

downtown

SUMTER

MASTER PLAN



July 2019

Plan conducted by: TSW + City of Sumter

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00. EXECUTIVE SUMMARY

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Project Purpose & Process
Vision & Goals
Overall Recommendations
4 Priority Projects

EXECUTIVE SUMMARY



The Executive Summary describes the project purpose, process, overall recommendations, and priority projects.

Project Purpose

The purpose of the Downtown Sumter Master Plan is to create a consensus-driven vision and “road map” to continue strengthening Downtown Sumter’s role today and in the future. The Downtown Sumter Master Plan study area is focused on the Central Business District of Downtown Sumter, comprising 182 acres.

Process

The team conducted a research and analysis process for the study area prior to making any planning decisions, which included:

- Reviewing all previous, relevant plans;
- Visiting and documenting the study area;
- Mapping Downtown’s connectivity, community resources, historic resources, current zoning, and parcels susceptible to change.

In addition, a market study reviewed local and regional market factors, and considered the demand for a variety of uses, including both residential and

commercial options. Within Downtown Sumter, the potential for new infill development, adaptive reuse of sites, and current historic structures was considered. The initial review of demographic data analyzed population and household characteristics, as well as growth patterns and the investment climate. The study noted that the long-term health of Downtown’s commercial success depends on increasing the nearby population, making the need for additional residential development to build back the core a critical finding of the market analysis.

Finally, public engagement was conducted throughout the planning process, which included:

- Focus groups and stakeholder interviews;
- A Public Kick-off Meeting;
- Two steering committee meetings;
- An online and paper survey (638 responses);
- A student online survey (47 responses);
- A 3-Day Charrette with pop-up engagement in the community; and
- A Final Public Open House.

Vision

“Build on the historic character and recent investment to create an inclusive, active, and prosperous Downtown Sumter, making it the true heart of the community.”

DESIGN GOALS

♥ Bring residents to Downtown Sumter.

- Offer a variety of housing types at different price points
- Create aging-in-place housing options
- Provide workforce housing
- Provide options to support active duty and retired military families

♥ Make a more cohesive transportation network.

- Connect Downtown to the existing, nearby neighborhoods
- Improve existing sidewalks and add sidewalks where needed
- Create safer intersections
- Connect to future trail networks
- Road diet wide streets to slow traffic
- Add bicycle facilities
- Establish a parking management strategy

♥ Create usable and accessible public space.

- Develop more small plazas and pocket parks
- Encourage the creation of public space with redevelopment
- Link public spaces through a connected network of trails and sidewalks

POLICY GOALS

♥ Create an environment for a thriving commercial core.

- Establish key retail and commercial streets for Downtown
- Continue the use of the façade grant and small business loan programs to help local businesses
- Attract new businesses

♥ Bring the arts and community-serving agencies to Downtown.

- Explore relocating or expanding existing facilities Downtown
- Improve communication between City agencies, non-profits, social services, and cultural arts organizations that serve the community
- Use the Downtown Sumter branding scheme on all materials
- Add consistent signage throughout Downtown

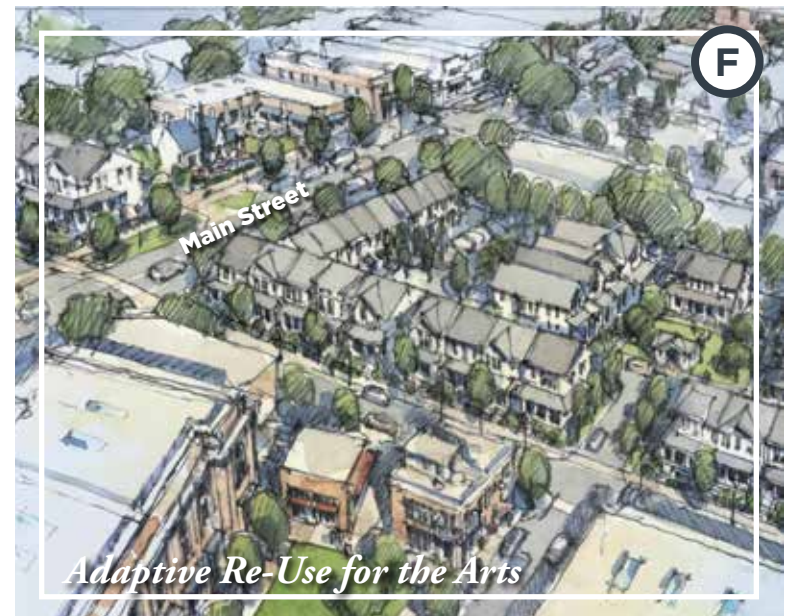
♥ Ensure equitable opportunity and a community welcoming to all.

- Attract a diverse group of entertainment and events
- Connect local schools and colleges to Downtown
- Attract businesses that cater to families
- Involve the Shaw Air Force Base in the growth of Downtown

Overall Recommendations

The Downtown Sumter Master Plan focuses on establishing a livable place for existing and future residents through streetscape enhancements, new parks, and new residential options for a variety of lifestyles. The plan on the right shows the entire study area. The concept plan is an idea for the future to show potential, but it does not guarantee that development will occur, or that the site designs will be exactly as shown. Highlights of the overall concept plan include:

- Road diets that reduce and replace travel lanes with sidewalks, bicycle facilities, and on-street parking;
- Residential units, primarily smaller single-family homes on small lots, townhouses, and apartments over retail;
- New office and retail space, in both renovated and new buildings; and
- A multi-purpose Downtown Civic Green that serves as a central gathering place and connects the east side of Downtown to Main Street.



Site-Specific Concept Plans

- (A)** Medical Offices
- (B)** Downtown Civic Green
- (C)** Neighborhood Transition
- (D)** Student Living & CCTC Expansion
- (E)** Offices & Missing Middle Housing
- (F)** Adaptive Re-use for the Arts



ROAD DIETS

Bartlette Street Sumter Street
 Calhoun Street Washington Street
 Harvin Street Liberty Street
 Liberty Street

499
ON-STREET
 PARKING SPACES

1.7 ACRE
GREEN

440 UNITS

231,000
SQ FT
 RETAIL + OFFICE
 SPACE



North

1" = 500'



Some projects should be high priority for implementation because they provide public open space, improve connectivity around Downtown, encourage more walking and biking, and could be funded with public dollars. These projects may catalyze future private investment Downtown because of the amenities they provide.

1. Property Acquisition (D-1). More residential density is needed Downtown to make this plan successful. Acquiring the parcels at 201 and 211 W. Hampton Avenue for residential development is a great first step because: 1.) 201 W. Hampton Avenue is vacant land, and therefore easy to develop at this time; 2.) Stakeholders from Prisma Health Tuomey Hospital noted a need for residential development near the hospital for their employees and future medical students; and 3.) There is opportunity for a

public-private partnership to occur with the hospital and City of Sumter.

2. Streetscape Improvements on Harvin Street (T-1). Harvin Street is a barrier to connectivity for pedestrians and divides the east side of Downtown from the central core along Main Street. The streetscape (one of three proposed sections shown below) is part of the 4 Priority Projects because: 1.) Traffic volumes do not support a four-lane street; 2.) Adding on-street parking on this street will increase the parking supply by approximately 115 spaces, which could fill a need that arises due to future development on existing parking lots; and 3.) This street is key to the connection between the proposed Downtown Civic Green (as currently illustrated) and Main Street.

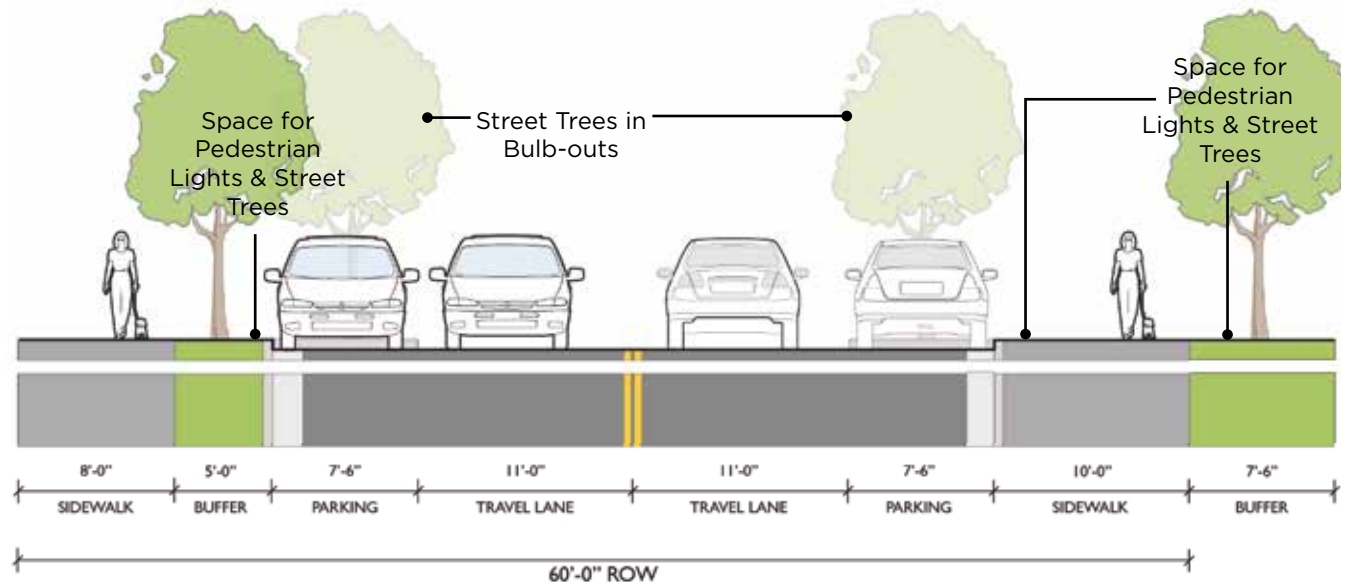
Note: This plan recommends 3 street sections for Harvin Street.

S.H.1 Harvin Street



Facing North

- Removes two travel lanes and reduces the width of each lane
- Adds on-street parking on both sides
- Widens sidewalks and landscape buffers



3. Streetscape Improvements for Washington Street (T-2).

Washington Street is a barrier to connectivity for pedestrians and divides the west side of Downtown and the adjacent residential neighborhoods from the central core. The streetscape (section shown below) is part of the 4 Priority Projects because: 1.) Analysis and public feedback noted the barrier that this street presents for pedestrians coming from the nearby residential neighborhoods; 2.) Traffic volumes do not support a four-lane street; 3.) Adding on-street parking on this street will increase the parking supply by approximately 150 spaces, which could fill a need that arises due to future development on existing parking lots; and 4.) The City is currently upgrading three intersections on this street to comply with ADA requirements.

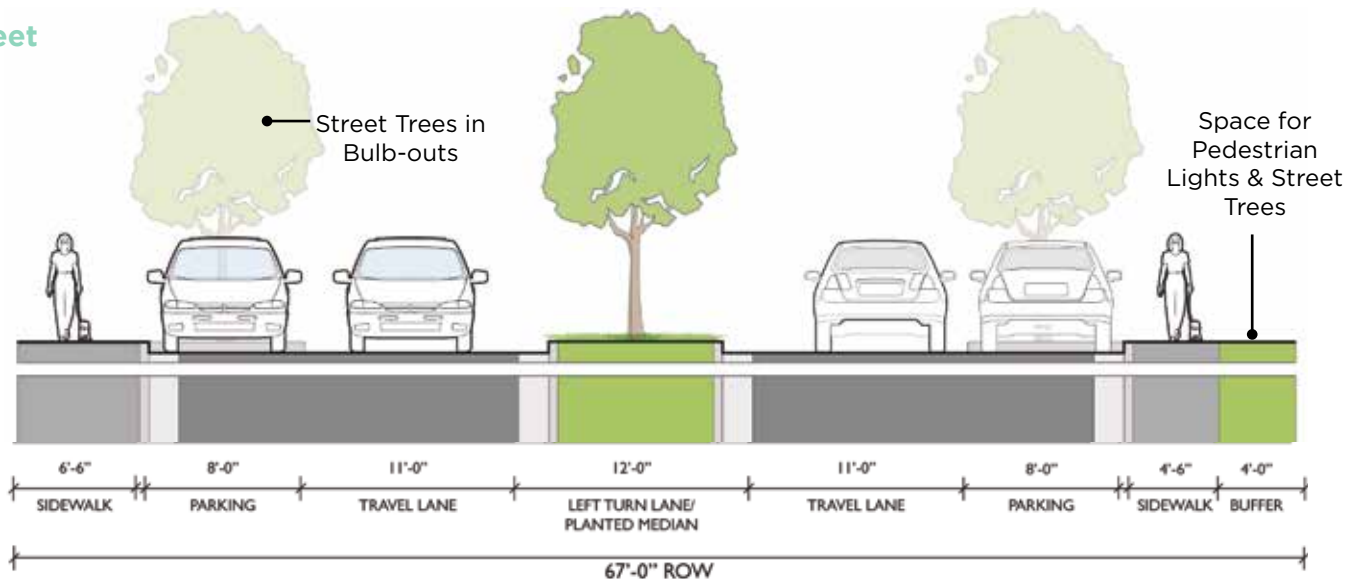
4. Downtown Civic Green (D-2). The Downtown Civic Green is one of the Priority Projects because: 1.) Analysis and public feedback uncovered a need for a large park in Downtown Sumter; 2.) The recommended location is on public land, which removes the barriers of purchasing land and removing land from the tax base; 3.) Many of the County buildings on the site are underutilized (the park as drawn is a concept, and the location may change depending on the Sumter County government’s needs); and 4.) The Historic Courthouse and surrounding landscape is currently being upgraded, and the land in front of the Sumter County Library is underutilized. The parking can be relocated and reconfigured on the south side of the library building. Adding to the green space around the Historic Courthouse directly connects the east side of Downtown to Main Street.

S.W.1 Washington Street



Facing North

- Removes two travel lanes and reduces the width of each lane
- Adds on-street parking on both sides
- Adds a planted median in the left-turn lane





01. EXISTING CONDITIONS



Site Context

Previous Plans Summary

Mapping Downtown Sumter

Market Analysis & Demand

SITE CONTEXT



Understanding the study area and all its components helps us determine the needs and opportunities at play.

Downtown Sumter

Known as the “Gamecock City,” Sumter, South Carolina, is located about 45 miles east from the state capital Columbia, and 100 miles west of the coastal region. Sumter was incorporated in 1845, and has grown from its early days as a plantation settlement. During the previous century, Shaw Air Force Base opened nearby while the city became a hub for the textiles and manufacturing industries. The revitalization of Downtown Sumter began in 1984 when the City purchased the then-closed Sumter Opera House for additional office space, and completed its restoration in 1987. Over the last 20 years, the City of Sumter has put in more efforts to revitalize Downtown. Recently, Downtown Sumter has seen the opening of a hotel, transportation improvements on Main Street and Liberty Street, building renovations, and an events series.

(Source: City of Sumter website)

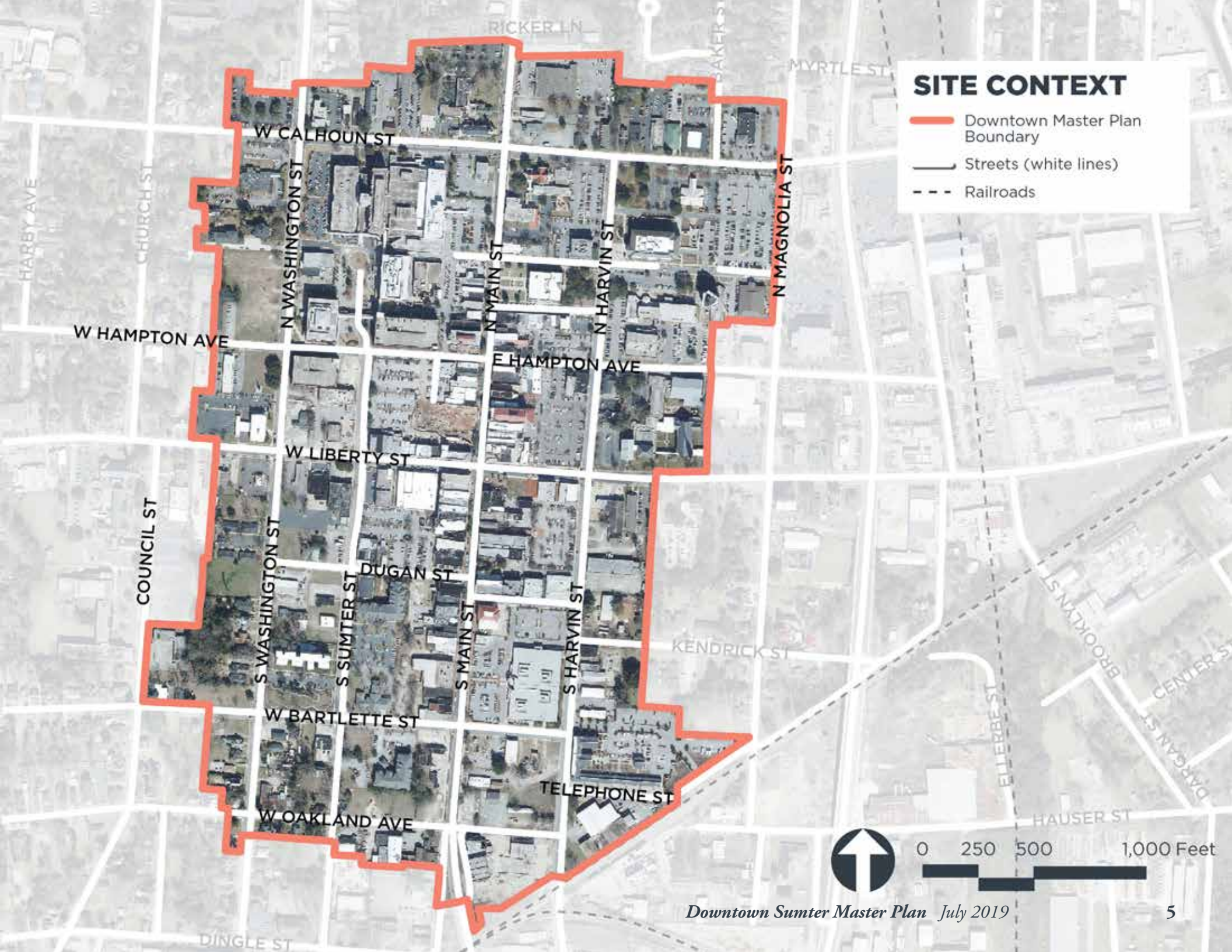
Project Purpose

The purpose of the Downtown Sumter Master Plan is to create a consensus-driven vision and “road map” to continue strengthening Downtown Sumter’s role today and in the future.

The Downtown Sumter Master Plan study area is focused on the Central Business District of Downtown Sumter, comprising 182 acres. The approximate boundaries are Calhoun Street to the north, Harvin Street to the east, Oakland Avenue to the south, and Washington Street to the west. To maintain continuity in planning recommendations, parcels on each side of the street are included in the study area. The primary land use of the study area is commercial. Within the study area, there is a population of 268 people in 200 households.

SITE CONTEXT

-  Downtown Master Plan Boundary
-  Streets (white lines)
-  Railroads



0 250 500 1,000 Feet

PREVIOUS PLANS SUMMARY



Understanding previous planning efforts helps guide this plan's recommendations.

The City of Sumter has created many plans within the last 10 years that, when fully implemented, will affect Downtown's development.

The following plans were reviewed:

- Sumter 2030 Comprehensive Plan
- Sumter Urban Area Transportation Study - Long Range Transportation Plan
- Historic Resources Survey
- Tree Canopy Analysis
- Abandoned and Vacant Housing Estimate
- Master Plan for Shot Pouch Creek
- The City of Sumter's zoning ordinance (see page 18)
- Design Review Guidelines for historic properties (see page 20)

Sumter 2030 Comprehensive Plan // 2009

The Sumter 2030 Comprehensive Plan was written with the intent of guiding growth and development in the community for the next 20 years in a manner that balances the interests of both property owners and the community at-large. The plan was intended to be flexible in its interpretations and to help the city and county's citizens and elected officials make informed decisions about development issues.

Goals Applicable to Downtown:

- To transform the built, visual image of Sumter.
- To revitalize and redevelop existing residential neighborhoods and commercial corridors at risk or in decline.
- To foster a diverse development pattern where opportunities to live, work, shop, and play are all within close proximity to one another in an atmosphere dedicated to quality architecture, landscaping, sustainability, and site design.

What has been accomplished so far?

The City of Sumter has worked diligently to implement many of the previous recommendations and development in Downtown. The timeline to the right shows the most influential plans and projects relevant to this master plan.



New Wayfinding Signs



Liberty Streetscape Changes

PLANNING STUDIES (2009-PRESENT)

- 2009: Sumter 2030 Comprehensive Plan**
 - Small area plan/neighborhood plan for Downtown.
 - Historic Resources Survey.
 - Zoning and development standards revisions.
- 2010: Historic Resources Survey**
- 2013: Tree Canopy Analysis**
- 2014: Abandoned and Vacant Housing Estimate**
- 2014: Master Plan for Shot Pouch Creek**
 - Enhancement of the Liberty Street corridor to connect Swan Lake to Washington Street Downtown.
 - Enhancement of the Liberty Street / Washington Street intersection with signalized pedestrian crossings and improved crosswalk markings.
- 2018: Long Range Transportation Plan**
 - N. Main Street revitalization plan.
 - Signed bike route on S. Main Street.
 - Signed bike route on Liberty Street.
 - Operational and design improvements for W. Calhoun Street and W. Liberty Street.
 - Sidewalk improvements to S. Main Street
- Present (2019): Sumter Downtown Master Plan**
- Present (2019): Sumter 2040 Comprehensive Plan**
- Present (2019): Affordable Housing Study**

- To create a Downtown Sumter which is the center of urban living, commerce, entertainment, education, government, and healthcare in a 24-hour, active, and lively environment.

Land Use Recommendations

Sumter’s core area was designated as the “Downtown Planning Area” on the plan’s future land use map. Below are policies that pertain to the Downtown Planning Area:

- ✓ Support an intentional, integrated mix of uses at urban densities in an effort to encourage an active, lively, 24-hour downtown environment.
- ✓ Protect surrounding residential neighborhoods from further decline.
 - Explore the expansion of the residential historic districts to ensure design protection and preservation of distinct architectural resources.
- ✓ Conduct focused neighborhood planning.
- ✓ Support Downtown commercial revitalization.
- ✓ Explore the expansion of the Central Business District to ensure design protection and preservation of distinct architectural resources.
- ✓ Provide market-based incentives for infill development.

- ✓ Improve streetscapes, sidewalks, and signage.
- ✓ Strengthen commercial corridors: Manning Avenue, Main Street, Liberty Street, Washington Street, and Broad Street.
- ✓ Recruit targeted retail, office, healthcare, entertainment, and other commercial uses.
 - Identify opportunities to amend current building code to encourage second-story residential uses and other compatible uses.
- ✓ Ensure adequate, safe, off-street parking locations.
- ✓ Support the adaptive reuse of existing and former brownfield sites, and encourage new, clean industrial, or manufacturing uses.
- ✓ Protect and visually connect government, schools, public, civic, and other institutional uses in the Downtown Planning Area. Encourage these land uses to locate Downtown.
- ✓ *This Master Plan provides recommendations for these items.*

Implementation

The comprehensive plan prescribes a flexible implementation plan, indicating the approach and time frames that each project or initiative can be completed. Projects that pertain to Downtown Sumter are listed below:

- ✓ Small area plan/neighborhood plan for Downtown (long-term)
 - Historic Resources Survey (short-term)
- ✓ Zoning and development standards revisions (short-term)

Sumter 2040 Survey // 2018



The Sumter City and County government is currently working on an update to the comprehensive plan named Sumter 2040.

The planning process started in 2018, with a survey that asked residents their thoughts on the city and the county as a whole. Survey respondents mentioned Downtown Sumter many times throughout the survey. Examples of these comments are shown to the right.

What do people have to say about Downtown Sumter?

I like the way Downtown Sumter is beginning to look.

I remember when Downtown was not the place to be. What has been done since those days has been nothing short of incredible. I love going Downtown to the restaurants and social spaces...we need more of this.

Downtown Sumter should be themed for nightlife - dinner, theater, and live bands. It will allow the community to spend money locally versus traveling to Columbia, Florence, Charleston, and Charlotte on the weekends for entertainment and restaurant choices.

We need condo/apartment living in Downtown Sumter. We have some beautiful old buildings - turn the 2nd and 3rd floors into condos and apartments to attract people to Downtown.

Comments edited for clarity.

Sumter Urban Area Transportation Study (SUATS) – Long Range Transportation Plan // 2018

Vision Statement

SUATS Metropolitan Planning Organization (MPO) area citizens envision a livable, growing community that attracts the “new economy” as well as residents that desire higher quality lifestyles linked to a safe, efficient, maintainable, and environmentally compatible transportation system that provides convenient choices for accessing destinations throughout the SUATS MPO area.

Key Goals

- Support the local economy by increasing mobility.
- Create a system of interconnected streets with appropriate uses that support existing and future development.
- Provide a balanced transportation system that makes it easier to walk, ride a bike, and take transit by improving streetscapes introducing traffic calming measures.
- Provide and promote a safe and secure transportation system for all users.

Projects Pertaining to Downtown

- N. Main Street Revitalization Plan
- Signed bike route on S. Main Street and Liberty Street
- Signed bike route on Liberty Street from Pinewood Road to Boulevard Road
- South Swan Lake Trail
- Paved Trail along N. Main Street
- Sidewalk improvements along S. Main Street
- Overall operational / design improvements

Historic Resources Survey // 2010

The City of Sumter was awarded a grant from the National Park Service, administered by the South Carolina Department of Archives and History (SCDAH), to conduct an intensive historic resources survey of 2,000 buildings. At the time of the study, over 6,500 parcels were located within the City limits. The surveyed area was divided into nine subareas to define a survey strategy that addressed the goals set by the grant. The data compiled was intended to help identify individual properties or districts eligible for local district designation or listing in the National Register of Historic Places (NRHP). The historical context study and subsequent survey also identified potential historic themes to pursue in future preservation studies and infill, and provides the City of Sumter and SCDAH with information needed for city-wide planning and

preservation initiatives. Existing NRHP properties within the Downtown Sumter Master Plan study area included the Sumter County Courthouse (1907) and the Sumter Town Hall / Opera House (1893).

Within the Downtown Master Plan study area, 121 parcels were surveyed, none of which were recommended for placement on the NRHP.

General Recommendations

- Keep the inventory of historic properties up-to-date.
- Enroll in the National Trust for Historic Preservation's Main Street / Better Hometowns Program in order to be eligible for grant monies, façade design guidelines, and assistance in promoting businesses and events in Downtown Sumter.
- Expand upon the placards used in Downtown Sumter by installing interpretive signage to mark notable local figures' houses or businesses, or the local historical significance of a worker's community or entire neighborhood.
- Discourage inappropriate residential housing choices (such as mobile homes) through stricter zoning regulations to retain the historic fabric of the neighborhoods.
- Organize driving or bus tours of the various neighborhoods throughout the city, highlighting each one's unique history,

development, and historic resources. Sumter's eclectic architecture would make for a great vehicular tour that speaks to the city's vitality, the use of different architectural vocabularies, key house types, and historical information.

Tree Canopy Analysis // 2013

The Tree Canopy Analysis concluded that the City of Sumter is losing tree canopy. While the tree canopy loss rate was reversed from the rate cited in the previous study (0.3%), the canopy is still at a lower value than in 2001. This rate of decline can be directly tied to several factors within the city limits, including construction of residential and commercial properties, agriculture, and arboriculture activities. Sumter and the surrounding areas depend upon these activities; however, potential exists for expanding tree canopy, while encouraging economic growth.

Downtown Sumter did not experience significant gain or loss during the time period analyzed. The study provided no specific recommendations for Downtown Sumter; however, there may be opportunities to preserve existing tree canopy and replace trees lost during construction.

Abandoned and Vacant Housing Estimate // 2014

In 2014, the Sumter City-County Planning Department completed a survey of selected voting precincts in the city to determine the number and condition of vacant and abandoned residential structures. Conditions were classified as good, fair, poor, hazard, or vacant (demolished).

Five of the voting precincts examined are in the Downtown Sumter Master Plan study area: Birnie, Hampton Park, Loring, Magnolia-Harmony, and South Liberty. At the time of the study, the Downtown study area had 11 residential parcels that were considered vacant or abandoned, all in either Birnie or South Liberty.

Master Plan for Shot Pouch Creek // 2014

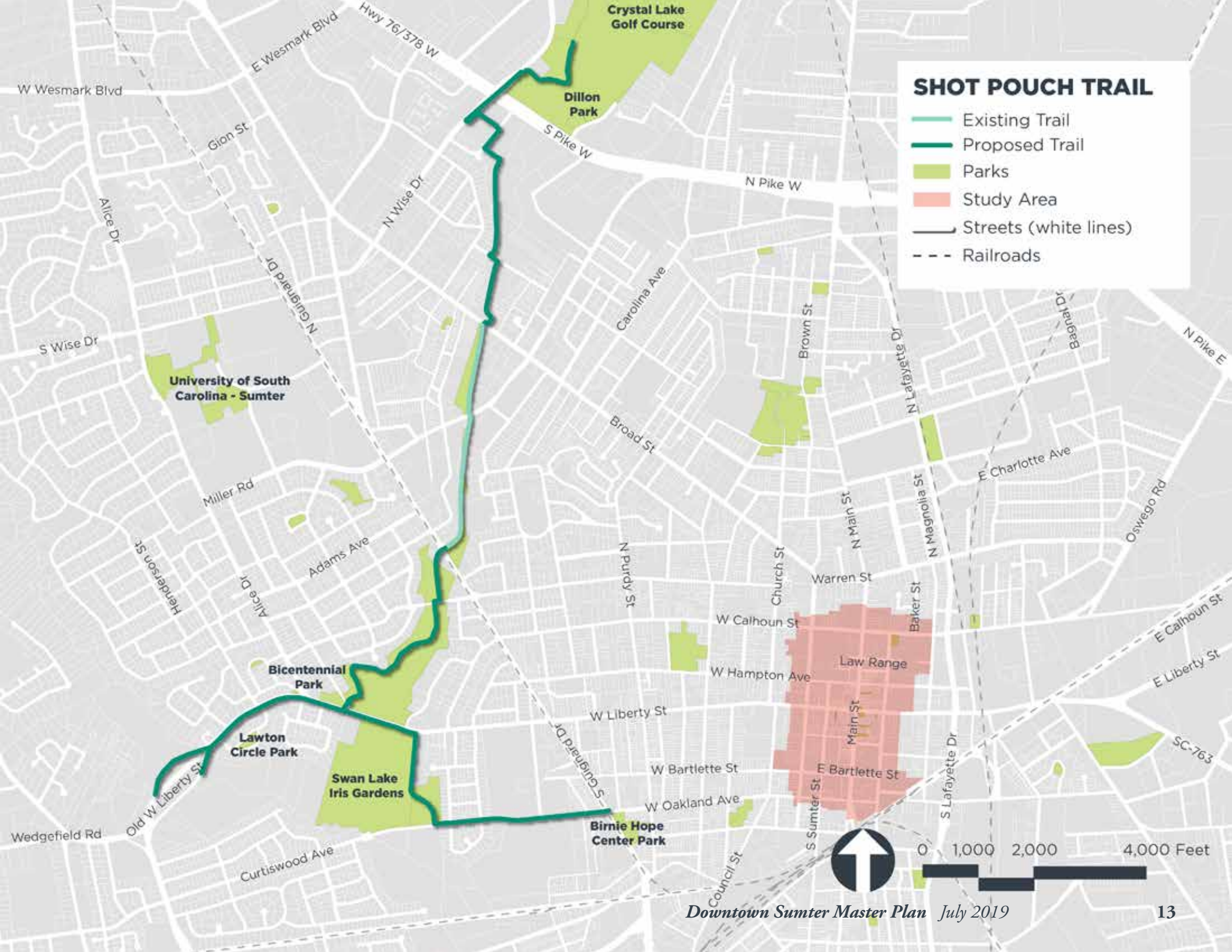
In 2011, the Sumter City-County Planning Department created a master plan for Shot Pouch Creek, which runs throughout the center of Sumter, updated in 2014. Shot Pouch Creek spans approximately 4 miles, connecting Dillon Park to McCray's Mill Road and bisecting Sumter's neighborhoods, commercial corridors, and public parks.

Goals

The overall goal of the plan is to create a greenway system that connects the primary amenities of the community, including Swan Lake; Dillon Park; Liberty, Guignard, and Broad Streets; Second Mill Pond; and the Birnie Hope Center. Another goal is to enhance Liberty and Guignard Streets to connect Central Carolina Technical College, USC Sumter, Alice Drive schools, Palmetto Park, and Downtown Sumter to the greenway.

Key Recommendations

- Enhance the Liberty Street corridor to connect Swan Lake to Washington Street Downtown, while improving functionality and aesthetics.
- Enhance the Liberty Street / Washington Street intersection, similar to what was previously done at the Liberty Street / S. Sumter Street intersection, including signalized pedestrian crossings and improved crosswalk markings.



SHOT POUCH TRAIL

- Existing Trail
- Proposed Trail
- Parks
- Study Area
- Streets (white lines)
- Railroads



MAPPING DOWNTOWN SUMTER



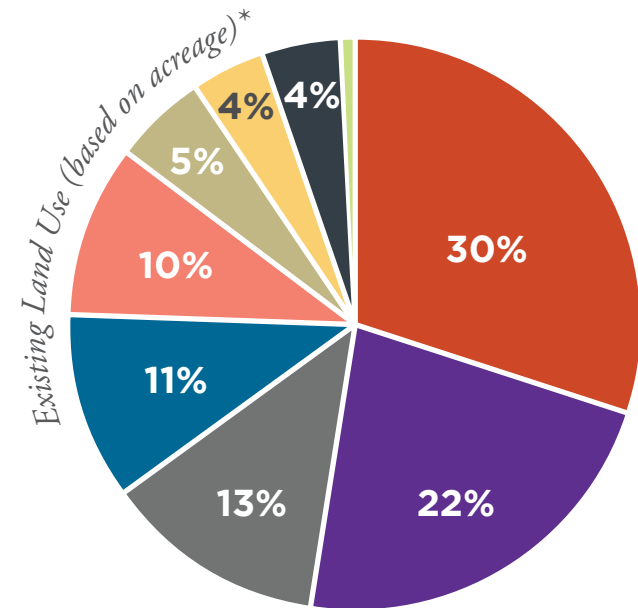
Mapping key resources and other on-the-ground conditions contributes to understanding Downtown Sumter's needs.

Existing Land Use

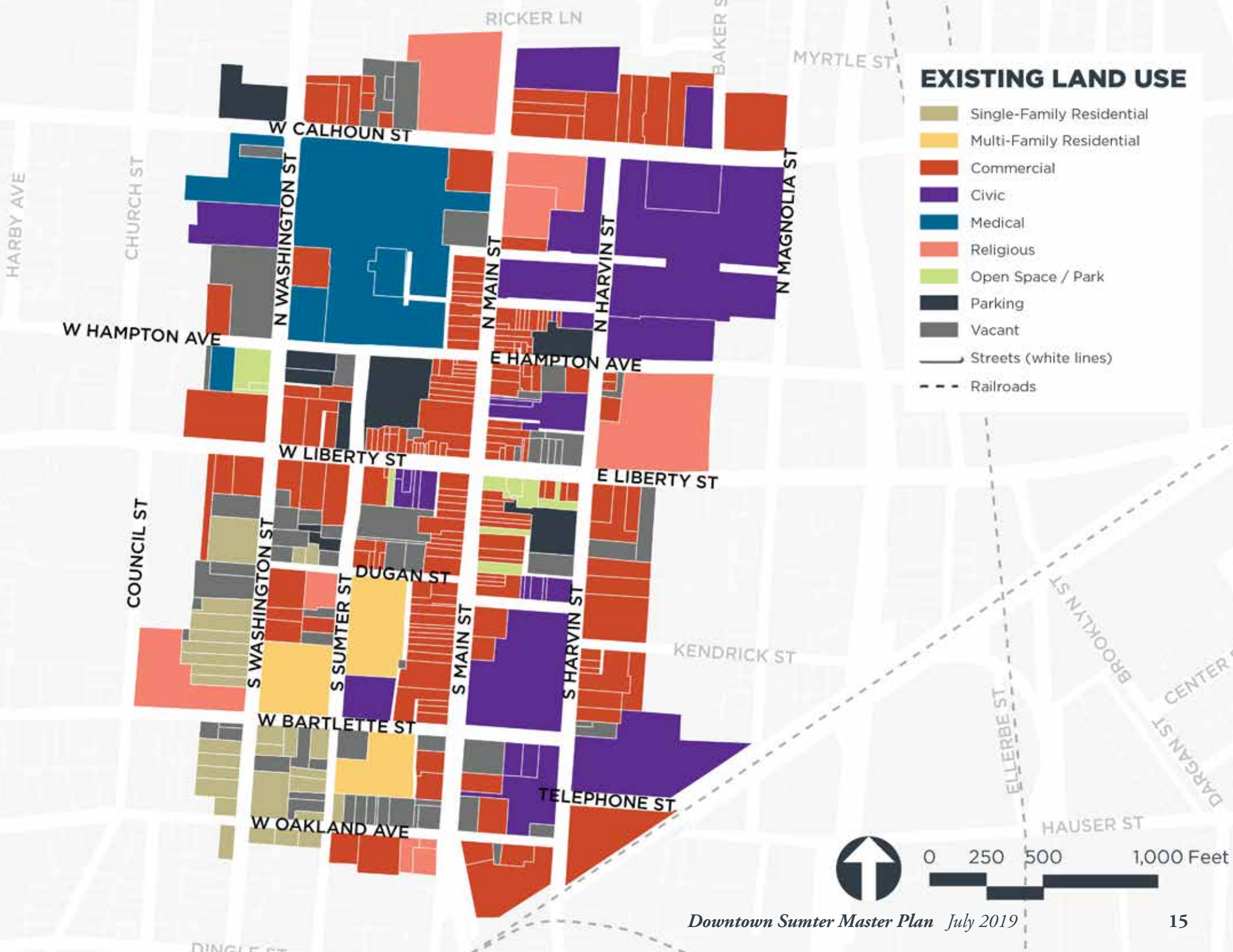
Land in Downtown Sumter is primarily dedicated to commercial development (30%), most of which is shops, restaurants, and professional offices. Civic uses are the next largest land use (22%), and are made up of government offices (City and County), schools, a public library, and a U.S. post office. Prisma Health Tuomey Hospital and some other medical offices make up about 11% of Downtown's land. Medical uses are concentrated in the northwestern corner of Downtown. Places of worship comprise 10% of land. The rest of Downtown is residential (half of which is multi-family residential dedicated to senior living), parking lots, and some open spaces and parks.

Like many small towns of its kind, Downtown Sumter serves as the center of commerce, civic activities, education, law, medical services, and religious activities for the region. However, housing is missing. Permanent residents and businesses that serve them are needed in order for downtowns to be vibrant 24/7 districts. An opportunity exists to

develop vacant land, which currently comprises 13% of Downtown land. Surface parking lots that are not currently serving a known use could also be redeveloped with housing. Because three senior living complexes are located in Downtown Sumter, new residential development should cater to underserved populations, such as young professionals, singles, and families.

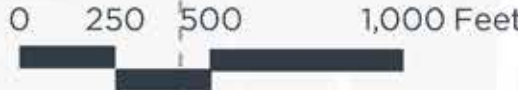


*Land area only, and includes parking; does not consider building stories



EXISTING LAND USE

- Single-Family Residential
- Multi-Family Residential
- Commercial
- Civic
- Medical
- Religious
- Open Space / Park
- Parking
- Vacant
- Streets (white lines)
- Railroads



A Strong Downtown

Downtown Sumter includes many important community resources, which are defined as places where people can gather or public amenities that serve the entire community (government facilities, schools, libraries, and parks). As shown in the map to the right, many elements of a walkable community exist here, including places of worship, government facilities, the Prisma Health Tuomey Hospital, and the commercial core along Main Street. Most of the government facilities are located on larger parcels along S. Harvin Street. Though small private and public spaces exist between buildings and on corners of intersections, there is opportunity to increase the amount of publicly-accessible open space. In recent years, stand-alone apartment buildings have been constructed outside of Downtown. More housing units Downtown can improve walkability because residents can walk to Downtown businesses.

Main Street

Main Street runs through the center of the study area and boasts a beautiful collection of historic buildings, many of which have been repurposed with offices and restaurants. However, N. Main Street has experienced more revitalization than S. Main Street. The commercial core also extends along a portion of W. Liberty Street. Downtown redevelopment should build upon the energy established on Main Street and Liberty Street. Restaurants and law offices make

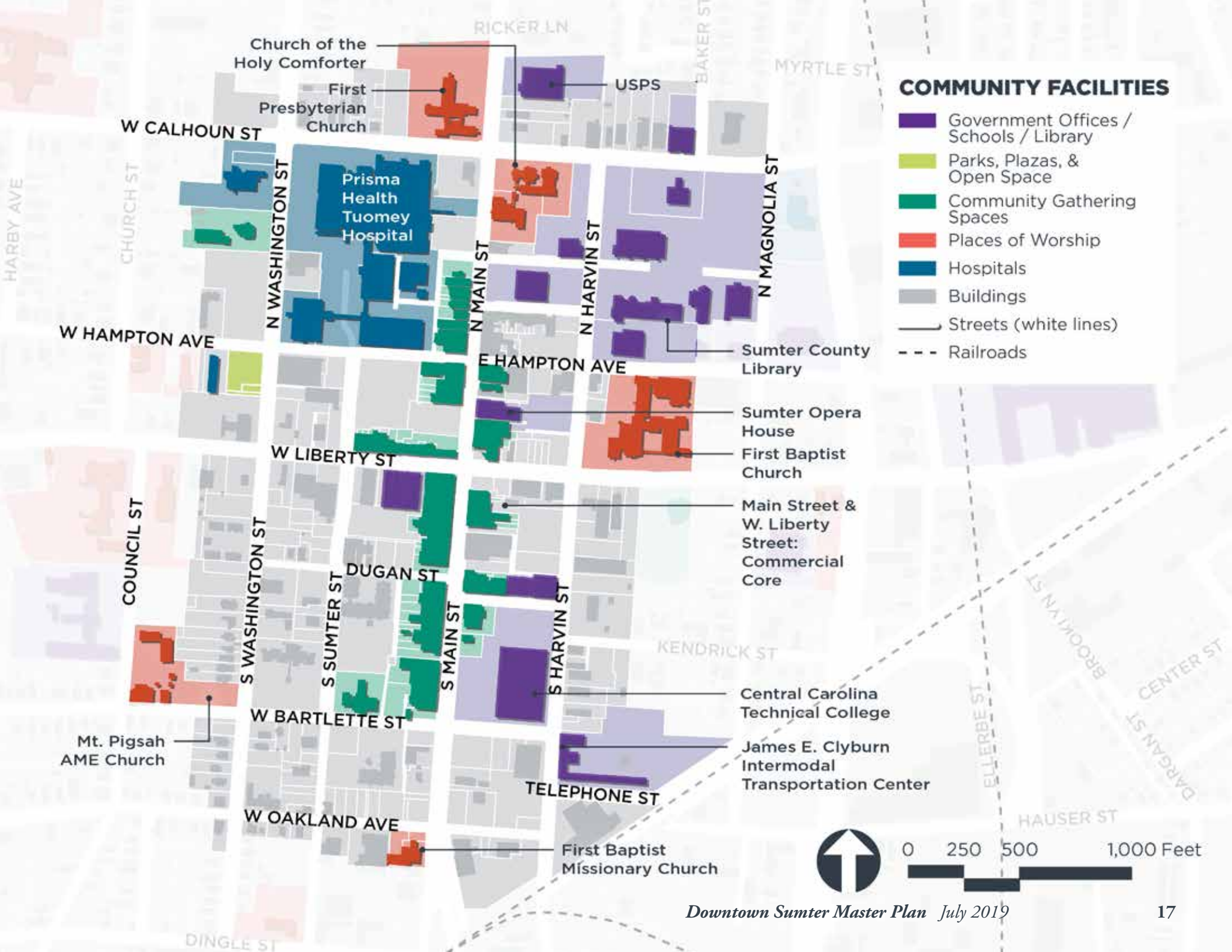
up most of the commercial space, but a few clothing retailers, a pharmacy, and beauty supply stores also exist. More uses that serve daily needs along these corridors can also boost the walkability and success of Downtown.

Education

Within the study area, there is one higher education facility: Central Carolina Technical College. Nearby to the study area are Morris College, an HBCU, and USC Sumter, a satellite campus of the University of South Carolina.

Community Programming

The City of Sumter programs events for Downtown. Most notable is the Fourth Fridays Concert Series, which is held from May to September, and features free concerts of local bands. The City also hosts the Downtown Market every Saturday morning in May through September, featuring items from local vendors. Festivals are held throughout the year, including the Microbrew Hippy Fest and the Inspire! Festival.



COMMUNITY FACILITIES

- Government Offices / Schools / Library
- Parks, Plazas, & Open Space
- Community Gathering Spaces
- Places of Worship
- Hospitals
- Buildings
- Streets (white lines)
- Railroads

Church of the Holy Comforter

First Presbyterian Church

Prisma Health Tuomey Hospital

USPS

Sumter County Library

Sumter Opera House

First Baptist Church

Main Street & W. Liberty Street: Commercial Core

Central Carolina Technical College

James E. Clyburn Intermodal Transportation Center

First Baptist Missionary Church

Mt. Pigsah AME Church



Zoning

The Sumter City Zoning Ordinance regulates physical development throughout the city. The two most prevalent zoning districts in Downtown Sumter are the CBD - Central Business District and GC - General Commercial. The Downtown Design District acts as an overlay. This section will describe their permitted uses and development standards, and how they may affect future Downtown development.

CBD - Central Business District

Most of Downtown Sumter is zoned “CBD - Central Business District.” The purpose of this zoning district is to promote the concentration and vitality of residential and commercial development in Downtown. It is intended to be characterized by multi-story buildings, retail stores, professional offices, government, and health services.

Uses

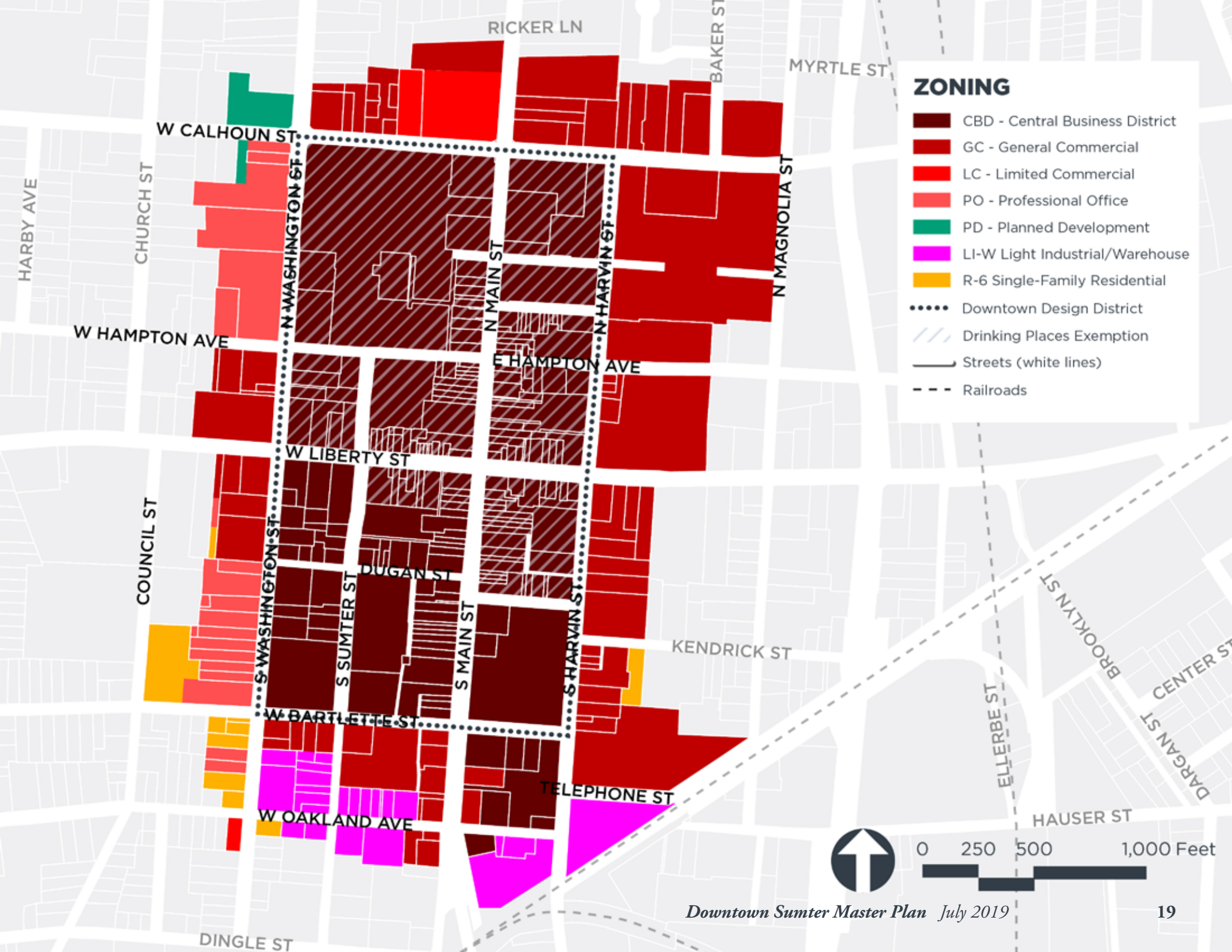
This district allows uses typical of downtowns, such as administration, some light industrial, financial services, hotels and lodges, retail stores and restaurants, offices, cultural centers and entertainment offerings, health services, personal services, and residential uses above the ground floor.

