CHARRETTE CATALOGUE

This document is a visual synopsis of the work produced during the week-long design charrette conducted by Town Planning & Urban Design Collaborative on behalf of the City of Columbia. The goal of the charrette was to gather input from the community as to how they would like to see James Campbell Boulevard transform in the future. The final master plan document will be produced and distributed shortly and will include the work products with full explanations and narratives. In the meantime, this document will give the community an opportunity to study in more detail the visuals and the work that was shown to them during the presentations and in the studio.
**Synoptic Survey Results**

**TRANSECT ZONE: T5 - URBAN CENTER**

1. **DOWNTOWN COLUMBIA**

- **Public Frontage Type:** yield street
- **Spatial Width:** 100 ft
- **Posted Design Speed:** 25 mph
- **R.O.W. Width:** 50 ft
- **Moving Lanes:** two way, 20 ft
- **Pavement Width:** 20 ft
- **Curb Type:** bulb-out
- **Curb Radius:** 10 ft
- **Median:** none
- **Sidewalk:** 12 ft
- **Bike Way Type:** none
- **Bike Way Width:** n/a

- **Private Frontage Type:** storefront
- **Principal Building Height:** 3 stories
- **Outbuilding Height:** 1 story
- **First floor above Grade:** 1.5 - 2 ft

- **Average Block Dimension:** 450 ft X 450 ft
- **Average Units per Acre:** n/a
- **Average Lot Size:** 200 ft X 200 ft
- **Average Lot Coverage:** 90%
- **Average Parking per Acre:** 40
- **Average Trees per Acre:** 10

**TRANSECT ZONE: T5 - SPRAWL**

1. **JAMES CAMPBELL BLVD.**

- **Public Frontage Type:** boulevard
- **Spatial Width:** 300 ft
- **Posted Design Speed:** 45 mph
- **R.O.W. Width:** 120 ft
- **Moving Lanes:** two way
- **Parking Lanes:** none
- **Pavement Width:** 50 ft each side
- **Curb Type:** none
- **Curb Radius:** 40-50 ft
- **Median:** 20 ft
- **Sidewalk:** 12 ft
- **Bike Way Type:** none
- **Bike Way Width:** n/a

- **Private Frontage Type:** stoop
- **Principal Building Height:** 1 story
- **Outbuilding Height:** 1 story
- **First floor above Grade:** 0 ft

**3. PRIVATE FRONTAGE**

- **Building Disposition:** no yard
- **Lot Width:** 34.70 ft
- **Lot Depth:** 200 - 250 ft
- **Lot Coverage:** 90%
- **Building Percentage:** 100%
- **Front Setback:** 0 ft
- **Side Setback:** 0 ft
- **Rear Setback:** 0 ft
- **Curb Cutback:** 0 ft
- **Front Erosion:** 0 ft
- **Side Erosion:** 0 ft
- **Ground Level Function:** commercial
- **Upper Level Function:** commercial

- **Average Block Dimension:** n/a
- **Average Units per Acre:** n/a
- **Average Lot Size:** 200 ft X 300 ft
- **Average Lot Coverage:** 15 - 20%
- **Average Parking per Acre:** 30
- **Average Trees per Acre:** 0

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**JAMES CAMPBELL BOULEVARD STRATEGIC CORRIDOR PLAN**

**CITY OF COLUMBIA, TENNESSEE**

**Charrette: August 3 - 9 2011**

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**TRANSECT ZONE: T3 - SUB-URBAN**

### 1. WEST 6TH STREET

<table>
<thead>
<tr>
<th><strong>Public Frontage Type</strong></th>
<th>residential</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Spatial Width</strong></td>
<td>120 ft</td>
</tr>
<tr>
<td><strong>Posted Design Speed</strong></td>
<td>35 mph</td>
</tr>
<tr>
<td><strong>R.O.W. Width</strong></td>
<td>43 ft</td>
</tr>
<tr>
<td><strong>Moving Lanes</strong></td>
<td>two way</td>
</tr>
<tr>
<td><strong>Parking Lanes</strong></td>
<td>yield</td>
</tr>
<tr>
<td><strong>Planting Width</strong></td>
<td>27 ft</td>
</tr>
<tr>
<td><strong>Curb Type</strong></td>
<td>square, 6 in</td>
</tr>
<tr>
<td><strong>Curb Radius</strong></td>
<td>10 ft</td>
</tr>
<tr>
<td><strong>Median</strong></td>
<td>none</td>
</tr>
<tr>
<td><strong>Sidewalk</strong></td>
<td>5 ft</td>
</tr>
<tr>
<td><strong>Bike Way Type</strong></td>
<td>none</td>
</tr>
<tr>
<td><strong>Bike Way Width</strong></td>
<td>none</td>
</tr>
</tbody>
</table>

