CITY OF COLUMBIA
TENNESSEE

AGENDA

The Columbia Municipal Planning Commission will meet on Wednesday, February 12, 2025 at 4:00 PM in Council Chambers in the basement of City Hall, 700 N. Garden Street. The Planning Commission will consider the following:

I. Organization

1. Call to Order
2. Roll Call
3. Welcome of Visitors/Rules of Conduct
4. Acknowledgement of Official Communications of the Columbia City Council on Annexation and Zoning.
5. Approval of Minutes

   Cmpc_2025 January Minutes
6. Review of Bonds and Letters of Credit

II. Consent

III. Discussion Items

1. 24-0418 - Request from Greg Gamble to Rezone property at Tax Map 90 Parcel 7.12, being a five acre tract at River Road and Taylor Bend, from PUD (Planned Unit Development) to CD-5 (Urban Center Character District) with revocation of the Water's Edge at Taylor Bend PUD.
   THIS ITEM WAS DEFERRED FROM A PREVIOUS AGENDA.

   Documents:

   1. 24-0418_Staff Report

2. 24-0418_Concept Plan_01-27-2025
3. 24-0418_Taylor Landing Commitment Letter_02-12-2025
4. 24-0418_Citizen Communications_February 2025
5. 24-0418_Deferral Request Email_01-06-2025
6. 24-0418_Deferral Request Email_12-06-2024
7. 24-0418_Resident Comments 11-14-2024
8. 24-0418_Concept Plan_10-21-2024
9. 24-0418_Response to DRC Comments_10-21-2024
10. 24-0418_October DRC Comments_10-8-2024
11. 24-0418_Concept Plan_09-16-2024
12. 24-0418_Zone Map
13. 24-0418_Legal Description_09-16-2024
14. 24-0418_Water Availability Letter_10-07-2024
15. 24-0418_WW Will Serve Letter_09-16-2024
16. 24-0418_Application_09-16-2024
17. 24-0418_MCPS Capacity Numbers_10-10-2024

2. Request from WES Engineers & Surveyors for Final Plat revision of Beechcroft Plaza PUD Lot 8 consisting of two lots off Nashville Highway and Cayer Lane at Tax Map 42 Parcel 14.05.

   Documents:

   1. 24-0538_Cayer Ln PUD_Final Plat_Staff Report
   2. 24-0538_Final Plat_01-21-2025
   3. 24-0538_Response to DRC Comments_01-21-2025
   4. 24-0538_DRC Comments_01-07-2025
   5. 2005 Beechcroft Plaza Preliminary Master Development Plan
   6. 24-0538_Final Plat_12-16-2024
   7. 24-0538_Submittal Letter_12-16-2024
   8. 24-0538_Application_12-16-2024

3. Request from City of Columbia Wastewater Department for Preliminary and Final Plat approval at Bear Creek Pike, being a portion of Tax Map 90 Parcels 17.06 and 19.

   Documents:

   1. 24-0539_Preliminary-Final Plat_Staff Report
   2. 24-0539_Final Plat_01-21-2025
   3. 24-0539_Preliminary Plat_01-21-2025
   4. 24-0539_Response to DRC Comments_01-21-2025
   5. 24-0539_DRC Comments_01-07-2025
   6. 24-0539_Application_01-21-2025
   7. 24-0539_Recorded Document
   8. 24-0539_City v. Vaughn Status Letter_12-17-2024

9. 24-0539_Final Plat_12-16-2024
10. 24-0539_Preliminary Plat_12-16-2024
11. 24-0539_CPWS Water Availability and Fire Requirement Email_12-16-2024
12. 24-0539_CPWS Electrical Service Letter_12-16-2024
13. 24-0539_DRC Previous Case Comments_09-11-2024
14. 24-0539_Checklist_12-16-2024
15. 24-0539_Application_12-16-2024

4. Request from Emma Donnelly-Bullington for a Site Development Plan with Alternative Performance at 115 S. James M. Campbell Blvd., being a 1.19 acre portion of Tax Map 113E Group B Parcel 4.

Documents:

1. 24-0536_Staff Report_Whataburger Site Development Plan with Alternative Performance
2. 24-0536_Site Development Plan_01-21-2025
3. 24-0536_Building Elevations_01-21-2025
4. 24-0536_Response to DRC Comments_01-21-2025
5. 24-0536_DRC Comments_01-07-2025
6. 24-0536_Preliminary Site Plan_12-16-2024
7. 24-0536_Building Elevations_12-16-2024
8. 24-0536_Submittal Letter_12-16-2024
9. 24-0536_Application_12-16-2024

5. Request from Olivia DuPuy for Preliminary PUD Master Plan approval with Architectural Design regarding construction of a 45,000 square foot commercial building in the Honey Farm Crossing PUD Subdivision, being a 7.49 acre portion of Tax Map 51 Parcel 58 at Nashville Highway and Honey Farm Way.

Documents:

1. 24-0535_Staff Report_Honey Farm Wal Mart Preliminary PUD Master Plan
2. 24-0535_Preliminary PUD Master Plan Revision_01-21-2025
3. 24-0535_Signage
4. 24-0535_Elevations Resubmittal
5. 24-0535_Building Elevations with Callouts_01-21-2025
6. 24-0535_TIS Review Memo_01-21-2025
7. 24-0535_Revised TIS_01-21-2025
8. 24-0535_Deviation Requests Letter_01-21-2025
9. 24-0535_Carlson Consulting Response to DRC Comments_01-21-2025
10. 24-0535_HFA Response to DRC Comments_01-21-2025
11. 24-0535_DRC Comments_01-07-2025
12. 24-0535_Preliminary PUD Plan_12-16-2024
13. 24-0535_Building Elevations_12-16-2024
14. 24-0535_Alta Survey_12-16-2024

15. 24-0535_Zone Map
16. 24-0535_Traffic Impact Study_12-16-2024
17. 24-0535_Water Availability Letter_12-16-2024
18. 24-0535_WW Will Serve_12-16-2024
19. 24-0535_Floor Plans Letter_12-16-2024
20. 24-0535_Submittal Letter_12-16-2024
21. 24-0535_Checklist_12-16-2024
22. 24-0535_Application_12-16-2024

6. Request from Mike Harris for Final PUD Master Plan approval of the CPWS Treatment Plant at 806 and 812 Nashville Highway, being 12.65 acres at Tax Map 90I Group B Parcels 1 and 5.

Documents:

1. 24-0533_CPWS PUD_Final PUD_Staff Report
2. 24-0533_Resubmittal Packet_01-21-2025
3. 24-0533_Response to DRC Comments_01-21-2025
4. 24-0533_DRC Comments_01-07-2025
5. 24-0533_PUD Plan_12-16-2024
6. 24-0533_PUD-MU Exceptions Table_Rev 12-2024
7. 24-0533_Color Elevations_12-16-2024
8. 24-0533_CPWS Renderings_12-16-2024
9. 24-0533_Site Changes_12-16-2024
10. 24-0533_Exterior Lighting Calcs_12-16-2024
11. 24-0533_Wallpack Lighting Information_12-16-2024
12. 24-0533_Road Lighting Information_12-16-2024
13. 24-0533_Site Lighting Plan_12-16-2024
14. 24-0533_Landscaping_12-16-2024
15. 24-0533_Location Map
16. 24-0533_Checklist_12-16-2024
17. 24-0533_Application_12-16-2024

7. 24-0475 - Request from Development Services for review and recommendation of Zoning Text Amendments concerning Principal Uses, Accessory Uses, Temporary Uses, and Limited Use Standards contained in Article 4.
THIS ITEM WAS REFERRED FROM CITY COUNCIL.

Documents:

1. Staff Report_Limited Use Standards ZTAs
2. Private Frontage Type 4.3.7
3. Facade Materials

Home Occupations
Map of Current Home Occupation Permits

Documents:

1. Draft Zoning Text - Home Occupations
2. Draft Use Table Revisions - Home Occupations
3. Information Item_8.5.16.K Conditional Use Procedures

Bars, Taverns & Nightclubs
Map Illustrating Current Standards

Documents:

1. Draft Zoning Text - Bars, Taverns, & Nightclubs

Vape, Tobacco & Cannabinoid Retailers

Documents:

1. Draft Zoning Text - Vape, Tobacco, & Cannabinoid
2. Draft Use Table Revisions - Vape, Tobacco, & Cannabinoid

8. Request from Development Services for review and recommendation of Zoning Text Amendments concerning Principal Uses, Accessory Uses, Temporary Uses, and Limited Use Standards contained in Article 4 as regards to Short Term Rental Use.
THIS ITEM WAS REFERRED FROM CITY COUNCIL.

Documents:

1. 24-0475_STR NOTIFICATION POSTING_11-27-2024
2. 24-0475_STR_USE TABLE_PARKING_11272024_REVISED
3. 24-0475_ZTA_4.3.9.E.6_STR_12062024

Short Term Rentals
Map Comparing Current and Proposed Standards

9. Request from Development Services for review and recommendation of Zoning Text Amendments concerning minor administrative changes and corrections throughout the document.
THIS ITEM WAS REFERRED FROM CITY COUNCIL

Documents:

1. Staff Report_Housekeeping ZTAs

2. Draft Zoning Text - Various Corrections

IV. Other Business

V. Adjourn

The Planning Commission of the City of Columbia welcomes your presence and participation at this meeting. If you wish to address the Commission regarding any item on the Agenda, please sign the sign-up sheet and indicate which agenda item you would like to comment on. You will have the opportunity to comment on an item when it comes up on the Agenda and before the Commission votes on the item. Once recognized, you may then come to the podium and state your name and address. Anyone requesting accommodation due to disabilities should contact the ADA Coordinator, Wanda McClain, at 931-560-1570 prior to the meeting. For other questions, please contact the Department of Development Services at 931-560-1560.

Organization

Item I.1. - **Call to Order**

Chairperson Charlie Goatz called the January Planning Commission Meeting for the City of Columbia to order at 4:00 P.M. The meeting was held in Council Chambers at City Hall.

Item I.2. - **Roll Call**

Mr. Goatz called for the roll call. Those in attendance were:

Planning Commission Chairman Charlie Goatz; Planning Commission Member Dr. Christa Martin; Planning Commission Member Mayor Chaz Molder; Planning Commission Member James Sloan; Planning Commission Member Nancy Williams.

Absent Was: Planning Commission Member James Shannon

Other Attendees: Mr. Robert Archibald, Planner II; Mr. Austin Brass, Principal Planner; Mr. Ryan Filipkowski, Wastewater Engineer; Mr. Glenn Harper, City Engineer; Mr. Jake Hubbell, City Attorney; Mr. Paul Keltner, Director of Development Services; Mrs. Sandra Richardson, Recording Secretary; Mr. Neal Scruggs, Staff Engineer; Mr. Douglas Toney, Assistant City Engineer.

Item I.3. - **Welcome of Visitors/Rules of Conduct**

Chairperson Charlie Goatz welcomed Jake Hubbell the new City Attorney. He also welcomed guests and applicants to the meeting. The Chairman discussed the meeting order and the process for speakers to be heard.

Item I.4. - **Acknowledgement of Official Communications of the Columbia City Council on Annexation and Zoning.**

Mr. Paul Keltner, Director of Development Services, gave the details of the Official Communications of the Columbia City Council on Annexation and Zoning.

Item I.5. - **Approval of Minutes**

Dr. Martin moved to approve the minutes, and Mayor Molder seconded. The minutes were approved five to zero.

Item I.6. - **Review of Bonds and Letters of Credit**

Mr. Glenn Harper, City Engineer, stated that all Letters of Credit were in order or in the process of being updated.

Consent

Chairman Charlie Goatz read the three consent items, and moved to approve subject to technical comments, and Ms. Williams seconded. The motion to approve passed five to zero.

Item II.1. - **Request from WES Engineers & Surveyors for Final Plat approval with surety in the amount of $300,000 for Honey Farm Townhomes Phase 3 located off Honey Farm Way and Manuka Lane, being a 5.93 acre portion of Tax Map 51 Parcel 58.02.**

Item II.2. - **Request from Allen O'Leary for Final Plat approval with surety in the amount of $260,000 for McClure Farms Subdivision Phase 1A consisting of 14 single-family lots with right-of-way dedication, being a 3.41 acre portion of Tax Map 51 Parcel 6 off Nashville Highway and Trinity Woods Road.**

Item II.3. - **Request from Jacob Vincent for Final Plat approval with surety in the amount of $675,000 for Bear Springs Phase 1A consisting of 58 lots on 19.14 acres, being a portion of Tax Map 92 Parcel 12.05 off Bear Creek Pike and Seminole Drive.**

Discussion Items

Item III.1. - **Request from Greg Gamble to Rezone property at Tax Map 90 Parcel 7.12, being a five acre tract at River Road and Taylor Bend, from PUD (Planned Unit Development) to CD-5 (Urban Center Character District) with revocation of the Water's Edge at Taylor Bend PUD.**
THIS ITEM WAS DEFERRED FROM A PREVIOUS AGENDA.
THE APPLICANT IS REQUESTING A DEFERRAL TO THE FEBRUARY MEETING.

Mr. Goatz read the Agenda item. He stated that the applicant is requesting another deferral. Mr. Keltner stated that is correct. He had a conversation with the applicant, and he stated that they were going to have another townhall meeting with the neighborhood this Tuesday. They were anticipating further adjustments from that meeting on Tuesday. Mr. Goatz inquired about how things are going. Mr. Keltner stated from what he has been told they are making progress with the transition committee for that subdivision and they have a concept, and they are looking at adjusting the concept. They already have adjusted the concept to some degree and they wanted to show them what that would look like on Tuesday. Mr. Goatz discussed the process. Discussion included the straight zoning request, concept plans, discussions, face zoning request, and not being bound. Mr. Goatz moved to defer, and Dr. Martin seconded. The motion to defer passed five to zero.

Item III.2. - **Request from Louis Sloyan for Preliminary Plat approval of Oakwood Subdivision, located at 200 Oakwood Drive, being Tax Map 89 Parcel 21, and consisting of 104 lots on 56.73 acres.**

Mr. Goatz read the agenda item. Mr. Brass gave the details of the staff report. They will have front loaded lots, and elimination of retaining walls. Discussion included no lot increase, and Ryan Filipkowski's, wastewater comment. Mr. Goatz asked Ryan Filipkowski, Wastewater Engineer, if he was comfortable enough with the response. Mr. Ryan Filipkowski stated yes, I would say so. He also discussed it being off the public map. Further discussion included construction plans, infrastructure, and final plat. Mr. Goatz asked Mr. Filipkowski if he was comfortable, and he stated yes. Mr. Goatz stated the intent of this is to eliminate a pump station in the future. Mr. Filipkowski discussed the pump station, working with the developers, and the capacity. Dr. Martin referenced number four, and asked if there is any concerns down the road will the Commission have to work with the developer to get to the standards, to the correct flow, to the correct inches and all of that. She asked if it will be this Commission that will have to correct our assumption or will it be the maps that you use does not have real data so now we have a problem. Ryan Filipkowski stated he is comfortable with what they have provided, and feel that we won't have an issue. If there is an issue it might be a matter of basically taking what they did install and maybe back tracking a little bit taking out what they installed and having a re-install. That will be one of the worst case scenarios. He further discussed the process. Mr. Brass stated to add clarity the information that Mr. Filipkowski discussed typically comes at the construction plan stage. What is being approved today is the preliminary plat which is subject to that. At this point the Commission typically doesn't get into that much detail. Wastewater give an advisory comment for the construction plans. Mr. Filipkowski stated that he made the comment because of the availability letter. Mr. Brass stated that applicant is aware of the request. Mr. Filipkowski stated yes. Mr. Keltner stated that you are going to get a set of sewer plans for a extension of sewer services at your review and the state will review. Mr. Filipkowski stated yes, and at that point I will see it. Mr. Keltner stated that is prior to installation. Mr. Filipkowski stated yes. Mr. Keltner stated that it will be a higher detail. Mr. Filipkowski stated yes, and I am confident at that point there will be enough room, it is that we haven't gotten there yet. Mr. Goatz stated that he thinks what Dr. Martin and he are looking for is some assurance that there will be another step that will require this developer to do whatever is needed to be done. Mr. Filipkowski stated, that is coming in the next phase. Mr. Goatz moved to approve subject to all technical comments, and Dr. Martin seconded. The motion to approve passed five to zero.

Other Business

Mayor Molder stated that the Commission is glad to have the City Attorney aboard. He also was glad to see Cheryl Secrest, a City Council member. He welcomed both of them, and stated that they were both sworn in last evening.

Cindy Sims, Executive Director of the Center of Hope, stated that they were gifted with 225 Tara Court. She stated that the contractor made her aware that there are some infrastructure things to be done. She said that he stated that he just wanted to donate it. She said her plea to the Planning Commission is to allow that transfer. She further discussed her request. Mr. Goatz stated that she had talked to him as well. His advice

is to continue to talk to staff to see what directions she is to go. Further discussion included PUD requirements, landscaping, and a COA. Ms. Sims stated that the developer is no longer in the picture, and they want to do it the right way for Center of Hope.

Adjourn

There being no further business to discuss Mr. Goatz moved to adjourn, and Mayor Molder seconded. The motion to adjourn passed five to zero. The meeting adjourned at 4:22 P.M.

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Planning Commission Chairman, Charlie Goatz

Date

Active Letters of Credit and Sureties

2/4/2025

DEVELOPMENT/SUBDIVISION	DEVELOPER	AMOUNT	EXP. DATE
Arlington Heights Subdivision, Phase 1, Section 2	Arlington Heights General Partnership	$106,000.00	05/09/2021
Arlington Heights Subdivision, Phase 2, Section 2	Arlington Heights General Partnership	$105,000.00	04/25/2021
Armstrong Meadow, Phase 1, Section 3 (roadsd/drainage)	General Homes of Columbia, LLC	$203,500.00	05/05/2019
Armstrong Meadows Subdivision, Section 4	Smith Douglas, LLC	$475,000.00	02/01/2023
Armstrong Street Subdivision (roads & drainage)	Tennessee Regional Holdings, LLC	$75,500.00	05/14/2023
Baker Creek Place (roads & drainage)	SDH Nashville, LLC	$360,000.00	04/28/2024
Bear Creek Glen, Phase 1 (roads and drainage)	CHR Land, LLC	$90,000.00	07/18/2025
Bear Creek Overlook Place Phase 1 (roads and drainage)	CHR Land, LLC	$203,000.00	07/18/2025
Bear Creek Overlook, Ph. 2	CHR Land, LLC	$120,000.00	06/12/2025
Colter Place Subidivison, Section 1 (rds/drainage)	Sterling Martin	$5,000.00	06/13/2025
Cottages at Bear Creek , Phase 1 (roads & drainage)	Riverstone Homes, LLC	$165,000.00	07/19/2022
Cottages at Bear Creek , Phase II (roads & drainage)	Riverstone Homes, LLC	$156,000.00	03/18/2023
Drumwright Phase 3A	Lennar Homes of Tenn, LLC	$135,000.00	11/22/2024
Drumwright Phase 3B	Lennar Homes of Tenn, LLC	$120,000.00	11/22/2024
Drumwright Phase 3C	Lennar Homes of Tenn, LLC	$190,000.00	11/22/2024
Drumwright TH, Phase 2D	Lennar Homes of Tenn, LLC	$265,000.00	05/23/2024
Drumwright, Phase 1 Family Section (roads & drainage)	Lennar Homes of Tenn, LLC	$890,000.00	08/11/2023
Drumwright, Phase 1 Townhomes Section (roads & drainage)	Lennar Homes of Tenn, LLC	$275,000.00	08/11/2023
Drumwright, Phase 2A	Lennar Homes of Tenn, LLC	$200,000.00	05/23/2024
Drumwright, Phase 2B	Lennar Homes of Tenn, LLC	$125,000.00	05/23/2024
Drumwright, Phase 2C	Lennar Homes of Tenn, LLC	$125,000.00	05/23/2024
Elan Subdivision, Phase 2 (roads and drainage)	Shaw Enterprises	$142,000.00	01/04/2022
Fieldstone Farms - Section 4 (roads & drainage)	Estate of Cyril Evers	$21,000.00	03/13/2022
Greystone Subdivision	LPT, LLC	$16,650.00	03/07/2021
Hatton Hills Subdivision (roads & drainage)	J & B Estate	$32,000.00	03/22/2022
Hillcrest Village, Phase 1A	M/I Homes of Nashville, LLC	$645,000.00	01/19/2025
Hillcrest Village, Phase 2	M/I Homes of Nashville, LLC	$370,000.00	07/16/2025
Homestead at Carter's Station, 5.2 and 6.1	Pulte Homes Tennessee Partnership	$254,000.00	04/16/2022
Homestead at Carters Station, Section 5, Phase 2	Pulte Homes Tennessee Partnership	$149,000.00	07/29/2023
Homestead South @ Carter's Station	Pulte Homes Tennessee Partnership	$125,000.00	07/13/2024
Honey Farms Subdivision, Phase 2, Section 10	Charles Raines Construction, LLC	$10,300.00	05/23/2020
Honey Farms Townhomes , Phase 2, Section 3	Lennar Homes of Tenn, LLC	$50,000.00	04/05/2022
Honey Lakes, Phase 1	Honey Lakes LLC	$295,000.00	07/18/2025
Horizon Park, Ph. 1	Burchell Properties, LLC	$195,000.00	03/01/2025
Independence @ Carter's Station, Section 3, Phase 4	Pulte Homes Tennessee Partnership	$140,000.00	07/13/2024
Independence @ Carter's Station, Section 3, Phase 5	Pulte Homes Tennessee Partnership	$35,000.00	07/19/2024
Independence @ Carter's Station, Section 6, Phase 4	Pulte Homes Tennessee Partnership	$160,000.00	07/13/2024
Independence @Carter's Station, Section 3, Phase 1	Pulte Homes Tennessee Partnership	$390,000.00	09/15/2021
Independence at Carters Section 3, Phase 3	Pulte Homes Tennessee Partnership	$155,000.00	08/05/2024
Independence at Carters Station Section6, Phase 3	Pulte Homes Tennessee Partnership	$197,000.00	07/14/2023
Independence at Carter's Station, Section 3, Phase 2	Pulte Homes Tennessee Partnership	$372,000.00	12/06/2022
Independence at Carter's Station, Section 6, Phase 2	Pulte Homes Tennessee Partnership	$207,000.00	11/08/2022
Independence at Carter's Station, Section 6, Phase 5	Pulte Homes Tennessee Partnership	$220,000.00	05/01/2025
Morgan Meadow Phase 2 (roads & drainage)	KCS Property, LLC	$13,500.00	12/06/2024
Morgan Meadow Phase 3 (roads & drainage)	KCS Property, LLC	$22,000.00	11/05/2025
Morgan Meadows Subdivision (roads & drainage)	KCS Property, LLC	$24,200.00	11/05/2025
Polk Place , Phase 2B (roads & drainage)	Columbia Properties, LLC	$5,600.00	11/18/2025
Polk Place PUD Subdivision, Phase 1 (roads & drainage)	Columbia Properties, LLC	$2,800.00	11/18/2025
Polk Place PUD Subdivsion, Section 2A (roads & drainage)	Columbia Properties, LLC	$5,500.00	11/18/2025
Polk Place, Phase 3 , (roads and drainage)	Columbia Properties, LLC	$7,900.00	11/18/2025
Preserve at Drumwright, Phase 1 and Phase 2	Lennar Corporation	$1,190,000.00	11/14/2024
Quail Run Development Phase 1 (roads & drainage)	Quail Run Development Co., LLC	$15,700.00	01/04/2025
Quail Run Development, Phase 1B (roads and drainage)	Quail Run Development Co., LLC	$18,500.00	02/21/2025
Quail Run Development, Phase 2 (roads and drainage)	Quail Run Development Co., LLC	$18,200.00	05/02/2025
Quail Run Meadows, Phase 3	Quail Run Development Co., LLC	$185,000.00	05/21/2025
Quail Run Meadows, Phase 4	Quail Run Development Co., LLC	$210,000.00	05/03/2025
Ridge at Carter's Station, Phase 1B (roads & drainage)	Richmond American Homes of Tenn	$260,000.00	03/31/2023
Ridge at Carter's Station, Phase 2 (roads & drainage)	Richmond American Homes of Tenn	$645,000.00	10/31/2024
Ridgeview Oaks, Phase 1 (roads and drainage)	A1 Home Builders, Inc.	$45,000.00	08/22/2025

Active Letters of Credit and Sureties

2/4/2025

DEVELOPMENT/SUBDIVISION	DEVELOPER	AMOUNT	EXP. DATE
Ridgeview Oaks, Phase 2 (roads and drainage)	A-1 Home Builders, Inc.	$33,500.00	02/28/2025
Rutherford Subdivision, Phase 1	Regent Homes, LLC	$400,000.00	12/21/2024
Savannah Cove Subdivision - roads/drainage	Campbell and Lovell Rentals	$45,000.00	09/28/2021
Summerdale Subdivision, Phase 2 (roads & drainage)	P & L Development, LLC	$105,000.00	05/29/2025
Summerdale Subdivision, Phase 3 (roads & drainage)	P & L Development	$97,000.00	12/22/2023
Summerdale Subdivision, Phase 3B (roads & drainage)	P & L Development, LLC	$17,000.00	01/27/2024
Summerdale Subdivision, Phase 4 (roads & drainage)	P & L Development	$64,000.00	03/08/2025
Summerdale Subdivision, Phase 5 (roads & drainage)	P & L Development, LLC	$55,000.00	10/12/2024
Summerdale Subdivision, Phase 6 (roads & drainage)	P & L Development, LLC	$103,000.00	02/07/2024
Summerdale Subdivision, Phase 7 (roads & drainage)	P & L Development, LLC	$66,000.00	03/08/2025
Summerdale, Phase 1 (roads & drainage)	P & L Development	$135,000.00	11/13/2024
Summit at Carter's Station Phase 1 (roads & drainage)	Tamarack Land - Carter's Station LLC	$465,000.00	03/17/2024
Summit at Carter's Station Phase 2	Tamarack Land - Carter's Station LLC	$175,000.00	06/14/2024
Summit at Carter's Station West, Phase 1	Pulte Homes Tennessee Partnership	$120,000.00	10/06/2024
Summit at Carter's Station West, Phase 2	Pulte Homes Tennessee Partnership	$470,000.00	04/25/2025
Summit at Carter's Station,East_Phase 4	Tamarack Land Carters Station LLC	$260,000.00	06/12/2025
Summit West, Ph. 1B	Pulte Homes Tennessee Partnership	$435,000.00	04/25/2025
Taylor Bend Road - roads & drainage	Meritage Homes of Tenn., Inc.	$120,000.00	06/30/2025
Taylor Landing - Phase 2 (roads & drainage)	Meritage Homes of Tenn., Inc.	$18,800.00	04/30/2025
Taylor Landing Subdivision, Phase 4B, (roads & drainage)	Meritage Homes of Tenn., Inc.	$78,000.00	06/30/2025
Taylor Landing Subdivision, Phase 5A (roads & drainage)	Meritage Homes of Tenn., Inc.	$48,000.00	06/30/2025
Taylor Landing Subdivision, Phase 5B (roads & drainage)	Meritage Homes of Tenn., Inc.	$72,000.00	06/30/2025
Taylor Landing, Phase 4A (roads & drainage)	Meritage Homes of Tenn., Inc.	$12,100.00	11/30/2025
The Landings at Greens Mill_Phase 1A	First Bank	$1,040,000.00	03/11/2025
The Ridge at Carter's Station, Phase 1A	Richmond American Homes of Tenn	$121,000.00	12/03/2022
The Summit at Carter's Station, Phase 3 (East)	Tamarack Land-Carter's Station, LLC	$610,000.00	12/20/2024
Vesper Court (completion of the work)	P-R Vesper, LLC	$18,500.00	04/18/2023
Vesper Court (completion of the work) 2	P-R Vesper, LLC	$10,000.00	06/16/2024
Vulcan Quary Site Restoration	Vulcan Construction Materials, LLC	$62,000.00	03/01/2024
Williamsport Landing, Phase 1	KCS Property LLC	$310,000.00	08/17/2024
Williamsport Landing, Phase 2	KCS Property LLC	$290,000.00	05/17/2025
Quail Run Meadows, Phase 5	Quail Run Development Co., LLC	$175,000.00	08/14/2025
Honey Farm Townhomes, Phase 1B	Lennar Homes of Tenn, LLC	$550,000.00	09/11/2025
Honey Farm Townhomes, Phase 1A	Lennar Homes of Tenn, LLC	$130,000.00	09/08/2025
Hampshire Hills	Cypress Homes, LLC	$455,000.00	10/16/2025
The Landings at Greens Mill_Phase 1C	2558 Green Mill, LLC	$330,000.00	11/04/2025
The Landings at Greens Mill_Phase 1B	2558 Greens Mill, LLC	$440,000.00	11/04/2025
Honey Farm Townhomes_Phase 3	Lennar Homes of Tenn, LLC	$300,000.00	10/21/2025
Summit at Carters Station West - Phase 3	Pulte Homes Tennessee Partnership	$375,000.00	11/19/2025
Bear Springs Phase 1A	Willow Branch Partners	$675,000.00	11/27/2025

Water's Edge Property

Project #:	24-0418	Location:	Map 90 Parcels 7.12
Applicant:	Greg Gamble	Case Type(s):	Rezoning
Staff Planner:	Kevin C. McCarthy, AICP	Proposed Use:	Mixed-Use

PROJECT SUMMARY

The applicant requests to rezone a 5.0-acre parcel located at the intersection of Taylor Bend Road and River Road from MU-PUD (Mixed Use Planned Unit Development) to CD-5 (Urban Center Character District). The PUD was approved under a previous ordinance. The attendant Master Plan has expired. The applicant request that the Planning Commission recommend revocation of the Planned Unit Development and rezoning to the CD-5 character district. The requested zoning designation consists of higher density Mixed Use areas.

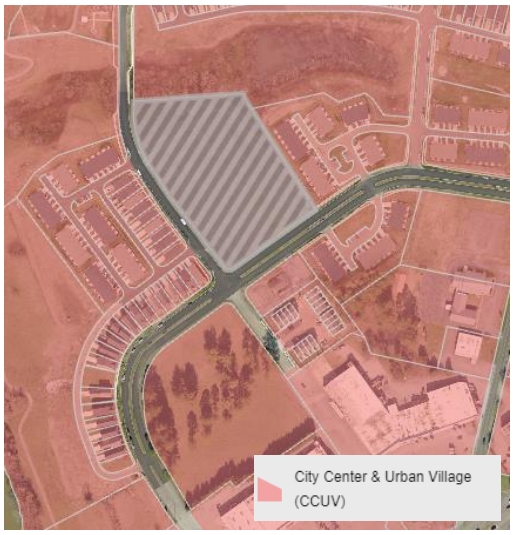
- The requested zoning is consistent with the City Center Urban Village (CCUV) future land use classification in Connect Columbia.
- The property is located adjacent to a CD-5 property which was subject to a nearly identical request in 2023.
- In support of the requested rezoning, the applicant provided a concept plan which depicts multifamily housing on the site.
- Subsequent development and division of the property will require review and approval by the Planning Commission or the Zoning Administrator.
- The Planning Commission is a **recommending body** for rezoning requests; City Council is the decision-making authority.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

SITE INFORMATION

CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
PUD	Vacant	Vacant	+/- 5.0 acre



FUTURE LAND USE MAP	ZONING MAP





SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	CCUV	PUD	Vacant
North	CCUV	PUD	Open Space
South	CCUV	CD4C/CD5	Office/Vacant
East	CCUV	PUD	Single Family
West	CCUV	PUD	Single Family

CONSISTENCY WITH CONNECT COLUMBIA

City Center Urban Village: The requested rezoning is consistent with the future land use map. The future land use of most of the subject site is CCUV. The City Center & Urban Village (CCUV) future land use area comprises Columbia's iconic core and ancillary focal points (Connect Columbia, p. 35). It includes the historic courthouse square and the places residents of Columbia associate with worship, commerce, the arts, community activities and government administration. The CCUV also supports the creation of urbanized nodes which provide identifiable commercial hubs for Columbia's emerging neighborhoods. Each development parcel should add to Columbia's existing sense of place and extend its established form and pattern to create a more interconnected community. The future land use classification is implemented by the CD-4 and CD-5 character districts, as well as CV and PUDs. In some cases, the Planning Commission may determine that CD-3 and CD-4C are also appropriate implementing zones.

Character & Intent

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

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

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



Land Use Considerations

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

Form & Pattern

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

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

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





CONFORMITY WITH ZONING ORDINANCE

As required by **§ 8.5.19** of the Zoning Ordinance, the applicant provided a concept plan (i.e. "Sketch Development Plan"). The current request establishes the applicable standards for future reviews. The concept plan is not a plan of development and approval of the rezoning request does not establish a vested right.

- **The concept demonstrates that it is possible to develop the site in conformity with the bulk and design standard of the Ordinance at Table 4.3.1-F.**
    - The plan depicts development of the property with six Large Multifamily buildings, one small multifamily building, and amenities.
    - All parking is located in the third layer and notes on the cocept plan indicate that the design of buildings will conform to the CD-5 standards.
    - The concept plan is very similar to the previously approved PUD Master Plan.
- Development of the property will require a detailed site development plan which will inevitably differ from the concept plan. At the building permit stage, Planning staff will review facades for compliance with the CD-5 design standards. However, the concept plan does demonstrate that it is possible to develop the site in conformity with the standards for the requested character district.
- If the rezoning is successful and the site develops, Planning staff will perform zoning compliance review to determine conformity with the standards of the Ordinance.



Concept Plan Provided for Rezoning (subject to Site Development Plan Review)



2020 PUD Master Plan

REVIEW PROCESS

The Development Review Committee evaluated the proposed rezoning at its August 2024 meeting, as directed by section **8.3.7** of the Zoning Ordinance. Technical comments are provided in the agenda package.

Section **8.5.19** of the Zoning Ordinance directs the Planning Commission to review and make a recommendation on all proposed changes to the Official Zoning Map. The Planning Commission is the recommending body for rezonings under **§ 8.3.3.B.3** of the Zoning Ordinance. The City Council is the decision-making authority.

Section **8.5.19.H.4** of the Zoning Ordinance establishes the review criteria for approval of all changes to the Official Zoning Map:

a. *The Rezoning is consistent and not in conflict with the Comprehensive Plan or other applicable approved local plans for the area;*
b. *It has been determined that the legal purposes for which zoning exists, as set forth in Section 1.5 [, are not contravened];*
c. *It has been determined that there will be no adverse effect upon Adjoining property owners unless such effect can be justified by the overwhelming public good or welfare;*
d. *It has been determined that no one property owner or small group of property owners will benefit materially from the change to the detriment of the general public;*
e. *It has been determined that conditions affecting the area have changed to a sufficient to warrant the Zoning Map Amendment or that the existing zoning of the property was the result of a mistake;*
f. *It has been determined that adequate school, road, parks, wastewater treatment, water supply, and stormwater drainage facilities are available*

SUMMARY OF DEVELOPMENT REVIEW COMMITTEE COMMENTS

The DRC reviewed this proposal at its October 2024 meeting. A full list of comments, and the applicant's responses, is provided in the agenda packet. Some key comments are noted below.

- **Planning** directed the applicant to provide a narrative response to criterion at **§ 8.5.19.H.4(e)** explaining why the applicant believes conditions affecting the area have changed sufficiently to warrant the Zoning Map Amendment.
- Planning asked the applicant to clarify add notes to the concept for future reference.
- **Engineering** advised the applicant that a Traffic Impact Study will be required at the time Site Development Plan.

COMMENTARY FROM PROFESSIONAL PLANNING STAFF

The requested CD-5 zoning is consistent with Connect Columbia. As discussed above, the Planning Commission has previously approved a PUD plan for a density and intensity of development similar to that proposed in the concept plan. Last year, the Planning Commission recommended approval of a very similar PUD to CD-5 rezoning request on an adjacent property.

SAMPLE MOTIONS

Recommend to Approve:

Move to find, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in sections **8.5.19.H** of the City of Columbia Zoning Ordinance have been satisfied and recommend approval of the proposed rezoning *[, subject to technical comments and other conditions presented by planning staff*].

Recommend to Deny:

Move to recommend denial of the requested rezoning having found, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in section **8.5.19.H** of the City of Columbia Zoning Ordinance are not satisfied [*list specific reasons for denial*].

Defer:

Move to find that there is insufficient information to decide, defer the matter to the next regularly scheduled meeting of the Planning Commission, and request that the [*applicant/staff*] provide: [*list additional information*] for review at a future meeting.

TAYLOR LANDING PHASE 2
ZONING: PUD

TAYLOR LANDING PHASE 5B OPEN SPACE
ZONING: PUD

TAYLOR BEND RD PROPERTY

TOTAL SITE AREA: 5 AC
CURRENT ZONING: PUD
PROPOSED ZONING: CD5

TOTAL PROPOSED UNITS: 85-96 UNITS
- 72-84 MULTI-FAMILY HOMES
- 12 TOWNHOMES

TOTAL PARKING: (2 SPACES/UNIT)
- REQUIRED: 168 PARKING SPACES
- PROVIDED: 197 PARKING SPACES

STORMWATER
RETAINING WALL
DOG PARK
MULTI-FAMILY BUILDING (18-21 HOMES)
SURFACE PARKING : 148 SPACES
TOWNHOMES
CARPORT
TOWNHOMES
CARPORT
CIVIC SPACE CLUB/POOL AMENITY
PARK
MULTI-FAMILY BUILDING (18-21 HOMES)
MULTI-FAMILY BUILDING (18-21 HOMES)
MULTI-FAMILY BUILDING (18-21 HOMES)
ON-STREET PARKING : 25 SPACES

TAYLOR LANDING PHASE 5B
ZONING: PUD

COLEMAN COURT
WIREGRASS LANE

TAYLOR BEND - MAJOR LOCAL

RIVER ROAD - MAJOR LOCAL

TAYLOR LANDING PHASE 4A
ZONING: PUD

TAYLOR LANDING PHASE 5A
ZONING: PUD

THE SOUTHERN MIDDLE TN ASSOCIATION OF REALTORS
ZONING: CD4C

RIVER ROAD PROPERTY
ZONING: CD5

HC
HC
HC

N

0 50 100
GRAPHIC SCALE

TAYLOR BEND ROAD
CONCEPTUAL MASTER PLAN
January 27, 2025

GAMBLE DESIGN COLLABORATIVE

CPS land
creating community

Commitment Letter

February 11, 2025

To: HOA transition team and Taylor Landing residents

From: CPS land, LLC and/or assigns

Concerning Water's Edge Property - Maury County Tax ID 090 007.12, approximately 5 acres located along Taylor Bend and River Road.

As has been discussed at multiple neighborhood meetings. CPS Land, LLC commits to the following items:

- No more than 100 total residential units
- Average parking ratio of 2 parking spaces per unit
- Multi-family buildings not more than 3 stories
- Townhomes no more than two stories along Taylor Bend Road
- Public sidewalks along River Road and Taylor Bend frontage
- Landscape buffer along the eastern boundary line
- Contribution paid quarterly for maintenance of the walking trail and ball fields including dog stations
- Median cut and entrance along River Road and not Taylor Bend (contingent on city approval)

We greatly appreciate the opportunity to work with the neighborhood on these issues and look forward to a successful partnership.

Respectfully,



Cliff Smith, P.E.

Partner CPS Land

Joshua D. Moore
360 Coleman Ct.
Columbia, TN 38401

February 5, 2025

City of Columbia Planning Commission
700 North Garden Street
Columbia, TN 38401

Dear Members of the Planning Commission,

As a neighboring and affected homeowner, I am writing to oppose the **Request from Greg Gamble to rezone property at Tax Map 90, Parcel 7.12, being a five-acre tract at River Road and Taylor Bend, from PUD (Planned Unit Development) to CD-5 (Urban Center Character District) with revocation of the Water's Edge at Taylor Bend PUD**. My opposition is based on the City of Columbia's repeated failure to enforce crucial requirements for existing developments, particularly those related to site construction and stormwater maintenance plans and agreements.

In Taylor Landing, where I serve as President of the Taylor Landing Homeowner Advocacy nonprofit, we have experienced firsthand the detrimental impacts of the City's lax enforcement. Our site construction plan—approved as part of the Planned Unit Development (PUD)—outlined specific requirements, including topsoil depths, erosion control, and stormwater infrastructure. These requirements were not properly enforced by the Development Services Department, resulting in severe erosion, failed vegetation and landscaping, and sediment runoff into the Duck River watershed.

Both Development Services Director Paul Keltner and Assistant City Engineer Douglas Toney have acknowledged that inspections were inadequate and that topsoil requirements were not verified. Builders have been allowed to meet only minimal visual stabilization standards for temporary occupancy approval, with no regard for long-term erosion control, landscaping, or environmental impact. Furthermore, we have found no evidence that the legally binding stormwater maintenance plan for Taylor Landing has been enforced through required annual inspections, despite a public records request.

Given this history, I have significant concerns about what may happen if the rezoning is approved for the five-acre tract at River Road and Taylor Bend. Rezoning to CD-5 would remove the binding commitments of a PUD plan, leaving little oversight or recourse if the developer does not adhere to their commitments.

Based on the City's demonstrated inability to enforce existing regulations and approved plans, it is reasonable to fear that this development could result in similar issues, including inadequate infrastructure, environmental harm, and financial burdens on future and existing residents.

Until the City demonstrates a stronger commitment to enforcing approved site and stormwater maintenance plans, approving additional high-density developments under less stringent zoning like CD-5 is premature and irresponsible. For these reasons, I respectfully urge the Planning Commission to deny this rezoning request. I also request that the City conduct a full review of its enforcement policies and procedures to ensure compliance with development standards in approved construction plans.

Thank you for your attention to this matter. I look forward to your response.

Sincerely,

Joshua D. Moore

Christy Daus
710 Taylor Bend Rd
Columbia TN 38401

February 7, 2025

City of Columbia Planning Commission
700 N. Garden Street
Columbia TN 38401

Dear Members of the Planning Commission and City Council

As a neighboring and directly affected homeowner, I am writing to **OPPOSE** the **Request from Greg Gamble to rezone property at TAX Map 90, Parcel 7.12, being a five (5) acre tract at River Road and Taylor Bend, from PUD (Planned Unit Development) to CD-5 (Urban Center Character District) with revocation of the Waters Edge at Taylor Bend PUD.** My opposition is based on the City of Columbia's repeated failure to enforce critical requirements for existing developments, the potential for an increase in traffic related accidents (our subdivision includes a school bus stop and the heavy presence of unaccompanied children walking to the stop), increase in property and crimes involving persons, increase in noise in the ares, transient traffic and persons involved with apartment renters, lowered home values for us homeowners (and taxpayers), increased use and pressures on existing stormwater and other underground utilities where tie-ins are concerned, increase in emergency services to our quiet subdivision, the use of Taylor Landing amenities by non-HOA individuals, overcrowded parking problems and overcrowding in general on an otherwise small piece of property.

Adding another several hundred to thousand individuals smack dab in the middle of a quiet, family subdivision is a bad idea. Our neighborhood is a quiet neighborhood with new families, small children and young teens who enjoy riding their bikes on the walking paths, young families pushing strollers and older couples walking in general. The proposed development would add roughly 1200 more vehicles (not including transient vehicle traffic, and others who do not live in the area) to the neighborhood, putting these lives at risk. I know you all are aware of how many vehicle/pedestrian accidents the City of Columbia has already and now you want to add more to the statistics. In addition to regular homeowner leisure foot traffic, you will be putting the children who walk to the bus top on River Rd at a greater risk. As a grandparent of twin seven year old boys, I **DO NOT** feel safe having them over with this potential risk added. This does not even include the unknown characters who may be inhabiting the propose apartments.

There is a potential for an increase in crime as well given now that criminals have even more opportunity to vandalize, commit burglary, robbery or even personal crimes (robbery, rape, etc..) I do not feel safe knowing that even more people will be added that are not vetted to this otherwise safe/quiet neighborhood. Will these residents be screened for criminal activity? Will sexual predators be allowed to live by children (residents and bus stop)? How will the City or property owner vet these individuals and will Columbia Police Department be able to enforce this?

The noise from these 1000+ residents will also increase. Loud parties, vehicle car alarms, family disturbances, fights, etc.. are all a concern for residents and an increase in those types of situations, increase in an apartment type/multi family type development. How will the City or Police Department protect us from that?

Lower home values are also of a concern for us (property) taxpaying homeowners. I purchased my home outright and that is of a huge concern for myself. The economy is already at a standstill and the real estate market is not what it was. There are multiple homes for sale on both Taylor Bend and River Road. Because the market is down, the potential for lost revenue for sellers increases and this has a snowball affect as property taxes will also decrease and thus resulting in a loss of revenue for the City.

Renters also do not have any "skin in the game", they typically do not take care of the property they are renting and rental properties typically look run down and depressed. This **WILL** decrease the look of the area overall and thus affect Taylor Landing. The increase in people to the subdivision will also put our HOA (paid for by us homeowners) amenities at risk. They will use our walking paths, playground, fire pit and soccer field. Our HOA dues go to pay for these amenities and with an increase in foot traffic by non paying residents, they are more in jeopardy of being damaged and/or the liability of anything nefarious increases and thus incurring more costs to the Taylor Landing homeowners.

Another issue with this development is the tie-in to the existing underground stormwater pipes off River Rd. There has already been a recurring sinkhole off Ashland and the increase of two developments adding pressure on an already fragile system is discerning and frightening at the same time. The City's lax enforcement with Meritage has the residents concerned for potential permanent damage to their single family residents along River Rd and Taylor Bend. Given the history on the City's lax enforcement and lack of follow up with the developer, I have significant concerns about what might happen if the rezoning is approved. Based on the City's inability to enforce existing regulations, it is reasonable for the residents of Taylor Landing to fear that this development could result in similar issues.

I worked in law enforcement for 15 years and in Engineering for a large city for 10 years and have seen the negative impact of what a multi family development can do to a community. For these reasons and those stated above, I respectfully urge the Planning Commission and City Council to deny this rezoning request.

Thank you for your attention to this matter, I look forward to your response.

Best,

Christy Daus

Arnel Tirones and Abegail Tirones
369 Coleman Ct.
Columbia, TN 38401

February 5, 2025

City of Columbia Planning Commission
700 North Garden Street
Columbia, TN 38401

Dear Members of the Planning Commission,

As Taylor Landing homeowners with property directly adjacent to the land parcel in question, we are writing to formally oppose Greg Gamble's request to rezone the property at Tax Map 90, Parcel 7.12, at River Road and Taylor Bend, from PUD (Planned Unit Development) to CD-5 (Urban Center Character District).

We are deeply concerned about the City's ability to enforce site construction and stormwater maintenance requirements. Our neighbors share these concerns.

In Taylor Landing, we have faced significant issues due to the City's failure to enforce approved plans, resulting in severe erosion and sediment runoff into the Duck River.

Given this history, approving the rezoning for the five-acre tract at River Road and Taylor Bend could lead to similar problems. Rezoning to CD-5 would remove the commitments of a PUD plan, with little oversight if the developer does not adhere to their promises.

Until the City demonstrates a stronger commitment to enforcing site and stormwater maintenance plans, approving additional high-density developments like CD-5 is irresponsible. For these reasons, we urge the Planning Commission to deny this rezoning request.

Thank you for your attention to this matter. We look forward to your response.

Regards,

Arnel Tirones / Abegail Tirones
Arnel Tirones and Abegail Tirones

Subject: [External - USE CAUTION] Request to rezone property at Tax Map 90 Parcel 7.12

I am a member of the Taylor Landing Homeowner Advocacy nonprofit and have attended meetings with Greg Gamble and expressed our concerns with added traffic on Taylor Bend Rd with the entry to this property being on Taylor Bend Rd and Foxland Drive.

We were shown a revised version of the concept plan with the entrance being moved to River Rd. My concern is that this is just a concept and getting the approval for the rezoning to CD-5 does not prohibit the plan to be altered in any way.

With this information, I am writing to oppose the Request from Greg Gamble to rezone property at Tax Map 90, Parcel 7.12, being a five-acre tract at River Road and Taylor Bend, from PUD (Planned Unit Development) to CD-5 (Urban Center Character District) with revocation of the Water's Edge at Taylor Bend PUD.

Thanks,
Robert W Migliavacca
767 Foxland Drive
Columbia, TN
(636) 385-0411

To: Paul Keltner <PKeltner@Columbiatn.gov>
Subject: [External - USE CAUTION] Re-zoning meeting 2/14 item: Taylor Landing PUD Lot

Dear Mr Keltner,

I own a single family home in the Taylor Landing community her in Columbia TN where CPS Land is looking to rezone a lot in the middle of out 65-70 acre PUD development. The lot is currently zoned PUD, I would like that zoning to stay in place as PUD and not Change to the CD5 as CPS land has requested.

While this developer has received the CD5 zoning in another lot near us backing a commercial shopping center off Hwy 31, it's quite presumptuous for them to assume they will also get that rezoning for this "Tree Lot". It was mentioned by CPS Land at a recent community meeting that this multi-housing development would mirror the other lot that has received the CD5 zoning; in fact they went on to say the newly proposed lot as CD5 would house the "Office, a community pool and Gym for the mulit unit housing in both Lots. WOW!

This rezoning will negatively impact traffic in our community and put extreme pressure on parking which is already an issue in our neighborhood. We have several walking trails and amenities that we cannot guarantee wont be used by the new residents of the proposed lot - we have a duck river walking trail, soccer fields with nets, and a dog park - as well as waste bag stations for dog droppings - our HOA is at risk of being liable for use, maintenance and repairs plus liability insurance for said areas.

Our community strongly opposes the zoning change. I would like the zoning to remain PUD as noted on the Meritage map of the development in their sales office when we all purchased out homes/townhomes. Additionally, I am wondering why the developer will not just resubmit their proposed plans under the current PUD zoning. With that being said, regardless of what they present to our community as means of "working together" and modifying their original proposed development there are NO guarantees the end result will even look close to or similar to what was originally proposed. Their concept plan is not legally binding. Our Meritage Development knows that all too well as whats on the concept drawing is not always the outcome. Our Meritage development was approved to be brick and hardie board only to have another change filed and we ended up with vinyl siding which has caused numerous issues many of which Meritage is failing to honor the vinyl repairs and replacement.
This point is made only to emphasize we are not guaranteed anything by concept plans on paper.

Overall I do not see a valid reason why CPS land cannot work within the PUD zoning and strongly oppose their request to make the zoning change.

Respectfully submitted,

Marieva Walsh
605 Taylor Bend Rd

Melissa Sanders

From: Paul Keltner
Sent: Wednesday, February 12, 2025 7:52 AM
To: Melissa Sanders
Subject: FW: [External - USE CAUTION] Fwd: Re-zoning meeting 2/14 item: Taylor Landing PUD Lot

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From: Pat Mims <pm1950@yahoo.com>
Sent: Tuesday, February 11, 2025 9:01 PM
To: Paul Keltner <PKeltner@Columbiatn.gov>
Subject: [External - USE CAUTION] Fwd: Re-zoning meeting 2/14 item: Taylor Landing PUD Lot

From: PatSawatzki<pm1950@yahoo.com>
Date: February 11, 2025
Subject: Re-zoning meeting 2/14 item: Taylor Landing PUD Lot

Rezoning **meeting 2/14 item: Taylor Landing PUD Lot**

Dear Mr Keltner,

I own a single family home in the Taylor Landing community in Columbia TN where CPS Land is looking to rezone a lot.

The lot is currently zoned PUD, I would like that zoning to stay in place as PUD and not Change to the CD5 as CPS land has requested.

This rezoning will negatively impact traffic in our community and put extreme pressure on parking which is already an issue in our neighborhood. We have several walking trails and amenities that we cannot guarantee will not be used by the new residents of the proposed lot - we have a duck river walking trail, soccer fields with nets, and a dog park - as well as waste bag stations for dog droppings - and a children's play scape. Our HOA is at risk of being liable for use, maintenance
and repairs plus liability insurance for said areas.

Our community strongly opposes the zoning change. I would like the zoning to remain PUD as noted on the Meritage map of the development in their sales office when we all purchased out
homes/townhomes. Additionally, I am wondering why the developer

will not just resubmit their proposed plans under the current PUD zoning. With that being said, regardless of what they present to our community as means of "working together" and modifying their original proposed development there are NO guarantees the end result will even look close to or similar to what was originally proposed. Their concept plan is not legally binding. Our Meritage Development knows that all too well as whats on the concept drawing is not always the outcome. Our Meritage development was approved to be brick and hardie board only to have another change filed and we ended up with vinyl siding which has caused numerous issues many of which Meritage is failing to honor the vinyl repairs and replacement.
This point is made only to emphasize we are not guaranteed anything by concept plans on paper.

I do not see a valid reason why CPS land cannot work within the PUD zoning and strongly oppose their request to make the zoning

Patricia Sawatzki
601 Taylor Bend Rd
Columbia TN 38401

Melissa Sanders

From: Paul Keltner
Sent: Wednesday, February 12, 2025 7:52 AM
To: Melissa Sanders
Subject: FW: [Caution External Email] - Rezoning in Taylor Bend

Mr. Keltner,
My name is Rose Marie Arnold and I live in a townhome in Taylor Landing, Columbia, TN. I am aware of the proposed rezoning of Parcel 7.12 at the corner of Taylor Bend and River Rd. from PUD to CD5. I am opposed to this change and very concerned about the impact to our community.

I am a member of the HOA transition team and one of the homeowners that has met with the developer of the property. I have seen the newly redone site plans that addressed many of the concerns the homeowners had. We gave them our tentative approval of these new plans. But, they promised to send us a letter confirming that they would abide by the new site plans if the rezoning to CD-5 is approved. They have not done so and have not communicated with homeowners as they indicated they would. I have some real concerns that if the site is rezoned the developers will go back to previous plans which are not what we agreed upon at our last homeowners meeting with them.

Taylor Landing is a small, fairly new community of approximately 300 homes and townhomes with 500 residents. We surround the parcel of land being considered for a zoning change on 3 sides. We have a children's playground, adjacent dog park, walking trails and there is access to the Duck River. These are our green common areas and are maintained through the dues we pay to our HOA One immediate concern is that there would be no way to keep anyone living on parcel 7.12 from trespassing on Taylor Landing areas. Your rezoning would greatly increase the density of people who would be allowed to live on parcel 7.12. The negative effect on our community would be great.

Other concerns are:

- Taylor Landing currently has a shortage of parking spaces and many residents are parking illegally which has prompted many calls to the police department. The developers addressed this in their new site plans but with a change in zoning, the new site plan could be out the window and they can do whatever they want.
- The old site plan showed the entrance into the new development being on Foxland Dr. They changed this entrance to River Rd. and the city needs to approve this. We need this River Rd. entrance as having 200+ cars exit on to Taylor Bend Rd. would greatly increase traffic in our residential area.

- The negative effect this would have on our property values as we are now a residential community with PUD zoning restrictions. A change to CD5 on parcel 7.12 with higher density, supposedly allowing 125 units on such a small parcel of land, is irresponsible. The developers in the new plans decreased this to 92-95 units but again, with new zoning, they could go back to the higher density number of units.

The planning commission needs to look at the many negative effects of making this zoning change. **Of primary concern is that the developers made a promise to the homeowners of Taylor Landing to address our concerns and they have not followed through by putting it in writing**. This will directly affect the 500 residents currently living in Taylor Landing.

I strongly urge you to deny this rezoning.

Sincerely,

Rose Marie Arnold

RMAWalker@proton.me

Mr. Paul Keltner,
Good Morning, I am a current home owner in the Taylor Landing neighborhood. I would like to share my opposition on the matter of the Greg Gamble Tree Lot rezoning request planned for the middle of our quiet neighborhood. To build an apartment building that will cause traffic down our already narrow streets is ludicrous. Not to mention renters coming into our neighborhood to use our community spaces while we pay the hefty HOA fees. With all of the land available in this county, this builder chooses to build on a tiny piece of land to make people live on top of one another like an inner city. This is not what I imagined for my home and feel this project will now bring my property value way down. I hope that common sense reins in this decision and this project will not proceed.
Respectfully,

Jennifer Fite
724 Prairie View Drive
Columbia, TN 38401

Sent from my iPhone

On Feb 11, 2025, at 8:55 PM, Todd Wilson <todd@multipliers.org> wrote:

Paul,

As I've noted in my previous emails, I continue to be strongly opposed to rezoning Parcel 7.12 from PUD to CD-5. The developer has not demonstrated meeting the criteria that were in your previous staff report (see my previous email below). There is NO reason for the need to rezone from PUD to CD-5. The plans, as communicated to our Taylor Landing Transition team, can be implemented under PUD with no need to change to CD-5. There is NO benefit to the adjacent community and land owners for this to be rezoned. It can only hurt our community, given the relaxed requirements in CD-5 compared with PUD (e.g., parking ratio, buffer setbacks, etc.). Requiring the developer to submit a new PUD is in the community's best interest.

In no event should you approve this without first addressing the reality that at least 2 of the 6 specific requirements for rezoning have not (and can not) be met. To approve the request would be to violate your own standards and will create a significant uproar in the community. We have enough outstanding challenges and issues with the developer of Taylor Landing (Meritage), that neither the city or our community need additional turmoil.

Please register my disagreement as an adjacent homeowner to this rezoning request and include a copy of my disagreement in the official file. I want it on public record that you have not yet addressed the non-compliance with at least 2 of the 6 criteria that have to be met for rezoning approval.

Thanks

Todd Wilson

Melissa Sanders

From: Paul Keltner
Sent: Monday, January 6, 2025 11:41 AM
To: Austin Brass; Robert Archibald; Sandra Richardson; Melissa Sanders
Subject: FW: Taylor's Landing Deferral Request

Fyi..

From: Greg Gamble <greg.gamble@gdc-tn.com>
Sent: Monday, January 6, 2025 11:15 AM
To: Cliff Smith <cliff.smith@cpsland.com>; Paul Keltner <PKeltner@Columbiatn.gov>
Cc: Keli Frymire <keli@gdc-tn.com>
Subject: [Caution External Email] - Taylor's Landing Deferral Request

Paul,

Please accept this email as our request to defer Case Number 24-2418 to rezone Map 90 Parcel 7.12 on River Road and Taylor Bend to the February 12 Planning Commission Meeting. We are continuing to work with the neighborhood on plan revisions and believe that we are making good progress.

We will keep you posted after our next few meetings on our progress. We recognize that resubmittal materials are due on January 21st.

Sincerely

Greg Gamble | RLA
3020 Stansberry Lane, Suite 201
Franklin, TN 37069
Greg.gamble@gdc-tn.com
Mobile: 615.975.5765
www.gdc-tn.com

Melissa Sanders

From: Kevin McCarthy
Sent: Friday, December 6, 2024 1:40 PM
To: Melissa Sanders; Austin Brass; Sandra Richardson; Robert Archibald
Subject: FW: Taylors Bend Rezoning - Deferral Request

Thanks!

Kevin C. McCarthy, AICP
City Planner & Zoning Administrator
700 N. Garden Street
Columbia, TN 38401
kmccarthy@columbiatn.gov

CITY OF COLUMBIA
TENNESSEE

From: Keli Frymire <keli@gdc-tn.com>
Sent: Friday, December 6, 2024 1:35 PM
To: Kevin McCarthy <KMcCarthy@Columbiatn.gov>; Greg Gamble <greg.gamble@gdc-tn.com>
Cc: Paul Keltner <PKeltner@Columbiatn.gov>
Subject: [Caution External Email] - Taylors Bend Rezoning - Deferral Request

Good afternoon Paul and Kevin,

The Taylors Bend team is still working through the feedback that we've received and would like to request a deferral of the Taylors Bend Rezoning from the December Planning Commission meeting to the January Planning Commission meeting.
Please confirm receipt of this email request and let me know if you need additional information.

Thank you,

GAMBLE DESIGN COLLABORATIVE

Keli Frymire | PLA
Mailing: 3020 Stansberry Lane, Suite 201; Franklin, TN 37069
Physical: Freeport, FL
keli@gdc-tn.com
Mobile: (706) 566-6480
www.gdc-tn.com

From: Kevin McCarthy <KMcCarthy@Columbiatn.gov>
Sent: Friday, November 15, 2024 10:58 AM
To: Keli Frymire <keli@gdc-tn.com>; Greg Gamble <greg.gamble@gdc-tn.com>
Cc: Paul Keltner <PKeltner@Columbiatn.gov>
Subject: RE: Taylors Bend Rd property - deferral follow up

Hi Keli. Thank you for the update. We appreciate the information. There's nothing more that you need to submit to be on the December agenda. However, we would appreciate any summary of the neighborhood conversation that you can provide prior to the CMPC meeting. That will help us update the staff report and answer any questions from CMPC members. Paul will take over as the case planner for this item; please include him in communications.

Thank you!

Please note that our email addresses have changed from a ".com" to ".gov" domain. My email is now kmccarthy@columbiatn.gov

Kevin C. McCarthy, AICP
City Planner
700 N. Garden Street
Columbia, TN 38401
kmccarthy@columbiatn.gov

CITY OF COLUMBIA
TENNESSEE

From: Keli Frymire <keli@gdc-tn.com>
Sent: Friday, November 15, 2024 10:32 AM
To: Greg Gamble <greg.gamble@gdc-tn.com>; Kevin McCarthy <KMcCarthy@Columbiatn.gov>
Subject: [Caution External Email] - Taylors Bend Rd property - deferral follow up

Good morning Kevin,
Just wanted to follow up with you on a few items for the Taylor's Bend Rd rezoning request project that was deferred at PC this week.

First, we have scheduled the neighborhood meeting. This will be on November 26, 2024 from 6:30 pm to 8pm. The format will be a drop-in style open house. This will be held at the Northside Baptist Church, in the basement meeting room.

Do you a resubmittal or any other documentation from us in order to proceed to the December 11, 2024 Planning Commission meeting?

Thanks!

Keli Frymire | PLA
Mailing: 3020 Stansberry Lane, Suite 201; Franklin, TN 37069
Physical: Freeport, FL
keli@gdc-tn.com
Mobile: (706) 566-6480
www.gdc-tn.com

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November 10, 2024

Mr. McCarthy,

My name is Todd Wilson. I'm a resident and homeowner at Taylor Landing in Columbia, TN. I recently learned that the Columbia Planning Commission will consider a rezoning application to change Parcel 7.12 (Tax Map 90) at the corner of River Road and Taylor Bend from PUD (Planned Unit Development) to CD—5 (Urban Character District).

I'm writing to voice my questions and concerns about this rezoning and, as importantly, the potential for allowing significantly higher-density housing within the footprint of Taylor Landing. I will be out of state on November 13, 2024, when the Planning Commission meets, and during public hearings on December 12, 2024. I'm asking that you do a phone call with me before the November 13th Planning Commission meeting.

As a steward of the community's best interests, I hope you and your team will take the time to hear my concerns and those of the large number of homeowners in Taylor Landing you will also be hearing from.

Should the Planning Commission recommend that the City Council consider the rezoning, I also ask that you meet with representatives from the Taylor Landing community before the December 5th study session. We have a Taylor Landing Transition Team working to ensure a smooth transition from the developer (Meritage) to a community-led homeowner's association (HOA). We are very sensitive to community issues and are keenly aware of the potential negative impacts of this rezoning and the allowance for significantly higher housing density in our community. It would be best if you heard our concerns as soon as possible.

This is not an issue of some "nearby" zoning action. This is a rezoning directly within our community's footprint and will undoubtedly harm our community. I know your team has a thankless job. We need to know that you will work with us, hear us, and have our best interests as a primary consideration in your work.

I'm confident the other members of our Taylor Landing Transition Team share my concerns. The community will undoubtedly also share our concerns as they begin learning about the significance of this change and the resulting negative impact it would have on us.

Taylor Landing is a new neighborhood situated on approximately 70 acres in Columbia, TN. It is zoned PUD and features a mix of single-family homes, townhomes, and community amenities such as a children's playground area, walking trails, and a dog park. We have nearly 300 housing units representing over 500 residents. Many of us moved to Taylor Landing because of its residential, not urban, context. We love the convenient location and our residential space. Green space along the Duck River is a large part of the attraction of our neighborhood.

For perspective, Parcel 7.12, being considered for rezoning, is approximately 5 acres. We understand this rezoning would allow over 125 additional housing units in just 5 acres. This rezoning activity essentially "squeezes" these 5 acres directly into the 70 acres of Taylor Landing (a 7% increase in land but an over 40% increase in housing units within the footprint of Taylor Landing).

My primary concern is the allowance of this significantly higher housing density that exists within the 70 acres of Taylor Landing.

For additional perspective, throughout Taylor Landing, where there are housing units (not counting fields and green space along the Duck River), there are approximately 20 to 30 housing units, on average, in areas the size of Parcel 7.12 (compared with adding over 125 in CD-5 zoning). Hence, to remain PUD zoning, we would see a 20 to 30 housing unit increase. This 7% to 10% increase in housing units is consistent with the 7% increase in acreage represented by Parcel 7.12 being included within the Taylor Landing footprint.

This prompts these key questions:

First, what is the compelling reason for changing the zoning from PUD to CD–5 and/or allowing significantly higher housing density that would outweigh the negative impacts to homeowners in Taylor Landing? Homeowners purchased their homes with the understanding that Parcel 7.12 would be PUD zoning with housing consistent with Taylor Landing. Are there any positive impacts on the residents of Taylor Landing with the rezoning? (I can only identify negative consequences.)

Second, how is changing the PUD zoning within the footprint of an established PUD-zoned neighborhood consistent with the Master Plan for this area of Columbia? What other examples exist in Columbia where an established PUD-zoned neighborhood had a CD-5-zoned urban center inserted within its footprint? While I understand the city recently allowed the rezoning of another nearby property, and the developer of Parcel 7.12 is now trying to use that as partial justification, two wrongs don't make a right.

Third, what rules and Planning Commission considerations apply to changing the zoning within the footprint of an established neighborhood and allowing significantly higher housing density than what exists all around it, especially when the change would impact the neighborhood's character?

Fourth, what standard does the Planning Commission use to (1) decide to even consider a rezoning, (2) allowable housing density in a specific context, and (3) discern whether a rezoning is appropriate when it's inconsistent with the community directly surrounding it?

Fifth, what negative, unintended consequences should be considered when discerning the wisdom of changing the zoning from PUD to CD-5 and/or allowing a significantly higher housing density?

I want to discuss all five questions and share my concerns on the fifth question with you. My specific concerns include, but are not limited to:

1. **The Burden on Our Existing Taylor Landing Amenities**: We have a small children's playground/park area, hiking trails, a dog park, and open space along the Duck River, all funded by the current members of our community. Parcel 7.12, within the footprint of Taylor Landing, is closer in distance to all these amenities than it is for the average resident of Taylor Landing. These amenities will be a significant attraction to the people living on Parcel 7.12, and there will be no way of keeping them from using them. As such, the value of these amenities to the HOA-paying members of Taylor Landing will be significantly diminished. This would also likely increase our insurance fees and liability exposure.

2. **The Impact on Our Parking**: Our community has a parking shortage. With a mix of single-family and townhomes (most are single-car garages), we already have residents parking illegally relative to designated parking spots and HOA covenants. Putting over 120 new housing units onto 5 acres within the footprint of Taylor Landing will undoubtedly stress our current parking shortage.

   How many parking spots will be required on Parcel 7.12 per new housing unit? Functionally, there needs to be at least 2 per housing unit to avoid impact overflow into our Taylor Landing Community. Only a parking garage can achieve that parking density on this lot with the footprint of 135 new housing units. The lack of adequate parking caused by putting high-density housing within a lower-density residential area can only negatively impact the existing Taylor Landing community.

   Finally, there are at least 12 Taylor Landing housing units along the east side of Parcel 7.12 that will be directly exposed to the parcel's parking lot. The lights in that lot will likely be overbearing to adjacent homeowners.

3. **The Traffic Impact**: The primary entrance to our area is via Theta Pike and River Road. Theta Pike is a two-lane road that has seen significant increases in traffic in recent years. It is unlikely this two-lane road will be widened; hence, adding 120+ new units along an already busy thoroughfare will undoubtedly increase the congestion.

   Even more importantly, the only entrance and exit to the suggested development on Parcel 7.12 is via Taylor Bend. The 135 new housing units, representing over 200 cars, will add significant traffic in and out of Taylor Landing.

4. **Uncertainty of Type of Housing**: With Taylor Landing having nearly 70 acres of existing residential housing units and Parcel 7.12 only having 5 acres, the type of housing allowed on Parcel 7.12 should be entirely consistent with the existing homes in Taylor Landing. Allowing 5 acres of "to be developed" land within the footprint of Taylor Landing to impact the community's character is simply a bad idea. It's impossible to add this high-density housing within the footprint of Taylor Landing without overbearing the existing community. The housing types and density allowed on Parcel 7.12 should be

consistent and in harmony with Taylor Landing.

5. **Negative Impact on Taylor Landing Property Values**: I see no positive impacts for the residents of Taylor Landing with this rezoning. Unfortunately, this would be a rezoning within the footprint of our community, and hence, it would undoubtedly have negative consequences, including lowering our property values. Our community would become less desirable based on issues like those addressed above, which would put downward pressure on home values.

I request that you and the Planning Commission not move forward with the rezoning and allowing higher-density housing on this property. The negative impacts of this potential rezoning and allowing higher-density housing far outweigh any benefits. The location of Parcel 7.12 within the footprint of Taylor Landing should make denial of the rezoning a simple one.

I also request a phone meeting with you as soon as possible to discuss my questions and concerns. We need to understand the process and your perspective to discern how quickly, broadly, and vocally we mobilize the Taylor Landing community against allowing higher-density housing on Parcel 7.12.

Please include this letter in the record of the official feedback you are receiving.

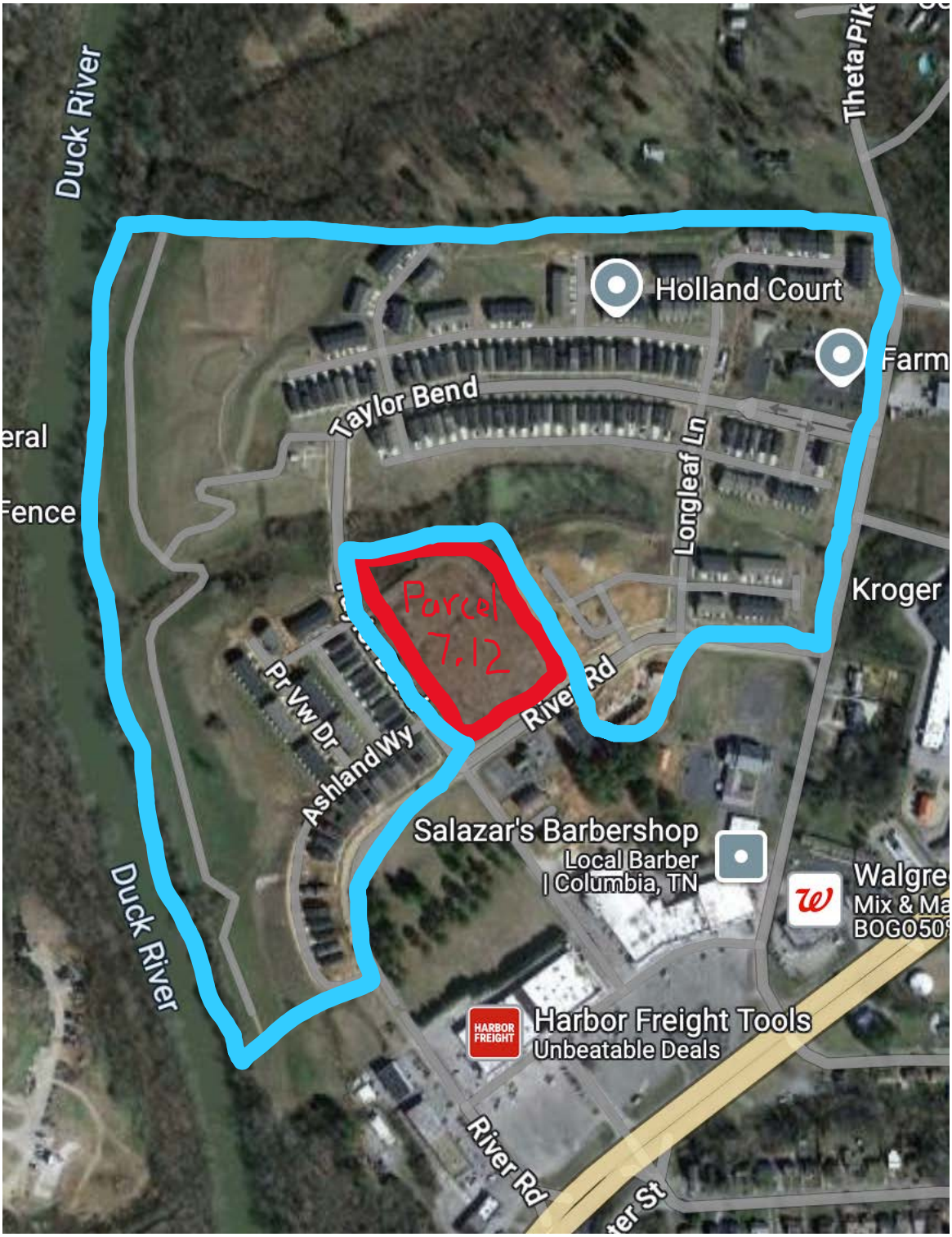
My cell is 703.304.8324, and my email is tlwfamily@gmail.com. Please let me know when we can talk.

Sincerely,

Todd Wilson

Todd Wilson

Parcel 7.12 is essentially within the footprint of the Taylor Landing community.
Blue outline – Taylor Landing
Red outline – Parcel 7.12



November 10, 2024

Mr. McCarthy,

My name is Marieva Walsh. I'm a resident and homeowner at Taylor Landing in Columbia, TN. I recently learned that the Columbia Planning Commission will consider a rezoning application to change Parcel 7.12 (Tax Map 90) at the corner of River Road and Taylor Bend from PUD (Planned Unit Development) to CD—5 (Urban Character District).

I'm writing to voice my questions and concerns about this rezoning. I will not be able to attend on November 13, 2024, due to me working business hours 9-5, I do have several concerns some I will share below. I am not adjacent to the property involved so I was not sent a letter with the pertinent info but do live in the neighborhood of Taylor Landing where this property is located smack in the middle of our neighborhood.

Should the Planning Commission recommend that the City Council consider the rezoning, I ask that you meet with representatives from the Taylor Landing community before the December 5th study session. We have a Taylor Landing Transition Team working to ensure a smooth transition from the developer (Meritage) to a community-led homeowner's association (HOA).
We are very sensitive to community issues and are keenly aware of the potential negative impacts of this rezoning on our community. It would be best if you heard our concerns as soon as possible.

The members of our Taylor Landing Transition Team share concerns. The community will undoubtedly also share our concerns as they begin learning about the significance of this change and the resulting negative impact it would have on us.

Taylor Landing is a new neighborhood situated on approximately 70 acres in Columbia, TN. It is zoned PUD and features a mix of single-family homes, townhomes, and community amenities such as a children's playground area, walking trails, and a dog park. We have nearly 300 housing units representing over 500 residents. Many of us moved to Taylor Landing because of its residential, not urban, context. We love the convenient location and our residential space. Green space along the Duck River is a large part of the attraction of our neighborhood.

For perspective, Parcel 7.12, being considered for rezoning, is approximately 5 acres. We understand this rezoning would allow over 125 additional housing units in just 5 acres. **This rezoning activity essentially "squeezes" these 5 acres directly into the 70 acres of Taylor Landing.**

This prompts these key questions:

First, what is the compelling reason for changing the zoning from PUD to CD – 5 that would outweigh the negative impacts to homeowners in Taylor Landing who purchased their homes with the understanding that Parcel 7.12 would be PUD zoning? I do not see any positive impacts on the residents of Taylor Landing with the proposed rezoning? I can only identify negative consequences to all of the Taylor Landing Homeowners.

Second, how is changing the PUD zoning within the footprint of an established PUD-zoned neighborhood consistent with the Master Plan for this area of Columbia? What other examples exist in Columbia where an established PUD-zoned neighborhood had a CD-5-zoned urban center inserted within its footprint? Currently our City Emergency Response teams are overwhelmed with the calls they receive which impacts response times. We are Not in the Downtown area where high density homes/apartments would be necessary, we have a lot of open green space our HOA is responsible for and that includes Insurance Liabilities which would then include coverage for people outside our neighborhood – which I never would have purchased knowing this Liability would be our financial responsibility moving forward.

Third, what rules and Planning Commission considerations apply to changing the zoning within our established neighborhood, especially when the change would impact the neighborhood's character?

Fourth, what standard does the Planning Commission use to (1) decide to even consider a rezoning and (2) to discern whether a rezoning is appropriate when it's inconsistent with the community directly surrounding it?

Fifth, what negative, unintended consequences should be considered when discerning the wisdom of changing the zoning from PUD to CD-5?
This outlines the areas of concern many of us have:

The Burden on Our Existing Taylor Landing Amenities: We have a small children's playground/park area, hiking trails, a dog park, and open space along the Duck River, all funded by the current members of our community. Parcel 7.12, within the footprint of Taylor Landing, is closer in distance to all these amenities than it is for the average resident of Taylor Landing. These amenities will be a significant attraction to the people living on Parcel 7.12, and there will be no way of keeping them from using them. As such, the value of these amenities to the HOA-paying members of Taylor Landing will be significantly diminished. This would also likely increase our insurance fees and liability exposure.

The Impact on Our Parking: Our community has a parking shortage. With a mix of single-family and townhomes (most are single-car garages), we already have residents parking illegally relative to designated parking spots and HOA covenants. Putting over 120 new housing units onto 5 acres within the footprint of Taylor Landing will undoubtedly stress our current parking shortage.

The Traffic Impact: The primary entrance to our area is via Theta Pike and River Road. Theta Pike is a two-lane road that has seen significant increases in traffic in recent years. It is unlikely this two-lane road will be widened; hence, adding 120+ new units along an already busy thoroughfare will undoubtedly increase the congestion.

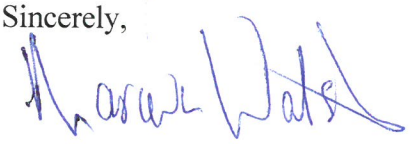
Uncertainty of Type of Housing: Leaving the zoning at PUD almost guarantees that the housing built on Parcel 7.12 will be of consistent value and character as those already in the Taylor Landing community. This is especially important because the Parcel 7.12 is within the footprint of Taylor Landing.

Negative Impact on Taylor Landing Property Values: I see no positive impacts for the residents of Taylor Landing with this rezoning. Unfortunately, this would be a rezoning within the footprint of our community, and hence, it would undoubtedly have negative consequences, including lowering our property values. Our community would become less desirable based on issues like those addressed above, which would put downward pressure on home values.

I request that you and the Planning Commission NOT move forward with the rezoning. The negative impacts of this potential rezoning far outweigh any benefits. The location of Parcel 7.12 within the footprint of Taylor Landing should make denial of the rezoning a simple one.

Please also include this letter in the record of the official feedback you are receiving.

Sincerely,



Marieva Walsh

Joshua D. Moore
360 Coleman Ct.
Columbia, TN 38401
Email: moorejd@rose-hulman.edu
Phone: (317) 503-1223

November 10, 2024

Kevin McCarthy, AICP
City Planner
Development Services
City of Columbia
700 N Garden Street
Columbia, TN 38401

Dear Mr. McCarthy,

I am writing as a new homeowner at Taylor Landing to express my strong opposition to the proposed rezoning of Parcel 7.12 (Tax Map 90) at the corner of River Road and Taylor Bend from PUD (Planned Unit Development) to CD-5 (Urban Center). Unfortunately, I cannot attend the upcoming zoning meeting as I am preparing to move from my apartment in Franklin, TN, to the townhome I recently purchased in Taylor Landing. However, I want to ensure my concerns are heard.

Notification Issue

I closed on my townhome on October 3, 2024, and the City of Columbia was notified of my ownership through the filing of my deed with the Columbia Register of Deeds on October 4, 2024. Despite this, the certified letters regarding the rezoning were addressed to the previous homeowners and mailed on October 29, 2024.

Through USPS Informed Delivery, I was notified that a certified letter from the City of Columbia had been sent to my address (see attached USPS scan). Upon checking my mailbox, I found only the notice of the certified letter, which was addressed to the previous homeowners. I promptly returned the notice to the post office to indicate that the certified letter was not for me. Consequently, I have not received my copy of this critical notice, even though I am an adjacent property owner directly affected by the rezoning.

While Tennessee Code Annotated § 13-7-105 requires public notice via newspaper publication at least 15 days before a public hearing, the City of Columbia goes beyond this legal standard by notifying adjacent property owners through certified mail. This additional step is commendable, as it enhances transparency and ensures affected residents are directly informed.

However, in my case, the City's failure to correctly address the certified letter to me raises significant procedural concerns. Unlike other adjacent property owners, I was effectively denied proper notice and, therefore, an opportunity to participate in the zoning process. This inconsistency in notification undermines the fairness and equity of the process.

Legal and Procedural Implications

- **Denial of Due Process**: By not receiving proper notice, I was unable to engage meaningfully in the public hearing process, which could be seen as a denial of due process in this matter.
- **Potential for Legal Challenge**: If the rezoning is approved, the lack of consistent notification to all affected property owners could serve as grounds for an appeal or challenge, potentially delaying or invalidating the decision.
- **Procedural Precedent**: This oversight sets a troubling precedent that could erode public trust in the City's zoning procedures. Ensuring that all property owners are notified equally is critical to maintaining transparency and legitimacy in future zoning actions.

Given the procedural flaws in this case, I respectfully urge the City to deny or delay the rezoning request to ensure that all affected property owners, including myself, receive proper notice and an opportunity to participate in the process. Failing to address this oversight risks undermining the legitimacy of the rezoning and could expose the City to legal challenges.

Financial and Community Impact

Since purchasing my home, I've learned about the serious financial challenges facing our HOA, which is currently under developer control. These include:

- A $100,000 deficit due to skyrocketing insurance premiums.
- The likelihood of substantial increases in HOA dues and special assessments, placing a financial burden on homeowners.

Introducing a high-density, 4-story apartment complex in the middle of our community will significantly increase liability risks, further raising insurance premiums. This will exacerbate the financial strain on homeowners, who are already facing steep increases in dues and assessments.

Incompatibility with Existing Community

Taylor Landing was developed as a PUD, with a mix of single-family homes, townhomes, and carefully planned community amenities such as a playground, walking trails, and a dog park. Placing a high-density apartment complex in the heart of our neighborhood undermines the residential character that attracted many of us to this community. Specifically:

- Parcel 7.12 represents just a 7% increase in land area but would bring a 40% increase in housing units, resulting in an extreme and disproportionate density increase.
- This will create severe strain on our amenities, which were designed for a lower-density community, and diminish their value to HOA-paying residents.
- Increased traffic and parking overflow will compromise safety and accessibility, particularly near our playground and open spaces.

Impact on Property Values

Over the past two years, property values in Taylor Landing have already decreased by more than $40,000 for my townhome alone. Allowing a large apartment complex in the middle of our development will likely drive property values even lower.

This apartment complex will:

- Reduce the neighborhood's desirability, making it harder to attract buyers who prefer the community's current residential character.
- Lead to further depreciation of property values, especially as issues like increased traffic, parking shortages, and strained amenities become apparent.

For homeowners like me, this trend represents a significant financial loss. Our homes are not just places to live but major investments, and the rezoning threatens the stability and growth of these investments.

Key Concerns and Questions

1. **What is the compelling reason for this rezoning?**
   Homeowners purchased their properties with the understanding that Parcel 7.12 would be developed under PUD zoning. What benefits, if any, does this rezoning offer to our community?
2. **How does this rezoning align with Columbia's Master Plan?**
   Rezoning within an established PUD sets a concerning precedent. Are there other examples in Columbia where CD-5 zoning was inserted within a PUD?
3. **What standards are being applied?**
   What criteria will the Planning Commission use to evaluate whether this rezoning is appropriate, especially given its inconsistency with the surrounding community?
4. **What are the potential unintended consequences?**
   Increased density within our development will negatively impact quality of life, reduce property values, and strain community resources.

Request for Action

Given the significant negative impacts this rezoning would have on Taylor Landing, and in light of the procedural oversight that denied me proper notification, I urge the Planning Commission to deny or delay the request to rezone Parcel 7.12 to CD-5. This development, as proposed, is incompatible with the character, infrastructure, and financial health of our community.

Please include this letter in the official record of feedback regarding this rezoning. I welcome the opportunity to discuss my concerns further and can be reached via email or phone.

Attachment: USPS Informed Delivery scan of certified letter addressed to previous homeowners, which I did not receive as a result.

Sincerely,

Joshua D. Moore

Joshua D. Moore

Attachment:

USPS Informed Delivery scan of certified letter addressed to previous homeowners, which I did not receive as a result.



November 12, 2024

Mr. McCarthy,

I live on Taylor Bend Road, across the street from Map 90 Parcel 7.12 and oppose the Rezoning to CD-5 Mixed Use.

Taylor Bend Road is a main entry into the community with school busses and UPS on a daily basis. Garbage trucks weekly also need to maneuver through the cars as-is. If cars are parked on both sides of the street, it will be nearly impossible for vehicles to get through. My SIL's parked car was hit on November 6, 2022 due to someone going to fast down Taylor Bend. (Police report can be provided upon request.)



In addition, other than a STOP sign on the corner of Taylor Bend and River, there is no striping on the road on all four sides to indicate a stop. And Parcel 7.12 is overgrown, which also makes it hard to see when making a left turn from TB to River. Imagine a 2-4 story building! I see cars every day drive right through this stop sign. There is also no sidewalk on River, forcing people to walk in the street to get their mail, etc. If cars park on River pedestrians will be walking in the middle of the street. This is a dangerous situation even before Waters Edge is built. Inviting Columbia residents to a Mixed-Use plan encourages more unnecessary traffic.

Please consider the safety of our moms with strollers, kids on bikes, joggers and friends out for a walk in our beautiful community and decline the request for rezoning.

Thank you for your time,

Bonnie Froehlich

Kevin McCarthy
City Planning Commission
700 North Garden St.
Columbia, TN 38401

Mr. McCarthy,

My name is Gerald Haase and live in a townhome in Taylor Landing, Columbia, TN. I have been made aware of the proposed rezoning of Parcel 7.12 at the corner of Taylor Bend and River Rd. from PUD to CD5. I am opposed to this change and very concerned about the impact to our community.

I strongly urge you to deny this rezoning.

Sincerely,



Gerald Haase
737 Prairie View Drive
561.291.7006

Kevin McCarthy, City Planning Commission
700 North Garden St.
Columbia, TN 38401

Mr. McCarthy,

My name is Rose Marie Arnold and I live in a townhome in Taylor Landing, Columbia, TN. I have been made aware of the proposed rezoning of Parcel 7.12 at the corner of Taylor Bend and River Rd. from PUD to CD5. I am opposed to this change and very concerned about the impact to our community.

Taylor Landing is a small, fairly new community of approximately 300 homes and townhomes with 500 residents. We surround the parcel of land being considered for a zoning change on 3 sides. We have a children's playground, adjacent dog park, walking trails and there is access to the Duck River. These are our green common areas and are maintained through the dues we pay to our HOA One immediate concern is that there would be no way to keep anyone living on parcel 7.12 from trespassing on Taylor Landing areas. Your rezoning would greatly increase the density of people who would be allowed to live on parcel 7.12. The negative effect on our community would be great.

Other concerns are:

- Taylor Landing currently has a shortage of parking spaces and many residents are parking illegally which has prompted many calls to the police department. Adding those new units will add stress to this situation.

- The negative effect this would have on our property values as we are now a residential community with PUD zoning restrictions. A change to CD5 on parcel 7.12 with higher density, supposedly allowing 125 units on such a small parcel of land, is irresponsible.

The planning commission needs to look at the many negative effects of making this zoning change and how it would directly affect the 500 residents currently living in Taylor Landing.

I strongly urge you to deny this rezoning.

Sincerely,

Rose Marie Arnold

Rose Marie Arnold

From: MELCENIA BRADY
To: Kevin McCarthy; cc.srichardson@columbiatn.gov
Subject: [External - USE CAUTION] Taylor landing neighborhood proposed new apartment building and business
Date: Wednesday, November 13, 2024 1:44:24 PM

I'm opposed to the new building plan, I own my townhome right in back of the proposed building project. It would add noise and traffic issues, parking and obstruct my view. It will probably bring down property value, which would be a loss for property owners, please keep this in mind before passing this project.

Thank you, Melcenia Brady
Sent from my iPhone

From:	Steve Baker
To:	Kevin McCarthy; Sandra Richardson
Subject:	[External - USE CAUTION] Concerns regarding the proposed re-zoning of the area at the corner of Taylor Bend and River Road in Columbia
Date:	Wednesday, November 13, 2024 7:05:04 PM

Kevin & Sandra,

I hope this message finds you both well.

I am writing to formally express my strong concerns regarding the proposed re-zoning of the area at the corner of Taylor Bend and River Road, adjacent to our Taylor Bend neighborhood under CD-5 (Urban Center) zoning and the subsequent possible development of a 4-story apartment complex.

As a resident of the Taylor Bend community, I feel strongly that this zoning change is incompatible with the existing character of our neighborhood and will have significant negative impacts on both our community and the surrounding environment.

My wife and I built our townhome in Taylor Landings four years ago, during the first phase of the buildout of the subdivision. We love the closeness of the neighborhood and the cohesive look and feel of the houses and the townhomes therein. It's very walkable and the playground & dog park are never crowded.

A couple of weeks ago, I was surprised to learn that the corner lot at Taylor Bend and River Road was being considered for re-zoning and that a 4-story apartment complex with possible retail space was being proposed. This prompted this e-mail to you.

I would like to outline several key points of major concern for your consideration:

1. **Incompatibility with Existing Community**
   The proposed development, with its 4-story apartment complex, is fundamentally incompatible with the surrounding two-story single-family homes and townhomes. The stark contrast in height and density will disrupt the cohesive aesthetic and character of our neighborhood, undermining the suburban residential feel that current residents value.
2. **CD-5 Zoning Is Inappropriate for This Location**
   CD-5 zoning is designed for high-density, mixed-use developments in urban centers, not suburban neighborhoods like ours. This zoning change is incompatible with the residential focus of our PUD and could result in future re-zoning requests, permanently altering the character of our community and further straining our infrastructure and finances.
3. **Traffic and Parking Concerns**
   Additionally, the CD-5 zoning would dramatically increase vehicle traffic and parking in the area. This will lead to greater safety issues for the kids and families that walk and ride their bikes & scooters as the traffic on Taylor Bend would definitely increase. Additionally, I'm concerned that any additional street overflow parking would possibly impede emergency and fire crew travel and access in the event of an emergency situation.
4. **Liability and Safety Issues**
   The proximity of the proposed development to our community's playground and open spaces raises significant liability concerns. Non-residents using these facilities increases the risk of accidents, vandalism, and potential damage to these shared spaces. This could lead to higher insurance premiums and legal

exposure for our HOA.

5. **Environmental Impact on Farm Pond**
   Farm Pond, a protected waterway, lies directly behind the proposed development site. The construction process and increased density pose risks to the pond through runoff, pollution, and sedimentation. These risks could have long-term detrimental effects on local wildlife and ecosystems, which we must protect.
6. **Decline in Quality of Life**
   The higher density allowed under CD-5 will introduce more noise, light pollution, and congestion, significantly diminishing the quality of life for current residents. The construction process itself will bring ongoing disruption for years, including noise, dust, and heavy machinery, further disturbing the peace and serenity of our community.
7. **Negative Impact on Property Values**
   The introduction of a large-scale apartment complex is likely to decrease property values in our area, particularly considering the current trends in the real estate market. Potential buyers may be deterred by the proximity to high-density rental housing, high traffic and scarcity of parking, negatively impacting resale opportunities for current homeowners.
8. **Financial and Insurance Strain on HOA**
   Our HOA has already been under significant financial strain, with property and liability insurance premiums rising by over 100% in recent years. The proposed development will exacerbate this burden, increasing liability risks and potentially raising insurance costs further. Without major financial contributions from the new development, these costs will be passed on to current residents through higher HOA dues or reduced services.
9. **Unfair Burden on HOA Amenities**
   The residents of the new apartment complex are likely to use our HOA-maintained playgrounds and open spaces, increasing wear and tear on these amenities. This will not only lead to overcrowding but also higher maintenance costs, further burdening our community's finances.
10. **Lack of Community Benefits**

    The proposed development offers no tangible benefits to our community, such as infrastructure improvements or public services. Instead, it presents significant costs, risks, and burdens that will be placed on current residents without any clear offset or enhancement in return.

Given these concerns, I respectfully request that the Zoning Commission consider the following recommendations:

- **Require Mitigation Measures**: Ask the developer to provide financial contributions or shared maintenance agreements with the HOA to help offset the increased costs.
- **Environmental Review**: Conduct a detailed environmental impact assessment to assess and mitigate any risks to Farm Pond, the Duck River and the surrounding ecosystem.
- **Traffic and Parking Study**: Request a comprehensive traffic impact study to evaluate the feasibility of the proposed density without compromising local infrastructure or safety.
- **Alternative Development Proposals**: Consider lower-density alternatives, such

as single family homes, townhomes or smaller multi-family units, which would definitely better align with the character and needs of our community.

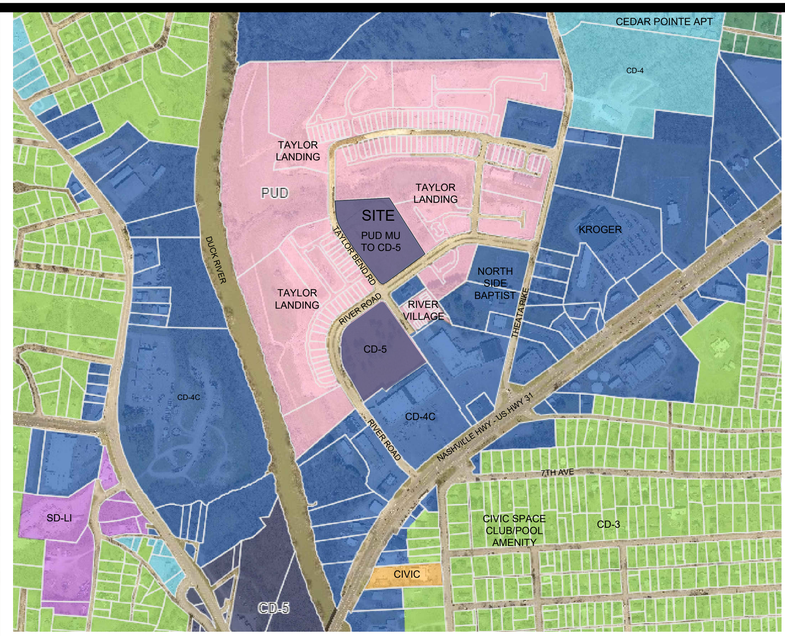
I appreciate your attention to these concerns and hope that you and the Zoning Commission will take them into account when reviewing the proposed re-zoning and development plans. I would welcome the opportunity to discuss this matter further, if you would like, at your convenience.

Thank you for your time and consideration.

Sincerely,

Steve Baker
1003 McKee Ct.
Columbia, TN 38401
615-419-0886





LOCATION MAP - ZONING MAP

LEGAL DESCRIPTION OF PROPERTY:

WATERS EDGE AT TAYLOR BEND
PROPERTY MAP 090, PARCEL 007.03
RIVER ROAD
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

Being a certain tract or parcel of land lying and being in the Ninth (9th) Civil District of Maury County, city of Columbia, Tennessee and being more particularly described as follows:

Being Tract 24, a 5.026-acre tract as shown on the final plat entitled “Waters Edge at Taylor Bend” of record in Plat Book P17, page 319, Register's Office for Maury County, Tennessee to which plat reference is hereby made for a more complete description of the subject property.

No field work has been performed by Kimley-Horn Associates to verify the accuracy of the property lines, corners or areas shown on said recorded plats.

NOTE:

THE SUBJECT PARCEL IS LESS THAN 10 ACRES IN SIZE, DOES NOT INCLUDE THE CREATION OF A NEW THOROUGHFARE OR INTERNAL DRIVE, AND THEREFORE IS NOT A DEVELOPMENT PARCEL.

SKETCH PLAN CD-5 DESIGN CRITERIA:

GROSS SITE AREA: +/-5.0 AC
GROSS DENSITY: 27 DUA
TOTAL UNITS: 135 UNITS

PROVIDED CIVIC SPACE: 0.25 AC MIN (5% GROSS AREA)

REZONING REQUEST:

EXISTING ZONING: PUD
FUTURE LAND USE: CCUV - CITY CENTER URBAN VILLAGE
REQUESTED ZONING: CD-5

THE SITE IS CURRENTLY ZONED PUD. HOWEVER, THE PUD PLAN HAS EXPIRED. THE APPLICANT SEEKS TO REZONE THE PROPERTY TO A CHARACTER AREA SUPPORTED BY THE CCUV LAND USE POLICY AND CREATE A RESIDENTIAL INFILL DEVELOPMENT. THE LAND USE POLICY REQUESTS "URBAN NODES", "NEW RESIDENTIAL WITHIN WALKING DISTANCE TO COMMERCIAL AND CIVIC SPACES", "INFILL WITH MEDIUM AND HIGH DENSITY", AND "INFILL THAT SUPPORTS AND EXTENDS THE FORMATION OF BLOCKS AND ELIMINATES GAPS IN THE BUILDING ENVIRONMENT. THE APPLICANTS PROPOSAL WILL SATISFY THESE LAND USE POLICY REQUESTS.

HISTORY: THE APPROVED/EXPIRED PUD WAS APPROVED ON NOV. 14, 2019 AND CALLED WATERS EDGE. THIS PROJECT WAS A MULTI-FAMILY DEVELOPMENT THAT CONSISTED OF 5 BUILDINGS WITH 27 UNITS PER BUILDING, FOR A TOTAL OF 135 DWELLING UNITS.

THE PROPOSED CONCEPT PLAN SEEKS TO USE THE SAME USE AND DENSITY AS THE PREVIOUSLY APPROVED PUD AND DEVELOP IT WITHIN THE GUIDELINES OF THE CD-5 CHARACTER DISTRICT. THE APPLICANT PROPOSES TO USE SIMILAR BUILDINGS TO THE RIVER ROAD DEVELOPMENT ON THE SOUTHWEST CORNER OF THIS SAME INTERSECTION PUSHED UP TO THE STREET FRONTAGES WITH ALL PARKING ON-STREET OR BEHIND THE BUILDINGS. THIS PLAN ARRANGEMENT LEAVES NATURAL AREA/STORMWATER AREA TO THE NORTH OF THE SITE, ADJACENT TO THE TAYLOR LANDING OPEN SPACE. PARKING AND LANDSCAPE AREA ARE PROPOSED TO THE BOUNDARY WITH THE TOWNHOMES TO THE EAST.

THIS PROPERTY IS IN AN AREA OF CHANGE, AS DESIGNATED BY CONNECT COLUMBIA. THIS AREA IS ENCOURAGED TO USE CITY POLICIES TO FOSTER PROACTIVE CHANGE AND CREATE SIGNIFICANT AND BENEFICIAL CHANGE. DEVELOPING WITH THE FUNCTIONAL AND AESTHETIC REQUIREMENTS OF THE CD-5 DISTRICT, THIS PROPERTY WILL COMPLETE THE NEIGHBORHOOD DEVELOPMENT FOR THIS AREA. IT COMPLIMENTS THE RANGE OF HOUSING OPTIONS AVAILABLE FOR THIS AREA AND PLACES RESIDENTIAL DEVELOPMENT WITHIN WALKING DISTANCE OF THE CIVIC SPACE PARK AT THE RIVER ROAD PROPERTY TO THE SOUTHWEST AND THE COMMERCIAL DEVELOPMENT TO THE SOUTH ALONG NASHVILLE HIGHWAY.

ROADWAYS: THE FRONTAGE OF THE PROPERTY IS ON RIVER ROAD (MAJOR LOCAL) AND TAYLOR BEND ROAD (MAJOR LOCAL).

CONCEPT PLAN LOT DIMENSIONS:

MULTI-FAMILY BUILDING
- FRONT SETBACK: 0-15'
- SIDE SETBACK: 0-24'
- REAR SETBACK: NOT REGULATED
- MAXIMUM BUILDING WIDTH: 120'
- MAXIMUM UNITS PER BUILDING: 24
- PARKING PROVIDED IN SURFACE PARKED LOT (THIRD LAYER), OR ON STREET

PROJECT INFORMATION:

PARCEL: MAP 90 PARCEL 7.12
ADDRESS: RIVER ROAD
AREA: +/-5.0 AC

APPLICANT/LANDSCAPE ARCHITECT:
GREG GAMBLE OR KELI FRYMIRE
GAMBLE DESIGN COLLABORATIVE
3020 STANSBERRY LANE, SUITE 201
FRANKLIN, TN 37069
615-975-5765
greg.gamble@gdc-tn.com
keli@gdc-tn.com

DEVELOPER:
CLIFF SMITH
CPS LAND
213 OVERLOOK CIRCLE, SUITE B2
BRENTWOOD, TN 37027
615.477.3186

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

RIVER ROAD PARCEL
REZONING REQUEST & CONCEPTUAL DEVELOPMENT PLAN
Columbia, Tennessee

GREGORY CAMBLE TENNESSEE REGISTERED LANDSCAPE ARCHITECT 10-21-24

Date: September 9, 2024

Revision Date
1 10-21-2024 Staff Comments
2
3

REZONING REQUEST
SHEET
L1.0

October 21, 2024

Paul Keltner, Director
Kevin McCarthy, City Planner
Development Services
City of Columbia, TN

RE: Re-Submittal Taylor's Bend Road Rezoning Request – **City of Columbia Project #24-0418**

Dear Mr. Keltner and Mr. McCarthy,
The accompanying documents are for the re-submittal associated with the Taylor's Bend Road Rezoning Request, on the property with a PUD formerly known as Waters Edge at Taylor's Bend. A response to Zoning Ordinance Section 8.5.19.H.4 has been provided below, as requested. The Technical Review Comment responses can be found below.

Resubmittal Items uploaded to the online portal:

1. Sheet L1.0 (24x36 PDF) Rezoning Request and Conceptual Plan
2. Comment Response Letter.

Rezoning Request Justification:
The following criteria from Zoning Ordinance 8.5.19.H.4 have been addressed/met as follows:

a. *The Rezoning is consistent and not in conflict with the Comprehensive Plan or other applicable approved local plans for the area, provided the Planning Commission is not obligated to recommend approval of requests which would bring existing zoning into conformity with the Comprehensive Plan prior to the time such change is warranted by the findings of 8.5.19.H.4.e and f.* **Response: The applicant seeks to rezone the property to CD-5; which is consistent with the Comprehensive Plan Future Land Use of City Center Urban Village. The property is also within an Area of Change, as designated by Connect Columbia. This area is encouraged to use City policies to foster proactive change and create significant and beneficial change. Developing with the functional and aesthetic requirements of the CD-5 district, this property will complete the neighborhood development for the area. It compliments the range of housing options available for this area and placed residential development within walking distance of the civic space park at the river road property to the southwest and the commercial development to the south along Nashville Highway.**
b. *It has been determined that the legal purposes for which zoning exists, as set forth in Section 1.5.* **Response: As currently zoned, this property cannot be developed. The existing zoning is PUD, which has expired and the existing PUD plan would not conform to the current requirements of the zoning ordinance. A rezoning is necessary in order to create a development plan that will comply with the City standards and provide the compatible development character that the Comprehensive Plan and Zoning Code require.**

greg.gamble@gdc-tn.com | 615.975.5765 cell | 3020 Stansberry Lane, Suite 201, Franklin, TN 37069

greg.gamble@gdc-tn.com
615.975.5765 cell
3020 Stansberry Lane, Suite 201
Franklin, TN 370

c. *It has been determined that there will be no adverse effect upon adjoining property owners unless such effect can be justified by the overwhelming public good or welfare.* **Response: Providing a rezoning to a character district that is consistent with the Comprehensive Plan provides no adverse effect on adjoining property. Additionally, the Conceptual Plan provided in with this request demonstrates the developer's intent to develop the property with the same use and density as was identified in the previously approved PUD development. The applicant can achieve this through a character district consistent with the Comprehensive Plan Future Land Use policy for this property, which provides clear guides for character and aesthetic.**

d. *It has been determined that no one property owner or small group of property owners will benefit materially from the change to the detriment of the general public.* **Response: The applicant seeks to rezone to a character district consistent with the Comprehensive Plan and develop within the requirements of the character district. This request would not be a detriment to the general public.**

e. *It has been determined that conditions affecting the area have changed to a sufficient degree to warrant the Zoning Map Amendment or that the existing Zoning of the property was the result of a mistake.* **Response: The existing zoning designation of PUD was established on November 14, 2019. At this time, the approved PUD has expired and it cannot be reapproved under the current Zoning criteria. The applicant is seeking to rezone the property to a character district that is consistent with the Comprehensive Plan and development the same use and density as the previous approved PUD; however, with a plan that is consistent with the current Zoning Ordinance requirements.**

f. *It has been determined that the adequate school, road, parks, wastewater treatment, water supply, and stormwater facilities are available.* **Response: Water and waste water availability letters have been provided with this submittal. No additional comments were provided from these utility providers or school district during the Technical Review Process. No additional roadways will be created with this future development plan and stormwater facilities will be provided on site with the development plan.**

Technical Review Comments – Dated Oct. 8, 2024
Planning:

1. *The lead staff person for this case is City Planner Kevin McCarthy, AICP; he will prepare the staff report for this item. Please contact kmccarthy@columbiatn.com with questions about the development review process or technical comments. The lead planner should be copied on all communication with other city staff.* **Response: Noted.**
2. *At resubmittal, please provide a response letter addressing each comment along with any revised plans. If the nature of the comment does not warrant a response, or the comment was previously addressed, please simply note that the information has been acknowledged. Any documents or additional information that you want to present to the Planning Commission should be included in your resubmittal.* **Response: Noted.**
3. *Please add a note to the concept plan indicating that the subject site is less than 10 acres in size, does not include the creation of a new Thoroughfare or Internal Drive, and therefore is not a development parcel.* **Response: Please see Sheet L1.0. This note has been added.**

greg.gamble@gdc-tn.com
615.975.5765 cell
3020 Stansberry Lane, Suite 201
Franklin, TN 370

4. *The description of the rezoning request included on the concept plan explains the rationale. In the response to DRC comments, please provide additional information, if any, that will aid the CMPC's evaluation of the criteria at 8.5.19.H of the zoning ordinance.* **Response: Please see the above response to this section of the zoning ordinance. Additionally, a narrative concerning the rezoning request is on the L1.0 Sheet.**

Engineering:

5. *No Comments on Rezoning* **Response: Noted.**
6. *TIS required at Site Development Plan.* **Response: noted.**

Fire:

7. *Need to get a water availability letter from CPWS, if you have one, please upload it.* **Response: This letter was received and uploaded on October 8, 2024.**

Columbia Water:

8. *A water availability letter was issued on October 7, 2024, it remains valid for 120 days. The availability of capacity to serve is based on a determination by the Fire Marshal of fire flow requirements and the information submitted on the Water Service Availability Request application. Any off-site improvements detailed in the availability letter are the responsibility of the developer/owner. All public water system improvements are subject to the preparation and approval of detailed construction plans prepared in accordance with CPWS and Tennessee Department of Environment and Conservation requirements.* **Response: Noted**

Columbia Power:

9. *Columbia Power System has an existing power line near your proposed development. We are willing to serve this new development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction. Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.* **Response: Noted**
10. *CPWS BB Plan to Serve* **Response: Noted**

ATT

11. *ATT to Serve.* **Response: Noted**

Wastewater:

12. *No Comments provided.* **Response: Noted**

Public Works:

13. *No comments on the rezoning. Private sanitation services may be utilized. Please retain the attached City of Columbia Dumpster Guidelines & Accessibility Requirements for your reference.* **Response: Noted**

DEVELOPMENT PLANNING
DESIGN
MANAGEMENT

greg.gamble@gdc-tn.com
615.975.5765 cell
3020 Stansberry Lane, Suite 201
Franklin, TN 370

Maury County E911:

14. *No comments provided.* **Response: Noted**

Maury County Schools:

15. *No Comment.* **Response: Noted**

Duck River Electric Membership Corp:

16. *No comments.* **Response: Noted**

Maury County Highway Dept:

17. *No comments.* **Response: Noted.**

If there are any questions or additional information needed, please feel free to reach out to me, or Keli Frymire (keli@gdc-tn.com) in my office.

Thank you,



Gamble Design Collaborative
Greg Gamble

CITY OF
COLUMBIA
TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, October 8, 2024

ITEM NO.
24-0418

DESCRIPTION: Waters Edge at Taylors Bend

COMMENTS:

Planning

1. The lead staff person for this case is City Planner Kevin McCarthy, AICP; he will prepare the staff report for this item. Please contact kmccarthy@columbiatn.com with questions about the development review process or technical comments. The lead planner should be copied on all communication with other city staff.
2. At resubmittal, please provide a response letter addressing each comment along with any revised plans. If the nature of the comment does not warrant a response, or the comment was previously addressed, please simply note that the information has been acknowledged. Any documents or additional information that you want to present to the Planning Commission should be included in your resubmittal.
3. Please add a note to the concept plan indicating that the subject site is less than 10 acres in size, does not include the creation of a new Thoroughfare or Internal Drive, and therefore is not a development parcel.
4. The description of the rezoning request included on the concept plan explains the rationale. In the response to DRC comments, please provide additional information, if any, that will aid the CMPC's evaluation of the criteria at 8.5.19.H of the zoning ordinance.

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6. TIS required at site development plan.

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7. Need to get a water availability letter from CPWS, if you have one, please upload it

Columbia Water

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

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ATT

11. ATT TO SERVE

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Maury County E911

14. No comments provided.

Maury County Schools

15. No comment.

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PHONE: (931) 560-1560
FAX: (931) 560-1541

Duck River Electric Membership Corp

16. No comments.

Maury County Highway Dept.

17. No comments.

Resubmittal Guidelines

Please provide a comment response letter as well as digital copies of revised plans and supporting documentation. Submit all required documents electronically through the online portal: columbia.onlama.com. If the files are oversized, please provide a file sharing link.

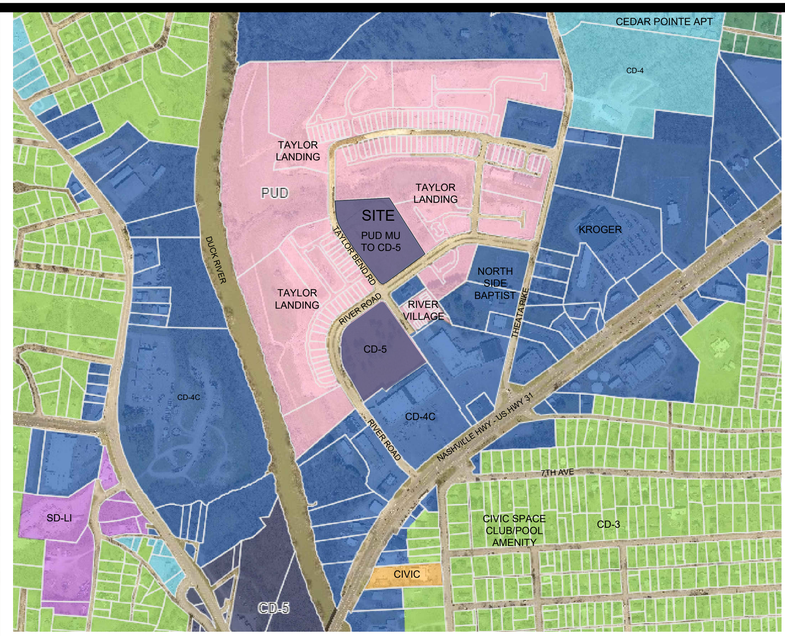
Please contact the case planner identified in the Planning Comments with any questions about the review process.

Please contact kmccarthy@columbiatn.gov or srichardson@columbiatn.gov if you encounter difficulties with the online portal.

You will receive an invoice for required advertising and mailing fees. All fees must be paid by the Friday following resubmittal in order advance to the Planning Commission agenda.

NOTE: All resubmittals must demonstrate compliance with city standards prior to Planning Commission review. Requests which do not adhere to regulations and/or remain unresponsive to technical comments will not be forwarded to the next agenda until such items are amended. Final Plat applications which are not ready to proceed to Planning Commission following the first resubmittal deadline will be added to the following DRC agenda to confirm the status of required infrastructure and utilities. Applications which remain incomplete following two resubmittal deadlines will be closed.





LOCATION MAP - ZONING MAP

PROJECT INFORMATION:

PARCEL: MAP 90 PARCEL 7.12
ADDRESS: RIVER ROAD
AREA: +/-5.0 AC

APPLICANT/LANDSCAPE ARCHITECT:
GREG GAMBLE OR KELI FRYMIRE
GAMBLE DESIGN COLLABORATIVE
3020 STANSBERRY LANE, SUITE 201
FRANKLIN, TN 37069
615-975-5765
greg.gamble@gdc-tn.com
keli@gdc-tn.com

DEVELOPER:
CLIFF SMITH
CPS LAND
213 OVERLOOK CIRCLE, SUITE B2
BRENTWOOD, TN 37027
615.477.3186

LEGAL DESCRIPTION OF PROPERTY:

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REZONING REQUEST:

EXISTING ZONING: PUD
FUTURE LAND USE: CCUV - CITY CENTER URBAN VILLAGE
REQUESTED ZONING: CD-5

THE SITE IS CURRENTLY ZONED PUD. HOWEVER, THE PUD PLAN HAS EXPIRED. THE APPLICANT SEEKS TO REZONE THE PROPERTY TO A CHARACTER AREA SUPPORTED BY THE CCUV LAND USE POLICY AND CREATE A RESIDENTIAL INFILL DEVELOPMENT. THE LAND USE POLICY REQUESTS "URBAN NODES", "NEW RESIDENTIAL WITHIN WALKING DISTANCE TO COMMERCIAL AND CIVIC SPACES", "INFILL WITH MEDIUM AND HIGH DENSITY", AND "INFILL THAT SUPPORTS AND EXTENDS THE FORMATION OF BLOCKS AND ELIMINATES GAPS IN THE BUILDING ENVIRONMENT. THE APPLICANTS PROPOSAL WILL SATISFY THESE LAND USE POLICY REQUESTS.

HISTORY: THE APPROVED/EXPIRED PUD WAS APPROVED ON NOV. 14, 2019 AND CALLED WATERS EDGE. THIS PROJECT WAS A MULTI-FAMILY DEVELOPMENT THAT CONSISTED OF 5 BUILDINGS WITH 27 UNITS PER BUILDING, FOR A TOTAL OF 135 DWELLING UNITS.

THE PROPOSED CONCEPT PLAN SEEKS TO USE THE SAME USE AND DENSITY AS THE PREVIOUSLY APPROVED PUD AND DEVELOP IT WITHIN THE GUIDELINES OF THE CD-5 CHARACTER DISTRICT. THE APPLICANT PROPOSES TO USE SIMILAR BUILDINGS TO THE RIVER ROAD DEVELOPMENT ON THE SOUTHWEST CORNER OF THIS SAME INTERSECTION PUSHED UP TO THE STREET FRONTAGES WITH ALL PARKING ON-STREET OR BEHIND THE BUILDINGS. THIS PLAN ARRANGEMENT LEAVES NATURAL AREA/STORMWATER AREA TO THE NORTH OF THE SITE, ADJACENT TO THE TAYLOR LANDING OPEN SPACE. PARKING AND LANDSCAPE AREA ARE PROPOSED TO THE BOUNDARY WITH THE TOWNHOMES TO THE EAST.

THIS PROPERTY IS IN AN AREA OF CHANGE, AS DESIGNATED BY CONNECT COLUMBIA. THIS AREA IS ENCOURAGED TO USE CITY POLICIES TO FOSTER PROACTIVE CHANGE AND CREATE SIGNIFICANT AND BENEFICIAL CHANGE. DEVELOPING WITH THE FUNCTIONAL AND AESTHETIC REQUIREMENTS OF THE CD-5 DISTRICT, THIS PROPERTY WILL COMPLETE THE NEIGHBORHOOD DEVELOPMENT FOR THIS AREA. IT COMPLIMENTS THE RANGE OF HOUSING OPTIONS AVAILABLE FOR THIS AREA AND PLACES RESIDENTIAL DEVELOPMENT WITHIN WALKING DISTANCE OF THE CIVIC SPACE PARK AT THE RIVER ROAD PROPERTY TO THE SOUTHWEST AND THE COMMERCIAL DEVELOPMENT TO THE SOUTH ALONG NASHVILLE HIGHWAY.

ROADWAYS: THE FRONTAGE OF THE PROPERTY IS ON RIVER ROAD (MAJOR LOCAL) AND TAYLOR BEND ROAD (MAJOR LOCAL).

SKETCH PLAN CD-5 DESIGN CRITERIA:

GROSS SITE AREA: +/-5.0 AC
GROSS DENSITY: 27 DUA
TOTAL UNITS: 135 UNITS

PROVIDED CIVIC SPACE: 0.25 AC MIN (5% GROSS AREA)

CONCEPT PLAN LOT DIMENSIONS:

MULTI-FAMILY BUILDING
- FRONT SETBACK: 0-15'
- SIDE SETBACK: 0-24'
- REAR SETBACK: NOT REGULATED
- MAXIMUM BUILDING WIDTH: 120'
- MAXIMUM UNITS PER BUILDING: 24
- PARKING PROVIDED IN SURFACE PARKED LOT (THIRD LAYER), OR ON STREET

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

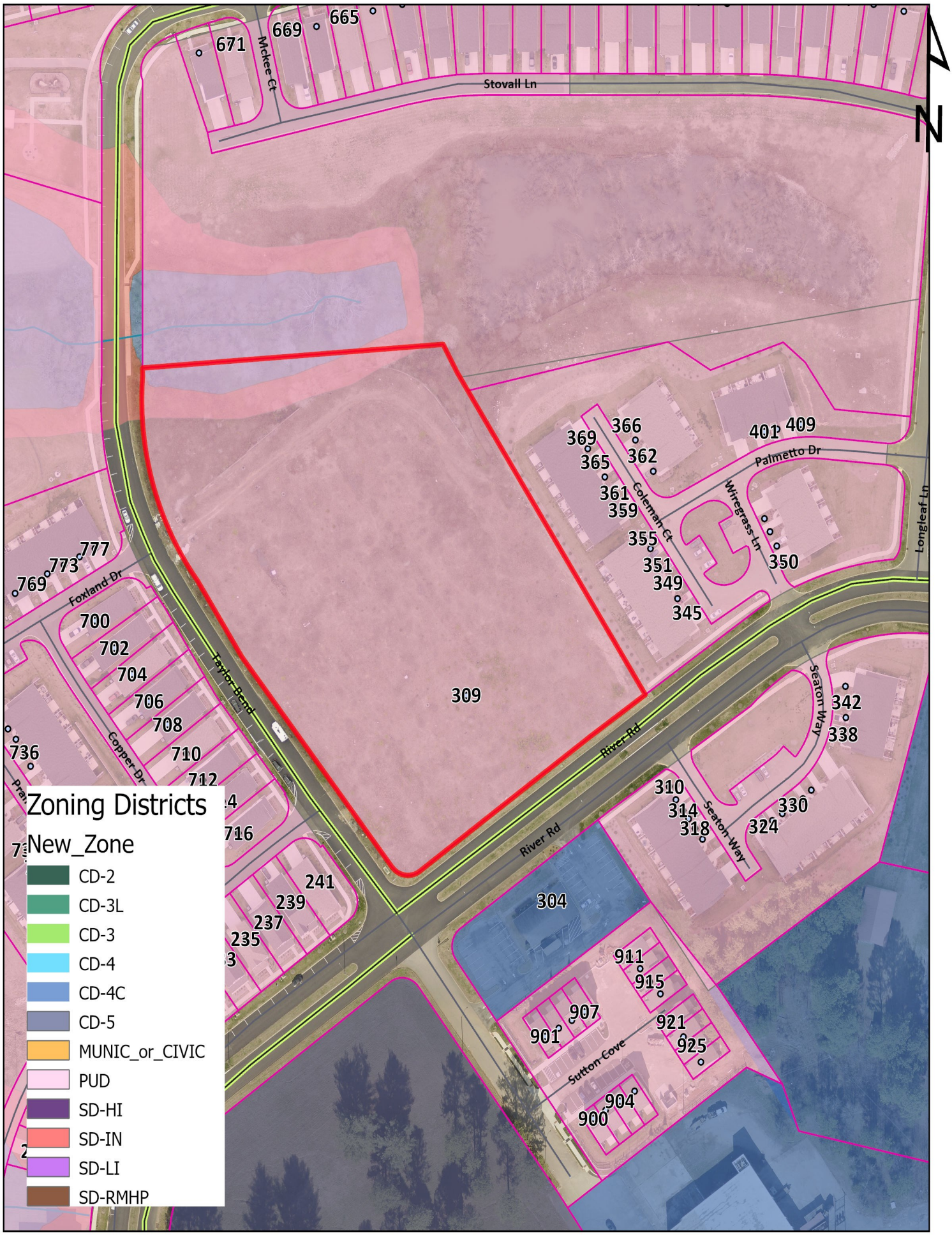
RIVER ROAD PARCEL
REZONING REQUEST & CONCEPTUAL DEVELOPMENT PLAN
Columbia, Tennessee

GREGORY C. GAMBLE — REGISTERED LANDSCAPE ARCHITECT — TENNESSEE

Date: September 9, 2024

Revision Date
1.
2.
3.

REZONING REQUEST
SHEET
L1.0



Case #24-0418
River Rd. & Taylor Bend
Tax Map 90 Parcel 7.12

City of Columbia
Development Services
700 N. Garden Street
Columbia, TN 38401
www.columbiatn.gov

WATERS EDGE AT TAYLOR BEND
PROPERTY MAP 090, PARCEL 007.03
RIVER ROAD
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

Being a certain tract or parcel of land lying and being in the Ninth (9th) Civil District of Maury County, city of Columbia, Tennessee and being more particularly described as follows:

Being Tract 24, a 5.026-acre tract as shown on the final plat entitled "Waters Edge at Taylor Bend" of record in Plat Book P17, page 319, Register's Office for Maury County, Tennessee to which plat reference is hereby made for a more complete description of the subject property.

No field work has been performed by Kimley-Horn Associates to verify the accuracy of the property lines, corners or areas shown on said recorded plats.

October 7, 2024
Mr. Keyshawn Gallon
Kimley-Horn
4031 Aspen Grove Drive Suite 200
Franklin, TN 37067
Sent via email: keyshaw.gallon@kimley-horn.com

RE: Water Availability Letter
Waters Edge
Northeast Intersection at Taylors Bend and River Rd
Tax Map 90, Parcel 7.12
Columbia, Maury County, TN

Dear Mr. Gallon:

Columbia Power and Water Systems ("the Utility"/CPWS) is a municipal corporation authorized to provide water services in accordance with State law. CPWS has adopted rules, regulations, and standard operation procedures, prescribing the conditions under which CPWS will furnish water service. In addition, certain State laws delegate authority to the Tennessee Department of Environment and Conservation, various Planning Commissions and other authorities in Cities and Counties. These Cities and Counties have also adopted rules and regulations. Subject to the payment of all charges and fees imposed by CPWS and the approval of any and all required governmental agencies, water service will be made available on a first-come, first-served basis, subject to availability of all CPWS furnished equipment and materials appropriate for the development and provided the applicant complies with all rules and regulations of CPWS and conditions set out herein.

The proposed development consists of 135 multi-family units in 7 buildings, with an amenity center. CPWS has evaluated the projected water demands for the proposed development in the water system hydraulic model and is able to meet a fire-flow capacity of 1,650 gpm at 20 psi while maintaining the existing level of service and pressures in this portion of the distribution system. CPWS can provide water for the proposed development according to the following requirements:

- Domestic waterline connections will be made to the existing 8-inch water mains located on Taylors Bend and/or River Rd.
- Dual domestic and fire master meters will be required.

All of the above requirements are to be constructed and paid for by the Applicant and dedicated to CPWS once complete up to and including the meter. No construction of CPWS infrastructure shall be initiated until final construction plans have been approved by TDEC and all parties have fully executed a water service agreement.

Once you have received this Water Availability Letter, next steps in the process to obtain water service from CPWS are as follows:

- Prior to expiration of this letter in 120 days, remit to CPWS new water service fees:

New Water Service Fee: $1,500 + $370 per SFU (135 SFUs)	$51,450.00

- Provide for review and comment site utility drawings, including the proposed locations of all meters and backflow devices.
- Upon resolution of all comments, applicant may then schedule a pre-construction meeting with CPWS. Pre-construction meeting will be canceled and re-scheduled unless all meter and impact fees are paid at least 48 hours prior, or surety is provided in lieu of full payment. Final meter and impact fees are subject to change based on final design and the prevailing Board-approved rates at time of payment. If surety is provided in lieu of payment, meters are not ordered until fees are paid and may result in extended lead-times.

Meter Fee: TBD per 3" domestic meter (2 meters)	TBD
Meter Fee: TBD per 6" fire meter (2 meters)	TBD
Impact Fee: $84,000 per 3" meter (1 meter)	$84,000.00
Total Meter and Impact Fees Due =	**$84,000.00**

- After the pre-construction meeting, CPWS will then issue a formal notice to proceed. No construction of CPWS infrastructure may take place prior to the pre-construction meeting.
- Applicant is then required to construct all public water infrastructure per CPWS standard specifications and provide CPWS personnel unregulated access to the site to inspect the construction of the water infrastructure.

If you have any questions, please feel free to contact me at 423-774-0349 or eric.king@inflodesign.com. This letter is valid for one-hundred twenty (120) days from the date of this letter.

Sincerely,



Eric King, P.E.
Inflo Design Group, LLC
on behalf of Columbia Power and Water Systems

cc: Matt Wheeler, CPWS
File 24-062

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

30 August 2024

Keyshawn Gallon
4031 Aspen Grove Drive, Suite 200
Franklin, TN 37067

RE: Waters Edge, 090 007.12; Intersection of Taylor Bend Rd and River Road, Columbia, TN 38401

Keyshawn,

This letter serves as confirmation that the City of Columbia Wastewater Department has the available capacity to service the subject development. Any extension to the existing sewer infrastructure will be initiated by the owner/developer, reviewed by our department and approved by the State of Tennessee. The project must be advanced in accordance with local, state and federal rules, regulations and policies. Funding and construction of those improvements will remain the responsibility of the owner/developer. New customers will be required to pay all fees applicable at the time of connection. Any Final Plat approval and Dedication are both subject to installation and function, as determined by our Department. No detailed design plan for an extension of the sewer has been proposed at this time.

Donnie Boshers, Director
City of Columbia, TN
Wastewater Department

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

Final Plat: * *1 hard copy of all materials for submittal + PDF copy on a USB flash drive (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"
All Others: * Please submit the Application online at City of Columbia | Permitting (onlama.com)

ADDRESS/LOCATION	corner of River Rd & Taylors Bend		
	TAX MAP: 90	GROUP:	PARCEL: 7.12
SUMMARY OF NATURE OF REQUEST AND WORK	The applicant is seeking a rezoning from PUD to CD-5 for a 5 acre vacant parcel located at the NE corner of River Rd and Taylors Bend and identified as parcel 090-00712-000. The PUD plan associated with the existing zoning is expired. The applicant would like to proposed CD-5 zoning to match the parcel at the SW of this same intersection and develop per the existing Zoning Code.		

DATE OF PRE-APPLICATION CONFERENCE	8/21/2024	*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
☐ Comprehensive Plan Amendment ☐ Annexation ☒ Rezoning ☐ Preliminary Plat ☐ Final Plat ☐ PUD Preliminary Master Plan ☐ PUD Final Site Plan ☐ Site Development Plan ☐ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations:** ☐ Annexation Permission Form **Annexations/Rezoning/Plan Amendments:** ☒ Requested Zone Listed ☒ Statement of Compliance with Comprehensive Plan ☒ Concept Plan **Preliminary Plats/Site Development Plans:** ☐ Plans and/or Plats conforming to City standards with signed and completed check list **All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:** ☒ Receipt of Payment for Pre-Application Meeting ☒ Written Legal Description copy ☒ Columbia Water System Availability Letter ☒ Columbia Waste Water Department Will Serve Letter

	Plats/PUDs: ☐ Project Name (include Sections & Phases) ☐ Total Number of Lots/Residential Units ☐ Square Footage of Non-Residential Floor Space ☐ Total acreage

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application. Any requests to defer or move the item to future meeting dates must be requested by the resubmittal date listed on the Planning Commission schedule.

APPLICANT

All communications go to the Applicant's email that is provided.

NAME	Greg Gamble - Gamble Design Collaborative	PHONE	615-975-5765
ADDRESS	3020 Stansberry Lane, Ste 201, Franklin TN	EMAIL	info@gdc-tn.com

PROPERTY OWNER NAME	Brent Campbell	PHONE	615-476-8000
ADDRESS	211 Great Park, 37067	EMAIL	Nashbrent@gmail.com

If owner is not a natural person, documentation must be provided showing signing authority on behalf of the entity. If multiple persons are listed as owners in the records of the Maury County Assessor, all owners must sign or the signatory must provide documentation of authority to apply on behalf of record owner (i.e., Power of Attorney or notarized Letter of Authorization). In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Greg Gamble		9/16/2024
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Brent Campbell		9-4-'24
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

Current Enrollment / Capacity

	Facility Name	Constructed	Sq. Ft.	Acreage	Capacity	Current Enrollment	Capacity Used
Elementary	Baker	1960	43,920	12	340	283	83.2%
	Battle Creek	2019	90,000	30	700	682	97.4%
	Brown	1968	56,720	20	405	336	83.0%
	Highland	1986	47,800	4.5	380	308	81.1%
	Howell	1999	81,600	17.5	700	595	85.0%
	Mt. Pleasant	1978	80,021	22	630	548	87.0%
	Riverside	1984	71,150	14	500	381	76.2%
	Spring Hill	1984	69,000	10	540	458	84.8%
	Woodard	1990	76,200	17	600	583	97.2%
	Wright	2005	97,765	18	740	617	83.4%
					5535	***4791***	***86.6%***
Middle	Battle Creek	2019	125,000	45	900	751	83.4%
	Cox	1997	137,200	25	900	628	69.8%
	Mt. Pleasant	2001	113,938	29.2	550	393	71.5%
	Spring Hill	2010	158,106	39.49	950	559	58.8%
	Whitthorne	1979	175,600	17	1050	952	90.7%
					4350	***3283***	***75.5%***
High	Battle Creek	2024	305,675	51	2000	403	20.2%
	Central	2016	296,740	55	1700	1406	82.7%
	Mt. Pleasant	1969	110,759	31	600	375	62.5%
	Spring Hill	1993	181,800	57	1200	913	76.1%
					5500	***3097***	***56.3%***
Unit	Culleoka	1969	205,800	34	1020	876	85.9%
	Hampshire	1978	83,410	13.12	500	417	83.4%
	Santa Fe	1964	94,225	24	650	553	85.1%
					2170	***1846***	***85.1%***
Other	Central Office	1960	15,400	1.5			
	College Hill	1958	42,211	2.26		140	
	Maintenance	1987	9,400	4.7			
	McDowell		46,165	7			
			2,815,605	**601.27**	**17555**	**13157**	

Cayer Ln PUD (aka Beechcroft Plaza)

Project #:	24-0538	Location:	Map 42 Parcel 014.05
Applicant:	WES Engineers & Surveyors	Case Type(s):	Final Plat
Staff Planner:	Robert Archibald, Planner II	Proposed Use:	None

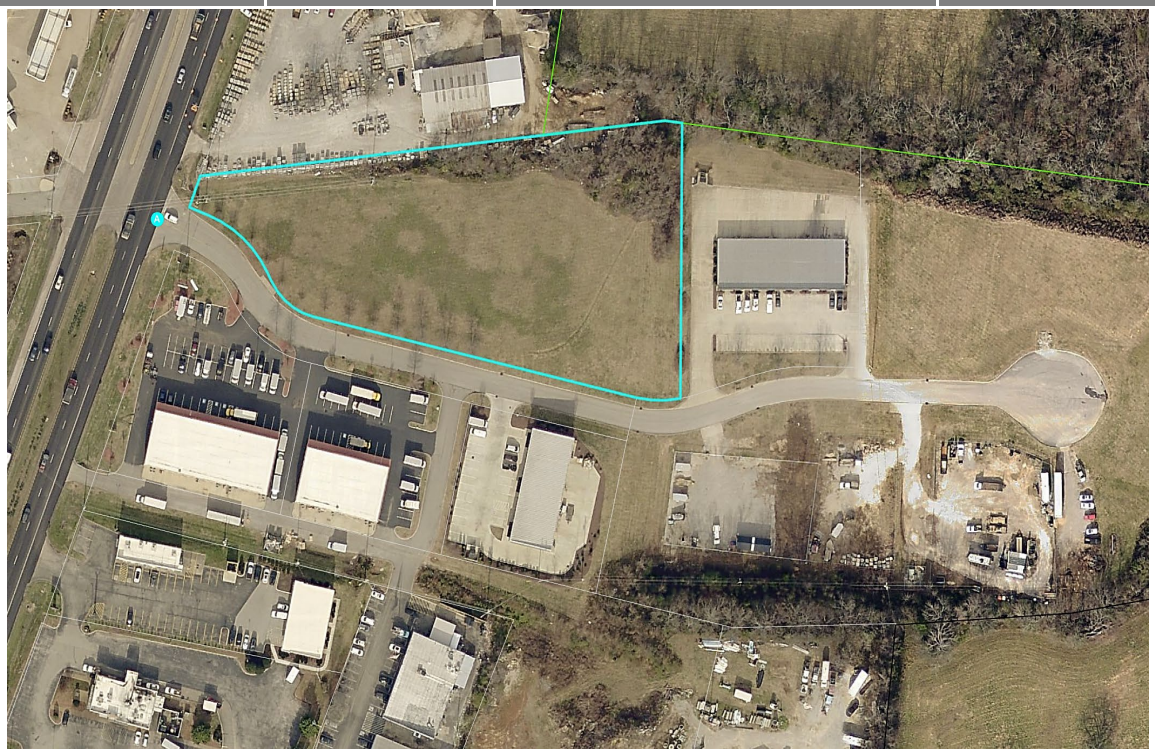
PROJECT SUMMARY

The applicant requests approval of a Final Plat to re-subdivide Lot #8 into (2) two separate parcels. The Planning Commission approved a Preliminary Master Plan for the development in December 2004. Subsequently, a request for a PUD Zoning Amendment was approved in April 2005. The approval created a vested right to develop under PUD Master Plan based on the CEG-PUD standards of the previous Zoning Ordinance.

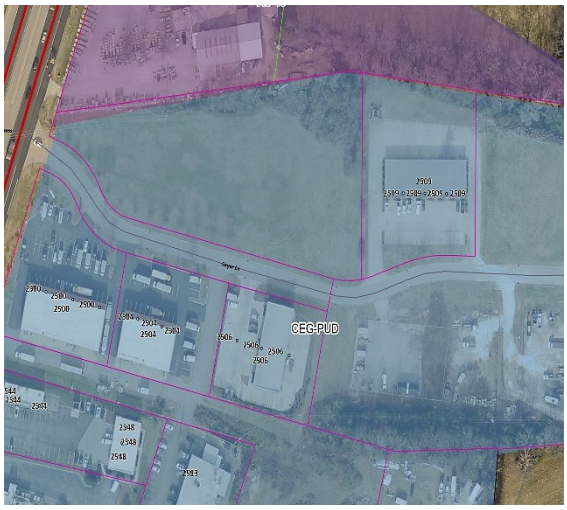
- The development is subject to Ordinance 1507, a pre-July 2022 zoning ordinance.
- The Final Plat conforms to the approved Preliminary Plat.
- A Financial Surety, Development Agreement, and stormwater maintenance agreement are not applicable to this request.
- The DRC reviewed this proposal at its January 2025 meeting. Staff review included standard comments and requests for technical corrections. Full technical comments are provided in the agenda packet.
- The Planning Commission is the **Decision-Making Authority** for the Final Plat.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

SITE INFORMATION

CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
CEG-PUD	Vacant	None	+/-2.56 Acres



PREVIOUS ZONING MAP	ZONING MAP





SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	City Center Urban Village	CEG-PUD	Commercial/Developing
North	City Center Urban Village	CD-2	Commercial/Vacant
South	City Center Urban Village	CEG-PUD	Commercial
East	City Center Urban Village	CEG-PUD	Commercial
West	City Center Urban Village	PUD-MU	Commercial

The subject site is part of the larger CEG-PUD development. It is bordered on the east and south by other sections of the development. To the north, there are properties zoned CD-2; one is currently used for commercial purposes, while the other is vacant, with only a portion located within the jurisdiction of the City of Columbia. To the west, across Nashville Highway, is property zoned PUD-MU, which consists of various commercial uses.

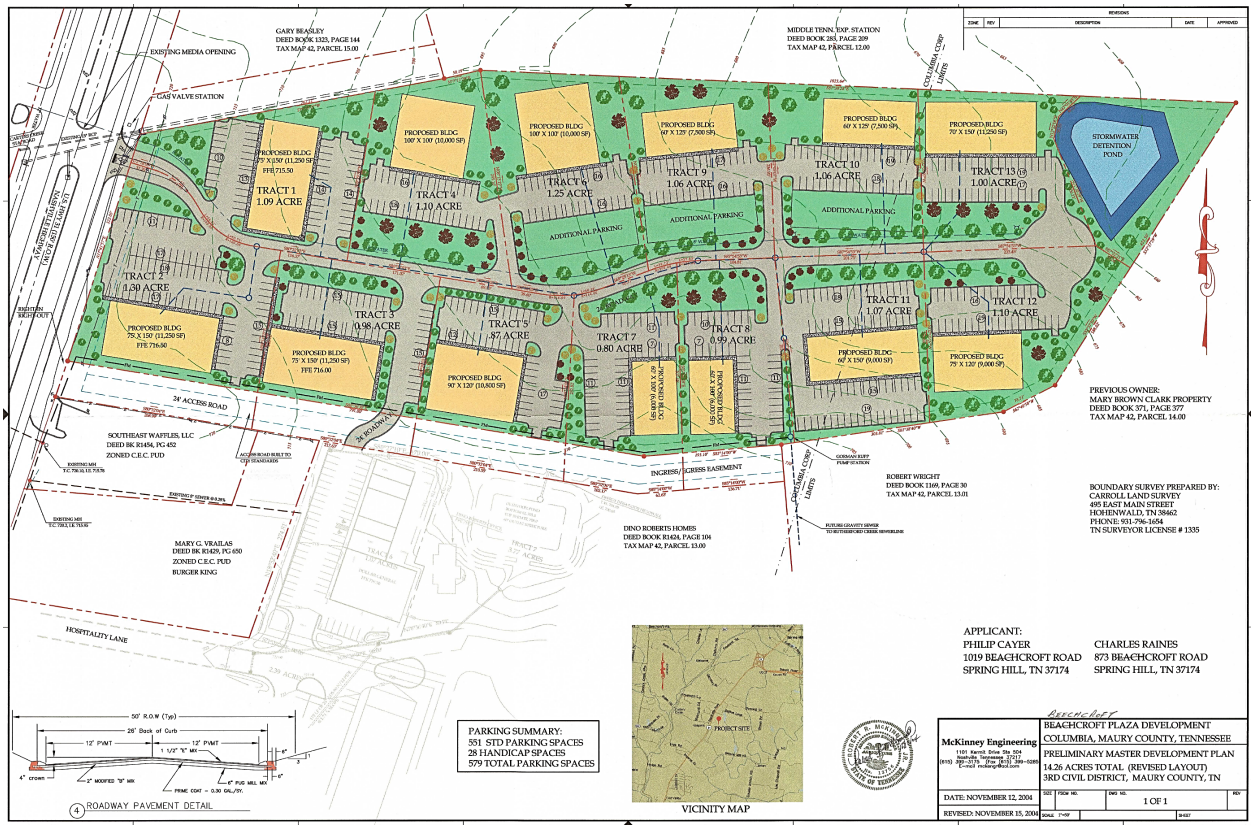
CONFORMITY WITH ZONING ORDINANCE

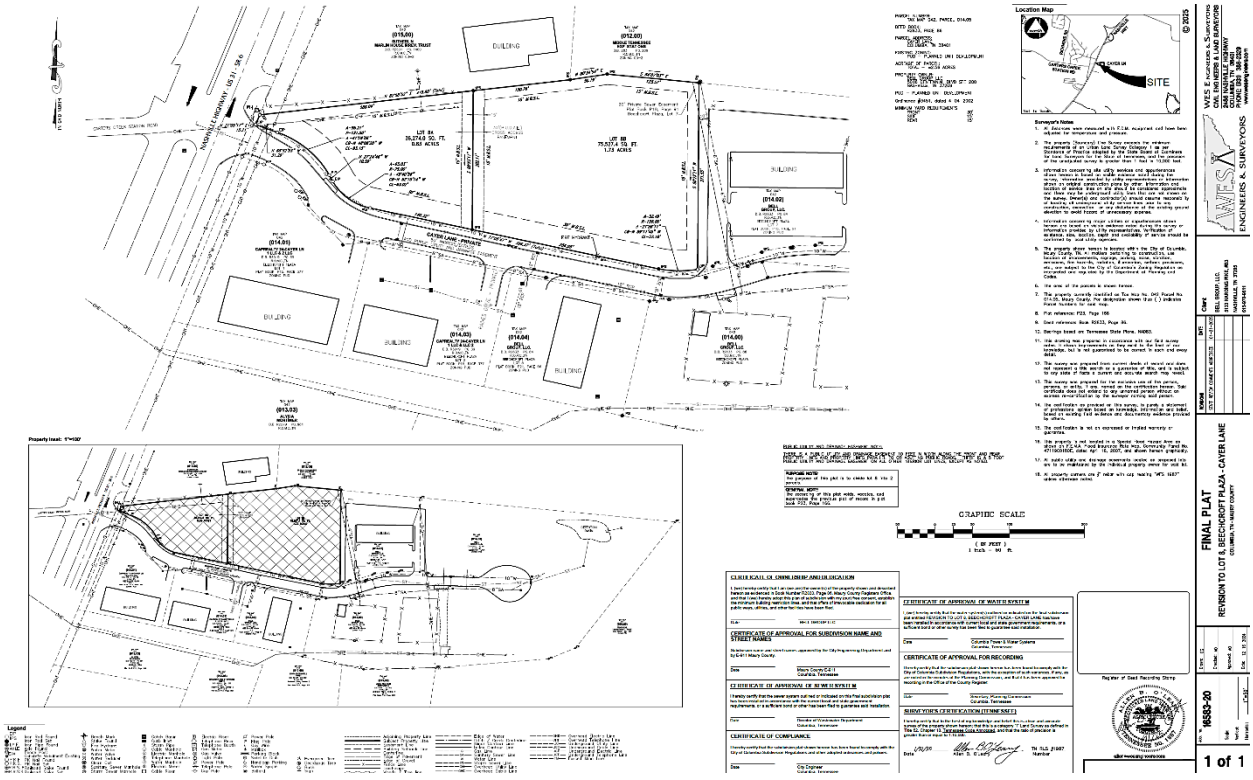
The Final Plat is in compliance with the PUD Master Plan, the modified CEG-PUD standards as outlined in the applicable zoning ordinance (1507), the Subdivision Regulations, and the approved Preliminary Plat.

- The PUD include architectural standards. Conformity with these and other applicable zoning standards will be confirmed at the time of building permit.
- Consistency with the overall layout of the Development Plan is required during construction, particularly regarding the setbacks and bulk standards specified in the Preliminary Master PUD plan approved in December 2004.

Upon review, staff has noted that the re-subdivision of Lot #8 may interfere with the accommodation of a third tract to the west due to the boundary lines established for this lot's subdivision. This situation could potentially impact the maintenance of the 13 tracts originally approved under the Preliminary Master PUD Development Plan.

Staff supports the Final Plat approval, and will work closely with future developers to assure compliance. Any future modifications to this plan will necessitate a revision of the PUD.


TRACT 1 1.09 ACRE
TRACT 2 1.30 ACRE
TRACT 3 0.98 ACRE
TRACT 4 1.10 ACRE
TRACT 5 .87 ACRE
TRACT 6 1.25 ACRE
TRACT 7 0.80 ACRE
TRACT 8 0.99 ACRE
TRACT 9 1.06 ACRE
TRACT 10 1.06 ACRE
TRACT 11 1.07 ACRE
TRACT 12 1.10 ACRE
TRACT 13 1.00 ACRE
STORMWATER DETENTION POND
ADDITIONAL PARKING
24' ACCESS ROAD
HOSPITALITY LANE
INGRESS / EGRESS EASEMENT
GARY BEASLEY
DEED BOOK 1323, PAGE 144
TAX MAP 42, PARCEL 15.00
MIDDLE TENN. EXP. STATION
DEED BOOK 285, PAGE 209
TAX MAP 42, PARCEL 12.00
SOUTHEAST WAFFLES, LLC
DEED BK R1454, PG 452
ZONED C.E.C. PUD
MARY G. VRAILAS
DEED BK R1429, PG 650
ZONED C.E.C. PUD
BURGER KING
DINO ROBERTS HOMES
DEED BOOK R1424, PAGE 104
TAX MAP 42, PARCEL 13.00
ROBERT WRIGHT
DEED BOOK 1169, PAGE 30
TAX MAP 42, PARCEL 13.01
PREVIOUS OWNER:
MARY BROWN CLARK PROPERTY
DEED BOOK 371, PAGE 377
TAX MAP 42, PARCEL 14.00
BOUNDARY SURVEY PREPARED BY:
CARROLL LAND SURVEY
495 EAST MAIN STREET
HOHENWALD, TN 38462
PHONE: 931-796-1654
TN SURVEYOR LICENSE # 1335
APPLICANT:
PHILIP CAYER
1019 BEACHCROFT ROAD
SPRING HILL, TN 37174
CHARLES RAINES
873 BEACHCROFT ROAD
SPRING HILL, TN 37174
PARKING SUMMARY:
551 STD PARKING SPACES
28 HANDICAP SPACES
579 TOTAL PARKING SPACES
PROJECT SITE
VICINITY MAP
ROADWAY PAVEMENT DETAIL
McKinney Engineering
BEACHCROFT PLAZA DEVELOPMENT
COLUMBIA, MAURY COUNTY, TENNESSEE
PRELIMINARY MASTER DEVELOPMENT PLAN
14.26 ACRES TOTAL (REVISED LAYOUT)
3RD CIVIL DISTRICT, MAURY COUNTY, TN
DATE: NOVEMBER 12, 2004
REVISED: NOVEMBER 15, 2004
1 OF 1


BUILDING
CAYER LANE - PRIVATE
SITE
GRAPHIC SCALE
FINAL PLAT
REVISION TO LOT 6, BEACHCROFT PLAZA - CAYER LANE
1 of 1

REVIEW PROCESS

The Development Review Committee evaluated the proposed Final Plat at its January 2025 meeting, as directed by section **8.3.7** of the Zoning Ordinance. Technical comments are provided in the agenda package and summarized above.

Section **8.5.24** of the Zoning Ordinance directs the Planning Commission to review Subdivision Plats for conformity with the standards of the Ordinance and the City Subdivision Regulations. The Ordinance indicates that all Preliminary and Final Plats must be prepared, submitted, reviewed and acted upon in accordance with the Subdivision Regulations.

The Planning Commission is the Decision-Making Authority for Final Plats under **§ 8.3.3.B.1** of the Zoning Ordinance and **§ 2.3** of the Subdivision Regulations.

Section **2.3.6** of the Subdivision Regulations establishes the review criteria for approval of Final Plats.

> *A. Recommendations and final action on a Final Plat shall be based on consideration of the following criteria:*
>
> > *1. Whether the proposed Final Plat complies with the applicable zoning district and overlay districts;*
> >
> > *2. Whether the proposed Final Plat is consistent with all standards of these Subdivision Regulations and other related codes and ordinances enforced by the City; and*
> >
> > *3. Whether the proposed Final Plat meets all the requirements or conditions of any applicable development approvals, such as development plans or associated modification of standards.*
>
> *B. Final Plat approval shall be subject to the completion of required improvements, or in lieu, the CMPC may approve a Performance Agreement.*

In the event of a denial, **§ 2.3.5** of the Subdivision Regulations requires the Planning Commission to identify the specific parts of applicable plans and regulations with which the plat does not comply.

SAMPLE MOTIONS

Approve:

Move to approve the Final Plat as presented and find that the plat conforms to the applicable zoning ordinance, the Subdivision Regulations, and the Preliminary Plat [subject to remaining technical comments from staff].

Approve with Conditions:

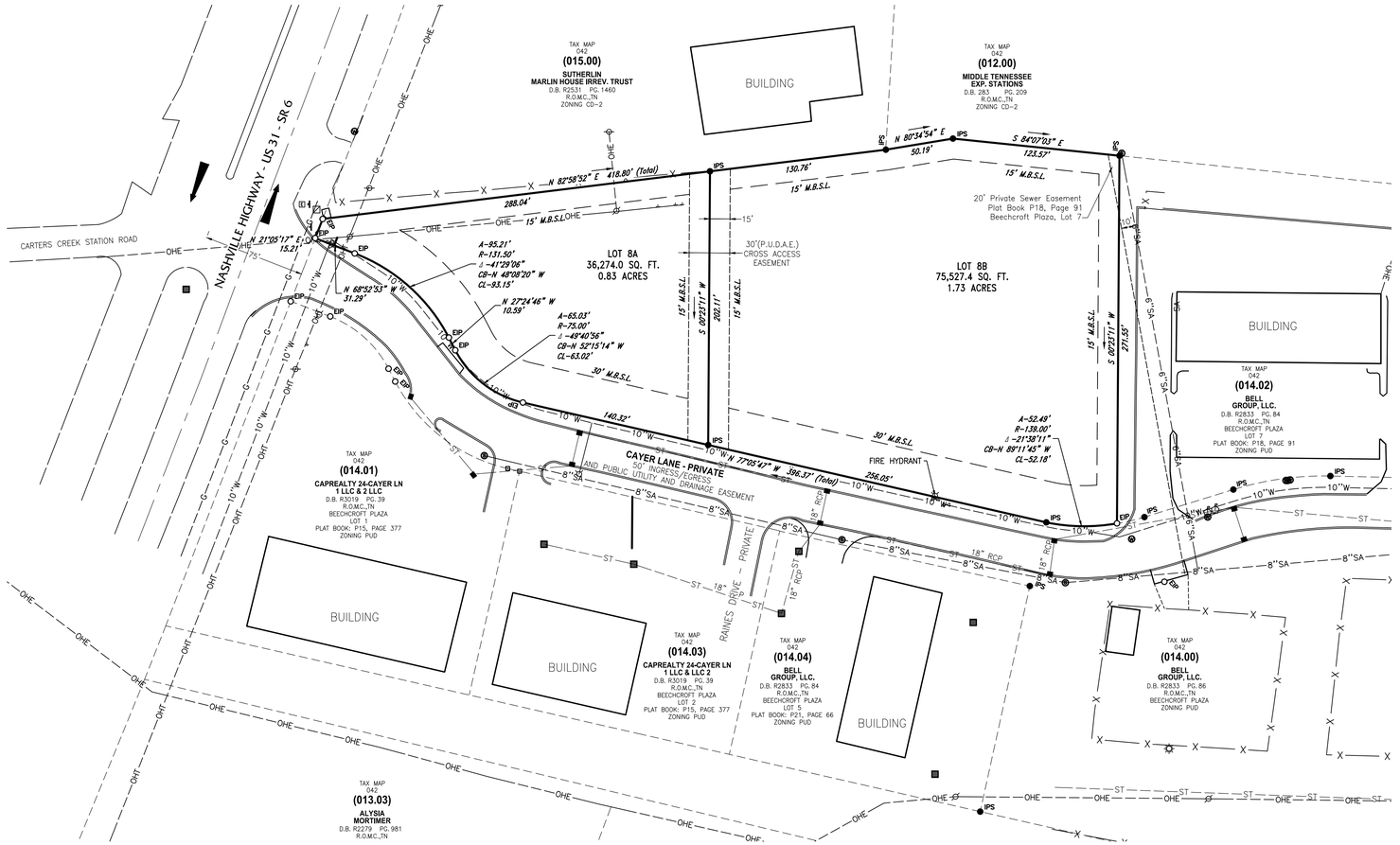
Move to approve the Final Plat as presented and find that the plat conforms to the applicable zoning ordinance, the Subdivision Regulations, and the Preliminary Plat, subject to the following conditions: [list conditions of approval crafted by Planning Commission].

Defer for Continued Review:

Move to find that there is insufficient information to make a decision, defer the application for continued review, and request that the applicant provide: [list additional information] for review at the next regularly scheduled meeting of the Planning Commission.

Deny:

Move to find that the Final Plat as presented does not conform to the applicable zoning ordinance, the Subdivision Regulations, or the approved Preliminary Plat, and deny the request due to [list specific deficiencies].



PARCEL NUMBER:
TAX MAP 042, PARCEL 014.05

DEED BOOK:
R2833, PAGE 86

PARCEL ADDRESS:
CAYER LANE
COLUMBIA, TN 38401

EXISTING ZONING:
PUD – PLANNED UNIT DEVELOPMENT

ACREAGE OF PARCEL:
TOTAL – ±2.56 ACRES

PROPERTY OWNER:
BELL GROUP, LLC
5016 CENTENNIAL BLVD STE 200
NASHVILLE, TN 37209

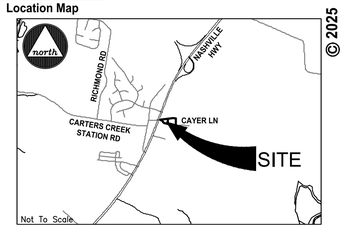
PUD – PLANNED UNIT DEVELOPMENT

Ordinance #3451, dated 4-04-2002

MINIMUM YARD REQUIREMENTS

FRONT	30'
SIDE	15'
REAR	15'

Location Map



© 2025

Surveyor's Notes

1. All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure.
2. The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category 1 as per Standards of Practice adopted by the State Board of Examiners for Land Surveyors for the State of Tennessee, and the precision of the unadjusted survey is greater than 1 foot in 10,000 feet.
3. Information concerning site utility services and appurtenances shown hereon is based on visible evidence noted during the survey, information provided by utility representatives or information shown on original construction plans by other. Information and location of service lines on site should be considered approximate and there may be underground utility lines that are not shown on the survey. Owner(s) and contractor(s) should assume responsibility of locating all underground utility service lines prior to any construction, excavation or any disturbance of the existing ground elevation to avoid hazard of unnecessary expense.
4. Information concerning major utilities or appurtenances shown hereon are based on visible evidence noted during the survey or information provided by utility representatives. Verification of existence, size, location, depth and availability of service should be confirmed by local utility agencies.
5. The property shown hereon is located within the City of Columbia, Maury County, TN. All matters pertaining to construction, use location of improvements, signage, parking, noise, vibration, emissions, fire hazards, radiation, illumination, setback provisions, etc., are subject to the City of Columbia's Zoning Regulation as interpreted and regulated by the Department of Planning and Codes.
6. The area of the parcels is shown hereon.
7. This property currently identified as Tax Map No. 042 Parcel No. 014.05, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: P23, Page 166
9. Deed reference: Book R2833, Page 86.
10. Bearings based on: Tennessee State Plane, NAD83.
11. This drawing was prepared in accordance with our field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
12. This survey was prepared from current deeds of record and does not represent a title search or a guarantee of title, and is subject to any state of facts a current and accurate search may reveal.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re-certification by the surveyor naming said person.
14. The certification as provided on this survey, is purely a statement of professional opinion based on knowledge, information and belief, based on existing field evidence and documentary evidence provided by others.
15. The certification is not an expressed or implied warranty or guarantee.
16. This property is not located in a Special Flood Hazard Area as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0180E, dated April 16, 2007, and shown hereon graphically.
17. All public utility and drainage easements located on proposed lots are to be maintained by the individual property owner for said lot.
18. All property corners are ½" rebar with cap reading "WES 1987" unless otherwise noted.

PUBLIC UTILITY AND DRAINAGE EASEMENT NOTE:

THERE IS A PUBLIC UTILITY AND DRAINAGE EASEMENT 10 FEET IN WIDTH ALONG THE FRONT AND REAR PROPERTY LINES AND PROPERTY LINES PARALLEL TO OR ABUTTING PUBLIC ROADS. THERE IS A 5 FOOT PUBLIC UTILITY AND DRAINAGE EASEMENT ON ALL OTHER INTERIOR LOT LINES, EXCEPT AS NOTED.

PURPOSE NOTE:
The purpose of this plat is to divide lot 8 into 2 parcels.

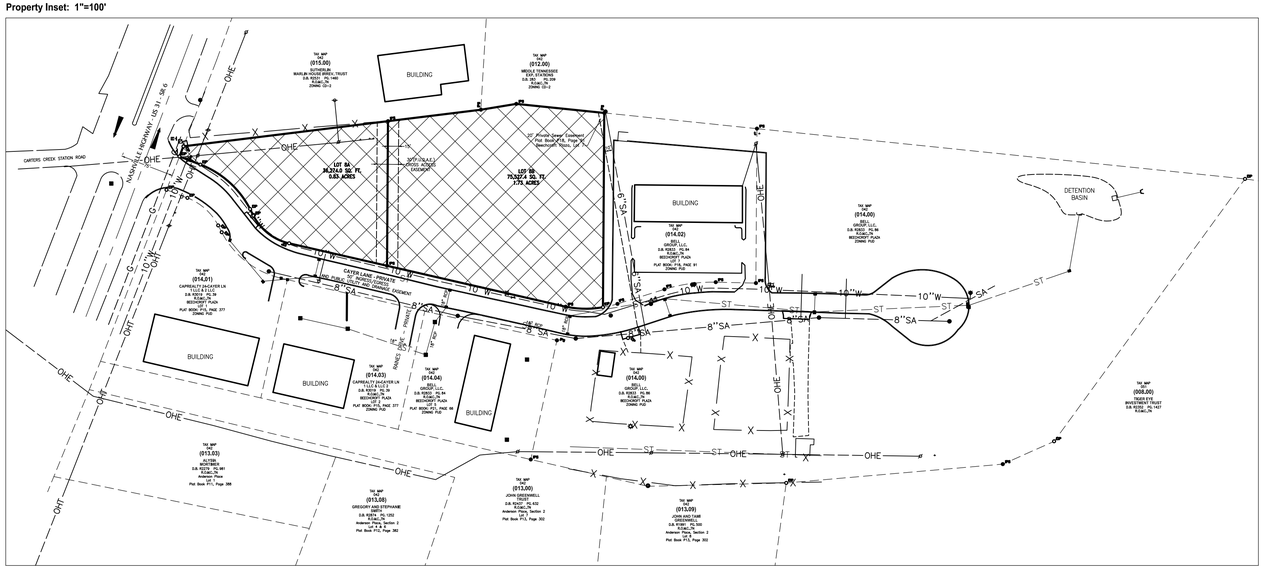
GENERAL NOTE:
The recording of this plat voids, vacates, and supercedes the previous plat of record in plat book P23, Page 166.

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

Property Inset: 1"=100'



Legend

EIP	Iron Rod Found	Bench Mark	Catch Basin	Electric Riser	Power Pole	Adjoining Property Line	Edge of Water
IPS	Iron Rod Set	Stake Found	Curb Inlet	Telephone Riser	Flag Pole	Subject Property Line	Ditch / Creek Centerline
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FCM	Fence Post	Water Valve	Electric Manhole	Gas Valve	Parking Block	Centerline	Gas Line
CM	Concrete Monument Existing	Water Reducer	Telephone Manhole	Light Pole	Satellite Dish	Edge of Pavement	Sanitary Sewer Line
P.K.F.	PK Nail Found	Clean Out	Water Manhole	Power Pole	Handicap Parking	Edge of Gravel	Water Line
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R.R.S.S.	Railroad Spike Set					Woods / Tree line	Overhead Cable Line

Evergreen Tree	Overhead Electric Line	Underground Electric Line
Deciduous Tree	Overhead Telephone Line	Underground Telephone Line
Bush	Underground Utility Line	Forced Main Line
Sign	Underground Cable Line	

CERTIFICATE OF OWNERSHIP AND DEDICATION

I, (we) hereby certify that I am (we are) the owner(s) of the property shown and described hereon as evidenced in Book Number R2833, Page 86, Maury County Registers Office, and that I (we) hereby adopt this plan of subdivision with my (our) free consent, establish the minimum building restriction lines, and that offers of irrevocable dedication for all public ways, utilities, and other facilities have been filed.

Date _____ BELL GROUP LLC

CERTIFICATE OF APPROVAL FOR SUBDIVISION NAME AND STREET NAMES

Subdivision name and street names approved by the City Engineering Department and by E-911 Maury County.

Date _____ Maury County E-911
Columbia, Tennessee

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I hereby certify that the sewer system outlined or indicated on this final subdivision plat has been installed in accordance with the current local and state government requirements, or a sufficient bond or other has been filed to guarantee said installation.

Date _____ Director of Wastewater Department
Columbia, Tennessee

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I hereby certify that the subdivision plat shown hereon has been found to comply with the City of Columbia Subdivision Regulations and other adopted ordinances and policies.

Date _____ City Engineer
Columbia, Tennessee

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I, (we) hereby certify that the water system(s) outlined or indicated on the final subdivision plat entitled REVISION TO LOT 8, BEECHCROFT PLAZA - CAYER LANE has/have been installed in accordance with current local and state government requirements, or a sufficient bond or other surety has been filed to guarantee said installation.

Date _____ Columbia Power & Water Systems
Columbia, Tennessee

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Date _____ Secretary, Planning Commission
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I hereby certify that to the best of my knowledge and belief this is a true and accurate survey of the property shown hereon; that this is a category "I" Land Survey as defined in Title 62, Chapter 18, Tennessee Code Annotated, and that the ratio of precision is greater than or equal to 1:10,000.

1/21/25 Allen B. O'Leary TN RLS #1987
Date Allen B. O'Leary Number

Register of Deed Recording Stamp

ALLEN B. O'LEARY — REGISTERED LAND SURVEYOR — AGRICULTURE — TENNESSEE NO. 1987

allenwesengineers.com

WES ENGINEERS & SURVEYORS
CIVIL ENGINEERS & LAND SURVEYORS
2486 NASHVILLE HIGHWAY
COLUMBIA, TN 38401
PHONE: (931) 388-2329
www.wesengineers.com

ENGINEERS & SURVEYORS

Client
BELL GROUP, LLC.
5133 HARDING PIKE, #B3
NASHVILLE, TN 37205
615-970-9611

REVISIONS	DATE
STAFF REVIEW COMMENTS ADDRESSED	01-21-2025

FINAL PLAT

REVISION TO LOT 8, BEECHCROFT PLAZA - CAYER LANE

COLUMBIA, TN - MAURY COUNTY

Drawn: CG | Checked: AO | Approved: AO | Date: 12-16-2024

Job. no. 16583-20 | Scale: Vertical: 1"=50' Horizontal: 1"=50' | 1 of 1

FILE: J:\WES_Engineers_Surveyors 2016\16583 - Cayer Lane - Raines\16583-20 Minor Plat - Derek Bell\Dwg\Survey\16583-20 CAYER SURVEY - NW MINOR PLAT.dwg

January 21, 2025

City of Columbia
Development Services
700 North Garden Street
Columbia, TN 38401

RE: Project Name: Beechcroft Plaza - Cayer Lane - Rev to Lot 8 - Final Plat
City of Columbia Planning Commission Re-Submittal

On behalf of Bell Group, LLC and Derek Bell, the owner of the property, **WES Engineers & Surveyors** would like to re-submit this Final Plat to the City of Columbia for Planning Commission approval. Comments are addressed below in red.

Planning

1. The lead staff person for this case is Robert Archibald, Planner II. Please contact rarchibald@columbiatn.gov with questions about the development review process or technical comments. The case planner should be copied on all communication with other city staff. Noted.
2. At resubmittal, please provide a response letter addressing each comment along with any revised plans. If the nature of the comment does not warrant a response, or the comment was previously addressed, please simply note that the information has been acknowledged. Any documents or additional information that you want to present to the Planning Commission should be included in your resubmittal. Noted.
3. Provide notations for all associated ordinances to include approved revisions to the PUD
4. Advisory note: Future development of these sites will require water and sewer availability letters. Noted.
5. Resubmittal deadline is 1/21/2025. Noted.

Engineering

6. A plan should be provided to divide lot within a Planned Unit Development. The Preliminary Master Development Plan has been included with this re-submittal.
7. Provide Cross Access Easement (PUDAE) from Cayer Lane to the property located at 2580 Nashville Highway. A cross access easement has been shown.

Wastewater

8. No comments. Noted.

Maury County Schools

9. No Comment. Noted.

Fire

10. No comments. Noted.

City Attorney

11. No comments provided. Noted.

Building

12. No comments. Noted.

Columbia Power

13. Columbia Power System has as existing power line near your proposed development. We are willing to serve this new development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction.
    Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformer appropriate for your development. Noted.

CPWS BB

14. Plan to Serve. Noted.

ATT

15. ATT TO SERVE. Noted.

Atmos Energy

16. Gas Available. Noted.

Maury County Highway Dept.

17. No Comment. Noted.

Duck River Electric Membership Corp

18. No comments. Noted.

Maury County E911

19. No comments provided. Noted.

Columbia Water

20. A water availability letter will be required for each lot when development moves forward. Noted.

Police

21. No comments provided. Noted.

Public Works

22. No comments. Noted.

If you have any questions or comments with this submittal, please do not hesitate to contact me directly.

Sincerely,
WES Engineers & Surveyors



Allen B. O'Leary, RLS
Principal

CITY OF
COLUMBIA
TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, January 7, 2025

ITEM NO.
24-0538

DESCRIPTION: Cayer Lane - Beechcroft PUD

COMMENTS:

Planning

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Wastewater

8. No comments.

Maury County Schools

9. No Comment

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

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City Attorney

11. No comments provided.

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17. No Comment.

DEVELOPMENT SERVICES
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COLUMBIA, TN 38401
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20. A water availability letter will be required for each lot when development moves forward.

Police

21. No comments provided.

Public Works

22. No comments.

Resubmittal Guidelines

Please provide a comment response letter as well as digital copies of revised plans and supporting documentation. Submit all required documents electronically through the online portal: columbia.onlama.com. If the files are oversized, please provide a file sharing link.

Please contact the case planner identified in the Planning Comments with any questions about the review process.

Please contact pkeltner@columbiatn.gov or srichardson@columbiatn.gov if you encounter difficulties with the online portal.

You will receive an invoice for required advertising and mailing fees. All fees must be paid by the Friday following resubmittal in order advance to the Planning Commission agenda.

CITY OF
COLUMBIA
TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

NOTE: All resubmittals must demonstrate compliance with city standards prior to Planning Commission review. Requests which do not adhere to regulations and/or remain unresponsive to technical comments will not be forwarded to the next agenda until such items are amended. Final Plat applications which are not ready to proceed to Planning Commission following the first resubmittal deadline will be added to the following DRC agenda to confirm the status of required infrastructure and utilities. Applications which remain incomplete following two resubmittal deadlines will be closed.

REVISIONS				
ZONE	REV	DESCRIPTION	DATE	APPROVED

GARY BEASLEY
DEED BOOK 1323, PAGE 144
TAX MAP 42, PARCEL 15.00

MIDDLE TENN. EXP. STATION
DEED BOOK 283, PAGE 209
TAX MAP 42, PARCEL 12.00

COLUMBIA CORP LIMITS

EXISTING MEDIA OPENING

GAS VALVE STATION

CARTERS CREEK STA ROAD

EXISTING 15" RCP

U.S. HWY 31 (SR 6) (R.O.W.) NASHVILLE HIGHWAY

RIGHT-IN RIGHT-OUT

PROPOSED BLDG
75' X 150' (11,250 SF)
FFE 715.50

PROPOSED BLDG
100' X 100' (10,000 SF)

PROPOSED BLDG
100' X 100' (10,000 SF)

PROPOSED BLDG
60' X 125' (7,500 SF)

PROPOSED BLDG
60' X 125' (7,500 SF)

PROPOSED BLDG
70' X 150' (11,250 SF)

STORMWATER DETENTION POND

TRACT 1
1.09 ACRE

TRACT 4
1.10 ACRE

TRACT 6
1.25 ACRE

TRACT 9
1.06 ACRE

TRACT 10
1.06 ACRE

TRACT 13
1.00 ACRE

ADDITIONAL PARKING

ADDITIONAL PARKING

ADDITIONAL PARKING

TRACT 2
1.30 ACRE

PROPOSED BLDG
75' X 150' (11,250 SF)
FFE 716.50

TRACT 3
0.98 ACRE

PROPOSED BLDG
75' X 150' (11,250 SF)
FFE 716.00

TRACT 5
.87 ACRE

PROPOSED BLDG
90' X 120' (10,800 SF)

24' ROADWAY

TRACT 7
0.80 ACRE

TRACT 8
0.99 ACRE

PROPOSED BLDG
60' X 100' (6,000 SF)

PROPOSED BLDG
60' X 100' (6,000 SF)

TRACT 11
1.07 ACRE

TRACT 12
1.10 ACRE

PROPOSED BLDG
60' X 150' (9,000 SF)

PROPOSED BLDG
75' X 120' (9,000 SF)

24' ACCESS ROAD

SOUTHEAST WAFFLES, LLC
DEED BK R1454, PG 452
ZONED C.E.C. PUD

ACCESS ROAD BUILT TO CITY STANDARDS

EXISTING MH
T.C. 720.10, I.E. 715.78

EXISTING 8" SEWER @ 0.28%

EXISTING MH
T.C. 720.2, I.E. 715.95

INGRESS/EGRESS EASEMENT

GORMAN RUPP PUMP STATION

FUTURE GRAVITY SEWER TO RUTHERFORD CREEK SEWERLINE

ROBERT WRIGHT
DEED BOOK 1169, PAGE 30
TAX MAP 42, PARCEL 13.01

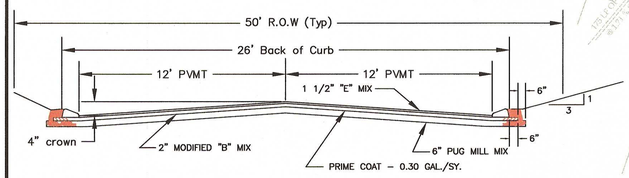
DINO ROBERTS HOMES
DEED BOOK R1424, PAGE 104
TAX MAP 42, PARCEL 13.00

MARY G. VRAILAS
DEED BK R1429, PG 650
ZONED C.E.C. PUD
BURGER KING

HOSPITALITY LANE

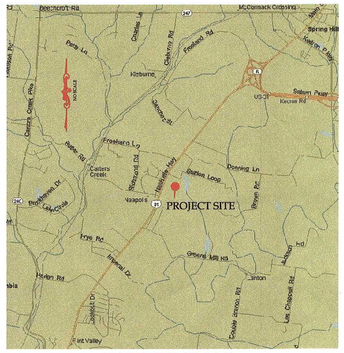
PREVIOUS OWNER:
MARY BROWN CLARK PROPERTY
DEED BOOK 371, PAGE 377
TAX MAP 42, PARCEL 14.00

BOUNDARY SURVEY PREPARED BY:
CARROLL LAND SURVEY
495 EAST MAIN STREET
HOHENWALD, TN 38462
PHONE: 931-796-1654
TN SURVEYOR LICENSE # 1335



4 ROADWAY PAVEMENT DETAIL

PARKING SUMMARY:
551 STD PARKING SPACES
28 HANDICAP SPACES
579 TOTAL PARKING SPACES



VICINITY MAP

ROBERT R. McKINNEY
REGISTERED
No. 13776
STATE OF TENNESSEE

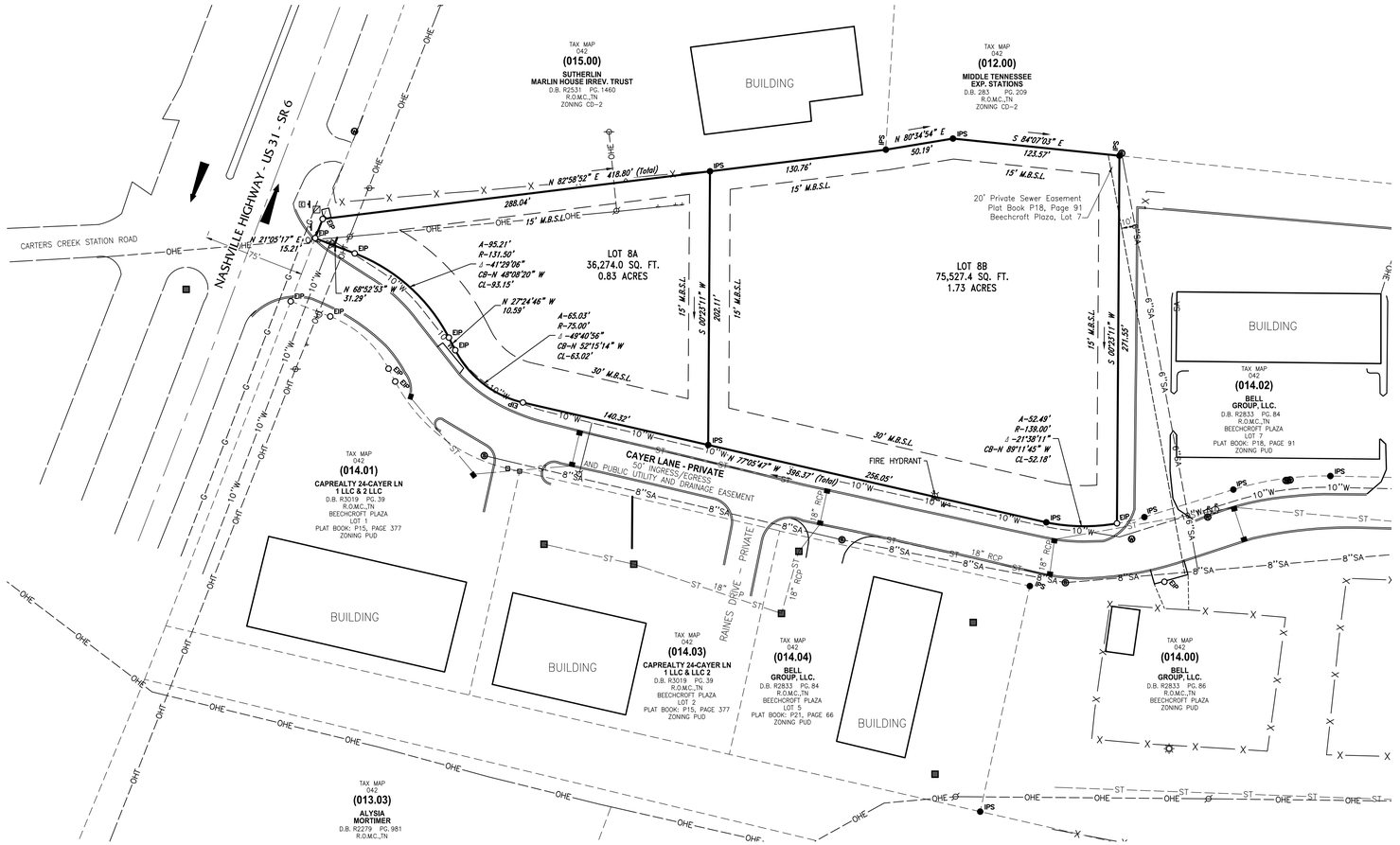
APPLICANT:
PHILIP CAYER
1019 ~~BEACH~~CROFT ROAD
SPRING HILL, TN 37174

CHARLES RAINES
873 ~~BEACH~~CROFT ROAD
SPRING HILL, TN 37174

BEECHCROFT

McKinney Engineering 1101 Kermit Drive Ste 504 Nashville Tennessee 37217 (615) 399-3175 (Fax (615) 399-5285 E-mail mckengr@aol.com	~~BEACH~~CROFT PLAZA DEVELOPMENT COLUMBIA, MAURY COUNTY, TENNESSEE PRELIMINARY MASTER DEVELOPMENT PLAN 14.26 ACRES TOTAL (REVISED LAYOUT) 3RD CIVIL DISTRICT, MAURY COUNTY, TN
DATE: NOVEMBER 12, 2004 REVISED: NOVEMBER 15, 2004	SIZE / FSCM NO. / DWG NO. 1 OF 1 / REV SCALE 1"=50' / SHEET

04-84



PARCEL NUMBER:
TAX MAP 042, PARCEL 014.05

DEED BOOK:
R2833, PAGE 86

PARCEL ADDRESS:
CAYER LANE
COLUMBIA, TN 38401

EXISTING ZONING:
PUD – PLANNED UNIT DEVELOPMENT

ACREAGE OF PARCEL:
TOTAL – ±2.56 ACRES

PROPERTY OWNER:
BELL GROUP, LLC
5016 CENTENNIAL BLVD STE 200
NASHVILLE, TN 37209

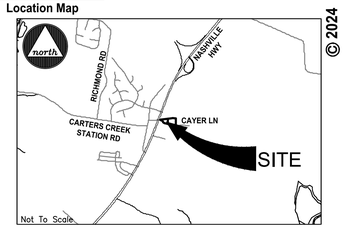
PUD – PLANNED UNIT DEVELOPMENT

Ordinance #3451, dated 4-04-2002

MINIMUM YARD REQUIREMENTS

FRONT	30'
SIDE	15'
REAR	15'

Location Map



© 2024

Surveyor's Notes

1. All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure.
2. The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category 1 as per Standards of Practice adopted by the State Board of Examiners for Land Surveyors for the State of Tennessee, and the precision of the unadjusted survey is greater than 1 foot in 10,000 feet.
3. Information concerning site utility services and appurtenances shown hereon is based on visible evidence noted during the survey, information provided by utility representatives or information shown on original construction plans by other. Information and location of service lines on site should be considered approximate and there may be underground utility lines that are not shown on the survey. Owner(s) and contractor(s) should assume responsibility of locating all underground utility service lines prior to any construction, excavation or any disturbance of the existing ground elevation to avoid hazard of unnecessary expense.
4. Information concerning major utilities or appurtenances shown hereon are based on visible evidence noted during the survey or information provided by utility representatives. Verification of existence, size, location, depth and availability of service should be confirmed by local utility agencies.
5. The property shown hereon is located within the City of Columbia, Maury County, TN. All matters pertaining to construction, use location of improvements, signage, parking, noise, vibration, emissions, fire hazards, radiation, illumination, setback provisions, etc., are subject to the City of Columbia's Zoning Regulation as interpreted and regulated by the Department of Planning and Codes.
6. The area of the parcels is shown hereon.
7. This property currently identified as Tax Map No. 042 Parcel No. 014.05, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: P23, Page 166
9. Deed reference: Book R2833, Page 86.
10. Bearings based on: Tennessee State Plane, NAD83.
11. This drawing was prepared in accordance with our field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
12. This survey was prepared from current deeds of record and does not represent a title search or a guarantee of title, and is subject to any state of facts a current and accurate search may reveal.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re-certification by the surveyor naming said person.
14. The certification as provided on this survey, is purely a statement of professional opinion based on knowledge, information and belief, based on existing field evidence and documentary evidence provided by others.
15. The certification is not an expressed or implied warranty or guarantee.
16. This property is not located in a Special Flood Hazard Area as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0180E, dated April 16, 2007, and shown hereon graphically.
17. All public utility and drainage easements located on proposed lots are to be maintained by the individual property owner for said lot.
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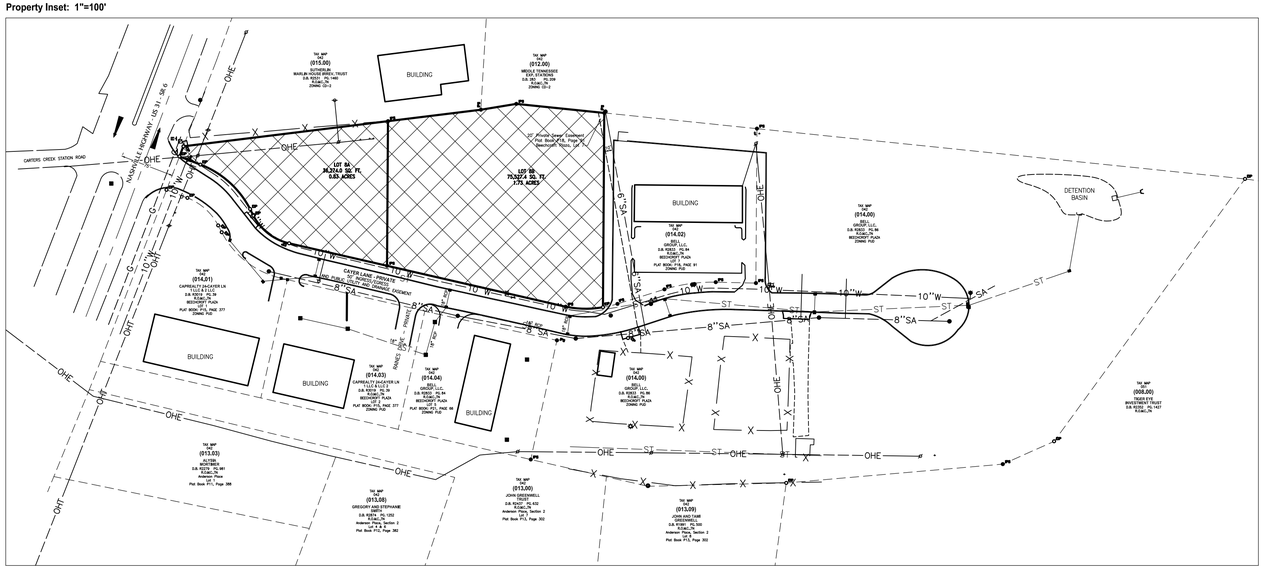
Property Inset: 1"=100'



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Deciduous Tree	
Bush	
Sign	

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Date BELL GROUP LLC

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Date Maury County E-911
Columbia, Tennessee

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Columbia, Tennessee

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12/16/24 Date
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TN RLS #1987 Number

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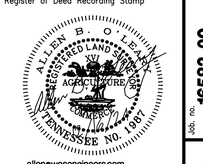


allenwesengineers.com

WES ENGINEERS & SURVEYORS
CIVIL ENGINEERS & LAND SURVEYORS
2486 NASHVILLE HIGHWAY
COLUMBIA, TN 38401
PHONE: (931) 388-2329
www.wesengineers.com

ENGINEERS & SURVEYORS

Client
BELL GROUP, LLC.
5133 HARDING PIKE, #B3
NASHVILLE, TN 37205
615-970-9611

DATE	REVISIONS

FINAL PLAT
REVISION TO LOT 8, BEECHCROFT PLAZA - CAYER LANE
COLUMBIA, TN - MAURY COUNTY

Drawn: CG
Checked: AO
Approved: AO
Date: 12-16-2024

Job. no. 16583-20
Scale: Vertical: 1"=50' Horizontal:

1 of 1

FILE: J:\WES_Engineers_Surveyors 2016\16583 - Coyer Lane - Raines\16583-20 Minor Plat - Derek Bell\Dwg\Survey\16583-20 CAYER SURVEY - NW MINOR PLAT.dwg

December 16, 2022

City of Columbia
Development Services
700 North Garden Street
Columbia, TN 38401

RE: **Project Name: Beechcroft Plaza - Cayer Lane - Rev to Lot 8 - Final Plat**
City of Columbia Planning Commission Submittal

On behalf of Bell Group, LLC and Derek Bell, the owner of the property, **WES Engineers & Surveyors** would like to submit this Final Plat to the City of Columbia for Planning Commission approval.

If you have any questions or comments with this submittal, please do not hesitate to contact me directly.

Sincerely,
WES Engineers & Surveyors



Allen B. O'Leary, RLS
Principal

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

Final Plat: * *1 hard copy of all materials for submittal + PDF copy on a USB flash drive (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"
All Others: * Please submit the Application online at City of Columbia | Permitting (onlama.com)

ADDRESS/LOCATION	Cayer Lane, Columbia, TN		
	TAX MAP: 042	GROUP:	PARCEL: 014.05
SUMMARY OF NATURE OF REQUEST AND WORK	Divide existing lot 8 into 2 parcels.		

DATE OF PRE-APPLICATION CONFERENCE		*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
❑ Comprehensive Plan Amendment ❑ Annexation ❑ Rezoning ❑ Preliminary Plat ☑ Final Plat ❑ PUD Preliminary Master Plan ❑ PUD Final Site Plan ❑ Site Development Plan ❑ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations:** ❑ Annexation Permission Form **Annexations/Rezoning/Plan Amendments:** ❑ Requested Zone Listed ❑ Statement of Compliance with Comprehensive Plan ❑ Concept Plan **Preliminary Plats/Site Development Plans:** ❑ Plans and/or Plats conforming to City standards with signed and completed check list **All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:** ❑ Receipt of Payment for Pre-Application Meeting ❑ Written Legal Description copy ❑ Columbia Water System Availability Letter ❑ Columbia Waste Water Department Will Serve Letter

	Plats/PUDs: ☑ Project Name (include Sections & Phases) Revision to Lot 8, Beechcroft Plaza - Cayer Lane ☑ Total Number of Lots/Residential Units 2 ☐ Square Footage of Non-Residential Floor Space ☑ Total acreage 2.56

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application. Any requests to defer or move the item to future meeting dates must be requested by the resubmittal date listed on the Planning Commission schedule.

APPLICANT
All communications go to the Applicant's email that is provided.

NAME	Allen B O'Leary	PHONE	931-388-2329
ADDRESS	2486 Nashville Hwy Columbia, TN 37401	EMAIL	allen@wesengineers.com

PROPERTY OWNER NAME	Bell Group, LLC.	PHONE	615-970-9611
ADDRESS	5133 Harding Park, Suite B3 Nashville, TN 37025	EMAIL	derek@bellgrouptn.com

If owner is not a natural person, documentation must be provided showing signing authority on behalf of the entity. If multiple persons are listed as owners in the records of the Maury County Assessor, all owners must sign or the signatory must provide documentation of authority to apply on behalf of record owner (i.e., Power of Attorney or notarized Letter of Authorization). In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Allen B O'Leary		12/16/24
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Derek Bell		12/16/2024
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

Rev. 2/7/2024

236 Bear Creek Pike (Bear Creek Pump Station)

Project #:	24-0539	Location:	236 Bear Creek Pike
Applicant:	Allen O'Leary	Case Type(s):	Final Plat/Preliminary Plat
Staff Planner:	Robert Archibald, Planner II	Proposed Use:	Pump Station

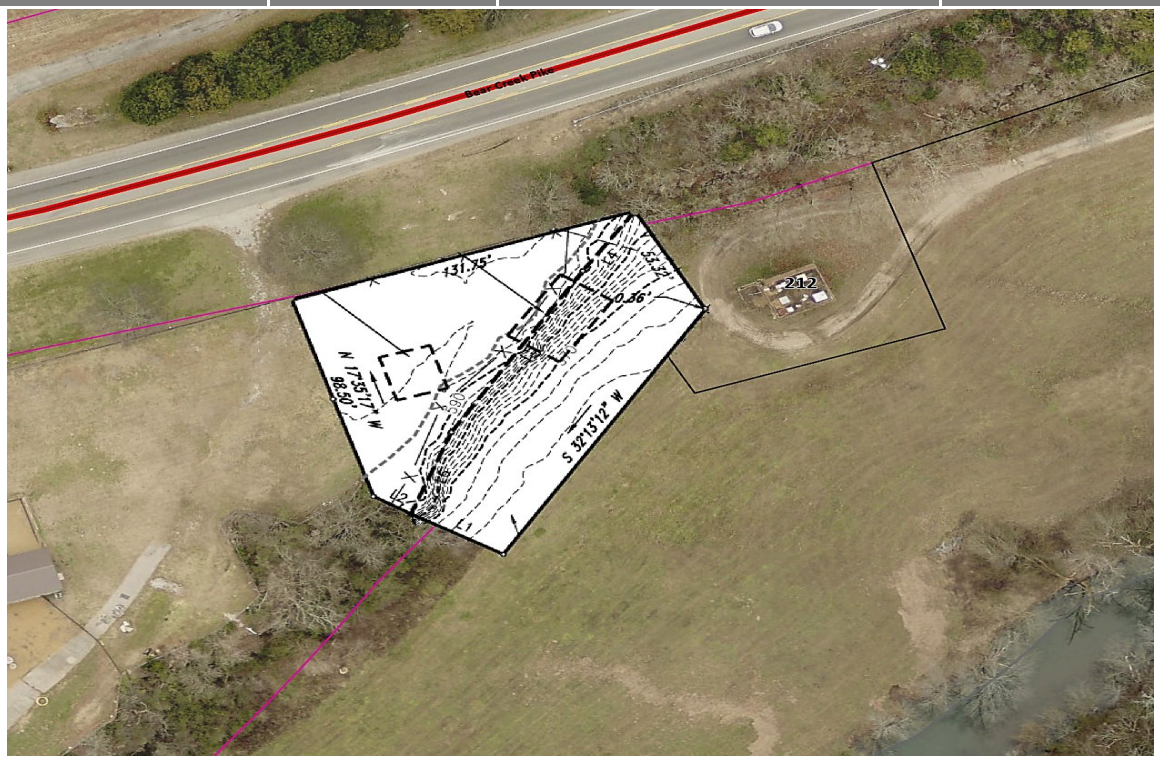
PROJECT SUMMARY

The applicant requests approval of a Preliminary Plat and Final Plat to create a lot for future construction of a new sanitary sewer pump station for the City of Columbia. The new parcel is created by the combination of a 0.16-acre portion of 236 Bear Creek Pike and a 0.17-acre portion of 200 Bear Creek Pike. The property is zoned CD-4C (General Urban Corridor Character District).

- The DRC reviewed this proposal at its January 2025 meeting.
- Staff review included standard comments and requests for technical corrections.
- Full technical comments, along with the applicant's responses, are provided in the agenda packet.
- The Planning Commission is the **Decision-Making Authority** for the Final Plat.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

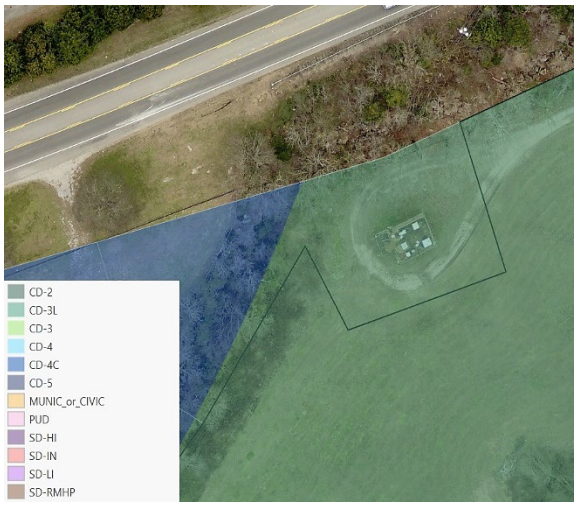
SITE INFORMATION

CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
CD-4C	Vacant	Infrastructure for Development	+/-0.327 Acres



FUTURE LAND USE MAP	ZONING MAP





SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	Suburban Neighborhoods	CD-4C	Vacant/Developing
North	City Center Urban Village	CD-4C	Residential
South	Suburban Neighborhoods	Maury County	Residential
East	Suburban Neighborhoods	CD-3L	Residential
West	Suburban Neighborhoods	CD-4C	Commercial

The subject site is being created to extend municipal services for the City of Columbia. The creation of the new lot was accomplished by working with adjacent land owners to acquire the necessary property portions to accommodate the construction of a Wet Well System and an associated Electrical Building to replace an existing pump station.

CONFORMITY WITH ZONING ORDINANCE

The Preliminary and Final Plat conforms to the Subdivision Regulations as well as the CD-4C standards of the zoning ordinance.

- The subject property is located in a Special Flood Hazard Area, and upon construction, will be required to meet all Floodplain Regulations of the City of Columbia as well as the regulatory Federal standards for Floodplain development.

REVIEW PROCESS

The Development Review Committee evaluated the proposed Final Plat at its January 2025 meeting, as directed by section **8.3.7** of the Zoning Ordinance. Technical comments are provided in the agenda package and summarized above.

Section **8.5.24** of the Zoning Ordinance directs the Planning Commission to review Subdivision Plats for conformity with the standards of the Ordinance and the City Subdivision Regulations. The Ordinance indicates that all Preliminary and Final Plats must be prepared, submitted, reviewed and acted upon in accordance with the Subdivision Regulations.

The Planning Commission is the Decision-Making Authority for Final Plats under **§ 8.3.3.B.1** of the Zoning Ordinance and **§ 2.3** of the Subdivision Regulations.

Section **2.2.6** of the Subdivision Regulations establishes the review criteria for approval of Preliminary Plats.

> *A. Recommendations and final action on a Preliminary Plat shall be based on consideration of the following criteria:*
>
> > *1. Whether the proposed Preliminary Plat complies with the applicable zoning district and overlay districts;*
> >
> > *2. Whether the proposed Preliminary Plat is consistent with all standards of these Subdivision Regulations and other related codes and ordinances enforced by the City; and*
> >
> > *3. Whether the CMPC determines that the particular site is suitable for the type of platting and development proposed.*

In the event of a denial, **§ 2.2.5** of the Subdivision Regulations requires the Planning Commission to identify the specific parts of applicable plans and regulations with which the plat does not comply.

Section **2.3.6** of the Subdivision Regulations establishes the review criteria for approval of Final Plats.

> *A. Recommendations and final action on a Final Plat shall be based on consideration of the following criteria:*
>
> > *1. Whether the proposed Final Plat complies with the applicable zoning district and overlay districts;*
> >
> > *2. Whether the proposed Final Plat is consistent with all standards of these Subdivision Regulations and other related codes and ordinances enforced by the City; and*
> >
> > *3. Whether the proposed Final Plat meets all the requirements or conditions of any applicable development approvals, such as development plans or associated modification of standards.*

In the event of a denial, **§ 2.3.5** of the Subdivision Regulations requires the Planning Commission to identify the specific parts of applicable plans and regulations with which the plat does not comply.

SAMPLE MOTIONS

Approve:

Move to approve the Final Plat as presented and find that the plat conforms to the applicable zoning ordinance, the Subdivision Regulations, and the Preliminary Plat [subject to remaining technical comments from staff].

Approve with Conditions:

Move to approve the Final Plat as presented and find that the plat conforms to the applicable zoning ordinance, the Subdivision Regulations, and the Preliminary Plat, subject to the following conditions: [list conditions of approval crafted by Planning Commission].

Defer for Continued Review:

Move to find that there is insufficient information to make a decision, defer the application for continued review, and request that the applicant provide: [list additional information] for review at the next regularly scheduled meeting of the Planning Commission.

Deny:

Move to find that the Final Plat as presented does not conform to the applicable zoning ordinance, the Subdivision Regulations, or the approved Preliminary Plat, and deny the request due to [list specific deficiencies].

© 2024

TN GRID NORTH

Line Table

LINE	BEARING	DISTANCE
L1	N 60°13'45" W	38.73'
L2	N 58°36'30" W	16.01'
L3	S 27°27'48" W	13.85'
L4	S 33°43'03" W	34.34'
L5	S 31°53'52" W	90.29'
L6	S 20°43'52" W	41.58'
L7	S 20°43'52" W	0.47'
L8	N 71°28'11" E	50.01'
L9	S 28°41'05" E	10.31'
L10	S 46°14'32" W	67.27'
L11	N 31°13'41" E	75.07'

LINE	BEARING	DISTANCE
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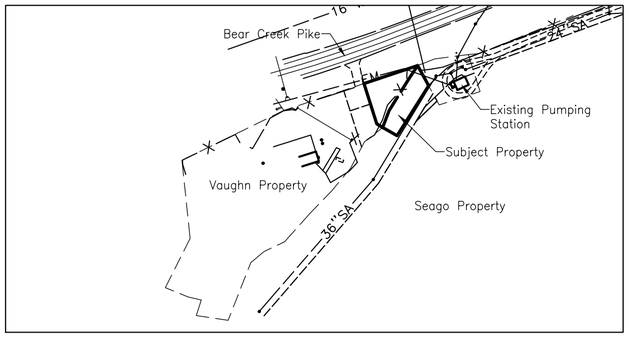
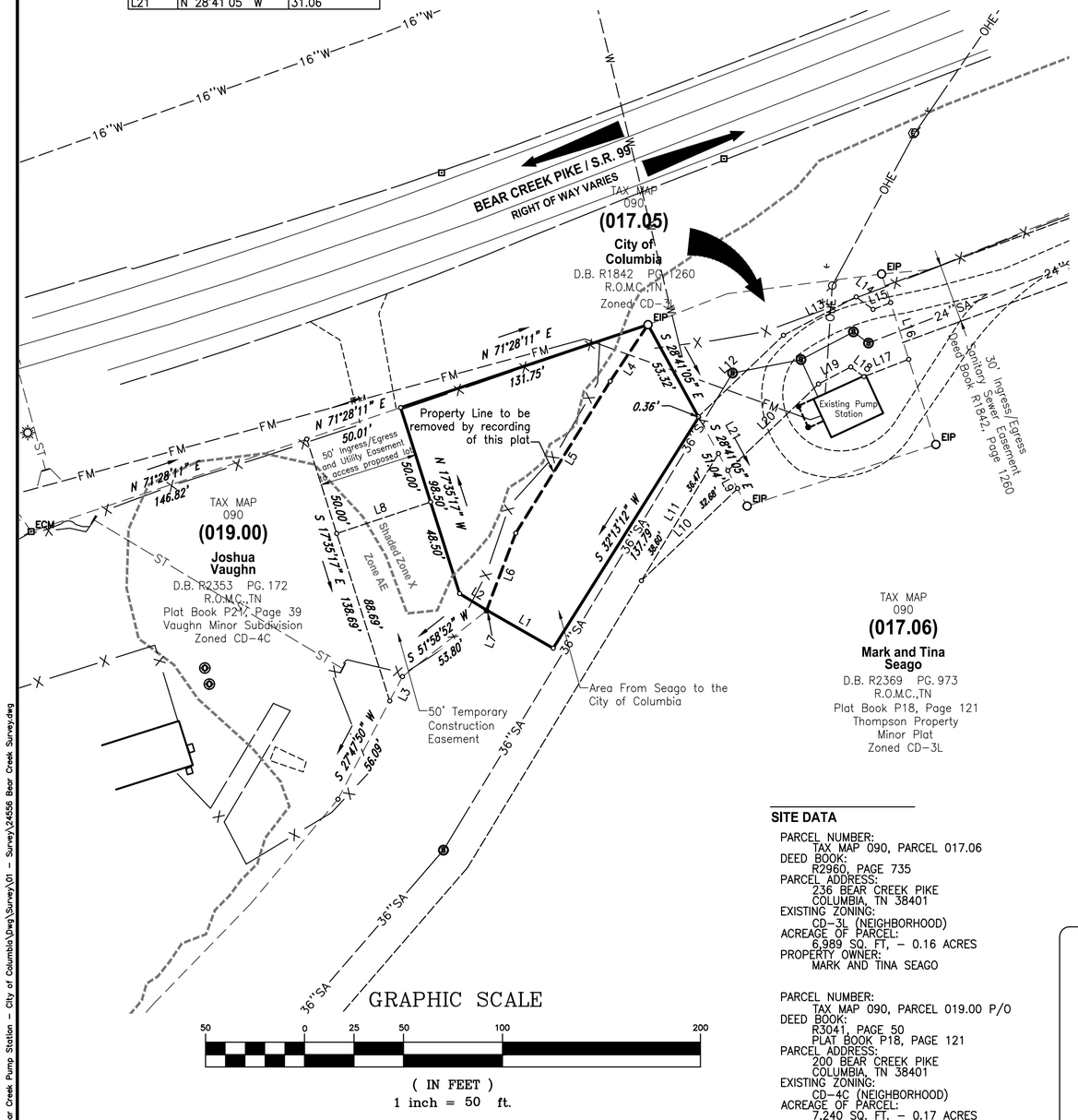
L13	N 62°07'27" E	41.54'
L14	S 53°24'31" E	10.63'
L15	N 68°49'24" E	9.55'
L16	S 17°40'58" E	30.06'
L17	S 68°49'24" W	24.27'
L18	N 53°24'31" W	8.27'
L19	S 62°07'27" W	18.46'
L20	S 46°19'19" W	63.35'
L21	N 28°41'05" W	31.06'

Property Inset





Legend

- EIP Iron Rod Found
- IPS Iron Rod Set
- I.P.F. Iron Pipe Found
- AXLE Axle Found
- ECM Fence Post Concrete Monument Existing
- P.K.F. PK Nail Found
- P.K.S. PK Nail Set
- R.R.S.F. Railroad Spike Found
- R.R.S.S. Railroad Spike Set
- Bench Mark
- Stake Found
- Fire Hydrant
- Water Meter
- Water Valve
- Water Reducer
- Clean Out
- Sanitary Sewer Manhole
- Storm Sewer Manhole
- Catch Basin
- Curb Inlet
- Storm Pipe
- Cable Manhole
- Electric Manhole
- Telephone Manhole
- Water Manhole
- Electric Meter
- Cable Riser
- Electric Riser
- Telephone Riser
- Telephone Booth
- Gas Meter
- Gas Valve
- Light Pole
- Power Pole
- Telephone Pole
- Guy Pole
- Power Pole
- Flag Pole
- Guy Wire
- Mailbox
- Parking Block
- Satellite Dish
- Handicap Parking
- Water Spigot
- Bollard
- Evergreen Tree
- Deciduous Tree
- Bush
- Sign
- Adjoining Property Line
- Subject Property Line
- Easement Line
- Building Setback Line
- Centerline
- Edge of Pavement
- Edge of Gravel
- Fence Line
- Landscape
- Woods / Tree line
- Edge of Water
- Ditch / Creek Centerline
- Minor Contour Line
- Index Contour Line
- G Gas Line
- SA Sanitary Sewer Line
- W Water Line
- ST Storm Sewer Line
- OH Overhead Utility Line
- OHC Overhead Cable Line
- OHE Overhead Electric Line
- OHT Overhead Telephone Line
- UG Underground Utility Line
- UGC Underground Cable Line
- UGE Underground Electric Line
- UGT Underground Telephone Line
- FM Forced Main Line

PURPOSE NOTE:
The purpose of this final plat is to create 1 parcel of land for a proposed sanitary sewer pump station.

DRIVEWAY NOTE:
All driveways shall be constructed to contain gutter flow within the street and right-of-way.

Surveyor's Notes

1. All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure, portions of the survey were done utilizing a Carlson BRX7, utilizing Base and Rover.
2. The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category IV as per Standards of Practice adopted by the State Board of Examiners for Land Surveyors for the State of Tennessee, and the precision of the unadjusted survey is greater than 1 foot in 10,000 feet.
3. Information concerning site utility services and appurtenances shown hereon is based on visible evidence noted during the survey, information provided by utility representatives or information shown on original construction plans by other. Information and location of service lines on site should be considered approximate and there may be underground utility lines that are not shown on the survey. Owner(s) and contractor(s) should assume responsibility of locating all underground utility service lines prior to any construction, excavation or any disturbance of the existing ground elevation to avoid hazard of unnecessary expense.
4. Information concerning major utilities or appurtenances shown hereon are based on visible evidence noted during the survey or information provided by utility representatives. Verification of existence, size, location, depth and availability of service should be confirmed by local utility agencies.
5. The property shown hereon is located within the City of Columbia, Maury County, TN. All matters pertaining to construction, use location of improvements, signage, parking, noise, vibration, emissions, fire hazards, radiation, illumination, setback provisions, etc., are subject to City of Columbia's Zoning Regulation as interpreted and regulated by the Development Services.
6. The area of the parcel is as shown hereon.
7. This property currently identified as Tax Map No. 090, Parcel No. 017.06 & 019.00, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: as noted
9. Deed reference: as noted
10. Bearings based on: Tennessee State Plane (NAD83).
11. This drawing was prepared in accordance with our field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
12. This survey was prepared from current deeds of record and title search as provided by others and noted hereon.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re-certification by the surveyor naming said person.
14. The certification as provided on this survey, is purely a statement of professional opinion based on knowledge, information and belief, based on existing field evidence and documentary evidence provided by others.
15. The certification is not an expressed or implied warranty or guarantee.
16. The property as shown hereon IS located in a Special Flood Hazard Area as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0170E, dated April 16, 2007, as scaled graphically, and shown hereon.

SURVEYOR'S CERTIFICATION (TENNESSEE)

I hereby certify that to the best of my knowledge and belief this is a true and accurate survey of the property shown hereon; that this is a category "I" Land Survey as defined in Title 62, Chapter 18, Tennessee Code Annotated, and that the ratio of precision is greater than or equal to 1:10,000.

1-14-25 — Date
Allen B. O'Leary — Allen B. O'Leary
TN RLS #1987 — Number

SITE DATA

PARCEL NUMBER:
TAX MAP 090, PARCEL 017.06
DEED BOOK:
R2960, PAGE 735
PARCEL ADDRESS:
236 BEAR CREEK PIKE
COLUMBIA, TN 38401
EXISTING ZONING:
CD-3L (NEIGHBORHOOD)
ACREAGE OF PARCEL:
6,989 SQ. FT, – 0.16 ACRES
PROPERTY OWNER:
MARK AND TINA SEAGO

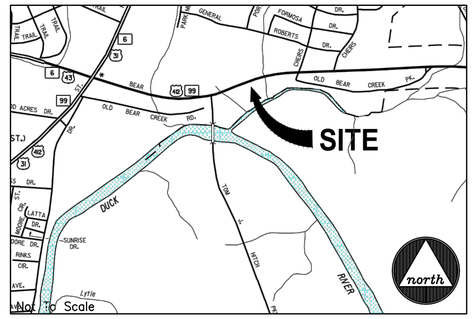
PARCEL NUMBER:
TAX MAP 090, PARCEL 019.00 P/O
DEED BOOK:
R3041, PAGE 50
PLAT BOOK P18, PAGE 121
PARCEL ADDRESS:
200 BEAR CREEK PIKE
COLUMBIA, TN 38401
EXISTING ZONING:
CD-4C (NEIGHBORHOOD)
ACREAGE OF PARCEL:
7,240 SQ. FT. – 0.17 ACRES
PROPERTY OWNER:
CITY OF COLUMBIA

Proposed New Parcel:
14,229 Square Feet, 0.327 Acres.

Register of Deed Recording Stamp

ALLEN B. O'LEARY — REGISTERED LAND SURVEYOR — AGRICULTURE OR COMMERCE — TENNESSEE NO. 1987
allen@wesengineers.com

Location Map



CERTIFICATE OF OWNERSHIP AND DEDICATION

I, (we) hereby certify that I am (we are) the owner(s) of the property shown and described hereon as evidenced in Book Number SEE BELOW, Page SEE BELOW, Maury County Registers Office, and that I (we) hereby adopt this plan of subdivision with my (our) free consent, establish the minimum building restriction lines, and that offers of irrevocable dedication for all public ways, utilities, and other facilities have been filed.

Map 090, Parcel 019.00 P/O - Deed Book R3041, page 50

Date — City of Columbia - Authorizing Signature

Printed Name

Map 090, Parcel 017.06 - Deed Book R2369, page 973

Date — Mark Seago

Date — Tina Seago

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

I hereby certify that the sewer system outlined or indicated on this final subdivision plat has been installed in accordance with the current local and state government requirements, or a sufficient bond or other has been filed to guarantee said installation.

Date — Director of Wastewater Department
Columbia, Tennessee

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I, (we) hereby certify that the water system(s) outlined or indicated on the final subdivision plat entitled BEAR CREEK PIKE - PUMPING STATION has/have been installed in accordance with current local and state government requirements, or a sufficient bond or other surety has been filed to guarantee said installation.

Date — Columbia Power & Water Systems
Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR SUBDIVISION NAME AND STREET NAMES

Subdivision name and street names approved by the City Engineering Department and by E-911 Maury County.

Date — Maury County E-911
Columbia, Tennessee

CERTIFICATE OF COMPLIANCE

I hereby certify that the subdivision plat shown hereon has been found to comply with the City of Columbia Subdivision Regulations and other adopted ordinances and policies.

Date — City Engineer
Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR RECORDING

I hereby certify that the subdivision plat shown hereon has been found to comply with the City of Columbia Subdivision Regulations, with the exception of such variances, if any, as are noted in the minutes of the Planning Commission, and that it has been approved for recording in the Office of the County Register:

Date — Secretary, Planning Commission
Columbia, Tennessee

WES ENGINEERS & SURVEYORS
CIVIL ENGINEERS & LAND SURVEYORS
2486 NASHVILLE HIGHWAY
COLUMBIA, TN 38401
PHONE (931) 388-2329
www.wesengineers.com

Client
David Elizabeth Contractors, LLC.
1427 Arrowhead Drive
Brentwood, TN 37027
931-451-7825

FINAL PLAT
BEAR CREEK PIKE - PUMPING STATION
COLUMBIA, TN 38401

DATE	REVISIONS

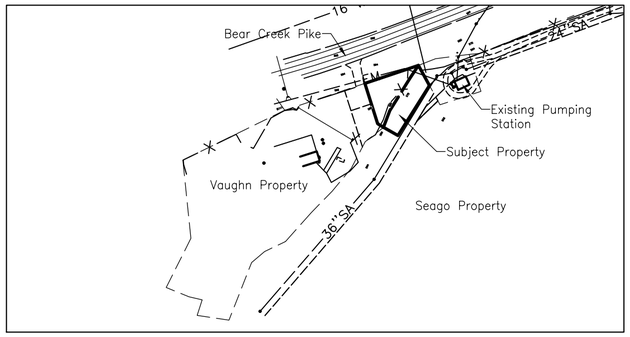
Drawn: EB
Checked: AO
Approved: AO
Date: Dec. 16, 2024

Job. no. 24556
Scale: Vertical: 1"=50'
Horizontal:

FILE: J:\WES_Engineers_Surveyors 2024\24556 - Bear Creek Pump Station - City of Columbia\Dwg\Survey\01 - Survey\24556 Bear Creek Survey.dwg

©2024

Property Inset



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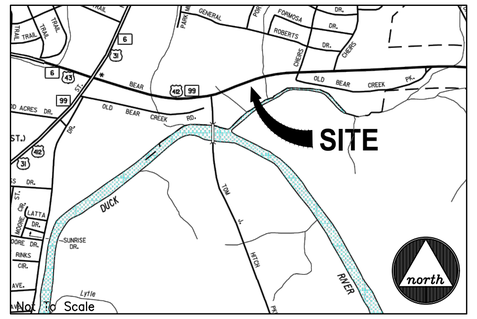



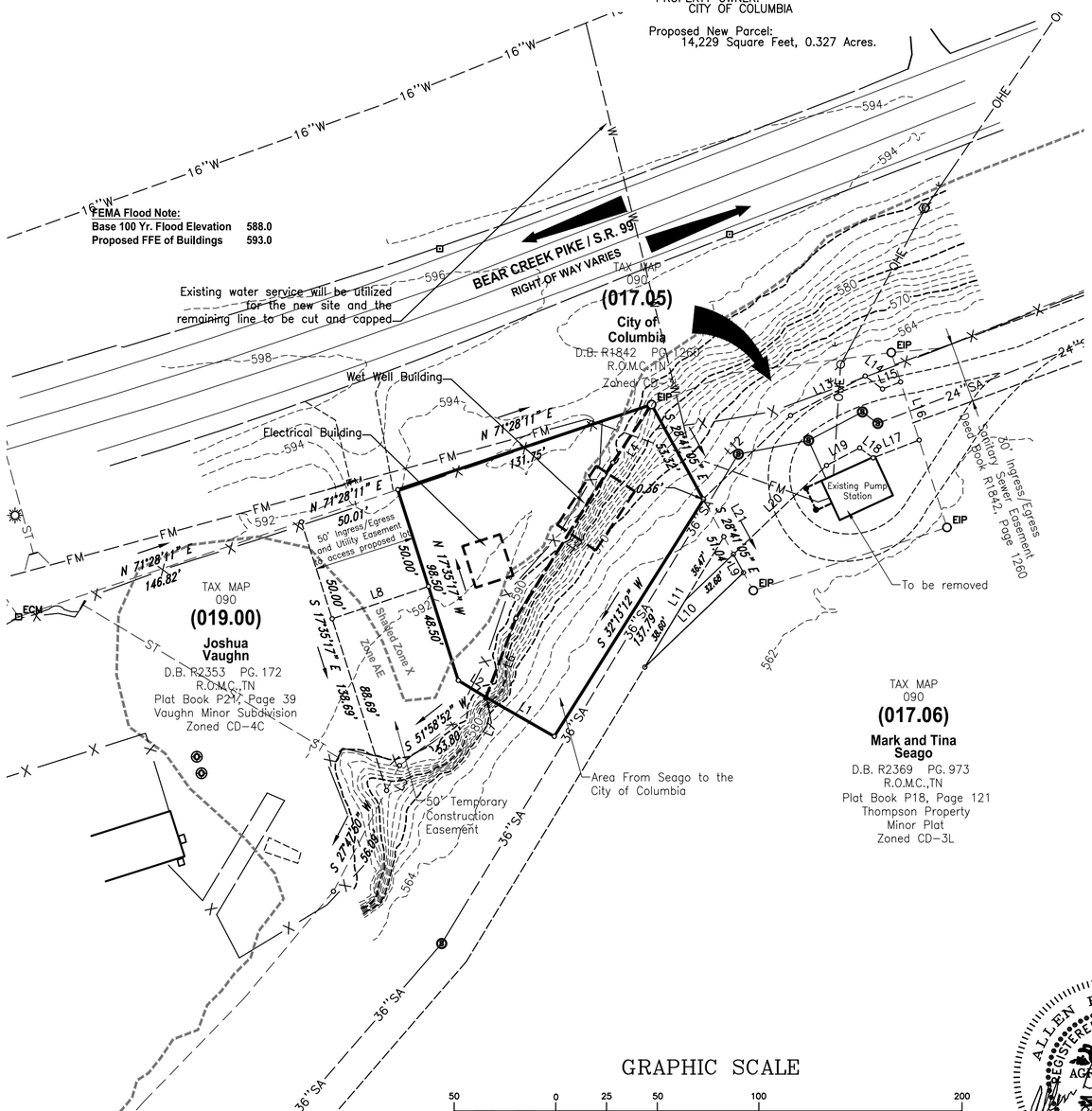

Line Table

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L21	N 28°41'05" W	31.06'

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

Surveyor's Notes

1. All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure, portions of the survey were done utilizing a Carlson BRX7, utilizing Base and Rover.
2. The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category IV as per Standards of Practice adopted by the State Board of Examiners for Land Surveyors for the State of Tennessee, and the precision of the unadjusted survey is greater than 1 foot in 10,000 feet.
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8. Plat reference: as noted
9. Deed reference: as noted
10. Bearings based on: Tennessee State Plane (NAD83).
11. This drawing was prepared in accordance with our field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
12. This survey was prepared from current deeds of record and title search as provided by others and noted hereon.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re-certification by the surveyor naming said person.
14. The certification as provided on this survey, is purely a statement of professional opinion based on knowledge, information and belief, based on existing field evidence and documentary evidence provided by others.
15. The certification is not an expressed or implied warranty or guarantee.
16. The property as shown hereon IS located in a Special Flood Hazard Area as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0170E, dated April 16, 2007, as scaled graphically, and shown hereon.

DRIVEWAY NOTE:
All driveways shall be constructed to contain gutter flow within the street and right-of-way.



allen@wesengineers.com

SURVEYOR'S CERTIFICATION (TENNESSEE)

I hereby certify that to the best of my knowledge and belief this is a true and accurate survey of the property shown hereon; that this is a category "I" Land Survey as defined in Title 62, Chapter 18, Tennessee Code Annotated, and that the ratio of precision is greater than or equal to 1:10,000.

1-16-25 — Date
Allen B. O'Leary — Allen B. O'Leary
TN RLS #1987 — Number

Legend

- EIP — Iron Rod Found
- IPS — Iron Rod Set
- I.P.F. — Iron Pipe Found
- AXLE — Axle Found
- Fence Post
- ECM — Concrete Monument Existing
- P.K.F. — PK Nail Found
- P.K.S. — PK Nail Set
- R.R.S.F. — Railroad Spike Found
- R.R.S.S. — Railroad Spike Set
- Bench Mark
- Stake Found
- Fire Hydrant
- Water Meter
- Water Valve
- Water Reducer
- Clean Out
- Sanitary Sewer Manhole
- Storm Sewer Manhole
- Catch Basin
- Curb Inlet
- Storm Pipe
- Cable Manhole
- Electric Manhole
- Telephone Manhole
- Water Manhole
- Electric Meter
- Cable Riser
- Electric Riser
- Telephone Riser
- Telephone Booth
- Gas Meter
- Gas Valve
- Light Pole
- Power Pole
- Telephone Pole
- Guy Pole
- Power Pole
- Flag Pole
- Guy Wire
- Mailbox
- Parking Block
- Satellite Dish
- Handicap Parking
- Water Spigot
- Bollard
- Evergreen Tree
- Deciduous Tree
- Bush
- Sign
- Adjoining Property Line
- Subject Property Line
- Easement Line
- Building Setback Line
- Centerline
- Edge of Pavement
- Edge of Gravel
- Fence Line
- Landscape
- Woods / Tree line
- Edge of Water
- Ditch / Creek Centerline
- Minor Contour Line
- Index Contour Line
- G — Gas Line
- SA — Sanitary Sewer Line
- W — Water Line
- ST — Storm Sewer Line
- OH — Overhead Utility Line
- OHC — Overhead Cable Line
- OHE — Overhead Electric Line
- OHT — Overhead Telephone Line
- UG — Underground Utility Line
- UGC — Underground Cable Line
- UGE — Underground Electric Line
- UGT — Underground Telephone Line
- FM — Forced Main Line

WES ENGINEERS & SURVEYORS
CIVIL ENGINEERS & LAND SURVEYORS
2486 NASHVILLE HIGHWAY
COLUMBIA, TN 38401
PHONE (931) 388-2329
www.wesengineers.com

Client
David Elizabeth Contractors, LLC.
1427 Arrowhead Drive
Brentwood, TN 37027
931-451-7825

PRELIMINARY PLAT
BEAR CREEK PIKE - PUMPING STATION
COLUMBIA, TN 38401

REVISIONS	DATE

Drawn: EB
Checked: AO
Approved: AO
Date: Dec. 16, 2024

Job. no. 24556
Scale: Vertical: 1"=50'
Horizontal:

FILE:J:\WES_Engineers_Surveyors 2024\24556 - Bear Creek Pump Station - City of Columbia\Dwg\Survey\01 - Survey\24556 Bear Creek Survey.dwg

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

January 17, 2025

Mr. Robert Archibald, Planner II
Development Services
City of Columbia, Tennessee
700 North Garden Street
Columbia, Tennessee 38401

RE: Sewer System Improvements
Bear Creek Sewage Pumping Station Replacement
Columbia, Tennessee; Maury County
Wauford Project No. 2198, Contract 24-01

Dear Mr. Archibald:

We are in receipt of the comments made in the development review committee meeting on Tuesday, January 7, 2025. As requested, please see the following responses and supporting documentation.

1. Acknowledged.
2. Acknowledged.
3. Acknowledged.
4. Acknowledged.
5. Buildings are shown on the updated Plat.
6. Intended use of buildings are as follows:
    a. Sewage Pumping Station – structure housing pumps, valves, piping, and appurtenances for pumping of wastewater
    b. Flow Meter Pit – drywell housing flow meter to monitor station flow
    c. Electrical Building – masonry building housing electrical equipment and drives for the pumps
7. Acknowledged.
8. The ingress/egress easement has been labeled for the benefit of the City of Columbia.
9. Acknowledged.
10. Acknowledged.
11. The existing water infrastructure is shown on the updated Plat.
12. Acknowledged.
13. Acknowledged.
14. Acknowledged.

CITY OF COLUMBIA
TENNESSEE

15. Acknowledged.
16. Acknowledged.
17. Acknowledged.
18. Acknowledged.
19. Acknowledged.
20. Acknowledged.
21. Acknowledged.
22. Acknowledged.
23. Acknowledged.

If you have any questions, please call Daniel G. Tribble, P.E., of J. R. Wauford & Company, Consulting Engineers, Inc. at (615) 883-3243.

Sincerely,

Donald J. Boshers
Director

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, January 7, 2025

ITEM NO.
24-0539

DESCRIPTION: 236 Bear Creek Pike

COMMENTS:

Planning

1. The lead staff person for this case is Robert Archibald, Planner II. Please contact rarchibald@columbiatn.gov with questions about the development review process or technical comments. The case planner should be copied on all communication with other city staff.
2. At resubmittal, please provide a response letter addressing each comment along with any revised plans. If the nature of the comment does not warrant a response, or the comment was previously addressed, please simply note that the information has been acknowledged. Any documents or additional information that you want to present to the Planning Commission should be included in your resubmittal.
3. Advisory note: Proposed development is in SFHA, and as such, buildings will be required to meet Floodplain Management Standards. In addition, ECs will be required pre and post development.
4. Final Plat must be signed by all affected property owners.
5. Provide location and approximate dimensions of all existing and proposed structures on the Preliminary Plat.
6. Provide existing and intended use of all buildings on site on the Preliminary Plat.
7. Resubmittal deadline is 1/21/2025

Engineering

8. Specify the ingress/egress easement is for the benefit of the proposed parcel (City of Columbia)

Fire

9. No comments

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

Wastewater

10. No comments.

Columbia Water

11. Show existing water infrastructure on plat.

Columbia Power

12. Columbia Power System has an existing power line near your proposed development. We are willing to serve this new development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction. Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.

Maury County Schools

13. No Comment.

Columbia BB

14. Plan to serve

ATT

15. No comment.

Building

16. No comments.

City Attorney

17. No comments provided.

Atmos Energy

18. No Comment.

Maury County Highway Dept.

19. No comment.

Duck River Electric Membership Corp

20. No comments.

Police

21. No comments provided.

Public Works

22. No comments.

Maury County E911

23. No comments provided.

Resubmittal Guidelines

Please provide a comment response letter as well as digital copies of revised plans and supporting documentation. Submit all required documents electronically through the online portal: columbia.onlama.com. If the files are oversized, please provide a file sharing link.

Please contact the case planner identified in the Planning Comments with any questions about the review process.

Please contact pkeltner@columbiatn.gov or srichardson@columbiatn.gov if you encounter difficulties with the online portal.

You will receive an invoice for required advertising and mailing fees. All fees must be paid by the Friday following resubmittal in order advance to the Planning Commission agenda.

CITY OF
COLUMBIA
TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
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NOTE: All resubmittals must demonstrate compliance with city standards prior to Planning Commission review. Requests which do not adhere to regulations and/or remain unresponsive to technical comments will not be forwarded to the next agenda until such items are amended. Final Plat applications which are not ready to proceed to Planning Commission following the first resubmittal deadline will be added to the following DRC agenda to confirm the status of required infrastructure and utilities. Applications which remain incomplete following two resubmittal deadlines will be closed.

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
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COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

Final Plat: * *1 hard copy of all materials for submittal + PDF copy on a USB flash drive (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"
All Others: * Please submit the Application online at City of Columbia | Permitting (onlama.com)

ADDRESS/LOCATION	200 Bear Creek Pike, Columbia, TN 38401		
	TAX MAP: 090	GROUP:	PARCEL: 019.00
SUMMARY OF NATURE OF REQUEST AND WORK	Proposed subdivision of land for construction of new sanitary sewer pumping station for the City of Columbia		

DATE OF PRE-APPLICATION CONFERENCE		*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
❑ Comprehensive Plan Amendment ❑ Annexation ❑ Rezoning ❑ Preliminary Plat ☒ Final Plat ❑ PUD Preliminary Master Plan ❑ PUD Final Site Plan ❑ Site Development Plan ❑ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations:** ❑ Annexation Permission Form **Annexations/Rezoning/Plan Amendments:** ❑ Requested Zone Listed ❑ Statement of Compliance with Comprehensive Plan ❑ Concept Plan **Preliminary Plats/Site Development Plans:** ❑ Plans and/or Plats conforming to City standards with signed and completed check list **All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:** ❑ Receipt of Payment for Pre-Application Meeting ❑ Written Legal Description copy ❑ Columbia Water System Availability Letter ❑ Columbia Waste Water Department Will Serve Letter

	Plats/PUDs: ☐ Project Name (include Sections & Phases) Bear Creek Pump Station ☐ Total Number of Lots/Residential Units 1 Lot ☐ Square Footage of Non-Residential Floor Space ☐ Total acreage

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application. Any requests to defer or move the item to future meeting dates must be requested by the resubmittal date listed on the Planning Commission schedule.

APPLICANT
All communications go to the Applicant's email that is provided.

NAME	City of Columbia Waterwater Dept.	PHONE	931-560-1001
ADDRESS	1244 Treatment Plan Road Columbia, TN 38401	EMAIL	dboshers@columbiatn.gov

PROPERTY OWNER NAME	City of Columbia	PHONE	
ADDRESS	700 N Garden Street Columbia, TN 38401	EMAIL	

If owner is not a natural person, documentation must be provided showing signing authority on behalf of the entity. If multiple persons are listed as owners in the records of the Maury County Assessor, all owners must sign or the signatory must provide documentation of authority to apply on behalf of record owner (i.e., Power of Attorney or notarized Letter of Authorization). In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Donald J. Boshers
APPLICANT NAME

APPLICANT SIGNATURE

01/15/2025
DATE

Donald J. Boshers
PROPERTY OWNER NAME

PROPERTY OWNER SIGNATURE

01/15/2025
DATE

Rev. 2/7/2024

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
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PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

Final Plat: * *1 hard copy of all materials for submittal + PDF copy on a USB flash drive (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"
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ADDRESS/LOCATION	200 Bear Creek Pike, Columbia, TN 38401		
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SUMMARY OF NATURE OF REQUEST AND WORK	Proposed subdivision of land for construction of new sanitary sewer pumping station for the City of Columbia		

DATE OF PRE-APPLICATION CONFERENCE		*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
☐ Comprehensive Plan Amendment ☐ Annexation ☐ Rezoning ☒ Preliminary Plat ☐ Final Plat ☐ PUD Preliminary Master Plan ☐ PUD Final Site Plan ☐ Site Development Plan ☐ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations:** ☐ Annexation Permission Form **Annexations/Rezoning/Plan Amendments:** ☐ Requested Zone Listed ☐ Statement of Compliance with Comprehensive Plan ☐ Concept Plan **Preliminary Plats/Site Development Plans:** ☒ Plans and/or Plats conforming to City standards with signed and completed check list **All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:** ☐ Receipt of Payment for Pre-Application Meeting ☐ Written Legal Description copy ☐ Columbia Water System Availability Letter ☐ Columbia Waste Water Department Will Serve Letter

	Plats/PUDs: ☐ Project Name (include Sections & Phases) Bear Creek Pump Station ☐ Total Number of Lots/Residential Units 1 LOT ☐ Square Footage of Non-Residential Floor Space ☐ Total acreage

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application. Any requests to defer or move the item to future meeting dates must be requested by the resubmittal date listed on the Planning Commission schedule.

APPLICANT
All communications go to the Applicant's email that is provided.

NAME	City of Columbia Waterwater Dept.	PHONE	931-560-1001
ADDRESS	1244 Treatment Plant Road Columbia, TN 38401	EMAIL	dboshers@columbiatn.gov

PROPERTY OWNER NAME	City of Columbia	PHONE	
ADDRESS	1244 Treatment Plant Road Columbia, TN 38401	EMAIL	

If owner is not a natural person, documentation must be provided showing signing authority on behalf of the entity. If multiple persons are listed as owners in the records of the Maury County Assessor, all owners must sign or the signatory must provide documentation of authority to apply on behalf of record owner (i.e., Power of Attorney or notarized Letter of Authorization). In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Donald J. Boshers — APPLICANT NAME

Donald Boshers — APPLICANT SIGNATURE

01/15/2025 — DATE

Donald J. Boshers — PROPERTY OWNER NAME

Donald Boshers — PROPERTY OWNER SIGNATURE

01/15/2025 — DATE

Rev. 2/7/2024

Plaj. Hubbell

STATE OF TENNESSEE, MAURY COUNTY
I, the undersigned clerk, do hereby certify that this is a true and correct copy of the original of this instrument. This 9 day of JANUARY 2025
Circuit Court Clerk

IN THE CIRCUIT COURT OF MAURY COUNTY, TENNESSEE

AT COLUMBIA

CITY OF COLUMBIA, TENNESSEE Petitioner,	)	
vs.	)	**CASE NO: 17924**
JOSHUA A. VAUGHN, SR. & HERITAGE BANK AND TRUST. Respondents.	)	

2025 JAN -9 AM 9:36

ORDER CONDEMNING REAL PROPERTY

THIS MATTER came before the Court for hearing on January 9, 2025, before the Honorable J. Russell Parkes. Based upon the statements of counsel, the failure of the Defendants to file an answer to the complaint, and the entire record of this cause, the Court finds and ORDERS as follows:

1. Petitioner filed this suit for condemnation by the exercise of the power of eminent domain under the laws of the State of Tennessee, including T.C.A. §29-17-901 et seq. Section 7-31-107, Section 29-17-301, and Resolution Number 24-67 passed by the City Council of the City of Columbia, Tennessee.

2. That jurisdiction and venue are appropriate in this Court because all the property that is the subject of this lawsuit lies within Maury County, Tennessee. T.C.A. §20-4-103.

3. That Defendant, Joshua A. Vaughn, Sr., was personally served with process on December 3, 2024 and was personally served with a notice of hearing on December 3, 2024. Defendant Vaughn has not filed an answer to the complaint and did not appear for the hearing.

4. Defendant, Heritage Bank and Trust was served on November 29, 2024 through its registered agent via certified mail pursuant to Rule 4.04(10). Heritage Bank and Trust has not filed an answer to the complaint and did not appear for the hearing.

5. That judgment is appropriate against the Defendants, Joshua A. Vaughn, Sr. and Heritage Bank and Trust, based upon their failure to file a written response to the Petition For Condemnation and failure to appear at the hearing.

6. Petitioner, the City of Columbia, Tennessee, is in the process of constructing a sewer pump station to serve a public use and in the public interest of the City of Columbia, Tennessee. It is necessary that the City of Columbia acquire certain property, an ingress-egress & utility easement to the property, and a temporary construction easement on the real property belonging to Joshua A. Vaughn, Sr.

7. The Court finds it appropriate and necessary to condemn the subject real property and that it be adjudged and finally determined that the Petitioner, City Of Columbia, Tennessee, is vested with title to certain property, more particularly described below, an ingress-egress & utility easement, and a temporary construction easement on the Defendants' property, being a portion of Tax Map 090, Parcel 019.00, all of which are more particularly described as follows:

VAUGHN TRACT TO CITY OF COLUMBIA

A portion of land located in Maury County, Tennessee, being a portion Tax Map 090, Parcel 019.00, the Joshua Vaughn property as recorded in Deed Book R2353, page 39 and shown on plat of record in Plat Book P21, page 39, Vaughn Minor Subdivision. Beginning at a 1" pinch pipe found at the northeast corner of Joshua Vaughn property as recorded in Deed Book R2353, page 39 and shown on plat of record in Plat Book P21, page 39, Vaughn Minor Subdivision (TN State Plane N:475,399.8, E:1,668,948.7) Thence with the north line of Mark and Tina Seago as recorded in Deed Book R2369, page 973 and shown on Thompson Property Minor Plat as recorded in Plat Book P18, Page 121, SOUTH 33°43'03" WEST a distance of 34.34' to an iron pin set; Thence with the same, SOUTH 31°53'52" WEST a distance of 90.29' to an iron pin set; Thence with the same, SOUTH 20°43'52" WEST a distance of 41.58' to an iron pin set; Thence severing the property of Joshua Vaughn, NORTH 58°36'30" WEST a distance of 16.01' to an iron pin set; Thence with the same, NORTH 17°35'17" WEST passing an iron pin set at 48.50' for a total distance of 98.50' to an iron pin set; Thence with the southerly margin of Bear Creek Pike, NORTH 71°28'11" EAST a distance of 131.75', which is the point of beginning, having an area of 7,240 square feet, 0.17 acres The property described herein is subject to any and all easements either by record or prescription that a complete title search may reveal. No title search was provided at the time of this survey. Note: The above property description is based on information gathered during the course of an actual field survey conducted by WES, Engineers and Surveyors, Job No. 24-556 and under the direction of Allen B. O'Leary, Tennessee Registered Land Surveyor Number 1987. All iron pins set are ½" Rebar, with a plastic cap stamped "WES 1987". All deeds referenced above (Deed Book, Page) are of record in the Register's Office of Maury County, Tennessee. The above property description was prepared under my direction on this the 24TH day of September 2024.

TEMPORARY CONSTRUCTION EASEMENT

A portion of land located in Maury County, Tennessee, being a portion Tax Map 090, Parcel 019.00, the Joshua Vaughn property as recorded in Deed Book R2353, page 39 and shown on plat of record in Plat Book P21, page 39, Vaughn Minor Subdivision. Commencing at a 1" pinch pipe found at the northeast corner of Joshua Vaughn property as recorded in Deed Book R2353, page 39 and shown on plat of record in Plat Book P21, page 39, Vaughn Minor Subdivision (TN State Plane N:475,399.8, E:1,668,948.7) Thence with the south margin of Bear Creek Pike, SOUTH 71°28'11" WEST a distance of 131.75', to an iron pin set: Thence severing the property of Vaughn, SOUTH 17°35'17" EAST a distance of 50.00' to an iron pin set the TRUE POINT OF BEGINNING; Thence with the same, SOUTH 17°35'17" EAST a distance of 48.50' to an iron pin set; Thence with the same, SOUTH 58°36'30" EAST a distance of 16.01' to an iron pin set; Thence with the same, SOUTH 20°43'52" WEST a distance of 0.47' to an iron pin set; Thence with the same, SOUTH 51°58'52" WEST a distance of 53.80' to an iron pin set; Thence with the same, SOUTH 27°27'48" WEST a distance of 13.85' to an iron pin set; Thence with the same, NORTH 17°35'17" WEST a distance of 88.69' to an iron pin set; Thence with the same, NORTH 71°28'11" EAST a distance of 50.01', which is the point of beginning, having an area of 3,800 square feet, 0.09 acres The property described herein is subject to any and all easements either by record or prescription that a complete title search may reveal. No title search was provided at the time of this survey. Note: The above property description is based on information gathered during the course of an actual field survey conducted by WES, Engineers and Surveyors, Job No. 24-556 and under the direction of Allen B. O'Leary, Tennessee Registered Land Surveyor Number 1987. All iron pins set are ½" Rebar, with a plastic cap stamped "WES 1987". All deeds referenced above (Deed Book, Page) are of record in the Register's Office of Maury County, Tennessee. The above property description was prepared under my direction on this the 24TH day of September 2024.

Temporary construction easement - the above-described temporary construction easement property is hereby conveyed as an easement for the construction of a working area and erosion control outside of the proposed right of way line. The title to the above-described land remains vested in the Grantor, and is to be used by the City of Columbia, Tennessee, its contractors or assigns for a period of three (3) years, from and after the commencement of construction ."

INGRESS-EGRESS & UTILITY EASEMENT

A portion of land located in Maury County, Tennessee, being a portion Tax Map 090, Parcel 019.00, the Joshua Vaughn property as recorded in Deed Book R2353, page 39 and shown on plat of record in Plat Book P21, page 39, Vaughn Minor Subdivision. Commencing at a 1" pinch pipe found at the northeast corner of Joshua Vaughn property as recorded in Deed Book R2353, page 39 and shown on plat of record in Plat Book P21, page 39, Vaughn Minor Subdivision (TN State Plane

N:475,399.8, E:1,668,948.7) Thence with the south margin of Bear Creek Pike, SOUTH 71°28'11" WEST a distance of 131.75', to the TRUE POINT OF BEGINNING; Thence severing the property of Vaughn, SOUTH 17°35'17" EAST a distance of 50.00' to an iron pin set; Thence with the same, SOUTH 71°28'11" WEST a distance of 50.01' to an iron pin set; Thence with the same, NORTH 17°35'17" WEST a distance of 50.00' to an iron pin set; Thence with the south margin of Bear Creek Pike, NORTH 71°28'11" EAST a distance of 50.01', which is the point of beginning, having an area of 2,500 square feet, 0.06 acres The property described herein is subject to any and all easements either by record or prescription that a complete title search may reveal. No title search was provided at the time of this survey. Note: The above property description is based on information gathered during the course of an actual field survey conducted by WES, Engineers and Surveyors, Job No. 24-556 and under the direction of Allen B. O'Leary, Tennessee Registered Land Surveyor Number 1987. All iron pins set are ½" Rebar, with a plastic cap stamped "WES 1987". All deeds referenced above (Deed Book, Page) are of record in the Register's Office of Maury County, Tennessee. The above property description was prepared under my direction on this the 24TH day of September 2024.

All of which is more particularly shown by words, figures, signs and symbols on the attached map, which is made a part hereof.

8. Plats showing the acquired property, the ingress-egress & utility easement, and the temporary construction easement are attached as Exhibit A.

9. Petitioner has determined that the total amount of damages to which the owner of the property sought to be condemned ais entitled is Forty One-Thousand and 00/100 Dollars ($41,000.00), which amount has been deposited with the Clerk of the Court, to be divided among the owners according to their respective ownership interests.

IT IS SO ORDERED.

ENTERED THIS 9 DAY OF Jan, 2025.

JUDGE

APPROVED FOR ENTRY:

C. Tim Tisher by Jake Hubbell w/permission

C. TIM TISHER, BPR #011160
Attorney for Petitioner
700 N. Garden Street
Columbia, TN 38401
Phone: 931-560-1510
tim.tisher@columbia.tn.com

JAKE HUBBELL, BPR #030425
Attorney for Petitioner
410 West 7th Street
Columbia, TN 38401
(931) 381-4700
jake@thehubbellfirm.com

BK/PG: R3041/50-57
25000382

8 PGS:AL-ORDER	
JANE BATCH: 343361	01/09/2025 - 10:08 AM
VALUE	0.00
MORTGAGE TAX	0.00
TRANSFER TAX	0.00
RECORDING FEE	40.00
ARCHIVE FEE	0.00
DP FEE	2.00
REGISTER'S FEE	0.00
TOTAL AMOUNT	42.00

STATE OF TENNESSEE, MAURY COUNTY
JOHN FLEMING
REGISTER OF DEEDS

CERTIFICATE OF SERVICE

I do hereby certify that I have this 9th day of January 2025, deposited in the U.S. Mail a true and exact copy of the foregoing addressed to:

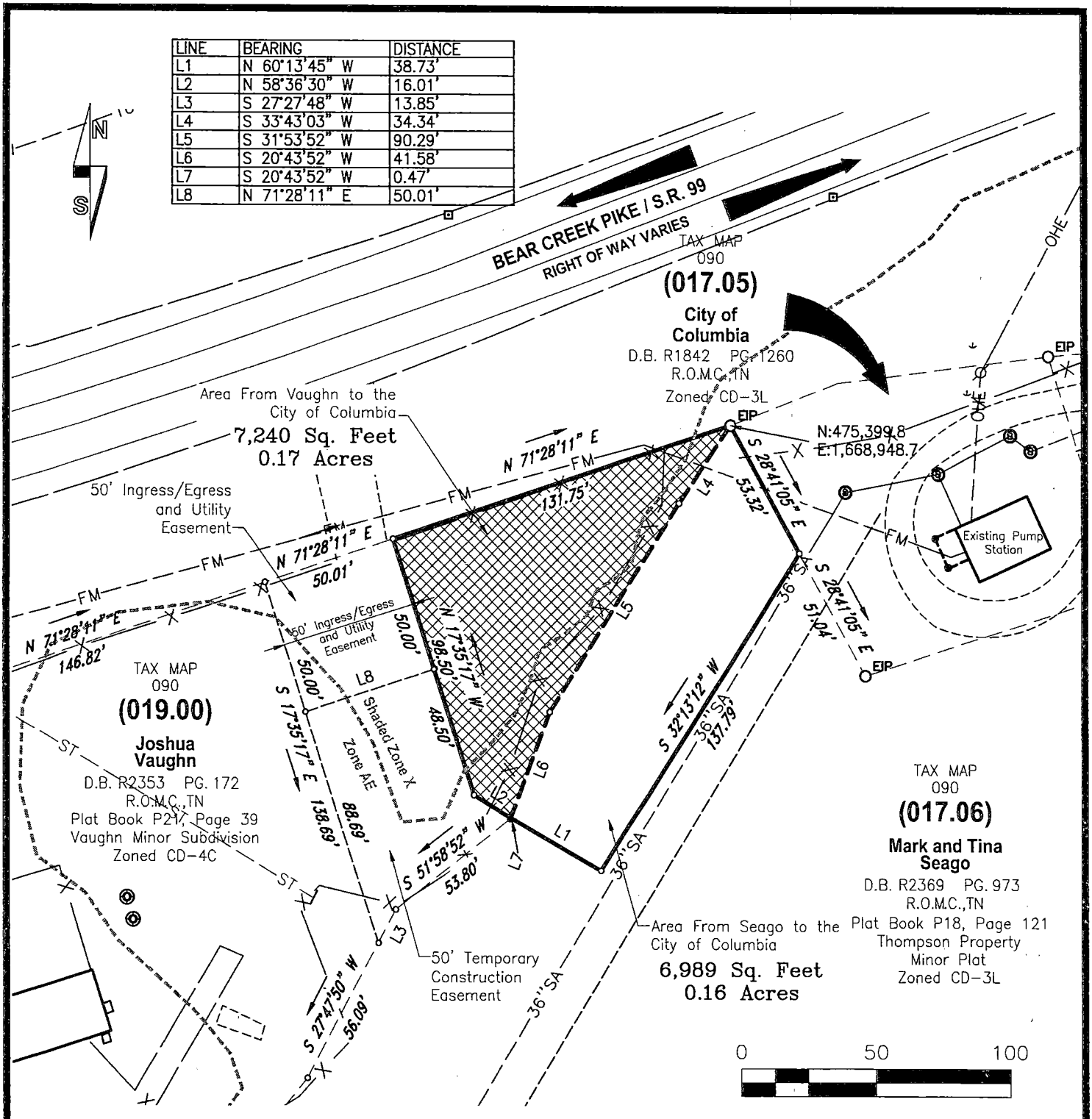
Joshua A. Vaughn, Sr.
5137 Campbellsville Pike
Culleoka, TN 38451

Joshua A. Vaughn, Sr.
200 Bear Creek Pike
Columbia, TN 38401

Heritage Bank and Trust
217 S. James Campbell Blvd.
Columbia, TN 38401

JAKE HUBBELL

LINE	BEARING	DISTANCE
L1	N 60°13'45" W	38.73'
L2	N 58°36'30" W	16.01'
L3	S 27°27'48" W	13.85'
L4	S 33°43'03" W	34.34'
L5	S 31°53'52" W	90.29'
L6	S 20°43'52" W	41.58'
L7	S 20°43'52" W	0.47'
L8	N 71°28'11" E	50.01'



MAP SHOWING

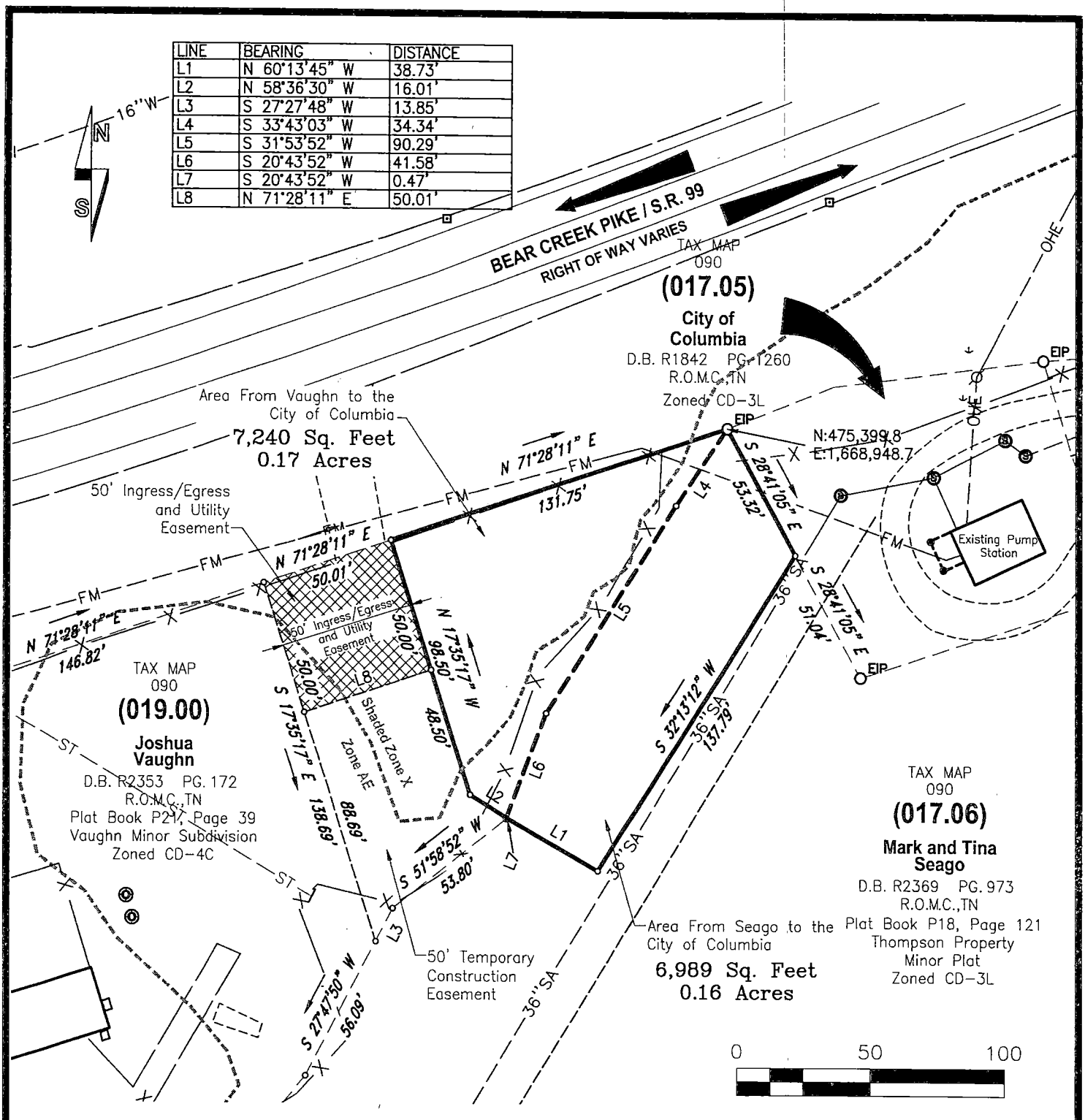
ACQUIRED PROPERTY

TO THE CITY OF COLUMBIA, TENNESSEE
MAURY COUNTY
FROM

JOSHUA VAUGHN

PROJECT NO.: BEAR CREEK PUMP	EASEMENT NO.: N/A		SYSTEM: WASTEWATER
SCALE: 1"=50'	PARCEL NO.: 019.00	DATE: 9-23-24	BY: W.E.S.

LINE	BEARING	DISTANCE
L1	N 60°13'45" W	38.73'
L2	N 58°36'30" W	16.01'
L3	S 27°27'48" W	13.85'
L4	S 33°43'03" W	34.34'
L5	S 31°53'52" W	90.29'
L6	S 20°43'52" W	41.58'
L7	S 20°43'52" W	0.47'
L8	N 71°28'11" E	50.01'



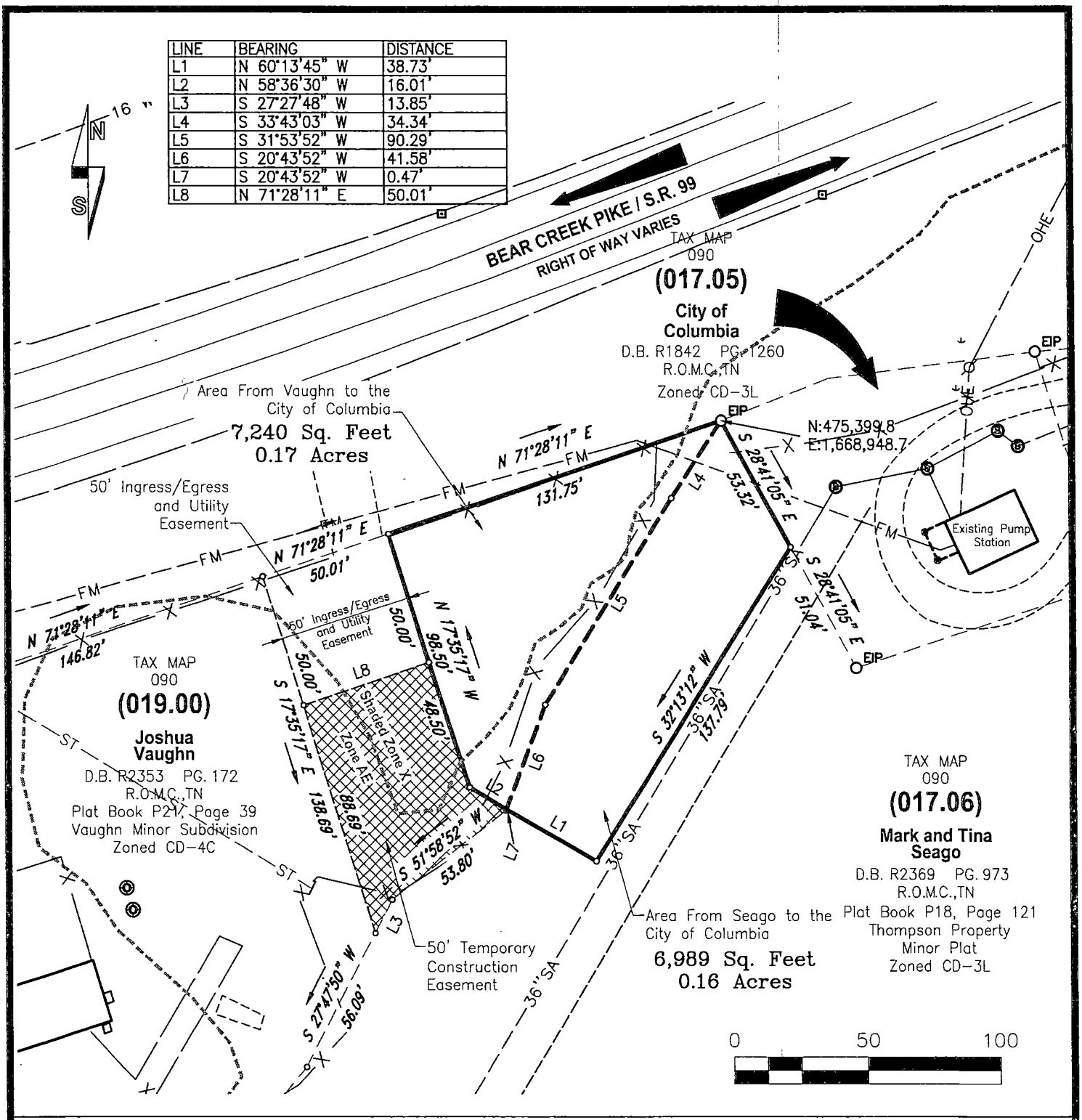
MAP SHOWING

INGRESS/EGRESS AND UTILITY EASEMENT

TO THE CITY OF COLUMBIA, TENNESSEE
MAURY COUNTY
FROM

JOSHUA VAUGHN

PROJECT NO.: BEAR CREEK PUMP	EASEMENT NO.: ACCESS	SYSTEM: WASTEWATER	
SCALE: 1"=50'	PARCEL NO.: 019.00	DATE: 9-23-24	BY: W.E.S.



MAP SHOWING

TEMPORARY CONSTRUCTION EASEMENT

TO THE CITY OF COLUMBIA, TENNESSEE
MAURY COUNTY
FROM

JOSHUA VAUGHN

PROJECT NO.: BEAR CREEK PUMP	EASEMENT NO.: TEMP. CONST.	SYSTEM: WASTEWATER	
SCALE: 1"=50'	PARCEL NO.: 019.00	DATE: 9-23-24	BY: W.E.S.

THE HUBBELL LAW FIRM

Telephone: (931) 381-4700 410 W. 7th Street Columbia, TN 38401 Fax: (931) 246-4742

December 17, 2024

RE: City of Columbia v. Joshua A. Vaughn, Sr.- Condemnation Lawsuit
Bear Creek Pike Sewer Pumping Station

To Whom It May Concern:

The City of Columbia filed a condemnation lawsuit against Joshua A. Vaughn, Sr. on November 27, 2024, seeking to condemn a portion of the property shown on tax map 90, parcel 019.00. The City will be constructing a sewer pumping station on the condemned property. A hearing is scheduled for January 9, 2024. The City anticipates obtaining possession of the property on that date.

Sincerely,

Jake Hubbell

TN GRID NORTH

Line Table

LINE	BEARING	DISTANCE
L1	N 60°13'45" W	38.73'
L2	N 58°36'30" W	16.01'
L3	S 27°27'48" W	13.85'
L4	S 33°43'03" W	34.34'
L5	S 31°53'52" W	90.29'
L6	S 20°43'52" W	41.58'
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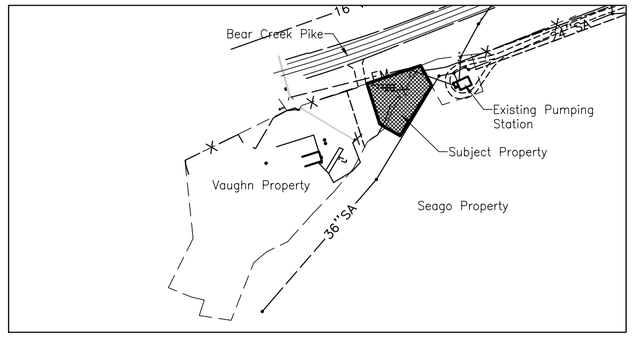
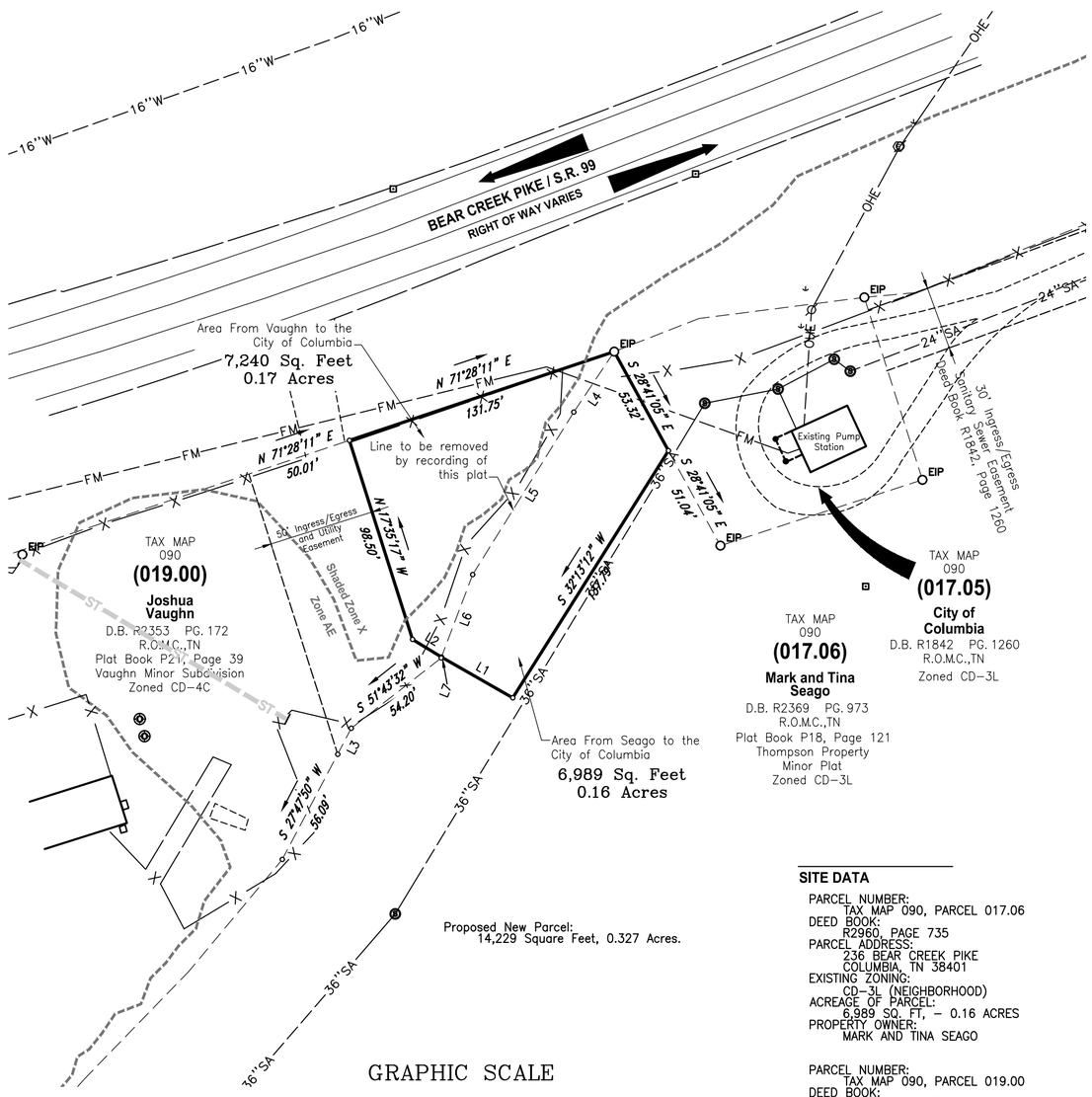
Property Inset





GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

PURPOSE NOTE:
The purpose of this final plat is to create 1 parcel of land for a proposed sanitary sewer pump station.

DRIVEWAY NOTE:
All driveways shall be constructed to contain gutter flow within the street and right-of-way.

Surveyor's Notes

1. All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure, portions of the survey were done utilizing a Carlson BRX7, utilizing Base and Rover.
2. The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category IV as per Standards of Practice adopted by the State Board of Examiners for Land Surveyors for the State of Tennessee, and the precision of the unadjusted survey is greater than 1 foot in 10,000 feet.
3. Information concerning site utility services and appurtenances shown hereon is based on visible evidence noted during the survey, information provided by utility representatives or information shown on original construction plans by other. Information and location of service lines on site should be considered approximate and there may be underground utility lines that are not shown on the survey. Owner(s) and contractor(s) should assume responsibility of locating all underground utility service lines prior to any construction, excavation or any disturbance of the existing ground elevation to avoid hazard of unnecessary expense.
4. Information concerning major utilities or appurtenances shown hereon are based on visible evidence noted during the survey or information provided by utility representatives. Verification of existence, size, location, depth and availability of service should be confirmed by local utility agencies.
5. The property shown hereon is located within the City of Columbia, Maury County, TN. All matters pertaining to construction, use location of improvements, signage, parking, noise, vibration, emissions, fire hazards, radiation, illumination, setback provisions, etc., are subject to City of Columbia's Zoning Regulation as interpreted and regulated by the Development Services.
6. The area of the parcel is as shown hereon.
7. This property currently identified as Tax Map No. 090, Parcel No. 017.06 & 019.00, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: as noted
9. Deed reference: as noted
10. Bearings based on: Tennessee State Plane (NAD83).
11. This drawing was prepared in accordance with our field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
12. This survey was prepared from current deeds of record and title search as provided by others and noted hereon.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re-certification by the surveyor naming said person.
14. The certification as provided on this survey, is purely a statement of professional opinion based on knowledge, information and belief, based on existing field evidence and documentary evidence provided by others.
15. The certification is not an expressed or implied warranty or guarantee.
16. The property as shown hereon IS located in a Special Flood Hazard Area as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0170E, dated April 16, 2007, as scaled graphically, and shown hereon.
17. There is a 10' Public Utility and Drainage Easement along the front and rear property lines and 5' on all interior side property lines.

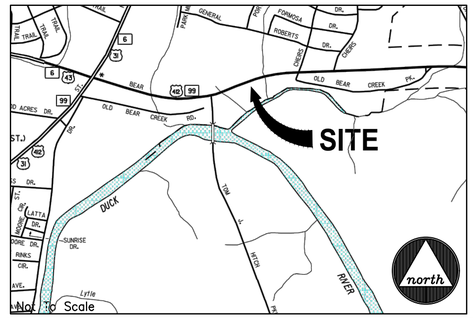
SITE DATA

PARCEL NUMBER:
TAX MAP 090, PARCEL 017.06
DEED BOOK:
R2960, PAGE 735
PARCEL ADDRESS:
236 BEAR CREEK PIKE
COLUMBIA, TN 38401
EXISTING ZONING:
CD-3L (NEIGHBORHOOD)
ACREAGE OF PARCEL:
6,989 SQ. FT, – 0.16 ACRES
PROPERTY OWNER:
MARK AND TINA SEAGO

PARCEL NUMBER:
TAX MAP 090, PARCEL 019.00
DEED BOOK:
R2353, PAGE 172
PLAT BOOK P18, PAGE 121
PARCEL ADDRESS:
200 BEAR CREEK PIKE
COLUMBIA, TN 38401
EXISTING ZONING:
CD-4C (NEIGHBORHOOD)
ACREAGE OF PARCEL:
7,240 SQ. FT. – 0.17 ACRES
PROPERTY OWNER:
JOSHUA VAUGHN

Register of Deed Recording Stamp

Location Map



CERTIFICATE OF OWNERSHIP AND DEDICATION

I, (we) hereby certify that I am (we are) the owner(s) of the property shown and described hereon as evidenced in Book Number SEE BELOW, Page SEE BELOW, Maury County Registers Office, and that I (we) hereby adopt this plan of subdivision with my (our) free consent, establish the minimum building restriction lines, and that offers of irrevocable dedication for all public ways, utilities, and other facilities have been filed.

Map 090, Parcel 019.00 - Deed Book R2353, page 172

Date _____ Joshua Vaughn

Map 090, Parcel 017.06 - Deed Book R2369, page 973

Date _____ Mark Seago

Date _____ Tina Seago

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

I hereby certify that the sewer system outlined or indicated on this final subdivision plat has been installed in accordance with the current local and state government requirements, or a sufficient bond or other has been filed to guarantee said installation.

Date _____ Director of Wastewater Department
Columbia, Tennessee

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I, (we) hereby certify that the water system(s) outlined or indicated on the final subdivision plat entitled BEAR CREEK PIKE - PUMPING STATION has/have been installed in accordance with current local and state government requirements, or a sufficient bond or other surety has been filed to guarantee said installation.

Date _____ Columbia Power & Water Systems
Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR SUBDIVISION NAME AND STREET NAMES

Subdivision name and street names approved by the City Engineering Department and by E-911 Maury County.

Date _____ Maury County E-911
Columbia, Tennessee

CERTIFICATE OF COMPLIANCE

I hereby certify that the subdivision plat shown hereon has been found to comply with the City of Columbia Subdivision Regulations and other adopted ordinances and policies.

Date _____ City Engineer
Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR RECORDING

I hereby certify that the subdivision plat shown hereon has been found to comply with the City of Columbia Subdivision Regulations, with the exception of such variances, if any, as are noted in the minutes of the Planning Commission, and that it has been approved for recording in the Office of the County Register:

Date _____ Secretary, Planning Commission
Columbia, Tennessee

SURVEYOR'S CERTIFICATION (TENNESSEE)

I hereby certify that to the best of my knowledge and belief this is a true and accurate survey of the property shown hereon; that this is a category "I" Land Survey as defined in Title 62, Chapter 18, Tennessee Code Annotated, and that the ratio of precision is greater than or equal to 1:10,000.

8-8-24 _____ TN RLS #1987
Date Allen B. O'Leary Number

ALLEN B. O'LEARY XVI REGISTERED LAND SURVEYOR AGRICULTURE OF COMMERCE TENNESSEE NO. 1987

allen@wesengineers.com

Legend

- EIP Iron Rod Found
- IPS Iron Rod Set
- I.P.F. Iron Pipe Found
- AXLE Axle Found
- ECM Fence Post
- Concrete Monument Existing
- P.K.F. PK Nail Found
- P.K.S. PK Nail Set
- R.R.S.F. Railroad Spike Found
- R.R.S.S. Railroad Spike Set
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- Stake Found
- Fire Hydrant
- Water Meter
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- Clean Out
- Sanitary Sewer Manhole
- Storm Sewer Manhole
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- Curb Inlet
- Storm Pipe
- Cable Manhole
- Electric Manhole
- Telephone Manhole
- Water Manhole
- Electric Meter
- Cable Riser
- Electric Riser
- Telephone Riser
- Telephone Booth
- Gas Meter
- Gas Valve
- Light Pole
- Power Pole
- Telephone Pole
- Guy Pole
- Power Pole
- Flag Pole
- Guy Wire
- Mailbox
- Parking Block
- Satellite Dish
- Handicap Parking
- Water Spigot
- Bollard
- Evergreen Tree
- Deciduous Tree
- Bush
- Sign
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- Subject Property Line
- Easement Line
- Building Setback Line
- Centerline
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- Edge of Water
- Ditch / Creek Centerline
- Minor Contour Line
- Index Contour Line
- G Gas Line
- SA Sanitary Sewer Line
- W Water Line
- ST Storm Sewer Line
- OH Overhead Utility Line
- OHC Overhead Cable Line
- OHE Overhead Electric Line
- OHT Overhead Telephone Line
- UG Underground Utility Line
- UGC Underground Cable Line
- UGE Underground Electric Line
- UGT Underground Telephone Line
- FM Forced Main Line

©2024

WES ENGINEERS & SURVEYORS
CIVIL ENGINEERS & LAND SURVEYORS
2486 NASHVILLE HIGHWAY
COLUMBIA, TN 38401
PHONE (931) 388-2329
www.wesengineers.com

Client
David Elizabeth Contractors LLC.
1427 Arrowhead Drive
Brentwood, TN 37027
931-451-7825

FINAL PLAT
BEAR CREEK PIKE - PUMPING STATION
COLUMBIA, TN 38401

DATE	REVISIONS

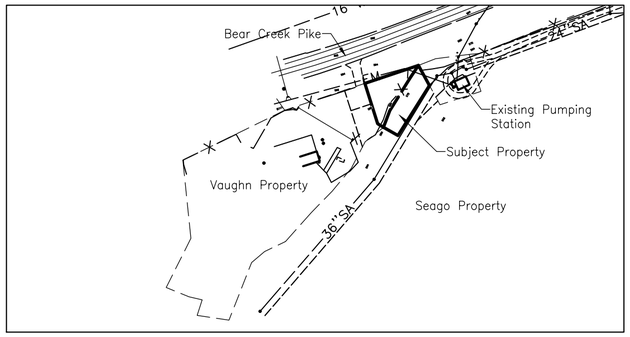
Drawn: EB Checked: AO Approved: AO Date: 8-8-24

Job. no. 24556 Scale: Vertical: 1"=50' Horizontal:

FILE: J:\WES_Engineers_Surveyors 2024\24556 - Bear Creek Pump Station = City of Columbia\Dwg\Survey\01 - Survey\24556 Bear Creek Survey.dwg

© 2024

Property Inset



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R2960, PAGE 735
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236 BEAR CREEK PIKE
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PROPERTY OWNER:
MARK AND TINA SEAGO

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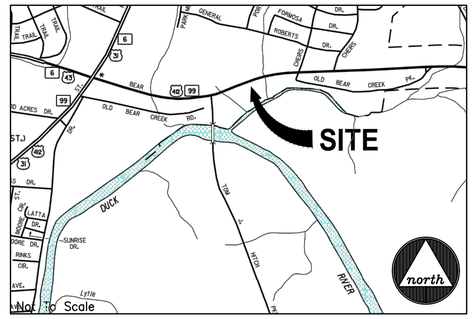
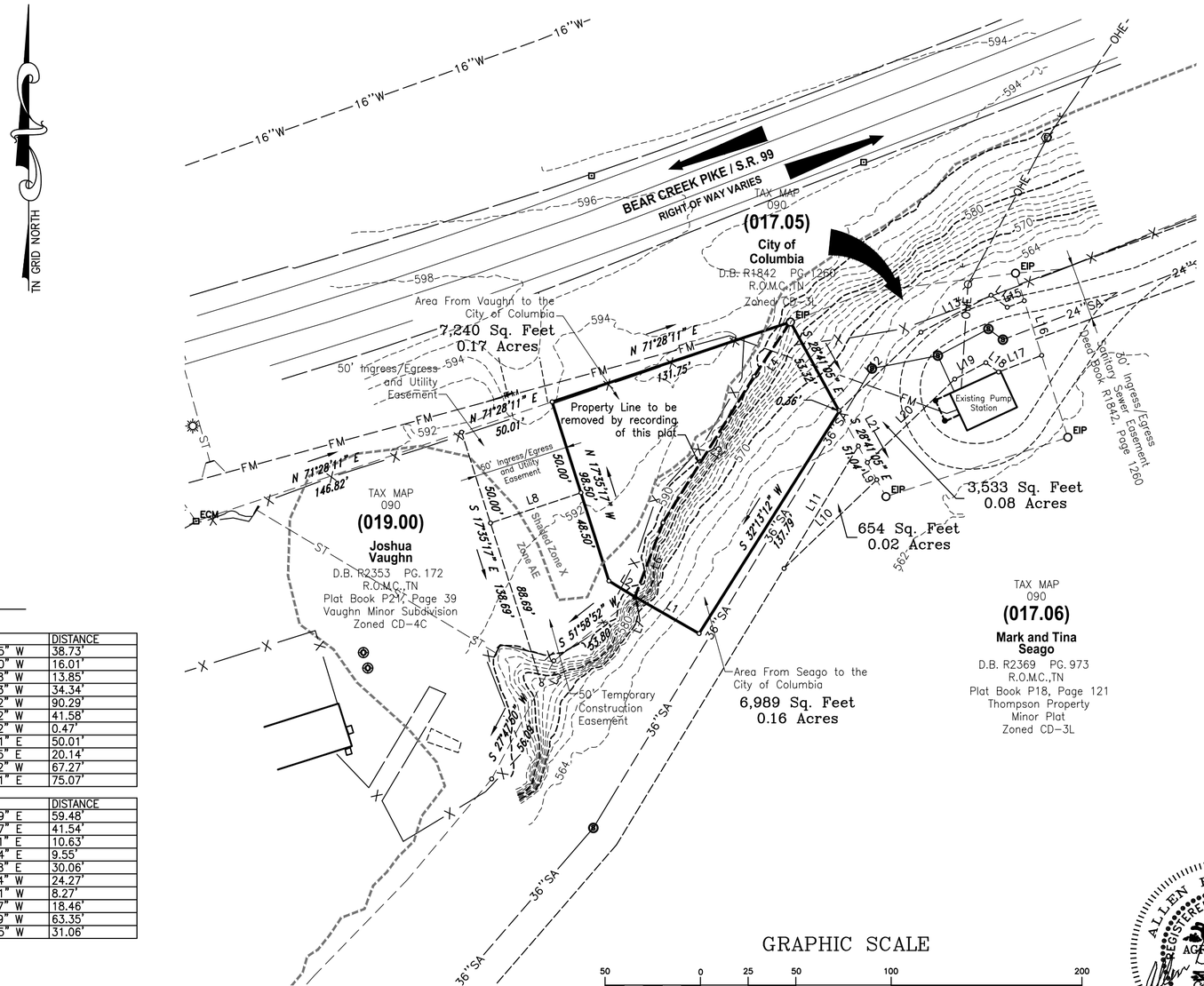
CD-4C (NEIGHBORHOOD)
ACREAGE OF PARCEL:
7,240 SQ. FT. – 0.17 ACRES
PROPERTY OWNER:
JOSHUA VAUGHN

Proposed New Parcel:
14,229 Square Feet, 0.327 Acres.

Location Map





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L6	S 20°43'52" W	41.58'
L7	S 20°43'52" W	0.47'
L8	N 71°28'11" E	50.01'
L9	S 28°41'05" E	20.14'
L10	S 46°14'32" W	67.27'
L11	N 31°13'41" E	75.07'

LINE	BEARING	DISTANCE
L12	N 46°19'19" E	59.48'
L13	N 62°07'27" E	41.54'
L14	S 53°24'31" E	10.63'
L15	N 68°49'24" E	9.55'
L16	S 17°40'58" E	30.06'
L17	S 68°49'24" W	24.27'
L18	N 53°24'31" W	8.27'
L19	S 62°07'27" W	18.46'
L20	S 46°19'19" W	63.35'
L21	N 28°41'05" W	31.06'

Surveyor's Notes

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15. The certification is not an expressed or implied warranty or guarantee.
16. The property as shown hereon IS located in a Special Flood Hazard Area as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0170E, dated April 16, 2007, as scaled graphically, and shown hereon.

DRIVEWAY NOTE:
All driveways shall be constructed to contain gutter flow within the street and right-of-way.

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

ALLEN B. O'LEARY
REGISTERED LAND SURVEYOR
XVI
AGRICULTURE
COMMERCE
TENNESSEE NO. 1987

allen@wesengineers.com

SURVEYOR'S CERTIFICATION (TENNESSEE)

I hereby certify that to the best of my knowledge and belief this is a true and accurate survey of the property shown hereon; that this is a category "I" Land Survey as defined in Title 62, Chapter 18, Tennessee Code Annotated, and that the ratio of precision is greater than or equal to 1:10,000.

12-16-24 — Date
Allen B. O'Leary — Allen B. O'Leary
TN RLS #1987 — Number

Legend

- EIP — Iron Rod Found
- IPS — Iron Rod Set
- I.P.F. — Iron Pipe Found
- AXLE — Axle Found
- ECM — Fence Post
- Concrete Monument Existing
- P.K.F. — PK Nail Found
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- Power Pole
- Flag Pole
- Guy Wire
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- Satellite Dish
- Handicap Parking
- Water Spigot
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- Evergreen Tree
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- Bush
- Sign
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- Landscape
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- Index Contour Line
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- Sanitary Sewer Line
- Water Line
- Storm Sewer Line
- Overhead Utility Line
- Overhead Cable Line
- Overhead Electric Line
- Overhead Telephone Line
- Underground Utility Line
- Underground Cable Line
- Underground Electric Line
- Underground Telephone Line
- Forced Main Line

WES Engineers & Surveyors
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2486 NASHVILLE HIGHWAY
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PHONE (931) 388-2329
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Client
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Brentwood, TN 37027
931-451-7825

PRELIMINARY PLAT
BEAR CREEK PIKE - PUMPING STATION
COLUMBIA, TN 38401

REVISIONS	DATE

Drawn: EB
Checked: AO
Approved: AO
Date: Dec. 16, 2024

Job. no. 24556
Scale: Vertical: 1"=50'
Horizontal:

FILE:J:\WES_Engineers_Surveyors 2024\24556 - Bear Creek Pump Station - City of Columbia\Dwg\Survey\01 - Survey\24556 Bear Creek Survey.dwg

Pump Station building on Bear Creek

Brad Massey <BMassey@Columbiatn.gov>

Thu 8/15/2024 3:52 PM

To:Ryan Filipkowski <RFilipkowski@Columbiatn.gov>
Cc:Kevin McCarthy <KMcCarthy@Columbiatn.gov>

1 attachments (489 KB)

oledata.mso;

No, required water letter or water availability letter will be required for the pump house build.

Thank you,

Brad Massey
Fire Marshal
Columbia Fire & Rescue
bmassey@columbiatn.gov
700 N Garden Street
Columbia, TN 38401
Office (931) 560-1740
Direct Line (931) 560-1534
Mobile (931) 626-1236

Any emailed plans questions is not an official review, all official comments will be done at the time of the plan review.

Please note that my email has changed to bmassey@columbiatn.gov *

CPWS
Columbia Power & Water Systems

201 Pickens Lane
P.O. Box 379
Columbia, TN 38402

P 931.388.4833
F 931.388.5287
www.cpws.com

August 13, 2024

Wauford
Daniel Tribble, P.E.
Manager of Engineering Services
2835 Lebanon Pike
Nashville, TN 37214
danielt@jrwauford.com

Re: Bear Creek SPS, located near 200 Bear Creek Pike

Dear Sir:

Columbia Power System has an existing power line near your proposed development.

We are willing to serve this residential development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction.

• **Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.**

Yours truly,

COLUMBIA POWER SYSTEM

Trevor Gilmer
Power Engineering Manager

kw

CITY OF
COLUMBIA
TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, September 10, 2024

ITEM NO.
24-0376

DESCRIPTION: 236 Bear Creek Pike Bear Creek Pump Station Parcel: 090 017.06

COMMENTS:

Planning

1. The lead staff person for this case is Robert Archibald; he and Kevin McCarthy, AICP will jointly prepare the staff report for this item. Please contact kmccarthy@columbiatn.com with questions about the development review process or technical comments. One or both of the planners should be copied on all communication with other city staff.
2. At resubmittal, please provide a response letter addressing each comment along with any revised plans. If the nature of the comment does not warrant a response, or the comment was previously addressed, please simply note that the information has been acknowledged. Any documents or additional information that you want to present to the Planning Commission should be included in your resubmittal.
3. Advisory note: Proposed development is in SFHA, and as such, buildings will be required to meet Floodplain Management Standards. In addition, ECs will be required pre and post development.
4. Please provide a complete application signed by all parties on or before Monday, September 16th.

Engineering

5. Provide a preliminary plat
6. Final plat must be signed by all owners

Fire

7. No comments

Maury County Schools

8. No comment.

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

Police

9. No comment provided.

Building

10. No comments.

Columbia Water

11. No comments

Public Works

12. No comments.

Columbia Power

13. Columbia Power System has an existing power line near your proposed development. We are willing to serve this residential development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction.
14. Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.

Duck River Electric Membership Corp

15. No comments.

Maury County Highway Dept.

16. No comments provided.

Atmos Energy

17. No comment.

Wastewater

18. No comment.

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

Maury County E911

19. No comment provided.

ATT

20. No comment provided.

Resubmittal Guidelines

Please provide a comment response letter as well as digital copies of revised plans and supporting documentation. Submit all required documents electronically through the online portal: columbia.onlama.com. If the files are oversized, please provide a file sharing link.

Please contact the case planner identified in the Planning Comments with any questions about the review process.

Please contact kmccarthy@columbiatn.com or msanders@columbiatn.com if you encounter difficulties with the online portal.

You will receive an invoice for required advertising and mailing fees. All fees must be paid by the Friday following resubmittal in order advance to the Planning Commission agenda.

NOTE: All resubmittals must demonstrate compliance with city standards prior to Planning Commission review. Requests which do not adhere to regulations and/or remain unresponsive to technical comments will not be forwarded to the next agenda until such items are amended. Final Plat applications which are not ready to proceed to Planning Commission following the first resubmittal deadline will be added to the following DRC agenda to confirm the status of required infrastructure and utilities. Applications which remain incomplete following two resubmittal deadlines will be closed.

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Preliminary Plat, Site Development Plan, and PUD Checklist

Development: BEAR CREEK PUMP STATION

This checklist shall be completed, and included with the submittal documents. If the submittal does not contain a completed checklist, it shall be deemed incomplete. All below listed items shall be included in the submittal documents and plans, as well as any further information required by the City of Columbia to evaluate compliance and to perform a full and complete review. See Zoning Ordinance Article 8 and Subdivision Regulations.

General

- [x] Name of development
- [x] Contact info for the owner and licensed design professional(s) preparing plan: name, address, email, phone
- [x] Plan sealed by a design professional licensed in the State of Tennessee.
- [x] North Arrow, legend, and site vicinity map
- [x] Graphic Scale: between 1 in. = 10 ft. and 1 in. =100 ft.
- [x] Survey stamped by a State of Tennessee Licensed Professional Land Surveyor, with all project boundaries including bearings and angles to the nearest hundredth, utilities, and existing streets and rights-of-way.
- [x] Note referencing Tennessee State Plane Coordinate System, NAD 83 Datum
- [x] All property boundaries, existing easements, and encumbrances
- [x] Parcel identification, owner, and deed and plat references of adjoining properties
- [x] Proposed phasing and timetable for all phases of development
- [x] Traffic Impact Study, as required.
- [x] The substance of all existing and proposed covenants, easements, or other restrictions.

Lots and Land-Use

- [x] The size of total property to be developed in square feet and acres
- [x] Lot numbers of all proposed lots, with dimensions, locations, and square footage
- [x] A tabulation of the land area to be devoted to various uses and activities and overall densities.
- [x] Typical lot layout depicting proposed setbacks, yards, and easements, where applicable

Structures

- [x] Location and approximate dimensions of all existing and proposed structures.
- [x] Location of all earth retaining structures, with approximate top and bottom of wall elevations.
- [x] Existing and intended use of all buildings and structures on site, including the number of dwelling units and density, where applicable
- [x] Location, type, and size of proposed signs
- [x] Approximate height, bulk, and the utilization of structures including activities and the number of living units.

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Grading, Drainage, and Storm

- ☑ Existing conditions and contours at vertical intervals of not more than two (2) feet
- ☑ General proposed contours at vertical intervals of not more than two (2) feet
- ☑ FEMA Special Flood Hazard Area (SFHA), 100-year Floodplain (F-P), and Floodway (F-W) boundaries with elevations and the exact location of the nearest benchmark. Indicate the Flood Insurance Rate Map (FIRM) panel number, its effective date, and flood insurance zones
- ☑ Location and dimension of aquatic buffer zones
- ☑ General layout of the proposed storm drainage system including surface and subsurface drainage systems, areas for detention, and water quality devices.
- ☑ Identification of all critical lots

Streets, Parking, and Pedestrian Elements

- ☑ Proposed street and alley rights-of-way, typical sections, widths, classification, names, and proposed ownership and maintenance responsibility
- ☑ Proposed connections to existing and proposed streets (including classification) located outside the development
- ☑ Proposed improvements as identified in the Traffic Impact Study, as required
- ☑ Existing and proposed sidewalks, trails, and other pedestrian elements
- ☑ Existing and proposed on-street and off-street parking and loading areas
- ☑ Summary of all provided and required parking

Landscaping, Open Space, and Amenities

- ☑ Natural features on site including, but not limited to, wetlands, streams, ponds, springs, sinkholes, wells, rock outcroppings, excessive slopes, and forested areas
- ☑ Landscaped areas and buffers with details on proposed plantings, existing vegetation, and other features.
- ☑ The location and size of all common open space, parkland dedications, and dedications and reservations of land for public uses.
- ☑ Any amenity features and structures for private or public benefit.
- ☑ Location, dimension, and materials of fences and walls
- ☑ Tree Canopy retention

Utilities

- ☑ General layout and location of existing and proposed utilities and utility features including, but not limited to potable water, fire hydrants, sanitary sewer, storm sewer, and power and communication facilities.
- ☑ Acknowledgement from water, sewer, and power utility providers that the proposed development may be adequately served with existing infrastructure, or if improvements are required to adequately serve the development, a general statement of the improvements.

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PUD Specific Items

N/A

- ☑ List of all deviations from PUD Standards requested
- ☑ The nature of the landholder's interest in the land proposed to be developed and a written statement of concurrence from all parties having a beneficial interest in the affected property.
- ☑ Location and approximate dimensions of all existing and proposed structures including approximate height, bulk, and the utilization of structures including activities and the number of living units. Include architectural renderings of all proposed structures with materials listed.
- ☑ The substance of covenants, grants of easements or other restrictions to be imposed upon the use of the land, buildings and structures including proposed easements for public utilities on the property or documentation of off-site easements.
- ☑ Exterior lighting plan.

If the application is deemed incomplete by the Zoning Administrator, a written request shall be made within ten days after the original submittal, for further information. In such case the application shall be held in abeyance until deemed complete for final review. No plan shall be formally presented for Planning Commission action until such plan is found complete, compliant with City standards, and ready for review.

Checklist Completed By:

Allen O'Leary		8/23/24
Print Name	Signature	Date

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PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

Final Plat: * *1 hard copy of all materials for submittal + PDF copy on a USB flash drive (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"

All Others: * Please submit the Application online at City of Columbia | Permitting (onlama.com)

ADDRESS/LOCATION	236 Bear Creek Pike, Columbia, TN 38401		
	TAX MAP: 090	GROUP:	PARCEL: 017.06
SUMMARY OF NATURE OF REQUEST AND WORK	Proposed subdivision of land for construction of new sanitary sewer pumping station for the City of Columbia		

DATE OF PRE-APPLICATION CONFERENCE	7/31/2024	*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
☐ Comprehensive Plan Amendment ☐ Annexation ☐ Rezoning ☒ Preliminary Plat ☐ Final Plat ☐ PUD Preliminary Master Plan ☐ PUD Final Site Plan ☐ Site Development Plan ☐ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations:** ☐ Annexation Permission Form **Annexations/Rezoning/Plan Amendments:** ☐ Requested Zone Listed ☐ Statement of Compliance with Comprehensive Plan ☐ Concept Plan **Preliminary Plats/Site Development Plans:** ☒ Plans and/or Plats conforming to City standards with signed and completed check list **All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:** ☐ Receipt of Payment for Pre-Application Meeting ☐ Written Legal Description copy ☐ Columbia Water System Availability Letter ☐ Columbia Waste Water Department Will Serve Letter

	Plats/PUDs: ☐ Project Name (include Sections & Phases) Bear Creek Pump Station ☐ Total Number of Lots/Residential Units 1 LOT ☐ Square Footage of Non-Residential Floor Space ☐ Total acreage

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application. Any requests to defer or move the item to future meeting dates must be requested by the resubmittal date listed on the Planning Commission schedule.

APPLICANT

All communications go to the Applicant's email that is provided.

NAME	City of Columbia Waterwater Dept.	PHONE	931-560-1001
ADDRESS	1244 Treatment Plan Road Columbia, TN 38401	EMAIL	dboshers@columbiatn.gov

PROPERTY OWNER NAME	Mark and Tina Seago	PHONE	931-698-7964
ADDRESS	236 Bear Creek Pike Columbia, TN 38401	EMAIL	tkyseago@yahoo.com

If owner is not a natural person, documentation must be provided showing signing authority on behalf of the entity. If multiple persons are listed as owners in the records of the Maury County Assessor, all owners must sign or the signatory must provide documentation of authority to apply on behalf of record owner (i.e., Power of Attorney or notarized Letter of Authorization). In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Donald T. Boshers — APPLICANT NAME

APPLICANT SIGNATURE

08/19/2024 — DATE

Mark & Tina Seago — PROPERTY OWNER NAME

PROPERTY OWNER SIGNATURE

8/19/24 — DATE

Whataburger Site Development Plan with Alternative Performance

Project #:	24-0536	Location:	115 S James M. Campbell Blvd
Applicant:	Emma Donnelly-Bullington	Case Type(s):	Alt. Performance
Staff Planner:	Austin Brass, AICP	Proposed Use:	Quick Service Restaurant

PROJECT SUMMARY

This request is for a Site Development plan with Alternative Performance for a proposed 3,305 SF Whataburger Restaurant for the frontage buildout of the building's front façade to be reduced from the required 40% to 19% and including a 66' front setback when parking is not located in the first layer. The Planning Commission is the **decision-making authority** for this request.

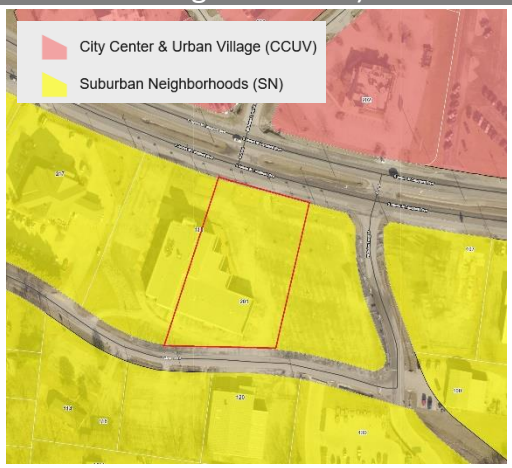
- The Zoning Ordinance requires all new Commercial structures with a CD-4C district to have a frontage buildout of 40% minimum. The applicant is not able to achieve a 40% frontage buildout due to the lot width of 178' and proposed building width of 34.3' (*19% frontage buildout*) thus seeking alternative performance for the site plan as outlined in section 8.5.6 (J.) of the Zoning Ordinance.
- The applicant has provided enhanced frontage landscaping and incorporating a 3' tall, 98' linear decorative brick masonry screen wall at the frontage of the site along S. James M. Campbell Blvd. This includes a hedge screen that exceed the minimum zoning requirements as to provide an aesthetic value which exceeds the standards of the Zoning Ordinance.
- The Zoning Ordinance permits one row of parking in the 1st layer of the site with an 85' maximum setback; however, the applicant is proposing all parking to be located in the site's 3rd layer adding to a higher aesthetic value of the site when enfronting S. James M. Campbell Blvd.
- Staff has noted that the freestanding sign be a low-profile monument sign as shown on the sign area placement, and that standards for signage of the Zoning Ordinance be met.
- A Preliminary Plat for the subject site with the subdivision of three lots was approved in December of 2024. A final plat is required for finalizing the subdivision.
- Any approval should be conditioned on the timely submittal of "as-approved" plans, which reflect the substance of the plans approved by the Planning Commission, as determined by the Zoning Administrator and the City Engineer.

SITE INFORMATION

CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
CD-4C	Vacant	Quick Service Restaurant	+ /-1.31 Acres



FUTURE LAND USE MAP (Suburban Neighborhoods)	ZONING MAP (CD-4C)





SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	Suburban Neighborhoods	CD-4C	Vacant
North	City Center & Urban Village	CD-4C/ SD-LI	Commercial (*First Watch*)
South	Suburban Neighborhoods	CD-4C/ CD-4	Commercial/ *Tractor Supply*
East	Suburban Neighborhoods	CD-4C	Vacant Commercial Lot
West	Suburban Neighborhoods	CD-4C	Commercial (*Heritage Bank*)

CONSISTENCY WITH CONNECT COLUMBIA

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

Suburban Neighborhoods

Character & Intent

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

Land Use Considerations

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



Form & Pattern

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

Implementing Districts

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

Implementing Standards

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





AREA OF CHANGE

Connect Columbia established the areas of change policy designation for the subject site as ***activate***. The designation includes areas where significant and beneficial change is occurring or is desired. These areas are the focus of proactive City policies to bring the community's values to fruition. Public investment and increased coordination with the private sector will achieve transformational changes envisioned by the community (Connect Columbia p. 32).



CONFORMITY WITH ZONING ORDINANCE

Lots, Building Sites & Bulk Standards:

Table 1 (CD-4C) General Urban Corridor Character Districts Bulk Standards	
Required	**Proposed**
18 ft. min-200 ft. max	178 ft.
Facades must have main entrance in principle of building frontage	Entrance will be placed in main façade enfronting James M. Campbell Blvd.
4 stories maximum	1 story
60% min/ 40% min for Commercial	19%
24 Density Units Per Acre	1 unit
Principal Buildings **Front:** 6 ft. minimum/ 40 ft. maximum (***85 ft. if parking is located in 1st layer enfronting arterial roadway***.) **Side:** – 0 ft. min **Rear:** 3ft min	**Front:** – 66.5'. Revision does not indicate parking stalls within the 1st layer of the site. Setback exceeds the required 40ft minimum as parking stalls are not located within the 1st layer. The request for a 66' front setback would be required to be included within this alternative performance request. **Side:** - exceeds 0 ft. **Rear:** - exceeds 3 ft.

