. The keys to business development success are to:



Existing demand for new for-sale residential units, such as these townhomes, is significant

- Offer unique, quality merchandise, restaurant and entertainment establishments;
- Target high dollar volumes per square foot for a business to succeed (i.e., smaller spaces, in-depth merchandise and high turnover inventory); and
- Work with new and existing businesses to provide complementary product lines and encourage cross-over sales.

Residential Market Analysis

The national cooling of the for-sale housing market will affect the Blythewood area, but significant demand for new residential units exists. The vast majority of residents within the study area are homeowners, although some apartments are now under construction.

Average home prices in the Columbia metro area are currently \$98 per square foot, and the largest group of buyers purchase houses between \$150,000 and \$299,999. Current economic trends are expected to increase competitiveness in the rental housing market.

Demand exists for nearly 3,000 new for-sale residential units within a twenty-mile radius of Blythewood Town Hall in the next 10 years. The demand for rental housing is over 2,000 units.

Summary of Potential Demand for Residential and Retail Uses with Target Markets

	Residential	Retail
2008-2018 Potential Demand	<p>1,363 Traditional For-Sale Units 1,632 Town Center For-Sale Units 2,010 Rental Units</p>	<p>527,195 square feet of New Retail Space</p>
Recommended Residential Product and Business Mix	<ul style="list-style-type: none"> • Condo Flats: \$160K - \$250K • Townhouses: \$180K - \$300K • Cottages/Patio Homes: \$250K - \$350K • Traditional SF Detached: \$180K - \$350K • Estate SF Detached: \$400K - \$800K • Apartments: \$725/mo - \$1,150/mo 	<ul style="list-style-type: none"> • Apparel, gifts, toys, games, books, music • Home accessories, linens, furniture, handcrafted arts, home décor • Fine dining, steak & seafood, family dining, deli/bakery, coffee shop, outdoor café • Artist gallery, live theater/music, art cinema • Personal, consumer, business, health services
Key Target Markets	<ul style="list-style-type: none"> • Entry-Level Professionals <i>For-Sale Price Point: \$150,000-\$250,000</i> <i>Rental Price Point: \$700-\$900</i> <i>Motivations: Access to work/Columbia, competitive home prices, live/work/play environment, investment and resale key</i> • Higher-Level Professionals <i>For-Sale Price Point: \$230,000+</i> <i>Rental Price Point: \$1,050-\$1,200</i> <i>Motivations: Move-up/move-over buyer, access to work/Columbia, live/work/play environment, investment and resale key</i> • Empty Nesters/Retirees <i>For-Sale Price Point: \$200,000+</i> <i>Rental Price Point: \$900-\$1,200</i> <i>Motivations: Move-over/move down buyer, low maintenance, safety, walk to shopping/activities</i> 	<ul style="list-style-type: none"> • Primary Study Area Residents An estimated 900 people live in the Primary Study Area • Close-In Residents Almost 5,000 people live within an eight-minute drive of Blythewood • Area Residents More than 121,000 people live within the Greater Retail Market Area • Employees Over 11,000 people work within one mile of the Blythewood Town Hall; Nearly 20,000 work within three miles

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TOWN
OF

Blythewood
SOUTH CAROLINA

Master Plan

Part 2: Public Participation

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The Town of Blythewood Master Plan is the result of an intensive public participation process that included a five-day charrette, stakeholder interviews, an online visual preference survey, and various public meetings.

Five-Day Charrette

A charrette is an intensive and inclusive multi-day session that brings together community stakeholders, designers, engineers, market specialists, and others to prepare a plan. The charrette format allows various ideas to be explored, vetted, and modified in a relatively short period of time. This creates a plan that has both broad community support and is grounded in reality.

From August 5-9, 2008, a charrette was held at the Blythewood Community Center to establish a vision for the town's future. It began with a public kick-off meeting to share principles of town planning, discuss the initial results of the on-line image preference survey, and review prior inventory work. This kickoff meeting was attended by more than 30 people.

During the days that followed, the public was given the opportunity to come to the charrette space to review and inform the work of the consultant team. During this time, constructive public feedback was received on architectural sketches, the draft land use plan, and renderings showing potential development.

The charrette concluded with a public presentation at Blythewood High School, attended by approximately 50 people. The results of the charrette were presented, and sketches and plans were on view for public comment.

Public Involvement

Other forms of public involvement during the master planning process included:

An **online image preference survey** conducted to gauge the town's response to a variety of photographs of buildings, streets, and public places. The 145 participants in the web-based survey ranked each image according to its appropriateness for Blythewood.



Stakeholders explore the draft concept plan produced during the charrette



Residents and consultants collaborate on elements of the master plan

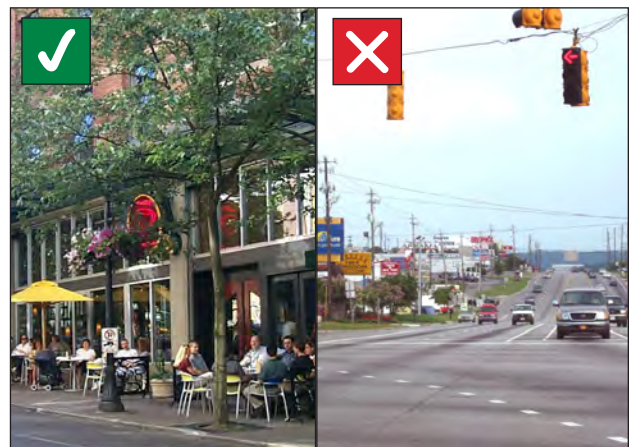


Image preference survey participants ranked images as appropriate or inappropriate for the town's future

The master plan **web site** also provided updates on the planning process, including meeting announcements, public presentations, relevant documents and maps, and contact information.

Several **articles** in the Country Chronicle highlighted the master planning effort and advertised the events surrounding the charrette.

Interviews conducted prior to and during the charrette allowed a wide variety of participants to help inform the master plan. Residents, business owners, community leaders, representatives of local governmental and semi-public entities, and others were asked to identify important issues to help guide the master plan. Among the issues most frequently identified were:

- Plan before growth comes; make sure the plan is implemented.
- Maintain the historic character of Blythewood.
- Reenvision the town center as a distinct, cohesive focal point for the community, with shops, restaurants, and gathering places.
- Connect places across the railroad tracks and throughout the town, not just for cars.
- Explore potential for commuter buses or train.
- Emphasize expanded walking and biking opportunities, including trails.
- Cluster development and consider medium-density, mixed-use buildings.
- Attract knowledge industry jobs to boost the local economy.
- Preserve open spaces, including along streams.
- Focus on creating an attractive, well-built town that will naturally attract investment and raise property values.

In addition, the final draft plan was divided among four **review committees**, who together evaluated the plan in its entirety and provided comments and suggestions that were incorporated into the final version of the Master Plan.



The master plan web site provided up-to-date details about the planning process and contact information



A series of newspaper articles highlighted the master planning efforts and advertised public events

Public Presentation

A final public meeting was held to present the Town of Blythewood Master Plan in the auditorium of Blythewood High School on Saturday, June 27, 2009. Approximately 35 people attended the presentation and viewed the exhibits in the lobby afterward. Final questions and comments were received and addressed.



TOWN
OF
Blythewood
SOUTH CAROLINA

Master Plan

Part 3: Recommendations

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PLAN VISION

The following recommendations embody the core goals of the Town of Blythewood Master Plan. Many people with an interest in the future of the town participated in the five-day charrette, interviews, and image preference survey in order to contribute to this vision.

The future vision for Blythewood is based on developing the community in a sustainable way. The concept of sustainability is broad and difficult to define, since it touches on all aspects of life. An ideal plan for sustainability benefits the environment, improves the lives of humans, and remains economically viable at the same time. As such, sustainability can be distilled into three broad components:

- **Environmental sustainability**, which strives to reduce or eliminate humanity's impacts on the planet's natural systems, and to remedy previous damage.
- **Social sustainability**, which strives to ameliorate social problems, create a high quality of life for people of all demographic backgrounds, and even improve social bonds within a community.
- **Economic sustainability**, which strives to provide a decent or improved standard of living for all.

It is upon these three components that the recommendations of this master plan are based.

Blythewood, already a town with a strong sense of history and identity, stands poised to become a model for communities across the state that face development pressure. The recommendations that follow will guide both private and public investment in a way that supports the community's vision for its future.

Unlike many other small towns, where unplanned growth has obliterated history and sense of place, Blythewood must develop in a way that builds upon its rural heritage. Central to this is a recognition that growth is coming, but that the pattern of development that has been creeping north along I-77 is not acceptable here.



Blythewood has a rich history that must be preserved as the community grows



Blythewood's future should be more walkable than its present, and should feature new sidewalks, pedestrian-friendly buildings, and places to walk



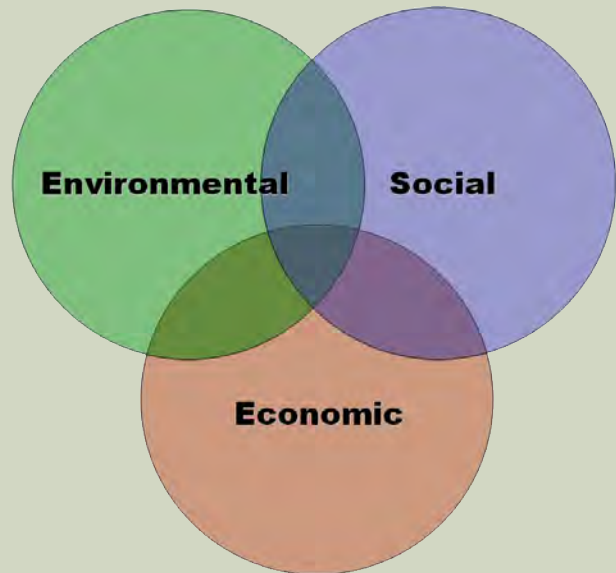
Growth must not be allowed to obliterate the rural landscape that makes Blythewood special

Key Plan Sustainability Elements

All of the recommendations in this document will guide Blythewood toward becoming a model of sustainable small town planning for both the Midlands and the South. A sustainable community is defined by the relationship of three elements: environmental, social, and economic. A balance of the three is the guiding principle of this Master Plan.

The following is an overview of how the various recommendations of this study will work together to promote sustainability.

