

MAURY COUNTY Comprehensive Plan

*Joint Comprehensive Plan for
Maury County and the municipalities of
Columbia, Mt. Pleasant and Spring Hill*

Prepared for:

Maury County
City of Columbia
City of Mt. Pleasant
City of Spring Hill

By:



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adopted August 1st, 2011

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CHAPTER
1

INTRODUCTION

Introduction to the Comprehensive Plan for unincorporated Maury County and the municipalities of Columbia, Mt. Pleasant and Spring Hill

Maury County and the cities of Columbia, Mt. Pleasant, and Spring Hill have joined to focus policies, objectives and resources in alignment with a shared vision for future growth and development decisions and actions. By working with citizens, elected officials, professional leaders, property owners, and major employers, this coalition of local governments has created a community vision for the future that will be guided by the *Maury County Comprehensive Plan*.

This joint plan presents the community’s vision, goals, policies, key issues and opportunities, and an action plan highlighting the necessary tools for implementing the comprehensive plan. In addition, it outlines desired development patterns and supporting development strategies for future development.

COMMUNITY SNAPSHOT

Maury County covers approximately 613 square miles of predominantly rural, yet increasingly suburban landscape in south central Middle Tennessee. The county lies within the jurisdiction of the 13-county South Central Tennessee Development District. The county makes up the entirety of U.S. Census Bureau-defined Columbia Micropolitan Statistical Area and sits adjacent (on the north and east border) to the Nashville-Davidson-Murfreesboro Metropolitan Statistical Area. The county also lies within the 10-county focus area of non-profit Cumberland Region Tomorrow.

Maury County’s population grew to a U.S. Census Bureau-estimated 79,966 in 2007, up from 69,498 in 2000, an increase of 15%. The rapid population growth has led to significant demand for new construction of housing, schools and other community facilities, increased demand for potable water and wastewater treatment, increased roadways for relief of traffic congestion and increased demand and cost for community services. Sprawling development patters resulting from current policies and regulations exacerbate each of these issues.

COMMUNITY SNAPSHOT

MAURY COUNTY ISSUES & OPPORTUNITIES

- Growing population
- Growing labor force
- Rural areas absorbing some of County’s new growth
- Services demands
- Economic growth and diversification

MAURY COUNTY POPULATION TRENDS

Year	Maury County	Columbia	Mt. Pleasant	*Spring Hill
1990	54,812	28,583	4,278	1,288
2000	69,498	33,055	4,491	2,462
2007	79,966	33,983	4,411	-**
<u>Net population gain 1990-2007:</u>				
	25,154	5,400	133	**
<u>Growth Rate 2000-2007:</u>				
	15.1%	2.8%	-1.8%	**

MAURY POPULATION PROJECTIONS

Year	Maury County	Columbia	Mt. Pleasant	*Spring Hill
2010	79,962	36,391	4,958	4,598
2020	90,487	40,574	5,538	6,108
2030	101,550	44,804	6,120	8,048
<u>Net projected population gain 2000-2030:</u>				
	32,052	10,821	1,629	5,586

*Spring Hill is located in Maury County and Williamson County. Data shown above represents data available for the Maury County portion of Spring Hill.

**Estimate not available for the Maury County-only portion of Spring Hill

Source: US Census Bureau, South Central Tennessee Development District, MACTEC

Population projections anticipate a population of 101,550 by 2030. Maintaining rural character and preserving natural features will become increasingly difficult as development pressures increase in rural areas to meet the demand of a growing population and economy. The challenge requires a concerted effort to ensure the preservation of these community treasures and focus new development in designated growth areas. While growth presents great challenges for Maury County, it also generates new opportunities for economic expansion, community development and quality of life improvements for current and future residents.

WHY WE PLAN

More than just a land use document, the comprehensive plan serves as an important management tool for promoting a strong, healthy community. It describes the community's vision and directs how the county and cities will develop over time, how they will function in the future, the quality of life opportunities that citizens will be able to experience, and the mechanisms for accomplishing that vision.

It recognizes that the community is keenly aware of its cultural and natural resource based heritage, which is integral to a vibrant sense of place and unique identity. The plan provides the foundation by which policies on land use, community and neighborhood preservation, economic development, transportation and other infrastructure, social, environmental and quality of life decisions are made.

The comprehensive plan will help the community to become more certain about where development will occur, what it will be like, when it will happen, and how to meet the costs of development. It provides direction for land developers and homeowners on future land use, transportation and utility networks, and policies guiding the future development of the county, thereby enabling landowners to protect their investments and focus their efforts.

The plan will allow the planning commissions, County Commission, city councils and other boards to make fair and consistent decisions on projects and policies. In addition, the plan will also help local governments wisely invest limited public funds in infrastructure such as roads, water and sewer, schools, parks and green space, and other facilities to maintain and improve the quality of life for community.

PLANNING PROCESS

To help guide the development of this plan, an initial *Community Assessment* was conducted to analyze existing trends and historic development patterns and identify preliminary issues and opportunities. In addition to the analysis of available data, the hundreds of stakeholders who participated in the planning process identified a collective vision for the future, first by identifying the primary issues and opportunities impacting the area during a series of visioning workshops.



Participants at the Countywide Kick-Off meeting to a presentation on the planning process



Participants at the Visioning Workshop for the South Urban Growth Area work together during a small group exercise



Participants at the Visioning Workshop meeting in the Santa Fe community work together during a small-group exercise

Creating a functional comprehensive plan begins with defining a common vision for the future development of the community. A community vision is the overall image of what the community wants to be and how it wants to look at some point in the future. It is the starting point for creating a plan and actions to implement the plan. A successful visioning process requires meaningful participation from a wide range of community stakeholders. Maury County residents, property owners, business owners, and other stakeholders contributed greatly to the production of the plan. Due to the participation involved, the plan should generate local pride and enthusiasm about the future of Maury County and therefore encourage citizens to remain engaged in the development process and ensure that the county and each municipality implement the plan.

Citizen Participation

The year-long citizen participation process generated involvement from more than 400 community stakeholders through a series of information meetings, workshops and open house presentations. The inclusive and open public participation process involved all segments of the county. Community interest in the plan development effort remained strong for the 13 meetings, beginning with the July 2008 Kick-Off Meeting and ending with the presentation of the draft plan at the summer 2009 Open House. Meeting results were highly visible and communicated to the public and officials of the county and the cities.

The Kick-Off Meeting provided an introduction to the planning process and an opportunity to begin defining the primary issues and opportunities – input that was supplemented by an online questionnaire. Ten Visioning Workshops, held at locations throughout the county, followed and allowed participants the opportunity to prioritize community needs and focus on their vision for growth and preservation in specific communities as well as countywide. The Framework Workshop followed and provided a summary of input from the 10 Visioning Workshops along with the presentation of preliminary goals, a community vision statement and the Conceptual Framework Map, the first draft of what would evolve into the Future Development Map. Finally, the complete draft plan was presented at the Open House where participants viewed the plan and had the opportunity to speak directly with the planning team members.

Steering Committee

The Comprehensive Planning Steering Committee was charged with the responsibility of overseeing the planning process to create the comprehensive plan and to ensure coordination with all involved municipalities. Its membership represented the units of government, citizens, and agriculture, education, business and economic development leaders. The committee of 25 members met monthly during the planning process.



Participants at the Visioning Workshop meeting in Mt. Pleasant work together during a small-group exercise



Participants at the Countywide Framework Workshop listen to a presentation summarizing the Conceptual Framework



Participant at the Countywide Open House meeting reviews the Future Development Map with a MACTEC team member

The committee provided important input and feedback throughout the planning process. The committee assisted in defining the prioritized issues and opportunities, defining Character Areas and preparing the Implementation Program. Committee members also reviewed drafts of plan components at various points during its development and provided critical feedback and insight based on their experience dealing with important issues. Involvement of the committee's local government representatives was crucial since these staff members will be coordinating the execution of many of the strategies identified in the Implementation Program or administering policies defined in the plan.

CHAPTER SUMMARIES

The sequence of chapters in the Maury County Comprehensive Plan is structured to implement the vision, goals, policies, and strategies contained within each section and to answer the questions "Where do we want to be in 20 years and how do we get there?" The *Maury County Comprehensive Plan* is structured using the chapters and appendices described in the pages that follow.

Chapter 1: Introduction

The introduction provides a brief summary of the contents of the plan and outlines the overall framework of the plan. It also provides a brief summary of the community participation process that defined much of the plan production.

Chapter 2: Issues and Opportunities

The Issues and Opportunities chapter presents a summary of the Community Assessment by major topic as well as the prioritized primary issues and opportunities. Organized by Vision Theme categories, these lists represent important topics discovered during the analysis of existing conditions and supplemented and prioritized during the Visioning Process. Issues and Opportunities are addressed by the Vision Themes and associated Goals, Policies, and Strategies presented in Chapter 3 and Chapter 4.

Chapter 3: Community Vision

The Community Vision reflects the community's vision for growth and development for the next 20 years. This vision, which was developed with an extensive public countywide visioning process, is defined by a Vision Statement and Vision Themes. The **Vision Statement** describes the overall idea of what the community desires to be in the future. The **Vision Themes** organize a series of goals, policies, and strategies that address the community's issues and opportunities. The Vision Themes are: Housing, Economic Development, Community Facilities, Infrastructure, and Services, Transportation, Natural and Cultural Resources, Land Use and Community Character, and Intergovernmental Coordination. Included in each vision theme is a series of goals, policies, and strategies. The strategies are used to create the Implementation Program in Chapter 5.

Chapter 4: Future Development Guide

A comprehensive plan is a general policy document used to guide the physical development of a community. The Future Development Guide defines the community's desired development patterns and guides future decision-making related to the physical development of the community. The Future Development Guide is comprised of four sections: Maury County Growth Strategy, Character Area Policy, Character Area Implementation Strategy and Future Development Map.

The **Maury County Growth Strategy** section identifies where population growth should occur to support the Community Vision. The **Character Area Policy** section describes the intent, general characteristics, application, primary land uses, appropriate zoning districts and design principles for each Character Area which are areas with unique qualities work preserving or areas that have been identified with the potential to develop into something new or different. The **Character Area Implementation Strategy** section identifies specific, actionable strategies intended to achieve the desired development patterns described by the character areas. The **Future Development Map** identifies the location of Character Areas and clarifies where and what type of development should occur. The **Transportation** section identifies projected future transportation conditions and presents a map and corresponding list of recommended improvements.

Chapter 5: Implementation Program

The Implementation Program identifies specific actions necessary to achieve the community's vision. This chapter incorporates the strategies presented within the Community Vision and Future Development Guide chapters into a plan for action. The implementation program prioritizes the strategies and assigns responsible parties, identifies potential funding sources, and provides a timeline for completion of each.

Glossary of Terms and Development Concepts

The Glossary of Terms and Development Concepts provides a comprehensive list of terms and phrases used throughout this plan and other community planning documents. The list provides a brief description for each term or phrase shown

Appendix A: Community Assessment

The Community Assessment provides an overview of existing conditions with an analysis of available data and information pertaining to geography, population, business/employment, housing, historical and cultural resources, transportation, and land use and urban design.

Appendix B: Community Participation Report

The Community Participation Report summarizes the public participation events involved in the production of the comprehensive plan. The report outlines each meeting and provides a generally synopsis of the various exercises used and results.

GOVERNMENT UNIT KEY

The following symbols are used throughout the document to identify applicability of Character Areas, Character Area Policy, Character Area Implementation Strategies, Vision Themes, Goals, Policies, and Strategies by government unit:

- ① . Maury County
- ② . City of Columbia
- ③ . City of Mt. Pleasant
- ④ . City of Spring Hill

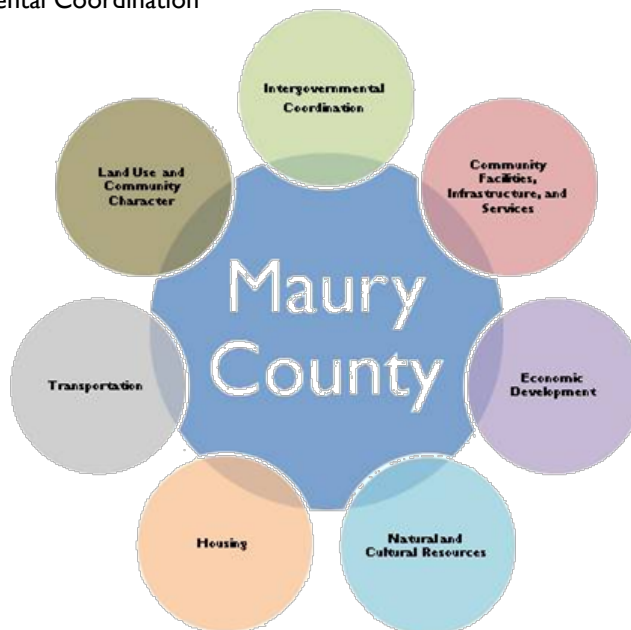
**CHAPTER
2**

ISSUES AND OPPORTUNITIES

Presents an overview of demographic trends and priority issues and opportunities within Maury County

The Issues and Opportunities chapter presents a summary of the Community Assessment as well as the public's opinions about current conditions in the area and the desires for what the community wants to be in the future. This input forms the basis for goals, policies, and strategies presented as part of the Community Vision (see Chapter 3). The Community Assessment portion of the comprehensive plan identified a preliminary list of issues and opportunities based on a review of demographics, economic trends and local observations concerning Maury County and the Cities of Columbia, Mt. Pleasant, and Spring Hill. That list has been refined based on community input that was received in the public visioning workshops and from questionnaires. Upon a review of all input gathered, the information was prioritized, resulting in an updated list that highlights primary issues and opportunities related to the following Vision Themes:

- Housing
- Economic Development
- Community Facilities, Infrastructure, and Services
- Transportation
- Natural and Cultural Resources
- Land Use and Community Character
- Intergovernmental Coordination



HOUSING

The Maury County stock of housing units experienced a dramatic 50% rate of growth between 1990 and 2006, while average home values remained above the state median property value. The age of the county's housing stock roughly equals that of the neighboring Nashville-Davidson-Murfreesboro Metropolitan Statistical Area and the state. Housing stock within Columbia and Mt. Pleasant is significantly older than that of the county as a whole. Meanwhile, Spring Hill's housing stock is significantly newer than that of the county. These facts highlight the extent of growth experienced in unincorporated areas as well as the impact of suburban growth in Spring Hill due to its proximity to Nashville-Davidson County, Williamson County and the GM Plant.

While Maury County and its cities have experienced significant growth in housing over the past several years, the 2008-2009 national economic recession dramatically altered the housing market and set the stage for an unpredictable foreseeable future. Maury County has suffered along with the rest of the nation due to the recession-associated real estate market challenges and foreclosures. The crisis has impacted areas with concentrated low and moderate income households most severely, though the pain is certainly not limited to these specific areas. As foreclosures continue, the burden of vacant and abandoned households will increase for each government unit.

Primary Issues

- Maury County and especially Columbia and Mt. Pleasant have an aging housing stock
- Rapid housing development has put a strain on municipal service delivery and investment infrastructure maintenance and expansion
- Maury County needs a range of housing options (e.g. types, price points, etc.) to provide affordable housing opportunities to the full range of income levels living in the county and ensure that those who work in the county can afford to live in the county.
- Existing multi-family housing stock is in poor condition and not attractive to new residents seeking housing alternatives
- The current foreclosure crisis has impacted many areas of the county, with areas of low and moderate income families experiencing the highest foreclosure risk and rates

Primary Opportunities

- Renter occupied housing units increased as a percent of the overall housing stock, indicating an increase in the number of housing options
- Housing values have steadily increased from 1990 to 2006
- Maury County provides affordable housing options in comparison to areas closer to Nashville
- Columbia, Mt. Pleasant, and Spring Hill can accommodate infill housing development within their city limits

ECONOMIC DEVELOPMENT

Maury County's economy has steadily made a shift from a goods producing economy to a service-based economy. In 1990, the distribution among the three major employment industries, *government*, *service producing*, and *goods producing*, was approximately 13%, 46% and 41% respectively. In 2007 the distribution was 15%, 57%, and 27% respectively. This shift highlights a change from *goods producing* industries such as manufacturing and construction to *service producing* industries such as trade services, communications and other utilities, and finance.

The labor force occupation distribution also reflects the shift to a service-based economy. In Maury County, *service producing* occupations represent 62% of the labor force while 38% is represented by *goods producing* occupations. In spite of the shift, Maury County's share of *goods producing* remains higher than the state and national share of *goods producing* occupations.

An historically agrarian based economy, Maury County's economy first shifted to an industrially-based economy with the phosphate mining industry and later by the automobile industry. The cycle of change continues today as the economy shifts toward *service producing*. The agrarian economy, however, remains strong, though threatened by sprawling development patterns.

In addition to these important shifts, the county has also been experiencing a diversification of its employment and occupation distribution in order to meet the needs of a new, globalized economy. Efforts must continue to match the evolving county workforce with economic opportunities that are flexible and able to respond to the economic changes both outside and within the county while creating economic growth that improves the county's quality of life.

Primary Issues

- Downtown Columbia and Mt. Pleasant need to be revitalized and enhanced
- There is a need to improve the commercial and retail options in Maury County
- Without a strong agricultural sector of the economy, the ability to preserve agricultural activity, land uses, and the rural character is diminished
- Large portion of workforce commutes in and out of Maury County
- Income levels are projected to grow at slower rates through 2016
- Educational attainment is lower than the Nashville MSA

Primary Opportunities

- The projected population growth creates opportunities to create new jobs
- With the projected population growth, Maury County has the opportunity to continue to diversify its economy to ensure greater economic stability
- Maury County has shifted its employment base from goods producing to service producing to meet the needs of a changing economy
- A large number of workers commute to and from Maury County every day. Maury County has opportunity to become a community where more workers live and work inside the community
- Maury County has positive attributes to attract new industrial development to the county that can enhance the economy

COMMUNITY FACILITIES, INFRASTRUCTURE AND SERVICES

The network of community facilities, infrastructure and services in Maury County generally meet the needs of the growing community. These facilities include public safety, utilities, education, recreation, and health care service are all a part of the current network and infrastructure. While these facilities and services meet current needs, the challenge facing each government unit in 2009 is preparing the way to meet the needs of a growing population and economy well into the future.

Public safety services are currently shared by the different county and city departments responsible for fire and police services. Additionally, the Maury County Office of Emergency Management coordinates local government's basic emergency operations plans and an Emergency 911 service that coordinates emergency communications and responses.

Government units within the county provide a full range of public park and recreation facilities, including city and county operated regional, community and neighborhood parks. State and federal lands, such as the Yanahli Wildlife Management Area, have the potential to provide extensive recreation opportunities. The facilities within the county provide recreational opportunities while, in many cases, preserving important natural areas.

Water supply and distribution remains one of the county's most daunting long-range growth challenges. While the current water system has generally met demand (though it experiences challenges during periods of drought), accommodating future growth requires providing an increased supply of drinking water. Identification of additional water resources along with reasonable conservation measures must be pursued and implemented. In addition, the county's units of government must continuously evaluate facilities, infrastructure and services as growth occurs to ensure the provision of appropriate levels of service.

Primary Issues

- Additional long-term water supply needs to be identified and secured if growth is going to continue
- Sprawl development patterns will continue to strain municipal services and infrastructure investment's if new strategies and polices are not adopted
- Continued growth in the county requires the development of several school sites over the next five years

Primary Opportunities

- Maury Regional Medical Center is the largest hospital between Huntsville and Nashville
- Planned expansion of school facilities creates the opportunity to locate new schools within existing neighborhoods and to enhance existing schools
- Area infrastructure system that can be built on to accommodate new growth and enhance the quality of life in currently developed areas
- Developing a comprehensive utilities plan will help coordinate the agencies involved as well as provide strategic service delivery throughout the count

TRANSPORTATION

The transportation system of Maury County combines rural, suburban, and urban street types to connect residents to jobs, recreation areas, services and commercial centers in addition to supporting economic functions. While Maury County was historically served by a rural transportation system, the system's growth over the last 20 years Maury County led to the addition of a more complex system that combines rural, suburban and urban systems.

Even though the county and its cities have experienced significant growth over the past several years, the level of service of its transportation system has remained relatively sufficient. The majority of the vehicular transportation system currently performs with an average to excellent level of service.

In addition to vehicular transportation, Maury County is also supported by public transit, air and rail service. South Central Area Transit Service provides an on-demand transit service to the county residents, primarily serving seniors, the disabled, and residents without vehicles.

The rail system operated by CSX Transportation and the Tennessee Southern Railroad (TSRR) supports freight service in the county. The rail lines connect the county with other areas of Middle Tennessee and north Alabama.

Maury Regional Airport in Mt. Pleasant provides air service in the county. The airport includes two runways and provides both passenger and freight service. As Maury County grows, enhancements to the airport facility should be explored to support economic development.

Because of the rural and suburban development patterns that define most of the transportation system, few opportunities exist for walking, biking and using public transportation. Future development should focus on supporting transportation alternatives such as walking and bicycling. The current system of bicycle and pedestrian facilities is variable throughout the county with most facilities provided in suburban and urban areas within incorporated cities.

Primary Issues

- Multiple roadways throughout the county experience safety issues that include substandard lane widths, lack of shoulders, and lack of sight distance
- US-31, particularly in the northern section of the county, needs improvements that address access control, safety, and peak-hour traffic congestion
- Road improvements needed in Spring Hill and in rural areas experiencing growth
- Lack of east/west transportation connections
- Additional transportation options are needed, particularly for the elderly population

Primary Opportunities

- Several access points to I-65, including the Saturn Parkway
- Well positioned between Nashville and Huntsville, connected by I-65
- Gateways along major corridors can be improved to enhance corridors
- A trail system could connect parks, neighborhoods, and commercial centers
- Road improvements can be implemented as growth and development occur
- Proposed regional transit services can connection Maury County to the greater Cumberland Region

NATURAL AND CULTURAL RESOURCES

Maury County's natural resources have largely influenced its history. Blessed with fertile soils, since its earliest settlement days the county has remained one of the most fertile and agriculturally-productive counties in Tennessee. Agricultural production continues in much of the county's rural land.

Maury County's most defining natural feature is the Duck River that flows through the middle of the county and eventually to the Tennessee River. The land along the Duck River and its tributaries accounts for most of the floodplains in the county, although minor lakes and naturally-occurring springs account for a significant number, as well.

With respect to wildlife, Maury County is home to several endangered or threatened plants and animals. This fact highlights both its rich ecological resources as well as the negative impacts development has had on the county's ecosystems.

In addition to the natural resources of Maury County, the area has a significant amount of historic resources. In all, Maury County has 54 historic sites and nine historic districts registered with the National Register of Historic Places.

As Maury County continues to develop, priority areas should be established where development is most suitable while also identifying natural resources that need to be preserved and managed appropriately. When considering these environmentally sensitive areas, special attention should be given to water resources, geography, physiographic location, slopes and soil types.

Primary Issues

- Maury County has several endangered and threatened plants and animals
- New development will continue to degrade water quality and other natural features if significant and enforceable regulations for stormwater, river protection, and sediment pollution are not implemented to mitigate new development's impact on natural systems
- Historic properties are threatened by development extending into Maury County
- Open space protection and conservation easements along the Duck River and its tributaries are needed to protect the health of the rivers and streams

Primary Opportunities

- Maury County has opportunity to preserve natural areas with Tennessee Wildlife Resource Areas and the Duck River
- With a large majority of County undeveloped, Maury County has the opportunity to preserve and enhance its natural landscape and rural character
- Maury County has a large number of formally registered historic properties and districts
- Developing a greenway that connects Spring Hill, Columbia, and Mt. Pleasant will enhance connectivity and allow residents to connect with natural areas

LAND USE AND COMMUNITY CHARACTER

Maury County has traditionally developed along a corridor formed by US-31 between Spring Hill and Columbia and US-43 between Columbia and Mt. Pleasant. This pattern generally reserved areas on either side of the development corridor for rural and agricultural uses. Most of the industrial, civic, commercial, and residential development has occurred in the county along this growth corridor. Residential densities are within the incorporated cities of the county, while most of the residential development outside the cities typically falls into the rural development category. Industrial development is mainly associated with large, heavy industrial sites located at the outer edge of each of the cities. Commercial development is mainly located along the major highway corridors. Most civic functions occur within or in close proximity to the traditional town centers, with the exception being schools that are dispersed throughout the county.

When looking at the existing land use, Agricultural/Forest land accounts for by far the largest land use classification. Residential uses are the second most prominent land use classification with higher density residential uses clustered within incorporated areas. The other major land use classifications, commercial, industrial, and civic uses account for significantly less in land area covered.

As Maury County develops and redevelops, existing conditions and development patterns will influence the form and type of future development.

Primary Issues

- Productive agricultural land and farms need to be preserved and enhanced as development pressures increase in rural areas and to ensure the long term viability of the agricultural economy in Maury County
- Areas zoned and reserved for industrial land use are needed to accommodate future business development
- Some spot zonings throughout the county have created incompatible land use patterns
- Continued growth will put development pressure on rural areas of the county
- Continued growth will put additional strains on the natural environment with increased impervious surfaces and stormwater pollution

Primary Opportunities

- The traditional development corridor connecting Mt. Pleasant to Columbia and Columbia to Spring Hill will allow Maury County to maximize its infrastructure, economic, and community networks
- The historical development forms within the cities will allow for a variety of redevelopment opportunities and reinvestments
- Continued growth will allow redevelopment of areas within the existing city boundaries
- Concentrating the majority of growth within existing city boundaries and growth boundaries will allow the preservation of rural areas and the associated rural character
- Older and existing neighborhoods can be preserved and enhanced through sensitive new infill development and revitalization

INTERGOVERNMENTAL COORDINATION

Several levels of government operate to provide an array of services and set a range of policies for the county. With regional and state relations, government units work with regional entities such as the South Central Tennessee Development District. State agencies include the Department of Transportation (TDOT) and Department of Environment and Conservation (TDEC). With local coordination, government relations and communication have been facilitated by service agreements and various agencies, boards, authorities, and councils.

While the current relationships among the local, regional, and state agencies have met Maury County's needs, greater scrutiny to government organization and structures should take place to ensure that an adequate level of service is provided as the county continues to grow. Likewise, greater communication and coordination should be considered for the municipalities and the county to ensure that policies do not conflict and that service delivery does not overlap.

Primary Issues

- There is a need to re-organize the county government structure to meet the new and different needs of a growing community
- Lack of coordinated local governments limits the county's ability to develop strategically
- Uncoordinated government decision-making will limit the government's ability to preserve the rural character of Maury County and limit the government's ability to enhance existing developed areas

Primary Opportunities

- Local governments (county and cities) have met the basic needs of Maury County residents while also experiencing a population increase over the last 20 years
- Maury County is the regional hub for the South Central Tennessee Development District
- Service arrangements between county and city governments can enhance service delivery and reduce costs

CHAPTER
3

COMMUNITY VISION

Presenting the Community Vision for Maury County and the Cities of Columbia, Mt. Pleasant, and Spring Hill

Maury County is a growing community with unique issues and opportunities related to its historical development and projected future growth. In order to manage the future growth and enhance the quality of life, the county has identified a vision for the future development for unincorporated Maury County and the Cities of Columbia, Mt. Pleasant, and Spring Hill. The Community Vision chapter, which was developed with an extensive public countywide visioning process, is presented with the following sections:

- Decision-Making Framework
- Community Vision Statement
- Vision Themes

The decision-making process outlines the structure of the Vision, Goals, Policies and Strategies. The Vision Statement describes the overall idea of what the community desires to be in the future. The Vision Themes organize a series of Goals, Policies, and Strategies that address the community's issues and opportunities.

DECISION-MAKING FRAMEWORK

In order to implement the community's vision of the future for Maury County and the cities of Columbia, Mt. Pleasant and Spring Hill, the comprehensive plan must be guided by a decision-making framework related to growth and development.

This plan is based on a **VISION** for growth and development over the next 20 years. Developed with input from citizens, elected officials, and community stakeholders, the vision focuses attention on the future and defines the ideal image of what the community should become.

To achieve the community vision, **GOALS** are developed to help define the desired future state of the community. Goals also provide guidance related to the long-term decision making of the community.



Because goals are typically related to big picture ideas and a long-term view of development, **POLICIES** are used to guide everyday decisions related to achieving the community vision. Policies are more specific than goals and provide measurable actions. Policies are presented in this plan by the Future Development Map, Character Area Policy and policy statements presented with the associated goals and strategies in this chapter.

In order to accomplish the vision, goals, and polices of the community, **STRATEGIES** are created. Strategies are specific action steps that when completed should achieve the vision, goals, and policies of the community. Strategies are represented in this plan by the Character Area implementation strategies and the strategies associated with goal and policy statements presented in this chapter. For further description and explanation of terms and implementation tools described by strategies, refer to the Implementation Program and the Glossary.

An implementation program is used to provide structure and guidance related to how the strategies should be implemented. The implementation program assigns tasks to responsible parties, identifies potential funding sources, and provides a timeline for completing the tasks (See Chapter 5).

COMMUNITY VISION STATEMENT

The Community Vision Statement is a formal description of the community's desired future. Input gathered during the vision process (described in Chapter 1 and Appendix B:) forms the basis for the statement presented in the following paragraph. The Vision Themes, presented following the Community Vision Statement, and Chapter 4: Future Development Guide, tie these descriptions of a desired future to specific goals, policies, and strategies.

MAURY COUNTY VISION STATEMENT

Maury County is a proud, vibrant, and self-sufficient collection of cities, hamlets and rural areas that embraces our history, natural resources and strong sense of community while promoting economic growth and development. In the year 2030 we envision Maury County as a community that has maintained its uniqueness and sense of place, improved the quality of life for its citizens, and that continues to provide our children with the tools they need for their future.