Project Buffering/Landscaping:

- According to **§ 4.3.12.C** of the Zoning Ordinance, a parking area must incorporate a landscape island for every 10 parking spaces, each containing at least one shade tree. The site development plan adheres to this requirement, highlighting the landscape islands for every ten spaces. In addition, the site development plan provides for the adequate frontage landscaping when incorporating a screen wall.

Parking:

- The parking ratio per the Zoning Ordinance is 1 stall per 100 SF for a restaurant use. At this parking ratio; 34 stalls are required for a 3,305 SF freestanding building. The site development plan indicates 38 stalls and includes 2 ADA compliant spaces. The Zoning Ordinance allows for the number of parking stalls to exceed the minimum required of up to 30% which is in the minimum parameters of parking stall numbers. In addition, the applicant has provided the adequate number of bicycle parking stalls at 1 stall per 4,000 SF with 4 spaces provided.

REVIEW PROCESS

The Development Review Committee reviewed the proposed Site Development Plan with Alternative Performance at its January 7, 2025 meeting, as directed by Section **8.3.7** of the Zoning Ordinance. Technical comments are provided in the agenda package and summarized above.

The Planning Commission is the **Decision-Making Authority** for any request regarding Alternative Performance as listed at **8.5.6 (J.)** of the Zoning Ordinance.

The Planning Commission shall evaluate the request for Alternative Performance based on the criteria listed at 8.5.6. (J.) below, and render a decision to approve, approve subject to conditions, or deny.

1. Alternative Performance review allows innovative, high-quality development that would not otherwise conform to certain Lot & Building Site Standards of Article 4, Development Standards of Article 5, and Sign Standards of Article 7 but utilizes other methods of accomplishing the public purpose of those standards. All methods of Alternative Performance must contribute to the character of the applicable district, and implement Connect Columbia.

2. Alternative Performance provides equivalent methods of conforming to the purpose of Articles 4, 5 and 7; it is not a means of alleviating hardship, amending the Zoning Ordinance, or avoiding compliance with the Zoning Ordinance.
    a. Alternative Performance is not a Variance. *See section 8.5.16.L regarding the process for Variances which provide for the use of property where exceptional circumstances such as unusual narrowness, shallowness, or shape of a parcel renders strict conformity with the Ordinance impossible.*

b. Alternative Performance does not establish a new standard, alter the Official Zoning Map, or revise the text of the Zoning Ordinance. Approved methods of Alternative Performance are limited to particular Site Development Plan approvals. All subsequent use the subject property shall conform to all standards of the Zoning Ordinance. See Section 8.5.21 regarding the process for establishing a Planned Unit Development.

c. c. Under no circumstances shall Alternative Performance be used to avoid conformity with the Zoning Ordinance.

d. Under no circumstances shall Alterative Performance be used to avoid compliance with other applicable regulations including the Subdivision Regulations, the Engineering Standards & Specifications, the Access Management Ordinance, the International Fire Code, or the International Building Code.

3. Authority and Applicability

a. The Planning Commission is the Decision-Making Authority for all requests for Alternative Development Compliance.

b. Requests for Alternative Compliance approval shall be included as part of a Site Development Plan.

c. When Alternative Compliance is proposed as part of a Site Development Plan for which the Zoning Administrator is the Decision-Making Authority, the Zoning Administrator shall refer to the Site Development Plan review to the Planning Commission.

d. Requests for Alterative Performance approval which propose alternatives to dimensional and quantitative criteria may not exceed a deviation of thirty-five percent (35%) from the prescribed standard.

4. Review Process

a. Zoning Administrator Action

(1) The Zoning Administrator shall establish procedures and guidelines for requesting Alternative Performance as provided by section 8.1.1.E.

(2) The Zoning Administrator shall evaluate the request and prepare an analysis as part of the Site Development Plan review. The Zoning Administrator shall provide the Planning Commission an evaluation of the proposal and shall, at the request of the Planning Commission, make a recommendation for approval or denial.

b. Planning Commission Action

(1) The Planning Commission shall evaluate the request for Alternative Performance based on the criteria listed at 8.5.6 (J.)

(2) below, and render a decision to approve, approve subject to conditions, or deny. (2) The Planning Commission shall determine that: The proposed Alterative Performance Standard advances the purposes of zoning listed at section 1.5 of the Ordinance;

(3) The proposed Alternative Performance standard implements Connect Columbia and the description of the applicable character district in Article 3 and 4;

a. The proposed alternative will provide a high-quality built environment which meets or exceeds the public benefits of the prescribed standards;

b. The proposed alternative will result in specific enhanced site design features including, but not limited to: increased landscape treatment, tree preservation, public art, public or shared parking, public amenities, innovative Civic Space design, or other enhanced site features which would be impractical through conformity to the prescribed standards;

c. The proposal does not produce a site plan or street circulation system that would be impractical or detract from the appearance of the development plan or the surrounding area;

d. The proposal does not adversely affect adjoining properties; and

e. The Site Development Plan otherwise conforms to the Ordinance and other applicable regulations adopted by the City of Columbia.

(4) If the Planning Commission declines to approve a proposed method of Alternative Performance, the Site Development Plan must conform to strict application of the prescribed standards of the Zoning Ordinance.

SUMMARY OF DEVELOPMENT REVIEW COMMITTEE COMMENTS

The DRC reviewed this proposal at its January 2025 meeting. A full list of comments, and the applicant's responses, is provided in the agenda packet. Some key comments are noted below.

- **Engineering** noted that the driveway design on the site plan should be adjusted to provide a larger channelization island. The applicant responded that the driveway is to be designed by the developer.

- **Planning** noted the screening is required when parking is located in the first layer and that a crosswalk shall be elevated where parking areas connect with the crosswalk. The applicant has readjusted the parking lot area to be located in the 3rd layer with the crosswalk and hedge screening remaining.
- **Wastewater** noted all commercial service will be a tee sanitary sewer service up to the edge of easement during sewer relocation.
- **Columbia Water** indicated that the water availability letter was in process at time of submission remains valid for 120 days. The availability of capacity to serve is based on a determination by the Fire Marshal of fire flow requirements and the information submitted on the Water Service Availability Request application. It has been noted that all public water system improvements are subject to the approval of detailed constructed plans in accordance with CPWS. The applicant has acknowledged this request.

COMMENTS/ANALYSIS FROM PLANNING STAFF

This analysis is part of the Zoning Administrator review as an evaluation of the proposal for the Planning Commission with a staff recommendation of **Approval.** Staff analysis is highlighted in bold under each criteria section of review for a site development plan with Alternative Performance.

(3) The proposed Alternative Performance standard implements Connect Columbia and the description of the applicable character district in Article 3 and 4;

Connect Columbia highlights that infill development should emphasize connectivity and with neighborhoods, retail uses, and health facilities. Additionally, new development shall create a pedestrian-friendly environment by filling gaps in sidewalks and enhancing multi-modal infrastructure. This Site Development Plan indicates a public sidewalk along the entirety of the parcel and includes a sidewalk connection from the proposed use to this sidewalk. This proposed use would meet the recommendation of Connect Columbia in that future uses shall create a pedestrian-friendly environment and begins the process for future sidewalk development along S. James. M. Campbell Blvd.

a. The proposed alternative will provide a high-quality built environment which meets or exceeds the public benefits of the prescribed standards;

The proposal meets the standards of the Ordinance for design elevations and includes all applicable glazing and required materials. The development exceeds the prescribed standards

when including enhanced landscaping and a dedicated sidewalk along S. James M. Campbell Blvd including a 3ft brick cladded decorative screen wall along the frontage of the property.

b. The proposed alternative will result in specific enhanced site design features including, but not limited to: increased landscape treatment, tree preservation, public art, public or shared parking, public amenities, innovative Civic Space design, or other enhanced site features which would be impractical through conformity to the prescribed standards;

This proposal includes an enhanced wall screen and dedicated sidewalk connection to S. James M. Campbell Blvd and includes enhanced landscaping elements.

c. The proposal does not produce a site plan or street circulation system that would be impractical or detract from the appearance of the development plan or the surrounding area;

This proposal does not include a street circulation system; however, creates an internal cross connection by means of a 24' access easement across the frontage of this parcel that connects with adjacent parcels. This creates an internal circulation pattern that eliminates multiple curb cuts onto S. James M. Campbell Blvd for uses on adjacent parcels.

d. The proposal does not adversely affect adjoining properties; and

***This proposal will not have a detriment to adjoining properties as adjoining properties are* zoned CD-4C that permit the same uses as the subject property.**

e. The Site Development Plan otherwise conforms to the Ordinance and other applicable regulations adopted by the City of Columbia.

This Site Development Plan conforms to all other standards of Ordinance with the exception of a reduced frontage buildout and a maximum 66' setback when not utilizing two rows of parking in the first layer.

(4) If the Planning Commission declines to approve a proposed method of Alternative Performance, the Site Development Plan must conform to strict application of the prescribed standards of the Zoning Ordinance.

SAMPLE MOTIONS

Approve:

Move to find, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in Sections **8.5.6.(J.)** of the City of Columbia Zoning Ordinance have been satisfied and approve the Site Development Plan and Alternative Performance as presented *[, subject to technical comments and other conditions presented by planning staff*].

Approve Subject to Conditions:

Move to find, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in sections **8.5.6.(J.)** of the City of Columbia Zoning Ordinance, have been satisfied and approve the Site Development Plan with Alternative Performance subject to the following conditions: [*list conditions of approval crafted by Planning Commission*].

Deny:

Move to deny the Site Development Plan and Alternative Performance having found, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in Sections **8.5.6. (J.)** of the City of Columbia Zoning Ordinance are not satisfied [*list specific reasons for denial*].

Defer:

Move to find that there is insufficient information to make a decision, defer the matter to the next regularly scheduled meeting of the Planning Commission, and request that the [*applicant/staff*] provide: [*list additional information*] for review at that future meeting.

ALTERNATIVE COMPLIANCE PLAN FOR

115 S JAMES CAMPBELL BLVD
S JAMES CAMPBELL BLVD AND ASHWOOD DR
COLUMBIA, MAURY COUNTY, TENNESSEE 38401

PROJECT NARRATIVE:

THE SCOPE OF THIS PROJECT IS TO CONSTRUCT A PROTOTYPICAL WHATABURGER RESTAURANT AT THE SOUTHWEST CORNER OF THE INTERSECTION AT SOUTH JAMES CAMPBELL BLVD AND ASHWOOD DR IN COLUMBIA, MAURY COUNTY, TENNESSEE. THE OVERALL SITE IS APPROXIMATELY 1.31 ± ACRES WITH 1.35 ± ACRES DISTURBED DURING CONSTRUCTION IN SIZE±. THE PROJECT WILL CONSIST OF THE CONSTRUCTION OF THE NEW BUILDING ALONG WITH THE ASSOCIATED PARKING, UTILITY CONNECTIONS, GRADING AND DRAINAGE DESIGN, AND LANDSCAPING.

NOI:

THIS PROJECT WILL BE COVERED UNDER A NPDES CONSTRUCTION GENERAL PERMIT ISSUED BY THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC).
A SWPPP AND NOI HAVE BEEN SUBMITTED AND HAS BEEN APPROVED.
NPDES TRACKING NUMBER: TNR____

UTILITY PERMITS:

1. CONTRACTOR TO ENSURE PLANS WILL BE SUBMITTED TO THE CITY OF COLUMBIA PUBLIC WORKS DEPARTMENT 110 SANTA FE PIKE, COLUMBIA, TN 38401 AND SHALL BE APPROVED PRIOR TO ISSUANCE OF A FOUNDATION OR BUILDING PERMIT.
2. CONTRACTOR TO ENSURE PLANS WILL BE SUBMITTED TO COLUMBIA POWER & WATER SYSTEMS AT 201 PICKENS LANE, COLUMBIA , TN 38401 AND SHALL BE APPROVED PRIOR TO APPROVAL AND CONFIRMATION OF THE CAPACITY OF THE EXISTING WATER DISTRIBUTION SYSTEM.

GENERAL NOTES:

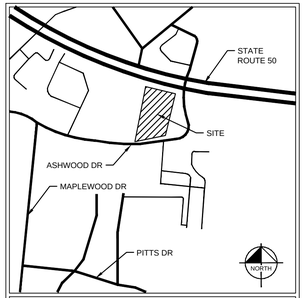
1. ATTENTION IS DRAWN TO THE FACT THAT THE SCALE OF THESE DRAWINGS MAY HAVE BEEN DISTORTED DURING THE REPRODUCTION PROCESS. THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION FROM KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.
2. IF ANY CONFLICTS, DISCREPANCIES, OR ANY OTHER UNSATISFACTORY CONDITIONS ARE DISCOVERED, EITHER ON THE CONSTRUCTION DOCUMENTS OR FIELD CONDITION, THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY AND SHALL NOT COMMENCE FURTHER OPERATIONS UNTIL THE CONFLICTS, DISCREPANCIES, OR OTHER UNSATISFACTORY CONDITIONS ARE RESOLVED.
3. THE APPROVAL OF THESE PLANS AND THE ISSUANCE OF THIS LAND DISTURBANCE PERMIT DOES NOT IN ANY WAY SUGGEST THAT ALL OTHER REQUIREMENTS FOR THE LEGAL OR APPROPRIATE OPERATIONS FOR THIS ACTIVITY, WHICH MAY REQUIRE ADDITIONAL PERMITTING, HAVE BEEN MET. THE ONUS IS ON THE OWNER/BUILDER/DEVELOPER TO DISCOVER WHAT ADDITIONAL PERMITTING OR APPROVALS MAY BE NECESSARY TO OPERATE FROM THIS POINT IN AN APPROPRIATE AND LEGAL MANNER. PLAN APPROVAL OR PERMIT ISSUANCE DOES NOT ABSOLVE THE APPLICANT FROM COMPLYING WITH ALL APPLICABLE LAWS, STANDARDS, OR OTHER PERMITS WHICH MAY BE REQUIRED FOR THIS PROJECT.

PHASING NOTES:

1. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE THE OWNER WITH DETAILED PHASING INFORMATION BASED ON EACH CONSTRUCTION ACTIVITY AND DURATION.
2. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THE OWNER'S REPRESENTATIVE IS FULLY INFORMED ON THE PROJECT, DURING ALL STAGES OF CONSTRUCTION.
3. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING EMERGENCY FIRE ACCESS IN COMPLIANCE WITH THE LOCAL FIRE DEPARTMENT REQUIREMENTS. TEMPORARY GRAVEL SURFACING, STREET PLANS, ETC. MAY BE REQUIRED TO ENSURE EMERGENCY ACCESS CAN BE MAINTAINED THROUGHOUT.
4. THE CONTRACTOR SHALL PROVIDE TEMPORARY CURB RAMPS TO MAINTAIN PEDESTRIAN ACCESS THROUGHOUT THE SITE.
5. EACH PHASE OF CONSTRUCTION SHALL BE SUBSTANTIALLY COMPLETE, PRIOR TO PROCEEDING WITH THE NEXT PHASE

ALTERNATIVE COMPLIANCE REQUESTED:

1. ALTERNATIVE COMPLIANCE FOR MINIMUM FACADE GLAZING OF 50% GLAZING OF THE TOTAL GROUND FLOOR FACADE AREA FOR THE SHOPFRONT AND MINIMUM FACADE GLAZING OF 20-60% OF THE TOTAL GROUND FLOOR FACADE AREA FOR THE NON-SHOPFRONT AREA. CODE REFERENCE: CD-4C (TABLE 4.3.1-E)
2. ALTERNATIVE COMPLIANCE FOR THE MINIMUM FRONTAGE BUILDOUT OF 40% OF THE TOTAL LOT WIDTH. CODE REFERENCE: CD-4C (TABLE 4.3.1-E)



VICINITY MAP
SCALE: NOT TO SCALE

Sheet List Table

Sheet Number	Sheet Title
G1-00	COVER SHEET
--	PLAT (BY OTHERS)
--	LIGHTING PLAN (BY OTHERS)
C1-00	SITE PLAN
C1-10	SITE HORIZONTAL CONTROL PLAN
C1-20	CONCRETE JOINT LAYOUT PLAN
C2-00	SITE GRADING AND DRAINAGE PLAN
C3-00	SITE UTILITY PLAN
C4-00	EPSC CONTROL PLAN - PHASE 1
C4-10	EPSC CONTROL PLAN - PHASE 2
C4-20	EPSC DETAILS
C5-00	CONSTRUCTION DETAILS
C5-10	CONSTRUCTION DETAILS
C5-30	CONSTRUCTION DETAILS
C5-20	CONSTRUCTION DETAILS
L1-00	LANDSCAPE PLAN
L1-50	LANDSCAPE DETAILS
L1-51	LANDSCAPE NOTES

SITE DATA TABLE

PROPERTY INFORMATION:	
SITE LOCATION:	115 S JAMES CAMPBELL BLVD, COLUMBIA, TN 38401
OWNER OF RECORD:	COLUMBIA JAMES CAMPBELL BOULEVARD, LLC 3841 GREEN HILLS VILLAGE, SUITE 400 NASHVILLE, TN 37215
PARCEL ID:	113E B 00400 000
LOT COVERAGE:	
MAX. LOT PERIMETER:	2,400 FT
GROSS SITE AREA:	57,040± SF (1.31± AC)
PROPOSED IMPERVIOUS AREA:	37,654± SF (0.86± AC)
PROPOSED PERVIOUS AREA:	19,386± SF (0.45± AC)
PROPOSED FAR:	5.79%
MAX. BUILDING LOT COVERAGE:	50%
PROPOSED BUILDING LOT COVERAGE:	5.79%
MAX ISR REQUIREMENT:	80%
PROPOSED ISR:	66%
PARKING DATA:	
MIN. REQUIRED PARKING	34 STALLS (1 PER 100 SF FA)
ADA PARKING PROVIDED	2 STALLS (1 VAN ACCESSIBLE)
TOTAL PARKING PROVIDED	38 STALLS
MIN. REQUIRED BICYCLE PARKING	1 SPACE (1 PER 4,000 SF FA)
BICYCLE PARKING PROVIDED	4 SPACES
ZONING:	
ZONING	CD-4C (GENERAL URBAN CHARTER DISTRICT)
EXISTING USE	VACANT LOT
PROPOSED USE	RESTAURANT, DRIVE-THRU
SURROUNDING ZONING (NORTH)	CD-4C (URBAN CHARTER DISTRICT)
SURROUNDING ZONING (WEST)	CD-4C (URBAN CHARTER DISTRICT)
SURROUNDING ZONING (EAST)	CD-4C (URBAN CHARTER DISTRICT)
SURROUNDING ZONING (SOUTH)	CD-4C (URBAN CHARTER DISTRICT)
BUILDING DATA	
FLOOR AREA	3,305 SF
NUMBER OF STORIES	1
MAX. BUILDING HEIGHT	35 FEET
PROPOSED HEIGHT	20'-8"
FRONT SETBACK	6 FEET MIN, 85 FEET MAX
SIDE SETBACK	0 FEET
REAR SETBACK	0 FEET
FLOOD INFORMATION	
FEMA MAP NUMBER:	47119C0285ED
EFFECTIVE DATE:	04/16/2007

BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED WITHIN AN AREA HAVING ZONE DESIGNATIONS OF "X" BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, ON FLOOD INSURANCE RATE MAP NO. 47119C0285ED, WITH AN MAP REVISED DATE OF APRIL 16, 2007, IN THE CITY OF COLUMBIA, STATE OF TENNESSEE, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PROPERTY IS SITUATED."

NAD 83 DATUM REFERANCE

THE TENNESSEE STATE PLAN COORDINATE SYSTEM, NAD 83 DATUM, REFERANCE IS GPS 41.

LATITUDE: 35° 36' 50.00367"
LONGITUDE: 87° 4' 45.27711"

PROJECT DESIGN TEAM

OWNER
COLUMBIA JAMES CAMPBELL BOULEVARD, LLC
3841 GREEN HILLS VILLAGE, SUITE 400
NASHVILLE, TN 37215
CONTACT: JULIA LANNON
EMAIL: jlannon@oldacremcdonald.com

DEVELOPER
WHATABURGER RESTAURANTS, LLC
300 CONCORD PLAZA
SAN ANTONIO, TX 78216
PHONE: (314)337-7612
CONTACT: JASON THETFORD

CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
6750 POPLAR AVENUE SUITE 600
MEMPHIS, TN 38138
PHONE: (901) 374-9109
CONTACT: EMMA DONNELLY-BULLINGTON, PE

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
6750 POPLAR AVENUE SUITE 600
MEMPHIS, TN 38138
PHONE: (901) 374-9109
CONTACT: MICHAEL SHELTON, PLA

ARCHITECT
BL COMPANIES
355 RESEARCH PARKWAY
MERIDEN, CT 06450
PHONE: (203) 630-1406
CONTACT: TODD JOHNSON

SURVEY
YOUNG-HOBBS AND ASSOCIATES
1202 CROSSLAND AVE.
CLARKSVILLE, TN 37040
PHONE: (931) 645-2524
CONTACT: KENNETH BAU, PLS

PHOTOMETRIC
TECHLIGHT INC.
2707 SATSUMA DRIVE
DALLAS, TX 75229
PHONE: (214) 350-0591
CONTACT: ALAN LACY

PERMITTING / UTILITY CONTACTS

WATER
POWER AND WATER SYSTEMS
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)375-7648
CONTACT: BART ANDERSON

SANITARY SEWER
WASTEWATER DEPARTMENT
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)560-1001
CONTACT: RYAN FILIPKOWSKI

ELECTRIC
COLUMBIA POWER AND WATER SYSTEMS
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)375-7743
CONTACT: TREVOR GLIMER

GAS
ATMOS ENERGY
PHONE: (615)485-6377
CONTACT: BRADIE ARMSTRONG

TELEPHONE
AT&T
PHONE: (931)380-3448
CONTACT: BRIAN GOMEZ

PLANNING DEPARTMENT
PLANNING & ZONING DEPARTMENT
CITY OF COLUMBIA
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)560-1531
CONTACT: KEVIN MCCARTHY

BUILDING DEPARTMENT
BUILDING CODES & CONSTRUCTION DEPARTMENT
CITY OF COLUMBIA
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)560-1535
CONTACT: TRAVIS NEAS

STORMWATER
PUBLIC WORKS DEPARTMENT
CITY OF COLUMBIA
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)338-8650
CONTACT: JEFF DEWIRE

FIRE PREVENTION
FIRE DEPARTMENT
CITY OF COLUMBIA
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)560-1700
CONTACT: CHIEF CHRIS CUMMINS

HEALTH DEPARTMENT
MAURY COUNTY HEALTH DEPARTMENT
1909 HAMPSHIRE PIKE
COLUMBIA, TN 38401
PHONE: (931)560-1119

811 Know what's below. Call before you dig.

NOT FOR CONSTRUCTION

No.	REVISIONS	DATE	BY

Kimley»Horn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
6750 POPLAR AVENUE, SUITE 600, MEMPHIS TN 38138
PHONE: 901-374-9109
WWW.KIMLEY-HORN.COM

NOT FOR CONSTRUCTION

KHA PROJECT 115339064
DATE 01/21/2025
SCALE AS SHOWN
DESIGNED BY ESDB
DRAWN BY JSL
CHECKED BY LNH

COVER SHEET

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
G1-00

Plotted By:Donnelly-Bullington, Emma Sheet Set:Whataburger Columbia TN Layout:G1+00 TITLE SHEET January 21, 2025 10:39:02am K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Plansheets\G1+00 TITLE SHEET.dwg
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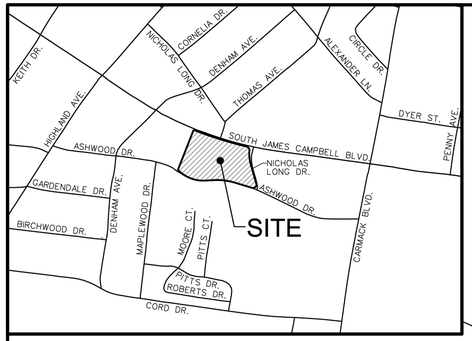


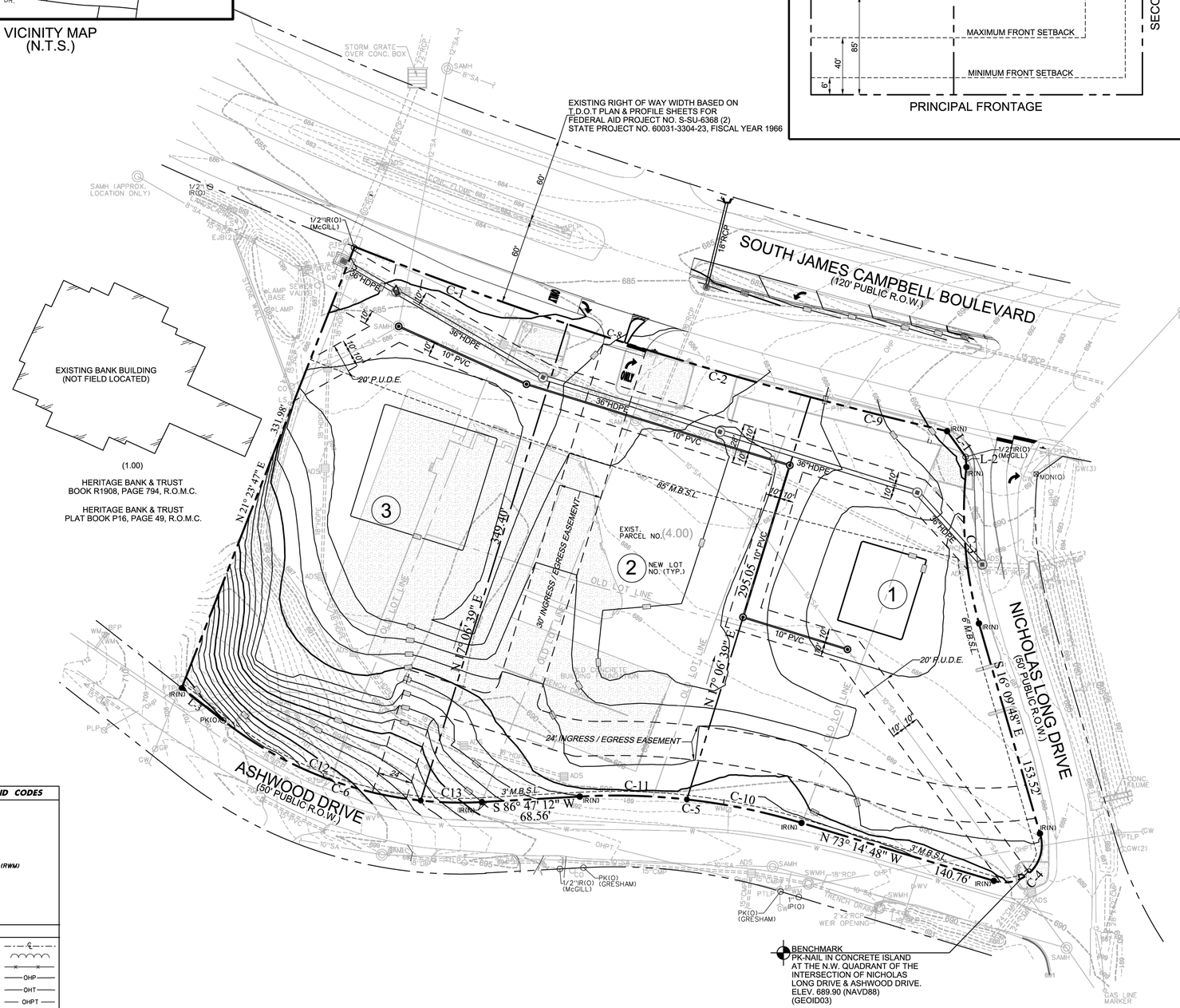
VICINITY MAP
(N.T.S.)

LINE TABLE

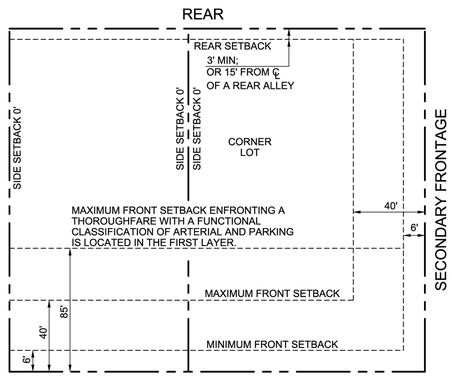
LINE	BEARING	DISTANCE
L-1	S 35° 53' 44" E	22.19'
L-2	S 04° 30' 57" E	7.20'
L-3	N 51° 43' 18" W	37.01'

CURVE TABLE

CURVE	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	DISTANCE
C1	03° 06' 34"	2924.93'	79.39'	158.73'	S 69° 59' 36" E	158.71'
C2	03° 29' 15"	2924.93'	89.04'	178.03'	S 73° 17' 30" E	178.00'
C3	21° 39' 56"	292.13'	55.90'	110.46'	S 04° 34' 07" E	109.81'
C4	124° 57' 00"	26.06'	50.01'	56.83'	S 44° 16' 42" W	46.22'
C5	19° 58' 00"	451.09'	79.40'	157.20'	N 83° 13' 48" W	156.40'
C6	41° 27' 16"	268.80'	101.72'	194.48'	N 72° 29' 40" W	190.27'
C8	08° 31' 30"	2924.93'	218.00'	435.20'	S 72° 42' 04" E	434.80'
C9	01° 55' 42"	2924.93'	49.22'	98.43'	S 75° 59' 58" E	98.43'
C10	10° 25' 36"	451.09'	41.16'	82.09'	N 78° 27' 35" W	81.98'
C11	09° 32' 24"	451.09'	37.64'	75.11'	N 88° 26' 35" W	75.02'
C12	32° 16' 10"	268.80'	77.76'	151.39'	N 67° 54' 16" W	149.40'
C13	09° 11' 05"	268.80'	21.59'	43.09'	N 88° 37' 15" W	43.04'



TYPICAL LOT SETBACKS
(NOT TO SCALE)



GENERAL SURVEY NOTES

1. THIS SURVEY MEETS THE REQUIREMENTS OF AN URBAN LAND SURVEY (CATEGORY 1), WITH A RATIO OF PRECISION OF THE UNADJUSTED SURVEY GREATER THAN 1:10,000 AS PER STANDARDS OF PRACTICE ADOPTED BY THE BOARD OF EXAMINERS FOR LAND SURVEYORS, STATE OF TENNESSEE.

2. BEARINGS SHOWN ARE BASED ON THE TENNESSEE COORDINATE SYSTEM OF 1983 (NAD-1983). ELEVATIONS ARE BASED ON NAVD-1988, USING GEOID 2003 FOR ORTHOMETRIC HEIGHT DETERMINATION.

3. THIS PROPERTY IS NOT LOCATED IN A FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 470123, PANEL NO. 0285 E, DATED APRIL 16, 2007. ZONE "X".

4. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM FIELD LOCATED VISIBLE APPURTENANCES, ATLAS MAPS AS MAY BE AVAILABLE FROM MUNICIPALITIES OR UTILITY COMPANIES, AND OTHER DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES STATE THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION CONSULTED. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. TO AVOID ANY POSSIBLE HAZARD OR CONFLICT, IT IS A REQUIREMENT OF THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT, FOR ANYONE WHO ENGAGES IN EXCAVATION TO NOTIFY ALL KNOWN UTILITY OWNERS NO LESS THAN THREE (3) OR MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE. CALL TENNESSEE ONE CALL AT 1-800-351-1111.

5. EXISTING SURVEY BASE INFORMATION IS FROM AN ALTA/NSPS LAND TITLE SURVEY PREPARED ON JUNE 17, 2024 BY BARGE DESIGN SOLUTIONS, INC.

6. CONTOUR INTERVAL ONE-FOOT, CONTOURS WERE INTERPOLATED FROM RANDOM SHOTS TAKEN ON A 50-FOOT INTERVAL.

DEED REFERENCE

BEING THE SAME PROPERTY CONVEYED TO COLUMBIA JAMES CAMPBELL BOULEVARD, LLC FROM THE J & R GROUP, LLC, SIGNED & NOTORIZED DEED COPY DATED 10-08-2024 PROVIDED TO THIS SURVEYOR, RECORDING PENDING.

PROPERTY MAP REFERENCE

BEING PARCEL 4.00 AS SHOWN ON MAURY COUNTY PROPERTY MAP NO. 113E, GROUP B.

PLAT REFERENCE

BEING TRACT NOS. 1-7 AS SHOWN ON THE SUBDIVISION PLAT OF THE CAMPBELL & DUE PROPERTY AS OF RECORD IN PLAT BOOK 6, PAGE 441A, R.O.M.C.

SURVEYOR'S CERTIFICATE

I (WE) HEREBY CERTIFY, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, AND IN MY PROFESSIONAL OPINION BASED ON EXISTING FIELD EVIDENCE AND DOCUMENTARY EVIDENCE AVAILABLE, THAT THE SURVEY PERFORMED TO PREPARE THIS PRELIMINARY SUBDIVISION PLAT WAS DONE IN COMPLIANCE WITH CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE FOR A CATEGORY I SURVEY AND THE RATIO OF PRECISION OF THE UNADJUSTED SURVEY IS 1:22,524.

BARGE DESIGN SOLUTIONS, INC.

BY: _____ DATE: 12-05-2024
MARK E. SAWYER
Digitally signed by Mark E Sawyer
Date: 2024.12.05 11:26:27-06'00'

TN. LIC. NO. 1649

SITE DEVELOPMENT SPECIFIC NOTES

1. PROPERTY IS ZONED CD-4C (GENERAL URBAN CORRIDOR CHARACTER DISTRICT). ZONING INFORMATION SHOWN HEREON WAS TAKEN FROM CITY OF COLUMBIA PLANNING DEPARTMENT- ONLINE MAPPING: PARCEL REPORT, NO ZONING LETTER, OR ZONING REPORT WAS PROVIDED TO THIS SURVEYOR.

2. PROPOSED CONTOURS SHOWN HEREON ARE FOR THE MASS GRADING & INFRASTRUCTURE PACKAGE OF THIS SITE ONLY. INDIVIDUAL FINAL SITE DEVELOPMENT PLANS FOR EACH LOT WILL BE PROVIDED BY OTHERS AFTER PRELIMINARY PLAT APPROVAL ESTABLISHING FINAL FINISH GRADE OF PAVING, CURBS AND FINISH FLOOR ELEVATIONS OF BUILDINGS ETC.

3. SEE SHEET C1.00 SITE LAYOUT PLAN IN THIS SUBMITTAL FOR DETAILED INFORMATION ON INFRASTRUCTURE IMPROVEMENTS.

4. THE APPROXIMATE LOCATION OF ALL COMMERCIAL BUILDINGS AND ASSOCIATED PARKING WILL BE ACHIEVED AT SITE DEVELOPMENT PLAN IN ACCORDANCE TO THE DEVELOPMENT STANDARDS WITHIN A CD-4C ZONING DISTRICT. LOT WIDTH'S OF NEW PROPOSED LOTS SHALL CONFORM TO THE MINIMUM AND MAXIMUM OF A CD-4C ZONING DISTRICT.

5. PUBLIC UTILITY AND DRAINAGE EASEMENTS (PUDE) SHALL BE REQUIRED AND BE TEN (10) FEET IN WIDTH ON ALL PROPERTY LINES PARALLEL AND ABUTTING PUBLIC ROADS OR RIGHTS-OF-WAY, AND FIVE (5) FEET IN WIDTH ON ALL INTERIOR LOT LINES; EXCEPT FOR INTERIOR LOT LINES WITH A ZERO-LOT LINE OR A COMMON WALL ALONG A LOT LINE. UNLESS MENTIONED IN SECTION 3.7(B)(C)(D) & (E) OF THE CITY OF COLUMBIA SUBDIVISION REGULATIONS, JUNE 5, 2024.

SITE DATA

LOT 1 - AREA 51,959 SQ.FT. OR 1.19 AC.
LOT 2 - AREA 57,040 SQ.FT. OR 1.31 AC.
LOT 3 - AREA 60,077 SQ.FT. OR 1.38 AC.
TOTAL SITE AREA - 169,076 SQ.FT. OR 3.88 AC.
P.U.D.E. AREA = 22,801 SQ. FT. OR 0.52 ACRE+/-
IMPERVIOUS AREA 1.98 AC.
PERVIOUS TURF AREA 1.37 AC.
PERVIOUS PAVER AREA 0.53 AC.

PREPARED BY:
BARGE DESIGN SOLUTIONS, INC.
615 3RD AVENUE NORTH, SUITE 700
NASHVILLE, TENNESSEE 37210
CONTACTS:
MARK E. SAWYER, RLS
E-MAIL: Mark.Sawyer@Bargedesign.com
ANDREW HARDISON, PE
EMAIL: Drew.Hardison@bargedesign.com

OWNER/DEVELOPER:
COLUMBIA JAMES CAMPBELL BOULEVARD, LLC
3841 GREEN HILLS VILLAGE, SUITE 400
NASHVILLE, TENNESSEE 37215
CONTACT: JULIA LANNON
TEL:
EMAIL: jlannon@oldacremcdonald.com

LEGEND

MAPPING SYMBOLS AND CODES
- POST
- IRON ROD NEW (IRN)
- IRON ROD OLD (IRO)
- IRON PIPE OLD (IPO)
- IRON SPIKE OLD (ISO)
- RIGHT-OF-WAY MONUMENT (RWM)
- P.K. NAIL OLD (PK(O))
- P.K. NAIL NEW (PK(N))
- POWER POLE (PP)
- TREE

LINE STYLES
- CENTERLINE
- EDGE OF WOODS LINE
- FENCE LINE
- OVERHEAD POWER LINE — OHP
- OVERHEAD TELEPHONE LINE — OHT
- OVERHEAD POWER AND TELEPHONE LINE — OHPT
- PROPERTY LINE
- GUARDRAIL
- EDGE OF WATER

IN STATE PLANE COORDINATE SYSTEM 1983

40 20 0 20 40
SCALE: 1" = 40'

BARGE DESIGN SOLUTIONS
615 Third Avenue South, Suite 700, Nashville, Tennessee 37210
PHONE (615)254-1500 FAX (615) 255-8572

MARK E. SAWYER
LICENSED
PROFESSIONAL
LAND SURVEYOR
Digitally signed by Mark E. Sawyer
Date: 2024.12.05 11:26:27-06'00'
TENNESSEE NO. 1649

COLUMBIA COMMONS

PRELIMINARY SUBDIVISION PLAT

115 SOUTH JAMES CAMPBELL BOULEVARD

9TH CIVIL DISTRICT
COLUMBIA, MAURY COUNTY, TENNESSEE

DR.	CHK.	DATE	DESCRIPTION
JMJ	MES	10-16-24	ORIGINAL ISSUE
MES	MES	10-18-24	REVISED OWNER/DEVELOPER NAME
JMJ	MES	11-18-24	OVERALL SITE LAYOUT REVISIONS AND TECHNICAL COMMENTS FROM CITY REVIEW
JMJ	MES	12-05-24	REMOVED 36' SETBACK ON SECONDARY FRONTAGE DETAIL PER CONDITIONAL APPROVAL

FILE NO. 3853101

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12/5/2024
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MESawyer
LandRes.pen Workspace: LandRes

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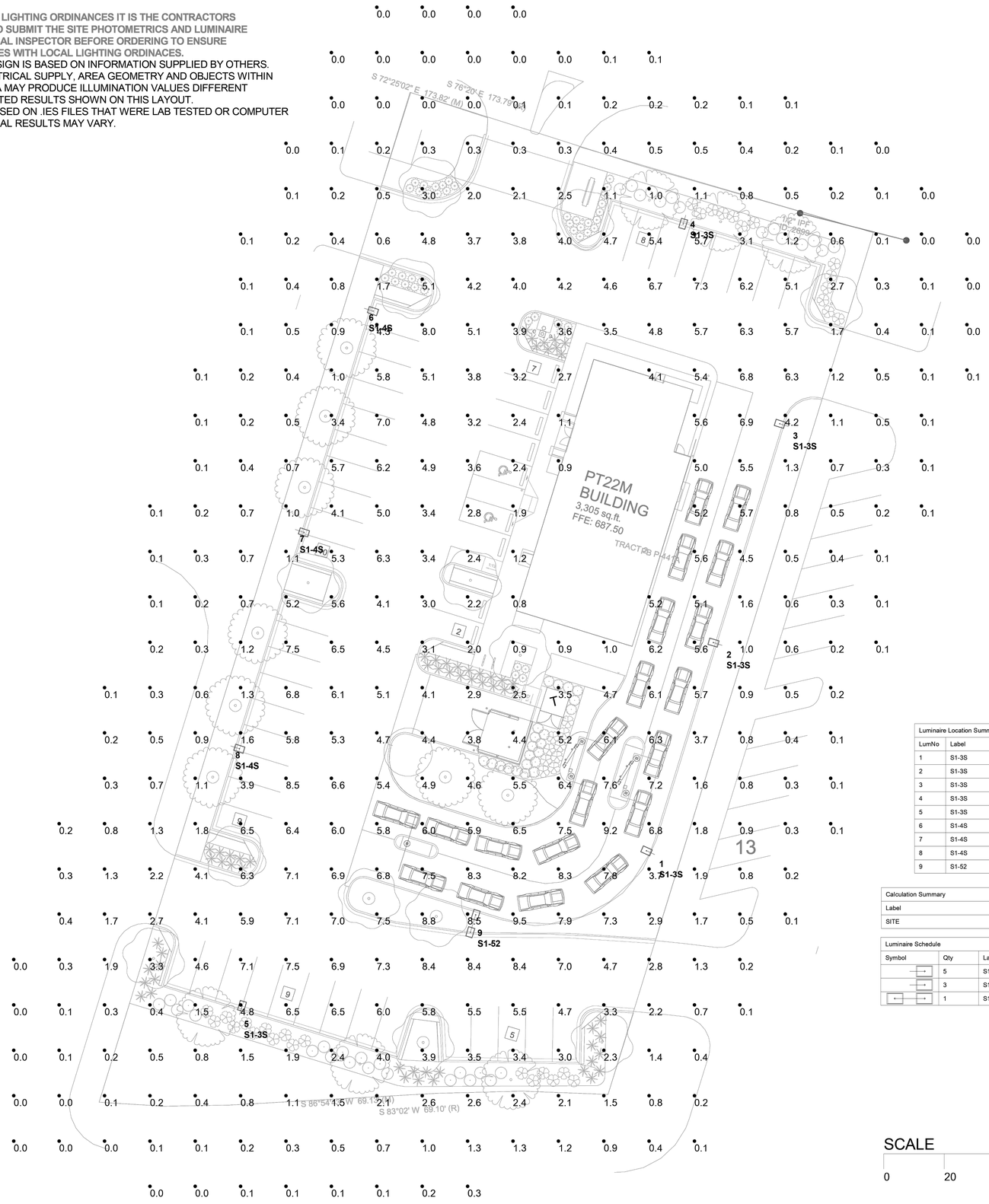
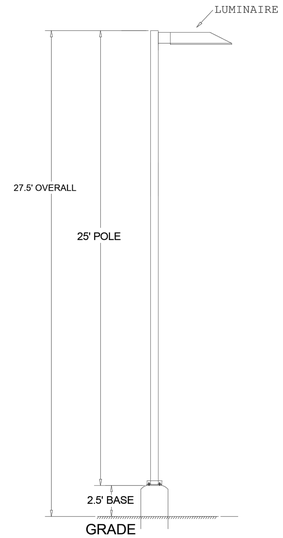
TECHLIGHT INC.
- DUE TO CHANGING LIGHTING ORDINANCES IT IS THE CONTRACTORS RESPONSIBILITY TO SUBMIT THE SITE PHOTOMETRICS AND LUMINAIRE SPECS TO THE LOCAL INSPECTOR BEFORE ORDERING TO ENSURE THIS PLAN COMPLIES WITH LOCAL LIGHTING ORDINACES.
- THIS LIGHTING DESIGN IS BASED ON INFORMATION SUPPLIED BY OTHERS. CHANGES IN ELECTRICAL SUPPLY, AREA GEOMETRY AND OBJECTS WITHIN THE LIGHTED AREA MAY PRODUCE ILLUMINATION VALUES DIFFERENT FROM THE PREDICTED RESULTS SHOWN ON THIS LAYOUT.
- THIS LAYOUT IS BASED ON .IES FILES THAT WERE LAB TESTED OR COMPUTER GENERATED. ACTUAL RESULTS MAY VARY.





POLE DETAIL
(NOT TO SCALE)

FOR PRICING CONTACT:
STEPHEN COTUMACCIO 214-957-5304
OR stephenc@techlight.com

Notes:
1. Calculation 3' AFG.
2. Based on 27.5' AFG fixture mounting including 25' poles plus 2.5' AFG bases.

File:
wb-columbia.agi
Date:
12-10-24

Luminaire Location Summary			
LumNo	Label	Z-luminaire height	Tilt
1	S1-3S	27.5	0
2	S1-3S	27.5	0
3	S1-3S	27.5	0
4	S1-3S	27.5	0
5	S1-3S	27.5	0
6	S1-4S	27.5	0
7	S1-4S	27.5	0
8	S1-4S	27.5	0
9	S1-52	27.5	0

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
SITE	Illuminance	Fc	2.56	9.5	0.0	N.A.	N.A.

Luminaire Schedule						
Symbol	Qty	Label	Lumens/Lamp	Arrangement	LLF	Description
	5	S1-3S	N.A.	Single	0.900	CTL-N-35L-T3-S215-35,000 LUMEN TYPE 3 LED W/BACK SHLD
	3	S1-4S	N.A.	Single	0.900	CTL-N-35L-T4-S215-35,000 LUMEN TYPE 4 LED W/BACK SHLD
	1	S1-52	N.A.	Back-Back	0.900	CTL-N-35L-T5W-35,000 LUMEN TYPE 5 LED

SCALE
0 20 40 60

CUSTOMER APPROVAL

☐ Drawing is approved, proceed with production

☐ Drawing is not approved, make changes as noted

Customer Signature Date

REVISIONS:
SYM. DATE DESCRIPTION BY

PROJECT:
WHATABURGER
COLUMBIA, TN

WHATABURGER
300 CONCORD PLAZA DR.
SAN ANTONIO, TEXAS
210-476-6000 ZIP 78216

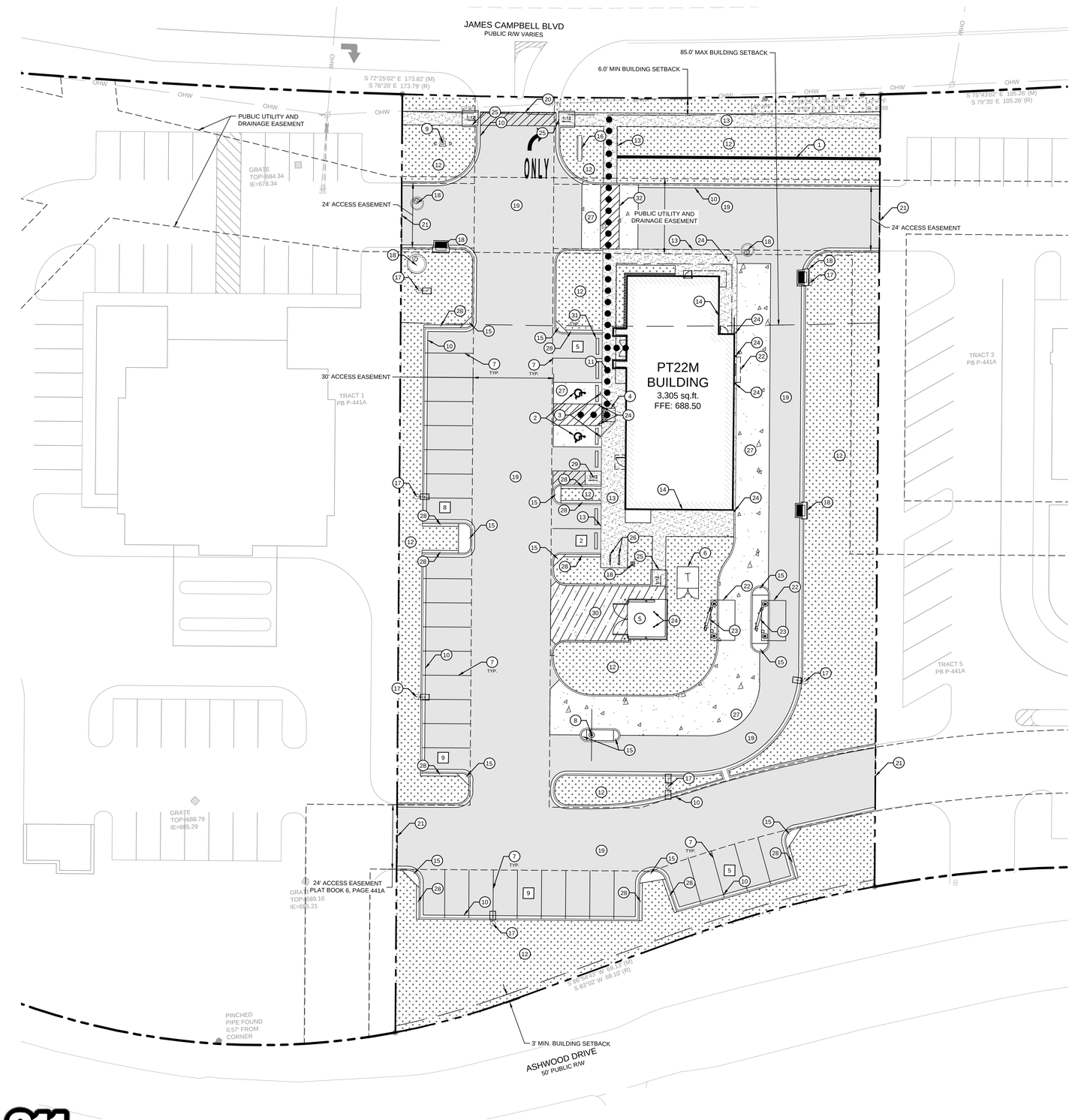
THIS DRAWING IS THE PROPERTY OF WHATABURGER, SAN ANTONIO, TEXAS AND MAY NOT BE USED OR REPRODUCED IN WHOLE OR IN PART WITHOUT THE EXPRESSED WRITTEN CONSENT OF WHATABURGER.

SHEET TITLE:
Photometric Plan

UNIT NO.
DATE:
SCALE:
DRAWN BY:
APPROVED BY:

SHEET NO:
PH1.0
FILE:

WHATABURGER



LEGEND

- PROPOSED HEAVY DUTY ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT
- PROPOSED CONCRETE SIDEWALK
- PROPOSED HEAVY DUTY CONCRETE FOR DUMPSTER ENCLOSURE
- PROPOSED LANDSCAPING
- PROPERTY LINE
- REQUIRED BUILDING SETBACK
- BUILDING OVERHANG
- STRUCTURAL SLAB
- ACCESS AND UTILITY EASEMENTS

GENERAL NOTES

1. CONTRACTOR MUST SECURE ALL NECESSARY PERMITS PRIOR TO BEGINNING WORK.
2. ATTENTION IS DRAWN TO THE FACT THAT THE SCALE OF THESE DRAWINGS MAY HAVE BEEN DISTORTED DURING THE REPRODUCTION PROCESS. THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION FROM KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.
3. IF ANY CONFLICTS, DISCREPANCIES, OR ANY OTHER UNSATISFACTORY CONDITIONS ARE DISCOVERED, EITHER ON THE CONSTRUCTION DOCUMENTS OR FIELD CONDITION, THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY AND SHALL NOT COMMENCE FURTHER OPERATIONS UNTIL THE CONFLICTS, DISCREPANCIES, OR OTHER UNSATISFACTORY CONDITIONS ARE RESOLVED.
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5. ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE STATE AND LOCAL GOVERNMENT AGENCY'S LATEST CONSTRUCTION SPECIFICATIONS AND DETAILS.
6. ALL ACCESSIBLE SITE FEATURES SHALL BE CONSTRUCTED TO MEET ALL FEDERAL, STATE, AND LOCAL CODES.
7. NOTIFY THE CITY INSPECTOR TWENTY-FOUR (24) HOURS BEFORE BEGINNING EACH PHASE OF CONSTRUCTION.
8. THE CONTRACTOR SHALL CAREFULLY PRESERVE BENCHMARKS, REFERENCE POINTS, AND STAKES.
9. ARCHITECTURAL PLANS ARE TO BE USED FOR BUILDING STAKE OUT.
10. ALL DIMENSIONS ARE FROM FACE OF BUILDING, CURB, AND WALL UNLESS OTHERWISE SPECIFIED ON PLANS.
11. CONTRACTOR SHALL MAINTAIN THE SITE IN A MANNER SUCH THAT WORKERS AND PUBLIC SHALL BE PROTECTED FORM INJURY AND ADJOINING PROPERTY PROTECTED FROM DAMAGE.
12. CONTRACTOR IS REPONSIBLE FOR DAMAGE TO ANY EXISTING ITEM AND/OR MATERIAL INSIDE OR OUTSIDE CONTRACT LIMITS DUE TO CONSTRUCITON OPERATION.
13. ALL STREET SURFACES, DRIVEWAYS, CULVERTS, CURB AND GUTTERS, ROADSIDE DRAINAGE DITCHES, AND OTHER STRUCTURES THAT ARE DISTURBED OR DAMAGED IN ANY MANNER AS A RESULT OF CONSTRUCTION SHALL BE REPLACED OR REPAIRED IN ACCORDANCE WITH THE SPECIFICATIONS.
14. ALL ROAD WORK SHALL BE PERFORMED IN ACCORDANCE WITH STATE AND LOCAL GOVERNMENT AGENCY SPECIFICATIONS.
15. BUILDING SETBACKS SHALL BE PER THE CITY OF COLUMBIA CODE.
16. ALL DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN MEETS THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND THE FAIR HOUSING ACT. ADA: http://www.ada.gov/
17. THE CITY OF COLUMBIA SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED INGRESS AND EGRESS AT ALL TIMES IN ORDER TO MAINTAIN, REPAIR, REPLACE, AND INSPECT ANY STORMWATER FACILITIES WITHIN THE PROPERTY.

SITE DATA TABLE

PROPERTY INFORMATION:	
SITE LOCATION:	115 S JAMES CAMPBELL BLVD, COLUMBIA, TN 38401
OWNER OF RECORD:	COLUMBIA JAMES CAMPBELL BOULEVARD, LLC 3841 GREEN HILLS VILLAGE, SUITE 400 NASHVILLE, TN 37215
PARCEL ID:	113E B 00400 000
LOT COVERAGE:	
MAX. LOT PERIMETER:	2,400 FT
GROSS SITE AREA:	57,040± SF (1.31± AC)
PROPOSED IMPERVIOUS AREA:	37,654± SF (0.86± AC)
PROPOSED PERVIOUS AREA:	19,386± SF (0.45± AC)
PROPOSED FAR:	5.79%
MAX. BUILDING LOT COVERAGE:	50%
PROPOSED BUILDING LOT COVERAGE:	5.79%
MAX ISR REQUIREMENT:	80%
PROPOSED ISR:	66%
PARKING DATA:	
MIN. REQUIRED PARKING	34 STALLS (1 PER 100 SF FA)
ADA PARKING PROVIDED	2 STALLS (1 VAN ACCESSIBLE)
TOTAL PARKING PROVIDED	38 STALLS
MIN. REQUIRED BICYCLE PARKING	1 SPACE (1 PER 4,000 SF FA)
BICYCLE PARKING PROVIDED	4 SPACES
ZONING:	
ZONING	CD-4C (GENERAL URBAN CHARTER DISTRICT)
EXISTING USE	VACANT LOT
PROPOSED USE	RESTAURANT, DRIVE-THRU
SURROUNDING ZONING (NORTH)	CD-4C (URBAN CHARTER DISTRICT)
SURROUNDING ZONING (WEST)	CD-4C (URBAN CHARTER DISTRICT)
SURROUNDING ZONING (EAST)	CD-4C (URBAN CHARTER DISTRICT)
SURROUNDING ZONING (SOUTH)	CD-4C (URBAN CHARTER DISTRICT)
BUILDING DATA	
FLOOR AREA	3,305 SF
NUMBER OF STORIES	1
MAX. BUILDING HEIGHT	35 FEET
PROPOSED HEIGHT	20'-8"
FRONT SETBACK	6 FEET MIN, 85 FEET MAX
SIDE SETBACK	0 FEET
REAR SETBACK	0 FEET
FLOOD INFORMATION	
FEMA MAP NUMBER:	47119C0285ED
EFFECTIVE DATE:	04/16/2007

BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED WITHIN AN AREA HAVING ZONE DESIGNATIONS OF "X" BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, ON FLOOD INSURANCE RATE MAP NO. 47119C0285ED, WITH AN MAP REVISED DATE OF APRIL 16, 2007, IN THE CITY OF COLUMBIA, STATE OF TENNESSEE, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PROPERTY IS SITUATED."

NAD 83 DATUM REFERANCE

THE TENNESSEE STATE PLAN COORDINATE SYSTEM, NAD 83 DATUM, REFERANCE IS GPS 41.

LATITUDE: 35° 36' 50.00367"
LONGITUDE: 87° 4' 45.27711"

KEYNOTE INDEX

1	DECORATIVE SCREEN WALL (±98 LF); REFER TO CONSTRUCTION DETAILS
2	ACCESSIBLE PARKING STALL; REFER TO CONSTRUCTION DETAILS
3	ACCESSIBLE SIGN MOUNTED ON BOLLARD. BOLLARD SHALL BE BLACK POWDER COATED OR A COLOR TO COMPLIMENT THE BUILDING. REFER TO CONSTRUCTION DETAILS
4	ACCESSIBLE CURB RAMP; REFER TO CONSTRUCTION DETAILS
5	REFUSE AND RECYCLING ENCLOSURE WITH STEEL GATES, STEEL BOLLARDS; REFER TO STRUCTURAL DRAWINGS
6	TRANSFORMER PAD. CONTRACTOR TO COORDINATE WITH UTILITY AGENCY FOR FINAL LOCATION.
7	PAVEMENT MARKING - 4" SOLID WHITE
8	HEADACHE BARS; REFER TO ARCHITECTURAL DRAWINGS
9	FLAG POLE WITH GROUND MOUNTED LIGHTS, UNITED STATES FLAG AND BANNER, GARRISON TYPE OR OWNER APPROVED EQUAL, 30' HIGH, 5" ALUMINUM WITH 14 GAUGE ALUMINUM BALL FINIAL, INCLUDE ALUMINUM ROLLER AND SLEEVE. HARDWARE TO INCLUDE STATIONARY TRUCK, NYLON FLAGSNAPS AND HALYARDS. ENTIRE ASSEMBLY (INCLUDING FOUNDATION) TO CONFIRM TO APPLICABLE CODES, INCLUDING WIND LOADS. SEE SHEET S5.1, DETAIL D5 FOR FOUNDATION DETAILS AND SHEET E5.2, DETAIL A4 FOR LIGHT DETAILS.
10	CONCRETE CURB AND GUTTER; REFER TO CONSTRUCTION DETAILS
11	PROPOSED ADA PATH
12	PROPOSED LANDSCAPE AREA; REFER TO LANDSCAPE PLANS
13	SIDEWALK; REFER TO CONSTRUCTION DETAILS
14	EDGE OF STRUCTURAL SLAB, REFER TO STRUCTURAL PLANS FOR DETAILS
15	CONCRETE ISLAND NOSE; REFER TO CONSTRUCTION DETAILS
16	MONUMENT SIGN; REFER TO ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR ADDITIONAL INFORMATION
17	LIGHT POLE; REFER TO PHOTOMETRIC PLANS AND DETAILS
18	STORM WATER STRUCTURES; REFER TO GRADING AND DRAINAGE PLAN
19	ASPHALT PAVEMENT; REFER TO CONSTRUCTION DETAILS
20	EDGE OF EXISTING ASPHALT
21	CONTRACTOR TO MATCH EXISTING GRADE AND ALIGNMENT
22	DRIVE-THRU CANOPY; REFER TO ARCHITECTURAL DRAWINGS
23	DIGITAL MENU BOARD; REFER TO ARCHITECTURAL DRAWINGS
24	BOLLARD; REFER TO CONSTRUCTION DETAILS
25	ACCESSIBLE SIDEWALK RAMP WITH CURB RETURN; REFER TO CONSTRUCTION DETAILS
26	BICYCLE RACK (MINIMUM 1 SPACE); REFER TO CONSTRUCTION DETAILS
27	HEAVY DUTY CONCRETE; REFER TO CONSTRUCTION DETAILS
28	GRANITE STRIPS; REFER TO LANDSCAPE DETAILS
29	PROPOSED DELIVERY RAMP
30	PROPOSED HEAVY DUTY CONCRETE PAVEMENT FOR DUMPSTER APRON/APPROACH; REFER TO CONSTRUCTION DETAILS
31	CONCRETE WHEELSTOP; REFER TO CONSTRUCTION DETAILS
32	RAISED CROSSWALK; REFER TO GRADING PLAN



VICINITY MAP
SCALE: NOT TO SCALE

CAUTION!
EXISTING OVERHEAD AND UNDERGROUND UTILITIES

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

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PHONE: 901-374-9109
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KHA PROJECT	115339064
DATE	01/21/2025
SCALE	AS SHOWN
DESIGNED BY	ESDB
DRAWN BY	JSL
CHECKED BY	LNH

SITE PLAN

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C1-00

Plotted By:Donnelly-Bullington, Emma Sheet Set:Whataburger Columbia TN Layout:C2-00 SITE PLAN January 21, 2025 10:39:41am K:\WEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Plansheets\C2-00 SITE PLAN.dwg
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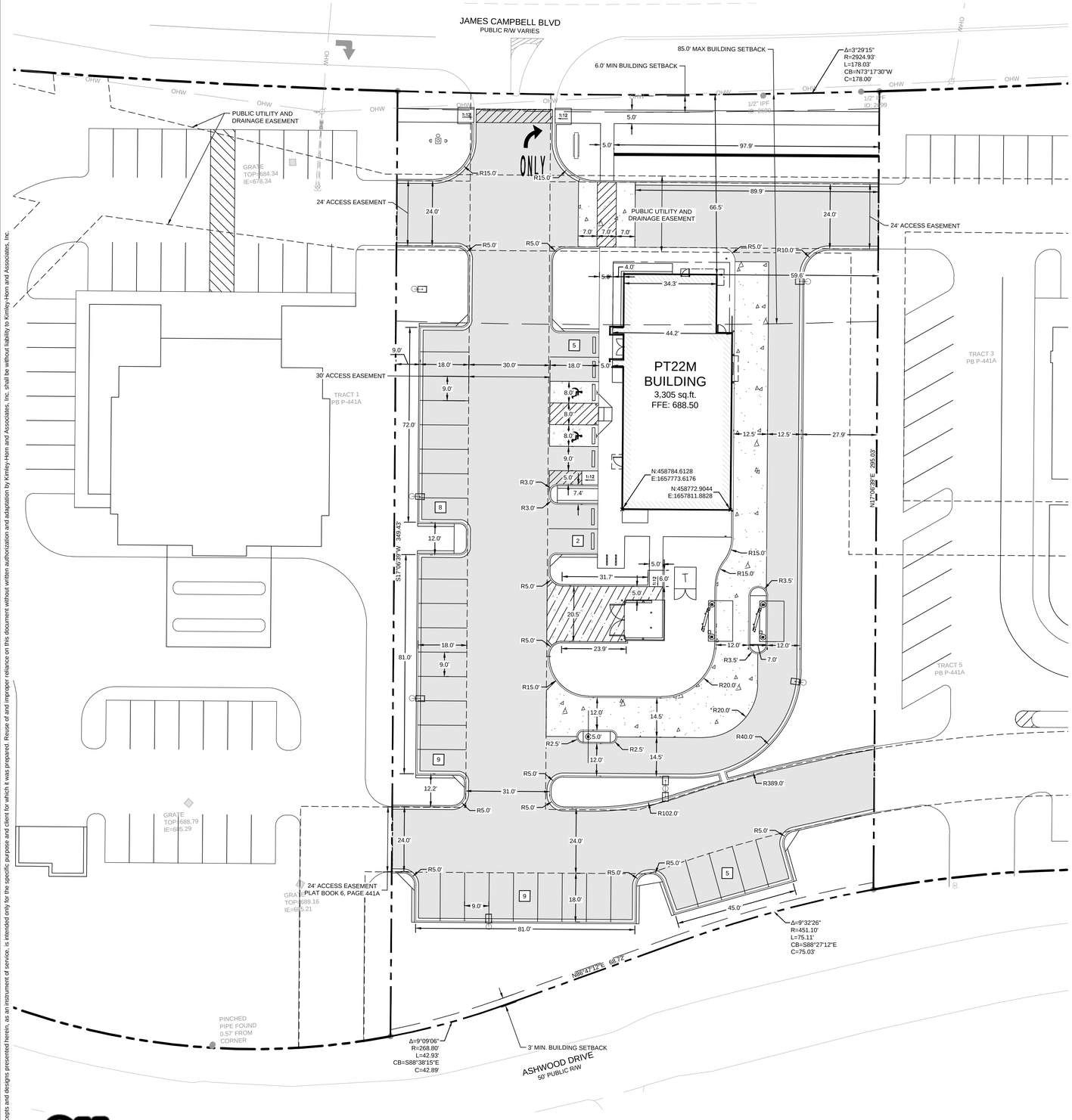



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LEGEND

- PROPOSED HEAVY DUTY ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT
- PROPOSED CONCRETE SIDEWALK
- PROPOSED HEAVY DUTY CONCRETE FOR DUMPSTER ENCLOSURE
- PROPOSED LANDSCAPING
- PROPERTY LINE
- REQUIRED BUILDING SETBACK
- BUILDING OVERHANG

GRAPHIC SCALE IN FEET
0 10 20 40

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KHA PROJECT	115339064
DATE	01/21/2025
SCALE	AS SHOWN
DESIGNED BY	ESDB
DRAWN BY	JSL
CHECKED BY	LNH

SITE HORIZONTAL CONTROL PLAN

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C1-10

Plotted By:Donnelly-Bullington, Emma Sheet Set:Whataburger Columbia TN Layout:C2-10 SITE HORIZONTAL CONTROL PLAN January 21, 2025 10:39:53am K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Plansheets\C2-10 SITE HORIZONTAL CONTROL PLAN.dwg
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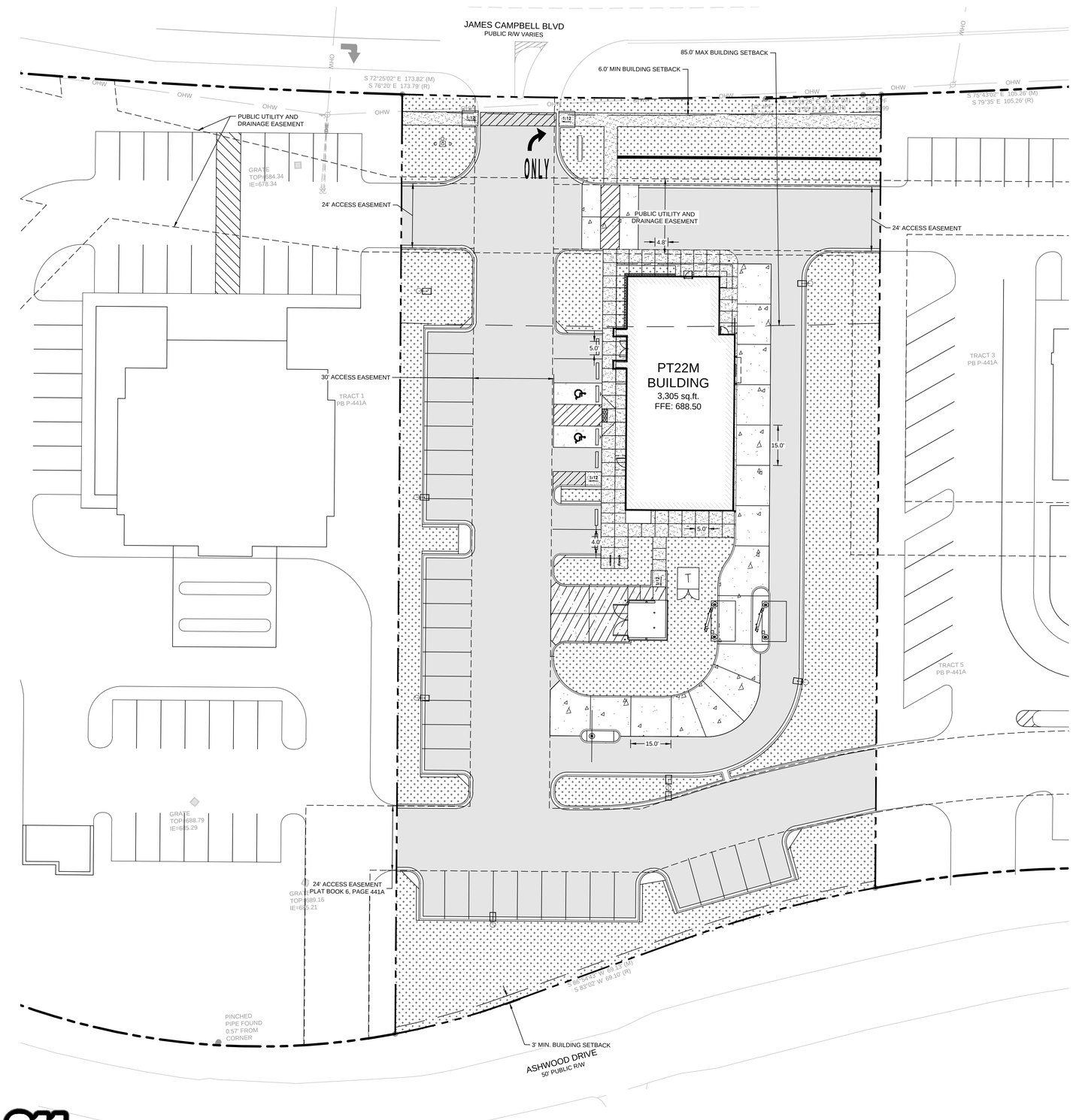



VICINITY MAP
SCALE: NOT TO SCALE

LEGEND

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- PROPOSED HEAVY DUTY CONCRETE PAVEMENT
- PROPOSED CONCRETE SIDEWALK
- PROPOSED HEAVY DUTY CONCRETE FOR DUMPSTER ENCLOSURE
- PROPOSED LANDSCAPING
- PROPERTY LINE
- REQUIRED BUILDING SETBACK
- BUILDING OVERHANG
- CONTROL JOINT

JOINT PATTERN NOTES

1. ANY ADJUSTMENT TO JOINT LAYOUT SHALL BE SUBMITTED BY CONTRACTOR FOR DESIGNER REVIEW AND APPROVAL.
2. CONTRACTOR SHALL USE CONSTRUCTION JOINTS IN LIEU OF CONTROL JOINTS AT LIMITS OF EACH DAY'S CONCRETE POUR.
3. CONTRACTOR SHALL ENSURE CONCRETE PANELS ARE GENERALLY SQUARE AND SHALL NOT HAVE A LENGTH TO WIDTH RATIO THAT EXCEEDS 1.25.
4. ANY IRREGULAR SHAPED (NOT RECTANGULAR) CONCRETE PANELS SHALL BE ADDITIONALLY REINFORCED WITH WELDED WIRE FABRIC (WWF).
5. JOINTS SHALL EXTEND THROUGH CURBS.

Know what's **below.** **Call** before you dig.

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SCALE	AS SHOWN
DESIGNED BY	ESDB
DRAWN BY	JSL
CHECKED BY	LNH

CONCRETE JOINT LAYOUT PLAN

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C1-20

Plotted By: Donnelly-Bullington, Emma Sheet Set: Whataburger Columbia TN Layout: C1-20 CONCRETE JOINT LAYOUT PLAN January 21, 2025 10:40:03am K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Plansheets\C1-20 CONCRETE JOINT LAYOUT PLAN.dwg
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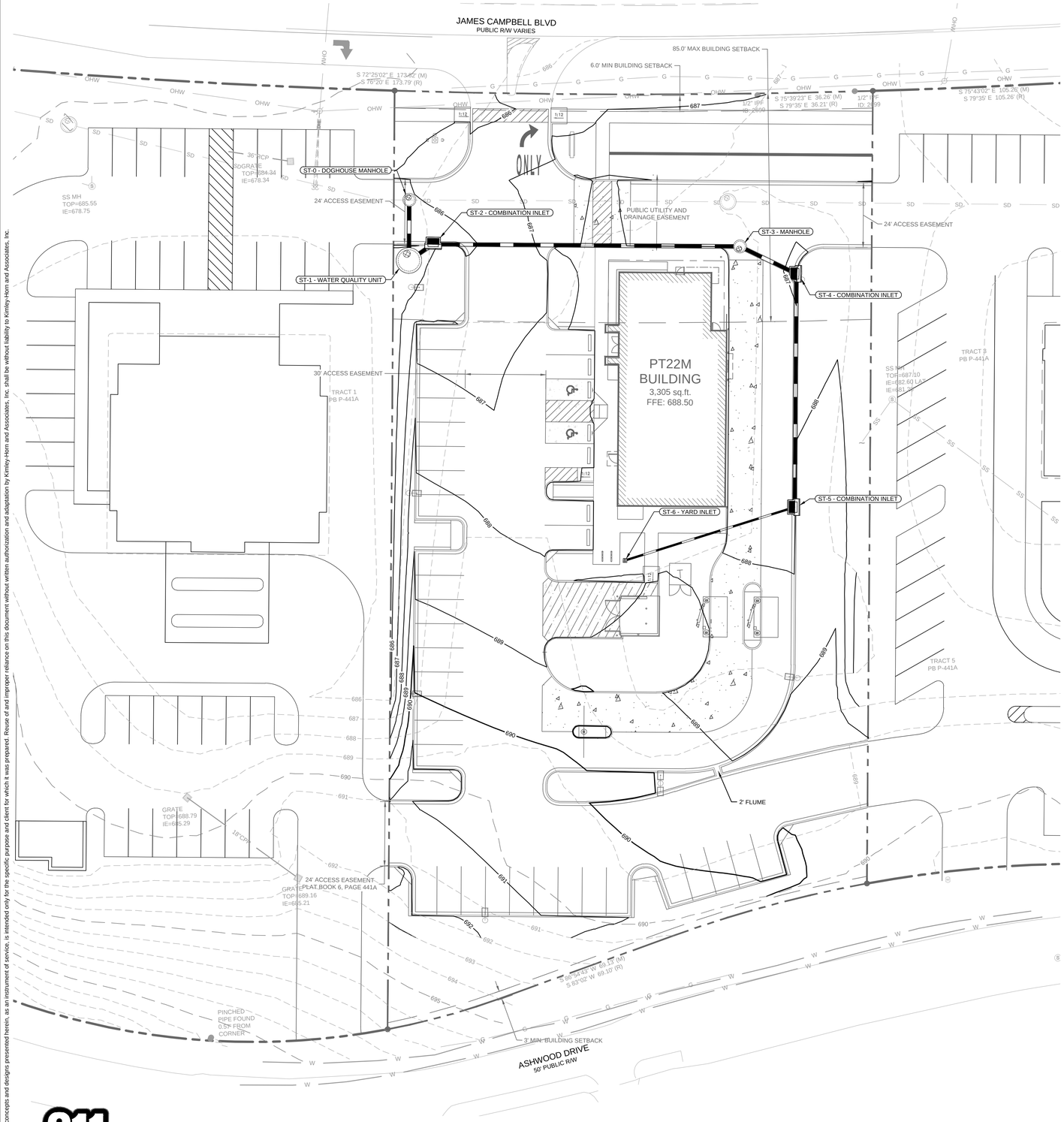

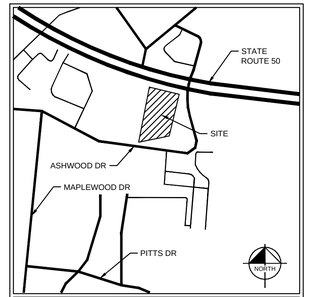

VICINITY MAP
SCALE: NOT TO SCALE

GENERAL GRADING NOTES

1. A MINIMUM OF 24 HOURS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE CITY OF COLUMBIA.
2. ALL NEWLY CUT OR FILLED AREAS, LACKING ADEQUATE VEGETATION, SHALL BE SEEDED, MULCHED, FERTILIZED AND/OR SODDED AS REQUIRED TO EFFECTIVELY CONTROL SOIL EROSION.
3. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND NOT NECESSARILY ALL OF SAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE UTILITY COMPANIES WHICH MAINTAIN A UTILITY LINE WITHIN THE BOUNDARIES OF THE PROJECT PRIOR TO THE INITIATION OF ANY CONSTRUCTION ON THE PROJECT OR IN THE STREETS BORDERING THE PROJECT. THE CONTRACTOR SHALL ALSO ASSUME FULL RESPONSIBILITY FOR DAMAGE TO ANY UTILITIES ENCOUNTERED WITHIN CONSTRUCTION PERIMETERS, WHETHER SHOWN ON THE CONSTRUCTION PLANS OR NOT, DURING THE WORK ON THE PROJECT.
4. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES.
5. ALL FILL SOILS SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D-698) WITHIN 3% OF OPTIMUM MOISTURE CONTENT IN LIFTS NOT TO EXCEED SIX (6) INCHES OF COMPACTED THICKNESS.
6. ALL CONSTRUCTION MATERIALS AND PROCEDURES SHALL MEET OR EXCEED THE REQUIREMENTS OF THE CITY OF COLUMBIA STANDARD CONSTRUCTION SPECIFICATIONS.
7. PROPERTY LINES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. GRADING, CLEARING AND THE ERECTION OF REMOVAL OF FENCES ALONG PROPERTY LINES SHALL BE FULLY COORDINATED WITH ADJACENT PROPERTY OWNERS.
8. VERIFY SITE CONDITIONS PRIOR TO CONSTRUCTION. NOTIFY THE CITY OF COLUMBIA PUBLIC WORKS DEPARTMENT AND THE PROJECT ENGINEER OF ANY VARIATIONS PRIOR TO COMMENCEMENT OF WORK.
9. ALL GRADING WORK SHALL BE PERFORMED IN SUCH A MANNER THAT ADJACENT PROPERTIES ARE NOT DAMAGED OR ADVERSELY AFFECTED.
10. LOT DRAINAGE: FINISH GRADE SHALL BE SLOPED AWAY FROM THE FOUNDATION FOR DRAINAGE. THE FINISH GRADE MUST BEGIN AT LEAST 12-INCHES BELOW THE TOP OF THE FOUNDATION WALL OR THE GRADE OF THE CONCRETE SLAB AT THE INTERIOR IN THE CASE OF AN INTEGRAL SLAB AND FOUNDATION. THE MINIMUM GRADE AWAY FROM THE FOUNDATION SHALL BE TWO PERCENT (2%) IN ALL DIRECTIONS. THE DRIVEWAY SHALL BE SLOPED DOWN AT TWO PERCENT (2%) FOR AT LEAST EIGHT FEET FROM THE STRUCTURE.
11. ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH THE CITY OF COLUMBIA LAND DEVELOPMENT CODE.
12. THE CITY OF COLUMBIA SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED INGRESS AND EGRESS AT ALL TIMES IN ORDER TO MAINTAIN, REPAIR, REPLACE, AND INSPECT ANY STORMWATER FACILITIES WITHIN THE PROPERTY.

GENERAL NOTES

1. CRITICAL SPOT GRADES ARE TO PAVEMENT GRADE UNLESS OTHERWISE NOTED.
2. CONTRACTOR SHALL CONSTRUCT ALL SIDEWALKS AND CROSSWALKS WITH A 2.0% MAXIMUM CROSS SLOPE AND A 5.0% MAXIMUM RUNNING SLOPE, UNLESS NOTED AS A RAMP. GRADES WITHIN ADA HANDICAP PARKING AREAS NOT TO EXCEED A 2% MAXIMUM SLOPE IN ANY DIRECTION.
3. CONTRACTOR SHALL TAKE FIELD SLOPE MEASUREMENTS ON FINISHED SUBGRADE AND FORM BOARDS PRIOR TO PLACING PAVEMENT TO VERIFY THAT ADA SLOPE REQUIREMENTS ARE PROVIDED. CONTRACTOR SHALL CONTACT ENGINEER PRIOR TO PAVING IF ANY EXCESSIVE SLOPES ARE ENCOUNTERED. NO CONTRACTOR CHANGE ORDERS WILL BE ACCEPTED FOR ADA SLOPE COMPLIANCE ISSUES.
4. ALL ROOF DRAIN PIPING SHALL BE PVC UNLESS OTHERWISE NOTED.
5. ALL ROOF DRAIN CLEANOUTS IN PAVED AREAS SHALL HAVE A BRASS CAP SET FLUSH WITH THE PROPOSED GRADE.
6. ALL PIPE LENGTHS SPECIFIED IN THESE PLANS ARE THE HORIZONTAL DISTANCE AND ARE SHOWN FOR REFERENCE ONLY IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE ACTUAL LENGTHS BASED ON PROPOSED PIPE SLOPE. PIPE LENGTHS IN PLANS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
7. CONTRACTOR TO FIELD VERIFY EXISTING INVERT FOR SANITARY SEWER AND STORM DRAINAGE SERVICE CONNECTIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF DISCREPANCY PRIOR TO PROCEEDING.
8. NO GRADED SLOPE SHALL EXCEED 3H:1V.
9. ALL WALLS GREATER THAN 30" IN HEIGHT SHALL BE DESIGNED AND PERMITTED BY AN ENGINEER LICENSED IN THE STATE OF TENNESSEE.
10. ALL WALLS GREATER THAN 30" IN HEIGHT SHALL HAVE FALL PROTECTION THROUGH FENCING OR HANDRAIL AT A MINIMUM OF 42" TALL.

GRADING PLAN LEGEND

- 500 EXISTING CONTOUR
- 500 PROPOSED CONTOUR
- PROPERTY LINE
- REQUIRED BUILDING SETBACK
- BUILDING OVERHANG / CANOPY

GRAPHIC SCALE IN FEET
0 10 20 40

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KHA PROJECT	115339064
DATE	01/21/2025
SCALE	AS SHOWN
DESIGNED BY	ESDB
DRAWN BY	JSL
CHECKED BY	LNH

SITE GRADING AND DRAINAGE PLAN

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C2-00

Plotted By:Dunnely-Bullington, Emma Sheet Set:Whataburger Columbia TN Layout:C3-00 SITE GRADING AND DRAINAGE PLAN January 21, 2026 10:40:16am K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Plansheet\C3-00 SITE GRADING AND DRAINAGE PLAN.dwg
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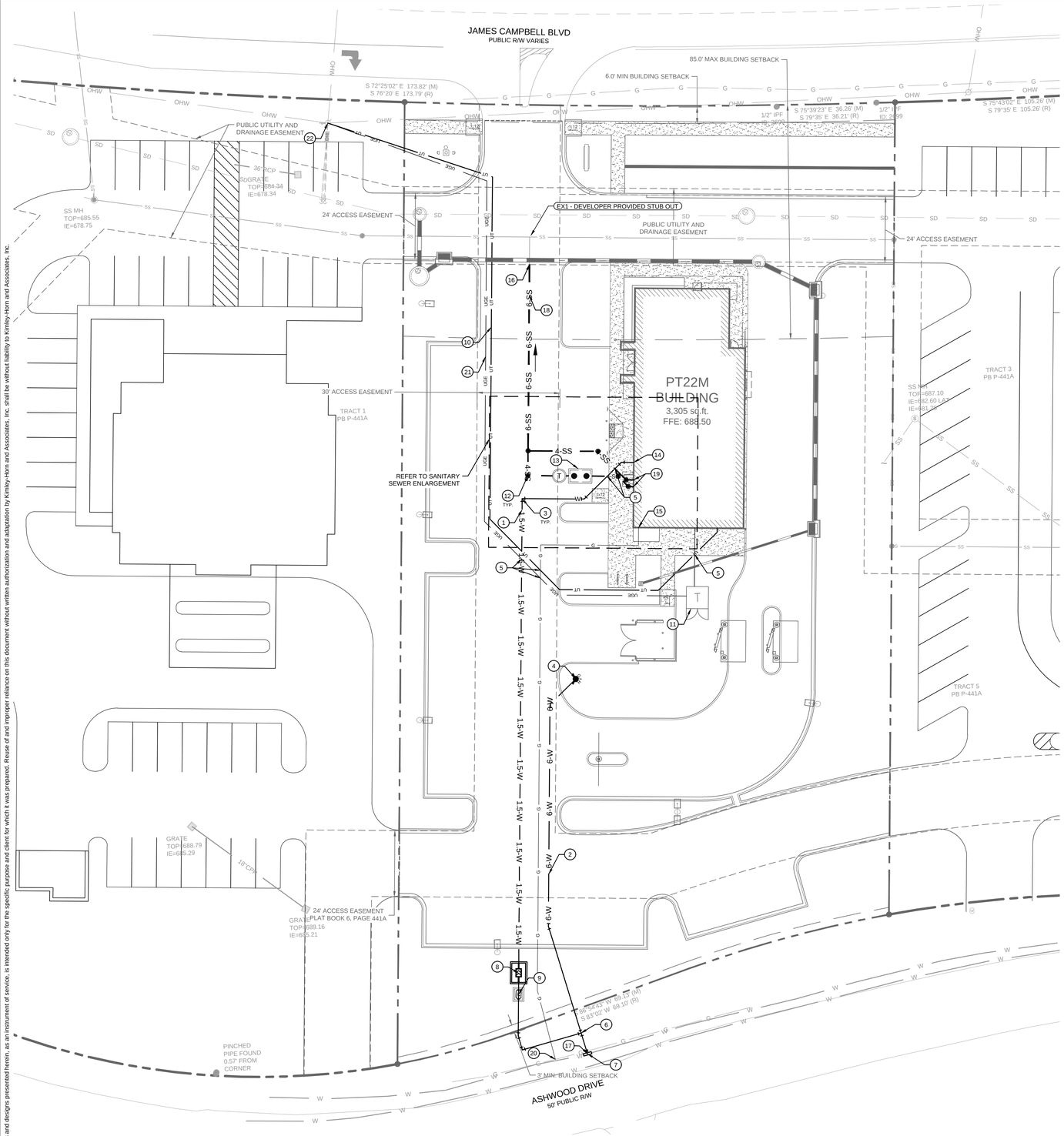

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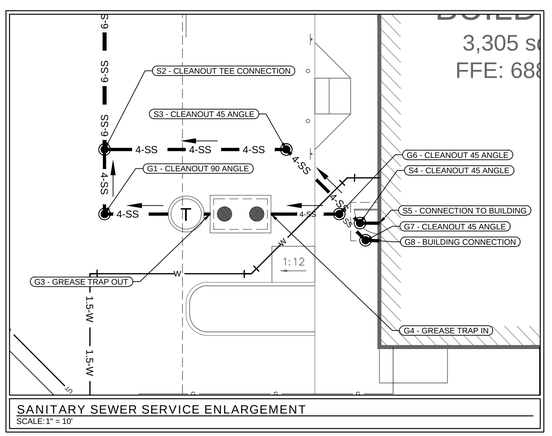
TYPICAL CONSTRUCTION NOTES

1. LOCATION OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND ARE NOT NECESSARILY ALL OF SAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE UTILITY COMPANY TO DETERMINE THE EXACT LOCATION OF ALL UTILITIES AND/OR UNDERGROUND STRUCTURES PRIOR TO THE INITIATION OF ANY CONSTRUCTION. CONTRACTOR SHALL ALSO ASSUME FULL RESPONSIBILITY FOR DAMAGE TO ANY UTILITIES ENCOUNTERED WITHIN CONSTRUCTION PERIMETERS.
2. CONTRACTOR SHALL ENSURE UNINTERRUPTED SEWER SERVICE ON EXISTING SEWER AND SERVICE CONNECTIONS BY PROVIDING AMPLE TEMPORARY WASTEWATER PUMPING AND/OR BYPASSING.
3. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES.
4. CONTRACTOR SHALL NOTIFY THE CITY OF COLUMBIA PUBLIC WORKS DEPARTMENT A MINIMUM OF 24 HOURS PRIOR TO BEGINNING ANY CONSTRUCTION.
5. ALL AREAS IN CUT OR FILL WHERE VEGETATION HAS BEEN REMOVED SHALL BE SEEDED, MULCHED, FERTILIZED, AND/OR SODDED AS REQUIRED TO PREVENT EROSION.
6. THE CONTRACTOR SHALL VERIFY EXISTING DATA AND REPORT ANY SIGNIFICANT DISCREPANCIES TO THE ENGINEER.
7. ALL SANITARY SEWER TO BE CONSTRUCTED AS PER CITY OF COLUMBIA STANDARD SPECIFICATIONS.
8. ALL SEWER MANHOLE LIDS IN OPEN AREAS ARE TO BE CONSTRUCTED 1.5' ABOVE PROPOSED GRADE. IN BACKYARDS, MANHOLE LIDS ARE TO BE 1.5' ABOVE INITIAL GRADE, 0.5' ABOVE FINAL GRADE.
9. ALL SANITARY SEWER, INCLUDING SERVICE CONNECTIONS, WHICH HAS LESS THAN 1.5' CLEARANCE (OUTSIDE OF PIPES) WITH DRAINAGE OR IN FILLED AREAS SHALL BE CLASS 50 DUCTILE IRON PIPE (DIP) OR CONCRETE ENCASED, 10' MINIMUM BOTH SIDES OF CROSSING. ALL DIP SHALL BE POLYETHYLENE LINED OR SHALL BE TREATED WITH PROTECTO 401 OR APPROVED EQUIVALENT.
10. THE CITY OF COLUMBIA SHALL HAVE INGRESS/EGRESS RIGHTS TO USE PRIVATE DRIVES AND YARDS FOR THE PURPOSE OF MAINTAINING ALL PUBLIC SEWER LINES AND SHALL BEAR NO RESPONSIBILITY FOR THE MAINTENANCE OF SAID PRIVATE DRIVES AND YARDS.
11. NO TREES, SHRUBS, PERMANENT STRUCTURES, OR OTHER UTILITIES (EXCEPT FOR CROSSINGS) WILL BE ALLOWED WITHIN SANITARY SEWER EASEMENT. NO OTHER UTILITIES OR SERVICES MAY OCCUPY SANITARY SEWER EASEMENTS IN PRIVATE DRIVES AND YARDS EXCEPT FOR CROSSINGS.
12. ALL SANITARY SEWER MANHOLES IN REVERSE CROWN STREETS, ALLEYS, OR DRIVES (PUBLIC OR PRIVATE) SHALL BE PROVIDED WITH GASKETS AND PLUGS FOR PICK HOLES TO PREVENT DRAINAGE INFLOW INTO SEWER SYSTEM.
13. THE CONTRACTOR SHALL PROVIDE ADEQUATE AND EFFECTIVE EROSION CONTROL AS NECESSARY TO PREVENT ANY SILTATION INTO EXISTING DRAINAGE SYSTEM AND/OR ADJACENT PROPERTIES.



SANITARY SEWER SERVICE ENLARGEMENT
SCALE: 1" = 10'



VICINITY MAP
SCALE: NOT TO SCALE

FRANCHISE UTILITY NOTES

1. THE GAS, ELECTRIC, AND TELEPHONE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE LATEST INFORMATION AVAILABLE FROM THE RESPECTIVE FRANCHISE UTILITY COMPANIES. IT IS INTENDED FOR THE PURPOSES OF GENERAL BIDDING AND BASIC CLARITY. SPECIFIC JOB SITE CONDITIONS SHALL BE FIELD VERIFIED PER NOTES 2 THROUGH 4 BELOW. THE FRANCHISE UTILITY CONTRACTOR ASSUMES ALL RESPONSIBILITY FOR SAID FIELD CONDITIONS AND ASSOCIATED REVISIONS REQUIRED BY THE RESPECTIVE UTILITY COMPANIES INVOLVED.
2. THE FRANCHISE UTILITY CONTRACTOR SHALL CONTACT THE RESPECTIVE FRANCHISE UTILITY COMPANIES, VERIFY ALL REQUIREMENTS AND EQUIPMENT, AND FURNISH AND INSTALL, INCLUDING BUT NOT LIMITED TO, ALL METERS, TRANSFORMERS, CONDUIT, CONCRETE PADS, TRENCHING, AND BACKFILL NECESSARY FOR PROPER INSTALLATION. FRANCHISE UTILITY CONTRACTOR SHALL ALSO PAY ALL FEES AND CHARGES INCURRED AND COORDINATE WITH OTHER FRANCHISE UTILITY COMPANIES.
3. THE FRANCHISE UTILITY CONTRACTOR SHALL FIELD VERIFY, IN THE PRESENCE OF THE RESPECTIVE UTILITY COMPANY REPRESENTATIVES, THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY SERVICES AND EQUIPMENT. THE FRANCHISE UTILITY CONTRACTOR SHALL INCLUDE IN HIS BID SUFFICIENT FUNDS TO COVER ALL COSTS REQUIRED BY UTILITY COMPANIES TO PROVIDE NEW SERVICES AND/OR UPGRADE EXISTING SERVICES. NO ALLOWANCES WILL BE MADE FOR FRANCHISE UTILITY CONTRACTOR'S UNFAMILIARITY WITH THE EXISTING CONDITION, REQUIREMENTS OF THE NEW CONDITIONS, AND/OR FAILURE TO COORDINATE INSTALLATION.
4. CONTRACTOR SHALL VERIFY THAT METER AND TRANSFORMER LOCATIONS SHOWN MEET DESIGN CRITERIA BY FRANCHISE UTILITY COMPANIES FOR, BUT NOT LIMITED TO, THE OFFSET DISTANCE FROM FACE OF BUILDING.

GENERAL UTILITY NOTES

1. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE LATEST CITY OF COLUMBIA AND MAURY COUNTY UTILITY STANDARDS AND SPECIFICATIONS FOR WATER AND SEWER SYSTEMS.
2. SHOULD ANY UNCHARTED OR INCORRECTLY CHARTED UTILITIES BE ENCOUNTERED, THE CONTRACTOR SHALL CONTACT THE OWNER IMMEDIATELY FOR DIRECTIONS.
3. CONTRACTOR SHALL COORDINATE ANY INTERRUPTION OF UTILITY SERVICE WITH OWNER AND UTILITY COMPANY.
4. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES DURING CONSTRUCTION. AT LEAST 48 HOURS PRIOR TO ANY DEMOLITION, GRADING, OR CONSTRUCTION ACTIVITY THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE UTILITY OWNERS FOR PROPER IDENTIFICATION OF EXISTING UTILITIES WITHIN THE PROJECT SITE.
5. ANY PLANNED INTERRUPTION OF UTILITY SERVICE SHALL BE GIVEN A 48 HOUR NOTICE TO THE UTILITY COMPANY AND THE OWNER.
6. CONTRACTOR SHALL SAW CUT, REMOVE, AND REPLACE ASPHALT PAVEMENT AS NECESSARY TO INSTALL UNDERGROUND ELECTRIC, TELEPHONE, SEWER, WATER, AND COMMUNICATION CONDUITS.
7. ALL ELECTRICAL WORK SHALL BE DONE IN ACCORDANCE WITH COLUMBIA POWER AND WATER SYSTEMS.
8. CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRICAL AND TELEPHONE SERVICE WITH APPROPRIATE LOCAL UTILITY.
9. 18" OF CLEARANCE TO BE MAINTAINED BETWEEN STORM, SANITARY, AND ALL UTILITIES.
10. ALL PROPOSED UTILITIES ARE TO BE INSTALLED UNDERGROUND, INCLUDING ELECTRIC AND TELEPHONE.
11. CROSS CONNECTION CONTROL AND BACKFLOW PREVENTION SHALL BE IN ACCORDANCE WITH THE UNIFORM STATEWIDE BUILDING CODE.
12. CONTRACTOR SHALL COORDINATE WITH WEST WILSON UTILITY DISTRICT FOR THE INSTALLATION OF WATER METERS.
13. CONTRACTOR SHALL REFERENCE BUILDING PLANS FOR UTILITY CONNECTIONS INSIDE BUILDING.
14. ALL FITTINGS AND BENDS ON 1.5" WATER LINES AND LARGER SHALL BE RESTRAINED WITH THRUST RESTRAINTS IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.
15. THE CITY OF COLUMBIA SHALL HAVE INGRESS/EGRESS RIGHTS TO USE PRIVATE DRIVES AND YARDS FOR THE PURPOSE OF MAINTAINING ALL PUBLIC SEWER LINES AND SHALL BEAR NO RESPONSIBILITY FOR THE MAINTENANCE OF SAID PRIVATE DRIVES AND YARDS.
16. THE REQUIRED FIRE FLOR SHALL BE DETERMINED BY THE CITY OF COLUMBIA FIRE MARSHAL'S OFFICE, PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.
17. THE CITY OF COLUMBIA SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED INGRESS AND EGRESS AT ALL TIMES IN ORDER TO MAINTAIN, REPAIR, REPLACE, AND INSPECT ANY STORMWATER FACILITIES WITHIN THE PROPERTY.

LEGEND

- PROPOSED 1.5" WATER LINE
- PROPOSED 6" WATER LINE
- PROPOSED 4" SANITARY SEWER PIPE
- PROPOSED 6" SANITARY SEWER PIPE
- PROPOSED UNDERGROUND ELECTRIC LINE
- PROPOSED WATER METER
- PROPOSED BACKFLOW PREVENTER
- PROPOSED UNDERGROUND TELECOMMUNICATIONS LINE
- PROPOSED SEWER CLEAN OUT
- PROPOSED GREASE INTERCEPTOR
- PROPOSED FIRE HYDRANT

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0 10 20 40

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SITE UTILITY PLAN

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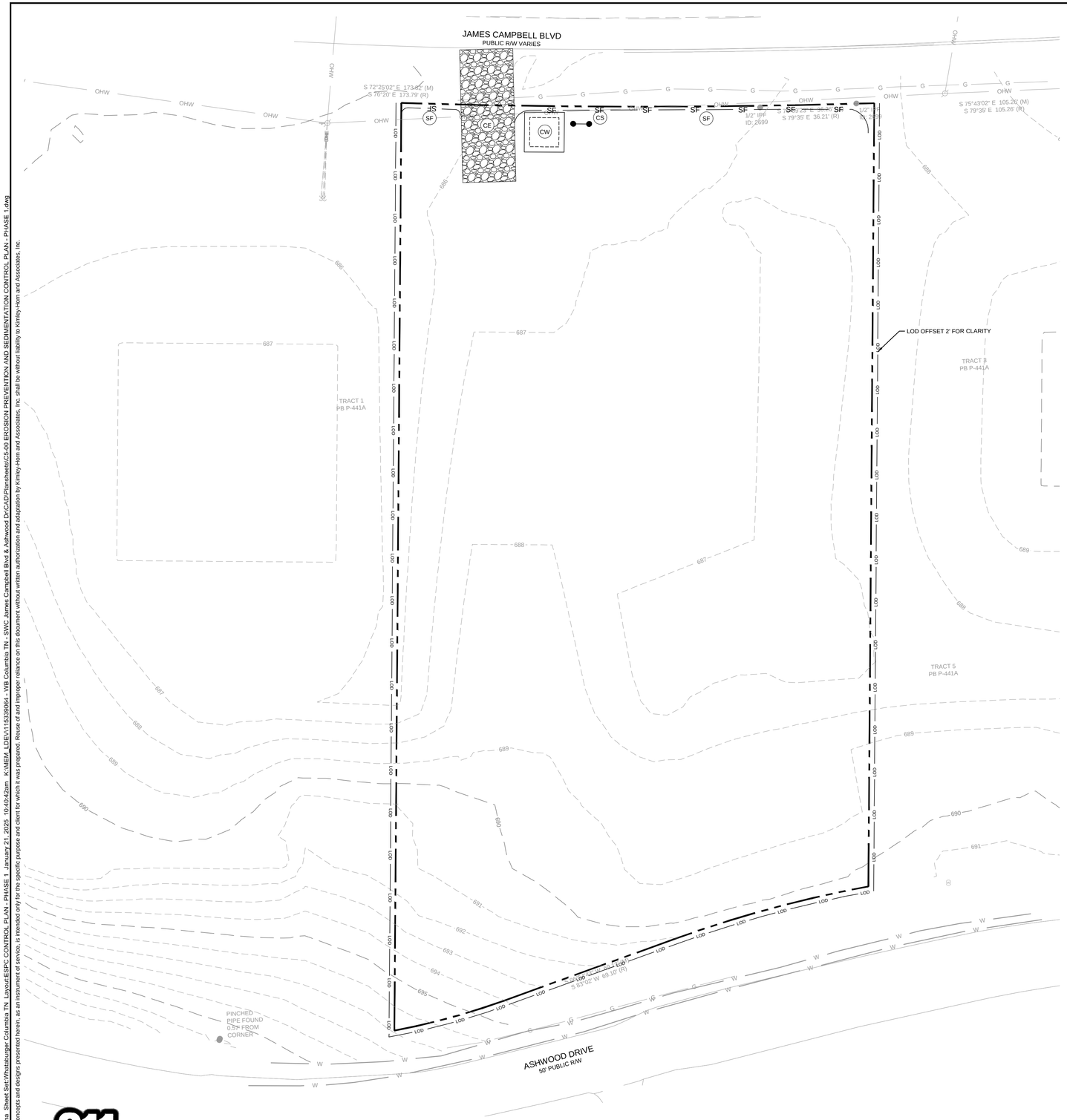

EROSION CONTROL NOTES

1. A MINIMUM OF 24 HOURS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE CITY OF COLUMBIA CONSTRUCTION INSPECTION OFFICE.
2. ALL NEWLY CUT OR FILLED AREA, LACKING ADEQUATE VEGETATION, SHALL BE SEEDED, MULCHED, FERTILIZED, AND/OR SODDED AS REQUIRED TO EFFECTIVELY CONTROL SOIL EROSION.
3. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES.
4. ALL FILL SOILS SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D-698) WITHIN 3% OF OPTIMUM MOISTURE CONTENT IN LIFTS NOT TO EXCEED SIX INCHES OF COMPACTED THICKNESS.
5. ALL CONSTRUCTION MATERIALS AND PROCEDURES SHALL MEET OR EXCEED THE REQUIREMENTS OF THE CITY OF COLUMBIA STANDARD CONSTRUCTION SPECIFICATIONS.
6. PROPERTY LINES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. GRADING, CLEARING, AND THE ERECTION OR REMOVAL OF FENCES ALONG PROPERTY LINES SHALL BE FULLY COORDINATED WITH ADJACENT PROPERTY OWNERS.
7. VERIFY SITE CONDITIONS PRIOR TO CONSTRUCTION. NOTIFY THE CITY OF COLUMBIA CONSTRUCTION INSPECTION OFFICE ENGINEER OF ANY VARIATIONS PRIOR TO COMMENCEMENT OF WORK.
8. ALL GRADING WORK SHALL BE PERFORMED IN SUCH A MANNER THAT ADJACENT PROPERTIES ARE NOT DAMAGED OR ADVERSELY AFFECTED.
9. LOT DRAINAGE: FINISH GRADE SHALL BE SLOPED AWAY FROM THE FOUNDATION FOR DRAINAGE. THE FINISH GRADE MUST BE AT LEAST 12 INCHES BELOW THE TOP OF THE FOUNDATION WALL OR THE GRADE OF THE CONCRETE SLAB AT THE INTERIOR IN THE CASE OF AN INTEGRAL SLAB AND FOUNDATION.
10. THE CONTRACTOR SHALL PROVIDE ADEQUATE AND EFFECTIVE EROSION CONTROL AS NECESSARY TO PREVENT ANY SILTATION INTO EXISTING DRAINAGE SYSTEM AND/OR ADJACENT PROPERTIES.
11. ALL EROSION CONTROL MEASURES MUST BE INSTALLED PRIOR TO COMMENCEMENT OF GRADING OPERATIONS AND BE MAINTAINED UNTIL ALL DISTURBED AREAS ON THE SITE HAVE BEEN RESTORED.
12. ALL TEMPORARY EROSION CONTROL INSTALLATIONS SHALL REMAIN IN PLACE AND BE MAINTAINED IN GOOD CONDITIONS BY THE CONTRACTOR UNTIL THE SITE HAS BEEN RE-VEGETATED, AT WHICH TIME IT SHALL BE REMOVED. FOR PROPOSED PAVED SURFACE AREAS, THE CONTRACTOR MAY REMOVE NECESSARY SILT FENCE TO CONSTRUCT ROADWAYS, WHILE MAINTAINING ADEQUATE EROSION CONTROL IN ADJACENT AREAS.
13. THE CONTRACTOR SHALL SCHEDULE SITE GRADING, UTILITY INSTALLATION AND ROADWAY CONSTRUCTION SO THAT THE GENERAL SITE CAN BE MULCHED AND RE-SEEDED SOON AFTER DISTURBANCE. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED WITHIN 14 DAYS AFTER COMPLETION OF FINAL GRADING OR AFTER 14 DAYS OF GRADING INACTIVITY.
14. INSPECTIONS MUST BE PERFORMED BY AN EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) LEVEL I CERTIFIED PERSONNEL. ALL CONTROL MEASURES SHALL BE CHECKED, AND REPAIRED AS NECESSARY, TWICE WEEKLY AT LEAST 72 HOURS APART AND IN DRY PERIODS AND WITHIN 24 HOURS AFTER ANY RAINFALL OF 0.5 INCHES WITHIN A 24 HOUR PERIOD. DURING PROLONGED RAINFALL DAILY CHECKING AND REPAIRING IS NECESSARY. THE PERMITTEE SHALL MAINTAIN RECORDS OF CHECKS AND REPAIRS. A RAIN GAUGE MUST BE MAINTAINED AT THE CONSTRUCTION SITE.
15. SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE HALF THE HEIGHT OF THE BARRIER.
16. FABRIC SHOULD BE REPLACED PROMPTLY WHEN IT DECOMPOSES OR BECOMES INEFFECTIVE.
17. ANY SEDIMENT REMAINING AFTER THE SILT FENCE OR FILTER FABRIC IS NO LONGER NEEDED SHALL BE DRESSED TO CONFORM WITH THE EXISTING GRADE, PREPARED AND SEEDED WITH THE APPROPRIATE SEED MIX, AS DIRECTED BY THE ENGINEER.
18. SILT FENCE SHALL BE REMOVED WHEN IT HAS SERVED ITS USEFUL PURPOSE, BUT NOT BEFORE THE UPWARD SLOPING AREA HAS BEEN PERMANENTLY STABILIZED.
19. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT ALL REQUIRED PERMITS HAVE BEEN OBTAINED PRIOR TO BEGINNING ANY CONSTRUCTION OR OTHER ACTIVITY ON THE SITE.
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SOIL EROSION CONTROL MEASURES AS NOTED ON THE PLANS AND AS REQUESTED BY THE OWNER DURING CONSTRUCTION. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR SATISFYING THE REQUIREMENTS OF THE STATE OF TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) AS SET FORTH IN THE TENNESSEE EROSION & SEDIMENT CONTROL HANDBOOK 4TH EDITION. ALL SOIL EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE CONTROL SO AS TO PREVENT ANY SEDIMENT FROM WASHING OFF THE SITE ONTO ADJACENT PROPERTY OR PUBLIC RIGHTS-OF-WAY. THE CONTRACTOR SHALL MAINTAIN A LOG OF ALL MAINTENANCE ACTIVITIES FOR THE EROSION CONTROL ELEMENTS AS REQUIRED BY TDEC.
21. A COPY OF THIS PLAN MUST BE AVAILABLE ON SITE.
22. EROSION AND SEDIMENT CONTROL MEASURES MUST BE IN PLACE AND FUNCTIONAL BEFORE EARTH MOVING OPERATIONS BEGIN, AND MUST BE CONSTRUCTED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. TEMPORARY MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORK DAY BUT MUST BE REPLACED AT THE END OF THE WORK DAY.
23. THE INTENT OF THE EROSION AND SEDIMENT CONTROL PLAN IS TO MINIMIZE THE RELEASE OF STORM WATER POLLUTANTS TO DOWNSTREAM PROPERTIES AND DRAINAGE SYSTEMS.
24. ALL DISTURBED AREAS ARE TO DRAIN TO APPROVED SEDIMENT CONTROL MEASURES AT ALL TIMES DURING LAND DISTURBING ACTIVITIES.
25. CONSTRUCTION WILL BE SEQUENCED SO THAT GRADING OPERATIONS CAN BEGIN AND END AS QUICKLY AS POSSIBLE.
26. AREAS WHICH ARE NOT TO BE DISTURBED WILL BE CLEARLY MARKED BY FENCING, FLAGS, SIGNS, ETC.
27. DURING CONSTRUCTION OF THE PROJECT, SOIL STOCKPILES SHALL BE STABILIZED OR PROTECTED WITH SEDIMENT TRAPPING MEASURES. THE APPLICANT IS RESPONSIBLE FOR THE TEMPORARY PROTECTION AND PERMANENT STABILIZATION OF ALL SOIL STOCKPILES ON SITE AS WELL AS SOIL INTENTIONALLY TRANSPORTED FROM THE PROJECT SITE.
28. ALL STORM SEWER INLETS THAT ARE TO BE USED FOR DRAINAGE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT SEDIMENT-LADEN WATER CANNOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
29. PERIODIC INSPECTIONS AND REQUIRED MAINTENANCE MUST BE PROVIDED, ESPECIALLY AFTER EACH SIGNIFICANT STORM. THE PROJECT SUPERINTENDENT SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES.
30. ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH THE CITY OF COLUMBIA PUBLIC WORKS DEPARTMENT.
31. ALL CONSTRUCTION ACTIVITIES AND EROSION CONTROL METHODS SHALL COMPLY AND CONFORM TO THE TENNESSEE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, DIVISION OF WATER POLLUTION CONTROL, AND THE "TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK", LATEST EDITION STANDARDS AND SPECIFICATIONS FOR STORMWATER PERMITTING.
32. RESEEDING MUST BE DONE WITH AN ANNUAL OR PERENNIAL COVER CROP ACCOMPANIED BY PLACEMENT OF STRAW MULCH OR ITS EQUIVALENT OF SUFFICIENT COVERAGE TO CONTROL EROSION UNTIL SUCH TIME AS THE COVER CROP IS ESTABLISHED OVER 90 PERCENT OF THE SEEDED AREA.
33. ALL SLOPES SHALL BE 3:1 OR FLATTER.
34. SOIL, SEDIMENT, AND DEBRIS BROUGHT ONTO STREETS AND PUBLIC WAYS MUST BE REMOVED BY THE END OF THE WORK DAY BY MACHINE, BROOM OR SHOVEL TO THE SATISFACTION OF THE CITY OF COLUMBIA STORMWATER DEPARTMENT. FAILURE TO REMOVE THE SEDIMENT, SOIL OR DEBRIS SHALL BE DEEMED A VIOLATION OF THE CITY'S ORDINANCE.
35. ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO. 78-840 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
36. CONTRACTOR SHALL PROVIDE AN AREA FOR CONCRETE WASH DOWN AND EQUIPMENT FUELING IN ACCORDANCE WITH METRO CP-10 AND CP-13, RESPECTIVELY. CONTRACTOR TO COORDINATE EXACT LOCATION WITH NPDES DEPARTMENT DURING PRECONSTRUCTION MEETING. CONTROL OF OTHER SITE WASTES SUCH AS DISCARDED BUILDING MATERIALS, CHEMICALS, LITTER, AND SANITARY WASTES THAT MAY CAUSE ADVERSE IMPACTS TO WATER QUALITY IS ALSO REQUIRED BY THE GRADING PERMITTEE.
37. ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 7 DAYS WITH SLOPES GREATER THAN OR EQUAL TO 3:1 SHALL BE STABILIZED WITH MULCH OR TEMPORARY SEEDING.
38. ALL PERIMETER CONTROL MEASURES MUST BE IN PLACE BEFORE ANY EARTH MOVING ACTIVITIES BEGIN.



VICINITY MAP
SCALE: NOT TO SCALE

EROSION CONTROL SCHEDULING AND SEQUENCING

1. ROUGH GRADING	CONSTRUCTION ENTRANCE/EXIT AND SILT FENCE PROTECTION SHALL BE INSTALLED PRIOR TO THE INITIATION OF ROUGH GRADING, AS NEEDED.
2. UTILITY INSTALLATION	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
3. PAVING	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
4. FINAL GRADING/SOIL STABILIZATION/LANDSCAPING	REFERENCE LANDSCAPE PLANS FOR FINAL STABILIZATION OF SITE. ALL TEMPORARY EROSION CONTROL MEASURES TO BE REMOVED AT THE CONCLUSION OF THE PROJECT ONCE FINAL STABILIZATION HAS BEEN ACHIEVED.

SEQUENCE OF CONSTRUCTION NOTE

THE SEQUENCE OF CONSTRUCTION SHOWN ABOVE IS A GENERAL OVERVIEW AND IS INTENDED TO CONVEY THE GENERAL CONCEPTS OF THE EROSION CONTROL DESIGN AND SHOULD NOT BE RELIED UPON FOR CONSTRUCTION PURPOSES. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETAILED PHASING AND CONSTRUCTION SEQUENCING NECESSARY TO CONSTRUCT THE PROPOSED IMPROVEMENTS INCLUDED IN THESE PLANS. THE CONTRACTOR SHALL NOTIFY ENGINEER IN WRITING IMMEDIATELY, PRIOR TO AND/OR DURING CONSTRUCTION IF ANY ADDITIONAL INFORMATION ON THE CONSTRUCTION SEQUENCE IS NECESSARY. CONTRACTOR IS SOLELY RESPONSIBLE FOR COMPLYING WITH THE REQUIREMENTS OF AUTHORITY HAVING JURISDICTION AND ALL OTHER APPLICABLE LAWS.

SWPPP NOTE

ANY OFF-SITE STAGING AREA UTILIZED BY THE OPERATOR OF THIS SITE MUST BE INCLUDED IN THE SWPPP NARRATIVE PLAN AND TO SWPPP SITE PLAN AS REQUIRED BY THE TDEC TENNESSEE GENERAL PERMIT. ANY SUCH AREA INCLUDED IN THE SWPPP WILL BE TREATED BY THE OPERATOR AS ANY OTHER PART OF THE CONSTRUCTION ACTIVITY FOR THE PURPOSES OF STORM WATER POLLUTION PREVENTION.

EROSION CONTROL LEGEND

IP	INLET PROTECTION
SF	SILT FENCE
CW	CONCRETE WASHOUT AREA
CE	CONSTRUCTION EXIT
LOD	LIMITS OF DISTURBANCE
CE	CONSTRUCTION SIGN

NOTES

AREA DISTURBED: ±1.35 ACRES

GRAPHIC SCALE IN FEET
0 10 20 40

811 Know what's below. Call before you dig.

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EPSC CONTROL PLAN - PHASE 1

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C4-00

Plotted By: Donnelly-Bullington, Emma Sheet Set: Whataburger Columbia TN Layout: ESPC CONTROL PLAN - PHASE 1 January 21, 2025 10:49:42am K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Plansheets\C25-00 EROSION PREVENTION AND SEDIMENTATION CONTROL PLAN - PHASE 1.dwg
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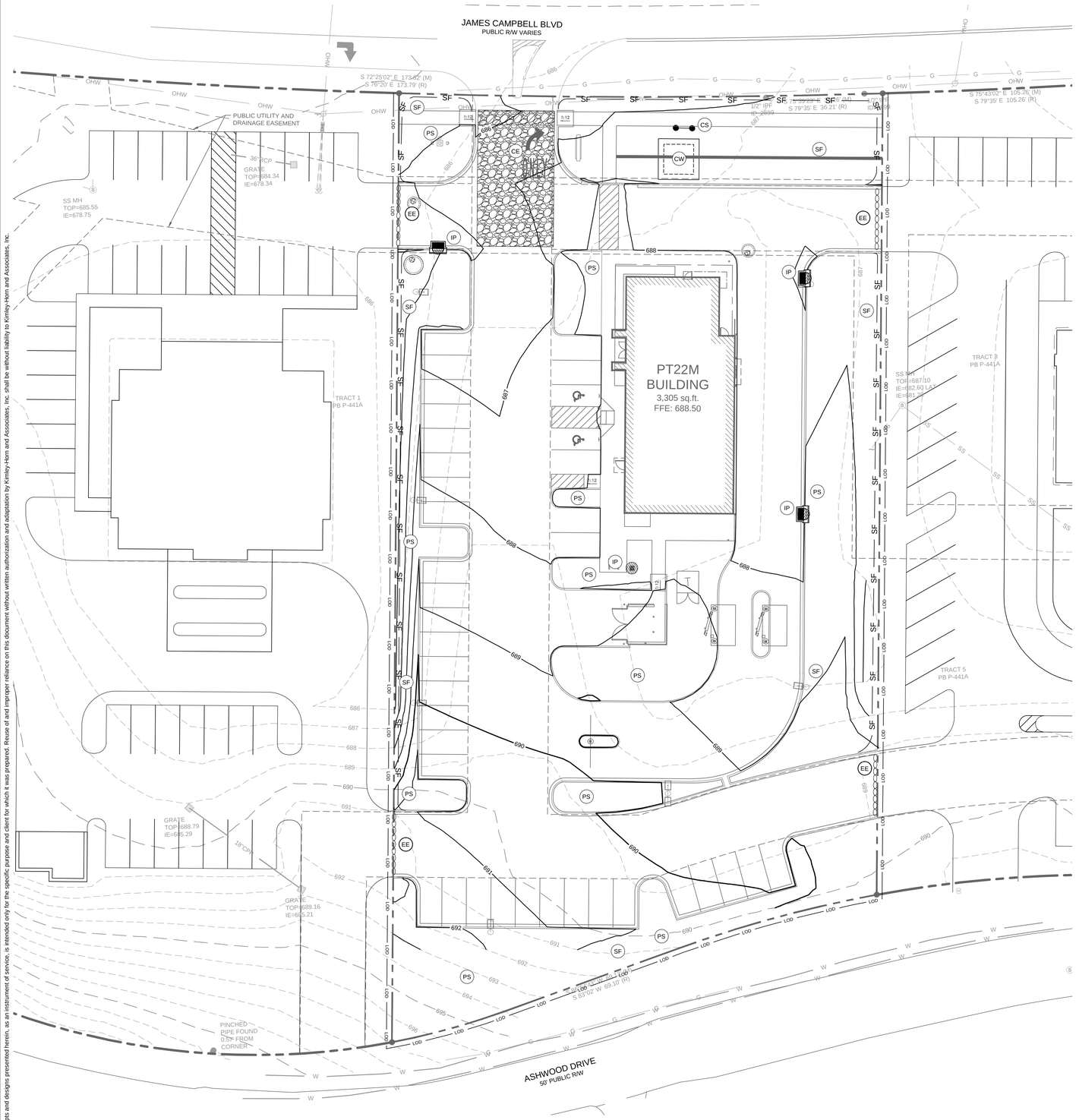

EROSION CONTROL NOTES

1. A MINIMUM OF 24 HOURS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE CITY OF COLUMBIA CONSTRUCTION INSPECTION OFFICE.
2. ALL NEWLY CUT OR FILLED AREA, LACKING ADEQUATE VEGETATION, SHALL BE SEEDED, MULCHED, FERTILIZED, AND/OR SODDED AS REQUIRED TO EFFECTIVELY CONTROL SOIL EROSION.
3. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES.
4. ALL FILL SOILS SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D-698) WITHIN 3% OF OPTIMUM MOISTURE CONTENT IN LIFTS NOT TO EXCEED SIX INCHES OF COMPACTED THICKNESS.
5. ALL CONSTRUCTION MATERIALS AND PROCEDURES SHALL MEET OR EXCEED THE REQUIREMENTS OF THE CITY OF COLUMBIA STANDARD CONSTRUCTION SPECIFICATIONS.
6. PROPERTY LINES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. GRADING, CLEARING, AND THE ERECTION OR REMOVAL OF FENCES ALONG PROPERTY LINES SHALL BE FULLY COORDINATED WITH ADJACENT PROPERTY OWNERS.
7. VERIFY SITE CONDITIONS PRIOR TO CONSTRUCTION. NOTIFY THE CITY OF COLUMBIA CONSTRUCTION INSPECTION OFFICE ENGINEER OF ANY VARIATIONS PRIOR TO COMMENCEMENT OF WORK.
8. ALL GRADING WORK SHALL BE PERFORMED IN SUCH A MANNER THAT ADJACENT PROPERTIES ARE NOT DAMAGED OR ADVERSELY AFFECTED.
9. LOT DRAINAGE: FINISH GRADE SHALL BE SLOPED AWAY FROM THE FOUNDATION FOR DRAINAGE. THE FINISH GRADE MUST BE AT LEAST 12 INCHES BELOW THE TOP OF THE FOUNDATION WALL OR THE GRADE OF THE CONCRETE SLAB AT THE INTERIOR IN THE CASE OF AN INTEGRAL SLAB AND FOUNDATION.
10. THE CONTRACTOR SHALL PROVIDE ADEQUATE AND EFFECTIVE EROSION CONTROL AS NECESSARY TO PREVENT ANY SILTATION INTO EXISTING DRAINAGE SYSTEM AND/OR ADJACENT PROPERTIES.
11. ALL EROSION CONTROL MEASURES MUST BE INSTALLED PRIOR TO COMMENCEMENT OF GRADING OPERATIONS AND BE MAINTAINED UNTIL ALL DISTURBED AREAS ON THE SITE HAVE BEEN RESTORED.
12. ALL TEMPORARY EROSION CONTROL INSTALLATIONS SHALL REMAIN IN PLACE AND BE MAINTAINED IN GOOD CONDITIONS BY THE CONTRACTOR UNTIL THE SITE HAS BEEN RE-VEGETATED, AT WHICH TIME IT SHALL BE REMOVED. FOR PROPOSED PAVED SURFACE AREAS, THE CONTRACTOR MAY REMOVE NECESSARY SILT FENCE TO CONSTRUCT ROADWAYS, WHILE MAINTAINING ADEQUATE EROSION CONTROL IN ADJACENT AREAS.
13. THE CONTRACTOR SHALL SCHEDULE SITE GRADING, UTILITY INSTALLATION AND ROADWAY CONSTRUCTION SO THAT THE GENERAL SITE CAN BE MULCHED AND RE-SEEDED SOON AFTER DISTURBANCE. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED WITHIN 14 DAYS AFTER COMPLETION OF FINAL GRADING OR AFTER 14 DAYS OF GRADING INACTIVITY.
14. INSPECTIONS MUST BE PERFORMED BY AN EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) LEVEL I CERTIFIED PERSONNEL. ALL CONTROL MEASURES SHALL BE CHECKED, AND REPAIRED AS NECESSARY, TWICE WEEKLY AT LEAST 72 HOURS APART AND IN DRY PERIODS AND WITHIN 24 HOURS AFTER ANY RAINFALL OF 0.5 INCHES WITHIN A 24 HOUR PERIOD. DURING PROLONGED RAINFALL DAILY CHECKING AND REPAIRING IS NECESSARY. THE PERMITTEE SHALL MAINTAIN RECORDS OF CHECKS AND REPAIRS. A RAIN GAUGE MUST BE MAINTAINED AT THE CONSTRUCTION SITE.
15. SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE HALF THE HEIGHT OF THE BARRIER.
16. FABRIC SHOULD BE REPLACED PROMPTLY WHEN IT DECOMPOSES OR BECOMES INEFFECTIVE.
17. ANY SEDIMENT REMAINING AFTER THE SILT FENCE OR FILTER FABRIC IS NO LONGER NEEDED SHALL BE DRESSED TO CONFORM WITH THE EXISTING GRADE, PREPARED AND SEEDED WITH THE APPROPRIATE SEED MIX, AS DIRECTED BY THE ENGINEER.
18. SILT FENCE SHALL BE REMOVED WHEN IT HAS SERVED ITS USEFUL PURPOSE, BUT NOT BEFORE THE UPWARD SLOPING AREA HAS BEEN PERMANENTLY STABILIZED.
19. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT ALL REQUIRED PERMITS HAVE BEEN OBTAINED PRIOR TO BEGINNING ANY CONSTRUCTION OR OTHER ACTIVITY ON THE SITE.
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SOIL EROSION CONTROL MEASURES AS NOTED ON THE PLANS AND AS REQUESTED BY THE OWNER DURING CONSTRUCTION. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR SATISFYING THE REQUIREMENTS OF THE STATE OF TENNESSEE DEPARTMENT OF ENVIRNMENT AND CONSERVATION (TDEC) AS SET FORTH IN THE TENNESSEE EROSION & SEDIMENT CONTROL HANDBOOK 4TH EDITION. ALL SOIL EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE CONTROL SO AS TO PREVENT ANY SEDIMENT FROM WASHING OFF THE SITE ONTO ADJACENT PROPERTY OR PUBLIC RIGHTS-OF-WAY. THE CONTRACTOR SHALL MAINTAIN A LOG OF ALL MAINTENANCE ACTIVITIES FOR THE EROSION CONTROL ELEMENTS AS REQUIRED BY TDEC.
21. A COPY OF THIS PLAN MUST BE AVAILABLE ON SITE.
22. EROSION AND SEDIMENT CONTROL MEASURES MUST BE IN PLACE AND FUNCTIONAL BEFORE EARTH MOVING OPERATIONS BEGIN, AND MUST BE CONSTRUCTED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. TEMPORARY MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORK DAY BUT MUST BE REPLACED AT THE END OF THE WORK DAY.
23. THE INTENT OF THE EROSION AND SEDIMENT CONTROL PLAN IS TO MINIMIZE THE RELEASE OF STORM WATER POLLUTANTS TO DOWNSTREAM PROPERTIES AND DRAINAGE SYSTEMS.
24. ALL DISTURBED AREAS ARE TO DRAIN TO APPROVED SEDIMENT CONTROL MEASURES AT ALL TIMES DURING LAND DISTURBING ACTIVITIES.
25. CONSTRUCTION WILL BE SEQUENCED SO THAT GRADING OPERATIONS CAN BEGIN AND END AS QUICKLY AS POSSIBLE.
26. AREAS WHICH ARE NOT TO BE DISTURBED WILL BE CLEARLY MARKED BY FENCING, FLAGS, SIGNS, ETC.
27. DURING CONSTRUCTION OF THE PROJECT, SOIL STOCKPILES SHALL BE STABILIZED OR PROTECTED WITH SEDIMENT TRAPPING MEASURES. THE APPLICANT IS RESPONSIBLE FOR THE TEMPORARY PROTECTION AND PERMANENT STABILIZATION OF ALL SOIL STOCKPILES ON SITE AS WELL AS SOIL INTENTIONALLY TRANSPORTED FROM THE PROJECT SITE.
28. ALL STORM SEWER INLETS THAT ARE TO BE USED FOR DRAINAGE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT SEDIMENT-LADEN WATER CANNOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
29. PERIODIC INSPECTIONS AND REQUIRED MAINTENANCE MUST BE PROVIDED, ESPECIALLY AFTER EACH SIGNIFICANT STORM. THE PROJECT SUPERINTENDENT SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES.
30. ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH THE CITY OF MT. JULIET PUBLIC WORKS DEPARTMENT.
31. ALL CONSTRUCTION ACTIVITIES AND EROSION CONTROL METHODS SHALL COMPLY AND CONFORM TO THE TENNESSEE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, DIVISION OF WATER POLLUTION CONTROL, AND THE "TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK", LATEST EDITION STANDARDS AND SPECIFICATIONS FOR STORMWATER PERMITTING.
32. RESEEDING MUST BE DONE WITH AN ANNUAL OR PERENNIAL COVER CROP ACCOMPANIED BY PLACEMENT OF STRAW MULCH OR ITS EQUIVALENT OF SUFFICIENT COVERAGE TO CONTROL EROSION UNTIL SUCH TIME AS THE COVER CROP IS ESTABLISHED OVER 90 PERCENT OF THE SEEDED AREA.
33. ALL SLOPES SHALL BE 3:1 OR FLATTER.
34. SOIL, SEDIMENT, AND DEBRIS BROUGHT ONTO STREETS AND PUBLIC WAYS MUST BE REMOVED BY THE END OF THE WORK DAY BY MACHINE, BROOM OR SHOVEL TO THE SATISFACTION OF THE CITY OF COLUMBIA STORMWATER DEPARTMENT. FAILURE TO REMOVE THE SEDIMENT, SOIL OR DEBRIS SHALL BE DEEMED A VIOLATION OF THE CITY'S ORDINANCE.
35. ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO. 78-840 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
36. CONTRACTOR SHALL PROVIDE AN AREA FOR CONCRETE WASH DOWN AND EQUIPMENT FUELING IN ACCORDANCE WITH METRO CP-10 AND CP-13, RESPECTIVELY. CONTRACTOR TO COORDINATE EXACT LOCATION WITH NPDES DEPARTMENT DURING PRECONSTRUCTION MEETING. CONTROL OF OTHER SITE WASTES SUCH AS DISCARDED BUILDING MATERIALS, CHEMICALS, LITTER, AND SANITARY WASTES THAT MAY CAUSE ADVERSE IMPACTS TO WATER QUALITY IS ALSO REQUIRED BY THE GRADING PERMITTEE.
37. ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 7 DAYS WITH SLOPES GREATER THAN OR EQUAL TO 3:1 SHALL BE STABILIZED WITH MULCH OR TEMPORARY SEEDING.
38. ALL PERIMETER CONTROL MEASURES MUST BE IN PLACE BEFORE ANY EARTH MOVING ACTIVITIES BEGIN.



VICINITY MAP
SCALE: NOT TO SCALE

EROSION CONTROL SCHEDULING AND SEQUENCING

1. ROUGH GRADING	CONSTRUCTION ENTRANCE/EXIT AND SILT FENCE PROTECTION SHALL BE INSTALLED PRIOR TO THE INITIATION OF ROUGH GRADING, AS NEEDED.
2. UTILITY INSTALLATION	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
3. PAVING	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
4. FINAL GRADING/SOIL STABILIZATION/LANDSCAPING	REFERENCE LANDSCAPE PLANS FOR FINAL STABILIZATION OF SITE. ALL TEMPORARY EROSION CONTROL MEASURES TO BE REMOVED AT THE CONCLUSION OF THE PROJECT ONCE FINAL STABILIZATION HAS BEEN ACHIEVED.

SEQUENCE OF CONSTRUCTION NOTE

THE SEQUENCE OF CONSTRUCTION SHOWN ABOVE IS A GENERAL OVERVIEW AND IS INTENDED TO CONVEY THE GENERAL CONCEPTS OF THE EROSION CONTROL DESIGN AND SHOULD NOT BE RELIED UPON FOR CONSTRUCTION PURPOSES. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETAILED PHASING AND CONSTRUCTION SEQUENCING NECESSARY TO CONSTRUCT THE PROPOSED IMPROVEMENTS INCLUDED IN THESE PLANS. THE CONTRACTOR SHALL NOTIFY ENGINEER IN WRITING IMMEDIATELY, PRIOR TO AND/OR DURING CONSTRUCTION IF ANY ADDITIONAL INFORMATION ON THE CONSTRUCTION SEQUENCE IS NECESSARY. CONTRACTOR IS SOLELY RESPONSIBLE FOR COMPLYING WITH THE REQUIREMENTS OF AUTHORITY HAVING JURISDICTION AND ALL OTHER APPLICABLE LAWS.

SWPPP NOTE

ANY OFF-SITE STAGING AREA UTILIZED BY THE OPERATOR OF THIS SITE MUST BE INCLUDED IN THE SWPPP NARRATIVE PLAN AND TO SWPPP SITE PLAN AS REQUIRED BY THE TDEC TENNESSEE GENERAL PERMIT. ANY SUCH AREA INCLUDED IN THE SWPPP WILL BE TREATED BY THE OPERATOR AS ANY OTHER PART OF THE CONSTRUCTION ACTIVITY FOR THE PURPOSES OF STORM WATER POLLUTION PREVENTION.

EROSION CONTROL LEGEND

- IP — INLET PROTECTION
- SF — SILT FENCE
- CW — CONCRETE WASHOUT AREA
- CE — CONSTRUCTION EXIT
- LOD — LIMITS OF DISTURBANCE
- CS — CONSTRUCTION SIGN
- EE — EROSION EELS
- PS — PERMANENT STABILIZATION

BMPS DESIGNED FOR 2-YEAR STORM EVENT

NOTES

AREA DISTURBED: ±1.35 ACRES

GRAPHIC SCALE IN FEET
0 10 20 40

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KHA PROJECT	115339064
DATE	01/21/2025
SCALE	AS SHOWN
DESIGNED BY	ESDB
DRAWN BY	JSL
CHECKED BY	LNH

EPSC CONTROL PLAN
- PHASE 2

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C4-10

Plotted By:Donnelly-Bullington, Emma Sheet Set:Whataburger Columbia TN Layout:C4-10 EPSC CONTROL PLAN - PHASE 2 January 21, 2025 10:40:55am K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Plansheets\C5-10 EROSION PREVENTION AND SEDIMENT CONTROL PLAN - PHASE 2.dwg
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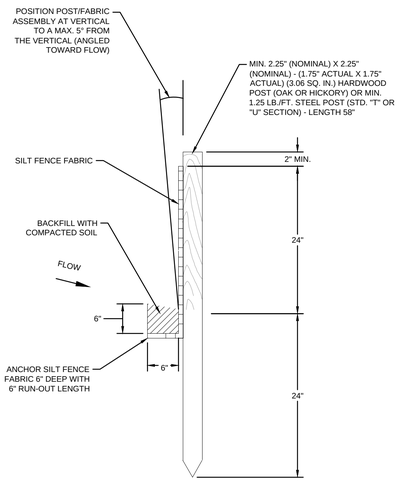
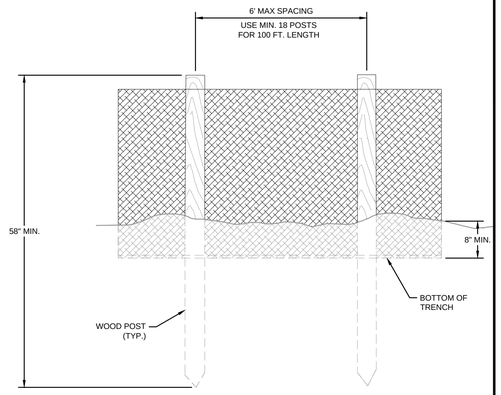
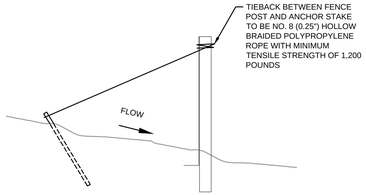


SECTIONAL VIEW



ELEVATION VIEW



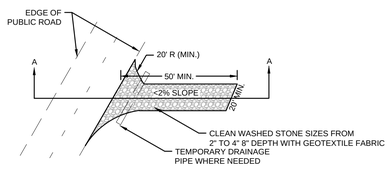
SILT FENCE TIEBACK

FOR STEEL POSTS OR WOOD POSTS

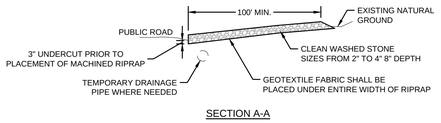
(WHEN REQUIRED BY THE ENGINEER OR NOTED IN THE PLANS)

NOTES:
1. GEOTEXTILE TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
2. WHEN TWO SECTIONS OF GEOTEXTILE ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
3. MAINTENANCE SHALL BE PERFORMED AS NOTED IN THE EROSION CONTROL PLAN. COLLECTED MATERIAL SHALL BE REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE OR WHEN CAPACITY NEARS 50%.

1 SILT FENCE
NOT TO SCALE

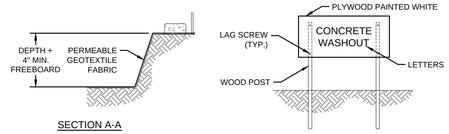


PLAN VIEW OF TEMPORARY CONSTRUCTION ROAD



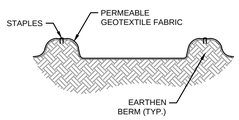
SECTION A-A

2 CONSTRUCTION EXIT
NOT TO SCALE

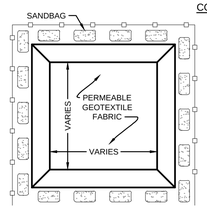


SECTION A-A

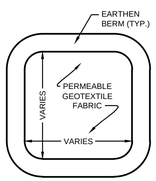
CONCRETE WASHOUT SIGN (OR EQUIVALENT)



SECTION B-B

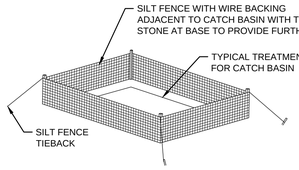


PLAN VIEW
TYPE "BELOW GRADE"



PLAN VIEW
TYPE "ABOVE GRADE"

3 CONCRETE WASHOUT AREA
NOT TO SCALE

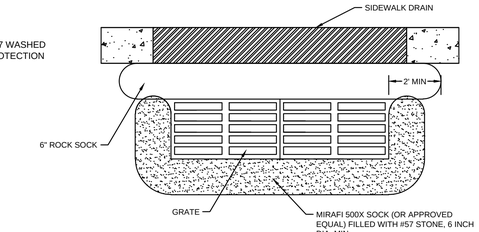


MAINTENANCE SPECIFICATIONS

Sediment should not be allowed to wash into the inlet. It should be removed from the inlet protection and disposed of and stabilized so that it will not enter the inlet again. Remove sediment from the deposition areas when half the height of the storage area has been filled.

Check measures for damage or evidence of erosion and bypassing around the inlet protection. If inlets are in series, runoff that bypasses an upgradient inlet can overwhelm a downgradient inlet protection device. Sand bags, diversions, or other methods should be used to direct runoffinto storm drain inlets.

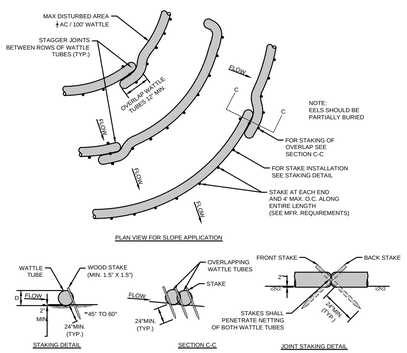
When the contributing drainage area has been permanently stabilized, all materials and any sediment should be removed, and either salvaged or disposed of properly. The disturbed area should be brought to proper grade, then smoothed and compacted. Appropriately stabilized all distributed areas around the inlet.7



NOTE:
ALL ROCK SOCKS ARE TO REMAIN AGAINST THE DRAIN AND WITHIN THE GUTTER PAN. ROCK SOCKS SHALL NOT ENTER THE TRAVEL LANE

CATCH BASIN PROTECTION (TYPE E)

4 ROCK SOCK / TDEC INLET PROTECTION DETAIL
NOT TO SCALE REFER TO THE LATEST EDITION OF THE TDEC HANDBOOK



5 EROSION EELS
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DESIGNED BY	ESDB
DRAWN BY	JSL
CHECKED BY	LNH

EPSC DETAILS

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115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C4-20

Plotted By: Donnelly-Bullington, Emma Sheet Set: Whataburger Columbia TN Layout: C4-20 EPSC DETAILS January 21, 2026 10:41:02am K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\PlanSheets\C4-20 EPSC DETAILS.dwg
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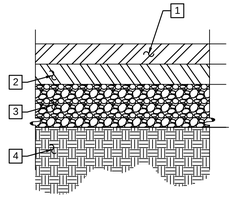
REFER TO GEOTECHNICAL REPORT PREPARED BY INTERTEK PSI TO CONFIRM RECOMMENDED PAVEMENT THICKNESS



HEAVY DUTY ASPHALT PAVEMENT

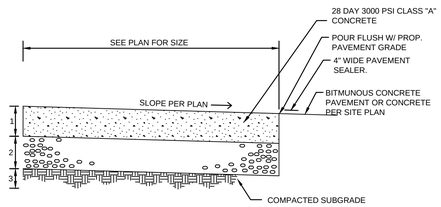
1. 2" SURFACE COURSE*
2. 3" BINDER COURSE*
3. 8.0" CRUSHED STONE BASE
4. 12.0" COMPACTED SUBGRADE

* THE MATERIALS SHOULD MEET THE REQUIREMENTS SET FORTH IN THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, LATEST EDITION, PUBLISHED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT).

- ASPHALITIC SURFACE - TDOT SECTION 903.11 FOR SURFACE COURSE, GRADING E
- ASPHALITIC BASE - TDOT SECTION 903.06 FOR HOT MIX ASPHALT LEVELING COURSE, GRADING B-M
- SECTION 903.05 FOR AGGREGATE BASE COURSE MATERIAL, CLASS A, GRADING D
- A MINIMUM 1.5-INCH COURSE SHOULD BE USED ON ACC PAVEMENTS

1 TYPICAL ASPHALT PAVEMENT SECTION
NOT TO SCALE

REFER TO GEOTECHNICAL REPORT PREPARED BY INTERTEK PSI TO CONFIRM RECOMMENDED PAVEMENT THICKNESS



SECTION VIEW

HEAVY-DUTY CONCRETE PAVEMENT

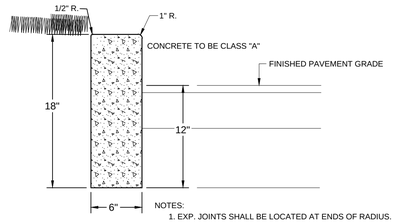
1. 7.0" PORTLAND CEMENT CONCRETE* (DUMPSTER PAD APPROACH APRON - 7.0")
2. 6.0" AGGREGATE BASE* (DUMPSTER PAD APPROACH APRON - 6.0")
3. 12.0" COMPACTED SUBGRADE

* THE MATERIALS SHOULD MEET THE REQUIREMENTS SET FORTH IN THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, LATEST EDITION, PUBLISHED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT).

- PORTLAND CEMENT CONCRETE SHOULD BE 3,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS, 4-INCH MAXIMUM SLUMP AND 4.5± PERCENT AIR ENTRAINED, 6-SACK MIN. MIX.

**NOTE:
ACI 33R INDICATES THAT REGULARLY SPACED EXPANSION JOINTS MAY BE DELETED FROM CONCRETE PAVEMENTS. THEREFORE, THE INSTALLATION OF EXPANSION JOINTS IS OPTIONAL AND SHOULD BE EVALUATED BY THE DESIGN/CONSTRUCTION TEAM. EXPANSION JOINTS, IF NOT SEALED AND MAINTAINED CAN ALLOW INFILTRATION OF SURFACE WATER INTO THE SUBGRADE.

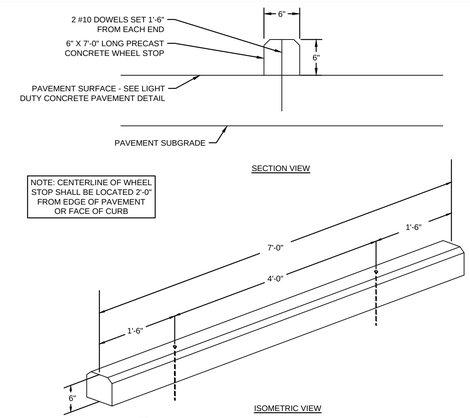
2 TYPICAL CONCRETE PAVEMENT SECTION
NOT TO SCALE



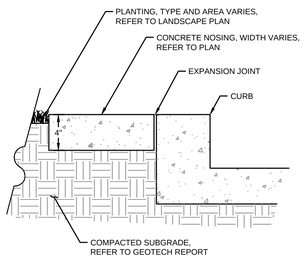
NOTES:
1. EXP. JOINTS SHALL BE LOCATED AT ENDS OF RADIUS.
2. EXP. JOINTS SHALL BE INSTALLED AT 40 FT., MAX.
3. EXP JOINTS SHALL BE LOCATED A MIN. OF 5 FT. FROM INLET STRUCTURE.
4. PRE-CUT EXP JOINT MATERIAL SHALL BE USED IN ALL EXP. JOINTS

STREET SURFACE

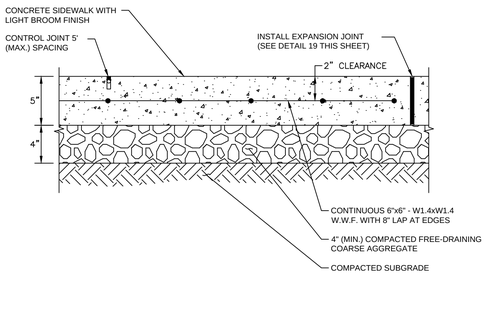
3 6" VERTICAL CURB / HEADER CURB
NOT TO SCALE



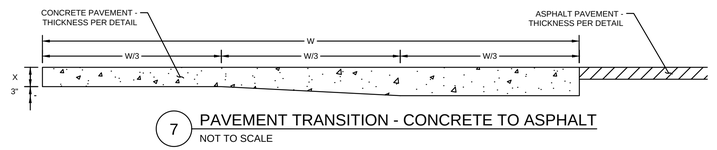
4 CONCRETE WHEEL STOP
NOT TO SCALE



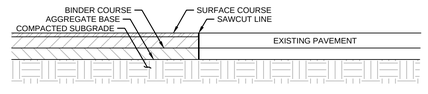
5 CONCRETE CURB AND NOSING
NOT TO SCALE



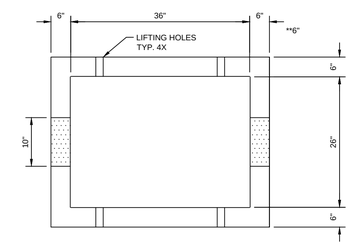
6 CONCRETE SIDEWALK
NOT TO SCALE

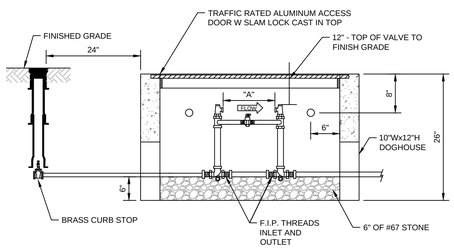


7 PAVEMENT TRANSITION - CONCRETE TO ASPHALT
NOT TO SCALE



8 PAVEMENT TRANSITION PROPOSED ASPHALT TO EXISTING ASPHALT
NOT TO SCALE





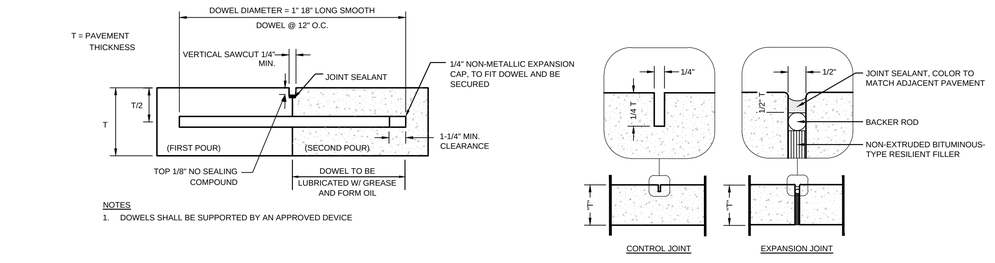
TYP SHAPE DOGHOUSE

DIMENSION "A"	
1 1/2" METER	13 1/4"
2" METER	17 1/4"
** TRAFFIC RATED VAULT WALL THICKNESS	

NOTES

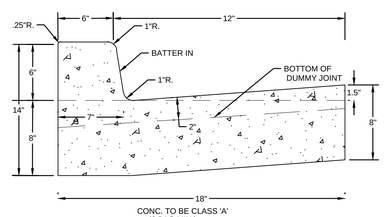
1. METER AS MANUFACTURED BY SENSUS OR NEPTUNE.
2. BACKFILL TAMPED IN 6" LIFTS.
3. REINFORCEMENT: #4 @ 6" OCEW.
4. CONCRETE: 4,000 PSI @ 28 DAYS.
5. ALL RPZ BACKFLOW PREVENTION DEVICES MUST BE INSTALLED PRIOR TO METER BEING SET.
6) ALL COPPER SETTERS ARE TO HAVE A BALL TYPE SHUT OFF VALVE ON BOTH SIDES OF COPPER SETTER WITH HIGH RISE BYPASS THAT IS MANUFACTURED BY FORD, MUELLER, OR AY McDONALD. (NO EXCEPTIONS).

12 1 1/2" - 2" WATER METER BOX INSTALLATION
NOT TO SCALE



NOTES
1. DOWELS SHALL BE SUPPORTED BY AN APPROVED DEVICE

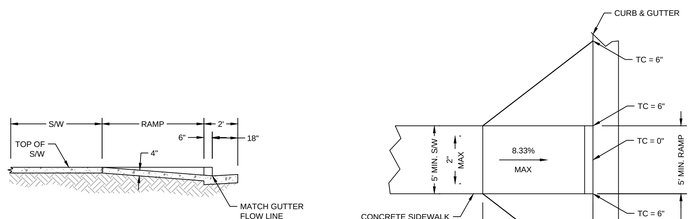
9 CONCRETE JOINTS
NOT TO SCALE



CONC. TO BE CLASS 'A' (6 BAG MIN.)

NOTES:
1. PRE-CUT EXP. JOINTS MATERIAL SHALL BE IN ALL EXP. JOINTS.
2. DUMMY JOINTS SHALL BE INSTALLED AT 10 FT. INTERVALS, MAXIMUM.
3. EXP. JOINTS SHALL BE INSTALLED AT 40 FT., MAXIMUM.
4. EXP. JOINTS SHALL BE INSTLLED AT ENDS OF RADIUS.
5. EXP. JOINTS SHALL BE LOCATED A MINUMUM OF 5FT. FROM INLET STRUCTURES

11 6-18 CURB GUTTER
NOT TO SCALE



SECTION

PLAN VIEW

NOTES:
1. CONTROL ELEVATIONS SHOWN HERE ARE IN RELATION TO THE GUTTER. GUTTER ELEVATION = 0.
2. ALL RAMPS MUST MEET ADA STANDARDS; 2% MAX CROSS SLOPES AND 1:12 MAX LONGITUDINAL SLOPES.
3. SIDEWALKS WITH LONGITUDINAL SLOPES OF LESS THAN 5% ARE NOT CONSIDERED RAMPS PER ADA.
4. CURB RAMPS ON ACCESSIBLE ROUTES SHALL COMPLY WITH ADA 406, 405.2 THROUGH 405.5, 405.10, AND 406.1.
5. THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20. THE CROSS SLOPE OF WALKING SURFACES SHALL NOW BE STEEPER THAN 1:48 PER 2010 ADA 403.3.

10 ACCESSIBLE SIDEWALK RAMP WITH DIAGONAL FLARE
NOT TO SCALE

Plotted By:Donnelly-Bullington, Emma Sheet Set:Whataburger Columbia TN Layout:C6-00 CONSTRUCTION DETAILS January 21, 2026 10:41:12am K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Plansheets\C6-00 CONSTRUCTION DETAILS.dwg
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No.	REVISIONS	DATE	BY

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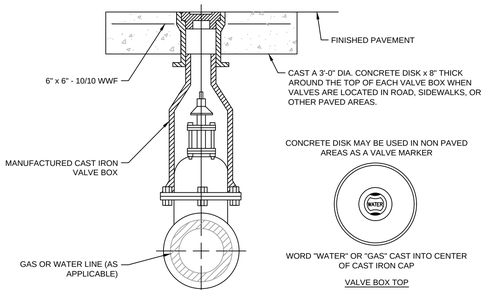
NOT FOR CONSTRUCTION

KHA PROJECT 115339064
DATE 01/21/2025
SCALE AS SHOWN
DESIGNED BY ESDB
DRAWN BY JSL
CHECKED BY LNH

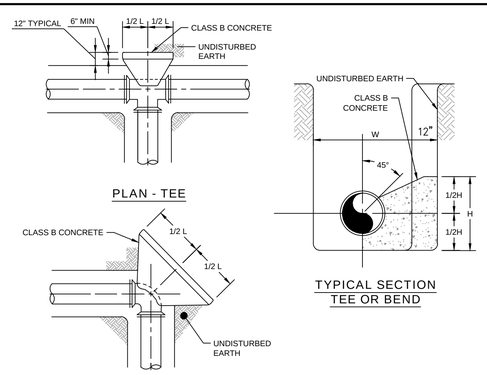
CONSTRUCTION DETAILS

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C5-00



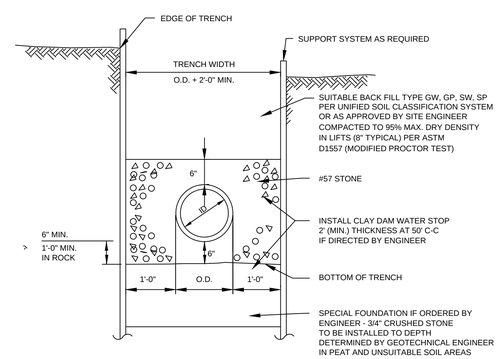
1 VALVE BOX
NOT TO SCALE



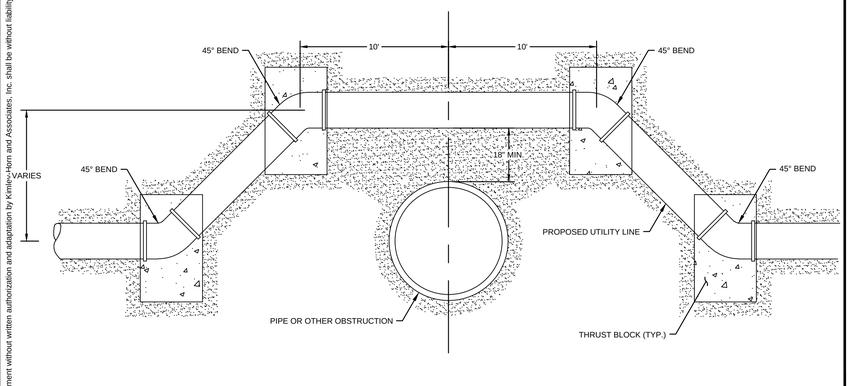
CONCRETE THRUST BLOCK SCHEDULE*												
PIPE SIZE (IN)	BEND 90°/TEE H	L	45° H	L	22½° H	L	11¼° H	L	5⅝° H	L	DESIGN PRESSURE (PSI)
3.0	0.7	1.4	0.5	1.1	0.4	0.8	0.3	0.5	XXX	XXX	100
6.0	1.4	2.8	1.0	2.1	0.7	1.5	0.5	1.0	XXX	XXX	100
8.0	1.8	3.7	1.4	2.7	1.0	1.9	0.7	1.4	XXX	XXX	100
12.0	2.7	5.4	2.0	4.0	1.4	2.8	1.0	2.0	XXX	XXX	100
16.0	3.6	7.1	2.6	5.2	1.9	3.7	1.3	2.6	XXX	XXX	100
24.0	5.3	10.5	3.9	7.7	2.8	5.5	2.0	3.9	XXX	XXX	100
30.0	6.5	13.1	4.8	9.6	3.4	6.9	2.4	4.9	XXX	XXX	100
36.0	7.8	15.6	5.8	11.5	4.1	8.2	2.9	5.8	XXX	XXX	100
42.0	9.1	18.2	6.7	13.4	4.8	9.5	3.4	6.8	XXX	XXX	100
48.0	10.4	20.7	7.6	15.3	5.4	10.9	3.9	7.7	XXX	XXX	100
54.0	11.7	23.3	8.6	17.1	6.1	12.2	4.3	8.7	XXX	XXX	100

*BASED ON AVERAGE SOIL PASSIVE BEARING STRENGTH OF 2000 PSF USING SF OF 1.5

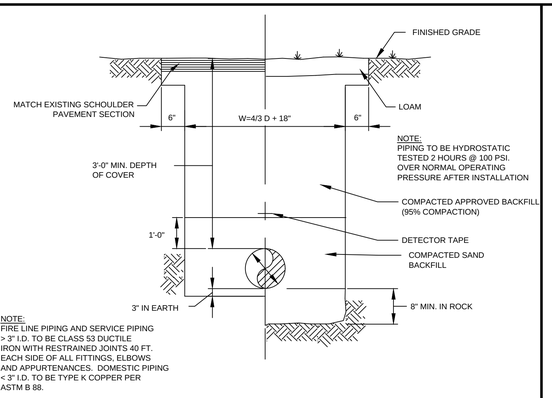
2 CONCRETE THRUST BLOCK
NOT TO SCALE



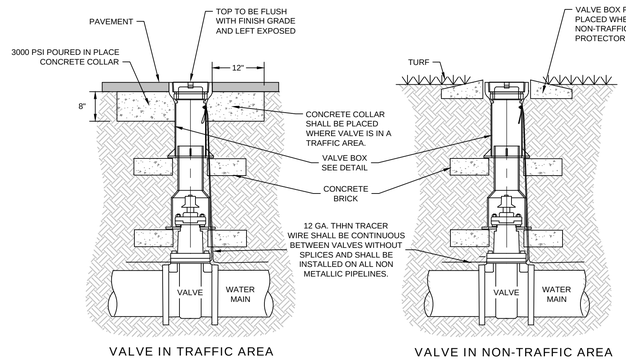
3 TYPICAL SANITARY SEWER TRENCH
NOT TO SCALE



4 UTILITY CLEARANCE DETAIL
NOT TO SCALE



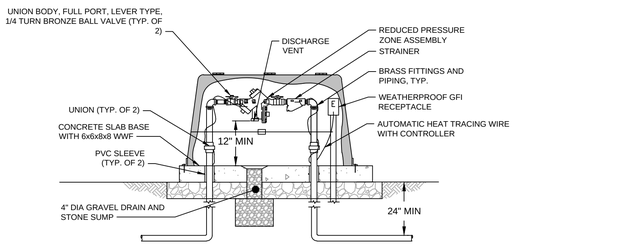
5 TYPICAL WATER TRENCH
NOT TO SCALE



NOTES

1. RESILIENT WEDGE GATE VALVE SHALL BE AS MANUFACTURED BY MUELLER CORP., AMERICAN DARLING, CLOW CORP., OR APPROVED EQUAL.
2. ALL VALVES SHALL HAVE 2" SQUARE OPERATING NUT AND SHALL OPEN COUNTERCLOCKWISE.
3. VALVE BODY, BONNET & GATE SHALL BE DUCTILE IRON CONFORMING TO ASTM A-536.
4. VALVE BODY AND BONNET SHALL BE COATED ON ALL INTERIOR AND EXTERIOR SURFACES WITH A FUSION BONDED EPOXY IN ACCORDANCE WITH AWWA C-550-90.
5. ALL VALVES 24" AND SMALLER SHALL HAVE A SAFE WORKING PRESSURE OF 250 PSI.

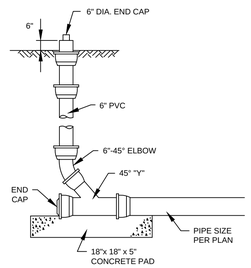
6 GATE VALVE
NOT TO SCALE



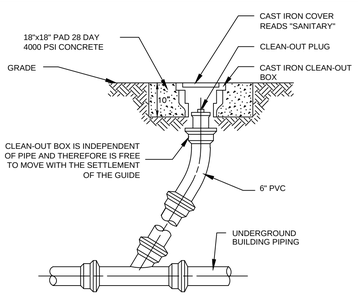
NOTES

1. ORIENT LID TO FACILITATE OPENING AND O & M.
2. RECEPTACLE SHALL BE SUPPORTED WITH UNISTRUT AND INSTALLED AWAY FROM RPZ DISCHARGE AND SHALL FACE OPENING. WEATHER PROOF GFI RECEPTACLE SHALL BE INSTALLED IN THE LOCATION SHOWN WITH A MINIMUM OF 12" GROUND CLEARANCE.

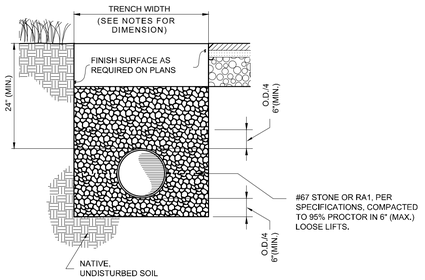
7 REDUCED PRESSURE BACKFLOW PREVENTER
NOT TO SCALE



8 CLEANOUT IN LANDSCAPE AREA
NOT TO SCALE

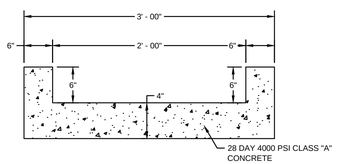


9 CLEANOUT IN PAVED AREA
NOT TO SCALE



10 CLASS 'A' CONCRETE PIPE BEDDING
NOT TO SCALE

**NOTE:
SAWED JOINTS SHALL BE EVERY 10 FEET FOR 4" THICK CONCRETE. FOR HEAVY-DUTY PAVEMENT, DOWEL BARS ONE INCH IN DIAMETER AND A MINIMUM OF 18 INCHES IN LENGTH SHOULD BE INSERTED ONE FOOT ON EACH SIDE OF THE JOINT. DOWELS SHOULD ALLOW FOR LATERAL MOVEMENT AT EXPANSION JOINTS. AT CONTRACTION JOINTS, DEPTH OF RESERVOIR SHOULD BE ¼ THE SLAB THICKNESS. REFER TO AASHTO OR AMERICAN CONCRETE PAVEMENT ASSOCIATION FOR FURTHER RECOMMENDATIONS.



11 2' CONCRETE FLUME
NOT TO SCALE

No.	REVISIONS	DATE	BY

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NOT FOR CONSTRUCTION

KHA PROJECT	115339064
DATE	01/21/2025
SCALE	AS SHOWN
DESIGNED BY	ESDB
DRAWN BY	JSL
CHECKED BY	LNH

CONSTRUCTION DETAILS

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C5-10

Plotted By:Donnelly-Billington, Emma Sheet Set:Whataburger Columbia TN Layout:C5-10 CONSTRUCTION DETAILS January 21, 2025 10:41:12am K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Planesheets\C5-00 CONSTRUCTION DETAILS.dwg
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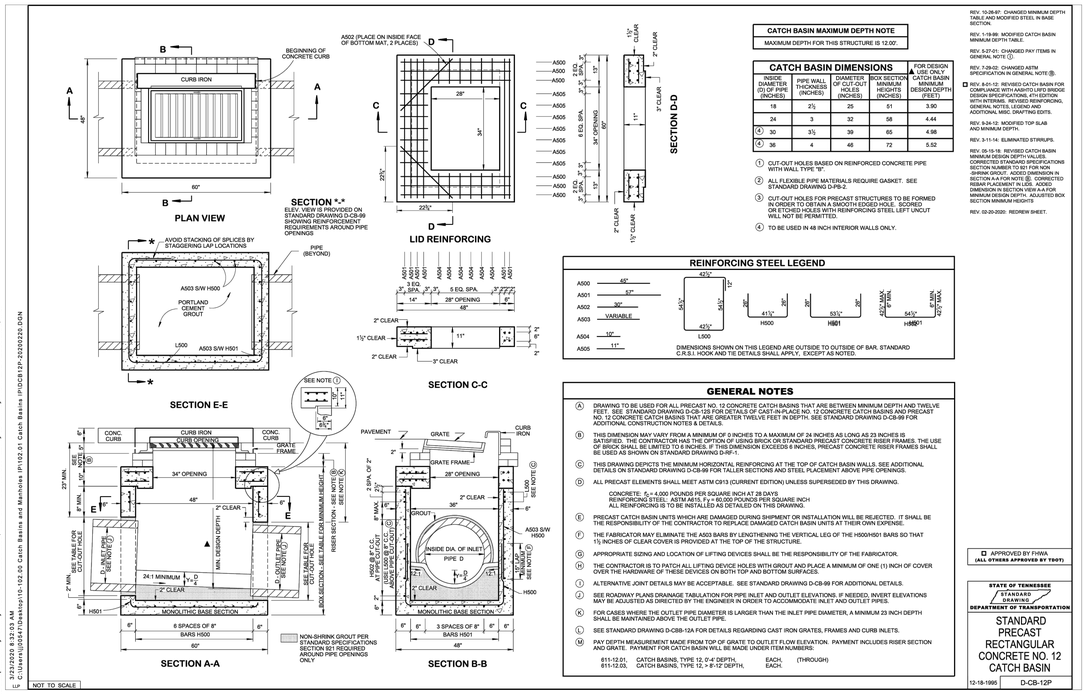


CATCH BASIN MAXIMUM DEPTH NOTE
MAXIMUM DEPTH FOR THIS STRUCTURE IS 12.00'.

CATCH BASIN DIMENSIONS				FOR DESIGN USE ONLY ▲
INSIDE DIAMETER (D) OF PIPE (INCHES)	PIPE WALL THICKNESS (INCHES)	DIAMETER OF CUT-OUT HOLES (INCHES)	BOX SECTION OUTSIDE HEIGHTS (INCHES)	CATCH BASIN MAXIMUM DESIGN DEPTH (FEET)
18	2½	25	51	3.90
24	3	32	58	4.44
④ 30	3½	39	65	4.98
④ 36	4	46	72	5.52

① CUT-OUT HOLES BASED ON REINFORCED CONCRETE PIPE WITH WALL TYPE "B".

② ALL FLEXIBLE PIPE MATERIALS REQUIRE GASKET. SEE STANDARD DRAWING D-PS-2.

③ CUT-OUT HOLES FOR PRECAST STRUCTURES TO BE FORMED IN ORDER TO OBTAIN A SMOOTH EDGED HOLE. SCORED HOLES WITH PROTRUDING REINFORCING STEEL LEFT UNCUT WILL NOT BE PERMITTED.

④ TO BE USED IN 48 INCH INTERIOR WALLS ONLY.

REINFORCING STEEL LEGEND

GENERAL NOTES

Ⓐ DRAWING TO BE USED FOR ALL PRECAST NO. 12 CONCRETE CATCH BASINS THAT ARE BETWEEN MINIMUM DEPTH AND TWELVE FEET. SEE STANDARD DRAWING D-CB-125 FOR DETAILS OF CAST-IN-PLACE NO. 12 CONCRETE CATCH BASINS AND PRECAST NO. 12 CONCRETE CATCH BASINS THAT ARE GREATER TWELVE FEET IN DEPTH. SEE STANDARD DRAWING D-CB-99 FOR ADDITIONAL CONSTRUCTION NOTES & DETAILS.

Ⓑ THIS DIMENSION MAY VARY FROM A MINIMUM OF 0 INCHES TO A MAXIMUM OF 24 INCHES AS LONG AS 23 INCHES IS SATISFIED. THE CONTRACTOR HAS THE OPTION OF USING BRICK OR STANDARD PRECAST CONCRETE RISER FRAMES. THE USE OF BRICK SHALL BE LIMITED TO 6 INCHES. IF THIS DIMENSION EXCEEDS 6 INCHES, PRECAST CONCRETE RISER FRAMES SHALL BE USED AS SHOWN ON STANDARD DRAWING D-RF-1.

Ⓒ THIS DRAWING DEPICTS THE MINIMUM HORIZONTAL REINFORCING AT THE TOP OF CATCH BASIN WALLS. SEE ADDITIONAL DETAILS ON STANDARD DRAWING D-CB-99 FOR TALLER SECTIONS AND STEEL PLACEMENT ABOVE PIPE OPENINGS.

Ⓓ ALL PRECAST ELEMENTS SHALL MEET ASTM C913 (CURRENT EDITION) UNLESS SUPERSEDED BY THIS DRAWING.

CONCRETE: f'_c = 4,000 POUNDS PER SQUARE INCH AT 28 DAYS
REINFORCING STEEL: ASTM A615, f_y = 60,000 POUNDS PER SQUARE INCH
ALL REINFORCING IS TO BE INSTALLED AS DETAILED ON THIS DRAWING.

Ⓔ PRECAST CATCH BASIN UNITS WHICH ARE DAMAGED DURING SHIPMENT OR INSTALLATION WILL BE REJECTED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REPLACE DAMAGED CATCH BASIN UNITS AT THEIR OWN EXPENSE.

Ⓕ THE FABRICATOR MAY ELIMINATE THE A503 BARS BY LENGTHENING THE VERTICAL LEG OF THE H500/H501 BARS SO THAT 1½ INCHES OF CLEAR COVER IS PROVIDED AT THE TOP OF THE STRUCTURE.

Ⓖ APPROPRIATE SIZING AND LOCATION OF LIFTING DEVICES SHALL BE THE RESPONSIBILITY OF THE FABRICATOR.

Ⓗ THE CONTRACTOR IS TO PATCH ALL LIFTING DEVICE HOLES WITH GROUT AND PLACE A MINIMUM OF ONE (1) INCH OF COVER OVER THE HARDWARE OF THESE DEVICES ON BOTH TOP AND BOTTOM SURFACES.

Ⓘ ALTERNATIVE JOINT DETAILS MAY BE ACCEPTABLE. SEE STANDARD DRAWING D-CB-99 FOR ADDITIONAL DETAILS.

Ⓙ SEE ROADWAY PLANS DRAINAGE TABULATION FOR PIPE INLET AND OUTLET ELEVATIONS. IF NEEDED, INVERT ELEVATIONS MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER IN ORDER TO ACCOMMODATE INLET AND OUTLET PIPES.

Ⓚ FOR CASES WHERE THE OUTLET PIPE DIAMETER IS LARGER THAN THE INLET PIPE DIAMETER, A MINIMUM 23 INCH DEPTH SHALL BE MAINTAINED ABOVE THE OUTLET PIPE.

Ⓛ SEE STANDARD DRAWING D-CBB-12A FOR DETAILS REGARDING CAST IRON GRATES, FRAMES AND CURB INLETS.

Ⓜ PAY DEPTH MEASUREMENT MADE FROM TOP OF GRATE TO OUTLET FLOW ELEVATION. PAYMENT INCLUDES RISER SECTION AND GRATE. PAYMENT FOR CATCH BASIN WILL BE MADE UNDER ITEM NUMBERS:

611-12.01, CATCH BASINS, TYPE 12, 0'-4' DEPTH, EACH, (THROUGH)
611-12.03, CATCH BASINS, TYPE 12, > 8'-12' DEPTH, EACH.

☐ APPROVED BY FHWA (ALL OTHERS APPROVED BY TDOT)

STATE OF TENNESSEE
STANDARD DRAWING
DEPARTMENT OF TRANSPORTATION

STANDARD PRECAST RECTANGULAR CONCRETE NO. 12 CATCH BASIN

12-18-1995 D-CB-12P

REV. 10-26-97: CHANGED MINIMUM DEPTH TABLE AND MODIFIED STEEL IN BASE SECTION.

REV. 1-19-99: MODIFIED CATCH BASIN MINIMUM DEPTH TABLE.

REV. 5-27-01: CHANGED PAY ITEMS IN GENERAL NOTE Ⓜ.

REV. 7-29-02: CHANGED ASTM SPECIFICATION IN GENERAL NOTE Ⓓ.

☐ REV. 8-01-12: REVISED CATCH BASIN FOR COMPLIANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4TH EDITION WITH INTERIMS. REVISED REINFORCING, GENERAL NOTES, LEGEND AND ADDITIONAL MISC. DRAFTING EDITS.

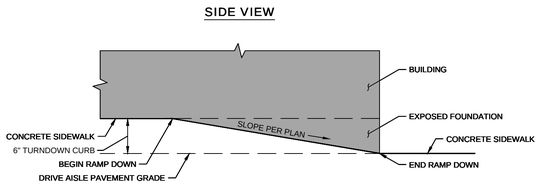
REV. 9-24-12: MODIFIED TOP SLAB AND MINIMUM DEPTH.

REV. 3-11-14: ELIMINATED STIRRUPS.

REV. 05-16-18: REVISED CATCH BASIN MINIMUM DESIGN DEPTH VALUES. CORRECTED STANDARD SPECIFICATIONS FOR NON-SHRINK GROUT TO "NON-SHRINK GROUT". ADDED DIMENSION IN SECTION A-A FOR NOTE Ⓑ. CORRECTED REBAR PLACEMENT IN LIDS. ADDED DIMENSION IN SECTION VIEW A-A FOR MINIMUM BRICK HEIGHT. CORRECTED BOX SECTION MINIMUM HEIGHTS.

REV. 02-20-2020: REDREW SHEET.

1 TDOT STANDARD PRECAST CONCRETE NO. 12 CATCH BASIN
NOT TO SCALE



3 SERVICE/DELIVERY RAMP
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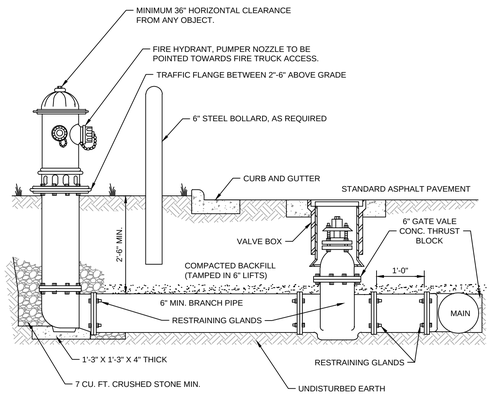


NOTES:

1. FIRE HYDRANT SHALL BE AS MANUFACTURED: MUELLER, AMERICAN DARLING, KENNEDY, M&H, WATEROUS, CLOW, EAST JORDAN IRON WORKS, OR US PIPE.
2. BRANCH PIPE SHALL BE DUCTILE IRON AWWA C150-96
3. 6" GATE VALVE SHALL BE AWWA C500-86 OPEN LEFT
4. STEEL RODS AND BOLTS SHALL BE ¾" HOT DIPPED GALVANIZED
5. FIRE HYDRANTS WILL BE INSTALLED IN TRUE VERTICAL POSITION RODS SHALL NOT BE COUPLED MORE THAN ONCE. IF THE LENGTH FROM THE VALVE TO THE HYDRANT EXCEEDS 20' THEN A MECHANICAL RESTRAINING GLAND WITH A REBAR CAGE SHALL BE INSTALLED NO MORE THAN 10' FROM HYDRANT AND POURED IN CONCRETE. FIRE HYDRANTS TO BE LOCATED IN ROW OR 2 FOOT EASEMENT ADJACENT TO ROW
6. ANYTIME SITE WORK, CONSTRUCTION, ROAD WORK, OR ANY OTHER WORK CHANGES THE GRADE OF THE FIRE HYDRANT, THE PERSON RESPONSIBLE FOR THE WORK IS RESPONSIBLE FOR ADJUSTING THE FIRE HYDRANT TO STAY WITHIN COMPLIANCE.

4 FIRE HYDRANT INSTALLATION
NOT TO SCALE

Bola® Bike Rack
Installation Guide

Date: September 8, 2016
www.landscapeforms.com Ph: 800.521.2546



Embedded

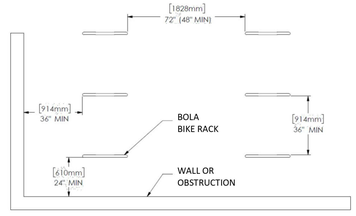
HANDLE WITH CARE! Bola's finish can be scuffed by contact with tools, concrete, or other abrasive surfaces. Protect the finish from damage during installation. Use touch-up paint to repair any powder coat finish abrasions.

INSTALLATION:

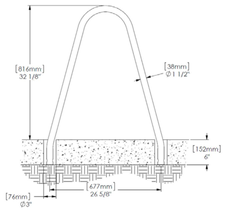
1. Core drill 3" diameter (minimum) holes 6" deep.
2. Prepare the holes for outdoor anchoring cement, such as Kwixset ™ or Super Por-rok ®. Follow the manufacturer's instructions for blowing out dust, filling with water, scrubbing, and removing excess water.
3. Place the bike rack back into position and fill the holes with anchoring cement.
4. Wipe away any excess before it cures.

Tools Required

• Unit ships assembled



Recommended spacing, according to Association of Pedestrian and Bicycle Professionals (APBP)



Side Elevation, showing core drill sizes

landscapeforms

No.	REVISIONS	DATE	BY

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NOT FOR CONSTRUCTION

KHA PROJECT	115339064
DATE	01/21/2025
SCALE	AS SHOWN
DESIGNED BY	ESDB
DRAWN BY	JSL
CHECKED BY	LNH

CONSTRUCTION DETAILS

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C5-30

Plotted By: Donnelly-Bullington, Emma Sheet Set: Whataburger Columbia TN Layout: C6-30 CONSTRUCTION DETAILS January 21, 2025 10:41:14am K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Plansheets\C6x30 CONSTRUCTION DETAILS.dwg
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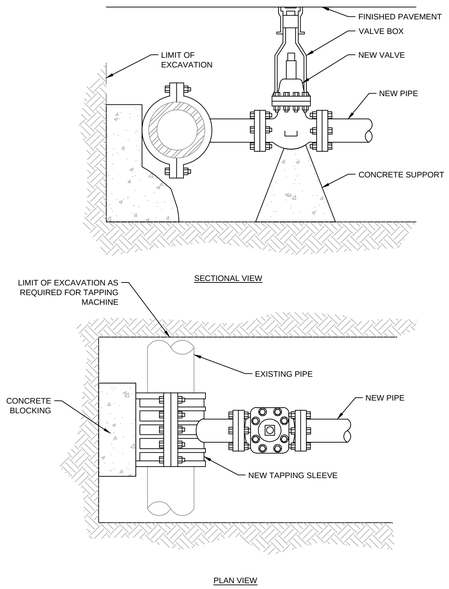
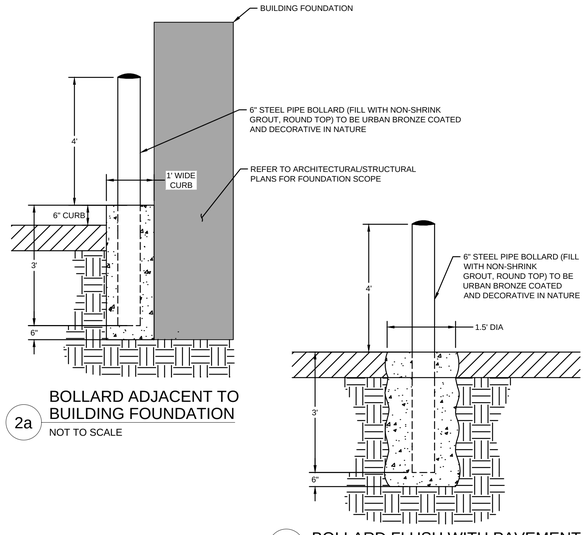
LLP 2/23/2026 8:32:03 AM C:\Users\ejdonnelly\Desktop\115-102 SW Cash Basins and Manholes HH\103.01 Catch Basins HH\DCB12P 20200220.DGN

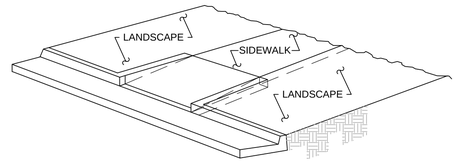


1 TAPPING SLEEVE AND VALVE
NOT TO SCALE



2a BOLLARD ADJACENT TO BUILDING FOUNDATION
NOT TO SCALE

2b BOLLARD FLUSH WITH PAVEMENT
NOT TO SCALE



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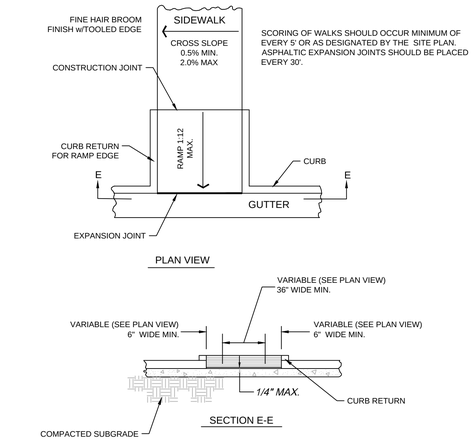
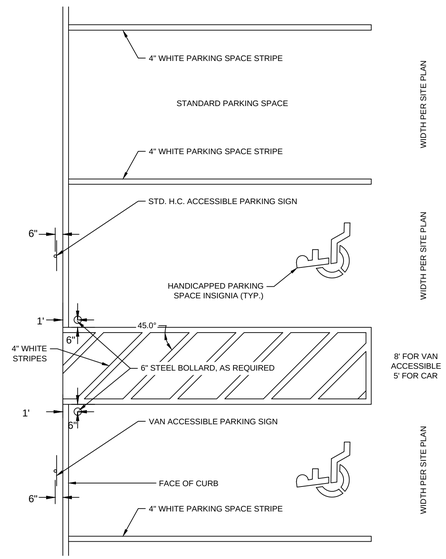
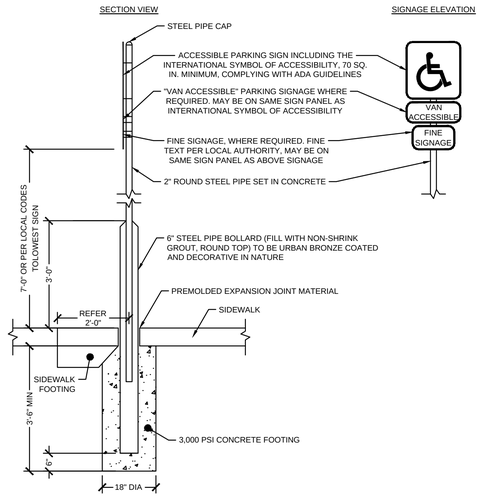


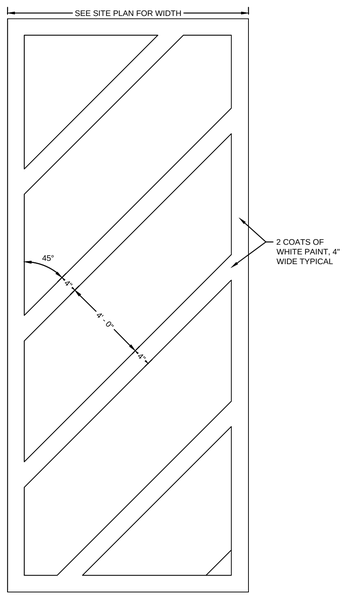
3 ACCESSIBLE SIDEWALK RAMP WITH CURB RETURN
NOT TO SCALE



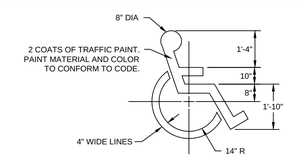
4 STANDARD ACCESSIBLE PARKING SPACE
NOT TO SCALE



5 ACCESSIBLE PARKING SIGNAGE
NOT TO SCALE

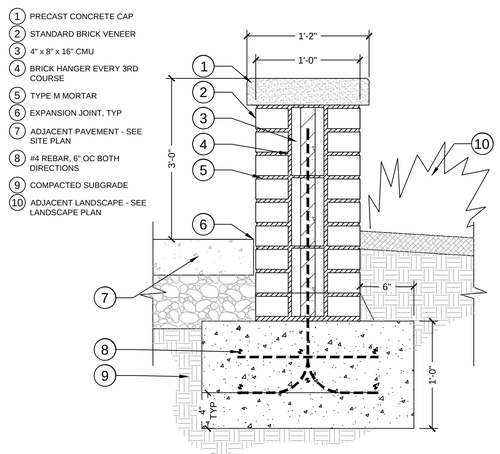


6 PAINT STRIPING FOR PEDESTRIAN WALKWAY
NOT TO SCALE



ACCESSIBLE SYMBOL

7 ACCESSIBLE PARKING SYMBOL
NOT TO SCALE



8 3' MASONRY SCREEN WALL
NOT TO SCALE

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KHA PROJECT	115339064
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DESIGNED BY	ESDB
DRAWN BY	JSL
CHECKED BY	LNH

CONSTRUCTION DETAILS

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C5-20

Plotted By: Donnelly-Bullington, Emma Sheet Set: Whataburger Columbia TN Layout: C6-20 CONSTRUCTION DETAILS January 21, 2025 10:41:17am K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Planesheets\C6x00 CONSTRUCTION DETAILS.dwg
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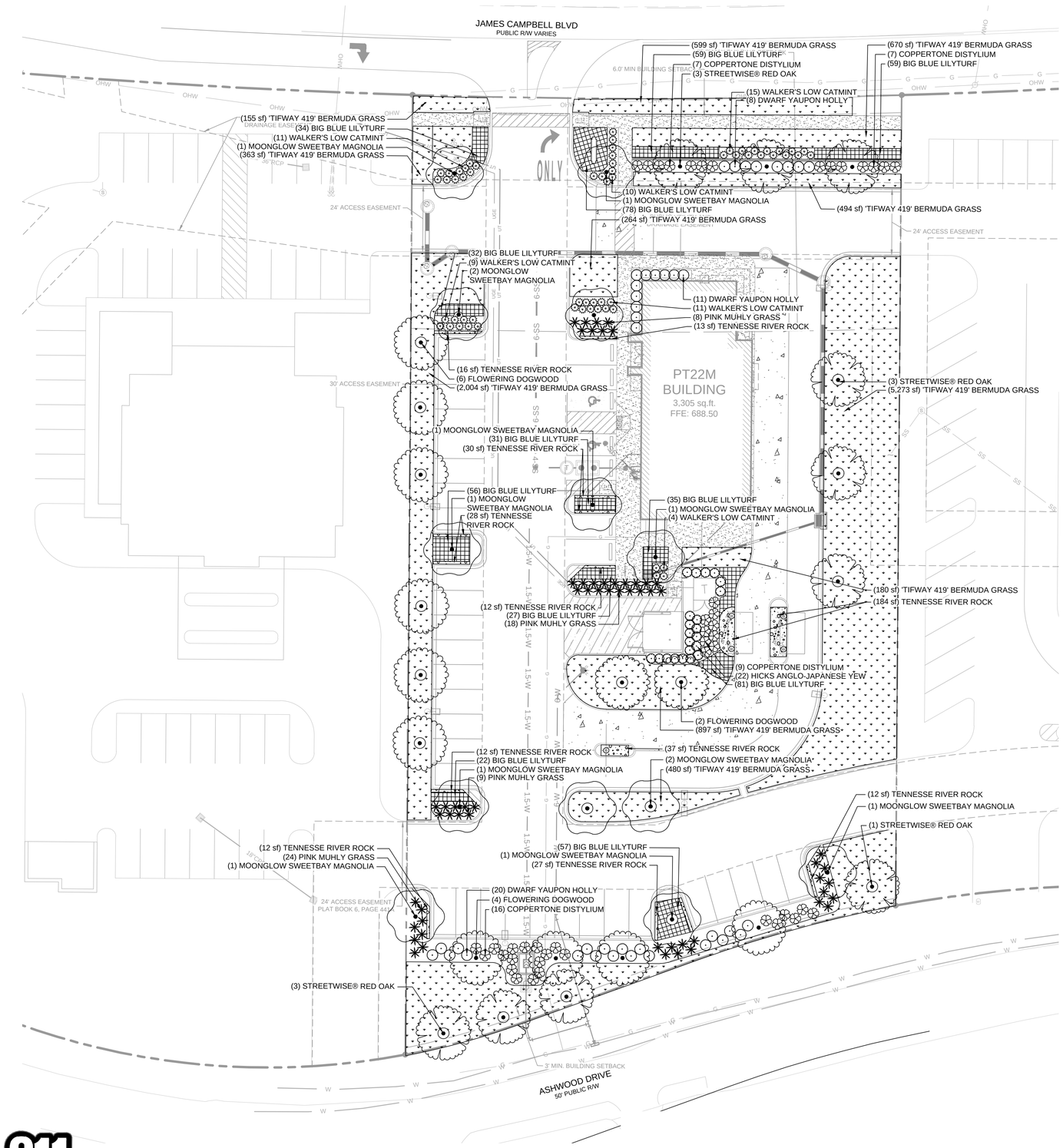

LANDSCAPE REQUIREMENTS

1. TOTAL SQUARE FOOTAGE OF PARKING LOT AREA = 28,868 SF
   1 TREE PER 2,000 SF = (28,868 / 2,000) = 15 TREES
   15 PARKING LOT TREES PROPOSED
2. PARKING LOT ISLAND TREES = 12 REQUIRED TREES
   12 ISLAND TREES PROPOSED
3. PARKING SCREENING FROM ROW - 2 CANOPY TREES AND 2 ACCENT TREES PER 100 LF OF FRONTAGE
   187 LF FRONTAGE (ASHWOOD DRIVE) = 4 CANOPY TREES AND 4 ACCENT TREES
   4 CANOPY TREES AND 4 ACCENT TREES PROVIDED
4. FOUNDATION PLANTING - A MINIMUM OF 1 SHRUB PLANTED PER 10 LF OF THE FACADE
   FACADE = 35 LF = 4 SHRUBS REQUIRED
   11 SHRUBS PROVIDED



VICINITY MAP
SCALE: NOT TO SCALE

PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	ROOT	CONDITION
TREES					
	12	Cornus florida / Flowering Dogwood	2.5" cal / 12' HT MIN.	B&B	Matching, Strong Central Leader
	13	Magnolia virginiana 'Moonglow' / Moonglow Sweetbay Magnolia	2.5" CAL/12' HT MIN.	B&B	Matching, Multi-Trunk, 3-5 Canes
	10	Quercus x 'QRSW18' / Streetwise® Red Oak	2.5" CAL/12' HT MIN.	B&B	5' Clear HT, Strong Central Leader, Full Canopy
SHRUBS					
	45	Distylium x `PIIDIST-III` TM / Coppertone Distylium	3 GAL; 30" MIN. HT.	Container	Matching; Full to Ground
	39	Ilex vomitoria 'Nana' / Dwarf Yaupon Holly	5 GAL; 36" MIN. HT.	Container	Matching; Full to Ground
	59	Muhlenbergia capillaris / Pink Muhly Grass	3 GAL; 30" MIN. HT.	Container	Matching; Full to Ground
	60	Nepeta x 'Walker's Low' / Walker's Low Catmint	3 GAL; 30" MIN. HT.	Container	Matching; Full to Ground
	22	Taxus x media 'Hicksii' / Hicks Anglo-Japanese Yew	5 GAL; 36" MIN. HT.	Container	Matching; Full to Ground

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING	CONDITION
GROUND COVERS					
	13,853 sf	Cynodon dactylon 'Tifway 419' / 'Tifway 419' Bermuda Grass	Rolls or Squares	Sand Fill Gaps; Pin Slopes Greater than 5:1	Sod; Free of Weeds
	571	Liriope muscari 'Big Blue' / Big Blue Lilyturf	1 GALLON	18" O.C.	Matching; Free of Weeds
	383 sf	Tennesse River Rock	4"-8" FLATS AND ROUNDS		

GRAPHIC SCALE IN FEET
0 10 20 40

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KHA PROJECT 115339064
DATE 11/15/2024
SCALE AS SHOWN
DESIGNED BY JSL
DRAWN BY RAW
CHECKED BY MWS

LANDSCAPE PLAN

JAMES CAMPBELL BLVD & ASHWOOD DR
PREPARED FOR WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
L1-00

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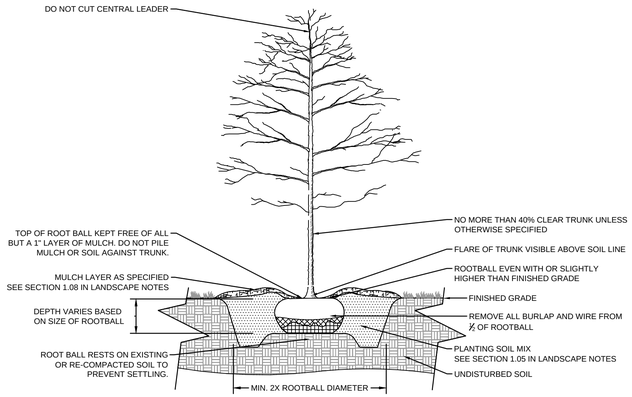
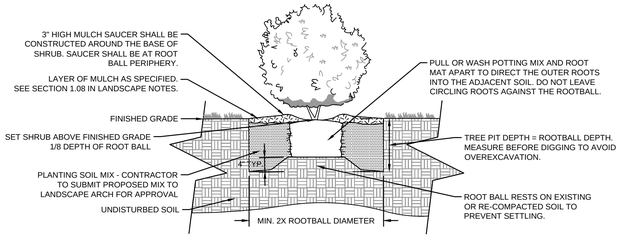


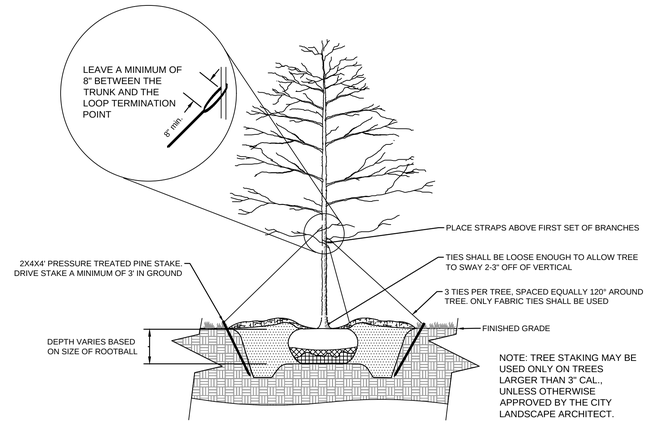
1 B&B TREE PLANTING

NOT TO SCALE



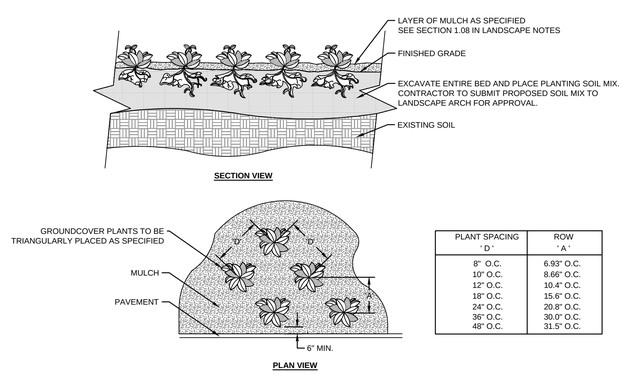
2 CONTAINER SHRUB PLANTING

NOT TO SCALE



3 TREE STAKING

NOT TO SCALE

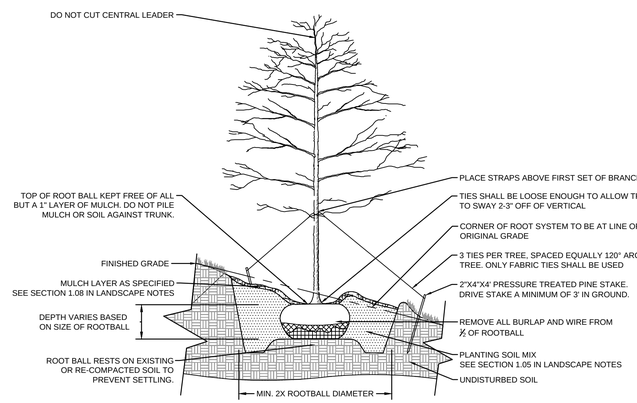


PLANT SPACING ' D '	ROW ' A '
8" O.C.	6.93" O.C.
10" O.C.	8.66" O.C.
12" O.C.	10.4" O.C.
18" O.C.	15.6" O.C.
24" O.C.	20.8" O.C.
36" O.C.	30.0" O.C.
48" O.C.	31.5" O.C.

NOTES:
1 SEE PLANTING LEGEND FOR GROUNDCOVER SPECIES, SIZE, AND SPACING DIMENSION.
2 SETTLE SOIL AROUND ROOT BALL OF EACH GROUNDCOVER PRIOR TO MULCHING.

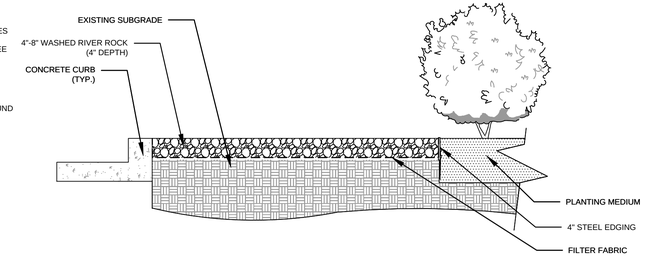
4 GROUNDCOVER PLANTING

NOT TO SCALE

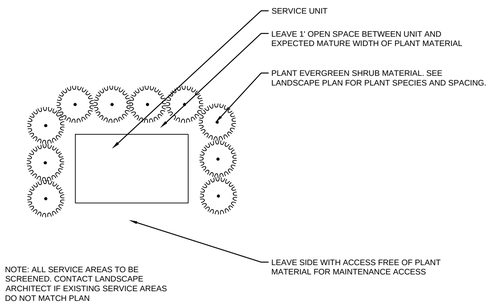


5 B&B TREE PLANTING ON SLOPE

NOT TO SCALE



6 WASHED RIVER ROCK



7 TYPICAL SERVICE SCREENING DETAIL

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LANDSCAPE DETAILS

JAMES CAMPBELL BLVD & ASHWOOD DR
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COLUMBIA TENNESSEE

SHEET NUMBER
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GENERAL LANDSCAPE SPECIFICATIONS AND NOTES

1.01 SCOPE OF WORK

A. THE WORK CONSISTS OF: FURNISHING ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, TRANSPORTATION, AND ANY OTHER APPURTENANCES NECESSARY FOR THE COMPLETION OF THIS PROJECT AS SHOWN ON THE DRAWINGS, AS INCLUDED IN THE PLANT LIST, AND AS HEREIN SPECIFIED.

B. WORK SHALL INCLUDE MAINTENANCE AND WATERING OF ALL CONTRACT PLANTING AREAS UNTIL CERTIFICATION OF ACCEPTABILITY BY THE OWNER, INCLUDING TEMPORARY BERMUDA GRASS AREAS.

C. THE CONTRACTOR SHALL CONTACT THE OWNER AND TENNESSEE ONE CALL AT (800) 351-1111, TWO (2) FULL BUSINESS DAYS PRIOR TO THE BEGINNING OF WORK.

D. THE CITY MUST APPROVE ALL WORK HOURS AND LANE CLOSURE REQUESTS AT LEAST TWO (2) FULL WORKING DAYS IN ADVANCE OF THE START OF ANY SUCH WORK ON A LOCATION BY LOCATION BASIS. THE INDIVIDUAL(S) INSTALLING THE MAINTENANCE OF TRAFFIC SETUP SHALL HAVE COMPLETED A TDOT APPROVED WORK ZONE TRAFFIC CONTROL TRAINING COURSE. DOCUMENTATION SHALL BE FURNISHED TO THE CITY AT THE PRE-CONSTRUCTION MEETING OR PRIOR TO START OF WORK.

E. ALL LANDSCAPE MATERIAL SHALL BE INSTALLED AND MAINTAINED IN A MANNER WHEREBY TRAFFIC CONTROL SIGNAGE AND DEVICES ARE VISIBLE TO MOTORISTS AND PEDESTRIANS.

1.02 PROTECTION OF EXISTING STRUCTURES

A. ALL EXISTING BUILDINGS, WALKS, WALLS, PAVING, PIPING, OTHER SITE CONSTRUCTION ITEMS, AND PLANTING ALREADY COMPLETED OR ESTABLISHED SHALL BE PROTECTED FROM DAMAGE BY THE CONTRACTOR UNLESS OTHERWISE SPECIFIED. ALL DAMAGE RESULTING FROM NEGLIGENCE SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER AND AT NO COST TO THE OWNER.

B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL NECESSARY BMP DEVICES ACCORDING TO TDOT, COUNTY, OR CITY STANDARDS THROUGH THE DURATION OF ALL CONSTRUCTION ACTIVITIES.

C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES, WHETHER PUBLIC OR PRIVATE, PRIOR TO EXCAVATION. THE OWNER AND DESIGN PROFESSIONAL SHALL NOT BE RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF ANY SUCH INFORMATION OR DATA, AND THE CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR REVIEWING AND CHECKING ALL SUCH INFORMATION AND DATA, FOR LOCATING ALL UNDERGROUND FACILITIES DURING CONSTRUCTION, FOR THE SAFETY AND PROTECTION THEREOF, AND REPAIRING ANY DAMAGE THERETO RESULTING FROM THE WORK. THE COST OF COMPLIANCE WITH THIS SECTION WILL BE CONSIDERED AS HAVING BEEN INCLUDED IN THE CONTRACT PRICE. THE CONTRACTOR SHALL NOTIFY ANY AFFECTED UTILITY COMPANIES OR AGENCIES IN WRITING AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.

1.03 PROTECTION OF EXISTING PLANT MATERIALS OUTSIDE LIMIT OF WORK

A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UNAUTHORIZED CUTTING OR DAMAGE TO TREES AND SHRUBS EXISTING OR OTHERWISE, CAUSED BY CARELESS EQUIPMENT OPERATION, MATERIAL STOCKPILING, ETC. THIS SHALL INCLUDE COMPACTION BY DRIVING OR PARKING INSIDE THE DRIP-LINE AND SPILLING OIL, GASOLINE, OR OTHER DELETERIOUS MATERIALS WITHIN THE DRIP-LINE. NO MATERIALS SHALL BE BURNED ON SITE. EXISTING TREES KILLED OR DAMAGED SO THAT THEY ARE MISSHAPEN AND/OR UNSIGHTLY SHALL BE REPLACED AT THE COST TO THE CONTRACTOR OF ONE HUNDRED DOLLARS ($100) PER CALIPER INCH ON AN ESCALATING SCALE WHICH ADDS AN ADDITIONAL TWENTY (20) PERCENT PER INCH OVER FOUR (4) INCHES CALIPER AS FIXED AND AGREED LIQUIDATED DAMAGES. CALIPER SHALL BE MEASURED SIX (6) INCHES ABOVE GROUND LEVEL FOR TREES UP TO AND INCLUDING FOUR (4) INCHES IN CALIPER AND TWELVE (12) INCHES ABOVE GROUND LEVEL FOR TREES OVER FOUR (4) INCHES IN CALIPER.

1.04 MATERIALS

A. GENERAL

MATERIAL SAMPLES LISTED BELOW SHALL BE SUBMITTED FOR APPROVAL, ON SITE OR AS DETERMINED BY THE LANDSCAPE ARCHITECT. UPON APPROVAL, DELIVERY OF MATERIALS MAY COMMENCE.

MATERIAL	SAMPLE SIZE
MULCH	ONE (1) CUBIC FOOT
SOIL MIXTURE	ONE (1) CUBIC FOOT
TOPSOIL MIX	ONE (1) CUBIC FOOT
PLANTS	ONE (1) OF EACH VARIETY (OR TAGGED IN NURSERY)

B. PLANT MATERIALS

1. PLANT SPECIES AND SIZE SHALL CONFORM TO THOSE INDICATED ON THE DRAWINGS. ALL NURSERY STOCK SHALL BE IN ACCORDANCE WITH GRADES AND STANDARDS AS SET FORTH IN ANSI Z60.1-2014-AMERICAN STANDARD FOR NURSERY STOCK. ALL PLANTS SHALL BE HEALTHY, VIGOROUS, SOUND, WELL-BRANCHED, AND FREE OF DISEASE AND INSECTS. INSECT EGGS AND LARVAE AND SHALL HAVE ADEQUATE ROOT SYSTEMS. TREES FOR PLANTING IN ROWS SHALL BE UNIFORM IN SIZE AND SHAPE. ALL MATERIALS SHALL BE SUBJECT TO APPROVAL BY THE OWNER. WHERE ANY REQUIREMENTS ARE OMITTED FROM THE PLANT LIST, THE PLANTS FURNISHED SHALL BE NORMAL FOR THE VARIETY. PLANTS SHALL BE PRUNED PRIOR TO DELIVERY ONLY WITH APPROVAL FROM OWNER OR LANDSCAPE ARCHITECT. NO SUBSTITUTIONS SHALL BE MADE WITHOUT WRITTEN PERMISSION FROM THE LANDSCAPE ARCHITECT.
2. MEASUREMENTS: THE HEIGHT AND/OR WIDTH OF TREES SHALL BE MEASURED FROM THE GROUND OR ACROSS THE NORMAL SPREAD OF BRANCHES WITH THE PLANTS IN THEIR NORMAL POSITION. THIS MEASUREMENT SHALL NOT INCLUDE THE IMMEDIATE TERMINAL GROWTH. PLANTS LARGER IN SIZE THAN THOSE SPECIFIED IN THE PLANT LIST MAY BE USED IF APPROVED BY THE OWNER. IF THE USE OF LARGER PLANTS IS APPROVED, THE ROOTBALL OR SPREAD OF ROOTS SHALL BE INCREASED IN PROPORTION TO THE SIZE OF THE PLANT.
3. INSPECTION: PLANTS SHALL BE SUBJECT TO INSPECTION AND APPROVAL AT THE PLACE OF GROWTH, OR UPON DELIVERY TO THE SITE, AS DETERMINED BY THE OWNER, FOR QUALITY, SIZE, AND VARIETY. SUCH APPROVAL SHALL NOT IMPAIR THE RIGHT OF INSPECTION AND REJECTION AT THE SITE DURING PROGRESS OF THE WORK OR AFTER COMPLETION FOR SIZE AND CONDITION OF ROOT BALLS OR ROOTS, LATENT DEFECTS OR INJURIES. REJECTED PLANTS SHALL BE REMOVED IMMEDIATELY FROM THE SITE. NOTICE REQUESTING INSPECTION SHALL BE SUBMITTED IN WRITING BY THE CONTRACTOR AT LEAST ONE (1) WEEK PRIOR TO ANTICIPATED DATE.

1.05 SOIL MIXTURE (PLANTING MEDIUM, PLANTING MIX, TOPSOIL MIX)

A. SOIL MIXTURE (PLANTING MEDIUM FOR PLANT PITS) SHALL CONSIST OF ⅓ LOOSE COMPOST (NO GREATER THAN 1" SIV), ⅓ PEAT AND ⅓ SAND, AS DESCRIBED BELOW, AND 2/3 TOPSOIL AS DESCRIBED BELOW.

B. TOPSOIL FOR USE IN PREPARING SOIL MIXTURE FOR BACKFILLING PLANT PITS SHALL BE FERTILE, FRIABLE, AND OF A LOAMY CHARACTER; REASONABLY FREE OF SUBSOIL, CLAY LUMPS, BRUSH WEEDS AND OTHER LITTER; FREE OF ROOTS, STUMPS, STONES LARGER THAN 1" IN ANY DIRECTION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH. IT SHALL CONTAIN THREE (3) TO FIVE (5) PERCENT DECOMPOSED ORGANIC MATTER AND A PH BETWEEN 5.5 AND 7.0 - SUBMIT SAMPLE AND PH TESTING RESULTS FOR APPROVAL.

C. SAND SHALL BE COARSE, CLEAN, WELL-DRAINING, NATIVE SAND. CONTRACTOR SHALL SUBMIT RESULTS OF SOIL TESTS FOR TOPSOIL AND SAND PROPOSED FOR APPROVAL BY THE OWNER.

D. CONTRACTOR TO SUBMIT SAMPLES OF SOIL MIXTURE FOR OWNER'S REPRESENTATIVE APPROVAL PRIOR TO PLANT INSTALLATION OPERATIONS COMMENCING.

1.06 WATER

A. WATER NECESSARY FOR PLANTING AND MAINTENANCE SHALL BE OF SATISFACTORY QUALITY TO SUSTAIN ADEQUATE PLANT GROWTH AND SHALL NOT CONTAIN HARMFUL, NATURAL OR MAN-MADE ELEMENTS DETRIMENTAL TO PLANTS. WATER MEETING THE ABOVE STANDARD SHALL BE OBTAINED ON THE SITE FROM THE OWNER, IF AVAILABLE, AND THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE ARRANGEMENTS FOR ITS USE BY HIS TANKS, HOSES, SPRINKLERS, ETC. IF SUCH WATER IS NOT AVAILABLE AT THE SITE, THE CONTRACTOR SHALL PROVIDE SATISFACTORY WATER FROM SOURCES OFF THE SITE AT NO ADDITIONAL COST TO THE OWNER.

** WATERING/IRRIGATION RESTRICTIONS MAY APPLY - REFER TO PROPERTY'S JURISDICTIONAL AUTHORITY.*

1.07 FERTILIZER

A. CONTRACTOR SHALL PROVIDE FERTILIZER APPLICATION SCHEDULE TO OWNER, AS APPLICABLE TO SOIL TYPE, PLANT INSTALLATION TYPE, AND SITE'S PROPOSED USE. SUGGESTED FERTILIZER TYPES SHALL BE ORGANIC OR OTHERWISE NATURALLY-DERIVED.

** FERTILIZER RESTRICTIONS MAY APPLY - REFER TO PROPERTY'S JURISDICTIONAL AUTHORITY.*

1.08 MULCH

A. MULCH MATERIAL SHALL BE MOISTENED AT THE TIME OF APPLICATION TO PREVENT WIND DISPLACEMENT, AND APPLIED AT A DEPTH OF THREE (3) INCHES FOR ALL PLANTING AREAS. MULCH AT ALL PLANTING BEDS SHALL BE TRIPLE SHREDDED HARDWOOD MULCH.

B. ALL PROPOSED TREES WITHIN TURF AREAS SHALL RECEIVE A TRIPLE SHREDDED HARDWOOD MULCH RING OF NO LESS THAN FOUR (4) FEET IN DIAMETER AND THREE (3) INCH DEPTH.

1.09 DIGGING AND HANDLING

A. PROTECT ROOTS OR ROOT BALLS OF PLANTS AT ALL TIMES FROM SUN, DRYING WINDS, WATER AND FREEZING AS NECESSARY UNTIL PLANTING. PLANT MATERIALS SHALL BE ADEQUATELY PACKED TO PREVENT DAMAGE DURING TRANSIT.

C. BALLED AND BURLAPPED PLANTS (B&B) SHALL BE DUG WITH FIRM, NATURAL BALLS OF SOIL OF SUFFICIENT SIZE TO ENCOMPASS THE FIBROUS AND FEEDING ROOTS OF THE PLANTS. NO PLANTS MOVED WITH A ROOT BALL SHALL BE PLANTED IF THE BALL IS CRACKED OR BROKEN. PLANTS SHALL NOT BE HANDLED BY STEMS.

D. EXCAVATION OF TREE PITS SHALL BE PERFORMED USING EXTREME CARE TO AVOID DAMAGE TO SURFACE AND SUBSURFACE ELEMENTS SUCH AS UTILITIES OR HARDSCAPE ELEMENTS, FOOTERS AND PREPARED SUB-BASES. ALL TREES SHALL BE PLANTED AS INDICATED ON DRAWINGS. COORDINATE WITH PLANTING DETAILS FOR EXACT DEPTH OF PLANTING SOIL.

1.10 CONTAINER GROWN STOCK

A. ALL TREES SPECIFIED SHALL BE BALL AND BURLAP, UNLESS OTHERWISE APPROVED BY LANDSCAPE ARCHITECT.

B. ALL SHRUB SPECIES SHALL BE CONTAINER GROWN.

C. ALL CONTAINER GROWN MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED PLANTS ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS WHICH ARE OF GOOD QUALITY AND ARE IN A HEALTHY GROWING CONDITION.

D. AN ESTABLISHED CONTAINER GROWN PLANT SHALL BE TRANSPLANTED INTO A CONTAINER AND GROWN IN THAT CONTAINER SUFFICIENTLY LONG ENOUGH FOR THE NEW FIBROUS ROOTS TO HAVE DEVELOPED SO THAT THE ROOT MASS WILL RETAIN ITS SHAPE AND HOLD TOGETHER WHEN REMOVED FROM THE CONTAINER. CONTAINER GROWN STOCK SHALL NOT BE HANDLED BY THEIR STEMS.

E. PLANT ROOTS BOUND IN CONTAINERS ARE NOT ACCEPTABLE.

1.11 MATERIALS LIST

A. QUANTITIES NECESSARY TO COMPLETE THE WORK ON THE DRAWINGS SHALL BE FURNISHED BY THE CONTRACTOR. QUANTITY ESTIMATES HAVE BEEN MADE CAREFULLY, BUT THE LANDSCAPE ARCHITECT OR OWNER ASSUMES NO LIABILITY FOR OMISSIONS OR ERRORS. SHOULD A DISCREPANCY OCCUR BETWEEN THE PLANS AND THE PLANT LIST QUANTITY, THE OWNER'S REPRESENTATIVE SHALL BE NOTIFIED FOR CLARIFICATION PRIOR TO BIDDING OR INSTALLATION. ALL DIMENSIONS AND/OR SIZES SPECIFIED SHALL BE THE MINIMUM ACCEPTABLE SIZE.

1.12 FINE GRADING

A. FINE GRADING UNDER THIS CONTRACT SHALL CONSIST OF FINAL FINISHED GRADING OF LAWN AND PLANTING AREAS THAT HAVE BEEN DISTURBED DURING CONSTRUCTION.

B. THE CONTRACTOR SHALL FINE GRADE THE LAWN AND PLANTING AREAS TO BRING THE ROUGH GRADE UP TO FINAL FINISHED GRADE ALLOWING FOR THICKNESS OF SOD AND/OR MULCH DEPTH. CONTRACTOR SHALL FINE GRADE BY HAND AND/OR WITH ALL EQUIPMENT NECESSARY INCLUDING A GRADING TRACTOR WITH FRONT-END LOADER FOR TRANSPORTING SOIL WITHIN THE SITE.

C. ALL PLANTING AREAS SHALL BE GRADED AND MAINTAINED FOR POSITIVE DRAINAGE TO SURFACE/SUBSURFACE STORM DRAIN SYSTEMS. AREAS ADJACENT TO BUILDINGS SHALL SLOPE AWAY FROM THE BUILDINGS. REFER TO GRADING PLAN FOR FINAL GRADES, IF APPLICABLE.

1.13 PLANTING PROCEDURES

A. CLEANING UP BEFORE COMMENCING WORK: THE CONTRACTOR SHALL CLEAN WORK AND SURROUNDING AREAS OF ALL RUBBISH OR OBJECTIONABLE MATTER DAILY. ALL MORTAR, CEMENT, AND TOXIC MATERIAL SHALL BE REMOVED FROM THE SURFACE OF ALL PLANT BEDS. THESE MATERIALS SHALL NOT BE MIXED WITH THE SOIL. SHOULD THE CONTRACTOR FIND SUCH SOIL CONDITIONS BENEATH THE SOIL WHICH WILL IN ANY WAY ADVERSELY AFFECT THE PLANT GROWTH, CONTRACTOR SHALL IMMEDIATELY CALL IT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE. FAILURE TO DO SO BEFORE PLANTING SHALL MAKE THE CORRECTIVE MEASURES THE RESPONSIBILITY OF THE CONTRACTOR.

B. SUBGRADE EXCAVATION: THE CONTRACTOR IS RESPONSIBLE TO REMOVE ALL EXISTING AND IMPORTED LIMEROCK AND LIMEROCK SUB-BASE FROM ALL LANDSCAPE PLANTING AREAS TO A MINIMUM DEPTH OF 36" AT TREES AND 18" AT SHRUBS AND PERENNIALS. CONTRACTOR IS RESPONSIBLE TO BACKFILL THESE PLANTING AREAS TO ROUGH FINISH GRADE WITH CLEAN SOIL MIXTURE.

C. VERIFY LOCATIONS OF ALL UTILITIES, CONDUITS, SUPPLY LINES AND CABLES, INCLUDING BUT NOT LIMITED TO: ELECTRIC, GAS (LINES AND TANKS), WATER, SANITARY SEWER, STORMWATER SYSTEMS, CABLE, AND TELEPHONE. PROPERLY MAINTAIN AND PROTECT EXISTING UTILITIES. CONTACT TENNESSEE ONE CALL AT (800) 351-1111 TO LOCATE ALL UTILITIES.

D. FURNISH NURSERY'S CERTIFICATE OF COMPLIANCE WITH ALL REQUIREMENTS AS HEREIN SPECIFIED AND REQUIRED. INSPECT AND SELECT PLANT MATERIALS BEFORE PLANTS ARE DUG AT NURSERY OR GROWING SITE. PROVIDE PHOTOGRAPHS OF TREES TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO SHIPPING FROM NURSERY.

E. GENERAL: COMPLY WITH APPLICABLE FEDERAL, STATE, COUNTY, AND LOCAL REGULATIONS GOVERNING LANDSCAPE MATERIALS AND WORK. CONFORM TO ACCEPTED HORTICULTURAL PRACTICES AS USED IN THE TRADE. UPON ARRIVAL AT THE SITE, PLANTS SHALL BE THOROUGHLY WATERED AND PROPERLY MAINTAINED UNTIL PLANTED. PLANTS STORED ON-SITE SHALL NOT REMAIN UNPLANTED OR APPROPRIATELY HEALED IN FOR A PERIOD EXCEEDING TWENTY-FOUR (24) HOURS. AT ALL TIMES WORKMANLIKE METHODS CUSTOMARY IN GOOD HORTICULTURAL PRACTICES SHALL BE EXERCISED.

F. THE WORK SHALL BE COORDINATED WITH OTHER TRADES TO PREVENT CONFLICTS. COORDINATE PLANTING WITH IRRIGATION WORK TO ASSURE AVAILABILITY OF WATER AND PROPER LOCATION OF IRRIGATION APPURTENANCES AND PLANTS.

G. ALL PLANTING PITS SHALL BE EXCAVATED TO SIZE AND DEPTH IN ACCORDANCE WITH ANSI Z60.1-2014 - AMERICAN STANDARD FOR NURSERY STOCK, UNLESS SHOWN OTHERWISE ON THE DRAWINGS, AND BACK FILLED WITH THE PREPARED PLANTING SOIL MIXTURE AS SPECIFIED IN SECTION 1.05. TEST ALL TREE PITS WITH WATER BEFORE PLANTING TO ASSURE PROPER DRAINAGE PERCOLATION IS AVAILABLE. NO ALLOWANCE WILL BE MADE FOR LOST PLANTS DUE TO IMPROPER DRAINAGE. TREES SHALL BE SET PLUMB AND HELD IN POSITION UNTIL THE PLANTING MIXTURE HAS BEEN FLUSHED INTO PLACE WITH A SLOW, FULL HOSE STREAM. ALL PLANTING SHALL BE PERFORMED BY PERSONNEL FAMILIAR WITH PLANTING PROCEDURES AND UNDER THE SUPERVISION OF A QUALIFIED LANDSCAPE FOREMAN.

H. TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO BUILDINGS AND BUILDING STRUCTURES WHILE INSTALLING TREES.

I. SOIL MIXTURE SHALL BE AS SPECIFIED IN SECTION 1.05 OF THESE SPECIFICATIONS.

J. TREES AND SHRUBS SHALL BE SET STRAIGHT AT AN ELEVATION THAT, AFTER SETTLEMENT, THE PLANT CROWN WILL STAND ONE (1) TO TWO (2) INCHES ABOVE GRADE. EACH PLANT SHALL BE SET IN THE CENTER OF THE PIT. PLANTING SOIL MIXTURE SHALL BE BACK FILLED, THOROUGHLY TAMPED AROUND THE BALL, AND SETTLED BY WATER (AFTER TAMPING).

K. SHRUBS AND GROUND COVER PLANTS SHALL BE EVENLY SPACED IN ACCORDANCE WITH THE DRAWINGS AND AS INDICATED ON THE PLANT LIST. MATERIALS INSTALLED SHALL MEET MINIMUM SPECIMEN REQUIREMENTS OR QUANTITIES SHOW ON PLANS, WHICHEVER IS GREATER. CULTIVATE ALL PLANTING AREAS TO A MINIMUM DEPTH OF 12", REMOVE AND DISPOSE ALL DEBRIS. COORDINATE WITH PLANTING DETAILS FOR EXACT DEPTH. MIX TOP 4" OF THE PLANTING SOIL MIXTURE AS SPECIFIED IN SECTION 1.05. THOROUGHLY WATER ALL PLANTS AFTER INSTALLATION.

L. TREE BRACING SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH THE PLANS TO INSURE STABILITY AND MAINTAIN TREES IN AN UPRIGHT POSITION. IF THE CONTRACTOR AND OWNER DECIDE TO WAIVE THE TREE GUYING AND BRACING, THE OWNER SHALL NOTIFY THE PROJECT LANDSCAPE ARCHITECT IN WRITING AND AGREE TO INDEMNIFY AND HOLD HARMLESS THE PROJECT LANDSCAPE ARCHITECT IN THE EVENT UNSUPPORTED TREES PLANTED UNDER THIS CONTRACT FALL AND DAMAGE PERSON OR PROPERTY.

M. HERBICIDE WEED CONTROL: ALL PLANT BEDS SHALL BE KEPT FREE OF NOXIOUS WEEDS UNTIL FINAL ACCEPTANCE OF WORK. IF DIRECTED BY THE OWNER, "ROUND-UP" SHALL BE APPLIED FOR WEED CONTROL BY QUALIFIED PERSONNEL TO ALL PLANTING AREAS IN SPOT APPLICATIONS PER MANUFACTURER'S PRECAUTIONS AND SPECIFICATIONS. PRIOR TO FINAL INSPECTION, TREAT ALL PLANTING BEDS WITH AN APPROVED PRE-EMERGENT HERBICIDE AT AN APPLICATION RATE RECOMMENDED BY THE MANUFACTURER (AS ALLOWED BY JURISDICTIONAL AUTHORITY).

1.14 LAWN SODDING

A. THE WORK CONSISTS OF LAWN BED PREPARATION, SOIL PREPARATION, AND SODDING COMPLETE, IN STRICT ACCORDANCE WITH THE SPECIFICATIONS AND THE APPLICABLE DRAWINGS TO PRODUCE A TURF GRASS LAWN ACCEPTABLE TO THE OWNER.

B. LAWN BED PREPARATION: ALL AREAS THAT ARE TO BE SODDED SHALL BE CLEARED OF ANY ROUGH GRASS, WEEDS, AND DEBRIS BY MEANS OF A SOD CUTTER TO A DEPTH OF THREE (3) INCHES, AND THE GROUND BROUGHT TO AN EVEN GRADE. THE ENTIRE SURFACE SHALL BE ROLLED WITH A ROLLER WEIGHING NOT MORE THAN ONE-HUNDRED (100) POUNDS PER FOOT OF WIDTH. DURING THE ROLLING, ALL DEPRESSIONS CAUSED BY SETTLEMENT SHALL BE FILLED WITH ADDITIONAL SOIL, AND THE SURFACE SHALL BE REGRADED AND ROLLED UNTIL PRESENTING A SMOOTH AND EVEN FINISH TO THE REQUIRED GRADE.

C. SOIL PREPARATION: PREPARE LOOSE BED SIX (6) INCHES DEEP. HAND RAKE UNTIL ALL BUMPS AND DEPRESSIONS ARE REMOVED. WET PREPARED AREA THOROUGHLY.

D. SODDING

1. THE CONTRACTOR SHALL SOD ALL DISTURBED AREAS WITHIN THE CONTRACT LIMITS NOT COVERED BY HARDSCAPE OR VEGETATIVE MATERIAL, UNLESS SPECIFICALLY NOTED OTHERWISE.
2. SOD PANELS SHALL BE LAID TIGHTLY TOGETHER SO AS TO MAKE A SOLID SODDED LAWN AREA. SOD SHALL BE LAID UNIFORMLY AGAINST THE EDGES OF ALL CURBS AND OTHER HARDSCAPE ELEMENTS, PAVED AND PLANTED AREAS. IMMEDIATELY FOLLOWING SOD LAYING, THE LAWN AREAS SHALL BE ROLLED WITH A LAWN ROLLER CUSTOMARILY USED FOR SUCH PURPOSES, AND THEN THOROUGHLY IRRIGATED. IF, IN THE OPINION OF THE OWNER, TOP-DRESSING IS NECESSARY AFTER ROLLING TO FILL THE VOIDS BETWEEN THE SOD PANELS AND TO EVEN OUT INCONSISTENCIES IN THE SOD, CLEAN SAND, AS APPROVED BY THE OWNER'S REPRESENTATIVE, SHALL BE UNIFORMLY SPREAD OVER THE ENTIRE SURFACE OF THE SOD AND THOROUGHLY WATERED IN. FERTILIZE INSTALLED SOD AS ALLOWED BY PROPERTY'S JURISDICTIONAL AUTHORITY.
3. DURING DELIVERY, PRIOR TO, AND DURING THE PLANTING OF THE LAWN AREAS, THE SOD PANELS SHALL AT ALL TIMES BE PROTECTED FROM EXCESSIVE DRYING AND UNNECESSARY EXPOSURE OF THE ROOTS TO THE SUN. ALL SOD SHALL BE STACKED SO AS NOT TO BE DAMAGED BY SWEATING OR EXCESSIVE HEAT AND MOISTURE.

E. LAWN MAINTENANCE

1. WITHIN THE CONTRACT LIMITS, THE CONTRACTOR SHALL PRODUCE A DENSE, WELL ESTABLISHED LAWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR AND RE-SODDING OF ALL ERODED, SUNKEN OR BARE SPOTS (LARGER THAN 12"X12") UNTIL CERTIFICATION OF ACCEPTABILITY BY THE OWNER'S REPRESENTATIVE. REPAIRED SODDING SHALL BE ACCOMPLISHED AS IN THE ORIGINAL WORK (INCLUDING RE-GRADING IF NECESSARY).
2. CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING SOD/LAWN UNTIL ACCEPTANCE BY THE OWNER'S REPRESENTATIVE. PRIOR TO AND UPON ACCEPTANCE, CONTRACTOR TO PROVIDE WATERING/IRRIGATION SCHEDULE TO OWNER. OBSERVE ALL APPLICABLE WATERING RESTRICTIONS AS SET FORTH BY THE PROPERTY'S JURISDICTIONAL AUTHORITY.

1.15 CLEANUP

A. UPON COMPLETION OF ALL PLANTING WORK AND BEFORE FINAL ACCEPTANCE, THE CONTRACTOR SHALL REMOVE ALL MATERIAL, EQUIPMENT, AND DEBRIS RESULTING FROM HIS WORK. ALL PAVED AREAS SHALL BE BROOM-CLEANED AND THE SITE LEFT IN A NEAT AND ACCEPTABLE CONDITION AS APPROVED BY THE OWNER'S REPRESENTATIVE.

1.16 PLANT MATERIAL MAINTENANCE

A. ALL PLANTS AND PLANTING INCLUDED UNDER THIS CONTRACT SHALL BE MAINTAINED BY WATERING, CULTIVATING, SPRAYING, AND ALL OTHER OPERATIONS (SUCH AS RE-STAKING OR REPAIRING GUY SUPPORTS) NECESSARY TO INSURE A HEALTHY PLANT CONDITION BY THE CONTRACTOR UNTIL CERTIFICATION OF ACCEPTABILITY BY THE OWNER'S REPRESENTATIVE.

1.17 FINAL INSPECTION AND ACCEPTANCE OF WORK

A. FINAL INSPECTION AT THE END OF THE WARRANTY PERIOD SHALL BE ON PLANTING, CONSTRUCTION AND ALL OTHER INCIDENTAL WORK PERTAINING TO THIS CONTRACT. ANY REPLACEMENT AT THIS TIME SHALL BE SUBJECT TO THE SAME ONE (1) YEAR WARRANTY (OR AS SPECIFIED BY THE LANDSCAPE ARCHITECT OR OWNER IN WRITING) BEGINNING WITH THE TIME OF REPLACEMENT AND ENDING WITH THE SAME INSPECTION AND ACCEPTANCE HEREIN DESCRIBED.

1.18 WARRANTY

A. THE LIFE AND SATISFACTORY CONDITION OF ALL PLANT MATERIAL INSTALLED (INCLUDING SOD) BY THE LANDSCAPE CONTRACTOR SHALL BE WARRANTIED BY THE CONTRACTOR FOR A MINIMUM OF ONE (1) CALENDAR YEAR COMMENCING AT THE TIME OF CERTIFICATION OF ACCEPTABILITY BY THE OWNER'S REPRESENTATIVE.

B. REPLACEMENT: ANY PLANT NOT FOUND IN A HEALTHY GROWING CONDITION DURING THE WARRANTY PERIOD SHALL BE REMOVED FROM THE SITE AND REPLACED WITHIN TEN (10) DAYS OF NOTICE, OR BETWEEN SEPTEMBER-NOVEMBER, MARCH-MAY. ALL REPLACEMENTS SHALL BE PLANTS OF THE SAME KIND AND SIZE AS SPECIFIED IN THE PLANT LIST. THEY SHALL BE FURNISHED, PLANTED AND MULCHED AS SPECIFIED AT NO ADDITIONAL COST TO THE OWNER.

C. IN THE EVENT THE OWNER DOES NOT CONTRACT WITH THE CONTRACTOR FOR LANDSCAPE MAINTENANCE, THE CONTRACTOR IS ENCOURAGED TO VISIT THE PROJECT SITE PERIODICALLY DURING THE ONE (1) YEAR WARRANTY PERIOD TO EVALUATE MAINTENANCE PROCEDURES BEING PERFORMED BY THE OWNER, AND SHALL NOTIFY THE OWNER IN WRITING OF MAINTENANCE PROCEDURES OR CONDITIONS WHICH THREATEN VIGOROUS AND HEALTHY PLANT GROWTH. IT IS SUGGESTED SUCH SITE VISITS SHALL BE CONDUCTED A MINIMUM OF ONCE PER MONTH FOR A PERIOD OF TWELVE (12) MONTHS FROM THE DATE OF ACCEPTANCE.

811 Know what's below. Call before you dig.

NOT FOR CONSTRUCTION

No.	REVISIONS	DATE	BY

Kimley»Horn

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6750 POPLAR AVENUE, SUITE 600, MEMPHIS TN 38138
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WWW.KIMLEY-HORN.COM

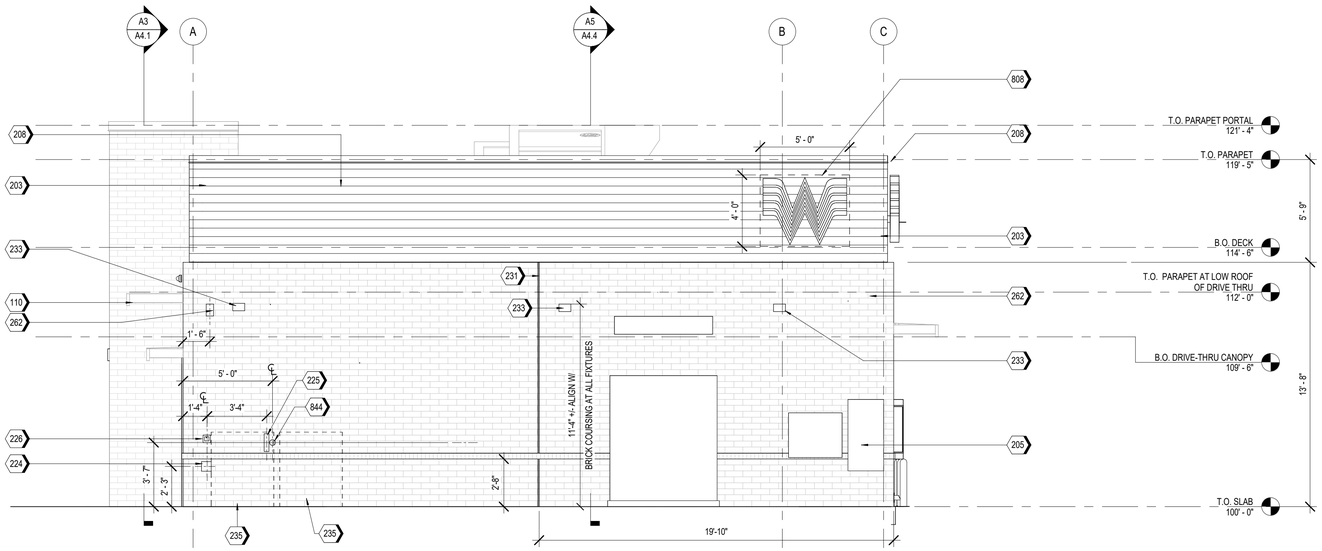
NOT FOR CONSTRUCTION

KHA PROJECT	11533906		
DATE	11/15/2024		
SCALE	AS SHOWN		
DESIGNED BY	JSL		
DRAWN BY	RAW		
CHECKED BY	MWS		

LANDSCAPE NOTES

JAMES CAMPBELL BLVD & ASHWOOD DR
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
L1-51



A2 WEST ELEVATION

SCALE 1/4" = 1'-0"

A1 EAST ELEVATION (R.O.W)

SCALE 1/4" = 1'-0"

KEYNOTES

110	ENTERA PRE-MANUFACTURED CANOPY. COORDINATE WITH ENTERA FOR CANOPY LAYOUT AND DIMENSIONS, TYP.
170	STEEL PIPE GUARDRAIL, BY GENERAL CONTRACTOR. RE:B4/A0.1
203	AP-01; ARCHITECTURAL FIBER CEMENT PANELS
205	BR-01; BRICK VENEER
206	BR-02; BRICK VENEER
208	MC-01; PRE-FINISHED METAL COPING
224	WALL HYDRANT
225	STAINLESS STEEL GREASE SHIELD W/ 2 1/2" HOLE THROUGH WALL FOR GREASE TANK
226	STAINLESS STEEL SHIELD W/ 1/2" HOLE THROUGH WALL FOR CO2 PORT
231	MASONRY EXPANSION JOINT
233	EXTERIOR LIGHT FIXTURE, RE: ELECTRICAL. RE: A1.3 FOR DIMENSIONS
235	OIL TANK, RE: MEP & KITCHEN
237	BUILDING ADDRESS 6"HIGH WHITE VINYL NUMBERS WITH 1" STROKE, 10' A.F.G. TO TOP OF SIGNAGE
241	PAINT (PT-5) EXTERIOR DOORS.
262	WIRELESS ACCESS POINT. RE: ELECTRICAL
808	PROVIDE BLOCKING FOR SIGNAGE AS REQUIRED
844	4 INCHES PENETRATION FOR RTI SYSTEM, COORDINATE WITH INSTALLER FOR PROPER SEALING AROUND PIPE
852	BRICK ROWLOCK

GLAZING REQUIREMENTS

EAST ELEVATION (R.O.W.)

ELEVATION SF	661.27
GLAZING SF	339.53
50% GLAZING REQUIRED	330.64
% GLAZING PROVIDED	51.35%

WEST ELEVATION
NO GLAZING REQUIREMENT

EXTERIOR METAL

MP01 METAL PANEL (MP01)

SPECIFICATION SECTION: 07 42 13.13
MANUFACTURER: ENTERA BRANDING
PRODUCT NAME: BERRIDGE BR-12 PANEL IS B.O.D.
MATERIAL: 0.040 ALUM.
COLOR: WHATABURGER SILVER
SIZE: VARIES
LOCATION: SEE ELEVATIONS

MP02 METAL PANEL (MP02)

SPECIFICATION SECTION: 07 42 13.13
ITEM: CLOSURE TRIM
MANUFACTURER: ENTERA BRANDING
PRODUCT NAME: SHEET METAL FLASHING
MATERIAL: 0.040 ALUM.
COLOR: WHATABURGER SILVER
SIZE: VARIES
LOCATION: SEE DETAILS
NOTES: MATCH MP01

MC01 METAL PANEL (MC01)

SPECIFICATION SECTION: 07 71 00
MANUFACTURER: BERRIDGE OR EQUIVALENT
PRODUCT NAME: PARAPET COPING
MATERIAL: METALLIC COATED STEEL
COLOR: LEAD COPE
SIZE: VARIES
LOCATION: SEE ELEVATIONS

MS01 METAL SOFFIT (MS01)

SPECIFICATION SECTION: 07 42 93
MANUFACTURER: ENTERA BRANDING
PRODUCT NAME: ACM
FINISH: WHATABURGER SILVER
SIZE: VARIES
LOCATION: SEE ELEVATIONS

EXTERIOR PAINT

PT-5 EXTERIOR PAINTING (PT-5)

SPECIFICATION SECTION: 09 91 13
MANUFACTURER: SHERWIN WILLIAMS
PRODUCT NUMBER: SW 7043
COLOR: WORLDLY GRAY
LOCATION: RE: ELEVATIONS
NOTES: FLAT FINISH. INTERIOR SIDE OF DOORS/FRAMES EGGSHELL FINISH.

EXTERIOR BRICK

BR01 EXTERIOR BRICK (BR01)

SPECIFICATION SECTION: 04 26 13
MANUFACTURER: ACME
TYPE: UTILITY
COLOR: PARK AVENUE
SIZE: 3-5/8" X 3-5/8" X 11-5/8"

BR02 EXTERIOR BRICK (BR02)

SPECIFICATION SECTION: 04 26 13
MANUFACTURER: ACME
TYPE: UTILITY
COLOR: RIDGEMAR
SIZE: 3-5/8" X 3-5/8" X 11-5/8"

EM01 EXTERIOR MORTAR (EM01)

SPECIFICATION SECTION: 04 26 13
MANUFACTURER: AHI
COLOR: VANILLA-N

ST01 CAST STONE MASONRY (ST01)

SPECIFICATION SECTION: 04 72 00
TYPE: CAST STONE MASONRY CAP

GLAZING

GL01 GLAZING (GL01)

SPECIFICATION SECTION: 08 80 00
ITEM: IGU VISION GLASS
MANUFACTURER: VITRO
PRODUCT NAME: SOLARBAN Z75/70 (2) OPTIBLUE + CLEAR IGU
SIZE: VARIES
LOCATION: EXTERIOR WALL
NOTES: VLT 46% U-VALUE .28 SHGC .23 LSG 2.00

GL03 GLAZING (GL03)

SPECIFICATION SECTION: 08 80 00
ITEM: IGU OPAQUE SPANDREL GLASS
MANUFACTURER: VITRO
PRODUCT NAME: OPACI-COAT-300
FINISH: #3-5323 OLD EAGLE
SIZE: VARIES
LOCATION: SEE ELEVATIONS

SS01 STOREFRONT SYSTEM (SS01)

SPECIFICATION SECTION: 08 41 13
MANUFACTURER: OLDCASTLE
PRODUCT NAME: FG-3000 THERMAL
FINISH: CLEAR ANODIZED
SIZE: VARIES
LOCATION: SEE ELEVATIONS

EXTERIOR WOOD

WD01 EXTERIOR WOOD CLADDING (WD01)

SPECIFICATION SECTION: 32 31 19.13
ITEM: PANELING
MANUFACTURER: TREX
PRODUCT NAME: TREX TRANSCEND BOARD
MATERIAL: 6"X1" COMPOSITE DECK
COLOR: TBD
LOCATION: ENCLOSURE AT RTI OIL TANKS
NOTES: WD01

PREPARED FOR:

WHATABURGER

BL Companies
Architecture
Engineering
Environmental
Land Surveying

365 Research Parkway
Meriden, CT 06450
(203) 630-1406
(203) 630-2615 Fax

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Prototype Version

09.30.2024 2024 Q3 PT22M Prototype Release

△ Date	Description

Seal / Signature

WHATABURGER
COLUMBIA, TN

Project Name

WHATABURGER

Date: 12/20/2024

Project Number

2402822

Description

EXTERIOR ELEVATIONS

Scale

As indicated

A2.1

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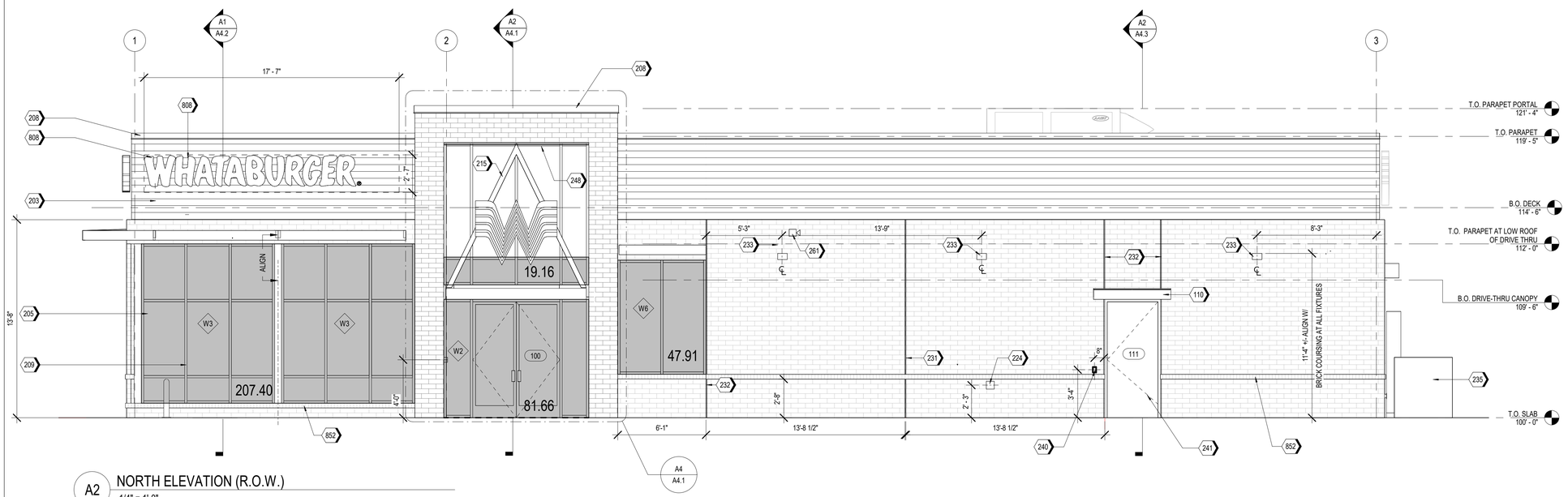
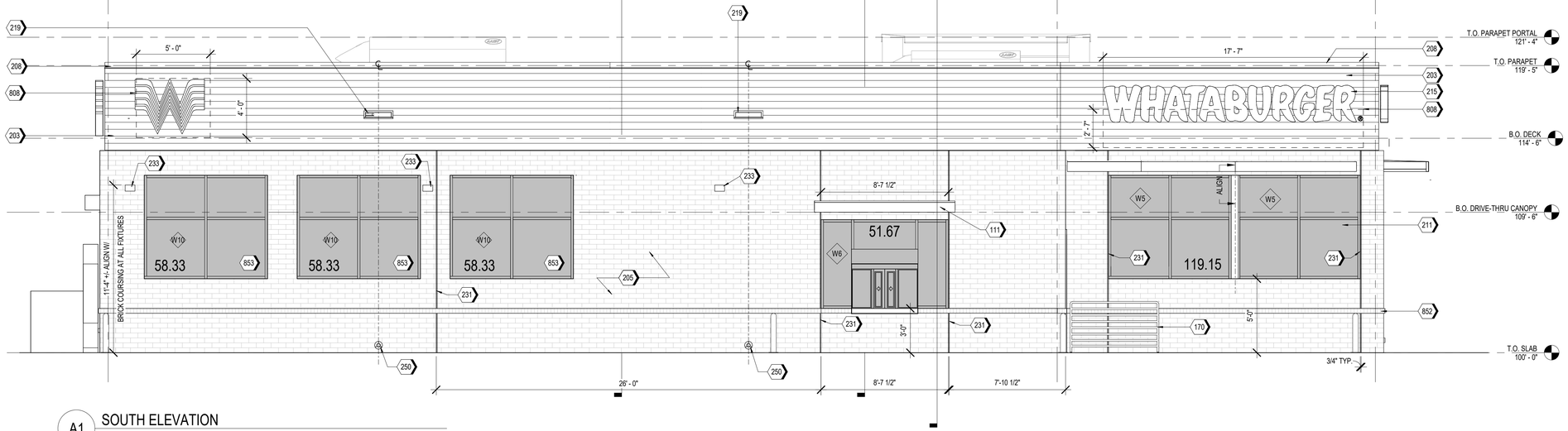


A2 NORTH ELEVATION (R.O.W.)
1/4" = 1'-0"



A1 SOUTH ELEVATION
1/4" = 1'-0"

EXTERIOR METAL

MP01 METAL PANEL (MP01)
SPECIFICATION SECTION: 07 42 13.13
MANUFACTURER: ENTERA BRANDING
PRODUCT NAME: BERRIDGE BR-12 PANEL IS B.O.D.
MATERIAL: 0.040 ALUM.
COLOR: WHATABURGER SILVER
SIZE: VARIES
LOCATION: SEE ELEVATIONS

MP02 METAL PANEL (MP02)
SPECIFICATION SECTION: 07 42 13.13
ITEM: CLOSURE TRIM
MANUFACTURER: ENTERA BRANDING
PRODUCT NAME: SHEET METAL FLASHING
MATERIAL: 0.040 ALUM.
COLOR: WHATABURGER SILVER
SIZE: VARIES
LOCATION: SEE DETAILS
NOTES: MATCH MP01

MC01 METAL PANEL (MC01)
SPECIFICATION SECTION: 07 71 00
MANUFACTURER: BERRIDGE OR EQUIVALENT
PRODUCT NAME: PARAPET COPING
MATERIAL: METALLIC COATED STEEL
COLOR: LEAD COPE
SIZE: VARIES
LOCATION: SEE ELEVATIONS

MS01 METAL SOFFIT (MS01)
SPECIFICATION SECTION: 07 42 93
MANUFACTURER: ENTERA BRANDING
PRODUCT NAME: ACM
FINISH: WHATABURGER SILVER
SIZE: VARIES
LOCATION: SEE ELEVATIONS

EXTERIOR PAINT

PT-5 EXTERIOR PAINTING (PT-5)
SPECIFICATION SECTION: 09 91 13
MANUFACTURER: SHERWIN WILLIAMS
PRODUCT NUMBER: SW 7043
COLOR: WORLDLY GRAY
LOCATION: RE: ELEVATIONS
NOTES: FLAT FINISH. INTERIOR SIDE OF DOORS/FRAMES EGGSHELL FINISH.

EXTERIOR BRICK

BR01 EXTERIOR BRICK (BR01)
SPECIFICATION SECTION: 04 26 13
MANUFACTURER: ACME
TYPE: UTILITY
COLOR: PARK AVENUE
SIZE: 3-5/8" X 3-5/8" X 11-5/8"

BR02 EXTERIOR BRICK (BR02)
SPECIFICATION SECTION: 04 26 13
MANUFACTURER: ACME
TYPE: UTILITY
COLOR: RIDGEMAR
SIZE: 3-5/8" X 3-5/8" X 11-5/8"

EM01 EXTERIOR MORTAR (EM01)
SPECIFICATION SECTION: 04 26 13
MANUFACTURER: AHI
COLOR: VANILLA-N

ST01 CAST STONE MASONRY (ST01)
SPECIFICATION SECTION: 04 72 00
TYPE: CAST STONE MASONRY CAP

GLAZING

GL01 GLAZING (GL01)
SPECIFICATION SECTION: 08 80 00
ITEM: IGU VISION GLASS
MANUFACTURER: VITRO
PRODUCT NAME: SOLARBAN Z75/70 (2) OPTIBLUE + CLEAR IGU
SIZE: VARIES
LOCATION: EXTERIOR WALL
NOTES: VLT 46% U-VALUE .28 SHGC .23 LSG 2.00

GL03 GLAZING (GL03)
SPECIFICATION SECTION: 08 80 00
ITEM: IGU OPAQUE SPANDREL GLASS
MANUFACTURER: VITRO
PRODUCT NAME: OPACI-COAT-300
FINISH: #3-5323 OLD EAGLE
SIZE: VARIES
LOCATION: SEE ELEVATIONS

SS01 STOREFRONT SYSTEM (SS01)
SPECIFICATION SECTION: 08 41 13
MANUFACTURER: OLDCASTLE
PRODUCT NAME: FG-3000 THERMAL
FINISH: CLEAR ANODIZED
SIZE: VARIES
LOCATION: SEE ELEVATIONS

EXTERIOR WOOD

WD01 EXTERIOR WOOD CLADDING (WD01)
SPECIFICATION SECTION: 32 31 19.13
ITEM: PANELING
MANUFACTURER: TREX
PRODUCT NAME: TREX TRANSCEND BOARD
MATERIAL: 6"X1" COMPOSITE DECK
COLOR: TBD
LOCATION: ENCLOSURE AT RTI OIL TANKS
NOTES: WD01

NOTES

1. EXTERIOR SIGNAGE TO BE PERMITED UNDER A SEPARATE SIGN PERMIT SET.

KEYNOTES

110	ENTERA PRE-MANUFACTURED CANOPY. COORDINATE WITH ENTERA FOR CANOPY LAYOUT AND DIMENSIONS, TYP.
111	ENTERA PRE-MANUFACTURED CANOPY ABOVE. COORDINATE WITH ENTERA FOR CANOPY LAYOUT AND DIMENSIONS, TYP.
170	STEEL PIPE GUARDRAIL, BY GENERAL CONTRACTOR. RE:B4/A0.1
203	AP-01; ARCHITECTURAL FIBER CEMENT PANELS
205	BR-01; BRICK VENEER
208	MC-01; PRE-FINISHED METAL COPING
209	SS-01; ALUMINUM STOREFRONT SYSTEM
211	BOTTOM OF BRICK SILL. RE: STRUCTURAL FOR FRAMING
215	ILLUMINATED SIGNAGE BY OTHERS, G.C. TO PROVIDE PLYWOOD BLOCKING AS NEEDED TO ATTACH SIGNAGE
219	OVERFLOW SCUPPER
224	WALL HYDRANT
231	MASONRY EXPANSION JOINT
232	MASONRY CONTROL JOINT
233	EXTERIOR LIGHT FIXTURE, RE: ELECTRICAL. RE: A1.3 FOR DIMENSIONS
235	OIL TANK, RE: MEP & KITCHEN
240	DOOR BUZZER
241	PAINT (PT-5) EXTERIOR DOORS.
248	METAL SOFFIT BY G.C.
250	DOWNSPOUT NOZZLE 6" FROM BOTTOM ABOVE INTERIOR FINISH FLOOR
261	SECURITY CAMERA
808	PROVIDE BLOCKING FOR SIGNAGE AS REQUIRED
852	BRICK ROWLOCK
853	SPANDREL GLAZING IN ALUMINUM FRAME

GLAZING REQUIREMENTS

NORTH ELEVATION	
ELEVATION SF	1723.11
GLAZING SF	356.13
20% GLAZING REQUIRED	344.62
% GLAZING PROVIDED	20.67%
SOUTH ELEVATION	
ELEVATION SF	1701.10
GLAZING SF	170.82
SPANDREL GLAZING SF	174.99
20% GLAZING REQUIRED	340.22
% GLAZING PROVIDED	20.29%

PREPARED FOR:

WHATABURGER

BL Companies
Architecture
Engineering
Environmental
Land Surveying

365 Research Parkway
Meriden, CT 06450
(203) 630-1406
(203) 630-2615 Fax

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Prototype Version
09.30.2024 2024 Q3 PT22M Prototype Release

△	Date	Description

Seal / Signature

WHATABURGER
COLUMBIA, TN
Project Name
WHATABURGER

Date: 12/20/2024

Project Number
2402822

Description
EXTERIOR ELEVATIONS

Scale
As indicated

A2.2

© 2022 Gensler

12/13/2024 5:32:44 PM C:\Users\LRezek\Documents\Revit\2022\2402822_Q3_PT22M_ARCH_R22_lrezek4RBET.rvt

Kimley»Horn

MEMORANDUM

To:	City of Columbia Development Review Committee
From:	Emma Donnelly-Bullington Kimley-Horn and Associates, Inc.
Date:	January 21, 2025
Subject:	Whataburger Restaurant (115 S James Campbell Blvd) Comment Response Memo

Below are the design team's responses to the comments provided by the Development Review Committee Meeting on January 7, 2025.

Planning

1. Site plan indicates parking stalls located in the 2nd layer. An earlier site plan indicated these parking stalls located outside the 2nd layer. Please revise.
   Response: Parking in the second layer has been removed.

2. The maximum setback indicated in 85'. The outline of the building appears to be beyond the 85' maximum setback. Please verify that front façade of the building is at the maximum setback line.
   Response: Building is located within 85' of the front property line along James Campbell Blvd. Site plan shows maximum setback line graphically. Sheet C2-10 shows setback of 66.5'.

3. Provide clarity of the width of the parcel for the subject site.
   Response: Property is 178' wide. Property line calls have been added to sheet C2-10 for clarity.

4. Provide width of the footprint of the structure and provide the frontage buildout percentage as requested.
   Response: Building footprint is 34.3' wide along James Campbell Blvd frontage and has a maximum width of 44.2'. Dimensions have been added to sheet C2-10 for clarity. The requested frontage buildout percentage is 19%. A 98-foot-long screen wall and enhanced landscaping have been added between the building and James Cambell Blvd to provide aesthetic value beyond the minimum requirement in this area.

5. Screened: Where parking is located in the first layer, it shall be screened by a landscape buffer at least 10 feet in width consisting of two canopy trees and two accent trees per 100 linear feet of property frontage. Please provide detail.
   Response: Parking between building and James Campbell Blvd has been removed but screening is still provided in order to exceed minimum requirements in this area. Screening is now provided between parking and Ashwood Drive. Refer to landscape plan for details.

6. Crosswalk shall be elevated traversing the parking area and connected sidewalks.
   Response: Crosswalk within parking area is now an elevated crosswalk.

7. The alternative means of performance must provide aesthetic value which meets or exceeds the prescribed standards. In sum, the goal of this request is to allow for design standards that exceed the value as a reason for asking for the frontage buildout deviation. Please provide additional clarification on how the site design and structure can exceed the standards of the Zoning Ordinance why applying alternative performance.
   Response: Enhanced landscaping and a decorative masonry screen wall have been provided along James Campbell Blvd. Additional foundation plantings have been added in excess of code requirements.

8. A 3' hedge row street screen is required to screen parking from frontage along JCB.
   Response: Parking has been removed but hedge row has been provided.

9. At a parking ratio of 1 to 100 as required per the code; 50 parking stalls exceeds the code requirements allowed. The Zoning Ordinance does not permit over 30 percent of the maximum allocated ratio.
   Response: Parking within second layer and parking between structure and James Campbell Blvd have been removed to bring the parking count to 38 stalls. The maximum parking allowance for this site is 44 parking stalls.

10. All other standards of the Zoning Ordinance be met in addition to standards added for alternative performance.
    Response: Comment acknowledged.

11. Planter box required for foundation landscaping if none present.
    Response: Foundation plantings have been added.

12. Austin Brass (principal planner) will be the case planner for this item. Please submit all correspondence to abrass@columbiatn.gov
    Response: Comment acknowledged.

Engineering

13. Subject to TIS and construction plans
    Response: Comment acknowledged.

14. Adjust right-out to prevent left turning movement. Provide larger channelization island with more separation.
    Response: As discussed during Development Review Committee meeting, this driveway is designed and installed by the overall developer. Whataburger is connecting to the driveway as constructed by the developer. This driveway is detailed on the mass grading construction plans by Barge.

15. Provide access easement along all drive aisles with cross-connectivity.
    Response: Easement has been added to plans but will be depicted on the plat by others as discussed during Development Review Committee meeting.

16. Stormwater detention or peak runoff controls are not shown and will be required with site construction plans.
    Response: Comment acknowledged. This will be addressed with the site construction plans.

17. This site development plan requires a revision to the approved Preliminary Plat showing the revised easement locations, property lines, and additional access easements. This should be included with this development plan application.
    Response: Easement has been added to plans but will be depicted on the plat by others as discussed during Development Review Committee meeting.

Public Works

18. Please retain the attached City of Columbia Dumpster Guidelines & Accessibility Requirements for your reference. Private sanitation services may be utilized.
    Response: Comment acknowledged.

City Attorney

19. No comments provided.

Police

20. No comments provided.

Building

21. No comments.

Wastewater

22. All commercial sewer services will be 6" SDR 26 PVC. Doghouse manhole will not be required; comments have been made to provide a 8x6" tee sanitary sewer service up to edge of easement during sewer relocation.
Response: Comment acknowledged. Plans have been revised to utilize a tee rather than a doghouse manhole.

Maury County Schools

23. No Comment.

Fire

24. Need to obtain a water availability letter from CPWS, if you have not do so. If you have one please add it to this permit
Response: Comment acknowledged. This is in process and will be provided with construction plans.

25. Advisory note: if the occupant load is 100 or greater, you will have to sprinkler the building and have a fire alarm system
Response: Comment acknowledged. Occupant load is less than 100.

ATT

26. ATT INTENDS TO SERVE. CONTACT ATT FOR CLARIFICAITON OF COMMUNICATION CONDUITS REQUIRED IN CONJUNCTION WITH OTHER BUILDINGS ON THE LOT.
Response: Comment acknowledged.

Atmos Energy

27. No Comment

Columbia Power

28. Columbia Power System has an existing power line near your proposed development. We are willing to serve this new development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction. Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.
Response: Comment acknowledged.

29. **CPWS BB:** Plan to Serve
    Response: Comment acknowledged.

Duck River Electric Membership Corp

30. No comments.

Maury County Highway Dept.

31. No comment.

Maury County E911

32. No comments provided.

Columbia Water

33. A water availability letter was in-process at the time of this writing, once issued, it remains valid for 120 days. The availability of capacity to serve is based on a determination by the Fire Marshal of fire flow requirements and the information submitted on the Water Service Availability Request application. Any off-site improvements detailed in the availability letter are the responsibility of the developer/owner. All public water system improvements are subject to the preparation and approval of detailed construction plans prepared in accordance with CPWS and Tennessee Department of Environment and Conservation requirements."
    Response: Comment acknowledged.

CITY OF
COLUMBIA
TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, January 7, 2025

ITEM NO.
24-0536

DESCRIPTION: 115 S JCB - ARC - Whataburger

COMMENTS:

Planning

1. Site plan indicates parking stalls located in the 2nd layer. An earlier site plan indicated these parking stalls located outside the 2nd layer. Please revise.
2. The maximum setback indicated in 85'. The outline of the building appears to be beyond the 85' maximum setback. Please verify that front façade of the building is at the maximum setback line.
3. Provide clarity of the width of the parcel for the subject site.
4. Provide width of the footprint of the structure and provide the frontage buildout percentage as requested.

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7. The alternative means of performance must provide aesthetic value which meets or exceeds the prescribed standards. In sum, the goal of this request is to allow for design standards that exceed the value as a reason for asking for the frontage buildout deviation. Please provide additional clarification on how the site design and structure can exceed the standards of the Zoning Ordinance why applying alternative performance.
8. A 3' hedge row street screen is required to screen parking from frontage along JCB.
9. At a parking ratio of 1 to 100 as required per the code; 50 parking stalls exceeds the code requirements allowed. The Zoning Ordinance does not permit over 30 percent of the maximum allocated ratio.
10. All other standards of the Zoning Ordinance be met in addition to standards added for alternative performance.
11. Planter box required for foundation landscaping if none present.
12. Austin Brass (principle planner) will be the case planner for this item. Please submit all correspondence to abrass@columbiatn.gov

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

Engineering

13. Subject to TIS and construction plans
14. Adjust right-out to prevent left turning movement. Provide larger channelization island with more separation.
15. Provide access easement along all drive aisles with cross-connectivity.
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17. This site development plan requires a revision to the approved Preliminary Plat showing the revised easement locations, property lines, and additional access easements. This should be included with this development plan application.

Public Works

18. Please retain the attached City of Columbia Dumpster Guidelines & Accessibility Requirements for your reference. Private sanitation services may be utilized.

City Attorney

19. No comments provided.

Police

20. No comments provided.

Building

21. No comments.

Wastewater

22. All commercial sewer services will be 6" SDR 26 PVC. Doghouse manhole will not be required; comments have been made to provide a 8x6" tee sanitary sewer service up to edge of easement during sewer relocation.

Maury County Schools

23. No Comment.

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24. Need to obtain a water availability letter from CPWS, if you have not do so. If you have one please add it to this permit
25. Advisory note: if the occupant load is 100 or greater, you will have to sprinkler the building and have a fire alarm system

ATT

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Atmos Energy

27. No Comment

Columbia Power

28. Columbia Power System has an existing power line near your proposed development. We are willing to serve this new development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction. Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.

29. **CPWS BB:** Plan to Serve

Duck River Electric Membership Corp

30. No comments.

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
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33. A water availability letter was in-process at the time of this writing, once issued, it remains valid for 120 days. The availability of capacity to serve is based on a determination by the Fire Marshal of fire flow requirements and the information submitted on the Water Service Availability Request application. Any off-site improvements detailed in the availability letter are the responsibility of the developer/owner. All public water system improvements are subject to the preparation and approval of detailed construction plans prepared in accordance with CPWS and Tennessee Department of Environment and Conservation requirements."

Resubmittal Guidelines

Please provide a comment response letter as well as digital copies of revised plans and supporting documentation. Submit all required documents electronically through the online portal: columbia.onlama.com. If the files are oversized, please provide a file sharing link.

Please contact the case planner identified in the Planning Comments with any questions about the review process.

Please contact pkeltner@columbiatn.gov or srichardson@columbiatn.gov if you encounter difficulties with the online portal.

You will receive an invoice for required advertising and mailing fees. All fees must be paid by the Friday following resubmittal in order advance to the Planning Commission agenda.

NOTE: All resubmittals must demonstrate compliance with city standards prior to Planning Commission review. Requests which do not adhere to regulations and/or remain unresponsive to technical comments will not be forwarded to the next agenda until such items are amended. Final Plat applications which are not ready to proceed to Planning Commission following the first resubmittal deadline will be added to the following DRC agenda to confirm the status of required infrastructure and utilities. Applications which remain incomplete following two resubmittal deadlines will be closed.

ADMINISTRATIVE COMPLIANCE PLAN FOR

115 S JAMES CAMPBELL BLVD
S JAMES CAMPBELL BLVD AND ASHWOOD DR
COLUMBIA, MAURY COUNTY, TENNESSEE 38401

PROJECT NARRATIVE:

THE SCOPE OF THIS PROJECT IS TO CONSTRUCT A PROTOTYPICAL WHATABURGER RESTAURANT AT THE SOUTHWEST CORNER OF THE INTERSECTION AT SOUTH JAMES CAMPBELL BLVD AND ASHWOOD DR IN COLUMBIA, MAURY COUNTY, TENNESSEE. THE OVERALL SITE IS APPROXIMATELY 1.19 ± ACRES WITH 1.30 ± ACRES DISTURBED DURING CONSTRUCTION IN SIZE±. THE PROJECT WILL CONSIST OF THE CONSTRUCTION OF THE NEW BUILDING ALONG WITH THE ASSOCIATED PARKING, UTILITY CONNECTIONS, GRADING AND DRAINAGE DESIGN, AND LANDSCAPING.

NOI:

THIS PROJECT WILL BE COVERED UNDER A NPDES CONSTRUCTION GENERAL PERMIT ISSUED BY THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC).
A SWPPP AND NOI HAVE BEEN SUBMITTED AND HAS BEEN APPROVED.
NPDES TRACKING NUMBER: TNR____

UTILITY PERMITS:

1. CONTRACTOR TO ENSURE PLANS WILL BE SUBMITTED TO THE CITY OF COLUMBIA PUBLIC WORKS DEPARTMENT 110 SANTA FE PIKE, COLUMBIA, TN 38401 AND SHALL BE APPROVED PRIOR TO ISSUANCE OF A FOUNDATION OR BUILDING PERMIT.
2. CONTRACTOR TO ENSURE PLANS WILL BE SUBMITTED TO COLUMBIA POWER & WATER SYSTEMS AT 201 PICKENS LANE, COLUMBIA , TN 38401 AND SHALL BE APPROVED PRIOR TO APPROVAL AND CONFIRMATION OF THE CAPACITY OF THE EXISTING WATER DISTRIBUTION SYSTEM.

GENERAL NOTES:

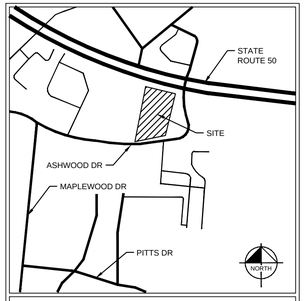
1. ATTENTION IS DRAWN TO THE FACT THAT THE SCALE OF THESE DRAWINGS MAY HAVE BEEN DISTORTED DURING THE REPRODUCTION PROCESS. THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION FROM KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.
2. IF ANY CONFLICTS, DISCREPANCIES, OR ANY OTHER UNSATISFACTORY CONDITIONS ARE DISCOVERED, EITHER ON THE CONSTRUCTION DOCUMENTS OR FIELD CONDITION, THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY AND SHALL NOT COMMENCE FURTHER OPERATIONS UNTIL THE CONFLICTS, DISCREPANCIES, OR OTHER UNSATISFACTORY CONDITIONS ARE RESOLVED.
3. THE APPROVAL OF THESE PLANS AND THE ISSUANCE OF THIS LAND DISTURBANCE PERMIT DOES NOT IN ANY WAY SUGGEST THAT ALL OTHER REQUIREMENTS FOR THE LEGAL OR APPROPRIATE OPERATIONS FOR THIS ACTIVITY, WHICH MAY REQUIRE ADDITIONAL PERMITTING, HAVE BEEN MET. THE ONUS IS ON THE OWNER/BUILDER/DEVELOPER TO DISCOVER WHAT ADDITIONAL PERMITTING OR APPROVALS MAY BE NECESSARY TO OPERATE FROM THIS POINT IN AN APPROPRIATE AND LEGAL MANNER. PLAN APPROVAL OR PERMIT ISSUANCE DOES NOT ABSOLVE THE APPLICANT FROM COMPLYING WITH ALL APPLICABLE LAWS, STANDARDS, OR OTHER PERMITS WHICH MAY BE REQUIRED FOR THIS PROJECT.

PHASING NOTES:

1. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE THE OWNER WITH DETAILED PHASING INFORMATION BASED ON EACH CONSTRUCTION ACTIVITY AND DURATION.
2. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THE OWNER'S REPRESENTATIVE IS FULLY INFORMED ON THE PROJECT, DURING ALL STAGES OF CONSTRUCTION.
3. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING EMERGENCY FIRE ACCESS IN COMPLIANCE WITH THE LOCAL FIRE DEPARTMENT REQUIREMENTS. TEMPORARY GRAVEL SURFACING, STREET PLANS, ETC. MAY BE REQUIRED TO ENSURE EMERGENCY ACCESS CAN BE MAINTAINED THROUGHOUT.
4. THE CONTRACTOR SHALL PROVIDE TEMPORARY CURB RAMPS TO MAINTAIN PEDESTRIAN ACCESS THROUGHOUT THE SITE.
5. EACH PHASE OF CONSTRUCTION SHALL BE SUBSTANTIALLY COMPLETE, PRIOR TO PROCEEDING WITH THE NEXT PHASE

ALTERNATIVE COMPLIANCE REQUESTED:

1. ALTERNATIVE COMPLIANCE FOR MINIMUM FACADE GLAZING OF 50% GLAZING OF THE TOTAL GROUND FLOOR FACADE AREA FOR THE SHOPFRONT AND MINIMUM FACADE GLAZING OF 20-60% OF THE TOTAL GROUND FLOOR FACADE AREA FOR THE NON-SHOPFRONT AREA. CODE REFERENCE: CD-4C (TABLE 4.3.1-E)
2. ALTERNATIVE COMPLIANCE FOR THE MINIMUM FRONTAGE BUILDOUT OF 40% OF THE TOTAL LOT WIDTH. CODE REFERENCE: CD-4C (TABLE 4.3.1-E)



VICINITY MAP
SCALE: NOT TO SCALE

Sheet List Table

Sheet Number	Sheet Title
G1-00	COVER SHEET
--	PLAT (BY OTHERS)
--	LIGHTING PLAN (BY OTHERS)
C1-00	SITE PLAN
C1-10	SITE HORIZONTAL CONTROL PLAN
C1-20	CONCRETE JOINT LAYOUT PLAN
C2-00	SITE GRADING AND DRAINAGE PLAN
C3-00	SITE UTILITY PLAN
C4-00	EPSC CONTROL PLAN - PHASE 1
C4-10	EPSC CONTROL PLAN - PHASE 2
C4-20	EPSC DETAILS
C5-00	CONSTRUCTION DETAILS
C5-10	CONSTRUCTION DETAILS
C5-30	CONSTRUCTION DETAILS
C5-20	CONSTRUCTION DETAILS
L1-00	LANDSCAPE PLAN
L1-50	LANDSCAPE DETAILS
L1-51	LANDSCAPE NOTES

NAD 83 DATUM REFERANCE

THE TENNESSEE STATE PLAN COORDINATE SYSTEM, NAD 83 DATUM, REFERANCE IS GPS 41.

LATITUDE: 35° 36' 50.00367"
LONGITUDE: 87° 4' 45.27711"

SITE DATA TABLE

PROPERTY INFORMATION:	
SITE LOCATION:	115 S JAMES CAMPBELL BLVD, COLUMBIA, TN 38401
OWNER OF RECORD:	COLUMBIA JAMES CAMPBELL BOULEVARD, LLC 3841 GREEN HILLS VILLAGE, SUITE 400 NASHVILLE, TN 37215
PARCEL ID:	113E B 00400 000
LOT COVERAGE:	
MAX. LOT PERIMETER:	2,400 FT
GROSS SITE AREA:	51,703± SF (1.19± AC)
PROPOSED IMPERVIOUS AREA:	38,215± SF (0.88± AC)
PROPOSED PERVIOUS AREA:	13,488± SF (0.31± AC)
PROPOSED FAR:	6.39%
MAX. BUILDING LOT COVERAGE:	50%
PROPOSED BUILDING LOT COVERAGE:	6.39%
MAX ISR REQUIREMENT:	80%
PROPOSED ISR:	74%
PARKING DATA:	
MIN. REQUIRED PARKING	34 STALLS (1 PER 100 SF FA)
ADA PARKING PROVIDED	2 STALLS (1 VAN ACCESSIBLE)
TOTAL PARKING PROVIDED	50 STALLS
BICYCLE PARKING REQUIRED	1 SPACE (1 PER 4,000 SF FA)
BICYCLE PARKING PROVIDED	4 SPACES
ZONING:	
ZONING	CD-4C (GENERAL URBAN CHARTER DISTRICT)
EXISTING USE	VACANT LOT
PROPOSED USE	RESTAURANT, DRIVE-THRU
SURROUNDING ZONING (NORTH)	CD-4C (URBAN CHARTER DISTRICT)
SURROUNDING ZONING (WEST)	CD-4C (URBAN CHARTER DISTRICT)
SURROUNDING ZONING (EAST)	CD-4C (URBAN CHARTER DISTRICT)
SURROUNDING ZONING (SOUTH)	CD-4C (URBAN CHARTER DISTRICT)
BUILDING DATA	
FLOOR AREA	3,305 SF
NUMBER OF STORIES	1
MAX. BUILDING HEIGHT	35 FEET
PROPOSED HEIGHT	20'-8"
FRONT SETBACK	6 FEET MIN, 85 FEET MAX
SIDE SETBACK	0 FEET
REAR SETBACK	0 FEET
FLOOD INFORMATION	
FEMA MAP NUMBER:	47119C0285ED
EFFECTIVE DATE:	04/16/2007

BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED WITHIN AN AREA HAVING ZONE DESIGNATIONS OF "X" BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, ON FLOOD INSURANCE RATE MAP NO. 47119C0285ED, WITH AN MAP REVISED DATE OF APRIL 16, 2007. IN THE CITY OF COLUMBIA, STATE OF TENNESSEE, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PROPERTY IS SITUATED."

PROJECT DESIGN TEAM

OWNER
COLUMBIA JAMES CAMPBELL BOULEVARD, LLC
3841 GREEN HILLS VILLAGE, SUITE 400
NASHVILLE, TN 37215
CONTACT: JULIA LANNON
EMAIL: jlannon@oldacremcdonald.com

DEVELOPER
WHATABURGER RESTAURANTS, LLC
300 CONCORD PLAZA
SAN ANTONIO, TX 78216
PHONE: (314)337-7612
CONTACT: JASON THETFORD

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KIMLEY-HORN AND ASSOCIATES, INC.
6750 POPLAR AVENUE SUITE 600
MEMPHIS, TN 38138
PHONE: (901) 374-9109
CONTACT: EMMA DONNELLY-BULLINGTON, PE

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KIMLEY-HORN AND ASSOCIATES, INC.
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CONTACT: MICHAEL SHELTON, PLA

ARCHITECT
BL COMPANIES
355 RESEARCH PARKWAY
MERIDEN, CT 06450
PHONE: (203) 630-1406
CONTACT: TODD JOHNSON

SURVEY
YOUNG-HOBBS AND ASSOCIATES
1202 CROSSLAND AVE.
CLARKSVILLE, TN 37040
PHONE: (931) 645-2524
CONTACT: KENNETH BAU, PLS

PHOTOMETRIC
TECHLIGHT INC.
2707 SATSUMA DRIVE
DALLAS, TX 75229
PHONE: (214) 350-0591
CONTACT: ALAN LACY

PERMITTING / UTILITY CONTACTS

WATER
POWER AND WATER SYSTEMS
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)375-7648
CONTACT: BART ANDERSON

SANITARY SEWER
WASTEWATER DEPARTMENT
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)560-1001
CONTACT: RYAN FILIPKOWSKI

ELECTRIC
COLUMBIA POWER AND WATER SYSTEMS
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)375-7743
CONTACT: TREVOR GLIMER

GAS
ATMOS ENERGY
PHONE: (615)485-6377
CONTACT: BRADIE ARMSTRONG

TELEPHONE
AT&T
PHONE: (931)380-3448
CONTACT: BRIAN GOMEZ

PLANNING DEPARTMENT
PLANNING & ZONING DEPARTMENT
CITY OF COLUMBIA
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)560-1531
CONTACT: KEVIN MCCARTHY

BUILDING DEPARTMENT
BUILDING CODES & CONSTRUCTION DEPARTMENT
CITY OF COLUMBIA
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)560-1535
CONTACT: TRAVIS NEAS

STORMWATER
PUBLIC WORKS DEPARTMENT
CITY OF COLUMBIA
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)338-8650
CONTACT: JEFF DEWIRE

FIRE PREVENTION
FIRE DEPARTMENT
CITY OF COLUMBIA
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)560-1700
CONTACT: CHIEF CHRIS CUMMINS

HEALTH DEPARTMENT
MAURY COUNTY HEALTH DEPARTMENT
1909 HAMPSHIRE PIKE
COLUMBIA, TN 38401
PHONE: (931)560-1119

811 Know what's below. Call before you dig.

NOT FOR CONSTRUCTION

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
6750 POPLAR AVENUE, SUITE 600, MEMPHIS TN 38138
PHONE: 901-374-9109
WWW.KIMLEY-HORN.COM

NOT FOR CONSTRUCTION

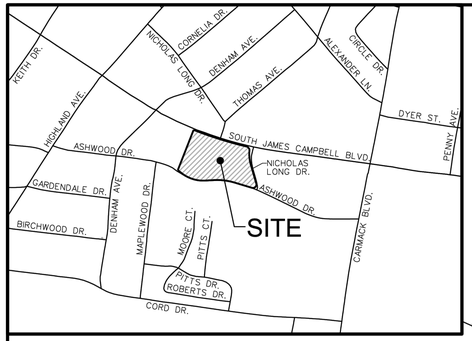
KHA PROJECT 115339064		DESIGNED BY	JSL
DATE 12/16/2024	SCALE AS SHOWN	DRAWN BY	JSL
		CHECKED BY	LNH

COVER SHEET

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
G1-00

Plotted By:Donnelly-Bullington, Emma Sheet Set:Whataburger Columbia TN Layout:G1-00 TITLE SHEET December 16, 2024 01:07:00pm K:\MEM_LDE\V115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Planesheets\G1-00 TITLE SHEET.dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



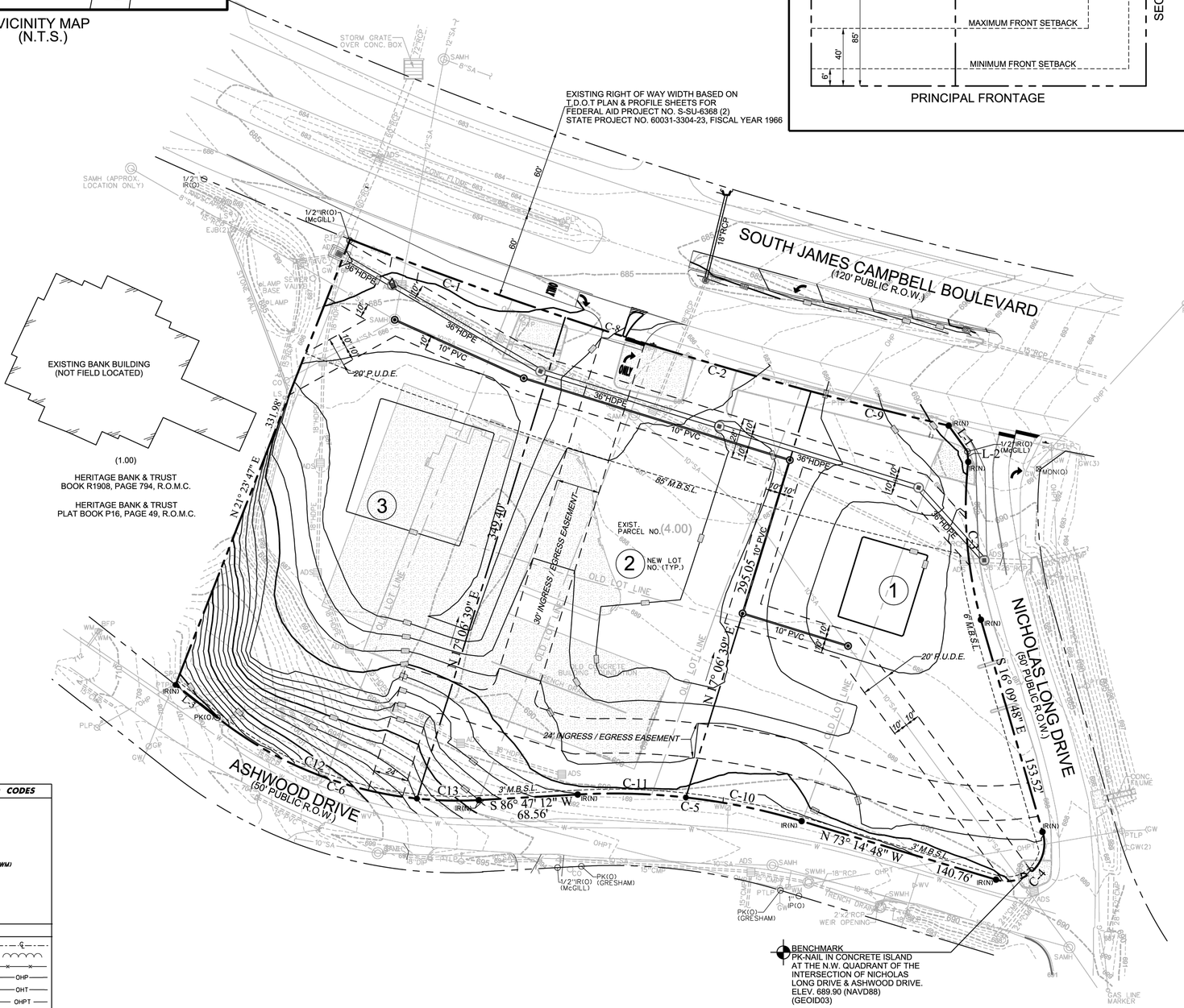
VICINITY MAP
(N.T.S.)

LINE TABLE

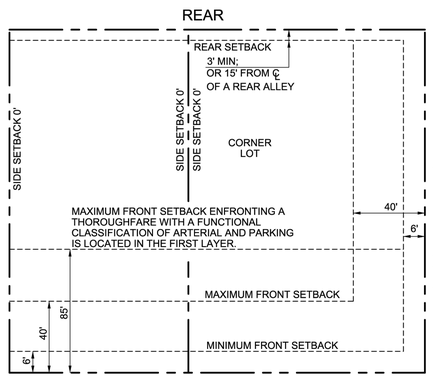
LINE	BEARING	DISTANCE
L-1	S 35° 53' 44" E	22.19'
L-2	S 04° 30' 57" E	7.20'
L-3	N 51° 43' 18" W	37.01'

CURVE TABLE

CURVE	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	DISTANCE
C1	03° 06' 34"	2924.93'	79.39'	158.73'	S 69° 59' 36" E	158.71'
C2	03° 29' 15"	2924.93'	89.04'	178.03'	S 73° 17' 30" E	178.00'
C3	21° 39' 56"	292.13'	55.90'	110.46'	S 04° 34' 07" E	109.81'
C4	124° 57' 00"	26.06'	50.01'	56.83'	S 44° 16' 42" W	46.22'
C5	19° 58' 00"	451.09'	79.40'	157.20'	N 83° 13' 48" W	156.40'
C6	41° 27' 16"	268.80'	101.72'	194.48'	N 72° 29' 40" W	190.27'
C8	08° 31' 30"	2924.93'	218.00'	435.20'	S 72° 42' 04" E	434.80'
C9	01° 55' 42"	2924.93'	49.22'	98.43'	S 75° 59' 58" E	98.43'
C10	10° 25' 36"	451.09'	41.16'	82.09'	N 78° 27' 35" W	81.98'
C11	09° 32' 24"	451.09'	37.64'	75.11'	N 88° 26' 35" W	75.02'
C12	32° 16' 10"	268.80'	77.76'	151.39'	N 67° 54' 16" W	149.40'
C13	09° 11' 05"	268.80'	21.59'	43.09'	N 88° 37' 15" W	43.04'



TYPICAL LOT SETBACKS
(NOT TO SCALE)



GENERAL SURVEY NOTES

1. THIS SURVEY MEETS THE REQUIREMENTS OF AN URBAN LAND SURVEY (CATEGORY 1), WITH A RATIO OF PRECISION OF THE UNADJUSTED SURVEY GREATER THAN 1:10,000 AS PER STANDARDS OF PRACTICE ADOPTED BY THE BOARD OF EXAMINERS FOR LAND SURVEYORS, STATE OF TENNESSEE.

2. BEARINGS SHOWN ARE BASED ON THE TENNESSEE COORDINATE SYSTEM OF 1983 (NAD-1983). ELEVATIONS ARE BASED ON NAVD-1988, USING GEOID 2003 FOR ORTHOMETRIC HEIGHT DETERMINATION.

3. THIS PROPERTY IS NOT LOCATED IN A FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 470123, PANEL NO. 0285 E, DATED APRIL 16, 2007. ZONE "X".

4. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM FIELD LOCATED VISIBLE APPURTENANCES, ATLAS MAPS AS MAY BE AVAILABLE FROM MUNICIPALITIES OR UTILITY COMPANIES, AND OTHER DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES STATE THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION CONSULTED. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. TO AVOID ANY POSSIBLE HAZARD OR CONFLICT, IT IS A REQUIREMENT OF THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT, FOR ANYONE WHO ENGAGES IN EXCAVATION TO NOTIFY ALL KNOWN UTILITY OWNERS NO LESS THAN THREE (3) OR MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE. CALL TENNESSEE ONE CALL AT 1-800-351-1111.

5. EXISTING SURVEY BASE INFORMATION IS FROM AN ALTA/NSPS LAND TITLE SURVEY PREPARED ON JUNE 17, 2024 BY BARGE DESIGN SOLUTIONS, INC.

6. CONTOUR INTERVAL ONE-FOOT, CONTOURS WERE INTERPOLATED FROM RANDOM SHOTS TAKEN ON A 50-FOOT INTERVAL.

DEED REFERENCE

BEING THE SAME PROPERTY CONVEYED TO COLUMBIA JAMES CAMPBELL BOULEVARD, LLC FROM THE J & R GROUP, LLC, SIGNED & NOTORIZED DEED COPY DATED 10-08-2024 PROVIDED TO THIS SURVEYOR, RECORDING PENDING.

PROPERTY MAP REFERENCE

BEING PARCEL 4.00 AS SHOWN ON MAURY COUNTY PROPERTY MAP NO. 113E, GROUP B.

PLAT REFERENCE

BEING TRACT NOS. 1-7 AS SHOWN ON THE SUBDIVISION PLAT OF THE CAMPBELL & DUE PROPERTY AS OF RECORD IN PLAT BOOK 6, PAGE 441A, R.O.M.C.

SURVEYOR'S CERTIFICATE

I (WE) HEREBY CERTIFY, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, AND IN MY PROFESSIONAL OPINION BASED ON EXISTING FIELD EVIDENCE AND DOCUMENTARY EVIDENCE AVAILABLE, THAT THE SURVEY PERFORMED TO PREPARE THIS PRELIMINARY SUBDIVISION PLAT WAS DONE IN COMPLIANCE WITH CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE FOR A CATEGORY I SURVEY AND THE RATIO OF PRECISION OF THE UNADJUSTED SURVEY IS 1:22,524.

BARGE DESIGN SOLUTIONS, INC.

BY: _____ DATE: 12-05-2024
MARK E. SAWYER
Digitally signed by Mark E Sawyer
Date: 2024.12.05 11:26:27-06'00'

TN. LIC. NO. 1649

SITE DEVELOPMENT SPECIFIC NOTES

1. PROPERTY IS ZONED CD-4C (GENERAL URBAN CORRIDOR CHARACTER DISTRICT). ZONING INFORMATION SHOWN HEREON WAS TAKEN FROM CITY OF COLUMBIA PLANNING DEPARTMENT- ONLINE MAPPING: PARCEL REPORT, NO ZONING LETTER, OR ZONING REPORT WAS PROVIDED TO THIS SURVEYOR.

2. PROPOSED CONTOURS SHOWN HEREON ARE FOR THE MASS GRADING & INFRASTRUCTURE PACKAGE OF THIS SITE ONLY. INDIVIDUAL FINAL SITE DEVELOPMENT PLANS FOR EACH LOT WILL BE PROVIDED BY OTHERS AFTER PRELIMINARY PLAT APPROVAL ESTABLISHING FINAL FINISH GRADE OF PAVING, CURBS AND FINISH FLOOR ELEVATIONS OF BUILDINGS ETC.

3. SEE SHEET C1.00 SITE LAYOUT PLAN IN THIS SUBMITTAL FOR DETAILED INFORMATION ON INFRASTRUCTURE IMPROVEMENTS.

4. THE APPROXIMATE LOCATION OF ALL COMMERCIAL BUILDINGS AND ASSOCIATED PARKING WILL BE ACHIEVED AT SITE DEVELOPMENT PLAN IN ACCORDANCE TO THE DEVELOPMENT STANDARDS WITHIN A CD-4C ZONING DISTRICT. LOT WIDTH'S OF NEW PROPOSED LOTS SHALL CONFORM TO THE MINIMUM AND MAXIMUM OF A CD-4C ZONING DISTRICT.

5. PUBLIC UTILITY AND DRAINAGE EASEMENTS (PUDE) SHALL BE REQUIRED AND BE TEN (10) FEET IN WIDTH ON ALL PROPERTY LINES PARALLEL AND ABUTTING PUBLIC ROADS OR RIGHTS-OF-WAY, AND FIVE (5) FEET IN WIDTH ON ALL INTERIOR LOT LINES; EXCEPT FOR INTERIOR LOT LINES WITH A ZERO-LOT LINE OR A COMMON WALL ALONG A LOT LINE. UNLESS MENTIONED IN SECTION 3.7(B)(C)(D) & (E) OF THE CITY OF COLUMBIA SUBDIVISION REGULATIONS, JUNE 5, 2024.

SITE DATA

LOT 1 - AREA 51,959 SQ.FT. OR 1.19 AC.
LOT 2 - AREA 57,040 SQ.FT. OR 1.31 AC.
LOT 3 - AREA 60,077 SQ.FT. OR 1.38 AC.
TOTAL SITE AREA - 169,076 SQ.FT. OR 3.88 AC.
P.U.D.E. AREA = 22,801 SQ. FT. OR 0.52 ACRE+/-
IMPERVIOUS AREA 1.98 AC.
PERVIOUS TURF AREA 1.37 AC.
PERVIOUS PAVER AREA 0.53 AC.

PREPARED BY:
BARGE DESIGN SOLUTIONS, INC.
615 3RD AVENUE NORTH, SUITE 700
NASHVILLE, TENNESSEE 37210
CONTACTS:
MARK E. SAWYER, RLS
E-MAIL: Mark.Sawyer@Bargedesign.com
ANDREW HARDISON, PE
EMAIL: Drew.Hardison@bargedesign.com

OWNER/DEVELOPER:
COLUMBIA JAMES CAMPBELL BOULEVARD, LLC
3841 GREEN HILLS VILLAGE, SUITE 400
NASHVILLE, TENNESSEE 37215
CONTACT: JULIA LANNON
TEL:
EMAIL: jlannon@oldacremcdonald.com

LEGEND

MAPPING SYMBOLS AND CODES
- POST
- IRON ROD NEW (IRN)
- IRON ROD OLD (IRO)
- IRON PIPE OLD (IPO)
- IRON SPIKE OLD (ISO)
- RIGHT-OF-WAY MONUMENT (RWM)
- P.K. NAIL OLD (PK(O))
- P.K. NAIL NEW (PK(N))
- POWER POLE (PP)
- TREE

LINE STYLES
- CENTERLINE
- EDGE OF WOODS LINE
- FENCE LINE
- OVERHEAD POWER LINE — OHP
- OVERHEAD TELEPHONE LINE — OHT
- OVERHEAD POWER AND TELEPHONE LINE — OHPT
- PROPERTY LINE
- GUARDRAIL
- EDGE OF WATER



BARGE DESIGN SOLUTIONS
615 Third Avenue South, Suite 700, Nashville, Tennessee 37210
PHONE (615)254-1500 FAX (615) 255-8572

MARK E. SAWYER
TENNESSEE NO. 1649
Digitally signed by Mark E. Sawyer
Date: 2024.12.05 11:26:27-06'00'

COLUMBIA COMMONS

PRELIMINARY SUBDIVISION PLAT

115 SOUTH JAMES CAMPBELL BOULEVARD

9TH CIVIL DISTRICT
COLUMBIA, MAURY COUNTY, TENNESSEE

DR.	CHK.	DATE	DESCRIPTION
JMJ	MES	10-16-24	ORIGINAL ISSUE
MES	MES	10-18-24	REVISED OWNER/DEVELOPER NAME
JMJ	MES	11-18-24	OVERALL SITE LAYOUT REVISIONS AND TECHNICAL COMMENTS FROM CITY REVIEW
JMJ	MES	12-05-24	REMOVED 85' SETBACK ON SECONDARY FRONTAGE DETAIL PER CONDITIONAL APPROVAL

FILE NO. 3853101

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12/5/2024
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MESawyer
LandRes.pen Workspace: LandRes

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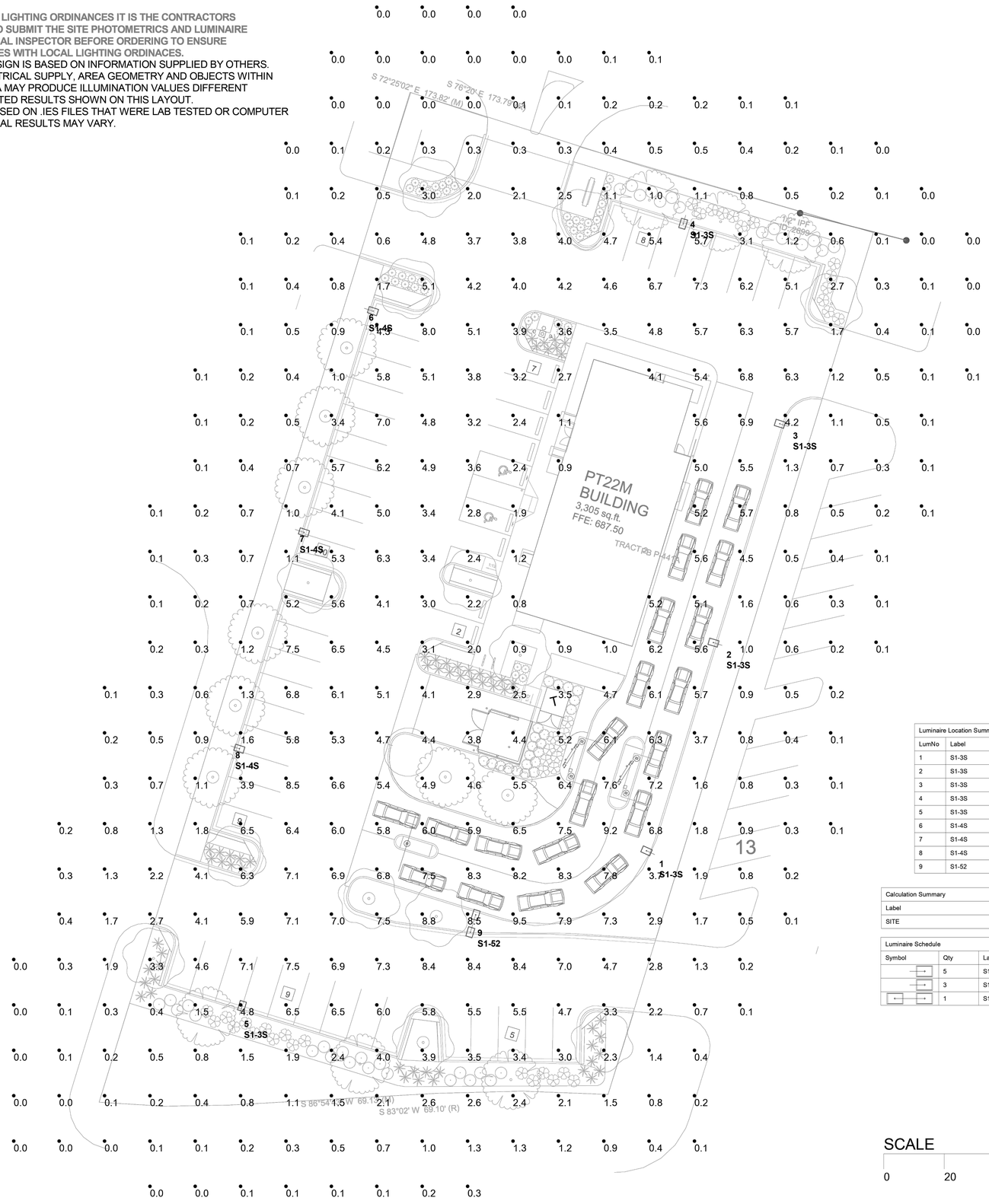
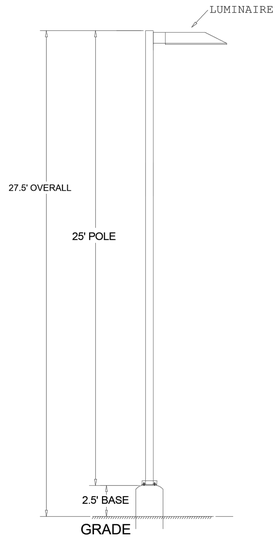
TECHLIGHT INC.
- DUE TO CHANGING LIGHTING ORDINANCES IT IS THE CONTRACTORS RESPONSIBILITY TO SUBMIT THE SITE PHOTOMETRICS AND LUMINAIRE SPECS TO THE LOCAL INSPECTOR BEFORE ORDERING TO ENSURE THIS PLAN COMPLIES WITH LOCAL LIGHTING ORDINACES.
- THIS LIGHTING DESIGN IS BASED ON INFORMATION SUPPLIED BY OTHERS. CHANGES IN ELECTRICAL SUPPLY, AREA GEOMETRY AND OBJECTS WITHIN THE LIGHTED AREA MAY PRODUCE ILLUMINATION VALUES DIFFERENT FROM THE PREDICTED RESULTS SHOWN ON THIS LAYOUT.
- THIS LAYOUT IS BASED ON .IES FILES THAT WERE LAB TESTED OR COMPUTER GENERATED. ACTUAL RESULTS MAY VARY.