- **Land Use Recommendations** will encourage compact development to promote walking and biking, and preserve farmland.
- **Architecture & Historic Resource Recommendations** will ensure that new construction respects architectural traditions in and around the Town of Blythewood.
- **Transportation Recommendations** will reduce the need to drive and provide places to walk, bike, and ride horses. This will improve air quality and promote public health. New trees along corridors and neighborhood streets will also clean the air, capture carbon from the atmosphere, and reduce the heat island effect.
- **Infrastructure & Facilities Recommendations** will ensure that new infrastructure and facilities are provided as Blythewood grows.
- **Environment & Open Space Recommendations** will provide new open space, including community gardens which allow residents to grow food while keeping food dollars in the town.
- **Markets & Economic Development Recommendations** will provide economic and housing opportunities for the broad spectrum of the town. They will allow Blythewood to grow in status and prosperity, and improve services for residents and visitors.



In the absence of a plan, it is almost inevitable that future growth in Blythewood would result in the same type of place found at nearly every I-77 exit from here to Columbia. Farms and woodlands would be replaced by faceless strip malls, cookie-cutter subdivisions, and industrial parks. Traffic would grow, and the rural quality that makes Blythewood special would be destroyed. While it is true that this would create jobs and prosperity for some, it would only last until there was no more vacant land. Then, growth would move north in favor of greener pastures.

This “business as usual” approach to growth must not be allowed to occur in Blythewood. Instead, the town must take control of its own destiny and raise the bar by showing that there is another way. This means directing new growth into compact, walkable, mixed-use areas to reduce traffic growth, minimize infrastructure costs, and maximize the preservation of the landscape. It means ensuring that new buildings reflect the area’s architectural history rather than corporate prototypes. It means bringing in new businesses and jobs, and providing a range of housing choices for residents, so that those who want a detached house on a large lot can still have one, but so can those who might like a townhouse, above-shop flat, or a cottage within walking distance of shops and restaurants. And, most importantly, it means being selective about what new development comes to town, and where it goes, with a focus on ensuring lasting, quality growth.

Policy vs. Project

There are two types of recommendations:

- **Policies** are guidelines that provide direction to the implementation of the plan’s vision. They often support projects and should be the basis for actions by the Town of Blythewood, the Planning Commission, the Design Review Board, and other public decision makers.
- **Projects** are specific things, such as transportation improvements, with a defined cost and time frame. They are often undertaken by a local agency such as the Town of Blythewood, South Carolina Department of Transportation, or the Chamber of Commerce.



The Blythewood of the future should feature a mixed-use “downtown” that serves residents and visitors



Public policies and projects can encourage private development that is consistent with the plan’s vision

The following pages detail recommended policies and projects in a variety of areas. The code in parentheses after each project refers to the Action Program on pages 80-83.

LAND USE

Future land use patterns in Blythewood should focus on a mix of uses, traditional town scale, walkability, and the preservation of existing open space where logical. Changes in the future land use balance are inevitable as land redevelops, but the integrity of the mix must be maintained.

The chart below summarizes the proposed future land use changes in the primary study area according to land use. The summary is divided into potential phases. Even under the full build-out scenario, the majority of the study area remains open space or agricultural land.

Policies

- Encourage development consistent with the Illustrative Land Use Plan.
 - Encourage developers to provide homes at a variety of prices and sizes to allow for a mix of incomes, backgrounds, and ages.
 - Support the redevelopment of the entire Blythewood Road corridor from just west of I-77 to the current Town Hall as a walkable town center.
 - Prioritize code enforcement to ensure that new development meets applicable building, fire, accessibility, environmental, and zoning codes, and that it is in character with the goals of the Master Plan.
 - Encourage cluster development both within the town and nearby to preserve open space.
- See the Rural Village Concept Plan for an example of how this might occur.*



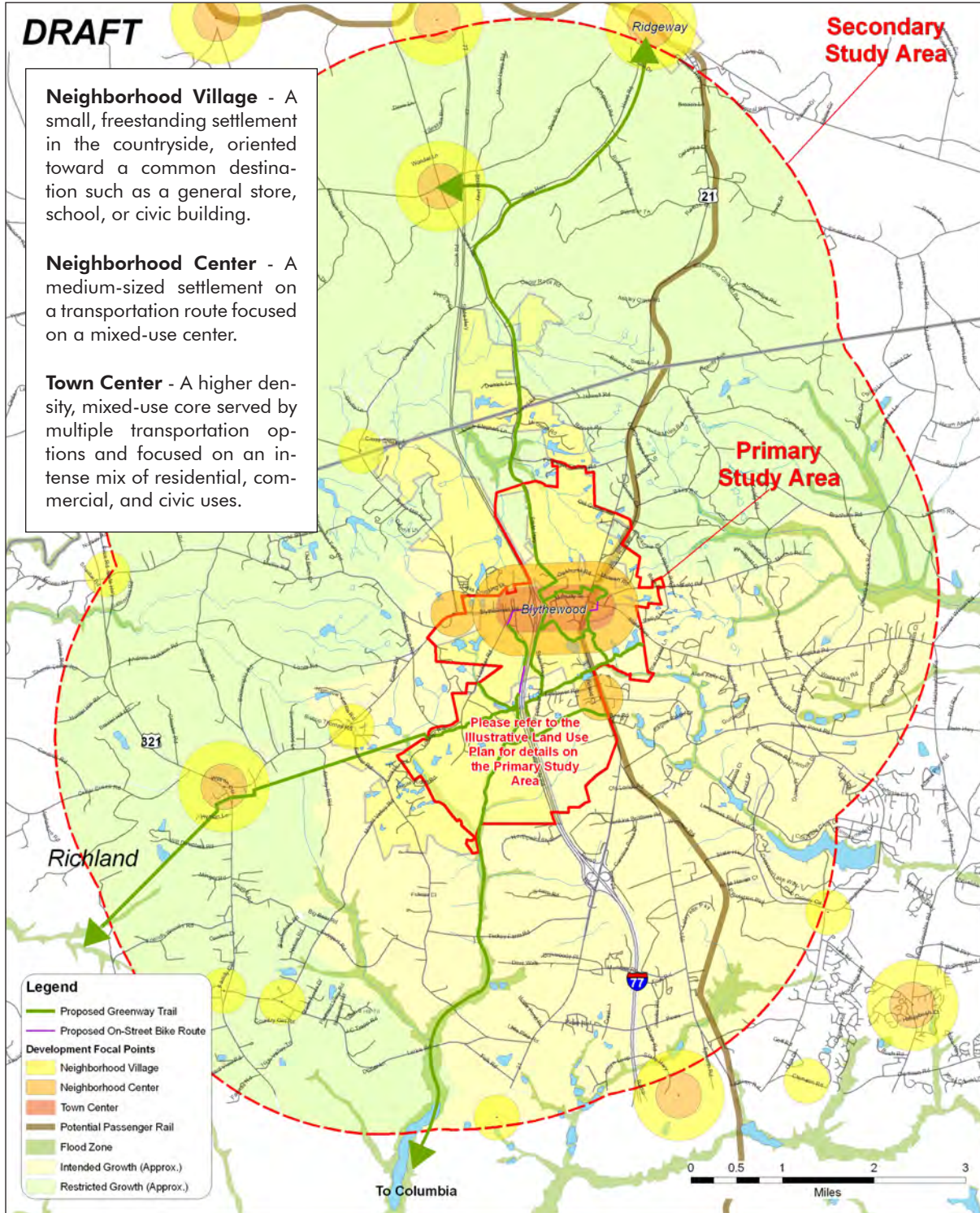
Mixed-use buildings should still reflect Blythewood's small town feel.

Land Use	Phase I: Town Center	Phase II: Town Center West	Final Phase*: Central, North, & West Blythewood	Total* (Full Build Out)
Single-Family (estate)	51 lots	–	65 lots	116 lots
Single-Family (typical)	447 lots	–	932 lots	1,379 lots
Townhomes	128 units	11 units	122 units	261 units
Condominium	172 units	151 units	1,845 units	2,168 units
Apartments	74 units	65 units	791 units	930 units
Four-Plex	44 units	–	108 units	152 units
Live/Work	–	–	26 units	26 units
Hotel	–	176 rooms	–	176 rooms
Retail	73,600 sq. ft.	23,825 sq. ft.	471,300 sq. ft.	568,725 sq. ft.
Office	65,000 sq. ft.	107,500 sq. ft.	772,600 sq. ft.	172,500 sq. ft.
Civic/Amenity	52,350 sq. ft.	1,650 sq. ft.	–	54,000 sq. ft.
Technology/Industrial	–	–	1,094,300 sq. ft.	1,094,300 sq. ft.