Uses related to alcohol (referred to as drinking places and liquor stores) are classified as hazardous or potentially disruptive uses, and must receive special approval from the Sumter City-County Board of Appeals. Currently, they are not allowed

within 300 feet of a residence, church, school, or public playground, and must have a visual screen of 6 feet to separate them from residential uses. If located within the drinking places exemption area in the CBD, drinking places are exempted from the distance and visual screen requirements from residential uses. They are still subject to the requirements for churches, schools, and public playgrounds. Liquor stores do not receive any exemptions.

Development Standards

- There are no minimum lot width requirements for this zoning district.
- No setbacks are required. Buildings in this zoning district are intended to directly abut the sidewalk and share common walls with adjacent buildings. Pedestrian alleys / walkways are encouraged when there is parking in the rear of a building.
- Buildings are limited to 90 feet in height, and can occupy 100% of the lot.
- Off-street parking is not required, unless residential uses are provided on-site. In that case, multi-family apartments must have one space per unit regardless of bedroom count. Developers may request a lower number from City Council.



GC - General Commercial

The peripheral areas of Downtown are zoned “GC - General Commercial.” The purposes of this zoning district are to accommodate a broad range of commercial uses, and to limit potentially objectionable uses.

Uses

More uses are allowed in the GC district than in the CBD district. Additional uses include agricultural services; warehouses and mini-warehouses; motels, rooming houses, and boarding houses; parks and playgrounds; gas stations and automobile services; and residential uses, including single-family attached or detached units, duplexes, townhomes, and patio homes. Triplexes, quadplexes, multi-family apartments, and other group dwellings are conditional uses.

Uses related to alcohol (referred to as drinking places and liquor stores) must receive special approval from the Sumter City-County Board of Appeals.

Development Standards

- There is no minimum lot width requirements, but the minimum lot size for residential uses is 6,000 square feet.
- Front yard setbacks range from 20 to 45 feet depending on if the lot faces an arterial street or a local street, and where off-street parking is to be located.

- Side yard setbacks for non-residential uses are 50 feet when abutting a residentially zoned property. Side yard setbacks for residential uses are 8 feet.
- Rear yard setbacks range from 20 feet to 50 feet.
- Buildings are limited to 60 feet in height, and can occupy up to 92% of the lot.

Downtown Design District

The City of Sumter established the Downtown Design District to help preserve the city’s historic character and unique sense of place. The City of Sumter established design guidelines to assist property owners in planning for the appropriate treatment of their historic buildings, and to guide the Historic Preservation Design Review Committee (HPDRC) in their review of proposed projects.

The items below are regulated within the design district:

- Roofs;
- Foundations;
- Masonry and siding;
- Architectural details;
- Windows and shutters;
- Doors;
- Porches;
- Storefronts;

- Paint; and
- Signs and awnings.

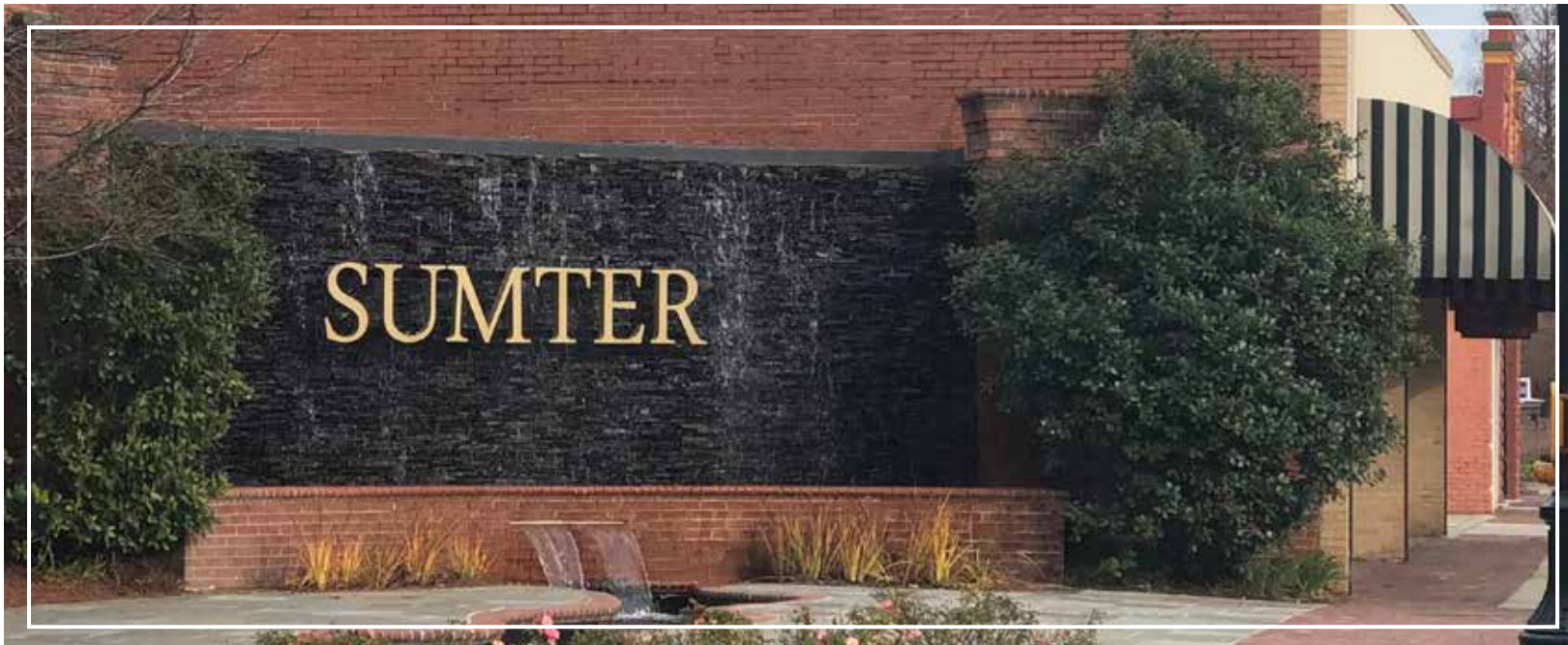
Below are site design items that are to be considered when developing or redeveloping a property with the Downtown Design District:

- Trees and plantings;
- Fences and walks;
- Driveways, walkways, and ramps;
- Parking areas;
- Lighting;
- Outbuildings and accessory structures; and
- Screening utilities.

The document also prescribes guidelines for new construction, additions to existing properties, and relocation and demolition.

What Does This Mean for Downtown Sumter?

Redevelopment in Downtown Sumter will likely experience some administrative challenges, especially with the requirements in place for drinking establishments and the Downtown Design District's guidelines. However, the Central Business District zoning district combined with the Downtown Design District standards appear to strike a balance of regulations that preserve historic character and promote flexible mixed-use development.



A Historic Downtown

The map to the right shows the historic properties within the study area, as identified in the 2010 Historic Resources Survey, and the boundaries of the Sumter Historic District, also listed in the National Register of Historic Places (NRHP). Two properties in the study area are listed on the NRHP: the Sumter County Courthouse (1907), and the Sumter City Hall / Opera House (1893).

Sumter County Courthouse

The Sumter County Courthouse, constructed in 1907, is a two-story brick building on a raised basement story and faced in yellow Roman brick. The courthouse was designed by architect William Augustus Edwards, who designed eight other county courthouses in South Carolina. The courthouse was individually listed on the NRHP in 2004 in the areas of history and architecture.

Sumter City Hall / Opera House

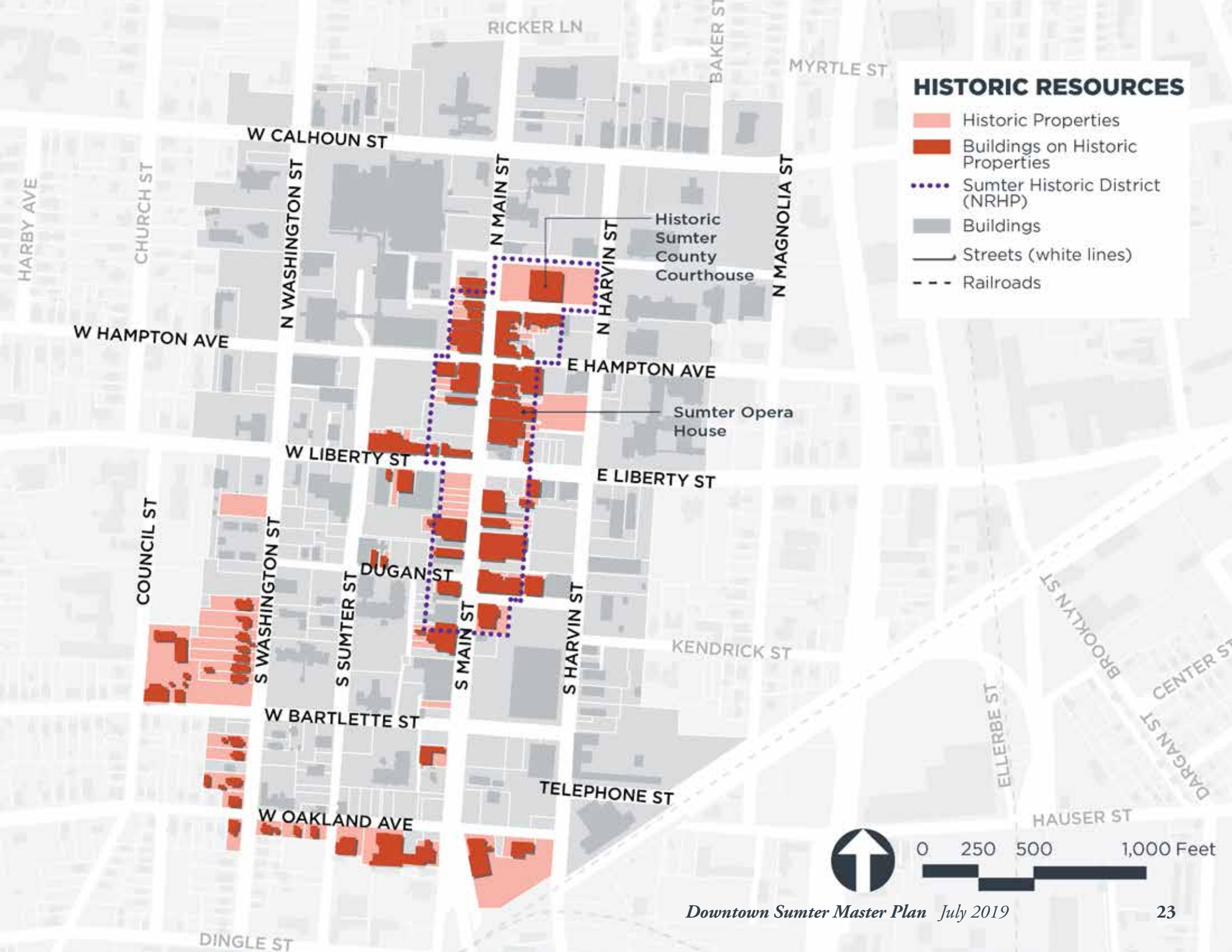
The City Hall / Opera House was built in 1893 after fire destroyed the original 1872 structure. The four-story Richardsonian Romanesque building is of brick construction with a buff stone façade. A large, round arch marks the entrance. A four-faced clock tower rises above the roofline, giving the building a height of over 100 feet. The City Hall / Opera House was individually listed on the NRHP in 1973 (*Source: 2010 Historic Resources Survey*).



Historic Sumter County Courthouse



Sumter Opera House



HISTORIC RESOURCES

- Historic Properties
- Buildings on Historic Properties
- Sumter Historic District (NRHP)
- Buildings
- Streets (white lines)
- Railroads

Connectivity

Roadways

The street network in Downtown Sumter is gridded, which makes the area well-connected; however, block sizes increase east and west of the Main Street and Liberty Street intersection. The most notable thing about the road network is that the average annual daily traffic (AADT) is low, with the most traveled street being W. Liberty Street at 11,600 vehicles daily. Most of the streets Downtown have four travel lanes, and some have a turning median. This is very wide for streets that have low traffic volumes. See pages 26-27 for existing street sections.

Sidewalks

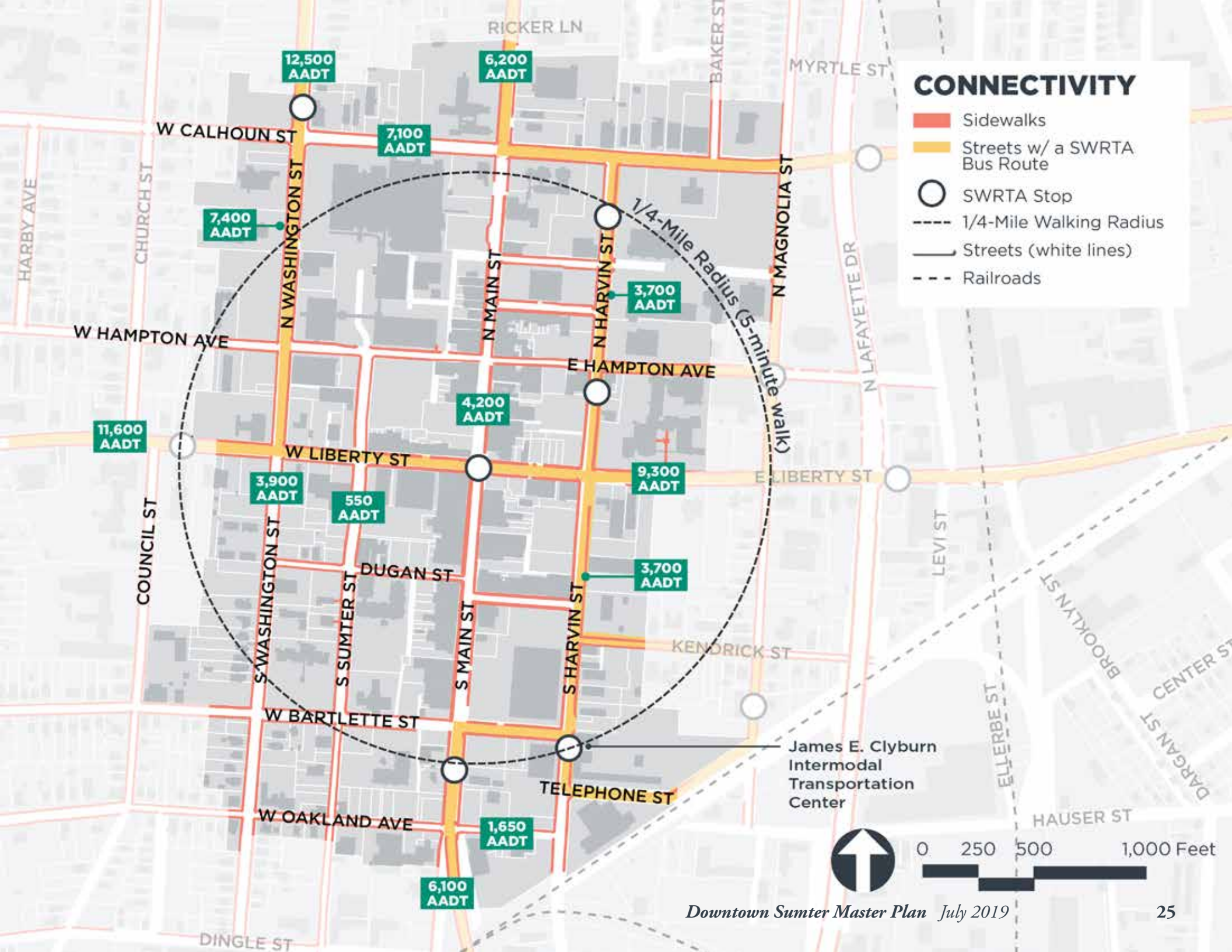
Downtown Sumter boasts a widespread network, with few gaps in coverage, though some are in disrepair or are narrow. Main Street has wide, brick-paved sidewalks that add character. The wide availability of sidewalks makes Downtown a more walkable district compared to other neighborhoods in Sumter. WalkScore, a metric that measures the walkability of neighborhoods based on the distance of nearby places and quality of pedestrian facilities, scored Downtown at 65. A score of 65 means that the area is somewhat walkable - some errands can be accomplished on foot. The map to the right shows that from the center of Downtown (Main Street and Liberty Street), most of the study area is within a quarter mile, or approximately a 5-minute walk (as the crow flies).

Bicycle Facilities

Although Downtown Sumter lacks formal bicycle facilities, WalkScore gives downtown a BikeScore of 66. A score of 66 means the area is bikeable due to the presence of some infrastructure. Some components of the transportation network contribute to the lack of biking in Downtown Sumter. The wide streets can be intimidating to cyclists due to cars traveling at high speeds. A low inventory of bicycle racks may prevent people from riding their bikes Downtown.

Transit

The Santee Wateree Regional Transportation Authority (SWRTA) operates in Downtown Sumter. Currently, seven bus routes operate in Sumter, and four commuter routes go between Sumter and the nearby cities of Camden and Columbia. All seven local routes operate in Downtown Sumter, and all originate at the James E. Clyburn Intermodal Transportation Center on S. Harvin Street. Routes run through Harvin Street, Liberty Street, Kendrick Street, Telephone Street, Magnolia Street, E. Hampton Avenue, part of Calhoun Street, and parts of Main Street. Headways for some routes are long — buses run during the peak morning hours, noon, and peak afternoon hours. Bus stops are located near major destinations and intersections, and are indicated by signage. Most recent data (2016) shows that ridership has been declining since 2011: nearly 154,000 passengers used SWRTA in 2011, and just over 100,000 passengers used the system in 2016 — a drop of nearly 53,000 passengers.



RICKER LN

12,500 AADT

6,200 AADT

MYRTLE ST

W CALHOUN ST

7,100 AADT

7,400 AADT

1/4-Mile Radius (5-minute walk)

W HAMPTON AVE

N MAIN ST

3,700 AADT

11,600 AADT

W LIBERTY ST

4,200 AADT

E HAMPTON AVE

3,900 AADT

550 AADT

9,300 AADT

COUNCIL ST

S WASHINGTON ST

S SUMTER ST

DUGAN ST

3,700 AADT

E LIBERTY ST

LEVI ST

S MAIN ST

S HARVIN ST

KENDRICK ST

W BARTLETTE ST

James E. Clyburn Intermodal Transportation Center

TELEPHONE ST

W OAKLAND AVE

1,650 AADT

6,100 AADT

HAUSER ST

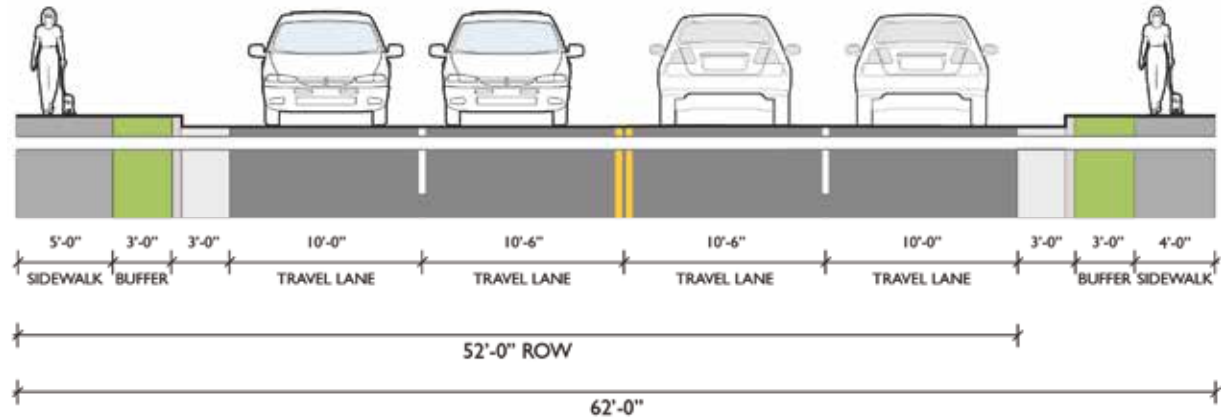
DINGLE ST

E. Bartlette Street



Facing East

NORTH

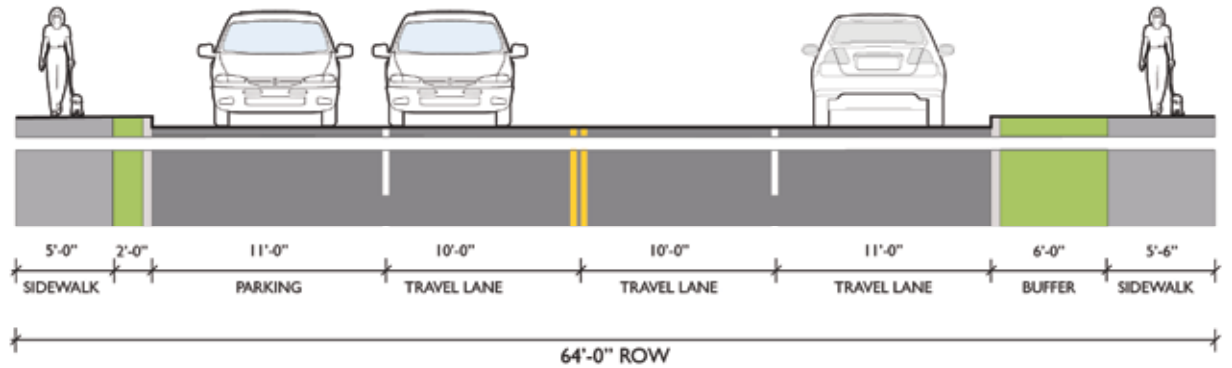


W. Calhoun Street



Facing East

NORTH

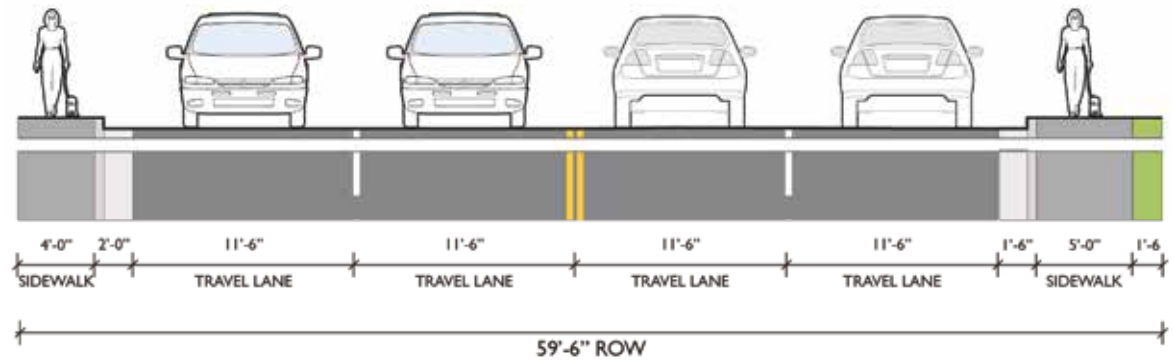


Sumter Street

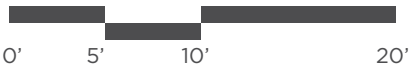


Facing North

NORTH



1" = 10'

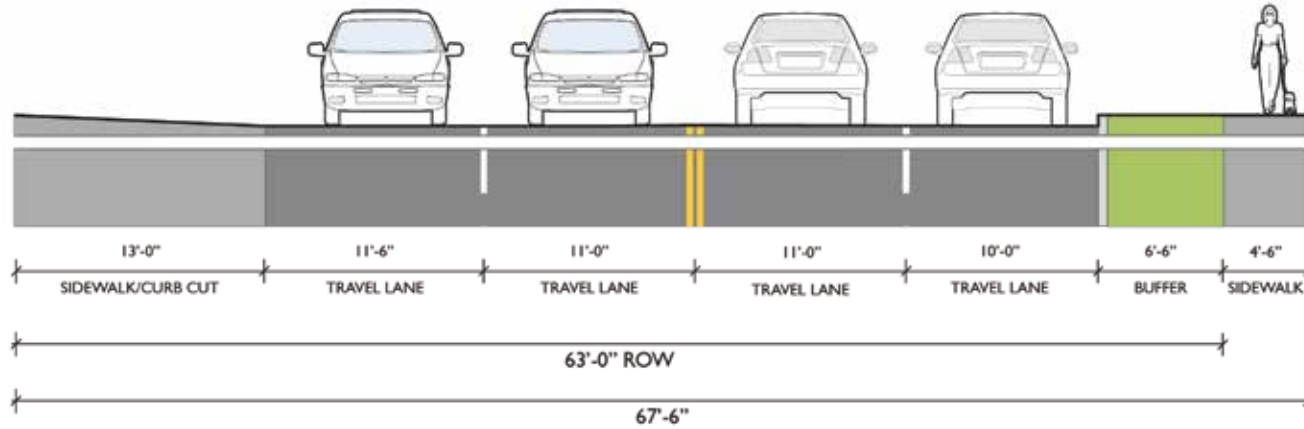


W. Liberty Street



Facing East

NORTH

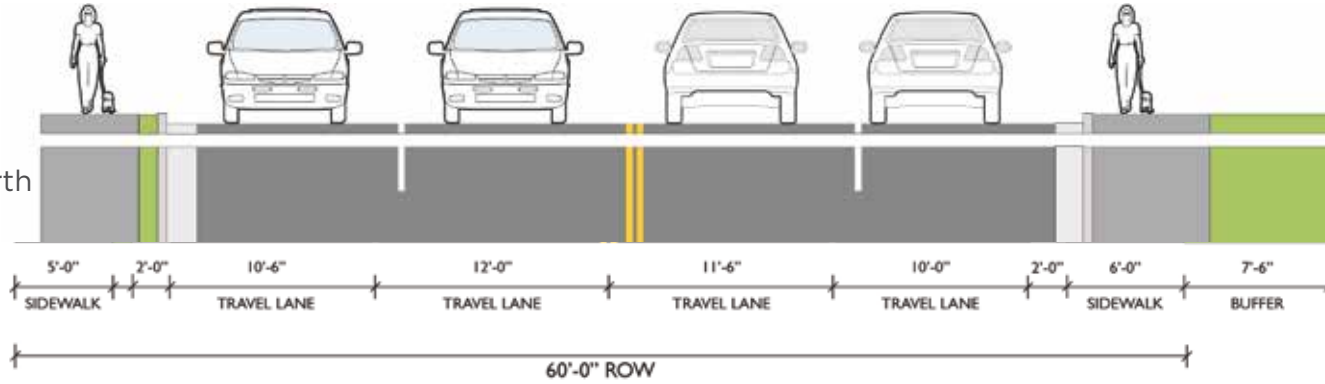


N. Harvin Street



Facing North

NORTH

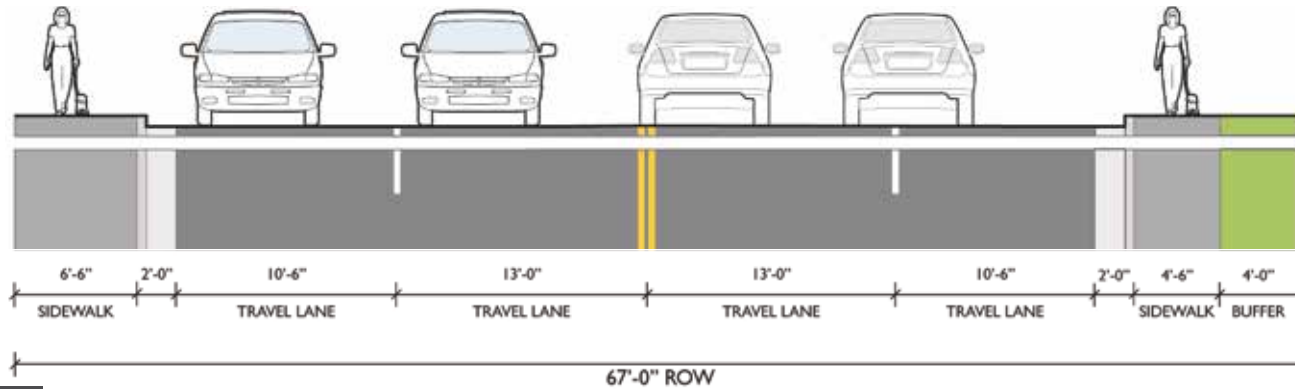


N. Washington Street

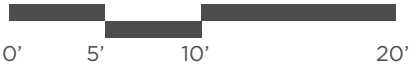


Facing North

NORTH



1" = 10'



Parking

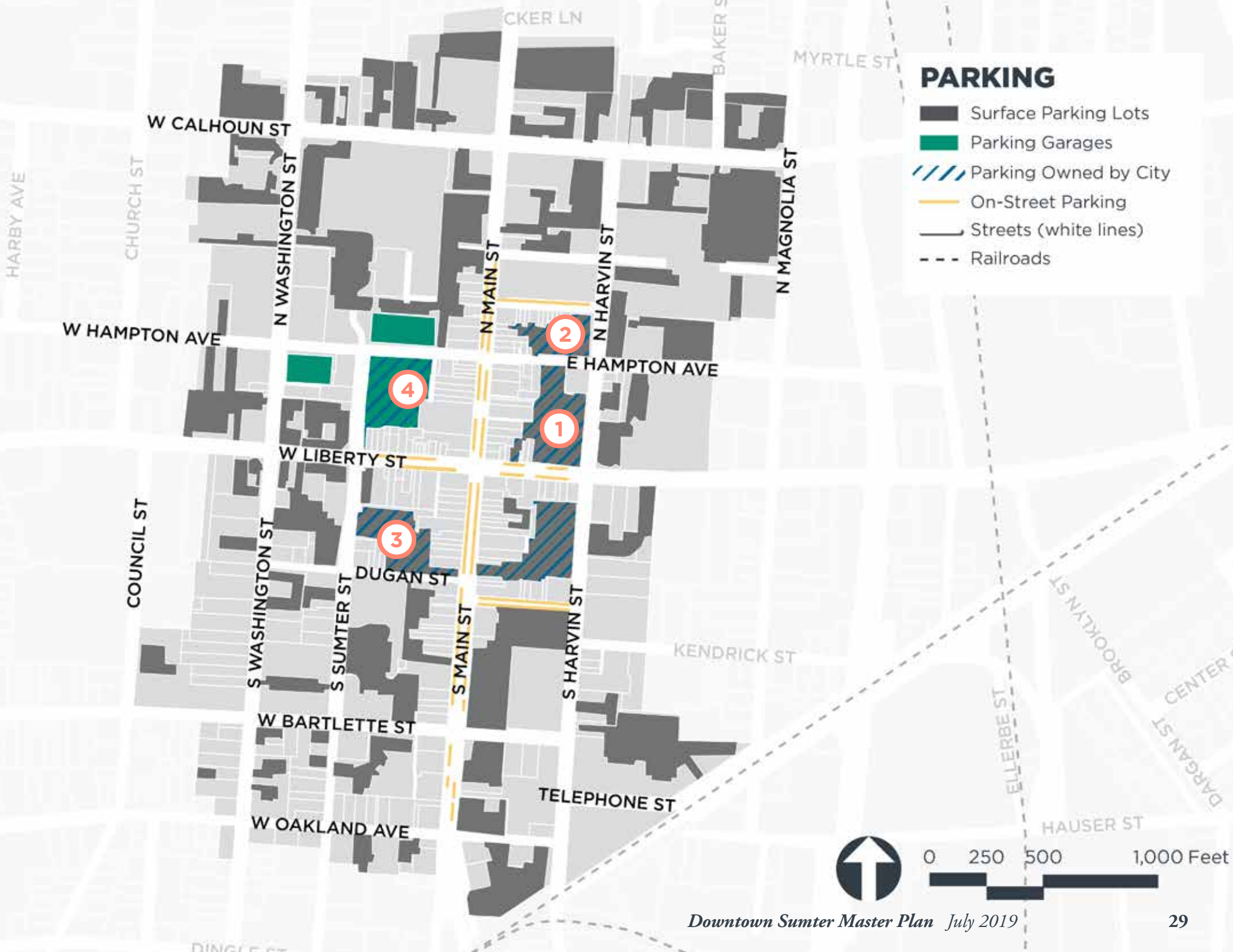
Below is a breakdown of parking spaces by type and amount.

Parking Type	Number of Spaces
Publicly-owned lots	453
Parking garages	200
On-street parking	211
Prisma Health Tuomey Hospital	1,182
Privately-owned lots	4,988
Total	7,034

A perception exists that Downtown Sumter has insufficient parking to satisfy daily activities, despite traffic volumes being quite low. In September 2017, the City of Sumter took inventory of its publicly-owned parking lots and on-street parking spaces to determine the average level of utilization (the percentage of occupied spaces during peak periods). The results are below.

Lot / Street Location	Number of Spaces	Rate
(1) Opera House	146	66%
(2) Hampton / Harvin	42	87%
(3) Liberty Center & Dugan	133	59%
Main Street	141	56%
Law Range	16	75%
Liberty Street	24	45%
Caldwell Street	20	33%

The “magic number” for utilization rates reflecting insufficient parking is approximately 85%. For example, if a parking lot’s average utilization rate is 85% or higher, demand may exceed available parking on any given day. In Downtown Sumter’s case, utilization rates do not indicate a parking problem for publicly-owned and operated parking lots and on-street parking spaces. The only lot that exceeds the 85% threshold is Hampton Avenue at Harvin Street at 87%, which could be because it is the smallest publicly-owned surface parking lot. These numbers do not necessarily mean that the existing parking supply is adequate — the utilization rates of other privately-owned lots are unknown. Moreover, the issue with parking may lie in its management and signage, rather than supply. The new parking garage (number 4 on the map on the right) at the corner of Sumter Street and Hampton Avenue may have eased perceived or real concerns with parking supply since the City’s study was completed. The current supply of public parking does not have any time limits, nor does the City charge for parking. These methods encourage more turnover during peak hours and keep parking spaces available.



A Changing Downtown

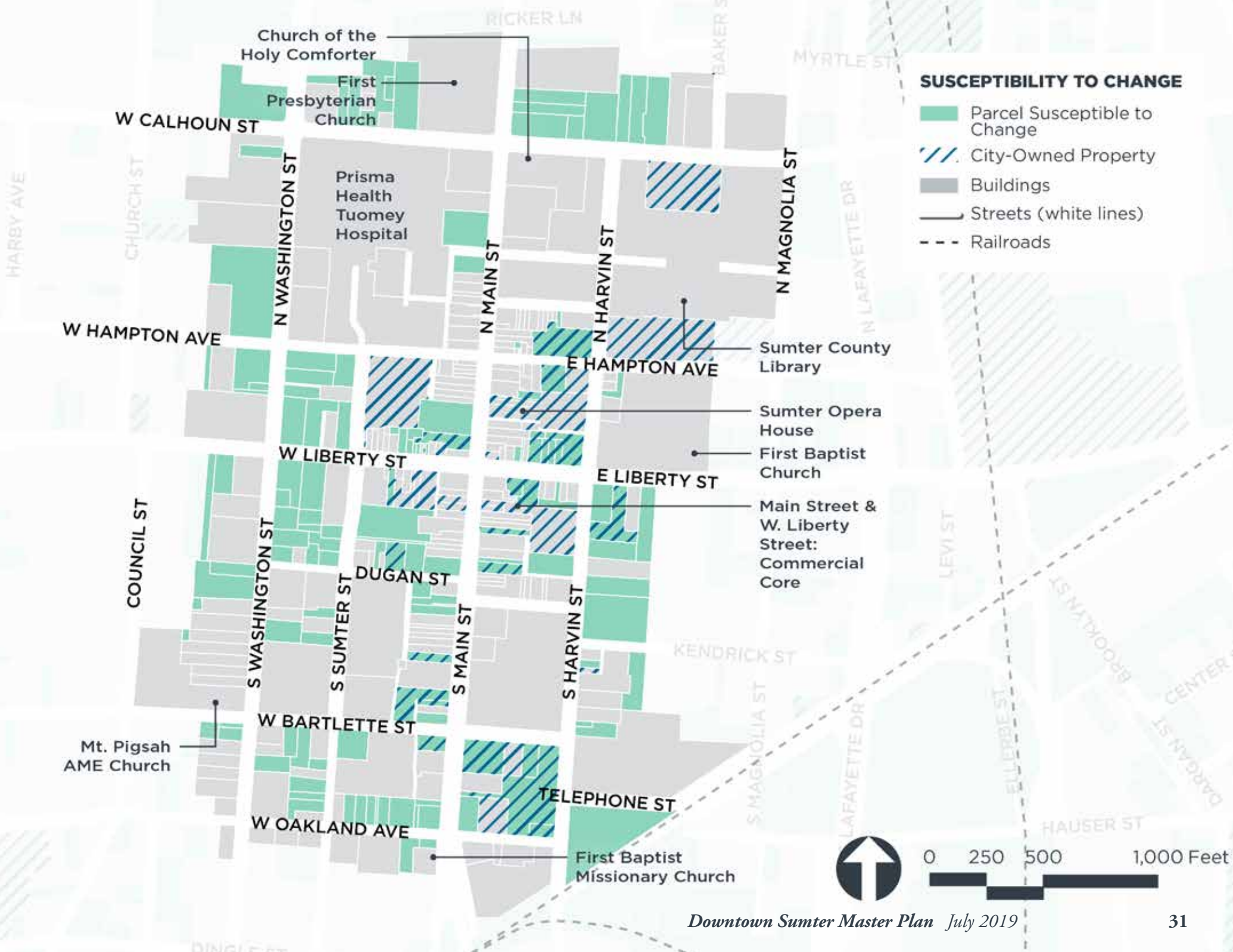
Susceptibility to Change

A useful planning tool is analyzing each parcel's susceptibility to change. This analysis informs which parcels are ripe for redevelopment. A parcel that is determined to be susceptible to change typically includes vacant property, under-utilized buildings, and dated properties with incompatible uses. Residential properties are typically exempt from this analysis. However, the results of this analysis do not mean development will occur on those specific properties, or only on those properties.

Susceptibility to change is determined by first examining land values and improvement values (value of buildings). If the land value is greater than the improvement value, the property is susceptible to change. These parcels are mapped and verified through site visits.

The map on the right shows which parcels in Downtown Sumter are susceptible to change and which properties are owned by the City of Sumter. Properties owned by the City may be prioritized for new development.





Capital Improvement Projects (CIP)

In 2014, Sumter County residents voted on a referendum (Penny 4 Progress) to increase County sales tax by one cent to fund \$75.6 million of capital improvements throughout the county between 2016 and 2023. For Downtown Sumter, these improvements included:

- An addition to the County Administration Building;
- Demolition of distressed structures (109 S. Harvin Street);
- Streetscape improvements to Manning Avenue;
- Streetscape improvements to N. Main Street;
- Renovations to Liberty Center offices and nearby buildings;
- Intersection improvements along Washington Street at Liberty Street, Hampton Avenue, and Calhoun Street, that include lighting and ADA upgrades; and
- Restoration of the historic Sumter County Courthouse (in progress).

Other Penny 4 Progress projects near Downtown include acquiring the old *Item* / Osteen Publishing Company building and turning it into offices for state agencies and renovations to the Carnegie Library.

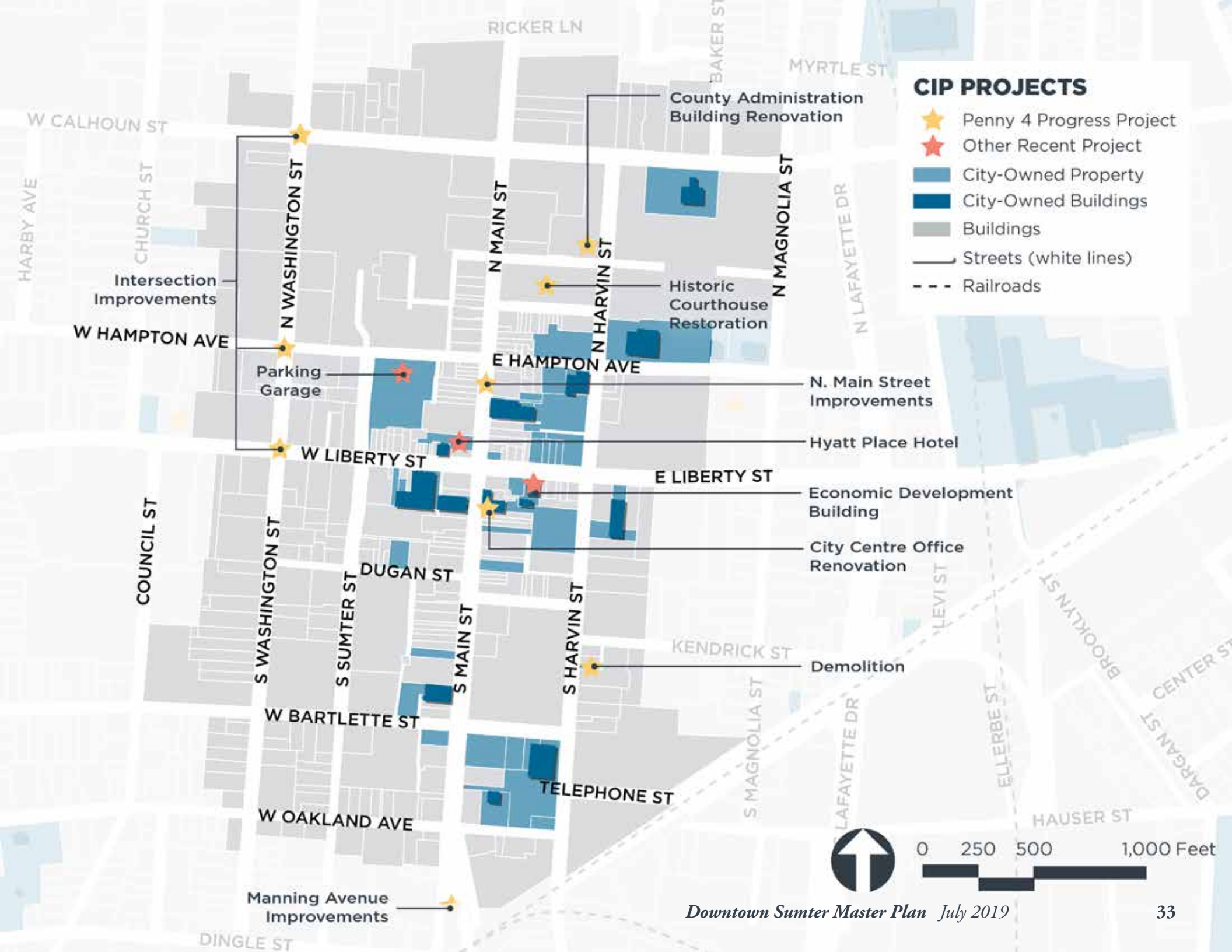
Recent Projects

In 2017, the City opened a new parking garage on the corner of W. Hampton Avenue and N. Sumter Street. The garage has 200 spaces free for the public to use, which doubled the number of spaces that were in the surface parking lot that it replaced. The garage was designed to blend in with adjacent buildings, and won Main Street South Carolina's Excellence on Main Street Award.

In March 2018, the new Sumter Economic Development building was completed. The building has a contemporary style that stands out among Downtown's historic buildings. In spring 2018, the Hyatt Place Hotel opened in Downtown Sumter.



Economic Development Building



CIP PROJECTS

- ★ Penny 4 Progress Project
- ★ Other Recent Project
- City-Owned Property
- City-Owned Buildings
- Buildings
- Streets (white lines)
- Railroads

County Administration Building Renovation

Historic Courthouse Restoration

N. Main Street Improvements

Hyatt Place Hotel

Economic Development Building

City Centre Office Renovation

Demolition

Manning Avenue Improvements



MARKET ANALYSIS & DEMAND



Analyzing the market and current trends informs what is possible in Downtown Sumter.

Existing Market Conditions

Demographic Conditions

The initial review of demographic data analyzed population and household characteristics as well as growth patterns and the investment climate. To estimate the market supported by local residents, a Primary Market Area (PMA) is identified as the area whose residents are most likely to be drawn to the Downtown (map on page 35).

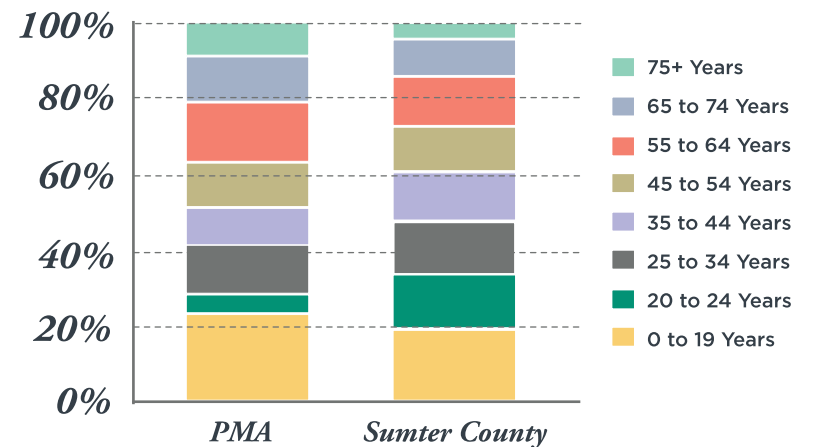
- Data from the Census shows a loss in population for the City of Sumter between 2010 to 2018 (nearly 1,000 residents lost). As would be expected, the smaller areas of the study area and Primary Market Area also lost roughly 3 and 1 percent of their residents,



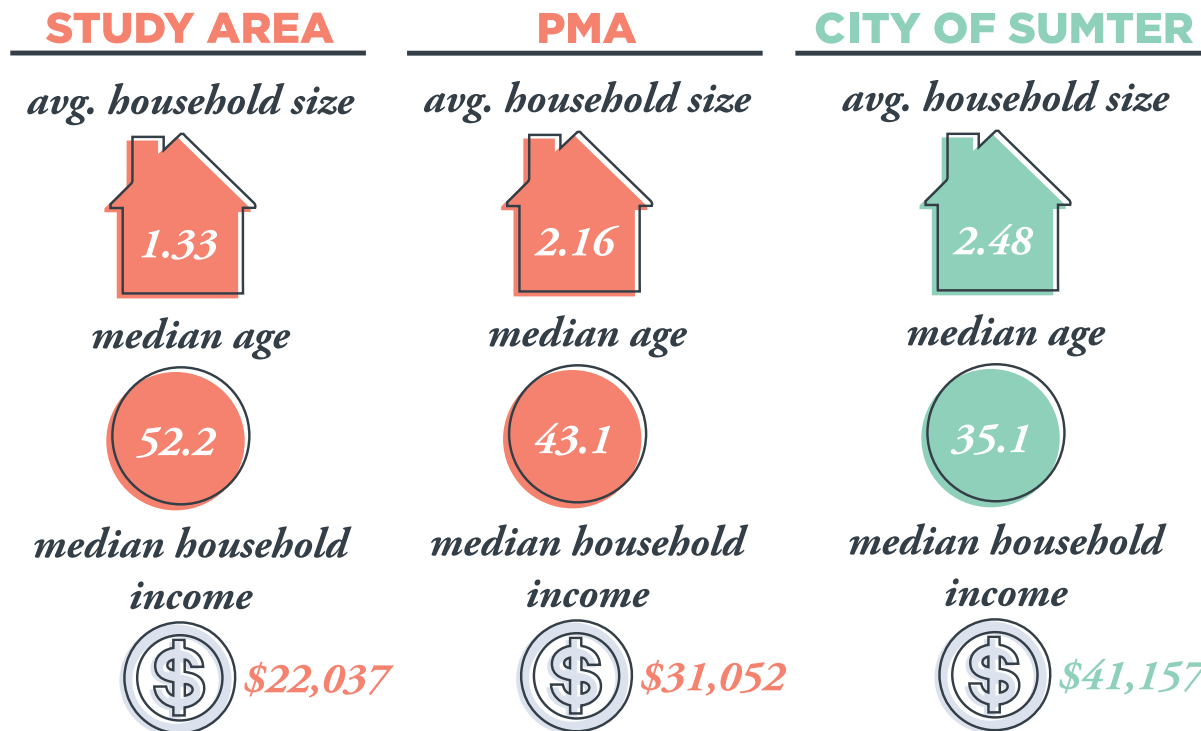
respectively. The slower growth within Sumter County reflects its primarily rural nature.

- A review of the population age distribution shows fairly even distribution over all the age cohorts with those between the ages of 20 to 34 years representing 17.7% in the Primary Market Area (PMA) as compared to 14.4% in the study area. This reflects a difference from national trends in smaller urban communities and downtown cores in which these younger age cohorts tend to represent one-quarter of all residents.

Population Distribution by Age, 2018



- The City of Sumter has a diverse population with 44.9% White, 48.7% Black, and 4.3% Hispanic. From 2010 to 2018, the White and Black shares of the City’s population each fell slightly by 0.4%, as other minority groups expanded. The PMA population consists of 38.6% White and 56.6% Black residents.
- In both the PMA and study area, the average household size was small at 2.16 and 1.33 persons, respectively. Households were larger in 2018 with an average household size of 2.48 people citywide and 2.59 people in Sumter County.
- Unemployment rates for South Carolina, the City of Sumter, and Sumter County remain stable and below the national average with a 3.3% average rate in the state, as compared with 3.9% in the U.S. at the end of 2018. The City of Sumter and Sumter County’s unemployment rate stood at 7.9% at year-end 2018.
- According to ESRI, households within the City of Sumter



and Sumter County had modest median household incomes ranging from \$41,157 (city) to \$43,486 (county) in 2018.