### 2. PUBLIC FRONTAGE

<table>
<thead>
<tr>
<th><strong>Planter Type</strong></th>
<th>continuous</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Planter Width</strong></td>
<td>8 ft</td>
</tr>
<tr>
<td><strong>Planting Pattern</strong></td>
<td>34 - 54 ft o.c.</td>
</tr>
<tr>
<td><strong>Tree Type</strong></td>
<td>triangle - pine, pruned deciduous</td>
</tr>
</tbody>
</table>

### 3. PRIVATE FRONTAGE

<table>
<thead>
<tr>
<th><strong>Private Frontage Type</strong></th>
<th>porch</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Principal Building Height</strong></td>
<td>2-1/2 stories</td>
</tr>
<tr>
<td><strong>Outbuilding Height</strong></td>
<td>1 story</td>
</tr>
<tr>
<td><strong>First floor above Grade</strong></td>
<td>2-1/2 ft</td>
</tr>
</tbody>
</table>

### Synoptic Survey Results

- **Average Block Dimension**: 700 ft x 480 ft
- **Average Units per Acre**: 3
- **Average Lot Size**: 70 ft x 250 ft
- **Average Lot Coverage**: 10-15%
- **Average Floors per Acre**: 8
- **Average Trees per Acre**: 20

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**TRANSECT ZONE: T3 - SUB-URBAN**

### 1. MAYES PLACE

<table>
<thead>
<tr>
<th><strong>Public Frontage Type</strong></th>
<th>residential boulevard</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Spatial Width</strong></td>
<td>38 ft</td>
</tr>
<tr>
<td><strong>Posted Design Speed</strong></td>
<td>25 mph</td>
</tr>
<tr>
<td><strong>R.O.W. Width</strong></td>
<td>46 ft</td>
</tr>
<tr>
<td><strong>Moving Lanes</strong></td>
<td>two way, 16 ft</td>
</tr>
<tr>
<td><strong>Parking Lanes</strong></td>
<td>unmarked parallel</td>
</tr>
<tr>
<td><strong>Planting Width</strong></td>
<td>52 ft</td>
</tr>
<tr>
<td><strong>Curb Type</strong></td>
<td>roll, 6 in</td>
</tr>
<tr>
<td><strong>Curb Radius</strong></td>
<td>10 ft</td>
</tr>
<tr>
<td><strong>Median</strong></td>
<td>6 ft</td>
</tr>
<tr>
<td><strong>Sidewalk</strong></td>
<td>5 ft</td>
</tr>
<tr>
<td><strong>Bike Way Type</strong></td>
<td>none</td>
</tr>
<tr>
<td><strong>Bike Way Width</strong></td>
<td>none</td>
</tr>
</tbody>
</table>

### 2. PUBLIC FRONTAGE

<table>
<thead>
<tr>
<th><strong>Planter Type</strong></th>
<th>continuous strip</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Planter Width</strong></td>
<td>7 ft</td>
</tr>
<tr>
<td><strong>Planting Pattern</strong></td>
<td>34 - 54 ft o.c.</td>
</tr>
<tr>
<td><strong>Tree Type</strong></td>
<td>tall shade - oak and maple</td>
</tr>
</tbody>
</table>

### 3. PRIVATE FRONTAGE

<table>
<thead>
<tr>
<th><strong>Private Frontage Type</strong></th>
<th>porch</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Principal Building Height</strong></td>
<td>2-1/2 stories</td>
</tr>
<tr>
<td><strong>Outbuilding Height</strong></td>
<td>1 story</td>
</tr>
<tr>
<td><strong>First floor above Grade</strong></td>
<td>2-1/2 ft</td>
</tr>
</tbody>
</table>

### Synoptic Survey Results

- **Average Block Dimension**: 200 ft x 350 ft
- **Average Units per Acre**: 4
- **Average Lot Size**: 50 ft x 200 ft
- **Average Lot Coverage**: 10-15%
- **Average Floors per Acre**: 10
- **Average Trees per Acre**: 20

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**JAMES CAMPBELL BOULEVARD STRATEGIC CORRIDOR PLAN**

**CITY OF COLUMBIA, TENNESSEE**

**SYNOPSIS**

- **Charrette Catalogue**
- **TRANSECT ZONE: T3 - SUB-URBAN**
- **Synoptic Survey Results**

**TOWN PLANNING & URBAN DESIGN COLLABORATIVE**

**CHARRETTE: AUGUST 3 - 9 2011**
TRANSECT ZONE: T4 - GENERAL URBAN

1. POLK HOME

- Average Block Dimension: 700 ft X 480 ft
- Average Units per Acre: 4
- Average Lot Size: 20 ft X 200 ft
- Average Lot Coverage: 10 - 15%
- Average Parking 30: 10
- Average Trees per Acre: 10

- Public Frontage Type: arterial
- Spatial Width: 81 ft
- Posted Design Speed: 45 mph
- R.O.W. Width: 53 ft
- Moving Lanes: two way
- Parking Lanes: none
- Curb Type: bulb-out
- Curb Radius: 10 ft
- Median: none
- Sidewalk: 9 ft
- Bike Way Type: none
- Bike Way Width: none

