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Sidney Park, A Mixed-Use Facility, Columbia, S.C.

William J. Fleming
Clemson University

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SIDNEY PARK

A MIXED-USE FACILITY

COLUMBIA , SOUTH CAROLINA

William Fleming

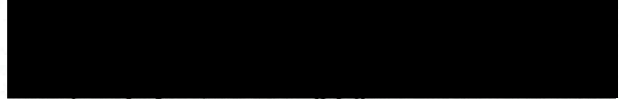
SIDNEY PARK

A MIXED-USE FACILITY
Columbia, S.C.

A terminal project submitted to the faculty of the
College of Architecture, Clemson University, in
partial fulfillment of the requirements for the
degree of Master of Architecture.

William J. Fleming
Spring, 1982



Kenneth Russo, Committee Member


Frederick G. Roth, Committee Member


Yuji Kishimoto, Committee Member


Peter R. Lee, Committee Chairman


Kenneth Russo, Head, Dept. of Architectural Studies


Harlan E. McClure, Dean, College of Architecture

To my Parents
for their love and support

To Wynn
for her love, assistance, and encouragement.

611248

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ACKNOWLEDGEMENTS

I would like to express appreciation to these people who gave me advice and assistance during the course of this project.

Professor Peter Lee, Committee Chairman

Professor Kenneth Russo, Committee Member

Friends and fellow students, especially,

Wynn Yoder

Paul McMillan

Laura Coy

Dale Marshall

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ABSTRACT

Over a time frame of the last three decades, urban areas have experienced dramatic economic and social dislocations from the center city. While these problems are not unique to Columbia, South Carolina, the characteristics of urban decline appear in varying degrees in every major city in the United States. These characteristics are an out-migration of jobs and residents to the suburbs, a decline in the center city tax base and the stagnation of retail and business activities in the city. The Central Midlands Regional Planning Council along with other planning agencies in collaboration with the City of Columbia have provided the planning strategy necessary to effectively change and reverse these present trends of urban decline and commence the revitalization of Columbia's downtown.

Problem Statement

PROBLEM STATEMENT

An area known as Seaboard Park within the downtown district of Columbia possesses a number of authentic resources for the basis of revitalization and rehabilitation on a large scale. These resources include its location; at the edge of Central Business District, natural features; the Congaree River and topography, proposed developments; open space network and relocation of existing rail lines in a depressed rail corridor , and at present marginal land use. These factors contribute to the tremendous development potential for this neighborhood. Within this Seaboard Park area is the 25 acre, 6 square block, site known as Sidney Park. The major portion of this site is presently under-utilized. The main branch of the U.S. Post Office with its parking lot occupies the eastern corner of the site, a city employee parking lot is located on the western corner with a small lawyer's office adjacent to it. The remainder of the site is vacant. The masterplan for the city proposes commercial and office development on the corner of Laurel and Assembly Streets with the remainder of the site being devoted to recreational and open space.

The scope of my study will be a mixed-used facility for the northern corner of the site. The facility will consist of retail, restaurants, hotel accommodations, an athletic club and leasable office space. The facility will be linked to a recreational greenbelt which would connect the Central Business District with planned developments along the Congaree River.

RELATIONSHIP TO THE CENTRAL BUSINESS DISTRICT

The proposed site is one block west of Main Street which is the center of commercial and business activity in Columbia. Retail activity in the central business district has declined in recent years. As a result, there are a number of vacated buildings. This decline in retail trade has paralleled the simultaneous loss in urban population. The remaining urban population is primarily from the lower economic level and represents a decreased ability in buying power and thus further loss in retail trade. The projected increase in residential living in the downtown district, especially in the Seaboard Park area, should help to stimulate the present depressed level of retail activity.

Assembly Street from Gervais to Taylor Streets comprises a secondary commercial portion of the CBD. The commercial core is expected to expand to include the west side of Assembly as well. Present development west of Assembly Street is restricted in the quality of businesses within the area. However, with the relocation of industries outside of the center city, the establishment of the rail corridor and the removal of the State Penitentiary, the quality of businesses should be expected to improve.

The Central Business District has become the business and finance center of Columbia. All of the major banking institutions have located their main facilities along Main

Street. These banking headquarters and the associated office space have provided the bulk of new construction within the CBD. With this increase in the work force, the daytime population is sufficient to provide life to the downtown district. However, with the end of the work day comes the migration from the center city and the closing down of the downtown.

The close proximity to this center of activity indicates that an expanding CBD would not have to move far to incorporate the proposed site into this activity network. The site being in walking distance from any point within the main business district indicates that if activities were provided that responded to the needs of the downtown working population, these activities would probably meet with success.

Proposed Development

The planned development surrounding the site is the point at which different land uses meet. To the east is the Central Business District, to the north are office uses, residential functions to the west, and the greenbelt coming in from the southeast. The proposed site is therefore the point at which a unifying element is required. Its success as a center of activity within the downtown

district will be in its ability to provide interaction on various levels between these various functions while not disturbing the fabric of any of the parts.

Open Space Network

The planned development of this area calls for an open space network that would connect the Central Business District with the Congaree River. This organizing axis provides a symbolic direction to follow. It unifies those elements which define points along the path with other points. The open space network will allow for pedestrian movement from the business center to a neglected natural amenity, that being the Congaree River. The planned State Museum will be the river terminus to the greenbelt, and the proposed site will be the CBD terminus.

Visual Closure

When standing at the southwest corner of the site and looking toward the northwest, the eye focuses on the Arsenal Hill Presbyterian Church. This proposed open space network will bring pedestrians to this point and then they will realize that the point to which they were

heading is located across the street and is not the ultimate destination. Visual closure to this point is necessary to mark this site as the place where the greenbelt connects to the CBD and thereby takes on a new vocabulary. Here the green space becomes an urban park, and it needs to have distinct boundaries which define its place in the urban fabric.

Establish a Sense of Place

Associated with the need for visual definition of the park is the need for an established sense of place. For this site to serve on the CBD terminus of the greenbelt, it needs to relate to the individual a point of arrival or departure. This requires that the site must mark its location. This establishment of place can be achieved either by marking it by a mass which is dominant with respect to its surroundings, or contrary to its surrounding. In addition to shape, isolation can also mark a place as in the Acropolis in Athens. Its location at the crest of a hill allows it a sense of distinction. This open space network needs to have at each end something that marks that point and that gives the individual a point from which to depart and meaning to his journey. The proposed State Museum is one point. This site is the other.

Topography

The topography of the site allows it unique and distinct characteristics. The site occupies a position of high eminence with respect to its surroundings. The approach from any direction is culminated with a rise in elevation before reaching the actual site. This is true if anyone approaches from either direction of Assembly Street, from both directions along Laurel Steet and as one approaches from the southwest corner of the site. This relative position of higher elevation gives the site a landmark quality. From street level the banks of the Congaree River are in view along with Mount Vernon Mills, the State Penitentiary, and a substancial portion of the surrounding area. Sight lines to view the Capitol and the remainder of the Main Street district would be enjoyed from only the second or third level of a facility on this site. These qualities necessitate that not only should something happen here but that what does happen here will be awarded a position of importance by its mere location.

Columbia
PAST AND PRESENT

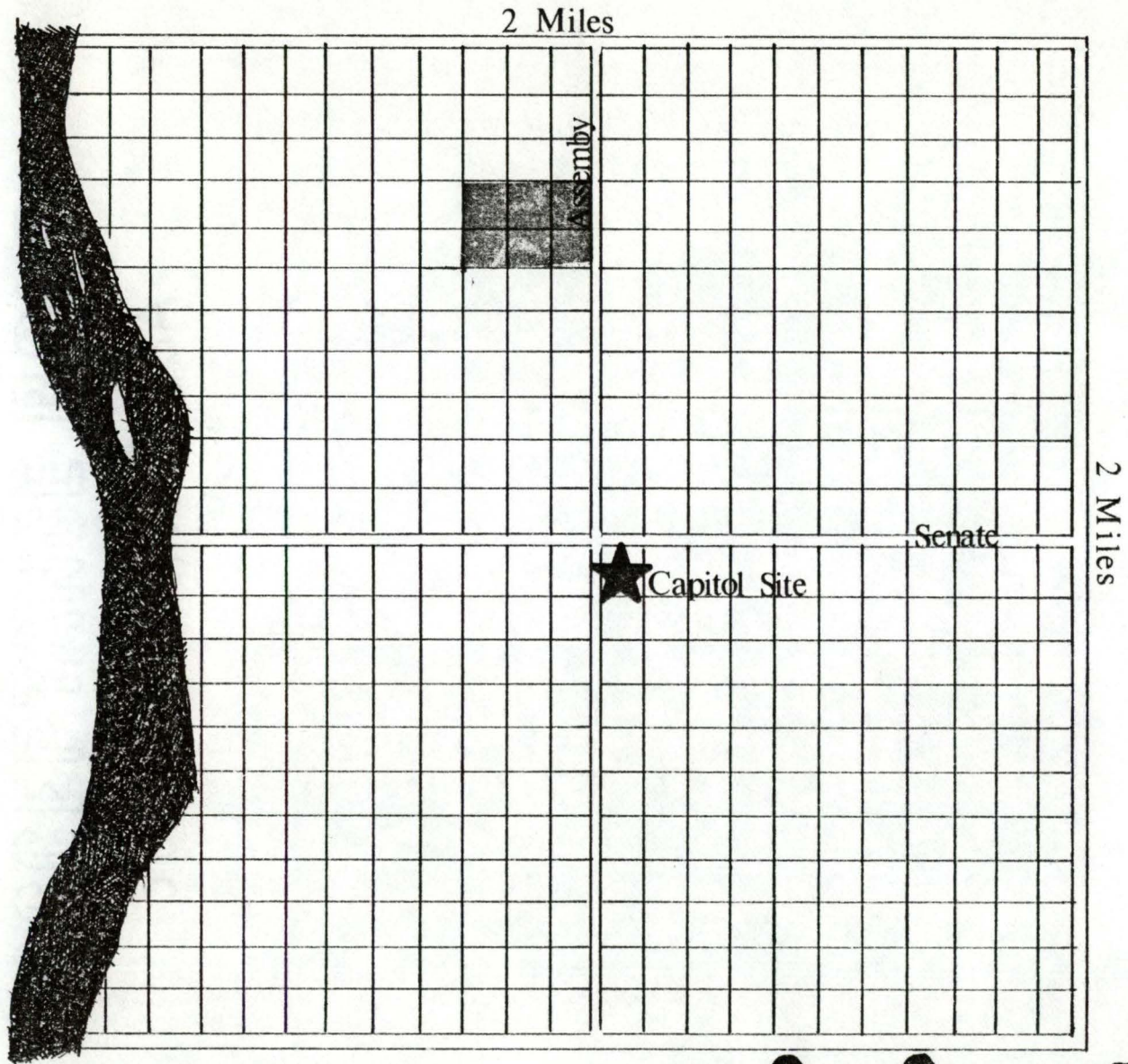
PAST

FOUNDING

Prior to the American Revolution, that portion of South Carolina extending from the fall line to the mountains was little more than wilderness. The early settlers of this region were mainly from Virginia and Pennsylvania. They cleared forests and made a living off the soil; and because they were removed from the coastal area, they were generally ignored in political decision making. After the Revolution, these settlers emerged as a significant entry within the political fabric of the state. This frontier population objected to the governmental dominion of a distant Charleston and the tidewater planter society. They demanded a more centrally located capital city for their state.

The town of Granby was the farthest point of inland navigation due to the rapids and rocks on the "fall line." This town also known as Saxe-Gotha at Friday's Ferry had evolved from trading posts built in 1718 and 1748 on the west bank of the Congaree. As the new capital, Columbia soon displaced Granby and grew to replace its function as a trading center. A new community began to develop where prior to 1786 only a ferry landing and the Taylor's Plantation had existed.

After much debate, the site selected for the new capital was at the confluence of the Broad and Saluda Rivers.



Boundary and Bisecting
streets 150' right of ways
all other streets 100'

original plan

This area then known as "The Congarees" was already known as an important trading center and gateway to the upcountry. This site narrowly defeated the town of Statesburg for the state capital. Land for the new governmental seat was purchased from Thomas Taylor. The new town which was to be known as Columbia was laid out on a two square mile grid. The boundary streets and the bisecting streets all had 150 foot rights-of-way in anticipation of future transportation requirements, while other streets had 100 foot of rights-of-way. Each block was divided into half acre lots which were sold to sepeculators and prospective residents. A provision of the purchase stipulated that within 3 years the owner was required to build a structure at least 30 feet wide and 18 feet long. The proceeds from the sale of these parcels were used for the construction of the State House. The capital building was located to one side of the intersecting axis of Senate and Assembly Streets rather than at their juncture. Columbia rapidly gained importance as the political and commercial center of the state. In the early nineteenth century, a bridge over the Congaree at Gervais Street enhanced the importance of this east-west axis. This city's commercial core, which was originally planned to be on Assembly Street actually developed one block east on Richardson (now Main) Street. Consequently, the planned major thoroughfares of Senate and Assembly Streets gave way to Main and Gervais Streets as the major commercial generators.

EARLY GROWTH

Public work projects were intensely pursued in Columbia between 1810 and 1830. The desire for a complete system of navigable inland waterways to connect the Atlantic trading routes to Columbia led to the 1825 completion of the Columbia and Saluda canals. Other notable developments in this time were the first city water works completed in 1820 in Sidney Park by a private developer, and the State Hospital, known at that time as the "Lunatic Assylum," which was established in 1822.

Columbia soon became a center of higher education in the South. South Carolina College, now the University of South Carolina, first accepted students in 1805. Barhamville Academy and the Presbyterian Theological Seminary were founded around 1830, followed by the Columbia College for Women in 1854. A military academy which occupied the present Governor's Mansion was established in 1842 but disbanded after the Civil War.

Soon after their completion, the railway began to replace the Columbia and Saluda canals as the major means of transportation between Columbia and Charleston. By 1850, Columbia had developed into a major rail center with lines to Camden and Charlotte in the north, to Wilmington, North Carolina and Sumter in the east, and to Spartanburg and Greenville in the northwest. The railway strengthened

Columbia's importance both commercially and politically and by 1866 the city had a population exceeding 8,000 inhabitants.

Despite Columbia's growth in many areas, it remained predominately a governmental city. In addition to being the State Capital, Columbia was also designated the seat of Richland District, which later became Richland County. The city also became the center of federal activity within the state.

CIVIL WAR

Columbia was one of the southern capitals heavily involved in the Civil War. It was in Columbia that it all began with the secession convention which was convened on December 17, 1861 in the First Baptist Church. It ended some three years later in a scene of desolation and defeat as great as that experienced by any other southern city.

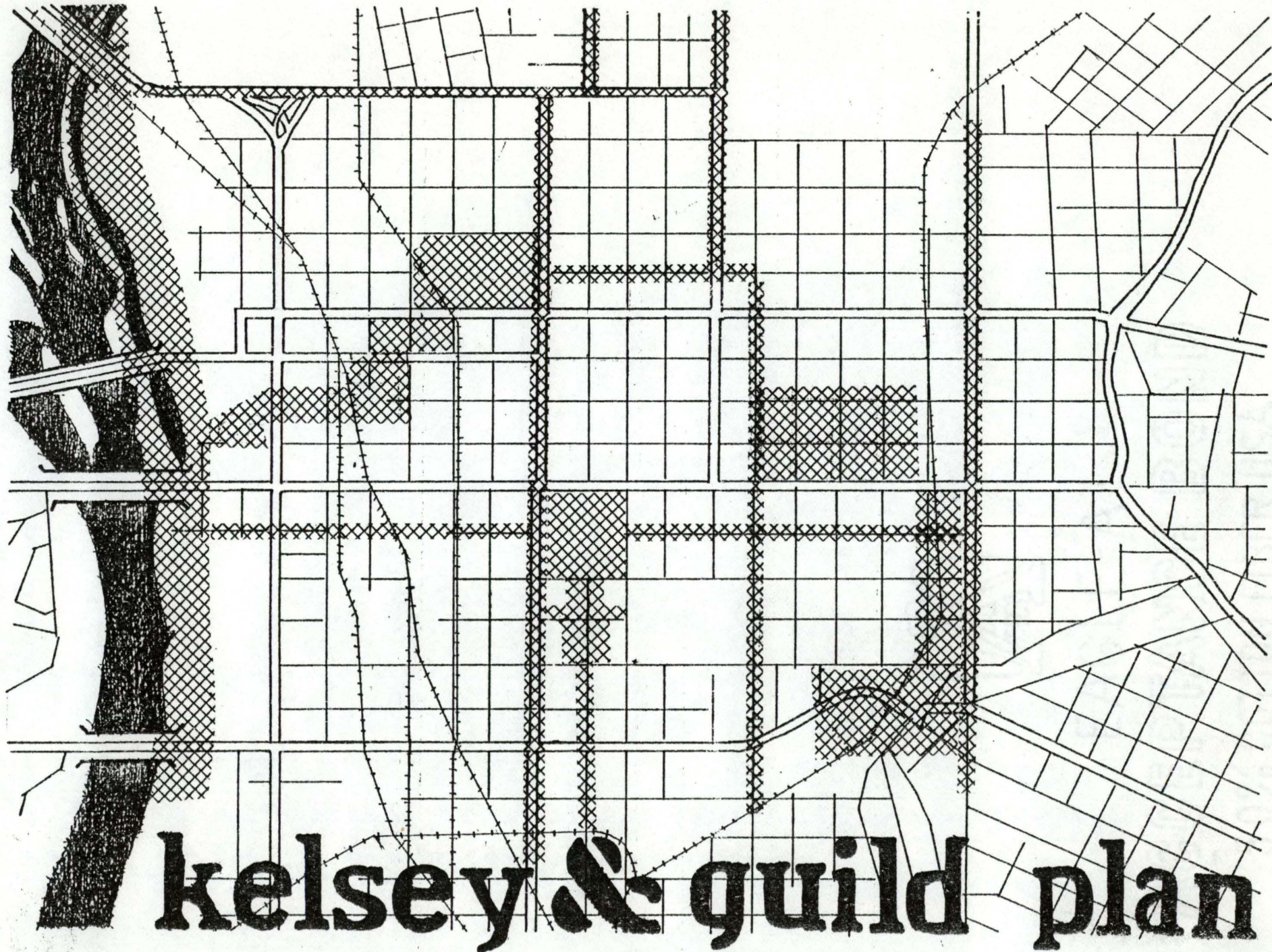
During the course of the war, Columbia served as a major transportation and Confederate agency center. Offices of the Confederate quartermaster, paymaster, and printing bureau operated within the city. Among the Columbia men who went out to fight were cadets from the Arsenal Academy and young men from South Carolina College. The death of loved ones, war time inflation and shortages, and the constant movement of soldiers through the city made the city's residents constantly conscious of the war even though the

actual fighting was to remain somewhat removed from the capital city until late in the conflict.

On February 17, 1865, General Sherman's troops arrived in Columbia after their infamous march to the sea through Georgia. Columbia was viewed as the symbolic if not the actual capital of the Confederacy. The next morning, 84 of the 124 city blocks were destroyed including all public buildings and those on Main Street.

Reconstruction, a misnomer applied to a period of military occupation, was a period of corruption but also a beneficial time for Columbia. Major expenditures of this period were beneficial to Columbia in that money was channeled through the capital city which in turn accelerated its rebuilding. By 1873 Main Street was rebuilt followed in 1877 by the remainder of the city's core.

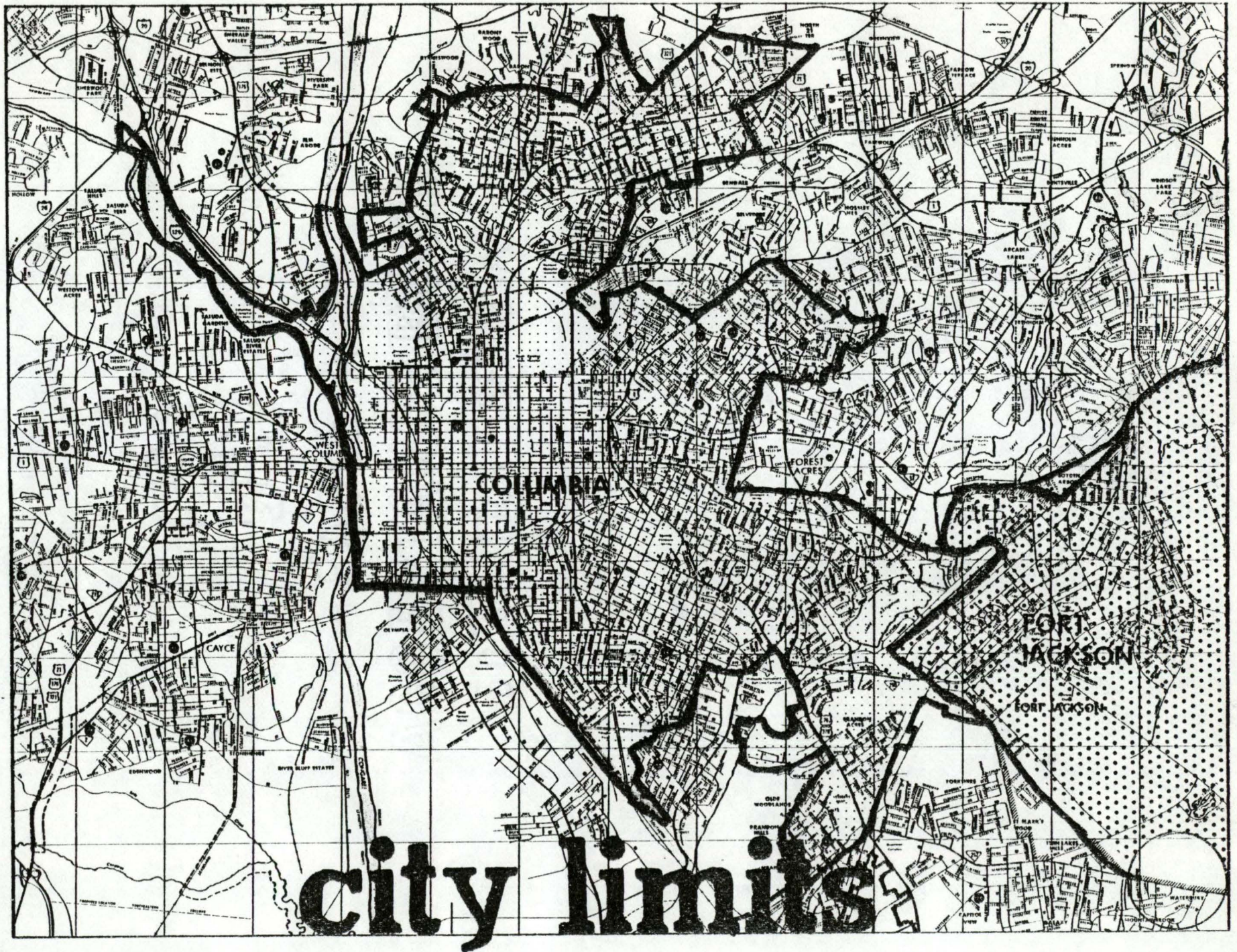
Railroads continued to expand during this period along with commerce. City transportation developed as well. A street railway with horse drawn cars was built in 1882 and then followed by electric cars in 1892. By 1900 this system of urban trains extended outward into suburban areas to the north and southeast.



kelsey & guild plan

1900 to Present

The city's population now exceeds 20,000 persons for the first time. Heavy manufacturing in the form of textile mills was built during this time. In 1905, the Civic League retained the firm of Kelsey and Guild to prepare a master plan for the city. The proposal centered on the creation of links to extend and connect nodal points that were to be developed. This plan could have been of great value had the plan been implemented. A new installation came to Columbia after World War I. Fort Jackson was established; and by 1918, the fort grew to a population of 70,000 men, double the population of the city. A vast highway system program began in the 1920's and continues today. This improved access will increase the growth of Columbia. Another major influence in the development of Columbia has been the rapid growth of the University of South Carolina. Future development patterns for the city are provided by the Central Midlands Regional Planning Council.

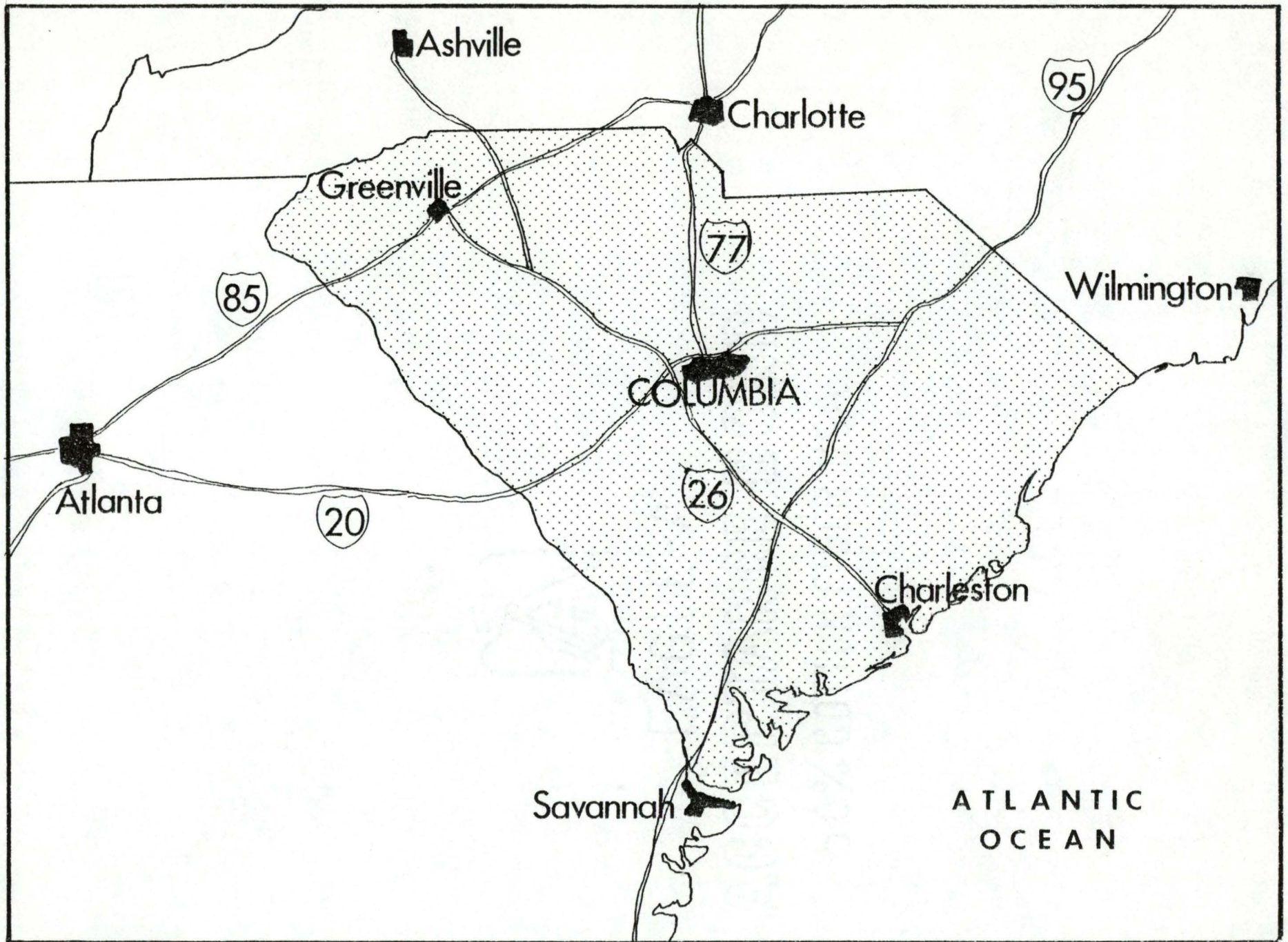


city limits

PRESENT

The fact that Columbia is located in the center of South Carolina makes it a distribution point of goods and services to the entire state. It is readily accessible by air through its Metropolitan Airport in West Columbia. Owens Field, in close proximity to the central city, supports private aircraft activity. Rail lines connect Columbia to all parts of the state and the rest of the nation. Three major highways presently serve Columbia. I-26 connects Columbia with Charleston to the east and Spartanburg to the west; I-20 is a direct line to Atlanta and eastwardly to Florence; I-77 links Columbia with Charlotte. Columbia is the capital city for the state of South Carolina and the location of its largest university.

