



CONNECT COLUMBIA

COMMUNITY-FOCUSED PLAN FOR GROWTH





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This document serves as the general plan for the City of Columbia located in Maury County, Tennessee. The Columbia Municipal Planning Commission directed the drafting of this document pursuant to Title 13, Chapter 4 of the Tennessee Code Annotated (TCA §13-4-201). Upon adoption, Connect Columbia 2023 will supersede Connect Columbia 2017, the comprehensive plan adopted by the City Council of the City of Columbia in January 2018. All development review and public investment in the physical improvement of Columbia shall be consistent with this plan.

Element

1

Framework Plan

Establishes the long-range planning program, outlines the goals, objectives and proposed actions of plan implementation, and coordinates the three substantive elements of the plan.

Element

2

Land Use Plan

A policy for orderly, and intentional change within Columbia's Urban Growth Boundary. The land use element promotes public welfare and prosperity in the process of development.

Element

3

Parks & Greenways Plan

Outlines the community's priorities for addition and enhancement of outdoor recreation and other community amenities.

Element

4

Transportation Plan

Guides public and private investment in a safe and connected transportation system to meet the present and future mobility needs of Columbia residents.



Acknowledgments

This document was prepared by the Planning & Zoning Division within the Department of Development Services with assistance from other City of Columbia staff under guidance from the Columbia Municipal Planning Commission, the City Council, the 2023 Connect Columbia Steering Committee, and staff leadership of the city departments. Most importantly, residents of Columbia gave their time to attend public forums and share their priorities for the future development of the city.

Mayor and City Council

The Honorable Chaz Molder, Mayor
The Honorable Randy McBroom, Vice Mayor
The Honorable Davena Hardison, Council Ward 1
The Honorable Debbie Wiles, Council Ward 2
The Honorable Tony Greene, Council Ward 3
The Honorable Kenny Marshall, Council Ward 4
The Honorable Danny Coleman, Council District 5

Administration

Tony Massey, City Manager
Thad Jablonski, Assistant City Manager
Liz Bermudez, Executive Secretary
Tim Tisher, City Attorney

City Department Leaders

Paul Keltner, AICP, Director of Development Services
Thad Jablonski, City Recorder
Kim Dale, Assistant City Recorder
Thad Jablonski, Chief Financial Officer
Jamey Owen, Assistant Finance Director
Mac Reagan, Director of Parks & Recreation
Wanda McClain, Director of Human Resources
Donnie Boshers, Director of Wastewater
Jeremy Alsup, Chief of Police
Jonathan Stotler, Director Management Info. Systems
Ty Cobb, Fire Chief
Jeff DeWire, Public Works Director
Kellye Murphy, Director of Tourism & Marketing

Municipal Planning Commission

Charlie Goatz, Chairman
Chaz Molder, Mayor
Danny Coleman, City Council Representative
Dr. Christa Martin
James “JD” Shannon
Ray Pace
Thomas Hutto

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Kelli Johnson, Main Street Manager



Connect Columbia Steering Committee

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Kara Williams
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Katie Baker
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*Served on the 2017 Connect Columbia Steering Committee

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Special Thanks

Kelli Johnson & the Visit Columbia Welcome Center Staff
Alex Troge, Jill Carlson and the Department of Parks & Recreation

About the Planning & Zoning Division

City staff within the Planning & Zoning division facilitated the 2023 Connect Columbia planning process and prepared this document. This unique approach leveraged in-house professional services without the expense of outside consultants.

Planning & Zoning is one of the three divisions which comprise the City of Columbia Department of Development Services. The division is primarily self-funding through fees, operating at no net cost to taxpayers during 2021, 2022, and 2023. Planning staff have three functional responsibilities: 1) long-range planning; 2) current planning; and 3) zoning administration. In addition, Planning & Zoning staff serve as a general point of contact for citizens and businesses, perform some code enforcement, and respond to records requests.

As of late 2023, the division is comprised of two certified planners, two additional planners, and a planning technician. The team facilitates the development review process and supports the work of the Planning Commission, the Board of Zoning Appeals, the Architectural Design Review Team, and the Historic Zoning Commission.



CONNECT COLUMBIA

Framework Plan: Long-Range Policies & Planning Program

Connect Columbia: Framework Plan

The primary function of Connect Columbia is to provide a policy framework. The document guides decisions related to the City's future. The City Council, Planning Commission, and other boards and commissions with a role in growth management utilize the plan to inform their decisions. Connect Columbia is the policy rationale for all land use actions of the City.

Coordination of Plan Elements

This document describes the place the City of Columbia intends to become. It is also a statement of how Columbia proposes to get there. The plan consists of four interrelated elements: 1) the Framework Plan; 2) the Land Use Plan; 3) the Transportation Plan; and 4) the Parks and Greenways Plan.

The Framework Plan coordinates the three substantive elements to establish a complete guide for the growth and development of the City of Columbia. It functions as a policy toolkit for Columbia. The Framework element articulates the principles that enliven each of the substantive elements.

The Framework Plan is a statement of values and priorities which guide Columbia's growth. These values direct all actions of the City related to growth and development, as well as the regulatory documents which control the use of private property and standardize the creation of new infrastructure.

The framework establishes long-range goals for the next twenty years, as well as achievable objectives to be accomplished over the time period of 2023 - 2028. The implementation matrix identifies specific actions to achieve the City's goals and objectives. While the substantive elements direct physical change, the framework plan connects development of the built environment with the social and economic welfare of Columbia's residents.

What does the
comprehensive plan do?

**CONNECT
COLUMBIA
OUTLINES THE
COMMUNITY'S
LONG-RANGE
VISION**



Establishing a Long Range Planning Program

Each plan element covers vital components of Columbia's growth and development. Taken together, they offer a strategy for sustainable and resilient growth by connecting the physical, economic, and social environments. Land use, transportation, and parks and greenways are all inextricably linked.

The substantive elements of the plan provides specific recommendations and policies for city leaders, property owners, residents, and other stakeholders to help make development decisions for the City of Columbia. The Framework Plan establishes a long-range planning program which provides a realistic set of achievable priorities. The goals, objectives and proposed actions in this plan element provide for consistent development of the city over time. The continuous program of implementation will make Columbia a better place to live, work, play, worship, and connect.





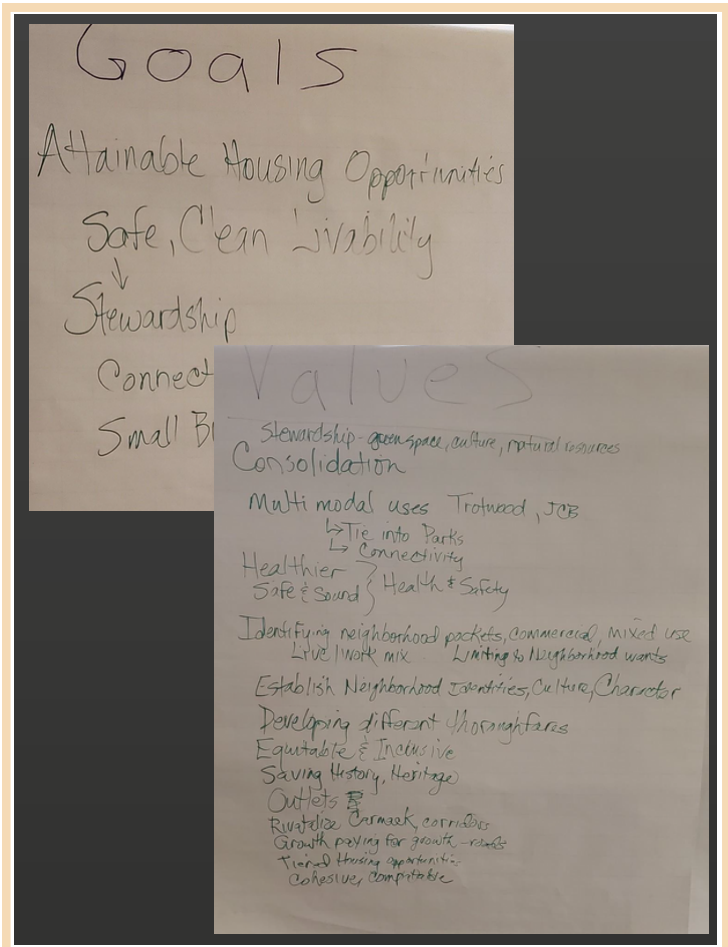
Connect Columbia reflects the priorities and values of Columbia residents from all walks of life.



COMMUNITY DRIVEN PLANNING PROCESS

The Planning Process

The 2023 update to Connect Columbia and its recommendations are the result of a ten-month process of community engagement. The document reflects the shared vision of residents and stakeholders. The process began in January 2023 when the chairman of the Columbia Municipal Planning Commission invited fifteen individuals to convene a steering committee modeled on the 2017 Connect Columbia steering committee. During the first week of February, planning staff met with the committee for the first time at the Columbia Welcome Center. At that meeting, the committee identified the values which guided the planning process. Planning staff distilled that conversation in to a set of guiding principles.



Engaging Columbia Residents

The Steering Committee, with assistance from city staff, hosted a public forum at the Fairview Recreation Center to hear directly from residents of Columbia about their priorities.

The forum featured multiple open-ended methods of sharing ideas related to the physical development of the city. Staff provided attendees with information about Columbia and about the 2017 plan. Citizens drew their own future land use maps. They also completed paper surveys and “dot preference” analyses. Staff from the Parks & Recreation Department set up notebook computers for citizens to complete online questionnaires. Most importantly, Steering Committee members, city staff, Planning Commission members, and elected officials talked to residents and listened to their thoughts. Many of the proposed actions in this document originated from conversations at the March forum.



Planning staff met again with the Steering Committee in April of 2023. The group discussed the input received at the Fairview forum and identified draft goals, objectives, and proposed actions which reflected the community’s priorities. The committee identified four high level goals which staff developed into achievable objectives. The committee, with help from planning staff, further reduced the objectives into specific actions.



Continuing a Dialogue

The Steering Committee and city staff hosted a second public forum at Riverwalk Park in May 2023. Residents reviewed the Steering Committee's ideas and provided additional input and suggestions about how Columbia should grow. Public comment at the May 2023 forum indicated the need for an ongoing program of planning and public engagement which separate the issues of comprehensive planning into more discrete topics.

In June of 2023, planning staff met again with the steering committee at the Columbia Welcome center. The staff presented revised goals, objectives, and proposed actions as well as an updated land use plan. These revisions reflected the public input provided at the two forums, as well as through online surveys.



Timeline of Connect Columbia 2023 Update

- December 2022 - January 2023 - Individual Planning Commission Member Briefings with Planning Staff
- January 2023 - Formation of Steering Committee
- February 2023 - First Meeting of Steering Committee at Columbia Welcome Center
- March 2023 - Public Forum at Fairview Recreation Center
- April 2023 - Second Meeting of Steering Committee at City Hall

- May 2023 - Public Forum at Riverwalk Park
- June 2023 - Third Meeting of Steering Committee at Columbia Welcome Center
- July 2023 - Staff Presentation to Columbia Municipal Planning Commission
- August 2023 - Joint Study Session of Columbia Municipal Planning Commission and City Council
- October 2023 - Revision Presented to Planning Commission for Review and Adoption

The collage includes three maps of Columbia, Missouri, showing different planning zones. It also features three project ranking tables and two survey results for parks and greenways.

Project Type	Ranking
	Rank 1 through 6 1 - Highest Priority Project Type 6 - Lower Priority Project Type
Safety	1
Congestion / Capacity	2
Walkability	4
Cycling	6
Streetscape / Beautification	5
Transit	6

Project Type	Pick One Project Number
Near Term	20
Mid Term	22
Long Term	23
Possible Addition	

Project Type	Ranking
	Rank 1 through 6 1 - Highest Priority Project Type 6 - Lower Priority Project Type
Safety	6
Congestion / Capacity	4
Walkability	5
Cycling	3
Streetscape / Beautification	2
Transit	5

Project Type	Pick One Project Number
Near Term	1 - 6
Mid Term	1 - 2 - 3
Long Term	4 - 5
Possible Addition	What is the benefit of adding this project to allow land already to have parking spaces when calculating spaces required

WHAT ARE YOUR TOP PRIORITIES FOR PARKS & GREENWAYS?

PLAYGROUNDS SPORT FIELDS COMMUNITY GARDENS

WHAT ARE YOUR TOP PRIORITIES FOR PARKS & GREENWAYS?

INDOOR RECREATION CENTERS GREENSPACES & TRAILS

Top Priority Second Priority Third Priority



Transforming Public Comments into Policy

After the Steering Committee completed its work during the summer of 2023, the Planning Commission and the City Council met to review working drafts of the plan elements. City staff highlighted the portions of the 2017 plan which worked well and opportunities for improvements. Staff also explained how public input informed proposed revisions. The members of Planning Commission and City Council learned more about the planning process and provided staff with valuable direction for completing the update.

A Plan by and for Columbia

The Planning & Zoning division facilitated the 2023 Connect Columbia planning process and prepared this document. This unique approach leveraged in-house professional services without the expense of outside consultants. This update was prepared by and for Columbia to serve the community. It reflects guiding principles of the community, not current trends in planning practice. The plan's goals, objectives, and proposed actions will create a better quality of life for current and future residents. Planning staff facilitated the process while also performing ongoing current planning and zoning administration. Rather than spend public money on consultants and boilerplate charrettes, the City leveraged its existing resources. The Department of Parks & Recreation offered their facilities for public forums. The Tourism & Marketing team hosted two of the Steering Committee meetings in the Columbia Welcome Center. A senior staff member donated a "thank you dinner" for the volunteer Steering Committee. The community learned about events through inexpensive signs, social media, and local WKOM Front Porch Radio. Altogether, this update will cost Columbia tax payers less than \$10,000. The process itself, as much as the deliverable, reflects the characteristics which make Columbia a great place to live and work. The quality of a long-range plan is shown in the built environment over time, not generic renderings produced by consultants. This is a plan by and for Columbia for the benefit of the entire community.

A PLAN BY AND
FOR THE
RESIDENTS OF
COLUMBIA





Connect Columbia
Protects and Preserves
the things that make
Columbia Great.

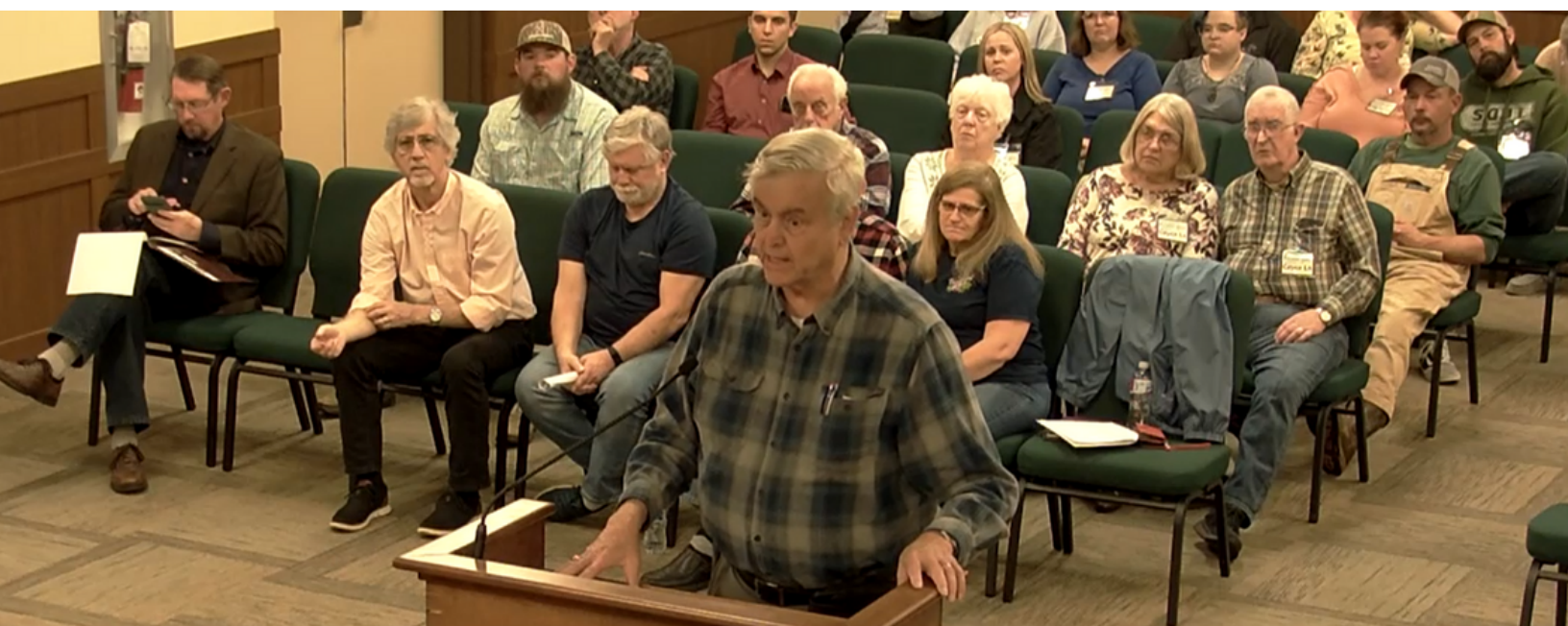


**THE PLAN
ACCOMODATES
GROWTH
WHILE
PRESERVING
THE UNIQUE
“FLAVOR” OF
COLUMBIA**

IMPLEMENTING THE COMMUNITY'S VISION



All land use decisions of the City of Columbia should advance the four guiding principles identified by the Steering Committee and confirmed through the community engagement process. The updated goals, objectives, and proposed actions provide the framework for organizing the city's efforts to proactively plan for the future. The matrix of proposed actions shall form the basis of the long-range planning program and guide future growth, redevelopment, and infrastructure investment according to the preferences expressed by Columbia residents during the Connect Columbia update process. The City's strategic planning process, when it addresses physical development of Columbia, should reference the proposed actions in Connect Columbia. The Municipal Planning Commission and Development Services staff should refer to the framework element of Connect Columbia as both a policy directive and an interpretive tool.



GUIDING PRINCIPLES

Connection:

Columbia provides options for safe and efficient movement throughout the city by a variety of transportation modes on an interconnected network.

Vitality:

Columbia is a safe community with opportunities for healthy living at all stages of life, natural resources for the benefit of current and future residents, and high standards for the quality of the built environment.

Steadfast:

Columbia is a fiscally stable municipality where growth is economically sustainable, history is preserved, new development is cohesive and compatible, and the unique character of each neighborhood is celebrated.

Neighborly:

Columbia is a place where all feel welcome and included in community decisions.

Connect Columbia's Policy Framework

The framework plan presents the city's general policy for guiding growth, redevelopment, and concurrent infrastructure investments. The framework uses the following terminology.

Guiding Principles

The guiding principles provide an anchor or reference point used to implement Connect Columbia and evaluate proposals for development.

Goal

A desired outcome that is expressed in broad terms and achieved over the long term.

Objective

A desired outcome that can be achieved in the near term to help advance a long-term goal.

Proposed Action

A specific policy, strategy, or step that can be implemented by the city or one of its partners to help achieve a goal or objective.

Priority

A proposed action that is determined to be an important consideration for near-term resource allocation or implementation.

Goals & Objectives

Connect Columbia Goal #1 Sustain the unique character of Columbia as it grows over time.

Columbia will protect its natural beauty and cultural assets by preserving the distinctive features that make it a special place to live and work.

Objectives

Objective 1.1: Ensure a high-quality built environment

Objective 1.2: Protect Columbia's natural assets and scenic views

Objective 1.3: Celebrate the past through preservation and memorialization of all of Columbia's neighborhoods and history



Goals & Objectives

Connect Columbia Goal #2 Accelerate Columbia's Future

Columbia will create a sense of belonging for all by pursuing strategies to create a more economically dynamic, culturally vibrant, and inclusive community where businesses thrive and all neighborhoods and residents prosper.