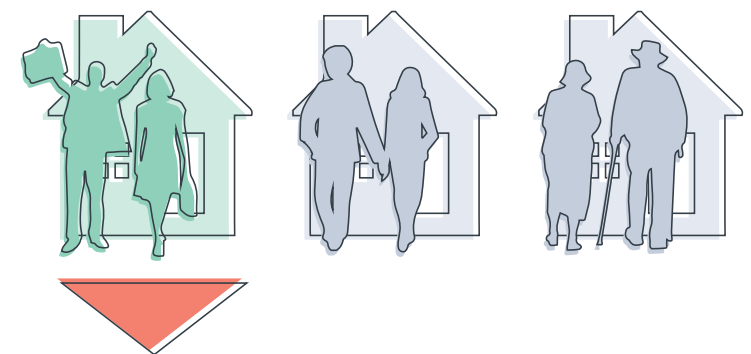
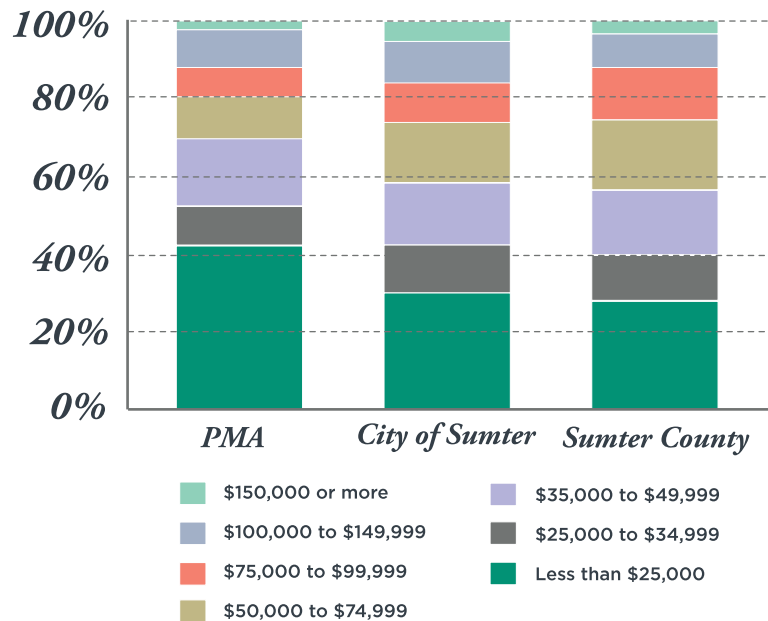
- The presence of the Shaw Air Force Base employs more than 10,500 military and civilian personnel, impacting area incomes. Both the study area and PMA household incomes reflect a relatively high number of low-income households, with 42.5% of PMA households and 54% of study area households earning less than \$25,000. As would be expected, the percentage of households earning more than \$150,000 is higher in the city — 6.4% of all city households.

- Resident-based employment by occupation and industry for the most recent year indicates that 56.9% of city residents work in white-collar professional jobs.
- The suburban development pattern of the city suggests that access to employment centers requires workers to drive personal vehicles, carpool, or use the SWRTA bus service.

Residential Conditions

- The performance of new apartment complexes by the Air Force Base demonstrates the demand for newly constructed apartments.
- Though many Millennials postponed purchases of new homes, new statistics show that the older age cohort in newly formed households have renewed interest in for-sale options. One-third of ownership sales in the U.S. are to those 37 years of age or younger.

Households by Income, 2018



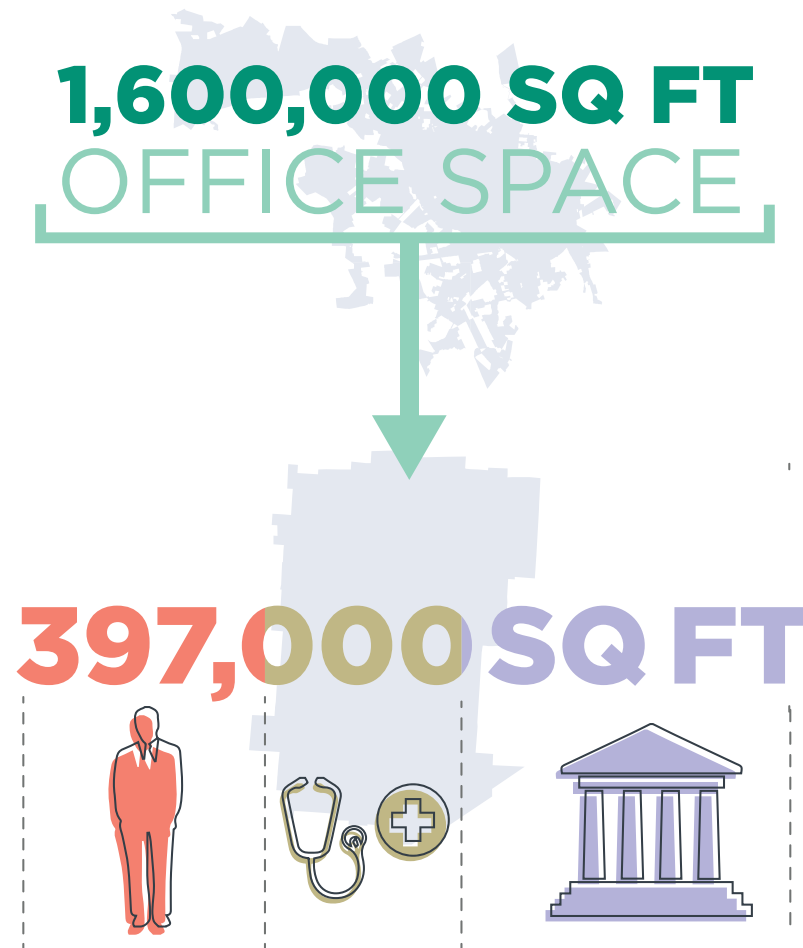
1 out of 3
home sales are to those
under the age of 37

- Efficient, modern, and well-designed townhouses offer a desirable product for first-time homebuyers.

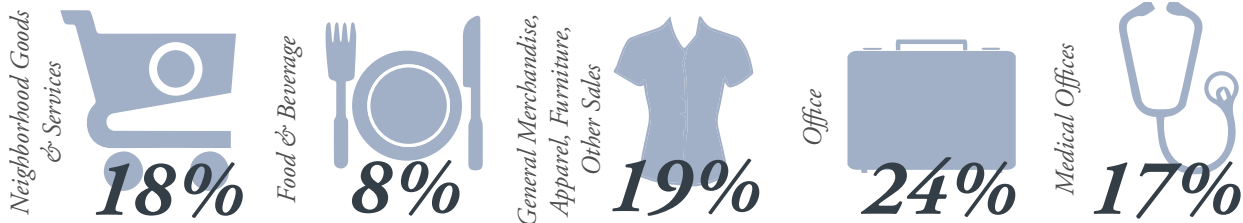
Office Conditions

The analysis of market support for commercial space considers both historic absorption and development data for Sumter County and its Downtown submarket:

- The City of Sumter includes roughly 1.6 million square feet of commercial office space with approximately one-quarter of the space in Downtown. Roughly one-third of Sumter’s office space is in small buildings with less than 5,000 square feet.
- The Downtown Sumter office market encompasses a total of 300,000 square feet of space, of which the largest percentage – 24% or 136,500 square feet – houses professional businesses, such as lawyers, realtors, architects and investment office space. Major Downtown office tenants include the institutional anchors — County Administration and Courts, City offices, and *The Item*, the local newspaper.
- Medical office space constitutes an estimated 97,000 square feet of space in more traditional low-rise medical facilities, clustered toward the hospital along Calhoun Street, Hampton Avenue, and Liberty Street.



CURRENT RETAIL MIX



13-14%
of space is vacant, underutilized, or held for occasional use

Retail Conditions

- Retail development occurred outside of the Downtown core with roughly 28% of the Class C space built in the 1980s. This is a fairly common development trend in smaller cities that allowed residential development to follow major thoroughfares. As the residential growth spread, retail development followed the residential rooftops.
- The study area has an estimated 102,000 square feet of neighborhood goods and services.
- In general, the commercial spaces along the Main Street corridor are sparsely occupied, and with higher vacancy rates at the southern end.

Demand Potential

Residential Demand

Downtown Sumter possesses many of the authentic characteristics of a busy commercial heart of

the community with government, medical, and educational anchors still active in Downtown today. However, the long-term success of Downtown's commercial health depends on increasing the nearby population. This makes the need for additional residential development to build back the core a critical finding of the market analysis. Local county and city governments across the country are exploring and experimenting with new funding tools to fill the gap between the escalating costs of maintaining aging infrastructure and the dwindling revenues being generated by traditional sources, in particular as growth sprawls further from city centers. For Sumter, the location of Shaw AFB and highway development patterns pushed growth outside Downtown and continues to offer the most competitive location for newly-constructed greenfield homes near Shaw AFB and elsewhere, undercutting the potential in Downtown Sumter.

City policies to restrain further sprawl would benefit the city as a whole and Downtown.

- Research suggests that Millennials and Baby Boomer population cohorts are increasingly seeking more walkable communities with easy access to amenities and are willing to accept smaller housing units.
- Pricing for these new market-rate rental projects tends to be higher than achievable rents in Downtown Sumter. Rental housing in downtowns capitalize largely on the desire for walkable amenity-rich communities.
- Shaw Air Force Base has the greatest potential to generate demand for housing in Downtown Sumter by virtue of its size and the turnover among its staff. Their Base Allowances for Housing provide sufficient rents to support new rental units in Downtown Sumter.
- Options for hospital staff and some shared roommate options for the local college students may support additional residential



20-25
units annually

demand for Downtown Sumter housing alternatives.

- Opportunities for these three target groups would include an estimated 20 to 25 new rental apartments and for-sale housing units annually.

Office Demand

Overall, the Sumter office market is stagnant, reflecting demand only from the regional economic development efforts that have targeted the commercial strip redevelopment (along Routes 76 and 378). Office tenants tend to require prominent locations, excellent access to transit and transportation corridors, proximity to high-quality retail and supportive services, state-of-the-art building systems, and high-quality finishes. The only supportable types of office space with potential in Downtown Sumter are neighborhood-serving offices, such as those that exist along Main Street, Liberty Street, Calhoun Street, and offices tied directly to the presence of institutional anchors (e.g., the hospital and government).

- Under the current, very competitive market conditions, Downtown Sumter cannot expect to compete successfully for significant blocks of new office space, but over time with the addition of more residents, it may be able to entice further office demand.
- In the mid- to long-term, Downtown may attract entrepreneurs and small business operators who find an inherent appeal in

interesting spaces, especially the reuse of the older commercial buildings along Liberty Street, or near the community college or hospital.

Retail Demand

Retail development requires access to customers, visibility from major thoroughfares, and sufficient daytime population to support consistent sales. Retailers have specific population density and household income spending level requirements, and they heavily consider nearby competition when selecting sites. As the entire brick-and-mortar retail market continues to shrink in response to consumers' ability to access products and services online, these site selection criteria continue to weed out less competitive locations. While Downtown Sumter creates a pleasant retail environment, the investment of local entrepreneurs provides ample retail opportunities for the limited market. In the near-term, these existing retailers will need additional customers (mainly residents, but also visitors).

- 15% of household purchases originate from the workplace. The two largest groups of employees in Downtown Sumter include government workers and hospital staff.
- Research indicates and interviews with local hospital officials support the conclusion that the time constraints on hospital staff limit time outside the hospital and potential retail spending.

- A survey of government workers found that roughly 58% were not satisfied or were dissatisfied with retail offerings in Downtown Sumter.
- Roughly 63% of the surveyed government workers reported leaving their workplace and driving to competitive retail environments to run errands or purchase food.
- Nationally, the retail marketplace is changing rapidly due to competition from e-commerce and customers' evolving shopping patterns. Decades of rapid retail expansion have left the nation over-retailed.
- Downtown Sumter's retail climate will be best served by the addition of more residents and careful maintenance of existing infrastructure.



63% daytime government workers **leave Downtown** during the day for errands and lunch

Seven Keys of Successful Retail Streets



Clean & Safe



Walkable



*Anchored by
Generators*



Programming

Downtown Sumter remains clean and safe. Statistics provided by the Sumter police department indicate a relatively crime free environment. Residents, business owners, and visitors alike report a highly walkable community.



Appropriate Mix



Retail Clusters



Active (10am - 10pm)

As infill residential development increases, demand for retail uses in Downtown with the appropriate mix of space to meet these customers needs will naturally occur. It is important to note that the current retail mix reflects demand for different customer bases for retailers south of Liberty Street as compared to the destination-driven retailers along N. Main Street and Liberty Street. **Downtown Sumter needs to continue to drive focus to this intersection for healthy retail clustering.**



02. PUBLIC OUTREACH



Outreach Process

Focus Groups & Citizens Working Group

Public Kick-off Meeting

Survey Results

3-Day Design Workshop

Final Public Open House

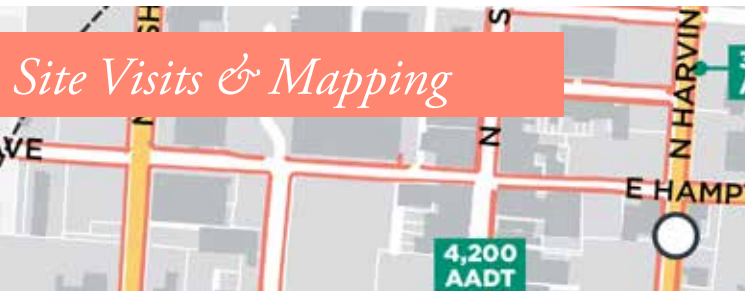
OUTREACH PROCESS



A coordinated and participatory public engagement process enhances a study's success and timely implementation.

The diagram below summarizes the public outreach through each state of the planning process. The stakeholder interviews (described on page 47) took place the day of and day after the Kick-Off Meeting, and allowed the consultants to spread the word about the Kick-off Meeting, Design Workshop, and survey to key community members.

ONLINE & PAPER SURVEYS



December 2018 - January 2019

- Visit Downtown Sumter to analyze physical conditions
- Create and analyze maps of Downtown Sumter



January 29th and 30th, 2019

- Conduct focus group interviews
- First meeting with the Citizens Working Group (CWG)
- Kick-off Meeting with community to introduce the process and collect information on key issues and opportunities
- Meet with City Council



Marketing materials were distributed throughout the process.



Design Workshop

MARKETING & OUTREACH

COORDINATION WITH CITY OF SUMTER

Design & Plan

February - April 2019

- Review information from Kick-off Meeting
- Meet with CWG during Design Workshop
- 3-Day Design Workshop with community to produce design and planning concepts, present preliminary findings, and receive feedback
- Meet with City Council

Final Recommendations

April - June 2019

- Refine recommendations from Design Workshop
- Present to the public at the Final Plan Open House
- Present recommendations to City Council

Stakeholders

Citizens Working Group

Members of the Citizens Working Group (CWG) were identified and selected by the City of Sumter planning department staff. These 23 individuals represented a wide array of interests within the broader community, and were assembled to provide targeted input and advice and serve as a sounding board in the review of documents and recommendations. The group met twice:

- January 29th, 2019, at the City Centre
- April 2nd, 2019, at the City Centre

Targeted Audiences

As part of the public engagement process, a comprehensive contact list of targeted audiences was developed to assist with interaction, engagement, and dissemination of project information as directly and clearly as possible. The list was developed in partnership with the City and community organizations, and continued to expand as the engagement process moved forward.

Focus Group Interviews

From the list of CWG members and targeted audiences, focus groups were formed. These groups included:

- City and County officials;
- Select high school student leaders;
- Sumter County Schools;
- Downtown church groups;
- Service leaders;
- Neighborhood leaders;
- Downtown business owners; and
- Arts and culture organizations.

Meetings with each focus group were held on January 29th - 30th, 2019. During each meeting, the planning team gathered detailed information on existing conditions, on-going efforts, issues, and challenges, as well as the participants' aspirations for the future from a personal perspective.

Major points gathered from the interviews are summarized to the right.

Summary of Focus Group Interviews

General Comments

- Sumter is a great town, but there's room for improvement.
- Residential development is needed.
- Downtown needs to offer something for every age and every income level.

Positive Things About Downtown

- Great restaurants.
- Beautiful, historic, vintage look.
- There's been lots of private investment, and the City is working hard on infrastructure to attract more investment.
- The new hotel has been beneficial.

Negative Things About Downtown

- Restaurants don't cater to youth, close early, and aren't open on Sundays to accommodate the church crowd.
- There is a lot of retail space, but it is not maintained. Some shops are too expensive for the average person.
- Property owners are holding onto properties that are not being used until they can sell for more money.

Things to be Improved

- Need people to live Downtown, which will help increase the tax base.
- No incentives exist for developers to build southwest of the Main Street and Liberty Street intersection.

- Lack of venues and restaurants that can accommodate large groups in town for conferences at the Hyatt.

Public Safety

- There is a lot of traffic on Liberty and Main Street.
- High rate of resident turnover.
- Need more ways to get fire trucks and ambulances around.

Student Life

- High school students are not coming Downtown because few places cater to them.
- Not many places for high school or college students to work part-time.
- City events aren't always geared toward older kids or students.
- CCTC students and young professionals want places to live Downtown and places to hang out; faculty and staff want places to go with their families.
- Morris College wants to be more associated with the City and Downtown.

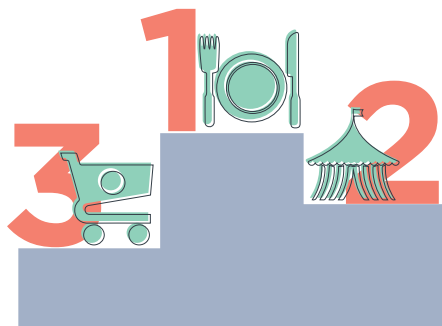
Arts & Culture

- The biggest problem is the distribution of information and receptiveness from the community.
- Arts and culture is a huge part of economic development, but it's not a priority.
- Arts and culture organizations used to have more support from businesses and philanthropists.

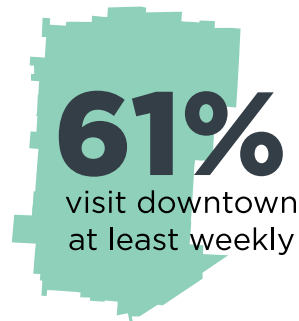
Survey Results

An online survey was available from January 29th through April 5th, 2019. Paper surveys were offered at the Kick-off Meeting and Design Workshop, and they were available at the City Centre for people to complete.

A total of 638 surveys (paper and online responses) were received. The survey included questions about how people use Downtown Sumter, what people want to see more of in Downtown, and the extent of improvements to the transportation network needed. An optional section asked respondents demographic questions about themselves. Approximately 95% of respondents answered those questions. Based on the data received, the city's population composition is not well represented by those who responded to the survey. The infographics on the following pages illustrate the survey results.



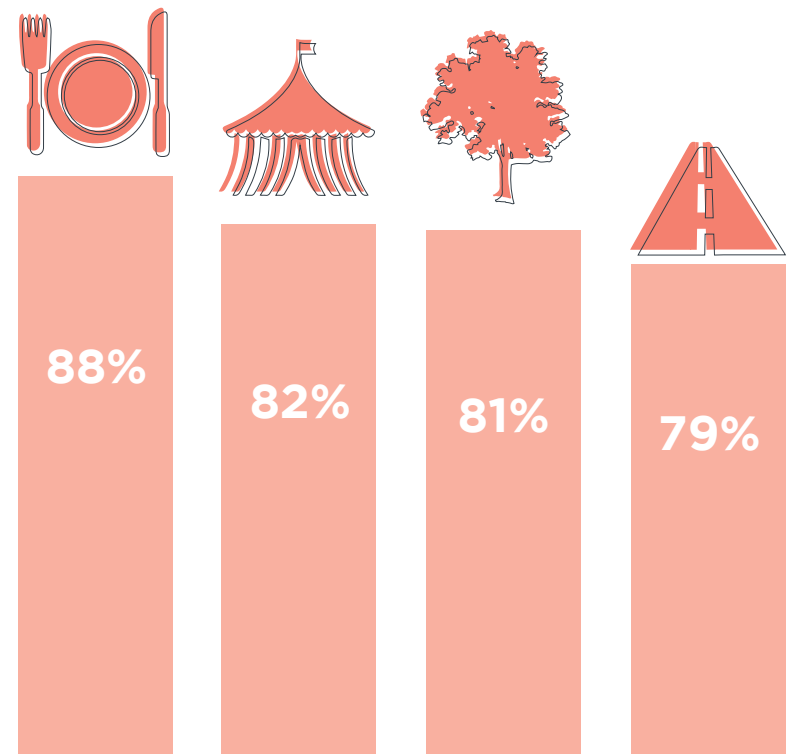
The top 3 reasons to visit Downtown Sumter are restaurants, special events, and errands, respectively.



19% visit daily, and 18% visit less than once a month.

How to Revitalize Downtown Sumter?

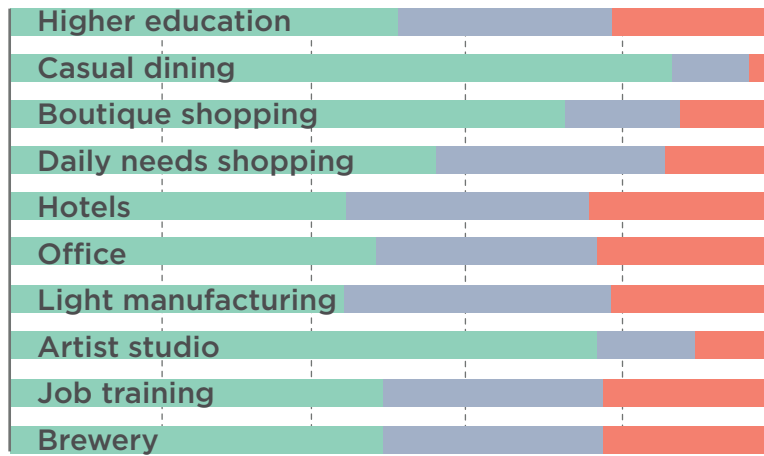
Respondents were asked which options they wanted to see more of in Downtown (see page 50). This question was repeated in the Ball / Basket exercise at the Design Workshop's pop-up events (page 56). Housing was divided into apartments, condominiums, and townhouses. Top results were restaurants, special events, parks / plazas, and streetscape improvements. Because respondents indicated coming to Downtown Sumter for restaurants and special events, adding more of those would likely attract more visitors.



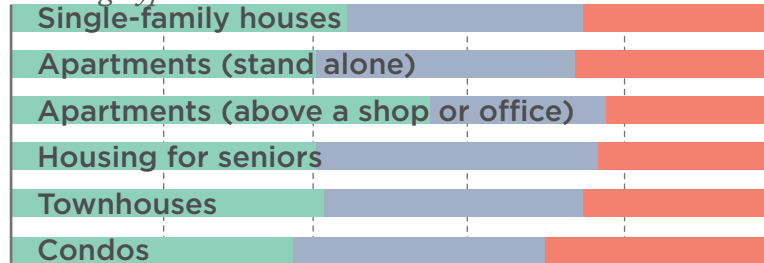


Two of the questions of the survey asked “What one word would you use to describe Downtown Sumter today?” and “What one word would you use to describe what Downtown Sumter could become in the future?” The above graphics illustrate the words that people wrote more than once. The size of the words represents how frequently that word was written relative to the others. Some of the initial words have a negative connotation, but most are positive and make mention to the prior investments the City has made Downtown. The second question uncovered respondents’ increased optimism for Downtown Sumter.

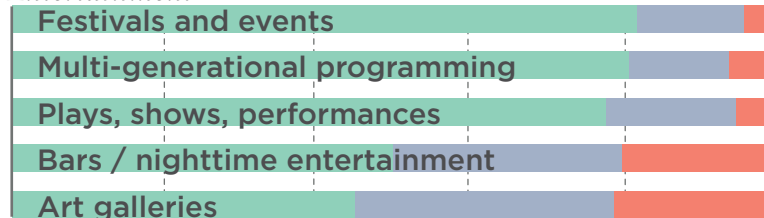
Businesses



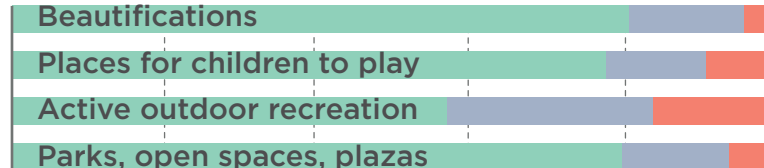
Housing Types



Entertainment



Recreation

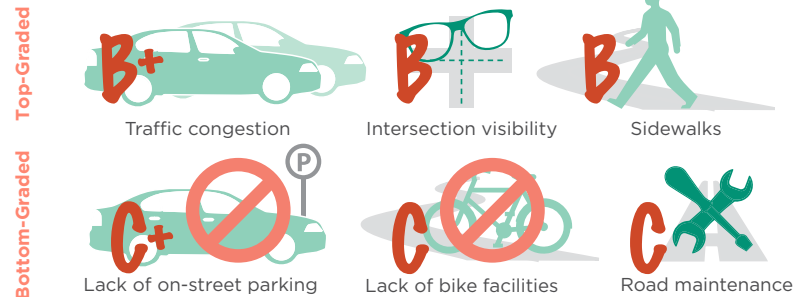


More, The Same, or No Opinion?

Multiple questions asked what respondents would like to see more or the same of in Downtown Sumter, or if they had no opinion (see chart to the left). Most respondents (more than 50%) wanted to see more of all options, except for hotels (44% would like to see the same, and 24% had no opinion) and light manufacturing / industrial spaces (44% would like to see the same, and 35% had no opinion). Other questions asked the same about different housing types. Most respondents (more than 50%) would like to see more apartments above retail or office space; however, approximately 40% of respondents wanted to see more townhouses and condominiums. The remaining 60% wanted the same amount, or had no opinion.

Transportation Issues

Respondents were asked to grade different components of Downtown Sumter’s transportation system. Top graded components include lack of traffic congestion, good visibility at intersections, and sidewalk connections. The components that received the most failing grades include road maintenance, lack of bicycle facilities, and lack of on-street parking.



Key Survey Findings

The following overarching points were gathered from the survey response data and were supported by comments at the Design Workshop (pages 56 to 59) and the stakeholder interviews (pages 46 to 47):

- There is a lot of positivity and optimism about Downtown Sumter's future.
- Friendly people and the small town feel make Sumter a great place to live and work.
- The historic charm is very important to the city, but there is support (59%) to incorporate new, more modern buildings into the Downtown.
- Increased walkability is desired.
- Bicycle facilities are desired.
- More housing is needed Downtown. Although 62% of respondents indicated that they do not want to live Downtown, 28% of respondents want to live in an apartment or loft above commercial space or a townhouse, and 26% would live in a home on a small lot.
- There needs to be more businesses and programming geared toward young professionals, local college students, and high school / middle school students.
- Parking is not well distributed, leading to a perceived parking problem.
- Safety is a big concern.

Student Survey

A separate survey was developed for middle and high school students living in Sumter. The survey asked questions about what they felt was missing in Downtown Sumter, what kind of jobs they would like to have (if they were of legal working age), and what kind of improvements they want to see Downtown. Below are the results from that survey.



47
responses



67% are
8th graders



1st

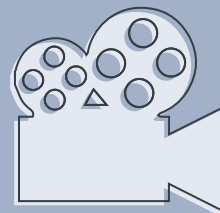


2nd



3rd

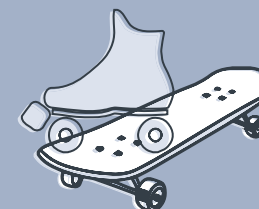
Respondents report coming to Downtown Sumter to pass through, to shop, and to attend special events. They want to see more:



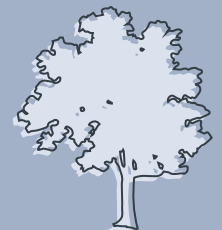
Movies



Restaurants



Skating

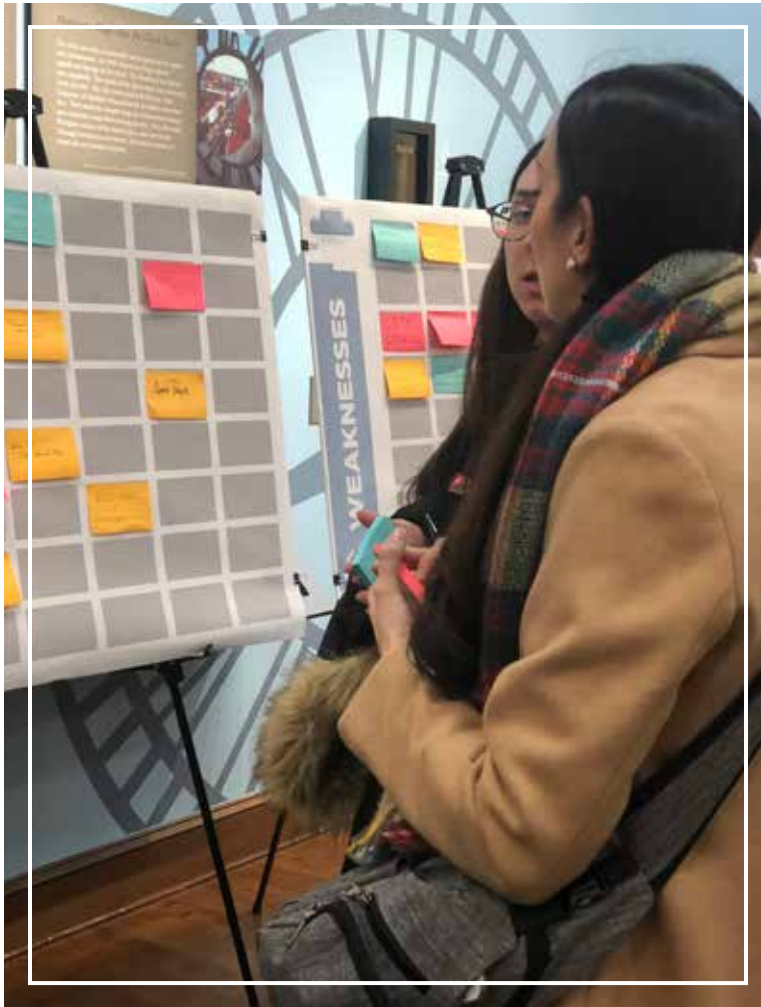


Parks

KICK-OFF MEETING



The Kick-off Meeting allowed the Planning Team to meet with members of the community and receive input on what they want to see in Downtown Sumter.



The Kick-off Meeting took place on Monday, January 29th, 2019, at the City Centre in Downtown Sumter. Approximately 35 members of the community were present.

The Planning Team presented the initial analysis of Downtown Sumter's land use, transportation, and market conditions, and introduced the planning process.

After the presentation, attendees participated in hands-on activities that facilitated conversation about Downtown. One activity was a Strengths / Weaknesses / Opportunities / Threats (SWOT) analysis (results are on the table to right). Boards for each topic were placed around the room, and participants shared their opinions using sticky notes. The other activity was a visioning exercise that asked participants to do two things: place stickers on a map to mark areas needing attention, and place a flag on landmarks that hold special meaning to the community or are posing a safety concern. Results of this activity can be found on the following pages. Surveys were also provided via hard copy and on tablets, and comment cards were available

Strengths	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none"> • Historic buildings • Beautiful, old trees • Walkability and existing attractions • Plenty of arts with the Sumter Little Theatre and Opera House • Memorial Park • Friendly, helpful people • Hampton's Restaurant • New growth and young families • Military display at the transportation center • Thoughtful development of Downtown • Economic development and the Chamber of Commerce 	<ul style="list-style-type: none"> • Lack of variety, particularly with nightlife and food • How can we stop people from shopping out of town? • Not much lighting at S. Main Street bridge • Lack of activities for young adults • Need more variety of restaurants in price point and in international cuisines • City is not open to new industries • Lack of summer jobs for local students 	<ul style="list-style-type: none"> • Build new development on vacant land • Bury utilities • Shared office spaces • Improve pedestrian access to Downtown from surrounding neighborhoods • Older buildings need a face-lift • Movie theatre • Soda shop • Playground at Memorial Park • Space for new industries, especially technology • More retail Downtown • Modern buildings that mix in with older buildings 	<ul style="list-style-type: none"> • More working professionals and families building homes instead of renovating older Downtown area homes • People leaving Sumter • Downtown property ownership dominated by one owner • Not feeling safe Downtown / public perception that Downtown area is dangerous and unsafe for walking or shopping • S. Main Street bridge • Uneven enforcement of housing codes and regulations

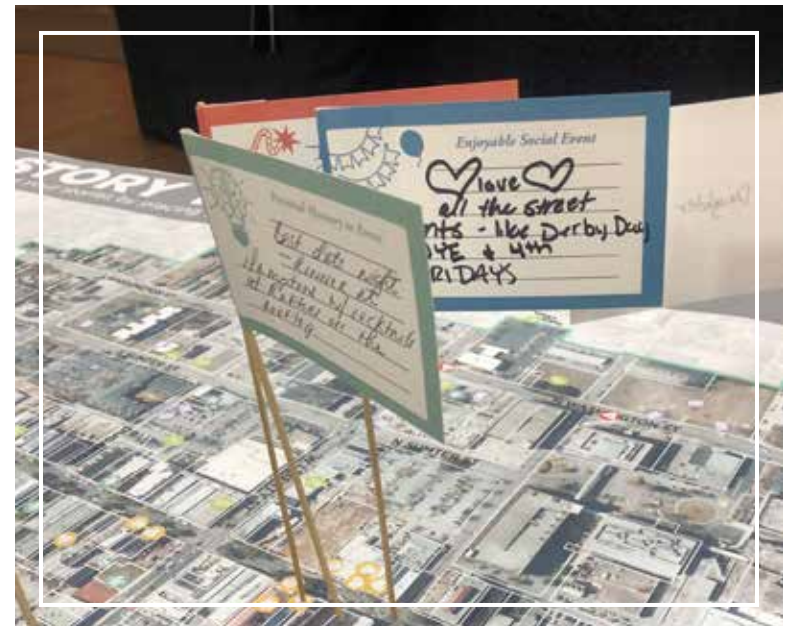
Comments have not been edited for clarity.

Key Take-aways

- Overall, people are pleased with the efforts that have been made in Downtown Sumter over the last decade.
- Safety is a chief concern for many Sumter residents and Downtown patrons. Top issues reported included road conditions, poor lighting, loitering, and panhandling.
- New development is preferred on vacant or underutilized lots.
- Participants expressed a desire to have a greater variety of businesses that cater to all price points.
- Residential development is necessary.
- Events attract many people to Downtown.
- Main Street is a favorite destination for participants.



for participants to give additional comments. The results of the visioning and storytelling exercise used at both the Kick-off Meeting and Design Workshop (see map to the right) show people favor places along Main Street and tend to visit them most often. Most of the safety concerns are centered around the southern-most point of the study area and along N. Washington Street. Flags placed on those sites indicated that pedestrian safety and road conditions on N. Washington Street were not favorable, and that panhandling occurs near the S. Main Street bridge. Areas noted for redevelopment were concentrated south of Liberty Street. Most of these lots are vacant or used as parking lots. The results of this activity informed the planning team which areas warrant a design / re-design, safety improvements, and areas to preserve.





DESIGN WORKSHOP



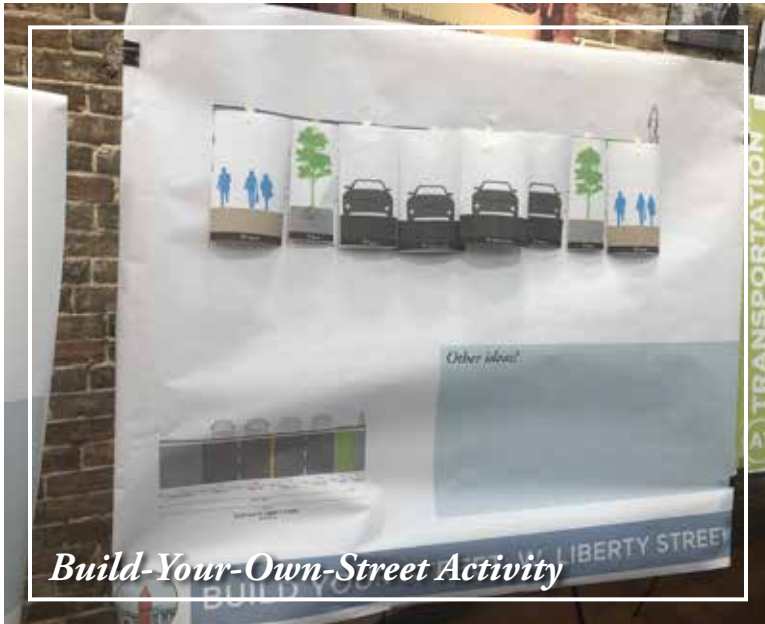
The Design Workshop was an intensive, three-day process that allowed stakeholders to work directly with the planning team to create a vision for Downtown Sumter.



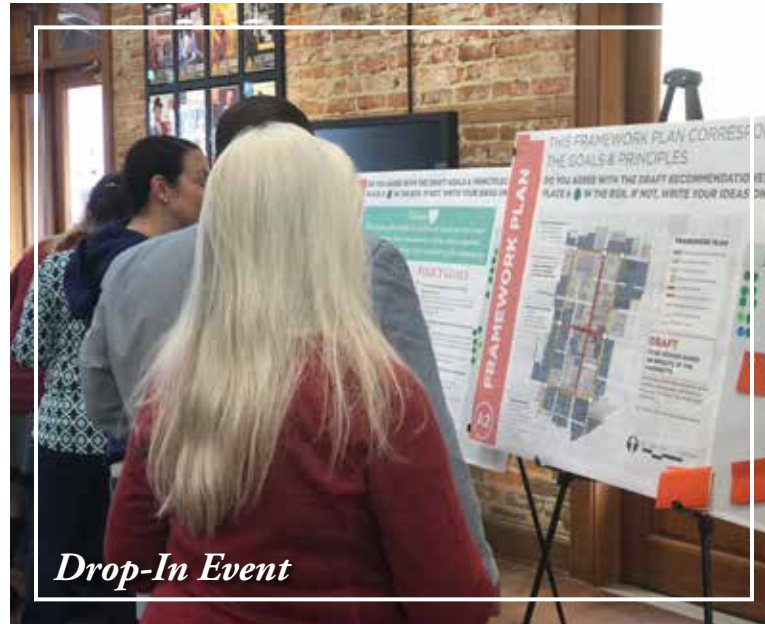
The Design Workshop was held April 1st to 3rd, 2019, at the City Centre. The planning team offered opportunities for design and planning input during public meetings. Preliminary recommendations were widely supported.

The Process

The Planning Team met in Sumter for a three-day workshop, which was advertised to Sumter residents and stakeholders via email, social media, and posters and flyers at local businesses. Throughout the three days, members of the community could visit the City Centre to engage with the planning team. Drop-in sessions with Target Audiences were coordinated to receive focused input. “Pop-up” meetings throughout the city focused on meeting people where they were to gain input through a Ball / Basket exercise. The planning team held two open house meetings that included presentations on key issues and opportunities, and activity stations where participants could speak one-on-one with designers and planners about their ideas.



Build-Your-Own-Street Activity



Drop-In Event

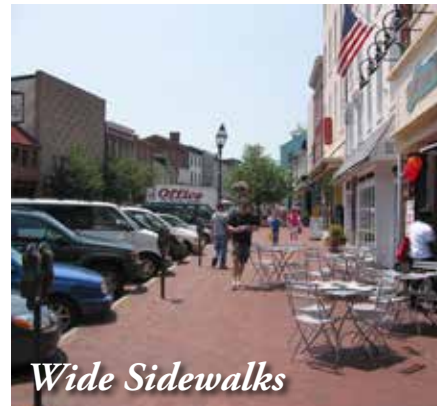
Results

More than 220 people participated in the Design Workshop through participation in pop-up events, public meetings, and drop-ins. The Visual Preference Survey (VPS) allowed participants to place dots on images that reflected their preferences for different types of development (top images chosen for each category are shown on the following page). The visioning and storytelling exercise from the Kick-Off Meeting was used to gain additional feedback on redevelopment areas and safety concerns. A “Build-Your-Own-Street” activity asked participants to re-design N. Washington Street, W. Liberty Street, and N. Harvin Street using a template showing the existing right-of-way of each street, and arranging paper cut-outs of various streetscape elements onto the template.



Pop-Up Event at CCTC

Top-Rated VPS Images



Preliminary Design Ideas

The planning team created an overall vision and goals and objectives (see Chapter 3) for the Downtown Sumter Master Plan, based on survey results, input at the Kick-off Meeting and the focus groups. The Framework Plan (page 67), emerged from this vision and informed the overall design decisions.

During the Design Workshop, the study area was divided into Redevelopment Zones to guide design recommendations:

- Zone A: Medical Offices
- Zone B: The Civic Green
- Zone C: Neighborhood Transition and Infill
- Zone D: Student Living
- Zone E: Accessory Dwelling Units (ADUs) & Office
- Zone F: Living & The Arts
- Zone G: Adaptive Reuse



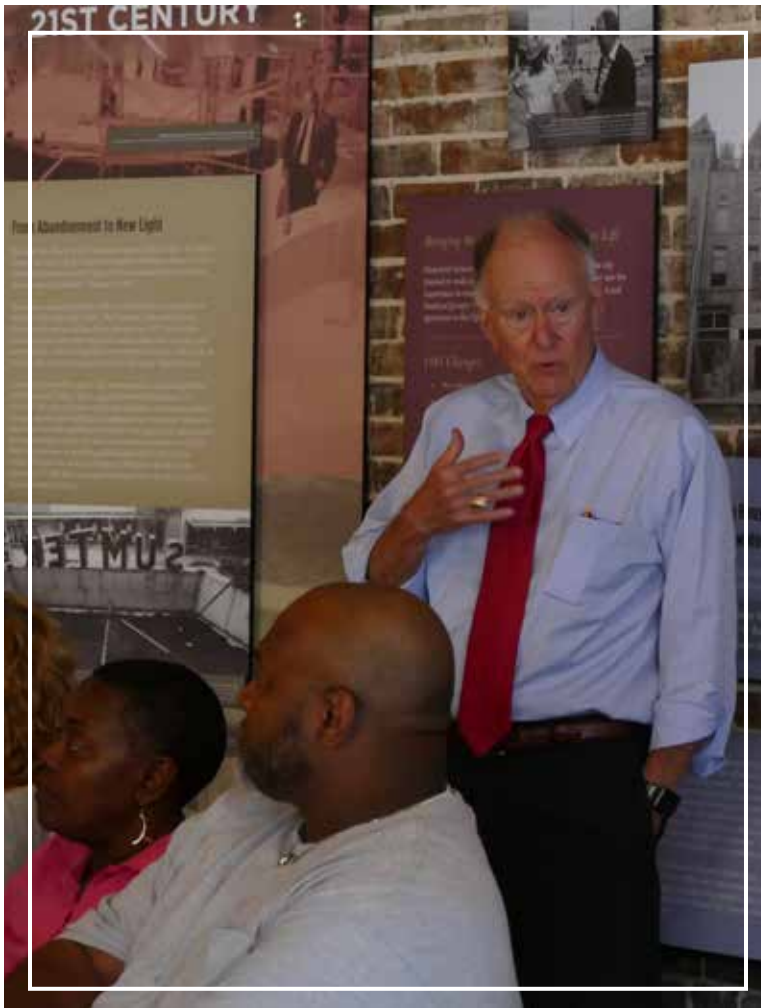
Key Take-aways

- Housing and activities that accommodate retirees, young families, and everyone in between should be prioritized.
- Retail should be clustered along Liberty and Main Streets to increase the success of those businesses.
- Traffic volumes are too low to warrant four-lane streets, which supports the need for road diets on most Downtown streets. Road diets for key streets like Washington Street, Harvin Street, and Liberty Street received a lot of support. The Build-You-Own-Street activity yielded the desire for more complete streets.
- The arts community has expressed a need for artist lofts / studios and makers' spaces. Existing buildings may be the best places to rehabilitate for these purposes.
- The community expressed a need for more investment on S. Main Street, and to continue the success of Main Street outwards.
- Infill development will increase perceived safety for people walking / biking in from nearby neighborhoods.
- Participants want to see more housing units Downtown, with preferences for apartments over retail, townhouses, and small houses with rear-loaded garages.
- The construction of a town green with an amphitheater (see page 71) received overwhelming support from participants.

FINAL OPEN HOUSE



The Final Open House gave members of the community an opportunity to give feedback on the Planning Team's final recommendations.



Design Workshop & City Council Presentation

The Planning Team conducted a Final Public Open House on June 3rd, at 6:00 PM, which took place at the City Centre. The Team presented the plan recommendations and implementation summary to approximately 50 attendees. Some questions regarding the plan were how long it would take to implement, whether street lighting would be added, how difficult it will be to coordinate with SCDOT for the streets, and what would happen to some of the government offices near the Downtown Civic Green. Overall, the feedback for the plan was positive, and attendees were enthusiastic about the recommendations, particularly adding residential units Downtown, improving the streets (page 84), and the Downtown Civic Green project (page 71).

The following day, the planning team gave a shorter version of the presentation to City Council in Council Chambers at 1:00 PM during the work session. Questions and comments about the plan included the need to expand planning ideas to the

Broad Street area, how to coordinate the Manning Avenue Streetscape project with the streetscape recommendations in this plan, and whether housing or the streetscape projects should come first. City Council was pleased with the recommendations and outcome of the planning process.



Image courtesy of *The Item*







03. RECOMMENDATIONS



Vision, Goals, Objectives

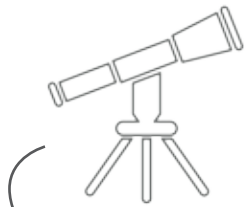
Framework Plan

Concept Plans

Transportation Improvements

Market Recommendations

VISION, GOALS, OBJECTIVES



Establishing a vision with goals and objectives to fulfill that vision will guide policy changes and redevelopment as the plan is implemented.

“This master plan builds on the historic character and recent investment to create an inclusive, active, and prosperous Downtown Sumter, making it the true heart of the community.”

Vision to Goals & Objectives

The Vision (above) was created based on input received during focus groups, discussions with the Citizens Working Group, at the Design Workshop, and from survey results. Specific Design and Policy Goals address the vision (diagram on page 65), which led to the creation of the Framework Plan. The Framework Plan identifies potential locations for redevelopment, and designates “Retail Streets,” “Commercial Streets,” and “Shared Streets,” which determined the best land uses and design elements in each area.

The plan’s Design Goals are intended to guide the physical look and feel of Downtown Sumter through housing, transportation improvements, and public space. The objectives of these goals specifically focus on creating a variety of housing types, improving pedestrian connectivity and adding bicycle connectivity with streetscape enhancements, and increasing Downtown Sumter’s inventory of parks and plazas.

Policy Goals look beyond the physical aspects of the plan, and focus on how the Vision is implemented through public policy. These goals continue current City efforts to help existing businesses and attract new businesses, improve communication between City agencies and local organizations, and create new programming opportunities to attract new patrons to Downtown.

Chapter 4 of this report (see page 102) explores how these goals and objectives will be implemented with a detailed project list.

Vision

“Build on the historic character and recent investment to create an inclusive, active, and prosperous Downtown Sumter, making it the true heart of the community.”

DESIGN GOALS

♥ Bring residents to Downtown Sumter.

- Offer a variety of housing types at different price points
- Create aging-in-place housing options
- Provide workforce housing
- Provide options to support active duty and retired military families

♥ Make a more cohesive transportation network.

- Connect Downtown to the existing, nearby neighborhoods
- Improve existing sidewalks and add sidewalks where needed
- Create safer intersections
- Connect to future trail networks
- Road diet wide streets to slow traffic
- Add bicycle facilities
- Establish a parking management strategy

♥ Create usable and accessible public space.

- Develop more small plazas and pocket parks
- Encourage the creation of public space with redevelopment
- Link public spaces through a connected network of trails and sidewalks

POLICY GOALS

♥ Create an environment for a thriving commercial core.

- Establish key retail and commercial streets for Downtown
- Continue the use of the façade grant and small business loan programs to help local businesses
- Attract new businesses

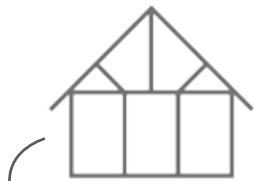
♥ Bring the arts and community-serving agencies to Downtown.

- Explore relocating or expanding existing facilities Downtown
- Improve communication between City agencies, non-profits, social services, and cultural arts organizations that serve the community
- Use the Downtown Sumter branding scheme on all materials
- Add consistent signage throughout Downtown

♥ Ensure equitable opportunity and a community welcoming to all.

- Attract a diverse group of entertainment and events
- Connect local schools and colleges to Downtown
- Attract businesses that cater to families
- Involve the Shaw Air Force Base in the growth of Downtown

FRAMEWORK PLAN



The Framework Plan provides a basis for specific design recommendations.