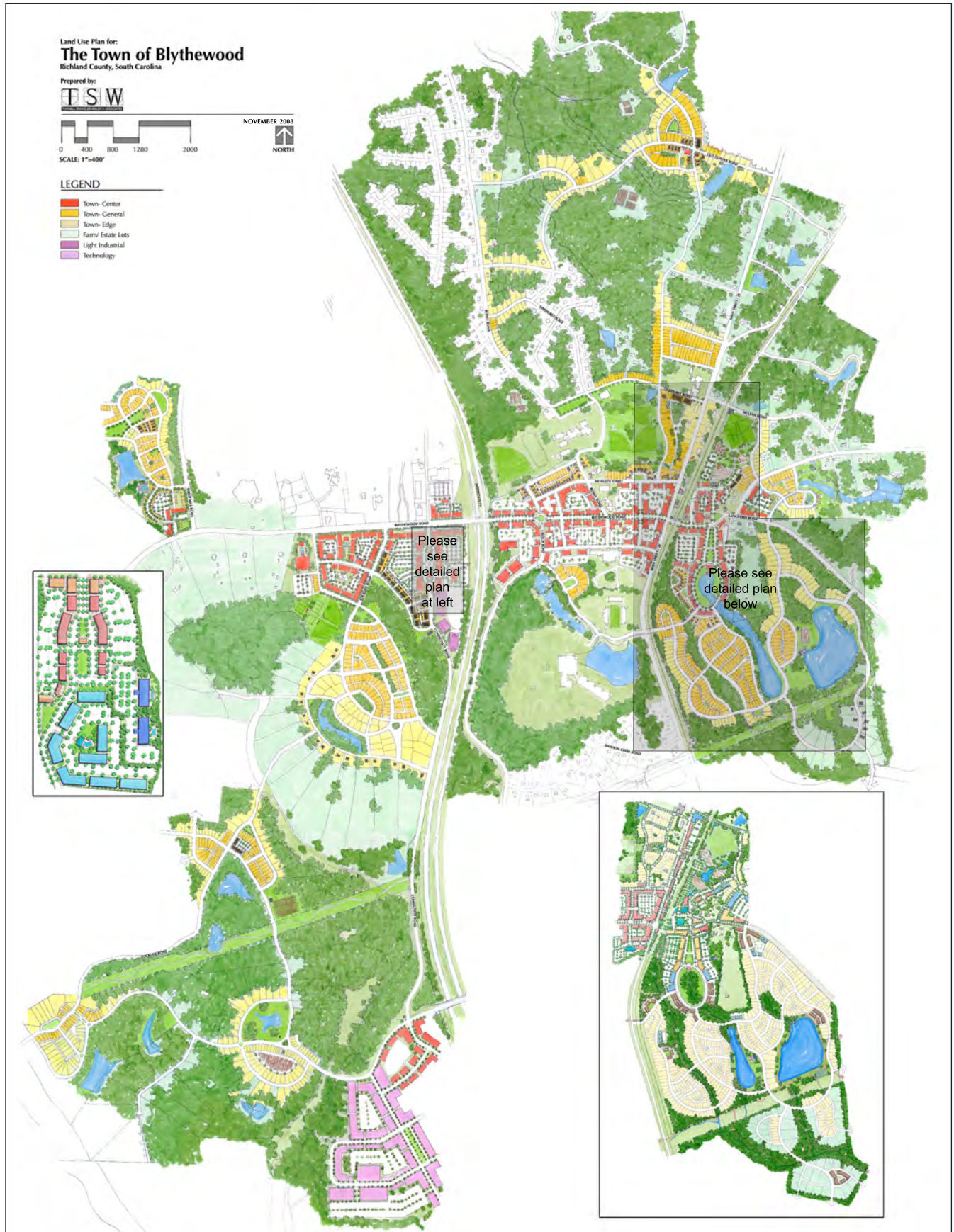
*Summary based on Master Plan and showing development potential in primary study area over the next 25 years.
Final phase and full build out subject to market analysis and demand.

Illustrative Plan for Secondary Study Area

This illustrative plan sets forth a general vision for how development might occur in the secondary study area. Each settlement is based on a five or ten minute walking radius and focused around a common destination. Markings are intended to show the general extent of potential development, not its precise boundaries.



Illustrative Land Use Plan



Rural Village Concept Plan

There is a strong public desire in Blythewood to preserve the town's rural heritage and landscape. One way to do this without taking away a landowner's right to develop his or her property is by clustering development into a compact area and leaving the majority of a site in its rural state.

The Rural Village Concept Plan represents an application of these principles to a large site west of I-77. Instead of carving up the land into evenly spaced and sized lots, the plan concentrates all of the site's development into a walkable village focused on an existing pond.

The village is primarily residential in nature, and features a mix of townhouses and small lot single-family homes. At its core, opportunities exist for live/work units or a small corner store, but the site is, in reality, not ideal for a large amount of retail.

At its edges, the village abruptly transitions to large rural estates, community farmland, and protected woodlands. It is connected to Blythewood's core by a multi-use trail running along the existing power line easement.



South Town Hall Area Concept Plan

A key catalytic project in Blythewood is the development of the land south of Town Hall into a mixed-use neighborhood. The concept plan shown at right begins just south of the historic core of the town, with the scattering of historic homes near the railroad tracks. These preserved homes are complemented by new municipal and mixed-use buildings to create a town square feel.

Major elements include:

- New Town Hall with adjacent space for memorials or fountain
- Reproduction Blythewood Depot
- Potential new public safety building
- New sidewalk-oriented retail in mixed-use buildings

The town center area opens up to the south into a series of parks that draw the visitor through the new commercial area past shops, multi-family buildings, and townhouses to a series of multi-use trails that runs throughout the area and could connect to adjacent properties.

Greenspace amenities include:

- Variety of parks, from smaller squares to large parks, woods, and ponds
- Multi-use trails that connect throughout for cyclists, walkers, and joggers
- Existing streams and preserved sensitive environmental areas
- Tennis center, boat dock, and other active recreational areas

The variety of housing types allow for a mix of families, ages, and incomes to live in the area, all within walking distance of the new Town Hall and mixed-use area. Large, estate-type lots give way to traditional single-family lots, townhomes, four-plexes, and traditional multi-family buildings. Several building types are appropriate for the elderly, allowing multi-generational families to live within a short distance of each other.

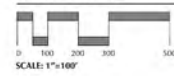
A focus on connectivity and multi-modal transportation limits the speed of cars and encourages residents and visitors to walk or bicycle. Parking areas for the town center, including a potential future lot for commuter rail, are hidden behind buildings. Curving streets are designed to avoid excessive width and to slow vehicles, many of which will use alleys to access garages. Extensive sidewalks and trails allow access to parks and amenities from every home without using an automobile. Potential street connections to the east and south could allow for a street network as growth expands.

Existing farms and neighboring properties are preserved and sheltered with natural buffers to avoid adverse impacts on existing property owners. Nevertheless, the area is intended to be a draw for all of Blythewood's residents, who will be able to enjoy its parks, history, shops, municipal offices, and restaurants. The area could also serve as magnet to draw visitors off of the interstate and into the heart of the town.

South Town Hall Area Concept Plan (continued)

Town Center Plan for:
The Town of Blythewood
 Richland County, South Carolina

Prepared by:
T S W
 Town & Country Planning



LEGEND

- COMMERCIAL
- MIXED USE
- CIVIC
- MULTI-FAMILY
- TOWNHOUSE
- SINGLE-FAMILY
- ESTATES
- HISTORIC BUILDING
- EXISTING BUILDING TO REMAIN



Project Totals

Drivay	1,200 s.f.
Street Station	10,000 s.f.
Street Hall	26,000 s.f.
Commercial	130,000 s.f.
Assembly	8,000 s.f.
Residential	
Apartments	286 units
Condos/Townhomes	442 units
Single-Family	128 units
Total	316 units
Parking	
Lot A/C (Commercial Lot)	130 spaces
Lot B	470 spaces
Lot C	115 spaces
On-Street	290 spaces
Total	1,005 spaces
Total Provided**	1,040 spaces
Total Required	1,005 spaces

Land Use

Building A	1 Storey Hall	2,200 s.f.
Building B	Shreve & Millington Trail	10,000 s.f.
Building C	2 Storey Hall	41,000 s.f.
Building D	2 Storey Hall	26,000 s.f.
Building E	2 Storey Hall	41,000 s.f.
Building F	Mixed Use	12,000 s.f.
Building G	Mixed Use	10,000 s.f.
Building H	2 Storey Hall	12,000 s.f.
Building I, J, K	Mixed Use	31,700 s.f. each
Building L	Mixed Use	10,750 s.f.
Building M	Mixed Use	9,750 s.f.
Building N	2 Storey Hall	2,800 s.f.
Building O	Mixed Use	13,400 s.f.
Building P	3 Storey Hall	15,000 s.f.
Building Q	3 Storey Hall	15,000 s.f.
Building R	3 Storey Hall	15,000 s.f.
Building S	3 Storey Hall	15,000 s.f.
Building T	3 Storey Hall	15,000 s.f.
Building U	3 Storey Hall	15,000 s.f.
Building V	3 Storey Hall	15,000 s.f.

** Does not include Commercial Lot

Town Center West Concept Plan

Another key catalytic project in Blythewood is the development of the land just west of I-77 on the south side of Blythewood Road. The current site of the aging Blythewood Community Center and the vacant land to the south could be reinvented as a walkable, mixed-use neighborhood clustered around a series of squares and parks.

The conceptual plan at right shows Blythewood Road at the top and a realigned Community Road that traverses the area and connects with existing areas to the south. A grouping of commercial and mixed-use buildings draws in passersby with its park space and shaded sidewalks. Further south, a grouping of apartment buildings and two new hotels provides new residences and foot traffic. An amenity building and swimming pool is provided for the apartment community.

The rendering below shows one potential concept for the central square. The area is defined by buildings that draw on historic architectural precedents in the Blythewood area and provide additional shopping opportunities with office space on upper floors. A relocated historic home could further help define the space and house a new restaurant.

Except for on-street spaces, parking areas are kept to the rear of buildings and are planted with trees. Additional parking on the northeast corner of the site could be used for potential future commuter bus service, allowing residents to walk to transit if they work in Columbia, or to arrive from Columbia for jobs in Blythewood.

This mixed-use area also relates effectively to the existing town, because it is adjacent to existing commercial development on the north side of Blythewood Road, and a short walk from the existing mixed-use area to the east of I-77. It therefore builds on the existing fabric of the town, while providing an opportunity for economic development and a way to concentrate development within the existing core of the town rather than consuming farmland.



Town Center West Concept Plan (continued)

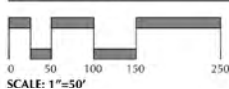


- LEGEND**
- MIXED USE
 - COMMERCIAL
 - MULTI-FAMILY
 - HOTEL
 - TOWNHOUSE
 - CIVIC

Town Center West Plan for: The Town of Blythewood

Richland County, South Carolina

Prepared by:



Project Totals

Commercial	20,550 s.f.
Hotel	100,000 s.f.
Office	49,500 s.f.
Residential	1,800 s.f.
Total	171,850 s.f.
Parking*	192 units
Lot A	7 units
Lot B	266 spaces
Lot C	88 spaces
Lot D	282 spaces
Lot E	99 spaces
One Street	815 spaces
Total Provided	x1,038 spaces
Total Required	x1,015 spaces

* Estimated parking counts

Land Use

Buildings A, B, C	Commercial - 6,000 s.f.
Buildings D, E	Mixed Use - 10,000 s.f.
Building F	Mixed Use - 10,000 s.f.
Building G	Restaurant - 3,000 s.f.
Building H	Mixed Use - 12,000 s.f.
Building I	Mixed Use - 3,500 s.f.
Building J	Mixed Use - 4,000 s.f.
Building K	Mixed Use - 4,750 s.f.
Building L	Mixed Use - 2,500 s.f.
Building M, N	Townhouses - 1,800 s.f.
Building O, P, Q, R, S, U, V	Class A Apartments - 33,000 s.f.
Building W	Amenity, Clubhouse - 1,000 s.f.
Building X, Y	Hotel - 100,000 s.f.