POLE DETAIL
(NOT TO SCALE)

FOR PRICING CONTACT:
STEPHEN COTUMACCIO 214-957-5304
OR stephenc@techlight.com

Notes:
1. Calculation 3' AFG.
2. Based on 27.5' AFG fixture mounting including 25' poles plus 2.5' AFG bases.

File:
wb-columbia.agi
Date:
12-10-24

Luminaire Location Summary			
LumNo	Label	Z-luminaire height	Tilt
1	S1-3S	27.5	0
2	S1-3S	27.5	0
3	S1-3S	27.5	0
4	S1-3S	27.5	0
5	S1-3S	27.5	0
6	S1-4S	27.5	0
7	S1-4S	27.5	0
8	S1-4S	27.5	0
9	S1-52	27.5	0

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
SITE	Illuminance	Fc	2.56	9.5	0.0	N.A.	N.A.

Luminaire Schedule						
Symbol	Qty	Label	Lumens/Lamp	Arrangement	LLF	Description
	5	S1-3S	N.A.	Single	0.900	CTL-N-35L-T3-S215-35,000 LUMEN TYPE 3 LED W/BACK SHLD
	3	S1-4S	N.A.	Single	0.900	CTL-N-35L-T4-S215-35,000 LUMEN TYPE 4 LED W/BACK SHLD
	1	S1-52	N.A.	Back-Back	0.900	CTL-N-35L-T5W-35,000 LUMEN TYPE 5 LED

SCALE
0 20 40 60

CUSTOMER APPROVAL

☐ Drawing is approved, proceed with production

☐ Drawing is not approved, make changes as noted

Customer Signature Date

REVISIONS:
SYM. DATE DESCRIPTION BY

PROJECT:
WHATABURGER
COLUMBIA, TN

WHATABURGER
300 CONCORD PLAZA DR.
SAN ANTONIO, TEXAS
210-476-6000 ZIP 78216

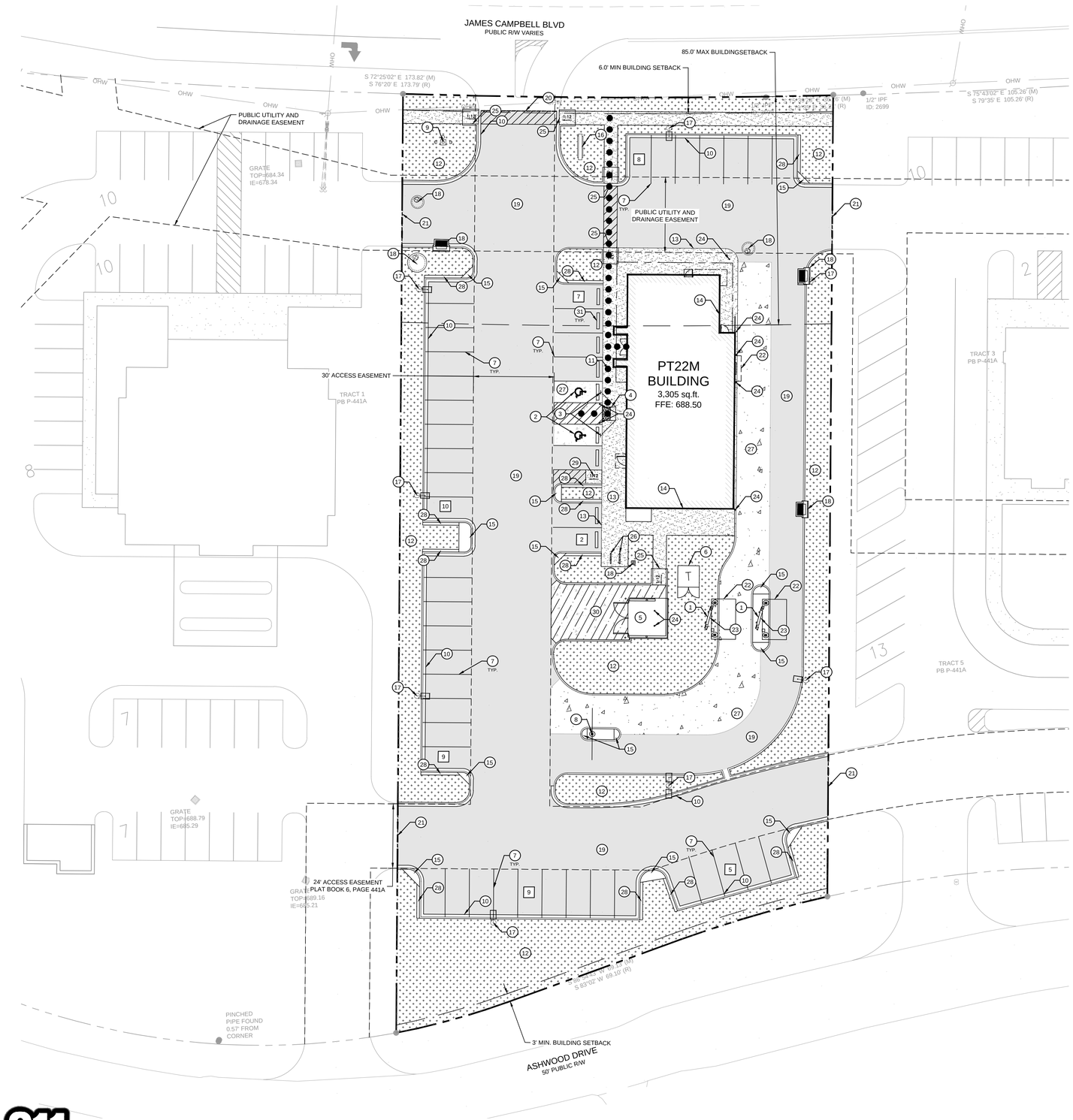
THIS DRAWING IS THE PROPERTY OF WHATABURGER, SAN ANTONIO, TEXAS AND MAY NOT BE USED OR REPRODUCED IN WHOLE OR IN PART WITHOUT THE EXPRESSED WRITTEN CONSENT OF WHATABURGER.

SHEET TITLE:
Photometric Plan

UNIT NO.
DATE:
SCALE:
DRAWN BY:
APPROVED BY:

SHEET NO:
PH1.0
FILE:

WHATABURGER



LEGEND

- PROPOSED HEAVY DUTY ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT
- PROPOSED CONCRETE SIDEWALK
- PROPOSED HEAVY DUTY CONCRETE FOR DUMPSTER ENCLOSURE
- PROPOSED LANDSCAPING
- PROPERTY LINE
- REQUIRED BUILDING SETBACK
- BUILDING OVERHANG
- STRUCTURAL SLAB
- ACCESS AND UTILITY EASEMENTS

GENERAL NOTES

1. CONTRACTOR MUST SECURE ALL NECESSARY PERMITS PRIOR TO BEGINNING WORK.
2. ATTENTION IS DRAWN TO THE FACT THAT THE SCALE OF THESE DRAWINGS MAY HAVE BEEN DISTORTED DURING THE REPRODUCTION PROCESS. THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION FROM KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.
3. IF ANY CONFLICTS, DISCREPANCIES, OR ANY OTHER UNSATISFACTORY CONDITIONS ARE DISCOVERED, EITHER ON THE CONSTRUCTION DOCUMENTS OR FIELD CONDITION, THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY AND SHALL NOT COMMENCE FURTHER OPERATIONS UNTIL THE CONFLICTS, DISCREPANCIES, OR OTHER UNSATISFACTORY CONDITIONS ARE RESOLVED.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL SETBACKS, EASEMENTS, AND DIMENSIONS SHOWN HEREON BEFORE BEGINNING CONSTRUCTION.
5. ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE STATE AND LOCAL GOVERNMENT AGENCY'S LATEST CONSTRUCTION SPECIFICATIONS AND DETAILS.
6. ALL ACCESSIBLE SITE FEATURES SHALL BE CONSTRUCTED TO MEET ALL FEDERAL, STATE, AND LOCAL CODES.
7. NOTIFY THE CITY INSPECTOR TWENTY-FOUR (24) HOURS BEFORE BEGINNING EACH PHASE OF CONSTRUCTION.
8. THE CONTRACTOR SHALL CAREFULLY PRESERVE BENCHMARKS, REFERENCE POINTS, AND STAKES.
9. ARCHITECTURAL PLANS ARE TO BE USED FOR BUILDING STAKE OUT.
10. ALL DIMENSIONS ARE FROM FACE OF BUILDING, CURB, AND WALL UNLESS OTHERWISE SPECIFIED ON PLANS.
11. CONTRACTOR SHALL MAINTAIN THE SITE IN A MANNER SUCH THAT WORKERS AND PUBLIC SHALL BE PROTECTED FORM INJURY AND ADJOINING PROPERTY PROTECTED FROM DAMAGE.
12. CONTRACTOR IS REPONSIBLE FOR DAMAGE TO ANY EXISTING ITEM AND/OR MATERIAL INSIDE OR OUTSIDE CONTRACT LIMITS DUE TO CONSTRUCITON OPERATION.
13. ALL STREET SURFACES, DRIVEWAYS, CULVERTS, CURB AND GUTTERS, ROADSIDE DRAINAGE DITCHES, AND OTHER STRUCTURES THAT ARE DISTURBED OR DAMAGED IN ANY MANNER AS A RESULT OF CONSTRUCTION SHALL BE REPLACED OR REPAIRED IN ACCORDANCE WITH THE SPECIFICATIONS.
14. ALL ROAD WORK SHALL BE PERFORMED IN ACCORDANCE WITH STATE AND LOCAL GOVERNMENT AGENCY SPECIFICATIONS.
15. BUILDING SETBACKS SHALL BE PER THE CITY OF COLUMBIA CODE.
16. ALL DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN MEETS THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND THE FAIR HOUSING ACT. ADA: http://www.ada.gov/
17. THE CITY OF COLUMBIA SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED INGRESS AND EGRESS AT ALL TIMES IN ORDER TO MAINTAIN, REPAIR, REPLACE, AND INSPECT ANY STORMWATER FACILITIES WITHIN THE PROPERTY.

SITE DATA TABLE

PROPERTY INFORMATION:	
SITE LOCATION:	115 S JAMES CAMPBELL BLVD, COLUMBIA, TN 38401
OWNER OF RECORD:	COLUMBIA JAMES CAMPBELL BOULEVARD, LLC 3841 GREEN HILLS VILLAGE, SUITE 400 NASHVILLE, TN 37215
PARCEL ID:	113E B 00400 000
LOT COVERAGE:	
MAX. LOT PERIMETER:	2,400 FT
GROSS SITE AREA:	51,703± SF (1.19± AC)
PROPOSED IMPERVIOUS AREA:	38,215± SF (0.88± AC)
PROPOSED PERVIOUS AREA:	13,488± SF (0.31± AC)
PROPOSED FAR:	6.39%
MAX. BUILDING LOT COVERAGE:	50%
PROPOSED BUILDING LOT COVERAGE:	6.39%
MAX ISR REQUIREMENT:	80%
PROPOSED ISR:	74%
PARKING DATA:	
MIN. REQUIRED PARKING	34 STALLS (1 PER 100 SF FA)
ADA PARKING PROVIDED	2 STALLS (1 VAN ACCESSIBLE)
TOTAL PARKING PROVIDED	50 STALLS
MIN. REQUIRED BICYCLE PARKING	1 SPACE (1 PER 4,000 SF FA)
BICYCLE PARKING PROVIDED	4 SPACES
ZONING:	
ZONING	CD-4C (GENERAL URBAN CHARTER DISTRICT)
EXISTING USE	VACANT LOT
PROPOSED USE	RESTAURANT, DRIVE-THRU
SURROUNDING ZONING (NORTH)	CD-4C (URBAN CHARTER DISTRICT)
SURROUNDING ZONING (WEST)	CD-4C (URBAN CHARTER DISTRICT)
SURROUNDING ZONING (EAST)	CD-4C (URBAN CHARTER DISTRICT)
SURROUNDING ZONING (SOUTH)	CD-4C (URBAN CHARTER DISTRICT)
BUILDING DATA	
FLOOR AREA	3,305 SF
NUMBER OF STORIES	1
MAX. BUILDING HEIGHT	35 FEET
PROPOSED HEIGHT	20'-8"
FRONT SETBACK	6 FEET MIN, 85 FEET MAX
SIDE SETBACK	0 FEET
REAR SETBACK	0 FEET
FLOOD INFORMATION	
FEMA MAP NUMBER:	47119C0285ED
EFFECTIVE DATE:	04/16/2007

BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED WITHIN AN AREA HAVING ZONE DESIGNATIONS OF "X" BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, ON FLOOD INSURANCE RATE MAP NO. 47119C0285ED, WITH AN MAP REVISED DATE OF APRIL 16, 2007, IN THE CITY OF COLUMBIA, STATE OF TENNESSEE, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PROPERTY IS SITUATED."

NAD 83 DATUM REFERANCE

THE TENNESSEE STATE PLAN COORDINATE SYSTEM, NAD 83 DATUM, REFERANCE IS GPS 41.

LATITUDE: 35° 36' 50.00367"
LONGITUDE: 87° 4' 45.27711"



VICINITY MAP
SCALE: NOT TO SCALE

KEYNOTE INDEX

1	DRIVE THRU MENU BOARD; REFER TO ARCHITECTURAL DRAWINGS
2	ACCESSIBLE PARKING STALL; REFER TO CONSTRUCTION DETAILS
3	ACCESSIBLE SIGN MOUNTED ON BOLLARD. BOLLARD SHALL BE BLACK POWDER COATED OR A COLOR TO COMPLIMENT THE BUILDING. REFER TO CONSTRUCTION DETAILS
4	ACCESSIBLE CURB RAMP; REFER TO CONSTRUCTION DETAILS
5	REFUSE AND RECYCLING ENCLOSURE WITH STEEL GATES, STEEL BOLLARDS; REFER TO STRUCTURAL DRAWINGS
6	TRANSFORMER PAD. CONTRACTOR TO COORDINATE WITH UTILITY AGENCY FOR FINAL LOCATION.
7	PAVEMENT MARKING - 4" SOLID WHITE
8	HEADACHE BARS; REFER TO ARCHITECTURAL DRAWINGS
9	FLAG POLE WITH GROUND MOUNTED LIGHTS, UNITED STATES FLAG AND BANNER, GARRISON TYPE OR OWNER APPROVED EQUAL, 30' HIGH, 5" ALUMINUM WITH 14 GAUGE ALUMINUM BALL FINIAL, INCLUDE ALUMINUM ROLLER AND SLEEVE. HARDWARE TO INCLUDE STATIONARY TRUCK, NYLON FLAGSNAPS AND HALYARDS. ENTIRE ASSEMBLY (INCLUDING FOUNDATION) TO CONFIRM TO APPLICABLE CODES, INCLUDING WIND LOADS. SEE SHEET S5.1, DETAIL D5 FOR FOUNDATION DETAILS AND SHEET E5.2, DETAIL A4 FOR LIGHT DETAILS.
10	CONCRETE CURB AND GUTTER; REFER TO CONSTRUCTION DETAILS
11	PROPOSED ADA PATH
12	PROPOSED LANDSCAPE AREA; REFER TO LANDSCAPE PLANS
13	SIDEWALK; REFER TO CONSTRUCTION DETAILS
14	EDGE OF STRUCTURAL SLAB, REFER TO STRUCTURAL PLANS FOR DETAILS
15	CONCRETE ISLAND NOSE; REFER TO CONSTRUCTION DETAILS
16	MONUMENT SIGN; REFER TO ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR ADDITIONAL INFORMATION
17	LIGHT POLE; REFER TO PHOTOMETRIC PLANS AND DETAILS
18	STORM WATER STRUCTURES; REFER TO GRADING AND DRAINAGE PLAN
19	ASPHALT PAVEMENT; REFER TO CONSTRUCTION DETAILS
20	EDGE OF EXISTING ASPHALT
21	CONTRACTOR TO MATCH EXISTING GRADE AND ALIGNMENT
22	DRIVE-THRU CANOPY; REFER TO ARCHITECTURAL DRAWINGS
23	DIGITAL MENU BOARD; REFER TO ARCHITECTURAL DRAWINGS
24	BOLLARD; REFER TO CONSTRUCTION DETAILS
25	ACCESSIBLE SIDEWALK RAMP WITH CURB RETURN; REFER TO CONSTRUCTION DETAILS
26	BICYCLE RACK (MINIMUM 1 SPACE); REFER TO CONSTRUCTION DETAILS
27	HEAVY DUTY CONCRETE; REFER TO CONSTRUCTION DETAILS
28	GRANITE STRIPS; REFER TO LANDSCAPE DETAILS
29	PROPOSED DELIVERY RAMP
30	PROPOSED HEAVY DUTY CONCRETE PAVEMENT FOR DUMPSTER APRON/APPROACH; REFER TO CONSTRUCTION DETAILS
31	CONCRETE WHEELSTOP; REFER TO CONSTRUCTION DETAILS

CAUTION!
EXISTING OVERHEAD AND UNDERGROUND UTILITIES

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

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KHA PROJECT 115339064
DATE 12/16/2024
SCALE AS SHOWN
DESIGNED BY JSL
DRAWN BY JSL
CHECKED BY LNH

SITE PLAN

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C1-00

Plotted By:Donnelly-Bullington, Emma Sheet Set:Whataburger Columbia TN Layout:C2-00 SITE PLAN December 16, 2024 01:07:41pm K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Plansheets\C2-00 SITE PLAN.dwg
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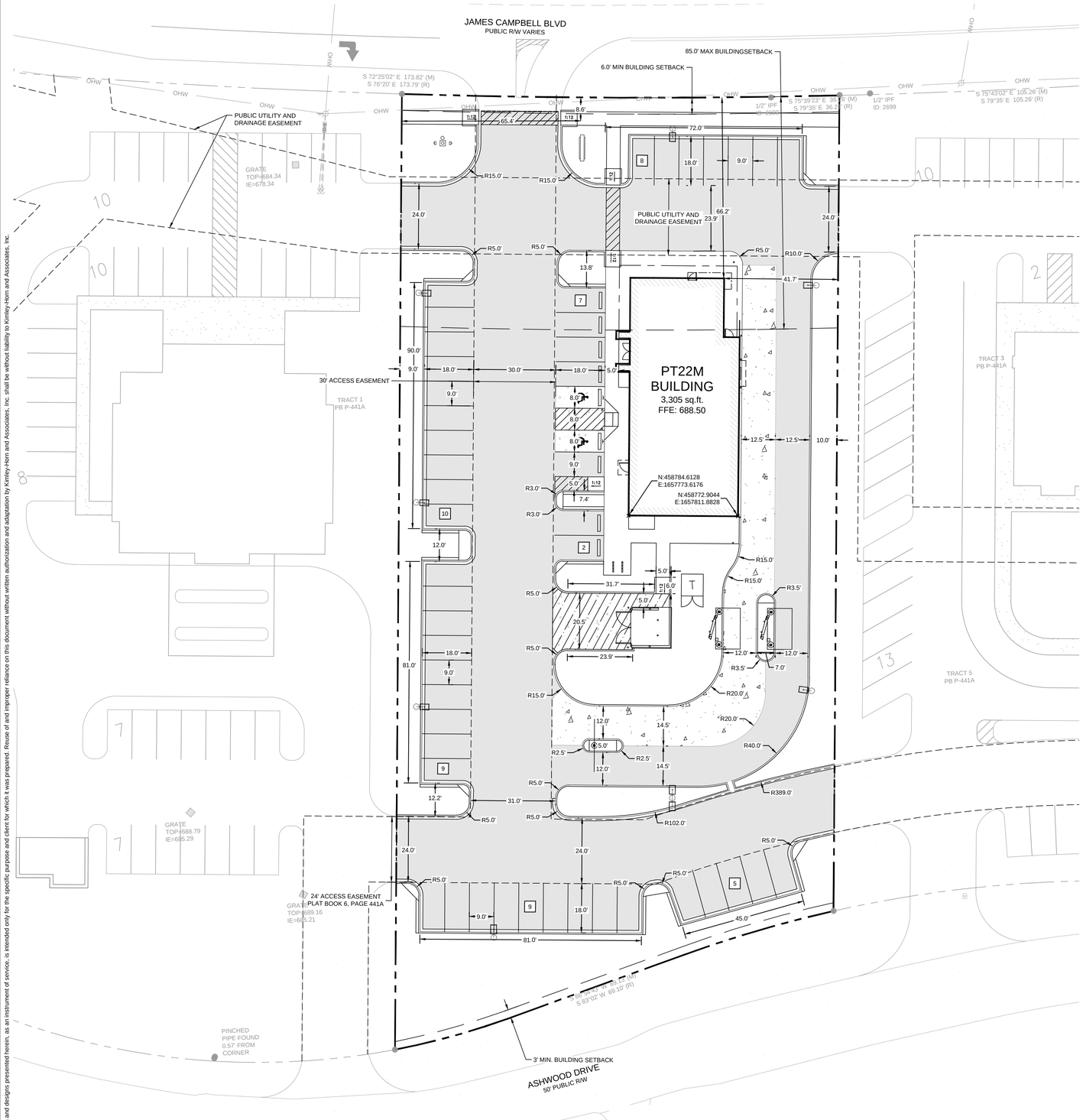



VICINITY MAP
SCALE: NOT TO SCALE

GENERAL NOTES

1. CONTRACTOR MUST SECURE ALL NECESSARY PERMITS PRIOR TO BEGINNING WORK.
2. ATTENTION IS DRAWN TO THE FACT THAT THE SCALE OF THESE DRAWINGS MAY HAVE BEEN DISTORTED DURING THE REPRODUCTION PROCESS. THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION FROM KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.
3. IF ANY CONFLICTS, DISCREPANCIES, OR ANY OTHER UNSATISFACTORY CONDITIONS ARE DISCOVERED, EITHER ON THE CONSTRUCTION DOCUMENTS OR FIELD CONDITION, THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY AND SHALL NOT COMMENCE FURTHER OPERATIONS UNTIL THE CONFLICTS, DISCREPANCIES, OR OTHER UNSATISFACTORY CONDITIONS ARE RESOLVED.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL SETBACKS, EASEMENTS, AND DIMENSIONS SHOWN HEREON BEFORE BEGINNING CONSTRUCTION.
5. ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE STATE AND LOCAL GOVERNMENT AGENCY'S LATEST CONSTRUCTION SPECIFICATIONS AND DETAILS.
6. ALL ACCESSIBLE SITE FEATURES SHALL BE CONSTRUCTED TO MEET ALL FEDERAL, STATE, AND LOCAL CODES.
7. NOTIFY THE CITY INSPECTOR TWENTY-FOUR (24) HOURS BEFORE BEGINNING EACH PHASE OF CONSTRUCTION.
8. THE CONTRACTOR SHALL CAREFULLY PRESERVE BENCHMARKS, REFERENCE POINTS, AND STAKES.
9. ARCHITECTURAL PLANS ARE TO BE USED FOR BUILDING STAKE OUT.
10. ALL DIMENSIONS ARE FROM FACE OF BUILDING, CURB, AND WALL UNLESS OTHERWISE SPECIFIED ON PLANS.
11. CONTRACTOR SHALL MAINTAIN THE SITE IN A MANNER SUCH THAT WORKERS AND PUBLIC SHALL BE PROTECTED FORM INJURY AND ADJOINING PROPERTY PROTECTED FROM DAMAGE.
12. CONTRACTOR IS REPONSIBLE FOR DAMAGE TO ANY EXISTING ITEM AND/OR MATERIAL INSIDE OR OUTSIDE CONTRACT LIMITS DUE TO CONSTRUCTON OPERATION.
13. ALL STREET SURFACES, DRIVEWAYS, CULVERTS, CURB AND GUTTERS, ROADSIDE DRAINAGE DITCHES, AND OTHER STRUCTURES THAT ARE DISTURBED OR DAMAGED IN ANY MANNER AS A RESULT OF CONSTRUCTION SHALL BE REPLACED OR REPAIRED IN ACCORDANCE WITH THE SPECIFICATIONS.
14. ALL ROAD WORK SHALL BE PERFORMED IN ACCORDANCE WITH STATE AND LOCAL GOVERNMENT AGENCY SPECIFICATIONS.
15. BUILDING SETBACKS SHALL BE PER THE CITY OF COLUMBIA CODE.
16. ALL DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN MEETS THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND THE FAIR HOUSING ACT, ADA: http://www.ada.gov/
17. THE CITY OF COLUMBIA SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED INGRESS AND EGRESS AT ALL TIMES IN ORDER TO MAINTAIN, REPAIR, REPLACE, AND INSPECT ANY STORMWATER FACILITIES WITHIN THE PROPERTY.

LEGEND

- PROPOSED HEAVY DUTY ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT
- PROPOSED CONCRETE SIDEWALK
- PROPOSED HEAVY DUTY CONCRETE FOR DUMPSTER ENCLOSURE
- PROPOSED LANDSCAPING
- PROPERTY LINE
- REQUIRED BUILDING SETBACK
- BUILDING OVERHANG

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KHA PROJECT 115339064
DATE 12/16/2024
SCALE AS SHOWN
DESIGNED BY JSL
DRAWN BY JSL
CHECKED BY LNH

SITE HORIZONTAL CONTROL PLAN

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C1-10

Plotted By:Donnelly,Billington, Emma Sheet Set:\Whataburger Columbia TN Layout\C2-10 SITE HORIZONTAL CONTROL PLAN December 16, 2024 01:07:53pm K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Plansheets\C2-10 SITE HORIZONTAL CONTROL PLAN.dwg
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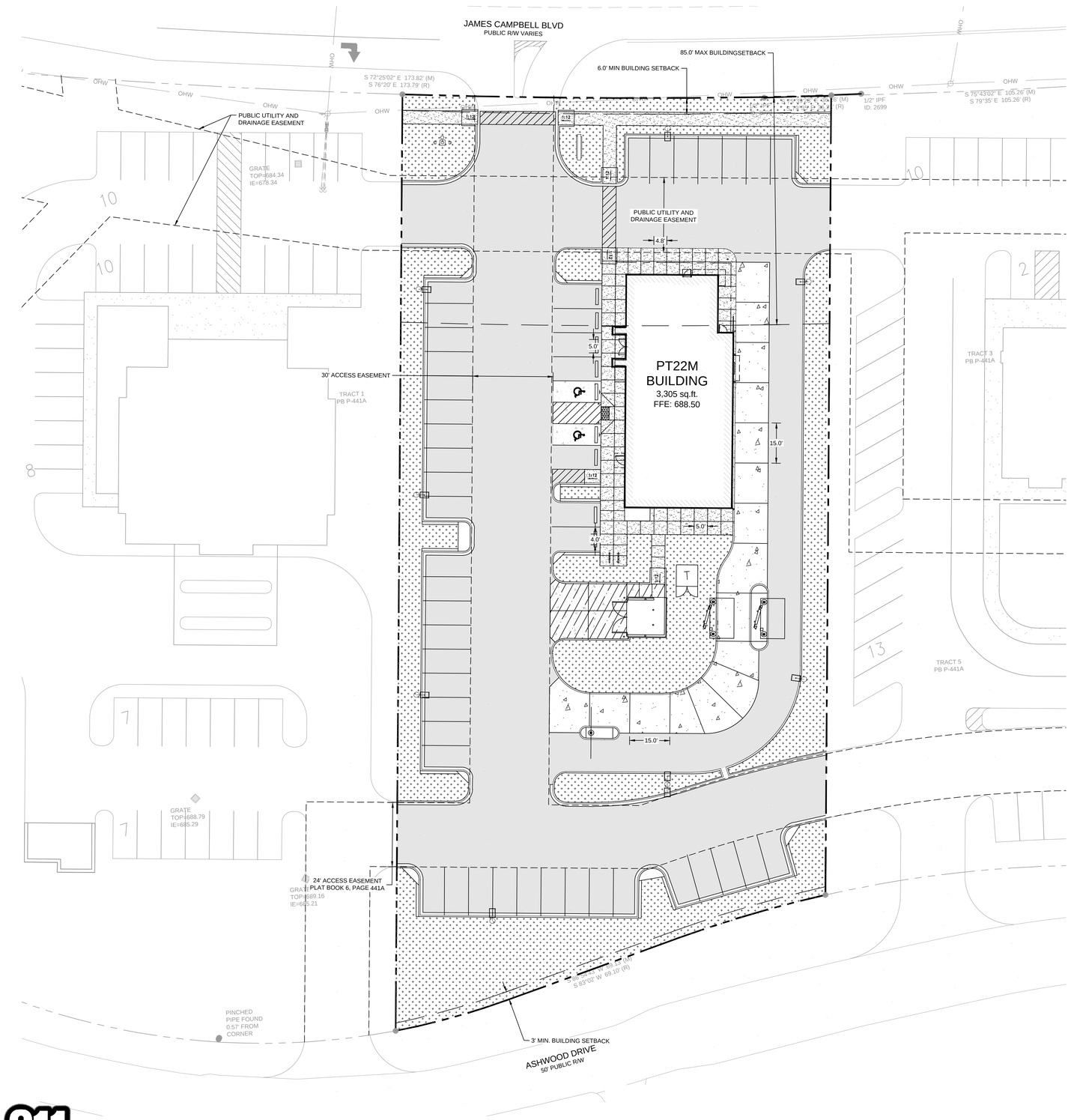



VICINITY MAP
SCALE: NOT TO SCALE

LEGEND

- PROPOSED HEAVY DUTY ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT
- PROPOSED CONCRETE SIDEWALK
- PROPOSED HEAVY DUTY CONCRETE FOR DUMPSTER ENCLOSURE
- PROPOSED LANDSCAPING
- PROPERTY LINE
- REQUIRED BUILDING SETBACK
- BUILDING OVERHANG
- CONTROL JOINT

JOINT PATTERN NOTES

1. ANY ADJUSTMENT TO JOINT LAYOUT SHALL BE SUBMITTED BY CONTRACTOR FOR DESIGNER REVIEW AND APPROVAL.
2. CONTRACTOR SHALL USE CONSTRUCTION JOINTS IN LIEU OF CONTROL JOINTS AT LIMITS OF EACH DAY'S CONCRETE POUR.
3. CONTRACTOR SHALL ENSURE CONCRETE PANELS ARE GENERALLY SQUARE AND SHALL NOT HAVE A LENGTH TO WIDTH RATIO THAT EXCEEDS 1.25.
4. ANY IRREGULAR SHAPED (NOT RECTANGULAR) CONCRETE PANELS SHALL BE ADDITIONALLY REINFORCED WITH WELDED WIRE FABRIC (WWF).
5. JOINTS SHALL EXTEND THROUGH CURBS.

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DRAWN BY	JSL
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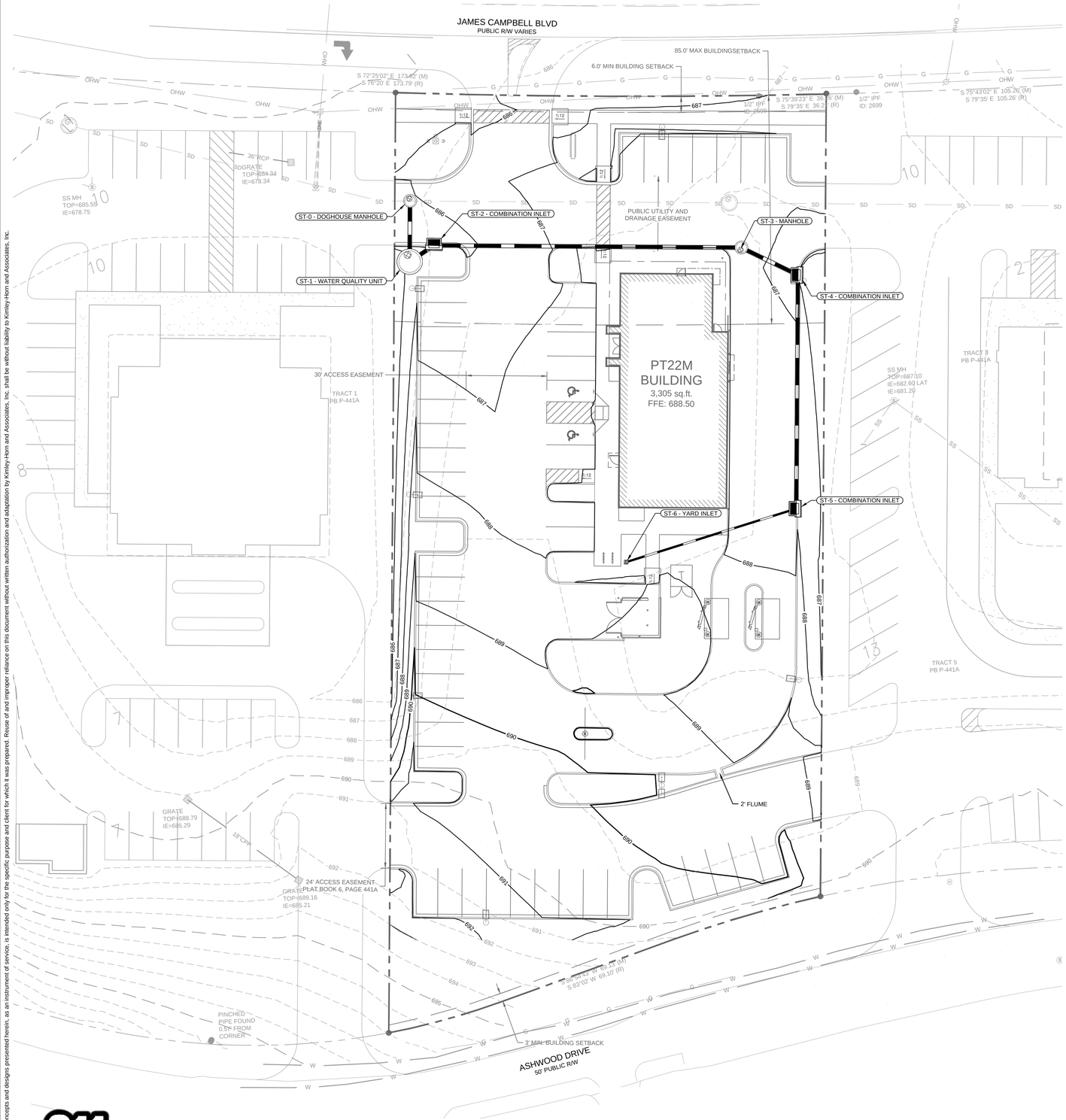
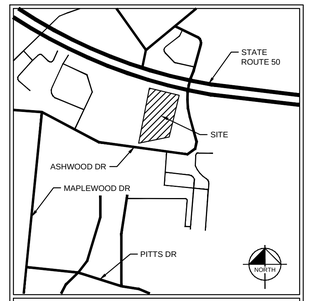
CONCRETE JOINT LAYOUT PLAN

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C1-20





VICINITY MAP
SCALE: NOT TO SCALE

GENERAL GRADING NOTES

1. A MINIMUM OF 24 HOURS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE CITY OF COLUMBIA.
2. ALL NEWLY CUT OR FILLED AREAS, LACKING ADEQUATE VEGETATION, SHALL BE SEEDED, MULCHED, FERTILIZED AND/OR SODDED AS REQUIRED TO EFFECTIVELY CONTROL SOIL EROSION.
3. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND NOT NECESSARILY ALL OF SAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE UTILITY COMPANIES WHICH MAINTAIN A UTILITY LINE WITHIN THE BOUNDARIES OF THE PROJECT PRIOR TO THE INITIATION OF ANY CONSTRUCTION ON THE PROJECT OR IN THE STREETS BORDERING THE PROJECT. THE CONTRACTOR SHALL ALSO ASSUME FULL RESPONSIBILITY FOR DAMAGE TO ANY UTILITIES ENCOUNTERED WITHIN CONSTRUCTION PERIMETERS, WHETHER SHOWN ON THE CONSTRUCTION PLANS OR NOT, DURING THE WORK ON THE PROJECT.
4. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES.
5. ALL FILL SOILS SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D-698) WITHIN 3% OF OPTIMUM MOISTURE CONTENT IN LIFTS NOT TO EXCEED SIX (6) INCHES OF COMPACTED THICKNESS.
6. ALL CONSTRUCTION MATERIALS AND PROCEDURES SHALL MEET OR EXCEED THE REQUIREMENTS OF THE CITY OF COLUMBIA STANDARD CONSTRUCTION SPECIFICATIONS.
7. PROPERTY LINES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. GRADING, CLEARING AND THE ERECTION OF REMOVAL OF FENCES ALONG PROPERTY LINES SHALL BE FULLY COORDINATED WITH ADJACENT PROPERTY OWNERS.
8. VERIFY SITE CONDITIONS PRIOR TO CONSTRUCTION. NOTIFY THE CITY OF COLUMBIA PUBLIC WORKS DEPARTMENT AND THE PROJECT ENGINEER OF ANY VARIATIONS PRIOR TO COMMENCEMENT OF WORK.
9. ALL GRADING WORK SHALL BE PERFORMED IN SUCH A MANNER THAT ADJACENT PROPERTIES ARE NOT DAMAGED OR ADVERSELY AFFECTED.
10. LOT DRAINAGE: FINISH GRADE SHALL BE SLOPED AWAY FROM THE FOUNDATION FOR DRAINAGE. THE FINISH GRADE MUST BEGIN AT LEAST 12-INCHES BELOW THE TOP OF THE FOUNDATION WALL OR THE GRADE OF THE CONCRETE SLAB AT THE INTERIOR IN THE CASE OF AN INTEGRAL SLAB AND FOUNDATION. THE MINIMUM GRADE AWAY FROM THE FOUNDATION SHALL BE TWO PERCENT (2%) IN ALL DIRECTIONS. THE DRIVEWAY SHALL BE SLOPED DOWN AT TWO PERCENT (2%) FOR AT LEAST EIGHT FEET FROM THE STRUCTURE.
11. ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH THE CITY OF COLUMBIA LAND DEVELOPMENT CODE.
12. THE CITY OF COLUMBIA SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED INGRESS AND EGRESS AT ALL TIMES IN ORDER TO MAINTAIN, REPAIR, REPLACE, AND INSPECT ANY STORMWATER FACILITIES WITHIN THE PROPERTY.

GENERAL NOTES

1. CRITICAL SPOT GRADES ARE TO PAVEMENT GRADE UNLESS OTHERWISE NOTED.
2. CONTRACTOR SHALL CONSTRUCT ALL SIDEWALKS AND CROSSWALKS WITH A 2.0% MAXIMUM CROSS SLOPE AND A 5.0% MAXIMUM RUNNING SLOPE, UNLESS NOTED AS A RAMP. GRADES WITHIN ADA HANDICAP PARKING AREAS NOT TO EXCEED A 2% MAXIMUM SLOPE IN ANY DIRECTION.
3. CONTRACTOR SHALL TAKE FIELD SLOPE MEASUREMENTS ON FINISHED SUBGRADE AND FORM BOARDS PRIOR TO PLACING PAVEMENT TO VERIFY THAT ADA SLOPE REQUIREMENTS ARE PROVIDED. CONTRACTOR SHALL CONTACT ENGINEER PRIOR TO PAVING IF ANY EXCESSIVE SLOPES ARE ENCOUNTERED. NO CONTRACTOR CHANGE ORDERS WILL BE ACCEPTED FOR ADA SLOPE COMPLIANCE ISSUES.
4. ALL ROOF DRAIN PIPING SHALL BE PVC UNLESS OTHERWISE NOTED.
5. ALL ROOF DRAIN CLEANOUTS IN PAVED AREAS SHALL HAVE A BRASS CAP SET FLUSH WITH THE PROPOSED GRADE.
6. ALL PIPE LENGTHS SPECIFIED IN THESE PLANS ARE THE HORIZONTAL DISTANCE AND ARE SHOWN FOR REFERENCE ONLY IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE ACTUAL LENGTHS BASED ON PROPOSED PIPE SLOPE. PIPE LENGTHS IN PLANS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
7. CONTRACTOR TO FIELD VERIFY EXISTING INVERT FOR SANITARY SEWER AND STORM DRAINAGE SERVICE CONNECTIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF DISCREPANCY PRIOR TO PROCEEDING.
8. NO GRADED SLOPE SHALL EXCEED 3H:1V.
9. ALL WALLS GREATER THAN 30" IN HEIGHT SHALL BE DESIGNED AND PERMITTED BY AN ENGINEER LICENSED IN THE STATE OF TENNESSEE.
10. ALL WALLS GREATER THAN 30" IN HEIGHT SHALL HAVE FALL PROTECTION THROUGH FENCING OR HANDRAIL AT A MINIMUM OF 42" TALL.

GRADING PLAN LEGEND

- 500 — EXISTING CONTOUR
- 500 — PROPOSED CONTOUR
- PROPERTY LINE
- REQUIRED BUILDING SETBACK
- BUILDING OVERHANG / CANOPY

GRAPHIC SCALE IN FEET
0 10 20 40

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DATE	12/16/2024
SCALE	AS SHOWN
DESIGNED BY	JSL
DRAWN BY	JSL
CHECKED BY	LNH

SITE GRADING AND DRAINAGE PLAN

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C2-00

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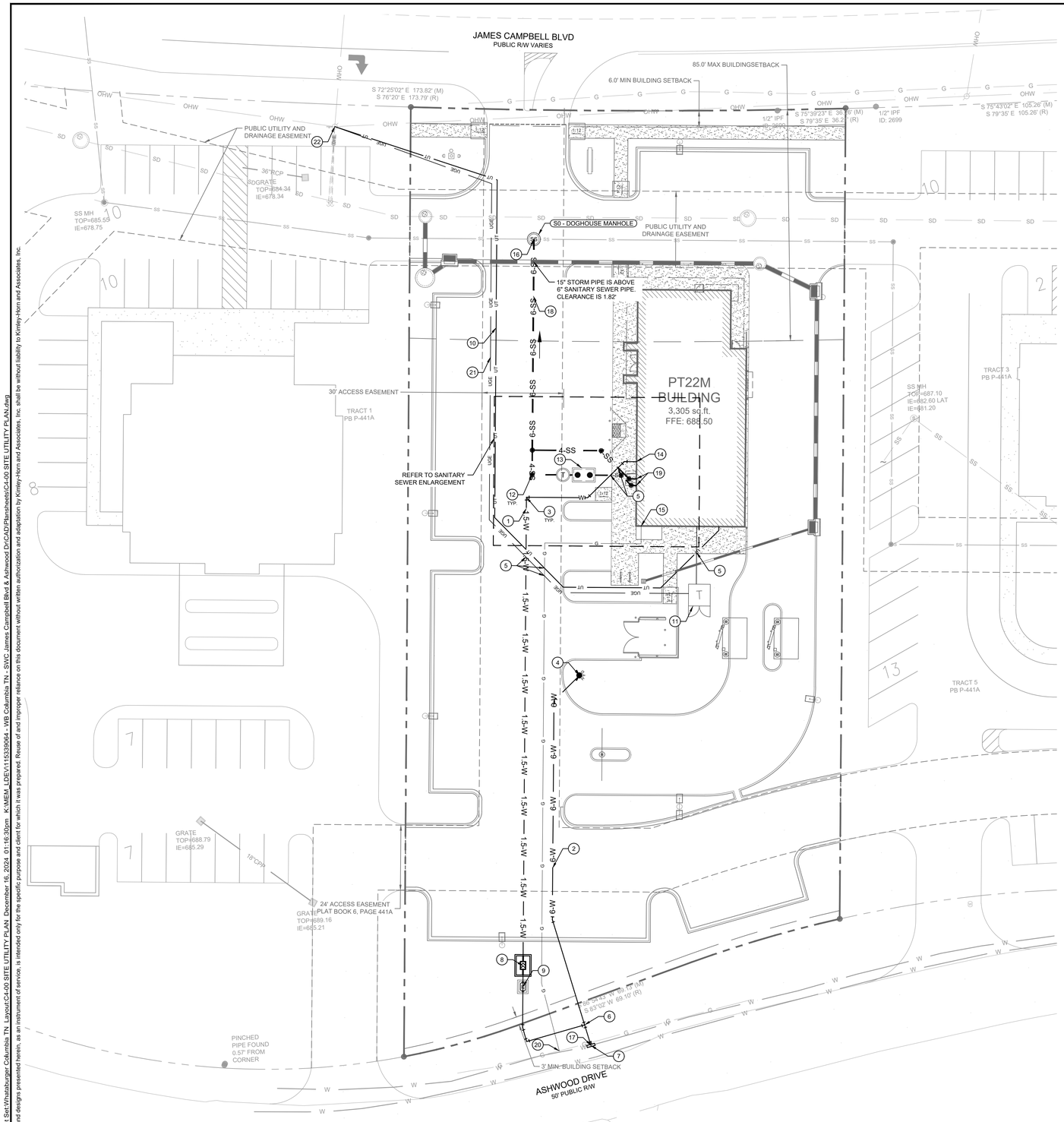

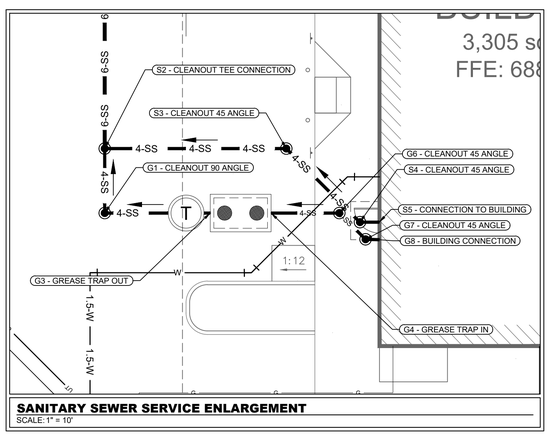

SANITARY SEWER SERVICE ENLARGEMENT
SCALE: 1" = 10'

KEYNOTE INDEX

1	PROPOSED 1.5" DOMESTIC WATER LINE
2	PROPOSED 6" WATER LINE
3	PROPOSED 90° BEND
4	PROPOSED FIRE HYDRANT; REFER TO CONSTRUCTION DETAILS AND COORDINATE WITH COLUMBIA POWER AND WATER SYSTEMS FOR DESIGN AND STATE APPROVAL.
5	PROPOSED UTILITY CROSSING
6	PROPOSED TEE
7	TAPPING SLEEVE AND VALVE
8	PROPOSED DOUBLE CHECK VALVE BACKFLOW PREVENTER. BACKFLOW DEVICES SHALL BE PER CPWS'S SPECIFICATIONS.
9	PROPOSED 1.5" DOMESTIC WATER METER
10	PROPOSED UNDERGROUND ELECTRIC LINE
11	PROPOSED TRANSFORMER LOCATION; REFER TO ELECTRICAL PLANS FOR ADDITIONAL INFORMATION
12	PROPOSED SANITARY SEWER CLEANOUT
13	PROPOSED GREASE TRAP REFER TO MEP PLANS FOR DETAILS
14	PROPOSED DOMESTIC WATER BUILDING CONNECTION
15	PROPOSED GAS SERVICE CONNECTION; REFER TO MEP PLANS FOR CONTINUATION
16	CONNECTION TO EXISTING SANITARY SEWER LINE
17	PROPOSED CONNECTION TO EXISTING WATER MAIN; REFER TO CONSTRUCTION DETAILS AND COORDINATE WITH THE CITY OF COLUMBIA UTILITY DISTRICT
18	PROPOSED SANITARY SEWER LINE
19	PROPOSED SANITARY SEWER BUILDING CONNECTION
20	APPROXIMATE LOCATION OF GAS CONNECTION; CONTRACTOR TO COORDINATE WITH UTILITY PROVIDER AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
21	PROPOSED UNDERGROUND TELECOMMUNICATIONS LINE
22	APPROXIMATE ELECTRICAL AND TELECOM SERVICE CONNECTION. CONTRACTOR TO VERIFY AND OBTAIN NECESSARY APPROVALS FROM RESPECTIVE AGENCIES

TYPICAL CONSTRUCTION NOTES

1. LOCATION OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND ARE NOT NECESSARILY ALL OF SAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE UTILITY COMPANY TO DETERMINE THE EXACT LOCATION OF ALL UTILITIES AND/OR UNDERGROUND STRUCTURES PRIOR TO THE INITIATION OF ANY CONSTRUCTION. CONTRACTOR SHALL ALSO ASSUME FULL RESPONSIBILITY FOR DAMAGE TO ANY UTILITIES ENCOUNTERED WITHIN CONSTRUCTION PERIMETERS.
2. CONTRACTOR SHALL ENSURE UNINTERRUPTED SEWER SERVICE ON EXISTING SEWER AND SERVICE CONNECTIONS BY PROVIDING AMPLE TEMPORARY WASTEWATER PUMPING AND/OR BYPASSING.
3. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES.
4. CONTRACTOR SHALL NOTIFY THE CITY OF COLUMBIA PUBLIC WORKS DEPARTMENT A MINIMUM OF 24 HOURS PRIOR TO BEGINNING ANY CONSTRUCTION.
5. ALL AREAS IN CUT OR FILL WHERE VEGETATION HAS BEEN REMOVED SHALL BE SEEDED, MULCHED, FERTILIZED, AND/OR SODDED AS REQUIRED TO PREVENT EROSION.
6. THE CONTRACTOR SHALL VERIFY EXISTING DATA AND REPORT ANY SIGNIFICANT DISCREPANCIES TO THE ENGINEER.
7. ALL SANITARY SEWER TO BE CONSTRUCTED AS PER CITY OF COLUMBIA STANDARD SPECIFICATIONS.
8. ALL SEWER MANHOLE LIDS IN OPEN AREAS ARE TO BE CONSTRUCTED 1.5' ABOVE PROPOSED GRADE. IN BACKYARDS, MANHOLE LIDS ARE TO BE 1.5' ABOVE INITIAL GRADE, 0.5' ABOVE FINAL GRADE.
9. ALL SANITARY SEWER, INCLUDING SERVICE CONNECTIONS, WHICH HAS LESS THAN 1.5' CLEARANCE (OUTSIDE OF PIPES) WITH DRAINAGE OR IN FILLED AREAS SHALL BE CLASS 50 DUCTILE IRON PIPE (DIP) OR CONCRETE ENCASED, 10' MINIMUM BOTH SIDES OF CROSSING. ALL DIP SHALL BE POLYETHYLENE LINED OR SHALL BE TREATED WITH PROTECTO 401 OR APPROVED EQUIVALENT.
10. THE CITY OF COLUMBIA SHALL HAVE INGRESS/EGRESS RIGHTS TO USE PRIVATE DRIVES AND YARDS FOR THE PURPOSE OF MAINTAINING ALL PUBLIC SEWER LINES AND SHALL BEAR NO RESPONSIBILITY FOR THE MAINTENANCE OF SAID PRIVATE DRIVES AND YARDS.
11. NO TREES, SHRUBS, PERMANENT STRUCTURES, OR OTHER UTILITIES (EXCEPT FOR CROSSINGS) WILL BE ALLOWED WITHIN SANITARY SEWER EASEMENT. NO OTHER UTILITIES OR SERVICES MAY OCCUPY SANITARY SEWER EASEMENTS IN PRIVATE DRIVES AND YARDS EXCEPT FOR CROSSINGS.
12. ALL SANITARY SEWER MANHOLES IN REVERSE CROWN STREETS, ALLEYS, OR DRIVES (PUBLIC OR PRIVATE) SHALL BE PROVIDED WITH GASKETS AND PLUGS FOR PICK HOLES TO PREVENT DRAINAGE INFLOW INTO SEWER SYSTEM.
13. THE CONTRACTOR SHALL PROVIDE ADEQUATE AND EFFECTIVE EROSION CONTROL AS NECESSARY TO PREVENT ANY SILTATION INTO EXISTING DRAINAGE SYSTEM AND/OR ADJACENT PROPERTIES.



VICINITY MAP
SCALE: NOT TO SCALE

FRANCHISE UTILITY NOTES

1. THE GAS, ELECTRIC, AND TELEPHONE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE LATEST INFORMATION AVAILABLE FROM THE RESPECTIVE FRANCHISE UTILITY COMPANIES. IT IS INTENDED FOR THE PURPOSES OF GENERAL BIDDING AND BASIC CLARITY. SPECIFIC JOB SITE CONDITIONS SHALL BE FIELD VERIFIED PER NOTES 2 THROUGH 4 BELOW. THE FRANCHISE UTILITY CONTRACTOR ASSUMES ALL RESPONSIBILITY FOR SAID FIELD CONDITIONS AND ASSOCIATED REVISIONS REQUIRED BY THE RESPECTIVE UTILITY COMPANIES INVOLVED.
2. THE FRANCHISE UTILITY CONTRACTOR SHALL CONTACT THE RESPECTIVE FRANCHISE UTILITY COMPANIES, VERIFY ALL REQUIREMENTS AND EQUIPMENT, AND FURNISH AND INSTALL, INCLUDING BUT NOT LIMITED TO, ALL METERS, TRANSFORMERS, CONDUIT, CONCRETE PADS, TRENCHING, AND BACKFILL NECESSARY FOR PROPER INSTALLATION. FRANCHISE UTILITY CONTRACTOR SHALL ALSO PAY ALL FEES AND CHARGES INCURRED AND COORDINATE WITH OTHER FRANCHISE UTILITY COMPANIES.
3. THE FRANCHISE UTILITY CONTRACTOR SHALL FIELD VERIFY, IN THE PRESENCE OF THE RESPECTIVE UTILITY COMPANY REPRESENTATIVES, THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY SERVICES AND EQUIPMENT. THE FRANCHISE UTILITY CONTRACTOR SHALL INCLUDE IN HIS BID SUFFICIENT FUNDS TO COVER ALL COSTS REQUIRED BY UTILITY COMPANIES TO PROVIDE NEW SERVICES AND/OR UPGRADE EXISTING SERVICES. NO ALLOWANCES WILL BE MADE FOR FRANCHISE UTILITY CONTRACTOR'S UNFAMILIARITY WITH THE EXISTING CONDITION, REQUIREMENTS OF THE NEW CONDITIONS, AND/OR FAILURE TO COORDINATE INSTALLATION.
4. CONTRACTOR SHALL VERIFY THAT METER AND TRANSFORMER LOCATIONS SHOWN MEET DESIGN CRITERIA BY FRANCHISE UTILITY COMPANIES FOR, BUT NOT LIMITED TO, THE OFFSET DISTANCE FROM FACE OF BUILDING.

GENERAL UTILITY NOTES

1. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE LATEST CITY OF COLUMBIA AND MAURY COUNTY UTILITY STANDARDS AND SPECIFICATIONS FOR WATER AND SEWER SYSTEMS.
2. SHOULD ANY UNCHARTED OR INCORRECTLY CHARTED UTILITIES BE ENCOUNTERED, THE CONTRACTOR SHALL CONTACT THE OWNER IMMEDIATELY FOR DIRECTIONS.
3. CONTRACTOR SHALL COORDINATE ANY INTERRUPTION OF UTILITY SERVICE WITH OWNER AND UTILITY COMPANY.
4. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES DURING CONSTRUCTION. AT LEAST 48 HOURS PRIOR TO ANY DEMOLITION, GRADING, OR CONSTRUCTION ACTIVITY THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE UTILITY OWNERS FOR PROPER IDENTIFICATION OF EXISTING UTILITIES WITHIN THE PROJECT SITE.
5. ANY PLANNED INTERRUPTION OF UTILITY SERVICE SHALL BE GIVEN A 48 HOUR NOTICE TO THE UTILITY COMPANY AND THE OWNER.
6. CONTRACTOR SHALL SAW CUT, REMOVE, AND REPLACE ASPHALT PAVEMENT AS NECESSARY TO INSTALL UNDERGROUND ELECTRIC, TELEPHONE, SEWER, WATER, AND COMMUNICATION CONDUITS.
7. ALL ELECTRICAL WORK SHALL BE DONE IN ACCORDANCE WITH COLUMBIA POWER AND WATER SYSTEMS.
8. CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRICAL AND TELEPHONE SERVICE WITH APPROPRIATE LOCAL UTILITY.
9. 18" OF CLEARANCE TO BE MAINTAINED BETWEEN STORM, SANITARY, AND ALL UTILITIES.
10. ALL PROPOSED UTILITIES ARE TO BE INSTALLED UNDERGROUND, INCLUDING ELECTRIC AND TELEPHONE.
11. CROSS CONNECTION CONTROL AND BACKFLOW PREVENTION SHALL BE IN ACCORDANCE WITH THE UNIFORM STATEWIDE BUILDING CODE.
12. CONTRACTOR SHALL COORDINATE WITH WEST WILSON UTILITY DISTRICT FOR THE INSTALLATION OF WATER METERS.
13. CONTRACTOR SHALL REFERENCE BUILDING PLANS FOR UTILITY CONNECTIONS INSIDE BUILDING.
14. ALL FITTINGS AND BENDS ON 1.5" WATER LINES AND LARGER SHALL BE RESTRAINED WITH THRUST RESTRAINTS IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.
15. THE CITY OF COLUMBIA SHALL HAVE INGRESS/EGRESS RIGHTS TO USE PRIVATE DRIVES AND YARDS FOR THE PURPOSE OF MAINTAINING ALL PUBLIC SEWER LINES AND SHALL BEAR NO RESPONSIBILITY FOR THE MAINTENANCE OF SAID PRIVATE DRIVES AND YARDS.
16. THE REQUIRED FIRE FLOR SHALL BE DETERMINED BY THE CITY OF COLUMBIA FIRE MARSHAL'S OFFICE, PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.
17. THE CITY OF COLUMBIA SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED INGRESS AND EGRESS AT ALL TIMES IN ORDER TO MAINTAIN, REPAIR, REPLACE, AND INSPECT ANY STORMWATER FACILITIES WITHIN THE PROPERTY.

LEGEND

1.5-W	PROPOSED 1.5" WATER LINE
6-W	PROPOSED 6" WATER LINE
4-SS	PROPOSED 4" SANITARY SEWER PIPE
6-SS	PROPOSED 6" SANITARY SEWER PIPE
UGE	PROPOSED UNDERGROUND ELECTRIC LINE
	PROPOSED WATER METER
	PROPOSED BACKFLOW PREVENTER
UT	PROPOSED UNDERGROUND TELECOMMUNICATIONS LINE
	PROPOSED SEWER CLEAN OUT
	PROPOSED GREASE INTERCEPTOR
	PROPOSED FIRE HYDRANT

GRAPHIC SCALE IN FEET
0 10 20 40

811 Know what's below. Call before you dig.

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No.	REVISIONS	DATE	BY

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KHA PROJECT	115339064
DATE	12/16/2024
SCALE	AS SHOWN
DESIGNED BY	JSL
DRAWN BY	JSL
CHECKED BY	LNH

SITE UTILITY PLAN

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C3-00

Plotted By:Donnelly-Bullington, Emma Sheet Set:Whataburger Columbia TN Layout:C4-00 SITE UTILITY PLAN December 16, 2024 01:16:30pm K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Plansheets\C4-00 SITE UTILITY PLAN.dwg
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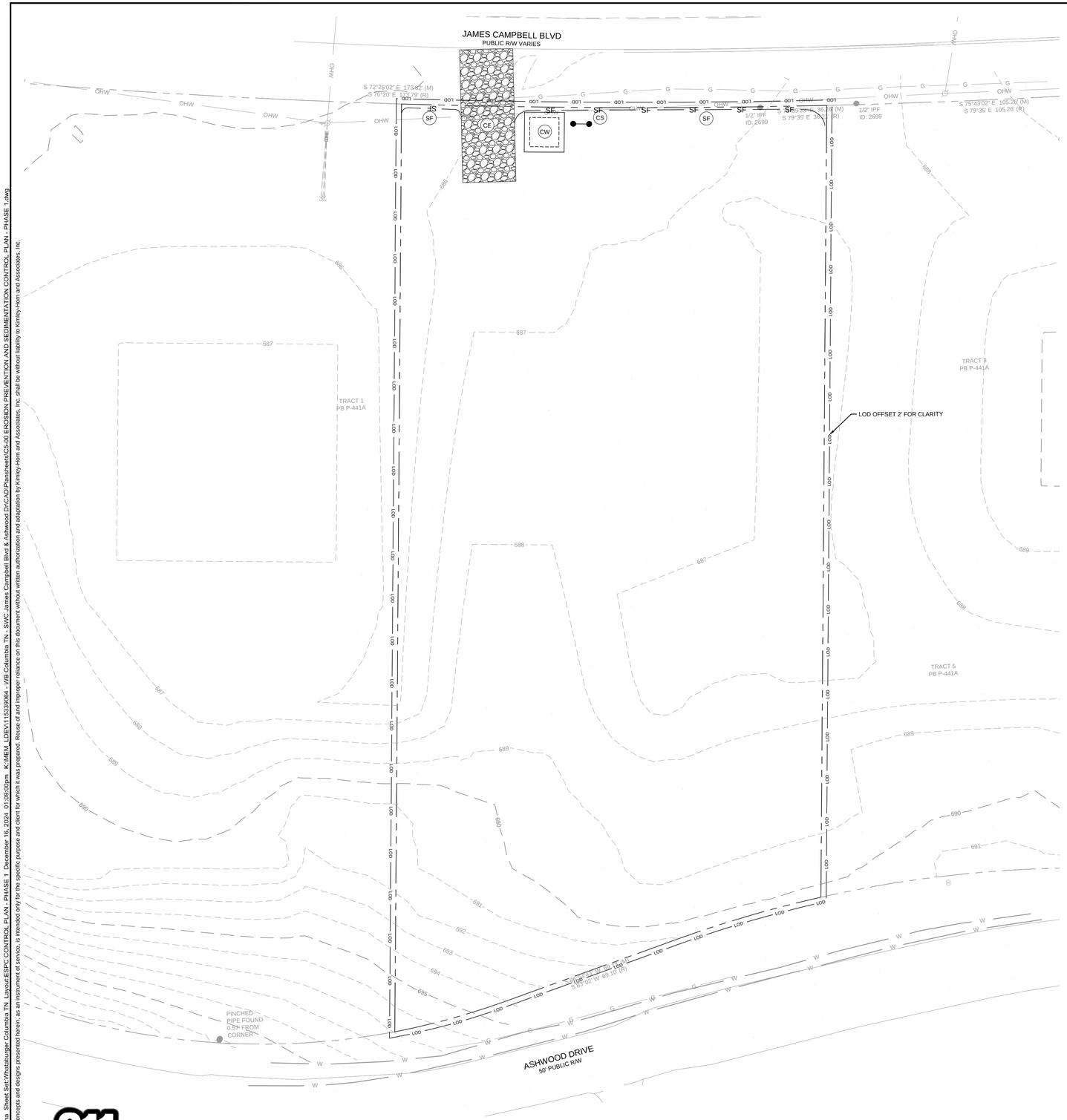

EROSION CONTROL NOTES

1. A MINIMUM OF 24 HOURS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE CITY OF COLUMBIA CONSTRUCTION INSPECTION OFFICE.
2. ALL NEWLY CUT OR FILLED AREA, LACKING ADEQUATE VEGETATION, SHALL BE SEEDED, MULCHED, FERTILIZED, AND/OR SODDED AS REQUIRED TO EFFECTIVELY CONTROL SOIL EROSION.
3. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES.
4. ALL FILL SOILS SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D-698) WITHIN 3% OF OPTIMUM MOISTURE CONTENT IN LIFTS NOT TO EXCEED SIX INCHES OF COMPACTED THICKNESS.
5. ALL CONSTRUCTION MATERIALS AND PROCEDURES SHALL MEET OR EXCEED THE REQUIREMENTS OF THE CITY OF COLUMBIA STANDARD CONSTRUCTION SPECIFICATIONS.
6. PROPERTY LINES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. GRADING, CLEARING, AND THE ERECTION OR REMOVAL OF FENCES ALONG PROPERTY LINES SHALL BE FULLY COORDINATED WITH ADJACENT PROPERTY OWNERS.
7. VERIFY SITE CONDITIONS PRIOR TO CONSTRUCTION. NOTIFY THE CITY OF COLUMBIA CONSTRUCTION INSPECTION OFFICE ENGINEER OF ANY VARIATIONS PRIOR TO COMMENCEMENT OF WORK.
8. ALL GRADING WORK SHALL BE PERFORMED IN SUCH A MANNER THAT ADJACENT PROPERTIES ARE NOT DAMAGED OR ADVERSELY AFFECTED.
9. LOT DRAINAGE: FINISH GRADE SHALL BE SLOPED AWAY FROM THE FOUNDATION FOR DRAINAGE. THE FINISH GRADE MUST BE AT LEAST 12 INCHES BELOW THE TOP OF THE FOUNDATION WALL OR THE GRADE OF THE CONCRETE SLAB AT THE INTERIOR IN THE CASE OF AN INTEGRAL SLAB AND FOUNDATION.
10. THE CONTRACTOR SHALL PROVIDE ADEQUATE AND EFFECTIVE EROSION CONTROL AS NECESSARY TO PREVENT ANY SILTATION INTO EXISTING DRAINAGE SYSTEM AND/OR ADJACENT PROPERTIES.
11. ALL EROSION CONTROL MEASURES MUST BE INSTALLED PRIOR TO COMMENCEMENT OF GRADING OPERATIONS AND BE MAINTAINED UNTIL ALL DISTURBED AREAS ON THE SITE HAVE BEEN RESTORED.
12. ALL TEMPORARY EROSION CONTROL INSTALLATIONS SHALL REMAIN IN PLACE AND BE MAINTAINED IN GOOD CONDITIONS BY THE CONTRACTOR UNTIL THE SITE HAS BEEN RE-VEGETATED, AT WHICH TIME IT SHALL BE REMOVED. FOR PROPOSED PAVED SURFACE AREAS, THE CONTRACTOR MAY REMOVE NECESSARY SILT FENCE TO CONSTRUCT ROADWAYS, WHILE MAINTAINING ADEQUATE EROSION CONTROL IN ADJACENT AREAS.
13. THE CONTRACTOR SHALL SCHEDULE SITE GRADING, UTILITY INSTALLATION AND ROADWAY CONSTRUCTION SO THAT THE GENERAL SITE CAN BE MULCHED AND RE-SEEDED SOON AFTER DISTURBANCE. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED WITHIN 14 DAYS AFTER COMPLETION OF FINAL GRADING OR AFTER 14 DAYS OF GRADING INACTIVITY.
14. INSPECTIONS MUST BE PERFORMED BY AN EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) LEVEL I CERTIFIED PERSONNEL. ALL CONTROL MEASURES SHALL BE CHECKED, AND REPAIRED AS NECESSARY, TWICE WEEKLY AT LEAST 72 HOURS APART AND IN DRY PERIODS AND WITHIN 24 HOURS AFTER ANY RAINFALL OF 0.5 INCHES WITHIN A 24 HOUR PERIOD. DURING PROLONGED RAINFALL DAILY CHECKING AND REPAIRING IS NECESSARY. THE PERMITTEE SHALL MAINTAIN RECORDS OF CHECKS AND REPAIRS. A RAIN GAUGE MUST BE MAINTAINED AT THE CONSTRUCTION SITE.
15. SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE HALF THE HEIGHT OF THE BARRIER.
16. FABRIC SHOULD BE REPLACED PROMPTLY WHEN IT DECOMPOSES OR BECOMES INEFFECTIVE.
17. ANY SEDIMENT REMAINING AFTER THE SILT FENCE OR FILTER FABRIC IS NO LONGER NEEDED SHALL BE DRESSED TO CONFORM WITH THE EXISTING GRADE, PREPARED AND SEEDED WITH THE APPROPRIATE SEED MIX, AS DIRECTED BY THE ENGINEER.
18. SILT FENCE SHALL BE REMOVED WHEN IT HAS SERVED ITS USEFUL PURPOSE, BUT NOT BEFORE THE UPWARD SLOPING AREA HAS BEEN PERMANENTLY STABILIZED.
19. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT ALL REQUIRED PERMITS HAVE BEEN OBTAINED PRIOR TO BEGINNING ANY CONSTRUCTION OR OTHER ACTIVITY ON THE SITE.
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SOIL EROSION CONTROL MEASURES AS NOTED ON THE PLANS AND AS REQUESTED BY THE OWNER DURING CONSTRUCTION. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR SATISFYING THE REQUIREMENTS OF THE STATE OF TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) AS SET FORTH IN THE TENNESSEE EROSION & SEDIMENT CONTROL HANDBOOK 4TH EDITION. ALL SOIL EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE CONTROL SO AS TO PREVENT ANY SEDIMENT FROM WASHING OFF THE SITE ONTO ADJACENT PROPERTY OR PUBLIC RIGHTS-OF-WAY. THE CONTRACTOR SHALL MAINTAIN A LOG OF ALL MAINTENANCE ACTIVITIES FOR THE EROSION CONTROL ELEMENTS AS REQUIRED BY TDEC.
21. A COPY OF THIS PLAN MUST BE AVAILABLE ON SITE.
22. EROSION AND SEDIMENT CONTROL MEASURES MUST BE IN PLACE AND FUNCTIONAL BEFORE EARTH MOVING OPERATIONS BEGIN, AND MUST BE CONSTRUCTED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. TEMPORARY MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORK DAY BUT MUST BE REPLACED AT THE END OF THE WORK DAY.
23. THE INTENT OF THE EROSION AND SEDIMENT CONTROL PLAN IS TO MINIMIZE THE RELEASE OF STORM WATER POLLUTANTS TO DOWNSTREAM PROPERTIES AND DRAINAGE SYSTEMS.
24. ALL DISTURBED AREAS ARE TO DRAIN TO APPROVED SEDIMENT CONTROL MEASURES AT ALL TIMES DURING LAND DISTURBING ACTIVITIES.
25. CONSTRUCTION WILL BE SEQUENCED SO THAT GRADING OPERATIONS CAN BEGIN AND END AS QUICKLY AS POSSIBLE.
26. AREAS WHICH ARE NOT TO BE DISTURBED WILL BE CLEARLY MARKED BY FENCING, FLAGS, SIGNS, ETC.
27. DURING CONSTRUCTION OF THE PROJECT, SOIL STOCKPILES SHALL BE STABILIZED OR PROTECTED WITH SEDIMENT TRAPPING MEASURES. THE APPLICANT IS RESPONSIBLE FOR THE TEMPORARY PROTECTION AND PERMANENT STABILIZATION OF ALL SOIL STOCKPILES ON SITE AS WELL AS SOIL INTENTIONALLY TRANSPORTED FROM THE PROJECT SITE.
28. ALL STORM SEWER INLETS THAT ARE TO BE USED FOR DRAINAGE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT SEDIMENT-LADEN WATER CANNOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
29. PERIODIC INSPECTIONS AND REQUIRED MAINTENANCE MUST BE PROVIDED, ESPECIALLY AFTER EACH SIGNIFICANT STORM. THE PROJECT SUPERINTENDENT SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES.
30. ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH THE CITY OF COLUMBIA PUBLIC WORKS DEPARTMENT.
31. ALL CONSTRUCTION ACTIVITIES AND EROSION CONTROL METHODS SHALL COMPLY AND CONFORM TO THE TENNESSEE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, DIVISION OF WATER POLLUTION CONTROL, AND THE "TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK", LATEST EDITION STANDARDS AND SPECIFICATIONS FOR STORMWATER PERMITTING.
32. RESEEDING MUST BE DONE WITH AN ANNUAL OR PERENNIAL COVER CROP ACCOMPANIED BY PLACEMENT OF STRAW MULCH OR ITS EQUIVALENT OF SUFFICIENT COVERAGE TO CONTROL EROSION UNTIL SUCH TIME AS THE COVER CROP IS ESTABLISHED OVER 90 PERCENT OF THE SEEDED AREA.
33. ALL SLOPES SHALL BE 3:1 OR FLATTER.
34. SOIL, SEDIMENT, AND DEBRIS BROUGHT ONTO STREETS AND PUBLIC WAYS MUST BE REMOVED BY THE END OF THE WORK DAY BY MACHINE, BROOM OR SHOVEL TO THE SATISFACTION OF THE CITY OF COLUMBIA STORMWATER DEPARTMENT. FAILURE TO REMOVE THE SEDIMENT, SOIL OR DEBRIS SHALL BE DEEMED A VIOLATION OF THE CITY'S ORDINANCE.
35. ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO. 78-840 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
36. CONTRACTOR SHALL PROVIDE AN AREA FOR CONCRETE WASH DOWN AND EQUIPMENT FUELING IN ACCORDANCE WITH METRO CP-10 AND CP-13, RESPECTIVELY. CONTRACTOR TO COORDINATE EXACT LOCATION WITH NPDES DEPARTMENT DURING PRECONSTRUCTION MEETING. CONTROL OF OTHER SITE WASTES SUCH AS DISCARDED BUILDING MATERIALS, CHEMICALS, LITTER, AND SANITARY WASTES THAT MAY CAUSE ADVERSE IMPACTS TO WATER QUALITY IS ALSO REQUIRED BY THE GRADING PERMITTEE.
37. ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 7 DAYS WITH SLOPES GREATER THAN OR EQUAL TO 3:1 SHALL BE STABILIZED WITH MULCH OR TEMPORARY SEEDING.
38. ALL PERIMETER CONTROL MEASURES MUST BE IN PLACE BEFORE ANY EARTH MOVING ACTIVITIES BEGIN.



VICINITY MAP
SCALE: NOT TO SCALE

EROSION CONTROL SCHEDULING AND SEQUENCING

1. ROUGH GRADING	CONSTRUCTION ENTRANCE/EXIT AND SILT FENCE PROTECTION SHALL BE INSTALLED PRIOR TO THE INITIATION OF ROUGH GRADING, AS NEEDED.
2. UTILITY INSTALLATION	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
3. PAVING	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
4. FINAL GRADING/SOIL STABILIZATION/LANDSCAPING	REFERENCE LANDSCAPE PLANS FOR FINAL STABILIZATION OF SITE. ALL TEMPORARY EROSION CONTROL MEASURES TO BE REMOVED AT THE CONCLUSION OF THE PROJECT ONCE FINAL STABILIZATION HAS BEEN ACHIEVED.

SEQUENCE OF CONSTRUCTION NOTE

THE SEQUENCE OF CONSTRUCTION SHOWN ABOVE IS A GENERAL OVERVIEW AND IS INTENDED TO CONVEY THE GENERAL CONCEPTS OF THE EROSION CONTROL DESIGN AND SHOULD NOT BE RELIED UPON FOR CONSTRUCTION PURPOSES. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETAILED PHASING AND CONSTRUCTION SEQUENCING NECESSARY TO CONSTRUCT THE PROPOSED IMPROVEMENTS INCLUDED IN THESE PLANS. THE CONTRACTOR SHALL NOTIFY ENGINEER IN WRITING IMMEDIATELY, PRIOR TO AND/OR DURING CONSTRUCTION IF ANY ADDITIONAL INFORMATION ON THE CONSTRUCTION SEQUENCE IS NECESSARY. CONTRACTOR IS SOLELY RESPONSIBLE FOR COMPLYING WITH THE REQUIREMENTS OF AUTHORITY HAVING JURISDICTION AND ALL OTHER APPLICABLE LAWS.

SWPPP NOTE

ANY OFF-SITE STAGING AREA UTILIZED BY THE OPERATOR OF THIS SITE MUST BE INCLUDED IN THE SWPPP NARRATIVE PLAN AND TO SWPPP SITE PLAN AS REQUIRED BY THE TDEC TENNESSEE GENERAL PERMIT. ANY SUCH AREA INCLUDED IN THE SWPPP WILL BE TREATED BY THE OPERATOR AS ANY OTHER PART OF THE CONSTRUCTION ACTIVITY FOR THE PURPOSES OF STORM WATER POLLUTION PREVENTION.

EROSION CONTROL LEGEND

IP	INLET PROTECTION
SF	SILT FENCE
CW	CONCRETE WASHOUT AREA
CE	CONSTRUCTION EXIT
LOD	LIMITS OF DISTURBANCE
CE	CONSTRUCTION SIGN

NOTES

AREA DISTURBED: ±1.60 ACRES

GRAPHIC SCALE IN FEET
0 10 20 40

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KHA PROJECT	115339064
DATE	12/16/2024
SCALE	AS SHOWN
DESIGNED BY	JSL
DRAWN BY	JSL
CHECKED BY	LNH

EPSC CONTROL PLAN
- PHASE 1

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C4-00

Plotted By: Donnelly-Bullington, Emma Sheet Set: Whataburger Columbia TN Layout: ESPC CONTROL PLAN - PHASE 1 December 16, 2024 01:09:00pm K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Plansheets\C5-00 EROSION PREVENTION AND SEDIMENTATION CONTROL PLAN - PHASE 1.dwg
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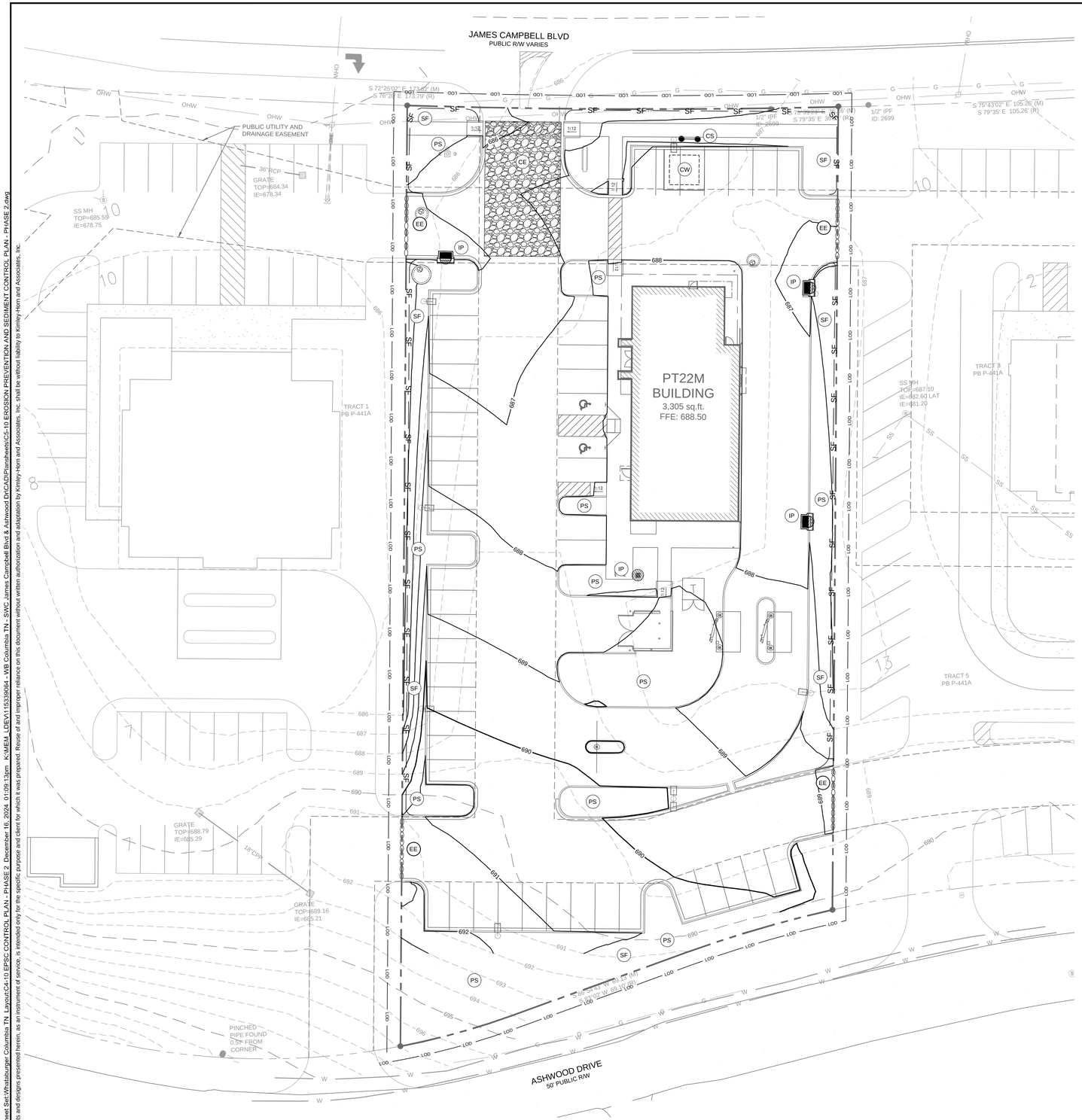

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3. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES.
4. ALL FILL SOILS SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D-698) WITHIN 3% OF OPTIMUM MOISTURE CONTENT IN LIFTS NOT TO EXCEED SIX INCHES OF COMPACTED THICKNESS.
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27. DURING CONSTRUCTION OF THE PROJECT, SOIL STOCKPILES SHALL BE STABILIZED OR PROTECTED WITH SEDIMENT TRAPPING MEASURES. THE APPLICANT IS RESPONSIBLE FOR THE TEMPORARY PROTECTION AND PERMANENT STABILIZATION OF ALL SOIL STOCKPILES ON SITE AS WELL AS SOIL INTENTIONALLY TRANSPORTED FROM THE PROJECT SITE.
28. ALL STORM SEWER INLETS THAT ARE TO BE USED FOR DRAINAGE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT SEDIMENT-LADEN WATER CANNOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
29. PERIODIC INSPECTIONS AND REQUIRED MAINTENANCE MUST BE PROVIDED, ESPECIALLY AFTER EACH SIGNIFICANT STORM. THE PROJECT SUPERINTENDENT SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES.
30. ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH THE CITY OF MT. JULIET PUBLIC WORKS DEPARTMENT.
31. ALL CONSTRUCTION ACTIVITIES AND EROSION CONTROL METHODS SHALL COMPLY AND CONFORM TO THE TENNESSEE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, DIVISION OF WATER POLLUTION CONTROL, AND THE "TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK", LATEST EDITION STANDARDS AND SPECIFICATIONS FOR STORMWATER PERMITTING.
32. RESEEDING MUST BE DONE WITH AN ANNUAL OR PERENNIAL COVER CROP ACCOMPANIED BY PLACEMENT OF STRAW MULCH OR ITS EQUIVALENT OF SUFFICIENT COVERAGE TO CONTROL EROSION UNTIL SUCH TIME AS THE COVER CROP IS ESTABLISHED OVER 90 PERCENT OF THE SEEDED AREA.
33. ALL SLOPES SHALL BE 3:1 OR FLATTER.
34. SOIL, SEDIMENT, AND DEBRIS BROUGHT ONTO STREETS AND PUBLIC WAYS MUST BE REMOVED BY THE END OF THE WORK DAY BY MACHINE, BROOM OR SHOVEL TO THE SATISFACTION OF THE CITY OF COLUMBIA STORMWATER DEPARTMENT. FAILURE TO REMOVE THE SEDIMENT, SOIL OR DEBRIS SHALL BE DEEMED A VIOLATION OF THE CITY'S ORDINANCE.
35. ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO. 78-840 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
36. CONTRACTOR SHALL PROVIDE AN AREA FOR CONCRETE WASH DOWN AND EQUIPMENT FUELING IN ACCORDANCE WITH METRO CP-10 AND CP-13, RESPECTIVELY. CONTRACTOR TO COORDINATE EXACT LOCATION WITH NPDES DEPARTMENT DURING PRECONSTRUCTION MEETING. CONTROL OF OTHER SITE WASTES SUCH AS DISCARDED BUILDING MATERIALS, CHEMICALS, LITTER, AND SANITARY WASTES THAT MAY CAUSE ADVERSE IMPACTS TO WATER QUALITY IS ALSO REQUIRED BY THE GRADING PERMITTEE.
37. ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 7 DAYS WITH SLOPES GREATER THAN OR EQUAL TO 3:1 SHALL BE STABILIZED WITH MULCH OR TEMPORARY SEEDING.
38. ALL PERIMETER CONTROL MEASURES MUST BE IN PLACE BEFORE ANY EARTH MOVING ACTIVITIES BEGIN.



VICINITY MAP
SCALE: NOT TO SCALE

EROSION CONTROL SCHEDULING AND SEQUENCING

1. ROUGH GRADING	CONSTRUCTION ENTRANCE/EXIT AND SILT FENCE PROTECTION SHALL BE INSTALLED PRIOR TO THE INITIATION OF ROUGH GRADING, AS NEEDED.
2. UTILITY INSTALLATION	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
3. PAVING	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
4. FINAL GRADING/SOIL STABILIZATION/LANDSCAPING	REFERENCE LANDSCAPE PLANS FOR FINAL STABILIZATION OF SITE. ALL TEMPORARY EROSION CONTROL MEASURES TO BE REMOVED AT THE CONCLUSION OF THE PROJECT ONCE FINAL STABILIZATION HAS BEEN ACHIEVED.

SEQUENCE OF CONSTRUCTION NOTE

THE SEQUENCE OF CONSTRUCTION SHOWN ABOVE IS A GENERAL OVERVIEW AND IS INTENDED TO CONVEY THE GENERAL CONCEPTS OF THE EROSION CONTROL DESIGN AND SHOULD NOT BE RELIED UPON FOR CONSTRUCTION PURPOSES. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETAILED PHASING AND CONSTRUCTION SEQUENCING NECESSARY TO CONSTRUCT THE PROPOSED IMPROVEMENTS INCLUDED IN THESE PLANS. THE CONTRACTOR SHALL NOTIFY ENGINEER IN WRITING IMMEDIATELY, PRIOR TO AND/OR DURING CONSTRUCTION IF ANY ADDITIONAL INFORMATION ON THE CONSTRUCTION SEQUENCE IS NECESSARY. CONTRACTOR IS SOLELY RESPONSIBLE FOR COMPLYING WITH THE REQUIREMENTS OF AUTHORITY HAVING JURISDICTION AND ALL OTHER APPLICABLE LAWS.

SWPPP NOTE

ANY OFF-SITE STAGING AREA UTILIZED BY THE OPERATOR OF THIS SITE MUST BE INCLUDED IN THE SWPPP NARRATIVE PLAN AND TO SWPPP SITE PLAN AS REQUIRED BY THE TDEC TENNESSEE GENERAL PERMIT. ANY SUCH AREA INCLUDED IN THE SWPPP WILL BE TREATED BY THE OPERATOR AS ANY OTHER PART OF THE CONSTRUCTION ACTIVITY FOR THE PURPOSES OF STORM WATER POLLUTION PREVENTION.

EROSION CONTROL LEGEND

- IP — INLET PROTECTION
- SF — SILT FENCE
- CW — CONCRETE WASHOUT AREA
- CE — CONSTRUCTION EXIT
- LOD — LIMITS OF DISTURBANCE
- CS — CONSTRUCTION SIGN
- EE — EROSION EELS
- PS — PERMANENT STABILIZATION

BMPS DESIGNED FOR 2-YEAR STORM EVENT

NOTES

AREA DISTURBED: ±1.30 ACRES

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

811 Know what's below. Call before you dig.

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KHA PROJECT	115339064
DATE	12/16/2024
SCALE	AS SHOWN
DESIGNED BY	JSL
DRAWN BY	JSL
CHECKED BY	LNH

EPSC CONTROL PLAN
- PHASE 2

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C4-10

Plotted By: Donnelly-Bullington, Emma Sheet Set: Whataburger Columbia TN Layout: C4-10 EPSC CONTROL PLAN - PHASE 2 December 16, 2024 01:09:13pm K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Plansheets\C3-10 EROSION PREVENTION AND SEDIMENT CONTROL PLAN - PHASE 2.dwg
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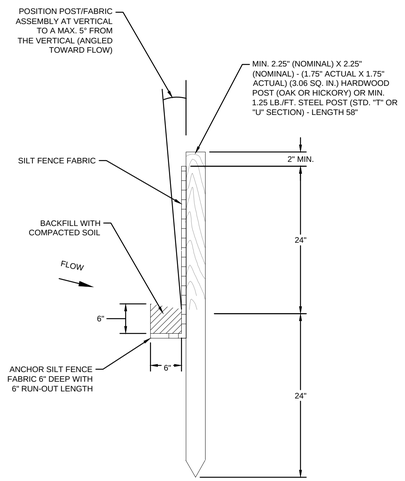
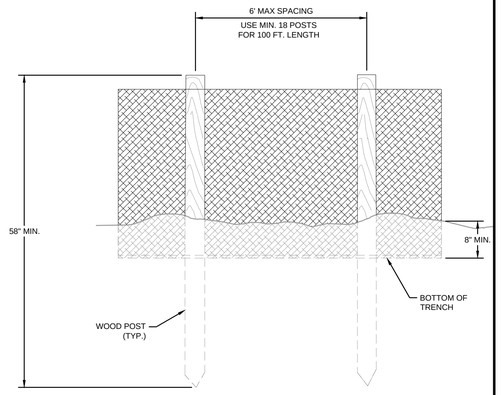
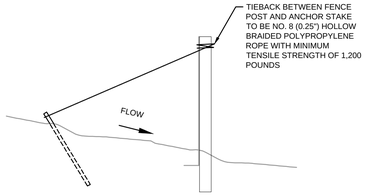


SECTIONAL VIEW



ELEVATION VIEW



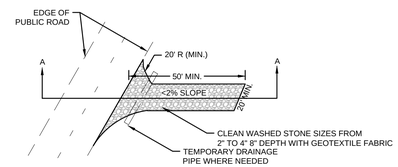
SILT FENCE TIEBACK

FOR STEEL POSTS OR WOOD POSTS

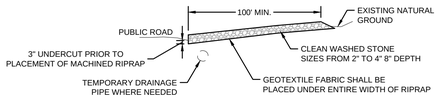
(WHEN REQUIRED BY THE ENGINEER OR NOTED IN THE PLANS)

NOTES:
1. GEOTEXTILE TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
2. WHEN TWO SECTIONS OF GEOTEXTILE ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
3. MAINTENANCE SHALL BE PERFORMED AS NOTED IN THE EROSION CONTROL PLAN. COLLECTED MATERIAL SHALL BE REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE OR WHEN CAPACITY NEARS 50%.

1 SILT FENCE
NOT TO SCALE

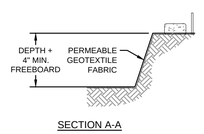


PLAN VIEW OF TEMPORARY CONSTRUCTION ROAD

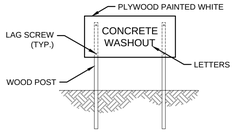


SECTION A-A

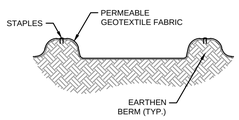
2 CONSTRUCTION EXIT
NOT TO SCALE



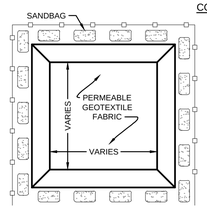
SECTION A-A



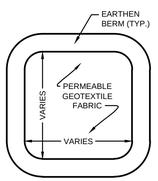
CONCRETE WASHOUT SIGN (OR EQUIVALENT)



SECTION B-B

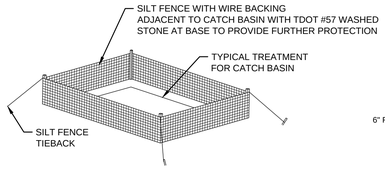


PLAN VIEW
TYPE "BELOW GRADE"



PLAN VIEW
TYPE "ABOVE GRADE"

3 CONCRETE WASHOUT AREA
NOT TO SCALE

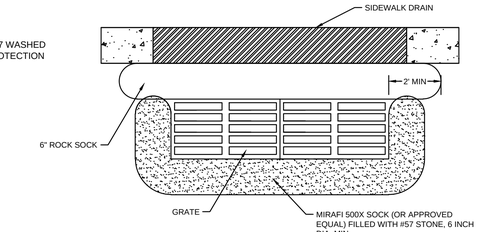


MAINTENANCE SPECIFICATIONS

Sediment should not be allowed to wash into the inlet. It should be removed from the inlet protection and disposed of and stabilized so that it will not enter the inlet again. Remove sediment from the deposition areas when half the height of the storage area has been filled.

Check measures for damage or evidence of erosion and bypassing around the inlet protection. If inlets are in series, runoff that bypasses an upgradient inlet can overwhelm a downgradient inlet protection device. Sand bags, diversions, or other methods should be used to direct runoffinto storm drain inlets.

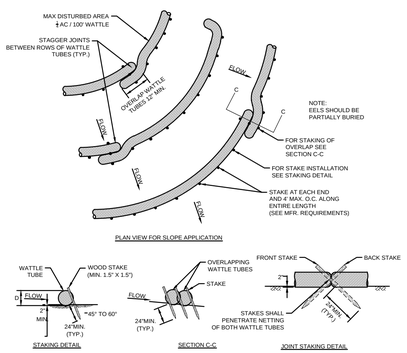
When the contributing drainage area has been permanently stabilized, all materials and any sediment should be removed, and either salvaged or disposed of properly. The disturbed area should be brought to proper grade, then smoothed and compacted. Appropriately stabilized all distributed areas around the inlet.7



NOTE:
ALL ROCK SOCKS ARE TO REMAIN AGAINST THE DRAIN AND WITHIN THE GUTTER PAN. ROCK SOCKS SHALL NOT ENTER THE TRAVEL LANE

CATCH BASIN PROTECTION (TYPE E)

4 ROCK SOCK / TDEC INLET PROTECTION DETAIL
NOT TO SCALE REFER TO THE LATEST EDITION OF THE TDEC HANDBOOK



5 EROSION EELS
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KHA PROJECT	115339064
DATE	12/16/2024
SCALE	AS SHOWN
DESIGNED BY	JSL
DRAWN BY	JSL
CHECKED BY	LNH

EPSC DETAILS

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C4-20

Plotted By: Donnelly-Bullington, Emma Sheet Set: Whataburger Columbia TN Layout: C4-20 EPSC DETAILS December 16, 2024 01:09:22pm K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Plansheets\C4-20 EPSC DETAILS.dwg
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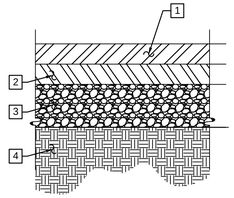
REFER TO GEOTECHNICAL REPORT PREPARED BY INTERTEK PSI TO CONFIRM RECOMMENDED PAVEMENT THICKNESS



HEAVY DUTY ASPHALT PAVEMENT

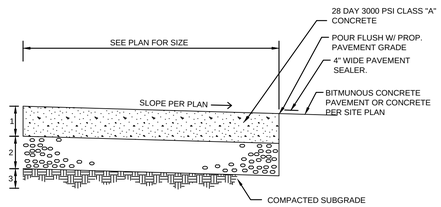
1. 2" SURFACE COURSE*
2. 3" BINDER COURSE*
3. 8.0" CRUSHED STONE BASE
4. 12.0" COMPACTED SUBGRADE

* THE MATERIALS SHOULD MEET THE REQUIREMENTS SET FORTH IN THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, LATEST EDITION, PUBLISHED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT).

- ASPHALITIC SURFACE - TDOT SECTION 903.11 FOR SURFACE COURSE, GRADING E
- ASPHALITIC BASE - TDOT SECTION 903.06 FOR HOT MIX ASPHALT LEVELING COURSE, GRADING B-M
- SECTION 903.05 FOR AGGREGATE BASE COURSE MATERIAL, CLASS A, GRADING D
- A MINIMUM 1.5-INCH COURSE SHOULD BE USED ON ACC PAVEMENTS

1 TYPICAL ASPHALT PAVEMENT SECTION
NOT TO SCALE

REFER TO GEOTECHNICAL REPORT PREPARED BY INTERTEK PSI TO CONFIRM RECOMMENDED PAVEMENT THICKNESS



SECTION VIEW

HEAVY-DUTY CONCRETE PAVEMENT

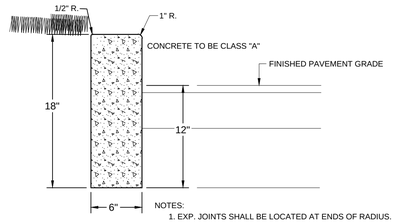
1. 7.0" PORTLAND CEMENT CONCRETE* (DUMPSTER PAD APPROACH APRON - 7.0")
2. 6.0" AGGREGATE BASE* (DUMPSTER PAD APPROACH APRON - 6.0")
3. 12.0" COMPACTED SUBGRADE

* THE MATERIALS SHOULD MEET THE REQUIREMENTS SET FORTH IN THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, LATEST EDITION, PUBLISHED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT).

- PORTLAND CEMENT CONCRETE SHOULD BE 3,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS, 4-INCH MAXIMUM SLUMP AND 4.5± PERCENT AIR ENTRAINED, 6-SACK MIN. MIX.

**NOTE:
ACI 33R INDICATES THAT REGULARLY SPACED EXPANSION JOINTS MAY BE DELETED FROM CONCRETE PAVEMENTS. THEREFORE, THE INSTALLATION OF EXPANSION JOINTS IS OPTIONAL AND SHOULD BE EVALUATED BY THE DESIGN/CONSTRUCTION TEAM. EXPANSION JOINTS, IF NOT SEALED AND MAINTAINED CAN ALLOW INFILTRATION OF SURFACE WATER INTO THE SUBGRADE.

2 TYPICAL CONCRETE PAVEMENT SECTION
NOT TO SCALE

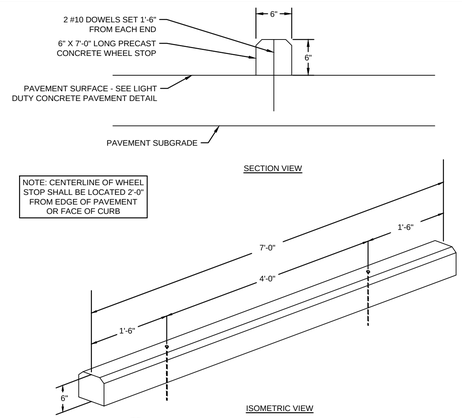


NOTES:

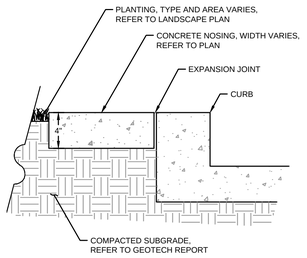
1. EXP. JOINTS SHALL BE LOCATED AT ENDS OF RADIUS.
2. EXP. JOINTS SHALL BE INSTALLED AT 40 FT., MAX.
3. EXP JOINTS SHALL BE LOCATED A MIN. OF 5 FT. FROM INLET STRUCTURE.
4. PRE-CUT EXP JOINT MATERIAL SHALL BE USED IN ALL EXP. JOINTS

STREET SURFACE

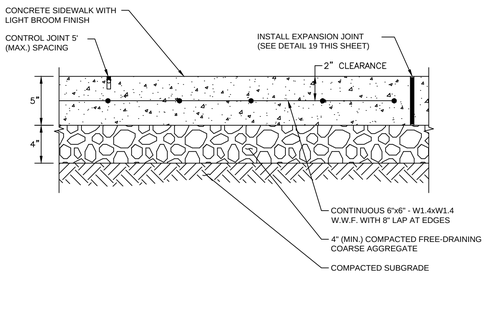
3 6" VERTICAL CURB / HEADER CURB
NOT TO SCALE



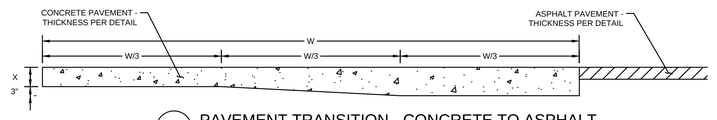
4 CONCRETE WHEEL STOP
NOT TO SCALE



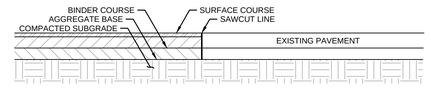
5 CONCRETE CURB AND NOSING
NOT TO SCALE



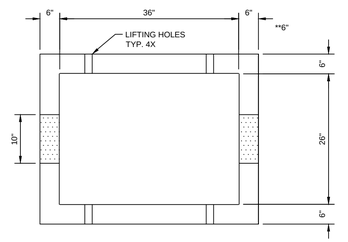
6 CONCRETE SIDEWALK
NOT TO SCALE

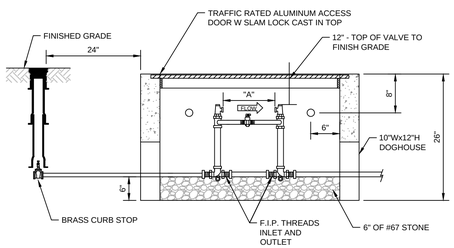


7 PAVEMENT TRANSITION - CONCRETE TO ASPHALT
NOT TO SCALE



8 PAVEMENT TRANSITION PROPOSED ASPHALT TO EXISTING ASPHALT
NOT TO SCALE





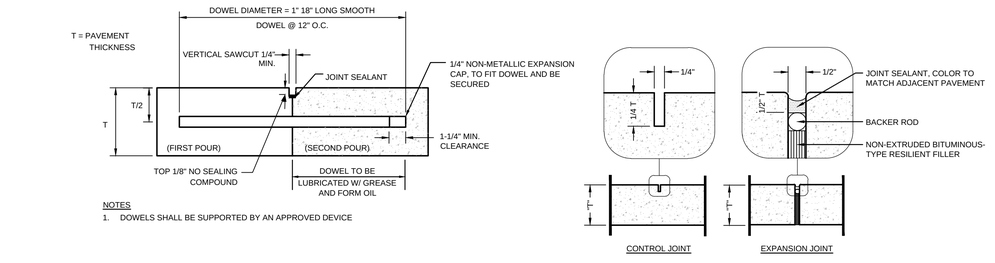
TYP SHAPE DOGHOUSE

DIMENSION "A"	
1 1/2" METER	13 1/4"
2" METER	17 1/4"
** TRAFFIC RATED VAULT WALL THICKNESS	

NOTES

1. METER AS MANUFACTURED BY SENSUS OR NEPTUNE.
2. BACKFILL TAMPED IN 6" LIFTS.
3. REINFORCEMENT: #4 @ 6" OCEW.
4. CONCRETE: 4,000 PSI @ 28 DAYS.
5. ALL RPZ BACKFLOW PREVENTION DEVICES MUST BE INSTALLED PRIOR TO METER BEING SET.
6) ALL COPPER SETTERS ARE TO HAVE A BALL TYPE SHUT OFF VALVE ON BOTH SIDES OF COPPER SETTER WITH HIGH RISE BYPASS THAT IS MANUFACTURED BY FORD, MUELLER, OR AY McDONALD. (NO EXCEPTIONS).

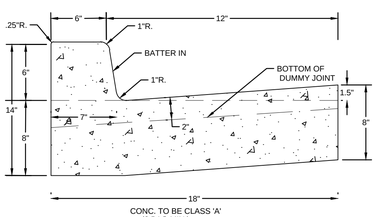
12 1 1/2" - 2" WATER METER BOX INSTALLATION
NOT TO SCALE



NOTES

1. DOWELS SHALL BE SUPPORTED BY AN APPROVED DEVICE

9 CONCRETE JOINTS
NOT TO SCALE

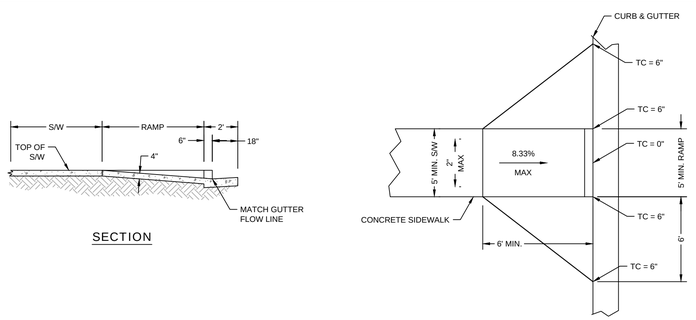


CONC. TO BE CLASS 'A' (6 BAG MIN.)

NOTES:

1. PRE-CUT EXP. JOINTS MATERIAL SHALL BE IN ALL EXP. JOINTS.
2. DUMMY JOINTS SHALL BE INSTALLED AT 10 FT. INTERVALS, MAXIMUM.
3. EXP. JOINTS SHALL BE INSTALLED AT 40 FT., MAXIMUM.
4. EXP. JOINTS SHALL BE INSTLLED AT ENDS OF RADIUS.
5. EXP. JOINTS SHALL BE LOCATED A MINUMUM OF 5FT. FROM INLET STRUCTURES

11 6-18 CURB GUTTER
NOT TO SCALE



PLAN VIEW

NOTES:

1. CONTROL ELEVATIONS SHOWN HERE ARE IN RELATION TO THE GUTTER. GUTTER ELEVATION = 0.
2. ALL RAMPS MUST MEET ADA STANDARDS; 2% MAX CROSS SLOPES AND 1:12 MAX LONGITUDINAL SLOPES.
3. SIDEWALKS WITH LONGITUDINAL SLOPES OF LESS THAN 5% ARE NOT CONSIDERED RAMPS PER ADA.
4. CURB RAMPS ON ACCESSIBLE ROUTES SHALL COMPLY WITH ADA 406, 405.2 THROUGH 405.5, 405.10, AND 406.1.
5. THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20. THE CROSS SLOPE OF WALKING SURFACES SHALL NOW BE STEEPER THAN 1:48 PER 2010 ADA 403.3.

10 ACCESSIBLE SIDEWALK RAMP WITH DIAGONAL FLARE
NOT TO SCALE

	BY
	DATE
REVISIONS	
	No.

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PHONE: 901-374-9109
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NOT FOR CONSTRUCTION

KHA PROJECT	115339064
DATE	12/16/2024
SCALE	AS SHOWN
DESIGNED BY	JSL
DRAWN BY	JSL
CHECKED BY	LNH

CONSTRUCTION DETAILS

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C5-00

Plotted By:Donnelly-Bullington, Emma Sheet Set:Whataburger Columbia TN Layout:C6-00 CONSTRUCTION DETAILS December 16, 2024 01:09:32pm K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\PlanSheets\C6-00 CONSTRUCTION DETAILS.dwg
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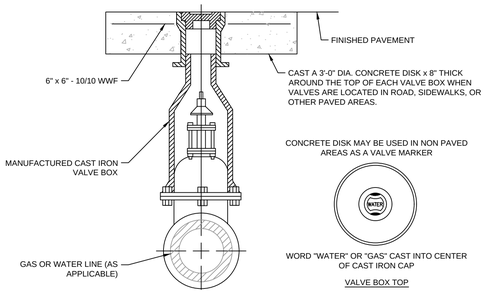
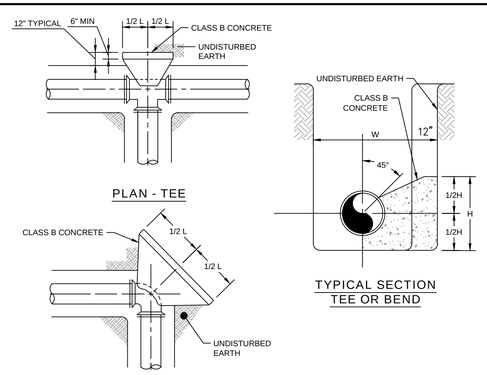


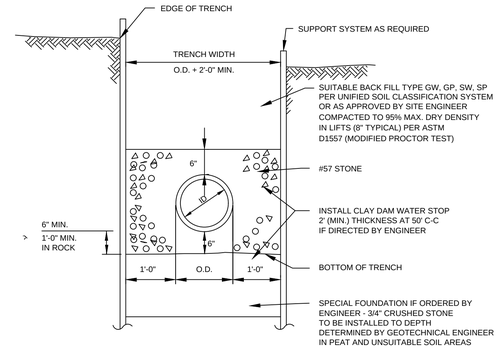
1 VALVE BOX
NOT TO SCALE



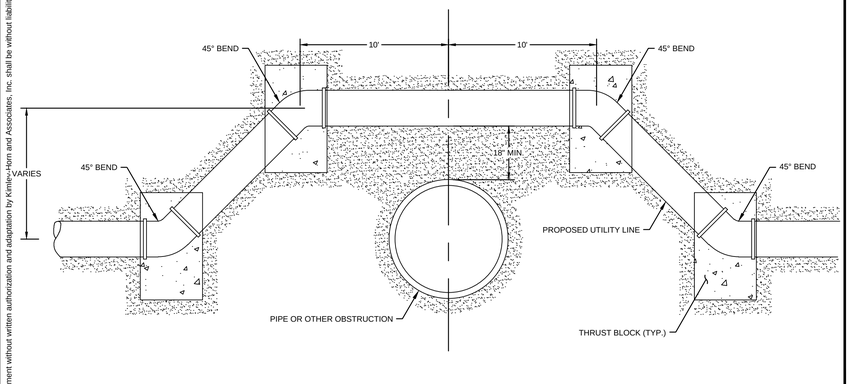
CONCRETE THRUST BLOCK SCHEDULE*												
PIPE SIZE (IN)	BEND 90°/TEE H	L	45° H	L	22½° H	L	11¼° H	L	5⅝° H	L	DESIGN PRESSURE (PSI)
3.0	0.7	1.4	0.5	1.1	0.4	0.8	0.3	0.5	XXX	XXX	100
6.0	1.4	2.8	1.0	2.1	0.7	1.5	0.5	1.0	XXX	XXX	100
8.0	1.8	3.7	1.4	2.7	1.0	1.9	0.7	1.4	XXX	XXX	100
12.0	2.7	5.4	2.0	4.0	1.4	2.8	1.0	2.0	XXX	XXX	100
16.0	3.6	7.1	2.6	5.2	1.9	3.7	1.3	2.6	XXX	XXX	100
24.0	5.3	10.5	3.9	7.7	2.8	5.5	2.0	3.9	XXX	XXX	100
30.0	6.5	13.1	4.8	9.6	3.4	6.9	2.4	4.9	XXX	XXX	100
36.0	7.8	15.6	5.8	11.5	4.1	8.2	2.9	5.8	XXX	XXX	100
42.0	9.1	18.2	6.7	13.4	4.8	9.5	3.4	6.8	XXX	XXX	100
48.0	10.4	20.7	7.6	15.3	5.4	10.9	3.9	7.7	XXX	XXX	100
54.0	11.7	23.3	8.6	17.1	6.1	12.2	4.3	8.7	XXX	XXX	100

*BASED ON AVERAGE SOIL PASSIVE BEARING STRENGTH OF 2000 PSF USING SF OF 1.5

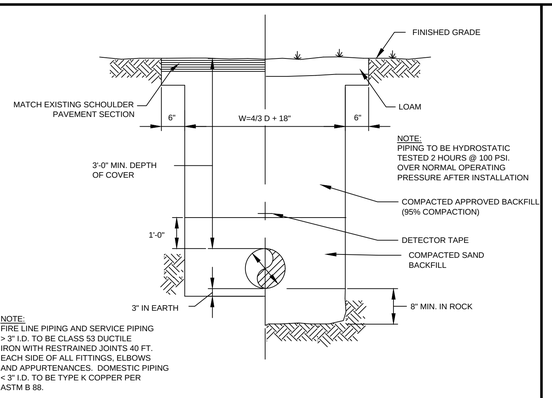
2 CONCRETE THRUST BLOCK
NOT TO SCALE



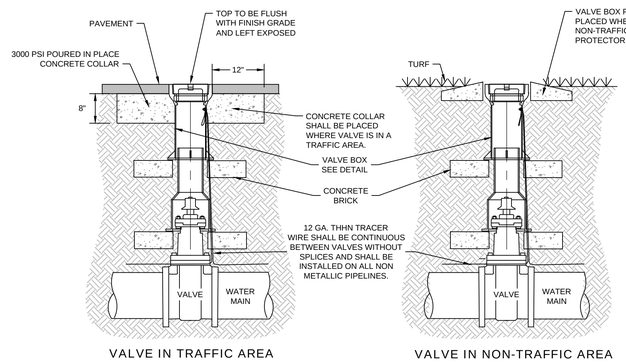
3 TYPICAL SANITARY SEWER TRENCH
NOT TO SCALE



4 UTILITY CLEARANCE DETAIL
NOT TO SCALE



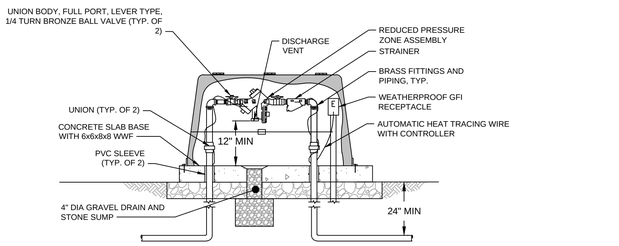
5 TYPICAL WATER TRENCH
NOT TO SCALE



NOTES

1. RESILIENT WEDGE GATE VALVE SHALL BE AS MANUFACTURED BY MUELLER CORP., AMERICAN DARLING, CLOW CORP., OR APPROVED EQUAL.
2. ALL VALVES SHALL HAVE 2" SQUARE OPERATING NUT AND SHALL OPEN COUNTERCLOCKWISE.
3. VALVE BODY, BONNET & GATE SHALL BE DUCTILE IRON CONFORMING TO ASTM A-536.
4. VALVE BODY AND BONNET SHALL BE COATED ON ALL INTERIOR AND EXTERIOR SURFACES WITH A FUSION BONDED EPOXY IN ACCORDANCE WITH AWWA C-550-90.
5. ALL VALVES 24" AND SMALLER SHALL HAVE A SAFE WORKING PRESSURE OF 250 PSI.

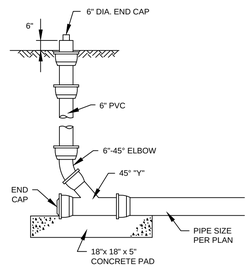
6 GATE VALVE
NOT TO SCALE



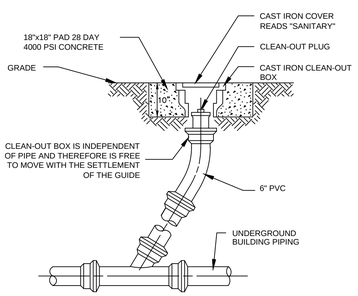
NOTES

1. ORIENT LID TO FACILITATE OPENING AND O & M.
2. RECEPTACLE SHALL BE SUPPORTED WITH UNISTRUT AND INSTALLED AWAY FROM RPZ DISCHARGE AND SHALL FACE OPENING. WEATHER PROOF GFI RECEPTACLE SHALL BE INSTALLED IN THE LOCATION SHOWN WITH A MINIMUM OF 12" GROUND CLEARANCE.

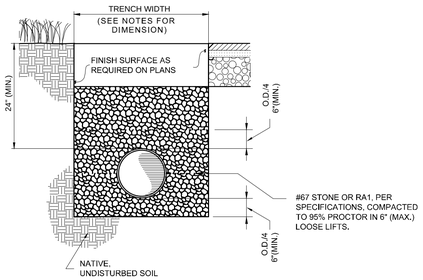
7 REDUCED PRESSURE BACKFLOW PREVENTER
NOT TO SCALE



8 CLEANOUT IN LANDSCAPE AREA
NOT TO SCALE

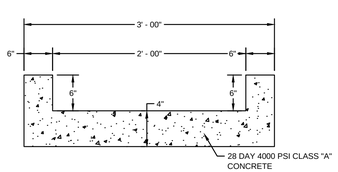


9 CLEANOUT IN PAVED AREA
NOT TO SCALE



10 CLASS 'A' CONCRETE PIPE BEDDING
NOT TO SCALE

**NOTE
SAWED JOINTS SHALL BE EVERY 10 FEET FOR 4" THICK CONCRETE. FOR HEAVY-DUTY PAVEMENT, DOWEL BARS ONE INCH IN DIAMETER AND A MINIMUM OF 18 INCHES IN LENGTH SHOULD BE INSERTED ONE FOOT ON EACH SIDE OF THE JOINT. DOWELS SHOULD ALLOW FOR LATERAL MOVEMENT AT EXPANSION JOINTS. AT CONTRACTION JOINTS, DEPTH OF RESERVOIR SHOULD BE ¼ THE SLAB THICKNESS. REFER TO AASHTO OR AMERICAN CONCRETE PAVEMENT ASSOCIATION FOR FURTHER RECOMMENDATIONS.



11 2' CONCRETE FLUME
NOT TO SCALE

Plotted By:Donnelly-Billington, Emma Sheet Set:Whataburger Columbia TN Layout:C8-10 CONSTRUCTION DETAILS December 18, 2024 01:09:32pm K:\MEM_LDEV\115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood Dr\CAD\Plansheets\C8-10 CONSTRUCTION DETAILS.dwg
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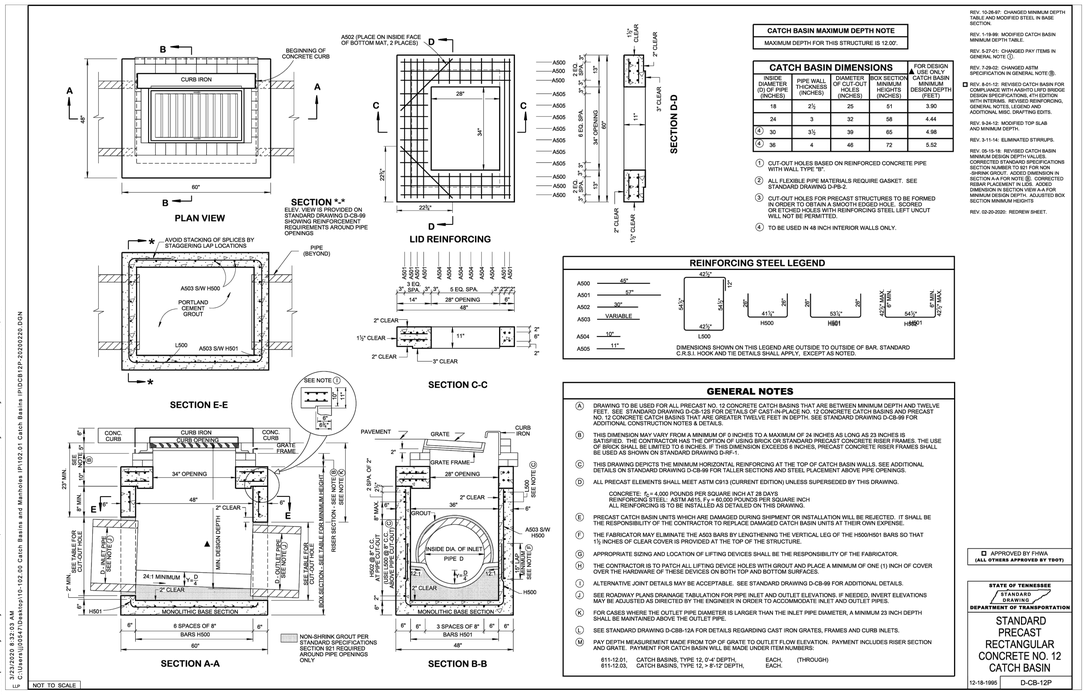
NOT FOR CONSTRUCTION

KHA PROJECT 115339064			
DATE 12/16/2024	SCALE	AS SHOWN	
	DESIGNED BY	JSL	
	DRAWN BY	JSL	
	CHECKED BY	LNH	

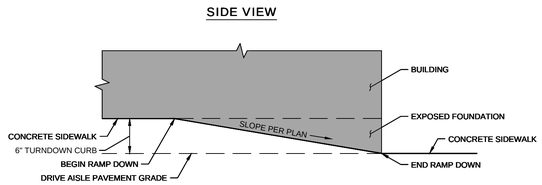
CONSTRUCTION DETAILS

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

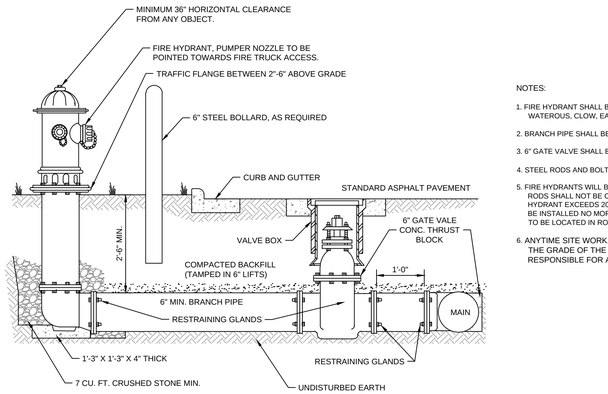
SHEET NUMBER
C5-10



1 TDOT STANDARD PRECAST CONCRETE NO. 12 CATCH BASIN
NOT TO SCALE



3 SERVICE/DELIVERY RAMP
NOT TO SCALE



NOTES:

1. FIRE HYDRANT SHALL BE AS MANUFACTURED: MUELLER, AMERICAN DARLING, KENNEDY, M&H, WATEROUS, CLOW, EAST JORDAN IRON WORKS, OR US PIPE.
2. BRANCH PIPE SHALL BE DUCTILE IRON AWWA C150-96
3. 6" GATE VALVE SHALL BE AWWA C500-86 OPEN LEFT
4. STEEL RODS AND BOLTS SHALL BE ½" HOT DIPPED GALVANIZED
5. FIRE HYDRANTS WILL BE INSTALLED IN TRUE VERTICAL POSITION RODS SHALL NOT BE COUPLED MORE THAN ONCE. IF THE LENGTH FROM THE VALVE TO THE HYDRANT EXCEEDS 20' THEN A MECHANICAL RESTRAINING GLAND WITH A REBAR CAGE SHALL BE INSTALLED NO MORE THAN 10' FROM HYDRANT AND POURED IN CONCRETE. FIRE HYDRANTS TO BE LOCATED IN ROW OR 2 FOOT EASEMENT ADJACENT TO ROW
6. ANYTIME SITE WORK, CONSTRUCTION, ROAD WORK, OR ANY OTHER WORK CHANGES THE GRADE OF THE FIRE HYDRANT, THE PERSON RESPONSIBLE FOR THE WORK IS RESPONSIBLE FOR ADJUSTING THE FIRE HYDRANT TO STAY WITHIN COMPLIANCE.

4 FIRE HYDRANT INSTALLATION
NOT TO SCALE

Bola® Bike Rack
Installation Guide

Date: September 8, 2016
www.landscapeforms.com Ph: 800.521.2546



Embedded

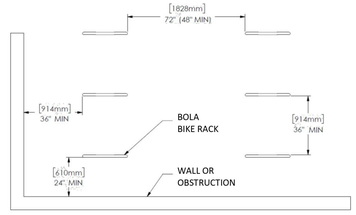
HANDLE WITH CARE! Bola's finish can be scuffed by contact with tools, concrete, or other abrasive surfaces. Protect the finish from damage during installation. Use touch-up paint to repair any powder coat finish abrasions.

INSTALLATION:

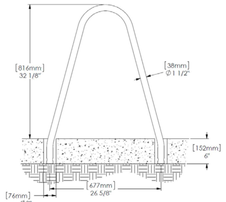
1. Core drill 3" diameter (minimum) holes 6" deep.
2. Prepare the holes for outdoor anchoring cement, such as Kwixset ™ or Super Por-rok ®. Follow the manufacturer's instructions for blowing out dust, filling with water, scrubbing, and removing excess water.
3. Place the bike rack back into position and fill the holes with anchoring cement.
4. Wipe away any excess before it cures.

Tools Required

• Unit ships assembled



Recommended spacing, according to Association of Pedestrian and Bicycle Professionals (APBP)



Side Elevation, showing core drill sizes

landscapeforms

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CONSTRUCTION DETAILS

115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C5-30

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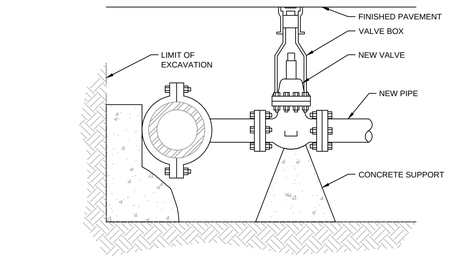
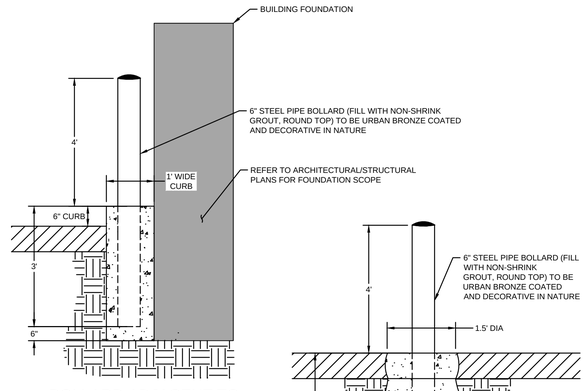
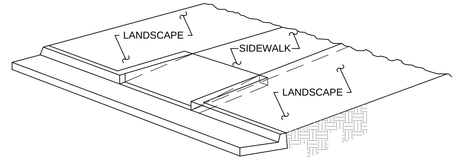


1 TAPPING SLEEVE AND VALVE
NOT TO SCALE



2a BOLLARD ADJACENT TO BUILDING FOUNDATION
NOT TO SCALE

2b BOLLARD FLUSH WITH PAVEMENT
NOT TO SCALE



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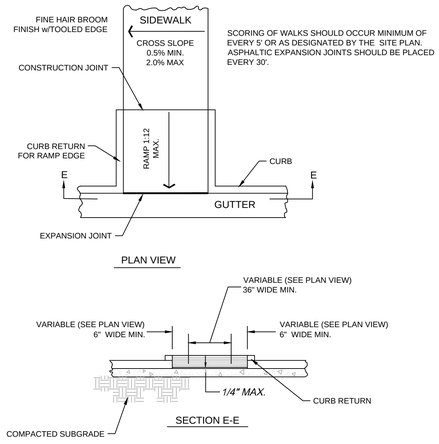
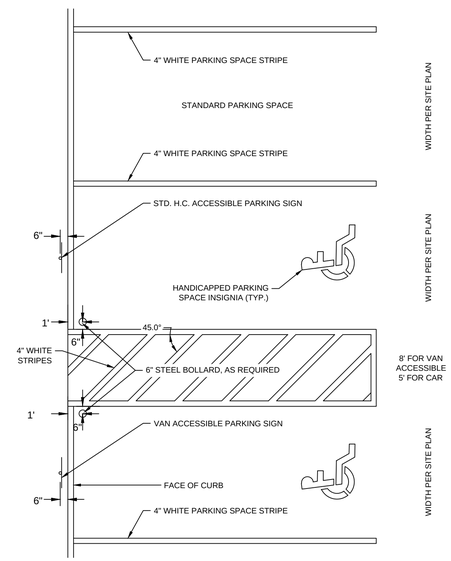
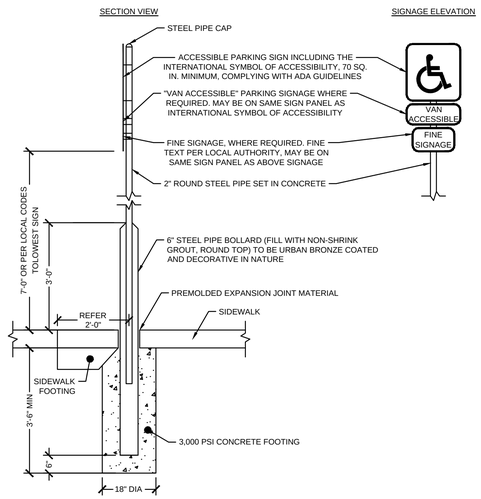


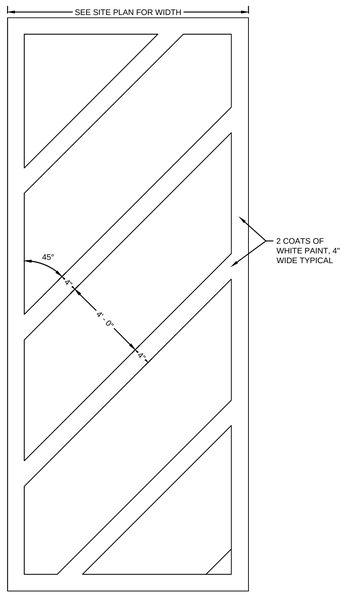
3 ACCESSIBLE SIDEWALK RAMP WITH CURB RETURN
NOT TO SCALE



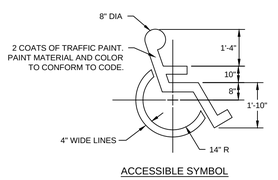
4 STANDARD ACCESSIBLE PARKING SPACE
NOT TO SCALE



5 ACCESSIBLE PARKING SIGNAGE
NOT TO SCALE



6 PAINT STRIPING FOR PEDESTRIAN WALKWAY
NOT TO SCALE



ACCESSIBLE SYMBOL

7 ACCESSIBLE PARKING SYMBOL
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115 SOUTH JAMES CAMPBELL BLVD
PREPARED FOR WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
C5-20

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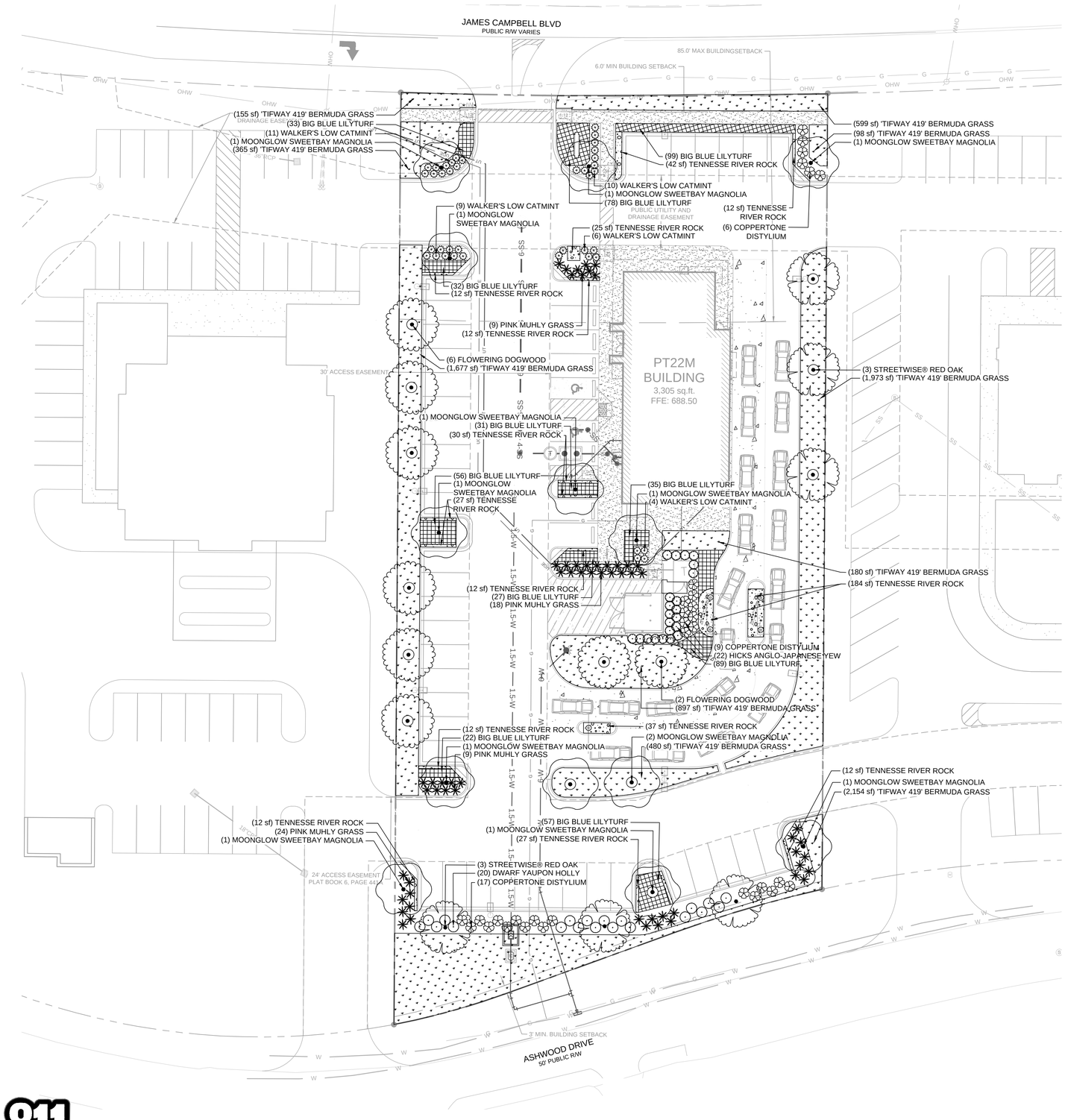

LANDSCAPE REQUIREMENTS

1. TOTAL SQUARE FOOTAGE OF PARKING LOT AREA = 28,868 SF
   1 TREE PER 2,000 SF = (28,868 / 2,000) = 15 TREES
   15 PARKING LOT TREES PROPOSED
2. PARKING LOT ISLAND TREES = 12 REQUIRED TREES
   12 ISLAND TREES PROPOSED



VICINITY MAP
SCALE: NOT TO SCALE

PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	ROOT	CONDITION
TREES					
	8	Cornus florida / Flowering Dogwood	2.5" Caliper	B&B	Matching, Strong Central Leader
	13	Magnolia virginiana 'Moonglow' / Moonglow Sweetbay Magnolia	2.5" CAL/12' HT MIN.	B&B	Matching, Multi-Trunk, 3-5 Canes
	6	Quercus x 'QRSW18' / Streetwise® Red Oak	2.5" CAL/12' HT MIN.	B&B	5' Clear HT, Strong Central Leader, Full Canopy
SHRUBS					
	32	Distylium x ``PIIDIST-III`` TM / Coppertone Distylium	3 GAL; 30" MIN. HT.	Container	Matching; Full to Ground
	20	Ilex vomitoria 'Nana' / Dwarf Yaupon Holly	5 GAL; 36" MIN. HT.	Container	Matching; Full to Ground
	60	Muhlenbergia capillaris / Pink Muhly Grass	3 GAL; 30" MIN. HT.	Container	Matching; Full to Ground
	40	Nepeta x 'Walker's Low' / Walker's Low Catmint	3 GAL; 30" MIN. HT.	Container	Matching; Full to Ground
	22	Taxus x media 'Hicksii' / Hicks Anglo-Japanese Yew	5 GAL; 36" MIN. HT.	Container	Matching; Full to Ground

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING	CONDITION
GROUND COVERS					
	8,578 sf	Cynodon dactylon 'Tifway 419' / 'Tifway 419' Bermuda Grass	Sod		Sod; Free of Weeds
	559	Liriope muscari 'Big Blue' / Big Blue Lilyturf	1 GALLON	18" O.C.	Matching; Free of Weeds
	457 sf	Tennesse River Rock	4"-8" FLATS AND ROUNDS		

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DRAWN BY	RAW
CHECKED BY	MWS

LANDSCAPE PLAN

JAMES CAMPBELL BLVD
& ASHWOOD DR
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
L1-00

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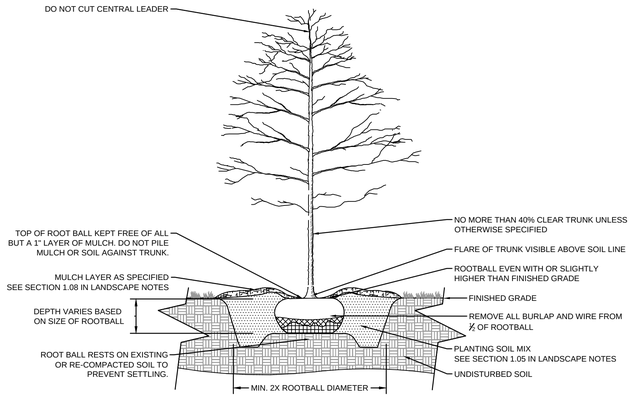
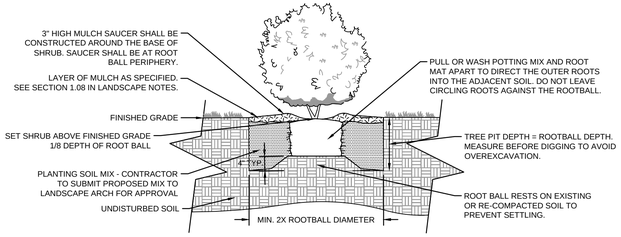


1 B&B TREE PLANTING

NOT TO SCALE



2 CONTAINER SHRUB PLANTING

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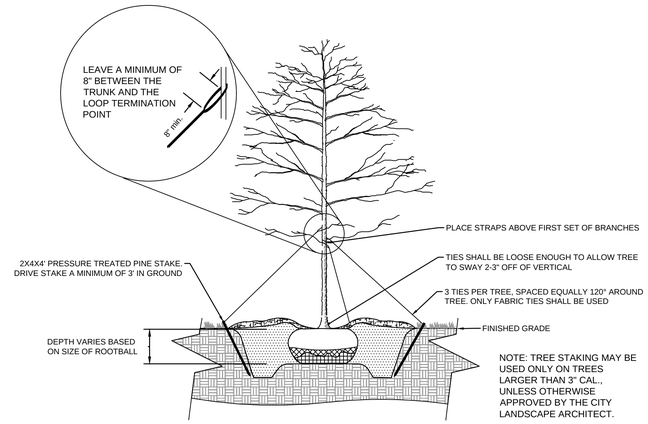

3 TREE STAKING

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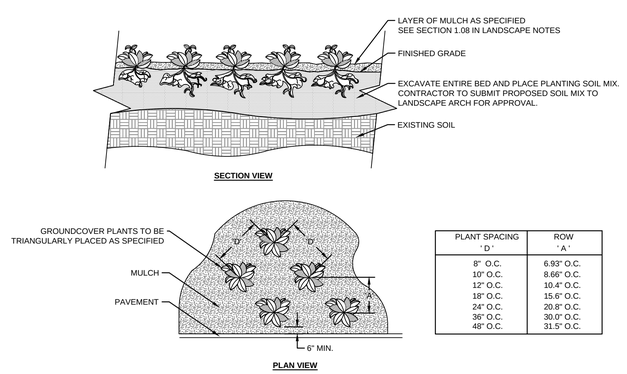
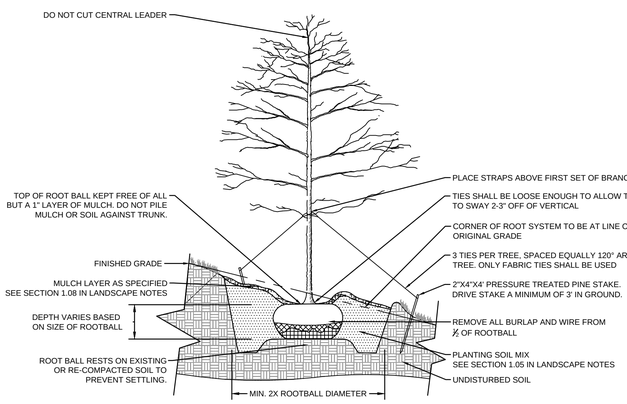


PLANT SPACING ' D '	ROW ' A '
8" O.C.	6.93" O.C.
10" O.C.	8.66" O.C.
12" O.C.	10.4" O.C.
18" O.C.	15.6" O.C.
24" O.C.	20.8" O.C.
36" O.C.	30.0" O.C.
48" O.C.	31.5" O.C.

NOTES:
1 SEE PLANTING LEGEND FOR GROUNDCOVER SPECIES, SIZE, AND SPACING DIMENSION.
2 SETTLE SOIL AROUND ROOT BALL OF EACH GROUNDCOVER PRIOR TO MULCHING.

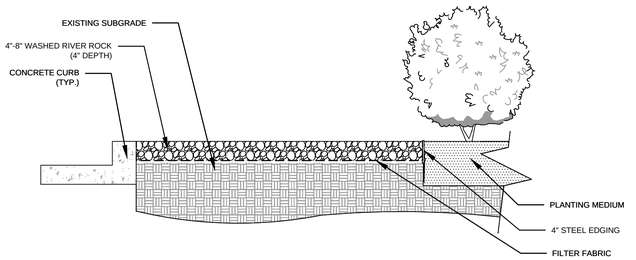
4 GROUNDCOVER PLANTING

NOT TO SCALE

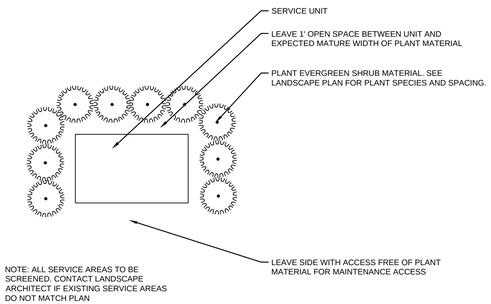


5 B&B TREE PLANTING ON SLOPE

NOT TO SCALE



6 WASHED RIVER ROCK



7 TYPICAL SERVICE SCREENING DETAIL

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No.	REVISIONS	DATE	BY

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KHA PROJECT	115339064
DATE	11/15/2024
SCALE	AS SHOWN
DESIGNED BY	JSL
DRAWN BY	RAW
CHECKED BY	MWS

LANDSCAPE DETAILS

JAMES CAMPBELL BLVD & ASHWOOD DR
PREPARED FOR WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
L1-50

GENERAL LANDSCAPE SPECIFICATIONS AND NOTES

1.01 SCOPE OF WORK

A. THE WORK CONSISTS OF: FURNISHING ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, TRANSPORTATION, AND ANY OTHER APPURTENANCES NECESSARY FOR THE COMPLETION OF THIS PROJECT AS SHOWN ON THE DRAWINGS, AS INCLUDED IN THE PLANT LIST, AND AS HEREIN SPECIFIED.

B. WORK SHALL INCLUDE MAINTENANCE AND WATERING OF ALL CONTRACT PLANTING AREAS UNTIL CERTIFICATION OF ACCEPTABILITY BY THE OWNER, INCLUDING TEMPORARY BERMUDA GRASS AREAS.

C. THE CONTRACTOR SHALL CONTACT THE OWNER AND TENNESSEE ONE CALL AT (800) 351-1111, TWO (2) FULL BUSINESS DAYS PRIOR TO THE BEGINNING OF WORK.

D. THE CITY MUST APPROVE ALL WORK HOURS AND LANE CLOSURE REQUESTS AT LEAST TWO (2) FULL WORKING DAYS IN ADVANCE OF THE START OF ANY SUCH WORK ON A LOCATION BY LOCATION BASIS. THE INDIVIDUAL(S) INSTALLING THE MAINTENANCE OF TRAFFIC SETUP SHALL HAVE COMPLETED A TDOT APPROVED WORK ZONE TRAFFIC CONTROL TRAINING COURSE. DOCUMENTATION SHALL BE FURNISHED TO THE CITY AT THE PRE-CONSTRUCTION MEETING OR PRIOR TO START OF WORK.

E. ALL LANDSCAPE MATERIAL SHALL BE INSTALLED AND MAINTAINED IN A MANNER WHEREBY TRAFFIC CONTROL SIGNAGE AND DEVICES ARE VISIBLE TO MOTORISTS AND PEDESTRIANS.

1.02 PROTECTION OF EXISTING STRUCTURES

A. ALL EXISTING BUILDINGS, WALKS, WALLS, PAVING, PIPING, OTHER SITE CONSTRUCTION ITEMS, AND PLANTING ALREADY COMPLETED OR ESTABLISHED SHALL BE PROTECTED FROM DAMAGE BY THE CONTRACTOR UNLESS OTHERWISE SPECIFIED. ALL DAMAGE RESULTING FROM NEGLIGENCE SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER AND AT NO COST TO THE OWNER.

B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL NECESSARY BMP DEVICES ACCORDING TO TDOT, COUNTY, OR CITY STANDARDS THROUGH THE DURATION OF ALL CONSTRUCTION ACTIVITIES.

C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES, WHETHER PUBLIC OR PRIVATE, PRIOR TO EXCAVATION. THE OWNER AND DESIGN PROFESSIONAL SHALL NOT BE RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF ANY SUCH INFORMATION OR DATA, AND THE CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR REVIEWING AND CHECKING ALL SUCH INFORMATION AND DATA, FOR LOCATING ALL UNDERGROUND FACILITIES DURING CONSTRUCTION, FOR THE SAFETY AND PROTECTION THEREOF, AND REPAIRING ANY DAMAGE THERETO RESULTING FROM THE WORK. THE COST OF COMPLIANCE WITH THIS SECTION WILL BE CONSIDERED AS HAVING BEEN INCLUDED IN THE CONTRACT PRICE. THE CONTRACTOR SHALL NOTIFY ANY AFFECTED UTILITY COMPANIES OR AGENCIES IN WRITING AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.

1.03 PROTECTION OF EXISTING PLANT MATERIALS OUTSIDE LIMIT OF WORK

A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UNAUTHORIZED CUTTING OR DAMAGE TO TREES AND SHRUBS EXISTING OR OTHERWISE, CAUSED BY CARELESS EQUIPMENT OPERATION, MATERIAL STOCKPILING, ETC. THIS SHALL INCLUDE COMPACTION BY DRIVING OR PARKING INSIDE THE DRIP-LINE AND SPILLING OIL, GASOLINE, OR OTHER DELETERIOUS MATERIALS WITHIN THE DRIP-LINE. NO MATERIALS SHALL BE BURNED ON SITE. EXISTING TREES KILLED OR DAMAGED SO THAT THEY ARE MISSHAPEN AND/OR UNSIGHTLY SHALL BE REPLACED AT THE COST TO THE CONTRACTOR OF ONE HUNDRED DOLLARS ($100) PER CALIPER INCH ON AN ESCALATING SCALE WHICH ADDS AN ADDITIONAL TWENTY (20) PERCENT PER INCH OVER FOUR (4) INCHES CALIPER AS FIXED AND AGREED LIQUIDATED DAMAGES. CALIPER SHALL BE MEASURED SIX (6) INCHES ABOVE GROUND LEVEL FOR TREES UP TO AND INCLUDING FOUR (4) INCHES IN CALIPER AND TWELVE (12) INCHES ABOVE GROUND LEVEL FOR TREES OVER FOUR (4) INCHES IN CALIPER.

1.04 MATERIALS

A. GENERAL

MATERIAL SAMPLES LISTED BELOW SHALL BE SUBMITTED FOR APPROVAL, ON SITE OR AS DETERMINED BY THE LANDSCAPE ARCHITECT. UPON APPROVAL, DELIVERY OF MATERIALS MAY COMMENCE.

MATERIAL	SAMPLE SIZE
MULCH	ONE (1) CUBIC FOOT
SOIL MIXTURE	ONE (1) CUBIC FOOT
TOPSOIL MIX	ONE (1) CUBIC FOOT
PLANTS	ONE (1) OF EACH VARIETY (OR TAGGED IN NURSERY)

B. PLANT MATERIALS

1. PLANT SPECIES AND SIZE SHALL CONFORM TO THOSE INDICATED ON THE DRAWINGS. ALL NURSERY STOCK SHALL BE IN ACCORDANCE WITH GRADES AND STANDARDS AS SET FORTH IN ANSI Z60.1-2014-AMERICAN STANDARD FOR NURSERY STOCK. ALL PLANTS SHALL BE HEALTHY, VIGOROUS, SOUND, WELL-BRANCHED, AND FREE OF DISEASE AND INSECTS, INSECT EGGS AND LARVAE AND SHALL HAVE ADEQUATE ROOT SYSTEMS. TREES FOR PLANTING IN ROWS SHALL BE UNIFORM IN SIZE AND SHAPE. ALL MATERIALS SHALL BE SUBJECT TO APPROVAL BY THE OWNER. WHERE ANY REQUIREMENTS ARE OMITTED FROM THE PLANT LIST, THE PLANTS FURNISHED SHALL BE NORMAL FOR THE VARIETY. PLANTS SHALL BE PRUNED PRIOR TO DELIVERY ONLY WITH APPROVAL FROM OWNER OR LANDSCAPE ARCHITECT. NO SUBSTITUTIONS SHALL BE MADE WITHOUT WRITTEN PERMISSION FROM THE LANDSCAPE ARCHITECT.
2. MEASUREMENTS: THE HEIGHT AND/OR WIDTH OF TREES SHALL BE MEASURED FROM THE GROUND OR ACROSS THE NORMAL SPREAD OF BRANCHES WITH THE PLANTS IN THEIR NORMAL POSITION. THIS MEASUREMENT SHALL NOT INCLUDE THE IMMEDIATE TERMINAL GROWTH. PLANTS LARGER IN SIZE THAN THOSE SPECIFIED IN THE PLANT LIST MAY BE USED IF APPROVED BY THE OWNER. IF THE USE OF LARGER PLANTS IS APPROVED, THE ROOTBALL OR SPREAD OF ROOTS SHALL BE INCREASED IN PROPORTION TO THE SIZE OF THE PLANT.
3. INSPECTION: PLANTS SHALL BE SUBJECT TO INSPECTION AND APPROVAL AT THE PLACE OF GROWTH, OR UPON DELIVERY TO THE SITE, AS DETERMINED BY THE OWNER, FOR QUALITY, SIZE, AND VARIETY. SUCH APPROVAL SHALL NOT IMPAIR THE RIGHT OF INSPECTION AND REJECTION AT THE SITE DURING PROGRESS OF THE WORK OR AFTER COMPLETION FOR SIZE AND CONDITION OF ROOT BALLS OR ROOTS, LATENT DEFECTS OR INJURIES. REJECTED PLANTS SHALL BE REMOVED IMMEDIATELY FROM THE SITE. NOTICE REQUESTING INSPECTION SHALL BE SUBMITTED IN WRITING BY THE CONTRACTOR AT LEAST ONE (1) WEEK PRIOR TO ANTICIPATED DATE.

1.05 SOIL MIXTURE (PLANTING MEDIUM, PLANTING MIX, TOPSOIL MIX)

A. SOIL MIXTURE (PLANTING MEDIUM FOR PLANT PITS) SHALL CONSIST OF ⅓ LOOSE COMPOST (NO GREATER THAN 1" SIV), ⅓ PEAT AND ⅓ SAND, AS DESCRIBED BELOW, AND 2/3 TOPSOIL AS DESCRIBED BELOW.

B. TOPSOIL FOR USE IN PREPARING SOIL MIXTURE FOR BACKFILLING PLANT PITS SHALL BE FERTILE, FRIABLE, AND OF A LOAMY CHARACTER; REASONABLY FREE OF SUBSOIL, CLAY LUMPS, BRUSH WEEDS AND OTHER LITTER; FREE OF ROOTS, STUMPS, STONES LARGER THAN 1" IN ANY DIRECTION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH. IT SHALL CONTAIN THREE (3) TO FIVE (5) PERCENT DECOMPOSED ORGANIC MATTER AND A PH BETWEEN 5.5 AND 7.0 - SUBMIT SAMPLE AND PH TESTING RESULTS FOR APPROVAL.

C. SAND SHALL BE COARSE, CLEAN, WELL-DRAINING, NATIVE SAND. CONTRACTOR SHALL SUBMIT RESULTS OF SOIL TESTS FOR TOPSOIL AND SAND PROPOSED FOR APPROVAL BY THE OWNER.

D. CONTRACTOR TO SUBMIT SAMPLES OF SOIL MIXTURE FOR OWNER'S REPRESENTATIVE APPROVAL PRIOR TO PLANT INSTALLATION OPERATIONS COMMENCING.

1.06 WATER

A. WATER NECESSARY FOR PLANTING AND MAINTENANCE SHALL BE OF SATISFACTORY QUALITY TO SUSTAIN ADEQUATE PLANT GROWTH AND SHALL NOT CONTAIN HARMFUL, NATURAL OR MAN-MADE ELEMENTS DETRIMENTAL TO PLANTS. WATER MEETING THE ABOVE STANDARD SHALL BE OBTAINED ON THE SITE FROM THE OWNER, IF AVAILABLE, AND THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE ARRANGEMENTS FOR ITS USE BY HIS TANKS, HOSES, SPRINKLERS, ETC. IF SUCH WATER IS NOT AVAILABLE AT THE SITE, THE CONTRACTOR SHALL PROVIDE SATISFACTORY WATER FROM SOURCES OFF THE SITE AT NO ADDITIONAL COST TO THE OWNER.

** WATERING/IRRIGATION RESTRICTIONS MAY APPLY - REFER TO PROPERTY'S JURISDICTIONAL AUTHORITY.*

1.07 FERTILIZER

A. CONTRACTOR SHALL PROVIDE FERTILIZER APPLICATION SCHEDULE TO OWNER, AS APPLICABLE TO SOIL TYPE, PLANT INSTALLATION TYPE, AND SITE'S PROPOSED USE. SUGGESTED FERTILIZER TYPES SHALL BE ORGANIC OR OTHERWISE NATURALLY-DERIVED.

** FERTILIZER RESTRICTIONS MAY APPLY - REFER TO PROPERTY'S JURISDICTIONAL AUTHORITY.*

1.08 MULCH

A. MULCH MATERIAL SHALL BE MOISTENED AT THE TIME OF APPLICATION TO PREVENT WIND DISPLACEMENT, AND APPLIED AT A DEPTH OF THREE (3) INCHES FOR ALL PLANTING AREAS. MULCH AT ALL PLANTING BEDS SHALL BE TRIPLE SHREDDED HARDWOOD MULCH.

B. ALL PROPOSED TREES WITHIN TURF AREAS SHALL RECEIVE A TRIPLE SHREDDED HARDWOOD MULCH RING OF NO LESS THAN FOUR (4) FEET IN DIAMETER AND THREE (3) INCH DEPTH.

1.09 DIGGING AND HANDLING

A. PROTECT ROOTS OR ROOT BALLS OF PLANTS AT ALL TIMES FROM SUN, DRYING WINDS, WATER AND FREEZING AS NECESSARY UNTIL PLANTING. PLANT MATERIALS SHALL BE ADEQUATELY PACKED TO PREVENT DAMAGE DURING TRANSIT.

C. BALLED AND BURLAPPED PLANTS (B&B) SHALL BE DUG WITH FIRM, NATURAL BALLS OF SOIL OF SUFFICIENT SIZE TO ENCOMPASS THE FIBROUS AND FEEDING ROOTS OF THE PLANTS. NO PLANTS MOVED WITH A ROOT BALL SHALL BE PLANTED IF THE BALL IS CRACKED OR BROKEN. PLANTS SHALL NOT BE HANDLED BY STEMS.

D. EXCAVATION OF TREE PITS SHALL BE PERFORMED USING EXTREME CARE TO AVOID DAMAGE TO SURFACE AND SUBSURFACE ELEMENTS SUCH AS UTILITIES OR HARDSCAPE ELEMENTS, FOOTERS AND PREPARED SUB-BASES. ALL TREES SHALL BE PLANTED AS INDICATED ON DRAWINGS. COORDINATE WITH PLANTING DETAILS FOR EXACT DEPTH OF PLANTING SOIL.

1.10 CONTAINER GROWN STOCK

A. ALL TREES SPECIFIED SHALL BE BALL AND BURLAP, UNLESS OTHERWISE APPROVED BY LANDSCAPE ARCHITECT.

B. ALL SHRUB SPECIES SHALL BE CONTAINER GROWN.

C. ALL CONTAINER GROWN MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED PLANTS ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS WHICH ARE OF GOOD QUALITY AND ARE IN A HEALTHY GROWING CONDITION.

D. AN ESTABLISHED CONTAINER GROWN PLANT SHALL BE TRANSPLANTED INTO A CONTAINER AND GROWN IN THAT CONTAINER SUFFICIENTLY LONG ENOUGH FOR THE NEW FIBROUS ROOTS TO HAVE DEVELOPED SO THAT THE ROOT MASS WILL RETAIN ITS SHAPE AND HOLD TOGETHER WHEN REMOVED FROM THE CONTAINER. CONTAINER GROWN STOCK SHALL NOT BE HANDLED BY THEIR STEMS.

E. PLANT ROOTS BOUND IN CONTAINERS ARE NOT ACCEPTABLE.

1.11 MATERIALS LIST

A. QUANTITIES NECESSARY TO COMPLETE THE WORK ON THE DRAWINGS SHALL BE FURNISHED BY THE CONTRACTOR. QUANTITY ESTIMATES HAVE BEEN MADE CAREFULLY, BUT THE LANDSCAPE ARCHITECT OR OWNER ASSUMES NO LIABILITY FOR OMISSIONS OR ERRORS. SHOULD A DISCREPANCY OCCUR BETWEEN THE PLANS AND THE PLANT LIST QUANTITY, THE OWNER'S REPRESENTATIVE SHALL BE NOTIFIED FOR CLARIFICATION PRIOR TO BIDDING OR INSTALLATION. ALL DIMENSIONS AND/OR SIZES SPECIFIED SHALL BE THE MINIMUM ACCEPTABLE SIZE.

1.12 FINE GRADING

A. FINE GRADING UNDER THIS CONTRACT SHALL CONSIST OF FINAL FINISHED GRADING OF LAWN AND PLANTING AREAS THAT HAVE BEEN DISTURBED DURING CONSTRUCTION.

B. THE CONTRACTOR SHALL FINE GRADE THE LAWN AND PLANTING AREAS TO BRING THE ROUGH GRADE UP TO FINAL FINISHED GRADE ALLOWING FOR THICKNESS OF SOD AND/OR MULCH DEPTH. CONTRACTOR SHALL FINE GRADE BY HAND AND/OR WITH ALL EQUIPMENT NECESSARY INCLUDING A GRADING TRACTOR WITH FRONT-END LOADER FOR TRANSPORTING SOIL WITHIN THE SITE.

C. ALL PLANTING AREAS SHALL BE GRADED AND MAINTAINED FOR POSITIVE DRAINAGE TO SURFACE/SUBSURFACE STORM DRAIN SYSTEMS. AREAS ADJACENT TO BUILDINGS SHALL SLOPE AWAY FROM THE BUILDINGS. REFER TO GRADING PLAN FOR FINAL GRADES, IF APPLICABLE.

1.13 PLANTING PROCEDURES

A. CLEANING UP BEFORE COMMENCING WORK: THE CONTRACTOR SHALL CLEAN WORK AND SURROUNDING AREAS OF ALL RUBBISH OR OBJECTIONABLE MATTER DAILY. ALL MORTAR, CEMENT, AND TOXIC MATERIAL SHALL BE REMOVED FROM THE SURFACE OF ALL PLANT BEDS. THESE MATERIALS SHALL NOT BE MIXED WITH THE SOIL. SHOULD THE CONTRACTOR FIND SUCH SOIL CONDITIONS BENEATH THE SOIL WHICH WILL IN ANY WAY ADVERSELY AFFECT THE PLANT GROWTH, CONTRACTOR SHALL IMMEDIATELY CALL IT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE. FAILURE TO DO SO BEFORE PLANTING SHALL MAKE THE CORRECTIVE MEASURES THE RESPONSIBILITY OF THE CONTRACTOR.

B. SUBGRADE EXCAVATION: THE CONTRACTOR IS RESPONSIBLE TO REMOVE ALL EXISTING AND IMPORTED LIMEROCK AND LIMEROCK SUB-BASE FROM ALL LANDSCAPE PLANTING AREAS TO A MINIMUM DEPTH OF 36" AT TREES AND 18" AT SHRUBS AND PERENNIALS. CONTRACTOR IS RESPONSIBLE TO BACKFILL THESE PLANTING AREAS TO ROUGH FINISH GRADE WITH CLEAN SOIL MIXTURE.

C. VERIFY LOCATIONS OF ALL UTILITIES, CONDUITS, SUPPLY LINES AND CABLES, INCLUDING BUT NOT LIMITED TO: ELECTRIC, GAS (LINES AND TANKS), WATER, SANITARY SEWER, STORMWATER SYSTEMS, CABLE, AND TELEPHONE. PROPERLY MAINTAIN AND PROTECT EXISTING UTILITIES. CONTACT TENNESSEE ONE CALL AT (800) 351-1111 TO LOCATE ALL UTILITIES.

D. FURNISH NURSERY'S CERTIFICATE OF COMPLIANCE WITH ALL REQUIREMENTS AS HEREIN SPECIFIED AND REQUIRED. INSPECT AND SELECT PLANT MATERIALS BEFORE PLANTS ARE DUG AT NURSERY OR GROWING SITE. PROVIDE PHOTOGRAPHS OF TREES TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO SHIPPING FROM NURSERY.

E. GENERAL: COMPLY WITH APPLICABLE FEDERAL, STATE, COUNTY, AND LOCAL REGULATIONS GOVERNING LANDSCAPE MATERIALS AND WORK. CONFORM TO ACCEPTED HORTICULTURAL PRACTICES AS USED IN THE TRADE. UPON ARRIVAL AT THE SITE, PLANTS SHALL BE THOROUGHLY WATERED AND PROPERLY MAINTAINED UNTIL PLANTED. PLANTS STORED ON-SITE SHALL NOT REMAIN UNPLANTED OR APPROPRIATELY HEALED IN FOR A PERIOD EXCEEDING TWENTY-FOUR (24) HOURS. AT ALL TIMES WORKMANLIKE METHODS CUSTOMARY IN GOOD HORTICULTURAL PRACTICES SHALL BE EXERCISED.

F. THE WORK SHALL BE COORDINATED WITH OTHER TRADES TO PREVENT CONFLICTS. COORDINATE PLANTING WITH IRRIGATION WORK TO ASSURE AVAILABILITY OF WATER AND PROPER LOCATION OF IRRIGATION APPURTENANCES AND PLANTS.

G. ALL PLANTING PITS SHALL BE EXCAVATED TO SIZE AND DEPTH IN ACCORDANCE WITH ANSI Z60.1-2014 - AMERICAN STANDARD FOR NURSERY STOCK, UNLESS SHOWN OTHERWISE ON THE DRAWINGS, AND BACK FILLED WITH THE PREPARED PLANTING SOIL MIXTURE AS SPECIFIED IN SECTION 1.05. TEST ALL TREE PITS WITH WATER BEFORE PLANTING TO ASSURE PROPER DRAINAGE PERCOLATION IS AVAILABLE. NO ALLOWANCE WILL BE MADE FOR LOST PLANTS DUE TO IMPROPER DRAINAGE. TREES SHALL BE SET PLUMB AND HELD IN POSITION UNTIL THE PLANTING MIXTURE HAS BEEN FLUSHED INTO PLACE WITH A SLOW, FULL HOSE STREAM. ALL PLANTING SHALL BE PERFORMED BY PERSONNEL FAMILIAR WITH PLANTING PROCEDURES AND UNDER THE SUPERVISION OF A QUALIFIED LANDSCAPE FOREMAN.

H. TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO BUILDINGS AND BUILDING STRUCTURES WHILE INSTALLING TREES.

I. SOIL MIXTURE SHALL BE AS SPECIFIED IN SECTION 1.05 OF THESE SPECIFICATIONS.

J. TREES AND SHRUBS SHALL BE SET STRAIGHT AT AN ELEVATION THAT, AFTER SETTLEMENT, THE PLANT CROWN WILL STAND ONE (1) TO TWO (2) INCHES ABOVE GRADE. EACH PLANT SHALL BE SET IN THE CENTER OF THE PIT. PLANTING SOIL MIXTURE SHALL BE BACK FILLED, THOROUGHLY TAMPED AROUND THE BALL, AND SETTLED BY WATER (AFTER TAMPING).

K. SHRUBS AND GROUND COVER PLANTS SHALL BE EVENLY SPACED IN ACCORDANCE WITH THE DRAWINGS AND AS INDICATED ON THE PLANT LIST. MATERIALS INSTALLED SHALL MEET MINIMUM SPECIMEN REQUIREMENTS OR QUANTITIES SHOW ON PLANS, WHICHEVER IS GREATER. CULTIVATE ALL PLANTING AREAS TO A MINIMUM DEPTH OF 12", REMOVE AND DISPOSE ALL DEBRIS. COORDINATE WITH PLANTING DETAILS FOR EXACT DEPTH. MIX TOP 4" OF THE PLANTING SOIL MIXTURE AS SPECIFIED IN SECTION 1.05. THOROUGHLY WATER ALL PLANTS AFTER INSTALLATION.

L. TREE BRACING SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH THE PLANS TO INSURE STABILITY AND MAINTAIN TREES IN AN UPRIGHT POSITION. IF THE CONTRACTOR AND OWNER DECIDE TO WAIVE THE TREE GUYING AND BRACING, THE OWNER SHALL NOTIFY THE PROJECT LANDSCAPE ARCHITECT IN WRITING AND AGREE TO INDEMNIFY AND HOLD HARMLESS THE PROJECT LANDSCAPE ARCHITECT IN THE EVENT UNSUPPORTED TREES PLANTED UNDER THIS CONTRACT FALL AND DAMAGE PERSON OR PROPERTY.

M. HERBICIDE WEED CONTROL: ALL PLANT BEDS SHALL BE KEPT FREE OF NOXIOUS WEEDS UNTIL FINAL ACCEPTANCE OF WORK. IF DIRECTED BY THE OWNER, "ROUND-UP" SHALL BE APPLIED FOR WEED CONTROL BY QUALIFIED PERSONNEL TO ALL PLANTING AREAS IN SPOT APPLICATIONS PER MANUFACTURER'S PRECAUTIONS AND SPECIFICATIONS. PRIOR TO FINAL INSPECTION, TREAT ALL PLANTING BEDS WITH AN APPROVED PRE-EMERGENT HERBICIDE AT AN APPLICATION RATE RECOMMENDED BY THE MANUFACTURER (AS ALLOWED BY JURISDICTIONAL AUTHORITY).

1.14 LAWN SODDING

A. THE WORK CONSISTS OF LAWN BED PREPARATION, SOIL PREPARATION, AND SODDING COMPLETE, IN STRICT ACCORDANCE WITH THE SPECIFICATIONS AND THE APPLICABLE DRAWINGS TO PRODUCE A TURF GRASS LAWN ACCEPTABLE TO THE OWNER.

B. LAWN BED PREPARATION: ALL AREAS THAT ARE TO BE SODDED SHALL BE CLEARED OF ANY ROUGH GRASS, WEEDS, AND DEBRIS BY MEANS OF A SOD CUTTER TO A DEPTH OF THREE (3) INCHES, AND THE GROUND BROUGHT TO AN EVEN GRADE. THE ENTIRE SURFACE SHALL BE ROLLED WITH A ROLLER WEIGHING NOT MORE THAN ONE-HUNDRED (100) POUNDS PER FOOT OF WIDTH. DURING THE ROLLING, ALL DEPRESSIONS CAUSED BY SETTLEMENT SHALL BE FILLED WITH ADDITIONAL SOIL, AND THE SURFACE SHALL BE REGRADED AND ROLLED UNTIL PRESENTING A SMOOTH AND EVEN FINISH TO THE REQUIRED GRADE.

C. SOIL PREPARATION: PREPARE LOOSE BED SIX (6) INCHES DEEP. HAND RAKE UNTIL ALL BUMPS AND DEPRESSIONS ARE REMOVED. WET PREPARED AREA THOROUGHLY.

D. SODDING

1. THE CONTRACTOR SHALL SOD ALL DISTURBED AREAS WITHIN THE CONTRACT LIMITS NOT COVERED BY HARDSCAPE OR VEGETATIVE MATERIAL, UNLESS SPECIFICALLY NOTED OTHERWISE.
2. SOD PANELS SHALL BE LAID TIGHTLY TOGETHER SO AS TO MAKE A SOLID SODDED LAWN AREA. SOD SHALL BE LAID UNIFORMLY AGAINST THE EDGES OF ALL CURBS AND OTHER HARDSCAPE ELEMENTS, PAVED AND PLANTED AREAS. IMMEDIATELY FOLLOWING SOD LAYING, THE LAWN AREAS SHALL BE ROLLED WITH A LAWN ROLLER CUSTOMARILY USED FOR SUCH PURPOSES, AND THEN THOROUGHLY IRRIGATED. IF, IN THE OPINION OF THE OWNER, TOP-DRESSING IS NECESSARY AFTER ROLLING TO FILL THE VOIDS BETWEEN THE SOD PANELS AND TO EVEN OUT INCONSISTENCIES IN THE SOD, CLEAN SAND, AS APPROVED BY THE OWNER'S REPRESENTATIVE, SHALL BE UNIFORMLY SPREAD OVER THE ENTIRE SURFACE OF THE SOD AND THOROUGHLY WATERED IN. FERTILIZE INSTALLED SOD AS ALLOWED BY PROPERTY'S JURISDICTIONAL AUTHORITY.
3. DURING DELIVERY, PRIOR TO, AND DURING THE PLANTING OF THE LAWN AREAS, THE SOD PANELS SHALL AT ALL TIMES BE PROTECTED FROM EXCESSIVE DRYING AND UNNECESSARY EXPOSURE OF THE ROOTS TO THE SUN. ALL SOD SHALL BE STACKED SO AS NOT TO BE DAMAGED BY SWEATING OR EXCESSIVE HEAT AND MOISTURE.

E. LAWN MAINTENANCE

1. WITHIN THE CONTRACT LIMITS, THE CONTRACTOR SHALL PRODUCE A DENSE, WELL ESTABLISHED LAWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR AND RE-SODDING OF ALL ERODED, SUNKEN OR BARE SPOTS (LARGER THAN 12"X12") UNTIL CERTIFICATION OF ACCEPTABILITY BY THE OWNER'S REPRESENTATIVE. REPAIRED SODDING SHALL BE ACCOMPLISHED AS IN THE ORIGINAL WORK (INCLUDING RE-GRADING IF NECESSARY).
2. CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING SOD/LAWN UNTIL ACCEPTANCE BY THE OWNER'S REPRESENTATIVE. PRIOR TO AND UPON ACCEPTANCE, CONTRACTOR TO PROVIDE WATERING/IRRIGATION SCHEDULE TO OWNER. OBSERVE ALL APPLICABLE WATERING RESTRICTIONS AS SET FORTH BY THE PROPERTY'S JURISDICTIONAL AUTHORITY.

1.15 CLEANUP

A. UPON COMPLETION OF ALL PLANTING WORK AND BEFORE FINAL ACCEPTANCE, THE CONTRACTOR SHALL REMOVE ALL MATERIAL, EQUIPMENT, AND DEBRIS RESULTING FROM HIS WORK. ALL PAVED AREAS SHALL BE BROOM-CLEANED AND THE SITE LEFT IN A NEAT AND ACCEPTABLE CONDITION AS APPROVED BY THE OWNER'S REPRESENTATIVE.

1.16 PLANT MATERIAL MAINTENANCE

A. ALL PLANTS AND PLANTING INCLUDED UNDER THIS CONTRACT SHALL BE MAINTAINED BY WATERING, CULTIVATING, SPRAYING, AND ALL OTHER OPERATIONS (SUCH AS RE-STAKING OR REPAIRING GUY SUPPORTS) NECESSARY TO INSURE A HEALTHY PLANT CONDITION BY THE CONTRACTOR UNTIL CERTIFICATION OF ACCEPTABILITY BY THE OWNER'S REPRESENTATIVE.

1.17 FINAL INSPECTION AND ACCEPTANCE OF WORK

A. FINAL INSPECTION AT THE END OF THE WARRANTY PERIOD SHALL BE ON PLANTING, CONSTRUCTION AND ALL OTHER INCIDENTAL WORK PERTAINING TO THIS CONTRACT. ANY REPLACEMENT AT THIS TIME SHALL BE SUBJECT TO THE SAME ONE (1) YEAR WARRANTY (OR AS SPECIFIED BY THE LANDSCAPE ARCHITECT OR OWNER IN WRITING) BEGINNING WITH THE TIME OF REPLACEMENT AND ENDING WITH THE SAME INSPECTION AND ACCEPTANCE HEREIN DESCRIBED.

1.18 WARRANTY

A. THE LIFE AND SATISFACTORY CONDITION OF ALL PLANT MATERIAL INSTALLED (INCLUDING SOD) BY THE LANDSCAPE CONTRACTOR SHALL BE WARRANTIED BY THE CONTRACTOR FOR A MINIMUM OF ONE (1) CALENDAR YEAR COMMENCING AT THE TIME OF CERTIFICATION OF ACCEPTABILITY BY THE OWNER'S REPRESENTATIVE.

B. REPLACEMENT: ANY PLANT NOT FOUND IN A HEALTHY GROWING CONDITION DURING THE WARRANTY PERIOD SHALL BE REMOVED FROM THE SITE AND REPLACED WITHIN TEN (10) DAYS OF NOTICE, OR BETWEEN SEPTEMBER-NOVEMBER, MARCH-MAY. ALL REPLACEMENTS SHALL BE PLANTS OF THE SAME KIND AND SIZE AS SPECIFIED IN THE PLANT LIST. THEY SHALL BE FURNISHED, PLANTED AND MULCHED AS SPECIFIED AT NO ADDITIONAL COST TO THE OWNER.

C. IN THE EVENT THE OWNER DOES NOT CONTRACT WITH THE CONTRACTOR FOR LANDSCAPE MAINTENANCE, THE CONTRACTOR IS ENCOURAGED TO VISIT THE PROJECT SITE PERIODICALLY DURING THE ONE (1) YEAR WARRANTY PERIOD TO EVALUATE MAINTENANCE PROCEDURES BEING PERFORMED BY THE OWNER, AND SHALL NOTIFY THE OWNER IN WRITING OF MAINTENANCE PROCEDURES OR CONDITIONS WHICH THREATEN VIGOROUS AND HEALTHY PLANT GROWTH. IT IS SUGGESTED SUCH SITE VISITS SHALL BE CONDUCTED A MINIMUM OF ONCE PER MONTH FOR A PERIOD OF TWELVE (12) MONTHS FROM THE DATE OF ACCEPTANCE.

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

811 Know what's below. Call before you dig.

NOT FOR CONSTRUCTION

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
6750 POPLAR AVENUE, SUITE 600, MEMPHIS TN 38138
PHONE: 901-374-9109
WWW.KIMLEY-HORN.COM

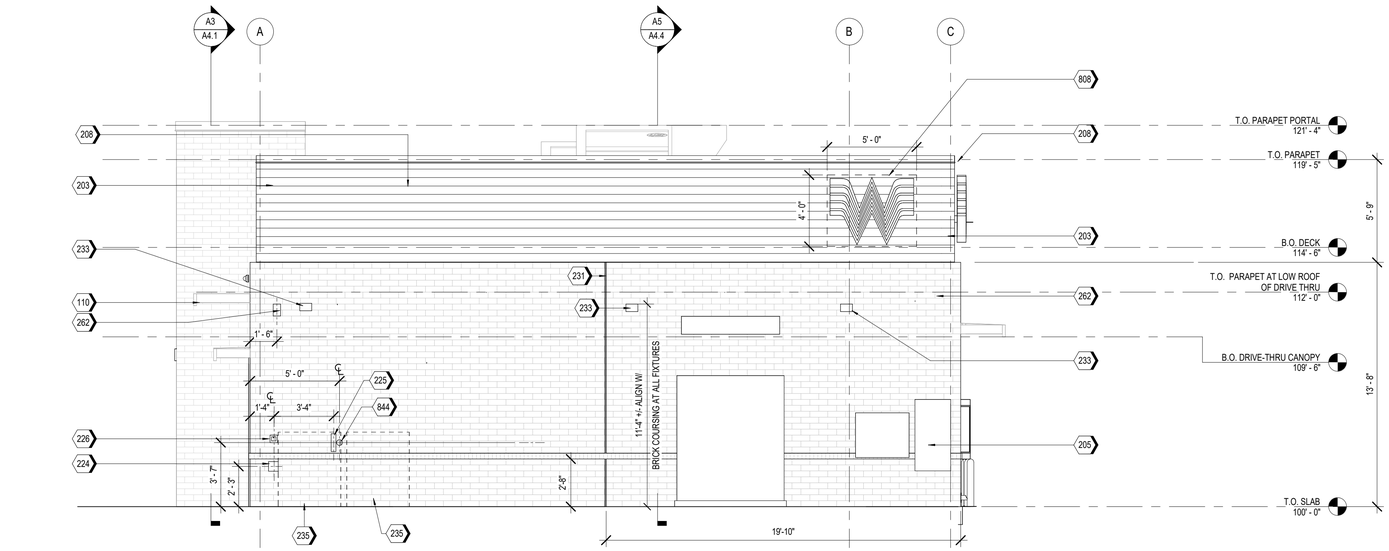
NOT FOR CONSTRUCTION

KHA PROJECT	11533906 4
DATE	11/15/2024
SCALE	AS SHOWN
DESIGNED BY	JSL
DRAWN BY	RAW
CHECKED BY	MWS

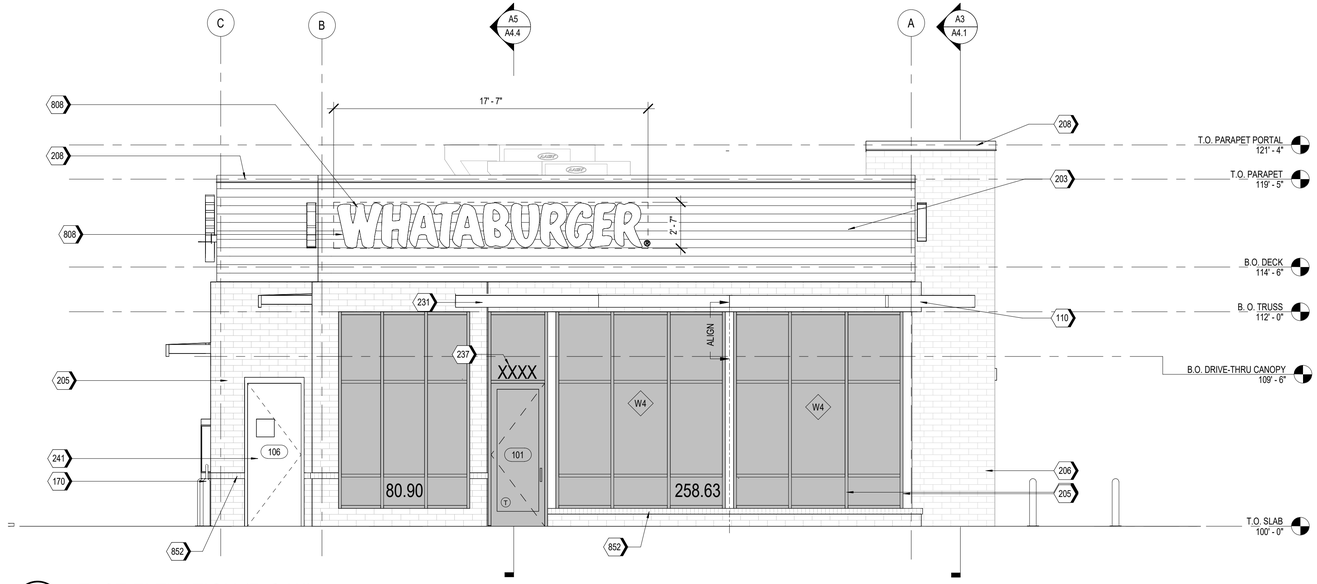
LANDSCAPE NOTES

JAMES CAMPBELL BLVD & ASHWOOD DR
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

SHEET NUMBER
L1-51



A2 WEST ELEVATION
SCALE 1/4" = 1'-0"



A1 EAST ELEVATION (R.O.W)
SCALE 1/4" = 1'-0"

KEYNOTES

110	ENTERA PRE-MANUFACTURED CANOPY. COORDINATE WITH ENTERA FOR CANOPY LAYOUT AND DIMENSIONS, TYP.
170	STEEL PIPE GUARDRAIL, BY GENERAL CONTRACTOR. RE:B4/A0.1
203	AP-01; ARCHITECTURAL FIBER CEMENT PANELS
205	BR-01; BRICK VENEER
206	BR-02; BRICK VENEER
208	MC-01; PRE-FINISHED METAL COPING
224	WALL HYDRANT
225	STAINLESS STEEL GREASE SHIELD W/ 2 1/2" HOLE THROUGH WALL FOR GREASE TANK
226	STAINLESS STEEL SHIELD W/ 1/2" HOLE THROUGH WALL FOR CO2 PORT
231	MASONRY EXPANSION JOINT
233	EXTERIOR LIGHT FIXTURE, RE: ELECTRICAL. RE: A1.3 FOR DIMENSIONS
235	OIL TANK, RE: MEP & KITCHEN
237	BUILDING ADDRESS 6"HIGH WHITE VINYL NUMBERS WITH 1" STROKE, 10' A.F.G. TO TOP OF SIGNAGE
241	PAINT (PT-5) EXTERIOR DOORS.
262	WIRELESS ACCESS POINT. RE: ELECTRICAL
808	PROVIDE BLOCKING FOR SIGNAGE AS REQUIRED
844	4 INCHES PENETRATION FOR RTI SYSTEM, COORDINATE WITH INSTALLER FOR PROPER SEALING AROUND PIPE
852	BRICK ROWLOCK

GLAZING REQUIREMENTS

EAST ELEVATION (R.O.W.)

ELEVATION SF	661.27
GLAZING SF	339.53
50% GLAZING REQUIRED	330.64
% GLAZING PROVIDED	51.35%

WEST ELEVATION
NO GLAZING REQUIREMENT

EXTERIOR METAL

MP01 METAL PANEL (MP01)
SPECIFICATION SECTION: 07 42 13.13
MANUFACTURER: ENTERA BRANDING
PRODUCT NAME: BERRIDGE BR-12 PANEL IS B.O.D.
MATERIAL: 0.040 ALUM.
COLOR: WHATABURGER SILVER
SIZE: VARIES
LOCATION: SEE ELEVATIONS

MP02 METAL PANEL (MP02)
SPECIFICATION SECTION: 07 42 13.13
ITEM: CLOSURE TRIM
MANUFACTURER: ENTERA BRANDING
PRODUCT NAME: SHEET METAL FLASHING
MATERIAL: 0.040 ALUM.
COLOR: WHATABURGER SILVER
SIZE: VARIES
LOCATION: SEE DETAILS
NOTES: MATCH MP01

MC01 METAL PANEL (MC01)
SPECIFICATION SECTION: 07 71 00
MANUFACTURER: BERRIDGE OR EQUIVALENT
PRODUCT NAME: PARAPET COPING
MATERIAL: METALLIC COATED STEEL
COLOR: LEAD COPE
SIZE: VARIES
LOCATION: SEE ELEVATIONS

MS01 METAL SOFFIT (MS01)
SPECIFICATION SECTION: 07 42 93
MANUFACTURER: ENTERA BRANDING
PRODUCT NAME: ACM
FINISH: WHATABURGER SILVER
SIZE: VARIES
LOCATION: SEE ELEVATIONS

EXTERIOR PAINT

PT-5 EXTERIOR PAINTING (PT-5)
SPECIFICATION SECTION: 09 91 13
MANUFACTURER: SHERWIN WILLIAMS
PRODUCT NUMBER: SW 7043
COLOR: WORLDLY GRAY
LOCATION: RE: ELEVATIONS
NOTES: FLAT FINISH. INTERIOR SIDE OF DOORS/FRAMES EGGSHELL FINISH.

EXTERIOR BRICK

BR01 EXTERIOR BRICK (BR01)
SPECIFICATION SECTION: 04 26 13
MANUFACTURER: ACME
TYPE: UTILITY
COLOR: PARK AVENUE
SIZE: 3-5/8" X 3-5/8" X 11-5/8"

BR02 EXTERIOR BRICK (BR02)
SPECIFICATION SECTION: 04 26 13
MANUFACTURER: ACME
TYPE: UTILITY
COLOR: RIDGEMAR
SIZE: 3-5/8" X 3-5/8" X 11-5/8"

EM01 EXTERIOR MORTAR (EM01)
SPECIFICATION SECTION: 04 26 13
MANUFACTURER: AHI
COLOR: VANILLA-N

ST01 CAST STONE MASONRY (ST01)
SPECIFICATION SECTION: 04 72 00
TYPE: CAST STONE MASONRY CAP

GLAZING

GL01 GLAZING (GL01)
SPECIFICATION SECTION: 08 80 00
ITEM: IGU VISION GLASS
MANUFACTURER: VITRO
PRODUCT NAME: SOLARBAN Z75/70 (2) OPTIBLUE + CLEAR IGU
SIZE: VARIES
LOCATION: EXTERIOR WALL
NOTES: VLT 46% U-VALUE .28 SHGC .23 LSG 2.00

GL03 GLAZING (GL03)
SPECIFICATION SECTION: 08 80 00
ITEM: IGU OPAQUE SPANDREL GLASS
MANUFACTURER: VITRO
PRODUCT NAME: OPACI-COAT-300
FINISH: #3-5323 OLD EAGLE
SIZE: VARIES
LOCATION: SEE ELEVATIONS

SS01 STOREFRONT SYSTEM (SS01)
SPECIFICATION SECTION: 08 41 13
MANUFACTURER: OLDCASTLE
PRODUCT NAME: FG-3000 THERMAL
FINISH: CLEAR ANODIZED
SIZE: VARIES
LOCATION: SEE ELEVATIONS

EXTERIOR WOOD

WD01 EXTERIOR WOOD CLADDING (WD01)
SPECIFICATION SECTION: 32 31 19.13
ITEM: PANELING
MANUFACTURER: TREX
PRODUCT NAME: TREX TRANSCEND BOARD
MATERIAL: 6"X1" COMPOSITE DECK
COLOR: TBD
LOCATION: ENCLOSURE AT RTI OIL TANKS
NOTES: WD01

PREPARED FOR:

WHATABURGER

BL Companies
Architecture
Engineering
Environmental
Land Surveying

365 Research Parkway
Meriden, CT 06450
(203) 630-1406
(203) 630-2615 Fax

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Prototype Version
09.30.2024 2024 Q3 PT22M Prototype Release

△ Date	Description

Seal / Signature

WHATABURGER
COLUMBIA, TN
Project Name
WHATABURGER

Date: 12/20/2024

Project Number
2402822

Description
EXTERIOR ELEVATIONS

Scale
As indicated

A2.1

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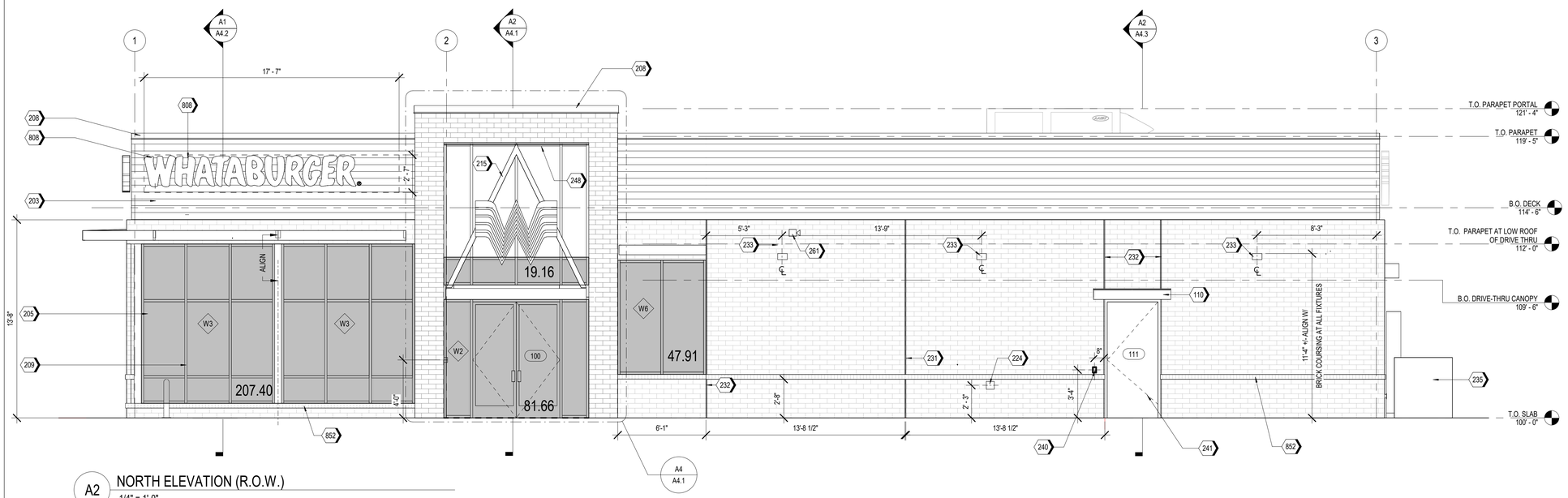
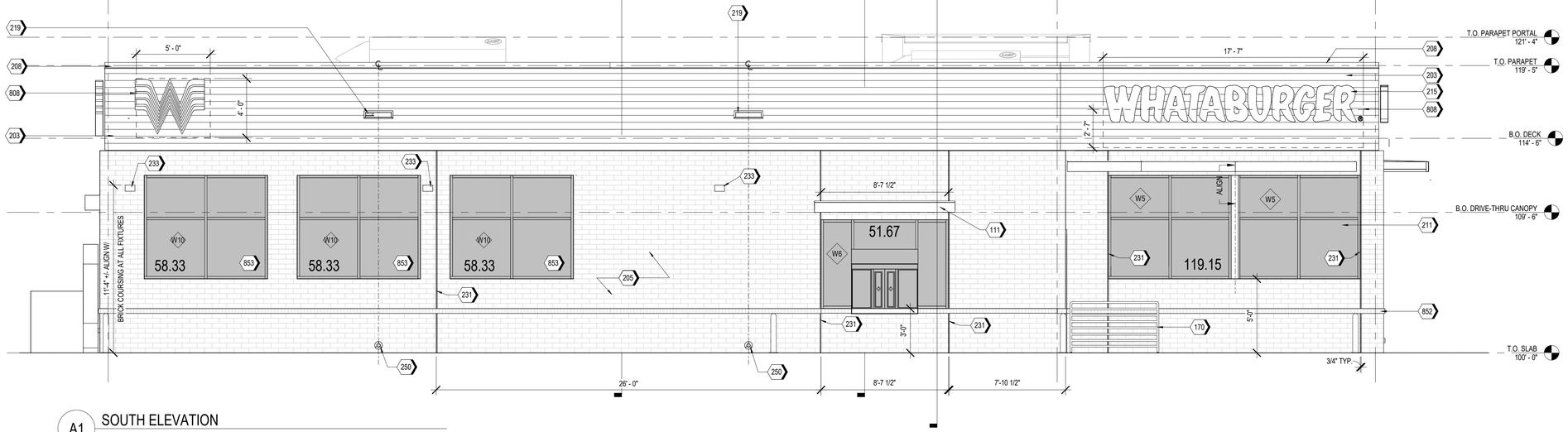


A2 NORTH ELEVATION (R.O.W.)
1/4" = 1'-0"



A1 SOUTH ELEVATION
1/4" = 1'-0"

NOTES

1. EXTERIOR SIGNAGE TO BE PERMITED UNDER A SEPARATE SIGN PERMIT SET.

KEYNOTES

110	ENTERA PRE-MANUFACTURED CANOPY. COORDINATE WITH ENTERA FOR CANOPY LAYOUT AND DIMENSIONS, TYP.
111	ENTERA PRE-MANUFACTURED CANOPY ABOVE. COORDINATE WITH ENTERA FOR CANOPY LAYOUT AND DIMENSIONS, TYP.
170	STEEL PIPE GUARDRAIL, BY GENERAL CONTRACTOR. RE:B4/A0.1
203	AP-01; ARCHITECTURAL FIBER CEMENT PANELS
205	BR-01; BRICK VENEER
208	MC-01; PRE-FINISHED METAL COPING
209	SS-01; ALUMINUM STOREFRONT SYSTEM
211	BOTTOM OF BRICK SILL. RE: STRUCTURAL FOR FRAMING
215	ILLUMINATED SIGNAGE BY OTHERS, G.C. TO PROVIDE PLYWOOD BLOCKING AS NEEDED TO ATTACH SIGNAGE
219	OVERFLOW SCUPPER
224	WALL HYDRANT
231	MASONRY EXPANSION JOINT
232	MASONRY CONTROL JOINT
233	EXTERIOR LIGHT FIXTURE, RE: ELECTRICAL. RE: A1.3 FOR DIMENSIONS
235	OIL TANK, RE: MEP & KITCHEN
240	DOOR BUZZER
241	PAINT (PT-5) EXTERIOR DOORS.
248	METAL SOFFIT BY G.C.
250	DOWNSPOUT NOZZLE 6" FROM BOTTOM ABOVE INTERIOR FINISH FLOOR
261	SECURITY CAMERA
808	PROVIDE BLOCKING FOR SIGNAGE AS REQUIRED
852	BRICK ROWLOCK
853	SPANDREL GLAZING IN ALUMINUM FRAME

GLAZING REQUIREMENTS

NORTH ELEVATION	
ELEVATION SF	1723.11
GLAZING SF	356.13
20% GLAZING REQUIRED	344.62
% GLAZING PROVIDED	20.67%
SOUTH ELEVATION	
ELEVATION SF	1701.10
GLAZING SF	170.82
SPANDREL GLAZING SF	174.99
20% GLAZING REQUIRED	340.22
% GLAZING PROVIDED	20.29%

EXTERIOR METAL

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COLOR: WHATABURGER SILVER
SIZE: VARIES
LOCATION: SEE ELEVATIONS

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SIZE: VARIES
LOCATION: SEE DETAILS
NOTES: MATCH MP01

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SPECIFICATION SECTION: 07 71 00
MANUFACTURER: BERRIDGE OR EQUIVALENT
PRODUCT NAME: PARAPET COPING
MATERIAL: METALLIC COATED STEEL
COLOR: LEAD COPE
SIZE: VARIES
LOCATION: SEE ELEVATIONS

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SPECIFICATION SECTION: 07 42 93
MANUFACTURER: ENTERA BRANDING
PRODUCT NAME: ACM
FINISH: WHATABURGER SILVER
SIZE: VARIES
LOCATION: SEE ELEVATIONS

EXTERIOR PAINT

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SPECIFICATION SECTION: 09 91 13
MANUFACTURER: SHERWIN WILLIAMS
PRODUCT NUMBER: SW 7043
COLOR: WORLDLY GRAY
LOCATION: RE: ELEVATIONS
NOTES: FLAT FINISH. INTERIOR SIDE OF DOORS/FRAMES EGGSHELL FINISH.

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SPECIFICATION SECTION: 04 26 13
MANUFACTURER: ACME
TYPE: UTILITY
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SIZE: 3-5/8" X 3-5/8" X 11-5/8"

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SPECIFICATION SECTION: 04 26 13
MANUFACTURER: ACME
TYPE: UTILITY
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SIZE: 3-5/8" X 3-5/8" X 11-5/8"

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SPECIFICATION SECTION: 04 26 13
MANUFACTURER: AHI
COLOR: VANILLA-N

ST01 CAST STONE MASONRY (ST01)
SPECIFICATION SECTION: 04 72 00
TYPE: CAST STONE MASONRY CAP

GLAZING

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SPECIFICATION SECTION: 08 80 00
ITEM: IGU VISION GLASS
MANUFACTURER: VITRO
PRODUCT NAME: SOLARBAN Z75/70 (2) OPTIBLUE + CLEAR IGU
SIZE: VARIES
LOCATION: EXTERIOR WALL
NOTES: VLT 46% U-VALUE .28 SHGC .23 LSG 2.00

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ITEM: PANELING
MANUFACTURER: TREX
PRODUCT NAME: TREX TRANSCEND BOARD
MATERIAL: 6"X1" COMPOSITE DECK
COLOR: TBD
LOCATION: ENCLOSURE AT RTI OIL TANKS
NOTES: WD01

PREPARED FOR:

WHATABURGER

BL Companies
Architecture
Engineering
Environmental
Land Surveying

365 Research Parkway
Meriden, CT 06450
(203) 630-1406
(203) 630-2615 Fax

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Prototype Version
09.30.2024 2024 Q3 PT22M Prototype Release

△	Date	Description

Seal / Signature

WHATABURGER
COLUMBIA, TN
Project Name
WHATABURGER

Date: 12/20/2024

Project Number
2402822

Description
EXTERIOR ELEVATIONS

Scale
As indicated

A2.2

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Kimley»Horn

December 16, 2024

City of Columbia
700 North Garden Street
Columbia, TN 38401

RE: ***Whataburger Restaurant***
115 S James Campbell Blvd
Glazing and Frontage Buildout Alternative Compliance Request

On behalf of Whataburger Restaurants, LLC, Kimley-Horn and Associates, Inc. is pleased to submit the enclosed application for alternative compliance.

Whataburger Restaurants, LLC is proposing to redevelop the property at 115 S James Campbell Blvd as a drive thru restaurant with dual drive thru lanes. The subject property is part of the Columbia Commons development for which a Preliminary Plat was recently reviewed by the Planning Commission. This development is proposed on Lot 2 of the Columbia Commons Subdivision. The parcel is 1.31 acres in size, a portion of which is encumbered by an access easement along the western portion of the site and a public utility and drainage easement along the north allowing for shared use between the subject Lot and the adjacent lots to the east and west.

As part of this application, the design team requests approval of alternative compliance for the minimum façade glazing requirements. Table 4.3.1-E for the CD-4C zoning district outlines the following requirements:

- **Non-Shopfront**: 20% - 60% of total ground floor Façade area
  - The applicant requests alternative compliance approval for 10% clear glazing with 10% spandrel glass on the non-shopfront façade of the South Façade to meet the intent of the code.
  - The applicant meets this requirement for the North Facade.
- **Shopfront**: min. 50% of total ground floor Façade area
  - The applicant meets this requirement. (East Facade)

The non-shopfront elevation requirement is impractical for the South Façade as glazing options are limited due to the location of the kitchen and back of house operations on the side of the building. As an alternative compliance measure, the design team requests approval to install spandrel glass along the South Façade to meet the intent of the code requirement. Refer to the enclosed building elevations with percentage calculations for each façade.

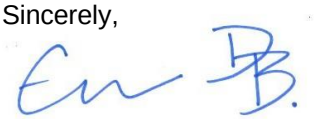
As part of this application, the design team requests approval of alternative compliance for the minimum building frontage requirements. Table 4.3.1-E for the CD-4C zoning district outlines the following requirements:

- Commercial Lots: 40% of the total lot width

Due to the location of easements on site and the size of the Whataburger building, it is impractical to meet the minimum building frontage buildout. The northern and western portions of the property are encumbered by a shared access easement and public utility and drainage easement, which inhibits the ability to rotate or widen the building while maintaining drive thru operations. Due to these encumbrances, the design team requests relief from this requirement.

With Kimley-Horn, you should expect more and will experience better. Please contact me at (901) 374-9109 or emma.donnelly@kimley-horn.com should you have any questions.

Sincerely,



Emma Donnelly-Bullington, P.E. (TN)
Kimley-Horn and Associates, Inc.

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

Final Plat: * *1 hard copy of all materials for submittal + PDF copy on a USB flash drive (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"
All Others: * Please submit the Application online at City of Columbia | Permitting (onlama.com)

ADDRESS/LOCATION	115 S James Blvd, Columbia, TN 38401		
	TAX MAP: 113E	GROUP: 004.00 B	PARCEL: 004.00
SUMMARY OF NATURE OF REQUEST AND WORK	THE SCOPE OF THIS PROJECT IS TO CONSTRUCT A PROTOTYPICAL WHATABURGER RESTAURANT AT THE SOUTHWEST CORNER OF THE INTERSECTION AT SOUTH JAMES CAMPBELL BLVD AND ASHWOOD DR IN COLUMBIA, MAURY COUNTY, TENNESSEE. THE OVERALL SITE IS APPROXIMATELY 1.19± ACRES WITH 1.30± ACRES DISTURBED DURING CONSTRUCTION IN SIZE. THE PROJECT WILL CONSIST OF THE CONSTRUCTION OF THE NEW BUILDING ALONG WITH THE ASSOCIATED PARKING, UTILITY CONNECTIONS,GRADING, DRAINAGE DESIGN, AND LANDSCAPING.		

DATE OF PRE-APPLICATION CONFERENCE	12/10/2024	*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
❑ Comprehensive Plan Amendment ❑ Annexation ❑ Rezoning ❑ Preliminary Plat ❑ Final Plat ☒ PUD Preliminary Master Plan ❑ PUD Final Site Plan ❑ Site Development Plan ❑ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations:** ❑ Annexation Permission Form **Annexations/Rezoning/Plan Amendments:** ❑ Requested Zone Listed ❑ Statement of Compliance with Comprehensive Plan ❑ Concept Plan **Preliminary Plats/Site Development Plans:** ❑ Plans and/or Plats conforming to City standards with signed and completed check list **All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:** ☒ Receipt of Payment for Pre-Application Meeting ☒ Written Legal Description copy ☒ Columbia Water System Availability Letter ☒ Columbia Waste Water Department Will Serve Letter

	Plats/PUDs: ❑ Project Name (include Sections & Phases) ❑ Total Number of Lots/Residential Units ❑ Square Footage of Non-Residential Floor Space ❑ Total acreage

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application. Any requests to defer or move the item to future meeting dates must be requested by the resubmittal date listed on the Planning Commission schedule.

APPLICANT

All communications go to the Applicant's email that is provided.

NAME	Emma Donnelly-Bullington	PHONE	(901)374-9109
ADDRESS	6750 Poplar Ave. Suite 600, Memphis, TN 38138	EMAIL	emma.donnelly@kimley-horn.com

PROPERTY OWNER NAME	Oliver Oldacre (Columbia James Campbell Boulevard, LLC)	PHONE	615-269-5444 x294
ADDRESS	3841 Green Hills Village, Suite 400 Nashville, TN 37215	EMAIL	ooldacre@oldacremcdonald.com

If owner is not a natural person, documentation must be provided showing signing authority on behalf of the entity. If multiple persons are listed as owners in the records of the Maury County Assessor, all owners must sign or the signatory must provide documentation of authority to apply on behalf of record owner (i.e., Power of Attorney or notarized Letter of Authorization). In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Emma Donnelly-Bullington		12/12/2024
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Oliver Oldacre	Oliver Oldacre	12/13/2024
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

Honey Farm Wal Mart Preliminary PUD Master Plan

Project #:	24-0535	Location:	2248 Nashville Hwy Map 51 Parcel 058
Applicant:	Olivia DuPuy	Case Type(s):	PUD Master Plan
Staff Planner:	Austin Brass, AICP	Proposed Use:	Walmart Neighborhood Market

PROJECT SUMMARY

The applicant seeks approval of a Preliminary Planned Unit Development Master Plan approval for a 45,002 SF grocery retail market within a PUD-MU District. This proposal is located on a vacant 7.49-acre site at the Northeast corner of Honey Farm Way and Nashville Hwy.

The following bullet points list requested deviations that do not comply with the PUD-MU standards of the Zoning Ordinance. Please see applicant response to deviations list in attachments.

- A PUD-MU district requires all lots/building sites to have a maximum width of 180' at the right-of-way. This request divides the site into 6 individual building sites dedicated to site specific uses of parking while including one building site dedicated to the physical footprint of the Walmart building. Among the six building sites, deviations have been requested for building sites 2 and 3 to exceed 180'. In addition, a deviation request has been noted for other building sites; however, this is the 20% parameters of an administrative adjustment and can be granted by Staff. The applicant's response to this justification has been included in the agenda packet.
- A PUD-MU district requires a 75' buffer per § 4.3.11.H of the Zoning Ordinance where a parcel buffer shall be applied for any new development or structure adjacent to a single-family dwelling. This buffer is required along the northern boundary line of the site. The applicant has requested a deviation for a reduced buffer noting that there is an existing 70' utility easement on the site with overhead electrical lines. The applicant is proposing to provide a 6' wooden fence to provide screening and allow for access to the utility area.
- The applicant is proposing a one story building. As noted, this requirement is subject to adjacent uses within a PUD-MU district subject to Planning Commission approval. The applicant has responded by providing a prototypical building elevation with tall vestibules and building elements to make the building appear to be a second story. In addition, glazing has been added on the upper sections of the building façade that give the appearance of second story windows.
- The Zoning Ordinance requires retaining walls to be screened by a row of evergreen shrubs planted every five feet on center of the base of the wall with a minimum of 30 inches in height. The applicant is proposing not to provide screening of the retaining wall as the wall is located at the rear of the property behind the proposed building.

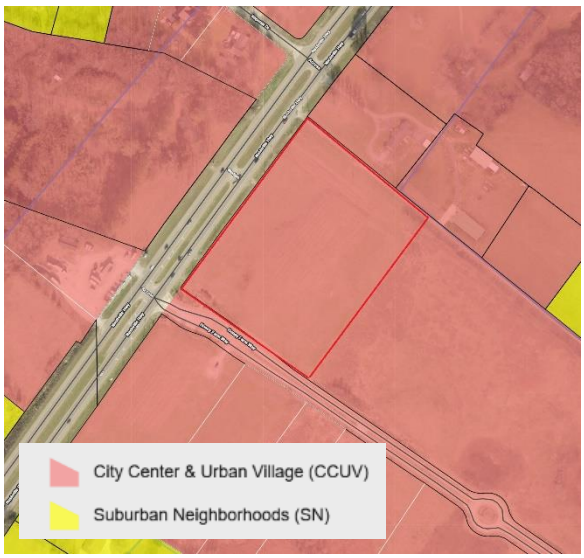
- A PUD-MU district requires all buildings with a retail use to consist of a shopfront façade type. All shopfront façade types require 70% glazing (*glass*) as an element of this façade. The applicant has requested for reduced glazing on the shopfront elevation with 19.5% of clear glass. As noted, clear glass is only permissible to count toward the glazing requirement.
- Food sales with a parking ratio of 1 space per 500 SF for general merchandise sales is required. With an overall building square footage of 45,0002 SF. The applicant indicates 195 spaces total including all pickup stalls. The Zoning Ordinance requires a parking ratio to not exceed 30% of the maximum requirement with 166 spaces being the maximum allowed per the Ordinance thus requesting a deviation to exceed the parking count standards.
- Any approval should be conditioned on the timely submittal of "as-approved" plans, which reflect the substance of the plans approved by the Planning Commission, as determined by the Zoning Administrator and the City Engineer.
- This request includes substitutional deviations from signage including a proposal for a freestanding and monument sign option. The monument sign option proposed a 120 SF sign exceeding the allowable area by 40 SF. In addition, this sign exceeds the 10ft maximum height allowance at 14.6 ft. A 28 ft tall freestanding pylon sign option exceeds the ordinance by 40 SF in sign area and 15 ft in height.
- A deviation is requested for wall mounted signage to exceed the base standards of 32 SF with multiple signs faces on the front elevation. In addition, the southwest elevation enfronting Honey Farms Way proposes a 200’ wall sign.
- The Planning Commission is the **recommending body** to City Council for a Preliminary PUD Master Plan per section 8.5.21.K of the Zoning Ordinance that lists the criteria for Planning Commission action. The Planning Commission will be the decision-making authority for the Final PUD Master.

SITE INFORMATION

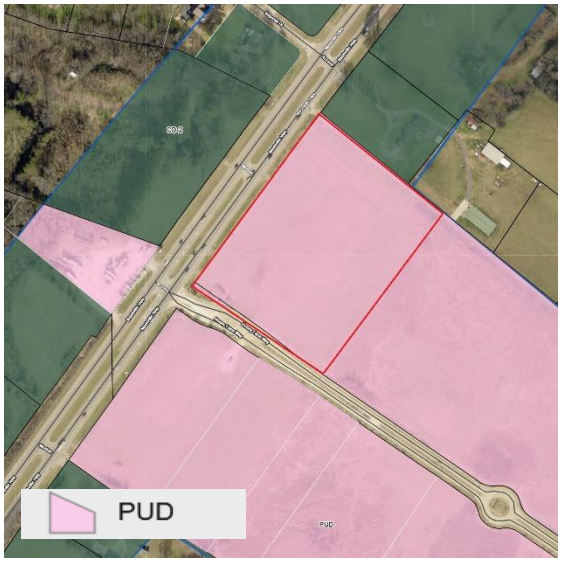
CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
PUD-MU	Vacant Land	45,002 SF Wal Mart	+ /- 7.49 acres



FUTURE LAND USE MAP (City Center & Urban Village)



ZONING MAP (PUD-MU)



CONSISTENCY WITH CONNECT COLUMBIA

SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	**Zoning**	**Current Use**
Subject Property	**City Center & Urban Village**	**PUD-MU**	**Vacant**
North	**City Center & Urban Village**	**CD-2**	**Single-Family Residential**
South	**City Center & Urban Village**	**PUD-MU**	**Future McDonalds/ Retail**
East	**City Center & Urban Village**	**PUD-R & CD-2**	**Vacant**
West	**City Center & Urban Village**	**PUD-MU**	**Vacant**

City Center & Urban Village:

The City Center & Urban Village (CCUV) future land use area comprises Columbia's iconic core and ancillary focal points. It includes the historic courthouse square and the places residents of Columbia associate with worship, commerce, the arts, community activities and government administration. The CCUV also supports the creation of urbanized nodes which provide identifiable commercial hubs for Columbia's emerging neighborhoods. Each development parcel should add to Columbia's existing sense of place and extend its established form and pattern to create a more interconnected community. Primary Land Uses are horizontally and vertically mixed in a variety of structure types. The intensity and mix of uses are largely determined by context. New residential development provides a mixture of housing within walking distance of commercial and civic spaces. New non-residential development in established residential areas shall be comprised of low-intensity uses which serve residents' daily needs. Higher intensity uses should complement and extend the traditional pattern of development in Columbia's core, or establish identifiable centers for emerging nodes. **Future development should emphasize connectivity and continuity of the city as a whole. Additionally, new development shall create a pedestrian-friendly environment by filling gaps in sidewalks and enhancing multi-modal infrastructure. All new and infill development shall emphasize linkages to identifiable community anchors such as mixed-use commercial centers, schools, parks, or civic institutions.**

Character & Intent

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

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Land Use Considerations

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

Form & Pattern

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

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

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





AREA OF CHANGE

Connect Columbia established the areas of change policy designation for the subject site as *Activate*. The designation includes areas where significant and beneficial change is occurring or is desired. These areas are the focus of proactive City policies to bring the community's values to fruition. Public investment and increased coordination with the private sector will achieve transformational changes envisioned by the community (Connect Columbia p. 32).



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

CONFORMITY WITH ZONING ORDINANCE

Thoroughfare/ Enfrontment:

A thoroughfare has been added throughout the site in the form of a private internal drive street section that consists of a required 37' PUDAE with two 11' travel lanes. In addition, the engineering standards require that an internal drive street section consist of a 5' sidewalk and 5' planter strip. The ESS standards do allow for an exception to utilize 5' wide tree wells in lieu of the planter strip. These tree wells have been added every 50' along the sidewalk frontage adjacent to the physical footprint of the building where a planter strip is not present. The planter strip and sidewalk has continued along the internal drive section that terminates into a right-out, right-in from Nashville Hwy. The purpose of this internal drive street section is to allow for building enfrontment onto a thoroughfare and provide a high standard of pedestrian and vehicular circulation throughout the site.

Landscaping/ Buffering:

This site development plan conforms to all internal landscaping standards for parking lot islands and frontage landscaping. It shall be noted that the applicant has proposed planter boxes in lieu of foundation landscaping at the frontage of the building that is permitted per the Zoning Ordinance. Internal parking lot hedgerows and a 3' aluminum fence has been added that provide for separation and delineation of building sites when utilizing parking lots as the principal use as required Zoning Ordinance. A 3' split rail aluminum fence and hedgerow is indicated around the perimeters of these parking areas. In addition, a PUD-MU district requires a 75' buffer per section 4.3.11.H of the Zoning Ordinance where a parcel buffer shall be applied for any new development or structure adjacent to a single-family dwelling. This buffer is required along the northern boundary line of the site. The applicant has requested a deviation for a reduced buffer noting that there is an existing 70' utility easement on the site with overhead electrical lines. The applicant is proposing to provide a 6' wooden fence to provide screening and allow for access to the utility area along this northern boundary line.

Parking/Loading:

This site development plan provides all adequate parking layout and orientation requirements per section 4.3.12.C of the Zoning Ordinance. As a parking lot of more than 120 spaces, a pedestrian path is indicated that bisects the parking area with a sidewalk width of 8 ft. ADA compliant parking stalls are located closest to the entrance of the building and provide all van-accessible stalls as required. This site development plan utilizes parking lots as a principle use that is subject to the limited use standards of a wall or continuous evergreen hedgerow of at least 24 inches and a fence of no more than 48 inches placed around the perimeter of the parking

area to prevent encroachment of vehicles into surrounding areas. The applicant has provided this required hedgerow and has provided an aluminum split rail fence around all perimeters of parking areas provided. In addition, this hedgerow and aluminum fence is provided at the entire frontage of the site enfronting Nashville Hwy. and Honey Farm Way. All loading for delivery vehicles and access is provided at the rear elevation of the building via a defined access driveway that circulates the rear of the site. A parking ratio of 1 space per 200 SF is required with a parking ratio of 1 space per 500 SF for general merchandise sales. With an overall building square footage of 45,002 SF; 22,628 SF is dedicated to retail food sales with the provided 114 spaces required. General merchandising accounts for 6,936 SF with a requirement of 14 spaces. With 128 parking spaces required, the applicant indicates 195 spaces that includes pickup stalls. The Zoning Ordinance requires a site parking ratio not to exceed 30% of the maximum requirement with 166 spaces being the maximum allowed per the Ordinance.

Lots, Building Sites & Bulk Standards:

- **The proposed Planned Unit Development Preliminary Master Plan conforms to the bulk standards of the Ordinance within a PUD-MU District.**
    - All proposed uses must conform to the uses as outlined in § 4.3.9.A-1 of the Zoning Ordinance. The Zoning Ordinance permits retail sales in a PUD-MU district.
    - This site plan includes deviations from the base standards within a PUD-MU District that outline all required design standards. These deviations include increased building site widths, fence placement in lieu of parcel buffer landscaping on north boundary line, and a proposal for a one-story building with reduced glazing.
    - Staff prepared the tables below to demonstrate how the proposed development conforms to the bulk and design standards of the Zoning Ordinance. Table 1 describes applicable bulk standards per the Zoning Ordinance for a PUD-MU character district in which the subject property is zoned. Table 2 describes the design standards of the Zoning Ordinance per § 4.3.1-M of the Zoning Ordinance within a PUD-MU District.

Table 1 (PUD-MU) Mixed Use Planned Unit Development Bulk Standards		
Bulk Standards:	**Required**	**Proposed**
Minimum Lot/ Building Site Width Minimum and Maximum:	18 ft. min/ 180 ft. max	Building Lot 1: 189’ Building Lot 2: 223’ Building Lot 3: 248’ Building Lot 4: 160’ Building Lot 5: 158’ Building Lot 6: 188’

Lot/Building Enfrontment:	Facades must have main entrance in principle of building frontage	The façade of the building enfronts a dedicated internal drive street section.
Building Height:	2 stories minimum **Subject to adjacent uses in PUD MU per Planning Commission*	1 story
Frontage Buildout:	90% minimum	100%
Setbacks:	**Principal Buildings** **Front:** – 0-20 ft. **Side:** – 0' attached, 10 ft-24ft. **Rear:** NR.	**Front:** – 5 +/-' **Side:** - 0' **Rear:** NR

Architectural Design Standards:

Table-2 (PUD-MU) Mixed Use Planned Unit Development Architectural Standards		
Design Standards:	**Required**	**Proposed**
Main Entrance:	Main Entrance must be in Façade of Principal Frontages.	Main entrance enfronts a defined internal drive street section.
Vertical Composition:	Identifiable Base, Middle, & Cap	The faced includes a defined base, middle, and cap.
Façade Position & Façade Articulation:	Main entrance at façade & position parallel to frontage line. A façade greater than 100' shall be differentiated so that it appears to be comprised of two or more adjacent buildings.	The principal frontage is parallel to the frontage line and provides the façade into segments separated by cornice height and wall materials and includes modulation every 100' by separation of vertical and horizontal elements.
Façade Openings:	20 ft. or less spacing for windows/doors	All windows appear to be 20 ft or less with no blank facades.
Façade Glazing:	20-60 % non-shopfront, 70% for shopfront	Façade 1: 23.8% Façade 2: 23% Façade 3: 44% (***70% required as a shopfront façade type***)
Window Shape:	Square or vertical proportions	All windows are square or vertical proportioned
Window Alignment:	Upper floor windows and other features must be	All upper floor windows are aligned correctly.

	aligned with those of first floor	
Window Types:	Single-hung, double-hung, casement.	All windows adhere to the window type standards as described.
Window Glazing Material:	Clear	All windows proposed to be a combination of clear and spandrel glass.
Window Trim in 1st Layer:	Min 4 in. trim with sill and top plate/ soldier course above lintel and rowlock course below sill	Elevations contain window trim and rowlock and solider course around window areas where brick is used as a façade material.
Shutters:	Functional to cover half of window width/ shutter dogs	Shutters are not proposed on windows.
Façade Window Sill Height:	5 ft. min above grade (residential only)	N/A (*Commercial uses do not have this requirement*)
Façade Variety:	No façade may exist more than once on a block face or within view of same façade	This is a single site building with one façade. The request includes an extended canopy in the center façade with five defined brick columns to add modulation to the façade type.
Roof Type & Pitch:	Hip/ Gable/ Flat	Flat
Primary Building Materials:	Brick, Fiber Cement Board, Wood, Authentic stucco over masonry	All elevations indicate a primary façade material of brick and CMU block with a smooth stucco coating.
Foundation Cladding:	Brick or Natural Stone	Brick
Building Colors:	Up to 3 colors, including the natural color of any allowed materials, but excluding trim color.	Does not exceed 3 colors.

REVIEW PROCESS

Section **8.3.3.B.7** of the Zoning Ordinance authorizes the Planning Commission to make "Recommendations to the City Council on a preliminary Master PUD Development Plan." Sections 8.5.21.B.3 and 8.5.21.K of the Zoning Ordinance establish the criteria for Planning Commission review and action on the proposed Preliminary PUD Master Plan.

8.5.21.B Master PUD Development Plan Approval

3. Approval of a Master PUD Development Plan [is] subject to the Planning Commission's and the City Council 's first making formal, written findings regarding each of the items

listed in Section 8.5.21 B.2 and that the proposed Development, such applications, and approvals:

a. conforms to all applicable standards and requirements of this Ordinance,

b. would be compatible with other Development permitted under all applicable provisions of this Ordinance;

c. will not significantly interfere with the use and enjoyment of other land in the vicinity;

d. adequately conserve woodland and the protect water courses from erosion and siltation;

e. maximize safety, convenience, and amenities for the residents and visitors of the Development; and

f. adequately address all such other matters as they may find to have a material bearing upon the stated standards and objectives of this Ordinance.

4. Unless specifically exempted, the standards and requirements contained in this Section 8.5.21 shall be in addition to all other applicable standards and requirements established in this Ordinance.

8.5.21.K.1 Planning Commission Action on Preliminary Master PUD Development Plan

Before making any recommendation on a Preliminary Master PUD Development Plan or an amendment to an existing approved Preliminary Master PUD Development Plan, the Planning Commission shall consider the Certificate of Compliance and all recommendations from the Zoning Administrator, the City Engineer, and other City departments, and shall conduct a public hearing.

Section **8.3.2.B.4** directs the City Council to rend a final decision on the preliminary Master PUD Development Plan of a Planned Unit Development. If the City Council approves the Preliminary PUD Master Plan, the applicant will have two years to submit a Final PUD Master Plan. The Planning Commission shall determine whether the Final PUD Master Plan complies with the Preliminary Master Plan (§ 8.5.21.Q)

SUMMARY OF DEVELOPMENT REVIEW COMMITTEE COMMENTS

The Development Review Committee reviewed the proposed Preliminarily PUD Master Plan at its January 25th meeting, as directed by section **8.3.7** of the Zoning Ordinance. Technical comments are provided in the agenda package and summarized above.

- **Planning** noted the proposal requiring a fence and hedgerow detail that provide delineation of parking lots when being utilized as principle uses. The applicant responded by adding a 3’ aluminum picket fence detail and hedgerow.

- **Engineering** noted that this site development plan is subject to approval of the Traffic Impact Study and that Honey Farm Way improvements including signalization shall be constructed prior to any Certificate of Occupancy. The applicant acknowledged with improvements shown on plans.
- **Columbia Water** indicated that the water availability letter was issued on **December 18th, 2024** and remains valid for 120 days. The availability of capacity to serve is based on a determination by the Fire Marshal of fire flow requirements and the information submitted on the Water Service Availability Request application.

COMMENTS FROM PLANNING STAFF

This Proposed Planned Unit Development Preliminary Master Plan includes deviations from the base PUD-MU standards but does adhere to most all standards of the PUD-MU zoning district per table 4.3.1-M of the Zoning Ordinance.

SAMPLE MOTIONS

Approve:

Recommend Approval:

Move to find, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in sections **8.5.21.B**, **8.5.21.K**, **8.5.18** and **8.5.19** of the City of Columbia Zoning Ordinance have been satisfied, and recommend approval of the Rezoning to PUD-MU with Preliminary Planned Unit Development Master Plan as presented *[, subject to technical comments and other conditions presented by planning staff*].

Recommend Approval Subject to Conditions:

Move to find, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in sections **8.5.21.B**, **8.5.21.K**, **8.5.18** and **8.5.19** of the City of Columbia Zoning Ordinance have been satisfied, and recommend approval of the Rezoning to PUD-MU with Preliminary Planned Unit Development Master Plan, subject to the following conditions: [*list conditions of approval crafted by Planning Commission*].

Recommend Denial:

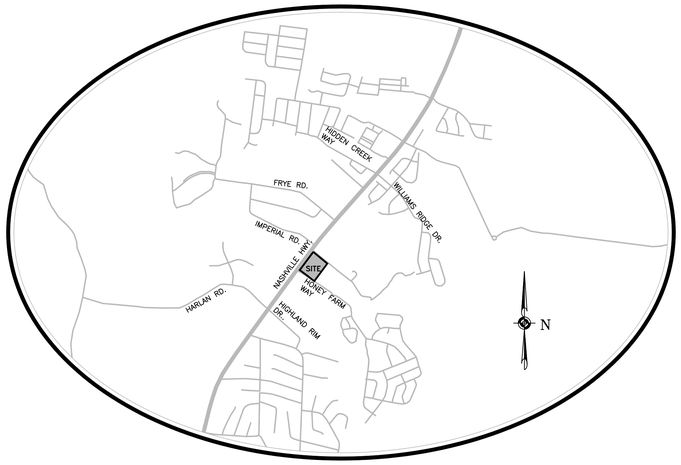
Move to recommend denial of the Rezoning to PUD-MU having found, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in sections **8.5.21.B**, **8.5.21.K**, **8.5.18** and **8.5.19** of the City of Columbia Zoning Ordinance, are not satisfied [*list specific reasons for denial*].

Defer:

Move to find that there is insufficient information to make a decision, defer the matter to the next regularly scheduled meeting of the Planning Commission, and request that the [*applicant/staff*] provide: [*list additional information*] for review at a future meeting.

PRELIMINARY PUD
WALMART NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, TENNESSEE
HONEY FARM WAY & NASHVILLE HWY

ADDRESS INFORMATION:
#03908-1000 WALMART NEIGHBORHOOD MARKET 2248 NASHVILLE HWY COLUMBIA, TN 38401



VICINITY MAP
NTS

INDEX OF SHEETS

SHEET 1	TITLE SHEET
SHEET 2	SITE PLAN
SHEET 3	INTERNAL DRIVE LAYOUT
SHEET 4	PUD DEVIATION REQUESTS
SHEET 5	GRADING PLAN
SHEET 6	UTILITY PLAN
SHEET 7	PLANTING PLAN
SHEET 8	PHOTOMETRICS PLAN

DEVELOPED BY:

Walmart
Save money. Live better.

WAL-MART REAL ESTATE BUSINESS TRUST
702 SW 8TH STREET
MAIL STOP 0505
BENTONVILLE, AR 72716-0505
(479) 360-4749
LEAH.TOMLINSON@WALMART.COM

ENGINEER:

CARLSON CONSULTING ENGINEERS, INC.

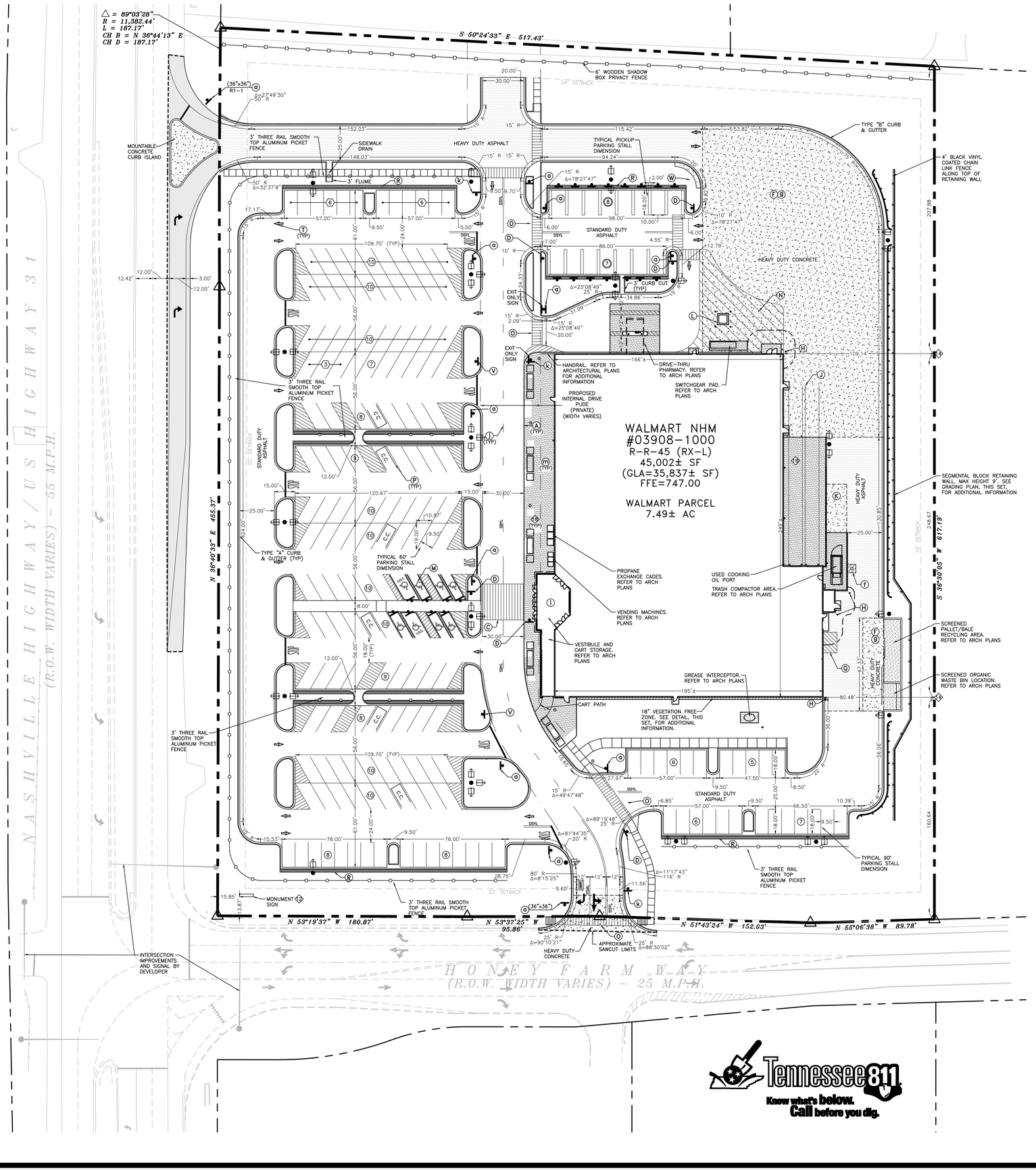
7068 Ledgestone Commons, Bartlett, TN 38133
Phone (901) 384-0404 • Fax (901) 384-0710
oliviadupuy@carlsonconsulting.net

THE SITEWORK FOR THE WALMART'S PORTION OF THIS PROJECT SHALL MEET OR EXCEED THE "SITE SPECIFIC SPECIFICATIONS.'"

ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO CONTRACT COMPLETION AND THE FINAL CONNECTION OF SERVICES.

CONTRACTOR SHALL CONTACT 811 FOR LOCATION OF ALL UTILITIES, AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

Tennessee811
Know what's below. Call before you dig.



SITE ANALYSIS TABLE	
	PROPOSED (TOTAL)
TOTAL BUILDING AREA	45,002 S.F.
RETAIL FOOD SALES USABLE FLOOR AREA (UFA)	22,628 S.F.
GENERAL RETAIL SALES USABLE FLOOR AREA (UFA)	6,936 S.F.
REQUIRED PARKING RATIO FOR RETAIL FOOD SALES (PER CITY OF COLUMBIA)	1 SPACE PER 200 UFA
REQUIRED PARKING FOR RETAIL FOOD SALES (PER CITY OF COLUMBIA)	114 SPACES
REQUIRED PARKING RATIO FOR GENERAL RETAIL SALES (PER CITY OF COLUMBIA)	1 SPACE PER 500 UFA
REQUIRED PARKING FOR GENERAL RETAIL SALES (PER CITY OF COLUMBIA)	14 SPACES
TOTAL REQUIRED PARKING (PER CITY OF COLUMBIA)	128 SPACES
CUSTOMER AND ASSOCIATE PARKING	172 SPACES
ACCESSIBLE PARKING	8 SPACES
EV PARKING	0 SPACES
PICKUP PARKING	15 SPACES
CART CORRALS (NOT INCLUDED IN PARKING COUNTS BELOW)	6 CORRALS/6 SPACES
TOTAL PARKING EXCLUDING PICKUP STALLS	180 SPACES
PARKING RATIO EXCLUDING PICKUP STALLS	4.00/1,000 S.F.
TOTAL PARKING INCLUDING PICKUP STALLS	195 SPACES
PARKING RATIO INCLUDING PICKUP STALLS	4.33/1,000 S.F.

SITE PARCEL 7.49 AC

SITE LEGEND

(A) FIRE LANE STRIPING SHALL BE 6" WIDE STRIPES PAINTED TRAFFIC RED WITH "NO PARKING FIRE LANE" PAINTED WITH 4" HIGH WHITE LETTERING. SEE DETAIL SHEET FOR ADDITIONAL INFORMATION. "NO PARKING FIRE LANE" SIGNS SHALL BE PLACED AT LOCATIONS SHOWN ON THIS SHEET. CONTRACTOR SHALL BE AWARE THAT THE FIRE LANE STRIPING AND SIGNAGE SHOWN ON THIS PLAN REFLECTS THE MINIMUM REQUIRED BY WALMART. THE CONTRACTOR SHALL BE AWARE THAT THE FIRE DEPARTMENT MAY REQUIRE ADDITIONAL STRIPING AND/OR SIGNAGE AS PART OF THEIR APPROVAL DURING CONSTRUCTION. PRIOR TO THE INSTALLATION OF ANY FIRE LANE STRIPING OR SIGNAGE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE SPECIFIC FIRE LANE MARKING AND SIGNAGE REQUIREMENTS WITH THE AUTHORITY HAVING JURISDICTION. BY SUBMITTING A BID ON THE PROJECT THE CONTRACTOR AFFIRMS THAT ADEQUATE FUNDS HAVE BEEN INCLUDED TO ADDRESS THIS REQUIREMENT.

(B) AREA STRIPED AT SSYL/4" AT 45° @ 2'-0" O.C.

(C) VESTIBULE CROSSWALK STRIPING. 6" WHITE STRIPES 90'-2" O.C. (TYP), W/8" END STRIPES. SEE "VESTIBULE CROSSWALK STRIPING" DETAIL, THIS SET, FOR ADDITIONAL INFORMATION.

(D) PEDESTRIAN CROSSING SIGN TYPICAL AT PEDESTRIAN CROSSWALKS AS NOTED ON PLANS.

(E) "YIELD" PAINTED WHITE ON PAVEMENT TYPICAL. SEE DETAIL SHEET.

(F) CONCRETE JOINTING AND FILLERS TO BE COMPLETED PER DETAIL (TYPICAL OF ALL EXTERIOR CONCRETE EXCLUSIVE OF ARCHITECTURAL CONCRETE).

(G) EXIT PORCH. SEE ARCHITECTURAL PLANS FOR EXACT SIZE, LOCATION FOR STOOPS, STAIRS AND/ OR RAMPS THAT MAY BE REQUIRED. RAMP PAVEMENT FLUSH WITH THE TOP OF STOOP. THE PAVEMENT SHALL BE FLUSH WITH THE SURFACE OF THE EXIT PORCHES AT ALL DOORS. SEE GRADING PLAN FOR ELEVATIONS.

(H) 6" DIA PIPE BOLLARD TYPICAL UNLESS NOTED OTHERWISE. SEE DETAIL SHEET.

(I) AT GRADE OVERHEAD DOOR LOCATION. SEE ARCHITECTURAL PLANS FOR EXACT SIZE AND LOCATION FOR COORDINATION WITH CIVIL PLANS.

(J) 4" WIDE x 130' LONG YELLOW PAINTED TRUCK ALIGNMENT STRIPES TYPICAL.

(K) HEAVY DUTY CONCRETE "LANDING AREA" (ORIENT FOR TRUCK LOADING). REFER TO ARCHITECTURAL PLAN FOR EXACT LOCATION AND SLOPE.

(L) CONCRETE TRANSFORMER PAD. CONTRACTOR TO COORDINATE WITH LOCAL POWER COMPANY FOR DETAILS.

(M) ACCESSIBLE PARKING SPACE. SEE DETAIL SHEET FOR ACCESSIBLE PARKING SPACE SIZE, SIGN AND SYMBOL ("VAN"-INDICATES VAN ACCESSIBLE SPACE).

(N) AREA STRIPED AT SSYL/4" AT 45° @ 5'-0" O.C.

(O) 7'-4" WIDE PEDESTRIAN CROSSWALK. SEE DETAIL SHEET.

(P) CART CORRAL TYPICAL. SEE DETAIL SHEET FOR CART CORRAL DETAIL.

(Q) 10' X 15' STRIPED AREA PAINTED SSYL/4" AT 45° @ 2'-0" O.C. AT JIB CRANE LOCATION. SEE ARCHITECTURAL PLANS.

(R) 2' BUFFER FOR CAR OVERHANG – REFERENCE LANDSCAPE BUFFER DETAIL. SEE DETAIL SHEET.

(S) ALL CURBS SHALL BE CONCRETE CURB AND GUTTER U.N.O. SEE DETAIL SHEET FOR ADDITIONAL INFORMATION.

(T) ARROW PAVEMENT MARKINGS TYPICAL. SEE DETAIL SHEET.

(U) BUILDING SETBACK LINE PER ZONING ORDINANCE.

(V) "NO PARKING FIRE LANE" SIGN. SEE PLAN FOR LOCATION.

(W) 3' HEAVY DUTY CONCRETE BUFFER FOR LANDSCAPE PROTECTION. SEE DETAIL SHEET.

(X) RESERVED.

(Y) "NO TRUCKS" SIGN. SEE DETAIL SHEET.

(Z) "TRUCK ROUTE" SIGN. SEE PLAN FOR LOCATION.

(o) "STOP" SIGN. SEE DETAIL SHEET.

(b) SPECIAL "FUEL TRUCK ROUTE" SIGN. SEE DETAIL SHEET.

(c) USED COOKING OIL ON TANK PIPE STUB.

(d) RESERVED

(e) RESERVED

(f) 6'x6' PAINTED STRIPED AREA CENTERED ON SIPHONIC BREAK STORM MANHOLE. 4" PAINTED SOLID TRAFFIC YELLOW STRIPES 18" O.C. @ 45°. SEE DETAIL SHEET, THIS SET, FOR ADDITIONAL INFORMATION.

(g) ISOLATION JOINT TYPICAL AT FIXED STRUCTURES (BUILDINGS, RETAINING WALLS/DOCK WALLS, DROP INLETS, MANHOLES, LIGHT POLE BASES AND BOLLARDS). SEE DETAIL SHEET.

(h) "DELIVERY TRAFFIC ONLY" SIGN. SEE DETAIL SHEET.

(i) ACCESSIBLE "SITE ARRIVAL POINT". SEE PLAN FOR LOCATION AND LIMITS.

(j) 4" WIDE PAINTED YELLOW STRIPES – 6' LONG WITH 18' GAPS.

(k) PICKUP WAYFINDING SIGN. SEE DETAIL SHEET, THIS SET, FOR ADDITIONAL INFORMATION.

(m) RAISED PLANTER BOX. REFERENCE PLANTING PLAN & ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION.

NOTICE TO CONTRACTOR

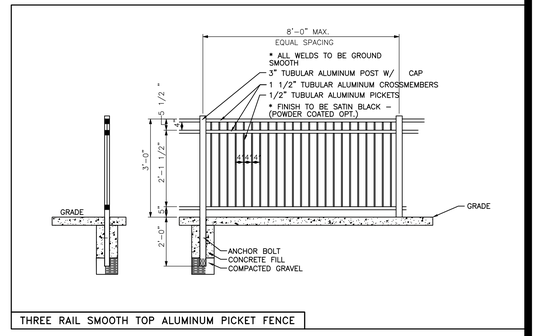
THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ENSURE DAMAGE TO EXISTING ITEMS TO REMAIN DOES NOT OCCUR. THESE PRECAUTIONS SHALL INCLUDE, BUT ARE NOT LIMITED TO USE OF LIGHTLY LOADED EQUIPMENT IN ORDER TO PREVENT DAMAGE TO EXISTING ROADWAYS AND INFRASTRUCTURE. UNLESS NOTED OTHERWISE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE DONE TO ANY EXISTING ON-SITE OR OFF-SITE ITEMS INCLUDING RELATED APPURTENANCES THAT WILL REMAIN IN PLACE AFTER CONSTRUCTION ACTIVITIES ARE COMPLETE. THOSE ITEMS INCLUDE, BUT ARE NOT LIMITED TO DRAINAGE SYSTEMS, UTILITIES, CURBING, PAVEMENT, LANDSCAPING, IRRIGATION SYSTEMS, FENCING, RETAINING WALLS, PUBLIC ROADWAYS, ETC. REPAIRS SHALL BE EQUAL TO OR BETTER THAN EXISTING CONDITIONS, AND SHALL BE TO THE SATISFACTION OF THE OWNER OF THE REPAIRED ITEM. PRIOR TO MAKING ANY REPAIRS, THE CONTRACTOR SHALL SUBMIT DETAILED REPAIR METHODOLOGY TO THE CEC AND WALMART CM. REPAIRS SHALL NOT BEGIN UNTIL WRITTEN APPROVAL FROM THE CEC AND WALMART CM HAS BEEN ISSUED. CONTRACTOR SHALL DOCUMENT ANY EXISTING DAMAGE WITH PHOTOS, VIDEOS, ETC., AND NOTIFY THE WALMART CONSTRUCTION MANAGER PRIOR TO COMMENCING CONSTRUCTION IN THE AREA OF THE EXISTING DAMAGED ITEM.

LEGEND

- PROPERTY LINE
- PROPERTY CORNER
- SAWCUT LIMITS
- STANDARD DUTY ASPHALT
- HEAVY DUTY ASPHALT
- HEAVY DUTY CONCRETE
- ARCHITECTURAL CONCRETE
- 2' WIDE BUFFER FOR CAR OVERHANG
- 18" VEGETATION FREE ZONE
- ROAD WIDENING
- SIDEWALK DRAIN
- PIPE BOLLARD
- HANDICAP PARKING SYMBOL
- 6" RAISED CONCRETE CURB
- CURBED TRAFFIC ISLAND
- XX – CUSTOMER PARKING COUNT (STRIPED YELLOW)
- XX – PICKUP PARKING COUNT
- XX – ASSOCIATE PARKING COUNT (STRIPED WHITE)
- C.C. – CART CORRAL
- DSYL – DOUBLE SOLID YELLOW LINE
- SSWL – SINGLE SOLID WHITE LINE
- SSYL – SINGLE SOLID YELLOW LINE
- SBYL – SINGLE BROKEN YELLOW LINE
- EOP – EDGE OF PAVEMENT
- SIGN
- LIGHT POLE
- TRAFFIC FLOW ARROW
- SIPHONIC MANHOLE

NOTES:

1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
2. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
3. ALL DISTURBED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL, SEED, MULCH AND WATER UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED.
4. ALL RADII TO BE 5' U.N.O.
5. DIMENSIONS SHOWN ALONG THE PARKING ROW FOR THE 90 DEGREE PARKING SPACE LAYOUT ARE TO THE CENTER OF THE 4" STRIPES. ALL OTHER DIMENSIONS ARE TO THE EDGE OF THE GUTTER U.N.O.
6. EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS AND POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
8. SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY A LAND SURVEYOR.
9. ALL PAINTED PAVEMENT MARKINGS SUCH AS DIRECTIONAL ARROWS AND LETTERING SHALL BE PAINTED USING TEMPLATES.
10. THE STRIPING SHOWN FOR THE ASSOCIATE PARKING SHALL BE STRIPED WHITE. THE REMAINDER OF THE LOT SHALL BE YELLOW.
11. THE SITE WORK FOR THIS PROJECT SHALL MEET OR EXCEED "THE SITE SPECIFIC SPECIFICATIONS.
12. MONUMENT SIGN TO BE CONSTRUCTED BY OTHERS. CONTRACTOR SHALL STUB CONDUIT AND WIRING TO THE MONUMENT SIGN LOCATION AND TO THE FUTURE MONUMENT SIGN LOCATION AS A PART OF THIS CONTRACT.
13. SEE THE UTILITY PLAN FOR ADDITIONAL INFORMATION ON PARKING LOT LIGHTING.
14. BUILDING TIES SHOWN FROM THE CORNER OF BUILDING TO A POINT PERPENDICULAR TO THE PROPERTY LINE.
15. ALL NECESSARY INSPECTIONS, APPROVALS, AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR AUTHORITIES SHALL BE COMPLETED PRIOR TO THE ANNOUNCED BUILDING POSSESSION AND THE FINAL CERTIFICATION OF SERVICES.
16. ALL DELTA ANGLES ARE 90° U.N.O.
17. REFER TO ARCHITECTURAL PLANS FOR LOCATIONS AND DETAILS OF PIPE BOLLARDS LOCATED AT THE FRONT OF THE BUILDING AND AT THE ENDS OF THE TRUCKWELL.
18. SEE ARCHITECTURAL PLANS FOR CONCRETE APRON, BUILDING SIDEWALK, SLAB AND PAD DETAILS.
19. CROSS SLOPE ON ALL ADA ACCESSIBLE ROUTES (SIDEWALKS AND CROSSWALKS) SHALL NOT EXCEED 2%. LONGITUDINAL SLOPE SHALL NOT EXCEED 5%.



THREE RAIL SMOOTH TOP ALUMINUM PICKET FENCE

SITE PLAN

REVISIONS	BY

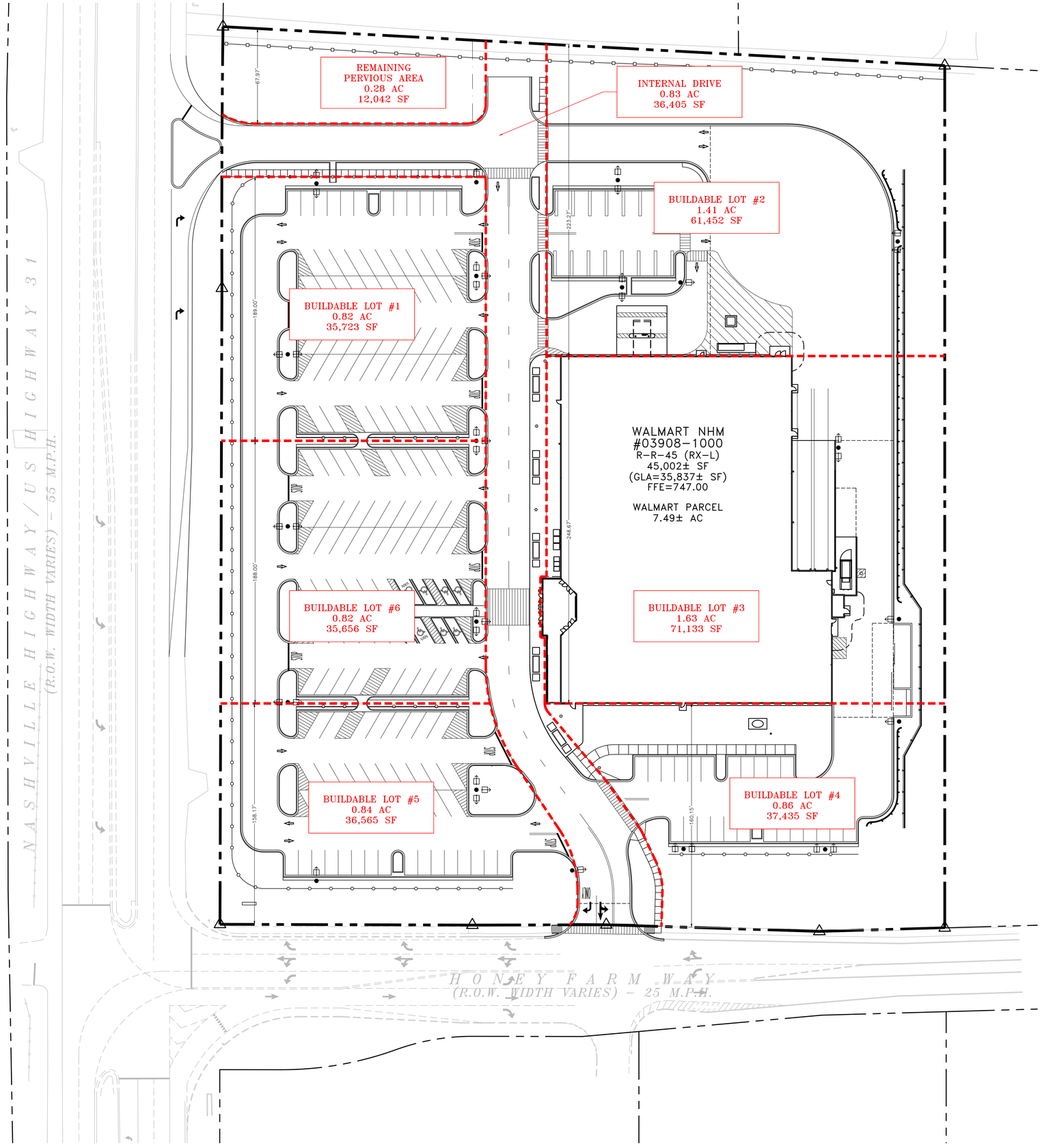
CARLSON CONSULTING ENGINEERS, INC.
7088 LEDGESTONE COMMONS
FRANKLIN, TN 37067
PH: (901) 384-0710
FAX: (901) 384-0424
TN CORPORATION #355643

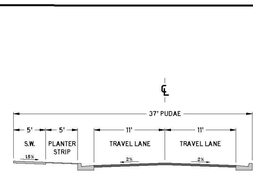
JOSEPH S. PARLER REGISTERED ENGINEER AGRICULTURE COMMERCE No. 110147 STATE OF TENNESSEE

NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE
WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

DRAWN	JMC
CHECKED	OAD
DATE	1/16/24
SCALE	1"=30'
JOB No.	03908-1000
SHEET	2 OF 8 SHEETS





NOTES:

1. ONLY PERMITTED WITHIN THE APPLICABLE ZONING DISTRICTS
2. PAVEMENT SECTION SHALL FOLLOW THE MINOR LOCAL ROADWAY CLASSIFICATION'S STANDARD DETAIL
3. CURB AND GUTTER, SEE SD-01
4. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED
5. DIMENSIONS REFLECT A MINIMUM STANDARD
6. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER
7. SHALL BE ENCOMPASSED IN A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE). ADDITIONAL EASEMENTS MAY BE REQUIRED.
8. ADDITIONAL ELEMENTS SUCH AS PLANTER STRIPS, TREE WELLS, PLANTERS, DECORATIVE LIGHTING, AND ANGLE PARKING MAY BE PROVIDED. DIMENSIONS AND PLACEMENT OF SUCH ELEMENTS SHALL BE DETERMINED BY THE CITY ENGINEER.
9. PLANTER STRIPS MAY BE SUBSTITUTED WITH AN EQUIVALENT WIDTH OF SIDEWALK WITH TREE WELLS OR PLANTERS.
10. SIDEWALK AND PLANTER STRIPS SHALL BE PROVIDED ON AT LEAST ONE SIDE AND ON ALL SIDES WHERE BUILDING ENFRONT THE INTERNAL DRIVE

CITY OF COLUMBIA TENNESSEE	CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION STANDARD DETAILS	INTERNAL DRIVE COMMERCIAL AND MIXED-USE (NTS)	DATE 7/1/2024 DS-39

INTERNAL DRIVE LAYOUT

REVISIONS	BY

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PH: (901) 384-0424 FAX: (901) 384-0710
TN CORPORATION #355643

JOSEPH S. PARSLEY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 110147
STATE OF TENNESSEE

NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE

WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

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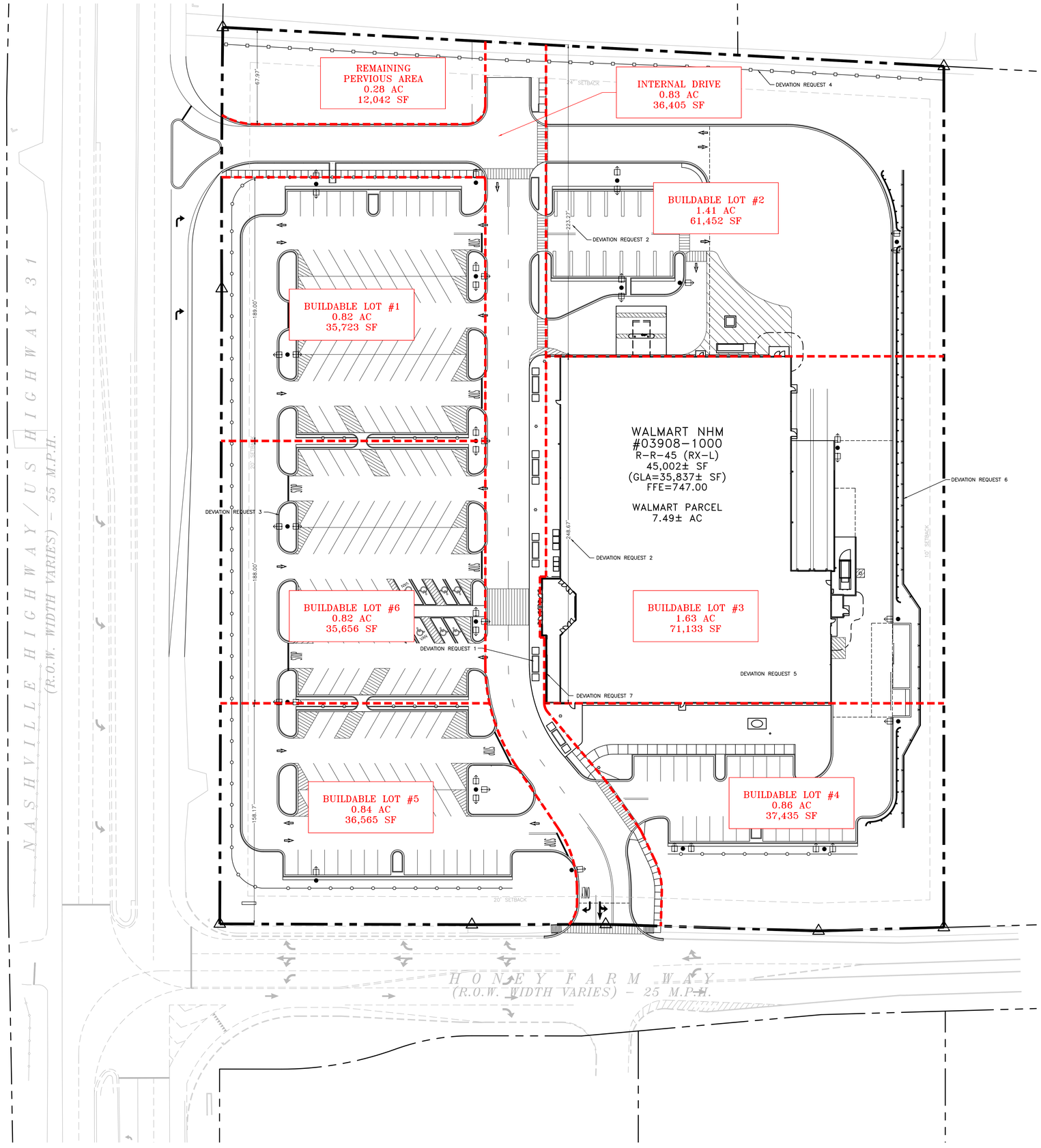

PUD DEVIATION REQUESTS

REVISIONS	BY

CARLSON CONSULTING ENGINEERS, INC.
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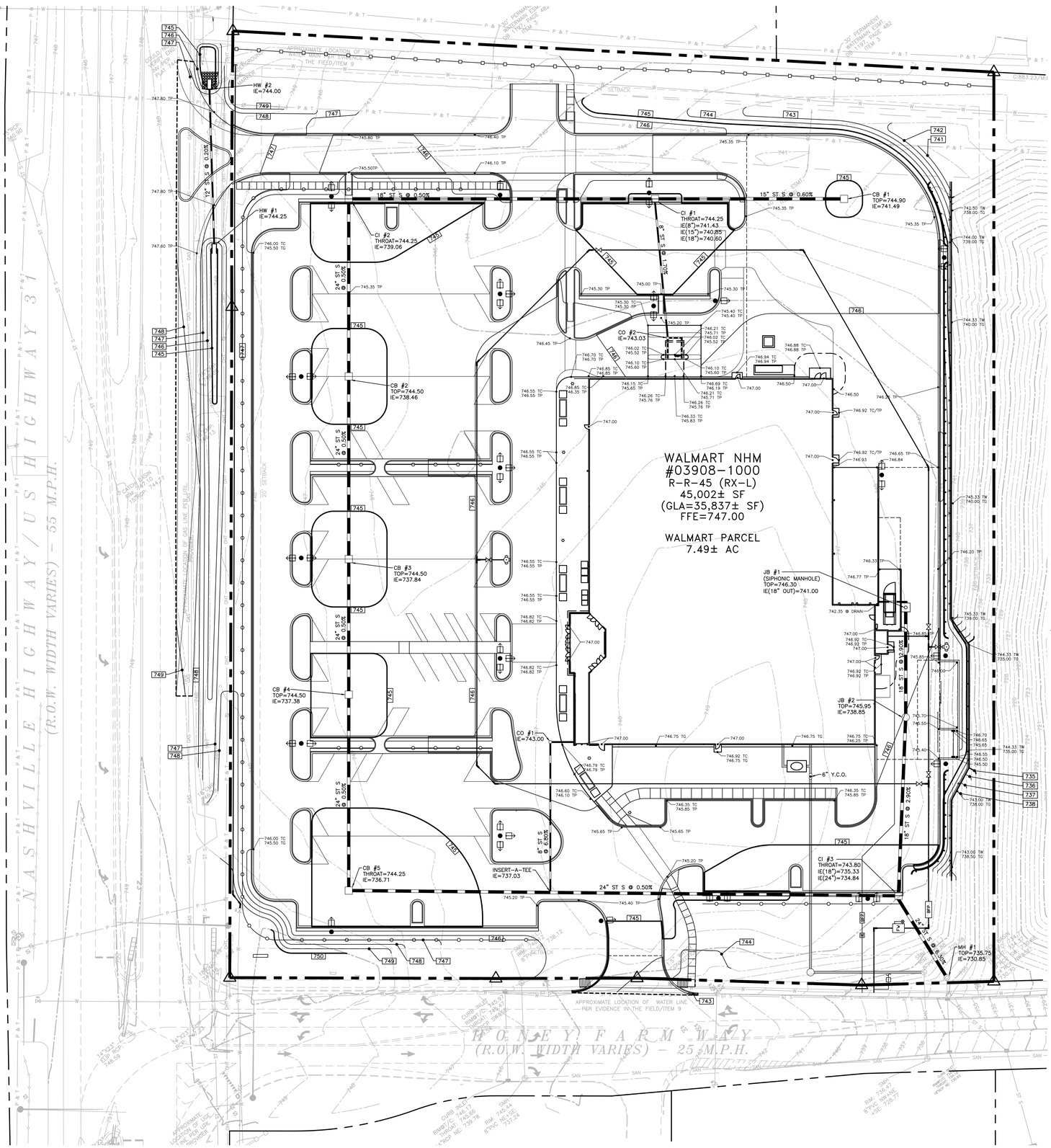
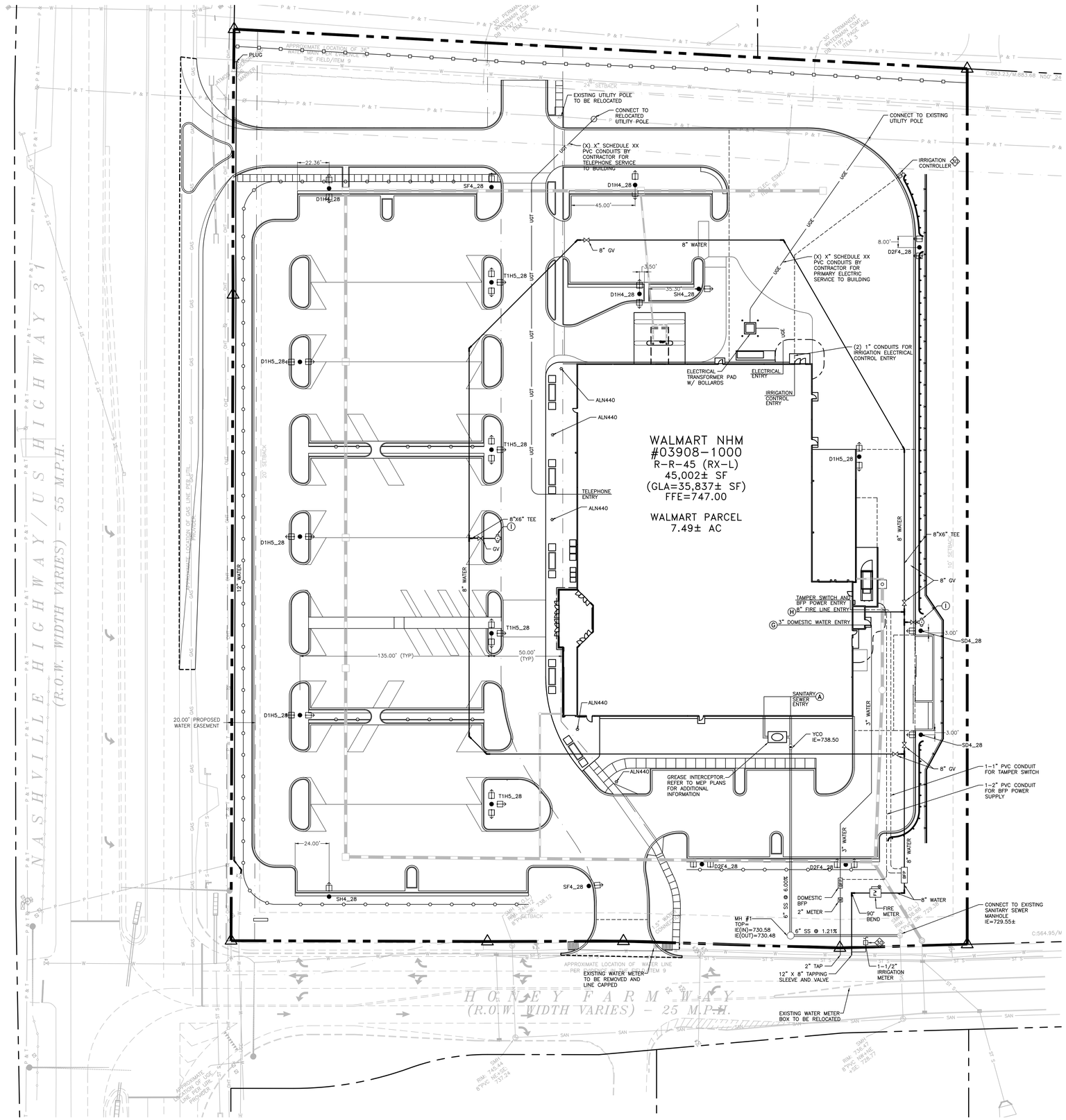

WALMART NHM
#03908-1000
R-R-45 (RX-L)
45,002± SF
(GLA=35,837± SF)
FFE=747.00
WALMART PARCEL
7.49± AC
HW #2
IE=744.00
HW #1
IE=744.25
CI #1
THROAT=744.25
IE(8")=741.43
IE(15")=740.85
IE(18")=740.60
CI #2
THROAT=744.25
IE=739.06
CB #1
TOP=744.90
IE=741.49
CO #2
IE=743.03
CB #2
TOP=744.50
IE=738.46
CB #3
TOP=744.50
IE=737.84
CB #4
TOP=744.50
IE=737.38
CO #1
IE=743.00
CB #5
THROAT=744.25
IE=736.71
INSERT-A-TEE
IE=737.03
JB #1
(SIPHONIC MANHOLE)
TOP=746.30
IE(18" OUT)=741.00
JB #2
TOP=745.95
IE=738.85
CI #3
THROAT=743.80
IE(18")=735.33
IE(24")=734.84
MH #1
TOP=735.75
IE=730.85
6" Y.C.O.
15" ST S @ 0.60%
18" ST S @ 2.90%
24" ST S @ 0.50%
8" ST S @ 1.00%
6" ST S @ 6.80%
NASHVILLE HIGHWAY 31
(R.O.W. WIDTH VARIES) – 55 M.P.H.
HONEY FARM WAY
(R.O.W. WIDTH VARIES) – 25 M.P.H.
APPROXIMATE LOCATION OF WATER LINE PER EVIDENCE IN THE FIELD/ITEM 9
APPROXIMATE LOCATION OF GAS LINE PER UTILITY MARKINGS
CATCH BASIN RIM=747.75 13RCP NE=739.75
CURB INLET RIM=745.97 8"PVC NW=736.97 4"PVC SW=736.97
CURB INLET RIM=745.67 8"PVC NW=736.67 4"PVC SW=736.67
CURB INLET RIM=745.68 4"PVC NE=739.78
RIM 745.44 8"PVC NE=737.24
RIM 735.38 8"PVC NW=730.88 SWE 728.77
RIM 735.38 8"PVC NW=730.88 SWE 728.77
50' PERMANENT WATERMAIN EASEMENT DB 1197 PG 982 DB 1197 PG 982 DB 1197 PG 982



N

SITE PARCEL 7.49 AC

30 0 30

LEGEND

- PROPERTY LINE
- FO — FIBER OPTIC
- UGE — UNDERGROUND ELECTRIC
- UGT — UNDERGROUND TELEPHONE
- UGE & T — UNDERGROUND ELECTRIC/TELEPHONE
- OHE — OVERHEAD ELECTRIC
- OHT — OVERHEAD TELEPHONE
- OHE & T — OVERHEAD ELECTRIC/ TELEPHONE
- GAS — GAS LINE
- SAN — SANITARY SEWER PIPE
- PIPE BOLLARD
- IC — IRRIGATION CONTROLLER

UTILITY LEGEND

(A) 6" SANITARY SEWER LATERAL.

(B) RESERVED

(C) RESERVED

(D) PROPOSED LOCATION OF TRANSFORMER PAD. CONTRACTOR TO VERIFY EXACT LOCATION AND SIZE WITH POWER COMPANY PRIOR TO INSTALLATION. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION OF CONCRETE PAD. CONDUIT AND PIPE BOLLARDS AS REQUIRED BY THE ELECTRIC COMPANY. CONTRACTOR SHALL COORDINATE SAID WORK WITH THE ELECTRIC COMPANY. FINAL LOCATION OF TRANSFORMER AND BOLLARD CANNOT CONFLICT WITH TRUCK ACCESS TO DOCK DOOR.

(E) UNDERGROUND TELEPHONE. REFER TO UTILITY RESPONSIBILITES MATRIX ON THE TITLE SHEET FOR SPECIFIC REQUIREMENTS.

(F) RESERVED

(G) 3" DOMESTIC WATER LINE ENTRY.

(H) SPRINKLER ENTRY. CONTRACTOR SHALL BE REQUIRED TO INSTALL ANY APPURTENANCES ON THE SPRINKLER LINE.

(I) PROPOSED FIRE HYDRANT AND ASSEMBLY, TYPICAL AS INDICATED. SEE DETAIL SHEET.

(J) REMOTE GARDEN CENTER UTILITY PIPE BOLLARD. SEE DETAIL SHEET.

(K) ALL PULL BOXES LOCATED IN PAVED AREAS SUBJECT TO TRUCK TRAFFIC SHALL BE "H-20" LOAD RATED. THE TYPICAL PULL BOX SIZE WILL BE 17" X 30" X 28" "QUAZITE" PG1730BA28 BOX WITH PG1730HH00 LID, OR APPROVED EQUAL. DEEPER BOXES MAY BE REQUIRED WHEN THE CONDUIT ALIGNMENT IS AFFECTED BY OTHER UTILITIES. THE PULL BOX SHALL BE INSTALLED PER THE MANUFACTURER'S SPECIFICATION WITH A CONCRETE COLLAR AND A MINIMUM OF 8" OF GRAVEL COMPACTED PER PROJECT SPECIFICATIONS. IF USING A PULL BOX TO CHANGE DIRECTION, THE MINIMUM BOX SIZE SHALL BE 48" X 48" X 24" PRE-CAST CONCRETE WITH SEPARATE MANHOLE LID AND COLLAR.

(L) SECURITY CAMERA CONDUIT – ONE (1) 2" CONDUIT. ALL CONDUIT SHALL BE CARLON TYPE "DB" DIRECT BURIAL TELEPHONE DUCT OR SCHEDULE 40 PVC. INSTALL GALVANIZED DUCT OR SCHEDULE 40 PVC. INSTALL GALVANIZED PULL WIRE OR PURPLE PROPYLPOLYETHYLENE ROPE WITH A MINIMUM PULLING TENSION OF 100 POUNDS. THE MINIMUM BURIAL DEPTH SHALL BE 24". INSTALL AN ORANGE DETECTABLE HAZARD TAPE WITH INTERGRAL "BURIED CABLE" WORDING, 12" ABOVE CONDUIT. CONDUIT SHALL BE PLACED IN SAME TRENCH AS THE SITE LIGHTING TRENCH.

(M) 2" LOSS PREVENTION SHALL BE SEPERATED FROM THE 480VAC LIGHT FIXTURE POWER BY A DIVIDER PLACED IN THE LIGHT POLE BASE JUNCTION BOX.

(N) CONDUITS TO FUEL STATION
ONE 3" CONDUITS FOR FIBER OPTIC CABLES AND TELEPHONE LINES REQUIRED FROM BUILDING TO FUEL STATION. 300' MAX BETWEEN PULL BOXES WITH NO ELLS AND NO MORE THAN TWO 90° TURNS IN A 100' CONDUIT RUN WITHOUT PULL BOXES. THE CONDUITS SHALL BE 3" DIAMETER CARLON TYPE "DB" DIRECT BURIAL TELEPHONE DUCT OR 2" SCHEDULE 40 PVC. INSTALL GALVANIZED PULL WIRE OR PURPLE PROPYLPOLYETHYLENE ROPE WITH A MINIMUM PULLING TENSION OF 100 POUNDS IN EACH CONDUIT. THE MINIMUM BURIAL DEPTH SHALL BE 24". INSTALL AN ORANGE DETECTABLE HAZARD TAPE WITH INTEGRAL "BURIED FIBER OPTIC CABLE" WORDING, 12" ABOVE THE CONDUITS.

NOTES:

1. ALL UTILITIES SHALL BE INSTALLED IN A TRENCH CONDITION IN ACCORDANCE WITH THE UTILITY TRENCHING DETAIL, THIS SET.
2. CONTRACTOR SHALL NOTIFY THE UTILITY AUTHORITIES INSPECTORS A MINIMUM OF 72 HOURS BEFORE CONNECTING TO ANY EXISTING LINE. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED FROM APPROPRIATE UTILITY COMPANIES AND CONTRACTOR HAS BEEN NOTIFIED.
3. SANITARY SEWER PIPE MATERIAL SHALL BE IN CONFORMANCE WITH THE PROJECT SPECIFICATIONS.
4. WATER LINE PIPE MATERIAL SHALL BE IN CONFORMANCE WITH THE PROJECT SPECIFICATIONS.
5. MINIMUM TRENCH WIDTH SHALL BE 2 FEET.
6. WATER AND SEWER LINES SHALL BE KEPT TEN (10') APART (PARALLEL) OR WHEN CROSSING 18" VERTICAL CLEARANCE (OUTSIDE EDGE OF PIPE TO OUTSIDE EDGE OF PIPE).
7. CONTRACTOR SHALL MAINTAIN MINIMUM BURIAL DEPTHS AS REQUIRED BY THE UTILITY PROVIDER AND THE PROJECT SPECIFICATIONS.
8. IN THE EVENT OF A VERTICAL CONFLICT BETWEEN WATER LINES, SANITARY LINES, STORM LINES AND GAS LINES (EXISTING AND PROPOSED), THE SANITARY LINE SHALL BE DUCTILE IRON PIPE WITH MECHANICAL JOINTS AT LEAST 10 FEET ON BOTH SIDES OF CROSSING, THE WATER LINE SHALL HAVE MECHANICAL JOINTS WITH APPROPRIATE THRUST BLOCKING AS REQUIRED TO PROVIDE A MINIMUM OF 18" CLEARANCE. MEETING REQUIREMENTS OF ANSI A21.10 OR ANSI 21.11 (AWWA C-151) (CLASS 50).
9. LINES UNDERGROUND SHALL BE INSTALLED, INSPECTED AND APPROVED BEFORE BACKFILLING.
10. TOPS OF EXISTING MANHOLES SHALL BE ADJUSTED AS NECESSARY TO BE FLUSH WITH FINAL GRADE.
11. ALL CONCRETE FOR ENCASEMENTS SHALL HAVE A MINIMUM 28 DAY COMPRESSION STRENGTH AT 3000 P.S.I.
12. EXISTING UTILITIES SHALL BE VERIFIED IN FIELD PRIOR TO INSTALLATION OF ANY NEW LINES.
13. REFER TO INTERIOR PLUMBING DRAWINGS FOR TIE-IN OF ALL UTILITIES.
14. CONTRACTOR IS RESPONSIBLE FOR COMPLYING TO THE SPECIFICATIONS OF THE LOCAL AUTHORITIES (ANY CITY) WITH REGARDS TO MATERIALS AND INSTALLATION OF THE WATER AND SEWER LINES.
15. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ANY UTILITY COMPANY WHICH MAINTAINS A UTILITY LINE WITHIN THE BOUNDARIES OF THE PROJECT PRIOR TO THE START OF CONSTRUCTION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. THE CONTRACTOR SHALL ASSUME THE RESPONSIBILITY FOR ANY DAMAGE, INCURRED BY ANY UTILITY COMPANY, TO THEIR LINES AS A RESULT OF HIS ACTIVITIES, WHETHER THESE LINES ARE SHOWN ON THE CONSTRUCTION PLANS OR NOT.
16. CONTRACTOR IS RESPONSIBLE FOR ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES. THIS AND THE FINAL CONNECTIONS OF THE SERVICE SHALL BE COMPLETED 30 DAYS PRIOR TO STORE POSSESSION.
17. CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES FOR INSTALLATION REQUIREMENTS AND SPECIFICATIONS. ALL UTILITY CONSTRUCTION SHALL CONFORM WITH THE MOST STRINGENT REQUIREMENTS OF THE UTILITY COMPANY OR THE WALMART SPECIFICATIONS.
18. REFER TO BUILDING PLANS FOR SITE LIGHTING ELECTRICAL PLAN.
19. CONTRACTOR SHALL VERIFY AS-BUILT INVERT ELEVATION AND ADVISE ENGINEER OF ANY DISCREPANCIES.
20. CONTRACTOR SHALL NOT OPEN, TURN OFF, INTERFERE WITH, OR ATTACH ANY PIPE OR HOSE TO OR TAP ANY WATER MAIN BELONGING TO THE CITY UNLESS DULY AUTHORIZED TO DO SO BY THE CITY. ANY ADVERSE CONSEQUENCES OF ANY SCHEDULED OR UNSCHEDULED DISRUPTIONS OF SERVICE TO THE PUBLIC ARE TO BE THE LIABILITY OF THE CONTRACTOR.
21. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING CONDUIT FOR UNDERGROUND UTILITIES AS PER THE UTILITY COMPANY REQUIREMENTS.
22. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING PIPE BOLLARD PROTECTION AROUND UTILITY ENTRANCES AND METER LOCATIONS. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANY FOR EXACT REQUIREMENTS.
23. REFER TO ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION ON COMPACTORS.
24. PLUG ENDS OF UTILITY STUBS AND MARK AS PER UTILITY MARKING DETAIL SHOWN ON DETAIL SHEET.
25. SEE SURVEY FOR DESCRIPTION OF EXISTING EASEMENTS.
26. LIGHT POLE TO BE LOCATED 2.50' OFF RETAINING WALL AND 6.00' BACK FROM END OF TRUCKWELL.
27. REFER TO TITLE SHEET FOR SCOPE OF WORK REQUIREMENTS FOR UTILITY IMPROVEMENTS.
28. ALL CHANGES IN DIRECTION OF THE SECURITY CAMERA CONDUIT SHALL UTILIZE STANDARD SWEEPS WITH A MINIMUM BENDING RADIUS AS LISTED IN THE NEC. NO MORE THAN TWO (2) 90 DEGREE BENDS WILL BE ALLOWED BETWEEN PULLING POINTS, OR A TOTAL OF 180 DEGREES COMBINED IN SEVERAL BENDS. PULL BOXES SHALL BE LOCATED EVERY 400' UNLESS THE COMBINED TOTAL OF BENDS REQUIRES ADDITIONAL BOXES. CONDUIT SHALL ENTER AND EXIT THE PULL BOXES 180 DEGREES APART.
29. PYLON SIGN TO BE CONSTRUCTED BY OTHERS. CONTRACTOR SHALL STUB CONDUIT AND WIRING TO THE PYLON AS A PART OF THIS CONTRACT.
30. REFER TO IRRIGATION PLAN, THIS SET, FOR CONTINUATION OF THIS LINE.

Current Luminaire Schedule								
Symbol	Qty	Label	Arrangement	LLF	Description	Arr. Watts	Arr. Lum. Lumens	BUG Rating
	3	D1H4_28	D180	0.837	2-EALS035H4AF750ND1BLCKF 25ft pole on 3ft base	280	40000	B3-U0-G3
	4	D1H5_28	D180	0.837	2-EALS035H5SM750ND1BLCKF 25ft pole on 3ft base	280	40000	B4-U0-G2
	3	D2F4_28	ROTATED OPTICS	0.837	1-EALS035F4AF750ND1BLCKFS1 & 1-EALS035F4AF750ND1BLCKFS2 25ft pole on 3ft	232	30000	B2-U0-G2
	2	SD4_28	SINGLE	0.837	1-EALS035D4AF750ND1BLCKF 25ft pole on 3ft base	70	10000	B2-U0-G2
	2	SF4_28	SINGLE	0.837	1-EALS035F4AF750ND1BLCKF 25ft pole on 3ft base	116	15000	B2-U0-G2
	2	SH4_28	SINGLE	0.837	1-EALS035H4AF750ND1BLCKF 25ft pole on 3ft base	140	20000	B3-U0-G3
	4	T1H5_28	3 @ 90°	0.837	3-EALS035H5SM750ND1BLCKF 25ft pole on 3ft base	420	60000	B4-U0-G2
	5	ALN440-Y5-32LED-5K-700	SINGLE	0.837	ALN440-Y5-32LED-5K-700-BLT 12ft pole	74.9	5700	B3-U3-G3

NOTICE TO CONTRACTOR

THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ENSURE DAMAGE TO EXISTING ITEMS TO REMAIN DOES NOT OCCUR. THESE PRECAUTIONS SHALL INCLUDE, BUT ARE NOT LIMITED TO USE OF LIGHTLY LOADED EQUIPMENT IN ORDER TO PREVENT DAMAGE TO EXISTING ROADWAYS AND INFRASTRUCTURE. UNLESS NOTED OTHERWISE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE DONE TO ANY EXISTING ON-SITE OR OFF-SITE ITEMS INCLUDING RELATED APPURTENANCES THAT WILL REMAIN IN PLACE AFTER CONSTRUCTION ACTIVITIES ARE COMPLETE. THOSE ITEMS INCLUDE, BUT ARE NOT LIMITED TO DRAINAGE SYSTEMS, UTILITIES, CURBING, PAVEMENT, LANDSCAPING, IRRIGATION SYSTEMS, FENCING, RETAINING WALLS, PUBLIC ROADWAYS, ETC. REPAIRS SHALL BE EQUAL TO OR BETTER THAN EXISTING CONDITIONS, AND SHALL BE TO THE SATISFACTION OF THE OWNER OF THE REPAIRED ITEM. PRIOR TO MAKING ANY REPAIRS, THE CONTRACTOR SHALL SUBMIT DETAILED REPAIR METHODOLOGY TO THE CEC AND WALMART CM. REPAIRS SHALL NOT BEGIN UNTIL WRITTEN APPROVAL FROM THE CEC AND WALMART CM HAS BEEN ISSUED. CONTRACTOR SHALL DOCUMENT ANY EXISTING DAMAGE WITH PHOTOS, VIDEOS, ETC., AND NOTIFY THE WALMART CONSTRUCTION MANAGER PRIOR TO COMMENCING CONSTRUCTION IN THE AREA OF THE EXISTING DAMAGED ITEM.

Tennessee 811 Know what's below. Call before you dig.

UTILITY PLAN

REVISIONS	BY

CARLSON CONSULTING ENGINEERS, INC.
7088 LEDGESTONE COMMONS
CORDOVA, TENNESSEE 38018
PH: (901) 384-0710
FAX: (901) 384-0424
TN CORPORATION #355643

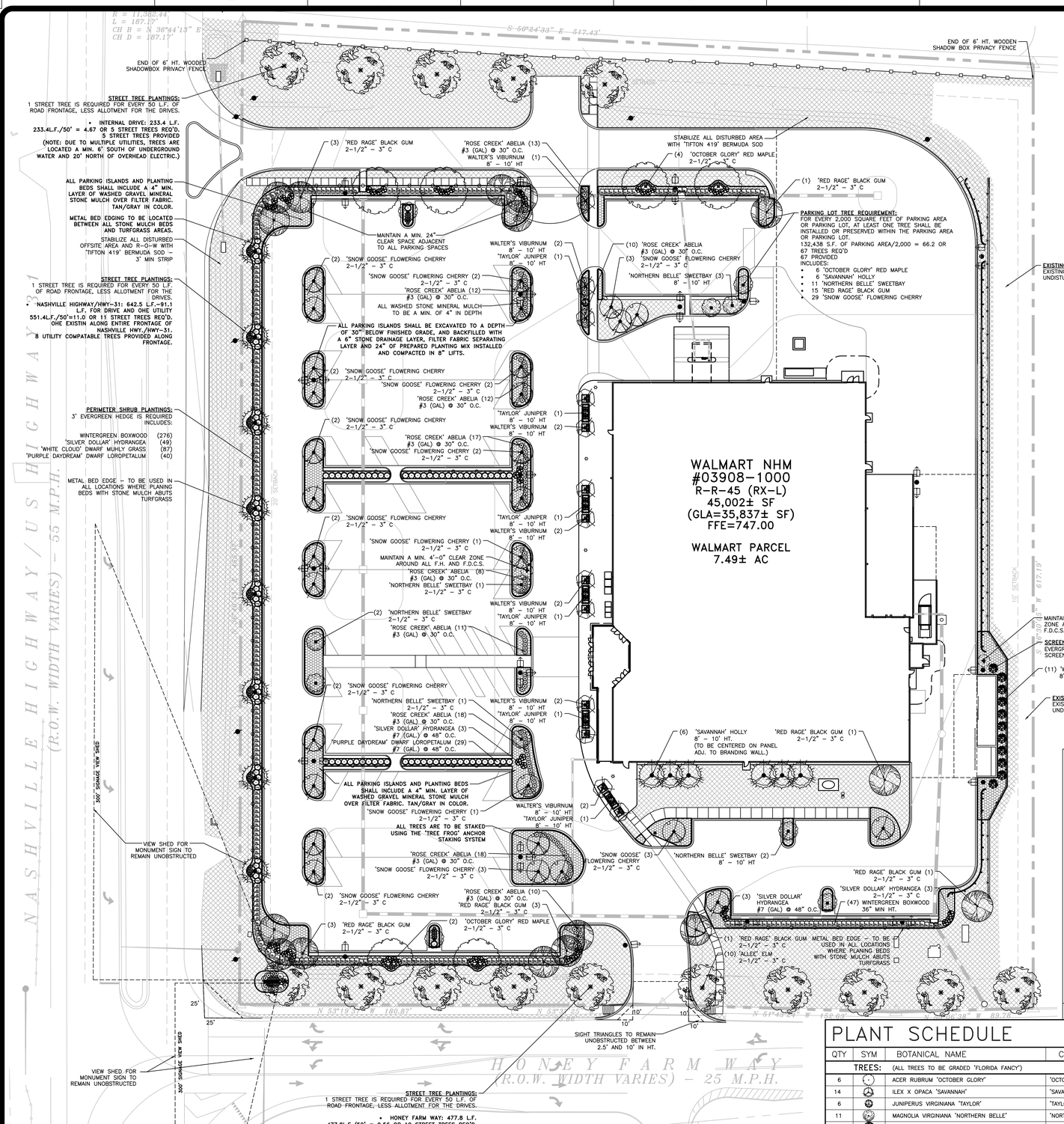
JOSEPH S. PARLER REGISTERED ENGINEER AGRICULTURE COMMERCE No. 110147 STATE OF TENNESSEE

NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE

WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

DRAWN	JMC
CHECKED	OAD
DATE	1/16/24
SCALE	1"=30'
JOB No.	03908-1000
SHEET	6 OF 8 SHEETS



MUNICIPAL CODE REQUIREMENTS:

LANDSCAPING
REQUIRED IF 1ST LAYER ≥ 3FT, 30% OF 1ST LAYER MUST BE LANDSCAPED, WITH CONTINUOUS SHRUBS ALONG FOUNDATION AT FAÇADE AND ADDITIONALLY IF 1ST LAYER ≥ 15 FT, SOD, AND 1 TREE PER 50 FT. OF FRONTAGE, WIDTH, PLANTED IN 1ST LAYER. LANDSCAPING MUST COMPLY WITH SECTION 4.3.16.

NA IN FRONT IF ≤ 3 FT FRONT SETBACK.

ADDITIONALLY, ANY YARD ADJACENT TO A STREET MUST BE LANDSCAPED AND MAINTAINED FOR A DISTANCE OF 10 FT. FROM LOT LINE OR BUILDING SITE LINE ADJACENT TO THE STREET, EXCEPT FOR PORTIONS THAT ADJOIN LOTS OR BUILDING SITES IN RESIDENTIAL USE, WHICH SHALL BE SO LANDSCAPED AND MAINTAINED FOR THE FULL WIDTH OR DEPTH OF THE REQUIRED YARDS WITHIN 25 FEET OF ADJOINING LOT LINES OR BUILDING SITE LINES.

SIDE YARDS ADJACENT TO LOTS OR BUILDING SITES IN RESIDENTIAL USE SHALL BE SIMILARLY LANDSCAPED AND MAINTAINED FOR THEIR FULL REQUIRED MINIMUM WIDTH. NO SUCH REQUIRED LANDSCAPED AREA SHALL BE USED FOR PARKING OR LOADING.

H. LOT/BUILDING SITE/PARCEL BUFFER REQUIREMENTS
1. FOR PROJECT BUFFERS APPLICABLE TO DEVELOPMENT PARCELS, SEE SECTION 5.8.
2. IF A PROJECT BUFFER EXISTS OR IS REQUIRED PURSUANT TO SECTION 5.7, A LOT/BUILDING SITE/ PARCEL BUFFER IS NOT REQUIRED UNDER THIS SECTION 4.3.11.H.
3. EXCEPT AS PROVIDED IN PARAGRAPH 4.3.11.H.2 OR AS OTHERWISE SPECIFICALLY PROVIDED IN THIS ORDINANCE, A LOT/BUILDING SITE/ PARCEL BUFFER MUST BE PROVIDED FOR ANY NEW DEVELOPMENT OR STRUCTURE WITHIN DISTRICTS CO-4C, CO-5C, PUD-R, PUD-MU, OR ANY SPECIAL DISTRICT, ALONG THE COMMON LOT, BUILDING SITE, OR PARCEL BOUNDARY OF SUCH DEVELOPMENT OR STRUCTURE AND THAT OF ANY LOT, BUILDING SITE, OR PARCEL ON WHICH A SINGLE-FAMILY DWELLING OR TWO-FAMILY DETACHED RESIDENTIAL DWELLING IS LOCATED. EXCEPT AS OTHERWISE SPECIFICALLY PROVIDED IN THIS ORDINANCE, ALL LOT/BUILDING SITE/ PARCEL BUFFERS REQUIRED UNDER THIS ARTICLE 4 MUST MEET THE FOLLOWING REQUIREMENTS:

HEDGE SCREEN/ STREET-SCREEN HEIGHT:
AT FRONTAGE OR ADJACENT TO CIVIC SPACE: 3 FT. TO 5 FT AT INSTALLATION
NOT AT FRONTAGE OR ADJACENT TO CIVIC SPACE: 5FT. TO 6FT. AT INSTALLATION
HEDGE SCREEN OR STREET-SCREEN: EVERGREEN PLANTS WITH MIN. 80% OPACITY

ADDITIONAL STANDARDS
SCREENING OF PARKING, LOADING AREAS, SERVICE AREAS, OUTDOOR STORAGE, DRIVE-THROUGHS, TRASH RECEPTACLE/DUMPSTERS, HVAC AND OTHER EQUIPMENT SCREENED FROM FRONTAGE, CIVIC SPACE AND ADJACENT PROPERTY.

REQUIRED; EXCEPT AT DRIVEWAYS:
PARKING LOTS AND PARKING AREAS MUST BE SCREENED FROM FRONTAGE AND CIVIC SPACE BY BUILDING OR STREET-SCREEN. PARKING STRUCTURES MUST BE SCREENED FROM FRONTAGES BY LINER BUILDINGS; OTHERWISE, SCREENING MUST BE BY BUILDING, WALL, HEDGE OR FENCE AT FRONTAGE OR BUILDING WALL, HEDGE OR FENCE NOT AT FRONTAGE OR ADJACENT TO CIVIC SPACE.