The city of Columbia located within the Central Midlands Region of South Carolina comprises 117 square miles of land which includes 82 square miles in Fort Jackson. Columbia has a population just below 100,000 inhabitants which gives it the title of the largest city in South Carolina. Columbia acts as the center for a growing standard metropolitan statistical area consisting of Richland and Lexington counties which has a population of 408,000. As with most cities today, Columbia's urban residential population has not kept pace with the increasing suburbanization trend. An increased population base is required to increase the economic and cultural base of the city.



Asheville

Charlotte

95

Greenville

77

Wilmington

85

COLUMBIA

Atlanta

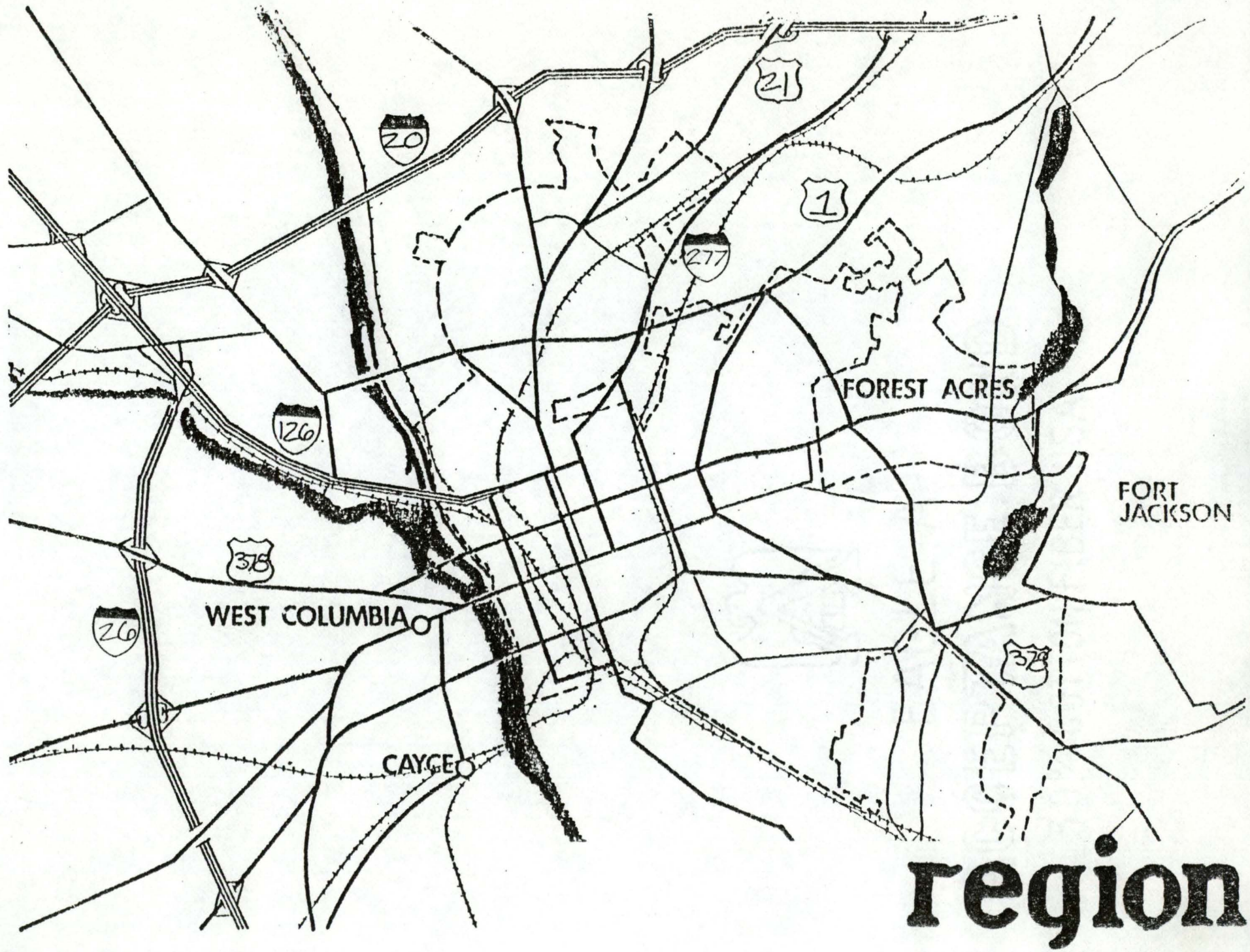
20

26

Charleston

Savannah

ATLANTIC
OCEAN



POPULATION

Population increase for the City of Columbia has been through annexation rather than the result of growth within the existing city limits. The decline in population from 113,000 in 1970 to the present 100,000 can be attributed in part to the lack of annexation of developed areas over the last decade. However, this downward population trend is expected to stop and return to its 1970 level by 1985.

The racial composition of Columbia is approximately 70% white and 30% black. Other minorities account for less than 1% of the population. The age group between twenty-one and sixty-five represents 50% of the population. Those under eighteen and over sixty-five account for 33% of the population. The only unusual statistic is that 17% of the population of the city consists of nineteen and twenty year olds. This can be attributed to the training facility at Fort Jackson.

EMPLOYMENT

Wholesale trade, retail trade and professional services account for approximately 60% of the work force in Columbia.

HISTORICAL AND PROJECTED POPULATION TRENDS
1960-1990

	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>
City of Columbia	97,433	113,542	99,296	114,000
% Change	--	16.5	- 2.5	13
Columbia SMSA	260,828	322,880	408,176	542,162
% Change	--	23.8	21	24.8
City's portion of SMSA	37.4	35.2	24.3	21

RACE BREAKDOWN

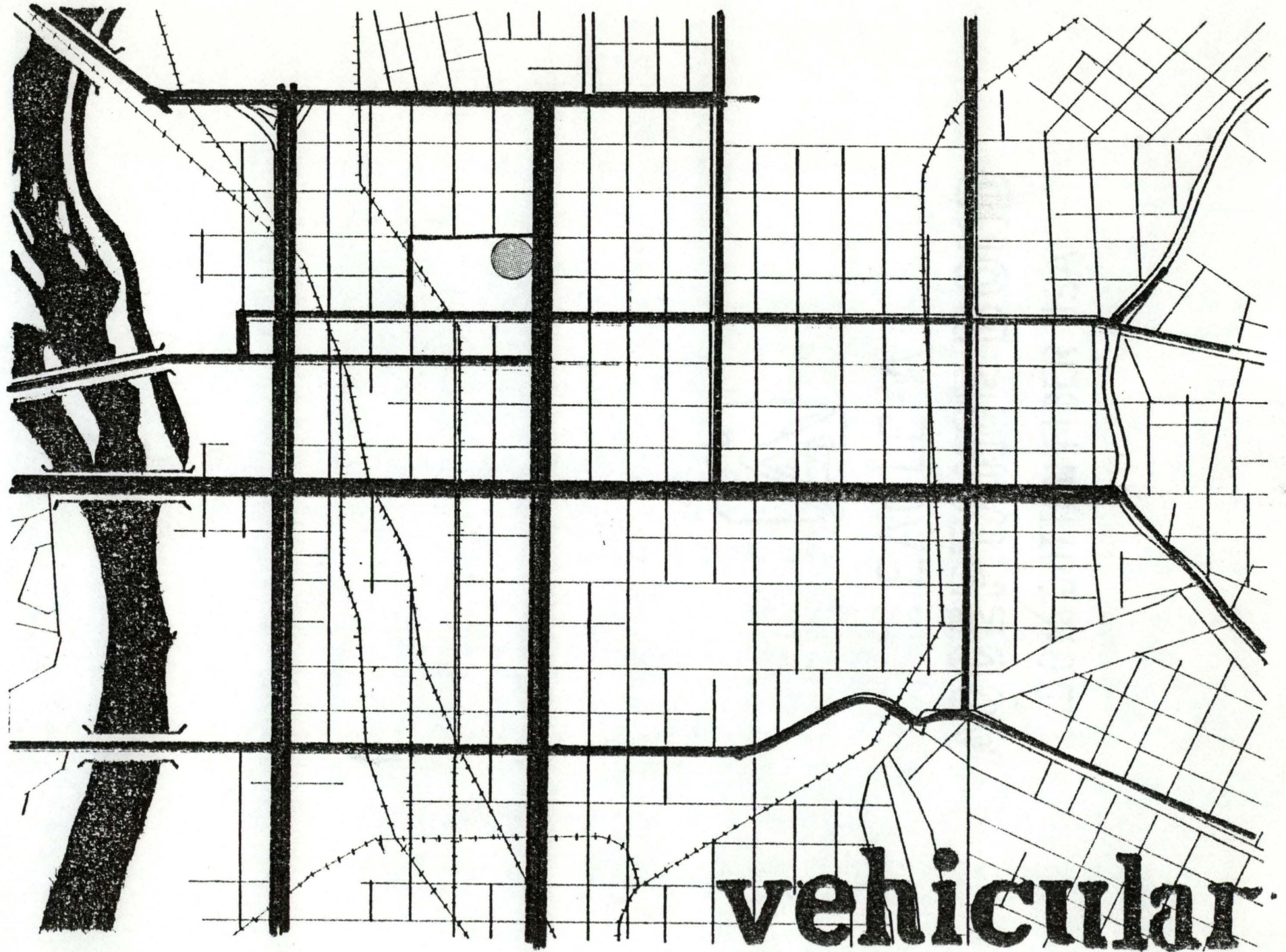
	<u>Total</u>	<u>White</u>	<u>Black</u>	<u>Other</u>	<u>Indian Eskimo</u>
State	3,119,208	2,145,122	948,146	8,375	5,758
Columbia S.M.S.A.	408,176	285,029	117,593	2,088	624
Richland Co	267,823	159,566	103,737	1,885	432
Lexington Co	140,353	125,463	13,856	203	192
City of Columbia	99,296	56,907	40,391	1,063	198
% of Total	100	57.3	40.6	1	.02

Source: U.S. Department of Commerce
Bureau of Census
U.S. Census of Population 1960, 1970, and 1980, and
Central Midlands Regional Planning Council, Popu-
lation Projections in the Central Midlands Region

The State of South Carolina and the federal government represent the two largest employers in the city. Universities, colleges and technical schools also account for a major portion of employment. Industry is beginning to play a less important role in the city's economy with a great number of industries moving to suburban or rural locations. Office employment within the downtown district has seen a tremendous increase as financial institutions continue to locate their main offices in the city.

TRANSPORTATION

The City of Columbia is readily accessible from the suburban localities and is served by several interstate and state highways. Interstate 26 serves the needs of the residents of the Dutchfork area to the northwest via the I-126 and Elmwood corridor. Interstate 277 brings in the traffic from the northeast and the fast growing Dentsville area. Highway 12 is the route residents use from the east. With the recent completion of the Hampton-Meeting Expressway, Highway 12 also connects Columbia with Cayce and Lexington on the west bank of the Congaree. From the south, the major traffic flow enters the city along Bluff Road and Highway 378.



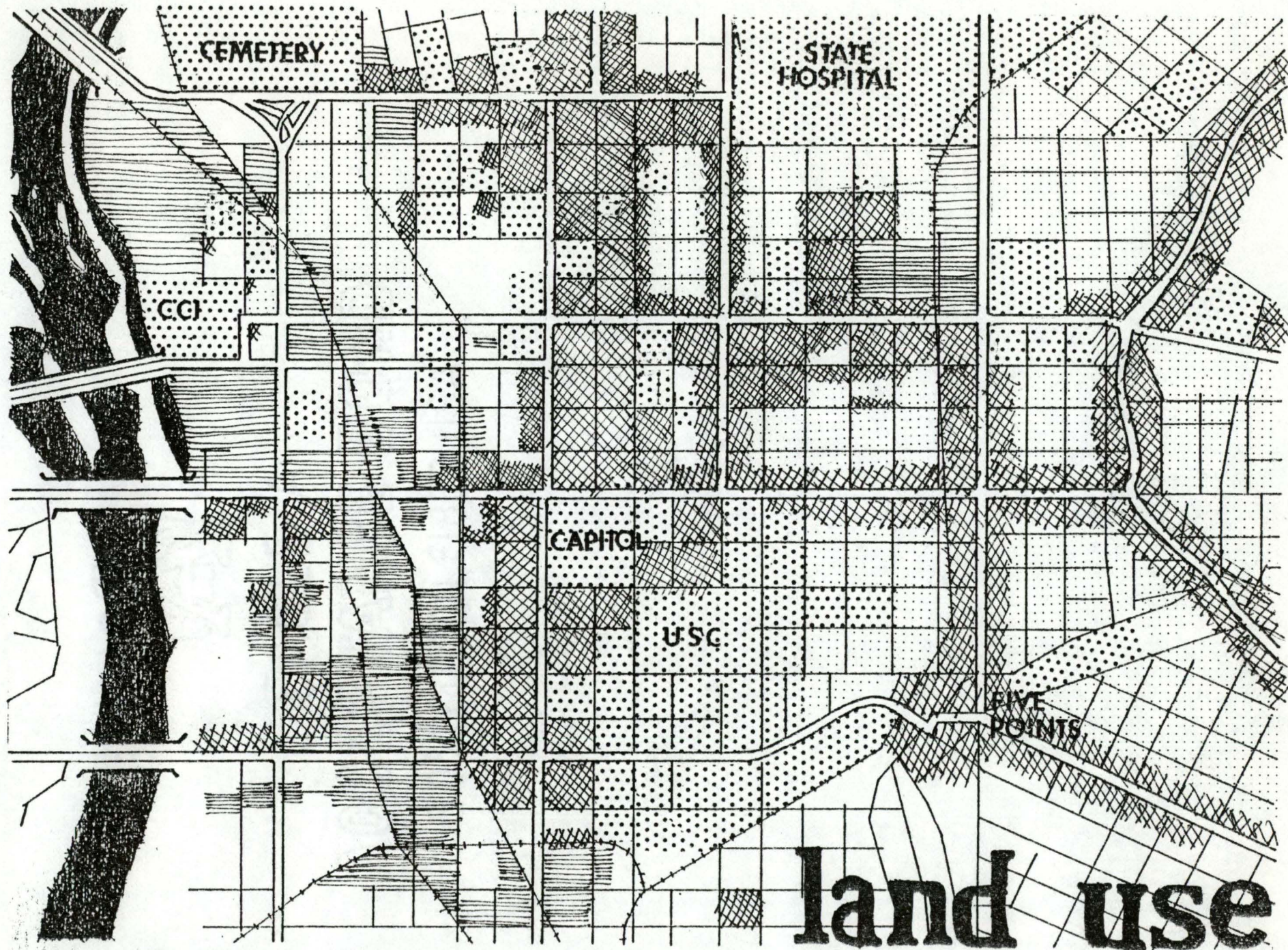
vehicular

GOVERNMENT

The political boundaries of the City of Columbia encompass both the central city and the study area. However, to implement proposals for the Columbia S.M.S.A., county cooperation is required. The City of Columbia is governed by a council manager system with city hall located on Main Street. Columbia is the county seat for Richland County and as such the Sheriff's Department and Judicial Center are located in the city. As the capital city, state government facilities and land holdings are of major importance to the development of the area. Columbia is also the site of federal government agencies such as the Strom Thurmond Federal Complex, Fort Jackson, a main distribution center for the U.S. Post Office, and a Veteran's Hospital. The combined effect of all these levels of government is that Columbia today, as when it was founded, continues to be a city of government.

LAND USE

An examination of existing land use within the corporate limits of Columbia reveals past patterns of development and indicates future growth patterns. Residential growth has expanded in all directions from the central city, but has been impeded by Fort Jackson to the east and the airport



COMMERCIAL

 INDUSTRIAL

 RESIDENTIAL

 PUBLIC/INSTITIONAL

as well as industrial development to the west. Lake Murray to the northwest of the city occupies a large amount of land but has attracted residential growth along its shores.

Medium density housing tends to be associated with the university and commercial areas. High density residential development usually adjoins major roadways.

Office development has typically been within the Central Business District with some located along major traffic arteries. Retail areas are still concentrated in the commercial core. Heavy industrial development is located in the southwest portion of the city.

Institutional uses account for a large amount of land within the central city. The University of South Carolina continues its growth and is a major factor in the development of the urban center as are the federal, state, and local government functions located there.

Seaboard Park
PAST AND PRESENT

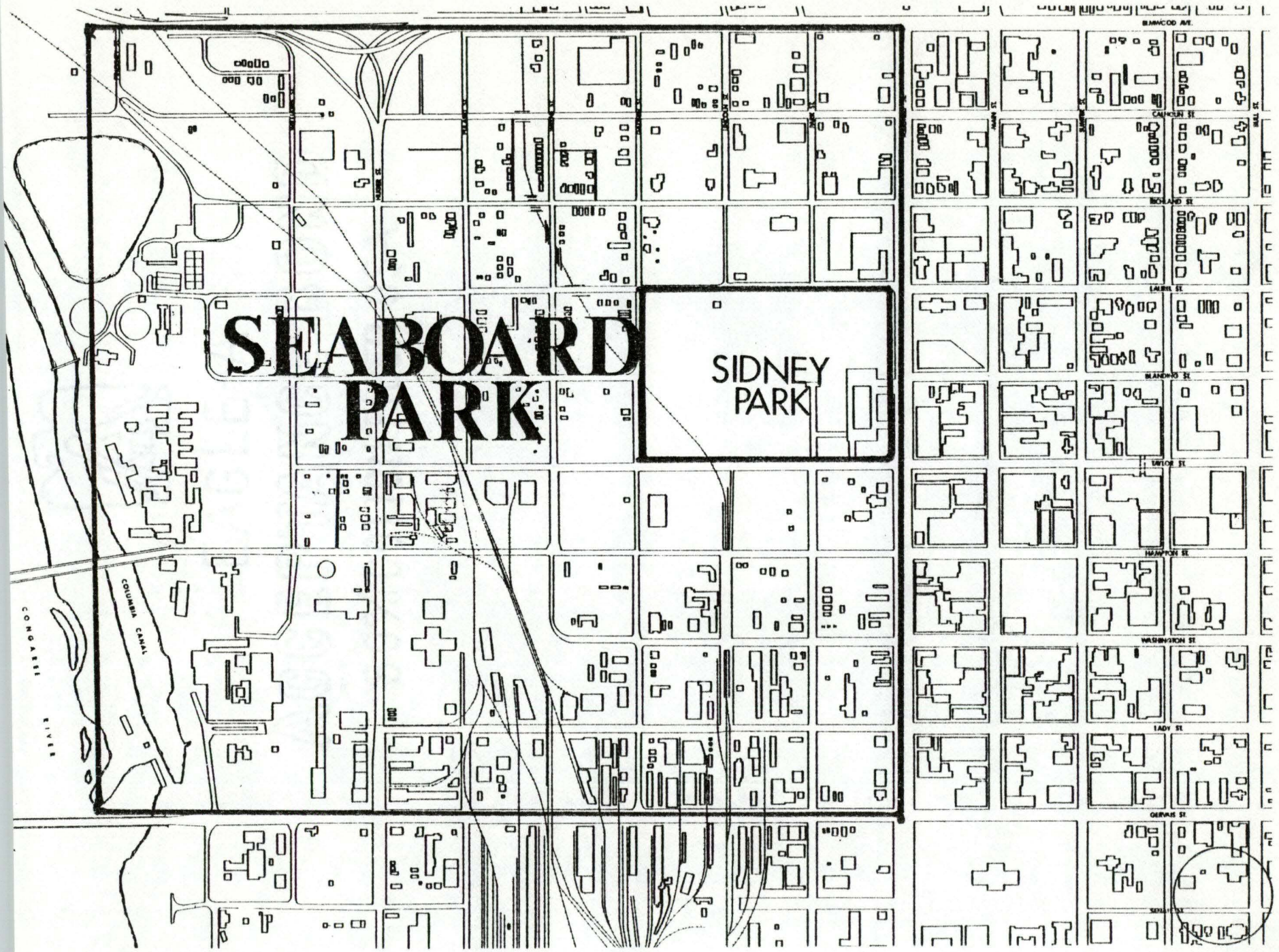
The following map indicates the position of Seaboard Park in relationship to central Columbia and outlying neighborhoods. The study area is defined by Elmwood Avenue to the north, Assembly Street to the east, Gervais Street to the south and the Congaree River to the west. The study area is one block west of the Central Business District. All of Seaboard Park is included in the definition of the central city. This relationship to central place activities would tend to support that the development of the area be similar to the development east of Main Street. This has not been the case as low order land uses and railroad rights-of-way have created psychological restraints to high order commercial office and residential uses.

PAST

SEABOARD PARK HISTORY

From the time Columbia was founded in 1786 until the present day, this area has shown a distinct pattern of development. This development pattern has brought lower order land use including warehousing, industry and slum dwellings. It excluded high order residential, commercial, and recreational uses from a potentially viable area. Those influences which set and maintained this pattern of development are numerous. The geography of the Seaboard Park area, varying topography and proximity to the Congaree River, set the original pattern of development. This pattern was maintained and later reinforced with man-made elements such as the Columbia Canal, railroads, industry, utilities and highways. All of these factors will be examined further as the cause for the poor quality of development existing today.

The Congaree River and the topography of the area which had been the determinants in the selection of Columbia turned out to be negative influences on the city's development. This pattern of development was set from the conception of the city with the adoption of the gridiron plan and the city's inhabitants attitude toward the natural environment. The rolling topography was not considered when the gridiron plan was arbitrarily superimposed upon it. Seaboard Park was an area where it failed to accommodate the topography. The best example is Sidney Park



**SEABOARD
PARK**

**SIDNEY
PARK**

COLUMBIA CANAL

CONQUEST RIVER

BAMCOO AVE

CANTON ST

MADISON ST

LAWRENCE ST

MANHATTAN ST

UNION ST

HUNTERS ST

WASHINGTON ST

LADY ST

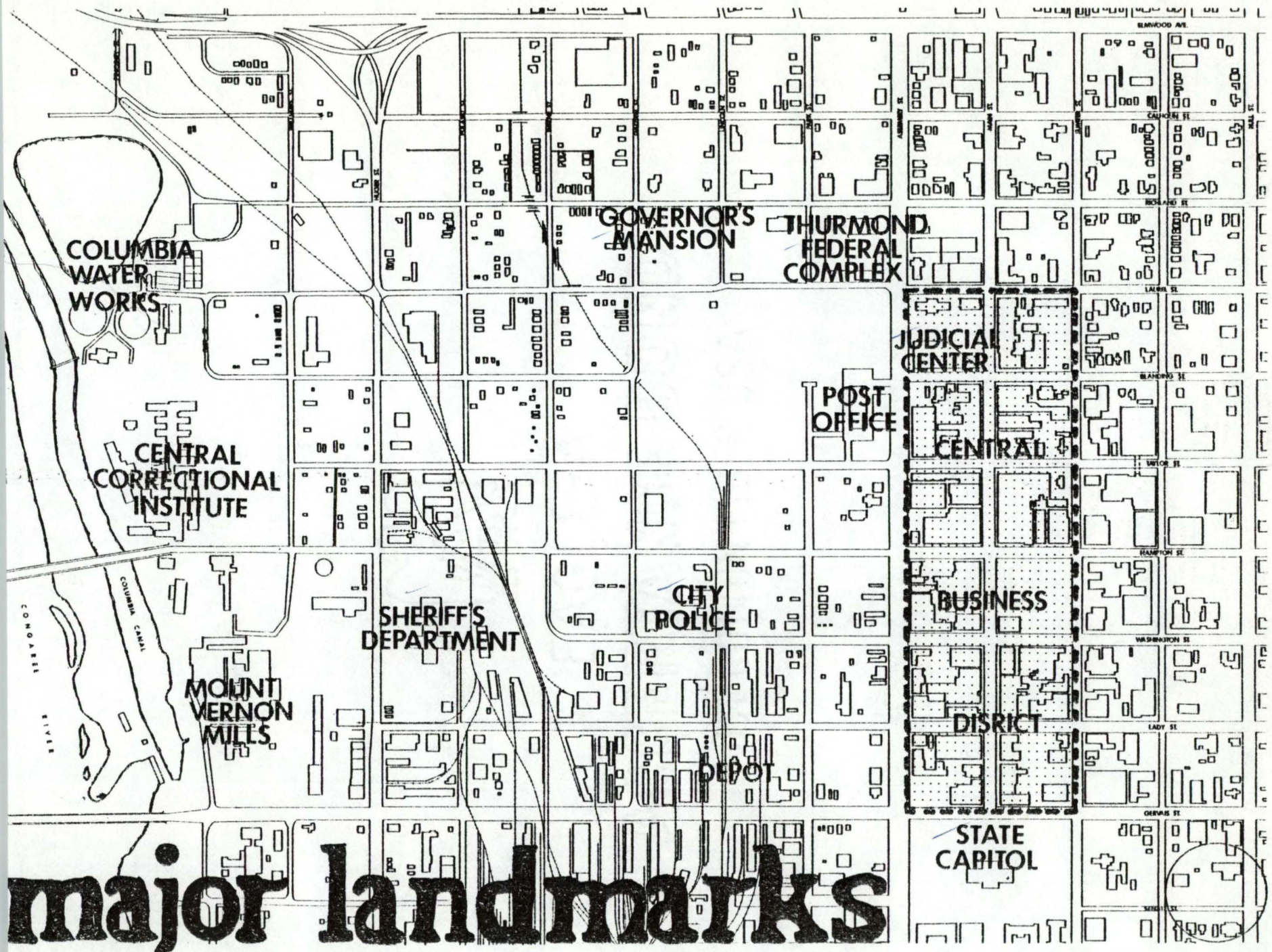
GERARD ST

SOUTH ST

where it was impossible to continue usable streets through the area and therefore became a city park. The attitudes of the new inhabitants held that a river was a transportation and potential power source as well as the source of communicable diseases and flooding. These same mixed attitudes were reflected toward the topography as high ground was sought after for high order residential, commercial, government and religious uses, an attitude which relates to locating a fortress city on a defensible site. The lower sloping land near the river was considered of secondary value.

The location of different socio-economic levels related to this preference of topography. The Arsenal Hill neighborhood, located on high ground, has maintained a character of high order residential, government, and religious functions. The lower socio-economic groups tended to locate closer to the river. Catholic immigrants in 1880 and freed slaves tended to locate there. Religious and governmental functions reflected this low order development pattern with the Hebrew Benevolent Society Cemetery, Zion Baptist Church for blacks, the Richland County Jail, City Police Department, and the Central Correctional Institute.

With the construction of the Columbia canal, the river was viewed as a transportation resource rather than a residential



major landmarks

COLUMBIA
WATER
WORKS

CENTRAL
CORRECTIONAL
INSTITUTE

MOUNT
VERNON
MILLS

GOVERNOR'S
MANSION

THURMOND
FEDERAL
COMPLEX

POST
OFFICE

SHERIFF'S
DEPARTMENT

CITY
POLICE

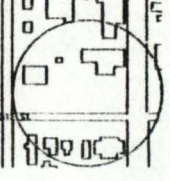
DEPOT

JUDICIAL
CENTER

CENTRAL
BUSINESS

BUSINESS
DISTRICT

STATE
CAPITOL



or recreational use. This in turn caused the development of warehouses and manufacturing shops. The railroads further continued this pattern of warehouse and industrial usage. With the conversion of the canal to a power source, heavier industries located in the general area.

The utilities have historically served Columbia from this area. The city water works, the city gas light plant, and most recently the South Carolina Electric and Gas Company who use the area for gas storage tanks and bus maintenance reflect this trend of industrial use. With the automobile popularization in the 1920's, the highways have adversely affected the area by creating divisive elements of heavy traffic and continuing the thought of access dependent warehouses and industries. All these factors have served to further the lower order development in the area.

PRESENT

POPULATION

The population within the study area was 1,154 persons according to the 1980 U.S. Census. This represents a sharp decrease from the population of 1970 which was 2,490. This decrease came about because of land clearance in the area and the relocation of families into public housing elsewhere because of the deteriorated condition of their dwellings.

Blacks account for almost 87 percent of the population in the area as compared to 41 percent within the city of Columbia and 29 percent within the metro region. The majority of the white population is centered in the Arsenal Hill neighborhood.