Our community's development pattern reflects the values of its people and their commitment to building and maintaining an authentic sense of community, made possible by our dedication to innovative smart growth practices that incorporate genuine citizen engagement in the planning process. We invest in our town centers, existing neighborhoods, and rural communities and recognize and promote their unique character. We work steadfastly to promote development and redevelopment that provides equitable access to community facilities and services, encourages innovation and creation of good, well-paying jobs, provides educational opportunities for all ages, and accommodates decent, quality housing. In addition, we invest in a sensible and efficient transportation system that provides choice and variety for moving around the county and region.

Our community's vibrant and diverse economy provides a variety of business and job opportunities for our citizens. We capitalize on our access to I-65 and our proximity to the Greater Nashville area to create new economic opportunities. Our commitment to economic and community development focuses on meeting the needs of our community, establishing and maintaining an innovative and collaborative business infrastructure, and developing and nurturing a well-trained and educated workforce that is productive and diverse.

Our community recognizes that long-term success of our economic and community development efforts depend, in part, on the health of our precious environmental, historic, and cultural resources. We pride ourselves on our strong commitment to environmental stewardship. While accommodating new residents and development, we work earnestly to preserve and enhance the health and natural function of our ecosystems. Our reasonable natural, historic and cultural preservation efforts ensure that our water, air, and land are healthy and clean and that the places that define the character of Maury County live on to tell future generations of our area's rich culture and history.

Our community is also healthy and safe due to our efforts to promote public safety, provide services and encourage development that supports the well-being of our citizens. Our commitment to smart growth and sustainable development patterns promotes accessible and equitable new economic and physical development. Creating safe, walkable routes to schools and provisions for elderly services are ways we promote and maintain the health, safety, and livability of our community.

To achieve our vision, we work tirelessly in a cooperative fashion recognizing that what we have in Maury County is special and requires the full attention and devotion of all stakeholders to continue to grow in ways that build a stronger, sustainable community. We continue to seek ways to improve quality of life in the county through regional and local collaboration, ongoing civic dialogue, and commitment to making Maury County an even more desirable place to live, work, and play.

VISION THEMES

The Vision Themes organize goals, policies, and strategies developed to address the community issues and opportunities presented in Chapter 2 (see Chapter 1 for definition of goals, policies, and strategies). Vision Themes represent the ideas and concerns of participants in the planning process and narrow the big picture vision to specific strategies that aim to make the Community Vision a reality. The themes presented are:

- Housing
- Economic Development
- Community Facilities, Infrastructure, and Services
- Transportation
- Natural and Cultural Resources
- Land Use and Community Character
- Intergovernmental Coordination

Housing

Housing Goal 1: Create a variety of quality housing options ① ② ③ ④

Promote a variety of housing choices in Maury County that makes it possible for all who work in the community to also live in the community.

H Policy 1.1: Promote housing diversity in new development areas ① ② ③ ④

Plan for a variety of housing types, styles and price points as development occurs in Greenfield areas, including affordable and high end products to support the housing needs of the county.

☞ **H Strategy 1.1.1:** Review and update various zoning districts, (including PUDs) to incorporate Traditional Neighborhood Design principles in new development that promote a diversity of housing types. ① ② ③ ④

☞ **H Strategy 1.1.2:** Develop incentives that encourage housing diversity in Maury County. ① ② ③ ④

☞ **H Strategy 1.1.3:** Conduct housing study to identify the state of the current housing stock and the future housing needs of Maury County. ① ② ③ ④

H Policy I.2: Promote housing diversity within existing developed areas 2 3 4

Plan for a variety of housing types, styles and price points as infill opportunities emerge, including affordable and high end products, to support the housing needs of the county.

- ☞ **H Strategy 1.2.1:** Adopt infill development guidelines that promote a range of housing types and that promote context sensitive infill standards to preserve the character of existing development. 2 3 4
- ☞ **H Strategy 1.2.2:** Develop incentive programs for infill development that encourages infill development within existing cities. 2 3 4

H Policy I.3: Promote quality, affordable housing options 1 2 3 4

Ensure that all residents have access to quality, affordable housing options make “aging in place” a viable options for residents in addition to ensuring that those who work in the county have homes available in their price rage enabling them to live and work in Maury County.

- ☞ **H Strategy 1.3.1:** Conduct housing study to identify the state of the current housing stock and the future housing needs of Maury County. 1 2 3 4
- ☞ **H Strategy 1.3.2:** Create incentives such as density bonuses or expedited permit processing for affordable housing development. 1 2 3 4
- ☞ **H Strategy 1.3.3:** Consider a Senior Living Overlay District that would allow elderly housing within existing neighborhoods and in close proximity to important services such as medical facilities, churches, or community centers. 1 2 3 4
- ☞ **H Strategy 1.3.4:** Permit development of accessory dwelling units or elderly cottage housing (i.e. granny flats) by-right in all residential areas. 2 3 4

H Policy I.4: Create opportunities to stabilize and enhance transitional neighborhoods or areas in need of revitalization 2 3 4

Support reinvestment opportunities in neighborhoods that are in need of revitalization and improved quality of life.

- ☞ **H Strategy 1.4.1:** Develop financing tools for landowners that facilitate investment in struggling neighborhoods. Tax rebates, small low interest loan programs, or federal Community Development Block Grant (CDBG) funds for interior and exterior renovations or home energy improvements can improve the visual character and quality of life of neighborhoods. 2 3 4
- ☞ **H Strategy 1.4.2:** Expand code enforcement efforts that address dilapidated housing or poorly maintained vacant lots in order to stabilize the surrounding area. 2 3 4
- ☞ **H Strategy 1.4.3:** Develop small area neighborhood plans to identify specific issues within neighborhoods and prioritize reinvestment strategies and projects. 2 3 4

Economic Development

ED Goal 1: Enhance Maury County's economy with a sustainable and diverse base of businesses ① ② ③ ④

Continue to promote coordinated economic development that provides a stable tax base, necessary community services, and job opportunities.

ED Policy 1.1: Focus different types of economic development opportunities in appropriate areas ① ② ③ ④

Guide economic development investment and activity using the Future Development Guide and Map.

- ☞ **ED Strategy 1.1.1:** Encourage location of large business and industrial facilities within the special districts identified in the Future Development Guide and Map. ① ② ③ ④
- ☞ **ED Strategy 1.1.2:** Encourage location of small business development along the corridors and within the centers and appropriate districts identified in the Future Development Guide and Map. ① ② ③ ④
- ☞ **ED Strategy 1.1.3:** Locate major commercial activity along the corridors and within the centers identified in the Future Development Guide and Map. ① ② ③ ④
- ☞ **ED Strategy 1.1.4:** Promote new and existing farms in rural areas. Work with Tennessee Farm Bureau and Maury County University of Tennessee Extension to promote existing programs and create new programs. ① ② ③ ④

ED Goal 2: Enhance Maury County's economy with a sustainable and diverse range of job opportunities ① ② ③ ④

Continue to promote a range of job opportunities that meet the needs of residents and that are matched appropriately with the skill levels of residents.

ED Policy 2.1: Coordinate job training opportunities ① ② ③ ④

Continue to provide job training opportunities that enhance Maury County's job opportunities and quality of life.

- ☞ **ED Strategy 2.1.1:** Continue to coordinate adult education opportunities that enhance the job skills of Maury County's workforce and that meet the needs of existing or desired businesses. ① ② ③ ④
- ☞ **ED Strategy 2.1.2:** Continue to coordinate agricultural training and services with Farm Bureau and Maury County University of Tennessee Extension to support agricultural activity in rural areas. ① ② ③ ④

ED Policy 2.2: Encourage mixed-use activity centers ① ② ③ ④

Promote mixed-use development that locates job opportunities in close proximity to places to live.

- ☞ **ED Strategy 2.2.1:** Promote mixed-use development in rural centers, suburban centers, urban centers and downtowns that creates opportunities to live in close proximity to job opportunities. ① ② ③ ④

ED Goal 3: Enhance Maury County's coordinated economic development efforts

① ② ③ ④

Continue to coordinate economic development efforts between Maury County and its municipalities as well as Local, Regional and State agencies and organizations.

ED Policy 3.1: Continue to establish Maury County as regional economic center within the South Central Tennessee District and the Cumberland Region ① ② ③ ④

Continue to create business opportunities that support Maury County and that promote Maury County as a regional center for economic activity.

- ☞ **ED Strategy 3.1.1:** Coordinate working relationships with planning staff, the Maury Alliance, and local businesses to ensure new and existing business developments are in line with the principles of the Future Development Guide. ① ② ③ ④
- ☞ **ED Strategy 3.1.2:** Promote economic growth by utilizing existing business park facilities as well as expanding business opportunities in the special districts around the I-65 interstate interchanges (See Future Development Guide). ① ②
- ☞ **ED Strategy 3.1.3:** Continue to promote commercial services that meet the regional needs of Maury County and its surrounding counties. ① ② ③ ④
- ☞ **ED Strategy 3.1.4:** Identify development incentives to encourage big business to locate in Special Districts identified in the Future Development Guide. ① ② ③ ④
- ☞ **ED Strategy 3.1.5:** Concentrate industrial and big business development within Special Districts throughout the county (See Future Development Guide). ① ② ③ ④

ED Goal 4: Enhance Maury County's rural economy with Agritourism and Ecotourism ① ② ③ ④

Create opportunities for farms, nature preserves and other similar operations to promote land preservation, local revitalization and job creation using tourism (See Glossary for descriptions of Agritourism and Ecotourism).

ED Policy 4.1: Promote Agritourism in Maury County ①

Coordinate economic development initiatives with agricultural resources and operations in Maury County to promote Agritourism.

- ☞ **ED Strategy 4.1.1:** Establish working group to develop Agritourism strategy for Maury County. Coordinate with Maury Alliance, the Farm Bureau, local businesses and other important stakeholders. ①
- ☞ **ED Strategy 4.1.2:** Create inventory of Agritourism resources. ①

ED Policy 4.2: Promote Ecotourism in Maury County ① ② ③ ④

Coordinate economic development initiatives with natural resources and operations in Maury County to promote Ecotourism.

- ☞ **ED Strategy 4.2.1:** Establish working group to develop Ecotourism strategy for Maury County. Coordinate with Maury Alliance, the state preserves, local businesses and other important stakeholders. ① ② ③ ④
- ☞ **ED Strategy 4.2.2:** Create inventory of Ecotourism resources. ① ② ③ ④

Community Facilities, Infrastructure, and Services

CFIS Goal 1: Coordinate infrastructure expansion with future development

① ② ③ ④

Ensure that infrastructure expansion and services keep pace with desired higher intensity development to maintain efficient development patterns.

CFIS Policy 1.1: Maximize efficient use of existing infrastructure ① ② ③ ④

Encourage development activity in areas already served by public utilities to maximize public investments in current infrastructure system and to limit capital improvement expenditures on new infrastructure.

- ☞ **CFIS Strategy 1.1.1:** Coordinate utilities infrastructure improvements with infill redevelopment and new development efforts to minimize energy use and maximize investment in existing infrastructure. ① ② ③ ④

CFIS Policy 1.2: Coordinate infrastructure expansion ① ② ③ ④

Coordinate infrastructure expansion to areas identified as appropriate for new development and redevelopment.

- ☞ **CFIS Strategy 1.2.1:** Develop policies to discourage water/sewer expansion into rural areas. ① ② ③ ④
- ☞ **CFIS Strategy 1.2.2:** Establish provisions to ensure capital improvements needed to accommodate future development are provided concurrent with new development. ① ② ③ ④
- ☞ **CFIS Strategy 1.2.3:** Update development review process to coordinate development approval with existing school capacity and planned facilities. ① ② ③ ④

CFIS Goal 2: Enhance access to quality parks and recreational activities ① ② ③ ④

Ensure that communities have access to parks and recreational activities that enhance the quality of life and support a healthy lifestyle.

CFIS Policy 2.1: Enhance existing parks and create new parks ① ② ③ ④

Support safe and healthy recreation opportunities in Maury County with enhancements to existing parks and the creation of new parks.

- ☞ **CFIS Strategy 2.1.1:** *Develop a recreation master plan to access current facilities, determine future needs and prioritize short and long-range capital investments.* ① ② ③ ④
- ☞ **CFIS Strategy 2.1.2:** *Develop incentives to encourage developers to create publicly accessible neighborhood parks as part of their development projects.* ① ② ③ ④

CFIS Goal 3: Enhance and create community facilities and services that support the quality of life ① ② ③ ④

Provide adequate community facilities and services that support a healthy and safe community.

CFIS Policy 3.1: Prioritize infrastructure investments ① ② ③ ④

Ensure that infrastructure investments improve the quality of life within existing communities and new development.

- ☞ **CFIS Strategy 3.1.1:** *Develop capital improvements plan that encourages investment in existing services and facilities. Emphasize infrastructure expansion only to areas identified to accommodate growth and that enhances the quality of life in already developed areas.* ① ② ③ ④

CFIS Goal 4: Enhance and create water resources and services to meet the future needs of the community ① ② ③ ④

Provide equitable and efficient water resources and services that support a healthy and sustainable community.

CFIS Policy 4.1: Prioritize water infrastructure investments ① ② ③ ④

Ensure that water infrastructure investments improve the quality of life within Maury County.

- ☞ **CFIS Strategy 4.1.1:** *Identify new water resources and water conservation measures to meet future drinking water needs.* ① ② ③ ④
- ☞ **CFIS Strategy 4.1.2:** *Develop a regional strategy to manage water resources that secures Maury County's and its cities' access to water.* ① ② ③ ④
- ☞ **CFIS Strategy 4.1.3:** *Develop capital improvements plan that encourages investment in water conservation and new water resources.* ① ② ③ ④

Transportation

T Goal 1: Enhance and create efficient transportation options ① ② ③ ④

Encourage efficient, multi-modal transportation options that increase mobility and access to jobs, goods/services, health care and recreation, reduce travel times and congestion, are fiscally sustainable, and increase safety and mobility.

T Policy 1.1: Establish countywide, multi-modal transportation plan ① ② ③ ④

Create a coordinated transportation strategy that supports the future development goals of Maury County and increases the efficiency, safety and breadth of the county's transportation system.

- ☞ **T Strategy 1.1.1:** Develop a countywide, multi-modal transportation plan that accommodates all travel modes including walking, biking, driving, public transportation, rail, and air . ① ② ③ ④
- ☞ **T Strategy 1.1.2:** Develop street typologies guide that promotes context sensitive street designs and appropriate street cross sections. ① ② ③ ④

T Policy 1.2: Improve transportation connectivity, safety, and options ① ② ③ ④

Support transportation enhancements that reduce automobile dependency and that improve safety and alternative transportation modes, including walking and biking.

- ☞ **T Strategy 1.2.1:** Develop a countywide greenway master plan. ① ② ③ ④
- ☞ **T Strategy 1.2.2:** Strengthen street design requirements in the subdivision regulations and development regulations pertaining to street continuation between existing and new developments. ① ② ③ ④
- ☞ **T Strategy 1.2.3:** Require sidewalks in all new development. ② ③ ④
- ☞ **T Strategy 1.2.4:** Prepare an existing conditions analysis of the sidewalks to identify substandard facilities and prioritize repair/replacement projects. ① ② ③ ④
- ☞ **T Strategy 1.2.5:** Review and modify access management regulations to promote orderly and efficient traffic circulation along corridors identified in the Future Development Guide. ② ③ ④
- ☞ **T Strategy 1.2.6:** Review and modify site design requirements to promote context sensitive street design and multimodal transportation options such as pedestrian and bicycle facilities. ② ③ ④

T Policy 1.3: Improve regional transportation connectivity and options ① ② ③ ④

Support transportation enhancements that improve connections and travel options to areas outside of Maury.

- ☞ **T Strategy 1.3.1:** Work with regional and state transportation agencies to create meaningful transportation connections to other areas of the Cumberland region and state. ① ② ③ ④

- ☞ **T Strategy 1.3.2:** Work with Cumberland region transportation agencies and governments to connect Maury County and its cities to a regional transit system. ① ② ③ ④

Natural and Cultural Resources

NCR Goal 1: Preserve historic and cultural resources that help define Maury County's sense of place ① ② ③ ④

Ensure that historic and cultural resources are preserved to maintain Maury County's unique history and character.

NCR Policy 1.1: Promote the preservation of important historic structures ①

Preserve the unique and historic resources of Maury County.

- ☞ **NCR Strategy 1.1.1:** Apply to the Certified Local Government (CLG) Program to become eligible for federal historic preservation funds. ③ ④
- ☞ **NCR Strategy 1.1.2:** Conduct cultural resources survey to create a working inventory list of Maury County's historic and cultural resources. ① ② ③ ④
- ☞ **NCR Strategy 1.1.3:** Seek local designation of existing National Register properties to ensure long-term preservation of the resources, and/or identify incentives for their preservation (e.g. building façade easements). ① ② ③ ④
- ☞ **NCR Strategy 1.1.4:** Continue to incorporate the recommendations from the Duck River Highlands Project. ① ② ③ ④
- ☞ **NCR Strategy 1.1.5:** Pursue Main Street designation by National Trust for Historic Preservation and Tennessee Department of Economic Development. ③ ④

NCR Goal 2: Preserve and connect Maury County's natural resources ① ② ③ ④

Ensure that natural resources such as rivers, wetlands, and other environmentally sensitive lands are preserved and protected and that the continuity of these important environmental areas is preserved to maintain a healthy, natural function.

NCR Policy 2.1: Coordinate the creation of a greenway system ① ② ③ ④

Coordinate a greenway system that can connect Maury County residents with Maury County's important natural resources.

- ☞ **NCR Strategy 2.1.1:** Develop a county-wide greenway master plan. ① ② ③ ④

NCR Policy 2.2: Preserve important natural resources ① ② ③ ④

Preserve the natural and ecological functions of Maury County's natural resources.

- ☞ **NCR Strategy 2.2.1:** Discourage development in environmentally sensitive areas, as delineated in the Natural development category (see Future Development Guide and Map). ① ② ③ ④
- ☞ **NCR Strategy 2.2.2:** Utilize conservation easements and other land preservation tools to preserve important natural areas on either public or private lands. ① ② ③ ④
- ☞ **NCR Strategy 2.2.3:** Review and modify development regulations to incorporate the recommendations from the Duck River Watershed Growth Readiness Report and the Duck River Highlands Project (See Natural and Cultural Resources chapter of Appendix A for more details). ① ② ③ ④

NCR Policy 2.3: Preserve and enhance open space in Maury County ① ② ③ ④

Protect a range of open spaces, including tree canopies and viewsheds, which are available and easily accessible by all residents to enjoy.

- ☞ **NCR Strategy 2.3.1:** Incorporate minimum open space and tree protection requirements into development standards. ① ② ③ ④
- ☞ **NCR Strategy 2.3.2:** Adopt a Conservation Subdivision Ordinance to maximize open space/natural vegetation preservation in new subdivision development. ① ② ③ ④

NCR Policy 2.4: Improve water quality protection ① ② ③ ④

Support the health and natural function of Maury County's waterways.

- ☞ **NCR Strategy 2.4.1:** Adopt a Conservation Subdivision Ordinance to maximize open space/natural vegetation in new subdivision development. ① ② ③ ④
- ☞ **NCR Policy 2.4.2:** Develop a River Corridor Protection Ordinance with appropriate vegetation buffers and other pollution mitigation requirements. ① ②
- ☞ **NCR Strategy 2.4.3:** Establish site design and development regulations that address watershed protection. Examples include ordinances for aquatic buffers, erosion and sediment control, and stormwater operation and maintenance. ① ② ③ ④

Land Use and Community Character

LUCC Goal 1: Enhance character of existing neighborhoods ① ② ③ ④

Ensure that redevelopment and residential infill in existing neighborhoods enhances the existing character, promotes quality design, encourages efficient reuse of underdeveloped lands, stabilizes and enhances established neighborhoods, and helps revitalize economically distressed neighborhoods.

LUCC Policy 1.1: Ensure context-sensitive redevelopment and infill ② ③ ④

Ensure that new development within existing neighborhoods is of appropriate scale and intensity in relation to existing development and that it achieves the desired development patterns for the neighborhoods.

- ☞ **LUCC Strategy 1.1.1:** Amend zoning ordinance to accommodate infill housing at setbacks and minimum lots sizes that are compatible with surrounding homes but are less than what is required by code. ② ③ ④
- ☞ **LUCC Strategy 1.1.2:** Develop a vacant site inventory that identifies lots suitable for infill development. ② ③ ④
- ☞ **LUCC Strategy 1.1.3:** Develop an inventory of buildings suitable for redevelopment. ② ③ ④
- ☞ **LUCC Strategy 1.1.4:** Develop small area plans that identify specific needs of area, identify design strategies, and prioritize infrastructure and facilities investments. ② ③ ④

LUCC Policy 1.2: Locate schools and parks in or near existing neighborhoods ① ② ③ ④

Encourage schools and local parks to be located in or near existing neighborhoods to enhance quality of life, promote infill development, and reduce the need to reach these important activity centers by car.

- ☞ **LUCC Strategy 1.2.1:** Coordinate school site selection between planning officials, neighborhoods, and the school board to identify school locations within or near existing neighborhoods. ① ② ③ ④
- ☞ **LUCC Strategy 1.2.2:** Develop a recreation master plan to access current facilities, determine future needs and prioritize capital investments.. ① ② ③ ④
- ☞ **LUCC Strategy 1.2.3:** Construct sidewalks, trails, and bike lanes that connect neighborhoods to schools and that create safe opportunities for children to reach school. ① ② ③ ④

LUCC Goal 2: Preserve rural character of Maury County ①

Preserve the unique rural character and lifestyle of rural areas in Maury County.

LUCC Policy 2.1: Promote low density residential and agricultural uses in rural areas ①

Ensure that residential and agricultural uses in rural areas retain and preserve rural character.

- ☞ **LUCC Strategy 2.1.1:** Follow Future Development Map to guide appropriate locations for new residential development and to preserve areas desired to remain agricultural in use (see Future Development Guide and Map). ①
- ☞ **LUCC Strategy 2.1.2:** Adopt conservation subdivision ordinance to preserves natural features and rural character with new residential development. ①
- ☞ **LUCC Strategy 2.1.3:** Limit water/sewer expansion into rural areas. ①
- ☞ **LUCC Strategy 2.1.4:** Promote the use of conservation tools such as conservation easements and government funding programs to help conserve important natural land on public and private property. ①

LUCC Policy 2.2: Create tools that preserve viability of agricultural uses ①

Create opportunities to preserve and promote agricultural activity in rural areas of Maury County.

- ☞ **LUCC Strategy 2.2.1:** Promote new and existing farms in rural areas. Work with Tennessee Farm Bureau and Maury County University of Tennessee Extension to develop Rural Economic Development Master Plan for rural areas. ①
- ☞ **LUCC Strategy 2.2.2:** Establish partnerships with land trusts or create financial instruments such as tax incentives that support and preserve agricultural activities and rural open space. ①
- ☞ **LUCC Strategy 2.2.3:** Promote the use of conservation easements and conservation tax credits by landowners. ①

LUCC Goal 3: Maximize development efficiency through compact development in developed areas and areas where growth is desired to be accommodated 1 2 3 4

Create quality, compact development that enhances the quality of life, maximizes use of available infrastructure, reduces travel time, increase opportunities to access uses by walking or bicycling, and directs development away from agricultural lands and sensitive natural areas.

LUCC Policy 3.1: Promote Traditional Neighborhood Design 2 3 4

Encourage Traditional Neighborhood Design that promotes walkability, connectivity, housing choice, public open space and local opportunities for goods and services in Suburban Neighborhood areas adjacent to city limits.

- ☞ **LUCC Strategy 3.1.1:** Amend existing zoning regulations to include provisions that support Traditional Neighborhood Design principles (e.g. amend Planned Unit Development district or adopt new TND ordinance). 2 3 4
- ☞ **LUCC Strategy 3.1.2:** Direct residential growth to Suburban and Urban Neighborhood areas. 2 3 4

LUCC Policy 3.2: Encourage mixed use centers within town centers 2 3 4

Encourage the mixing of different residential, commercial, and office uses that promotes compact, interconnected development.

- ☞ **LUCC Strategy 3.2.1:** Adopt a mixed use zoning district or develop a mixed use overlay zoning district that allows for a vertical mix of higher density residential, office, and commercial uses, that promotes compact, interconnected development, and that continues traditional “Main Street” development patterns. 2 3 4

LUCC Policy 3.3: Promote quality corridor development 2 3 4

Encourage corridor development that improves the visual character and function of the suburban and urban corridors.

- ☞ **LUCC Strategy 3.3.1:** Develop a corridor overlay district or corridor zoning district that address site design, access management, visual character, and other design standards along major corridors (See Future Development Guide and Map). 2 3 4

Intergovernmental Coordination

IC Goal 1: Enhance governmental coordination between Maury County and its cities

1 2 3 4

Continue to coordinate planning and development efforts among Maury County and its municipalities to ensure orderly development and service delivery, including implementation of the vision, policies and strategies presented in this plan.

IC Policy 1.1: Promote partnerships between County governments and its municipalities and schools

1 2 3 4

Create working partnerships between jurisdictions to promote orderly development patterns and the provision of necessary infrastructure and services.

☞ **IC Strategy 1.1.1:** Refine communication and coordination efforts regarding development activity to ensure orderly and efficient development patterns. 1 2 3 4

☞ **IC Strategy 1.1.2:** Coordinate school site selection between planning officials, neighborhoods, and the school board to indentify school locations within or near existing neighborhoods.

1 2 3 4

☞ **IC Strategy 1.1.3:** Maintain the Maury County Comprehensive Planning Steering Committee in order to monitor the progress of plan implementation. 1 2 3 4

IC Goal 2: Enhance regional, state, and federal government coordination

1 2 3 4

Continue to coordinate planning and development efforts between Maury County and regional entities to ensure orderly development and service delivery.

IC Policy 2.1: Work with regional agencies and surrounding communities

1 2 3 4

Develop working relationships with regional agencies and surrounding communities to coordinate growth management.

☞ **IC Strategy 2.1.1:** Continue to work with regional agencies such as the South Central Tennessee Development District and organizations such as Cumberland Region Tomorrow to coordinate planning and development efforts in the region. 1 2 3 4

☞ **IC Strategy 2.1.2:** Continue to work with surrounding communities to coordinate planning and development efforts at the borders of Maury County. 1 2 3 4

IC Goal 3: Enhance coordination with state and federal government ① ② ③ ④

Continue to coordinate planning and development efforts between Maury County and state and federal entities to ensure orderly development and service delivery.

IC Policy 3.1: Work with state agencies ① ② ③ ④

Work with state agencies to identify funding opportunities for community development.

- ☞ **IC Strategy 3.1.1:** Continue to work with state agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection. ① ② ③ ④

IC Policy 3.2: Work with federal agencies ① ② ③ ④

Work with federal agencies to identify funding opportunities for community development.

- ☞ **IC Strategy 3.2.1:** Continue to work with federal agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection. ① ② ③ ④

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FUTURE DEVELOPMENT GUIDE

Presents the strategy and guide for how Maury County should develop to achieve its vision

A key component of the comprehensive planning process is the creation of the Future Development Guide. The guide uses a growth strategy and Character Areas, defined by Development Categories and Community Elements, to describe in detail the vision for growth and development for the next 20 years. This vision, which was developed with a public planning process, is expressed in a Growth Strategy and 'unique' Character Areas.

The Future Development Guide presents the introduction to Character Area-based planning, policy and strategies associated with Character Areas and associated map within the four sections described below:

- What is Character Area-Based Planning?
- Maury County Growth Strategy
- Character Area Policy
- Character Area Implementation Strategy
- Future Development Map

CHARACTER AREA-BASED PLANNING

Character Area-based planning focuses on the way an area looks and how it functions. Tailored strategies are applied to each area, with the goal of enhancing the existing character/function or promoting a desired character for the future. Character Areas define areas that presently have unique or special characteristics that need to be preserved, have potential to evolve into unique areas or require special attention because of unique development issues.

Character Areas are defined by Development Categories that group development types and Community Elements that incorporate physical elements of development. Character Area names reflect both the Development Category and Community Element (e.g. Natural-Open Space).