Key Recommendations

The Framework Plan recommends the following:

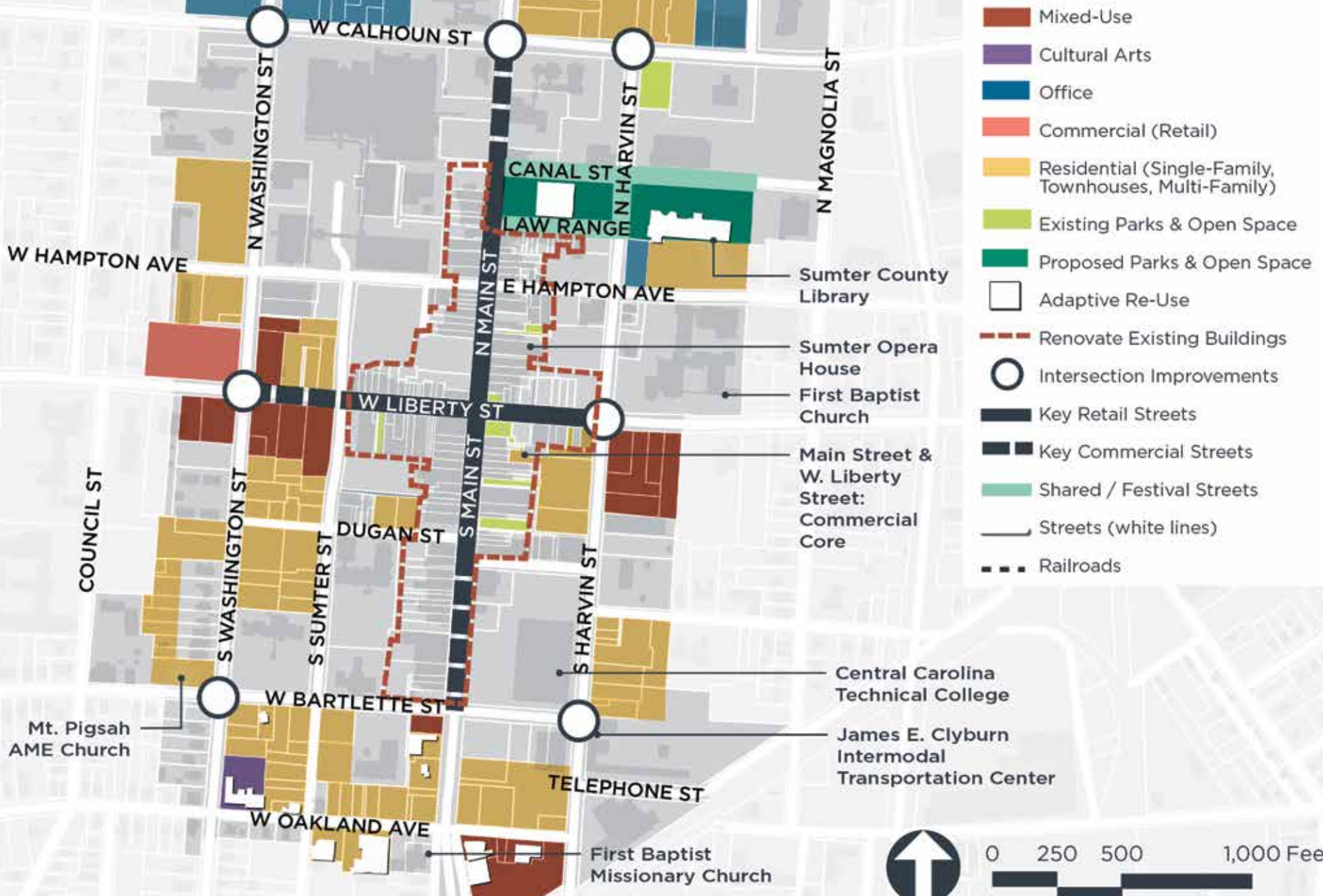
- The distinction between Key Retail Streets and Commercial Streets (see right) to ensure continued retail growth and success;
- A transition zone between the Downtown commercial core and the adjacent residential areas. Ideal uses include mixed-use with residential and offices above retail and single-family houses;
- Adaptive re-use that renovates older, existing buildings in fair condition for residential units, mixed-use, and civic uses;
- Road diets on all major streets and adjustments to seven key intersections to improve walkability;
- Public spaces that can be programmed as active or passive gathering spaces; and
- The renovation of existing buildings along Main Street and parts of Liberty Street for residential or office units above retail;

What is a “Retail Street?”

This plan defines a retail street exactly how it sounds — it is a street that has retail clustered onto it. Retail performs best when it is concentrated with other retail stores. This concentration benefits all retailers because customers can walk between the shops. Streets with retail typically have wider sidewalks to accommodate heavy foot traffic, plenty of street trees for shade and benches, and the buildings have transparent entrances that face the sidewalk. Successful retail streets have a diversity of businesses that operate during various times of the day and on weekends to keep them active at all times. This plan defines “Commercial Streets” as streets that may contain retail, but also include offices and other commercial uses.

Sumter’s Main Street and Liberty Street have all the components of successful retail streets: they are clean, safe, anchored by daytime workers, and are walkable. However, they need more businesses to keep them active throughout all times of day.

FRAMEWORK PLAN



CONCEPT PLANS

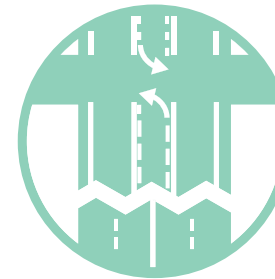


The Overall Concept Plan provides a mix of uses with a primary focus on increasing housing.

Overall Concept Plan

The Downtown Sumter Master Plan focuses on establishing a livable place for existing and future residents through streetscape enhancements, new parks, and new residential options for a variety of lifestyles. The plan on page 69 shows the entire study area, and the site-specific concept plans are described in more detail on the following pages. Highlights of this concept plan include:

- Road diets that reduce and replace travel lanes with sidewalks, bicycle facilities, and on-street parking;
- Residential units, primarily smaller single-family houses on small lots, townhouses, and apartments over retail;
- New office and retail space, in both renovated and new buildings; and
- A multi-purpose Downtown Civic Green that serves as a central gathering place and connects the east side of Downtown to Main Street.



ROAD DIETS

Bartlette Street Sumter Street
Calhoun Street Washington Street
Harvin Street
Liberty Street

New Features

499
ON-STREET
PARKING SPACES

1.7 ACRE
GREEN




440 UNITS

231,000
SQ FT
RETAIL + OFFICE
SPACE

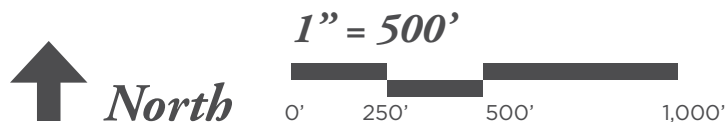
Site-Specific Concept Plans

- (A)** Medical Offices (page 70)
- (B)** Downtown Civic Green (page 71)
- (C)** Neighborhood Transition (page 74)
- (D)** Student Living & CCTC Expansion (page 76)
- (E)** Offices & Missing Middle Housing (page 77)
- (F)** Adaptive Re-use for the Arts (page 78)

Legend

-  New Buildings
-  Existing Buildings
-  Recent Projects

****NOTE:** The overall master plan and site-specific concept plans on pages 70 to 79 are ideas for the future. They show the potential, but do not guarantee that development will occur, or that the site design will be exactly as shown.

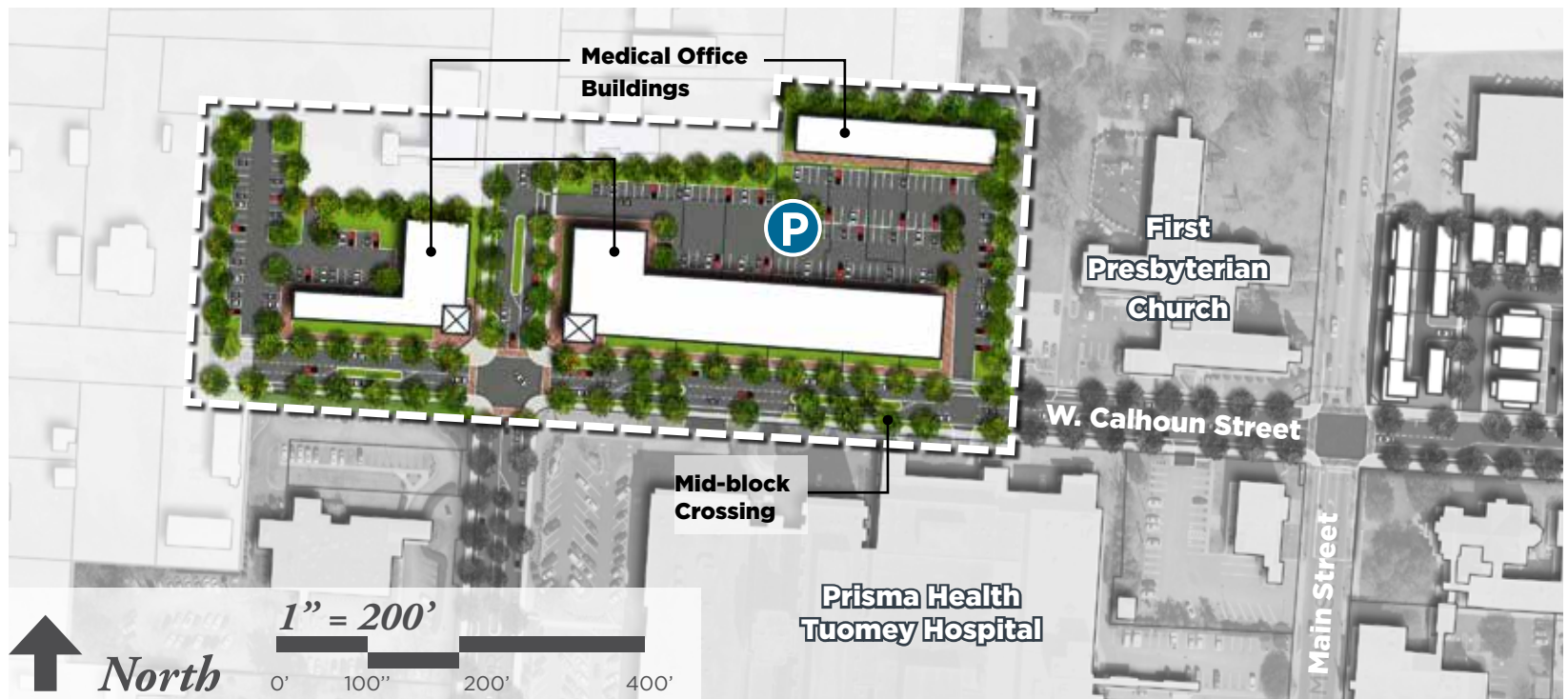


Medical Offices

This site's proximity to Prisma Health Tuomey Hospital at W. Calhoun and N. Washington Streets makes it a prime location for medical office space for the hospital's use, be it for administrative use, physicians' offices, or other hospital-related needs. Presently, the hospital owns most of the land and uses it for parking. This plan replaces 216 of these spaces through surface parking and on-street parking. The remainder would need to be placed elsewhere Downtown to accommodate hospital employees and visitors who regularly rely on using

those spaces. This plan shows approximately 54,000 square feet of office space.

A road diet on W. Calhoun Street (page 86) removes a travel lane and turns it into on-street parking and sidewalks. Another travel lane is used as a median and a turn lane for approaching intersections. An existing mid-block crossing is preserved, but a refuge has been added to the median to enhance safety of pedestrians.



Downtown Civic Green

The concept plan for the Downtown Civic Green (page 72) accomplishes a few goals:

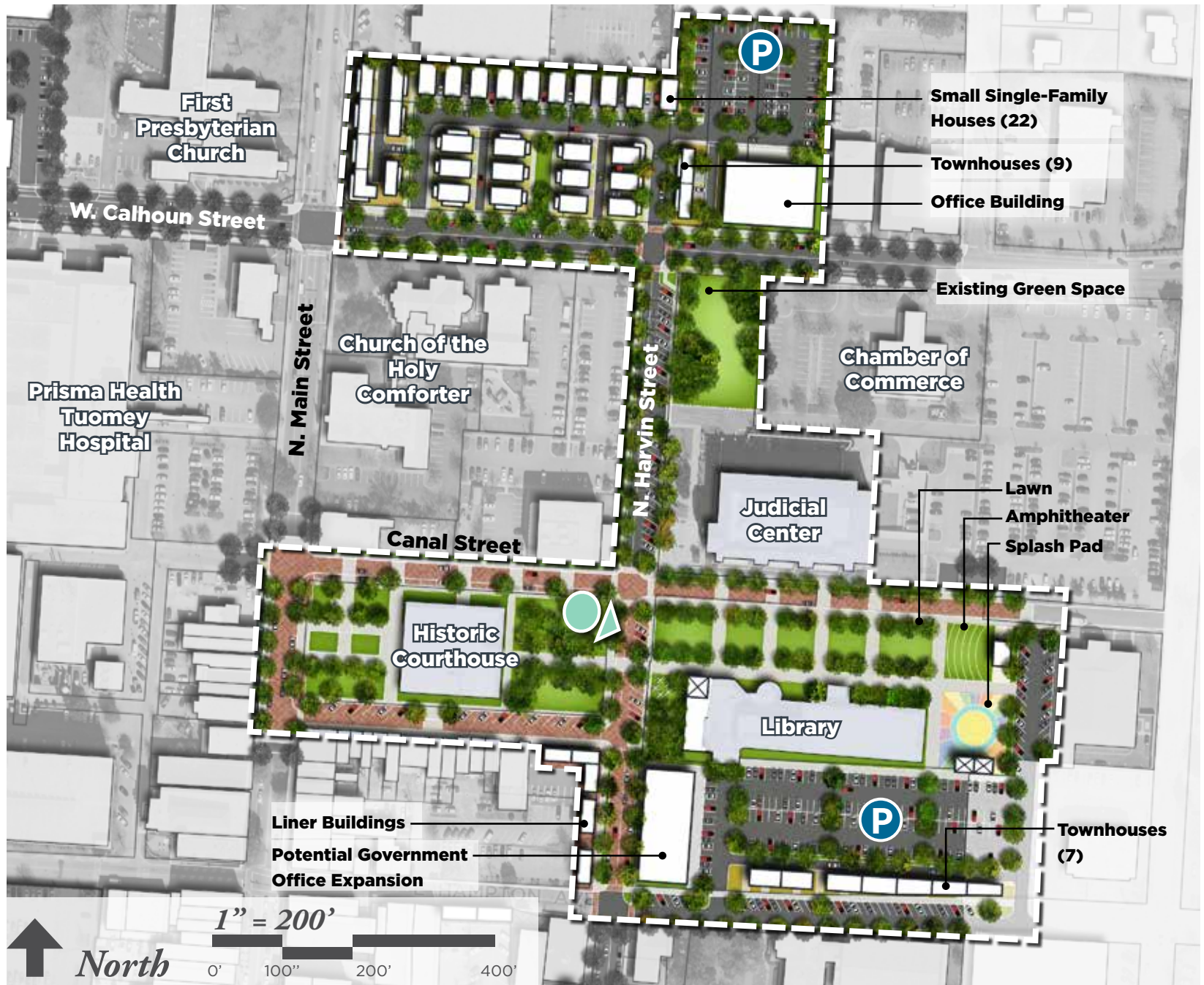
- Adds residential units to Downtown;
- Connects the east side of Downtown, where the majority of the governmental offices are located, to Main Street;
- Creates a Downtown park space.

The area in front of the Sumter County Library, currently a small plaza and parking lot, is an ideal place for a Downtown Civic Green. The current and potential relocation and consolidation of government services in other buildings frees up space on that block to create a two-acre park. The park space is expanded with the green space around the Historic Courthouse. These two spaces are sewn together with the creation of curbless, shared streets on E. Canal Street, Law Range, the section of N. Harvin Street between Law Range and E. Hampton Avenue, and a tabled block of Main Street between those two streets. The Downtown Civic Green features a small amphitheater for performances and a splash pad. The parking is relocated to the other side of the library, and provides 226 spaces (including on-street parking), a net gain of 63 spaces.

This plan also features 22 single-family houses, 16 attached townhouses, an office building along E. Calhoun Street, and a new office building that fronts N. Harvin Street.



Downtown Civic Green





The Downtown Civic Green



Splash Pad: Water feature for children that uses misters, spray nozzles, and playful elements to provide relief from the heat in the summer.

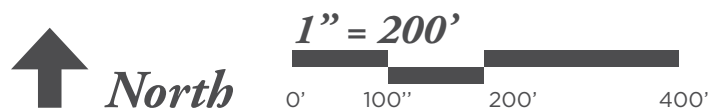


Shared Streets: Curbless streets, often with pavers designating user zones, that prioritize pedestrians and add to the public park space.

Neighborhood Transition

This concept plan is located on the western side of the study area, a great opportunity to create a transition between the existing residential neighborhoods and Downtown. This plan creates a residential village with 132 new dwelling units that also provides approximately 90,000 SF of neighborhood-level retail and services.

This concept takes advantage of currently vacant lots (some owned by Prisma Health Tuomey Hospital) and under-utilized buildings and parking lots, preserving existing residential properties. Buildings are turned outward to the street, and parking for commercial and multi-family buildings is nestled behind them. Townhouses and multi-family units are placed on the edge of the public parking lot along Dugan and Sumter Streets, and the parking is re-organized to provide parking for these new residences and commercial buildings along S. Main Street and W. Liberty Street. Washington Street is put on a road diet, and the section of Liberty Street west of Sumter Street is designed to match the recent improvements from Sumter to Harvin (see pages 86-89).



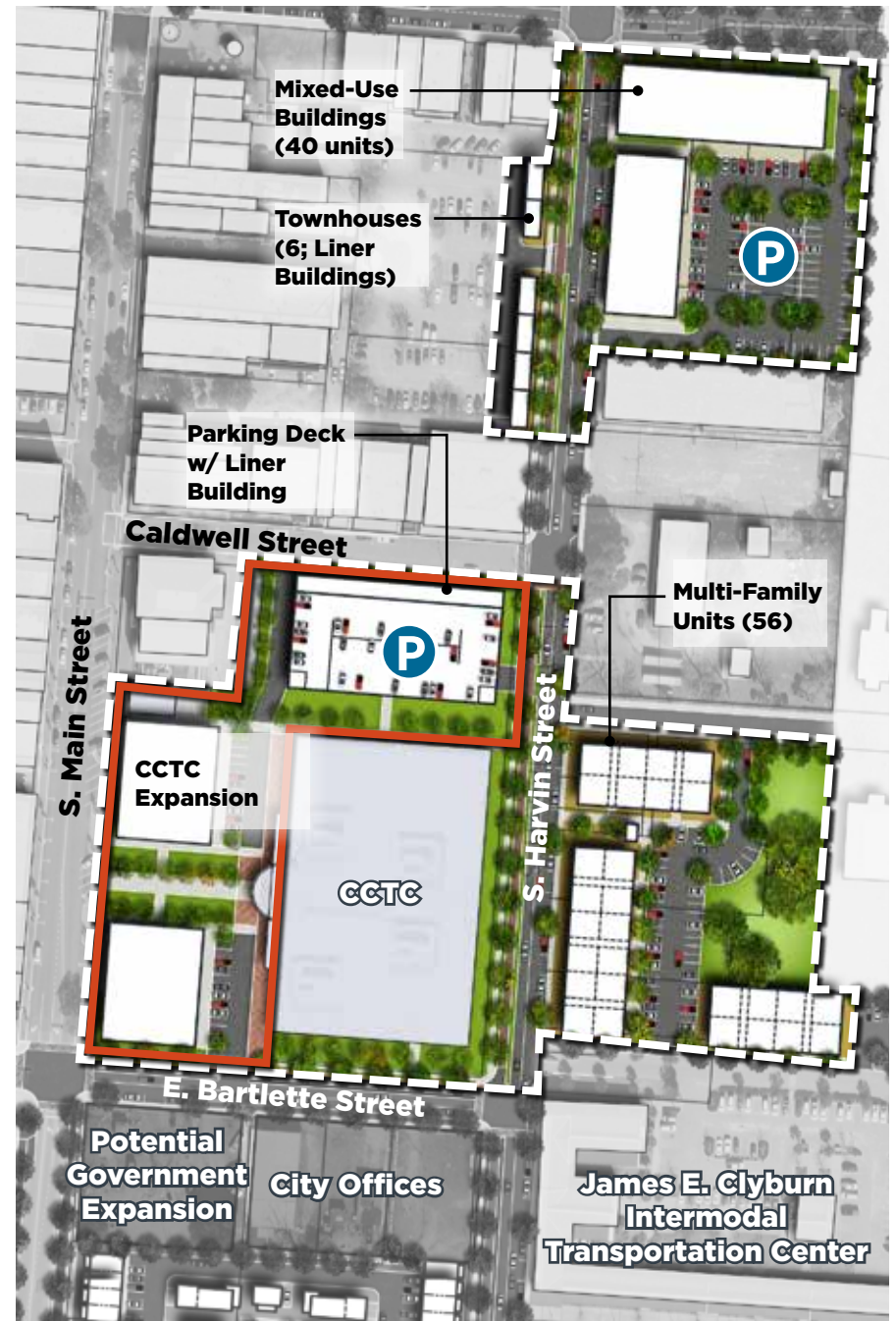
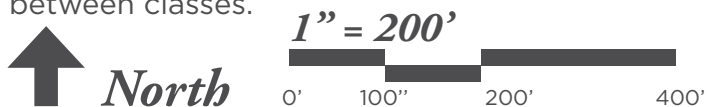


Washington Street

Student Living & CCTC Expansion

Downtown Sumter is home to Central Carolina Technical College's (CCTC) Health Sciences Center and Legal Studies Center. A higher education center helps with daytime traffic, but there are few resources that are effectively serving students, faculty, and staff during the day and after hours. The intent of this concept plan is to fill those gaps by providing multiple housing options and 40,000 SF of commercial / retail space that could house fast-casual dining options and daily needs shopping. One of the parking lots on Harvin Street is re-configured to accommodate 6 townhouse units. To replace lost parking spaces, 29 new on-street parking spaces are provided along S. Harvin Street that could serve CCTC and nearby businesses.

There is room on the current block to expand CCTC in the future. The parking lot north of the classroom building can be converted to a 2-3 story parking deck with a liner building for retail uses, and two buildings can front S. Main Street on the existing parking lot. The view to the building entrance is maintained with a plaza and lawn space that can be used by students between classes.



Offices & Missing Middle Housing

An initiative gaining significant traction nationwide is the provision of “missing middle housing.” In many cities, most of the housing stock is comprised of single-family houses and large multi-family buildings. This initiative promotes more varied housing options that exist along a spectrum of size and price points. One type of missing middle housing is accessory dwelling units (ADUs). ADUs are small, rental housing units typically located above garages or in a separate structure located on an occupied single-family residential property. Single-family homes in moderate condition on deep lots are located on S. Washington Street. These lots could be great candidates for ADUs that could be controlled by the current property owners. An alley



behind the lots could serve these units and any other units that may be built nearby. This plan fits 14 ADUs on those lots.

This plan preserves as much existing housing as possible and also includes 18 new single-family houses, 24 attached townhouses, and approximately 16,000 square feet of new office space. The offices, all built on vacant lots and under-utilized buildings and parking lots, could serve growing industries in Downtown Sumter.



Adaptive Re-use for the Arts

Downtown Sumter has an active arts community, and members of that community expressed the need for an arts center. An under-utilized building on the corner of W. Oakland Avenue and S. Washington Street was identified as an ideal location, providing 8,400 SF that could be used to showcase local talent. The remainder of this plan is residential and commercial infill development, providing multi-family units in existing buildings, townhouses, and single-family houses, and

commercial / retail space for daily needs shopping in existing and new buildings. East of Main Street, the two-story property south of E. Oakland Avenue is re-purposed for loft multi-family units. Residential infill would primarily occur on under-utilized lots north of E. Oakland Avenue. Commercial / retail space would help fill in the gaps, and could ideally house restaurants and / or specialty stores. In the long-term, a parking deck of about 200 spaces could be constructed behind the reused buildings, and would help with future parking demand as Downtown Sumter is developed.





Main Street

Oakland Avenue

LAND USE SUMMARY**

RESIDENTIAL

TYPE	# UNITS	DESCRIPTION
Multi-Family Units; Private Initiative <ul style="list-style-type: none"> Part of mixed-use buildings Stand-alone buildings Small multi-family buildings Adaptive re-use (F) 	163	C: 68 (24 stand-alone, 44 in mixed-use buildings) D: 56 stand-alone F: 39 (19 in adaptive re-use; 20 in mixed-use buildings)
Single-Family Houses (multiple sizes); Private Initiative	128	B: 22 E: 18 C: 50 F: 38
Townhouses	135	B: 16 E: 24 C: 14 F: 75 D: 6
Accessory Dwelling Units	14	E: 14
TOTAL RESIDENTIAL	440	

COMMERCIAL: RETAIL & OFFICE

TYPE	# SF	DESCRIPTION
Offices	93,400	A: 53,800 (1 floor all buildings) B: 23,400 (2 floors all buildings) E: 16,200 (1 floor all buildings)
Retail (both stand-alone buildings and part of mixed-use buildings)	137,600	B: 4,120 (liner buildings) C: 68,500 (mixed-use and stand-alone buildings) D: 40,100 (mixed-use and stand-alone buildings) F: 24,900 (mixed-use buildings)
TOTAL COMMERCIAL / OFFICE	231,000	

GREEN SPACE

TYPE	# AC	DESCRIPTION
Downtown Civic Green	1.70	B: Lawn, amphitheater, splash pad
Historic Courthouse Property	1.20	B: Land around historic courthouse
Shared & Tabled Streets	2.20	Shared: Law Range, Canal Tabled: Harvin, Main
TOTAL GREEN SPACE	5.10	

INSTITUTIONAL SPACE

TYPE	# SF	DESCRIPTION
Arts Center	8,400	Adaptive Re-use of 1-story building
CCTC Potential Expansion	50,000	Two new buildings, 2 floors
Gov't. Offices Relocated	22,400	One building, 2 floors
Library Expansion	3,300	1 floor, new facade facing Harvin Street
TOTAL INSTITUTIONAL	84,600	











PARKING SPACES

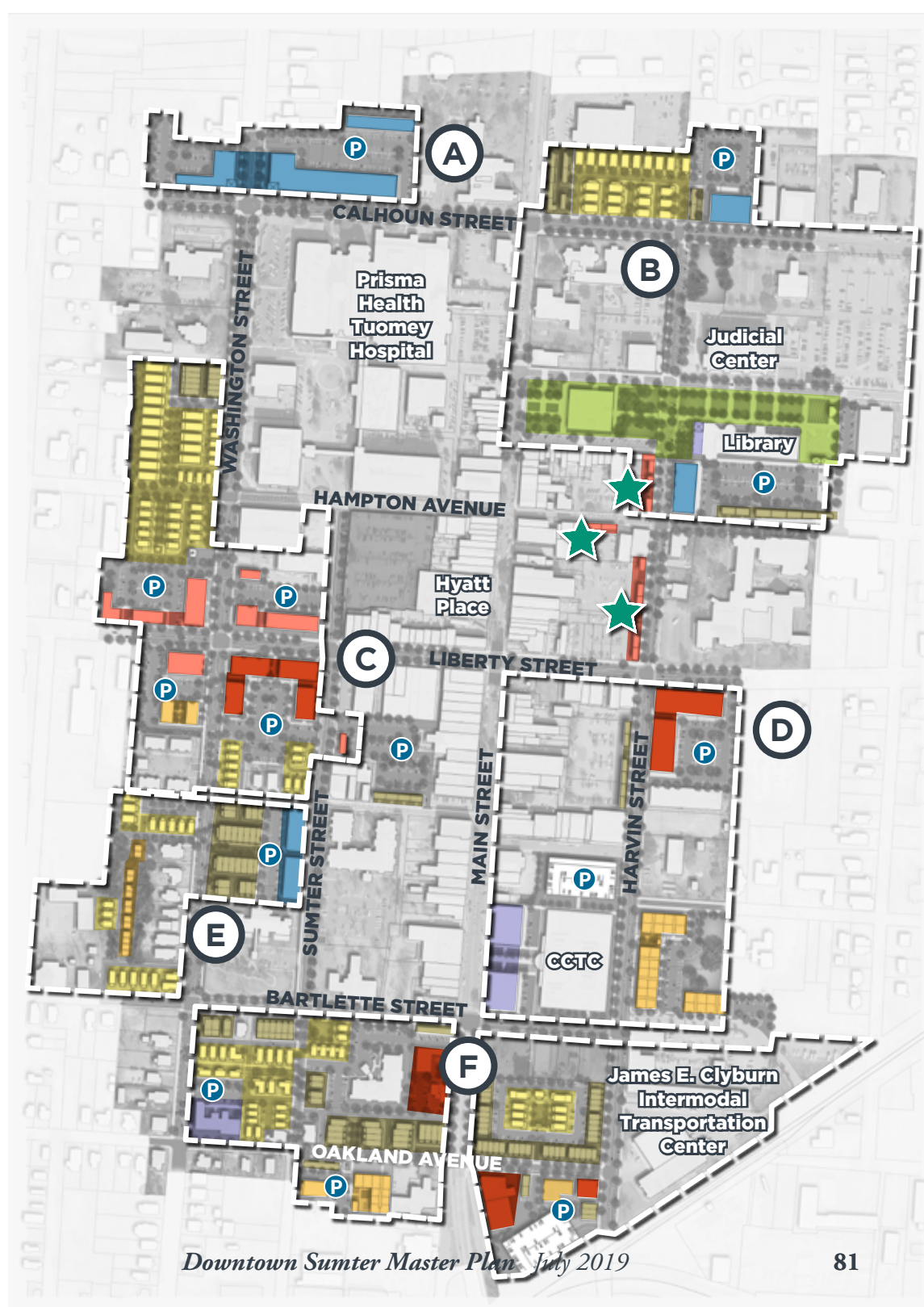
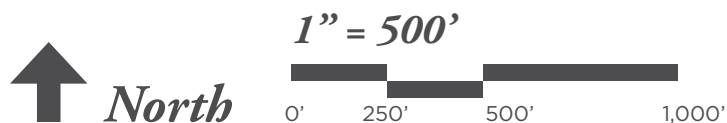
TYPE	# SP	DESCRIPTION
On-street	499	Parking added on Calhoun (79), Washington (150), Sumter (43), Bartlette (31), Liberty (33), Canal (13), Harvin (115), Hampton (35) Streets
Parking Lots	1,241	Parking added or reconfigured. A: 186 D: 199 B: 354 E: 58 C: 300 F: 144
Parking Garages (2 floors each)	350	D: 164 F: 186
TOTAL PARKING	2,090	

Land Use

As previously noted in the concept plans, a mix of uses was added to the Downtown Sumter Master Plan study area to increase the residential density; provide a usable public park; add buildings to face streets and fill the gaps; and add opportunities for more retail, commercial, and office space. Though the CBD zoning district does not require the provision of parking for commercial uses, additional on- and off-street parking spaces were provided. Some existing parking lots were reconfigured to provide room for proposed development, and liner buildings were added to others to provide an urban street edge without eliminating parking that is currently used. Liner buildings are approximately the depth of one parking space (20') and can be used for retail, office, or residential space.

Legend

- | | | | |
|---|----------------------|---|----------------------------|
|  | Single-family houses |  | Institutional |
|  | Townhouses |  | Park |
|  | Multi-family units |  | New / Reconfigured Parking |
|  | Office |  | Liner Buildings |
|  | Commercial / retail | | |
|  | Mixed-use | | |



TRANSPORTATION IMPROVEMENTS



New streetscapes and revised intersections will help solve connectivity issues and increase safety for all users.

The Downtown Sumter Master Plan proposes a variety of changes to the transportation network. Most notable are:

1. Connections into the planned Shot Pouch Trail;
2. Road diets and streetscape improvements on most streets Downtown; and
3. Intersection upgrades to improve pedestrian safety.

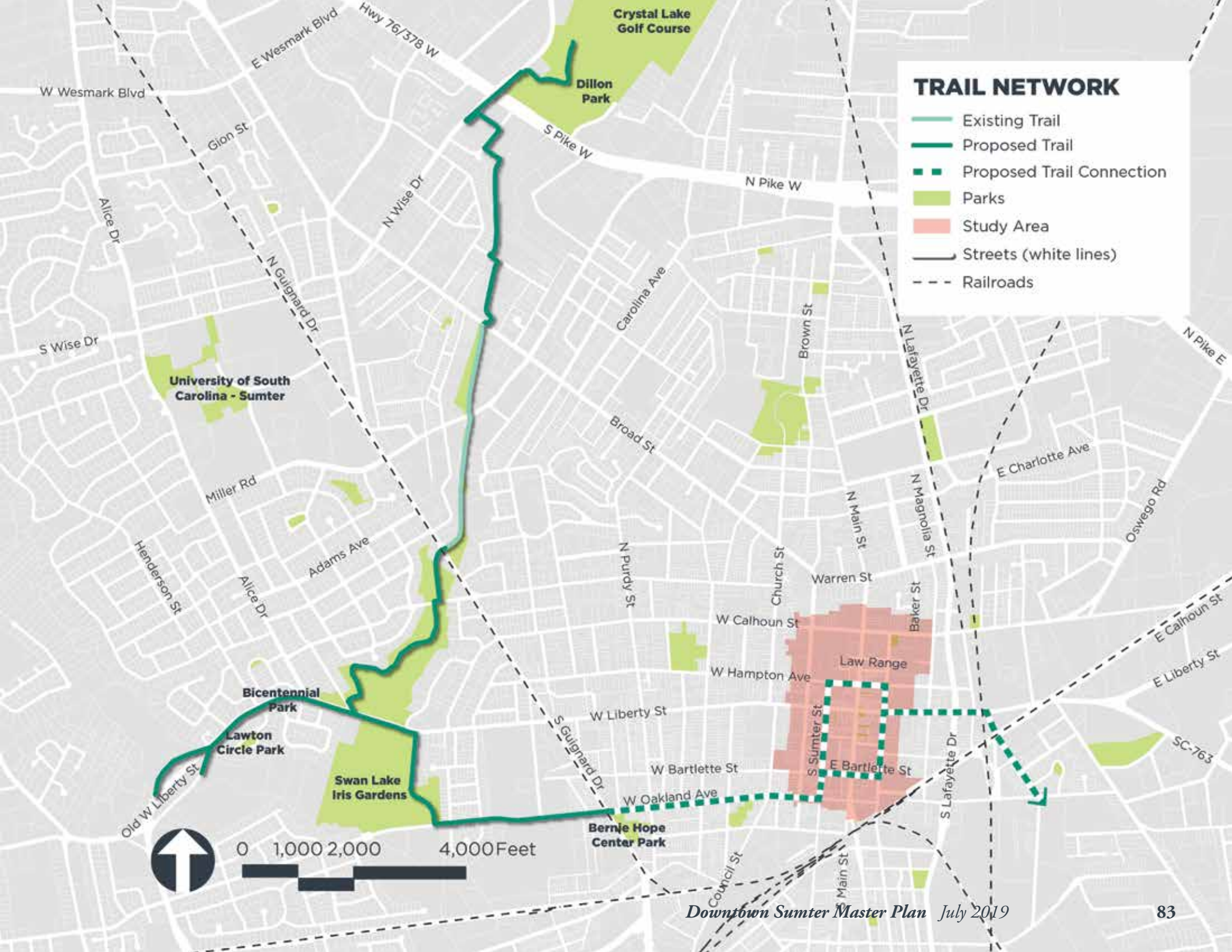
Trail Connections

The map to the right shows how bicycle and pedestrian facilities can connect to the Shot Pouch Trail outside of Downtown. The trail could extend further down W. Oakland Avenue, connect onto a “loop” created on Sumter Street, Bartlette Street, Hampton Avenue, and Harvin Street. From Harvin Street, another connection could be established along E. Liberty Street and connect to destinations east of Downtown. This extension follows the recommendations of providing bike facilities and connecting public parks (Downtown Civic Green) in a network, as set forth in the Shot Pouch Trail plan.

What is a Road Diet?

A road diet is a technique where the number of lanes on a street are reduced and replaced with pedestrian and bicycle facilities. Road diets are warranted in situations where the capacity of the streets exceed the number of cars (or volume) that actually drive on them. Some benefits to road diets include:

1. **Reduction in speeding.** A four-lane street promotes speeding because more aggressive drivers will use another travel lane to pass slower vehicles. Removing that travel lane regulates overall vehicle speed to the slowest moving vehicle. Additionally, wide streets widen the cone of vision, removing perceived barriers, which encourages faster driving.
2. **Reduction in weaving.** On a four-lane street, vehicles waiting to turn left can cause traffic to back-up and increase the potential for sideswipe crashes as drivers attempt to weave around stopped vehicles. Removing a lane can eliminate lane changing.
3. **Better in-traffic queuing.** Removing a travel lane and creating a dedicated turning median reduces rear-end crashes, and creates fewer vehicles queues at unpredictable places and times.



TRAIL NETWORK

- Existing Trail
- Proposed Trail
- - - Proposed Trail Connection
- Parks
- Study Area
- Streets (white lines)
- Railroads



Road Diets & Streetscape Improvements

Six (6) streets were chosen to undergo a “road diet” (see page 82 for more information on road diets):

- Bartlette Street
- Calhoun Street
- Harvin Street
- Liberty Street
- Sumter Street
- Washington Street

Each road diet took at least one travel lane and used the space to create wider sidewalks, on-street parking, bicycle facilities, landscaped median / center turn lane, or some combination of these improvements. Two streets, Harvin Street and Liberty Street, have multiple design options for different sections of the street. The purposes of these road diets and their resulting streetscape improvements were to slow down traffic, encourage a safer environment for pedestrians, and create bicycle facilities that can provide an additional mode of transportation and recreation. The street sections allow room for street trees to increase shade and light fixtures to improve night-time safety. However, these roads are owned and operated by the South Carolina Department of Transportation (SCDOT), who have their own streetscape requirements that do not correspond with the City’s needs. In order for these road diets to be implemented, the City should consider taking over each street right-of-way (page 111). See pages 26-27 for existing street sections.

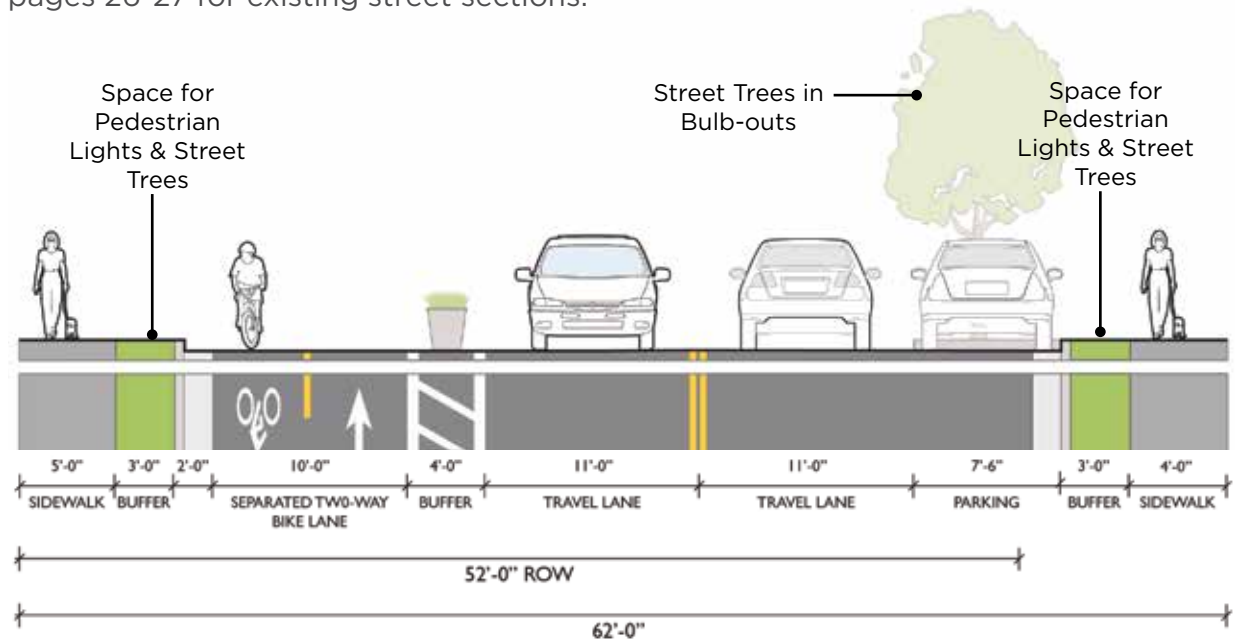
S.B.1 Bartlette Street






Facing East

NORTH

- Preserves curb-to-curb width
- Removes two travel lanes
- Adds on-street parking on east side
- Adds buffered two-way bike lane



ROAD DIETS

-  Proposed Road Diet
-  Streets (white lines)
-  Railroads



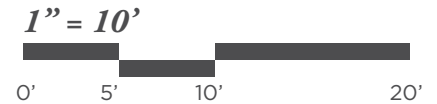
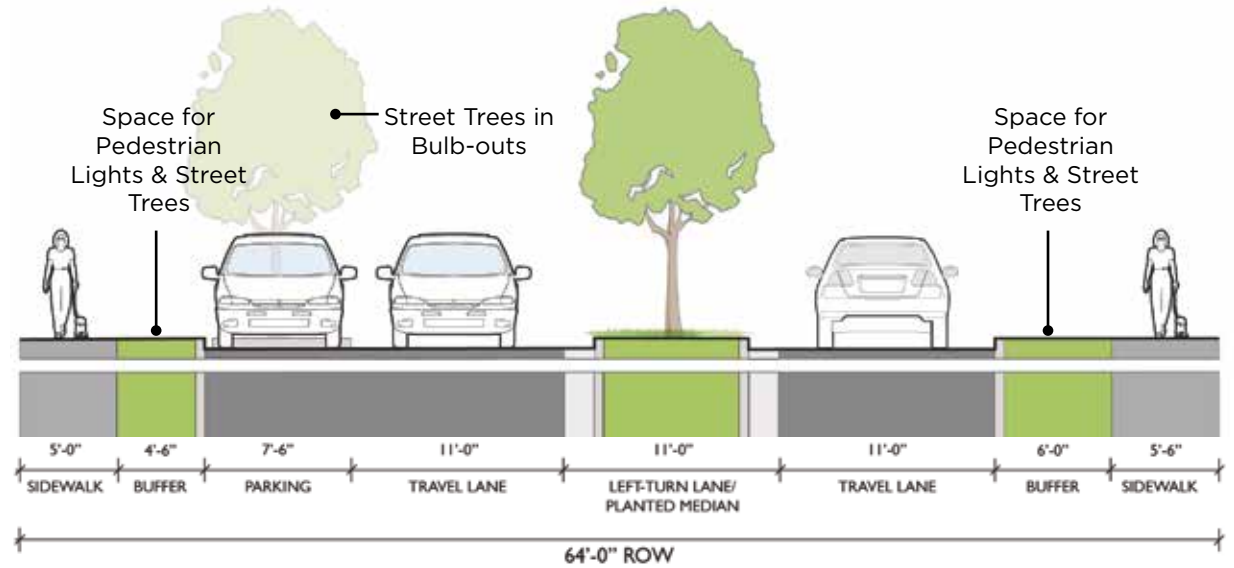
S.C.1 Calhoun Street



Facing East

NORTH

- Removes two travel lanes and reduces the width of each lane
- Adds on-street parking on north side
- Adds a planted median in the left-turn lane
- Increases buffers between the sidewalks and travel lanes



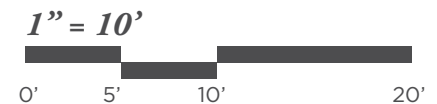
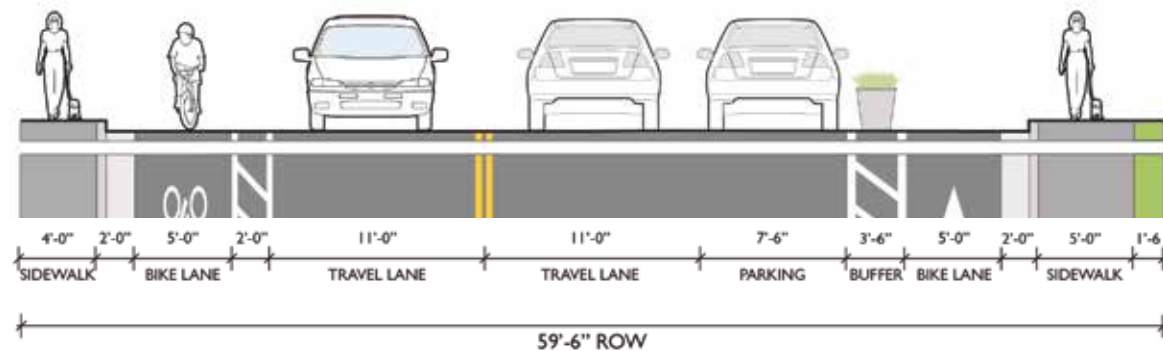
S.S.1 Sumter Street



Facing North

NORTH

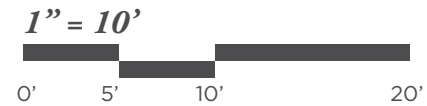
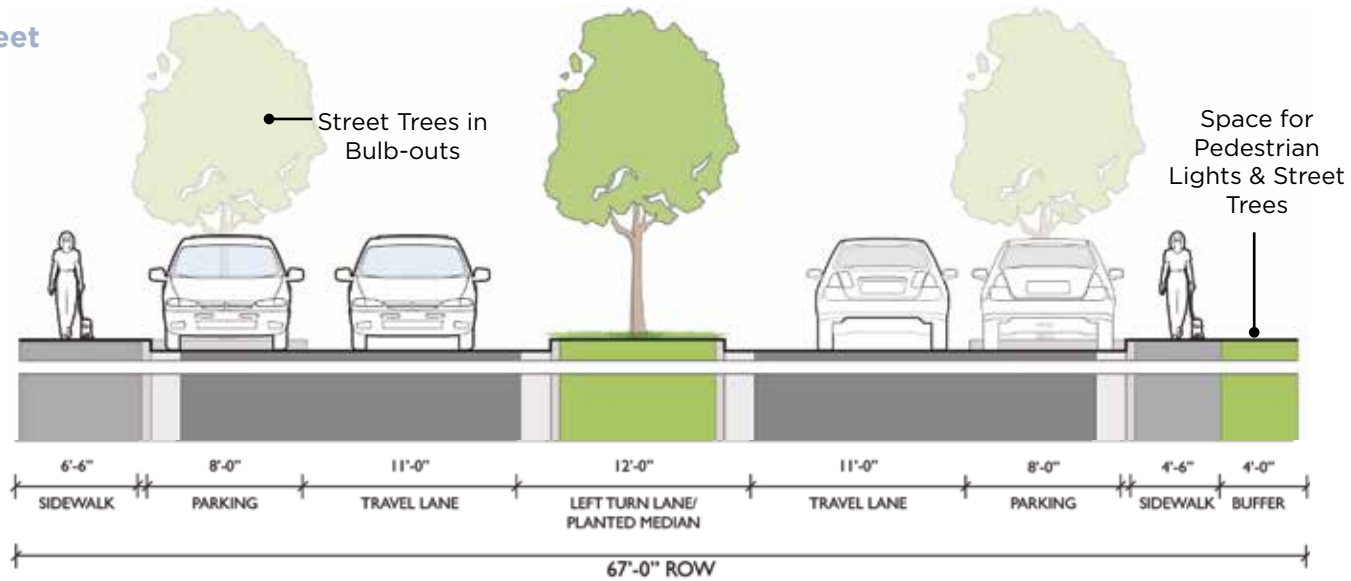
- Removes two travel lanes and reduces the width of each lane
- Adds on-street parking on east side
- Adds two buffered bike lanes



S.W.1 Washington Street



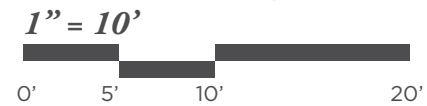
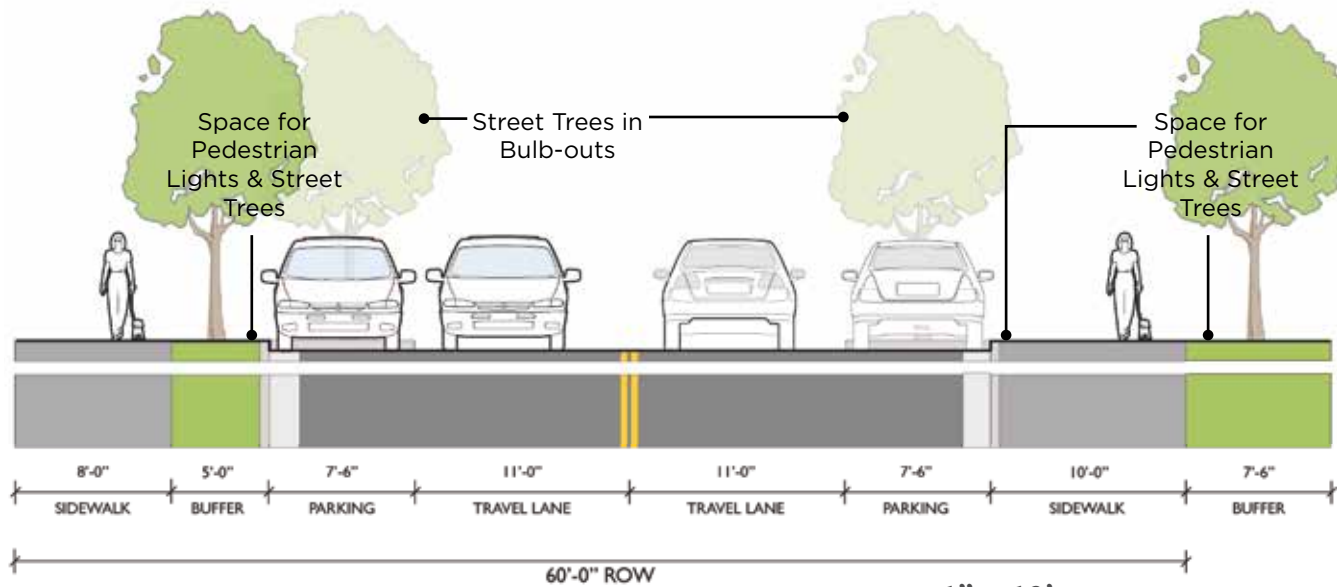
- Removes two travel lanes and reduces the width of each lane
- Adds on-street parking on both sides
- Adds a planted median in the left-turn lane



S.H.1 Harvin Street



- Removes two travel lanes and reduces the width of each lane
- Adds on-street parking on both sides
- Widens sidewalks and landscape buffers

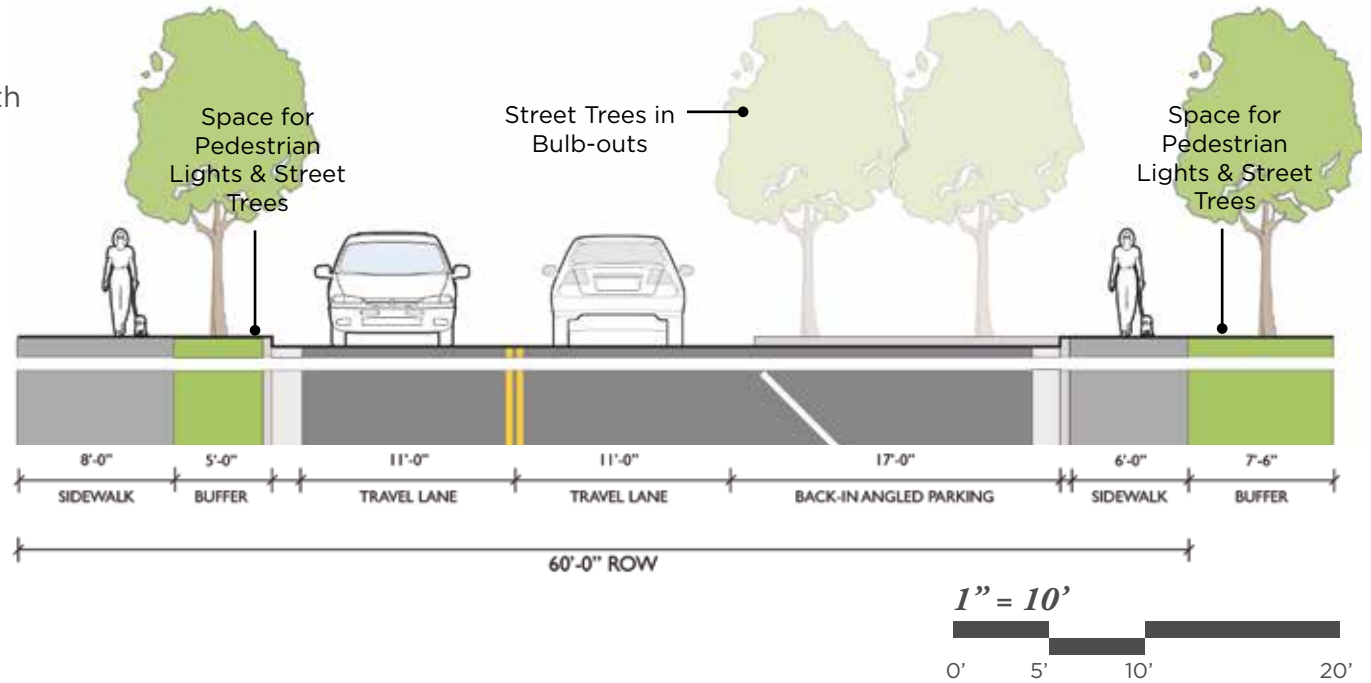


S.H.2 Harvin Street



Facing North

- Removes two travel lanes and reduces the width of each
- Adds back-in angled parking on east side
- Increases buffers between the sidewalks and travel lanes



Back-in Angled Parking

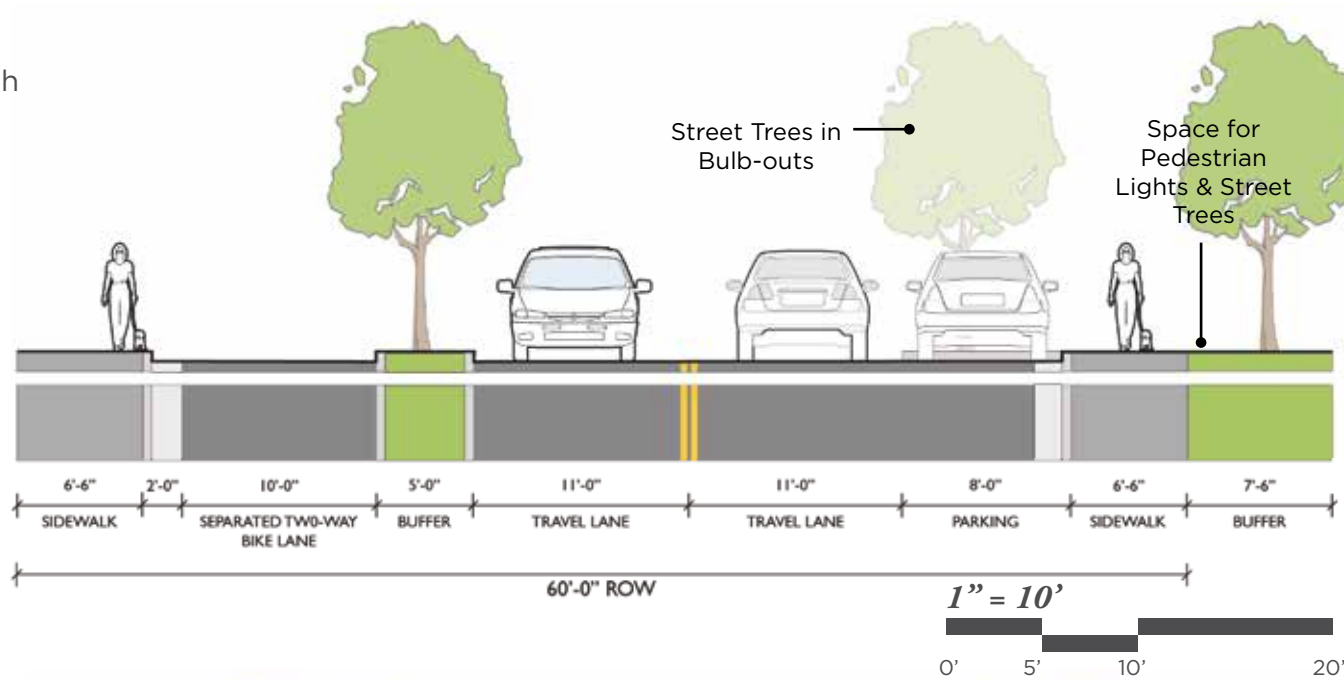
Back-in angled parking is a method for on-street parking that increases the number of parking spaces along a street and is a safer form of parking than traditional head-in parking. There are many safety benefits: Removes the difficulty that drivers have when backing into moving traffic, positions the trunk at the sidewalk to allow for easier loading, and provides motorist with better vision as they exit the parking space. Back-in angled parking is appropriate on Harvin Street next to the Civic Green because visitors may have children and items to remove from their trunks to use in the park.