	<u>City</u>	<u>Seaboard Park</u>	<u>% of City</u>
1970	113,542	2,490	2
1980	99,296	1,154	1
% Change	-12.5	-54	

RACE BREAKDOWN

	<u>Number</u>	<u>%</u>
White	149	12.9
Black	1,000	86.6
Other	<u>5</u>	<u>0.5</u>
Total	1,154	100

SOCIAL FACTORS

Income

According to the Council of Economic Advisors to the President of the United States, the poverty level is considered a gross annual income of \$3,000 or less. Within the Seaboard Park area approximately 60 percent of the families exist on an income of \$3,000 or less. The median family income for residents in the study area was \$4,233, while the mean family income for the Columbia S.M.S.A. was \$8,616. The area of Seaboard Park ranked second in the amount of public assistance. There were 33.1 cases per 1000 residents.

Education

Education, or the lack of it, produces the physical, economic and social characteristics associated with blight conditions. Hence, educational deficiencies are a prime indicator of blight.

The median years of education within the Seaboard Park area is 7.6 years. For the city of Columbia, the median is 11.3 years.

Housing Conditions

In Seaboard Park, 42.4 percent of the houses are considered deteriorated. Deteriorated houses are defined as those which would require more repair than normally provided with regular maintenance. These houses offer adequate shelter but are undesirable, decrease the surround property values and result in a loss of community pride. Dilapidated housing usually exists in the same neighborhoods as those containing deteriorated houses. In Seaboard Park 36.9 percent of its residences are dilapidated. Dilapidated houses are those that do not offer safe shelter and are unfit for habitation. Sixty percent of the households lack bathroom facilities or are forced to share these facilities. Overcrowded conditions are present in 32.2 percent of the area's households where more than one person per habitable room constitutes this blight characteristic.

Arrest

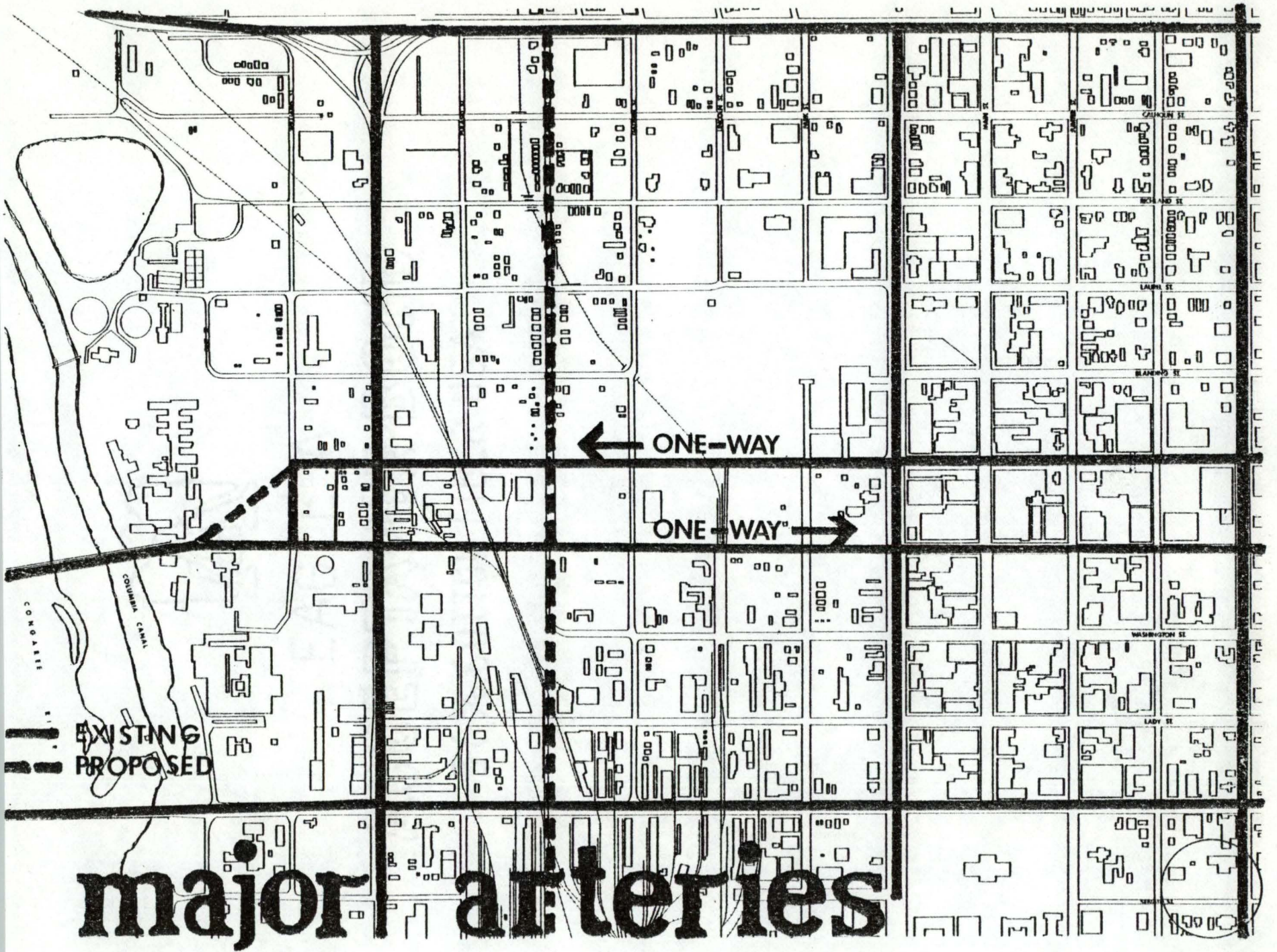
Reported by the place of residence of the person arrested, the frequency of arrests indicate the existence of blight since it points to neighborhoods which are no longer safe or a pleasant place to live. The arrest rate for juveniles in Columbia is 6.5 per 1,000 people, while it is 12.4 arrests per 1,000 in the Seaboard Park area. Total arrests

in the city were 21.6 cases per 1,000 and again this rate was higher in Seaboard Park with 77.1 arrests per 1,000 inhabitants. The most common charges are drunkenness, loitering, burglary, larceny and illegal possession of firearms.

TRANSPORTATION

Vehicular

Columbia had the privilege to choose its own site. The selected gridiron plan for the new city was, however, somewhat arbitrary with little consideration given to topography. The absence of radial streets results in slower traffic flow and heavier congestion. Elmwood Avenue is the most congested street in downtown Columbia with all north-south streets feeding into it. Huger and Assembly Streets are the primary north-south streets. Huger Street carries industrial traffic while Assembly Street distributes traffic to the commercial core. Traffic from West Columbia, Cayce, and Lexington enter the city by the Hampton-Meeting Expressway and Gervais Street. Gervais Street is also a major collector from the eastern portion of the city. Bull Street collects and distributes the traffic entering the city from I-277.



major arteries

EXISTING
PROPOSED

ONE-WAY

ONE-WAY

CONANT ST

WALTON ST

LAUREL ST

BRADDOCK ST

WASHINGTON ST

LADY ST

CONANT ST

COURTNEY CANYON

Pedestrian

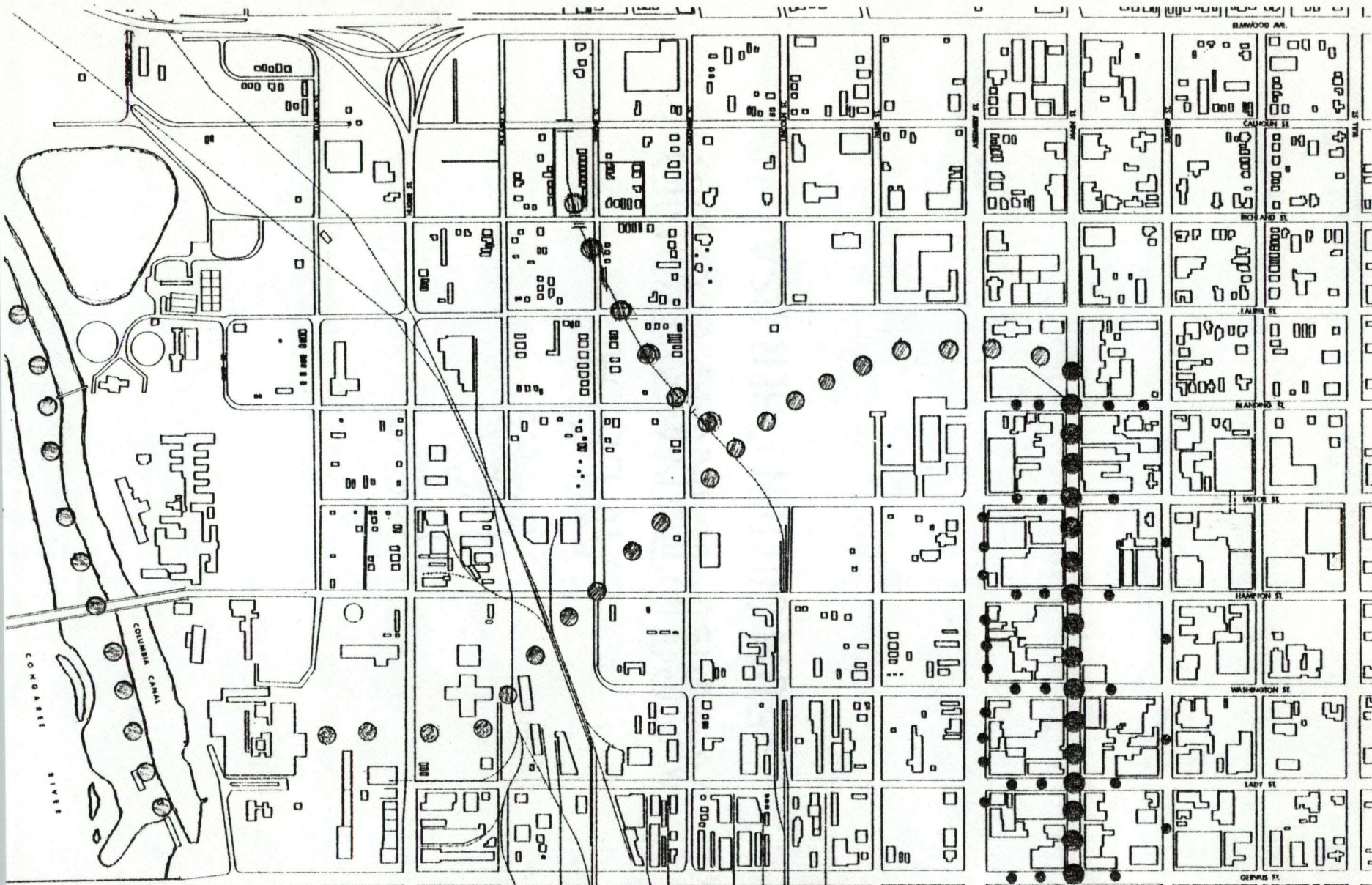
The major pedestrian movement within the city at present is along Main Street which is the focus of retail and business activity within the downtown district. Limited movement occurs along the east side of Assembly Street and on east-west streets intersecting Main Street.

Rail Traffic

Rail traffic has been a major factor in the development of the Seaboard Park area. Their location here has deterred anything but industrial uses for the area. The Amtrak passenger line and depot are located within the study area at the intersection of Gervais at Lincoln Street. The city has proposed the creation of a rail corridor that would locate three or four rail lines in a depressed corridor with overpasses at major intersections for vehicular and pedestrian movement. This plan is meant to change the development pattern for the Seaboard Park area.

Transit System

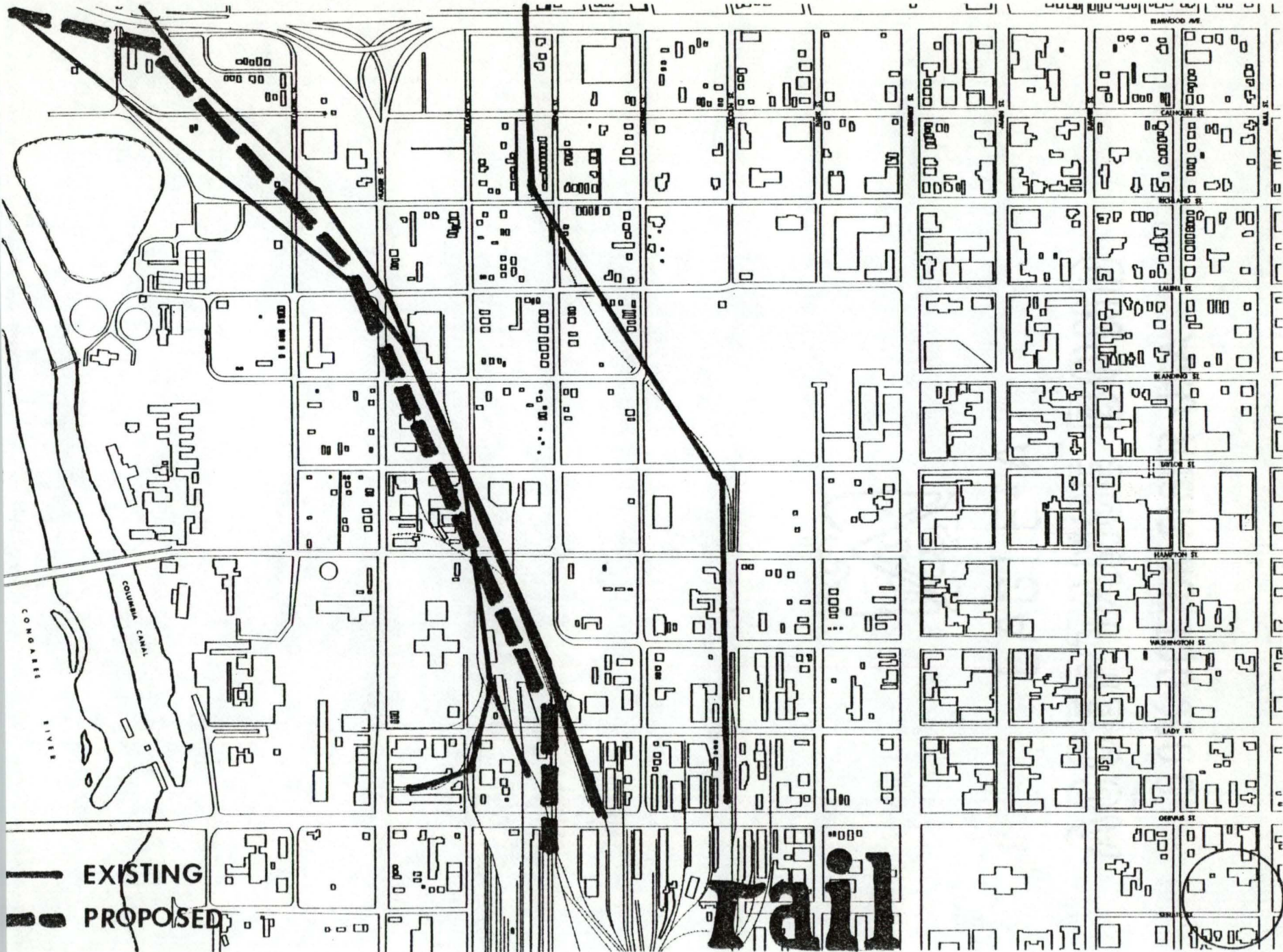
Intra-city public transportation is provided by buses



- ○ PROPOSED
- ● EXISTING

pedestrian

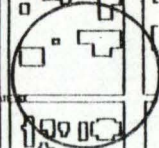
BROADWAY
 CANTON ST
 RICHARD ST
 LAUREL ST
 MANHATTAN ST
 UNION ST
 HAMPTON ST
 WASHINGTON ST
 LADY ST
 DEWAS ST
 STATE ST
 COLUMBIAN CANAL
 STATE ST
 COLUMBIAN CANAL
 STATE ST



EXISTING

PROPOSED

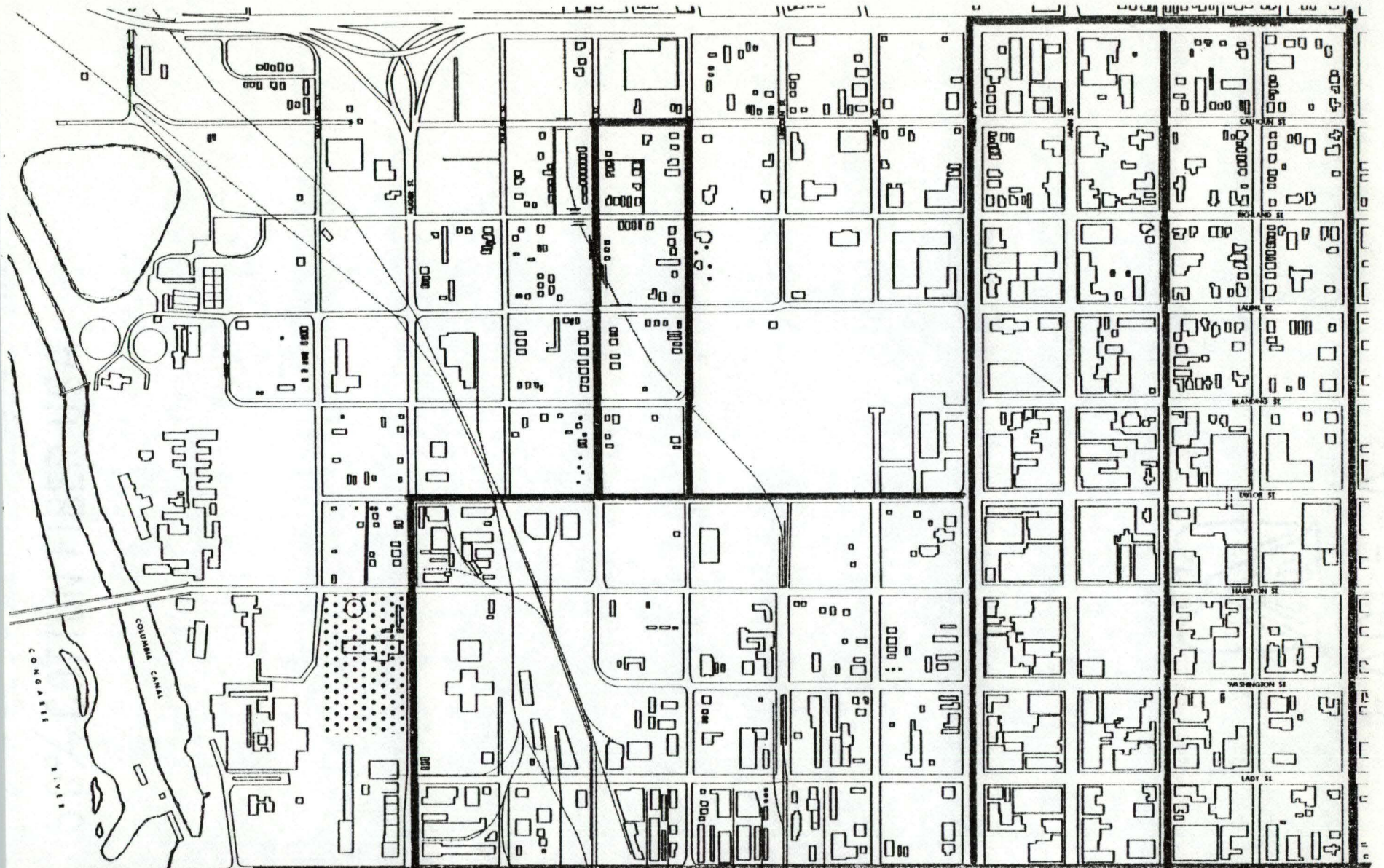
rail



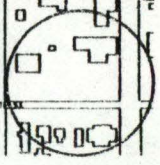
ELMWOOD AVE
CAMBRIDGE ST
MAIN ST
ADAMS ST
FRANKLIN ST
WASHINGTON ST
LADY ST
GENESEE ST

COMBINE CANAL

BEAVER RIVER



transit system



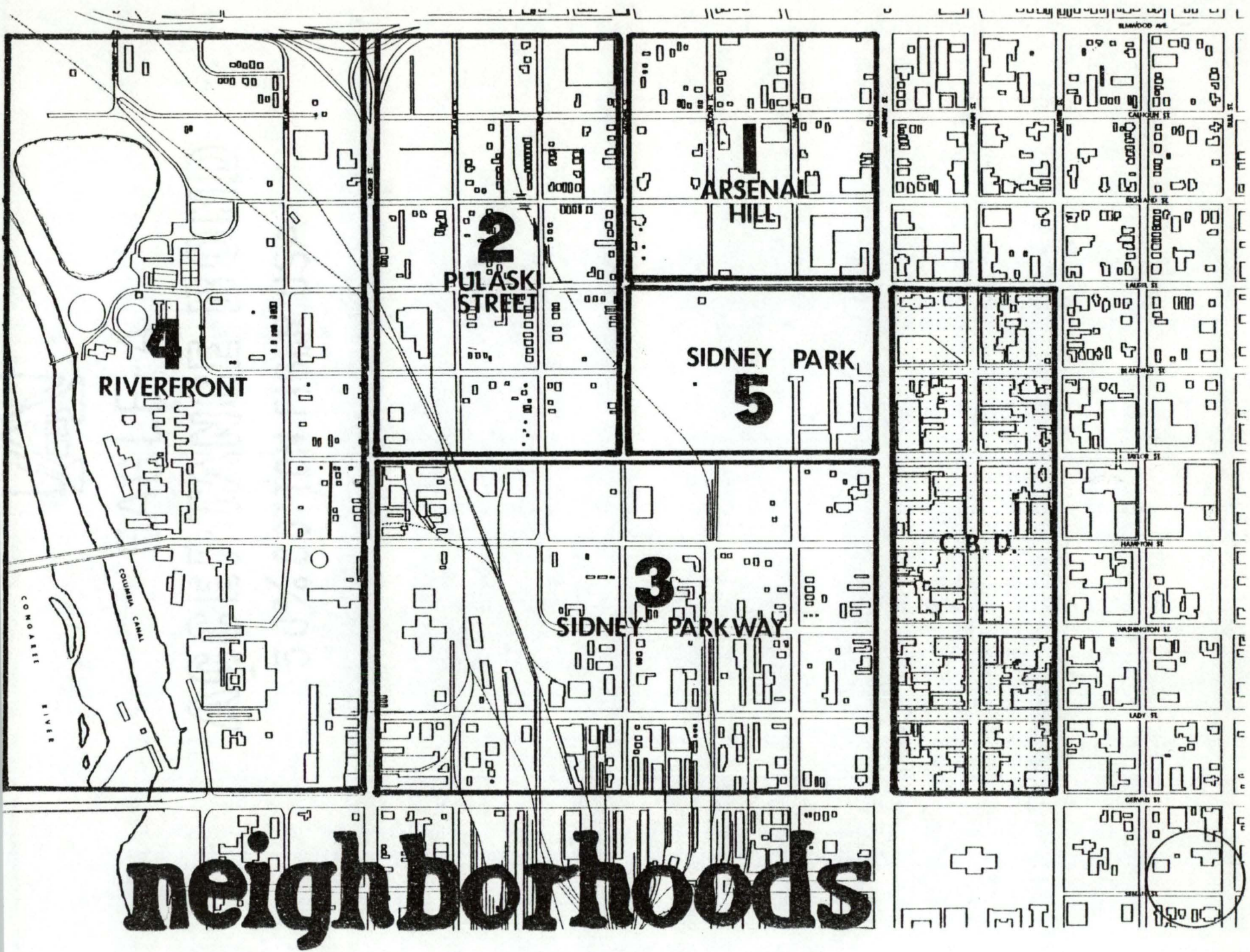
operated by the South Carolina Electric and Gas Company. Seven out of twenty-two city routes either border or have lines within the study area. Transfers can be made to allow a person to reach any area of Columbia served by the bus lines. The maintenance and storage facility for the buses is also located within the study area.

LAND USE

Existing Land Use

The Seaboard Park area of Columbia can be divided into five major sections:

1. Arsenal Hill, an historic residential area that is presently undergoing transformation from a residential character to light commercial and office uses, borders Elmwood and Assembly. The Strom Thurmond Federal Complex, recently constructed on the block with the Veteran's Administration Building at the corner of Laurel and Assembly, provides evidence that land fronting Assembly and Elmwood will continue the trend toward commercial use along these two major thoroughfares. Once inside the Arsenal Hill area, the ante bellum character is still in evidence. The Lace and Boylston Houses along with the Governor's Mansion highlight this area.



neighborhoods

4
RIVERFRONT

2
PULASKI
STREET

1
ARSENAL
HILL

SIDNEY PARK
5

3
SIDNEY PARKWAY

C.B.D.

BLAHOOD AVE

CANTON ST

RICHARD ST

LAUREL ST

BLAHOOD ST

LAUREL ST

HAMILTON ST

WASHINGTON ST

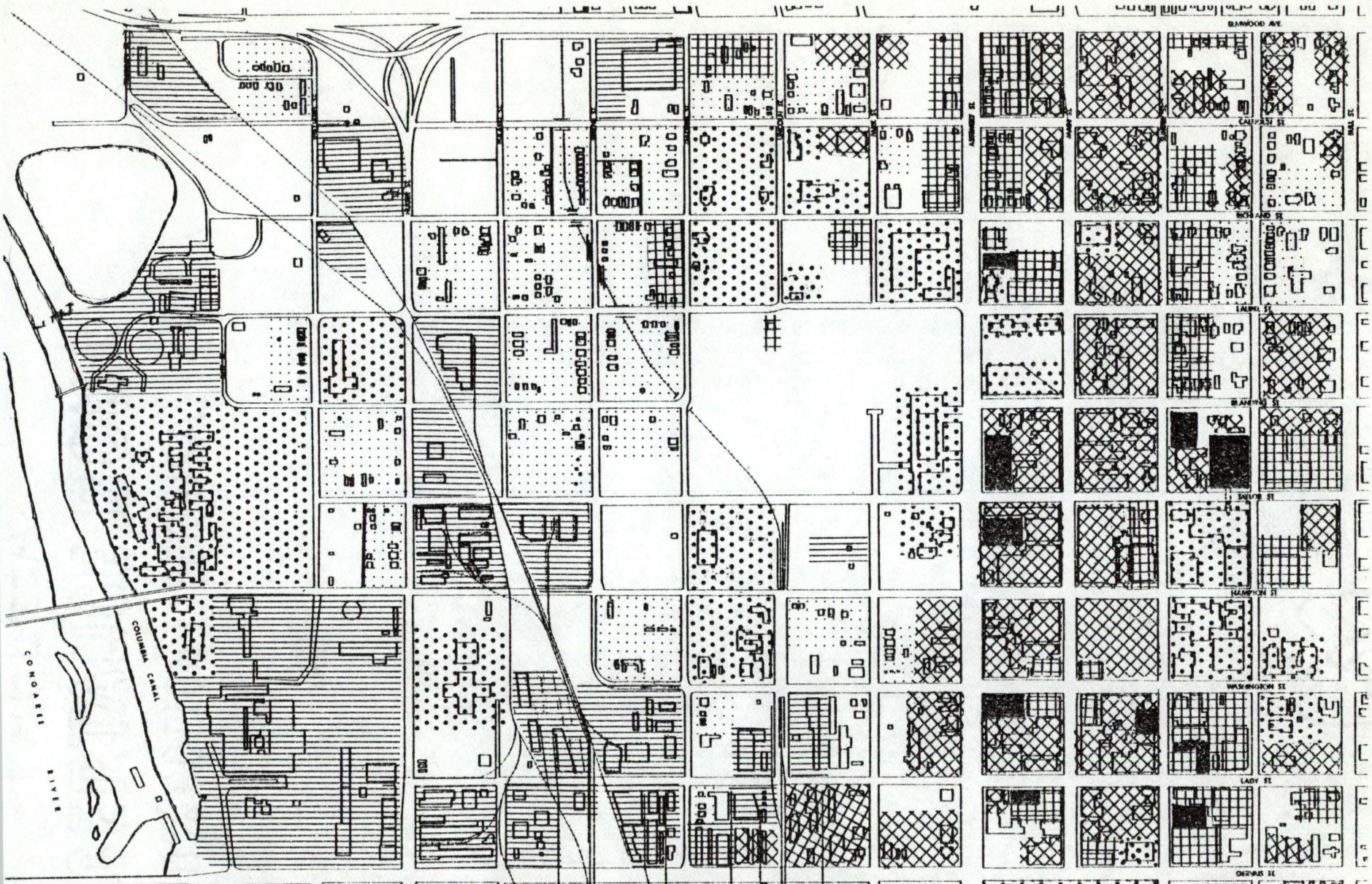
LADY ST

GERARD ST

SEMI ST

COMPTON RIVER

COLUMBIA CANAL



exist. land use

- INDUSTRIAL
- COMMERCIAL
- PUBLIC AND INSTITUTIONAL
- OFFICE
- PARKING GARAGE
- RESIDENTIAL

4. The riverfront area along the banks of the Congaree River has great potential for revitalization. This area is presently the site of the Central Correctional Institute, the Columbia Waterworks, the vacated Howard Elementary School, maintenance and storage facilities for South Carolina Electric and Gas Company and Mount Vernon Mills. Substandard housing surrounds the Penitentiary and the Waterworks. The proposed State Museum in the Mount Vernon Mills Plant and the planned riverfront park system will have great impact upon this area.