14. ANY PARKING AREA OR PARKING LOT HAVING TEN (10) OR MORE PARKING SPACES SHALL CONFORM TO THE FOLLOWING:
a. PARKING AREAS AND PARKING LOTS SHALL CONTAIN AT LEAST ONE LANDSCAPE ISLAND FOR EVERY TEN (10) PARKING SPACES. PARKING LOTS WITH MORE THAN ONE LANDSCAPE ISLAND SHALL HAVE SUCH ISLANDS DISTRIBUTED THROUGHOUT THE PARKING LOT.
PARKING ISLANDS INCLUDED AS DIRECTED.

b. INTERIOR PARKING ROWS SHALL BE TERMINATED AT BOTH ENDS WITH LANDSCAPE ISLANDS.
PARKING ISLANDS INCLUDED AS DIRECTED.

c. EACH PARKING ISLAND SHALL BE OF A MINIMUM SIZE EQUAL TO A STANDARD PARKING SPACE; PROVIDED THAT EACH PARKING ISLAND ABUTTING TWO ROWS OF HEAD-TO-HEAD PARKING SPACES SHALL BE OF A MINIMUM SIZE AND LENGTH EQUAL TO TWO (2) PARKING SPACES.
PARKING ISLANDS INCLUDED AS DIRECTED.

d. PARKING ISLANDS SHALL CONTAIN A MINIMUM OF ONE (1) SHADE TREE FOR EVERY SINGLE ISLAND. IF A PARKING ISLAND IS DOUBLE LENGTH OR WIDTH, THEN TWO (2) SHADE TREES SHALL BE REQUIRED.
PARKING ISLAND TREES ARE INCLUDED. TREE TYPES SELECTED FOR ADEQUATE HEALTH FOR GROWING AREA ALLOTTED.

e. ROWS OF PARKING FRONTING ON DRIVE AISLES INCLUDING ALLEYS SHALL BE PROVIDED WITH A MINIMUM FIVE FEET (5 FT.)
f. (EXCLUDING CURBS) LANDSCAPED BUFFER.
g. ROOT ZONES FOR EXISTING TREES TO REMAIN SHALL BE A MINIMUM OF 48 SQUARE FEET.
THERE ARE NO EXISTING TREES ONSITE TO REMAIN.

h. FOR EVERY 2,000 SQUARE FEET OF PARKING AREA OR PARKING LOT, AT LEAST ONE TREE SHALL BE INSTALLED OR PRESERVED WITHIN THE PARKING AREA OR PARKING LOT EXCEPT TO THE EXTENT THAT TREES OUTSIDE OF THE LOT CONTAINING THE PARKING AREA OR PARKING LOT ARE ALLOWED TO SATISFY THIS REQUIREMENT AS SET FORTH BELOW.
TOTAL PARKING LOT AREA IS: 126,386 S.F. OF PARKING AREA/2,000 = 63.2 OR 64 TREES REQ'D. 64 PROVIDED

i. NO PARKING SPACE SHALL BE MORE THAN SEVENTY-TWO FEET (72 FT.) FROM A TREE WITHIN THE LOT, AS MEASURED FROM THE CENTER OF THE TREE TO THE NEAREST LINE DEMARCATING THE SPACE.
ALL PARKING SPACES ARE WITHIN 72' OF A PARKING LOT TREE.

j. EXCEPT FOR TREES ALLOWED TO BE COUNTED OUTSIDE THE PARKING AREA OR PARKING LOT, NEW TREES SHALL BE INSTALLED AND/OR EXISTING TREES PRESERVED IN TREE ISLANDS PROVIDED PURSUANT TO THIS SECTION AND/OR AT THE PERIMETER OF THE PARKING AREA OR PARKING LOT, PROVIDED THAT THE PERIMETER OF THE PARKING AREA OR PARKING LOT WHERE TREES ARE INSTALLED OR PRESERVED TO MEET THIS REQUIREMENT LIES WITHIN THE LOT ON WHICH THE PARKING AREA OR PARKING LOT IS LOCATED.

k. TREES OUTSIDE OF THE PARKING AREA OR PARKING LOT LOCATED WITHIN TWENTY FEET (20 FT.) OF THE CLOSEST PORTION OF SUCH PARKING AREA OR PARKING LOT, INCLUDING BUT NOT LIMITED TO TREES WITHIN THOROUGHFARE RIGHTS-OF-WAY, INTERNAL DRIVE EASEMENTS, AND CIVIC SPACES, MAY BE COUNTED TOWARD SATISFYING THE REQUIREMENTS.

N
30 0 30
SITE PARCEL 7.49 AC

MUNICIPAL PLAN REQUIREMENTS:

1. **INDICATE LOCATION OF HERITAGE/SPECIMEN TREES IF ANY.**
THIS SITE HAS BEEN PREVIOUSLY MASS GRADED BY THE DEVELOPER. NO HERITAGE/SPECIMEN TREES CURRENTLY EXIST, OR ARE INCLUDED AS PART OF THE PROPOSED PLAN.

2. **PROVIDE NOTATION OF EXISTING TREE CANOPY.**
NO TREES EXIST ON THE SITE. CURRENTLY, ONLY TWO (2) VOLUNTEER SAPLINGS EXIST NEAR THE TOP OF THE SLOPE AND BOTH ARE CONSIDERED "INVASIVE SPECIES". THESE ARE:
(1) CHINESE PRIVET (LIQUSTRUM SINENSE) 6' HT.
(1) WILD CALLERY PEAR (PYRUS CALLERIANA) 8" HT

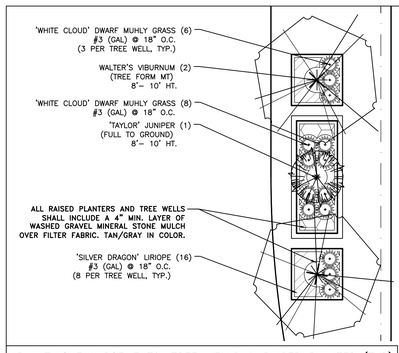
3. **FOUNDATION LANDSCAPING REQUIRED FIVE FEET FROM BUILDING PERIMETER. ONE SHRUB PER 10 LINEAR FEET. THE ZO MAY ACCEPT PLANTER BOXES IN LIEU OF FOUNDATION LANDSCAPING PLACED NEAR FRONTAGE.**
RAISED PLANTERS HAVE BEEN INCLUDED IN PLACE OF A CONTINUOUS FOUNDATION PLANTING BED ALONG THE SIDE FACING NASHVILLE HIGHWAY. THE SIDE FACING THE FRONTAGE OF HONEY FARM WAY HAS A BROAD OPEN SPACE AREA WITH TREES. THE OTHER TWO SIDES OF THE BUILDING INCLUDE THE LOADING ZONE AND FLY THRU PICK UP LANES AND WILL NOT HAVE FOUNDATION PLANTINGS.

ALL LANDSCAPE PLANTINGS SHALL BE FULLY IRRIGATED

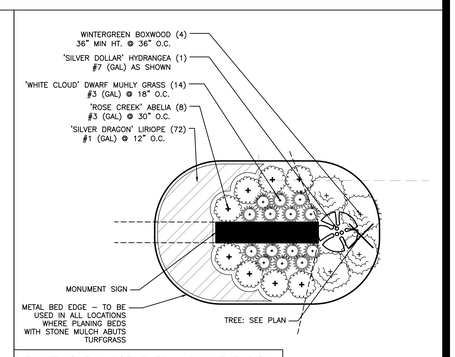
THE CONTRACTOR'S INITIAL PRICING SHALL INCLUDE THE COSTS FOR ALL LANDSCAPE AREAS TO BE FULLY IRRIGATED BY A PERMANENTLY INSTALLED IN-GROUND IRRIGATION SYSTEM. CONTRACTOR SHALL PROVIDE AN AUTOMATICALLY CONTROLLED SYSTEM THAT PROVIDES FULL COVERAGE OF ALL INSTALLED PLANTINGS AND UTILIZES A COMBINATION OF LOW-VOLUME AND RUNOFF SPRAY HEADS AND DRIP IRRIGATION COMPONENTS.

THE MINIMUM COMPONENT STANDARDS SHALL BE MET:

- **MASTER VALVE:** NORMALLY CLOSED ELECTRONICALLY OPERATED BY SYSTEM CONTROLLER
- **BACK-FLOW PREVENTER:** LINE SIZED REDUCED PRESSURE OR DOUBLE-CHECK, AS REQUIRED BY LOCAL CODE, ZURN, WATTS, WILKINS, OR EQUAL. ALL ABOVE GRADE PIPING SHALL BE COPPER
- **CONTROLLER:** PEDESTAL MOUNTED WEATHERTRAK LC+ CENTRAL AUTOMATIC ET-BASED "SMART" IRRIGATION CONTROLLER IN A LOCKING STAINLESS STEEL CABINET.
- **FLOW-METER:** LINE SIZED
- **RAIN/FREEZE SENSOR:** AUTOMATIC SHUT-OFF CONTROL, WIRELESS.
- **ELECTRONICALLY CONTROLLED ZONE VALVES** IN BOXES FOR ALL ROTOR/SPRAY TURF ZONES.
- **ELECTRONICALLY CONTROLLED 'CONTROL-ZONE KITS'** FOR ALL IN-LINE EMITTER TUBING/DRIP ZONES FOR PARKING ISLANDS AND SHRUB BEDS. KITS TO INCLUDE FILTER CARTRIDGES AND PRESSURE REGULATION.
- **PRESSURIZED MAIN LINE:** SCHED. 40 PVC
- **LATERAL LINES:** CLASS 200 PVC FOR ALL PIPING LESS THAN 2.5" IN DIAMETER.
- **DRAIN VALVES:** A BRASS MANUAL GATE VALVE SHALL BE INCLUDED TO DRAIN THE MAIN LINE. AUTOMATIC DRAIN VALVES SHALL BE INCLUDED IN ALL LATERAL ZONES.
- **SPRAY HEADS/ROTORS:** ALL TURF IRRIGATION SHALL PROVIDED HEAD-TO-HEAD COVERAGE. TURF IRRIGATION SHALL BE LIMITED TO THE SOD INSTALLED ONSITE.



PLANTING ENLARGEMENTS: TREE WELLS & RAISED PLANTER (TYP) SCALE: 1" = 10'



PLANTING ENLARGEMENTS: MONUMENT SIGN SCALE: 1" = 10'

PLANT SCHEDULE

NOTE: ALL SIZES AND CONDITION OF NURSERY STOCK SHALL MEET THE STANDARDS ESTABLISHED IN THE LATEST EDITION OF "AMERICAN STANDARD FOR NURSERY STOCK" PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, OR A MIN. OF FLORIDA NO.1 GRADE, WHICHEVER IS APPLICABLE.

QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE (BOTH MIN'S TO BE MET)	SPACING	CONDITION	REMARKS
		TREES: (ALL TREES TO BE GRADED 'FLORIDA FANCY')					
6		ACER RUBRUM 'OCTOBER GLORY'	'OCTOBER GLORY' RED MAPLE	2-1/2" – 3" C / 12' – 14' HT	AS SHOWN	B&B/CONT.	FULL HEAD W/UNIFORM GROWTH
14		ILEX X OPACA 'SAVANNAH'	'SAVANNAH' HOLLY	8' – 10' HT	AS SHOWN	B&B/CONT.	FULL HEAD W/UNIFORM GROWTH
6		JUNIPERUS VIRGINIANA 'TAYLOR'	'TAYLOR' JUNIPER	8' – 10' HT	AS SHOWN	B&B/CONT.	FULL TO GROUND, W/UNIFORM GROWTH
11		MAGNOLIA VIRGINIANA 'NORTHERN BELLE'	'NORTHERN BELLE' SWEETBAY (MT)	8' – 10' HT	AS SHOWN	B&B/CONT.	3–5 TRUNKS, FULL ROUND HEAD
16		NYSSA SLYVATICA 'HAYMANRED'	'RED RAGE' BLACK GUM	2-1/2" – 3" C / 8' – 10' HT	AS SHOWN	B&B/CONT.	FULL HEAD W/UNIFORM GROWTH
29		PRUNUS SERRULATA 'SNOW GOOSE'	'SNOW GOOSE' FLOWERING CHERRY	2-1/2" – 3" C / 8' – 10' HT	AS SHOWN	B&B/CONT.	FULL HEAD W/UNIFORM GROWTH
15		ULMUS PARVIFOLIA 'EMER LL'	'ALLEE' ELM	2-1/2" – 3" C / 12' – 14' HT	AS SHOWN	B&B/CONT.	FULL HEAD W/UNIFORM GROWTH
13		VIBURNUM OBOVATUM	WALTER'S VIBURNUM (TREE FORM–MT)	8' – 10' HT	AS SHOWN	B&B/CONT.	3–5 TRUNKS, FULL ROUND HEAD
		SHRUBS:					
137		ABELIA X GRANDIFLORA 'ROSE CREEK'	'ROSE CREEK' ABELIA	#3 (GAL)/15" – 18" SPD	30" O.C.	CONT.	ROUND, FULL HEAD
295		BUXUS SINICA VAR. INSULARIS 'WINTERGREEN'	WINTERGREEN BOXWOOD	36" MIN HT	36" O.C.	B&B/CONT.	ROUND, FULL HEAD
57		HYDRANGEA PANICULATA 'SILVER DOLLAR'	'SILVER DOLLAR' HYDRANGEA	#7 (GAL)/24" – 36" HT	48" O.C.	CONT	ROUND, FULL HEAD
11		ILEX X KOEHNEANA 'WIRT L. WINN'	'WIRT L. WINN' HOLLY	8'– 10' HT	AS SHOWN	B&B/CONT.	FULL TO GROUND, W/UNIFORM GROWTH
100		LOROPETALUM CHINENSE 'PIILC-III' PP25471	'PURPLE DAYDREAM' DWARF LOROPETALUM	#7 (GAL)/24" – 36" SPD	48" O.C.	CONT	ROUND, FULL HEAD
182		MUHLENBERGIA CAPILLARIS 'WHITE CLOUD'	'WHITE CLOUD' DWARF MUHLY GRASS	#3 (GAL)/15" – 18" HT	24" O.C.	CONT	ROUND, FULL HEAD
		GROUNDCOVERS:					
FILL AREA		CYNODON DACTYLON 'TIFTON 419'	'TIFTON 419' BERMUDA SOD	SLAB / ROLL	SOLID	SOD	WEED FREE & ACTIVELY GROWING
152		LIRIOPE SPICATA 'SILVER DRAGON'	'SILVER DRAGON' LIRIOPE	#1 (GAL)/8" – 12" HT	12" O.C.	CONT	FREE OF WEEDS & ANTS, 3–BIB MIN.
FILL AREA		MINERAL STONE MULCH	WASHED GRAVEL	3/4" – 1-1/2" DIAMETER	4" DEPTH	BULK	GRAY/TAN IN COLOR WASHED FREE OF ALL FINES AND SOIL MATERIAL

NOTE: SYMBOLS SHOWN IN TABLE ABOVE ARE FOR SPECIES IDENTIFICATION ONLY. PLANT SIZE SHOWN IN THE TABLE IS NOT INTENDED TO BE REPRESENTATIVE OF THE PLANT AT EITHER INSTALLATION OR MATURITY. SIZE OF SYMBOL SHOWN IN TABLE ABOVE MAY VARY FROM THOSE SHOWN ON PLANS.

NOTE: SPECIES SUBSTITUTIONS OR UNDERSIZING ANY PLANT MATERIAL IS A BREACH OF CONTRACT OR BID. NO SUBSTITUTIONS OF PLANT MATERIALS ARE ALLOWED WITHOUT THE PRIOR APPROVAL OF THE LANDSCAPE ARCHITECT.

CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL MAINTENANCE AND A WARRANTY ON ALL PLANT MATERIAL AND WORKMANSHIP FOR A PERIOD OF ONE YEAR FROM FINAL ACCEPTANCE.

SOD SHALL BE PEGGED ON ALL 3:1 SLOPES OR STEEPER IN ORDER TO HOLD SOD IN PLACE. SEE SITEWORK SPECIFICATIONS FOR OTHER REQUIREMENTS.

UNLESS SHOWN OTHERWISE, ALL LARGE CANOPY TREES SHALL MAINTAIN 25' HORIZONTAL CLEARANCE FROM ALL OVERHEAD UTILITY LINES AND 10' HORIZONTAL CLEARANCE FROM ALL UNDERGROUND UTILITY LINES.

TREE PROTECTION FENCING TO BE REMOVED JUST PRIOR TO THE INSTALLATION OF ALL LANDSCAPE PLANTING.

ALL DISTURBED AREAS SHALL RECEIVE A 4" LAYER OF SUITABLE TOPSOIL AND HYDRO-SEED, MULCH, OR SOD (WHERE SHOWN). AREA SHALL BE WATERED UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED. SOD MAY BE SUBSTITUTED FOR HYDRO-SEED IN TURF GRASS AREAS AT GENERAL CONTRACTOR'S DISCRETION WITH NO ADDITIONAL COST TO SAM'S CLUB. SOD TYPE SHALL MATCH PERMANENT SOD TYPE SPECIFIED ON CONSTRUCTION PLANS.

CONTRACTOR SHALL COORDINATE WITH LANDSCAPE ARCHITECT FOR ALL MEETINGS AND INSPECTIONS AS REQUIRED IN THE SPECIFICATIONS.

WATER AVAILABILITY
ALL REQUIRED LANDSCAPING SHALL BE PROVIDED WITH A READILY AVAILABLE AND ACCEPTABLE WATER SUPPLY. UNDERGROUND SPRINKLER SYSTEMS ARE ENCOURAGED FOR ALL REQUIRED STREET YARD LANDSCAPING, PARKING LOT LANDSCAPING, LANDSCAPE BUFFER YARDS, AND LANDSCAPE SCREENING. IF UNDERGROUND SPRINKLERS ARE NOT PROVIDED, AN OUTSIDE HOSE ATTACHMENT WITHIN TWO HUNDRED (200) FEET OF ALL LANDSCAPING REQUIRED BY THIS ORDINANCE SHALL BE REQUIRED.

WARRANTY PERIOD
DURING THE WARRANTY PERIOD, DEFECTIVE MATERIALS, EQUIPMENT, AND WORKMANSHIP SHALL BE REPAIRED, CORRECTED, OR REPLACED WITHOUT CHARGE OR COST TO THE CITY. THE CITY MAY AT ANY TIME DURING THE WARRANTY PERIOD INSPECT, PHOTOGRAPH, OR TELEVISE SUCH LANDSCAPING AND SHALL NOTIFY THE DEVELOPER OF ANY NECESSARY REPAIR, CORRECTION, OR REPLACEMENT.

Tennessee 811 Know what's below. Call before you dig.

PLANTING PLAN

REVISIONS	BY

CARLSON CONSULTING ENGINEERS, INC.
7088 LEDGESTONE COMMONS
SUITE 201 FRANKLIN, TN 37064
PH: (901) 384-0710 FX: (901) 384-0710
TN CORPORATION #355643

CHARLES R. WALKER REGISTERED LANDSCAPE ARCHITECT TENNESSEE NO. 328 12/31/25

NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE

WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

DRAWN	JMC
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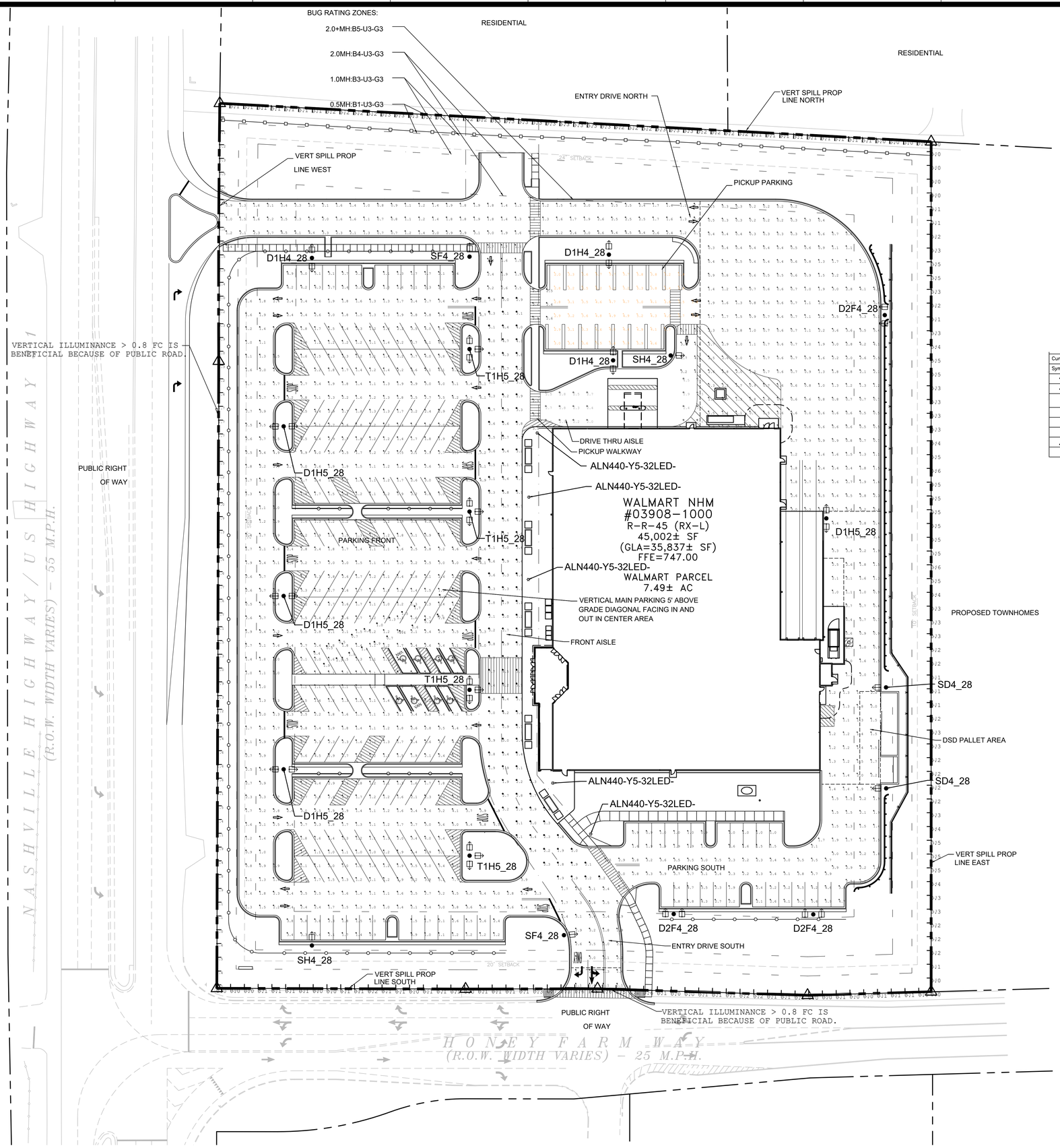
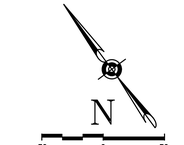


LED STATISTICS SHOWN ARE AT 50000 HOURSL93 RATING (~12 YEARS @ 12 HRS/DAY).

THE POPULATION STILL EMITS 93% OF INITIAL LUMENS. THE LUMINAIRE HAS NOT FAILED. IT IS STILL OPERATING WITH A REDUCED LIGHT OUTPUT. L93 = OPERATING HOURS AT WHICH AN AVERAGE OF 7% OF INITIAL LUMENS HAVE BEEN LOST IN A TESTED POPULATION OF LED PLATFORMS.

IN COMPARISON, NON-LED LUMINAIRES ARE RATED WITH MEAN LUMENS MEASURED AT 40-50% OF RATED LIFE, DEPENDING ON TECHNOLOGY, AND RATED LIFE OF B50, WHERE B50 = OPERATING HOURS AT WHICH 50% OF A TESTED POPULATION OF LAMPS HAVE FAILED.

MATURE SIZE OF THE TREES AT 10-YEAR GROWTH HAVE BEEN MODELED AS OBJECTS INTO THE PHOTOMETRIC PLAN.



Current Luminaire Schedule

Symbol	Qty	Label	Arrangement	LLF	Description	Arr. Watts	Arr. Lum. Lumens	BUG Rating
	3	D1H4_28	D180	0.837	2-EALS035H4AF750ND01BLCKF 25ft pole on 3ft base	280	40000	B3-U0-G3
	4	D1H5_28	D180	0.837	2-EALS035H5SM750ND01BLCKF 25ft pole on 3ft base	280	40000	B4-U0-G2
	3	D2F4_28	ROTATED OPTICS	0.837	1-EALS035F4AF750ND01BLCKFS1 & 1-EALS035F4AF750ND01BLCKFS2 25ft pole on 3ft	232	30000	B2-U0-G2
	2	SD4_28	SINGLE	0.837	1-EALS035D4AF750ND01BLCKF 25ft pole on 3ft base	70	10000	B2-U0-G2
	2	SF4_28	SINGLE	0.837	1-EALS035F4AF750ND01BLCKF 25ft pole on 3ft base	116	15000	B2-U0-G2
	2	SH4_28	SINGLE	0.837	1-EALS035H4AF750ND01BLCKF 25ft pole on 3ft base	140	20000	B3-U0-G3
	4	T1H5_28	3 @ 90°	0.837	3-EALS035H5SM750ND01BLCKF 25ft pole on 3ft base	420	60000	B4-U0-G2
	5	ALN440-Y5-32LED-5K-700	SINGLE	0.837	ALN440-Y5-32LED-5K-700-BLT 12ft pole	74.9	5700	B3-U3-G3

Calculation Summary Illuminance Foot-candles

Label	Avg	Max	Min	Avg/Min	Max/Min	# Pts
Drive-Thru Aisle	2.66	4.5	1.6	1.66	2.81	20
DSD Pallet Area	1.49	2.2	1.1	1.35	2.00	32
Entry Drive North	1.95	4.6	0.7	2.79	6.57	118
Entry Drive South	2.19	3.6	1.1	1.99	3.27	34
Front Aisle	3.64	8.5	1.8	2.02	4.72	135
OPD Parking	4.07	5.9	1.9	2.14	3.11	59
OPD Walkway	2.80	3.5	2.4	1.17	1.46	9
Parking Front	2.49	8.4	0.8	3.11	10.50	755
Parking South	2.86	5.9	0.9	3.18	6.56	80
Rear Drive	1.62	5.5	0.2	8.10	27.50	326
Vert Parking West In	0.95	1.7	0.4	2.38	4.25	10
Vert Parking West Out	1.15	2.3	0.6	1.92	3.83	11
Vert Spill Prop Line East	0.30	0.6	0.0	N.A.	N.A.	62
Vert Spill Prop Line North	0.17	0.3	0.0	N.A.	N.A.	52
Vert Spill Prop Line South	0.30	1.9	0.0	N.A.	N.A.	52
Vert Spill Prop Line West	0.96	1.7	0.0	N.A.	N.A.	65

PHOTOMETRICS PLAN

REVISIONS	BY

CARLSON CONSULTING ENGINEERS, INC.
7088 LEDGESTONE COMMONS
SUITE 101
PH: (901) 384-0710
FAX: (901) 384-0713
TN CORPORATION #355643

JOSEPH S. PARLER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 110147
STATE OF TENNESSEE

NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE

WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

DRAWN
JMC
CHECKED
OAD
DATE
1/16/24
SCALE
1"=30'
JOB No.
03908-1000
SHEET
8 OF 8 SHEETS

MONUMENT SIGN OPTION

VARIANCE REQUIRED

14'-6" H 120SF





SITE SIGNAGE SCHEDULE							
SIGNAGE	QTY	ILLUMINATED	COLOR	INDIVIDUAL AREA		TOTAL AREA	
Walmart Monument	1	YES	WHITE LETTERING, YELLOW SPARK	120.00	SF	120.00	SF
TOTAL SITE SIGNAGE						120.00	SF

EXCEEDS ALLOWABLE AREA OF 40 SF



REF CIVIL SITE PLAN FOR SIGN LOCATION

MONUMENT SIGN

SITE SIGNAGE - MONUMENT

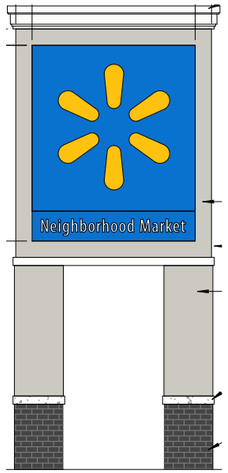
PYLON SIGN OPTION

SITE SIGNAGE SCHEDULE							
SIGNAGE	QTY	ILLUMINATED	COLOR	INDIVIDUAL AREA		TOTAL AREA	
Walmart Monument	1	YES	WHITE LETTERING, YELLOW SPARK	120.00	SF	120.00	SF
TOTAL SITE SIGNAGE						120.00	SF

EXCEEDS ALLOWABLE AREA OF 40 SF & ALLOWABLE HEIGHT OF 15 FT

VARIANCE REQUIRED

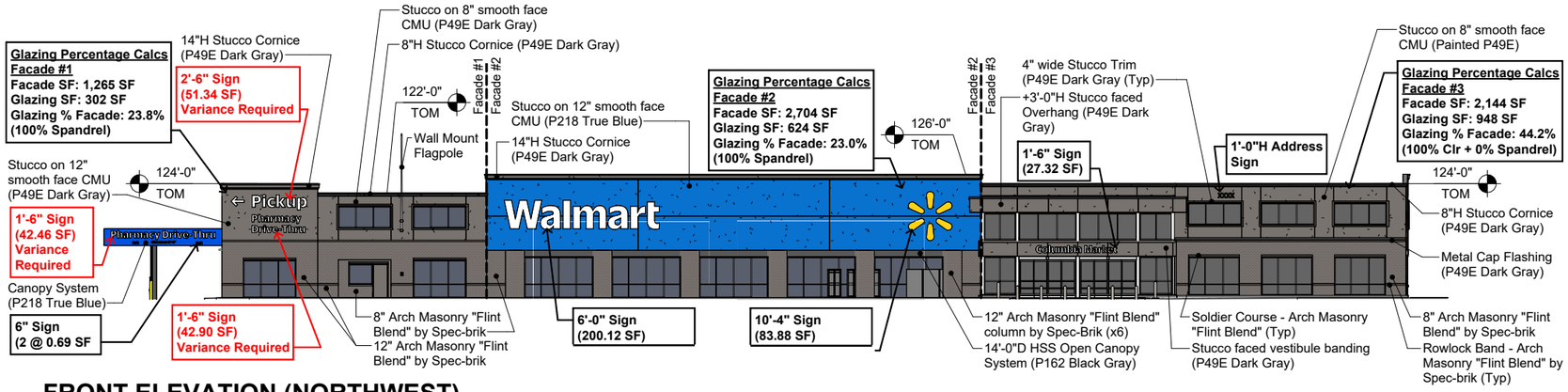
28'-5" H 120SF



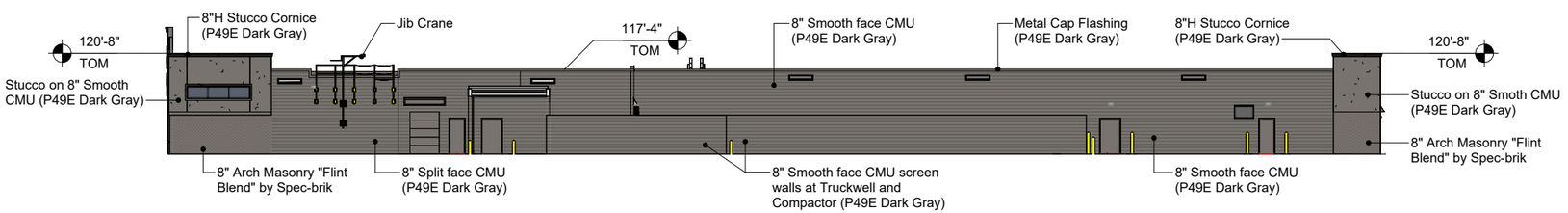


PYLON SIGN ILLUSTRATION - ALT

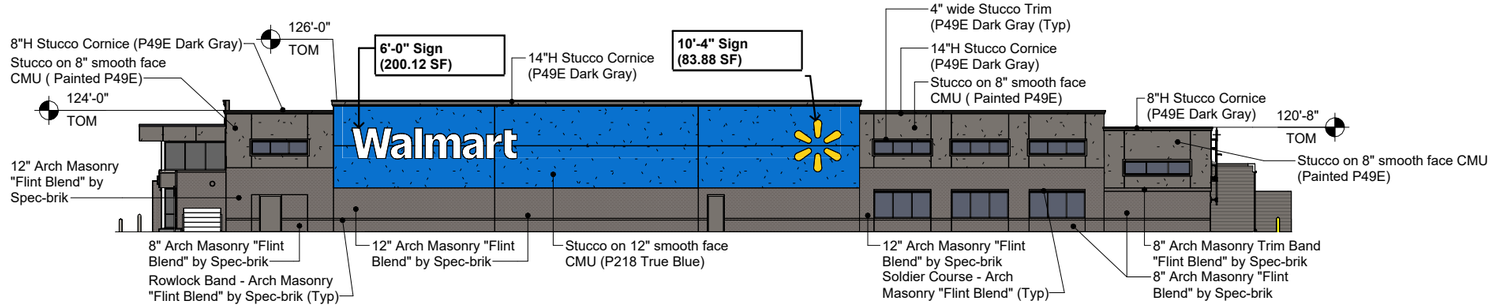
SITE SIGNAGE - PYLON (PREFERRED DUE TO VISIBILITY)



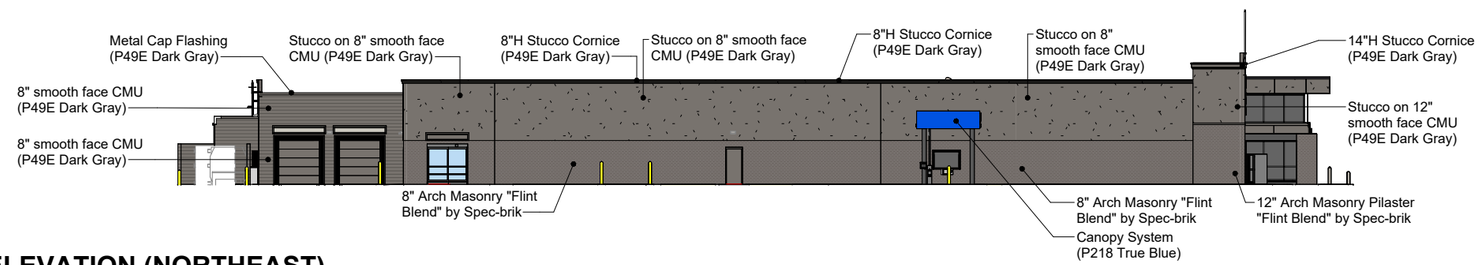
FRONT ELEVATION (NORTHWEST)



REAR ELEVATION (SOUTHEAST)



SIDE ELEVATION (SOUTHWEST)



SIDE ELEVATION (NORTHEAST)

BUILDING SIGNAGE

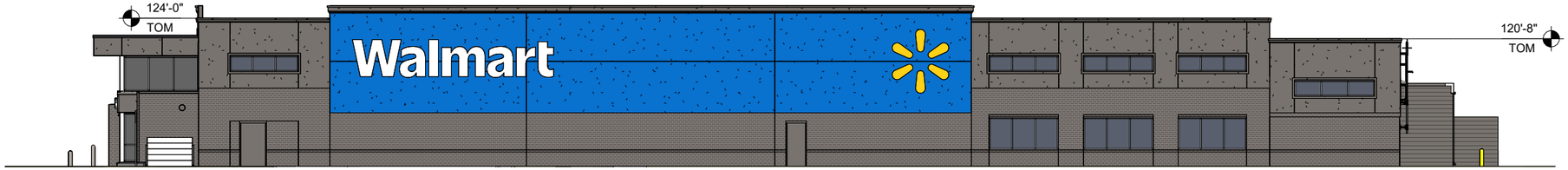
BAND SIGN
1 PER FACADE
1.5 SF PER LF OF FACADE

APPROX. 245 LF * 1.5 SF = **367.5 SF ALLOWABLE**

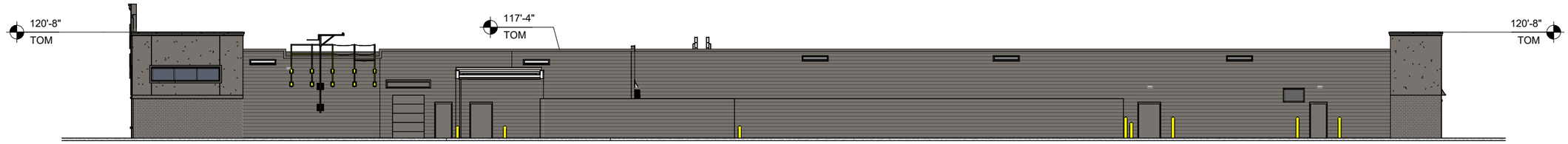
WALL SIGN
1 PER BUSINESS
32 SF MAX

BAND SIGN
1 PER FACADE
1.5 SF PER LF OF FACADE

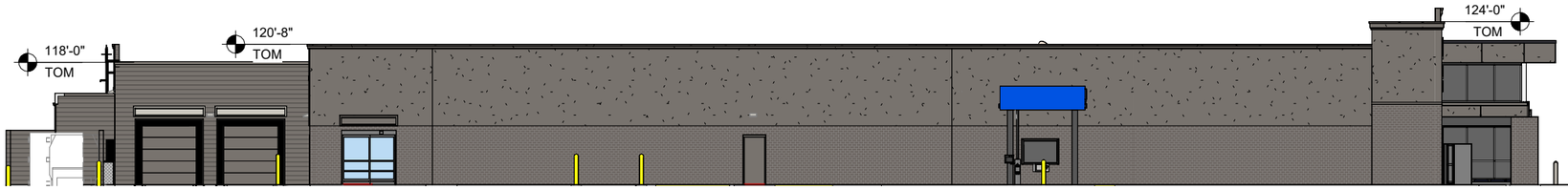
APPROX. 202 LF * 1.5 SF = **303 SF ALLOWABLE**



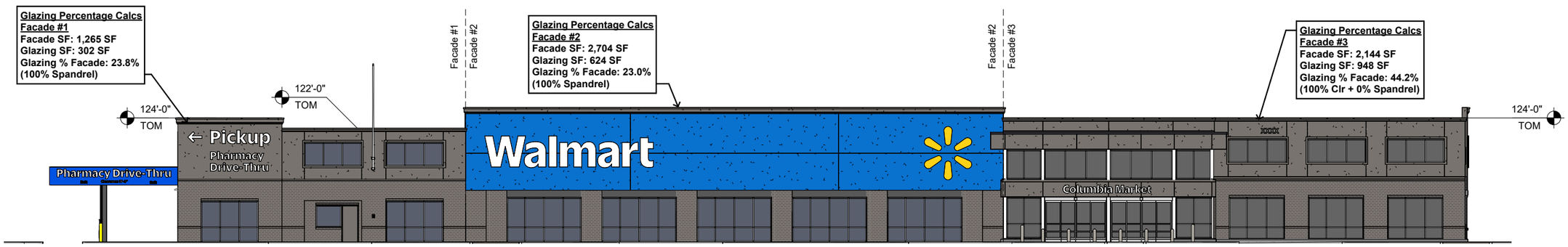
SIDE ELEVATION (SOUTHWEST)



REAR ELEVATION (SOUTHEAST)



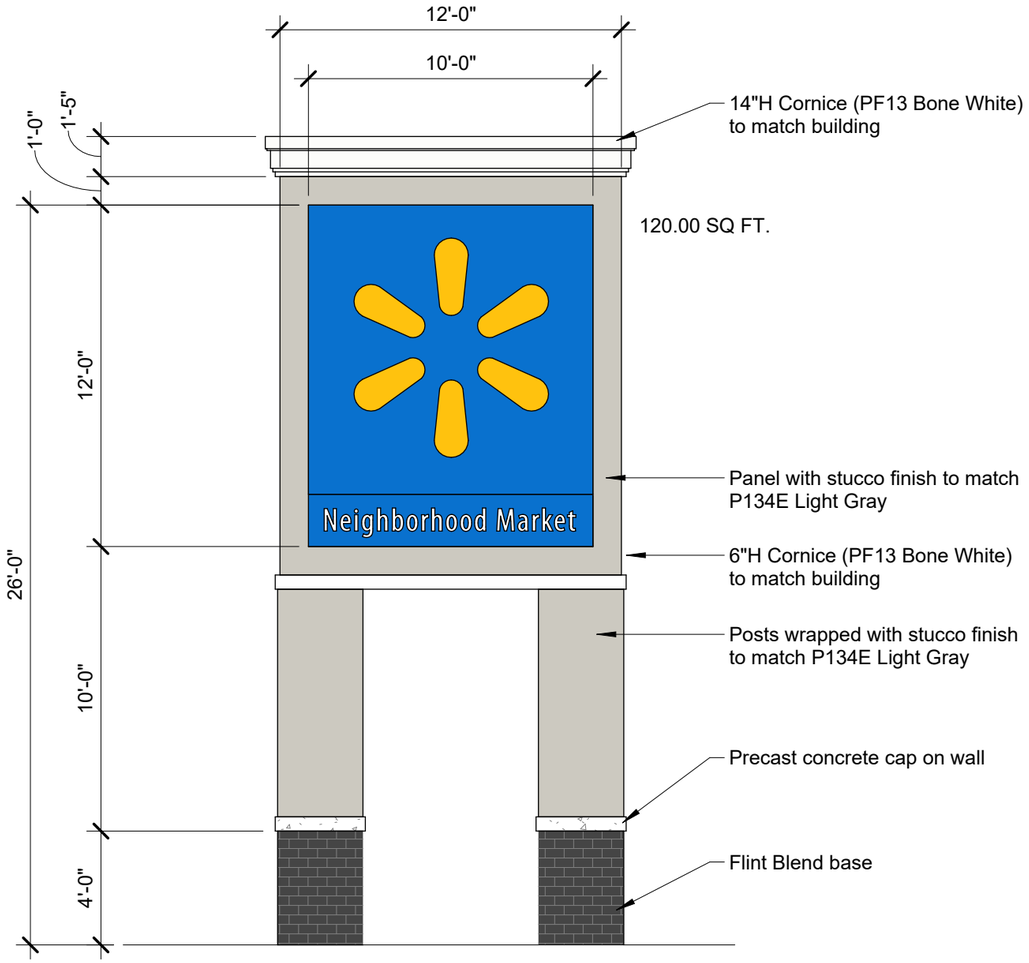
SIDE ELEVATION (NORTHEAST)



FRONT ELEVATION (NORTHWEST)

SITE SIGNAGE SCHEDULE

SIGNAGE	QTY	ILLUMINATED	COLOR	INDIVIDUAL AREA		TOTAL AREA	
Walmart Monument	1	YES	WHITE LETTERING, YELLOW SPARK	120.00	SF	120.00	SF
TOTAL SITE SIGNAGE						120.00	SF



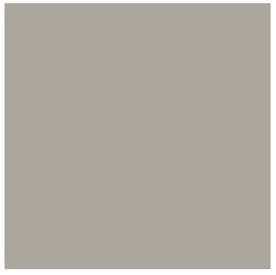
PYLON SIGN ILLUSTRATION - ALT



MONUMENT SIGN ILLUSTRATION



Aluminum Brake Cladding
and Automatic Doors
Clear Anodized finish



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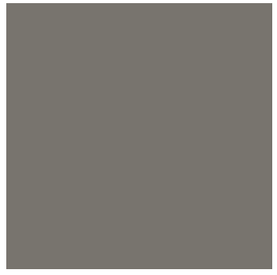
P135E Medium Gray



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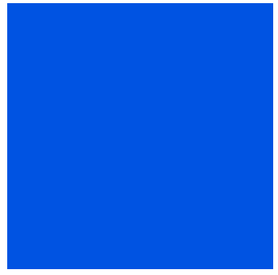


Paint
P218 True Blue



Paint
P162E Black Gray



Perspective - Parking Front RX Corner



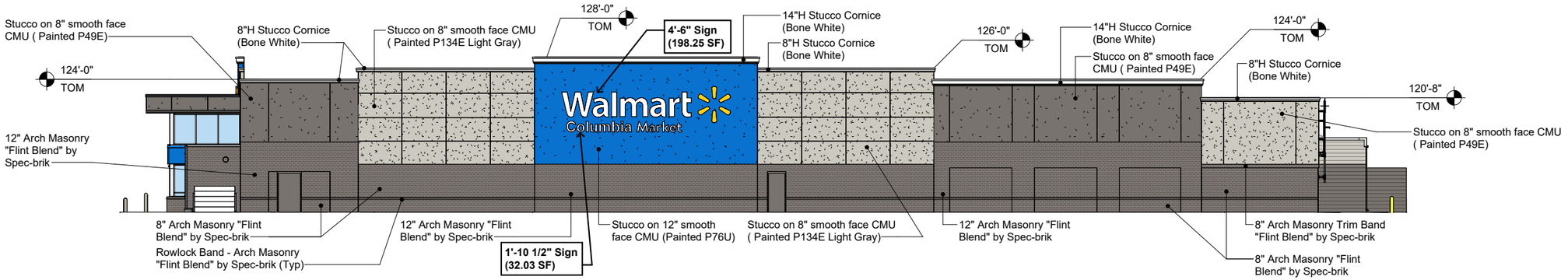
Perspective - Honey Farm Way - South



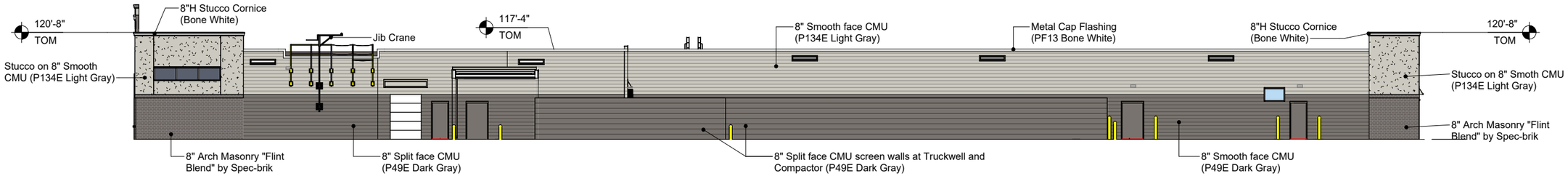
Perspective - Monument Sign Visibility



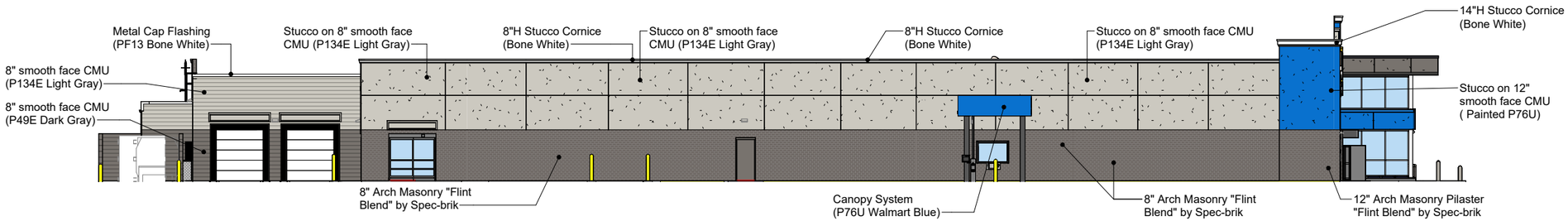
Perspective - Pylon Sign Visibility



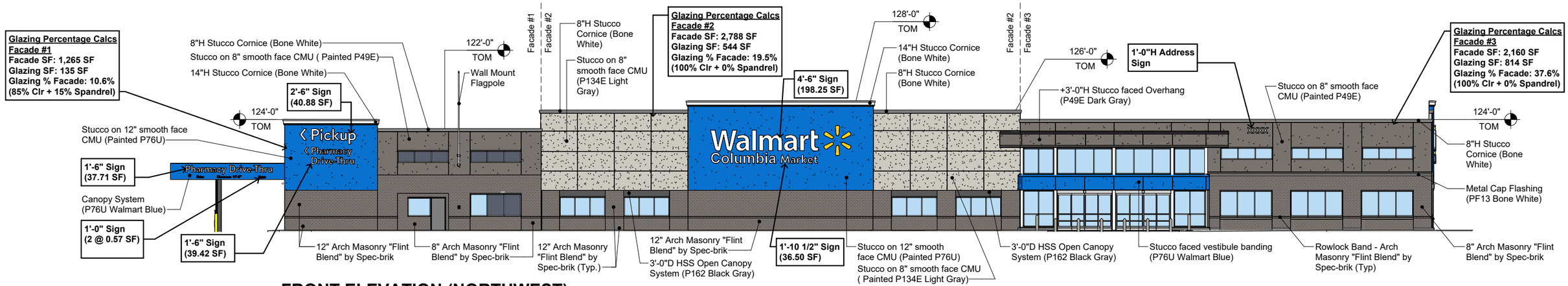
SIDE ELEVATION (SOUTHWEST)



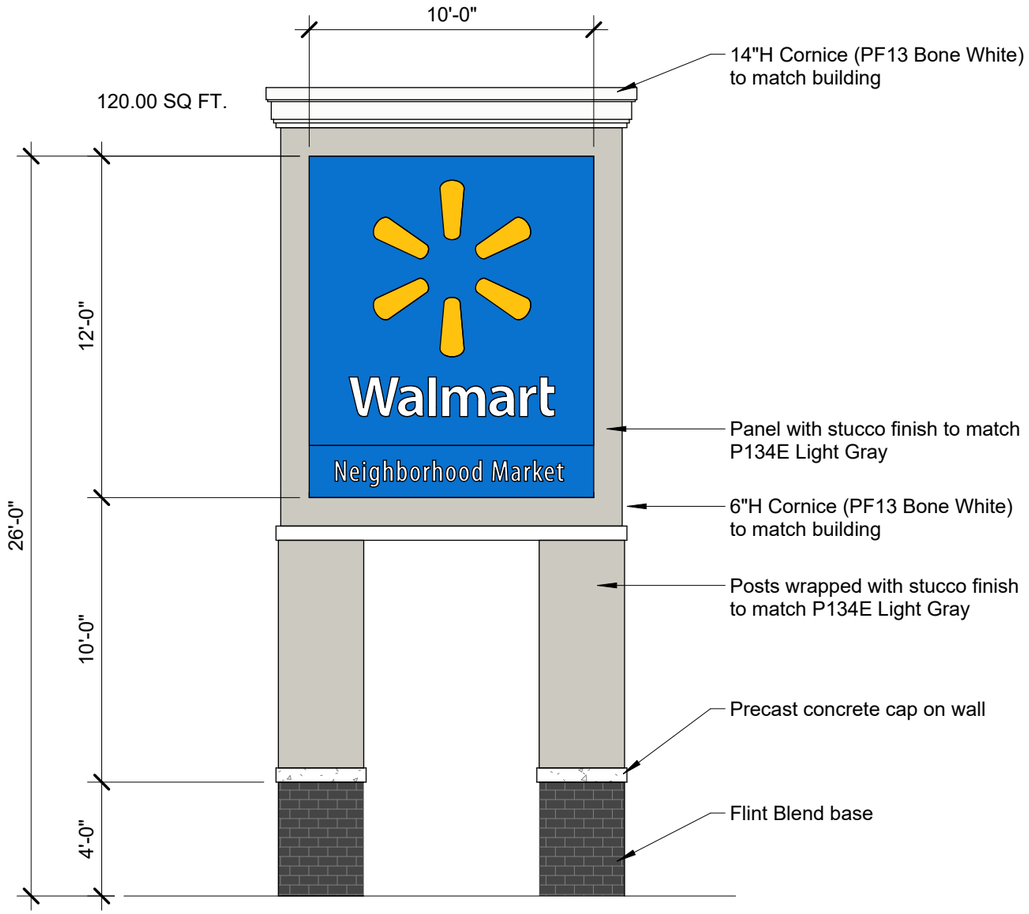
REAR ELEVATION (SOUTHEAST)



SIDE ELEVATION (NORTHEAST)



FRONT ELEVATION (NORTHWEST)



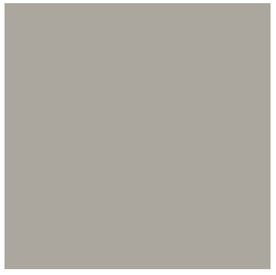
MONUMENT SIGN ELEVATION

SITE SIGNAGE SCHEDULE

SIGNAGE	QTY	ILLUMINATED	COLOR	INDIVIDUAL AREA		TOTAL AREA	
Walmart Monument	1	YES	WHITE LETTERING, YELLOW SPARK	120.00	SF	120.00	SF
TOTAL SITE SIGNAGE						120.00	SF



Paint
P134E Light Gray



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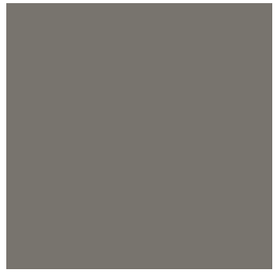

Paint
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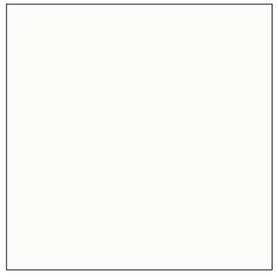
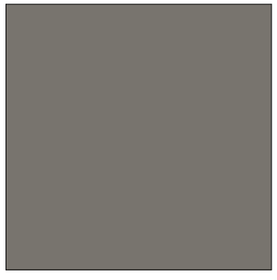
Paint
P76U Walmart Blue



Paint
P162E Black Gray



Pre-finished Metal
PF13 Bone White



Pre-finished Metal
PF21 Dark Gray



Aluminum Brake Cladding
and Automatic Doors
Clear Anodized finish

RG Phillips Consulting, LLC
106 Mission Court, Suite 301
Franklin, Tennessee 37067
Office: (615) 719-7826
Direct: (615) 268-5879
Email: richphillips@rgphillips.net

MEMORANDUM

TO: Olivia DuPuy, EI, Carlson Consulting Engineers, Inc.

FROM: Richard G. Phillips, P.E.

RE: Honey Farm Walmart Neighborhood Market – TIS Review Comments

Date: January 21, 2025

File: 2024-0908

As requested, we have reviewed the comments received and have revised our traffic study accordingly. In addition, we have the following responses regarding the review comments and the updated traffic study:

- The analyses in the revised traffic study were updated based on the 7th edition of the Highway Capacity Manual.

- The revised traffic study includes recommended storage lengths for westbound approach of Honey Farm Way at Nashville Highway.

- The proposed driveway for the Townhomes on Honey Farm Way was not identified as a study intersection during scoping for the traffic study and therefore was not included in the study.

- Based on a review of projected levels of service for the northbound traffic exiting the Walmart Neighborhood Market site, the trip distribution was reallocated to favor the westbound right turn exiting movement at the proposed right-only access. In the November 2024 traffic study, the exiting Walmart Neighborhood traffic heading north was split evenly, with 25% exiting westbound right at Honey Farm Way and 25% exiting westbound right at the right-only access. This distribution was revised to show 10% exiting westbound right at Honey Farm Way and 40% exiting westbound right at the right-only access. Even with this redistribution, exiting traffic from the Walmart right-only access is projected to have approximately 30 fewer seconds of delay compared to exiting traffic at Honey Farm Way during the AM peak hour and approximately 15 fewer seconds of delay during the PM peak hour.

- Based on analyses with HCM 7 and the revised trip distribution, the projected queue lengths for westbound exiting traffic at Honey Farm Way are less than 275' during both the AM and PM peak hours. If the City remains concerned regarding potential queue lengths, an R10-7 sign, "DO NOT BLOCK INTERSECTION", could be installed for the westbound approach on Honey Farm Way in advance of the proposed Walmart access.

- As noted in the review comments, updated traffic signal warrant analyses were not required as part of the traffic study for the Walmart Neighborhood Market. Without updated signal warrants based on the current proposed development, it is not possible to speculate the on the specific timing of the need for traffic signal installation. However, from a review of the traffic signal warrants contained in the 2023 KCI traffic study, it is clear that a traffic signal will be warranted prior to full buildout of the overall Honey Farm development.

Please let us know if you have any questions or if you need any additional information.

Sincerely,



Richard G. Phillips, P.E.

TRAFFIC IMPACT STUDY

HONEY FARM
WALMART NEIGHBORHOOD MARKET
COLUMBIA, TENNESSEE

PREPARED ON BEHALF OF:

CARLSON CONSULTING ENGINEERS, INC.

PREPARED BY:

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

REVISED
JANUARY 2025

TRAFFIC IMPACT STUDY

PROPOSED HONEY FARM WALMART NEIGHBORHOOD MARKET
COLUMBIA, TENNESSEE



PREPARED BY:

RG Phillips Consulting, LLC

Richard G. Phillips, P.E.

106 Mission Court, Suite 301

Franklin, TN 37067

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

Traffic Impact Study

Honey Farm Walmart Neighborhood Market
Columbia, Tennessee

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Introduction and Scope

The purpose of this traffic study is to assess the traffic impacts associated with the proposed Honey Farm Walmart Neighborhood Market development in Columbia, Tennessee. The development is proposed to include a 45,000-S.F. Walmart Neighborhood Market (LUC 850), as well as a 6,600-S.F. fast-food restaurant with a drive-through (LUC 934), a 5,500-S.F. fast casual restaurant (LUC 930), 6,000 S.F. of future retail (LUC 822), 174 apartment units (LUC 220), 180 townhomes (LUC 215), a 98,275-S.F. storage facility (LUC 151), and a 17,000-S.F. health department (LUC 720). Notably, a previous traffic study was prepared for this site by KCI Technologies, Inc. in June 2023. This November 2024 traffic study serves as an update to the prior analyses to reflect changes in proposed land uses, expected trip generation, and project access. Specifically, this updated study addresses the addition of the proposed Walmart Neighborhood Market to the Honey Farm development.

Based on the scope set by City of Columbia staff, this study includes the following intersections:

- #1 – Nashville Highway (US 31 / SR 6) & Honey Farm Way
- #2 – Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access
- #3 – Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access
- #4 – Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive

This report identifies potential traffic impacts to the surrounding roadway network based on the proposed development. Three scenarios were considered for analysis, as follows:

- Existing Traffic Conditions (2024)
- Background Traffic Conditions (2026)
- Projected Traffic Conditions at Horizon Year (2026)

2024 Existing Traffic Conditions

Traffic counts were conducted at locations #1 and #4 from 7:00 AM to 9:00 AM and from 2:00 PM to 6:00 PM. A traffic incident occurred on Nashville Highway during initial traffic collection that affected the AM peak hour traffic; AM traffic data were recollected on a different day as a result.

2026 Background Traffic Conditions

The 2024 existing traffic volumes were increased by 2.5% per year for the two-year buildout period, and one offsite development was identified and included.

2026 Projected Traffic Conditions

Trips expected to be generated by the proposed development were determined from ITE's *Trip Generation, 11th Edition.* These generated volumes were added to the background traffic volumes to determine the 2026 projected traffic conditions. Internal and pass-by reduction factors were included in the trip generation calculations.

Consideration of Offsite Improvements

Right turn lane evaluations were performed for the intersection of Nashville Highway and the proposed Walmart right-only access based on the 2026 projected traffic conditions. The projected conditions at this intersection were found to meet the thresholds for the installation of a northbound right turn lane on Nashville Highway.

Conclusions and Recommendations

Based on the analyses presented in this study, the traffic generated by the proposed Walmart Neighborhood Market can be accommodated by the surrounding roadway infrastructure with the following offsite improvements:

Nashville Highway and Proposed Walmart Right-Only Access

To provide adequate access for the Walmart Neighborhood Market, a right-only driveway on Nashville Highway is shown on the north end of the development. With the inclusion of this driveway, it is recommended that a northbound right turn lane with 150' of storage length be constructed on Nashville Highway.

In addition, recommendations provided in KCI's previous traffic study are now included in the updated Honey Farm site development plan and are summarized as follows:

Nashville Highway and Honey Farm Way

- When warranted, provide traffic signal control. Provide optimized signal timings and evaluate need for coordinated operation.
- Extend the southbound left-turn storage on Nashville Highway to 300'.
- Realign the existing westbound approach of Honey Farm Way to remove the existing curvature of the roadway.
- Provide one entering lane and three exiting lanes for the westbound approach of Honey Farm Way. The exiting approach should include one exclusive left turn lane with 100' of storage, one shared through/left turn lane with 275' of storage, and one right turn lane with 275' of storage.

Honey Farm Way and Proposed Walmart Access / Proposed Commercial Access

- Provide an eastbound left turn lane on Honey Farm Way with 75' of storage.
- Provide an eastbound right turn lane on Honey Farm Way with 75' of storage.
- Provide a westbound left turn lane on Honey Farm Way with 50' of storage.

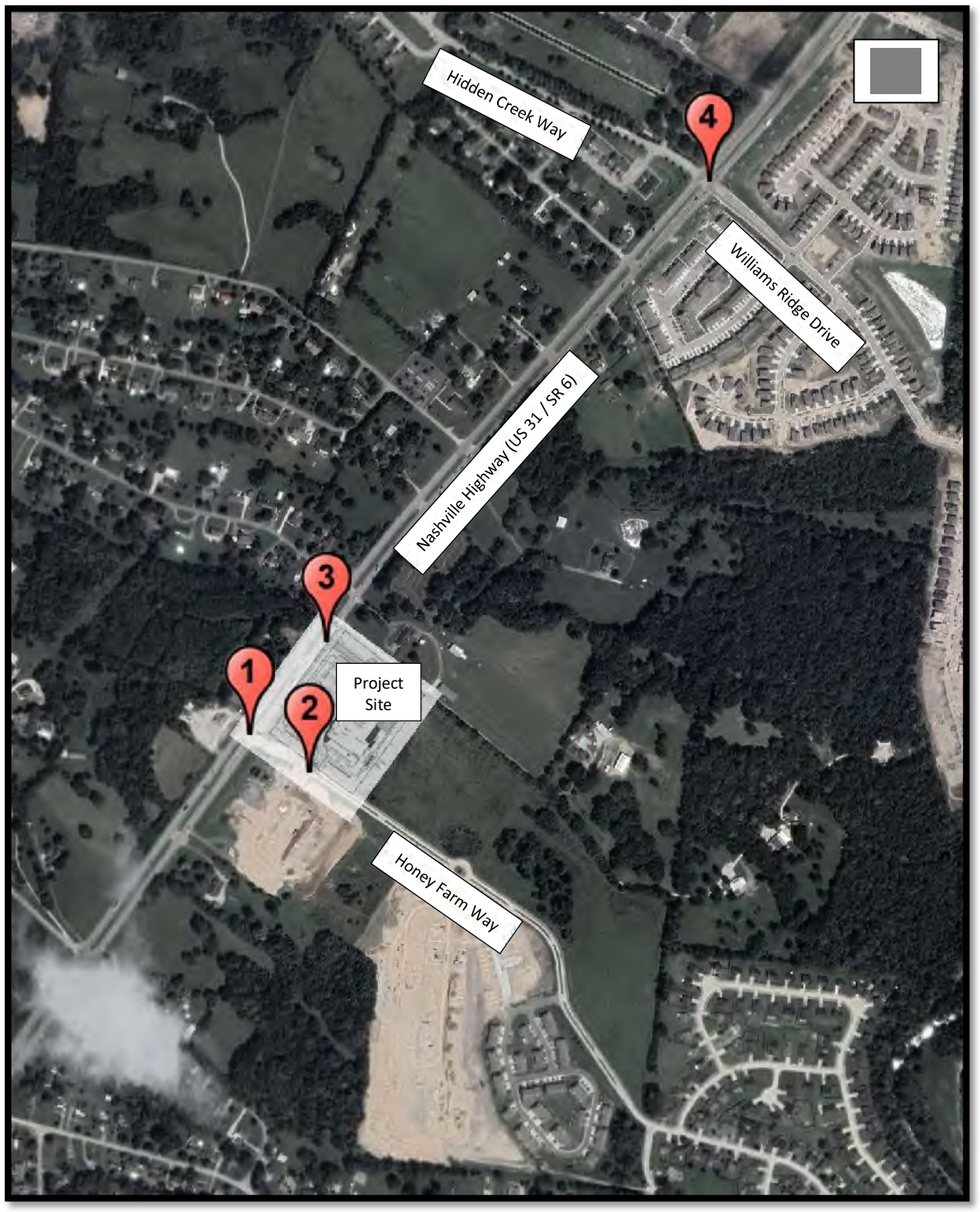
1. INTRODUCTION

The purpose of this traffic impact study is to assess the traffic impacts associated with the proposed Honey Farm Walmart Neighborhood Market in Columbia, Tennessee and to identify if any offsite access or traffic control improvements will be required to address those impacts.

As mentioned above, the project site is located in Columbia, Tennessee, east of Nashville Highway (US 31 / SR 6) and north of Honey Farm Way. Figure 1 shows the proposed project site, along with the intersections that will be included as part of this study.

A traffic impact study was completed previously for this development, by KCI Technologies, Inc. in June 2023. This traffic study, originally prepared by RG Phillips Consulting, LLC, in November 2024, served as an update to the prior report in order to reflect changes in the proposed land uses, expected trip generation, and project access, specifically as they related to the addition of the proposed Walmart Neighborhood Market to the overall Honey Farm development.

The November 2024 study was revised in January 2025 to address review comments provided by the City of Columbia.



RG PHILLIPS CONSULTING

Figure 1.
Project Location and Study Intersections

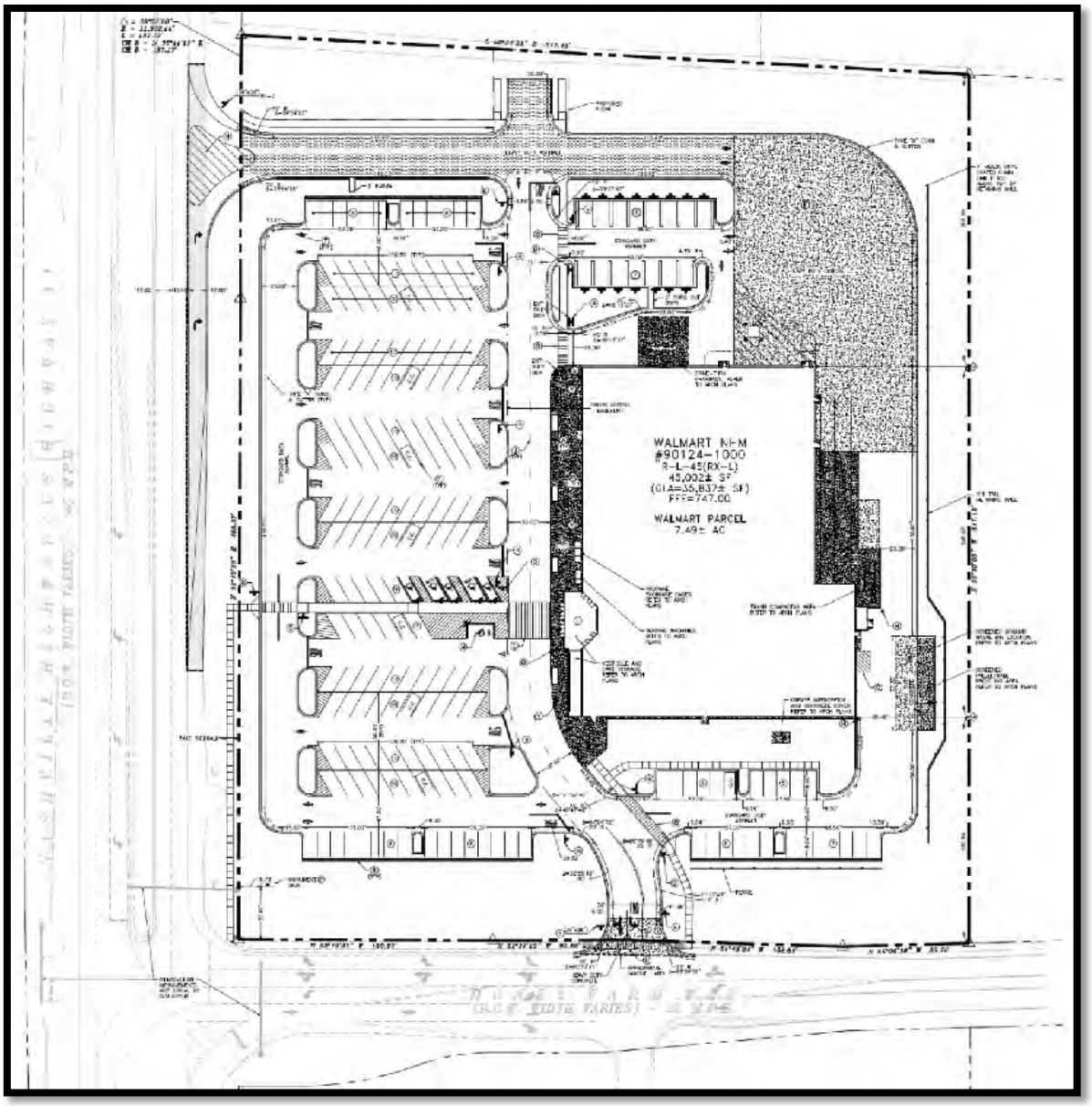
2. PROJECT DESCRIPTION

The current site development plan, provided by Carlson Consulting Engineers, Inc., is illustrated in Figure 2. As detailed in Figure 2, the site plan currently proposes the development of a Walmart Neighborhood Market alongside multiple other land uses. The planned Walmart Neighborhood Market will measure approximately 45,000 S.F. and have a proposed access on Honey Farm Way, as well as a proposed right-only access on Nashville Highway.

In addition to the Walmart Neighborhood Market, the overall Honey Farm development is proposed to include the following:

- Fast-Food Restaurant with Drive-Through (6,600 S.F.)
- Fast Casual Restaurant (5,500 S.F.)
- Future Retail (6,000 S.F.)
- Multifamily Apartment Housing (174 Dwelling Units)
- Townhomes (180 Dwelling Units)
- Mini-Warehouse (98,275 S.F.)
- Health Department (17,000 S.F.)

Based on scoping discussions with City of Columbia staff, it was assumed that the development would be completed by 2026.



CARLSON CONSULTING ENGINEERS, INC.

Figure 2.
Walmart Neighborhood Market
Site Development Plan

Project Scope

This report identifies potential traffic impacts to the surrounding roadway network based on the proposed development. Three scenarios were considered for analysis, as follows:

- Existing Traffic Conditions (2024)
- Background Traffic Conditions (2026)
- Future Traffic Conditions at Project Buildout (2026)

Based on scoping discussions with City of Columbia staff, the following intersections were included for analysis in this traffic study:

- #1 – Nashville Highway (US 31 / SR 6) & Honey Farm Way
- #2 – Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access
- #3 – Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access
- #4 – Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive

To simplify review of the traffic study, each intersection was assigned a reference number, as shown above. The traffic assignment and capacity analyses worksheets contained in this report refer to each intersection by both name and assigned intersection number.

It should be noted that at intersection #1, Nashville Highway and Honey Farm Way, there is a business driveway that comprises the west and fourth leg of the intersection. However, based on traffic data collection for both KCI's previous traffic study and this study, there were zero entering and exiting traffic volumes during each peak hour at this driveway. Therefore, for the purposes of this study, this intersection was analyzed as a T-intersection, excluding the business driveway from analysis and future traffic signal phasing.

3. 2024 EXISTING TRAFFIC CONDITIONS

Methodology

The traffic analyses performed in this report were conducted using *Synchro* software, which emulates the methodologies set forth in the *Highway Capacity Manual, 7th Edition,* for evaluation of signalized and unsignalized intersections.

The intersections considered in this study were evaluated in terms of level of service (LOS), which is a rating of traffic conditions for a given roadway or intersection. The descriptions for the various levels of service at both signalized and unsignalized intersections are shown in Table 1 and Table 2, respectively.

Table 1
Level of Service Criteria for Signalized Intersections

Level of Service	Description	Control Delay (Seconds)
A	Very low delay with minimal stops.	<10
B	Stable traffic flow, low delay, few traffic stops.	>10 to ≤20
C	Operations with stable flow, moderate delay.	>20 to ≤ 35
D	Noticeable delays, many stopped vehicles.	>35 and ≤ 55
E	Unstable flow, high delays and congestion.	>55 and ≤ 80
F	Unacceptable delay, excessive congestion.	>80

Table 2
Level of Service Criteria for Unsignalized Intersections

Level of Service	Description	Control Delay (Seconds)
A	Minimal or no delay	≤ 10
B	Minor traffic delay	>10 and ≤ 15
C	Average traffic delay	>15 and ≤ 25
D	Long traffic delay	>25 and ≤ 35
E	Very long traffic delay	>35 and ≤ 50
F	Extreme traffic delay	> 50

Roadway Network

The roadways in the vicinity of the site that will provide access to the Walmart Neighborhood Market development are described as follows:

- *Nashville Highway (US 31 / SR 6)* is a four-lane, median-divided highway that is designated in TDOT's functional classification system as a principal arterial roadway. For the purposes of this study, Nashville Highway was designated as running north-south. At its intersection with Honey Farm Way, Nashville Highway has a southbound left-turn lane and a northbound right-turn lane into the Honey Farms development. The speed limit on Nashville Highway is posted at 55 mph.

- *Honey Farm Way* is a two-lane local roadway with a posted speed limit of 25 mph. At its intersection with Nashville Highway, Honey Farm Way has two exiting westbound lanes.

- *Hidden Creek Way* is a two-lane local roadway that provides access to the Homestead at Carter's Station residential development. Hidden Creek Way has a posted speed limit of 25 mph.

- *Williams Ridge Drive* is a two-lane local roadway that provides access to the Drumwright residential development. The speed limit is not posted on Williams Ridge Drive.

Existing Traffic Operations

To provide data for the analysis, manual turning movement traffic counts were performed at the following locations:

- #1 – Nashville Highway (US 31 / SR 6) & Honey Farm Way
- #4 – Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive

The traffic counts were conducted on a weekday from 7:00 AM to 9:00 AM and from 2:00 PM to 6:00 PM. It should be noted that traffic video data were recorded initially on October 22nd, 2024, but there was a traffic incident on Nashville Highway during this collection that affected the AM peak hour traffic. AM video was therefore recollected on November 7th, 2024.

From the traffic counts collected, it was determined that the AM peak hours of traffic differed by intersection. At intersection #1, Nashville Highway and Honey Farm Way, the AM peak hour occurred from 7:00 AM to 8:00 AM, while at intersection #4, Nashville Highway and Hidden Creek Way / Williams Ridge Drive, the AM peak hour occurred from 7:15 AM to 8:15 AM. At each of the two intersections, the PM peak hour occurred between 2:30 PM and 3:30 PM.

The existing 2024 peak hour traffic volumes for the intersections studied are illustrated in Figure 3. The traffic count data utilized for this study are included in summary form in Appendix A.

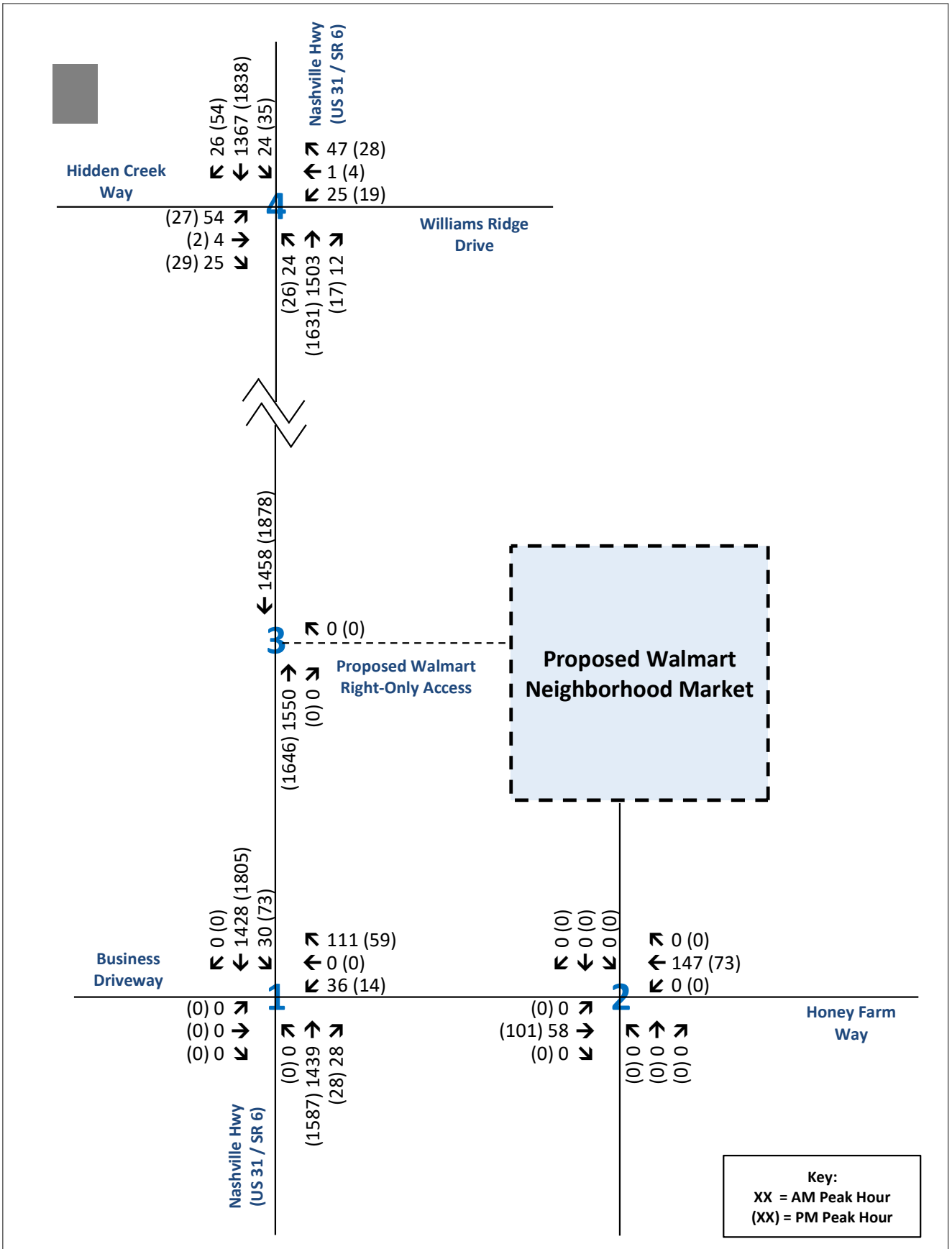


Figure 3.
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

2024 Existing Capacity Analyses

As previously described, the capacity analyses result in the determination of a Level of Service (LOS) for an intersection. The LOS is a concept used to describe how well an intersection or roadway operates. LOS A is the best, while LOS F is the worst.

The results of the capacity analyses for the 2024 existing conditions at the intersections studied are presented in Table 3. As shown, the intersections contained in the study area presently operate at acceptable levels of service (LOS D or better) during both the AM and PM peak traffic hours.

Appendix B contains the capacity analysis worksheets for the 2024 existing traffic conditions.

Table 3
2024 Existing Traffic Conditions Analyses
Peak Hour Levels of Service

Intersection			Level of Service / Delay (Seconds)	
#	**Description**	**Movement [(1)]**	**AM Peak Hour**	**PM Peak Hour**
1	Nashville Highway (US 31 / SR 6) & Honey Farm Way	Southbound Left	B (14.4)	C (17.8)
		Westbound	D (29.0)	D (27.9)
2	Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access	Northbound	---	---
		Southbound	---	---
		Eastbound Left	---	---
		Westbound Left	---	---
3	Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access	Westbound Right	---	---
4	Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive	Overall (Signalized)	B (16.3)	B (19.8)

[(1)] For signalized locations and all-way stop control, the overall LOS and delay are listed for the intersection. For intersections with stop control on the minor approaches only, the LOS and delay are listed for movements that are required to stop or yield the right-of-way.

4. 2026 BACKGROUND TRAFFIC CONDITIONS

The 2026 background conditions analyses are presented to evaluate the traffic levels expected at the project buildout year due to growth. To determine the background traffic volumes, data from a nearby count station, #91, were obtained from TDOT. Based on historical ADT traffic counts at this count station, an average annual rate of 1.3% traffic growth was indicated in the vicinity of the project site over the last five-year period. To be conservative, the 2024 existing traffic volumes were increased by 2.5% per year for the two-year buildout to obtain the 2026 background traffic volumes. The historical TDOT data from this count station are included in Appendix A.

In addition to historical traffic growth, one offsite development was identified for inclusion in the 2026 background traffic conditions. This project is a proposed multifamily and self-storage development located at 2558 Nashville Highway, north of the Honey Farm development.

The 2026 background traffic volumes, which represent the traffic that could be expected to travel through the study area even if the proposed Walmart Neighborhood Market is not completed, are illustrated in Figure 4.

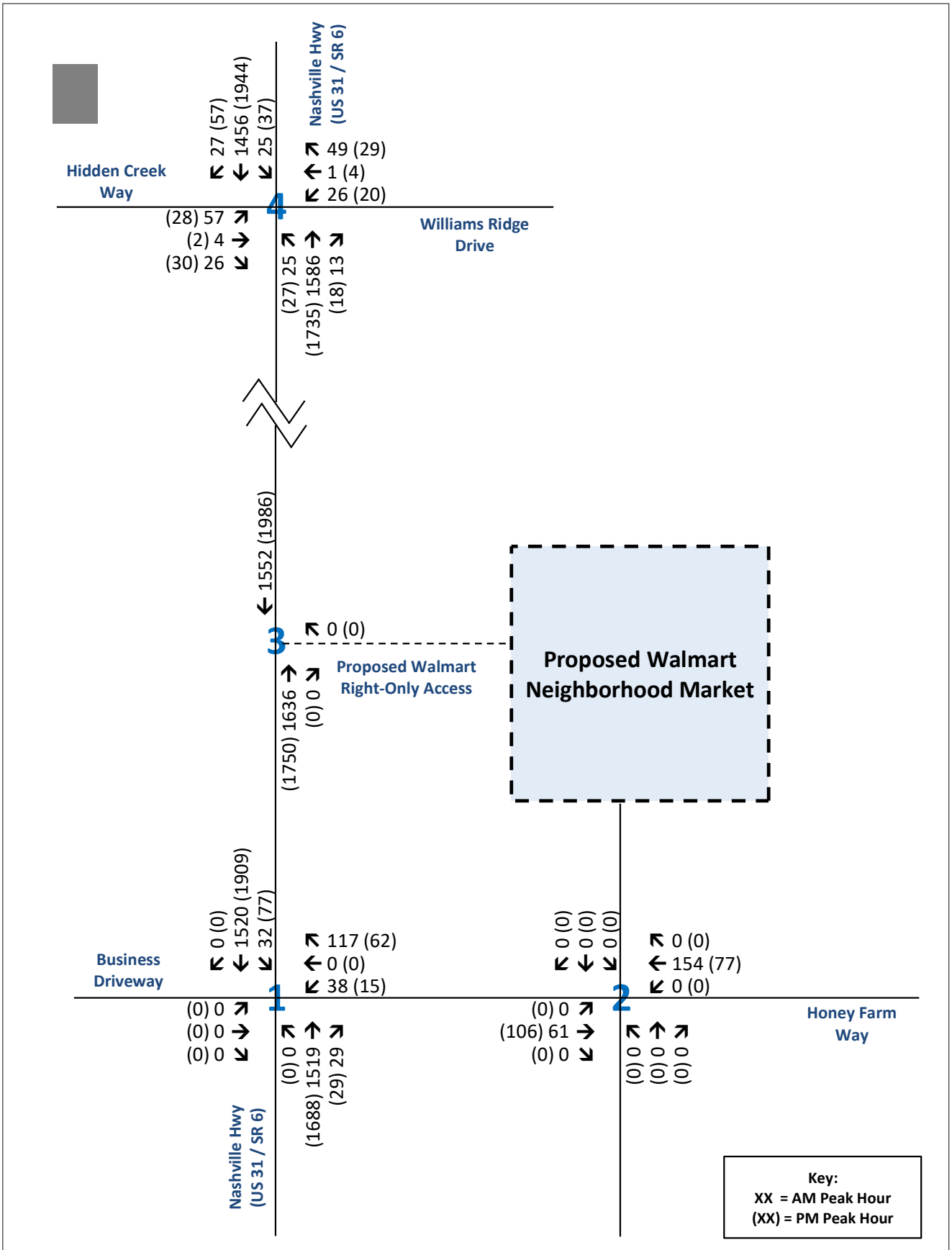


Figure 4.
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

2026 Background Intersection Capacity Analyses

To determine the LOS of the intersections studied, capacity analyses were performed for the AM and PM peak hours of traffic for the 2026 background traffic conditions. The capacity calculations were performed in accordance with the methods outlined in the *Highway Capacity Manual*. As previously described, the capacity analyses result in the determination of a Level of Service (LOS) for an intersection. The LOS is a concept used to describe how well an intersection or roadway operates. LOS A is the best, while LOS F is the worst.

As shown in Table 4, the intersections contained in the study area are expected to operate at acceptable levels of service (LOS D or better) during both the AM and PM peak traffic hours.

Appendix B contains the capacity analysis worksheets for the 2026 background traffic conditions.

Table 4
2026 Background Traffic Conditions Analyses
Peak Hour Levels of Service

Intersection			Level of Service / Delay (Seconds)	
#	**Description**	**Movement [(1)]**	**AM Peak Hour**	**PM Peak Hour**
1	Nashville Highway (US 31 / SR 6) & Honey Farm Way	Southbound Left	C (15.3)	C (19.8)
		Westbound	D (33.3)	D (32.1)
2	Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access	Northbound	---	---
		Southbound	---	---
		Eastbound Left	---	---
		Westbound Left	---	---
3	Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access	Westbound Right	---	---
4	Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive	Overall (Signalized)	B (17.3)	C (22.7)

[(1)] For signalized locations and all-way stop control, the overall LOS and delay are listed for the intersection. For intersections with stop control on the minor approaches only, the LOS and delay are listed for movements that are required to stop or yield the right-of-way.

5. 2026 PROJECTED TRAFFIC CONDITIONS

To develop the 2026 projected traffic conditions, the trips expected to be generated by the proposed development were determined. These trips were then assigned to the roadway network using directional traffic distributions.

Trip Generation

As mentioned in the project description, the proposed project will include a Walmart Neighborhood Market measuring approximately 45,000 S.F., as well as a 6,600-S.F. fast-food restaurant with a drive-through window; a 5,500-S.F. fast casual restaurant; 6,000 S.F. of future retail space; 174 apartment units; 180 townhomes; 98,275 S.F. of mini-warehouse space, and a 17,000-S.F. health department. Trips expected to be generated by the proposed development were calculated using data from *Trip Generation*, *11th Edition*, which is a publication of the Institute of Transportation Engineers (ITE). The results of the trip generation calculations are presented in Table 5. This table also includes the number of internal and pass-by trips assumed for the development.

- Internal Trip Reduction – Information contained in the *Trip Generation Handbook* indicates that multi-use sites with retail-to-retail attraction can result in as much as a 30% reduction in external trips. However, based on scoping discussions with City of Columbia staff, a 20% internal reduction rate was applied for the grocery store, fast-food restaurant with a drive-through, fast casual restaurant, and future retail portions of the development.

- Pass-By Trips – Information contained in the *Trip Generation Handbook* indicates the pass-by capture rates are significant for retail land uses. The specific pass-by rates utilized for each land use are detailed in the footnotes of Table 5.

Additional information regarding the trip generation calculations for the site development included in this study is contained in Appendix C.

Table 5
Trip Generation for the Proposed
Honey Farm Walmart Neighborhood Market

Description	ITE Land Use Code (LUC)	SIZE	Daily Trips	AM Peak Hour Trips		PM Peak Hour Trips	
				Enter	Exit	Enter	Exit
Grocery Store	850	45,000 S.F.	4,292	76	53	202	202
Fast-Food Restaurant with Drive-Through	934	6,600 S.F.	3,086	150	144	113	105
Fast Casual Restaurant	930	5,500 S.F.	534	4	4	46	37
Future Retail	822	6,000 S.F.	326	12	8	27	27
Multifamily Housing (Low-Rise)	220	174 Units	1,190	18	58	60	35
Townhomes	215	180 Units	1,322	22	66	61	43
Mini-Warehouse	151	98,275 S.F.	142	5	4	7	8
Health Department	720	17,000 S.F.	622	39	10	20	46
Total Generated Trips			**11,514**	**326**	**347**	**536**	**503**
Internal Trip Reduction [(1)]			(2,301)	(65)	(71)	(106)	(100)
Total Primary Trips			**9,213**	**261**	**276**	**430**	**403**
Pass-By Trip Reduction [(2)]			(2,093)	(71)	(64)	(114)	(109)
Net New Trips Generated			**7,120**	**190**	**212**	**316**	**294**

[(1)] For LUCs 850, 934, 930, and 822, an internal trip reduction of 20% was taken for the weekday, AM, and PM trip generations.
[(2)] For LUC 850, the weekday, AM, and PM pass-by reduction rates used were 20%, 20%, and 33%, respectively. For LUC 934, the weekday, AM, and PM pass-by reduction rates used were 50%, 49%, and 50%. For LUC 930, the weekday, AM, and PM pass-by reduction rates used were 25%, 0%, and 25%. For LUC 822, the weekday, AM, and PM pass-by reduction rates used were 25%, 0%, and 34%.

Trip Distribution

The trips that will be generated by the proposed project were assigned to the roadway network using trip distributions that are detailed in Appendix D. These directional distributions were based on the existing directional split of traffic, the access proposed for the site, and the population and employment centers in the area. Given the multiple land uses proposed for the Honey Farm development, various trip distributions were determined. As an example, Figure 5 illustrates the primary trip distribution for the Walmart Neighborhood Market, which is described as follows:

- 50% to / from the south on Nashville Highway
- 50% to / from the north on Nashville Highway
    - 45% via Nashville Highway
    - 3% via Williams Ridge Drive
    - 2% via Hidden Creek Way

Appendix D contains the following trip distribution sheets:

- Primary Trip Distributions
    - Grocery Store (Walmart Neighborhood Market)
    - Fast-Food Restaurant with Drive-Through
    - Fast Casual Restaurant
    - Future Retail
    - Multifamily Housing (Low-Rise)
    - Townhomes
    - Mini-Warehouse
    - Health Department
- Pass-By Trip Distributions
    - Grocery Store (Walmart Neighborhood Market)
    - Fast-Food Restaurant with Drive-Through
    - Fast Casual Restaurant
    - Future Retail
- Offsite Trip Distribution
    - 2558 Nashville Highway

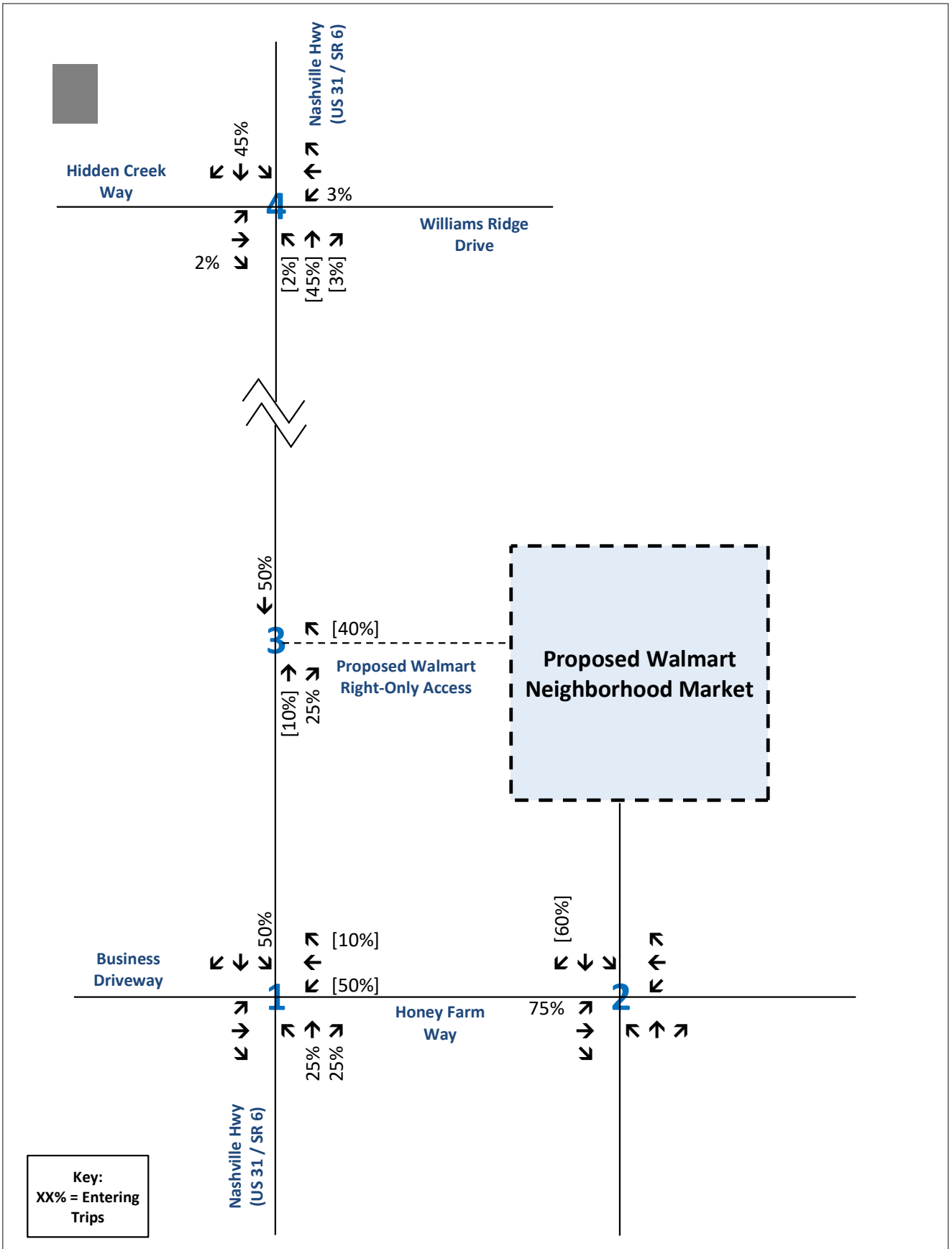


Figure 5.
Primary Trip Distribution - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

Traffic Assignment

The assignments of the total trips that will be generated by the proposed development are presented in Figure 6. Appendix E contains the traffic assignment figures utilized in developing the projected traffic volumes at buildout conditions. Traffic assignment information included in Appendix E is listed as follows:

- Existing Traffic Volumes (2024)
- Background Traffic Volumes (2026)
    - Historical Growth (2.5% per year for 2 years)
    - Offsite Traffic – 2558 Nashville Highway
    - Total Background Traffic (Historical Growth + Offsite)
- Site-Generated Traffic
    - Primary Traffic Volumes
        - Grocery Store (Walmart Neighborhood Market)
        - Fast-Food Restaurant with Drive-Through
        - Fast Casual Restaurant
        - Future Retail
        - Multifamily Housing (Low-Rise)
        - Townhomes
        - Mini-Warehouse
        - Health Department
    - Total Primary Traffic Volumes
    - Pass-By Traffic Volumes
        - Grocery Store (Walmart Neighborhood Market)
        - Fast-Food Restaurant with Drive-Through
        - Fast Casual Restaurant
        - Future Retail
    - Total Pass-By Traffic Volumes
- Total Site-Generated Traffic Volumes
- Total Projected Traffic Volumes at Project Buildout (2026)

The site-generated traffic volumes, shown in Figure 6, were added to the total background peak hour traffic volumes in order to obtain the total projected traffic volumes for the intersections within the study area. Figure 7 presents the total projected AM and PM peak hour traffic volumes expected at project buildout in 2026.

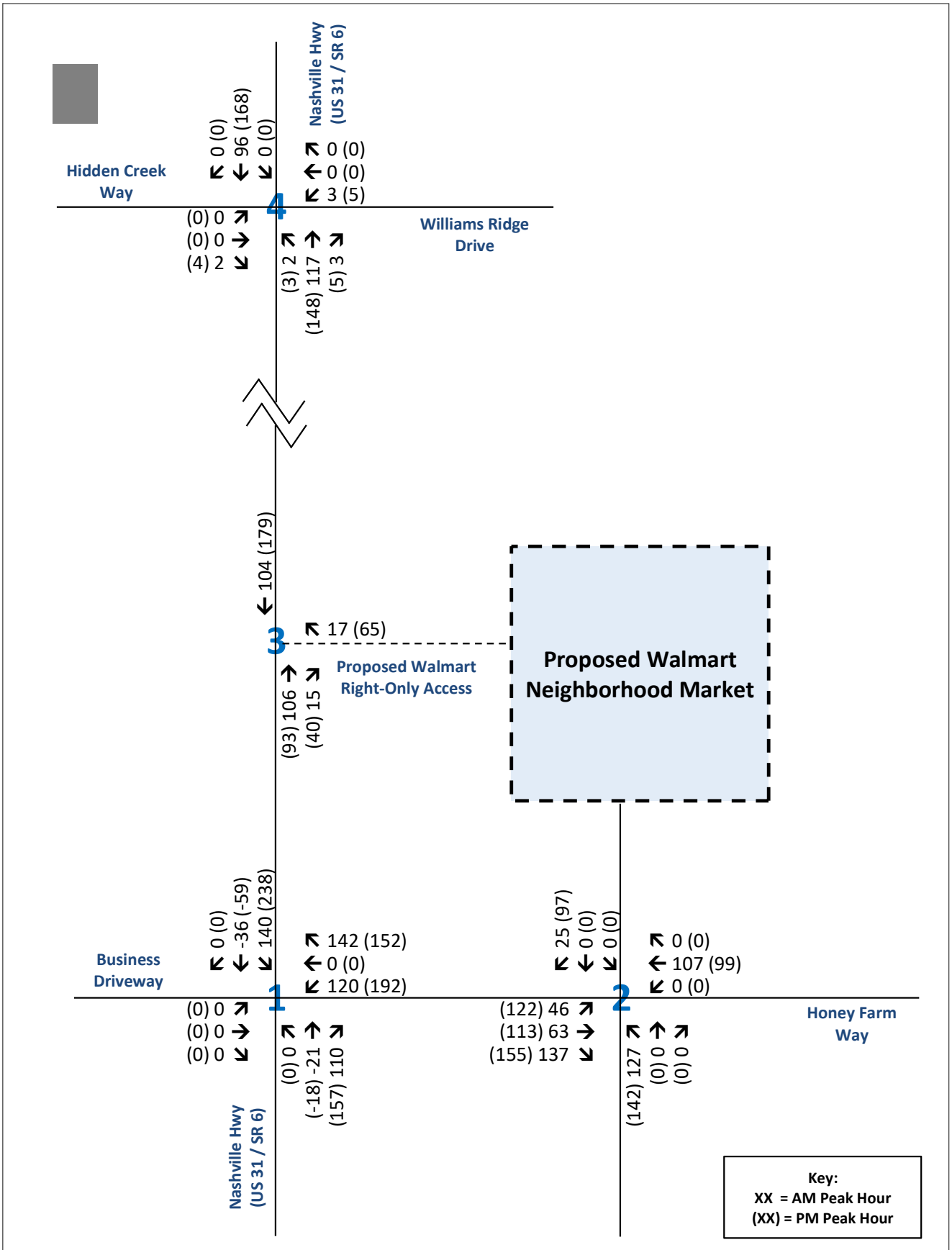


Figure 6.
Site Generated Traffic
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

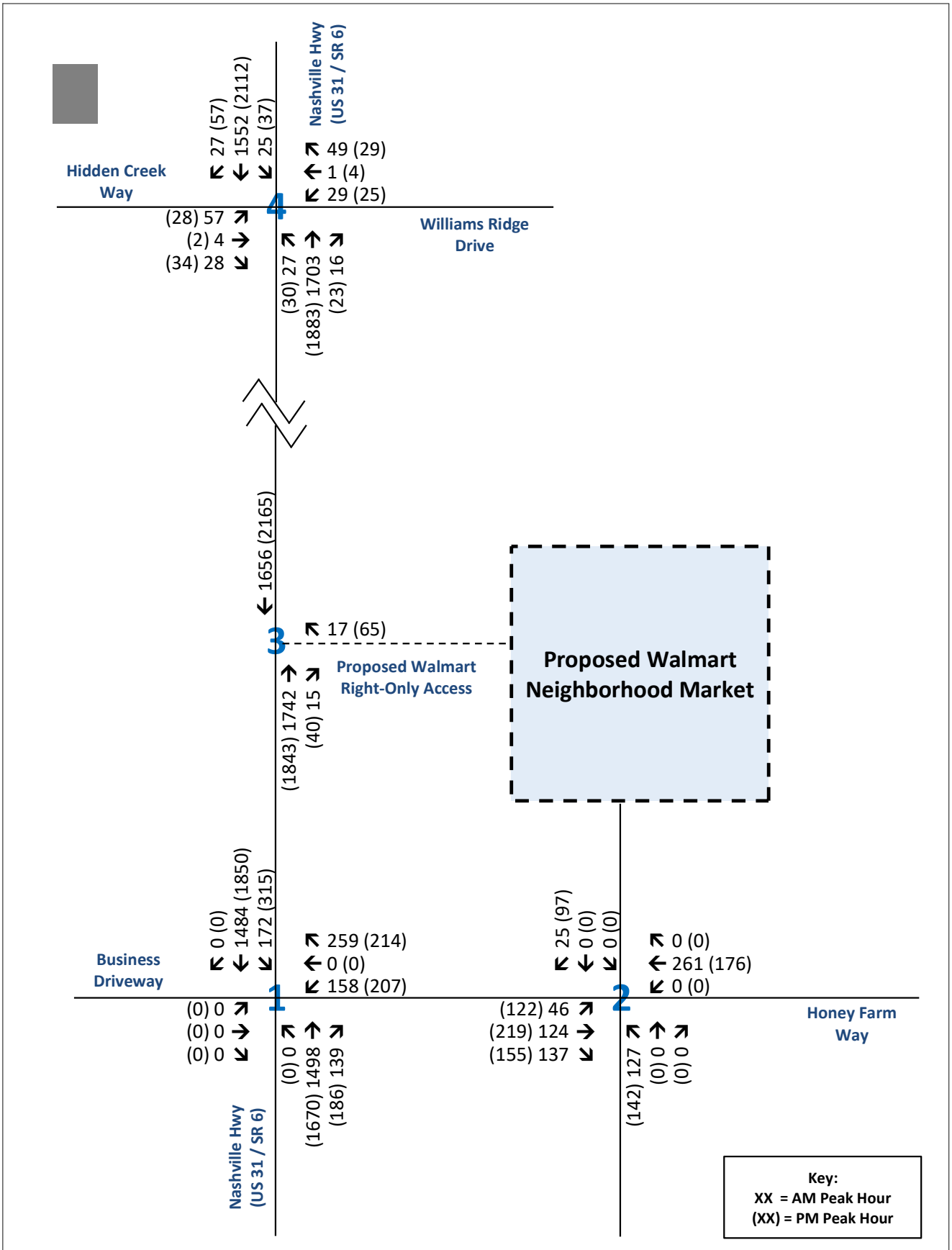


Figure 7.
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

2026 Projected Intersection Capacity Analyses

Capacity analyses were performed in order to determine the impact of the project on the intersections included in the scope of the study. These capacity analyses were used to evaluate the need for roadway and traffic control improvements at the intersections studied.

The results of the capacity analyses for the 2026 projected traffic conditions at the intersections studied are presented in Table 6. As shown, the intersections included in this study are expected to operate at acceptable levels of service (LOS D or better) during the AM and PM peak hours of traffic. Of note, intersection #1, Nashville Highway (US 31 / SR 6) and Honey Farm Way, was analyzed in the 2026 projected traffic conditions as a signalized location. In KCI's previous traffic study for the Honey Farm development, traffic signal warrants were conducted, and the thresholds for a signal were met, at this intersection. Based on KCI's traffic signal warrant analyses and discussions with the City of Columbia, the intersection of Nashville Highway and Honey Farm Way is planned to be signalized as part of the overall Honey Farm buildout.

Appendix B contains the capacity analysis worksheets for the 2026 projected traffic conditions.

Table 6
2026 Projected Traffic Conditions Analyses
Peak Hour Levels of Service

Intersection			Level of Service / Delay (Seconds)	
#	**Description**	**Movement [(1)]**	**AM Peak Hour**	**PM Peak Hour**
1	Nashville Highway (US 31 / SR 6) & Honey Farm Way	Overall (Signalized)	B (19.9)	C (28.2)
2	Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access	Northbound	C (15.1)	C (22.3)
		Southbound	B (10.8)	B (10.5)
		Eastbound Left	A (7.9)	A (7.9)
		Westbound Left	A (7.8)	A (8.1)
3	Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access	Westbound Right	C (19.8)	D (26.0)
4	Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive	Overall (Signalized)	B (18.5)	C (31.2)

[(1)] For signalized locations and all-way stop control, the overall LOS and delay are listed for the intersection. For intersections with stop control on the minor approaches only, the LOS and delay are listed for movements that are required to stop or yield the right-of-way.

2026 Projected Traffic Conditions – Queueing Analyses

As part of the analyses for the 2026 projected traffic conditions in the vicinity of the project site, 95th percentile queues were evaluated for the intersections included in this study. The queue lengths are summarized below in Table 7.

Table 7
95th Percentile Queues for 2026 Projected Traffic Conditions

Intersection			AM Peak Hour	PM Peak Hour
#	Description	Approach / Movement (1)	95th % Queue (1) (2)	95th % Queue (1) (2)
1	Nashville Highway (US 31 / SR 6) & Honey Farm Way	Northbound Through	670’	#1006’
		Northbound Right	18’	49’
		Southbound Left	96’	m259’
		Southbound Through	720’	1075’
		Westbound Left	107’	141’
		Westbound Right	269’	219’
2	Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access	Northbound	50’	75’
		Southbound Left	<25’	<25’
		Southbound Through-Right	<25’	<25’
		Eastbound Left	<25’	<25’
		Eastbound Through	---	---
		Eastbound Right	---	---
		Westbound Left	0’	0’
		Westbound Through-Right	---	---
3	Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access	Northbound Through	---	---
		Southbound Through	---	---
		Westbound Right	<25’	50’
4	Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive	Northbound Left	m4’	m4’
		Northbound Through	140’	1119’
		Northbound Right	m0’	m0’
		Southbound Left	15’	26’
		Southbound Through	603’	#1331’
		Southbound Right	0’	7’
		Eastbound Left	86’	55’
		Eastbound Through-Right	38’	39’
		Westbound Left	51’	51’
		Westbound Through	7’	19’
		Westbound Right	14’	0’

(1) #: 95th percentile volume exceeds capacity; queue may be longer.
(2) m: Volume for 95th percentile queue is metered by upstream signal.

Consideration of Offsite Improvements

Based on the results of the 2026 projected intersection capacity analyses, the need for offsite improvements was evaluated.

Left Turn Lane Warrants

For left turn lane warrants, traffic volumes are compared to the standards set forth in *NCHRP 457*. However, these analyses are typically performed only for unsignalized intersections; therefore, intersections #1, Nashville Highway and Honey Farm Way, and #4, Nashville Highway and Hidden Creek Way / Williams Ridge Drive, were not considered for analysis because #4 is already signalized and #1 is planned to be signalized in the 2026 projected conditions. Additionally, intersection #3, Nashville Highway and the proposed Walmart right-only access, was not considered for analysis because this access is proposed at a location on Nashville Highway that is median-divided and cannot allow left-turning movements into the site. Finally, an eastbound left turn lane into the site at intersection #2, Honey Farm Way and the proposed Walmart access, is already included on the revised site development plan for future construction.

Right Turn Lane Evaluations

To evaluate the need for right turn lane improvements, the criteria contained in *NCHRP 457* were compared to the 2026 projected traffic volumes at the following locations:

- #2 – Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access
- #3 – Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access

Right turn lane analyses were not conducted at intersection #1, Nashville Highway and Honey Farm Way, as there is an existing northbound right turn lane on Nashville Highway, or at intersection #4, Nashville Highway and Hidden Creek Way / Williams Ridge Drive, as there are existing northbound and southbound right turn lanes at this signalized location.

For location #2, the AM and PM peak hour volumes were compared to the data for a two-lane, 30-mph roadway; for location #3, the volumes were compared to the data for a four-lane, 55-mph roadway.

#2 – Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access

The results of the analyses show that the projected volumes do not meet the thresholds indicated for the installation of a westbound right turn lane at this location during either the AM or PM peak hours.

#3 – Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access

The results of the analyses show that the projected volumes meet the thresholds indicated for the installation of a northbound right turn lane at this location.

Copies of the right turn analyses sheets for the 2026 projected traffic conditions are included in Appendix F.

6. CONCLUSIONS AND RECOMMENDATIONS

Based on the analyses presented in this study, the traffic generated by the proposed Walmart Neighborhood Market can be accommodated by the surrounding roadway infrastructure with the following offsite improvements, which are detailed in Figure 8:

Nashville Highway and Proposed Walmart Right-Only Access

To provide adequate access for the Walmart Neighborhood Market, a right-only driveway on Nashville Highway is shown on the north end of the development. With the inclusion of this driveway, it is recommended that a northbound right turn lane with 150' of storage length be constructed on Nashville Highway.

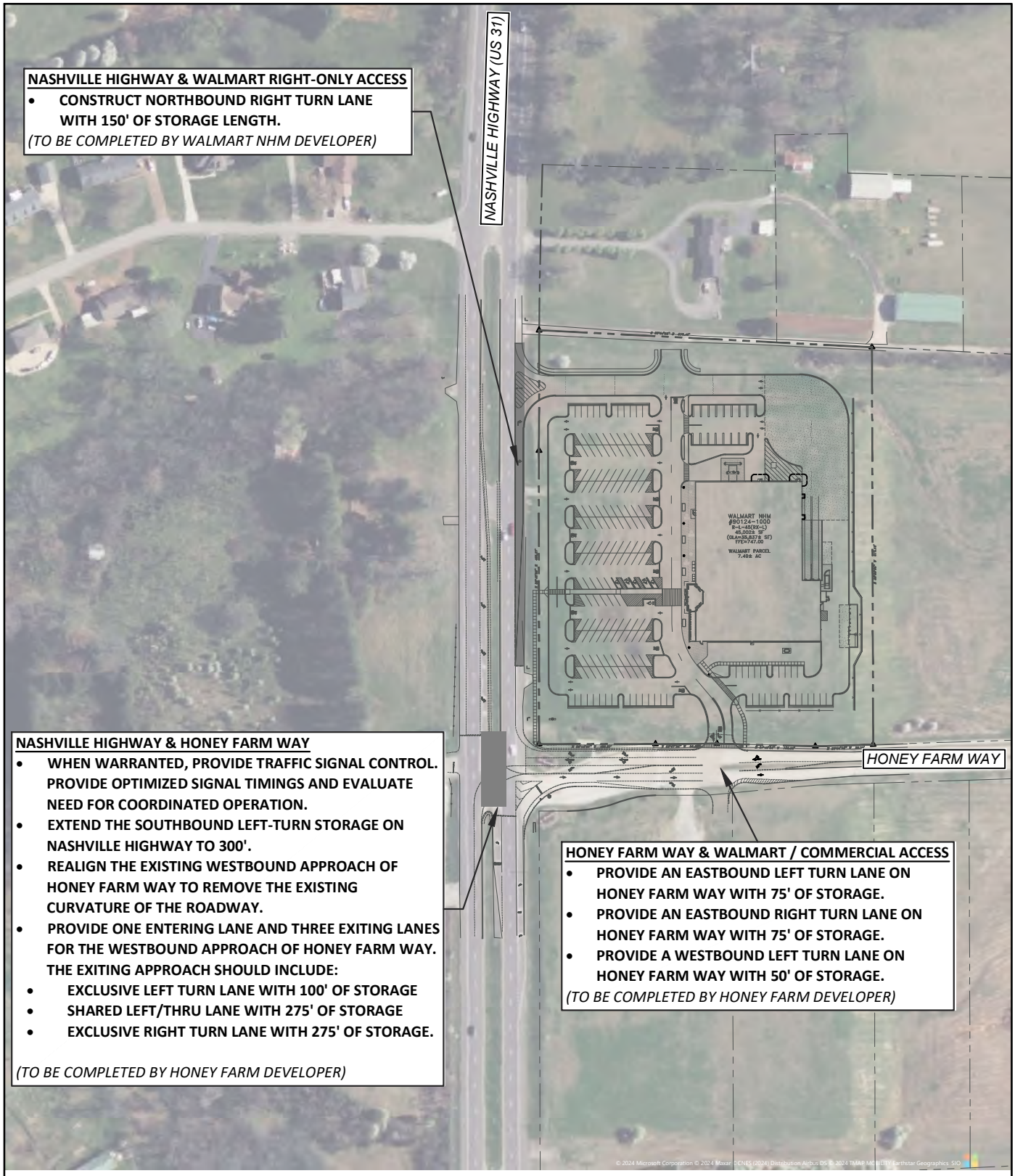
In addition, recommendations provided in KCI's previous traffic study are now included in the updated Honey Farm site development plan and are summarized as follows:

Nashville Highway and Honey Farm Way

- When warranted, provide traffic signal control. Provide optimized signal timings and evaluate need for coordinated operation.
- Extend the southbound left-turn storage on Nashville Highway to 300'.
- Realign the existing westbound approach of Honey Farm Way to remove the existing curvature of the roadway.
- Provide one entering lane and three exiting lanes for the westbound approach of Honey Farm Way. The exiting approach should include one exclusive left turn lane with 100' of storage, one shared through/left turn lane with 275' of storage, and one right turn lane with 275' of storage.

Honey Farm Way and Proposed Walmart Access / Proposed Commercial Access

- Provide an eastbound left turn lane on Honey Farm Way with 75' of storage.
- Provide an eastbound right turn lane on Honey Farm Way with 75' of storage.
- Provide a westbound left turn lane on Honey Farm Way with 50' of storage.



Honey Farm Walmart Neighborhood Market - Traffic Impact Study (Columbia, TN)

RGPHILLIPS CONSULTING

Figure 8.
Recommended Improvements

APPENDIX A

TRAFFIC COUNT DATA

INTERSECTION TURNING

MOVEMENT COUNTS

INTERSECTION VEHICULAR TURNING MOVEMENT COUNTS

LOCATION: #1 - Nashville Highway (US Highway 31 / State Route 6) & Honey Farm Way / Business Driveway
PROJECT: Proposed Honey Farm Walmart Neighborhood Market
DATE: Tuesday, October 22, 2024
NOTES: Due to a traffic incident, AM peak data was recollected on 11/7/2024

LOCATION	Northbound			Southbound			Eastbound			Westbound			
	Nashville Highway (US Highway 31 / State Route 6)			Nashville Highway (US Highway 31 / State Route 6)			Business Driveway			Honey Farm Way			
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM - 7:15 AM	0	334	9	8	289	0	0	0	0	11	0	26	
7:15 AM - 7:30 AM	0	345	6	6	362	0	0	0	0	13	0	33	
7:30 AM - 7:45 AM	0	364	6	6	419	0	0	0	0	6	0	25	
7:45 AM - 8:00 AM	0	396	7	10	358	0	0	0	0	6	0	27	
8:00 AM - 8:15 AM	0	318	8	15	281	0	0	0	0	7	0	18	
8:15 AM - 8:30 AM	0	302	4	14	274	0	0	0	0	7	0	17	
8:30 AM - 8:45 AM	0	327	2	10	278	0	0	0	0	7	0	14	
8:45 AM - 9:00 AM	0	340	8	7	308	0	0	0	0	10	0	12	
2:00 PM - 2:15 PM	0	346	2	13	404	0	0	0	0	4	0	20	
2:15 PM - 2:30 PM	0	320	6	10	422	0	0	0	0	9	0	12	
2:30 PM - 2:45 PM	0	375	4	10	552	0	0	0	0	4	0	14	
2:45 PM - 3:00 PM	0	396	10	25	449	0	0	0	0	0	0	20	
3:00 PM - 3:15 PM	0	383	5	20	395	0	0	0	0	6	0	11	
3:15 PM - 3:30 PM	0	433	9	18	409	0	0	0	0	4	0	14	
3:30 PM - 3:45 PM	0	432	9	21	370	0	0	0	0	3	0	23	
3:45 PM - 4:00 PM	0	374	10	23	360	0	0	0	0	4	0	6	
4:00 PM - 4:15 PM	0	353	5	24	366	0	0	0	0	8	0	13	
4:15 PM - 4:30 PM	0	399	10	16	363	0	0	0	0	5	0	11	
4:30 PM - 4:45 PM	0	388	11	23	368	0	0	0	0	6	0	13	
4:45 PM - 5:00 PM	0	290	4	18	393	0	0	0	0	5	0	20	
5:00 PM - 5:15 PM	0	338	7	18	382	0	0	0	0	4	0	16	
5:15 PM - 5:30 PM	0	424	6	25	346	0	0	0	0	5	0	14	
5:30 PM - 5:45 PM	0	382	9	18	350	0	0	0	0	3	0	16	
5:45 PM - 6:00 PM	0	323	7	18	345	0	0	0	0	5	0	9	PHF
AM Peak Hour (7:00 AM - 8:00 AM)	0	1,439	28	30	1,428	0	0	0	0	36	0	111	0.93
PM Peak Hour (2:30 PM - 3:30 PM)	0	1,587	28	73	1,805	0	0	0	0	14	0	59	0.93

INTERSECTION VEHICULAR TURNING MOVEMENT COUNTS

LOCATION: #2 - Honey Farm Way & Commercial Access / Proposed Walmart Access
PROJECT: Proposed Honey Farm Walmart Neighborhood Market
DATE: Tuesday, October 22, 2024
NOTES: Due to a traffic incident, AM peak data was recollected on 11/7/2024

LOCATION	Northbound			Southbound			Eastbound			Westbound		
	Commercial Access			Proposed Walmart Access			Honey Farm Way			Honey Farm Way		
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM - 7:15 AM								17			37	
7:15 AM - 7:30 AM								12			46	
7:30 AM - 7:45 AM								12			31	
7:45 AM - 8:00 AM								17			33	
8:00 AM - 8:15 AM								23			25	
8:15 AM - 8:30 AM								18			24	
8:30 AM - 8:45 AM								12			21	
8:45 AM - 9:00 AM								15			22	
2:00 PM - 2:15 PM								15			24	
2:15 PM - 2:30 PM								16			21	
2:30 PM - 2:45 PM								14			18	
2:45 PM - 3:00 PM								35			20	
3:00 PM - 3:15 PM								25			17	
3:15 PM - 3:30 PM								27			18	
3:30 PM - 3:45 PM								30			26	
3:45 PM - 4:00 PM								33			10	
4:00 PM - 4:15 PM								29			21	
4:15 PM - 4:30 PM								26			16	
4:30 PM - 4:45 PM								34			19	
4:45 PM - 5:00 PM								22			25	
5:00 PM - 5:15 PM								25			20	
5:15 PM - 5:30 PM								31			19	
5:30 PM - 5:45 PM								27			19	
5:45 PM - 6:00 PM								25			14	
AM Peak Hour (7:00 AM - 8:00 AM)	0	0	0	0	0	0	0	58	0	0	147	0
PM Peak Hour (2:30 PM - 3:30 PM)	0	0	0	0	0	0	0	101	0	0	73	0

INTERSECTION VEHICULAR TURNING MOVEMENT COUNTS

LOCATION: #2 - Nashville Highway (US Highway 31 / State Route 6) & Proposed Walmart Right-Only Access
PROJECT: Proposed Honey Farm Walmart Neighborhood Market
DATE: Tuesday, October 22, 2024
NOTES: Due to a traffic incident, AM peak data was recollected on 11/7/2024

LOCATION	Northbound			Southbound			Eastbound			Westbound		
	Nashville Highway (US Highway 31 / State Route 6)			Nashville Highway (US Highway 31 / State Route 6)						Proposed Walmart Right-Only Access		
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM - 7:15 AM		360			297							
7:15 AM - 7:30 AM		378			368							
7:30 AM - 7:45 AM		389			425							
7:45 AM - 8:00 AM		423			368							
8:00 AM - 8:15 AM		336			296							
8:15 AM - 8:30 AM		319			288							
8:30 AM - 8:45 AM		341			288							
8:45 AM - 9:00 AM		352			315							
2:00 PM - 2:15 PM		366			417							
2:15 PM - 2:30 PM		332			432							
2:30 PM - 2:45 PM		389			562							
2:45 PM - 3:00 PM		416			474							
3:00 PM - 3:15 PM		394			415							
3:15 PM - 3:30 PM		447			427							
3:30 PM - 3:45 PM		455			391							
3:45 PM - 4:00 PM		380			383							
4:00 PM - 4:15 PM		366			390							
4:15 PM - 4:30 PM		410			379							
4:30 PM - 4:45 PM		401			391							
4:45 PM - 5:00 PM		310			411							
5:00 PM - 5:15 PM		354			400							
5:15 PM - 5:30 PM		438			371							
5:30 PM - 5:45 PM		398			368							
5:45 PM - 6:00 PM		332			363							
AM Peak Hour (7:00 AM - 8:00 AM)	0	1,550	0	0	1,458	0	0	0	0	0	0	0
PM Peak Hour (2:30 PM - 3:30 PM)	0	1,646	0	0	1,878	0	0	0	0	0	0	0

INTERSECTION VEHICULAR TURNING MOVEMENT COUNTS

LOCATION: #4 - Nashville Highway (US Highway 31 / State Route 6) & Williams Ridge Drive / Hidden Creek Way
PROJECT: Proposed Honey Farm Walmart Neighborhood Market
DATE: Tuesday, October 22, 2024
NOTES: Due to a traffic incident, AM peak data was recollected on 11/7/2024

LOCATION	Northbound			Southbound			Eastbound			Westbound			
	Nashville Highway (US Highway 31 / State Route 6)			Nashville Highway (US Highway 31 / State Route 6)			Hidden Creek Way			Williams Ridge Drive			
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM - 7:15 AM	1	349	3	1	266	2	12	0	19	7	0	7	
7:15 AM - 7:30 AM	4	379	5	3	353	5	16	1	9	5	0	16	
7:30 AM - 7:45 AM	4	392	2	5	394	2	9	0	11	6	0	5	
7:45 AM - 8:00 AM	5	394	3	10	342	7	15	3	3	8	0	8	
8:00 AM - 8:15 AM	11	338	2	6	278	12	14	0	2	6	1	18	
8:15 AM - 8:30 AM	5	324	6	12	288	10	8	0	6	3	0	10	
8:30 AM - 8:45 AM	5	338	5	7	272	7	9	0	11	6	2	8	
8:45 AM - 9:00 AM	0	360	4	2	302	5	11	0	8	5	0	15	
2:00 PM - 2:15 PM	2	339	6	0	409	6	6	1	7	2	0	8	
2:15 PM - 2:30 PM	25	248	3	11	391	11	2	0	6	2	0	13	
2:30 PM - 2:45 PM	5	427	7	9	577	11	5	0	8	6	0	8	
2:45 PM - 3:00 PM	7	409	4	9	447	13	5	1	5	2	2	6	
3:00 PM - 3:15 PM	9	384	4	10	397	16	12	0	11	7	2	5	
3:15 PM - 3:30 PM	5	411	2	7	417	14	5	1	5	4	0	9	
3:30 PM - 3:45 PM	3	449	5	5	378	16	5	1	5	10	0	10	
3:45 PM - 4:00 PM	6	365	4	10	385	15	3	0	3	6	2	5	
4:00 PM - 4:15 PM	9	347	3	10	342	9	7	0	9	2	1	5	
4:15 PM - 4:30 PM	12	373	8	9	372	9	13	0	1	3	0	8	
4:30 PM - 4:45 PM	9	360	5	10	359	10	7	0	6	2	0	5	
4:45 PM - 5:00 PM	9	314	4	14	387	14	6	0	2	0	0	6	
5:00 PM - 5:15 PM	13	315	5	8	326	12	10	0	9	2	0	7	
5:15 PM - 5:30 PM	14	427	7	16	319	13	8	0	2	3	0	14	
5:30 PM - 5:45 PM	13	382	4	8	370	14	5	0	3	2	0	10	
5:45 PM - 6:00 PM	5	325	10	15	359	14	7	1	3	1	0	9	PHF
AM Peak Hour (7:15 AM - 8:15 AM)	24	1,503	12	24	1,367	26	54	4	25	25	1	47	0.94
PM Peak Hour (2:30 PM - 3:30 PM)	26	1,631	17	35	1,838	54	27	2	29	19	4	28	0.87

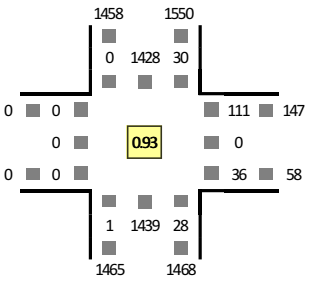
QUALITY COUNTS

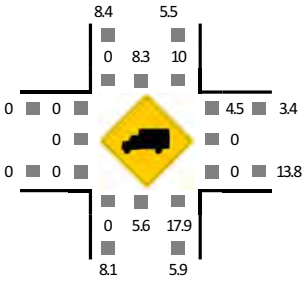
TMC REPORTS

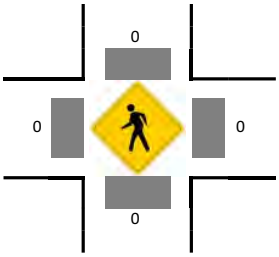
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

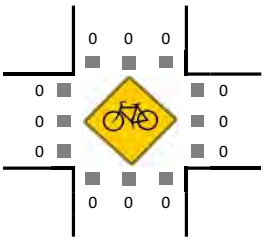
LOCATION: Nashville Hwy -- Honey Farm Way | **QC JOB #:** 16795307
CITY/STATE: Columbia, TN | **DATE:** Thu, Nov 7 2024

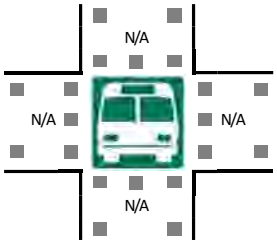
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

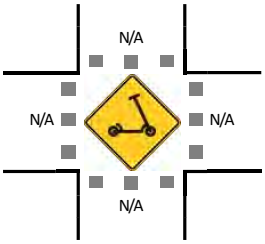












15-Min Count Period Beginning At	Nashville Hwy (Northbound)				Nashville Hwy (Southbound)				Honey Farm Way (Eastbound)				Honey Farm Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	334	9	1	8	289	0	0	0	0	0	0	11	0	26	0	678	
7:15 AM	0	345	6	0	6	362	0	0	0	0	0	0	13	0	33	0	765	
7:30 AM	0	364	6	0	6	419	0	0	0	0	0	0	6	0	25	0	826	
7:45 AM	0	396	7	0	10	358	0	0	0	0	0	0	6	0	27	0	804	3073
8:00 AM	0	318	8	0	15	281	0	1	0	0	0	0	7	0	18	0	648	3043
8:15 AM	0	302	4	0	14	274	0	0	0	0	0	0	7	0	17	0	618	2896
8:30 AM	0	327	2	0	10	278	0	0	0	0	0	0	7	0	14	0	638	2708
8:45 AM	0	340	8	0	7	308	0	0	0	0	0	0	10	0	12	0	685	2589

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1456	24	0	24	1676	0	0	0	0	0	0	24	0	100	0	3304
Heavy Trucks	0	96	0		0	144	0		0	0	0		0	0	8		248
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

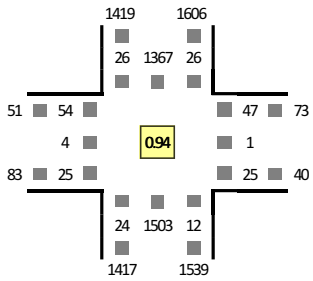
Comments:

Report generated on 11/13/2024 6:36 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

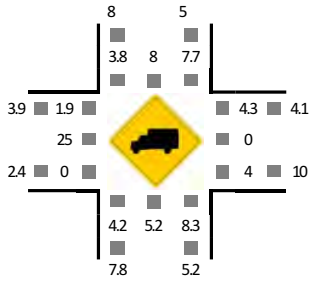
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

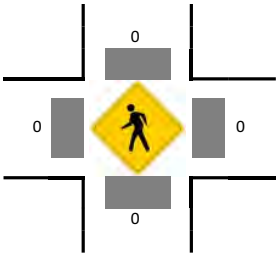
LOCATION: Nashville Hwy -- Hidden Creek Way | **QC JOB #:** 16795309
CITY/STATE: Columbia, TN | **DATE:** Thu, Nov 7 2024

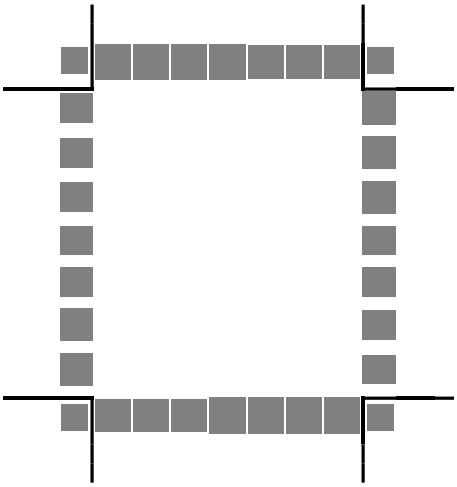
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

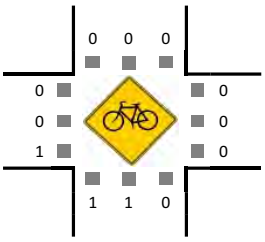


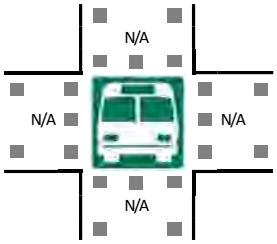


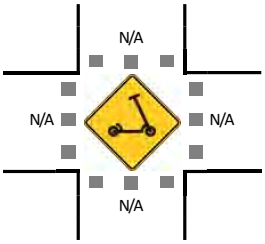












15-Min Count Period Beginning At	Nashville Hwy (Northbound)				Nashville Hwy (Southbound)				Hidden Creek Way (Eastbound)				Hidden Creek Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	349	3	0	1	266	2	0	12	0	19	0	7	0	7	0	667	
7:15 AM	4	379	5	0	3	353	5	1	16	1	9	0	5	0	16	0	797	
7:30 AM	4	392	2	0	5	394	2	1	9	0	11	0	6	0	5	0	831	
7:45 AM	5	394	3	0	10	342	7	0	15	3	3	0	8	0	8	0	798	3093
8:00 AM	11	338	2	0	6	278	12	0	14	0	2	0	6	1	18	0	688	3114
8:15 AM	5	324	6	0	12	288	10	1	8	0	6	0	3	0	10	0	673	2990
8:30 AM	5	338	5	0	7	272	7	0	9	0	11	0	6	2	8	0	670	2829
8:45 AM	0	360	4	0	2	302	5	0	11	0	8	0	5	0	15	0	712	2743

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	1568	8	0	20	1576	8	4	36	0	44	0	24	0	20	0	3324
Heavy Trucks	0	100	4		4	128	0		4	0	0		0	0	0		240
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	4	0	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

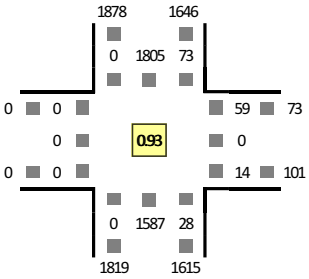
Comments:

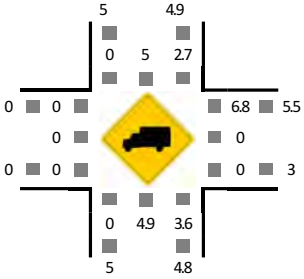
Report generated on 11/13/2024 6:36 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

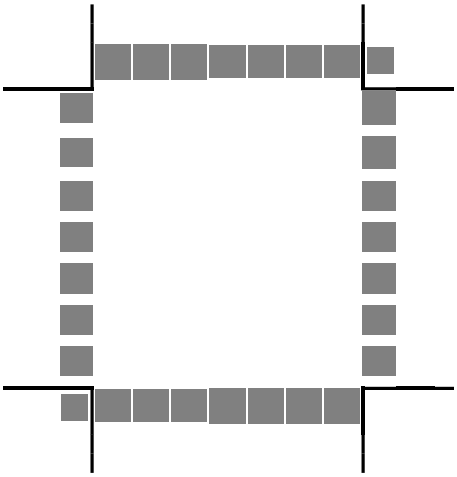
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Nashville Highway -- Honey Farm Way | **QC JOB #:** 16795302
CITY/STATE: Columbia, TN | **DATE:** Tue, Oct 22 2024

Peak-Hour: 2:30 PM -- 3:30 PM
Peak 15-Min: 2:30 PM -- 2:45 PM







15-Min Count Period Beginning At	Nashville Highway (Northbound)				Nashville Highway (Southbound)				Honey Farm Way (Eastbound)				Honey Farm Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	346	2	0	13	404	0	0	0	0	0	0	4	0	20	0	789	
2:15 PM	0	320	6	0	10	422	0	1	0	0	0	0	9	0	12	0	780	
2:30 PM	0	375	4	0	10	552	0	0	0	0	0	0	4	0	14	0	959	
2:45 PM	0	396	10	0	25	449	0	0	0	0	0	0	0	0	20	0	900	3428
3:00 PM	0	383	5	0	20	395	0	0	0	0	0	0	6	0	11	0	820	3459
3:15 PM	0	433	9	0	18	409	0	0	0	0	0	0	4	0	14	0	887	3566
3:30 PM	0	432	9	0	21	370	0	1	0	0	0	0	3	0	23	0	859	3466
3:45 PM	0	374	10	0	23	360	0	0	0	0	0	0	4	0	6	0	777	3343
4:00 PM	0	353	5	0	24	366	0	0	0	0	0	0	8	0	13	0	769	3292
4:15 PM	0	399	10	0	16	363	0	0	0	0	0	0	5	0	11	0	804	3209
4:30 PM	0	388	11	0	23	368	0	0	0	0	0	0	6	0	13	0	809	3159
4:45 PM	0	290	4	0	18	393	0	0	0	0	0	0	5	0	20	0	730	3112
5:00 PM	0	338	7	0	18	382	0	0	0	0	0	0	4	0	16	0	765	3108
5:15 PM	0	424	6	0	25	346	0	0	0	0	0	0	5	0	14	0	820	3124
5:30 PM	0	382	9	0	18	350	0	0	0	0	0	0	3	0	16	0	778	3093
5:45 PM	0	323	7	0	18	345	0	0	0	0	0	0	5	0	9	0	707	3070

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1500	16	0	40	2208	0	0	0	0	0	0	16	0	56	0	3836
Heavy Trucks	0	112	0		0	100	0		0	0	0		0	0	0		212
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

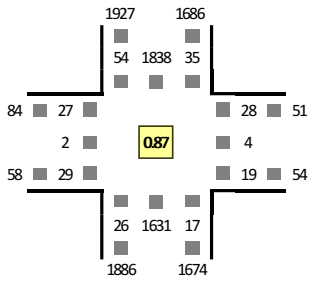
Comments:

Report generated on 10/28/2024 1:21 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

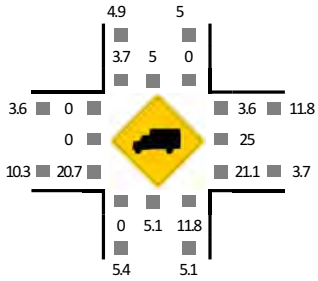
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

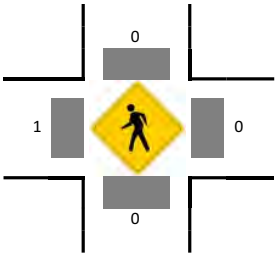
LOCATION: Nashville Hwy -- Hidden Creek Way | **QC JOB #:** 16795304
CITY/STATE: Columbia, TN | **DATE:** Tue, Oct 22 2024

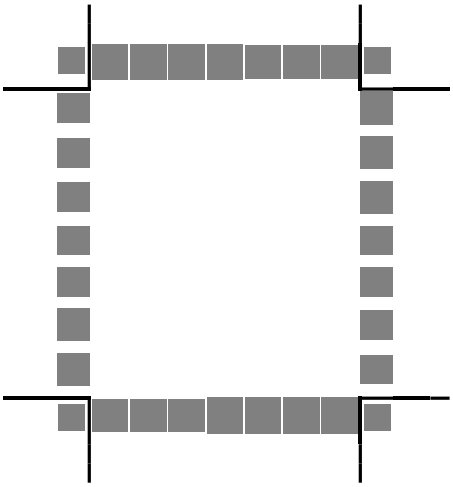
Peak-Hour: 2:30 PM -- 3:30 PM
Peak 15-Min: 2:30 PM -- 2:45 PM

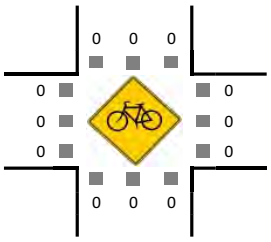


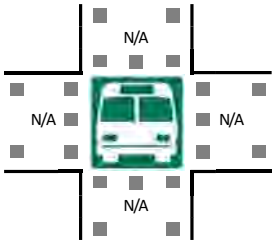


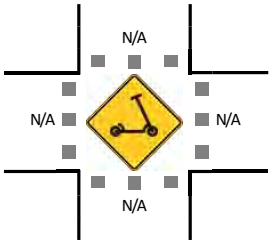












15-Min Count Period Beginning At	Nashville Hwy (Northbound)				Nashville Hwy (Southbound)				Hidden Creek Way (Eastbound)				Hidden Creek Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	2	339	6	0	0	409	6	0	6	1	7	0	2	0	8	0	786	
2:15 PM	25	248	3	0	11	391	11	0	2	0	6	0	2	0	13	0	712	
2:30 PM	5	427	7	0	9	577	11	0	5	0	8	0	6	0	8	0	1063	
2:45 PM	7	409	4	0	9	447	13	0	5	1	5	0	2	2	6	0	910	3471
3:00 PM	9	384	4	0	10	397	16	0	12	0	11	0	7	2	5	0	857	3542
3:15 PM	5	411	2	0	7	417	14	0	5	1	5	0	4	0	9	0	880	3710
3:30 PM	3	449	5	0	5	378	16	0	5	1	5	0	10	0	10	0	887	3534
3:45 PM	6	365	4	0	10	385	15	0	3	0	3	0	6	2	5	0	804	3428
4:00 PM	9	347	3	0	10	342	9	0	7	0	9	0	2	1	5	0	744	3315
4:15 PM	12	373	8	0	9	372	9	0	13	0	1	0	3	0	8	0	808	3243
4:30 PM	9	360	5	0	10	359	10	0	7	0	6	0	2	0	5	0	773	3129
4:45 PM	9	314	4	0	14	387	14	0	6	0	2	0	0	0	6	0	756	3081
5:00 PM	13	315	5	0	8	326	12	0	10	0	9	0	2	0	7	0	707	3044
5:15 PM	14	427	7	0	16	319	13	0	8	0	2	0	3	0	14	0	823	3059
5:30 PM	13	382	4	0	8	370	14	0	5	0	3	0	2	0	10	0	811	3097
5:45 PM	5	325	10	0	15	359	14	0	7	1	3	0	1	0	9	0	749	3090

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	1708	28	0	36	2308	44	0	20	0	32	0	24	0	32	0	4252
Heavy Trucks	0	112	4		0	104	0		0	0	4		4	0	0		228
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/28/2024 1:21 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

TDOT TRAFFIC DATA

TDOT Traffic Count Historical Data

Maury County Station #91 (Nashville Highway, South of Neapolis)

Average Annual Growth, 2018-2023: 1.3% Per Year

	ADT	Average Per Year
2023	39,227	
		8.3%
2022	36,227	
		0.9%
2021	35,920	
		2.5%
2020	35,050	
		-16.5%
2019	41,975	
		14.0%
2018	36,823	



APPENDIX B

TRAFFIC ANALYSES

EXISTING TRAFFIC CONDITIONS (2024)

AM PEAK

Intersection						
Int Delay, s/veh	1.5					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	111	1439	28	30	1428
Future Vol, veh/h	36	111	1439	28	30	1428
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	250	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	119	1547	30	32	1535

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2379	774	0	0	1577	0
Stage 1	1547	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 29	341	-	-	414	-
Stage 1	161	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 27	341	-	-	414	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	161	-	-	-	-	-
Stage 2	358	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	112	341	414	-
HCM Lane V/C Ratio	-	-	0.346	0.35	0.078	-
HCM Control Delay (s)	-	-	53.2	21.1	14.4	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	1.4	1.5	0.3	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

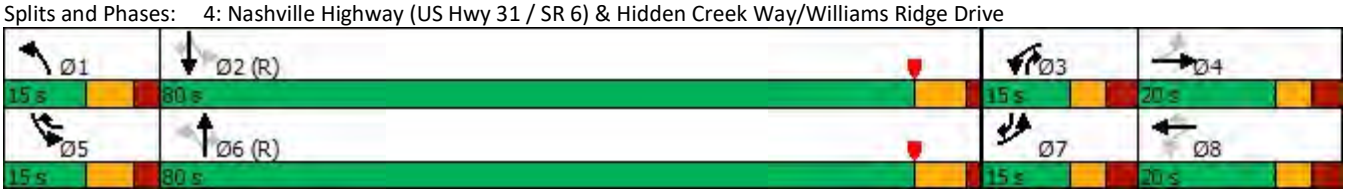
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	4	25	25	1	47	24	1503	12	24	1367	26
Future Volume (vph)	54	4	25	25	1	47	24	1503	12	24	1367	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.869				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1619	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.482						0.128			0.092		
Satd. Flow (perm)	898	1619	0	1863	1863	1583	238	3539	1583	171	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				84			88			88
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3600			2010	
Travel Time (s)		38.4			39.1			44.6			24.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	57	4	27	27	1	50	26	1599	13	26	1454	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	31	0	27	1	50	26	1599	13	26	1454	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (%)	11.5%	15.4%		11.5%	15.4%	11.5%	11.5%	61.5%	11.5%	11.5%	61.5%	11.5%
Maximum Green (s)	8.5	13.5		8.5	13.5	8.0	8.0	73.5	8.5	8.0	73.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.0	7.6		9.4	7.4	10.1	97.3	93.5	104.9	98.7	96.3	114.6
Actuated g/C Ratio	0.12	0.06		0.07	0.06	0.08	0.75	0.72	0.81	0.76	0.74	0.88
v/c Ratio	0.30	0.26		0.21	0.01	0.25	0.10	0.63	0.01	0.12	0.55	0.02
Control Delay	52.4	28.7		56.3	57.0	5.5	5.9	14.6	0.0	6.2	12.4	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.4	28.7		56.3	57.0	5.5	5.9	14.6	0.0	6.2	12.4	0.0
LOS	D	C		E	E	A	A	B	A	A	B	A
Approach Delay		44.0			23.7			14.4			12.1	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 14.3 Intersection LOS: B
Intersection Capacity Utilization 69.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	4	25	25	1	47	24	1503	12	24	1367	26
Future Volume (veh/h)	54	4	25	25	1	47	24	1503	12	24	1367	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	4	27	27	1	50	26	1599	13	26	1454	28
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	14	93	181	99	136	267	2358	1105	236	2358	1126
Arrive On Green	0.05	0.07	0.07	0.03	0.05	0.05	0.03	0.66	0.66	0.03	0.66	0.66
Sat Flow, veh/h	1781	209	1408	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	57	0	31	27	1	50	26	1599	13	26	1454	28
Grp Sat Flow(s),veh/h/ln	1781	0	1617	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.9	0.0	2.4	1.8	0.1	3.9	0.6	35.8	0.3	0.6	30.3	0.7
Cycle Q Clear(g_c), s	3.9	0.0	2.4	1.8	0.1	3.9	0.6	35.8	0.3	0.6	30.3	0.7
Prop In Lane	1.00		0.87	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	0	107	181	99	136	267	2358	1105	236	2358	1126
V/C Ratio(X)	0.27	0.00	0.29	0.15	0.01	0.37	0.10	0.68	0.01	0.11	0.62	0.02
Avail Cap(c_a), veh/h	243	0	168	238	194	217	318	2358	1105	287	2358	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	0.0	57.8	55.1	58.3	56.1	9.9	13.4	6.0	11.4	12.4	5.5
Incr Delay (d2), s/veh	0.7	0.0	1.5	0.4	0.0	1.7	0.2	1.6	0.0	0.2	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.0	0.8	0.0	1.6	0.2	12.4	0.1	0.2	10.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	0.0	59.3	55.5	58.4	57.8	10.0	15.0	6.0	11.7	13.7	5.6
LnGrp LOS	E	A	E	E	E	E	B	B	A	B	B	A
Approach Vol, veh/h		88			78			1638			1508	
Approach Delay, s/veh		56.6			57.0			14.8			13.5	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	92.8	10.9	15.1	11.3	92.8	12.6	13.4
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5
Max Green Setting (Gmax), s	8.0	73.5	8.5	13.5	8.0	73.5	8.5	13.5
Max Q Clear Time (g_c+I1), s	2.6	32.3	3.8	4.4	2.6	37.8	5.9	5.9
Green Ext Time (p_c), s	0.0	8.9	0.0	0.0	0.0	10.1	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

EXISTING TRAFFIC CONDITIONS (2024)

PM PEAK

Intersection						
Int Delay, s/veh	0.9					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	59	1587	28	73	1805
Future Vol, veh/h	14	59	1587	28	73	1805
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	250	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	63	1706	30	78	1941

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2833	853	0	0	1736	0
Stage 1	1706	-	-	-	-	-
Stage 2	1127	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 14	302	-	-	359	-
Stage 1	132	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 11	302	-	-	359	-
Mov Cap-2 Maneuver	79	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	212	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.9	0	0.7
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	79	302	359	-
HCM Lane V/C Ratio	-	-	0.191	0.21	0.219	-
HCM Control Delay (s)	-	-	61	20.1	17.8	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	0.7	0.8	0.8	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

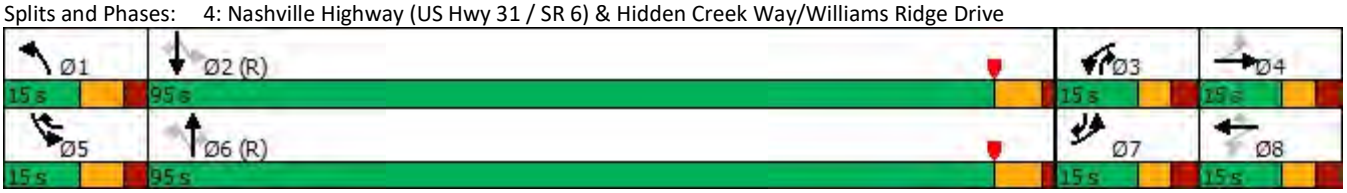
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	2	29	19	4	28	26	1631	17	35	1838	54
Future Volume (vph)	27	2	29	19	4	28	26	1631	17	35	1838	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.859				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1600	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.488						0.042			0.056		
Satd. Flow (perm)	909	1600	0	1863	1863	1583	78	3539	1583	104	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				78			82			82
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3600			2010	
Travel Time (s)		38.4			39.1			44.6			24.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	31	2	33	22	5	32	30	1875	20	40	2113	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	35	0	22	5	32	30	1875	20	40	2113	62
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (%)	10.7%	10.7%		10.7%	10.7%	10.7%	10.7%	67.9%	10.7%	10.7%	67.9%	10.7%
Maximum Green (s)	8.5	8.5		8.5	8.5	8.0	8.0	88.5	8.5	8.0	88.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	14.7	7.3		9.3	7.3	10.1	107.5	103.7	115.1	109.1	106.6	124.7
Actuated g/C Ratio	0.10	0.05		0.07	0.05	0.07	0.77	0.74	0.82	0.78	0.76	0.89
v/c Ratio	0.18	0.31		0.19	0.05	0.17	0.21	0.72	0.02	0.24	0.78	0.04
Control Delay	54.5	28.2		61.1	64.0	2.0	8.4	16.3	0.0	8.3	18.1	0.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	28.2		61.1	64.0	2.0	8.4	16.3	0.0	8.3	18.1	0.5
LOS	D	C		E	E	A	A	B	A	A	B	A
Approach Delay		40.6			29.3			16.0			17.4	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 49 (35%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	2	29	19	4	28	26	1631	17	35	1838	54
Future Volume (veh/h)	27	2	29	19	4	28	26	1631	17	35	1838	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	2	33	22	5	32	30	1875	20	40	2113	62
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	5	83	149	91	140	157	2443	1135	202	2461	1153
Arrive On Green	0.04	0.05	0.05	0.03	0.05	0.05	0.03	0.69	0.69	0.04	0.69	0.69
Sat Flow, veh/h	1781	91	1508	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	31	0	35	22	5	32	30	1875	20	40	2113	62
Grp Sat Flow(s),veh/h/ln	1781	0	1599	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.3	0.0	3.0	1.6	0.4	2.6	0.7	48.9	0.5	0.9	63.1	1.6
Cycle Q Clear(g_c), s	2.3	0.0	3.0	1.6	0.4	2.6	0.7	48.9	0.5	0.9	63.1	1.6
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	177	0	88	149	91	140	157	2443	1135	202	2461	1153
V/C Ratio(X)	0.18	0.00	0.40	0.15	0.05	0.23	0.19	0.77	0.02	0.20	0.86	0.05
Avail Cap(c_a), veh/h	223	0	97	206	114	159	197	2443	1135	234	2461	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.8	0.0	63.9	60.3	63.5	59.4	22.2	14.5	5.7	15.6	16.3	5.4
Incr Delay (d2), s/veh	0.5	0.0	2.9	0.5	0.2	0.8	0.6	2.4	0.0	0.5	4.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.3	0.8	0.2	1.1	0.5	17.0	0.2	0.5	22.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	0.0	66.8	60.8	63.8	60.2	22.8	16.8	5.7	16.1	20.5	5.5
LnGrp LOS	E	A	E	E	E	E	C	B	A	B	C	A
Approach Vol, veh/h		66			59			1925			2215	
Approach Delay, s/veh		63.7			60.7			16.8			20.0	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	103.5	10.5	14.2	12.5	102.8	11.4	13.3
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5
Max Green Setting (Gmax), s	8.0	88.5	8.5	8.5	8.0	88.5	8.5	8.5
Max Q Clear Time (g_c+I1), s	2.7	65.1	3.6	5.0	2.9	50.9	4.3	4.6
Green Ext Time (p_c), s	0.0	13.5	0.0	0.0	0.0	13.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

BACKGROUND TRAFFIC CONDITIONS (2026)

AM PEAK

Intersection						
Int Delay, s/veh	1.7					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	117	1519	29	32	1520
Future Vol, veh/h	38	117	1519	29	32	1520
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	250	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	126	1633	31	34	1634

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2518	817	0	0	1664	0
Stage 1	1633	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 23	320	-	-	383	-
Stage 1	145	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 21	320	-	-	383	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	145	-	-	-	-	-
Stage 2	332	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.3	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	100	320	383	-
HCM Lane V/C Ratio	-	-	0.409	0.393	0.09	-
HCM Control Delay (s)	-	-	63.9	23.4	15.3	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	1.7	1.8	0.3	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

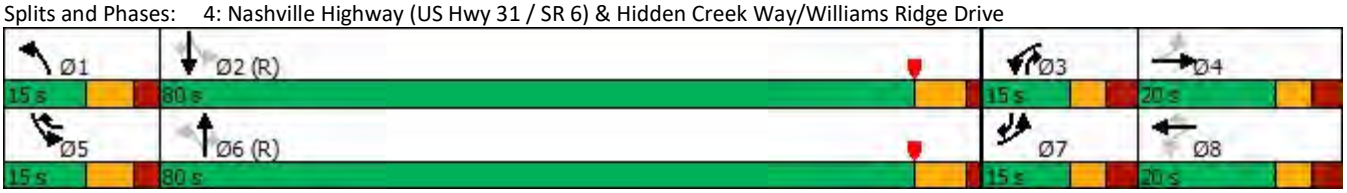
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	4	26	26	1	49	25	1586	13	25	1456	27
Future Volume (vph)	57	4	26	26	1	49	25	1586	13	25	1456	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.869				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1619	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.482						0.108			0.077		
Satd. Flow (perm)	898	1619	0	1863	1863	1583	201	3539	1583	143	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28				84			88			88
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3600			2010	
Travel Time (s)		38.4			39.1			44.6			24.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	61	4	28	28	1	52	27	1687	14	27	1549	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	32	0	28	1	52	27	1687	14	27	1549	29
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (%)	11.5%	15.4%		11.5%	15.4%	11.5%	11.5%	61.5%	11.5%	11.5%	61.5%	11.5%
Maximum Green (s)	8.5	13.5		8.5	13.5	8.0	8.0	73.5	8.5	8.0	73.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.1	7.6		9.5	7.4	10.1	97.2	93.4	104.9	98.6	96.2	114.6
Actuated g/C Ratio	0.12	0.06		0.07	0.06	0.08	0.75	0.72	0.81	0.76	0.74	0.88
v/c Ratio	0.31	0.26		0.22	0.01	0.26	0.12	0.66	0.01	0.14	0.59	0.02
Control Delay	52.9	28.5		56.5	57.0	6.1	6.1	15.6	0.0	6.6	13.2	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.9	28.5		56.5	57.0	6.1	6.1	15.6	0.0	6.6	13.2	0.0
LOS	D	C		E	E	A	A	B	A	A	B	A
Approach Delay		44.5			24.1			15.3			12.8	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 15.1 Intersection LOS: B
Intersection Capacity Utilization 72.2% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	4	26	26	1	49	25	1586	13	25	1456	27
Future Volume (veh/h)	57	4	26	26	1	49	25	1586	13	25	1456	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	4	28	28	1	52	27	1687	14	27	1549	29
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	13	94	182	99	137	245	2352	1103	218	2352	1125
Arrive On Green	0.05	0.07	0.07	0.03	0.05	0.05	0.03	0.66	0.66	0.03	0.66	0.66
Sat Flow, veh/h	1781	202	1414	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	61	0	32	28	1	52	27	1687	14	27	1549	29
Grp Sat Flow(s),veh/h/ln	1781	0	1616	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.1	0.0	2.5	1.9	0.1	4.0	0.6	39.7	0.4	0.6	34.0	0.7
Cycle Q Clear(g_c), s	4.1	0.0	2.5	1.9	0.1	4.0	0.6	39.7	0.4	0.6	34.0	0.7
Prop In Lane	1.00		0.88	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	0	108	182	99	137	245	2352	1103	218	2352	1125
V/C Ratio(X)	0.29	0.00	0.30	0.15	0.01	0.38	0.11	0.72	0.01	0.12	0.66	0.03
Avail Cap(c_a), veh/h	243	0	168	238	194	218	295	2352	1103	268	2352	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	0.0	57.8	55.0	58.3	56.1	11.0	14.2	6.1	12.8	13.2	5.6
Incr Delay (d2), s/veh	0.7	0.0	1.5	0.4	0.0	1.7	0.2	1.9	0.0	0.3	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.1	0.9	0.0	1.7	0.2	13.8	0.1	0.2	11.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	0.0	59.3	55.4	58.4	57.8	11.2	16.1	6.1	13.1	14.6	5.6
LnGrp LOS	E	A	E	E	E	E	B	B	A	B	B	A
Approach Vol, veh/h		93			81			1728			1605	
Approach Delay, s/veh		56.6			57.0			15.9			14.5	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	92.5	11.0	15.2	11.4	92.5	12.7	13.4
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5
Max Green Setting (Gmax), s	8.0	73.5	8.5	13.5	8.0	73.5	8.5	13.5
Max Q Clear Time (g_c+I1), s	2.6	36.0	3.9	4.5	2.6	41.7	6.1	6.0
Green Ext Time (p_c), s	0.0	9.8	0.0	0.0	0.0	10.7	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

BACKGROUND TRAFFIC CONDITIONS (2026)

PM PEAK

Intersection						
Int Delay, s/veh	1.1					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	62	1688	29	77	1909
Future Vol, veh/h	15	62	1688	29	77	1909
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	250	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	67	1815	31	83	2053

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3008	908	0	0	1846	0
Stage 1	1815	-	-	-	-	-
Stage 2	1193	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 10	278	-	-	325	-
Stage 1	115	-	-	-	-	-
Stage 2	250	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 7	278	-	-	325	-
Mov Cap-2 Maneuver	68	-	-	-	-	-
Stage 1	115	-	-	-	-	-
Stage 2	186	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.1	0	0.8
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	68	278	325	-
HCM Lane V/C Ratio	-	-	0.237	0.24	0.255	-
HCM Control Delay (s)	-	-	73.7	22	19.8	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	0.8	0.9	1	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

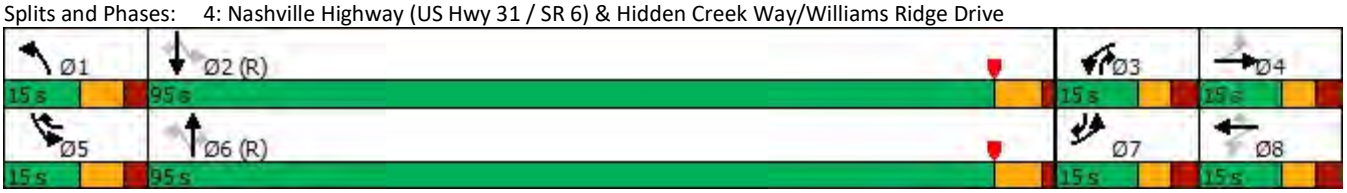
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	2	30	20	4	29	27	1735	18	37	1944	57
Future Volume (vph)	28	2	30	20	4	29	27	1735	18	37	1944	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.488						0.044			0.043		
Satd. Flow (perm)	909	1598	0	1863	1863	1583	82	3539	1583	80	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				78			82			82
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3600			2010	
Travel Time (s)		38.4			39.1			44.6			24.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	32	2	34	23	5	33	31	1994	21	43	2234	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	36	0	23	5	33	31	1994	21	43	2234	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (%)	10.7%	10.7%		10.7%	10.7%	10.7%	10.7%	67.9%	10.7%	10.7%	67.9%	10.7%
Maximum Green (s)	8.5	8.5		8.5	8.5	8.0	8.0	88.5	8.5	8.0	88.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	17.4	7.3		9.3	7.3	10.2	104.7	100.9	112.3	106.5	103.9	124.7
Actuated g/C Ratio	0.12	0.05		0.07	0.05	0.07	0.75	0.72	0.80	0.76	0.74	0.89
v/c Ratio	0.15	0.31		0.19	0.05	0.18	0.21	0.78	0.02	0.29	0.85	0.05
Control Delay	52.7	28.1		61.3	64.0	2.0	8.7	19.9	0.0	13.7	21.9	0.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	28.1		61.3	64.0	2.0	8.7	19.9	0.0	13.7	21.9	0.6
LOS	D	C		E	E	A	A	B	A	B	C	A
Approach Delay		39.7			29.5			19.5			21.1	
Approach LOS		D			C			B			C	

Intersection Summary

Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 49 (35%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 20.8	Intersection LOS: C
Intersection Capacity Utilization 76.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	2	30	20	4	29	27	1735	18	37	1944	57
Future Volume (veh/h)	28	2	30	20	4	29	27	1735	18	37	1944	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	2	34	23	5	33	31	1994	21	43	2234	66
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	5	83	150	91	142	141	2437	1134	184	2456	1152
Arrive On Green	0.04	0.05	0.05	0.03	0.05	0.05	0.04	0.69	0.69	0.04	0.69	0.69
Sat Flow, veh/h	1781	89	1510	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	32	0	36	23	5	33	31	1994	21	43	2234	66
Grp Sat Flow(s),veh/h/ln	1781	0	1599	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.3	0.0	3.0	1.7	0.4	2.7	0.7	56.3	0.5	0.9	73.2	1.7
Cycle Q Clear(g_c), s	2.3	0.0	3.0	1.7	0.4	2.7	0.7	56.3	0.5	0.9	73.2	1.7
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	0	88	150	91	142	141	2437	1134	184	2456	1152
V/C Ratio(X)	0.18	0.00	0.41	0.15	0.05	0.23	0.22	0.82	0.02	0.23	0.91	0.06
Avail Cap(c_a), veh/h	223	0	97	205	114	161	180	2437	1134	213	2456	1152
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.8	0.0	64.0	60.2	63.5	59.3	28.8	15.8	5.8	19.6	18.0	5.5
Incr Delay (d2), s/veh	0.5	0.0	3.0	0.5	0.2	0.8	0.8	3.2	0.0	0.6	6.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.3	0.8	0.2	1.1	0.6	19.8	0.2	0.7	26.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	0.0	67.0	60.7	63.7	60.1	29.5	19.0	5.8	20.2	24.3	5.5
LnGrp LOS	E	A	E	E	E	E	C	B	A	C	C	A
Approach Vol, veh/h		68			61			2046			2343	
Approach Delay, s/veh		63.8			60.6			19.0			23.7	
Approach LOS		E			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	103.3	10.6	14.2	12.7	102.5	11.5	13.3
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5
Max Green Setting (Gmax), s	8.0	88.5	8.5	8.5	8.0	88.5	8.5	8.5
Max Q Clear Time (g_c+I1), s	2.7	75.2	3.7	5.0	2.9	58.3	4.3	4.7
Green Ext Time (p_c), s	0.0	9.8	0.0	0.0	0.0	13.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

PROJECTED TRAFFIC CONDITIONS (2026)

AM PEAK

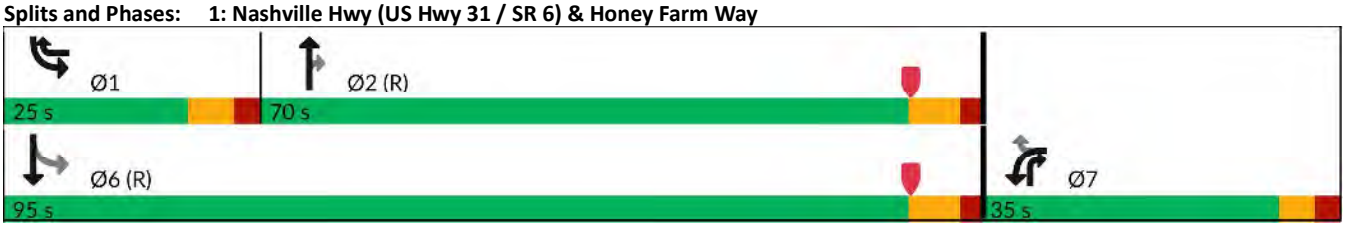
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	158	259	1498	139	172	1484
Future Volume (vph)	158	259	1498	139	172	1484
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		250	300	
Storage Lanes	2	1		1	1	
Taper Length (ft)	50				50	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.079	
Satd. Flow (perm)	3433	1583	3539	1583	147	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		11		149		
Link Speed (mph)	30		55			55
Link Distance (ft)	450		2000			600
Travel Time (s)	10.2		24.8			7.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	170	278	1611	149	185	1596
Shared Lane Traffic (%)						
Lane Group Flow (vph)	170	278	1611	149	185	1596
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		20			20
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	1	1	1	1
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	7	1	2	7	1	6
Permitted Phases		7		2	6	
Detector Phase	7	1	2	7	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	12.0	12.0	11.0	12.0	12.0
Total Split (s)	35.0	25.0	70.0	35.0	25.0	95.0
Total Split (%)	26.9%	19.2%	53.8%	26.9%	19.2%	73.1%
Maximum Green (s)	29.0	18.0	63.0	29.0	18.0	88.0
Yellow Time (s)	3.5	4.5	5.0	3.5	4.5	5.0
All-Red Time (s)	2.5	2.5	2.0	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Lost Time (s)	6.0	7.0	7.0	6.0	7.0	7.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effct Green (s)	11.8	34.7	81.3	100.1	105.2	105.2
Actuated g/C Ratio	0.09	0.27	0.63	0.77	0.81	0.81
v/c Ratio	0.55	0.65	0.73	0.12	0.56	0.56
Control Delay (s/veh)	62.9	46.8	20.5	1.0	18.7	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.9	46.8	20.5	1.0	18.7	10.0
LOS	E	D	C	A	B	A
Approach Delay (s/veh)	52.9		18.8			10.9
Approach LOS	D		B			B
Queue Length 50th (ft)	71	200	461	0	37	581
Queue Length 95th (ft)	107	269	670	18	96	720
Internal Link Dist (ft)	370		1920			520
Turn Bay Length (ft)	150			250	300	
Base Capacity (vph)	765	459	2212	1442	359	2864
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.61	0.73	0.10	0.52	0.56

Intersection Summary

Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 85 (65%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 19.1	Intersection LOS: B
Intersection Capacity Utilization 72.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Nashville Hwy (US Hwy 31 / SR 6) & Honey Farm Way





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	170	278	1611	149	185	1596
v/c Ratio	0.55	0.65	0.73	0.12	0.56	0.56
Control Delay (s/veh)	62.9	46.8	20.5	1.0	18.7	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.9	46.8	20.5	1.0	18.7	10.0
Queue Length 50th (ft)	71	200	461	0	37	581
Queue Length 95th (ft)	107	269	670	18	96	720
Internal Link Dist (ft)	370		1920			520
Turn Bay Length (ft)	150			250	300	
Base Capacity (vph)	765	459	2212	1442	359	2864
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.61	0.73	0.10	0.52	0.56

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	158	259	1498	139	172	1484
Future Volume (veh/h)	158	259	1498	139	172	1484
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	170	278	1611	149	185	1596
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	640	382	2150	1252	231	2540
Arrive On Green	0.19	0.19	0.60	0.60	0.06	0.71
Sat Flow, veh/h	3456	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	170	278	1611	149	185	1596
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1781	1777
Q Serve(g_s), s	5.5	21.0	42.6	2.8	4.9	30.2
Cycle Q Clear(g_c), s	5.5	21.0	42.6	2.8	4.9	30.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	640	382	2150	1252	231	2540
V/C Ratio(X)	0.27	0.73	0.75	0.12	0.80	0.63
Avail Cap(c_a), veh/h	771	442	2150	1252	377	2540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	45.4	18.6	3.2	25.3	9.6
Incr Delay (d2), s/veh	0.2	5.0	2.5	0.2	6.4	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	18.2	15.9	6.6	3.8	9.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.6	50.4	21.0	3.4	31.6	10.8
LnGrp LOS	D	D	C	A	C	B
Approach Vol, veh/h	448		1760			1781
Approach Delay, s/veh	48.6		19.5			13.0
Approach LOS	D		B			B
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.3	85.6		30.1		99.9
Change Period (Y+Rc), s	7.0	7.0		6.0		7.0
Max Green Setting (Gmax), s	18.0	63.0		29.0		88.0
Max Q Clear Time (g_c+I1), s	6.9	44.6		23.0		32.2
Green Ext Time (p_c), s	0.4	8.7		1.1		10.6

Intersection Summary	
HCM 7th Control Delay, s/veh	19.9
HCM 7th LOS	B

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	124	137	5	261	5	127	5	5	5	5	25
Future Vol, veh/h	46	124	137	5	261	5	127	5	5	5	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	-	-	-	-	25	-	-
Veh in Median Storage, #	0	-	-	0	-	-	1	-	-	1	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	135	149	5	284	5	138	5	5	5	5	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	289	0	0	284	0	0	532	535	135	535	681	286
Stage 1	-	-	-	-	-	-	235	235	-	297	297	-
Stage 2	-	-	-	-	-	-	297	300	-	237	384	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1273	-	-	1279	-	-	458	452	914	456	373	753
Stage 1	-	-	-	-	-	-	768	711	-	711	667	-
Stage 2	-	-	-	-	-	-	711	666	-	766	612	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1273	-	-	1279	-	-	418	432	914	429	356	753
Mov Cap-2 Maneuver	-	-	-	-	-	-	497	490	-	522	444	-
Stage 1	-	-	-	-	-	-	738	683	-	708	665	-
Stage 2	-	-	-	-	-	-	677	663	-	725	588	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.19	0.14	15.08	10.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	505	1273	-	-	1279	-	-	522	675
HCM Lane V/C Ratio	0.295	0.039	-	-	0.004	-	-	0.01	0.048
HCM Ctrl Dly (s/v)	15.1	7.9	-	-	7.8	-	-	12	10.6
HCM Lane LOS	C	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0	-	-	0	0.2

Intersection						
Int Delay, s/veh	0.1					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	17	1742	15	0	1656
Future Vol, veh/h	0	17	1742	15	0	1656
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	1893	16	0	1800

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	947	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	262	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	262	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.78	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	262	-
HCM Lane V/C Ratio	-	-	0.071	-
HCM Ctrl Dly (s/v)	-	-	19.8	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.2	-

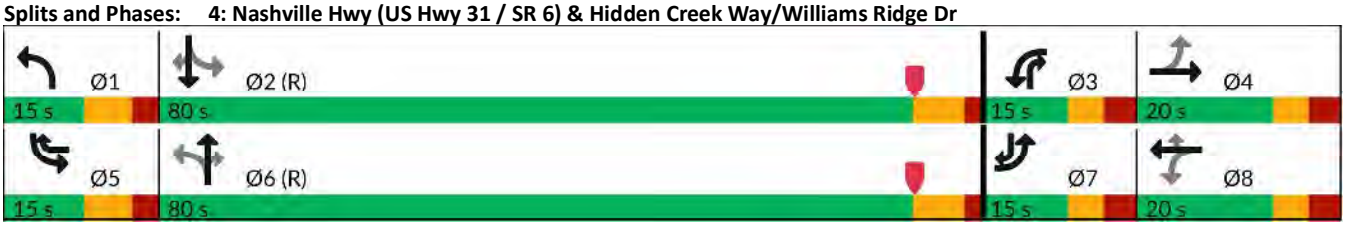
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	4	28	29	1	49	27	1703	16	25	1552	27
Future Volume (vph)	57	4	28	29	1	49	27	1703	16	25	1552	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.868				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1617	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.556						0.089			0.057		
Satd. Flow (perm)	1036	1617	0	1863	1863	1583	166	3539	1583	106	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				84			88			88
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3000			2010	
Travel Time (s)		38.4			39.1			37.2			24.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	61	4	30	31	1	52	29	1812	17	27	1651	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	34	0	31	1	52	29	1812	17	27	1651	29
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (%)	11.5%	15.4%		11.5%	15.4%	11.5%	11.5%	61.5%	11.5%	11.5%	61.5%	11.5%
Maximum Green (s)	8.5	13.5		8.5	13.5	8.0	8.0	73.5	8.5	8.0	73.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.2	7.4		9.8	7.4	10.1	97.1	93.3	105.1	98.5	96.1	114.6
Actuated g/C Ratio	0.12	0.06		0.08	0.06	0.08	0.75	0.72	0.81	0.76	0.74	0.88
v/c Ratio	0.31	0.28		0.23	0.01	0.26	0.14	0.71	0.01	0.16	0.63	0.02
Control Delay (s/veh)	52.6	28.1		56.7	57.0	6.1	3.2	7.7	0.0	7.2	14.1	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.6	28.1		56.7	57.0	6.1	3.2	7.7	0.0	7.2	14.1	0.0
LOS	D	C		E	E	A	A	A	A	A	B	A
Approach Delay (s/veh)		43.9			25.4			7.6			13.8	
Approach LOS		D			C			A			B	
Queue Length 50th (ft)	45	3		26	1	0	4	648	0	5	477	0
Queue Length 95th (ft)	86	38		51	7	14	m4	140	m0	15	603	0
Internal Link Dist (ft)		1609			1642			2920			1930	
Turn Bay Length (ft)	150			125		250	400		350	400		375
Base Capacity (vph)	201	194		141	193	211	223	2540	1299	183	2616	1391
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.18		0.22	0.01	0.25	0.13	0.71	0.01	0.15	0.63	0.02

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay (s/veh): 11.7 Intersection LOS: B
Intersection Capacity Utilization 75.4% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Nashville Hwy (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Dr





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	61	34	31	1	52	29	1812	17	27	1651	29
v/c Ratio	0.31	0.28	0.23	0.01	0.26	0.14	0.71	0.01	0.16	0.63	0.02
Control Delay (s/veh)	52.6	28.1	56.7	57.0	6.1	3.2	7.7	0.0	7.2	14.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.6	28.1	56.7	57.0	6.1	3.2	7.7	0.0	7.2	14.1	0.0
Queue Length 50th (ft)	45	3	26	1	0	4	648	0	5	477	0
Queue Length 95th (ft)	86	38	51	7	14	m4	140	m0	15	603	0
Internal Link Dist (ft)		1609		1642			2920			1930	
Turn Bay Length (ft)	150		125		250	400		350	400		375
Base Capacity (vph)	201	194	141	193	211	223	2540	1299	183	2616	1391
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.18	0.22	0.01	0.25	0.13	0.71	0.01	0.15	0.63	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	4	28	29	1	49	27	1703	16	25	1552	27
Future Volume (veh/h)	57	4	28	29	1	49	27	1703	16	25	1552	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	4	30	31	1	52	29	1812	17	27	1651	29
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	12	92	181	99	137	225	2351	1106	194	2346	1122
Arrive On Green	0.05	0.06	0.06	0.04	0.05	0.05	0.03	0.66	0.66	0.03	0.66	0.66
Sat Flow, veh/h	1781	190	1424	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	61	0	34	31	1	52	29	1812	17	27	1651	29
Grp Sat Flow(s),veh/h/ln	1781	0	1614	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.1	0.0	2.6	2.1	0.1	4.0	0.7	45.8	0.4	0.6	38.3	0.7
Cycle Q Clear(g_c), s	4.1	0.0	2.6	2.1	0.1	4.0	0.7	45.8	0.4	0.6	38.3	0.7
Prop In Lane	1.00		0.88	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	0	104	181	99	137	225	2351	1106	194	2346	1122
V/C Ratio(X)	0.29	0.00	0.33	0.17	0.01	0.38	0.13	0.77	0.02	0.14	0.70	0.03
Avail Cap(c_a), veh/h	243	0	168	233	194	218	272	2351	1106	244	2346	1122
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	0.0	58.1	54.9	58.3	56.1	12.4	15.2	6.0	15.1	14.0	5.6
Incr Delay (d2), s/veh	0.7	0.0	1.8	0.4	0.0	1.7	0.3	2.5	0.0	0.3	1.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.1	1.0	0.0	1.7	0.2	16.0	0.1	0.3	13.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.1	0.0	59.9	55.3	58.4	57.8	12.7	17.7	6.0	15.5	15.8	5.7
LnGrp LOS	E		E	E	E	E	B	B	A	B	B	A
Approach Vol, veh/h		95			84			1858			1707	
Approach Delay, s/veh		56.8			56.9			17.5			15.6	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	92.3	11.2	14.9	11.4	92.5	12.7	13.4
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5
Max Green Setting (Gmax), s	8.0	73.5	8.5	13.5	8.0	73.5	8.5	13.5
Max Q Clear Time (g_c+I1), s	2.7	40.3	4.1	4.6	2.6	47.8	6.1	6.0
Green Ext Time (p_c), s	0.0	10.6	0.0	0.0	0.0	11.2	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	18.5
HCM 7th LOS	B

PROJECTED TRAFFIC CONDITIONS (2026)

PM PEAK

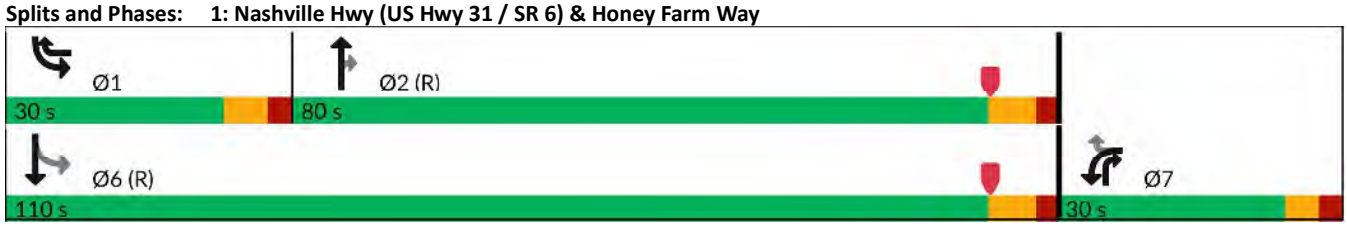
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	207	214	1670	186	315	1850
Future Volume (vph)	207	214	1670	186	315	1850
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		250	300	
Storage Lanes	2	1		1	1	
Taper Length (ft)	50				50	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.048	
Satd. Flow (perm)	3433	1583	3539	1583	89	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		10		106		
Link Speed (mph)	30		55			55
Link Distance (ft)	450		2000			600
Travel Time (s)	10.2		24.8			7.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	223	230	1796	200	339	1989
Shared Lane Traffic (%)						
Lane Group Flow (vph)	223	230	1796	200	339	1989
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		20			20
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	1	1	1	1
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	7	1	2	7	1	6
Permitted Phases		7		2	6	
Detector Phase	7	1	2	7	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	12.0	12.0	11.0	12.0	12.0
Total Split (s)	30.0	30.0	80.0	30.0	30.0	110.0
Total Split (%)	21.4%	21.4%	57.1%	21.4%	21.4%	78.6%
Maximum Green (s)	24.0	23.0	73.0	24.0	23.0	103.0
Yellow Time (s)	3.5	4.5	5.0	3.5	4.5	5.0
All-Red Time (s)	2.5	2.5	2.0	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Lost Time (s)	6.0	7.0	7.0	6.0	7.0	7.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effct Green (s)	14.6	49.6	76.4	98.0	112.4	112.4
Actuated g/C Ratio	0.10	0.35	0.55	0.70	0.80	0.80
v/c Ratio	0.62	0.41	0.93	0.18	0.81	0.70
Control Delay (s/veh)	67.6	34.3	39.8	3.7	43.1	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.6	34.3	39.8	3.7	43.1	15.0
LOS	E	C	D	A	D	B
Approach Delay (s/veh)	50.7		36.2			19.1
Approach LOS	D		D			B
Queue Length 50th (ft)	102	147	795	27	207	1001
Queue Length 95th (ft)	141	219	#1006	49	m259	1075
Internal Link Dist (ft)	370		1920			520
Turn Bay Length (ft)	150			250	300	
Base Capacity (vph)	588	567	1930	1238	420	2841
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.41	0.93	0.16	0.81	0.70

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 135 (96%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 29.2 Intersection LOS: C
Intersection Capacity Utilization 86.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Nashville Hwy (US Hwy 31 / SR 6) & Honey Farm Way





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	223	230	1796	200	339	1989
v/c Ratio	0.62	0.41	0.93	0.18	0.81	0.70
Control Delay (s/veh)	67.6	34.3	39.8	3.7	43.1	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.6	34.3	39.8	3.7	43.1	15.0
Queue Length 50th (ft)	102	147	795	27	207	1001
Queue Length 95th (ft)	141	219	#1006	49	m259	1075
Internal Link Dist (ft)	370		1920			520
Turn Bay Length (ft)	150			250	300	
Base Capacity (vph)	588	567	1930	1238	420	2841
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.41	0.93	0.16	0.81	0.70

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	207	214	1670	186	315	1850
Future Volume (veh/h)	207	214	1670	186	315	1850
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	223	230	1796	200	339	1989
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	484	478	1975	1103	360	2725
Arrive On Green	0.14	0.14	0.56	0.56	0.16	0.77
Sat Flow, veh/h	3456	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	223	230	1796	200	339	1989
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1781	1777
Q Serve(g_s), s	8.3	16.6	63.5	6.1	20.5	41.5
Cycle Q Clear(g_c), s	8.3	16.6	63.5	6.1	20.5	41.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	484	478	1975	1103	360	2725
V/C Ratio(X)	0.46	0.48	0.91	0.18	0.94	0.73
Avail Cap(c_a), veh/h	592	527	1975	1103	366	2725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	40.0	27.9	7.4	47.0	8.6
Incr Delay (d2), s/veh	0.7	0.8	7.7	0.4	31.9	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	15.3	26.2	10.2	14.5	12.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	56.0	40.7	35.6	7.8	78.9	10.4
LnGrp LOS	E	D	D	A	E	B
Approach Vol, veh/h	453		1996			2328
Approach Delay, s/veh	48.2		32.8			20.4
Approach LOS	D		C			C
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.5	84.8		25.6		114.4
Change Period (Y+Rc), s	7.0	7.0		6.0		7.0
Max Green Setting (Gmax), s	23.0	73.0		24.0		103.0
Max Q Clear Time (g_c+I1), s	22.5	65.5		18.6		43.5
Green Ext Time (p_c), s	0.1	5.3		1.0		16.8

Intersection Summary	
HCM 7th Control Delay, s/veh	28.2
HCM 7th LOS	C

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	122	219	155	5	176	5	142	5	5	5	5	97
Future Vol, veh/h	122	219	155	5	176	5	142	5	5	5	5	97
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	-	-	-	-	25	-	-
Veh in Median Storage, #	0	-	-	0	-	-	1	-	-	1	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	133	238	168	5	191	5	154	5	5	5	5	105

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	197	0	0	407	0	0	708	711	238	711	877	194
Stage 1	-	-	-	-	-	-	503	503	-	205	205	-
Stage 2	-	-	-	-	-	-	205	208	-	506	672	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1376	-	-	1152	-	-	349	358	801	348	287	847
Stage 1	-	-	-	-	-	-	551	541	-	797	732	-
Stage 2	-	-	-	-	-	-	797	730	-	549	455	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1376	-	-	1152	-	-	271	322	801	307	258	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	363	388	-	397	338	-
Stage 1	-	-	-	-	-	-	498	489	-	793	729	-
Stage 2	-	-	-	-	-	-	689	727	-	487	411	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.94	0.22	22.32	10.49
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	370	1376	-	-	1152	-	-	397	789
HCM Lane V/C Ratio	0.446	0.096	-	-	0.005	-	-	0.014	0.14
HCM Ctrl Dly (s/v)	22.3	7.9	-	-	8.1	-	-	14.2	10.3
HCM Lane LOS	C	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	2.2	0.3	-	-	0	-	-	0	0.5

Intersection						
Int Delay, s/veh	0.4					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	65	1843	40	0	2165
Future Vol, veh/h	0	65	1843	40	0	2165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	71	2003	43	0	2353

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1002	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	241	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	241	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	26.03	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	241	-
HCM Lane V/C Ratio	-	-	0.293	-
HCM Ctrl Dly (s/v)	-	-	26	-
HCM Lane LOS	-	-	D	-
HCM 95th %tile Q(veh)	-	-	1.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	2	34	25	4	29	30	1883	23	37	2112	57
Future Volume (vph)	28	2	34	25	4	29	30	1883	23	37	2112	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.857				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1596	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.488						0.044			0.043		
Satd. Flow (perm)	909	1596	0	1863	1863	1583	82	3539	1583	80	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39				78			82			82
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3000			2010	
Travel Time (s)		38.4			39.1			37.2			24.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	32	2	39	29	5	33	34	2164	26	43	2428	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	41	0	29	5	33	34	2164	26	43	2428	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (%)	10.7%	10.7%		10.7%	10.7%	10.7%	10.7%	67.9%	10.7%	10.7%	67.9%	10.7%
Maximum Green (s)	8.5	8.5		8.5	8.5	8.0	8.0	88.5	8.5	8.0	88.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	17.6	7.3		9.4	7.3	10.2	104.6	100.8	112.3	106.3	103.7	124.7
Actuated g/C Ratio	0.13	0.05		0.07	0.05	0.07	0.75	0.72	0.80	0.76	0.74	0.89
v/c Ratio	0.15	0.34		0.24	0.05	0.18	0.23	0.85	0.02	0.29	0.93	0.05
Control Delay (s/veh)	52.5	27.7		62.6	64.0	2.0	12.7	11.1	0.0	13.8	27.4	0.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.5	27.7		62.6	64.0	2.0	12.7	11.1	0.0	13.8	27.4	0.6
LOS	D	C		E	E	A	B	B	A	B	C	A
Approach Delay (s/veh)		38.6			32.9			11.0			26.5	
Approach LOS		D			C			B			C	
Queue Length 50th (ft)	26	2		26	4	0	3	141	0	9	~1260	0
Queue Length 95th (ft)	55	39		51	19	0	m4	1119	m0	26	#1331	7
Internal Link Dist (ft)		1609			1642			2920			1930	
Turn Bay Length (ft)	150			125		250	400		350	400		375
Base Capacity (vph)	215	133		130	113	196	158	2547	1291	157	2622	1419
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.31		0.22	0.04	0.17	0.22	0.85	0.02	0.27	0.93	0.05

Intersection Summary

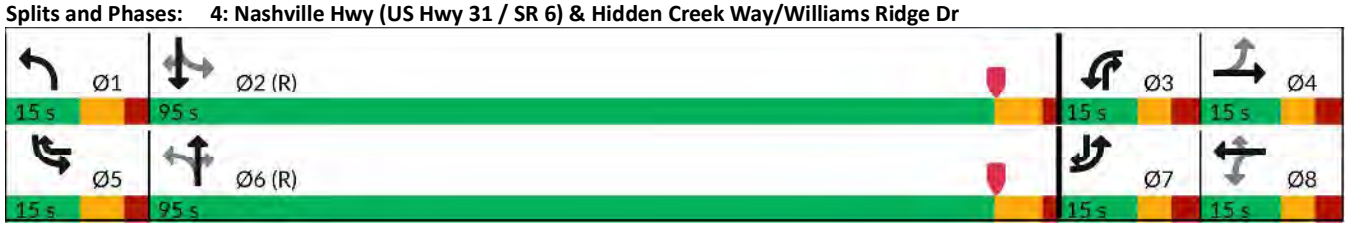
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 49 (35%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 19.7 Intersection LOS: B
Intersection Capacity Utilization 80.4% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Nashville Hwy (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Dr





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	32	41	29	5	33	34	2164	26	43	2428	66
v/c Ratio	0.15	0.34	0.24	0.05	0.18	0.23	0.85	0.02	0.29	0.93	0.05
Control Delay (s/veh)	52.5	27.7	62.6	64.0	2.0	12.7	11.1	0.0	13.8	27.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.5	27.7	62.6	64.0	2.0	12.7	11.1	0.0	13.8	27.4	0.6
Queue Length 50th (ft)	26	2	26	4	0	3	141	0	9	~1260	0
Queue Length 95th (ft)	55	39	51	19	0	m4	1119	m0	26	#1331	7
Internal Link Dist (ft)		1609		1642			2920			1930	
Turn Bay Length (ft)	150		125		250	400		350	400		375
Base Capacity (vph)	215	133	130	113	196	158	2547	1291	157	2622	1419
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.31	0.22	0.04	0.17	0.22	0.85	0.02	0.27	0.93	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	2	34	25	4	29	30	1883	23	37	2112	57
Future Volume (veh/h)	28	2	34	25	4	29	30	1883	23	37	2112	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	2	39	29	5	33	34	2164	26	43	2428	66
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	4	78	147	92	142	119	2435	1140	159	2449	1149
Arrive On Green	0.04	0.05	0.05	0.03	0.05	0.05	0.04	0.69	0.69	0.04	0.69	0.69
Sat Flow, veh/h	1781	78	1519	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	32	0	41	29	5	33	34	2164	26	43	2428	66
Grp Sat Flow(s),veh/h/ln	1781	0	1597	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.3	0.0	3.5	2.1	0.4	2.7	0.8	68.6	0.7	0.9	93.9	1.7
Cycle Q Clear(g_c), s	2.3	0.0	3.5	2.1	0.4	2.7	0.8	68.6	0.7	0.9	93.9	1.7
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	0	81	147	92	142	119	2435	1140	159	2449	1149
V/C Ratio(X)	0.18	0.00	0.50	0.20	0.05	0.23	0.29	0.89	0.02	0.27	0.99	0.06
Avail Cap(c_a), veh/h	224	0	97	195	114	161	156	2435	1140	188	2449	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.7	0.0	64.7	59.9	63.4	59.2	38.3	17.7	5.6	27.5	21.3	5.5
Incr Delay (d2), s/veh	0.5	0.0	4.7	0.6	0.2	0.8	1.3	5.3	0.0	0.9	16.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.5	1.0	0.2	1.1	0.8	24.6	0.2	0.9	36.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.2	0.0	69.4	60.5	63.7	60.0	39.6	23.1	5.7	28.4	37.6	5.6
LnGrp LOS	E		E	E	E	E	D	C	A	C	D	A
Approach Vol, veh/h		73			67			2224			2537	
Approach Delay, s/veh		65.4			60.5			23.1			36.6	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	103.0	11.2	13.6	12.7	102.4	11.5	13.4
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5
Max Green Setting (Gmax), s	8.0	88.5	8.5	8.5	8.0	88.5	8.5	8.5
Max Q Clear Time (g_c+I1), s	2.8	95.9	4.1	5.5	2.9	70.6	4.3	4.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	11.6	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	31.2
HCM 7th LOS	C

APPENDIX C

TRIP GENERATION

HONEY FARM - TRIP GENERATION SUMMARY

Land Use	Daily Total	Trip Generation AM Enter	AM Exit	PM Enter	PM Exit
Grocery Store	4292	76	53	202	202
Fast-Food Restaurant with Drive-Through Window	3086	150	144	113	105
Fast Casual Restaurant	534	4	4	46	37
Future Retail	326	12	8	27	27
Multifamily Housing (Low-Rise)	1190	18	58	60	35
Townhomes	1322	22	66	61	43
Mini-Warehouse	142	5	4	7	8
Health Department	622	39	10	20	46
Totals	**11514**	**326**	**347**	**536**	**503**

Land Use	Daily Total	Internal Trip Reduction AM Enter	AM Exit	PM Enter	PM Exit
Grocery Store	858	15	11	40	40
Fast-Food Restaurant with Drive-Through Window	617	30	29	23	21
Fast Casual Restaurant	107	1	1	9	7
Future Retail	65	2	2	5	5
Multifamily Housing (Low-Rise)	238	4	12	12	7
Townhomes	264	4	13	12	9
Mini-Warehouse	28	1	1	1	2
Health Department	124	8	2	4	9
Totals	**2301**	**65**	**71**	**106**	**100**

Internal Trip Reduction		
Daily %	AM %	PM %
20%	20%	20%
20%	20%	20%
20%	20%	20%
20%	20%	20%
20%	20%	20%
20%	20%	20%
20%	20%	20%
20%	20%	20%

Land Use	Daily Total	Total External Trips AM Enter	AM Exit	PM Enter	PM Exit
Grocery Store	3434	61	42	162	162
Fast-Food Restaurant with Drive-Through Window	2469	120	115	90	84
Fast Casual Restaurant	427	3	3	37	30
Future Retail	261	10	6	22	22
Multifamily Housing (Low-Rise)	952	14	46	48	28
Townhomes	1058	18	53	49	34
Mini-Warehouse	114	4	3	6	6
Health Department	498	31	8	16	37
Totals	**9213**	**261**	**276**	**430**	**403**

Land Use	Daily Total	Primary - External Trips AM Enter	AM Exit	PM Enter	PM Exit
Grocery Store	2747	49	34	109	109
Fast-Food Restaurant with Drive-Through Window	1235	61	59	45	42
Fast Casual Restaurant	320	3	3	28	23
Future Retail	196	10	6	15	15
Multifamily Housing (Low-Rise)	952	14	46	48	28
Townhomes	1058	18	53	49	34
Mini-Warehouse	114	4	3	6	6
Health Department	498	31	8	16	37
Total Primary Trips	**7120**	**190**	**212**	**316**	**294**

Primary Trip Percentage		
Daily %	AM %	PM %
80%	80%	67%
50%	51%	50%
75%	100%	75%
75%	100%	66%
100%	100%	100%
100%	100%	100%
100%	100%	100%
100%	100%	100%

Land Use	Daily Total	Pass-By - External Trips AM Enter	AM Exit	PM Enter	PM Exit
Grocery Store	687	12	8	53	53
Fast-Food Restaurant with Drive-Through Window	1234	59	56	45	42
Fast Casual Restaurant	107	0	0	9	7
Future Retail	65	0	0	7	7
Multifamily Housing (Low-Rise)	0	0	0	0	0
Townhomes	0	0	0	0	0
Mini-Warehouse	0	0	0	0	0
Health Department	0	0	0	0	0
Total Passby Trips	**2093**	**71**	**64**	**114**	**109**

Pass-by Trip Percentage		
Daily %	AM %	PM %
20%	20%	33%
50%	49%	50%
25%	0%	25%
25%	0%	34%
0%	0%	0%
0%	0%	0%
0%	0%	0%
0%	0%	0%

Land Use: 850
Supermarket

Description

A supermarket is a free-standing retail store that sells a complete assortment of food, beverage, food preparation materials, and household products. A supermarket may also provide additional products and services such as a bakery, dry cleaning, floral arrangements, greeting cards, a limited-service bank, and a pharmacy.

Additional Data

In prior editions of *Trip Generation Manual*, a separate land use code was assigned to a discount supermarket. With the addition of new supermarket data points, an examination of the database reveals very little difference between trip generation rates for the traditional supermarket and a reported discount supermarket. This examination looked at both the small discount supermarkets and the large discount supermarkets. As a result, all types of supermarkets are included in this land use database.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, District of Columbia, Florida, Georgia, Illinois, Kentucky, Maryland, Minnesota, Nevada, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

213, 221, 236, 251, 273, 305, 359, 365, 438, 440, 442, 447, 448, 514, 520, 537, 552, 577, 610, 715, 716, 728, 738, 746, 854, 870, 882, 893, 917, 926, 935, 946, 959, 961, 966, 975, 1004, 1009, 1025, 1058, 1063, 1064

Land Use: 934
Fast-Food Restaurant with Drive-Through Window

Description

This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. The restaurant does not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alaska, Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

163, 164, 168, 180, 181, 241, 245, 278, 294, 300, 301, 319, 338, 340, 342, 358, 389, 438, 502, 552, 577, 583, 584, 617, 640, 641, 704, 715, 728, 810, 866, 867, 869, 885, 886, 927, 935, 962, 977, 1050, 1053, 1054

Land Use: 930
Fast Casual Restaurant

Description

A fast casual restaurant is a sit-down restaurant with no (or very limited) wait staff or table service. A customer typically orders off a menu board, pays for food before the food is prepared, and seats themselves. The menu generally contains higher-quality, made-to-order food items with fewer frozen or processed ingredients than at a fast-food restaurant. Most patrons eat their meal within the restaurant, but a significant proportion of the restaurant sales can be carry-out orders. A fast casual restaurant typically serves lunch and dinner; some serve breakfast. A typical duration of stay for an eat-in customer is 40 minutes or less. Fine dining restaurant (Land Use 931), high-turnover (sit-down) restaurant (Land Use 932), and fast-food restaurant without drive-through window (Land Use 933) are related uses.

Additional Data

The fast casual restaurant study sites included in this land use did not have a drive-through window.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 2010s in Minnesota, South Carolina, Washington, and Wisconsin.

Source Numbers

861, 869, 939, 959, 962, 1048

Land Use: 822
Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Land Use: 151
Mini-Warehouse

Description

A mini-warehouse is a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, Massachusetts, Minnesota, Nevada, New Jersey, Texas, and Utah.

Source Numbers

212, 403, 551, 568, 642, 708, 724, 850, 868, 876, 1024, 1035

Land Use: 720
Medical-Dental Office Building

Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. General office building (Land Use 710) and clinic (Land Use 630) are related uses.

Land Use Subcategory

Analysis of medical-dental office building data found that trip generation rates are measurably different for sites located within or adjacent to a hospital campus and sites that are stand-alone. Data plots are presented for these two land use subcategories.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Connecticut, Kentucky, Maryland, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, South Dakota, Texas, Virginia, Washington, and Wisconsin.

Source Numbers

104, 109, 120, 157, 184, 209, 211, 253, 287, 294, 295, 304, 357, 384, 404, 407, 423, 444, 509, 601, 715, 867, 879, 901, 902, 908, 959, 972

Proposed Honey Farm Walmart Neighborhood Market
Trip Generation
AM Peak Hour

VEHICLE TRIPS BEFORE REDUCTION								
Land Use & Data Source	Location	Independent Variable	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
850 - Supermarket	General Urban/Suburban	1000 Sq. Ft. GFA	45	AM Peak Hour	Average 2.86	76 59%	53 41%	P
934 - Fast-Food Restaurant with Drive-Through Window	General Urban/Suburban	1000 Sq. Ft. GFA	6.6	AM Peak Hour	Average 44.61	150 51%	144 49%	294
930 - Fast Casual Restaurant	General Urban/Suburban	1000 Sq. Ft. GFA	5.5	AM Peak Hour	Average 1.43	4 50%	4 50%	8
822 - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	6	AM Peak Hour	Best Fit (LOG) Ln(T) =0.66Ln(X) + 1.84	12 60%	8 40%	20
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	General Urban/Suburban	Dwelling Units	174	AM Peak Hour	Best Fit (LIN) T = 0.31(X) + 22.85	18 24%	58 76%	76
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	180	AM Peak Hour	Best Fit (LIN) T = 0.52(X) - 5.70	22 25%	66 75%	88
151 - Mini-Warehouse	General Urban/Suburban	1000 Sq. Ft. GFA	98.28	AM Peak Hour	Average 0.09	5 59%	4 41%	9
720 - Medical-Dental Office Building - Stand-Alone	General Urban/Suburban	1000 Sq. Ft. GFA	17	AM Peak Hour	Best Fit (LOG) Ln(T) =0.90Ln(X) + 1.34	39 79%	10 21%	49

NEW VEHICLE TRIPS			
Land Use	New Vehicle Trips		
	Entry	Exit	Total
850 - Supermarket	76	53	129
934 - Fast-Food Restaurant with Drive-Through Window	150	144	294
930 - Fast Casual Restaurant	4	4	8
822 - Strip Retail Plaza (<40k)	12	8	20
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	18	58	76
215 - Single-Family Attached Housing	22	66	88
151 - Mini-Warehouse	5	4	9
720 - Medical-Dental Office Building - Stand-Alone	39	10	49

RESULTS			
Site Totals	Entry	Exit	Total
New Vehicle Trips	326	347	673

Data Source: Trip Generation Manual, 11th Ed

Proposed Honey Farm Walmart Neighborhood Market
Trip Generation
PM Peak Hour

VEHICLE TRIPS BEFORE REDUCTION								
Land Use & Data Source	Location	Independent Variable	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
850 - Supermarket	General Urban/Suburban	1000 Sq. Ft. GFA	45	PM Peak Hour	Best Fit (LOG) Ln(T) =0.81Ln(X) + 2.92	202 50%	202 50%	P
934 - Fast-Food Restaurant with Drive-Through Window	General Urban/Suburban	1000 Sq. Ft. GFA	6.6	PM Peak Hour	Average 33.03	113 52%	105 48%	218
930 - Fast Casual Restaurant	General Urban/Suburban	1000 Sq. Ft. GFA	5.5	PM Peak Hour	Best Fit (LIN) T = 17.96(X) - 15.94	46 55%	37 45%	83
822 - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	6	PM Peak Hour	Best Fit (LOG) Ln(T) =0.71Ln(X) + 2.72	27 50%	27 50%	54
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	General Urban/Suburban	Dwelling Units	174	PM Peak Hour	Best Fit (LIN) T = 0.43(X) + 20.55	60 63%	35 37%	95
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	180	PM Peak Hour	Best Fit (LIN) T = 0.60(X) - 3.93	61 59%	43 41%	104
151 - Mini-Warehouse	General Urban/Suburban	1000 Sq. Ft. GFA	98.28	PM Peak Hour	Average 0.15	7 47%	8 53%	15
720 - Medical-Dental Office Building - Stand-Alone	General Urban/Suburban	1000 Sq. Ft. GFA	17	PM Peak Hour	Best Fit (LIN) T = 4.07(X) - 3.17	20 30%	46 70%	66

NEW VEHICLE TRIPS			
Land Use	New Vehicle Trips		
	Entry	Exit	Total
850 - Supermarket	202	202	404
934 - Fast-Food Restaurant with Drive-Through Window	113	105	218
930 - Fast Casual Restaurant	46	37	83
822 - Strip Retail Plaza (<40k)	27	27	54
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	60	35	95
215 - Single-Family Attached Housing	61	43	104
151 - Mini-Warehouse	7	8	15
720 - Medical-Dental Office Building - Stand-Alone	20	46	66

RESULTS			
Site Totals	Entry	Exit	Total
New Vehicle Trips	536	503	1039

Data Source: Trip Generation Manual, 11th Ed

Generated By OTISS Pro v2.1

Proposed Honey Farm Walmart Neighborhood Market
Trip Generation
Weekday

VEHICLE TRIPS BEFORE REDUCTION								
Land Use & Data Source	Location	Independent Variable	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
850 - Supermarket	General Urban/Suburban	1000 Sq. Ft. GFA	45	Weekday	Best Fit (LIN) T = 83.39(X) + 539.33	2146 50%	2146 50%	P
934 - Fast-Food Restaurant with Drive-Through Window	General Urban/Suburban	1000 Sq. Ft. GFA	6.6	Weekday	Average 467.48	1543 50%	1543 50%	3086
930 - Fast Casual Restaurant	General Urban/Suburban	1000 Sq. Ft. GFA	5.5	Weekday	Average 97.14	267 50%	267 50%	534
822 - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	6	Weekday	Average 54.45	163 50%	163 50%	326
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	General Urban/Suburban	Dwelling Units	174	Weekday	Best Fit (LIN) T = 6.41(X) + 75.31	595 50%	595 50%	1190
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	180	Weekday	Best Fit (LIN) T = 7.62(X) - 50.48	661 50%	661 50%	1322
151 - Mini-Warehouse	General Urban/Suburban	1000 Sq. Ft. GFA	98.28	Weekday	Average 1.45	71 50%	71 50%	142
720 - Medical-Dental Office Building - Stand-Alone	General Urban/Suburban	1000 Sq. Ft. GFA	17	Weekday	Best Fit (LIN) T = 42.97(X) - 108.01	311 50%	311 50%	622

NEW VEHICLE TRIPS			
Land Use	New Vehicle Trips		
	Entry	Exit	Total
850 - Supermarket	2146	2146	4292
934 - Fast-Food Restaurant with Drive-Through Window	1543	1543	3086
930 - Fast Casual Restaurant	267	267	534
822 - Strip Retail Plaza (<40k)	163	163	326
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	595	595	1190
215 - Single-Family Attached Housing	661	661	1322
151 - Mini-Warehouse	71	71	142
720 - Medical-Dental Office Building - Stand-Alone	311	311	622

RESULTS			
Site Totals	Entry	Exit	Total
New Vehicle Trips	5757	5757	11514

Data Source: Trip Generation Manual, 11th Ed

Generated By OTISS Pro v2.1

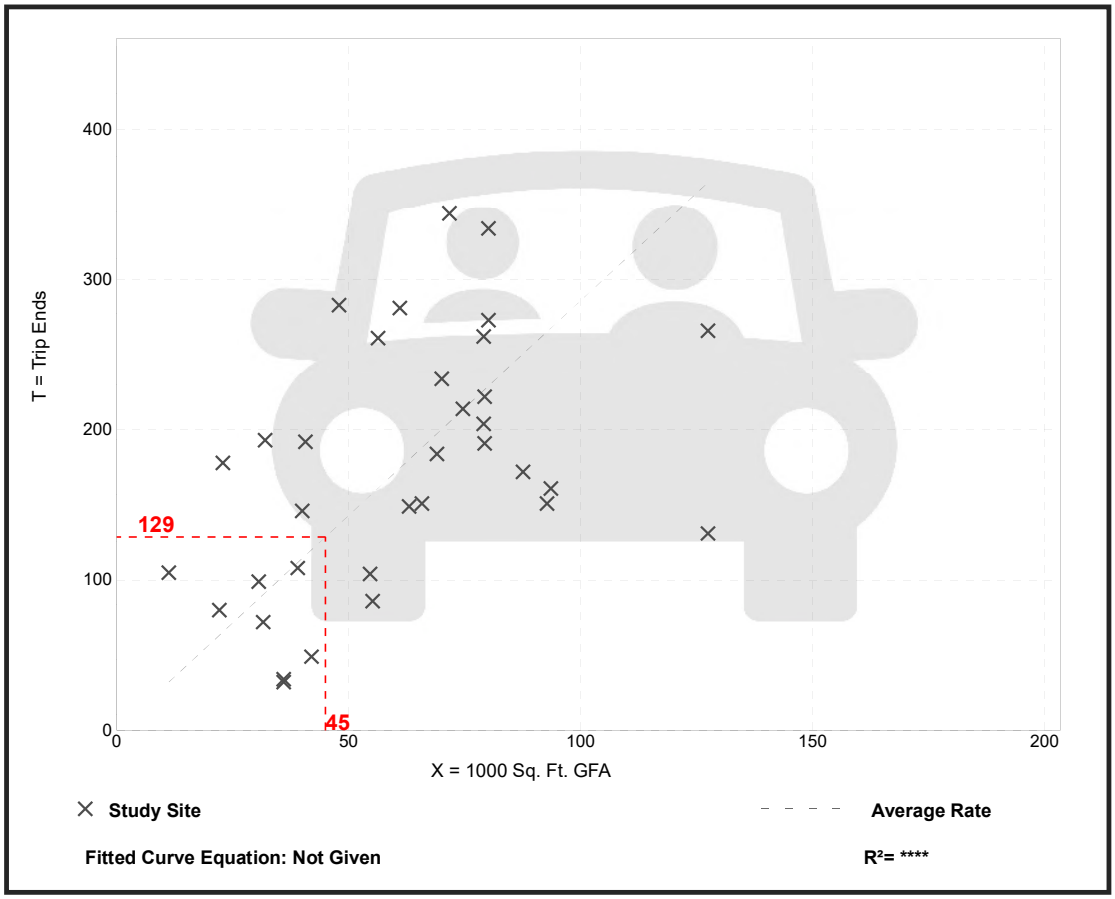
Supermarket
(850)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 34
Avg. 1000 Sq. Ft. GFA: 61
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.86	0.89 - 9.35	1.45

Data Plot and Equation



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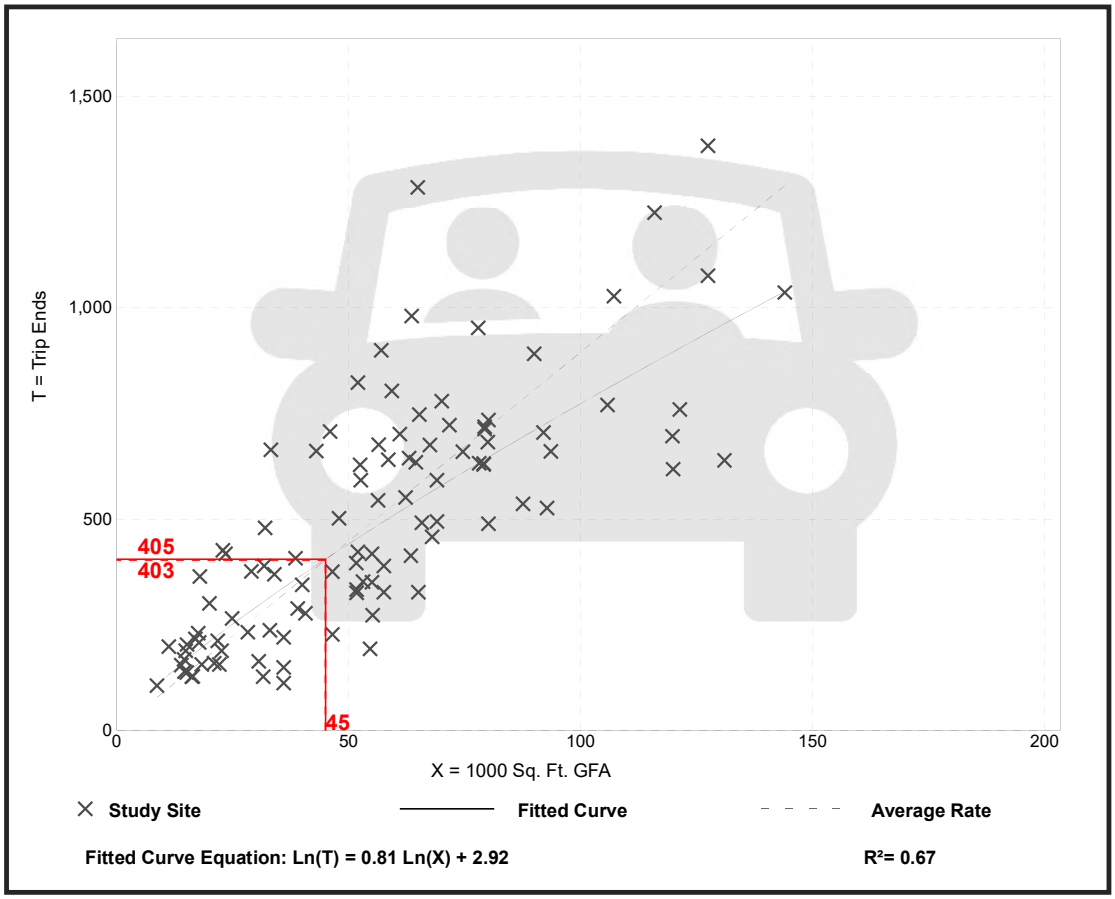
Supermarket
(850)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	104
Avg. 1000 Sq. Ft. GFA:	55
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.95	3.11 - 20.30	3.32

Data Plot and Equation



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Supermarket
(850)

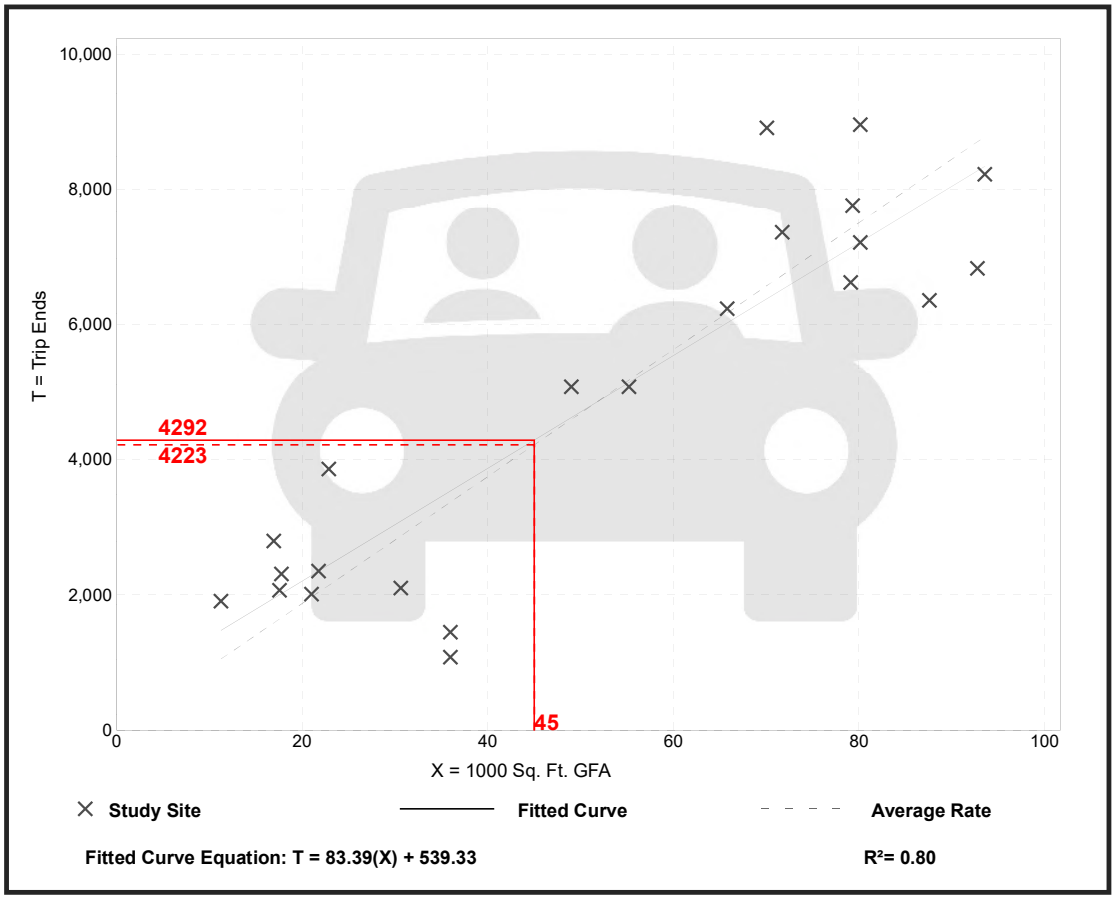
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. 1000 Sq. Ft. GFA: 52
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
93.84	30.09 - 170.24	27.05

Data Plot and Equation



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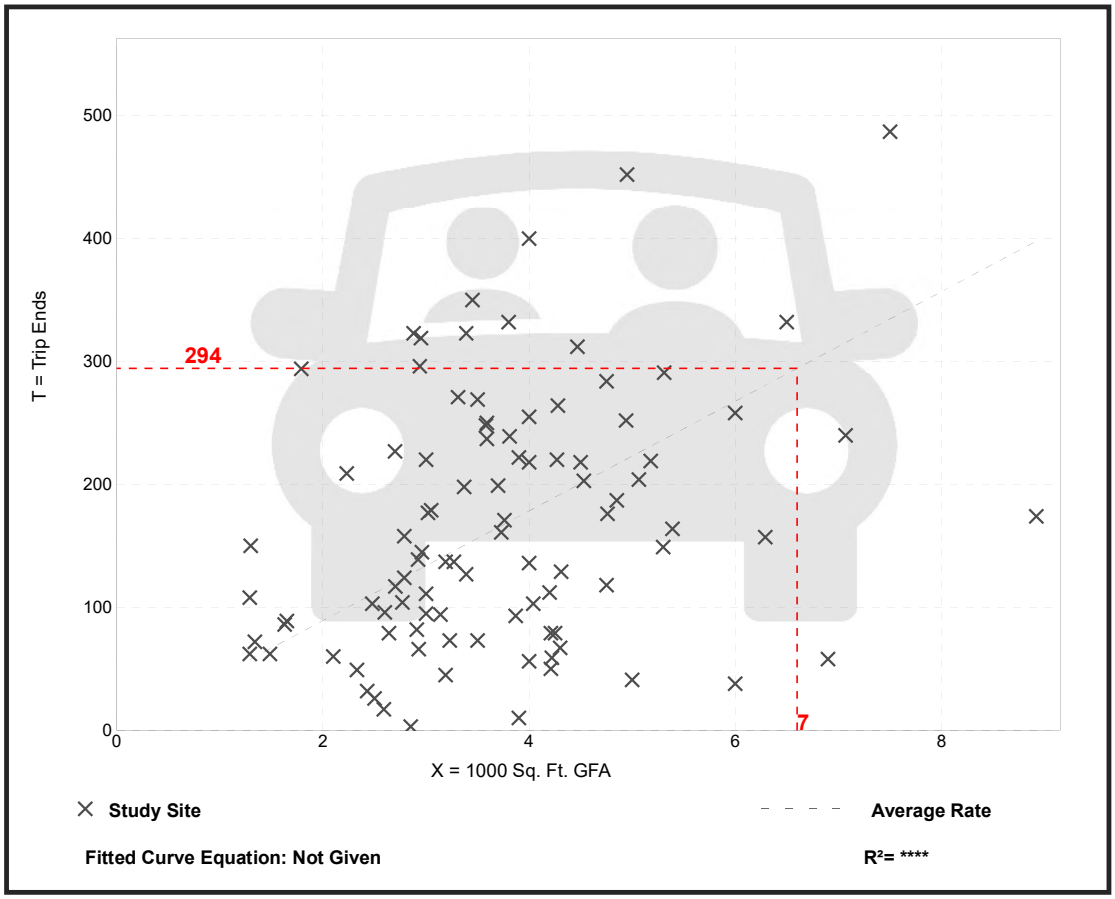
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 96
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



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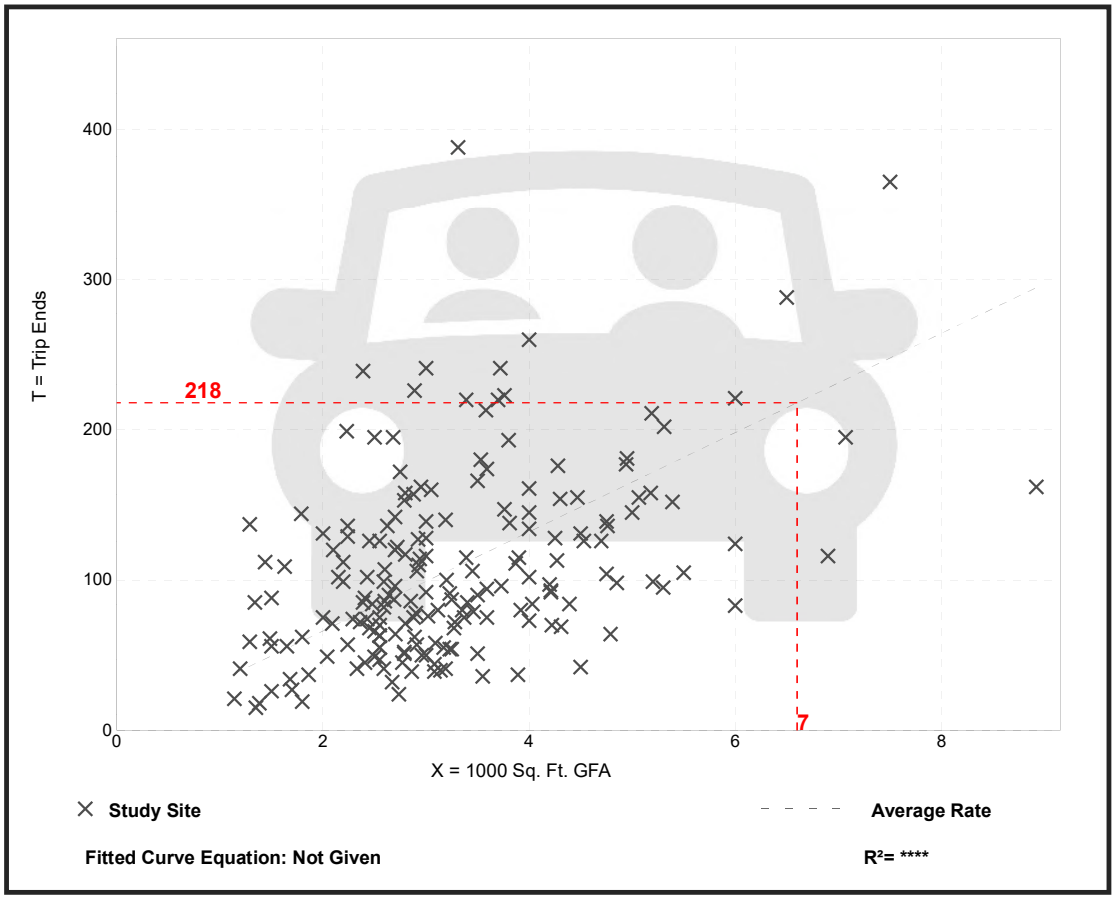
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 190
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



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Fast-Food Restaurant with Drive-Through Window
(934)

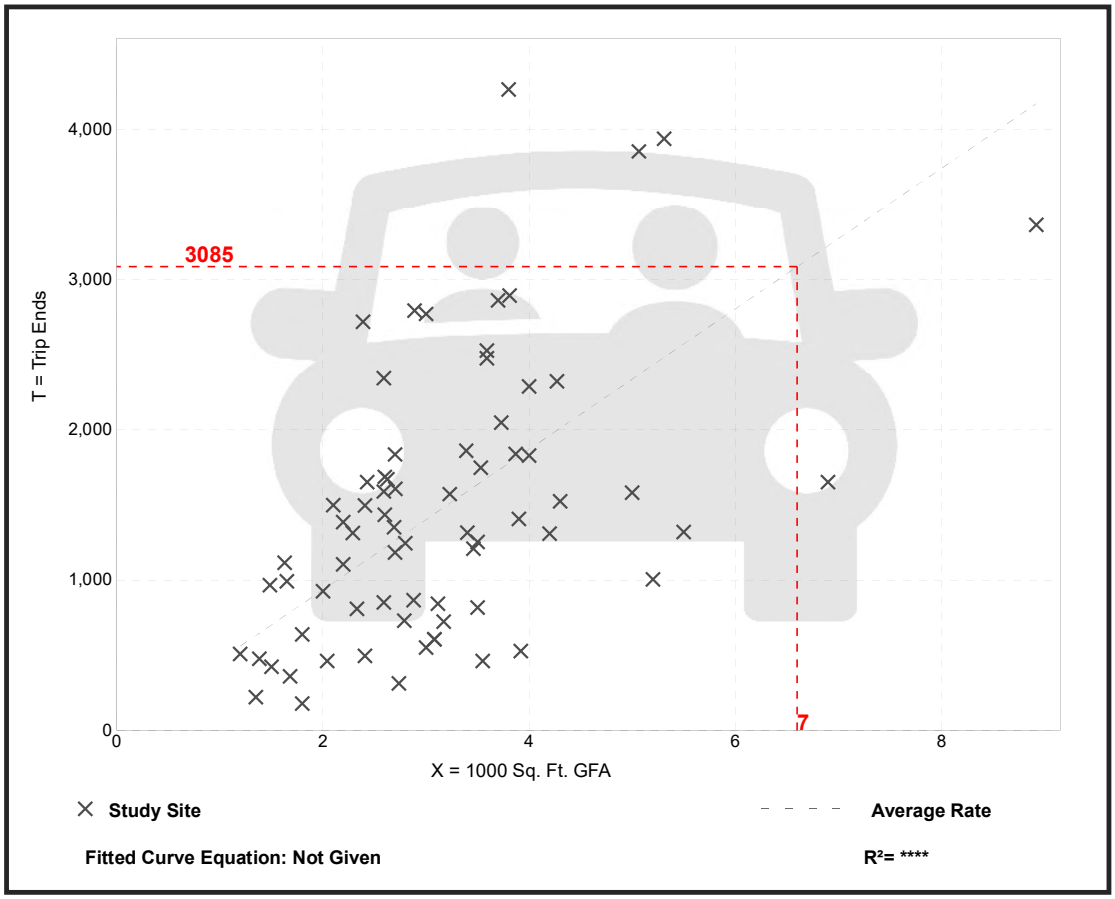
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 71
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
467.48	98.89 - 1137.66	238.62

Data Plot and Equation



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Fast Casual Restaurant
(930)

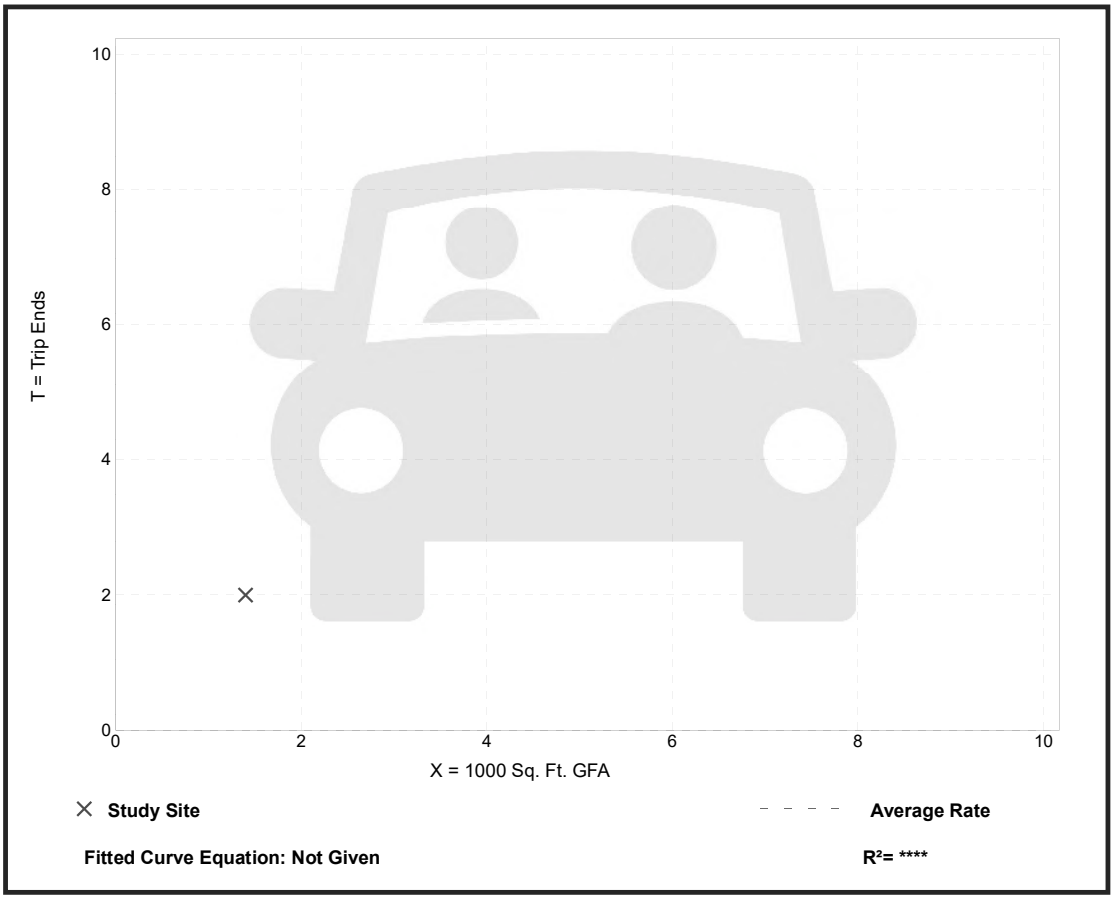
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.43	1.43 - 1.43	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

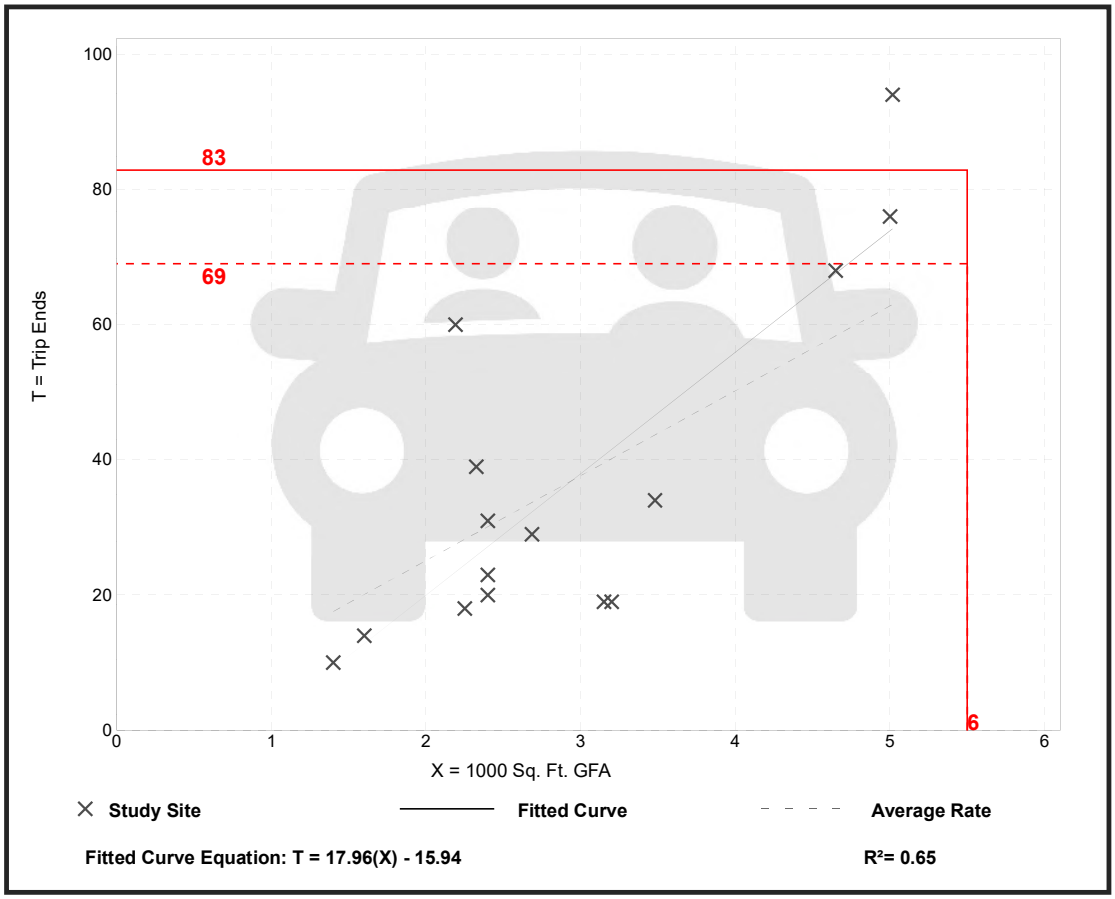
Fast Casual Restaurant
(930)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 15
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
12.55	5.94 - 27.40	5.52

Data Plot and Equation



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Fast Casual Restaurant
(930)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

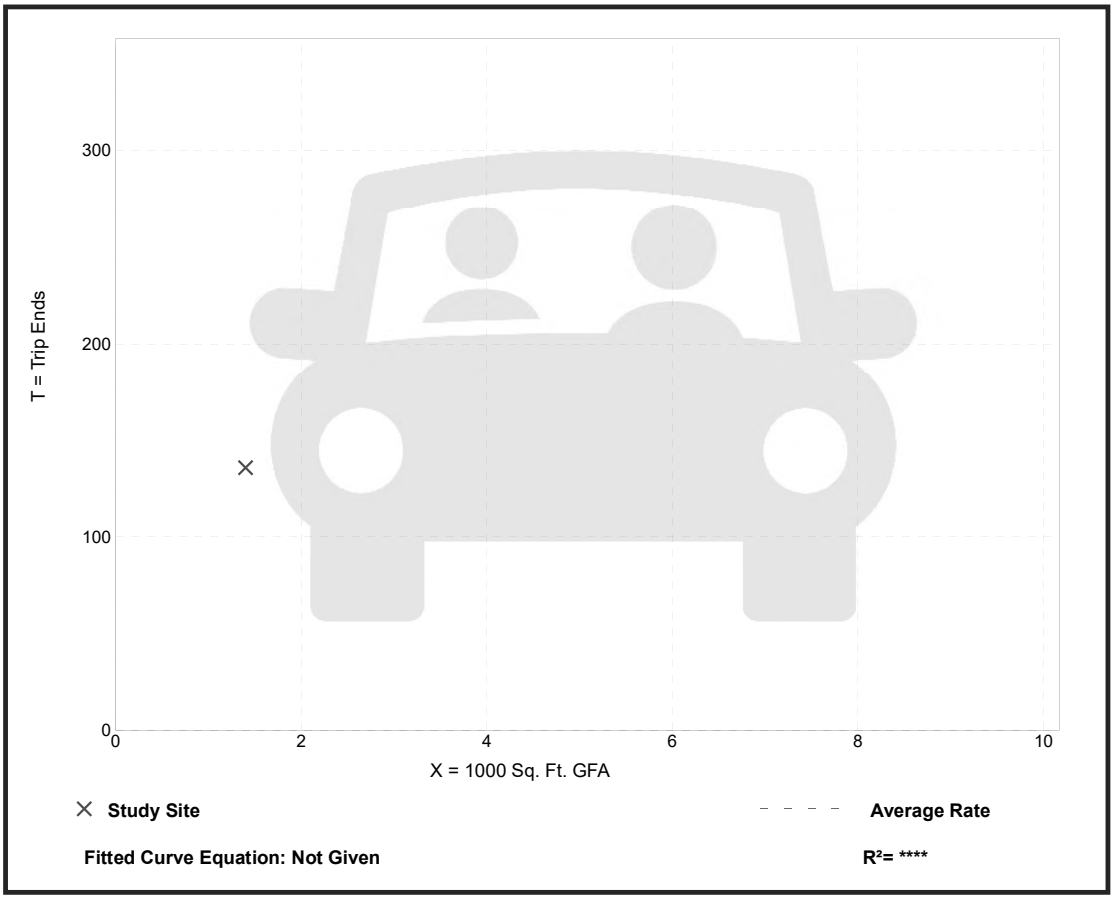
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
97.14	97.14 - 97.14	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ****

Strip Retail Plaza (<40k)
(822)

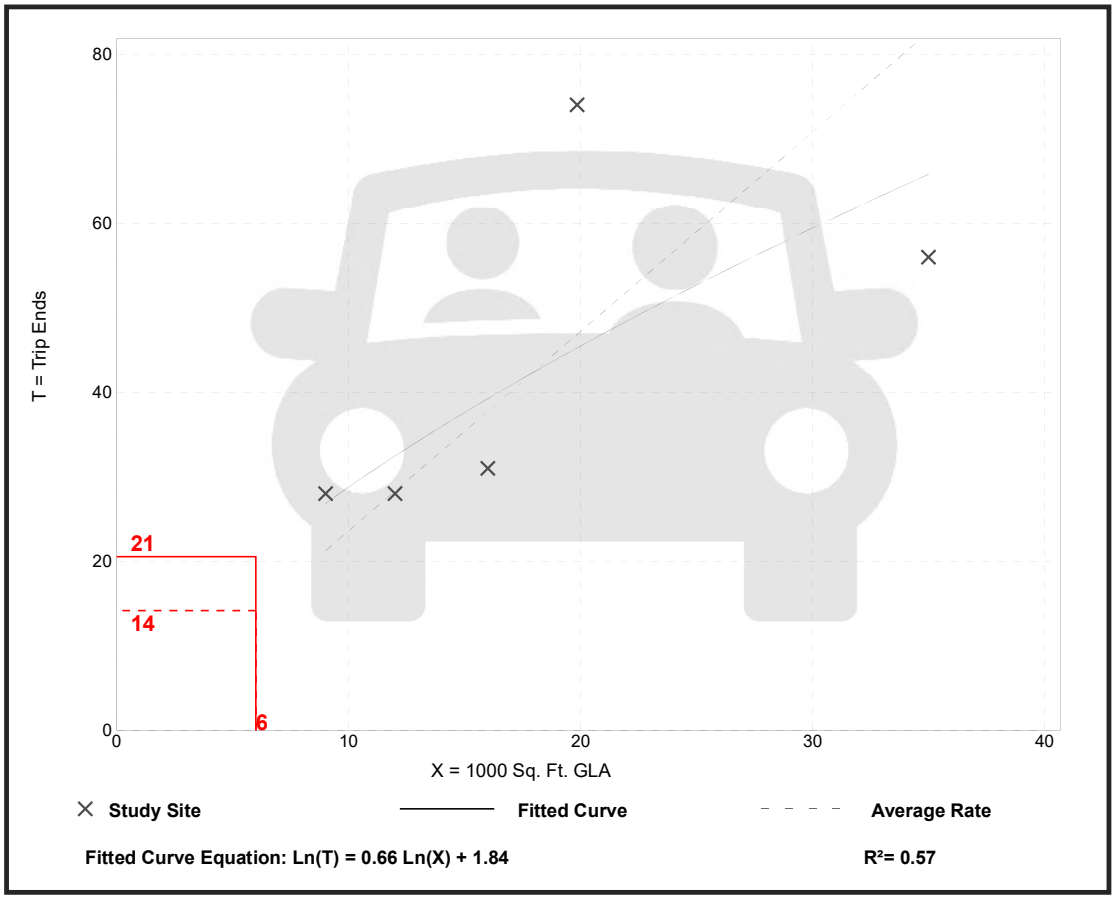
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



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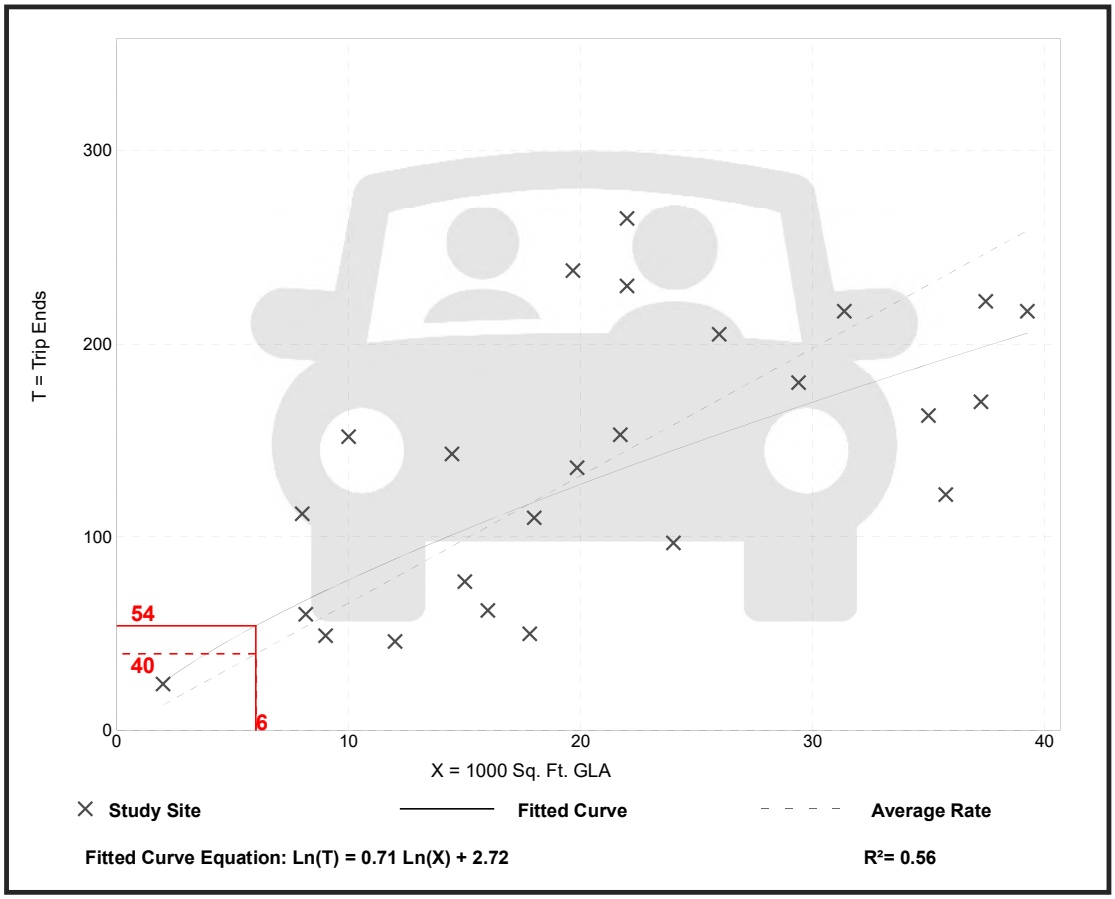
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



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Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

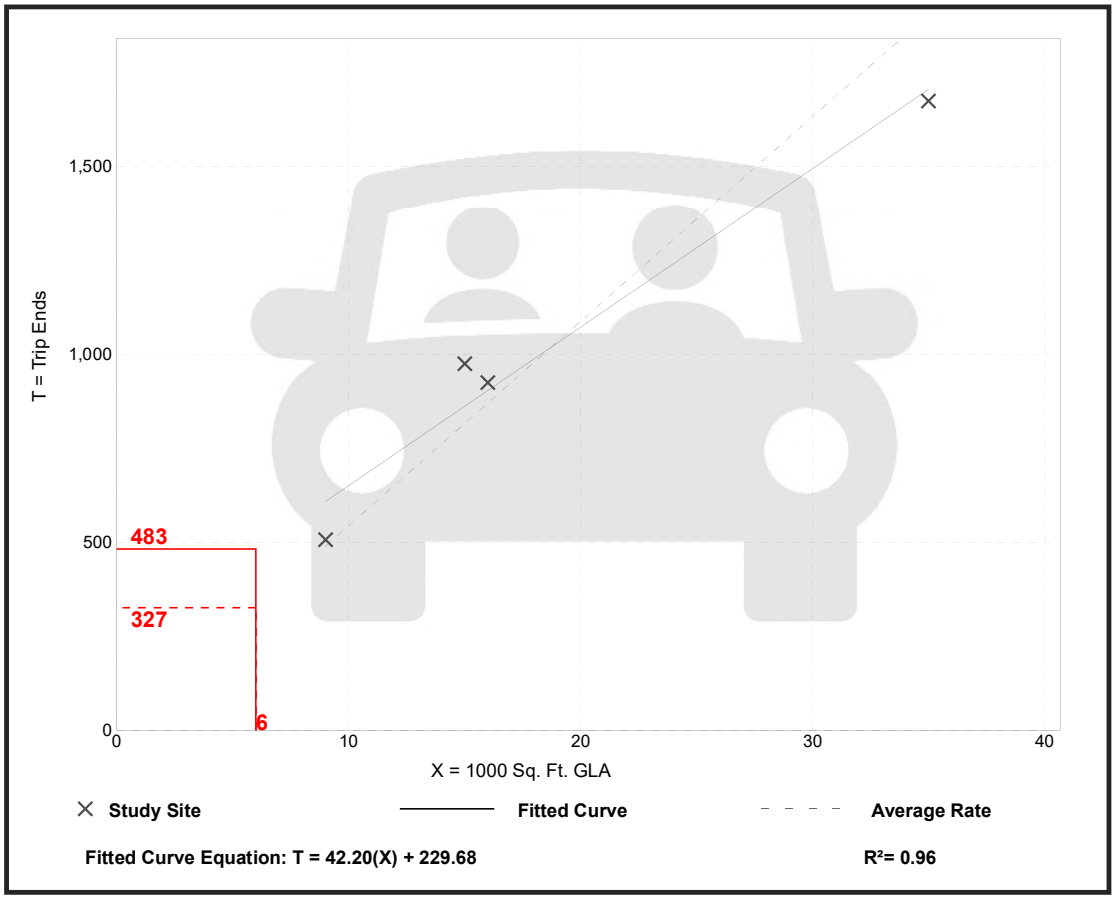
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



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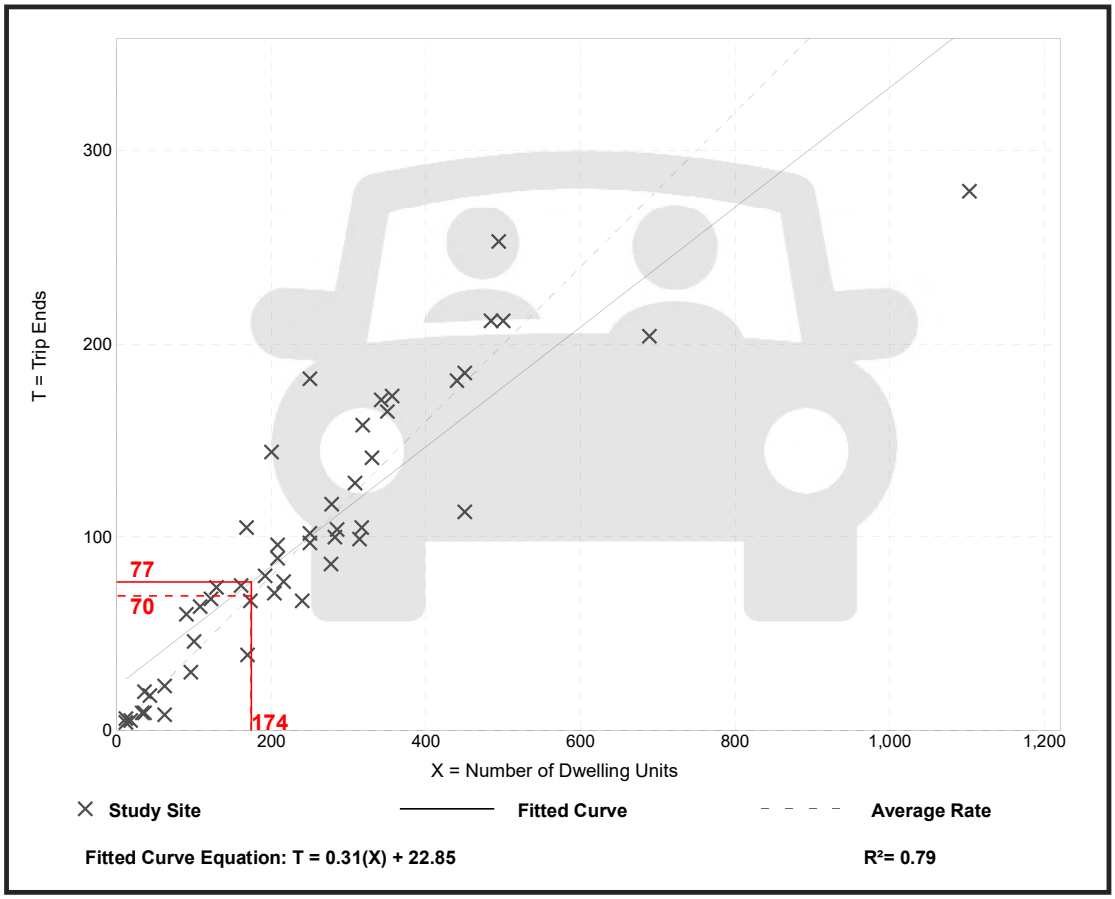
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



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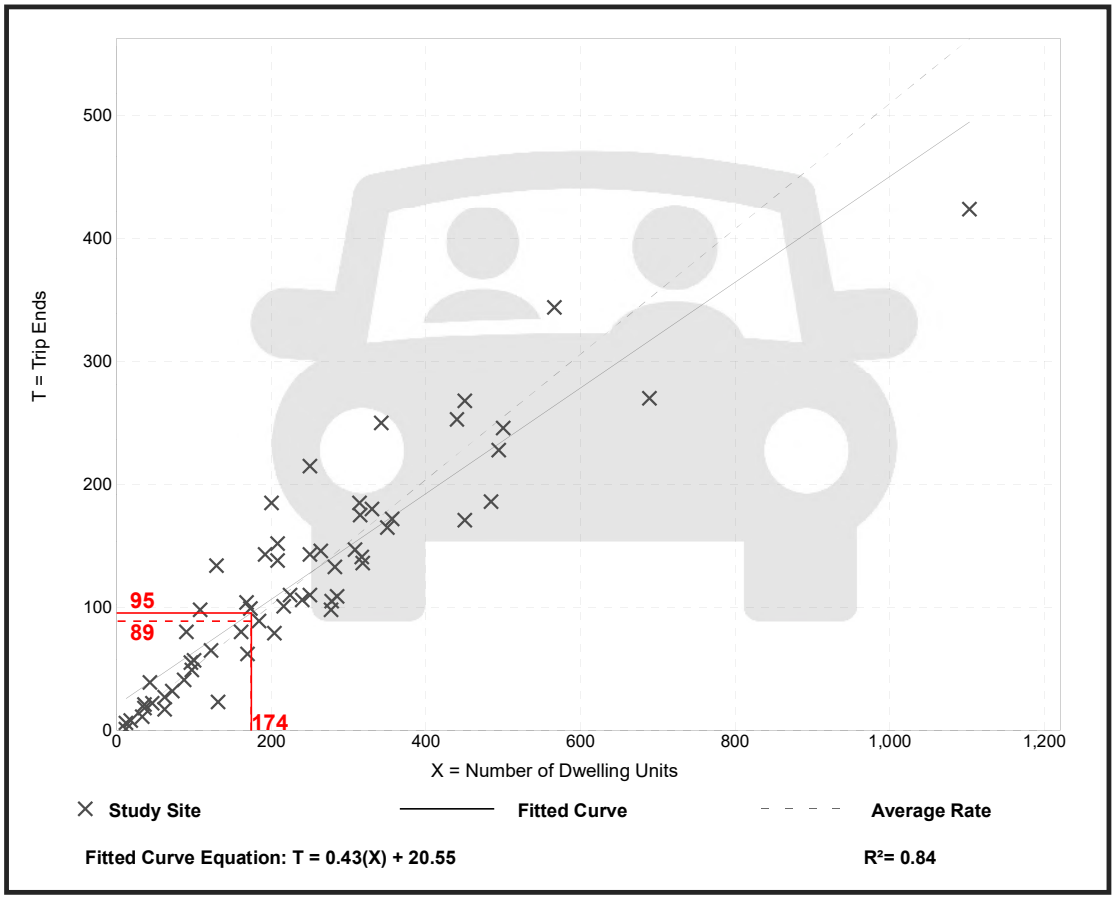
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

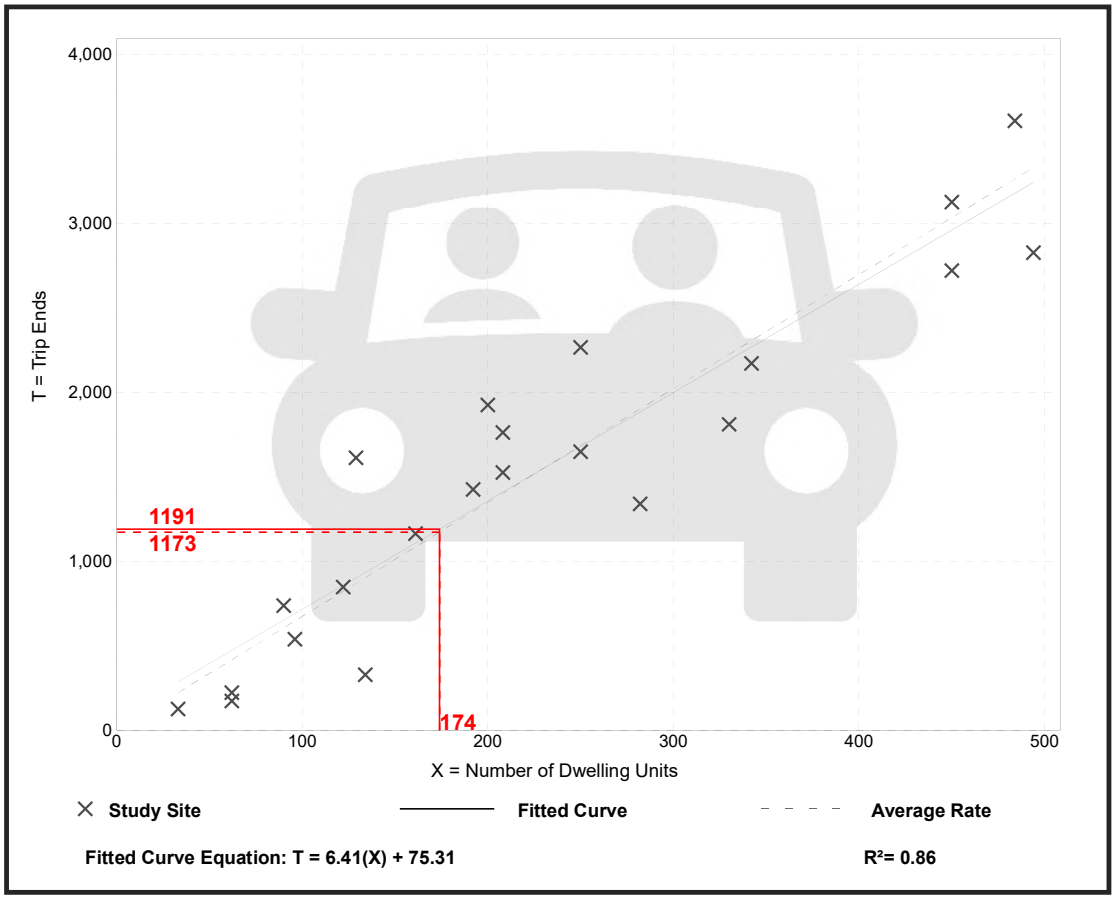
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



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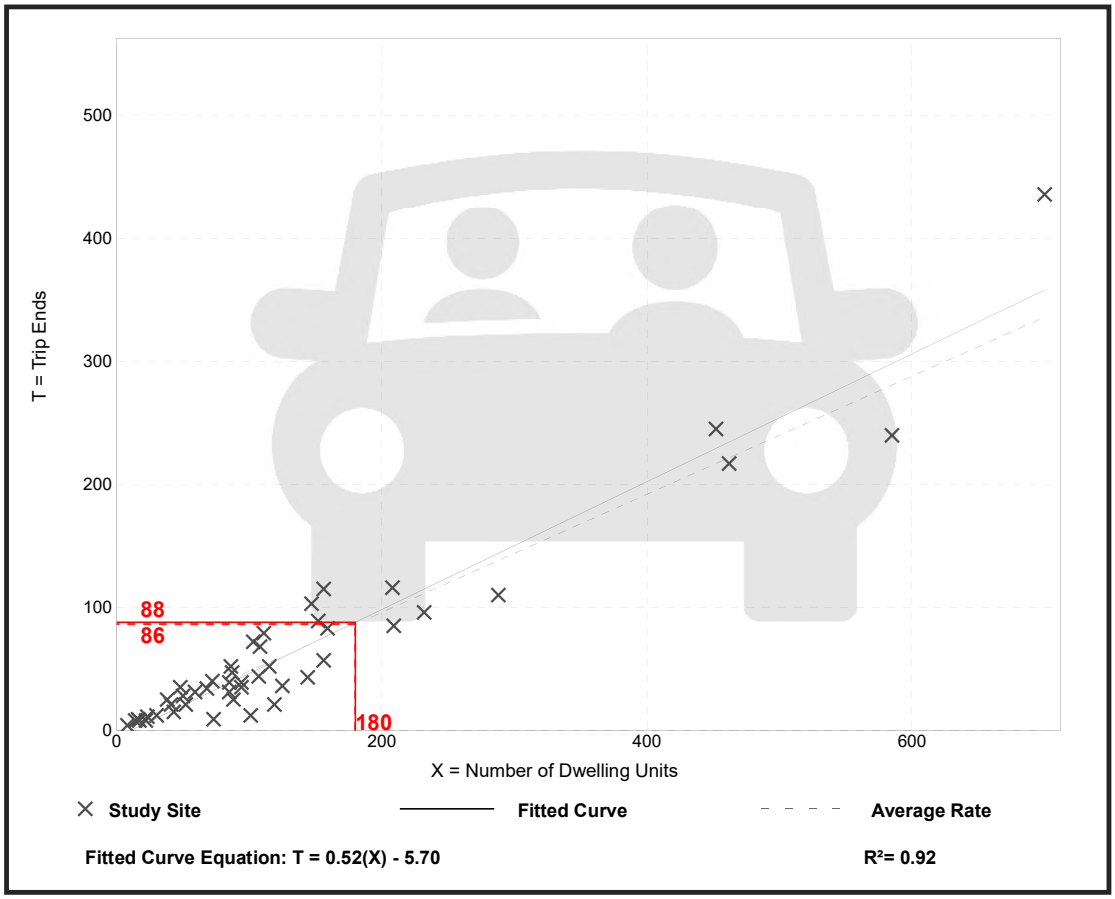
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

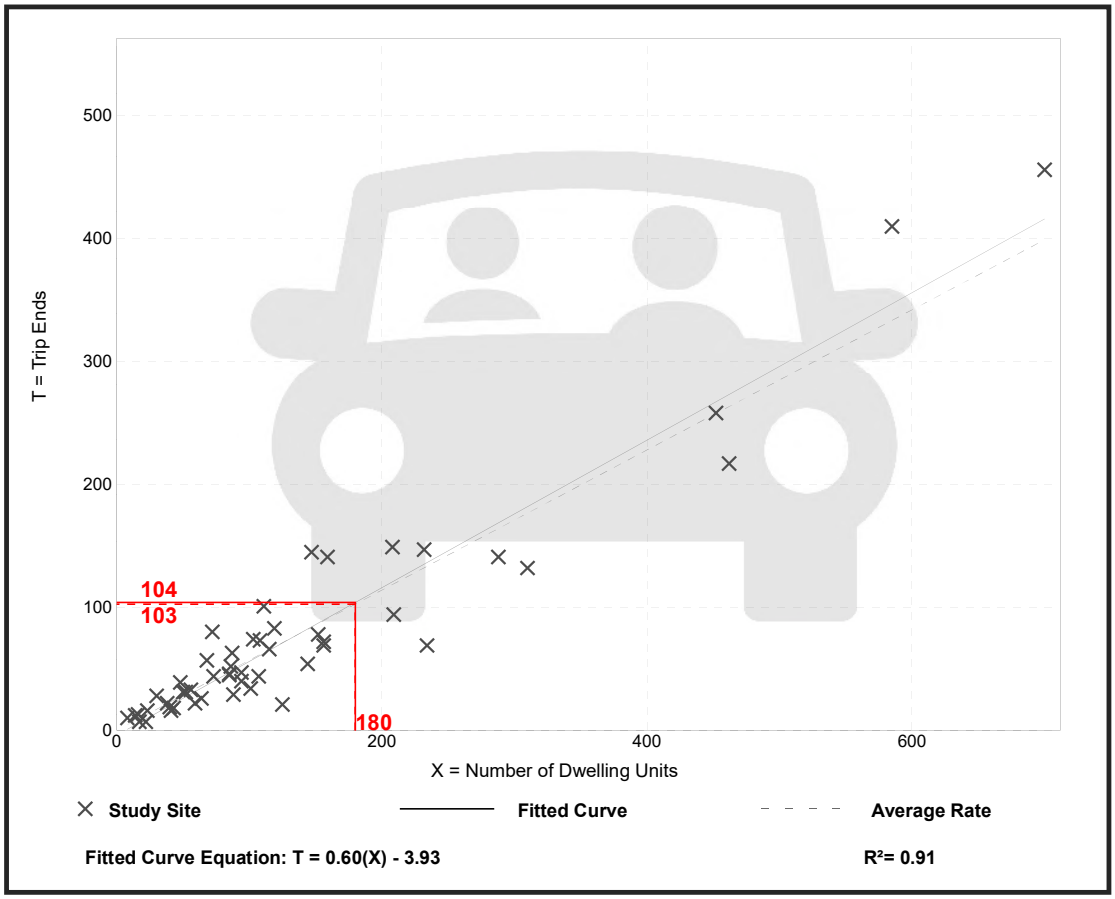
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 51
Avg. Num. of Dwelling Units: 136
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

Single-Family Attached Housing
(215)

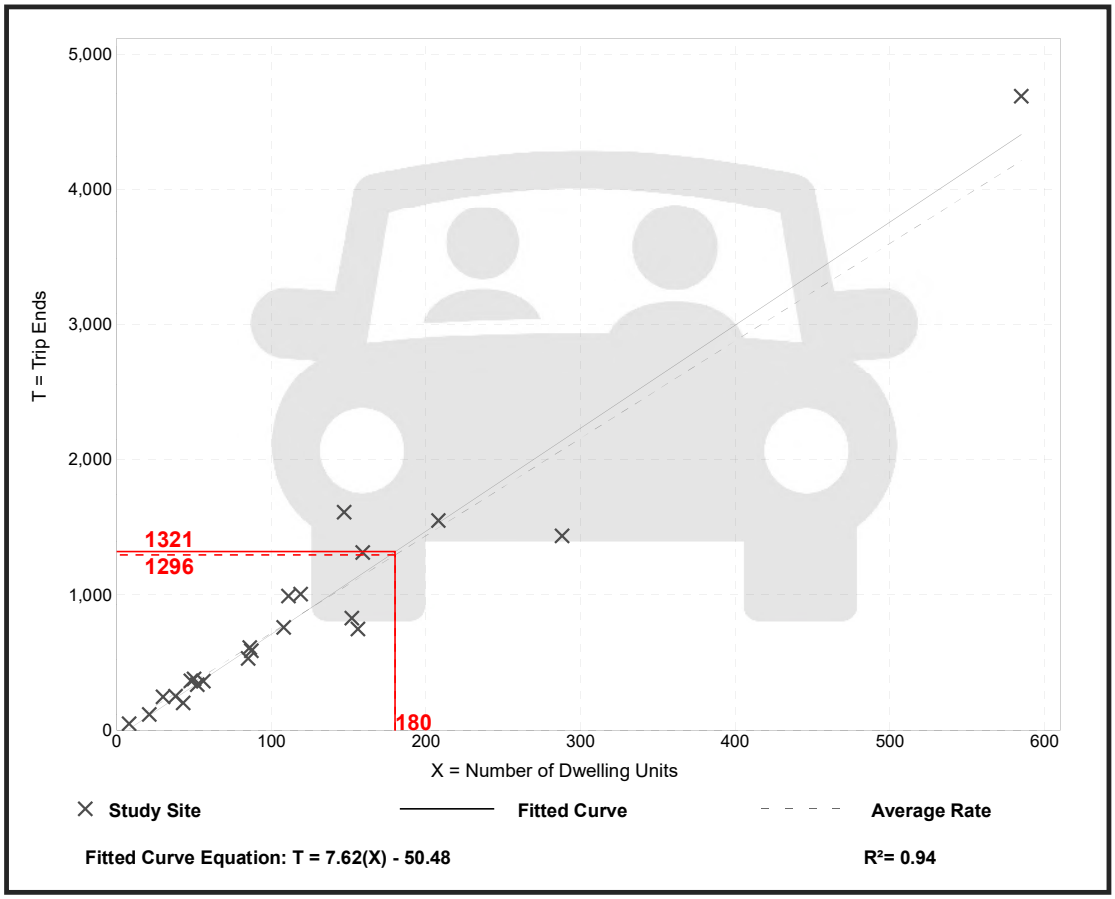
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

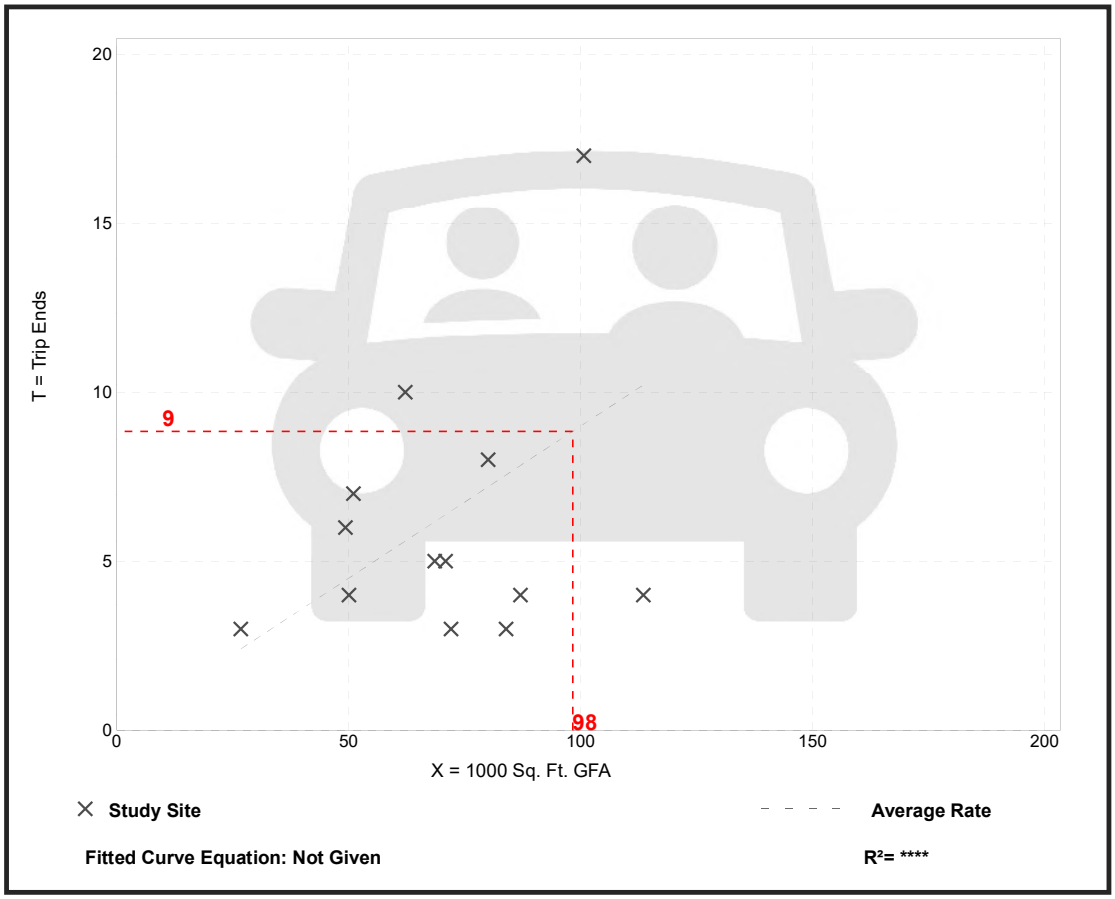
Mini-Warehouse
(151)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 13
Avg. 1000 Sq. Ft. GFA: 70
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.09	0.04 - 0.17	0.05

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

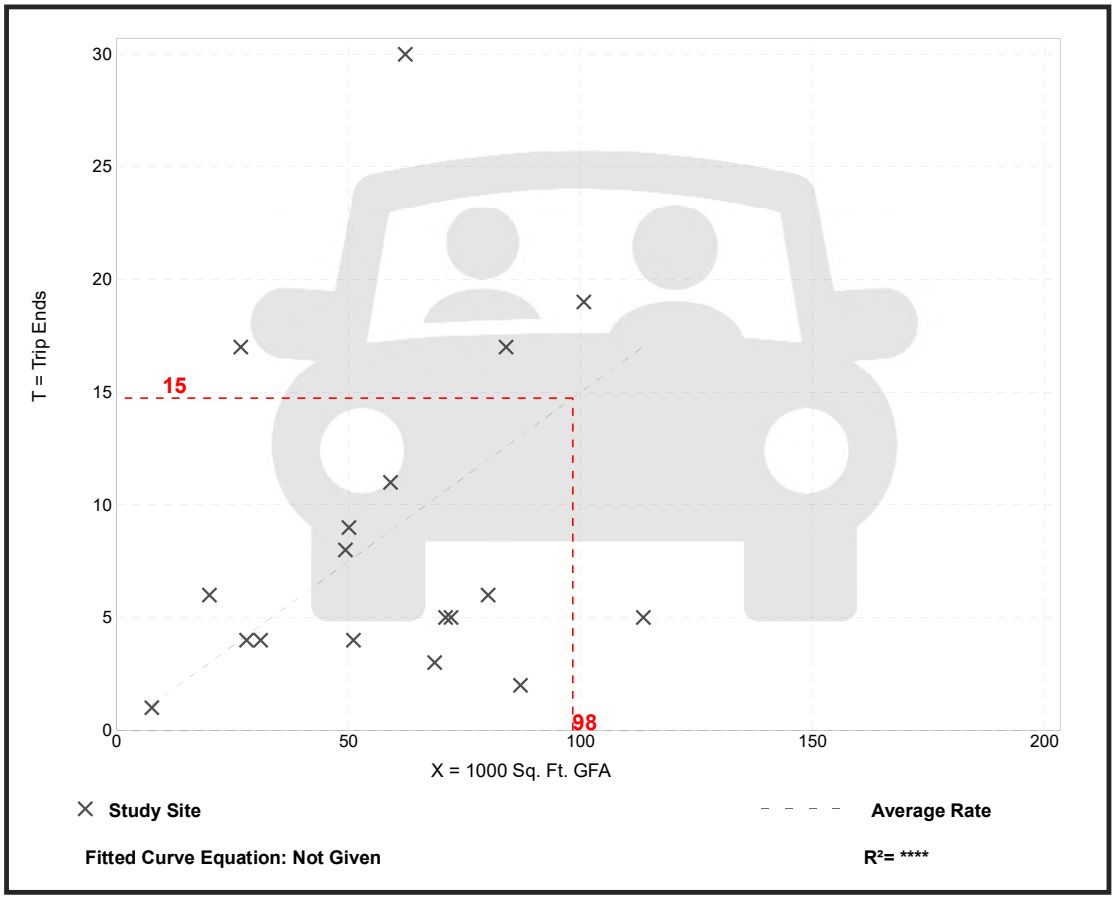
Mini-Warehouse
(151)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 59
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.02 - 0.64	0.14

Data Plot and Equation



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Mini-Warehouse
(151)

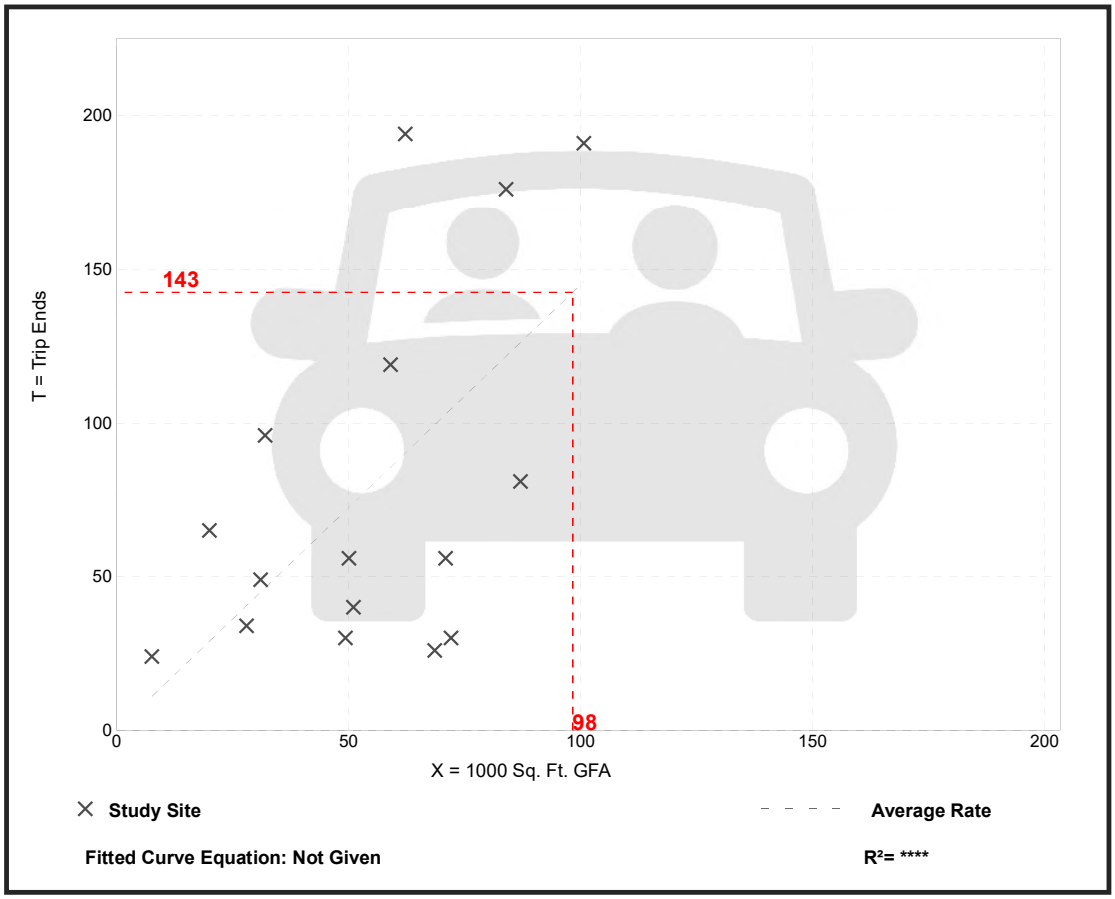
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 55
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.45	0.38 - 3.25	0.92

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

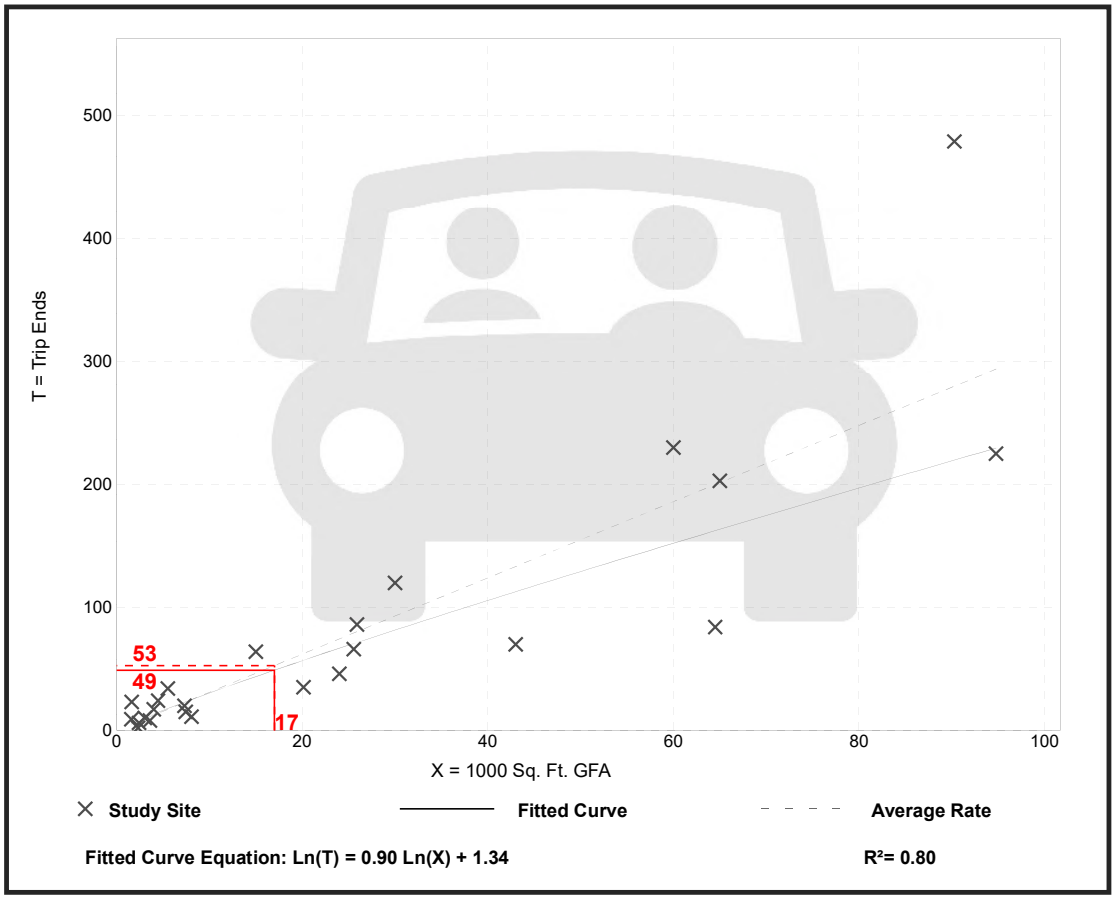
Medical-Dental Office Building - Stand-Alone
(720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 24
Avg. 1000 Sq. Ft. GFA: 25
Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

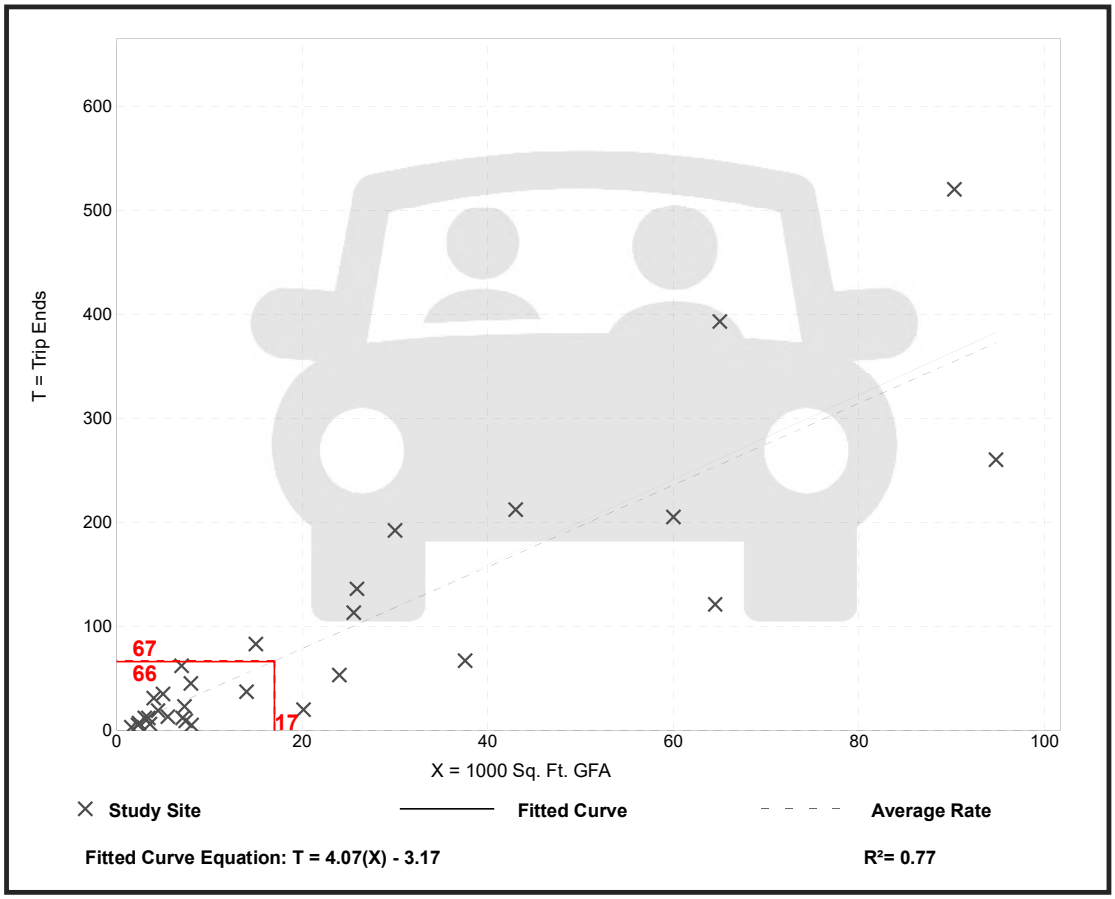
Medical-Dental Office Building - Stand-Alone
(720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 30
Avg. 1000 Sq. Ft. GFA: 23
Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

Medical-Dental Office Building - Stand-Alone
(720)

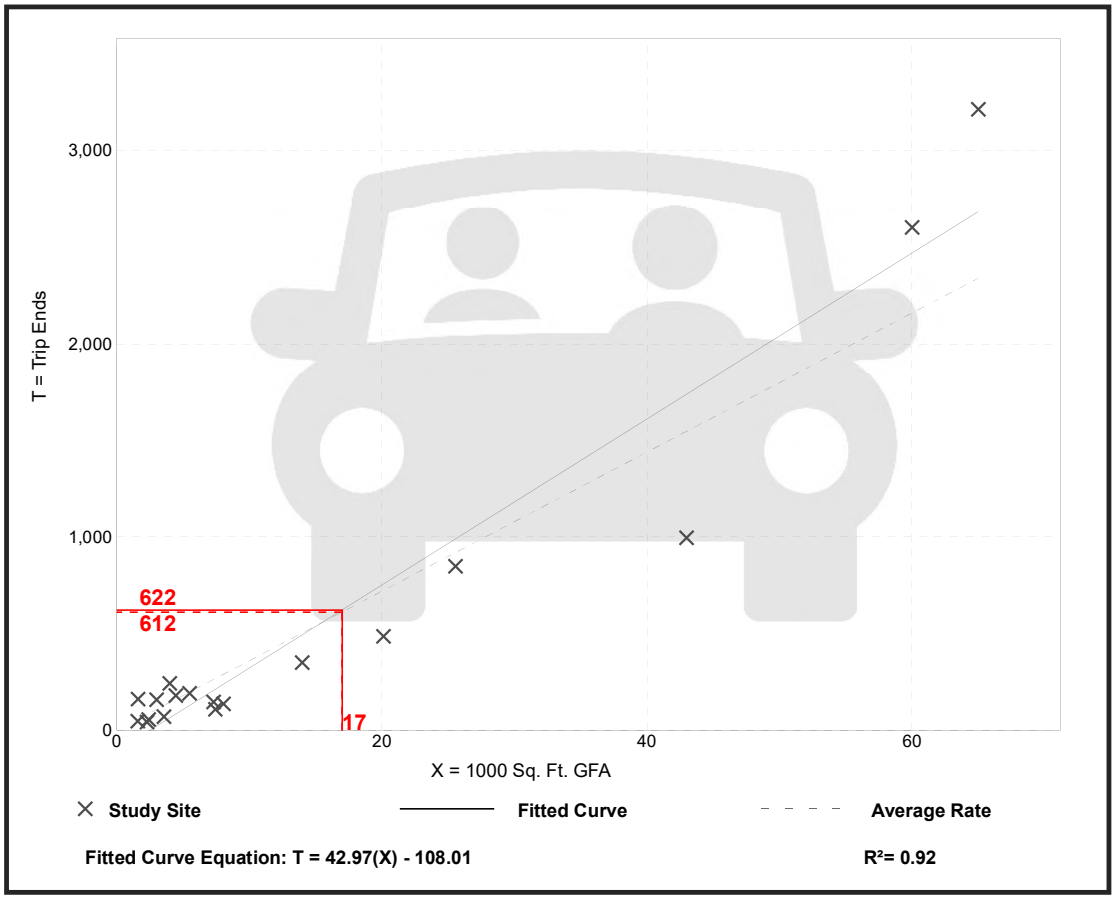
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 15
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
36.00	14.52 - 100.75	13.38

Data Plot and Equation



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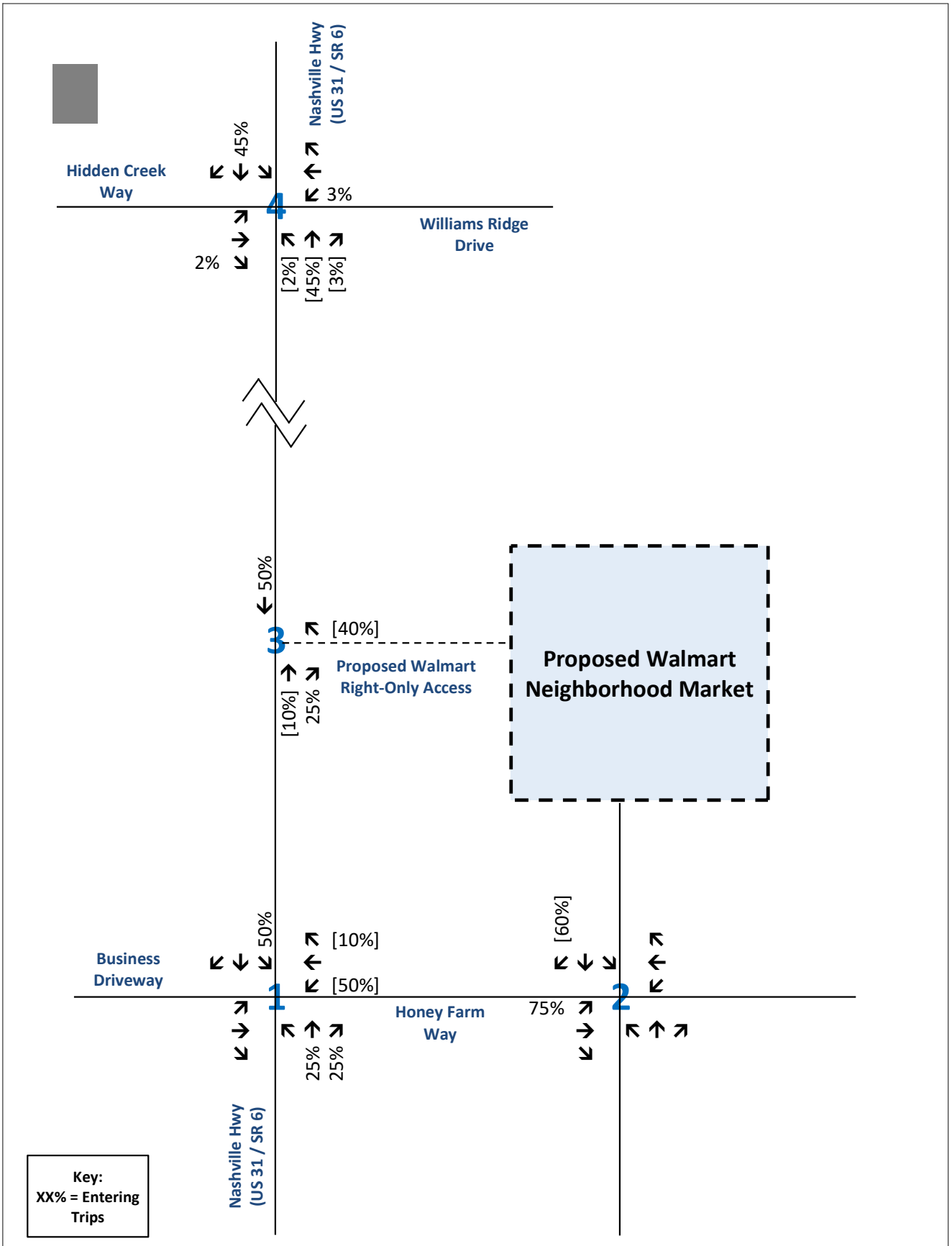
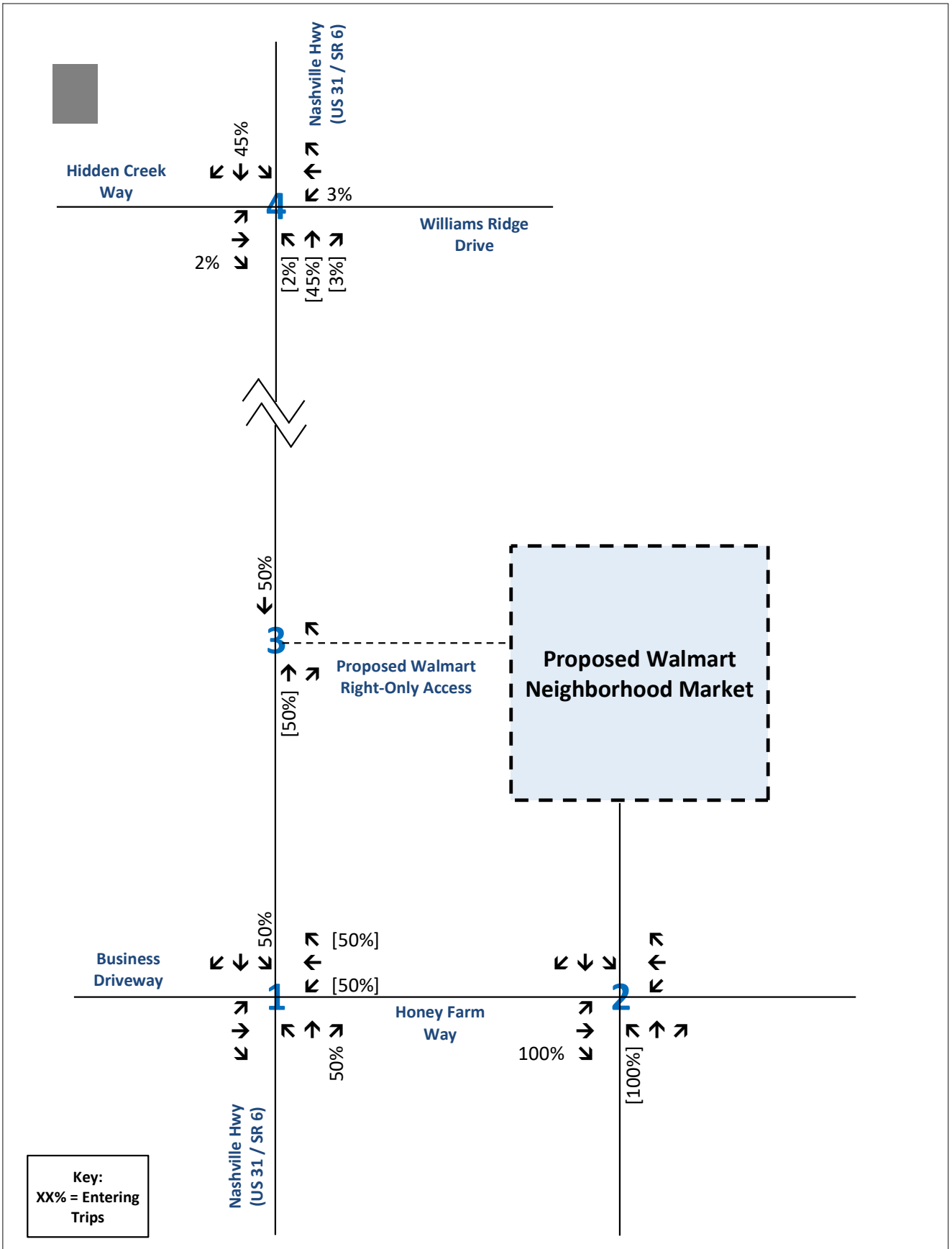
APPENDIX D

TRIP DISTRIBUTION

PRIMARY TRIP DISTRIBUTIONS

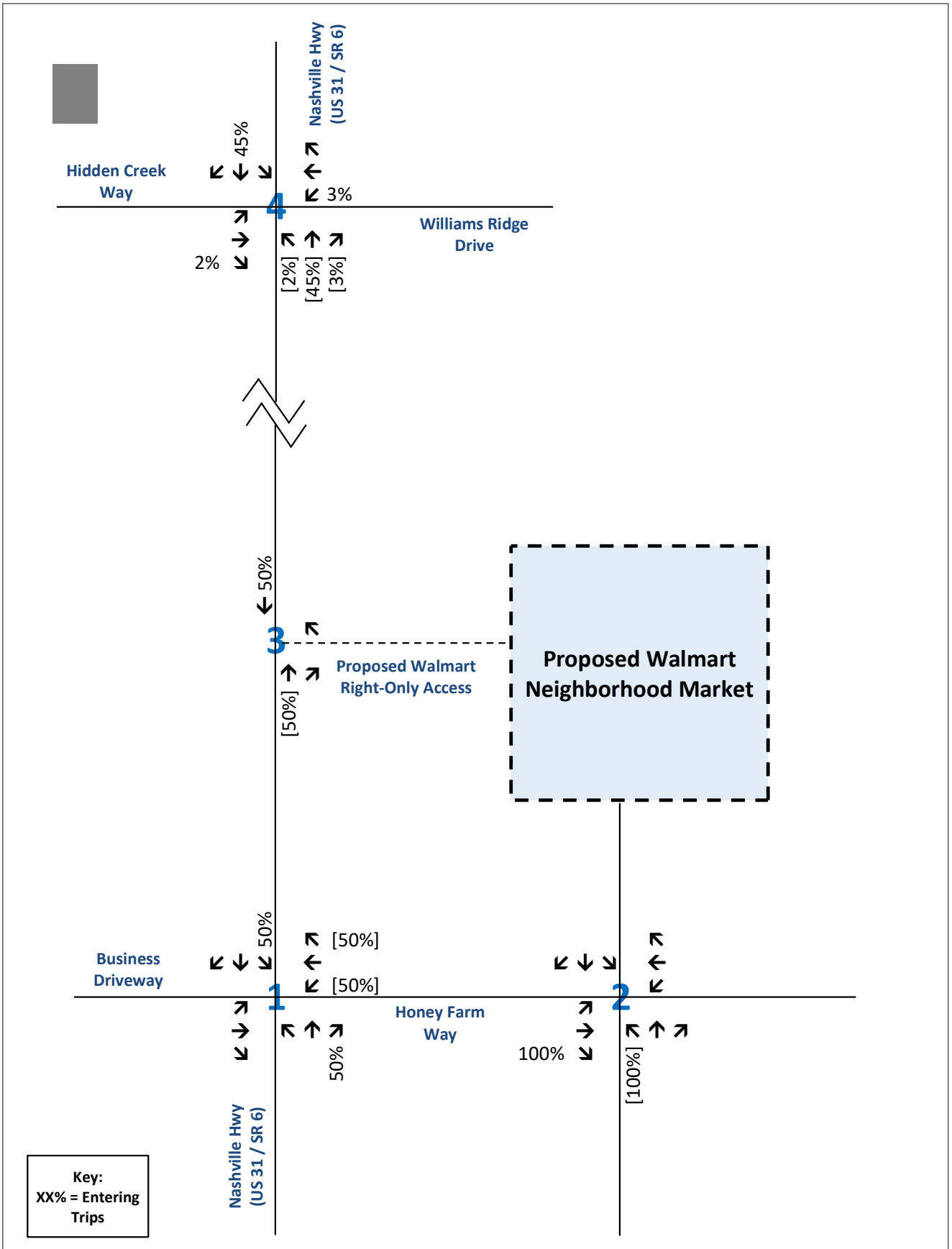


Trip Distribution Worksheet
Primary Trip Distribution - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