Objectives:

Objective 2.1: Improve access to education and training opportunities

Objective 2.2: Identify and promote emerging business and cultural districts through focused subarea planning

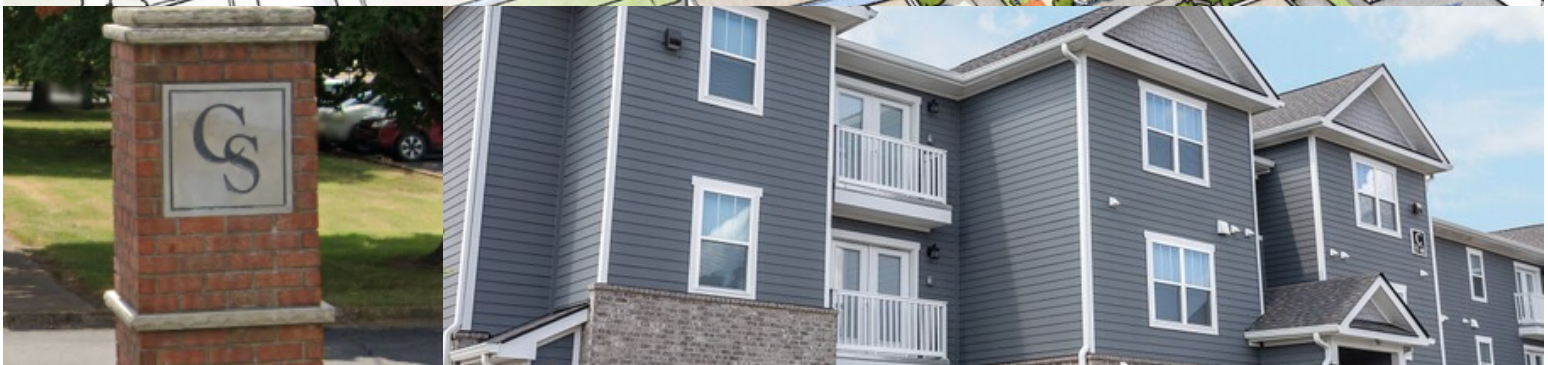
Objective 2.3: Support revitalization and reinvestment in Columbia's Commercial corridors

Objective 2.4: Prioritize investments which enhance Columbia residents' ability to move efficiently throughout the city

Objective 2.5: Create a range of housing opportunities for all households and income levels

Objective 2.6: Proactively support development of local arts, cultural assets, and social infrastructure

Objective 2.7: Increase prosperity for all residents through expanded employment base and retail options



Goals & Objectives

Connect Columbia Goal #3 Nurture Columbia's Strengths

Columbia will protect, preserve, and enhance its distinctive neighborhoods and places while providing a voice for all stakeholders in deliberations related to how Columbia grows.

Objectives:

Objective 3.1: Support entrepreneurs who create Columbia's *flavor*

Objective 3.2: Integrate compatible neighborhood commercial services and other amenities in established neighborhoods

Objective 3.3: Revise administrative procedures to inform and include all residents in land use decisions



Goals & Objectives

Connect Columbia Goal #4 Invest in Columbia

Columbia will deploy a thoughtful, fiscally responsible long-range strategy to invest in infrastructure and city services to meet the demands of a growing population and provide the highest quality of life in southern Middle Tennessee.

Objectives:

Objective 4.1: Establish gateways to the city

Objective 4.2: Maintain and expand Columbia's world class parks and greenways

Objective 4.3: Develop sustainable long-range plan for improved infrastructure and amenities



Proposed Actions - Implementing the Plan

The 2023 update of Connect Columbia establishes an active and continuous long-range planning program. The goals and objectives of the framework plan are implemented through prioritized proposed actions. These actions inform the annual strategic planning process and provide general direction to all city actions which impact the physical development of Columbia. The proposed actions also provide specific direction to Planning & Zoning staff related to the 2023 - 2028 long range planning program.

Immediate	0 – 2 years
Mid-Range	2-3 years
Long-Range	4-5 years and ongoing

The implementation timeline is fluid; the proposed actions are interrelated. The Planning Commission may direct staff to reprioritize the actions based on shifting conditions and opportunities to accelerate objectives.

Implementation Matrix

Proposed Action	Related Objective	Priority for Implementation
Establish a regular cycle of annual reports from the Planning Commission to the City Council on implementation of these proposed actions and progress toward accomplishing the objectives of Connect Columbia. Reports should include a summary of any necessary changes to City regulations or procedures.	3.3	Immediate
Establish a regular annual cycle of revisions to the Zoning Ordinance.	3.3	Immediate
Update the Parks & Greenways element of the Comprehensive Plan during the first quarter of 2024.	4.2; 4.3	Immediate

Proposed Action	Related Objective	Priority for Implementation
Prioritize capital investments to improve pedestrian safety.	1.1	Long-Range
Establish a regular process of public participation to inform the implementation of these action steps.	3.3	Mid-Range
Develop a five-year Capital Improvements Plan (CIP) for city projects which improve the capacity and condition of infrastructure to support infill development and leverage private investment in Columbia.	1.1; 4.1; 4.3	Immediate
Establish by ordinance a citywide minimum level of service for parks and greenways.	1.1; 4.2; 4.3	Immediate
Revise the Civic Space provisions of the Zoning Ordinance to require new developments to meet or exceed the minimum level of service for parks and greenways either by providing civic space within the development or through payment in lieu to support City projects which maintain the level of service.	1.1; 4.2	Mid-Range
Develop a citywide mobility plan to incorporate and replace the transportation element of Connect Columbia.	2.4; 4.3	Mid-Range

Proposed Action	Related Objective	Priority for Implementation
<p>Revise the procedures in the Zoning Ordinance to establish a rational nexus and proportionality analysis as a criterion of approval for all applicable requests for rezoning, Planned Unit Development approval, site development plan approval, and conditional use approval.</p>	<p>1.1; 4.2; 4.3</p>	<p>Immediate</p>
<p>Develop a neighborhood planning program to cultivate a sense of place, facilitate community input in land use decisions, and develop the social infrastructure of the community.</p>	<p>1.3; 2.2; 3.3</p>	<p>Mid-Range</p>
<p>Update or create a master plan for each subarea with recommended actions for implementation.</p>	<p>1.3; 2.2; 2.3</p>	<p>Immediate</p>
<p>Through the Columbia Arts Council, create a citywide public art plan with recommended actions for implementation.</p>	<p>2.7; 4.3</p>	<p>Mid-Range</p>
<p>Identify locations in established residential neighborhoods which can be utilized for small-scale neighborhood commercial retail uses.</p>	<p>3.2</p>	<p>Mid-Range</p>
<p>Revise the Zoning Ordinance and other regulations to accelerate the strategic interim uses of underutilized sites and serve the needs of the community in anticipation of higher-value redevelopment and upgrades.</p>	<p>1.1; 2.3</p>	<p>Immediate</p>

Proposed Action	Related Objective	Priority for Implementation
In cooperation with the Industrial Development Board, identify and enact policies which support retail development in nodes and commercial corridors to serves residents and expand Columbia’s tax-base.	2.6	Long-Range
In cooperation with the Industrial Development Board, ensure there are sufficient sites with supporting infrastructure to attract retail and industrial development that creates employment opportunities for Columbia residents.	2.6	Long-Range
Support the orderly expansion of Columbia State Community College’s operations and development of compatible land uses and infrastructure in the surrounding area.	2.1; 2.6	Long-Range
Support the orderly expansion of Maury Regional Hospital’s operations and development of compatible land uses and infrastructure in the surrounding area.	2.6	Long-Range
Engage local business to identify and eliminate unnecessary obstacles in the Zoning Ordinance and administrative procedures which make it difficult to operate a business in Columbia.	3.1; 3.3	Immediate

Proposed Action	Related Objective	Priority for Implementation
Create an inventory of sidewalk conditions throughout the City and identify gaps in the pedestrian network.	1.1; 2.3	Mid-Range
Evaluate the benefits of joining the Community Rating System (CRS) to obtain discounts on flood insurance for Columbia residents; update floodplain management practices accordingly.	2.5	Immediate
Improve local freight routes and work through the Nashville MPO to collaborate with TDOT and other transportation partners to improve mobility options for Columbia residents.	2.4	Long-Range
Continuously identify and pursue state and federal economic development grant programs which support implementation of Connect Columbia.	4.3	Long-Range
Develop a citywide affordable housing strategy.	2.5	Immediate
Proactively support mixed use development on underutilized sites downtown while leveraging the Columbia Main Street program to promote Columbia as a destination for retail, dining, recreation, and cultural activities.	1.1; 3.1	Long-Range

Proposed Action	Related Objective	Priority for Implementation
Accelerate the adaptive reuse of structures in Columbia’s historic downtown to cultivate a shared sense of history among Columbia residents and promote Columbia as a destination for heritage tourism.	1.1; 1.3	Long-Range
Revise the Historic District Design Guidelines and Historic Zoning Commission review process to be more efficient and predictable for businesses and property owners.	1.3; 3.3	Immediate
Revise the Zoning Ordinance and Historic Zoning Commission review process to protect historic structures (i.e., constructed before 1945) outside the designated historic districts.	1.1; 1.3	Immediate
Evaluate the creation of a locally-designated historic district for the East 8th Street commercial area.	1.3	Immediate
Collaborate with the Maury Alliance to involve small business and entrepreneurs in continuously identifying improvements to the Zoning Ordinance and other land development regulations which recruit and retain businesses that add to Columbia’s unique <i>flavor</i> .	2.3; 3.1	Long-Range

Proposed Action	Related Objective	Priority for Implementation
Proactively accelerate code enforcement.	1.1; 2.3	Mid-Range
Enact programs to aid the repair or removal of dilapidated properties and assist property owners to eliminate non-conforming and inconsistent uses.	1.1; 2.3	Mid-Range
Coordinate the City's regular strategic planning with relevant implementation activities of Connect Columbia.	3.3	Long-Range
Identify opportunities to expand recreational access to the Duck River.	4.2	Long-Range
Revise the Zoning Ordinance to include hillside protection regulations. Provide incentives to protect scenic views and landscapes.	1.2	Mid-Range
Evaluate the feasibility of adding Transfer of Development Rights (TDR) with reciprocal conservation easements to preserve hillsides, vulnerable areas, and historically significant structures to allow development in more appropriate locations.	1.2; 1.3	Mid-Range
Amend the Zoning Ordinance to reflect the parking management practices identified in the Land Use Plan.	2.2; 3.1	Immediate

Proposed Action	Related Objective	Priority for Implementation
<p>Coordinate with Maury County and adjacent municipalities to cooperatively preserve and protect natural areas and rural lands while encouraging efficient transportation corridors and infill development. Establish regular staff-level collaboration among the jurisdictions.</p>	<p>1.2; 2.4; 2.3; 2.5</p>	<p>Long-Range</p>
<p>Evaluate the feasibility of participating in the Tennessee Property Tax Freeze program for low-income seniors in order to prevent displacement of vulnerable long-term residents as Columbia grows and property values increase.</p>	<p>2.5</p>	<p>Immediate</p>
<p>Develop a regular staff-level data-driven process of interlocal cooperation to identify needed facilities and programs; develop interlocal strategies to provide needed facilities and programs concurrent with growth.</p>	<p>1.1; 4.3; 2.4</p>	<p>Long-Range</p>
<p>Per the Areas of Change Map, adopt evaluative criteria for all rezoning, Planned Unit Development approval, site development plan approval, and comprehensive plan amendment requests which sustain the established land use pattern and protects the character of existing neighborhoods in a manner that is consistent with Connect Columbia, applicable subarea plans, and other policies of the City.</p>	<p>1.2; 1.3</p>	<p>Mid-Range</p>

Plan Amendments

Connect Columbia is intended to be a dynamic planning document. The plan responds to changing needs and conditions over time. The full benefit of the plan can only be realized by maintaining it as a vital, up-to-date document. As changes occur and new challenges and opportunities emerge, the community should revise Connect Columbia. In this way, the plan will remain current and effective for directing the physical development of Columbia.

Plan amendments should be made after thorough analysis of immediate needs, as well as consideration for the long-term effects of proposed amendments. City staff, the Columbia Municipal Planning Commission, and the City Council should consider each proposed amendment carefully to determine whether or not it is consistent with the plan's intent and whether it will be beneficial for the long-term health and vitality of Columbia.

Annual and Quinquennial Review & Update

Formal review and update of Connect Columbia should occur each year. In addition to periodic annual review, the plan should undergo a thorough review and update every five years. The next quinquennial review should occur in 2028. The review and update process should begin with the creation of a steering committee similar to the volunteer committees appointed in 2017 and 2023. Specific input on major changes should be sought from various groups, including property owners, neighborhood groups, civic leaders, developers, business owners, and other citizens and individuals who express an interest in the long-term growth and development of Columbia.





CONNECT COLUMBIA

Land Use Plan: A Guide for Orderly & Beneficial Growth

Future Growth Policies

The following policies form the rational basis for the land use regulations which implement Connect Columbia, including the City of Columbia Zoning Ordinance. All development review actions of the City shall be consistent with the polices and principles identified in this Connect Columbia Land Use Plan. State law establishes the legal framework for controlling land use; these policies specify local preferences within the scope of the City's regulatory authority.

Annexation shall provide for orderly physical expansion of the City. The character and intensity of development in newly annexed territory shall be consistent with the property's corresponding Future Land Use classification. The Future Land Use Map and the Future Land Use Character Area Matrix provides the most appropriate zoning for newly annexed land.

Compatibility safeguards established land use patterns and provides for appropriate transitions between uses of varying character and intensity. Development review procedures shall consider the relationships that exist between land uses and mitigate the adverse impacts of new land uses upon established uses.

Consistency shall be the determinative criterion for all zoning map amendments. All zoning map amendments shall be consistent with the future land use map and the Future Land Use Character Area Matrix.

Concurrency ensures that Columbia does not outgrow its capacity to provide services. The City shall not annex any new territory into the corporate limits of Columbia without a plan for the expansion of urban services concurrent with development. Similarly, the future land use map shall not be amended and land shall not be rezoned without a plan for concurrent urban services sufficient for the intensity of development permitted by the Zoning Ordinance for the proposed zoning designation.

STATE GROWTH POLICY: UNDER THE LEGAL FRAMEWORK SET FORTH IN THE TENNESSEE CODE ANNOTATED TITLE 13 CHAPTER 4 PART 2, THIS FUTURE LAND USE PLAN IS GUIDES COORDINATED, ADJUSTED, AND HARMONIOUS DEVELOPMENT OF THE CITY OF COLUMBIA, WHICH WILL, IN ACCORDANCE WITH EXISTING AND FUTURE NEEDS, BEST PROMOTE PUBLIC HEALTH, SAFETY, MORALS, ORDER, CONVENIENCE, PROSPERITY, AND THE GENERAL WELFARE. THE PLAN IS PRESENTED TO IDENTIFY AREAS WHERE ORDERLY GROWTH IS APPROPRIATE, DUE TO THE PRESENCE OF EXISTING INFRASTRUCTURE OR THE LOGICAL EXTENSION THEREOF, BUT ALSO THOSE AREAS WHERE GROWTH IS INAPPROPRIATE.

Areas of Change Policy

Areas of Change Policy

Connect Columbia organizes the area within the corporate limits of Columbia, and the larger UGB, into a three classifications based on the anticipated and desired degree of change. These designations reflect the community's preferences for growth. They also correspond to the city's broader polices of economic development, social improvement, and delivery of urban services. The designations described below and depicted on the Areas of Change Map align land use regulations and the development review process with established market trends and proactive policies of the city to invest in Columbia neighborhoods.

Protect (Minimal Change) Areas that are not expected (or do not desire) to experience significant change in character. Occasional new or infill development within these areas may enhance quality of place and improve connectivity and transportation options. However, the land use pattern is established and major changes or intense development should provide clear public benefits. Review processes should emphasize compatibility and adequacy of municipal services.

Facilitate (Market-Driven Change) Established neighborhoods and commercial areas that have or could experience continued investments to improve quality of place. These areas benefit from existing municipal services and enhancement projects to improve walkability, create a sense of place, and enhanced connectivity. Change in these areas is market-driven. New and infill development should maintain or improve the level of service for municipal services. City policies facilitate change through a process of public deliberation and high standards for the built environment.

Activate (Proactive Change) Areas where significant and beneficial change is occurring or is desired. These areas are the focus of proactive City policies to bring the community's values to fruition. Public investment and increased coordination with the private sector will achieve transformational changes envisioned by the community.



Implementing the Areas of Change Policy

Decision making bodies shall begin all land use decisions with reference to the Areas of Change Map and areas of change policy. The areas of change map was part of the 2017 version of Connect Columbia. The 2023 Connect Columbia Steering Team recommended revisions to the policy in order to provide more succinct direction to decision makers during the development review process. The policy provides greater predictability for all stake holders and clarifies the community's preferences regarding the pace of change in different parts of the Columbia.

The areas of change policy ensures that the character of the area surrounding property under review is considered during the development review process. The policy also considers the place-based policies of the city including historic preservation, economic development, and service delivery. The policy does not determine the particular outcome of any request for development approval. It does establish the community's expectations for change over time and directs the place-based actions of City staff and decision makers.



Future Land Use Plan

Future Land Use Character Areas

This section provides the Future Land Use Plan and Policies for development and redevelopment throughout the City of Columbia. To achieve the vision of the Connect Columbia, the Future Land Use Plan organizes Columbia and its UGB into Future Land Use Character Areas. Each Character Area is implemented through Character Districts and Special Districts of the Zoning Ordinance. The City Council periodically updates the Zoning Ordinance upon the recommendation of the Columbia Municipal Planning Commission in order to better implement the Future Land Use Character Areas. All changes to the Official Zoning Map, the text of the Zoning Ordinance, and other land use regulations must be consistent with the character area matrix. Character area features are described below.

Each Character Area is organized into a matrix to guide land use policy decisions throughout the City and, as annexation occurs, within the Urban Growth Boundary. The Character Area Matrix corresponds to the Future Development Map and provides a geographic depiction of the Character Areas. The Matrix and Map are designed to be used in tandem.

Character & Intent The matrix describes the intent of each future land use character area. The statement of character and intent describes the functional and aesthetic qualities of the area in the context of Columbia as a whole. The matrix indicates the degree of connectivity and continuity which should guide the arrangement of private property and public rights of way. The matrix also guides investment in infrastructure and community amenities.

Land Use Considerations The character area matrix lists the appropriate type and intensity of land uses.

Form & Pattern The desired physical characteristics of each future land use character area are described in the matrix. This section informs the adoption and revision of implementing standards in the zoning ordinance and other regulations. The vision established here informs bulk and design standards, the delineation of public and private spaces, and the scale of development. This section also describes the City's policy for regulating parking and providing adequate terminal capacity for the private automobile transportation system.

Implementation The matrix describes zoning districts which are consistent with each future land use character area. It also indicates the overall density and mix of open spaces appropriate for the character area.

City Center & Urban Village Future Land Use Character Area

Character & Intent

The City Center & Urban Village (CCUV) future land use area comprises Columbia's iconic core and ancillary focal points. It includes the historic courthouse square and the places residents of Columbia associate with worship, commerce, the arts, community activities and government administration. The CCUV also supports the creation of urbanized nodes which provide identifiable commercial hubs for Columbia's emerging neighborhoods. Each development parcel should add to Columbia's existing sense of place and extend its established form and pattern to create a more interconnected community.