5. The last parcel of land is the twenty-five acres of Sidney Park now occupied by the U.S. Post Office

and a city employee parking lot. This bowl-shaped property offers magnificent views toward the river from its northern corner.

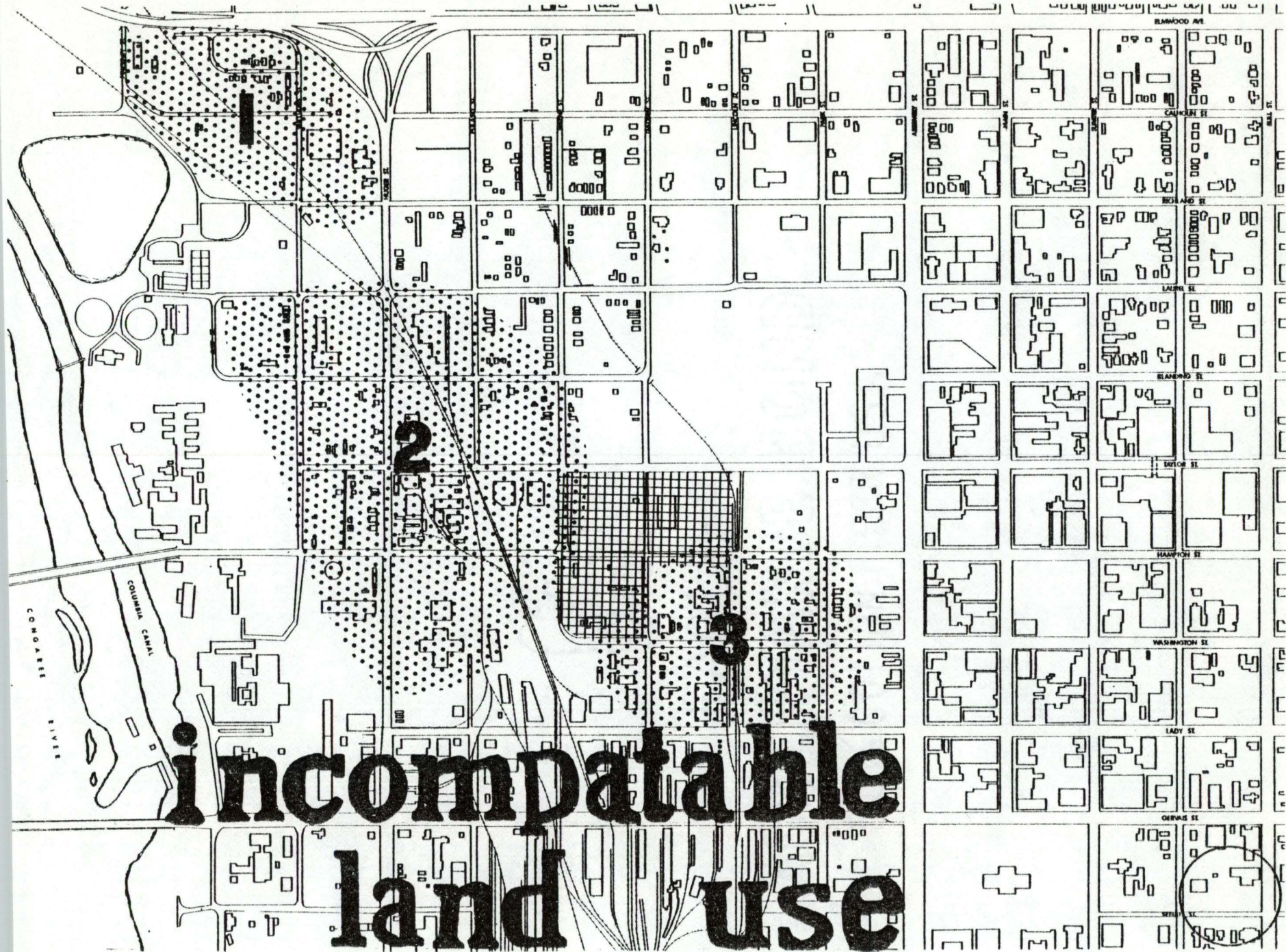
Incompatible Land Use

Three major areas of incompatible land use within the study area are noted on the following map:

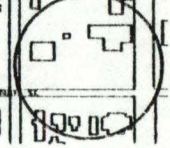
1. This area adjoins the I-126 Expressway and the Southern Railway rights-of-way. Residences are adjacent to a paint manufacturer and an industrial ammonia distributor.
2. This predominately residential neighborhood has commercial, light industry, and warehousing land uses located on its boundaries.
3. Sporadically mixed land uses and railroad rights-of-way and vacant lots that border warehouses and industrial storage yards characterize this area.

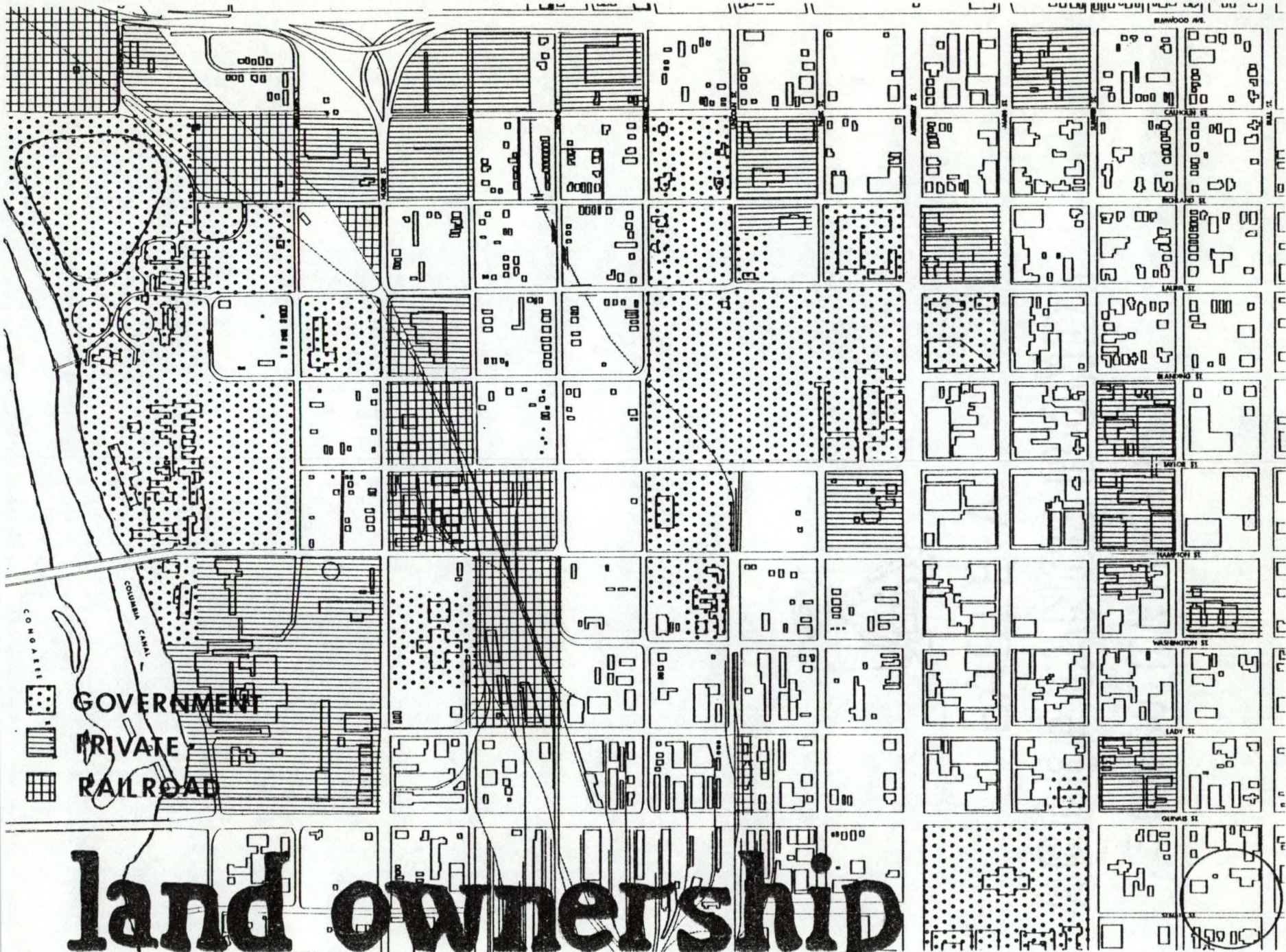
Major Ownership

The three major categories of land ownership within the area are private, government, and railroad. Private ownership includes residential, commercial, and industrial property. Large amounts of privately owned land is vacant



**incompatible
land use**





GOVERNMENT
PRIVATE
RAILROAD

land ownership

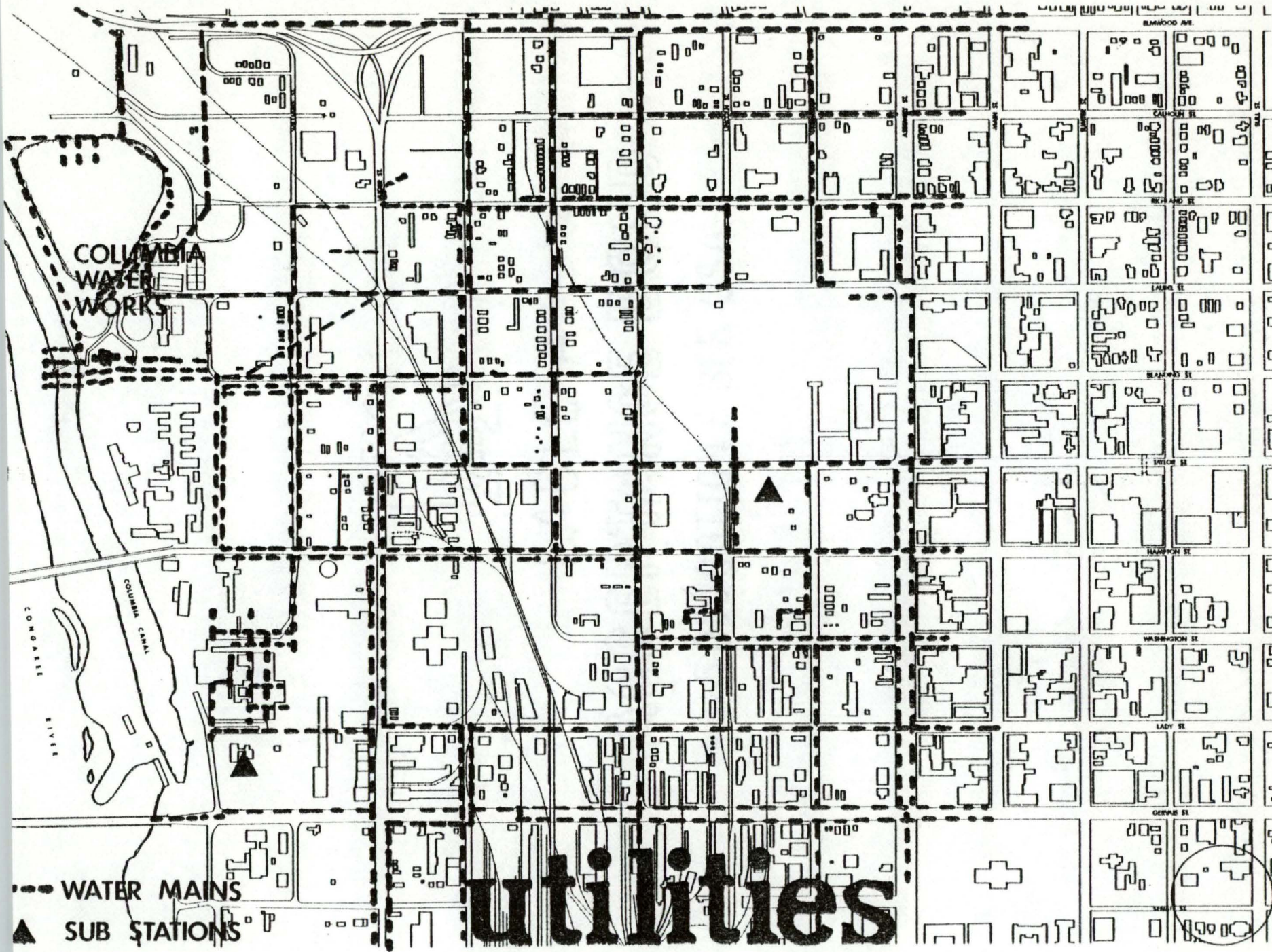
or occupied by dilapidated buildings. Government ownership consists principally of the Correctional Institute and the Columbia Waterworks. The railroad companies own the land occupied by the rail lines and the twenty-foot rights-of-way on either side of the tracks.

Utilities

The Columbia Waterworks supplies all of the center city and is located adjacent to the Central Correctional Institute

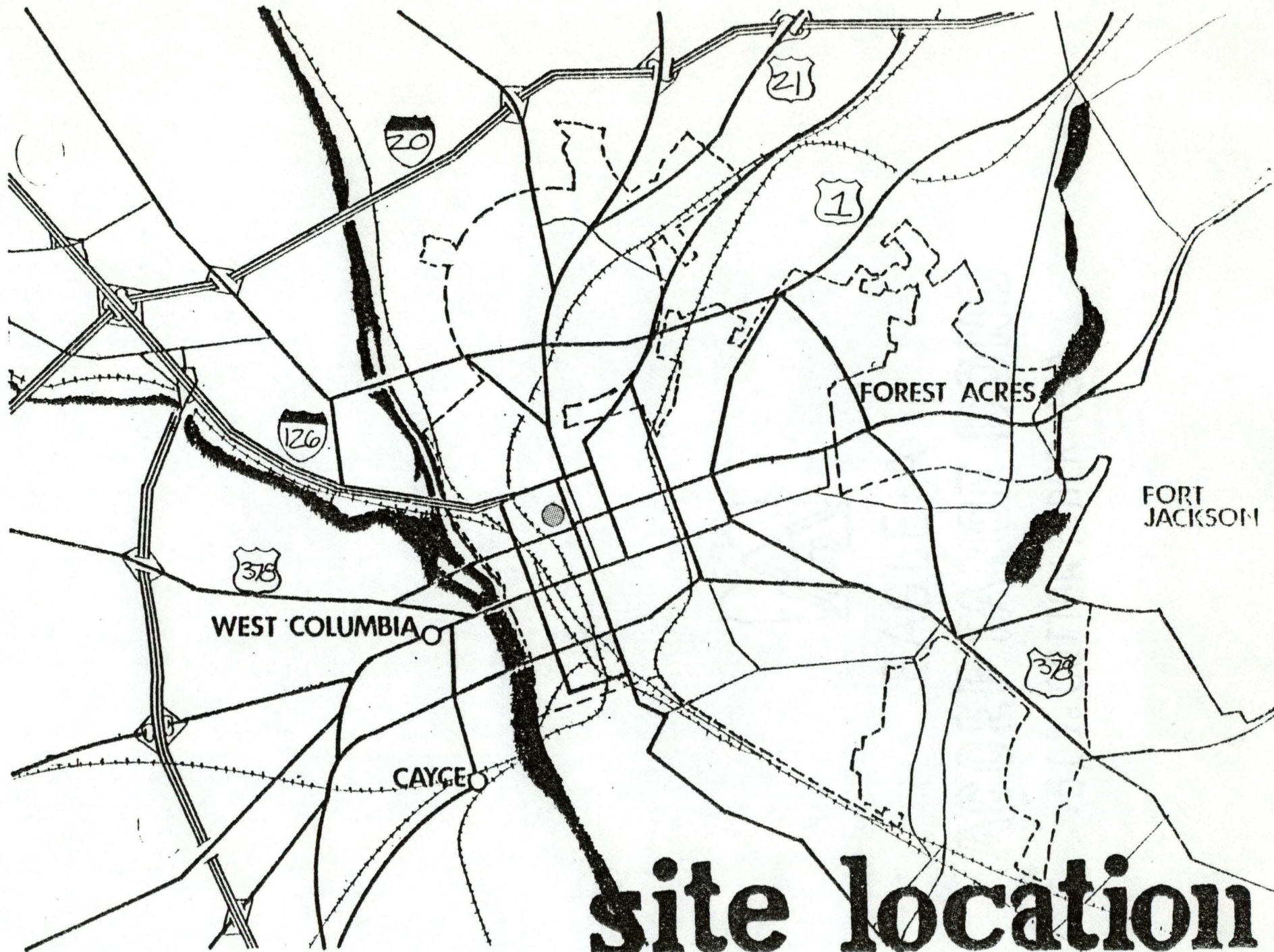
Three utility substations are located in the vicinity, one in the 1500 block of Hampton and two others adjacent to Mount Vernon Mills. Overhead and underground wires provide electric power throughout the area.

Storm drainage is adequate except in the Pulaski Street sub-neighborhood where the lack of gutters and subsurface drains result in uncontrolled water run off.



Site

The proposed site is located at the southwest intersection of Assembly and Laurel Streets. It is readily accessible both from within and from outside the city. Assembly Street with its six lanes of traffic is the primary north-south artery for downtown Columbia. Laurel Street which is the northern boundary to the site is a two-lane secondary street. The site is adjacent to the distribution center for the U.S. Post Office. The remainder of Sidney Park is presently vacant. The site is one block west of Main Street, the commercial core of Columbia. Other principal activities in the area include the Strom Thurmond Federal Complex, the Goernor's Mansion and residential property.



site location

SIDNEY PARK HISTORY

Sidney Park has been in existence from the time when the original gridiron plan was superimposed on the land that was to be Columbia. This steeply sloping property proved inconsistent with the city's gridiron plan, and hence it developed into a municipal park. It was at one time the site of the original water works for Columbia. Built as a private investment by Abram Blanding, water was pumped to a wooden tank on Arsenal Hill and then distributed throughout the city. Blanding sold the system to the city in 1835 which later moved the waterworks to its present site on the Congaree River in 1855. During the burning of Columbia at the end of the Civil War, the park served as a refuge for many residents as they watched their city burn to the ground.

The property remained as a park until 1899 when it was sold to the Seaboard Railroad Company. Presumably this was done to spite Dewin Robertson, who had built a home overlooking the park. Robertson's father had been a northern carpetbagger who supposedly had acquired a fortune at the expense of the Columbia townspeople.

Throughout much of this century, Sidney Park remained as a freight yard and industrial area with small residences located on its western corner. In recent years, the warehouses have been eliminated, the residences replaced

by a city employee parking lot, and the main city Post Office has been built at the eastern corner of the site.

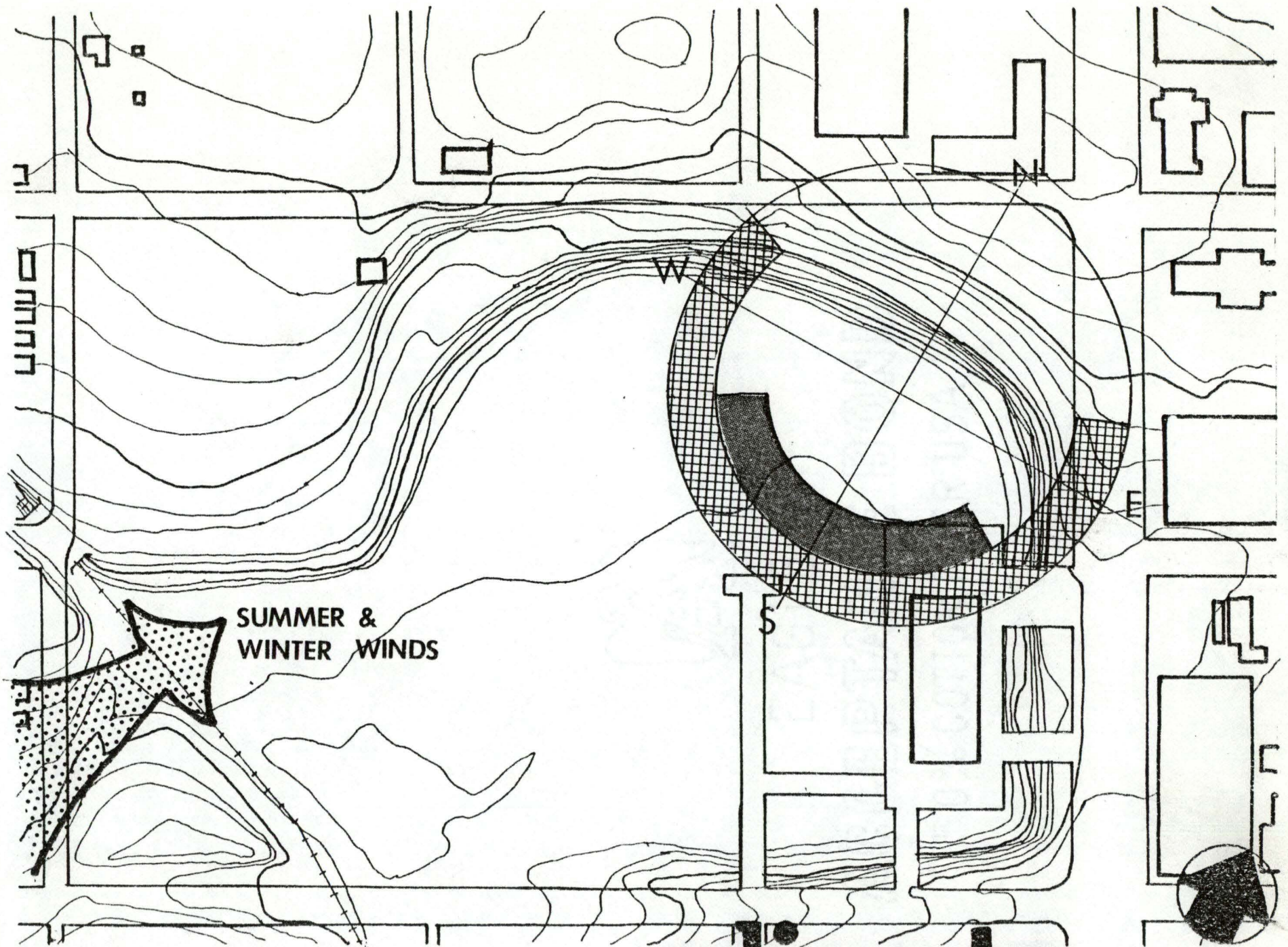
CLIMATE

The climate for the Columbia area can be described as a relatively temperate one. The average temperature for the year is a moderate 64^oF. Prevailing winds are mostly light and are from the southwest during both the summer and winter months.

Of all the four seasons, Spring is the most changeable. March has an occasional cold snap but the temperature varies to warm and pleasant during the month of May. Approximately 25% of the annual rainfall is recorded during the Spring months.

Long Summers are the norm for the midlands and Columbia, with warm weather continuing from late April until mid-October. July is the year's hottest month with 92.5^oF being the normal maximum temperature. Only six days see the temperature exceed 100^oF. The major influence on the summer's weather is the Bermuda high. The southwesterly flow of air around this permanent off shore high supplies the moisture for many thunderstorms. June is the rainiest month with the entire summer season receiving one-third of the annual rainfall.

Fall is the most pleasant season with rainfall at an annual minimum and daily sunshine at a relative maximum. Bright, cloudless days and cool nights are common and thus provide



SUMMER &
WINTER WINDS

climate

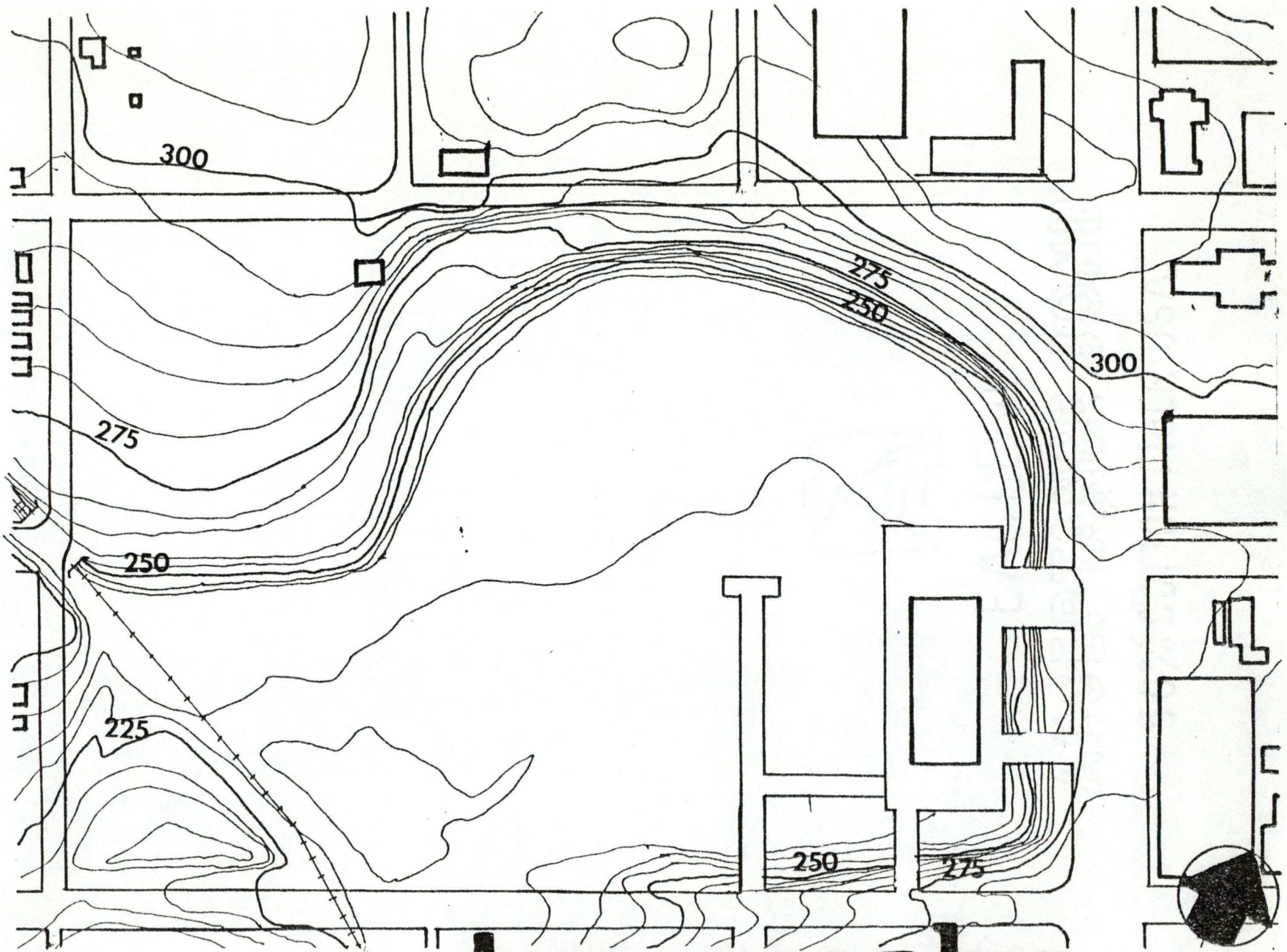
opportunity for outdoor activities. The Fall season is responsible for 20% of the yearly rainfall.

Winters are relatively mild with cold weather continuing from late November until the middle of March. The Appalachian Mountains retard the movement of unseasonably cold weather into the area. About one-third of the days during the Winter see the temperature go below 32°F.

On the average, only five days have temperatures of 20°F or below. Snowfall rarely disrupts activities with only one day every four years having more than one inch of snow. Twenty-two percent of the total rainfall is accounted for during the Winter.

TOPOGRAPHY

The dramatic topography of the site gives to it a quality quite distinct from that of the surrounding area. From the street corner at Laurel and Assembly, the site has a change in elevation of approximately 75 feet to the valley floor. The site has a natural bowl configuration. Its steep slopes are as much as 45 degrees at certain points. This topography has been a major reason for the lack of development of the site and will be a prime influence on the proposed design.