Projects

- Adopt the changes to the comprehensive plan recommended by the Master Plan. (O-1)
- Enact key updates to the town's zoning ordinance to more responsibly shape development in the short term. (O-2)
- Adopt the Town of Blythewood Master Plan as a regulating plan to guide future development. (O-3)
See South Town Hall Area Concept Plan.
- Prioritize development adjacent to I-77, near the existing Community Center. (O-5)
See Town Center West Concept Plan.

A Balanced Town Center

The current and future core of Blythewood will remain focused on the Blythewood Road area. It is already the place where many daily needs are met, but the area has potential to be transformed into a more walkable destination.

The concept of two town centers, one just west of I-77 and another near the existing Town Hall, emerged during the charrette. These would be linked by Blythewood Road. A balance of public parks and facilities in each center will ensure a high quality of life for everyone in the town.

The continuous town center along Blythewood Road would take only 15 minutes to traverse on foot. This puts public places, shops, jobs, and homes within easy access of anywhere in the town center, and within a short distance of the proposed commuter bus stop west of I-77 and proposed commuter rail station near Town Hall.

ARCHITECTURE & HISTORIC RESOURCES

The unique heritage of Blythewood and surrounding areas, including its buildings, should be emphasized and preserved as the town grows. A focus on history and vernacular architecture can help preserve the past for future generations.

Policies

- Encourage the use of local architectural styles in new construction.
- Avoid corporate prototype architecture.
- Encourage the use of high quality materials such as brick, stone, and true stucco.
- Avoid exterior insulation finishing systems (EIFS).

Projects

- Expand the purview of the Design Review Board to include areas beyond the core of the town. This will help ensure that good design, based on the Design Guidelines, is promoted town-wide. (O-6)
- Adopt the Design Guidelines in the Master Plan to ensure appropriate design. (O-7)
- Assemble land at the northwest corner of Main Street and McNulty Avenue for a historic village. (O-9)
- Create a historic village on aforementioned land. (O-10)

This village could be a haven for historic buildings from the region threatened with demolition. It would also enhance Blythewood's image and promote cultural tourism.

- Enact key updates to the town's zoning ordinance to more responsibly shape development in the short term. (O-2)



New development in Blythewood can employ architectural styles compatible with the town's history



Exterior insulation finishing systems (EIFS) are not acceptable, for aesthetic reasons and short lifetime



The existing home at McNulty Avenue and Main Street could be the beginning of a village featuring relocated historic buildings

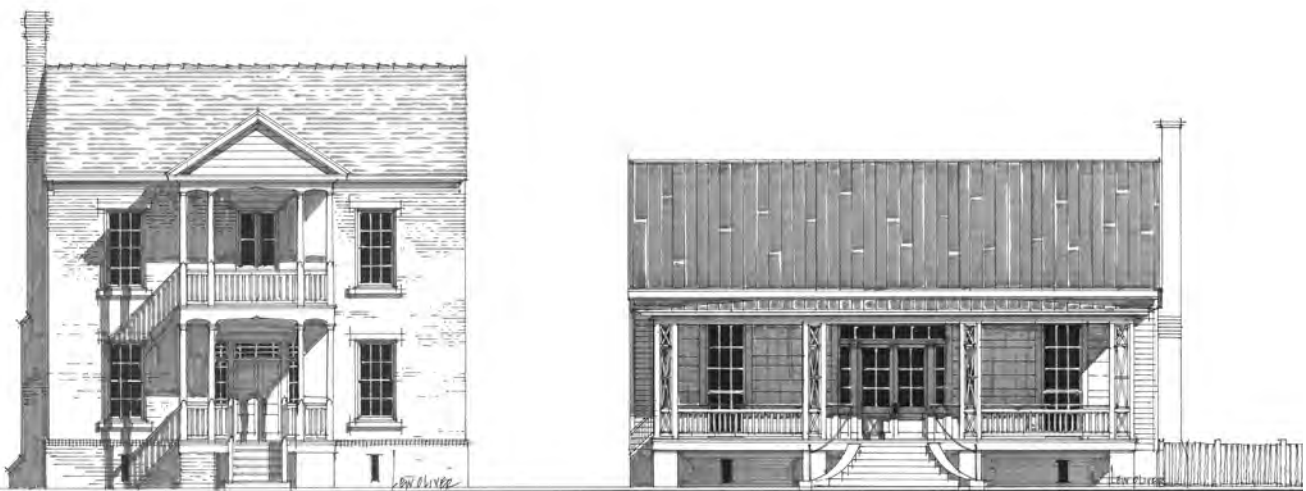
Architectural Sketches: Single-Family Houses

The strong presence of vernacular residential architecture in the historic core of the Town of Blythewood is a tradition that should be respected in the styles of new houses in the area. While no single type should predominate, certain traditional forms should influence the design of new single-family houses within the town.

The sketches on this page are intended to show the potential character of new single-family houses that would be compatible with the history of the Blythewood area. The use of traditional, durable materials such as brick and stucco combines with porches, chimneys, eaves, and other elements to reinforce a historic feel.

Various square footages and floor plans could be explored for the houses shown here in order to provide for a range of home prices, family sizes, and income levels. Widths vary from only 16 feet up to 46 feet, and area ranges from 3,200 square feet down to only 1,000 square feet. Façade materials could include brick, stucco, or hardiplank, all of which are compatible with existing historic homes.

Houses should be set close to the street in accordance with the Design Guidelines and historic precedent. Vehicles should be parked either on the street or in garages located behind the homes and accessed via alleyways. Porches, steps, and picket fences provide the appropriate delineation between the private and public realms.



Architectural Sketches: Multi-Family and Commercial Buildings

The future of Blythewood must include some multi-family housing if the town is to have pedestrian-supported shops and amenities, provide for more affordable homes, and concentrate development in order to preserve open space. Design of these multi-family buildings, however, can and should be in line with historic precedent.

The building at right is an example of a two-family home designed to be compatible with other single-family homes already in the area. Traditional architectural styling acknowledges the historic nature of the town, while the two-family nature of the building could introduce a new residential type into the area in a way that is compatible.



The building at left is a four-plex designed to resemble a large traditional Southern home. Its interior elevator, two-story porches, and historic feel are intended to attract aging Blythewood residents or those who are no longer interested in the maintenance associated with a single-family house and yard.



New commercial buildings will also be an important part of the town's growing fabric, but can be constructed in such a way as to be compatible with existing structures. These two small commercial buildings evoke the feel of downtown Ridgeway and Blythewood with their traditional materials, small square footage, and street presence. Buildings such as this would be compatible in smaller residential areas such as the rural villages, or on the fringes of the existing town fabric along Blythewood Road.

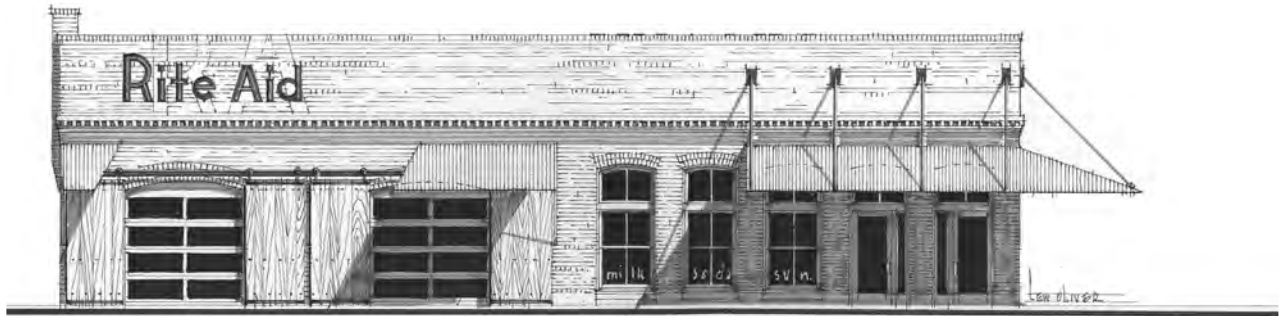
Architectural Sketches: Commercial and Mixed-Use Buildings

In existing commercial areas of the town where redevelopment occurs, and in proposed centers where retail and office growth is anticipated, the sketches on this page may serve as a model for some of the architectural styles that may be appropriate.

The building at right provides up to 6,000 square feet of retail or office space on two floors. The façade is brick or true stucco. Entrances properly front the sidewalk, and storefront windows are in proportions similar to historic commercial buildings within the area. Parking is provided on-street or is hidden behind the building.



National chains can also be a part of Blythewood's future growth if they employ designs customized for Blythewood, rather than come off the shelf from a corporate headquarters. The sketch below shows how a typical 14,000 square foot chain drugstore could be integrated into the future vision for the town.



The building below shows another possibility for a mixed-use building, in which a large structure in the Mercantile style with upper-floor residences is made to look compatible with a small-town feel through materials, human scale, and façade articulation.



TRANSPORTATION

During interviews, stakeholders frequently expressed the importance of planned and balanced transportation investments to help Blythewood avoid the fate of other communities, where all trips are made by car and concentrated onto overly-wide highways. The increased numbers of people that are expected to live in and visit the town cannot be adequately served by simply adding more lanes. Rather, the street network must also grow, as should the focus on providing non-motorized facilities for those wishing to move around Blythewood other than by car.

Transportation policies and investments that improve the driving experience while also promoting safe and convenient walking, biking, and even skateboarding are a crucial component of the success of Blythewood's transportation network.

Policies

- Encourage proximity of land uses, so that non-motorized transportation becomes a viable option for the greatest number of people.
- Promote town-wide connectivity through a system of multi-use trails.
- Foster east-west connectivity through new bridges over the railroad tracks and I-77.
- Require buildings that favor pedestrian access from the sidewalk over vehicular access from driveways or parking lots.
- Encourage density in the town's core, to make future transit service more feasible.
- Encourage shared driveways to limit curb cuts, which can disrupt the sidewalk environment and contribute to driver confusion.
- Promote shared parking arrangements wherever possible to decrease the number of underused parking spaces.
- Direct new developments to provide pedestrian facilities, including sidewalks along streets, and within parking lots.
- Provide Americans with Disabilities Act (ADA) accessible facilities.