CHARACTER AREA LIST

Natural Development Category

- Natural-Open Space

Rural Development Category

- Rural-Open Space
- Rural-Neighborhood
- Rural-Center
- Rural-Corridor

Suburban Development Category

- Suburban-Neighborhood
- Suburban-Center
- Suburban-Corridor

Urban Development Category

- Urban-Neighborhood
- Urban-Center
- Urban-Corridor

District Development Category

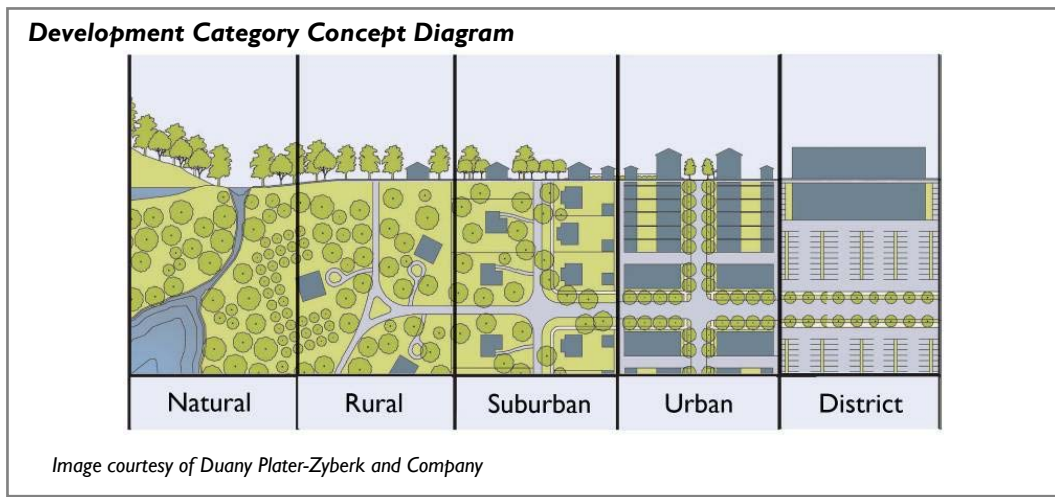
- District-Airport
- District-Downtown
- District-Employment Center
- District-Interstate Gateway
- District-Medical Arts

Development Categories

The **Development Categories** describe generalized development patterns ranging from completely natural areas to urban areas. Each category incorporates different types and scale of natural and built features. Development Categories are:

- Natural
- Rural
- Suburban
- Urban
- Districts

Below is a summary diagram as well as a summary table of the general characteristics of each

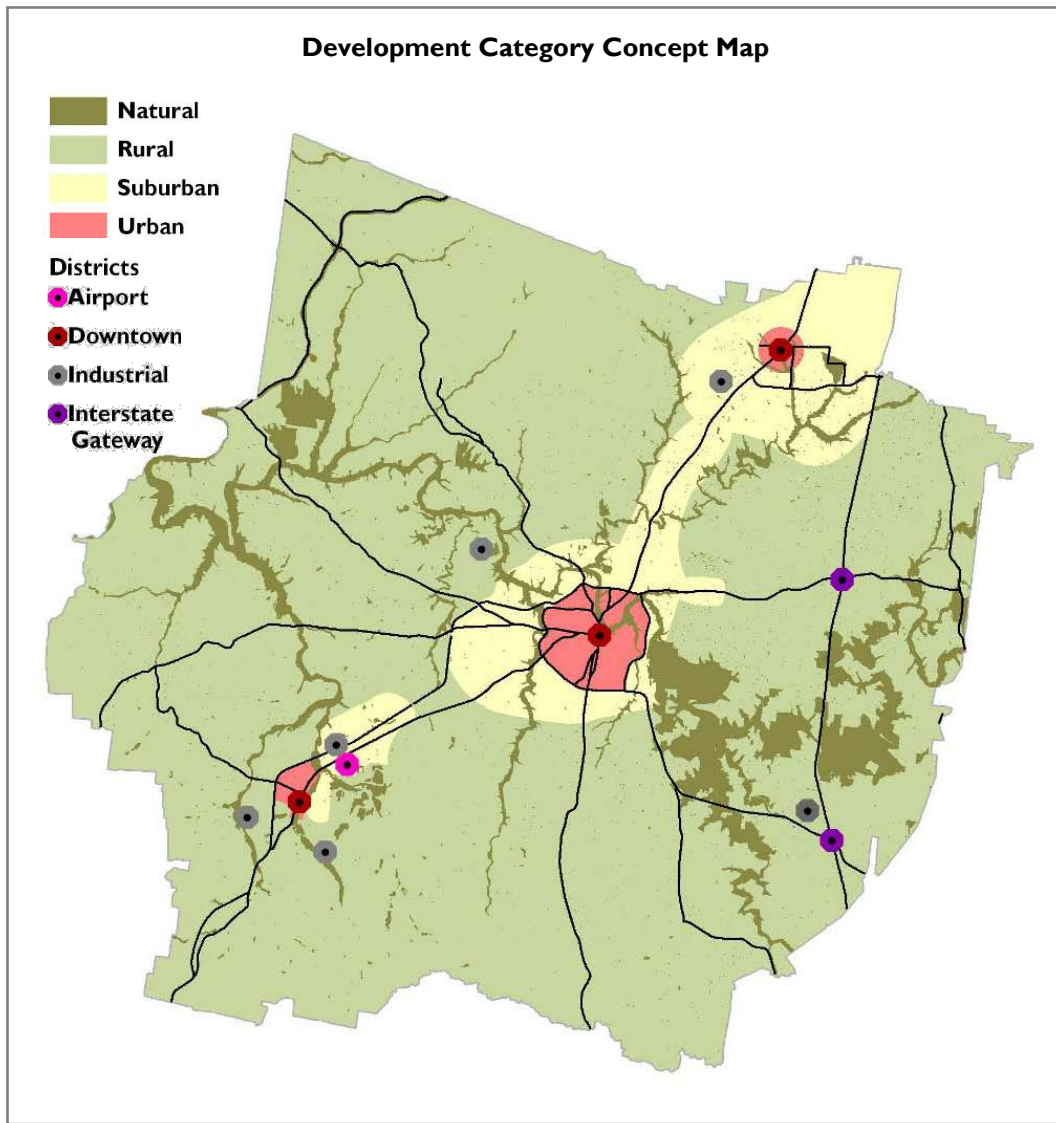


Development Category.

Summary Table of Development Categories

Development Category	Summary
Natural	<ul style="list-style-type: none"> • Areas in a natural state • Areas important to preserve natural character and natural function of environment
Rural	<ul style="list-style-type: none"> • Areas with a rural character • Important rural areas worth preserving • Areas defined by agricultural uses and low-density residential or low density-rural commercial
Suburban	<ul style="list-style-type: none"> • Areas that represent a transition between natural/rural areas and urban areas • Important to enhance access to urban amenities such as jobs, retail services, and public services
Urban	<ul style="list-style-type: none"> • Areas with the highest intensity of development and activity • Quality, walkable areas with residential and non-residential uses in close proximity
District	<ul style="list-style-type: none"> • Areas that allow activities or uses that are not accommodated by typical Community Elements • Areas that provide special services or need special treatment to limit negative impacts

In addition to the Development Category Concept Diagram, the conceptual map presented below identifies where Development Categories generally apply countywide. The Development Category Concept Map helps illustrate the general development concept for the county.

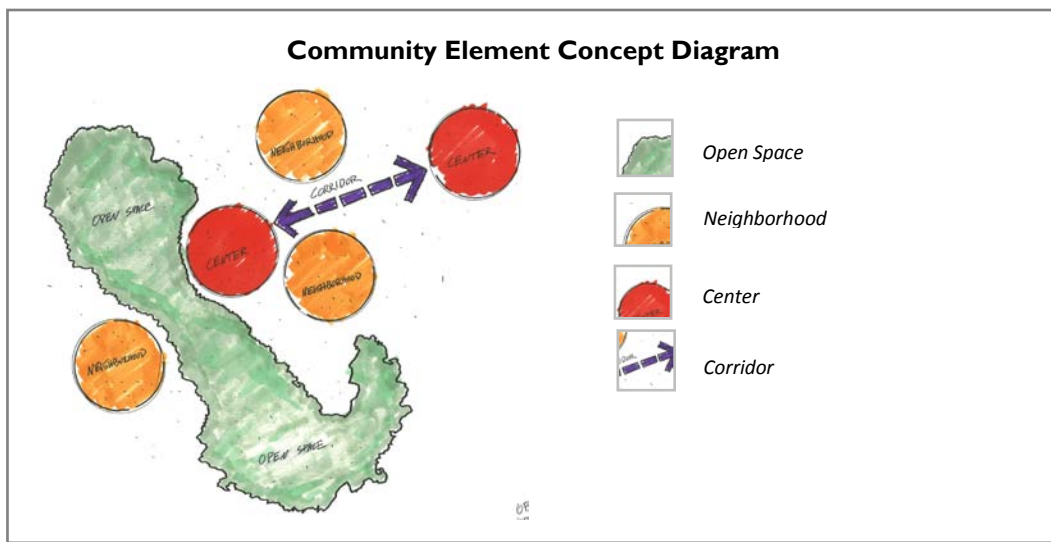


Community Elements

The **Community Elements** describe, where applicable, the type, scale, and intensity of development within each Development Category (e.g. Open Space only pertains to the Natural and Rural Development Categories in this plan). These elements are classified as:

- Open Space
- Neighborhoods
- Centers
- Corridors

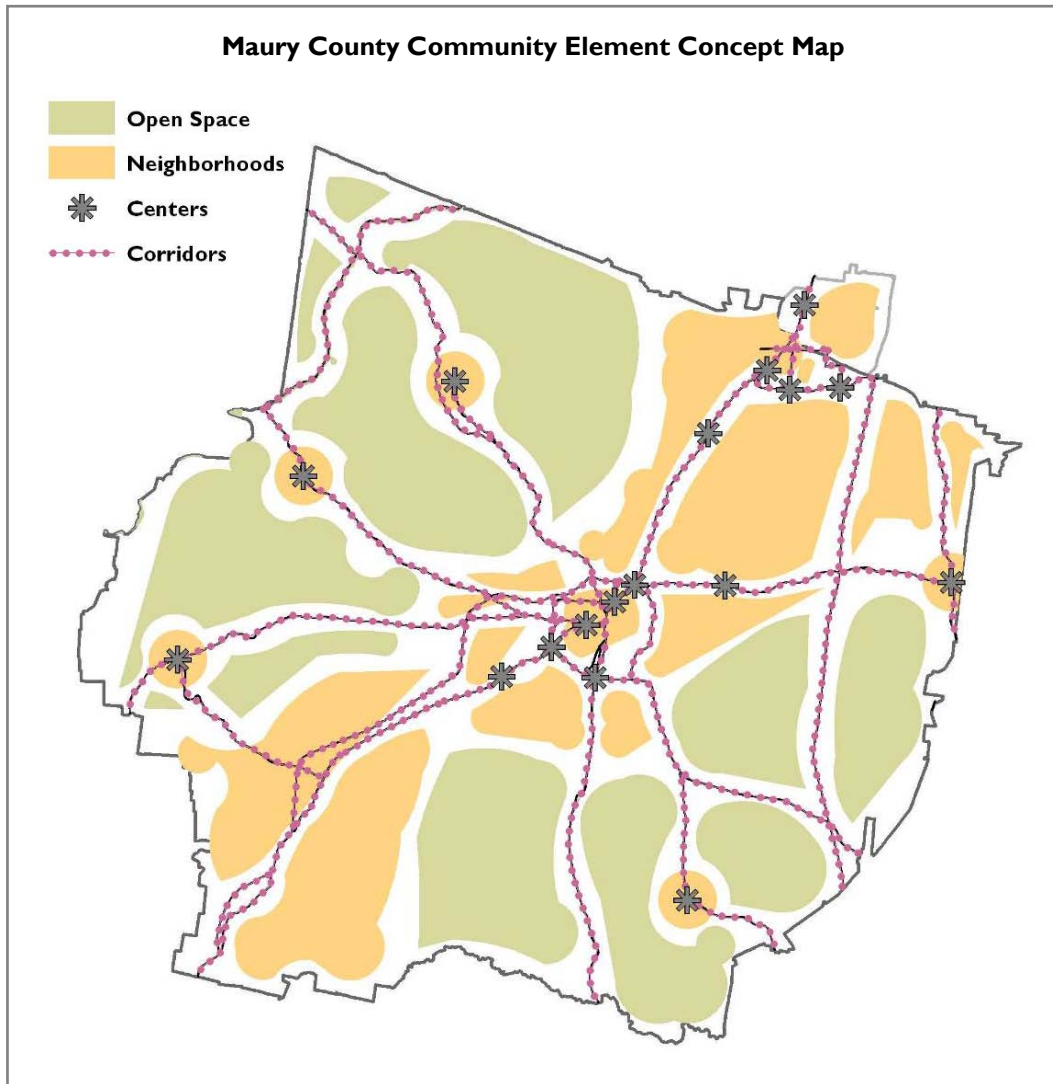
Below is a summary diagram as well as a summary table of the general characteristics of each Community Element.



Summary Table of Community Elements

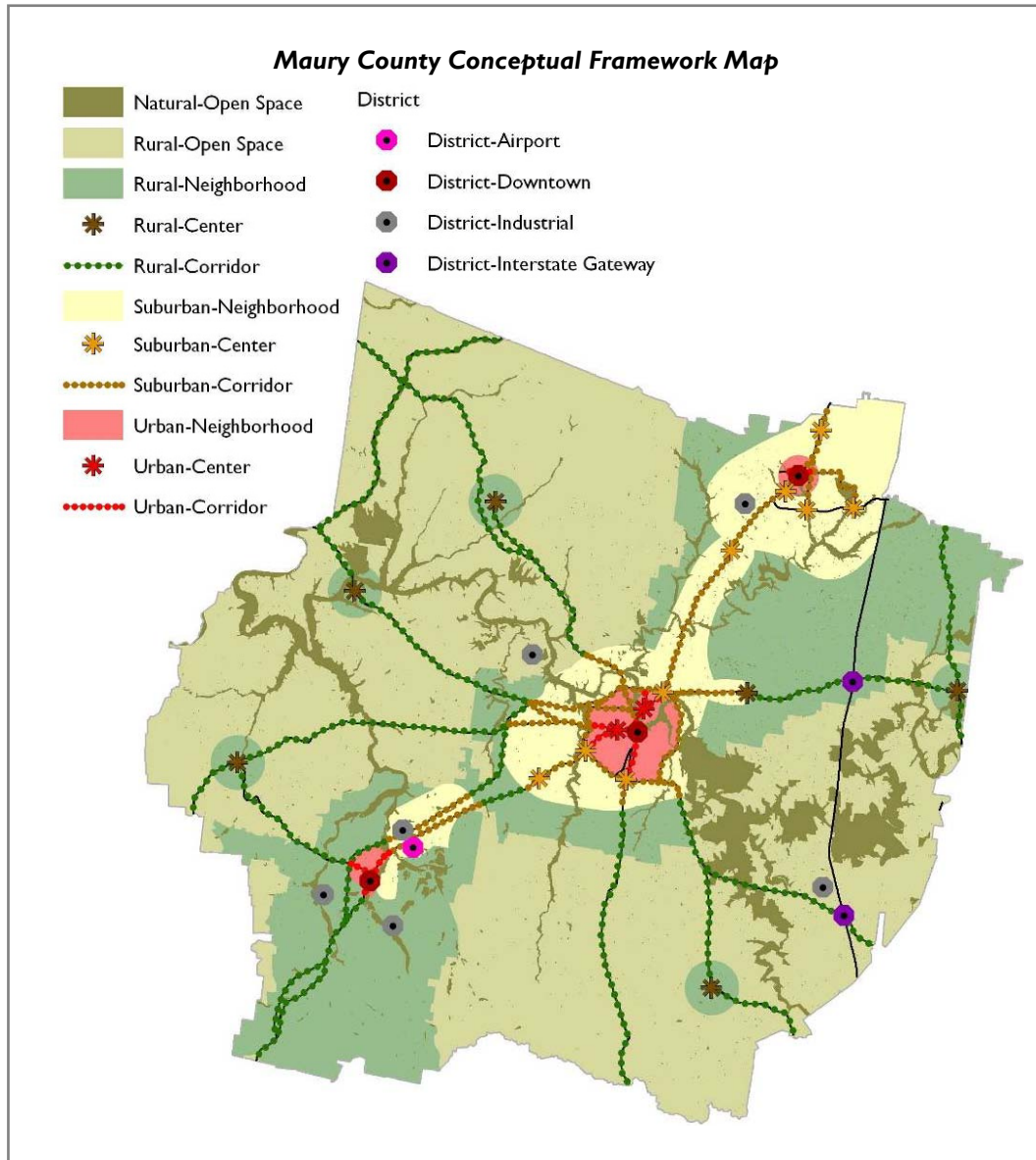
Community Element	Summary
Open Space	<ul style="list-style-type: none"> • Least developed Community Element • Broadly includes woodlands, fields, wetlands, stream banks, floodplains, and unique geographic features
Neighborhood	<ul style="list-style-type: none"> • Primary area of residence for most of community • Provides diversity of housing • Locates housing in proximity to corridors, centers, and open space
Center	<ul style="list-style-type: none"> • General gathering places within neighborhoods or at the edge of two neighborhoods • Characterized by access to full range of retail and commercial services and civic uses • Typically represents highest level of activity with each Development Category • Can range from rural to urban areas
Corridor	<ul style="list-style-type: none"> • Primary link between neighborhoods and communities • Primarily a transportation corridor connecting different neighborhoods and centers • Functions as either a throughway or a destination depending on Development Category and uses along corridor

In addition to the Community Element Concept Diagram, the Community Element Concept Map below illustrate the general location county's Community Elements.



Conceptual Framework Map

Development Categories are combined with Community Elements to create character areas that describe a unique policy strategy and development pattern. These character areas link the policy intent with design strategies to help achieve the community vision. The Conceptual Framework Map illustrates the general location of the county’s character areas and evolved through the planning process into the Future Development Maps presented at the end of this chapter.



GROWTH STRATEGY

The Community Vision presented in Chapter 3 placed a premium on preserving rural character and natural areas while targeting new growth and economic development to specific areas of the county. The growth strategy for the county balances the desires of the community with existing development patterns within the county and regional development patterns.

Government units and county stakeholders participated in the Cumberland Region Tomorrow (CRT) regional planning effort that resulted in a regional vision to implement smart growth strategies, preserve the rural landscape, and improve the health and vitality of the 10-county region’s communities. The county’s growth strategy incorporates the smart growth principles identified by the CRT’s regional vision while also incorporating the existing resources and values that make the county unique.

The growth strategy is presented here with a summary of the CRT growth strategy as well as a summary of how CRT’s growth strategy applies in Maury County. It should be emphasized that the strategy is presented as a growth pattern to aspire to by modifying or adopting new policies that support Maury County’s vision, rather than a projection of where development and population growth will occur.

Regional Growth Strategy

In 2001, the citizen-based organization CRT organized a series of visioning workshops to help the region’s community leaders and residents identify ways the 10-county region could grow in a sustainable and organized manner that promotes economic growth while preserving the rural landscape and character of the region’s communities. With over 1.4 million people are currently living in the Cumberland Region and an expected 500,000 additional residents by 2020, citizens and community leaders identified the need to grow in a manner that balanced preservation with economic growth.

As part of the Cumberland Region, Maury County will incorporate some of the expected growth. The current projections are for Maury County to increase in population by 27,366 residents by 2030, or 34% between 2010 and 2030.

As did the CRT visioning workshops, community participation workshops for this comprehensive plan identified many of the same desired development patterns such as preserving rural character and landscape, accommodating future growth, and promoting community and economic development. To help coordinate the regional growth strategy and promote the desired quality of growth for the region and Maury County, the desired growth scenario from the CRT visioning workshops has been incorporated into this plan.

CUMBERLAND REGION TOMORROW GROWTH STRATEGY

- Reinvesting in town and city centers
- Promoting placement of imminent growth into already developed areas
- Returning to concentric growth
- Developing diversity of housing
- Designing innovative transportation systems
- Green space preservation
- Conservation rural development
- Keeping agriculture viable

CUMBERLAND REGION TOMORROW GROWTH SCENARIOS

	Urban	Urban Growth Boundary*	Rural
Where development will occur			
Base Case	30%	38%	32%
Alternative Case	76%	21%	3%
Where people will live			
Base Case	55%	28%	17%
Alternative Case	95%	4%	1%

* Urban Growth Boundaries established under PC 1101

Based on the input received at their workshops, the CRT developed two scenarios for comparison. The Base Case scenario is a scenario of development where:

- Growth occurs along interstates, contributing to “leapfrog” development effect
- Growth uses maximum amount of land
- Growth results in less open space
- Growth involves mostly single-family houses on large lots
- Traffic increases because development is more spread out
- Cities grow together as development occurs along connecting highways and interstates

The Alternative Case scenario is a scenario of development where:

- Growth occurs closer to existing population centers
- Growth uses less land
- Growth uses as little open space as possible
- Growth involves greater variety of housing types
- Traffic is reduced as housing, commercial and employment centers are interspersed
- Cities maintain unique characteristics and individual qualities as growth occurs in existing population centers and downtowns.

The summary results of the regional scenarios are presented in the *Cumberland Region Tomorrow Growth Strategy* summary box. With the Base Scenario, 30% of the growth would occur in urban areas, 38% would occur in urban growth boundary areas and 32% in rural areas. With the Alternative Scenario, 76% of the growth would occur in urban areas, 21% in urban growth boundaries, and 3% in rural areas.

Maury County Growth Strategy

To help foster regional coordination and preserve local identity, this plan incorporates CRT’s Alternative Case scenario strategies and projections for the Cumberland Region to help guide the county’s projected future growth.

The Maury County Growth Strategy redistributes the projected population growth for the entire county based on the current share of the county’s population within each government unit. To help illustrate the growth outcomes, both scenarios from the CRT scenarios were applied to the county’s projected population growth. If current county and regional development patterns continue, 55% of the population growth would occur within existing cities while 45% would take place within rural (unincorporated areas) or urban growth boundary areas.

MAURY GROWTH STRATEGY				
EXISTING GROWTH STRATEGY SUMMARY				
	<i>Unincorp. Maury Co.</i>	<i>Columbia</i>	<i>Mt. Pleasant</i>	<i>Spring Hill*</i>
2005 Population				
Total	31,617	34,006	4,629	3,932
Urban	N/A	34,006	4,629	3,932
UGB**	N/A	3,607	3,364	2,011
Rural	22,636	N/A	N/A	N/A
2030 Projected Population				
Total	50,773	40,565	5,522	4,690
Urban	N/A	40,565	5,522	4,690
UGB**	N/A	7,783	7,259	4,339
Rural	31,393	N/A	N/A	N/A
Net Population Increase				
Total	19,156	6,559	893	758
Urban	N/A	6,559	893	758
UGB**	N/A	4,176	3,895	2,328
Rural	8,757	N/A	N/A	N/A
*Based on Cumberland Region Tomorrow Base Scenario				
**Unincorporated Maury County area within Urban Growth Boundary				
MAURY COUNTY GROWTH STRATEGY SUMMARY*				
	<i>Unincorp. Maury Co.</i>	<i>Columbia</i>	<i>Mt. Pleasant</i>	<i>Spring Hill*</i>
2005 Population				
Total	31,617	34,006	4,629	3,932
Urban	N/A	34,006	4,629	3,932
UGB**	N/A	3,607	3,364	2,011
Rural	22,636	N/A	N/A	N/A
2030 Projected Population				
Total	38,185	50,621	6,891	5,583
Urban	N/A	50,621	6,891	5,583
UGB**	N/A	5,914	5,516	3,297
Rural	23,457	N/A	N/A	N/A
Net Population Increase				
Total	6,568	16,615	2,262	1,921
Urban	N/A	16,615	2,262	1,921
UGB**	N/A	2,308	2,152	1,287
Rural	821	N/A	N/A	N/A
*Based on Cumberland Region Tomorrow Alternative Scenario				
**Unincorporated Maury County area within Urban Growth Boundary				

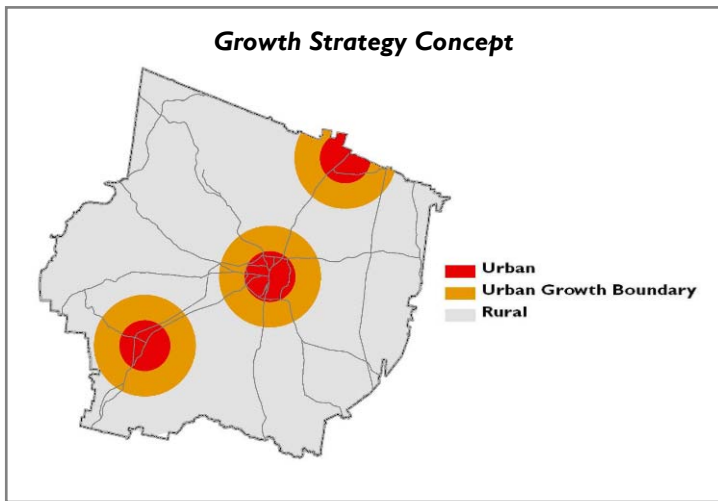
The growth strategy illustrated the ideal location for growth and development, calling for a majority of future development and population growth to occur within the existing city boundaries of Columbia, Mt. Pleasant, and Spring Hill. Based on the growth strategy, this equates to roughly 76% of the growth occurring within the current city limits and the remaining 24% occurring within the urban growth boundary areas and rural areas,

Given the county’s current population distribution, the geographic population distribution is still more rural than the CRT scenario, with 62% projected to live in urban areas, 15% in the urban growth boundary areas, and 23% in rural areas.

This growth strategy seeks to accomplish the following goals:

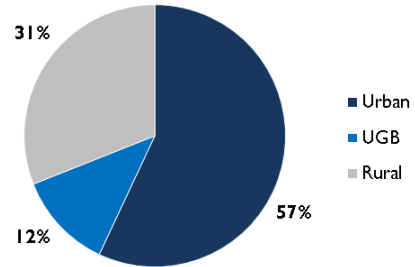
- Maintaining existing development in rural areas and limiting encroachment of future suburban development in rural areas
- Focusing growth within cities to create efficiencies in mobility, commerce, and return on infrastructure investment
- Focusing growth within cities to preserve rural land and environmental functions
- Allowing municipalities to focus infrastructure investment on enhancements to existing municipal services and physical structures rather than expansion
- Utilizing existing concentrations of public facilities, population, and businesses as an economic development and quality of life enhancement tool

Strategies presented within this plan, including the *Community Vision* and the *Future Development Guide* chapters, follow the logic of this growth strategy, including the Future Development Map and Character Area narratives. The map below conceptually illustrates the strategy

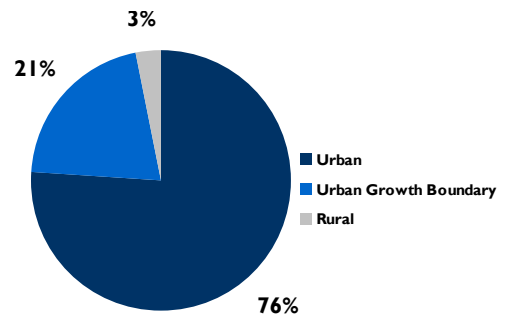


Maury County Growth Strategy

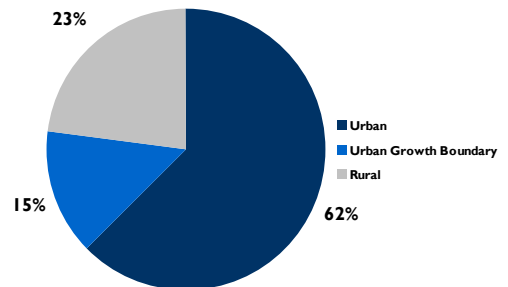
Where do people live in Maury County today (2005)?



Where development will occur?



Where people will live?



CHARACTER AREA POLICY

The Future Development Guide Character Area Policy is presented in narrative form in this section and physically depicted in the Future Development Map. The policy represents and describes unique characteristics and development patterns and links intent with recommended strategies to help achieve the community vision.

The Character Area Policy is presented in sub-sections organized by Development Category. Each sub-section begins with a general description of the Development Category that presents the character and intent of the category and lists the Character Areas included within the category. Narratives for each Character Area follow the Development Category description. Each Character Area Policy presented in the narrative, which includes the adjacent text box for each Character Area, incorporated the following components:

- **Intent** describes the policy intent of each Character Area, specifically to preserve, maintain, enhance, or create a desired character.
- **General Characteristics** provides a general overview of desired development pattern in terms of characteristics that are more specifically addressed in the Design Principles.
- **Application** provides a general description of areas where the Character Areas can be found or appropriately applied based on characteristics of the land and infrastructure.
- **Primary Future Land Uses** lists appropriate future land uses that support the desired mix and/or type of land uses in a Character Area.
- **Compatible Zoning Classifications** identifies appropriate zoning districts to use within the character area. Zoning districts in this policy component represent both existing zoning district classifications, and where necessary, proposed districts to further implement the intent of the Character Area.
- **Design Principles** (presented in a separate text box for each Character Area) describe the form and character of the physical elements of the Character Area. These principles include:
 - *Site Design* describes the general site design including general setbacks, site access and building footprint.
 - *Density/Intensity* recommends the appropriate density or intensity of development for each Character Area.
 - *Green Space* describes the type of parks and open spaces that are appropriate for each Character Area.
 - *Transportation* describes important characteristics of the transportation system including connectivity, level of service, access and pedestrian and bicycle facilities.
 - *Infrastructure* identifies the type of infrastructure available or planned and refers to the availability of public drinking water and public sewer for each area.
- **Visual Character Description** (presented following the text narrative) provides illustrative descriptions of the desired character as expressed by development patterns, transportation, and green space.

Development Category: Natural

The Natural Development Category applies to areas that have natural, cultural, and historic resources that are important to preserve. The intent of this category is to preserve the natural character of the area, to preserve the natural functions of the environment, and to provide areas where residents and visitors can enjoy nature. Examples of this category include natural wildlife habitat, water bodies, and public preserves and parks.

To preserve the natural character of this area, the land should be left in an undisturbed state. Examples of important features that warrant preserving include rivers, streams, wetlands, floodplains, important wildlife habitats, and steep slopes.

Preserved areas can be both public and private. Public natural areas can be in the form of parks or government owned land. Privately owned natural areas can be in the form of conservation easements or undesirable areas for development because of sensitive natural features.

Emphasis should be placed on connecting natural features to support a healthy natural environment. When natural environments are interrupted or segregated by the built environment, their functional health is reduced.

Building and development is rare in this category. When development does occur, it is typically associated with civic uses such as parks, community centers, and camping grounds and infrastructure such as power lines or roads. Every effort should be made to minimize the physical impact of any development on the surrounding natural environment.