Primary Land Uses are horizontally and vertically mixed in a variety of structure types. The intensity and mix of uses is largely determined by context. New residential development provides a mixture of housing within walking distance of commercial and civic spaces. New non-residential development in established residential areas shall be comprised of low-intensity uses which serve residents' daily needs. Higher intensity uses should complement and extend the traditional pattern of development in Columbia's core, or establish identifiable centers for emerging nodes.

Future development should emphasize connectivity and continuity of the city as a whole. Additionally, new development shall create a pedestrian-friendly environment by filling gaps in sidewalks and enhancing multi-modal infrastructure. All new and infill development shall emphasize linkages to identifiable community anchors such as mixed-use commercial centers, schools, parks, or civic institutions.



Land Use Considerations

Primary uses include government, civic uses, parks, religious facilities, offices, retail, and all forms of medium-density housing. Secondary land uses include utility facilities, institutional uses, low-density housing, and neighborhood retail. New industrial and warehouse uses are inappropriate.

Form & Pattern

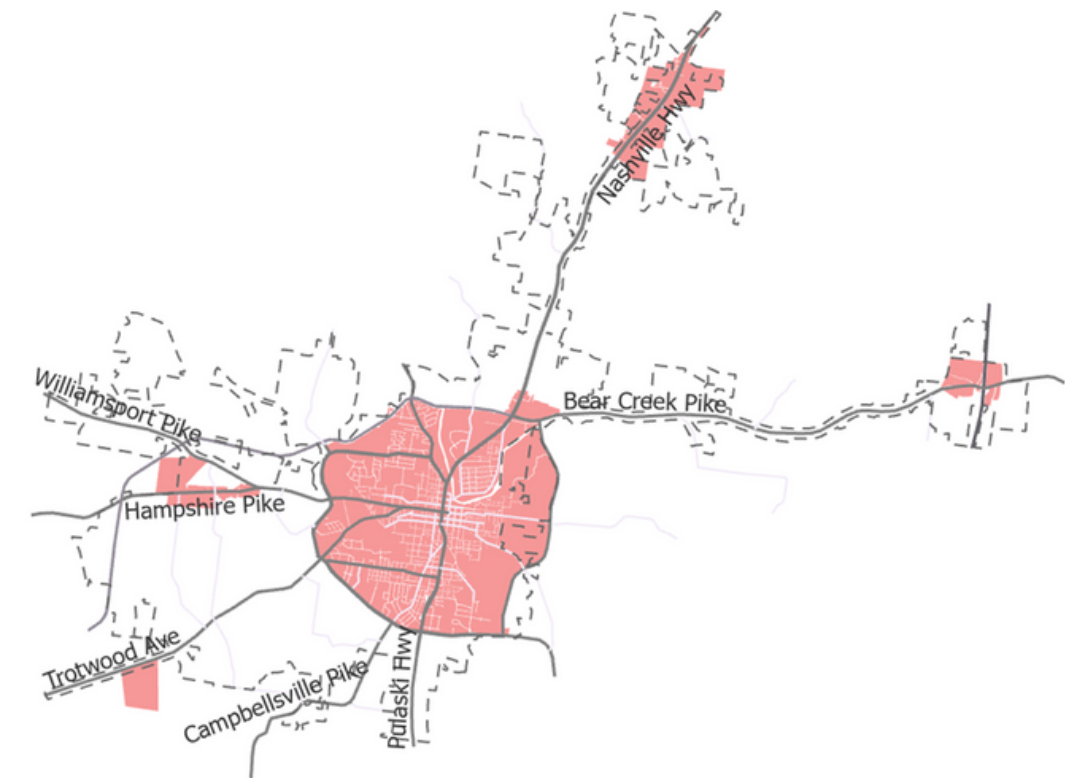
The CCUV includes established and infill neighborhoods at medium to high densities organized along a well-connected transportation network. Infill development supports and extends the formation of blocks and eliminates gaps in the built environment. The CCUV future land use is distinguished from Suburban Neighborhoods (SN) by the unambiguous prominence of public frontages. A high density of streets and thoroughfares with complete public frontages extends the public sphere outward from civic and commercial spaces. Implementing bulk and design standards clearly delineate the public and private realms though the application of layers and front-to-back discipline of lots. Bulk and design standards are occasionally modified to accommodate historic preservation, artistic innovation, redevelopment, and other place-based policies of the City. New development should accompany concurrent extension of complete urban services in places where they do not already exist. Parking is provided on an area-wide basis as a utility supplemented by private land users.

Implementing Districts

- Neighborhood CD-3 (Only where compatible with established pattern)
- General Urban CD-4
- Urban Center CD-5
- General Urban-Corridor CD-4C (only along Arterial roadways)
- Urban Center - Corridor CD-5C (only along Arterial roadways)*
- Mixed Use PUD PUD-MU
- Civic CV

Implementing Standards

- General Development Pattern: Mixed Uses & Isolated Uses
- Density (density units per acre): ≥ 12 du/ac
- Building Height: 1-5 stories
- Open Space Elements: Civic Spaces, Parks & Greenways



Suburban Neighborhoods

Character & Intent

The intent of the Suburban Neighborhoods (SN) future land use is to enhance existing suburban areas and create new neighborhoods that will improve the quality of life in Columbia. Where appropriate, the SN future land use area also establishes mixed-use and commercial centers which serve residents' retail needs and provide a wider range of housing options. Each development parcel should add to Columbia's existing sense of place and extend the established form and pattern to create a more interconnected community. Future development should emphasize connectivity and continuity of the city as whole. The density and intensity of residential development increases in proximity to areas under the CCUV future land use classification. In the same way, density and intensity decrease in proximity to areas under the Rural Transition (RT) future land use classification. New development enhances pedestrian infrastructure with sidewalks and other multimodal routes. Public frontages may include sidewalks and street trees. Over time, new and infill development connects neighborhoods and community anchors such as libraries, neighborhood centers, health facilities, retail uses, parks, and schools.

Land Use Considerations

The primary land use is low-density detached housing. Along arterial roadways, primary uses may include offices, retail, and all forms of medium-density housing. Secondary land uses include accessory dwellings, two-family homes, civic uses, institutional uses, schools, religious facilities, utility facilities, parks and open space. New industrial and warehouse uses are inappropriate.



Form & Pattern

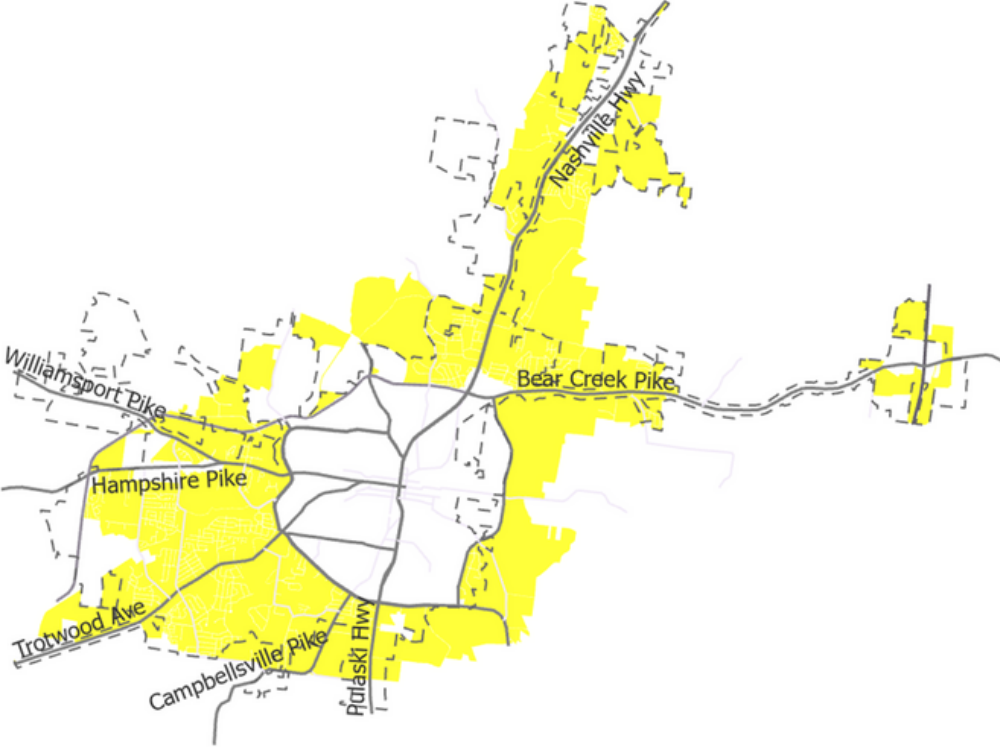
The SN future land use area is characterized by the organization of the built environment to extend a succession of large-lot neighborhoods and compact walkable neighborhoods. Development parcels extend established neighborhood patterns. Leap-frogging development is inappropriate. The SN future land use is distinguished from RT in the organization of lots and thoroughfares to form blocks. Physically separated developments which do not extend established block formation and roadway networks are inappropriate. The density of streets and blocks increases with proximity to CCUV and community anchors. Implementing bulk and design standards loosely delimit the public and domestic realms though the application of layers and front-to-back discipline of lots. Along arterial roadways, commercial corridors of varying intensities emerge over time with a high-quality built environment typified by a mix of building types and a balance between automobile-oriented and pedestrian-oriented design. The physical intensity of development along arterial corridors varies based on the surrounding residential density and the roadway's place in the transportation network. New development should accompany concurrent extension of complete urban services. Parking is provided on-site by private land users, supplemented by on-street spaces.

Implementing Districts

- Neighborhood-Large Lot CD-3L
- Neighborhood CD-3
- General Urban-Corridor CD-4C (only along Arterial roadways)
- Manufactured Home Park SD-MHP
- Residential PUD PUD-R
- Mixed Use PUD PUD-MU
- Civic CV

Implementing Standards

- General Development Pattern: Mixed Uses & Isolated Uses
- Density (density units per acre): 4 - 24 du/ac
- Building Height: 1 - 4 stories
- Open Space Elements: Civic Spaces, Parks & Greenways



Rural Transition

Character & Intent

The Rural Transition (RT) future land use classification is comprised of unincorporated areas within Columbia's UGB as well as areas of low-intensity development. The area is characterized by very low-density residential neighborhoods, large-lot semi-rural estates, open spaces, and legacy agricultural operations. The intent of the RT future land use classification is to create and maintain a discernable transition between agricultural uses in unincorporated Maury County and the suburban areas within Columbia.

Future development is limited and emphasizes the preservation of agricultural uses, open spaces, and the semi-rural character of areas adjacent to the city. Natural and scenic features, such as rolling hills, rivers, rock outcroppings, and historic homes should be preserved.

Land Use Considerations

The primary land use is very low-density detached housing. Secondary land uses include accessory dwellings, low-intensity agricultural operations, utility facilities, civic spaces, parks, and open space. New mixed-use, medium-density residential, commercial, industrial and warehouse uses are inappropriate.

Form & Pattern

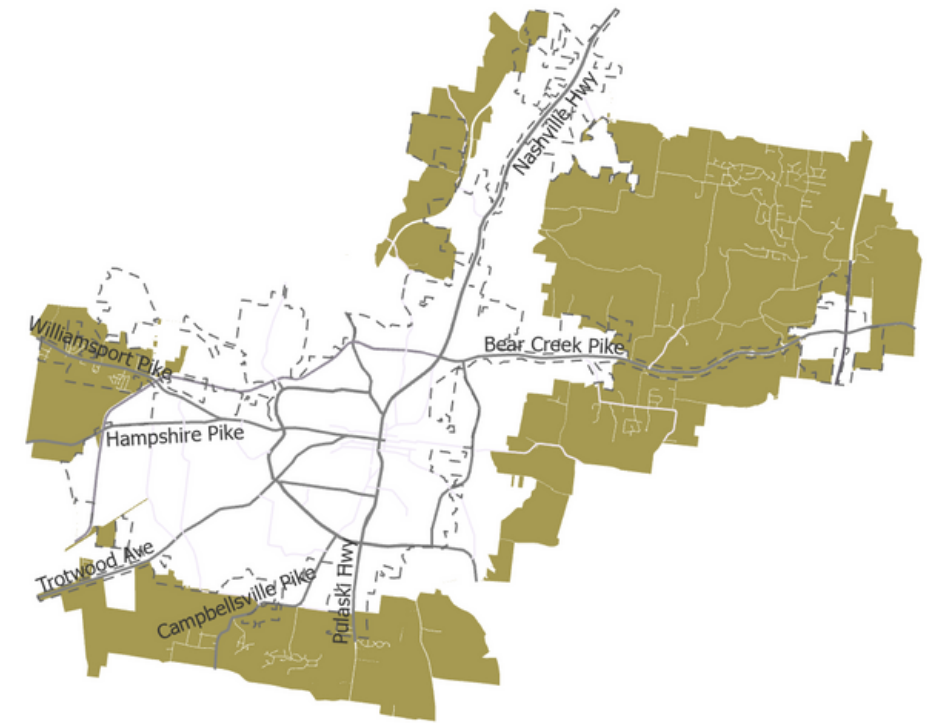
The RT future land use area is characterized by single-family detached residential areas and legacy agricultural operations. Implementing bulk and design standards prescribe large lots with very deep setbacks. In contrast to other areas, site and design requirements are minimal. Public frontages are insignificant and the delineation of public and private space is imprecise. Lots and roadways generally do not form blocks; however, large blocks become discernable in proximity to areas under other land use classifications. Complete urban services may not be available. Annexations and rezonings are inappropriate without concurrent extensions of urban services. Private land users provide their own parking.

Implementing Districts

Rural Character District CD-2
Civic CV

Implementing Standards

General Development Pattern: Isolated Uses
Density (density units per acre): 1 du/ac
Building Height: 1-3 stories
Open Space Elements: Parks & Greenways, Occasional Civic Spaces, Private Yards



Hillsides & Natural Spaces

Character & Intent

The Hillsides & Natural Spaces (HNS) future land use classification is comprised of visually impactful and environmentally sensitive areas within Columbia's UGB. The area is characterized by parks, civic spaces, open spaces, and legacy agricultural operations. The intent of the HNS future land use classification is to protect riparian areas, hillsides with elevations greater than 775 feet, and other sensitive lands. Natural and scenic features, such as rolling hills, rivers, rock outcroppings, and historic homes should be preserved.



Land Use Considerations

Primary land uses are civic uses, conservation, and utility facilities. Secondary land uses include agricultural uses and very-low-density housing.

Form & Pattern

Development within the HNS future land use classification is limited and should emphasize the preservation of natural and scenic features. Legacy agricultural sites may be preserved but not expanded. Existing extractive operations will gradually phase out and cease. Future development is limited to park spaces, civic uses, and occasional detached single-family homes. Rolling hills, waterways, floodplains, historic rock outcroppings, and tree cover should be preserved. New development should provide benefits to the general public in the form of preservation, storm water facilities, communications infrastructure, municipal services, or increased access to natural and recreational amenities. Complete urban services may not be available. Where parking is necessary, it is provided on-site and designed to be minimally impactful.

Implementing Districts

Rural Character District CD-2
Civic CV
Residential PUD PUD-R

Implementing Standards

General Development Pattern: Isolated Uses
Density (density units per acre): 1 du/ac
Building Height: Residential: 3 stories
Other Uses: N/A
Open Space Elements: Parks & Greenways



Technology & Employment Centers

Character & Intent

The Technology & Employment Centers (TEC) future land use classification accommodates a wide range of specialized uses which provide employment opportunities and economic vitality to Columbia. New development must conform to performance criteria. Site standards are unique to each use case. Identifiable negative externalities are reduced through implementing regulations.



Land Use Considerations

Primary land uses include light and heavy industrial uses as well as research facilities, utilities facilities, materials processing, flex space, warehouses, storage and other similar uses. Secondary land uses include appropriate medium-density housing types, civic and institutional uses, parks, and open space. New detached housing is inappropriate.

Form & Pattern

The TEC future land use area is characterized by unique sites, each designed to accommodate a specific use. Implementing bulk and design standards impose few standards. In contrast to other areas, site and design requirements are minimal. Structures are functional and flexible. Non-industrial uses incorporate the standards applicable under other future land use classifications. New development should accompany concurrent extension of complete urban services. Parking is generally provided on-site by private land users.

Implementing Districts

- Light Industrial SD-LI
- Heavy Industrial SD-HI
- Heavy Interstate SD-INT
- Mixed Use PUD PUD-MU

Implementing Standards

- General Development Pattern: Isolated Uses
- Density (density units per acre): ≥ 12 du/ac
- Building Height: Varies



Special Area Plans

Special Areas Identified for Targeted Planning Efforts

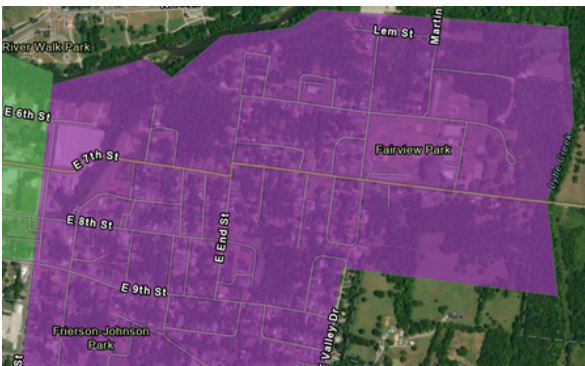
Special area designations recognize areas within Columbia and its UGB that the community has identified as appropriate for targeted planning efforts. Each special area has a unique character and a sense of place. Over time, the City will develop or revise small area master plans for each special area. Some special areas warrant detailed master plans, others need only targeted policy solutions to address specific problems or opportunities. Small area master plans are adopted as amendments to the Land Use Plan and, when in conflict, supersede the recommendations of the Land Use Plan. Small area plans provide more detailed policies and implementation steps than the Land Use Plan. The recommendations of master plans adopted by amendment as part of Connect Columbia will be implemented through incremental revisions to the Zoning Ordinance and other regulations impacting the built environment.





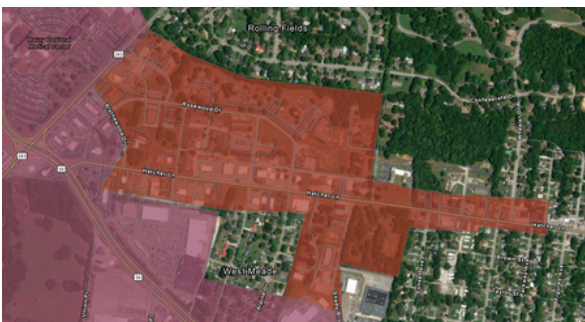
College Gateway (Hampshire Pike)

The intent of the special area is to establish a mixed use anchor that enhances the gateway into Columbia on Hampshire Pike within the vicinity of Columbia State Community College. From its beginning in 1967, Columbia State Community college has had little to no student and faculty-serving commercial activity in the vicinity of its campus. This includes opportunities for dining, recreation, and retail. This policy effort would be to create a node that allows for uses that serve the college in the nearby vicinity of the college and enhances the eastern gateway of Columbia along Hampshire Pike.



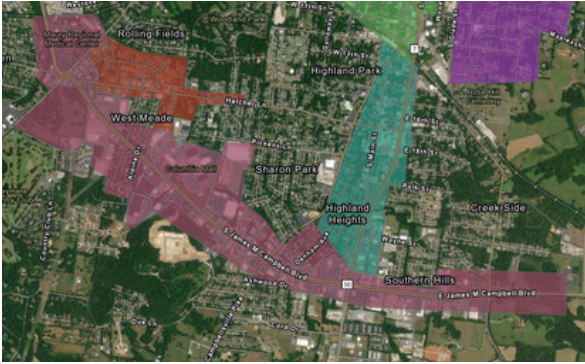
East Columbia

The intent of the special area is to coordinate public and private investments in East Columbia. The goals of any new subarea master plan should include historic preservation and community-oriented improvements that benefit the existing residents of East Columbia.