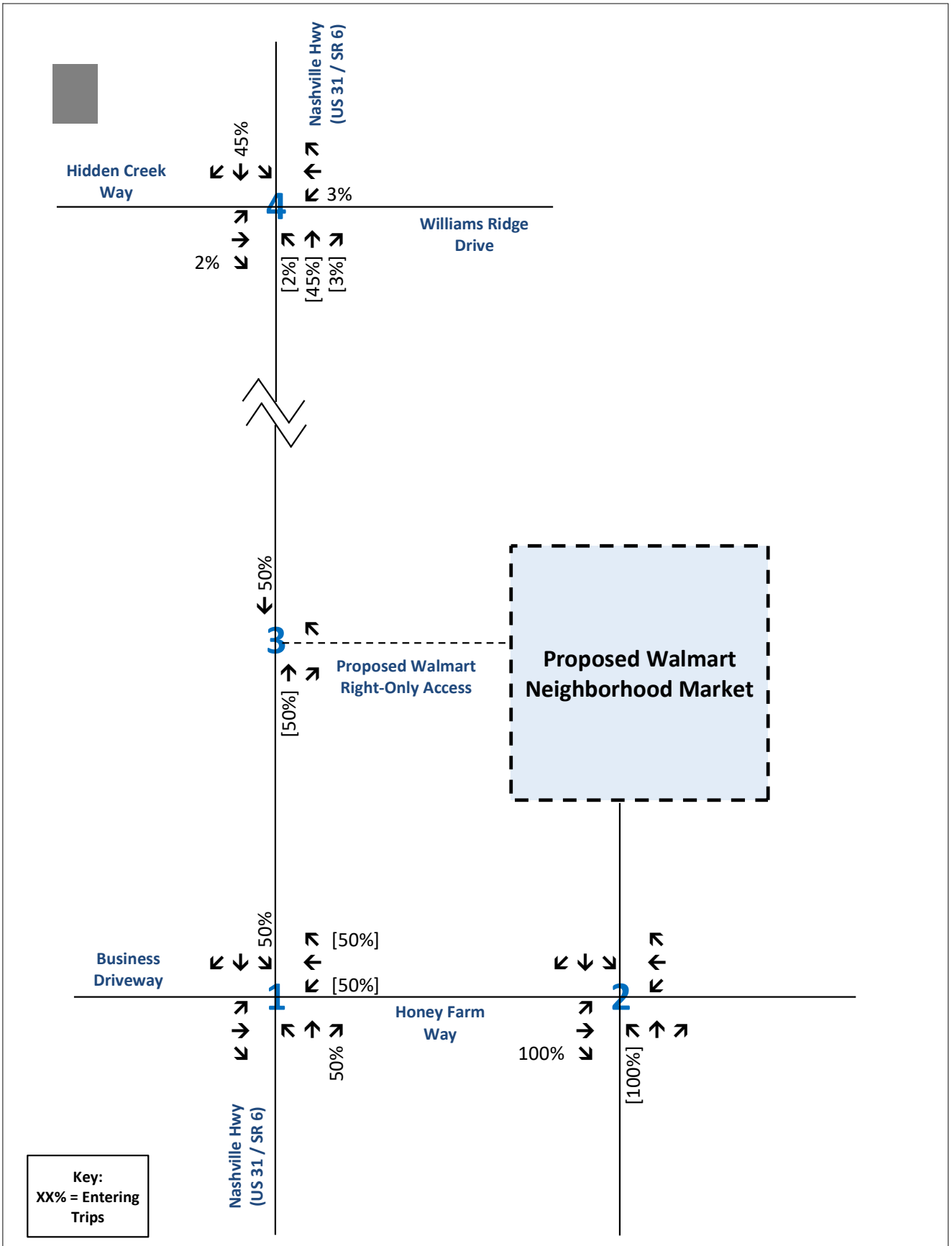


Trip Distribution Worksheet
Primary Trip Distribution - Fast-Food Restaurant with Drive-Through
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

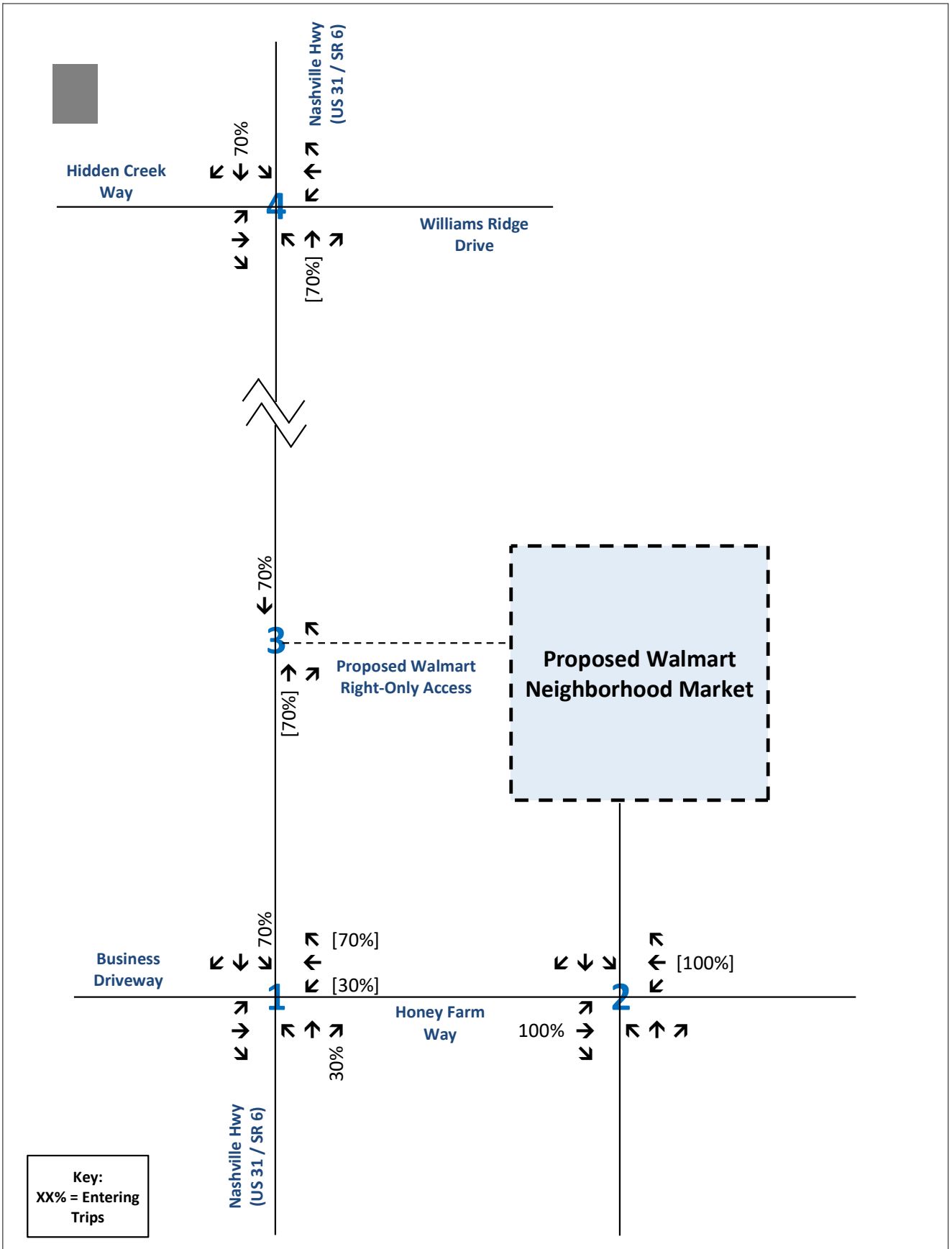
RGPHILLIPS CONSULTING



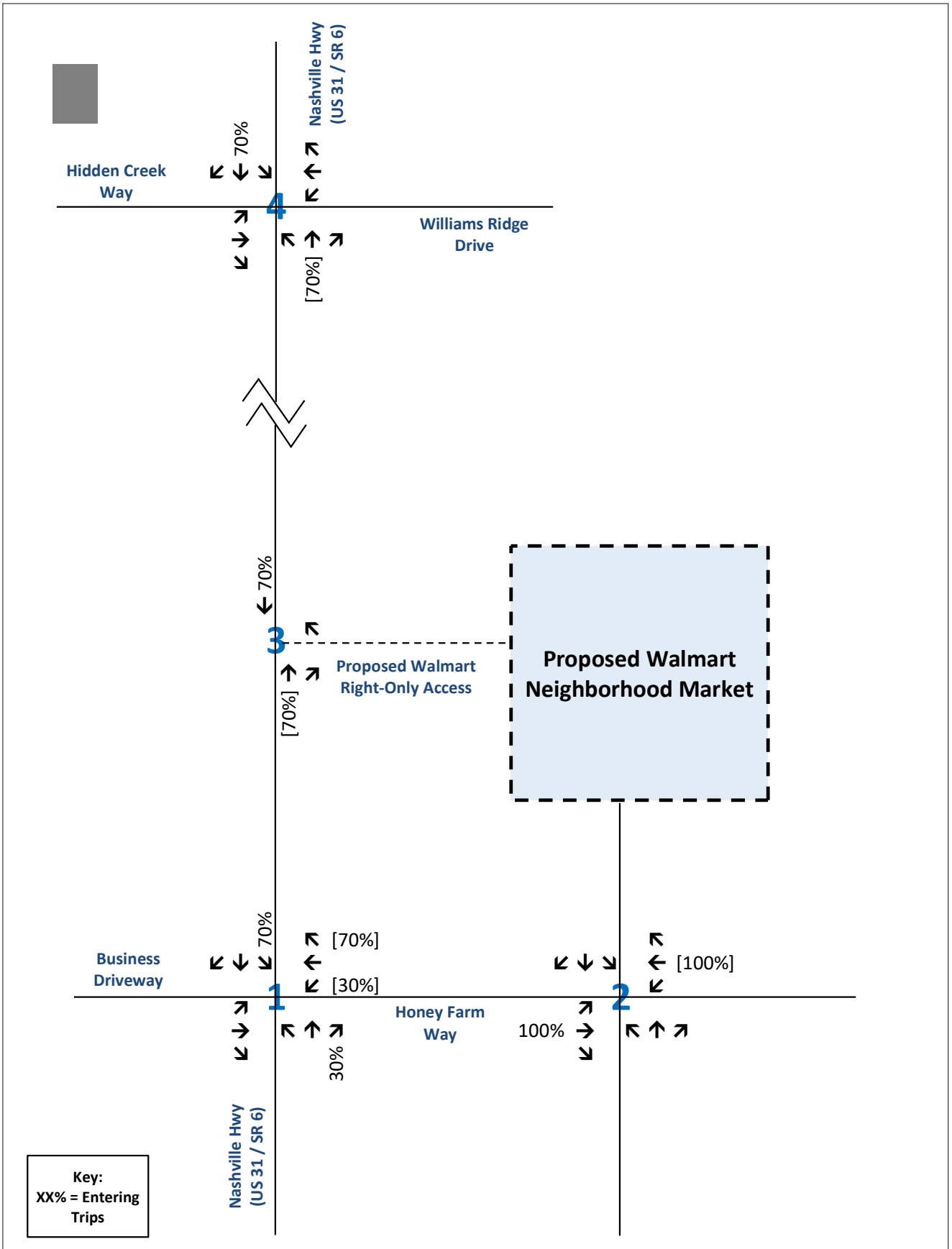
Trip Distribution Worksheet
Primary Trip Distribution - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



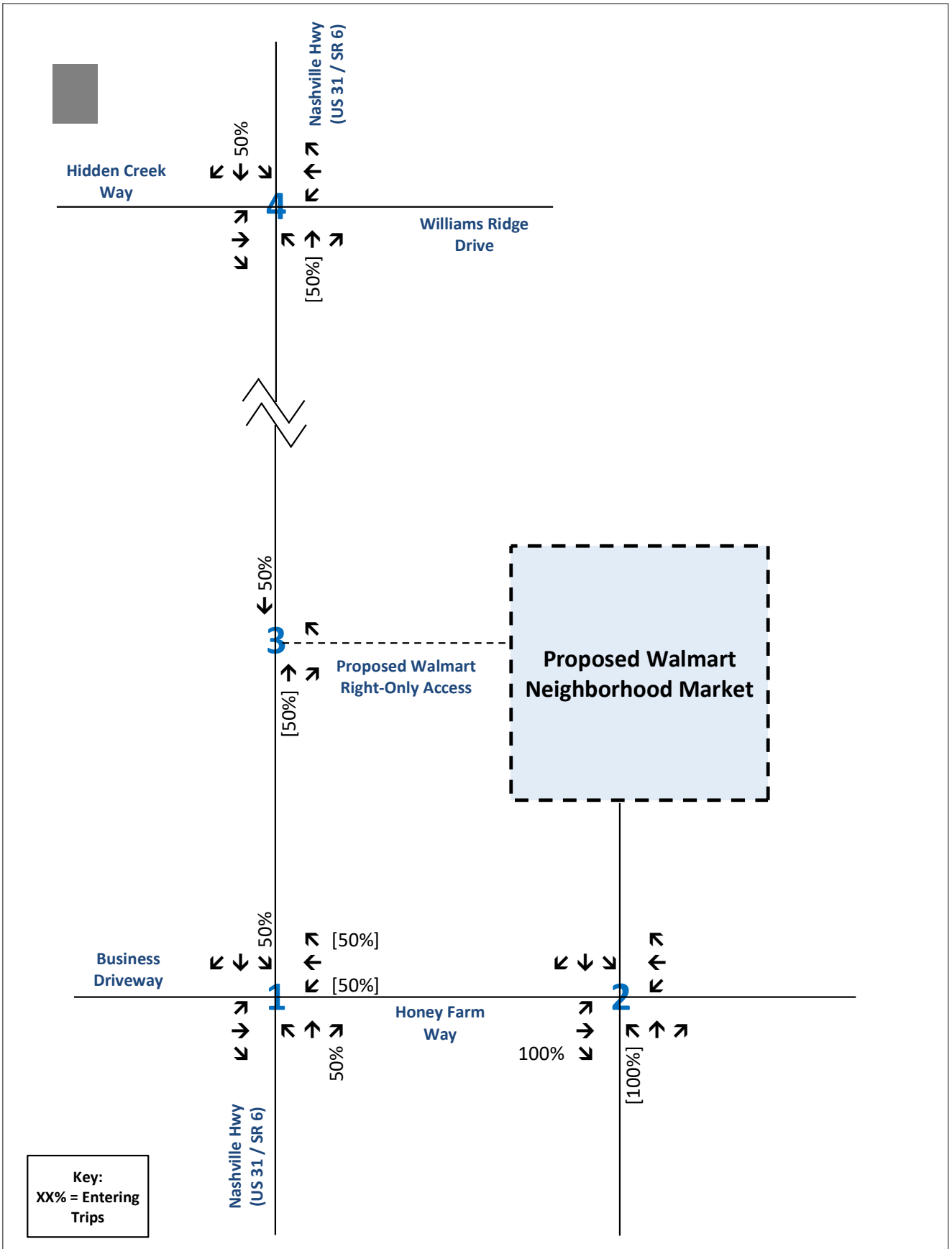
Trip Distribution Worksheet
Primary Trip Distribution - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



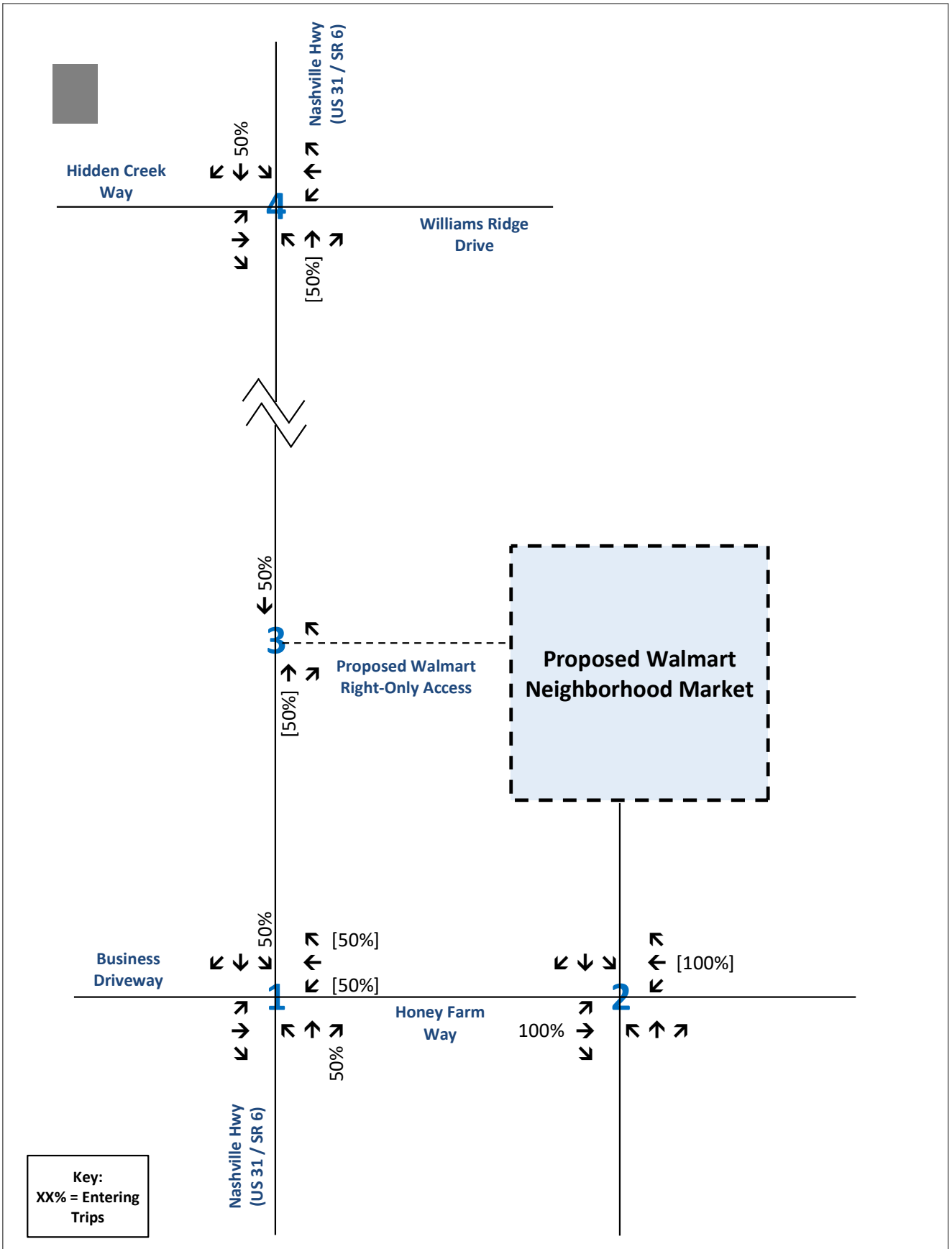
Trip Distribution Worksheet
Primary Trip Distribution - Multifamily Housing (Low-Rise)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Trip Distribution Worksheet
Primary Trip Distribution - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

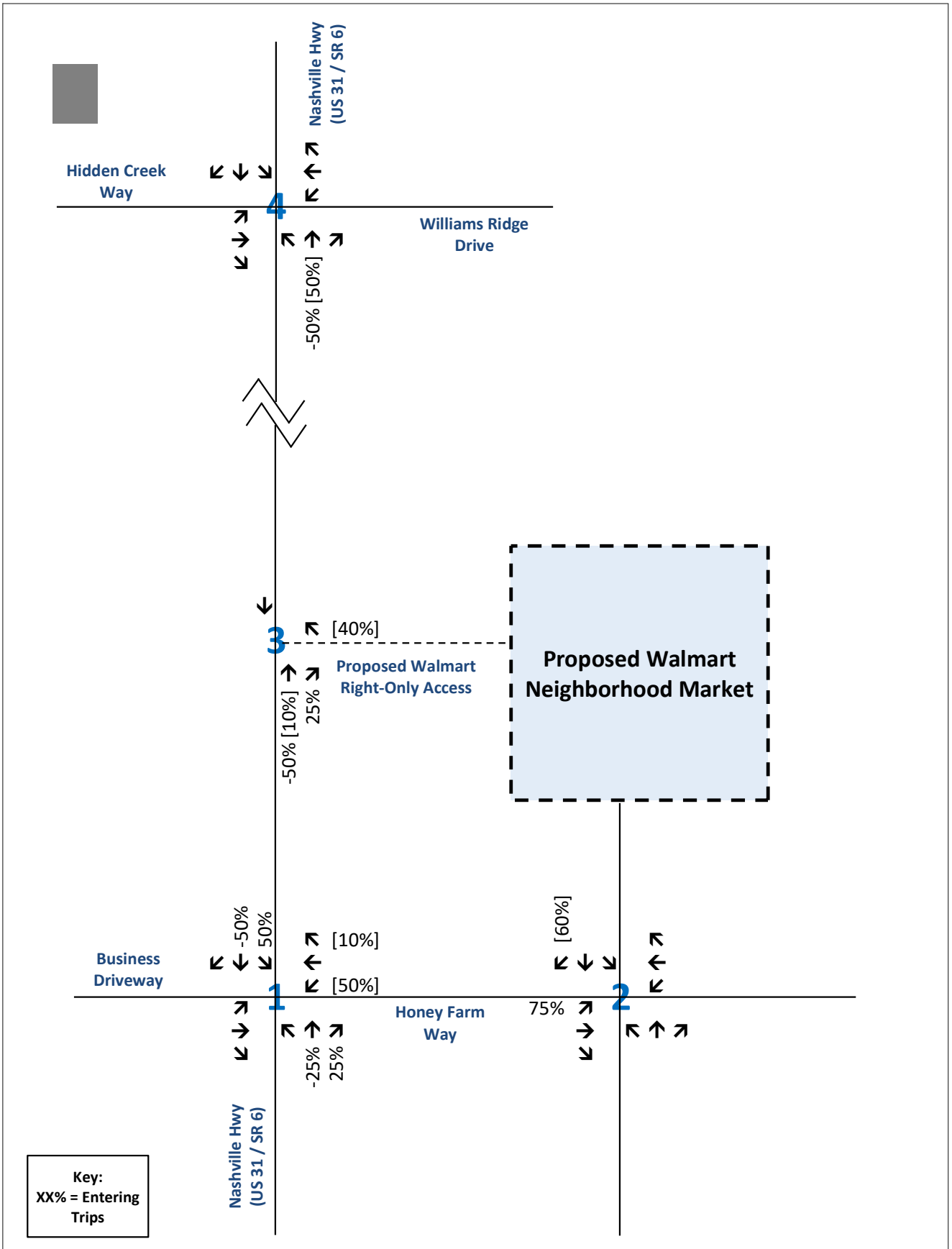


Trip Distribution Worksheet
Primary Trip Distribution - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

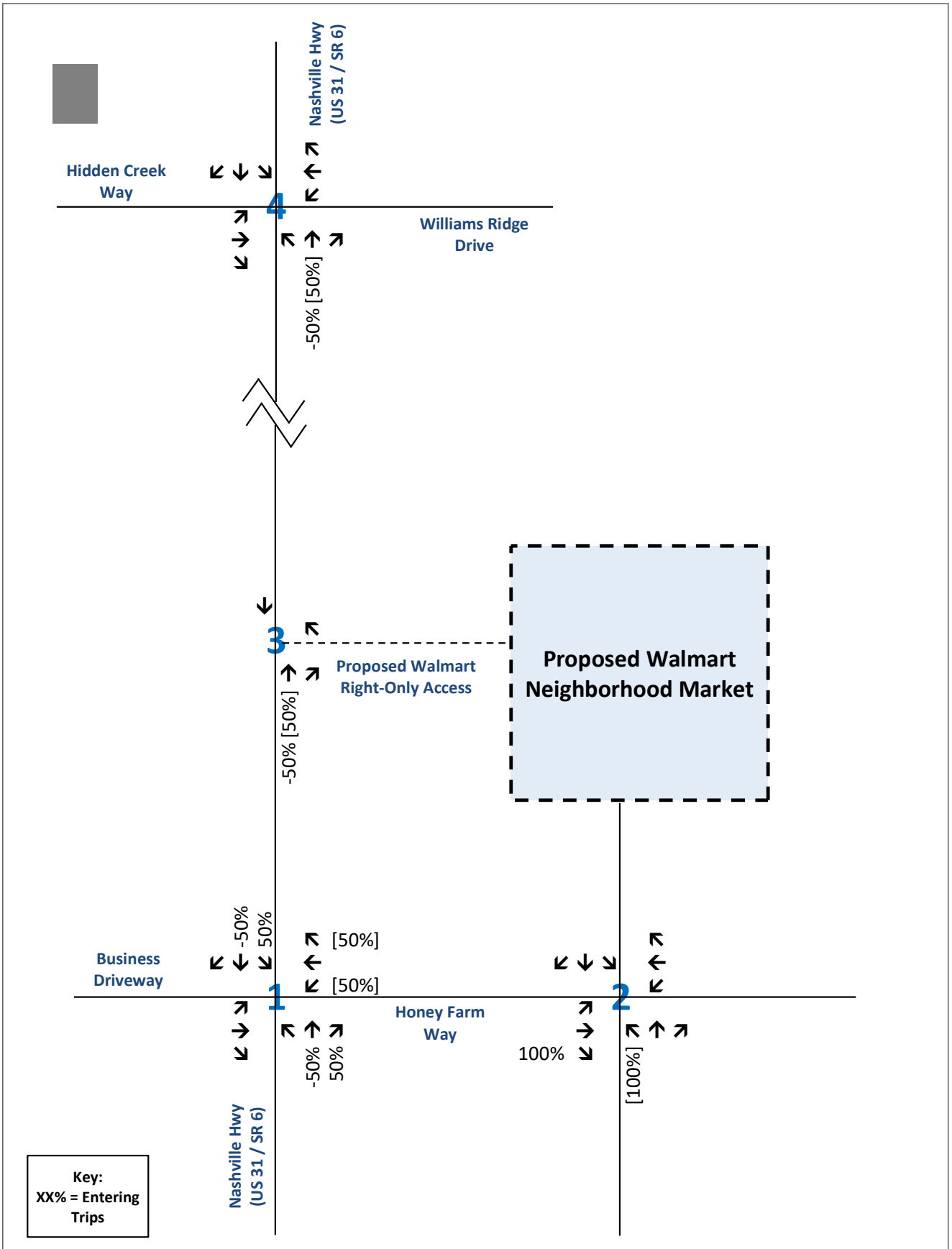


Trip Distribution Worksheet
Primary Trip Distribution - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

PASS-BY TRIP DISTRIBUTIONS



Trip Distribution Worksheet
Pass-by Trip Distribution - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Trip Distribution Worksheet
Pass-by Trip Distribution - Fast-Food Restaurant with Drive-Through
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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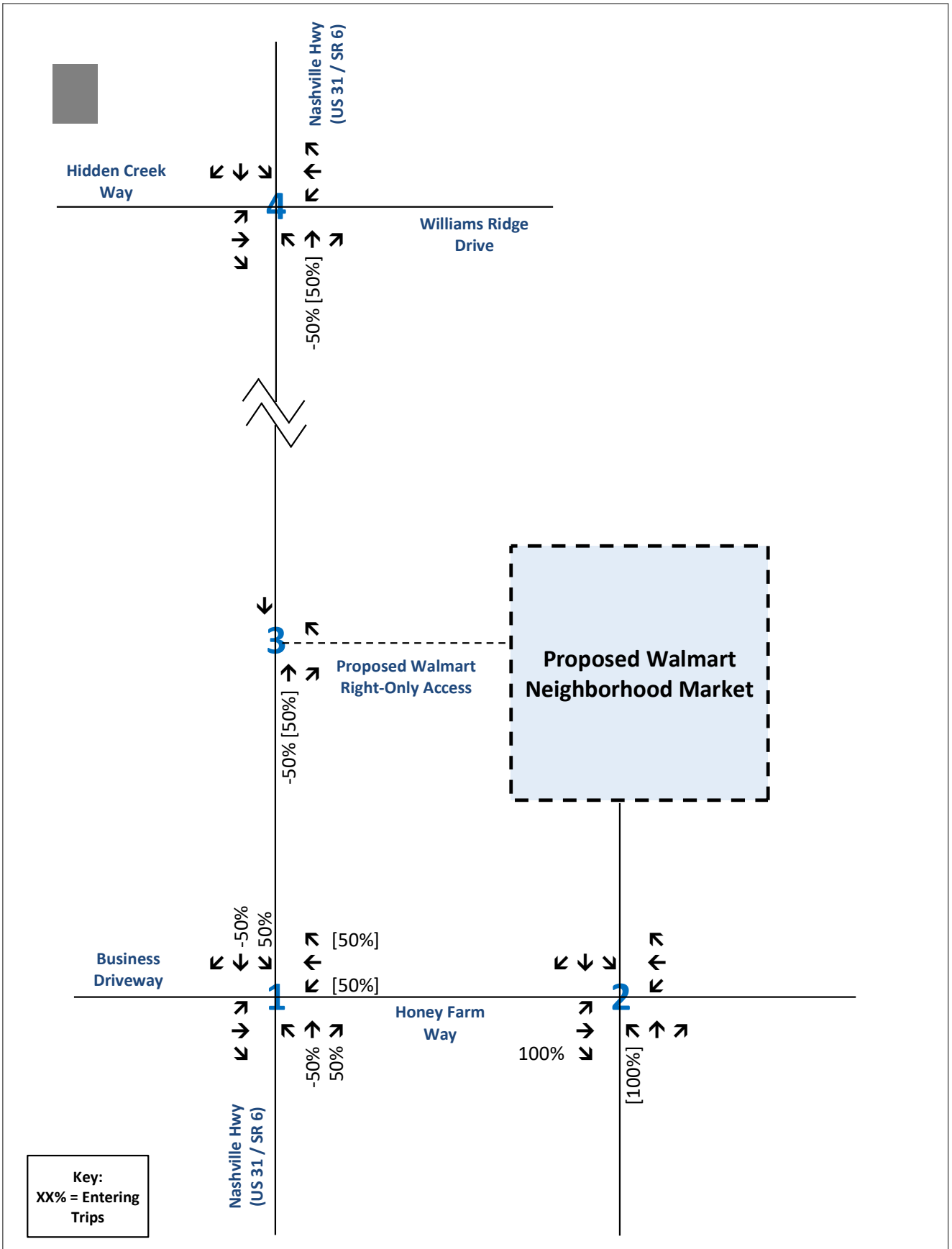

Trip Distribution Worksheet
Pass-by Trip Distribution - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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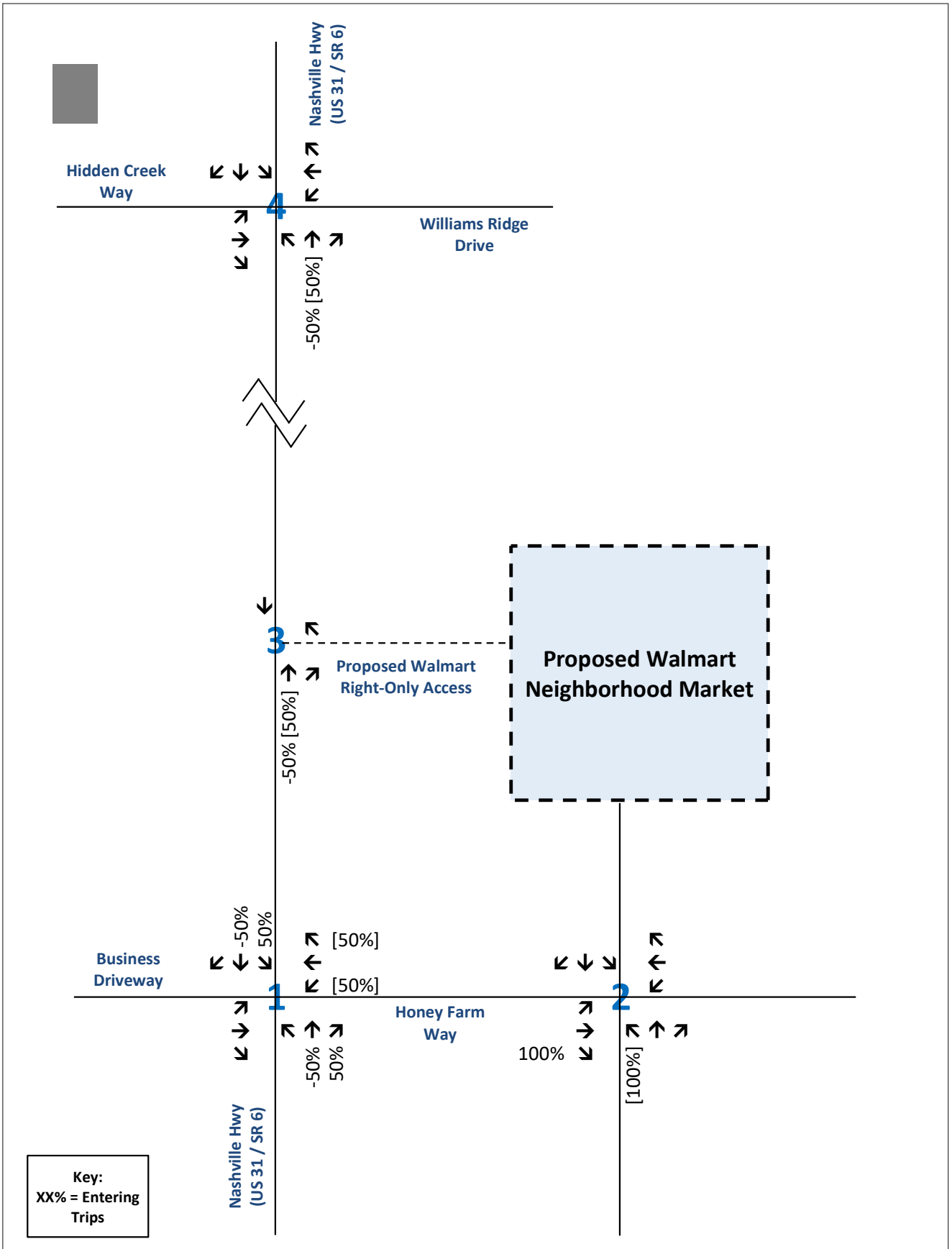

Trip Distribution Worksheet
Pass-by Trip Distribution - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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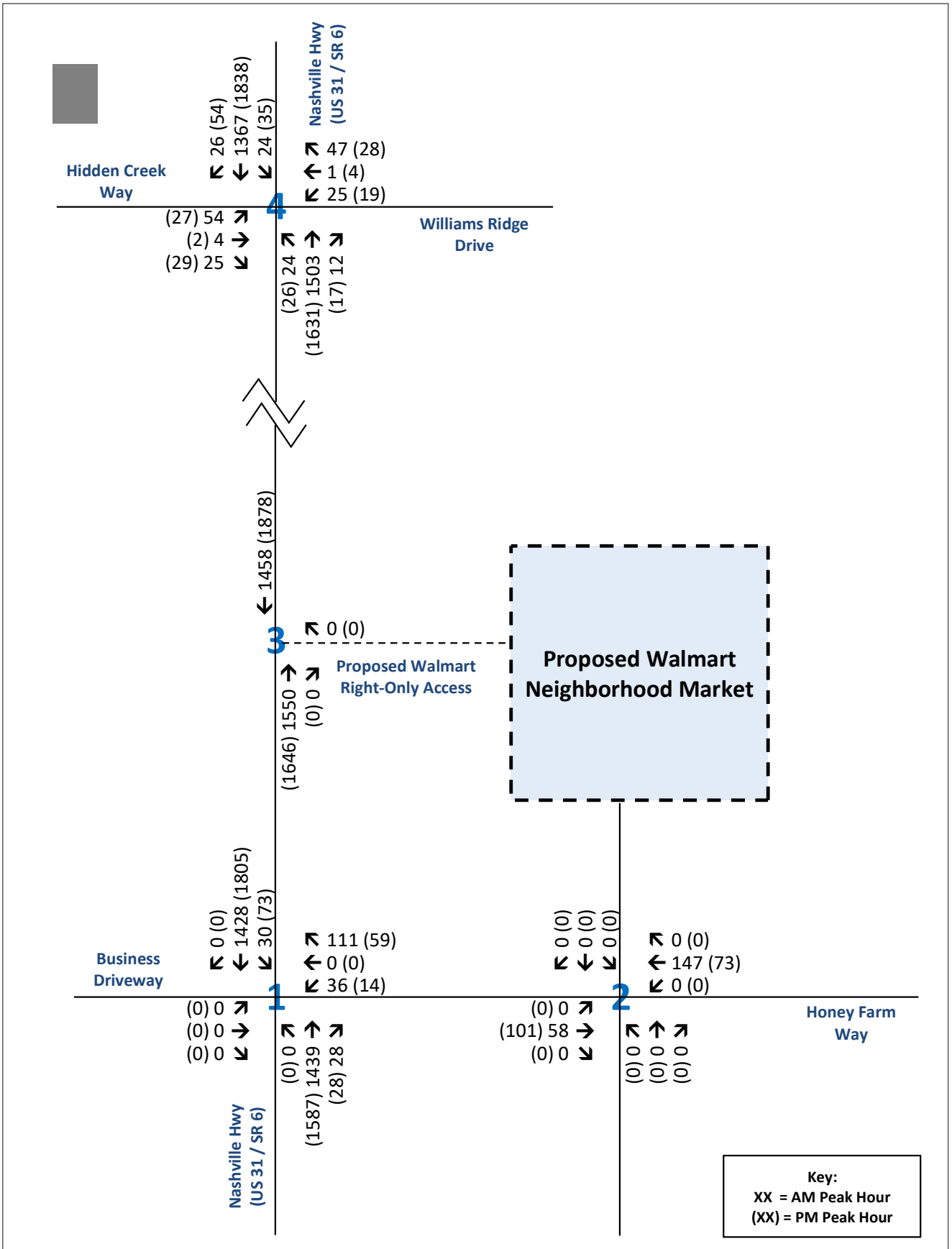
APPENDIX E

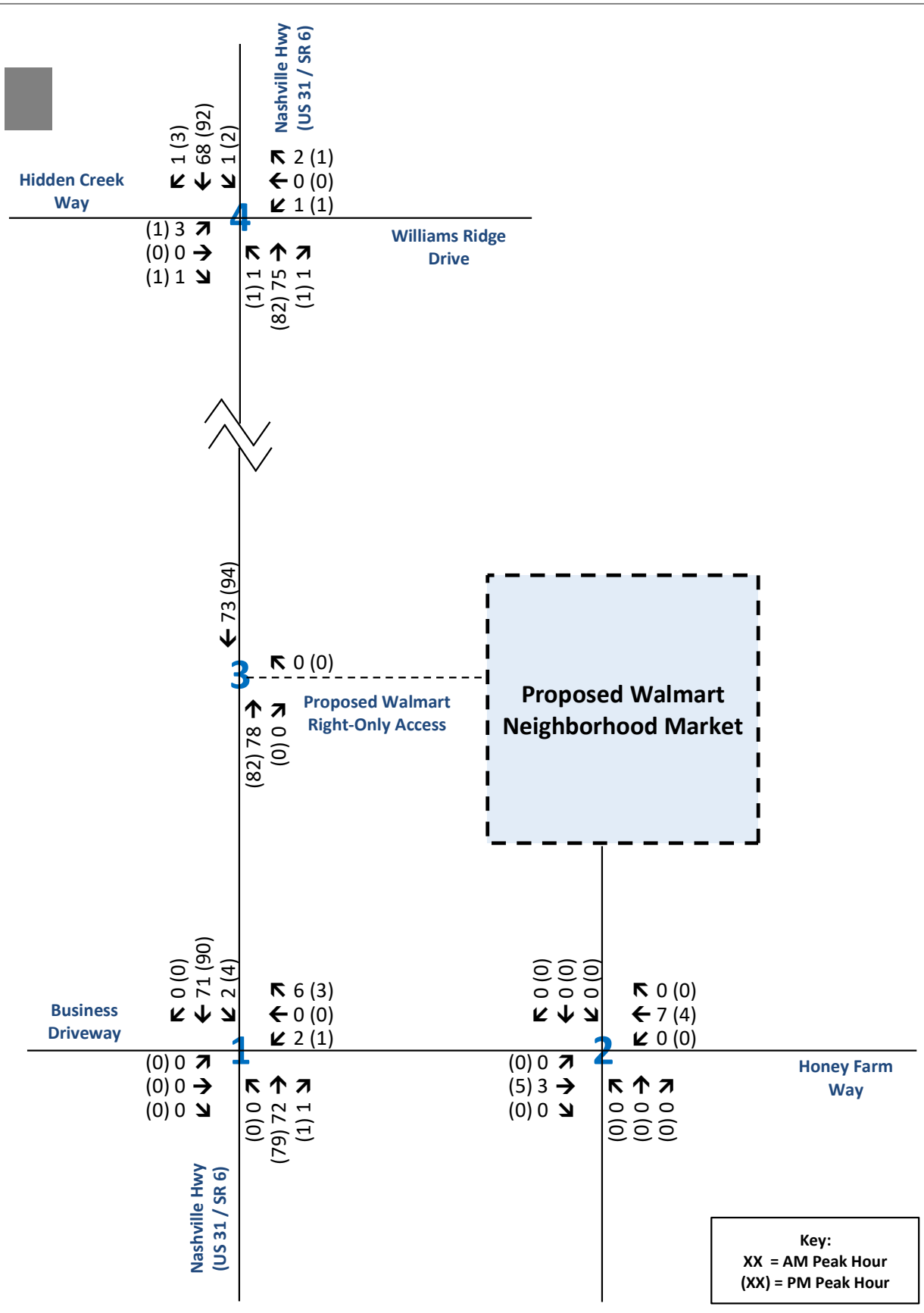
TRAFFIC ASSIGNMENT

TRAFFIC ASSIGNMENT WORKSHEETS

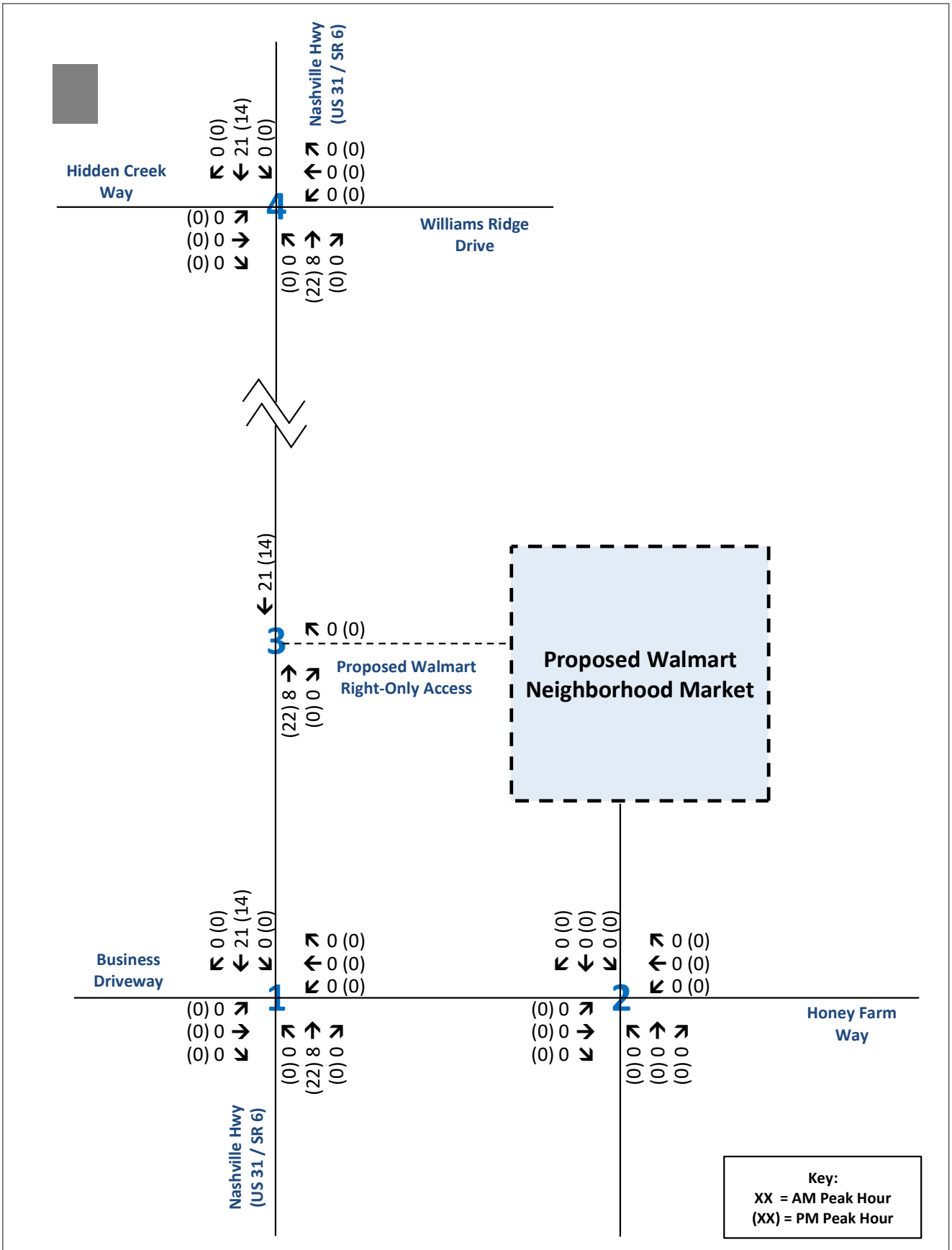
AM & PM PEAK HOURS



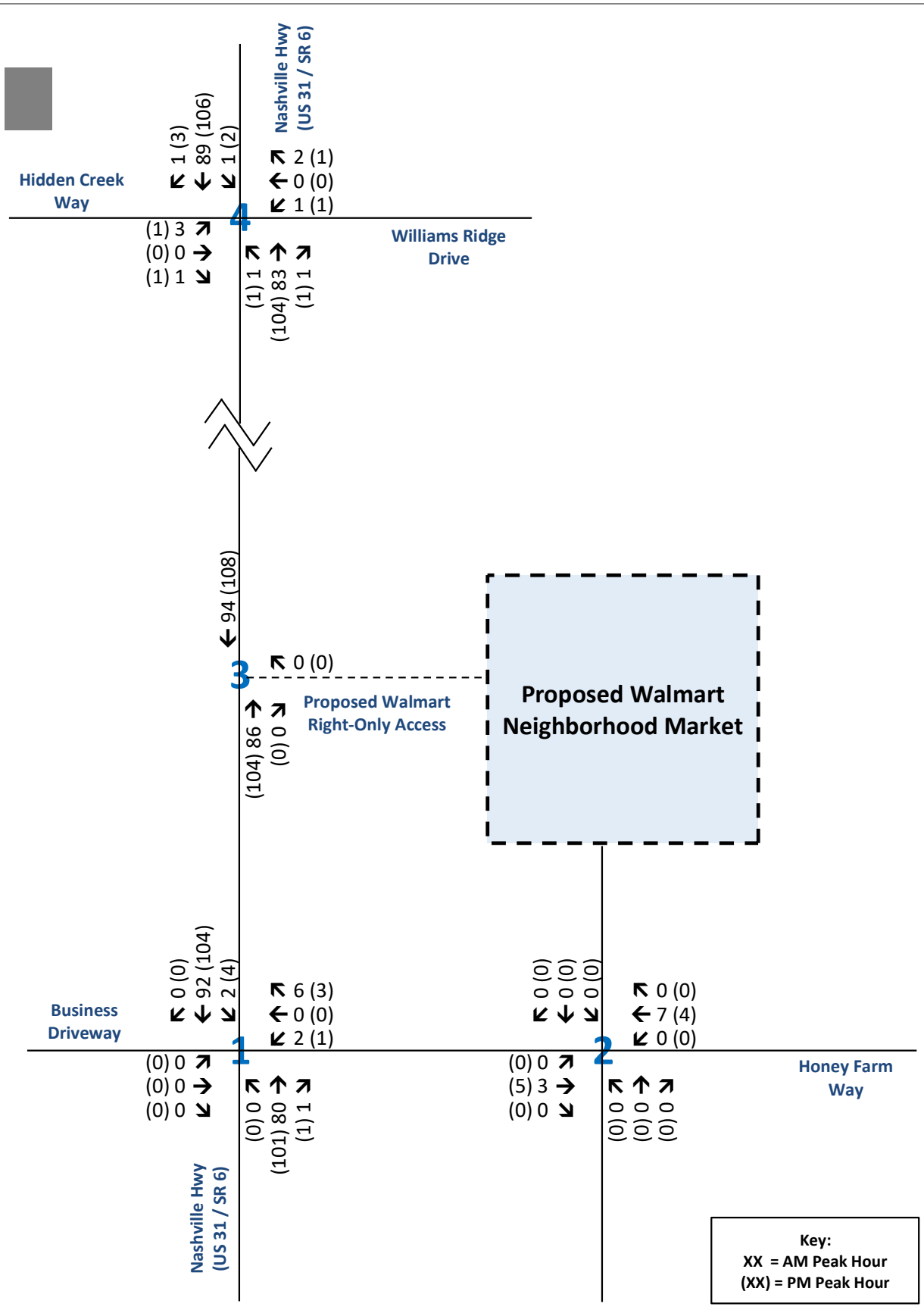
Traffic Assignment Worksheet
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



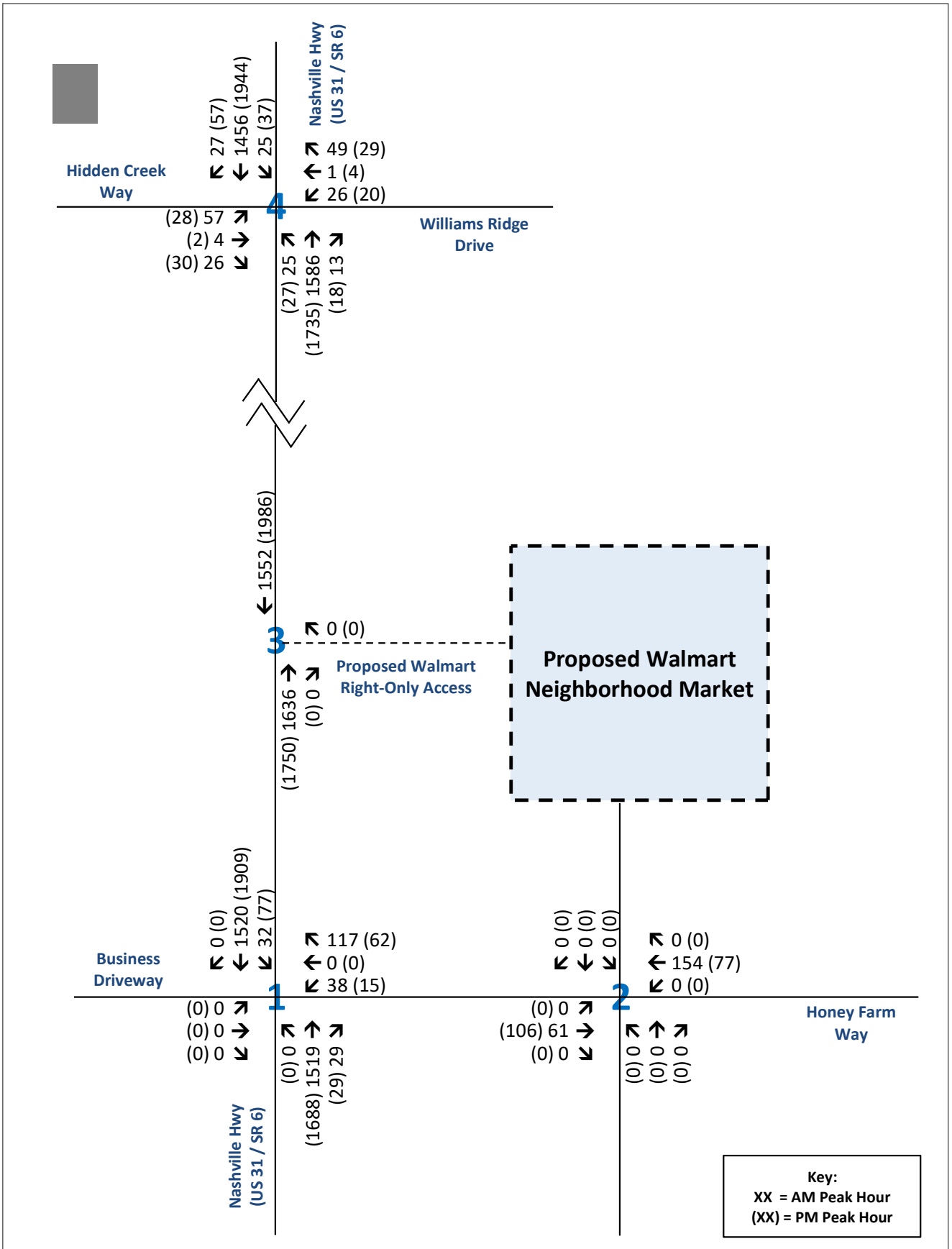
Traffic Assignment Worksheet
Background - Historical Growth Only (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



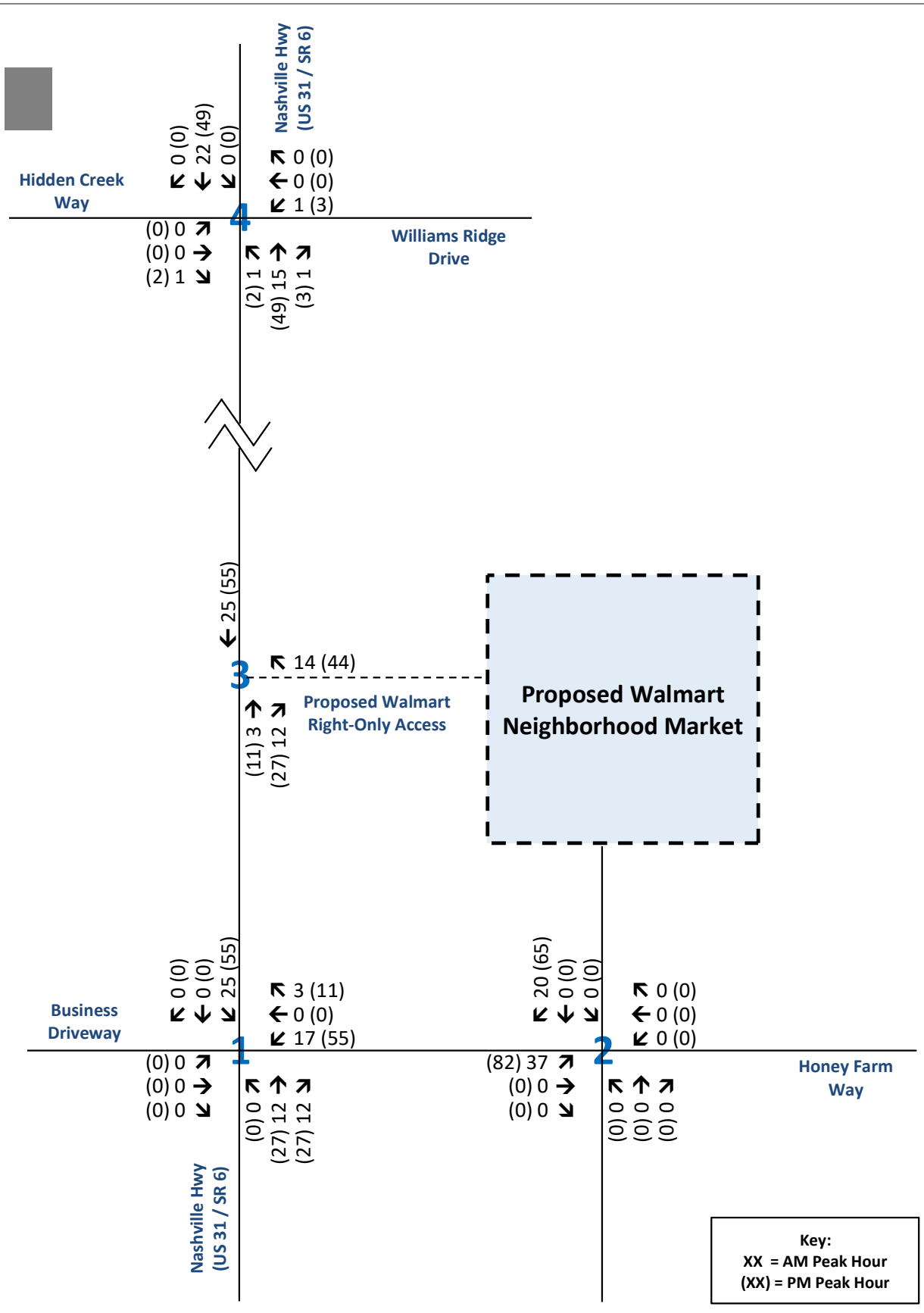
Traffic Assignment Worksheet
Off-Site Traffic Assignment - 2558 Nashville Highway
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



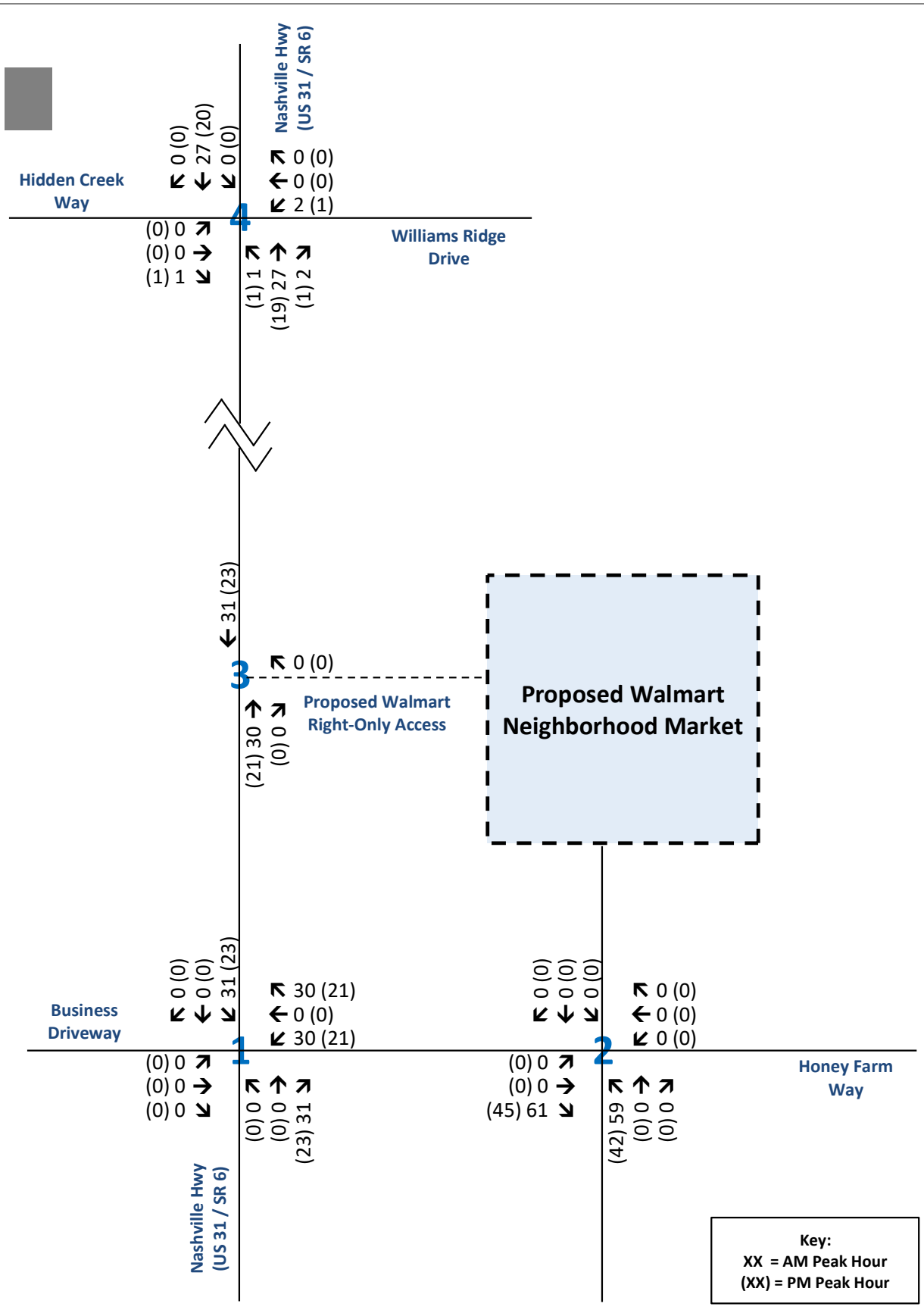
Traffic Assignment Worksheet
Background (Growth + Offsite)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



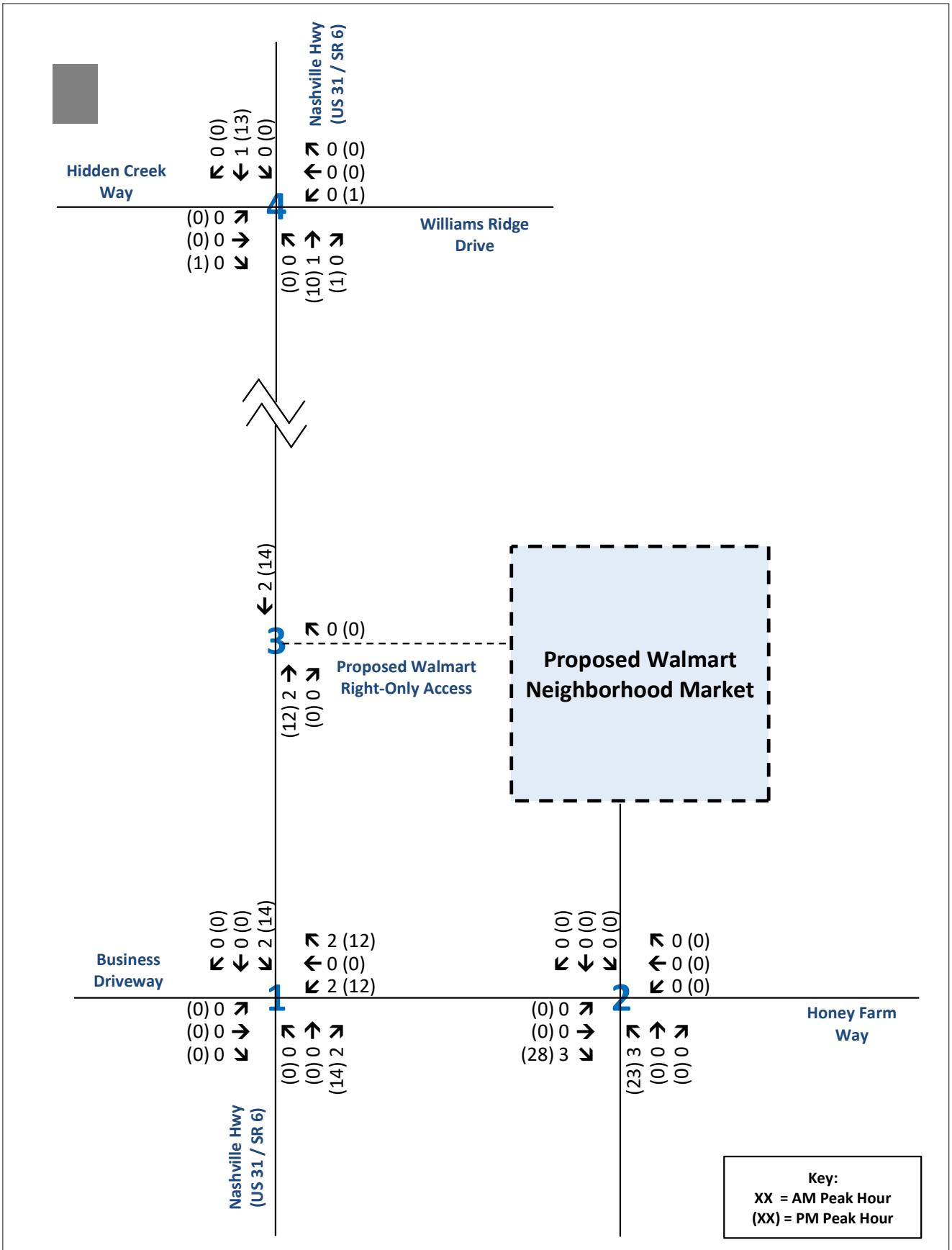
Traffic Assignment Worksheet
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



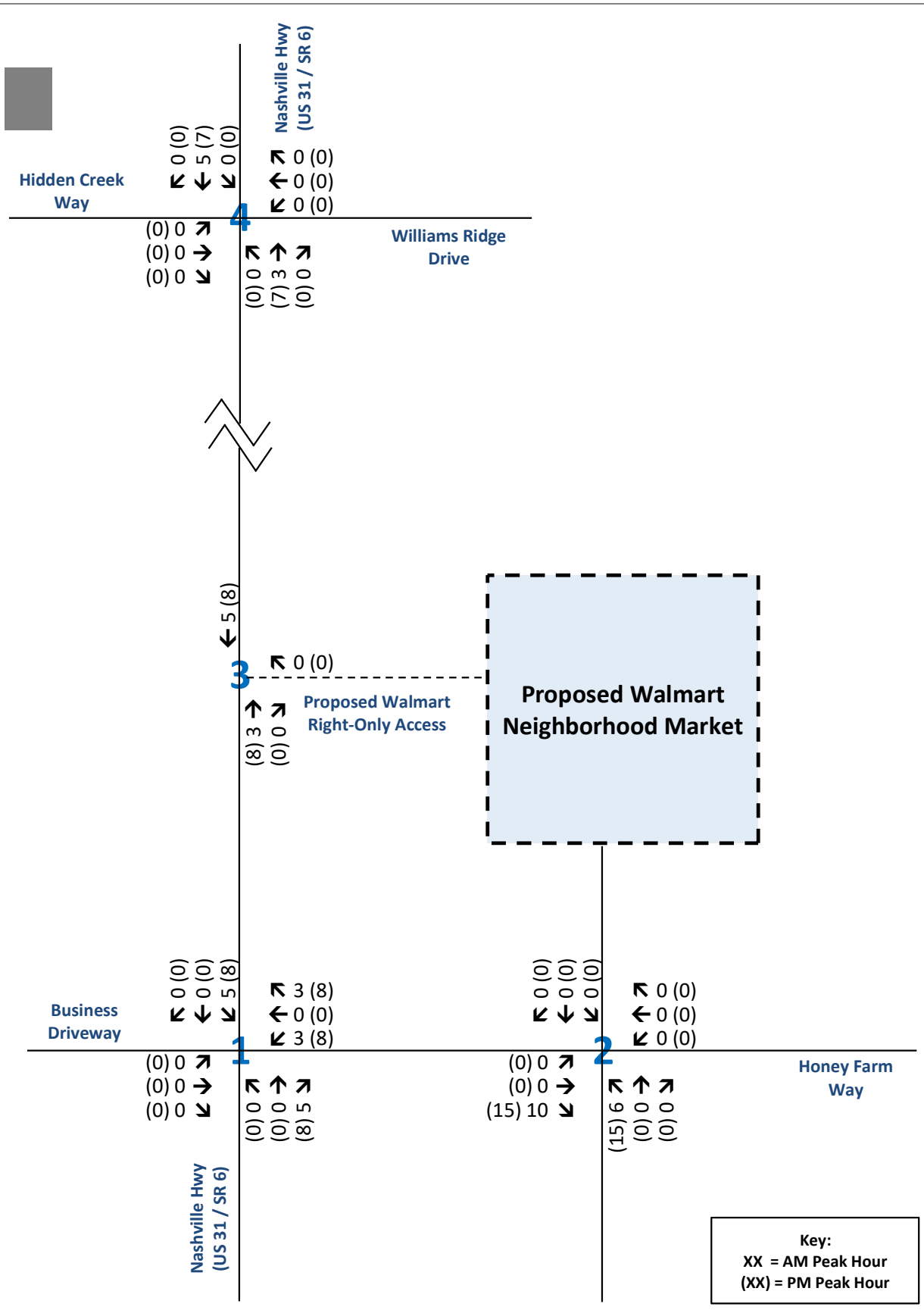
Traffic Assignment Worksheet
Primary Traffic Assignment - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



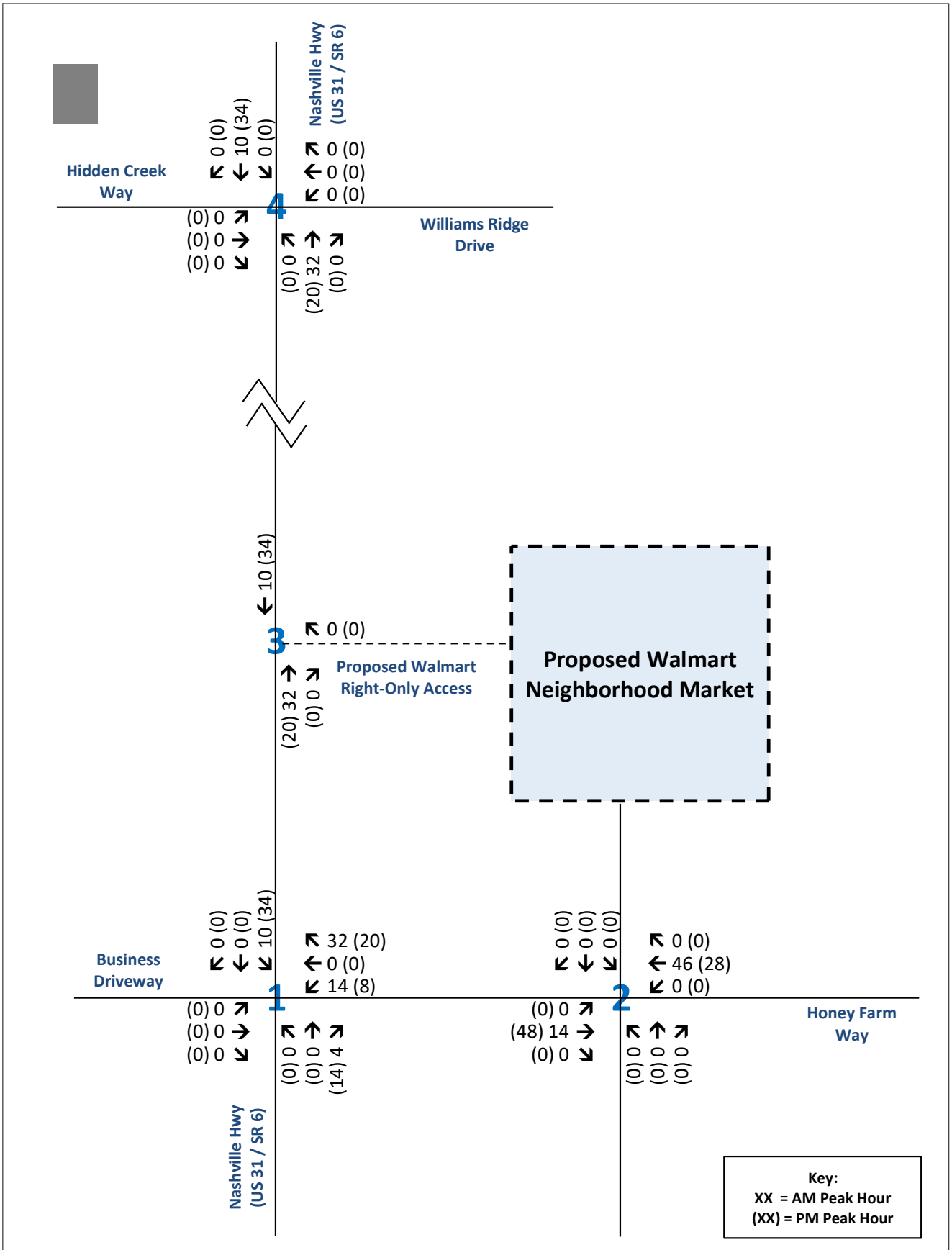
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast-Food Restaurant with Drive-Through
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



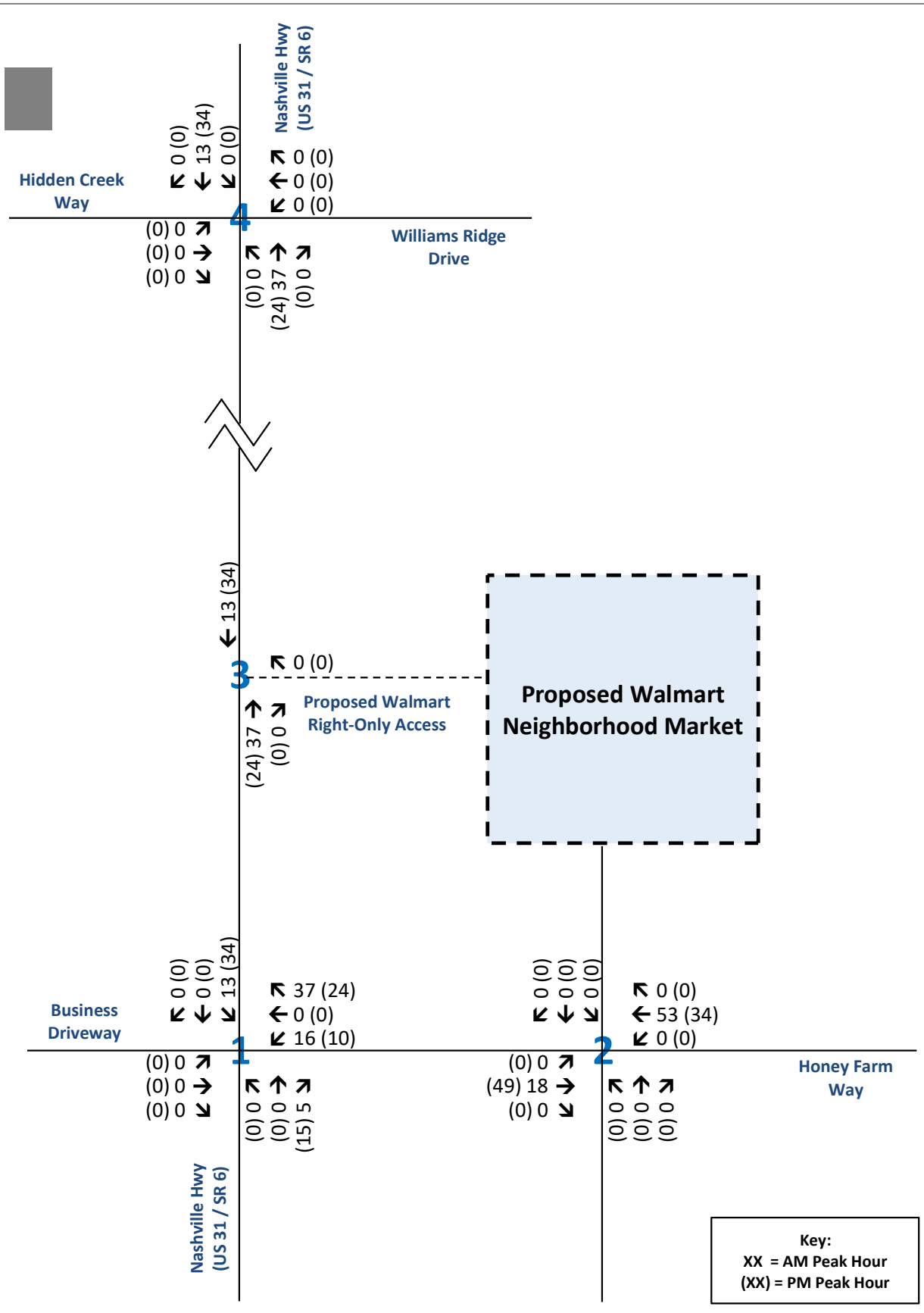
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



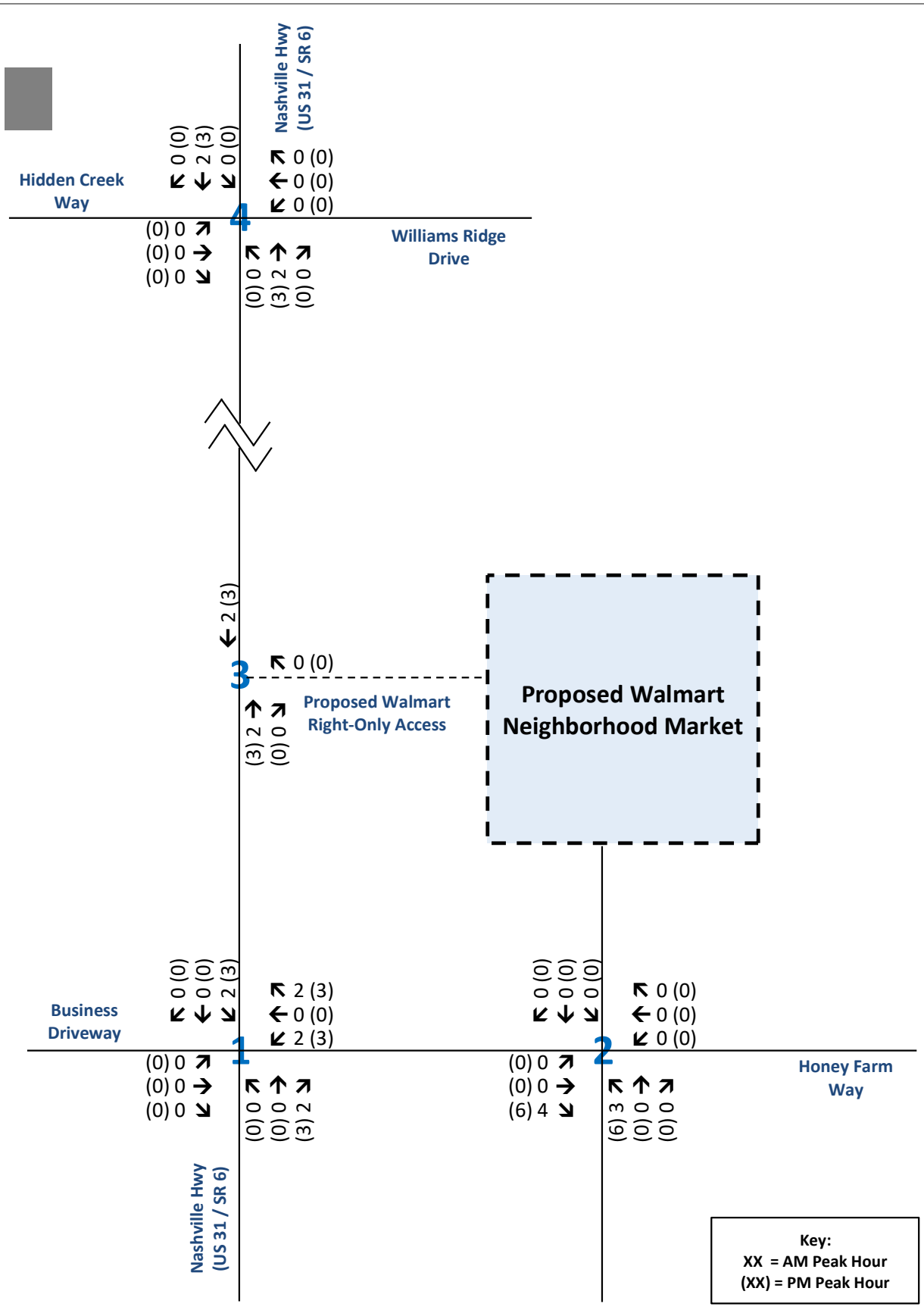
Traffic Assignment Worksheet
Primary Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



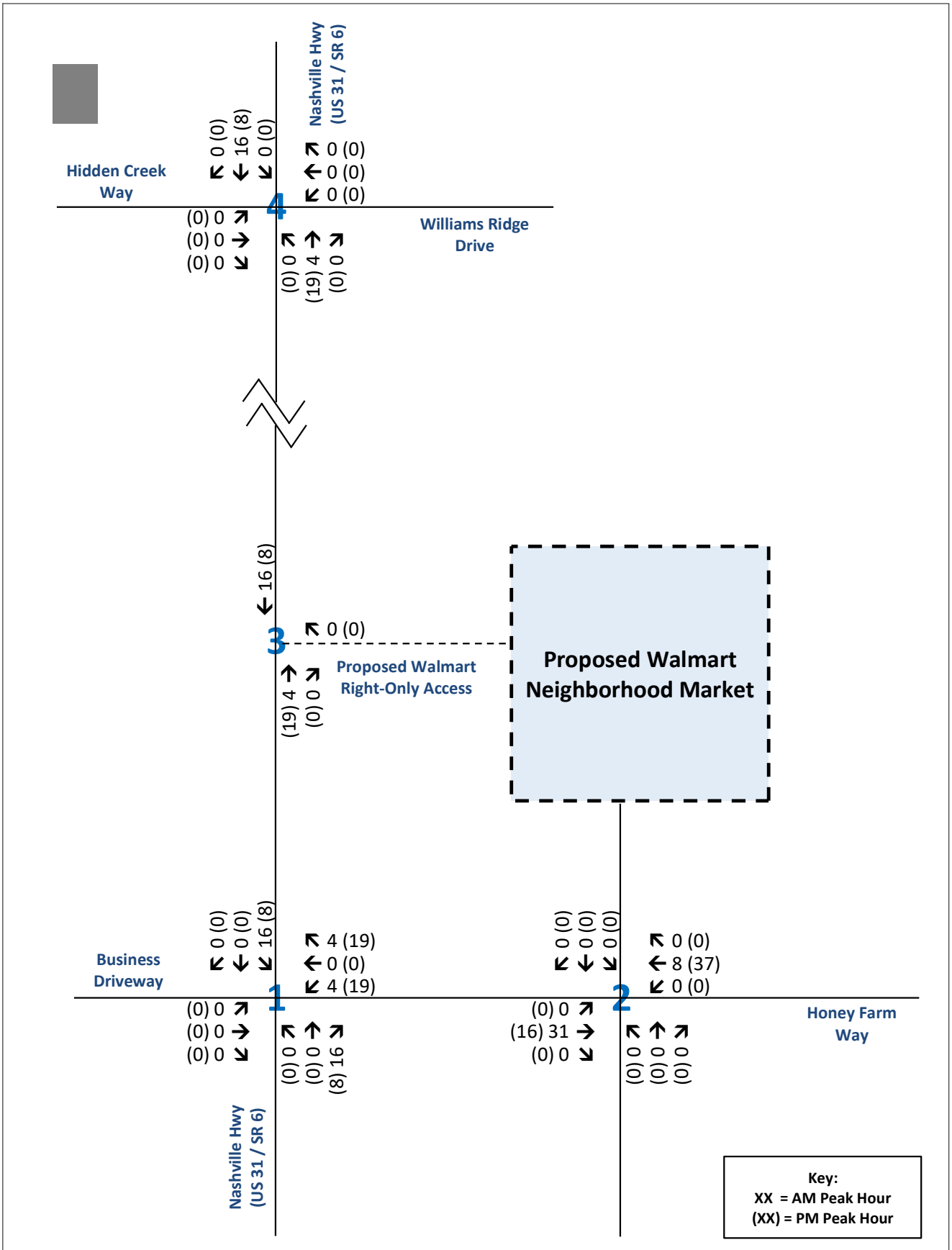
Traffic Assignment Worksheet
Primary Traffic Assignment - Multifamily Housing (Low-Rise)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



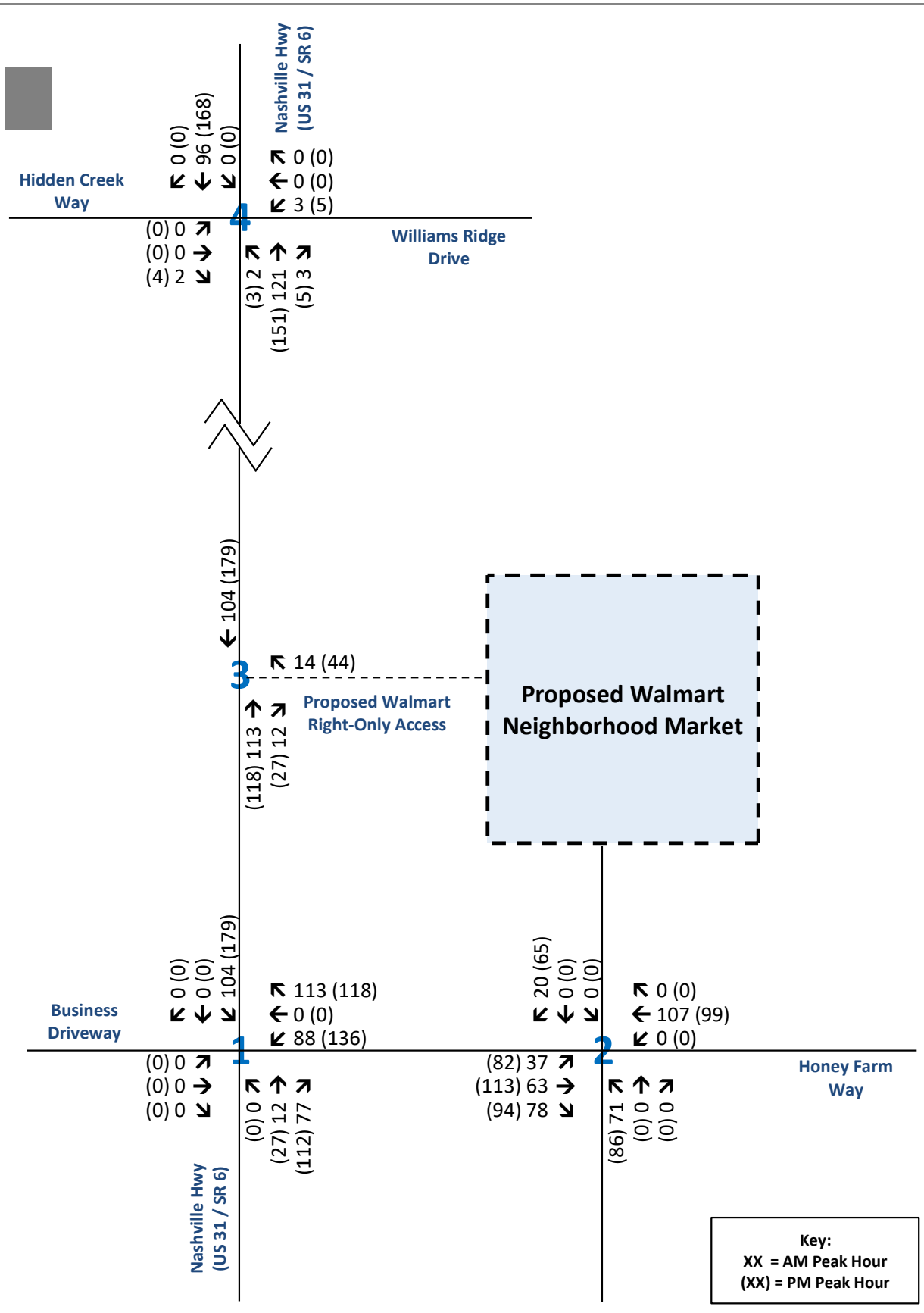
Traffic Assignment Worksheet
Primary Traffic Assignment - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



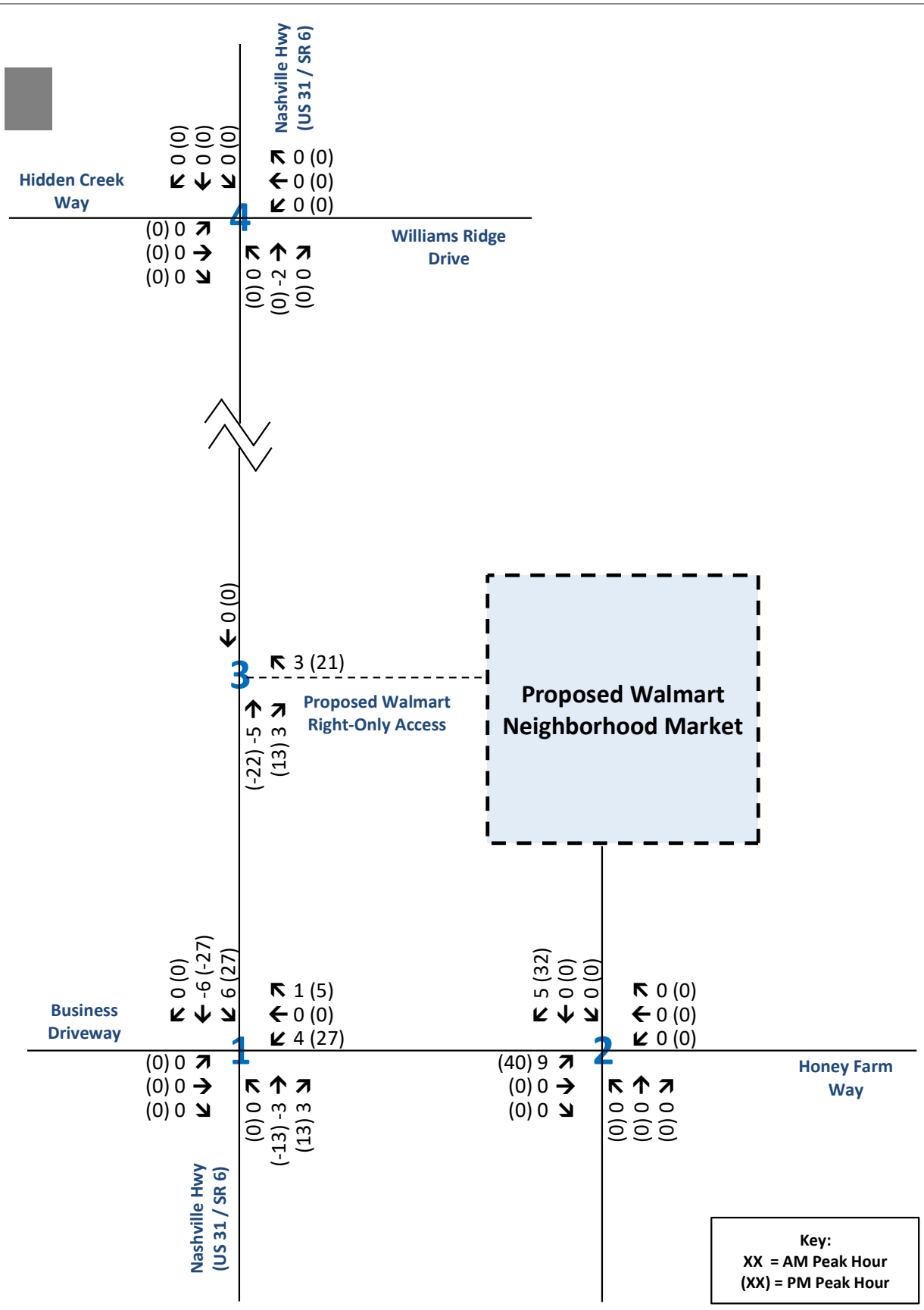
Traffic Assignment Worksheet
Primary Traffic Assignment - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



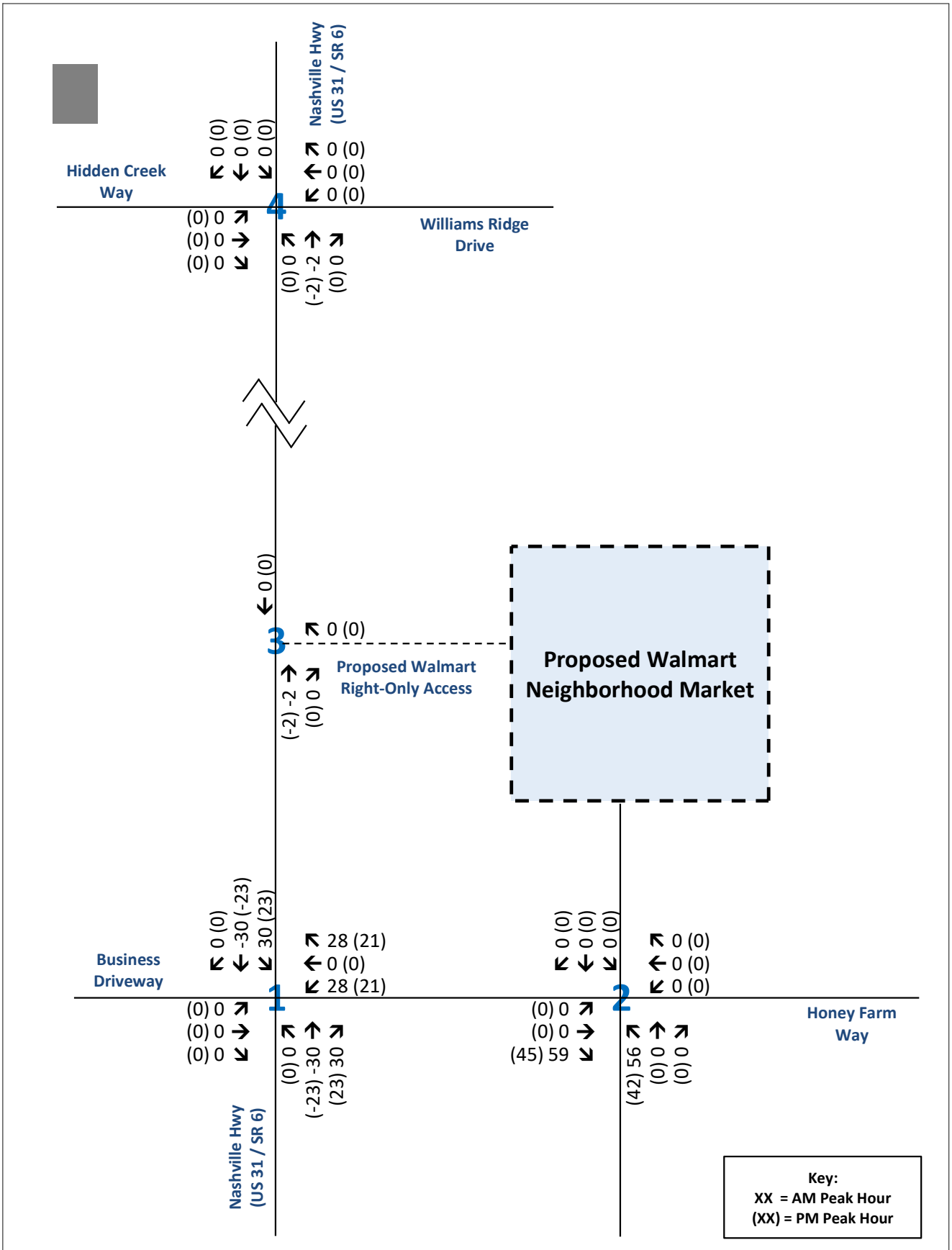
Traffic Assignment Worksheet
Primary Traffic Assignment - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Total Primary Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Pass-by Traffic Assignment - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

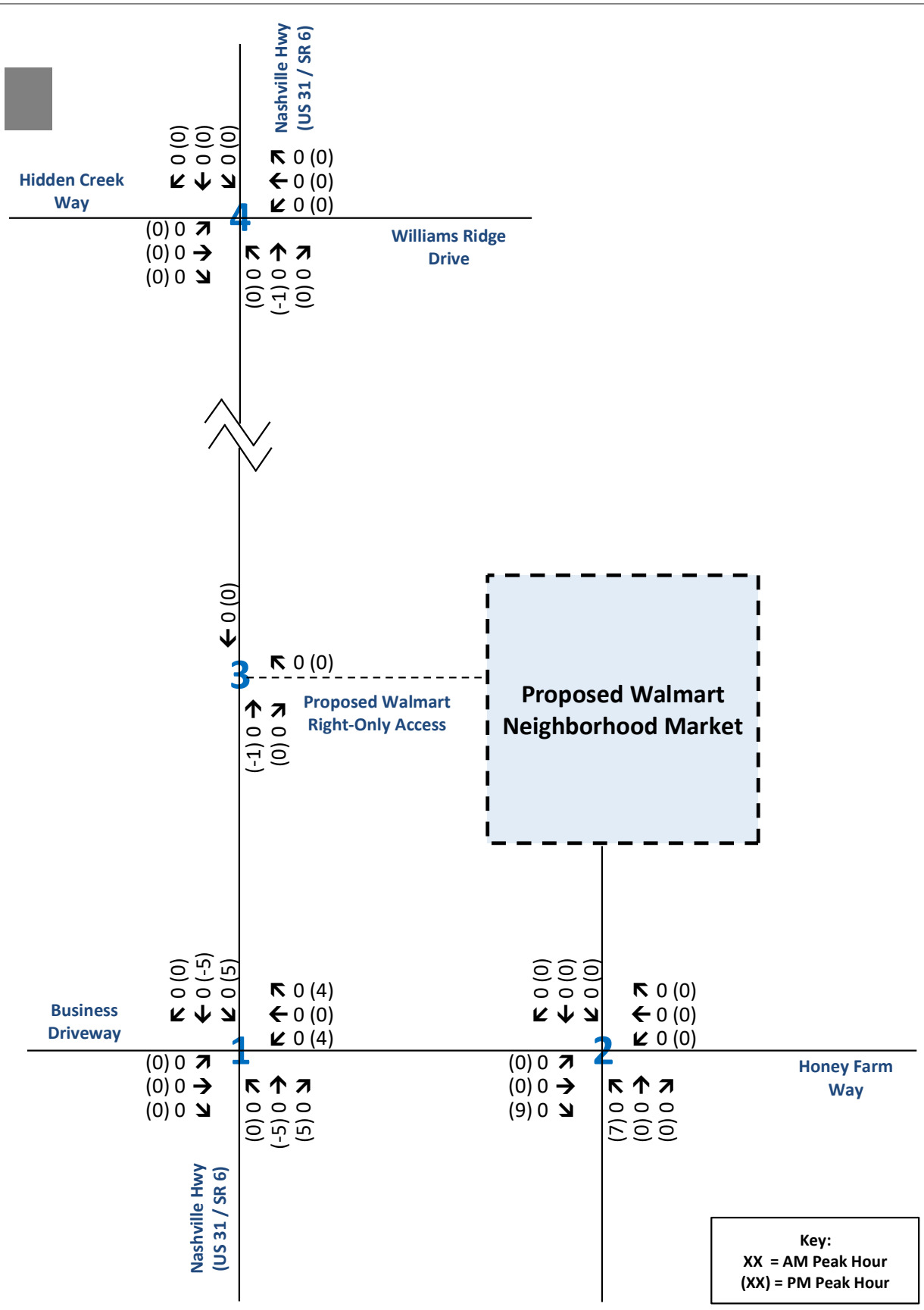


Traffic Assignment Worksheet

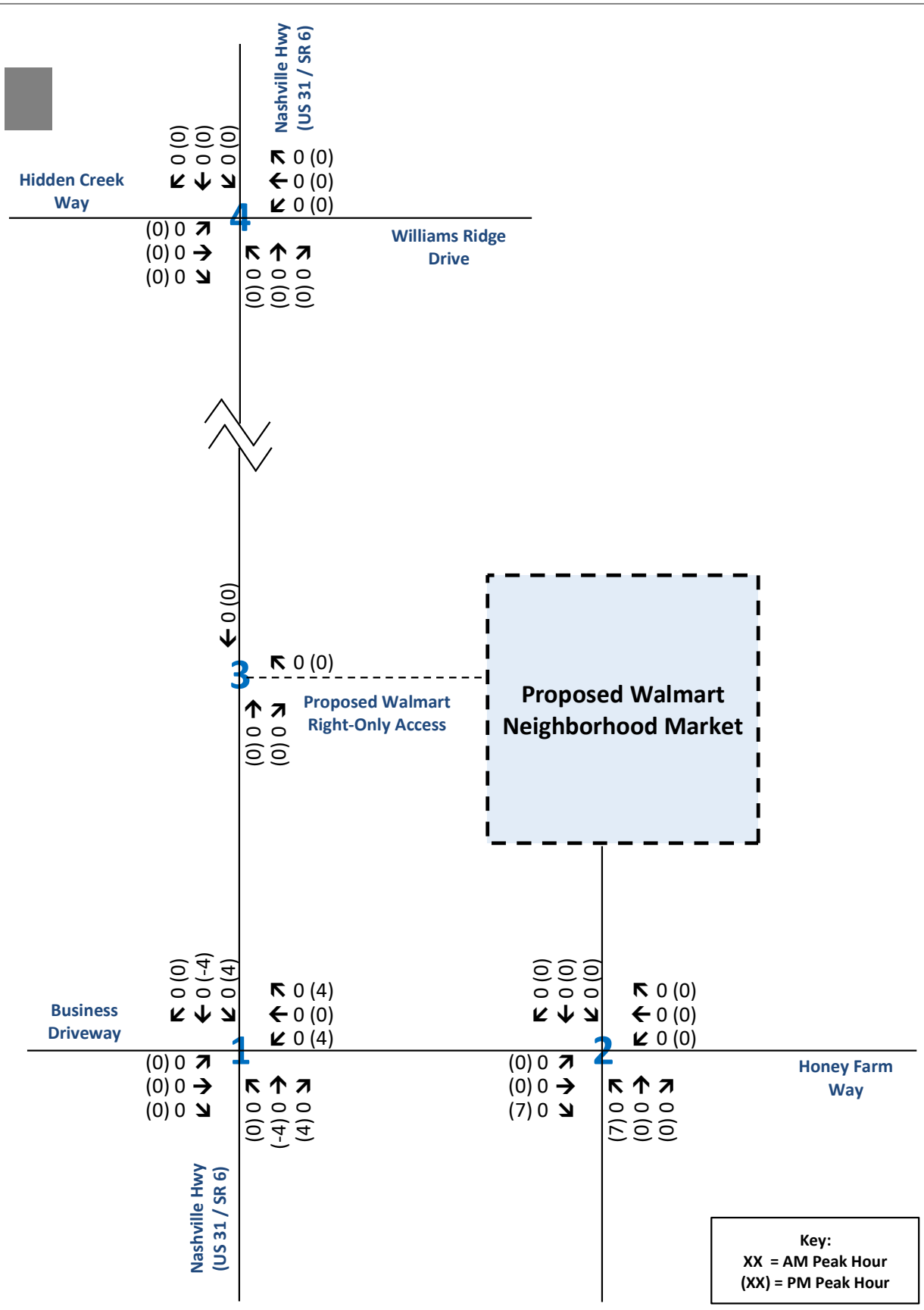
Pass-by Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

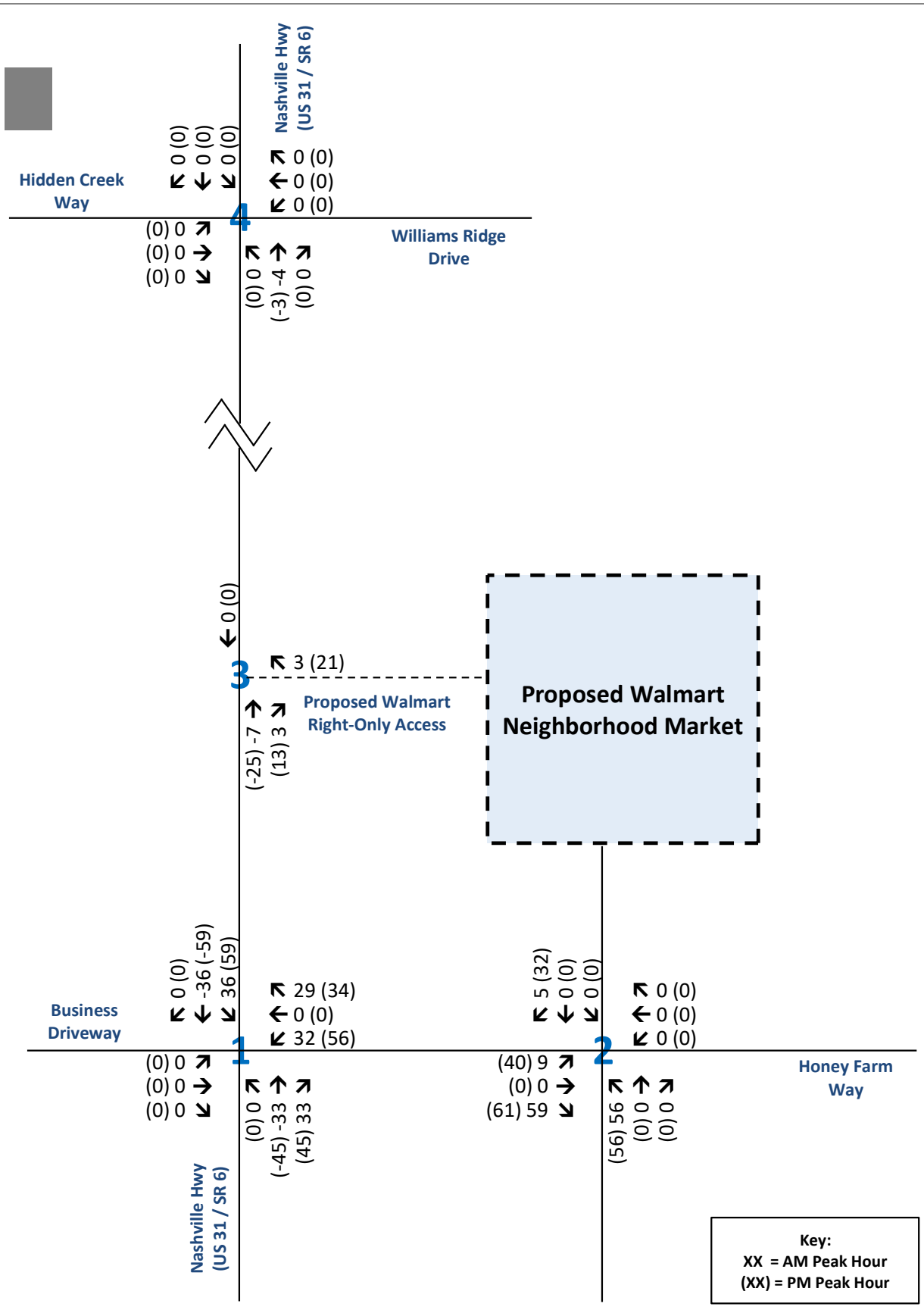
Columbia, Tennessee



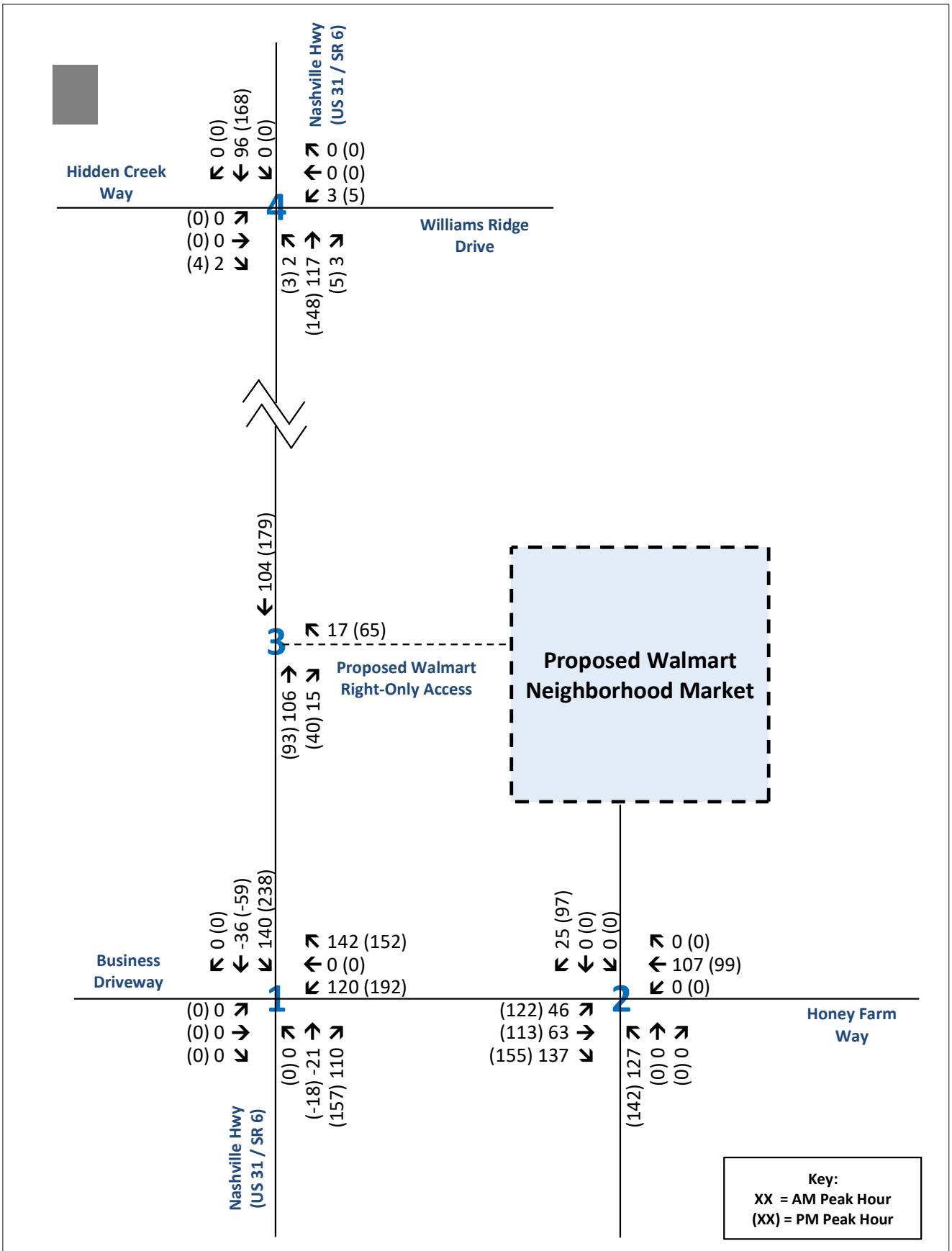
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



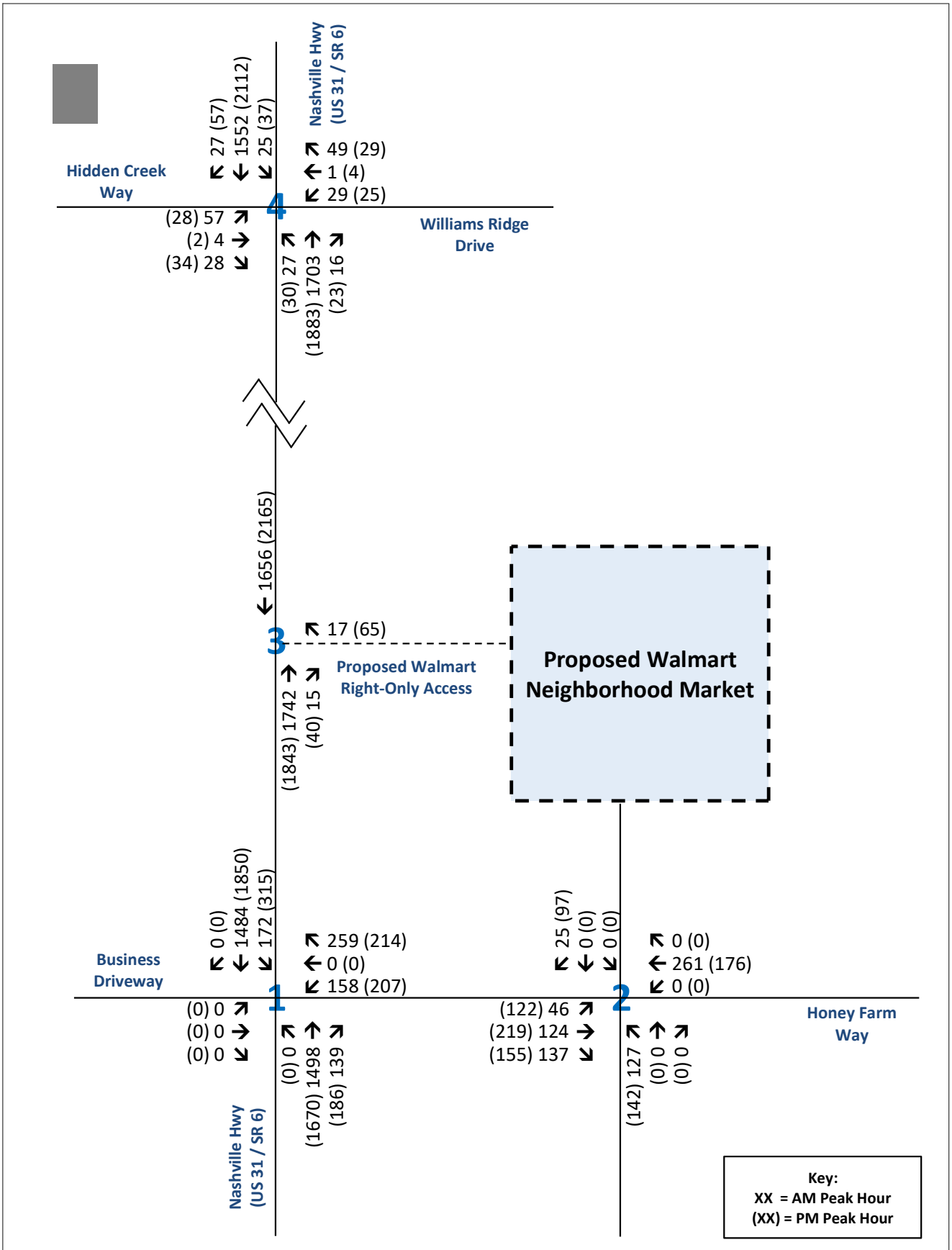
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Total Passby Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



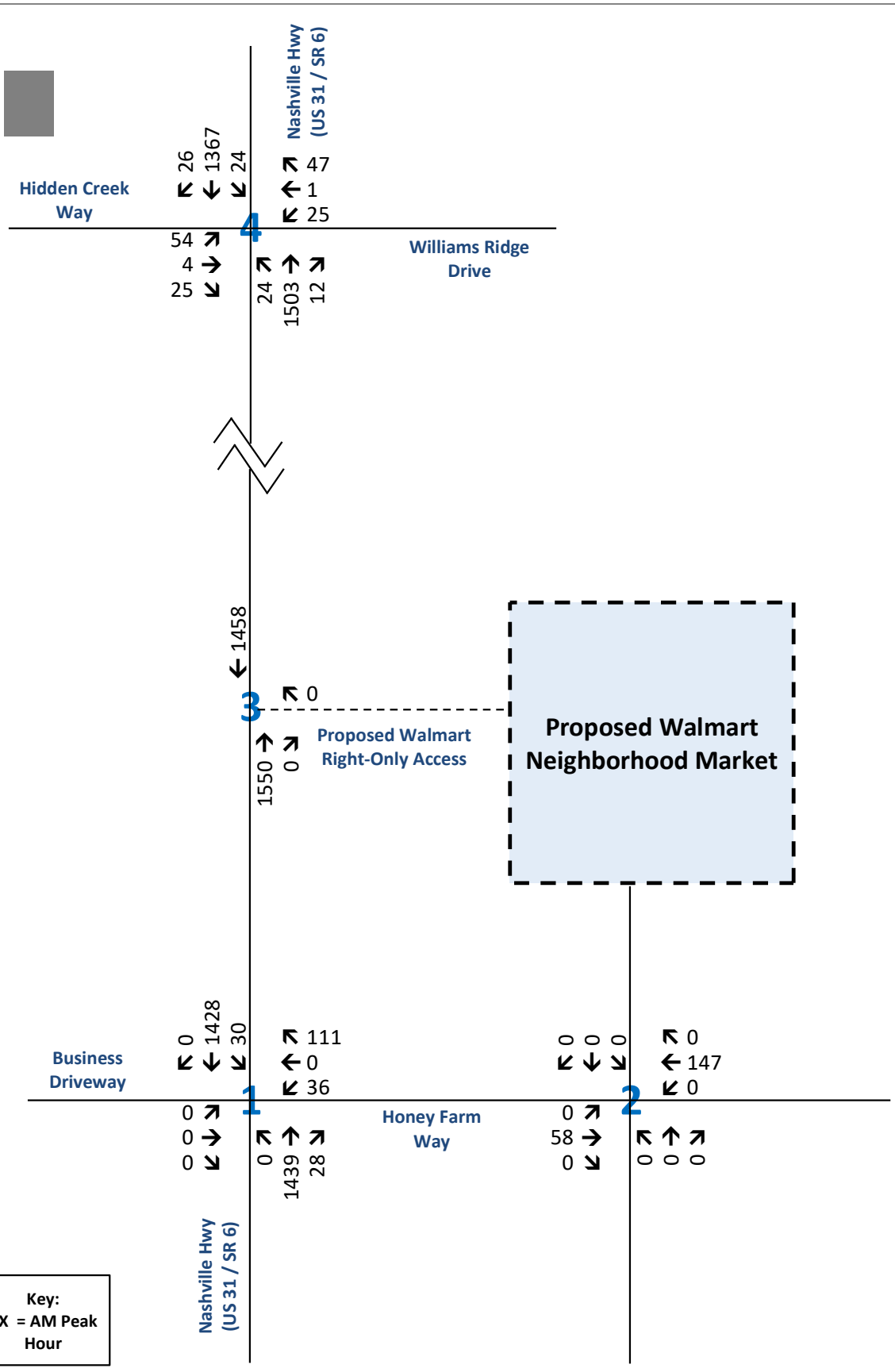
Traffic Assignment Worksheet
Site Generated Traffic
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



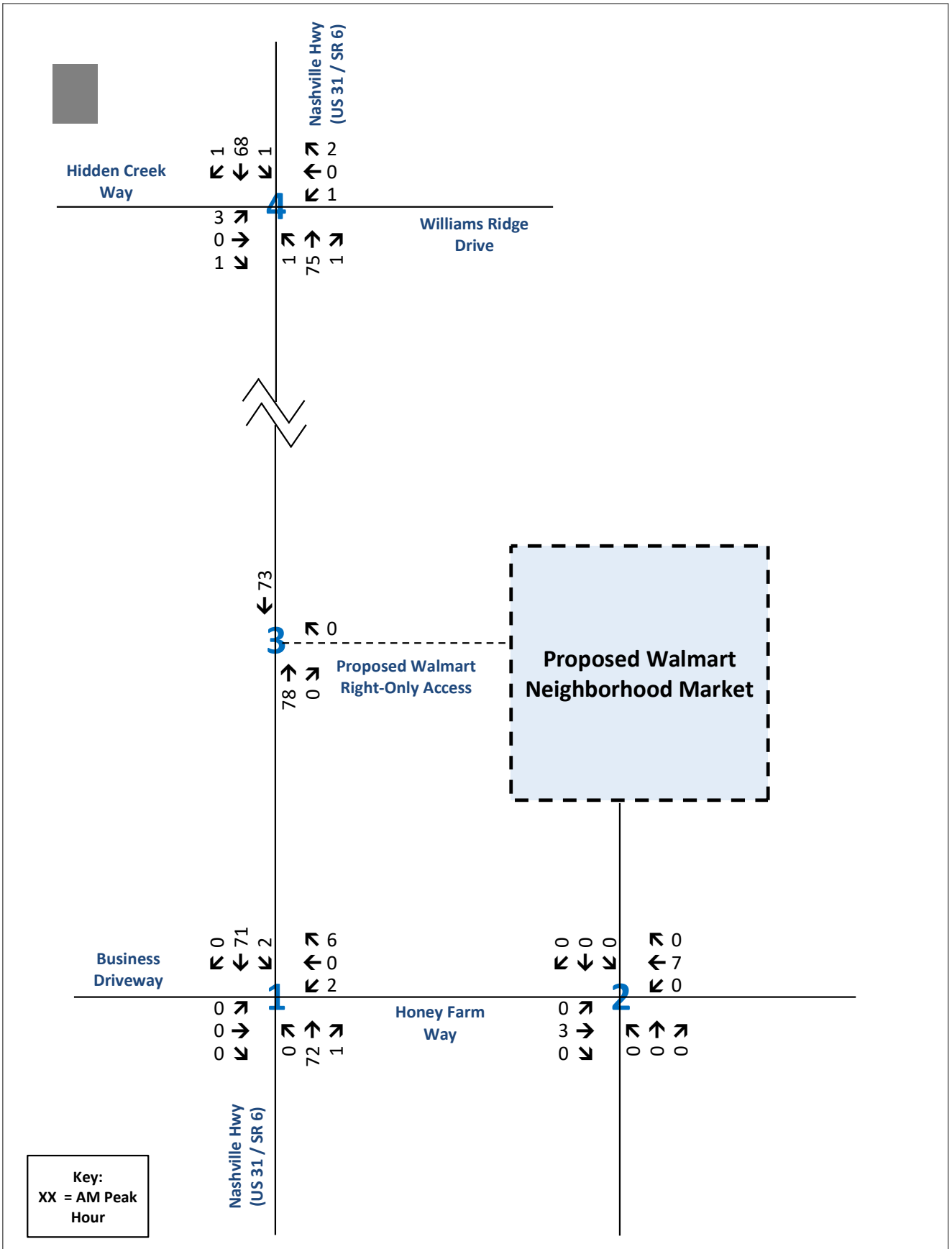
Traffic Assignment Worksheet
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

TRAFFIC ASSIGNMENT WORKSHEETS

AM PEAK HOUR

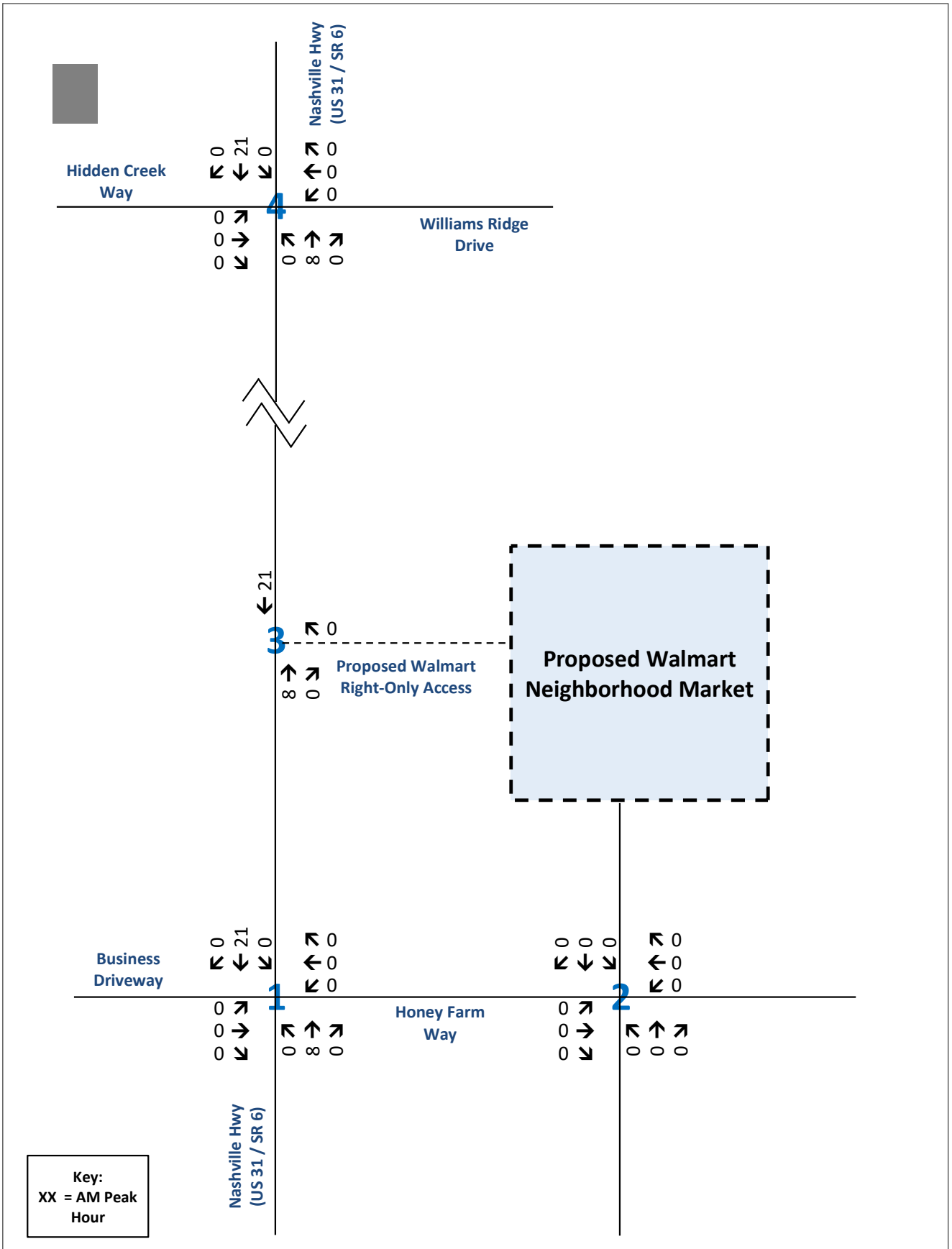


Traffic Assignment Worksheet
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



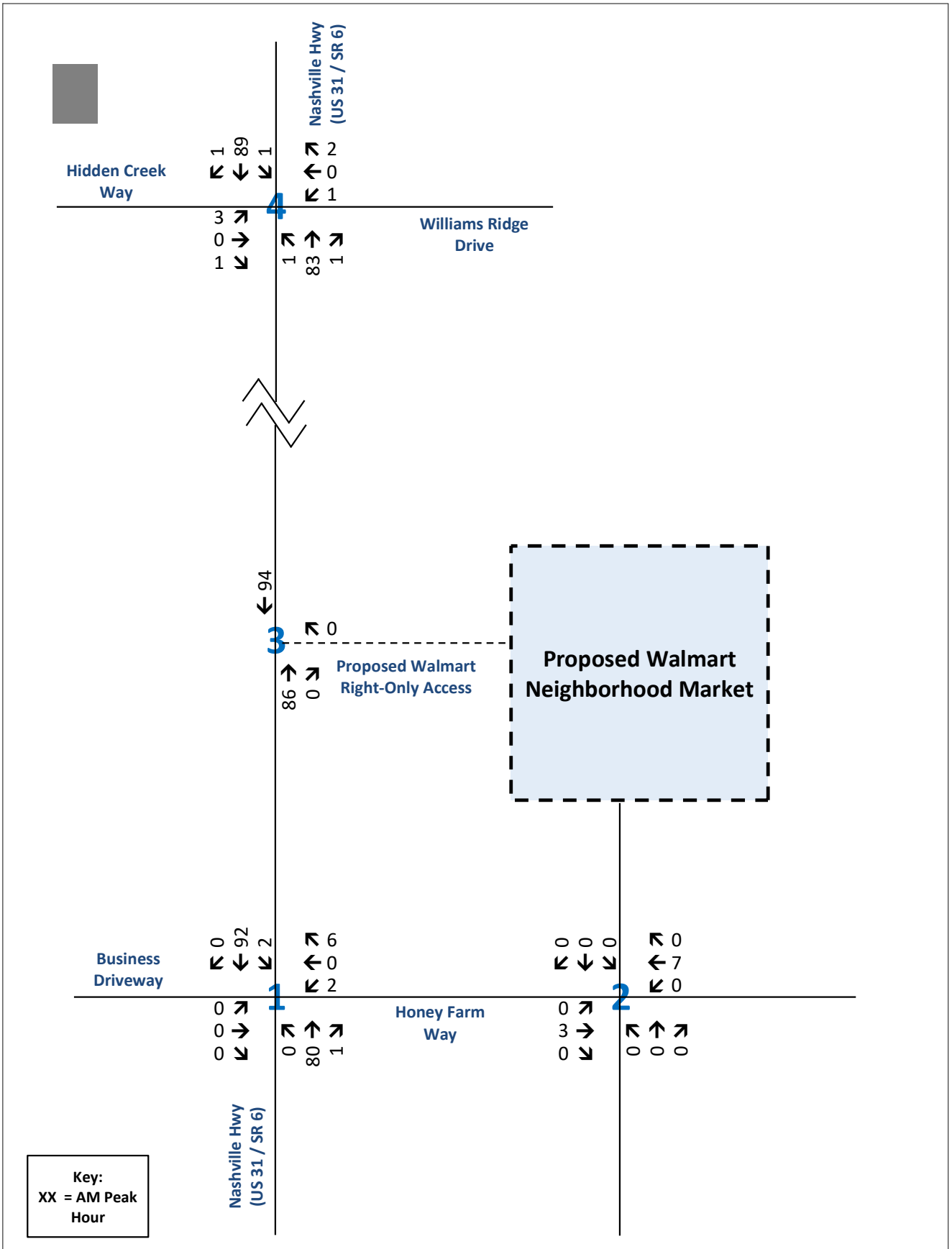
Traffic Assignment Worksheet
Background - Historical Growth Only (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING

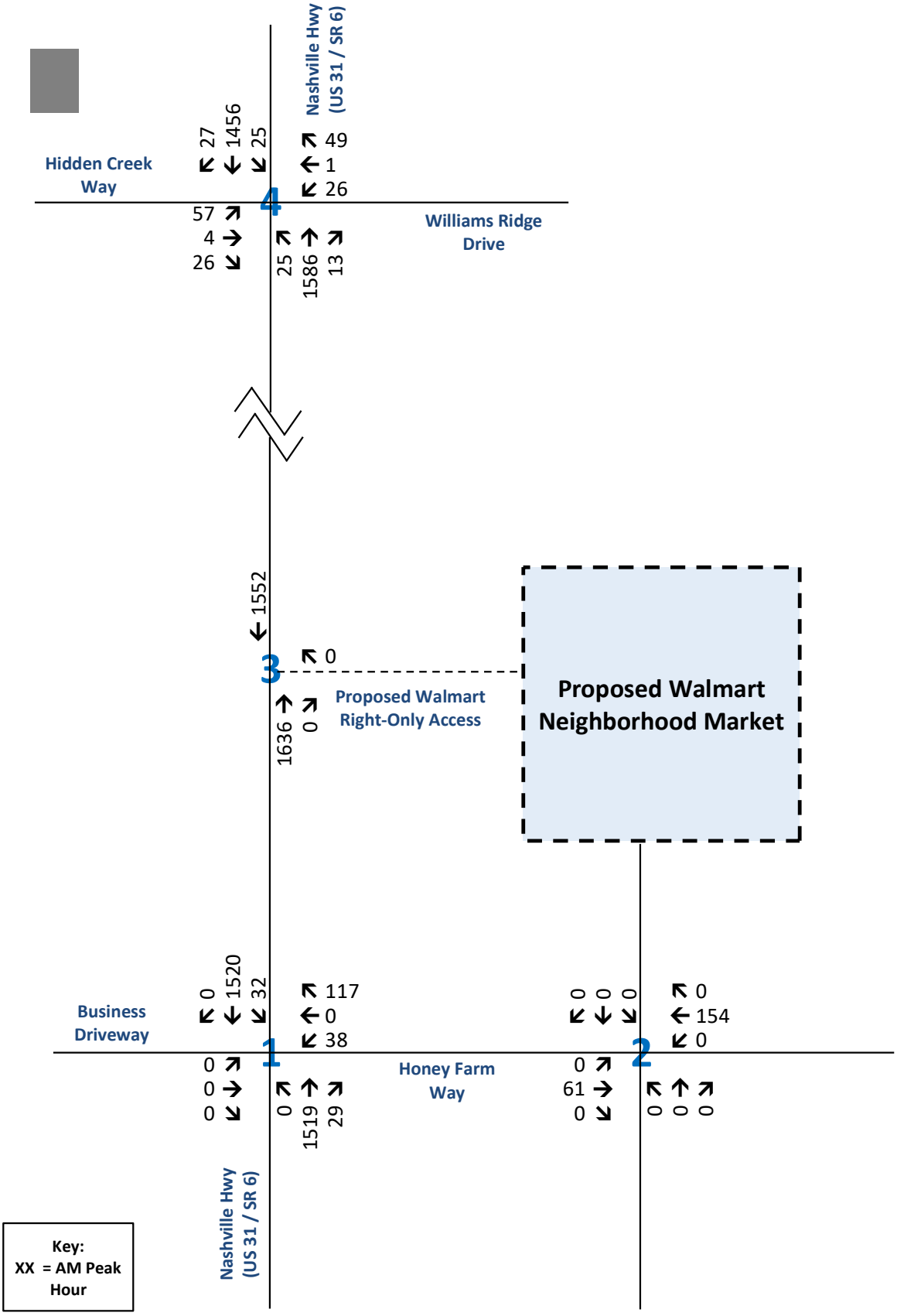


Traffic Assignment Worksheet
Off-Site Traffic Assignment - 2558 Nashville Highway
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

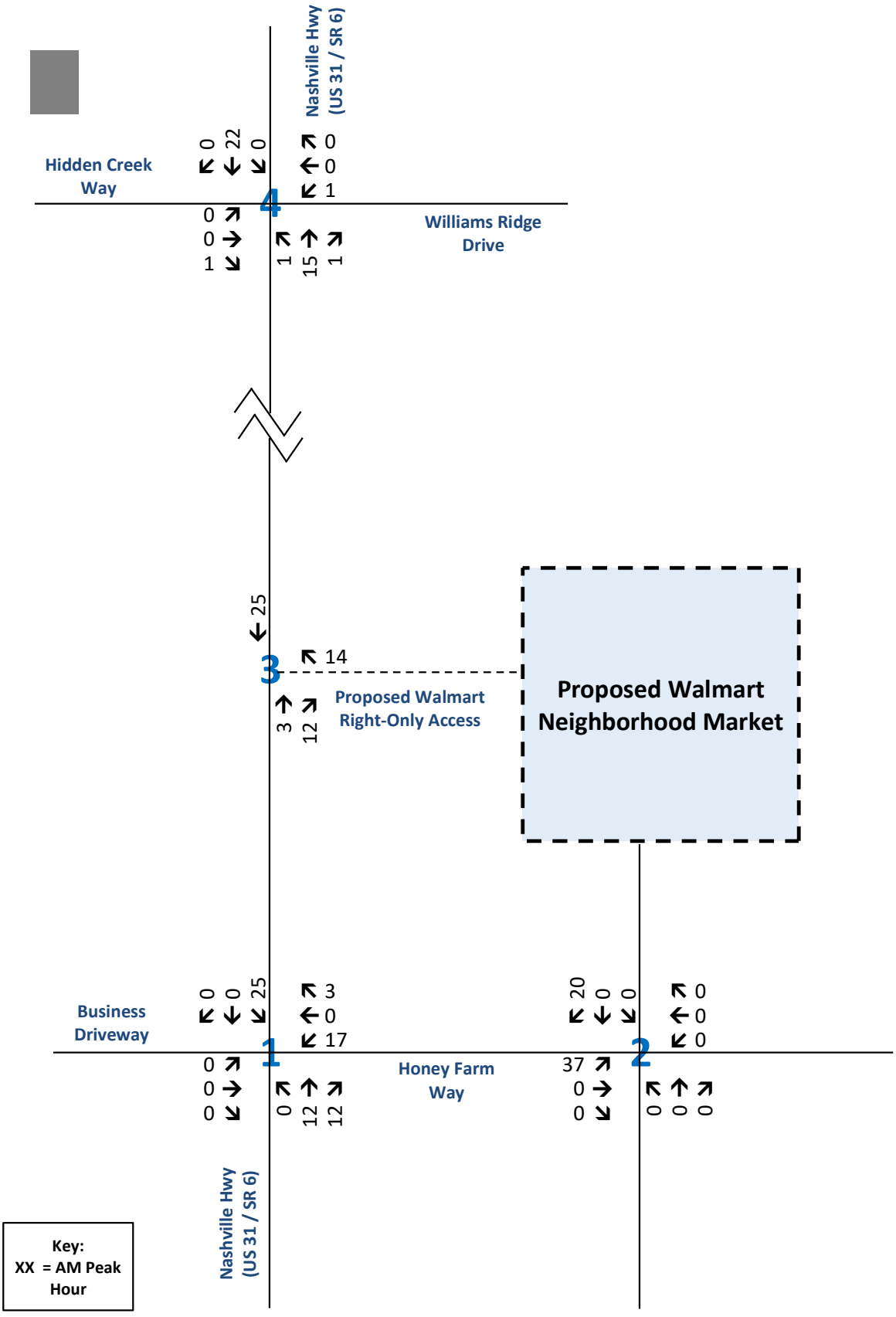
RGPHILLIPS CONSULTING



Traffic Assignment Worksheet
Background (Growth + Offsite)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

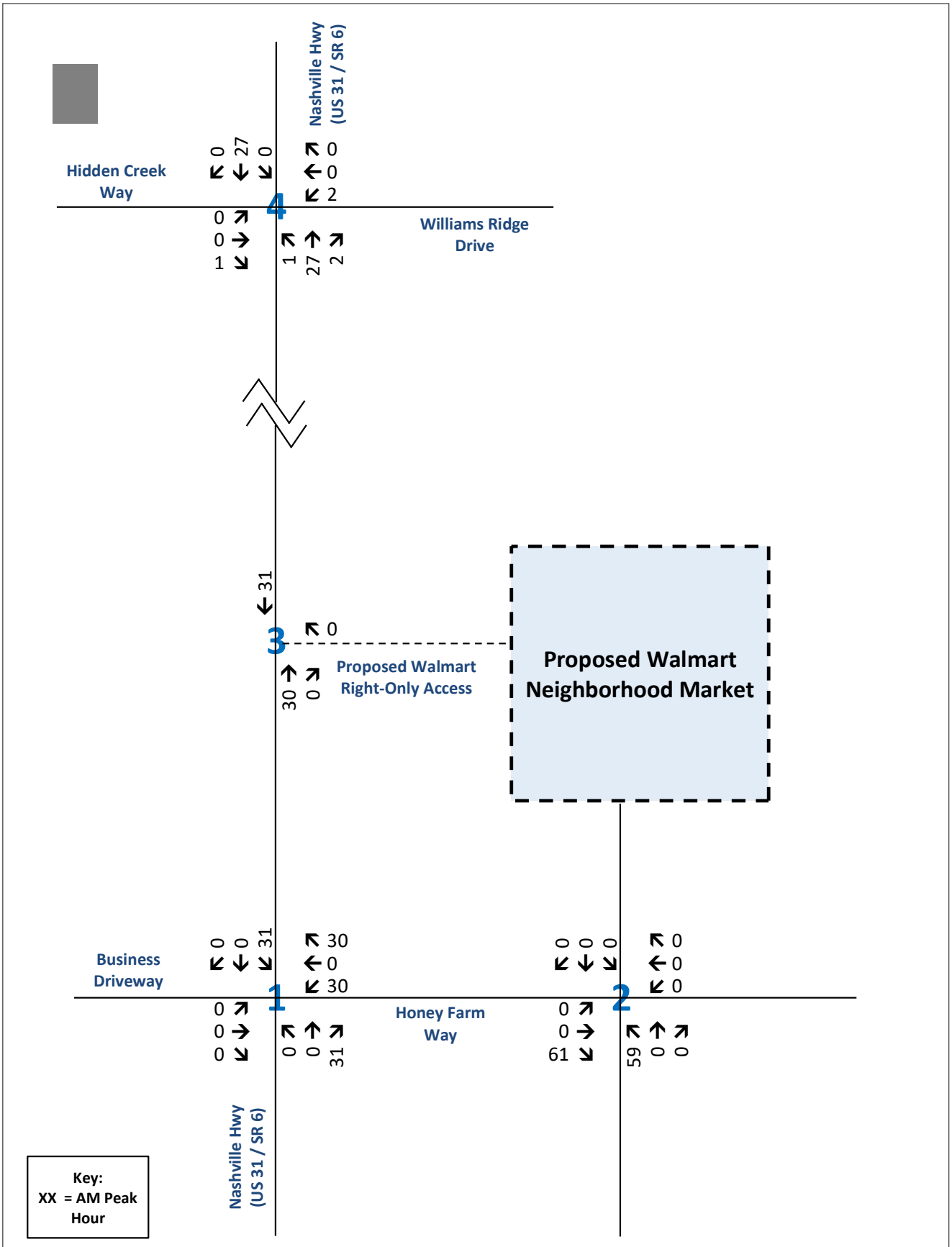


Traffic Assignment Worksheet
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

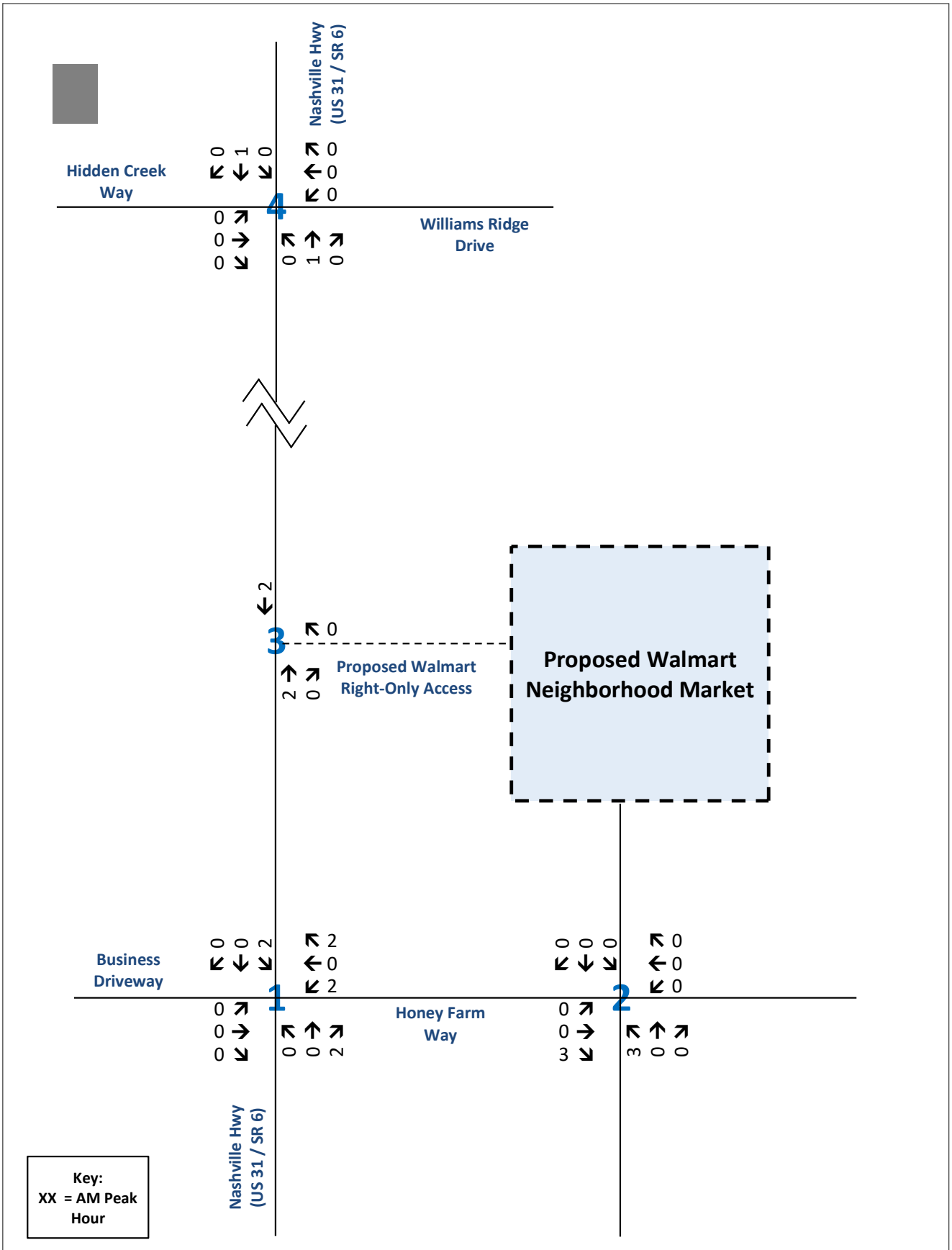


Traffic Assignment Worksheet
Primary Traffic Assignment - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

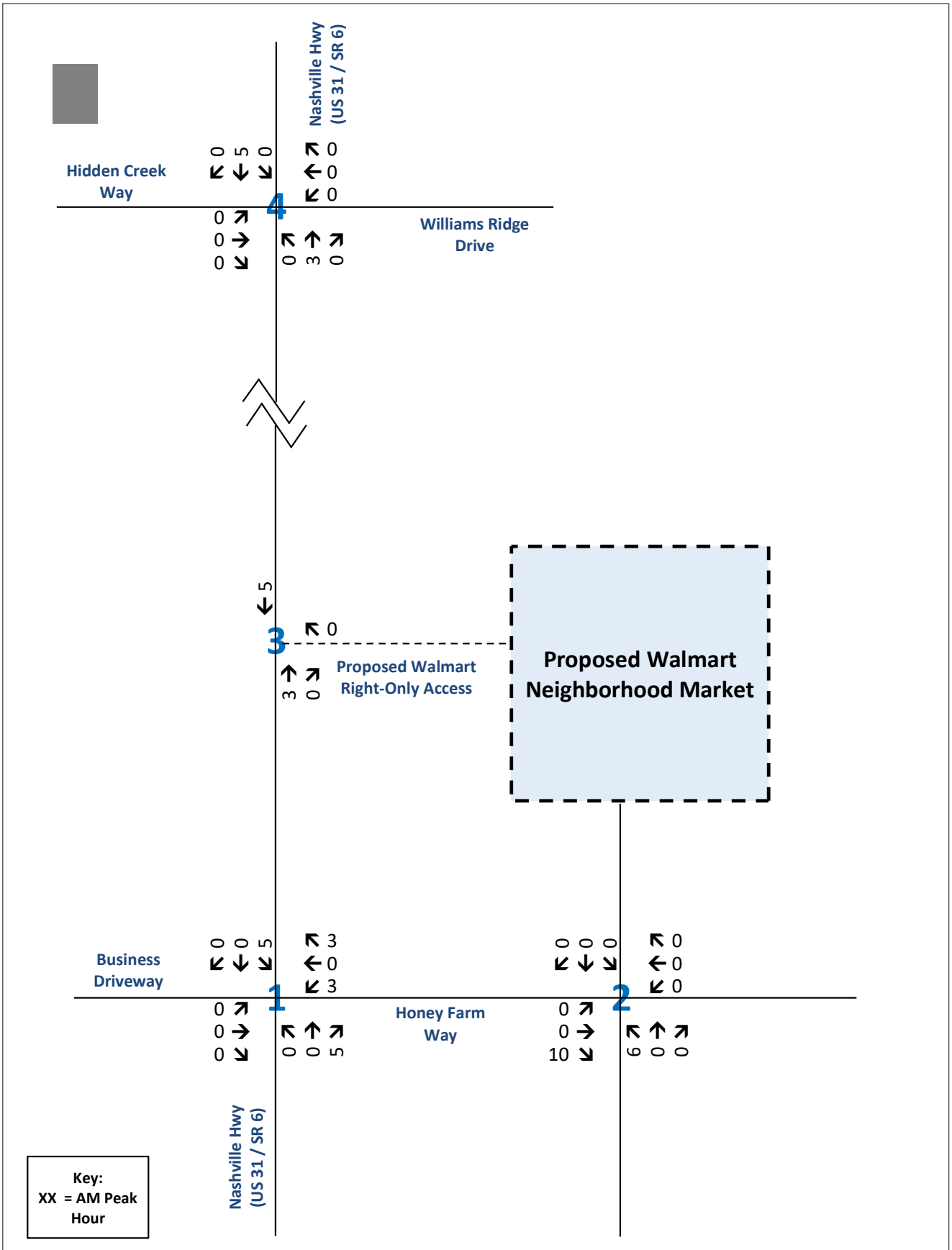
RGPHILLIPS CONSULTING



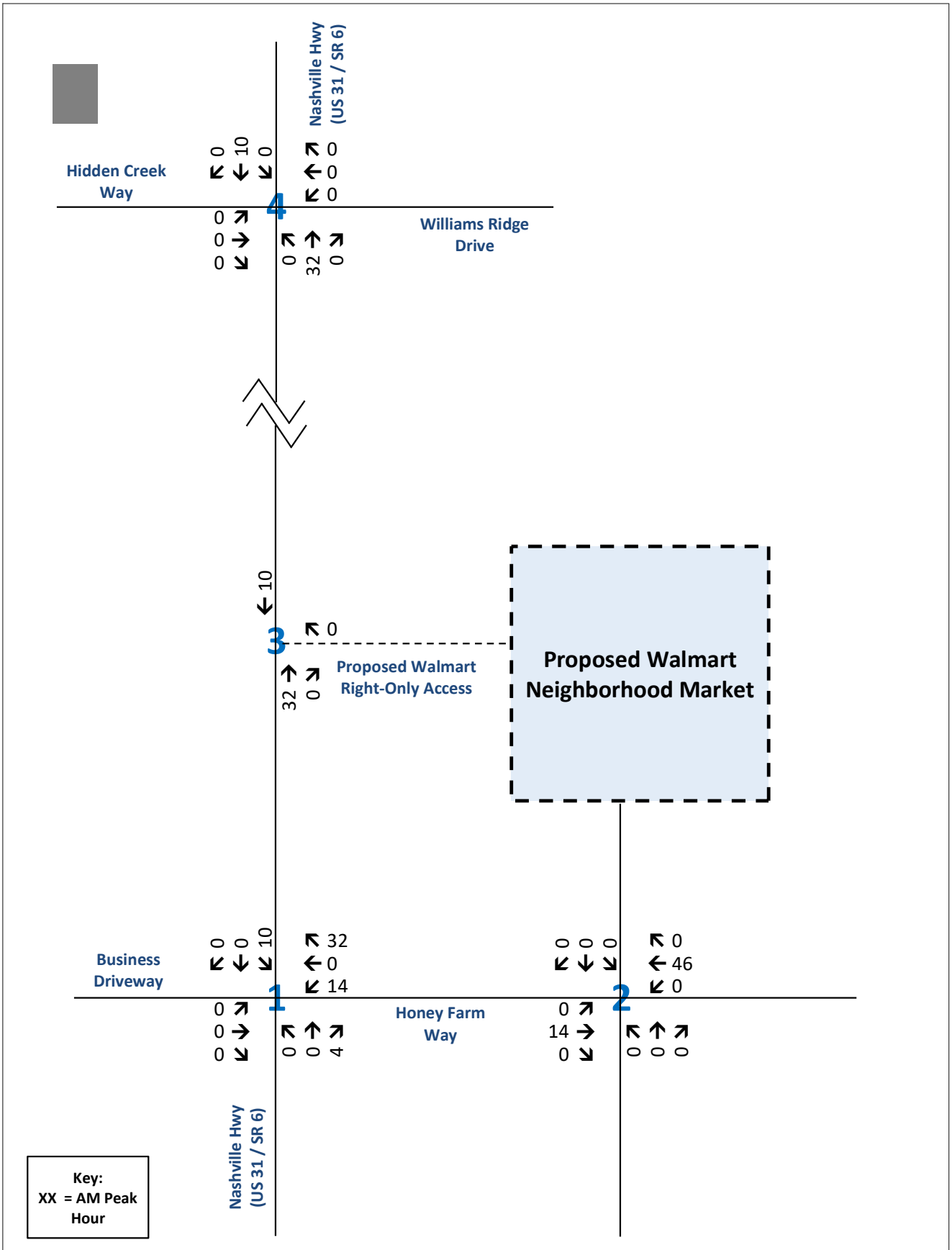
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast-Food Restaurant with Drive-Through
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



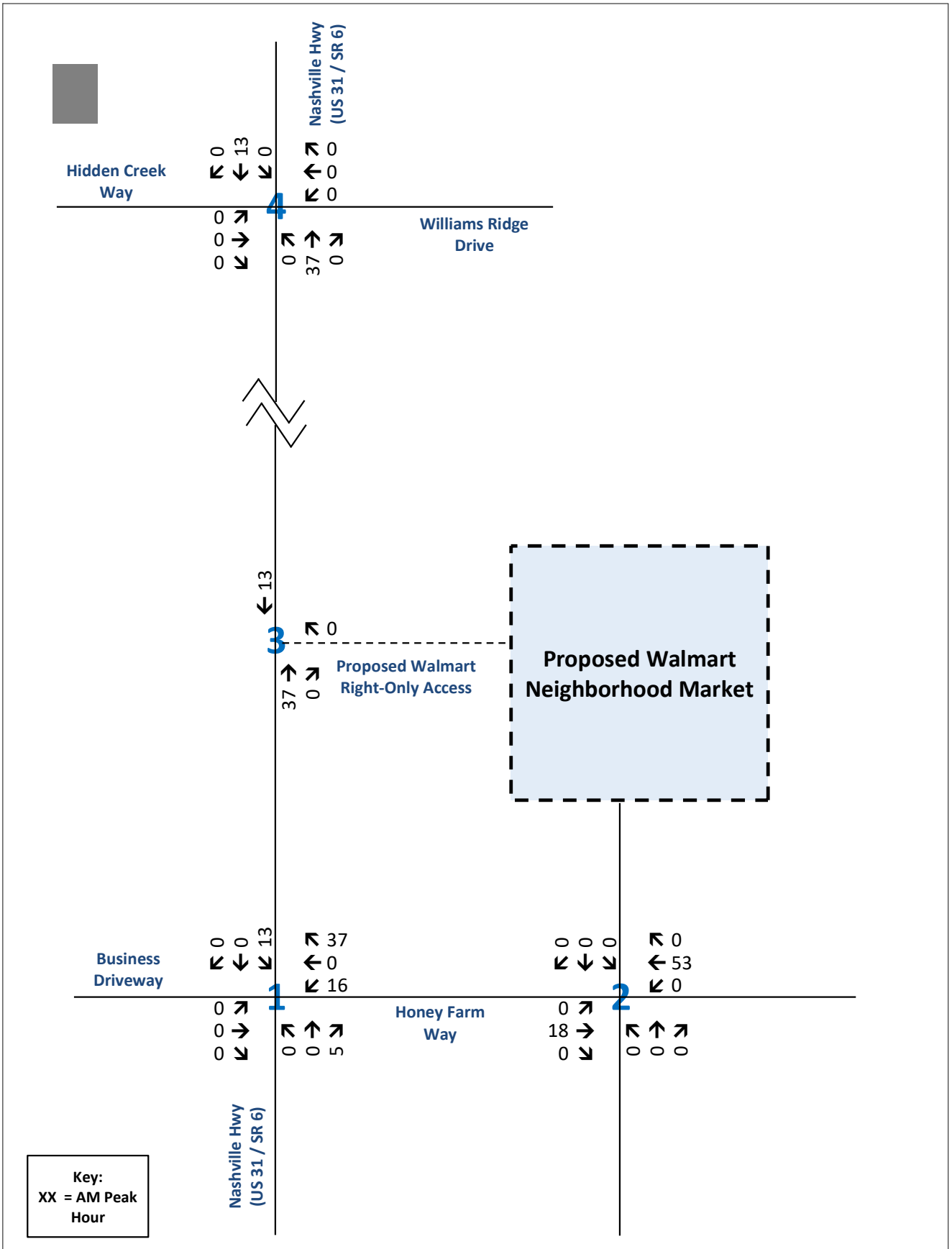
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



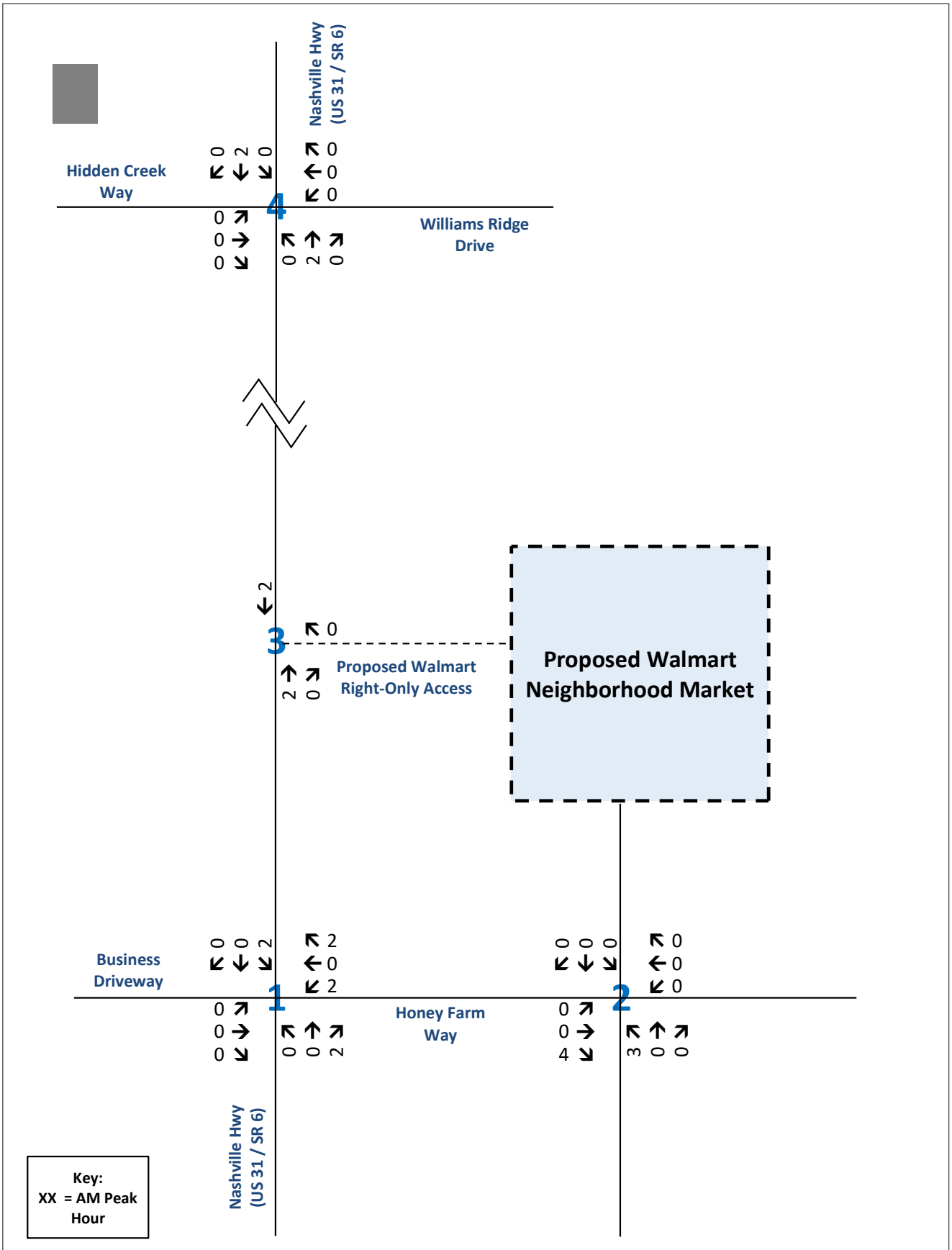
Traffic Assignment Worksheet
Primary Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



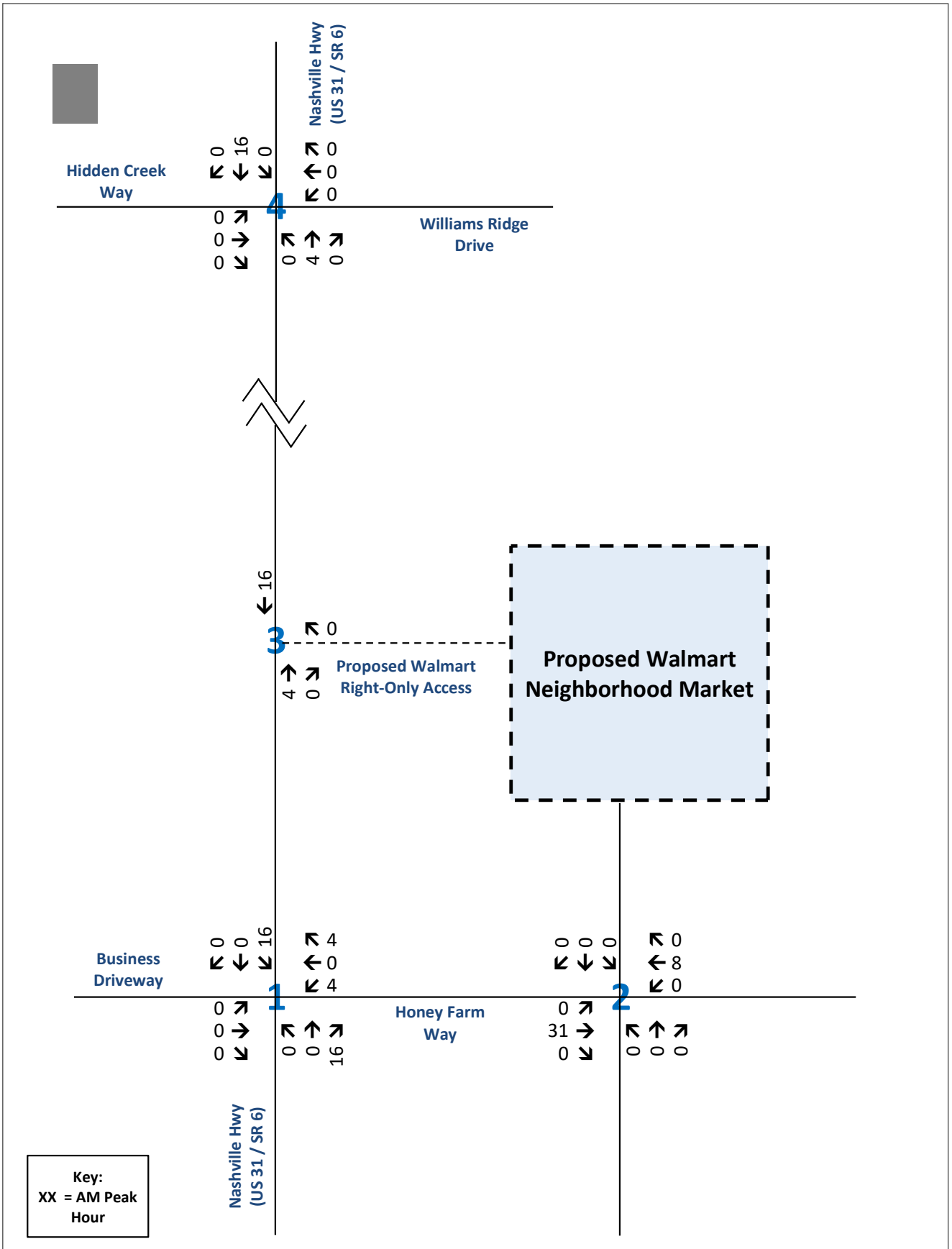
Traffic Assignment Worksheet
Primary Traffic Assignment - Multifamily Housing (Low-Rise)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



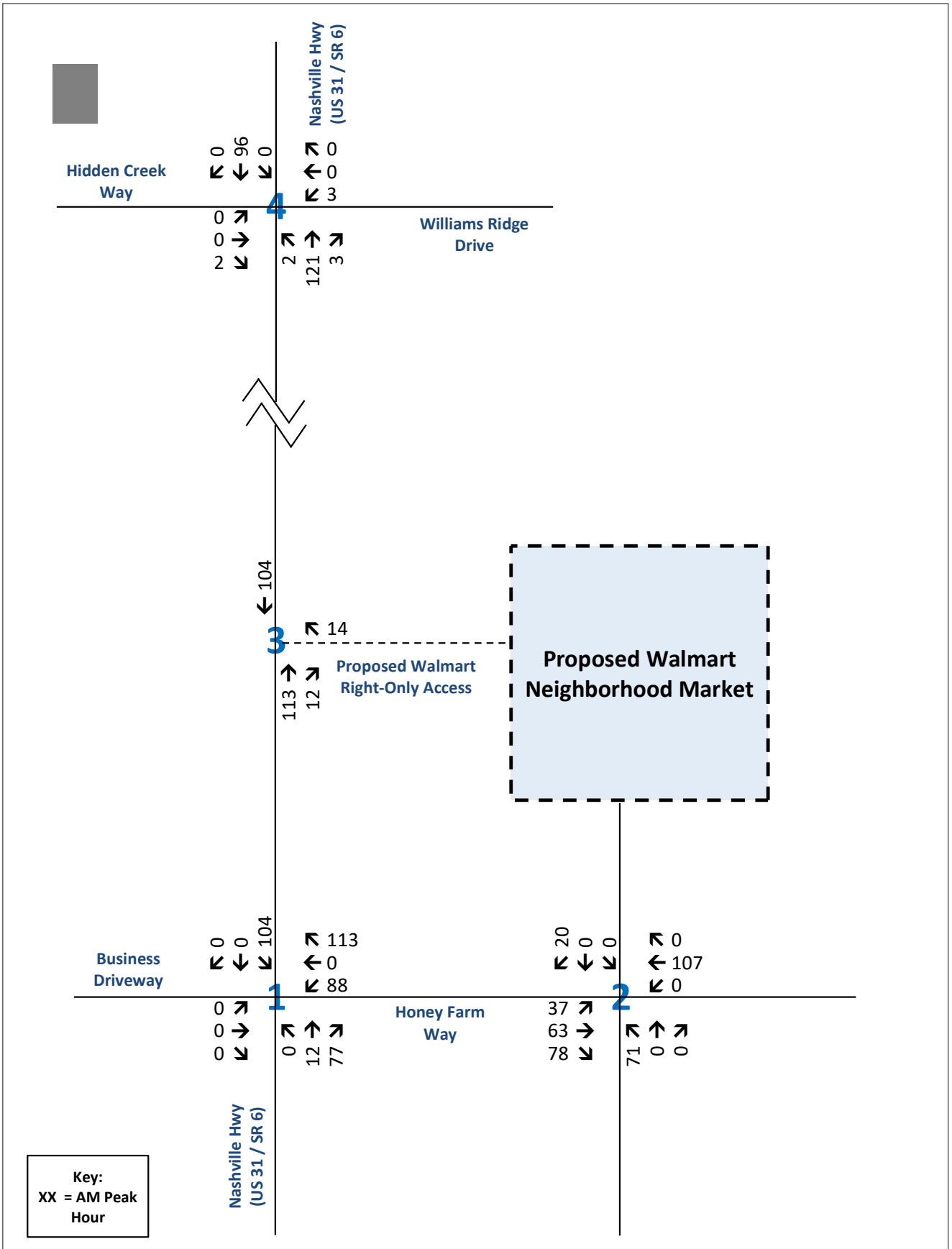
Traffic Assignment Worksheet
Primary Traffic Assignment - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



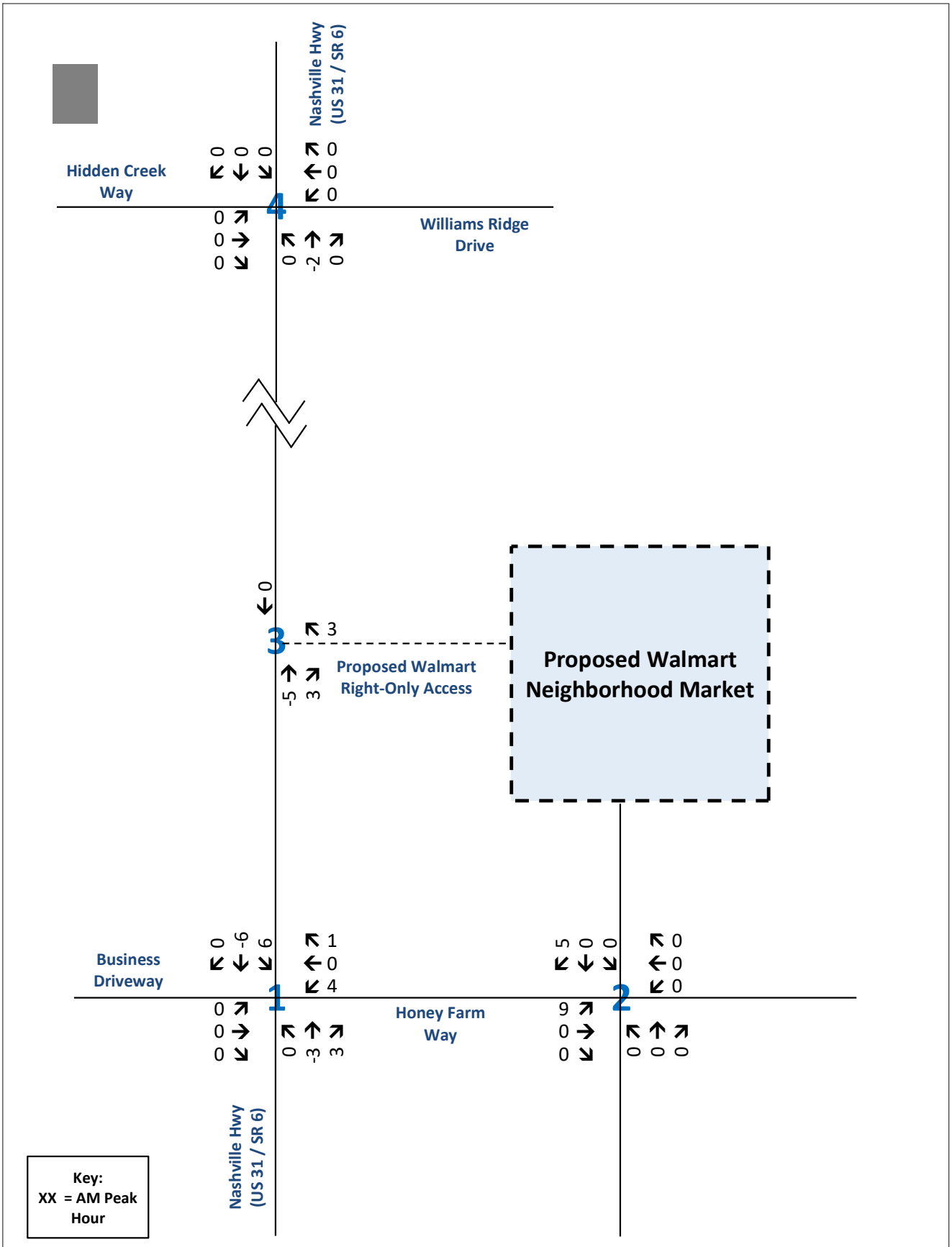
Traffic Assignment Worksheet
Primary Traffic Assignment - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Primary Traffic Assignment - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Total Primary Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

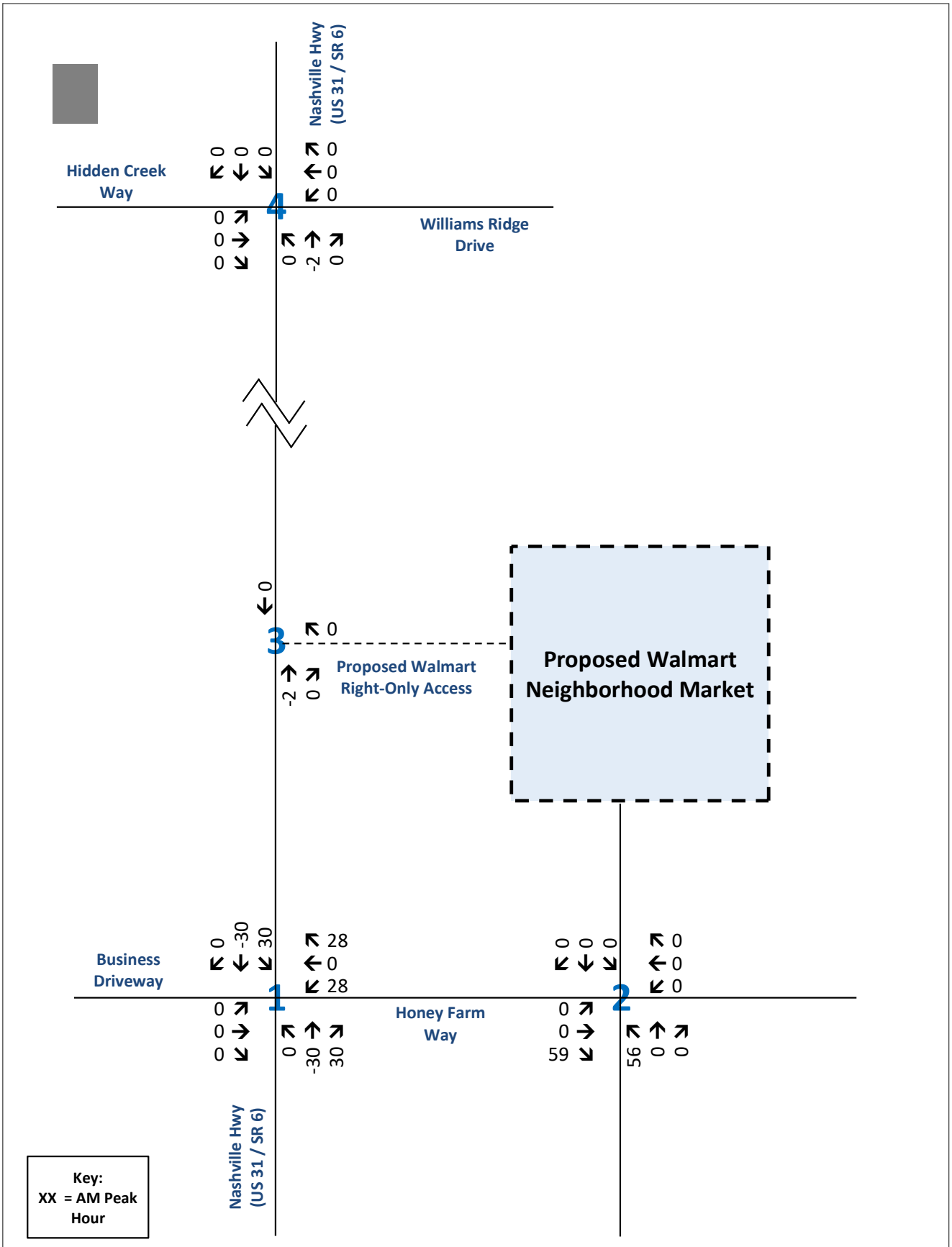


Traffic Assignment Worksheet

Pass-by Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

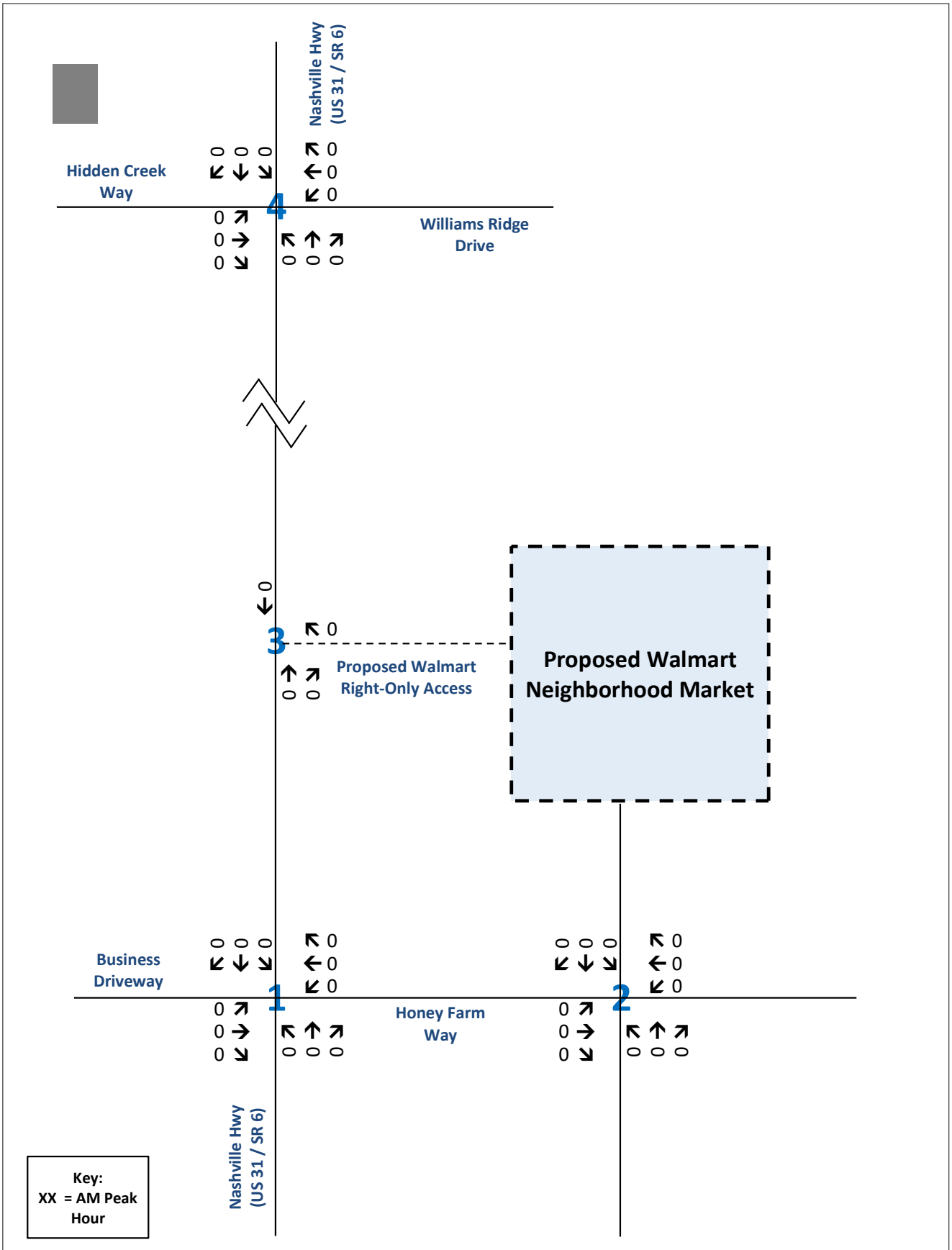


Traffic Assignment Worksheet

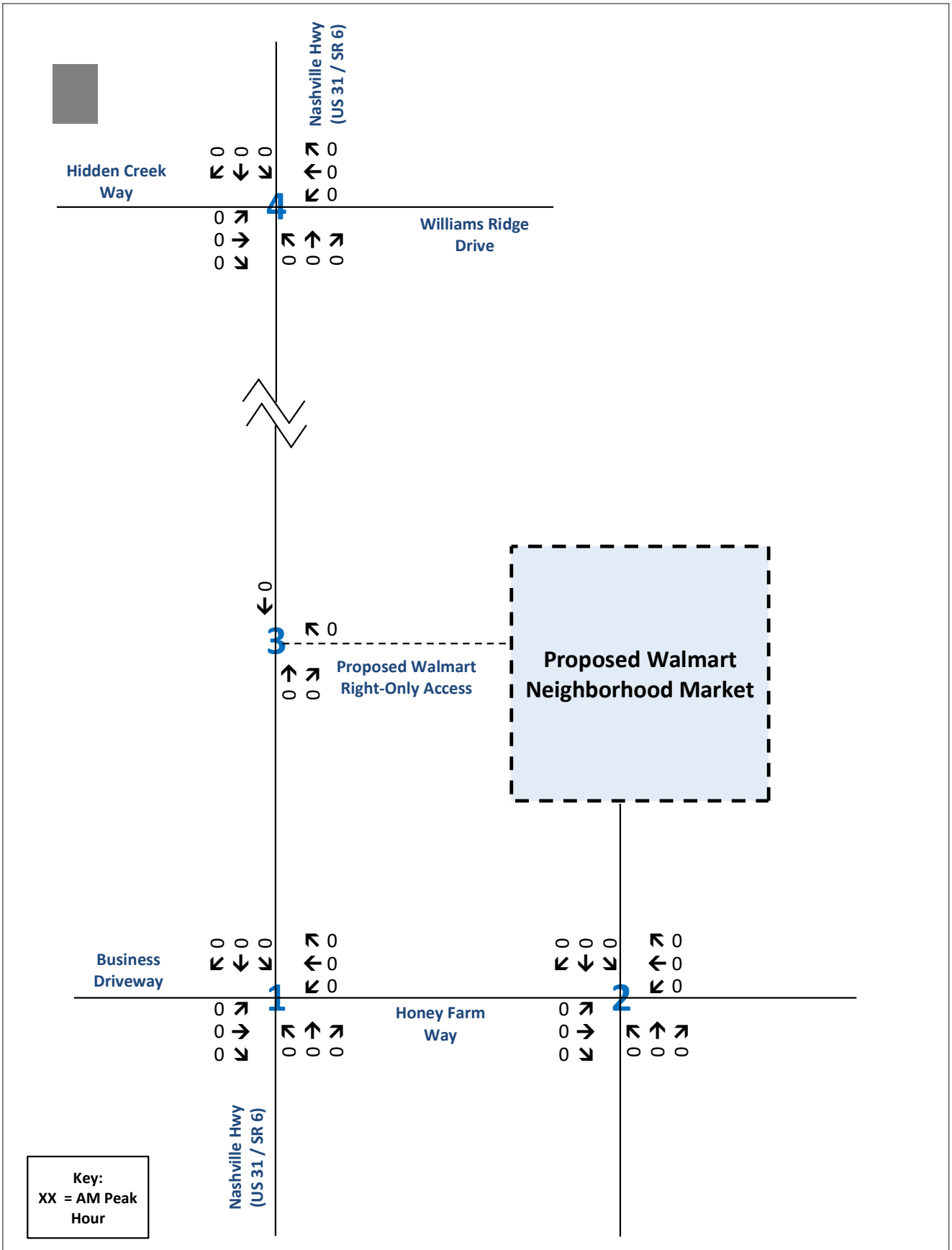
Pass-by Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

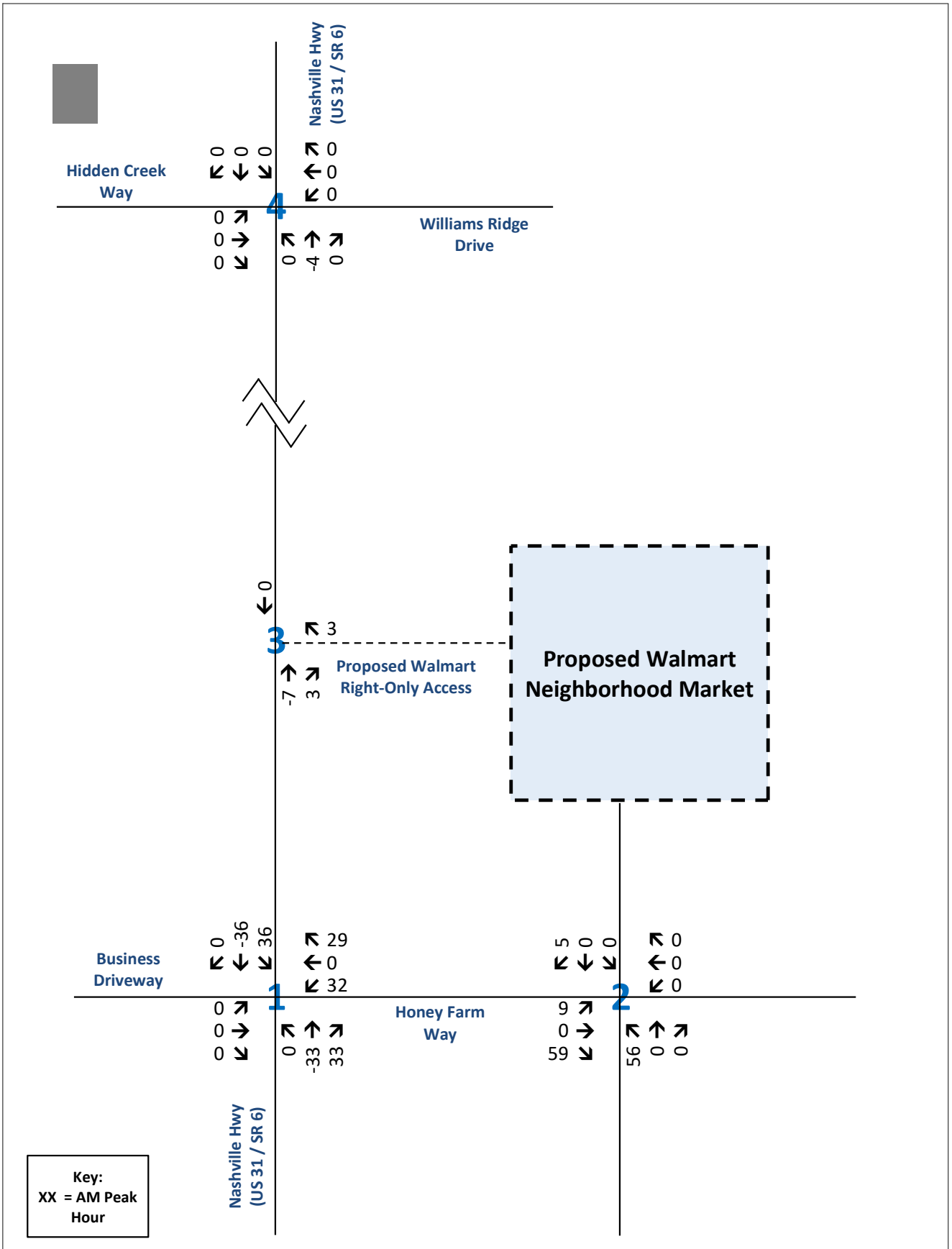
Columbia, Tennessee



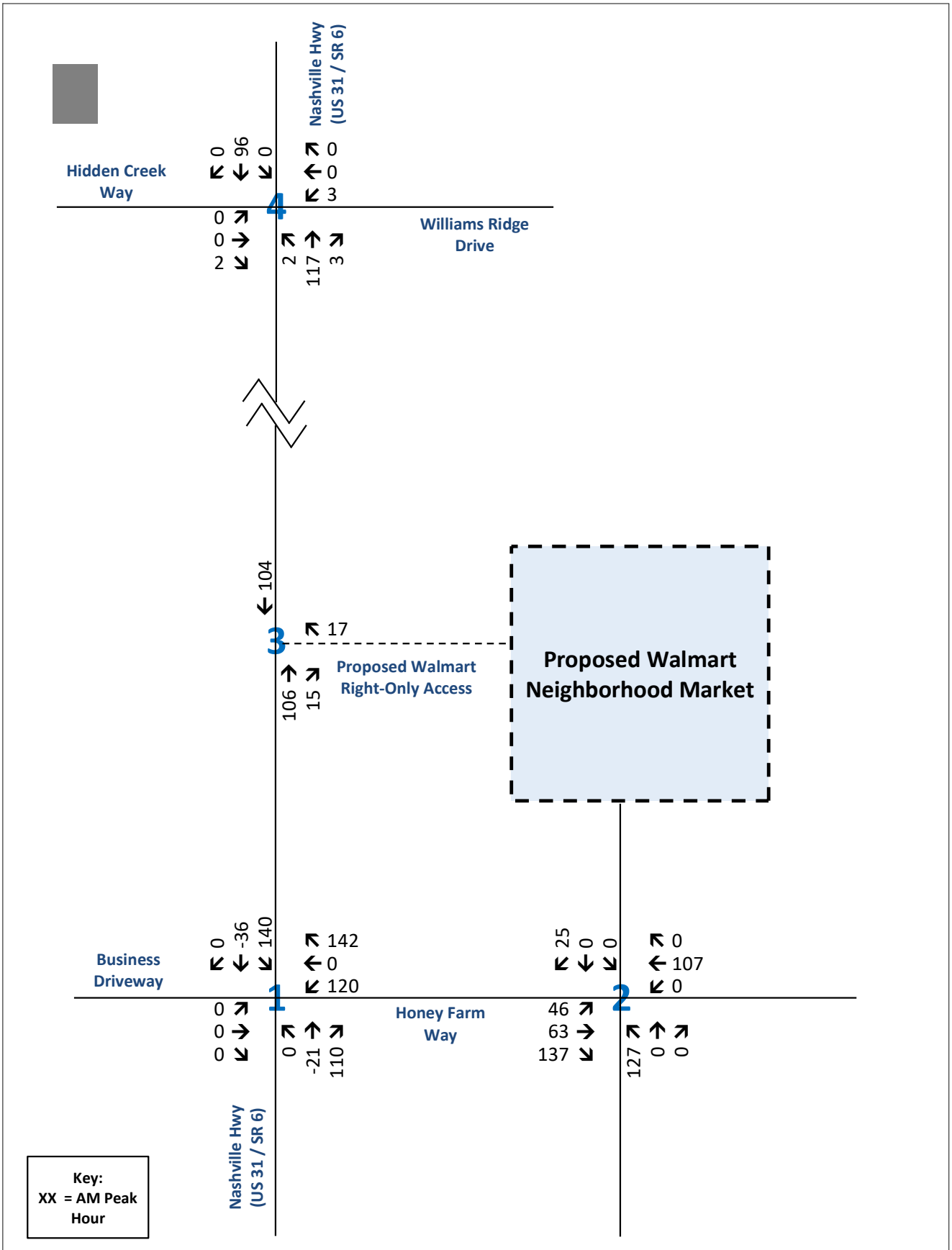
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



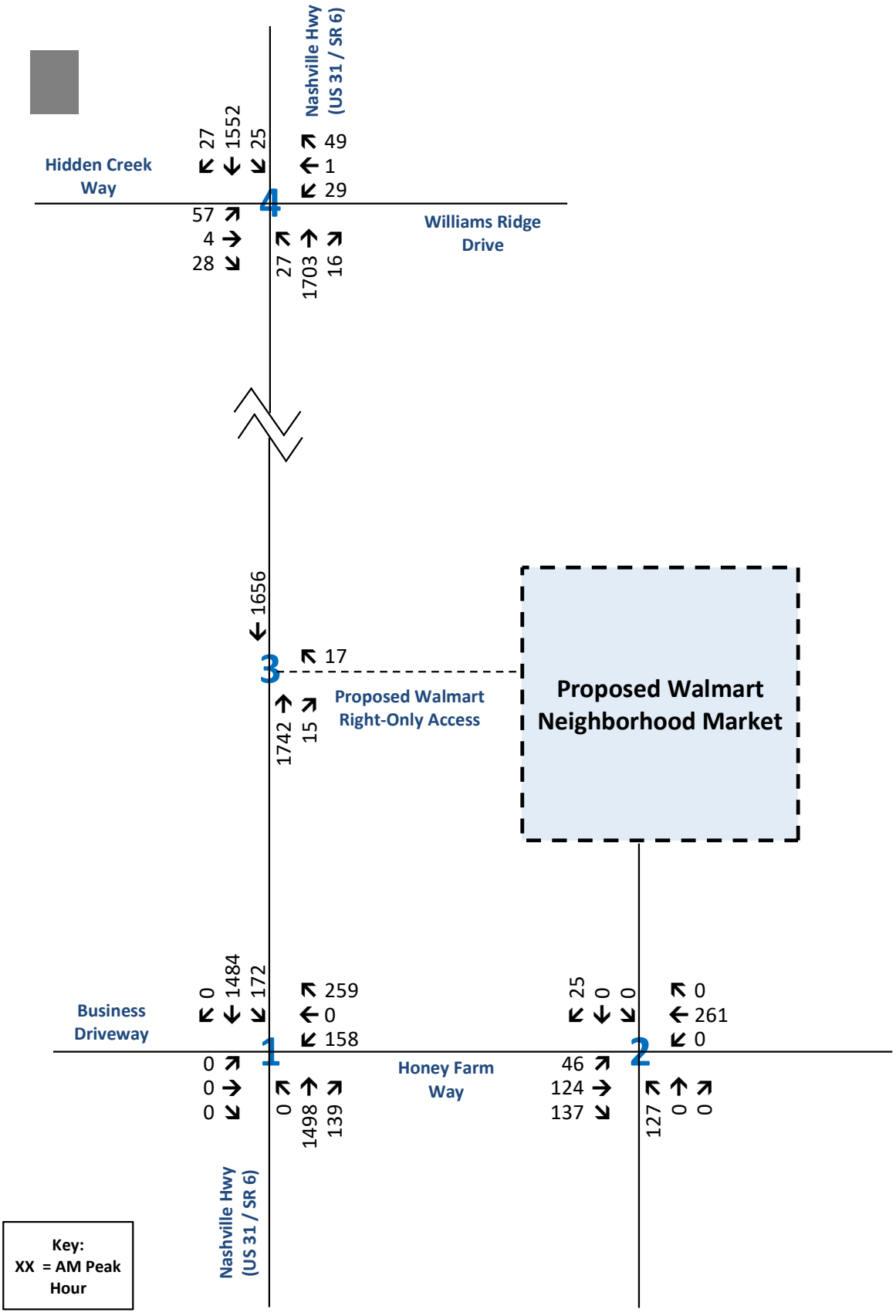
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Total Passby Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Site Generated Traffic
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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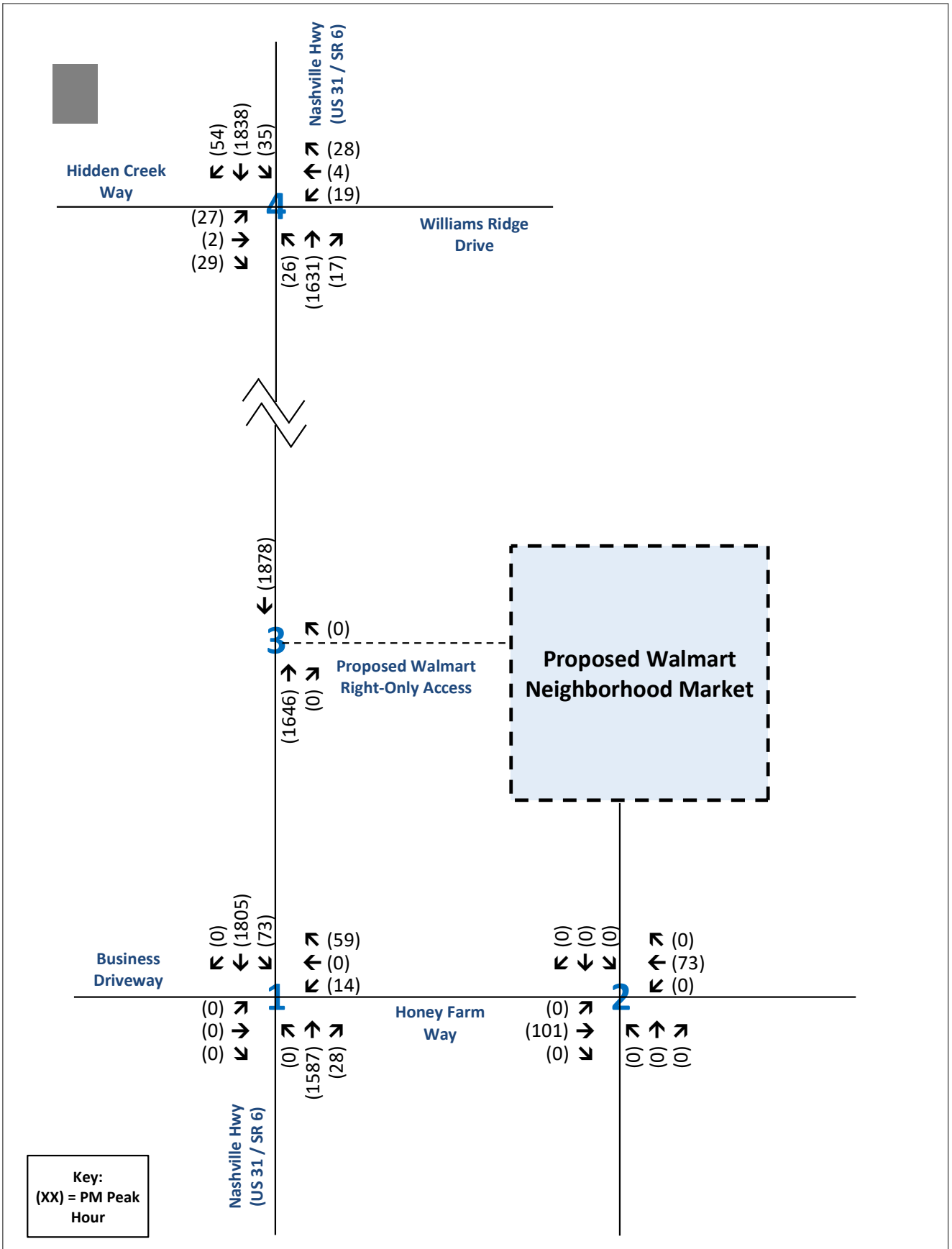
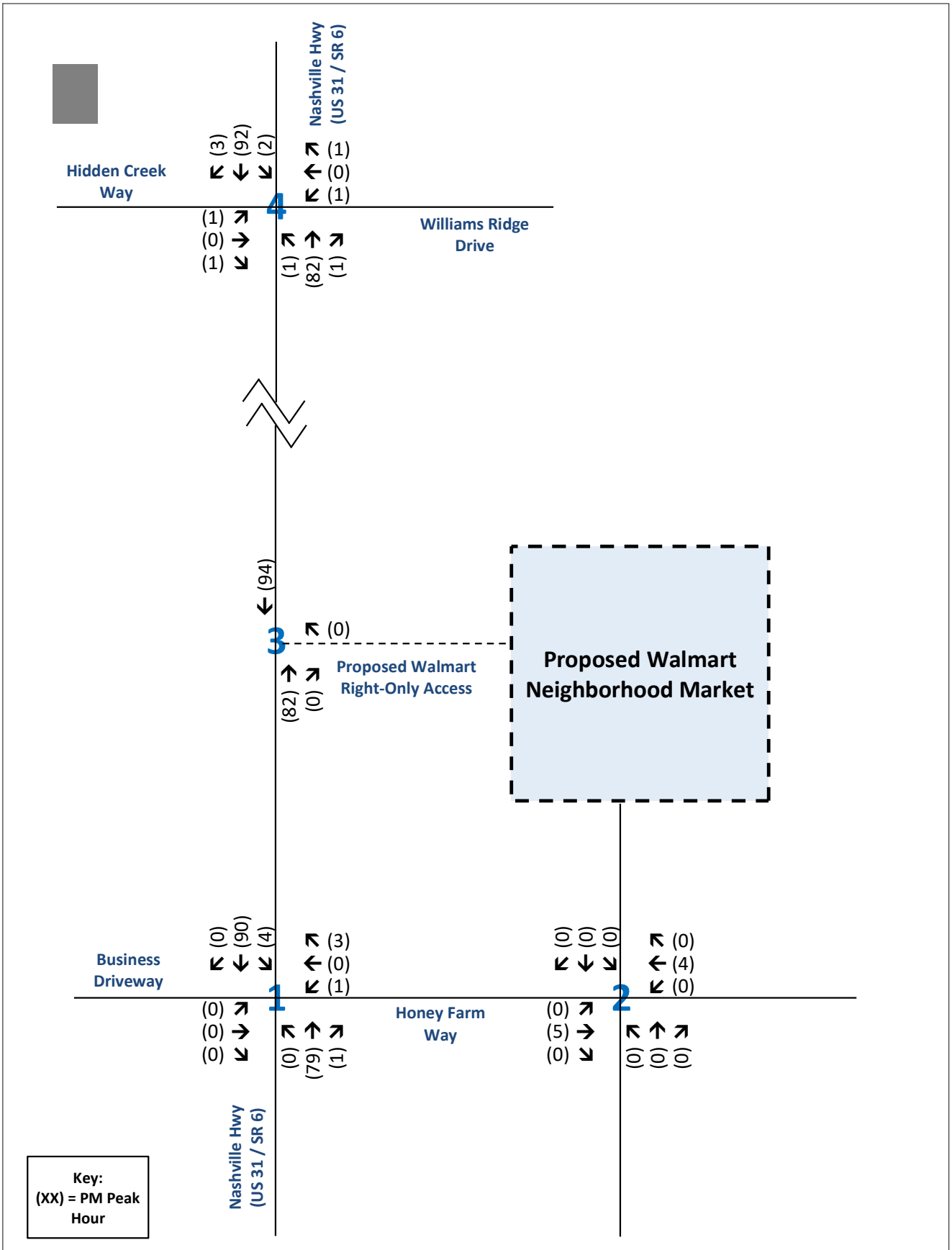
TRAFFIC ASSIGNMENT WORKSHEETS

PM PEAK HOUR

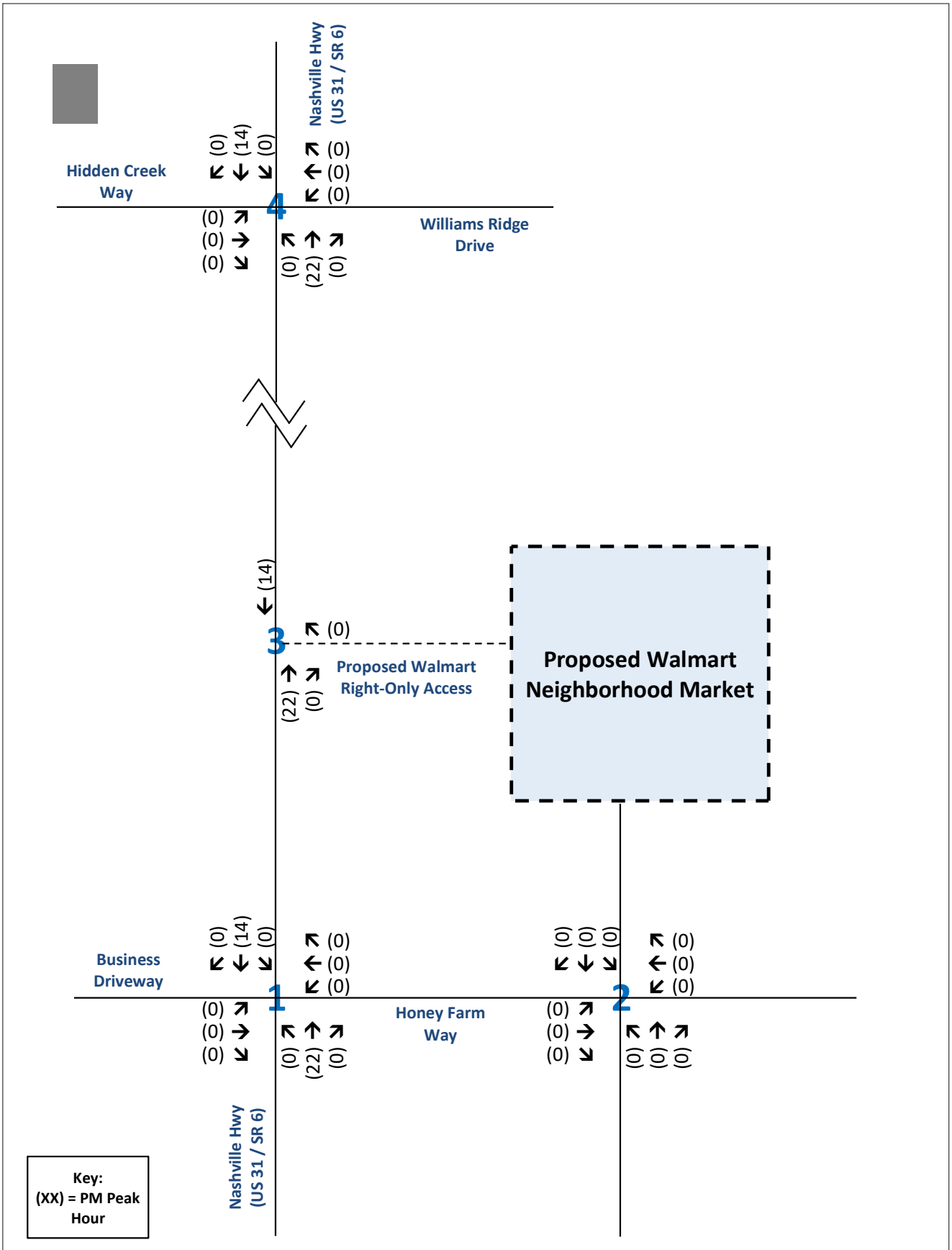


Traffic Assignment Worksheet
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



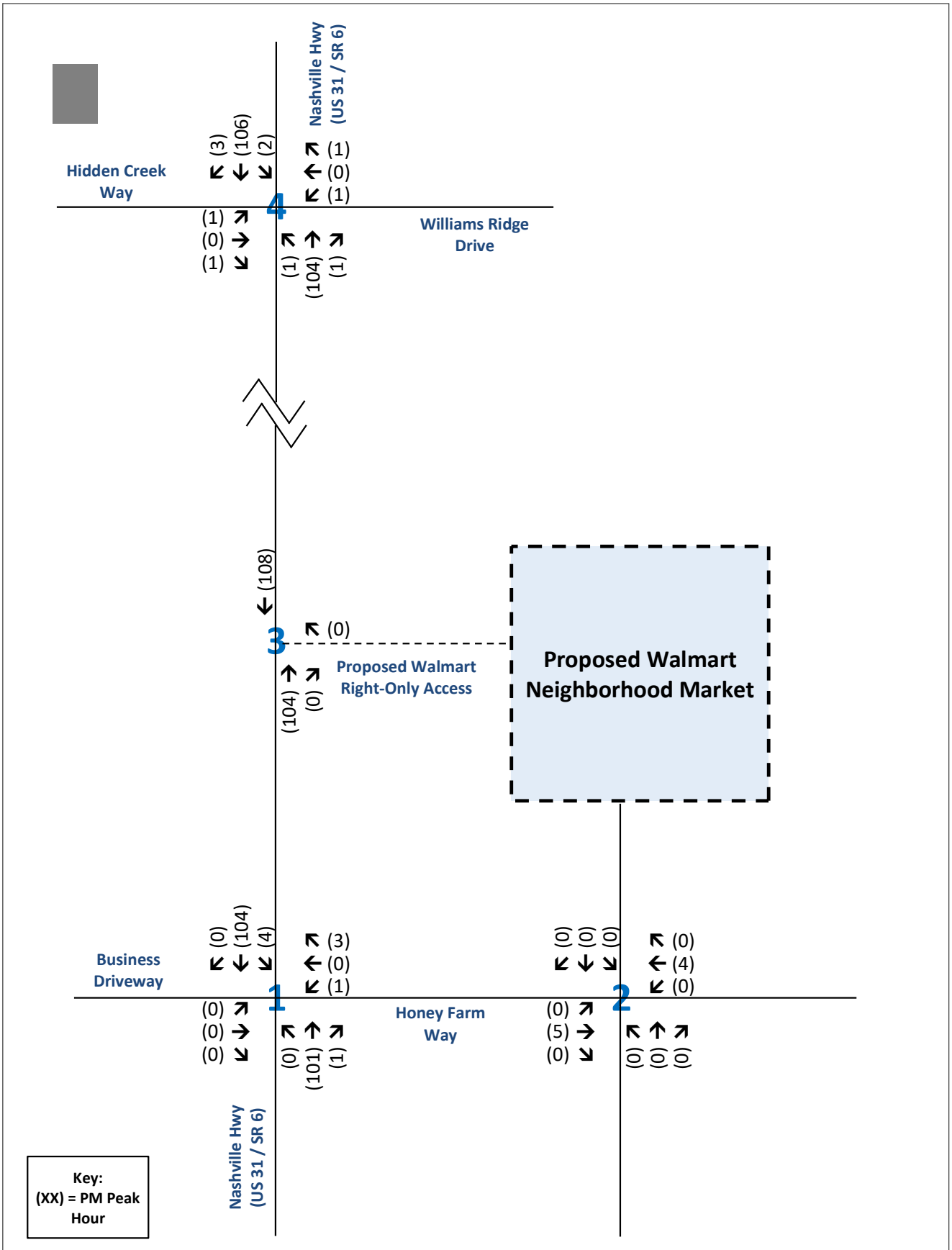
Traffic Assignment Worksheet
Background - Historical Growth Only (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING

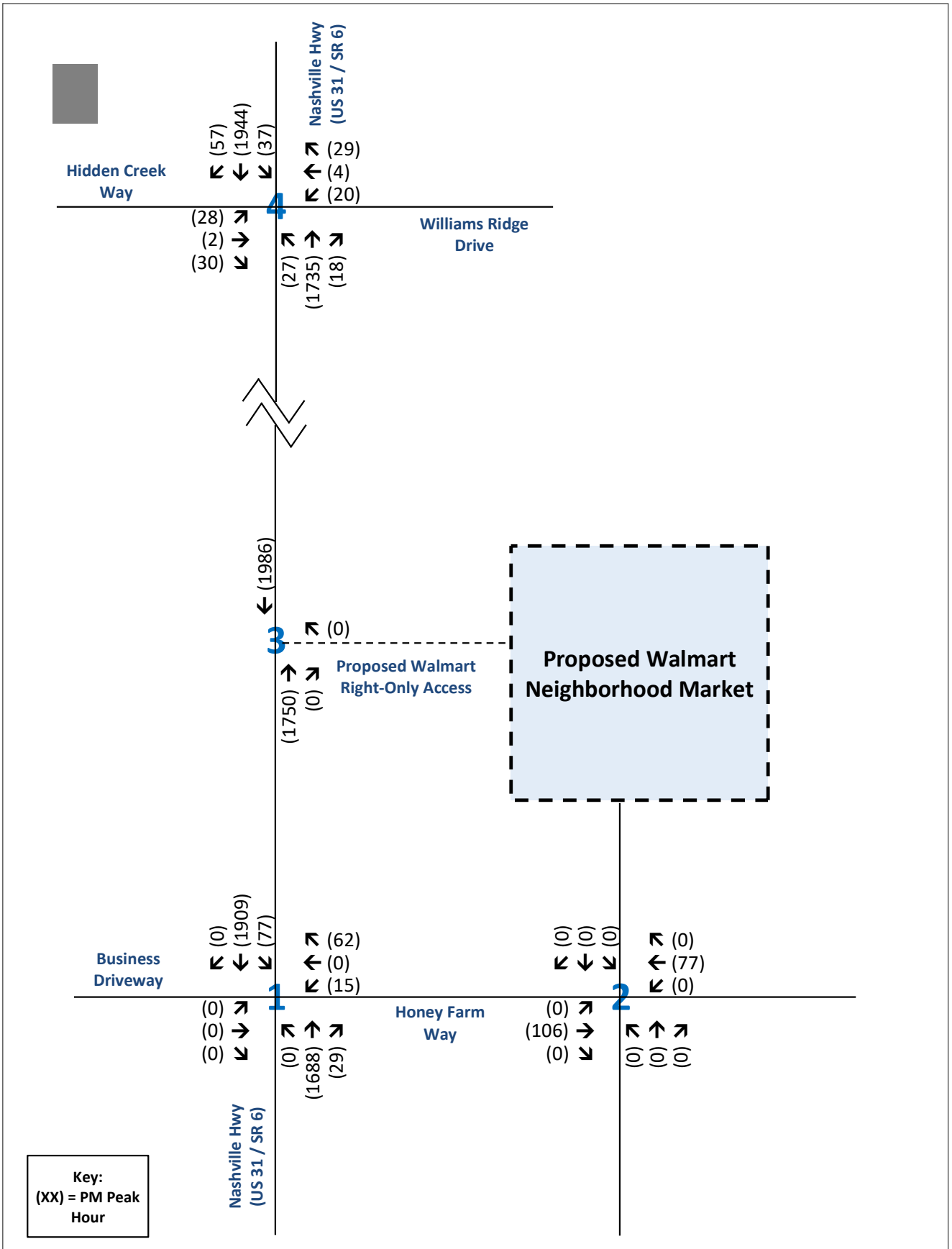


Traffic Assignment Worksheet
Off-Site Traffic Assignment - 2558 Nashville Highway
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

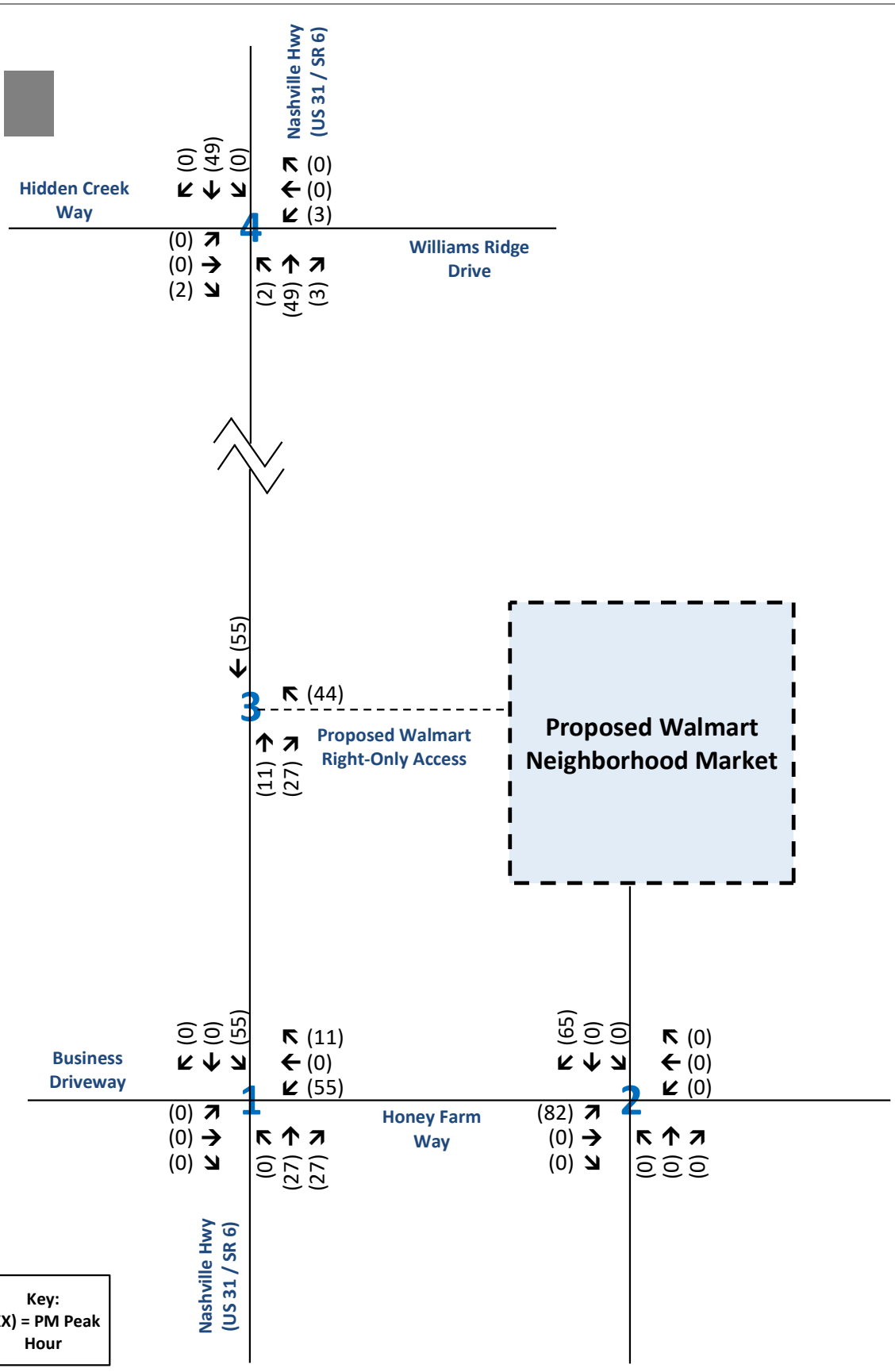
RGPHILLIPS CONSULTING



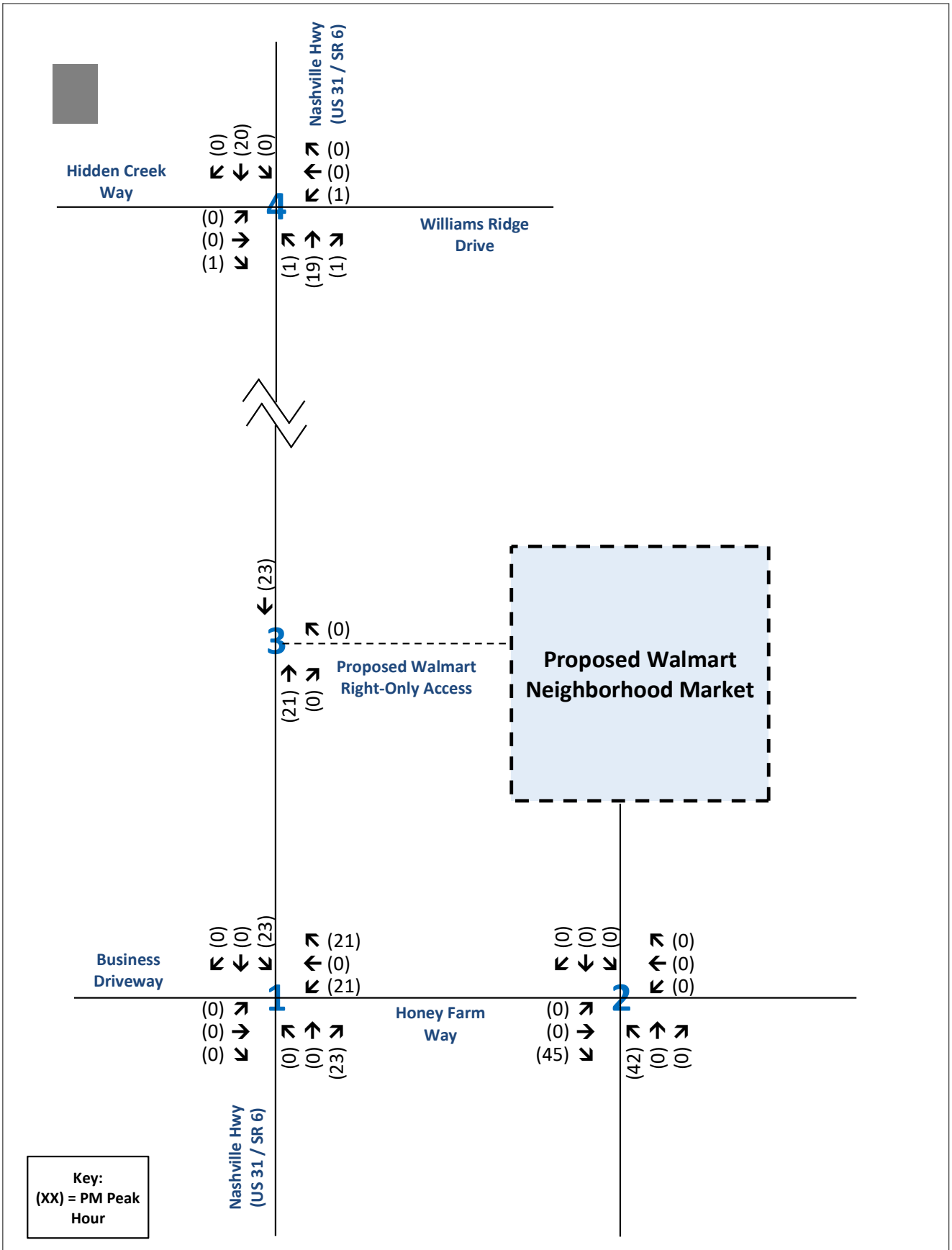
Traffic Assignment Worksheet
Background (Growth + Offsite)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



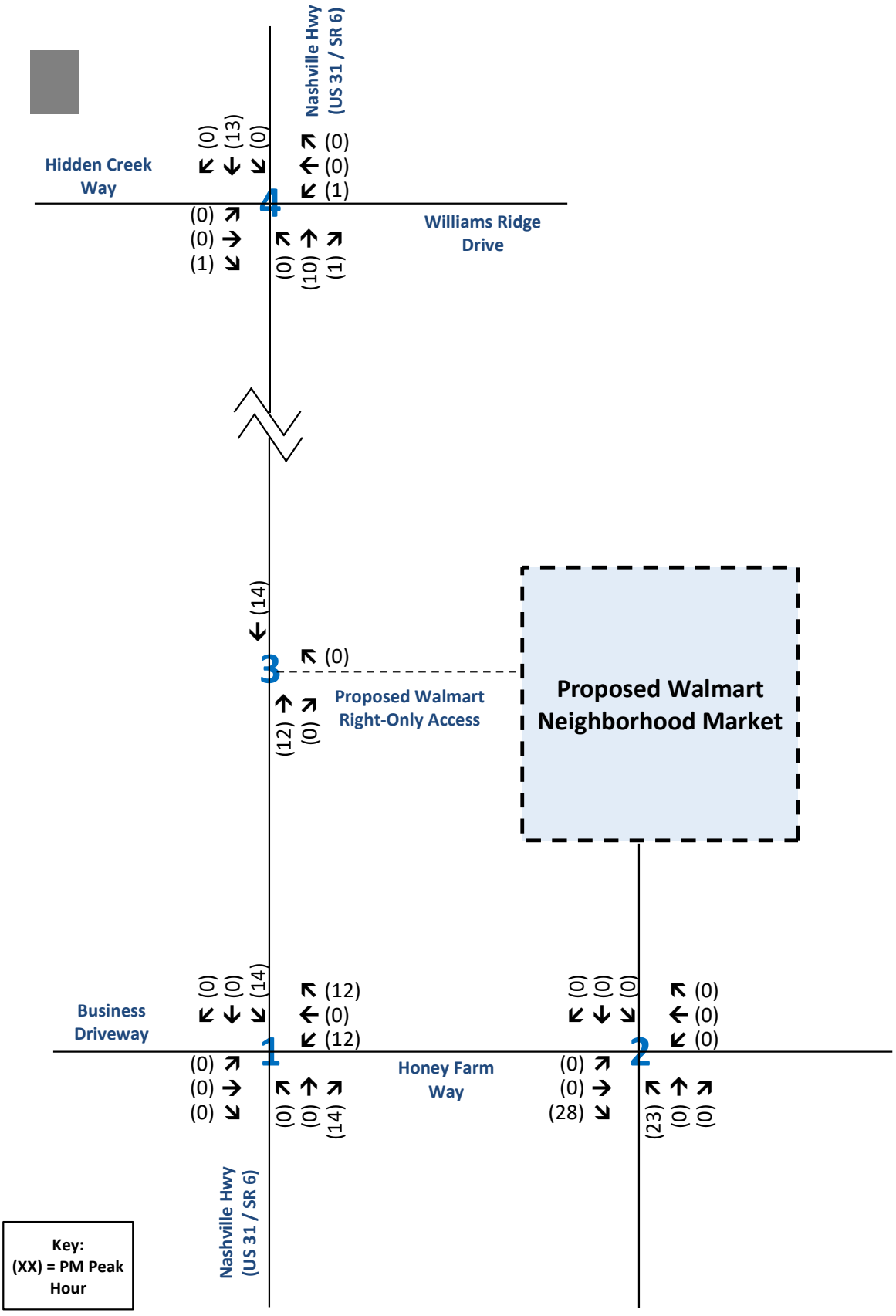
Traffic Assignment Worksheet
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



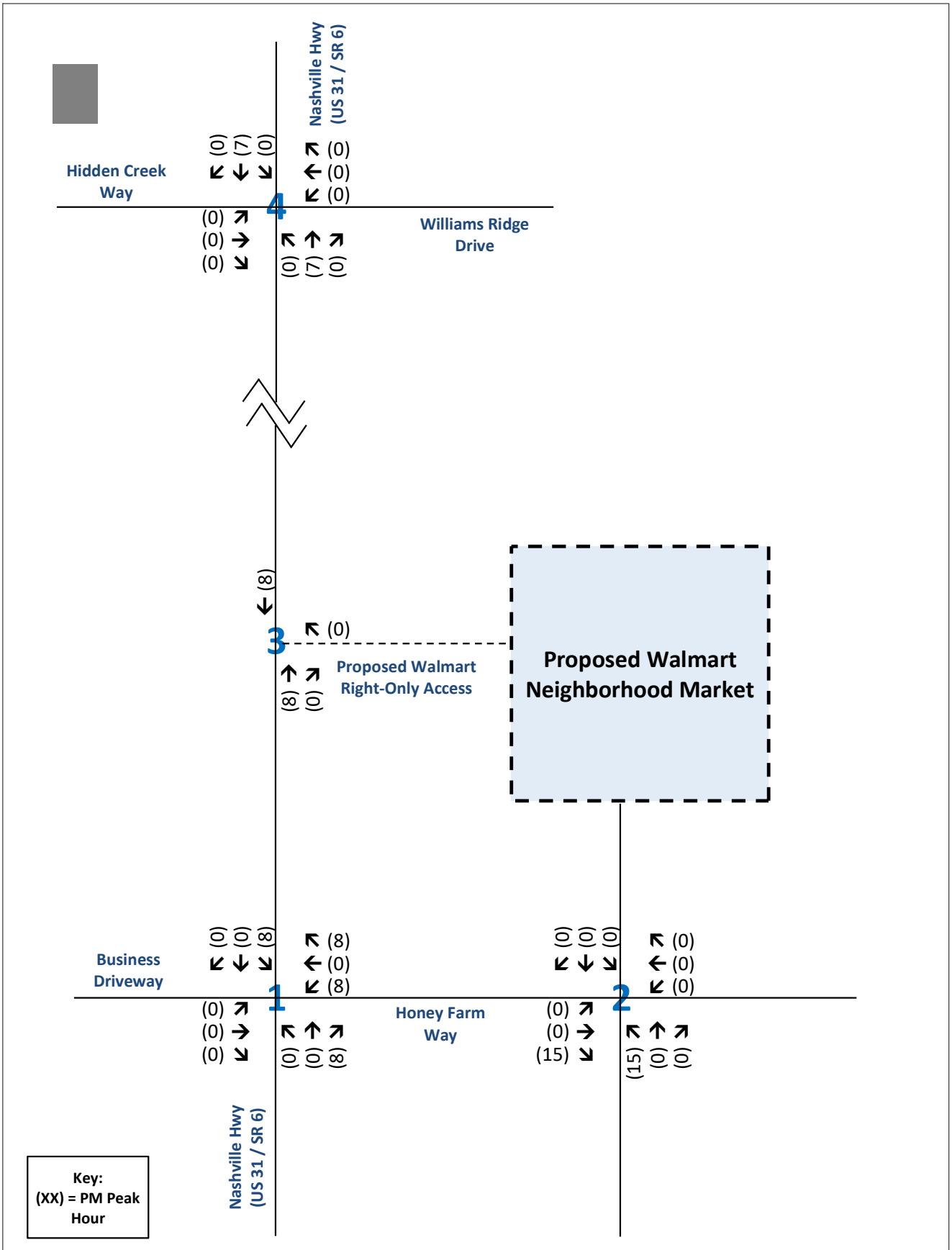
Traffic Assignment Worksheet
Primary Traffic Assignment - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



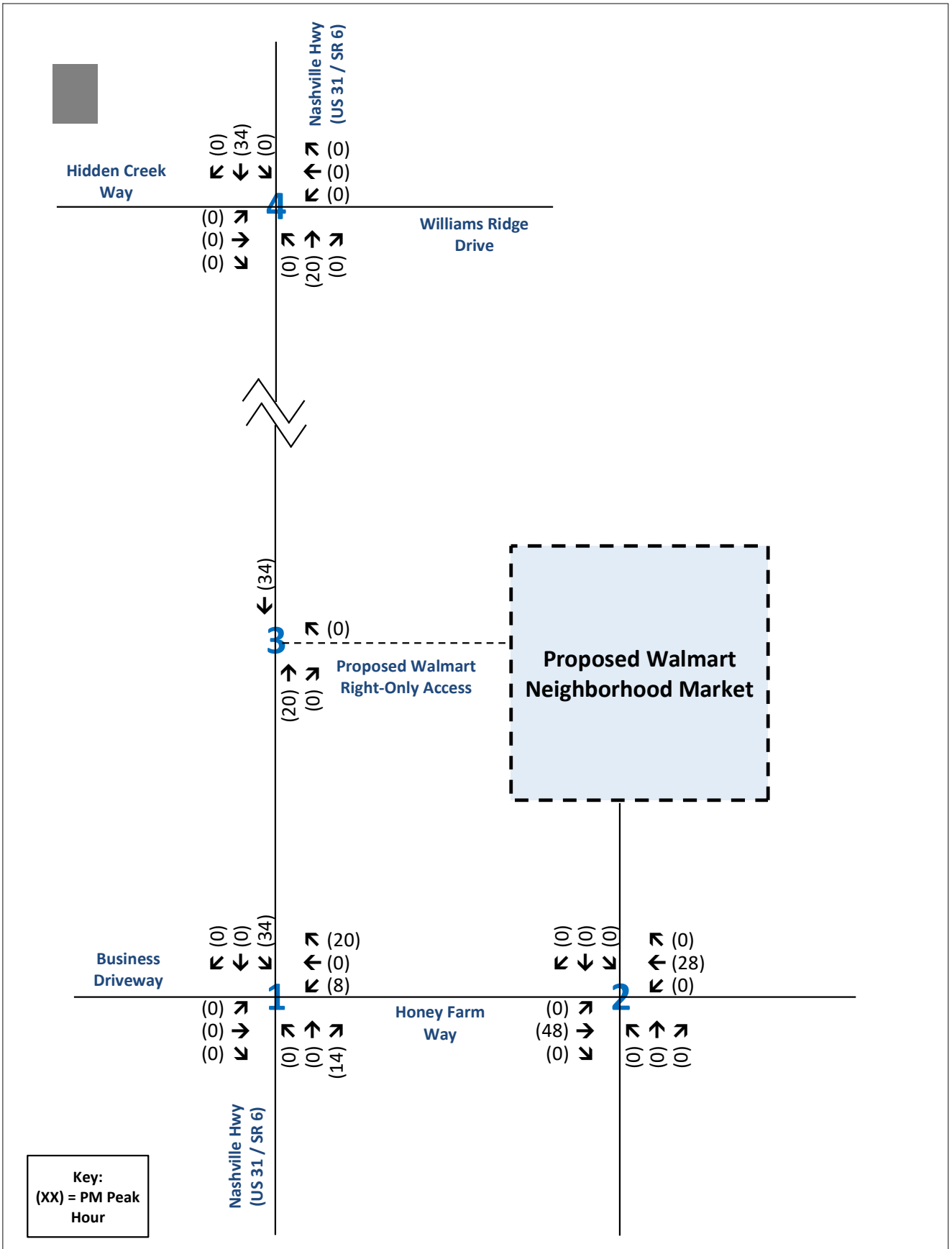
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast-Food Restaurant with Drive-Through
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Primary Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Primary Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
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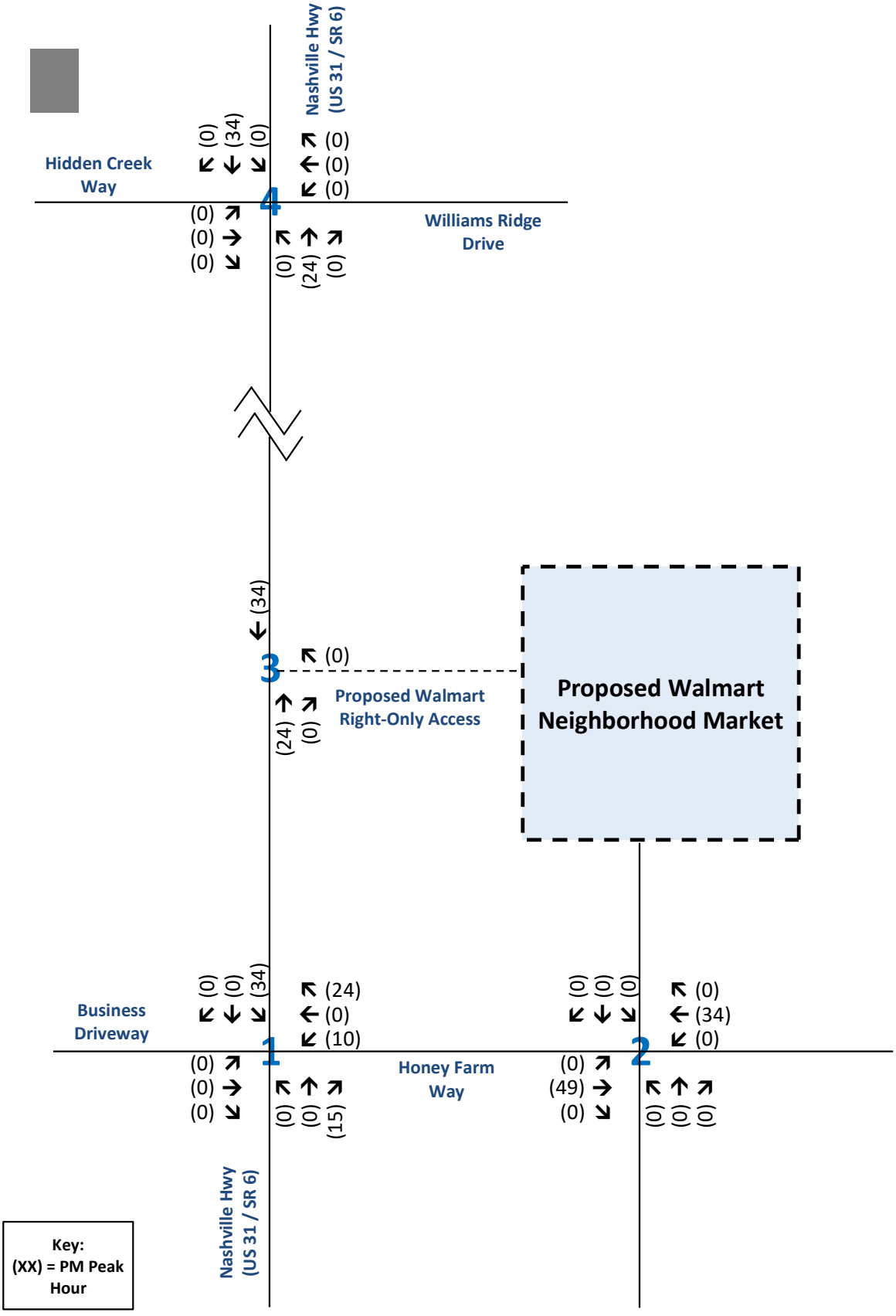
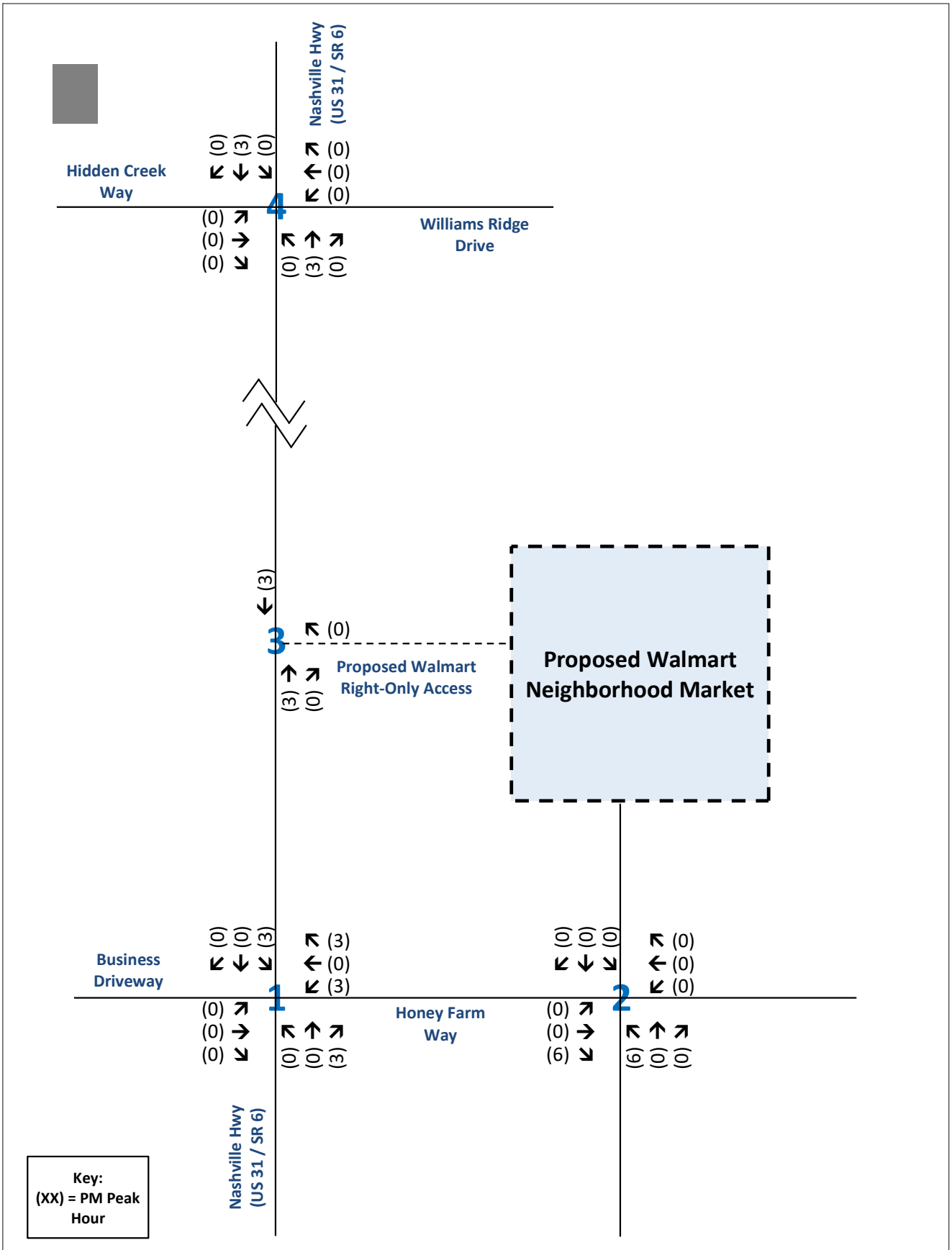
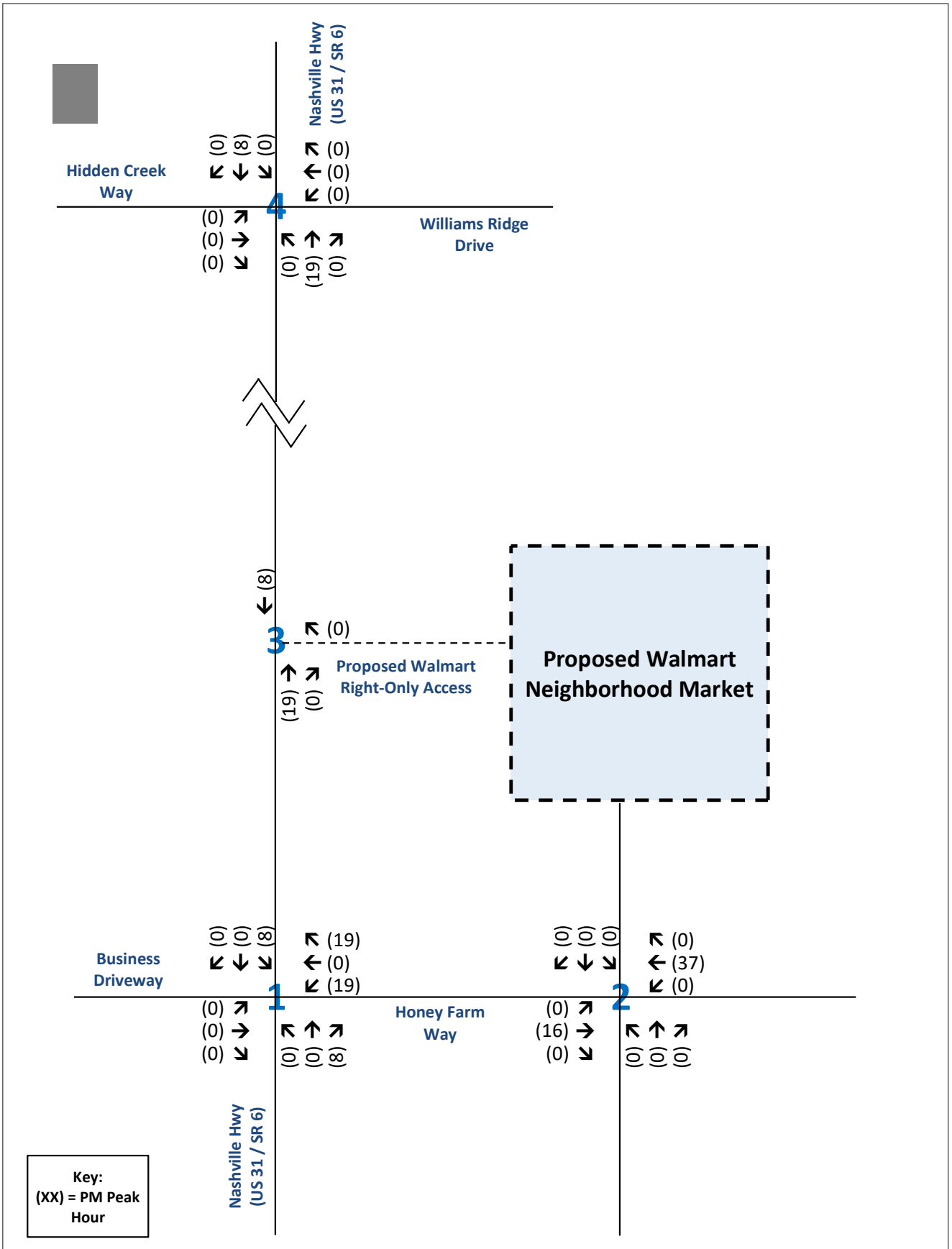
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



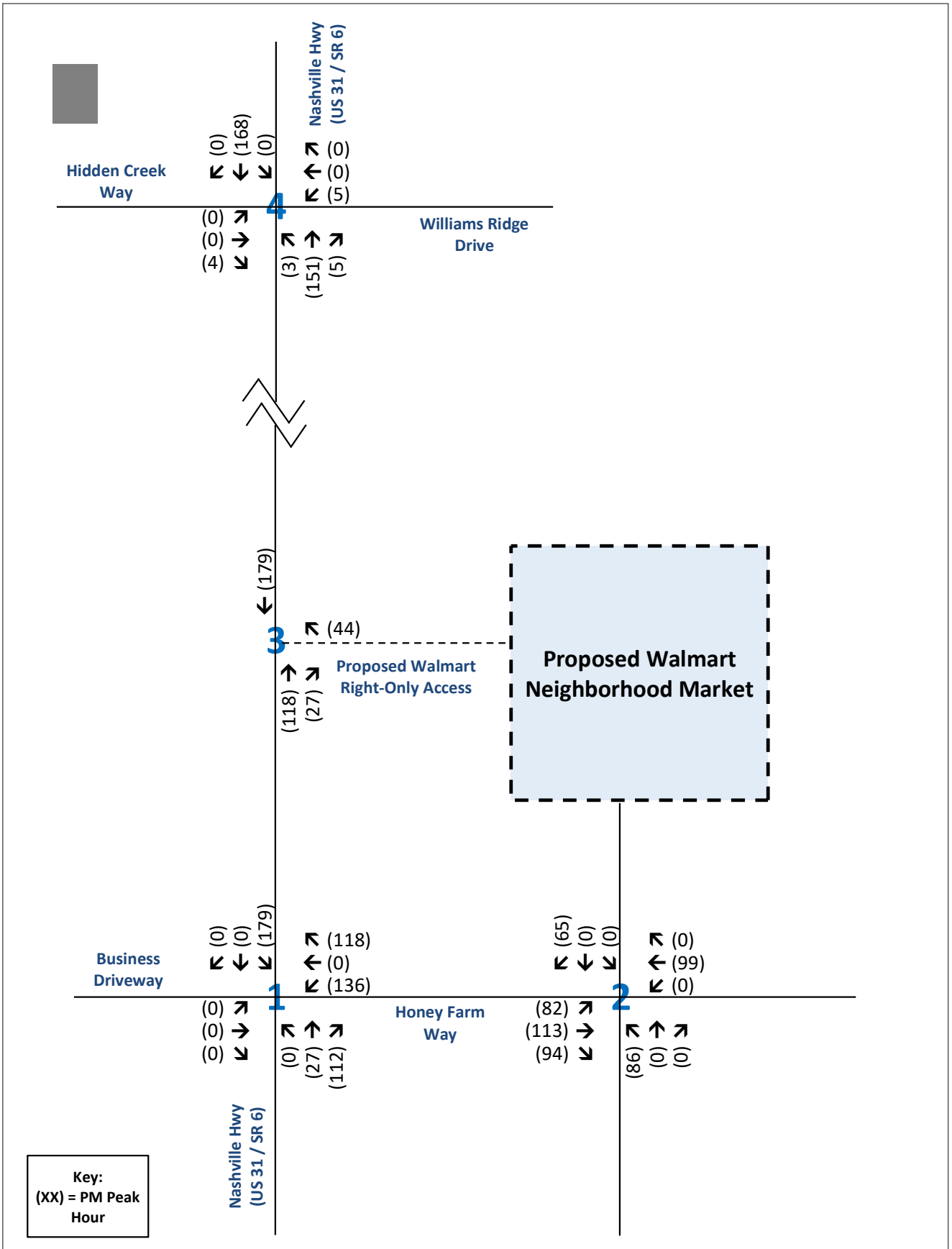
Traffic Assignment Worksheet
Primary Traffic Assignment - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



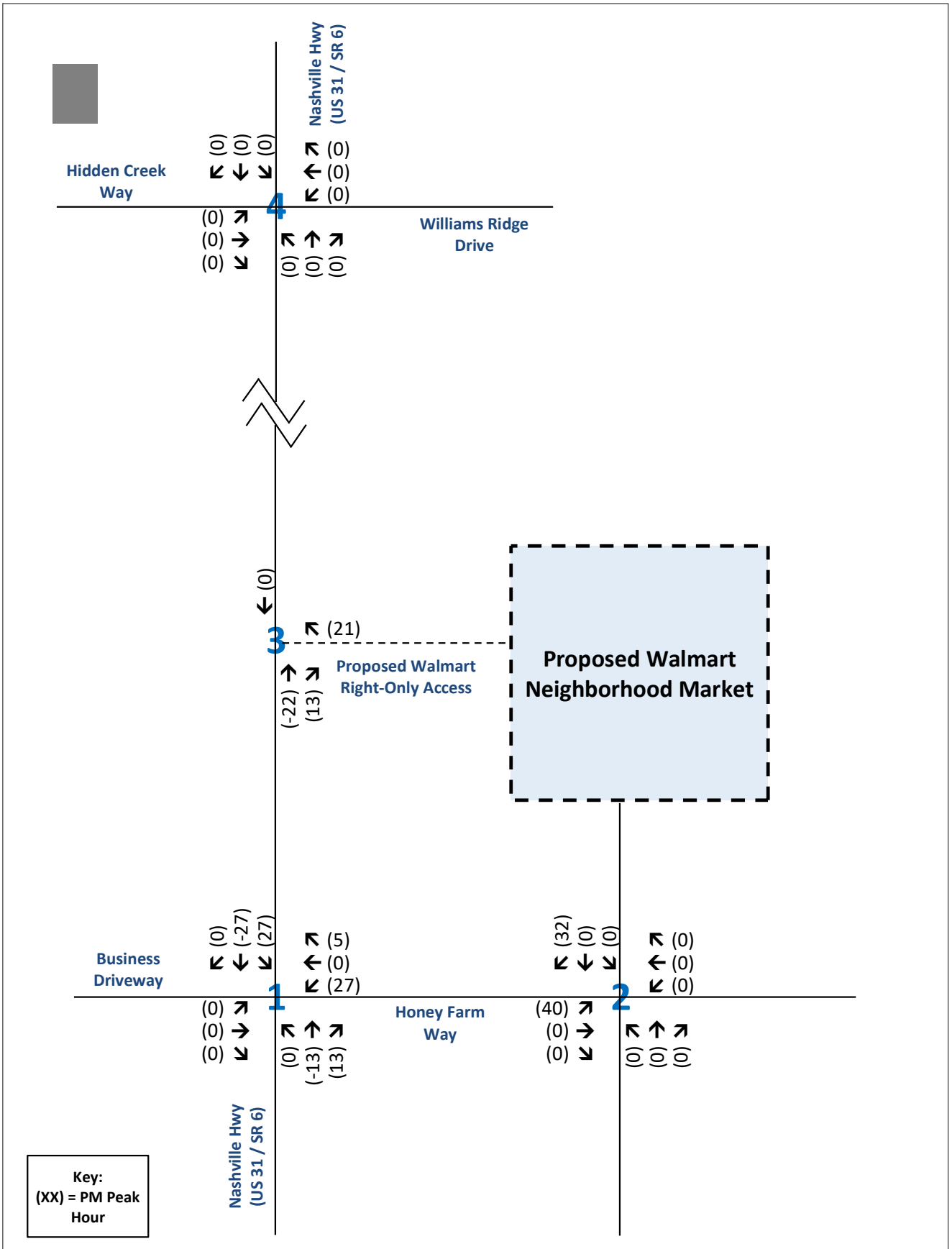
Traffic Assignment Worksheet
Primary Traffic Assignment - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Primary Traffic Assignment - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Total Primary Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

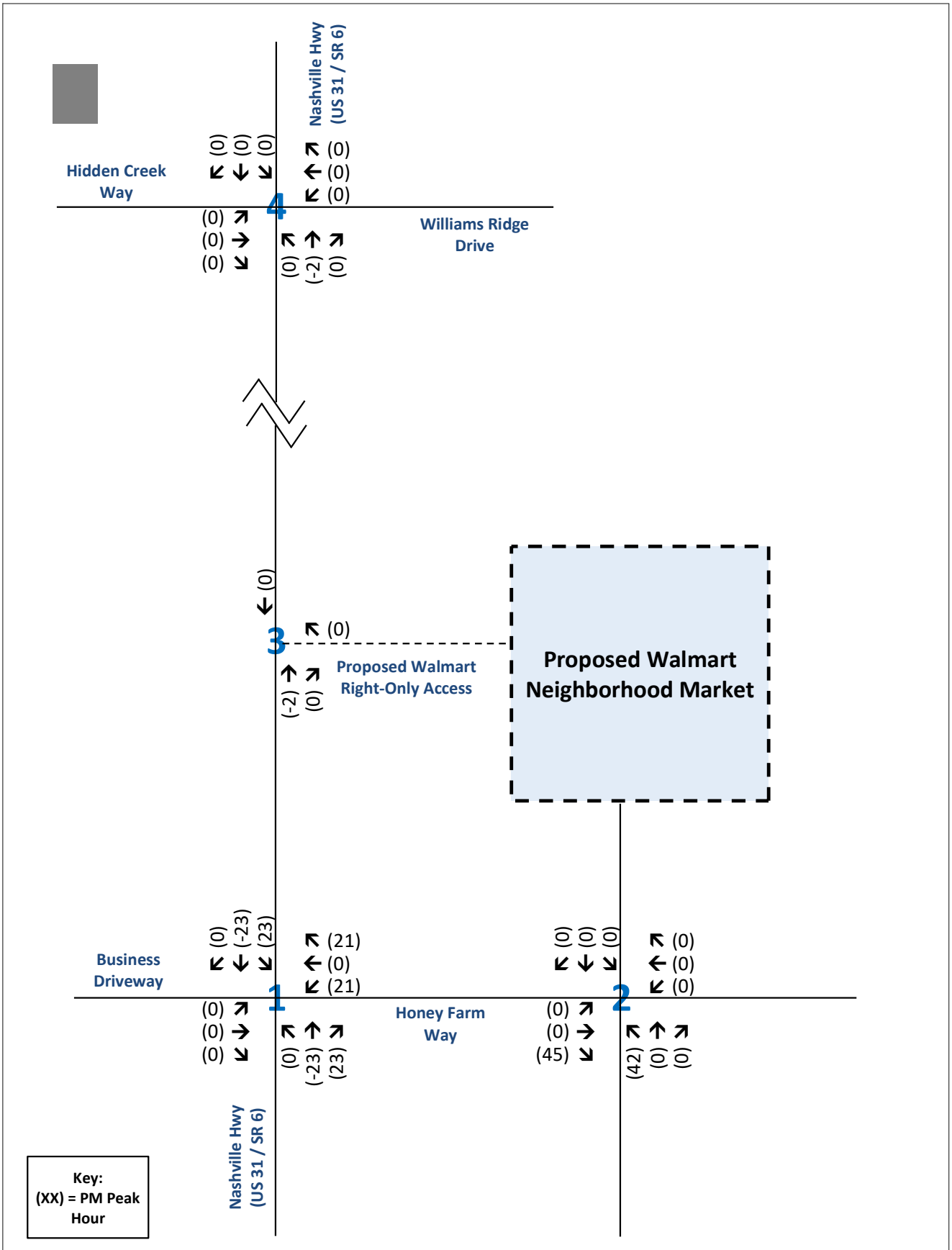


Traffic Assignment Worksheet

Pass-by Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

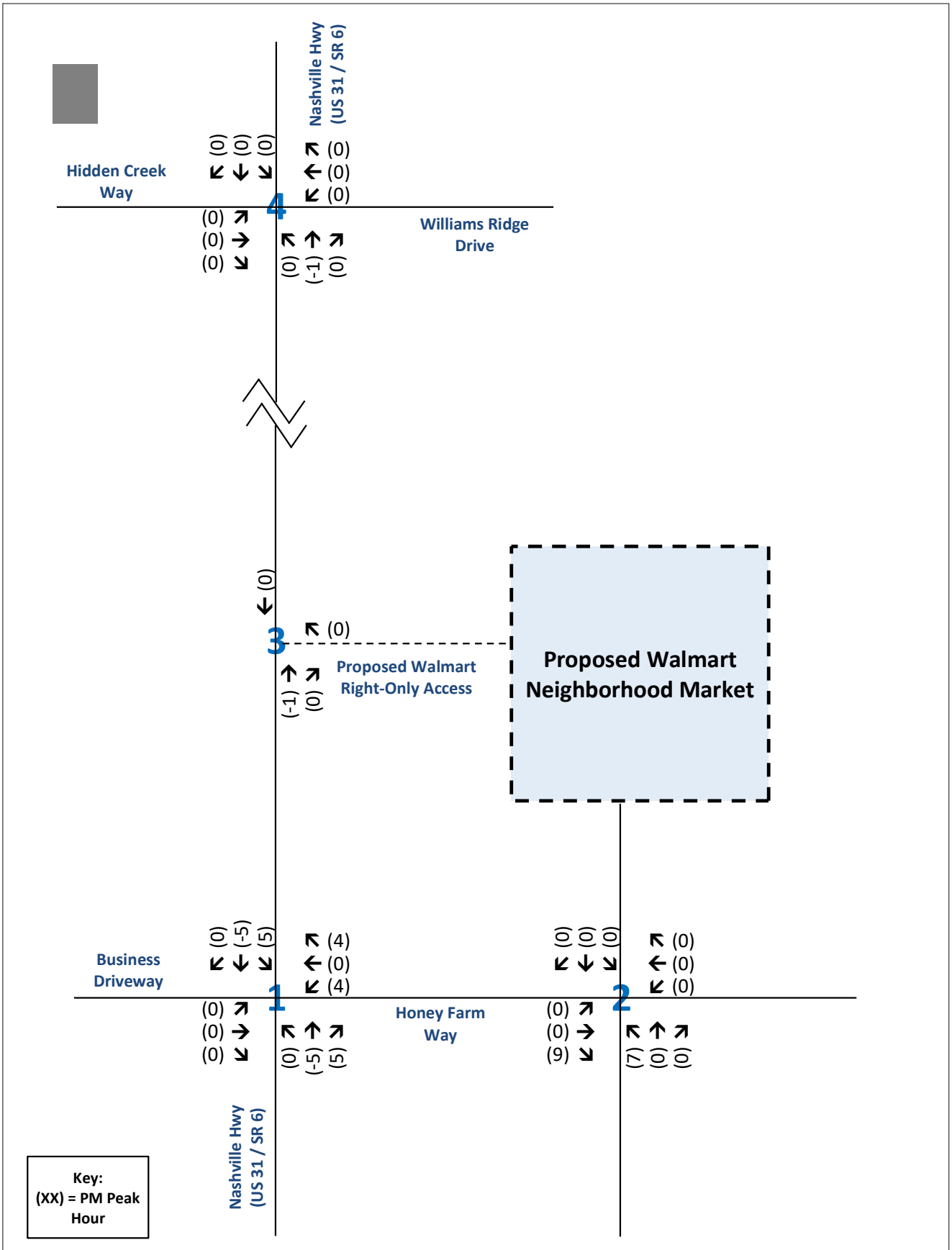


Traffic Assignment Worksheet

Pass-by Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

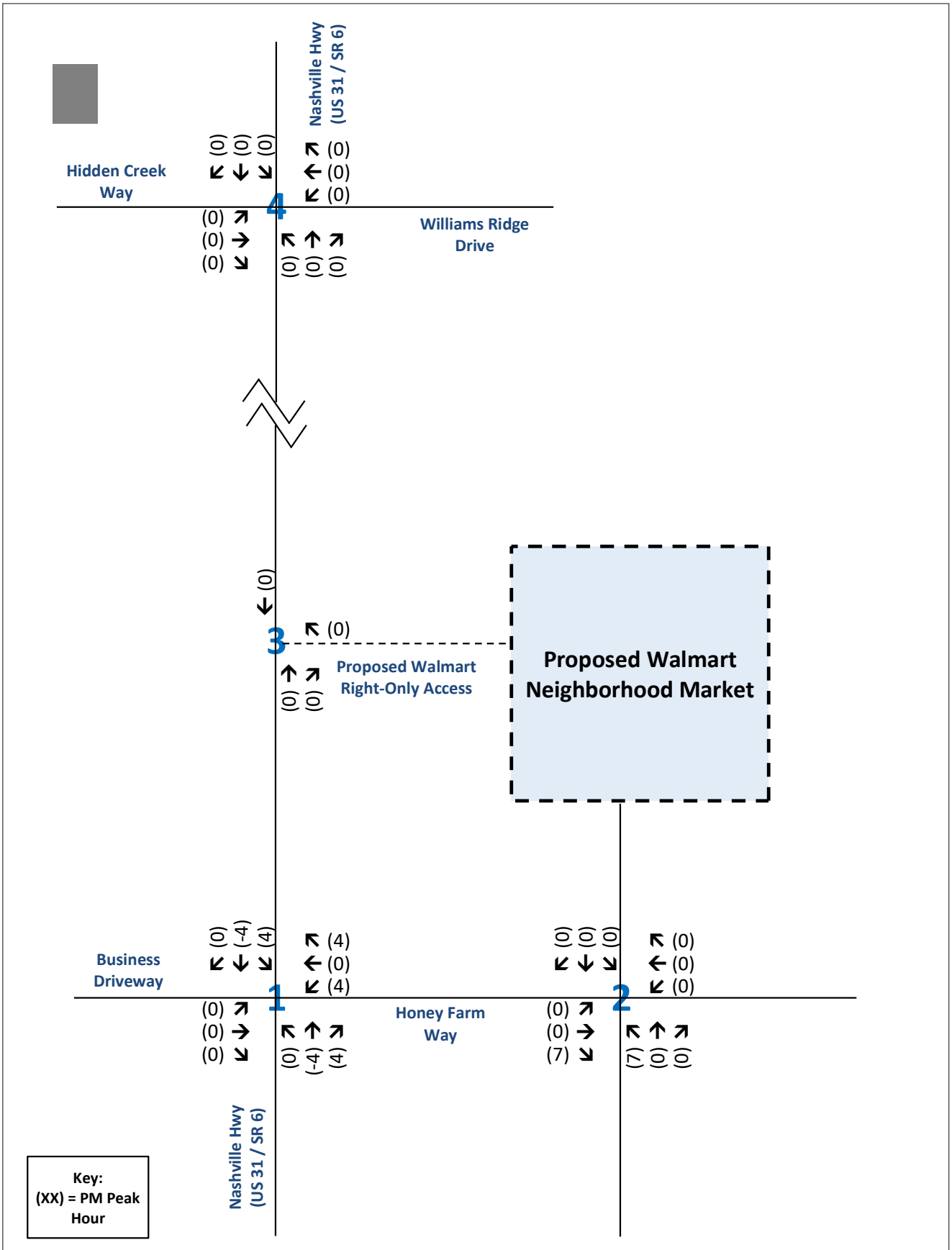


Traffic Assignment Worksheet

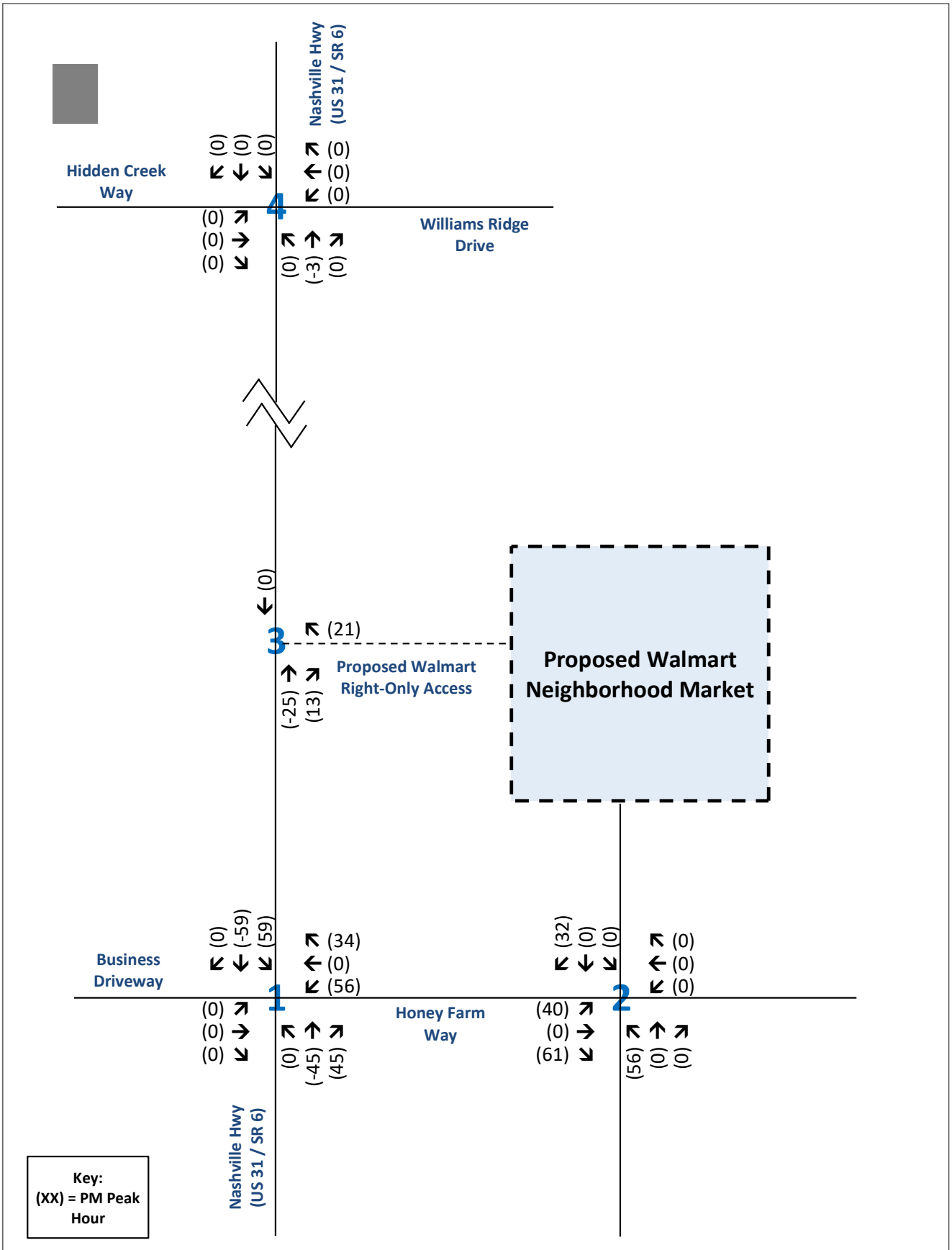
Pass-by Traffic Assignment - Fast Casual Restaurant

Honey Farm - Walmart Neighborhood Market

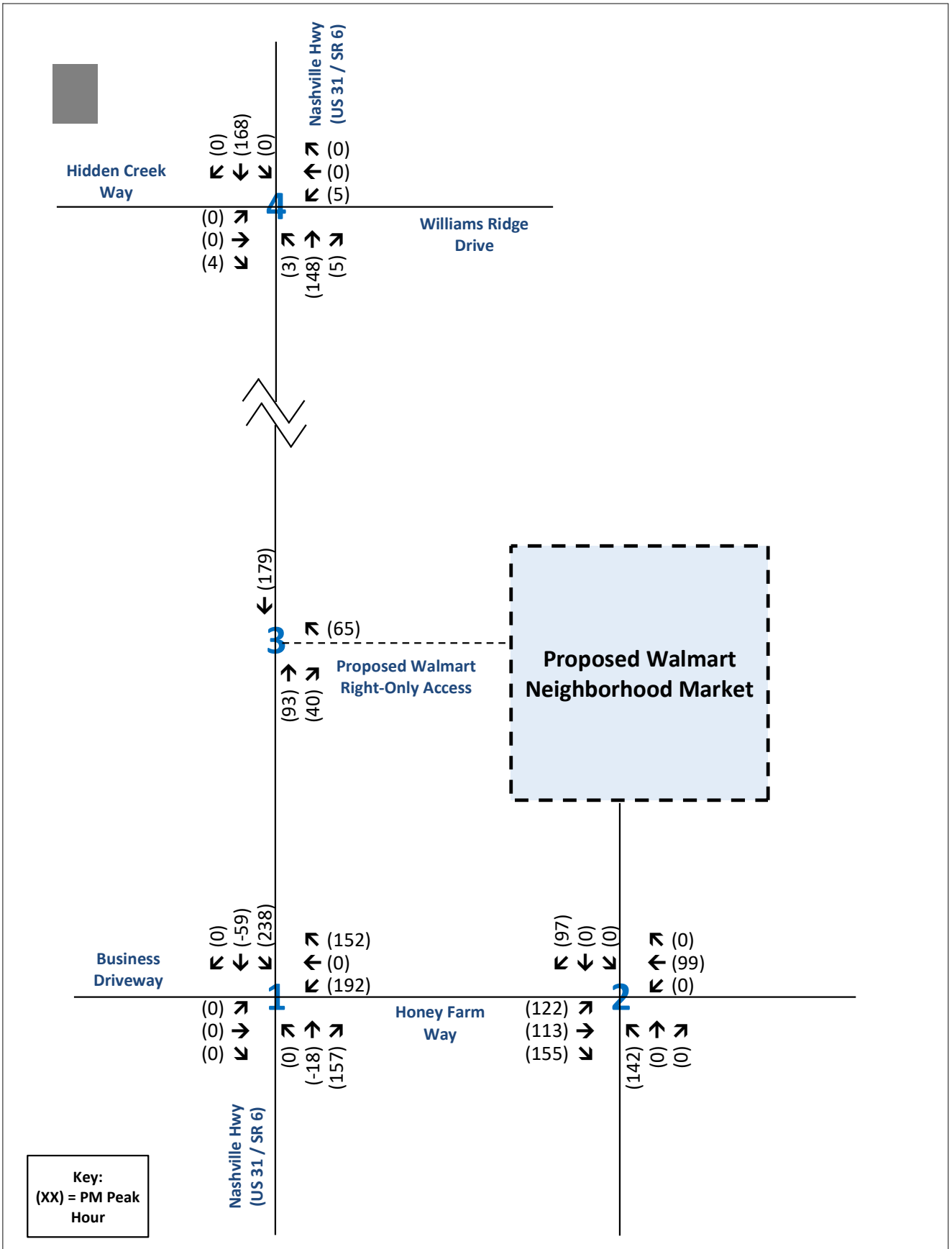
Columbia, Tennessee



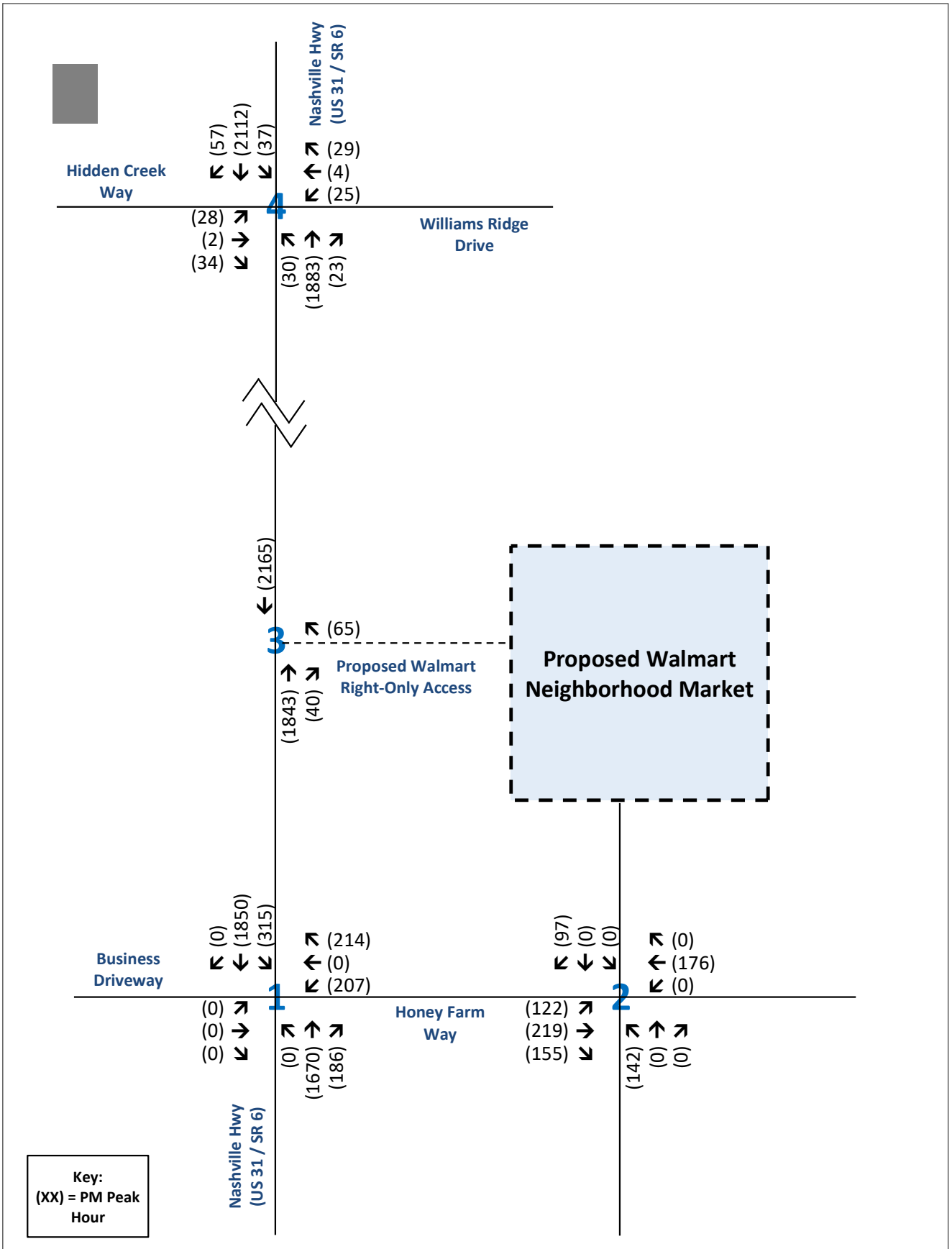
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Total Passby Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Site Generated Traffic
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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APPENDIX F

TURN LANE

EVALUATIONS

RIGHT TURN LANE

EVALUATIONS

RIGHT TURN LANE EVALUATION

Based on NCHRP 457

PROJECT:	**Proposed Walmart Neighborhood Market - Honey Farm Crossing**
LOCATION:	**#2 - Honey Farm Way & Walmart Access / Commercial Access**
SECENARIO:	**2026 Projected Traffic Volumes**
TIME PERIOD:	**AM Peak Hour**
DIRECTION:	**Westbound**

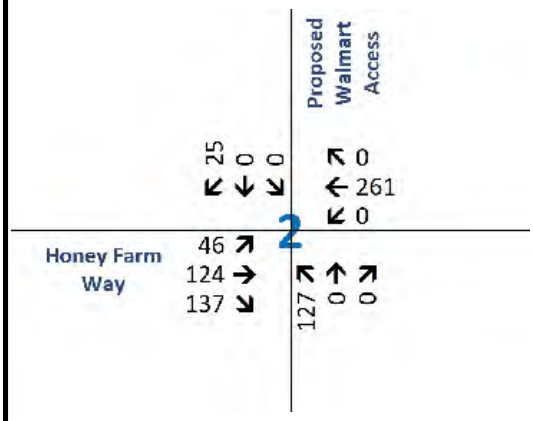


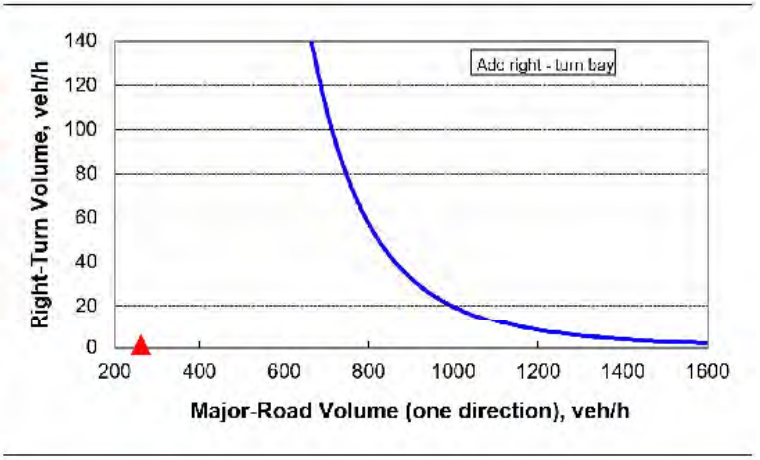
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	262
Right-turn volume, veh/h:	1

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	12420
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



RIGHT TURN LANE EVALUATION

Based on NCHRP 457

PROJECT:	**Proposed Walmart Neighborhood Market - Honey Farm Crossing**
LOCATION:	**#2 - Honey Farm Way & Walmart Access / Commercial Access**
SECENARIO:	**2026 Projected Traffic Volumes**
TIME PERIOD:	**PM Peak Hour**
DIRECTION:	**Westbound**

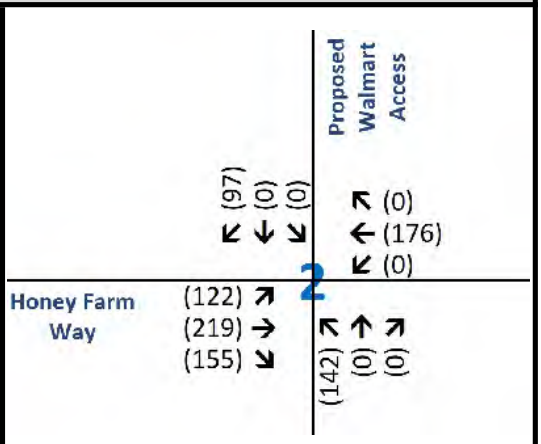


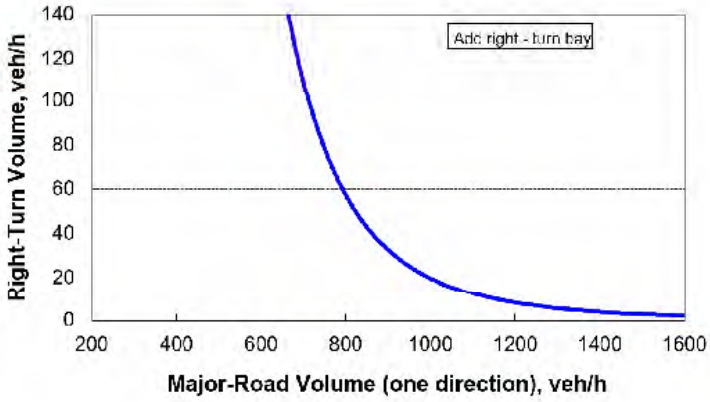
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	177
Right-turn volume, veh/h:	1

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	82211
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



RIGHT TURN LANE EVALUATION

Based on NCHRP 457

PROJECT:	**Proposed Walmart Neighborhood Market - Honey Farm Crossing**
LOCATION:	**#3 - Nashville Hwy & Proposed Walmart Right-Only Access**
SECENARIO:	**2026 Projected Traffic Volumes**
TIME PERIOD:	**AM Peak Hour**
DIRECTION:	**Northbound**

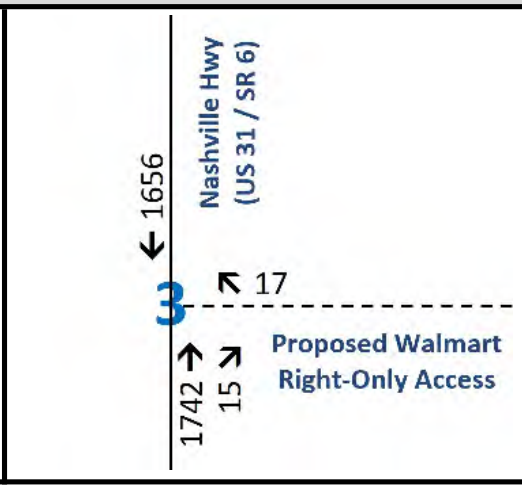


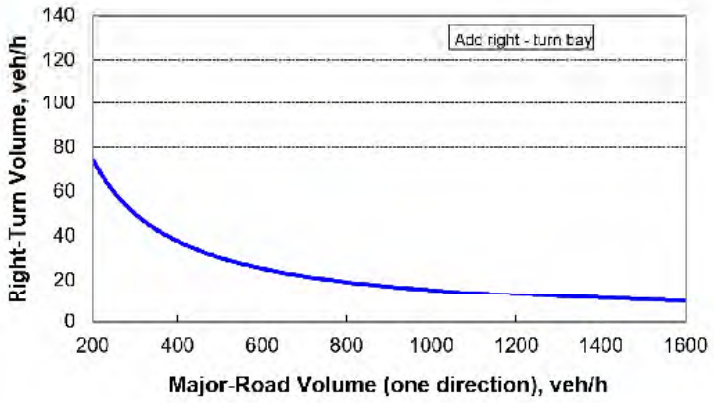
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	1757
Right-turn volume, veh/h:	15

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	9
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



RIGHT TURN LANE EVALUATION

Based on NCHRP 457

PROJECT:	**Proposed Walmart Neighborhood Market - Honey Farm Crossing**
LOCATION:	**#3 - Nashville Hwy & Proposed Walmart Right-Only Access**
SECENARIO:	**2026 Projected Traffic Volumes**
TIME PERIOD:	**PM Peak Hour**
DIRECTION:	**Northbound**

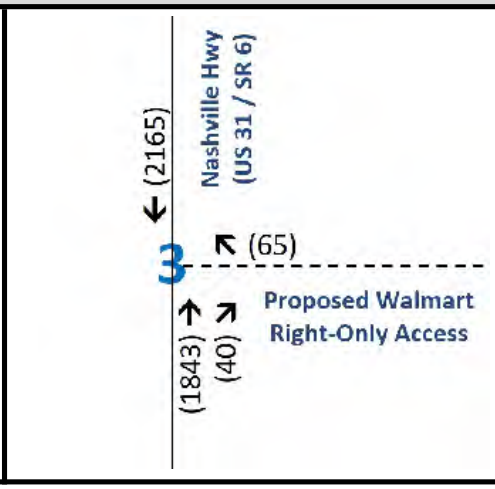


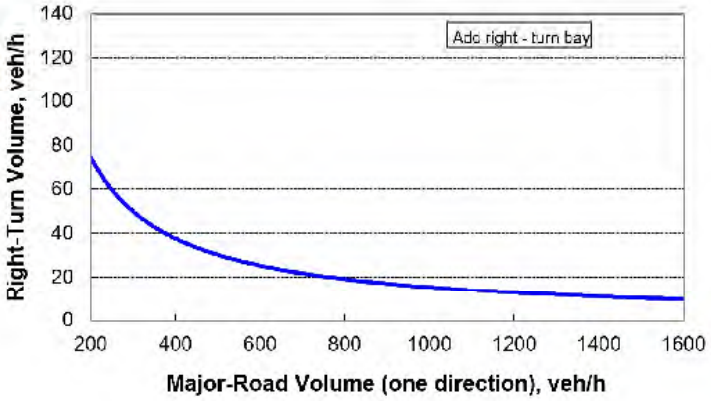
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	1883
Right-turn volume, veh/h:	40

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	8
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



CARLSON CONSULTING ENGINEERS, INC.

January 21, 2025

City of Columbia
700 N Garden Street
Columbia, TN 38401

Re: Deviation Requests
#03908-1000 Walmart Neighborhood Market

To Whom It May Concern:

This letter is to request the following deviations:

DEVIATION REQUEST 1

ORDINANCE REQUIREMENT: ARTICLE 4.3.16.D.7.A. REQUIRES FOUNDATION PLANTINGS TO BE PLACED WITHIN 5 FEET OF THE BUILDING PERIMETER

PROPOSED VARIANCE: PLACE PLANTER BOXES ALONG THE FRONT DRIVE AISLE AWAY FROM THE BUILDING WALL.

JUSTIFICATION: DUE TO THE PRESENCE OF FAT CLAYS ONSITE WHICH HAVE THE POTENTIAL TO SWELL WHEN THESE CLAYS ABSORB WATER, WE ARE PROPOSING TO PROVIDE PLANTERS FURTHER AWAY FROM THE BUILDING WALL TO HELP REDUCE THE SWELL POTENTIAL RIGHT ADJACENT TO THE BUILDING WALL.

DEVIATION REQUEST 2

ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS FOR PLANNED UNIT DEVELOPMENT – MIXED USE REQUIRES THE LOT/BUILDING SITE WIDTH TO BE A MINIMUM OF 18’ AND A MAXIMUM OF 180’.

PROPOSED VARIANCE: REMOVE THE MAXIMUM REQUIREMENT.

JUSTIFICATION: IN ORDER TO HAVE A TYPICAL GROCERY STORE FOR OUR CLIENT, THE BUILDING MUST BE 250’ IN WIDTH TO ACCOMMODATE THE NECESSARY FACILITIES TO MEET AND SERVE THE CUSTOMERS’ NEEDS. TO LIMIT THIS WIDTH LIMITS WHAT COULD BE DEVELOPED ON THIS PARCEL. WE REQUEST THIS DEVIATION TO BEST MEET OUR CLIENT’S NEEDS AND BEST SERVE THEIR CUSTOMERS. ADDITIONALLY, BUILDABLE LOT #2 IS THE REMAINING PART OF THE PARCEL THAT EXCEEDS THE MAXIMUM WIDTH.

DEVIATION REQUEST 3

ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS FOR PLANNED UNIT DEVELOPMENT – MIXED USE REQUIRES ONLY PARKING IN THE 3RD LAYER.

PROPOSED VARIANCE: ALLOW PARKING IN ALL LAYERS.

JUSTIFICATION: OUR CLIENT’S STANDARD BUILDING ENTRANCE IS IN THE FRONT OF THE BUILDING FOR SAFETY PURPOSES DUE TO THE TRUCK TRAFFIC BEHIND THE STORE. THIS CONFIGURATION IS FOR THE SAFETY OF THE CUSTOMERS AS WELL AS THE EMPLOYEES.

IT ALSO ALLOWS FOR THE SAFEST AND MOST EFFICIENT PEDESTRIAN WALKING PATHS TO AND FROM THE BUILDING. ADDITIONALLY, THE PHARMACY DRIVE THROUGH WILL BE PLACED ON THE NORTH SIDE OF THE BUILDING TO AVOID VEHICLES DRIVING NEAR THE TRUCK DOCKS AT THE REAR OF THE BUILDING AND TO PREVENT THE DRIVE THRU TO NOT FACE A PUBLIC STREET AND BE IN THE 3RD LAYER. IT IS NOT FEASIBLE TO SCREEN THE DRIVE-THRU BEYOND THE LANDSCAPING SHOWN IN THE SURROUNDING LANDSCAPED AREAS WITHOUT CAUSING BLIND SPOTS FOR THE DRIVERS GOING THROUGH THE DRIVE-THRU.

DEVIATION REQUEST 4

ORDINANCE REQUIREMENT: TABLE 4.3.11.H.-1 LOT/BUILDING SITE/PARCEL BUFFER REQUIRES A 75’ BUFFER DEPTH WITH A BUFFER COMPOSED OF EVERGREENS FOR A PUD-MU.

PROPOSED VARIANCE: REQUESTING 4.3.11.I.C. A MODIFIED BUFFER, FENCE, OR SCREENING ADEQUATELY MITIGATES ANY POTENTIAL DELETERIOUS IMPACT TO ABUTTING PARCELS.

JUSTIFICATION: THERE IS A RESIDENTIAL PARCEL TO THE NORTH OF THE PROPOSED DEVELOPMENT. HOWEVER, WITH THE LIMITED PARCEL AREA AND TOPOGRAPHY OF THE SITE, WE CANNOT PROVIDE THE REQUIRED 75’ BUFFER. ADDITIONALLY, THERE IS AN EXISTING 40’ ELECTRIC EASEMENT AND 30’ WATER EASEMENT THAT CREATES A 70’ EASEMENT ALONG THE NORTHERN PROPERTY LINE. WITHIN THE EASEMENTS IS A 36” WATER LINE AND OVERHEAD ELECTRICAL/TELECOMMUNICATION LINES. DUE TO THESE EASEMENT AND UTILITY LINES, WE ARE PROPOSING TO PLACE A 6’ WOODEN FENCE JUST SOUTH OF THE EXISTING PRIVATE DRIVE TO PROVIDE SCREENING AND TO ALLOW ACCESS TO THE EXISTING UTILITIES IN THIS AREA.

DEVIATION REQUEST 5

ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS FOR PLANNED UNIT DEVELOPMENT – MIXED USE REQUIRES THE PRINCIPAL BUILDING TO BE A MINIMUM OF 2 STORIES.

PROPOSED VARIANCE: ALLOW A 1-STORY BUILDING

JUSTIFICATION: OUR CLIENT’S TYPICAL STORE DESIGN DOES NOT INCLUDE A SECOND STORY DUE TO THE DIFFICULTY OF PROVIDING CUSTOMER ACCESS WITH A SHOPPING CART TO A SECOND STORY. THE CLIENT HAS CHANGED THE PROTOTYPICAL BUILDING ELEVATIONS TO PROVIDE A TALLER VESTIBULE, ADDED BUILDING ELEMENTS TO BREAK UP THE MASS OF THE BUILDING, AND HAS ADDED ADDITIONAL ELEMENT TO MAKE IT APPEAR THERE IS A SECOND STORY. WE BELIEVE THE PROPOSED BUILDING, AS DESIGNED, IS MODERN, STREAMLINED, AND CLEAN, OFFERING A POSITIVE AESTHETIC CONTRIBUTION TO THE NEIGHBORHOOD.

DEVIATION REQUEST 6

ORDINANCE REQUIREMENT: ARTICLE 4.3.6.D.3 STATES EACH RETAINING WALL SHALL BE SCREENED BY A ROW OF EVERGREEN SHRUBS, PLANTED EVERY FIVE FEET ON CENTER, AT THE BASE OF THE WALL. SHRUBS SHALL BE A MINIMUM OF 30 INCHES IN HEIGHT AT THE TIME OF PLANTING.

PROPOSED VARIANCE: NO RETAINING WALL SCREENING.

JUSTIFICATION: THE RETAINING WALL IS TO THE REAR OF THE PROPERTY BEHIND THE PROPOSED BUILDING. THESE REQUIRED SHRUBS WOULD NOT SCREEN THE PROPOSED WALL.

DEVIATION REQUEST 7

ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS FOR PLANNED UNIT DEVELOPMENT – MIXED USE REQUIRES A 70% MINIMUM OF THE TOTAL FAÇADE AREA FOR THE SHOPFRONT SHOULD BE GLAZED

PROPOSED VARIANCE: REDUCTION IN THE MINIMUM FAÇADE GLAZING MINIMUM.

JUSTIFICATION: ADDITIONAL GLAZING WAS PROVIDED WITHIN CENTER PORTION OF FRONT FAÇADE (FAÇADE #2) AND PERCENTAGE OF GLAZING VALUES WERE PROVIDED FOR EACH PORTION OF THE FAÇADE. THE PROPOSED ELEVATION DESIGN INCLUDES A COMBINATION OF TRANSPARENT AND SPANDREL GLAZING TO PROVIDE 24% GLAZING STRATEGICALLY PLACED ON THE FRONT ELEVATION. 70% GLAZING WAS NOT MET, SO A VARIANCE WILL BE ANTICIPATED FOR PROPOSED DESIGN.

Thank you,

Olivia DuPuy

Olivia DuPuy, EI
Carlson Consulting Engineers, Inc.

CARLSON CONSULTING ENGINEERS, INC.

January 21, 2025

City of Columbia
700 N Garden Street
Columbia, TN 38401

Re: Preliminary PUD Project Narrative
#03908-1000 Walmart Neighborhood Market

To Whom It May Concern:

This letter is to address all comments from the DRC Meeting on January 7, 2025. Please see our responses in red.

Planning

The case planner for this project is Austin Brass. My email is abrass@columbiatn.gov. Please respond to all comments with a formal upload of changes accompanied by a comment response letter by the deadline date listed. (see PDF markup attached)

1. Indicate Crosswalks to Sidewalk. Sidewalk is required to be relocated to south section of internal drive. Zoning Ordinance requires sidewalk to be located on same side of street section that development is occurring.

   The crosswalk has been added from the pick-up spaces to the sidewalk located to the north. However, the other location of the crosswalk that was indicated by city staff is deemed unnecessary because the sidewalk was relocated to south of the drive. This is to ensure the sidewalk is on the development side to align with city code. Please see the Site Plan for this modification.

2. (Deviation request 6) Lot/ Building Sites have maximum 180 ft. Add Building Site Maximum callout to ensure conformity. The creation of multiple building sites on the site development plan can conform with parking lots located on individual building sites as a principle use. See comment 3

   The additional principle lots have been created. Please see the Internal Drive plan for the additional lots and dimensions. Buildable Lots #4 and #5 meet the requirements. Buildable Lots #1 and #6 fall within the allowable lot width variance of 20% of the maximum lot width. However, for Buildable Lots #2 and #3, please see Deviation Request 2.

3. By creating an individual building site for the Wal Mart building footprint only, the 90 percent frontage build-out requirement may be achieved. In addition, this will allow the deviation of the 10' side yard setback to eliminated.

   The building has been placed on its own principle lot. Therefore, the 90 percent frontage build-out requirement and 10' side yard setback deviation requests have been eliminated.

4. Deviation request 3 as listed can be eliminated. This requirement is for the establishment of a new PUD district. This is an existing legal lot of record within an already Zoned PUD district subject to the development standards as such.

   This request has been eliminated since it does not apply.

5. Deviation request 5 does not allow for a pylon sign in a PUD district as stated. A pylon pole sign would not be accepted; however, a low profile pylon with monument would be in keeping with PUD precedent approvals. Please submit detail that conforms to monument sign standards as outlined in the Zoning Ordinance.

   Please refer to the HFA letter for this response.

6. ADA parking spots do not terminate into a landscape island as required.

   ADA parking spaces terminate into a landscape island. Please see the Site Plan for this revision.

7. See Limited Use Standards Table 4.3.9-A-1 Parking Lots as principle uses indicating that parking lots require a wall or continuous evergreen hedgerow of at least 24 inches and fence of no more than 48 inches in height be placed around the perimeter of the parking area.

   Fencing and an extension of the hedge planting has been added around the limits of the parking. Please see the Site Plan and the Planting Plan for this revision.

8. Hedge Screen Required to screen parking areas 3ft. This hedge screen shall be applied to landscape islands where parking islands abut internal drive.

   A planting screen has been added along the limits of the internal drive. Please see the Planting Plan for this revision.

9. Indicate height of retaining wall. If supporting grade of 8ft. or higher than grade at property line, 10' setback required

   The retaining wall specifies the maximum height on the Site Plan to be 9-feet. The retaining wall meets the 10’ setback requirement as shown on the Site Plan.

10. Indicate call out of area of drive section that is internal drive. Note the PUDE and indicate as private. See DS-39 Internal Drive Standards on page 94 of ESS

    Please see the Site Plan for the note referring to the PUDE, and the Internal Drive Layout for the Internal Drive Standards detail.

11. Deviation request would be required for not containing 5' planter strip among this section of internal drive. The Zoning Ordinance allows for tree wells to be added in lieu of planting strips. Please add tree wells, 1 per 50 feet along sidewalk area. In addition, please add more planter boxes to ensure that Zoning Ordinance foundation landscaping requirement can be met.

    Tree wells have been added along with additional planter boxes. See Site Plan for the modification. Please refer to Deviation Request 1 for the request to use planter boxes and tree wells in place of the 5’ planter strip.

12. Provide detail of fence. As noted a fence of this height would not be permitted in this layer. 3.5-4ft would be maximum height permitted. In addition, there is a 6' tall wood fence proposed on the northern boundary line. Height is exceeding 3.5-4 ft in 1st layer.

    Please the Site Plan for the 3’ Three Rail Smooth Top Aluminum Picket Fence detail. The 6’ wooden fence along the northern boundary is being proposed in place of the screening buffer due to the easements and utility lines along the northern boundary. Please see Deviation Request 4.

13. Primary material indicates Stucco painted over CMU block. Please provide clarity that material is authentic stucco and not a painted CMU block. Exposed CMU block is prohibited

    Please refer to the HFA letter for this response.

14. The Ordinance requires a facade greater than 100' to be differentiated so that it appears to be two or more adjacent buildings. See facade articulation on pg. 162 in the ZO for a PUD-MU district.

    Please refer to the HFA letter for this response.

15. The PUD MU district prohibits sheet metal. Provide a material type that adheres to this code standard.

    Please refer to the HFA letter for this response.