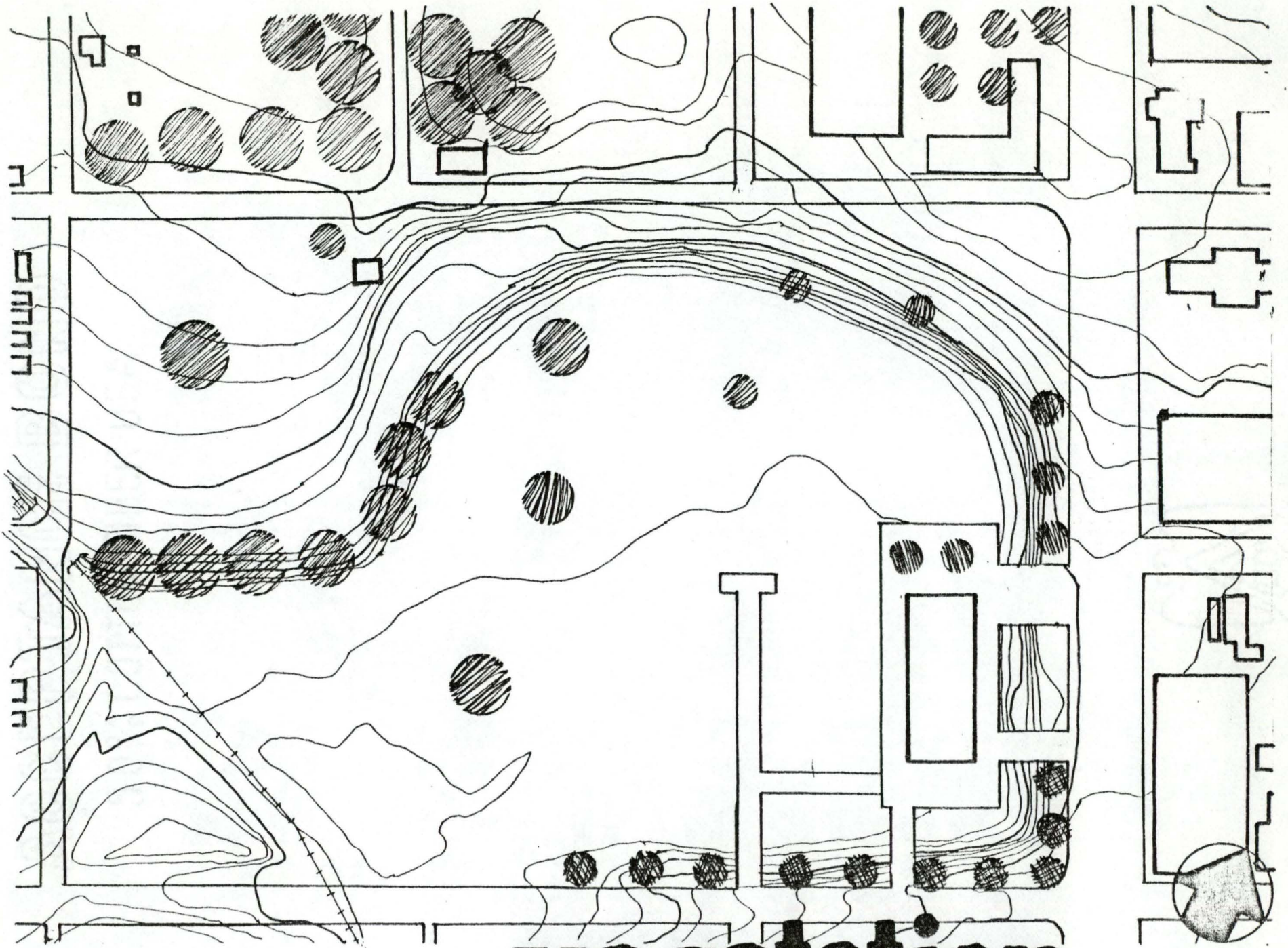
topography

VEGETATION

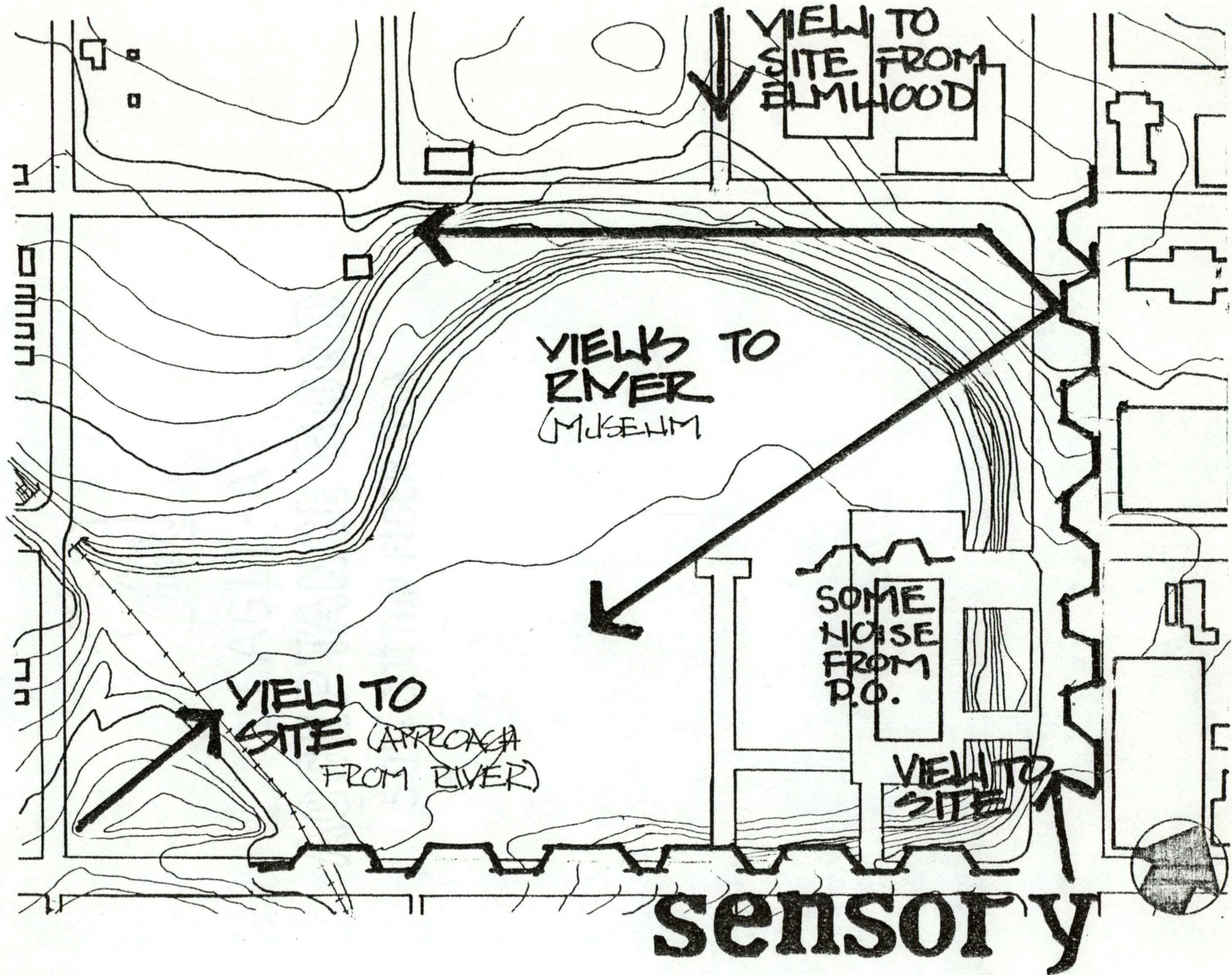
At present there are no major existing trees located on the site. There are a few small trees which have been able to withstand the erosion of the slopes. Kudzu and some ground cover give minimal protection from erosion during a rainfall. This lack of vegetation gives the site a quality of desolation. The remainder of Sidney Park is sporadically covered with a few medium-sized trees. The slopes adjacent to the employee parking lot and lawyer's office support dense tree coverage. Residential neighborhoods to the north and west of the site, provide pleasant visual relief with their tree coverage and tree-lined streets.

SENSORY ANALYSIS

The intersection of Laurel and Assembly Streets has the distinction of being located on one of the highest elevations in the downtown area of Columbia. This height permits excellent views from the site, particularly to the west where one can see across the Congaree River to West Columbia. Being on a high elevation also allows the site the advantage of being easily seen as one approaches from different directions. A building on this site would be a unique addition to the Columbia skyline as seen from the I-126 freeway.



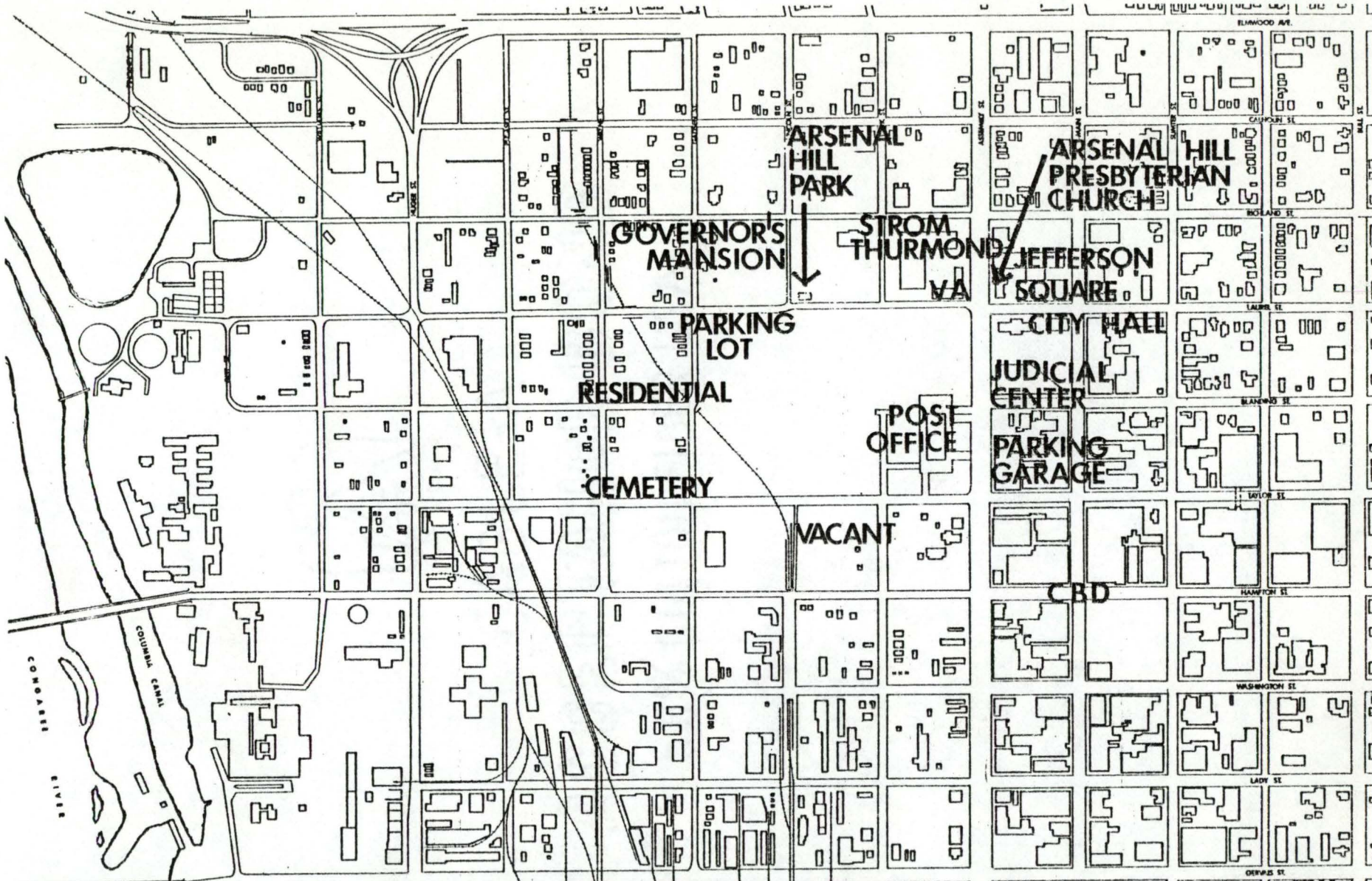
vegetation



Noise generators that influence the site are caused by the heavy traffic flow on the major arterial streets of Assembly and Taylor Streets. Some degree of noise originates from the lower level of the Post Office due to service activity centered there. The remainder of the site is bordered by vacant land, residences and office buildings which do not produce noise of any consequence.

SURROUNDING FACILITIES

Within the last several years a large portion of the Sidney Park site has been cleared of all buildings. Consequently, most of the buildings that influence the site are on the street edge or located across the street. On the southern corner of the site is the large United States Post Office Distribution Center. A city employee parking lot occupies the northern corner of the site with a small lawyer's office adjacent to it. Directly to the north of the site is the Strom Thurmond Federal Complex and Veteran's Administration Building. Diagonally across Assembly Street is the Arsenal Hill Presbyterian Church which was built in 1904 and the Jefferson Square Office Complex. To the east is located City Hall and Richland County Judicial Center. A municipal parking lot occupies the block south of the Judicial Center. The Governor's Mansion and Arsenal Hill Park to the north comprise the remainder of the surrounding facilities which have an influence on the site.



surrounding facilities

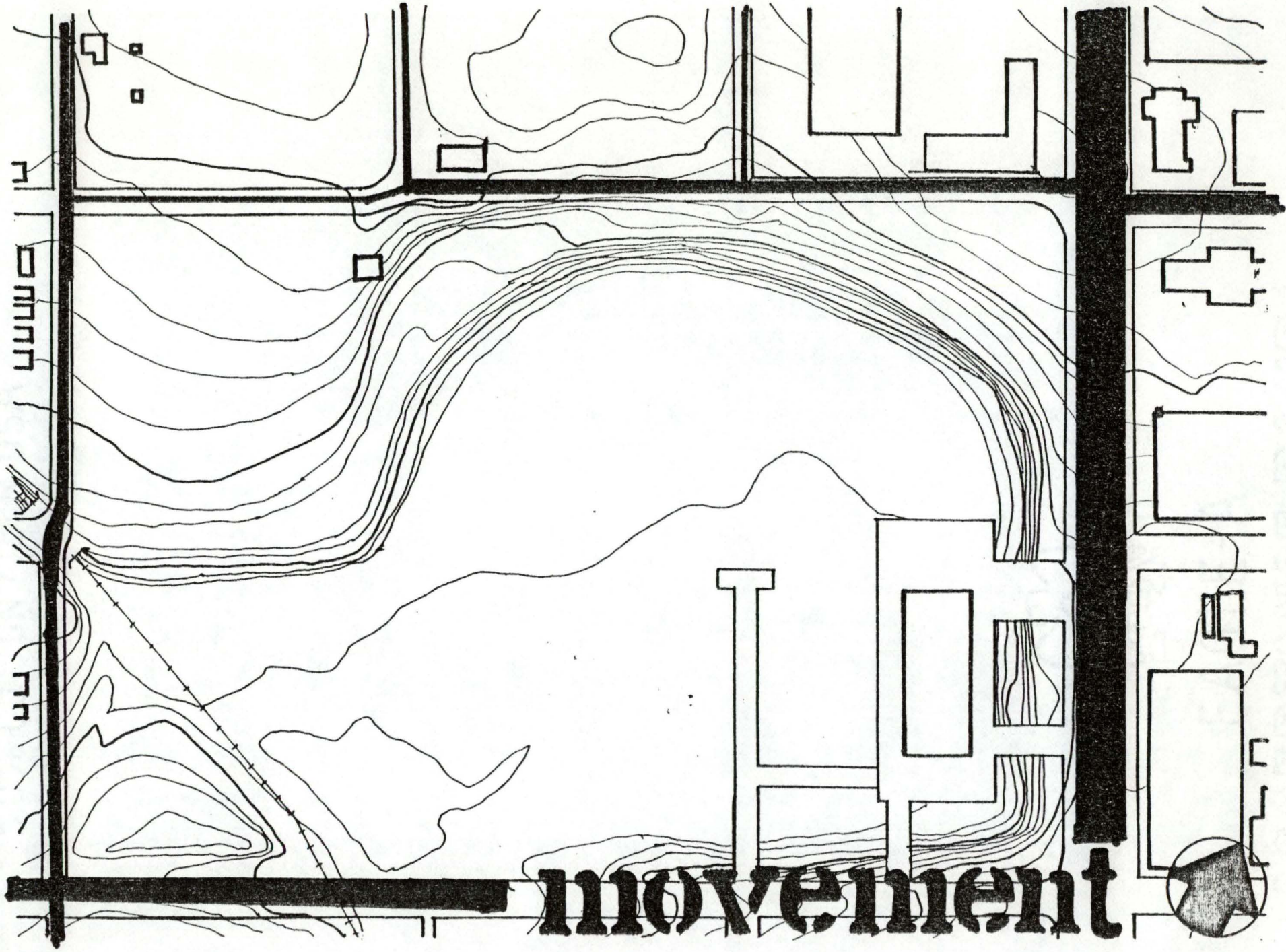
MOVEMENT PATTERNS

Vehicular

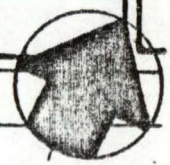
Assembly Street with its six lanes of traffic is a major traffic artery adjacent to the site. Vehicular movement on Laurel Steet is at present light. Assembly Street is the major north-south route for shoppers and the access route for many of the downtown workers; consequently, the street has constant traffic throughout the day and is severely crowded during the morning and evening rush hours.

Pedestrian

Pedestrian movement around the site is at present non-existent. This is accounted for by the lack of any retail activity in the area and the fact that nearly all access to the Post Office and Strom Thurmond Building is by car.



movement



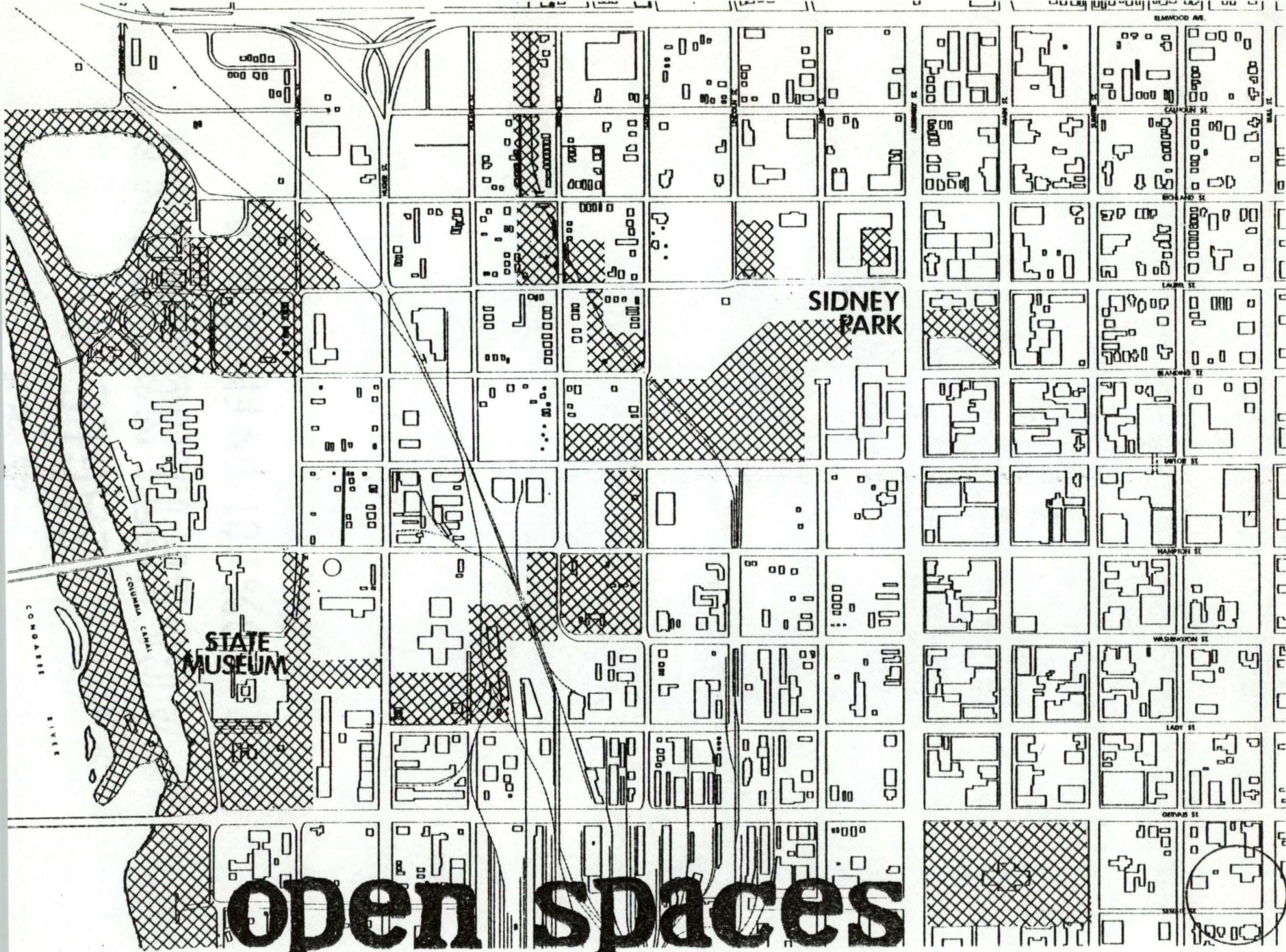
Proposed Activities

RECREATIONAL AND OPEN SPACE

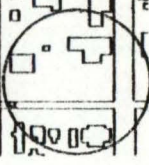
Leisure recreational facilities and public open space are quite inadequate for the needs of the neighborhood's present inhabitants. The available facilities for the general public include: Irvin Park and Broadwell Field near the Columbia Water Works and I-126 interchange, Arsenal Hill Park on the block east of the Governor's Mansion, and the gardens surrounding the Lace and Bolyston Houses. The grounds of the Lace and Bolyston Houses are maintained by the Richland County Historical Preservation Commission. The remainder of the parks is poorly maintained, landscaping is visually unpleasant and night-time activities are hampered by inadequate lighting. All totalled, these parks account for only five acres of land.

In response to these needs, Sidney Park, with its large amount of vacant land, is the proposed site of landscaped open space in which playgrounds, basketball courts, tennis courts, and softball fields will be located. In addition, a health club could be easily accommodated with handball and racquetball courts, pool, and similar activities.

With the exception of the grounds surrounding the state capital, there is no open green space with a park atmosphere to promote leisurely activities for the urban worker and resident. The proposed riverfront park development and the greenbelt connecting the CBD with the



open spaces

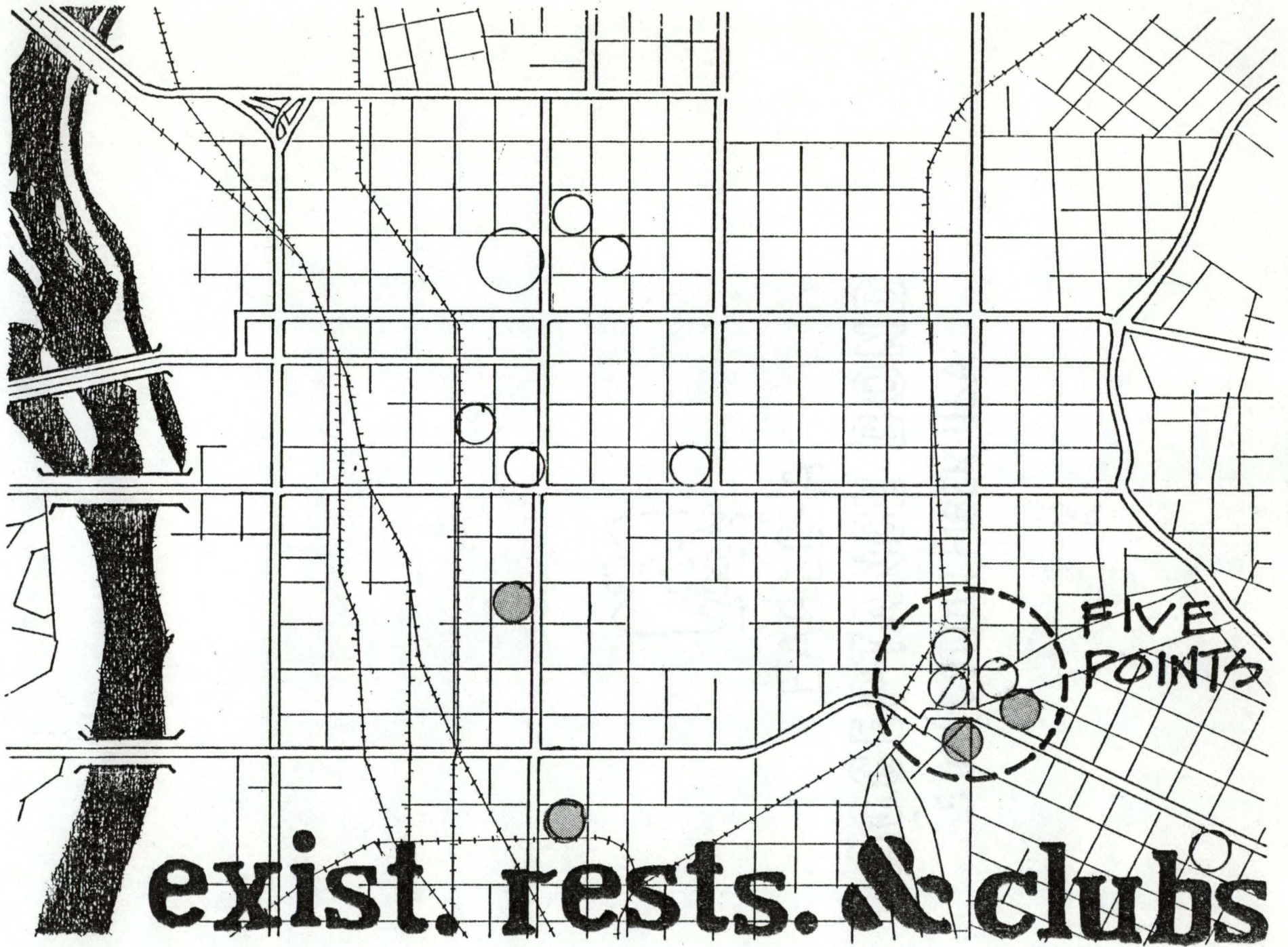


planned State Museum will provide Columbians with an environment in which to enjoy picnics and leisurely walks. The Riverfront Park is a system of pedestrian pathways and overlooks along the Columbia Canal and Congaree River. From the Gervais Street Bridge, these paths follow the sloping terrain along the river to the area below the Elmwood Cemetery.

The open space network originates in Sidney Park with the concept being to provide a pedestrian oriented green space to physically link the CBD with riverfront developments. Realistically, a pedestrian could journey from the CBD to the State Museum with only minimal interference from vehicular and rail traffic through the use of under and over passes at street intersections. However, the most probable function of these connecting green spaces will be as backyards by the local residents. Any development on this site would require the incorporation of this planned pedestrian movement to provide a means of descent from the street elevation to the valley floor, an approximate 70' change in elevation.

Entertainment

Columbians have recently demonstrated that they will return downtown if there are activities provided that give them



exist. rests. & clubs

reason. Even the daytime working population is faced with a shortfall of restaurants, recreational facilities, and open spaces which would provide lunchtime activity opportunities. Columbia has its share of counter type service and small snack bar restaurants but lacks in the middle to high order restaurants establishments. The high order restaurants, the Summit Club atop the Bankers Trust Tower and the Palmetto Club located in the Number One Building are private and not available to the majority of the work force. Those restaurants which do appeal to the average worker while providing a pleasant atmosphere are insufficient in the immediate downtown area, and the workers travel to Five Points to find these establishments. Sidney Park offers tremendous potential as the location at which to meet this need. It is easily accessible on foot from the business district, it offers views to the river and would be located adjacent to recreational open space to invite a leisurely after dinner walk. Restaurants would have the capability to provide outdoor dining facilities since Columbia is located in a moderate climate. These areas would be oriented to the south overlooking the park and capture the sun and the prevailing winds from the southwest.