S.H.3 Harvin Street



Facing North

- Removes two travel lanes and reduces the width of each
- Adds on-street parking
- Adds buffered two-way bike lane
- Increases sidewalk width

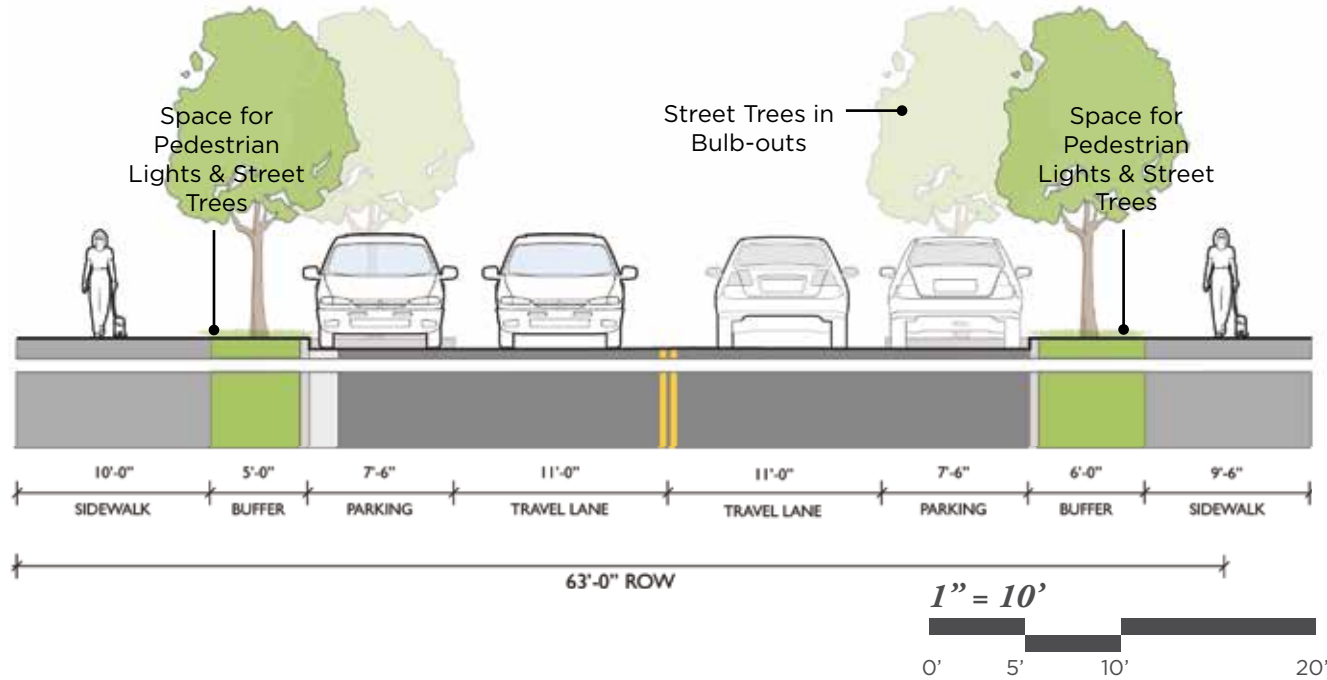


S.L.1 Liberty Street



Facing East

- Removes two travel lanes and reduces lane width
- Adds on-street parking on both sides
- Widens sidewalks and landscape buffers

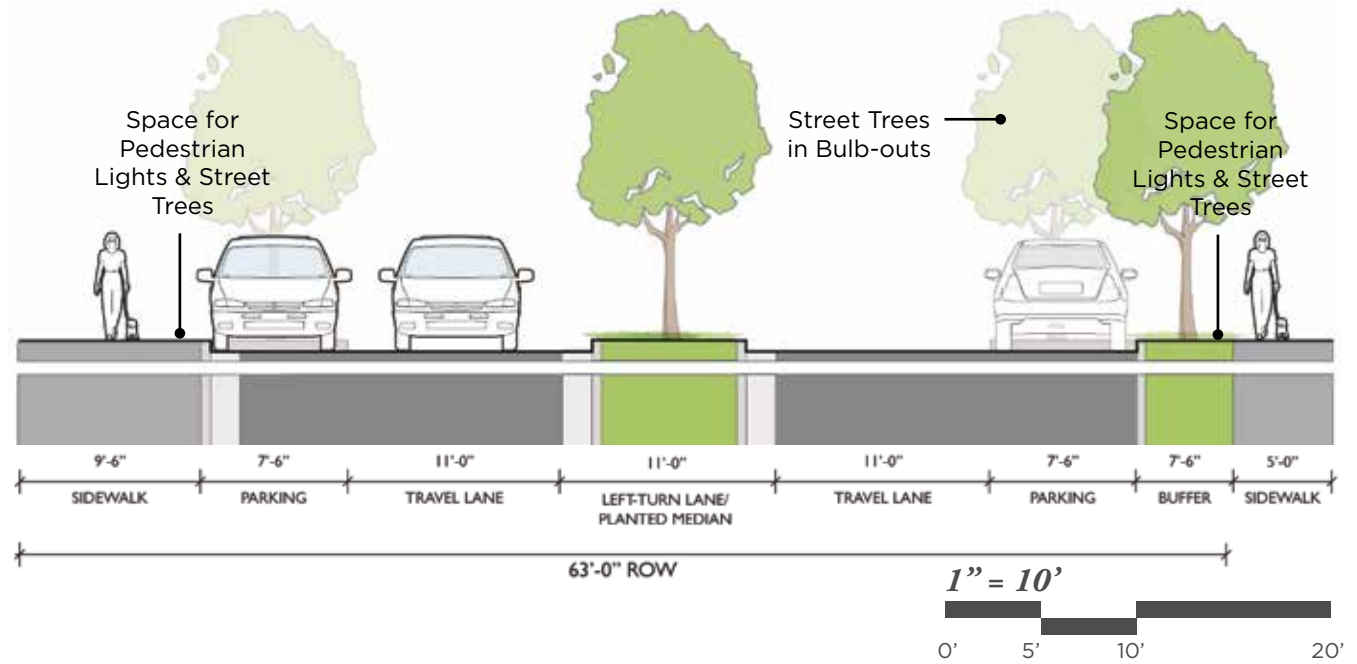


S.L.2 Liberty Street



NORTH

- Removes two travel lanes
- Adds on-street parking on both sides
- Adds planted median in left-turn lane
- Widens sidewalks and landscape buffers



Intersection Upgrades

In recent years, the City of Sumter has focused their efforts on the two primary Downtown streets (Main Street and Liberty Street), but the rest of the intersections have yet to be updated to be compliant with the Americans with Disabilities Act (ADA), and new pavement markings. The City is in the process of updating intersections on Washington Street, and these recommendations build on that progress. The map on page 93 shows which intersections need to be upgraded, and the level of upgrades they will require. In order to improve pedestrian mid-block crossing safety, three locations were identified for the installation of pedestrian hybrid beacon / high-intensity activated crosswalk beacons.

In order to be compliant with ADA standards, the following elements are recommended for Downtown Sumter:

- **Curb ramps.** Curb ramps (left) offer crossing pedestrians an entrance to and exit from the crosswalk through a gradual transition from the sidewalk elevation to the street. The sidewalk area near the curb ramp needs to have adequate space for a person in a wheelchair and be free of obstructions.
- **Detectable warnings.** Pedestrians with vision impairments should be adequately warned when reaching the boundary between a

pedestrian walkway and a street. Such a warning should comprise of a marked contrast in both the feel and the appearance of the pedestrian walkway (left). Tactile warning surfaces are applied to provide pedestrians physical notice that they are about to enter the roadway environment; these applications need to be detectable underfoot or by a long cane.

- **Crosswalks.** Although new pavement markings are already recommended, crosswalk pavement markings should be smooth and slip-resistant. The crosswalk texture may be different from the roadway surface to assist a person with vision restrictions to differentiate between the two. The crosswalk should also be perpendicular to the roadway to create the shortest exposure time and distance for crossing pedestrians and to allow for proper crossing alignment of someone who is visually impaired. Curb extensions may be appropriate for some intersections.

(Source: Institute of Transportation Engineers)

The majority of the intersections (except for the N. Washington Street / W. Calhoun Street intersection) could become an all-way stop. However, given these streets are owned and operated by the SCDOT, they will require a warrant study to support such changes.

Short-Term Recommendations

Mid-Block Crossings

In the short-term, it is recommended that un-signalized mid-block crossings be removed because there is no consistency of where they are located, and neither vehicle or pedestrian volumes may support their need. Alternatively, those that are warranted by vehicle or pedestrian volumes could have pedestrian hybrid beacon / high-intensity activated crosswalk beacons installed.

Using Transportation Improvements for Placemaking and Branding

Placemaking is defined as creating a unique identity for a place — it strengthens the connection between people and the places they share by paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution. Placemaking can be used as a way to implement a branding strategy. In Downtown Sumter, this could be implemented in a variety of ways: streetscapes can feature unique pavings for sidewalks, a limited palette of landscaping can be used to orient visitors to the areas, crosswalks and intersections can be painted, and public art can be used as wayfinding.



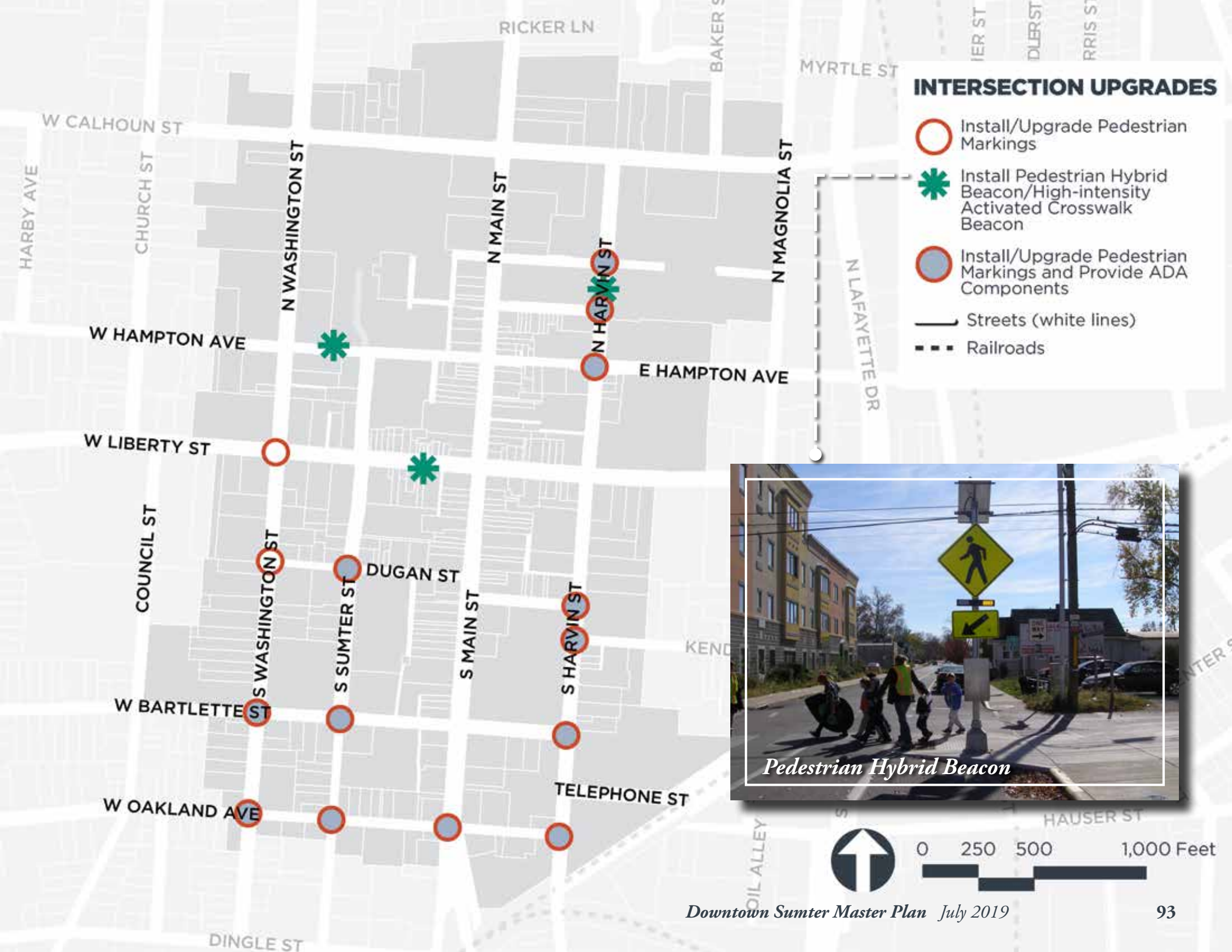
Branded Crosswalk Design



Painted Intersection

INTERSECTION UPGRADES

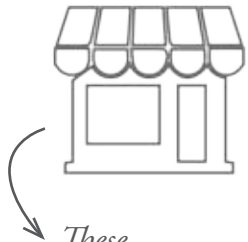
-  Install/Upgrade Pedestrian Markings
-  Install Pedestrian Hybrid Beacon/High-intensity Activated Crosswalk Beacon
-  Install/Upgrade Pedestrian Markings and Provide ADA Components
-  Streets (white lines)
-  Railroads



Pedestrian Hybrid Beacon



MARKET RECOMMENDATIONS



These recommendations aim to improve the health of Downtown Sumter's commercial environment.

Many mid-sized downtowns throughout the nation search for unique ways to brand their communities and improve the overall quality of life for nearby residents. Downtown Sumter desires to improve the health of the commercial environment, building on the successful business and residential communities while gathering a market reputation that will draw more visitors.

Five key strategies are recommended for Downtown Sumter:

1. Target resources
2. Determine a unifying brand and message
3. Support arts and cultural activities
4. Find gap financing
5. Create a Downtown Development Corporation

Target Resources

Successful commercial development requires a critical mass of residents, workers and visitors to attract a solid customer base. Downtown Sumter lacks a concentration of retail activity; that dilutes retailers' ability to benefit from cross-shopping at multiple stores and to market themselves cooperatively. A review of the existing activity suggests a focus on the segments of Main Street from W. Calhoun Street to Dugan Street. This is the core retail environment for Downtown centering on the Sumter Opera House, area restaurants, and commercial businesses that should be highlighted for enhanced attention and resources in the near future. Retail performs best when clustered, and the intersection of Main and Liberty streets provides the heart of Downtown retail activity.

The presence of civic space along both Main and Liberty streets generates activity and provides an opportunity for spill-over activities.

Significant gaps in the retail storefront continuity interrupt pedestrian activity and decrease the

amount of traffic available to merchants. In fact, adapting former residences for commercial use does not create ideal retail conditions. The lack of true storefront windows makes it difficult for passing drivers to understand the nature of the retail offerings. Customers prefer interesting, active, and attractive public environments with commercial businesses on the both sides of the street. That creates a quality experience overall and promotes cross-shopping opportunities.

Many of Downtown Sumter's retail offerings provide destination-rich businesses that draw customers from a variety of areas but do not cluster activity. Unfortunately, the small nature of these business operations may not spur spin-off customers to other nodes of activity along Main and Liberty streets.

Those highly-specialized stores, restaurants, in particular, attract customers from wider trade areas. The Sumter Opera House and other restaurants and bars become a destination for customers, residents, and employers that extends their shopping beyond one business to several within Downtown Sumter.

To target resources, it is recommended to limit all financial incentives to this core area for a minimum of three years.

Expanding Sumter's Downtown residential base will be critical in transforming into a vibrant, walkable community. Residents provide activity outside normal working hours and patronize retail,

entertainment, and service establishments. Any plans for new residential development should target the best parcels for such uses detailed in the plan. These parcels include underutilized parking lots currently owned by the City, or larger parcels with the potential to subdivide existing structures and redevelop back parking lots. Parcels proximate, but not immediately adjacent to, the retail core are best suited for residential development. While retail uses help to create a vibrant walkable environment, residential development must not be forced to include retail space on the first floor. Dispersing demand over a larger geography would undermine the retail focus the plan needs to achieve long-term sustainability. Ground-floor fitness centers, resident lounges, and active lobbies provide many of the same benefits of enlivening nearby sidewalks as does dedicated ground-floor retail.

Branding

The current success of the Downtown Sumter relies in part on the significant entrepreneurial spirit and continued investment of existing merchants. Those restaurants offer a quality service and an experience that customers cannot find in retail chains outside Downtown Sumter.

It is important that Downtown Sumter's support from the City continue to embrace the success of previous marketing efforts, like the Sip and Stroll. These promotional events need to expand,

Case Study: Staunton, Virginia

In Staunton, Virginia, revitalizing the downtown includes participating in the Small Business Saturday campaign, championed and sponsored in part by American Express. Beginning in 2011, Staunton got 15 participating businesses to offer discounts or gifts with purchases and tie into the national campaign promotions. The Staunton Downtown Development Association provides strolling choirs, street entertainment, and carriage rides to generate more foot traffic for participating businesses. Staunton's DDA not only promotes the event for several weeks prior, but features listings of offers and store hours.

While the event requires small businesses to accept American Express, over the course of the last five years, this obstacle became less prevalent as mobile payment devices gained popularity.



involving non-profit users and community groups, as well as adding further support with social media campaigns. The City should create a social media campaign to further engage local residents in supporting commercial businesses in Downtown Sumter. The best social media campaigns are simple and represent the overall marketing efforts of all businesses. This campaign should target, not only Millennials, but also Shaw AFB community members and all age cohorts, particularly given the significant buying power as those over the age of 45. Finally, this branding strategy should be formalized with the assistance of a qualified professional and tied in directly to the proposed public improvement projects.

Arts & Cultural Impact

The impact of the arts and cultural activities cannot be underestimated on Downtown commercial and residential conditions. Those arts and cultural activities that engage public and private spaces, rejuvenate structures and streetscapes, and promote local business viability help change the baseline market trajectory.

In the broader Sumter community, sports and leisure activity attracts 14,000 to 18,000 visitors annually. The arts community and, specifically, the Sumter Opera House, bring roughly 20,000 to the heart of Downtown. Expanding on these activities, marketing events jointly, or cross ticketing will further enhance

the experience of visitors and area residents involved in the arts community.

For example, in the Mill Hill East community in Macon, Georgia, the Macon Arts Alliance worked with other partners to connect the community's tourism assets. The access to not only National Endowment for the Arts (NEA) funding, but the Strong Communities Initiative, and support from prominent philanthropic and private organizations reflect a key creative financing strategy to enhance the arts community.

Gap Financing – Rehabilitation Funding

The market findings suggest that building reuse or redevelopment within Downtown Sumter will require multiple phases with a mixture of uses and several sources of public and private funding. Private developer investment is unlikely to cover the major costs of building renovation or demolition. Sale of vacant land could offset a small portion of those costs. Typically, attracting private developer interest for such an endeavor would require significant potential returns from higher rents and prices.

Most such investments focus on areas with distinctive advantages that distinguish them from “greenfield” developments because new development on vacant land is typically much easier. Building new structures allows the developer

to customize the facilities to meet customer preferences and to develop a more energy-efficient and sustainable building at a lower cost than adapting an existing structure. Taking on the challenges of redevelopment typically happens in places with unique advantages or with empty buildings well-suited for adaptive reuse.

The untapped real estate potential for infill residential development could be assisted with a historic renovation or rehabilitation financial gap program. Because the analysis indicates limited near-term demand for new residential development, this would require significant public investment by the County or State or a combination. A number of significant, catalytic opportunities could “change the game” in terms of the market potential, such as the top 4 Priority Projects described in Chapter 4.

Public-Private Partnerships. At times public sector efforts to reserve valuable sites for the highest and best use(s) may result in land use restrictions and requirements that inhibit private development and create uncertainty in the marketplace. As market cycles shift, requirements for specific land uses often restrict land owners’ potential by not allowing sufficient flexibility to respond to market opportunities.

The redevelopment opportunities in Downtown Sumter require both public and private investment during different phases of development depending

Gap Financing Options

The redevelopment opportunities in Downtown Sumter require both public and private investment during different phases of development depending on market conditions and current land ownership interests. The following list of development funding sources recommends leveraging several public sector programs including:

- New Markets Tax Credits (page 98)
- Historic Tax Credits (page 99 and Chapter 4)
- Green Communities Initiative (page 99)
- Tax Increment Financing (page 100)
- Special Benefits Districts (page 100)

These public sector programs can support public-private partnerships and potential philanthropic funding streams to implement many projects from this master plan.

Role of a Downtown Development Corporation

The City of Sumter may want to consider establishing a Downtown Development Corporation to lead the revitalization of Downtown. The roles of the organization (page 101) would be to:

1. Facilitate policy goals
2. Provide expertise to lead the revitalization
3. Coordinate public investments, secure debt and other financing
4. Attract private investment

on market conditions and current land ownership interests. The following list of development funding sources recommends leveraging several public sector programs including New Markets Tax Credits, Historic Tax Credits, Green Communities, Tax Increment Financing (TIF), and Special Benefit Districts. More details about these programs can be found in the Appendix.

Current City staff should review these programs and provide fact sheets for each program as relevant for specific Downtown projects. Many property owners focus on operating their businesses or work as absentee landlords unable or unwilling to invest the time in the application process. A knowledgeable staff person could bridge the gap by making the financial case for these programs. The City website also needs updates and links to these programs.

New Markets Tax Credits. New Markets Tax Credits provide equity through Community Development Entities (CDE) to assist on commercial development projects in low-income communities. Tax benefits offered by the New Markets Tax Credit attract investors willing to make an equity investment in a CDE. The annual dollar volume of New Markets Tax Credits allocated by the U.S. government is capped, creating a competitive process for receiving the allocation of credits.

The most common model used by non-profits for New Markets Tax Credits allows up to 95% of a project's cost to be financed, with favorable debt

coverage ratios as low as 1.1 times net operating income, and interest-only loans at rates as low as three percent. New Markets Tax Credits may not be combined with Low-Income Housing Tax Credits. The deal must be structured separately for any apartment building that utilizes these New Markets Tax Credits. For example, it might be best to structure the retail and office space as a condominium separate from the residential component within a building.

It is likely that area CDEs with outstanding allocation for New Markets Tax Credits would find the Sumter opportunity sites worthy of credits.

Green Communities Initiative. Green Communities provides resources for developers and communities to build well-located, green, affordable homes.

The Enterprise Community Loan Fund offers additional financial resources for “green” developments. The Green Communities Initiative provides funding for redevelopment of existing residential developments for both planning and construction. Planning funds may be used for architectural work, engineering, site surveys, energy use studies, and environmental reviews. Construction funds may be applied to green construction items including green materials and energy-efficient appliances. Any community-based housing developer may apply for these funds and receive up to \$3 million at 6.5% interest for up to 36 months. These funds require that rental housing

projects serve households with incomes at or below 60% of the area median income. For homeownership units, households with incomes at or below 80% of area median income are eligible for assistance. As a competitive process, it is important that projects meet green standards set out by the Enterprise Foundation. Fortunately, the development in the southern end of Downtown Sumter qualifies based on its location and community served.

Historic Tax Credits. The State of South Carolina and the federal historic tax credits may be combined on income-producing properties for rehabilitation of historic properties to compensate for the higher costs of historic rehabilitation. The federal credit provides 20% of rehabilitation costs over a five-year period and the State’s program ranges from 10% to 25% with a maximum not to exceed of \$1 million in costs. These credits require building owners to confirm the building’s national registry status and meet with the State Historic Preservation Office (SHPO) to examine potential reuse options, specifically windows, façade treatments, and interior layout.

Changes to the State of South Carolina’s Historic Tax Credits in 2003 now allow the credit to be used for owner-occupied residences. These changes may benefit the residential historic district nearby to Downtown Sumter and should be marketed to these owners as an option.

Tax Increment Financing (TIF). The use of TIF is particularly appropriate for projects with high infrastructure costs or projects that create significant public benefit; this funding source is recommended as a primary method to support Downtown redevelopment. It is recommended that this plan be submitted as the Downtown Redevelopment Plan, required to access TIF. The use of TIF requires that the plan not only outline efforts but that the projects funded by TIF remain public, such as recreation facilities, water and sewer facilities, or energy infrastructure. This plan's introduction of more green space on publicly-owned parking lots may qualify. Shuttle transportation to area colleges and Shaw AFB could also qualify.

Special Benefits Districts. Special Benefits Districts involve the creation of a district to tax affected properties that benefit from a public infrastructure improvement. Such districts are used commonly to fund sewer extensions. While these types of districts typically require approval by a large majority of property owners, the dedication of funding for specific improvements expected to enhance property values makes consensus building more feasible. This type of tool should be combined with the creation of a Downtown Development Corporation and would be a long-term form of financing. Some examples of this are:

- City of Berkeley, California's special assessment district that allows privately-

placed debt of property owners to finance energy efficiency improvements as a property tax (see Appendix for more detail).

- Boulder County, Colorado, special assessment bonds to finance residential energy improvements.

Philanthropic Funding. Foundation funding – financial support from small to large foundations for development of new open space, parks, and sustainable green alternatives for stormwater management – may provide an excellent source for other public realm investments. Many private foundations fund direct assistance to improve and clean up former industrial properties into thriving public open spaces.

This type of funding source requires cultivating and building relationships with the foundations. As such, it may be a mid-term source of support. However, the arts and cultural community in Downtown Sumter could greatly benefit from even small levels of support over the short-term.

Downtown Development Corporation

Concerns that developers' short-term focus and need to attract outside investment may sacrifice the public goals should be balanced with the goal for total build-out in Downtown Sumter. The creation of a specific entity to manage the revitalization of Downtown Sumter may be helpful, as detailed below.

A dedicated district-based public benefit corporation, or Downtown Development Corporation, would stimulate revitalization of the defined core and provide enhanced services through an improvement district and other supporting activities. Notable examples include:

- The Greeley, CO, Downtown Development Corporation (in conjunction with the Greeley Downtown Alliance).
- The Rochester Downtown Development Corporation (RDDC) in Rochester, NY.

Because of the large amount of publicly-owned properties in Downtown Sumter, the creation of a new public benefit corporation, the Sumter Downtown Development Corporation, could further incentivize private investment. Its members should include all of the landowners within the core Downtown area, and other property-owning educational (community college) and other institutions (hospital) adjacent to the area with a stake in the Downtown's revitalization. The purpose of this new corporation would include:

Facilitate Policy Goals. The new entity will need to facilitate and coordinate the diverse policy goals and objectives of its members while enabling them to realize maximum benefits from their properties and promote successful realization of the Downtown core.

Provide Expertise to Lead the Revitalization.

Staff with expertise in urban revitalization through mixed-use development are needed to enhance the capabilities of each of the member organizations and balance public and institutional interests.

Coordinate Public Investments, Secure Debt and Other Financing.

A distinct entity will be best positioned to work with Sumter County Economic Development to arrange TIF bonds and PILOTs, secure additional debt, and grant financing sources from City, State, and federal sources, and potentially receive tax surcharges to support additional services in the area.

Attract Private Investment. This is vital for revitalization of the Downtown core and will require a combination of planning, marketing, and facilitation activities.

There are a variety of options for how the Downtown Development Corporation could be organized. The potential members of this new entity, with leadership from the City, should convene a stakeholder committee as soon as possible to work through these choices and decide on how the new entity should be incorporated and governed. This will also require the provision of "seed money" from the stakeholders for the Corporation's start-up.



04. IMPLEMENTATION

.....

- 4 Priority Projects*
- Action Matrix*
- Policy Changes*
- Phasing Plan*

4 PRIORITY PROJECTS



Some projects outlined in this report could be catalytic to the rest of Downtown Sumter's development.

Some projects may lend themselves to priority implementation because they provide public open space, improve connectivity within and around Downtown, encourage more walking and biking, and could be funded with public dollars. In addition, these projects may catalyze future private investment Downtown because of the amenities they provide. See the charts starting on page 107 for the general action steps for each of these projects.

1. Property Acquisition (D-1)

In order for this plan to succeed, more residential density is necessary Downtown. Acquiring properties, for example, the parcels at 201 and 211 W. Hampton Avenue, for residential development is a top priority project for the following reasons:

- 201 W. Hampton Avenue is vacant land, and therefore, easy to develop at this time.
- Conversations with stakeholders from Prisma Health Tuomey Hospital revealed a need for residential development near the hospital for their employees and future medical students.

- Because new residential development will mutually benefit the hospital and Downtown Sumter, there is opportunity for a public-private partnership to occur.

2. Streetscape Improvements for Harvin Street (T-1)

Harvin Street is a major barrier to connectivity for pedestrians, which divides the east side of Downtown Sumter from the central core along Main Street. The streetscape improvements for this street is one of the top 4 Priority Projects for the following reasons:

- Traffic volumes on the street do not support a four-lane street.
- Adding on-street parking on this street will increase the parking supply by approximately 115 spaces, which could fill a need that arises due to future development on existing parking lots.
- This street is key to the connection between the proposed Downtown Civic Green (as currently drawn) and Main Street.

3. Streetscape Improvements for Washington Street (T-2)

Washington Street is a major barrier to connectivity for pedestrians, dividing the west side of Downtown Sumter and the adjacent historic residential neighborhoods from the central core along Main Street. The streetscape improvements for this street is one of the top 4 Priority Projects for the following reasons:

- Public feedback and analysis of existing conditions noted the barrier that this street presents for pedestrians coming from the nearby historic residential neighborhoods.
- Traffic volumes on the street do not support a four-lane street.
- Adding on-street parking on this street will increase the parking supply by approximately 150 spaces, which could fill a need that arises due to future development on existing parking lots.
- The City is currently upgrading 3 intersections on this street to comply with ADA requirements.

4. Downtown Civic Green (D-2)

The Downtown Civic Green is one of the top 4 Priority Projects for the following reasons:

- Public feedback and the analysis of existing conditions uncovered a need for a large park space in Downtown Sumter.

- The recommended location is on public land, which removes the barriers of purchasing land and removing land from the tax base. However, the park as drawn is simply a concept, and the location may change depending on the Sumter County government's needs.
- Many of the County buildings on the site are underutilized.
- The Historic Courthouse and surrounding landscape is currently being upgraded, and the land in front of the Sumter County Library is underutilized. The parking can be relocated and reconfigured on the south side of the library building. Adding to the green space around the Historic Courthouse directly connects the east side of Downtown to Main Street.



ACTION MATRIX

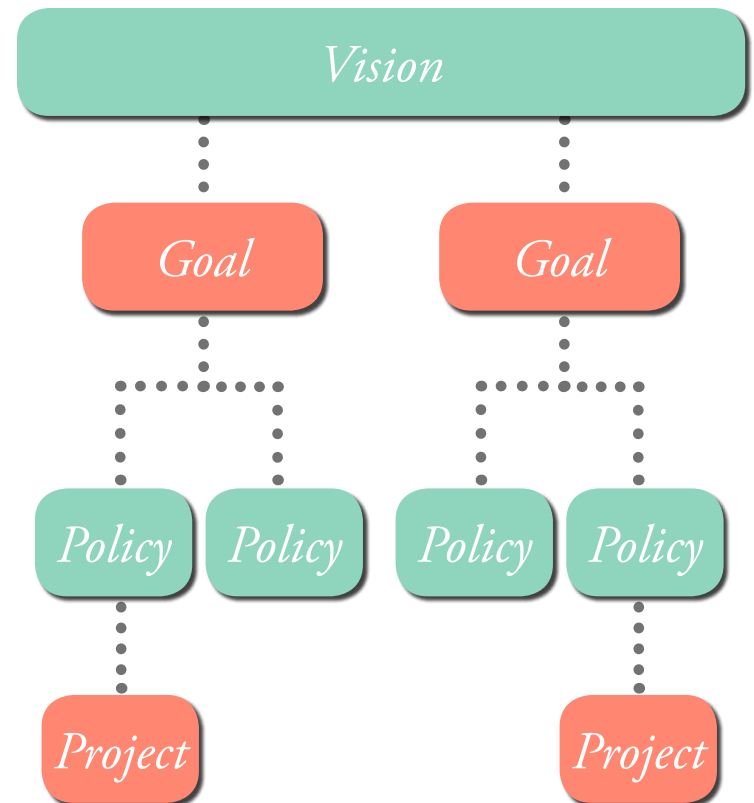


The Action Matrix outlines each project's timeline, responsible entities, estimated cost and funding sources, and further action steps.

How Goals & Policies Translate into Projects

This master plan offers a series of project and policy recommendations in order to accomplish the five goals addressed by the proposed concept plans in Chapter 3. The charts on pages 107-114 note the recommendations and corresponding action steps to implementation. Some projects noted in the concept plans will be led by private investment and will be market-driven. A general phasing plan on pages 122-123 notes one way to phase the implementation; however, as City funds become available and as developers assemble land, projects can be phased accordingly and concurrently. Projects that will make an immediate positive impact for Downtown Sumter are prioritized, such as projects that provide public park space and enhance the car and pedestrian networks, because they form the framework for future growth. The mixed-use developments throughout the study area can be added when the market can support them. The private sector will drive the development schemes

for the majority of these projects; however, as noted in the chart, the City and the County can support and catalyze these initiatives by purchasing land ahead of time.



Implementation Strategy

Short-, mid-, and long-term projects and policies are recommended. They are divided into four categories: Development (D.#), Market and Business Development (M.#), Transportation (T.#), Arts & Culture (AC.#). The short-term projects, that the City of Sumter can implement immediately, improve the public realm and start activating more of Downtown. The other projects are longer-term initiatives dependent on larger funding streams, coordination with private developers where

appropriate, and collaboration between public entities. The project charts and corresponding maps list all the recommended projects, timeline for completion, general cost estimates, the responsible entity, level of priority for implementation, and general action steps. The public improvements listed within this plan are estimated to cost a total of \$40.6 million. The phasing plan on pages 122-123 will detail how these costs will be spread out over a 20-year implementation period.

<i>Market & Business Development Projects</i>						
#	Project Description	Timeline	Responsible Entities	Estimated Cost	Funding Sources	Notes & Action Steps
Market & Business Development						
M.1	Create a social media campaign to promote downtown businesses targeted to different demographics	On-going	City of Sumter	\$20,000	City of Sumter General Fund	Cost comes from hiring a consultant; combine with project AC.3 on page 114.
M.2	Create a rehabilitation financial gap program to encourage the renovation of historic structures for adaptive reuse	On-going	City of Sumter	\$300,000	City of Sumter General Fund; Grants	Award up to \$30,000 yearly; see P.14 on page 120.
M.3	Create more regular programming in Downtown Sumter, focusing on creating programming during times of the year that do not currently see a lot of programming	On-going	City of Sumter; Community Organizations	City of Sumter Staff Time	-	Partner with local arts and culture organizations to create programming and events

****NOTE: All estimated costs are based on current best practices in 2019. Costs can and will change over time. These are budgetary numbers for phasing and planning purposes for the City of Sumter.**

Development Projects

#	Project Description	Timeline	Responsible Entities	Estimated Cost	Funding Sources	Notes & Action Steps
Development						
D.1	Buy parcels at 201 W. Hampton Avenue and 211 W. Hampton Avenue	Priority	City of Sumter	\$1,100,000	General Fund	Parcels to be re-sold to developers to build housing (see policy P.4). Conversely, this can be a partnership with Prisma Health Tuomey Hospital (current owners).
D.2a	Downtown Civic Green - Phase A (Lawn and Parking)	Priority	Sumter County, City of Sumter	\$1,500,000	Sumter County; General Fund; Parks & Gardens; Penny for Progress Tax ("Penny")	Includes demolition of existing County buildings at 115 N. Harvin Street, 107 E. Hampton Avenue, and 127 E. Hampton Avenue (~\$800,000). City and County coordinate to create an RFP for a design and engineering team. Close the parking lot in front of the library. Reconfigure parking on the south side of the library.
D.2b	Downtown Civic Green - Phase B (Amphitheater & Splash Pad)	Short-Term	Sumter County, City of Sumter	\$3,000,000	Sumter County; General Fund; Parks & Gardens; Penny	City and County coordinate to create an RFP for a design and engineering team.
D.2c	Downtown Civic Green - Phase C (Shared Streets at Law Range and Canal Street)	Mid-Term	Sumter County, City of Sumter	\$1,500,000	Sumter County; General Fund; Parks & Gardens; Penny	City to create an RFP for a design and engineering team.
D.3	Parking deck at 303 S. Main Street	Long-Term	City of Sumter	\$7,000,000	General Fund, Penny, Private Funds	Public-private partnership with a developer when the site redevelops.
D.4	Improvements to Sumter County Library Building	Long-Term	Sumter County	TBD	General Fund; Penny	Cost depends on level of re-design desired.
D.5	Private Redevelopment Projects (see "Redevelopment Strategy" box on page 109)	Long-Term / Concurrent	Private Developers, City of Sumter	TBD	Potential for Public-Private Partnership	See text on page 109

****NOTE: All estimated costs are based on current best practices in 2019. Costs can and will change over time. These are budgetary numbers for phasing and planning purposes for the City of Sumter.**

Redevelopment Strategy

The parcels highlighted in green on the map to the left show parcels that are slated for private development. These parcels may be acquired by either developers, or could be purchased by the City of Sumter, cleared, and resold to developers at-cost or for a small profit. The profit could be used to fund other public improvements or to acquire more real estate.

The area outlined in a pink dashed line shows buildings that may be renovated. Renovations could be as simple as a façade improvement, or as complex as redeveloping the entire structure for new commercial, office, or second-story residential uses. Private developers will likely complete these renovations. One way such renovations can be incentivized is through federal and state programs that provide tax credits for redevelopment. See page 121 and Market Recommendations in Chapter 3.

Local county and city governments across the country are experimenting with new funding tools to fill the gap between the escalating costs of maintaining aging infrastructure and the dwindling revenues being generated by traditional sources, in particular as growth sprawls further from city centers. **City policies to restrain further sprawl would benefit the city as a whole and Downtown.**



Transportation Projects

#	Project Description	Timeline	Responsible Entities	Estimated Cost	Funding Sources	Notes & Action Steps
Road Diets & Streetscape Projects						
T.1	Harvin Street Streetscape Project (from Calhoun Street to Oakland Avenue; includes tabling Harvin Street between Law Range and Canal Street)	Priority	City of Sumter Dept. of Public Works; SCDOT	\$6,000,000	Public Works; SCDOT; Penny	See notes on page 111. All streetscape upgrades include pricing for street lights. For all considerations and costs, see Streetscape project cost estimates in the Appendix.
T.2	Washington Street Streetscape Project (from Oakland Avenue to Calhoun Street)	Priority	City of Sumter Dept. of Public Works; SCDOT	\$5,500,000	Public Works; SCDOT; Penny	
T.3	Table Main Street between Law Range and Canal Street	Short-Term	City of Sumter Dept. of Public Works	\$1,100,000	Public Works; SCDOT; Penny	
T.4	Bartlette Street Streetscape Project (from Washington Street to Sumter Street)	Short-Term	City of Sumter Dept. of Public Works; SCDOT	\$1,000,000	Public Works; SCDOT; Penny	
T.5	W. Liberty Street Streetscape Project (from Washington Street to Sumter Street)	Mid-Term	City of Sumter Dept. of Public Works; SCDOT	\$1,000,000	Public Works; SCDOT; Penny	
T.6	E. Liberty Street Streetscape Project (from Harvin Street to Magnolia Street)	Mid-Term	City of Sumter Dept. of Public Works; SCDOT	\$1,600,000	Public Works; SCDOT; Penny	
T.7	Calhoun Street Streetscape Project (from Church Street to Magnolia Street)	Long-Term	City of Sumter Dept. of Public Works; SCDOT	\$5,000,000	Public Works; SCDOT; Penny	
T.8	Sumter Street Streetscape Project (from Hampton Avenue to Oakland Avenue)	Long-Term	City of Sumter Dept. of Public Works; SCDOT	\$3,700,000	Public Works; SCDOT; Penny	

****NOTE: All estimated costs are based on current best practices in 2019. Costs can and will change over time. These are budgetary numbers for phasing and planning purposes for the City of Sumter.**

Streetscape Projects on SCDOT-Controlled Streets

SCDOT-controlled streets include: Harvin Street, Washington Street, Bartlette Street, Calhoun Street, Sumter Street, and Liberty Street. Some steps that the City of Sumter may take in order to implement the streetscape improvements on SCDOT-controlled streets include:

- City of Sumter gains control of the street; or,
- SCDOT complies with “Complete Streets” requirements and works with the City of Sumter for improvements, as completed previously on Liberty Street between Harvin Street and Sumter Street.
- City determines funding stream and puts out an RFP for a design and engineering team.
- Engineering team determines if additional right-of-way is needed. City negotiates with property owners and acquires right-of-way if necessary.