Opportunities to connect and enjoy nature are an important part of a community. This category should provide these opportunities through public preserves and low impact recreational activities. Examples of public preserves include federal, state, and local parks such as the Yanahli and Williamsport Wildlife Management Areas that can provide access to nature. Examples of low impact recreational activities include boating, hiking, fishing, and camping.

NATURAL CHARACTER AREAS

- Natural-Open Space



Natural-Open Space

NATURAL – OPEN SPACE

1 2 3 4

Intent: PRESERVE existing undisturbed natural areas and open space not suitable for development in addition to the protection of areas that have already developed or have the potential to develop due to existing zoning. Natural-Open Space (N-OS) areas are important in the preservation of natural, ecological functions of Maury County and in the preservation of the natural environment for current and future generations to enjoy.

General Characteristics: N-OS areas are public or privately-owned land intended to remain as open space for natural area conservation and passive recreation purposes.

N-OS areas should also provide opportunities for residents to connect with nature and preserve important environmental functions. These areas may also be secured and protected by conservation easements, land trusts, or government owned land.

Application: N-OS areas are located throughout Maury County, represented primarily by floodplain areas, wetlands, the Duck River corridor, State, County, and City-Owned parks with natural areas, and privately-owned land in its natural state.

Note: N-OS areas are illustrated in two manners on the Future Development Map. Floodplains area shapes are depicted as an overlay with a transparent diagonal fill allowing the underlying character area in developed areas to also be viewed. All other N-OS areas are shown with a solid fill.

Primary Future Land Uses

- Undeveloped areas in their natural state
- Passive recreation, including greenways and trails
- Cemeteries and burial grounds
- Civic benefit uses suitable for the area such as educational or nature centers and nature preserves

Compatible Zoning Classifications

- F-1, F-2, F-3 1
- Floodplain Districts 2
- Conservation Easements and Applicable buffer requirements 3
- F-1 4

DESIGN PRINCIPLES

Site Design

- Preserve scenic views, natural habitats and rural character
- Place building(s) and choose exterior materials to blend with surrounding landscape and to reduce visual impacts
- Maintain existing vegetation and tree cover

Density/Intensity

- Natural landscape with limited civic buildings to provide access and education to community

Green Space

- Natural landscape
- Maintain connections between natural features

Transportation

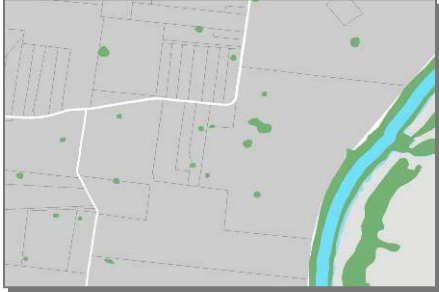
- Low pedestrian connectivity with greenways, trails
- Limited access with informal roadways such as unpaved roads

Infrastructure

- Not applicable

Visual Character Description: Natural-Open Space

Development Pattern



Transportation



Green Space



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Development Category: Rural

The Rural Category represents areas defined by agricultural uses, low density residential uses, and limited low intensity non-residential uses where appropriate. The intent of this category is to preserve and enhance the rural character of the area.

The development pattern is defined by sparsely scattered buildings connected by a road network that is not dense. Buildings are usually a combination of residential homes and structures for agricultural activities. Spacing between buildings is usually wide and they are separated by large tracts of land. Some rural areas may have clusters of residential buildings that are closer to one another and the street to create rural 'hamlets' such as Culleoka, Hampshire and Santa Fe.

Agricultural activities are an important and defining feature of this category. Pasture land, crop fields, and activities relating to harvesting the land are appropriate. Limited commercial activity can be found at cross roads. The non-residential uses should be limited to those that provide essential services to the rural community. Civic uses such as schools and post offices or commercial uses such as small grocery stores or feed stores are examples of appropriate non-residential uses. These areas support agritourism and ecotourism opportunities. Additionally, these buildings should be located on smaller lots, oriented close to the street, and clustered together to minimize the development of the surrounding rural landscape.

Transportation is characterized by a road network that is not dense and generally follows contours and other natural features. Typical rural road cross sections consist of the roadway, shoulders, and ditch and swales with no curbs or sidewalks. Because the road network is spread out, distances between intersections is greater. The nature of the road network and low frequency of intersections limits mobility options to motorized vehicles and increases trip distance and time.

Public and utility services are limited in rural areas. Public safety services such as police, fire, and medical response are limited because of the greater distances to travel and limited road connections. Civic services such as schools, community centers and post offices should be located at important cross roads. Electricity is the main utility service for rural areas. Water and sewer service is limited and should be discouraged from expanding into rural areas. Instead, water and sewer should be handled on site with best management practices to limit negative environmental impacts.

Green space is an important part of the rural character. Farm land and natural features are the main types of green space in rural areas and are mostly located on private land. Public access to green space is typically at regional parks that emphasize the preservation of land in a natural state and encourage agritourism and ecotourism.

RURAL CHARACTER AREAS

- Rural-Open Space
- Rural-Neighborhood
- Rural-Center
- Rural-Corridor



Rural Open Space



Rural Neighborhood



Rural-Center



Rural-Corridor

RURAL-OPEN SPACE

1

Intent: **PRESERVE** and **ENHANCE** the rural character of Maury County. Rural-Open Space (R-OS) areas are necessary to support the rural lifestyle and enhance the economic viability of agricultural activity.

Description: R-OS is characterized by low density residential development and agricultural activities. The general development pattern is scattered with large distances between buildings. Buildings are either removed from the road with deep setbacks or are located close to the road with an informal orientation to the roadway.

With the exception of arterial roadways that cross the area, the majority of roads are narrow rural roads. Roadway cross sections are typically defined by the roadway, shoulders, ditch and swales, and informal landscaping or farm fences lining the edges. Vehicular connectivity is low with large block lengths and infrequent intersections.

Future development should continue to emphasize the preservation of natural features and farmland and respect the community's rural character and active farms.

Application: R-OS areas are represented primarily by privately owned rural land with low levels of residential and agricultural development or no development. The character area is generally located outside of areas where municipal water and sewer exists. Extension of municipal water and sewer utilities into these areas is discouraged.

Primary Future Land Uses

- Undeveloped areas in their natural state
- Agricultural uses and accessory uses important to support the rural lifestyle such as barns or stables and uses supportive of agritourism and ecotourism
- Cemeteries and burial grounds
- Residential uses such as low density single-family
- Civic benefit uses such as places of worship, municipal parks or preserves, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- A-1; Conservation Subdivision 1

DESIGN PRINCIPLES

Site Design

- Deep building setbacks with green space or moderate building setbacks to locate building close to roadway
- Small building footprints in relation to lot size
- Access generally provided by private driveway

Density/Intensity

- Low density/intensity
- 0 to 1 du/5 acres
- Higher density/intensity as allowable by conservation subdivision ordinance

Green Space

- Natural landscape
- Maintain connections between natural features
- Maintain and preserve important agricultural land
- Informal landscaping

Transportation

- Low pedestrian connectivity with greenways and trails
- Low vehicular connectivity with generous distance between intersections
- Rural roadways with shoulder and ditch or swale is main road type

Infrastructure

- Limited municipal water and sewer
- Primary water supply through wells
- Primary sewer treatment utilizes septic or on-site treatment system
- Variable telecommunications
- Variable electricity

Visual Character Description: Rural-Open Space

Development Pattern



Transportation



Green Space



RURAL-NEIGHBORHOOD

① ② ③ ④

Intent: **PRESERVE** and **ENHANCE** the rural character of Maury County. Rural-Neighborhood (R-N) areas are intended to preserve the rural lifestyle with hamlet-style clustering of homes typically found in rural areas that are compatible with surrounding agricultural uses, that benefit from the scenic rural landscape and that accommodate limited residential growth.

General Characteristics: R-N is characterized by low density residential development and agricultural activities. The general development pattern is either scattered with large distances between buildings or clustered in small hamlets. Clustering can be defined by buildings located in close proximity and along a rural road or by conservation subdivisions that group homes to preserve important natural features, open space and the rural character of the area. Buildings are either removed from the road with deep setbacks or are located close to the road with an informal orientation to the roadway.

With the exception of arterial roadways that cross the area, the majority of roads are narrow rural roads. Roadway cross sections are typically defined by the roadway, shoulders, ditch and swales, and informal landscaping or farm fences lining the edges. Vehicular connectivity is low with large block lengths and infrequent intersections.

Future development should continue to emphasize the preservation of natural features such as natural drainage ways that utilize natural features for stormwater management and farmland.

Application: R-N primarily represents private agricultural land. R-N areas historically developed as rural clusters of homes or have experienced development pressure for higher density residential development that is inappropriate for the area. These areas are generally located outside of municipal water and sewer service, and their extension into these areas should be discouraged.

Primary Future Land Uses

- Agricultural uses and accessory uses important to support the rural lifestyle such as barns or stables and uses supportive of agritourism and ecotourism
- Residential uses such as low density single-family
- Cemeteries and burial grounds
- Civic benefit uses such as places of worship, municipal parks or preserves, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- A-2, A-2A; Conservation Subdivision ①
- RS-40, R-40; Conservation Subdivision ②
- AG; Conservation Subdivision ③
- AG. R-1; Conservation Subdivision ④

DESIGN PRINCIPLES

Site Design

- Deep building setbacks with green space or moderate building setbacks to locate building close to roadway
- Small building footprints in relation to lot size
- Access generally provided by private driveway

Density/Intensity

- Low density/intensity
- 0 to 1 du/acre
- Higher density/intensity as allowable by conservation subdivision ordinance

Green Space

- Natural landscape
- Maintain connections between natural features
- Maintain and preserve important agricultural land
- Informal landscaping

Transportation

- Low pedestrian connectivity with greenways and trails
- Low vehicular connectivity with generous distance between intersections
- Rural roadways with shoulder and ditch or swale is main road type

Infrastructure

- Limited municipal water and sewer
- Primary water supply through wells
- Primary sewer treatment utilizes septic or on-site treatment system
- Variable telecommunications

Visual Character Description: Rural-Neighborhood

Development Pattern



Transportation



Green Space



RURAL-CENTER

1

Intent: **ENHANCE** and **MAINTAIN** the rural character of Maury County by providing commercial and civic services intended to serve adjacent residential or agricultural areas with limited goods and services that are necessary to support the rural lifestyle, and are concentrated at important roadway intersections.

General Characteristics: Rural-Center (R-CTR) is characterized by clustered commercial and residential development around the intersection of prominent rural roads. The general development pattern is compact with moderate to short distances between buildings. Buildings are located close to the street with parking either in front, beside or behind the building on private property. Within the immediate area of major intersections, there is a limited block pattern with moderate distances between intersections.

Roadway cross sections are typically defined by the roadway and shoulders or sidewalks separating the street from private property. Pedestrian facilities such as sidewalks and greenways are appropriate.

R-CTR areas are generally located outside of areas where public water and sewer exists or is proposed. However, depending on the land use and location to municipal services, municipal water and sewer service may be appropriate.

Future development should emphasize the compact, small scale development that supports the immediate surrounding rural area. It should include compatible architecture styles that maintain the regional rural character rather than “franchise” or “corporate” architecture.

Application: R-CTR areas are generally located within the Rural areas of the *Maury County Growth Strategy*. R-CTR have traditionally developed with rural, low-density residential and commercial clusters and at the intersections of prominent rural roads.

Primary Future Land Uses

- Residential uses such as low density single-family
- Commercial and office uses necessary to support the rural lifestyle including small-scale retail or grocery stores, commercial nurseries, farm implement sales and supply stores, farmer’s markets, feed and seed stores, bed and breakfast, and agritourism/ecotourism supportive retail
- Cemeteries and burial grounds
- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- R-1, R-2; C-1 with proposed *Rural Center Overlay District* 1

DESIGN PRINCIPLES

Site Design

- Vehicular access from prominent rural roads
- Moderate to shallow setbacks are generally 40 to 20 feet in depth
- Moderate building footprint in relation to lot size

Density/Intensity

- Moderate density/intensity
- 0 to 4 du/acre
- 1-3 story buildings clustered around or close proximity to major intersections

Green Space

- Informal landscaping with areas in natural state
- Formal landscaping with built areas

Transportation

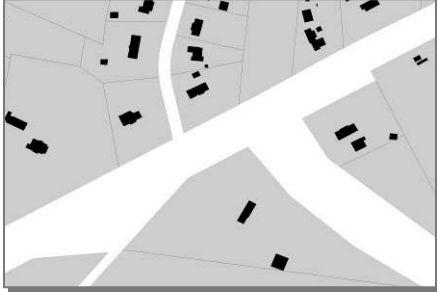
- Low pedestrian connectivity with greenways and multi-use trails
- Low vehicular connectivity with important connections at intersections of prominent rural roads

Infrastructure

- Limited municipal water and sewer
- Primary water supply through wells
- Primary sewer treatment utilizes septic or on-site treatment system
- Where water and/or sewer is available, densities can be higher than possible without water/sewer
- Variable telecommunications

Visual Character Description: Rural-Center

Development Pattern



Transportation



Green Space



RURAL-CORRIDOR

1

Intent: **PRESERVE** and **ENHANCE** the rural character of Maury County. Rural-Corridor (R-COR) areas are intended to preserve the rural lifestyle in rural areas that are compatible with surrounding agricultural uses that benefit from the scenic rural landscape, that accommodate limited residential growth, and that are located along the primary rural transportation throughways.

General Characteristics: R-COR is characterized by low density residential development and agricultural activities. The general development pattern is either scattered with large distances between buildings or clustered in small hamlets. Clustering can be defined by buildings located in close proximity and along a rural road or by conservation subdivisions that group homes to preserve important natural features, open space and the rural character of the area. Buildings are either removed from the road with deep setbacks or are located close to the road with an informal orientation to the roadway.

The R-COR roadway represents the primary transportation roadway in rural areas. The roadways that define rural corridors should preserve the rural character of the area and respect the scale and context of development in the area. Where rural corridors are divided highways, access should be limited and development should respect the character of rural areas. Roadway cross sections typically include the roadway, shoulders, ditch and swale with informal landscaping, tree lines, groves, or farm fences lining the edges. There is typically a low level of vehicular connectivity with large block lengths and infrequent intersections.

Future development should continue to emphasize the preservation of natural features such as natural drainage ways that utilize natural features for stormwater management and farmland.

Application: R-COR primarily represents private agricultural land. The character area is generally located outside of areas where public water and sewer exists or is proposed. Expansion of services into these areas should be discouraged.

Primary Future Land Uses

- Undeveloped areas in their natural state
- Agricultural uses and accessory uses important to support the rural lifestyle such as barns or stables and uses supportive of agritourism and ecotourism
- Residential uses such as low density single-family
- Cemeteries and burial grounds
- Civic benefit uses such as places of worship, municipal parks or preserves, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- A-2, A-2A; Conservation Subdivision 1

DESIGN PRINCIPLES

Site Design

- Deep building setbacks with green space or moderate building setbacks to locate building close to roadway
- Small building footprints in relation to lot size
- Access generally provided by private driveway

Density/Intensity

- Low density/intensity compatible with surrounding area, either R-O, R-N, or R-C character areas
- 1-3 story buildings

Green Space

- Natural landscape
- Maintain connections between natural features
- Maintain and preserve important agricultural land
- Informal landscaping

Transportation

- Low pedestrian connectivity with greenways and trails
- Low vehicular connectivity with generous distance between intersections
- Rural roadways with shoulder and ditch or swale is main road type

Infrastructure

- Limited municipal water and sewer
- Primary water supply through wells
- Primary sewer treatment utilizes septic or on-site treatment system
- Variable telecommunications

Visual Character Description: Rural-Corridor

Development Pattern



Transportation



Green Space



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Development Category: Suburban

The Suburban Category represents a transition between natural, and rural settings and urban environments. The intent of this category is to preserve natural features in the built environment, enhance the access to urban amenities such as jobs, retail services, and public services, and to create new opportunities to enhance the quality of life.

The development pattern of conventional suburban areas is generally characterized by the separation of land uses into residential and non-residential areas. Residential areas typically have clusters of similar one and two story residential buildings, lots surrounded by landscaping on all sides, and a moderate to high degree of building separation. Non-residential areas are typically located along major roads or at major crossroads. Commercial uses are typically clustered together and are designed largely to accommodate vehicular access. Public and civic buildings such as schools or government offices are usually located in isolation from other uses and along major roads.

Transportation design is centered on the automobile but pedestrian facilities are included. Road networks have a moderate degree of connectivity and frequency of intersections. Because trip distances are typically too long for walking, transportation mobility is largely dependent on motor vehicles. Streets are typically curvilinear with residential streets often ending in cul-de-sacs. A typical cross section of a street includes the roadway, curb and gutter, and in some cases sidewalks.

Green space in suburban areas is largely located on private properties and associated with the yard area surrounding buildings. Public green space is typically in the form of parks with recreation facilities such as ball parks or small neighborhood parks.

While this established model of suburban development is prominent, a desire for a more complete and integrated physical form is desired. New suburban development should integrate different land uses where appropriate and increase the connections between land uses. This type of approach should reduce the influence of design around motor-vehicles. Examples of this type of development pattern include connecting residential developments to other residential developments or commercial areas. Within commercial areas, buildings should be located closer to the street and separated from the roadway by landscaping rather than parking lots. Parking and additional commercial building should be located behind buildings that front the street. Civic buildings and uses such as schools and parks should be located where commercial and residential uses connect to create suburban centers with a cluster of services and activities for a community.

SUBURBAN CHARACTER AREAS

- Suburban-Neighborhood
- Suburban-Center
- Suburban-Corridor



Suburban-Neighborhood



Suburban-Center



Suburban-Corridor

SUBURBAN-NEIGHBORHOOD

2 3 4

Intent: **ENHANCE** existing suburban neighborhoods and **CREATE** new suburban neighborhoods to improve the quality of life in Maury County with an increased sense of place and community.

Description: Suburban-Neighborhood (S-N) is characterized by residential development and neighborhoods. The general development pattern is defined by single use activity on individual lots. Street networks are defined by curvilinear streets and moderate distances between intersections. Buildings have moderate setbacks and use the building structure or landscaping to frame the street.

Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of the public right-of-way and private property.

Green space is largely incorporated on individual lots, but neighborhood and community parks should be located within neighborhoods to enhance the quality of life.

Connectivity is moderate for vehicles, pedestrians, and bicycle users. Future development should emphasize connectivity and housing diversity. It should also focus on creating a pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly multi-use trail/bike routes linking neighboring communities and major destinations such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc.

Application: S-N is generally located along the outer edges of the cities. Additionally, S-N is defined as an area where municipal water and sewer is provided or proposed.

Primary Future Land Uses

- Residential uses such as single family detached and attached
- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- RS-20, R-20, RS-10, R-10, 2
- RS, RG1, RG2 3
- R-1, R-2, R-3, R-4, 4

DESIGN PRINCIPLES

Site Design

- Vehicular access from private driveways
- Moderate to shallow setbacks are generally 40 to 20 feet in depth
- Low to moderate lot coverage with medium building footprint in relation to lot size

Density/Intensity

- Moderate density/intensity
- 2 to 4 du/acre

Green Space

- Informal landscaping with passive use areas
- Formal landscaping with built areas
- Neighborhood Parks
- Community Parks

Transportation

- Low to moderate pedestrian connectivity with sidewalks, greenways, and pedestrian paths
- Moderate vehicular connectivity with curvilinear streets and generous to moderate distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description: Suburban-Neighborhood

Development Pattern



Transportation



Green Space



SUBURBAN-CENTER

2 4

Intent: **ENHANCE** existing suburban centers and **CREATE** new centers to improve the quality of life with an increased sense of place and community.

General Characteristics: Suburban-Center (S-CTR) is characterized by commercial and residential development at the intersection of major transportation corridors. The general development pattern is centered at, or in close proximity to, the major intersection with single use commercial, office, and residential uses as well as mixed use development. Street networks are defined by curvilinear and linear streets with moderate distances between intersections.

Buildings have shallow to moderate setbacks and use the building structure or landscaping to frame the street. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of the public right-of-way and private property. Access to properties should be managed with limited curb cuts, frontage roads, and side streets. Connectivity is moderate for vehicles and high for bikes and pedestrians.

Uniform sign standards should apply with appropriate sign types including building mounted, projecting, awning, and monument. Landscaping standards should apply along the corridor, including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor.

Future development should emphasize connectivity and housing diversity and be organized in a nodal fashion with commercial/mixed use development opportunities concentrated at important intersections.

Application: S-CTR is generally at the intersection of major transportation corridors.

Primary Future Land Uses

- Residential uses such as single-family attached and multi-family
- Office and commercial uses
- Mixed use development with appropriate mixtures of residential, office, and commercial uses
- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- RM-1, RM-2; MCD, MRC or GCS *Suburban Center Overlay District* 2
- R-4, R-5; B-1, B-2, B-3 or B-4 with proposed *Suburban Center Overlay District* 4

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Shallow to moderate setbacks are generally 40 to 20 feet in depth
- Moderate lot coverage with medium building footprint in relation to lot size

Density/Intensity

- Moderate density/intensity
- 1-5 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- Moderate vehicular connectivity with curvilinear and linear streets and generous to moderate distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description: Suburban-Center

Development Pattern



Transportation



Green Space



SUBURBAN-CORRIDOR

2 3 4

Intent: **ENHANCE** existing and **CREATE** suburban corridors to improve the quality of life with an increased sense of place, establish a well-functioning corridor that facilitates traffic flow, provide for a variety of land uses that serve local needs, facilitate an appropriate transition from intensive corridor uses to adjacent neighborhoods, encourage concentration of higher intensity uses into mixed-use nodes and discourage strip commercial development.

General Characteristics: Suburban-Corridor (S-COR) is characterized by residential and low-intensity commercial development along major transportation corridors. The general development pattern is linear along the corridors with mixed use, commercial and office concentrated at intersections with stretches of higher-intensity residential uses in between buffering adjacent S-N areas. Large concentrations of mixed use, office and commercial uses should occur only in S-CTR and are not appropriate in S-COR. Street networks are defined by curvilinear and linear streets with moderate distances between intersections.

Buildings have moderate to deep setbacks and use the building structure or landscaping to frame the street. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of the public right-of-way and private property. Access to properties should be managed with limited curb cuts, frontage roads, and side streets. Connectivity is moderate for vehicles and high for pedestrians/bicycle users.

Uniform sign standards should apply with appropriate sign types including building mounted, projecting, awning, and monument. Landscaping standards should apply along the corridor, including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor.

Future development should emphasize connectivity and housing diversity and should provide opportunities for development of higher intensity residential along major transportation arteries.

Application: S-COR is generally located along principal arterials, generally with direct frontage or access to the major roadway. Zone changes from non-commercial districts to districts that allow commercial should occur only after adoption of a corridor land use and transportation study that identifies appropriate locations for small-scale nodes with less impact than S-CTR areas and should include an overlay zoning to manage design and access.

Primary Future Land Uses

- Residential uses such as single-family and multi-family
- Office and commercial uses
- Mixed use development with appropriate mixtures of residential, office, and commercial uses
- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- RS-10, R-10, RS-6, R-6, RM-1, RM-2; MCD, MRC or GCS with proposed Corridor Overlay District 2
- RS, RG-1, RG-2, RG3; C1, C2, C3 or C4 with proposed Corridor Overlay District 3
- R-2, R-4, R-5; B-1, B-2, B-3 or B-4 with proposed Corridor Overlay District 4

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Deep to moderate setbacks are generally 40 to 20 feet
- Moderate lot coverage with medium building footprint in relation to lot size

Density/Intensity

- Moderate density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping
- Moderately dense street trees, bushes, and planting strips

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- Moderate vehicular connectivity with curvilinear and linear streets and generous to moderate distance between intersections

Infrastructure

- Municipal water/sewer service
- Telecommunications available

Visual Character Description: Suburban-Corridor

Development Pattern



Transportation



Green Space



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Development Category: Urban

The Urban Development Category is defined by the highest intensity of development. The intent of this category is to enhance and create quality, walkable communities with residential and non-residential uses in close proximity to one another. Additionally, this category intends to preserve historic buildings and street patterns associated with traditional town centers.

The development pattern of urban areas is defined by high intensity of street connection, buildings, and land uses. Commercial areas are defined by buildings that consume most of the lot and have little to no setbacks from the street. The building uses are typically a mixture of retail, office, and residential uses. The scale of buildings varies but is intended to frame the street with two or more stories. Residential neighborhoods are defined by smaller lots, smaller yard setbacks, and are located closer to the street than suburban residential development.

The transportation network of urban areas is an intense network of linear streets, smaller, walkable blocks, and frequent intersections. Mobility options are greater in urban areas with walkable distances between land uses and an emphasis on integrating motor vehicle traffic and pedestrians. A typical cross section of an urban street includes the roadway, curb and gutter, street trees or other street furniture, and a sidewalk. On-street parking is also a part of urban areas. It provides activity along the street and a buffer between moving traffic and the pedestrian walkways.

Green space in urban areas is made up of street trees or other plantings that line sidewalks, small urban parks, and small yards in urban neighborhoods.

Urban areas also provide the highest degree of public and utility services. Water, sewer, electricity, and other utilities are all provided. Additionally, the full range of public safety services are available and can provide the quickest response times in urban areas. Civic services such as government buildings are also typically located in urban areas.

URBAN CHARACTER AREAS

- Urban-Neighborhood
- Urban-Center
- Urban-Corridor



Urban-Neighborhood



Urban-Center



Urban-Corridor

URBAN-NEIGHBORHOOD

2 3 4

Intent: **ENHANCE** and **MAINTAIN** existing urban neighborhood character by accommodating in-fill development that respects the scale, setback, and style of existing adjacent homes and protects and stabilizes existing dwellings, many of which have historic value. **CREATE** new urban neighborhoods to improve the quality of life in Maury County with an increased sense of place and community.

General Characteristics: Urban Neighborhood (U-N) is characterized by compact, walkable development in close proximity to a city or neighborhood center. The general development pattern is defined by residential development and civic uses such as schools. Buildings have moderate to shallow setbacks and use the building structure or landscaping to frame the street.

Street networks are defined by linear streets with moderate to short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of the public right-of-way and private property. On-street parking should be encouraged. Connectivity is high for vehicles, pedestrians, and bicycle users.

Green space on individual lots is reduced since lots are smaller. Neighborhood parks provide large green space and recreation.

Future development should emphasize connectivity and housing diversity by accommodating a mix of housing types and sizes with redevelopment, including small-lot single family, townhomes, and live/work units. Duplexes, townhomes and multi-family units should only be located at key intersections and where full services, public facilities and routes of potential public transportation are available. Access to nearby corridors and centers should be improved with additional pedestrian and bicycle infrastructure.

Application: U-N areas are generally those areas within the *Urban Development Category* that are not included in the Urban Center and Urban Corridor character areas.

Primary Future Land Uses

- Residential uses such as single family attached and detached
- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- RS-10, R-10, RS-6, R-6, RM-1, RM-2 2
- RS, RG1, RG3 3
- R-2, R-4, R-5, R-6 4

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by alleys and private driveways
- Shallow building setbacks are generally 20 feet or less in depth
- Moderate to high lot coverage with medium to large building footprint in relation to lot size

Density/Intensity

- Moderate to high density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood parks

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with curvilinear and linear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description: Urban-Neighborhood

Development Pattern



Transportation



Green Space



URBAN-CENTER

2 3 4

Intent: **ENHANCE** existing urban centers to improve the quality of life and to increase the sense of place and community. It is intended to encourage a revitalization and redevelopment of existing underutilized automobile-oriented centers into a mixed-use, pedestrian-oriented activity center in order to create vitality, and reinforce the area's role as a local activity center. It is also intended to attract larger-scale activities that are not appropriate in adjacent U-COR areas, but that are too limited in scale to locate in the District-Downtown.

General Characteristics: The general development pattern of Urban-Center (U-CTR) areas is defined by compact, one-to-three story, mixed use development that typically include small-scale commercial uses such as a bank, produce market, drug store, cleaners or similar uses along with multi-family residential arranged in a pedestrian-friendly village setting. Buildings have shallow setbacks and use the building structure to frame the street. Green space is characterized by street trees, planters, planting strips, and formal public parks.

Street networks are defined by linkage to adjacent corridors. Roadway cross sections are typically defined by the roadway, curb and gutter, and sidewalks with a well defined pedestrian environment. Parking is limited to on-street and behind or beside buildings. Connectivity is high for vehicles, bikes and pedestrians.

Future development should emphasize connectivity and uses that generate a high level of activity, but respect the predominant scale of the surrounding area. It should include a gradual transition from any larger scaled masses while reinforcing traditional pedestrian-scaled development patterns, including building placement, lighting, site features, sidewalk use and amenities, traffic patterns, etc.

Application: U-CTR is generally located at the intersection of important transportation corridors. U-CTR areas have a service radius of one mile with a minimum of one-half to one mile between each U-CTR area.

Primary Future Land Uses

- Mixed use development with appropriate mixtures of residential, office, and commercial uses
- Office and commercial uses
- Residential uses such as single-family attached and multi-family
- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- RM-1, RM-2; MCD or MRC with proposed *Mixed Use Overlay District* 2
- C1, C2, C or RG3 with proposed *Mixed Use Overlay District* 3

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by alleys and private driveways
- Shallow building setbacks are generally 20 feet or less in depth
- Moderate to High lot coverage with medium to large building footprint in relation to lot size

Density/Intensity

- Moderate to High density/intensity with no greater than 50,000 sq. ft. in one center and no store greater than 35,000 sq. ft.
- TBD du/acre for single family
- TBD du/acre for multi-family
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood Parks

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with curvilinear and linear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description: Urban-Center

Development Pattern



Transportation



Green Space



URBAN-CORRIDOR

2 3 4

Intent: **ENHANCE** existing urban corridors where to encourage revitalization and redevelopment that improves the quality of life and increase the sense of place and community and a well-functioning corridor that facilitates traffic flow as well as a variety of land uses. **MAINTAIN** the residential character in specific areas while allowing for a mixture of office, retail and residential uses.