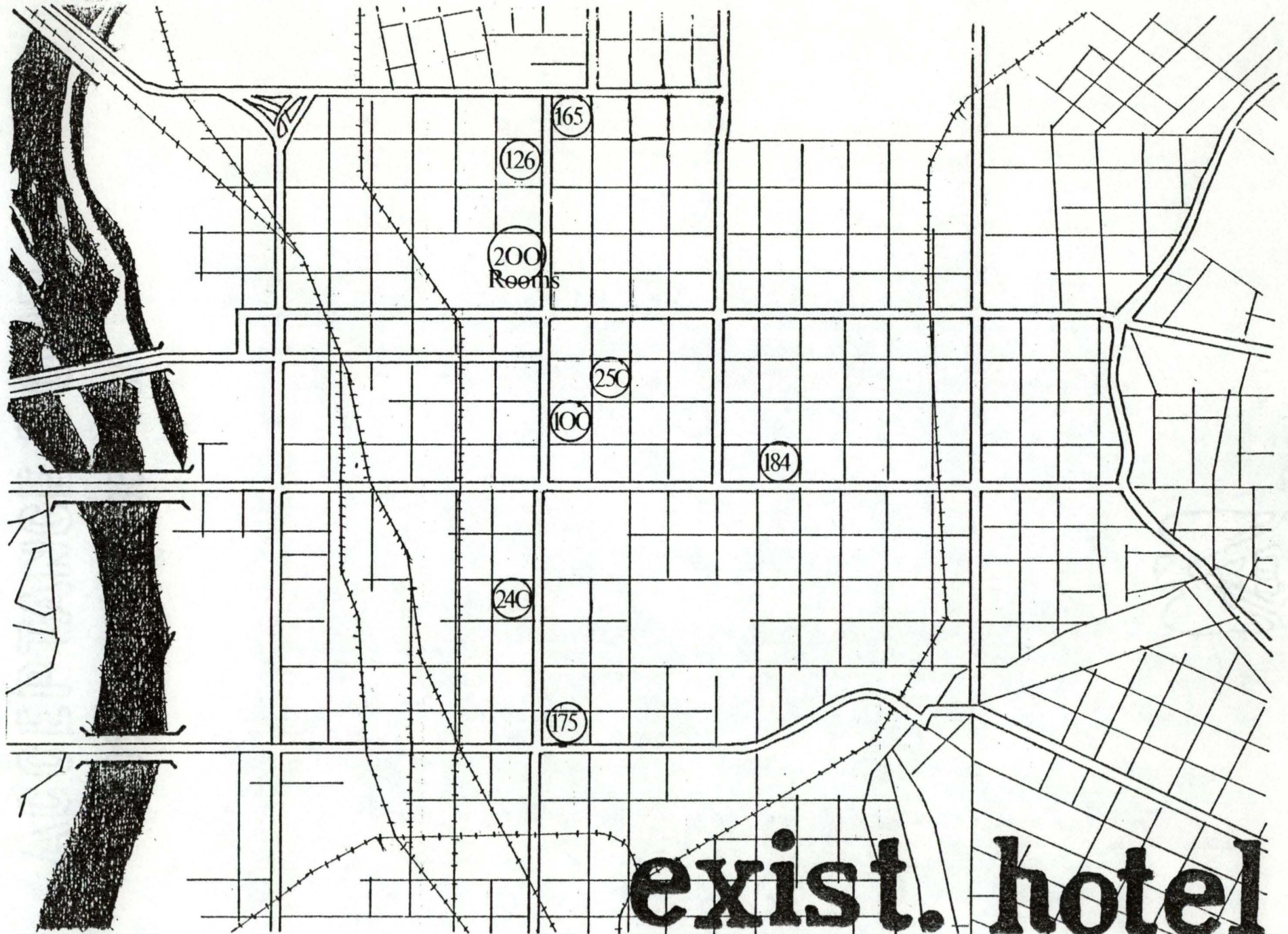
Sidney Park is an ideal location for this type activity as well as those that are oriented to bring the people back downtown after dark. Recent lounges have opened and are meeting with great success. They have attempted to

attract the after work crowd and are popular among the college students and young professionals. Several of these lounges have opened in hotel facilities and have been well received.

All of these activities are needed to provide Columbia with a 24-hour image not a life span of only 10 hours.

Hotel Facilities

Hotel accommodations are primarily located south of the Capitol on Assembly Street and relate to the University of South Carolina and its athletic facilities. Wade Hampton Hotel located across from the Capitol is presently used for dorm space for the university. There is another desirable hotel located several blocks east of the Capitol while other remaining hotel facilities are undesirable places in which to find accommodations. Hotel facilities which relate directly to the business district along Main Street are currently nonexistent. The Palmetto Center, now under construction, is to be a convention oriented facility located at the intersection of Main and Hampton Streets. Sidney Park offers potential to provide this type of activity. It is located on a site directly accessible to open space. The site is across from the Judicial Center so it could be the temporary dwelling for



exist. hotel

those involved in court proceedings and the site is in the business and finance heart of the city.

Office Development

High rise office buildings are being erected at such a pace that this increase in office space is surpassing other center city land uses. These new buildings have predominately been sponsored by and for banking institutions. Even though there is some suburbanization of office functions the most prominent office structures are being located within the downtown district. The projected 1985 needs of private office space of 2,050,000 square feet was exceeded by 600,000 square feet in 1974. This figure is expected to increase at an average rate of 10% per year. Main Street has become the business and finance center of Columbia. Office development along the west side of Assembly Street has not seen the development which is occurring on Sumter Street east of Main. Office space is in demand both in the private sector as well as the government sector. Sidney Park is presently under-utilized and could well accept an office function that would respond to those demands. The site being vacant would not cause the need for any demolition or the relocation of existing establishments. The recent construction of the Strom Thurmond Federal Complex along Assembly Street and the Employment



exist. offices

Security Commission on Gadsen Street have commenced the high order development west of Assembly Street. The proposed facility for Sidney Park should help to effectively change the historical stigma associated with the area and which has caused the lack of high order development in the area.



Case Studies

The Urban Land Institute, according to their 1976 publication, "Mixed Use Developments: New Ways of Land Use," defines mixed use development as a relatively large-scale real estate project characterized by:

1. "Three or more significant revenue producing uses (such as retail, office, residential, hotel/motel and recreation--which in well planned projects are mutually supporting);
2. "Significant functional and physical integration of project components (and thus a highly intensive use of land), including uninterrupted pedestrian connections, and
3. "Development in accordance with a coherent plan (which frequently stipulates) the type and scale of uses, permitted densities and related items."

HISTORICAL ANALYSIS OF BUILDING TYPE

Historically, buildings with mixed use functions have always been found within cities. With suburban expansion and land-use zoning, single-purposeness became the norm and was carried to the extreme. Similar functions were gathered into "centers" and produced the shopping centers, the industrial park, the financial plaza, and the cultural center, all of which are antithetical to the life of the city.

In recent years, attempts to reverse this idea of separateness have developed with the popularization of the mixed-use complex. Single purpose plazas have evolved into multi-level concourses animated with a variety of activities. Open space has decreased in plan but increased in building section, creating galleries and covered courtyards.

The current projects are probably more successful than their early post-war antecedents because they are truly mixed-use buildings instead of a collection of single-use structures. These mixed-use complexes are frequently smaller in scale than suburban plazas since they provide only an incremental building component for the modern city, grouping many activities associated with the diversity and liveliness of urban life.

Early Development

In 1954, the Back Bay Center, a mixed-use complex for Boston was designed by Pietro Belulichi, Walter Bogner, Carl Koch, Hugh Stubbins and the Architects Collaborative. The scheme encompassed a hotel, motel, housing, office and convention space, retail, and parking. Its form was one of spatially related towers and slabs surrounding a variety of malls and plazas on a multi-level platform. Although this initial concept was considerably weakened in its execution, the Back Bay Center became the prototype for future mixed-use complexes.

The development of mixed use as a method for the urban renewal process was advanced by Edmund Bacon of the Philadelphia Planning Commission. The Bacon-sponsored Penn Center, designed by Vincent Kling, took advantage of existing below grade railway and subway lines to establish extensive subgrade shopping concourses that extend beyond the site to link with adjacent hotel and office buildings. This scheme, a grade level plaza that provided the base for free-standing office structures over pedestrian concourses and train station, advanced the typical practice of composing single buildings on a plaza and introducing shopping concourses that linked together several blocks of the downtown area.

The Penn Center was completed in the early 1960's, the same time period of Place Ville Marie in Montreal designed by I. M. Pei and Associates. Its concept is similar in that shopping networks below grade extend and connect adjoining blocks in Montreal's enclosed pedestrian network.

Back Bay Center, Penn Center and Place Ville Marie contain the main ingredients of mixed-use complexes and are among the best examples of first generation post-war prototypes all of which were conceived in the 1950's. The Back Bay Center has been the most influential in that it combined a multi-level shopping mall of suburban style with offices above an open shopping street. An encircling ring road isolates the facility from pedestrians but it was more successful than the raised platform schemes such as Constitution Plaza in Hartford and the Golden Gateway complex in San Francisco. This concept severs the complex from its urban context by tucking parking beneath the pedestrian podium.

The Concourse

The second generation of mixed-use complexes could be characterized by the development of the shopping concourse. The proposals for Market Street East in Philadelphia offers the best example. The early schemes of Van Moltke and Giurgola in 1958 and 1964 composed open spaces and office

towers with the shopping buildings, but the shopping concourse was not developed. The later design by S.O.M. had the beginning of the incremental approach necessary for the success of a project on this scale. The advancement of the multi-level retail, integrated both spatially and physically with other elements, was the characteristic of this stage. This potential to connect primary levels to other parts of the city allows the complex to form urban fragments integrated with the downtown core.

Grand Spaces and Compact Forms

The present trend in the design of mixed-use facilities is the arrangement of activities on several levels around a central covered courtyard. This idea is rooted in spaces such as Milan's Galleria and the great halls of transportation terminals. John Portman has popularized this idea with his atrium hotels, and it is evident in the regional enclosed shopping malls. The Omni International in Atlanta, the IDS Center in Minneapolis and Kalamazoo Center in Michigan are all examples of the grouping of activities around a central unifying space.

Mixed-Use as Catalyst

The primary motive for the building of mixed-use complexes is to improve the commercial viability of all the participants. The mixing of activities has its advantages in that this mixture of activity usually extends the daily life of the facility and these complexes catalyze spin-off activities. Mixed-use complexes in smaller cities are beneficial in that the demand for a single purpose building may be insufficient. The task for the architect may thus be to determine what functions could be brought together in a mixed-use complex and finding the means to do so while working with the developer or city.

Towards A Vernacular

Mixed use facilities have much to offer but also have serious limitations. One of the problems is the tendency to destroy the surrounding neighborhood. In the course of their development, another drawback is the loss of street life if the facility is internally focused. Institutional and social services could also be incorporated to provide another dimension to activities. The present trend in development indicates the necessity for urban mixed-use complexes.

Mixed-Use as a Tool for Treating Blight

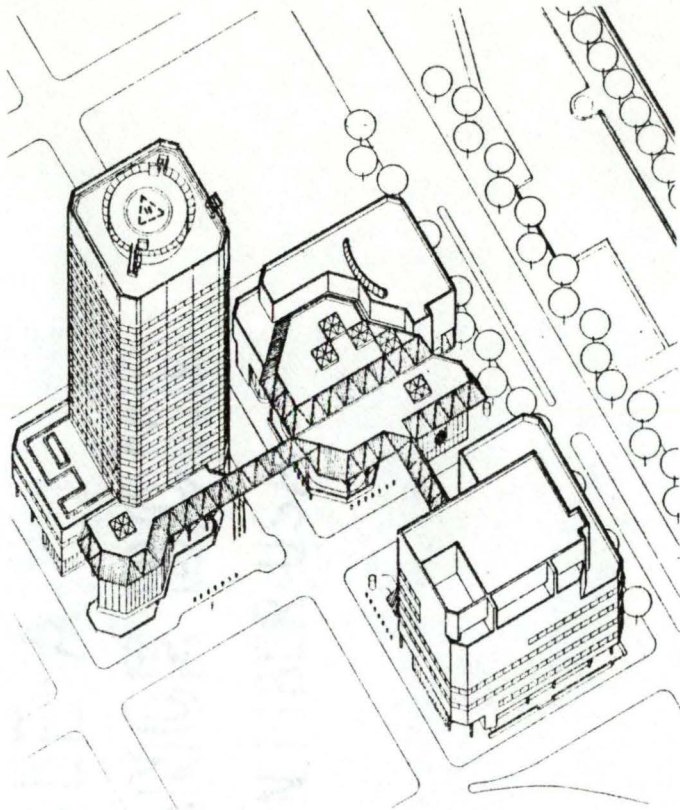
With the increasing acceptance of mixed-use complexes, new tendencies have appeared. Among these are the location of some projects outside of the downtown center in the close-in suburbs and the trend of smaller metropolitan areas to support a mixed-use development. In regards to their physical composition, these facilities tend to be mega-structures, grouping on a common base, or free-standing structures with pedestrian connections. The Urban Land Institute reports that a development in the neighborhood of 500,000 square feet inclusive of parking is necessary to project a significant public image, appeal to a large market area, and provide an adequate mix of functions. Mixed-use developments generally offer higher financial returns than developments of a more conventional form. This is due to the economies which can be achieved from large buildings, a greater demand and higher rent compared to competing locations, operating efficiencies once in use and slower economic obsolescence. The ULI states the following means by which the mixed-use complex can be used to combat blight and decay:

1. "By introducing residential transient and/or recreational activities to areas that were "dead" during nonworking hours;

2. "By maintaining and improving their own environment over time;

3. "By blending with established residential neighborhoods;
4. "By having a far greater catalytic effect on community development than single-purpose projects;
5. "By providing a means of organizing metropolitan growth."

Indeed, mixed use has prove the only approach under some circumstances, where fragmented, unifunctional developments were not feasible.



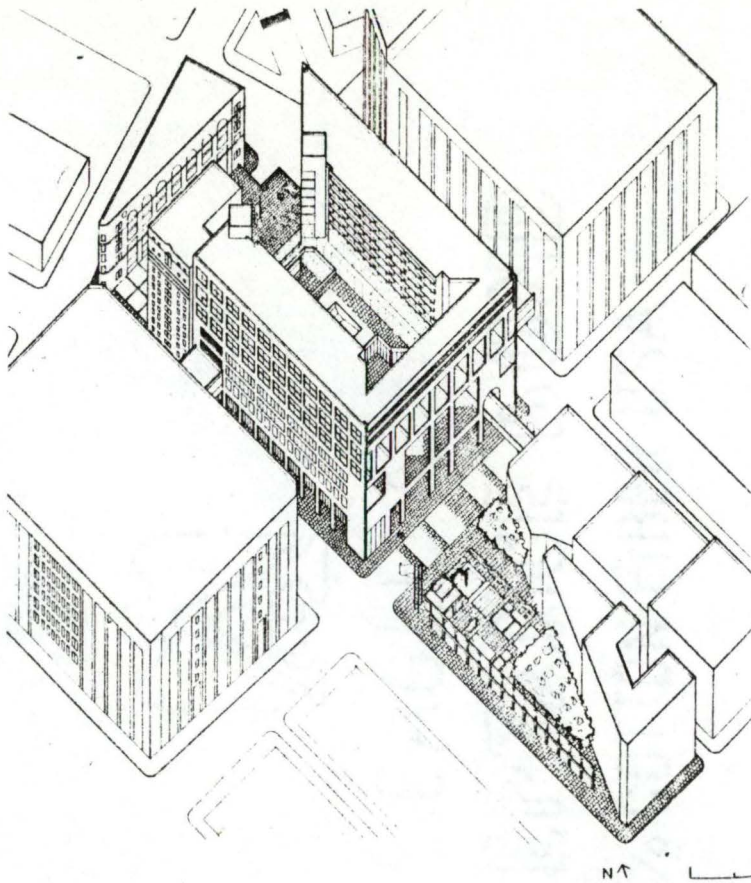
- Project:** Willamette Center
Headquarters for Portland General Electric Company
- Site:** Portland, Oregon
- Owner:** American Property Investors VI23
- Architect:** Zimmer Gunzull Frasca Partership
- Cost:** \$35 million
- Goal/Intention:** A catalyst for the city's downtown redevelopment and a key connecting link between the center-city and water-front (an area of little development).
- Means:** An L-shpae complex consisting of three buildings with a total square footage of 500,000. The buildings are linked via pedestrian walkways and elevated bridges. The highest building is 18 stories and houses the public utility. The second highest building is seven stories with division offices and rental office space above a retail level. The third building is only three stories and is a jointly used building. It consists of a 300-seat theater, conference rooms, restaurants, retail, lounges and open space.
- Comments:** The space frame bridge system not only links the separate functions but visually

de-emphasizes the office building. Circulation played an important factor both horizontally, by wide sidewalks and vertically through escalators. Car traffic is permitted on all sides.

The complex has served to add activity and attract public attention to the area. The location of the tallest building away from the river allows views to the river. The pedestrian movement both on site and to planned walkways connecting adjacent sites was facilitated in this design for a mixed-use complex.

Knowledge
Gained:

A major building complex can serve as a catalyst for further development. Pedestrian movement must be included as a major component of the design criteria. Facilities can be jointly used by the public and building tenants.



- Project:** Westlake Park
- Site:** Seattle, Washington
- Owner:** Monde International, Ltd., and City of Seattle
- Architect:** Mitchell/Giurgola Architects
- Estimated Cost:** \$60 million
- Goal/Intention:** A civic gathering place at the juncture of two different grids to hopefully rejoin these two sections which have become divided over the years.
- Means:** The site is trapezoidal in shape with the historic Times Square Building occupying the northern portion. A variety of public spaces of different character promotes pedestrian flow from the business area to the retail core. The complex consists of a public garden, monorail terminal, 200,000 square feet of retail space, 500-room hotel, restaurants, meeting rooms, theaters, and parking. Eight floors of the hotel are located above three levels of retail which are atop underground parking. Retail bridges connect the planned development with three department stores on adjacent sites. A public plaza on the west end will connect the facility to Times Square Building.

Comments:

The complex provides both an exterior urban park and an interior intimate park defined by the new buildings. The intent of this project was not to revitalize a depressed area but to promote interaction between existing activities.

Knowledge
Gained:

A variety of public pedestrian spaces is desired. Pedestrian linkages to surrounding facilities will help to facilitate pedestrian movement to the site.

Project: Omni International

Site: Atlanta, Georgia

Owner: International City Corporation

Architect: Thompson, Ventulett and Stainback

Cost: \$50 million

Goal/Intention: A center city response to the shopping center, office park and exodus to the suburbs.

Means: The major components of this development are The Omni (a sports arena), The Omni International (a multi-use megastructure), and The World Congress Center (a convention and trade center).

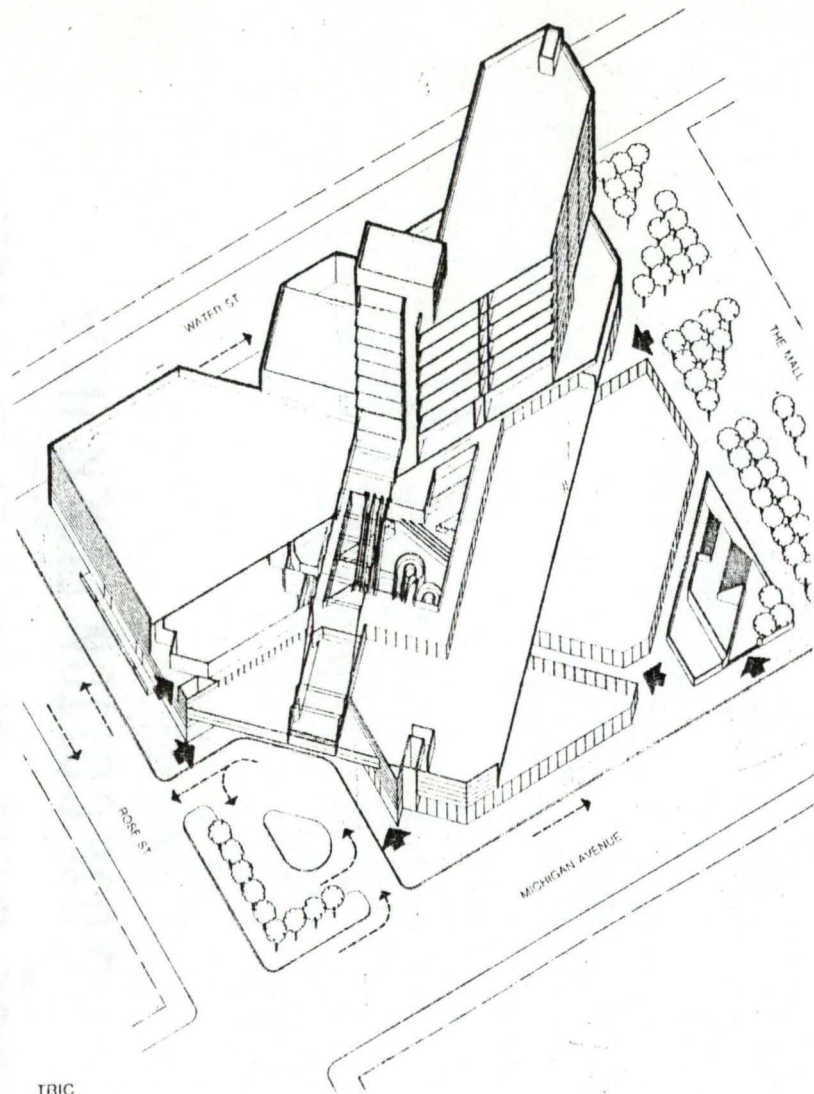
The Omni International is comprised of two 14-story office towers, a 500-room hotel, an ice rink, 230,000 square feet of retail, 10 restaurants, and 6 cinemas. All functions are located around an 11 million cubic foot atrium and are all internally focused.

Comments: The Omni was developed in a rundown portion of Atlanta apart from the central city and the trend of its growth. Although it met with a good deal of success in the beginning,

the Omni International is today experiencing a loss of activity. This could be caused by the relative isolation of the complex within the context of the city.

Knowledge
Gained:

While "variety might be the spice of life," it is not the sole prerequisite of success. It is becoming increasingly difficult today for mixed-use developments to survive without a relationship to the urban context in which they are located. Viable mixed-use developments in the center city cannot be separate entities but must be contiguous elements within the urban fabric.



TRIC

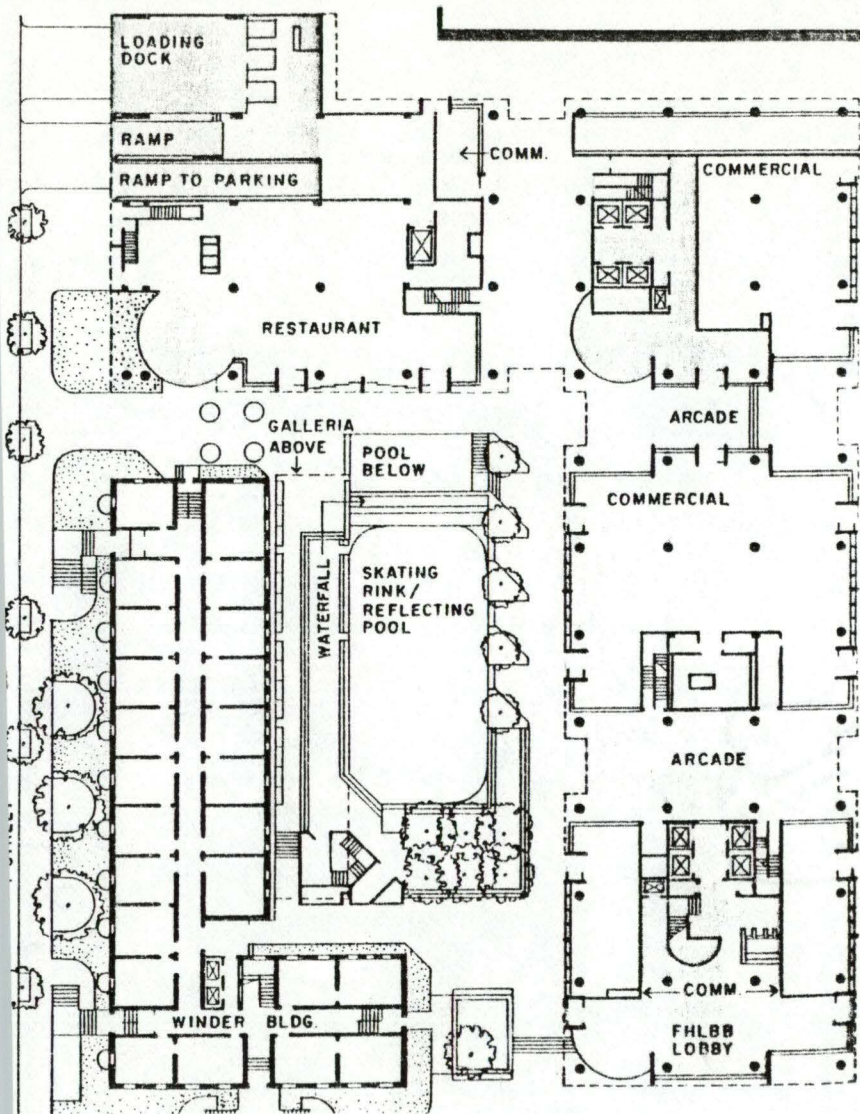
- Project:** Kalamazoo Center
- Site:** Kalamazoo, Michigan
- Owner:** City of Kalamazoo, Inland Steel Development Corporation
- Architect:** The ELS Design Group
- Cost:** \$16 million
- Goal/Intention:** To unite two traditional urban forms: the town square and the market place (convention center and shopping center) to create "urbanity." (A mixing of people, activities and spaces that engenders a sense of coming together, of energy and excitement.)
- Means:** Convention center, hotel, restaurants, lounges, office and retail are the various functions within the complex. Diagonally located on the site, the center is oriented towards the main street and the town's older square at one end, and to the Kalamazoo Shopping Mall, a four-block pedestrian promenade at the other. The massing of the facility consists of a seven-story office and hotel tower above a three-story base consisting of atrium, shops, restaurants, recreational and conference facilities.

Comments:

The facility relates to its surroundings and does not overly assert itself while still retaining a degree of visibility. The opaque exterior is somewhat forbidding but does contribute to the sense of surprise generated by the interior. The central space does not have all the drama of some atriums.

Knowledge Gained:

Kalamazoo Center does not attempt to create an amusement park atmosphere to entice customers. It also does not rely on the shopping center concept to generate its vitality. Size and scale are important in the incorporation of mixed-use complexes within the fabric of medium-sized cities. Due to the uniqueness of this context, participation between government, developers and interested citizens is required in the success of the facility.

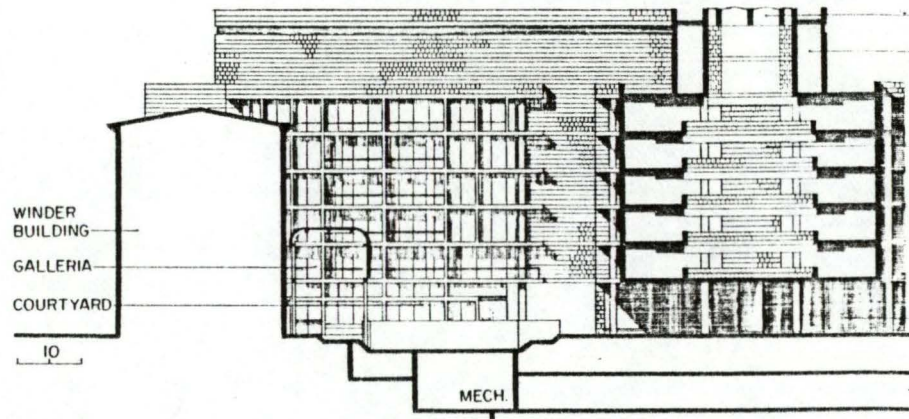


- Project: Federal Home Land Bank Building
- Site: Washington, D.C.
- Owner: Federal Home Land Bank
- Architect: Max O. Urban Associates
- Cost:
- Goal/Intention: To enhance as well as protect the environment by encouraging street vitality and a lively pedestrian setting in and around Federal buildings.
- Means: An existing L-shaped building is grouped with a new L-shaped building to form a central courtyard. 250,000 square feet of office is located above 20,000 square feet of commercial space. The courtyard has a skating rink/reflecting pool and seating areas defined by circulation paths.
- Comments: Commercial functions are broken up by arcades which invite people off the street into the shops and the courtyard. An outdoor restaurant adds life to the courtyard. This design is the first attempt to reach the goals established in 1975 by the National Endowment Task Force. Their report suggested that Federal buildings used by the public should provide the

widest range of uses along with the public use, including commercial, educational, civic, cultural, and recreational uses.