Today the Blythewood Road/I-77 overpass is not pedestrian friendly and lacks even basic sidewalks



In the future, new sidewalks, movable planters, and street lighting could improve pedestrian safety and enhance the entry to town



Bicycles are an important form of transportation in many world cities, and could become so in Blythewood in the future

Pedestrian/Bicycle

Projects

- Construct sidewalks on the Blythewood Road I-77 overpass. (T-1)

This will provide an immediate enhancement to pedestrian mobility in the town by making a pleasant east-west link for walkers.

- Install decorative street lights on Blythewood Road I-77 overpass. (T-2)

These lights, combined with the landscaping improvements described below, will improve aesthetics and help distinguish Blythewood.

- Paint shared bicycle lane markings along Blythewood Road between Locklier Road and Main Street. (T-3)

These will encourage driver awareness and promote cycling.

- Implement streetscape improvements along Blythewood Road from I-77 west to Sandy Level Baptist Church. (T-4)

Wider sidewalks, shade trees, decorative lighting, underground utilities, new crosswalks, and a multi-use trail will improve aesthetics and help stimulate private investment. Although two travel lanes would be added in each direction, this is primarily a pedestrian project.

- Implement a streetscape project on Blythewood Road from I-77 east to Main Street. (T-17)

Wider sidewalks, new shade trees, decorative lighting, underground utilities, new crosswalks, and more will combine to give a significant face-lift to the core of the town.

- Implement streetscape improvements along McNulty Avenue. (T-6 and T-7)
- Implement streetscape improvements along Boney Road. (T-8)
- Implement streetscape improvements along Main Street. (T-9)
- Install bicycle racks in the town's core. (T-10)

These will provide safe and convenient places to secure bikes and will encourage cycling.



Streets should be multi-purpose spaces that move people, not just cars, and support adjacent land uses



Building design should embrace the pedestrian and encourage walking over driving



Sidewalks and crosswalks must comply with the Americans with Disabilities Act (courtesy Michael Ronkin)

- Construct the Boney Road/Town Hall Park multi-use trail connector. (T-11)

This trail would link the proposed Town Hall Park with the existing Recreation Center and fields as well as Bethel-Hanberry Elementary School. It would then follow Boney Road north to the town limits.

- Construct the Creech Road Extension trail. (T-12)

This trail would follow the proposed extension of Creech Road south behind the high school to Firetower Road, and then south to the proposed new bridge over I-77. It includes a spur to Highway 21 via Blythewood High School.

- Construct the Langford-Fulmer Road trail. (T-13)

This trail follows the power line easement from Fulmer Road east to the town limits near Langford Road. It diverges from the easement to cross I-77 at the proposed new bridge

- Construct the Round Top trail. (T-14)

This trail would run parallel to the proposed New Bridge Road from Highway 21 west across the proposed I-77 overpass to Community Road and the Beasley Creek Greenway.

- Construct the Beasley Creek Greenway. (T-15)

Beginning at Locklier Road near Blythewood Road, this trail would run south along Community Road and Beasley Creek to the town limits. It is a key connection to the Broad River Greenway and an eventual link to Columbia.

- Construct two new pedestrian/bicycle bridges over the railroad tracks. (T-16)

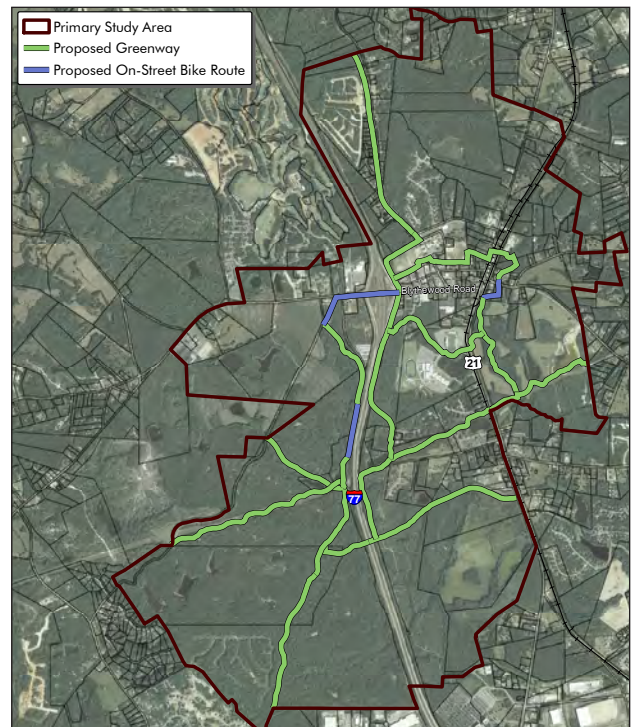
These will increase access to the proposed town center and the Langford Road area. They will also provide safe access to McNulty Avenue and Blythewood High School.

- Amend the town’s zoning ordinance. (T-5)

Amendments should specify sidewalk standards for new development that are consistent with the Master Plan Design Guidelines to promote walking in Blythewood. They should also require bicycle racks in new development.

Multi-Use Trails

In the future, a series of multi-use trails will connect parks, homes, and businesses. They will promote recreation and horse-back riding, as well as alternative commutes and the preservation of natural areas. Each of the trails should be 10 to 12 feet wide, constructed either of asphalt or gravel, and include a natural buffer.



Proposed multi-use trail system for the Town of Blythewood

Vehicular

Projects

- Adopt design guidelines for new streets as a part of the Master Plan. (T-18)

This will provide a legal basis for requiring new development to construct streets in the locations shown on, and according to the specifications provided in, the Master Plan.

- Enhance Blythewood Road east of I-77. (T-19)

This includes a new median to slow traffic, provide additional landscaping, capture rainwater, and establish a unique feel for the town's main commercial street.

- Install a new traffic signal at Creech Road and Blythewood Road. (T-20)

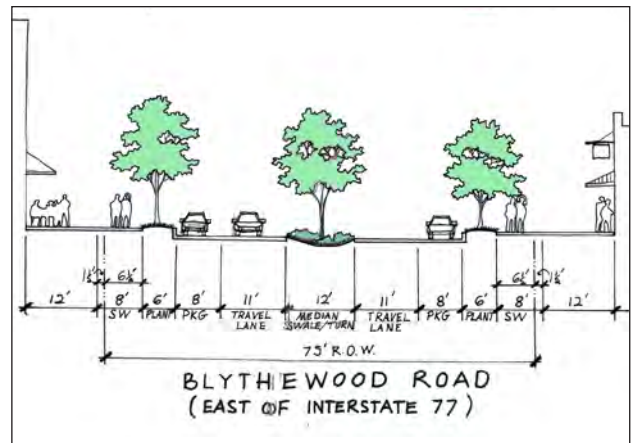
This will allow for safer turns. It will also accommodate traffic more efficiently until a traffic circle (see below) can be implemented.

- Relocate the Blythewood Road crossing over the Norfolk Southern tracks to the south. (T-21)

This will support a larger realignment project.

- Reconfigure the Blythewood Road/Langford Road intersection. (T-22)

Geometric improvements will provide more logical continuity and building sites, but should only occur if plans are made to relocate or avoid historic homes along the proposed route.



Proposed long-term cross section of east Blythewood Road



Realigning Langford Road to connect to Blythewood Road would improve access to the town center



Blythewood Road's dramatic transformation, after streetscape and road improvements have spurred private redevelopment, looking east toward Main Street with the proposed town hall in the distance

- Realign Boney Road to connect to Oakhurst Place. (T-23)

The existing Boney Road in front of Bethel-Hanberry should remain for school traffic only.

- Upgrade the existing at-grade railroad rail crossing near Blythewood High School (T-24).
- Construct a roundabout at Blythewood Road and Creech Road. (T-25)

This will promote smoother traffic flow and provide a site for a fountain or other gateway feature to mark the entrance to the town. The design should accommodate future traffic volumes and still be safe for pedestrians.

- Reconfigure the interchange of Blythewood Road and I-77. (T-31)

The redesign would move the ramps closer to I-77 and control all of them with a single signal. This would improve vehicle safety and free up critical land for redevelopment. It would also provide an opportunity for improved sidewalks, landscaping, and lighting along the bridge.

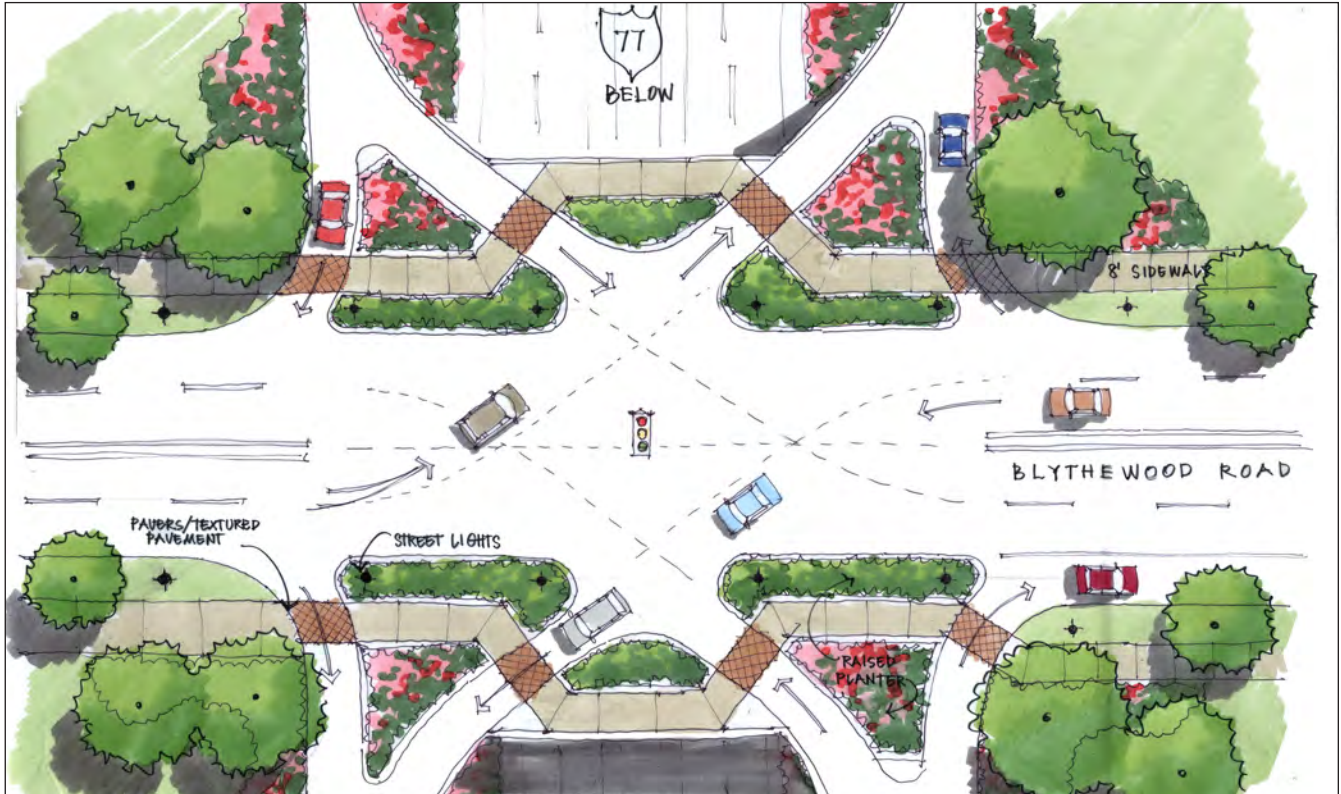


Rendering of proposed Blythewood Road roundabout looking west toward I-77 from in front of Wendy's

- Widen and pave Locklier Road from Blythewood Road southwest to Fulmer Road (T-26)

This will increase access to potential development sites.