General Characteristics: Urban-Corridor (U-COR) areas are characterized by compact, walkable development typical along major urban corridors. The general development pattern is defined by compact, residential-scaled, mixed use development. Buildings have shallow setbacks that respect the established building line defined by adjacent historic buildings.

Street networks are defined by linear streets with moderate to short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks with a well defined pedestrian environment. Parking is limited to behind or beside buildings. Connectivity is high for vehicles, pedestrians, and bicycle users.

Green space is characterized by street trees, planters, and planting strips. The character area is generally located within areas where public water and sewer exists or is proposed.

Future development should emphasize connectivity and uses that generate a medium level of activity. Higher intensity activities are not appropriate within the U-COR. Instead, these activities belong within U-CTR areas.

Application: U-COR is generally located along principal arterials where a mix of uses has developed over time. Additionally, the U-COR character areas are generally those prosperities with direct frontage or access to the major roadway.

Primary Future Land Uses

- Residential uses such as single-family attached and multi-family
- Office and commercial uses
- Mixed use development with appropriate mixtures of residential, office, and commercial uses
- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks

Compatible Zoning Classifications

- RM-1, RM-2; CSO, MCD, MRC or GCS with proposed *Corridor Overlay District* 2
- C1, C2, C3 or RG3 with proposed *Corridor Overlay District* 3
- R-4, R-5; B-1, B-2 or B-4 with proposed *Corridor Overlay District* 4

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by alleys and private driveways
- Shallow building setbacks are generally 20 feet or less in depth
- Moderate to high lot coverage with medium to large building footprint in relation to lot size

Density/Intensity

- Moderate to high density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood parks

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with curvilinear and linear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description: Urban-Corridor

Development Pattern



Transportation



Green Space



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Development Category: District

The District Category accommodates activities and uses that are not addressed by the traditional community elements of open space, neighborhoods, centers, and corridors. The intent of this category is to create and enhance areas that permit specific land uses or services and to help integrate special use areas into the community fabric.

The development patterns for districts are typically large land developments or important activity centers. Examples include airports, industrial sites that require a large geographic area, or traditional town centers.

Typically large buffers are required to limit the impacts of the land use on adjacent areas. To help limit the district's impact on the surrounding character areas, efforts should be made to mirror the character of the surrounding areas at the district edge. Similar street types and landscaping buffers are an example of this type of character merging.

For districts such as traditional town centers, efforts should be made to connect the district with the surrounding character areas. Sidewalk connections and design elements such as sidewalks, streets, and trails should emphasize the connecting points and the edges of this type of district. Likewise, measures should be taken to limit buffers and other design elements that would emphasize separation between the district and the surrounding character areas.

Transportation in and around districts can vary greatly. For heavy land uses such as industrial uses, the transportation system should be designed to accommodate large, heavy vehicles. Access to loading or heavy service areas should be accommodated on site and away from major road access points. For traditional town centers, transportation system should be designed to accommodate all forms of transportation including cars, bicycles, and pedestrians.

Green space is variable in districts. Most green space is associated with landscape buffers or large open areas such as an airport runway, or formal civic spaces such as a town square.

Utility services are an important component of district areas. Where heavy uses are located, such as industrial uses or airports, it is important that water, sewer, and electrical services are provided. Wastewater and sewage are important to manage.

DISTRICT CHARACTER AREAS

- District-Airport
- District-Downtown
- District-Interstate Gateway
- District-Medical Arts
- District-Employment (including the Eco-sensitive Sustainable Development Overlay)



District-Airport



District-Downtown



District-Employment



District-Interstate Gateway



District-Medical Arts

DISTRICT-AIRPORT

3

Intent: **ENHANCE** existing airport facility and related business facilities to **CREATE** new economic opportunities for Maury County while discouraging land uses and development patterns that could present a conflict with future aviation operations

General Characteristics: Airports and related facilities have unique requirements for development as well as the development around them. Airports provide unique transportation access to areas as well as important business opportunities.

Because of the regulated nature of airports, federal, state, and local requirements manage sound and landscaping buffer requirements for airport facilities as well as regulate height and land use activity in close proximity to the airport.

Building development should be variable within the District-Airport (D-A) to promote the specific needs of industrial activities or businesses. Appropriate landscaping and open space between buildings and adjacent land uses should be provided to help limit negative visual and noise impacts of activity within the district on surrounding areas. Internal transportation should be designed to accommodate heavy and large vehicles associated with industrial or shipping activity.

Access to the district should be controlled with limited connections to surrounding development. Access to the district should be located along a major roadway.

Application: The D-A is located along North Main Street in Mt. Pleasant.

Primary Future Land Uses

- Air travel facilities
- Industrial uses such as low or high intensity manufacturing, assembly, distribution, processing, wholesale trade, or similar
- Office uses such as business parks or large business facilities

Compatible Zoning Classifications

- M1, M2 3

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Deep to moderate setbacks are generally 40 to 20 feet in depth
- Moderate lot coverage with medium building footprint in relation to lot size

Density/Intensity

- Moderate density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips

Transportation

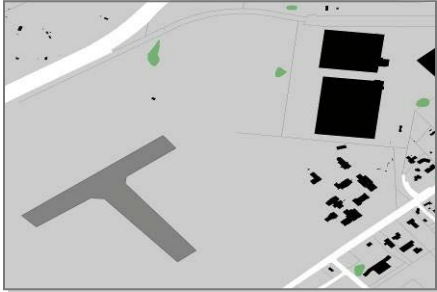
- Moderate vehicular connectivity with curvilinear and linear streets and generous to moderate distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description: District-Airport

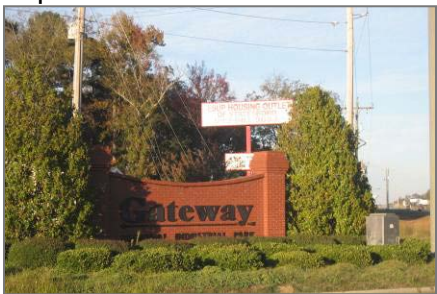
Development Pattern



Transportation



Green Space



DISTRICT-DOWNTOWN

2 3 4

Intent: **ENHANCE** existing downtowns in Mt. Pleasant and Columbia and **CREATE** a downtown in Spring Hill to improve the quality of life and to increase the sense of place and community. It is intended to encourage a true live, work, play environment that includes a mixture of the government facilities, new commercial and residential, historic buildings and long-term services that can create vitality and reinforce the area's role as an activity and civic center.

General Characteristics: District-Downtown (D-D) is characterized by compact, walkable development typical of town centers. The general development pattern is defined by compact, mixed use development. Buildings have shallow setbacks and use the building structure to frame the street. Green space is characterized by street trees, planters, planting strips, and formal public parks and squares.

Street networks are defined by linear streets with short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, and sidewalks with a well defined pedestrian environment. Parking is limited to on-street and behind or beside buildings. Connectivity is high for vehicles, pedestrians, and bicycle users.

Future development should emphasize connectivity and uses that generate a high level of activity. It should reinforce traditional pedestrian-scaled development patterns, including building placement, lighting, site features, sidewalk use and amenities, traffic patterns, etc. It should retain and enhance existing building stock with appropriate maintenance and rehabilitation, and encourage mixed use development in buildings with underutilized upper floors and infill opportunities (e.g. residential above ground floor retail).

Application: D-D areas are centrally located within the cities. And generally encompass the area within a quarter mile radius of the intersection of primary focal point of the downtown.

Primary Land Uses

- Mixed use (MU) development with appropriate mixtures of residential, office, and commercial uses
- Office and commercial uses
- Entertainment and cultural centers
- Residential uses such as single-family attached and multi-family
- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks

Compatible Zoning Classifications

- RM-1, RM-2; CBD, MCD, MRC; *MU Overlay District* 2
- C1, C2, C3; RG3; *MU Overlay District* 3
- R-4, R-5; B-2; *MU Overlay District* 4

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by alleys and private driveways
- Shallow building setbacks are generally 20 feet or less in depth
- Moderate to high lot coverage with medium to large building footprint in relation to lot size

Density/Intensity

- Moderate to high density/intensity
- 1-5 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood Parks

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with curvilinear and linear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description: District-Downtown

Development Pattern



Transportation



Green Space



DISTRICT-MIXED USE COMMUNITY

4

Intent: **CREATE** mixed-use communities that reflect a mix of residential, commercial, office and open space developed based on traditional small town and city neighborhood development principles that accommodate compact, mixed use neighborhoods where residential commercial and civic buildings are within close proximity to each other.

General Characteristics: District-Mixed Use Community (D-MUC) is defined by compact, mixed-use development. Buildings have shallow setbacks and use the building structure to frame the street.

Street networks are defined by linear streets with moderate to short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks and formal landscaping at the edge of the public right of way and private property. Parking for mixed use and multifamily areas is limited to on-street and behind or beside buildings. Connectivity is high for vehicles, pedestrians, and bicycle users.

Future development should emphasize connectivity and housing diversity by accommodating a mix of housing types and sizes, including small-lot single family, townhomes and live/work units. Mixed use development nodes should be incorporated within the communities to provide commercial and service uses within walking distance of residences.

Vertical mixed-use development that places residential above ground floor office and retail uses is encouraged. Duplexes, townhomes and multifamily units should locate near or within mixed use development nodes. Future development should reinforce traditional pedestrian-scaled development patterns, including building placement, lighting, site features, sidewalk use and amenities, traffic patterns, etc.

Green space is characterized by street trees, planters, planting strips, and formal public parks and squares.

Application: D-MUC is applied when there is an expressed interest in the area's development pattern evolving to promote a mixture of housing types, commercial, and office land uses as well as greater connectivity. Implementation of this area should require completion of a more detailed master plan.

Primary Land Uses

- Mixed use development with appropriate mixtures of residential, office, and commercial uses
- Office and commercial uses
- Residential uses such as single-family detached, single-family attached and multi-family
- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks

Compatible Zoning Classifications

- R-6 4

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by alleys and private driveways
- Shallow building setbacks, generally 20 feet or less in depth for residential areas
- Buildings in mixed use node areas should be built to the edge of the sidewalk
- Moderate to high lot coverage with medium to large building footprint in relation to lot size

Density/Intensity

- Moderate to high density/intensity
- 1-5 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood parks

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with curvilinear and linear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description: District-Mixed Use Community

Development Pattern



Transportation



Green Space



DISTRICT-INTERSTATE GATEWAY

① ②

Intent: **ENHANCE** existing highway commercial businesses associated with interstate interchanges, to define a visual gateway to Maury County and **CREATE** opportunities for industrial or large business facilities to take advantage of I-65 access and proximity to Nashville.

General Characteristics: The District-Interstate Gateway (D-IG) areas are intended to accommodate industrial and business development that is not easily accommodated within the Community Elements (Open Space, Neighborhoods, Corridors, or Centers). D-IG areas are expected to capitalize on their I-65 access and develop with large-scale distribution facilities, industrial activities, office park developments, and highway commercial activity when infrastructure is in place to support such uses.

D-IG areas are characterized by auto-oriented commercial and industrial uses that cater to travelers along I-65 and the available workforce. As prominent gateways to the county, attention should be paid to permitted signage, the presence of sidewalks and other site or streetscape features that can enhance or detract from the aesthetic and functional qualities of the area.

Application: The D-IG areas are located at the intersection of US-412 and Interstate 65 and at the intersection of SR-50 and I-65.

Primary Future Land Uses

- Passive recreation, including greenways and trails
- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)
- Commercial uses such as gas stations, restaurants, hotel and motel uses, or other similar interstate highway oriented uses
- Industrial uses such as low or high intensity manufacturing, assembly, distribution, processing, wholesale trade, or similar
- Office uses such as business parks or large business facilities

Compatible Zoning Classifications

- M-1, M-2, M-3: C-2 or C-3 fronting major highways with proposed *Interchange Overlay District* ①
- ISD, GCS fronting major highways; IR, IG, IS ②

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Deep to moderate setbacks are generally 40 to 20 feet in depth
- Moderate lot coverage with medium building footprint in relation to lot size

Density/Intensity

- Moderate density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips

Transportation

- Moderate vehicular connectivity and generous to moderate distance between intersections
- Shared side and rear commercial parking

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description: District-Interstate Gateway

Development Pattern



Transportation



Green Space



DISTRICT-MEDICAL ARTS

2

Intent: **ENHANCE** and **MAINTAIN** existing concentration of medical arts related facilities located near Maury Regional Medical Center (MRMC) and attract ancillary uses to accommodate economic growth in this growth industry.

General Characteristics: The District-Medical Arts (D-MA) is intended to incorporate MRMC and the concentration of medical-related offices, facilities and ancillary uses that surround the hospital including professional medical and dental offices, nursing home facilities, retail pharmacies and restaurants.

Building development should be variable within D-MA to promote the specific needs of an area that accommodates a variety of scale and building design that supports the goal of encouraging a walkable, medical center area. Mixed-use opportunities, such as medical offices above ground floor retail, are encouraged.

Appropriate landscaping and open space between buildings and adjacent land uses should be provided to enhance the appearance of the area and buffer negative visual and noise impacts of activity within D-MA on surrounding areas. Open space should be retained and landscaping incorporated into site design and parking areas. Front-yard parking should be discouraged.

Future development should reflect unified development pattern that includes connectivity between uses, controlled signage (height, size, type) to prevent “visual clutter” and supporting commercial uses to serve workers and patrons of these developments. The area should include an extensive pedestrian circulation system that makes walking convenient. It should also accommodate housing that would benefit from proximity to health services (senior housing, nursing home, special needs housing, and guest lodging for families of hospital patients).

Application: The D-MA includes MRMC and properties to the east/southeast near the intersection of James Campbell Boulevard and Trotwood Avenue.

Primary Future Land Uses

- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)
- Hospital or clinic as well as
- Office and commercial uses
- Mixed use (upper floor office or residential and ground floor retail)
- Residential uses such as single-family attached and multi-family
- Special housing such as senior housing, assisted living facility, special needs housing, guest lodging for patients’ families)

Compatible Zoning Classifications

- OCL, RM-1, RM-2 or GCS with proposed *Medical Arts Overlay District* 2

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Deep to moderate setbacks are generally 40 to 20 feet in depth
- Moderate lot coverage with medium building footprint in relation to lot size
- Variable buffer distances to accommodate unique uses

Density/Intensity

- Moderate density/intensity
- 1-3 story buildings (with the exception of hospital site buildings)

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips

Transportation

- Moderate vehicular connectivity with curvilinear and linear streets and generous to moderate distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description: District-Medical Arts

Development Pattern



Transportation



Green Space



DISTRICT-EMPLOYMENT

① ② ③ ④

Intent: **ENHANCE** and **MAINTAIN** existing business and industrial facilities and **CREATE** new facilities to accommodate economic growth.

General Characteristics: The District-Employment (D-E) is intended to incorporate many aspects of commerce such as professional office buildings, corporate office, regional office, high-tech and research facilities and small office campuses and light industrial uses such as warehousing and wholesale.

Building development should be variable within D-E to promote the specific needs of large-scale activities or businesses and accommodate large-footprint distribution facilities, industrial activities, or office parks.

Appropriate landscaping and open space between buildings and adjacent land uses should be provided to help limit negative visual and noise impacts of activity within the district on surrounding areas. Internal transportation should be designed to accommodate heavy and large vehicles associated with industrial or shipping activity.

Access to the district should be controlled with limited connections to surrounding development and should be located along a major roadway. Master planning is required to address access and circulation.

Future development should reflect a campus or unified development pattern that includes on-site stormwater detention or retention features, such as pervious pavements, provides for connectivity between uses, has controlled signage (height, size, type) to prevent “visual clutter” and includes supporting commercial uses to serve workers and patrons of these developments. Buildings set in a campus setting should have an internal pedestrian circulation system that makes walking from building to building convenient.

Application: D-E areas are located throughout the county and include existing industrial areas or areas that have been designated for future industrial development. Special designation for **Eco-sensitive Sustainable Development Overlay** is applied to some properties adjacent to the I-65 corridor near the Duck River. A master plan to support economic development balanced with environmental sustainability should govern future development activities at this location.

Primary Future Land Uses

- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)
- Office uses such as business parks or large business facilities
- Technology parks and research facilities
- Industrial uses such as low or high intensity manufacturing, assembly, distribution, processing, wholesale trade, or similar

Compatible Zoning Classifications

- M-1, M-2, M-3 ①
- LM, M1, M2 ③
- IR, IG, IS, ISD ②
- M-1, M-2, M-3 ④

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Deep to moderate setbacks are generally 40 to 20 feet in depth
- Moderate lot coverage with medium building footprint in relation to lot size
- Variable buffer distances to accommodate unique uses

Density/Intensity

- Moderate density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips

Transportation

- Moderate vehicular connectivity with curvilinear and linear streets and generous to moderate distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description: District-Employment

Development Pattern



Transportation



Green Space



CHARACTER AREA IMPLEMENTATION STRATEGY

The Character Area Implementation Strategy is used to link the desired physical development patterns identified in the Future Development Guide Character Area Descriptions with appropriate modifications to development regulations necessary to implement the descriptions and policy intent. For some of the Character Areas, the desired physical development patterns are prohibited by existing regulations. Likewise, some of the desired development patterns are not regulated currently and new regulations are needed to help guide and implement the desired development patterns.

Below is a list of specific strategies for each Character Area that when implemented, will help Maury County achieve its desired vision of future development. For additional explanation of terms and implementation tools, refer to the *Implementation Program* and the *Glossary of Terms and Development Concepts*.

Natural - Open Space ①②③④

- ☞ **N-OS Strategy 1.** Pursue Government Purchase of environmentally sensitive lands for the creation of wildlife areas, nature preserves, and public parks
- ☞ **N-OS Strategy 2.** Develop a land conservation program with the Land Trust of Tennessee, Nature Conservancy or other similar entity to create conservation easements or other similar conservation tools that preserve important natural areas.
- ☞ **N-OS Strategy 3.** Review Floodplain protection ordinance to ensure compliance with state and federal regulations
- ☞ **N-OS Strategy 4.** Review development regulations to ensure stormwater and erosion controls mitigate construction and development impacts on natural areas
- ☞ **N-OS Strategy 5.** Develop a Countywide Greenways Master Plan that outlines a countywide system of interconnected greenway/trail corridors, addresses greenway trail crossings of all roads, defines specific priorities for property acquisition to develop the system.

Rural - Open Space ①

- ☞ **R-OS Strategy 1.** Adopt a conservation subdivision ordinance to ensure the preservation of important natural features and the rural character of Maury County
- ☞ **R-OS Strategy 2.** Maintain AG-5 development regulations
- ☞ **R-OS Strategy 3.** Adopt typical street cross-sections and/or development standards for R-OS that identifies appropriate width and configuration and that require paved roads to use drainage swales in lieu of curb, gutter and sidewalk
- ☞ **R-OS Strategy 4** Adopt a policy that discourages extension of public utilities into R-OS

Rural – Neighborhood ①②③④

- ☞ **R-N Strategy 1.** Adopt a conservation subdivision ordinance to ensure the preservation of important natural features and the rural character of Maury County
- ☞ **R-N Strategy 2.** Maintain one dwelling unit per acre zoning regulations

Rural – Center ①

- ☞ **R-CTR. Strategy 1.** Develop R-CTR Master Plans to guide enhancements and redevelopment activity
- ☞ **R-CTR Strategy 2.** Adopt Rural Center overlay district that defines desired standards for commercial uses and site design

Rural-Corridor ①

- ☞ **RC Strategy 1.** Adopt Rural Corridor overlay district that defines standards for site design, access management and street design that supports context sensitive street design and preserves the rural character

Suburban – Neighborhood ① ② ③ ④

- ☞ **S-N Strategy 1.** Develop a Traditional Neighborhood Development (TND) ordinance
- ☞ **S-N Strategy 2.** Develop street connectivity requirements that require a connected system of streets with in new subdivisions and connections to existing subdivisions, including requiring multiple stub out streets to allow for future connectivity when adjacent properties develop
- ☞ **S-N Strategy 3.** Adopt a conservation subdivision ordinance
- ☞ **S-N Strategy 4.** Adopt a Tree Protection/Replacement Ordinance that limits clearing and grading to maintain the natural tree canopy as much as possible
- ☞ **S-N Strategy 5.** Reduce PUD minimum area requirements to encourage smaller developments and innovative infill development
- ☞ **S-N Strategy 6.** Develop residential infill guidelines applicable in Suburban Neighborhood areas in order to ensure that the scale and character of new development on vacant lots is compatible with existing development

Suburban-Center ② ③ ④

- ☞ **S-CTR. Strategy 1.** Develop S-CTR Master Plans to guide enhancements and redevelopment activity
- ☞ **S-CTR Strategy 2.** Develop a Center Overlay District to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the center

Suburban-Corridor ② ③ ④

- ☞ **S-COR Strategy 1.** Develop S-COR Master Plans to guide enhancements and redevelopment activity
- ☞ **S-COR Strategy 2.** Develop a Corridor Overlay District to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the corridor

Urban-Neighborhood 2 3 4

- ☞ **U-N Strategy 1.** Develop U-N Neighborhood Plans to guide enhancements and redevelopment activity
- ☞ **U-N Strategy 2.** Develop a Traditional Neighborhood Development (TND) ordinance to create walkable, compact residential development
- ☞ **U-N Strategy 3.** Develop a PUD zoning category to encourage innovative site design and development
- ☞ **U-N Strategy 4.** Reduce minimum lot dimensions to encourage compact, walkable development patterns
- ☞ **U-N Strategy 5.** Amend the zoning ordinance to include flexible setback provisions for infill development to reduce setback requirements while ensuring new standards respect the existing development dimensions

Urban-Center 2 3 4

- ☞ **U-CTR. Strategy 1.** Develop U-CTR Master Plans to guide enhancements and redevelopment activity
- ☞ **U-CTR. Strategy 2.** Develop an U-CTR overlay district to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the center

Urban-Corridor 2 3 4

- ☞ **U-COR Strategy 1.** Develop Master Plans to guide enhancements and redevelopment activity
- ☞ **U-COR Strategy 2.** Develop an U-COR overlay district to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the corridor

District-Airport 3

- ☞ **D-A Strategy 1.** Enforce existing height requirements
- ☞ **D-A Strategy 2.** Review rezoning requests to ensure compatibility with D-A character area
- ☞ **D-A Strategy 3.** Review and modify industrial zoning category standards to accommodate desired business development
- ☞ **D-A Strategy 4.** Determine and administer appropriate buffers for noise and safety to accommodate the long-range needs of the airport

District-Downtown 2 3 4

- ☞ **D-D Strategy 1.** Develop D-D Master Plan to guide enhancements and redevelopment activity
- ☞ **D-D Strategy 2.** Develop an D-D overlay district to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the Downtown
- ☞ **D-D Strategy 3.** Establish connection between Downtown Columbia, Duck River, and neighborhoods adjacent to Downtown Columbia with streetscape improvements and other design element. Connections should also focus on connecting existing public parks and green space.
- ☞ **D-D Strategy 4.** Enhance connections between D-D and adjacent neighborhoods with improved streetscapes and development of underutilized parking areas and vacant lots
- ☞ **D-D Strategy 5.** Enhance existing green space, such as squares and plazas, and create opportunities for new public green space.
- ☞ **D-D Strategy 6.** Examine opportunities to encourage an increase in upper-floor office and residential uses in downtown areas.
- ☞ **D-D Strategy 7.** Require street trees and appropriate streetscape elements on all streets
- ☞ **D-D Strategy 8.** Require architectural and storefront treatments that provide a pedestrian-oriented façade and prohibit windowless walls.
- ☞ **D-D Strategy 9.** Prohibit parking lots between building fronts and the street. On-street parking, structured parking, and on-site surface parking lots behind buildings are appropriate.

District-Employment Center 1 2 3 4

- ☞ **D-EC Strategy 1.** Review and modify industrial zoning category standards to accommodate desired business development
- ☞ **D-EC Strategy 2.** Develop a Master Plan to guide economic development within the Eco-sensitive Sustainable Development Overlay indicated on the Future Development Map
- ☞ **D-EC Strategy 3.** Develop an overlay district to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the district and require low-impact development standards that protects the water quality of the Duck River.

District-Interstate Gateway 1 2

- ☞ **D-IG Strategy 1.** Review and modify industrial zoning category standards to accommodate desired business development
- ☞ **D-IG Strategy 2.** Develop an D-IG overlay district to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the district
- ☞ **D-IG Strategy 3.** Expand sewer service to include all Interchange areas currently underserved

District-Medical Arts 2

- ☞ **D-MA Strategy 1.** *Develop a Medical Arts District Master Plan and follow up with the development of D-MA overlay zoning*
- ☞ **D-MA Strategy 2.** *Prepare an existing conditions analysis of the area sidewalks to identify substandard facilities and to prioritize repair/replacement projects*

FUTURE DEVELOPMENT MAP

The Future Development Map is used to identify the geographic location of the character areas within Maury County. The map is intended to help guide decision making related to the physical location of development and where the most appropriate type, scale and intensity of development should occur. The Future Development Map is presented in the following pages in Exhibits 4-1 through 4-4.

Maury County

Insert

Exhibit 4-1 Maury County Future Development Map

City of Columbia

Insert

Exhibit 4-2 City of Columbia Future Development Map

City of Mt. Pleasant

Insert

Exhibit 4-3 City of Mt. Pleasant Future Development Map

City of Spring Hill

Insert

Exhibit 4-4 City of Spring Hill Future Development Map

TRANSPORTATION

This section identifies future levels of service based on a capacity analysis and provides a list of recommended transportation projects for Maury County. Improvements to the countywide transportation system will help to accommodate forthcoming increases in traffic and offer a safe and connected transportation system. The short and long-term recommended transportation projects presented in this section work in conjunction with the Community Vision and Future Development Map recommendations to meet the present and future needs for mobility and access. Existing transportation conditions are presented in more detail in Appendix A: Community Assessment.

Future Street and Highway System

This section provides an overview of the future roadway network in Maury County, including a discussion of future traffic volumes and levels of service. Historic traffic volumes obtained from the Tennessee Department of Transportation (TDOT) count stations in Maury County provided the basis for the existing conditions analysis, helped identify roadway deficiencies and led to the development of the list of recommended transportation projects that aim to address issues identified during the analysis. The future conditions analysis was conducted for all functionally classified roads within the study area.

FUTURE TRAFFIC VOLUMES

Maury County's traffic history is presented in the transportation chapter of *Appendix A: Community Assessment* and contains traffic counts from all 212 TDOT traffic counting stations located in Maury County between 2000 and 2007 as well as the percentage of growth in traffic each year. That information provides the basis for the traffic projections presented in this chapter.

Future year traffic volumes were derived out to the year 2030 by assuming an average annual growth rate from 2007 to 2030. Annual growth rate values varied between .01% and 2% and assume a maximum 2% growth rate. Tables 4-1 and 4-2 list all of the counting stations in the county and the respective projected traffic counts from 2007 to 2030 showing the interim years of 2010, 2015, 2020, and 2025. Each also shows the projected percentage of growth in traffic each year from 2007 to 2030. Table 4-1 lists the roads projected to experience the greatest increases in traffic between 2007 and 2030. Table 4-2 lists the roads projected to experience the least increase in traffic between 2007 and 2030.

The northern portion of Maury County is expected to experience the greatest increases in traffic between 2007 and 2030 with percent increases between 1.85% and 2%. This is a similar pattern to the historic traffic counts and suggests continued population growth near the Spring Hill portion of the county. Table 4-1 lists the roads that are projected to see the greatest decreases in traffic between 2007 and 2030 (top 10). Again, like the historic traffic counts indicate, most of the listed roads are located in and around Columbia suggesting that population growth is projected to be minimal inside the city of Columbia between 2007 and 2030 (bottom 10).