16. The Zoning Ordinance requires a defined base, middle, and cap. The base can be achieved by a rowlock brick course. The material of EIFS on the cap is a prohibited material.

    Please refer to the HFA letter for this response.

17. A shop front facade is required for use. with this facade, 70% glazing is required. Please indicate percentage of glazing.

    Please refer to the HFA letter for this response.

18. Northeast parking area above drive-thru western exterior edge shall conform to internal drive details and landscape islands of sufficient size.

    The landscape islands mentioned above have been modified to meet city requirements.

19. Northern Internal Drive section shall meet landscaping on both sides.

    Plantings have been added to the islands mentioned above to meet city requirements.

20. Internal Drive street details should be shown for all such streets

    The Internal Drive detail has been included on the Internal Drive Layout.

21. Stucco areas along the upper walls appear to be in a grid fashion as shown, what is the separating line material that is creating the look?

    Please refer to the HFA letter for this response.

22. Any deviations from standards not listed as a requested deviation as specifically listed by the applicant shall conform to all standards of the Zoning Ordinance.

    This comment has been acknowledged.

23. Parking ratio is 1 to 200 for retail food sales and 1 to 500 for general retail sales. Please clarify separation of uses to determine ratio. i.e., List ratio in this format as 1 to 200 as meeting the code ratio standards.

    Please see the Site Analysis Table on the Site Plan for the parking requirements.

Engineering

24. Subject to site construction plans and traffic impact study.

    This comment has been acknowledged

25. Deviation request 2 is not applicable as the proposed accesses are not "driveways" as they are internal drives.

    This request has been eliminated.

26. Sidewalk location within Nashville Hwy subject to TDOT approval.

    After further conversations with the case planner, the sidewalk within Nashville Highway has been eliminated.

27. Show proposed Honey Farm Way improvements. Improvements and signalization shall be constructed prior to any certificate of occupancy.

    This comment has been acknowledged. Improvements are shown on the plans.

28. Provide commitment letter for all traffic improvements with timing for installation of said improvements.

    The developer is preparing a commitment letter that will be turned in at a later date.

29. Site access on Honey Farm Way appears to be misaligned with Leafcutter Bee Rd. Outbound should consist of shared through-left and an exclusive right turn lane. Right turn lane and radius may need adjustment to account for turning movements with site construction plans.

    Please see the Site Plan for the realignment of the drive. The outbound consists of shared through-left and an exclusive right turn lane.

30. Minimum grass strip width for an internal drive is 5 feet in width. See detail DS-39

    All curbed islands and landscaped areas have been modified to meet this requirement.

31. Minimum 3 feet shoulder required for right turn lane on Nashville Hwy.

    Please see the Site Plan for the 3' shoulder.

32. Note: an annotation indicating the max height of all retaining walls would be helpful.

    The maximum height of the retaining wall has been added to the Site Plan.

Building

33. No comments.

Police

34. No comments provided.

Public Works

35. Please retain the attached City of Columbia Dumpster Guidelines & Accessibility Requirements for your reference. Private sanitation services must be utilized as the City does not provide compactor service.

    This comment has been acknowledged, and the information has been passed on to the owner

City Attorney

36. No comments provided.

Wastewater

37. No comments.

Maury County Schools

38. No Comment.

Fire

39. Advisory note: reminder the FDC must be located within 100 feet of a fire hydrant

    We will coordinate the location of the FDC with CPWS to ensure it meets all requirements.

ATT

40. ATT INTENDS TO SERVE. DEVELOPER TO CONTACT ATT FOR PROPOSED POLE RELOCATION. ATT HAS MULTIPLE FIBER & COPPER CABLES ON THE POLE. APPROPRIATE BILLING PROCESS TO BE FOLLOWED.

This comment has been acknowledged. We will coordinate with ATT for the proposed pole relocation.

Columbia Power

41. Columbia Power System has an existing power line near your proposed development. We are willing to serve this new development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction. Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.

    This comment has been acknowledged. The 12" water main extension and 20' utility easement along the front of the property are shown on the Utility Plan.

42. CPWS BB: Plan to Serve

Atmos Energy

43. Gas available along Nashville Hwy.

Duck River Electric Membership Corp

44. No comments.

Maury County Highway Dept.

45. No comment.

Maury County E911

46. No comments provided.

Columbia Water

47. A water availability letter was issued on December 18, 2024, it remains valid for 120 days. The availability of capacity to serve is based on a determination by the Fire Marshal of fire flow requirements and the information submitted on the Water Service Availability Request application. Any off-site improvements detailed in the availability letter are the responsibility of the developer/owner. All public water system improvements are subject to the preparation and approval of detailed construction plans prepared in accordance with CPWS and Tennessee Department of Environment and Conservation requirements.

    This comment has been acknowledged. We will coordinate with CPWS and Tennessee Department of Environment and Conservation to ensure all requirements are met.

Thank you,

Olivia DuPuy

Olivia DuPuy, EI
Carlson Consulting Engineers, Inc.

HFA

Code Comment Response 1

Project: Walmart Neighborhood Market #3908
2248 Nashville Hwy
Columbia, TN

Project #: 03908-1000
Permit #: 24-0535
Date: 01/21/2025

The information below is in response to the comments received by our office from JURISDICTION on the above referenced project, documents dated 01/07/2025.

Jurisdiction

Comment 5: Deviation request 5 does not allow for a pylon sign in a PUD district as stated. A pylon pole sign would not be accepted; however, a low profile pylon with monument would be in keeping with PUD precedent approvals. Please submit detail that conforms to monument sign standards as outlined in the Zoning Ordinance.

Response 5: See attached revised proposed signage. The proposed signage has been modified to be wrapped with like building materials and placed at a height that provides high visibility from Nashville Highway. Due to the landscaping requirements, a low profile monument sign would prevent visibility for southbound traffic on Nashville Highway. The proposed signage is strategically located at a height that allows the signage to be seen above the tree canopy.

Comment 13: Primary material indicates Stucco painted over CMU block. Please provide clarity that material is authentic stucco and not a painted CMU block. Exposed CMU block is prohibited.

Response 13: Material is intended to be authentic stucco as a wall finish and cornice type. See attached elevations clarifying material type and location.

Comment 14: The Ordinance requires a facade greater than 100' to be differentiated so that it appears to be two or more adjacent buildings. See facade articulation on pg. 162 in the ZO for a PUD-MU district.

Response 14: The front elevation has articulation treatment to differentiate the façade into 3 adjacent buildings. Open canopies and glazing was added to the center portion of the façade (Façade #2) to provide additional articulation. See attached elevations for reference.

HFA

Comment 15: The PUD MU district prohibits sheet metal. Provide a material type that adheres to this code standard.

Response 15: ACM Metal Panel was removed from materials and replaced with authentic stucco. See attached elevations for reference.

Comment 16: The Zoning Ordinance requires a defined base, middle, and cap. The base can be achieved by a rowlock brick course. The material of EIFS on the cap is a prohibited material.

Response 16: A rowlock brick course was added to the street-facing elevations. See attached elevations for reference.

Comment 17: A shop front facade is required for use. with this facade, 70% glazing is required. Please indicate percentage of glazing.

Response 17: Additional glazing was provided within center portion of front façade (Façade #2) and percentage of glazing values were provided for each portion of the façade. The proposed elevation design includes a combination of transparent and spandrel glazing to provide 24% glazing strategically placed on the front elevation. 70% glazing was not met, so a variance will be anticipated for proposed design.

Comment 21: Stucco areas along the upper walls appear to be in a grid fashion as shown, what is the separating line material that is creating the look?

Response 21: The separating lines are depicting control joints within the stucco material to add articulation and definition to the façade.

End of Code Comment Response 1
Kirsten M. Whitehead, AIA|NCARB|CPD
Team Lead/Architect
HFA-AE, LTD

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, January 7, 2025

ITEM NO.
24-0535

DESCRIPTION: 2248 Nashville Hwy Walmart Neighborhood Market

COMMENTS:

Planning

1. The case planner for this project is Austin Brass. My email is abrass@columbiatn.gov. Please respond to all comments with a formal upload of changes accompanied by a comment response letter by the deadline date listed. (see PDF markup attached
2. Indicate Crosswalks to Sidewalk. Sidewalk is required to be relocated to south section of internal drive. Zoning Ordinance requires sidewalk to be located on same side of street section that development is occurring.
3. (Deviation request 6) Lot/ Building Sites have maximum 180 ft. Add Building Site Maximum callout to ensure conformity. The creation of multiple building sites on the site development plan can conform with parking lots located on individual building sites as a principle use. See comment 3
4. By creating an individual building site for the Wal Mart building footprint only, the 90 percent frontage build-out requirement may be achieved. In addition, this will allow the deviation of the 10' side yard setback to eliminated.
5. Deviation request 3 as listed can be eliminated. This requirement is for the establishment of a new PUD district. This is an existing legal lot of record within an already Zoned PUD district subject to the development standards as such.
6. Deviation request 5 does not allow for a pylon sign in a PUD district as stated. A pylon pole sign would not be accepted; however, a low profile pylon with monument would be in keeping with PUD precedent approvals. Please submit detail that conforms to monument sign standards as outlined in the Zoning Ordinance.
7. ADA parking spots do not terminate into a landscape island as required.
8. See Limited Use Standards Table 4.3.9-A-1 Parking Lots as principle uses indicating that parking lots require a wall or continuous evergreen hedgerow of at least 24 inches and fence of no more than 48 inches in height be placed around the perimeter of the parking area.
9. Hedge Screen Required to screen parking areas 3ft. This hedge screen shall be applied to landscape islands where parking islands abut internal drive.
10. Indicate height of retaining wall. If supporting grade of 8ft. or higher than grade at property line, 10' setback required

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COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

11. Indicate call out of area of drive section that is internal drive. Note the PUDE and indicate as private. See DS-39 Internal Drive Standards on page 94 of ESS
12. Deviation request would be required for not containing 5' planter strip among this section of internal drive. The Zoning Ordinance allows for tree wells to be added in lieu of planting strips. Please add tree wells, 1 per 50 feet along sidewalk area. In addition, please add more planter boxes to ensure that Zoning Ordinance foundation landscaping requirement can be met.
13. Provide detail of fence. As noted a fence of this height would not be permitted in this layer. 3.5-4ft would be maximum height permitted. In addition, there is a 6' tall wood fence proposed on the northern boundary line. Height is exceeding 3.5-4 ft in 1st layer.
14. Primary material indicates Stucco painted over CMU block. Please provide clarity that material is authentic stucco and not a painted CMU block. Exposed CMU block is prohibited
15. The Ordinance requires a facade greater than 100' to be differentiated so that it appears to be two or more adjacent buildings. See facade articulation on pg. 162 in the ZO for a PUD-MU district.
16. The PUD MU district prohibits sheet metal. Provide a material type that adheres to this code standard.
17. The Zoning Ordinance requires a defined base, middle, and cap. The base can be achieved by a rowlock brick course. The material of EIFS on the cap is a prohibited material.
18. A shop front facade is required for use. with this facade, 70% glazing is required. Please indicate percentage of glazing.
19. Northeast parking area above drive-thru western exterior edge shall conform to internal drive details and landscape islands of sufficient size.
20. Northern Internal Drive section shall meet landscaping on both sides.
21. Internal Drive street details should be shown for all such streets
22. Stucco areas along the upper walls appear to be in a grid fashion as shown, what is the separating line material that is creating the look?
23. Any deviations from standards not listed as a requested deviation as specifically listed by the applicant shall conform to all standards of the Zoning Ordinance.
24. Parking ratio is 1 to 200 for retail food sales and 1 to 500 for general retail sales. Please clarify separation of uses to determine ratio. i.e., List ratio in this format as 1 to 200 as meeting the code ratio standards.

Engineering

25. Subject to site construction plans and traffic impact study.
26. Deviation request 2 is not applicable as the proposed accesses are not "driveways" as they are internal drives.
27. Sidewalk location within Nashville Hwy subject to TDOT approval.
28. Show proposed Honey Farm Way improvements. Improvements and signalization shall be constructed prior to any certificate of occupancy.
29. Provide commitment letter for all traffic improvements with timing for installation of said improvements.

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30. Site access on Honey Farm Way appears to be misaligned with Leafcutter Bee Rd. Outbound should consist of shared through-left and an exclusive right turn lane. Right turn lane and radius may need adjustment to account for turning movements with site construction plans.
31. Minimum grass strip width for an internal drive is 5 feet in width. See detail DS-39
32. Minimum 3 feet shoulder required for right turn lane on Nashville Hwy.
33. Note: an annotation indicating the max height of all retaining walls would be helpful.

Building

34. No comments.

Police

35. No comments provided.

Public Works

36. Please retain the attached City of Columbia Dumpster Guidelines & Accessibility Requirements for your reference. Private sanitation services must be utilized as the City does not provide compactor service.

City Attorney

37. No comments provided.

Wastewater

38. No comments.

Maury County Schools

39. No Comment.

Fire

40. Advisory note: reminder the FDC must be located within 100 feet of a fire hydrant

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COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

ATT

41. ATT INTENDS TO SERVE. DEVELOPER TO CONTACT ATT FOR PROPOSED POLE RELOCATION. ATT HAS MULTIPLE FIBER & COPPER CABLES ON THE POLE. APPROPRIATE BILLING PROCESS TO BE FOLLOWED.

Columbia Power

42. Columbia Power System has an existing power line near your proposed development. We are willing to serve thi9s new development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction. Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.
43. CPWS BB: Plan to Serve

Atmos Energy

44. Gas available along Nashville Hwy.

Duck River Electric Membership Corp

45. No comments.

Maury County Highway Dept.

46. No comment.

Maury County E911

47. No comments provided.

Columbia Water

48. A water availability letter was issued on December 18, 2024, it remains valid for 120 days. The availability of capacity to serve is based on a determination by the Fire Marshal of fire flow

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requirements and the information submitted on the Water Service Availability Request application. Any off-site improvements detailed in the availability letter are the responsibility of the developer/owner. All public water system improvements are subject to the preparation and approval of detailed construction plans prepared in accordance with CPWS and Tennessee Department of Environment and Conservation requirements.

Resubmittal Guidelines

Please provide a comment response letter as well as digital copies of revised plans and supporting documentation. Submit all required documents electronically through the online portal: columbia.onlama.com. If the files are oversized, please provide a file sharing link.

Please contact the case planner identified in the Planning Comments with any questions about the review process.

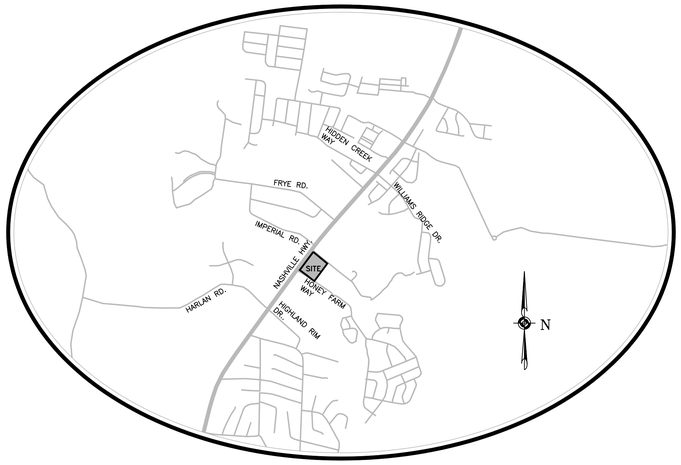
Please contact pkeltner@columbiatn.gov or srichardson@columbiatn.gov if you encounter difficulties with the online portal.

You will receive an invoice for required advertising and mailing fees. All fees must be paid by the Friday following resubmittal in order advance to the Planning Commission agenda.

NOTE: All resubmittals must demonstrate compliance with city standards prior to Planning Commission review. Requests which do not adhere to regulations and/or remain unresponsive to technical comments will not be forwarded to the next agenda until such items are amended. Final Plat applications which are not ready to proceed to Planning Commission following the first resubmittal deadline will be added to the following DRC agenda to confirm the status of required infrastructure and utilities. Applications which remain incomplete following two resubmittal deadlines will be closed.

PRELIMINARY PUD
WALMART NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, TENNESSEE
HONEY FARM WAY & NASHVILLE HWY

ADDRESS INFORMATION:
#03908-1000 WALMART NEIGHBORHOOD MARKET 2248 NASHVIILLE HWY COLUMBIA, TN 38401



VICINITY MAP
NTS

INDEX OF SHEETS

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SHEET 4	PUD DEVIATION REQUESTS
SHEET 5	GRADING PLAN
SHEET 6	UTILITY PLAN
SHEET 7	PLANTING PLAN
SHEET 8	PHOTOMETRICS PLAN

DEVELOPED BY:

Walmart
Save money. Live better.

WAL-MART REAL ESTATE BUSINESS TRUST
702 SW 8TH STREET
MAIL STOP 0505
BENTONVILLE, AR 72716-0505
(479) 360-4749
LEAH.TOMLINSON@WALMART.COM

ENGINEER:

CARLSON CONSULTING ENGINEERS, INC.

7068 Ledgestone Commons, Bartlett, TN 38133
Phone (901) 384-0404 • Fax (901) 384-0710
oliviadupuy@carlsonconsulting.net

THE SITEWORK FOR THE WALMART'S PORTION OF THIS PROJECT SHALL MEET OR EXCEED THE "SITE SPECIFIC SPECIFICATIONS.'"

ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO CONTRACT COMPLETION AND THE FINAL CONNECTION OF SERVICES.

CONTRACTOR SHALL CONTACT 811 FOR LOCATION OF ALL UTILITIES, AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

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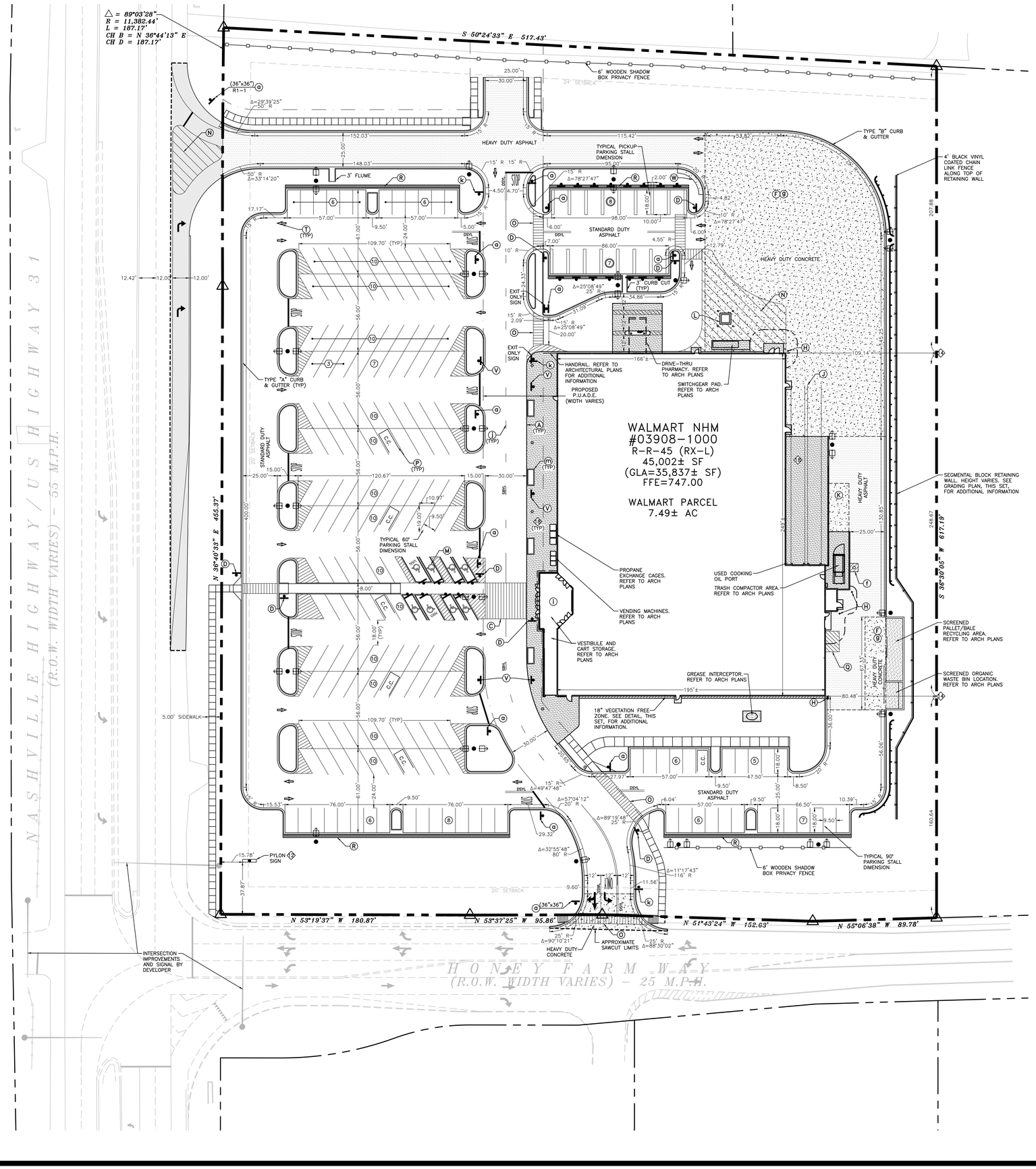

SITE ANALYSIS TABLE	
	PROPOSED (TOTAL)
TOTAL BUILDING AREA TOTAL USABLE FLOOR AREA	45,002 S.F. 35,837 S.F.
REQUIRED PARKING (PER CITY OF COLUMBIA) REQUIRED PARKING RATIO (PER CITY OF COLUMBIA)	180 SPACES 5.02/1,000 S.F. OF USABLE FLOOR AREA
CUSTOMER AND ASSOCIATE PARKING ACCESSIBLE PARKING EV PARKING	176 SPACES 8 SPACES 0 SPACES
PICKUP PARKING CART CORRALS (NOT INCLUDED IN PARKING COUNTS BELOW)	15 SPACES 6 CORRALS/6 SPACES
TOTAL PARKING EXCLUDING PICKUP STALLS PARKING RATIO EXCLUDING PICKUP STALLS	184 SPACES 4.09/1,000 S.F.
TOTAL PARKING INCLUDING PICKUP STALLS PARKING RATIO INCLUDING PICKUP STALLS	199 SPACES 4.42/1,000 S.F.

SITE PARCEL 7.49 AC

LEGEND

- PROPERTY LINE
- PROPERTY CORNER
- SAWCUT LIMITS
- STANDARD DUTY ASPHALT
- HEAVY DUTY ASPHALT
- HEAVY DUTY CONCRETE
- ARCHITECTURAL CONCRETE
- 2' WIDE BUFFER FOR CAR OVERHANG
- 18" VEGETATION FREE ZONE
- ROAD WIDENING
- PIPE BOLLARD
- HANDICAP PARKING SYMBOL
- 6" RAISED CONCRETE CURB
- CURBED TRAFFIC ISLAND
- (XX) CUSTOMER PARKING COUNT (STRIPED YELLOW)
- (XX) PICKUP PARKING COUNT
- (XX) ASSOCIATE PARKING COUNT (STRIPED WHITE)
- C.C. CART CORRAL
- DSYL DOUBLE SOLID YELLOW LINE
- SSWL SINGLE SOLID WHITE LINE
- SSYL SINGLE SOLID YELLOW LINE
- SBYL SINGLE BROKEN YELLOW LINE
- EOP EDGE OF PAVEMENT
- SIGN
- LIGHT POLE
- TRAFFIC FLOW ARROW
- SIPHONIC MANHOLE

SITE LEGEND

(A) FIRE LANE STRIPING SHALL BE 6" WIDE STRIPES PAINTED TRAFFIC RED WITH "NO PARKING FIRE LANE" PAINTED WITH 4" HIGH WHITE LETTERING. SEE DETAIL SHEET FOR ADDITIONAL INFORMATION. "NO PARKING FIRE LANE" SIGNS SHALL BE PLACED AT LOCATION SHOWN ON THIS SHEET. CONTRACTOR SHALL BE AWARE THAT THE FIRE LANE STRIPING AND SIGNAGE SHOWN ON THIS PLAN REFLECTS THE MINIMUM REQUIRED BY WALMART. THE CONTRACTOR SHALL BE AWARE THAT THE FIRE DEPARTMENT MAY REQUIRE ADDITIONAL STRIPING AND/OR SIGNAGE AS PART OF THEIR APPROVAL DURING CONSTRUCTION. PRIOR TO THE INSTALLATION OF ANY FIRE LANE STRIPING OR SIGNAGE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE SPECIFIC FIRE LANE MARKING AND SIGNAGE REQUIREMENTS WITH THE AUTHORITY HAVING JURISDICTION. BY SUBMITTING A BID ON THE PROJECT THE CONTRACTOR CONFIRMS THAT ADEQUATE FUNDS HAVE BEEN INCLUDED TO ADDRESS THIS REQUIREMENT.

(B) AREA STRIPED AT SSYL/4" AT 45° @ 2'-0" O.C.

(C) VESTIBULE CROSSWALK STRIPING. 6" WHITE STRIPES 90'-2" O.C. (TYP), W/8" END STRIPES. SEE "VESTIBULE CROSSWALK STRIPING" DETAIL, THIS SET, FOR ADDITIONAL INFORMATION.

(D) PEDESTRIAN CROSSING SIGN TYPICAL AT PEDESTRIAN CROSSWALKS AS NOTED ON PLANS.

(E) "YIELD" PAINTED WHITE ON PAVEMENT TYPICAL. SEE DETAIL SHEET.

(F) CONCRETE JOINTING AND FILLERS TO BE COMPLETED PER DETAIL (TYPICAL OF ALL EXTERIOR CONCRETE EXCLUSIVE OF ARCHITECTURAL CONCRETE).

(G) EXIT PORCH. SEE ARCHITECTURAL PLANS FOR EXACT SIZE, LOCATION FOR STOOPS, STAIRS AND/ OR RAMPS THAT MAY BE REQUIRED. RAMP PAVEMENT FLUSH WITH THE TOP OF STOOP. PAVEMENT SHALL BE FLUSH WITH THE SURFACE OF THE EXIT PORCHES AT ALL DOORS. SEE GRADING PLAN FOR ELEVATIONS.

(H) 6" DIA PIPE BOLLARD TYPICAL UNLESS NOTED OTHERWISE. SEE DETAIL SHEET.

(I) AT GRADE OVERHEAD DOOR LOCATION. SEE ARCHITECTURAL PLANS FOR EXACT SIZE AND LOCATION FOR COORDINATION WITH CIVIL PLANS.

(J) 4" WIDE x 130' LONG YELLOW PAINTED TRUCK ALIGNMENT STRIPES TYPICAL.

(K) HEAVY DUTY CONCRETE "LANDING AREA" (ORIENT FOR TRUCK LOADING). REFER TO ARCHITECTURAL PLAN FOR EXACT LOCATION AND SLOPE.

(L) CONCRETE TRANSFORMER PAD. CONTRACTOR TO COORDINATE WITH LOCAL POWER COMPANY FOR DETAILS.

(M) ACCESSIBLE PARKING SPACE. SEE DETAIL SHEET FOR ACCESSIBLE PARKING SPACE SIZE, SIGN AND SYMBOL ("VAN"-INDICATES VAN ACCESSIBLE SPACE).

(N) AREA STRIPED AT SSYL/4" AT 45° @ 5'-0" O.C.

(O) 7'-4" WIDE PEDESTRIAN CROSSWALK. SEE DETAIL SHEET.

(P) CART CORRAL TYPICAL. SEE DETAIL SHEET FOR CART CORRAL DETAIL.

(Q) 10' X 15' STRIPED AREA PAINTED SSYL/4" AT 45° @ 2'-0" O.C. AT JIB CRANE LOCATION. SEE ARCHITECTURAL PLANS.

(R) 2' BUFFER FOR CAR OVERHANG – REFERENCE LANDSCAPE BUFFER DETAIL. SEE DETAIL SHEET.

(S) ALL CURBS SHALL BE CONCRETE CURB AND GUTTER U.N.O. SEE DETAIL SHEET FOR ADDITIONAL INFORMATION.

(T) ARROW PAVEMENT MARKINGS TYPICAL. SEE DETAIL SHEET.

(U) BUILDING SETBACK LINE PER ZONING ORDINANCE.

(V) "NO PARKING FIRE LANE" SIGN. SEE PLAN FOR LOCATION.

(W) 3' HEAVY DUTY CONCRETE BUFFER FOR LANDSCAPE PROTECTION. SEE DETAIL SHEET.

(X) RESERVED.

(Y) "NO TRUCKS" SIGN. SEE DETAIL SHEET.

(Z) "TRUCK ROUTE" SIGN. SEE PLAN FOR LOCATION.

(a) "STOP" SIGN. SEE DETAIL SHEET.

(b) SPECIAL "FUEL TRUCK ROUTE" SIGN. SEE DETAIL SHEET.

(c) USED COOKING OIL ON TANK PIPE STUB.

(d) RESERVED

(e) RESERVED

(f) 6'x6' PAINTED STRIPED AREA CENTERED ON SIPHONIC BREAK STORM MANHOLE. 4" PAINTED SOLID TRAFFIC YELLOW STRIPES 18" O.C. @ 45°. SEE DETAIL SHEET, THIS SET, FOR ADDITIONAL INFORMATION.

(g) ISOLATION JOINT TYPICAL AT FIXED STRUCTURES (BUILDINGS, RETAINING WALLS/DOCK WALLS, DROP INLETS, MANHOLES, LIGHT POLE BASES AND BOLLARDS). SEE DETAIL SHEET.

(h) "DELIVERY TRAFFIC ONLY" SIGN. SEE DETAIL SHEET.

(i) ACCESSIBLE "SITE ARRIVAL POINT". SEE PLAN FOR LOCATION AND LIMITS.

(j) 4" WIDE PAINTED YELLOW STRIPES – 6' LONG WITH 18' GAPS.

(k) PICKUP WAYFINDING SIGN. SEE DETAIL SHEET, THIS SET, FOR ADDITIONAL INFORMATION.

(m) RAISED PLANTER BOX. REFERENCE PLANTING PLAN & ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION.

NOTES:

1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
2. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
3. ALL DISTURBED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL, SEED, MULCH AND WATER UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED.
4. ALL RADII TO BE 5' U.N.O.
5. DIMENSIONS SHOWN ALONG THE PARKING ROW FOR THE 90 DEGREE PARKING SPACE LAYOUT ARE TO THE CENTER OF THE 4" STRIPES. ALL OTHER DIMENSIONS ARE TO THE EDGE OF THE GUTTER U.N.O.
6. EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS AND POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
8. SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY A LAND SURVEYOR.
9. ALL PAINTED PAVEMENT MARKINGS SUCH AS DIRECTIONAL ARROWS AND LETTERING SHALL BE PAINTED USING TEMPLATES.
10. THE STRIPING SHOWN FOR THE ASSOCIATE PARKING SHALL BE STRIPED WHITE. THE REMAINDER OF THE LOT SHALL BE YELLOW.
11. THE SITE WORK FOR THIS PROJECT SHALL MEET OR EXCEED "THE SITE SPECIFIC SPECIFICATIONS.
12. PYLON SIGN TO BE CONSTRUCTED BY OTHERS. CONTRACTOR SHALL STUB CONDUIT AND WIRING TO THE PYLON AS A PART OF THIS CONTRACT.
13. SEE THE UTILITY PLAN FOR ADDITIONAL INFORMATION ON PARKING LOT LIGHTING.
14. BUILDING TIES SHOWN FROM THE CORNER OF BUILDING TO A POINT PERPENDICULAR TO THE PROPERTY LINE.
15. ALL NECESSARY INSPECTIONS, APPROVALS, AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR AUTHORITIES SHALL BE COMPLETED PRIOR TO THE ANNOUNCED BUILDING POSSESSION AND THE FINAL CERTIFICATION OF SERVICES.
16. ALL DELTA ANGLES ARE 90° U.N.O.
17. REFER TO ARCHITECTURAL PLANS FOR LOCATIONS AND DETAILS OF PIPE BOLLARDS LOCATED AT THE FRONT OF THE BUILDING AND AT THE ENDS OF THE TRUCKWELL.
18. SEE ARCHITECTURAL PLANS FOR CONCRETE APRON, BUILDING SIDEWALK, SLAB AND PAD DETAILS.
19. CROSS SLOPE ON ALL ADA ACCESSIBLE ROUTES (SIDEWALKS AND CROSSWALKS) SHALL NOT EXCEED 2%. LONGITUDINAL SLOPE SHALL NOT EXCEED 5%.

NOTICE TO CONTRACTOR

THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ENSURE DAMAGE TO EXISTING ITEMS TO REMAIN DOES NOT OCCUR. THESE PRECAUTIONS SHALL INCLUDE, BUT ARE NOT LIMITED TO USE OF LIGHTLY LOADED EQUIPMENT IN ORDER TO PREVENT DAMAGE TO EXISTING ROADWAYS AND INFRASTRUCTURE. UNLESS NOTED OTHERWISE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE DONE TO ANY EXISTING ON-SITE OR OFF-SITE ITEMS INCLUDING RELATED APPURTENANCES THAT WILL REMAIN IN PLACE AFTER CONSTRUCTION ACTIVITIES ARE COMPLETE. THOSE ITEMS INCLUDE, BUT ARE NOT LIMITED TO DRAINAGE SYSTEMS, UTILITIES, CURBING, PAVEMENT, LANDSCAPING, IRRIGATION SYSTEMS, FENCING, RETAINING WALLS, PUBLIC ROADWAYS, ETC. REPAIRS SHALL BE EQUAL TO OR BETTER THAN EXISTING CONDITIONS, AND SHALL BE TO THE SATISFACTION OF THE OWNER OF THE REPAIRED ITEM. PRIOR TO MAKING ANY REPAIRS, THE CONTRACTOR SHALL SUBMIT DETAILED REPAIR METHODOLOGY TO THE CEC AND WALMART CM. REPAIRS SHALL NOT BEGIN UNTIL WRITTEN APPROVAL FROM THE CEC AND WALMART CM HAS BEEN ISSUED. CONTRACTOR SHALL DOCUMENT ANY EXISTING DAMAGE WITH PHOTOS, VIDEOS, ETC., AND NOTIFY THE WALMART CONSTRUCTION MANAGER PRIOR TO COMMENCING CONSTRUCTION IN THE AREA OF THE EXISTING DAMAGED ITEM.

Tennessee 811
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SITE PLAN

REVISIONS	BY

CARLSON CONSULTING ENGINEERS, INC.
7088 LEDGESTONE COMMONS
KNOXVILLE, TN 37909
PH: (901) 384-0710
FAX: (901) 384-0710
TN CORPORATION #3356543

JOSEPH S. PARKER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 110147
STATE OF TENNESSEE

NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE

WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

DRAWN
JMC
CHECKED
OAD
DATE
12/16/24
SCALE
1"=30'
JOB No.
03908-1000
SHEET
2 OF 8 SHEETS

REMAINING
PERVIOUS AREA
0.25 AC
10,890 SF

INTERNAL DRIVE
0.83 AC
36,249 SF

WALMART NHM
#03908-1000
R-R-45 (RX-L)
45,002± SF
(GLA=35,837± SF)
FFE=747.00

WALMART PARCEL
7.49± AC

BUILDABLE LOT #2
2.51 AC
109,328 SF

BUILDABLE LOT #1
3.90 AC
170,015 SF

N
30 0 30
SITE PARCEL 7.49 AC

NASHVILLE HIGHWAY / US HIGHWAY 31
(R.O.W. WIDTH VARIES) - 55 M.P.H.

HONEY FARM WAY
(R.O.W. WIDTH VARIES) - 25 M.P.H.

INTERNAL DRIVE LAYOUT

REVISIONS	BY

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7088 LEDGESTONE COMMONS
BARTLETT, TENNESSEE 38133
PH: (901) 384-0424 FX: (901) 384-0710
TN CORPORATION #355643

JOSEPH S. PARLER
REGISTERED PROFESSIONAL ENGINEER
AGRICULTURE
COMMERCE
No. 110147
STATE OF TENNESSEE

NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE

WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

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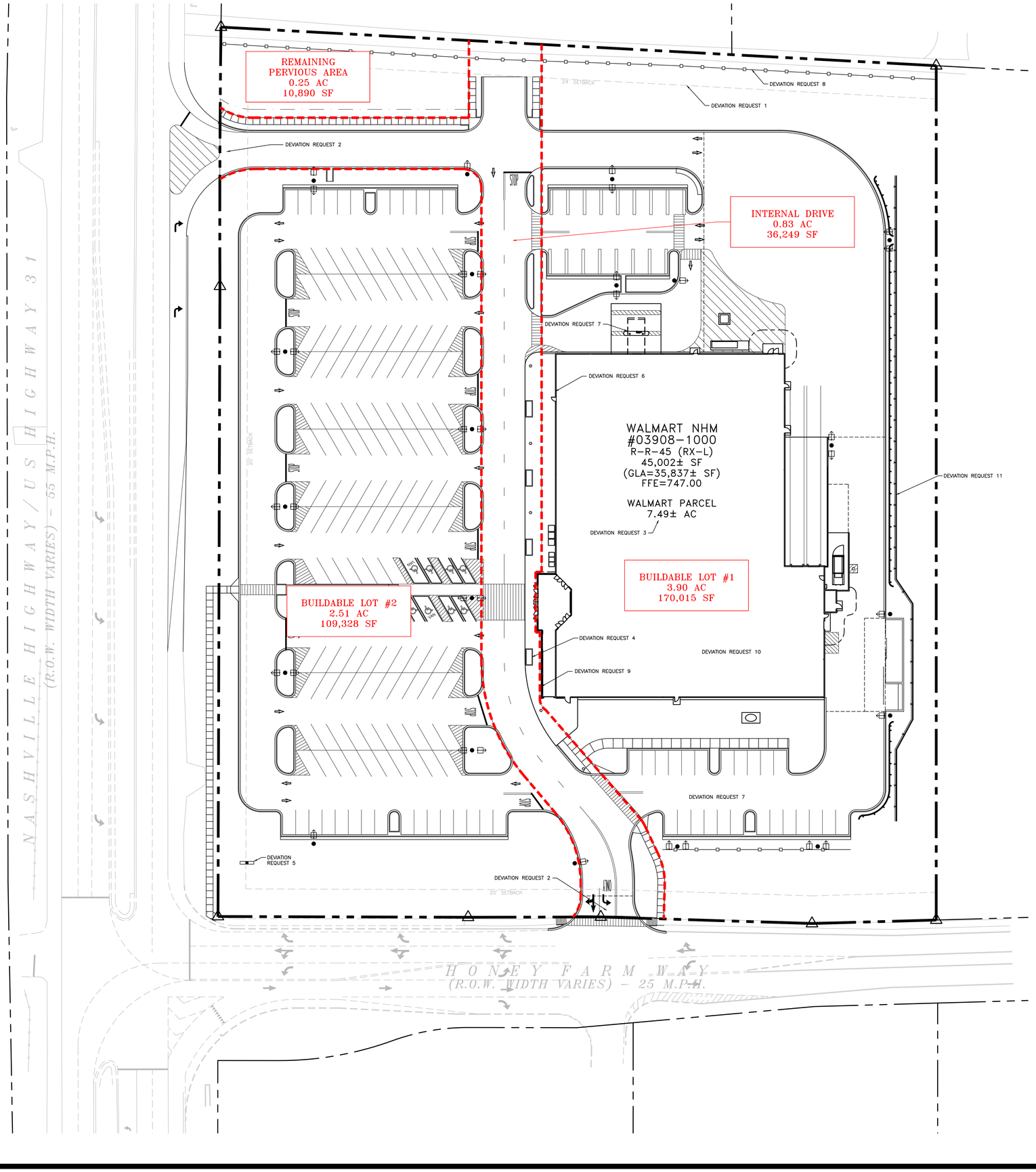


PUD DEVIATION REQUESTS

DEVIATION REQUEST 1

ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS, PUD-MU SETBACK/YARDS, SIDE SETBACK/YARD, 10' MIN., 24' MAX.

PROPOSED VARIANCE: SIDE SETBACK/YARD: 10' MIN. WITH NO MAXIMUM SETBACK REQUIREMENT.

JUSTIFICATION: SINCE THE PROPOSED DEVELOPMENT DOES HAVE A DRIVE-THRU PHARMACY AND IT IS REQUIRED NOT TO FACE A DRIVE THRU TOWARD A PRINCIPAL OR SECONDARY FRONTAGE THE DRIVE THRU PLACED ON THE NORTH SIDE OF THE BUILDING. TO PROVIDE ACCESS AROUND THE DRIVE THRU AND TO ALLOW TRUCK ACCESS FROM THE HIGHWAY TO THE REAR OF THE BUILDING, THE PLACEMENT OF THE BUILDING COULD NOT BE LOCATED WITH 10' TO 24' OF THE PROPERTY LINE.

DEVIATION REQUEST 2

ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS FOR PLANNED UNIT DEVELOPMENT - MIXED USE REQUIRES THE DRIVEWAY/ VEHICULAR ENTRANCE MAXIMUM WIDTH TO BE 24'

PROPOSED VARIANCE: 38' MAXIMUM DRIVEWAY WIDTH FROM FACE OF CURB TO FACE OF CURB FOR 3 LANE ACCESS TO HONEY FARM WAY AND 27' MAXIMUM DRIVEWAY WIDTH FROM FACE OF CURB TO FACE OF CURB FOR 2 LANE ACCESS TO HIGHWAY 31.

JUSTIFICATION: THE WIDER DRIVEWAY OFF HONEY FARM WAY IS TO PROVIDE ONE INBOUND LANE AND 2 OUTBOUND LANES TO HELP ACCOMMODATE CUSTOMERS TURNING LEFT OR RIGHT ONTO HONEY FARM WAY. THE WIDER DRIVE OFF HIGHWAY 31 IS TO HELP ACCOMMODATE THE TRUCK ACCESS TO AND FROM THE HIGHWAY.

DEVIATION REQUEST 3

ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS FOR PLANNED UNIT DEVELOPMENT - MIXED USE REQUIRES THE PARCEL SIZE TO BE A MINIMUM MORE THAN 10 GROSS ACRES.

PROPOSED VARIANCE: ALLOW FOR A LOT SIZE LESS THAN 10 GROSS ACRES.

JUSTIFICATION: THIS PARCEL IS BOUND BY NASHVILLE HWY ON THE WEST, HONEY FARM WAY ON THE SOUTHERN BORDER, A PROPOSED DEVELOPMENT TO THE EAST, AND A THIRD-PARTY OWNER TO THE NORTH. THEREFORE, THE PARCEL AVAILABLE FOR THIS DEVELOPMENT IS ONLY 7.49 ACRES. THERE IS NO OTHER LAND THAT COULD BE ACQUIRED TO MEET THIS REQUIREMENT.

DEVIATION REQUEST 4

ORDINANCE REQUIREMENT: ARTICLE 4.3.16.D.7.A. REQUIRES FOUNDATION PLANTINGS TO BE PLACED WITHIN 5 FEET OF THE BUILDING PERIMETER

PROPOSED VARIANCE: PLACE PLANTER BOXES ALONG THE FRONT DRIVE AISLE AWAY FROM THE BUILDING WALL.

JUSTIFICATION: DUE TO THE PRESENCE OF FAT CLAYS ONSITE WHICH HAVE THE POTENTIAL TO SWELL WHEN THESE CLAYS ABSORB WATER, WE ARE PROPOSING TO PROVIDE PLANTERS FURTHER AWAY FROM THE BUILDING WALL TO HELP REDUCE THE SWELL POTENTIAL RIGHT ADJACENT TO THE BUILDING WALL.

DEVIATION REQUEST 5

ORDINANCE REQUIREMENT: TABLE 7.1.2.B-1 SIGN TYPES - SUMMARY DOES NOT ALLOW A PYLON SIGN WITHIN PUD-MU DISTRICT

PROPOSED VARIANCE: ALLOW A PYLON SIGN TO BE CONSTRUCTED AT THE SOUTHWEST CORNER OF THE SITE.

JUSTIFICATION: SINCE THE PROPOSED BUILDING LOCATION IS OFF OF HIGHWAY 31, A PYLON SIGN WOULD HELP TO IDENTIFY THE DEVELOPMENT FOR CUSTOMERS TRAVELING ALONG THE HIGHWAY.

DEVIATION REQUEST 6

ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS FOR PLANNED UNIT DEVELOPMENT - MIXED USE REQUIRES THE LOT/BUILDING SITE WIDTH TO BE A MINIMUM OF 18' AND A MAXIMUM OF 180'.

PROPOSED VARIANCE: REMOVE THE MAXIMUM REQUIREMENT.

JUSTIFICATION: IN ORDER TO HAVE A TYPICAL GROCERY STORE FOR OUR CLIENT, THE BUILDING MUST BE 250' IN WIDTH TO ACCOMMODATE THE NECESSARY FACILITIES TO MEET AND SERVE THE CUSTOMERS' NEEDS. TO LIMIT THIS WIDTH LIMITS WHAT COULD BE DEVELOPED ON THIS PARCEL. WE REQUEST THIS DEVIATION TO BEST MEET OUR CLIENT'S NEEDS AND BEST SERVE THEIR CUSTOMERS.

DEVIATION REQUEST 7

ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS FOR PLANNED UNIT DEVELOPMENT - MIXED USE REQUIRES ONLY PARKING IN THE 3RD LAYER AND THE SCREENING OF DRIVE-THRU.

PROPOSED VARIANCE: ALLOW PARKING IN ALL LAYERS AND LIMITED SCREENING OF THE DRIVE-THRU.

JUSTIFICATION: OUR CLIENT'S STANDARD BUILDING ENTRANCE IS IN THE FRONT OF THE BUILDING FOR SAFETY PURPOSES DUE TO THE TRUCK TRAFFIC BEHIND THE STORE. THIS CONFIGURATION IS FOR THE SAFETY OF THE CUSTOMERS AS WELL AS THE EMPLOYEES. IT ALSO ALLOWS FOR THE SAFEST AND MOST EFFICIENT PEDESTRIAN WALKING PATHS TO AND FROM THE BUILDING. ADDITIONALLY, THE PHARMACY DRIVE THROUGH WILL BE PLACED ON THE NORTH SIDE OF THE BUILDING TO AVOID VEHICLES DRIVING NEAR THE TRUCK DOCKS AT THE REAR OF THE BUILDING AND TO PREVENT THE DRIVE THRU TO NOT FACE A PUBLIC STREET AND BE IN THE 3RD LAYER . IT IS NOT FEASIBLE TO SCREEN THE DRIVE-THRU BEYOND THE LANDSCAPING SHOWN IN THE SURROUNDING LANDSCAPED AREAS WITHOUT CAUSING BLIND SPOTS FOR THE DRIVERS GOING THROUGH THE DRIVE-THRU.

DEVIATION REQUEST 8

ORDINANCE REQUIREMENT: TABLE 4.3.11.H.-1 LOT/BUILDING SITE/PARCEL BUFFER REQUIRES A 75' BUFFER DEPTH WITH A BUFFER COMPOSED OF EVERGREENS FOR A PUD-MU.

PROPOSED VARIANCE: REQUESTING 4.3.11.I.C. A MODIFIED BUFFER, FENCE, OR SCREENING ADEQUATELY MITIGATES ANY POTENTIAL DELETERIOUS IMPACT TO ABUTTING PARCELS.

JUSTIFICATION: THERE IS A RESIDENTIAL PARCEL TO THE NORTH OF THE PROPOSED DEVELOPMENT. HOWEVER, WITH THE LIMITED PARCEL AREA AND TOPOGRAPHY OF THE SITE, WE CANNOT PROVIDE THE REQUIRED 75 BUFFER. ADDITIONALLY, THERE IS AN EXISTING 40' ELECTRIC EASEMENT AND 30' WATER EASEMENT THAT CREATES A 70' EASEMENT ALONG THE NORTHERN PROPERTY LINE. WITHIN THE EASEMENTS IS A 36" WATER LINE AND OVERHEAD ELECTRICAL/TELECOMMUNICATION LINES. DUE TO THESE EASEMENT AND UTILITY LINES, WE ARE PROPOSING TO PLACE A WOODEN FENCE JUST SOUTH OF THE EXISTING PRIVATE DRIVE TO PROVIDE SCREENING AND TO ALLOW ACCESS TO THE EXISTING UTILITIES IN THIS AREA.

DEVIATION REQUEST 9

ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS FOR PLANNED UNIT DEVELOPMENT - MIXED USE REQUIRES THE FRONTAGE BUILDOUT TO HAVE A 90% MINIMUM.

PROPOSED VARIANCE: TO ALLOW THE BUILDING PLACEMENT AND SIZE AS SHOWN ON THE PROPOSED DEVELOPMENT PLANS.

JUSTIFICATION: TO MEET THIS REQUIREMENT THE BUILDING ALONG HIGHWAY 31 WOULD HAVE TO BE JUST OVER 578' LONG. THE BUILDING LENGTH ALONG HONEY FARM WAY WOULD HAVE TO BE 467' LONG TO MEET THIS REQUIREMENT. OUR CLIENT DOES NOT HAVE ANY OPTIONS FOR A GROCERY STORE OF THIS SIZE OR SHAPE.

DEVIATION REQUEST 10

ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS FOR PLANNED UNIT DEVELOPMENT - MIXED USE REQUIRES THE PRINCIPAL BUILDING TO BE A MINIMUM OF 2 STORIES.

PROPOSED VARIANCE: ALLOW A 1-STORY BUILDING

JUSTIFICATION: OUR CLIENT'S TYPICAL STORE DESIGN DOES NOT INCLUDE A SECOND STORY DUE TO THE DIFFICULTY OF PROVIDING CUSTOMER ACCESS WITH A SHOPPING CART TO A SECOND STORY. THE CLIENT HAS CHANGED THE PROTOTYPICAL BUILDING ELEVATIONS TO PROVIDE A TALLER VESTIBULE, ADDED BUILDING ELEMENTS TO BREAK UP THE MASS OF THE BUILDING, AND HAS ADDED ADDITIONAL ELEMENT TO MAKE IT APPEAR THERE IS A SECOND STORY. WE BELIEVE THE PROPOSED BUILDING, AS DESIGNED, IS MODERN, STREAMLINED, AND CLEAN, OFFERING A POSITIVE AESTHETIC CONTRIBUTION TO THE NEIGHBORHOOD.

DEVIATION REQUEST 11

ORDINANCE REQUIREMENT: ARTICLE 4.3.6.D.3 STATES EACH RETAINING WALL SHALL BE SCREENED BY A ROW OF EVERGREEN SHRUBS, PLANTED EVERY FIVE FEET ON CENTER, AT THE BASE OF THE WALL. SHRUBS SHALL BE A MINIMUM OF 30 INCHES IN HEIGHT AT THE TIME OF PLANTING.

PROPOSED VARIANCE: NO RETAINING WALL SCREENING.

JUSTIFICATION: THE RETAINING WALL IS TO THE REAR OF THE PROPERTY BEHIND THE PROPOSED BUILDING. THESE REQUIRED SHRUBS WOULD NOT SCREEN THE PROPOSED WALL.

REVISIONS	BY

CARLSON CONSULTING ENGINEERS, INC.
7088 LEDGESTONE COMMONS
FAYETTEVILLE, AR 72703
PH: (501) 384-0424 FAX: (501) 384-0710
TN CORPORATION #355643

JOSEPH S. PARKER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 110147
STATE OF TENNESSEE
12/16/24

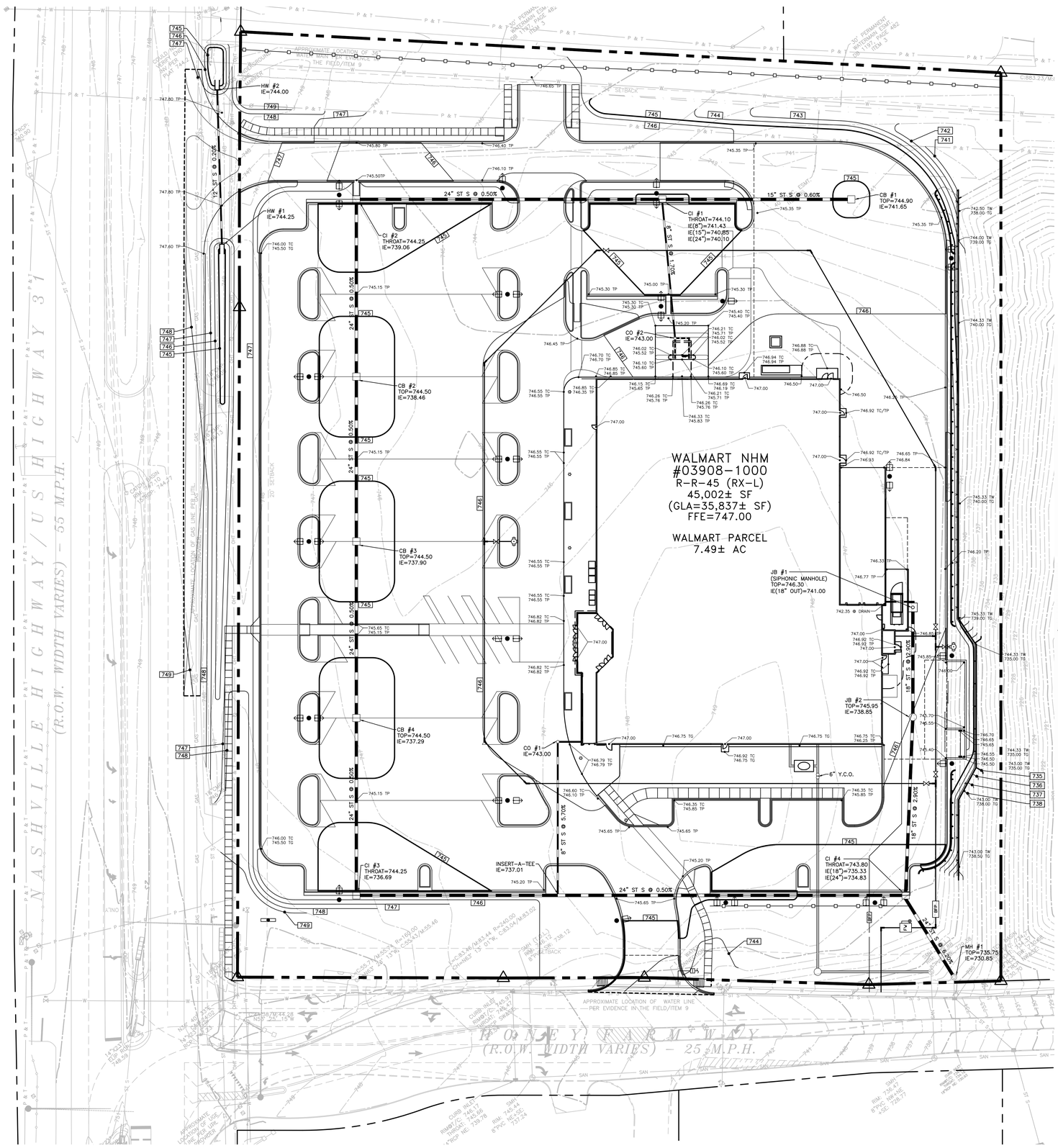
NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE

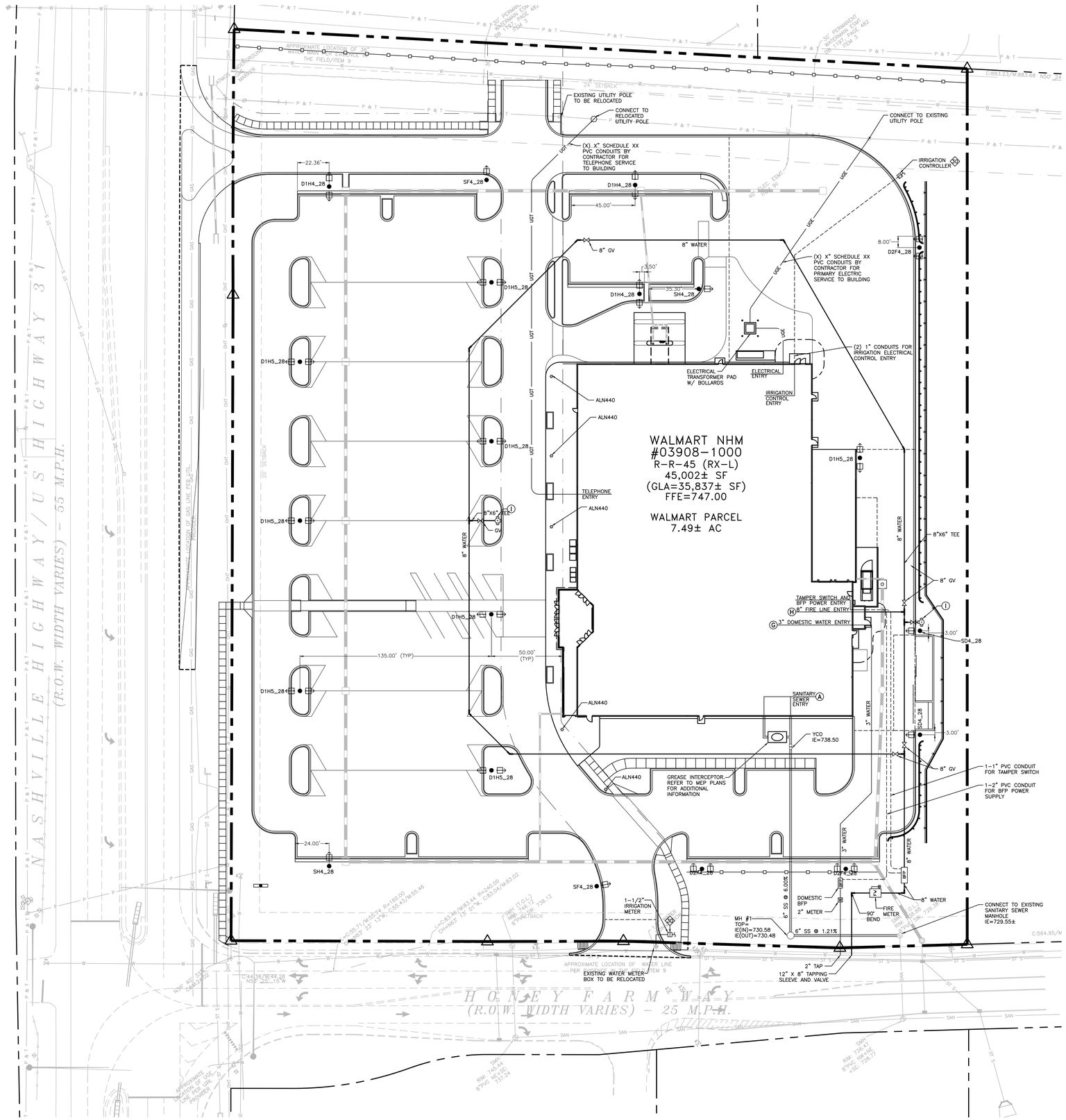
WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

DRAWN
JMC
CHECKED
OAD
DATE
12/16/24
SCALE
1"=30'
JOB No.
03908-1000
SHEET
4 OF 8 SHEETS

PUD DEVIATION REQUESTS


WALMART NHM
#03908-1000
R-R-45 (RX-L)
45,002± SF
(GLA=35,837± SF)
FFE=747.00
WALMART PARCEL
7.49± AC
HONEY FARM WAY
(R.O.W. WIDTH VARIES) – 25 M.P.H.
NASHVILLE HIGHWAY
(R.O.W. WIDTH VARIES) – 55 M.P.H.
HW #2
IE=744.00
HW #1
IE=744.25
CI #1
THROAT=744.10
IE(8")=741.43
IE(15")=740.85
IE(24")=740.10
CI #2
THROAT=744.25
IE=739.06
CO #2
IE=743.00
CB #1
TOP=744.90
IE=741.65
CB #2
TOP=744.50
IE=738.46
CB #3
TOP=744.50
IE=737.90
CB #4
TOP=744.50
IE=737.29
CO #1
IE=743.00
CI #3
THROAT=744.25
IE=736.69
INSERT-A-TEE
IE=737.01
CI #4
THROAT=743.80
IE(18")=735.33
IE(24")=734.83
JB #1
(SIPHONIC MANHOLE)
TOP=746.30
IE(18" OUT)=741.00
JB #2
TOP=745.95
IE=738.85
MH #1
TOP=735.75
IE=730.85
24" ST S @ 0.50%
15" ST S @ 0.60%
18" ST S @ 2.90%
8" ST S @ 5.70%
6" Y.C.O.
APPROXIMATE LOCATION OF WATER LINE PER EVIDENCE IN THE FIELD/ITEM 9
APPROXIMATE LOCATION OF GAS LINE PER UTILITY LOCATE PAINT MARKS
CABLE TV PEDESTAL
SIGN
SETBACK
ROADSIDE DITCH
CURB INLET
RIM: 746.49
8"PVC IE: 739.78
CURB INLET
RIM: 746.44
8"PVC IE: 739.24
CURB INLET
RIM: 736.42
8"PVC NW IE: 728.77
CURB INLET
RIM: 745.59
8"PVC IE: 736.59
CURB INLET
RIM: 745.87
8"PVC IE: 738.12
CURB INLET
RIM: 745.97
8"PVC IE: 738.62
CURB INLET
RIM: 745.97
8"PVC IE: 738.62
CURB INLET
RIM: 745.97
8"PVC IE: 738.62


WALMART NHM
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FFE=747.00
WALMART PARCEL
7.49± AC
NASHVILLE HIGHWAY 31
(R.O.W. WIDTH VARIES) - 55 M.P.H.
HONEY FARM WAY
(R.O.W. WIDTH VARIES) - 25 M.P.H.
EXISTING UTILITY POLE TO BE RELOCATED
CONNECT TO RELOCATED UTILITY POLE
CONNECT TO EXISTING UTILITY POLE
(X) X" SCHEDULE XX PVC CONDUITS BY CONTRACTOR FOR TELEPHONE SERVICE TO BUILDING
(X) X" SCHEDULE XX PVC CONDUITS BY CONTRACTOR FOR PRIMARY ELECTRIC SERVICE TO BUILDING
IRRIGATION CONTROLLER
(2) 1" CONDUITS FOR IRRIGATION ELECTRICAL CONTROL ENTRY
ELECTRICAL TRANSFORMER PAD W/ BOLLARDS
ELECTRICAL ENTRY
IRRIGATION CONTROL ENTRY
TELEPHONE ENTRY
TAMPER SWITCH AND BFP POWER ENTRY
8" FIRE LINE ENTRY
3" DOMESTIC WATER ENTRY
SANITARY SEWER ENTRY
YCO IE=738.50
GREASE INTERCEPTOR. REFER TO MEP PLANS FOR ADDITIONAL INFORMATION
1-1" PVC CONDUIT FOR TAMPER SWITCH
1-2" PVC CONDUIT FOR BFP POWER SUPPLY
1-1/2" IRRIGATION METER
DOMESTIC BFP
2" METER
FIRE METER
90° BEND
MH #1 TOP= IE(IN)=730.58 IE(OUT)=730.48
6" SS @ 1.21%
CONNECT TO EXISTING SANITARY SEWER MANHOLE IE=729.55±
EXISTING WATER METER BOX TO BE RELOCATED
2" TAP
12" X 8" TAPPING SLEEVE AND VALVE
APPROXIMATE LOCATION OF WATER LINE PER UTILITY PLANS ITEM 9
APPROXIMATE LOCATION OF WATER LINE PER UTILITY PLANS ITEM 9
APPROXIMATE LOCATION OF GAS LINE PER UTILITY PROVIDER
APPROXIMATE LOCATION OF GAS LINE PER UTILITY PROVIDER
24' SETBACK
20' SETBACK
40' (EFF. WIDTH) RIGHT OF WAY
50' PERMANENT WATERMAIN ESM DB 1197 PG 182 ITEM 3
C:564.95/M
C:565.71/M
C:565.43/M
C:564.46
C:563.98/M
C:563.44
C:564.04/M
C:563.02
C:564.38/M
C:564.28
C:565.15/M
C:565.23/M
C:565.18/M
C:565.24
C:565.27
C:565.29
C:565.30
C:565.31
C:565.32
C:565.33
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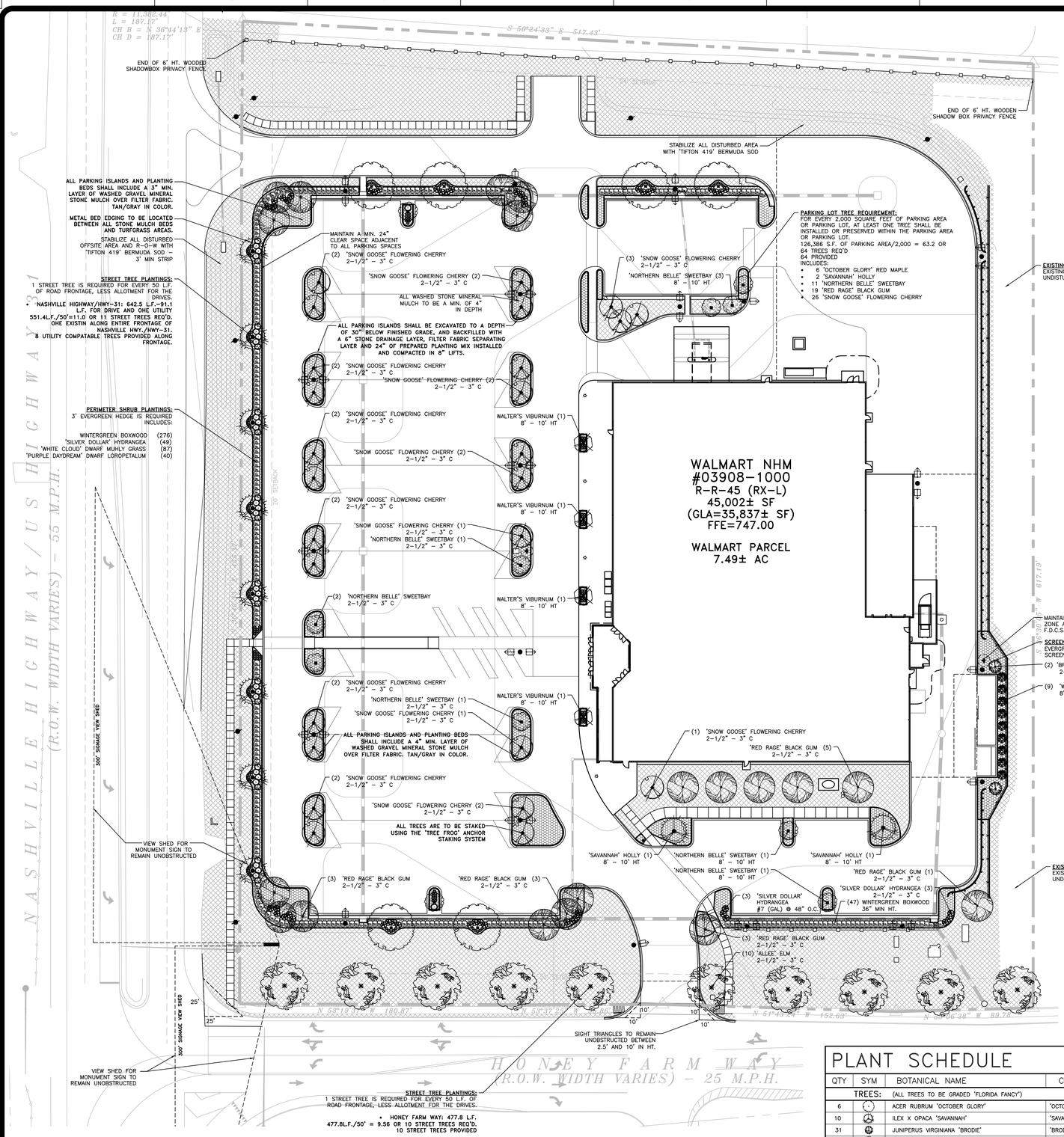
C:565.68



STREET TREE PLANTINGS:
1 STREET TREE IS REQUIRED FOR EVERY 50 L.F. OF ROAD FRONTAGE, LESS ALLOTMENT FOR THE DRIVES.

• HONEY FARM WAY: 477.8 L.F.
477.8L.F./50' = 9.56 OR 10 STREET TREES REQ'D.
10 STREET TREES PROVIDED

CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL MAINTENANCE AND A WARRANTY ON ALL PLANT MATERIAL AND WORKMANSHIP FOR A PERIOD OF ONE YEAR FROM FINAL ACCEPTANCE.

SOD SHALL BE PEGGED ON ALL 3:1 SLOPES OR STEEPER IN ORDER TO HOLD SOD IN PLACE. SEE SITEWORK SPECIFICATIONS FOR OTHER REQUIREMENTS.

UNLESS SHOWN OTHERWISE, ALL LARGE CANOPY TREES SHALL MAINTAIN 25' HORIZONTAL CLEARANCE FROM ALL OVERHEAD UTILITY LINES AND 10' HORIZONTAL CLEARANCE FROM ALL UNDERGROUND UTILITY LINES.

TREE PROTECTION FENCING TO BE REMOVED JUST PRIOR TO THE INSTALLATION OF ALL LANDSCAPE PLANTING.

ALL DISTURBED AREAS SHALL RECEIVE A 4" LAYER OF SUITABLE TOPSOIL AND HYDRO-SEED, MULCH, OR SOD (WHERE SHOWN). AREA SHALL BE WATERED UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED. SOD MAY BE SUBSTITUTED FOR HYDRO-SEED IN TURF GRASS AREAS AT GENERAL CONTRACTOR'S DISCRETION WITH NO ADDITIONAL COST TO SAM'S CLUB. SOD TYPE SHALL MATCH PERMANENT SOD TYPE SPECIFIED ON CONSTRUCTION PLANS.

CONTRACTOR SHALL COORDINATE WITH LANDSCAPE ARCHITECT FOR ALL MEETINGS AND INSPECTIONS AS REQUIRED IN THE SPECIFICATIONS.

WATER AVAILABILITY

ALL REQUIRED LANDSCAPING SHALL BE PROVIDED WITH A READILY AVAILABLE AND ACCEPTABLE WATER SUPPLY UNDERGROUND SPRINKLER SYSTEMS ARE ENCOURAGED FOR ALL REQUIRED STREET YARD LANDSCAPING, PARKING LOT LANDSCAPING, LANDSCAPE BUFFER YARDS, AND LANDSCAPE SCREENING. IF UNDERGROUND SPRINKLERS ARE NOT PROVIDED, AN OUTSIDE HOSE ATTACHMENT WITHIN TWO HUNDRED (200) FEET OF ALL LANDSCAPING REQUIRED BY THIS ORDINANCE SHALL BE REQUIRED.

WARRANTY PERIOD

DURING THE WARRANTY PERIOD, DEFECTIVE MATERIALS, EQUIPMENT, AND WORKMANSHIP SHALL BE REPAIRED, CORRECTED, OR REPLACED WITHOUT CHARGE OR COST TO THE CITY. THE CITY MAY AT ANY TIME DURING THE WARRANTY PERIOD INSPECT, PHOTOGRAPH, OR TELEVISE SUCH LANDSCAPING AND SHALL NOTIFY THE DEVELOPER OF ANY NECESSARY REPAIR, CORRECTION, OR REPLACEMENT.

MUNICIPAL CODE REQUIREMENTS:

LANDSCAPING
REQUIRED IF 1ST LAYER ≥ 3FT, 30% OF 1ST LAYER MUST BE LANDSCAPED, WITH CONTINUOUS SHRUBS ALONG FOUNDATION AT FAÇADE AND ADDITIONALLY IF 1ST LAYER ≥ 15 FT, SOD, AND 1 TREE PER 50 FT. OF FRONTAGE, WIDTH, PLANTED IN 1ST LAYER. LANDSCAPING MUST COMPLY WITH SECTION 4.3.16.

NA IN FRONT IF ≤ 3 FT FRONT SETBACK.

ADDITIONALLY, ANY YARD ADJACENT TO A STREET MUST BE LANDSCAPED AND MAINTAINED FOR A DISTANCE OF 10 FT. FROM LOT LINE OR BUILDING SITE LINE ADJACENT TO THE STREET, EXCEPT FOR PORTIONS THAT ADJOIN LOTS OR BUILDING SITES IN RESIDENTIAL USE, WHICH SHALL BE SO LANDSCAPED AND MAINTAINED FOR THE FULL WIDTH OR DEPTH OF THE REQUIRED YARDS WITHIN 25 FEET OF ADJOINING LOT LINES OR BUILDING SITE LINES.

SIDE YARDS ADJACENT TO LOTS OR BUILDING SITES IN RESIDENTIAL USE SHALL BE SIMILARLY LANDSCAPED AND MAINTAINED FOR THEIR FULL REQUIRED MINIMUM WIDTH. NO SUCH REQUIRED LANDSCAPED AREA SHALL BE USED FOR PARKING OR LOADING.

H. LOT/BUILDING SITE/PARCEL BUFFER REQUIREMENTS
1. FOR PROJECT BUFFERS APPLICABLE TO DEVELOPMENT PARCELS, SEE SECTION 5.8.
2. IF A PROJECT BUFFER EXISTS OR IS REQUIRED PURSUANT TO SECTION 5.7, A LOT/BUILDING SITE/ PARCEL BUFFER IS NOT REQUIRED UNDER THIS SECTION 4.3.11.H.
3. EXCEPT AS PROVIDED IN PARAGRAPH 4.3.11.H.2 OR AS OTHERWISE SPECIFICALLY PROVIDED IN THIS ORDINANCE, A LOT/BUILDING SITE/ PARCEL BUFFER MUST BE PROVIDED FOR ANY NEW DEVELOPMENT OR STRUCTURE WITHIN DISTRICTS CD-4C, CD-5C, PUD-R, PUD-MU, OR ANY SPECIAL DISTRICT, ALONG THE COMMON LOT, BUILDING SITE, OR PARCEL BOUNDARY OF SUCH DEVELOPMENT OR STRUCTURE AND THAT OF ANY LOT, BUILDING SITE, OR PARCEL ON WHICH A SINGLE-FAMILY DWELLING OR TWO-FAMILY DETACHED RESIDENTIAL DWELLING IS LOCATED. EXCEPT AS OTHERWISE SPECIFICALLY PROVIDED IN THIS ORDINANCE, ALL LOT/BUILDING SITE/ PARCEL BUFFERS REQUIRED UNDER THIS ARTICLE 4 MUST MEET THE FOLLOWING REQUIREMENTS:

HEDGE SCREEN/ STREET-SCREEN HEIGHT:
AT FRONTAGE OR ADJACENT TO CIVIC SPACE: 3 FT. TO 5 FT AT INSTALLATION
NOT AT FRONTAGE OR ADJACENT TO CIVIC SPACE: 5FT. TO 6FT. AT INSTALLATION
HEDGE SCREEN OR STREET-SCREEN: EVERGREEN PLANTS WITH MIN. 80% OPACITY

ADDITIONAL STANDARDS
SCREENING OF PARKING, LOADING AREAS, SERVICE AREAS, OUTDOOR STORAGE, DRIVE-THROUGHS, TRASH RECEPTACLE/DUMPSTERS, HVAC AND OTHER EQUIPMENT SCREENED FROM FRONTAGE, CIVIC SPACE AND ADJACENT PROPERTY.

REQUIRED; EXCEPT AT DRIVEWAYS:
PARKING LOTS AND PARKING AREAS MUST BE SCREENED FROM FRONTAGE AND CIVIC SPACE BY BUILDING OR STREET-SCREEN. PARKING MUST BE SCREENED FROM FRONTAGES BY LINER BUILDINGS; OTHERWISE, SCREENING MUST BE BY BUILDING, WALL, HEDGE OR FENCE AT FRONTAGE OR BUILDING WALL, HEDGE OR FENCE NOT AT FRONTAGE OR ADJACENT TO CIVIC SPACE.

14. ANY PARKING AREA OR PARKING LOT HAVING TEN (10) OR MORE PARKING SPACES SHALL CONFORM TO THE FOLLOWING:
a. PARKING AREAS AND PARKING LOTS SHALL CONTAIN AT LEAST ONE LANDSCAPE ISLAND FOR EVERY TEN (10) PARKING SPACES. PARKING LOTS WITH MORE THAN ONE LANDSCAPE ISLAND SHALL HAVE SUCH ISLANDS DISTRIBUTED THROUGHOUT THE PARKING LOT.
PARKING ISLANDS INCLUDED AS DIRECTED.

b. INTERIOR PARKING ROWS SHALL BE TERMINATED AT BOTH ENDS WITH LANDSCAPE ISLANDS.
PARKING ISLANDS INCLUDED AS DIRECTED.

c. EACH PARKING ISLAND SHALL BE OF A MINIMUM SIZE EQUAL TO A STANDARD PARKING SPACE; PROVIDED THAT EACH PARKING ISLAND ABUTTING TWO ROWS OF HEAD-TO-HEAD PARKING SPACES SHALL BE OF A MINIMUM SIZE AND LENGTH EQUAL TO TWO (2) PARKING SPACES.
PARKING ISLANDS INCLUDED AS DIRECTED.

d. PARKING ISLANDS SHALL CONTAIN A MINIMUM OF ONE (1) SHADE TREE FOR EVERY SINGLE ISLAND. IF A PARKING ISLAND IS DOUBLE LENGTH OR WIDTH, THEN TWO (2) SHADE TREES SHALL BE REQUIRED.
PARKING ISLAND TREES ARE INCLUDED. TREE TYPES SELECTED FOR ADEQUATE HEALTH FOR GROWING AREA ALLOTTED.

e. ROWS OF PARKING FRONTING ON DRIVE AISLES INCLUDING ALLEYS SHALL BE PROVIDED WITH A MINIMUM FIVE FEET (5 FT.)
f. (EXCLUDING CURBS) LANDSCAPED BUFFER.
g. ROOT ZONES FOR EXISTING TREES TO REMAIN SHALL BE A MINIMUM OF 48 SQUARE FEET.
THERE ARE NO EXISTING TREES ONSITE TO REMAIN.

h. FOR EVERY 2,000 SQUARE FEET OF PARKING AREA OR PARKING LOT, AT LEAST ONE TREE SHALL BE INSTALLED OR PRESERVED WITHIN THE PARKING AREA OR PARKING LOT EXCEPT TO THE EXTENT THAT TREES OUTSIDE OF THE LOT CONTAINING THE PARKING AREA OR PARKING LOT ARE ALLOWED TO SATISFY THIS REQUIREMENT AS SET FORTH BELOW.
TOTAL PARKING LOT AREA IS: 126,386 S.F. OF PARKING AREA/2,000 = 63.2 OR 64 TREES REQ'D. 64 PROVIDED

i. NO PARKING SPACE SHALL BE MORE THAN SEVENTY-TWO FEET (72 FT.) FROM A TREE WITHIN THE LOT, AS MEASURED FROM THE CENTER OF THE TREE TO THE NEAREST LINE DEMARCATING THE SPACE.
ALL PARKING SPACES ARE WITHIN 72' OF A PARKING LOT TREE.

j. EXCEPT FOR TREES ALLOWED TO BE COUNTED OUTSIDE THE PARKING AREA OR PARKING LOT, NEW TREES SHALL BE INSTALLED AND/OR EXISTING TREES PRESERVED IN TREE ISLANDS PROVIDED PURSUANT TO THIS SECTION AND/OR AT THE PERIMETER OF THE PARKING AREA OR PARKING LOT, PROVIDED THAT THE PERIMETER OF THE PARKING AREA OR PARKING LOT WHERE TREES ARE INSTALLED OR PRESERVED TO MEET THIS REQUIREMENT LIES WITHIN THE LOT ON WHICH THE PARKING AREA OR PARKING LOT IS LOCATED.

k. TREES OUTSIDE OF THE PARKING AREA OR PARKING LOT LOCATED WITHIN TWENTY FEET (20 FT.) OF THE CLOSEST PORTION OF SUCH PARKING AREA OR PARKING LOT, INCLUDING BUT NOT LIMITED TO TREES WITHIN THOROUGHFARE RIGHTS-OF-WAY, INTERNAL DRIVE EASEMENTS, AND CIVIC SPACES, MAY BE COUNTED TOWARD SATISFYING THE REQUIREMENTS.

N

30 0 30

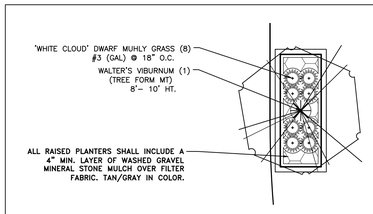
SITE PARCEL 7.49 AC

MUNICIPAL PLAN REQUIREMENTS:

1. **INDICATE LOCATION OF HERITAGE/SPECIMEN TREES IF ANY.**
THIS SITE HAS BEEN PREVIOUSLY MASS GRADED BY THE DEVELOPER. NO HERITAGE/SPECIMEN TREES CURRENTLY EXIST, OR ARE INCLUDED AS PART OF THE PROPOSED PLAN.

2. **PROVIDE NOTATION OF EXISTING TREE CANOPY.**
NO TREES EXIST ON THE SITE. CURRENTLY, ONLY TWO (2) VOLUNTEER SAPLINGS EXIST NEAR THE TOP OF THE SLOPE AND BOTH ARE CONSIDERED "INVASIVE SPECIES". THESE ARE:
(1) CHINESE PRIVET (LIQUSTRUM SINENSE) 6' HT.
(1) WILD CALLERY PEAR (PYRUS CALLERIANA) 8' HT

3. **FOUNDATION LANDSCAPING REQUIRED FIVE FEET FROM BUILDING PERIMETER. ONE SHRUB PER 10 LINEAR FEET. THE ZO MAY ACCEPT PLANTER BOXES IN LIEU OF FOUNDATION LANDSCAPING PLACED NEAR FRONTAGE.**
RAISED PLANTERS HAVE BEEN INCLUDED IN PLACE OF A CONTINUOUS FOUNDATION PLANTING BED ALONG THE SIDE FACING NASHVILLE HIGHWAY. THE SIDE FACING THE FRONTAGE OF HONEY FARM WAY HAS A BROAD OPEN SPACE AREA WITH TREES. THE OTHER TWO SIDES OF THE BUILDING INCLUDE THE LOADING ZONE AND FLY THRU PICK UP LANES AND WILL NOT HAVE FOUNDATION PLANTINGS.



PLANTING ENLARGEMENTS: RAISED PLANTER (TYP) SCALE: 1" = 10'

ALL LANDSCAPE PLANTINGS SHALL BE FULLY IRRIGATED

THE CONTRACTOR'S INITIAL PRICING SHALL INCLUDE THE COSTS FOR ALL LANDSCAPE AREAS TO BE FULLY IRRIGATED BY A PERMANENTLY INSTALLED IN-GROUND IRRIGATION SYSTEM. CONTRACTOR SHALL PROVIDE AN AUTOMATICALLY CONTROLLED SYSTEM THAT PROVIDES FULL COVERAGE OF ALL INSTALLED PLANTINGS AND UTILIZES A COMBINATION OF LOW-VOLUME AND RUNOFF SPRAY HEADS AND DRIP IRRIGATION COMPONENTS.

THE MINIMUM COMPONENT STANDARDS SHALL BE MET:

- **MASTER VALVE:** NORMALLY CLOSED ELECTRONICALLY OPERATED BY SYSTEM CONTROLLER
- **BACK-FLOW PREVENTER:** LINE SIZED REDUCED PRESSURE OR DOUBLE-CHECK, AS REQUIRED BY LOCAL CODE, ZURN, WATTS, WILKINS, OR EQUAL. ALL ABOVE GRADE PIPING SHALL BE COPPER.
- **CONTROLLER:** PEDESTAL MOUNTED WEATHERTRAK LC+ CENTRAL AUTOMATIC ET-BASED "SMART" IRRIGATION CONTROLLER IN A LOCKING STAINLESS STEEL CABINET.
- **FLOW-METER:** LINE SIZED
- **RAIN/FREEZE SENSOR:** AUTOMATIC SHUT-OFF CONTROL, WIRELESS.
- **ELECTRONICALLY CONTROLLED ZONE VALVES** IN BOXES FOR ALL ROTOR/SPRAY TURF ZONES.
- **ELECTRONICALLY CONTROLLED 'CONTROL-ZONE KITS'** FOR ALL IN-LINE EMITTER TUBING/DRIP ZONES FOR PARKING ISLANDS AND SHRUB BEDS. KITS TO INCLUDE FILTER CARTRIDGES AND PRESSURE REGULATION.
- **PRESSURIZED MAIN LINE:** SCHED. 40 PVC
- **LATERAL LINES:** CLASS 200 PVC FOR ALL PIPING LESS THAN 2.5" IN DIAMETER.
- **DRAIN VALVES:** A BRASS MANUAL GATE VALVE SHALL BE INCLUDED TO DRAIN THE MAIN LINE. AUTOMATIC DRAIN VALVES SHALL BE INCLUDED IN ALL LATERAL ZONES.
- **SPRAY HEADS/ROTORS:** ALL TURF IRRIGATION SHALL PROVIDED HEAD-TO-HEAD COVERAGE. TURF IRRIGATION SHALL BE LIMITED TO THE SOD INSTALLED ONSITE.

PLANT SCHEDULE

NOTE: ALL SIZES AND CONDITION OF NURSERY STOCK SHALL MEET THE STANDARDS ESTABLISHED IN THE LATEST EDITION OF "AMERICAN STANDARD FOR NURSERY STOCK" PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, OR A MIN. OF FLORIDA NO.1 GRADE, WHICHEVER IS APPLICABLE.

QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE (BOTH MIN'S TO BE MET)	SPACING	CONDITION	REMARKS
TREES:		(ALL TREES TO BE GRADED 'FLORIDA FANCY')					
6		ACER RUBRUM 'OCTOBER GLORY'	'OCTOBER GLORY' RED MAPLE	2-1/2" – 3" C / 12' – 14' HT	AS SHOWN	B&B/CONT.	FULL HEAD w/UNIFORM GROWTH
10		ILEX X OPACA 'SAVANNAH'	'SAVANNAH' HOLLY	8' – 10' HT	AS SHOWN	B&B/CONT.	FULL HEAD w/UNIFORM GROWTH
31		JUNIPERUS VIRGINIANA 'BRODIE'	'BRODIE' JUNIPER	8' – 10' HT	AS SHOWN	B&B/CONT.	FULL TO GROUND, W/UNIFORM GROWTH
11		MAGNOLIA VIRGINIANA 'NORTHERN BELLE'	'NORTHERN BELLE' SWEETBAY (MT)	8' – 10' HT	AS SHOWN	B&B/CONT.	3-5 TRUNKS, FULL ROUND HEAD
19		NYSSA SLYVATICA 'HAYMANRED'	'RED RAGE' BLACK GUM	2-1/2" – 3" C / 8' – 10' HT	AS SHOWN	B&B/CONT.	FULL HEAD w/UNIFORM GROWTH
26		PRUNUS SERRULATA 'SNOW GOOSE'	'SNOW GOOSE' FLOWERING CHERRY	2-1/2" – 3" C / 8' – 10' HT	AS SHOWN	B&B/CONT.	FULL HEAD w/UNIFORM GROWTH
10		ULMUS PARVIFOLIA 'EMER LL'	'ALLEE' ELM	2-1/2" – 3" C / 12' – 14' HT	AS SHOWN	B&B/CONT.	FULL HEAD w/UNIFORM GROWTH
4		VIBURNUM OBOVATUM	WALTER'S VIBURNUM (TREE FORM-MT)	8' – 10' HT	AS SHOWN	B&B/CONT.	3-5 TRUNKS, FULL ROUND HEAD
SHRUBS:							
276		BUXUS SINICA VAR. INSULARIS 'WINTERGREEN'	WINTERGREEN BOXWOOD	36" MIN HT	36" O.C.	B&B/CONT.	ROUND, FULL HEAD
49		HYDRANGEA PANICULATA 'SILVER DOLLAR'	'SILVER DOLLAR' HYDRANGEA	#7 (GAL)/24" – 36" HT	48" O.C.	CONT	ROUND, FULL HEAD
24		ILEX X KOEHNEANA 'WIRT L. WINN'	'WIRT L. WINN' HOLLY	8'– 10' HT	AS SHOWN	B&B/CONT.	FULL TO GROUND, W/UNIFORM GROWTH
42		LOROPETALUM CHINENSE 'PIILC-III' PP25471	'PURPLE DAYDREAM' DWARF LOROPETALUM	#7 (GAL)/24" – 36" SPD	40" O.C.	CONT	ROUND, FULL HEAD
137		MUHLENBERGIA CAPILLARIS 'WHITE CLOUD'	'WHITE CLOUD' DWARF MUHLY GRASS	#3 (GAL)/15" – 18" HT	24" O.C.	CONT	ROUND, FULL HEAD
GROUNDCOVERS:							
FILL AREA		CYNODON DACTYLON 'TIFTON 419'	'TIFTON 419' BERMUDA SOD	SLAB / ROLL	SOLID	SOD	WEED FREE & ACTIVELY GROWING
FILL AREA		MINERAL STONE MULCH	WASHED GRAVEL	3/4" – 1-1/2" DIAMETER	4" DEPTH	BULK	GRAY/TAN IN COLOR WASHED FREE OF ALL FINES AND SOIL MATERIAL

NOTE: SYMBOLS SHOWN IN TABLE ABOVE ARE FOR SPECIES IDENTIFICATION ONLY. PLANT SIZE SHOWN IN THE TABLE IS NOT INTENDED TO BE REPRESENTATIVE OF THE PLANT AT EITHER INSTALLATION OR MATURITY. SIZE OF SYMBOL SHOWN IN TABLE ABOVE MAY VARY FROM THOSE SHOWN ON PLANS.

NOTE: SPECIES SUBSTITUTIONS OR UNDERSIZING ANY PLANT MATERIAL IS A BREACH OF CONTRACT OR BID. NO SUBSTITUTIONS OF PLANT MATERIALS ARE ALLOWED WITHOUT THE PRIOR APPROVAL OF THE LANDSCAPE ARCHITECT.

Tennessee 811
Know what's below. Call before you dig.

PLANTING PLAN

REVISIONS	BY

CARLSON CONSULTING ENGINEERS, INC.
7088 LEDGESTONE COMMONS, SUITE 301
PH: (901) 384-0424 FX: (901) 384-0710
TN CORPORATION #355643

CHARLES O. DAVIS
TENNESSEE REG. NO. 26901
LANDSCAPE ARCHITECT

NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE

WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

DRAWN	JMC
CHECKED	OAD
DATE	12/16/24
SCALE	1"=30'
JOB No.	03908-1000
SHEET	7 OF 8 SHEETS

BUG RATING ZONES:
2.0+MH:B5-U3-G3
2.0MH:B4-U3-G3
1.0MH:B3-U3-G3
0.5MH:B1-U3-G3

RESIDENTIAL

RESIDENTIAL

ENTRY DRIVE NORTH

VERT SPILL PROP LINE NORTH

VERT SPILL PROP LINE WEST

PICKUP PARKING

24' SETBACK

D1H4_28

SF4_28

D1H4_28

D2F4_28

D1H4_28

SH4_28

D1H5_28

VERTICAL ILLUMINANCE > 0.8 FC IS BENEFICIAL BECAUSE OF PUBLIC ROAD.

DRIVE THRU AISLE

PICKUP WALKWAY

ALN440-Y5-32LED-

ALN440-Y5-32LED-

PUBLIC RIGHT OF WAY

PARKING FRONT

WALMART NHM
#03908-1000
R-R-45 (RX-L)
45,002± SF
(GLA=35,837± SF)
FFE=747.00

ALN440-Y5-32LED-
WALMART PARCEL
7.49± AC

VERTICAL MAIN PARKING 5' ABOVE GRADE DIAGONAL FACING IN AND OUT IN CENTER AREA

FRONT AISLE

D1H5_28

D1H5_28

D1H5_28

D1H5_28

D1H5_28

ALN440-Y5-32LED-

ALN440-Y5-32LED-

PROPOSED TOWNHOMES

SD4_28

DSD PALLET AREA

SD4_28

VERT SPILL PROP LINE EAST

PARKING SOUTH

SH4_28

VERT SPILL PROP LINE SOUTH

SF4_28

D2F4_28

ENTRY DRIVE SOUTH

D2F4_28

20' SETBACK

PUBLIC RIGHT OF WAY

VERTICAL ILLUMINANCE > 0.8 FC IS BENEFICIAL BECAUSE OF PUBLIC ROAD.

NASHVILLE HIGHWAY
(R.O.W. WIDTH VARIES) – 55 M.P.H.

HONEY FARM WAY
(R.O.W. WIDTH VARIES) – 25 M.P.H.

LED STATISTICS SHOWN ARE AT 50000 HOURSL93 RATING (~12 YEARS @ 12 HRS/DAY).

THE POPULATION STILL EMITS 93% OF INITIAL LUMENS. THE LUMINAIRE HAS NOT FAILED. IT IS STILL OPERATING WITH A REDUCED LIGHT OUTPUT. L93 = OPERATING HOURS AT WHICH AN AVERAGE OF 7% OF INITIAL LUMENS HAVE BEEN LOST IN A TESTED POPULATION OF LED PLATFORMS.

IN COMPARISON, NON-LED LUMINAIRES ARE RATED WITH MEAN LUMENS MEASURED AT 40-50% OF RATED LIFE, DEPENDING ON TECHNOLOGY, AND RATED LIFE OF B50, WHERE B50 = OPERATING HOURS AT WHICH 50% OF A TESTED POPULATION OF LAMPS HAVE FAILED.

MATURE SIZE OF THE TREES AT 10-YEAR GROWTH HAVE BEEN MODELED AS OBJECTS INTO THE PHOTOMETRIC PLAN.

N
30 0 30
SITE PARCEL 7.49 AC

Current Luminaire Schedule

Symbol	Qty	Label	Arrangement	LLF	Description	Arr. Watts	Arr. Lum. Lumens	BUG Rating
	3	D1H4_28	D180	0.837	2-EALS035H4AF750ND1BLCKF 25ft pole on 3ft base	280	40000	B3-U0-G3
	8	D1H5_28	D180	0.837	2-EALS035H5SM750ND1BLCKF 25ft pole on 3ft base	280	40000	B4-U0-G2
	3	D2F4_28	ROTATED OPTICS	0.837	1-EALS035F4AF750ND1BLCKFS1 & 1-EALS035F4AF750ND1BLCKFS2 25ft pole on 3ft	232	30000	B2-U0-G2
	2	SD4_28	SINGLE	0.837	1-EALS035D4AF750ND1BLCKF 25ft pole on 3ft base	70	10000	B2-U0-G2
	2	SF4_28	SINGLE	0.837	1-EALS035F4AF750ND1BLCKF 25ft pole on 3ft base	116	15000	B2-U0-G2
	2	SH4_28	SINGLE	0.837	1-EALS035H4AF750ND1BLCKF 25ft pole on 3ft base	140	20000	B3-U0-G3
	5	ALN440-Y5-32LED-	SINGLE	0.837	ALN440-Y5-32LED-5K-700-BLT 12ft pole	74.9	5700	B3-U3-G3

Calculation Summary Illuminance Foot-candles

Label	Avg	Max	Min	Avg/Min	Max/Min	# Pts
Drive-Thru Aisle	2.38	4.5	1.6	1.49	2.81	20
DSD Pallet Area	1.48	2.1	1.1	1.35	1.91	32
Entry Drive North	1.91	4.8	0.5	3.82	9.60	120
Entry Drive South	2.11	3.6	0.9	2.34	4.00	30
Front Aisle	2.85	5.7	1.6	1.78	3.56	135
Parking Front	2.20	5.9	0.8	2.75	7.38	766
Parking South	2.85	5.9	0.9	3.17	6.56	80
Pickup Parking	4.01	5.8	1.8	2.23	3.22	59
Pickup Walkway	2.26	3.4	1.9	1.19	1.79	9
Rear Drive	1.62	5.5	0.2	8.10	27.50	326
Vert Parking West In	0.66	1.5	0.3	2.20	5.00	11
Vert Parking West Out	1.00	2.1	0.4	2.50	5.25	11
Vert Spill Prop Line East	0.30	0.6	0.0	N.A.	N.A.	62
Vert Spill Prop Line North	0.18	0.3	0.0	N.A.	N.A.	52
Vert Spill Prop Line South	0.26	1.8	0.0	N.A.	N.A.	52
Vert Spill Prop Line West	0.84	1.7	0.0	N.A.	N.A.	65

PHOTOMETRICS PLAN

REVISIONS	BY

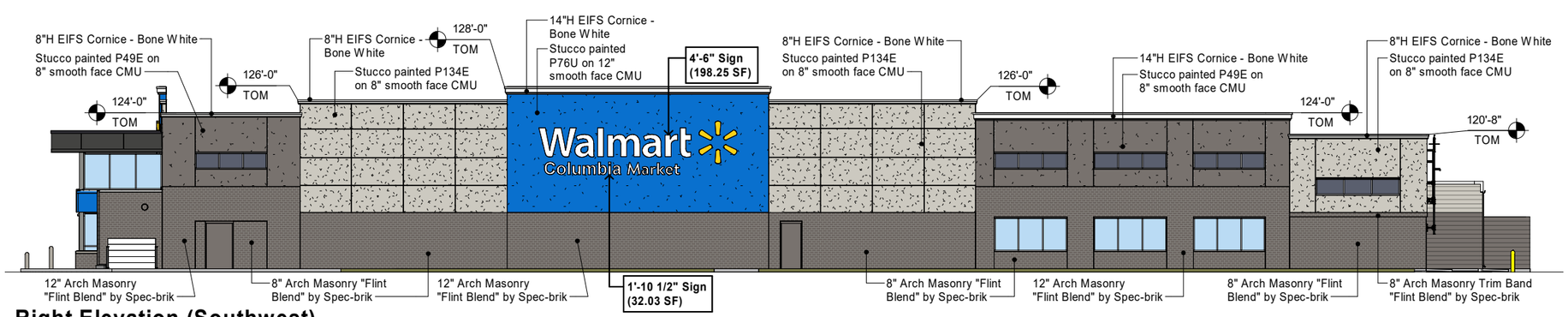
CARLSON CONSULTING ENGINEERS, INC.
7088 LEDGESTONE COMMONS
BARTLETT, TN 38141
PH: (901) 384-0710 FAX: (901) 384-0711
TN CORPORATION #355643

JOSEPH S. PARKER
REGISTERED PROFESSIONAL ENGINEER
AGRICULTURE
COMMERCE
No. 110147
STATE OF TENNESSEE

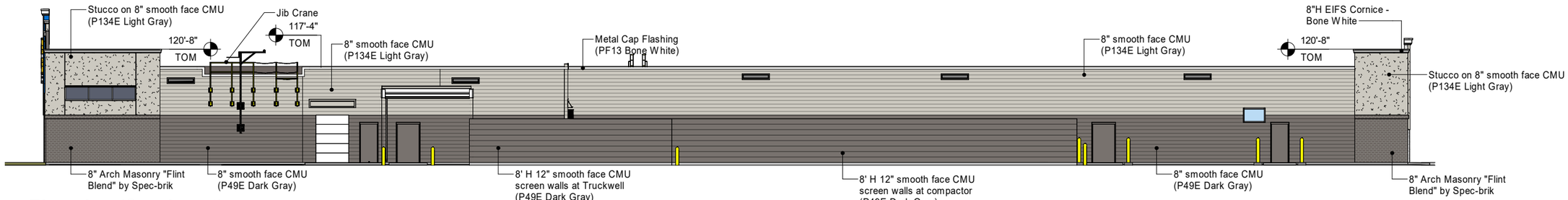
NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE
WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

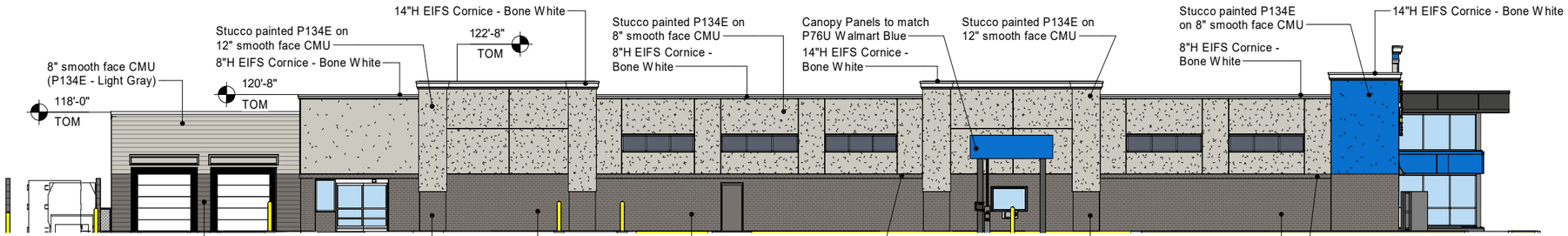
DRAWN	JMC
CHECKED	OAD
DATE	12/16/24
SCALE	1"=30'
JOB No.	03908-1000
SHEET	8 OF 8 SHEETS



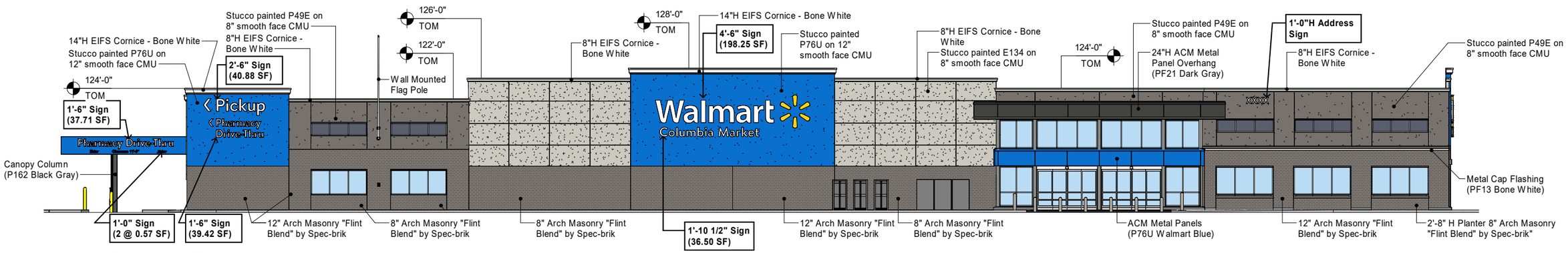
Right Elevation (Southwest)



Rear Elevation (Southeast)



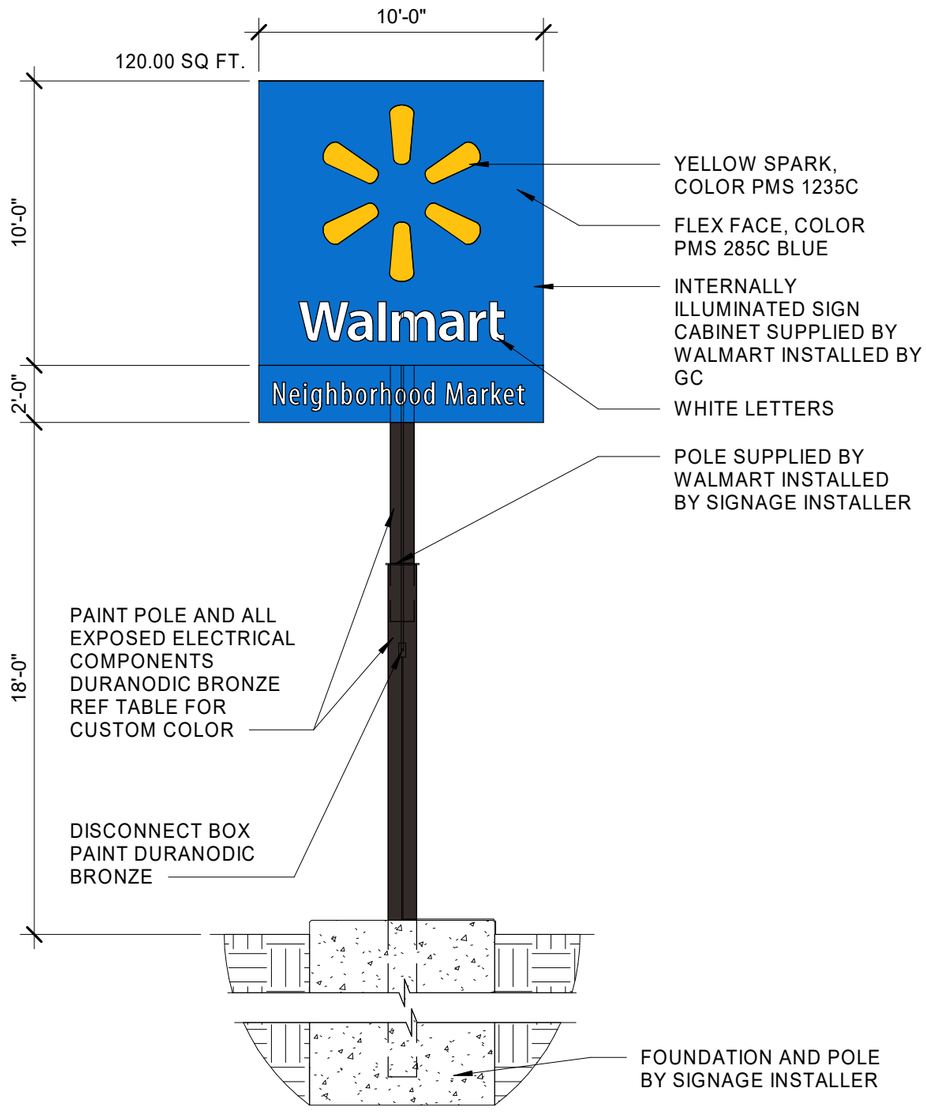
Left Elevation (Northeast)



Front Elevation (Northwest)

SITE SIGNAGE SCHEDULE

SIGNAGE	QTY	ILLUMINATED	COLOR	SIZE	AREA (SF)	TOTAL AREA (SF)
SITE						
WM NEIGHBORHOOD MARKET PYLON	1	ILLUMINATED	WHITE/YELLOW	EXTERIOR SIGN - WM Spark_7-0		120
SITE						120



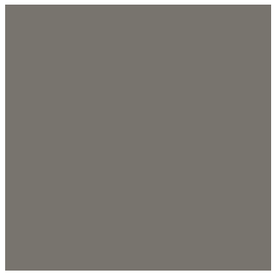
PYLON SIGN



Paint
P134E Light Gray



Paint
P135E Medium Gray



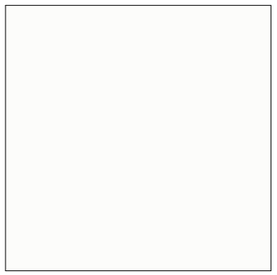
Paint
P49E Dark Gray



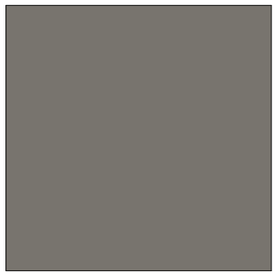
Paint
P76U Walmart Blue



Paint
P162E Black Gray



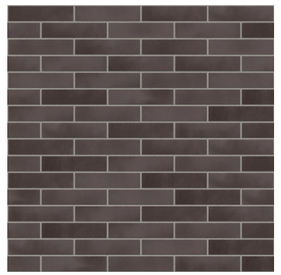
Pre-finished Metal
PF13 Bone White



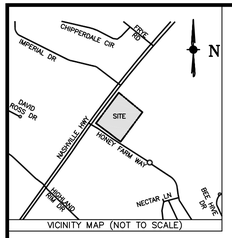
Pre-finished Metal
PF21 Dark Gray



Aluminum Brake Cladding
and Automatic Doors
Clear Anodized finish



Architectural Masonry
"Flint Blend" by Spec-brik



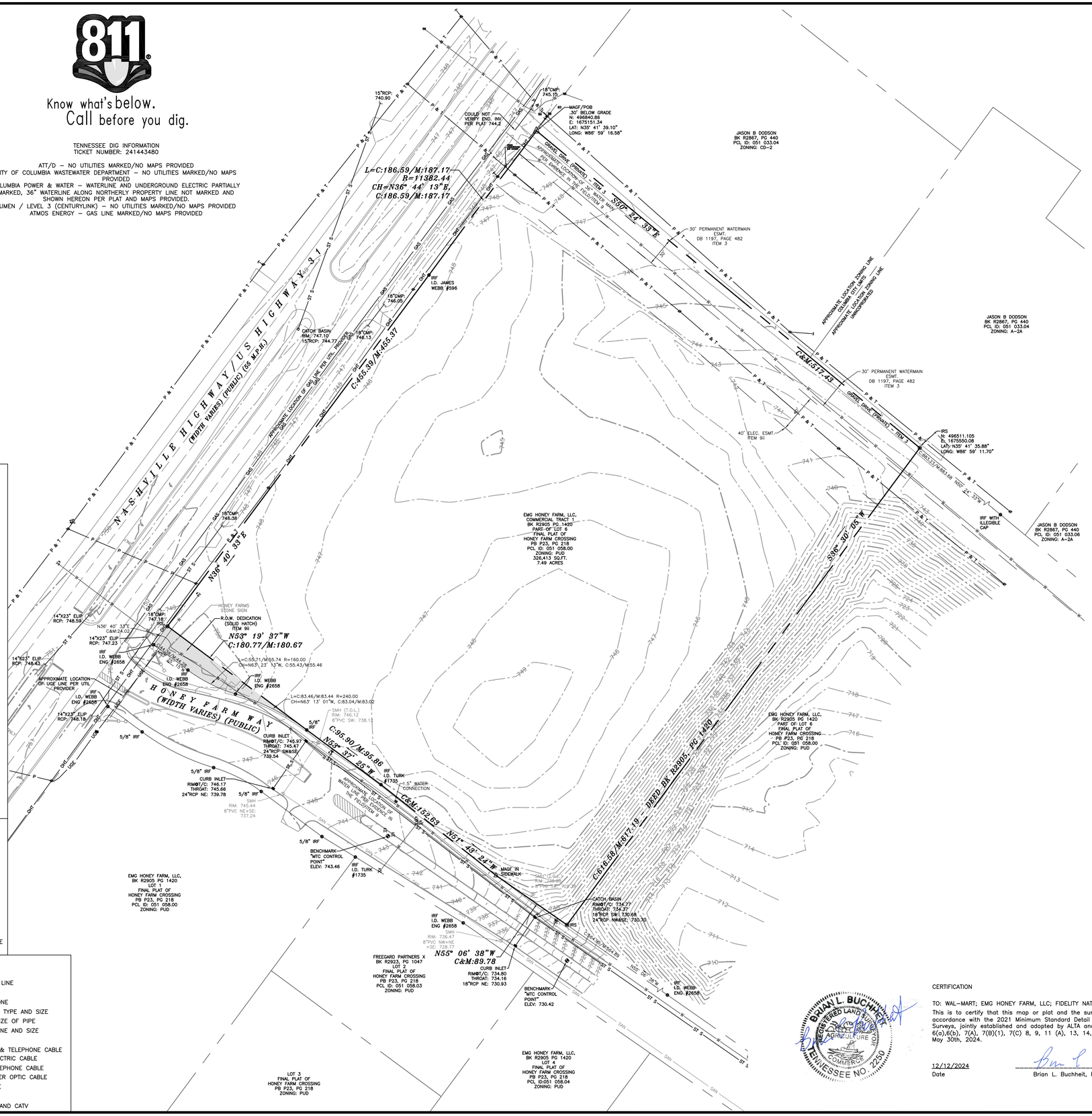
VICINITY MAP (NOT TO SCALE)

Know what's below.
Call before you dig.

TENNESSEE DIG INFORMATION
TICKET NUMBER: 241443480

ATT/D – NO UTILITIES MARKED/NO MAPS PROVIDED
CITY OF COLUMBIA WASTEWATER DEPARTMENT – NO UTILITIES MARKED/NO MAPS PROVIDED
COLUMBIA POWER & WATER – WATERLINE AND UNDERGROUND ELECTRIC PARTIALLY MARKED, 36" WATERLINE ALONG NORTHERLY PROPERTY LINE NOT MARKED AND SHOWN HEREON PER PLAT AND MAPS PROVIDED.
LUMEN / LEVEL 3 (CENTURYLINK) – NO UTILITIES MARKED/NO MAPS PROVIDED
ATMOS ENERGY – GAS LINE MARKED/NO MAPS PROVIDED

TENNESSEE S.P.C.
N
50 0 50



SYMBOLS LEGEND

⊠	CONC. MONUMENT
● IRF	IRON REBAR FOUND
○ IPF	IRON PIPE FOUND
◉ IRS	5/8" CAPPED IRON REBAR SET
+ CMF	CHISELED MARK FOUND
+ CMS	CHISELED MARK SET
△ PKF	PK NAIL FOUND
Ⓢ SMH	SANITARY MANHOLE
Ⓒ SCO	SANITARY CLEANOUT
GT	GREASE TRAP
Ⓓ DMH	DRAINAGE MANHOLE
CI	CURB INLET
	CATCH BASIN
	SURFACE DOWN SPOUT
	UNDERGROUND DOWN SPOUT
	AUTO. SPKR/FIRE DEPT. CON.
	HYDRANT
WM	WATER METER
BFP	BACKFLOW PREVENTER
	WATER VALVE
IRR	IRRIGATION CONTROL VALVE
PIV	POST INDICATOR VALVE
WS	WATER SPIGOT
MB	MAILBOX
GM	GAS METER
GV	GAS VALVE
☼ LIGHT	AREA LIGHT
☼ LIGHT	CONCRETE BASE LIGHT POLE
	WALL MOUNTED FLOOD LIGHT
E	ELECTRIC MANHOLE
EM	ELECTRIC METER
EB	ELECTRIC PULLBOX
EV	ELECTRIC VAULT
T	TELEPHONE MANHOLE
TP	TELEPHONE PEDESTAL
TPB	TELEPHONE PULLBOX
CP	CABLE T.V. PEDESTAL
PP	POWER POLE
	GUY WIRE
TBM	TEMPORARY BENCHMARK
	SIGN

TRAFFIC CONTROL LEGEND

♿	HANDICAP PARKING
	PAINTED SOLID WHITE LINE
	PAINTED SOLID YELLOW LINE
	PAINTED DASHED WHITE LINE
	PAINTED DASHED YELLOW LINE
	TRAFFIC FLOW
	LEFT TURN ONLY LANE
	RIGHT TURN ONLY LANE
	STRAIGHT OR LEFT TURN LANE
	STRAIGHT OR RIGHT TURN LANE

LINE LEGEND

	EASEMENT LINE
	BUILDING SETBACK LINE
	PROPERTY LINE
OHT	OVERHEAD TELEPHONE
ST S	DRAIN. SEWER LINE TYPE AND SIZE
W	WATER LINE AND SIZE OF PIPE
SAN	SANITARY SEWER LINE AND SIZE
P	OVERHEAD POWER
P&T	OVERHEAD POWER & TELEPHONE CABLE
UGE	UNDERGROUND ELECTRIC CABLE
UGT	UNDERGROUND TELEPHONE CABLE
FO	UNDERGROUND FIBER OPTIC CABLE
GAS	GAS LINE AND SIZE
	FENCE
P&CATV	OVERHEAD POWER AND CATV

NOTES:

1. THE STREET ADDRESS OF THE PROPERTY SHOWN ON THIS SURVEY IS 2248 NASHVILLE HWY, COLUMBIA, TN 38401.

2. THE PARCEL NUMBER FOR THIS PROPERTY IS 051 058. THE RECORD OWNER OF LOT SHOWN HEREON IS: EMG HONEY FARMS, LLC.

3. THE AREA OF THE PROPERTY SURVEYED CONTAINING 326,413 SQ.FT. OR 7.49 ACRES, MORE OR LESS.

4. THE PROPERTY AREA WAS DETERMINED BY THE COORDINATE COMPUTATION METHOD.

5. DISTANCES SHOWN HEREON ARE HORIZONTAL GRID DISTANCES UNLESS OTHERWISE NOTED.

6. THE CURRENT ZONING OF THIS PROPERTY IS PLANNED UNIT DEVELOPMENT (PUD) THE MINIMUM BUILDING SETBACK DISTANCES ARE AS FOLLOWS:
SETBACKS AND ADDITIONAL STANDARDS APPROVED AS PART OF AN APPLICABLE FINAL MASTER PUD DEVELOPMENT PLAN.
ZONING INFORMATION PROVIDED BY CITY OF COLUMBIA ZONING DEPARTMENT.

7. ANY UNDERGROUND UTILITIES SHOWN HEREON HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. ALTHOUGH HE DOES STATE THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. BEFORE BEGINNING ANY CONSTRUCTION OR BORINGS CONTACT THE UTILITIES PROTECTION SERVICE CENTER AT TENNESSEE 1–CALL: 811/1–800–351–1111.

8. THE SUBJECT PROPERTY IS LOCATED ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS PER FLOOD LINES ESTABLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY AS SHOWN ON FLOOD INSURANCE RATE MAP NUMBER 47119C0180E, DATED: 4/16/2007.

9. ALL CORNERS NOT LABELED ARE TO BE CONSIDERED POINTS.

10. THIS IS A SURVEY OF THE PROPERTY REFERENCED IN BOOK R2905, PAGE 1420 IN THE MAURY COUNTY REGISTER OF DEEDS OFFICE.

11. THE REFERENCE BEARING FOR THIS DRAWING IS BASED ON THE TENNESSEE STATE PLANE COORDINATES, ELEVATIONS ARE BASED ON NAVD88 AND ESTABLISHED BY OBSERVING BENCHMARK WITH THE COORDINATES OF N: 495809.72, E: 1675424.06 ELEV: 702.86 AS SHOWN ON PLAT BOOK P23 PAGE 218.

12. THERE ARE NO VISIBLE AND/OR APPARENT ENCROACHMENTS OR PROJECTIONS OTHER THAN THOSE SHOWN ON THIS PLAT OF SURVEY.

13. AT THE TIME OF THE SURVEY, THE SURVEYOR NOTICED OBSERVABLE EVIDENCE OF THE FOLLOWING UTILITIES: SANITARY SEWER, STORM SEWER, WATER, ELECTRIC, TELEPHONE, GAS, FIBER OPTICS, CATV.

14. NO LOCAL ROADWAY MILE MARKERS APPARENT.

15. ALL ACTIVE DRAINAGE PIPES, STRUCTURES AND SANITARY MANHOLES ARE PRECAST AND IN FAIR CONDITION.

16. NO OBSERVED EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.

17. NO EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.

18. ALL CONTIGUOUS/APPURTENANT EASEMENTS AND ENCUMBRANCES AFFECTING SUBJECT PARCEL AS PROVIDED BY TITLE POLICY, COMMITMENT NUMBER 20240671CTN ISSUE DATE 4/15/2024, ARE SHOWN HEREON. OTHER OFFSITE EASEMENTS AND ENCUMBRANCES COULD EXIST BUT CAN NOT BE DETERMINED WITHOUT TITLE FOR ADJOINING PROPERTIES.

19. SUBJECT PARCEL HAS DIRECT ACCESS TO NASHVILLE HWY, A PUBLIC RIGHT–OF–WAY.

20. NO EVIDENCE OF PROPOSED CHANGE IN STREET RIGHT–OF–WAY LINES AT TIME OF SURVEY. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS AT TIME OF SURVEY.

21. THE PROPERTY DEPICTED HEREON IS THE SAME PROPERTY DESCRIBED AS THE EXHIBIT A LEGAL DESCRIPTION IN COMMITMENT NUMBER 20240671CTN ISSUE DATE 4/15/2024.

21. DATE OF THE FIELD SURVEY: 5/27/2024 – 5/30/2024.

SURVEY LEGAL DESCRIPTION

SITUATED IN THE CITY OF COLUMBIA, COUNTY OF MAURY AND STATE OF TENNESSEE AND KNOWN AS BEING "COMMERCIAL TRACT 1" CONVEYED TO EMG HONEY FARM, LLC BY DEED RECORDED IN BOOK R2905, PAGE 1420 AND ALSO BEING PART OF LOT 6 OF THE FINAL PLAT OF HONEY FARM CROSSING RECORDED BY PLAT IN PLAT BOOK P23, PAGE 218 IN THE MAURY COUNTY REGISTER OF DEEDS OFFICE AND IS FURTHER BOUNDED AND DESCRIBED AS FOLLOWS;

BEGINNING AT A MAG NAIL FOUND IN THE APPROXIMATE CENTERLINE OF A GRAVEL DRIVE WAY (PRIVATE) AND BEING A SOUTHWESTERLY CORNER OF LAND CONVEYED TO JASON B. DODSON BY DEED RECORDED IN BOOK R2867, PAGE 440 IN THE MAURY COUNTY REGISTER OF DEEDS OFFICE SAID MAG NAIL LYING IN THE SOUTHEASTERLY RIGHT–OF–WAY OF NASHVILLE HIGHWAY A.K.A. U.S. HIGHWAY 31 (WIDTH VARIES);

THENCE ALONG THE GENERAL CENTER ALIGNMENT OF SAID GRAVEL DRIVE AND A SOUTHERLY LINE OF LAND SO CONVEYED TO JASON B. DODSON SOUTH 50°24'33" EAST A DISTANCE OF 517.43 FEET TO A CAPPED 5/8" IRON REBAR SET I.D. BUCHHEIT RLS #2250. THENCE SOUTH 36°30'05" WEST A DISTANCE OF 617.19 FEET TO A CAPPED 5/8" IRON REBAR SET, I.D. BUCHHEIT RLS #2250, SAID IRON LYING IN A NORTHEASTERLY RIGHT–OF–WAY OF HONEY FARM WAY (WIDTH VARIES); THENCE ALONG SAID NORTHEASTERLY RIGHT–OF–WAY NORTH 55°06'38" WEST A DISTANCE OF 89.78 FEET TO A MAG NAIL FOUND LYING IN A CONCRETE SIDEWALK; THENCE CONTINUING ALONG SAID NORTHEASTERLY RIGHT–OF–WAY NORTH 51°43'24" WEST A DISTANCE OF 152.63 FEET TO AN IRON REBAR FOUND, I.D. TURK #1735; THENCE CONTINUING ALONG SAID NORTHEASTERLY RIGHT–OF–WAY NORTH 53°37'25" WEST A DISTANCE OF 95.86 FEET TO A 5/8" IRON REBAR FOUND; THENCE CONTINUING ALONG SAID NORTHEASTERLY RIGHT–OF–WAY NORTH 53°19'37" WEST A DISTANCE OF 180.67 FEET TO A CAPPED 5/8" IRON REBAR SET, I.D. BUCHHEIT RLS #2250, LYING IN SAID SOUTHEASTERLY RIGHT–OF–WAY OF NASHVILLE HIGHWAY; THENCE ALONG SAID SOUTHEASTERLY RIGHT–OF–WAY NORTH 36°40'33" EAST A DISTANCE OF 455.37 FEET TO AN IRON REBAR FOUND, I.D. JAMES WEBB #596, AT A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID SOUTHEASTERLY RIGHT–OF–WAY WITH THE ARC OF A CURVE DEFLECTING TO THE RIGHT A DISTANCE OF 187.17 FEET, SAID CURVE HAVING A RADIUS OF 11382.44 FEET AND A CHORD WHICH BEARS NORTH 36°44'13" EAST, 187.17 FEET TO THE PLACE OF BEGINNING CONTAINING 326,413 SQ. FT. OR 7.49 ACRES (MORE OR LESS) OF LAND.

UTILITY PROVIDERS		
UTILITY	COMPANY	CONTACT INFORMATION
GAS	ATMOS ENERGY	810 NASHVILLE HWY COLUMBIA, TN 38401 (931)–388–9136
WATER	COLUMBIA POWER & WATER SYSTEMS	201 PICKENS LN COLUMBIA, TN 38401 (931)–388–4833
ELECTRICITY	COLUMBIA POWER & WATER SYSTEMS	201 PICKENS LN COLUMBIA, TN 38401 (931)–388–4833
TELEVISION CABLE	TIME WARNER	(800)–892–2253
TELEPHONE	AT&T	(888)–757–6500
LOCAL ROADS	CITY OF COLUMBIA PUBLIC WORKS	JEFF DEWIRE DIRECTOR 110 SANTA FE PIKE COLUMBIA, TN 38401
SANITARY SEWERS	COLUMBIA WASTEWATER DEPARTMENT	1244 TREATMENT PLANT RD, COLUMBIA, TN 38401 (931)–560–1001
DRAINAGE SEWERS	STORMWATER COORDINATOR – DOUGLAS TONEY	DTONEY@COLUMBIATN.GOV
STATE ROADS	TENNESSEE DEPT. OF TRANSPORTATION	JAMES K. POLK BUILDING, SUITE 700 505 DEADERICK STREET NASHVILLE, TN 37243–0349 (615)–741–2848

BRIAN L. BUCHHEIT
REGISTERED LAND SURVEYOR
DEPARTMENT OF AGRICULTURE
TENNESSEE NO. 2250

CERTIFICATION

TO: WAL–MART; EMG HONEY FARM, LLC; FIDELITY NATIONAL TITLE INSURANCE COMPANY
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 6(a),6(b), 7(A), 7(B)(1), 7(C) 8, 9, 11 (A), 13, 14, 16 – 19. The fieldwork was completed on May 30th, 2024.

12/12/2024
Date

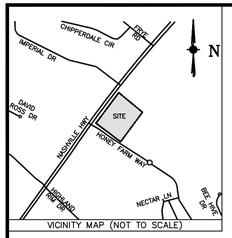
Brian L. Buchheit, PLS No. 2250

ALTA/NSPS LAND TITLE SURVEY
FOR
WALMART

CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

CARLSON CONSULTING ENGINEERS, INC.
7068 LEDGESTONE COMMONS
BARTLETT, TENNESSEE 38133
PH. (901) 384–0404 • FX. (901) 384–0710

SCALE: 1" = 50'
DATE: 12/12/2024
DRAWING FILE: WM
DRAWN BY: DCS/JHW
JOB No. COLUMBIA,TN
SHEET 1 OF 2



VICINITY MAP (NOT TO SCALE)

FIDELITY NATIONAL TITLE INSURANCE COMPANY
SCHEDULE B
EXCEPTIONS

COMMITMENT NO.: 20240671CTN
COMMITMENT DATE: APRIL 15, 2024 AT 8:00 AM

1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I–REQUIREMENTS ARE MET. ***NOT A SURVEY RELATED ITEM.***

2. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS. ***NOT A SURVEY RELATED ITEM.***

3. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND. ***NORTHERLY PROPERTY LINE OF SUBJECT PARCEL GENERALLY FOLLOWS THE CENTERLINE OF A GRAVEL DRIVE AND ENCROACHES ONTO SUBJECT PARCEL. DRIVE WAY BEING USED AS THE ONLY INGRESS/EGRESS TO SOME ADJOINING PROPERTIES; 30' PERMANENT WATERMAIN EASEMENT SHOWN HEREON PER PLAT BOOK P23, PAGE 218. PLAT CALLS EASEMENT TO BE RECORDED IN DEED BOOK 1197, PAGE 482. DEED NOT PROVIDED IN TITLE COMMITMENT.***

4. EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS. ***NONE APPARENT***

5. ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS. ***NOT A SURVEY RELATED ITEM.***

6. TAXES OR SPECIAL ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS. ***NOT A SURVEY RELATED ITEM.***

7. IF IMPROVEMENTS ARE COMPLETED AFTER JANUARY 1 OF ANY YEAR, AND THE LAW, PURSUANT TO TCA 67–5–509 AND TCA 67–5–603, REQUIRES SUPPLEMENTAL ASSESSMENT FOR THE YEAR IN WHICH IMPROVEMENTS ARE COMPLETED, THE COMPANY ASSUMES NO LIABILITY FOR TAXES ASSESSED BY CORRECTION OR SUPPLEMENTAL ASSESSMENT. ***NOT A SURVEY RELATED ITEM.***

8. TAXES FOR THE YEAR 2024, A LIEN NOT YET DUE AND PAYABLE. ***NOT A SURVEY RELATED ITEM.***

9. SUBJECT TO ALL MATTERS SHOWN ON THE PLAN OF RECORD IN PLAT BOOK P16, PAGE 251 AND PLAT BOOK P23, PAGE 218, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. ***AFFECTS SUBJECT PARCEL, SHOWN HEREON.***

10. DRAINAGE EASEMENT OF RECORD IN BOOK R2923, PAGE 1024, IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. ***AFFECTS SUBJECT PARCEL. GRANTS NON EXCLUSIVE DRAINAGE EASEMENT TO BENEFIT SUBJECT PARCEL.***

11. STORMWATER DETENTION AGREEMENT OF RECORD IN BOOK R2913, PAGE 916 AND BOOK R2001, PAGE 247, IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. ***DOES NOT AFFECT SUBJECT PARCEL.***

12. INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES OF RECORD IN BOOK R2033, PAGE 1413, IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. ***AFFECTS SUBJECT PARCEL BUT IS NOT A SURVEY RELATED ITEM.***

13. DEED RESTRICTIONS, EASEMENTS AND RIGHTS SET FORTH IN THE DEED OF RECORD IN BOOK 747, IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. ***AFFECTS SUBJECT PARCEL, NO EASEMENTS OR ENCUMBRANCES TO BE SHOWN.***

14. UTILITY EASEMENT IN FAVOR OF CITY OF COLUMBIA OF RECORD IN BOOK 219, PAGE 536 ***AFFECTS SUBJECT PARCEL, GRANTS A BLANKET EASEMENT OVER PARENT PARCEL. ALL ELECTRIC LINES COVERED BY EASEMENTS RECORDED IN ITEM 9***. AND BOOK R2026, PAGE 1182 ***DOES NOT AFFECT SUBJECT PARCEL.*** IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.

15. ENCROACHMENTS REFERENCED AND DESCRIBED IN DEED OF RECORD IN BOOK R2905, PAGE 1420, IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. ***AFFECTS SUBJECT PARCEL, SUBJECT PARCEL IS COMMERCIAL TRACT 1. GRAVEL DRIVE ENCROACHMENT SHOWN HEREON, SEE ITEM 3.***

16. EASEMENTS SET FORTH IN THE DEED OF RECORD IN BOOK 1161, PAGE 434, IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. ***AFFECTS SUBJECT PARCEL. SUBJECT PARCEL IS PART OF WARRANTY DEED. NO EASEMENTS OR ENCUMBRANCES TO BE SHOWN.***

17. CHARTER FOR HONEY FARM HOMEOWNERS ASSOCIATION, INC. OF RECORD IN BOOK T, PAGE 366, AND QUITCLAIM OF COMMON AREAS OF RECORD IN BOOK R2083, PAGE 11, IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. ***NOT A SURVEY RELATED ITEM.***

18. ACREAGE CONTENT OF THE SUBJECT PROPERTY IS NOT HEREBY INSURED. REFERENCE TO ACREAGE IS LEFT IN THE DESCRIPTION MERELY FOR CONVENIENCE IN IDENTIFYING THE TRACT. ***ACREAGE SHOWN HEREON AS SURVEYED.***

19. SUBJECT TO THE FLOW OF ANY CREEKS, STREAMS, OR BRANCHES ACROSS SUBJECT PROPERTY. ***DOES NOT AFFECT SUBJECT PARCEL.***

20. NO INSURANCE IS OFFERED TO TITLE TO THAT PORTION OF THE PREMISES EMBRACED WITHIN THE BOUNDS OF ANY ROADS, STREETS, OF HIGHWAYS. ***NOT A SURVEY RELATED ITEM.***

FIDELITY NATIONAL TITLE COMPANY
SCHEDULE A
LEGAL DESCRIPTION

COMMITMENT NO.: 20240671CTN
COMMITMENT DATE: APRIL 15, 2024 AT 8:00 AM

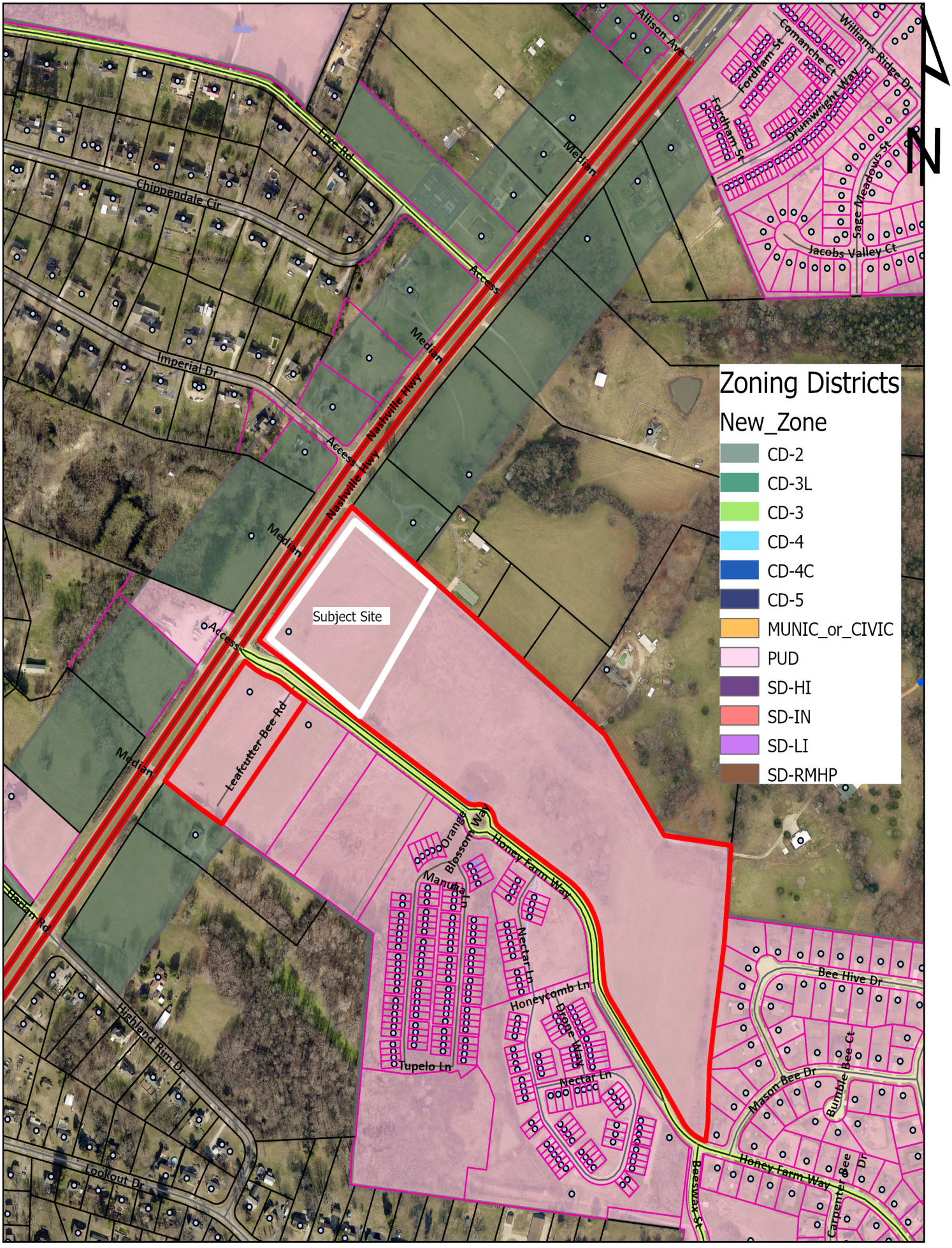
BEGINNING AT A 1/2–INCH REBAR FOUND AT THE INTERSECTION OF THE SOUTHEASTERLY RIGHT–OF–WAY LINE OF NASHVILLE HIGHWAY (VARIABLE RIGHT–OF–WAY) WITH THE NORTHEASTERLY RIGHT–OF–WAY LINE OF HONEY FARM WAY (VARIABLE RIGHT–OF–WAY): THENCE ALONG SAID SOUTHEASTERLY RIGHT–OF–WAY LINE OF NASHVILLE HIGHWAY NORTH 36°41'00" EAST FOR A DISTANCE OF 479.41 FEET TO A CONCRETE MONUMENT FOUND; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT AN ARC LENGTH OF 186.59 FEET, SAID CURVE HAVING A RADIUS OF 11382.44 FEET AND BEING SUBTENDED BY A CHORD OF 186.59 FEET BEARING NORTH 36°54'16" EAST TO A NAIL SET IN THE CENTERLINE OF A GRAVEL AND ASPHALT LINE; THENCE WITH SAID CENTERLINE SOUTH 50°26'06" EAST FOR A DISTANCE OF 517.43 FEET TO A NAIL SET; THENCE DEPARTING SAID LANE SOUTH 36°32'46" WEST FOR A DISTANCE OF 616.84 FEET TO A 5/8–INCH REBAR SET ON THE NORTHEASTERLY RIGHT–OF–WAY LINE OF HONEY FARM WAY; THENCE ALONG SAID RIGHT–OF–WAY LINE NORTH 55°07'01" WEST FOR A DISTANCE OF 89.78 FEET TO A NAIL SET; THENCE NORTH 51°43'09" WEST FOR A DISTANCE OF 152.63 FEET TO A 5/8–INCH REBAR SET; THENCE NORTH 53°39'04" WEST FOR A DISTANCE OF 95.90 FEET TO A 1/2–INCH REBAR FOUND; THENCE ALONG THE ARC OF A CURVE TO THE LEFT AN ARC LENGTH OF 83.46 FEET, SAID CURVE HAVING A RADIUS OF 240.00 FEET AND BEING SUBTENDED BY A CHORD OF 83.04 FEET BEARING NORTH 63°11'32" WEST TO A 1/2–INCH REBAR FOUND; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT AN ARC LENGTH OF 55.71 FEET, SAID CURVE HAVING A RADIUS OF 160.00 FEET AND BEING SUBTENDED BY A CHORD OF 55.43 FEET BEARING NORTH 63°22'30" WEST TO 1/2–INCH REBAR FOUND; THENCE NORTH 53°26'48" WEST FOR A DISTANCE OF 44.38 FEET TO A 1/2–INCH REBAR FOUND, SAID POINT BEING THE TRUE POINT OF BEGINNING.

ALTA/NSPS LAND TITLE SURVEY
FOR
WALMART

CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

CARLSON CONSULTING ENGINEERS, INC.
7068 LEDGESTONE COMMONS
BARTLETT, TENNESSEE 38133
PH. (901) 384–0404 • FX. (901) 384–0710

SCALE: 1" = 50' DATE: 12/12/2024	DRAWING FILE: WM DRAWN BY: DCS/JHW	JOB No. COLUMBIA,TN SHEET 2 OF 2



24-0535
Honey Farm PUD
Nashville Hwy. & Honey Farm Way

Development Services
700 N. Garden Street
Columbia, TN 38401
www.columbiatn.gov

CITY OF COLUMBIA
TENNESSEE

TRAFFIC IMPACT STUDY

HONEY FARM
WALMART NEIGHBORHOOD MARKET
COLUMBIA, TENNESSEE

PREPARED ON BEHALF OF:

CARLSON CONSULTING ENGINEERS, INC.

PREPARED BY:

RG PHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

NOVEMBER 2024

TRAFFIC IMPACT STUDY

PROPOSED HONEY FARM WALMART NEIGHBORHOOD MARKET
COLUMBIA, TENNESSEE



11/26/24

PREPARED BY:

RG Phillips Consulting, LLC

Richard G. Phillips, P.E.

106 Mission Court, Suite 301

Franklin, TN 37067

RG PHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

Traffic Impact Study

Honey Farm Walmart Neighborhood Market
Columbia, Tennessee

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Introduction and Scope

The purpose of this traffic study is to assess the traffic impacts associated with the proposed Honey Farm Walmart Neighborhood Market development in Columbia, Tennessee. The development is proposed to include a 45,000-S.F. Walmart Neighborhood Market (LUC 850), as well as a 6,600-S.F. fast-food restaurant with a drive-through (LUC 934), a 5,500-S.F. fast casual restaurant (LUC 930), 6,000 S.F. of future retail (LUC 822), 174 apartment units (LUC 220), 180 townhomes (LUC 215), a 98,275-S.F. storage facility (LUC 151), and a 17,000-S.F. health department (LUC 720). Notably, a previous traffic study was prepared for this site by KCI Technologies, Inc. in June 2023. This November 2024 traffic study serves as an update to the prior analyses to reflect changes in proposed land uses, expected trip generation, and project access. Specifically, this updated study addresses the addition of the proposed Walmart Neighborhood Market to the Honey Farm development.

Based on the scope set by City of Columbia staff, this study includes the following intersections:

- #1 – Nashville Highway (US 31 / SR 6) & Honey Farm Way
- #2 – Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access
- #3 – Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access
- #4 – Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive

This report identifies potential traffic impacts to the surrounding roadway network based on the proposed development. Three scenarios were considered for analysis, as follows:

- Existing Traffic Conditions (2024)
- Background Traffic Conditions (2026)
- Projected Traffic Conditions at Horizon Year (2026)

2024 Existing Traffic Conditions

Traffic counts were conducted at locations #1 and #4 from 7:00 AM to 9:00 AM and from 2:00 PM to 6:00 PM. A traffic incident occurred on Nashville Highway during initial traffic collection that affected the AM peak hour traffic; AM traffic data were recollected on a different day as a result.

2026 Background Traffic Conditions

The 2024 existing traffic volumes were increased by 2.5% per year for the two-year buildout period, and one offsite development was identified and included.

2026 Projected Traffic Conditions

Trips expected to be generated by the proposed development were determined from ITE's *Trip Generation, 11th Edition.* These generated volumes were added to the background traffic volumes to determine the 2026 projected traffic conditions. Internal and pass-by reduction factors were included in the trip generation calculations.

Consideration of Offsite Improvements

Right turn lane evaluations were performed for the intersection of Nashville Highway and the proposed Walmart right-only access based on the 2026 projected traffic conditions. The projected conditions at this intersection were found to meet the thresholds for the installation of a northbound right turn lane on Nashville Highway.

Conclusions and Recommendations

Based on the analyses presented in this study, the traffic generated by the proposed Walmart Neighborhood Market can be accommodated by the surrounding roadway infrastructure with the following offsite improvements:

Nashville Highway and Proposed Walmart Right-Only Access

To provide adequate access for the Walmart Neighborhood Market, a right-only driveway on Nashville Highway is shown on the north end of the development. With the inclusion of this driveway, it is recommended that a northbound right turn lane with 150' of storage length be constructed on Nashville Highway.

In addition, recommendations provided in KCI's previous traffic study are now included in the updated Honey Farm site development plan and are summarized as follows:

Nashville Highway and Honey Farm Way

- When warranted, provide traffic signal control. Provide optimized signal timings and evaluate need for coordinated operation.
- Extend the southbound left-turn storage on Nashville Highway to 300'.
- Realign the existing westbound approach of Honey Farm Way to remove the existing curvature of the roadway.
- Provide one entering lane and three exiting lanes for the westbound approach of Honey Farm Way. The exiting approach should include one left turn lane, one shared through/left turn lane, and one right turn lane.

Honey Farm Way and Proposed Walmart Access / Proposed Commercial Access

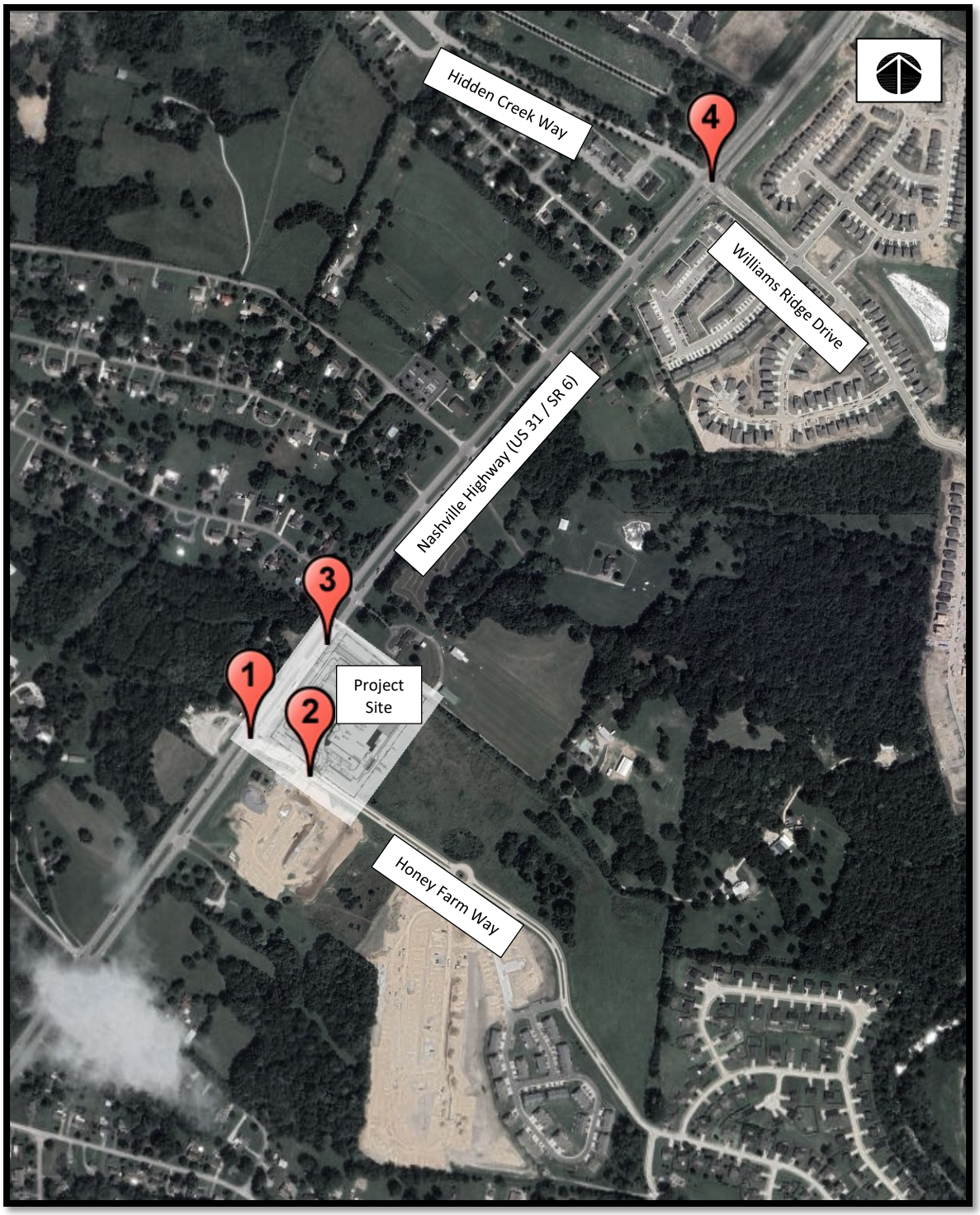
- Provide an eastbound left turn lane on Honey Farm Way with 75' of storage.
- Provide an eastbound right turn lane on Honey Farm Way with 75' of storage.
- Provide a westbound left turn lane on Honey Farm Way with 50' of storage.
- Provide an eastbound right turn lane on Honey Farm Way with 75' of storage.
- Provide a westbound left turn lane on Honey Farm Way with 50' of storage.

1. INTRODUCTION

The purpose of this traffic impact study is to assess the traffic impacts associated with the proposed Honey Farm Walmart Neighborhood Market in Columbia, Tennessee and to identify if any offsite access or traffic control improvements will be required to address those impacts.

As mentioned above, the project site is located in Columbia, Tennessee, east of Nashville Highway (US 31 / SR 6) and north of Honey Farm Way. Figure 1 shows the proposed project site, along with the intersections that will be included as part of this study.

It should be noted that a traffic impact study was completed previously for this development, by KCI Technologies, Inc. in June 2023. This November 2024 traffic study serves as an update to the prior report in order to reflect changes in the proposed land uses, expected trip generation, and project access. Specifically, the updated traffic study addresses the addition of the proposed Walmart Neighborhood Market to the Honey Farm development.



RG PHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

Figure 1.
Project Location and Study Intersections

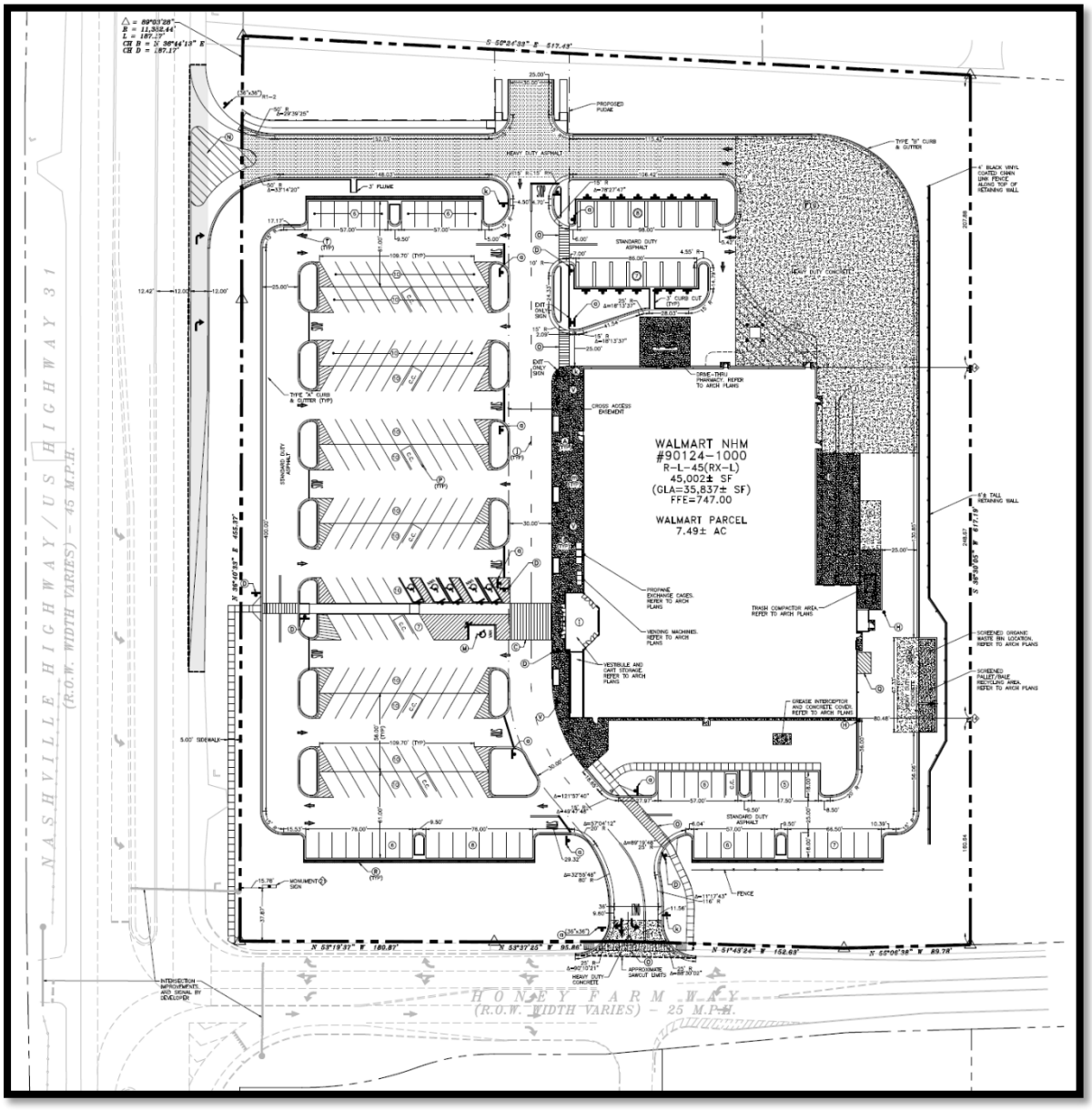
2. PROJECT DESCRIPTION

The current site development plan, provided by Carlson Consulting Engineers, Inc., is illustrated in Figure 2. As detailed in Figure 2, the site plan currently proposes the development of a Walmart Neighborhood Market alongside multiple other land uses. The planned Walmart Neighborhood Market will measure approximately 45,000 S.F. and have a proposed access on Honey Farm Way, as well as a proposed right-only access on Nashville Highway.

In addition to the Walmart Neighborhood Market, the overall Honey Farm development is proposed to include the following:

- Fast-Food Restaurant with Drive-Through (6,600 S.F.)
- Fast Casual Restaurant (5,500 S.F.)
- Future Retail (6,000 S.F.)
- Multifamily Apartment Housing (174 Dwelling Units)
- Townhomes (180 Dwelling Units)
- Mini-Warehouse (98,275 S.F.)
- Health Department (17,000 S.F.)

Based on scoping discussions with City of Columbia staff, it was assumed that the development would be completed by 2026.



CARLSON CONSULTING ENGINEERS, INC.

Figure 2.
Walmart Neighborhood Market
Site Development Plan

Project Scope

This report identifies potential traffic impacts to the surrounding roadway network based on the proposed development. Three scenarios were considered for analysis, as follows:

- Existing Traffic Conditions (2024)
- Background Traffic Conditions (2026)
- Future Traffic Conditions at Project Buildout (2026)

Based on scoping discussions with City of Columbia staff, the following intersections were included for analysis in this traffic study:

- #1 – Nashville Highway (US 31 / SR 6) & Honey Farm Way
- #2 – Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access
- #3 – Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access
- #4 – Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive

To simplify review of the traffic study, each intersection was assigned a reference number, as shown above. The traffic assignment and capacity analyses worksheets contained in this report refer to each intersection by both name and assigned intersection number.

It should be noted that at intersection #1, Nashville Highway and Honey Farm Way, there is a business driveway that comprises the west and fourth leg of the intersection. However, based on traffic data collection for both KCI's previous traffic study and this study, there were zero entering and exiting traffic volumes during each peak hour at this driveway. Therefore, for the purposes of this study, this intersection was analyzed as a T-intersection, excluding the business driveway from analysis and future traffic signal phasing.

3. 2024 EXISTING TRAFFIC CONDITIONS

Methodology

The traffic analyses performed in this report were conducted using *Synchro* software, which emulates the methodologies set forth in the *Highway Capacity Manual, 6th Edition,* for evaluation of signalized and unsignalized intersections.

The intersections considered in this study were evaluated in terms of level of service (LOS), which is a rating of traffic conditions for a given roadway or intersection. The descriptions for the various levels of service at both signalized and unsignalized intersections are shown in Table 1 and Table 2, respectively.

Table 1
Level of Service Criteria for Signalized Intersections

Level of Service	Description	Control Delay (Seconds)
A	Very low delay with minimal stops.	<10
B	Stable traffic flow, low delay, few traffic stops.	>10 to ≤20
C	Operations with stable flow, moderate delay.	>20 to ≤ 35
D	Noticeable delays, many stopped vehicles.	>35 and ≤ 55
E	Unstable flow, high delays and congestion.	>55 and ≤ 80
F	Unacceptable delay, excessive congestion.	>80

Table 2
Level of Service Criteria for Unsignalized Intersections

Level of Service	Description	Control Delay (Seconds)
A	Minimal or no delay	≤ 10
B	Minor traffic delay	>10 and ≤ 15
C	Average traffic delay	>15 and ≤ 25
D	Long traffic delay	>25 and ≤ 35
E	Very long traffic delay	>35 and ≤ 50
F	Extreme traffic delay	> 50

Roadway Network

The roadways in the vicinity of the site that will provide access to the Walmart Neighborhood Market development are described as follows:

- *Nashville Highway (US 31 / SR 6)* is a four-lane, median-divided highway that is designated in TDOT's functional classification system as a principal arterial roadway. For the purposes of this study, Nashville Highway was designated as running north-south. At its intersection with Honey Farm Way, Nashville Highway has a southbound left-turn lane and a northbound right-turn lane into the Honey Farms development. The speed limit on Nashville Highway is posted at 55 mph.

- *Honey Farm Way* is a two-lane local roadway with a posted speed limit of 25 mph. At its intersection with Nashville Highway, Honey Farm Way has two exiting westbound lanes.

- *Hidden Creek Way* is a two-lane local roadway that provides access to the Homestead at Carter's Station residential development. Hidden Creek Way has a posted speed limit of 25 mph.

- *Williams Ridge Drive* is a two-lane local roadway that provides access to the Drumwright residential development. The speed limit is not posted on Williams Ridge Drive.

Existing Traffic Operations

To provide data for the analysis, manual turning movement traffic counts were performed at the following locations:

- #1 – Nashville Highway (US 31 / SR 6) & Honey Farm Way
- #4 – Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive

The traffic counts were conducted on a weekday from 7:00 AM to 9:00 AM and from 2:00 PM to 6:00 PM. It should be noted that traffic video data were recorded initially on October 22nd, 2024, but there was a traffic incident on Nashville Highway during this collection that affected the AM peak hour traffic. AM video was therefore recollected on November 7th, 2024.

From the traffic counts collected, it was determined that the AM peak hours of traffic differed by intersection. At intersection #1, Nashville Highway and Honey Farm Way, the AM peak hour occurred from 7:00 AM to 8:00 AM, while at intersection #4, Nashville Highway and Hidden Creek Way / Williams Ridge Drive, the AM peak hour occurred from 7:15 AM to 8:15 AM. At each of the two intersections, the PM peak hour occurred between 2:30 PM and 3:30 PM.

The existing 2024 peak hour traffic volumes for the intersections studied are illustrated in Figure 3. The traffic count data utilized for this study are included in summary form in Appendix A.

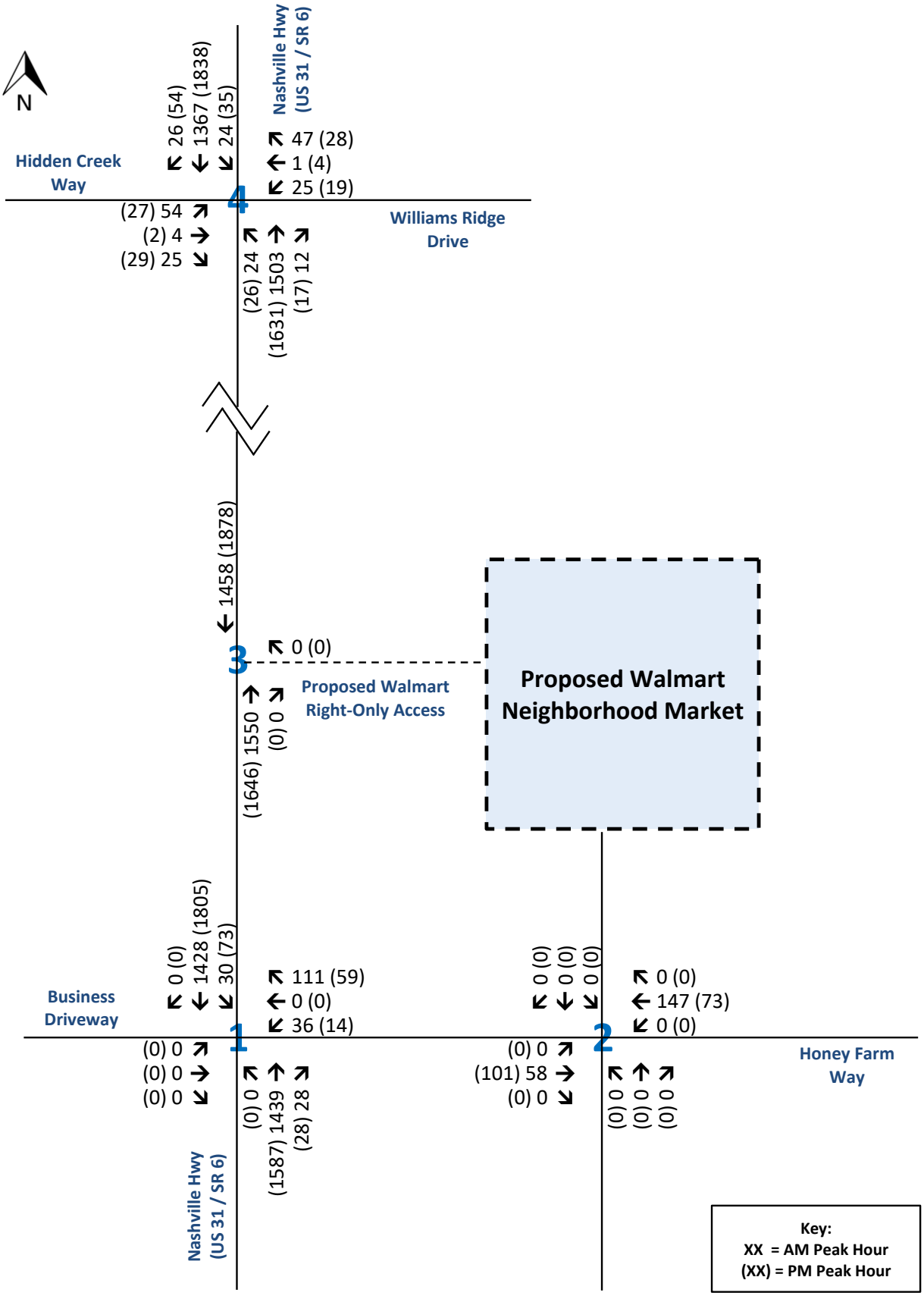


Figure 3.
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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2024 Existing Capacity Analyses

As previously described, the capacity analyses result in the determination of a Level of Service (LOS) for an intersection. The LOS is a concept used to describe how well an intersection or roadway operates. LOS A is the best, while LOS F is the worst.

The results of the capacity analyses for the 2024 existing conditions at the intersections studied are presented in Table 3. As shown, the intersections contained in the study area presently operate at acceptable levels of service (LOS D or better) during both the AM and PM peak traffic hours.

Appendix B contains the capacity analysis worksheets for the 2024 existing traffic conditions.

Table 3
2024 Existing Traffic Conditions Analyses
Peak Hour Levels of Service

Intersection			Level of Service / Delay (Seconds)	
#	**Description**	**Movement [(1)]**	**AM Peak Hour**	**PM Peak Hour**
1	Nashville Highway (US 31 / SR 6) & Honey Farm Way	Southbound Left	B (14.4)	C (17.8)
		Westbound	D (29.0)	D (27.9)
2	Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access	Northbound	---	---
		Southbound	---	---
		Eastbound Left	---	---
		Westbound Left	---	---
3	Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access	Westbound Right	---	---
4	Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive	Overall (Signalized)	B (16.3)	B (19.8)

[(1)] For signalized locations and all-way stop control, the overall LOS and delay are listed for the intersection. For intersections with stop control on the minor approaches only, the LOS and delay are listed for movements that are required to stop or yield the right-of-way.

4. 2026 BACKGROUND TRAFFIC CONDITIONS

The 2026 background conditions analyses are presented to evaluate the traffic levels expected at the project buildout year due to growth. To determine the background traffic volumes, data from a nearby count station, #91, were obtained from TDOT. Based on historical ADT traffic counts at this count station, an average annual rate of 1.3% traffic growth was indicated in the vicinity of the project site over the last five-year period. To be conservative, the 2024 existing traffic volumes were increased by 2.5% per year for the two-year buildout to obtain the 2026 background traffic volumes. The historical TDOT data from this count station are included in Appendix A.

In addition to historical traffic growth, one offsite development was identified for inclusion in the 2026 background traffic conditions. This project is a proposed multifamily and self-storage development located at 2558 Nashville Highway, north of the Honey Farm development.

The 2026 background traffic volumes, which represent the traffic that could be expected to travel through the study area even if the proposed Walmart Neighborhood Market is not completed, are illustrated in Figure 4.

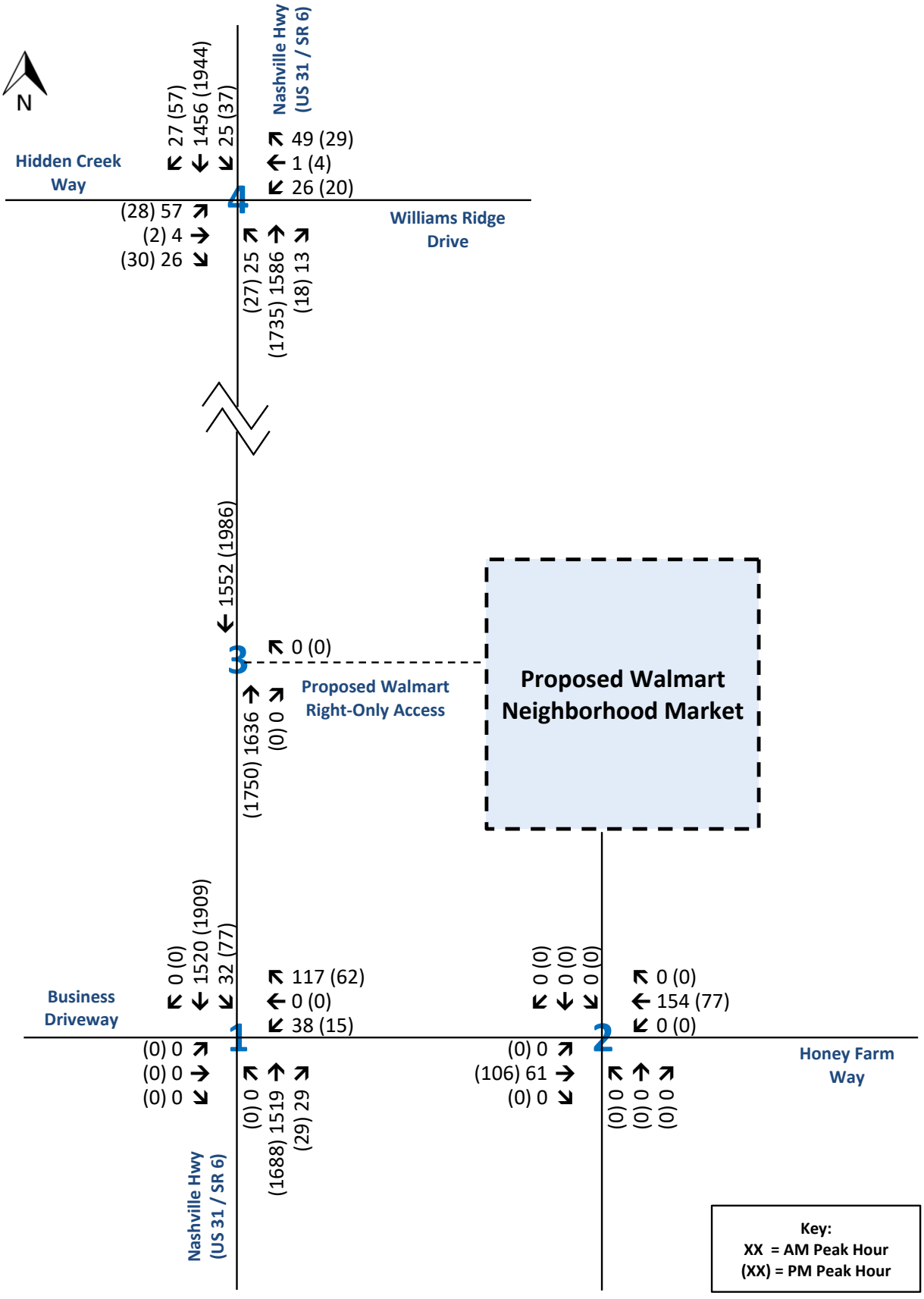

Figure 4.
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

2026 Background Intersection Capacity Analyses

To determine the LOS of the intersections studied, capacity analyses were performed for the AM and PM peak hours of traffic for the 2026 background traffic conditions. The capacity calculations were performed in accordance with the methods outlined in the *Highway Capacity Manual*. As previously described, the capacity analyses result in the determination of a Level of Service (LOS) for an intersection. The LOS is a concept used to describe how well an intersection or roadway operates. LOS A is the best, while LOS F is the worst.

As shown in Table 4, the intersections contained in the study area are expected to operate at acceptable levels of service (LOS D or better) during both the AM and PM peak traffic hours.

Appendix B contains the capacity analysis worksheets for the 2026 background traffic conditions.

Table 4
2026 Background Traffic Conditions Analyses
Peak Hour Levels of Service

Intersection			Level of Service / Delay (Seconds)	
#	**Description**	**Movement [(1)]**	**AM Peak Hour**	**PM Peak Hour**
1	Nashville Highway (US 31 / SR 6) & Honey Farm Way	Southbound Left	C (15.3)	C (19.8)
		Westbound	D (33.3)	D (32.1)
2	Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access	Northbound	---	---
		Southbound	---	---
		Eastbound Left	---	---
		Westbound Left	---	---
3	Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access	Westbound Right	---	---
4	Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive	Overall (Signalized)	B (17.3)	C (22.7)

[(1)] For signalized locations and all-way stop control, the overall LOS and delay are listed for the intersection. For intersections with stop control on the minor approaches only, the LOS and delay are listed for movements that are required to stop or yield the right-of-way.

5. 2026 PROJECTED TRAFFIC CONDITIONS

To develop the 2026 projected traffic conditions, the trips expected to be generated by the proposed development were determined. These trips were then assigned to the roadway network using directional traffic distributions.

Trip Generation

As mentioned in the project description, the proposed project will include a Walmart Neighborhood Market measuring approximately 45,000 S.F., as well as a 6,600-S.F. fast-food restaurant with a drive-through window; a 5,500-S.F. fast casual restaurant; 6,000 S.F. of future retail space; 174 apartment units; 180 townhomes; 98,275 S.F. of mini-warehouse space, and a 17,000-S.F. health department. Trips expected to be generated by the proposed development were calculated using data from *Trip Generation*, *11th Edition*, which is a publication of the Institute of Transportation Engineers (ITE). The results of the trip generation calculations are presented in Table 5. The results of the trip generation calculations are presented in Table 5. This table also includes the number of internal and pass-by trips assumed for the development.

- Internal Trip Reduction – Information contained in the *Trip Generation Handbook* indicates that multi-use sites with retail-to-retail attraction can result in as much as a 30% reduction in external trips. However, based on scoping discussions with City of Columbia staff, a 20% internal reduction rate was applied for the grocery store, fast-food restaurant with a drive-through, fast casual restaurant, and future retail portions of the development.

- Pass-By Trips – Information contained in the *Trip Generation Handbook* indicates the pass-by capture rates are significant for retail land uses. The specific pass-by rates utilized for each land use are detailed in the footnotes of Table 5.

Additional information regarding the trip generation calculations for the site development included in this study is contained in Appendix C.

Table 5
Trip Generation for the Proposed
Honey Farm Walmart Neighborhood Market

Description	ITE Land Use Code (LUC)	SIZE	Daily Trips	AM Peak Hour Trips		PM Peak Hour Trips	
				Enter	Exit	Enter	Exit
Grocery Store	850	45,000 S.F.	4,292	76	53	202	202
Fast-Food Restaurant with Drive-Through	934	6,600 S.F.	3,086	150	144	113	105
Fast Casual Restaurant	930	5,500 S.F.	534	4	4	46	37
Future Retail	822	6,000 S.F.	326	12	8	27	27
Multifamily Housing (Low-Rise)	220	174 Units	1,190	18	58	60	35
Townhomes	215	180 Units	1,322	22	66	61	43
Mini-Warehouse	151	98,275 S.F.	142	5	4	7	8
Health Department	720	17,000 S.F.	622	39	10	20	46
Total Generated Trips			**11,514**	**326**	**347**	**536**	**503**
Internal Trip Reduction [(1)]			(2,301)	(65)	(71)	(106)	(100)
Total Primary Trips			**9,213**	**261**	**276**	**430**	**403**
Pass-By Trip Reduction [(2)]			(2,093)	(71)	(64)	(114)	(109)
Net New Trips Generated			**7,120**	**190**	**212**	**316**	**294**

[(1)] For LUCs 850, 934, 930, and 822, an internal trip reduction of 20% was taken for the weekday, AM, and PM trip generations.
[(2)] For LUC 850, the weekday, AM, and PM pass-by reduction rates used were 20%, 20%, and 33%, respectively. For LUC 934, the weekday, AM, and PM pass-by reduction rates used were 50%, 49%, and 50%. For LUC 930, the weekday, AM, and PM pass-by reduction rates used were 25%, 0%, and 25%. For LUC 822, the weekday, AM, and PM pass-by reduction rates used were 25%, 0%, and 34%.

Trip Distribution

The trips that will be generated by the proposed project were assigned to the roadway network using trip distributions that are detailed in Appendix D. These directional distributions were based on the existing directional split of traffic, the access proposed for the site, and the population and employment centers in the area. Given the multiple land uses proposed for the Honey Farm development, various trip distributions were determined. As an example, Figure 5 illustrates the primary trip distribution for the Walmart Neighborhood Market, which is described as follows:

- 50% to / from the south on Nashville Highway
- 50% to / from the north on Nashville Highway
    - 45% via Nashville Highway
    - 3% via Williams Ridge Drive
    - 2% via Hidden Creek Way

Appendix D contains the following trip distribution sheets:

- Primary Trip Distributions
    - Grocery Store (Walmart Neighborhood Market)
    - Fast-Food Restaurant with Drive-Through
    - Fast Casual Restaurant
    - Future Retail
    - Multifamily Housing (Low-Rise)
    - Townhomes
    - Mini-Warehouse
    - Health Department
- Pass-By Trip Distributions
    - Grocery Store (Walmart Neighborhood Market)
    - Fast-Food Restaurant with Drive-Through
    - Fast Casual Restaurant
    - Future Retail
- Offsite Trip Distribution
    - 2558 Nashville Highway

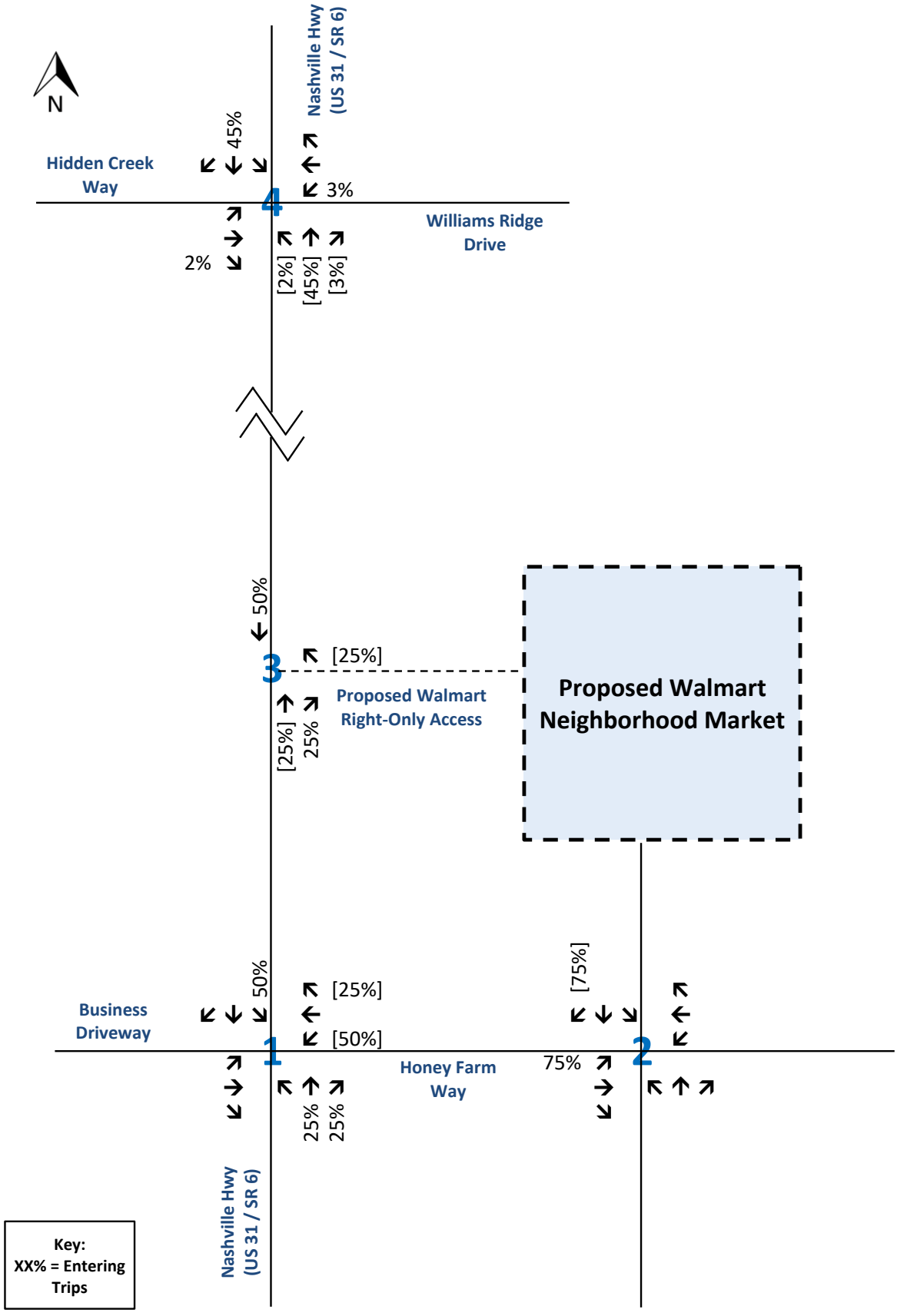

Figure 5.
Primary Trip Distribution - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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Traffic Assignment

The assignments of the total trips that will be generated by the proposed development are presented in Figure 6. Appendix E contains the traffic assignment figures utilized in developing the projected traffic volumes at buildout conditions. Traffic assignment information included in Appendix E is listed as follows:

- Existing Traffic Volumes (2024)
- Background Traffic Volumes (2026)
    - Historical Growth (2.5% per year for 2 years)
    - Offsite Traffic – 2558 Nashville Highway
    - Total Background Traffic (Historical Growth + Offsite)
- Site-Generated Traffic
    - Primary Traffic Volumes
        - Grocery Store (Walmart Neighborhood Market)
        - Fast-Food Restaurant with Drive-Through
        - Fast Casual Restaurant
        - Future Retail
        - Multifamily Housing (Low-Rise)
        - Townhomes
        - Mini-Warehouse
        - Health Department
    - Total Primary Traffic Volumes
    - Pass-By Traffic Volumes
        - Grocery Store (Walmart Neighborhood Market)
        - Fast-Food Restaurant with Drive-Through
        - Fast Casual Restaurant
        - Future Retail
    - Total Pass-By Traffic Volumes
- Total Site-Generated Traffic Volumes
- Total Projected Traffic Volumes at Project Buildout (2026)

The site-generated traffic volumes, shown in Figure 6, were added to the total background peak hour traffic volumes in order to obtain the total projected traffic volumes for the intersections within the study area. Figure 7 presents the total projected AM and PM peak hour traffic volumes expected at project buildout in 2026.

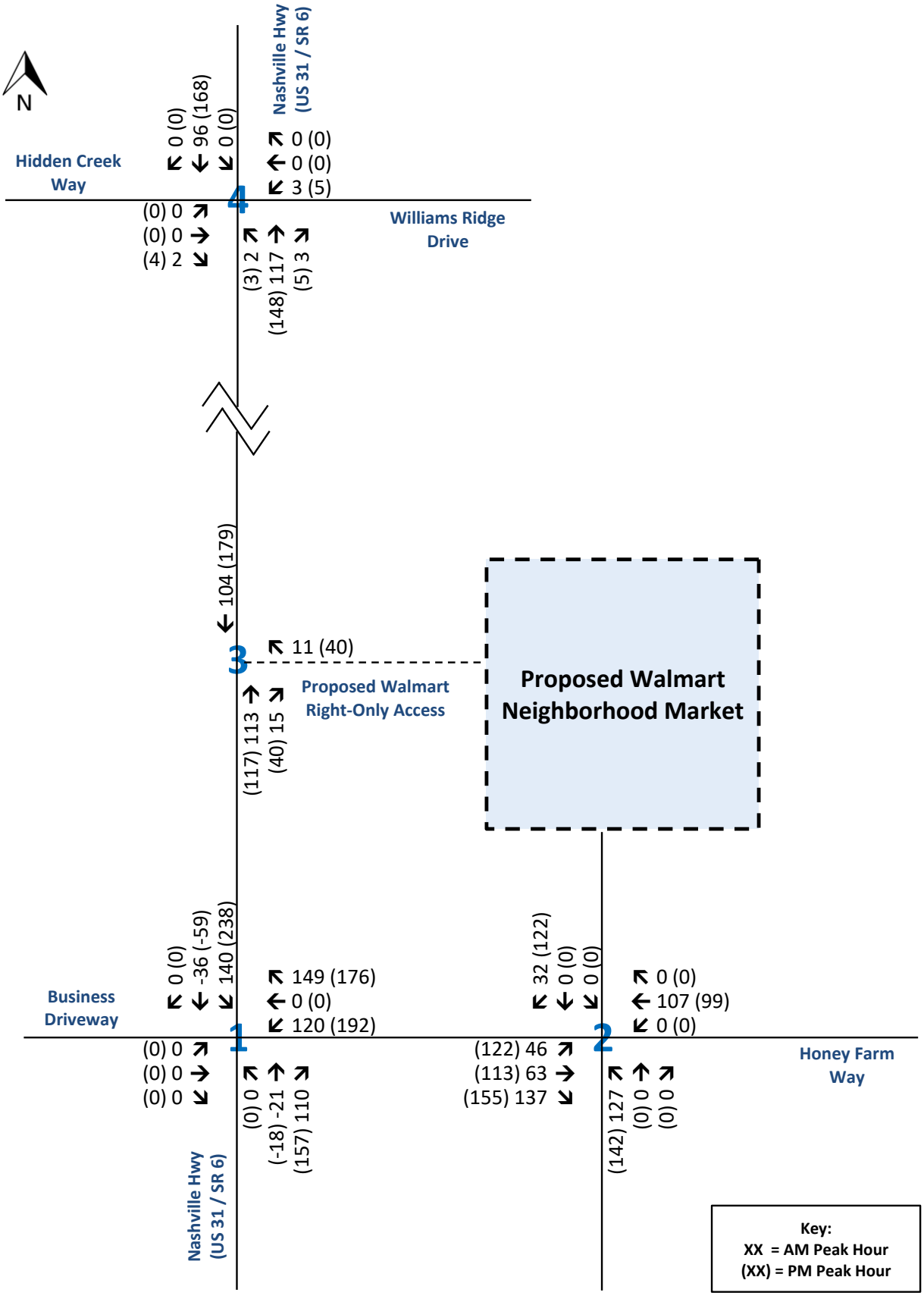

Figure 6.
Site Generated Traffic
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

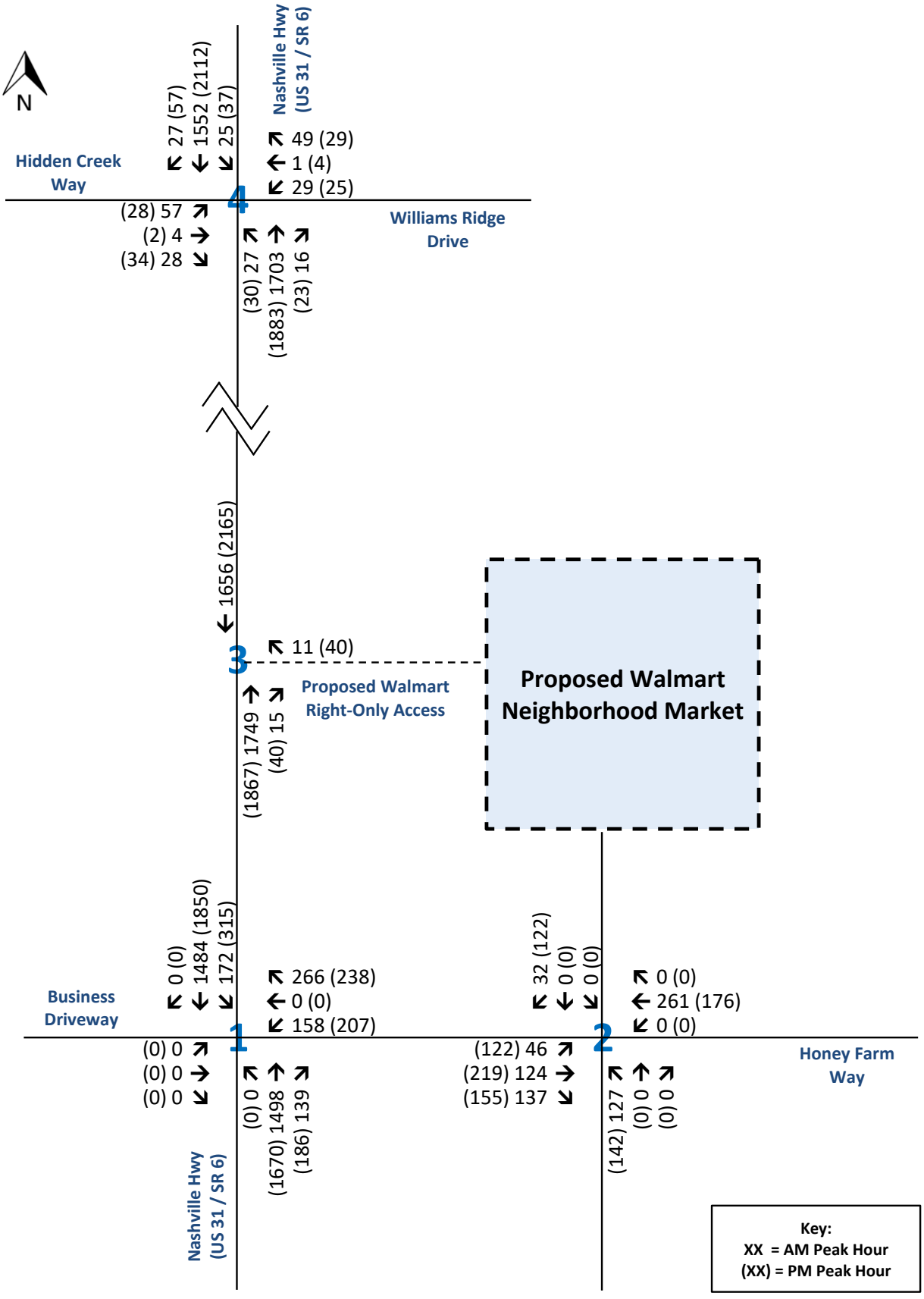

Figure 7.
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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2026 Projected Intersection Capacity Analyses

Capacity analyses were performed in order to determine the impact of the project on the intersections included in the scope of the study. These capacity analyses were used to evaluate the need for roadway and traffic control improvements at the intersections studied.

The results of the capacity analyses for the 2026 projected traffic conditions at the intersections studied are presented in Table 6. As shown, the intersections included in this study are expected to operate at acceptable levels of service (LOS D or better) during the AM and PM peak hours of traffic. Of note, intersection #1, Nashville Highway (US 31 / SR 6) and Honey Farm Way, was analyzed in the 2026 projected traffic conditions as a signalized location. In KCI's previous traffic study for the Honey Farm development, traffic signal warrants were conducted, and the thresholds for a signal were met, at this intersection. Based on KCI's traffic signal warrant analyses and discussions with the City of Columbia, the intersection of Nashville Highway and Honey Farm Way is planned to be signalized as part of the overall Honey Farm buildout.

Appendix B contains the capacity analysis worksheets for the 2026 projected traffic conditions.

Table 6
2026 Projected Traffic Conditions Analyses
Peak Hour Levels of Service

Intersection			Level of Service / Delay (Seconds)	
#	**Description**	**Movement [(1)]**	**AM Peak Hour**	**PM Peak Hour**
1	Nashville Highway (US 31 / SR 6) & Honey Farm Way	Overall (Signalized)	C (20.2)	C (30.1)
2	Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access	Northbound	C (15.4)	D (25.2)
		Southbound	B (10.8)	B (10.6)
		Eastbound Left	A (7.9)	A (7.9)
		Westbound Left	A (7.8)	A (8.1)
3	Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access	Westbound Right	C (19.5)	C (23.7)
4	Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive	Overall (Signalized)	B (18.5)	C (31.2)

[(1)] For signalized locations and all-way stop control, the overall LOS and delay are listed for the intersection. For intersections with stop control on the minor approaches only, the LOS and delay are listed for movements that are required to stop or yield the right-of-way.

2026 Projected Traffic Conditions – Queueing Analyses

As part of the analyses for the 2026 projected traffic conditions in the vicinity of the project site, 95th percentile queues were evaluated for the intersections included in this study. The queue lengths are summarized below in Table 7.

Table 7
95th Percentile Queues for 2026 Projected Traffic Conditions

Intersection			AM Peak Hour	PM Peak Hour
#	Description	Approach / Movement (1)	95th % Queue (1) (2)	95th % Queue (1) (2)
1	Nashville Highway (US 31 / SR 6) & Honey Farm Way	Northbound Through	#833’	#1006’
		Northbound Right	23’	49’
		Southbound Left	102’	m259’
		Southbound Through	720’	1075’
		Westbound Left	107’	141’
		Westbound Right	320’	#350’
2	Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access	Northbound	50’	75’
		Southbound Left	<25’	<25’
		Southbound Through-Right	<25’	<25’
		Eastbound Left	<25’	<25’
		Eastbound Through	---	---
		Eastbound Right	---	---
		Westbound Left	0’	0’
		Westbound Through-Right	---	---
3	Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access	Northbound Through	---	---
		Southbound Through	---	---
		Westbound Right	<25’	<25’
4	Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive	Northbound Left	m1’	m2’
		Northbound Through	119’	1130’
		Northbound Right	m0’	m0’
		Southbound Left	15’	26’
		Southbound Through	603’	#1331’
		Southbound Right	0’	7’
		Eastbound Left	86’	55’
		Eastbound Through-Right	38’	39’
		Westbound Left	51’	51’
		Westbound Through	7’	19’
		Westbound Right	14’	0’

(1) #: 95th percentile volume exceeds capacity; queue may be longer.
(2) m: Volume for 95th percentile queue is metered by upstream signal.

Consideration of Offsite Improvements

Based on the results of the 2026 projected intersection capacity analyses, the need for offsite improvements was evaluated.

Left Turn Lane Warrants

For left turn lane warrants, traffic volumes are compared to the standards set forth in *NCHRP 457*. However, these analyses are typically performed only for unsignalized intersections; therefore, intersections #1, Nashville Highway and Honey Farm Way, and #4, Nashville Highway and Hidden Creek Way / Williams Ridge Drive, were not considered for analysis because #4 is already signalized and #1 is planned to be signalized in the 2026 projected conditions. Additionally, intersection #3, Nashville Highway and the proposed Walmart right-only access, was not considered for analysis because this access is proposed at a location on Nashville Highway that is median-divided and cannot allow left-turning movements into the site. Finally, an eastbound left turn lane into the site at intersection #2, Honey Farm Way and the proposed Walmart access, is already included on the revised site development plan for future construction.

Right Turn Lane Evaluations

To evaluate the need for right turn lane improvements, the criteria contained in *NCHRP 457* were compared to the 2026 projected traffic volumes at the following locations:

- #2 – Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access
- #3 – Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access

Right turn lane analyses were not conducted at intersection #1, Nashville Highway and Honey Farm Way, as there is an existing northbound right turn lane on Nashville Highway, or at intersection #4, Nashville Highway and Hidden Creek Way / Williams Ridge Drive, as there are existing northbound and southbound right turn lanes at this signalized location.

For location #2, the AM and PM peak hour volumes were compared to the data for a two-lane, 30-mph roadway; for location #3, the volumes were compared to the data for a four-lane, 55-mph roadway.

#2 – Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access

The results of the analyses show that the projected volumes do not meet the thresholds indicated for the installation of a westbound right turn lane at this location during either the AM or PM peak hours.

#3 – Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access

The results of the analyses show that the projected volumes meet the thresholds indicated for the installation of a northbound right turn lane at this location.

Copies of the right turn analyses sheets for the 2026 projected traffic conditions are included in Appendix F.

6. CONCLUSIONS AND RECOMMENDATIONS

Based on the analyses presented in this study, the traffic generated by the proposed Walmart Neighborhood Market can be accommodated by the surrounding roadway infrastructure with the following offsite improvements, which are detailed in Figure 8:

Nashville Highway and Proposed Walmart Right-Only Access

To provide adequate access for the Walmart Neighborhood Market, a right-only driveway on Nashville Highway is shown on the north end of the development. With the inclusion of this driveway, it is recommended that a northbound right turn lane with 150' of storage length be constructed on Nashville Highway.

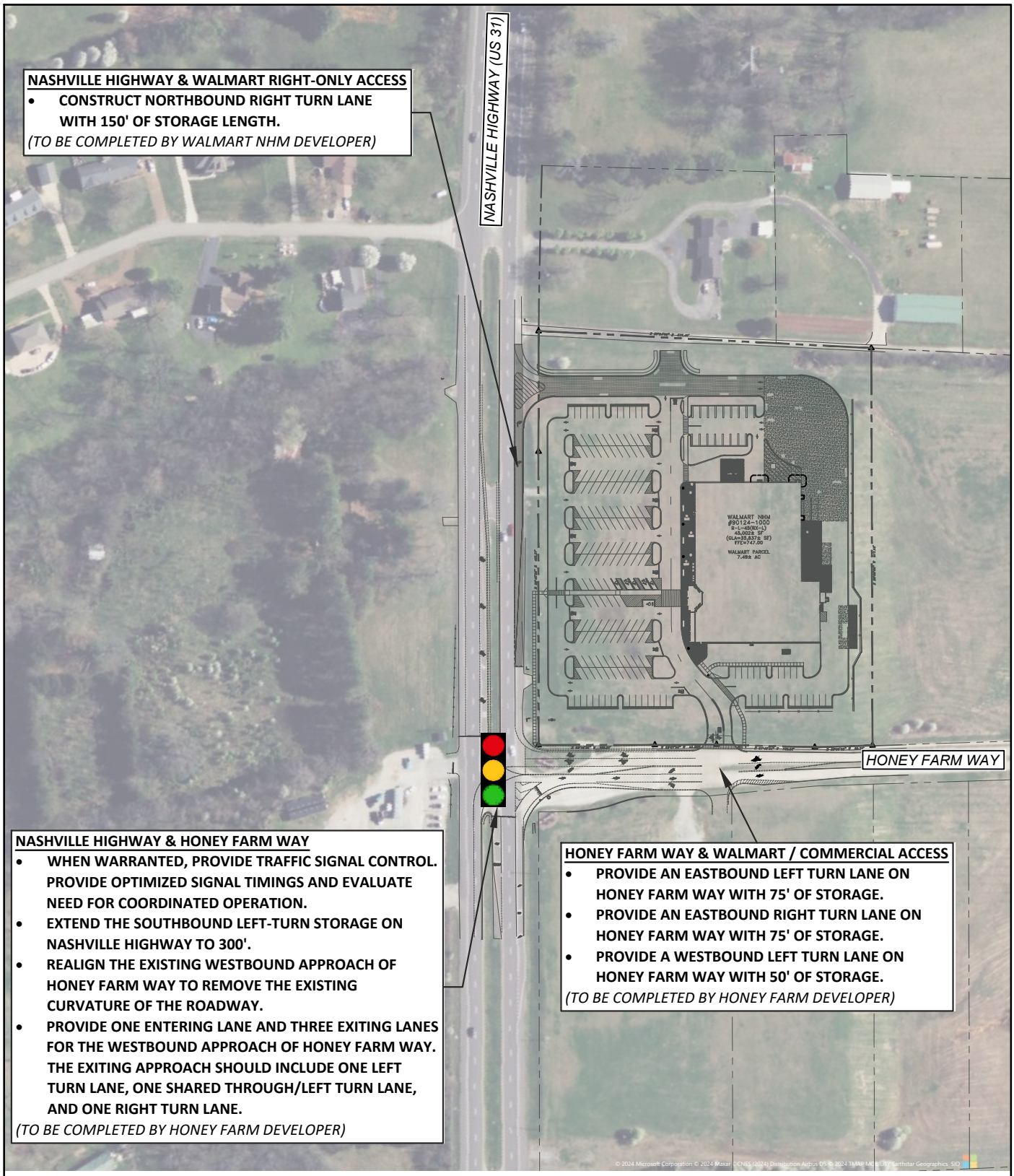
In addition, recommendations provided in KCI's previous traffic study are now included in the updated Honey Farm site development plan and are summarized as follows:

Nashville Highway and Honey Farm Way

- When warranted, provide traffic signal control. Provide optimized signal timings and evaluate need for coordinated operation.
- Extend the southbound left-turn storage on Nashville Highway to 300'.
- Realign the existing westbound approach of Honey Farm Way to remove the existing curvature of the roadway.
- Provide one entering lane and three exiting lanes for the westbound approach of Honey Farm Way. The exiting approach should include one left turn lane, one shared through/left turn lane, and one right turn lane.

Honey Farm Way and Proposed Walmart Access / Proposed Commercial Access

- Provide an eastbound left turn lane on Honey Farm Way with 75' of storage.
- Provide an eastbound right turn lane on Honey Farm Way with 75' of storage.
- Provide a westbound left turn lane on Honey Farm Way with 50' of storage.



Honey Farm Walmart Neighborhood Market - Traffic Impact Study (Columbia, TN)

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Figure 8.
Recommended Improvements

APPENDIX A

TRAFFIC COUNT DATA

INTERSECTION TURNING

MOVEMENT COUNTS

INTERSECTION VEHICULAR TURNING MOVEMENT COUNTS

LOCATION: #1 - Nashville Highway (US Highway 31 / State Route 6) & Honey Farm Way / Business Driveway
PROJECT: Proposed Honey Farm Walmart Neighborhood Market
DATE: Tuesday, October 22, 2024
NOTES: Due to a traffic incident, AM peak data was recollected on 11/7/2024

LOCATION	Northbound			Southbound			Eastbound			Westbound			
	Nashville Highway (US Highway 31 / State Route 6)			Nashville Highway (US Highway 31 / State Route 6)			Business Driveway			Honey Farm Way			
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM - 7:15 AM	0	334	9	8	289	0	0	0	0	11	0	26	
7:15 AM - 7:30 AM	0	345	6	6	362	0	0	0	0	13	0	33	
7:30 AM - 7:45 AM	0	364	6	6	419	0	0	0	0	6	0	25	
7:45 AM - 8:00 AM	0	396	7	10	358	0	0	0	0	6	0	27	
8:00 AM - 8:15 AM	0	318	8	15	281	0	0	0	0	7	0	18	
8:15 AM - 8:30 AM	0	302	4	14	274	0	0	0	0	7	0	17	
8:30 AM - 8:45 AM	0	327	2	10	278	0	0	0	0	7	0	14	
8:45 AM - 9:00 AM	0	340	8	7	308	0	0	0	0	10	0	12	
2:00 PM - 2:15 PM	0	346	2	13	404	0	0	0	0	4	0	20	
2:15 PM - 2:30 PM	0	320	6	10	422	0	0	0	0	9	0	12	
2:30 PM - 2:45 PM	0	375	4	10	552	0	0	0	0	4	0	14	
2:45 PM - 3:00 PM	0	396	10	25	449	0	0	0	0	0	0	20	
3:00 PM - 3:15 PM	0	383	5	20	395	0	0	0	0	6	0	11	
3:15 PM - 3:30 PM	0	433	9	18	409	0	0	0	0	4	0	14	
3:30 PM - 3:45 PM	0	432	9	21	370	0	0	0	0	3	0	23	
3:45 PM - 4:00 PM	0	374	10	23	360	0	0	0	0	4	0	6	
4:00 PM - 4:15 PM	0	353	5	24	366	0	0	0	0	8	0	13	
4:15 PM - 4:30 PM	0	399	10	16	363	0	0	0	0	5	0	11	
4:30 PM - 4:45 PM	0	388	11	23	368	0	0	0	0	6	0	13	
4:45 PM - 5:00 PM	0	290	4	18	393	0	0	0	0	5	0	20	
5:00 PM - 5:15 PM	0	338	7	18	382	0	0	0	0	4	0	16	
5:15 PM - 5:30 PM	0	424	6	25	346	0	0	0	0	5	0	14	
5:30 PM - 5:45 PM	0	382	9	18	350	0	0	0	0	3	0	16	
5:45 PM - 6:00 PM	0	323	7	18	345	0	0	0	0	5	0	9	PHF
AM Peak Hour (7:00 AM - 8:00 AM)	0	1,439	28	30	1,428	0	0	0	0	36	0	111	0.93
PM Peak Hour (2:30 PM - 3:30 PM)	0	1,587	28	73	1,805	0	0	0	0	14	0	59	0.93

INTERSECTION VEHICULAR TURNING MOVEMENT COUNTS

LOCATION: #2 - Honey Farm Way & Commercial Access / Proposed Walmart Access
PROJECT: Proposed Honey Farm Walmart Neighborhood Market
DATE: Tuesday, October 22, 2024
NOTES: Due to a traffic incident, AM peak data was recollected on 11/7/2024

LOCATION	Northbound			Southbound			Eastbound			Westbound		
	Commercial Access			Proposed Walmart Access			Honey Farm Way			Honey Farm Way		
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM - 7:15 AM								17			37	
7:15 AM - 7:30 AM								12			46	
7:30 AM - 7:45 AM								12			31	
7:45 AM - 8:00 AM								17			33	
8:00 AM - 8:15 AM								23			25	
8:15 AM - 8:30 AM								18			24	
8:30 AM - 8:45 AM								12			21	
8:45 AM - 9:00 AM								15			22	
2:00 PM - 2:15 PM								15			24	
2:15 PM - 2:30 PM								16			21	
2:30 PM - 2:45 PM								14			18	
2:45 PM - 3:00 PM								35			20	
3:00 PM - 3:15 PM								25			17	
3:15 PM - 3:30 PM								27			18	
3:30 PM - 3:45 PM								30			26	
3:45 PM - 4:00 PM								33			10	
4:00 PM - 4:15 PM								29			21	
4:15 PM - 4:30 PM								26			16	
4:30 PM - 4:45 PM								34			19	
4:45 PM - 5:00 PM								22			25	
5:00 PM - 5:15 PM								25			20	
5:15 PM - 5:30 PM								31			19	
5:30 PM - 5:45 PM								27			19	
5:45 PM - 6:00 PM								25			14	
AM Peak Hour (7:00 AM - 8:00 AM)	0	0	0	0	0	0	0	58	0	0	147	0
PM Peak Hour (2:30 PM - 3:30 PM)	0	0	0	0	0	0	0	101	0	0	73	0

INTERSECTION VEHICULAR TURNING MOVEMENT COUNTS

LOCATION: #3 - Nashville Highway (US Highway 31 / State Route 6) & Proposed Walmart Right-Only Access
PROJECT: Proposed Honey Farm Walmart Neighborhood Market
DATE: Tuesday, October 22, 2024
NOTES: Due to a traffic incident, AM peak data was recollected on 11/7/2024

LOCATION	Northbound			Southbound			Eastbound			Westbound		
	Nashville Highway (US Highway 31 / State Route 6)			Nashville Highway (US Highway 31 / State Route 6)						Proposed Walmart Right-Only Access		
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM - 7:15 AM		360			297							
7:15 AM - 7:30 AM		378			368							
7:30 AM - 7:45 AM		389			425							
7:45 AM - 8:00 AM		423			368							
8:00 AM - 8:15 AM		336			296							
8:15 AM - 8:30 AM		319			288							
8:30 AM - 8:45 AM		341			288							
8:45 AM - 9:00 AM		352			315							
2:00 PM - 2:15 PM		366			417							
2:15 PM - 2:30 PM		332			432							
2:30 PM - 2:45 PM		389			562							
2:45 PM - 3:00 PM		416			474							
3:00 PM - 3:15 PM		394			415							
3:15 PM - 3:30 PM		447			427							
3:30 PM - 3:45 PM		455			391							
3:45 PM - 4:00 PM		380			383							
4:00 PM - 4:15 PM		366			390							
4:15 PM - 4:30 PM		410			379							
4:30 PM - 4:45 PM		401			391							
4:45 PM - 5:00 PM		310			411							
5:00 PM - 5:15 PM		354			400							
5:15 PM - 5:30 PM		438			371							
5:30 PM - 5:45 PM		398			368							
5:45 PM - 6:00 PM		332			363							
AM Peak Hour (7:00 AM - 8:00 AM)	0	1,550	0	0	1,458	0	0	0	0	0	0	0
PM Peak Hour (2:30 PM - 3:30 PM)	0	1,646	0	0	1,878	0	0	0	0	0	0	0

INTERSECTION VEHICULAR TURNING MOVEMENT COUNTS

LOCATION: #4 - Nashville Highway (US Highway 31 / State Route 6) & Williams Ridge Drive / Hidden Creek Way
PROJECT: Proposed Honey Farm Walmart Neighborhood Market
DATE: Tuesday, October 22, 2024
NOTES: Due to a traffic incident, AM peak data was recollected on 11/7/2024

LOCATION	Northbound			Southbound			Eastbound			Westbound			
	Nashville Highway (US Highway 31 / State Route 6)			Nashville Highway (US Highway 31 / State Route 6)			Hidden Creek Way			Williams Ridge Drive			
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM - 7:15 AM	1	349	3	1	266	2	12	0	19	7	0	7	
7:15 AM - 7:30 AM	4	379	5	3	353	5	16	1	9	5	0	16	
7:30 AM - 7:45 AM	4	392	2	5	394	2	9	0	11	6	0	5	
7:45 AM - 8:00 AM	5	394	3	10	342	7	15	3	3	8	0	8	
8:00 AM - 8:15 AM	11	338	2	6	278	12	14	0	2	6	1	18	
8:15 AM - 8:30 AM	5	324	6	12	288	10	8	0	6	3	0	10	
8:30 AM - 8:45 AM	5	338	5	7	272	7	9	0	11	6	2	8	
8:45 AM - 9:00 AM	0	360	4	2	302	5	11	0	8	5	0	15	
2:00 PM - 2:15 PM	2	339	6	0	409	6	6	1	7	2	0	8	
2:15 PM - 2:30 PM	25	248	3	11	391	11	2	0	6	2	0	13	
2:30 PM - 2:45 PM	5	427	7	9	577	11	5	0	8	6	0	8	
2:45 PM - 3:00 PM	7	409	4	9	447	13	5	1	5	2	2	6	
3:00 PM - 3:15 PM	9	384	4	10	397	16	12	0	11	7	2	5	
3:15 PM - 3:30 PM	5	411	2	7	417	14	5	1	5	4	0	9	
3:30 PM - 3:45 PM	3	449	5	5	378	16	5	1	5	10	0	10	
3:45 PM - 4:00 PM	6	365	4	10	385	15	3	0	3	6	2	5	
4:00 PM - 4:15 PM	9	347	3	10	342	9	7	0	9	2	1	5	
4:15 PM - 4:30 PM	12	373	8	9	372	9	13	0	1	3	0	8	
4:30 PM - 4:45 PM	9	360	5	10	359	10	7	0	6	2	0	5	
4:45 PM - 5:00 PM	9	314	4	14	387	14	6	0	2	0	0	6	
5:00 PM - 5:15 PM	13	315	5	8	326	12	10	0	9	2	0	7	
5:15 PM - 5:30 PM	14	427	7	16	319	13	8	0	2	3	0	14	
5:30 PM - 5:45 PM	13	382	4	8	370	14	5	0	3	2	0	10	
5:45 PM - 6:00 PM	5	325	10	15	359	14	7	1	3	1	0	9	PHF
AM Peak Hour (7:15 AM - 8:15 AM)	24	1,503	12	24	1,367	26	54	4	25	25	1	47	0.94
PM Peak Hour (2:30 PM - 3:30 PM)	26	1,631	17	35	1,838	54	27	2	29	19	4	28	0.87

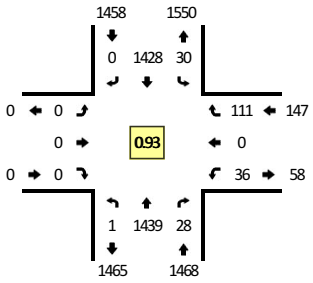
QUALITY COUNTS

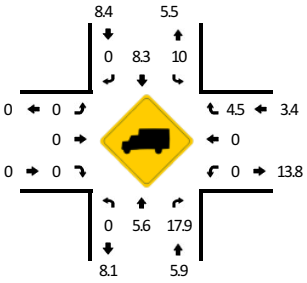
TMC REPORTS

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

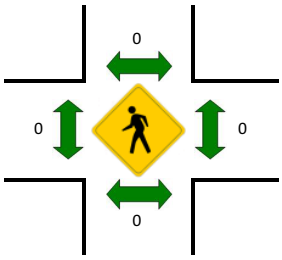
LOCATION: Nashville Hwy -- Honey Farm Way | **QC JOB #:** 16795307
CITY/STATE: Columbia, TN | **DATE:** Thu, Nov 7 2024

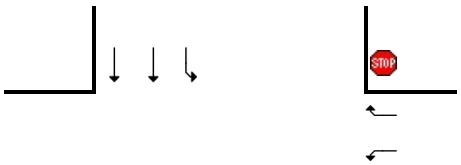
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

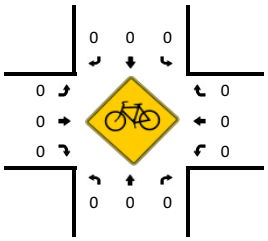


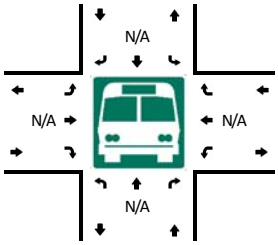


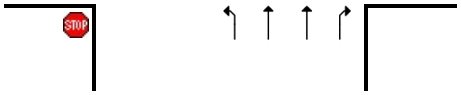
TRUE DATA TO IMPROVE MOBILITY

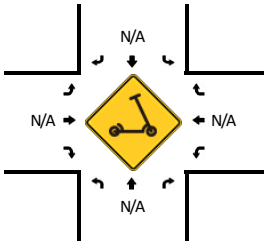












15-Min Count Period Beginning At	Nashville Hwy (Northbound)				Nashville Hwy (Southbound)				Honey Farm Way (Eastbound)				Honey Farm Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	334	9	1	8	289	0	0	0	0	0	0	11	0	26	0	678	
7:15 AM	0	345	6	0	6	362	0	0	0	0	0	0	13	0	33	0	765	
7:30 AM	0	364	6	0	6	419	0	0	0	0	0	0	6	0	25	0	826	
7:45 AM	0	396	7	0	10	358	0	0	0	0	0	0	6	0	27	0	804	3073
8:00 AM	0	318	8	0	15	281	0	1	0	0	0	0	7	0	18	0	648	3043
8:15 AM	0	302	4	0	14	274	0	0	0	0	0	0	7	0	17	0	618	2896
8:30 AM	0	327	2	0	10	278	0	0	0	0	0	0	7	0	14	0	638	2708
8:45 AM	0	340	8	0	7	308	0	0	0	0	0	0	10	0	12	0	685	2589

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1456	24	0	24	1676	0	0	0	0	0	0	24	0	100	0	3304
Heavy Trucks	0	96	0		0	144	0		0	0	0		0	0	8		248
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

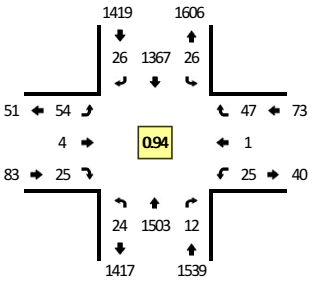
Comments:

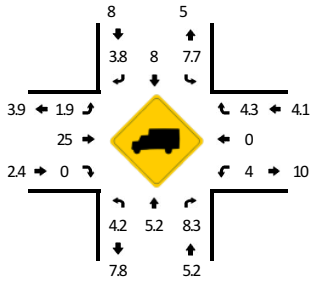
Report generated on 11/13/2024 6:36 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

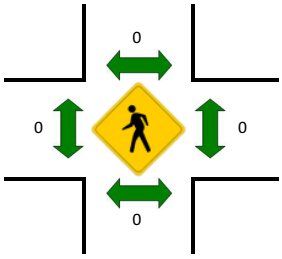
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

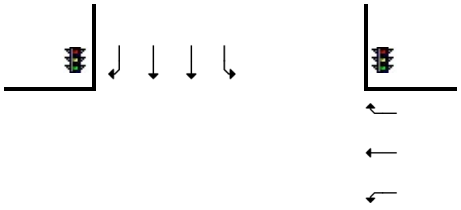
LOCATION: Nashville Hwy -- Hidden Creek Way | **QC JOB #:** 16795309
CITY/STATE: Columbia, TN | **DATE:** Thu, Nov 7 2024

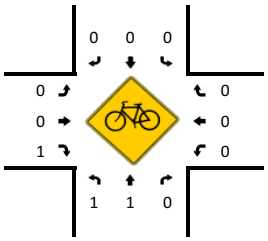
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

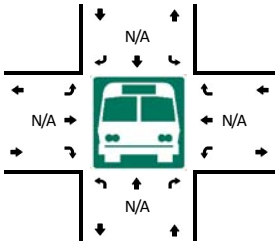


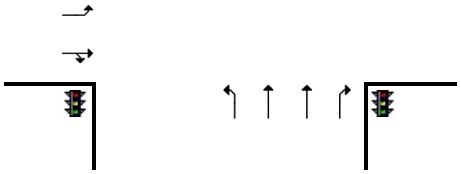


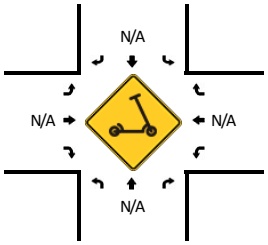












15-Min Count Period Beginning At	Nashville Hwy (Northbound)				Nashville Hwy (Southbound)				Hidden Creek Way (Eastbound)				Hidden Creek Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	349	3	0	1	266	2	0	12	0	19	0	7	0	7	0	667	
7:15 AM	4	379	5	0	3	353	5	1	16	1	9	0	5	0	16	0	797	
7:30 AM	4	392	2	0	5	394	2	1	9	0	11	0	6	0	5	0	831	
7:45 AM	5	394	3	0	10	342	7	0	15	3	3	0	8	0	8	0	798	3093
8:00 AM	11	338	2	0	6	278	12	0	14	0	2	0	6	1	18	0	688	3114
8:15 AM	5	324	6	0	12	288	10	1	8	0	6	0	3	0	10	0	673	2990
8:30 AM	5	338	5	0	7	272	7	0	9	0	11	0	6	2	8	0	670	2829
8:45 AM	0	360	4	0	2	302	5	0	11	0	8	0	5	0	15	0	712	2743

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	1568	8	0	20	1576	8	4	36	0	44	0	24	0	20	0	3324
Heavy Trucks	0	100	4		4	128	0		4	0	0		0	0	0		240
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	4	0	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 11/13/2024 6:36 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

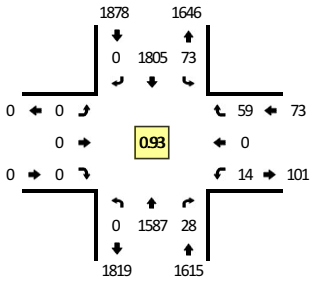
Type of peak hour being reported: Intersection Peak

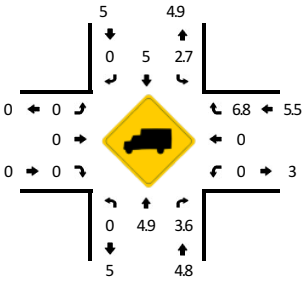
Method for determining peak hour: Total Entering Volume

LOCATION: Nashville Highway -- Honey Farm Way
CITY/STATE: Columbia, TN

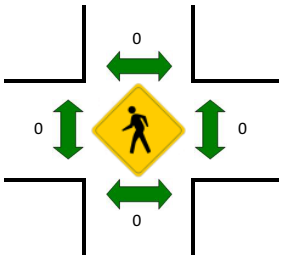
QC JOB #: 16795302
DATE: Tue, Oct 22 2024

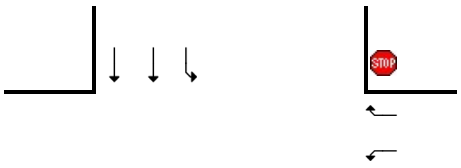
Peak-Hour: 2:30 PM -- 3:30 PM
Peak 15-Min: 2:30 PM -- 2:45 PM

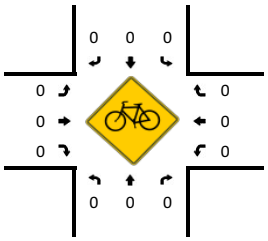


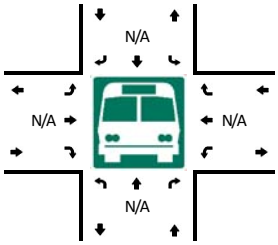


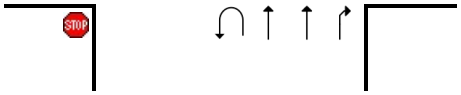
TRUE DATA TO IMPROVE MOBILITY

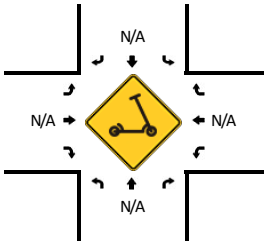












15-Min Count Period Beginning At	Nashville Highway (Northbound)				Nashville Highway (Southbound)				Honey Farm Way (Eastbound)				Honey Farm Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	346	2	0	13	404	0	0	0	0	0	0	4	0	20	0	789	
2:15 PM	0	320	6	0	10	422	0	1	0	0	0	0	9	0	12	0	780	
2:30 PM	0	375	4	0	10	552	0	0	0	0	0	0	4	0	14	0	959	
2:45 PM	0	396	10	0	25	449	0	0	0	0	0	0	0	0	20	0	900	3428
3:00 PM	0	383	5	0	20	395	0	0	0	0	0	0	6	0	11	0	820	3459
3:15 PM	0	433	9	0	18	409	0	0	0	0	0	0	4	0	14	0	887	3566
3:30 PM	0	432	9	0	21	370	0	1	0	0	0	0	3	0	23	0	859	3466
3:45 PM	0	374	10	0	23	360	0	0	0	0	0	0	4	0	6	0	777	3343
4:00 PM	0	353	5	0	24	366	0	0	0	0	0	0	8	0	13	0	769	3292
4:15 PM	0	399	10	0	16	363	0	0	0	0	0	0	5	0	11	0	804	3209
4:30 PM	0	388	11	0	23	368	0	0	0	0	0	0	6	0	13	0	809	3159
4:45 PM	0	290	4	0	18	393	0	0	0	0	0	0	5	0	20	0	730	3112
5:00 PM	0	338	7	0	18	382	0	0	0	0	0	0	4	0	16	0	765	3108
5:15 PM	0	424	6	0	25	346	0	0	0	0	0	0	5	0	14	0	820	3124
5:30 PM	0	382	9	0	18	350	0	0	0	0	0	0	3	0	16	0	778	3093
5:45 PM	0	323	7	0	18	345	0	0	0	0	0	0	5	0	9	0	707	3070

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1500	16	0	40	2208	0	0	0	0	0	0	16	0	56	0	3836
Heavy Trucks	0	112	0		0	100	0		0	0	0		0	0	0		212
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/28/2024 1:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

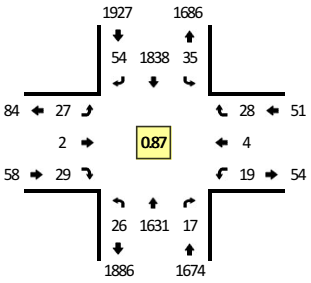
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

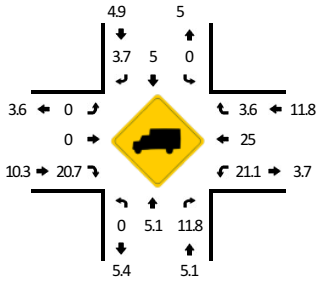
LOCATION: Nashville Hwy -- Hidden Creek Way
CITY/STATE: Columbia, TN

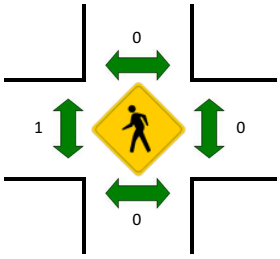
QC JOB #: 16795304
DATE: Tue, Oct 22 2024

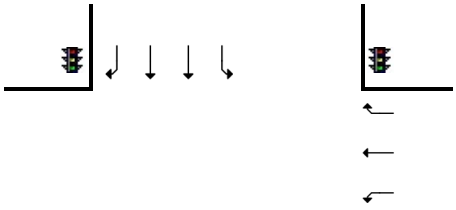
Peak-Hour: 2:30 PM -- 3:30 PM
Peak 15-Min: 2:30 PM -- 2:45 PM

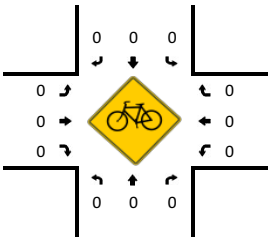


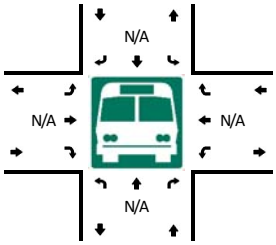


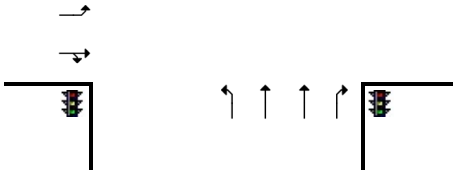


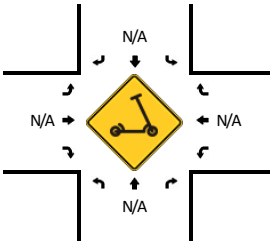












15-Min Count Period Beginning At	Nashville Hwy (Northbound)				Nashville Hwy (Southbound)				Hidden Creek Way (Eastbound)				Hidden Creek Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	2	339	6	0	0	409	6	0	6	1	7	0	2	0	8	0	786	
2:15 PM	25	248	3	0	11	391	11	0	2	0	6	0	2	0	13	0	712	
2:30 PM	5	427	7	0	9	577	11	0	5	0	8	0	6	0	8	0	1063	
2:45 PM	7	409	4	0	9	447	13	0	5	1	5	0	2	2	6	0	910	3471
3:00 PM	9	384	4	0	10	397	16	0	12	0	11	0	7	2	5	0	857	3542
3:15 PM	5	411	2	0	7	417	14	0	5	1	5	0	4	0	9	0	880	3710
3:30 PM	3	449	5	0	5	378	16	0	5	1	5	0	10	0	10	0	887	3534
3:45 PM	6	365	4	0	10	385	15	0	3	0	3	0	6	2	5	0	804	3428
4:00 PM	9	347	3	0	10	342	9	0	7	0	9	0	2	1	5	0	744	3315
4:15 PM	12	373	8	0	9	372	9	0	13	0	1	0	3	0	8	0	808	3243
4:30 PM	9	360	5	0	10	359	10	0	7	0	6	0	2	0	5	0	773	3129
4:45 PM	9	314	4	0	14	387	14	0	6	0	2	0	0	0	6	0	756	3081
5:00 PM	13	315	5	0	8	326	12	0	10	0	9	0	2	0	7	0	707	3044
5:15 PM	14	427	7	0	16	319	13	0	8	0	2	0	3	0	14	0	823	3059
5:30 PM	13	382	4	0	8	370	14	0	5	0	3	0	2	0	10	0	811	3097
5:45 PM	5	325	10	0	15	359	14	0	7	1	3	0	1	0	9	0	749	3090

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	1708	28	0	36	2308	44	0	20	0	32	0	24	0	32	0	4252
Heavy Trucks	0	112	4		0	104	0		0	0	4		4	0	0		228
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 10/28/2024 1:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

TDOT TRAFFIC DATA

TDOT Traffic Count Historical Data

Maury County Station #91 (Nashville Highway, South of Neapolis)

Average Annual Growth, 2018-2023: 1.3% Per Year

	ADT	Average Per Year
2023	39,227	
		8.3%
2022	36,227	
		0.9%
2021	35,920	
		2.5%
2020	35,050	
		-16.5%
2019	41,975	
		14.0%
2018	36,823	



APPENDIX B

TRAFFIC ANALYSES

EXISTING TRAFFIC CONDITIONS (2024)

AM PEAK

Intersection						
Int Delay, s/veh	1.5					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	111	1439	28	30	1428
Future Vol, veh/h	36	111	1439	28	30	1428
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	250	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	119	1547	30	32	1535

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2379	774	0	0	1577	0
Stage 1	1547	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 29	341	-	-	414	-
Stage 1	161	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 27	341	-	-	414	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	161	-	-	-	-	-
Stage 2	358	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	112	341	414	-
HCM Lane V/C Ratio	-	-	0.346	0.35	0.078	-
HCM Control Delay (s)	-	-	53.2	21.1	14.4	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	1.4	1.5	0.3	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

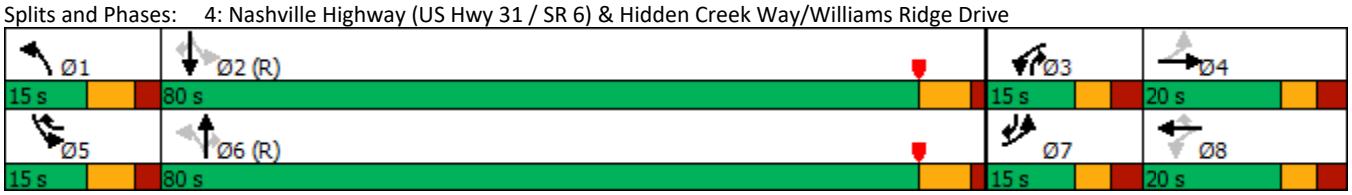
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	4	25	25	1	47	24	1503	12	24	1367	26
Future Volume (vph)	54	4	25	25	1	47	24	1503	12	24	1367	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.869				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1619	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.482						0.128			0.092		
Satd. Flow (perm)	898	1619	0	1863	1863	1583	238	3539	1583	171	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				84			88			88
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3600			2010	
Travel Time (s)		38.4			39.1			44.6			24.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	57	4	27	27	1	50	26	1599	13	26	1454	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	31	0	27	1	50	26	1599	13	26	1454	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (%)	11.5%	15.4%		11.5%	15.4%	11.5%	11.5%	61.5%	11.5%	11.5%	61.5%	11.5%
Maximum Green (s)	8.5	13.5		8.5	13.5	8.0	8.0	73.5	8.5	8.0	73.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.0	7.6		9.4	7.4	10.1	97.3	93.5	104.9	98.7	96.3	114.6
Actuated g/C Ratio	0.12	0.06		0.07	0.06	0.08	0.75	0.72	0.81	0.76	0.74	0.88
v/c Ratio	0.30	0.26		0.21	0.01	0.25	0.10	0.63	0.01	0.12	0.55	0.02
Control Delay	52.4	28.7		56.3	57.0	5.5	5.9	14.6	0.0	6.2	12.4	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.4	28.7		56.3	57.0	5.5	5.9	14.6	0.0	6.2	12.4	0.0
LOS	D	C		E	E	A	A	B	A	A	B	A
Approach Delay		44.0			23.7			14.4			12.1	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 14.3 Intersection LOS: B
Intersection Capacity Utilization 69.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	4	25	25	1	47	24	1503	12	24	1367	26
Future Volume (veh/h)	54	4	25	25	1	47	24	1503	12	24	1367	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	4	27	27	1	50	26	1599	13	26	1454	28
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	14	93	181	99	136	267	2358	1105	236	2358	1126
Arrive On Green	0.05	0.07	0.07	0.03	0.05	0.05	0.03	0.66	0.66	0.03	0.66	0.66
Sat Flow, veh/h	1781	209	1408	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	57	0	31	27	1	50	26	1599	13	26	1454	28
Grp Sat Flow(s),veh/h/ln	1781	0	1617	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.9	0.0	2.4	1.8	0.1	3.9	0.6	35.8	0.3	0.6	30.3	0.7
Cycle Q Clear(g_c), s	3.9	0.0	2.4	1.8	0.1	3.9	0.6	35.8	0.3	0.6	30.3	0.7
Prop In Lane	1.00		0.87	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	0	107	181	99	136	267	2358	1105	236	2358	1126
V/C Ratio(X)	0.27	0.00	0.29	0.15	0.01	0.37	0.10	0.68	0.01	0.11	0.62	0.02
Avail Cap(c_a), veh/h	243	0	168	238	194	217	318	2358	1105	287	2358	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	0.0	57.8	55.1	58.3	56.1	9.9	13.4	6.0	11.4	12.4	5.5
Incr Delay (d2), s/veh	0.7	0.0	1.5	0.4	0.0	1.7	0.2	1.6	0.0	0.2	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.0	0.8	0.0	1.6	0.2	12.4	0.1	0.2	10.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	0.0	59.3	55.5	58.4	57.8	10.0	15.0	6.0	11.7	13.7	5.6
LnGrp LOS	E	A	E	E	E	E	B	B	A	B	B	A
Approach Vol, veh/h		88			78			1638			1508	
Approach Delay, s/veh		56.6			57.0			14.8			13.5	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	92.8	10.9	15.1	11.3	92.8	12.6	13.4
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5
Max Green Setting (Gmax), s	8.0	73.5	8.5	13.5	8.0	73.5	8.5	13.5
Max Q Clear Time (g_c+I1), s	2.6	32.3	3.8	4.4	2.6	37.8	5.9	5.9
Green Ext Time (p_c), s	0.0	8.9	0.0	0.0	0.0	10.1	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

EXISTING TRAFFIC CONDITIONS (2024)

PM PEAK

Intersection						
Int Delay, s/veh	0.9					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	59	1587	28	73	1805
Future Vol, veh/h	14	59	1587	28	73	1805
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	250	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	63	1706	30	78	1941

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2833	853	0	0	1736	0
Stage 1	1706	-	-	-	-	-
Stage 2	1127	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 14	302	-	-	359	-
Stage 1	132	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 11	302	-	-	359	-
Mov Cap-2 Maneuver	79	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	212	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.9	0	0.7
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	79	302	359	-
HCM Lane V/C Ratio	-	-	0.191	0.21	0.219	-
HCM Control Delay (s)	-	-	61	20.1	17.8	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	0.7	0.8	0.8	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

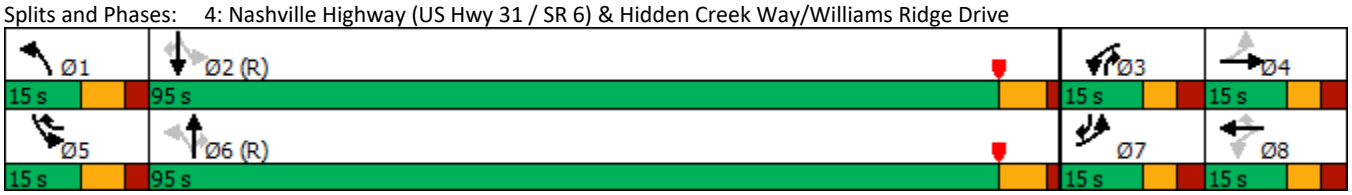
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	2	29	19	4	28	26	1631	17	35	1838	54
Future Volume (vph)	27	2	29	19	4	28	26	1631	17	35	1838	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.859				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1600	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.488						0.042			0.056		
Satd. Flow (perm)	909	1600	0	1863	1863	1583	78	3539	1583	104	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				78			82			82
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3600			2010	
Travel Time (s)		38.4			39.1			44.6			24.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	31	2	33	22	5	32	30	1875	20	40	2113	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	35	0	22	5	32	30	1875	20	40	2113	62
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (%)	10.7%	10.7%		10.7%	10.7%	10.7%	10.7%	67.9%	10.7%	10.7%	67.9%	10.7%
Maximum Green (s)	8.5	8.5		8.5	8.5	8.0	8.0	88.5	8.5	8.0	88.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	14.7	7.3		9.3	7.3	10.1	107.5	103.7	115.1	109.1	106.6	124.7
Actuated g/C Ratio	0.10	0.05		0.07	0.05	0.07	0.77	0.74	0.82	0.78	0.76	0.89
v/c Ratio	0.18	0.31		0.19	0.05	0.17	0.21	0.72	0.02	0.24	0.78	0.04
Control Delay	54.5	28.2		61.1	64.0	2.0	8.4	16.3	0.0	8.3	18.1	0.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	28.2		61.1	64.0	2.0	8.4	16.3	0.0	8.3	18.1	0.5
LOS	D	C		E	E	A	A	B	A	A	B	A
Approach Delay		40.6			29.3			16.0			17.4	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 49 (35%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	2	29	19	4	28	26	1631	17	35	1838	54
Future Volume (veh/h)	27	2	29	19	4	28	26	1631	17	35	1838	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	2	33	22	5	32	30	1875	20	40	2113	62
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	5	83	149	91	140	157	2443	1135	202	2461	1153
Arrive On Green	0.04	0.05	0.05	0.03	0.05	0.05	0.03	0.69	0.69	0.04	0.69	0.69
Sat Flow, veh/h	1781	91	1508	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	31	0	35	22	5	32	30	1875	20	40	2113	62
Grp Sat Flow(s),veh/h/ln	1781	0	1599	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.3	0.0	3.0	1.6	0.4	2.6	0.7	48.9	0.5	0.9	63.1	1.6
Cycle Q Clear(g_c), s	2.3	0.0	3.0	1.6	0.4	2.6	0.7	48.9	0.5	0.9	63.1	1.6
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	177	0	88	149	91	140	157	2443	1135	202	2461	1153
V/C Ratio(X)	0.18	0.00	0.40	0.15	0.05	0.23	0.19	0.77	0.02	0.20	0.86	0.05
Avail Cap(c_a), veh/h	223	0	97	206	114	159	197	2443	1135	234	2461	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.8	0.0	63.9	60.3	63.5	59.4	22.2	14.5	5.7	15.6	16.3	5.4
Incr Delay (d2), s/veh	0.5	0.0	2.9	0.5	0.2	0.8	0.6	2.4	0.0	0.5	4.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.3	0.8	0.2	1.1	0.5	17.0	0.2	0.5	22.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	0.0	66.8	60.8	63.8	60.2	22.8	16.8	5.7	16.1	20.5	5.5
LnGrp LOS	E	A	E	E	E	E	C	B	A	B	C	A
Approach Vol, veh/h		66			59			1925			2215	
Approach Delay, s/veh		63.7			60.7			16.8			20.0	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	103.5	10.5	14.2	12.5	102.8	11.4	13.3
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5
Max Green Setting (Gmax), s	8.0	88.5	8.5	8.5	8.0	88.5	8.5	8.5
Max Q Clear Time (g_c+I1), s	2.7	65.1	3.6	5.0	2.9	50.9	4.3	4.6
Green Ext Time (p_c), s	0.0	13.5	0.0	0.0	0.0	13.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

BACKGROUND TRAFFIC CONDITIONS (2026)

AM PEAK

Intersection						
Int Delay, s/veh	1.7					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	117	1519	29	32	1520
Future Vol, veh/h	38	117	1519	29	32	1520
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	250	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	126	1633	31	34	1634

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2518	817	0	0	1664	0
Stage 1	1633	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 23	320	-	-	383	-
Stage 1	145	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 21	320	-	-	383	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	145	-	-	-	-	-
Stage 2	332	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.3	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	100	320	383	-
HCM Lane V/C Ratio	-	-	0.409	0.393	0.09	-
HCM Control Delay (s)	-	-	63.9	23.4	15.3	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	1.7	1.8	0.3	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

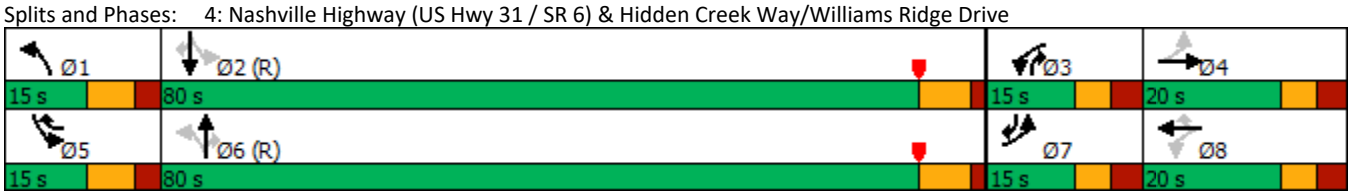
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	4	26	26	1	49	25	1586	13	25	1456	27
Future Volume (vph)	57	4	26	26	1	49	25	1586	13	25	1456	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.869				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1619	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.482						0.108			0.077		
Satd. Flow (perm)	898	1619	0	1863	1863	1583	201	3539	1583	143	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28				84			88			88
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3600			2010	
Travel Time (s)		38.4			39.1			44.6			24.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	61	4	28	28	1	52	27	1687	14	27	1549	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	32	0	28	1	52	27	1687	14	27	1549	29
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (%)	11.5%	15.4%		11.5%	15.4%	11.5%	11.5%	61.5%	11.5%	11.5%	61.5%	11.5%
Maximum Green (s)	8.5	13.5		8.5	13.5	8.0	8.0	73.5	8.5	8.0	73.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.1	7.6		9.5	7.4	10.1	97.2	93.4	104.9	98.6	96.2	114.6
Actuated g/C Ratio	0.12	0.06		0.07	0.06	0.08	0.75	0.72	0.81	0.76	0.74	0.88
v/c Ratio	0.31	0.26		0.22	0.01	0.26	0.12	0.66	0.01	0.14	0.59	0.02
Control Delay	52.9	28.5		56.5	57.0	6.1	6.1	15.6	0.0	6.6	13.2	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.9	28.5		56.5	57.0	6.1	6.1	15.6	0.0	6.6	13.2	0.0
LOS	D	C		E	E	A	A	B	A	A	B	A
Approach Delay		44.5			24.1			15.3			12.8	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 15.1 Intersection LOS: B
Intersection Capacity Utilization 72.2% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	4	26	26	1	49	25	1586	13	25	1456	27
Future Volume (veh/h)	57	4	26	26	1	49	25	1586	13	25	1456	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	4	28	28	1	52	27	1687	14	27	1549	29
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	13	94	182	99	137	245	2352	1103	218	2352	1125
Arrive On Green	0.05	0.07	0.07	0.03	0.05	0.05	0.03	0.66	0.66	0.03	0.66	0.66
Sat Flow, veh/h	1781	202	1414	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	61	0	32	28	1	52	27	1687	14	27	1549	29
Grp Sat Flow(s),veh/h/ln	1781	0	1616	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.1	0.0	2.5	1.9	0.1	4.0	0.6	39.7	0.4	0.6	34.0	0.7
Cycle Q Clear(g_c), s	4.1	0.0	2.5	1.9	0.1	4.0	0.6	39.7	0.4	0.6	34.0	0.7
Prop In Lane	1.00		0.88	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	0	108	182	99	137	245	2352	1103	218	2352	1125
V/C Ratio(X)	0.29	0.00	0.30	0.15	0.01	0.38	0.11	0.72	0.01	0.12	0.66	0.03
Avail Cap(c_a), veh/h	243	0	168	238	194	218	295	2352	1103	268	2352	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	0.0	57.8	55.0	58.3	56.1	11.0	14.2	6.1	12.8	13.2	5.6
Incr Delay (d2), s/veh	0.7	0.0	1.5	0.4	0.0	1.7	0.2	1.9	0.0	0.3	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.1	0.9	0.0	1.7	0.2	13.8	0.1	0.2	11.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	0.0	59.3	55.4	58.4	57.8	11.2	16.1	6.1	13.1	14.6	5.6
LnGrp LOS	E	A	E	E	E	E	B	B	A	B	B	A
Approach Vol, veh/h		93			81			1728			1605	
Approach Delay, s/veh		56.6			57.0			15.9			14.5	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	92.5	11.0	15.2	11.4	92.5	12.7	13.4
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5
Max Green Setting (Gmax), s	8.0	73.5	8.5	13.5	8.0	73.5	8.5	13.5
Max Q Clear Time (g_c+I1), s	2.6	36.0	3.9	4.5	2.6	41.7	6.1	6.0
Green Ext Time (p_c), s	0.0	9.8	0.0	0.0	0.0	10.7	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

BACKGROUND TRAFFIC CONDITIONS (2026)

PM PEAK

Intersection						
Int Delay, s/veh	1.1					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	62	1688	29	77	1909
Future Vol, veh/h	15	62	1688	29	77	1909
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	250	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	67	1815	31	83	2053

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3008	908	0	0	1846	0
Stage 1	1815	-	-	-	-	-
Stage 2	1193	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 10	278	-	-	325	-
Stage 1	115	-	-	-	-	-
Stage 2	250	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 7	278	-	-	325	-
Mov Cap-2 Maneuver	68	-	-	-	-	-
Stage 1	115	-	-	-	-	-
Stage 2	186	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.1	0	0.8
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	68	278	325	-
HCM Lane V/C Ratio	-	-	0.237	0.24	0.255	-
HCM Control Delay (s)	-	-	73.7	22	19.8	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	0.8	0.9	1	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

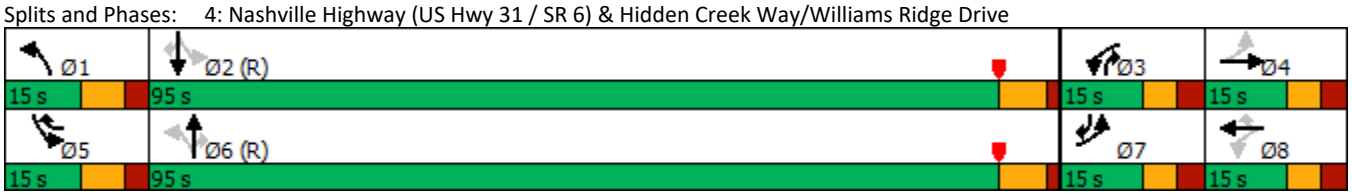
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	2	30	20	4	29	27	1735	18	37	1944	57
Future Volume (vph)	28	2	30	20	4	29	27	1735	18	37	1944	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.488						0.044			0.043		
Satd. Flow (perm)	909	1598	0	1863	1863	1583	82	3539	1583	80	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				78			82			82
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3600			2010	
Travel Time (s)		38.4			39.1			44.6			24.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	32	2	34	23	5	33	31	1994	21	43	2234	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	36	0	23	5	33	31	1994	21	43	2234	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (%)	10.7%	10.7%		10.7%	10.7%	10.7%	10.7%	67.9%	10.7%	10.7%	67.9%	10.7%
Maximum Green (s)	8.5	8.5		8.5	8.5	8.0	8.0	88.5	8.5	8.0	88.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	17.4	7.3		9.3	7.3	10.2	104.7	100.9	112.3	106.5	103.9	124.7
Actuated g/C Ratio	0.12	0.05		0.07	0.05	0.07	0.75	0.72	0.80	0.76	0.74	0.89
v/c Ratio	0.15	0.31		0.19	0.05	0.18	0.21	0.78	0.02	0.29	0.85	0.05
Control Delay	52.7	28.1		61.3	64.0	2.0	8.7	19.9	0.0	13.7	21.9	0.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	28.1		61.3	64.0	2.0	8.7	19.9	0.0	13.7	21.9	0.6
LOS	D	C		E	E	A	A	B	A	B	C	A
Approach Delay		39.7			29.5			19.5			21.1	
Approach LOS		D			C			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 49 (35%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 20.8 Intersection LOS: C
Intersection Capacity Utilization 76.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive



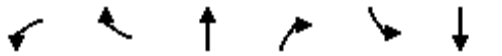
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	2	30	20	4	29	27	1735	18	37	1944	57
Future Volume (veh/h)	28	2	30	20	4	29	27	1735	18	37	1944	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	2	34	23	5	33	31	1994	21	43	2234	66
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	5	83	150	91	142	141	2437	1134	184	2456	1152
Arrive On Green	0.04	0.05	0.05	0.03	0.05	0.05	0.04	0.69	0.69	0.04	0.69	0.69
Sat Flow, veh/h	1781	89	1510	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	32	0	36	23	5	33	31	1994	21	43	2234	66
Grp Sat Flow(s),veh/h/ln	1781	0	1599	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.3	0.0	3.0	1.7	0.4	2.7	0.7	56.3	0.5	0.9	73.2	1.7
Cycle Q Clear(g_c), s	2.3	0.0	3.0	1.7	0.4	2.7	0.7	56.3	0.5	0.9	73.2	1.7
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	0	88	150	91	142	141	2437	1134	184	2456	1152
V/C Ratio(X)	0.18	0.00	0.41	0.15	0.05	0.23	0.22	0.82	0.02	0.23	0.91	0.06
Avail Cap(c_a), veh/h	223	0	97	205	114	161	180	2437	1134	213	2456	1152
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.8	0.0	64.0	60.2	63.5	59.3	28.8	15.8	5.8	19.6	18.0	5.5
Incr Delay (d2), s/veh	0.5	0.0	3.0	0.5	0.2	0.8	0.8	3.2	0.0	0.6	6.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.3	0.8	0.2	1.1	0.6	19.8	0.2	0.7	26.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	0.0	67.0	60.7	63.7	60.1	29.5	19.0	5.8	20.2	24.3	5.5
LnGrp LOS	E	A	E	E	E	E	C	B	A	C	C	A
Approach Vol, veh/h		68			61			2046			2343	
Approach Delay, s/veh		63.8			60.6			19.0			23.7	
Approach LOS		E			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	103.3	10.6	14.2	12.7	102.5	11.5	13.3
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5
Max Green Setting (Gmax), s	8.0	88.5	8.5	8.5	8.0	88.5	8.5	8.5
Max Q Clear Time (g_c+I1), s	2.7	75.2	3.7	5.0	2.9	58.3	4.3	4.7
Green Ext Time (p_c), s	0.0	9.8	0.0	0.0	0.0	13.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

PROJECTED TRAFFIC CONDITIONS (2026)

AM PEAK



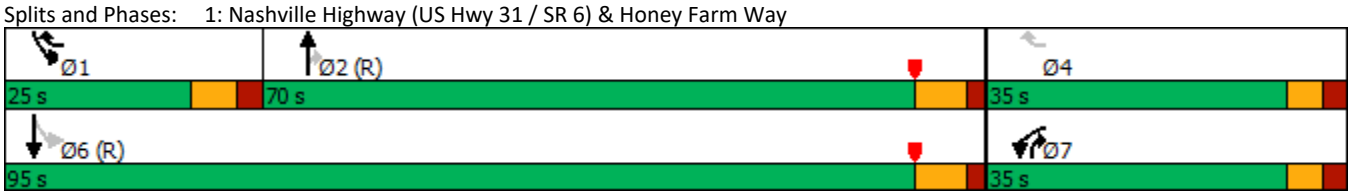
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	158	266	1498	139	172	1484	
Future Volume (vph)	158	266	1498	139	172	1484	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	150	0		250	300		
Storage Lanes	2	1		1	1		
Taper Length (ft)	50				50		
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	3433	1583	3539	1583	1770	3539	
Flt Permitted	0.950				0.052		
Satd. Flow (perm)	3433	1583	3539	1583	97	3539	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		11		149			
Link Speed (mph)	30		55			55	
Link Distance (ft)	450		2000			600	
Travel Time (s)	10.2		24.8			7.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	170	286	1611	149	185	1596	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	170	286	1611	149	185	1596	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	24		20			20	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	1	1	1	1	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	50	20	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	50	20	50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	7	1	2	7	1	6	4
Permitted Phases		4		2	6		
Detector Phase	7	1	2	7	1	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	12.0	12.0	11.0	12.0	12.0	11.0
Total Split (s)	35.0	25.0	70.0	35.0	25.0	95.0	35.0
Total Split (%)	26.9%	19.2%	53.8%	26.9%	19.2%	73.1%	27%
Maximum Green (s)	29.0	18.0	63.0	29.0	18.0	88.0	29.0
Yellow Time (s)	3.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	2.5	2.5	2.0	2.5	2.5	2.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Total Lost Time (s)	6.0	7.0	7.0	6.0	7.0	7.0	
Lead/Lag		Lead	Lag		Lead		
Lead-Lag Optimize?		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	11.8	28.5	69.7	88.5	105.2	105.2	
Actuated g/C Ratio	0.09	0.22	0.54	0.68	0.81	0.81	
v/c Ratio	0.55	0.81	0.85	0.13	0.42	0.56	
Control Delay	62.9	63.3	32.4	1.5	14.2	10.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	62.9	63.3	32.4	1.5	14.2	10.0	
LOS	E	E	C	A	B	A	
Approach Delay	63.2		29.8			10.4	
Approach LOS	E		C			B	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 85 (65%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 25.0 Intersection LOS: C
Intersection Capacity Utilization 72.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Nashville Highway (US Hwy 31 / SR 6) & Honey Farm Way



1: Nashville Highway (US Hwy 31 / SR 6) & Honey Farm Way



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	170	286	1611	149	185	1596
v/c Ratio	0.55	0.81	0.85	0.13	0.42	0.56
Control Delay	62.9	63.3	32.4	1.5	14.2	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.9	63.3	32.4	1.5	14.2	10.0
Queue Length 50th (ft)	71	217	612	0	37	581
Queue Length 95th (ft)	107	320	#833	23	102	720
Internal Link Dist (ft)	370		1920			520
Turn Bay Length (ft)	150			250	300	
Base Capacity (vph)	765	355	1897	1315	445	2864
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.81	0.85	0.11	0.42	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	158	266	1498	139	172	1484
Future Volume (veh/h)	158	266	1498	139	172	1484
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	170	286	1611	149	185	1596
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	652	388	2136	1252	230	2528
Arrive On Green	0.19	0.19	0.60	0.60	0.06	0.71
Sat Flow, veh/h	3456	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	170	286	1611	149	185	1596
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1781	1777
Q Serve(g_s), s	5.5	21.6	43.0	2.8	4.9	30.6
Cycle Q Clear(g_c), s	5.5	21.6	43.0	2.8	4.9	30.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	652	388	2136	1252	230	2528
V/C Ratio(X)	0.26	0.74	0.75	0.12	0.81	0.63
Avail Cap(c_a), veh/h	771	443	2136	1252	376	2528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	45.2	18.9	3.2	25.5	9.8
Incr Delay (d2), s/veh	0.2	5.5	2.5	0.2	6.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	18.7	16.1	6.6	3.8	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.2	50.7	21.4	3.4	32.0	11.0
LnGrp LOS	D	D	C	A	C	B
Approach Vol, veh/h	456		1760			1781
Approach Delay, s/veh	48.7		19.9			13.2
Approach LOS	D		B			B
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.3	85.1		30.5		99.5
Change Period (Y+Rc), s	7.0	7.0		6.0		7.0
Max Green Setting (Gmax), s	18.0	63.0		29.0		88.0
Max Q Clear Time (g_c+I1), s	6.9	45.0		23.6		32.6
Green Ext Time (p_c), s	0.4	8.6		0.9		10.6

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	124	137	5	261	5	127	5	5	5	5	32
Future Vol, veh/h	46	124	137	5	261	5	127	5	5	5	5	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	-	-	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	135	149	5	284	5	138	5	5	5	5	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	289	0	0	284	0	0	552	534	135	612	681	287
Stage 1	-	-	-	-	-	-	235	235	-	297	297	-
Stage 2	-	-	-	-	-	-	317	299	-	315	384	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1273	-	-	1278	-	-	444	452	914	405	373	752
Stage 1	-	-	-	-	-	-	768	710	-	712	668	-
Stage 2	-	-	-	-	-	-	694	666	-	696	611	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1273	-	-	1278	-	-	406	433	914	386	357	752
Mov Cap-2 Maneuver	-	-	-	-	-	-	484	491	-	481	445	-
Stage 1	-	-	-	-	-	-	738	682	-	684	665	-
Stage 2	-	-	-	-	-	-	654	663	-	659	587	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.1	15.4	10.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	493	1273	-	-	1278	-	-	481	688
HCM Lane V/C Ratio	0.302	0.039	-	-	0.004	-	-	0.011	0.058
HCM Control Delay (s)	15.4	7.9	-	-	7.8	-	-	12.6	10.6
HCM Lane LOS	C	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0	-	-	0	0.2

Intersection						
Int Delay, s/veh	0.1					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	11	1749	15	0	1656
Future Vol, veh/h	0	11	1749	15	0	1656
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	1901	16	0	1800

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	951	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	260	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	260	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	260	-
HCM Lane V/C Ratio	-	-	0.046	-
HCM Control Delay (s)	-	-	19.5	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.1	-

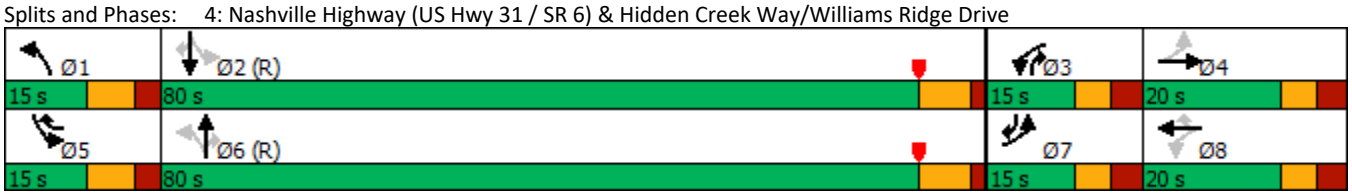
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	4	28	29	1	49	27	1703	16	25	1552	27
Future Volume (vph)	57	4	28	29	1	49	27	1703	16	25	1552	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.868				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1617	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.556						0.089			0.057		
Satd. Flow (perm)	1036	1617	0	1863	1863	1583	166	3539	1583	106	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				84			88			88
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3000			2010	
Travel Time (s)		38.4			39.1			37.2			24.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	61	4	30	31	1	52	29	1812	17	27	1651	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	34	0	31	1	52	29	1812	17	27	1651	29
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (%)	11.5%	15.4%		11.5%	15.4%	11.5%	11.5%	61.5%	11.5%	11.5%	61.5%	11.5%
Maximum Green (s)	8.5	13.5		8.5	13.5	8.0	8.0	73.5	8.5	8.0	73.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.2	7.4		9.8	7.4	10.1	97.1	93.3	105.1	98.5	96.1	114.6
Actuated g/C Ratio	0.12	0.06		0.08	0.06	0.08	0.75	0.72	0.81	0.76	0.74	0.88
v/c Ratio	0.31	0.28		0.23	0.01	0.26	0.14	0.71	0.01	0.16	0.63	0.02
Control Delay	52.6	28.1		56.7	57.0	6.1	1.2	3.3	0.0	7.2	14.1	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	28.1		56.7	57.0	6.1	1.2	3.3	0.0	7.2	14.1	0.0
LOS	D	C		E	E	A	A	A	A	A	B	A
Approach Delay		43.9			25.4			3.2			13.8	
Approach LOS		D			C			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 9.6 Intersection LOS: A
Intersection Capacity Utilization 75.4% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	61	34	31	1	52	29	1812	17	27	1651	29
v/c Ratio	0.31	0.28	0.23	0.01	0.26	0.14	0.71	0.01	0.16	0.63	0.02
Control Delay	52.6	28.1	56.7	57.0	6.1	1.2	3.3	0.0	7.2	14.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	28.1	56.7	57.0	6.1	1.2	3.3	0.0	7.2	14.1	0.0
Queue Length 50th (ft)	45	3	26	1	0	1	127	0	5	477	0
Queue Length 95th (ft)	86	38	51	7	14	m1	119	m0	15	603	0
Internal Link Dist (ft)		1609		1642			2920			1930	
Turn Bay Length (ft)	150		125		250	400		350	400		375
Base Capacity (vph)	201	194	141	193	211	223	2540	1299	183	2616	1391
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.18	0.22	0.01	0.25	0.13	0.71	0.01	0.15	0.63	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

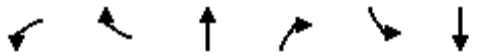
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	4	28	29	1	49	27	1703	16	25	1552	27
Future Volume (veh/h)	57	4	28	29	1	49	27	1703	16	25	1552	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	4	30	31	1	52	29	1812	17	27	1651	29
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	12	92	181	99	137	225	2351	1106	194	2346	1122
Arrive On Green	0.05	0.06	0.06	0.04	0.05	0.05	0.03	0.66	0.66	0.03	0.66	0.66
Sat Flow, veh/h	1781	190	1424	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	61	0	34	31	1	52	29	1812	17	27	1651	29
Grp Sat Flow(s),veh/h/ln	1781	0	1614	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.1	0.0	2.6	2.1	0.1	4.0	0.7	45.8	0.4	0.6	38.3	0.7
Cycle Q Clear(g_c), s	4.1	0.0	2.6	2.1	0.1	4.0	0.7	45.8	0.4	0.6	38.3	0.7
Prop In Lane	1.00		0.88	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	0	104	181	99	137	225	2351	1106	194	2346	1122
V/C Ratio(X)	0.29	0.00	0.33	0.17	0.01	0.38	0.13	0.77	0.02	0.14	0.70	0.03
Avail Cap(c_a), veh/h	243	0	168	233	194	218	272	2351	1106	244	2346	1122
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	0.0	58.1	54.9	58.3	56.1	12.4	15.2	6.0	15.1	14.0	5.6
Incr Delay (d2), s/veh	0.7	0.0	1.8	0.4	0.0	1.7	0.3	2.5	0.0	0.3	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.1	1.0	0.0	1.7	0.2	16.0	0.1	0.3	13.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	0.0	59.9	55.3	58.4	57.8	12.7	17.7	6.0	15.5	15.8	5.7
LnGrp LOS	E	A	E	E	E	E	B	B	A	B	B	A
Approach Vol, veh/h		95			84			1858			1707	
Approach Delay, s/veh		56.8			56.9			17.5			15.6	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	92.3	11.2	14.9	11.4	92.5	12.7	13.4
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5
Max Green Setting (Gmax), s	8.0	73.5	8.5	13.5	8.0	73.5	8.5	13.5
Max Q Clear Time (g_c+I1), s	2.7	40.3	4.1	4.6	2.6	47.8	6.1	6.0
Green Ext Time (p_c), s	0.0	10.6	0.0	0.0	0.0	11.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

PROJECTED TRAFFIC CONDITIONS (2026)

PM PEAK



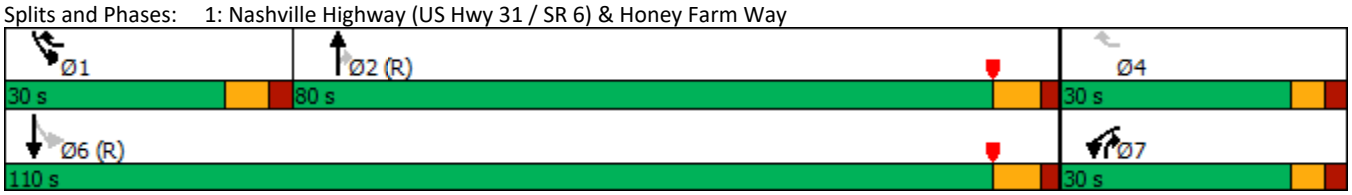
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	207	238	1670	186	315	1850	
Future Volume (vph)	207	238	1670	186	315	1850	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	150	0		250	300		
Storage Lanes	2	1		1	1		
Taper Length (ft)	50				50		
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	3433	1583	3539	1583	1770	3539	
Flt Permitted	0.950				0.048		
Satd. Flow (perm)	3433	1583	3539	1583	89	3539	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		10		106			
Link Speed (mph)	30		55			55	
Link Distance (ft)	450		2000			600	
Travel Time (s)	10.2		24.8			7.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	223	256	1796	200	339	1989	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	223	256	1796	200	339	1989	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	24		20			20	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	1	1	1	1	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	50	20	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	50	20	50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	7	1	2	7	1	6	4
Permitted Phases		4		2	6		
Detector Phase	7	1	2	7	1	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	12.0	12.0	11.0	12.0	12.0	11.0
Total Split (s)	30.0	30.0	80.0	30.0	30.0	110.0	30.0
Total Split (%)	21.4%	21.4%	57.1%	21.4%	21.4%	78.6%	21%
Maximum Green (s)	24.0	23.0	73.0	24.0	23.0	103.0	24.0
Yellow Time (s)	3.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	2.5	2.5	2.0	2.5	2.5	2.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Total Lost Time (s)	6.0	7.0	7.0	6.0	7.0	7.0	
Lead/Lag		Lead	Lag		Lead		
Lead-Lag Optimize?		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	14.6	29.0	76.4	98.0	112.4	112.4	
Actuated g/C Ratio	0.10	0.21	0.55	0.70	0.80	0.80	
v/c Ratio	0.62	0.76	0.93	0.18	0.81	0.70	
Control Delay	67.6	65.5	39.8	3.7	43.1	15.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	67.6	65.5	39.8	3.7	43.1	15.0	
LOS	E	E	D	A	D	B	
Approach Delay	66.5		36.2			19.1	
Approach LOS	E		D			B	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 135 (96%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 30.9 Intersection LOS: C
Intersection Capacity Utilization 86.2% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Nashville Highway (US Hwy 31 / SR 6) & Honey Farm Way



1: Nashville Highway (US Hwy 31 / SR 6) & Honey Farm Way



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	223	256	1796	200	339	1989
v/c Ratio	0.62	0.76	0.93	0.18	0.81	0.70
Control Delay	67.6	65.5	39.8	3.7	43.1	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.6	65.5	39.8	3.7	43.1	15.0
Queue Length 50th (ft)	102	209	795	27	207	1001
Queue Length 95th (ft)	141	#350	#1006	49	m259	1075
Internal Link Dist (ft)	370		1920			520
Turn Bay Length (ft)	150			250	300	
Base Capacity (vph)	588	336	1930	1238	420	2841
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.76	0.93	0.16	0.81	0.70

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	207	238	1670	186	315	1850
Future Volume (veh/h)	207	238	1670	186	315	1850
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	223	256	1796	200	339	1989
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	523	500	1925	1099	360	2686
Arrive On Green	0.15	0.15	0.54	0.54	0.16	0.76
Sat Flow, veh/h	3456	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	223	256	1796	200	339	1989
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1781	1777
Q Serve(g_s), s	8.2	18.5	65.5	6.2	21.0	43.4
Cycle Q Clear(g_c), s	8.2	18.5	65.5	6.2	21.0	43.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	523	500	1925	1099	360	2686
V/C Ratio(X)	0.43	0.51	0.93	0.18	0.94	0.74
Avail Cap(c_a), veh/h	592	532	1925	1099	360	2686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	39.1	29.7	7.5	47.6	9.5
Incr Delay (d2), s/veh	0.6	0.8	9.8	0.4	32.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	16.9	27.7	10.3	14.6	13.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	54.5	39.9	39.5	7.9	80.4	11.4
LnGrp LOS	D	D	D	A	F	B
Approach Vol, veh/h	479		1996			2328
Approach Delay, s/veh	46.7		36.3			21.4
Approach LOS	D		D			C
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	30.0	82.9		27.2		112.8
Change Period (Y+Rc), s	7.0	7.0		6.0		7.0
Max Green Setting (Gmax), s	23.0	73.0		24.0		103.0
Max Q Clear Time (g_c+I1), s	23.0	67.5		20.5		45.4
Green Ext Time (p_c), s	0.0	4.1		0.7		16.7

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	122	219	155	5	176	5	142	5	5	5	5	122
Future Vol, veh/h	122	219	155	5	176	5	142	5	5	5	5	122
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	-	-	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	133	238	168	5	191	5	154	5	5	5	5	133

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	406	0	0	777	710	238	797	876	194
Stage 1	-	-	-	-	-	-	504	504	-	204	204	-
Stage 2	-	-	-	-	-	-	273	206	-	593	672	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1377	-	-	1153	-	-	314	359	801	305	287	847
Stage 1	-	-	-	-	-	-	550	541	-	798	733	-
Stage 2	-	-	-	-	-	-	733	731	-	492	454	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1377	-	-	1153	-	-	241	323	801	277	258	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	332	389	-	358	338	-
Stage 1	-	-	-	-	-	-	497	489	-	721	730	-
Stage 2	-	-	-	-	-	-	611	728	-	437	410	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.2	25.2	10.6
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	340	1377	-	-	1153	-	-	358	800
HCM Lane V/C Ratio	0.486	0.096	-	-	0.005	-	-	0.015	0.173
HCM Control Delay (s)	25.2	7.9	-	-	8.1	-	-	15.2	10.4
HCM Lane LOS	D	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	2.5	0.3	-	-	0	-	-	0	0.6

Intersection						
Int Delay, s/veh	0.2					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	40	1867	40	0	2165
Future Vol, veh/h	0	40	1867	40	0	2165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	2029	43	0	2353

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1015	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	236	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	236	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	236	-
HCM Lane V/C Ratio	-	-	0.184	-
HCM Control Delay (s)	-	-	23.7	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.7	-

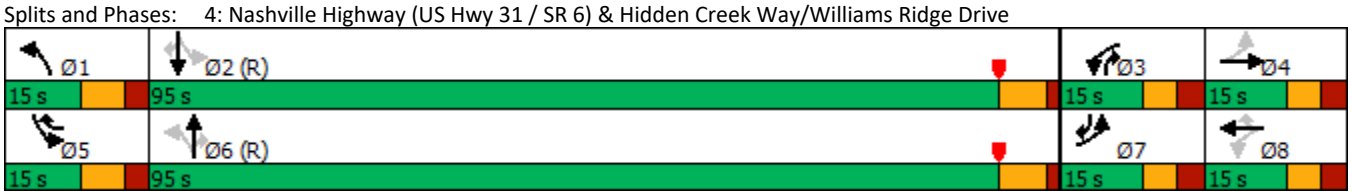
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	2	34	25	4	29	30	1883	23	37	2112	57
Future Volume (vph)	28	2	34	25	4	29	30	1883	23	37	2112	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.857				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1596	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.488						0.044			0.043		
Satd. Flow (perm)	909	1596	0	1863	1863	1583	82	3539	1583	80	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39				78			82			82
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3000			2010	
Travel Time (s)		38.4			39.1			37.2			24.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	32	2	39	29	5	33	34	2164	26	43	2428	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	41	0	29	5	33	34	2164	26	43	2428	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (%)	10.7%	10.7%		10.7%	10.7%	10.7%	10.7%	67.9%	10.7%	10.7%	67.9%	10.7%
Maximum Green (s)	8.5	8.5		8.5	8.5	8.0	8.0	88.5	8.5	8.0	88.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	17.6	7.3		9.4	7.3	10.2	104.6	100.8	112.3	106.3	103.7	124.7
Actuated g/C Ratio	0.13	0.05		0.07	0.05	0.07	0.75	0.72	0.80	0.76	0.74	0.89
v/c Ratio	0.15	0.34		0.24	0.05	0.18	0.23	0.85	0.02	0.29	0.93	0.05
Control Delay	52.5	27.7		62.6	64.0	2.0	10.6	10.9	0.0	13.8	27.4	0.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	27.7		62.6	64.0	2.0	10.6	10.9	0.0	13.8	27.4	0.6
LOS	D	C		E	E	A	B	B	A	B	C	A
Approach Delay		38.6			32.9			10.8			26.5	
Approach LOS		D			C			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 49 (35%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 19.6 Intersection LOS: B
Intersection Capacity Utilization 80.4% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	32	41	29	5	33	34	2164	26	43	2428	66
v/c Ratio	0.15	0.34	0.24	0.05	0.18	0.23	0.85	0.02	0.29	0.93	0.05
Control Delay	52.5	27.7	62.6	64.0	2.0	10.6	10.9	0.0	13.8	27.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	27.7	62.6	64.0	2.0	10.6	10.9	0.0	13.8	27.4	0.6
Queue Length 50th (ft)	26	2	26	4	0	2	164	0	9	~1260	0
Queue Length 95th (ft)	55	39	51	19	0	m2	1130	m0	26	#1331	7
Internal Link Dist (ft)		1609		1642			2920			1930	
Turn Bay Length (ft)	150		125		250	400		350	400		375
Base Capacity (vph)	215	133	130	113	196	158	2547	1291	157	2622	1419
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.31	0.22	0.04	0.17	0.22	0.85	0.02	0.27	0.93	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	2	34	25	4	29	30	1883	23	37	2112	57
Future Volume (veh/h)	28	2	34	25	4	29	30	1883	23	37	2112	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	2	39	29	5	33	34	2164	26	43	2428	66
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	4	78	147	92	142	119	2435	1140	159	2449	1149
Arrive On Green	0.04	0.05	0.05	0.03	0.05	0.05	0.04	0.69	0.69	0.04	0.69	0.69
Sat Flow, veh/h	1781	78	1519	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	32	0	41	29	5	33	34	2164	26	43	2428	66
Grp Sat Flow(s),veh/h/ln	1781	0	1597	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.3	0.0	3.5	2.1	0.4	2.7	0.8	68.6	0.7	0.9	93.9	1.7
Cycle Q Clear(g_c), s	2.3	0.0	3.5	2.1	0.4	2.7	0.8	68.6	0.7	0.9	93.9	1.7
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	0	81	147	92	142	119	2435	1140	159	2449	1149
V/C Ratio(X)	0.18	0.00	0.50	0.20	0.05	0.23	0.29	0.89	0.02	0.27	0.99	0.06
Avail Cap(c_a), veh/h	224	0	97	195	114	161	156	2435	1140	188	2449	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.7	0.0	64.7	59.9	63.4	59.2	38.3	17.7	5.6	27.5	21.3	5.5
Incr Delay (d2), s/veh	0.5	0.0	4.7	0.6	0.2	0.8	1.3	5.3	0.0	0.9	16.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.5	1.0	0.2	1.1	0.8	24.6	0.2	0.9	36.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	0.0	69.4	60.5	63.7	60.0	39.6	23.1	5.7	28.4	37.6	5.6
LnGrp LOS	E	A	E	E	E	E	D	C	A	C	D	A
Approach Vol, veh/h		73			67			2224			2537	
Approach Delay, s/veh		65.4			60.5			23.1			36.6	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	103.0	11.2	13.6	12.7	102.4	11.5	13.4
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5
Max Green Setting (Gmax), s	8.0	88.5	8.5	8.5	8.0	88.5	8.5	8.5
Max Q Clear Time (g_c+I1), s	2.8	95.9	4.1	5.5	2.9	70.6	4.3	4.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	11.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

APPENDIX C

TRIP GENERATION

HONEY FARM - TRIP GENERATION SUMMARY

		Trip Generation			
	Daily	AM		PM	
Land Use	Total	Enter	Exit	Enter	Exit
Grocery Store	4292	76	53	202	202
Fast-Food Restaurant with Drive-Through Window	3086	150	144	113	105
Fast Casual Restaurant	534	4	4	46	37
Future Retail	326	12	8	27	27
Multifamily Housing (Low-Rise)	1190	18	58	60	35
Townhomes	1322	22	66	61	43
Mini-Warehouse	142	5	4	7	8
Health Department	622	39	10	20	46
Totals	**11514**	**326**	**347**	**536**	**503**

		Internal Trip Reduction			
	Daily	AM		PM	
Land Use	Total	Enter	Exit	Enter	Exit
Grocery Store	858	15	11	40	40
Fast-Food Restaurant with Drive-Through Window	617	30	29	23	21
Fast Casual Restaurant	107	1	1	9	7
Future Retail	65	2	2	5	5
Multifamily Housing (Low-Rise)	238	4	12	12	7
Townhomes	264	4	13	12	9
Mini-Warehouse	28	1	1	1	2
Health Department	124	8	2	4	9
Totals	**2301**	**65**	**71**	**106**	**100**

Internal Trip Reduction		
Daily %	AM %	PM %
20%	20%	20%
20%	20%	20%
20%	20%	20%
20%	20%	20%
20%	20%	20%
20%	20%	20%
20%	20%	20%
20%	20%	20%

		Total External Trips			
	Daily	AM		PM	
Land Use	Total	Enter	Exit	Enter	Exit
Grocery Store	3434	61	42	162	162
Fast-Food Restaurant with Drive-Through Window	2469	120	115	90	84
Fast Casual Restaurant	427	3	3	37	30
Future Retail	261	10	6	22	22
Multifamily Housing (Low-Rise)	952	14	46	48	28
Townhomes	1058	18	53	49	34
Mini-Warehouse	114	4	3	6	6
Health Department	498	31	8	16	37
Totals	**9213**	**261**	**276**	**430**	**403**

		Primary - External Trips			
	Daily	AM		PM	
Land Use	Total	Enter	Exit	Enter	Exit
Grocery Store	2747	49	34	109	109
Fast-Food Restaurant with Drive-Through Window	1235	61	59	45	42
Fast Casual Restaurant	320	3	3	28	23
Future Retail	196	10	6	15	15
Multifamily Housing (Low-Rise)	952	14	46	48	28
Townhomes	1058	18	53	49	34
Mini-Warehouse	114	4	3	6	6
Health Department	498	31	8	16	37
Total Primary Trips	**7120**	**190**	**212**	**316**	**294**

Primary Trip Percentage		
Daily %	AM %	PM %
80%	80%	67%
50%	51%	50%
75%	100%	75%
75%	100%	66%
100%	100%	100%
100%	100%	100%
100%	100%	100%
100%	100%	100%

		Pass-By - External Trips			
	Daily	AM		PM	
Land Use	Total	Enter	Exit	Enter	Exit
Grocery Store	687	12	8	53	53
Fast-Food Restaurant with Drive-Through Window	1234	59	56	45	42
Fast Casual Restaurant	107	0	0	9	7
Future Retail	65	0	0	7	7
Multifamily Housing (Low-Rise)	0	0	0	0	0
Townhomes	0	0	0	0	0
Mini-Warehouse	0	0	0	0	0
Health Department	0	0	0	0	0
Total Passby Trips	**2093**	**71**	**64**	**114**	**109**

Pass-by Trip Percentage		
Daily %	AM %	PM %
20%	20%	33%
50%	49%	50%
25%	0%	25%
25%	0%	34%
0%	0%	0%
0%	0%	0%
0%	0%	0%
0%	0%	0%

Land Use: 850
Supermarket

Description

A supermarket is a free-standing retail store that sells a complete assortment of food, beverage, food preparation materials, and household products. A supermarket may also provide additional products and services such as a bakery, dry cleaning, floral arrangements, greeting cards, a limited-service bank, and a pharmacy.

Additional Data

In prior editions of *Trip Generation Manual*, a separate land use code was assigned to a discount supermarket. With the addition of new supermarket data points, an examination of the database reveals very little difference between trip generation rates for the traditional supermarket and a reported discount supermarket. This examination looked at both the small discount supermarkets and the large discount supermarkets. As a result, all types of supermarkets are included in this land use database.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, District of Columbia, Florida, Georgia, Illinois, Kentucky, Maryland, Minnesota, Nevada, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

213, 221, 236, 251, 273, 305, 359, 365, 438, 440, 442, 447, 448, 514, 520, 537, 552, 577, 610, 715, 716, 728, 738, 746, 854, 870, 882, 893, 917, 926, 935, 946, 959, 961, 966, 975, 1004, 1009, 1025, 1058, 1063, 1064

Land Use: 934
Fast-Food Restaurant with Drive-Through Window

Description

This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. The restaurant does not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alaska, Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

163, 164, 168, 180, 181, 241, 245, 278, 294, 300, 301, 319, 338, 340, 342, 358, 389, 438, 502, 552, 577, 583, 584, 617, 640, 641, 704, 715, 728, 810, 866, 867, 869, 885, 886, 927, 935, 962, 977, 1050, 1053, 1054

Land Use: 930
Fast Casual Restaurant

Description

A fast casual restaurant is a sit-down restaurant with no (or very limited) wait staff or table service. A customer typically orders off a menu board, pays for food before the food is prepared, and seats themselves. The menu generally contains higher-quality, made-to-order food items with fewer frozen or processed ingredients than at a fast-food restaurant. Most patrons eat their meal within the restaurant, but a significant proportion of the restaurant sales can be carry-out orders. A fast casual restaurant typically serves lunch and dinner; some serve breakfast. A typical duration of stay for an eat-in customer is 40 minutes or less. Fine dining restaurant (Land Use 931), high-turnover (sit-down) restaurant (Land Use 932), and fast-food restaurant without drive-through window (Land Use 933) are related uses.

Additional Data

The fast casual restaurant study sites included in this land use did not have a drive-through window.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 2010s in Minnesota, South Carolina, Washington, and Wisconsin.

Source Numbers

861, 869, 939, 959, 962, 1048

Land Use: 822
Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Land Use: 151
Mini-Warehouse

Description

A mini-warehouse is a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, Massachusetts, Minnesota, Nevada, New Jersey, Texas, and Utah.

Source Numbers

212, 403, 551, 568, 642, 708, 724, 850, 868, 876, 1024, 1035

Land Use: 720
Medical-Dental Office Building

Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. General office building (Land Use 710) and clinic (Land Use 630) are related uses.

Land Use Subcategory

Analysis of medical-dental office building data found that trip generation rates are measurably different for sites located within or adjacent to a hospital campus and sites that are stand-alone. Data plots are presented for these two land use subcategories.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Connecticut, Kentucky, Maryland, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, South Dakota, Texas, Virginia, Washington, and Wisconsin.