Transportation Projects

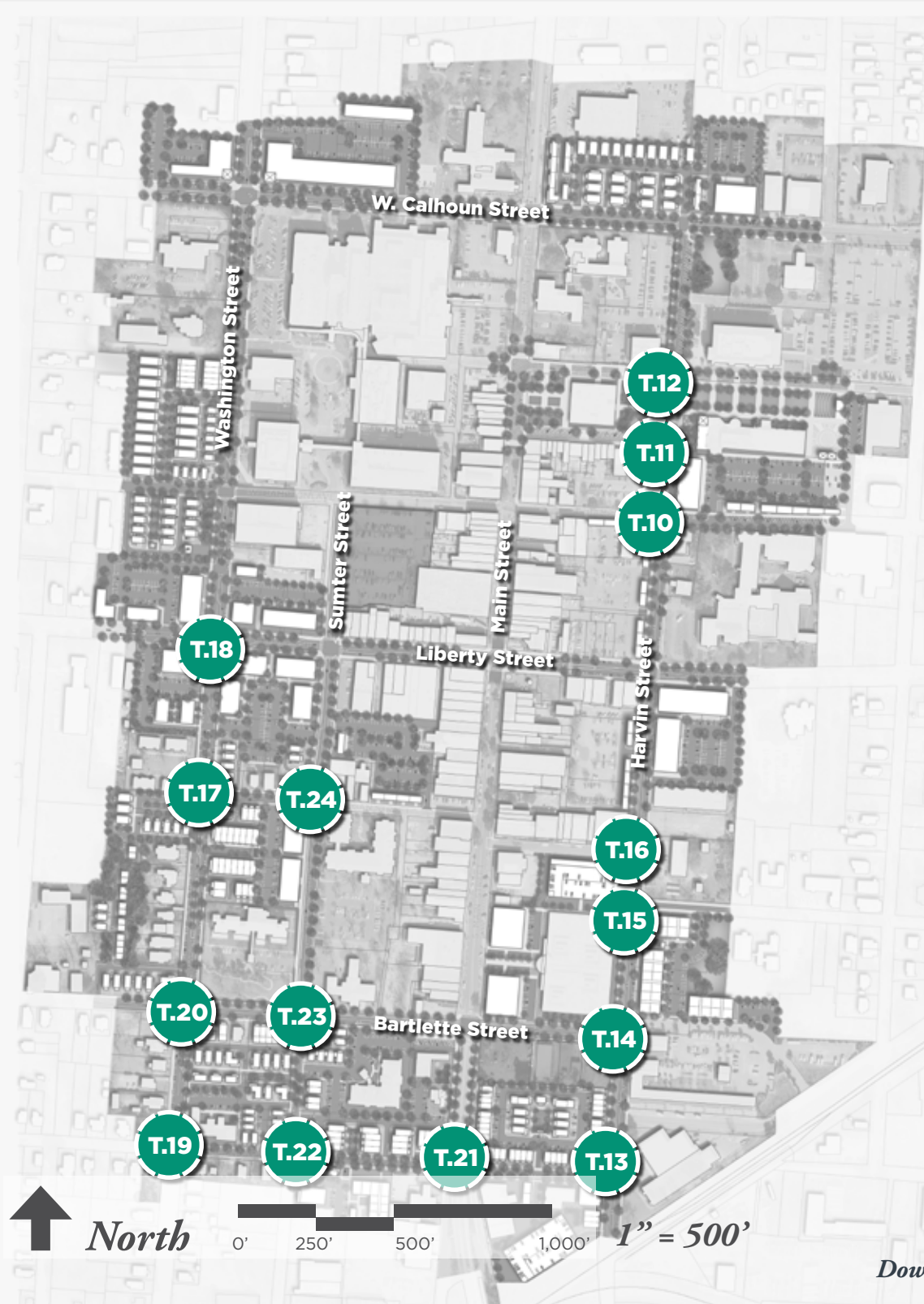
#	Project Description	Timeline	Responsible Entities	Estimated Cost	Funding Sources	Notes & Action Steps
Intersection Upgrades - text on page 90 and map on page 91 for more details						
T.9	Warrant study for all-way stops at all intersections	Priority	City of Sumter Dept. of Public Works; SCDOT	Staff Time	Public Works; SCDOT; Penny	
T.10	N. Harvin Street at E. Hampton Avenue	Short-Term	City of Sumter Dept. of Public Works; SCDOT	\$70,000	Public Works; SCDOT; Penny	Install / upgrade pedestrian markings and ADA components. For all considerations and costs, see Streetscape project cost estimates in the Appendix.
T.11	N. Harvin Street at Law Range	Short-Term	City of Sumter Dept. of Public Works; SCDOT	\$45,000	Public Works; SCDOT; Penny	
T.12	N. Harvin Street at Canal Street	Short-Term	City of Sumter Dept. of Public Works; SCDOT	\$54,000	Public Works; SCDOT; Penny	
T.13	S. Harvin Street at E. Oakland Avenue	Short-Term	City of Sumter Dept. of Public Works; SCDOT	\$38,000	Public Works; SCDOT; Penny	
T.14	S. Harvin Street at E. Bartlette Street	Short-Term	City of Sumter Dept. of Public Works; SCDOT	\$54,000	Public Works; SCDOT; Penny	
T.15	S. Harvin Street at Kendrick Street	Short-Term	City of Sumter Dept. of Public Works; SCDOT	\$52,000	Public Works; SCDOT; Penny	
T.16	S. Harvin Street at Caldwell Street	Short-Term	City of Sumter Dept. of Public Works; SCDOT	\$62,000	Public Works; SCDOT; Penny	
T.17	S. Washington Street at Dugan Street	Short-Term	City of Sumter Dept. of Public Works; SCDOT	\$29,000	Public Works; SCDOT; Penny	
T.18	N. Washington Street at W. Liberty Street	Short-Term	City of Sumter Dept. of Public Works; SCDOT	\$15,000	Public Works; SCDOT; Penny	
T.19	S. Washington Street at W. Oakland Avenue	Short-Term	City of Sumter Dept. of Public Works; SCDOT	\$13,000	Public Works; SCDOT; Penny	
T.20	S. Washington Street at W. Bartlette Street	Short-Term	City of Sumter Dept. of Public Works; SCDOT	\$43,000	Public Works; SCDOT; Penny	
T.21	S. Main Street at E. Oakland Avenue	Mid-Term	City of Sumter Dept. of Public Works; SCDOT	\$27,000	Public Works; SCDOT; Penny	Install / upgrade pedestrian markings and ADA components. Full intersection build-outs are included in the Streetscape project cost estimates.
T.22	S. Sumter Street at W. Oakland Avenue	Long-Term	City of Sumter Dept. of Public Works; SCDOT	\$65,000	Public Works; SCDOT; Penny	
T.23	S. Sumter Street at W. Bartlette Street	Long-Term	City of Sumter Dept. of Public Works; SCDOT	\$57,000	Public Works; SCDOT; Penny	
T.24	S. Sumter Street at Dugan Street	Long-Term	City of Sumter Dept. of Public Works; SCDOT	\$56,000	Public Works; SCDOT; Penny	

****NOTE: All estimated costs are based on current best practices in 2019. Costs can and will change over time. These are budgetary numbers for phasing and planning purposes for the City of Sumter.**

Temporary Initiatives & Tactical Urbanism Approaches

Tactical urbanism techniques are another way to build partnerships between community organizations, activate spaces, and test the success of street sections, park space, retail, or restaurants. Strategically located food trucks or temporary pop-up shops (in vacant storefronts or shipping containers) can test the success of a restaurant or business concept. Parking spaces can be occupied as a temporary park or plaza. Many transportation recommendations could be tested in the short-term through temporary measures for a much lower cost. For example, some streets can be re-striped to the dimensions of the desired street sections (on-street parking spaces, reducing lane widths, adding the turn lane) to test traffic congestion, and user preferences. This will need to be a coordinated effort with the City of Sumter and SCDOT. If no significant negative impacts occur, the City and SCDOT can move forward with the permanent construction of the street section. The City of Decatur, Georgia, has successfully tested temporary street sections and subsequently implemented the permanent solution.

For more information and ways to implement, see: <http://tacticalurbanismguide.com/>



Transportation Projects

#	Project Description	Timeline	Responsible Entities	Estimated Cost	Funding Sources	Notes & Action Steps
Pedestrian Hybrid Beacons						
T.25	Warrant study for pedestrian hybrid beacons	Short-Term	City of Sumter Dept. of Public Works; SCDOT	Staff Time	-	Warrant study as outlined in the MUTCD
T.26	Install Pedestrian Hybrid Beacon at existing mid-block crossing on W. Hampton Avenue (by Tuomey Hospital)	Mid-Term	City of Sumter Dept. of Public Works	\$80,000	Public Works; SCDOT; Penny	
T.27	Install Pedestrian Hybrid Beacon at existing mid-block crossing on W. Liberty Street (between Sumter Street and Main Street)	Mid-Term	City of Sumter Dept. of Public Works	\$80,000	Public Works; SCDOT; Penny	
T.28	Install Pedestrian Hybrid Beacon at existing mid-block crossing on N. Harvin Street (by historic courthouse)	Mid-Term	City of Sumter Dept. of Public Works	\$80,000	Public Works; SCDOT; Penny	

Arts & Culture Projects

#	Project Description	Timeline	Responsible Entities	Estimated Cost	Funding Sources	Notes & Action Steps
AC.1	Convert building at 115 S. Washington Street into Arts Center	Long-Term	City of Sumter	\$300,000	General Fund; Grants	Property FMV is \$100,100.
AC.2	Continue the implementation of the 2016 Sumter Wayfinding Plan	Short-Term	City of Sumter	See Wayfinding Plan	General Fund	
AC.3	Create a social media campaign to promote arts and culture Downtown targeted to different demographics	On-going	City of Sumter	\$30,000	General Fund	Cost comes from hiring a consultant. Combine with recent re-branding effort for Downtown Sumter and Project M.3.

****NOTE: All estimated costs are based on current best practices in 2019. Costs can and will change over time. These are budgetary numbers for phasing and planning purposes for the City of Sumter.**



POLICY CHANGES



Policy changes ensure that projects can be implemented.

In order to implement the projects set forth in this plan, changes to policy will be necessary. Below are highlights of some of these policy changes.

Development: Land Banking

The City of Sumter can continue and expand its land banking efforts to advance redevelopment Downtown. The City buys parcels slated for future development at fair market value, takes on the costs of site clearing and preparation, and sells the land to prospective developers. The purpose of doing this is to make land more attractive and more valuable to developers. If a parcel requires extensive demolition, clearing, utility connections, and grading, it incurs costs that are passed to future owners or tenants in the form of an elevated sales price or rent. The City of Sumter can cover some of these expenses as an incentive to developers. In cases where extensive site preparations are not needed, land can be sold to developers for a profit that can fund future projects or offset site development costs for other projects.

Development: Zoning & Land Use

To implement the scale, density, and character defined in this plan, some properties must undergo a change in land use category and zoning district. It is recommended all properties within the Downtown Sumter Master Plan study area be rezoned to CBD - Central Business District (map page 117) or added into a new zoning district. In addition, the CBD zoning classification should be revised to include single-family housing, townhouses, and accessory dwelling units (ADUs) as a permitted use. With the exception of the recommended City of Sumter-initiated re-zoning of these properties, all other zoning changes in the study area should be developer-initiated.

Uses for Downtown Sumter

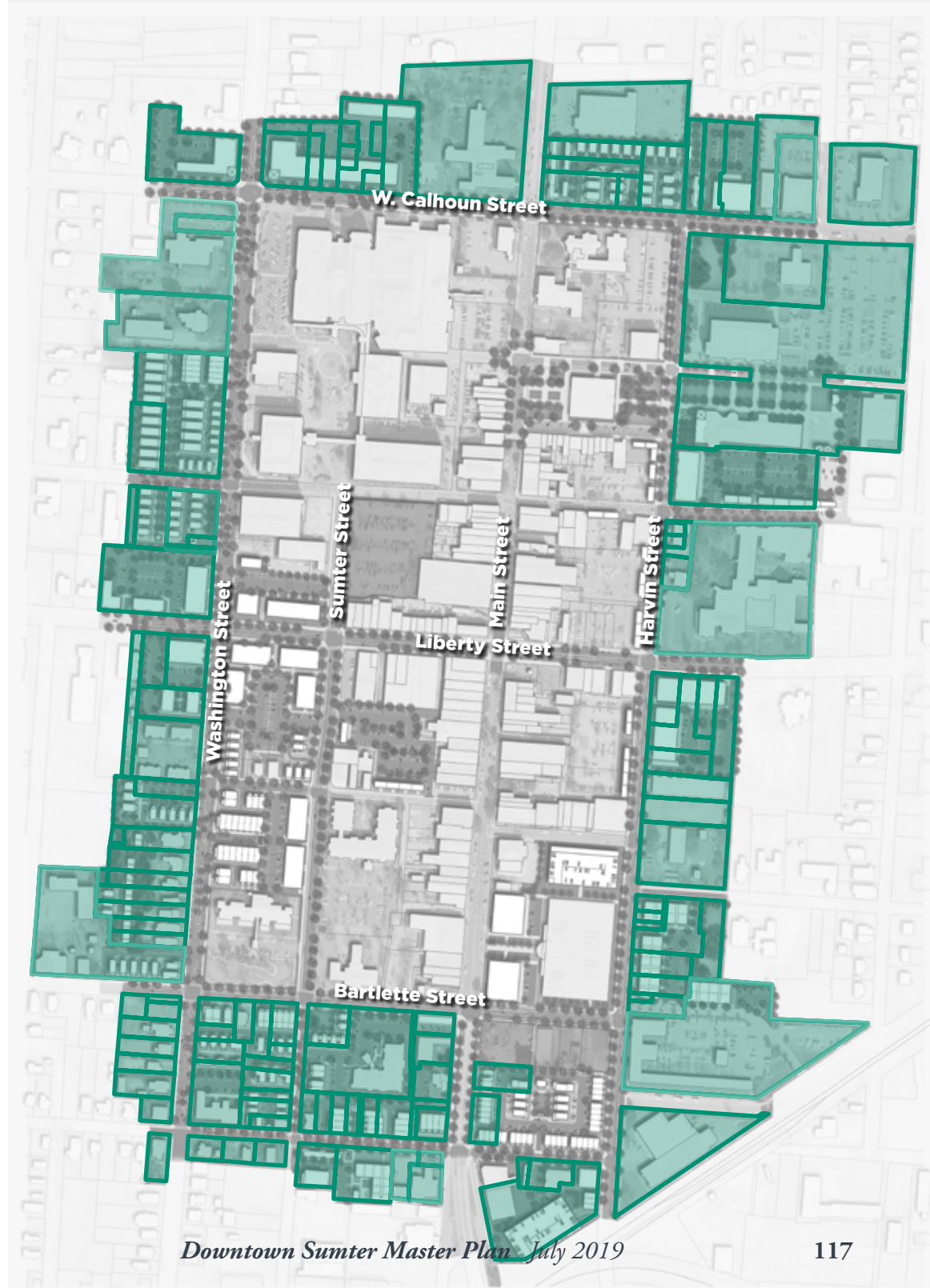
- Small grocery store
- Affordable housing
- Multi-family housing
- Housing that accommodates a diversity of people (different ages, incomes, family sizes)
- Offices
- Coffee shops
- Restaurants that cater to families and different price-points
- Publicly-accessible park and green space

Though this study cannot prescribe specific land uses in specific locations, the market study and public input uncovered a number of uses that would be appropriate for Downtown Sumter. When the sites develop, the City of Sumter should promote the inclusion of local businesses, rather than larger national chains, wherever possible. The chart above lists the preferred, neighborhood-appropriate uses. This list of uses is based on the market study and public input.



1" = 500'

0' 250' 500' 1,000'



Development Policies

#	Project Description	Responsible Entities	Notes & Action Steps
P.1	Revise zoning ordinance to change single-family houses, townhouses, and accessory dwelling units from conditional uses to permitted uses in CBD - Central Business District	City of Sumter	Short-term project
P.2	Re-zone entire study area to CBD - Central Business District	City of Sumter	Short-term project
P.3	Encourage development of above-retail residential units, attached housing, and single-family units on smaller lots	City of Sumter	
P.4	Continue and expand the City's land banking program	City of Sumter	Buy parcels targeted for redevelopment, pay for site clearing and preparation, and resell to developers, using any profit to help fund public improvements
P.5	Provide incentives for residential developers	Sumter County; City of Sumter	Could be in the form of tax incentives or administrative incentives (see Chapter 3, for tax incentives)
P.6	Provide incentives for developers who price at least 20% of their units to households making under 50% of the Area Median Income (AMI)	Sumter County; City of Sumter	Could be in the form of tax incentives or administrative incentives.

Transportation Policies

#	Project Description	Responsible Entities	Notes & Action Steps
P.7	Take over streets from SCDOT: Washington Street, Harvin Street, Liberty Street, Calhoun Street, Hampton Avenue, Sumter Street, Bartlette Street, and Oakland Avenue	City of Sumter; SCDOT	If unable to gain control of streets, work with SCDOT to implement Complete Streets.
P.8	Create streetscape policies that will create uniformity in Downtown's streets	City of Sumter	Could be an Overlay Zoning District or added directly into the CBD zoning classification

Transportation: Street Takeover

In order to implement streetscape projects and intersection upgrades in the manner desired by the City of Sumter, it is recommended that the City begin coordination with SCDOT to take on the responsibility of maintaining the following streets:

- W. Bartlette Street (S-118)
- E. Calhoun Street (S-307)
- W. Calhoun Street (S-102)
- Hampton Avenue (S-89)
- Harvin Street (S-107N)
- Liberty Street (SC-763)
- W. Oakland Avenue (S-227)
- Sumter Street (S-456)
- Washington Street (S-70)



1" = 500'

0' 250' 500' 1,000'



Market & Business Development Policies

#	Project Description	Responsible Entities	Notes & Action Steps
P.9	Establish a Downtown Development Corporation	City of Sumter	See Chapter 3, pages 99-101
P.10	Cluster retail offerings along Main Street and Liberty Street	City of Sumter	
P.11	Target key businesses for Downtown Sumter as identified in the Market Study	City of Sumter	See Chapter 1 and Chapter 3
P.12	Build upon existing arts and cultural events to attract more Downtown patrons through marketing events jointly or cross ticketing	City of Sumter	See Chapter 3, page 96
P.13	Continue Small Business Loans and Façade Grant programs	City of Sumter	
P.14	Pursue Tax Credits: Abandoned and Dilapidated Buildings, Historic Tax Credits, New Markets Tax Credits	City of Sumter	See Chapter 3, pages 97-100
P.15	Pursue other funding options: Green Communities Initiatives, TIF, Philanthropic Fund, Special Benefits Districts	City of Sumter	See Chapter 3, pages 97-100. Make the Downtown Master Plan the Redevelopment Plan in order for TIF funds to be used to fund projects.

Arts & Culture Policies

#	Project Description	Responsible Entities	Notes & Action Steps
P.16	Improve communications between City agencies, non-profits, social services, and cultural arts organizations through regular meetings, email correspondence, and any other communications methods	City of Sumter	Consultant for social media campaigns (AC.3 and M.1) could assist with this.

Market & Business Development: Financing Tools

The City of Sumter should consider taking advantage of financing tools offered by the State of South Carolina to fund commercial and residential projects. In addition to the tools listed in Chapter 3, there are two funding mechanisms that have been successfully utilized throughout South Carolina: Abandoned and Dilapidated Buildings Tax Credits and Historic Tax Credits.

Abandoned and Dilapidated Buildings Tax Credit

The SC Abandoned Buildings Revitalization Act, passed in 2013 and renewed in 2018, incentivizes private investment of empty storefronts. An abandoned building is defined as 66% vacant for the past 5 years, can not be a single-family residence, and can be a building listed on the NRHP when used for solely storage or warehousing. Investors in Sumter become eligible for the tax credit if they invest more than \$250,000 into a qualified building. Tax credits are available either through an income tax credit that equals 25% of actual expenses up to \$500,000 for up to 5 years, or as a property tax credit that equals 25% of actual expenses (but not to exceed 75% of the property taxes due on the building) for up to 8 years. The abandoned storefronts on S. Main Street and W. Liberty Street are great candidates for this program, and the tax credit should be marketed toward prospective developers.

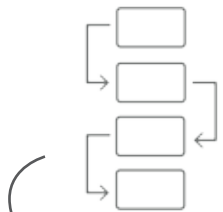
Historic Tax Credits

For taxpayers who seek to rehabilitate an income-producing historic building may be eligible for both federal and state historic rehabilitation tax credits. To qualify the building must be listed on the NRHP or be within a National Register-listed historic district, the building must be used to produce income for at least 5 years after the rehabilitation, and the rehabilitation costs must be substantial — costs incurred over a 24-month period must exceed \$5,000 and be greater than the adjusted basis of the building. If an investor meets these criteria, they can receive a federal income tax credit equal to 20% of qualifying rehabilitation costs, and a state income tax credit of 10-25%. Any commercial or residential buildings within the Sumter Historic District that need renovations may qualify for these tax credits.

Arts & Culture: Communications

Public input revealed a need to improve communications between City agencies and community organizations: people throughout Sumter are not aware of events and destinations Downtown. Project recommendations for social media campaigns (M.1 and AC.3), bringing an arts center to Downtown, and installing wayfinding signage will advance this concern.

PHASING PLAN



This plan will not be implemented overnight — and projects can be implemented in an order that maximizes results.

This plan will take at least 20 years to fully implement, and will cost approximately \$40.6 million in public funds, of which would be paid for by SCDOT, Sumter County, and the City of Sumter. Additional funds can be raised through grants and the Penny for Progress tax. The map on page 123 shows the order that both public and privately-funded projects can be implemented.

Priority Projects (0-5 years)

As previously mentioned, four Priority Projects were identified: acquiring property adjacent to the hospital (D.1), the first phase of the Downtown Civic Green (D.2a), streetscape improvements for Harvin Street (T.1), and streetscape improvements for Washington Street (T.2). Total, these projects would cost an estimated \$14.1 million.

Short-Term Projects (5-10 years)

Short-term projects are initiatives that improve the public realm and that can be implemented fairly quickly to activate more of Downtown. These

projects consist of streetscape projects, intersection improvements, and the construction of the amphitheater and splash pad at the Downtown Civic Green (D.2b). Total, these improvements will cost \$5.6 million (\$1.12 million per year).

Mid-Term Projects (7-12 years)

The next phase of projects includes: the shared streets near the Downtown Civic Green (D.2c), the Liberty Street streetscape projects (T.5 and T.6), an intersection improvement at S. Main Street and E. Oakland Avenue (T.21), and pedestrian hybrid beacons installed at existing mid-block crossings (T.25-T.28) if warrant studies indicate their need. Improvements will cost a total of \$4.4 million (approximately \$880,000 per year). The mid-term period is relatively quiet in order to devote more resources to completing short-term project and coordinating longer term projects.

Long-Term Projects (10-20 years)

Other projects are long-term initiatives dependent on larger funding streams, coordination with private developers where appropriate, and collaboration between public entities. The last projects to be completed include a new parking deck at 303 S. Main Street (D.3), façade improvements to the County library (D.4), the Calhoun Street (T.7) and Sumter Street streetscape projects (T.8), intersection projects along S. Sumter Street, and the conversion of 115 S. Washington Street into an Arts Center (AC.1). Total, these improvements will cost \$16.2 million (\$1.6 million per year). The cost of the library façade improvements will depend on how much money the County will have to spend during that time, and the extent of the improvements desired. The most expensive improvement will be the parking garage (\$7 million) and may rely heavily on funding from the Penny for Progress tax's next funding period. However, the parking garage may be deemed unnecessary in the future due to the provision of on-street and surface parking.

Priority Projects	\$14,100,000
Short-Term Projects	\$5,600,000
Mid-Term Projects	\$4,400,000
Long-Term Projects	\$16,200,000
On-going Projects (all annual expenses)	\$340,000
Total	\$40,600,000

■ Priority Projects	■ Mid-Term Projects
■ Short-Term Projects	■ Long-Term Projects

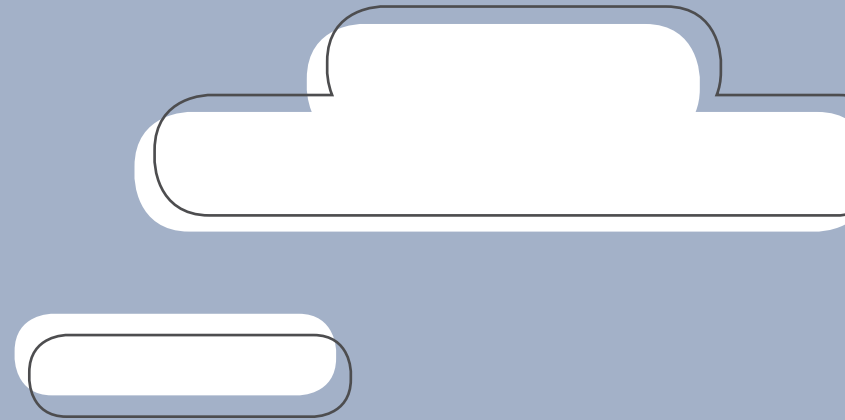




05. APPENDIX



Full Market Analysis & Demand Report
Survey Results
Detailed Streetscape Cost Estimates



FULL MARKET ANALYSIS & DEMAND REPORT

The review of local and regional market factors considered the demand for a variety of uses including both residential and commercial options. Within Downtown Sumter, the potential for new infill development and adaptive reuse of the sites and current historic structures was considered. The initial review of demographic data analyzed population and household characteristics as well as growth patterns and the investment climate.

Downtown Sumter possesses many of the authentic characteristics of a busy commercial heart of the community with government, medical, and educational anchors still active in Downtown today. However, the long-term success of Downtown's commercial health depends on increasing the nearby population, making the need for additional residential development to build back the core a critical finding of the market analysis. Demand exists for new market-rate apartments, townhouses, and senior housing with annual demand for 20 to 25 units. Additional affordable housing could be developed if funding became available to reduce private development costs.

Overall, the Sumter office market is stagnant, reflecting demand only from the regional economic development efforts that have targeted the commercial strip redevelopment (along Route 76 and 378). Office tenants tend to require prominent locations, excellent access to transit and transportation corridors, proximity to high-quality retail and supportive services, state-of-the-art building systems, and high-quality finishes. The only supportable types of office space with potential in Downtown Sumter are neighborhood-serving offices, such as those that exist along Main Street, Liberty, Calhoun, and offices tied directly to the presence of institutional anchors (e.g., the hospital and government).

Retail development requires access to customers, visibility from major thoroughfares, and sufficient daytime population to support consistent sales. Retailers have specific population density and household income spending level requirements and heavily consider nearby competition when selecting sites. As the entire brick-and-mortar retail market continues to shrink in response to

consumers' ability to access products and services online, these site selection criteria weed out less competitive locations. While Downtown Sumter creates a pleasant retail environment, the limited market is already well served by the existing local entrepreneurs. In the near-term, these existing retailers will need additional customers (mainly residents but also visitors).

Area Demographics

Population and household characteristics and associated trends provide a baseline profile from which to draw market conclusions. The data provided by U.S. Census, ESRI, and other national data providers reveal socio-economic trends and allow comparisons among geographies.

Demographics of residents within the City of Sumter's Downtown core, as well as residents citywide and in Sumter County as a whole, provide insights as to the study area's market potentials. The review of significant demographic characteristics and trends highlights the socio-economic factors used by private developers to determine the viability of investing in specific areas.

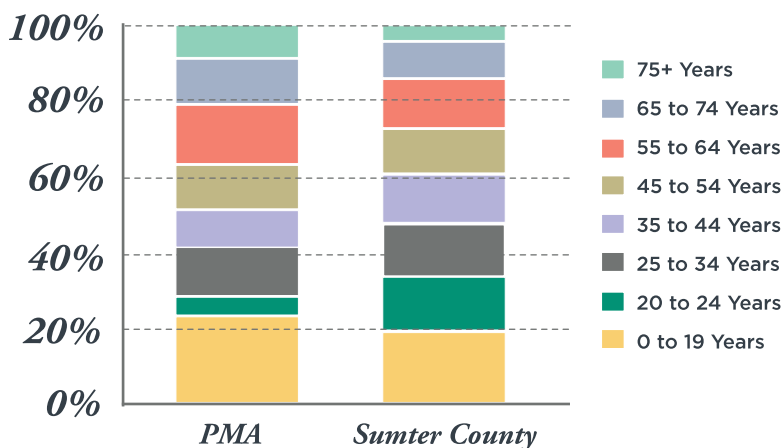
Market demand for commercial retail, food service, entertainment and neighborhood business comes from three main segments: area residents; workers; and visitors. These three segments are likely to generate the bulk of retail demand for the Downtown Main Street corridor. Office demand for

neighborhood-serving office space relates more specifically to the local population. It is less likely that visitors from outside the area would require a visit to the dentist or an estate planner.

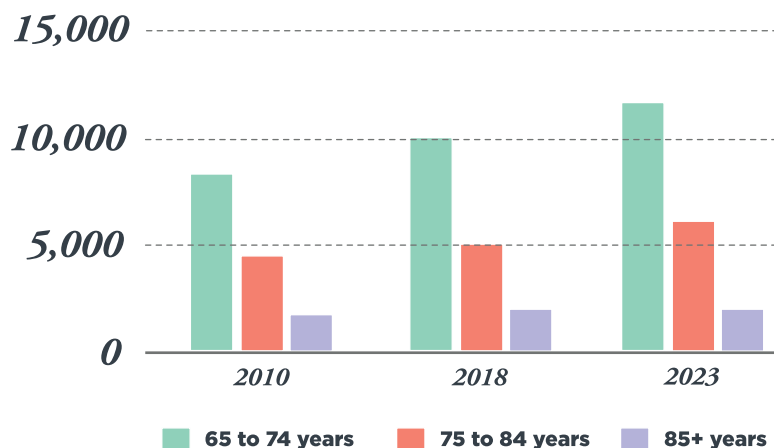
To estimate the market supported by local residents, a Primary Market Area (PMA) is identified as the area whose residents are most likely to be drawn to the Downtown. The following map shows the PMA, which consists of Census Tracts 20 and 13 and the study area (SA). The PMA consists of roughly 6,061 residents and 2,782 households, compared to 41,751 residents and 16,209 households in the City of Sumter, based on estimates prepared by ESRI (a national demographic data provider).



Population Distribution by Age, 2018



Sumter County Residents Aged 65+



Data from the Census shows a loss in population for the City of Sumter between 2010 to 2018 (nearly 1,000 residents lost). As would be expected, the smaller areas of the Study Area and Primary Market Area also lost roughly 3 and 1 percent of their residents, respectively. The slower growth within Sumter County reflects its primarily rural nature.

A review of the population age distribution shows fairly even distribution over all the age cohorts with those between the ages of 20 to 34 years representing 17.7% in PMA as compared to 14.4% in the study area. This reflects a difference from national trends in smaller urban communities and downtown cores in which these younger age cohorts tend to represent one-quarter of all residents. Additionally, the PMA’s median age of 43.1 and the study area’s median age of 52.2 show a larger grouping of residents 55 and older. Baby boomers born from 1946 to 1964 have impacted markets for all of their lives due to their sheer numbers in comparison with the much smaller cohort of babies born during the Depression and World War II. The oldest Baby Boomers are now 72 and large numbers move into retirement age every year. Interestingly, those over the age of 65 represent 21.1% of residents in the PMA and 29.2% in the study area. This compares to only 15.6% of residents aged 65 and older in Sumter County.

The City of Sumter has a diverse population, with 44.9% White, 48.7% Black, and 4.3% Hispanic. From 2010 to 2018, the White and Black shares of the

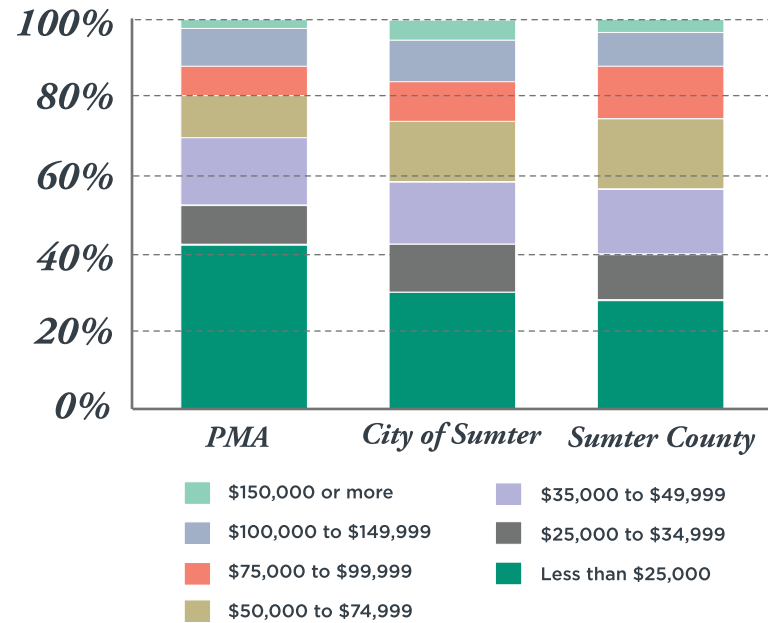
City's population each fell slightly by 0.4%, as other minority groups expanded. The PMA population consists of 38.6% White and 56.6% Black residents.

One- and two-person households represented 71.1% of PMA households and 77.2% in the study area in 2010. The majority of these are people living alone with only one-quarter in Sumter County, but roughly 30% in the City of Sumter and 43.6% in the PMA. In the City of Sumter and Sumter County, the percentage of two-person households reached 30.1% and 31.8%, respectively.

In both the PMA and study area, the average household size was small at 2.16 and 1.33 persons, respectively. Households were larger in 2018 with an average household size of 2.48 people citywide and 2.59 people in Sumter County. ESRI growth projections show a continued trend with average household size remaining the same in all jurisdictions until 2023.

According to data from ESRI, households within the City of Sumter and Sumter County had modest median household incomes ranging from \$41,157 in the city to \$43,486 in the county in 2018. The presence of the Shaw Air Force Base (AFB) employs more than 10,500 military and civilian personnel, impacting area incomes. Both the study area and PMA household incomes reflect a relatively high number of low-income households, with 42.5% of PMA households and 54% of study area households earning less than \$25,000. As would be expected,

Households by Income, 2018



the percentage of households earning more than \$150,000 is higher in the city — 6.4% of all city households.

Employment trends are key indicators for commercial and residential demand. Employment is integral to where people reside, what people can afford, and what people are willing and able to pay for housing. Regional unemployment over the past several years and shifting journey to work patterns also impact commercial and residential market trends.

Unemployment rates for South Carolina, the City of Sumter, and Sumter County remain stable and below the national average with a 3.3% average

rate in the state, as compared with 3.9% in the U.S. at the end of 2018. The City of Sumter and Sumter County's unemployment rate stood at 7.9% at year end 2018. Yet with an unemployment rate of 8.5%, PMA unemployment remains much higher than that seen in surrounding neighborhoods and suburban jurisdictions.

Resident-based employment by occupation and industry for the most recent year indicates that most residents work in white-collar professional jobs - 56.9% of Sumter City workers. The PMA shows more residents holding white-collar jobs at 59.3%. Many of the workers holding blue-collar jobs live in other parts of the city.

The suburban development pattern of the City of Sumter suggests that access to employment centers requires workers to drive personal vehicles, carpool, or use the city's bus service.

Not surprisingly, 92.2% of City of Sumter workers drive to work with 81.5% in private vehicles. Trends in the PMA mirror that of Sumter with 92.7% driving and 80.7% driving alone in private vehicles. In both Sumter and the PMA less than 0.05% commuted to work via public transportation.

Only 23.8% of PMA residents owned no automobile, compared to 11.4% in the city as a whole. Another 5.9% of PMA residents biked or walked to work, and 1.2% worked from home.

Residential Conditions

The City of Sumter recently completed an Affordable Housing Study, reviewing existing residential housing conditions. This study highlights residential growth patterns over the last several decades and potential opportunities for meeting the affordable housing gaps. In every decade since the 1950s, Sumter added roughly 1,000 new owner occupied units with growth to the north and west of Downtown.

Sumter's housing market is dominated by single-family neighborhoods with 67% of the housing stock single-family detached homes. Townhouses, duplexes, triplexes, and quads represent 15.1% of the city's housing stock and 13.8% in the PMA. Multi-family housing in structures with five or more units provide 2,463 units or 13.2% of the city's inventory. As would be expected, the more urban nature of the PMA offers 515 multi-family units representing 16.2% of the PMA's inventory. Approximately 5% of units within the city are mobile homes.

Homeowners account for 45% of all City of Sumter households, compared with only 39% of PMA households. While there are 7,297 renter households in the city; there are only 2,463 multi-family units, indicating that most are renting single-family units. A significant share of mobile homes, duplexes, and single-family units are rented out. In fact, data from Apartments.com (CoStar) attributes 5,336 housing

units as rental housing options reflecting the high number of single-family homes available for renters. The Affordable Housing Study states that 46% of rental units are single-family homes.

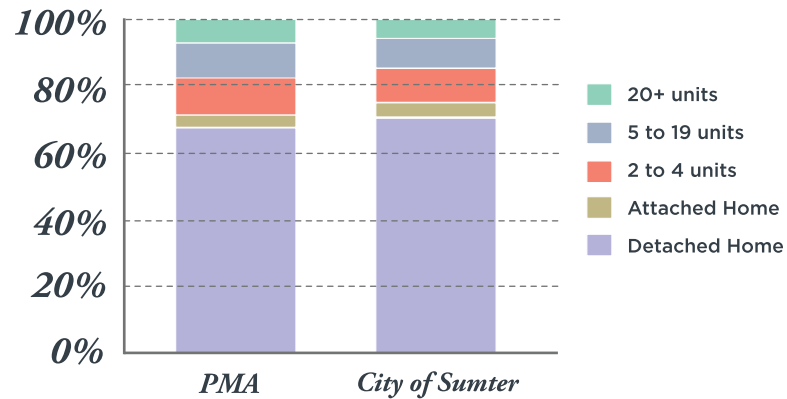
The inventory of housing by year built illustrates the City of Sumter's relative youth; the median year built is 1981. In contrast, the PMA's more historic downtown development pattern reflects a median year built of 1961. Between 2000 and 2010 the City of Sumter gained the highest number of new units with the addition of 3,214 homes. The PMA did not keep pace, adding only 116 units or 3.6% of the PMA's housing stock.

In 2010, an estimated 13.9% of all City of Sumter units were vacant, almost two-thirds of which were rental units. In the PMA slightly more housing units were vacant at the time of the Census with an estimated 15.2%. Ownership housing had 2.2% of the vacant units; however, that includes units that have been sold but not yet occupied. Vacant units available for sale represented only 1.8%. Roughly 6.2% of the City of Sumter's vacant units were characterized as not available for sale, rent, or occasional use, compared to 7% in the PMA. Most of these were likely caught up in estates or foreclosures. A review of HUD data suggests a foreclosure rate of 8.9% of the Downtown study area.

Rental Housing Market

Typically renters do not distinguish housing choice based on political boundaries with the exception of families concerned with school district boundaries. To get a better indication of potential demand and discern multi-family residential market conditions and development trends, this analysis looked at key competitive multi-family properties that would

Housing by Number of Units in Structure, 2016



Housing by Year Built, 2016



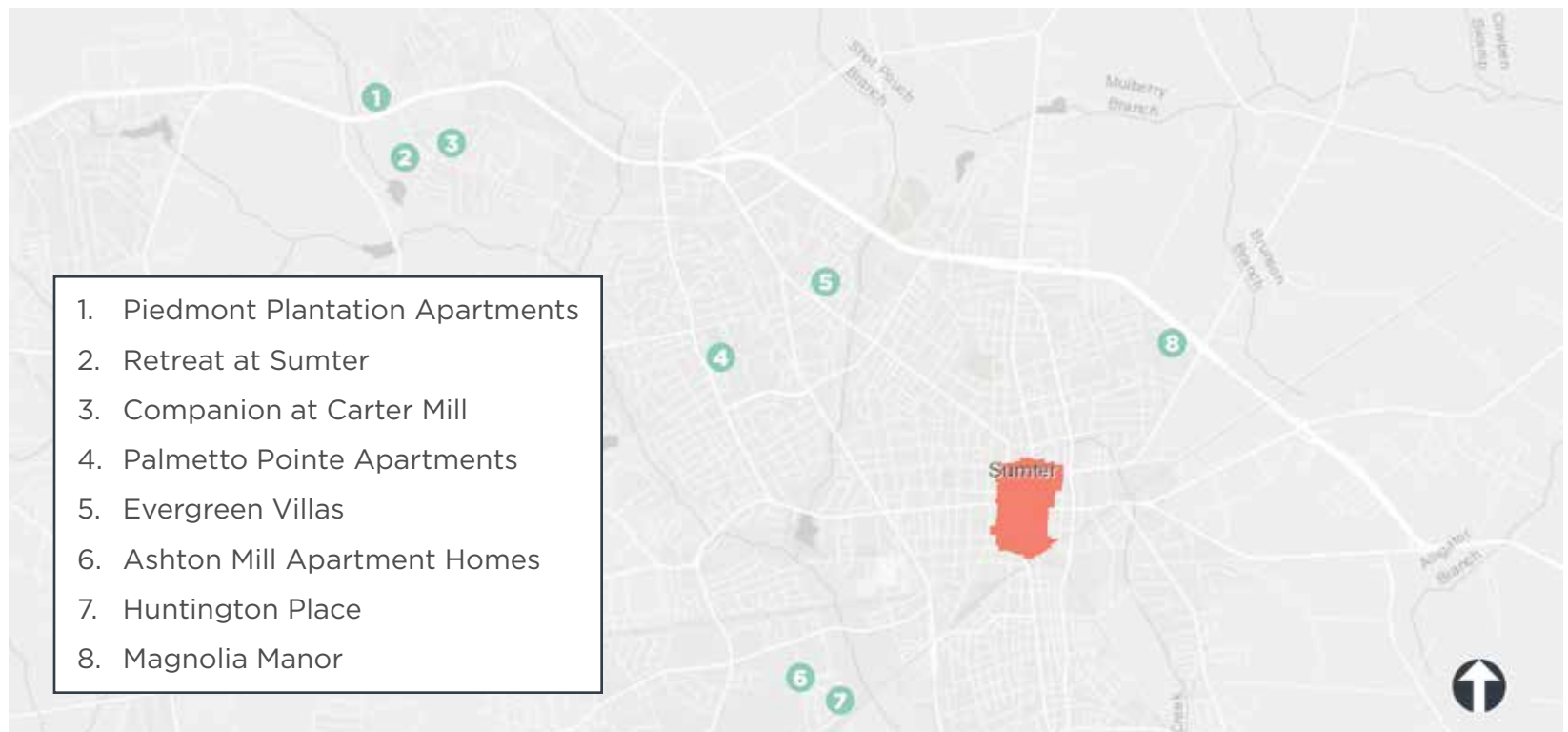
be considered by prospective tenants, in particular newly developed clusters near Shaw AFB.

In neighborhoods near Shaw AFB, the rental market serves primarily military personnel and families, as well as a few students. Monthly rental rates range from \$900 to \$1,400 or more with high occupancy rates, averaging 95%. Smaller apartment units, mostly one-bedrooms achieve the highest rents on a per-square-foot basis, generally ranging from \$1.10 to \$1.15 per square foot or \$900 to \$950 per month depending on the unit size. Two-bedroom units are achieving rents of \$0.75 to \$0.90 per square foot, or

\$975 to \$1,200 per month. The performance of these apartment complexes demonstrates the demand for newly-constructed apartments.

For-Sale Residential

Prospective homebuyers will consider a large range of choices when selecting the appropriate housing unit for their needs. Within the senior housing market, many homebuyers must first make the choice to sell their current home and also consider other factors such as price, design, proximity to public transportation, accessibility to services and entertainment, neighborhood amenities and



quality of life (e.g., parks, street lighting, etc.). Most will prefer to remain in their homes. Other empty nesters will want to downsize in an amenity-rich environment with a reduced home maintenance burden.

Demographic shifts within the United States show several new trends that impact the demand for residential development.

Within the United States, changing demographic trends result in a shift in demand for housing units. Since the 1970s, the share of households that consists of married couples with children dropped by half to 20% of all US households. Demographers project that roughly 14% of all households will consist of families with children by the year 2030.

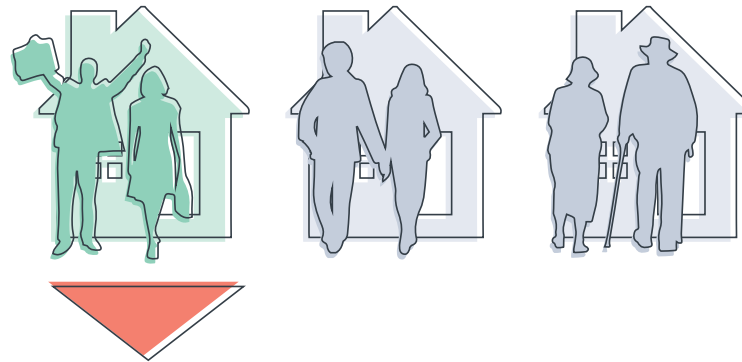
Empty nesters represent a large group of new residents in the City of Sumter area and are starting to locate in greater numbers in Sumter neighborhoods and throughout Sumter County.

According to the Joint Center for Housing Studies of Harvard University, the share of recent homebuyers aged 65 to 75 nearly doubled to 9% from 2001 to 2015. Additionally, 14% of homebuyers aged 65 or over moved into multi-family units, compared to 7.5% of those under 65 (*The State of the Nation's Housing- Joint Center for Housing Studies of Harvard University, 2017, p. 21.*).

While many Millennials postponed purchases of new homes, new statistics show that the older age

cohort in newly-formed households have renewed interest in for-sale options. One-third of ownership sales in the United States are to those 37 years of age or younger.

For the most successful initial for-sale housing products, efficient, modern and well-designed townhouses offer a desirable product for first-time homebuyers.



1 out of 3

of home sales are to those
under the age of 37

Residential Potential

In Downtown Sumter, the housing supply includes a large share of the existing base of single-family residential on the outskirts of the commercial core and a few second-story residential apartments. The value and character of the residential properties shifts to larger single-family residential units and the value of property rises in more historic

neighborhoods outside, primarily to the north and west of Downtown.

Local county and city governments across the country are exploring and experimenting with new funding tools to fill the gap between the escalating costs of maintaining aging infrastructure and the dwindling revenues being generated by traditional sources, in particular as growth sprawls further from city centers. For Sumter, the location of Shaw AFB and highway development patterns pushed growth outside Downtown and continues to offer the most competitive location for newly constructed greenfield homes near Shaw AFB and elsewhere undercutting the potential in Downtown Sumter.

City policies to restrain further sprawl would benefit the city as a whole and Downtown.

Both prospective homebuyers and renters consider a range of choices when selecting the appropriate housing unit for their needs. These factors include the price, housing unit sizes, and design. The limited variety in housing product options allows renters and homebuyers to focus on these factors, increasing competition within the marketplace.

Research suggests Millennial (born between 1981 to 2000) and Baby Boomer (born 1946 to 1964) population cohorts are increasingly seeking more walkable communities with easy access to amenities, and they are willing to accept smaller housing units. The trademarks of the Baby Boomer generation include a growing submarket of married couples

without children – empty nesters.

According to HomeSnacks.net, Sumter is one of the top ten best places to retire in South Carolina for 2019. Sumter’s Swan Lake, Shaw AFB, the art show, and the affordable nature of the residential community make it attractive to retirees.

Baby Boomers and retirees earn more money on average, accept density, and rarely have children requiring schools. While price-sensitive, due to fixed-income, these married couples seek housing close to neighborhood retail and services.

Currently the national rental market is on an upswing attracting many Millennials, particularly those impacted by the Great Recession, and in some cases, their outstanding student debt. Many of the newly-forming households of Millennials are one- and two-person households without children, which impacts housing unit demand greatly. These smaller households gravitate toward smaller units with more amenities and often seek rental opportunities instead of homeownership.

As might be expected, pricing for these new market-rate rental projects tends to be higher than achievable rents in Downtown Sumter. Rental housing in downtowns capitalize largely on desire for walkable, amenity-rich communities. While Millennials prefer space in newly-constructed highly efficient units with minimal impact on the environment, many of those Millennials forming new

households include those interested in authentic spaces in historic rehabbed buildings, like those in Downtown Sumter. Efforts to reinforce the clean and safe environment with the activation of public space would help attract more renters.

Shaw Air Force Base (AFB) has the greatest potential to generate demand for housing in Downtown Sumter by virtue of its size and the turnover among its staff. The ability to live proximate to Shaw AFB in a more authentic, vibrant Downtown could provide the reason needed to forego newer neighborhoods within minutes of the base in favor of Downtown housing. Privatization efforts in recent years have expanded the stock of on-post or nearby housing to meet much of the demand. There are some staff who prefer the freedom living off the air force base. Their Base Allowances for Housing provide sufficient rents to support new rental units in Downtown Sumter.

Senior housing for others could present an opportunity given the aging of the baby boom cohort. However, most seniors prefer to remain in their homes for as long as they can, so it may take some time for the demand to develop.

Finally, those hospital staff and some shared roommate options for the local college students may support additional residential demand for Downtown Sumter housing alternatives.

Opportunities for these three target groups

would include an estimated 20 to 25 new rental apartments, and for-sale housing units annually.

Commercial Conditions

The analysis of market support for commercial space considers both historic absorption and development data for Sumter County and its Downtown submarket. PES has assessed the study area's ability to compete for office development based on its competitive advantages and disadvantages, including access, proximity to major employment centers, workforce, office environment, cost, support services, and other factors.

The City of Sumter includes roughly 1.6 million square feet of commercial office space with approximately one-quarter of the space in Downtown. Roughly one-third of Sumter's office space is in small buildings with less than 5,000 square feet. In general, Downtown Sumter provides a competitive location for commercial development, particularly focused on small business operators.

PES reviewed the existing commercial business inventory within the study area and conducted a cursory windshield survey of ground-floor businesses within the study area. This inventory incorporated data from the City of Sumter's Downtown Development Manager with basic information on each property and building size. PES categorized each commercial business operation into broad categories detailed below:

- Neighborhood-serving / government-related office space;
- Medical office space;
- Neighborhood goods and services;
- Food service operations; and
- General merchandising.

The largest users of commercial space within the study area remain the Sumter City and County government and law firms attracted by proximity to the judicial center. Other office space is occupied by insurance agents and professionals, such as architects, that rely on the local residents as largest customer base and have been in their Downtown location for a long time.

The Downtown Sumter office market encompasses a total of 300,000 square feet of space, of which the largest percentage - 24% or 136,500 square feet - houses professional businesses such as lawyers, realtors, architects, and investment office space. Major Downtown office tenants include the institutional anchors — County courts, City offices, and *The Item*, the local newspaper.

Medical office space constitutes an estimated 97,000 square feet of space in more traditional low-rise medical facilities, clustered toward the hospital along Calhoun Street, Hampton Avenue, and Liberty Street.

The hospital facilities in Downtown Sumter represent

a large community draw for the broader community. Prisma Health Tuomey Hospital plans to maintain and reinvest in the hospital facilities.

Outside Downtown Sumter, the majority of commercial office space consists of free-standing office buildings, or space within commercial strip shopping centers, more traditional retail space. It is important to note that many of these spaces may be listed as triple net leases, which requires the tenant to pay for all or some portion of utilities, property taxes, and other costs, as opposed to more traditional gross or full-service rents for office space. A review of leasing listings for office space reveals a range of rents from \$9 to \$13 per square foot gross rent.

The commercial retail market consists of approximately 5.8 million square feet of space within the City of Sumter. The class of retail space reflects the age of space, amount of investment, and modern amenities available for retailers with the most modern, highly efficient space receiving Class A status and averaging the highest rents. A review of the class of space reveals that two-thirds of the retail space represents class C space with relatively few Class A retail locations in all of Sumter. Retail development occurred outside of the Downtown core, with roughly 28% of the class C space built in the 1980s. This is a fairly common development trend in smaller cities that allowed residential development to follow major thoroughfares. As

the residential growth spread, retail development followed the residential rooftops.