Knowledge
Gained:

Easy access into the facility from all sides is critical to the success of this building. Public awareness and public use are important to its vitality.



Program

HEALTH CLUB

This facility will be a restricted but not exclusive recreational facility. This health club is to provide the CBD and the residential area with a recreational and social outlet. The primary users will be: professionals from the business district, residents of the immediate vicinity and guests of the hotel.

Entry Lobby

	<u>Square Feet</u>
Lobby	800
Toilets	300

Administration

Control/Receptionist	200
Facility Director	250
Program Director	200
Physical Director	200
Clerical	300
Conference	250
Storage	100

Social Activities

	<u>Square Feet</u>
Game Room 2 @ 900	1,800
Lounge/Kitchenette	850
Storage	200

Athletic Areas

Gymnasium	7,200
Handball/Racquetball 3@ 800	2,400
Exercise Room	1,500
Weight Room	900
Gymnastics Room	900
Multipurpose Room	1,400
Exercise Pool and Whirlpool	1,500

Athletic Support

Men's Lockers	2,000
Women's Lockers	1,400
Equipment/Laundry	<u>400</u>

Total	25,450
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RETAIL SPACE

The retail space is designed to bring pedestrian movement through the site. Shop frontage will be designed as part of the whole while the interior will be designed and decorated to accommodate each specific shop by the owner.

	<u>Square Feet</u>
Retail Space	25,000

RESTAURANT/NIGHT CLUB

The restaurants and night club are designed to meet the needs of the downtown working population. The restaurants should be designed to accommodate outdoor dining capabilities. The restaurants and night club should be oriented to the south with views toward the outdoor recreation and park areas.

Restaurant 1

	<u>Square Feet</u>
Lobby	600
Coat room	100
Toilets	300
Office	200
Storage	600
Employee locker	400
Kitchen	1,800
Dining	5,000
Lounge	<u>1,000</u>
Total	10,000

Restaurant 2

	<u>Square Feet</u>
Lobby	400
Cont room	100
Toilets	300
Office	200
Storage	500
Employee locker	400
Kitchen	1,000
Dining	<u>2,500</u>
 Total	 5,400

Night Club

Lobby	200
Control/coat room	200
Toilets	300
Office	200
Storage	500
Employee locker	300
Main Space	5,500
Bar	
Dance Floor	
Seating Area	<u> </u>
 Total	 7,200

ART GALLERY

An art gallery is to be incorporated on the entry level of the office tower. The gallery will be along the main pedestrian circulation path to allow movement through the gallery and an easy return to the pedestrian path.

Public

	<u>Square Feet</u>
Lobby	500
Sales Information	100
Toilets	300
Display Gallery	4,000

Administrative

Office	250
Work room	250
Reserve collection room	500
Janitor	<u>100</u>
Total	6,000

HOTEL

The proposed hotel is to be a 200-room luxury hotel. The hotel will have accommodations to host small meeting functions.

Public

	<u>Square Feet</u>
Lobby	3,500
Public toilets, telephones	<u>600</u>
Total	4,100

Administration

Registration desk	1,000
Reservation	200
General manager	200
Executive manager	400
Clerical	500
Files	600
Accounting	800
Banquet Manager	200
Conference	600
Mail	<u>200</u>
Total	4,700

Function Areas

	<u>Square Feet</u>
Aux. kitchen	1,500
Storage	2,000
Toilets	500
Coat room	300
Lobby	2,000
Meeting rooms 2@ 1,800	3,600
2@ 1,000	<u>1,000</u>
 Total	 11,900

Guest Rooms

Double	120 @ 350	42,000
King	60 @ 380	22,800
Hospitality	12 @ 700	8,400
Vice Presidential	2 @ 1,000	2,000
Presidential	1 @ 1,200	1,200
Service	8 @ 350	<u>2,800</u>
 Total		 89,200

Service

	<u>Square Feet</u>
Laundry	1,800
Food storage	2,700
Housekeeping	1,800
Storage	1,800
Employee locker	1,800
Personnel	500
Kitchen	2,700
Dining	<u>5,000</u>
Total	18,100
Grand Total	128,000

Parking - 300 spaces

OFFICE SPACE

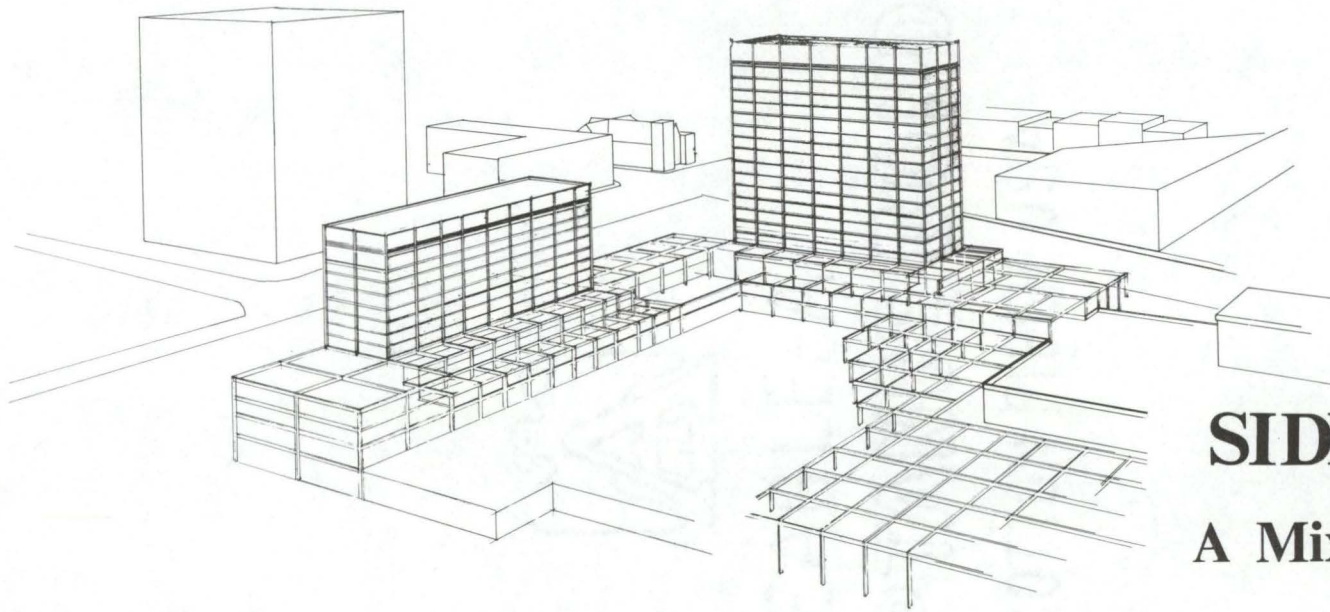
The purpose of this office tower is to meet the increased demand for office space in the downtown district. The office tower will consist entirely of leaseable office space with law firms and government agencies being the main tenants.

	<u>Square Feet</u>
Leaseable space	200,000
Parking - 670 spaces	

TOTAL

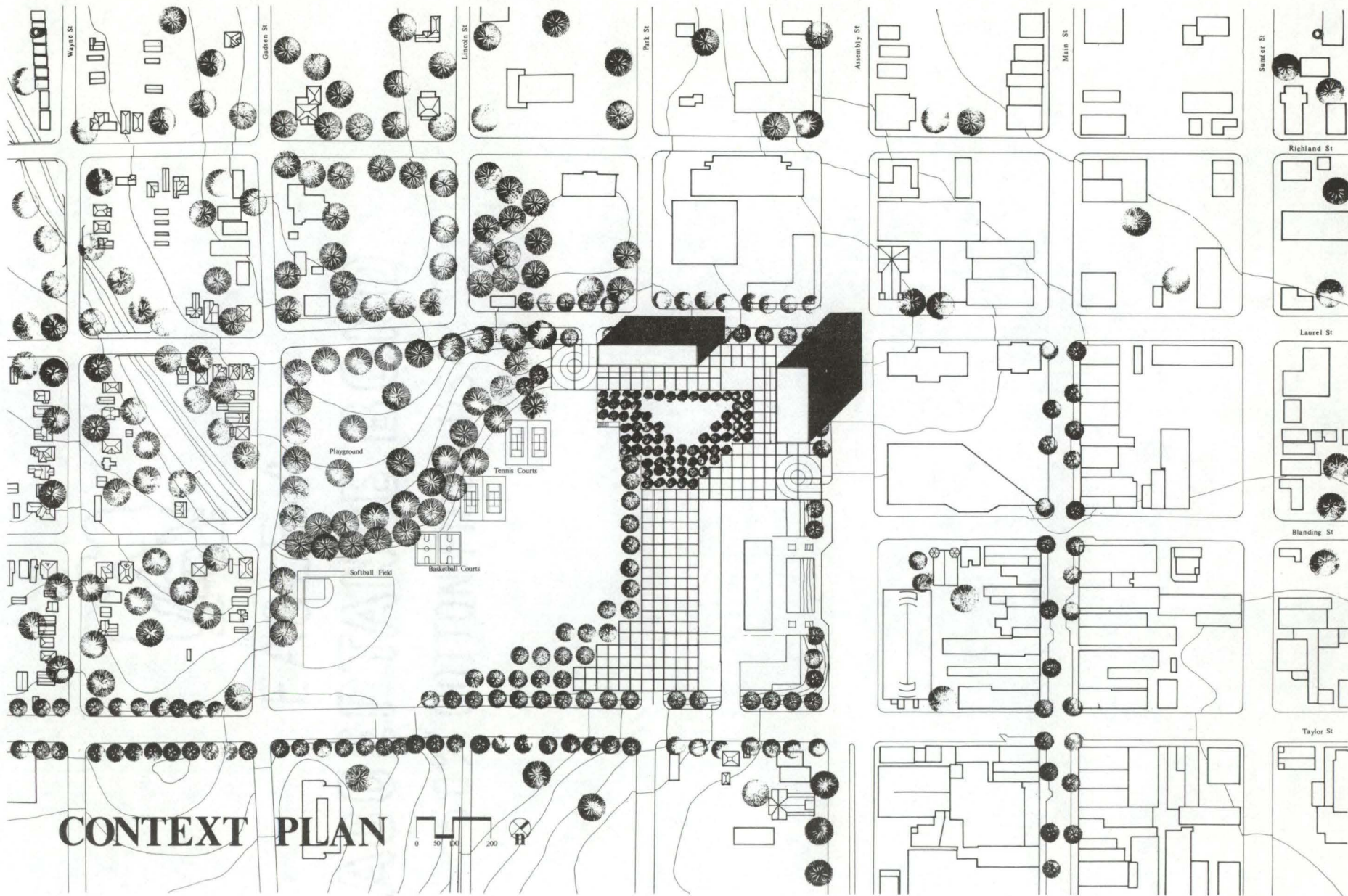
	<u>Square Feet</u>
Health Club	25,450
Retail Space	25,000
Restaurants/Night Club	22,600
Art Gallery	6,000
Hotel	128,000
Office Space	<u>200,000</u>
Net Area	407,050
Tare @ 30%	<u>122,950</u>
Gross Area	503,000

Proposal



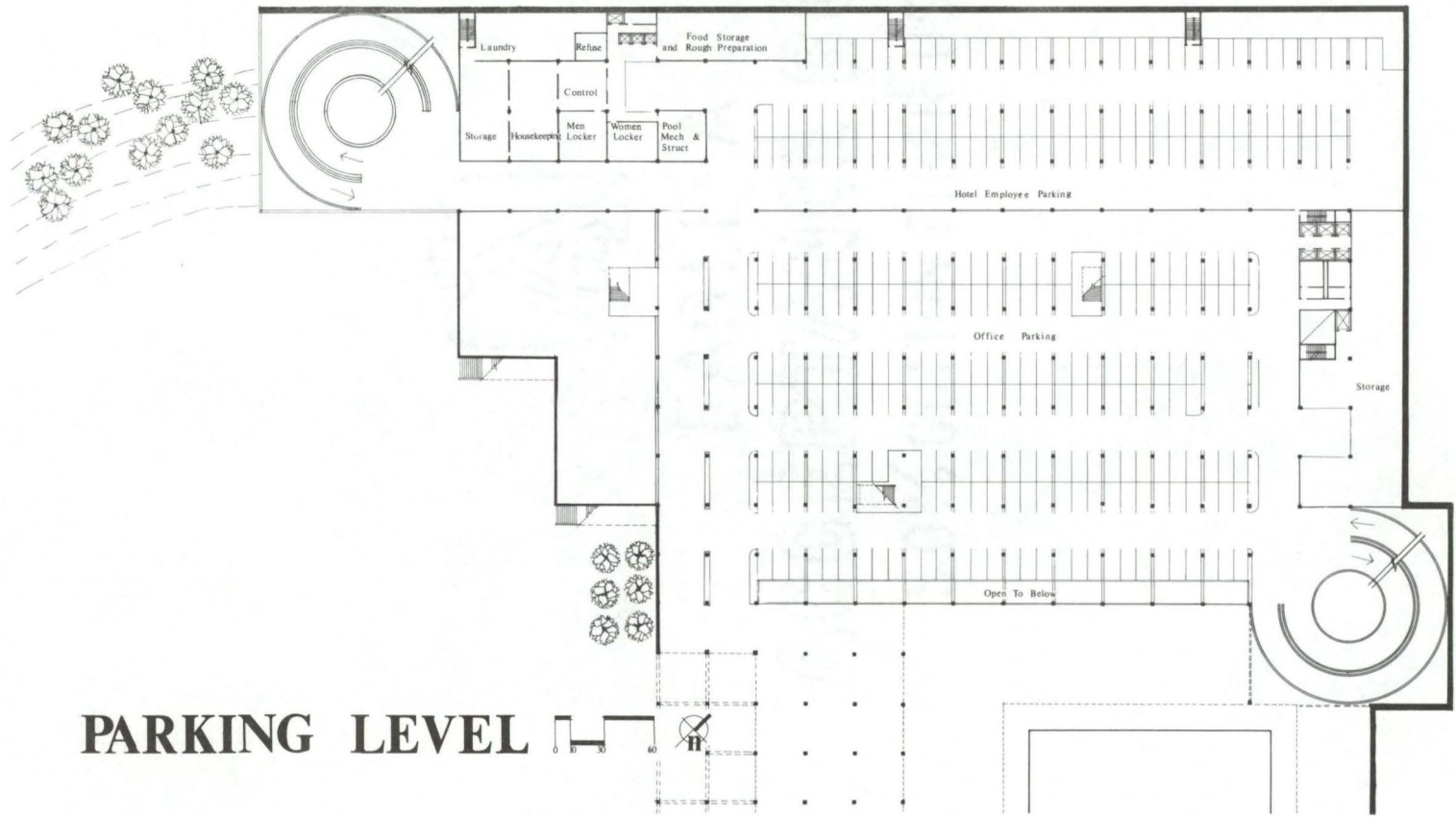
SIDNEY PARK
A Mixed-Use Facility
COLUMBIA, S.C.

WILLIAM FLEMING

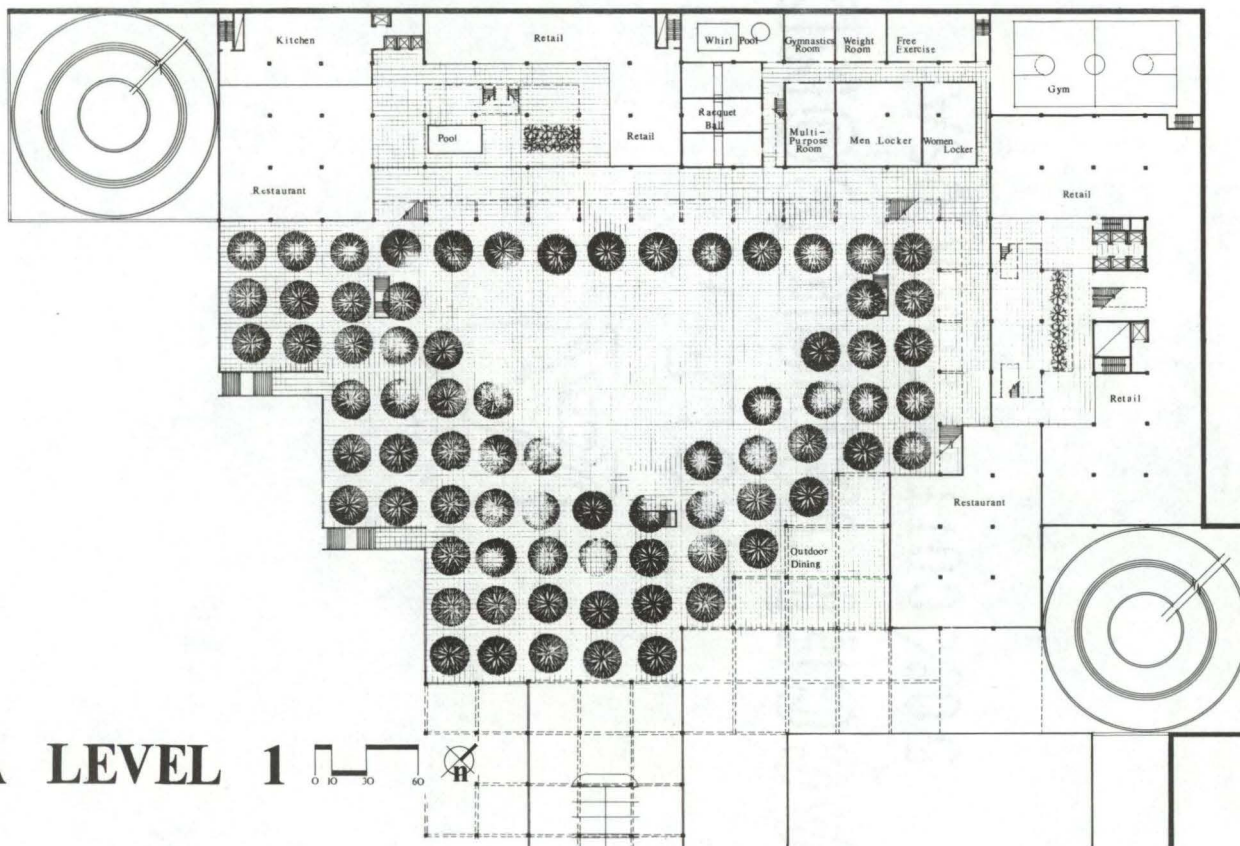


CONTEXT PLAN

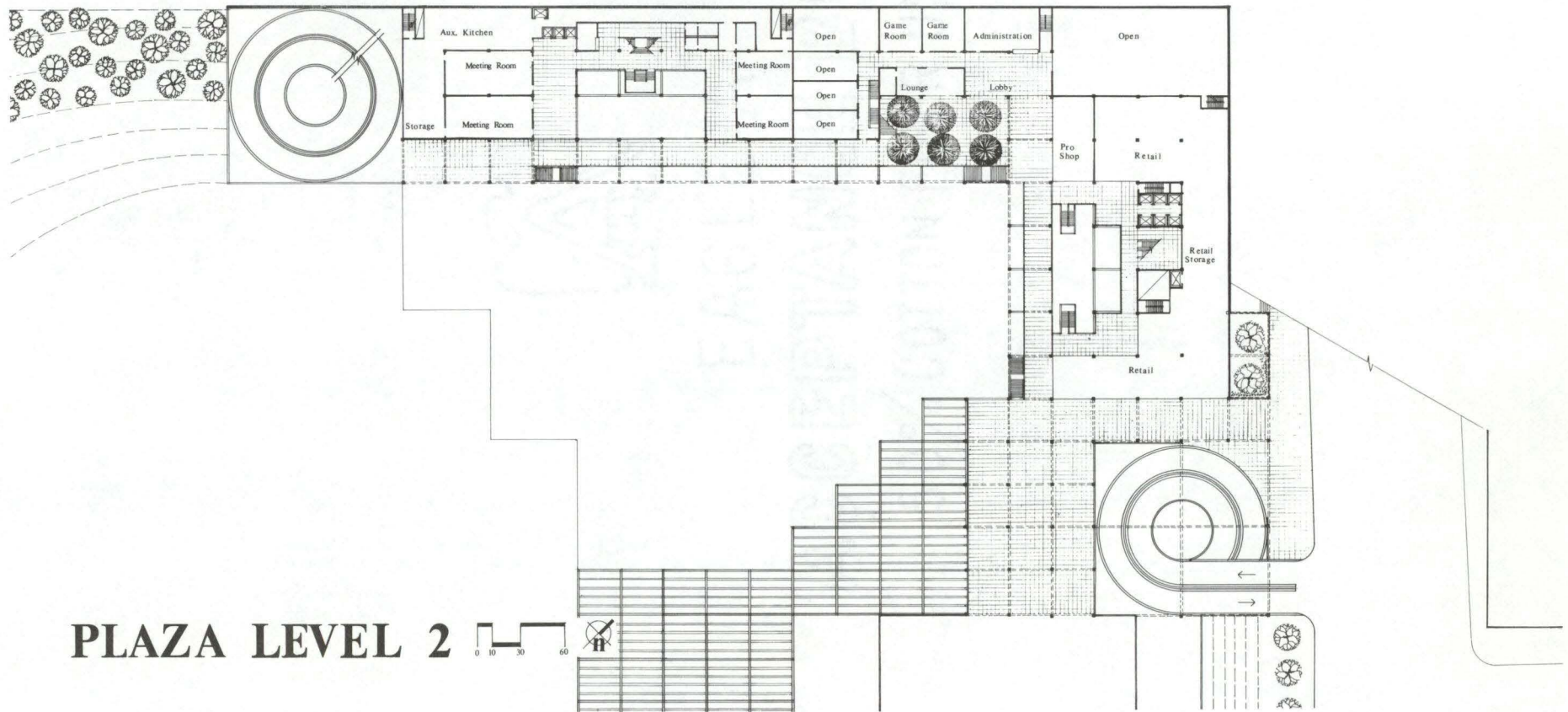




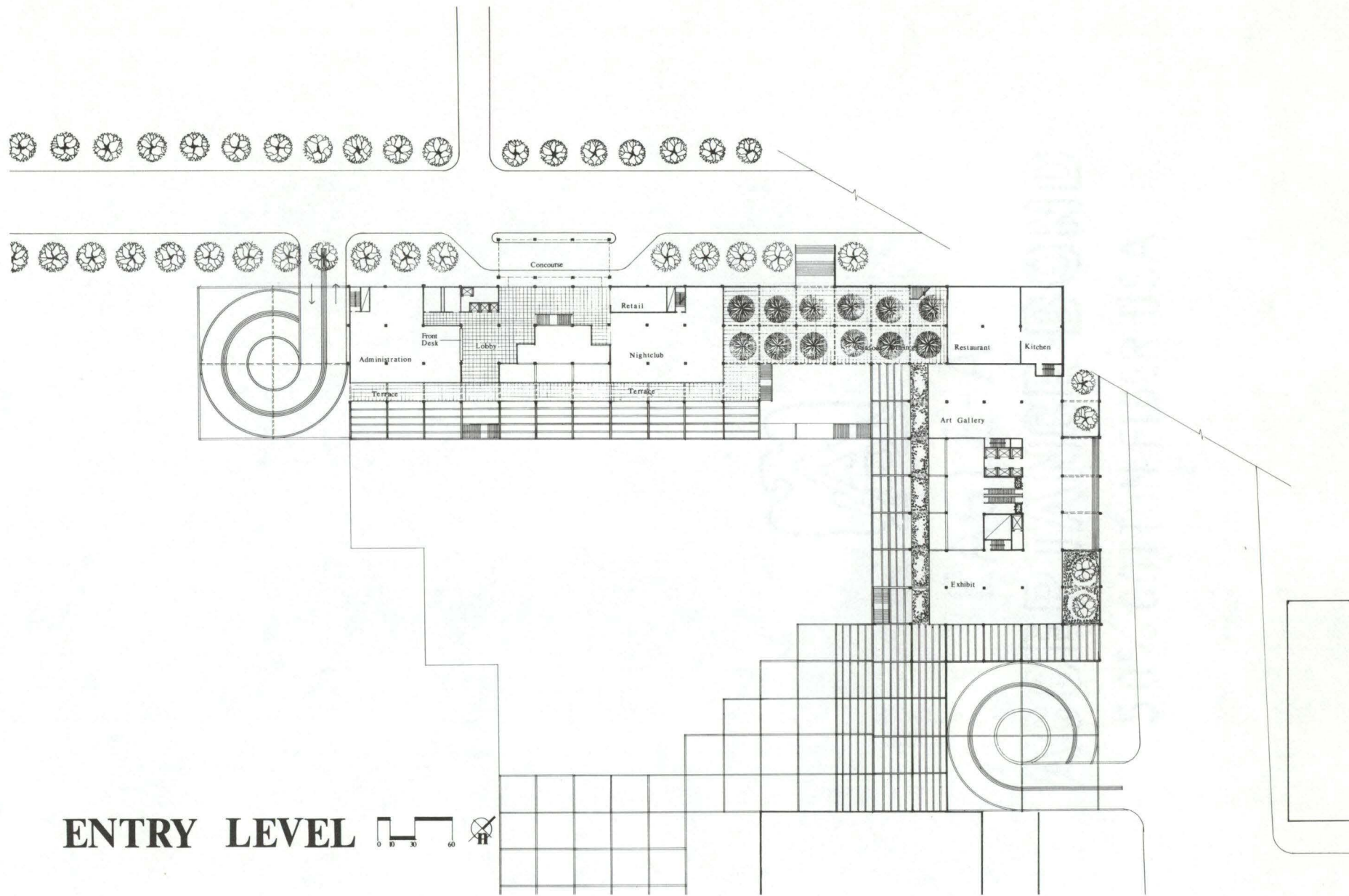
PARKING LEVEL



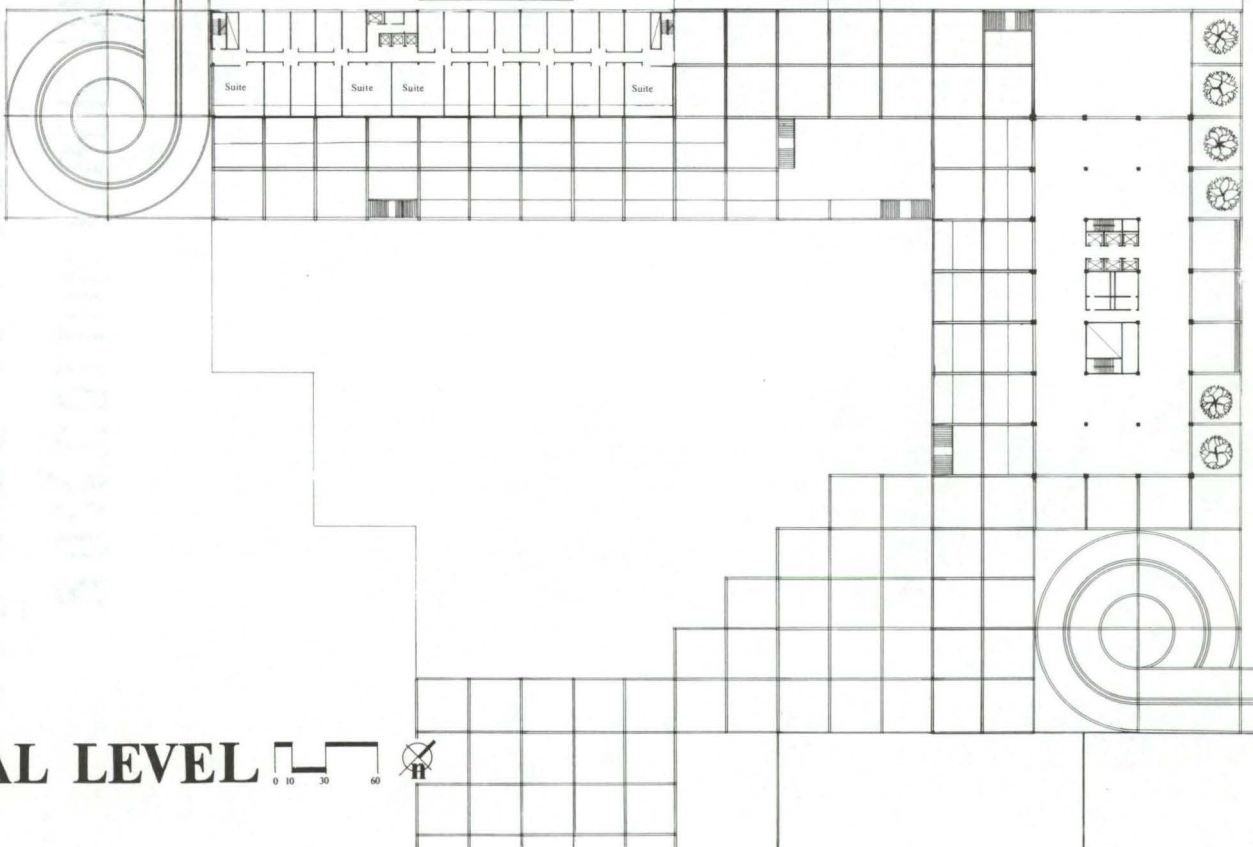
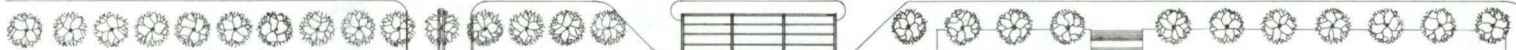
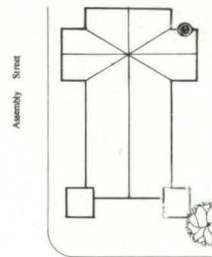
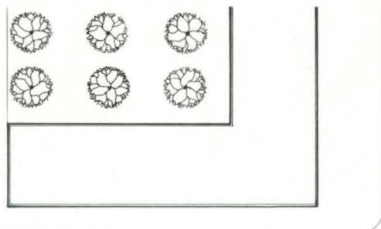
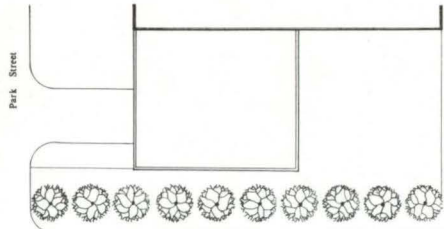
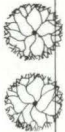
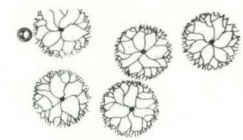
PLAZA LEVEL 1