Source Numbers

104, 109, 120, 157, 184, 209, 211, 253, 287, 294, 295, 304, 357, 384, 404, 407, 423, 444, 509, 601, 715, 867, 879, 901, 902, 908, 959, 972

Proposed Honey Farm Walmart Neighborhood Market
Trip Generation
AM Peak Hour

VEHICLE TRIPS BEFORE REDUCTION								
Land Use & Data Source	Location	Independent Variable	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
850 - Supermarket	General Urban/Suburban	1000 Sq. Ft. GFA	45	AM Peak Hour	Average 2.86	76 59%	53 41%	P
934 - Fast-Food Restaurant with Drive-Through Window	General Urban/Suburban	1000 Sq. Ft. GFA	6.6	AM Peak Hour	Average 44.61	150 51%	144 49%	294
930 - Fast Casual Restaurant	General Urban/Suburban	1000 Sq. Ft. GFA	5.5	AM Peak Hour	Average 1.43	4 50%	4 50%	8
822 - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	6	AM Peak Hour	Best Fit (LOG) Ln(T) =0.66Ln(X) + 1.84	12 60%	8 40%	20
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	General Urban/Suburban	Dwelling Units	174	AM Peak Hour	Best Fit (LIN) T = 0.31(X) + 22.85	18 24%	58 76%	76
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	180	AM Peak Hour	Best Fit (LIN) T = 0.52(X) - 5.70	22 25%	66 75%	88
151 - Mini-Warehouse	General Urban/Suburban	1000 Sq. Ft. GFA	98.28	AM Peak Hour	Average 0.09	5 59%	4 41%	9
720 - Medical-Dental Office Building - Stand-Alone	General Urban/Suburban	1000 Sq. Ft. GFA	17	AM Peak Hour	Best Fit (LOG) Ln(T) =0.90Ln(X) + 1.34	39 79%	10 21%	49

NEW VEHICLE TRIPS			
Land Use	New Vehicle Trips		
	Entry	Exit	Total
850 - Supermarket	76	53	129
934 - Fast-Food Restaurant with Drive-Through Window	150	144	294
930 - Fast Casual Restaurant	4	4	8
822 - Strip Retail Plaza (<40k)	12	8	20
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	18	58	76
215 - Single-Family Attached Housing	22	66	88
151 - Mini-Warehouse	5	4	9
720 - Medical-Dental Office Building - Stand-Alone	39	10	49

RESULTS			
Site Totals	Entry	Exit	Total
New Vehicle Trips	326	347	673

Data Source: Trip Generation Manual, 11th Ed

Generated By OTISS Pro v2.1

Proposed Honey Farm Walmart Neighborhood Market
Trip Generation
PM Peak Hour

VEHICLE TRIPS BEFORE REDUCTION								
Land Use & Data Source	Location	Independent Variable	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
850 - Supermarket	General Urban/Suburban	1000 Sq. Ft. GFA	45	PM Peak Hour	Best Fit (LOG) Ln(T) =0.81Ln(X) + 2.92	202 50%	202 50%	P
934 - Fast-Food Restaurant with Drive-Through Window	General Urban/Suburban	1000 Sq. Ft. GFA	6.6	PM Peak Hour	Average 33.03	113 52%	105 48%	218
930 - Fast Casual Restaurant	General Urban/Suburban	1000 Sq. Ft. GFA	5.5	PM Peak Hour	Best Fit (LIN) T = 17.96(X) - 15.94	46 55%	37 45%	83
822 - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	6	PM Peak Hour	Best Fit (LOG) Ln(T) =0.71Ln(X) + 2.72	27 50%	27 50%	54
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	General Urban/Suburban	Dwelling Units	174	PM Peak Hour	Best Fit (LIN) T = 0.43(X) + 20.55	60 63%	35 37%	95
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	180	PM Peak Hour	Best Fit (LIN) T = 0.60(X) - 3.93	61 59%	43 41%	104
151 - Mini-Warehouse	General Urban/Suburban	1000 Sq. Ft. GFA	98.28	PM Peak Hour	Average 0.15	7 47%	8 53%	15
720 - Medical-Dental Office Building - Stand-Alone	General Urban/Suburban	1000 Sq. Ft. GFA	17	PM Peak Hour	Best Fit (LIN) T = 4.07(X) - 3.17	20 30%	46 70%	66

NEW VEHICLE TRIPS			
Land Use	New Vehicle Trips		
	Entry	Exit	Total
850 - Supermarket	202	202	404
934 - Fast-Food Restaurant with Drive-Through Window	113	105	218
930 - Fast Casual Restaurant	46	37	83
822 - Strip Retail Plaza (<40k)	27	27	54
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	60	35	95
215 - Single-Family Attached Housing	61	43	104
151 - Mini-Warehouse	7	8	15
720 - Medical-Dental Office Building - Stand-Alone	20	46	66

RESULTS			
Site Totals	Entry	Exit	Total
New Vehicle Trips	536	503	1039

Data Source: Trip Generation Manual, 11th Ed

Proposed Honey Farm Walmart Neighborhood Market
Trip Generation
Weekday

VEHICLE TRIPS BEFORE REDUCTION								
Land Use & Data Source	Location	Independent Variable	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
850 - Supermarket	General Urban/Suburban	1000 Sq. Ft. GFA	45	Weekday	Best Fit (LIN) T = 83.39(X) + 539.33	2146 50%	2146 50%	P
934 - Fast-Food Restaurant with Drive-Through Window	General Urban/Suburban	1000 Sq. Ft. GFA	6.6	Weekday	Average 467.48	1543 50%	1543 50%	3086
930 - Fast Casual Restaurant	General Urban/Suburban	1000 Sq. Ft. GFA	5.5	Weekday	Average 97.14	267 50%	267 50%	534
822 - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	6	Weekday	Average 54.45	163 50%	163 50%	326
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	General Urban/Suburban	Dwelling Units	174	Weekday	Best Fit (LIN) T = 6.41(X) + 75.31	595 50%	595 50%	1190
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	180	Weekday	Best Fit (LIN) T = 7.62(X) - 50.48	661 50%	661 50%	1322
151 - Mini-Warehouse	General Urban/Suburban	1000 Sq. Ft. GFA	98.28	Weekday	Average 1.45	71 50%	71 50%	142
720 - Medical-Dental Office Building - Stand-Alone	General Urban/Suburban	1000 Sq. Ft. GFA	17	Weekday	Best Fit (LIN) T = 42.97(X) - 108.01	311 50%	311 50%	622

NEW VEHICLE TRIPS			
Land Use	New Vehicle Trips		
	Entry	Exit	Total
850 - Supermarket	2146	2146	4292
934 - Fast-Food Restaurant with Drive-Through Window	1543	1543	3086
930 - Fast Casual Restaurant	267	267	534
822 - Strip Retail Plaza (<40k)	163	163	326
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	595	595	1190
215 - Single-Family Attached Housing	661	661	1322
151 - Mini-Warehouse	71	71	142
720 - Medical-Dental Office Building - Stand-Alone	311	311	622

RESULTS			
Site Totals	Entry	Exit	Total
New Vehicle Trips	5757	5757	11514

Data Source: Trip Generation Manual, 11th Ed

Generated By OTISS Pro v2.1

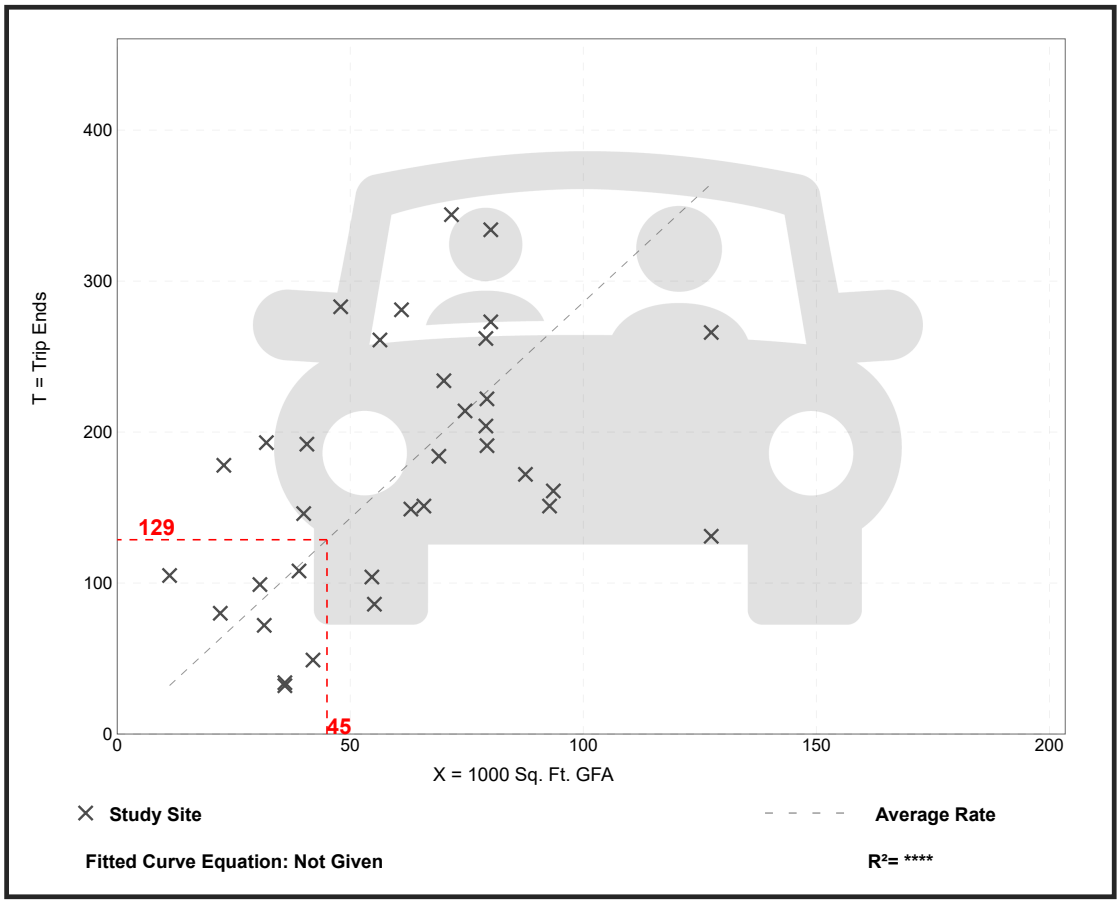
Supermarket
(850)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 34
Avg. 1000 Sq. Ft. GFA: 61
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.86	0.89 - 9.35	1.45

Data Plot and Equation



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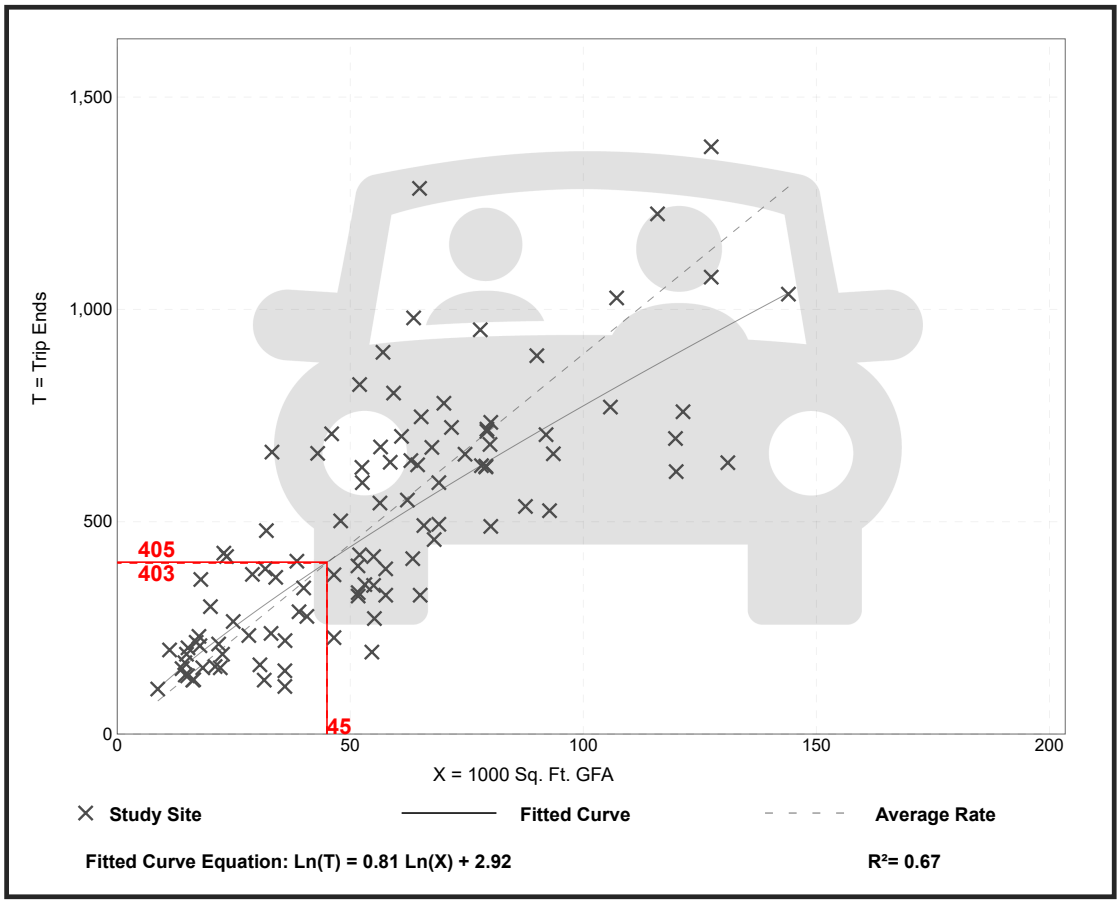
Supermarket
(850)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 104
Avg. 1000 Sq. Ft. GFA: 55
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.95	3.11 - 20.30	3.32

Data Plot and Equation



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Supermarket
(850)

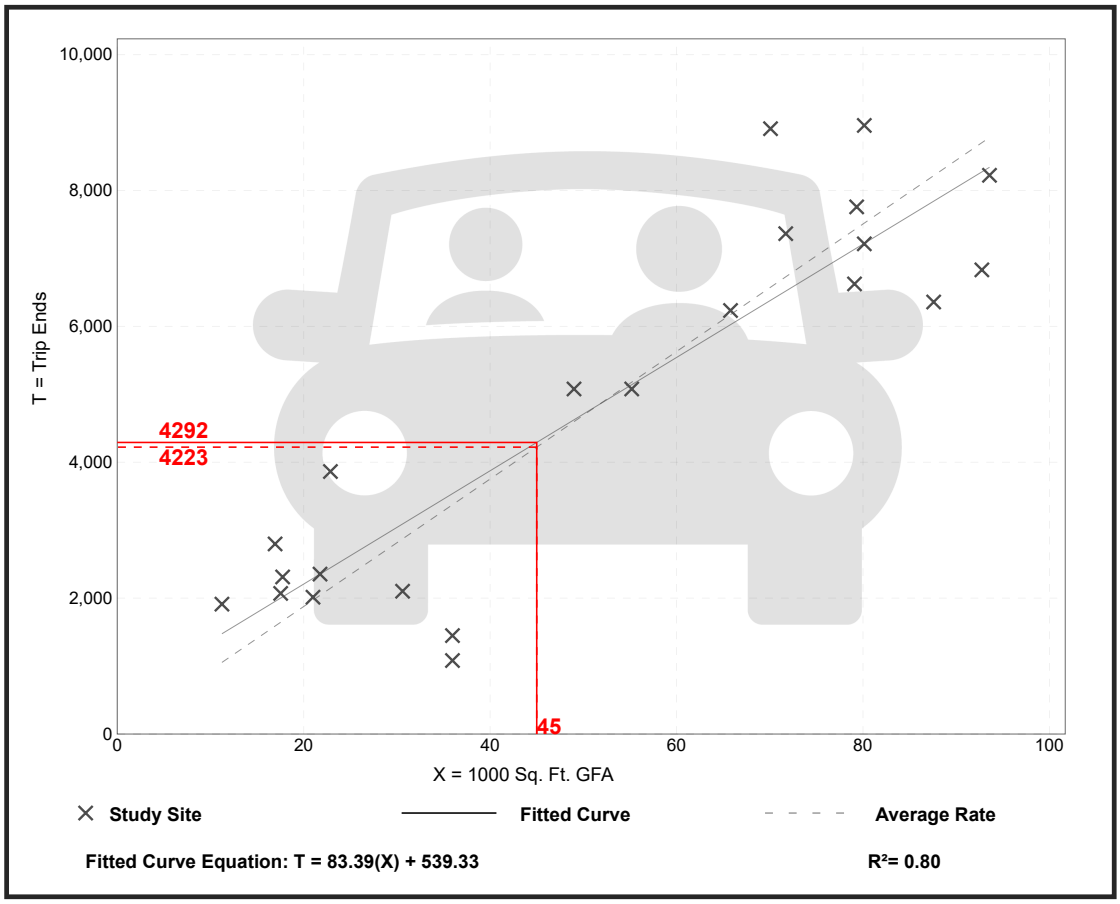
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. 1000 Sq. Ft. GFA: 52
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
93.84	30.09 - 170.24	27.05

Data Plot and Equation



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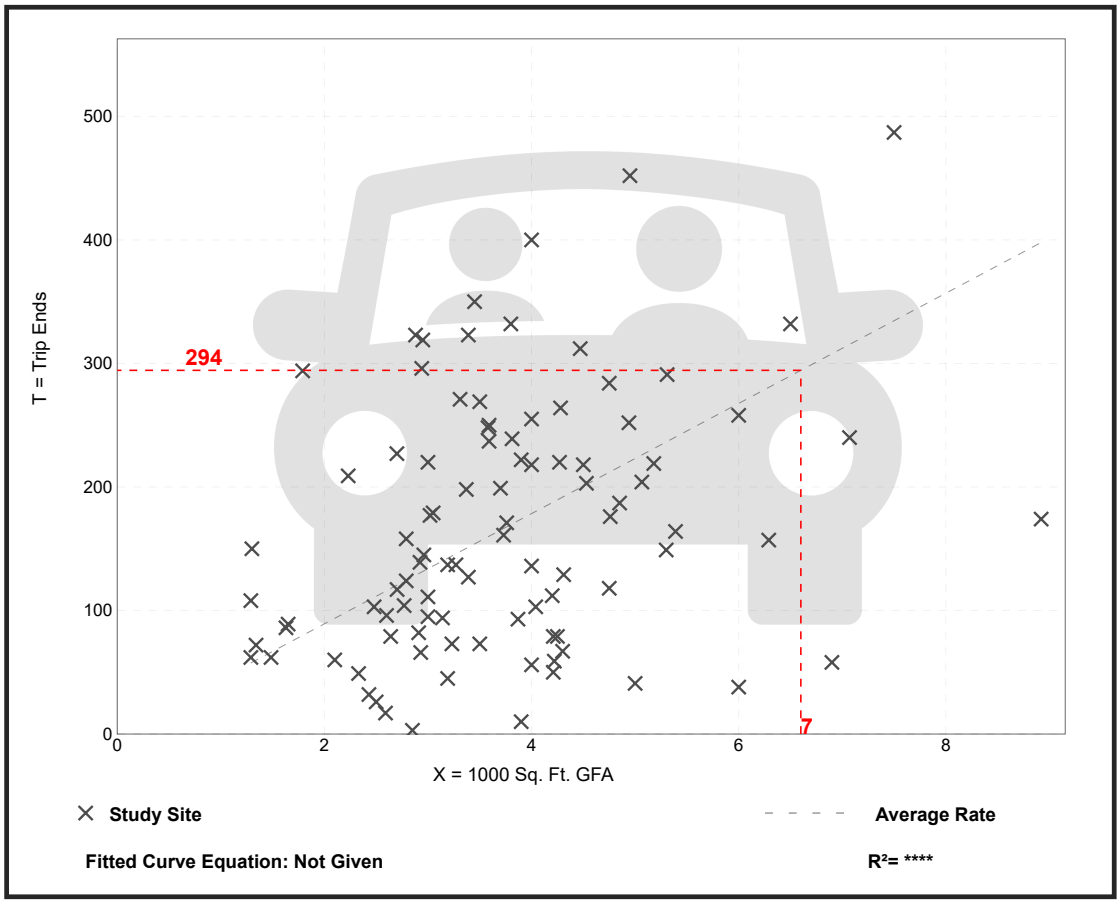
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 96
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



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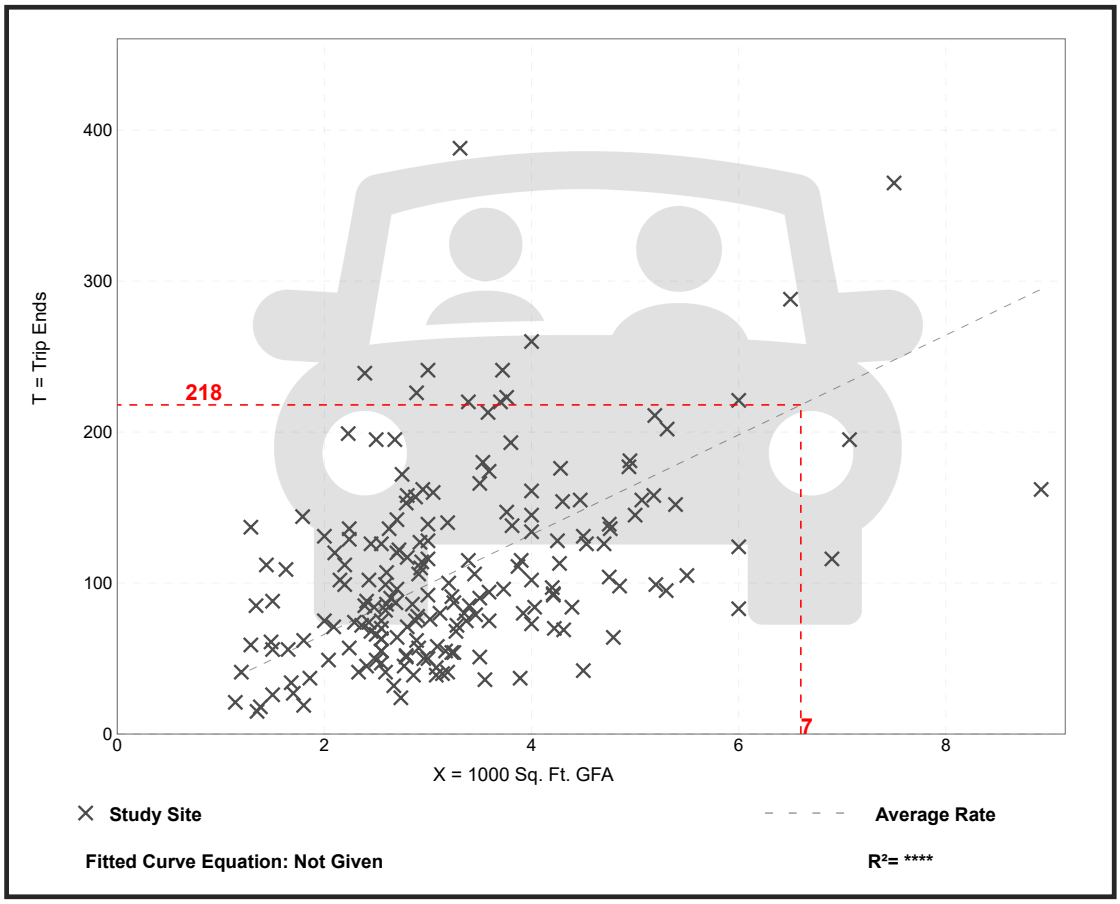
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 190
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



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Fast-Food Restaurant with Drive-Through Window
(934)

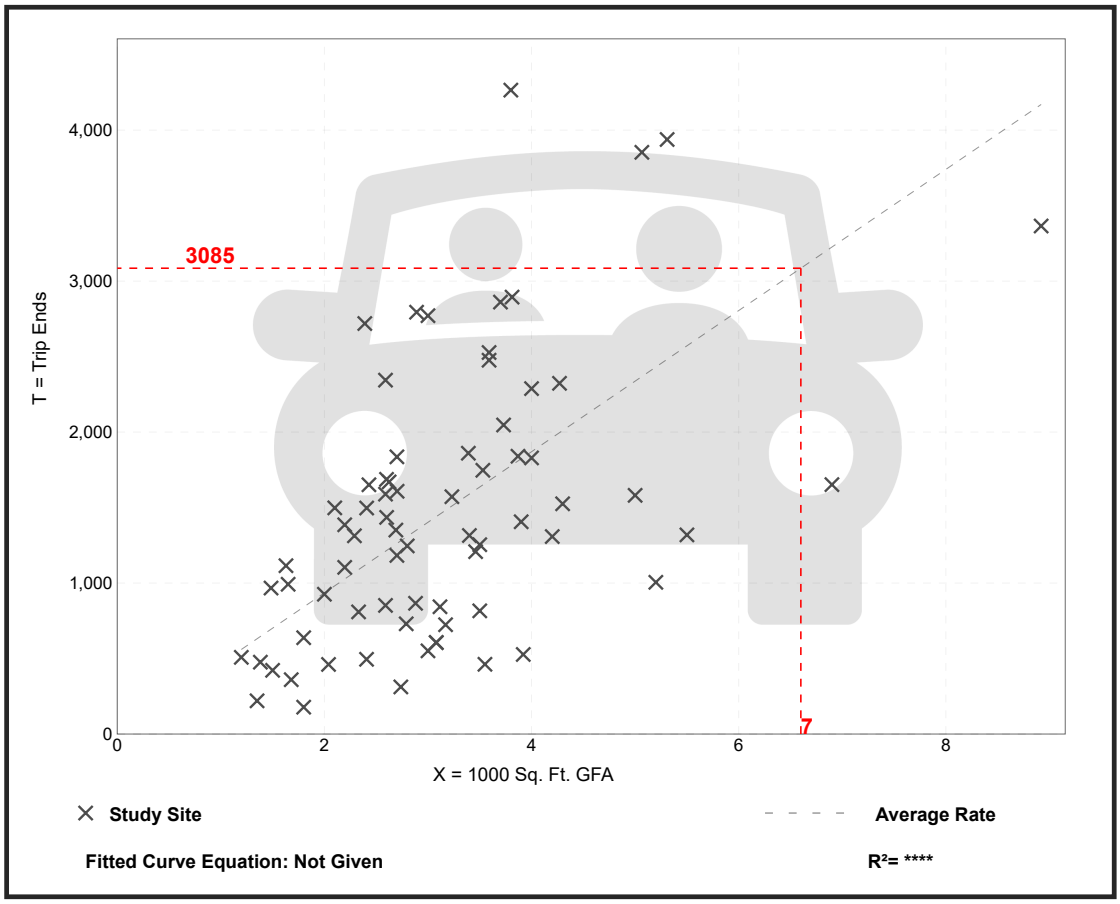
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 71
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
467.48	98.89 - 1137.66	238.62

Data Plot and Equation



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Fast Casual Restaurant
(930)

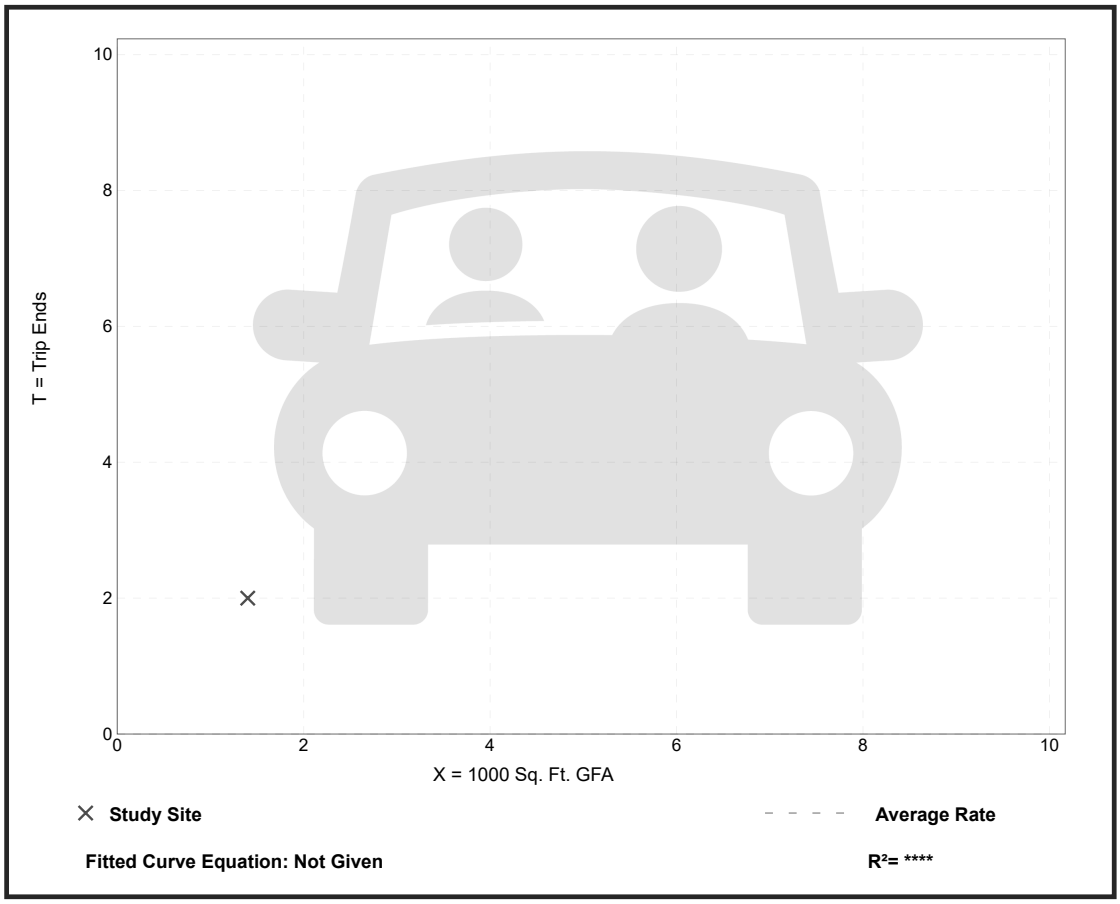
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.43	1.43 - 1.43	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

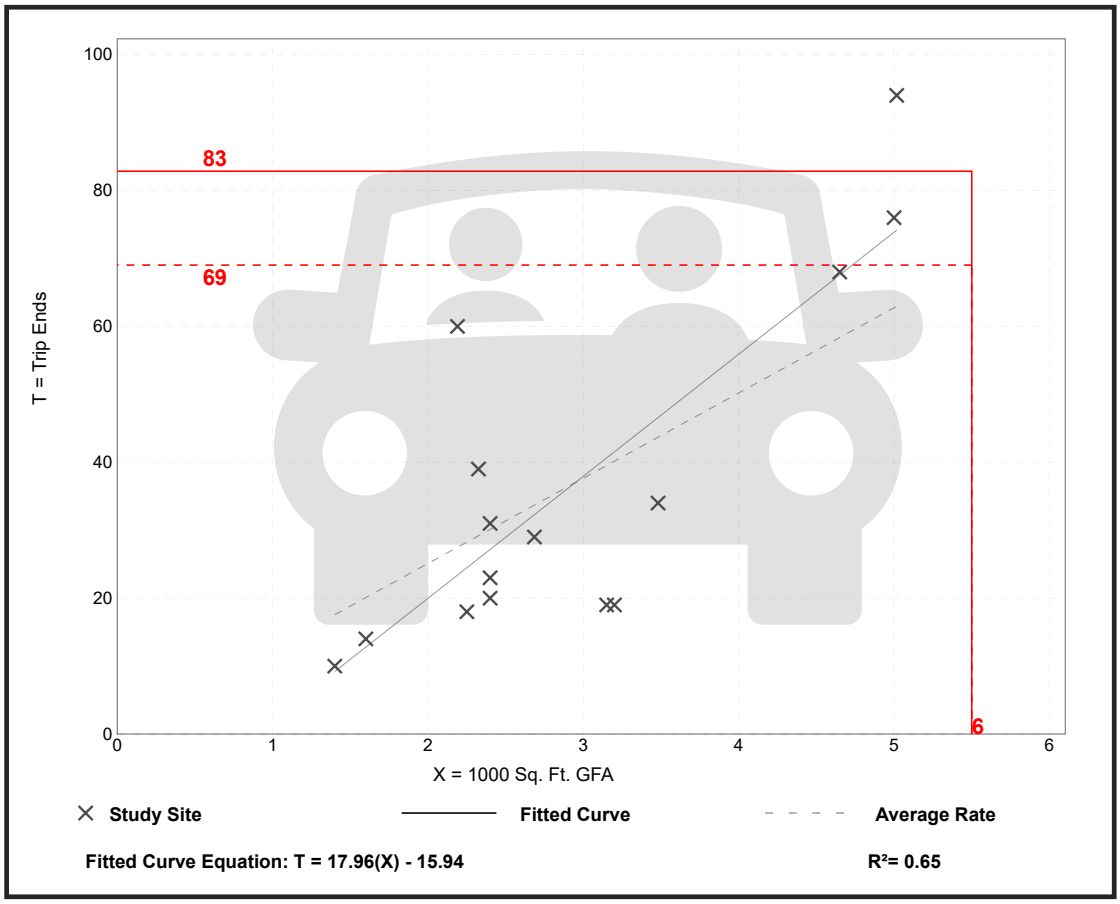
Fast Casual Restaurant
(930)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 15
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
12.55	5.94 - 27.40	5.52

Data Plot and Equation



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Fast Casual Restaurant
(930)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

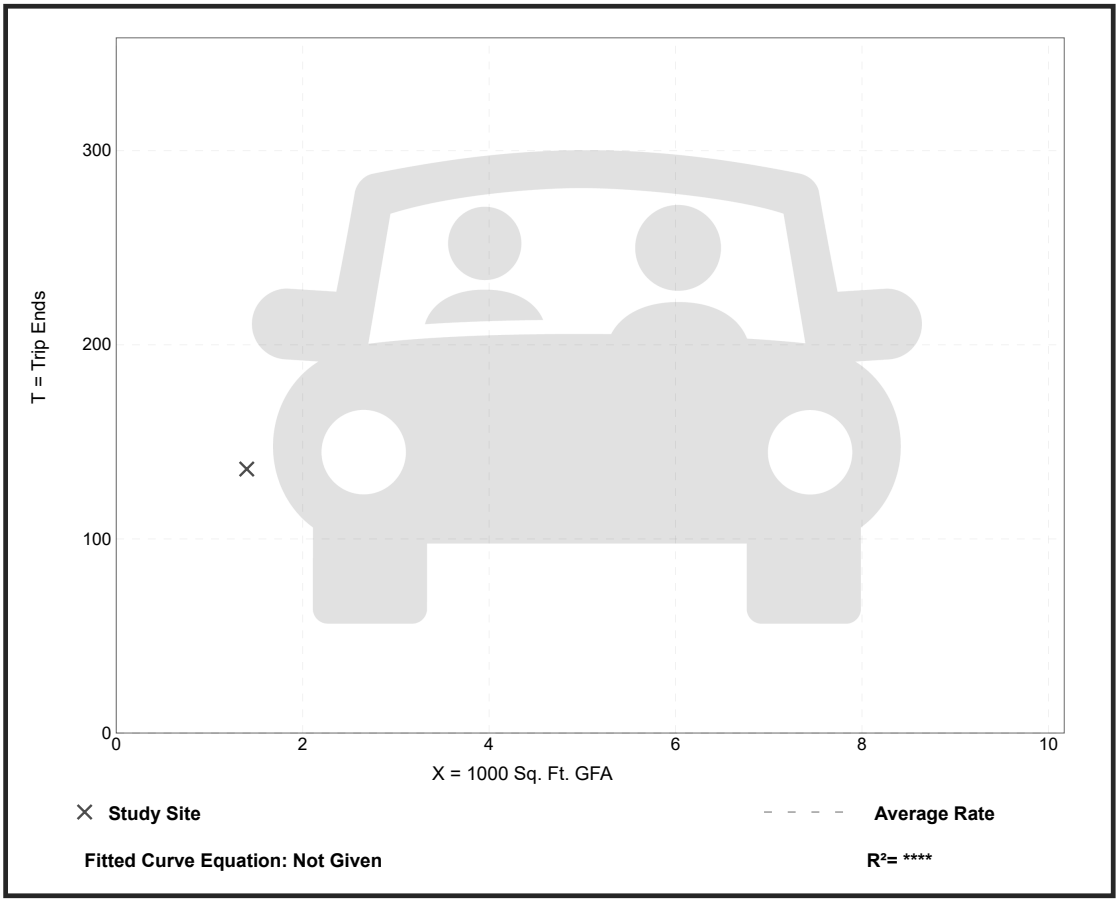
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
97.14	97.14 - 97.14	*

Data Plot and Equation

Caution – Small Sample Size



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Strip Retail Plaza (<40k)
(822)

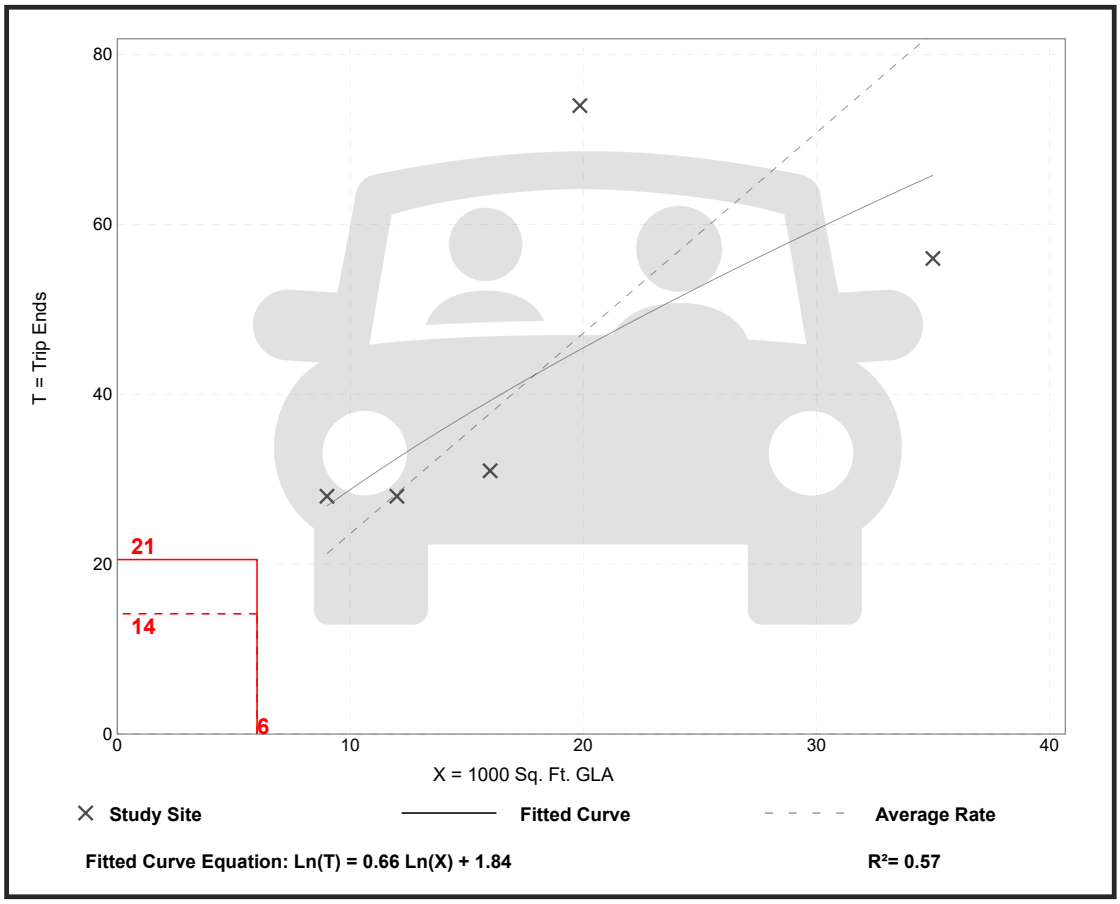
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



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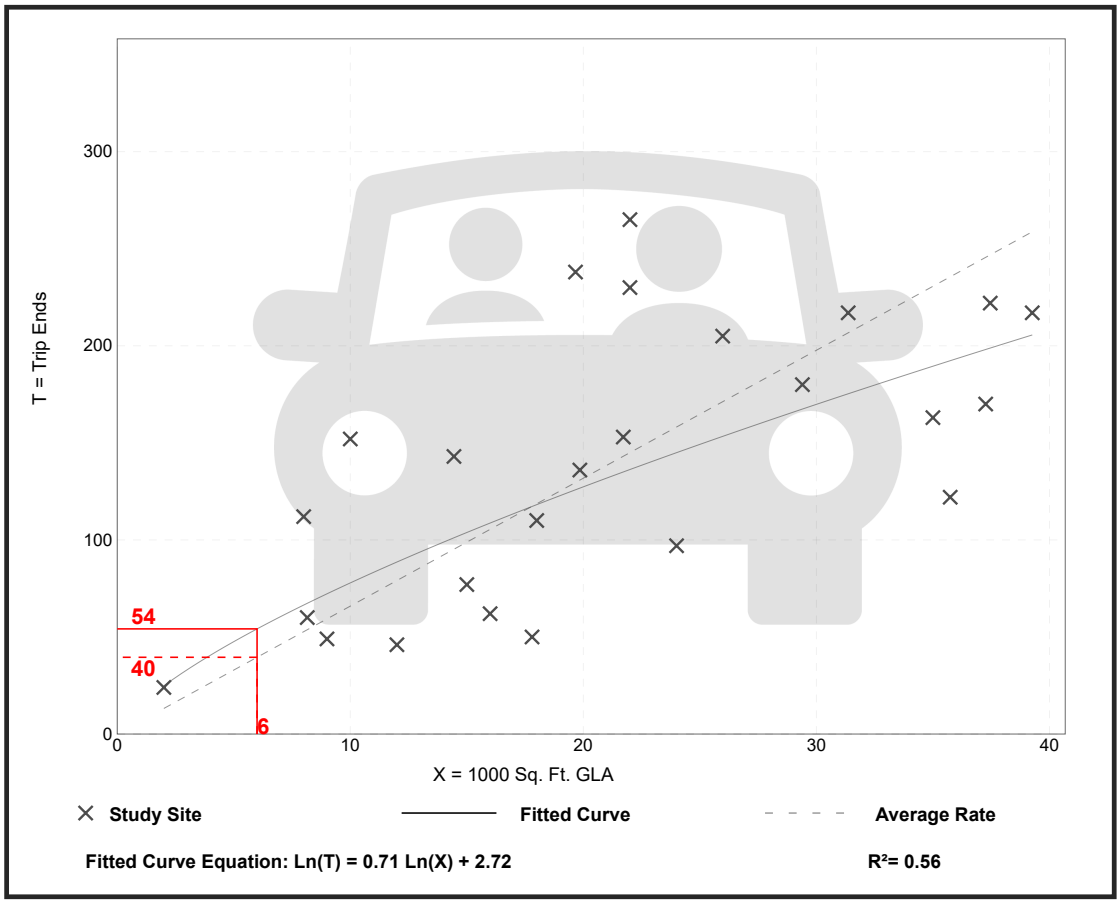
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



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Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

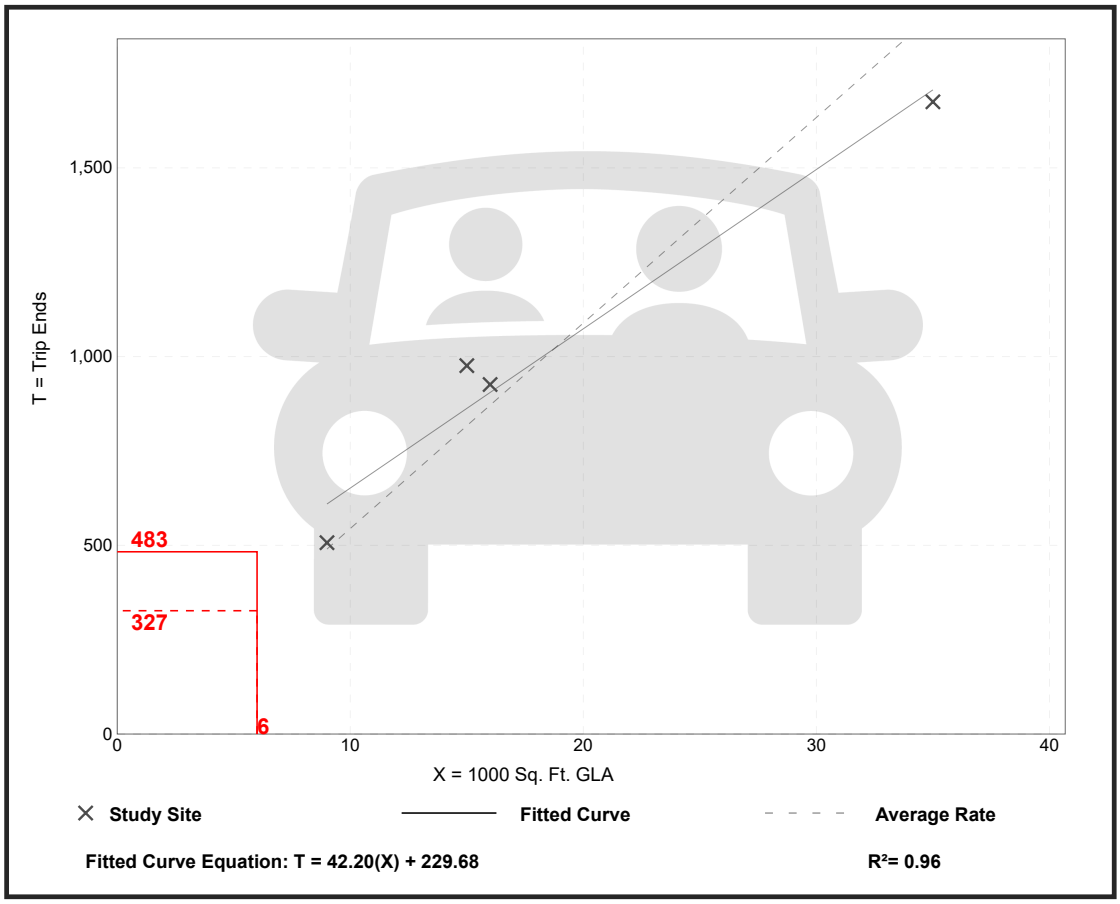
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



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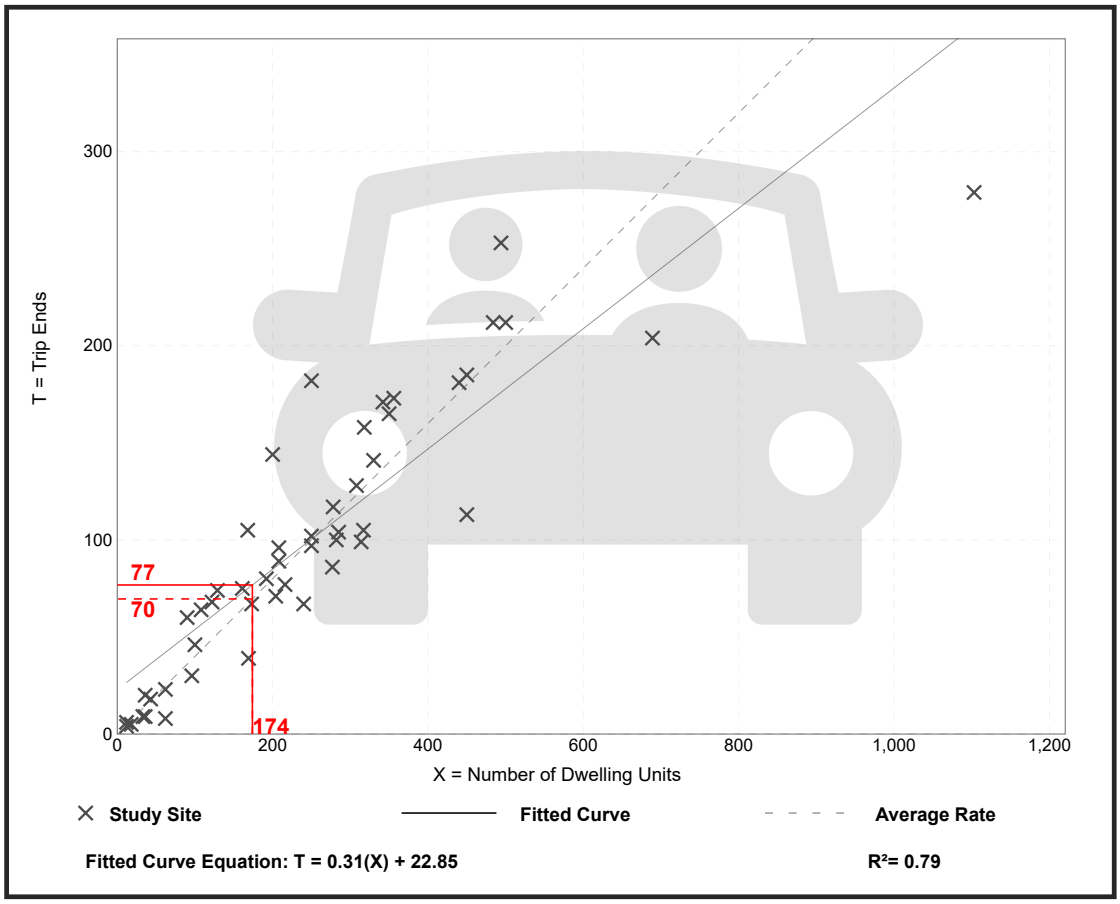
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



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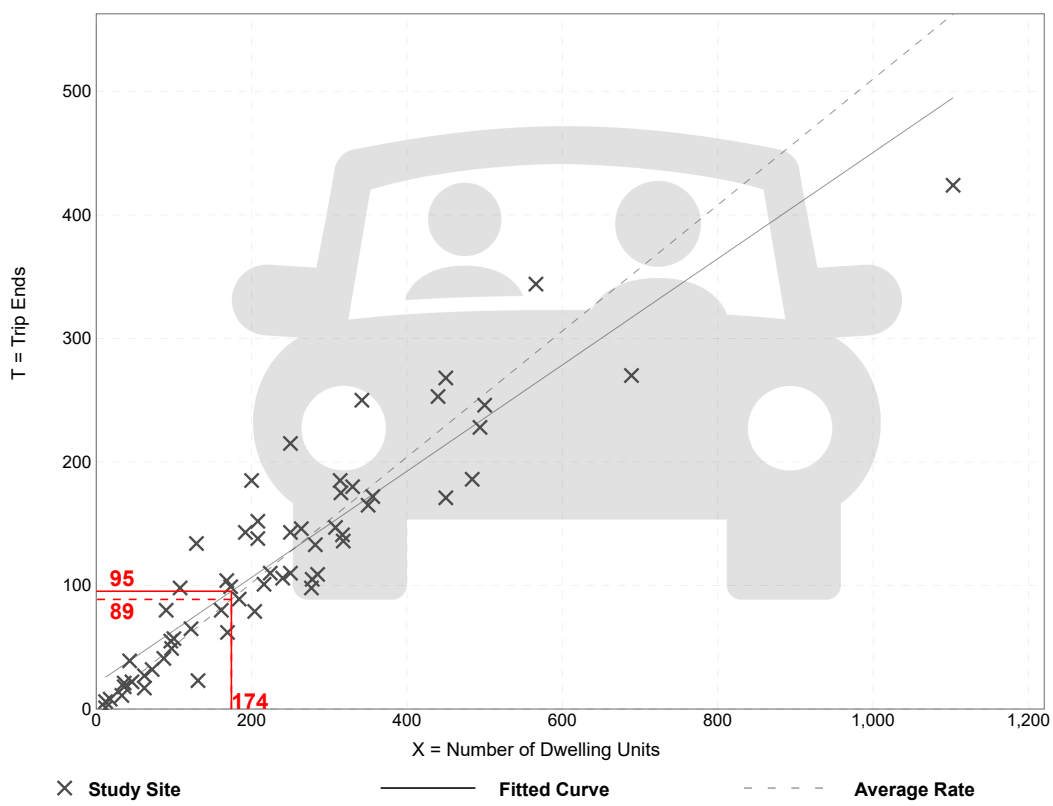
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	59
Avg. Num. of Dwelling Units:	241
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Fitted Curve Equation: T = 0.43(X) + 20.55 **R^2= 0.84**

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Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

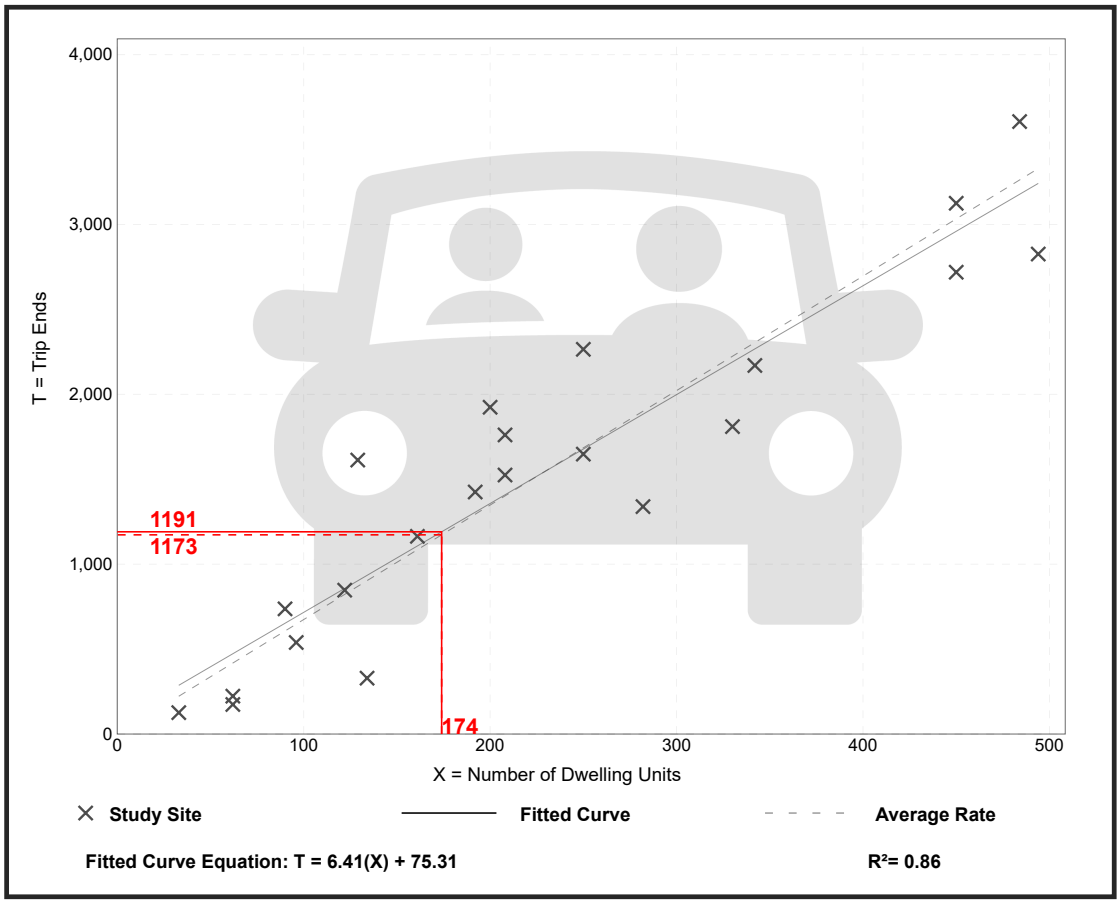
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



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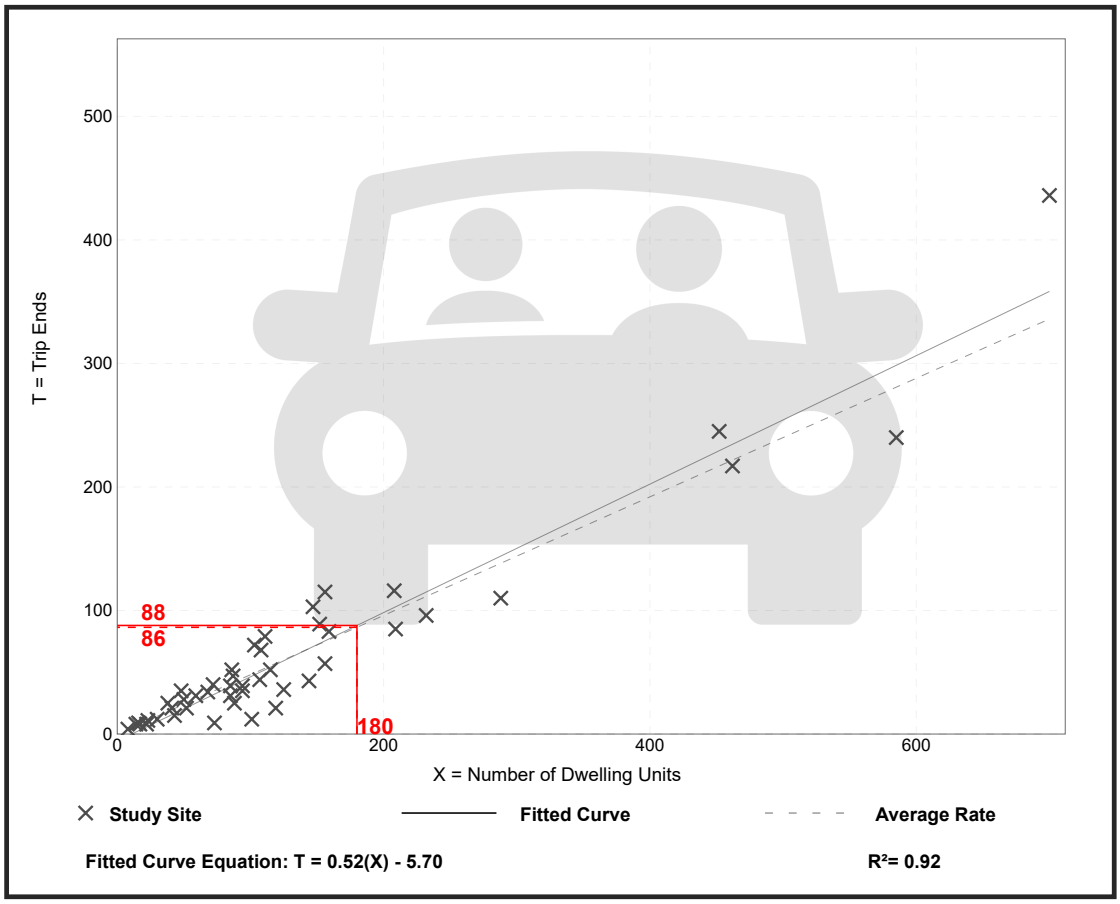
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

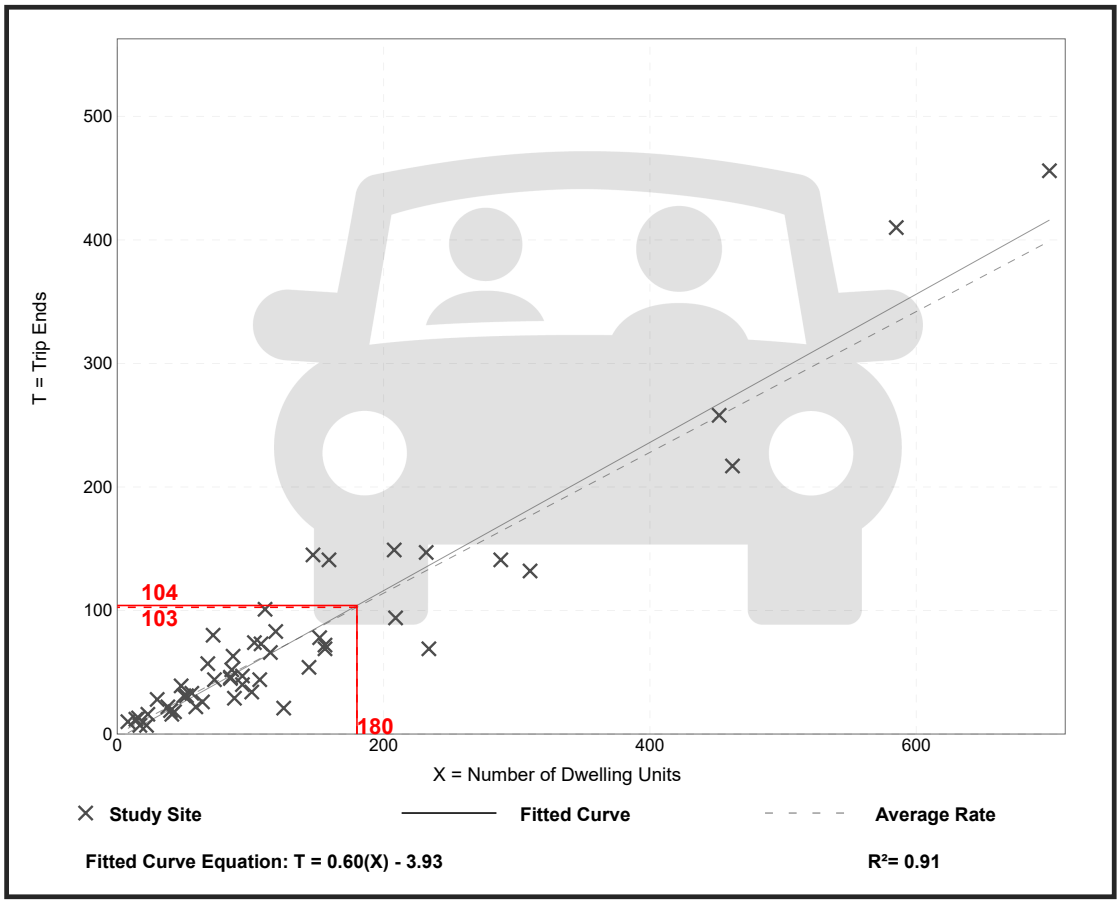
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 51
Avg. Num. of Dwelling Units: 136
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Single-Family Attached Housing
(215)

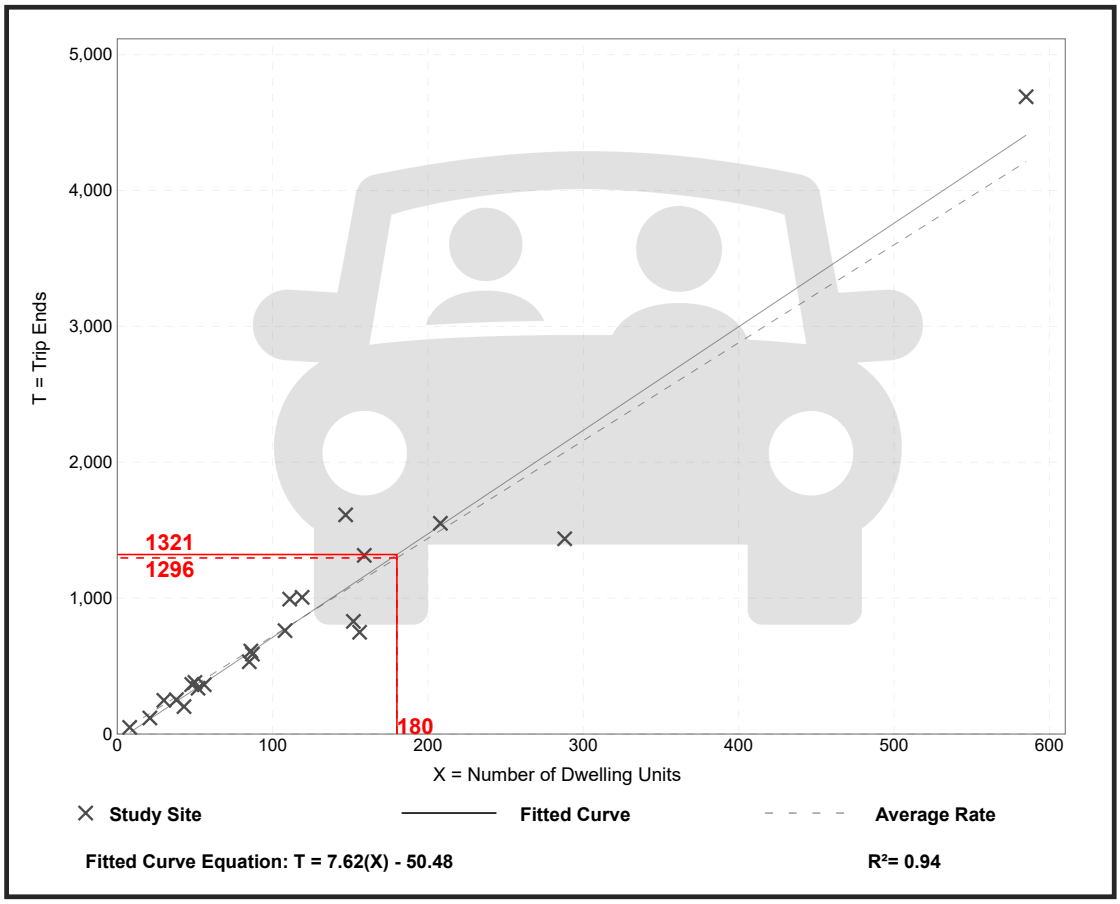
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

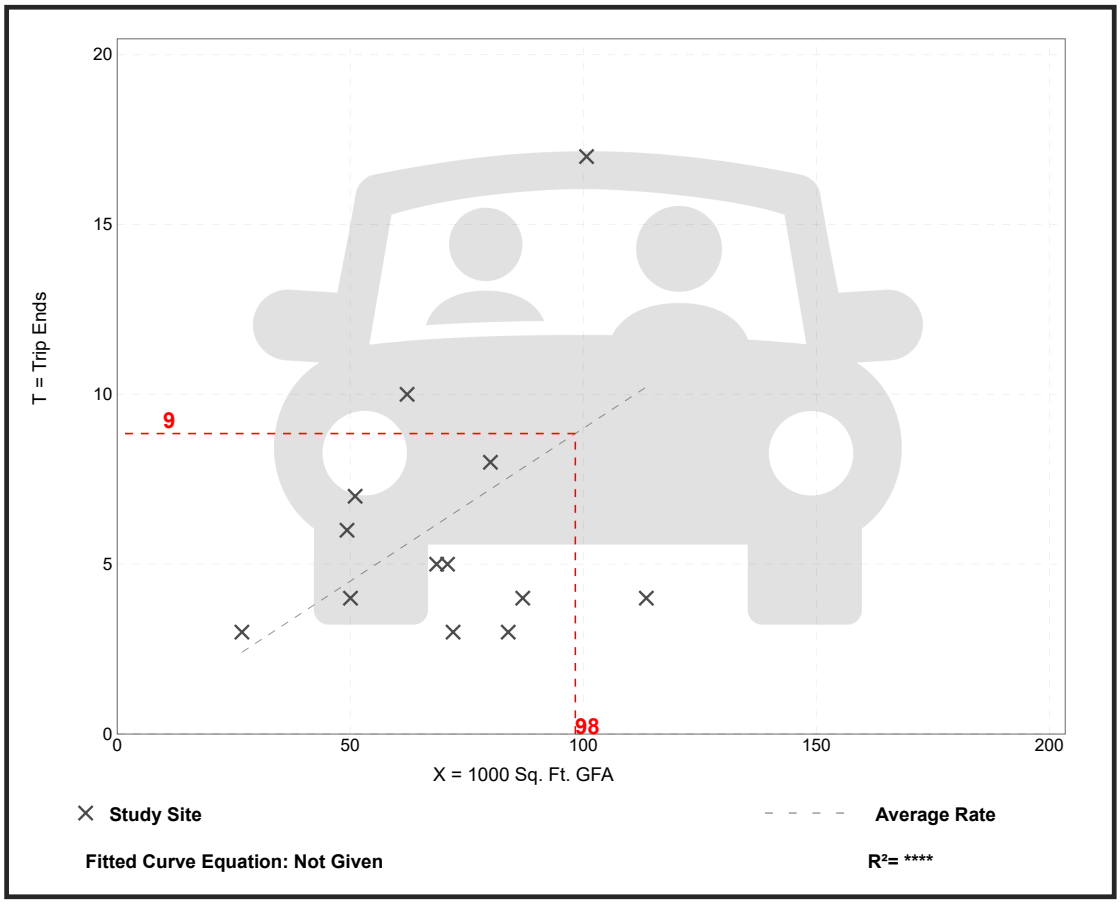
Mini-Warehouse
(151)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 13
Avg. 1000 Sq. Ft. GFA: 70
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.09	0.04 - 0.17	0.05

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

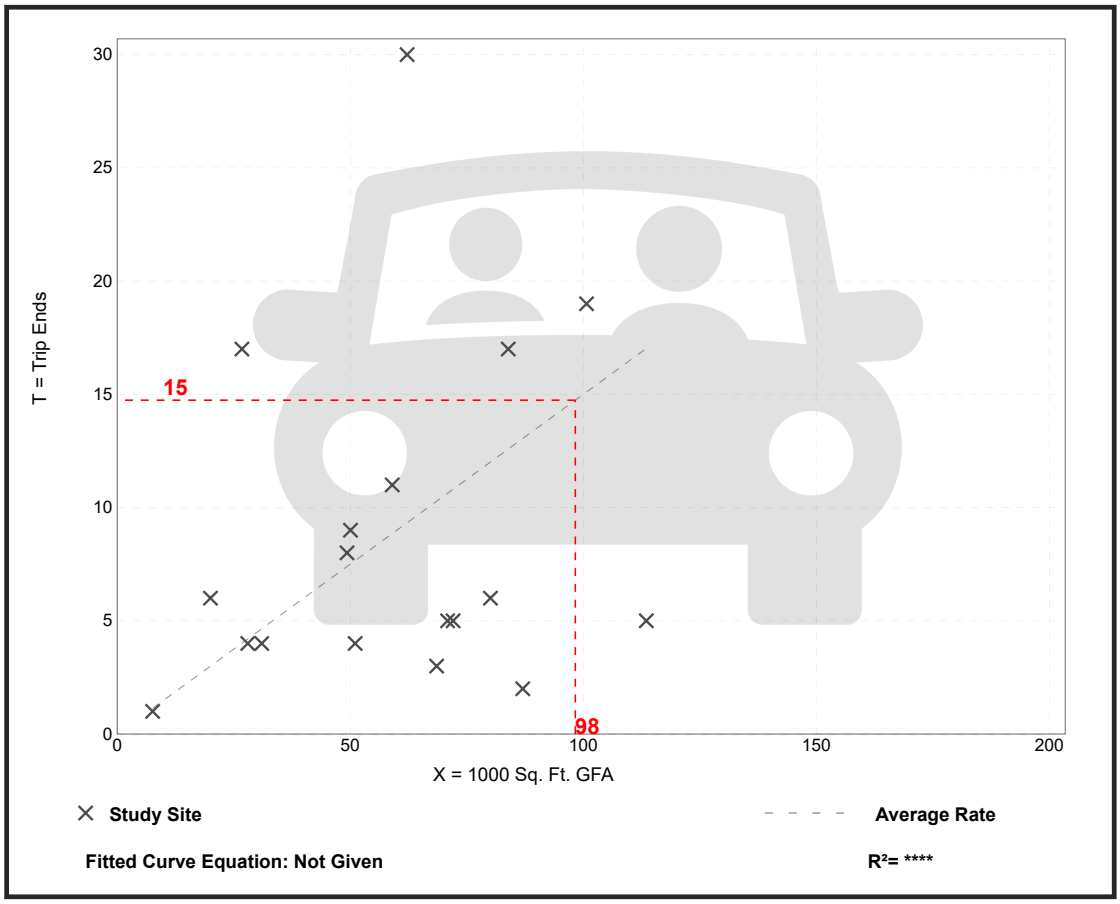
Mini-Warehouse
(151)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 59
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.02 - 0.64	0.14

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

Mini-Warehouse
(151)

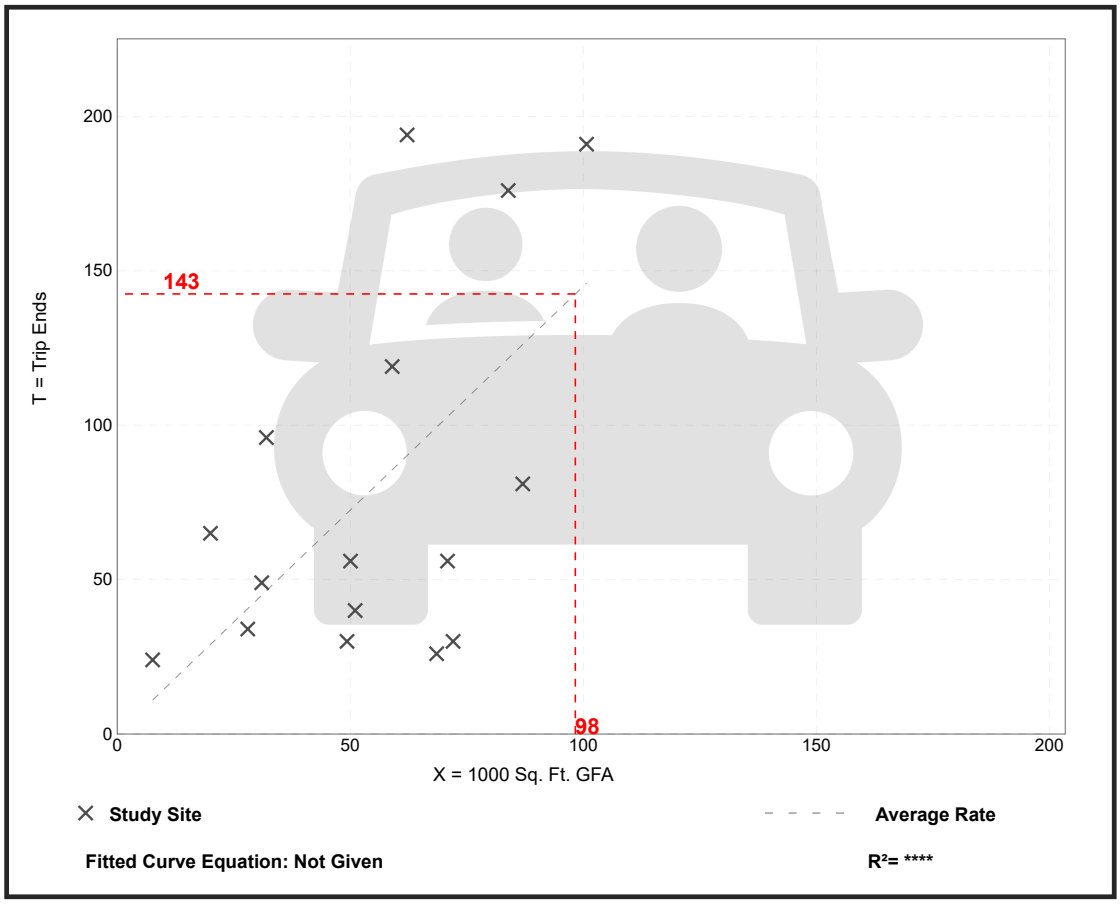
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 55
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.45	0.38 - 3.25	0.92

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

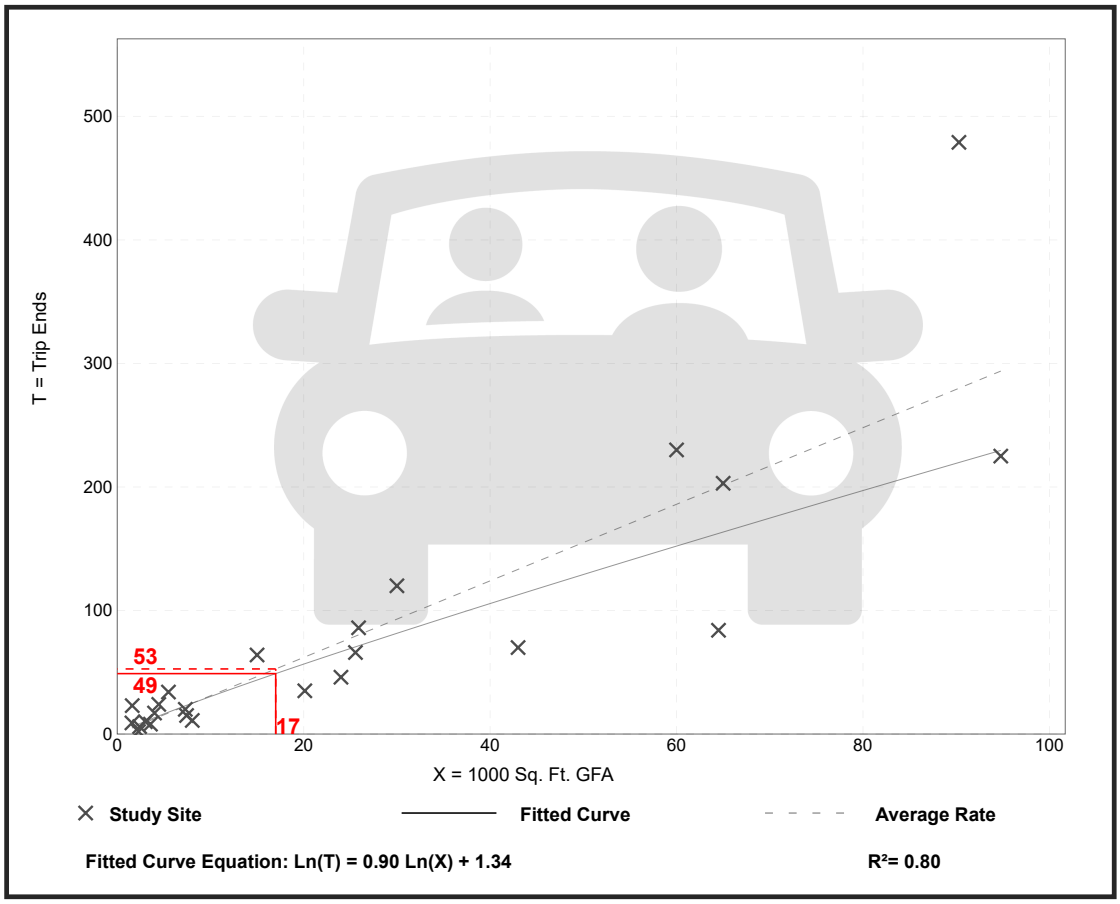
Medical-Dental Office Building - Stand-Alone
(720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 24
Avg. 1000 Sq. Ft. GFA: 25
Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

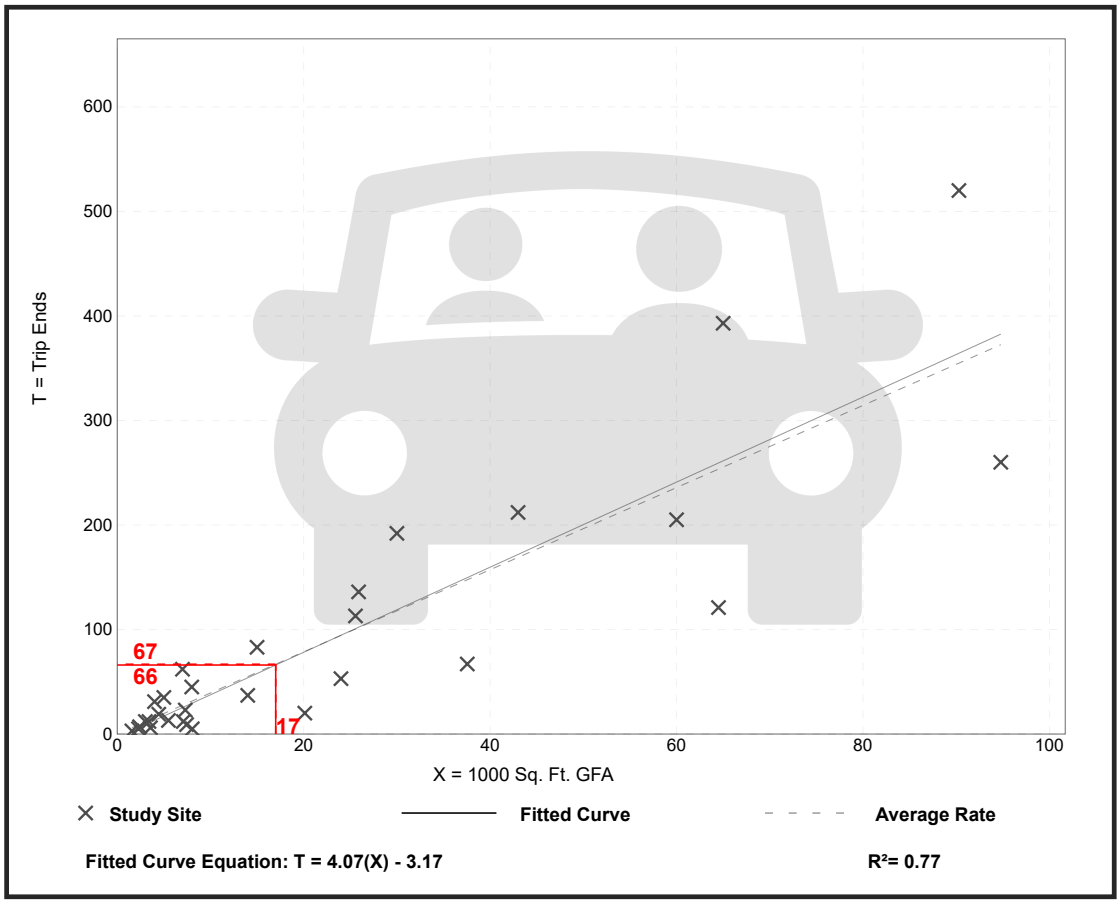
Medical-Dental Office Building - Stand-Alone
(720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 30
Avg. 1000 Sq. Ft. GFA: 23
Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Medical-Dental Office Building - Stand-Alone
(720)

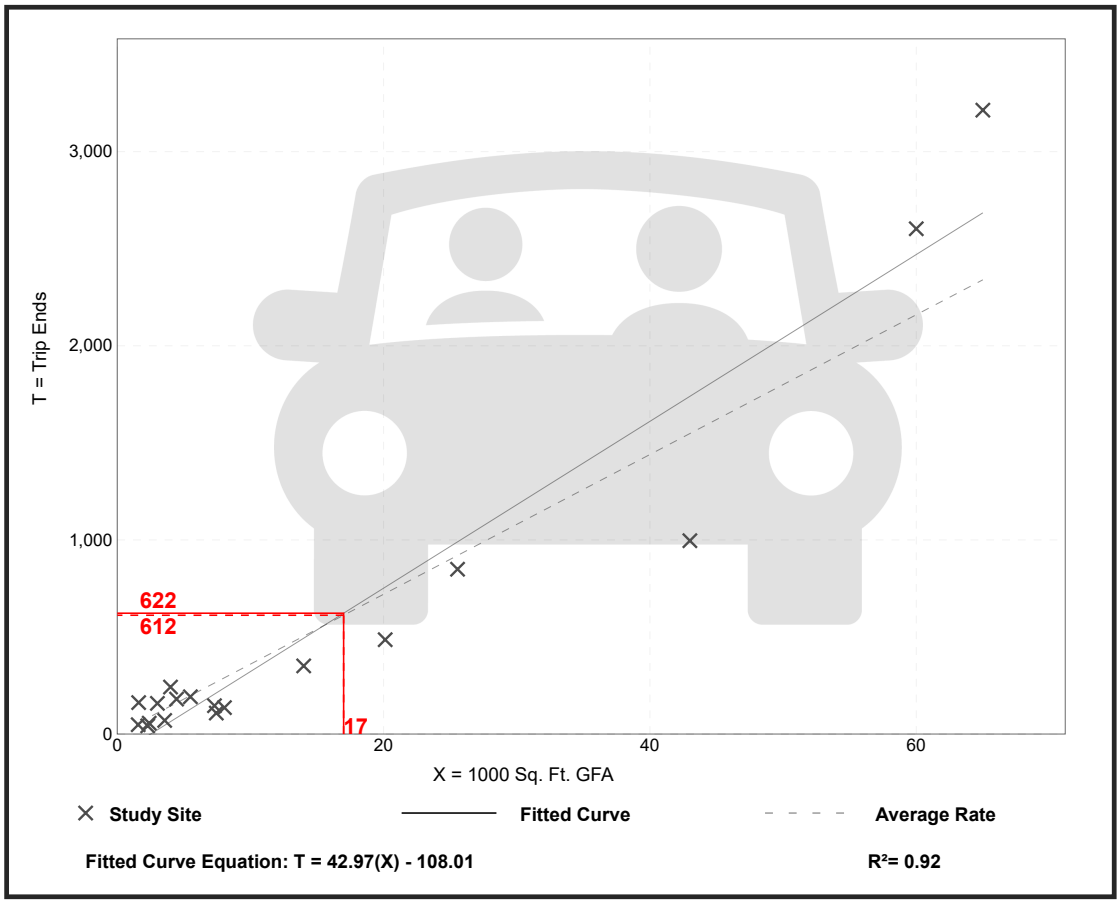
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 15
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
36.00	14.52 - 100.75	13.38

Data Plot and Equation

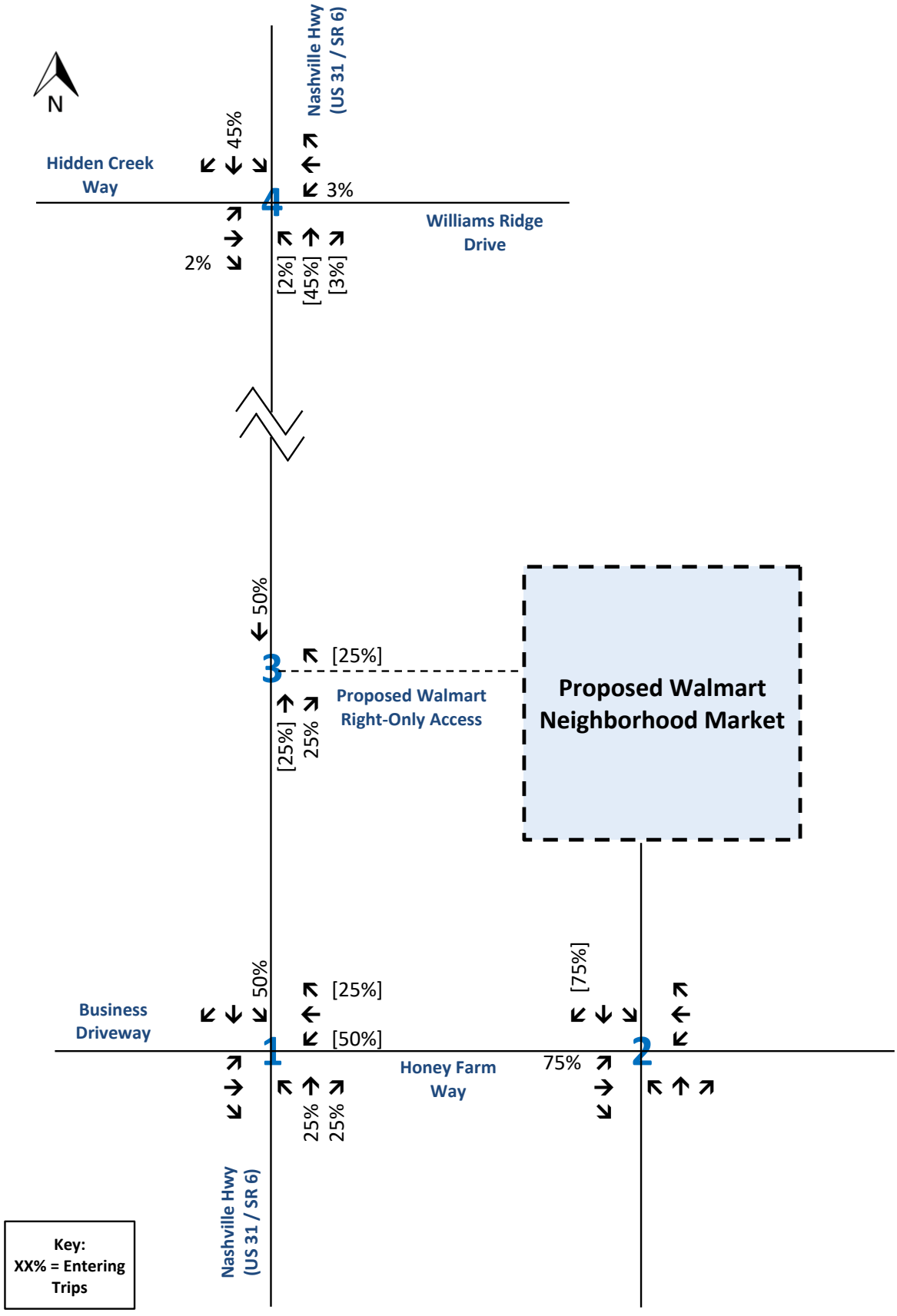


Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

APPENDIX D

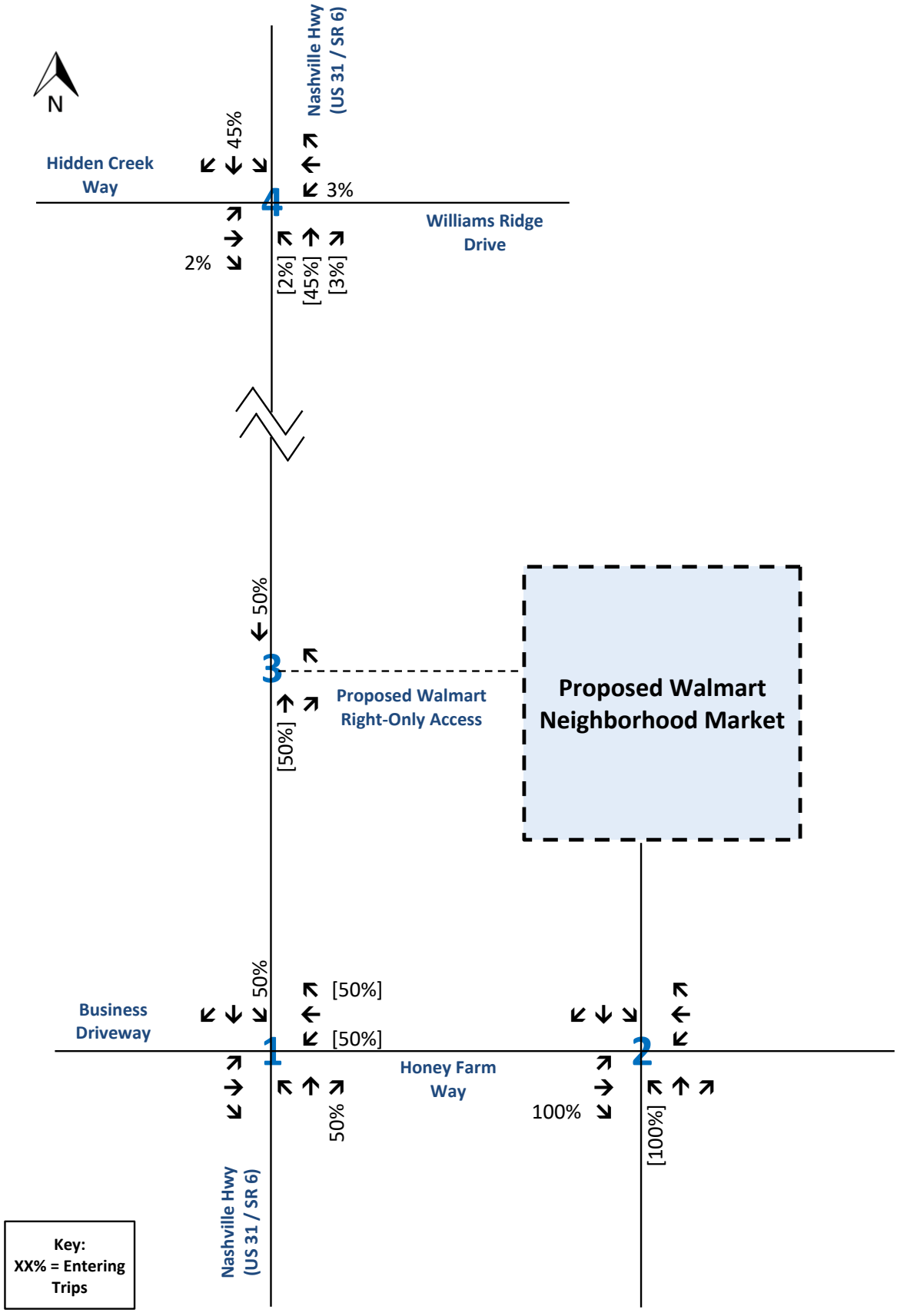
TRIP DISTRIBUTION

PRIMARY TRIP DISTRIBUTIONS



Trip Distribution Worksheet
Primary Trip Distribution - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Trip Distribution Worksheet
Primary Trip Distribution - Fast-Food Restaurant with Drive-Through
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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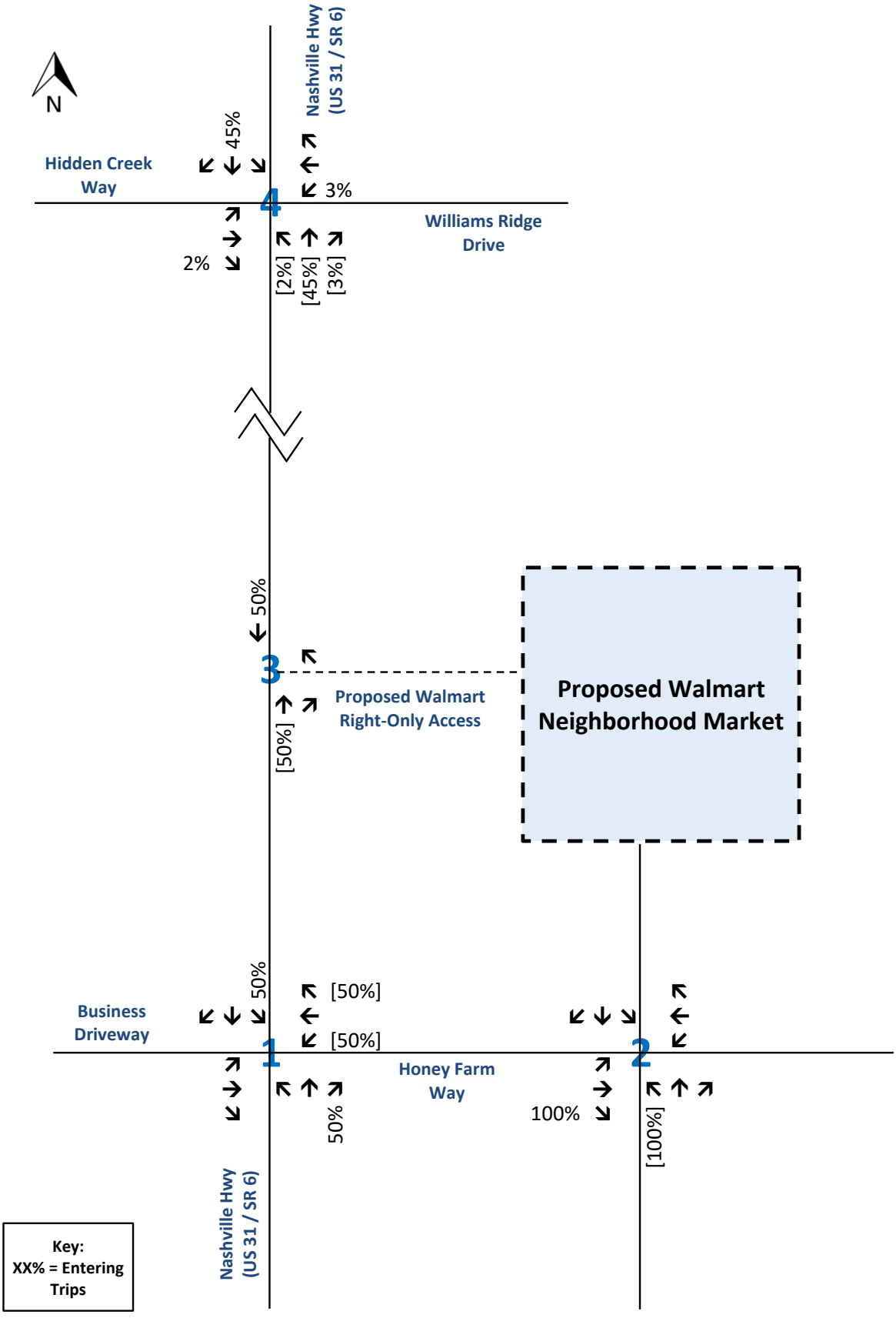
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Trip Distribution Worksheet
Primary Trip Distribution - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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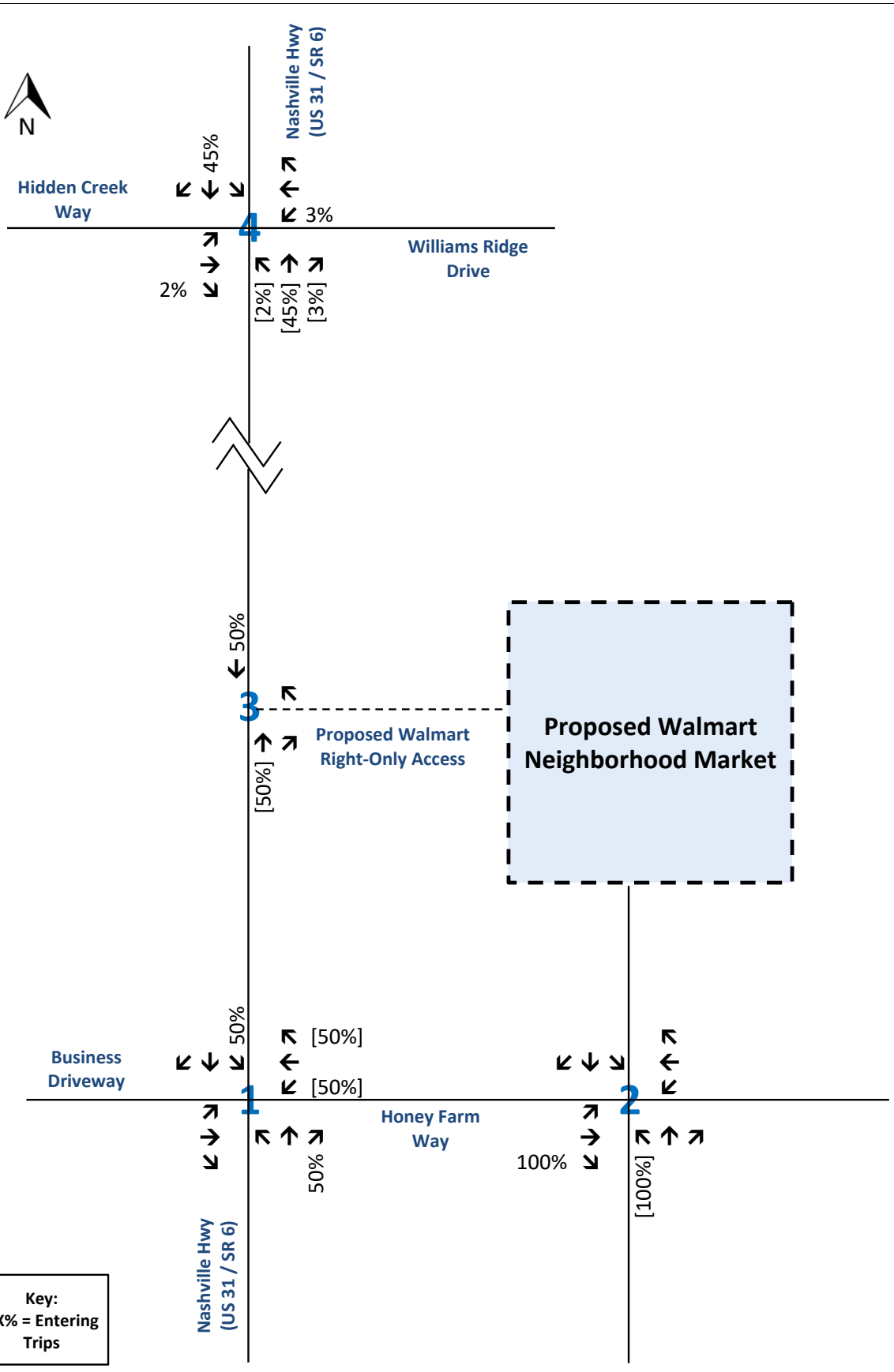
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Trip Distribution Worksheet
Primary Trip Distribution - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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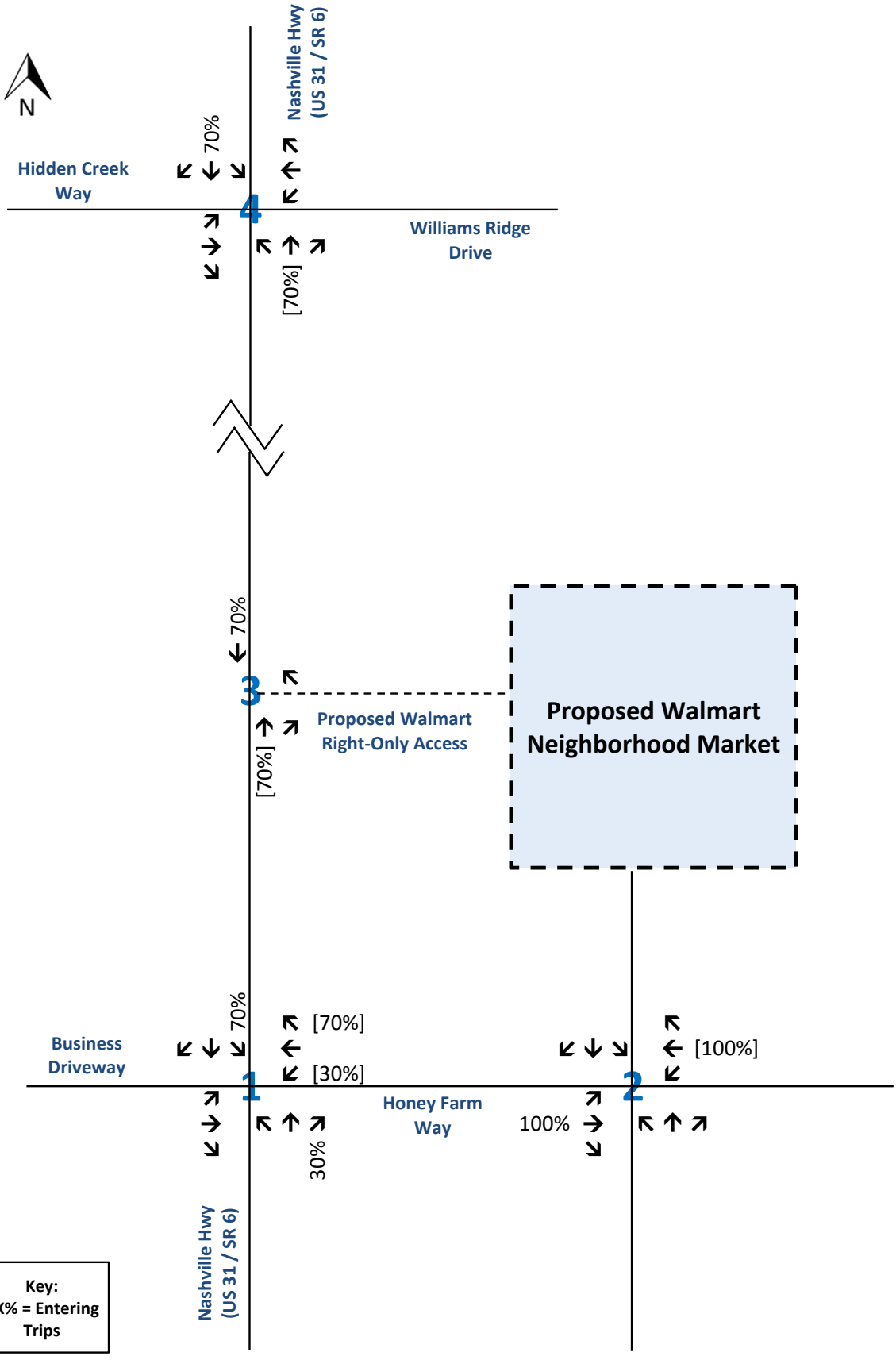
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Trip Distribution Worksheet
Primary Trip Distribution - Multifamily Housing (Low-Rise)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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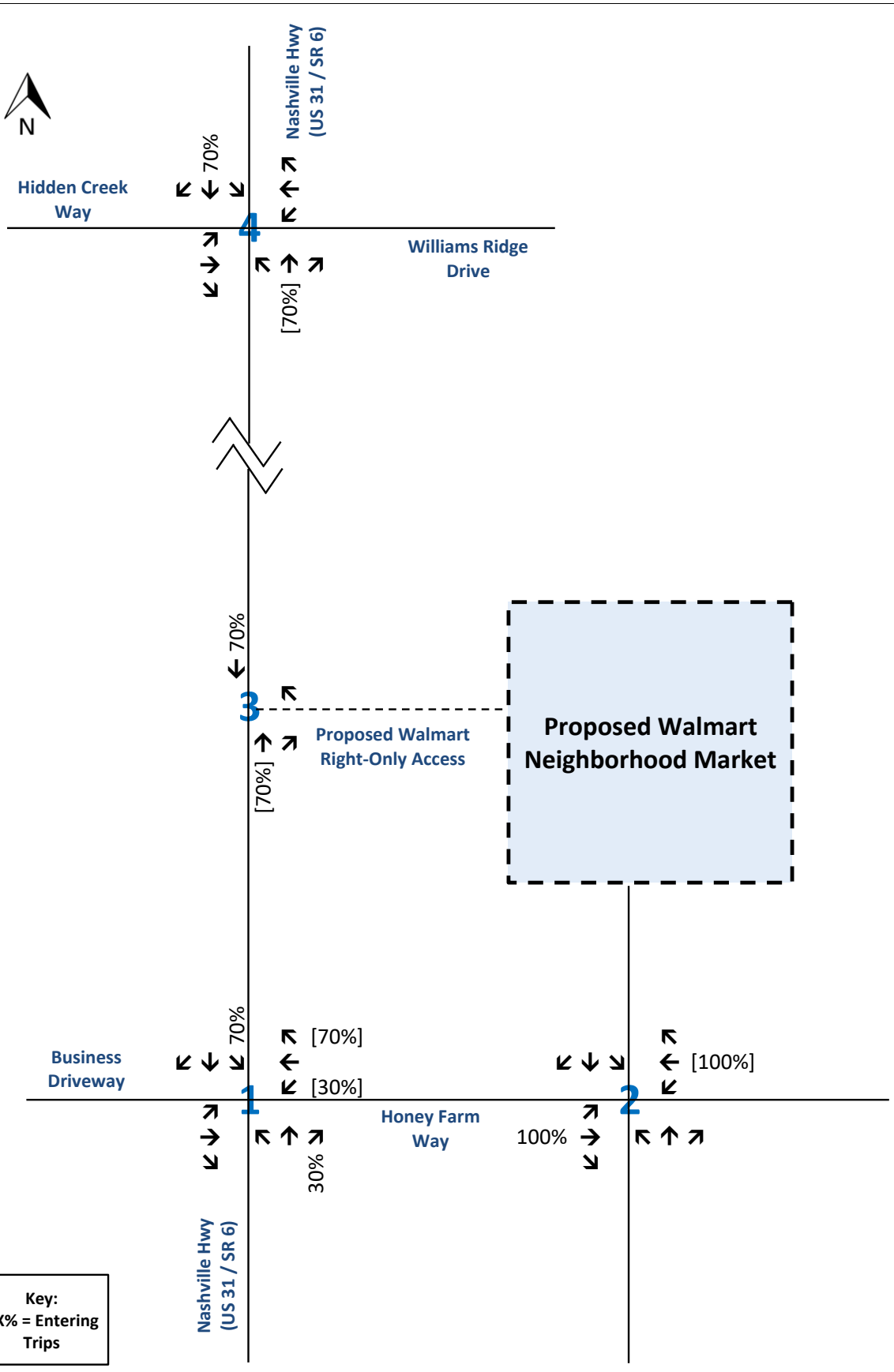
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Trip Distribution Worksheet
Primary Trip Distribution - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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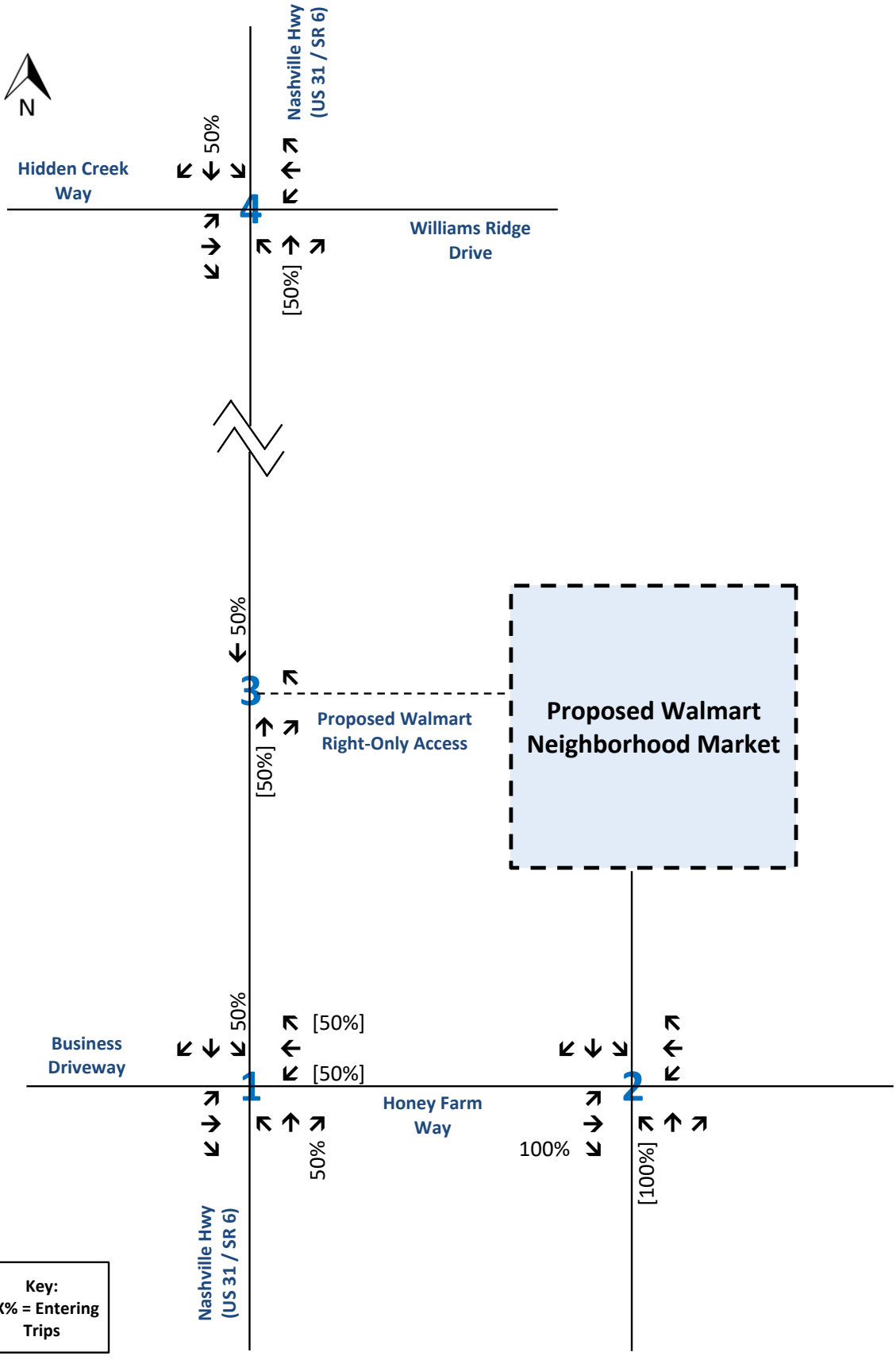
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Trip Distribution Worksheet
Primary Trip Distribution - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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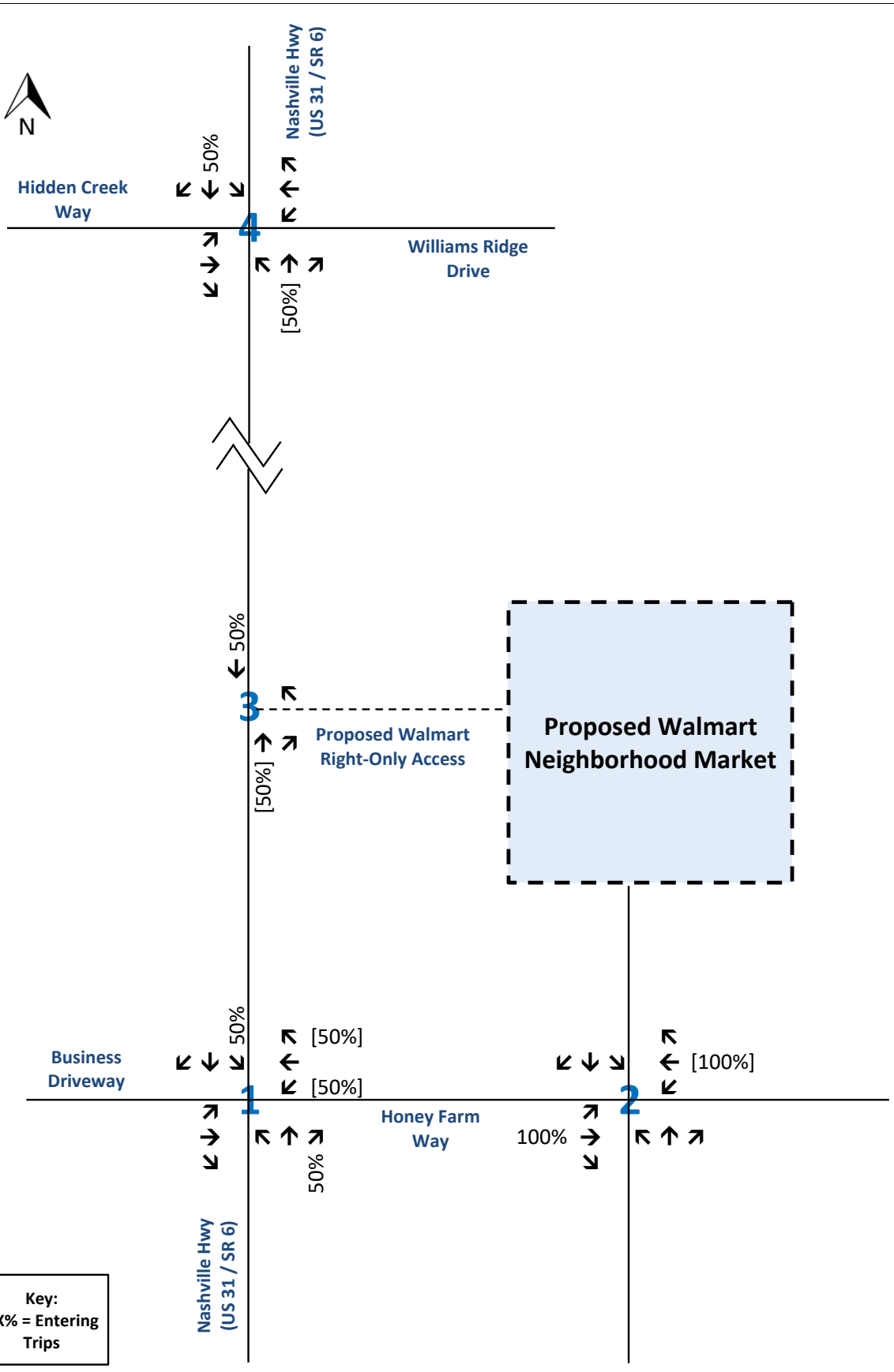
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Trip Distribution Worksheet
Primary Trip Distribution - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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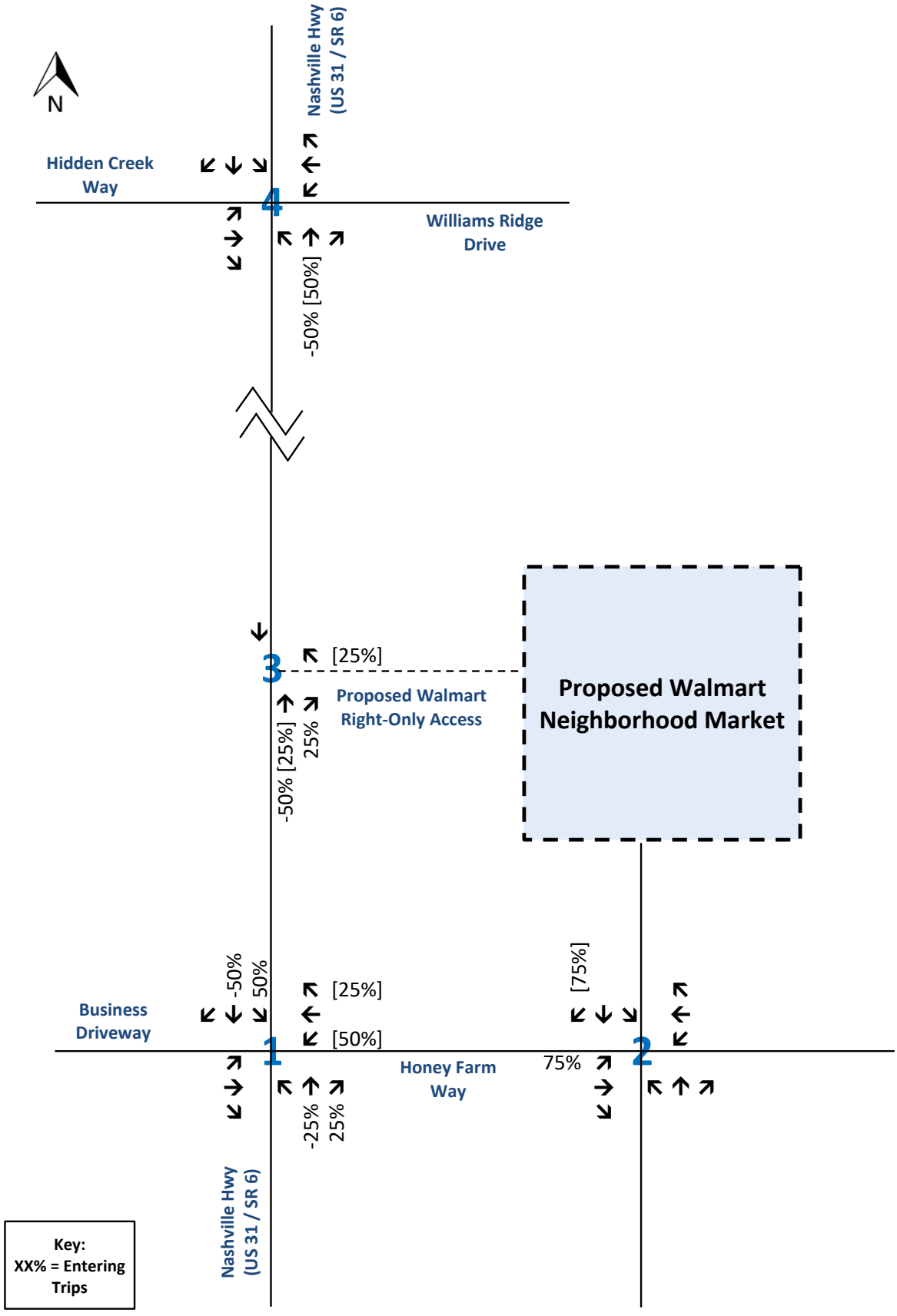
PASS-BY TRIP DISTRIBUTIONS



Trip Distribution Worksheet

Pass-by Trip Distribution - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

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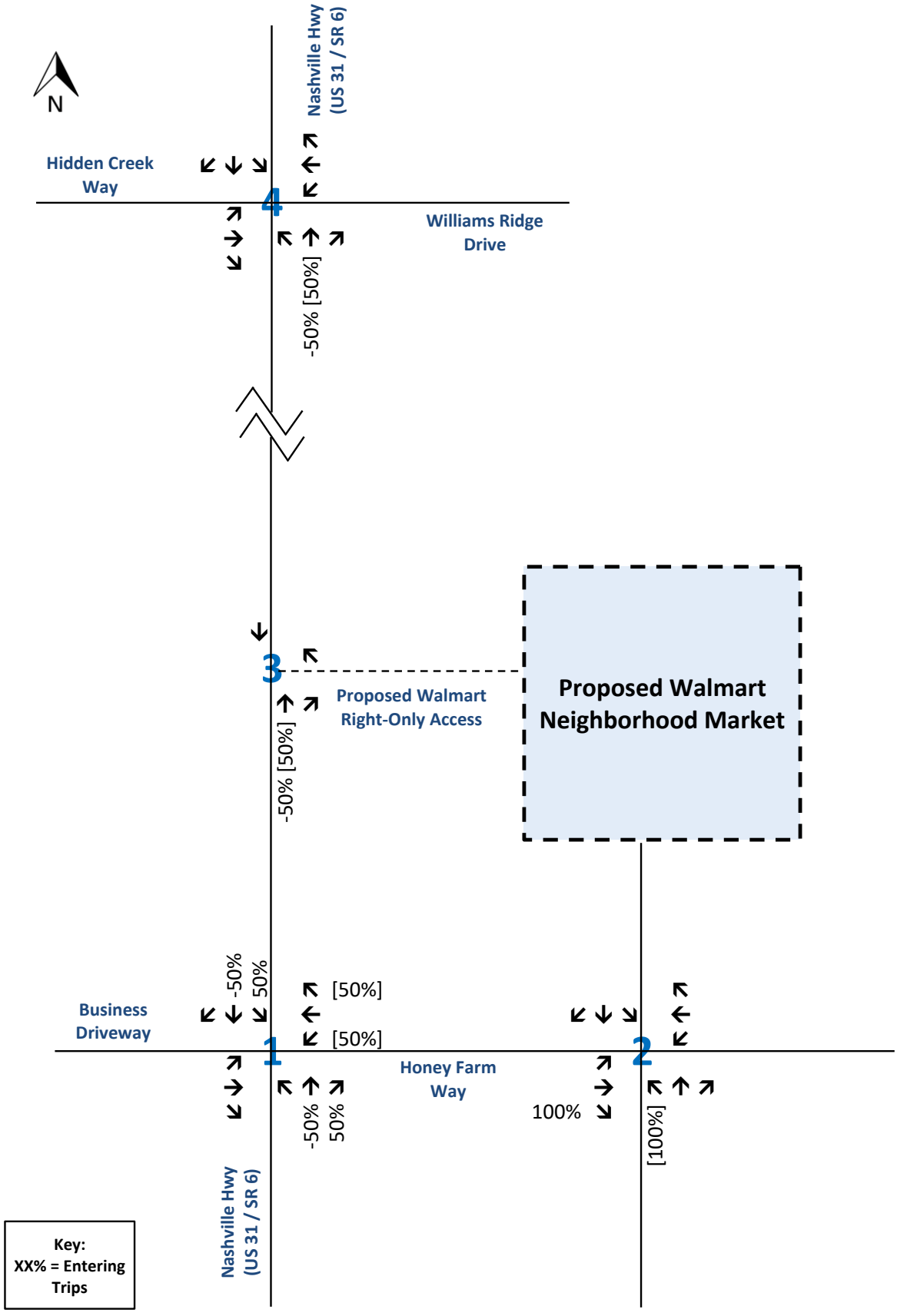
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Trip Distribution Worksheet

Pass-by Trip Distribution - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

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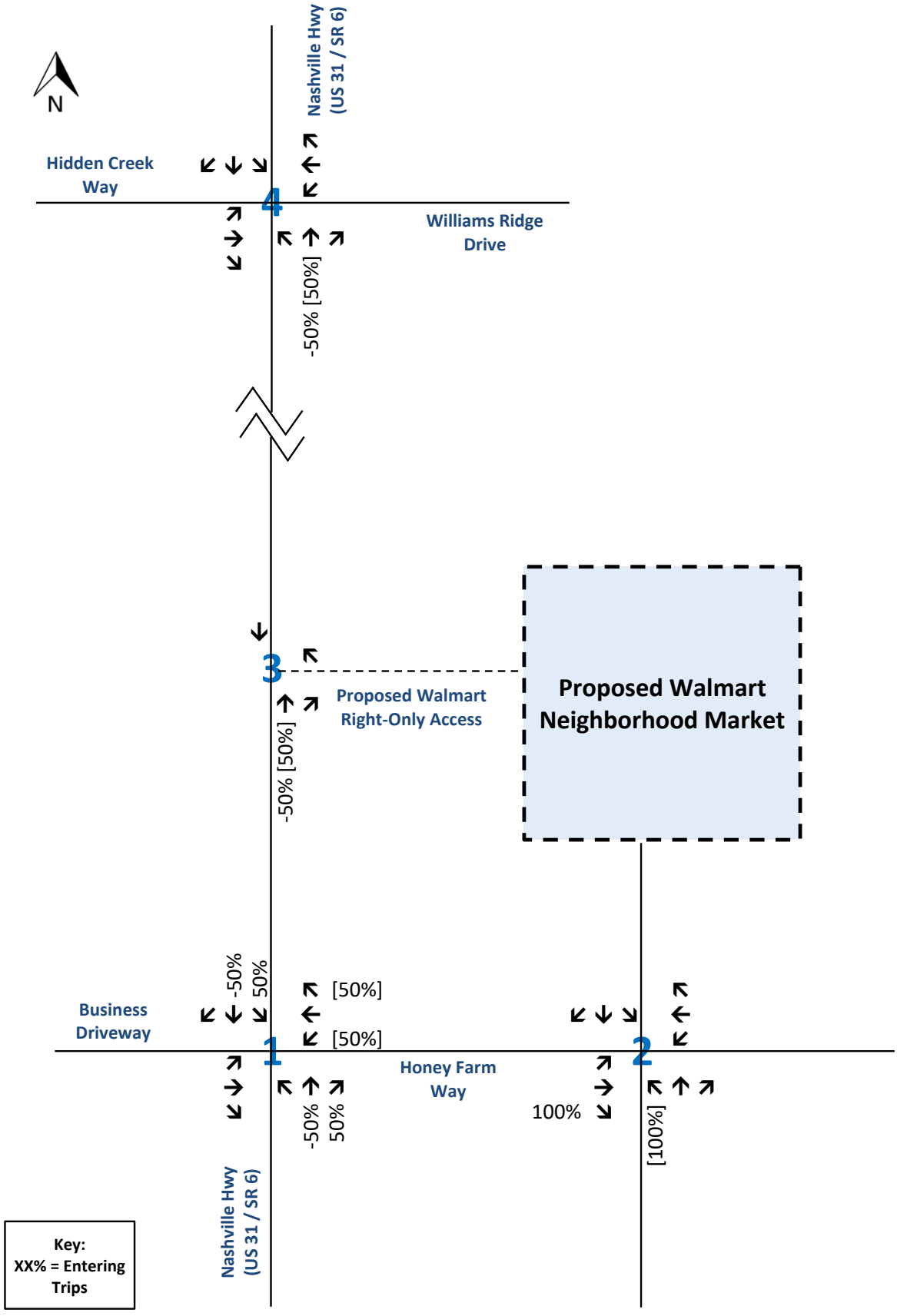
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Trip Distribution Worksheet
Pass-by Trip Distribution - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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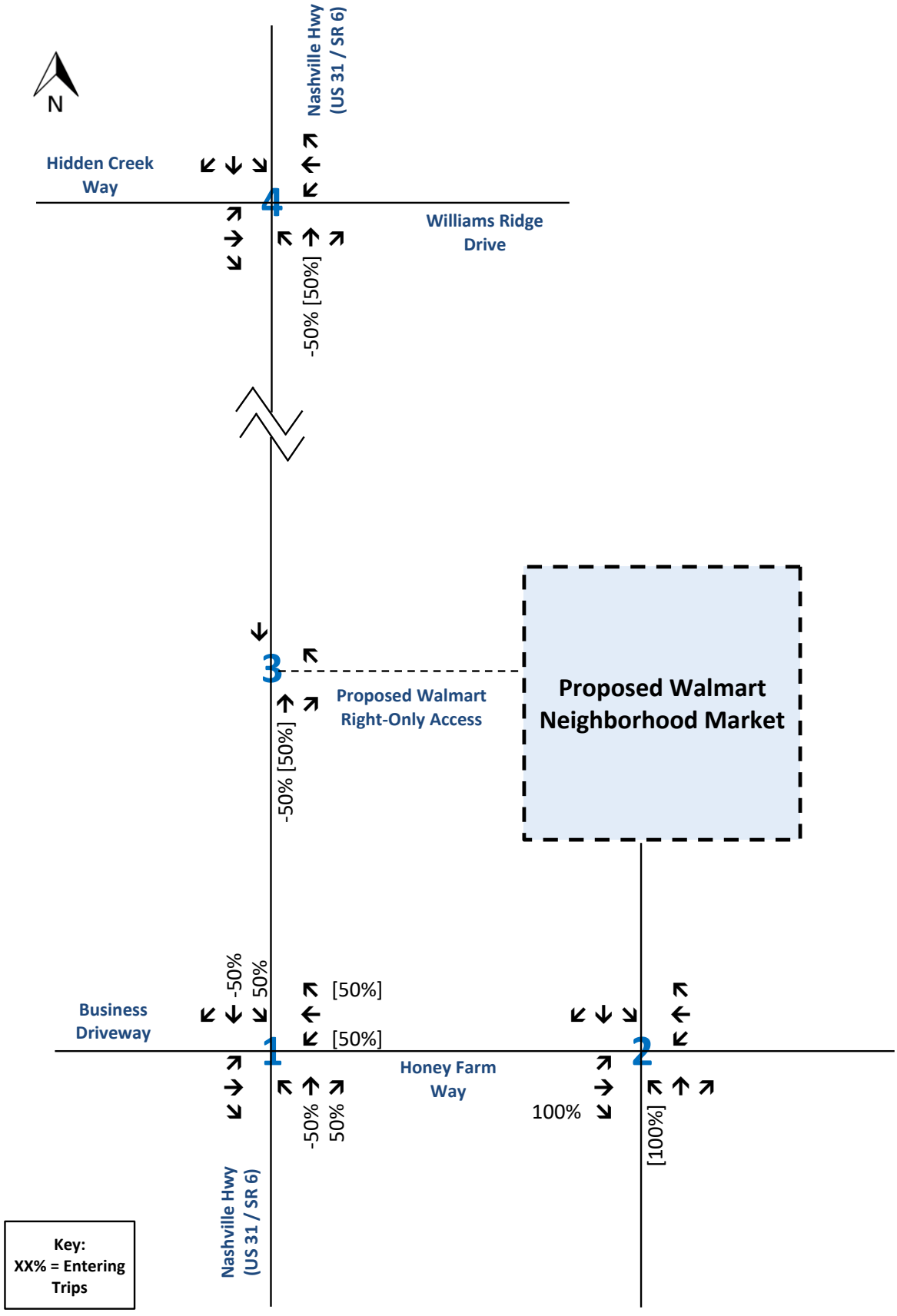

Trip Distribution Worksheet
Pass-by Trip Distribution - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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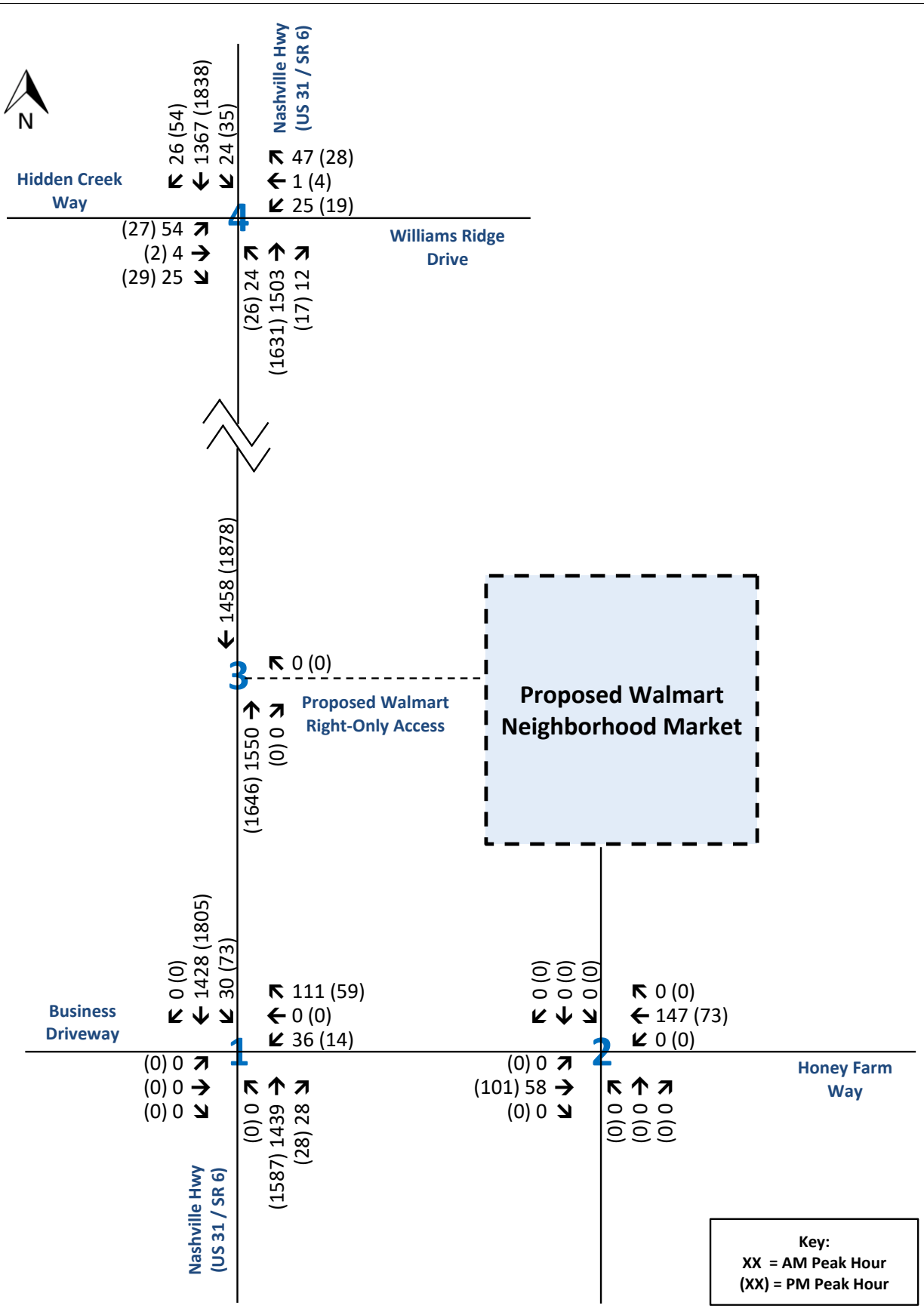
APPENDIX E

TRAFFIC ASSIGNMENT

TRAFFIC ASSIGNMENT WORKSHEETS

AM & PM PEAK HOURS



Traffic Assignment Worksheet
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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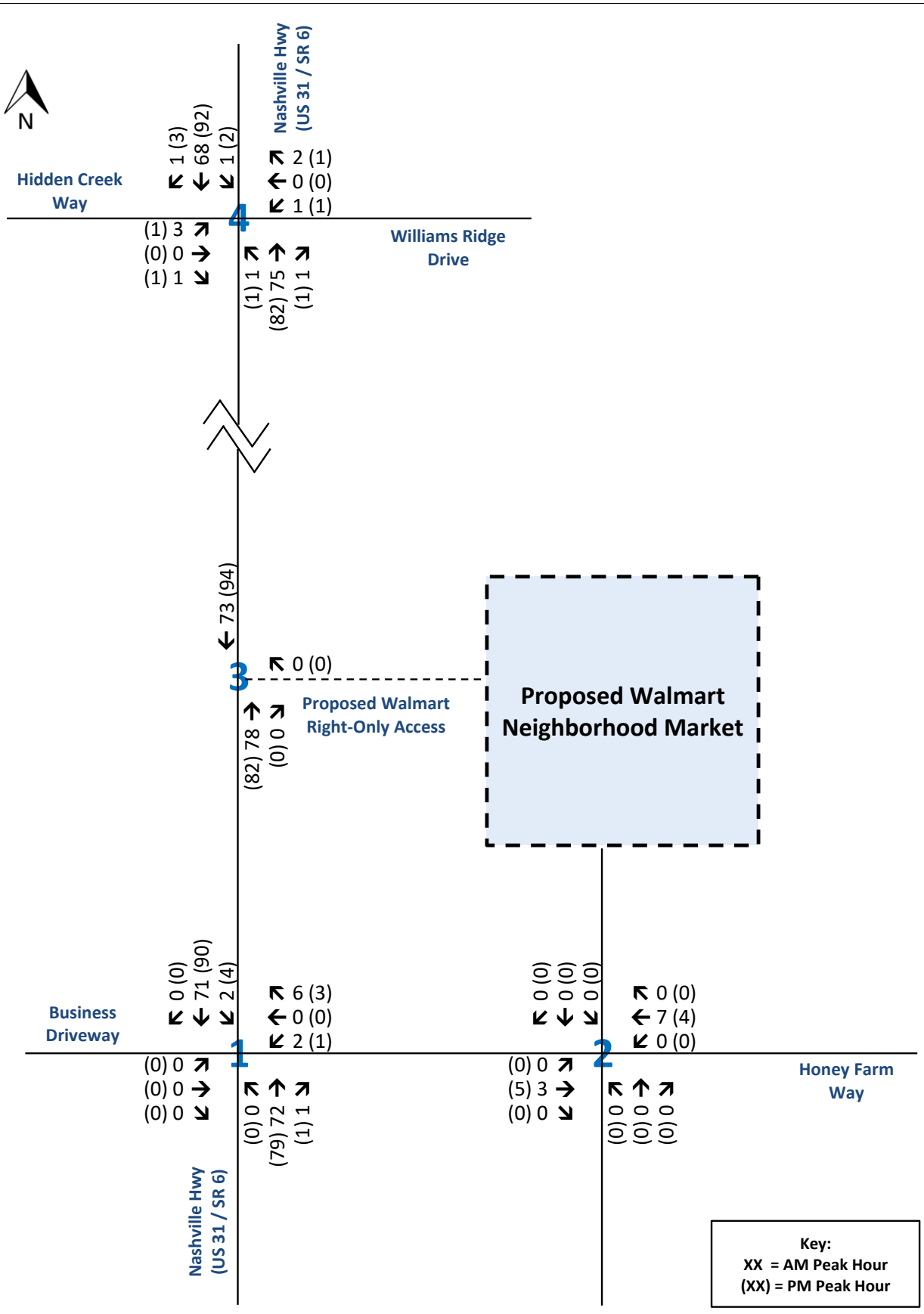
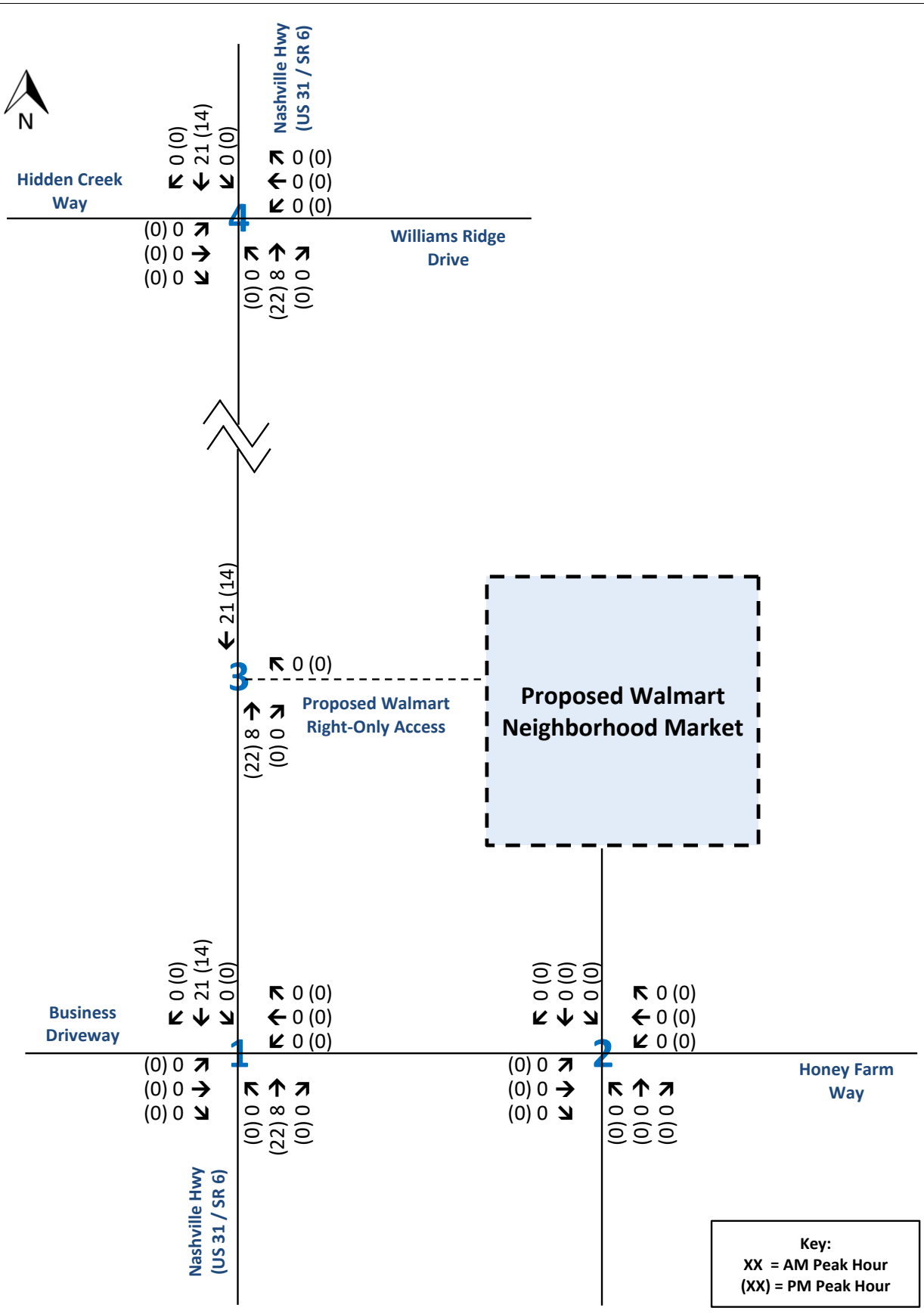
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Background - Historical Growth Only (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Off-Site Traffic Assignment - 2558 Nashville Highway
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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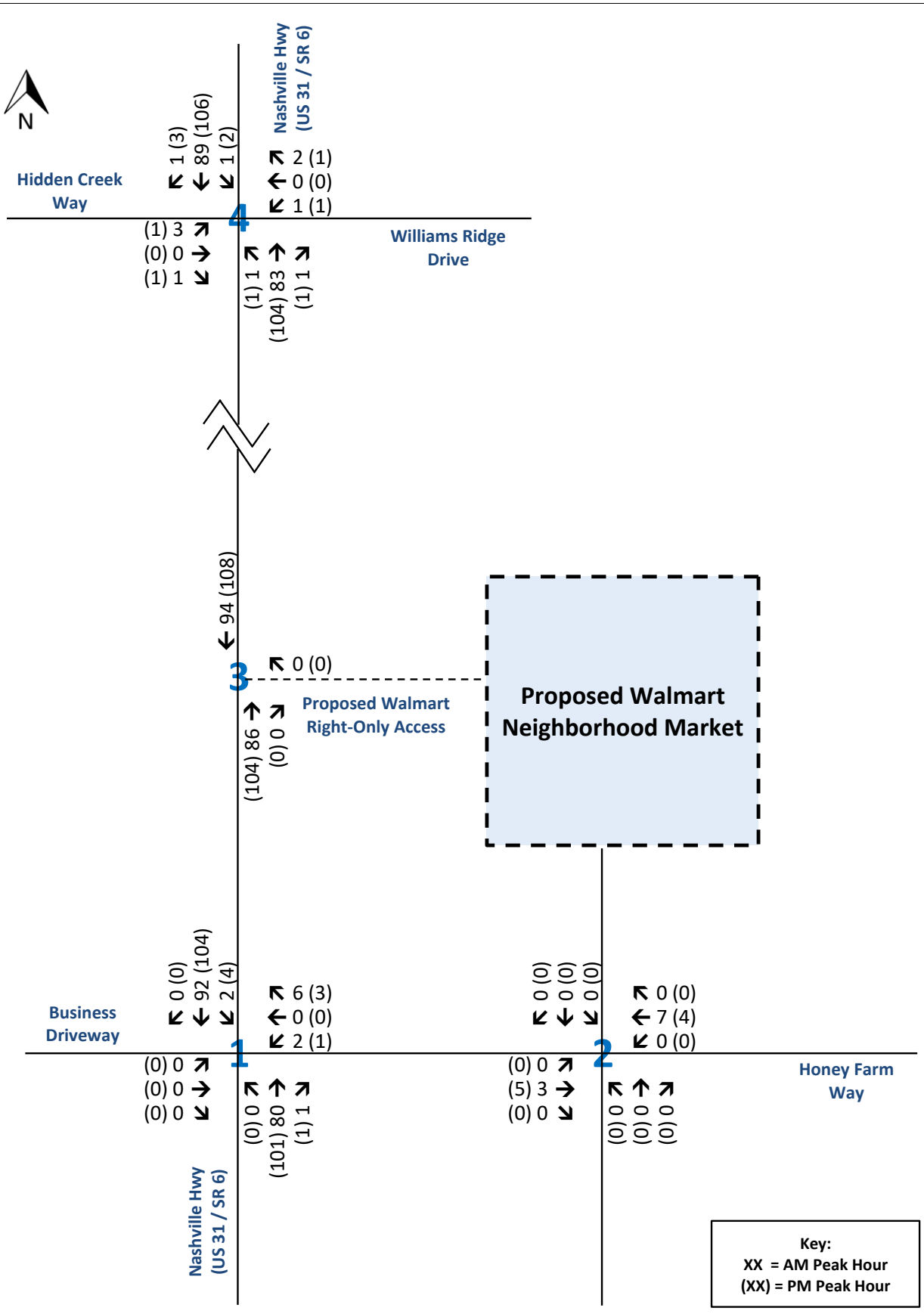
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Background (Growth + Offsite)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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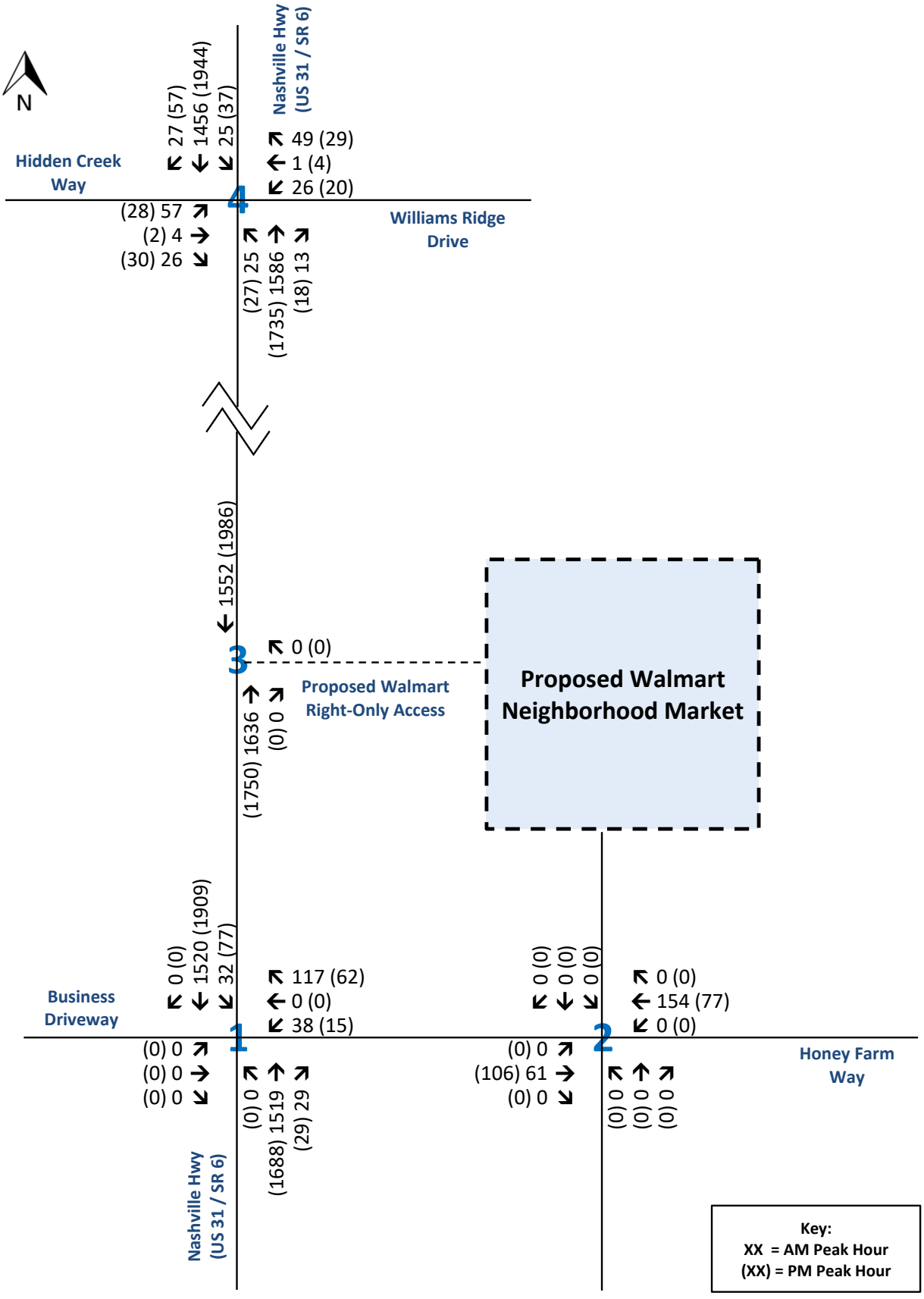
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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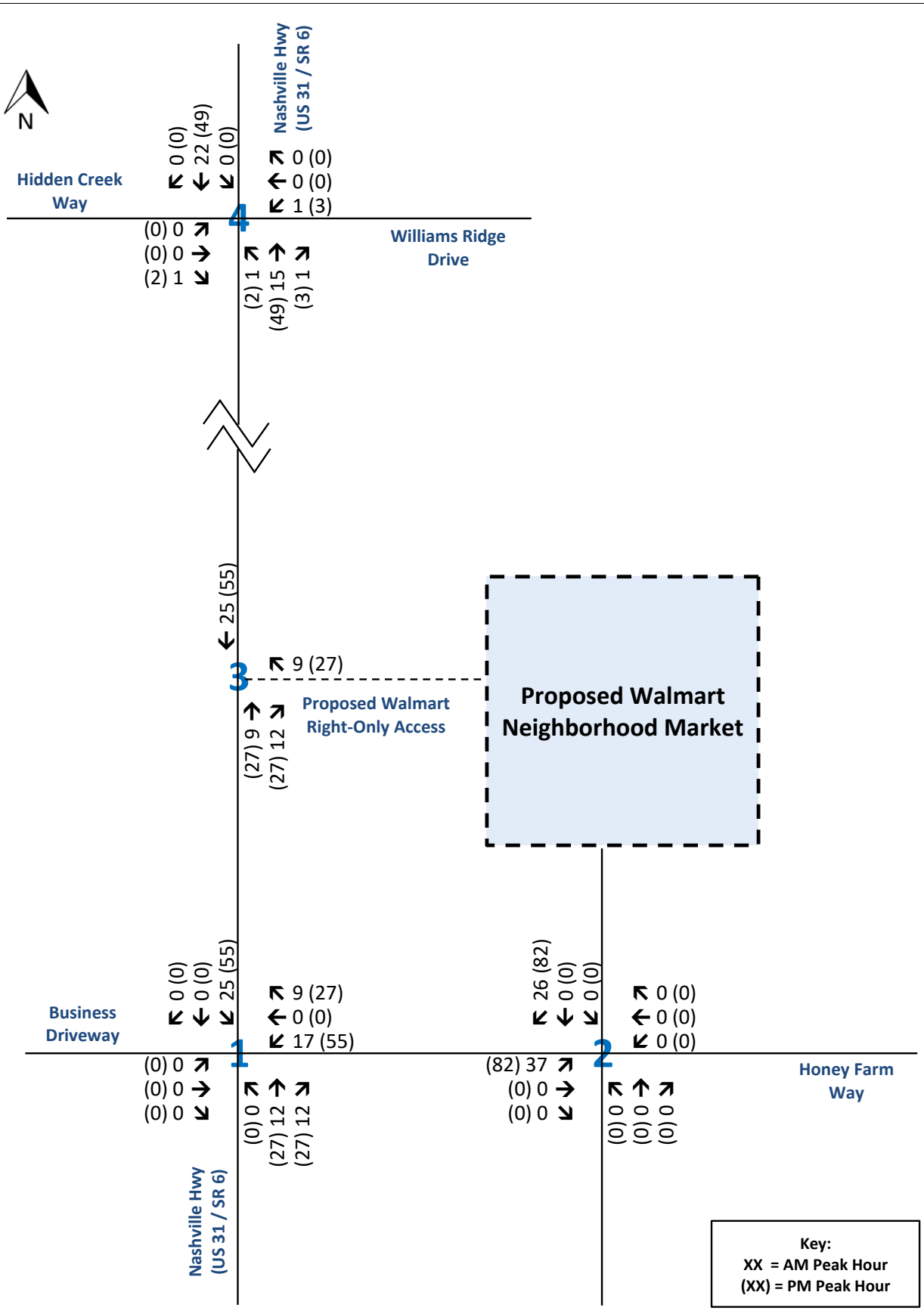
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Primary Traffic Assignment - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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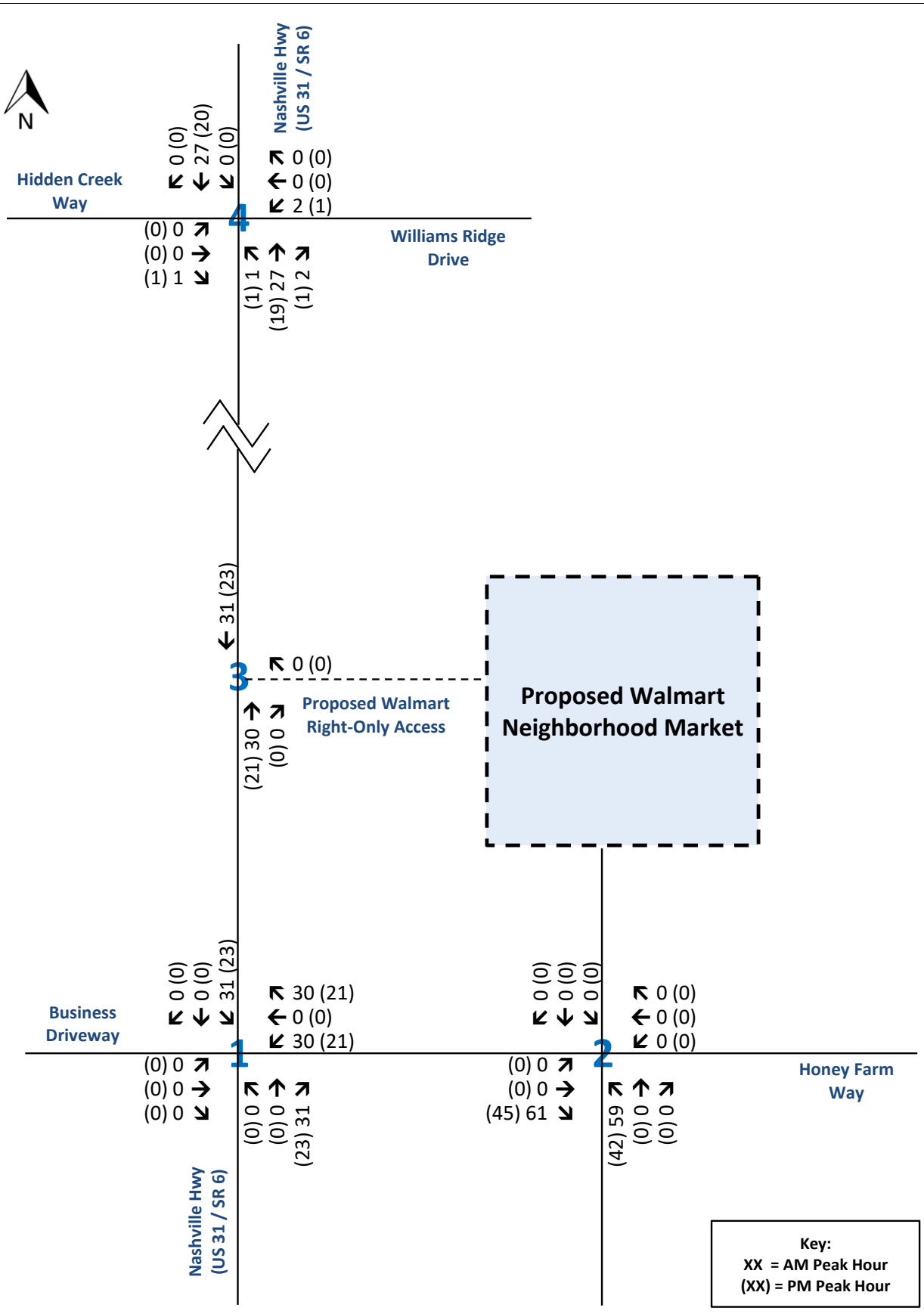
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Primary Traffic Assignment - Fast-Food Restaurant with Drive-Through
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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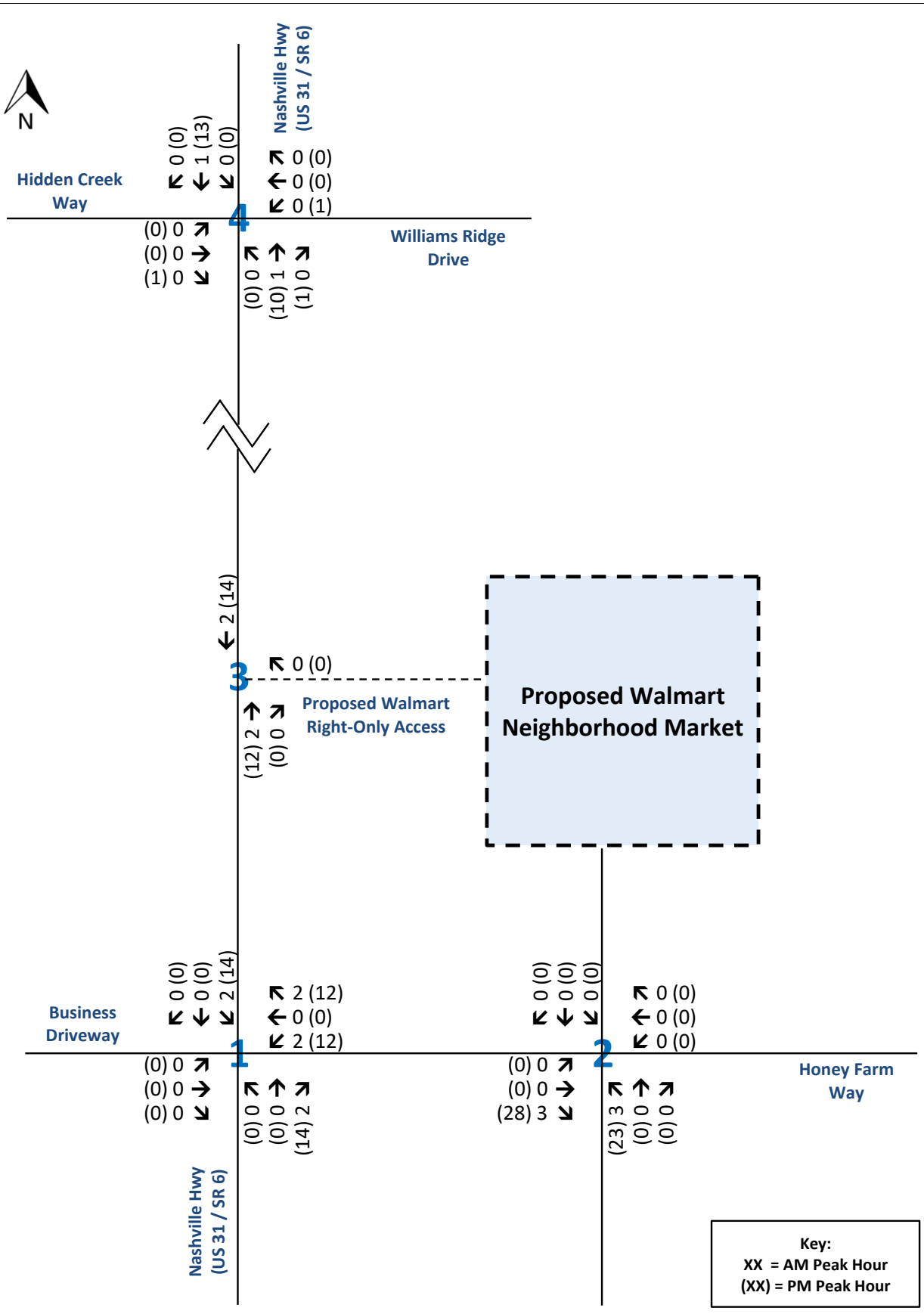
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Primary Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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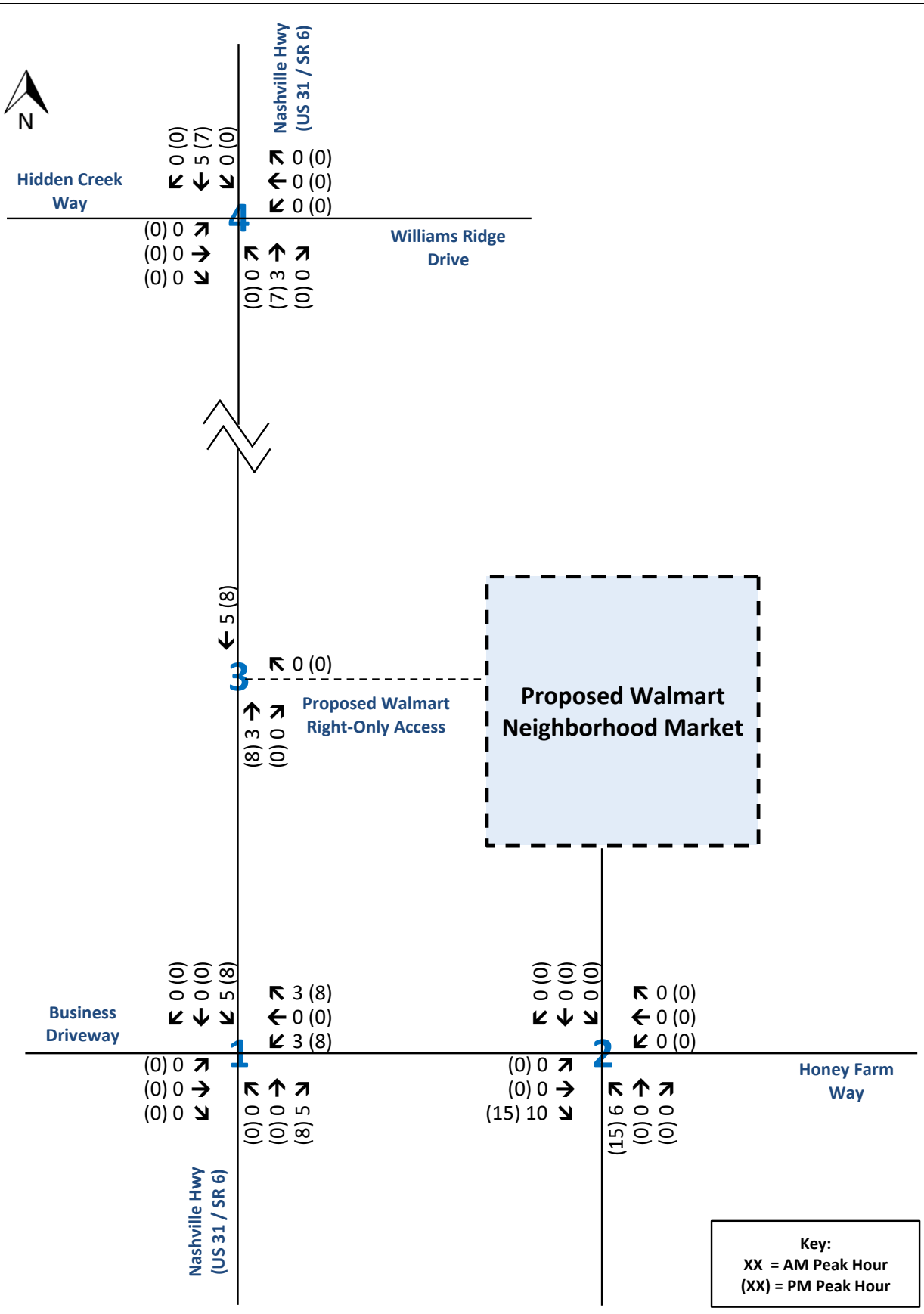
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Primary Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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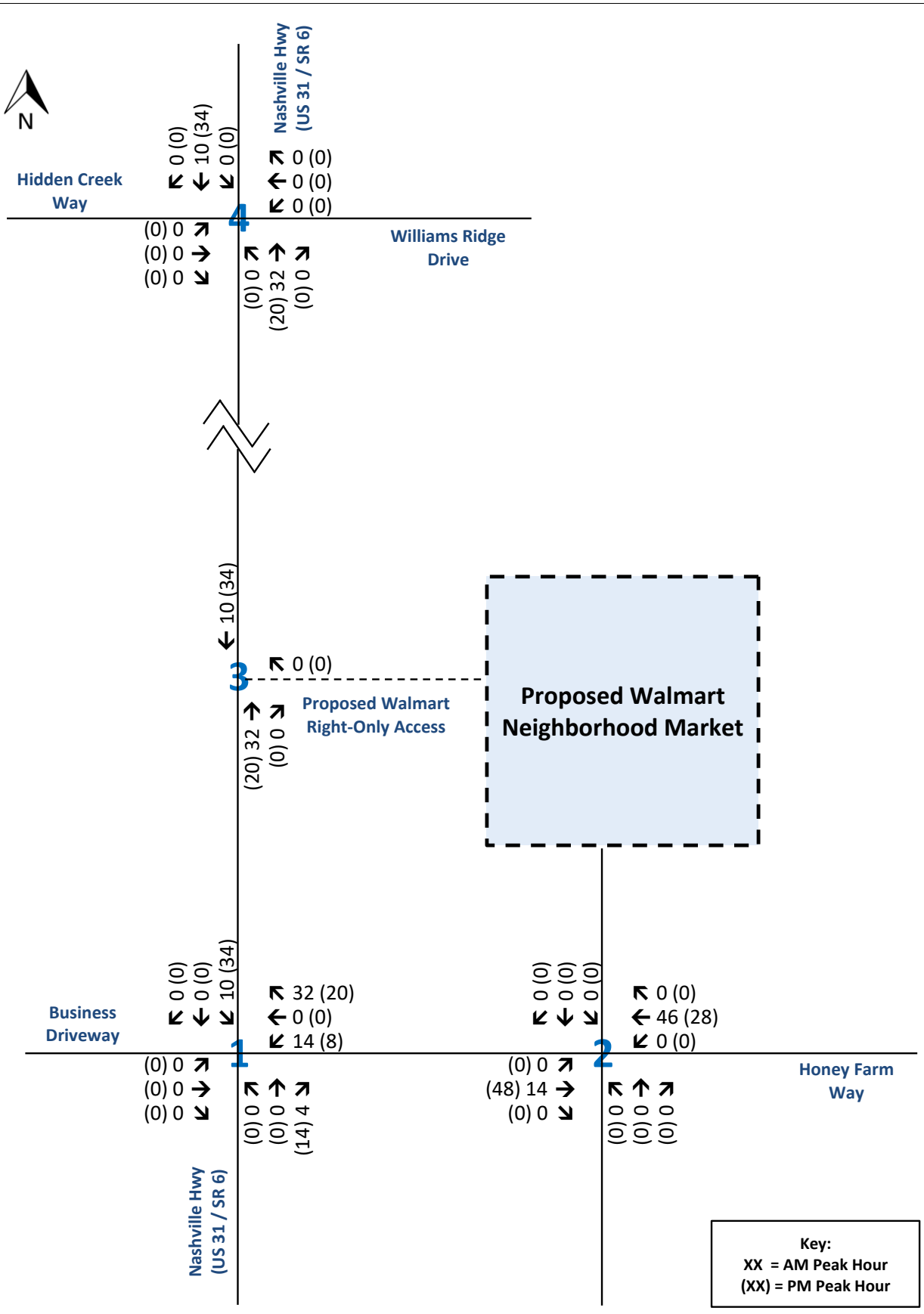
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Primary Traffic Assignment - Multifamily Housing (Low-Rise)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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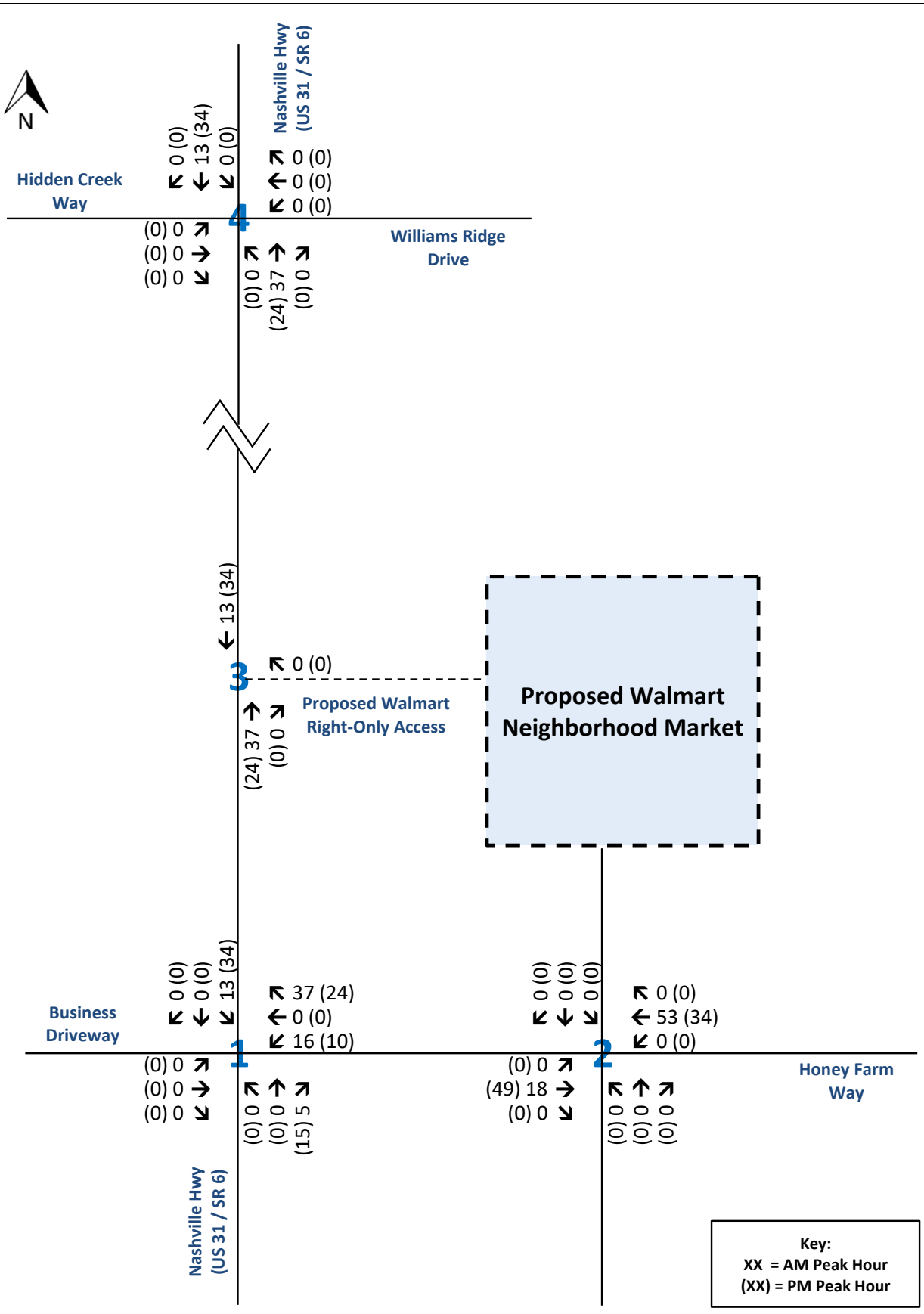
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Primary Traffic Assignment - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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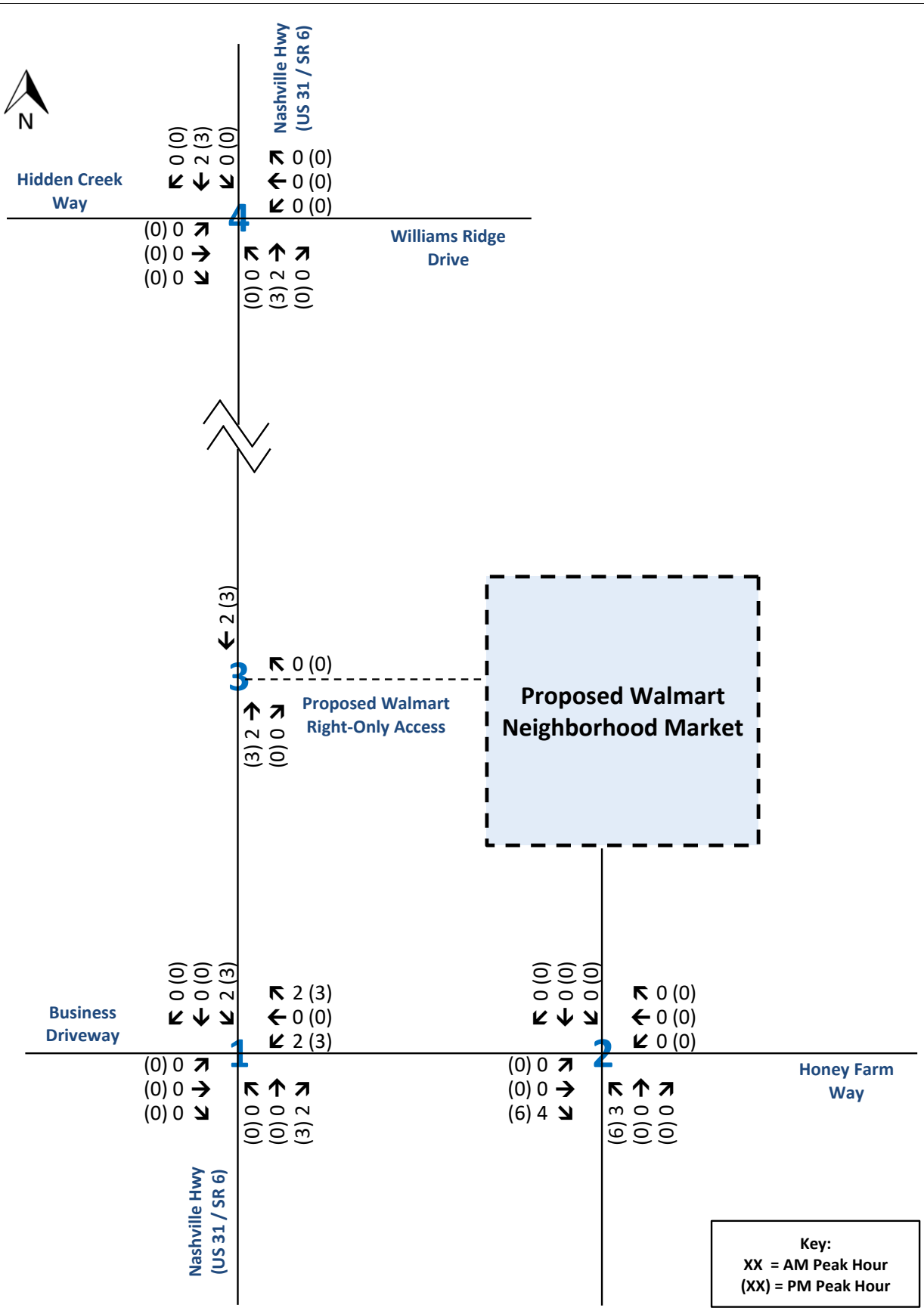
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Primary Traffic Assignment - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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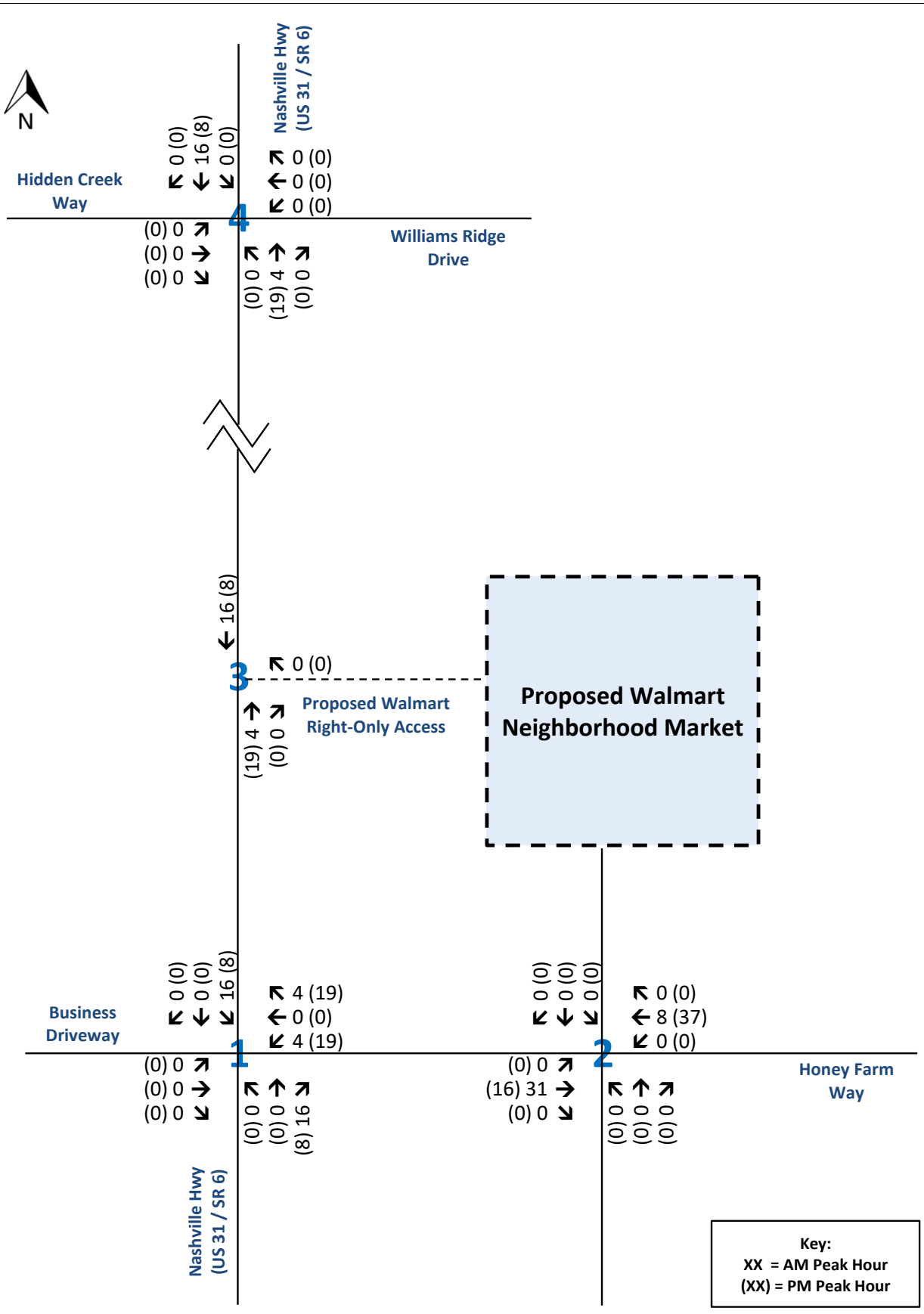
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Primary Traffic Assignment - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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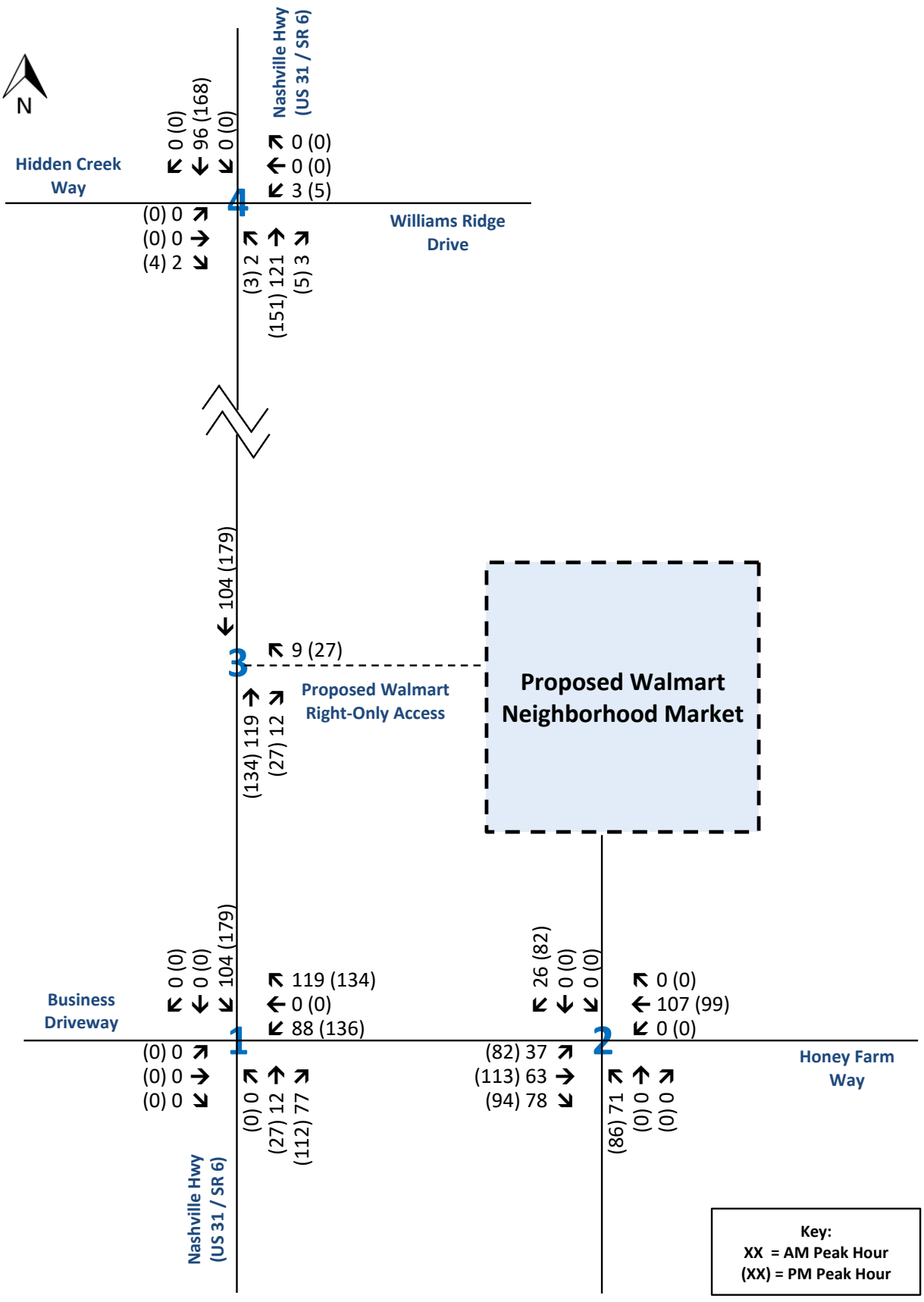
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Total Primary Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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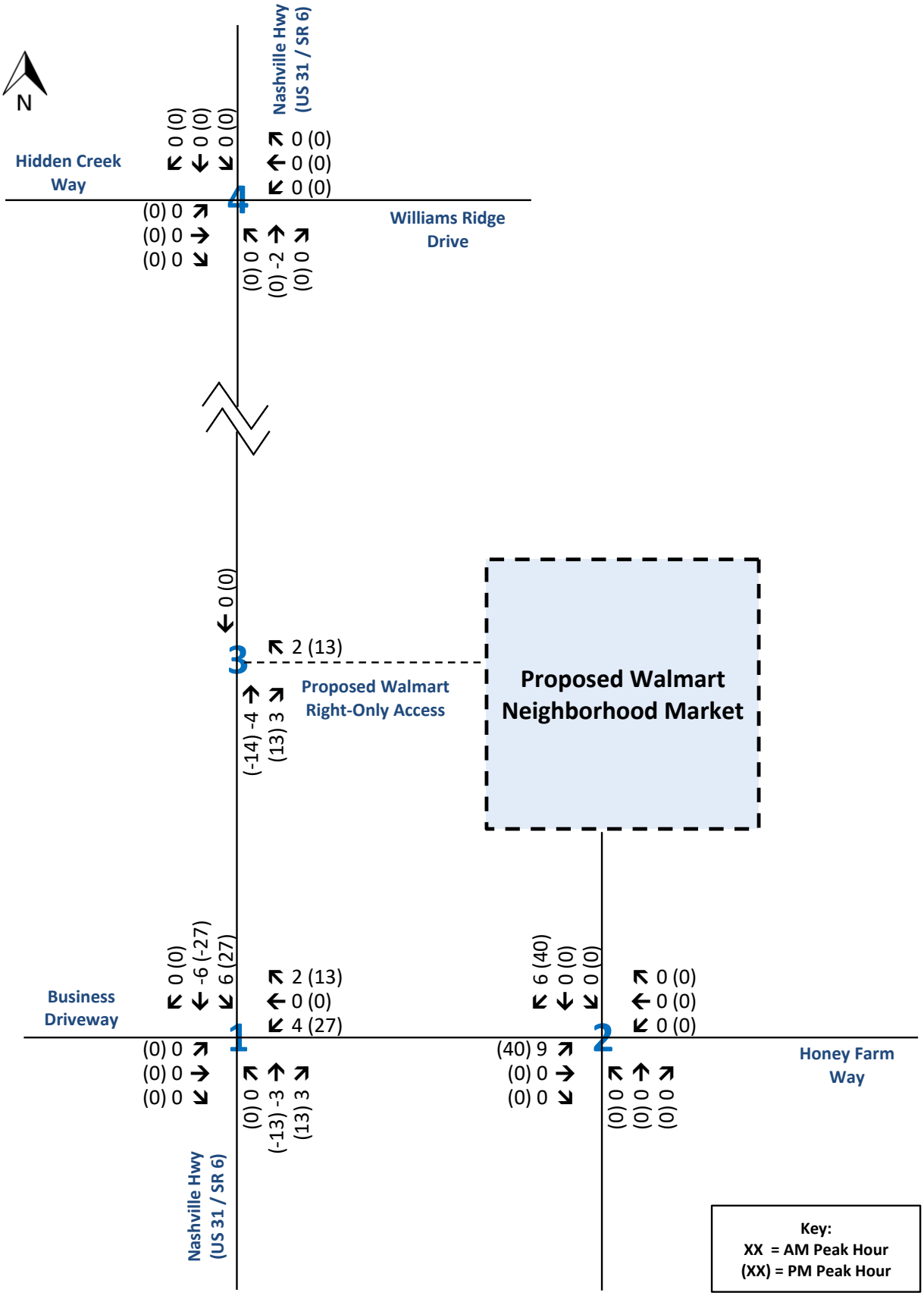
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



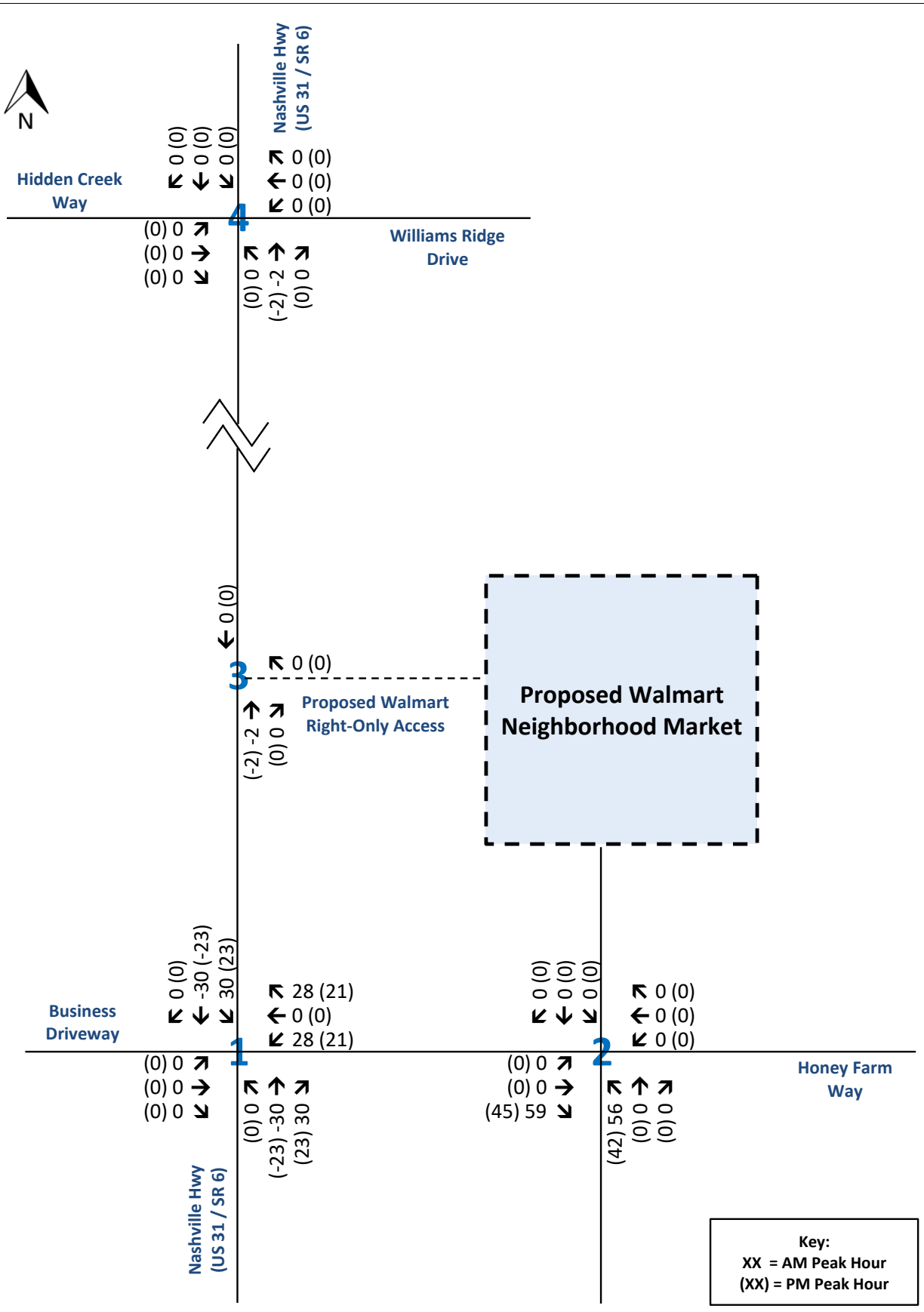
Traffic Assignment Worksheet

Pass-by Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



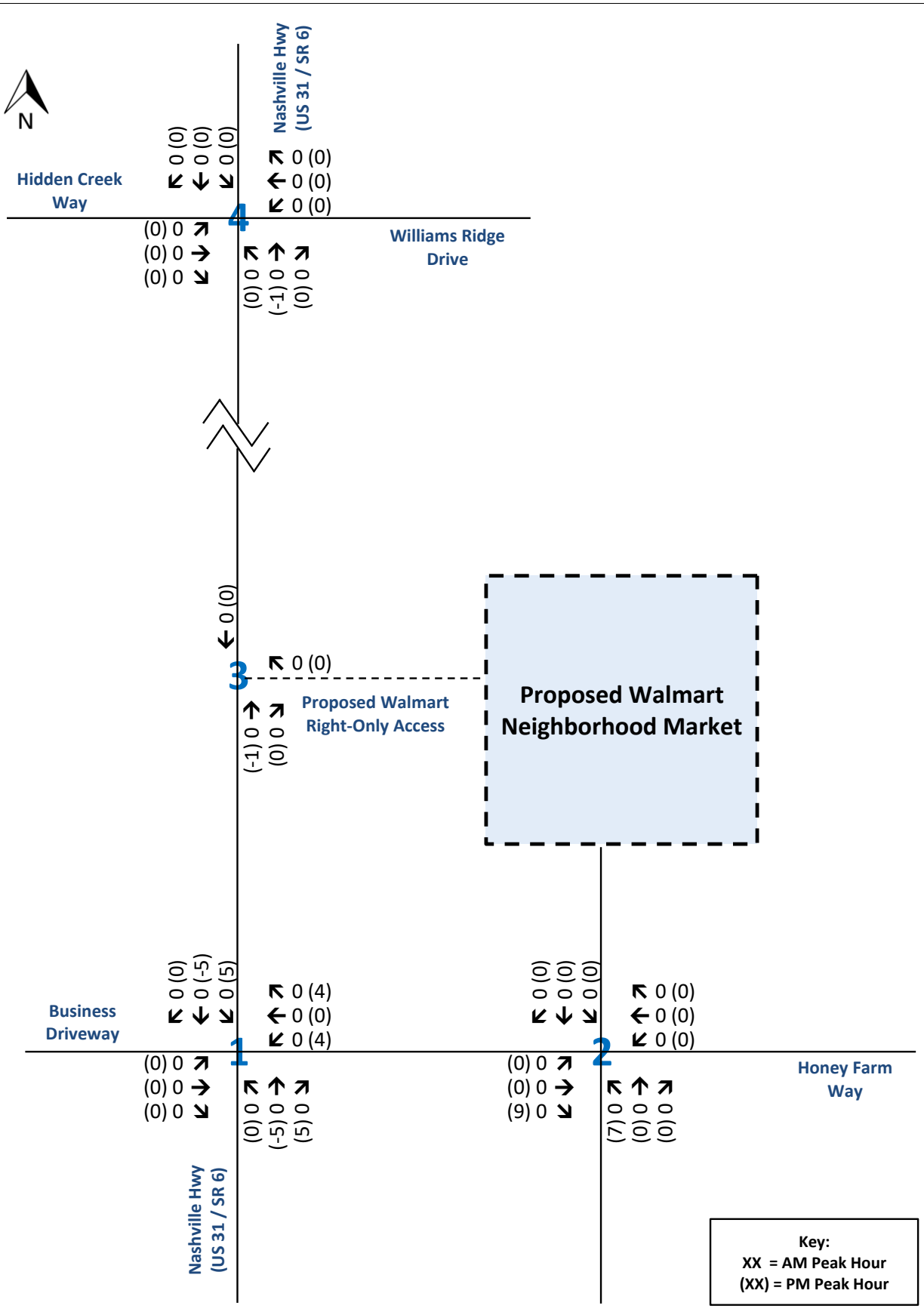
Traffic Assignment Worksheet

Pass-by Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

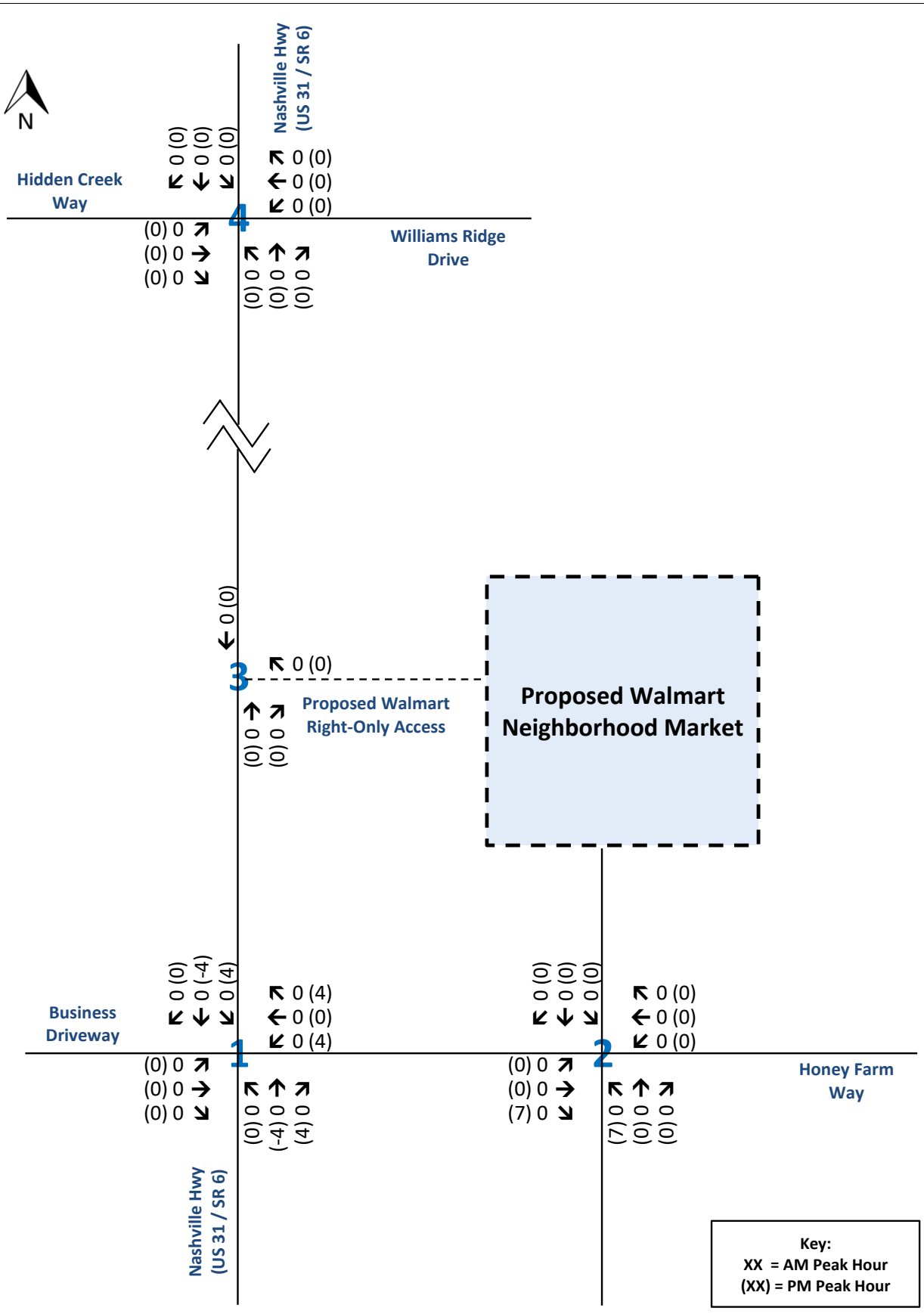
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



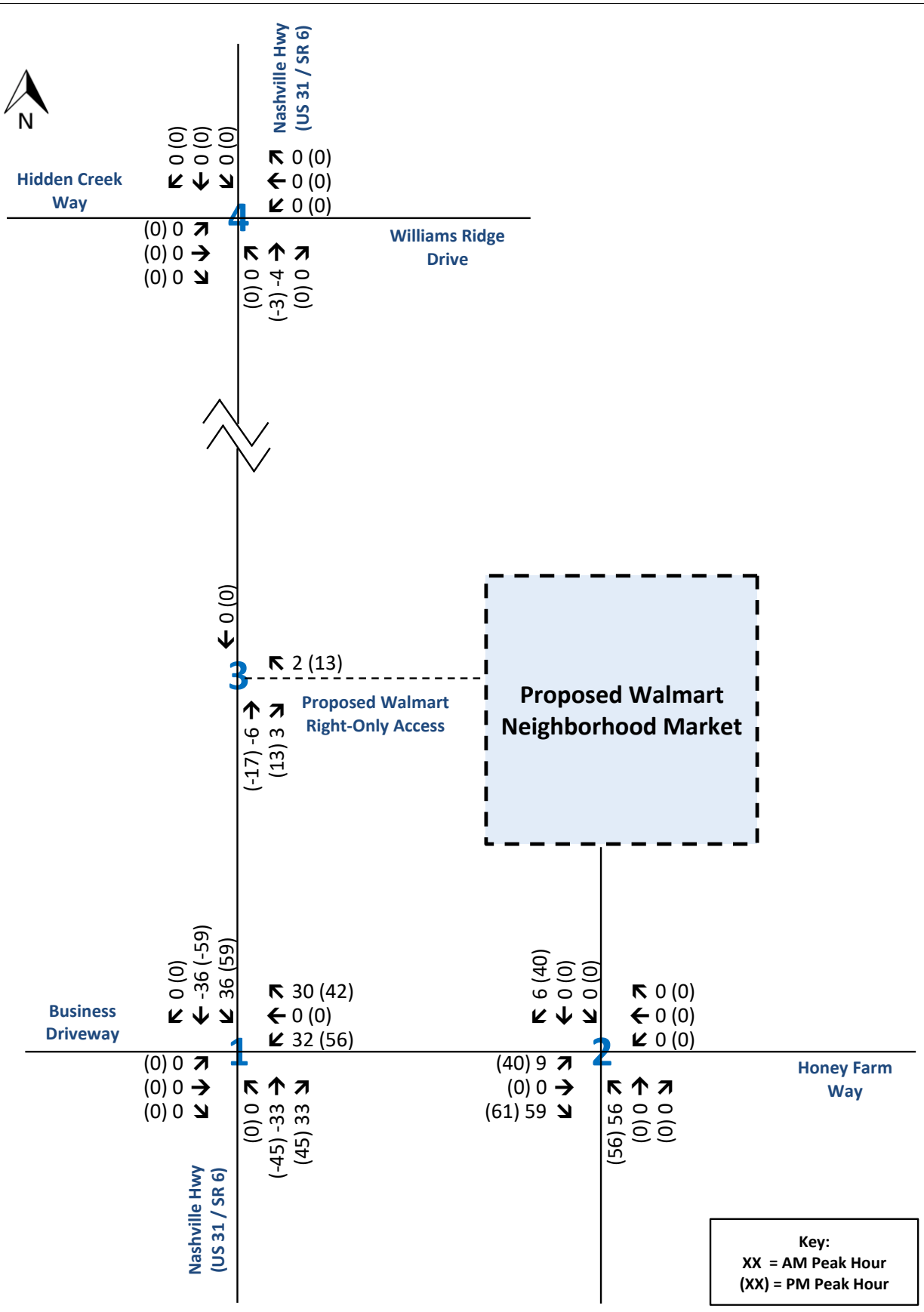
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



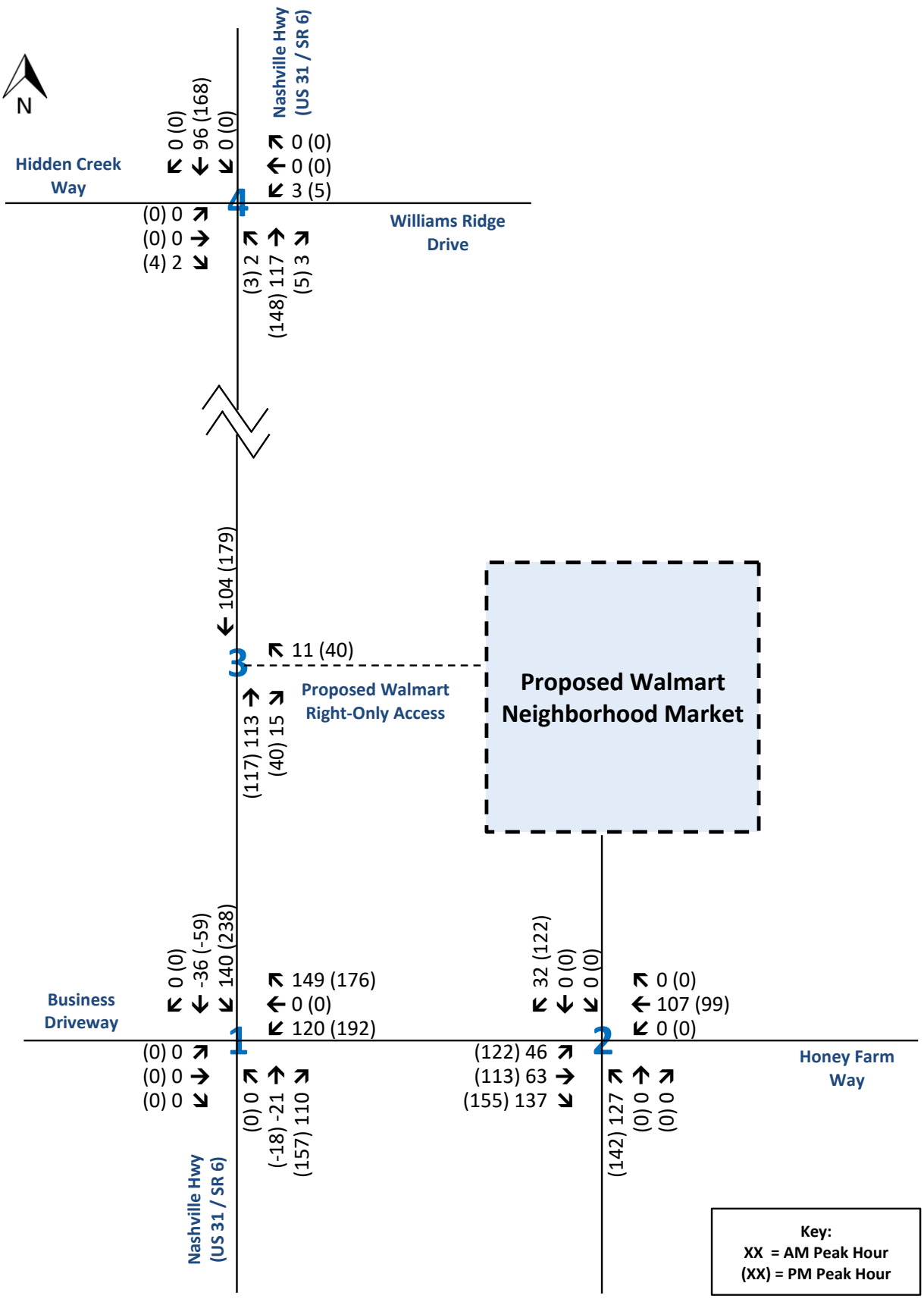
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



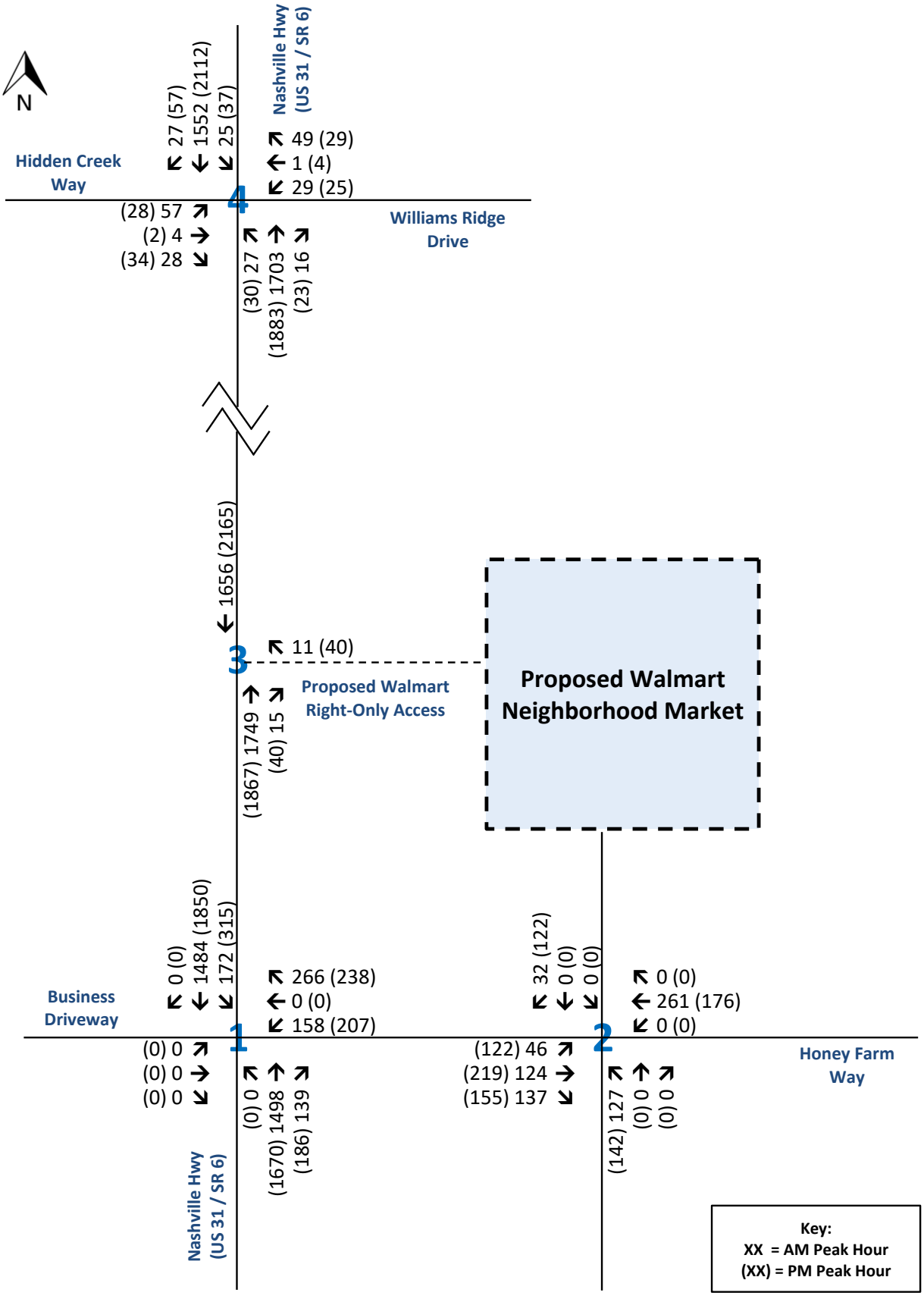
Traffic Assignment Worksheet
Total Passby Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Site Generated Traffic
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

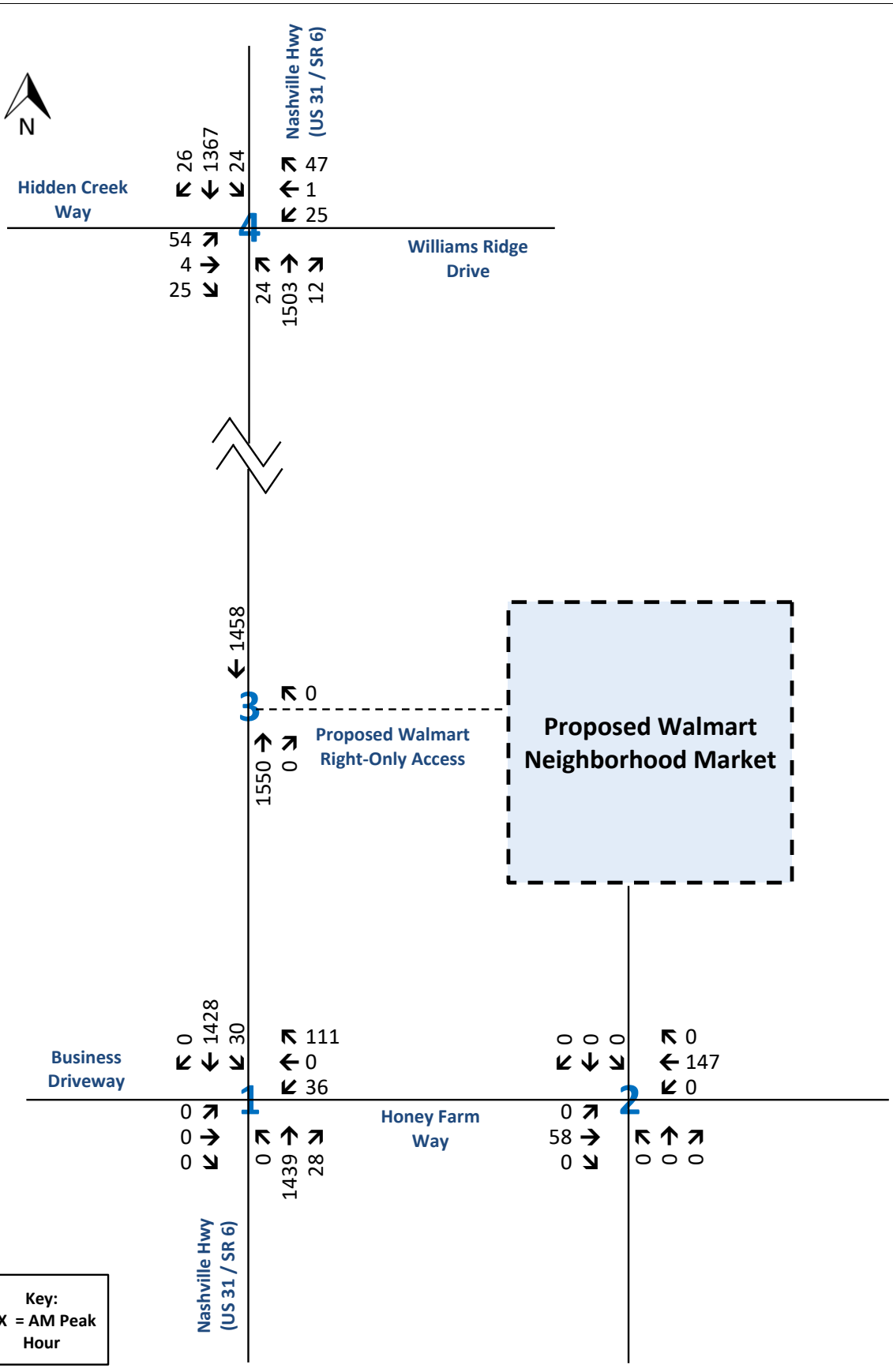


Traffic Assignment Worksheet
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

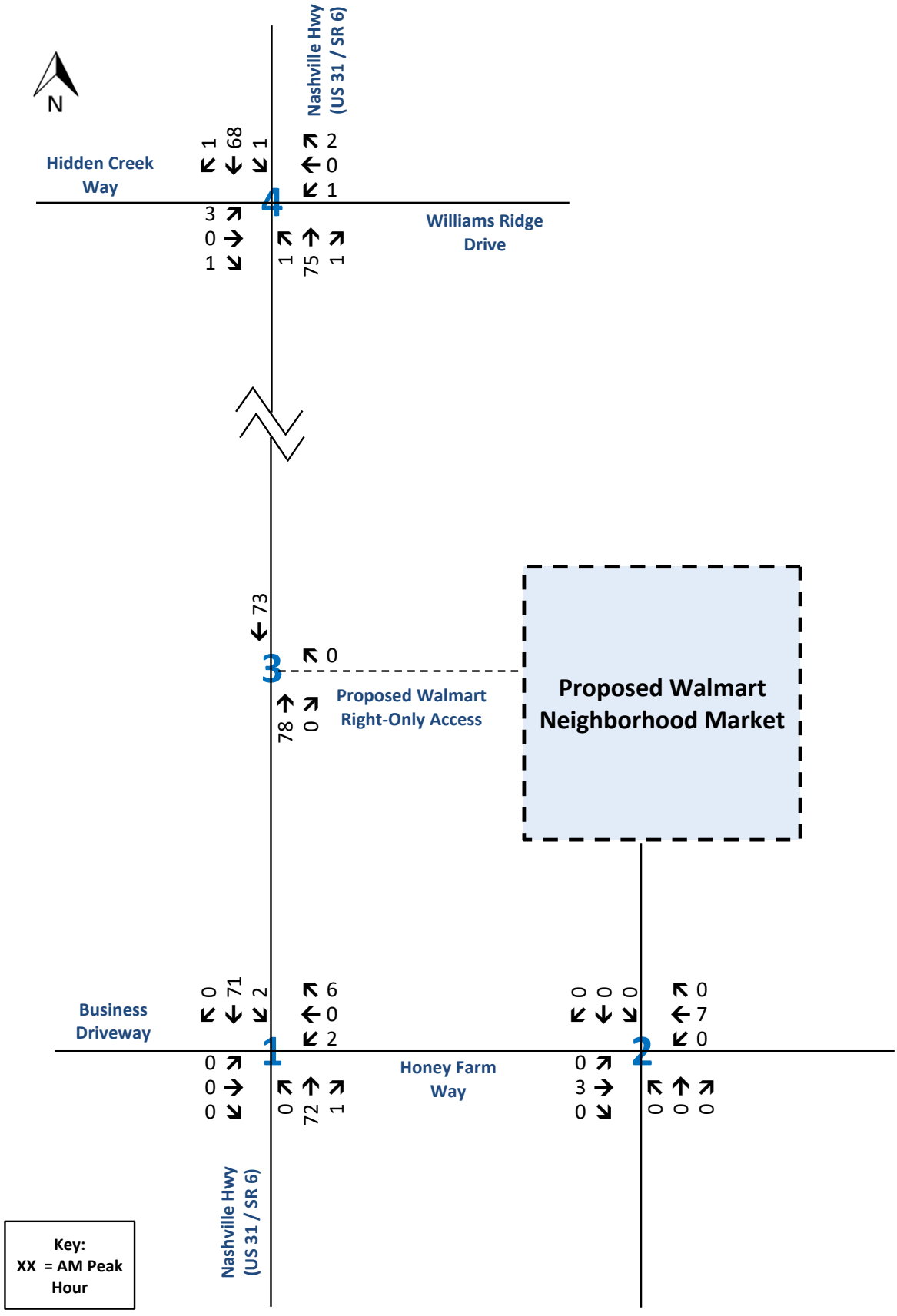
TRAFFIC ASSIGNMENT WORKSHEETS

AM PEAK HOUR



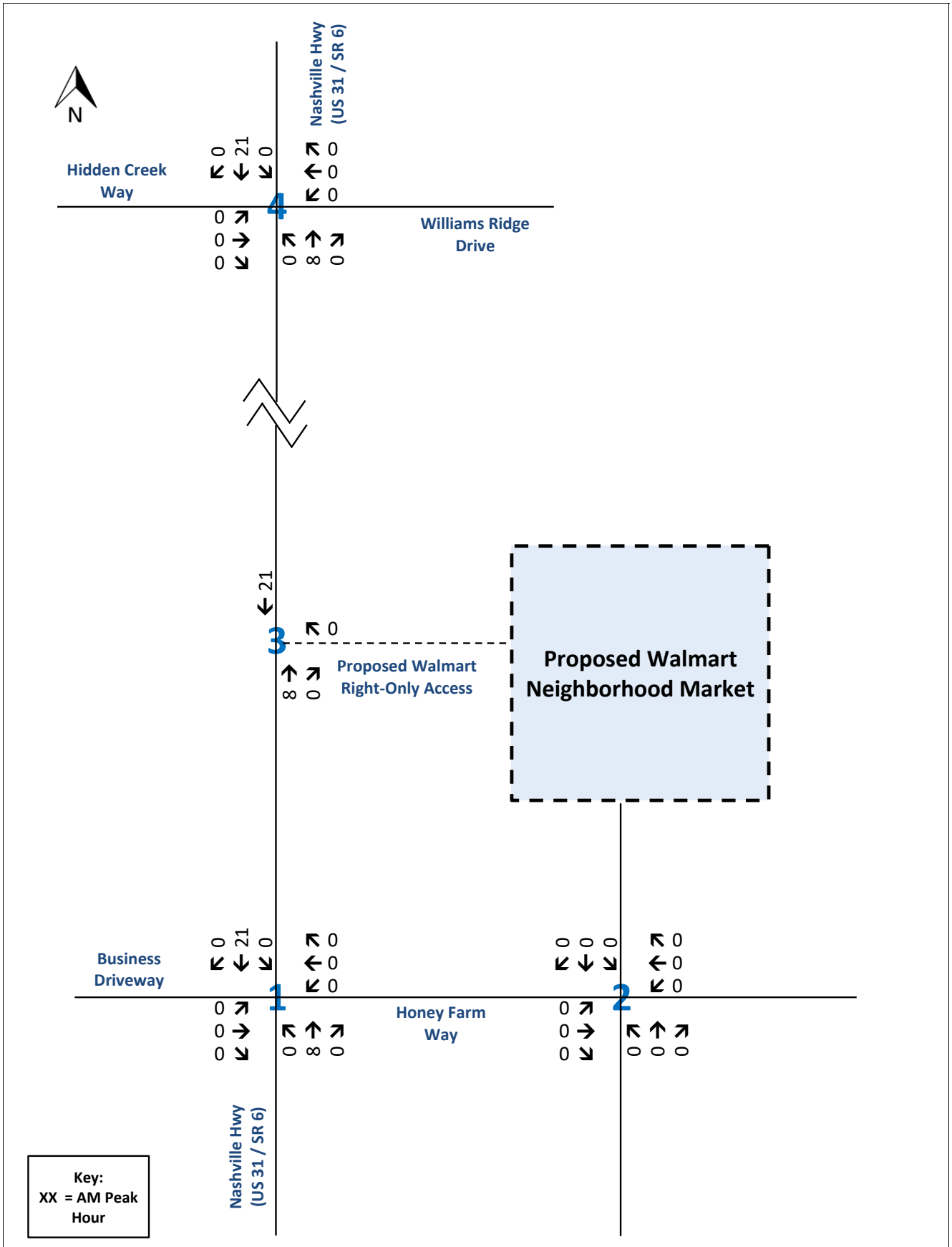
Traffic Assignment Worksheet
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



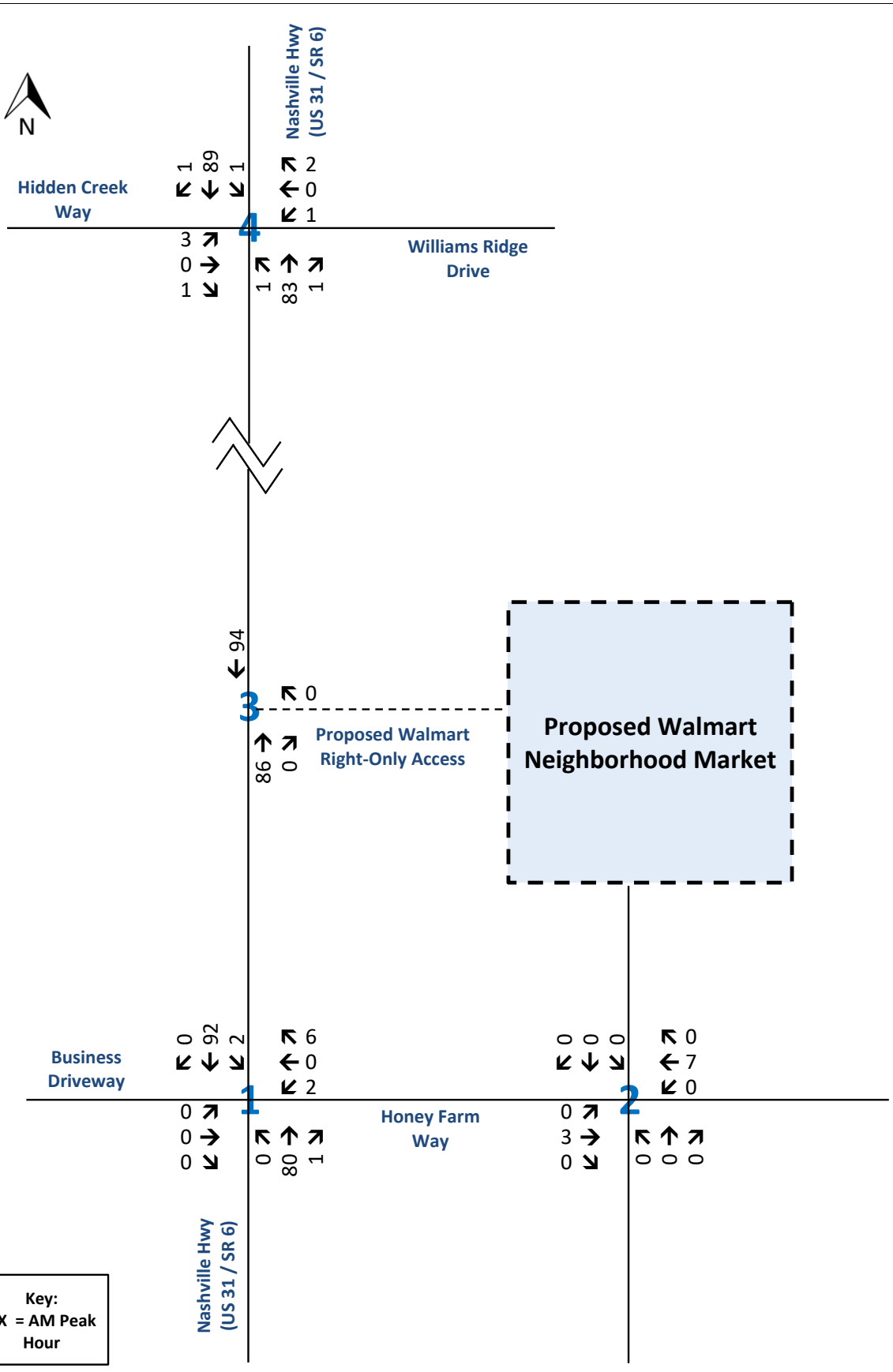
Traffic Assignment Worksheet
Background - Historical Growth Only (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



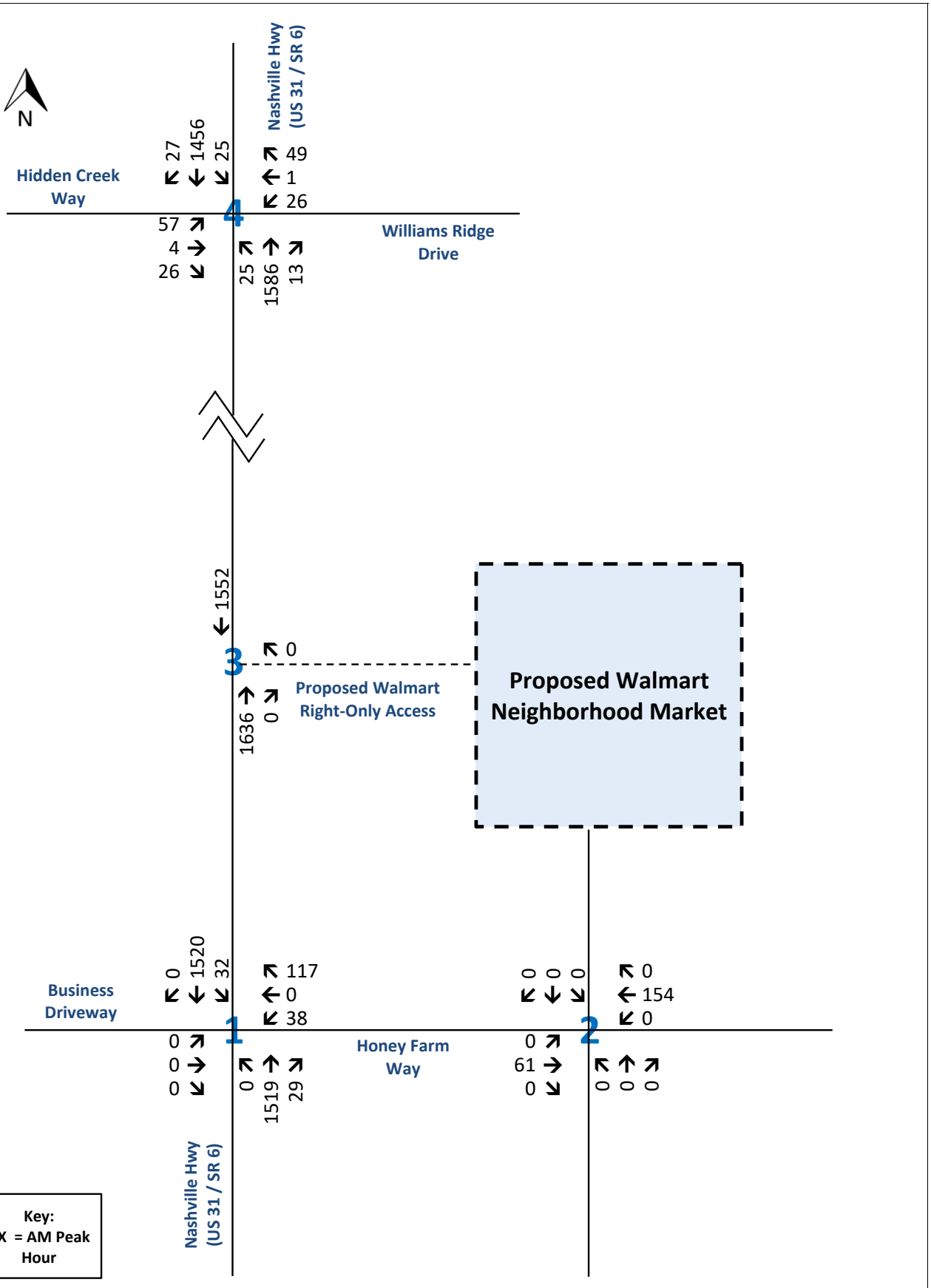
Traffic Assignment Worksheet
Off-Site Traffic Assignment - 2558 Nashville Highway
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



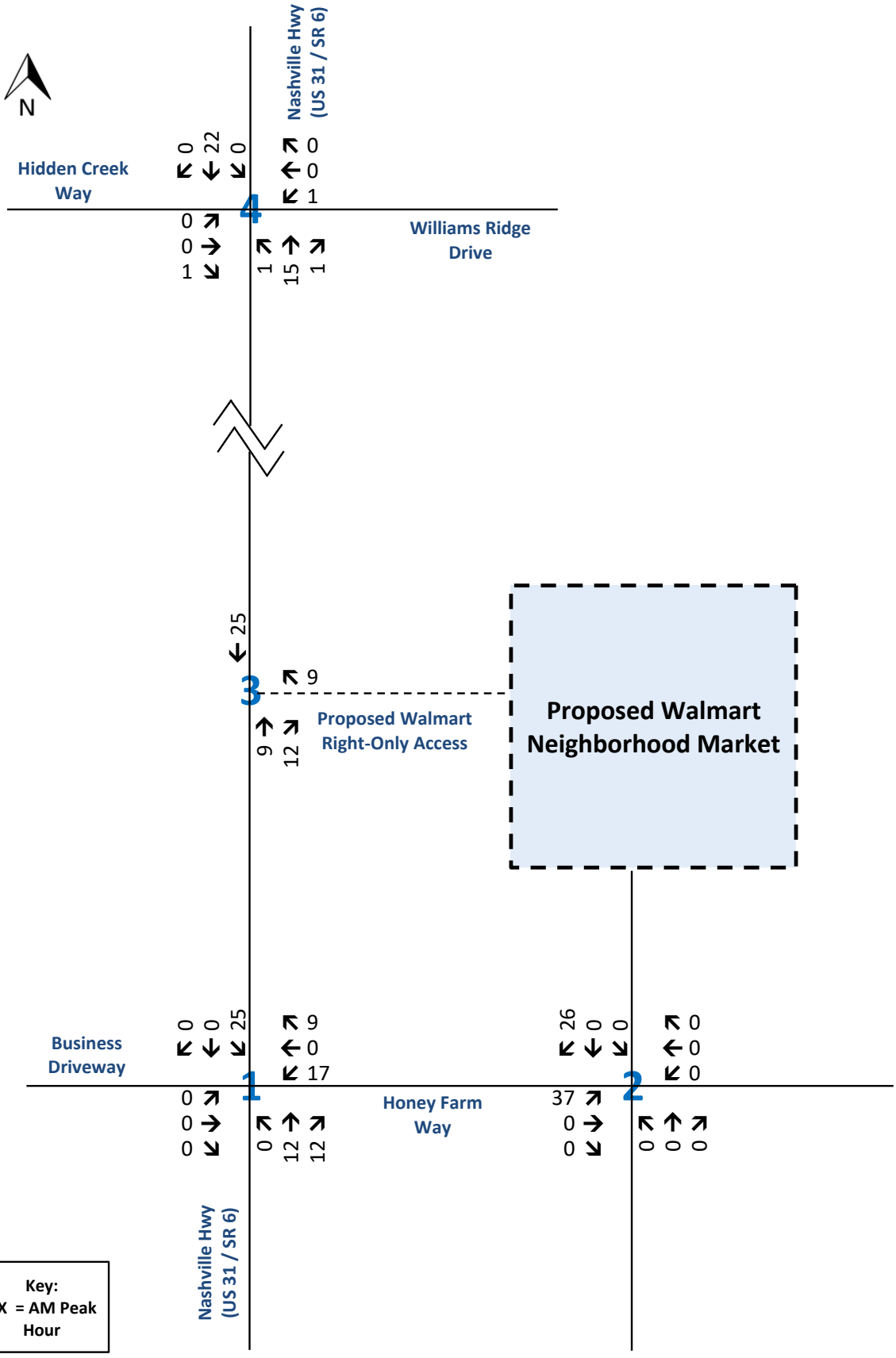
Traffic Assignment Worksheet
Background (Growth + Offsite)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



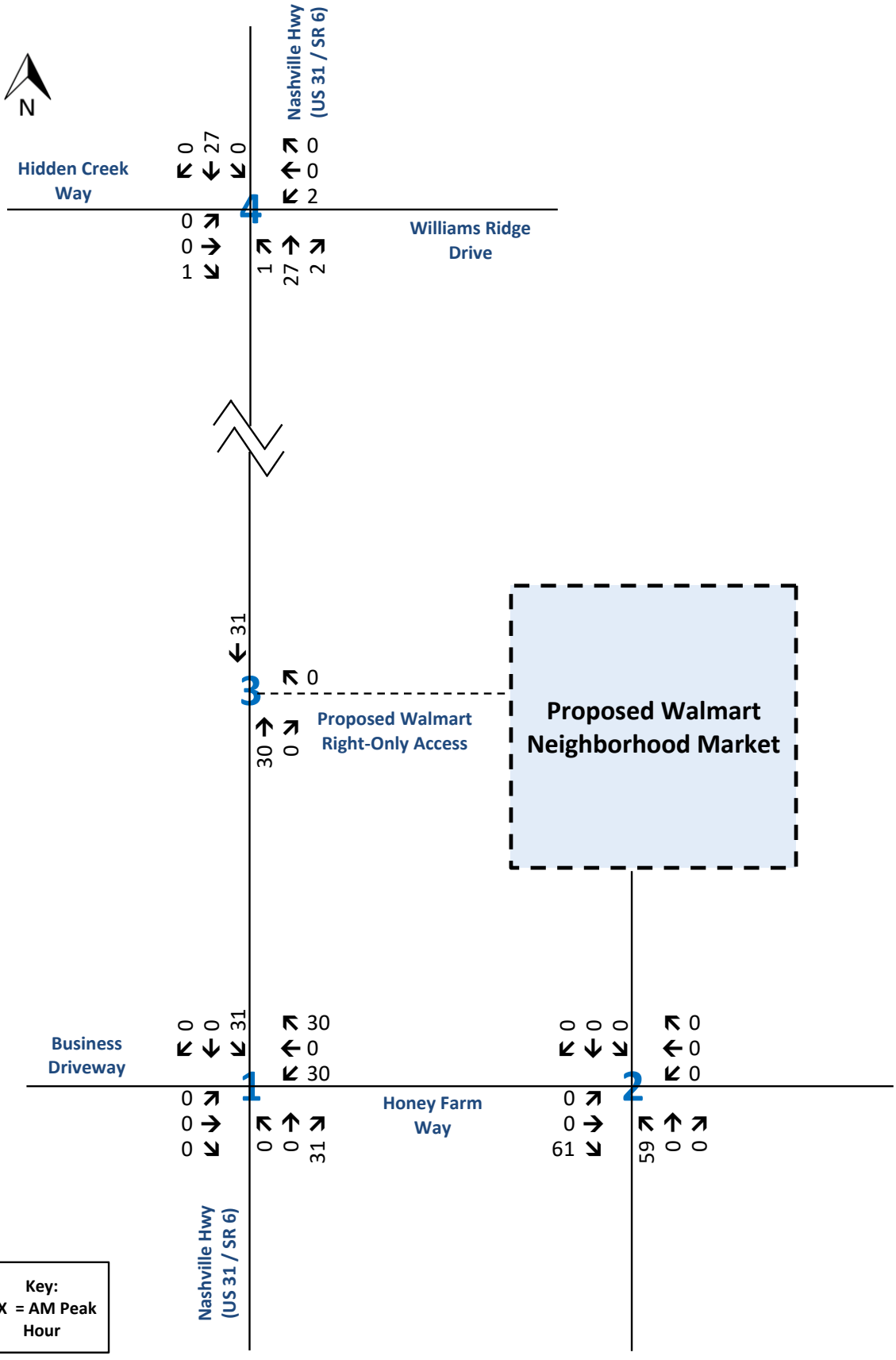
Traffic Assignment Worksheet

Primary Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



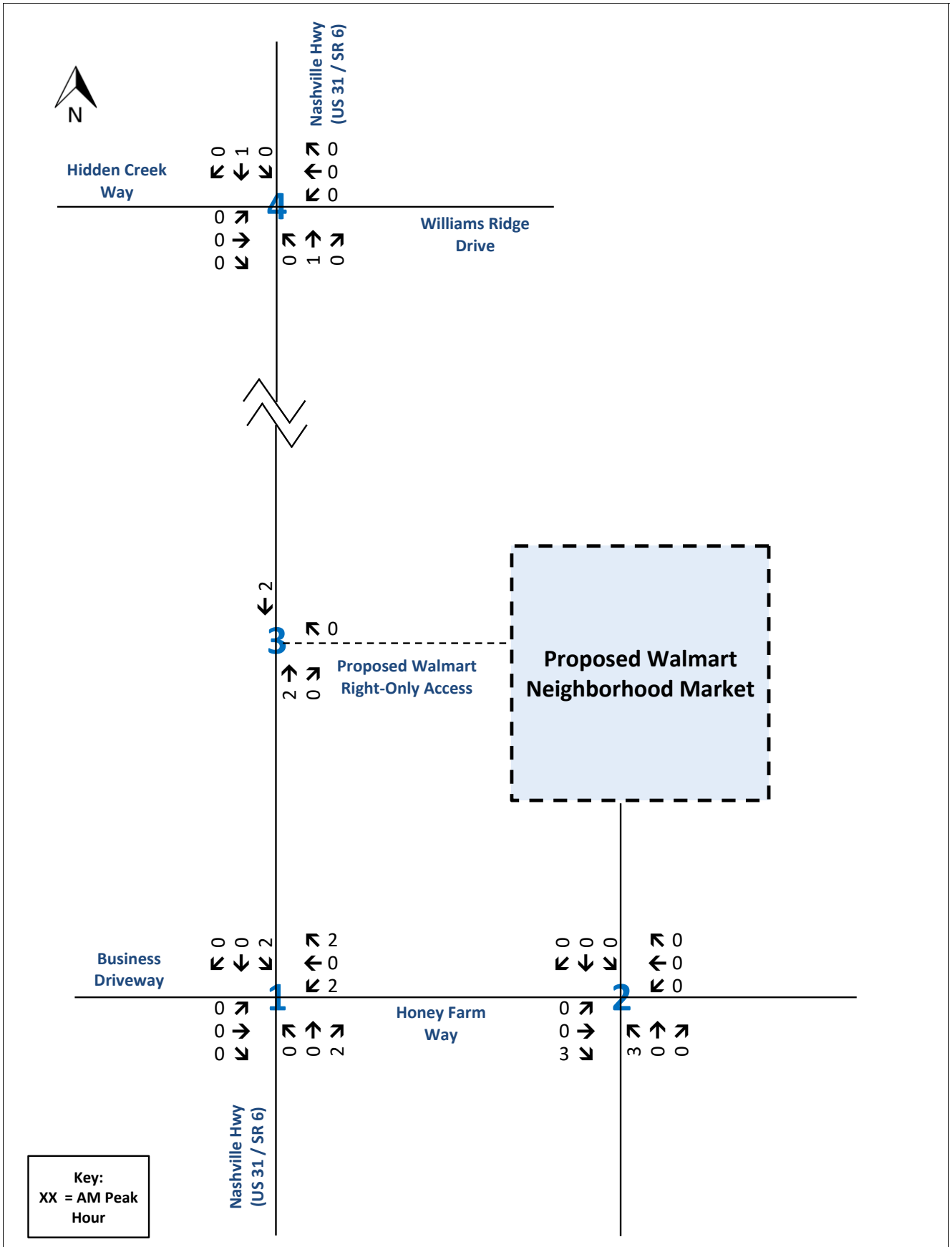
Traffic Assignment Worksheet

Primary Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

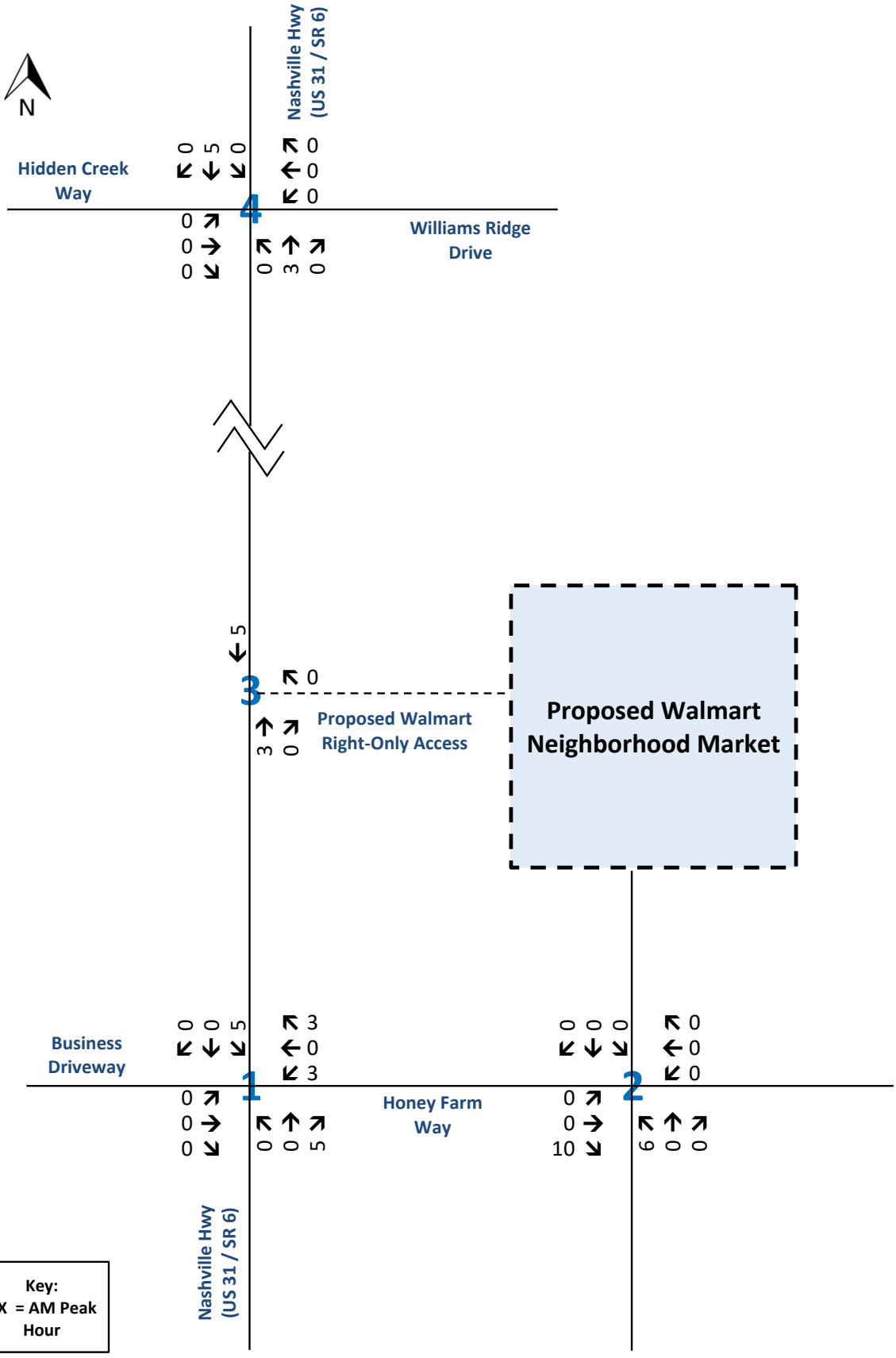
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



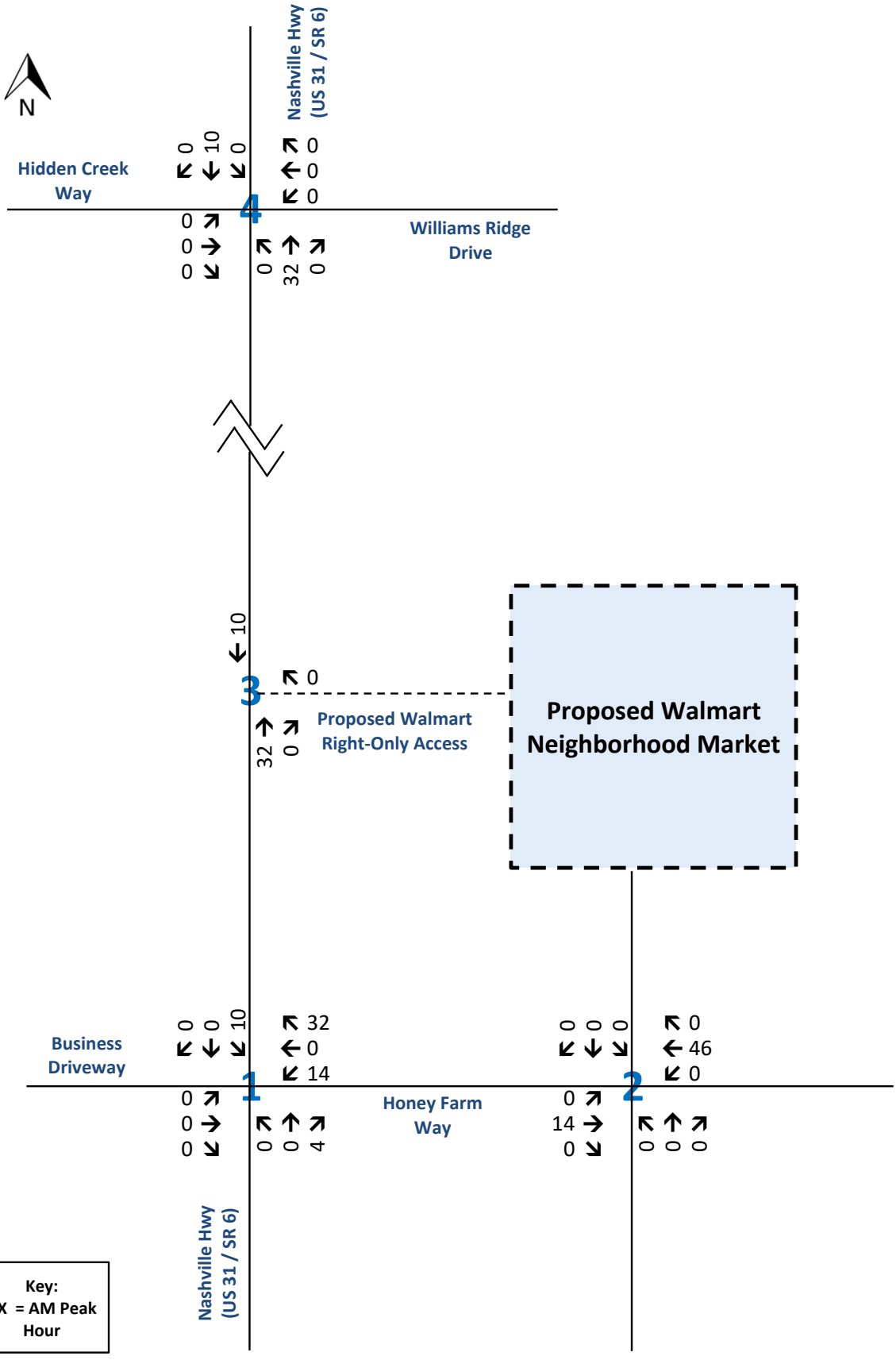
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



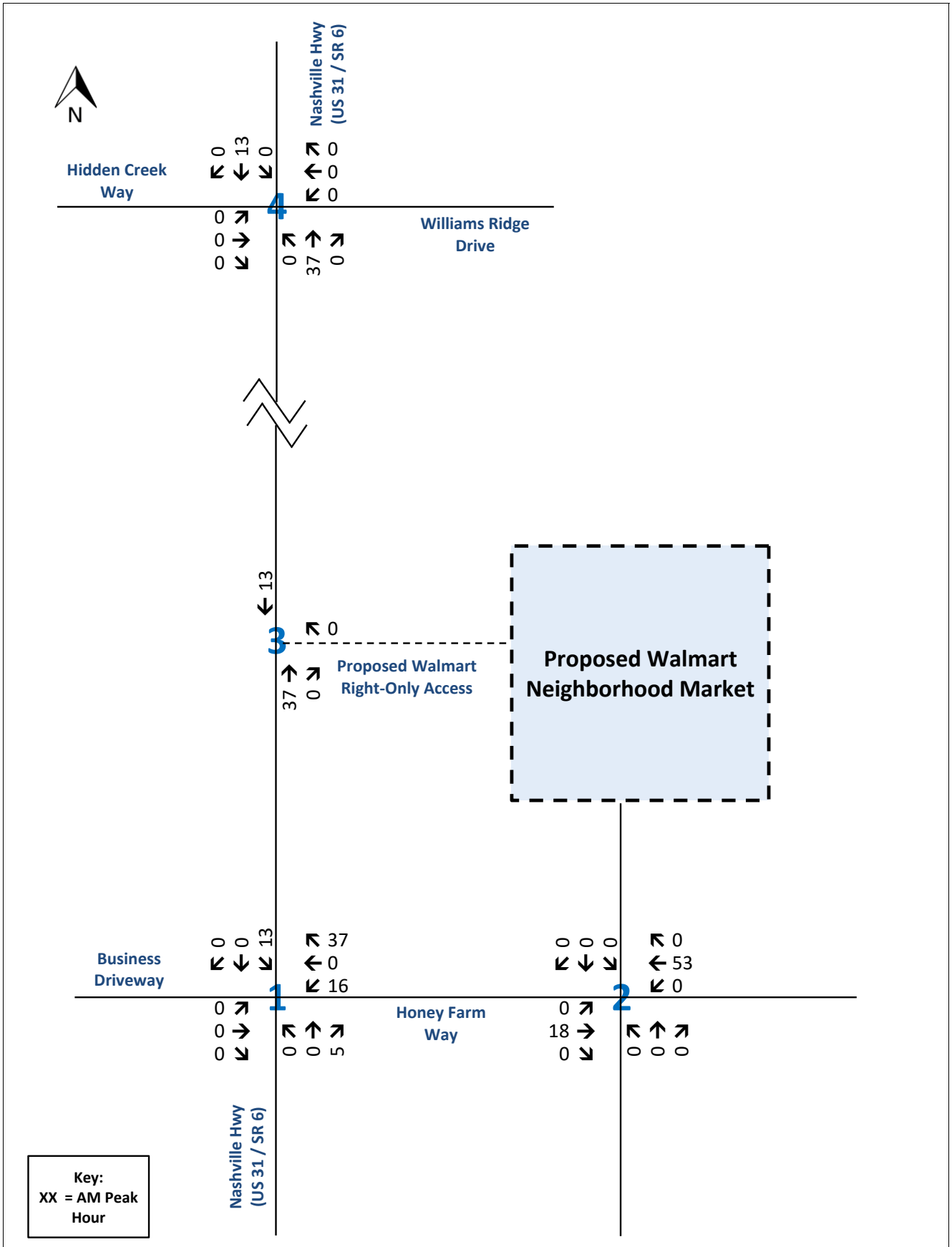
Traffic Assignment Worksheet
Primary Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



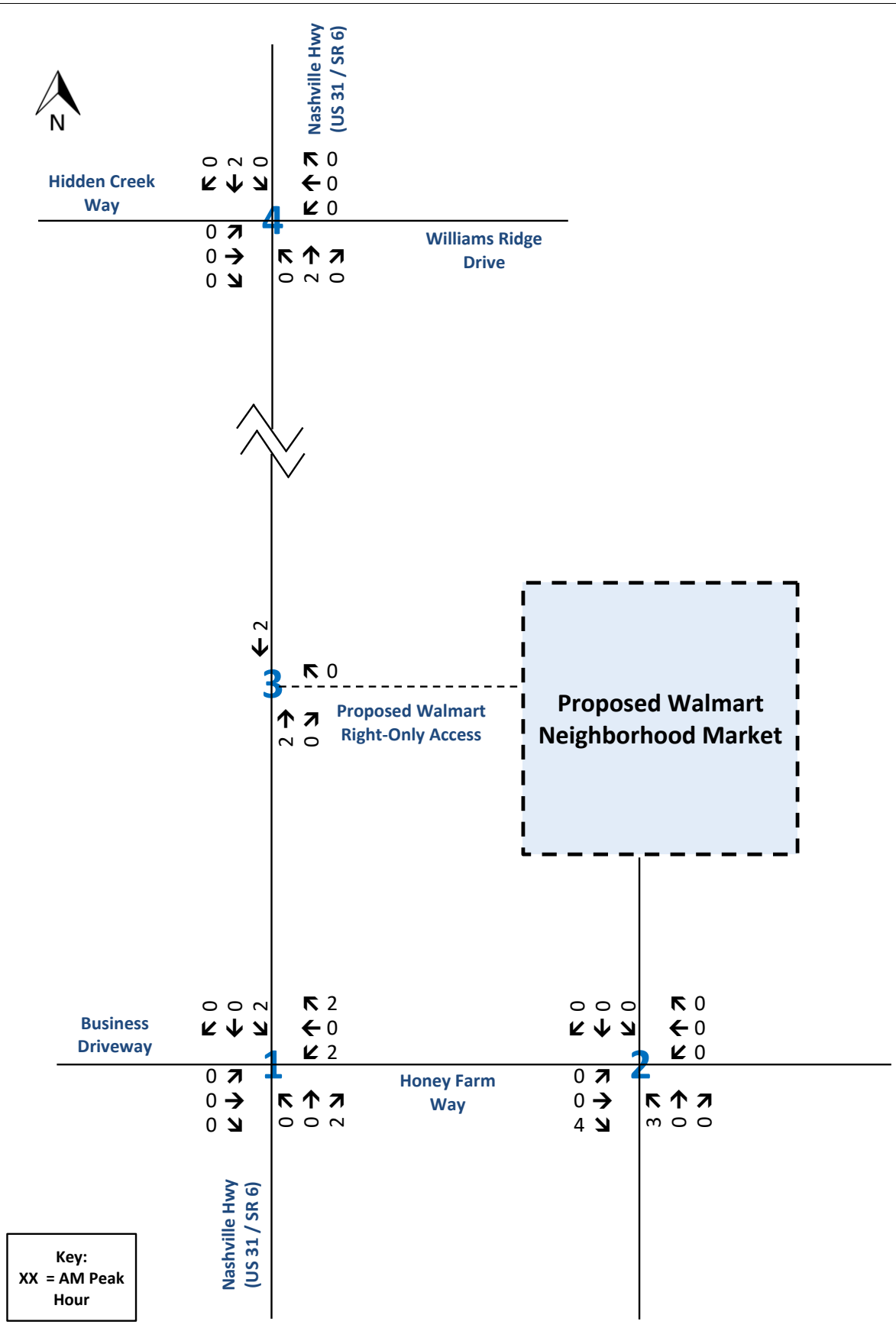
Traffic Assignment Worksheet
Primary Traffic Assignment - Multifamily Housing (Low-Rise)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



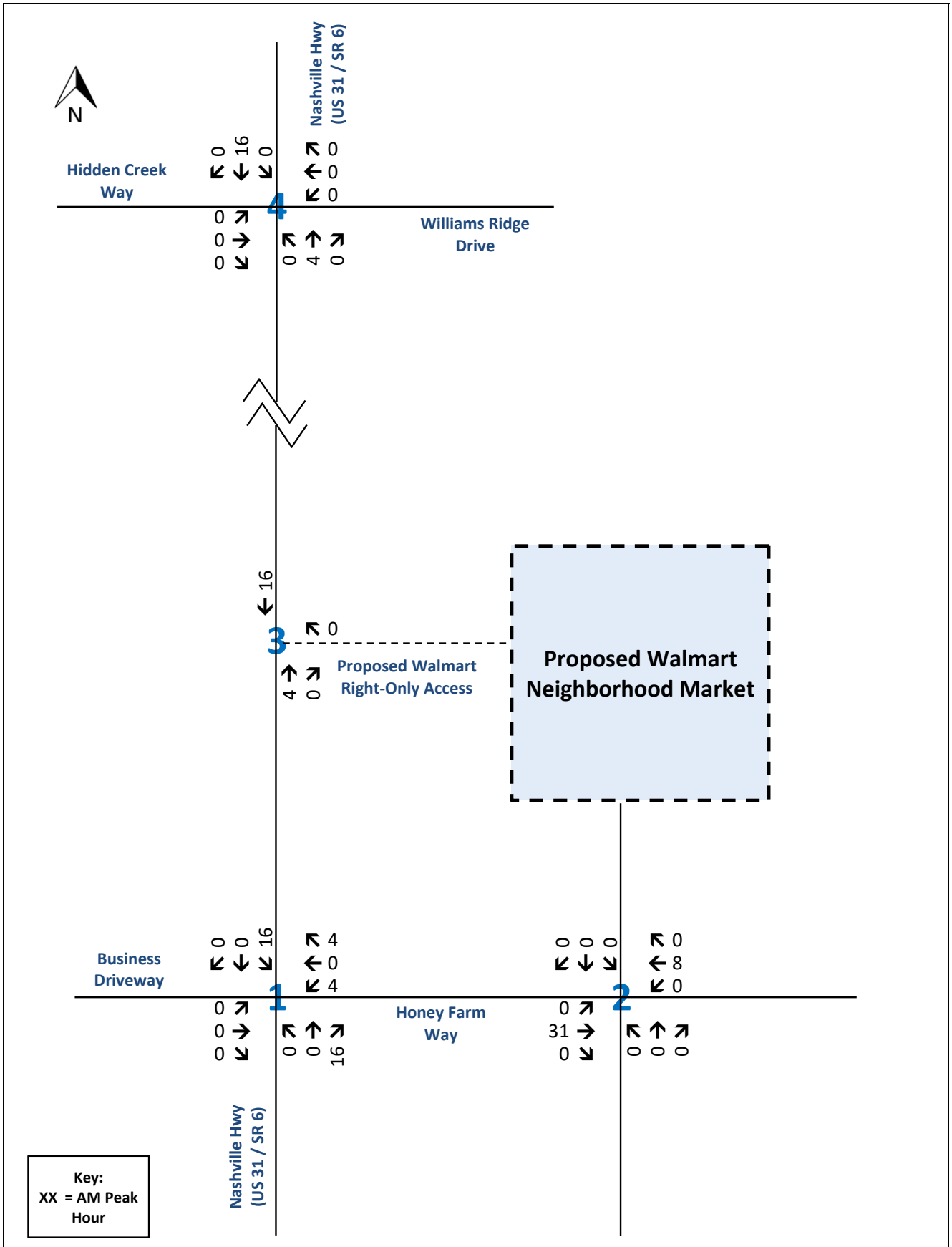
Traffic Assignment Worksheet
Primary Traffic Assignment - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



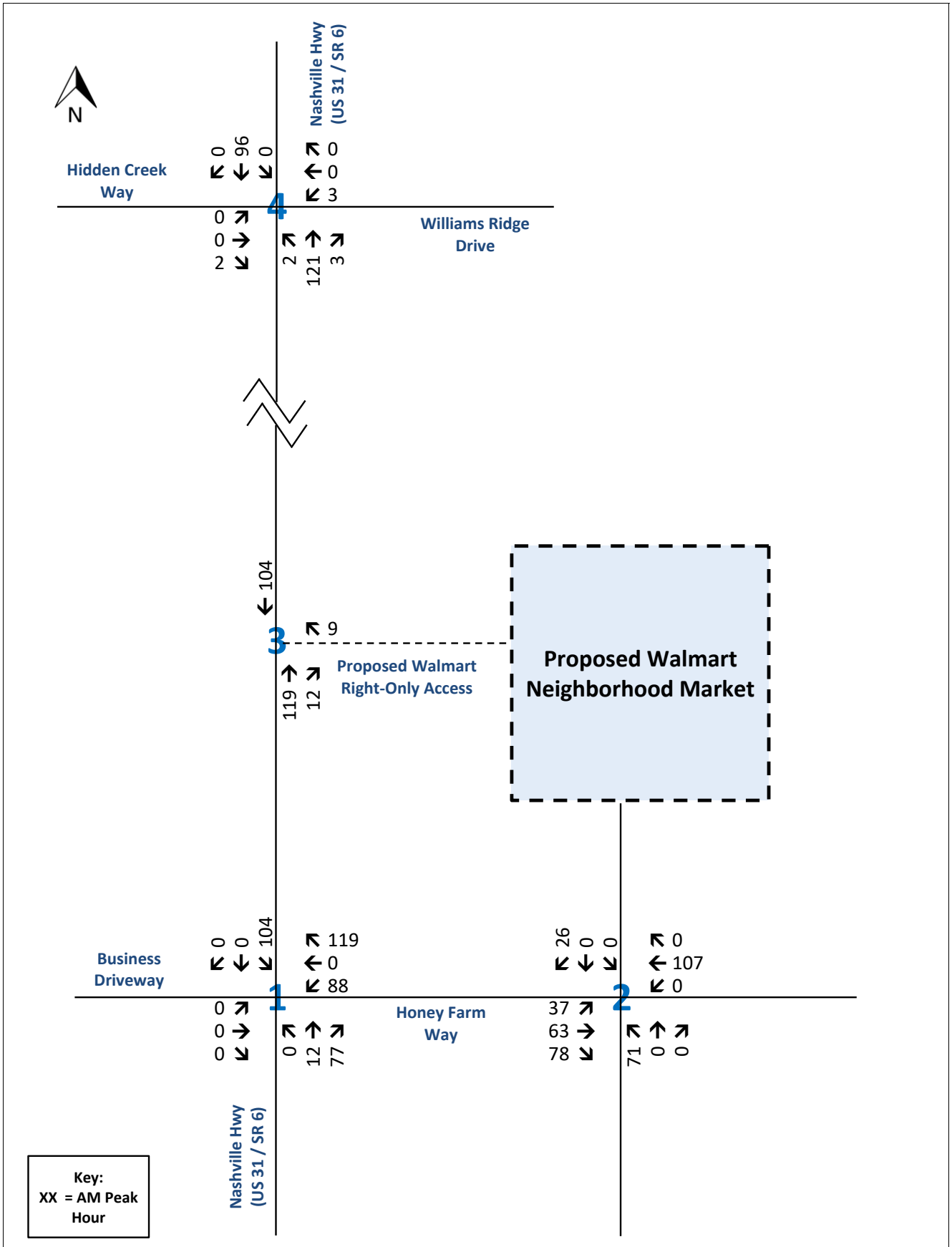
Traffic Assignment Worksheet
Primary Traffic Assignment - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



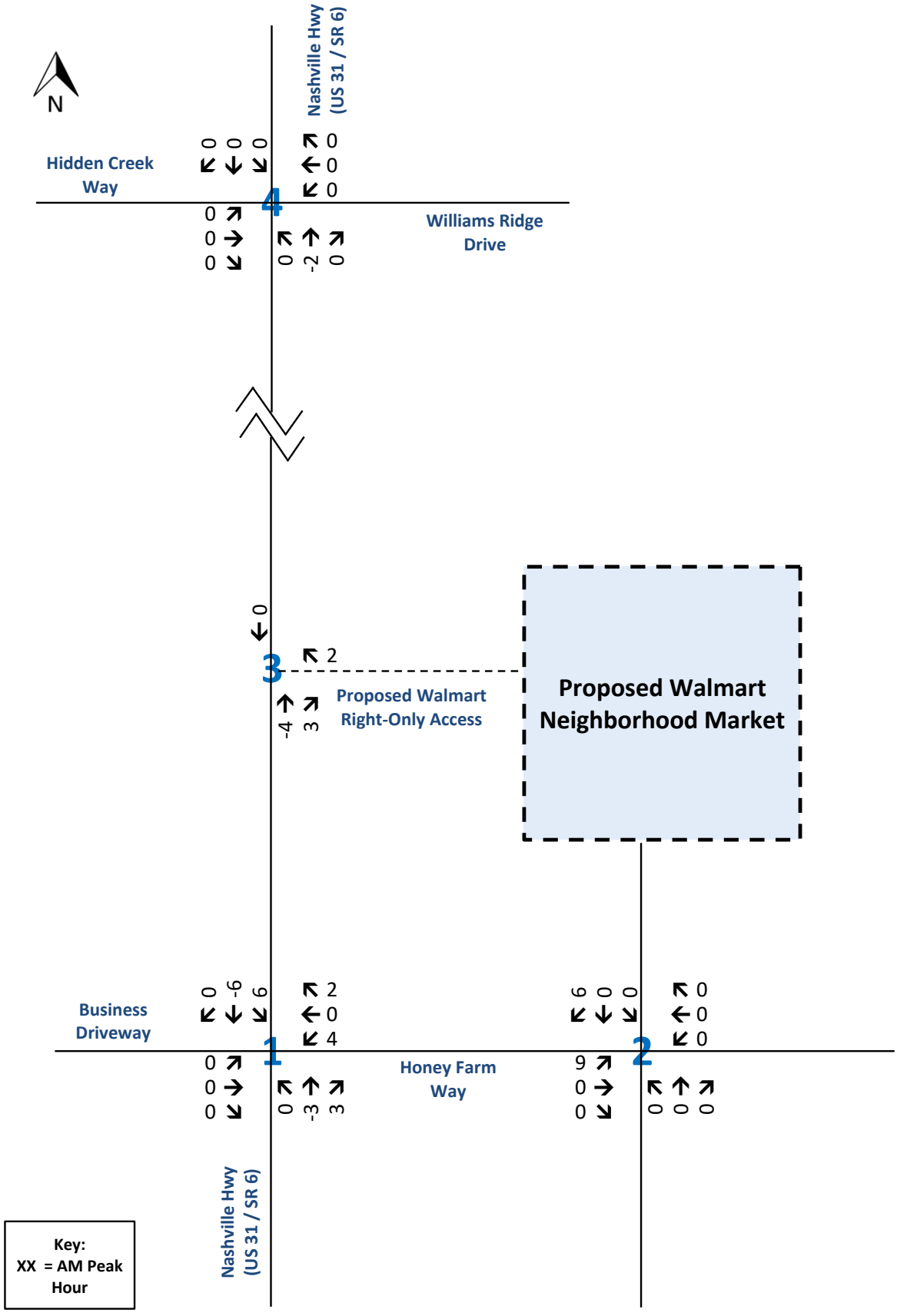
Traffic Assignment Worksheet
Primary Traffic Assignment - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Total Primary Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



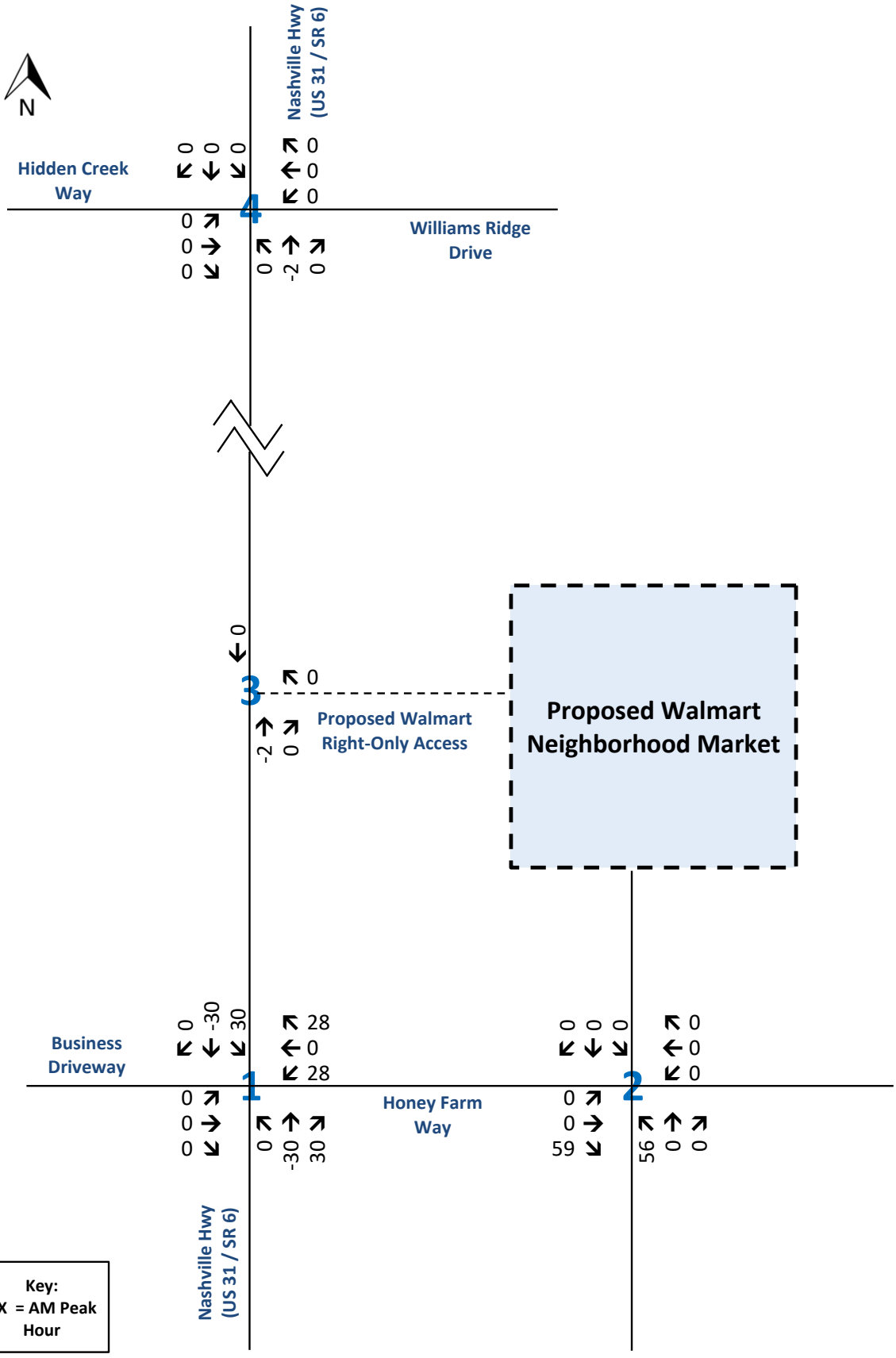
Traffic Assignment Worksheet

Pass-by Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



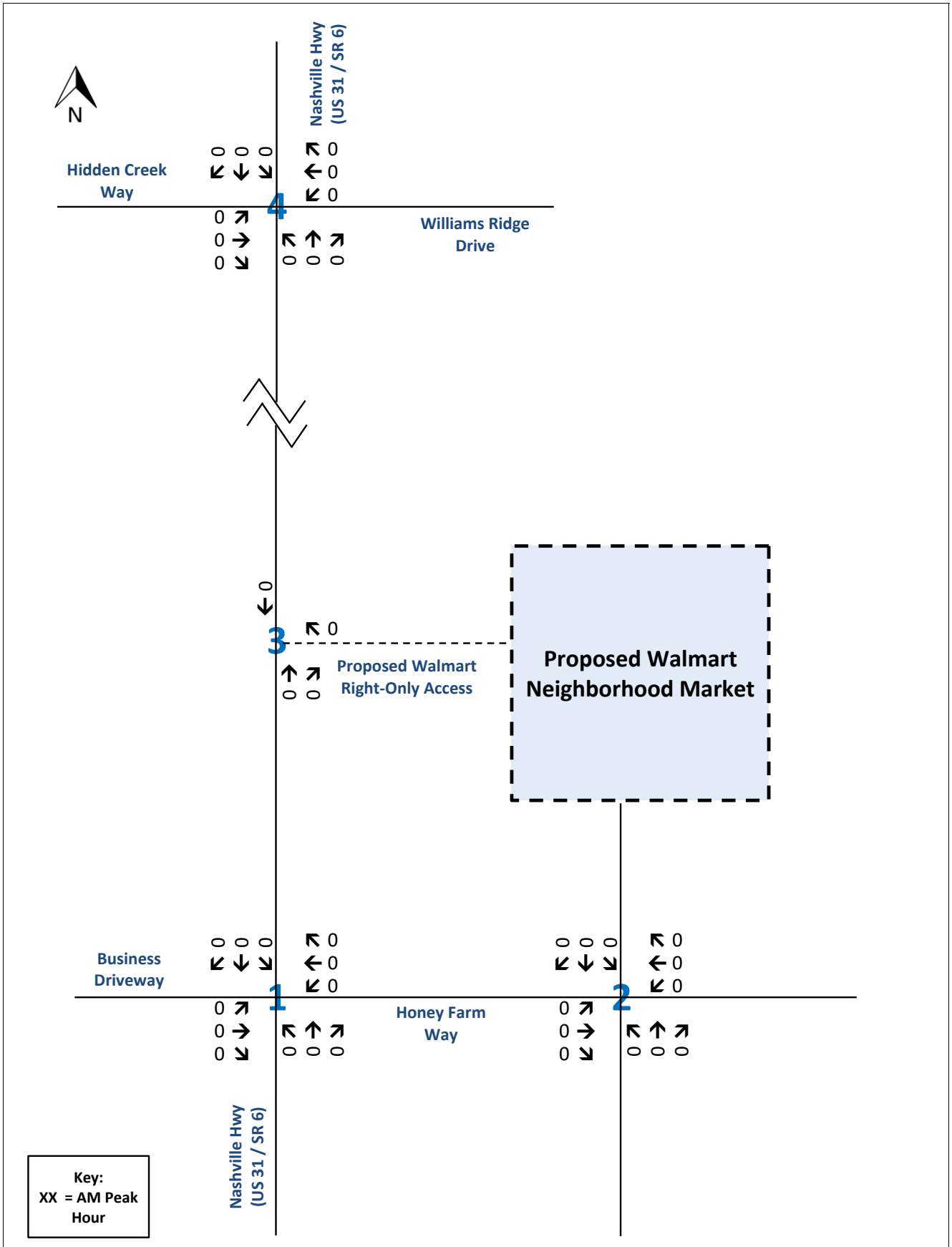
Traffic Assignment Worksheet

Pass-by Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

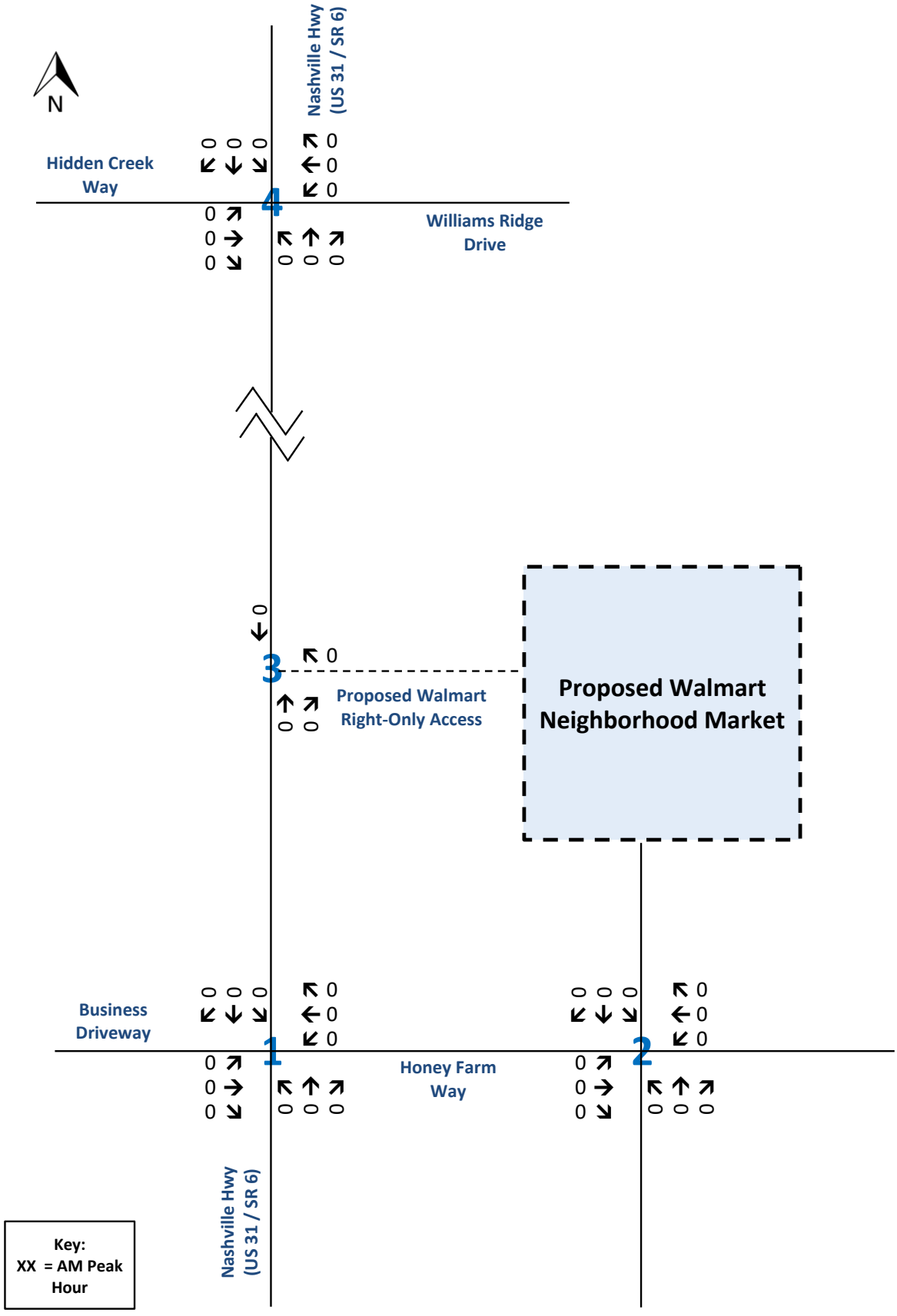
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



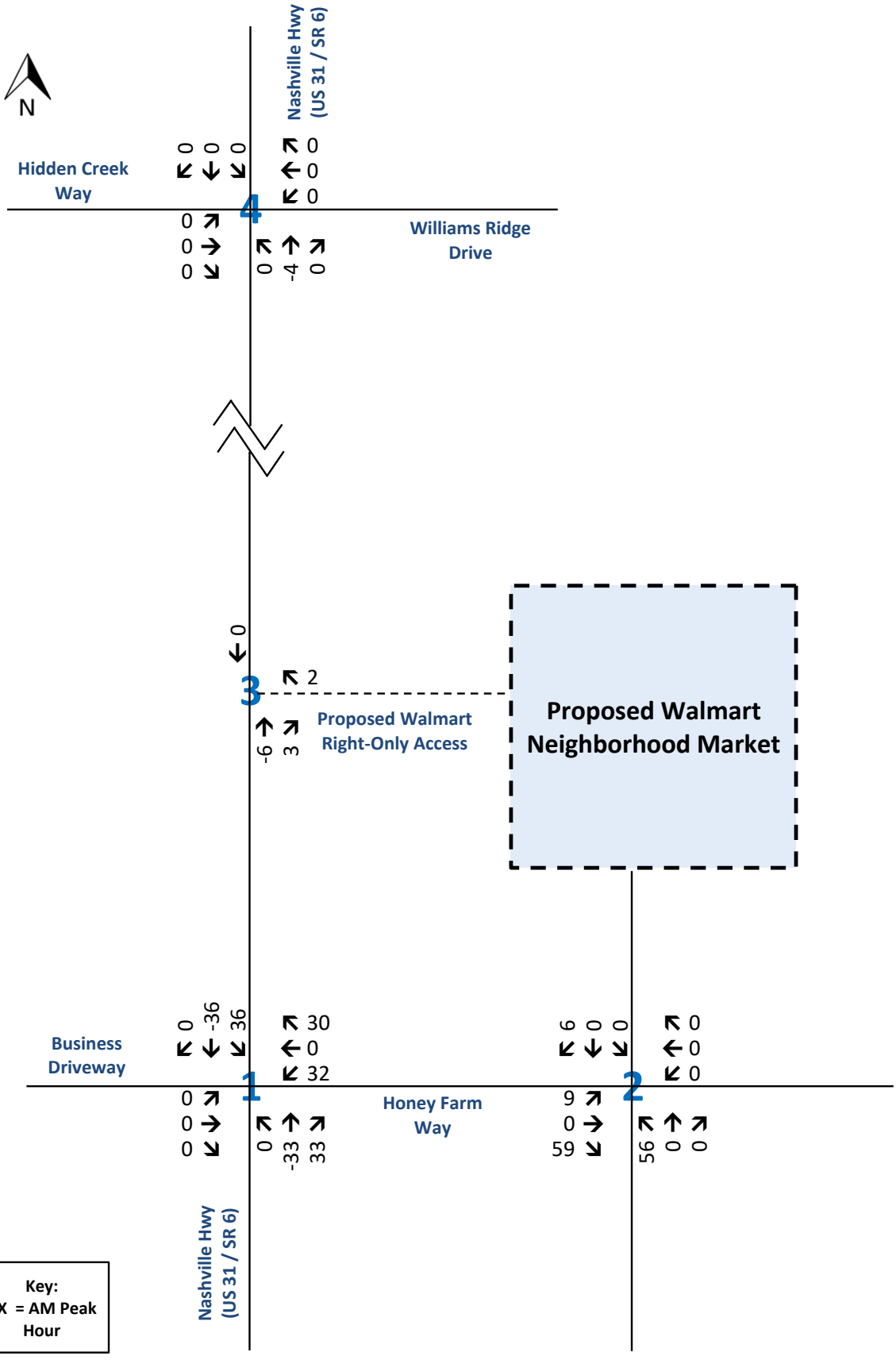
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



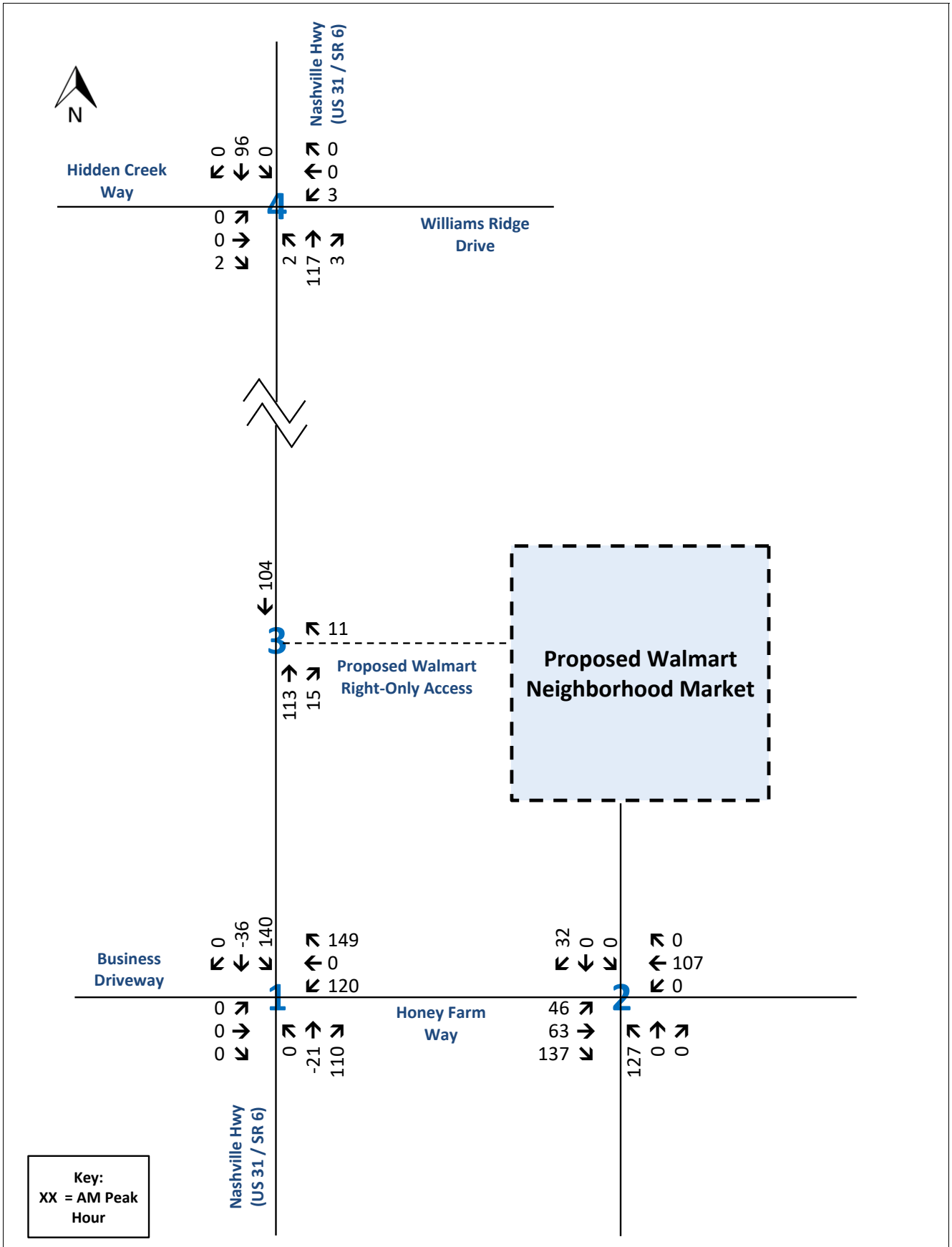
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



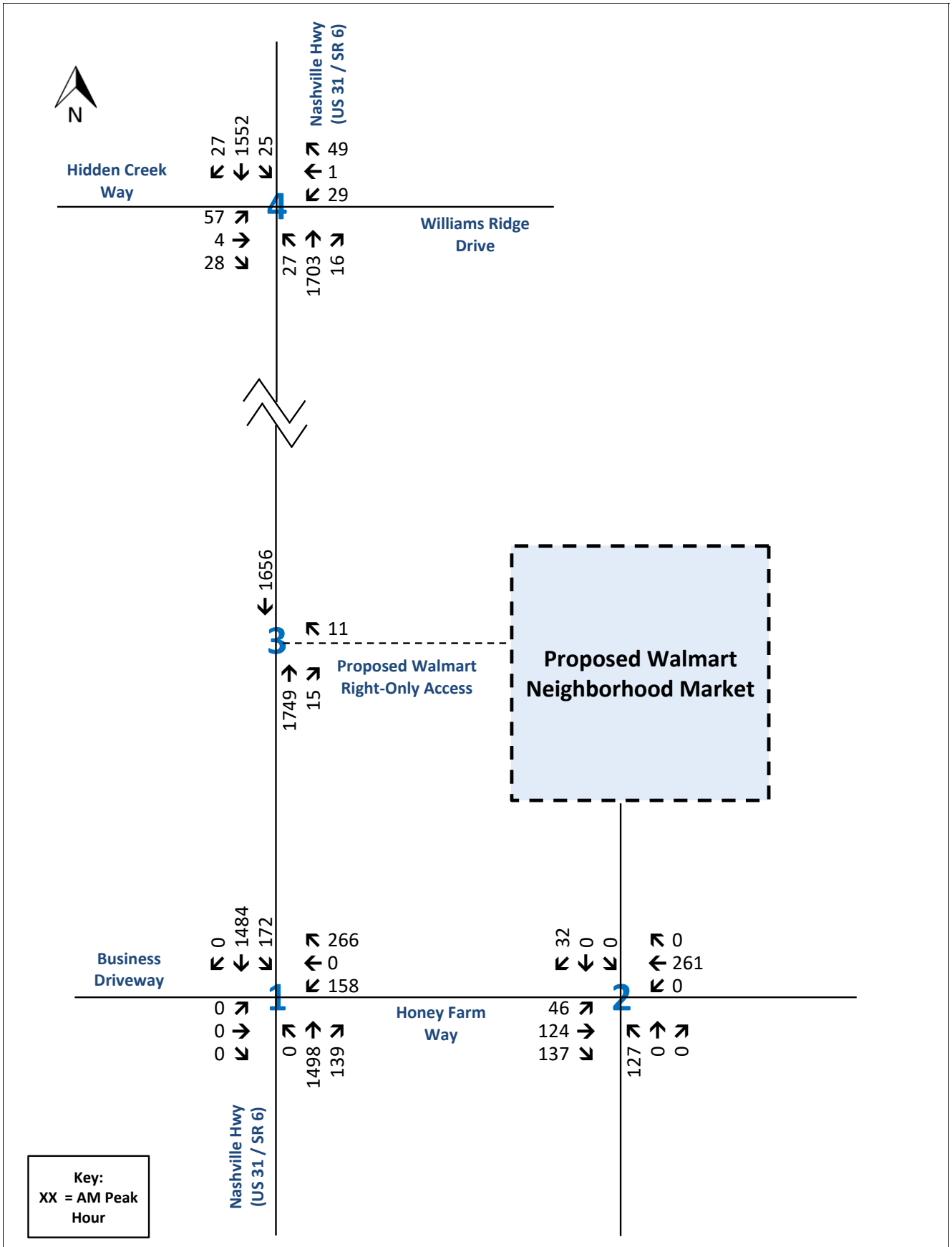
Traffic Assignment Worksheet
Total Passby Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Site Generated Traffic
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

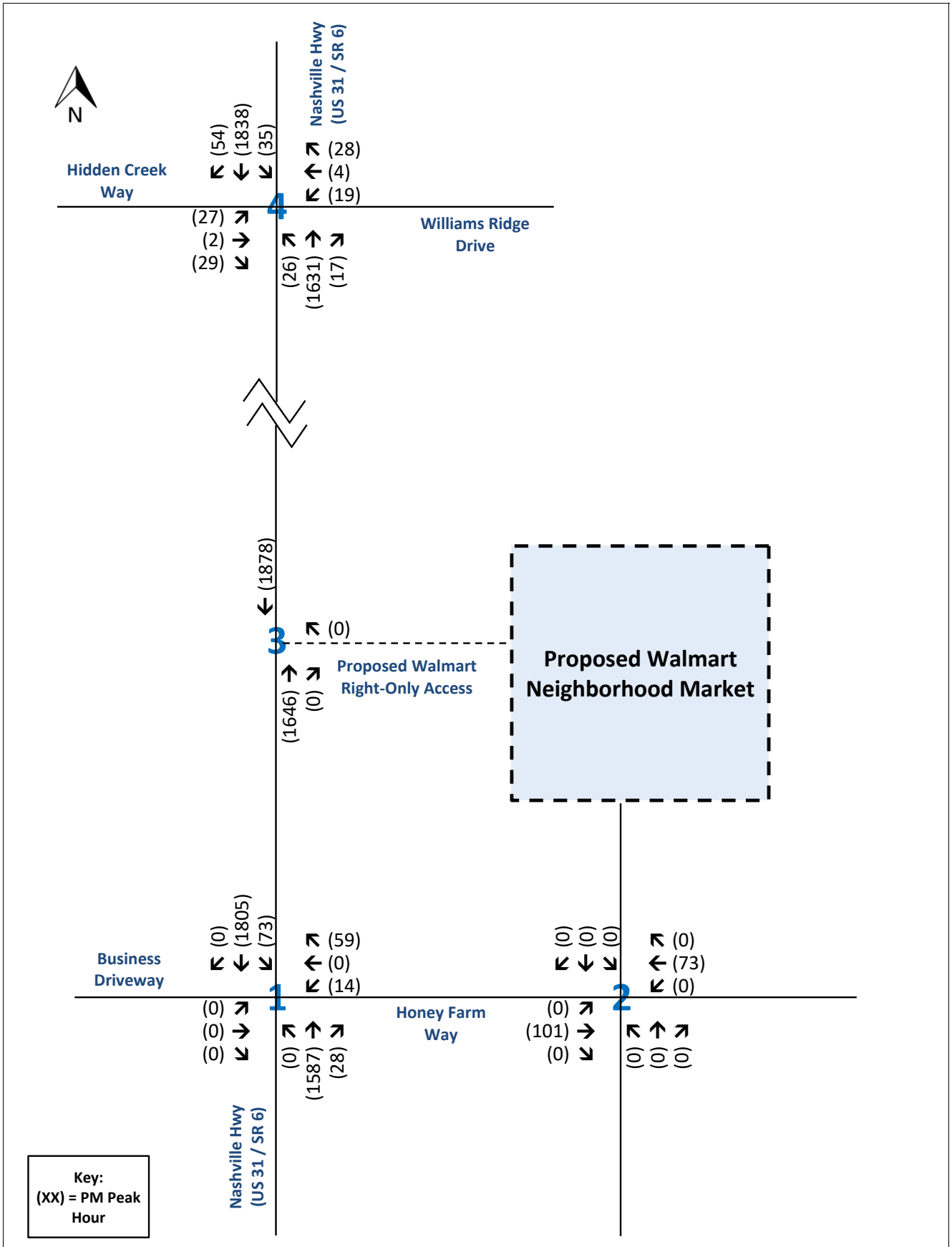


Traffic Assignment Worksheet
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

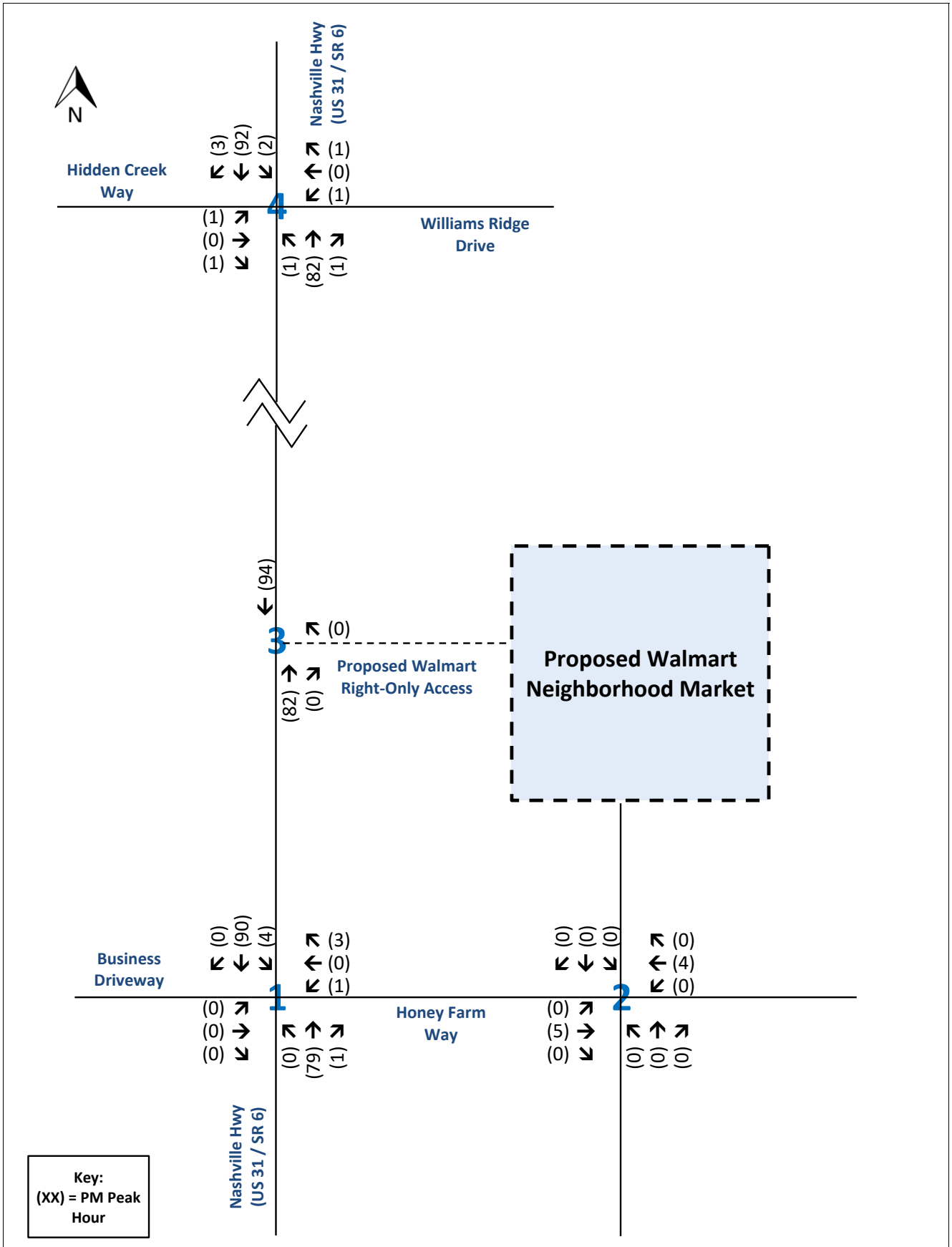
TRAFFIC ASSIGNMENT WORKSHEETS

PM PEAK HOUR



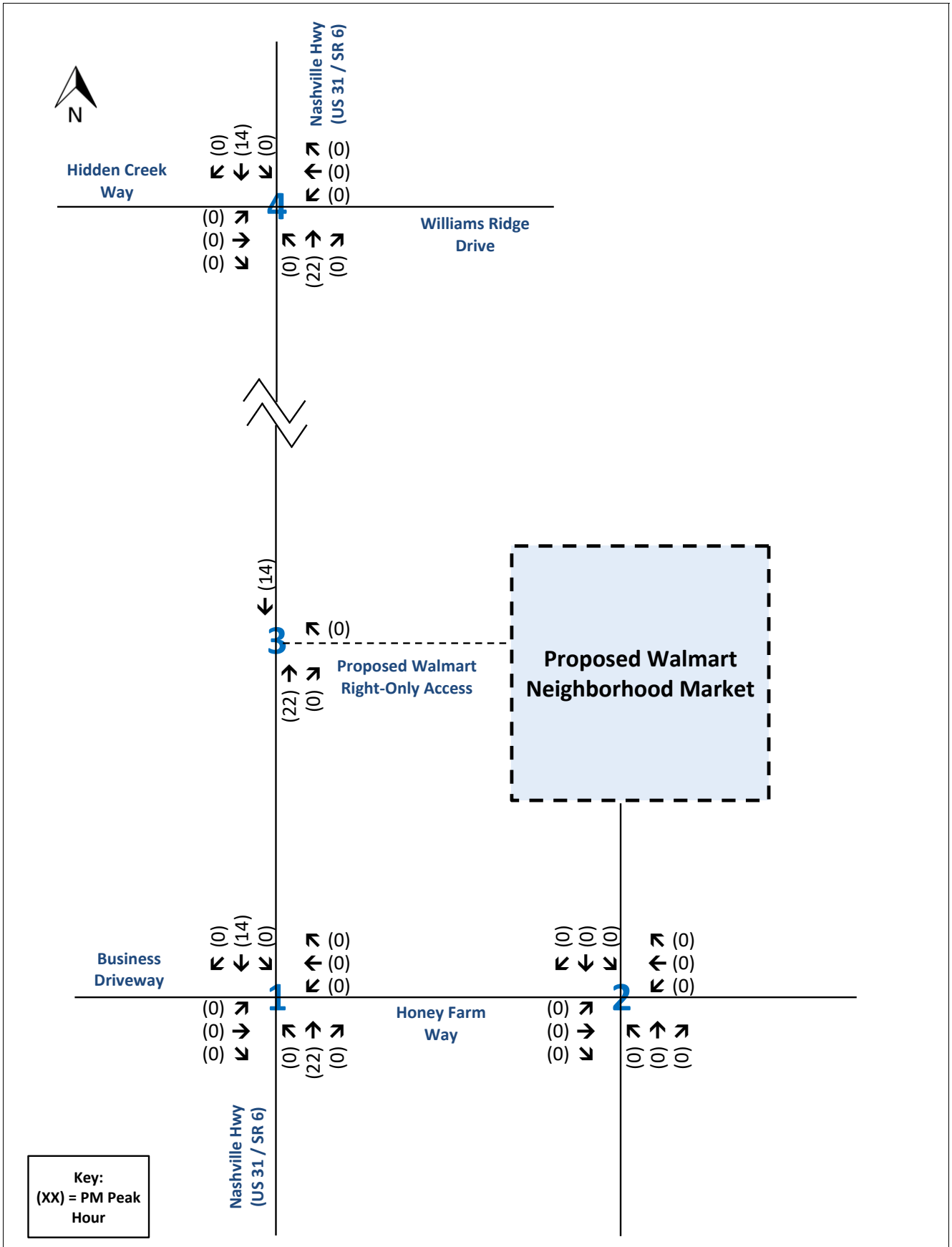
Traffic Assignment Worksheet
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



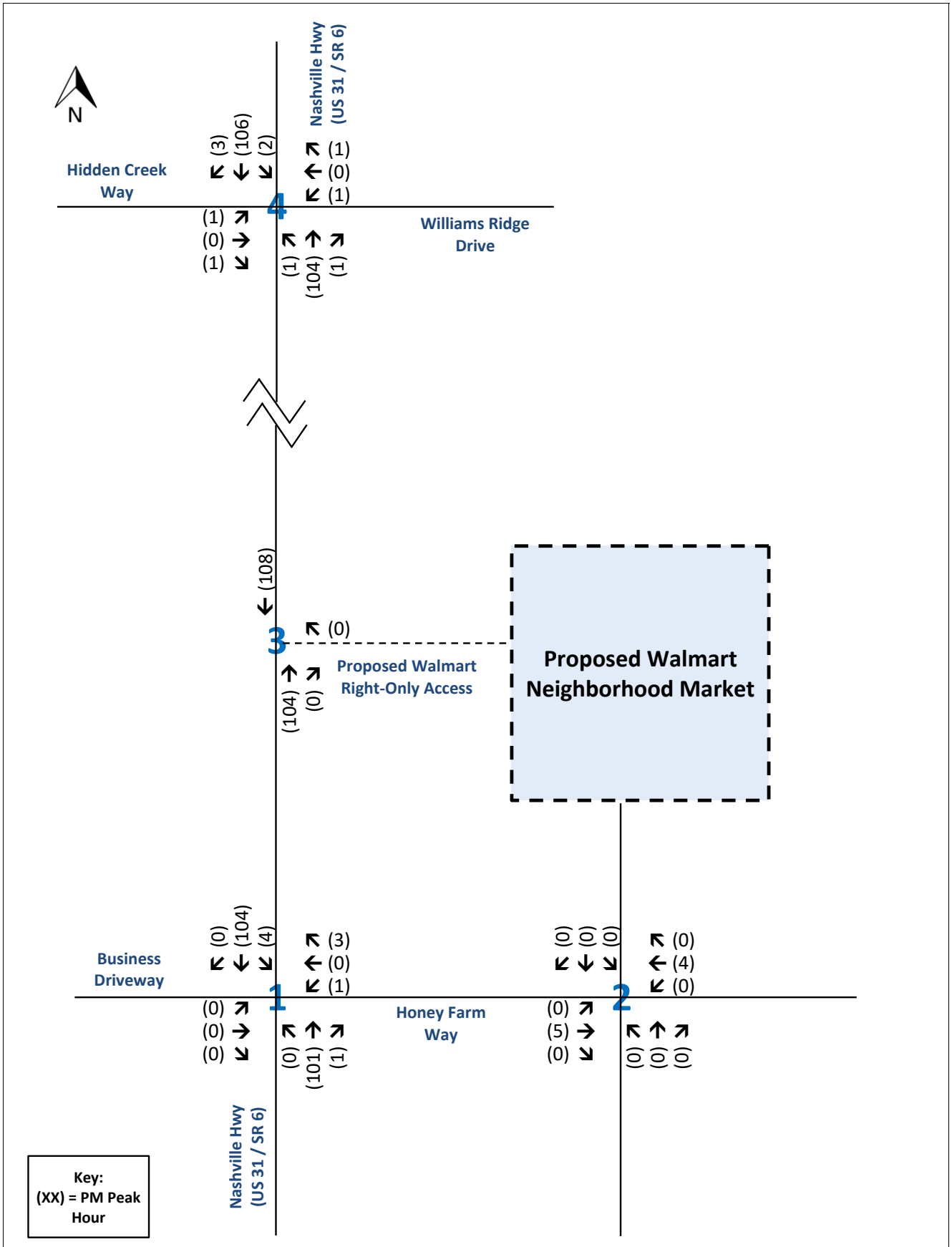
Traffic Assignment Worksheet
Background - Historical Growth Only (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



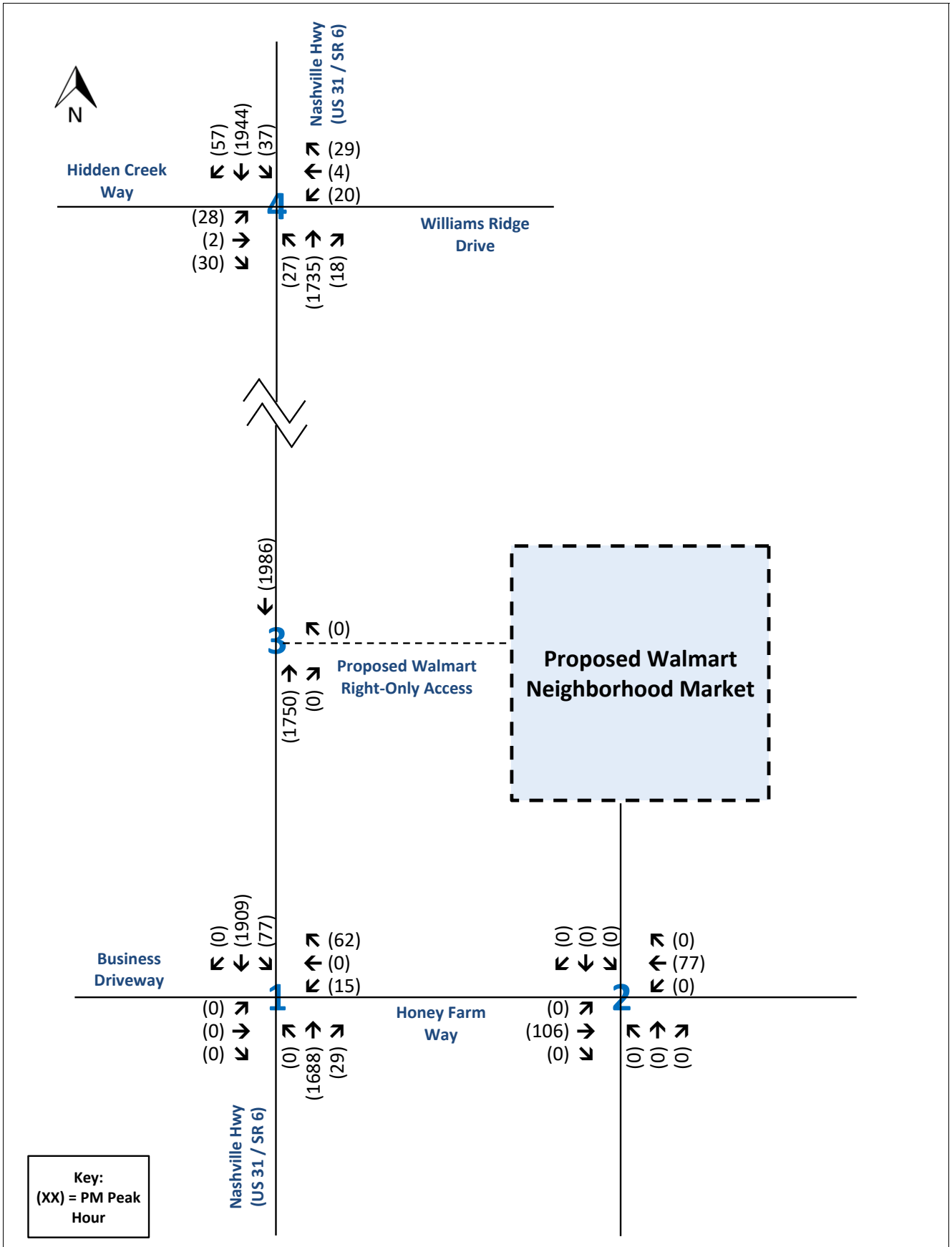
Traffic Assignment Worksheet
Off-Site Traffic Assignment - 2558 Nashville Highway
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