- Extend Creech Road south behind Blythewood High School to Firetower Road and the proposed new overpass (T-27).



The proposed redesign of the I-77/Blythewood Road interchange will improve traffic operations while also reducing the barrier between the east and west sides of town

- Construct a bridge across I-77 west of Firetower Road. (T-28)

This bridge will allow local traffic to cross I-77 without mixing with Interstate-related traffic.

- Link the new overpass with Highway 21 to the east and Locklier Road to the west with a New Bridge Road. (T-29 and T-30)
- Study extending Rimer Pond Road under the railroad. (T-32)

It may be possible to relocate Rimer Pond Road 800 feet to the south to cross under the railroad and Highway 21, or to provide a new at-grade crossing (see sketch at right).



This multi-modal station provides commuter rail access, bus access, and bicycle parking

Transit

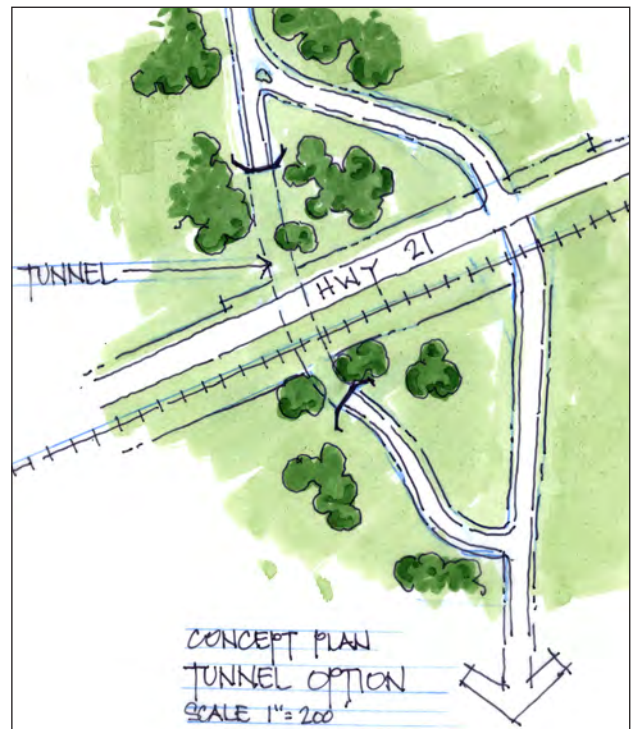
Policies

- Support efforts to establish commuter rail between Charlotte and Columbia, with a station in Blythewood.

Projects

- Construct a park-and-ride lot and bus waiting area on the land just west of I-77, adjacent to the existing community center. (T-33)
- Construct a multi-modal transportation center and parking. (T-34)

This should include a train station, commuter parking, local bus waiting, and taxi stands. A non-automotive link to Columbia will be a vital part of the town's long-term viability.



It may be possible to move Rimer Pond Road south (to the left) to run under Highway 21 and the railroad

INFRASTRUCTURE & FACILITIES

Infrastructure decisions can be used to help implement the goals of the Master Plan by guiding the town's future real estate and fiscal growth. The following recommendations will ensure the adequate provision of services for the next generation of Blythewood residents and visitors.

Infrastructure

Policies

- Focus on development in areas already served by water, sewer, electricity, and emergency services. Sprawling, low-density development can create burdensome infrastructure costs.
- Cooperate with existing infrastructure providers, neighboring municipalities, and regional planning efforts for input on water quality planning.
- Consider cooperating with Richland County on an agreement to participate in the stormwater management program.

Projects

- Begin legal steps toward creating independent town water and sewer utilities. (O-11)
- Enter into negotiations with Winnsboro and Columbia to secure and expand the public water supply. (O-12)

Possible purchase of existing infrastructure from the Town of Winnsboro should be considered.

Service area negotiations should be the focus with the City of Columbia.

- After negotiations with adjacent municipalities, conduct an engineering evaluation to determine how to best operate the water system. (O-13)
- After negotiations with adjacent wastewater utility providers, conduct an engineering evaluation to determine how to best expand the sewer system. (O-14)
- Investigate the feasibility of an ordinance to adopt the Richland County stormwater program and allow for a 4 mil property assessment to cover the cost. (O-15)



Public water provided by the town could be a source of revenue and help guide redevelopment



Development should focus existing infrastructure rather than sprawling at the edge of town



Studies should be undertaken to evaluate expansion of existing water and sewer infrastructure

Facilities

Projects

As Blythewood grows in population and prominence, new and expanded facilities will be needed. All new civic buildings must be designed to instill a sense of civic pride and set the tone for private development.

- Construct a new Blythewood Town Hall. (O-16)

The space will better serve a growing town and provide an iconic building. It could also include leasable office space.

- Construct an expanded library. (O-17)

It should be located just east of the IGA.

- Construct a Sheriff Super Precinct. (O-18)

It should be built next to the new town hall.

- Rebuild the Blythewood Depot. (O-19)

The building should be used as community space and serve as a reminder of the town's past. It could also be a future rail stop.

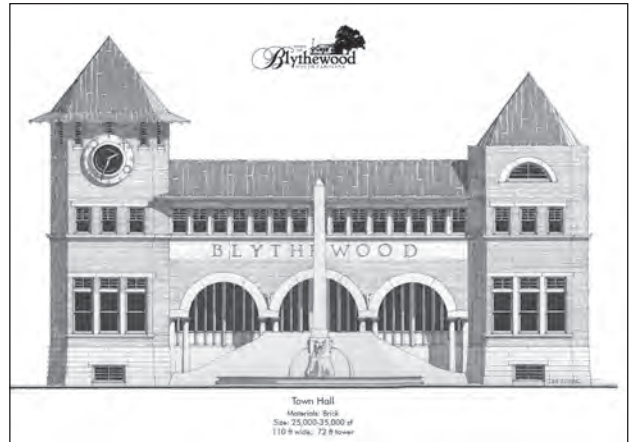
- Transition the fire department from volunteer status to a full-time professional force. (O-20)

- Build a new community center. (O-21)

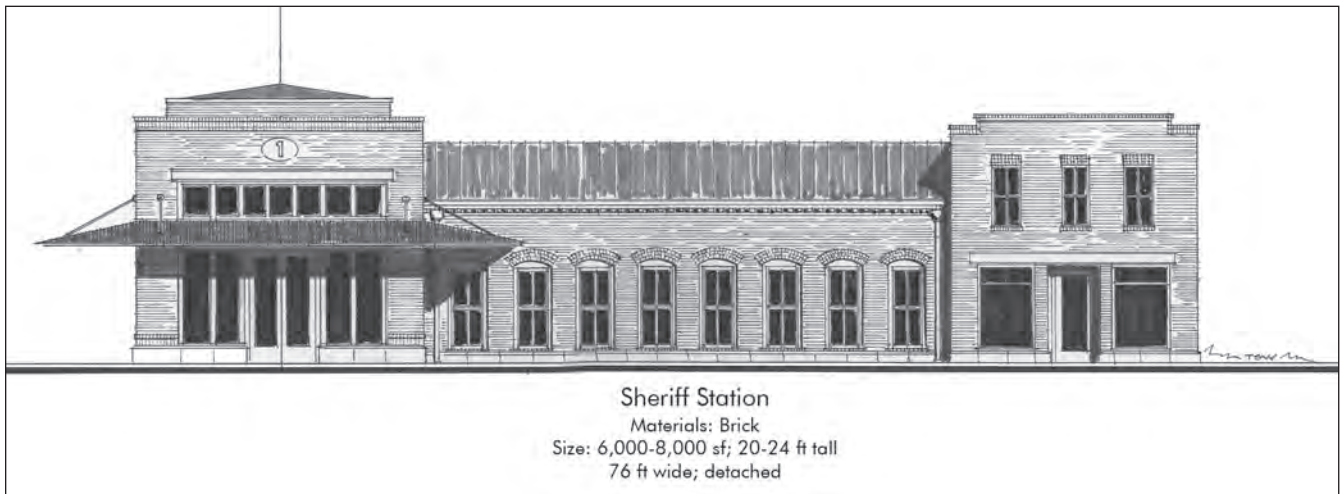
Replacement space for the aging Blythewood Community Center could be provided in the proposed Town Hall.



A new Blythewood Town Hall would provide a focus for the town and could serve multiple uses



The rendering above shows how a new town hall could look, while the one below provides a potential design for a new sheriff precinct building



ENVIRONMENT & OPEN SPACE

The preservation of the environment and the provision of open space is critical to future quality of life in Blythewood. Large parks will be one component, but so will plazas, community gardens, greens, landscaped sidewalks, and other open spaces.

Policies

- Require major developments to provide publicly accessible open space, unless public open space already exists within a short walk.
- Include public art and historic memorials in public open spaces where feasible.
- Concentrate development in areas with existing infrastructure in order to preserve farmland and natural resources elsewhere.
- Place amenities in parks to draw visitors from outside Blythewood.
- Surround parks and open spaces with streets and development. Vacant land adjacent to a park decreases visibility and security.

- Avoid backyards that abut parks. They are screened from visibility and can create security problems.
- Eliminate and avoid barriers and walls surrounding a park or open space that restrict accessibility, reduce the service area, and create security problems along edges.