A review of the Downtown retail conditions reflects, not only the growth to the north and west of the Downtown core, but also the retail development trends towards neighborhood commercial centers and malls.

There are three main categories of retail development: neighborhood goods and services; food and beverage establishments; and general merchandise. Neighborhood goods and service retailers offer routine items and meet basic needs, such as pharmacy, florist, dry cleaners, beauty salon and wine / liquor stores. The study area has an estimated 102,000 square feet of neighborhood goods and services.

Sumter's Downtown retail offerings include only 10 restaurants, making up roughly 7% of the commercial supply in the study area. In general, the commercial spaces along the Main Street corridor are sparsely occupied with higher numbers of vacancies each block towards the southern end, at the time of the windshield survey. Local brokers report high interest in locations within the study area close to government and institutional anchors at the northern end of Downtown.

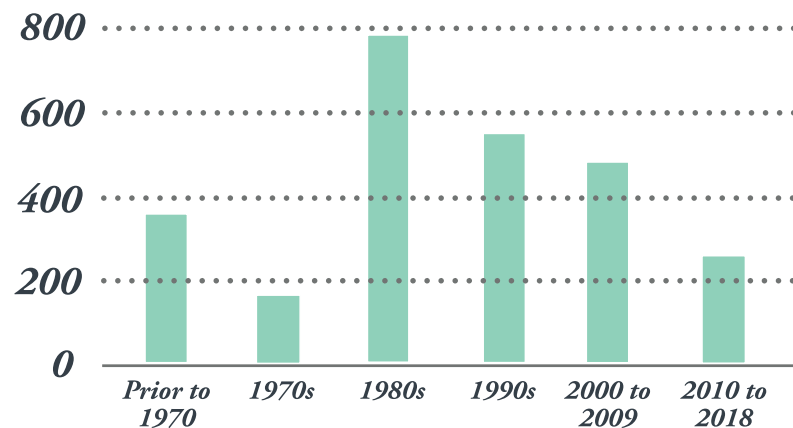
Hotel Conditions

As with all real estate, location criteria for a hotel relate to the ability to draw customers. A hotel

needs a convenient location with visibility from the highway, aesthetics of the area, and perceived safety ranking top in site selection factors. Interstate hotels, unlike resort hotel operations, cluster around the exits with convenient options to access the site and nearby other customer draws, such as employment centers or tourist attractions. Co-location with retail, restaurants, and entertainment operations enhances a hotel's appeal to potential customers.

On average, these types of hotels select their location based on visibility and accessibility, typically along major highways or in business districts, often near major retail clusters. These hotels benefit from high visibility and proximity to generators of room-night demand. In this particular case, the interstate travelers, Shaw AFB and the local business community provide the strongest customer base.

Sumter Area Hotel Rooms by Year Built



Local hotels provide 2,623 rooms in 47 hotels. The majority within Sumter County centers on access to Shaw AFB, along 378 / Robert E. Graham Freeway. The existing inventory of hotel rooms within Sumter County consists of older independent lodging operations catering to tourists; economy or mid-level hotels without food and beverage service; and a limited number of full-service hotels with restaurants. New entries in the market include the Hyatt Place Sumter and Tru by Hilton Sumter.

Hotel development in Sumter County spans many decades, and the inventory includes a series of older roadside single-story hotels and national chain hotels. Nearly one in five of the Sumter area hotel rooms was built prior to the 1970s with 529 rooms. The pace of hotel development remained stable in the 1980s and 1990s with the addition of 12 and 13 hotel properties, respectively. From 2000 to 2009, the Sumter community added 493 rooms with the addition of mid- to upscale hotels including the Holiday Inn Express and Suites and Country Inn and Suites. One new hotel, Budget Inn is planned along the major thoroughfare and the recently opened Tru by Hilton Sumter is located along Route 378.

Commercial Potential

Economic conditions in the national and regional marketplace impact spending and development opportunities in all industry sectors. Traditionally, expressed demand relates directly to the needs generated in the marketplace by users as affected

by the existing supply of space. For certain land uses, demand relates directly to employment growth in industries that require office space.

Office Potential

Office demand is generated by growth in the number of employees in industries that typically locate in office space – primarily financial activities, insurance and real estate, professional and business services, and public administration. In smaller markets, such as Sumter, demand is driven by businesses providing service to local residents, so demand for new businesses and office space is generated by population growth. The anticipated slow PMA population growth will constrain demand for additional offices.

Downtown Sumter serves as the home to local government offices and private employers that support these government offices, including attorneys. Other office users include real estate agents, insurance agents, physicians, and dentists. Within Downtown, the local population includes those coming to the hospital.

Additional generators of demand may be those entrepreneurial class businesses not currently located in Downtown but in more price-conscious office space in older commercial strip centers.

Throughout the nation, entrepreneurs seek out space in eclectic environments with access to amenities and like-minded creative individuals.

This target audience often prefers existing historic building stock with the ability to do-it-yourself for improvements and fit-out, reducing the up-front costs for landlords.

As companies compete to attract and retain talented workers, they are increasingly looking to the quality of the workplace to help them in that competition. Younger workers have expressed preferences for mixed-use environments that allow them to walk or bike to work and then be able to eat and shop in a walkable environment.

Under the current very competitive market conditions, Downtown Sumter cannot expect to compete successfully for significant blocks of new office space, but over time with the addition of more residents, it may be able to entice further office demand.

In the mid- to long-term, Downtown Sumter may attract entrepreneurs and small business operators who find an inherent appeal in interesting spaces, especially the reuse of older commercial building stock along Liberty Street or near the community college or hospital.

Retail Potential

Retail demand relates to the ultimate sales potential, estimated based on expenditures by residents within reasonable proximity as well as employees and other visitors to Downtown Sumter.

PES analyzed retail demand to consider the current

and future potentials for retail space in Downtown Sumter. Due to the low density of households and the sizeable difference in the number and type of retailers as the trade area broadens, the analysis also considered the potential retail sales captured from residents within a larger trade area (Secondary Market Area SMA), tailored to these retailers' customer profile (i.e. grocery store customers come from broader area). The map on page 140 shows the PMA and SMA.

Unfortunately, baseline data on total retail demand by retail category for the PMA and SMA reflect insufficient annual expenditures by residents. In addition to residents, office workers, students, or other visitors to a central business district contribute to the customer base.

Typically 15% of household purchases originate from the workplace. The two largest groups of employees in Downtown Sumter include government workers and hospital staff. Unfortunately, research indicates and interviews with local hospital officials support the conclusion that the time constraints on hospital staff limit time outside the hospital and potential retail spending. A survey of government workers found that roughly 58% were not satisfied or were dissatisfied with retail offerings in Downtown Sumter. Additionally, roughly 63% of these government workers reported leaving their workplace and driving to competitive retail environments to run errands or procure food.



The amount of the retail expenditures from residents, employees, and potential visitors captured by Downtown Sumter’s current retailers varies based on the competition and existing supply of retail stores by category. Capture rates measure the share of potential expenditures that come to an individual store or shopping area from each market source (i.e., residents, workers or visitors). Typically, local retailers capture a higher share of PMA residents’ spending on convenience goods (e.g., drugstore items and groceries) than general merchandise sales because most consumers do not need to travel far to find the goods they are seeking.

The calculation of supportable retail expenditures also reflects the potential leakage or surplus of retail space by category in the competitive environment. The table on the next page summarizes total potential expenditures from residents, workers, and visitors captured by area retailers (i.e., total demand) in the PMA and SMA combined. Leakage (shown as a positive number) represents the dollars that these residents spend outside the area. The negative values represent inflow or categories for which retailers’ sales exceed the spending by residents by attracting shoppers from outside the area. In these instances, the area has retail stores that attract customers from beyond the PMA and SMA. If the total demand exceeds the PMA and SMA retail sales, the result is an unmet demand shown under retail gap. It should be noted that the retail gap may be insufficient to support a new store based on store-specific criteria.

Each retail and restaurant has very specific criteria and formulae, especially for national chains (most requested in the government employee survey responses) by which it chooses site locations, focusing on population density, household incomes, access, visibility, proximity to activity generators, and co-location with other compatible retailers. Very few, if any, of the sites within Downtown can meet those criteria. While residents and workers might enjoy having more stores in proximity, retailers will not open or will only operate temporarily in pop-up stores where they would not be able to operate profitably.

Primary & Secondary Market Areas Sales and Expenditures by Retail Category, 2019

NAICS	Industry Group	Demand (Retail Potential)	Supply (Existing Retail Sales)	Retail Gap
Neighborhood Goods & Services				
445	Food & Beverage Stores	\$28,723,000	\$53,692,000	-\$24,969,000
4451	Grocery Stores	\$26,374,000	\$49,924,000	-\$23,550,000
4452	Specialty Food Stores	\$1,010,000	\$474,000	\$536,000
4453	Beer, Wine & Liquor Stores	\$1,339,000	\$3,294,000	-\$1,955,000
446, 4461	Health & Personal Care Stores	\$10,581,000	\$40,234,000	-\$29,653,000
	Total Neighborhood Goods & Services	\$39,304,000	\$93,926,000	-\$54,622,000
Food & Beverage				
722	Food Services & Drinking Places	\$16,209,000	\$17,783,000	-\$1,574,000
7225	Restaurant and Eating Places	\$14,984,000	\$17,783,000	-\$2,799,000
7223	Special Food Services	\$224,000	\$805,000	-\$581,000
7224	Drinking Places - Alcoholic Beverages	\$1,000,000	\$175,000	\$825,000
	Total Food & Beverage	\$16,209,000	\$17,783,000	-\$1,574,000
Shoppers Goods (General Merchandise, Apparel and Accessories, Furniture and Furnishings and Other)				
452	General Merchandise Stores	\$28,723,000	\$53,692,000	-\$24,969,000
448	Clothing & Clothing Accessories Stores	\$26,374,000	\$49,924,000	-\$23,550,000
442	Furniture & Home Furnishings Stores	\$1,010,000	\$474,000	\$536,000
443	Electronics & Appliance Stores	\$1,339,000	\$3,294,000	-\$1,955,000
451	Sporting Goods, Hobby, Book & Music Stores	\$10,581,000	\$40,234,000	-\$29,653,000
453	Miscellaneous Store Retailers	-\$4,790,300	\$7,459,800	-\$12,250,100
	Total Shoppers Goods	\$63,236,700	\$155,077,800	-\$91,841

Source: ESRI, Retail Marketplace Profile, 2019: Partners for Economic Solutions, 2019

Nationally, the retail marketplace is changing rapidly due to competition from e-commerce and customers' evolving shopping patterns. Many of the big-box retailers of "commodity goods" have lost large portions of their customer base. Several major chains have closed or significantly reduced their bricks-and-mortar presence. Some took on too much debt and are finding it difficult, if not impossible, to generate sufficient sales to repay that debt. Decades of rapid retail expansion have left the nation over-retailed.

As retailers work to find new ways to adapt to e-commerce while still attracting customers to their physical stores, vacancies are developing in even well-located shopping centers outside Downtown Sumter. Less-well-located retail facilities will need to transition to other uses and/or undergo redevelopment.

Downtown Sumter's retail climate will be best served by the addition of more residents and careful maintenance of existing infrastructure. Retail can be served by maintaining walkability; a clean and safe environment and promoting activity (10 am to 10 pm). This requires a champion public, non-profit or quasi-public organization to keep anchors and programming that generate additional activity, while marketing the market distinctions that will draw larger customer base to Downtown Sumter.

Seven Keys of Successful Retail Streets

Downtown Sumter remains clean and safe. Statistics provided by the Sumter police department indicate a relatively crime free environment. Residents, business owners, and visitors alike report a highly walkable community.

As infill residential development increases demand for retail uses in Downtown, the appropriate mix of space to meet these customers needs will naturally occur. It is important to note that the current retail



Clean & Safe



Walkable



Appropriate Mix



Retail Clusters



*Anchored by
Generators*



Programming



Active (10am - 10pm)

mix reflects demand for different customer bases for retailers south of Liberty Street as compared to the destination-driven retailers along Main and Liberty Streets. Downtown Sumter needs to continue to drive focus to this intersection for healthy retail clustering.

Strategic Action Steps

Many mid-sized downtowns throughout the nation search for unique ways to brand their communities and improve the overall quality of life for nearby

residents. Downtown Sumter desires to improve the health of the commercial environment, building on the successful business and residential communities, while gathering a market reputation that will draw more visitors. PES recommends five key strategies for Downtown Sumter:

1. Target resources
2. Determine a unifying brand / message
3. Supporting arts and cultural activities
4. Gap financing
5. Downtown Development Corporation

Target Resources

Successful commercial development requires a critical mass of residents, workers, and visitors to attract a solid customer base. Downtown Sumter lacks a concentration of retail activity; that dilutes retailers' ability to benefit from cross-shopping at multiple stores and to market themselves cooperatively. A review of the existing activity suggests a focus on the segments of Main Street from West Calhoun to Dugan Street. This is the core retail environment for Downtown centering on the Sumter Opera House, area restaurants, and commercial businesses that should be highlighted for enhanced attention and resources in the near future. Retail performs best when clustered, and the intersection of Main and Liberty Streets provides the heart of Downtown retail activity. The presence of civic space along both Main and Liberty streets

generates activity and provides an opportunity for spill-over activities.

Significant gaps in the retail storefront continuity interrupt pedestrian activity and decrease the amount of traffic available to merchants. In fact, adapting former residences for commercial use does not create ideal retail conditions. The lack of true storefront windows makes it difficult for passing drivers to understand the nature of the retail offerings. Customers prefer interesting, active, and attractive public environments with commercial businesses on the both sides of the street. That creates a quality experience overall and promotes cross-shopping opportunities.

Many of Downtown Sumter's retail offerings provide destination-rich businesses that draw customers from a variety of areas but do not cluster activity. Unfortunately, the small nature of these business operations may not spur spin-off customers to other nodes of activity along Main and Liberty Streets.

Those highly-specialized stores, in particular restaurants, attract customers from wider trade areas. The Sumter Opera House and other restaurants and bars become a destination for customers - residents and employers that extend their shopping beyond one business to several within Downtown Sumter.

To target resources, it is recommended to limit financial incentives to this core area for a minimum of three years.

Expanding Sumter's Downtown residential base will be critical for transforming into a vibrant, walkable community. Residents provide activity outside normal working hours and patronize retail, entertainment, and service establishments. Any plans for new residential development should target the best parcels for such uses detailed in the plan. These parcels include underutilized parking lots currently owned by the City or larger parcels with the potential to subdivide existing structures and redevelop back parking lots. Parcels proximate, but not immediately adjacent, to the retail core are best suited for residential development. While retail uses help to create a vibrant walkable environment, residential development must not be forced to include retail space on the first floor. Dispersing demand over a larger geography would undermine the retail focus the plan needs to achieve long-term sustainability. Ground-floor fitness centers, resident lounges, and active lobbies provide many of the same benefits of enlivening nearby sidewalks as does dedicated ground-floor retail.

Branding

The current success of the Downtown Sumter relies in part on the significant entrepreneurial spirit and continued investment of existing merchants. Those restaurants offer a quality service and an experience that customers cannot find in retail chains outside Downtown Sumter.

It is important that Downtown Sumter's support from the City continue to embrace the success of

previous marketing efforts, like the Sip and Stroll. These promotional events need to expand, involving non-profit users and community groups, as well as adding further support with social media campaigns. The Downtown Communications Director should create a social media campaign to further engage local residents in supporting commercial businesses in Downtown Sumter. The best social media campaigns are simple and represent the overall marketing efforts of all businesses. This campaign should target, not only Millennials, but also Shaw AFB community members, as well as all age cohorts, particularly given the significant buying power as those over the age of 45. Finally, this branding strategy should be formalized with the assistance of a qualified professional and tied in directly to the proposed public improvement projects.

In Staunton, Virginia, efforts to revitalize the downtown include participating in the Small Business Saturday campaign championed and sponsored in part by American Express. Beginning in 2011, Staunton got 15 participating businesses to offer discounts or gifts with purchases and ties into the national campaign promotions. The Staunton Downtown Development Association provides strolling choirs, street entertainment, and carriage rides to generate more foot traffic for participating businesses. Staunton's DDA not only promotes the event for several weeks prior, but features listings of offers and store hours. While the event requires small businesses to accept American Express, over the course of the last five years this obstacle

became less prevalent as mobile payment devices have gained popularity.

Arts & Cultural Impact

The impact of the arts and cultural activities cannot be overestimated on downtown commercial and residential conditions. Those arts and cultural activities that engage public and private spaces, rejuvenate structures and streetscapes, and promote local business viability help change the baseline market trajectory.

In the broader Sumter community, sports and leisure activity attract 14,000 to 18,000 visitors annually. The arts community and, specifically, the Sumter Opera House bring roughly 20,000 patrons to the heart of Downtown. Expanding on these activities, marketing events jointly, or cross ticketing will further enhance the experience of visitors and area residents involved in the arts community.

In Mill Hill East community in Macon, Georgia, the Macon Arts Alliance worked with other partners to connect the community's tourism assets. They accessed not only National Endowment for the Arts (NEA) funding, but also the Strong Communities Initiative, and support from prominent philanthropic and private organizations, reflecting a key creative financing strategy to enhance the arts community.

Gap Financing - Rehabilitation Funding

The market findings suggest that building reuse or redevelopment within Downtown Sumter will

require multiple phases with a mixture of uses and several sources of public and private funding. Private developer investment is unlikely to cover the major costs of building renovation or demolition. Sale of vacant land could offset a small portion of those costs. Typically, attracting private developer interest for such an endeavor would require significant potential returns from higher rents and prices.

Most such investments focus on areas with distinctive advantages that distinguish them from “greenfield” developments because new development on vacant land is typically much easier. Building new structures allows the developer to customize the facilities to meet customer preferences and to develop a more energy-efficient and sustainable building at a lower cost than adapting an existing structure. Taking on the challenges of redevelopment typically happens in places with unique advantages or with empty buildings well-suited for adaptive reuse.

The untapped real estate potential for infill residential development could be assisted with a historic renovation or rehabilitation financial gap program.

Because the analysis indicates limited near-term demand for new residential development, this would require significant public investment by the County or State, or a combination.

A number of significant, catalytic opportunities could “change the game” in terms of the market potential, such as the top 4 priority projects described in Chapter 4.

Public-Private Partnerships. At times, public sector efforts to reserve valuable sites for the highest and best use(s) may result in land use restrictions and requirements that inhibit private development and create uncertainty in the marketplace. As market cycles shift, requirements for specific land uses often restrict land owners’ potential by not allowing sufficient flexibility to respond to market opportunities. Concerns that developers’ short-term focus and need to attract outside investment may sacrifice the public goals should be balanced with the goal for total build out in Downtown Sumter.

Financial Incentives. The redevelopment opportunities in Downtown Sumter require both public and private investment during different phases of development, depending on market conditions and current land ownership interests. The following list of development funding sources recommends leveraging several public sector programs, including New Markets Tax Credits, Historic Tax Credits, Green Communities, Tax Increment Financing (TIF), and Special Benefit Districts.

It is recommended that current City staff review these programs and provide fact sheets for each program as relevant for specific Downtown projects.

Many property owners focus on operating their businesses or work as absentee landlords unable or unwilling to invest the time in the application process. A knowledgeable staff person could help bridge the gap by making the financial case for these programs. In addition, the City website needs updates and links to these programs.

New Markets Tax Credits. New Markets Tax Credits provide equity through Community Development Entities (CDE) to assist on commercial development projects in low-income communities. Tax benefits offered by the New Markets Tax Credit attract investors willing to make an equity investment in a CDE. The annual dollar volume of New Markets Tax Credits allocated by the U.S. government is capped, creating a competitive process for receiving the allocation of credits during each annual funding round.

The most common model used by non-profits for New Markets Tax Credits allows up to 95% of a project's cost to be financed, with favorable debt coverage ratios as low as 1.1 times net operating income, and interest-only loans at rates as low as 3%. Loans can also be structured so that debt service is tied to available cash flow. An essential requirement for New Markets Tax Credit financing is that it must involve debt (unlike other tax credit programs) in order to meet Internal Revenue Service requirements. This debt must be structured so that it will be repaid after a certain period (i.e., write-down or forgiveness provisions are not acceptable).

In addition to this requirement, New Markets Tax Credits may not be combined with Low-Income Housing Tax Credits. For these reasons, the deal must be structured separately for any apartment building that utilizes these New Markets Tax Credits. For example, it might be best to structure the retail and office space as a condominium separate from the residential component within the building. Allowing separate financing and operating the commercial component as its own entity leasing to individual office and retail tenants could expand the potential for condominiums in the development program.

It is likely that area CDEs with outstanding allocation for New Markets Tax Credits would find the Sumter opportunity sites worthy of credits.

Green Communities Initiative. Green Communities provides resources for developers and communities to build well-located, green, affordable homes. The Enterprise Community Loan Fund offers additional financial resources for “green” developments. The Green Communities Initiative provides funding for redevelopment of existing residential developments for both planning and construction. Planning funds may be used for architectural work, engineering, site surveys, energy use studies, and environmental reviews. Construction funds may be applied to green construction items, including green materials and energy-efficient appliances. Any community-based

housing developer may apply for these funds and receive up to \$3 million at 6.5% interest for up to 36 months. These funds require that rental housing projects serve households with incomes at or below 60% of the area median income. For homeownership units, households with incomes at or below 80% of area median income are eligible for assistance. As a competitive process, it is important that projects meet green standards set out by the Enterprise Foundation. Fortunately, the development in the southern end of Downtown Sumter qualifies based on its location and community served.

Historic Tax Credits. The State of South Carolina and the federal historic tax credits may be combined on income-producing properties for rehabilitation of historic properties to compensate for the higher costs of historic rehabilitation. The federal credit provides 20% of rehabilitation costs over a five-year period and the State's program ranges from 10% to 25% with a maximum not to exceed of \$1 million in costs. These credits require building owners to confirm the building's national registry status and meet with the State Historic Preservation Office (SHPO) to examine potential reuse options, specifically windows, façade treatments, and interior layout.

Changes to the State of South Carolina's Historic Tax Credits in 2003 now allow the credit to be used for owner-occupied residences. Since this change, taxpayers spending a minimum of \$15,000 in 36 months can qualify for a 25% credit on the costs of repairs and renovation from the state income taxes.

These changes may benefit the residential historic district near Downtown Sumter, and should be marketed to these owners as an option.

Tax Increment Financing. The use of Tax Increment Financing (TIF) is particularly appropriate for projects with high infrastructure costs or projects that create significant public benefit; this funding source is recommended as a primary method to support Downtown redevelopment. It is recommended that this plan be submitted as the Downtown Redevelopment Plan, required to access TIF. The use of TIF requires that the plan not only outline efforts but that the projects funded by TIF remain public, such as recreation facilities, water and sewer facilities, or energy infrastructure. This plan's introduction of more green space on publicly owned parking lots may qualify. In addition, shuttle transportation to area colleges and Shaw AFB could qualify.

Special Benefits Districts. Special Benefits Districts involve the creation of a district to tax affected properties that benefit from a public infrastructure improvement. Such districts are used commonly to fund sewer extensions. While these types of districts typically require approval by a large majority of property owners, the dedication of funding for specific improvements expected to enhance property values makes consensus building more feasible.

In 2007, the City of Berkeley, California, created a special assessment district that allowed privately

placed debt of property owners to finance energy efficiency improvements as a property tax. The same type of option for residential energy improvements used in 2009 in Boulder County, Colorado, provides useful insight for Downtown Sumter. In Boulder County, special assessment bonds have been used to finance energy improvements with a mixture of tax-exempt and taxable bonds. Those property owners located within the special benefits district could receive loans (loan value based on energy improvement type) that would be repaid through higher property taxes in future years. The special assessment remains with the property with future owners and tenants paying for the benefits provided by these energy efficiency improvements.

The Boulder County example provides an interesting option for Downtown Sumter. Sumter could structure a more creative special assessment for Downtown that would allow the City to group major infrastructure investments into a single bond issuance, funded by a new tax on the Downtown property owners. This type of tool should be combined with the creation of the Downtown Development Corporation and used in a later phase of revitalization.

Philanthropic Funding. Foundation funding – financial support from small to large foundations for development of new open space, parks, and sustainable green alternatives for stormwater management – may provide an excellent source for other public realm investments. Many private

foundations fund direct assistance to improve and clean up former industrial properties into thriving public open spaces.

This type of funding source requires cultivating and building relationships with the foundations. As such, it may be a mid-term source of support. However, the arts and cultural community in Downtown Sumter could greatly benefit from even small levels of support over the near term.

Downtown Development Corporation

Concerns that developers' short-term focus and need to attract outside investment may sacrifice the public goals should be balanced with the goal for total build-out in Downtown Sumter. The creation of a specific entity to manage the revitalization of Downtown Sumter may be helpful.

A dedicated district-based public benefit corporation, or Downtown Development Corporation, would stimulate revitalization of the defined core and provide enhanced services through an improvement district and other supporting activities. Notable examples include the Greeley Downtown Development Corporation (in conjunction with the Greeley Downtown Alliance) and the Rochester Downtown Development Corporation (RDDC) in Rochester, NY. In Rochester, the impact of the RDDC efforts resulted in increased development activity and growth. Since 2014, the residential demand increased the conversion of underutilized commercial space totaling more than 1.65 million square feet of commercial space

to residential and the potential for an additional 3,000 new residential units added in the next 3 to 4 years. Residential brokers report rapid lease-up of residential units with a vacancy rate below 4%.

Because of the large amount of publicly owned properties in Downtown Sumter, the creation of a new public benefit corporation, the Sumter Downtown Development Corporation, could further incentivize private investment. Its members should include all of the landowners within the core Downtown area, as well as other property-owning educational (community college) and other institutions (hospital) adjacent to the area with a stake in Downtown's revitalization. The purpose of this new corporation would include:

- 1. Facilitate Policy Goals.** The new entity will need to facilitate and coordinate the diverse policy goals and objectives of its members while enabling them to realize maximum benefits from their properties and promote successful realization of the Downtown core.
- 2. Provide Expertise to Lead the Revitalization.** Staff with expertise in urban revitalization through mixed-use development are needed to enhance the capabilities of each of the member organizations and balance public and institutional interests.

- 3. Coordinate Public Investments, Secure Debt, and Other Financing.** A distinct entity will be best positioned to work with Sumter Economic Development to arrange TIF bonds and PILOTS, secure additional debt and grant financing sources from City, State, and federal sources, and potentially receive tax surcharges to support additional services in the area.
- 4. Attract Private Investment.** This is vital for revitalization of the Downtown core and will require a combination of planning, marketing, and facilitation activities.

There are a variety of options for how the Downtown Development Corporation could be organized. The potential members of this new entity, with leadership from the City, should convene a stakeholder committee as soon as possible to work through these choices and decide on how the new entity should be incorporated and governed. This will also require the provision of "seed money" from the stakeholders for the Corporation's start-up.



SURVEY RESULTS

Where do you currently live?

626 out of 638 people answered this question

1	In the City of Sumter but not Downtown	297 / 47%
2	In Sumter County but not in the City of Sumter	246 / 39%
3	In Downtown Sumter	53 / 8%
4	Not in Sumter County or the City of Sumter	29 / 5%
5	On Shaw Air Force Base	1 / 0%

How long have you lived in your community?

632 out of 638 people answered this question

1	20+ years	332 / 53%
2	0 to 5 years	118 / 19%
3	11 to 20 years	102 / 16%
4	6 to 10 years	80 / 13%

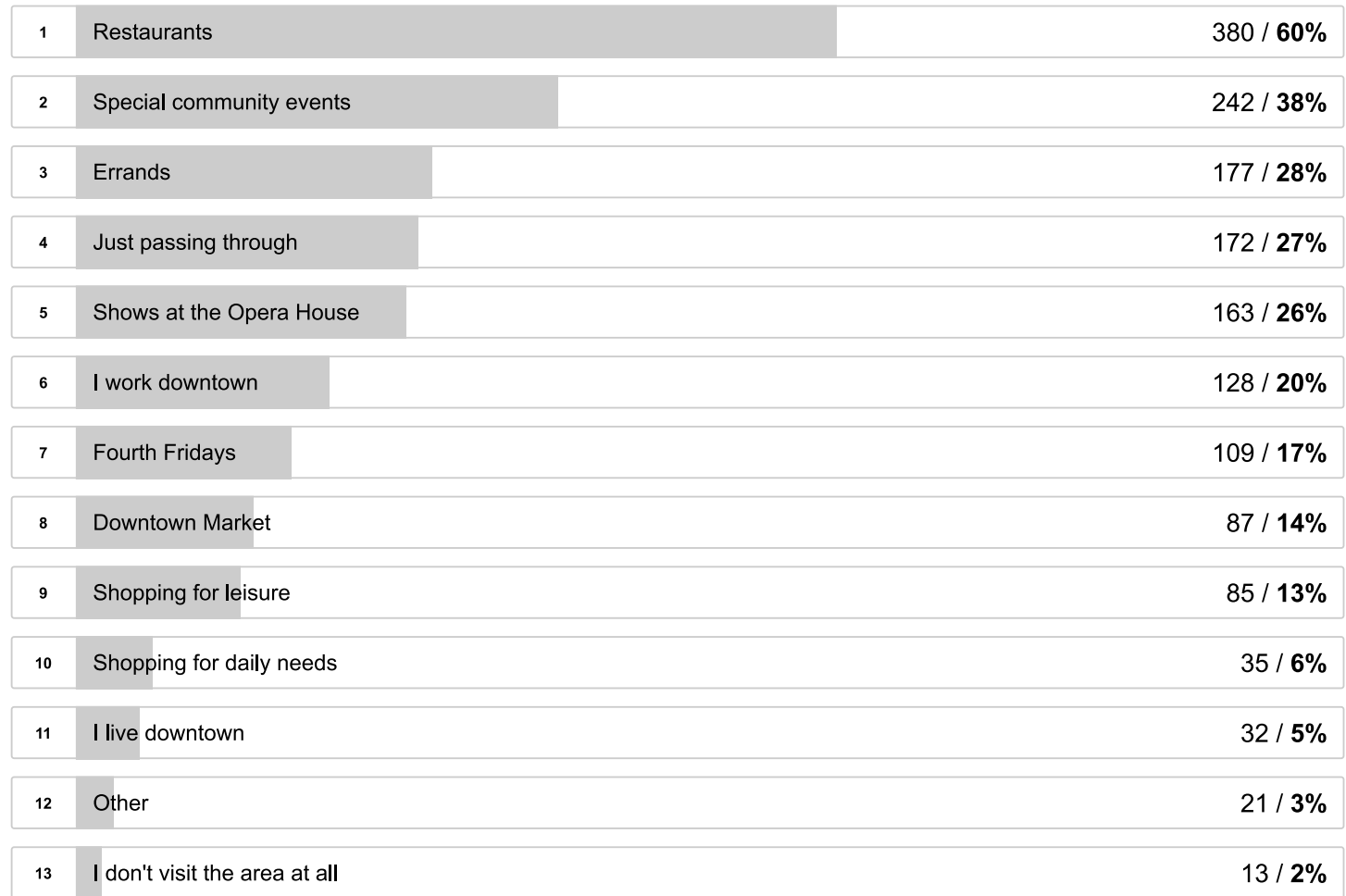
How many times a month do you visit Downtown Sumter?

636 out of 638 people answered this question

1	Daily	121 / 19%
2	2-3 times a month	117 / 18%
3	Less than once a month	115 / 18%
4	Once a month	97 / 15%
5	Weekly	68 / 11%
6	4-5 times a month	50 / 8%
7	2-3 times a week	30 / 5%
8	5+ times a month	25 / 4%
9	Never	13 / 2%

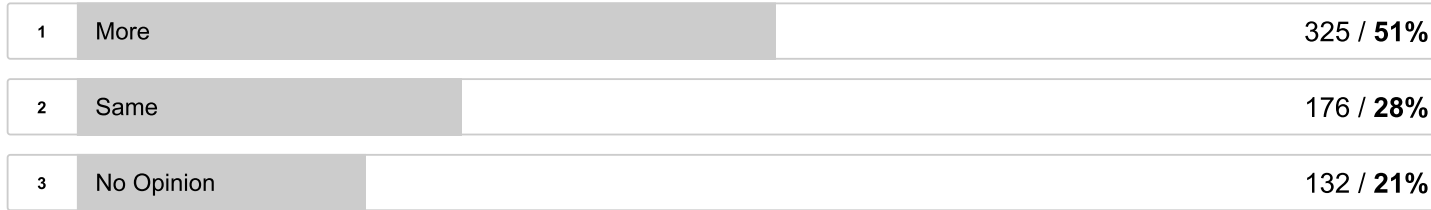
@What brings you to Downtown Sumter?

630 out of 638 people answered this question



Secondary and higher education options

633 out of 638 people answered this question



Casual dining

630 out of 638 people answered this question



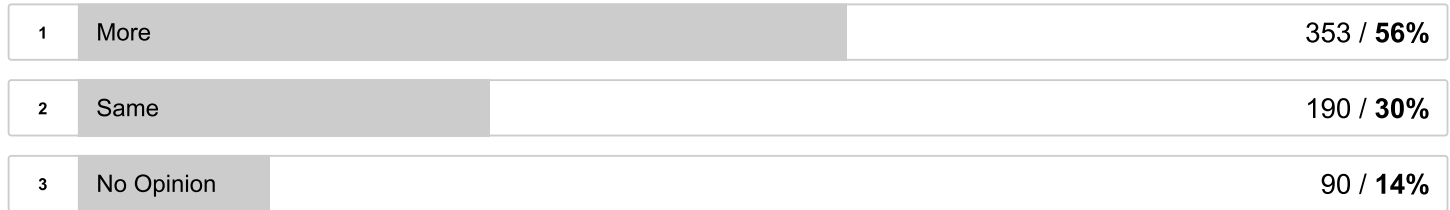
Boutique shopping

633 out of 638 people answered this question



Daily needs shopping (groceries, drug stores, etc.)

633 out of 638 people answered this question



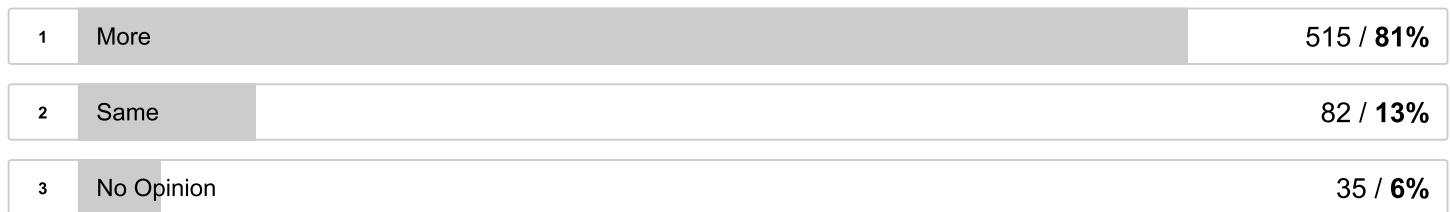
Festivals & events

634 out of 638 people answered this question



Family-oriented / multi-generational events & programming

632 out of 638 people answered this question



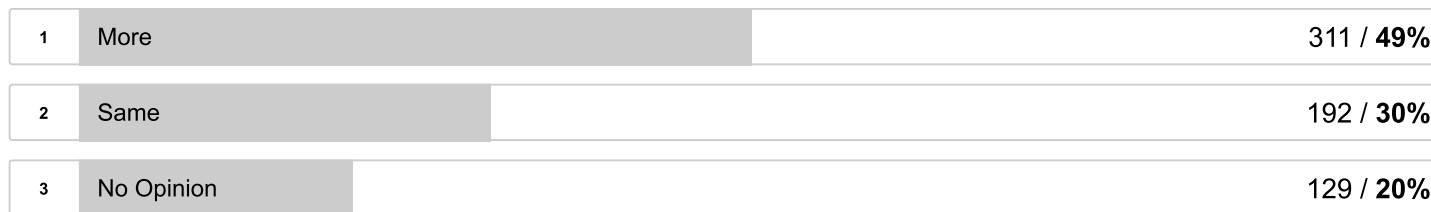
Plays, shows, performances

633 out of 638 people answered this question



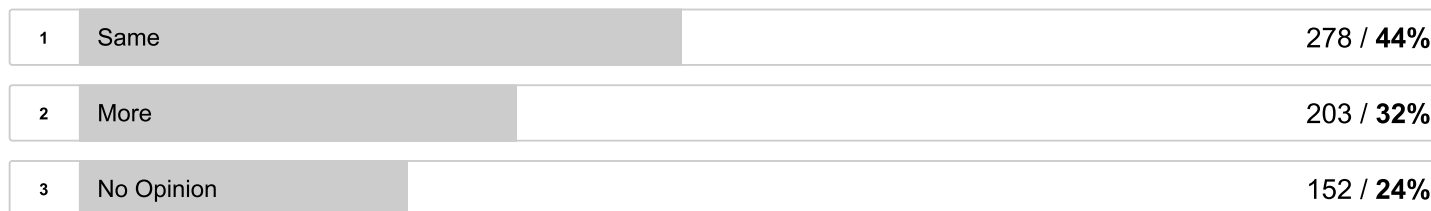
Bars or other night time entertainment

632 out of 638 people answered this question



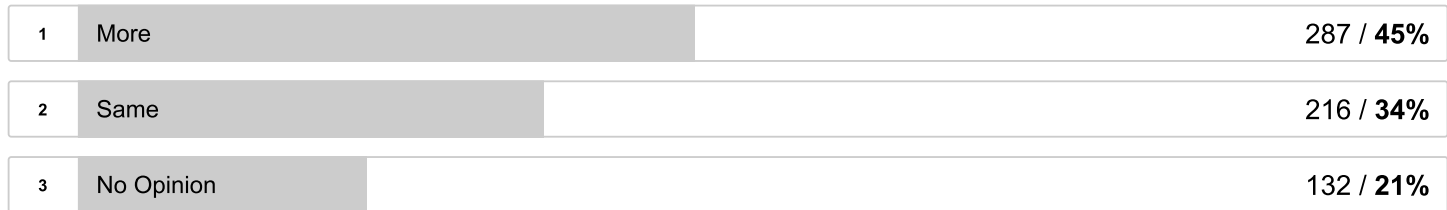
Hotels

633 out of 638 people answered this question



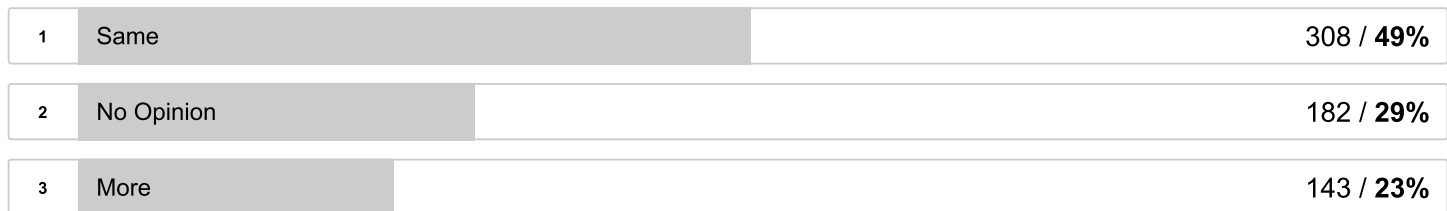
Art galleries

635 out of 638 people answered this question



Offices

633 out of 638 people answered this question



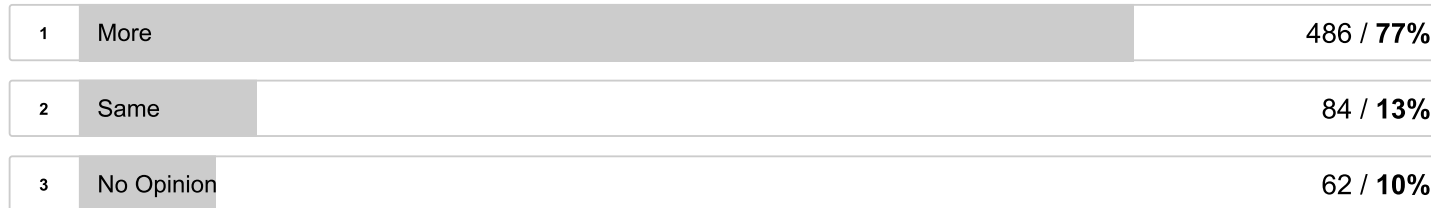
Light manufacturing / industrial spaces

634 out of 638 people answered this question



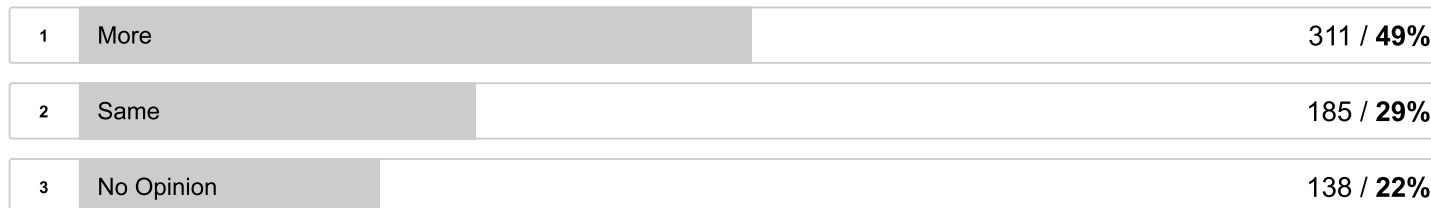
Artist & artisan studios (i.e. creative industries, like glass blowing, pottery, welding, etc. that could allow spectators / education).

632 out of 638 people answered this question



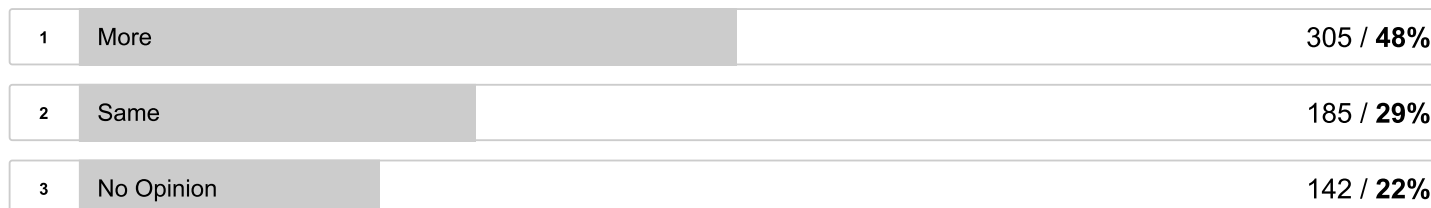
Job-training

634 out of 638 people answered this question



Bar or brewery

632 out of 638 people answered this question



Beautification (trees, landscaping, public art, etc.)

634 out of 638 people answered this question



Single-family homes

626 out of 638 people answered this question



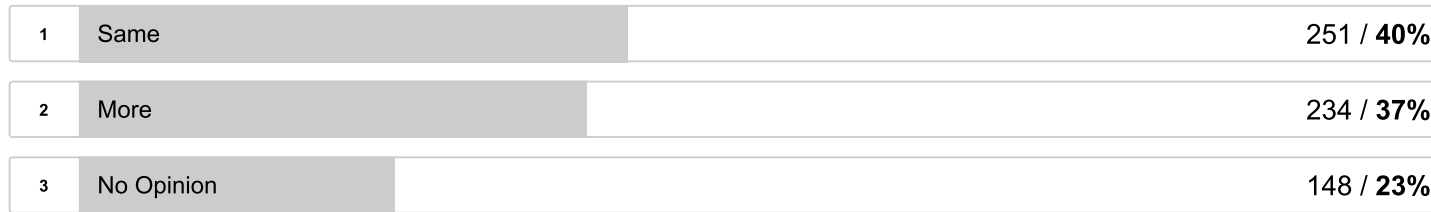
Apartments (stand-alone)

630 out of 638 people answered this question



Housing for seniors

633 out of 638 people answered this question



Townhomes

633 out of 638 people answered this question



Condos

632 out of 638 people answered this question



Places for children to play

632 out of 638 people answered this question



Active outdoor recreation, like sports fields

631 out of 638 people answered this question



Parks, open space, or plazas

632 out of 638 people answered this question



New streets and sidewalks

634 out of 638 people answered this question



Streetscape improvements (lighting, trees, benches)

633 out of 638 people answered this question



Bus routes

630 out of 638 people answered this question



Traffic congestion

631 out of 638 people answered this question

1	Overall Good. Few changes needed	398 / 63%
2	Average. Many changes needed	135 / 21%
3	Perfect. Not a problem Downtown	60 / 10%
4	Failure. Completely re-do / major changes needed	38 / 6%

Road maintenance (potholes, repaving, etc.)

629 out of 638 people answered this question

1	Average. Many changes needed	232 / 37%
2	Overall Good. Few changes needed	199 / 32%
3	Failure. Completely re-do / major changes needed	187 / 30%
4	Perfect. Not a problem Downtown	11 / 2%

Truck traffic

629 out of 638 people answered this question

1	Overall Good. Few changes needed	323 / 51%
2	Average. Many changes needed	201 / 32%
3	Failure. Completely re-do / major changes needed	58 / 9%
4	Perfect. Not a problem Downtown	47 / 7%

Visibility at street intersections

634 out of 638 people answered this question

1	Overall Good. Few changes needed	371 / 59%
2	Average. Many changes needed	170 / 27%
3	Perfect. Not a problem Downtown	56 / 9%
4	Failure. Completely re-do / major changes needed	37 / 6%

Sidewalk connections

629 out of 638 people answered this question

1	Overall Good. Few changes needed	366 / 58%
2	Average. Many changes needed	162 / 26%
3	Perfect. Not a problem Downtown	58 / 9%
4	Failure. Completely re-do / major changes needed	43 / 7%

Appearance of streets

630 out of 638 people answered this question

1	Overall Good. Few changes needed	320 / 51%
2	Average. Many changes needed	228 / 36%
3	Failure. Completely re-do / major changes needed	59 / 9%
4	Perfect. Not a problem Downtown	23 / 4%

Pedestrian safety

631 out of 638 people answered this question

1	Overall Good. Few changes needed	348 / 55%
2	Average. Many changes needed	189 / 30%
3	Failure. Completely re-do / major changes needed	64 / 10%
4	Perfect. Not a problem Downtown	30 / 5%

Safety at railroad crossings for pedestrians and drivers

626 out of 638 people answered this question

1	Overall Good. Few changes needed	337 / 54%
2	Average. Many changes needed	189 / 30%
3	Perfect. Not a problem Downtown	54 / 9%
4	Failure. Completely re-do / major changes needed	46 / 7%

Presence of bicycle facilities

625 out of 638 people answered this question

1	Average. Many changes needed	268 / 43%
2	Overall Good. Few changes needed	172 / 28%
3	Failure. Completely re-do / major changes needed	160 / 26%
4	Perfect. Not a problem Downtown	25 / 4%

Availability of on-street parking

629 out of 638 people answered this question

1	Overall Good. Few changes needed	265 / 42%
2	Average. Many changes needed	254 / 40%
3	Failure. Completely re-do / major changes needed	82 / 13%
4	Perfect. Not a problem Downtown	28 / 4%

Availability of parking lots & garages

629 out of 638 people answered this question

1	Average. Many changes needed	248 / 39%
2	Overall Good. Few changes needed	247 / 39%
3	Failure. Completely re-do / major changes needed	71 / 11%
4	Perfect. Not a problem Downtown	63 / 10%

Number of bus routes

611 out of 638 people answered this question

1	Overall Good. Few changes needed	277 / 45%
2	Average. Many changes needed	202 / 33%
3	Failure. Completely re-do / major changes needed	71 / 12%
4	Perfect. Not a problem Downtown	61 / 10%

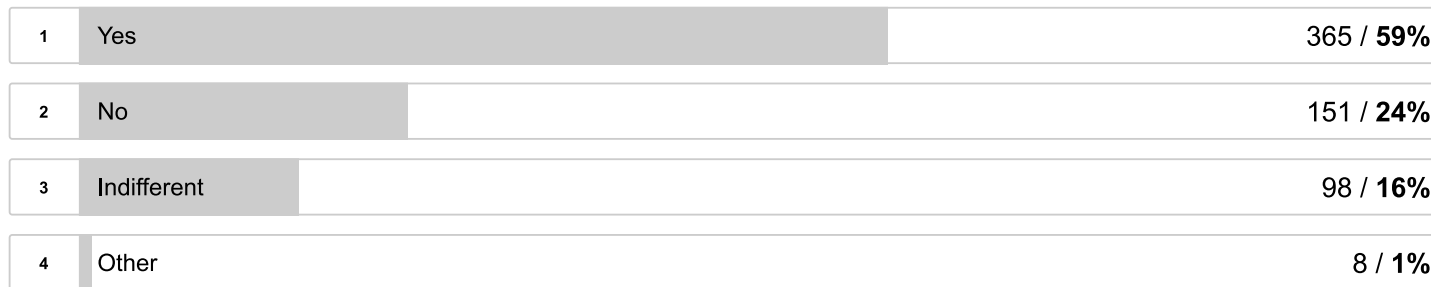
What mobility improvements could make it easier to get around Downtown?