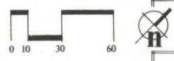
PLAZA LEVEL 2



ENTRY LEVEL 



TYPICAL LEVEL

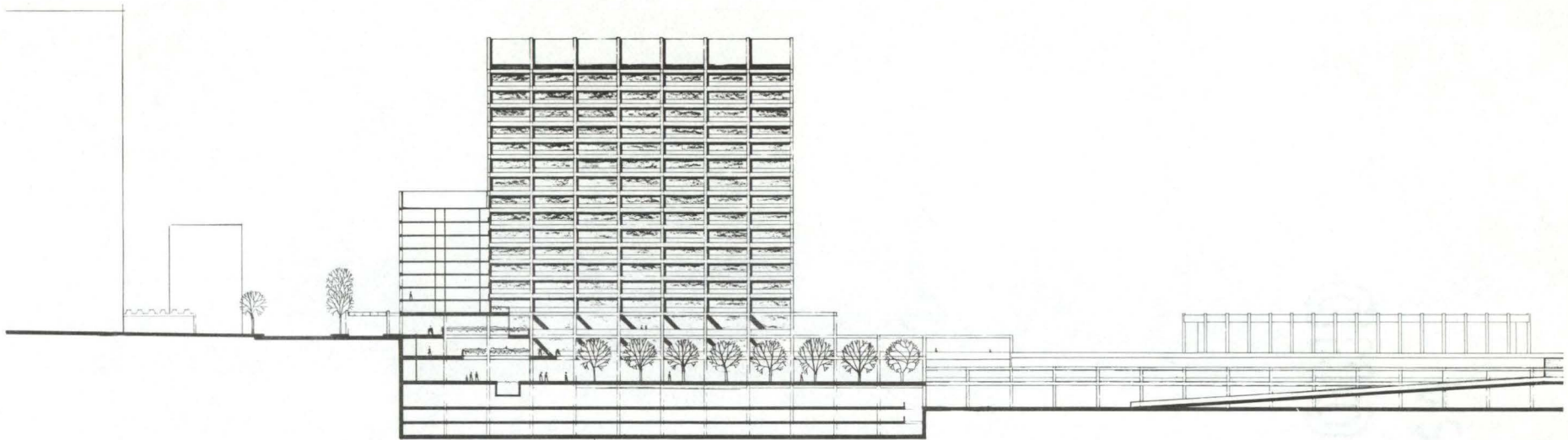


Laurel Street

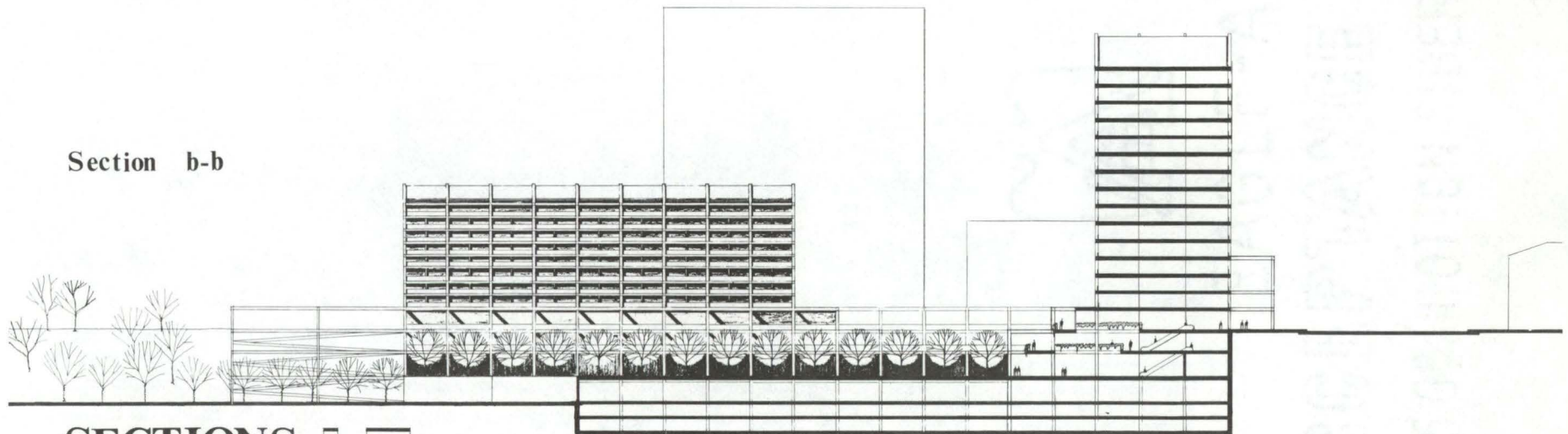


Assembly Street

Park Street

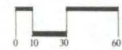


Section a-a



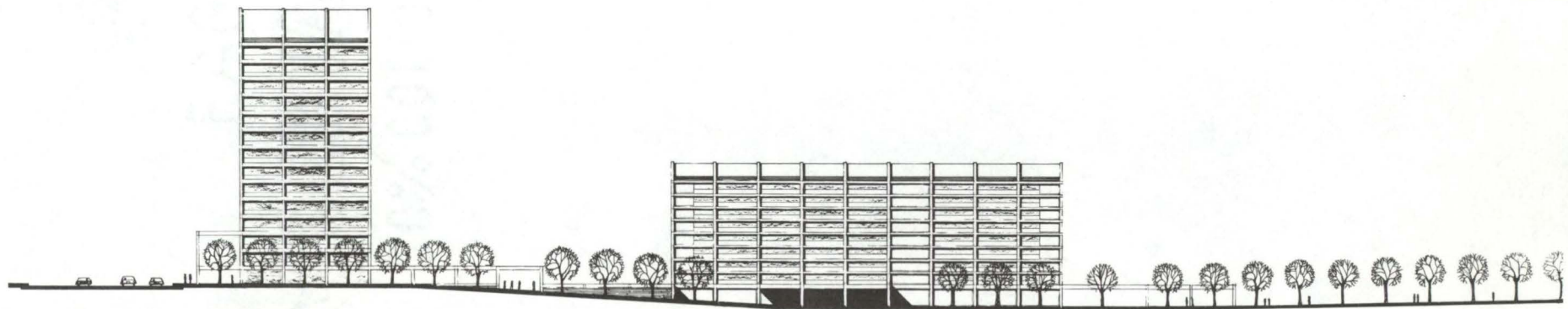
Section b-b

SECTIONS



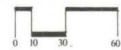


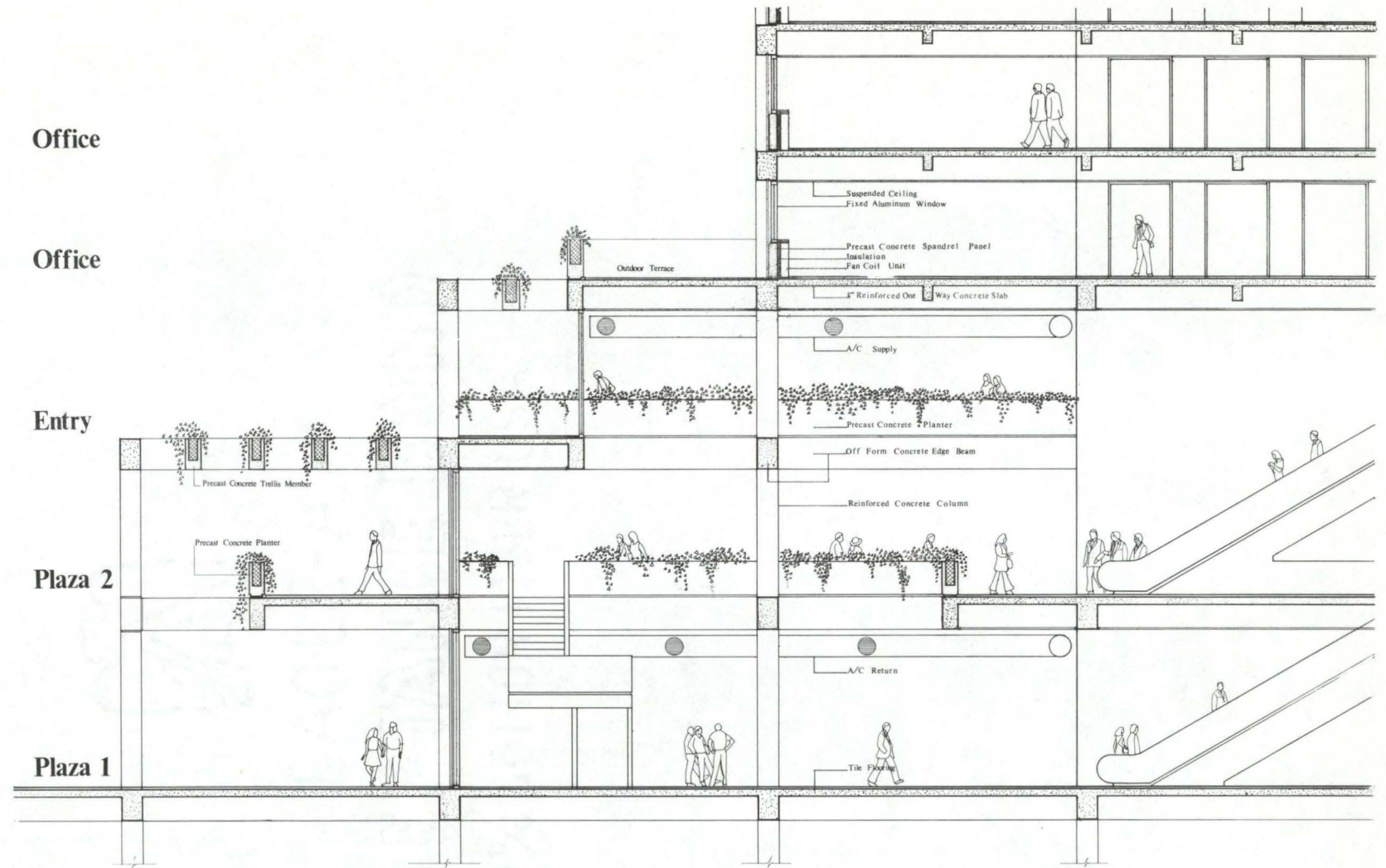
Assembly Street



Laurel Street

ELEVATIONS



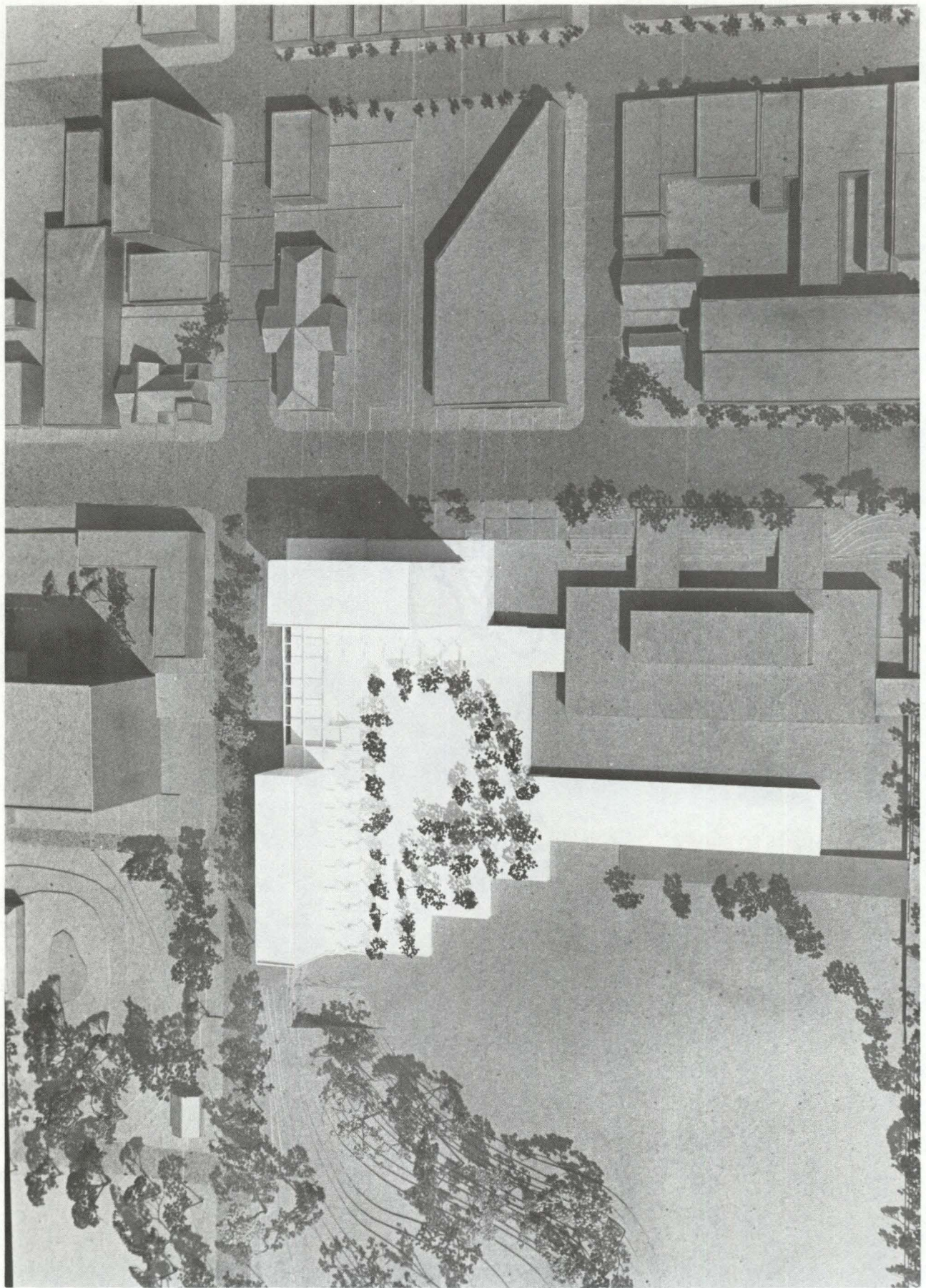


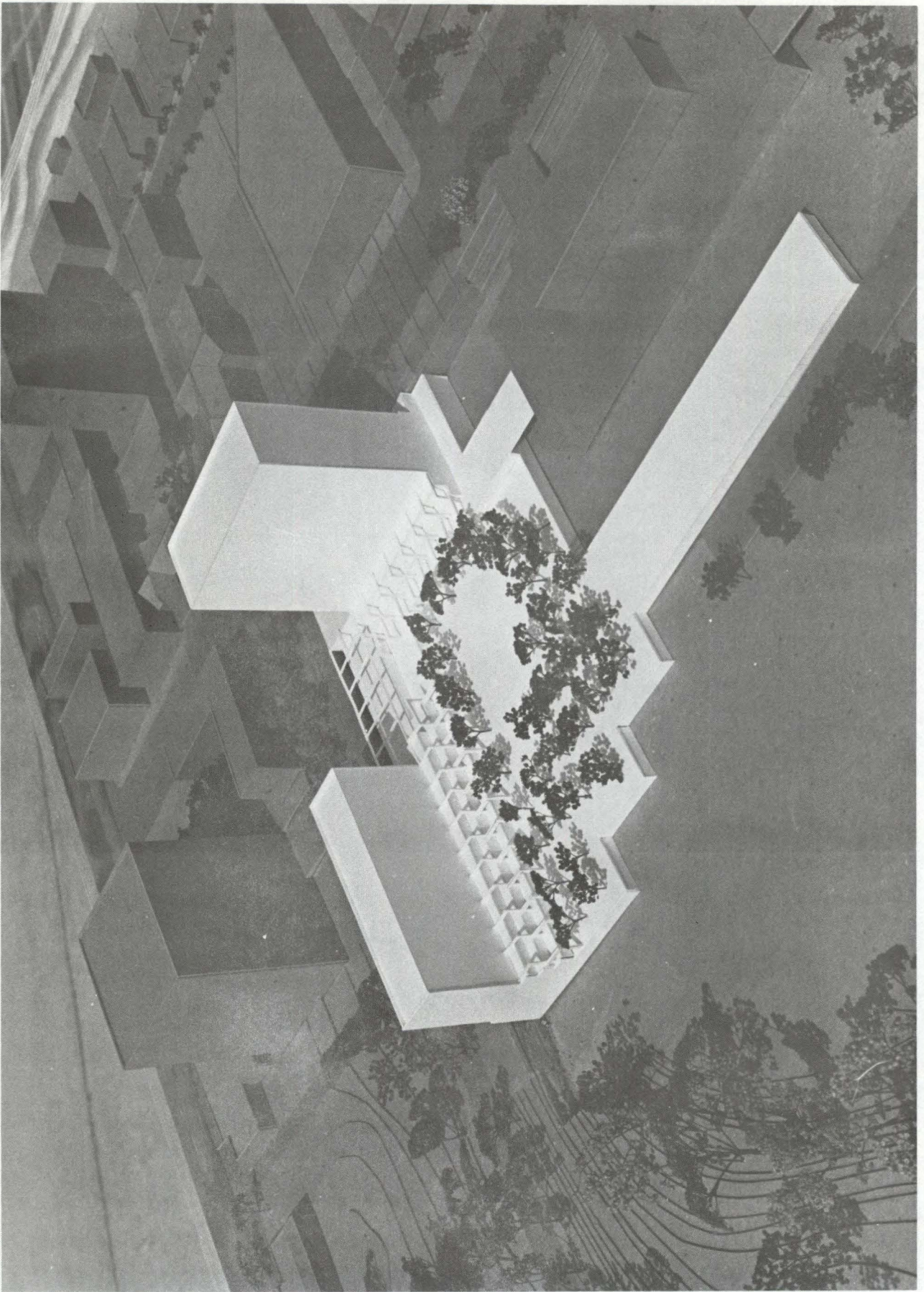
CONSTRUCTION

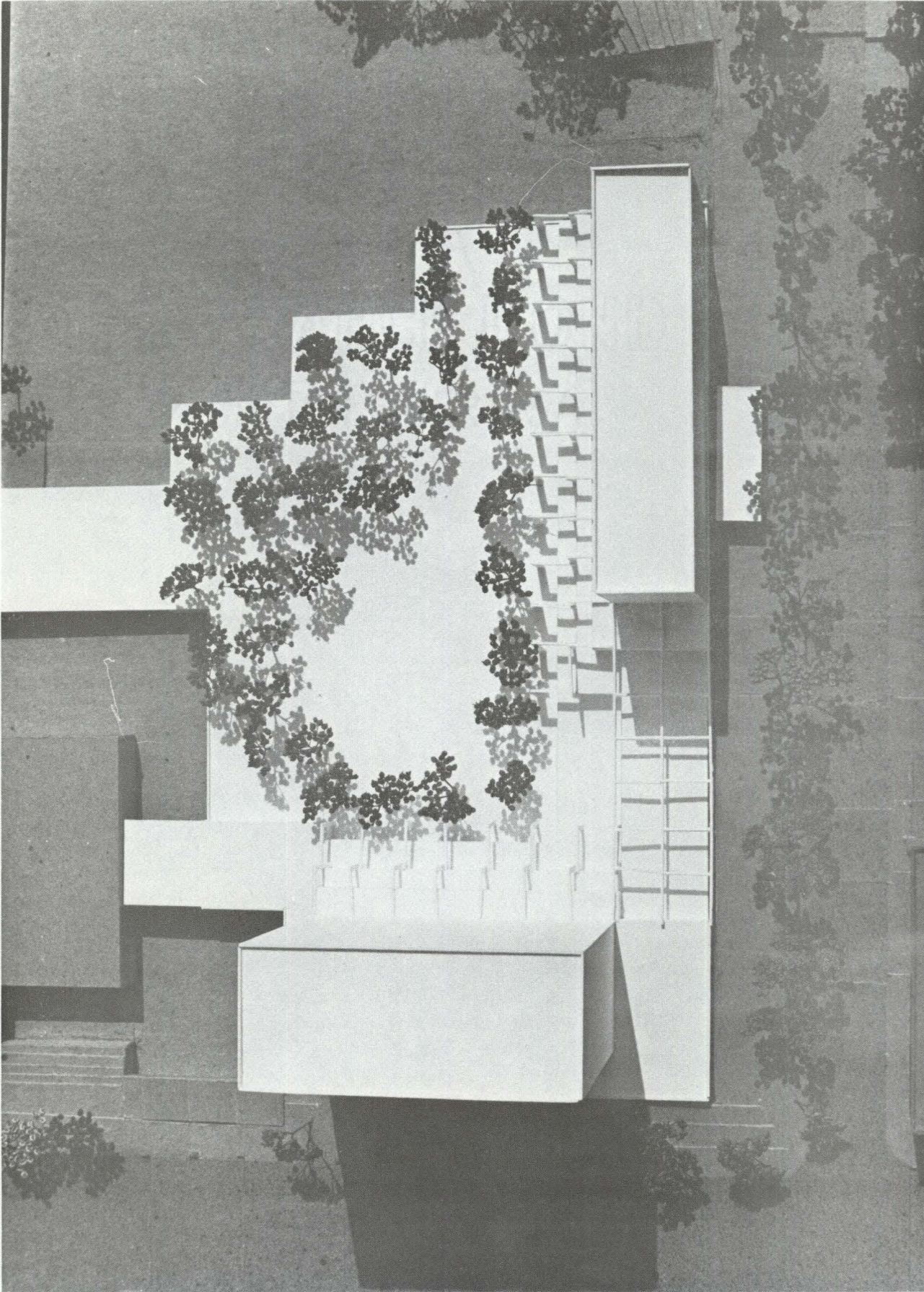
SECTION











CABLE-A

AGGEE'S SALMONS BOND

50% COTTON FIBER USA

appendix

In guiding future growth, it is necessary to outline basic development goals and the policies required to attain these goals. This is beneficial in that it provides a basis for both the public and private sector in reaching decisions which affect urban growth and development. Only if these guidelines are followed and with continued interest in the urban complex can the deterioration and blight be eliminated and a more liveable environment be achieved.

Goals are the ideal conditions upon which decision-making committees are centered. Continual reassessment and re-evaluation are necessary to maintain compatibility with the direction and desires of the community. Policies are guidelines for elimination of obstacles in the attainment of these goals.

Goal: To promote and protect the health, safety, economy convenience, appearance, and general welfare of the city by guiding the over-all environmental development of the area through the continuous comprehensive planning process.

Policies:

1. Guide new development into a compact and compatible growth patterns in which urban areas can adequately be served by transportation facilities, public utilities, and employment centers.

2. Establish a satisfying living environment that is within reach of all levels of the population by preserving and reclaiming existing urban development through a community renewal program, which includes conservation, rehabilitation, redevelopment and other needed actions.
3. Stimulate the various segments of the economy of the metropolitan area in order to raise per capita income levels and maintain a high employment rate.
4. Improve the appearance of the city by enhancing areas of natural beauty and by encouraging more imaginative and high quality design of structures and more appreciation for the way proposed structures relate to the surrounding environment.

PARKS AND RECREATION FACILITIES

A projected increase in leisure time stresses the need for additional park and recreation facilities and programs. Ample recreation space will make for healthy and creative use of leisure time. As the City of Columbia becomes more urbanized, recreation areas will become increasingly important as places where open space and natural beauty are preserved. Parks and recreation areas must be planned so that

the entire population may have access to facilities for the use of leisure time.

Goal: To provide park and recreation facilities and programs to meet the changing leisure time demands of the population.

Policies:

1. Improve and expand park and recreation facilities and programs throughout the city into a network arrangement, so that each neighborhood has its own park, playground, and recreation program as well as easy access to a major recreation area.
2. Acquire park acreage in areas which will increase substantially in population so that land is reserved before development pressures increase the cost of land substantially.
3. Develop additional river frontage as park and recreation land.
4. Develop park and recreation facilities and programs to meet the needs of all age groups in the city.

NATURAL RESOURCE DEVELOPMENT

The City of Columbia must plan for all aspects of the human environment. Natural resources make a significant contribution to this environment and should be conserved and maintained. The proper use and preservation of natural features assure that these values be retained.

Goal: To protect the natural resources of the City of Columbia.

Policies:

1. Conserve and enhance open-space areas.
2. Preserve areas of natural beauty.
3. Preserve sites and buildings of historical significance.
4. Land should be treated as a valuable natural resource, and urban development which needlessly consumes an excessive amount of land should be discouraged.

TRANSPORTATION

One of the most important factors influencing the growth and change of the City of Columbia is the transportation

system. The pattern and location of highways, railroads, and airports as the structural framework giving form to the urbanized area. It is the means of connecting the various activities dispersed throughout the city. A system of circulation must be designed to accommodate the demand for travel within the metropolitan area and between Columbia and other urban areas.

Goal: To develop the transportation system in Columbia and the surrounding area as an integrated circulation network which will provide rapid, safe, and economical movement of people and goods both within the city and throughout the encompassing region. Such a system should include a variety of transportation modes: pedestrian, vehicular, and mass transit designed to make maximum use of all facilities.

Policies:

1. Design the transportation system in consideration of the type of land use to be served.
2. Provide adequate off-street parking and loading facilities for all land uses.
3. Limit the number of access points to major thoroughfares from all land uses so as to minimize points of traffic conflict.

4. Develop expanded mass transportation facilities.
5. Discourage through traffic on minor residential streets.
6. Provide adequate access to all community facilities and activities, the Central Business District, major employment centers, community shopping centers, recreational areas, and transportation terminals.
7. Preserve community and neighborhood identity.

COMMERCIAL DEVELOPMENT

Well-designed and located shopping facilities are essential to the convenience and well-being of the people of Columbia. By providing a wide variety of goods and services, these establishments make a great contribution to the vitality, livability, and amenities of the area.

Goal: To locate commercial development so that it is economically feasible to operate a business and provide goods and services to the community in a clean, attractive, safe, and convenient manner. Locations for commercial activities should be provided which will best suit the public interest, serve the area, permit the profitable return of private investment, and protect the general welfare of the community.

Policies:

1. Group commercial development into attractive, well-designed clusters and curtail sprawling, strip development.
2. Retain and strengthen the Columbia Central Business District as the S.M.S.A.'s regional shopping center.
3. Develop commercial areas convenient to public use and well-integrated with the transportation network.
4. Base new commercial development on studies of growth trends, shopping habits, and effective buying income in market areas.

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