Hatcher Village

The intent of the special area is to foster the transformation of the existing Hatcher Lane corridor into a vibrant mixed-use urban village through enhanced access, design, and form. Each development parcel should add to Columbia's existing sense of place and extend the established form and pattern to create a more interconnected community. This special area extends from S Main Street to James M. Campbell Blvd. This corridor currently consists of primarily medical related office uses with retail. In addition, single-site multi-family with connected single-family neighborhoods are adjacent to the corridor.



South James Campbell Boulevard

The intent of the special area is to update the Boulevard 2050 Plan and provide additional implementing design standards, as well as increased regulatory flexibility. The James Campbell special area is a retail and commercial engine for the City of Columbia. This area includes the former Columbia Mall site, many restaurants, and commercial establishments. It also encompasses established residential neighborhoods. The Boulevard 2050 Plan set forth an ambitious goal for reimagining this corridor. This Special Area looks to update and compliment that ambition vision, with a realistic look at the near and mid-term development and redevelopment of this area.



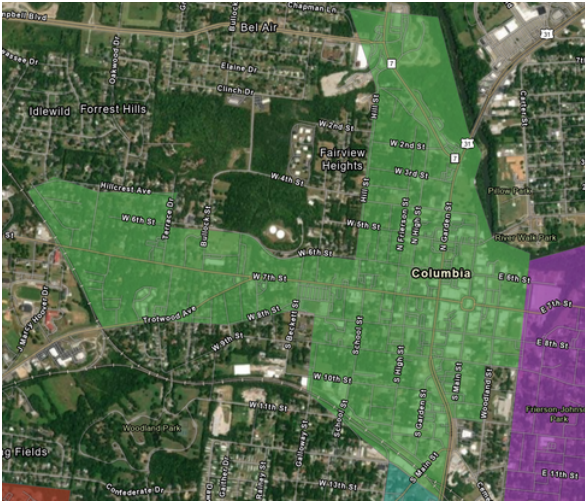
Neopolis

The Neapolis special area is transforming as a result of recent growth. The area includes many new residential subdivisions and some mixed-use development. The purpose of the special area is to promote a mixture of uses, especially appropriately scaled commercial development. The general development pattern should reflect a medium-to-high level of density and intensity.



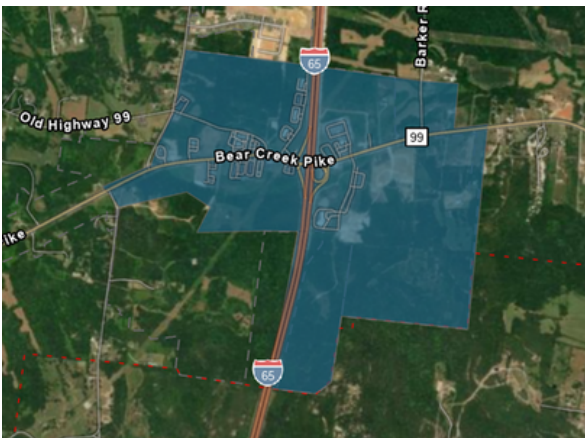
South Corridor

The intent of South Corridor special area is to enhance the existing Carmack Boulevard Corridor. As a primary southern gateway into Columbia, Carmack Blvd serves as an arterial roadway with uses that also serve adjacent nearby neighborhoods. The area also includes the properties around South Main Street and Highland Avenue.



CHADS (Commerce History & Arts Districts)

The intent of this special area is to recognize the existing regulatory and planning designations in the historic core of the city. The overlapping and interconnected designations of Downtown, the Arts District, the five historic districts, and the emerging North Hill shopping area calls for context-sensitive planning efforts which balance competing interests and leverage the Columbia's district sense of place. The goals and objectives of any associated master plans should include 1) protecting the historic character of Columbia; 2) foster entrepreneurship and create space for local business of all sizes; and 3) create the most remarkable built-environment in Middle Tennessee.



Interstate Gateway

This area has historically served to support convenience businesses near exit 46 with fast food, fuel convenience centers, and hotel uses. In more recent times this area has developed into denser residential communities with townhomes, multi-family, and single-family homes extending out from the peripheral areas of Columbia's interstate exit. The goal of the special area is to create a sense of place and provide a high quality urban node which better reflects the dynamic charm of Columbia.



Riverside

The Riverside neighborhood is a unique part of Columbia's core. Riverside contains a mix of residential and commercial uses as well as civic institutions. Riverwalk park, one of the City's premier public greenspaces, is located in the area. The architecture is eclectic. A large portion of the neighborhood is located in areas of flood hazard. The purpose of the special area is to facilitate commercial infill development and infrastructure improvement on the perimeter of Riverside, preserve the unique character of its residential streets, and reduce the risk of property loss from flooding.



CONNECT COLUMBIA

Transportation Plan: A Roadmap for Long-Term Mobility

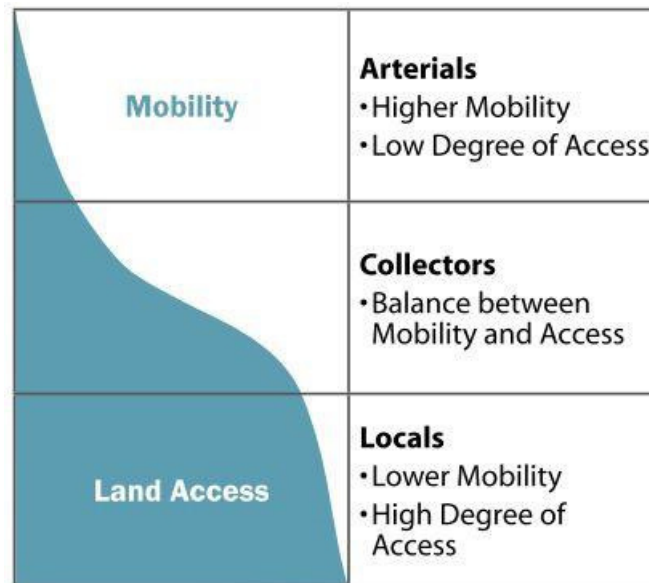
Chapter 1: Existing Conditions

1.1 Roadway Functional Classification

For planning purposes, roads are often designated in terms of their functional classification, which is based on the character of transportation service they are intended to provide. **Map 1** shows the classification of roadways, currently, within the City of Columbia.

Categories typically include interstate, principal and minor arterials, collectors, and local roads. As one moves up the hierarchy from local to collector to arterial to Interstate, speeds generally increase and there is a corresponding decrease in access provided to adjoining properties. (It is important to manage the number of access point on higher-speed roads, as discussed later in this chapter.)

Figure 1: Functional Classification's Relationship to Mobility and Access



(Source: *Safety Effectiveness of Highway Design Features: Volume I, Access Control*, FHWA, 1992)

Interstates And Freeways

Interstates and Freeways are limited access divided highways with grade separated junctions, and without traffic lights or stop signs. Providing drivers with mobility is the highest priority on this type of facility, with access provided only at interchanges spaced at least 1 to 2 miles apart. Interstate 65 runs north-south at the far eastern edge of the Columbia study area, linking the city to the metropolitan Nashville and Huntsville/Birmingham, AL regions and beyond.

Not all freeways in the area are part of the Interstate system. SR 396 (Saturn Parkway), just outside Columbia's growth boundary, provides limited access, free flow travel between I-65 and US 31. Within Columbia, some sections of US 43 are also classified as freeway, although the mobility and safety benefits are somewhat compromised by being intermingled with sections that are not limited access.

Principal Arterials

The principal arterial system serves major centers of activity, the highest traffic volume corridors, and the longest trip destinations. Prior to the Interstate system, these roads functioned as the primary routes for long-distance travel and therefore emphasize mobility rather than access. They still carry a substantial percentage of trips entering and leaving the urban area, including thru-movements. These roads link to the interstates and freeways. In 2012, Congress passed federal legislation which also made all principal arterials part of the National Highway System.

Principal arterials in Columbia include the major U.S. highways radiating from downtown:

- US 31 (Nashville Highway and Pulaski Highway)
- US 412 (Bear Creek Pike and Hampshire Pike)
- New Highway 7
- West, South, and East James Campbell Boulevard (SR 50)
- Campbellsville Pike

Minor Arterials

Compared to principal arterials, minor arterials are intended for trips of more moderate length and serve smaller geographic areas. They supplement and link to the principal arterial system and provide connections within a community.

Examples of minor arterials in Columbia include:

- North James Campbell Boulevard
- Santa Fe Pike
- West 7th Avenue
- Trotwood Avenue
- Campbellsville Pike
- Tom Hitch Parkway

Collectors

The collector street system provides both access to land and traffic circulation within residential neighborhoods, commercial and industrial areas. Unlike arterial roads, it is common for collector roads to pass through residential neighborhoods to “collect” traffic from local neighborhood streets and channel it into the arterial system. In the central business district and other areas of similar development and traffic density, the collector system may include a street grid used for traffic circulation.

Examples of collectors in the Columbia area include:

- Iron Bridge Road
- Mapleash Avenue
- Mooresville Pike
- Cayce Lane
- Sunnyside Lane
- Rutherford Lane
- Baker Rd
- Lion Parkway
- Theta Pike



Local Street System

The local street system is made up of all other facilities not classified as one of the categories described above. Local streets' primary function is to provide direct access to properties, and they are not intended for high speeds or heavy traffic volumes.

Table 1 shows the percentage of roadway mileage in Columbia that is classified for each function. The percentage of road-miles that fall into each category is generally consistent with federal guidelines, indicating a fairly well distributed system. As discussed elsewhere in this chapter, it is important for the city to continue establishing an adequate number collector routes as new areas are developed, as opposed to having many local streets connect directly to arterial highways.

Table 1: City Road Mileage by Functional Classification

Classification	Miles
Interstate/Expressway	1%
Arterial	15%
Collector	9%
Local	75%

1.2 Existing Traffic Volumes

Current levels of traffic in the Columbia study area generally follow the principles outlined above, with higher traffic volumes on roads that are classified for thru-traffic and higher operating speeds.

TDOT provides a mapping utility which shows the annual average daily traffic. As shown, the section of Nashville Highway between Carters Creek Pike and Bear Creek Pike is the most heavily-used route in the city, with daily volumes on the scale of those carried by I-65. Other busy routes include the US Highway 43 Bypass, N. Garden Street, S. James Campbell Boulevard in the mall area and the adjacent section of Trotwood Avenue, and Nashville Highway north of Carters Creek Pike.

1.3 Roadway Level of Service

Level of service, or LOS, is a term used to describe how well traffic flows along a given roadway. It is presented in terms of grades A through F, similar to a school report card, where A is the best possible traffic flow and F represents the worst conditions. Figure 2 shows graphically how the level of service changes as the number of cars on the road increases. In urban areas, LOS D is typically considered to be the minimum acceptable level of service.

In order to determine the LOS of the roadway, a comparison is first made between assigned daily traffic volumes and the capacity of the facility to calculate its volume-to-capacity (V/C) ratio. A roadway's capacity is based on its functional classification, number of lanes, posted speed limit, percent of truck traffic and geometric characteristics.

Existing levels of service were calculated using the base year of the Nashville Area MPO's regional travel demand model, which is calibrated to actual traffic counts.

Existing Level of Service

Generally current travel conditions are at an acceptable level for most of the city and surrounding area. There are specific segments and intersections that operate at levels of service of E or less. This includes two sections of Trotwood Avenue outside the James Campbell Boulevard loop: between Country Club Lane and Robinson Road, and between Cayce and Rutherford Lanes. Level of service is also degrading on Hampshire Pike near Lion Parkway. This section provides access to three school campuses and is also just east of the point at which traffic feeds into the corridor from Williamsport Pike. Nashville Highway is also experiencing a decrease in service.

Figure 2: Illustration of Roadway Level of Service



1.4 Roadway Connectivity

After decades of approving subdivisions filled with cul-de-sacs feeding onto one or two collector roads, most city planners have recognized there is value in having a larger percentage of roads interconnected as part of a system. There are multiple benefits to a more interconnected grid. Safety and Security.

Those whose job is to respond to emergencies often call for more network “redundancy,” i.e. having more than one path between two points. If one route becomes impassable because of a downed tree, flooding, a car wreck or other incident, it is still possible for residents to leave the area and for emergency officials to get into the area to provide resources and assistance.

Distribution of Traffic

When drivers have multiple options to get to their destination, there are usually fewer vehicles on any one particular route. The community can use more of its publicly-funded road system to meet travel demand, instead of having one highly congested road and many other streets that are only used once or twice a day. This is considered to be the advantage of a more grid-like road network. The concept of a street hierarchy is still important, however. Even with a grid, it may be desirable to use roadway design to differentiate streets for heavier travel to alleviate concerns about excessive cut-through traffic in residential areas.

Friendlier for Walking and Biking

Increased street connectivity can also increase people's willingness to walk, bicycle or use transit instead of taking a car for certain types of trips. Shorter distances between intersections (block lengths) allow people to make a turn without having to walk long distances to reach the next public road or cut across private property. The effect can be understood by comparing the length of a particular walking trip versus the distance it would take "as the crow flies."

1.5 Current City Regulations Regarding Connectivity

Columbia's Engineering Standards and Specifications (ESS), Zoning Ordinance, and Access Management Ordinance contain a number of provisions to encourage and require roadway connectivity. Cul-de-sacs are discouraged or not permitted and connections to adjoining properties are required in most cases.

1.6 Evaluation of Roadway Connectivity for Arterials and Collectors

The quality of connectivity in Columbia's major road network is relatively good, likely due in part to the attention given to the issue in city regulations, as well as favorable topography and the city's long history as a regional center of commerce. The radial nature of the city's major roads, combined with the loop formed by James Campbell Boulevard and Tom J. Hitch Parkway, provides multiple routes to travel through and within the urban area.

At the arterial level, there are two areas in which the city may wish to explore additional connections to help control future congestion, particularly along Nashville Highway. US 31 north of the city carries regional traffic between I-65 and US 43. It may also be considered to be a more direct route between I-65 and US 412, west of the city, than using the US 412/Bear Creek interchange. As population continues to grow in Spring Hill and the northern portions of Columbia, this thru-traffic combined with increasing local activity will result in greater delays on Nashville Highway.

This also underscores the importance of maintaining a strong network of collector streets. Recent growth in the areas west and southwest of downtown has been shaped by regulations to increase local street connectivity, and the availability of James Campbell Boulevard allows traffic to move among the major and minor arterial routes that radiate from the downtown area. However, growth in the north and east portions of Columbia's growth area is less connected. Local drivers currently have few options to make north-south movements without using US 31. Similarly, as growth occurs along Bear Creek Pike east toward I-65, those who live and work on the north side of the highway would benefit from good connections to Baker Road and Center Star Road to move east-west without having to use Bear Creek Pike.

Improving certain roads, even those outside Columbia's growth boundary, could be important to buffer the effects that fast-developing areas will have on Nashville Highway and Bear Creek Pike. Greens Mill Road and Clara Mathis Road are examples where rural route upgrades could provide outlets for new development in Columbia to flow more smoothly to and from adjoining parts of the region.

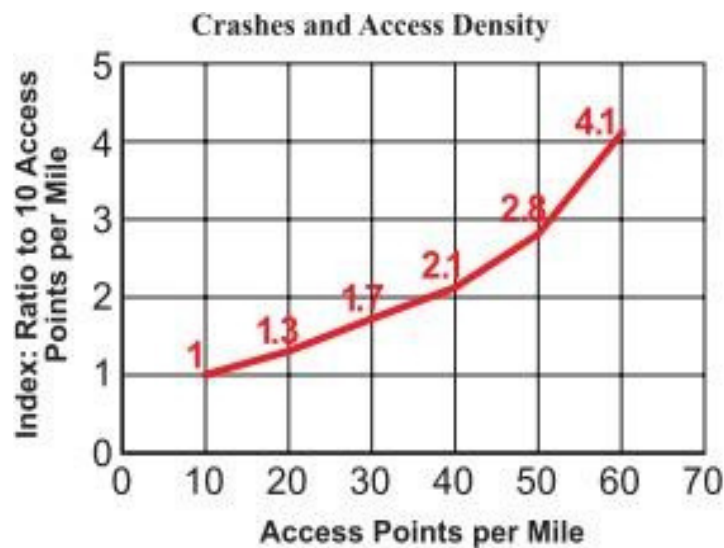
1.7 Roadway Access Management

As noted earlier in this chapter, roads are classified according to their function. The primary purpose of low-speed roads is to provide property access, whereas higher-speed roadways provide few access points because their primary purpose is to carry thru-traffic. On higher-speed roads, therefore, there should be fewer driveways overall.

Properly matching roadway access policies to the community's functional classification plan greatly enhances transportation system efficiency and yields a number of other benefits.

Driveway management on arterial routes can result in considerable operational improvement, allowing traffic speeds to improve as much as 15 to 20 miles per hour. As shown in Figure 3, there is also a significant safety benefit. Statistics indicate that an arterial road with 10 driveways per mile has 30-percent fewer crashes than a similar road that has 20 driveways per mile. FHWA reports that more than 70-percent of crashes at access points involve left-turning vehicles.

Figure 3: Crashes and Access Density



Source: Transportation Research Board's Access Management Manual (2003)

Environmental Benefits

Studies that measure real-time vehicle emissions have found that vehicles emit more tailpipe pollutants in stop and go traffic. A clear relationship has been found between emissions and the number of access points on the road being driven. Although Maury County was not included in the part of the Nashville region that was previously designated for not meeting EPA's air quality standards, rapid growth of the metropolitan area means higher traffic volumes in Maury County and potential air quality problems in the future. It is important to manage traffic to avoid such conditions.

1.8 Current Access Management Policies

Access to roads in the Columbia area is governed by policies at both the state and local level.

State Policies

In 2015, TDOT issued the *Manual for Constructing Driveway Entrances on State Highways*. State legislation was enacted in 1955 that established a permitting process for driveways, along with a handbook to regulate their location, design and construction. The new manual represents a comprehensive revision of the state's driveway regulations, which had not been updated since the late 1970s.

The requirements of this manual apply to all state routes, including those within the City of Columbia. Local governments may adopt their own standards, but they may not be less stringent than the state's. Although the TDOT manual deals with many aspects of driveway permitting, there are two relevant standards here: (1) how close a driveway can be to a public intersection, and (2) where median openings are permitted.

On Nashville Highway (US 31/SR 6) and other divided highways owned by the state, TDOT also manages safety and traffic flow by limiting the number of median openings. The 2015 driveway manual states that median openings are allowed at the intersection of most public roads. Beyond that, median openings are created only for the purpose of U-turns, and should be uniformly spaced. For urban areas, the state policy recommends that median openings be spaced 660 feet apart (about an eighth of a mile).

Local Policies

The Access Management Ordinance is the city regulation that primarily addresses access specific topics.

- Number of access points
- Cross connectivity with adjoining parcels
- Location and placement of access points
- Corner Clearance (distance from a public intersection)
- Access spacing
- Consolidation of access points
- Cross connectivity
- Auxiliary turn lanes
- Median and median openings
- Traffic signals and signal spacing
- Frontage roads

Additionally, the Traffic Impact Study Ordinance requires developments of certain sizes and impacts to provide a study to evaluate necessary improvements to mitigate impacts to the roadway network.