4-1: Top 10 Maury County Projected Traffic Growth Rates

Station Number	Route	Location	Projected Annual Ave. Daily Traffic Volumes (vehicles per day)						Projected Avg. Annual Traffic Growth Rate (%)
			2007	2010	2015	2020	2025	2030	
000212	SR-247	Lick Creek Rd. (near Hickman Co. line)	126	134	148	163	180	199	2.00%
000010	SR-247	East of Spring Hill	6,681	7,090	7,828	8,643	9,542	10,535	2.00%
000006	SR-247	Beechcroft Spring Hill	4,729	5,011	5,519	6,079	6,695	7,374	1.95%
000170		Near Williamson Co. line	6,010	6368	7,014	7,725	8,508	9,371	1.95%
000120		South of Rock Springs	94	99	109	120	132	145	1.90%
000009	SR-6/ US-31	Northeast of Spring Hill	18,832	19,926	21,892	24,053	26,426	29,034	1.90%
000213	SR-6/ US-31	Dog Creek Rd. (near Hickman Co. line)	219	231	254	278	305	334	1.85%
000009	SR-6/ US-31	Southeast of Spring Hill	7,624	8,055	8,828	9,676	10,604	11,622	1.85%
000004	SR-246	North of Jameson	2,171	2,294	2,514	2,755	3,020	3,310	1.85%
000119		Near Marshal Co. line	666	704	771	845	926	1,015	1.85%

Source: TDOT

4-2: Bottom 10 Maury County Projected Traffic Growth Rates

Station Number	Route	Location	Projected Annual Ave. Daily Traffic Volumes (vehicles per day)						Projected Avg. Annual Traffic Growth Rate (%)
			2007	2010	2015	2020	2025	2030	
000217	SR-7	Elk Ridge Rd. (near Giles Co. line)	318	318	319	320	320	321	0.04%
000189		Columbia	497	497	498	499	500	501	0.03%
000088	SR-50	Columbia	19,885	19,905	19,937	19,970	20,003	20,036	0.03%
000024		Southeast of Santa Fe	1,123	1,124	1,126	1,127	1,129	1,131	0.03%
000116		Southwest of Mt. Pleasant	1,425	1,425	1,426	1,427	1,428	1,428	0.01%
000209		Theat Pk.. (new Hope)	410	410	410	411	411	411	0.01%
000214		Leipus Creek Rd. (north of SR-247)	84	84	84	84	84	84	0.01%
000023		North of Athendale	735	735	736	736	736	737	0.01%
000183		Columbia	4,678	4,679	4,682	4,684	4,686	4,689	0.01%
000072		South of Culleoka	252	252	252	252	252	253	0.01%

Source: TDOT

LEVEL OF SERVICE

Level of Service (LOS) describes how well traffic operates on a roadway segment or at an intersection, and is based on the roadway's capacity and traffic volumes (see *Appendix A: Community Assessment* for a detailed explanation of LOS). Based on 2030 projections, three routes will fall to LOS D or worse. These are in addition to the routes that will remain at these levels, as discussed in the existing conditions section. Kedron Road, near Spring Hill, will fall from a current LOS C to LOS E in 2030. This is due, in large part, to the growth in the Spring Hill area. SR-99/US-412, just east of US-31 in Columbia, will fall from a current LOS C to LOS D. SR-50/James Campbell Boulevard, just east of US-31 in Columbia, will fall from a current LOS C to LOS D. Traffic is not expected to grow a great deal on these two routes, but the current LOS for each route is nearly LOS D. Therefore, even a small amount of growth in traffic will result in a LOS D. Table 4-3 below provides projected LOS data for all of the functionally classified routes in Maury County based on projected traffic counts.

Table 4-3: Projected Level of Service Data

Route	TDOT Counting Station	Projected 2030 ADDT	Projected LOS
Bigbyville Rd.	56	732	A
Blackburn Ln.	18	1,558	A
Canaan Dr.	59	391	A
Cathey's Creek Rd.	123	288	A
Cayce Ln.	126	2,308	A
Cliff White Rd.	146	407	A
Covey Hollow Rd.	220	168	A
Darks Mill Rd.	21	674	A
Dodson Gap Rd.	72	253	A
Dog Creek Rd.	213	334	A
Dry Creek Rd.	118	1,010	A
Due Ln.	160	2,869	A
E. 17th St.	161	4,063	A
E. 7th St.	150	1,344	A
E. 9th St.	130	2,782	A
E. 15th St.	189	501	A
Elk Ridge Rd.	217	321	A
Flat Creek Rd.	125	491	A
Fly Rd.	27	3,502	A
Fred White Rd.	120	145	A
Gaskill Branch Rd.	210	250	A
Gen Nathaniel Green Dr.	191	3,672	A
Greenfield Bend Rd.	32	250	A
Greens Mill Rd.	19	1,311	A
Greenwood St/S. Cross Bridges Rd.	235	1,876	A
Hatcher Ln.	129	10,438	A
High St.	148	2,303	A
I-65	195	35,839	B
Industrial Park Rd.	182	11,142	C

Route	TDOT Counting Station	Projected 2030 ADDT	Projected LOS
Iron Bridge Rd.	47	1,192	A
Isom Rd.	123	288	A
Jones Valley Rd.	141	200	A
Kedron Rd.	237	2,734	A
Kedron Rd.	90	11,622	E
Knob Creek Rd.	23	737	A
Leipers Creek Rd.	79	1,374	A
Lick Creek Rd.	212	199	A
Lion Pkwy.	159	9,957	C
Moore Ln.	219	356	A
Mooresville Pk.	101	2,447	A
Mt. Joy Rd.	116	1,428	A
N. Cross Bridges Rd.	124	284	A
Old Santa Fe Pk.	24	1,131	A
Polk Ln.	57	1,503	A
Riverside Dr.	183	4,689	A
Rock Springs Rd.	50	712	A
Rutherford Ln.	157	2,658	A
Scribners Mill Rd.	119	1,015	A
Seavy Hight Rd.	206	794	A
Southport Rd.	69	458	A
Sowell Mill Pk.	207	1,229	A
Sowell Mill Rd.	208	914	A
SR-106/US-431/Franklin Pk./Lewisburg Pk.	15	6,585	B
SR-166/Enterprise Rd./Pisgah Ridge Rd.	105	3,200	A
SR-243/Trotwood Ave.	39	13,062	D
SR-243/Trotwood Ave.	167	15,723	D
SR-243/Trotwood Ave.	85	22,410	F
SR-245/S. Highland Ave.	162	6,416	B
SR-245/Campbellsville Pk.	40	5,851	A
SR-246/Carters Creek Rd./ Industrial Park Rd.	144	3,441	A
SR-247/Snow Creek Rd./ Les Robinson Rd./ Beechcroft Rd./Duplex Rd.	6	7,374	B
SR-373/Culleoka Hwy.	54	2,919	A
SR-396/Saturn Pkwy.	196	43,646	B
SR-50/James Campbell Blvd.	80	28,962	E
SR-50/James Campbell Blvd.	81	25,946	E
SR-50/James Campbell Blvd.	82	20,151	D
SR-50/James Campbell Blvd.	88	20,036	D
SR-50/Williamsport Pk.	37	5,095	A
SR-6/US-31/Main St./Columbia Pk.	9	29,034	F
SR-6/US-31/Nashville Hwy./Main St.	44	32,359	F
SR-6/US-31/Nashville Hwy./Main St.	91	29,132	E
SR-6/US-43	200	19,295	A

Route	TDOT Counting Station	Projected 2030 ADDT	Projected LOS
SR-7/US-31	86	18,176	C
SR-7/US-31/Pulaski Hwy.	92	5,458	A
SR-99/US-412/W. 7th St.	83	12,930	B
SR-99/US-412/Hampshire Pk./Bear Creek Pk.	45	16,673	D
Sunnyside Ln.	191	3,672	A
Taylor's Store Rd.	122	418	A
Theta Pk.	43	3,729	A
John T. Hitch Pkwy.	203	11,028	C
Trousdale Ln.	218	424	A
Valley Creek Rd.	73	1,008	A
Water Valley Rd.	28	564	A
Zion Rd.	58	2,816	A

By 2030, many of Maury County's roadways are still operating at a LOS C or better. However, poor functionality is projected for some routes. The following routes are projected to operate at LOS D, E, or F by 2030:

- SR-243/Trotwood Avenue
- James Campbell Boulevard
- SR-6/US-31
- SR-99/US-412
- Kedron Road

The next section provides recommendations to improve these poorly operating segments of roadway among other transportation improvements.

Recommended Improvements

The information presented in the existing transportation section of *Appendix A: Community Assessment* provided input for determining the future year 2030 traffic projections and LOS for the roadways within Maury County. Locations for future improvements were identified based on this information, the existing roadway functional classification and laneage, and input from the public charrettes. Each proposed project presented is prioritized as short term or long term. Short term projects are projects to be constructed within a time frame of zero to 10 years. Long term projects are projects to be constructed within a timeframe of 10 or more years. The presence of well-designed bicycle and pedestrian facilities influences the decision to bike or walk for transport. Recommended roadway projects should accommodate bicycle and pedestrian facilities.

Table 4-4 below is a list of recommended transportation projects for Maury County. Exhibit 4-5: Recommended Transportation Projects provides a graphical depiction of these projects. Table 4-4 outlines the following information for each project:

- **Project Number:** Represents the number shown on the map that corresponds to the number shown in Table 4-4
- **Location:** Represents the location of the improvement (i.e. roadway/area where improvement is recommended)
- **Termini From/Termini To:** Represents the start and end point
- **Length in Miles:** Represents the length
- **Project Description:** Describes the recommended improvement
- **Priority:** Describes the priority as long or short-term. Short term represents zero to five years. Long term represents six to 20 years.

Table 4-4: Proposed Transportation Improvements

Project Number	Location	Termini From	Termini To	Length in miles	Project Description	Priority
1	I-65	SR-840	SR-396/ Saturn Pkwy.	2.68	Widen from 4 to 8 lanes	Long-term
2	SR-6/US-31	Kedron Rd.	Miles Johnson Pkwy.	1.12	Reconstruct existing 3 lanes including streetscape improvements	Short-term
3	Duplex Rd.	SR-6/US-31	I-65	3.33	Widen from 2 to 3 lanes and correct vertical alignment issues	Short-term
4	John Lunn Rd./ Royal Park Blvd.	Kedron Rd.	Port Royal Rd.	1.71	Reconstruct to provide 3 lanes and correct horizontal and vertical alignment issues	Short-term
5	Port Royal Rd.	Saturn Pkwy.	Kedron Rd.	2.13	Widen to provide a standard 2-lane cross-section with turn lanes at warranted locations	Short-term
6	Reserves Blvd. Ext.	Port Royal Rd. (north of Saturn Pkwy.)	SR-6/US-31 (north of Saturn Pkwy.)	1.32	Construct new 3-lane road	Short-term
7	Kedron Rd.	SR-6/US-31	Port Royal Rd.	4.12	Widen from 2 to 3 lanes	Long-term
8	Miles Johnson Pkwy.	SR-6/US-31	Kedron Rd.	1.39	Construct new 2-lane road with turn lanes at warranted locations	Short-term
9	Commonwealth Dr. Ext. S.	Southern terminus	MJP/Port Royal Connection (P.25)	0.84	Extend as 2-lane road with turn lanes at warranted locations	Short-term
10	Port Royal Rd./ Reserves Pkwy. Connection	Port Royal Rd.	Reserves Pkwy.	0.67	Construct new 2-lane road with turn lanes at warranted locations	Short-term
11	Port Royal Rd.	Saturn Pkwy.	Duplex Rd.	1.69	Widen from 2 to 3 lanes and correct horizontal and vertical alignment issues	Short-term
12	Long Hunter Chase Dr.	Port Royal Rd.	Rice Rd. (P24)	0.78	Construct new 2-lane road with turn lanes at warranted locations	Short-term
13	Rice Rd.	Jim Warren Rd.	Port Royal Rd.	2.44	Construct new 2-lane road with turn lanes at warranted locations	Short-term
14	MJP/Port Royal Connection	Miles Johnson Pkwy.	Port Royal Rd.	1.31	Extend 2-lane road with turn lanes	Long-term
15	Crossings Cir. Ext.	current terminus of crossings circle	Reserves Blvd. Ext. (P.11)	1.74	Construct new 3-lane road	Short-term

Project Number	Location	Termini From	Termini To	Length in miles	Project Description	Priority
16	Tom Lunn Rd. Ext.	Port Royal Rd.	Rice Rd.	0.75	Construct new 3-lane road	Short-term
17	Beechcroft Rail Xng.	Rail Xng.		N/A	Construct bridge over CSX railway	Long-term
18	SR 247/Beechcroft Rd. E.	Dr. Robinson Rd.	SR-6/US-31	2.65	Widen from two to three lanes and realign the intersection of Beechcroft Rd. and SR-6/US-31 with Duplex Rd.	Long-term
19	Denning Ln.	SR-6/US-31	Kedron Rd.	2.8	Widen to provide a standard 2-lane cross-section and correct horizontal and vertical alignment issues	Short-term
20	I-65	SR-396/Saturn Pkwy.	Kedron Rd.	3.62	Widen from 4 to 6 lanes	Long-term
21	SR-247/ Beechcroft Rd. W.	Carters Creek Pk.	Dr. Robinson Rd.	1.86	Widen to provide a standard 2-lane cross-section with turn lanes at warranted locations.	Long-term
22	Rice Rd. Ext.	Port Royal Rd.	Rice Rd. (P.24)	1.09	Extend as a 2-lane road with turn lanes at warranted locations	Short-term
23	Cleburne Rd.	Beechcroft Rd.	Petty Ln.	2.17	Widen to provide a standard 2-lane cross-section with turn lanes at warranted locations and correct horizontal and vertical alignment issues	Short-term
24	Petty Rd.	Beechcroft Rd.	Cleburne Rd.	2.2	Widen to provide a standard 2-lane cross-section with turn lanes at warranted locations and correct horizontal and vertical alignment issues	Short-term
25	Kedron Rd.	Port Royal Rd.	US-431/ Lewisburg Pk.	4.71 + interchange	Widen from 2 to 3 lanes and construct interchange at I-65 and Kedron Rd.	Long-term
26	Kedron Rd. Connection	Buckner Rd. extension east of I-65	Kedron Rd. east of I-65	6.9	Construct new 3-lane road	Long-term
27	Town Center Pkwy. Ext.	Beechcroft Rd.	Buckner Rd.	3.5	Extend as a 2-lane road with turn lanes at warranted locations	Long-term
28	SR-166	SR-6	SR-99 @ Lewis County line	6.4	Construct new 2-lane on 4-lane ROW	Long-term
29	Baker Rd.	School near Bear Creek Pk.		2	Extend Baker Rd. to school area of Bear Creek Pk.	Short-term
30	Bear Creek Pk. (SR-99)	US-31	I-65	7	Four lane Bear Creek Pk. to I-65 with center turn lane	Short-term
31	Hampshire Pk. (SR-99)	College Park and Oak Springs Dr.		0.02	Re-align College Park Dr. to tie into Oak Springs Dr.	Short-term
32	US-31/Spring Meade Blvd.	US-31/Spring Meade Blvd. in Neapolis		N/A	Install Traffic Signal/Intersection Improvements	Short-term
33	SR- 50 & US-412	SR-50 at US- 412		N/A	Re-engineer congested area near schools	Long-term
34	James Campbell Blvd.	Intersections along James Campbell Blvd.		N/A	Re-engineer traffic flow on James Campbell Blvd. including intersections at W. 7th St., Trotwood Ave., Hatcher Ln., Campbell Plaza, Brookmeade, Union Pl., US-31, etc.	Short-term

Project Number	Location	Termini From	Termini To	Length in miles	Project Description	Priority
35	Iron Bridge Rd.	E. 7th St	Tom Hitch Pkwy.	0.97	Reconstruct 2 lanes with curb & gutter sidewalks; realign with E. 7th St.	Long-term
36	Public Transit System	Area wide		N/A	Conduct detailed Transit Needs Assessment Study	Long-term
37	Southern By-Pass/Beltway	Tom Hitch Pkwy.	US-43	8	Develop/build a southern by-pass/beltway connecting south end of Tom Hitch Pkwy. and US-43 south of Columbia	Long-term
38	SR-99/SR-50 (US-412)	SR-6	James Campbell Blvd.	3.13	Widen to 5 lanes from SR-6 to Hastings St and to 3 lanes from Hastings St to James Campbell Blvd.	Long-term
39	US-31	Maury County		25	Transportation/ land use/ access control corridor study	Short-term
40	SR 243/Trotwood Ave.	SR-99/US-412	Industrial Park Rd.	7.9	Widen to 4 lanes	Long-term
41	I-65	Proposed project 25 (Kedron Rd./I-65 interchange)	Bear Creek Pk.	New Interchange	New interchange between the proposed Kedron Rd./ I-65 Interchange and Bear Creek Pk.. Interchange location study needed to determine actual location and connecting roads.	Long-term
42	I-65/Bear Creek Pk.	I-65	Bear Creek Pk.	Interchange modification	Improve interchange layout and capacity	Long-term
43	Green Mills Rd.	US-31	Kedron Rd.	6	Reconstruct road to improve horizontal and vertical alignment issues	Long-term

Recommend Transportation Projects Map

Insert

Exhibit 4-5 Countywide Recommended Transportation Projects Map

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Context Sensitive Design Solutions

Maury County will benefit greatly if context sensitive solutions are used to design its new development projects. Context sensitive solutions (CSS) is defined by the Federal Highway Administration (FHWA)¹ as:

...a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.

In 1998, the *Thinking Beyond the Pavement Conference* was held in Maryland. Among the outputs of this conference were the fundamental goals² for any CSS project, which are outlined by the evaluation of the project's "qualities" and "characteristics".

Qualities that Characterize Excellence in Transportation Design:

- The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
- The project is a safe facility for both the user and the community.
- The project is in harmony with the community, and it preserves environmental, scenic, aesthetic, historic, and natural resource values of the area, i.e., exhibits context sensitive design.
- The project exceeds the expectations of both designers and stakeholders and achieves a level of excellence in people's minds.
- The project involves efficient and effective use of the resources (time, budget, community) of all involved parties.
- The project is designed and built with minimal disruption to the community.
- The project is seen as having added lasting value to the community.

Characteristics of the Process that will Yield Excellence in Transportation Design:

- Communication with all stakeholders is open, honest, early, and continuous.
- A multidisciplinary team is established early, with disciplines based on the needs of the specific project, and with the inclusion of the public.
- A full range of stakeholders is involved with transportation officials in the scoping phase. The purposes of the project are clearly defined, and consensus on the scope is forged before proceeding.
- The highway development process is tailored to meet the circumstances. This process should examine multiple alternatives that will result in a consensus of approach methods.
- A commitment to the process from top agency officials and local leaders is secured.
- The public involvement process, which includes informal meetings, is tailored to the project.
- The landscape, the community, and valued resources are understood before engineering design is started. A full range of tools for communication about project alternatives is used (e.g., visualization).

¹ *What is CSS?* Definition by FHWA. www.contextsensitivesolutions.org

² *Core Principles of CSS.* http://www.contextsensitivesolutions.org/content/topics/what_is_css/core-principles/

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IMPLEMENTATION PROGRAM

Summary of recommended actions Maury County and its municipalities should take in order to implement the Community Vision and Future Development Guide

The Implementation Program outlines the overall strategy for achieving the community's vision for future development and for implementing the future development guide. This section summarizes general implementation tools and strategies and identifies the specific measures to be undertaken by Maury County and the cities of Columbia, Mt. Pleasant, and Spring Hill to implement the Community Vision. The Implementation Program includes the following sections:

- Summary of implementation tools and strategies
- Implementation Program Elements
- Implementation Program Table

SUMMARY OF TOOLS AND STRATEGIES

The summary below outlines the general tools and strategies that Maury County and its municipalities can use to implement the vision, goals, and policies of this Plan. Typically, jurisdictions use a combination of the following tools and strategies to implement a comprehensive plan.

- Small area plans
- Overlay districts
- Regulation review and amendment
- Adjustment and creation of regulations, guidelines, and implementation tools

Small Area Plans

A small area plan is typically developed for a small geographic area of a local jurisdiction and in most cases is created to address two main objectives. One, a small area plan is meant to provide greater detail than that provided by a comprehensive plan. Small area plans typically focus on activity centers such as a downtown, major transportation corridors and neighborhoods with unique planning needs. The greater detail addresses goals, policies, and guidelines that are more applicable to the specific area of study. The greater detail helps inform the second objective of a neighborhood plan, an action plan.

Most small area plans are developed as an implementation strategy to help guide and coordinate local decision making. In many instances, neighborhood plans are used to coordinate local governments, government agencies, school boards, nonprofit organizations, and for profit organizations. Tasks and coordination can range from organizing trash pick-ups to rezoning recommendations, to funding needs for specific projects.

In combining both objectives, most small area plans are structured to include the five elements below to help facilitate the planning process and action steps:

- **Plan organization** – The plan should be organized in a logical and functional manner to guide the planning process
- **Planning process validation** – This section should outline the process for the plan development through research, community participation and consensus-building to provide legitimacy to the plan
- **Neighborhood Establishment** – This section typically defines the physical boundaries of the neighborhood to create a community image and identity
- **Functional elements** – This section addresses the specific goals, policies, and guidelines by categorizing specific elements such as housing, transportation, parks and open space, land use, urban design, etc.
- **Implementation Framework** – This section links the goals and objectives of the functional elements section to programs, actions, and schedules used to implement the plan

Overlay Districts

Overlay districts are zoning districts that are additional regulatory standards that are superimposed on existing zoning districts. Overlay zoning districts provide a method of establishing special development standards for an area that help to preserve its existing character or create a new character based on the desired future character of an area. For this plan, overlay zoning districts are recommended to help implement the unique design requirements for special areas such as centers, corridors and districts, and particularly those areas with small area master plans. When an overlay district is used in conjunction with a small area master plan, the overlay district is used to translate the planning policies into zoning and regulatory power. Typically overlay zoning districts address building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the district.

Regulation Review and Amendment

Typically after the vision, goals, and policies are established in a comprehensive plan, a review of the existing regulations, policies, and procedures is needed to identify whether the existing government regulations encourage, allow, discourage or in some cases do not allow the type of development desired. Many times there are discrepancies between the desired development pattern and the legal tools and regulations that help a community develop efficiently to improve the quality of life. A review of the existing regulations, policies, and procedures allows local governments to assess where they are at and what they need to change to, if anything, encourage and allow the type of the development desired.

Adjustment and Creation of Regulations, Guidelines, and Implementation Tools

Once discrepancies have been identified between the community vision, goals, and policies of a comprehensive plan, amendments to existing regulations and the creation of new regulations, guidelines, and tools needs to be conducted. In some cases, regulations and procedures only need minor modifications to help a local government achieve its desired vision. In other cases, some regulations need to be completely replaced or new regulations need to be created to achieve the desired development pattern, community services, and quality of life.

Typical actions include updates to zoning regulations, creation of new zoning districts, creation of new programs such as tax incentive programs, and the creation of design guidelines for future development. Maury County and its cities should use the *Implementation Program Table* below to prioritize and guide this process of review, updating, and creating regulations, guidelines, and implementation tools to achieve the community vision of this Plan.

IMPLEMENTATION PROGRAM ELEMENTS

The Implementation Program identifies specific implementation actions the county and its municipalities intend to take during the 20 year implementation period of this Plan. Implementation actions include the specific strategies identified in the Community Vision and Future Development Guide of this Plan. Elements of the Implementation Program, presented below in Table 5-1, include:

- **Type of Action/Strategy** – Identifies if the strategy falls into the category of Guidelines, Inventory/Assessment, Master Plan/Small Area Plan, Process/Program or Subdivision Regulation/Zoning Ordinance amendments.
- **Action/Implementation Strategy** - Provides descriptions of activities and projects that can help Maury County and its municipalities achieve the community vision.
- **Government Unit** – Identifies the local government unit for which the action/implementation strategy is recommended.
- **Time Frame** - The time frames provide general guidance for initiation and completion of tasks. Time periods include Short (1 to 5 years), Long (5 to 15 years), and Ongoing (throughout the entire planning period of this plan).
- **Strategy Reference Number** – Identifies the specific strategy/strategies from the Community Vision and Future Development Guide chapters of the document that are represented by the Action/Implementation Strategy. In many cases the Action/Implementation Strategy shown below is abbreviated. Check the Strategy Reference number to locate the specific details related to each strategy.

Note that the recommended transportation projects are presented in Table 4-4 in Chapter 4 (and not repeated in Table 5-1).

Table 5-1: Implementation Program

Type of Action/ Strategy	Action/ Implementation Strategy	Government Unit				Time Frame (Short Term/Long Term, Ongoing)	Strategy Ref. Number
		Maury County	Columbia	Mt. Pleasant	Spring Hill		
Guidelines	Develop infill development guidelines	.	✓	✓	✓		H I.2.1
Guidelines	Develop residential infill guidelines applicable in Suburban-Neighborhood areas	✓	✓	✓	✓		S-N 6
Inventory/ Assessment	Conduct countywide cultural resources survey	✓	✓	✓	✓		NCR 1.1.2
Inventory/ Assessment	Conduct countywide housing study to identify the state of the current housing stock and the future housing needs	✓	✓	✓	✓		H I.1.3, H I.3.1
Inventory/ Assessment	Develop a vacant site inventory identifying lots suitable for infill development	.	✓	✓	✓		LUCC 1.1.2
Inventory/ Assessment	Develop an inventory of buildings suitable for redevelopment	.	✓	✓	✓		LUCC 1.1.3
Inventory/ Assessment	Identify new water resources and water conservation measures to meet the future drinking water needs	✓	✓	✓	✓		CFIS 4.1.1
Inventory/ Assessment	Prepare an existing conditions analysis of sidewalks/pedestrian infrastructure to identify lacking and substandard facilities and to prioritize repair/replacement projects	✓	.	.	.		D-MA 2, T 1.2.4
Inventory/ Assessment	Review and modify access management regulations to promote orderly and efficient traffic circulation along corridors identified in the Future Development Guide	.	✓	✓	✓		T 1.2.5
Master Plan/ Small Area Plan	Develop a countywide greenway master plan	✓	✓	✓	✓		T 1.2.1, NRC 2.1.1, N-OS 5
Master Plan/ Small Area Plan	Develop a master plan for D-MA areas	✓	.	.	.		D-MA 1
Master Plan/ Small Area Plan	Develop a recreation master plan that accesses current facilities, determine future needs and prioritize capital investments	✓	✓	✓	✓		CFIS 2.1.1, LUCC 1.2.2
Master Plan/ Small Area Plan	Develop Center Master Plans for R-CTR areas	✓	.	.	.		R-CTR 1
Master Plan/ Small Area Plan	Develop Center Master Plans for S-CTR areas	✓	✓	✓	✓		S-COR 1
Master Plan/ Small Area Plan	Develop Center Master Plans for U-CTR areas	.	✓	✓	✓		U-CTR 1
Master Plan/ Small Area Plan	Develop Corridor Master Plans for S-COR areas	✓	✓	✓	✓		S-COR 1
Master Plan/ Small Area Plan	Develop Corridor Master Plans for U-COR areas	.	✓	✓	✓		U-C 1
Master Plan/ Small Area Plan	Develop District Master Plan for D-D areas	.	✓	✓	✓		D-D 1
Master Plan/ Small Area Plan	Develop Small Area/Neighborhood Plans for U-N Areas	.	✓	✓	✓		U-N 1, H 1.4.3, LUCC 1.1.4
Master Plan/ Small Area Plan	Develop a Master Plan for Eco-sensitive Sustainable Development Overlay areas described in the D-EC character area narrative	✓					D-EC 2
Other Study	Develop a countywide, multi-modal transportation plan	✓	✓	✓	✓		T 1.1.1
Other Study	Develop a regional strategy to manage water resources that secures access to drinking water	✓	✓	✓	✓		CFIS 4.1.2
Other Study	Develop plan to expand sewer service to include all Interchange areas currently underserved	✓	✓	.	.		D-IG 3
Other Study	Establish connection between Downtown Columbia, Duck River, and neighborhoods adjacent to Downtown Columbia with streetscape improvements and other design element; Connections should also focus on connecting existing public parks and green space	.	✓	.	.		D-D 3
Other Study	Examine opportunities to encourage an increase upper-floor office and residential uses in downtown areas	.	✓	✓	✓		D-D 6

Type of Action/ Strategy	Action/ Implementation Strategy	Government Unit				Time Frame (Short Term/Long Term, Ongoing)	Strategy Ref. Number
		Maury County	Columbia	Mt. Pleasant	Spring Hill		
Other Study	Seek local designation of existing National Register properties to ensure long-term preservation of the resources, and/or identify incentives for their preservation (e.g. building façade easements)	✓	✓	✓	✓		NCR 1.1.3
Process/ Program	Adopt a policy that discourages extension of public utilities into R-OS	✓	.	.	.		R-OS 4
Process/ Program	Apply to the Certified Local Government (CLG) Program to become eligible for federal historic preservation funds	.	.	✓	✓		NCR 1.1.1
Process/ Program	Consider pursuit of government purchase of environmentally sensitive lands for the creation of wildlife areas, nature preserves, and public parks	✓	✓	✓	✓		N-OS 1
Process/ Program	Construct sidewalks, trails, and bike lanes that connect neighborhoods to schools and that create safe opportunities for children to reach school	✓	✓	✓	✓		LUCC 1.2.3
Process/ Program	Continue to coordinate adult education opportunities that enhance the job skills of the county's workforce and that meet the needs of existing or desired businesses	✓	✓	✓	✓		ED 2.1.1
Process/ Program	Continue to coordinate agricultural training and services with Farm Bureau and the University of Tennessee Extension Service to support agricultural activity in rural areas	✓	✓	✓	✓		ED 2.1.2
Process/ Program	Continue to incorporate the recommendations from the Duck River Highlands Project	✓	✓	✓	✓		NCR 1.1.4
Process/ Program	Coordinate school site selection between planning officials, neighborhoods, and the school board to identify school locations within or near existing neighborhoods	✓	✓	✓	✓		LUCC 1.2.1, IC 1.1.2
Process/ Program	Coordinate with the Tennessee Farm Bureau and the University of Tennessee Extension to develop a Rural Economic Development Master Plan for rural areas and promote new and existing farms in rural areas	✓	.	.	.		LUCC 2.2.1, ED 1.1.4
Process/ Program	Coordinate working relationships with planning staff, the Maury Alliance, and local businesses to ensure new and existing business developments are in line with the principles of the Future Development Guide	✓	✓	✓	✓		ED 3.1.1
Process/ Program	Develop a land conservation program with the Land Trust of Tennessee, Nature Conservancy or other similar entity to create conservation easements or other similar conservation tools that preserve important natural areas	✓	✓	✓	✓		N-OS 2
Process/ Program	Develop capital improvements plan that encourages investment in existing services and facilities; emphasize infrastructure expansion only to areas identified to accommodate growth; and that enhances the quality of life in already developed areas	✓	✓	✓	✓		CFIS 3.1.1
Process/ Program	Develop capital improvements plan that encourages investment in water conservation and new water resources	✓	✓	✓	✓		CFIS 4.1.3
Process/ Program	Develop financing tools for landowners that facilitate investment in struggling neighborhoods (i.e. tax rebates, small low interest loan programs, CDBG funds for interior and exterior renovations or home energy improvements)	.	✓	✓	✓		H 1.4.1
Process/ Program	Develop policies to discourage water/sewer expansion into rural areas	✓	✓	✓	✓		CFIS 1.2.1
Process/ Program	Establish partnerships with land trusts or create financial instruments such as tax incentives that support and preserve agricultural activities and rural open space	✓	.	.	.		LUCC 2.2.2
Process/ Program	Expand code enforcement efforts to address more aggressively the dilapidated housing or poorly maintained vacant lots	.	✓	✓	✓		H 1.4.2
Process/ Program	Promote the use of conservation tools such as conservation easements, conservation tax credits by landowners and government funding programs to conserve important natural land on public and private property	✓	.	.	.		LUCC 2.2.3, LUCC 2.1.4, NCR 2.2.2
Process/ Program	Pursue Main Street designation by National Trust for Historic Preservation and Tennessee Department of Economic Development	.	.	✓	✓		NCR 1.1.5