577 out of 638 people answered this question

1	Sidewalk maintenance	263 / 46%
2	Bike lanes	250 / 43%
3	Safe routes for seniors or people using wheelchairs	241 / 42%
4	More crosswalks	227 / 39%
5	More sidewalks	199 / 34%
6	Mid-block crossings	172 / 30%
7	Safe routes for students to walk to school	163 / 28%
8	Buffers between sidewalks & streets	147 / 25%
9	Additional bus routes	112 / 19%
10	Safe access across the railroad tracks	101 / 18%
11	Other	6 / 1%

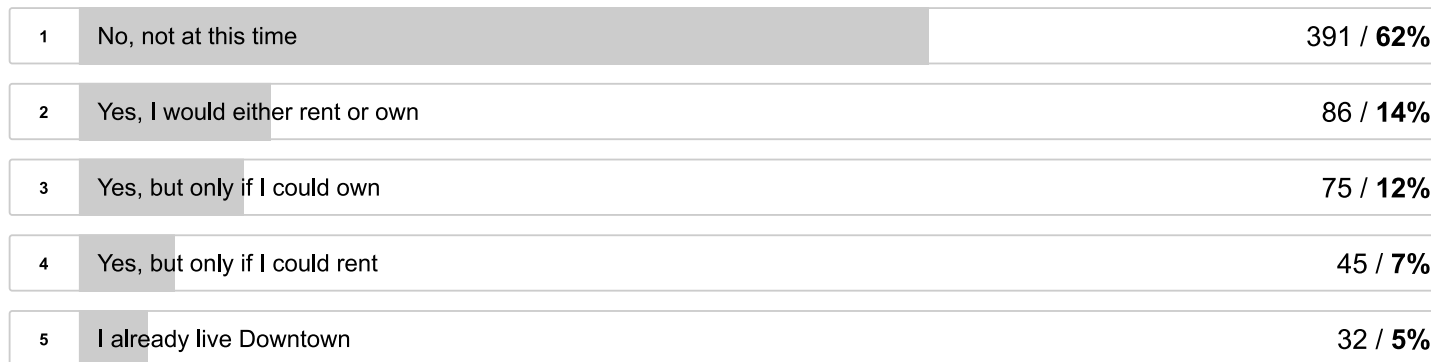
Are you open to new buildings whose design differs from the historic character of Downtown?

618 out of 638 people answered this question



Would you consider living in Downtown Sumter?

629 out of 638 people answered this question



If you were to live Downtown, what type of housing would you prefer to live in?

628 out of 638 people answered this question

1	I would not prefer to live in Downtown at this time	189 / 30%
2	Apartment or loft (above a shop or office)	175 / 28%
3	Townhouse	174 / 28%
4	Stand-alone home on a small lot	166 / 26%
5	Condominium	124 / 20%
6	Apartment or loft (stand-alone building)	112 / 18%
7	Other	2 / 0%

If you were to live Downtown in a home similar to your current home, would you pay more or less to live Downtown?

623 out of 638 people answered this question

1	I would pay the same	286 / 46%
2	I don't want to live Downtown	176 / 28%
3	I would pay less	90 / 14%
4	I would pay more	68 / 11%
5	Other	6 / 1%

Are you active-duty military?

623 out of 638 people answered this question

1	No	560 / 90%
2	Retired military	54 / 9%
3	Yes	9 / 1%

What age group do you fall into?

626 out of 638 people answered this question

1	50 - 59 years old	172 / 27%
2	40 - 49 years old	159 / 25%
3	30 - 39 years old	131 / 21%
4	60 - 69 years old	95 / 15%
5	18 - 29 years old	53 / 8%
6	70+ years old	16 / 3%
7	Under 18 years old	0 / 0%

What race / ethnicity do you identify with?

609 out of 638 people answered this question

1	White/Caucasian alone	425 / 70%
2	Black/African-American alone	152 / 25%
3	Two or more races	17 / 3%
4	Hispanic or Latino	7 / 1%
5	Other	4 / 1%
6	Some other race alone	3 / 0%
7	Not Hispanic or Latino	2 / 0%
8	American Indian and Alaska Native alone	1 / 0%
9	Asian alone	0 / 0%

What is your household size?

627 out of 638 people answered this question

1	2 people	241 / 38%
2	4 people	136 / 22%
3	3 people	113 / 18%
4	1 person	87 / 14%
5	5+ people	50 / 8%

What is your income range?

609 out of 638 people answered this question

1	\$75,000 or more	217 / 36%
2	\$50,000 to \$74,999 per year	167 / 27%
3	\$40,000 to \$49,000 per year	87 / 14%
4	\$30,000 to \$39,000 per year	60 / 10%
5	\$20,000 to \$29,000 per year	47 / 8%
6	\$10,000 to \$19,999 per year	25 / 4%
7	Less than \$10,000 per year	6 / 1%

What is your highest level of education?

621 out of 638 people answered this question

1	Graduate or post-graduate degree	271 / 44%
2	Bachelor's degree	176 / 28%
3	Some college	87 / 14%
4	Associate's degree	56 / 9%
5	High School diploma or GED	30 / 5%
6	Less than high school	1 / 0%

DETAILED STREETSCAPE COST ESTIMATES



ENGINEER'S OPINION OF PROBABLE COST - PLANNING LEVEL ESTIMATE SUMMARY

Sumter Downtown Master Plan - Preliminary Cost Estimates

CORRIDOR/INTERSECTION	COST	COST/LF
T.1	\$5,936,000	\$1,943.04
T.2	\$5,486,000	\$1,804.61
T.3	\$1,038,000	\$3,774.55
T.4	\$825,000	\$431.94
T.5	\$894,000	\$2,416.22
T.6	\$1,600,000	\$2,000.00
T.7	\$4,903,000	\$1,726.41
T.8	\$3,674,000	\$1,749.52
T.9	-	-
T.10	\$69,000	-
T.11	\$45,000	-
T.12	\$54,000	-
T.13	\$38,000	-
T.14	\$54,000	-
T.15	\$52,000	-
T.16	\$62,000	-
T.17	\$29,000	-
T.18	\$15,000	-
T.19	\$13,000	-
T.20	\$43,000	-
T.21	\$27,000	-
T.22	\$65,000	-
T.23	\$57,000	-
T.24	\$56,000	-
Total Cost Estimate	\$25,035,000	-



ENGINEER'S OPINION OF PROBABLE COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT T.1
HARVIN ST - W. CALHOUN ST TO OAKLAND AVE
INCLUDES RAISED STREET BETWEEN LAW RANGE AND CANAL ST

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$372,144	\$372,144
2	Traffic Control	1	LS	\$159,885	\$159,885
3	Clearing & Grubbing	1	LS	\$166,428	\$166,428
4	Erosion Control	1	LS	\$66,571	\$66,571
5	Removals and Utility Adjustments	1	LS	\$106,925	\$106,925
6	Curb and Gutter (6")	6110	LF	\$25	\$152,750
7	Median Curb (6")	3230	LF	\$20	\$64,600
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	44445	SF	\$8	\$355,560
10	Hot Mix Asphalt Pavement	110890	SF	\$8	\$887,120
11	Granite Stone Pavers	8580	SF	\$20	\$171,600
12	Plastic Truncated Domes	360	SF	\$25	\$9,000
13	Thermoplastic, Message, Arrow or Symbol	24	EA	\$275	\$6,600
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	2052	LF	\$16	\$32,832
16	Thermoplastic, 4" Stripe	9165	LF	\$2	\$18,330
17	Install Sign and Post	31	EA	\$350	\$10,693
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	1	LS	\$631,367	\$631,367
20	Landscape	35853	SF	\$2.5	\$89,631
21	Trees	122	EA	\$1,500	\$183,300
22	Utility Allowance	1	LS	\$244,400	\$244,400
23	Traffic Signal Upgrade	1	LS	\$150,000	\$150,000
24	Lighting Allowance	6110	LF	\$35	\$213,850
Sub Total Items					\$4,093,586
				ENGINEERING AND CONST. SURVEY	15% \$614,100
				CONSTRUCTION CONTINGENCY*	30% \$1,228,100
Total Cost Estimate					\$5,936,000

Notes:

- 1) Lighting cost assumes spacing 100 ft, \$3500 per light and both sides of street.
- 2) Clearing and grubbing includes grading(cut/fill)
- 3) Striping is assumed to be thermoplastic.
- 4) Tree spacing is 50' o.c.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT T.2
WASHINGTON ST - OAKLAND AVE TO CALHOUN ST

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$343,894	\$343,894
2	Traffic Control	1	LS	\$144,102	\$144,102
3	Clearing & Grubbing	1	LS	\$153,965	\$153,965
4	Erosion Control	1	LS	\$61,586	\$61,586
5	Removals and Utility Adjustments	1	LS	\$142,000	\$142,000
6	Curb and Gutter (6")	12160	LF	\$25	\$304,000
7	Median Curb (6")	0	LF	\$20	\$0
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	33440	SF	\$8	\$267,520
10	Hot Mix Asphalt Pavement	103360	SF	\$8	\$826,880
11	Granite Stone Pavers	0	SF	\$20	\$0
12	Plastic Truncated Domes	312	SF	\$25	\$7,800
13	Thermoplastic, Message, Arrow or Symbol	24	EA	\$275	\$6,600
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	2664	LF	\$16	\$42,624
16	Thermoplastic, 4" Stripe	6080	LF	\$2	\$12,160
17	Install Sign and Post	30	EA	\$350	\$10,640
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	1	LS	\$628,267	\$628,267
20	Landscape	33440	SF	\$2.5	\$83,600
21	Trees	61	EA	\$1,500	\$91,200
22	Utility Allowance	1	LS	\$243,200	\$243,200
23	Traffic Signal Upgrade	1	LS	\$200,000	\$200,000
24	Lighting Allowance	6080	LF	\$35	\$212,800
Sub Total Items				\$3,782,838	
ENGINEERING AND CONST. SURVEY				15%	\$567,500
CONSTRUCTION CONTINGENCY*				30%	\$1,134,900
Total Cost Estimate					\$5,486,000

Notes:

- 1) Lighting cost assumes spacing 100 ft, \$3500 per light and both sides of street.
- 2) Clearing and grubbing includes grading(cut/fill)
- 3) Striping is assumed to be thermoplastic.
- 4) Tree spacing is 50' o.c.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT T.3
MAIN ST- LAW RANGE TO CALHOUN ST

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$65,021	\$65,021
2	Traffic Control	1	LS	\$25,284	\$25,284
3	Clearing & Grubbing	1	LS	\$29,202	\$29,202
4	Erosion Control	1	LS	\$11,681	\$11,681
5	Removals and Utility Adjustments	1	LS	\$13,750	\$13,750
6	Curb and Gutter (6")	0	LF	\$25	\$0
7	Median Curb (6")	550	LF	\$20	\$11,000
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	4350	SF	\$8	\$34,800
10	Hot Mix Asphalt Pavement	10175	SF	\$8	\$81,400
11	Granite Stone Pavers	10175	SF	\$20	\$203,500
12	Plastic Truncated Domes	96	SF	\$25	\$2,400
13	Thermoplastic, Message, Arrow or Symbol	10	EA	\$275	\$2,750
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	888	LF	\$16	\$14,208
16	Thermoplastic, 4" Stripe	550	LF	\$2	\$1,100
17	Install Sign and Post	6	EA	\$350	\$1,925
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	1	LS	\$56,833	\$56,833
20	Landscape	1650	SF	\$2.5	\$4,125
21	Trees	10	EA	\$1,500	\$15,000
22	Utility Allowance	1	LS	\$22,000	\$22,000
23	Traffic Signal Upgrade	1	LS	\$100,000	\$100,000
24	Lighting Allowance	550	LF	\$35	\$19,250
Sub Total Items				\$715,229	
ENGINEERING AND CONST. SURVEY				15%	\$107,300
CONSTRUCTION CONTINGENCY*				30%	\$214,600
Total Cost Estimate					\$1,038,000

Notes:

- 1) Lighting cost assumes spacing 100 ft, \$3500 per light and both sides of street.
- 2) Clearing and grubbing includes grading(cut/fill)
- 3) Striping is assumed to be thermoplastic.
- 4) Tree spacing is 50' o.c.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT
T.4
BARTLETTE ST - COUNCIL ST TO S HARVIN ST

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$51,681	\$51,681
2	Traffic Control	1	LS	\$17,467	\$17,467
3	Clearing & Grubbing	1	LS	\$23,334	\$23,334
4	Erosion Control	1	LS	\$9,334	\$9,334
5	Removals and Utility Adjustments	1	LS	\$5,000	\$5,000
6	Curb and Gutter (6")	0	LF	\$25	\$0
7	Median Curb (6")	439	LF	\$20	\$8,786
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	3600	SF	\$8	\$28,800
10	Hot Mix Asphalt Pavement Overlay	79265	SF	\$2	\$158,530
11	Granite Stone Pavers	0	SF	\$20	\$0
12	Plastic Truncated Domes	216	SF	\$25	\$5,400
13	Thermoplastic, Message, Arrow or Symbol	32	EA	\$275	\$8,800
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	2220	LF	\$16	\$35,520
16	Thermoplastic, 4" Stripe	1910	LF	\$2	\$3,820
17	Install Sign and Post	38	EA	\$350	\$13,370
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	1	LS	\$10,000	\$10,000
20	Landscape	2000	SF	\$2.5	\$5,000
21	Trees	19	EA	\$1,500	\$28,650
22	Utility Allowance	1	LS	\$5,000	\$5,000
23	Traffic Signal Upgrade	1	LS	\$150,000	\$150,000
24	Lighting Allowance	0	LF	\$35	\$0
Sub Total Items					\$568,492
ENGINEERING AND CONST. SURVEY				15%	\$85,300
CONSTRUCTION CONTINGENCY*				30%	\$170,600
Total Cost Estimate					\$825,000

Notes:

- 1) Lighting cost assumes spacing 100 ft, \$3500 per light and both sides of street.
- 2) Clearing and grubbing includes grading(cut/fill)
- 3) Striping is assumed to be thermoplastic.
- 4) Tree spacing is 50' o.c.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT
T.5
W. LIBERTY ST - WASHINGTON ST TO SUMTER ST

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$56,021	\$56,021
2	Traffic Control	1	LS	\$20,682	\$20,682
3	Clearing & Grubbing	1	LS	\$25,212	\$25,212
4	Erosion Control	1	LS	\$10,085	\$10,085
5	Removals and Utility Adjustments	1	LS	\$23,310	\$23,310
6	Curb and Gutter (6")	1110	LF	\$25	\$27,750
7	Median Curb (6")	370	LF	\$20	\$7,400
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	5365	SF	\$8	\$42,920
10	Hot Mix Asphalt Pavement	12950	SF	\$8	\$103,600
11	Granite Stone Pavers	0	SF	\$20	\$0
12	Plastic Truncated Domes	96	SF	\$25	\$2,400
13	Thermoplastic, Message, Arrow or Symbol	4	EA	\$275	\$1,100
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	888	LF	\$16	\$14,208
16	Thermoplastic, 4" Stripe	1480	LF	\$2	\$2,960
17	Install Sign and Post	4	EA	\$350	\$1,295
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	1	LS	\$76,467	\$76,467
20	Landscape	4810	SF	\$2.5	\$12,025
21	Trees	22	EA	\$1,500	\$33,300
22	Utility Allowance	1	LS	\$29,600	\$29,600
23	Traffic Signal Upgrade	1	LS	\$100,000	\$100,000
24	Lighting Allowance	740	LF	\$35	\$25,900
Sub Total Items					\$616,235
ENGINEERING AND CONST. SURVEY				15%	\$92,500
CONSTRUCTION CONTINGENCY*				30%	\$184,900
Total Cost Estimate					\$894,000

Notes:

- 1) Lighting cost assumes spacing 100 ft, \$3500 per light and both sides of street.
- 2) Clearing and grubbing includes grading(cut/fill)
- 3) Striping is assumed to be thermoplastic.
- 4) Tree spacing is 50' o.c.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT T.6
W. LIBERTY ST - HARVIN ST TO MAGNOLIA ST

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$100,271	\$100,271
2	Traffic Control	1	LS	\$42,700	\$42,700
3	Clearing & Grubbing	1	LS	\$44,860	\$44,860
4	Erosion Control	1	LS	\$17,944	\$17,944
5	Removals and Utility Adjustments	1	LS	\$50,400	\$50,400
6	Curb and Gutter (6")	800	LF	\$25	\$20,000
7	Median Curb (6")	800	LF	\$20	\$16,000
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	15600	SF	\$8	\$124,800
10	Hot Mix Asphalt Pavement	26400	SF	\$8	\$211,200
11	Granite Stone Pavers	0	SF	\$20	\$0
12	Plastic Truncated Domes	96	SF	\$25	\$2,400
13	Thermoplastic, Message, Arrow or Symbol	4	EA	\$275	\$1,100
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	888	LF	\$16	\$14,208
16	Thermoplastic, 4" Stripe	1480	LF	\$2	\$2,960
17	Install Sign and Post	8	EA	\$350	\$2,800
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	1	LS	\$165,333	\$165,333
20	Landscape	8000	SF	\$2.5	\$20,000
21	Trees	64	EA	\$1,500	\$96,000
22	Utility Allowance	1	LS	\$64,000	\$64,000
23	Traffic Signal Upgrade	1	LS	\$50,000	\$50,000
24	Lighting Allowance	1600	LF	\$35	\$56,000
Sub Total Items				\$1,102,976	
ENGINEERING AND CONST. SURVEY				15%	\$165,500
CONSTRUCTION CONTINGENCY*				30%	\$330,900
Total Cost Estimate				\$1,600,000	

Notes:

- 1) Lighting cost assumes spacing 100 ft, \$3500 per light and both sides of street.
- 2) Clearing and grubbing includes grading(cut/fill)
- 3) Striping is assumed to be thermoplastic.
- 4) Tree spacing is 50' o.c.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT
T.7
CALHOUN ST - CHURCH ST TO MAGNOLIA AVE

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$307,372	\$307,372
2	Traffic Control	1	LS	\$127,377	\$127,377
3	Clearing & Grubbing	1	LS	\$137,680	\$137,680
4	Erosion Control	1	LS	\$55,072	\$55,072
5	Removals and Utility Adjustments	1	LS	\$115,020	\$115,020
6	Curb and Gutter (6")	5680	LF	\$25	\$142,000
7	Median Curb (6")	5680	LF	\$20	\$113,600
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	29820	SF	\$8	\$238,560
10	Hot Mix Asphalt Pavement	83780	SF	\$8	\$670,240
11	Granite Stone Pavers	0	SF	\$20	\$0
12	Plastic Truncated Domes	360	SF	\$25	\$9,000
13	Thermoplastic, Message, Arrow or Symbol	20	EA	\$275	\$5,500
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	2020	LF	\$16	\$32,320
16	Thermoplastic, 4" Stripe	2840	LF	\$2	\$5,680
17	Install Sign and Post	28	EA	\$350	\$9,940
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	1	LS	\$586,933	\$586,933
20	Landscape	45440	SF	\$2.5	\$113,600
21	Trees	57	EA	\$1,500	\$85,200
22	Utility Allowance	1	LS	\$227,200	\$227,200
23	Traffic Signal Upgrade	1	LS	\$200,000	\$200,000
24	Lighting Allowance	5680	LF	\$35	\$198,800
Sub Total Items				\$3,381,094	
ENGINEERING AND CONST. SURVEY				15%	\$507,200
CONSTRUCTION CONTINGENCY*				30%	\$1,014,400
Total Cost Estimate				\$4,903,000	

Notes:

- 1) Lighting cost assumes spacing 100 ft, \$3500 per light and both sides of street.
- 2) Clearing and grubbing includes grading(cut/fill)
- 3) Striping is assumed to be thermoplastic.
- 4) Tree spacing is 50' o.c.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT
T.8
SUMTER ST - HAMPTON AVE TO OAKLAND AVE

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$230,304	\$230,304
2	Traffic Control	1	LS	\$100,288	\$100,288
3	Clearing & Grubbing	1	LS	\$102,932	\$102,932
4	Erosion Control	1	LS	\$41,173	\$41,173
5	Removals and Utility Adjustments	1	LS	\$85,050	\$85,050
6	Curb and Gutter (6")	4200	LF	\$25	\$105,000
7	Median Curb (6")	0	LF	\$20	\$0
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	18900	SF	\$8	\$151,200
10	Hot Mix Asphalt Pavement	94500	SF	\$8	\$756,000
11	Granite Stone Pavers	0	SF	\$20	\$0
12	Plastic Truncated Domes	240	SF	\$25	\$6,000
13	Thermoplastic, Message, Arrow or Symbol	20	EA	\$275	\$5,500
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	2220	LF	\$16	\$35,520
16	Thermoplastic, 4" Stripe	12600	LF	\$2	\$25,200
17	Install Sign and Post	21	EA	\$350	\$7,350
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	1	LS	\$434,000	\$434,000
20	Landscape	3150	SF	\$2.5	\$7,875
21	Buffer Planters	53	EA	\$300	\$15,750
22	Utility Allowance	1	LS	\$227,200	\$227,200
23	Traffic Signal Upgrade	1	LS	\$50,000	\$50,000
24	Lighting Allowance	4200	LF	\$35	\$147,000
Sub Total Items				\$2,533,342	
ENGINEERING AND CONST. SURVEY				15%	\$380,100
CONSTRUCTION CONTINGENCY*				30%	\$760,100
Total Cost Estimate				\$3,674,000	

Notes:

- 1) Lighting cost assumes spacing 100 ft, \$3500 per light and both sides of street.
- 2) Clearing and grubbing includes grading(cut/fill)
- 3) Striping is assumed to be thermoplastic.
- 4) Buffer planter spacing, assume 80 o.c.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT
T.10
N. HARVIN ST AT E. HAMPTON AVE
INSTALL/UPGRADE PEDESTRIAN AND ADA COMPONENTS

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$4,553	\$4,553
2	Traffic Control	1	LS	\$1,454	\$1,454
3	Clearing & Grubbing	1	LS	\$2,059	\$2,059
4	Erosion Control	1	LS	\$824	\$824
5	Removals and Utility Adjustments	1	LS	\$500	\$500
6	Curb and Gutter (6")	40	LF	\$25	\$1,000
7	Median Curb (6")	0	LF	\$20	\$0
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	400	SF	\$8	\$3,200
10	Hot Mix Asphalt Pavement	80	SF	\$8	\$640
11	Granite Stone Pavers	0	SF	\$20	\$0
12	Plastic Truncated Domes	64	SF	\$25	\$1,600
13	Thermoplastic, Message, Arrow or Symbol	0	EA	\$275	\$0
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	448	LF	\$16	\$7,168
16	Thermoplastic, 4" Stripe	0	LF	\$2	\$0
17	Install Sign and Post	0	EA	\$350	\$0
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	1	LS	\$10,080	\$10,080
20	Landscape	0	SF	\$2.5	\$0
21	Trees	0	EA	\$1,500	\$0
22	Utility Allowance	1	LS	\$2,000	\$2,000
23	Traffic Signal Upgrade	1	LS	\$15,000	\$15,000
24	Lighting Allowance	0	LF	\$35	\$0
Sub Total Items				\$50,078	
ENGINEERING AND CONST. SURVEY				7.5%	\$3,800
CONSTRUCTION CONTINGENCY*				30%	\$15,100
Total Cost Estimate				\$69,000	

Notes:

- 1) Striping is assumed to be thermoplastic.
- 2) Removals: assumes removal existing paving and sidewalk.
- 3) Concrete sidewalk includes curb ramp work.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT
T.11
N. HARVIN ST AT LAW RANGE
INSTALL/UPGRADE PEDESTRIAN AND ADA COMPONENTS

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$2,918	\$2,918
2	Traffic Control	1	LS	\$1,389	\$1,389
3	Clearing & Grubbing	1	LS	\$1,275	\$1,275
4	Erosion Control	1	LS	\$1,020	\$1,020
5	Removals and Utility Adjustments	1	LS	\$500	\$500
6	Curb and Gutter (6")	40	LF	\$25	\$1,000
7	Median Curb (6")	0	LF	\$20	\$0
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	400	SF	\$8	\$3,200
10	Hot Mix Asphalt Pavement	80	SF	\$8	\$640
11	Granite Stone Pavers	0	SF	\$20	\$0
12	Plastic Truncated Domes	64	SF	\$25	\$1,600
13	Thermoplastic, Message, Arrow or Symbol	0	EA	\$275	\$0
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	312	LF	\$16	\$4,992
16	Thermoplastic, 4" Stripe	0	LF	\$2	\$0
17	Install Sign and Post	0	EA	\$350	\$0
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	1	LS	\$7,560	\$7,560
20	Landscape	0	SF	\$2.5	\$0
21	Trees	0	EA	\$1,500	\$0
22	Utility Allowance	1	LS	\$6,000	\$6,000
23	Traffic Signal Upgrade	0	LS	\$0	\$0
24	Lighting Allowance	0	LF	\$35	\$0
Sub Total Items					\$32,094
ENGINEERING AND CONST. SURVEY				7.5%	\$2,500
CONSTRUCTION CONTINGENCY*				30%	\$9,700
Total Cost Estimate					\$45,000

Notes:

- 1) Striping is assumed to be thermoplastic.
- 2) Removals: assumes removal existing paving and sidewalk.
- 3) Concrete sidewalk includes curb ramp work.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT T.12
N. HARVIN ST AT CANAL ST
INSTALL/UPGRADE PEDESTRIAN AND ADA COMPONENTS

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$3,528	\$3,528
2	Traffic Control	1	LS	\$1,680	\$1,680
3	Clearing & Grubbing	1	LS	\$1,541	\$1,541
4	Erosion Control	1	LS	\$1,233	\$1,233
5	Removals and Utility Adjustments	1	LS	\$500	\$500
6	Curb and Gutter (6")	80	LF	\$25	\$2,000
7	Median Curb (6")	0	LF	\$20	\$0
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	400	SF	\$8	\$3,200
10	Hot Mix Asphalt Pavement	160	SF	\$8	\$1,280
11	Granite Stone Pavers	0	SF	\$20	\$0
12	Plastic Truncated Domes	80	SF	\$25	\$2,000
13	Thermoplastic, Message, Arrow or Symbol	0	EA	\$275	\$0
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	424	LF	\$16	\$6,784
16	Thermoplastic, 4" Stripe	0	LF	\$2	\$0
17	Install Sign and Post	0	EA	\$350	\$0
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	1	LS	\$7,560	\$7,560
20	Landscape	0	SF	\$2.5	\$0
21	Trees	0	EA	\$1,500	\$0
22	Utility Allowance	1	LS	\$7,500	\$7,500
23	Traffic Signal Upgrade	0	LS	\$0	\$0
24	Lighting Allowance	0	LF	\$35	\$0
Sub Total Items					\$38,806
ENGINEERING AND CONST. SURVEY				7.5%	\$3,000
CONSTRUCTION CONTINGENCY*				30%	\$11,700
Total Cost Estimate					\$54,000

Notes:

- 1) Striping is assumed to be thermoplastic.
- 2) Removals: assumes removal existing paving and sidewalk.
- 3) Concrete sidewalk includes curb ramp work.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT
T.13
S. HARVIN ST AT E. OAKLAND AVE
INSTALL/UPGRADE PEDESTRIAN AND ADA COMPONENTS

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$2,471	\$2,471
2	Traffic Control	1	LS	\$1,177	\$1,177
3	Clearing & Grubbing	1	LS	\$1,080	\$1,080
4	Erosion Control	1	LS	\$864	\$864
5	Removals and Utility Adjustments	1	LS	\$1,000	\$1,000
6	Curb and Gutter (6")	80	LF	\$25	\$2,000
7	Median Curb (6")	0	LF	\$20	\$0
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	400	SF	\$8	\$3,200
10	Hot Mix Asphalt Pavement	160	SF	\$8	\$1,280
11	Granite Stone Pavers	0	SF	\$20	\$0
12	Plastic Truncated Domes	64	SF	\$25	\$1,600
13	Thermoplastic, Message, Arrow or Symbol	0	EA	\$275	\$0
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	312	LF	\$16	\$4,992
16	Thermoplastic, 4" Stripe	0	LF	\$2	\$0
17	Install Sign and Post	0	EA	\$350	\$0
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	1	LS	\$2,520	\$2,520
20	Landscape	0	SF	\$2.5	\$0
21	Trees	0	EA	\$1,500	\$0
22	Utility Allowance	1	LS	\$5,000	\$5,000
23	Traffic Signal Upgrade	0	LS	\$0	\$0
24	Lighting Allowance	0	LF	\$35	\$0
Sub Total Items					\$27,184
				ENGINEERING AND CONST. SURVEY	7.5% \$2,100
				CONSTRUCTION CONTINGENCY*	30% \$8,200
Total Cost Estimate					\$38,000

Notes:

- 1) Striping is assumed to be thermoplastic.
- 2) Removals: assumes removal existing paving and sidewalk.
- 3) Concrete sidewalk includes curb ramp work.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT
T.14
S. HARVIN ST AT E. BARTLETTE ST
INSTALL/UPGRADE PEDESTRIAN AND ADA COMPONENTS

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$3,561	\$3,561
2	Traffic Control	1	LS	\$1,696	\$1,696
3	Clearing & Grubbing	1	LS	\$1,556	\$1,556
4	Erosion Control	1	LS	\$1,244	\$1,244
5	Removals and Utility Adjustments	1	LS	\$1,000	\$1,000
6	Curb and Gutter (6")	80	LF	\$25	\$2,000
7	Median Curb (6")	0	LF	\$20	\$0
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	400	SF	\$8	\$3,200
10	Hot Mix Asphalt Pavement	160	SF	\$8	\$1,280
11	Granite Stone Pavers	0	SF	\$20	\$0
12	Plastic Truncated Domes	64	SF	\$25	\$1,600
13	Thermoplastic, Message, Arrow or Symbol	0	EA	\$275	\$0
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	312	LF	\$16	\$4,992
16	Thermoplastic, 4" Stripe	0	LF	\$2	\$0
17	Install Sign and Post	0	EA	\$350	\$0
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	1	LS	\$12,040	\$12,040
20	Landscape	0	SF	\$2.5	\$0
21	Trees	0	EA	\$1,500	\$0
22	Utility Allowance	1	LS	\$5,000	\$5,000
23	Traffic Signal Upgrade	0	LS	\$0	\$0
24	Lighting Allowance	0	LF	\$35	\$0
Sub Total Items					\$39,169
				ENGINEERING AND CONST. SURVEY	7.5% \$3,000
				CONSTRUCTION CONTINGENCY*	30% \$11,800
Total Cost Estimate					\$54,000

Notes:

- 1) Striping is assumed to be thermoplastic.
- 2) Removals: assumes removal existing paving and sidewalk.
- 3) Concrete sidewalk includes curb ramp work.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT
T.15
S. HARVIN ST AT KENDRICK ST
INSTALL/UPGRADE PEDESTRIAN AND ADA COMPONENTS

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST	
1	Mobilization & Demobilization	1	LS	\$3,370	\$3,370	
2	Traffic Control	1	LS	\$1,605	\$1,605	
3	Clearing & Grubbing	1	LS	\$1,472	\$1,472	
4	Erosion Control	1	LS	\$1,178	\$1,178	
5	Removals and Utility Adjustments	1	LS	\$1,000	\$1,000	
6	Curb and Gutter (6")	60	LF	\$25	\$1,500	
7	Median Curb (6")	0	LF	\$20	\$0	
8	Mountable Median	0	SF	\$15	\$0	
9	Concrete Sidewalk	300	SF	\$8	\$2,400	
10	Hot Mix Asphalt Pavement	120	SF	\$8	\$960	
11	Granite Stone Pavers	0	SF	\$20	\$0	
12	Plastic Truncated Domes	48	SF	\$25	\$1,200	
13	Thermoplastic, Message, Arrow or Symbol	0	EA	\$275	\$0	
14	12" White Stripe	0	LF	\$8	\$0	
15	24" White Stripe	312	LF	\$16	\$4,992	
16	Thermoplastic, 4" Stripe	0	LF	\$2	\$0	
17	Install Sign and Post	1	EA	\$350	\$350	
18	Install Sign on Existing Post	0	EA	\$200	\$0	
19	Stormwater Allowance	1	LS	\$12,040	\$12,040	
20	Landscape	0	SF	\$2.5	\$0	
21	Trees	0	EA	\$1,500	\$0	
22	Utility Allowance	1	LS	\$5,000	\$5,000	
23	Traffic Signal Upgrade	0	LS	\$0	\$0	
24	Lighting Allowance	0	LF	\$35	\$0	
Sub Total Items					\$37,067	
				ENGINEERING AND CONST. SURVEY	7.5%	\$2,800
				CONSTRUCTION CONTINGENCY*	30%	\$11,200
Total Cost Estimate					\$52,000	

Notes:

- 1) Striping is assumed to be thermoplastic.
- 2) Removals: assumes removal existing paving and sidewalk.
- 3) Concrete sidewalk includes curb ramp work.



ENGINEER'S OPINION OF PROBABLE COST
- PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT T.16
S. HARVIN ST AT CALDWELL ST
INSTALL/UPGRADE PEDESTRIAN AND ADA COMPONENTS

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST	
1	Mobilization & Demobilization	1	LS	\$4,034	\$4,034	
2	Traffic Control	1	LS	\$1,921	\$1,921	
3	Clearing & Grubbing	1	LS	\$1,762	\$1,762	
4	Erosion Control	1	LS	\$1,410	\$1,410	
5	Removals and Utility Adjustments	1	LS	\$1,000	\$1,000	
6	Curb and Gutter (6")	60	LF	\$25	\$1,500	
7	Median Curb (6")	0	LF	\$20	\$0	
8	Mountable Median	0	SF	\$15	\$0	
9	Concrete Sidewalk	400	SF	\$8	\$3,200	
10	Hot Mix Asphalt Pavement	120	SF	\$8	\$960	
11	Granite Stone Pavers	0	SF	\$20	\$0	
12	Plastic Truncated Domes	48	SF	\$25	\$1,200	
13	Thermoplastic, Message, Arrow or Symbol	0	EA	\$275	\$0	
14	12" White Stripe	0	LF	\$8	\$0	
15	24" White Stripe	312	LF	\$16	\$4,992	
16	Thermoplastic, 4" Stripe	0	LF	\$2	\$0	
17	Install Sign and Post	1	EA	\$350	\$350	
18	Install Sign on Existing Post	0	EA	\$200	\$0	
19	Stormwater Allowance	1	LS	\$12,040	\$12,040	
20	Landscape	0	SF	\$2.5	\$0	
21	Trees	0	EA	\$1,500	\$0	
22	Utility Allowance	1	LS	\$10,000	\$10,000	
23	Traffic Signal Upgrade	0	LS	\$0	\$0	
24	Lighting Allowance	0	LF	\$35	\$0	
Sub Total Items					\$44,369	
				ENGINEERING AND CONST. SURVEY	7.5%	\$3,400
				CONSTRUCTION CONTINGENCY*	30%	\$13,400
Total Cost Estimate					\$62,000	

Notes:

- 1) Striping is assumed to be thermoplastic.
- 2) Removals: assumes removal existing paving and sidewalk.
- 3) Concrete sidewalk includes curb ramp work.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT
T.17
WASHINGTON ST - DUGAN ST INTERSECTION

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$1,900	\$1,900
2	Traffic Control	1	LS	\$905	\$905
3	Clearing & Grubbing	1	LS	\$846	\$846
4	Erosion Control	1	LS	\$338	\$338
5	Removals and Utility Adjustments	1	LS	\$3,000	\$3,000
6	Curb and Gutter (6")	20	LF	\$25	\$500
7	Median Curb (6")	0	LF	\$20	\$0
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	200	SF	\$8	\$1,600
10	Hot Mix Asphalt Pavement	40	SF	\$8	\$320
11	Granite Stone Pavers	0	SF	\$20	\$0
12	Plastic Truncated Domes	24	SF	\$25	\$600
13	Thermoplastic, Message, Arrow or Symbol	0	EA	\$275	\$0
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	312	LF	\$16	\$4,992
16	Thermoplastic, 4" Stripe	0	LF	\$2	\$0
17	Install Sign and Post	0	EA	\$350	\$0
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	1	LS	\$3,900	\$3,900
20	Landscape	0	SF	\$2.5	\$0
21	Trees	0	EA	\$1,500	\$0
22	Utility Allowance	1	LS	\$2,000	\$2,000
23	Traffic Signal Upgrade	0	LS	\$0	\$0
24	Lighting Allowance	0	LF	\$35	\$0
Sub Total Items					\$20,901
ENGINEERING AND CONST. SURVEY				7.5%	\$1,600
CONSTRUCTION CONTINGENCY*				30%	\$6,300
Total Cost Estimate					\$29,000

Notes:

- 1) Striping is assumed to be thermoplastic.
- 2) Removals: assumes removal existing paving and sidewalk.
- 3) Concrete sidewalk includes curb ramp work.



ENGINEER'S OPINION OF PROBABLE COST -
PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT T.18
WASHINGTON ST - LIBERTY ST

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$948	\$948
2	Traffic Control	1	LS	\$451	\$451
3	Clearing & Grubbing	1	LS	\$422	\$422
4	Erosion Control	1	LS	\$169	\$169
5	Removals and Utility Adjustments	1	LS	\$500	\$500
6	Curb and Gutter (6")	0	LF	\$25	\$0
7	Median Curb (6")	0	LF	\$20	\$0
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	0	SF	\$8	\$0
10	Hot Mix Asphalt Pavement	0	SF	\$8	\$0
11	Granite Stone Pavers	0	SF	\$20	\$0
12	Plastic Truncated Domes	0	SF	\$25	\$0
13	Thermoplastic, Message, Arrow or Symbol	0	EA	\$275	\$0
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	496	LF	\$16	\$7,936
16	Thermoplastic, 4" Stripe	0	LF	\$2	\$0
17	Install Sign and Post	0	EA	\$350	\$0
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	0	LS	\$0	\$0
20	Landscape	0	SF	\$2.5	\$0
21	Trees	0	EA	\$1,500	\$0
22	Utility Allowance	0	LS	\$0	\$0
23	Traffic Signal Upgrade	0	LS	\$0	\$0
24	Lighting Allowance	0	LF	\$35	\$0
Sub Total Items					\$10,426
ENGINEERING AND CONST. SURVEY				5.0%	\$600
CONSTRUCTION CONTINGENCY*				30%	\$3,200
Total Cost Estimate					\$15,000

Notes:

- 1) Striping is assumed to be thermoplastic.
- 2) Removals: assumes removal existing paving and sidewalk.
- 3) Concrete sidewalk includes curb ramp work.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT
T.19
WASHINGTON ST - OAKLAND AVE

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$818	\$818
2	Traffic Control	1	LS	\$390	\$390
3	Clearing & Grubbing	1	LS	\$364	\$364
4	Erosion Control	1	LS	\$146	\$146
5	Removals and Utility Adjustments	1	LS	\$500	\$500
6	Curb and Gutter (6")	0	LF	\$25	\$0
7	Median Curb (6")	0	LF	\$20	\$0
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	0	SF	\$8	\$0
10	Hot Mix Asphalt Pavement	0	SF	\$8	\$0
11	Granite Stone Pavers	0	SF	\$20	\$0
12	Plastic Truncated Domes	0	SF	\$25	\$0
13	Thermoplastic, Message, Arrow or Symbol	0	EA	\$275	\$0
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	424	LF	\$16	\$6,784
16	Thermoplastic, 4" Stripe	0	LF	\$2	\$0
17	Install Sign and Post	0	EA	\$350	\$0
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	0	LS	\$0	\$0
20	Landscape	0	SF	\$2.5	\$0
21	Trees	0	EA	\$1,500	\$0
22	Utility Allowance	0	LS	\$0	\$0
23	Traffic Signal Upgrade	0	LS	\$0	\$0
24	Lighting Allowance	0	LF	\$35	\$0
Sub Total Items					\$9,002
ENGINEERING AND CONST. SURVEY				5.0%	\$500
CONSTRUCTION CONTINGENCY*				30%	\$2,800
Total Cost Estimate					\$13,000

Notes:

- 1) Striping is assumed to be thermoplastic.
- 2) Removals: assumes removal existing paving and sidewalk.
- 3) Concrete sidewalk includes curb ramp work.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT
T.19
WASHINGTON ST - BARTLETTE ST

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$2,784	\$2,784
2	Traffic Control	1	LS	\$1,326	\$1,326
3	Clearing & Grubbing	1	LS	\$1,239	\$1,239
4	Erosion Control	1	LS	\$496	\$496
5	Removals and Utility Adjustments	1	LS	\$2,000	\$2,000
6	Curb and Gutter (6")	40	LF	\$25	\$1,000
7	Median Curb (6")	0	LF	\$20	\$0
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	400	SF	\$8	\$3,200
10	Hot Mix Asphalt Pavement	80	SF	\$8	\$640
11	Granite Stone Pavers	0	SF	\$20	\$0
12	Plastic Truncated Domes	48	SF	\$25	\$1,200
13	Thermoplastic, Message, Arrow or Symbol	0	EA	\$275	\$0
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	496	LF	\$16	\$7,936
16	Thermoplastic, 4" Stripe	0	LF	\$2	\$0
17	Install Sign and Post	0	EA	\$350	\$0
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	1	LS	\$7,800	\$7,800
20	Landscape	0	SF	\$2.5	\$0
21	Trees	0	EA	\$1,500	\$0
22	Utility Allowance	1	LS	\$1,000	\$1,000
23	Traffic Signal Upgrade	0	LS	\$0	\$0
24	Lighting Allowance	0	LF	\$35	\$0
Sub Total Items					\$30,621
ENGINEERING AND CONST. SURVEY				7.5%	\$2,300
CONSTRUCTION CONTINGENCY*				30%	\$9,200
Total Cost Estimate					\$43,000

Notes:

- 1) Striping is assumed to be thermoplastic.
- 2) Removals: assumes removal existing paving and sidewalk.
- 3) Concrete sidewalk includes curb ramp work.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT
T.21
S. MAIN ST AT E. OAKLAND AVE
INSTALL/UPGRADE PEDESTRIAN AND ADA COMPONENTS

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST	
1	Mobilization & Demobilization	1	LS	\$1,730	\$1,730	
2	Traffic Control	1	LS	\$824	\$824	
3	Clearing & Grubbing	1	LS	\$756	\$756	
4	Erosion Control	1	LS	\$604	\$604	
5	Removals and Utility Adjustments	1	LS	\$1,000	\$1,000	
6	Curb and Gutter (6")	20	LF	\$25	\$500	
7	Median Curb (6")	0	LF	\$20	\$0	
8	Mountable Median	0	SF	\$15	\$0	
9	Concrete Sidewalk	200	SF	\$8	\$1,600	
10	Hot Mix Asphalt Pavement	40	SF	\$8	\$320	
11	Granite Stone Pavers	0	SF	\$20	\$0	
12	Plastic Truncated Domes	32	SF	\$25	\$800	
13	Thermoplastic, Message, Arrow or Symbol	0	EA	\$275	\$0	
14	12" White Stripe	0	LF	\$8	\$0	
15	24" White Stripe	512	LF	\$16	\$8,192	
16	Thermoplastic, 4" Stripe	0	LF	\$2	\$0	
17	Install Sign and Post	2	EA	\$350	\$700	
18	Install Sign on Existing Post	0	EA	\$200	\$0	
19	Stormwater Allowance	0	LS	\$0	\$0	
20	Landscape	0	SF	\$2.5	\$0	
21	Trees	0	EA	\$1,500	\$0	
22	Utility Allowance	1	LS	\$2,000	\$2,000	
23	Traffic Signal Upgrade	0	LS	\$0	\$0	
24	Lighting Allowance	0	LF	\$35	\$0	
Sub Total Items					\$19,026	
				ENGINEERING AND CONST. SURVEY	7.5%	\$1,500
				CONSTRUCTION CONTINGENCY*	30%	\$5,800
Total Cost Estimate					\$27,000	

Notes:

- 1) Striping is assumed to be thermoplastic.
- 2) Removals: assumes removal existing paving and sidewalk.
- 3) Concrete sidewalk includes curb ramp work.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT
T.22
S. SUMTER ST AT W. OAKLAND AVE
INSTALL/UPGRADE PEDESTRIAN AND ADA COMPONENTS

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST	
1	Mobilization & Demobilization	1	LS	\$4,229	\$4,229	
2	Traffic Control	1	LS	\$2,014	\$2,014	
3	Clearing & Grubbing	1	LS	\$1,847	\$1,847	
4	Erosion Control	1	LS	\$1,478	\$1,478	
5	Removals and Utility Adjustments	1	LS	\$1,000	\$1,000	
6	Curb and Gutter (6")	80	LF	\$25	\$2,000	
7	Median Curb (6")	0	LF	\$20	\$0	
8	Mountable Median	0	SF	\$15	\$0	
9	Concrete Sidewalk	400	SF	\$8	\$3,200	
10	Hot Mix Asphalt Pavement	160	SF	\$8	\$1,280	
11	Granite Stone Pavers	0	SF	\$20	\$0	
12	Plastic Truncated Domes	64	SF	\$25	\$1,600	
13	Thermoplastic, Message, Arrow or Symbol	0	EA	\$275	\$0	
14	12" White Stripe	0	LF	\$8	\$0	
15	24" White Stripe	448	LF	\$16	\$7,168	
16	Thermoplastic, 4" Stripe	0	LF	\$2	\$0	
17	Install Sign and Post	2	EA	\$350	\$700	
18	Install Sign on Existing Post	0	EA	\$200	\$0	
19	Stormwater Allowance	0	LS	\$0	\$0	
20	Landscape	0	SF	\$2.5	\$0	
21	Trees	0	EA	\$1,500	\$0	
22	Utility Allowance	1	LS	\$20,000	\$20,000	
23	Traffic Signal Upgrade	0	LS	\$0	\$0	
24	Lighting Allowance	0	LF	\$35	\$0	
Sub Total Items					\$46,516	
				ENGINEERING AND CONST. SURVEY	7.5%	\$3,500
				CONSTRUCTION CONTINGENCY*	30%	\$14,000
Total Cost Estimate					\$65,000	

Notes:

- 1) Striping is assumed to be thermoplastic.
- 2) Removals: assumes removal existing paving and sidewalk.
- 3) Concrete sidewalk includes curb ramp work.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT
T.23
S. SUMTER ST AT W. BARTLETTE ST
INSTALL/UPGRADE PEDESTRIAN AND ADA COMPONENTS

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$3,751	\$3,751
2	Traffic Control	1	LS	\$1,786	\$1,786
3	Clearing & Grubbing	1	LS	\$1,639	\$1,639
4	Erosion Control	1	LS	\$1,311	\$1,311
5	Removals and Utility Adjustments	1	LS	\$1,000	\$1,000
6	Curb and Gutter (6")	80	LF	\$25	\$2,000
7	Median Curb (6")	0	LF	\$20	\$0
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	400	SF	\$8	\$3,200
10	Hot Mix Asphalt Pavement	160	SF	\$8	\$1,280
11	Granite Stone Pavers	0	SF	\$20	\$0
12	Plastic Truncated Domes	64	SF	\$25	\$1,600
13	Thermoplastic, Message, Arrow or Symbol	0	EA	\$275	\$0
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	412	LF	\$16	\$6,592
16	Thermoplastic, 4" Stripe	0	LF	\$2	\$0
17	Install Sign and Post	2	EA	\$350	\$700
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	1	LS	\$6,400	\$6,400
20	Landscape	0	SF	\$2.5	\$0
21	Trees	0	EA	\$1,500	\$0
22	Utility Allowance	1	LS	\$10,000	\$10,000
23	Traffic Signal Upgrade	0	LS	\$0	\$0
24	Lighting Allowance	0	LF	\$35	\$0
Sub Total Items				\$41,259	\$41,259
ENGINEERING AND CONST. SURVEY				7.5%	\$3,100
CONSTRUCTION CONTINGENCY*				30%	\$12,400
Total Cost Estimate					\$57,000

Notes:

- 1) Striping is assumed to be thermoplastic.
- 2) Removals: assumes removal existing paving and sidewalk.
- 3) Concrete sidewalk includes curb ramp work.



ENGINEER'S OPINION OF PROBABLE
COST - PLANNING LEVEL ESTIMATE

DESCRIPTION: SUMTER DOWNTOWN MASTER PLAN - SEGMENT
T.24
S. SUMTER ST AT DUGAN ST
INSTALL/UPGRADE PEDESTRIAN AND ADA COMPONENTS

TOWN/CITY SUMTER
ESTIMATE BY: TJN
DATE: 6/10/2019
REVISED: -
CHECKED BY: -

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
1	Mobilization & Demobilization	1	LS	\$3,682	\$3,682
2	Traffic Control	1	LS	\$1,753	\$1,753
3	Clearing & Grubbing	1	LS	\$1,609	\$1,609
4	Erosion Control	1	LS	\$1,287	\$1,287
5	Removals and Utility Adjustments	1	LS	\$1,000	\$1,000
6	Curb and Gutter (6")	80	LF	\$25	\$2,000
7	Median Curb (6")	0	LF	\$20	\$0
8	Mountable Median	0	SF	\$15	\$0
9	Concrete Sidewalk	400	SF	\$8	\$3,200
10	Hot Mix Asphalt Pavement	160	SF	\$8	\$1,280
11	Granite Stone Pavers	0	SF	\$20	\$0
12	Plastic Truncated Domes	80	SF	\$25	\$2,000
13	Thermoplastic, Message, Arrow or Symbol	0	EA	\$275	\$0
14	12" White Stripe	0	LF	\$8	\$0
15	24" White Stripe	412	LF	\$16	\$6,592
16	Thermoplastic, 4" Stripe	0	LF	\$2	\$0
17	Install Sign and Post	2	EA	\$350	\$700
18	Install Sign on Existing Post	0	EA	\$200	\$0
19	Stormwater Allowance	1	LS	\$5,400	\$5,400
20	Landscape	0	SF	\$2.5	\$0
21	Trees	0	EA	\$1,500	\$0
22	Utility Allowance	1	LS	\$10,000	\$10,000
23	Traffic Signal Upgrade	0	LS	\$0	\$0
24	Lighting Allowance	0	LF	\$35	\$0
Sub Total Items				\$40,503	\$40,503
ENGINEERING AND CONST. SURVEY				7.5%	\$3,100
CONSTRUCTION CONTINGENCY*				30%	\$12,200
Total Cost Estimate					\$56,000

Notes:

- 1) Striping is assumed to be thermoplastic.
- 2) Removals: assumes removal existing paving and sidewalk.
- 3) Concrete sidewalk includes curb ramp work.



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