1.9 Current Access Conditions

The following major corridors were identified by the city to be evaluated in terms of current access management:

- Nashville Highway (US 31)
- Garden Street (SR 7, US 31 within downtown)
- Carmack Boulevard (US 31)
- Bear Creek Pike (SR 99, US 412)
- Campbellsville Pike (SR 245)
- West 7th Street (US 412 Business)
- Hampshire Pike (SR 99, US 412 Business)
- Pulaski Highway (SR 7)
- Trotwood Avenue (SR 243)

Access-related bottlenecks in urban areas most often occur because of driveways that are located too close to public intersections. Each major corridor was therefore reviewed to identify locations where existing driveways do not meet TDOT's intersection corner clearance requirements. The resulting locations are listed below in **Table 2**. These may be areas to consider reconfiguration of existing driveways, particularly if the City has identified recurring operational and/or safety problems at any of the sites.



Table 2: Intersections with Corner Clearance Issues

Corridor	Cross Street	Intersection Quadrant
Hampshire Pk	Rutherford Ln	SW
Hampshire Pk	Cayce Ln	SE
Hampshire Pk	Williamsport Pk	E, W
Hampshire Pk	Williamsport Pk	E
Hampshire Pk	Lion Pkwy	E
7th St	Trotwood Ave	W
7th St	High St	NW, SE
7th St	Garden St	NW
Garden St	8th St	SW
James Campbell Blvd	Hampshire Pk	NE
Hampshire Pk	James Campbell Blvd	SE
Garden St	4th St	SW, NW, SE
Garden St	8th St	NW
James Campbell Blvd	Garden St	S
James Campbell Blvd	Santa Fe Pk	NW
Nashville Hwy	Theta Pk	NW
Bear Creek Pk	Nashville Hwy	NE, SE
Nashville Hwy	Bear Creek Pk	NE
Nashville Hwy	43 Bypass	NW
Bear Creek Pk	Tom J Hitch Pkwy	W, E
Bear Creek Pk	I-65 Ramp	SE, SW, NW
Carmack Blvd	S Main St	SW
Carmack Blvd	15th St	All
Trotwood Av	James Campbell Blvd	NE
James Campbell Blvd	Trotwood Av	NE, SE
James Campbell Blvd	Highland	NE, NW
James Campbell Blvd	Campbellsville	SE, SW
Carmack Blvd	James Campbell Blvd	NE, NW
Pulaski Hwy	James Campbell Blvd	SE, SW
James Campbell Blvd	Tom J Hitch Pkwy	E
Trotwood Ave	Sunnyside Ln	NW

Each corridor was also evaluated to determine the driveway density per mile. This measure is often used by transportation planners and engineers to predict roadway operational effectiveness, applicable primarily for roadways that are intended to operate at speeds of 45 mph or greater.

As shown in **Map 2**, driveway densities are greatest along these corridor segments:

- Nashville Highway from Mangrum Drive to northern city limits
- Nashville Highway between E. Burt Drive and downtown
- James Campbell Boulevard between Pulaski Highway and Mooresville Pike
- All of Bear Creek Pike
- Hampshire Pike between US 43 and Zion Road (the western urban growth boundary)

Areas with high driveway density may warrant further review, focusing primarily on existing access points for higher volume traffic generators such as commercial and multi-family developments.

Locations With Operational and Safety Issues

A number of intersections and corridor segments were identified by City staff for investigation regarding safety, traffic flow, or both. The sites are listed below in **Table 3**. An analysis of recent crash data (the past three years available) was conducted at each location to determine the crash rate and to assess the types and severity of crashes. Field work was also performed to observe operations in the identified areas to help identify likely contributing factors and develop potential solutions. This analysis resulted in several recommendations to improve safety and operations at these key locations. The proposed improvements have been incorporated in the project tables contained in **Chapter 3**.

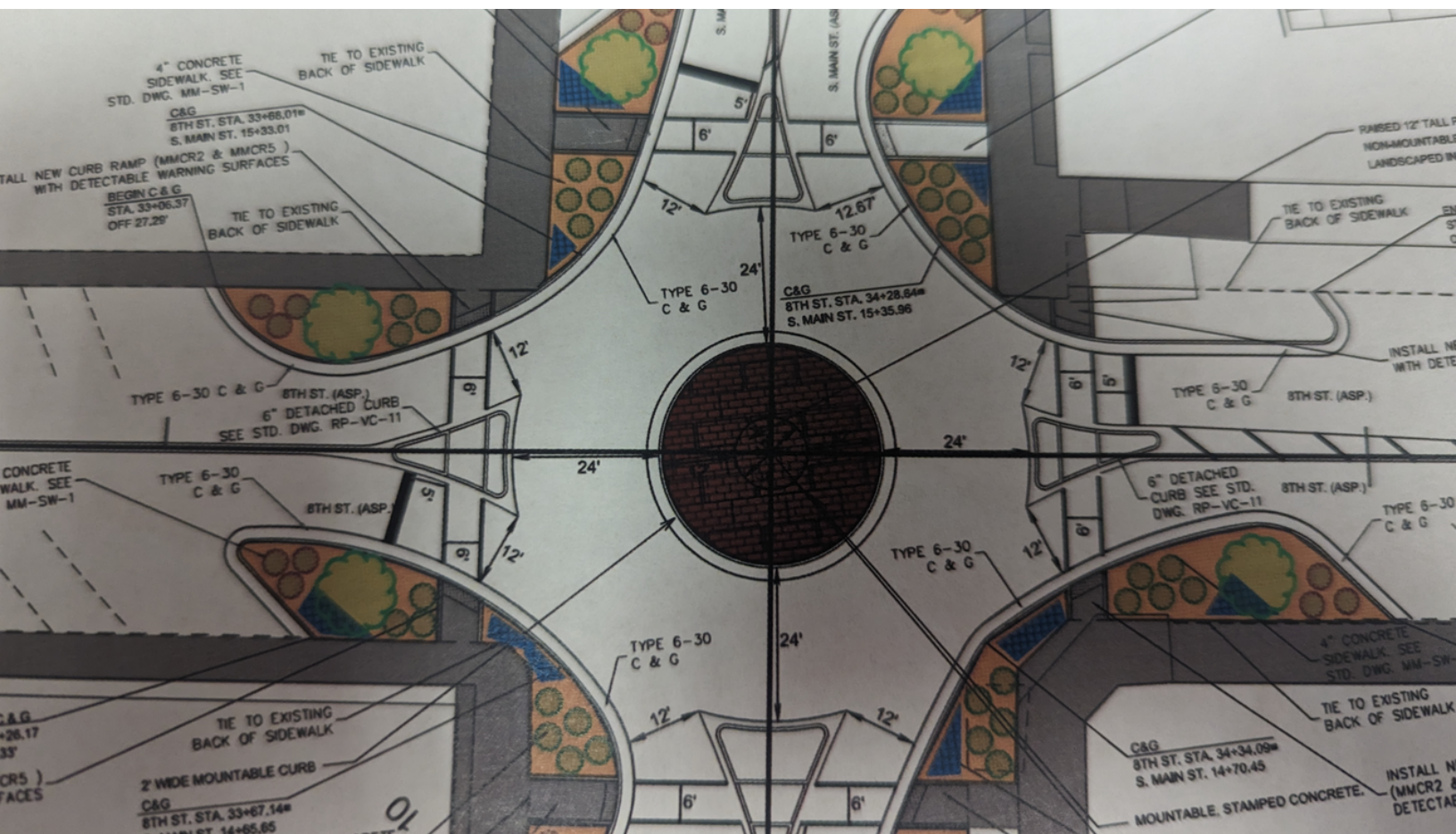


Table 3: Locations Investigated for Safety and Operational Issues

Route	Location
Nashville Hwy	at Bear Creek Pk
US 31	at W. 7th St
Trotwood Av	at Cayce Ln
James Campbell Blvd	at Hampshire Pk
James Campbell Blvd	at Industrial Park Rd
US Highway 43 Bypass	at Industrial Park Rd
US Highway 43 Bypass	at Theta Pk
Bear Creek Pk	at I-65
Nashville Hwy	at Baker Rd and Columbia Rock Rd
Nashville Hwy	at Cayer Ln
Nashville Hwy	at Carters Creek Pk
Hampshire Pk	at Williamsport Pk
US 31	at N. James Campbell Blvd
Carmack Blvd	at S. Main St
Nashville Hwy	at Theta Pk
James Campbell Blvd	at Lion Pkwy
E. James Campbell Blvd	at Mooresville Pk
Nashville Hwy	at Carter St
Hatcher Ln	James Campbell Blvd to Carmack Blvd
Trotwood Ave	Ridley Jewell Rd to Old Sunnyside Ln
Trotwood Ave	Graymere Manor Rd to James Campbell Blvd
James Campbell Blvd	Trotwood Ave to Pulaski Hwy
Nashville Hwy	River Rd to Kroger entrance
Nashville Hwy	N of Imperial Dr to Cayer Ln
Cayce Lane	S of Eskew Dr



Chapter 2: Future Conditions

2.1 Future Roadway Level of Service

Chapter 1 outlined the areas where Columbia’s roadway system performance is currently falling below acceptable levels of service. This chapter projects how the transportation system will function by the year 2040 if no further improvements are made.

Methodology

As described in the **Chapter 1**, the Nashville Area MPO’s regional travel demand model is the tool used to identify and analyze future roadway congestion problems.

The model divides the region into various “traffic analysis zones,” each of which is assigned certain model inputs, most importantly population and employment projections. The model’s outputs are an approximation of travel demand between zones—in other words, how many people are expected to travel between home, work or school, shopping, doctor’s office, and other destinations.

Zones will generate varying levels of traffic based on the numbers of jobs and/or homes they contain. Future traffic projections are also affected by the types of development in a zone. For example, a major regional shopping center will attract several types of trips, including shoppers, the employees who work at the stores, trucks who bring in the food and goods that are sold there, and even the trucks that take away the trash.

Zones with high travel demand require roadways with higher capacity (and/or regular transit service). In zones where population or employment grows rapidly, it may be necessary to add new travel lanes, modify intersections, or add or extend new roads in order to meet the additional demand for travel. Through the use of the MPO’s travel demand model, the City can predict which roadways will need capacity improvements, and how soon.

Population And Employment Growth

As described in the Population and Economy Technical Report, the Columbia area population is projected to grow by more than 50-percent by the year 2040.

Strong expansion of the Columbia area’s employment base is also expected, with more than 15,000 additional jobs anticipated in and around the city by 2040.

The anticipated growth will generate additional traffic and, in some areas, will have noticeable impact on the roads that serve them, as discussed in the following section.

2.2 Projected 2040 Levels of Service (Without Improvements)

By the year 2040, assuming no major improvements are made, level of service is expected to degrade below LOS D on some of Columbia’s major corridors.

Trotwood Avenue, already experiencing congestion just outside the James Campbell Boulevard loop, is projected to operate at or below LOS D for its entire length from James Campbell Boulevard to the city’s urban growth boundary.

Nashville Highway is expected to operate at or below a LOS D.

Along Bear Creek Pike, delays are expected immediately west of the I-65 interchange and on the 2-mile stretch between Tom Hitch Parkway and Howell Elementary/Cox Middle schools.

These projected conditions suggest the need to make improvements that add vehicle-carrying capacity to these routes, which could involve the addition of turning lanes and/or new thru-lanes.

2.3 Planned Transportation Improvements

Since 2014, when Columbia became a member of the Nashville Area MPO, transportation planning for the City’s major routes has been conducted in coordination with the regional agency. The MPO is a cooperative forum in which Columbia joins local governments from across a seven-county area in determining the distribution and expenditure of federal and state transportation funding.

The most recent MPO Regional Transportation Plan extends through the year 2040 and contains several projects to improve major corridors in the city.

These proposed projects are shown in Table 4. The horizon year indicates the year by which the project is expected to be completed.

Table 4: Columbia Area Projects Proposed in The Regional Transportation Plan

Project	Improvement Type	Estimated Cost	Horizon Year
I-65 at SR99	Interchange Modifications	\$35,900,234	2025
Nashville Highway (SR 6/US 31) at Bear Creek Pike (SR 99/US 412)	Intersection Improvements	\$2,447,203	2025
Columbia Downtown, Beckett Street W 5th Street to West of Trotwood Ave (SR 243) North end of the Duck River Bridge	Streetscape Improvements	\$9,000,000	2025
Trotwood Avenue (SR 243) and James Campbell Blvd (SR 50)	Intersection Improvements	8800000	-
Iron Bridge Road over Lytle Creek	Bridge Replacement	\$2,000,000	-
Bear Creek Pike (SR 99/US 412) Widening	Roadway Widening	\$47,500,000	-
SR 50 (James Campbell Blvd)	Reconstruction	\$14,000,000	2035
Nashville Hwy (SR 6 /US 31)	Intersection Improvements	\$3,300,005	2045

In addition to the projects shown in **Table 4**, which are part of the MPO’s fiscally constrained long-range plan, there is one “illustrative” project shown that affects the Columbia area. This is the proposed extension of Saturn Parkway to the interchange of I-840 and Carters Creek Pike. The project’s “illustrative” status indicates that it is not part of the official MPO plan unless additional funding can be identified beyond current revenue projections.

With the exception of the intersection improvements proposed for Bear Creek Pike and Nashville Highway, there are currently no projects in the MPO’s long- range plan that would add capacity to the routes identified as deficient in the 2040 scenario.

Specific improvements to address the area’s anticipated roadway deficiencies are discussed in the following chapter.



Chapter 3: Recommended Projects

3.1 Introduction

Chapter 1 and Chapter 2 identified Columbia area roadways that currently need improvement, or will by the year 2040, in order to keep the city's road system functioning safely and efficiently. This chapter describes the projects that are recommended for implementation during the next 30+ years, along with planning-level estimated costs. It also presents the resulting system performance that is projected once those improvements occur.

The projects identified here will help to meet three broad goals for improving the city's transportation system:

1. Addressing the site-specific safety and operational needs identified in Chapter 1.
2. Relieving traffic congestion by providing additional capacity on the major corridors identified in Chapter 2.
3. Improving circulation by increasing the connectivity of the area network as the city continues to develop. As discussed in Chapter 1, roadway connectivity helps to manage traffic demand on major corridors and enhances safety by providing alternative routes, including lower-volume streets for bicyclists and pedestrians.
4. Increasing pedestrian and bicycle facilities.

3.2 Recommended Improvements

Proposed roadway projects for the 2040 Transportation Plan are presented in Tables 6 through 9, grouped according to the timeframe in which they are to be implemented:

- Near-Term (0 to 10 years)
- Mid-Term (10 to 20 years)
- Long-Term (20 to 30+ years)
- Illustrative Projects

Proposed transit projects, shown in Table 10, will be implemented in coordination with the Regional Transportation Authority and the Nashville Area MPO.

Projects in Tables 6, 7, and 8 are also shown geographically in Maps 3, 4, and 5.

3.3 Estimated Costs

For purposes of the city's capital improvement planning and long-range budgeting, Tables 6, 7, and 8 include the estimated cost of each project. The costs are presented in current (2023) dollars and were developed using TDOT's methodology for planning-level cost estimates. This method uses a typical base unit cost per mile (adjusted periodically by TDOT to reflect current experience), which varies according to whether it is a local, state or interstate route.

Adjustment factors are applied depending on the nature of construction (route is being widened, new road being built, etc.), the type of terrain involved, and the intensity of adjoining land uses, which affects right-of-way costs. The TDOT methodology also adds a contingency line item amounting to 15-percent of the construction cost, so it tends to produce fairly conservative cost estimates.

Once a project begins development, of course, additional factors may be discovered which result in greater or lower costs.

3.4 Funding

The projects in this plan will be implemented through a combination of federal, state, local and even private funds. This section outlines available sources of roadway funding and describes the eligibility policies that apply.

Federal Roadway Funding

As discussed in **Chapter 2**, Columbia recently became a member of the Nashville Area Metropolitan Planning Organization, a cooperative forum where local governments from across a seven-county area work together to determine the distribution and expenditure of federal and state transportation funding.

Table 5 provides a brief overview of the types of federal funding most likely to be applicable for projects in the Columbia area. These programs are funded through the National Highway Trust Fund, which was established by the Highway Revenue Act of 1956, during the development of the interstate highway system. The Highway Trust Fund is administered by the U.S. Department of Transportation through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The Nashville Area MPO receives about \$18 million annually directly from USDOT in Surface Transportation Block Grant (STBG) funding. This money is allocated on the basis of the population of the Nashville and Murfreesboro urbanized areas, a smaller area than the 7-county territory for which the MPO conducts planning.

Columbia is designated by the Census as an independent “urban cluster,” separate from either the Nashville or Murfreesboro urbanized areas. It does not receive funds directly from USDOT; however, it does receive its own annual allocation of about \$500,000 in local STBG funds from TDOT, from the pool provided by USDOT to the state of Tennessee. The city’s membership in the MPO does not affect its ability to spend those local STBG funds at its discretion. In addition, Columbia now potentially can share in other federal funding sources available to the MPO. An example would be the Active Transportation Program (ATP) grants, which are funded from the STBG funds allocated to the Nashville urbanized area.



Table 5: Federal Funding Programs

Federal Programs	Description	Funding Ratio
National Highway Performance Program (NHPP)	Provides funding for construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvement of segments of the National Highway System. This includes Interstate highways and bridges on the NHS. Projects must support progress toward national goals for the condition and performance of the system.	80-90% federal 10-20% non-federal
State Surface Transportation Block Grant (S-STBG)	Provides funding for roads functionally classified as rural major collector and above. Also funds bridge replacement and rehabilitation on non-federal aid routes. Eligible activities also include bicycle and pedestrian facilities, safety, highway-rail crossings, and environmental mitigation.	80% federal 20% non-federal Some projects are eligible at 100% federal.
Local Surface Transportation Block Grant (L-STBG)	Provides funding for small urban areas (5,000 to 50,000 persons) and urbanized areas (50,000 and greater in population) for projects on roads functionally classified as urban collectors or higher. Funds may also be used for bicycle/pedestrian projects or “flexed” for transit use. Currently, Columbia receives about \$2 million in L-STBG funding annually.	80% federal 20% non-federal
National Highway Freight Program	Provides funding for projects that contribute to the efficient movement of freight on the National Highway Freight Network. This could include traffic signal optimization, railway/highway grade crossing improvements, and efforts to reduce the environmental/community impact of freight.	80-90% federal 10-20% non-federal
Highway Safety Improvement Program (HSIP)	Provides funds to improve high hazard locations on eligible roadways, including highway-rail grade crossings. Projects are selected based on crash rate and crash frequency.	90-100% federal 0-10% non-federal
Transportation Alternatives (TA)	Eligible activities include a variety of smaller-scale projects such as pedestrian and bicycle facilities, safe routes to schools, recreational trails, and environmental mitigation of transportation system impacts.	80% federal 20% local cash

Generally, projects on the interstate or state routes within Columbia will be sponsored by TDOT, using federal funds other than the ones allocated to the city. In this case, the non-federal match is also provided by TDOT in the form of state funds generated by motor fuel taxes. Currently the state’s gasoline tax rate is 21.4 cents per gallon, which yields about \$642 million per year. In recent years, TDOT has talked with leaders across the state about the need to increase the non-federal revenue available for operating, maintaining and improving the roadway system. The state has a growing backlog of projects that have been identified as needed but are not yet under development.

State Roadway Funding

In addition to providing match for federal funds, state funds are used by TDOT to fund some other specific project types. These include:

- State Industrial Access (SIA) Program. This program does not typically require a local match, but it is limited to locations where improved road access will leverage a significant new industry location or expansion. TDOT works with the state Department of Economic & Community Development to identify locations as the need arises.
- Local Interchange Lighting Program. This program requires a 50-percent local match. As the name of the program indicates, it is used to add overhead lighting at interchanges.
- Multimodal Access Grant Program. This program funds up to 95-percent of project costs and requires a 5-percent local match. It is targeted for projects that improve safety for bicyclists and pedestrians, particularly in areas where that will result in improved access to public transit.

Local Roadway Funding

About \$237 million of the statewide gasoline tax revenue each year is distributed to cities and counties as the State Street-Aid fund. For cities, the funds are distributed based on population. Many local governments use these funds for roadway maintenance and operations, including expenses for paving, street lighting and signal operations.