Type of Action/ Strategy	Action/ Implementation Strategy	Government Unit				Time Frame (Short Term/Long Term, Ongoing)	Strategy Ref. Number
		Maury County	Columbia	Mt. Pleasant	Spring Hill		
Process/ Program	Refine communication and coordination efforts regarding development activity to ensure orderly and efficient development patterns	✓	✓	✓	✓		IC 1.1.1
Process/ Program	Review rezoning requests to ensure compatibility with D-A character area	.	.	✓	.		D-A 2
Process/ Program	Update the development review process to coordinate development approval with existing school capacity and planned facilities	✓	✓	✓	✓		CFIS 1.2.3
Process/ Program	Work with Cumberland region transportation agencies and governments to connect Maury County and its cities to a regional transit system	✓	✓	✓	✓		T 1.3.2
Process/ Program	Work with regional and state transportation agencies to create meaningful transportation connections to other areas of the Cumberland region and state	✓	✓	✓	✓		T 1.3.1
Sub. Regs/ Zoning Update	Amend existing zoning regulations to include provisions that support Traditional Neighborhood Design principles (e.g. amend Planned Unit Development district or adopt new TND ordinance)	.	✓	✓	✓		LUCC 3.1.1
Sub. Regs/ Zoning Update	Amend zoning ordinance to include flexible setback provisions for infill development to reduce setback requirements while ensuring new standards respect the existing development dimensions	.	✓	✓	✓		LUCC 1.1.1, U-N 5
Sub. Regs/ Zoning Update	Consider development of a Senior Living Overlay District	✓	✓	✓	✓		H 1.3.3
Sub. Regs/ Zoning Update	Coordinate utilities infrastructure improvements with infill redevelopment and new development efforts to minimize energy use and maximize investment in existing infrastructure	✓	✓	✓	✓		CFIS 1.1.1
Sub. Regs/ Zoning Update	Determine and administer appropriate buffers for noise and safety to accommodate the long-range needs of the airport	.	.	✓	.		D-A 4
Sub. Regs/ Zoning Update	Develop a Conservation Subdivision Ordinance	✓	✓	✓	✓		NCR 2.3.2, NCR 2.4.1, LUCC 2.1.2, R-OS 1, R-N 1, S-3 3
Sub. Regs/ Zoning Update	Develop a mixed use zoning district or develop a mixed use overlay zoning district	.	✓	✓	✓		LUCC 3.2.1
Sub. Regs/ Zoning Update	Develop a river corridor protection ordinance with appropriate vegetation buffers and other pollution mitigation requirements	✓	✓	.	.		NCR 2.4.2
Sub. Regs/ Zoning Update	Develop a Traditional Neighborhood Development (TND) ordinance	✓	✓	✓	✓		S-N 1, U-N 2
Sub. Regs/ Zoning Update	Develop a Tree Protection/Replacement Ordinance	✓	✓	✓	✓		S-N 4
Sub. Regs/ Zoning Update	Develop Center Overlay District for R-CTR areas	✓	.	.	.		R-CTR 1
Sub. Regs/ Zoning Update	Develop Center Overlay District for S-CTR areas	.	✓	✓	✓		S-CTR 2
Sub. Regs/ Zoning Update	Develop Center Overlay District for U-CTR areas	.	✓	✓	✓		U-CTR 2
Sub. Regs/ Zoning Update	Develop Corridor Overlay District for R-COR areas	✓	.	.	.		R-COR 1, LUCC 3.3.1
Sub. Regs/ Zoning Update	Develop Corridor Overlay Districts for S-COR areas	✓	✓	✓	✓		S-COR 2, LUCC 3.3.1
Sub. Regs/ Zoning Update	Develop Corridor Overlay Districts for U-COR areas	.	✓	✓	✓		U-COR 2, LUCC 3.3.1
Sub. Regs/ Zoning Update	Develop District Overlay District for D-D areas	.	✓	✓	✓		D-D 2
Sub. Regs/ Zoning Update	Develop District Overlay District for D-IG areas	✓	✓	.	.		D-IG 2
Sub. Regs/ Zoning Update	Develop District Overlay District for D-MA areas	✓	.	.	.		D-MA 1

Type of Action/ Strategy	Action/ Implementation Strategy	Government Unit				Time Frame (Short Term/Long Term, Ongoing)	Strategy Ref. Number
		Maury County	Columbia	Mt. Pleasant	Spring Hill		
Sub. Regs/ Zoning Update	Develop District Overlay District for the Eco-sensitive Sustainable Development Overlay area	✓	.	✓	.		D-EC 3
Sub. Regs/ Zoning Update	Develop incentive programs for infill development that encourage infill development within existing cities	.	✓	✓	✓		H I.2.2
Sub. Regs/ Zoning Update	Develop incentives such as density bonuses or expedited permit processing for affordable housing development	✓	✓	✓	✓		H I.3.2
Sub. Regs/ Zoning Update	Develop incentives that encourage housing diversity	✓	✓	✓	✓		H I.1.2
Sub. Regs/ Zoning Update	Develop incentives to encourage developers to create publicly accessible neighborhood parks as part of their development projects	✓	✓	✓	✓		CFIS 2.1.2
Sub. Regs/ Zoning Update	Develop street typologies guide that promotes context sensitive street designs and appropriate street cross sections	✓	✓	✓	✓		T I.1.2
Sub. Regs/ Zoning Update	Develop typical street cross-sections and/or development standards for R-OS	✓	.	.	.		R-OS 3
Sub. Regs/ Zoning Update	Develop/Update PUD zoning category to encourage innovative site design and development	.	✓	✓	✓		U-N 3
Sub. Regs/ Zoning Update	Establish provisions to ensure capital improvements needed to accommodate future development are provided concurrent with new development	✓	✓	✓	✓		CFIS 1.2.2
Sub. Regs/ Zoning Update	Establish site design and development regulations that address watershed protection (e.g. aquatic buffers, erosion/sediment control, and stormwater operation and maintenance)	✓	✓	✓	✓		NCR 2.4.3
Sub. Regs/ Zoning Update	Identify development incentives to encourage big business to locate in Special Districts identified in the Future Development Guide	✓	✓	✓	✓		ED 3.1.4
Sub. Regs/ Zoning Update	Incorporate minimum open space and tree protection requirements into development standards	✓	✓	✓	✓		NCR 2.3.1
Sub. Regs/ Zoning Update	Maintain AG-5 development regulations	✓	.	.	.		R-OS 2
Sub. Regs/ Zoning Update	Maintain one dwelling unit per acre zoning regulations for R-N 2 area	✓	✓	✓	✓		R-N 2
Sub. Regs/ Zoning Update	Permit development of accessory dwelling units or elderly cottage housing (i.e. granny flats) by-right in all residential areas	.	✓	✓	✓		H I.3.4
Sub. Regs/ Zoning Update	Prohibit parking lots between building fronts and the street; on-street parking, structured parking, and on-site surface parking lots behind buildings are appropriate	.	✓	✓	✓		D-D 9
Sub. Regs/ Zoning Update	Reduce minimum lot dimensions within U-N areas to encourage compact, walkable development patterns	.	✓	✓	✓		U-N 4
Sub. Regs/ Zoning Update	Reduce PUD minimum area requirements to encourage smaller developments and innovative infill development	✓	✓	✓	✓		S-N 5
Sub. Regs/ Zoning Update	Require architectural and storefront treatments that provide a pedestrian-oriented façade and prohibit windowless walls in D-D areas	.	✓	✓	✓		D-D 8
Sub. Regs/ Zoning Update	Require sidewalks with all new urban and suburban-scale development	.	✓	✓	✓		T I.2.3
Sub. Regs/ Zoning Update	Require street trees and appropriate streetscape elements on all streets	.	✓	✓	✓		D-D 7
Sub. Regs/ Zoning Update	Review and modify development regulations to incorporate the recommendations from the Duck River Watershed Growth Readiness Report and the Duck River Highlands Project (See Natural and Cultural Resources chapter of Appendix A for more details)	✓	✓	✓	✓		NCR 2.2.3
Sub. Regs/ Zoning Update	Review and modify industrial zoning category standards to accommodate desired business development	.	.	✓	.		D-A 3
Sub. Regs/ Zoning Update	Review and modify industrial zoning category standards to accommodate desired business development	✓	✓	✓	✓		D-EC I, D-IG I

Type of Action/ Strategy	Action/ Implementation Strategy	Government Unit				Time Frame (Short Term/Long Term, Ongoing)	Strategy Ref. Number
		Maury County	Columbia	Mt. Pleasant	Spring Hill		
Sub. Regs/ Zoning Update	Review and modify site design requirements to promote context sensitive street design and multimodal transportation options such as pedestrian and bicycle facilities	.	✓	✓	✓		T 1.2.6
Sub. Regs/ Zoning Update	Review and update various zoning districts, (including PUDs) to incorporate Traditional Neighborhood Design principles in new development that promote a diversity of housing types	✓	✓	✓	✓		H 1.1.1
Sub. Regs/ Zoning Update	Review development regulations to ensure stormwater and erosion controls mitigate construction and development impacts on natural areas	✓	✓	✓	✓		N-OS 4
Sub. Regs/ Zoning Update	Review Floodplain protection ordinance to ensure compliance with state and federal regulations	✓	✓	✓	✓		N-OS 3
Sub. Regs/ Zoning Update	Strengthen development regulation street design requirements to encourage street continuation between existing and new developments (e.g. requiring stub out streets to allow for future connectivity when adjacent properties develop)	✓	✓	✓	✓		T 1.2.2, S-N 2
Future Development Map	Concentrate industrial and big business development within Special Districts throughout the county	✓	✓	✓	✓	Ongoing Activity	ED 3.1.5
Future Development Map	Direct residential growth to S-N and U-N areas	.	✓	✓	✓	Ongoing Activity	LUCC 3.1.2
Future Development Map	Discourage development in environmentally sensitive areas, as delineated in the Natural development category	✓	✓	✓	✓	Ongoing Activity	NCR 2.2.1
Future Development Map	Encourage location of large business and industrial facilities within the special districts identified in the Future Development Guide and Map	✓	✓	✓	✓	Ongoing Activity	ED 1.1.1
Future Development Map	Encourage location of small business development along the corridors and within the centers and appropriate districts identified in the Future Development Guide and Map	✓	✓	✓	✓	Ongoing Activity	ED 1.1.2
Future Development Map	Limit water/sewer expansion into rural areas	✓	.	.	.	Ongoing Activity	LUCC 2.1.3
Future Development Map	Locate major commercial activity along the corridors and within the centers identified in the Future Development Guide and Map	✓	✓	✓	✓	Ongoing Activity	ED 1.1.3
Future Development Map	Promote economic growth by utilizing existing business park facilities as well as expanding business opportunities in the special districts around the I-65 interstate interchanges	✓	✓	.	.	Ongoing Activity	ED 3.1.2
Future Development Map	Promote mixed-use development in rural centers, suburban centers, urban centers and downtowns that creates opportunities to live in close proximity to job opportunities	✓	✓	✓	✓	Ongoing Activity	ED 2.2.1
Other Study	Enhance connections between D-D area and adjacent neighborhoods with improved streetscapes and development of underutilized parking areas and vacant lots	.	✓	✓	✓	Ongoing Activity	D-D 4
Other Study	Enhance existing green space, such as squares and plazas, and create opportunities for new public green space	.	✓	✓	✓	Ongoing Activity	D-D 5
Process/ Program	Continue to promote commercial services that meet the regional needs of Maury County and its surrounding counties	✓	✓	✓	✓	Ongoing Activity	ED 3.1.3
Process/ Program	Continue to work with federal agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection	✓	✓	✓	✓	Ongoing Activity	IC 3.2.1
Process/ Program	Continue to work with regional agencies such as the South Central Tennessee Development District and organizations such as Cumberland Region Tomorrow to coordinate planning and development efforts in the region	✓	✓	✓	✓	Ongoing Activity	IC 2.1.1
Process/ Program	Continue to work with state agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection	✓	✓	✓	✓	Ongoing Activity	IC 3.1.1
Process/ Program	Continue to work with surrounding communities to coordinate planning and development efforts at the borders of Maury County	✓	✓	✓	✓	Ongoing Activity	IC 2.1.2

Type of Action/ Strategy	Action/ Implementation Strategy	Government Unit				Time Frame (Short Term/Long Term, Ongoing)	Strategy Ref. Number
		Maury County	Columbia	Mt. Pleasant	Spring Hill		
Process/ Program	Enforce existing height requirements in the D-A area	.	.	✓	.	Ongoing Activity	D-A 1
Process/ Program	Follow Future Development Map to guide appropriate locations for new residential development and to preserve areas desired to remain agricultural in use (see Future Development Guide and Map)	✓	.	.	.	Ongoing Activity	LUCC 2.1.1

PLAN MAINTENANCE

The Maury County Regional Planning Commission, Columbia Regional Planning Commission, Mt. Pleasant Planning Commission and Spring Hill Planning Commission are each responsible for maintaining the plan to accurately reflect current community conditions and the community's vision and priorities for the future (within their respective areas of jurisdiction). Maintenance of the plan includes minor plan amendments, progress reports and significant plan updates, each of which is described in more detail below. Each community provides language for plan updates within their respective zoning ordinances.

Minor Plan Amendments

Minor amendments to the Comprehensive Plan provide the opportunity for relatively minor updates and revisions such as changes in Character Area designations, implementation actions, or for the annual review of Plan consistency with ordinances and regulations. Minor Plan Amendments should be processed throughout the year and be prepared and distributed in the form of addenda to the adopted plan. Planning Commissions should review and consider proposed amendments and hold a public hearing on the proposed amendments according to the standard plan adoption procedures.

Progress Reports

The Planning Commissions and the staff for each jurisdiction should prepare an Annual Report for submittal and presentation to their respective elected officials. The report should contain the status of implementation, significant actions and accomplishments, as well as recommendations for needed actions and programs to be developed and implemented in the coming year. The time schedule for preparing the Annual Report should be coordinated with the preparation of the annual budget so that the recommendations will be available early in the budgeting process.

Significant Plan Updates

Significant updates to the joint plan should occur at least every five to 10 years. These updates will ensure continued usefulness of the plan for use by public officials, staff, and others. Annual plan amendments from the previous years should be incorporated into the next major plan update. Plan updates will be a significant undertaking involving public officials, departments, and citizens and consultant services may be utilized if necessary. As part of a joint plan update, the base data including population projections and existing land use should be reviewed and updated. Additionally, the goals, policies and strategies of the plan should be analyzed and reviewed to determine their effectiveness and relevance to current conditions. Goals, policies and strategies that were not previously achieved should be identified and new or modified elements should be developed as necessary. The result of a significant plan update will be a new joint plan for Maury County and each jurisdiction, including identification of current goals, objectives, and actions.

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GLOSSARY

Comprehensive glossary of terms and phrases used throughout this plan and other community planning documents providing a brief description for each term or phrase

Accessory Dwelling Unit (ADU) -A self-contained housing unit incorporated within a single-family dwelling (not within accessory structures, except with a Special Permit) that is clearly a subordinate part of the single-family dwelling.

Adaptive Reuse or Adaptive Use - The redevelopment of existing older or abandoned structures for new development opportunities. These activities provide for the revitalization and redevelopment of older urban areas by providing new uses for existing structures. (e.g., residential loft units in former warehouse buildings).

Adequate Public Facilities Ordinances (APFO) - Adequate public facilities ordinances prevent new construction until municipal services, including water, sewer, roads, and schools, are available to serve that development.

Agricultural Districts/Preservation Areas -Areas designed to keep land in agriculture that are legally recognized. Landowners may voluntarily enroll in programs and may receive special benefits and protection from regulation.

Agritourism/Agricultural Tourism – Refers to the act of visiting a working farm, winery or any agricultural, horticultural or agribusiness operation for the purpose of enjoyment, education, or active involvement in the activities of the farm or operation. The experience often allows opportunities for tourists to stay in farms or agricultural villages, either to experience farm life, or as a base for exploring the countryside. From the perspective of agricultural operators, agritourism provides a means to expand existing operations, diversify or supplement income, and acquire new skills. From the perspective of rural communities, agritourism can assist with land preservation, local revitalization, and job creation.

Agricultural Zoning -Agricultural zoning, including forestry zoning, restricts land uses to farming and livestock, other kinds of open-space activities and limited home building. It is sometimes used in tandem with urban growth restrictions.

Alleys - Service easements running behind or between rows of houses. Alleys provide access to utilities and sanitation, garages, backyards and accessory units.

Annexation - A change in existing community boundaries resulting from the incorporation of additional land.

Aquifer -A water-bearing geologic formation. The source of ground water for drinking and irrigation.

Big Box Retailer - Large, stand-alone discount stores, such as Wal-Mart and Office Depot

Biodiversity - The grand diversity of life on Earth and all the interconnections that support these myriad forms of life; includes variety of life at the genetic, species and ecosystem levels.

Bioretention System -The bioretention system (also referred to as a “rain garden” or a “biofilter”) is a stormwater management practice to manage and treat stormwater runoff using a conditioned planting soil bed and planting materials to filter runoff stored within a shallow depression. The method combines physical filtering and adsorption with bio-geochemical processes to remove pollutants. The system consists of an inflow component, a pretreatment element, an overflow structure, a shallow ponding area (less than 9” deep), a surface organic layer of mulch, a planting soil bed, plant materials, and an underdrain system to convey treated runoff to a downstream facility.

Blight - Physical and economic conditions within an area that cause a reduction of or lack of proper utilization of that area. A blighted area is one that has deteriorated or has been arrested in its development by physical, economic, or social forces.

BMP (Best Management Practice) – refers to the practice considered most effective to achieve a specific desired result for protection of water, air and land and to control the release of toxins.

Board of Zoning Appeals - A group appointed by the local legislative body to consider minor zoning adjustments, such as conditional use permits and variances. It is empowered to conduct public hearings and to impose conditions of approval.

Brownfields - Sites that are underutilized or not in active use, on land that is either contaminated or perceived as contaminated.

Buffer Zone - A strip of land created to separate and protect one type of land use from another.

Built Environment - The urban environment consisting of buildings, roads, fixtures, parks, and all other improvements that form the physical character of a city.

Bus lanes - A lane on a street or highway reserved primarily, or exclusively, for buses.

Bus rapid transit (BRT) - BRT combines the quality of rail transit and the flexibility of buses. It can operate on bus lanes, HOV lanes, expressways or ordinary streets.

Business Improvement District (BID) - A public/private sector partnership in which property and business owners of a defined area elect to make a collective contribution to the maintenance, development and marketing/promotion of their commercial district.

Capital Facilities (Infrastructure) - Public facilities characterized by a one-time cost, a useful life generally exceeding five years, significant and construction costs and long-term financing requirements. Land acquisition, site preparation, development planning, and engineering

Central Business District (CBD) - The downtown retail trade and commercial area of a city or town, or an area of very high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels and services.

Cluster Development - A pattern of development in which industrial and commercial facilities and homes are grouped together on parcels of land in order to leave parts of the land undeveloped. Cluster development is often used in areas that require large lot sizes, and typically involves density transfer. Zoning ordinances permit cluster development by allowing smaller lot sizes when part of the land is left as open space.

Commercial - Land use that is primarily for businesses, which may include shopping, restaurants, gas stations, etc.

Community Services - Services provided to citizens by a local government that may include police, fire, hospital, schools, trash removal, water treatment, recycling, etc. These services are paid for by local taxes and user fees.

Commuter Rail - Train service that takes suburban commuters to jobs close in and back again

Compact Building Design - The act of constructing buildings vertically rather than horizontally, configuring them on a block or neighborhood scale that makes efficient use of land and resources, and is consistent with neighborhood character and scale. Compact building design reduces the footprint of new construction, thus preserving greenspace to absorb and filter rain water, reduce flooding and stormwater drainage needs, and lower the amount of pollution washing into our streams, rivers and lakes.

Conservation Areas - Environmentally sensitive and valuable lands protected from any activity that would significantly alter their ecological integrity, balance, or character, except in cases of overriding public interest.

Conservation Development - Consideration of landscape history, human culture, topography, and ecological values in subdivision design. Using cluster housing, zoning, covenants, and other design features, at least half of a subdivision can be preserved as open space, farmland, or natural areas.

Conservation Easements - Conservation easements are voluntary, legally binding agreements for landowners that limit parcels of land or pieces of property to certain uses. Land under conservation easements remains privately owned, and most easements are permanent.

Conservation Subdivision - See Conservation Development.

Context Sensitive Design (CSD) - A collaborative, interdisciplinary approach that involves all stakeholders to develop a facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources. CSD is an approach that considers the total context within which a project will exist.

Deed Restriction - A legally binding restriction on the use, activity, and/or limitation of property rights, recorded at the registry of deeds.

Density Bonus - Allows developers to build in specified areas densities that are higher than normally allowed.

Density - The average number of people, families, or housing units on one unit of land. Density is also expressed as dwelling units per acre.

Design Flexibility - Allows for flexibility in parking and open space designations, setbacks and height limitations in order to facilitate the production of a range of affordable housing types.

Design Standards - Design standards or guidelines can serve as a community's desire to control its appearance, from within and without, through a series of standards that govern site planning policies, densities, building heights, traffic and lighting.

Development Fees - Fees charged to developers or builders as a prerequisite to construction or development approval. The most common are (1) impact fees (such as parkland acquisition fees, school facilities fees, or street construction fees) related to funding public improvements which are necessitated in part or in whole by the development; (2) connection fees (such as water line fees) to cover the cost of installing public services to the development; (3) permit fees (such as building permits, grading permits, sign permits) for the administrative costs of processing development plans; and, (4) application fees (rezoning, CUP, variance, etc.) for the administrative costs of reviewing and hearing development proposals.

Development Rights - Development rights give property owners the right to develop land in ways that comply with local land use regulation.

Disinvestment - The withdrawal of taxes, capital, jobs and other resources from a community.

Down-zoning - A change in zoning classification to less intensive use and/or development.

Ecosystem services - The natural processes within an ecosystem that cycle nutrients through the system, convert and disperse energy, purify water and generate air

Ecosystem -The species and natural communities of a specific location interacting with one another and with the physical environment.

Ecotourism/Ecological Tourism - Tourism that focuses on the appreciation of natural areas, undisturbed areas high of natural beauty, wildlife or biodiversity and strives to minimize ecological impact or damage. This nature-based tourism involves education and interpretation of the natural environment and is managed to be ecologically sustainable.

Eminent Domain - The legal right of government to take private property for public use provided the owner is offered just compensation for the taking of property.

Endangered -Species that are in danger of extinction. It also is a category that denotes protection under federal law (Endangered Species Act).

Conservation Subdivisions

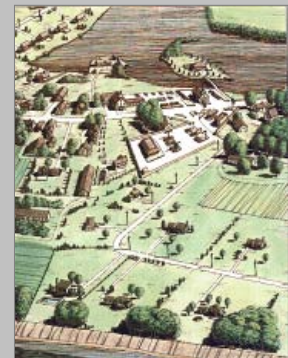
Conservation subdivisions (also called cluster subdivisions) are an alternative to conventional residential lot designs. Designers identify land resources (e.g. scenic views, steep slopes, riparian areas, etc.) worthy of conservation, then design development in a way that respects and preserves the resources identified.

Conservation subdivisions make development in Greenfield, or undeveloped, areas much more sustainable since open space is protected. By clustering homes, future households are accommodated more efficiently on less developed land.

A chief component of the conservation subdivision is that the developer can develop the same number of lots with conservation subdivisions as he can with conventional subdivisions. The difference is that conservation subdivisions allow the development to occur with much smaller lots that are clustered in order to preserve the areas for open space.

Conservation subdivisions can be residential or mixed-use developments in which a significant portion of overall acreage is set aside as undivided, permanently protected open space, while houses are clustered on the remainder of the property. They are similar in many respects to golf course communities, but instead of a manicured golf course, they feature natural forests, meadows, wetlands and community gardens or farmland.

Conservation subdivisions contrast with conventional subdivisions in which nearly the entire parcel is subdivided into house lots and streets. Conventional subdivisions provide few green spaces for walking, little habitat for wildlife and few opportunities for residents to interact with their neighbors. Conservation subdivisions, on the other hand, provide all of these things.



Alternatives for rural area (top) with equal residential and commercial square footage with conventional large-lot rural zoning regulations (center) and with conservation subdivision regulations (bottom).

Source: Center for Rural Mass.

EPA (Environmental Protection Agency) - The federal body charged with responsibility for natural resource protection and oversight of the release of toxins and other threats to the environment.

ERI (Environmental Resource Inventory) - A listing and description of natural resources and general environmental characteristics of a given geographic area.

Estuary - A water body where salt and fresh water meet resulting in brackish water. These areas usually have associated marshlands and are critical nursery and feeding habitat for a variety of marine species.

Eutrophication - The natural aging process of water bodies, by siltation and organic decomposition, which reduces both water volume and oxygen levels. Surface run-off or airborne deposition of nitrogen and phosphorus accelerate this.

Exotic Species - A species that has invaded an ecosystem in which it does not normally occur, usually through accidental (or intentional) human introduction

Fenestration - General term used to denote the pattern or arrangement of openings, ie, windows and doors, etc, in a façade

Fiscal Impact Analysis - The analysis of the estimated taxes that a development project would generate in comparison to the cost of providing municipal services required by that project.

Flexible Routes - Routes that will provide curb-to-curb service within a defined corridor, generally within 1/2 to 1 mile of the route.

Flood Hazard Area -Total stream and adjacent area periodically covered by overflow from the stream channel containing 1) the floodway which is the channel itself and portions of the immediately adjacent overbank that carry the major portion of flood flow, and 2) the flood fringe beyond it which is inundated to a lesser degree.

Flood Plain -Nearly level area adjacent to a water body, subject to inundation under heavy rain or blockage conditions (overflow area).

Floor Area Ratio (FAR) -A measure of development intensity. FAR is the ratio of the amount of floor area of a building to the amount of area of its site. For instance, a one-story building that covers an entire lot has an FAR of 1. Similarly, a one-story building that covers 1/2 of a lot has an FAR of 0.5.

Genetic diversity - A variation in the inherited characteristics (such as coloration and height) of individuals within and between populations of a species.

GIS (Graphic Information Systems) -GIS technology is used to develop maps that depict resources or features such as soil types, population densities, land uses, transportation corridors, waterways, etc. GIS computer programs link features commonly seen on maps (such as roads, town boundaries, water bodies) with related information not usually presented on maps, such as type of road surface, population, type of agriculture, type of

vegetation, or water quality information. A GIS is a unique information system in which individual observations can be spatially referenced to each other.

Green Infrastructure - A strategically planned and managed network of parks, greenways, conservation easements and working lands with conservation value that supports native species, maintains natural ecological processes, sustains air and water resources and contributes to the health and quality of life for communities and people.

Green Spaces and/or Open Spaces - Areas left relatively natural and undeveloped in urban and suburban settings, such as parks, bicycle and pedestrian trails and natural wildlife areas. Also includes the living environment of a species, that provides whatever that species needs for its survival, such as nutrients, water and living space

Greenfields -Newly developed commercial real estate on what was previously undeveloped open space.

GreenPrint -A strategic approach to integrating critical natural resource areas into community and regional plans.

Greenspace - Permanently protected land and water, including agricultural and forestry land, that is in its undeveloped, natural state.

Greenway -A linear open space; a corridor composed of natural vegetation. Greenways can be used to create connected networks of open space that include traditional parks and natural areas.

Greyfield -See sidebar "Greyfield Redevelopment" on following page..

Groundwater -All water below the surface of the land. It is water found in the pore spaces of bedrock or soil, and it reaches the land surface through springs or it can be pumped using wells.

Growth Management -A term that encompasses a whole range of policies designed to control, guide, or mitigate the effects of growth.

Habitat fragmentation - The division of large tracts of natural habitat into smaller, disjunct parcels.

Habitat -Living environment of a species, that provides whatever that species needs for its survival, such as nutrients, water and living space.

High density development overlay - Creates a new high-density overlay zoning to encourage the production of rental, workforce homeownership and special needs housing. Applies to locations with appropriate infrastructure and transportation, such as rezoned commercial properties or multi-family residential sites. The overlay zone would mandate minimum higher densities in special overlay and other zones in exchange for provision of a range of needed community housing.