Projects

- Construct the Town Hall Park. (O-23)

The proposed park will provide a large public space and high-quality amenities for those in Blythewood and the surrounding community. It could offer the following amenities.

- Much-needed multi-use athletic fields
- Playground area
- Skate park
- Amphitheater to serve as a regional draw
- Farmers/artists market stalls



A potential design for the proposed Town Hall Park is shown above. It should be bordered with new residences and include a variety of amenities, from athletics fields and a skate park to amphitheater and farmers market stands

- Enact a stream buffer ordinance. (O-24)

This should protect the sensitive ecosystems within 75 feet of stream banks, preserve water quality, and conserve land for low-impact public uses such as pervious trails.

- Adopt the Sustainability Best Practices document. (O-22)

This will guide future construction, landscaping, and planning according to ecological principles.

- Promote community gardens and orchards throughout Blythewood. (O-25)

These could be on public or publicly accessible land. Such areas provide nutritious, locally-grown food and foster a sense of community.



A town-wide stream buffer ordinance could protect habitat and provide public recreation space

MARKETS & ECONOMIC DEVELOPMENT

Economic development initiatives for Blythewood include marketing efforts and other strategies to promote the town's image and establish it as a desirable place in which to live and do business. Blythewood should market itself to compete with nearby towns and cities not only by meeting the needs of its target audience but also by giving them a unique and authentic experience. Communities that win in the long run are those that create brand personalities that connect with people, share values, and build long-term relationships.

Policies

- Encourage the creation of places and attractions that will prove a benefit for residents and a regional draw.
- Focus on attracting knowledge industry jobs that will provide high-quality employment opportunities and attract new residents.
- Preserve and promote Blythewood's local businesses and historic assets.
- Expand Town of Blythewood staff with the addition of a full-time town planner/permit reviewer/inspector.
- Increase long-term property values through conscientious planning and responsible redevelopment.
- Enhance quality of life in the town through new amenities, an improved public realm, increased shopping and dining options, and better employment.
- Attract a mix of business and housing options to serve as success stories and jump start future development in keeping with the Master Plan.
- Support and retain existing businesses with marketing efforts, financial incentives, distribution of the Master Plan Market Analysis, and a business appreciation program.
- Promote Blythewood's image in the region through presentations, press releases, shopping promotions, welcome baskets, cooperative marketing, and other means, to publicize progress in the town.



One of Blythewood's major economic development tools should be promoting a high quality of life



Specialty shops could serve both residents and visitors



We are committed to designing a town that not only provides the best possible life today but also one that we'll be proud to pass on to future generations.

Marketing materials can help promote the town to potential residents and businesses

Projects

- Establish a technology village west of I-77 in southern Blythewood. (O-33)

This should include space for technology industries and their peers. It should attract high-quality, high-paying jobs that take advantage of Blythewood's high quality of life and vision as a progressive, sustainable town.

- Install planters on the Blythewood Road/I-77 overpass. (O-26)

In combination with the new sidewalks and streetlights (T-1 and T-2), planters could be instrumental in branding Blythewood as a distinct (and distinctly attractive) destination.

- Install landscaping, distinctive fencing, and welcome signage along I-77 approaches to Blythewood Road. (O-27)

The interstate serves as the first introduction to the town and should set a positive tone.

- Design and install wayfinding signage. (O-28)

In addition to promoting the town's image, such signs could promote local businesses and help newcomers find their way.

- Install historic markers at historic buildings and other points of interest. (O-8)

These will promote tourism and a better understanding of Blythewood's past.



Landscaping along I-77 will help brand Blythewood as a unique place to visit and live



Landscaping at the I-77/Blythewood Road interchange will relieve the Anytown feel of the area



Landscaping of the I-77 and Blythewood Road interchange would represent a significant improvement in the image of Blythewood to travelers along I-77

- Construct or lease space for a Blythewood Welcome Center. (O-34)

This would provide tourist information and advertise what Blythewood offers to passersby on I-77. Retail space in the proposed development west of I-77 is one potential location.

- Assemble land at the northwest corner of Main Street and McNulty Avenue for an historic village. (O-9)
- Create an historic village on aforementioned land (O-10).

This village could be a haven for historic buildings from the region threatened with demolition. It would also enhance Blythewood's image and promote cultural tourism.

- Hire a qualified staff person to research funding and implementation options for Master Plan projects (O-31).
- Identify key real estate sites to prepare for redevelopment and consider potential for acquisition to build an inventory of ready-to-go properties for leasing or development. (O-35)
- Enact development and business relocation incentives (O-36) such as expedited plan review, public leases, low interest loans, tax increment financing, and other economic incentives.
- Develop marketing collateral materials including a prospect package, fact sheets, maps, and electronic materials. (O-32)
- Develop a web site based on the town's branding theme. (O-37)

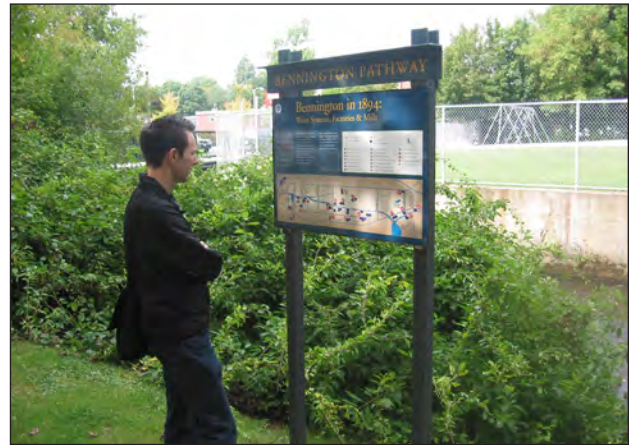
The website should to communicate the Blythewood experience and serve current and potential residents.

- Organize a business development team through the Chamber of Commerce. (O-38)

This team should recruit specific employers, developers, and retailers to the town.

- Establish a marketing implementation program (O-39).

This should include annual priorities and a budget to ensure implementation.



Historic markers and wayfinding signs could enhance Blythewood's walkability



Marketing can help attract the right type of development to Blythewood

- Establish a Blythewood Development Authority with the technology village as its first catalytic project. (O-29)
- Consider annexation of key areas of Richland County in order to better shape growth within those areas for the good of the town. (O-30)

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TOWN
OF

Blythewood
SOUTH CAROLINA

Master Plan

Part 4: Implementation

ACTION PROGRAM

The Action Program on the following pages outlines the next steps after this plan is adopted by the Town of Blythewood. It includes a list of projects, timelines and responsible parties, and is intended to serve as a blueprint for achieving the community's vision for its future.

The Action Program shows all of the projects described above in Part 3. They are divided into two main categories, "Transportation" and "Other," as well as a number of subcategories.

Stakeholders identified several efforts to ensure implementation. These included continued diligence on the part of area residents, businesses, and the Town of Blythewood to monitor development in the community and ensure compliance with the vision of this plan. Part of this should involve revisions as needed. Stakeholders must also work with the town to implement land use and zoning changes which support the vision.

Recommendations are provided on an aggressive schedule. Projects in the near future represent those addressing areas with the most critical need for public improvement or those where public investment can spur private investment. Longer-term projects are less urgent, but equally key to the long-term success of this study.

- The program is based on a list of assumptions about the cost of materials and labor, which are calculated in 2008 dollars and are subject to change.
- A general time horizon is provided for each project to show whether it is to be implemented in the short, medium, or long term.
- For a more detailed description of each project, refer to the related text in Part 3 above.
- Each project on the program can be considered for implementation only if and when funds from the appropriate sources become available.
- All projects assume cooperating and willing public agencies, organizations, and private property owners.



Continued diligence on the part of the town and its residents will be crucial for implementation

Implementation Steps

This document is an aggressive, but achievable, plan for building on the rich history of Blythewood to create a model sustainable community. However, for the vision contained in these pages to become a reality, there must be both short and long-term commitments to its principles. The following paragraphs are intended to provide steps that guide the short and long-term implementation processes.

Short-Term

Short term implementation should remove regulatory barriers to the vision contained herein. Plan approval should be accompanied by updates to the future land use plan, and zoning code amendments needed to support the vision.

Long-Term

The realization of the vision contained herein will also require a long-term commitment. The plan's aggressive vision cannot be achieved overnight, and must be regularly reviewed to remain relevant. Any plan that does not do this risks obsolescence.

As the Town of Blythewood moves forward with implementing the vision of this study, it is critical that the following are kept in mind:

- **The Plan’s Lasting Vision:** Of all of the components of this study, its policies should represent its most lasting legacy. The ideas contained in the Recommendations section are the results of an extensive and inclusive public involvement process. It is highly unlikely that the general vision and goals resulting from such process will change significantly, although the steps to achieving them may.
- **The Need for Flexibility:** While the vision is unlikely to change, it is critical that the community recognize that the ways in which the vision is achieved can and will change. The future addition or subtraction of policies or projects should not be viewed as a compromise of the plan, but rather its natural evolution in response to new conditions. Many of the assumptions used to guide this process, including the regional and national economy; land costs; transportation costs; transportation funding programs; and development trends are never fixed. The Town of Blythewood must be prepared to respond to changes of these and other factors in order to ensure a fresh, relevant plan.
- **A Development Guide:** One of the greatest long-term values of this document, in addition to its role in procuring transportation funding, is that it lays out a detailed land use vision. To this end, as development proposals are submitted to the Town, those proposals should be reviewed for compatibility with the plan. The plan contains specific recommendations for specific sites, and the Town should use the development review process to work with the private sector to achieve this vision.

By being mindful of these four ideas, the Blythewood Master Plan can guide positive change in the town for years to come.