Property tax, sales tax and wheel tax revenue are other sources that are typically used by local governments in Tennessee to help fund roadway improvements. Some cities also issue bonds for major capital projects.

Some of the new or improved collector streets proposed in this plan can be implemented as part of private development. As land is subdivided along existing streets in an area where an improved collector road is proposed, the city's Department of Development Services can work with developers to obtain the necessary right-of-way. In some situations, a developer may also choose to incorporate part of the new road into the development, building on both sides of the road and constructing that portion as part of the new subdivision or non-residential development. This incremental, public/private approach has been very successful in building an interconnected collector road system in the western portion of the city.

The publication of this plan, including the approximate proposed locations of the new collectors, will help to raise developers' awareness of the community's goals and the opportunity to avoid some of the traffic problems associated with growth.

Table 6: Near Term Projects (0 to 10 years)

ID	Location	Description	Cost Estimate
101	Nashville Hwy (SR 6/US 31)	Add northbound right turn lane at Baker Rd	\$200,000
102	Nashville Hwy (SR 6/US 31)	Extend northbound left turn lane and add southbound right turn lane at Spring Meade Blvd	\$300,000
103	Nashville Hwy (SR 6/US 31)	Add northbound left turn lane and southbound right turn lane at Columbia Rock Rd	\$400,000
104	Nashville Hwy (SR 6/US 31)	Add southbound right turn lane at Theta Pk, add northbound right turn lane at 8th Ave, and add southbound right turn lanes at both Kroger entrances. Conduct study to consolidate access points between Theta Pk and the southern Kroger entrance.	\$800,000
105	Nashville Hwy (SR 6/US 31)	Align Baker Rd and Columbia Rock Road at their intersection with Nashville Hwy. Add left and right turn lanes on Nashville Hwy. Perform signal warrant analysis.	\$1,950,000
106	Nashville Hwy (SR 6/US 31)	Add or improve existing northbound left turn lanes and southbound right turn lanes at Allison Ave, Frye Rd, Imperial Dr, Harlan Rd, Highland Rim Dr, Lookout Drive, Walnut Dr, Mangrum Ave, and Double Branch Rd. Perform study to close medians openings without turn lanes.	\$2,000,000
107	Nashville Hwy (SR 6/US 31)	At Bear Creek Pike (SR 99/US 412), construct geometric roadway and intersection improvements, including the addition of turn lanes, increased storage lengths, traffic signal upgrades, access control, and median closures.	\$7,500,000
108	Bear Creek Pike (SR 99/US 412)	Widen to 4 lanes from Tom J. Hitch Pkwy to I-65	\$50,000,000
109	N James Campbell Blvd (SR 50)	Add southbound right turn lane and extend northbound left turn lane on N. James Campbell Blvd at Industrial Park Rd.	\$300,000
110	W James Campbell Blvd (SR 50)	Reconstruct intersection to align Lion Pkwy and Westover Drive, and install traffic signal	\$3,900,000
111	W James Campbell Blvd (SR 50)	Intersection improvements at Hampshire Pk (SR 99) including adding turn lanes, extending storages, realigning intersection legs, signal improvements, and access consolidation.	\$15,000,000
112	E James Campbell Blvd (SR 50)	Signalize intersection with Tom Hitch Pkwy	\$350,000
113	E James Campbell Blvd (SR 50)	Add eastbound and westbound right turn lanes At Mooresville Pk intersection. Add northbound and southbound left turn lanes on Mooresville Pike.	\$800,000
114	Trotwood Ave (SR 243)	Perform a speed study to reduce the speed limit from Zion Rd to Rutherford Ln.	\$25,000
115	Trotwood Ave (SR 243)	Add eastbound and westbound right turn lanes on Trotwood Ave at intersection with Cayce Ln, upgrade horizontal and vertical alignments, and update signal equipment.	\$850,000
116	US 43 Bypass	Add eastbound and westbound right turn lanes at Theta Pk intersection. Add advance warning signs (signal ahead) with flashing beacons on the eastbound approach to Theta Pk.	\$450,000
117	Iron Bridge Rd	Replace bridge over Lytle Creek	\$1,460,000
118	Cayce Ln	Construct safety improvements from Hampshire Pk to Robert Rd	\$150,000

Table 7: Mid Term Projects (10 to 20 years)

ID	Location	Description	Cost Estimate
201	Nashville Hwy (SR 6/US 31)	Intersection improvements at E/W Burt Dr including additional lanes, extending existing storage lengths, and signal equipment.	\$750,000
202	Nashville Hwy (SR 6/US 31)	Close Carters Creek Station Rd from Old Hwy 31N to Nashville Hwy. Construct a roundabout at intersection of Carters Creek Station Rd and Old Hwy 31.	\$1,150,000
203	Nashville Hwy (SR 6/US 31)	Construct Pedestrian facilities from Kroger to Bear Creek Pk .	\$2,500,000
204	S James Campbell Blvd (SR 50)	Reconstruct from Trotwood Ave (SR 243) to Carmack Blvd. (SR 6). Add left turn lanes at Wedgewood, Alpine, Denise, Keith, Denham and Thomas. Conduct further study to remove median openings immediately east of Union Pl., immediately west of Shadybrook St., immediately west and east of Pillow Dr., immediately east of Denise Dr., immediately west and east of Highland Av., at Ashwood Dr., and at Columbia Chrysler Dodge Jeep Ram. Coordinate with adjacent redevelopment where possible.	\$39,900,000
205	N James Campbell Blvd	Construct roundabout at intersection with Santa Fe Pk.	\$1,750,000
206	N James Campbell Blvd	Construct multi-modal trail along one side of N James Campbell Blvd.	\$750,000
207	Tom Hitch Pkwy	Construct multi-modal trail along one side of Tom Hitch Pkwy.	\$2,500,000
208	Hampshire Pk (SR 50)	Realign Williamsport Pk (SR 99) leg of the intersection with Hampshire Pk (SR 50) further to the west of the existing intersection.	\$3,500,000
209	Trotwood Ave. (SR 243)	Construct capacity improvements by widening Trotwood Ave from James Campbell Blvd to Rutherford Ln.	\$45,000,000
210	Trotwood Ave. (SR 243)	Add westbound right turn lanes at Pleasant Drive and Brookside Dr. Add eastbound right turn lane at Graymere Manor Rd.	\$600,000
211	Trotwood Ave. (SR 243)	Reconstruct intersection at The Shoppes at Neely's Mill entrance and consolidate access points.	\$750,000
212	Baker Rd	Reconstruct to collector roadway section with pedestrian and multi-modal facilities from Nashville Hwy to Bear Creek Pike.	\$30,800,000
213	Baker Rd	Construct roundabout at intersection with Northridge Rd.	\$1,250,000
214	Greens Mill Rd	Reconstruct from Nashville Hwy to UGB boundary to with pedestrian and multi-modal facilities.	\$8,600,000
215	Lion Pkwy	Reconstruct from S James Campbell Blvd to Hampshire Pk with pedestrian and multi-modal facilities.	\$14,000,000
216	Rutherford Ln	Reconstruct from Trotwood Ave to Hampshire Pk with pedestrian and multi-modal facilities.	\$27,000,000
217	College Park Dr	Realign College Park Dr and the school access point and add turn lane improvements to accommodate school traffic.	\$950,000
218	E 7th St and Iron Bridge Rd	Reconstruct from Public Square to Tom Hitch Pkwy to collector roadway section with pedestrian and multi-modal facilities and realign intersection at E End St.	\$12,250,000
219	Hatcher Ln and W 17th St	Reconstruct with the addition of pedestrian and multi-modal facilities and consolidate access points.	\$18,000,000
220	Freehand Ln Extension	Extend Freehand Ln to Saturn Plant Loop Road.	\$1,250,000

Table 8: Long Term Projects (20 to 30+ years)

ID	Location	Description	Cost Estimate
301	Nashville Hwy (SR 6/US 31)	Widen to 6 lanes from Columbia Rock/Baker Rd to Bear Creek Pk	\$24,000,000
302	Nashville Hwy (SR 6/US 31)	Widen to 6 lanes from Carters Creek Pk to Baker Rd.	\$24,000,000
303	Nashville Hwy (SR 6/US 31)	Widen to 6 lanes from Greens Mill Rd. to Carters Creek Pk	\$47,000,000
304	Nashville Hwy (SR 6/US 31)	Widen to 6 lanes from UGB to Greens Mill Rd	\$34,000,000
305	Nashville Hwy (SR 6/US 31)	Realign Carter St and 7th Ave at their intersection with Nashville Hwy.	\$7,500,000
306	Carmack Blvd (US 31)	Reconstruct from S James Campbell Blvd to W 7th St with pedestrian and multi-modal facilities	\$33,000,000
307	Carmack Blvd (US 31)	Realign S. Main St. and W. 11th St. at their intersection with Carmack Blvd. and review possible driveway consolidation in the immediate vicinity.	\$16,000,000
308	Trotwood Ave (SR 243)	Widen to 4 lanes from Rutherford Ln to Old Zion Rd Ext	\$39,300,000
309	Trotwood Ave (SR 243)	Reconstruct from S James Campbell Blvd to W 7th St with pedestrian and multi-modal facilities to connect to existing improvements	\$28,000,000
310	W 7th St (BUS US-412/SR-99)	Reconstruct from W James Campbell Blvd to Trotwood Ave with pedestrian and multi-modal facilities to connect to existing improvements	\$16,000,000
311	6th Street Connector	Reconstruct, realign, and connect fragmented portions of E 6th St from Woodland Street to E End St	\$15,500,000
312	E 9th St and Mapleash Rd	Reconstruct from Carmack Blvd to Tom J. Hitch Pkwy	\$9,600,000
313	Lasea Rd	Reconstruct to collector roadway section from Bear Creek Pk to Lee Rd	\$27,000,000

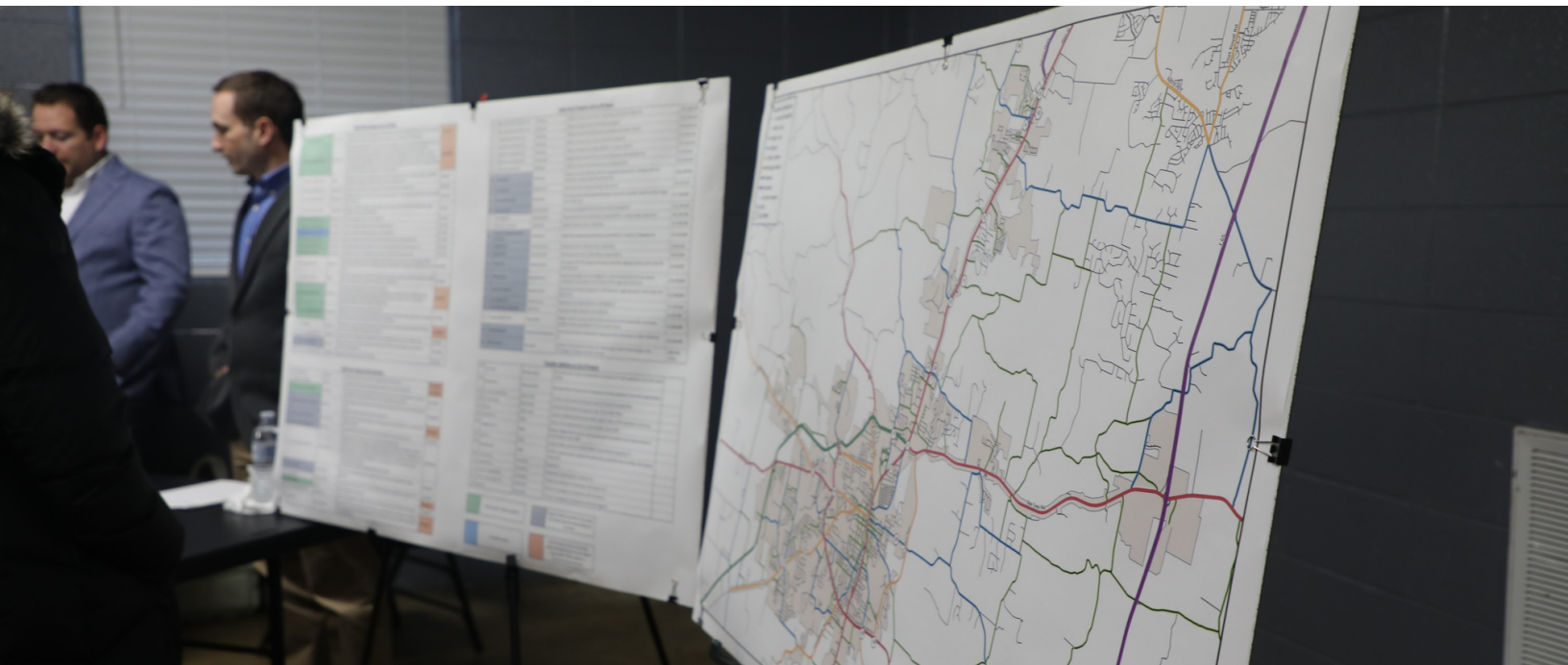


Table 9: Illustrative List of Projects

ID	Location	Description
401	Various	Construct and improve pedestrian facilities along existing roadways to provide continuous connectivity to economic centers and the downtown area.
402	Old Hwy. 99	Realign and widen Old Hwy. 99 from Lasea Rd to Fairmont Dr., including improved intersection at Bear Creek Pk and Lasea Rd
403	Rip Steele Rd	Reconstruct from Center Star Rd to Fairmont Dr
404	Rip Steele Rd South	Relocate portion of Rip Steele Rd between Fairmont Dr and Bear Creek Pk so that it aligns with Cothran Rd.
405	Center Star Rd	Reconstruct/realign from Sam Johnson Rd to Rip Steele Rd
406	James Campbell/ Sowell Mill Connector	Align New Lewisburg Hwy (SR 50) and Sowell Mill Pk to intersect at Mapleash Rd
407	Mapleash Rd	Reconstruct from Tom J. Hitch Pkwy to Sowell Mill Rd
408	Cothran Rd	Reconstruct from Tom Osborne Rd to Bear Creek Pike, aligning northern end to meet Rip Steele Rd south
409	Cliff White Rd	Reconstruct/realign from Iron Bridge Rd. to north of Union Grove Rd, then extend northward on new location to Tom Osborne Rd to align with Cothran Rd.
410	Cranford Hollow Rd	Reconstruct from Rock Springs Rd to Cliff White Rd, realigning western end to meet Tom Osborne Rd
411	Tom Osborne Rd	Reconstruct from Newt Hood Rd to Cliff White Rd
412	Tom Osborne Rd. Extension	Extend from Newt Hood Rd to Mt. Olivet Rd
413	Indian Springs Rd	Reconstruct to improve substandard roadway geometry, and extend to Albert Matthews Rd.
414	840 Connector	Construct 4-lane arterial to connect the I-840/Carters Creek Pk interchange to the US 43 Bypass, northwest of central Columbia
415	Joe Brown Rd	Reconstruct to collector roadway section from Bear Creek Pk to Kedron Rd
416	Lasea Rd	Reconstruct to collector roadway section from Lee Rd to Joe Brown Rd
418	Baker Rd to Fairmont Connector	Extend Baker Rd as 4-lane road to Rip Steele Rd at Fairmont Rd; widen Fairmont to 4 lanes and realign to intersect Old Hwy. 99 at John Sharp Rd.
419	Carters Creek Pk (SR 246)	Reconstruct to collector roadway section from Nashville Hwy to Mahon Rd (UGB boundary)
420	Carters Creek Pk Extension	Extend SR 246 east of Nashville Hwy. to Sam Johnson Rd. near Center Star Rd
421	Iron Bridge Rd	Reconstruct from Tom Hitch Pkwy to Sowell Mill Pk, including bridge replacement

Table 10: Recommended Transit Projects (All Timeframes)

ID	Location	Description
501	Increased express bus service	Support connecting service to Spring Hill to link with RTA's express bus to/from Nashville
502	Park & Ride lot at Riverwalk Park	Add signage in parking area to encourage weekday park & ride users
503	Park & Ride lot at I-65	Construct park & ride lot close to I-65/Bear Creek Pk interchange
504	Bus Rapid Transit along I-65	Two buses per day linking Columbia and Nashville, in exclusive lanes
504	Increased express bus service	Support connecting service to Spring Hill to link with RTA's express bus to/from Nashville



CONNECT COLUMBIA

Pars & Greenways Plan: Quality of Life for all Residents

Parks & Greenways



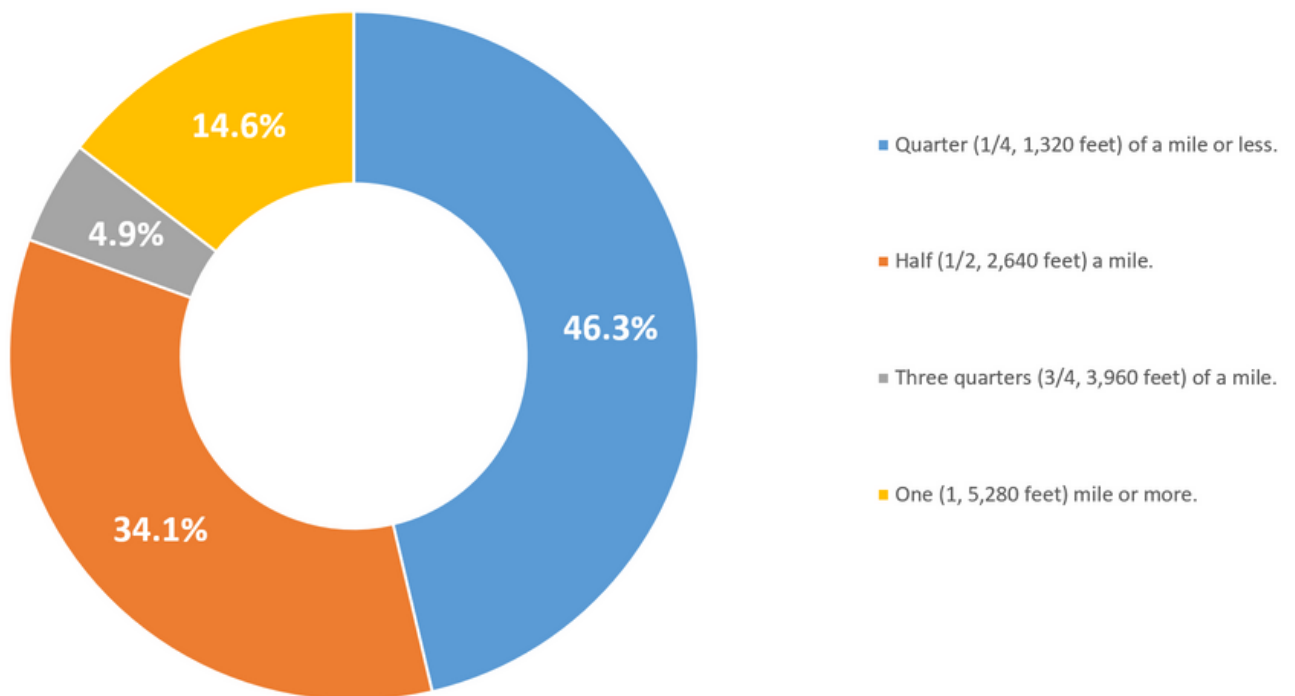
The Parks & Greenways element of Connect Columbia contains recommendations for maintaining and expanding recreational opportunities for Columbia residents. The Parks & Greenways element of the adopted 2017 version of Connect Columbia remains in effect until an update is complete during the first quarter of 2024. Throughout the 2023 planning process, citizens of Columbia expressed their preferences for the coming update. City staff involved in the management and operation of park facilities played a central role in the planning process. Resource constraints delayed the completion of the Parks & Greenways update during 2023; however, it is a critical element of the comprehensive plan. The update will establish a level of service for parks, greenways, civic buildings, and civic spaces which will inform the land use plan and implementing development standards. Along with the Land Use Plan and the Transportation Plan, the Parks & Greenways plan will establish the policy framework for creating a built environment which supports a high quality of life for Columbia residents.