High occupancy vehicle (HOV) lanes - A lane or lanes on a highway, freeway, separate right of way, or arterial street restricted for use by vehicles carrying more than one person.

Historic Area -An area or building in which historic events occurred, or one which has special value due to architectural or cultural features relating to the heritage of the community. Elements in historic areas have significance that necessitates preservation or conservation.

Housing Element - A comprehensive assessment of current and projected housing needs for all economic segments of the community. It sets forth local housing policies and programs to implement those policies.

Impact Fees - Costs imposed on new development to fund public facility improvements required by new development and ease fiscal burdens on localities.

Impact Fees or Taxes - Assessments levied on new development to help pay for construction of parks and the infrastructure (schools, roads, and other public facilities) needed to serve the new population; impact taxes differ from fees in that they allow assessments to be proportional to the size of the new house or business.

Impervious Surface -Any surface through which rainfall cannot pass or be effectively absorbed. (Roads, buildings, paved parking lots, sidewalks etc.)

Incentive Zoning - Provides for give and take compromise on zoning restrictions, allowing for more flexibility to provide environmental protection. Incentive zoning allows a developer to exceed a zoning ordinance's limitations if the developer agrees to fulfill conditions specified in the ordinance. The developer may be allowed to exceed height limits by a specified amount in exchange for providing open spaces or plazas adjacent to the building.

Inclusionary Zoning - A system that requires a minimum percentage of lower and moderate income housing to be provided in new developments.

Industrial - Land use that is primarily for businesses, such as warehouses, manufacturing plants, automobile service shops, etc.

Infill - Development that occurs on previously developed land within established communities.

Infill Development -Infill projects use vacant or underutilized land in previously developed areas for buildings, parking, and other uses.

Greyfield Redevelopment

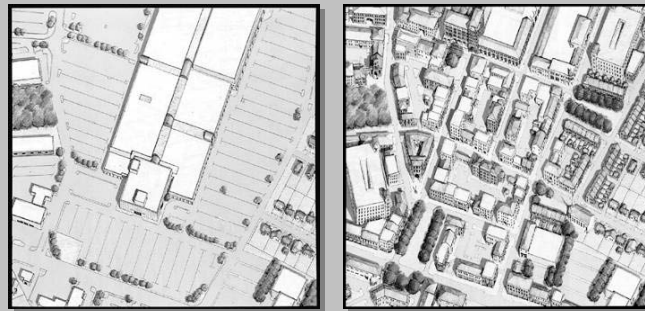
Today's American urban landscape is dotted with shopping malls which have become obsolete. These shopping centers, built primarily in the 1970's and 1980's, are dying due to various factors including differences in the market, changes in accessibility, and increased competition.

A new tool for design experts is to turn these fading centers, named 'greyfields' for the typically empty parking lots surrounding them, into thriving downtown communities. Greyfield revitalization efforts attempt to exchange afflicting influences with smart new growth that is both more environmentally friendly and establishes a strong sense of place.

Revitalization of greyfield sites often consists of major redevelopment rather than conventional regional retail or simple face-lifts. Design

initiatives are inspired by classic urban form and by classic urban form and characterized by attractive, walkable streets and high density. Many greyfield sites are more suitable to be converted into housing, retail, office, services, and public space rather than standard retail. In these cases mixed-use development becomes an attractive option.

The mixed-use development plan concept replaces an isolated big box store with large parking lot with traditional, urban design that places buildings close to the street, separated only by a sidewalk and landscaped strip. Parking is located in the rear or to the side of the commercial buildings in order to create a friendly pedestrian environment along each street. The design connects the development to the adjacent community's street grid with pedestrian-friendly streetscapes.



Eastgate Town Center, before (top) and proposed after (bottom) in Chattanooga, Tennessee. Source: Dover Kohl & Partners

Infrastructure -Water and sewer lines, roads, urban transit lines, schools and other public facilities needed to support developed areas.

Initial study - An analysis of a project's potential environmental effects and their relative significance. Initiative - A ballot measure which has been placed on the election ballot as a result of voter signatures and which addresses a legislative action.

Intermodal -Those issues or activities which involve or affect more than one mode of transportation, including transportation connections, choices, cooperation and coordination of various modes. Also known as “multimodal.”

Jitney - Privately-owned, small or medium-sized, vehicle usually operated on a fixed route but not on a fixed schedule.

Land Trusts -Nonprofit organizations interested in the protection of natural resources and historic areas. Activities include public education, purchase and coordination of conservation easements, and planning services.

Land Use -The manner in which a parcel of land is used or occupied.

Leapfrog Development - Development that occurs beyond the limits of existing development and creates areas of vacant land between areas of developed land.

Level of Service (LOS) - A qualitative measure describing operational conditions within a traffic stream in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience and safety.

Light Rail - The modern version of a streetcar or tram. Line-haul service - A fixed-route bus system that operates on arterial streets or on toll ways or expressways.

Linkages - Features that promote the interconnectedness of neighborhoods, commercial and office areas, open space resources and public places, and provide convenient access between these different uses.

Live-work Unit - Buildings that offer the opportunity for individuals to live and work in the same structure. Units may be rental or condominium. Purchase of home and office may be accomplished through a single mortgage.

Location Efficient Mortgage -A lending program that allows homebuyers to borrow more money based on the transportation cost savings of living near mass transit.

Lot Area - Lot area is the total square footage of horizontal area included within the property lines.

Low Impact Development (LID) -An approach to environmentally friendly land use planning. It includes a suite of landscaping and design techniques that attempt to maintain the natural, pre-developed ability of a site to manage rainfall. LID techniques capture water on site, filter it through vegetation, and let it soak into the ground where it can recharge the local water table rather than being lost as surface runoff.

Master Plan -A statement, through text, maps, illustrations or other forms of communication, that is designed to provide a basis for decision making regarding the long term physical development of the municipality.

Metropolitan Planning Organization (MPO) - The organization designated by local elected officials as being responsible for carrying out the urban transportation and other planning processes for an area.

Minimum Density Standards - Standards that establish minimum higher densities to ensure that existing land available for development is not underutilized.

Mitigation -Process or projects replacing lost or degraded resources, such as wetlands or habitat, at another location.

Mixed Use - Development that combines two or more of the types of development -residential, commercial, office, industrial or institutional.

Modal Split -A term that describes how many people use alternative forms of transportation. Frequently used to describe the percentage of people using private automobiles as opposed to the percentage using public transportation.

National Environmental Policy Act (NEPA) - A comprehensive federal law requiring analysis of the environmental impacts of federal actions such as the approval of grants; also requiring preparation of an Environmental Impact Statement (EIS) for every major federal action significantly affecting the quality of the human environment.

Neo-Traditional Development -A traditional neighborhood, where a mix of different types of residential and commercial developments form a tightly knit unit. Residents can walk or bike to more of the places they need to go and municipal services costs are lower due to the close proximity of residences. A more compact development also reduces the amount of rural land that must be converted to serve urban needs.

New Urbanism -Neighborhood design trend used to promote community and livability. Characteristics include narrow streets, wide sidewalks, porches, and homes located closer together than typical suburban designs.

NIMBY ("Not in My Backyard") - NIMBY is an acronym for the sentiment that exists among some people who do not want any type of change in their neighborhood.

Nodal Development - Nodal development concentrates mixed used development (such as commercial, office and higher density residential) to provide required densities and service to make transit affordable and to foster community hubs where daily services can be reached within walking distance.

Non-Point Source Pollution (NPS) - Pollution that cannot be identified as coming from a specific source and thus cannot be controlled through the issuing of permits. Storm water runoff and some deposits from the air fall into this category.

Nonporous Surface - A surface that water cannot permeate.

Open Space -Used to describe undeveloped land or land that is used for recreation, farmland as well as all natural habitats (forests, fields, wetlands etc.).

Overlay Districts -Zoning districts in which additional regulatory standards are superimposed on existing zoning. Overlay districts provide a method of placing special restrictions in addition to those required by basic zoning ordinances.

Overlay Zone - A set of zoning requirements that is superimposed upon a base zone. Overlay zones are generally used when a particular area requires special protection (as in a historic preservation district) or has a special problem (such as steep slopes, flooding or earthquake faults). Development of land subject to overlay zoning requires compliance with the regulations of both the base and overlay zones.

Parcel Map - A minor subdivision resulting in fewer than five lots. The city or county may approve a parcel map when it meets the requirements of the general plan and all applicable ordinances.

Payment in Lieu of Taxes (PILOT) -Local property tax incentive arrangements offered through governmental agencies known as Industrial Development Boards ("IDBs"). Under PILOT arrangements, companies make payments to the local IDBs in lieu of payment of traditional real or personal property taxes. In Tennessee, property owned by local IDBs is exempt from property taxes.

Pedestrian-Friendly - A term used to describe streets or areas that are laid out in an interconnected network providing convenient and safe pedestrian access between important destinations. Areas that are pedestrian-friendly, are attractively landscaped, provide visual interest and a sense of security to encourage walking.

Planned Unit Development (PUD) -PUDs are areas that are planned and developed as one entity, by a single group. Planned unit developments usually include a variety of uses, including different housing types of varying densities, open space, and commercial uses. Project planning and density is calculated for the entire development rather than individual lots.

Planning Commission - A group of residents appointed by the City Council to consider land use planning matters. The commission's duties and powers are established by the local legislative body and might include hearing proposals to amend the general plan or rezone land, initiating planning studies (road alignments, identification of seismic hazards, etc.), and taking action on proposed subdivisions.

Priority Funding Areas (PFA) -Programs to guide development into designated areas and away from conservation areas using infrastructure investments.

Public Spaces - Places that create community identity, foster social interaction and add community vitality. They may include major sites in central locations such as urban riverfronts, downtown plazas and parks, shopping streets and historic districts. Public spaces may be libraries, post offices or other civic building areas. Smaller, less central sites include neighborhood streets and parks, playgrounds, gardens, neighborhood squares and older suburban commercial centers.

Purchase of Development Rights

The purchase of development rights (PDR) involves the voluntary sale by a landowner of the right to develop a property to a government agency or private nonprofit land trust. The land owner receives a cash payment in return of signing a legally binding agreement, a deed of easement that restricts the use of the land, usually in perpetuity to farming and open space. The land remains private property with no right of public access. State and local governments have relied primarily on the sale of bonds to finance the purchase of development rights.

The sale of development rights lowers the value of the farm for estate tax purposes, aiding in the transfer of the farm to the next generation. The price of the development rights is determined by an appraisal. Although future generations that farm a preserved farm will have development rights to sell, the farm will retain a value for farming, and the land can be sold to someone else to farm.

PDR and the purchase of conservation easement are the same thing. By convention, however, PDR refers to the purchase of a conservation easement by a government agency, whereas the acquisition of conservation easements is done by private land trusts. The PDR also tends to refer to the preservation of active farm and forestlands.

When development rights are purchased from several, contiguous farms, development can be more effectively directed away from the farming area, allowing farm owners to invest in their farms without complaints from non-farm neighbors.

Public-Private Partnerships - A collaborative arrangement between public and private entities in which resources and information are shared in order to serve a particular public purpose. Public-private partnerships specify joint rights and responsibilities and imply some sharing of risks, costs or assets, thereby allowing parties to effectively achieve common goals.

Purchase of Development Rights (PDR) -Programs through which local governments may purchase development rights and dedicate the land for conservation easements, protecting it as open space or agricultural areas.

Quality Growth -Well-planned development that protects open space and farmland, revitalizes communities, keeps housing affordable and provides more transportation choices.

Quality of Life - Those aspects of the economic, social and physical environment that make a community a desirable place in which to live or do business. Quality of life factors include those such as climate and natural features, access to schools, housing, employment opportunities, medical facilities, cultural and recreational amenities, and public services.

Redevelopment - Reinvestment in older elements of a region – a historic structure, long-time residential community, brownfield, shopping center or main street – offers an opportunity to revitalize communities while preserving social and environmental values.

Redevelopment Plan – Enabled under Tennessee statute 13-20-205, a Redevelopment Plan is adopted to guide development and investment in a Redevelopment District. The Redevelopment Plan is a legal document that defines a specific geographic area for public/private investment and creates specific legal tools to assist in the redevelopment process. These tools include modifying land use controls, land assembly rights, and financial investment mechanisms such as TIF financing.

Referendum - A ballot measure challenging a legislative action by the city council or county board of commissioners. Referenda petitions must be filed before the action becomes final and may lead to an election on the matter.

Rehabilitation - In communities with a large stock of older housing or other structures that could lend themselves more easily to conversion into residential units, rehabilitation can be a very affordable and environmentally-friendly way to provide more housing, commercial areas and offices.

Residential - Land use that is primarily for houses, townhouses, apartments or other dwelling types.

Resource Efficiency - The efficient use of natural resources maximizes productivity while minimizing waste and environmental impact. For example, buildings that incorporate energy efficient technologies are typically more comfortable, have lower utility bills and have less impact on the environment. Resource efficiencies garnered through sensitive design, increased densities, integration of land uses and a balanced transportation system may improve air quality, reduce traffic congestion and save money.

Reverse Commute - A trip that is running in the opposite direction of the heaviest traffic. The reverse commute generally involves travel between employment locations in the outlying suburban areas and residence locations closer to the urban core of the metropolitan area.

Riparian Area - Vegetated ecosystems along a waterbody through which energy, materials, and water pass. Riparian areas characteristically have a high water table and are subject to periodic flooding.

Runoff - The water that flows off the surface of the land, ultimately into our streams and water bodies, without being absorbed into the soil.

Rural character - Rural character consists of qualities such as horse farms, lakes, pastures, farms, estates and undisturbed roadsides. Areas contain mature and natural landscape with informal placement of trees and indigenous vegetation is characteristic of the area.

Scale - Urban designers typically emphasize the importance of human scale in successful environments. Considerations of human scale include building height and bulk regulations to ensure that new development and redevelopment efforts are pedestrian-oriented and compatible with the existing built environment.

Sediment and Erosion Control - Practices and processes that effectively protect the soil surface from the erosive force of rain, storm water runoff and, in some cases, wind. Higher rates of erosion and sediment loss typically accompany urban development. A variety of planning, design and engineering practices are used to minimize the negative impacts of erosion on urban streams.

Sedimentation - Build up of soils in streams and lakes via runoff from surrounding land, especially land cleared of vegetation.

Sense of Place - A feeling of attachment and belonging to a particular place or environment having a special character and familiarity.

Setback - A minimum distance required by zoning to be maintained between two structures or between a structure and property lines.

Shared Parking - Parking area that is utilized by more than one business, development or property to minimize parking surfaces in an area. Shared parking works best when the various users have customers with parking needs at different times of the day.

Siltation - Process by which loose soil is transferred and builds up in streams, rivers, and lakes, causing changes in stream channels and in depth. It may result in filling in an area and/or causing flooding.

Site Plan - A scaled plan showing proposed uses and structures for a parcel of land. A site plan could also show the location of lot lines, the layout of buildings, open space, parking areas, landscape features, and utility lines.

Smart Growth - Well-planned, environmentally-sensitive land development that protects open space and farmland, revitalizes communities, keeps housing affordable and provides more transportation choices.

Special Districts - Geographic areas in which fees or taxes are collected to fund investments or services benefiting properties within the district.

Sprawl -Development patterns where rural land is converted to urban/suburban uses more quickly than needed to house new residents and support new businesses, and people become more dependent on automobiles. Sprawl defines patterns of urban growth that includes large acreage of low-density residential development, rigid separation between residential and commercial uses, residential and commercial development in rural areas away from urban centers, minimal support for non-motorized transportation methods, and a lack of integrated transportation and land use planning.

Stream Corridor -The area (containing wetlands, flood plains, woodlands, unique habitats, and steep slopes) which lies between relatively level uplands and stream banks and through which water, draining from the uplands, flows and is naturally cleansed and stored. Base flow for streams comes from ground water as springs and seeps.

Stream - A body of water flowing in a channel.

Streetscape -The space between the buildings on either side of a street that defines its character. The elements of a streetscape include -building frontage/façade; landscaping (trees, yards, bushes, plantings, etc.); sidewalks; street paving; street furniture (benches, kiosks, trash receptacles, fountains, etc.); signs; awnings; and street lighting.

Subdivision -A subdivision occurs as the result of dividing land into lots for sale or development.

Subdivision Rules and Regulations -Procedures, requirements, and provisions governing the subdivision of land that is specified in formal Rules and Regulations promulgated by a city or town.

Sustainable Development -Development with the goal of preserving environmental quality, natural resources and livability for present and future generations. Sustainable initiatives work to ensure efficient use of resources.

Traditional Neighborhood Development

The term traditional neighborhood development (TND) describes the planning and urban design of pre- and early 20th-Century urban form built prior to the nation's reliance on the automobile.

The early forms of these neighborhoods are primarily streetcar and commuter rail suburbs. On a smaller scale they resemble traditional American small towns of the early 20th Century. More recent forms are primarily large master planned communities.

In general, TNDs consist of the following characteristics:

Compact defined urban neighborhoods composed of compatible mix of uses and housing types

Network of connected streets with sidewalks and trees for convenient and safe movement throughout the neighborhoods for all modes of transportation

Focus on pedestrian over the automobile, while retaining automobile convenience

Integrate parks and public spaces into each neighborhood

Placement of important civic buildings and key sites to create landmarks and a strong sense of place

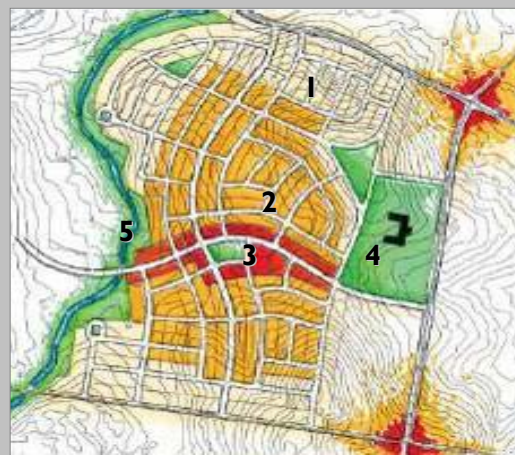
Traditional Neighborhood Development form:

(1) Lower-density residential, (2) Urban residential, (3) Mixed-use center, (4) Open Space & Civic Site and (5) Linear Park.

Instead of isolating uses from one another, traditional neighborhood development places emphasis on creating quality environments that are not left behind for the newest area next door. TNDs accommodate growth for a diverse array of lifestyles, incomes, and needs.

TNDs provide marketable and viable choices that will retain a sense of belonging and identity. The TND philosophy contends that an appropriate mix of uses, housing types, and strong design provide the backbone livable and sustainable neighborhoods.

TND concepts are key to the community's future as development moves south from Williamson County.



Taking - A taking occurs when a government action violates the 5th Amendment property rights of a landowner by taking a piece of property without offering fair compensation. "Takings" include physical acquisitions of land, and may include regulations that unduly deprive landowners of certain uses of their property or have the effect of diminishing the value of property.

Tax Increment Financing (TIF) -A program designed to leverage private investment for economic development projects in a manner that enhances the benefits accrued to the public interest. In many cases, TIFs are used in conjunction with a Redevelopment Plan to help guide public investment projects.

TEA-21 (Transportation Efficiency Act for the 21st Century) -Federal legislation that encompasses all transportation regulation and funding (Inter-modal Surface Transportation Efficiency Act was the original title).

Traditional Neighborhoods -Traditional neighborhood design is a development approach that reflects historic settlement patterns and town planning concepts such as gridded, narrow streets, reduced front and side setbacks, and an orientation of streets and neighborhoods around a pedestrian oriented "town center." See "Traditional Neighborhood Development" sidebar on the previous page.

Traffic Calming - Street design measures that slow traffic down restrict the areas in which cars are allowed, and otherwise manage the flow of traffic to make other forms of transportation such as walking and bicycling more attractive and feasible options.

Traffic Signal Priority Systems - System of traffic controls in which buses are given an advantage over other general-purpose traffic by use of early or extended green time to avoid delays at intersections. Systems are sometimes combined with traffic signal preemption systems used by emergency vehicles.

Transfer of Development Rights -A system that assigns development rights to parcels of land and gives landowners the option of using those rights to develop or to sell their land. TDRs are used to promote conservation and protection of land by giving landowners the right to transfer the development rights of one parcel to another parcel. By selling development rights, a landowner gives up the right to develop his/her property, but the buyer could use the rights to develop another piece of land at a greater intensity than would otherwise be permitted.

Transit Nodes -Stops along a public transportation route where people board and disembark, often where one or more routes intersect with each other. These sites can provide ideal locations for mixed-use development as well as transit-oriented development.

Transit-Oriented Development (TOD) -The development of housing, commercial space, services, and job opportunities in close proximity to public transportation. Reduces dependency on cars and time spent in traffic, which protects the environment and can ease traffic congestion, as well as increasing opportunity by linking residents to jobs and services.

Transfer of Development Rights

Transfer of Development Rights (TDR) programs are typically instituted to preserve open space or ecologically sensitive areas, such as wetlands, agricultural or forest uses or historic buildings or landmarks. In each case, the purpose is to protect the underlying resource while compensating the owner of the resources for its use.

Detaching development rights from agricultural land means that such land cannot be developed or could only be developed at a very low intensity. When TDR is applied to historic buildings located in high-value areas, those buildings are preserved, because development pressure that would otherwise result in building's demolition and replacement is alleviated.

TDR features moving development potential from a property targeted for preservation to a property planned for development. The owner of the first property receives cash compensation from a developer or local government. The transfer of development rights (TDR) means that the development right can be moved to another site to develop that other property at a higher density than would normally be allowed.

The first step is for a local government to establish a TDR market. This includes identifying a sending area, from which TDRs will be sent, and a receiving area, where developers use the TDRs to build at a higher density. For farmland preservation purposes, after the development rights are transferred, the sending area is then restricted to farming.

The two leading TDR programs for preserving farmland are in Montgomery County, Maryland and in the New Jersey Pinelands. Purchase of development rights has been far more popular than TDRs, however, partly because of the controversy in identifying sending and receiving area.

Transit-Supportive Development - A development pattern that reinforces the use of public transportation through efficient, pedestrian-oriented land use design and higher densities. The development, within walking distance of the transit station, center or stop, offers a variety of housing and commercial activities.

Transportation Demand Management (TDM) - A transportation plan that coordinates many forms of transportation (car, bus, carpool, rapid transit, bicycle, walking, etc.) in order to distribute the traffic impacts of new development. Rather than emphasizing road expansion or construction (as does traditional transportation planning), TDM examines methods of increasing the efficiency of road use.

Upzone - To change the zoning of a tract or parcel of land from a lesser to greater intensity of usage. An example would be a change in zoning from single family to multi-family or mixed use.

Urban Growth Boundary - A boundary designating specific areas for development over a given period of time (e.g., as protected green space; it ensures that new development makes the most efficient use of available land and encourages more livable urban spaces

USGS (United States Geological Survey) - A federal agency which provides mapping of topography, aquifer levels and areas where aquifers are recharged.

Variance -The relaxation of requirements of a zoning district for a specific parcel or tract of land. Variances are often issued to avoid unnecessary hardships to a landowner.

Viewshed –A viewshed is the area visible from a point, a line, or a specific locality. Often defined as the landscape visible from a specific point, a viewshed can also consist of the sum total of the area covered by views along a road or trail, as well as the aggregate of the views visible from a specific area such as a park, city square, or natural feature. Equity is inherent in a process that protects access to views for all and prevents the privatization of scenery.

Walkability - Areas that are walkable and are safe, comfortable, interesting and accessible. They offer amenities such as wide sidewalks, attractive storefronts that face the sidewalk, shade, shelter and a sense of spatial enclosure provided through landscaping and streetscape elements. These areas are inviting to pedestrians for shopping, recreation and relaxation.

Watershed -The geographic area which drains into a specific body of water. A watershed may contain several sub-watersheds.

Wetlands -Area having specific hydric soil and water table characteristics supporting or capable of supporting wetlands vegetation.

Zoning Administrator - A planning department staff member responsible for hearing minor zoning permits.

Zoning -Classification of land in a community into different areas and districts. Zoning is a legislative process that regulates building dimensions, density, design, placement and use within each district.

APPENDIX A: COMMUNITY ASSESSMENT

(Text to be inserted)

Previously reviewed by the Steering Committee

Future Development Map

**Maury County Regional Planning Commission -
Comments regarding this Future
Development Map**

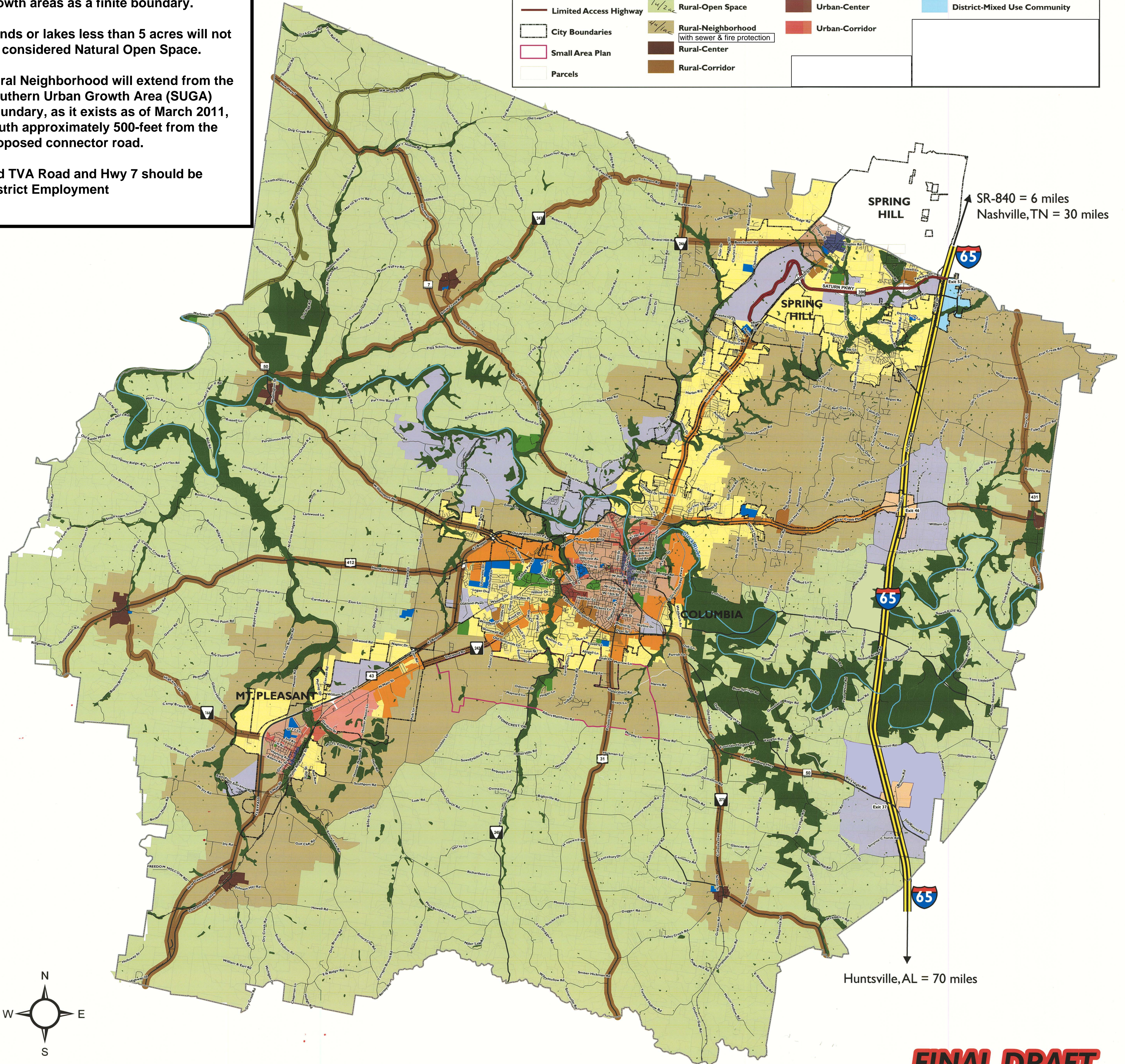
The Future Development Map is included in the Comprehensive Plan as a guide realizing that it is not practical to delineate growth areas as a finite boundary.

Ponds or lakes less than 5 acres will not be considered Natural Open Space.

Rural Neighborhood will extend from the Southern Urban Growth Area (SUGA) Boundary, as it exists as of March 2011, south approximately 500-feet from the proposed connector road.

Old TVA Road and Hwy 7 should be District Employment

Legend		Suburban Development Category	District Development Category
Duck River	Parks	Suburban-Neighborhood	District-Airport
Railroad	Natchez Parkway Corridor	Suburban-Center	District-Downtown
Streets	Natural Development Category	Suburban-Corridor	District-Employment
Major Roads	Natural-Open Space	Urban Development Category	District-Interstate Gateway
Interstate	Rural Development Category	Urban-Neighborhood	District-Medical Arts
Limited Access Highway	Rural-Open Space	Urban-Center	District-Mixed Use Community
City Boundaries	Rural-Neighborhood with sewer & fire protection	Urban-Corridor	
Small Area Plan	Rural-Center		
Parcels	Rural-Corridor		



FINAL DRAFT

Source Data: Maury County, City of Columbia, City of Spring Hill & City of Mt. Pleasant
This map is intended for planning purposes only.

Prepared by:



Maury County Comprehensive Plan

Joint Comprehensive Plan for the Cities of Columbia, Mount Pleasant and Spring Hill

APPENDIX B: COMMUNITY PARTICIPATION REPORT

(Text to be inserted)

Previously reviewed by the Steering Committee