Master Plan Action Matrix: Transportation Projects

ID	Description	Units/Length (ft.)	Est. Cost	Timeline	Responsible Party	Funding Source
Transportation - Pedestrian/Bicycle						
T-1	Sidewalks on Blythewood Road I-77 overpass and approach	1,500	\$91,000	Short Term	Town	Town
T-2	Decorative street lights on Blythewood Road I-77 overpass and approach	30	\$190,000	Short Term	Town	Town
T-3	Shared bicycle lane markings on Blythewood Road between Locklier and Hwy. 21	4,200	\$19,000	Short Term	SCDOT	SCDOT
T-4	Streetscape improvements: Blythewood Road from I-77 west to Sandy Level Baptist	2,000	\$4,855,000	Short Term	SCDOT	SCDOT
T-5	Amend zoning ordinance to include minimum sidewalk standards	n/a	Admin. Time	Short Term	Town	Town
T-6	Streetscape improvements: McNulty Avenue east of Boney Road	1,400	\$1,482,000	Mid Term	SCDOT	SCDOT
T-7	Streetscape improvements: McNulty Avenue west of Boney Road	1,200	\$474,000	Mid Term	SCDOT	SCDOT
T-8	Streetscape improvements: Boney Road from Blythewood Road to Bethel Hanberry	1,100	\$401,000	Mid Term	SCDOT	SCDOT
T-9	Streetscape improvements: Main Street, McLean Road south to St. Marks church	3,000	\$2,236,000	Mid Term	SCDOT	SCDOT
T-10	Install bicycle racks throughout central Blythewood	10	\$10,000	Mid Term	Town	Town
T-11	Multiuse trail: Boney Road/Town Hall Park connector	13,900	\$2,198,000	Mid Term	SCDOT	Federal, Town, Private
T-12	Multiuse trail: Creech Road extension	12,456	\$1,970,000	Mid Term	SCDOT	Federal, Town, Private
T-13	Multiuse trail: Langford/Fulmer	12,896	\$2,039,000	Mid Term	SCDOT	Federal, Town, Private
T-14	Multiuse trail: Round Top Trail	6,607	\$1,045,000	Mid Term	SCDOT	Federal, Town, Private
T-15	Multiuse trail: Beasley Creek Greenway	15,736	\$2,488,000	Mid Term	SCDOT	Federal, Town, Private
T-16	New pedestrian/bicycle crossings of railroad at Town Hall Park & across from high school	2	\$2,530,000	Mid Term	Town, Norfolk Southern	Town
T-17	Streetscape improvements: Blythewood Road from I-77 east to Main Street	2,300	\$1,381,000	Long Term	SCDOT	SCDOT

ID	Description	Units/Length (ft.)	Est. Cost	Timeline	Responsible Party	Funding Source
Transportation - Vehicular						
T-18	Adopt street design guidelines as part of master plan	n/a	Admin. Time	Short Term	Town	Town
T-19	New medians on Blythwood Road east of I-77	1,840	\$559,000	Mid Term	SCDOT	SCDOT
T-20	New traffic signal at Creech Road and Blythwood Road	1	\$115,000	Mid Term	SCDOT	SCDOT
T-21	Relocate Blythwood Road railroad crossing	1	\$506,000	Mid Term	SCDOT, Norfolk Southern	SCDOT
T-22	Reconfigure Blythwood Road/Langford Road intersection	1	\$464,000	Mid Term	SCDOT	SCDOT
T-23	Realign Boney Road to connect to Oakhurst Place	1	\$132,000	Mid Term	SCDOT	SCDOT
T-24	Upgrade the at-grade railroad crossing near Blythwood High School	1	\$727,000	Long Term	SCDOT, Norfolk Southern	SCDOT
T-25	New roundabout at Blythwood Road and Creech Road	1	\$299,000	Long Term	SCDOT	SCDOT
T-26	Locklier Road widening and paving	12,200	\$6,173,000	Long Term	Town, SCDOT	SCDOT
T-27	Extension of Creech Road south to Firetower Road and to new overpass	7,800	\$3,947,000	Long Term	Town, SCDOT	SCDOT
T-28	New I-77 overpass between exits 24 and 27	1	\$11,500,000	Long Term	SCDOT	SCDOT, Federal
T-29	New road from new overpass east to Hwy. 21	4,600	\$2,328,000	Long Term	SCDOT	SCDOT
T-30	New road from new overpass west to Locklier Road	7,600	\$3,846,000	Long Term	SCDOT	SCDOT
T-31	Reconfigure Blythwood Road/I-77 interchange	1	\$28,750,000	Long Term	SCDOT	SCDOT, Federal
T-32	Rimer Pond Road/railroad underpass feasibility study	1	\$40,000	Long Term	Richland County	County
Transportation - Transit						
T-33	New park-and-ride lot and bus stop west of I-77	1	TBD	Long Term	SCDOT	SCDOT
T-34	New multi-modal transportation center	1	TBD	Long Term	SCDOT	SCDOT, Federal
	Total Estimated Cost		\$82,750,000			

NOTES

All costs are in 2008 dollars. Estimated cost includes 15% of construction cost for engineering costs.

Sidewalk costs are based only on width within right-of-way, not including supplemental width on private property for outdoor dining, etc.

SCDOT: South Carolina Department of Transportation

Some numbers may not sum due to rounding.

Master Plan Action Matrix: Other Projects

ID	Description	Est. Cost	Timeline	Responsible Party	Funding Source
Land Use					
O-1	Implement changes to comprehensive plan	Admin. Time	Short Term	Town	Town
O-2	Enact updates to Blythewood zoning ordinance	Admin. Time	Short Term	Town	Town
O-3	Adopt master plan as a regulating plan	Admin. Time	Short Term	Town	Town
O-4	Catalytic project: redevelopment site including and south of existing town hall	TBD	Mid Term	Private	Private
O-5	Catalytic project: mixed-use development west of I-77	TBD	Mid Term	Private	Private
Architecture & Historic Resources					
O-6	Expand purview of Design Review Board	Admin. Time	Short Term	Town	Town
O-7	Adopt design guidelines	Admin. Time	Short Term	Town	Town
O-8	Install historic markers at various sites	\$7,000	Mid Term	Town, Garden Club	Town
O-9	Historic village: purchase land at McNulty and Main Street	\$320,000	Mid Term	Private	Private
O-10	Historic village: relocate threatened historic buildings from other sites	TBD	Mid Term	Private	Private
Infrastructure					
O-11	Seek legal council to initiate creation of town water authority	TBD	Short Term	Town	Town
O-12	Enter into water negotiations with Town of Winnsboro and City of Columbia	TBD	Short Term	Towns and City	Town
O-13	Conduct engineering evaluation on how to best operate water system	TBD	Mid Term	Town	Town
O-14	Conduct engineering evaluation on how to best expand sewer system	TBD	Mid Term	Town	Town
O-15	Investigate an ordinance to adopt the Richland County stormwater program	TBD	Mid Term	Town	Town
Facilities					
O-16	New Blythewood Town Hall	TBD	Mid Term	Town	Town
O-17	New Blythewood branch library	TBD	Mid Term	Richland County	Richland County
O-18	New sheriff super-precinct building	TBD	Mid Term	Richland County	Richland County
O-19	Reconstruct old depot	TBD	Mid Term	Town, Private	Town, Private
O-20	Transition fire department to full time	\$850,000/year	Mid Term	Richland County	Richland County
O-21	New community center space	TBD	Mid Term	Town, Private	Town, Private

ID	Description	Est. Cost	Timeline	Responsible Party	Funding Source
Environment & Open Space					
O-22	Adopt sustainable practices document	Admin. Time	Short Term	Town	Town
O-23	Town Hall Park construction	\$7,565,000	Mid Term		
O-24	Stream buffer ordinance	Admin. Time	Mid Term	Town	Town
O-25	Establish community gardens throughout town	TBD	Mid Term	Town, Private	Private
Economic Development					
O-26	Landscaping on Blythewood Road/I-77 overpass	TBD	Short Term	Town, Garden Club	Town
O-27	Landscaping and signage along I-77 approach	TBD	Short Term	Town	Town
O-28	Design & install wayfinding signs	TBD	Short Term	Chamber of Commerce	Town
O-29	Establish a Blythewood development authority	Admin. Time	Short Term	Town	Town
O-30	Annex designated areas of county	Admin. Time	Short Term	Town	Town
O-31	Hire a staff person to pursue funding and implementation of Master Plan	TBD	Short Term	Town	Town
O-32	Develop marketing materials	TBD	Short Term	Town, Chamber of Commerce	Town, Private
O-33	Catalytic project: technology village site in southwest Blythewood	TBD	Mid Term	Private	Private
O-34	Blythewood welcome center	TBD	Mid Term	Town, Chamber of Commerce	Town
O-35	Identify and prepare key properties for redevelopment	TBD	Mid Term	Town, Chamber of Commerce	Town
O-36	Enact development and business relocation incentives	TBD	Mid Term	Town	Town
O-37	Develop a web site based on the town's branding theme	TBD	Mid Term	Town	Town
O-38	Organize a business recruitment team	TBD	Mid Term	Town, Chamber of Commerce	Town
O-39	Establish a marketing implementation program	TBD	Mid Term	Town, Chamber of Commerce	Town

NOTES

All costs are in 2008 dollars

GROWTH PROJECTIONS

It is projected that development according to this master plan will add population and jobs to Blythewood as shown below.

Primary Study Area

	2008	2008-2013 Change	2013-2023 Change ³
Retail	172,100 sf	269,525 sf	740,825 sf
Office	44,816 sf	217,316 sf	989,916 sf
Hotel	211 rooms	387 rooms	387 rooms
Technology/Industrial¹	172,100 sf	547,150 sf	1,094,300 sf
Single-Family	280	778	1,775
Townhouses	0	139	261
Apartments	5	144	934
Condominiums	0	323	2,168

Town of Blythewood²

	2008	2008-2013 Change	2013-2023 Change ³
Retail	172,100 sf	269,525 sf	740,825 sf
Office	44,816 sf	217,316 sf	989,916 sf
Hotel	211 rooms	387 rooms	387 rooms
Technology/Industrial¹	172,100 sf	547,150 sf	1,094,300 sf
Single-Family	605	1,278	2,275
Townhouses	0	139	261
Apartments	5	144	934
Condominiums	0	323	2,168

Secondary Study Area⁴

	2008	2008-2013 Change	2013-2023 Change ³
Retail	n/a	200,000 sf	300,000 sf
Office	n/a	120,000 sf	240,000 sf
Hotel	n/a	150 rooms	250 rooms
Technology/Industrial¹	n/a	500,000 sf	750,000 sf
Single-Family	n/a	4,500	5,300
Townhouses	n/a	30	300
Apartments	n/a	200	600
Condominiums	n/a	0	200

1. Does not include the Google data center. Floor area and other data are not available.

2. Includes portion of Primary Study Area in current town limits. Assumes no change in Town limits.

3. Assumes build-out of Master Plan.

4. Excludes current town limits. Assumes no change in Town limits. Assumes cluster development model in currently rural areas.