Direction from Columbia residents regarding the update to the Parks & Greenways plan is summarized below. These sentiments were collected from online surveys, interactive displays, and written comments throughout the 2023 Connect Columbia planning process.



RESIDENTS PREFER RECREATIONAL OPPORTUNITIES WITHIN 0.25 TO 0.50 MILES

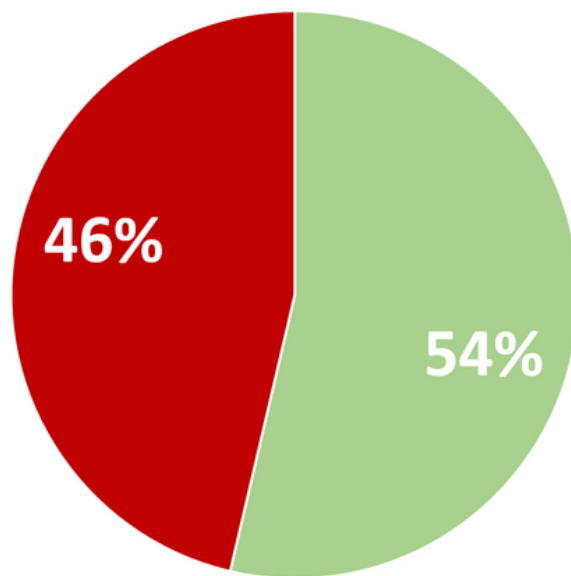
In your opinion, what is the ideal distance to walk to a playground, green space, or event?





Would you be in support of a modest sales tax increase to provide dedicated funding for parks?

■ Yes. ■ No.

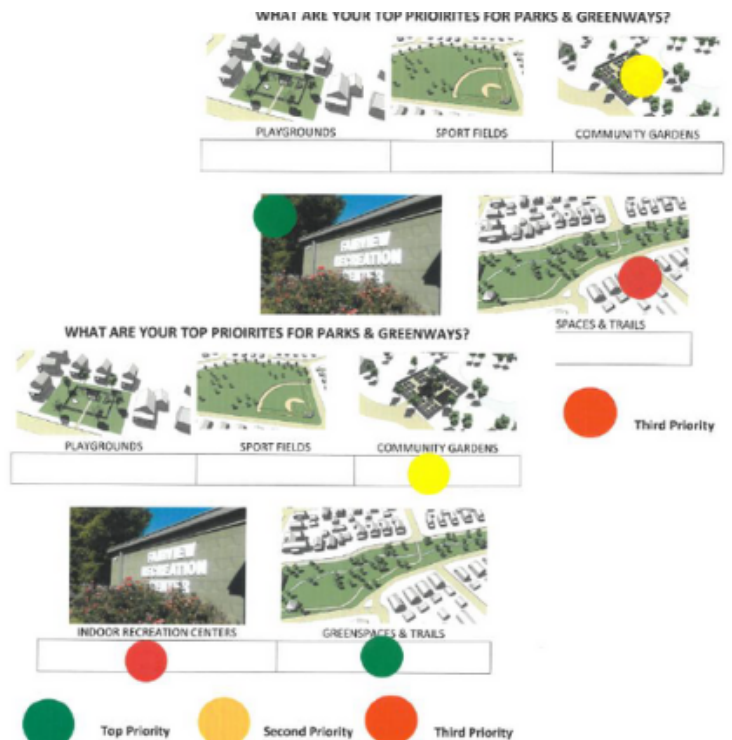
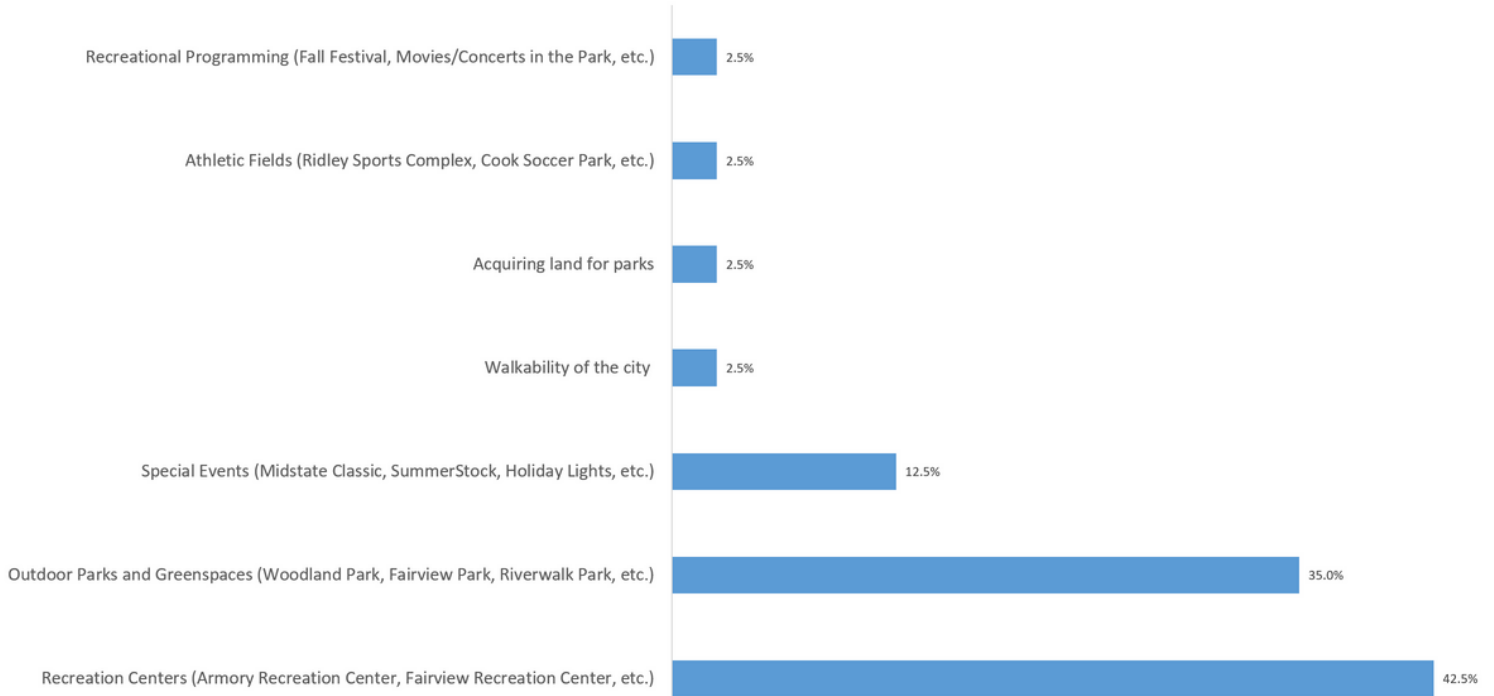


**THE COMMUNITY
SUPPORTS AN
INCREASED LEVEL OF
SERVICE FOR
PARKS & GREENWAYS**



COMMUNITY PRIORITIES INCLUDE GREENSPACES AND INDOOR RECREATION

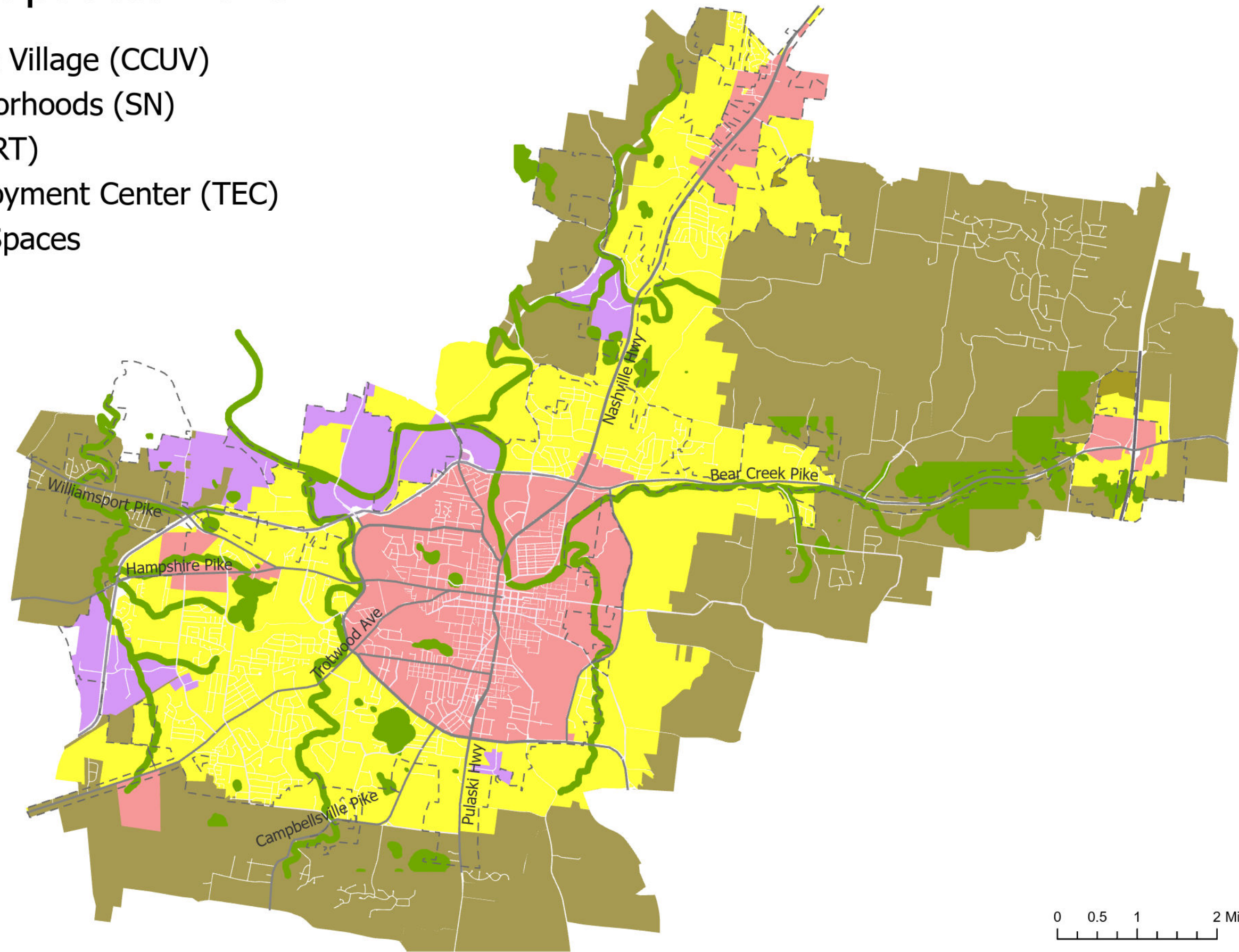
What do you believe is the biggest opportunity for developing our parks, greenspaces, and or recreation centers in the future?



Connect Columbia Future Land Use Map

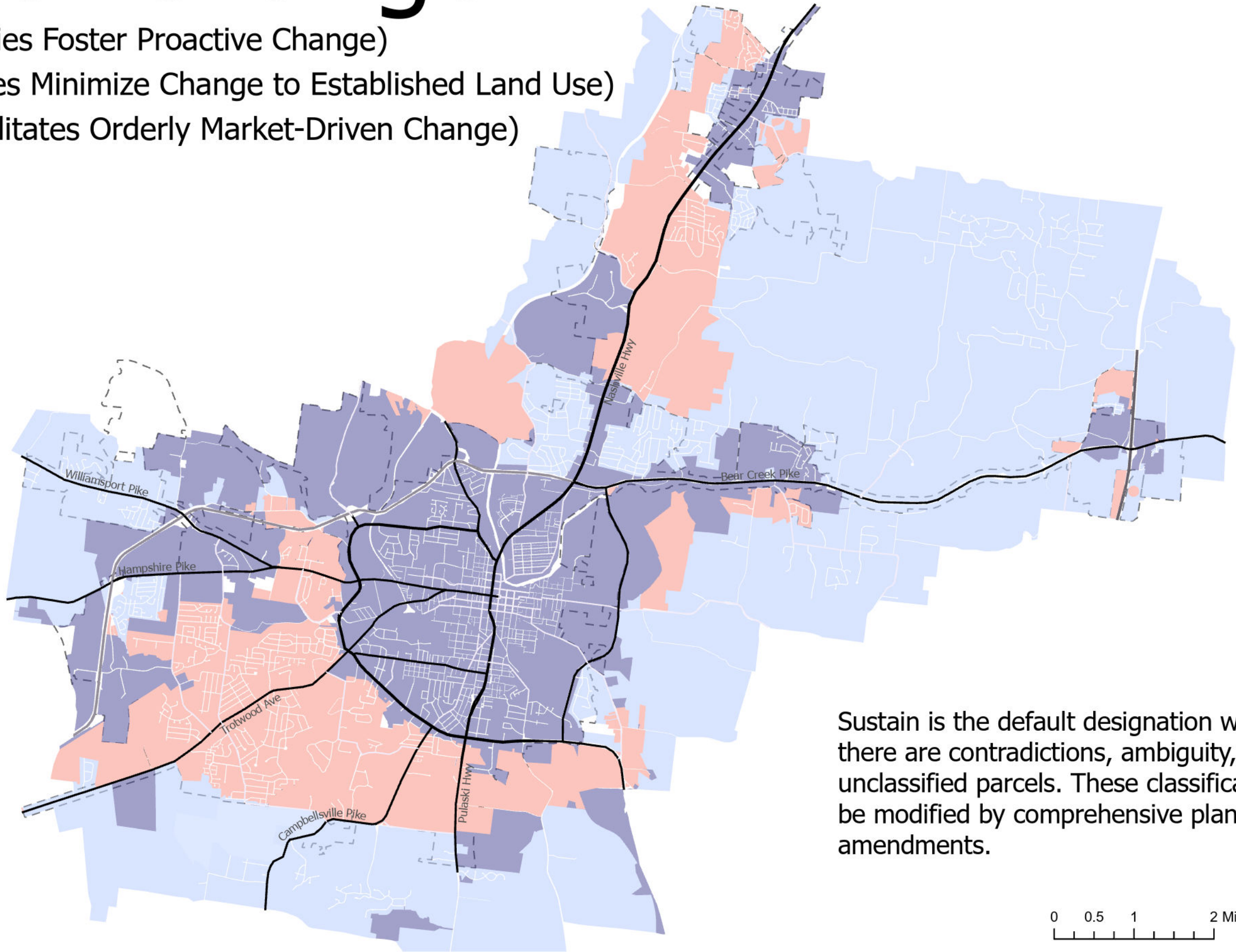
Updated 2023

- City Center Urban Village (CCUV)
- Suburban Neighborhoods (SN)
- Rural Transition (RT)
- Technology Employment Center (TEC)
- Hillsides Natural Spaces



Areas of Change

- Activate (City Policies Foster Proactive Change)
- Protect (City Policies Minimize Change to Established Land Use)
- Facilitate (City Facilitates Orderly Market-Driven Change)