- Private Frontage Type: porch and stoop
- Principal Building Height: 2 stories
- Outbuilding Height: 1 story
- First floor above Grade: 1.5 - 2 ft

- Planter Type: continuous
- Planter Width: 20 ft
- Planting Pattern: 34 - 54 ft o.c.
- Tree Type: triangle - magnolia

TRANSECT ZONE: T4 TO T5 TRANSITION

2. PUBLIC FRONTAGE

- Average Block Dimension: 50 ft X 260 ft
- Average Units per Acre: n/a
- Average Lot Size: 450 ft X 450 ft
- Average Lot Coverage: 10 - 15%
- Average Parking 30: 30
- Average Trees per Acre: 10

- Public Frontage Type: yield
- Spatial Width: 94 ft
- Posted Design Speed: 35 mph
- R.O.W. Width: 46 ft
- Moving Lanes: two way
- Parking Lanes: angled - 14 ft
- Curb Type: bulb-out
- Curb Radius: 10 ft
- Median: none
- Sidewalk: 10 ft
- Bike Way Type: none
- Bike Way Width: none

- Building Disposition: edgeyard
- Lot Width: 34.7 ft
- Lot Depth: 200 ft
- Lot Coverage: 10 - 15%
- Building Perpendicular to Road: 50 - 60%
- Side Setback: 13 ft
- Side Setback: 3 - 12 ft
- Rear Setback: 5 - 10 ft
- Outbuilding Setback: 6 ft
- Front Encroachment: 3 ft
- Side Encroachment: 3 ft
- Ground Level Function: residential
- Upper Level Function: residential

3. PRIVATE FRONTAGE

- Private Frontage Type: porch and stoop
- Principal Building Height: 2 stories
- Outbuilding Height: 1 story
- First floor above Grade: 1.5 - 2 ft

Synoptic Survey Results

Charette Catalogue

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**Charrette Catalogue**

**TRANSECT ZONE: SPRAWL**

### 1. JAMES CAMPBELL BLVD. (CAR DEALERSHIP)

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Frontage Type</td>
<td>boulevard</td>
</tr>
<tr>
<td>Spatial Width</td>
<td>300 ft</td>
</tr>
<tr>
<td>Posted Design Speed</td>
<td>45 mph</td>
</tr>
<tr>
<td>R.O.W. Width</td>
<td>120 ft</td>
</tr>
<tr>
<td>Moving Lanes</td>
<td>two way</td>
</tr>
<tr>
<td>Parking Lanes</td>
<td>none</td>
</tr>
<tr>
<td>Pavement Width</td>
<td>50 ft each side</td>
</tr>
<tr>
<td>Curb Type</td>
<td>none</td>
</tr>
<tr>
<td>Curb Radius</td>
<td>40-60 ft</td>
</tr>
<tr>
<td>Median</td>
<td>20 ft</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>12 ft</td>
</tr>
<tr>
<td>Bike Way Type</td>
<td>none</td>
</tr>
<tr>
<td>Bike Way Width</td>
<td>none</td>
</tr>
</tbody>
</table>

### 2. PUBLIC FRONTAGE

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planter Type</td>
<td>continuous</td>
</tr>
<tr>
<td>Planter Width</td>
<td>8 ft</td>
</tr>
<tr>
<td>Planting Pattern</td>
<td>34.64 ft o.c.</td>
</tr>
<tr>
<td>Tree Type</td>
<td>ball - locust, maple</td>
</tr>
</tbody>
</table>

### 3. PRIVATE FRONTAGE

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Frontage Type</td>
<td>stoop</td>
</tr>
<tr>
<td>Principal Building Height</td>
<td>1 story</td>
</tr>
<tr>
<td>Outbuilding Height</td>
<td>1 story</td>
</tr>
<tr>
<td>First foot above Grade</td>
<td>0 ft</td>
</tr>
</tbody>
</table>

### Synoptic Survey Results

- **Ground Level Function**: Commercial
- **Upper Level Function**: Commercial
Charrette Catalogue

Thoroughfare Network Plan

Legend:
- Arterial
- Collector
- Local
Lot Coverage Diagram
Proposed Improvements to Hatcher Road Intersection
Crash & Turning Movement Analysis
Proposed Improvements to Carmack Road Intersection
Charrette Catalogue

Before on-street parking

After on-street parking

Multiway Boulevard Design
Columbia Mall - Streetscape Transformations
Columbia Mall - Streetscape Transformations
Gravel Hill - Before and After Streetscape Improvements
Charrette Catalogue

PHASE ONE

Big Box Redevelopment Transformation
Big Box Redevelopment Transformation

Charrette Catalogue
Big Box Redevelopment Transformation

Phase Three
Big Box Redevelopment Transformation

PHASE FIVE
Catalyst Illustrative Plan: Mall Redevelopment & Phasing
Columbia Mall - After Retrofit
Columbia Mall - After Retrofit