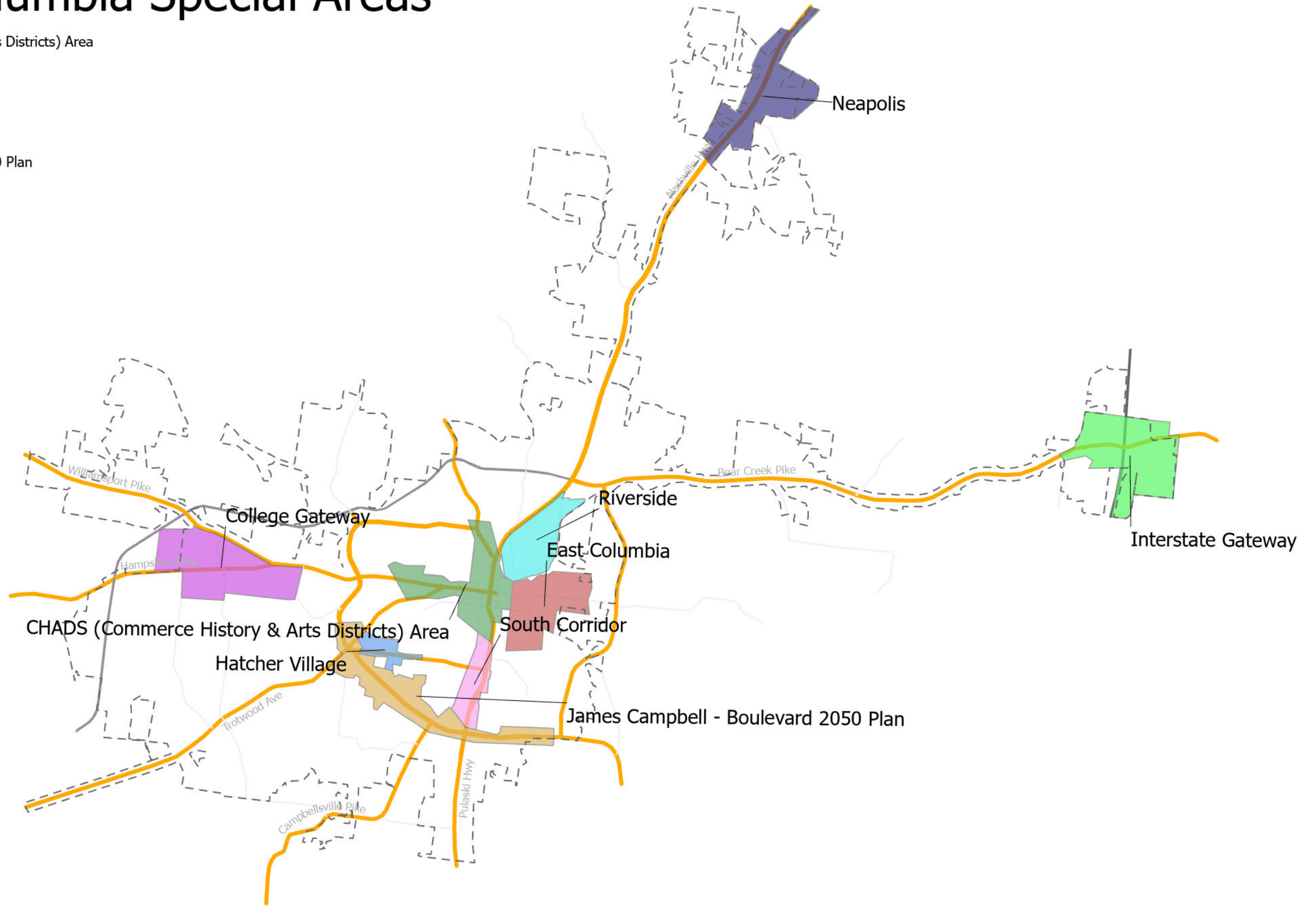


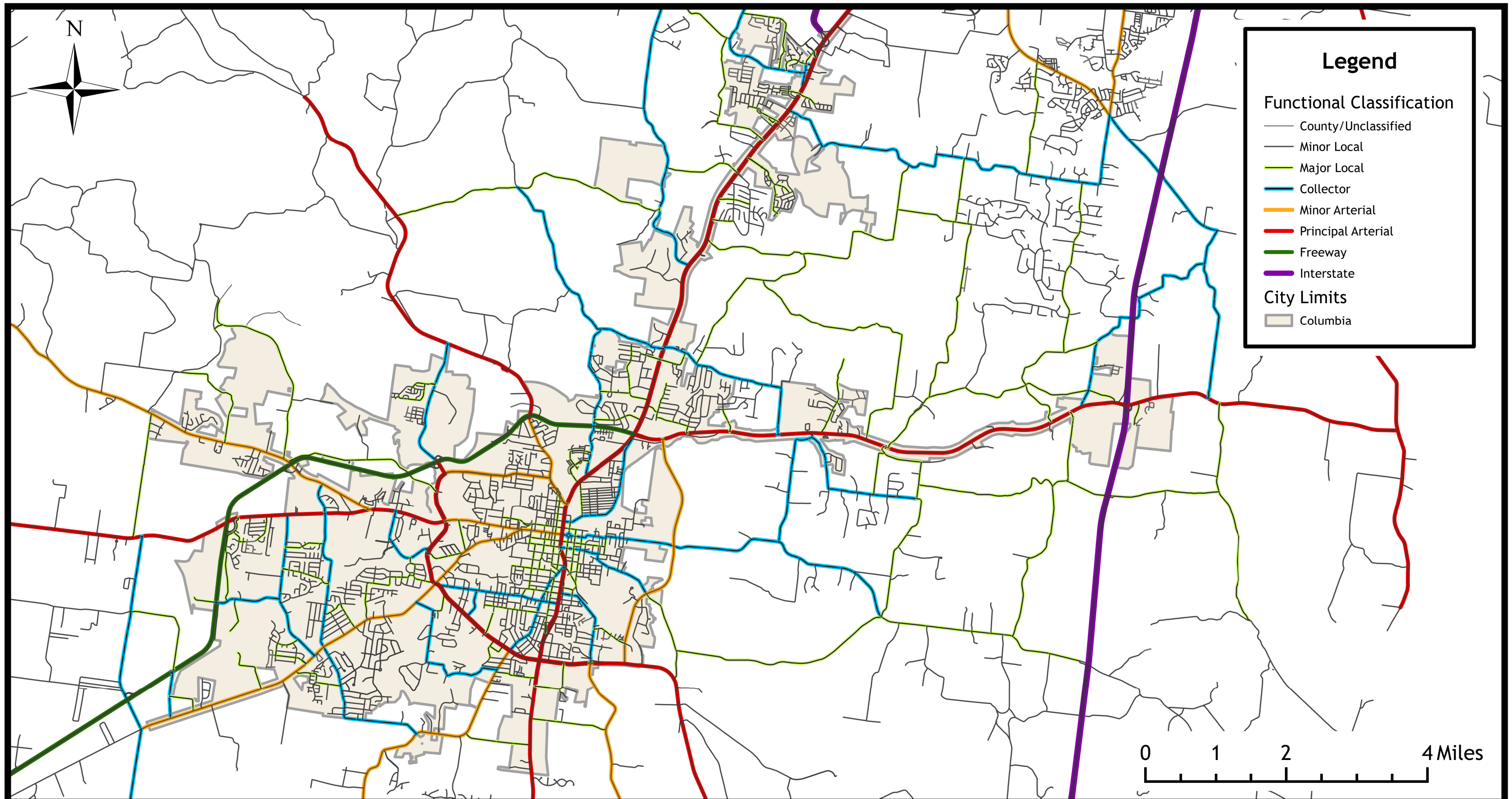
Sustain is the default designation wherever there are contradictions, ambiguity, or unclassified parcels. These classifications may be modified by comprehensive plan amendments.



Connect Columbia Special Areas

- CHADS (Commerce History & Arts Districts) Area
- College Gateway
- East Columbia
- Hatcher Village
- Interstate Gateway
- James Campbell - Boulevard 2050 Plan
- Neapolis
- Riverside
- South Corridor





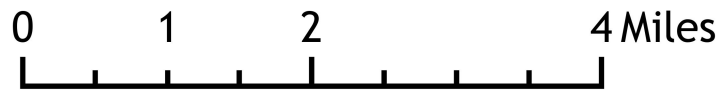
Legend

Functional Classification

- County/Unclassified
- Minor Local
- Major Local
- Collector
- Minor Arterial
- Principal Arterial
- Freeway
- Interstate

City Limits

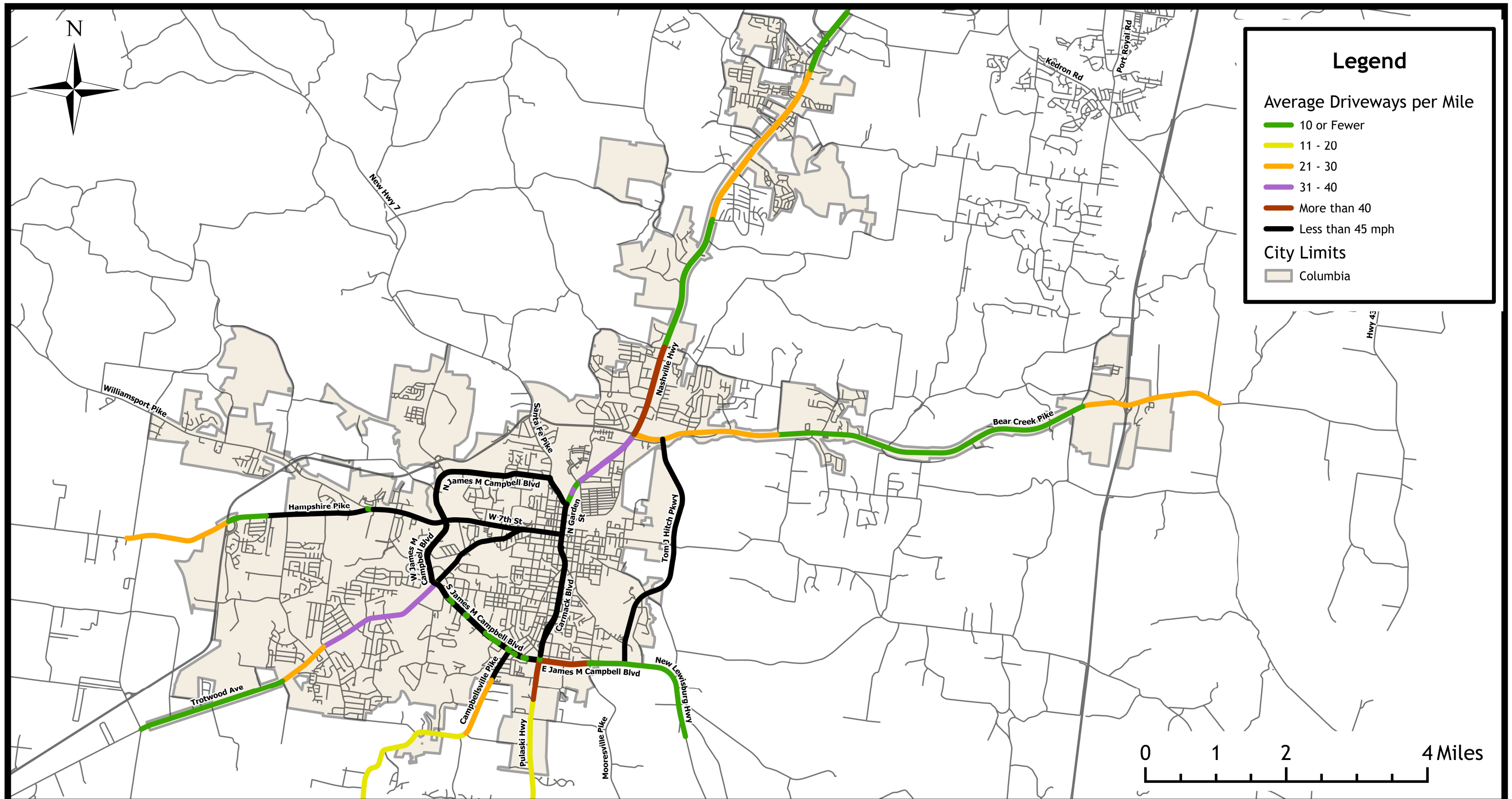
- Columbia



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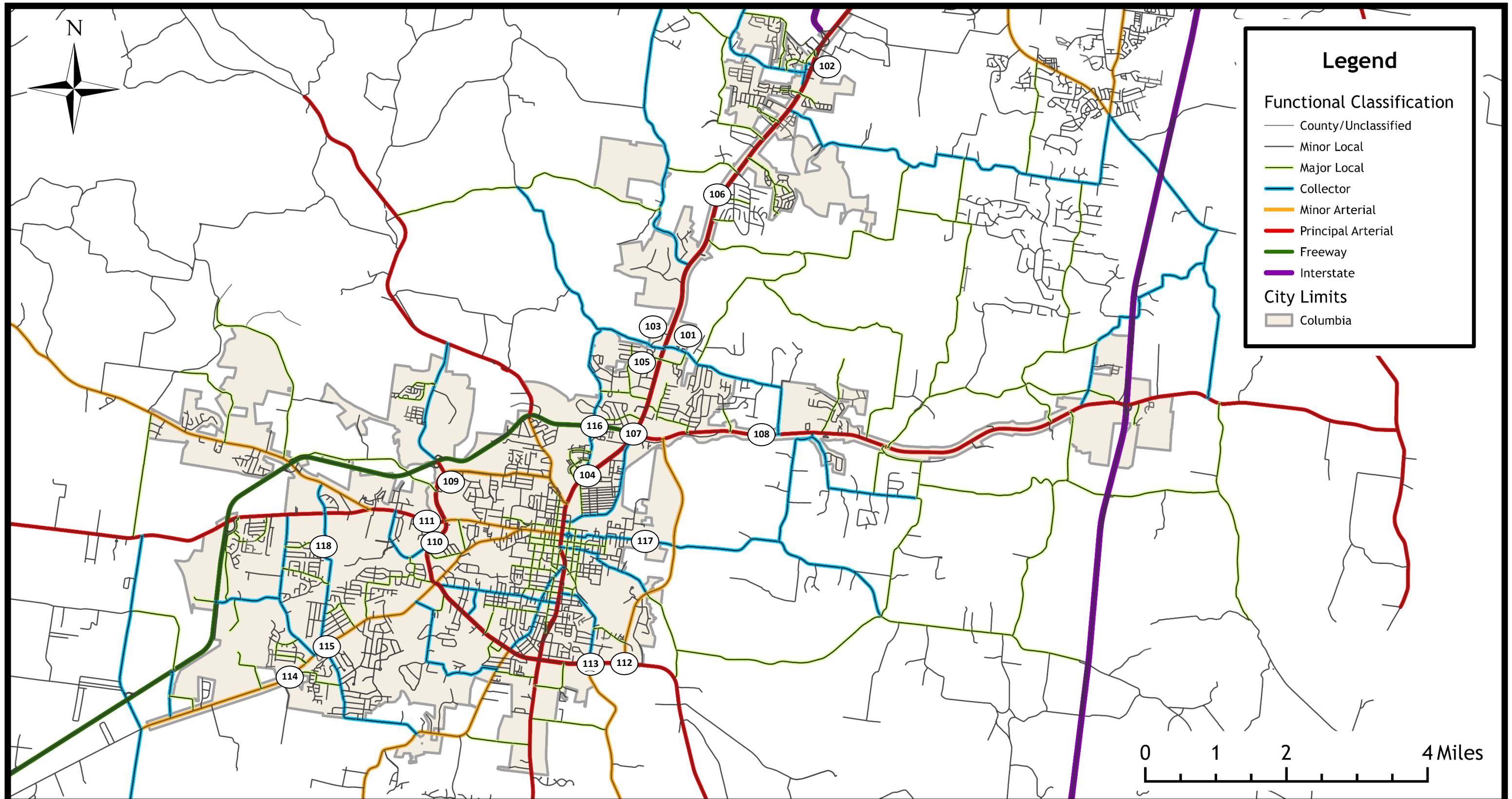
Map 1:
Functional Classification



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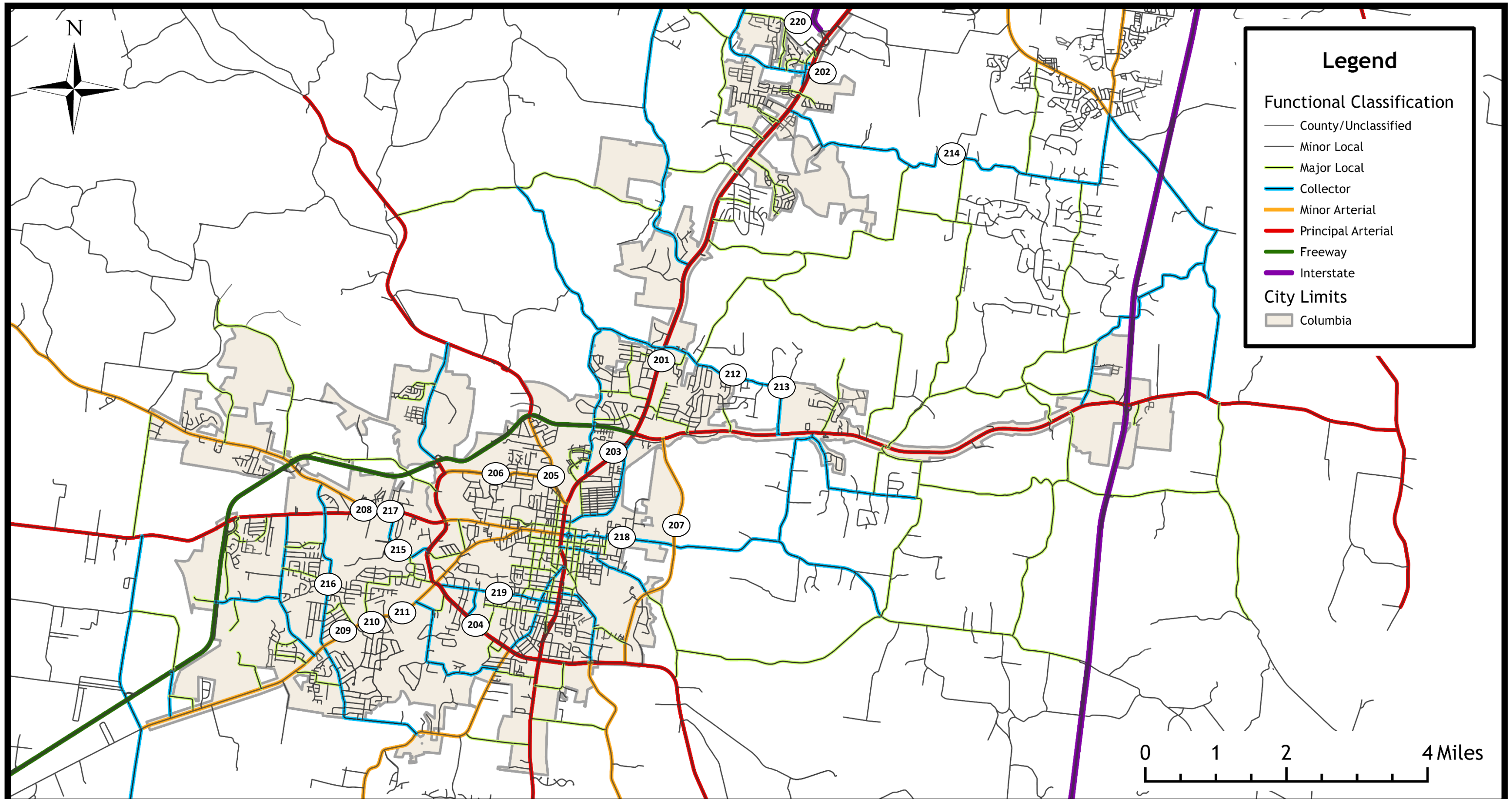
Map 2:
Driveway Density Per Mile



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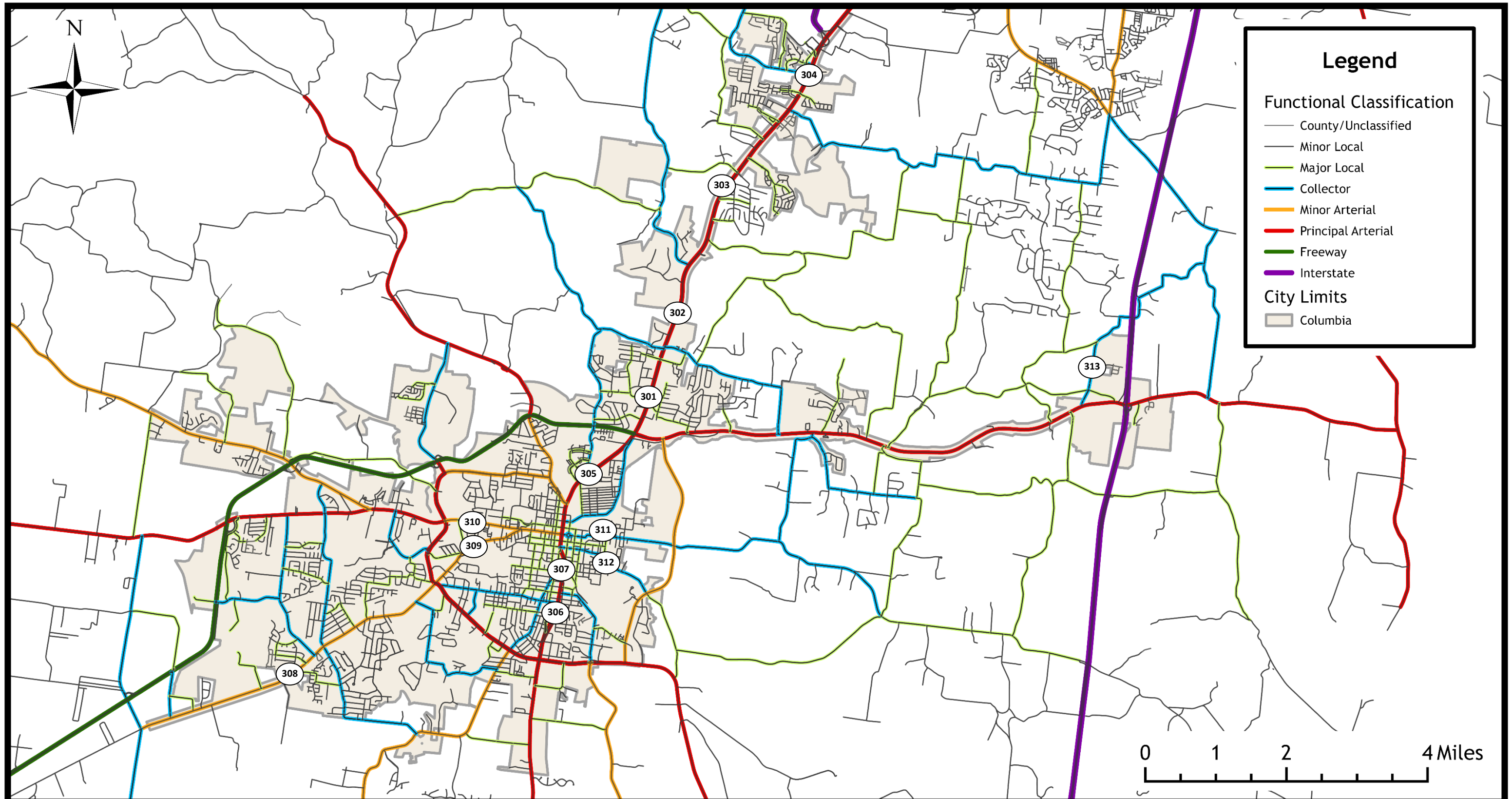
Map 3:
 Near Term Projects



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Map 4:
Mid Term Projects



Legend

Functional Classification

- County/Unclassified
- Minor Local
- Major Local
- Collector
- Minor Arterial
- Principal Arterial
- Freeway
- Interstate

City Limits

- Columbia



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Map 5:
 Long Term Projects