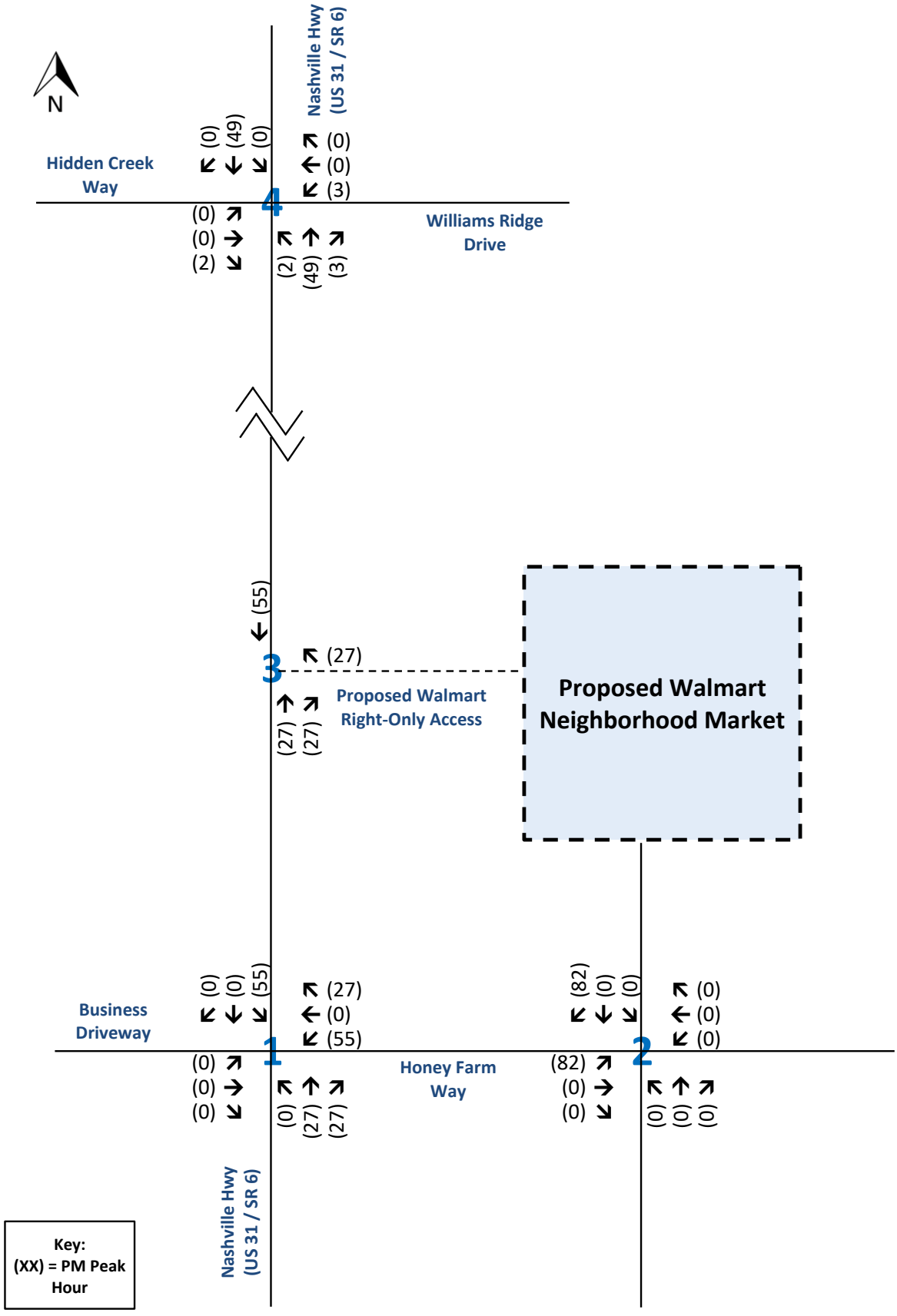
Traffic Assignment Worksheet
Background (Growth + Offsite)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



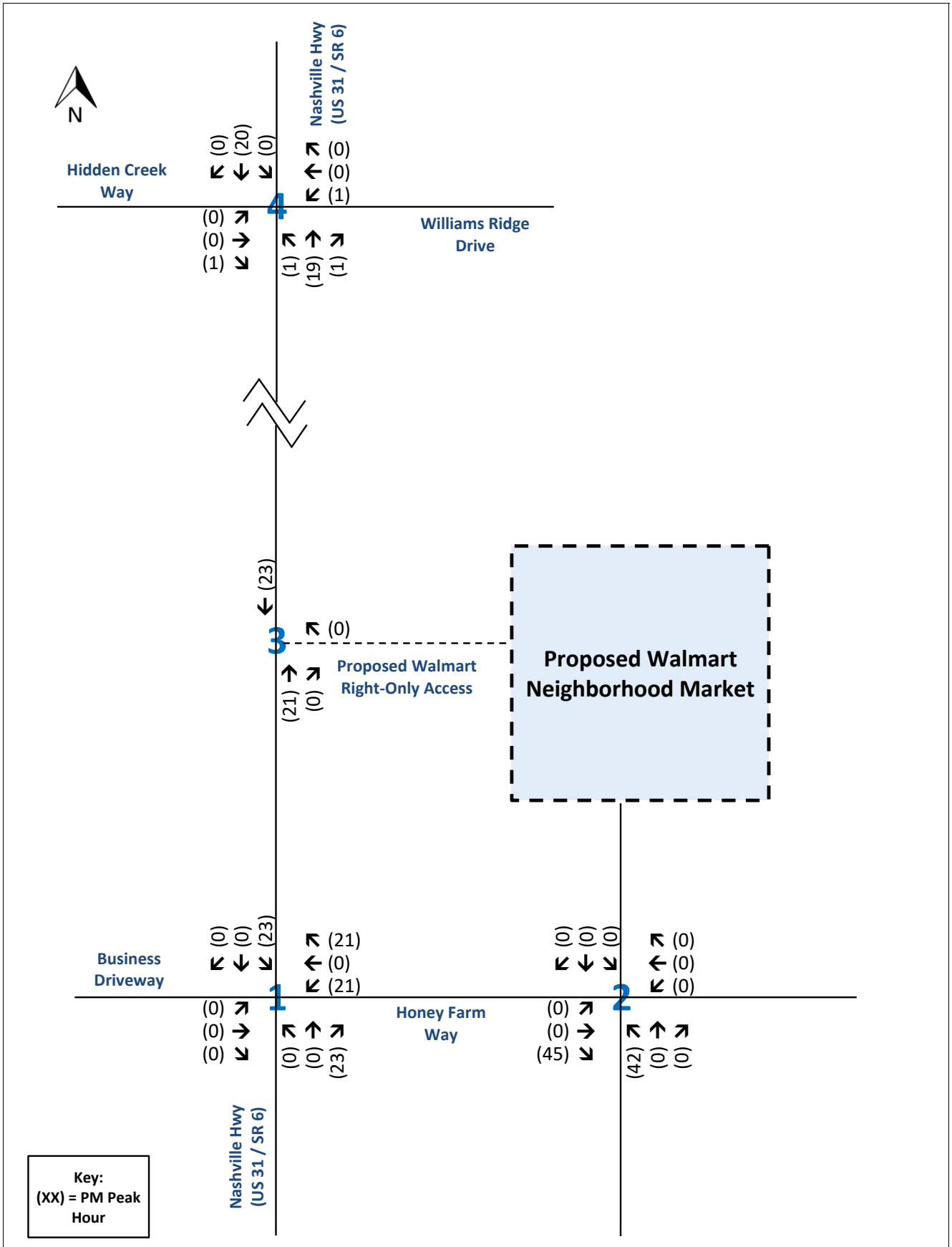
Traffic Assignment Worksheet
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Primary Traffic Assignment - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



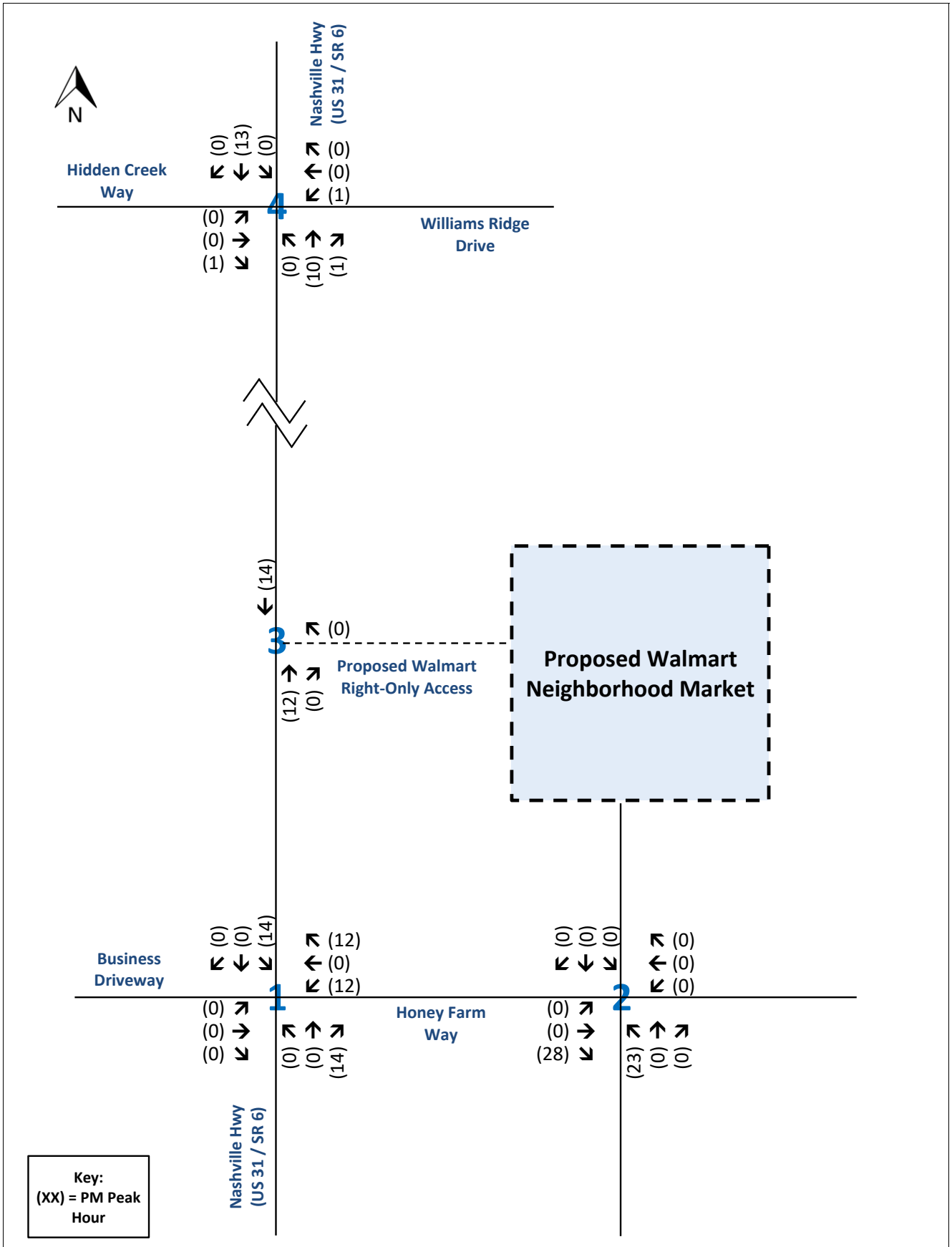
Traffic Assignment Worksheet

Primary Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

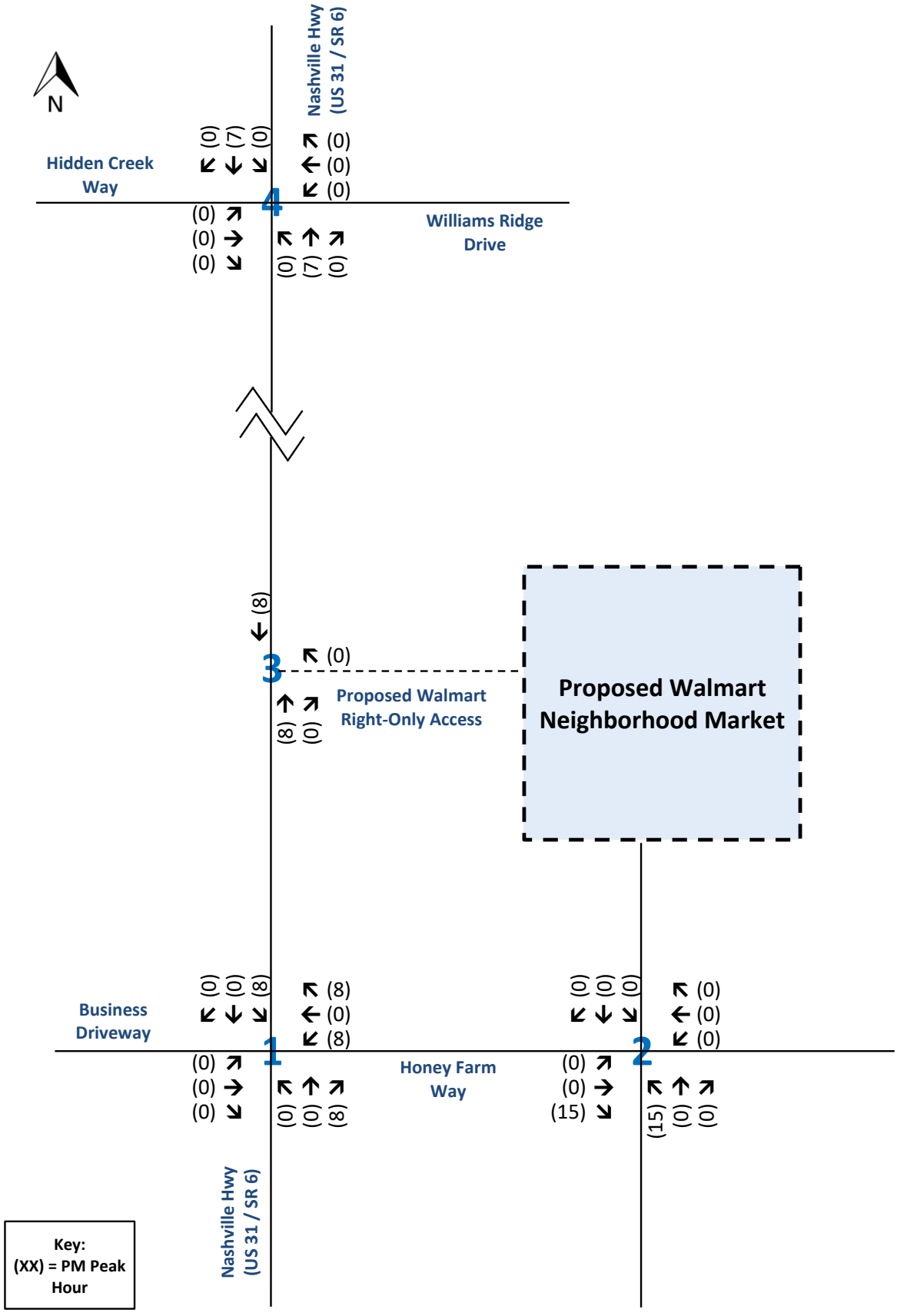
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



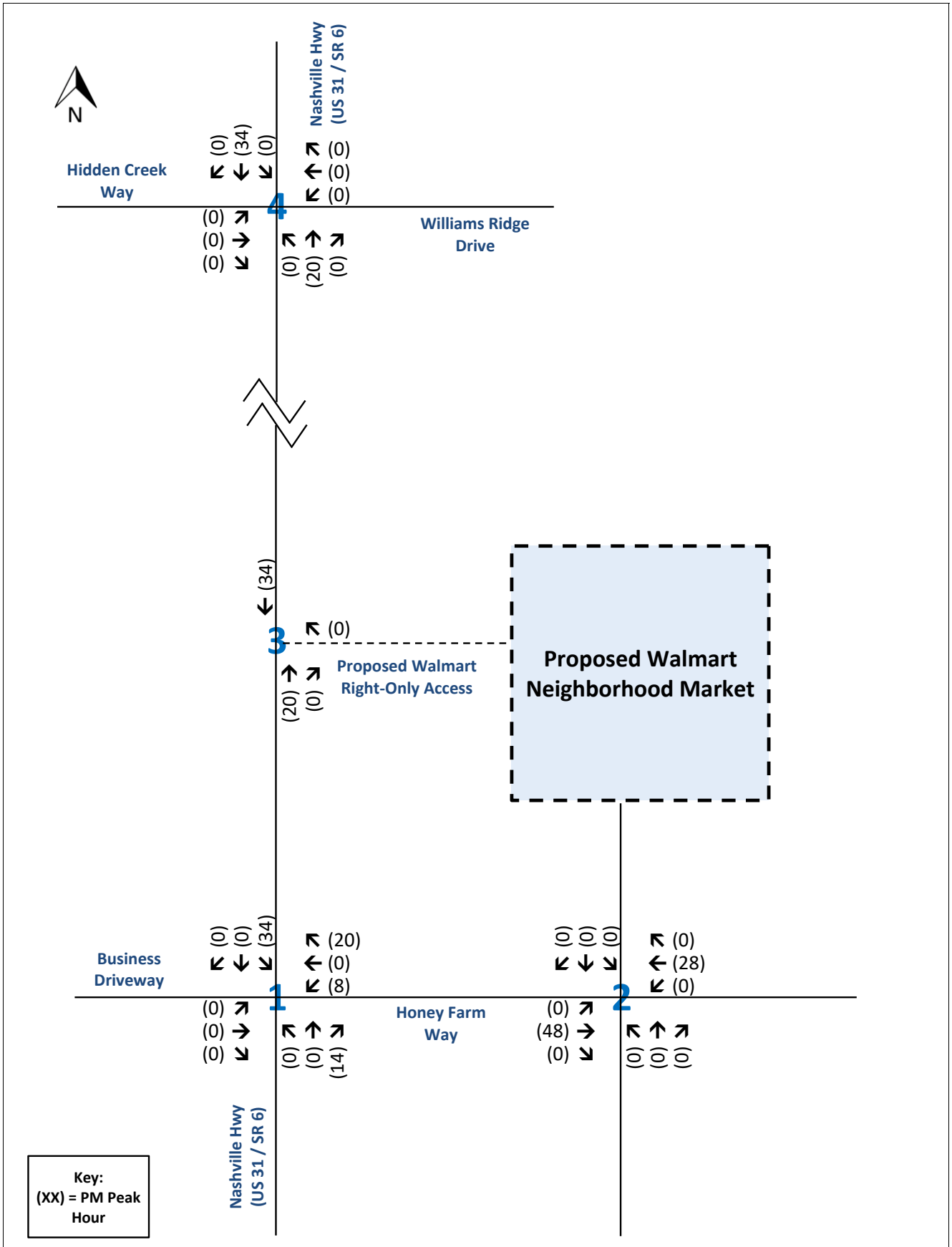
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



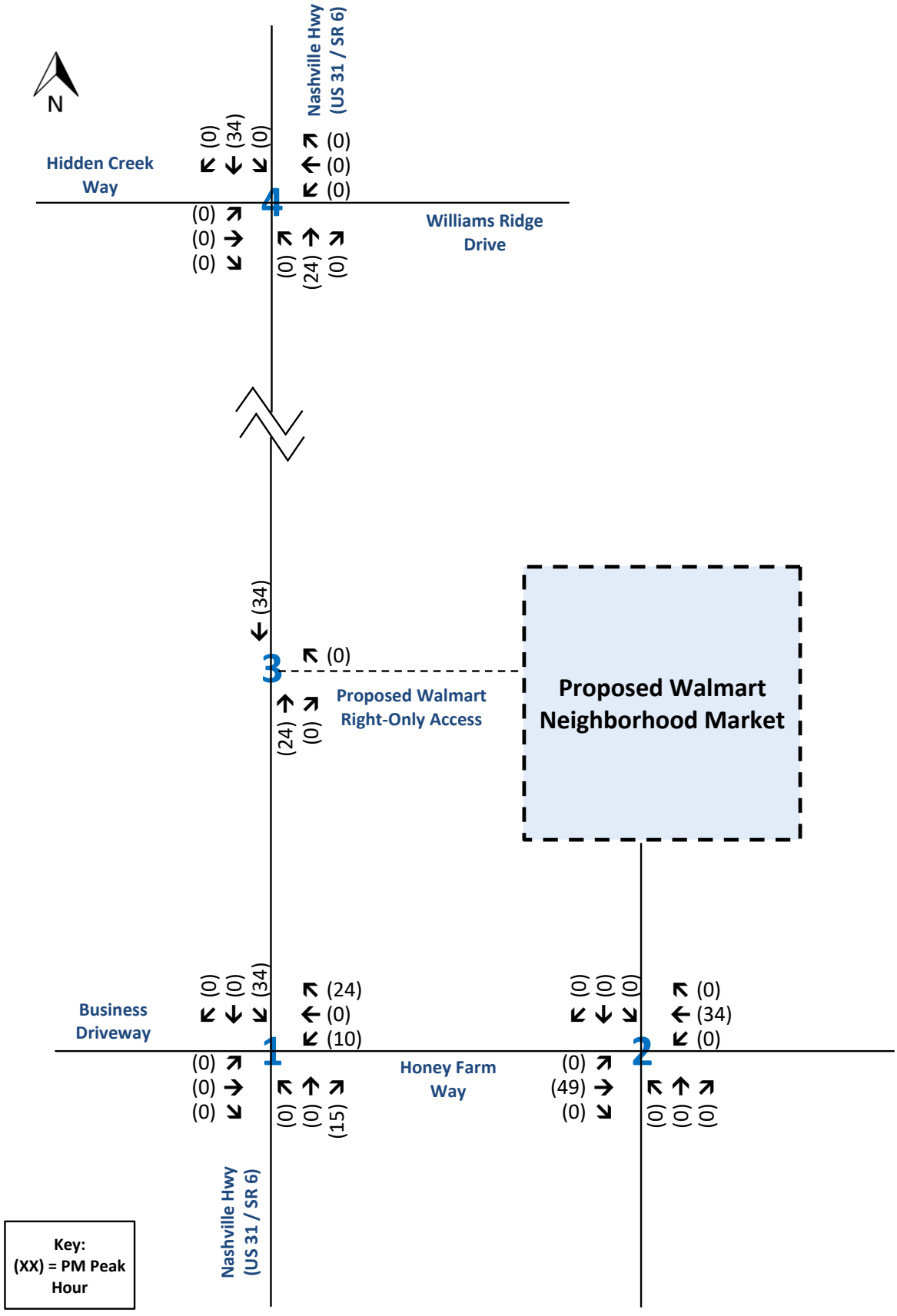
Traffic Assignment Worksheet
Primary Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



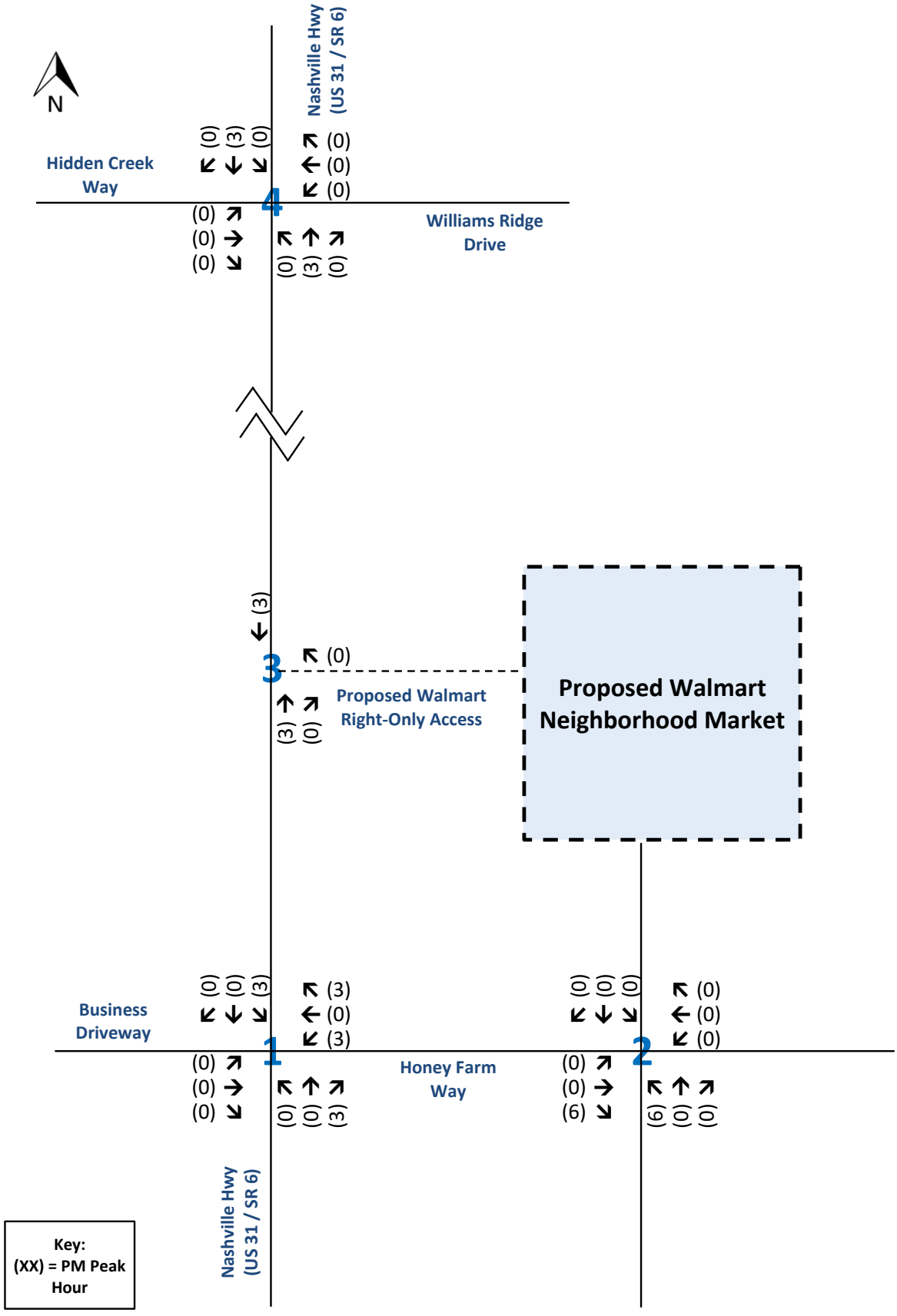
Traffic Assignment Worksheet
Primary Traffic Assignment - Multifamily Housing (Low-Rise)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



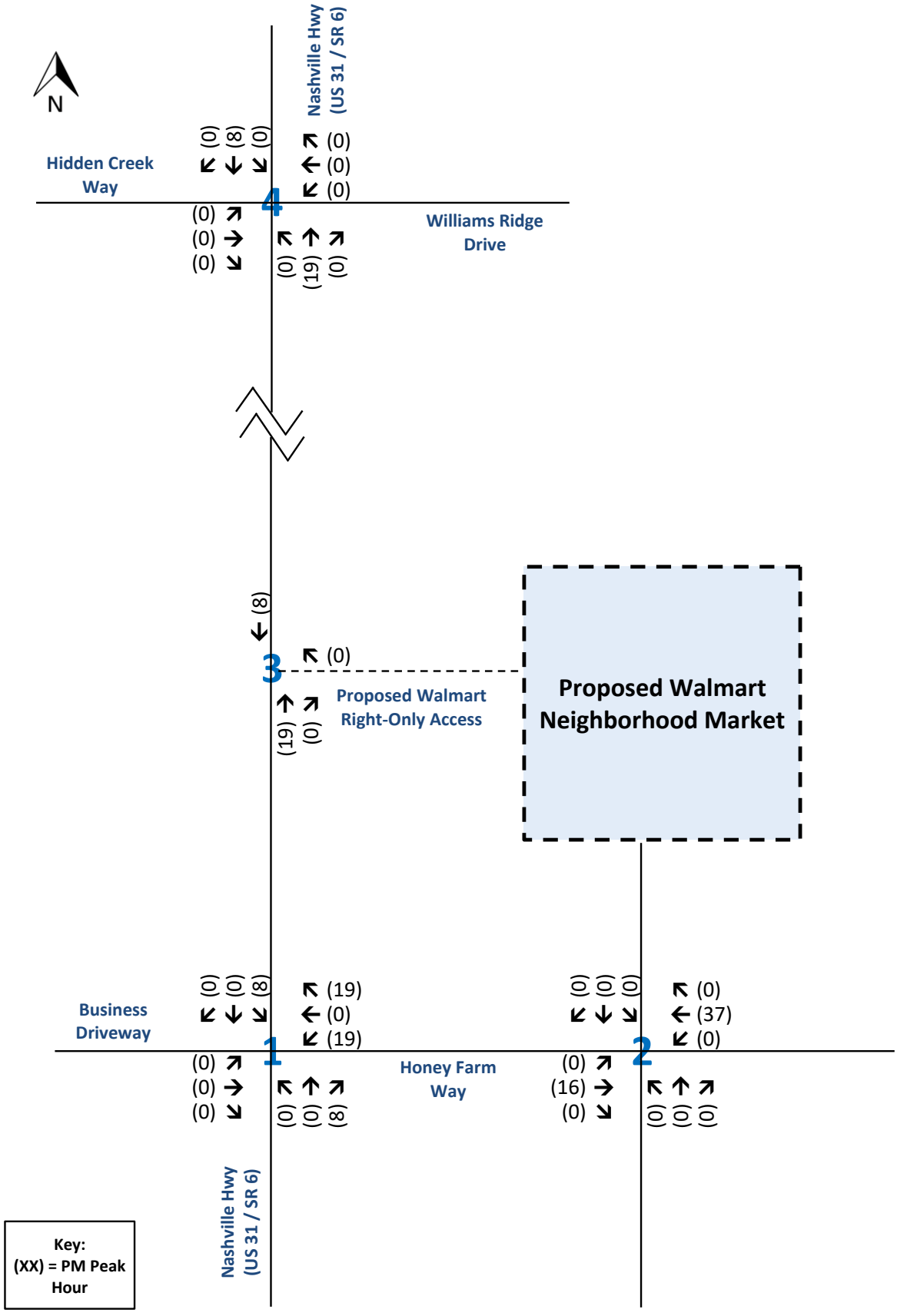
Traffic Assignment Worksheet
Primary Traffic Assignment - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



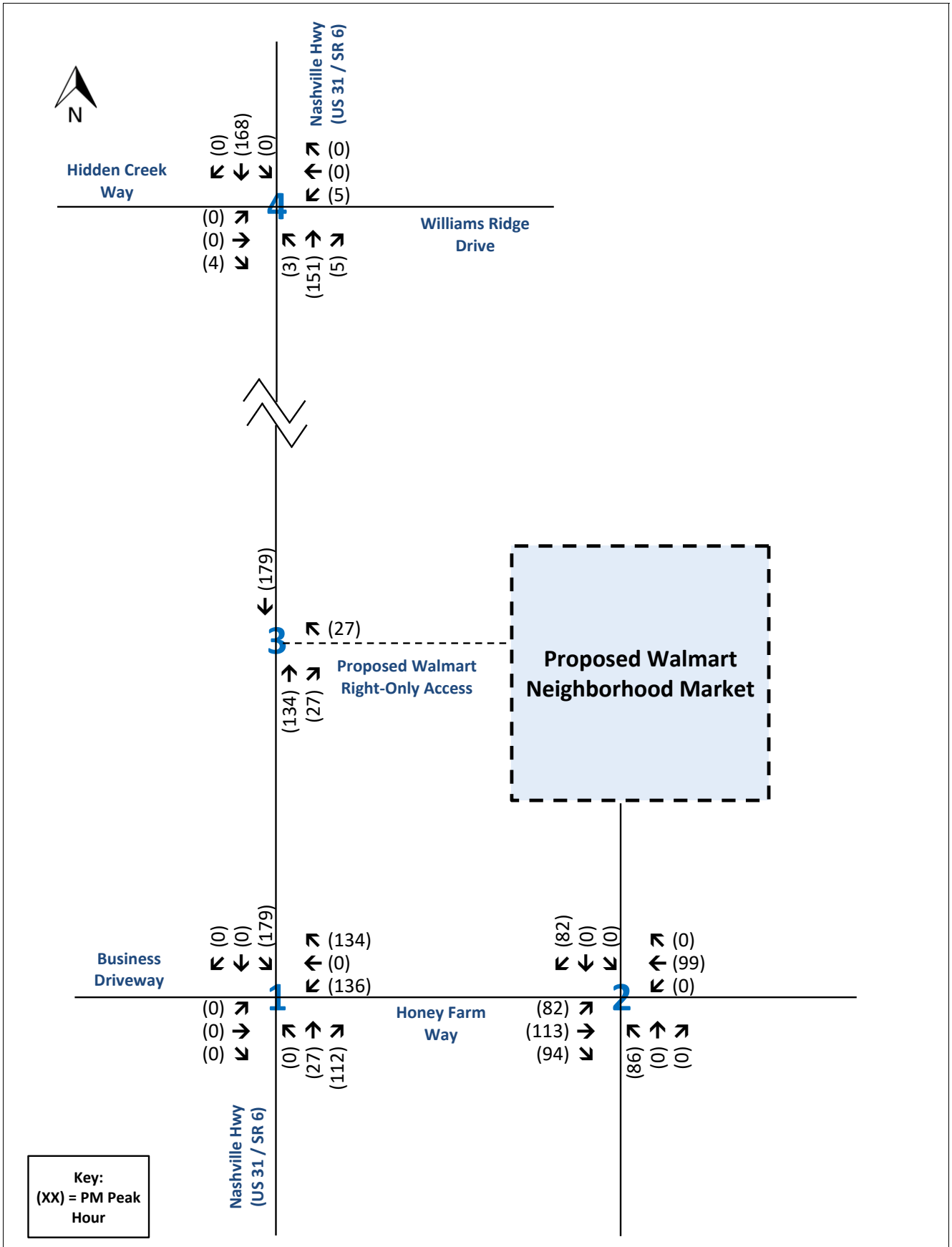
Traffic Assignment Worksheet
Primary Traffic Assignment - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



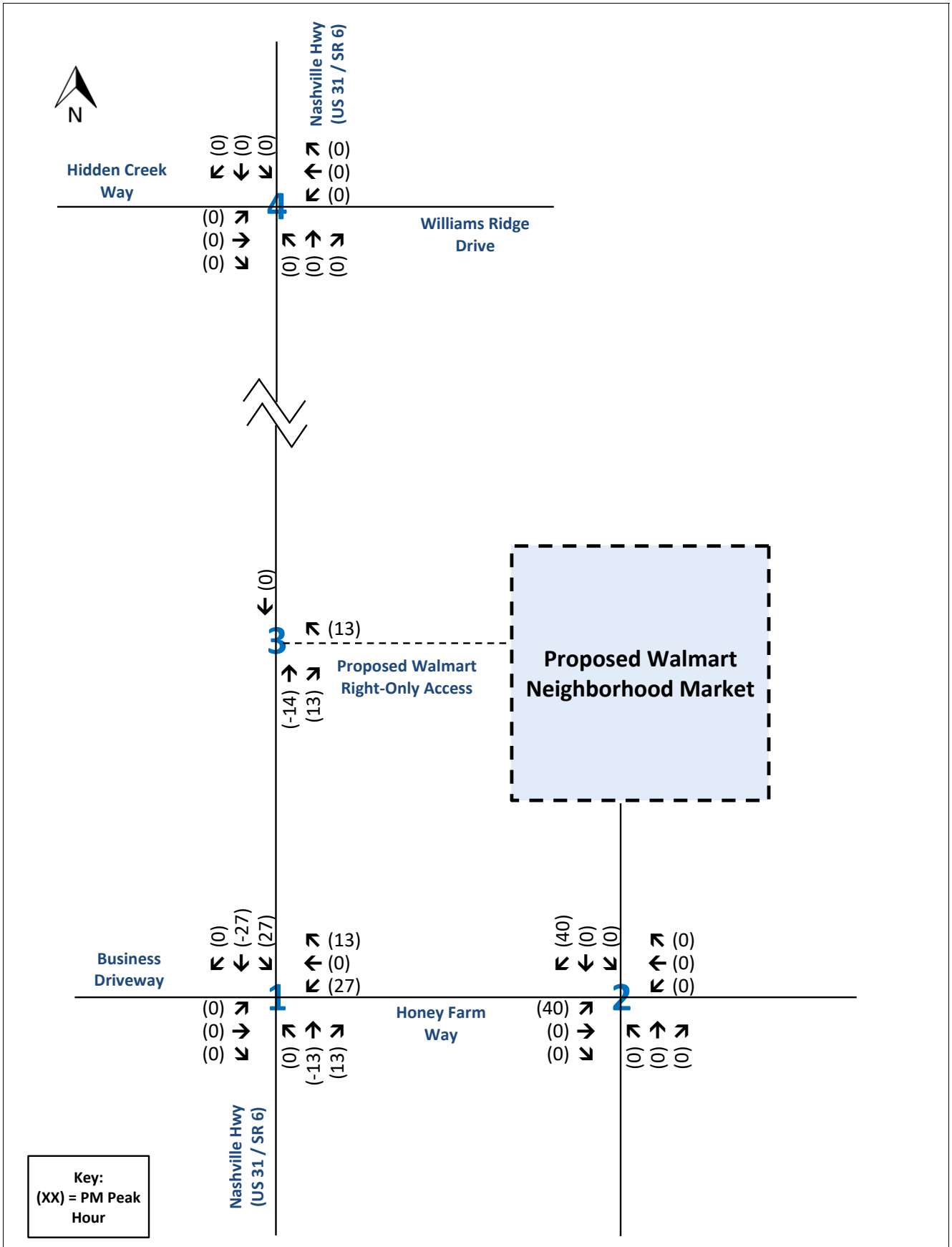
Traffic Assignment Worksheet
Primary Traffic Assignment - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Total Primary Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



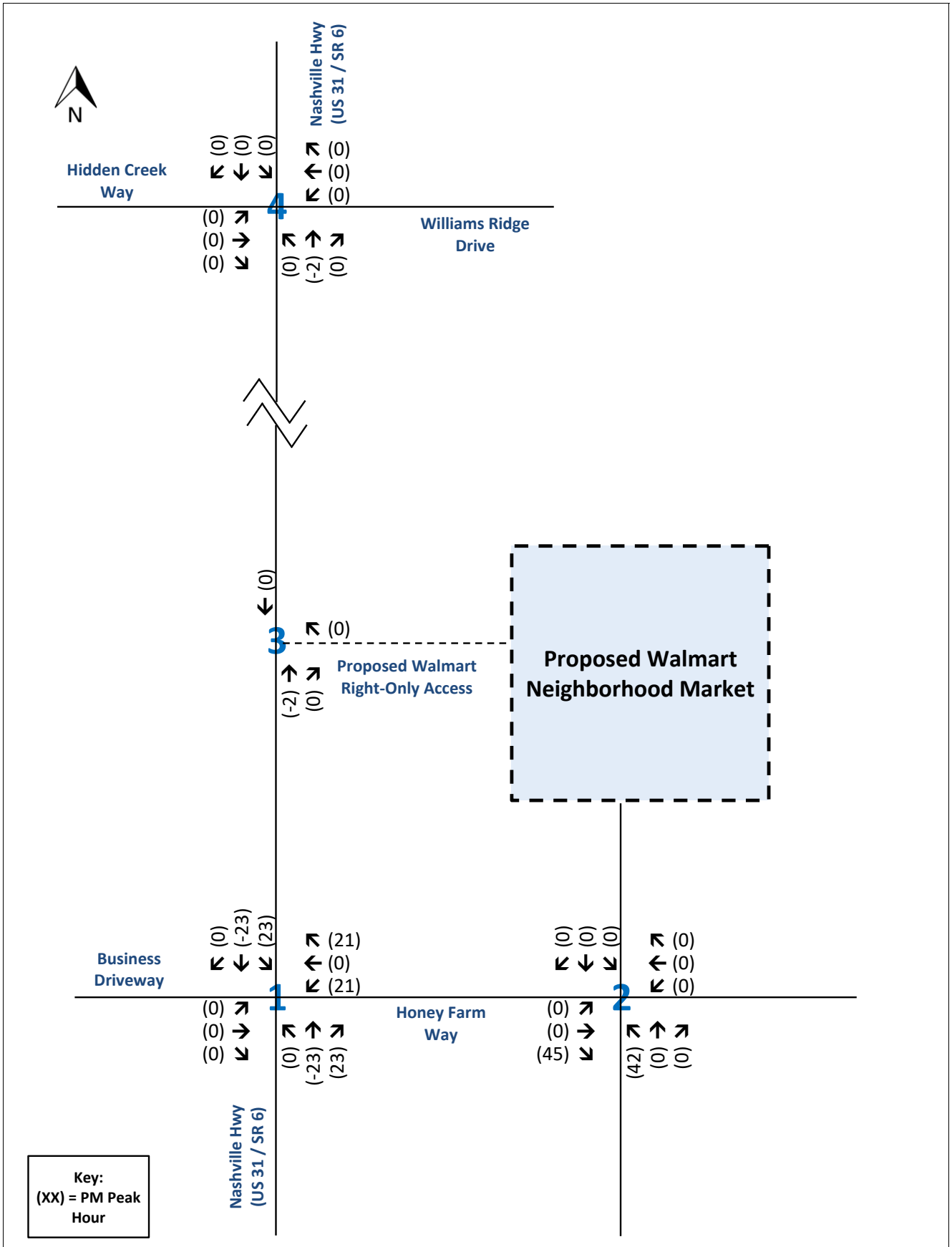
Traffic Assignment Worksheet

Pass-by Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



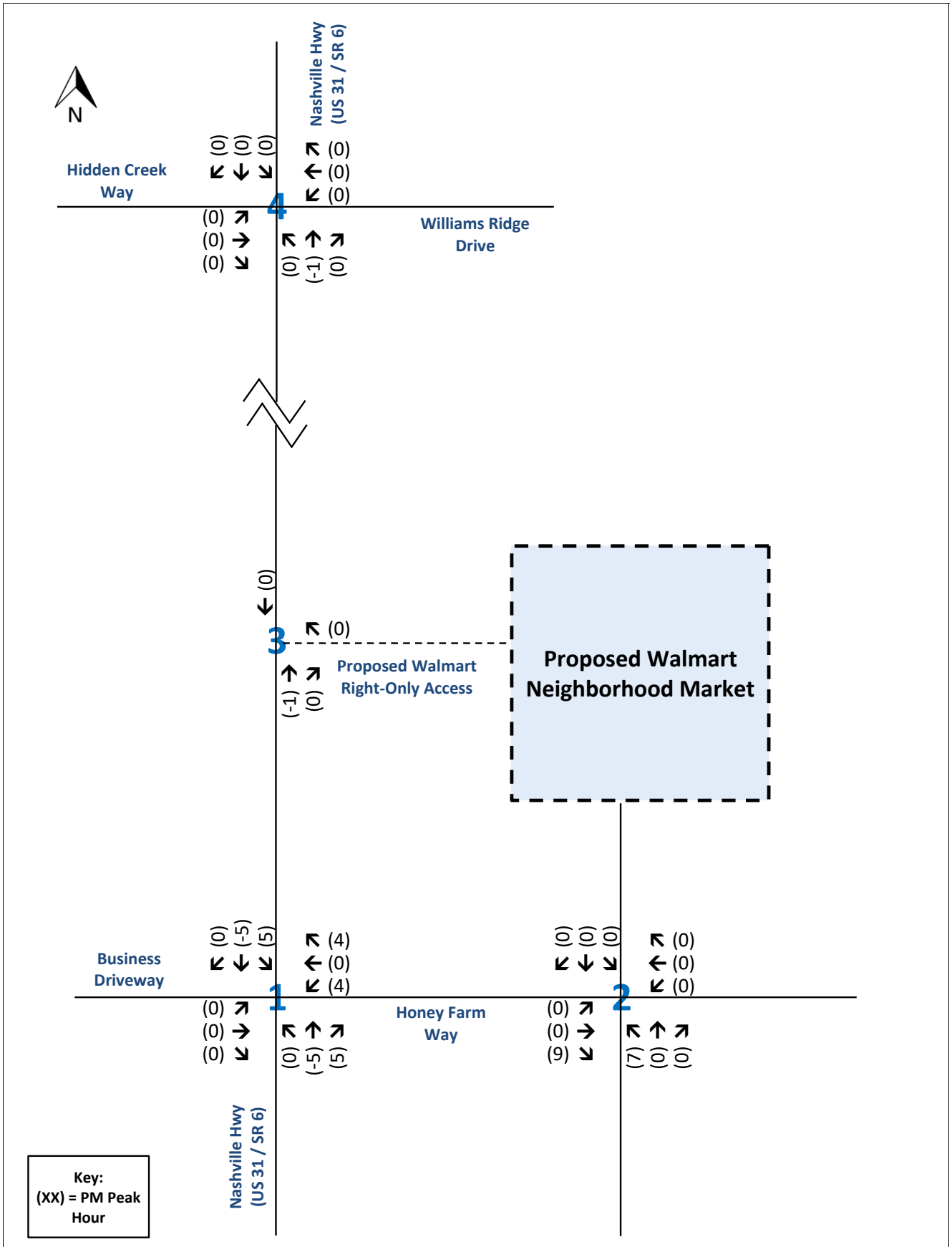
Traffic Assignment Worksheet

Pass-by Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

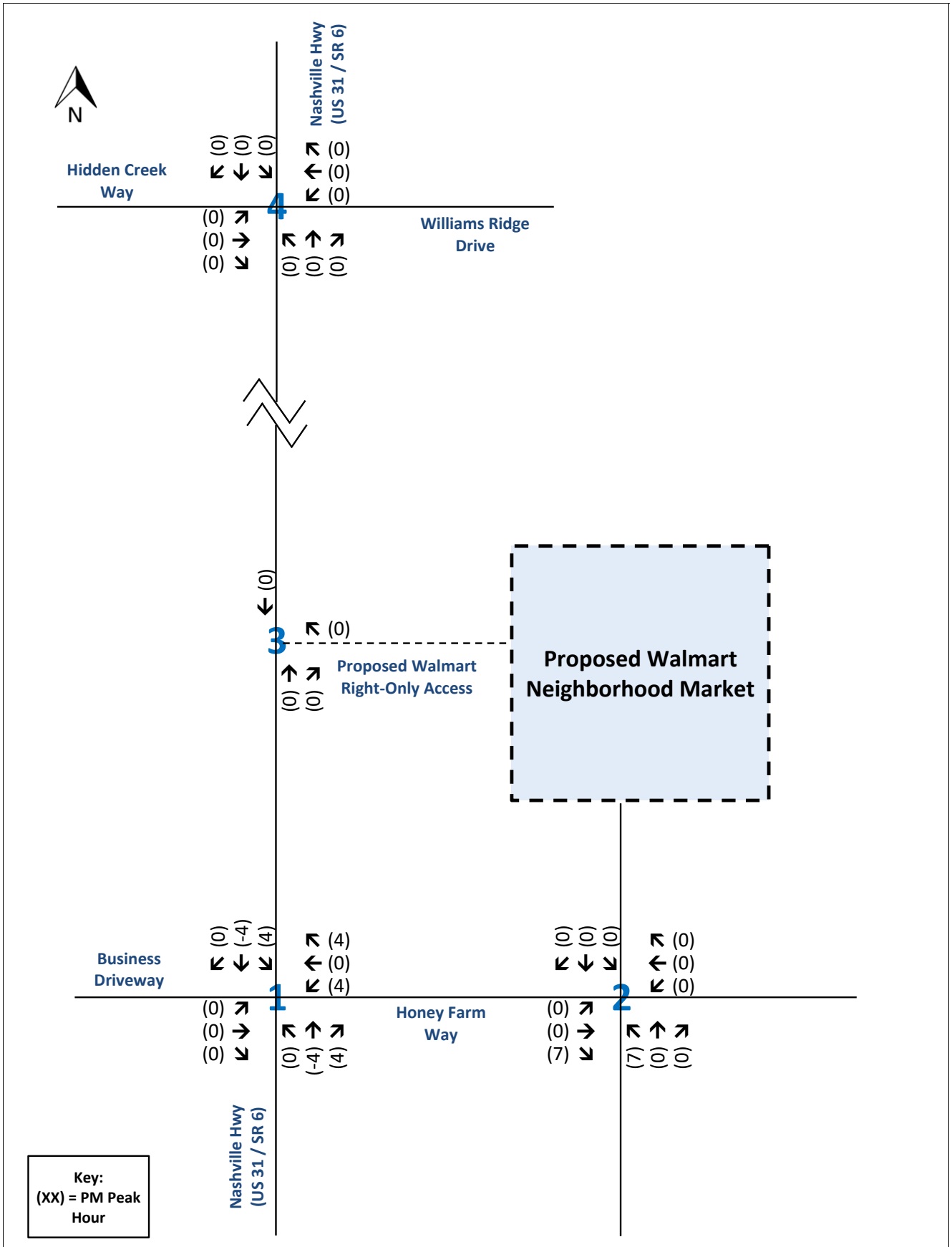
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



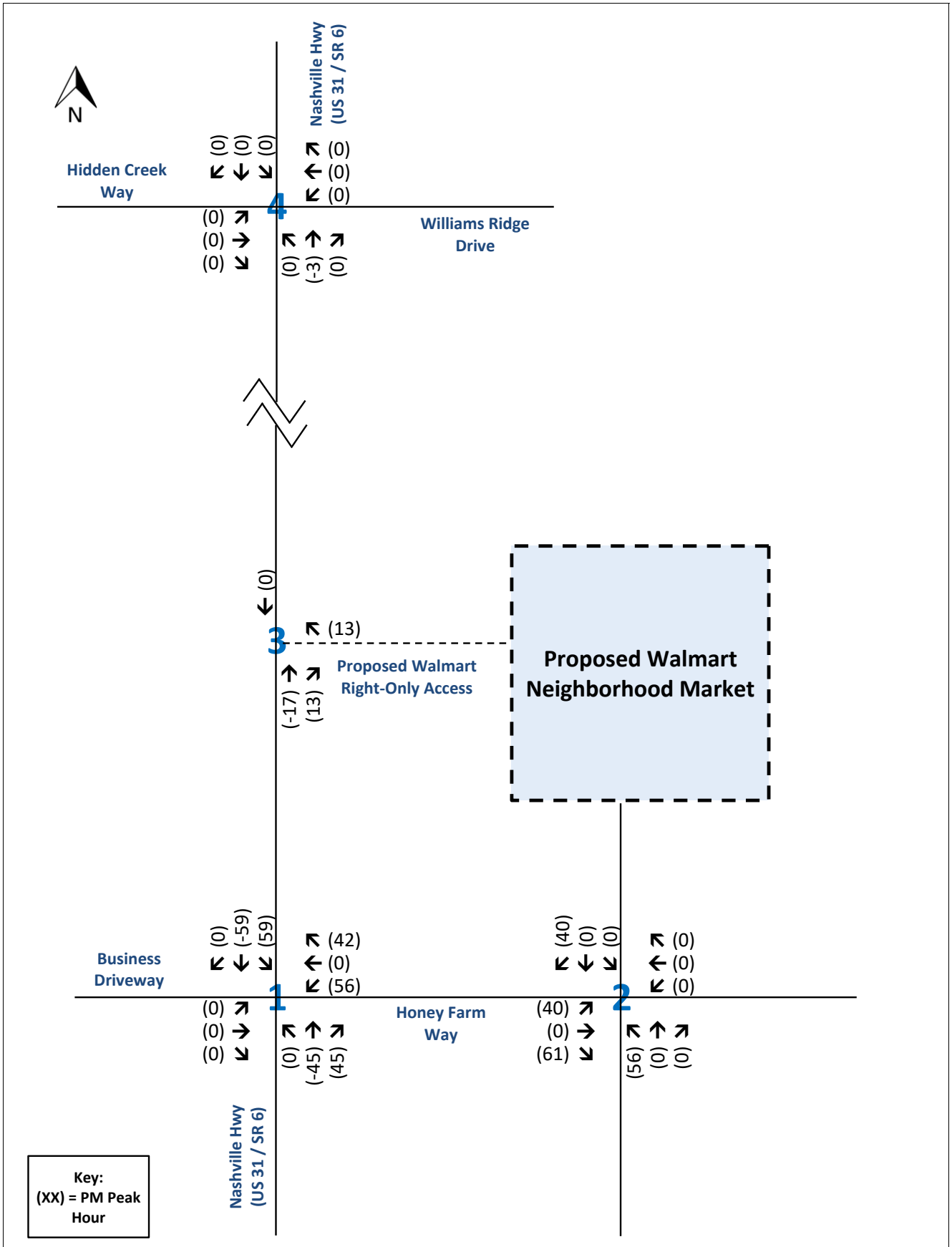
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



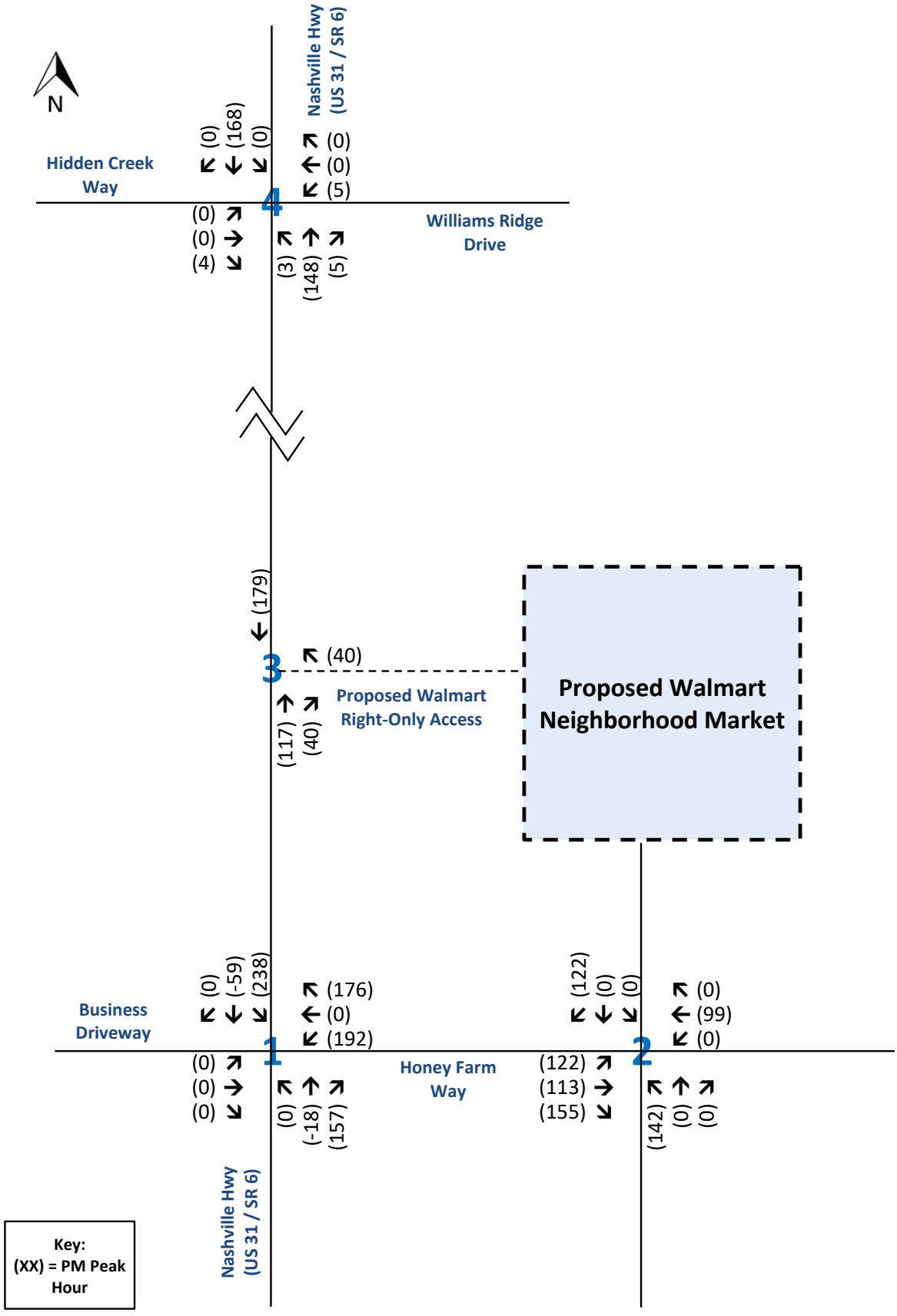
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



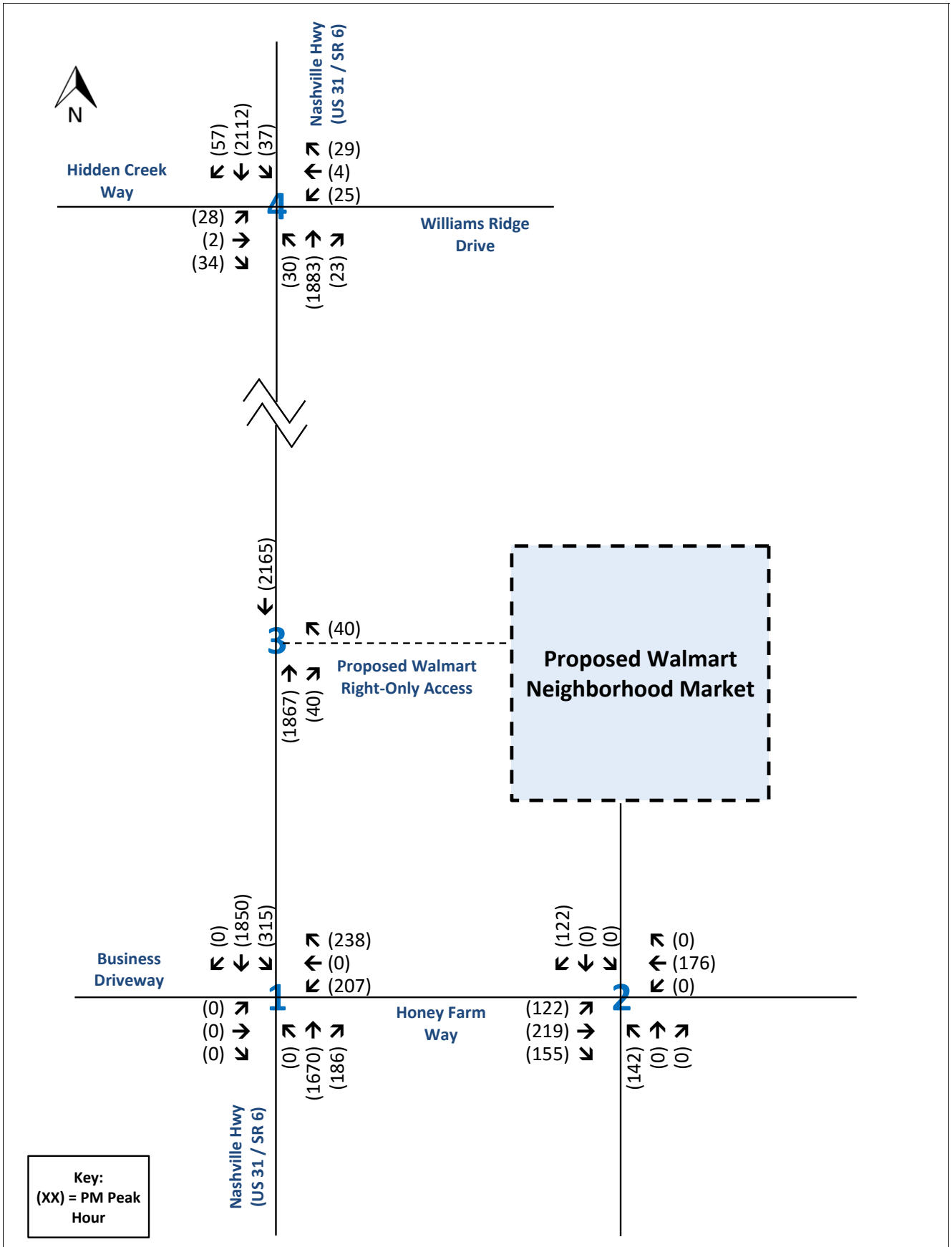
Traffic Assignment Worksheet
Total Passby Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Site Generated Traffic
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Traffic Assignment Worksheet
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

APPENDIX F

TURN LANE

EVALUATIONS

RIGHT TURN LANE

EVALUATIONS

RIGHT TURN LANE EVALUATION

Based on NCHRP 457

PROJECT:	**Proposed Walmart Neighborhood Market - Honey Farm Crossing**
LOCATION:	**#2 - Honey Farm Way & Walmart Access / Commercial Access**
SECENARIO:	**2026 Projected Traffic Volumes**
TIME PERIOD:	**AM Peak Hour**
DIRECTION:	**Westbound**

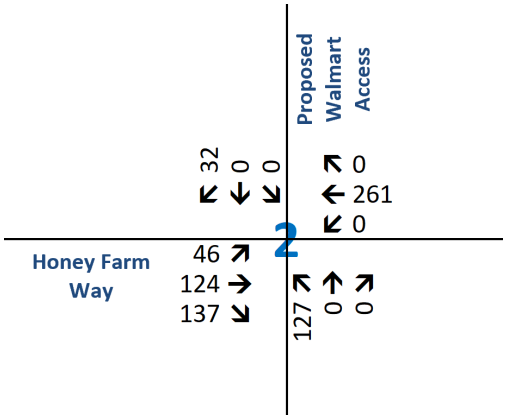


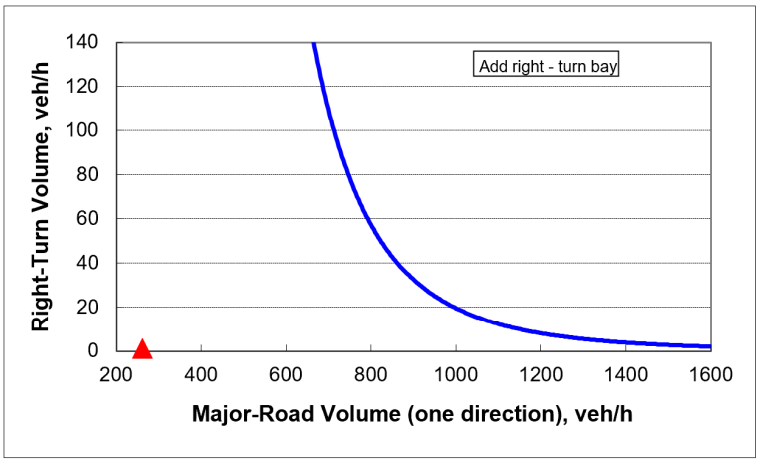
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	261
Right-turn volume, veh/h:	1

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	12651
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



RIGHT TURN LANE EVALUATION

Based on NCHRP 457

PROJECT:	**Proposed Walmart Neighborhood Market - Honey Farm Crossing**
LOCATION:	**#2 - Honey Farm Way & Walmart Access / Commercial Access**
SECENARIO:	**2026 Projected Traffic Volumes**
TIME PERIOD:	**PM Peak Hour**
DIRECTION:	**Westbound**

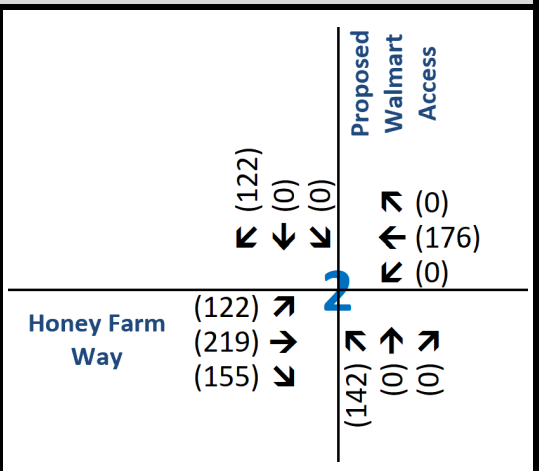


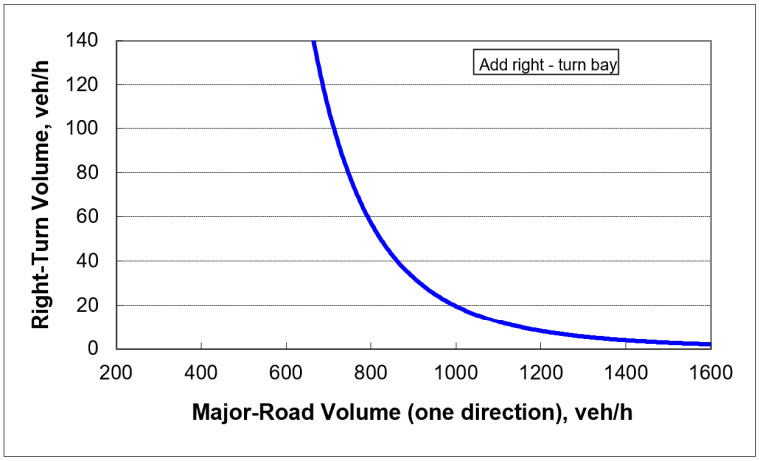
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	176
Right-turn volume, veh/h:	1

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	84486
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



RIGHT TURN LANE EVALUATION

Based on NCHRP 457

PROJECT:	**Proposed Walmart Neighborhood Market - Honey Farm Crossing**
LOCATION:	**#3 - Nashville Hwy & Proposed Walmart Right-Only Access**
SECENARIO:	**2026 Projected Traffic Volumes**
TIME PERIOD:	**AM Peak Hour**
DIRECTION:	**Northbound**

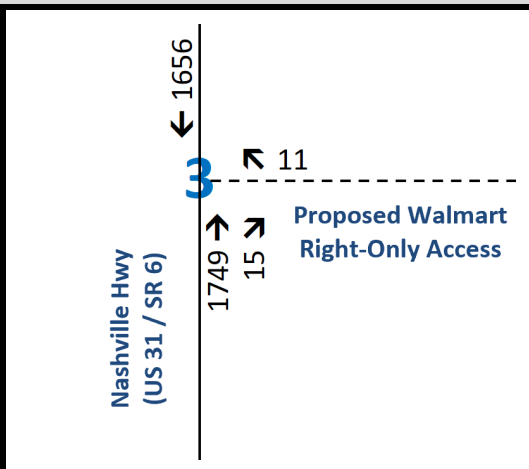


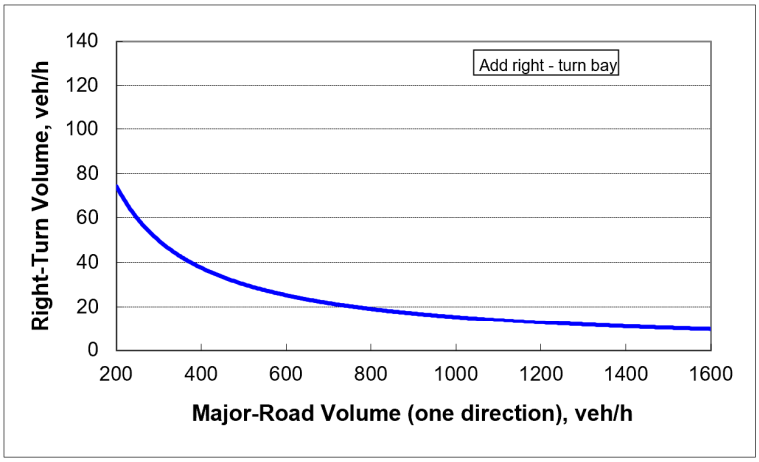
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	1764
Right-turn volume, veh/h:	15

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	9
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



RIGHT TURN LANE EVALUATION

Based on NCHRP 457

PROJECT:	**Proposed Walmart Neighborhood Market - Honey Farm Crossing**
LOCATION:	**#3 - Nashville Hwy & Proposed Walmart Right-Only Access**
SECENARIO:	**2026 Projected Traffic Volumes**
TIME PERIOD:	**PM Peak Hour**
DIRECTION:	**Northbound**

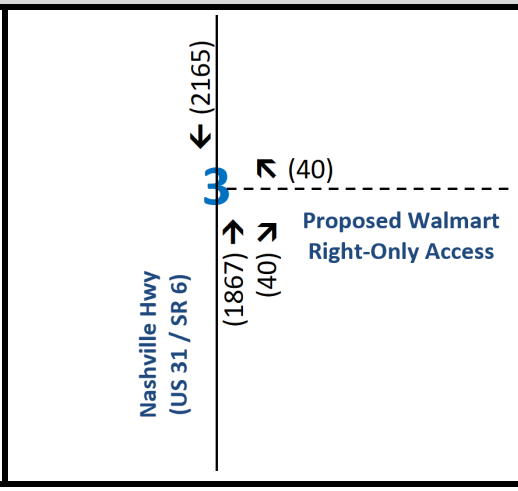


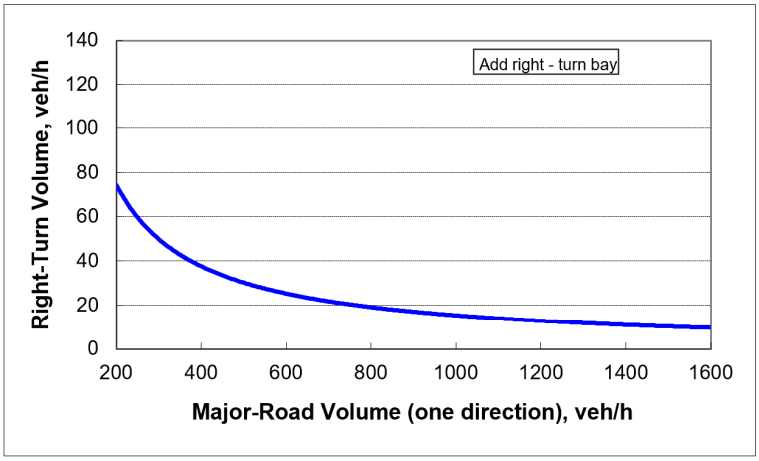
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	1907
Right-turn volume, veh/h:	40

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	8
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



December 18, 2024

Ms. Olivia DuPuy
Carlson Consulting Engineers, Inc
7068 Ledgestone Commons
Bartlett, TN 38133
Sent via email: OliviaDuPuy@carlsonconsulting.net

RE: Water Availability Letter
Honey Farm Walmart Neighborhood Market
2248 Nashville Hwy
Tax Map 51, Parcel 58
Columbia, Maury County, TN

Dear Ms. DuPuy:

Columbia Power and Water Systems ("the Utility"/CPWS) is a municipal corporation authorized to provide water services in accordance with State law. CPWS has adopted rules, regulations, and standard operation procedures, prescribing the conditions under which CPWS will furnish water service. In addition, certain State laws delegate authority to the Tennessee Department of Environment and Conservation, various Planning Commissions and other authorities in Cities and Counties. These Cities and Counties have also adopted rules and regulations. Subject to the payment of all charges and fees imposed by CPWS and the approval of any and all required governmental agencies, water service will be made available on a first-come, first-served basis, subject to availability of all CPWS-furnished equipment and materials appropriate for the development and provided the applicant complies with all rules and regulations of CPWS and conditions set out herein.

The proposed development is 45,000 square foot grocery store. CPWS has evaluated the projected water demands for the proposed development in the water system hydraulic model and is able to provide domestic and fire protection service, including a minimum of 1,350 gpm, while maintaining state standards for level of service and pressures in this portion of the distribution system. CPWS can provide water for the proposed development according to the following requirements:

- The above request translates to a 25.5 Single Family Unit (SFU) flow demand equivalent.
- A new 12-inch water main will be extended in an easement from the existing stubout at the West corner of the property through the Nashville Highway frontage of the lot.

All of the above requirements up to and including the meter(s) are to be constructed and paid for by the Applicant and dedicated to CPWS once complete. No construction of water

infrastructure shall be initiated until final construction plans have been approved by CPWS (including, if necessary, TDEC approval).

This Water Availability Letter will expire in one-hundred twenty (120) days unless vested by payment of water service fees and impact fees for the proposed project. Any request for water availability after the expiration date of this letter will be considered a new application.

Once you have received this Water Availability Letter, next steps in the process to vest water service from CPWS are as follows:

- Remit to CPWS new water service fees for plan review/design development, TDEC coordination (if necessary), and inspection as follows:

  $1,500 + $370 per SFU equivalent

- Applicant will prepare design drawings for review and approval by CPWS for construction of the proposed water system improvements.
  - Provide design drawings in AutoCAD and .pdf format for CPWS review of proposed development. Include design drawings for grading, drainage, roadway improvements, buried (wet and dry) utilities, water systems, and surface improvements.
  - If necessary, CPWS will provide hydraulic calculations and a letter of approval to support your submittal to TDEC for review and approval.
  - Once comments received from TDEC have been addressed and approved, CPWS will approve the Construction Drawings for the proposed water system improvements.
- As an option, the applicant may request CPWS design the water infrastructure to support the proposed development project. Under this option, the applicant will:
  - Provide site base CAD files in DWG format, including roads, lot lines, existing and proposed contours, and other existing and proposed utilities, for use in development of water construction drawings.
  - CPWS will then develop design drawings for the water system improvements and submit to TDEC for review and approval.
- Current water service fees due prior to CPWS review or development of design plans are listed in the table below. *Note that payment of Water Service Fees will extend the expiration of this Water Availability Letter for one year, while the applicant is working with CPWS on design and review of the improvement drawings.*

Water Service Fees	SFUs	Total
$1,500 + 370 per SFU	25.5	**$10,935.00**

- Upon Construction Drawing approval by CPWS, applicant may then pay Impact Fees and schedule the pre-construction meeting. Pre-construction meeting will be canceled and re-scheduled unless all impact fees are paid at least 48 hours prior, or surety is provided in lieu of full payment.

- Water meters will be ordered by CPWS once meter fees are paid by the Applicant.
    - Meter fees are subject to change based on final design and the prevailing Board-approved rates at time of payment.
    - Meters are not ordered until fees are paid and may result in extended lead-times.
    - Note that meter fees are charged at time of purchase, based on price of meter at that time.
- Applicants will be charged Impact Fees and Meter Fees in effect at time of payment. Please see CPWS website for schedule of impact fees and timing of planned fee escalations. Anticipated meter costs and impact fees for this project are according to the following table:

Impact Fees and Meter Costs	Number	$ / Unit	Total
6" Fire Meter Cost	1	Current Price	Deferred
2" Service Meter Cost	1	Current Price	Deferred
¾" Irrigation Meter Cost	1	$540	Deferred
Current Impact Fee for 2" Service Meter	1	$27,000	$27,000
Current Impact Fee for 3/4" Irrigation Meter	1	$5,000	$5,000
Estimate of Fees Due Prior to Pre-Construction Meeting =			**$32,000**

- After the pre-construction meeting, CPWS will then issue a formal Notice to Proceed. No construction of water improvements may take place prior to the Notice to Proceed.
- Applicant is required to construct all public water infrastructure per CPWS standard specifications and provide CPWS personnel unregulated access to the site to inspect the construction of the water infrastructure. No construction of water improvements may take place without a CPWS inspector present.

Please feel free to contact me at 931-388-4833 x7655 or Matt.Wheeler@cpws.com if you have questions or would like to discuss.

Sincerely,



Matthew J. Wheeler, P.E.
Vice President of Water Resources, CPWS

cc: Bart Anderson, CPWS
Eric King, Inflo Design Group
File 24-077

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

12 November 2024

Olivia DuPuy
Carlson Consulting Engineers, Inc.
7068 Ledgestone Commons
Bartlett, TN 38133

RE: 2248 Nashville Hwy, Columbia, TN 38401; Neighborhood Walmart

Olivia,

This letter serves as confirmation that the City of Columbia Wastewater Department has the available capacity to service the subject development. Any extension to the existing sewer infrastructure will be initiated by the owner/developer, reviewed by our department and approved by the State of Tennessee. The project must be advanced in accordance with local, state and federal rules, regulations and policies. Funding and construction of those improvements will remain the responsibility of the owner/developer. New customers will be required to pay all fees applicable at the time of connection. Any Final Plat approval and Dedication are both subject to installation and function, as determined by our Department. No detailed design plan for an extension of the sewer has been proposed at this time.

Donnie Boshers, Director
City of Columbia, TN
Wastewater Department

CARLSON CONSULTING ENGINEERS, INC.

December 16, 2024

City of Columbia
700 N Garden Street
Columbia, TN 38401

Re: Preliminary PUD Project – Floor Plans
#03908-1000 Walmart Neighborhood Market

To Whom It May Concern:

The floor plans are not a requirement for a Preliminary PUD submittal. However, if they are needed for review, please let me know and I will get these plans from the architect as promptly as possible.

Thank you for taking the time to review this letter, and if you need any additional information or have any questions, please do not hesitate to contact me.

Thank you,

Olivia DuPuy

Olivia DuPuy, EI
Carlson Consulting Engineers, Inc.

CARLSON CONSULTING ENGINEERS, INC.

December 16, 2024

City of Columbia
700 N Garden Street
Columbia, TN 38401

Re: Preliminary PUD Project Narrative
#03908-1000 Walmart Neighborhood Market

To Whom It May Concern:

This letter serves as a summary of the landholder's interest in the land proposed to be developed and a written statement of concurrence from all parties having a beneficial interest in the affected property.

The proposed project is a Walmart Neighborhood Market at the parcel 051 058, which is located the intersection of Nashville Highway and Honey Farm Way. The parcel is currently zoned PUD-MU (Planned Unit Development – Mixed Use).

The proposed project consists of site clearing, grading, drainage installation, utility installation, paving, and building construction of the Walmart Neighborhood Market.

In accordance with the City of Columbia's Zoning Code, the project's design considered the guidelines and regulations outlined in this document. Due to site constraints and other applicable items, not all design principles were achievable. The applicant will request for relief from the City of Columbia Planning Commission within the submittal package. Any additional relief request not captured in this initial list will be coordinated with the Planning staff.

Thank you for taking the time to review this letter, and if you need any additional information or have any questions, please do not hesitate to contact me.

Thank you,

Olivia DuPuy

Olivia DuPuy, EI
Carlson Consulting Engineers, Inc.

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

Preliminary Plat, Site Development Plan, and PUD Checklist

Development: #03908-1000 Walmart Neighborhood Market

This checklist shall be completed, and included with the submittal documents. If the submittal does not contain a completed checklist, it shall be deemed incomplete. All below listed items shall be included in the submittal documents and plans, as well as any further information required by the City of Columbia to evaluate compliance and to perform a full and complete review. See Zoning Ordinance Article 8 and Subdivision Regulations.

General

- ☑ Name of development
- ☑ Contact info for the owner and licensed design professional(s) preparing plan: name, address, email, phone
- ☑ Plan sealed by a design professional licensed in the State of Tennessee.
- ☑ North Arrow, legend, and site vicinity map
- ☑ Graphic Scale: between 1 in. = 10 ft. and 1 in. =100 ft.
- ☑ Survey stamped by a State of Tennessee Licensed Professional Land Surveyor, with all project boundaries including bearings and angles to the nearest hundredth, utilities, and existing streets and rights-of-way.
- ☑ Note referencing Tennessee State Plane Coordinate System, NAD 83 Datum
- ☑ All property boundaries, existing easements, and encumbrances
- ☑ Parcel identification, owner, and deed and plat references of adjoining properties
- N/A Proposed phasing and timetable for all phases of development
- ☑ Traffic Impact Study, as required.
- ☑ The substance of all existing and proposed covenants, easements, or other restrictions. AS SHOWN ON ALTA

Lots and Land-Use

- ☑ The size of total property to be developed in square feet and acres
- ☑ Lot numbers of all proposed lots, with dimensions, locations, and square footage
- N/A A tabulation of the land area to be devoted to various uses and activities and overall densities.
- ☑ Typical lot layout depicting proposed setbacks, yards, and easements, where applicable

Structures

- ☑ Location and approximate dimensions of all existing and proposed structures.
- ☑ Location of all earth retaining structures, with approximate top and bottom of wall elevations.
- ☑ Existing and intended use of all buildings and structures on site, including the number of dwelling units and density, where applicable
- ☑ Location, type, and size of proposed signs
- ☑ Approximate height, bulk, and the utilization of structures including activities and the number of living units.

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

Grading, Drainage, and Storm

- ☑ Existing conditions and contours at vertical intervals of not more than two (2) feet
- ☑ General proposed contours at vertical intervals of not more than two (2) feet
- N/A FEMA Special Flood Hazard Area (SFHA), 100-year Floodplain (F-P), and Floodway (F-W) boundaries with elevations and the exact location of the nearest benchmark. Indicate the Flood Insurance Rate Map (FIRM) panel number, its effective date, and flood insurance zones
- N/A Location and dimension of aquatic buffer zones
- ☑ General layout of the proposed storm drainage system including surface and subsurface drainage systems, areas for detention, and water quality devices.
- N/A Identification of all critical lots

Streets, Parking, and Pedestrian Elements

- N/A Proposed street and alley rights-of-way, typical sections, widths, classification, names, and proposed ownership and maintenance responsibility
- ☑ Proposed connections to existing and proposed streets (including classification) located outside the development
- N/A Proposed improvements as identified in the Traffic Impact Study, as required
- ☑ Existing and proposed sidewalks, trails, and other pedestrian elements
- ☑ Existing and proposed on-street and off-street parking and loading areas
- ☑ Summary of all provided and required parking

Landscaping, Open Space, and Amenities

- ☑ Natural features on site including, but not limited to, wetlands, streams, ponds, springs, sinkholes, wells, rock outcroppings, excessive slopes, and forested areas
- ☑ Landscaped areas and buffers with details on proposed plantings, existing vegetation, and other features.
- N/A The location and size of all common open space, parkland dedications, and dedications and reservations of land for public uses.
- N/A Any amenity features and structures for private or public benefit.
- ☑ Location, dimension, and materials of fences and walls
- ☑ Tree Canopy retention

Utilities

- ☑ General layout and location of existing and proposed utilities and utility features including, but not limited to potable water, fire hydrants, sanitary sewer, storm sewer, and power and communication facilities.
- ☑ Acknowledgement from water, sewer, and power utility providers that the proposed development may be adequately served with existing infrastructure, or if improvements are required to adequately serve the development, a general statement of the improvements.

THE WATER AVAILABILITY LETTER HAS BEEN REQUESTED, BUT HAS NOT BEEN RECEIVED AT THIS TIME.

CITY OF
COLUMBIA
TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PUD Specific Items

- ☑ List of all deviations from PUD Standards requested
- ☑ The nature of the landholder's interest in the land proposed to be developed and a written statement of concurrence from all parties having a beneficial interest in the affected property.
- ☑ Location and approximate dimensions of all existing and proposed structures including approximate height, bulk, and the utilization of structures including activities and the number of living units. Include architectural renderings of all proposed structures with materials listed.
- ☑ The substance of covenants, grants of easements or other restrictions to be imposed upon the use of the land, buildings and structures including proposed easements for public utilities on the property or documentation of off-site easements.
- ☑ Exterior lighting plan.

If the application is deemed incomplete by the Zoning Administrator, a written request shall be made within ten days after the original submittal, for further information. In such case the application shall be held in abeyance until deemed complete for final review. No plan shall be formally presented for Planning Commission action until such plan is found complete, compliant with City standards, and ready for review.

Checklist Completed By:

Olivia DuPuy	Olivia DuPuy Digitally signed by Olivia DuPuy Date: 2024.12.16 10:10:35 -06'00'	12/16/2024
Print Name	Signature	Date

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

Final Plat: * *1 hard copy of all materials for submittal + PDF copy on a USB flash drive (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"
All Others: * Please submit the Application online at City of Columbia | Permitting (onlama.com)

ADDRESS/LOCATION	2248 Nashville Hwy, Columbia, TN 38401		
	TAX MAP: 051	GROUP:	PARCEL: 058
SUMMARY OF NATURE OF REQUEST AND WORK	Project construction will consist primarily of site clearing, grading, drainage installation, utility installation, paving, and building construction of the Walmart Neighborhood Market #03908-1000.		

DATE OF PRE-APPLICATION CONFERENCE	7/24/2024	*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
☐ Comprehensive Plan Amendment ☐ Annexation ☐ Rezoning ☐ Preliminary Plat ☐ Final Plat ☒ PUD Preliminary Master Plan ☐ PUD Final Site Plan ☐ Site Development Plan ☐ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations:** ☐ Annexation Permission Form **Annexations/Rezoning/Plan Amendments:** ☐ Requested Zone Listed ☐ Statement of Compliance with Comprehensive Plan ☐ Concept Plan **Preliminary Plats/Site Development Plans:** ☐ Plans and/or Plats conforming to City standards with signed and completed check list **All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:** ☒ Receipt of Payment for Pre-Application Meeting ☒ Written Legal Description copy ☒ Columbia Water System Availability Letter ☒ Columbia Waste Water Department Will Serve Letter

	Plats/PUDs: ☒ Project Name (include Sections & Phases) #03908-1000 Walmart Neighborhood Market N/A Total Number of Lots/Residential Units ☒ Square Footage of Non-Residential Floor Space 45,002 SF ☒ Total acreage 7.49 AC

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application. Any requests to defer or move the item to future meeting dates must be requested by the resubmittal date listed on the Planning Commission schedule.

APPLICANT

All communications go to the Applicant's email that is provided.

NAME	Olivia DuPuy	PHONE	901-384-0404
ADDRESS	7068 Ledgestone Commons, Bartlett, TN 38133	EMAIL	OliviaDuPuy@carlsonconsulting.net

PROPERTY OWNER NAME	EMG Honey Farm LLC (Drew Smith)	PHONE	469-585-7913
ADDRESS	6148 Lee Highway, Suite 300, Chattanooga, TN 37421	EMAIL	drew.smith@equitasmg.com

If owner is not a natural person, documentation must be provided showing signing authority on behalf of the entity. If multiple persons are listed as owners in the records of the Maury County Assessor, all owners must sign or the signatory must provide documentation of authority to apply on behalf of record owner (i.e., Power of Attorney or notarized Letter of Authorization). In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Olivia DuPuy	Olivia DuPuy	11/26/2024
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Drew Smith	Drew Smith	11-26-24
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

CPWS Planned Unit Development

Project #:	23-0533	Location:	Tax Map 90I B Parcels 1 & 5
Applicant:	Mike Harris, PE	Case Type(s):	Final PUD Master Plan
Staff Planner:	Robert Archibald, Planner II	Proposed Use:	Utility Facility

PROJECT SUMMARY

The applicant requests approval of a Final PUD Master Plan to expand the water treatment facility. The subject site is located on Nashville Highway. The property consists of two parcels. In addition to the current water treatment facility, it includes the adjacent former site of the American Legion. The Preliminary PUD Master Plan received a favorable recommendation by the Planning Commission and was approved by City Council at final reading July 11th, 2024.

- The applicant proposes a customized set of standards which deviate from the PUD-MU standards and offers justification for each deviation.
- The Architectural Design Review Team evaluated proposed elevations and made a recommendation to the Planning Commission. The recommendation includes deviations from the PUD-MU standards.
- The Development Review Committee evaluated the proposal in January. Staff concerns are limited to the visibility of the site and mitigation of visual impact on adjacent properties.
- The Final PUD Master Plan conforms to the approved Preliminary PUD Master Plan (24-0022) that received a favorable recommendation by the Planning Commission on May 8th, 2024 and approval by City Council on July 11th, 2024.
- The applicant has engaged adjacent property owners and held a community open house on April 22nd, 2024.
- The Planning Commission is the **decision-making body** for the PUD Master Plan.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

SITE INFORMATION

CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
PUD-MU	Utility Facility	Various Structures	+/- 12.65



FUTURE LAND USE MAP	ZONING MAP





SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	CCUV	PUD-MU	Utility Facility/Civic
North	CCUV	CD-4C	Retail
South	CCUV	CD-3	Single Family
East	CCUV	CD-3	Single Family
West	CCUV	CD-4C	Retail

CONSISTENCY WITH CONNECT COLUMBIA

City Center Urban Village: The zoning is consistent with the future land use map. The future land use of both parcels is CCUV. The City Center & Urban Village (CCUV) future land use area comprises Columbia's iconic core and ancillary focal points (Connect Columbia, p. 35). It includes the historic courthouse square and the places residents of Columbia associate with worship, commerce, the arts, community activities and government administration. The CCUV also supports the creation of urbanized nodes which provide identifiable commercial hubs for Columbia's emerging neighborhoods. Each development parcel should add to Columbia's existing sense of place and extend its established form and pattern to create a more interconnected community. The future land use classification is implemented by PUD and CV districts, as well as the CD-4 and CD-5-character districts. In some cases, the Planning Commission may determine that CD-3 and CD-4C are also appropriate implementing zones.

Character & Intent

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

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

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



Land Use Considerations

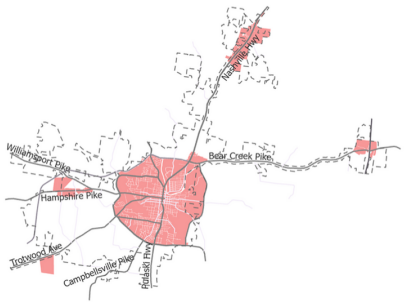
Primary uses include government, civic uses, parks, religious facilities, offices, retail, and all forms of medium-density housing. Secondary land uses include utility facilities, institutional uses, low-density housing, and neighborhood retail. New industrial and warehouse uses are inappropriate.

Form & Pattern

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

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

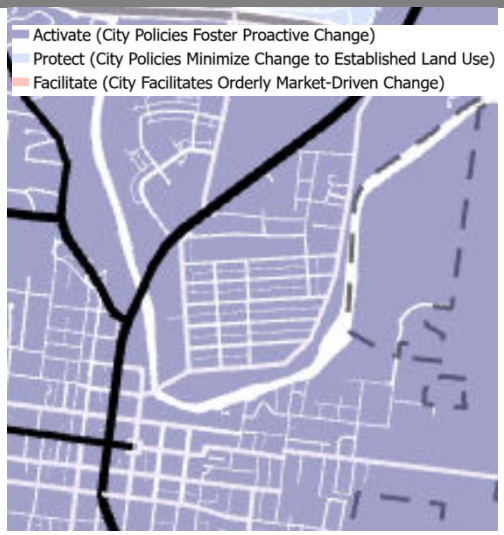
Implementing Standards
General Development Pattern: Mixed Uses & Isolated Uses
Density (density unites per ace): ≥ 12 du/ac
Building Height: 1-5 stories
Open Space Elements: Civic Spaces, Parks & Greenways





AREAS OF CHANGE POLICY

Connect Columbia established the Areas of Change Policy designation for the subject site as *Facilitate*. The classification indicates a basically neutral position to market-driven requests to amend the official zoning map. New and infill development should maintain or improve the level of service for municipal services. City policies facilitate change through a process of public deliberation and high standards for the built environment. (Connect Columbia p. 32).



CONFORMITY WITH ZONING ORDINANCE

Civic Spaces

- **The proposed Final PUD Master Plan does not provide Civic Space.**
    - Section 5.3.1 of Zoning Ordinance requires any development parcel[1] to utilize at least 5% but no more than 20% of its gross acreage as Civic Space conforming to the standards of Table 5.3.3-A.

        - The applicant proposes to omit Civic Space as part of the customized set of development standards. Open space for public recreation is not conducive to the use of the property as a utility facility.

Building Sites, Bulk and Development Standards

- **The proposed Final PUD Master Plan would establish a customized alternative set of lot standards bulk and site standards which deviate from the prescriptive PUD-MU standards in Table 4.3.1-M.**

[1] Development Parcel: a parcel of land: (1) which, either alone or together with one or more other parcels under a common Development scheme, program or plan, is ten (10) or more gross acres; (2) with respect to the Development of which any new Thoroughfare, Internal Drive, or extension or change of the design of any existing Thoroughfare or Internal Drive is required or will be made or proposed; or (3) with respect to which any District assignment or any Thoroughfare or Internal Drive or alignment thereof is proposed to be made or changed by a Zoning Map or Zoning Map amendment. (§ 9.3, p. 490).

- The zoning ordinance requires lots and building sites to enfront thoroughfares and internal drives, with some limited exceptions.
- The applicant has proposed several alternatives to the prescribed standards. These alternatives allow development of the site with building sites that enfront driveways.
- The alternative standards also reduce the required landscape buffers between the subject site and the adjacent residential properties.
- The proposed Master Plan permits Polyester Powder-coated (or similar) Steel (Black) fencing at rear and sides.
- The prescribed and proposed standards are summarized in the table below.

(PUD MU) District Standards		
Standard:	**Required**	**Proposed**
Private Frontage Types	Common Yard – NP Porch – NP Fence – NP Terrace/Lightwell – P Forecourt – P Stoop - P Stepfront – P Shopfront – P Gallery – P Arcade – P Office Front – P	Frontage on Nashville Hwy. to be separated from public frontage by a fence constructed of brick columns and aluminum picket panel fencing.
Number of Buildings per Lot or Building Site:	Principal Building 1 max Accessory Buildings 1 max	Principal 1 max Accessory 15 max
Setbacks / Yards - Principal Building:	Front Setback / Yard, Principal Frontage: 0-20 ft.	Front Setback / Yard, Principal Frontage: 0-150 ft.
	Front Setback / Yard, Secondary Frontage: 0-20 ft.	No Modification
	Side Setback / Yard: 0 ft. min. for attached Buildings; Otherwise, 10-24 ft.	Side Setback / Yard: 0 ft. min. for attached Buildings; Otherwise, 10-125 ft.
	Rear Setback: Not Regulated	No Modification
Setbacks / Yards - Accessory Buildings:	Front Setback / Yard, Principal Frontage: 40 ft. max. from rear property line	Front Setback / Yard, Principal Frontage: must submit and receive approval prior to design
	Rear Setback / Yard: 3 ft. max	Rear Setback / Yard: must submit and receive approval prior to design

Building Height:	Principal Bldgs.: 2 min/4 stories max Accessory Bldgs.: 2 stories max	Principal Bldg.: 4 stories max Accessory Bldgs.: 4 stories max
Building Site Enfrontment:	May enfront a Driveway or other appropriate feature.	May enfront a driveway or other appropriate feature

Architecture

- **Prior to review by the Planning Commission, the Architectural Design Review Team must review and make a recommendation on the design of all buildings in a Planned Unit Development (§ 8.5.21.L, p. 457).**
    - On March 14, 2024, the City of Columbia Architectural Design Review team conducted a thorough assessment of this proposal in accordance with the standards outlined in the Zoning Code.
    - The Architectural Review team approved the design request with a favorable recommendation to Planning Commission noting the unique configuration and use of proposed structures.
        - The request was for the façade approval for the expansion of new buildings and facilities for the existing CPWS water plant site, as well as the adjacent American Legion site.
        - The expansion includes the construction of residual pump station buildings, chemical building, maintenance building, and several residual buildings associated with operations of the site.
        - In addition, a decorative, black coated metal picket fence is proposed with brick and stone base columns around the base along the frontage at Nashville Hwy. The perimeter of the rear and sides of the property will be surrounded by a rigid mesh panel system, which was a condition of the Preliminary PUD Master plan approval.



Table of Proposed Building Descriptions

Facility	Description	Occupied	Floors/Stories	Exterior Height (ft)
Chemical Building	Masonry (brick-face) to match existing structures	No	1 floor with accessible recessed chemical containment area	30 ft (Sheet A753 from Bid Set)
High Service Pump Station	Masonry (brick-face) to match existing structures	No	1 floor	19 ft above grade (Sheet A551 from Bid Set)
Membrane Feed Pump Station	Masonry (brick-face) to match existing structures	No	1 floor (attached to Pretreatment Facility)	15'-4" above grade (Sheet A152 from Bid Set)
Pretreatment Electrical Building	Masonry (brick-face) to match existing structures	No	1 floor	15'-4" above grade (Sheet A176 from Bid Set)
Membrane/GAC Facility	Masonry (brick-face) to match existing structures	Operator workstation/office - Not regularly occupied	1 floor	38'-8" above grade (Sheet A207 from Bid Set)
Storage Building	Masonry (brick-face) to match existing structures	No	1 floor	20 ft (Sheet A802 from Bid Set)
Raw Water Meter Vault	Small/precast Concrete Vault	No	N/A	0 ft above grade (vault) (Sheets M132-133 from Bid Set)
Finished Water Meter Vault	Small/precast Vault	No	N/A	0 ft above grade (vault) (Sheet M551 from Bid Set)
Pretreatment Facility (Rapid Mix/Floc/Sed Basins)	Water-containing concrete structure	N/A	N/A	11 - 15 ft above grade (Sheets C306 and M133 from Bid Set)
Backwash Recycle Tank	Water-containing concrete structure	N/A	N/A	1 - 3 ft above grade (Sheets C306 and M625 from Bid Set)
Backwash Recycle Pump Station Vault	Vault / Water-containing structure	No	N/A	1 ft above grade (Sheets M627-628 from Bid Set)
Clearwell	Water-containing concrete structure	N/A	N/A	13-20 ft above grade (Sheets M401 and C303 from Bid Set)

(PUD MU) District Design Standards		
Design Standards:	**Required**	**Proposed**
Ceiling Height	May not exceed 14 ft. from finished floor to finished ceiling, except for a first floor Commercial, Office, Retail/Personal Service, or Accommodation/Lodging Use, which must be a minimum of 11 ft. with a maximum of 25 ft.	Applicant is requesting a maximum ceiling height of 40 ft. due to size and clearance requirements for process equipment. Proposed GAC building will need a floor height of approx. 34 feet.
Vertical Composition:	Identifiable Base, Middle, & Cap	Buildings contain a primary façade material of brick with a defined base and cap.
Finished Floor Elevation:	Max 48 in. above finished grade at façade	Not Regulated
Façade Position & Façade Articulation:	Main entrance must be in Façade of Principal Frontages. If Shopfront Frontage at corner, Main Entrance may be at Principal Frontage	N/A
Façade Openings:	20 ft. or less spacing for windows/doors	N/A

Façade Glazing:	20-60 % for non-shopfront/ 70 percent total facade for shopfront frontage	Not Regulated
Window Shape:	Square or vertical proportions	Proposed windows are square and vertical in proportion.
Window Alignment:	Upper floor windows and other features must be aligned with those of first floor	Partial compliance as most windows are located in upper stories due to facility function.
Window Types:	Except in Shopfront or Gallery Frontage, Single-hung, double-hung, Casement	Not Regulated
Window Glazing Material:	Clear glass required for all Elevations	Applicant is requesting the use of Translucent wall panels due to height and facility maintenance requirements.
Window Trim in 1st Layer:	Min 4 in. trim with sill and top plate/ soldier course above lintel and rowlock course below sill	Window trim is not shown with soldier course above lintel.
Shutters:	Functional to cover half of window width/ shutter dogs	N/A
Façade Window Sill Height:	5' min shopfront frontages at knee wall	N/A
Porch Frontages:	Min. 6ft. clear depth, excluding rails, pillars, columns	N/A
Façade Variety:	No façade may exist more than once on a block face or within view of same façade	N/A
Roof Type & Pitch:	Hip/ Gable/Flat	Flat
Primary Building Materials:	Brick, Fiber Cement Board, Wood, Authentic Stucco over Masonry.	Brick and Exposed Concrete on Clearwells
Foundation Cladding:	Brick or Natural Stone	Brick
Building Colors:	Up to 3 colors, including the natural color of any allowed materials, but excluding trim colors	No more than 3 colors are utilized.
Fencing	Materials (at sides and rear only): Natural Wood – P Chain Link – P Materials: Brick, Natural Stone or Stucco over Masonry, Wrought Iron or Aluminum	The applicant is proposing to remove the existing chain link w/ barb wire at the back and sides and replace with a rigid mesh panel system. Additionally, along Nashville Hwy. the applicant is proposing brick columns and aluminum picket panels.
Landscaping	If 1st Layer is >3 ft, a min of 30% of 1st Layer must be landscaped in	The applicant is proposing a buffer infill planting along the eastern and southern

	compliance with Section 4.3.16. Foundation is tobe landscaped with continuous shrubs, and if 1st Layer is >15 ft deep, one tree is required per 50 ft of Frontage width.	borders of the site as a supplement to existing native shrubs and trees being comprised of over 75% evergreen species.
Screens, Streetscreens & Buffers	At Frontage or Adjacent to Civic Space: Fence Screen/Streetscreen Height – Not Permitted	The applicant is proposing an 8 ft tall fence at Frontage (Nashville Hwy) comprised of brick columns and aluminum picket panel systems.
Additional Standards	Parcel Buffer Section 4.3.1-H (75 ft) Project Buffer Section 5.8 (50 ft)	The applicant is requesting to deviate from this standard for conservancy of water. The proposed is a 25 ft buffer along all sides and rear of site adjacent to single-family homes. In addition, a 10 ft buffer zone is proposed to be installed along the sides and rear adjacent to non-single-family homes.

REVIEW PROCESS

The Development Review Committee evaluated the proposed Final PUD Master plan at its January 2025 meeting, as directed by § **8.3.7** of the Zoning Ordinance. Technical comments are provided in the agenda package and summarized in the next section.

As required by § **8.5.4.D.1** of the Zoning Ordinance, staff posted signs on the subject property, mailed letters to adjacent property owners, and published notice of the Planning Commission's meeting in newspapers of general circulation.

The Planning Commission is the **decision-making body** for all Final PUD Master Plans under **§ 8.3.3.B.8** of the Zoning Ordinance.

Section **8.5.21.R** of the Zoning Ordinance establishes the criteria for Planning Commission review and action for a Final Master PUD Development plan.

1. The Planning Commission may approve, approve with conditions or modifications, or disapproved the final Master PUD Development Plan
2. The Planning Commission may approve the Final Master PUD Development Plan or amendment to Final Master PUD Development Plan if it finds:

    a. *That the Final Master PUD Development Plan or amendment to Final Master PUD Development Plan meets the provisions for substantial compliance with the Preliminary Master PUD Development Plan or amendment to Preliminary Master*

PUD Development Plan; and

b. *The Final Master PUD Development Plan or amendment to Final Master PUD Development Plan complies with all other standards for review which were not considered when the Preliminary Master PUD Development Plan or amendment to Preliminary Master PUD Development Plan was approved.*

3. The Planning Commission may approve the Final Master PUD Development Plan or amendment to Final Master PUD Development Plan with conditions or modifications.
4. Upon formal action by the Planning Commission approving a Final Master PUD Development Plan or amendment to Final Master PUD Development Plan, or in the instance of conditional or modified approval of a Final Master PUD Development Plan or amendment to Final Master PUD Development Plan, upon acceptance of the conditions or modifications as set forth in Section 8.5.21.M.4.B, said if Final Master PUD Development Plan or amendment to Final Master PUD Development Plan and all maps, covenants, and other portions thereof, shall be filed with:

    a. *The City Council;*
    b. *The City Recorder; and*
    c. *The Zoning Administrator*

5. If the Planning Commission finds that the Final Master PUD Development Plan or amendment to Final Master PUD Development Plan does not meet the test for substantial compliance or does not comply with other standards of review, it shall disapprove the Final Master PUD Development Plan or amendment to Final Master PUD Development Plan.
6. In the event of disapproval, the Zoning Administrator shall prepare a written report on behalf of the Planning Commission and sent to the City Council and the applicant. This report shall detail the grounds on which the Final Master PUD Development Plan or amendment to Final Master PUD Development Plan was denied.

SUMMARY OF DEVELOPMENT REVIEW COMMITTEE COMMENTS

The DRC reviewed this proposal at its January 2025 meeting. A full list of comments, and the applicant's responses, is provided in the agenda packet. Some key comments are noted below.

- Planning requested fencing details for both the frontage along Nashville Hwy. and the perimeter of the rear and sides of the site.
- Planning requested justification for site re-location of the Backwash Recycle Tank, Clear-wells, and a High-Service Pump Station.

- Engineering noted that the maximum slope of cut and fill slopes shall not exceed three-to-one (3H:1V).
- Engineering indicated that all approvals are subject to completion of specific improvements recommended by the Traffic Impact Study (TIS).

COMMENTARY FROM PROFESSIONAL PLANNING STAFF

Care should be taken to mitigate impacts on neighboring properties and the public. The proposed PUD-MU Final Master Plan is appropriate to implement Connect Columbia and accommodate this unique land use. Most of the proposed deviations from the prescribed standards of the ordinance are reasonable. However, one requested deviation warrants special consideration by the Planning Commission: 1) the reduction of the landscape buffers where the subject site abuts residential property. CPWS has done an admirable job of engaging the public, especially current neighboring property owners. Nonetheless, the standards of the zoning ordinance are in place to protect the public welfare and mitigate incompatibilities over time. Future residents of the neighboring properties will be impacted by the standards established through the Master Plan.

SAMPE MOTIONS

Approve:

Move to find, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in section **8.5.21.R** of the City of Columbia Zoning Ordinance have been satisfied, and recommend approval of the PUD-MU Final Master Plan as presented *[subject to technical comments and other conditions presented by planning staff*].

Approve Subject to Conditions:

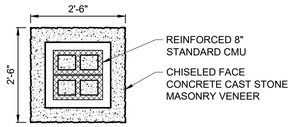
Move to find, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in section **8.5.21.R** of the City of Columbia Zoning Ordinance have been satisfied, and recommend approval of the PUD-MU Final Master Plan, subject to the following conditions: [*list conditions of approval crafted by Planning Commission*].

Deny:

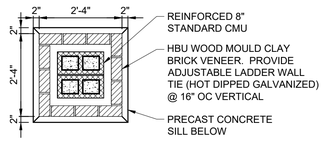
Move to recommend denial of the PUD-MU Final Master Plan having found, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in section **8.5.21.R** of the City of Columbia Zoning Ordinance, are not satisfied [*list specific reasons for denial*].

Defer:

Move to find that there is insufficient information to make a decision, defer the matter to the next regularly scheduled meeting of the Planning Commission, and request that the [*applicant/staff*] provide: [*list additional information*] for review at a future meeting.



PLAN DETAIL - A
NTS



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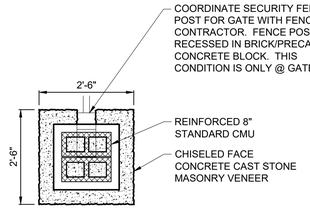

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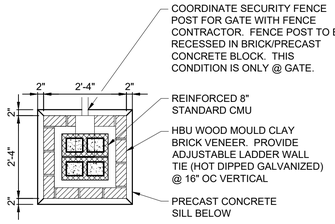

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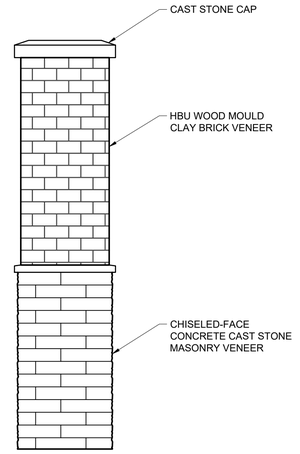
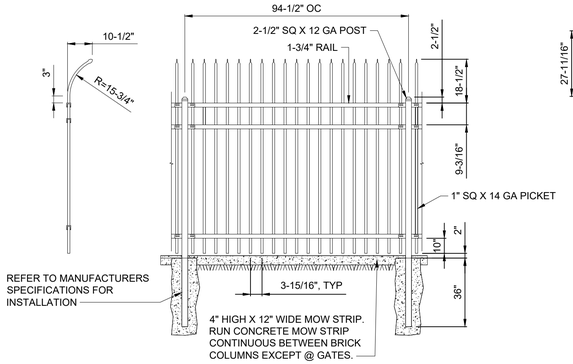
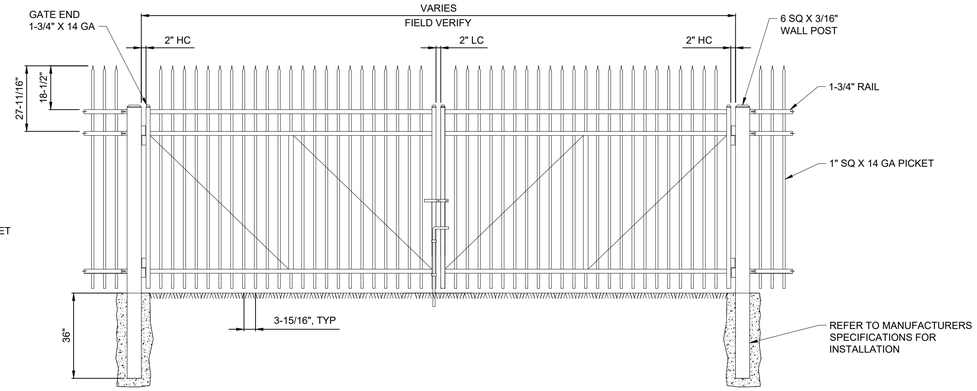
NTS





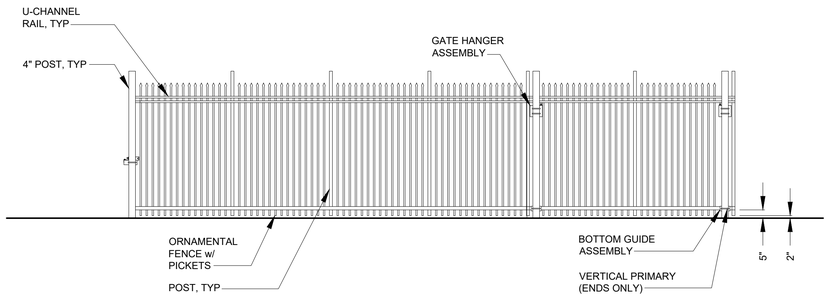
ELEVATION - FENCE
NTS



ELEVATION - GATE
NTS

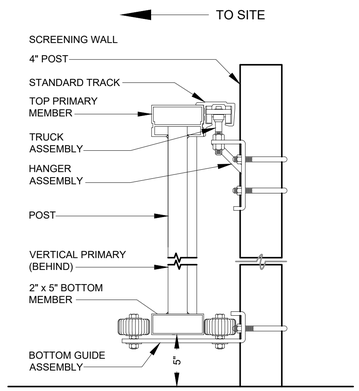
OMAMENTAL PICKET FENCE

C-32-0501



ELEVATION-ORNAMENTAL CANTILEVER SLIDE GATE

NOT TO SCALE



SECTION-CANTILEVER SLIDE GATE

NOT TO SCALE

C-32-0510

REV	ISSUED FOR	DATE	BY
2	BID	01/2025	SA
1	REGULATORY APPROVAL	07/2024	SA

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0, 1/2", 1")

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

BID SET

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE DETAILS

DATE:	JANUARY 2025
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	CD09

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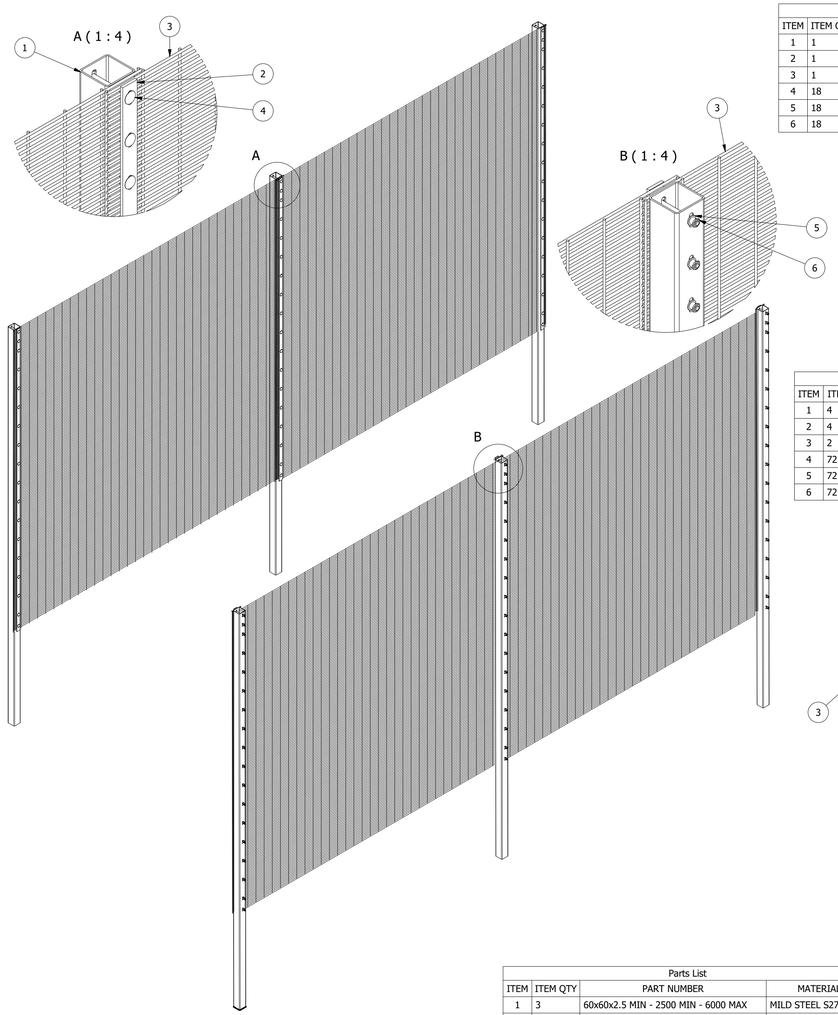
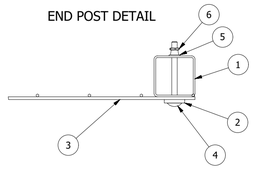


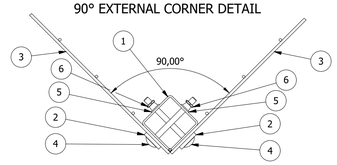
END POST Parts List			
ITEM	ITEM QTY	PARTS	MATERIAL
1	1	60x60x2.5 MIN - 2500 MIN - 6000 MAX	MILD STEEL S275
2	1	30 x 5 - 1800 MIN - 5000 MAX	MILD STEEL S275
3	1	Securus Mesh Panel 1800 MIN - 5000 MAX	STEEL GALV
4	18	CUP SQUARE M8 BOLT x 90mm MIN	BS4933 STEEL GALV
5	18	M8 WASHER	BS4320 STEEL GALV
6	18	M8 SHEAR NUT	230M07PB STEEL GALV

90 EXTERNAL CORNER Parts List			
ITEM	ITEM QTY	PARTS	MATERIAL
1	1	60x60x2.5 MIN - 2500 MIN - 6000 MAX	MILD STEEL S275
2	2	30 x 5 - 1800 MIN - 5000 MAX	MILD STEEL S275
3	2	Securus Mesh Panel 1800 MIN - 5000 MAX	STEEL GALV
4	36	CUP SQUARE M8 BOLT x 90mm MIN	BS4933 STEEL GALV
5	36	M8 WASHER	BS4320 STEEL GALV
6	36	M8 SHEAR NUT	230M07PB STEEL GALV

END POST DETAIL



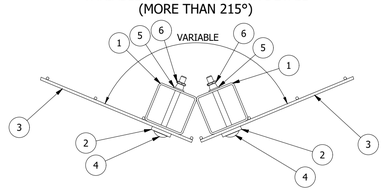
90° EXTERNAL CORNER DETAIL



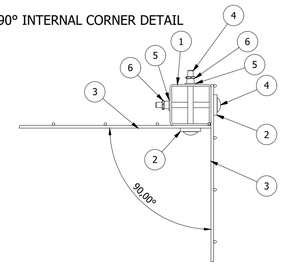
VARIABLE EXTERNAL CORNER Parts List			
ITEM	ITEM QTY	PARTS	MATERIAL
1	4	60x60x2.5 MIN - 2500 MIN - 6000 MAX	MILD STEEL S275
2	4	30 x 5 - 1800 MIN - 5000 MAX	MILD STEEL S275
3	2	Securus Mesh Panel 1800 MIN - 5000 MAX	STEEL GALV
4	72	CUP SQUARE M8 BOLT x 90mm MIN	BS4933 STEEL GALV
5	72	M8 WASHER	BS4320 STEEL GALV
6	72	M8 SHEAR NUT	230M07PB STEEL GALV

90° INTERNAL CORNER Parts List			
ITEM	ITEM QTY	PARTS	MATERIAL
1	1	60x60x2.5 MIN - 2500 MIN - 6000 MAX	MILD STEEL S275
2	2	30 x 5 - 1800 MIN - 5000 MAX	MILD STEEL S275
3	2	Securus Mesh Panel 1800 MIN - 5000 MAX	STEEL GALV
4	36	CUP SQUARE M8 BOLT x 90mm MIN	BS4933 STEEL GALV
5	36	M8 WASHER	BS4320 STEEL GALV
6	36	M8 SHEAR NUT	230M07PB STEEL GALV

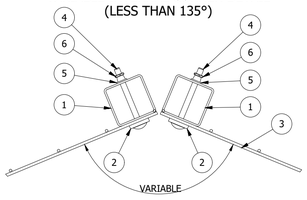
VARIABLE EXTERNAL CORNER DETAIL
(MORE THAN 215°)



90° INTERNAL CORNER DETAIL



VARIABLE INTERNAL CORNER DETAIL
(LESS THAN 135°)



VARIABLE INTERNAL CORNER Parts List			
ITEM	ITEM QTY	PARTS	MATERIAL
1	4	60x60x2.5 MIN - 2500 MIN - 6000 MAX	MILD STEEL S275
2	4	30 x 5 - 1800 MIN - 5000 MAX	MILD STEEL S275
3	2	Securus Mesh Panel 1800 MIN - 5000 MAX	STEEL GALV
4	72	CUP SQUARE M8 BOLT x 90mm MIN	BS4933 STEEL GALV
5	72	M8 WASHER	BS4320 STEEL GALV
6	72	M8 SHEAR NUT	230M07PB STEEL GALV

Parts List			
ITEM	ITEM QTY	PART NUMBER	MATERIAL
1	3	60x60x2.5 MIN - 2500 MIN - 6000 MAX	MILD STEEL S275
2	3	30 x 5 - 1800 MIN - 5000 MAX	MILD STEEL S275
3	2	Securus Mesh Panel 1800 MIN - 5000 MAX	STEEL GALV
4	54	CUP SQUARE M8 BOLT x 90mm MIN	BS4933 STEEL GALV
5	54	M8 WASHER	BS4320 STEEL GALV
6	54	M8 SHEAR NUT	230M07PB STEEL GALV

REVISION HISTORY			
REV	DESCRIPTION	DATE	CH'D BY
1	First Revision	02/11/21	DB

SECURUS LITE S1 DETAIL
(CLD-2686-01)

NOT TO SCALE

REV	ISSUED FOR	DATE	BY
2	BID	01/2025	SA
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER: S. ALPERT
DESIGNED BY: A. ATCHLEY
DRAWN BY: M. SEEBOLD
CHECKED BY: M. ORR

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0, 1/2", 1")

BID SET

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE DETAILS

DATE: JANUARY 2025
HAZEN NO.: 50124-008A
CONTRACT NO.: X
DRAWING NUMBER: CD10

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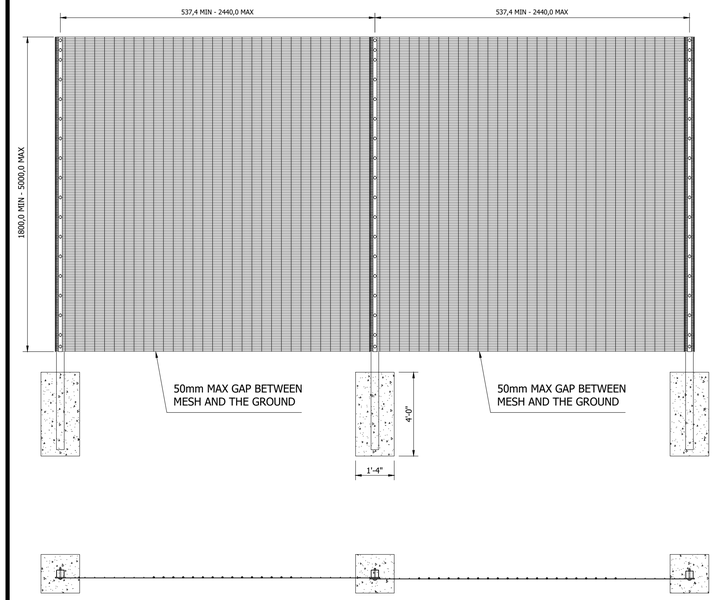
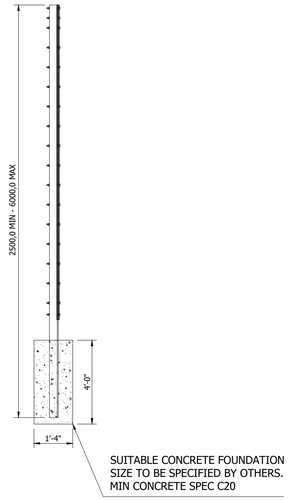
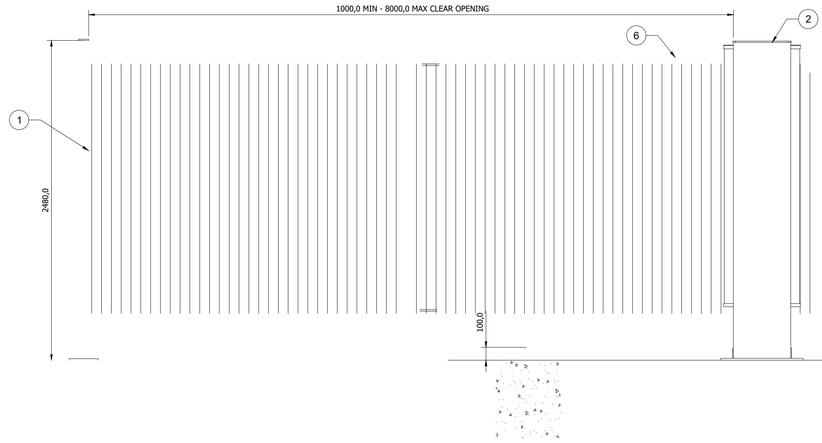
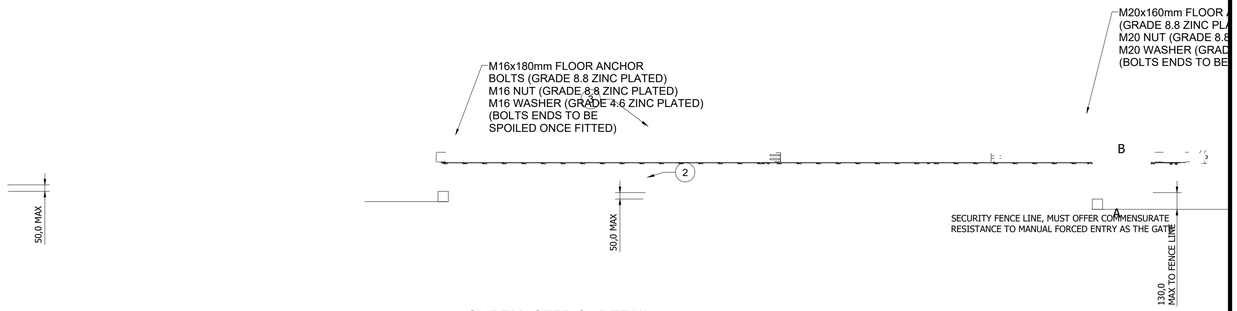




SECURUS LITE S1 DETAIL
(CLD-2686-01)
(ALL DIMENSIONS IN (MM) UNLESS STATED OTHERWISE)
NOT TO SCALE



Parts List				
ITEM	ITEM QTY	PART NUMBER	DESCRIPTION	MATERIAL
1	1	CLD-0001 REV2	CATCH POST	MILD STEEL S275
2	1	CLD-0002	TOWER DETAIL A	MILD STEEL S275
3	1	CLD-0003	TOWER DETAIL B	MILD STEEL S275
4	1	CLD-0004	FRAME/COMP	ALUMINIUM 6063
5	1	CLD-0005	BEAM DESIGN	ALUMINIUM 6063
6	1	CLD-0006	SLIDEMASTER SR1	MILD STEEL S275
7	1	CLD-0252	BASE PLATE DETAILS	MILD STEEL S275



SLIDEMASTER S1 DETAIL
(ALL DIMENSIONS IN (MM) UNLESS STATED OTHERWISE)
NOT TO SCALE

REV	ISSUED FOR	DATE	BY
2	BID	01/2025	SA
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER: S. ALPERT
DESIGNED BY: A. ATCHLEY
DRAWN BY: M. SEEBOLD
CHECKED BY: M. ORR
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE 0 1/2" 1"

BID SET

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE DETAILS

DATE: JANUARY 2025
HAZEN NO.: 50124-008A
CONTRACT NO.: X
DRAWING NUMBER: CD11

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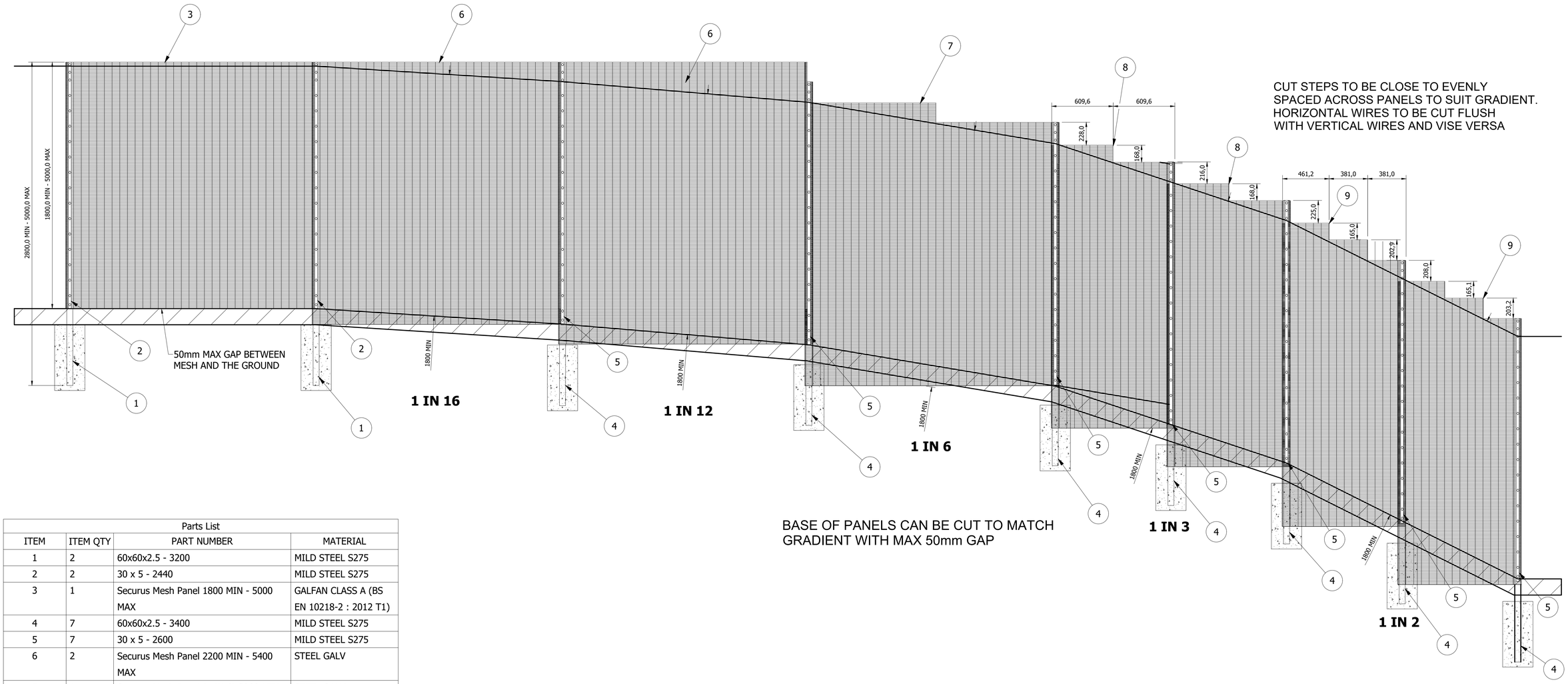
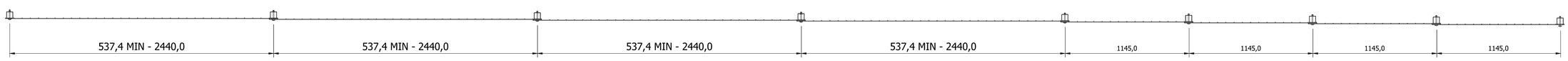
PLOT DATE: 1/16/2025 12:43 PM BY: MSEEBOLD



Parts List			
ITEM	ITEM QTY	PART NUMBER	MATERIAL
1	2	60x60x2.5 - 3200	MILD STEEL S275
2	2	30 x 5 - 2440	MILD STEEL S275
3	1	Securus Mesh Panel 1800 MIN - 5000 MAX	GALFAN CLASS A (BS EN 10218-2 : 2012 T1)
4	7	60x60x2.5 - 3400	MILD STEEL S275
5	7	30 x 5 - 2600	MILD STEEL S275
6	2	Securus Mesh Panel 2200 MIN - 5400 MAX	STEEL GALV
7	1	Securus Mesh Panel (1 IN 6) 2200 MIN - 5400 MAX	STEEL GALV
8	2	Securus Mesh Panel (HALF 1 IN 3) 2200 MIN - 5400 MAX	STEEL GALV
9	2	Securus Mesh Panel (HALF 1 IN 2) 2400 MIN - 5600 MAX	STEEL GALV



SECURUS LITE S1 DETAIL
(CLD-2686-01)

NOT TO SCALE

REV	ISSUED FOR	DATE	BY
2	BID	01/2025	SA
1	REGULATORY APPROVAL	07/2024	SA

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0, 1/2", 1")

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

BID SET

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE DETAILS

DATE:	JANUARY 2025
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	CD12

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PLOT DATE: 1/16/2025 12:43 PM BY: MSEEBOLD

Option 2 - $1,029,000
(Additional Cost - $278,000)

Along Nashville Hwy

- Metal Pickets between Brick Columns



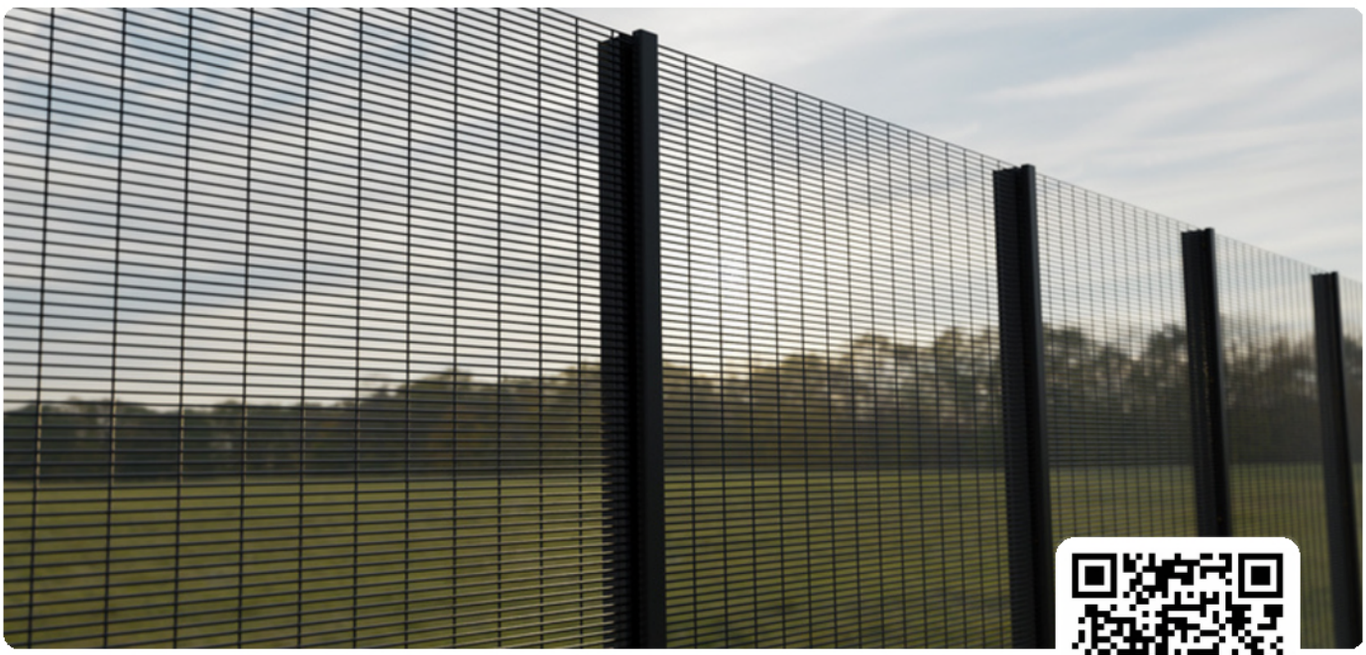
Along Sides and Back

- CLD Securus Lite S1 Fencing



CLD Securus Lite S1

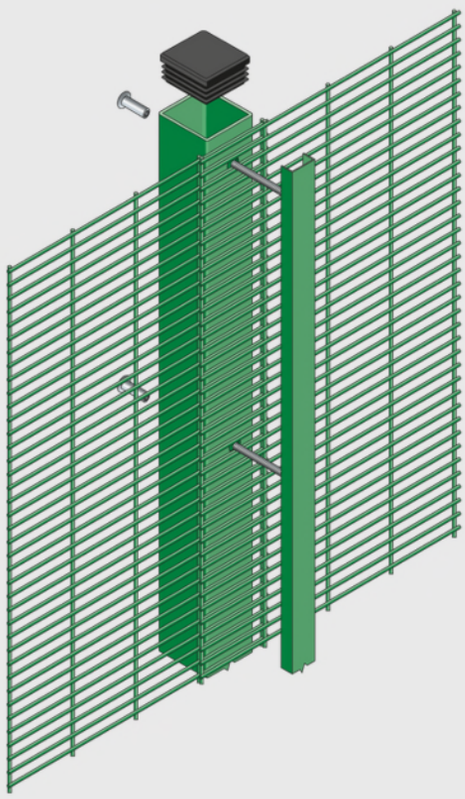
High security flat panel system



Description

CLD Securus Lite S1 is a permanent, in-ground security fence. Tested and certified to LPS 1175 A1 (SR1) Issue 8. it guarantees a minimum delay of 60 seconds against attacks. This fenceline is suitable for Police Stations, Industrial Buildings, Schools, and MODs: quality is assured with this fence line.

Find out more
Scan for more information



Exploded view of post and fixing details for the CLD Securus Lite S1
This product has additional features not demonstrated for security reasons

Features

- Optional active anti-intruder toppings
- Two clamp bar options available
- LPS 1175 Issue 8 A1 security rating

LPS 1175
Cert. 999q/01

cld-systems.com

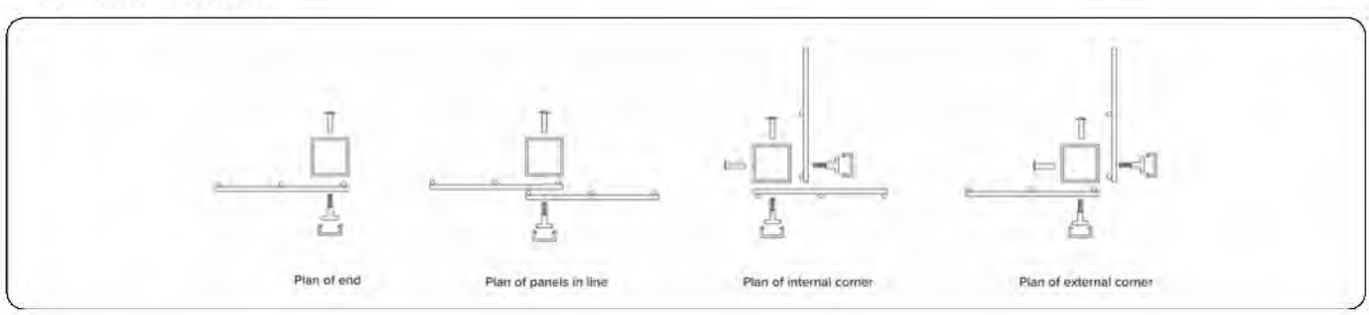
CLD Securus Lite S1

High security flat panel system

Product Technical Information

Standard	BS1722-14:2017 BS EN ISO 141:2022 BS EN 13438:2013 Secured By Design
Panel Type	Single layered mesh panel system. Profiled version also available.
Panel Width	99.13in
Wire Diameter	0.15in
Mesh size	3 x 0.49in
Fixings	1.61in x 0.82in clamping channels and CLD SafeTFix hidden fixing system OR 1.18in x 0.19in full-length clamp bar. Through bolt, security washer, and non removable shear nut
Available Heights	70.86in, 78.74in, 82.67in, 94.48in, 118.11in (up to 196.85in)
Nominal Heights	5.9ft to 16.4ft
Finish	Polyester powder-coated to 60-80 microns or 160-200 microns with marine grade and metallics. Any RAL color available
Top Edge Projection	1.18in
Panel installation	Bottom of panel maximum 1.96in above ground
Topping Options	Barbed and razor wire, cranked and straight
Posts	SHS or RHS, galvanized after manufacture and polyester powder-coated to match fencing
Post Dimensions	Minimum 2.36in x 2.36in depending upon application
Post Centers	96.06in
Foundations	Set posts in holes minimum 17.71in square x 37.4in deep min. Note: Contractor/ client is responsible for the foundation size suitable for the ground conditions and fence height.
Warranty	Minimum of 15 years against manufacturing defects.

System Details



Disclaimer

Fencing should be installed in accordance with BS 1722-14. Every care has been taken to ensure that all information provided on this data sheet is accurate. CLD Fencing Systems Ltd reserves the right to change product specification at any time.
Please ensure that you have the latest information which can be found on our website or by contacting our team.

Document Reference - CLD_Securus_Lite_S1_DS_20230413

Reference Planning Item 1.a.iv - Revised Standards Modifications Proposal List

(PUD-MU) District Standards: Planned Unit Development - Mixed Use

Modification of Standards (MOS)	Design Standard	Required	Proposed	Comment
MOS - 0	**Parcel Size**	More than 10 acres	No Modification	Parcels total 12.6 acres.
MOS - 1	**Private Frontage Types**	Common Yard - NP Stepfront - P Porch - NP Shopfront - P Fence - NP Gallery - P Terrace/Lightwell - P Arcade - P Forecourt - P Office front - P Stoop - P	Common Yard - NP Stepfront - P Porch - NP Shopfront - P Fence - **P** Gallery - P Terrace/Lightwell - P Arcade - P Forecourt - P Office front - P Stoop - P	The frontage is separated from the public frontage by a fence.
MOS - 2	**Number of BLDGs per Lot or Building Site**	Principal Building 1 max Accessory Buildings 1 max	Principal Building 1 max Accessory Buildings **15 max**	Number of structures will be greater than 1 accessory building. The water treatment process requires multiple buildings.
MOS - 3	**Setbacks / Yards - Principal BLDG**	Front Setback / Yard, Principal Frontage: 0-20 ft.	Front Setback / Yard, Principal Frontage: 0-**150 ft.**	The existing filters building is the principal building on the property. It's setback does not meet the requirement. Proposed change is to achieve compliance.
		Front Setback / Yard, Secondary Frontage: 0-20 ft.	No Modification	This building does not exist on a corner lot. No modification needed.
		Side Setback / Yard: 0 ft. min. for attached Buildings; Otherwise, 10 - 24 ft.	Side Setback / Yard: 0 ft. min. for attached Buildings; Otherwise, 10 - **125 ft.**	The existing principal building does not comply with the standard. This building is not part of the project. Revising standard for compliance.
		Rear Setback / Yard: NR	No Modification	Rear setback is not regulated.
MOS - 4	**Setbacks / Yards - Accessory BLDG**	Front Setback / Yard, Principal Frontage: 40 ft. max. from rear property line	Front Setback / Yard, Principal Frontage: **must submit and receive approval prior to design**	The area designated in the existing standard will need to be used for utilities. Accessory buildings placed in best location for the needs of the plant and the layout of the site.
		N/A	No Modification	No Standard Exists
		Side Setback / Yard: 0 ft. min.	No Modification	-
		Rear Setback / Yard: 3 ft. max	Rear Setback / Yard: **must submit and receive approval prior to design**	There are multiple accessory buildings on the property. All buildings placed according to the needs of the plant and the layout of the site.
MOS - 5	**Building Height**	Principal Building 2 Stories min. - 4 Stories max. Accessory Buildings 2 Stories max.	Principal Building 2 Stories min. - 4 Stories max. Accessory Buildings **1 Stories min. - 4 Stories max.**	All proposed buildings are either 1- or 2- story structures as defined by number of floors. One proposed building will exceed the 35' height limit requiring approval. Building height is dictated by the water treatment process requirements for operations and maintenance and cannot be reduced. (See table attached for Building Descriptions.)
		Along any District boundary where a PUD-MU District adjoins a Residential District that is not included within a PUD-MU District no Building within the commercial planned unit Development shall project through imaginary planes starting at the maximum height permitted in the adjoining District and leaning inward from District boundaries at an angle representing an increase of 1/2 foot in height for each foot of horizontal distance perpendicular to the boundary.	Building Height (max.): **must submit and receive approval prior to design**	

Modification of Standards (MOS)	Design Standard	Required	Proposed	Comment
MOS - 6	**Ceiling Height**	May not exceed 14 ft. from finished floor to finished ceiling, except for a first floor Commercial, Office, Retail/Personal Service, or Accommodation / Lodging Use, which must be a minimum of 11 ft. with a maximum of 25 ft.	May not exceed 14 ft. from finished floor to finished ceiling, except for a first floor Commercial, Office, Retail/Personal Service, or Accommodation / Lodging Use, which must be a minimum of 11 ft. with a maximum of **40** ft.	The 25'-0" max for Commercial will be exceeded due to size and clearance requirements for process equipment; proposed GAC building will need a floor height of approximately 34'.
MOS - 7	**Façade**	Main Entrance - Main Entrance must be in Facade of Principal Frontages. If Shopfront Frontage at corner, Main Entrance may be at Principal Frontage or at corner.	Main Entrance - **If Main Entrance is not in Façade of Principal Frontages or at corner if shopfront frontage is at corner, entrance must be submitted for approval prior to installation**.	Building entrances determined in part by existing site organization.
		Façade Position - Parallel to straight Frontage Line or to tangent of curved Frontage Line	No Modification	Facades are meant to address Nashville Hwy where necessary (closest to road)
		Façade Articulation - A Façade greater than 100 ft. in width must be differentiated so that it appears to be comprised of two or more Adjacent Buildings (See Page 172 for Specific Details)	No Modification	Complies - buildings include multiple brick colors, accent banding, glazing, and bump-outs to break up the façade to meet intent without appearing as if two or more Adjacent Buildings.
		Façade Openings - Windows and/or doors spaced ≤ 20 ft. apart. In Stories above first, Facade openings must be ≤ 50% of total Facade area.	Façade Openings - Windows and/or doors spaced ≤ 20 ft. apart. In Stories above first, Facade openings must be ≤ 50% of total Facade area. **If this is not practical, explanation must be submitted explaining proposed façade openings.**	Spacing , size, and number of façade openings are designed for each proposed building to support its utility function.
		Window Alignment - Upper floor windows and other features must be aligned with those of first floor.	Window Alignment - Upper floor windows and other features must be aligned with those of first floor. **If this is not practical, explanation must be submitted explaining proposed window alignment.**	Partially complies - Most windows are located high up due to facility functioning, with few located at ground floor level
		Window Glazing Material - Clear glass (R for Required) for all Elevations.	Window Glazing Material - **Either** Clear glass **or Translucent Wall Panels (P for Permitted)** for all elevations.	Translucent wall panels are utilized for daylighting ILO clear glass, due to height and facility maintenance requirements.
		Window Trim in 1st Layer - Min. 4 in. trim with sill and top plate if siding surrounding window; soldier course above lintel and rollock course below sill if brick or stone surrounds window	No Modification	Complies - buildings include soldier and rowlock course at lintels and sills, respectively.
MOS - 8	**Building Materials**	Brick - P Natural Stone - NP Wood - NP Cementitious Siding - P Authentic Stucco over Masonry - P Exposed Concrete - NP Aluminum / Vinyl Siding - NP Corrugated / Sheet Metal - NP	Brick - P Natural Stone - NP Wood - NP Cementitious Siding - P Authentic Stucco over Masonry - P Exposed Concrete - **P** Aluminum / Vinyl Siding - NP Corrugated / Sheet Metal - NP	Water containing structures (treatment basins) at the plant will have exposed concrete walls similar to the existing treatment basins onsite (i.e., process basins and the exposed lower levels of the pump stations)
MOS - 9	**Fencing**	Height: 3.5-4 ft. at Frontage; otherwise 6 ft. max	**Height (sides and rear only): 8 ft. of metal non-climbing rigid mesh panel system fence** **Height (front): 8 ft.**	Proposed fence added to property.
		Materials (at sides and rear only): Natural Wood - P Chain Link - P Materials: Brick, Natural Stone or Stucco over Masonry - P Barbed/razor/concertina wire - NP Wrought Iron or Aluminum - P Exposed or Painted Aggregate Concrete - NP Vinyl and /or Smooth or Split-Faced Block - NP	Materials (at sides and rear only): Natural Wood - P Chain Link - P **Polyester Powder-coated (or similar) Steel (Black) - P** Materials: Brick, Natural Stone or Stucco over Masonry - P Barbed/Razor/concertina wire - NP Wrought Iron or Aluminum - P Exposed or Painted Aggregate Concrete - NP Vinyl and /or Smooth or Split-Faced Block - NP	Existing chain link fence with barbed wire at the back and sides will be removed and replaced with the rigid mesh panel system, which will continue along the sides/back of the new construction. Brick columns and aluminum panels along Nashville Highway. Maintaining or improving the perimeter security is key to compliance with CPWS's EPA required Risk & Resiliency Plan. The treatment plant was identified as the second highest priority in the water system for risk protection.

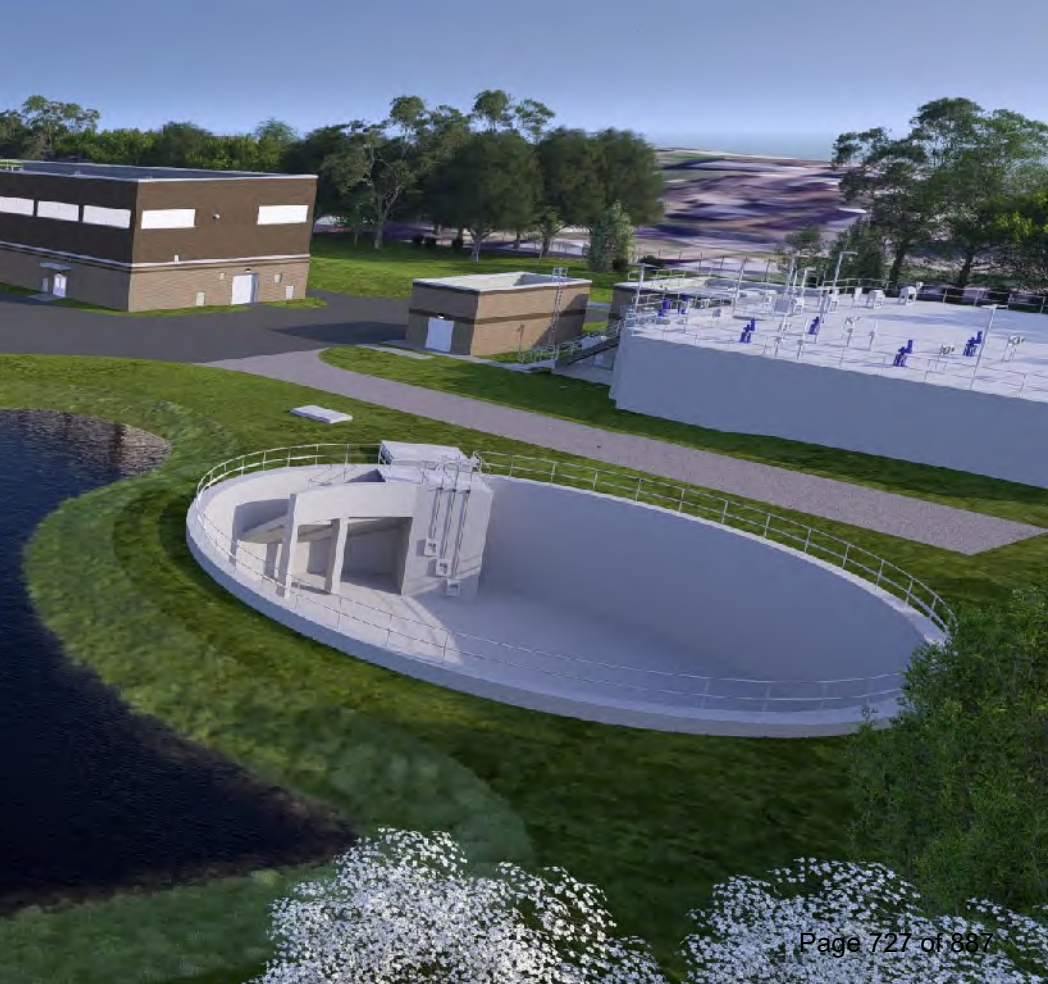
Modification of Standards (MOS)	Design Standard	Required	Proposed	Comment
MOS - 10	**Landscaping**	if 1st Layer ≥ 10 ft, minimum of 30% of 1st Layer must be landscaped in compliance with Section 4.3.16, . Landscaping must comply with Section 4.3.16. with continuous shrubs around foundation at Facade if 1st Layer is ≥ 3 ft. deep if 1st Layer is ≥ 15 ft. deep, 1 tree per 50 ft. of Frontage width, planted in 1st Layer Not Applicable in front if less than 3 ft front setback	**A buffer infill planting is required along the eastern and southern residential borders of the property as a supplement to existing native shrubs and trees. Plants shall be strategically placed to provide an additional visual buffer within the existing canopy. New buffer plants must be comprised of over 75% evergreen species to provide year-round visual buffer. Added shrubs shall be 100% evergreen.**	The landscape plan is designed to provide the required visual buffer between the plant and the residents. CPWS proposes limited landscaping to achieve the buffer in order to conserve water. CPWS is pursuing conservation rates to encourage all water customers to conserve water.
MOS -11	**Screens, Streetscreens & Buffers**	At Frontage or Adjacent to Civic Space: Fence Screen/Streetscreen Height - Not Permitted	At Frontage or Adjacent to Civic Space: Fence Screen/Streetscreen Height - **8 ft**.	Fence in front is 8 ft tall.
MOS -12	**Additional Standards**	Parcel Buffer Section 4.3.11.H (75 ft.) Project Buffer Section 5.8 (50ft.)	Parcel Buffer **25 ft. (sides adjacent to residential or street)** **10 ft. (sides not adjacent to residential)** Project Buffer **25 ft. (sides adjacent to residential or street)** **10 ft. (sides not adjacent to residential)**	25 ft. buffer along all sides and back of property adjacent to single family homes. 10 ft. buffer zone designed for the project along all sides and back of property adjacent to non-single-family homes. Project area is very limited and area must be reserved for future expansion as dictated by City growth.

Table of Proposed Building Descriptions

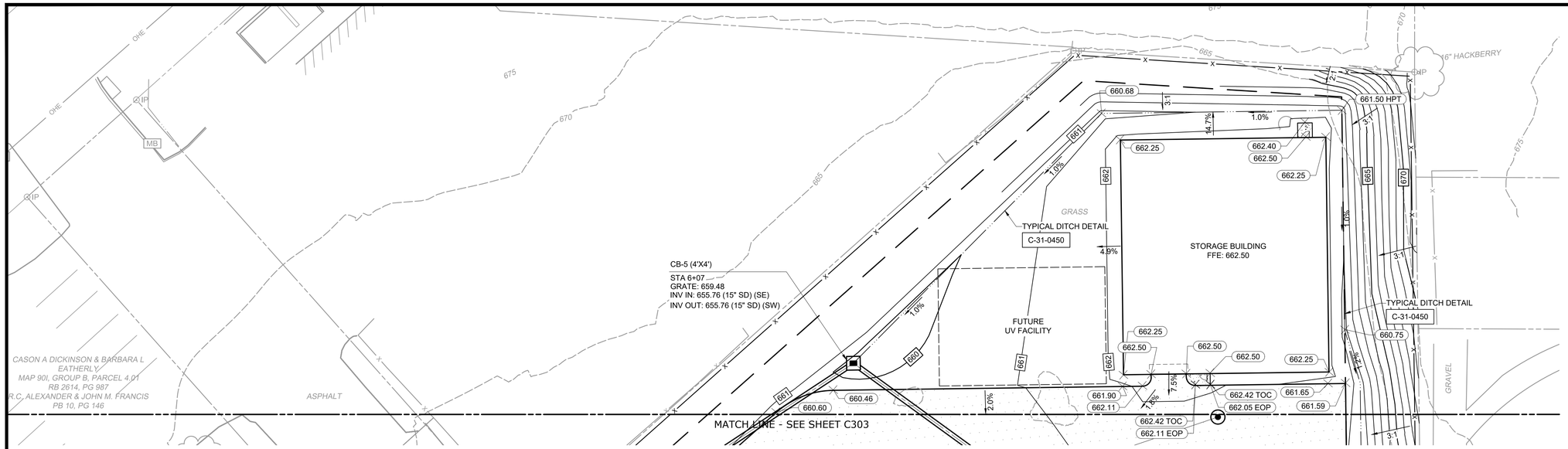
Facility	Description	Occupied	Floors/Stories	Exterior Height (ft)
Chemical Building	Masonry (brick-face) to match existing structures	No	1 floor with accessible recessed chemical containment area	30 ft (Sheet A753 from Bid Set)
High Service Pump Station	Masonry (brick-face) to match existing structures	No	1 floor	19 ft above grade (Sheet A551 from Bid Set)
Membrane Feed Pump Station	Masonry (brick-face) to match existing structures	No	1 floor (attached to Pretreatment Facility)	15'-4" above grade (Sheet A152 from Bid Set)
Pretreatment Electrical Building	Masonry (brick-face) to match existing structures	No	1 floor	15'-4" above grade (Sheet A176 from Bid Set)
Membrane/GAC Facility	Masonry (brick-face) to match existing structures	Operator workstation/office - Not regularly occupied	1 floor	38'-8" above grade (Sheet A207 from Bid Set)
Storage Building	Masonry (brick-face) to match existing structures	No	1 floor	20 ft (Sheet A802 from Bid Set)
Raw Water Meter Vault	Small/precast Concrete Vault	No	N/A	0 ft above grade (vault) (Sheets M132-133 from Bid Set)
Finished Water Meter Vault	Small/precast Vault	No	N/A	0 ft above grade (vault) (Sheet M551 from Bid Set)
Pretreatment Facility (Rapid Mix/Floc/Sed Basins)	Water-containing concrete structure	N/A	N/A	11 - 15 ft above grade (Sheets C306 and M133 from Bid Set)
Backwash Recycle Tank	Water-containing concrete structure	N/A	N/A	1 - 3 ft above grade (Sheets C306 and M625 from Bid Set)
Backwash Recycle Pump Station Vault	Vault / Water-containing structure	No	N/A	1 ft above grade (Sheets M627-628 from Bid Set)
Clearwell	Water-containing concrete structure	N/A	N/A	13-20 ft above grade (Sheets M401 and C303 from Bid Set)

Reference Planning Item 2.b. - Renderings of Backwash Recycle Tank





Reference Engineering Item 2.a.iii. - Revised Grade Slopes



PLAN
SCALE: 1" = 20'

N

NOTES:

1. ELEVATIONS ARE BASED UPON A PREVIOUS SURVEY (DATED 6-18-21) BY BARGE DESIGN SOLUTIONS, WHICH IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88, GEOID03). CONTOURS ARE SHOWN HEREON AT 1-FOOT INTERVALS. WHEN REVIEWING COLUMBIA WTP DRAWINGS FROM 2014 AND EARLIER, BE AWARE THAT A DIFFERENT DATUM WAS USED IN DETERMINING THOSE ELEVATIONS. THE DATUM CONVERSION IS AS FOLLOWS: CURRENT PLAN DATUM + 0.31' = 2014 DATUM.

REV	ISSUED FOR	DATE	BY
2	BID	01/2025	SA
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER: S. ALPERT
DESIGNED BY: A. ATCHLEY
DRAWN BY: M. SEEBOLD
CHECKED BY: M. ORR
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE 0 1/2" 1"

BID SET

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
GRADING PLAN -
ENLARGED - AREA 1

DATE: JANUARY 2025
HAZEN NO.: 50124-008A
CONTRACT NO.: X
DRAWING NUMBER: C301

File: C:\USERS\MSEEBOLD\DOCACCDOCS\HAZEN AND SAWYER\50124-008A_CPWS_EX WTP_PHASE 2\PROJECT FILES\01_DESIGN\CIVIL\50124-008A-C301 Saved by AATCHLEY Save date: 1/14/2025 4:16 PM
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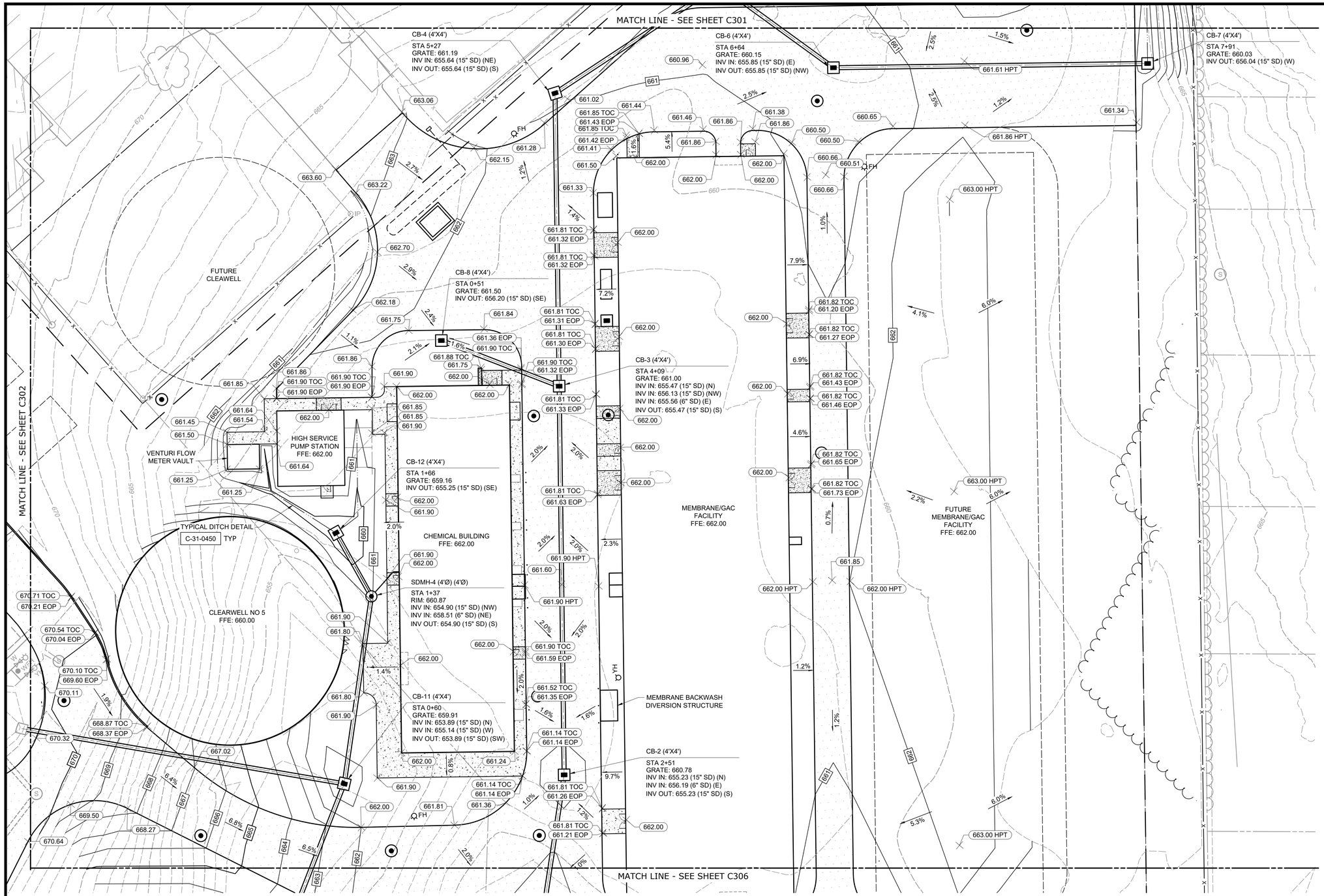

PLAN
SCALE: 1" = 20'

NOTES:

1. ELEVATIONS ARE BASED UPON A PREVIOUS SURVEY (DATED 6-18-21) BY BARGE DESIGN SOLUTIONS, WHICH IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88, GEOID03). CONTOURS ARE SHOWN HEREON AT 1-FOOT INTERVALS. WHEN REVIEWING COLUMBIA WTP DRAWINGS FROM 2014 AND EARLIER, BE AWARE THAT A DIFFERENT DATUM WAS USED IN DETERMINING THOSE ELEVATIONS. THE DATUM CONVERSION IS AS FOLLOWS: CURRENT PLAN DATUM + 0.31' = 2014 DATUM.

REV	ISSUED FOR	DATE	BY
2	BID	01/2025	SA
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0, 1/2", 1")

BID SET

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
GRADING PLAN -
ENLARGED - AREA 3

DATE:	JANUARY 2025
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C303

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PLOT DATE: 1/16/2025 12:28 PM BY: MSEEBOLD

MATCH LINE - SEE SHEET C303

MATCH LINE - SEE SHEET C305

SDMH-2 (5'Ø) (5'Ø)
STA 0+89
RIM: 663.11
INV IN: 653.80 (30" SD) (E)
INV IN: 653.80 (15" SD) (NE)
INV OUT: 653.80 (30" SD) (S)

SDMH-1 (5'Ø) (5'Ø)
STA 0+73
RIM: 662.16
INV IN: 653.79 (30" SD) (N)
INV OUT: 653.79 (30" SD) (SE)

CB-13 (4'X4')
STA 0+68
GRATE: 656.13
INV OUT: 652.50 (15" SD) (SE)

HDWL-1
STA 0+21
INV: 653.75 (30" SD) (NW)

HDWL-5
STA 0+35
INV IN: 652.07 (8" RW) (N)

HDWL-3
STA 0+11
INV: 652.00 (18" SD) (E)

HDWL-2
STA 0+11
INV: 652.41 (15" SD) (NW)

EX RESIDUALS TANK AND PUMP STATION [600]

STORMWATER MANAGEMENT BASIN

OUTLET STRUCTURE
STA 0+75
GRATE: 658.00
INV OUT: 650.50 (30" SD) (SW)

BACKWASH RECYCLE TANK
BOTTOM EL: 644.50
TOP EL: 665.00

HDWL-4
STA 0+27
INV: 650.10 (30" SD) (NE)

UNDEVELOPED STREET (30' R/W)

CB-1 (4'X4')
STA 1+91
GRATE: 660.75
INV IN: 655.11 (15" SD) (E)
INV IN: 655.11 (15" SD) (N)
INV OUT: 653.86 (30" SD) (W)

CB-9 (4'X4')
STA 0+85
GRATE: 661.59
INV IN: 655.52 (15" SD) (E)
INV IN: 657.69 (6" SD) (N)
INV IN: 658.50 (6" SD) (S)
INV OUT: 655.52 (15" SD) (W)

CB-10 (4'X4')
STA 1+19
GRATE: 660.34
INV IN: 655.71 (15" FUTURE SD) (E)
INV IN: 657.75 (6" SD) (S)
INV OUT: 655.71 (15" SD) (W)

CB-14 (4'X4')
STA 0+87
GRATE: 661.00
INV IN: 652.09 (18" OFL) (E)
INV OUT: 652.09 (18" RCP) (W)

RAW WATER MIXING VAULT
(SEE DWG CD13)

FLOW METER VAULT

VALVE VAULT

MEMBRANE/GAC FACILITY
FFE: 662.00

FUTURE MEMBRANE/GAC FACILITY
FFE: 662.00

PRETREATMENT ELECTRICAL BUILDING

FUTURE RESIDUALS ELECTRICAL BUILDING

MEMBRANE FEED PUMP STATION
FFE: 662.00

FUTURE MEMBRANE FEED PUMP STATION

RAW WATER METER VAULT

FUTURE PRETREATMENT FACILITY (COAG/FLOC)

PRETREATMENT FACILITY (COAG/FLOC)
BOTTOM EL: 658.00
TOP EL: 676.00

PRETREATMENT FACILITY (SEDIMENTATION)
BOTTOM EL: 658.00
TOP EL: 676.00

FUTURE PRETREATMENT FACILITY (SEDIMENTATION)

TYPICAL DITCH DETAIL
C-31-0450 TYP

MUD VALVE MANHOLE

UGE

N

NOTES:

1. ELEVATIONS ARE BASED UPON A PREVIOUS SURVEY (DATED 6-18-21) BY BARGE DESIGN SOLUTIONS, WHICH IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88, GEOID03). CONTOURS ARE SHOWN HEREON AT 1-FOOT INTERVALS. WHEN REVIEWING COLUMBIA WTP DRAWINGS FROM 2014 AND EARLIER, BE AWARE THAT A DIFFERENT DATUM WAS USED IN DETERMINING THOSE ELEVATIONS. THE DATUM CONVERSION IS AS FOLLOWS: CURRENT PLAN DATUM + 0.31' = 2014 DATUM.

PLAN
SCALE: 1" = 20'

REV	ISSUED FOR	DATE	BY
2	BID	01/2025	SA
1	REGULATORY APPROVAL	07/2024	SA

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0, 1/2", 1")

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

BID SET

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
GRADING PLAN -
ENLARGED - AREA 6

DATE:	JANUARY 2025
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C306

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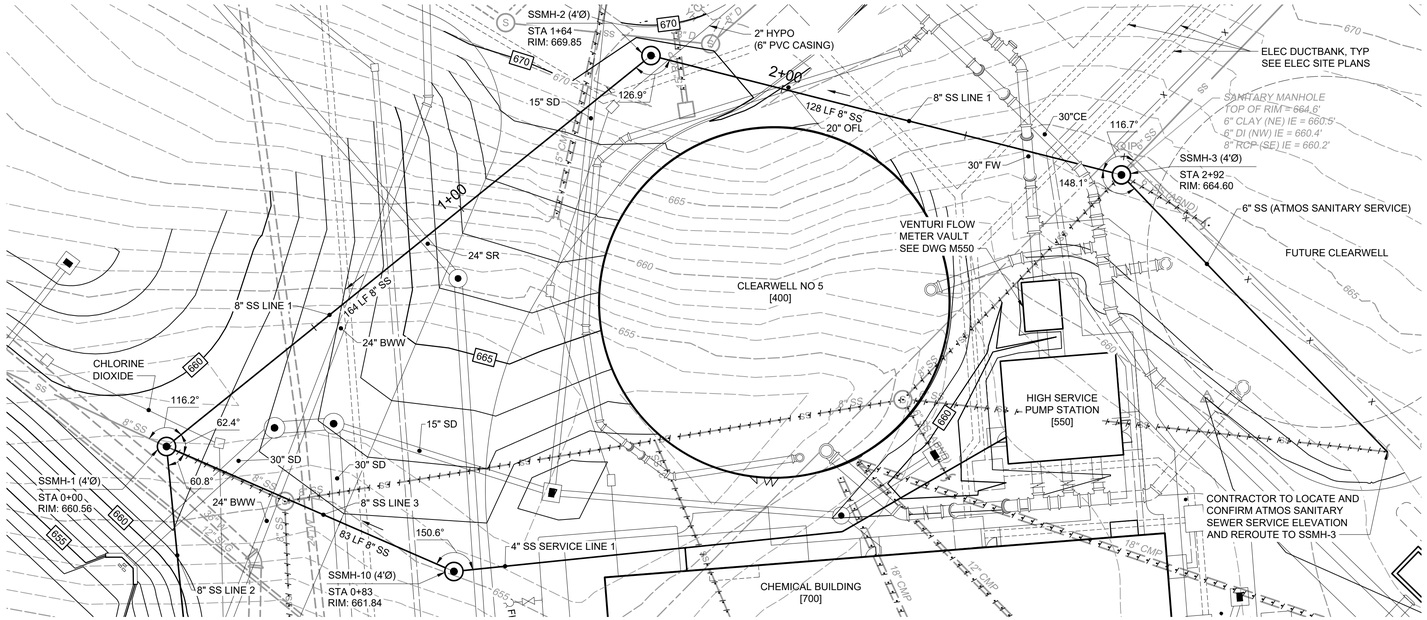
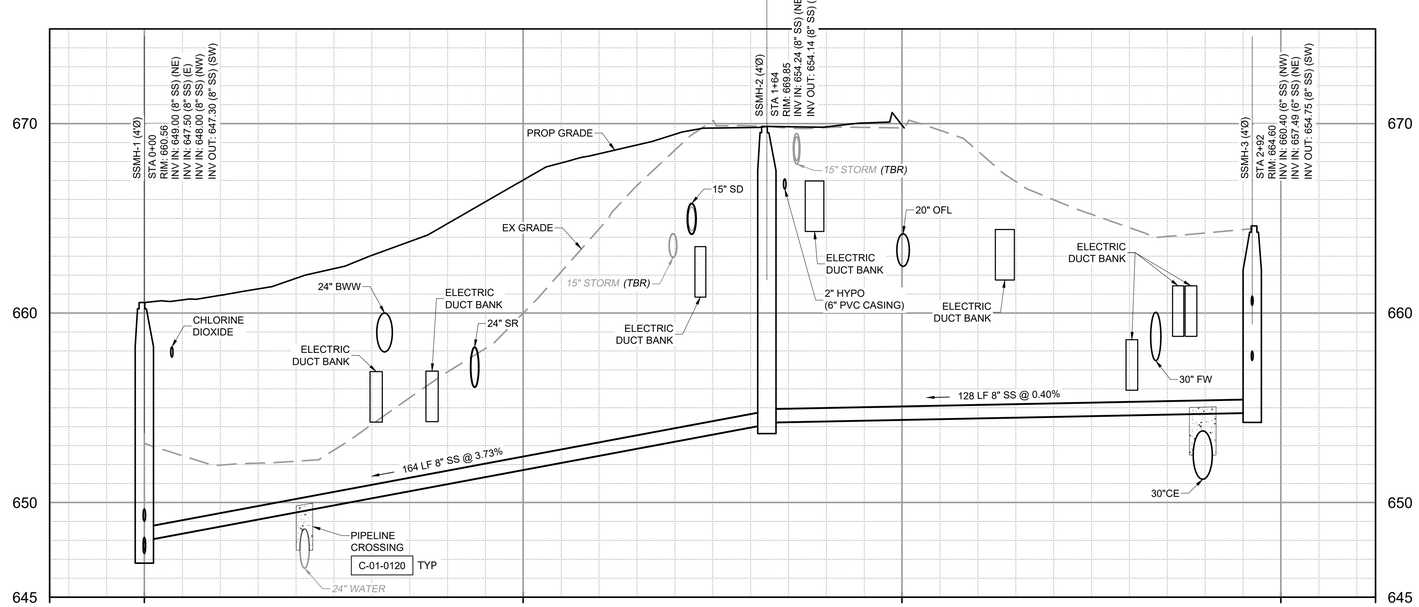
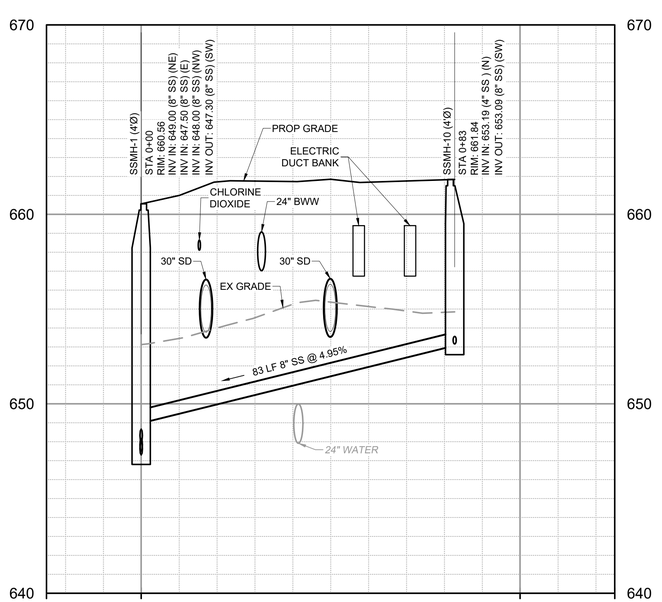
Reference Wastewater Item 3.b. - Profile of Sanitary Sewer



PLAN
SCALE: 1" = 20'



PROFILE SS LINE 1
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'



PROFILE SS LINE 3
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

REV	ISSUED FOR	DATE	BY
2	BID	01/2025	SA
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE 0 1/2" 1"

BID SET

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SS LINE 1 & LINE 3
PLAN & PROFILE

DATE:	JANUARY 2025
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C410

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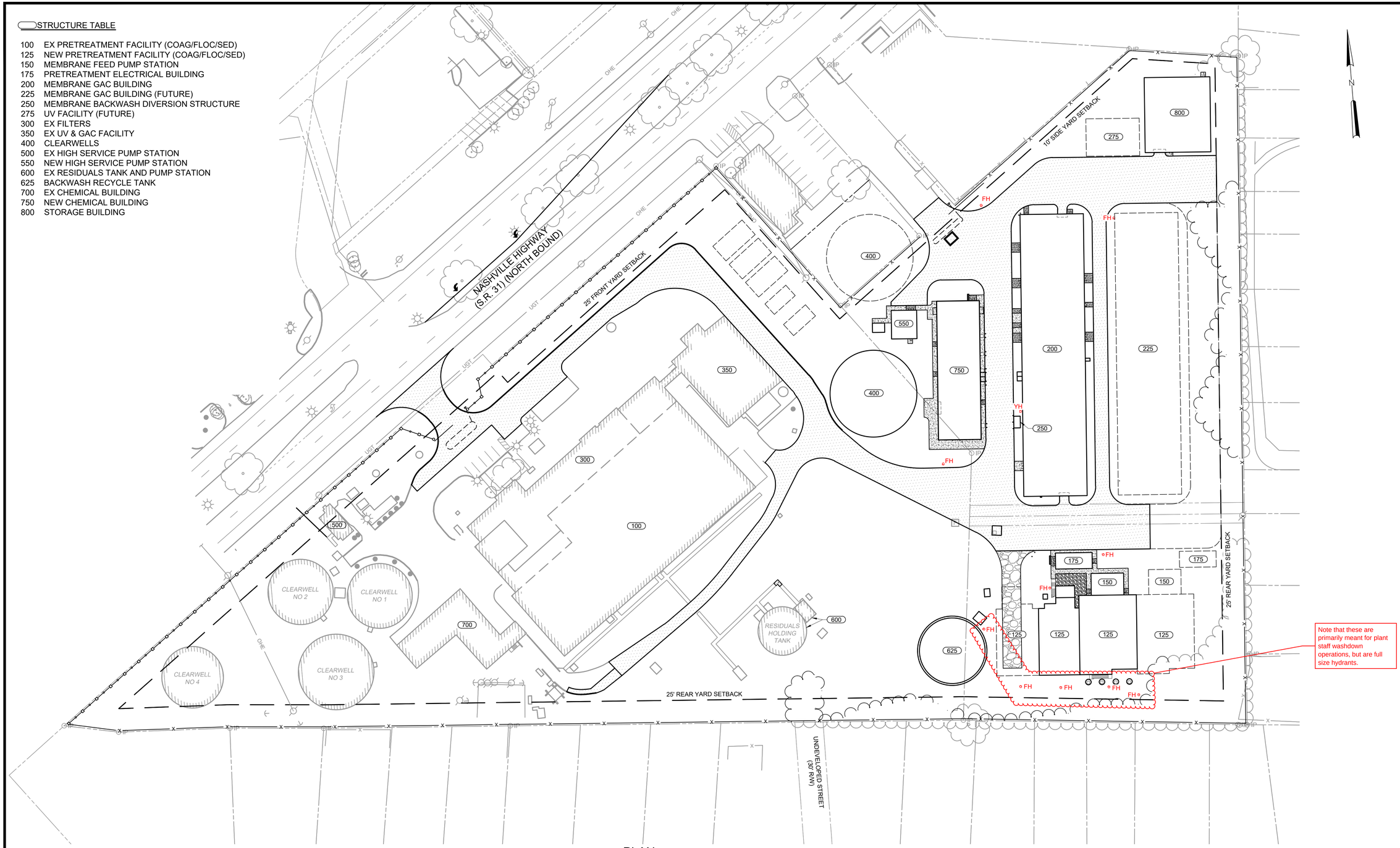
PLOT DATE: 1/16/2025 12:36 PM BY: MSEEBOLD

Reference Fire Item 8 - Hydrant Locations

STRUCTURE TABLE

100	EX PRETREATMENT FACILITY (COAG/FLOC/SED)
125	NEW PRETREATMENT FACILITY (COAG/FLOC/SED)
150	MEMBRANE FEED PUMP STATION
175	PRETREATMENT ELECTRICAL BUILDING
200	MEMBRANE GAC BUILDING
225	MEMBRANE GAC BUILDING (FUTURE)
250	MEMBRANE BACKWASH DIVERSION STRUCTURE
275	UV FACILITY (FUTURE)
300	EX FILTERS
350	EX UV & GAC FACILITY
400	CLEARWELLS
500	EX HIGH SERVICE PUMP STATION
550	NEW HIGH SERVICE PUMP STATION
600	EX RESIDUALS TANK AND PUMP STATION
625	BACKWASH RECYCLE TANK
700	EX CHEMICAL BUILDING
750	NEW CHEMICAL BUILDING
800	STORAGE BUILDING



PLAN
SCALE: 1" = 50'

REV	ISSUED FOR	DATE	BY
2	BID	01/2025	SA
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER: S. ALPERT
DESIGNED BY:
DRAWN BY:
CHECKED BY:
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE 0 1/2" 1"

BID SET

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

SITE FIRE HYDRANT LOCATIONS

DATE: JANUARY 2025
HAZEN NO.: 50124-008A
CONTRACT NO.: X
DRAWING NUMBER: EX-1

File: C:\USERS\MSEEBOLD\DOCACCDOCS\HAZEN AND SAWYER\50124-008A_CPWS_EX WTP_PHASE 2\PROJECT FILES\01_DESIGN\CIVIL\SITE HYDRANT LOCATIONS Saved by MSEEBOLD Save date: 1/20/2025 8:57 AM
PLOT DATE: 1/20/2025 8:57 AM BY: MSEEBOLD

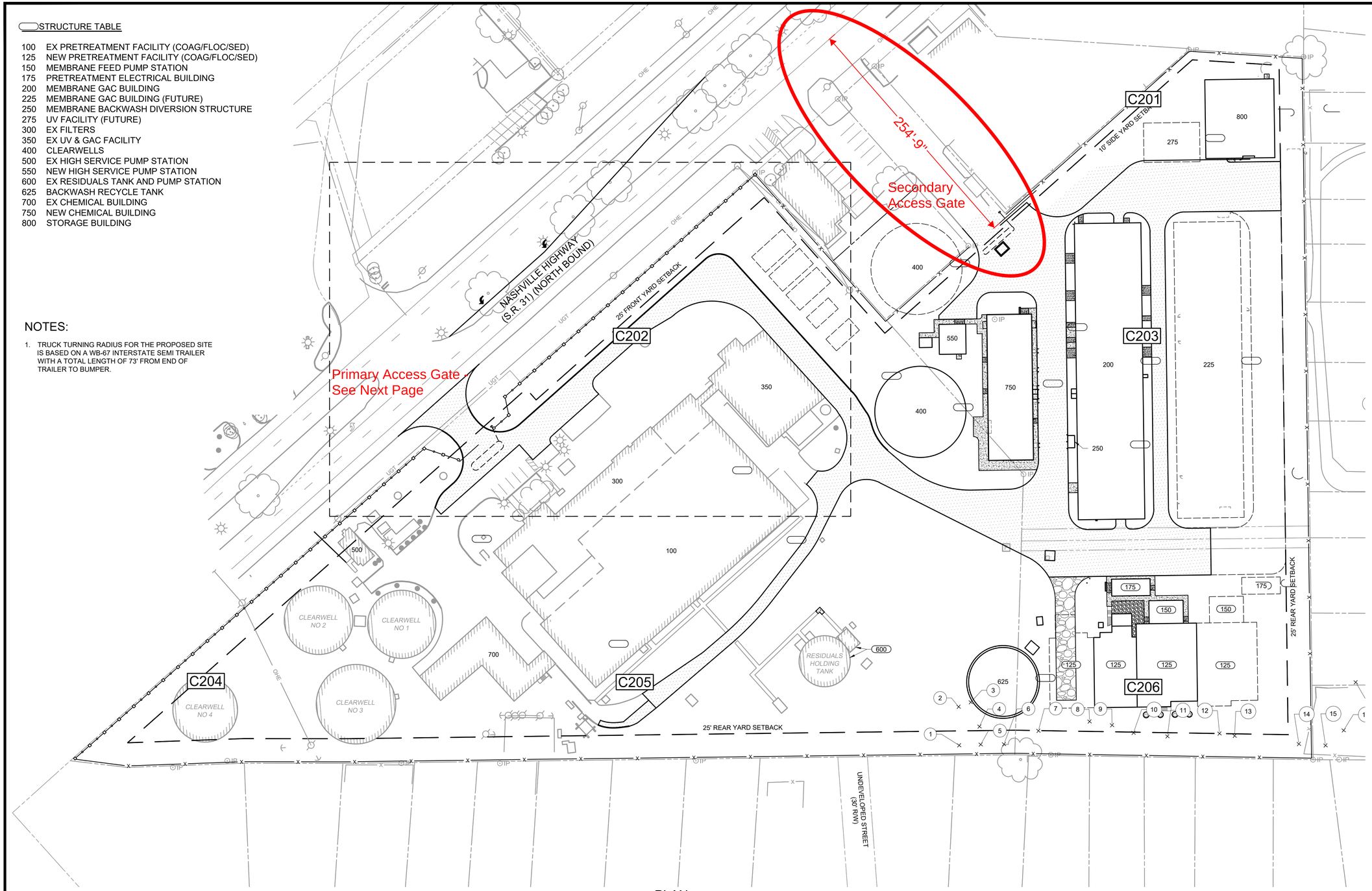
Reference Fire Item 9 - Gate Distances

STRUCTURE TABLE

100	EX PRETREATMENT FACILITY (COAG/FLOC/SED)
125	NEW PRETREATMENT FACILITY (COAG/FLOC/SED)
150	MEMBRANE FEED PUMP STATION
175	PRETREATMENT ELECTRICAL BUILDING
200	MEMBRANE GAC BUILDING
225	MEMBRANE GAC BUILDING (FUTURE)
250	MEMBRANE BACKWASH DIVERSION STRUCTURE
275	UV FACILITY (FUTURE)
300	EX FILTERS
350	EX UV & GAC FACILITY
400	CLEARWELLS
500	EX HIGH SERVICE PUMP STATION
550	NEW HIGH SERVICE PUMP STATION
600	EX RESIDUALS TANK AND PUMP STATION
625	BACKWASH RECYCLE TANK
700	EX CHEMICAL BUILDING
750	NEW CHEMICAL BUILDING
800	STORAGE BUILDING

NOTES:

1. TRUCK TURNING RADIUS FOR THE PROPOSED SITE IS BASED ON A WB-67 INTERSTATE SEMI TRAILER WITH A TOTAL LENGTH OF 73' FROM END OF TRAILER TO BUMPER.



PLAN
SCALE: 1" = 50'

TREE LINE STAKING TABLE

POINT #	NORTHING	EASTING	DESCRIPTION
1	472617.09	1663634.97	TREE LINE
2	472656.15	1663637.81	TREE LINE
3	472659.72	1663650.44	TREE LINE
4	472634.38	1663657.22	TREE LINE
5	472616.04	1663656.90	TREE LINE
6	472614.40	1663680.52	TREE LINE
7	472624.95	1663716.52	TREE LINE
8	472629.93	1663769.08	TREE LINE
9	472624.23	1663791.55	TREE LINE
10	472614.68	1663812.65	TREE LINE
11	472608.15	1663846.66	TREE LINE
12	472606.50	1663899.68	TREE LINE
13	472602.85	1663914.77	TREE LINE
14	472589.07	1663979.16	TREE LINE
15	472585.28	1664006.00	TREE LINE
16	472599.00	1664025.71	TREE LINE
17	472646.63	1664042.05	TREE LINE
18	472851.88	1664139.98	TREE LINE
19	472917.62	1664095.32	TREE LINE
20	472968.05	1664131.10	TREE LINE
21	472984.73	1664112.97	TREE LINE
22	473016.95	1664132.21	TREE LINE
23	473037.71	1664142.72	TREE LINE
24	473095.87	1664112.53	TREE LINE
25	473127.94	1664106.59	TREE LINE
26	473125.76	1664138.81	TREE LINE
27	473148.93	1664145.07	TREE LINE
28	473157.64	1664152.94	TREE LINE
29	473183.99	1664155.68	TREE LINE
30	473199.80	1664148.47	TREE LINE
31	473245.15	1664155.60	TREE LINE
32	473275.25	1664164.44	TREE LINE

REV	ISSUED FOR	DATE	BY
2	BID	01/2025	SA
1	REGULATORY APPROVAL	07/2024	SA

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0 1/2" 1")

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

BID SET

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE LAYOUT AND PAVING PLAN - OVERALL

DATE:	JANUARY 2025
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C200

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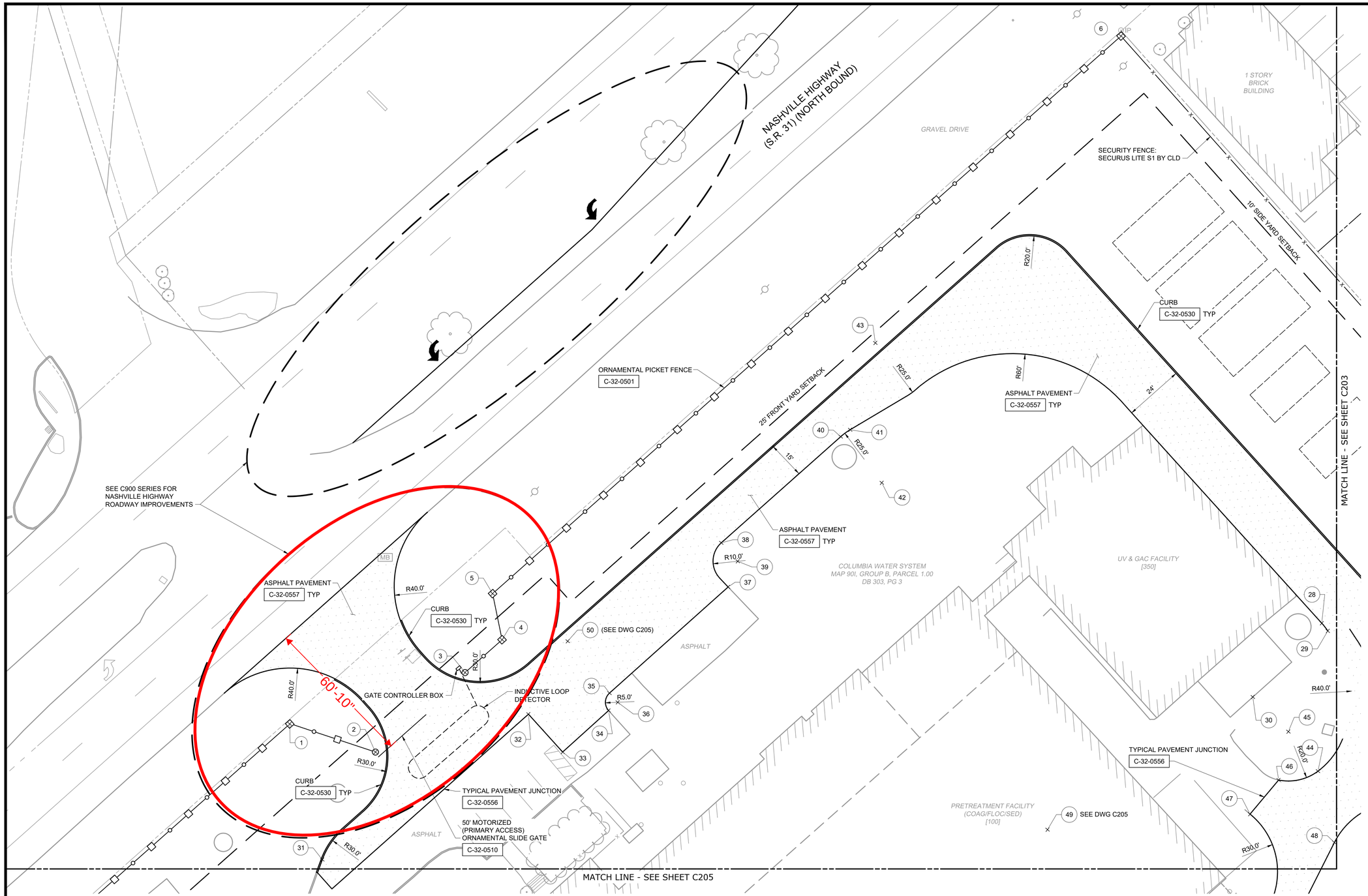

PLAN
SCALE: 1" = 20'

NOTES:

1. ALL UTILITY ACCESS AND ELECTRIC PULLBOXES LOCATED IN THE ROADWAY SHALL BE TRAFFIC RATED H20.
2. REPLACE COVERS ON EXISTING PULLBOXES THAT ARE IN PROPOSED ASPHALT WITH TRAFFIC RATED H20 COVERS.

STAKING TABLE

POINT #	NORTHING	EASTING	DESCRIPTION
1	472964.13	1663246.40	FENCE
2	472949.86	1663279.98	FENCE
3	472978.84	1663318.84	FENCE
4	472990.81	1663334.88	FENCE
5	473009.73	1663332.65	FENCE
6	473213.04	1663605.17	FENCE
7	472978.80	1663221.06	EOP
8	472946.80	1663245.05	40' RAD
9	472980.75	1663266.20	END CURB
10	472968.22	1663278.98	EOP
11	472950.26	1663254.95	30' RAD
12	472926.63	1663272.61	EOP
13	472920.08	1663264.68	EOP
14	472980.11	1663345.00	EOP
15	473004.14	1663327.04	30' RAD
16	472986.18	1663303.01	EOP
17	472988.79	1663301.05	EOP
18	473001.92	1663294.58	END CURB
19	473012.74	1663333.09	40' RAD
20	473044.78	1663309.15	EOP
21	473075.22	1663506.49	EOP
22	473131.67	1663547.78	EOP
23	473115.65	1663559.75	20' RAD
24	473127.75	1663575.68	EOP
25	473078.16	1663511.15	EOP
26	473028.87	1663545.37	60' RAD
27	473064.83	1663593.41	EOP
28	472969.33	1663665.93	EOP
29	472966.00	1663668.09	EOP
30	472941.97	1663635.62	40' RAD
31	472908.29	1663254.87	EOP
32	472959.88	1663342.98	EOP
33	472943.45	1663355.46	EOP
34	472958.59	1663375.40	EOP
35	472965.61	1663376.38	EOP
36	472961.62	1663379.38	5' RAD
37	473004.32	1663427.85	EOP
38	473022.38	1663426.61	EOP
39	473014.37	1663432.60	10' RAD
40	473061.10	1663478.41	EOP
41	473063.56	1663482.46	EOP
42	473041.07	1663493.38	25' RAD
43	473097.71	1663495.58	25' RAD
44	472909.81	1663659.33	EOP
45	472926.78	1663648.75	20' RAD
46	472907.58	1663643.17	EOP
47	472894.83	1663630.49	EOP
48	472880.48	1663663.51	EOP
49	472895.51	1663548.30	94' RAD
50	472987.97	1663361.30	294' RAD

REV	ISSUED FOR	DATE	BY
2	BID	01/2025	SA
1	REGULATORY APPROVAL	07/2024	SA

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0 — 1/2" — 1")

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

BID SET

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE LAYOUT AND PAVING PLAN - ENLARGED
AREA 2

DATE:	JANUARY 2025
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C202

File: C:\USERS\MSEEBOLD\DOCACCDOCS\HAZEN AND SAWYER\50124-008A_CPWS_EX WTP_PHASE 2\PROJECT FILES\01_DESIGN\CIVIL\50124-008A-C202 Saved by MSEEBOLD Save date: 1/10/2025 8:03 AM
PLOT DATE: 1/16/2025 12:27 PM BY: MSEEBOLD

Hazen *Memorandum*

January 21, 2025

To: Columbia Planning Commission

From: Scott M. Alpert, PhD, PE, Project Manager

cc: Inflo Design Group, Program Manager (Mike Harris, Barney Fullington)
CPWS (Matt Wheeler)

Re: Response to Comments, Item No. 24-0533
806 Nashville Hwy- CPWS PUD

Please find below a response to the comments received in writing and verbally from the Development Review Committee meeting at 10 AM on January 7, 2025.

Planning

1. Provide clarity and detail of proposed aluminum fence along Nashville Hwy.
    a. **Response: Option 2 per the direction of the City Council is being followed for site fencing.**
        i. **Front Yard: Fencing across the front yard, parallel to Nashville Hwy, shall be a black anodized aluminum fence with a wrought-iron style look and be eight (8) feet in height. The fence shall have intermediate brick faced columns spaced evenly with aluminum posts.**
        ii. **Side and Back Yard: Fencing across the side and rear yard shall be a rigid single layer mesh panel system with black powder coating and be eight (8) feet in height. Posts shall be metal and powder coated in black to match the fence.**
        iii. **See attached details and cut sheets for fences being proposed.**
        iv. **Notes within the Standards Modifications Proposal List have been corrected to remove reference to chain link fencing.**
2. Backwash recycle tank (625) has been adjusted on site across from detention area at southern boundary of site. Please indicate reason for adjustment. Have elevations changed from previous approvals?
    a. **In the previous iteration of the plans, the backwash recycle tank was located on an existing slope within the plant site. During its review of the 60% contract documents, the Construction Manager at Risk (CMAR) noted concerns with deep excavations in this area while protecting existing infrastructure as well as the increase in construction costs associated with this work. In response, Hazen (the**

design engineer) relocated the tank to the newly proposed area to avoid the slope and reduce the constructability concerns and costs for CPWS.

b. **Elevations have changed slightly since previous approval. In the previous set, the top of wall was 665.0 MSL and in the revised set the top of wall is 663.0. The grade at the new location is 662.0, so the top of wall will be 1-ft above grade in the revised location. Please reference renderings submitted for a visual of the tank in this location.**

3. Clearwells (400) has been adjusted in placement to accommodate relocation of new chemical building (750). Please indicate reason for adjustment. Have elevations changed from previous approvals, please provide.

    a. **At the time of the previous submittal, the final geotechnical evaluation of the site was not complete. Upon review of the borings information at the previously proposed site of the new Chemical Building, it was determined that the soil conditions would result in additional construction methods and costs. As such, as part of value engineering, Hazen relocated the proposed Chemical Building to the revised location adjacent to the proposed Membrane and GAC Building. To accomplish this move, the proposed Clearwell had to be shifted west to make room for the Chemical Building and revised High Service Pump Station (see note below).**

    b. **The elevation of the clearwell has only a minor change as the top of wall elevation has been reduced from 685.0 to 682.0.**

    c. **The height of the proposed Chemical Building remains the same at 30-ft above grade. However, the relocation moves the building to a lower grade on the site. In the original submittal, the grade and finished floor were at 675.0. In the revised location, the grade and FFE are at 662.0.**

4. New high service pump station (550) appears to have been reduced in size and is indicated as being relocated on site. Please indicate reason for relocation. If size has been reduced, a modified elevation shall be submitted.

    a. **In the previous submittal, the proposed High Service Pump Station was to the immediate southeast of the new Chemical Building. As noted in Item 3 above, the results of the geotechnical evaluation in that location led to concerns by the CMAR contractor on constructability and cost, which resulted in Hazen relocating both facilities. To accomplish the relocation of the High Service Pump Station, Hazen also changed the type of pumps used in the pump station and relocated the accompanying electrical equipment. This resulted in a smaller overall footprint for the pump station.**

    b. **The elevations of the pump station have changed based on the relocation to a lower grade on the site and as result of the change in the pump type. The new elevations are as follows: grade / finished floor = 662.0 and top of parapet = 681.0.**

   c. **The elevation drawings submitted in the November resubmittal included the revised High Service Pump Station.**

5. Preliminary PUD Master plan was approved by City Council with an Option 2. Please provide detail on CLD Securus Lite S1 Fencing with call out on site plan documents including height of fencing.

   a. **Response – Reference comments in Item 1 above.**

6. Council Member Greene moved to approve Ordinance No. 4508 as amended on second consideration and restated that option 2 is the option Council selected. Council Member Marshall seconded the motion. All Council Members present voted aye.

   a. Acknowledged

7. Robert Archibald and Austin Brass will be the case planners for this review. Please submit all correspondence to rarchibald@columbiatn.gov and abrass@columbiatn.gov with a formal response to comment letter and updated plan set by the resubmittal deadline date of 1/21/25

   a. Acknowledged

Engineering

1. Subject to construction plans and TIS.

   a. Acknowledged

2. The maximum slope of all cut and fill slopes shall not exceed three-to-one (3H:1V). All retaining walls over 4 feet in height (requiring a building permit) shall be shown and approved with the PUD.

   a. **Response: There are two locations on the site where proposed 2:1 slopes exist, east of the Storage Building and south of the Stormwater Pond.**

      i. **The 2:1 slopes shown east of the Storage Building are a proposed condition created by Hazen to blend proposed contours into existing. Existing contours in this corner of the site range from 1.5:1 to 3:1. The 2:1 contours shown provide a connection between these two existing conditions. The proposed contours have been modified to lessen the length of this transition.**

      ii. **The 2:1 slopes creating the south embankment of the stormwater pond are a proposed condition created by Hazen to fit the pond into the site. Hazen has modified these 2:1 slopes creating 3:1 slopes on the pond embankment as requested. In doing so, the pond has been modified and yard piping adjusted to achieve necessary cover.**

      iii. **See attached revised drawings (C301, C303, C306).**

Wastewater

3. Columbia Wastewater would like written confirmation that relocation of the existing on-site sewer to the unaffected existing public gravity sewer will be possible given the proposed building placements.

    a. **Referencing C410 of the plan set, Profile SS Line 1 shows the new alignment of the 8" SS that passes through the site. Each end of the new line ties into the existing 8" SS.**

    b. **See attached drawing (C410).**

Maury County Schools

4. No Comment.

    a. Acknowledged

Police

5. No comments provided.

    a. Acknowledged

City Attorney

6. No comments provided.

    a. Acknowledged

Building

7. No comments.

    a. Acknowledged

Fire

8. Advisory note: Hydrant located within 400 feet of all side of all buildings, per a fire apparatus road and a fire hydrant must be within 100 feet of a FDC

a. **Building 750 "Chemical Building" shall be supplied with a sprinkler system. The FDC is located near the southeast corner of the building. A fire hydrant is located just southwest of this corner, approximately 50' away.**

b. **There are various fire hydrants provided throughout the remainder of the site. These hydrants provide coverage to all sides of the remaining buildings and are within 400 feet.**

c. **See attached drawing.**

9. Advisory note: Gates will need a knox switch and be where our sirens will open them, if they are electric

    a. **Rapid Access System: Both the Primary and Secondary front access gates shall be supplied with a Knox Box Model 3501-Cover, 3502-Gate and Key Switch, and a Siren operated Sensor.**

    b. **The Fire Marshal also asked during the review meeting about the distance of the proposed gates off of Nashville Highway:**

        i. **The primary access gate from Nashville Hwy is approximately 60'-10" from edge of pavement.**

        ii. **The secondary access gate from Nashville Hwy that enters directly into the new facility is approximately 254-9" from edge of pavement.**

        iii. **Refer to attached drawings with distances identified.**

ATT

10. ATT Facilities Present

    a. Acknowledged

Atmos Energy

11. Gas available along Nashville Highway

    a. Acknowledged

Columbia Power

12. Columbia Power System has an existing power line near your proposed residential development. We are willing to serve this new development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and

complete electrical load information is furnished as soon as possible prior to start of actual construction. Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.

a. Acknowledged

13. CPWS BB: Plan to Serve

a. Acknowledged

Maury County Highway Dept.

14. No comment.

a. Acknowledged

Duck River Electric Membership Corp

15. No comment.

a. Acknowledged

Columbia Water

16. No comments.

a. Acknowledged

Maury County E911

17. No comments provided.

a. Acknowledged

Reference Planning Item 1.a.iii - Fence Details

CITY OF
COLUMBIA
TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, January 7, 2025

ITEM NO.
24-0533

DESCRIPTION: 806 Nashville Hwy- CPWS PUD

COMMENTS:

Planning

1. Provide clarity and detail of proposed aluminum fence along Nashville Hwy.
2. Backwash recycle tank (625) has been adjusted on site across from detention area at southern boundary of site. Please indicate reason for adjustment. Have elevations changed from previous approvals?
3. Clearwells (400) has been adjusted in placement to accommodate relocation of new chemical building (750). Please indicate reason for adjustment. Have elevations changed from previous approvals, please provide.
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5. Preliminary PUD Master plan was approved by City Council with an Option 2. Please provide detail on CLD Securus Lite S1 Fencing with call out on site plan documents including height of fencing.
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7. Robert Archibald and Austin Brass will be the case planners for this review. Please submit all correspondence to rarchibald@columbiatn.gov and abrass@columbiatn.gov with a formal response to comment letter and updated plan set by the resubmittal deadline date of 1/21/25

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
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Wastewater

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Maury County Schools

4. No Comment

Police

5. No comments provided.

City Attorney

6. No comments provided.

Building

7. No comments.

Fire

8. Advisory note: Hydrant located within 400 feet of all side of all buildings, per a fire apparatus road and a fire hydrant must be within 100 feet of a FDC
9. Advisory note: Gates will need a knox switch and be where our sirens will open them, if they are electric

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COLUMBIA
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ATT

10. ATT FACILITIES PRESENT

Atmos Energy

11. Gas available along Nashville Highway

Columbia Power

12. Columbia Power System has an existing power line near your proposed residential development. We are willing to serve this new development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction. Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.
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Maury County Highway Dept.

14. No comment.

Duck River Electric Membership Corp

15. No comment.

Columbia Water

16. No comments.

Maury County E911

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PHONE: (931) 560-1560
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17. No comments provided.

Resubmittal Guidelines

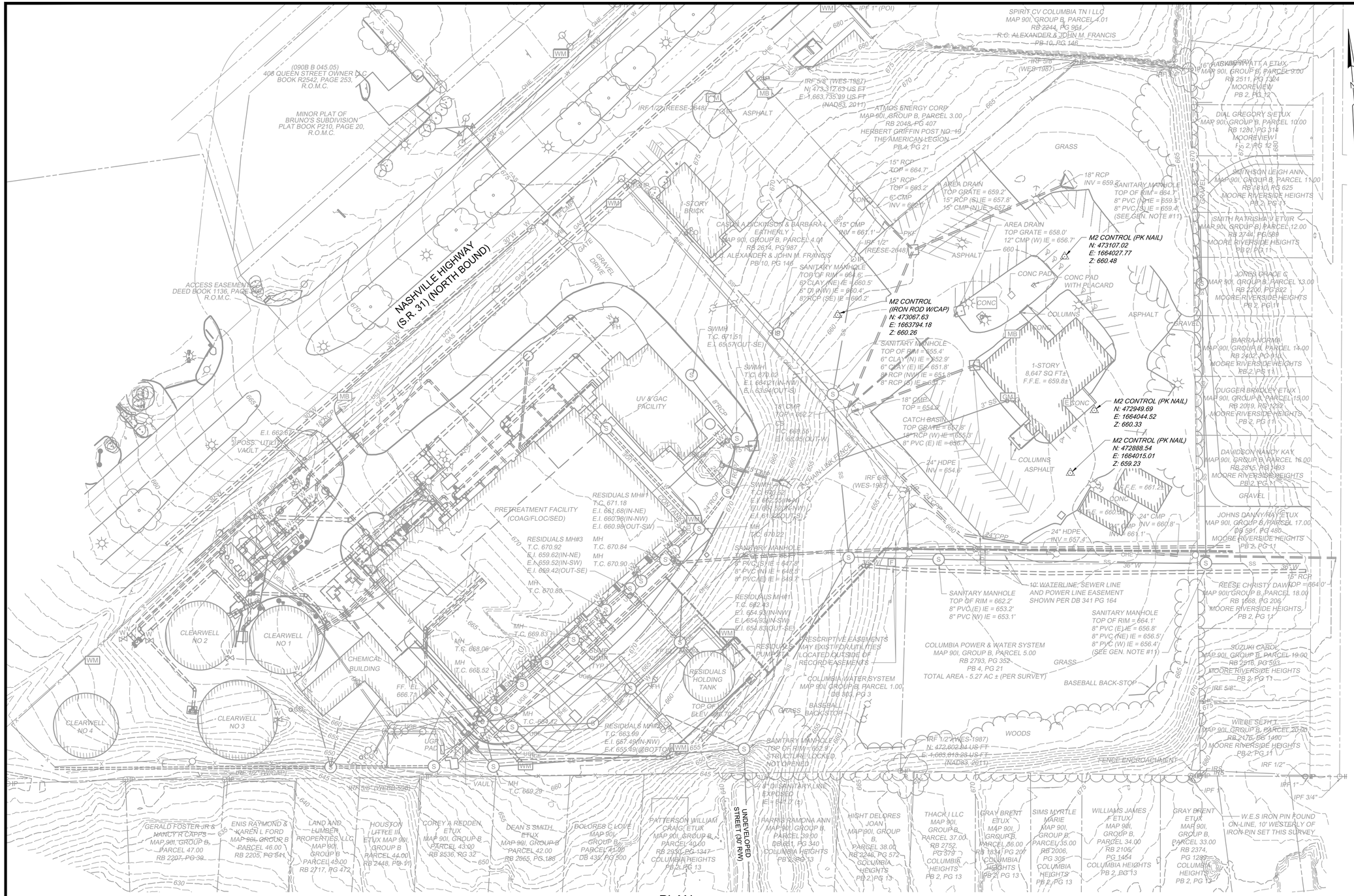
Please provide a comment response letter as well as digital copies of revised plans and supporting documentation. Submit all required documents electronically through the online portal: columbia.onlama.com. If the files are oversized, please provide a file sharing link.

Please contact the case planner identified in the Planning Comments with any questions about the review process.

Please contact pkeltner@columbiatn.gov or srichardson@columbiatn.gov if you encounter difficulties with the online portal.

You will receive an invoice for required advertising and mailing fees. All fees must be paid by the Friday following resubmittal in order advance to the Planning Commission agenda.

NOTE: All resubmittals must demonstrate compliance with city standards prior to Planning Commission review. Requests which do not adhere to regulations and/or remain unresponsive to technical comments will not be forwarded to the next agenda until such items are amended. Final Plat applications which are not ready to proceed to Planning Commission following the first resubmittal deadline will be added to the following DRC agenda to confirm the status of required infrastructure and utilities. Applications which remain incomplete following two resubmittal deadlines will be closed.



PLAN
SCALE: 1" = 50'

SURVEY GENERAL NOTES:

1. BEARINGS ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD83, 2011).
2. ELEVATIONS ARE BASED UPON A PREVIOUS SURVEY (DATED 6-18-21) BY BARGE DESIGN SOLUTIONS, WHICH IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88, GEOID03). CONTOURS ARE SHOWN HEREON AT 1-FOOT INTERVALS. WHEN REVIEWING COLUMBIA WTP DRAWINGS FROM 2014 AND EARLIER, BE AWARE THAT A DIFFERENT DATUM WAS USED IN DETERMINING THOSE ELEVATIONS. THE DATUM CONVERSION IS AS FOLLOWS:
CURRENT PLAN DATUM + 0.31' = 2014 DATUM.
3. THE FIELD SURVEY WAS COMPLETED ON AUGUST 22, 2023 BY M2 GROUP.
4. THIS SURVEY WAS PREPARED USING THE CURRENT DEEDS AND PLATS OF RECORD.
5. ALL DEED BOOK AND PLAT REFERENCES PERTAIN TO THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.
6. ADJOINING PROPERTY LINES SHOWN WERE PLOTTED FROM INFORMATION TAKEN FROM EITHER DEED DESCRIPTION, RECORD PLATS, OR TAX MAPS.
7. PROPERTY CORNERS SET THIS SURVEY ARE 18" #4 REBAR WITH ORANGE PLASTIC CAP STAMPED "M2 GROUP", 18" #5 REBAR WITH YELLOW PLASTIC CAP STAMPED "M2 GROUP, LLC", OR PK NAIL WITH STAINLESS STEEL WASHER STAMPED "M2 GROUP, LLC", UNLESS NOTED OTHERWISE.
8. UTILITIES SHOWN HEREON WERE COMPILED FROM VISIBLE STRUCTURES AT THE SITE, INFORMATION FROM PLANS, AND PHYSICAL MARKINGS AND COMBINED TO DEVELOP A VIEW OF THE UNDERGROUND UTILITIES. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY, AND RELIABLY DEPICTED. IN ADDITION, IN SOME JURISDICTIONS, 811 OR OTHER SIMILAR UTILITY LOCATE REQUESTS FROM SURVEYORS MAY BE IGNORED OR RESULT IN AN INCOMPLETE RESPONSE. THIS SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THIS SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. VERIFICATION OF EXISTENCE, LOCATIONS, AND DEPTH SHOULD BE MADE BEFORE CONDUCTING ANY EXCAVATION IN THE VICINITY OF THE UTILITY.
9. THE PROPERTY SHOWN HEREON IS LOCATED IN A FLOOD HAZARD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) ACCORDING TO F.I.R.M. MAP "MAURY COUNTY, TENNESSEE" PANEL 170 OF 440, MAP NUMBER 47119C0170E, REVISED APRIL 16, 2007.
10. NO TITLE REPORT WAS PROVIDED TO THIS SURVEYOR REGARDING THE SUBJECT PROPERTIES, THEREFORE, THIS SURVEY IS SUBJECT TO THE FINDINGS OR ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH AND REPORT MAY DISCLOSE.
11. SANITARY SEWER DEPTHS THAT REFERENCE THIS NOTE HAVE BEEN TAKEN FROM A PREVIOUS SURVEY (DATED 6-18-21) BY BARGE DESIGN SOLUTIONS.

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0, 1/2", 1")

90% DESIGN SUBMITTAL
DO NOT USE FOR
CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
EXISTING CONDITIONS
SITE SURVEY

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C100

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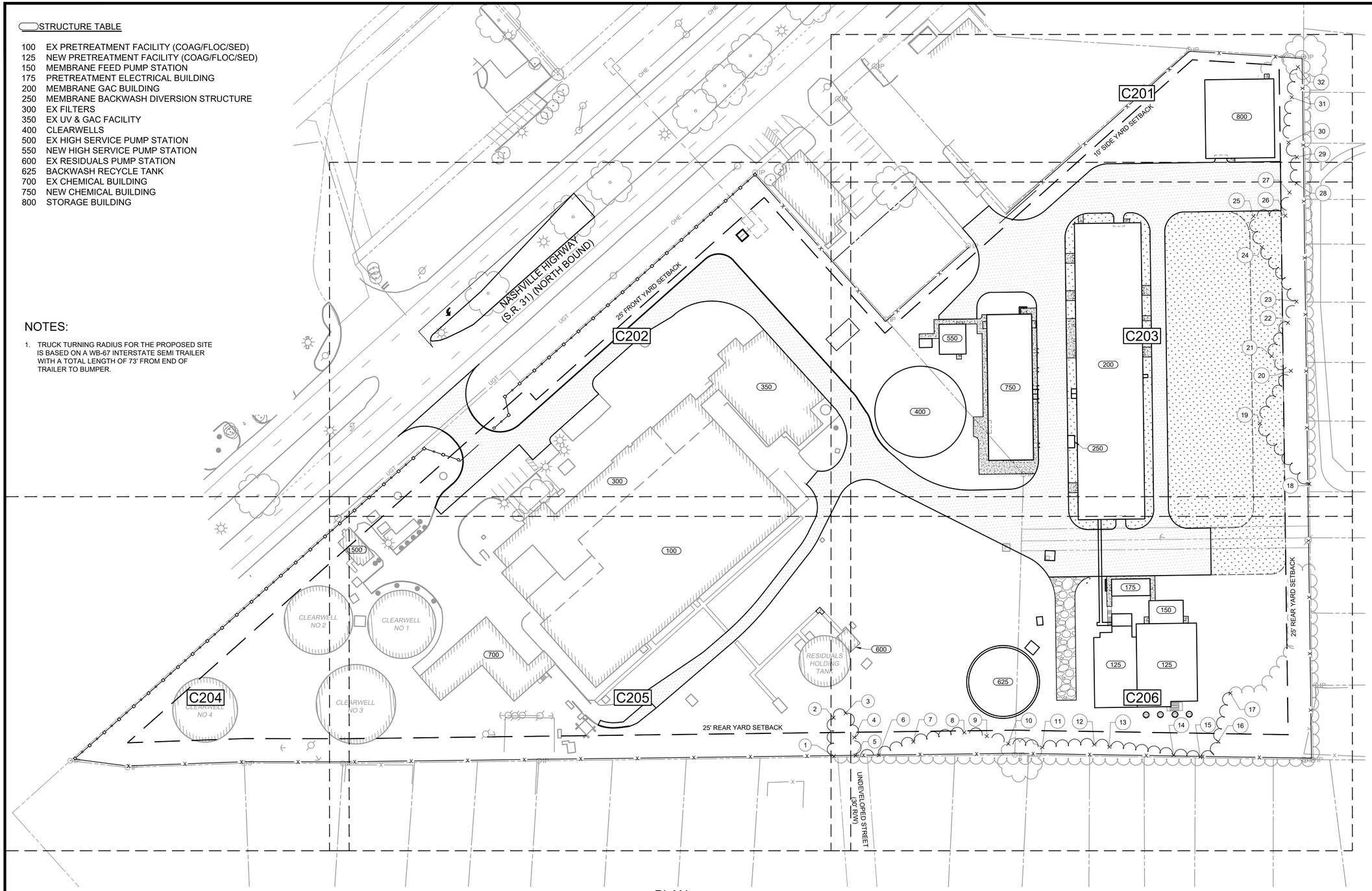
PLOT DATE: 11/15/2024 9:52 AM BY: MSEEBOLD

STRUCTURE TABLE

100	EX PRETREATMENT FACILITY (COAG/FLOC/SED)
125	NEW PRETREATMENT FACILITY (COAG/FLOC/SED)
150	MEMBRANE FEED PUMP STATION
175	PRETREATMENT ELECTRICAL BUILDING
200	MEMBRANE GAC BUILDING
250	MEMBRANE BACKWASH DIVERSION STRUCTURE
300	EX FILTERS
350	EX UV & GAC FACILITY
400	CLEARWELLS
500	EX HIGH SERVICE PUMP STATION
550	NEW HIGH SERVICE PUMP STATION
600	EX RESIDUALS PUMP STATION
625	BACKWASH RECYCLE TANK
700	EX CHEMICAL BUILDING
750	NEW CHEMICAL BUILDING
800	STORAGE BUILDING

NOTES:

1. TRUCK TURNING RADIUS FOR THE PROPOSED SITE IS BASED ON A WB-67 INTERSTATE SEMI TRAILER WITH A TOTAL LENGTH OF 73' FROM END OF TRAILER TO BUMPER.



PLAN
SCALE: 1" = 50'

TREE LINE STAKING TABLE

POINT #	NORTHING	EASTING	DESCRIPTION
1	472617.09	1663634.97	TREE LINE
2	472656.15	1663637.81	TREE LINE
3	472659.72	1663650.44	TREE LINE
4	472634.38	1663657.22	TREE LINE
5	472616.04	1663656.90	TREE LINE
6	472614.40	1663680.52	TREE LINE
7	472624.95	1663716.52	TREE LINE
8	472629.93	1663769.08	TREE LINE
9	472624.23	1663791.55	TREE LINE
10	472614.68	1663812.65	TREE LINE
11	472608.15	1663846.66	TREE LINE
12	472606.50	1663899.68	TREE LINE
13	472602.85	1663914.77	TREE LINE
14	472589.07	1663979.16	TREE LINE
15	472585.28	1664006.00	TREE LINE
16	472599.00	1664025.71	TREE LINE
17	472646.63	1664042.05	TREE LINE
18	472851.88	1664139.98	TREE LINE
19	472917.62	1664095.32	TREE LINE
20	472968.05	1664131.10	TREE LINE
21	472984.73	1664112.97	TREE LINE
22	473016.95	1664132.21	TREE LINE
23	473037.71	1664142.72	TREE LINE
24	473095.87	1664112.53	TREE LINE
25	473127.94	1664106.59	TREE LINE
26	473125.76	1664138.81	TREE LINE
27	473148.93	1664145.07	TREE LINE
28	473157.64	1664152.94	TREE LINE
29	473183.99	1664155.68	TREE LINE
30	473199.80	1664148.47	TREE LINE
31	473245.15	1664155.60	TREE LINE
32	473275.25	1664164.44	TREE LINE

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
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COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE LAYOUT AND PAVING PLAN - OVERALL

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C200

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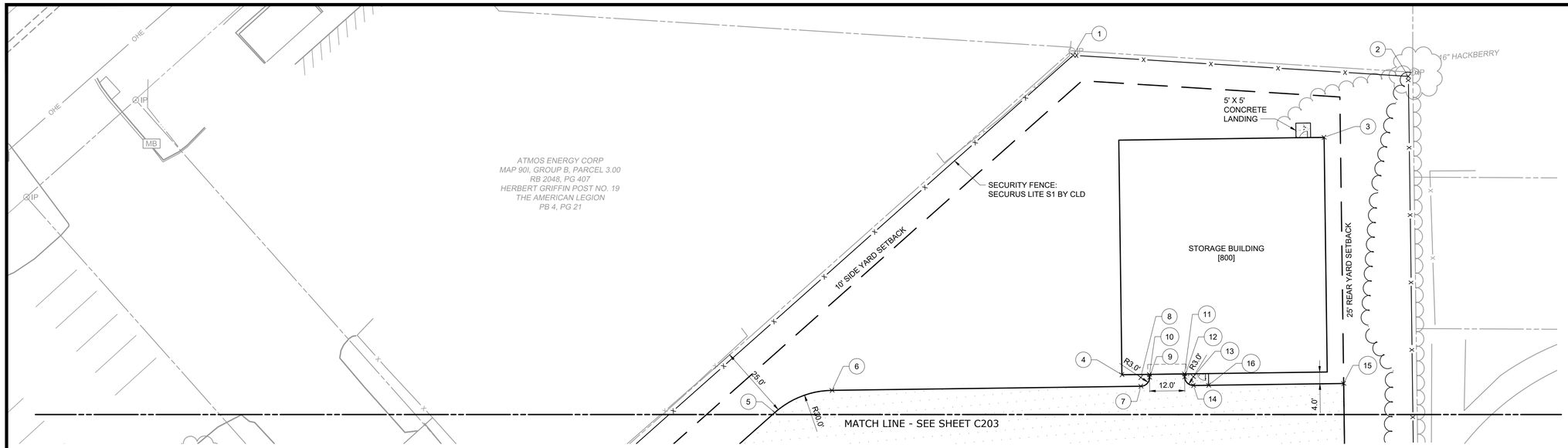
PLOT DATE: 11/15/2024 10:02 AM BY: MSEEBOLD



PLAN
SCALE: 1" = 20'

STAKING TABLE			
POINT #	NORTHING	EASTING	DESCRIPTION
1	473300.65	1664055.93	FENCE
2	473283.77	1664169.43	FENCE
3	473265.44	1664138.96	BLDG
4	473190.49	1664063.25	BLDG
5	473187.69	1663944.00	EOP
6	473193.58	1663964.10	EOP
7	473186.04	1664069.39	EOP
8	473189.03	1664069.58	3' RAD
9	473188.82	1664072.57	EOP
10	473189.82	1664072.64	EOP
11	473188.97	1664084.61	EOP
12	473187.96	1664084.54	EOP
13	473187.75	1664087.53	3' RAD
14	473184.76	1664087.32	EOP
15	473181.09	1664138.52	EOP
16	473184.39	1664092.47	CONC

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0 1/2" 1")

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE LAYOUT AND PAVING PLAN - ENLARGED AREA 1

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C201

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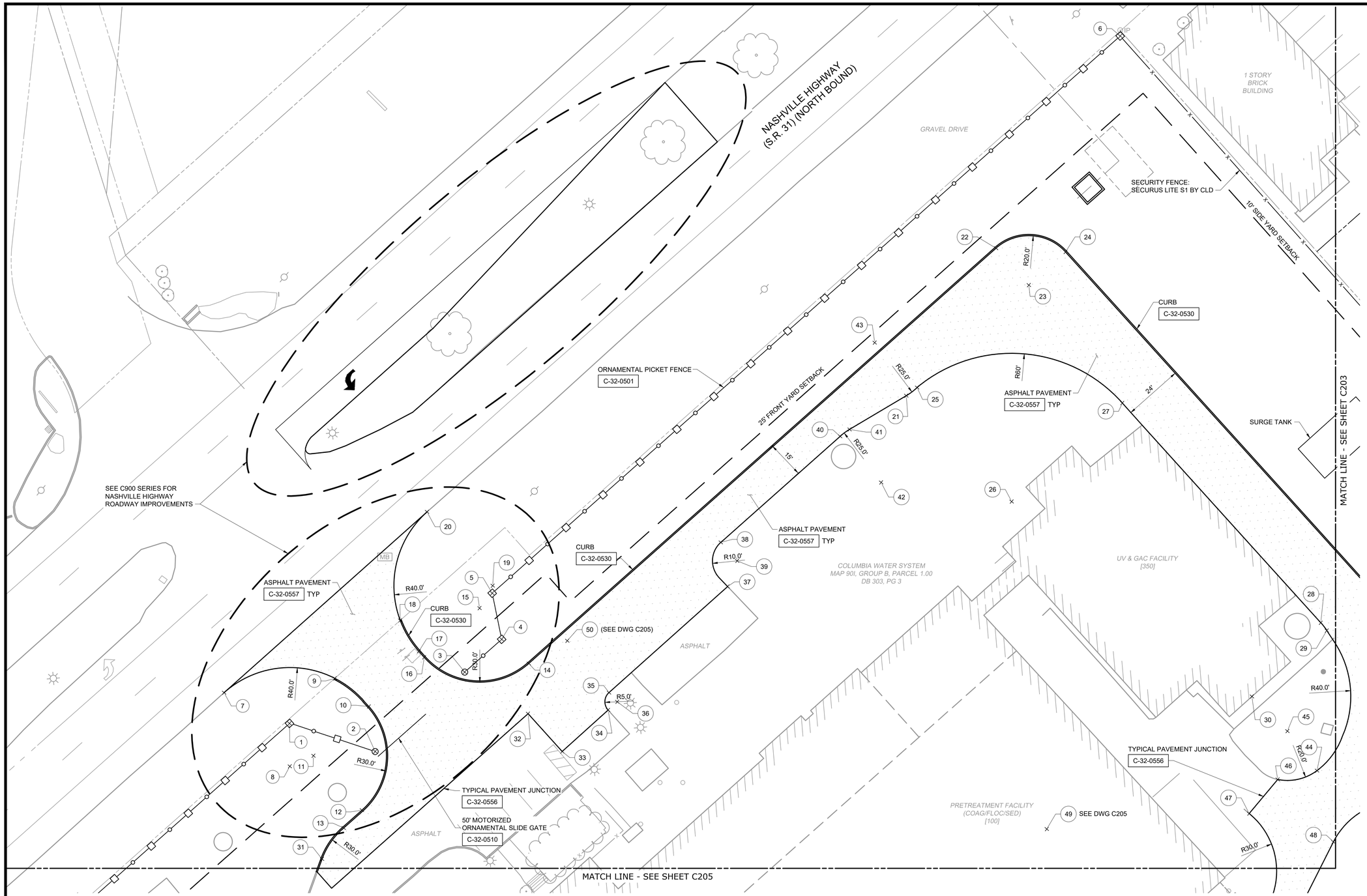

PLAN
SCALE: 1" = 20'

NOTES:

1. ALL UTILITY ACCESS AND ELECTRIC PULLBOXES LOCATED IN THE ROADWAY SHALL BE TRAFFIC RATED H20.
2. REPLACE COVERS ON EXISTING PULLBOXES THAT ARE IN PROPOSED ASPHALT WITH TRAFFIC RATED H20 COVERS.

STAKING TABLE

POINT #	NORTHING	EASTING	DESCRIPTION
1	472964.13	1663246.40	FENCE
2	472949.86	1663279.98	FENCE
3	472978.84	1663318.84	FENCE
4	472990.81	1663334.88	FENCE
5	473009.73	1663332.65	FENCE
6	473213.04	1663605.17	FENCE
7	472978.80	1663221.06	EOP
8	472946.80	1663245.05	40' RAD
9	472980.75	1663266.20	END CURB
10	472968.22	1663278.98	EOP
11	472950.26	1663254.95	30' RAD
12	472926.63	1663272.61	EOP
13	472920.08	1663264.68	EOP
14	472980.11	1663345.00	EOP
15	473004.14	1663327.04	30' RAD
16	472986.18	1663303.01	EOP
17	472988.79	1663301.05	EOP
18	473001.92	1663294.58	END CURB
19	473012.74	1663333.09	40' RAD
20	473044.78	1663309.15	EOP
21	473075.22	1663506.49	EOP
22	473131.67	1663547.78	EOP
23	473115.65	1663559.75	20' RAD
24	473127.75	1663575.68	EOP
25	473078.16	1663511.15	EOP
26	473028.87	1663545.37	60' RAD
27	473064.83	1663593.41	EOP
28	472969.33	1663665.93	EOP
29	472966.00	1663668.09	EOP
30	472941.97	1663635.62	40' RAD
31	472908.29	1663254.87	EOP
32	472959.88	1663342.98	EOP
33	472943.45	1663355.46	EOP
34	472958.59	1663375.40	EOP
35	472965.61	1663376.38	EOP
36	472961.62	1663379.38	5' RAD
37	473004.32	1663427.85	EOP
38	473022.38	1663426.61	EOP
39	473014.37	1663432.60	10' RAD
40	473061.10	1663478.41	EOP
41	473063.56	1663482.46	EOP
42	473041.07	1663493.38	25' RAD
43	473097.71	1663495.58	25' RAD
44	472909.81	1663659.33	EOP
45	472926.78	1663648.75	20' RAD
46	472907.58	1663643.17	EOP
47	472894.83	1663630.49	EOP
48	472880.48	1663663.51	EOP
49	472895.51	1663548.30	94' RAD
50	472987.97	1663361.30	294' RAD

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER: S. ALPERT
DESIGNED BY: A. ATCHLEY
DRAWN BY: M. SEEBOLD
CHECKED BY: M. ORR
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0 1/2" 1")

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE LAYOUT AND PAVING PLAN - ENLARGED
AREA 2

DATE: OCTOBER 2024
HAZEN NO.: 50124-008A
CONTRACT NO.: X
DRAWING NUMBER: C202

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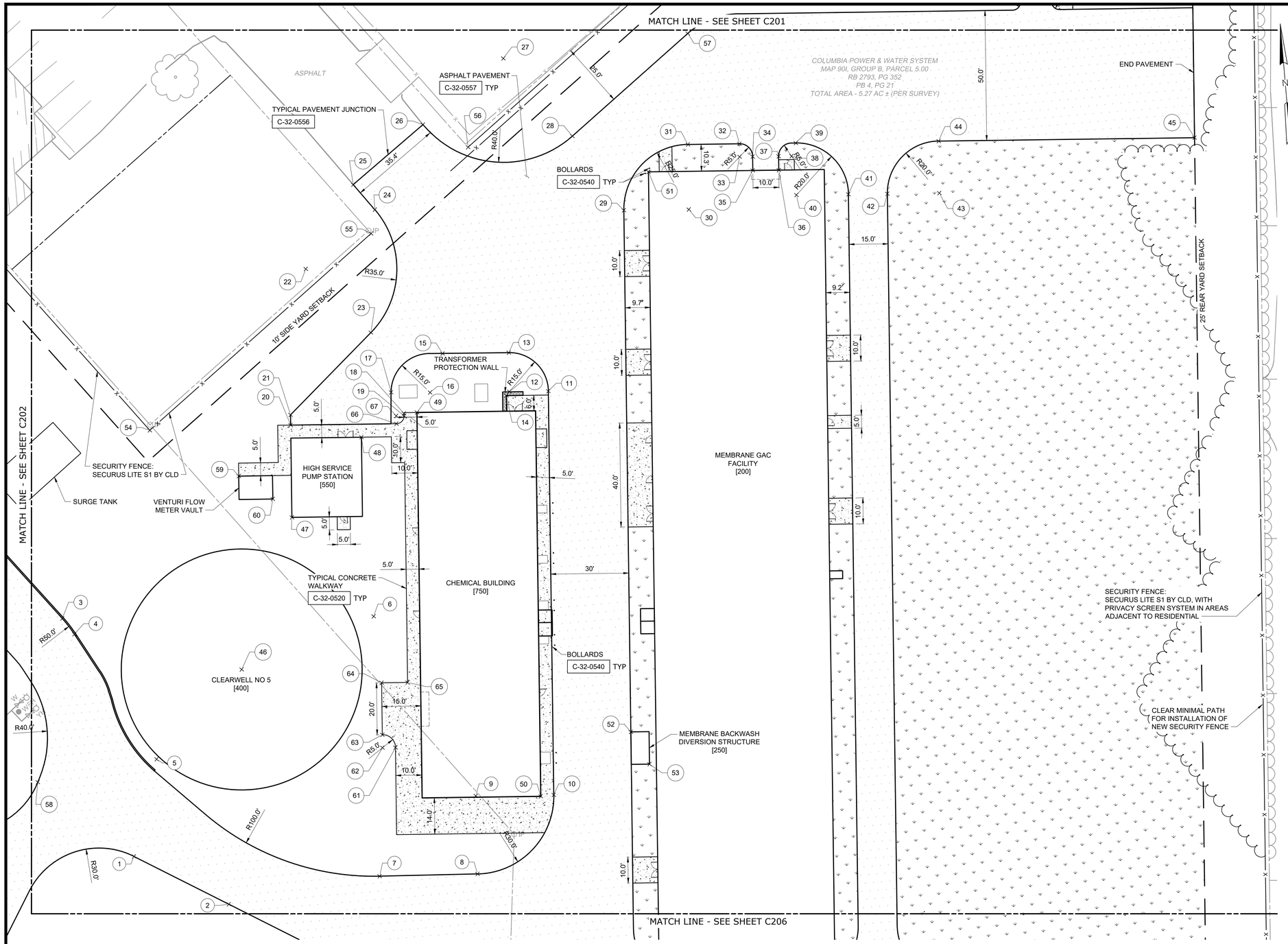

PLAN
SCALE: 1" = 20'

STAKING TABLE				STAKING TABLE			
POINT #	NORTHING	EASTING	DESCRIPTION	POINT #	NORTHING	EASTING	DESCRIPTION
1	472890.31	1663704.77	EOP	36	473132.35	1663974.45	EOP
2	472868.91	1663739.58	EOP	37	473137.67	1663974.83	EOP
3	472983.86	1663685.04	EOP	38	473137.31	1663979.82	5' RAD
4	472977.45	1663689.18	EOP	39	473142.18	1663981.84	EOP
5	472926.85	1663716.63	EOP/END CURB	40	473122.23	1663980.41	20' RAD
6	472974.54	1663804.53	100' RAD	41	473120.80	1664000.36	EOP
7	472874.73	1663798.35	EOP	42	473119.73	1664015.32	EOP
8	472872.40	1663835.98	EOP	43	473118.30	1664035.27	20' RAD
9	472902.34	1663837.84	30' RAD	44	473138.25	1664036.70	EOP
10	472900.20	1663867.76	EOP	45	473131.22	1664134.95	EOP
11	473055.16	1663878.86	EOP	46	472958.47	1663752.17	TANK CTR
12	473056.23	1663863.90	15' RAD	47	473015.12	1663776.41	PAD CNR
13	473071.19	1663864.97	EOP	48	473043.60	1663805.68	PAD CNR
14	473054.81	1663862.63	SWLK	49	473051.29	1663827.79	PAD CNR
15	473073.01	1663839.51	EOP	50	472900.08	1663862.74	PAD CNR
16	473058.50	1663833.46	15' RAD	51	473135.94	1663924.41	PAD CNR
17	473059.84	1663818.52	EOP	52	472921.83	1663899.40	STR CNR
18	473051.31	1663822.78	EOP/SWLK	53	472908.86	1663905.49	STR CNR
19	473050.40	1663822.71	EOP	54	473053.14	1663724.73	FENCE
20	473050.53	1663778.94	EOP	55	473121.34	1663816.02	FENCE
21	473054.48	1663779.23	EOP	56	473151.30	1663856.02	FENCE
22	473109.89	1663789.84	35' RAD	57	473187.69	1663944.00	EOP
23	473083.40	1663812.72	EOP	58	472921.90	1663670.31	EOP
24	473130.37	1663818.23	EOP	59	473032.69	1663757.37	STR CNR
25	473140.69	1663810.78	EOP	60	473022.79	1663769.69	STR CNR
26	473161.40	1663839.47	EOP	61	472923.50	1663808.61	SWLK
27	473184.17	1663872.46	40' RAD	62	472923.86	1663803.62	5' RAD
28	473152.13	1663896.40	EOP	63	472928.85	1663803.98	SWLK
29	473122.00	1663913.72	EOP	64	472948.79	1663805.41	SWLK
30	473120.21	1663938.66	25' RAD	65	472948.08	1663815.38	SWLK
31	473145.15	1663940.45	EOP	66	473047.63	1663819.51	EOP
32	473143.73	1663960.23	EOP	67	473050.62	1663819.72	3' RAD
33	473138.74	1663959.87	5' RAD				
34	473138.39	1663964.86	EOP				
35	473133.07	1663964.48	EOP				

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0 1/2" 1")

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE LAYOUT AND PAVING PLAN - ENLARGED AREA 3

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C203

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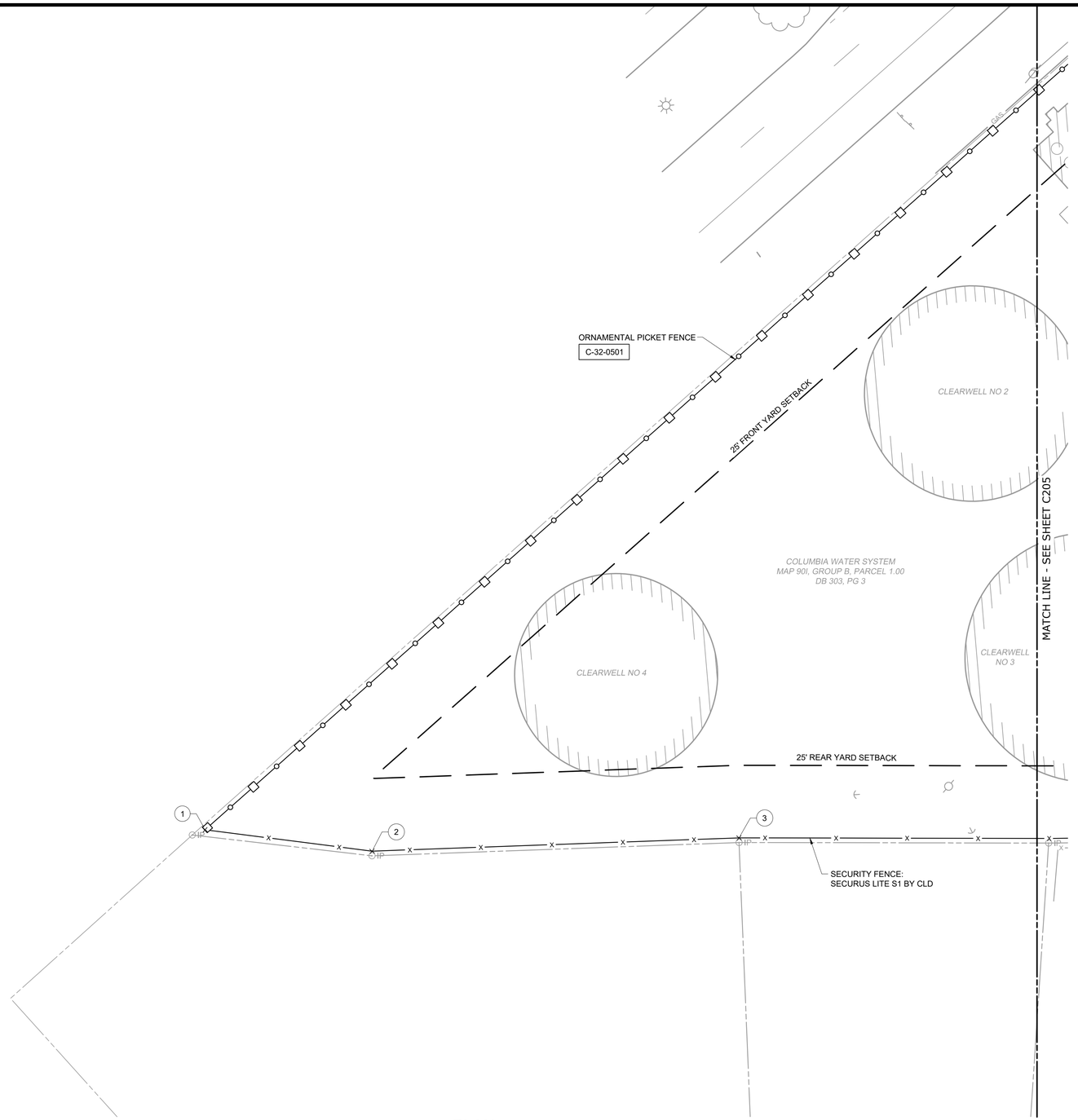


PLAN
SCALE: 1" = 20'

STAKING TABLE			
POINT #	NORTHING	EASTING	DESCRIPTION
1	472679.66	1662865.07	FENCE
2	472668.16	1662918.33	FENCE
3	472662.38	1663037.05	FENCE

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER: S. ALPERT
DESIGNED BY: A. ATCHLEY
DRAWN BY: M. SEEBOLD
CHECKED BY: M. ORR
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE 0 1/2" 1"

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

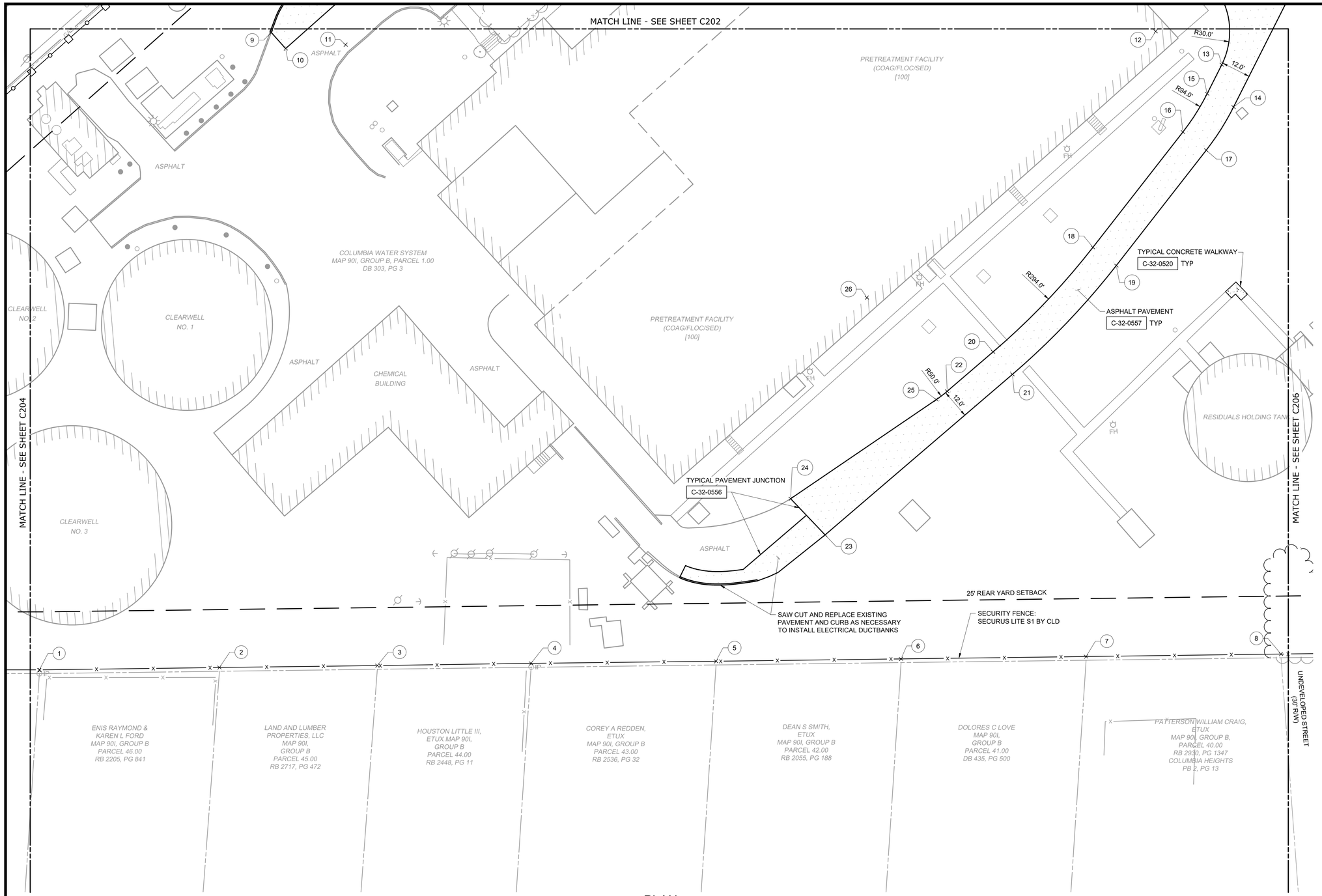
COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE LAYOUT AND PAVING PLAN - ENLARGED
AREA 4

DATE: OCTOBER 2024
HAZEN NO.: 50124-008A
CONTRACT NO.: X
DRAWING NUMBER: C204

File: C:\USERS\MSEEBOLD\DOCACCDOCS\HAZEN AND SAWYER\50124-008A_CPWS_EX WTP_PHASE 2\PROJECT FILES\01_DESIGN\CIVIL\50124-008A-C204 Saved by MSEEBOLD Save date: 9/30/2024 11:48 AM
PLOT DATE: 11/15/2024 9:39 AM BY: MSEEBOLD



PLAN
SCALE: 1" = 20'

NOTES:

1. ALL CHEMICAL PULLBOXES LOCATED IN THE ROADWAY SHALL BE TRAFFIC RATED H20.

STAKING TABLE

POINT #	NORTHING	EASTING	DESCRIPTION
1	472653.70	1663136.90	FENCE
2	472648.48	1663209.71	FENCE
3	472643.82	1663273.54	FENCE
4	472639.45	1663335.70	FENCE
5	472633.92	1663410.49	FENCE
6	472628.51	1663485.29	FENCE
7	472623.11	1663560.10	FENCE
8	472617.41	1663638.89	FENCE
9	472903.18	1663252.48	EOP/END CURB
10	472896.16	1663257.73	EOP
11	472895.61	1663282.06	30' RAD
12	472873.19	1663609.71	30' RAD
13	472857.46	1663635.26	EOP
14	472839.95	1663638.57	EOP
15	472846.24	1663628.35	EOP
16	472831.61	1663617.24	EOP
17	472823.46	1663626.04	EOP
18	472788.13	1663576.94	EOP
19	472779.97	1663585.74	EOP
20	472749.34	1663533.04	EOP
21	472739.60	1663540.05	EOP
22	472735.01	1663513.13	EOP
23	472681.20	1663458.90	EOP
24	472697.02	1663446.22	EOP
25	472732.02	1663508.44	EOP
26	472775.59	1663483.92	RAD

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0, 1/2", 1")

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE LAYOUT AND PAVING PLAN - ENLARGED AREA 5

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C205

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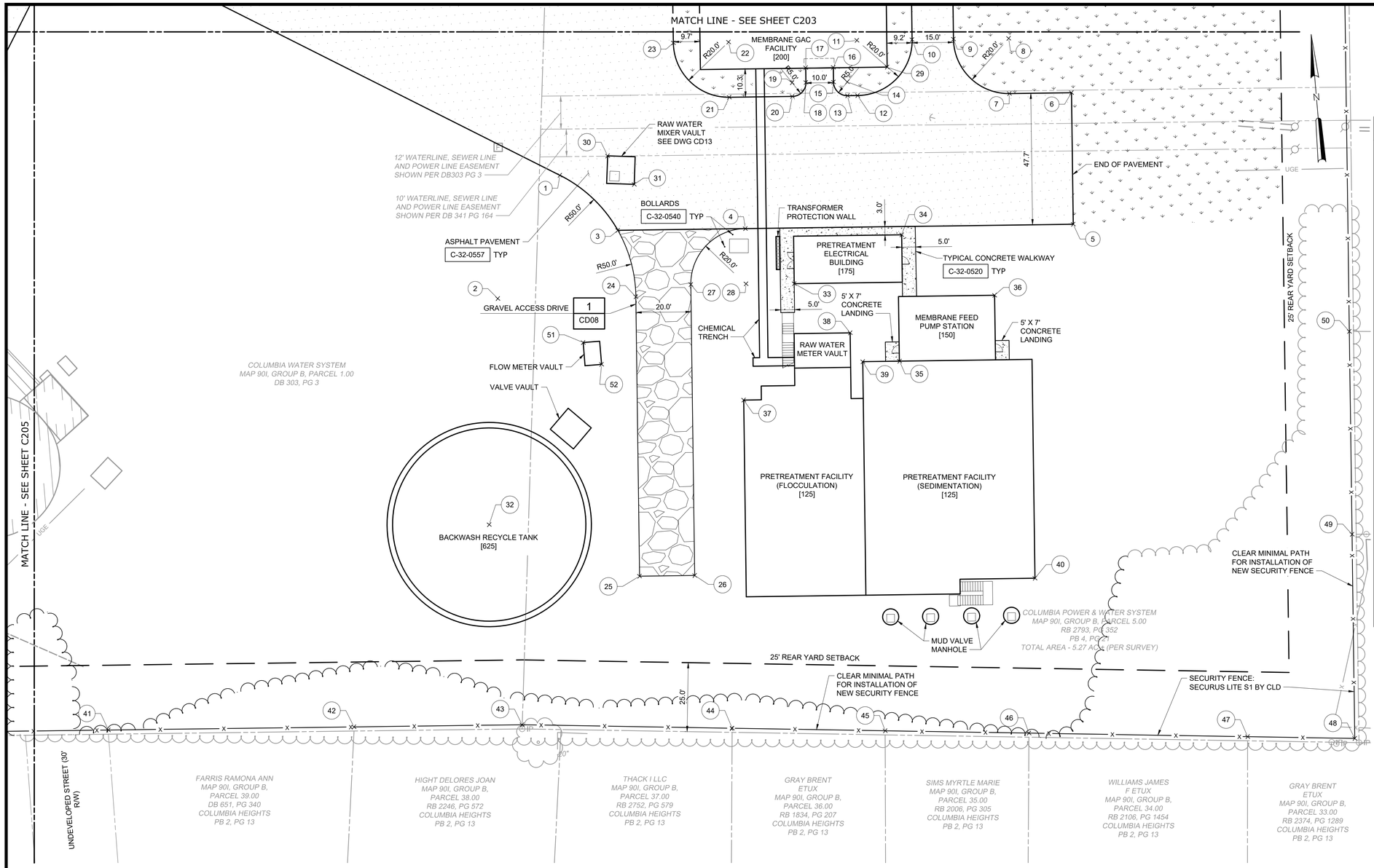


PLAN
SCALE: 1" = 20'

NOTES:

1. ALL CHEMICAL PULLBOXES LOCATED IN THE ROADWAY SHALL BE TRAFFIC RATED H20.

STAKING TABLE

POINT #	NORTHING	EASTING	DESCRIPTION
1	472801.68	1663848.92	EOP
2	472759.08	1663822.73	50' RAD
3	472780.05	1663868.13	EOP
4	472776.75	1663914.23	EOP
5	472768.26	1664032.76	EOP
6	472815.80	1664036.16	EOP
7	472817.41	1664013.72	EOP
8	472837.36	1664015.15	20' RAD
9	472838.79	1663995.20	EOP
10	472839.87	1663980.24	EOP
11	472841.30	1663960.29	20' RAD
12	472821.35	1663958.86	EOP
13	472821.62	1663955.20	EOP
14	472826.60	1663955.56	5' RAD
15	472826.96	1663950.57	EOP
16	472832.28	1663950.95	EOP
17	472832.99	1663940.98	EOP
18	472827.67	1663940.60	EOP
19	472828.03	1663935.61	5' RAD
20	472823.04	1663935.25	EOP
21	472824.68	1663912.48	EOP
22	472844.62	1663913.91	20' RAD
23	472846.05	1663893.96	EOP
24	472755.51	1663872.61	GRAVEL
25	472654.48	1663865.36	GRAVEL
26	472653.05	1663885.31	GRAVEL
27	472758.23	1663892.85	GRAVEL
28	472756.80	1663912.80	20' RAD
29	472830.72	1663970.39	PAD CNR
30	472807.27	1663866.76	STR CNR

STAKING TABLE

POINT #	NORTHING	EASTING	DESCRIPTION
31	472796.14	1663875.49	STR CNR
32	472677.73	1663812.67	TANK CTR
33	472755.38	1663930.21	PAD CNR
34	472769.71	1663970.50	PAD CNR
35	472724.14	1663965.85	PAD CNR
36	472745.02	1664002.18	PAD CNR
37	472714.89	1663908.38	STR CNR
38	472735.88	1663948.90	STR CNR
39	472725.10	1663952.55	STR CNR
40	472641.59	1664008.06	STR CNR
41	472615.24	1663668.87	FENCE
42	472608.83	1663757.64	FENCE
43	472604.44	1663818.41	FENCE
44	472596.72	1663894.14	FENCE
45	472591.11	1663949.31	FENCE
46	472585.85	1664001.13	FENCE
47	472577.83	1664079.98	FENCE
48	472573.91	1664118.59	FENCE
49	472647.71	1664123.88	FENCE
50	472721.06	1664129.13	FENCE
51	472740.58	1663852.19	STR CNR
52	472732.14	1663858.16	STR CNR

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER: S. ALPERT
DESIGNED BY: A. ATCHLEY
DRAWN BY: M. SEEBOLD
CHECKED BY: M. ORR
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE 0 1/2" 1"

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

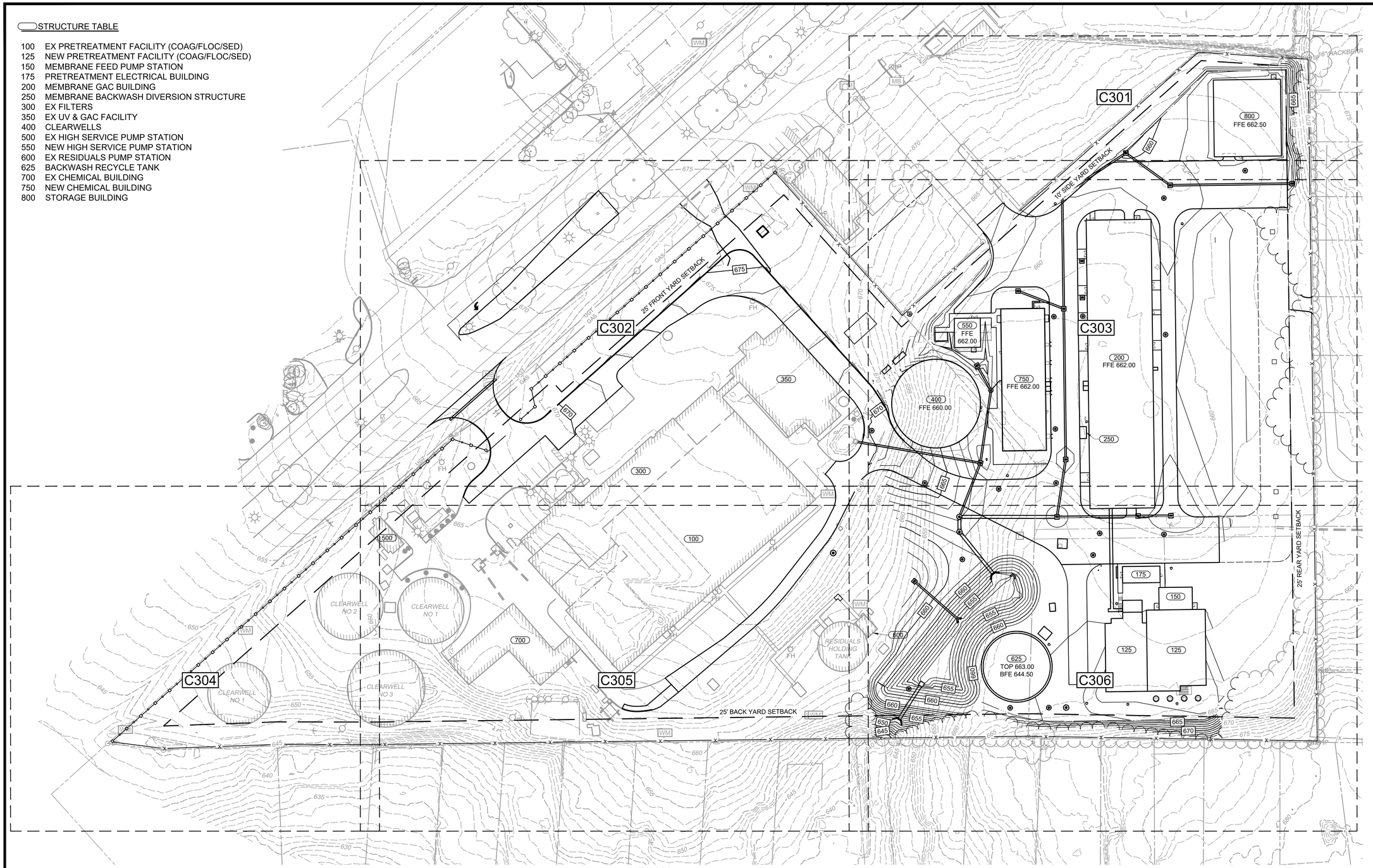
CIVIL
SITE LAYOUT AND PAVING PLAN - ENLARGED AREA 6

DATE: OCTOBER 2024
HAZEN NO.: 50124-008A
CONTRACT NO.: X
DRAWING NUMBER: C206

File: C:\USERS\MSEEBOLD\DCA\CDOCS\HAZEN AND SAWYER\50124-008A_CPWS_EX WTP_PHASE 2\PROJECT FILES\01_DESIGN\CIVIL\50124-008A-C206 Saved by MSEEBOLD Save date: 10/11/2024 7:36 AM
PLOT DATE: 11/15/2024 9:41 AM BY: MSEEBOLD

STRUCTURE TABLE

100	EX PRETREATMENT FACILITY (COAG/FLOC/SED)
125	NEW PRETREATMENT FACILITY (COAG/FLOC/SED)
150	MEMBRANE FEED PUMP STATION
175	PRETREATMENT ELECTRICAL BUILDING
200	MEMBRANE GAC BUILDING
250	MEMBRANE BACKWASH DIVERSION STRUCTURE
300	EX FILTERS
350	EX UV & GAC FACILITY
400	CLEARWELLS
500	EX HIGH SERVICE PUMP STATION
550	NEW HIGH SERVICE PUMP STATION
600	EX RESIDUALS PUMP STATION
625	BACKWASH RECYCLE TANK
700	EX CHEMICAL BUILDING
750	NEW CHEMICAL BUILDING
800	STORAGE BUILDING



PLAN
SCALE: 1" = 50'

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0, 1/2", 1")

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
GRADING PLAN - OVERALL

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C300

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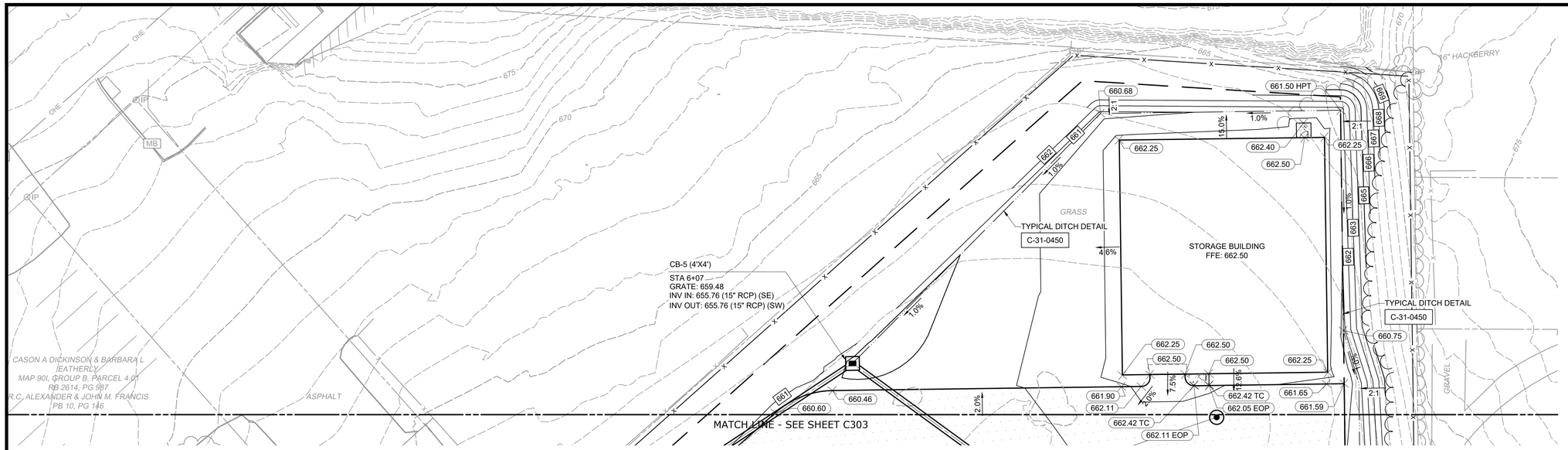


PLAN
SCALE: 1" = 20'

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0, 1/2", 1")

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

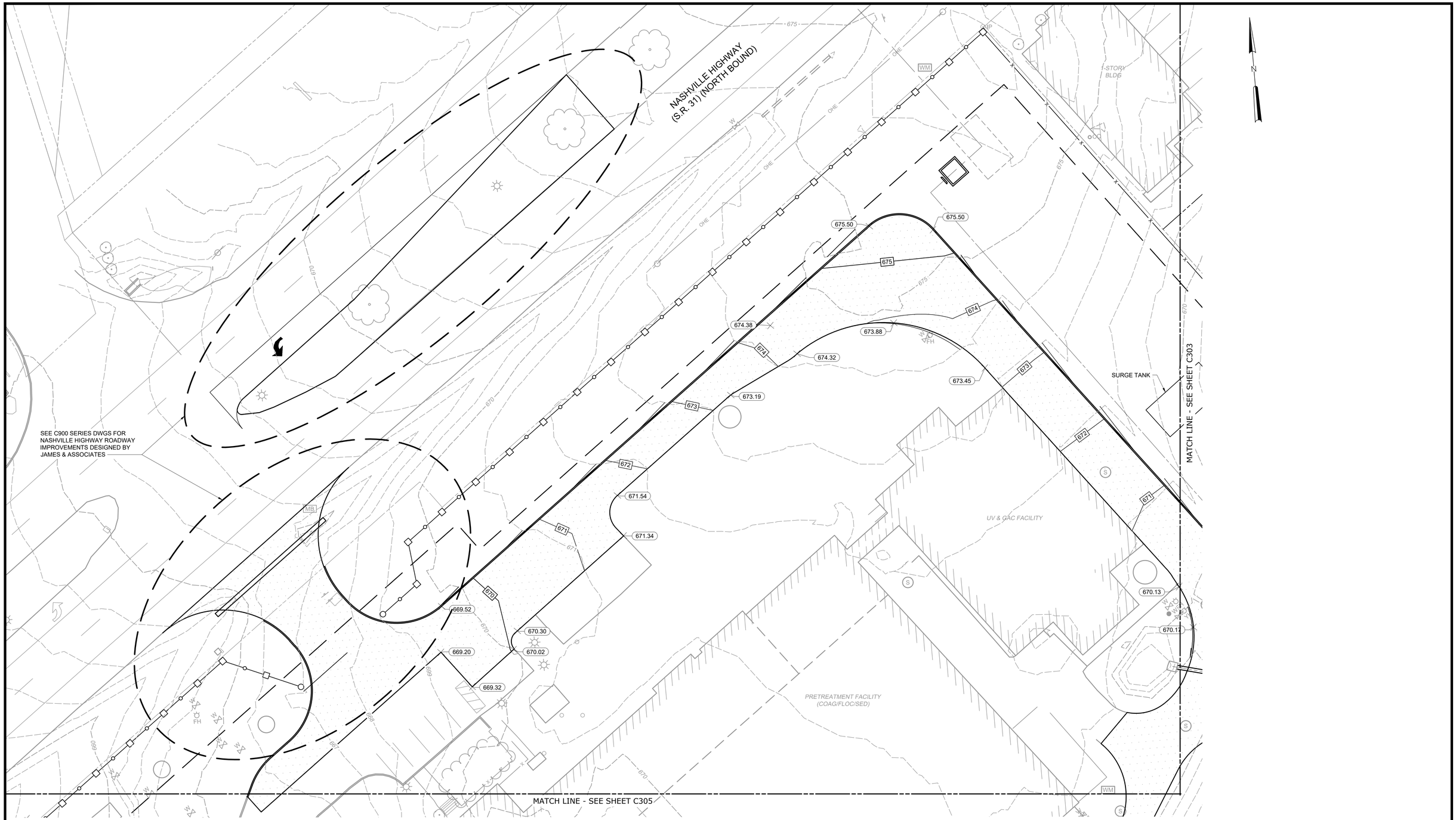
COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
GRADING PLAN -
ENLARGED - AREA 1

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C301

File: C:\USERS\MSEEBOLD\DOCACCDOCS\HAZEN AND SAWYER\50124-008A_CPWS_EX WTP_PHASE 2\PROJECT FILES\01_DESIGN\CIVIL\50124-008A-C301 Saved by MSEEBOLD Save date: 10/11/2024 7:46 AM
PLOT DATE: 11/15/2024 9:44 AM BY: MSEEBOLD



PLAN
SCALE: 1" = 20'

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE — 0 1/2" 1"

90% DESIGN SUBMITTAL
DO NOT USE FOR
CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
GRADING PLAN -
ENLARGED - AREA 2

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C302

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PLOT DATE: 11/15/2024 9:46 AM BY: MSEEBOLD

MATCH LINE - SEE SHEET C301

MATCH LINE - SEE SHEET C302

MATCH LINE - SEE SHEET C306

CB-4 (4'X4')
STA 5+27
GRATE: 661.19
INV IN: 655.64 (15" RCP) (NE)
INV OUT: 655.64 (15" RCP) (S)

CB-6 (4'X4')
STA 6+64
GRATE: 660.15
INV IN: 655.85 (15" RCP) (E)
INV OUT: 655.85 (15" RCP) (NW)

CB-7 (4'X4')
STA 7+91
GRATE: 660.03
INV OUT: 656.04 (15" RCP) (W)

CB-8 (4'X4')
STA 0+51
GRATE: 661.50
INV OUT: 656.20 (15" RCP) (SE)

CB-3 (4'X4')
STA 4+09
GRATE: 661.00
INV IN: 655.47 (15" RCP) (N)
INV IN: 656.13 (15" RCP) (NW)
INV IN: 655.56 (6" PVC) (E)
INV OUT: 655.47 (15" RCP) (S)

CB-12 (4'X4')
STA 1+66
GRATE: 659.17
INV OUT: 654.94 (15" RCP) (SE)

SDMH-4 (4'Ø) (4'Ø)
STA 1+37
RIM: 660.88
INV IN: 654.90 (15" RCP) (NW)
INV IN: 658.51 (6" PVC) (NE)
INV OUT: 654.90 (15" RCP) (S)

CB-11 (4'X4')
STA 0+60
GRATE: 660.97
INV IN: 653.89 (15" RCP) (N)
INV IN: 655.14 (15" RCP) (W)
INV OUT: 653.89 (15" RCP) (SW)

CB-2 (4'X4')
STA 2+51
GRATE: 660.78
INV IN: 655.23 (15" RCP) (N)
INV IN: 657.50 (6" PVC) (E)
INV OUT: 655.23 (15" RCP) (S)

VENTURI FLOW METER VAULT

HIGH SERVICE PUMP STATION
FFE: 662.00

SURGE TANK

CHEMICAL BUILDING
FFE: 662.00

MEMBRANE/GAC FACILITY
FFE: 662.00

CLEARWELL NO 5
FFE: 660.00

MEMBRANE BACKWASH DIVERSION STRUCTURE

TYPICAL DITCH DETAIL
C-31-0450 TYP

PLAN
SCALE: 1" = 20'

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE 0 1/2" 1"

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Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
GRADING PLAN -
ENLARGED - AREA 3

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C303

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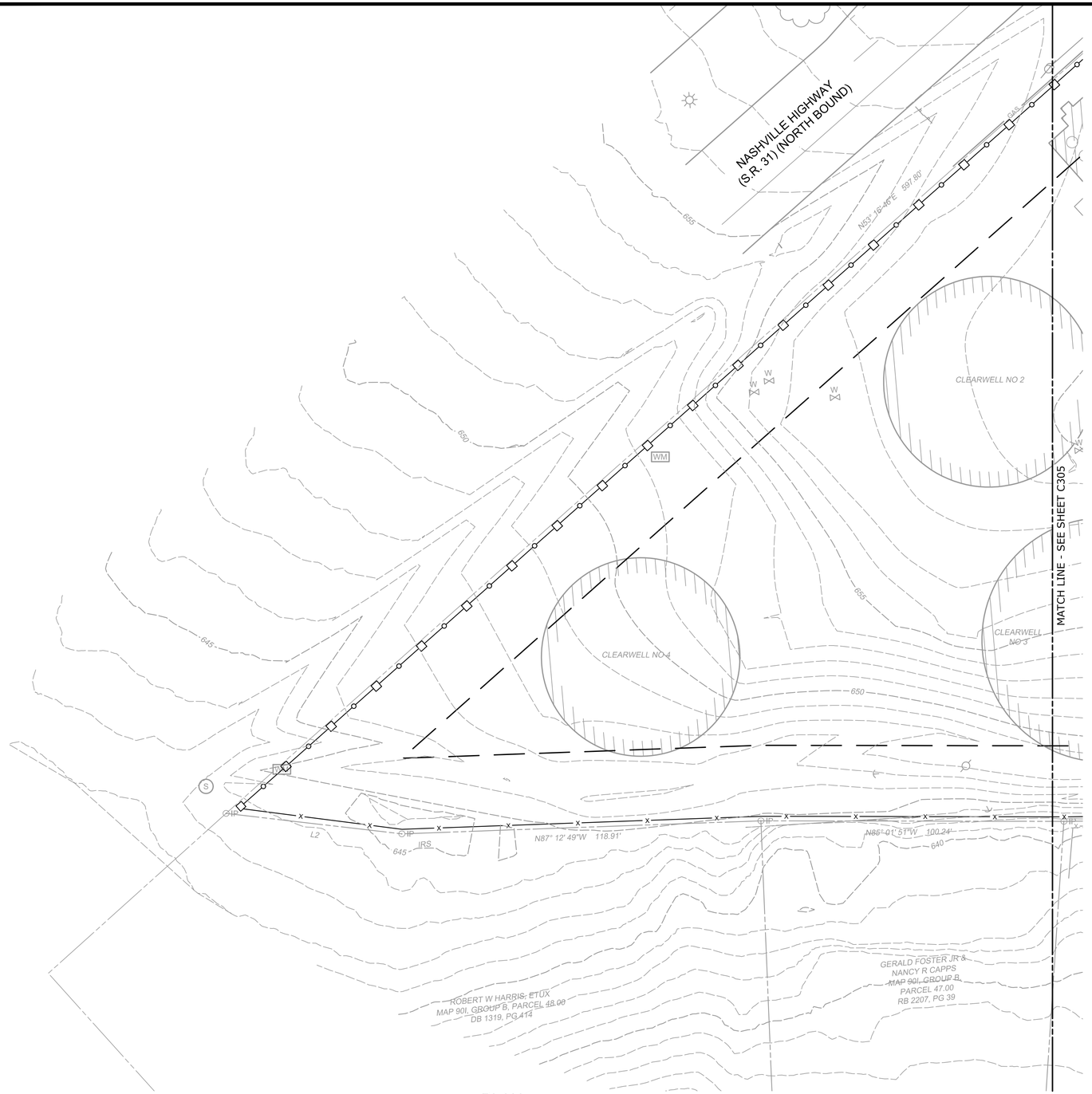

PLAN
SCALE: 1" = 20'

NOTES:

1. NO PROPOSED GRADED ANTICIPATED ON THIS SHEET.

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0, 1/2", 1")

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
GRADING PLAN -
ENLARGED - AREA 4

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C304

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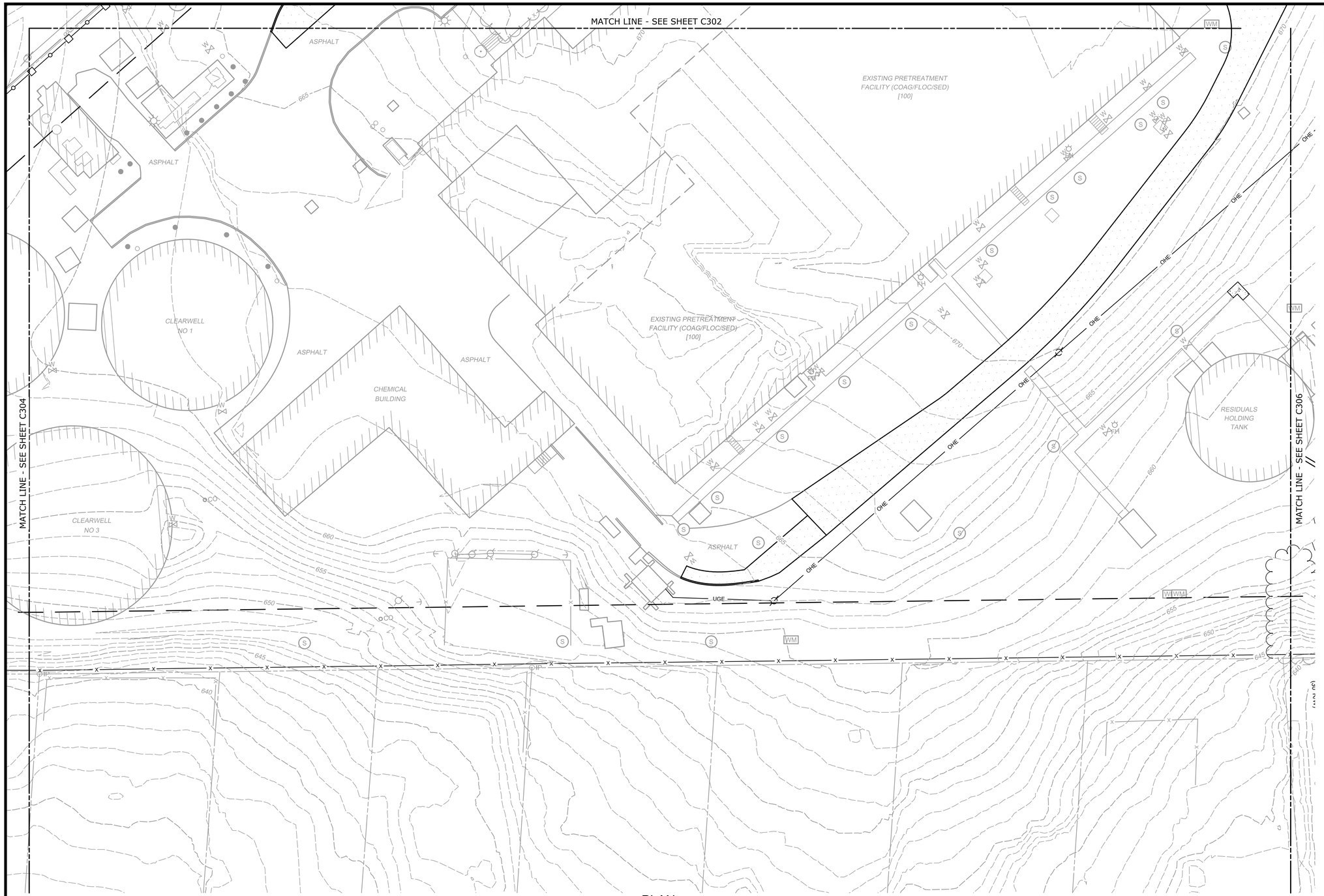
PLOT DATE: 11/15/2024 9:49 AM BY: MSEEBOLD



PLAN
SCALE: 1" = 20'

NOTES:

1. NO PROPOSED GRADED ANTICIPATED ON THIS SHEET.

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0 1/2" 1")

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
GRADING PLAN -
ENLARGED - AREA 5

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C305

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PLOT DATE: 11/15/2024 9:50 AM BY: MSEEBOLD

MATCH LINE - SEE SHEET C303

MATCH LINE - SEE SHEET C305

SDMH-2 (5'Ø) (5'Ø)
STA 0+89
RIM: 663.11
INV IN: 653.80 (30" RCP) (E)
INV IN: 653.80 (15" RCP) (NE)
INV OUT: 653.80 (30" RCP) (S)

SDMH-1 (5'Ø) (5'Ø)
STA 0+73
RIM: 662.15
INV IN: 653.79 (30" RCP) (N)
INV OUT: 653.79 (30" RCP) (SE)

CB-13 (4'X4')
STA 0+69
GRATE: 656.12
INV OUT: 652.50 (15" RCP) (SE)

HDWL-1
STA 0+17
INV: 653.75 (30" RCP) (NW)

HDWL-2
STA 0+08
INV: 652.41 (15" RCP) (NW)

STORMWATER MANAGEMENT BASIN

OUTLET STRUCTURE
STA 0+61
GRATE: 658.00
INV OUT: 650.50 (30" RCP) (SW)

HDWL-4
STA 0+17
INV: 650.10 (30" RCP) (NE)

MEMBRANE/GAC FACILITY
FFE: 662.00

CB-1 (4'X4')
STA 1+91
GRATE: 660.51
INV IN: 655.11 (15" RCP) (E)
INV IN: 655.11 (15" RCP) (N)
INV OUT: 653.86 (30" RCP) (W)

CB-10 (4'X4')
STA 1+19
GRATE: 660.34
INV IN: 655.71 (15" RCP) (E)
INV OUT: 655.71 (15" RCP) (W)

RAW WATER MIXING VAULT
(SEE DWG CD13)

PRETREATMENT ELECTRICAL BUILDING

MEMBRANE FEED PUMP STATION
FFE: 662.00

RAW WATER METER VAULT

CHEMICAL TRENCH

FLOW METER VAULT

VALVE VAULT

BACKWASH RECYCLE TANK
BOTTOM EL: 644.50
TOP EL: 665.00

PRETREATMENT FACILITY (COAG/FLOC)
BOTTOM EL: 658.00
TOP EL: 676.00

PRETREATMENT FACILITY (SEDIMENTATION)
BOTTOM EL: 658.00
TOP EL: 676.00

TYPICAL DITCH DETAIL
C-31-0450 TYP

MUD VALVE MANHOLE

UNDEVELOPED STREET (30' R/W)

UGE

PLAN
SCALE: 1" = 20'

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

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Hazen

HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT IMPROVEMENTS - PHASE II

CIVIL
GRADING PLAN - ENLARGED - AREA 6

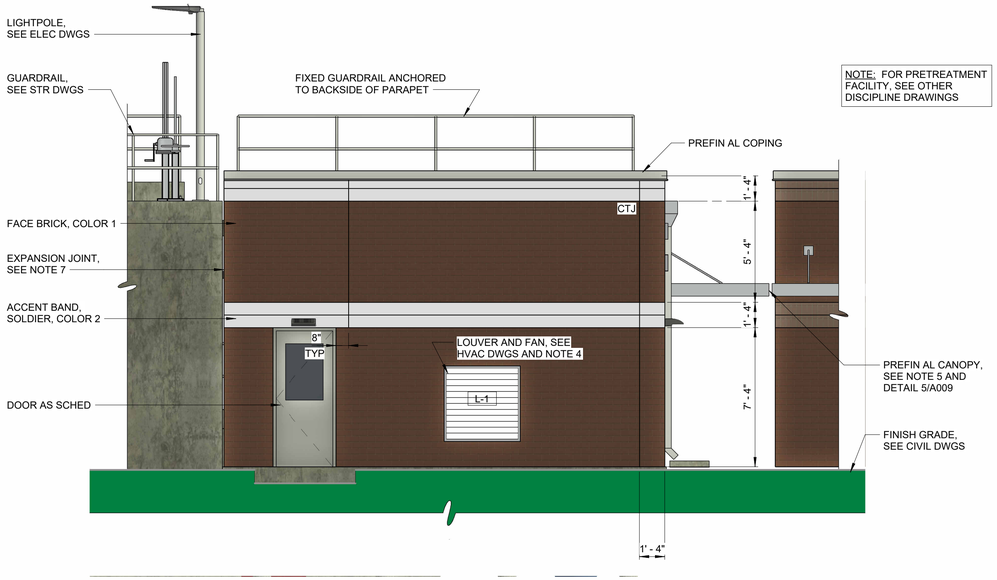
DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C306

File: C:\USERS\MSEEBOLD\DOCACCDOCS\HAZEN AND SAWYER\50124-008A_CPWS_EX WTP_PHASE 2\PROJECT FILES\01_DESIGN\CIVIL\50124-008A-C306.Saved by AATCHLEY Save date: 10/11/2024 9:09 AM
PLOT DATE: 11/15/2024 9:51 AM BY: MSEEBOLD

(PUD-MU) District Standards: Planned Unit Development - Mixed Use				
Modification of Standards (MOS)	**Design Standard**	**Required**	**Proposed**	**Comment**
MOS - 0	**Parcel Size**	More than 10 acres	No Modification	Parcels total 12.6 acres.
MOS - 1	**Private Frontage Types**	Common Yard - NP Stepfront - P Porch - NP Shopfront - P Fence - NP Gallery - P Terrace/Lightwell - P Arcade - P Forecourt - P Office front - P Stoop - P	Common Yard - NP Stepfront - P Porch - NP Shopfront - P Fence - **P** Gallery - P Terrace/Lightwell - P Arcade - P Forecourt - P Office front - P Stoop - P	The frontage is separated from the public frontage by a fence.
MOS - 2	**Number of BLDGs per Lot or Building Site**	Principal Building 1 max Accessory Buildings 1 max	Principal Building 1 max Accessory Buildings **15 max**	Number of structures will be greater than 1 accessory building. The water treatment process requires multiple buildings.
MOS - 3	**Setbacks / Yards - Principal BLDG**	Front Setback / Yard, Principal Frontage: 0-20 ft.	Front Setback / Yard, Principal Frontage: 0-**150 ft.**	The existing filters building is the principal building on the property. It's setback does not meet the requirement. Proposed change is to achieve compliance.
		Front Setback / Yard, Secondary Frontage: 0-20 ft.	No Modification	This building does not exist on a corner lot. No modification needed.
		Side Setback / Yard: 0 ft. min. for attached Buildings; Otherwise, 10 24 ft.	Side Setback / Yard: 0 ft. min. for attached Buildings; Otherwise, 10 **125 ft.**	The existing principal building does not comply with the standard. This building is not part of the project. Revising standard for compliance.
		Rear Setback / Yard: NR	No Modification	Rear setback is not regulated.
MOS - 4	**Setbacks / Yards - Accessory BLDG**	Front Setback / Yard, Principal Frontage: 40 ft. max. from rear property line	Front Setback / Yard, Principal Frontage: **must submit and receive approval prior to design**	The area designated in the existing standard will need to be used for utilities. Accessory building placement somewhat based on process requirements and the topography of the site.
		N/A	No Modification	No Standard Exists
		Side Setback / Yard: 0 ft. min.	No Modification	
		Rear Setback / Yard: 3 ft. max	Rear Setback / Yard: **must submit and receive approval prior to design**	There are multiple accessory buildings on the property. All buildings placed according to the needs of the plant and the layout of the site.

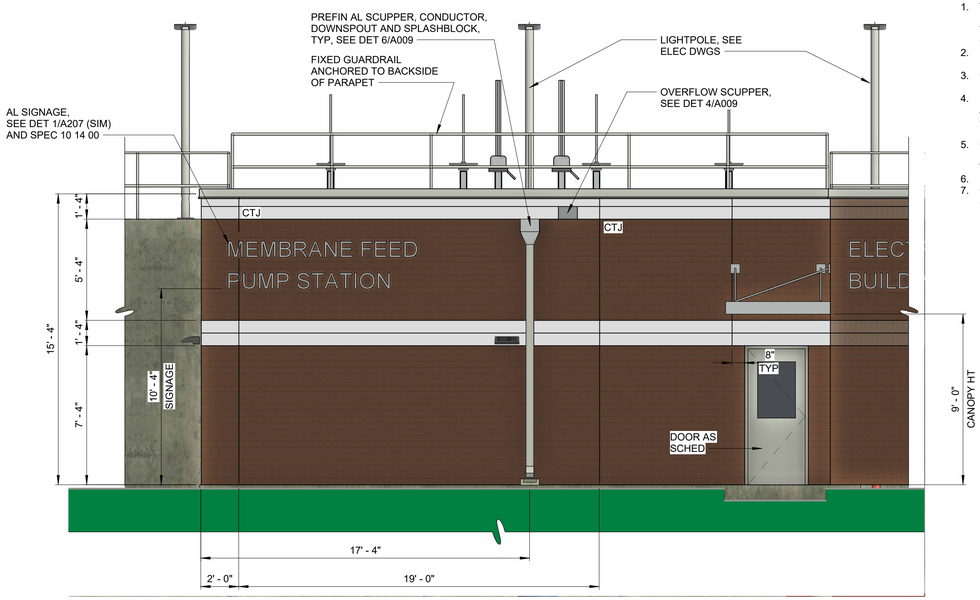
Modification of Standards (MOS)	Design Standard	Required	Proposed	Comment
MOS - 5	**Building Height**	Principal Building 2 Stories min. - 4 Stories max. Accessory Buildings 2 Stories max.	Principal Building 2 Stories min. - 4 Stories max. Accessory Buildings **1 Stories min. - 4 Stories max.**	All proposed buildings are either 1- or 2- story structures as defined by number of floors. One proposed building will exceed the 35' height limit requiring approval. Building height is dictated by the water treatment process requirements for operations and maintenance and cannot be reduced. (See table attached for Building Descriptions.)
		Along any District boundary where a PUD-MU District adjoins a Residential District that is not included within a PUD-MU District no Building within the commercial planned unit Development shall project through imaginary planes starting at the maximum height permitted in the adjoining District and leaning inward from District boundaries at an angle representing an increase of 1/2 foot in height for each foot of horizontal distance perpendicular to the boundary.		
MOS - 6	**Ceiling Height**	May not exceed 14 ft. from finished floor to finished ceiling, except for a first floor Commercial, Office, Retail/Personal Service, or Accommodation / Lodging Use, which must be a minimum of 11 ft. with a maximum of 25 ft.	May not exceed 14 ft. from finished floor to finished ceiling, except for a first floor Commercial, Office, Retail/Personal Service, or Accommodation / Lodging Use, which must be a minimum of 11 ft. with a maximum of **40** ft.	The 25'-0" max for Commercial will be exceeded due to size and clearance requirements for process equipment; proposed GAC building will need a floor height of 31'-4".
MOS - 7	**Façade**	Main Entrance - Main Entrance must be in Facade of Principal Frontages. If Shopfront Frontage at corner, Main Entrance may be at Principal Frontage or at corner.	Main Entrance - **If Main Entrance is not in Façade of Principal Frontages or at corner if shopfront frontage is at corner, entrance must be submitted for approval prior to installation**.	Building entrances determined in part by existing site organization.
		Façade Position - Parallel to straight Frontage Line or to tangent of curved Frontage Line	No Modification	Facades are meant to address Nashville Hwy where necessary (closest to road)
		Façade Articulation - A Façade greater than 100 ft. in width must be differentiated so that it appears to be comprised of two or more Adjacent Buildings (See Page 172 for Specific Details)	No Modification	Complies - buildings include multiple brick colors, accent banding, glazing, and bump-outs to break up the facade. to meet intent without appearing as if two or more Adjacent Buildings.
		Façade Openings - Windows and/or doors spaced ≤ 20 ft. apart. In Stories above first, Facade openings must be ≤ 50% of total Facade area.	Façade Openings - Windows and/or doors spaced ≤ 20 ft. apart. In Stories above first, Facade openings must be ≤ 50% of total Facade area. **If this is not practical, explanation must be submitted explaining proposed façade openings.**	Spacing , size, and number of façade openings are designed for each proposed building to support its utility function.
		Window Alignment - Upper floor windows and other features must be aligned with those of first floor.	Window Alignment - Upper floor windows and other features must be aligned with those of first floor. **If this is not practical, explanation must be submitted explaining proposed window alignment.**	Partially complies - Most windows are located high up due to facility functioning, with few located at ground floor level
		Window Glazing Material - Clear glass (R for Required) for all Elevations.	Window Glazing Material - **Either** Clear glass **or Translucent Wall Panels (P for Permitted)** for all elevations.	Translucent wall panels are utilized for daylighting ILO clear glass, due to height and facility maintenance requirements.
		Window Trim in 1st Layer - Min. 4 in. trim with sill and top plate if siding surrounding window; soldier course above lintel and rollock course below sill if brick or stone surrounds window	No Modification	Complies - buildings include soldier and rowlock course at lintels and sills, respectively.

Modification of Standards (MOS)	Design Standard	Required	Proposed	Comment
MOS - 8	**Building Materials**	Brick - P Natural Stone - NP Wood - NP Cementitious Siding - P Authentic Stucco over Masonry - P Exposed Concrete - NP Aluminum / Vinyl Siding - NP Corrugated / Sheet Metal - NP	Brick - P Natural Stone - NP Wood - NP Cementitious Siding - P Authentic Stucco over Masonry - P Exposed Concrete - **P** Aluminum / Vinyl Siding - NP Corrugated / Sheet Metal - NP	Water containing structures (treatment basins) at the plant will have exposed concrete walls similar to the existing treatment basins onsite (i.e., process basins and the exposed lower levels of the pump stations)
MOS - G	**Fencing**	Height: 3.5-4 ft. at Frontage; otherwise 6 ft. max	**Height (sides and rear only): 8 ft of metal non-climbing rigid mesh panel system fence** **Height (front): 7 ft.**	Proposed fence added to property.
		Materials (at sides and rear only): Natural Wood - P Chain Link - P Materials: Brick, Natural Stone or Stucco over Masonry - P Barbed/razor/concertina wire - NP Wrought Iron or Aluminum - P Exposed or Painted Aggregate Concrete - NP Vinyl and /or Smooth or Split-Faced Block - NP	Materials (at sides and rear only): Natural Wood - P Chain Link – P **Polyester Power coated (or similar) Steel -P** Materials: Brick, Natural Stone or Stucco over Masonry - P Wrought Iron or Aluminum - P Exposed or Painted Aggregate Concrete - NP Vinyl and /or Smooth or Split-Faced Block - NP	Chain Link with barbed wire at the back and sides. Brick columns and aluminum panels along Nashville Highway. Maintaining or improving the perimeter security is key to compliance with CPWS's EPA required Risk & Resiliency Plan. The treatment plant was identified as the second highest priority in the water system for risk protection.
MOS - 10	**Landscaping**	if 1st Layer ≥ 10 ft, minimum of 30% of 1st Layer must be landscaped in compliance with Section 4.3.16, . Landscaping must comply with Section 4.3.16. with continuous shrubs around foundation at Facade if 1st Layer is ≥ 3 ft. deep if 1st Layer is ≥ 15 ft. deep, 1 tree per 50 ft. of Frontage width, planted in 1st Layer Not Applicable in front if less than 3 ft front setback	**A buffer infill planting is required along the eastern and southern residential borders of the property as a supplement to existing native shrubs and trees. Plants shall be strategically placed to provide an additional visual buffer within the existing canopy. New buffer plants must be comprised of over 75% evergreen species to provide year-round visual buffer. Added shrubs shall be 100% evergreen.**	The landscape plan is designed to provide the required visual buffer between the plant and the residents. CPWS proposes limited landscaping to achieve the buffer in order to conserve water. CPWS is pursing conservation rates to encourage all water customers to conserve water.
MOS -11	**Screens, Streetscreens G Buffers**	At Frontage or Adjacent to Civic Space: Fence Screen/Streetscreen Height - Not Permitted	At Frontage or Adjacent to Civic Space: Fence Screen/Streetscreen Height - **7 ft**.	Fence in front is 7 ft tall.
MOS -12	**Additional Standards**	Parcel Buffer Section 4.3.11.H (75 ft.) Project Buffer Section 5.8 (50ft.)	Parcel Buffer **25 ft. (sides adjacent to residential or street)** **10 ft. (sides not adjacent to residential)** Project Buffer **25 ft. (sides adjacent to residential or street)** **10 ft. (sides not adjacent to residential)**	25 ft. buffer along all sides and back of property adjacent to single family homes. 10 ft. buffer zone designed for the project along all side and back of property adjacent to non-single-family homes. Project area is very limited and area must be reserved for future expansion as dictated by City growth.



BUILDING EAST ELEVATION

1/4" = 1'-0"

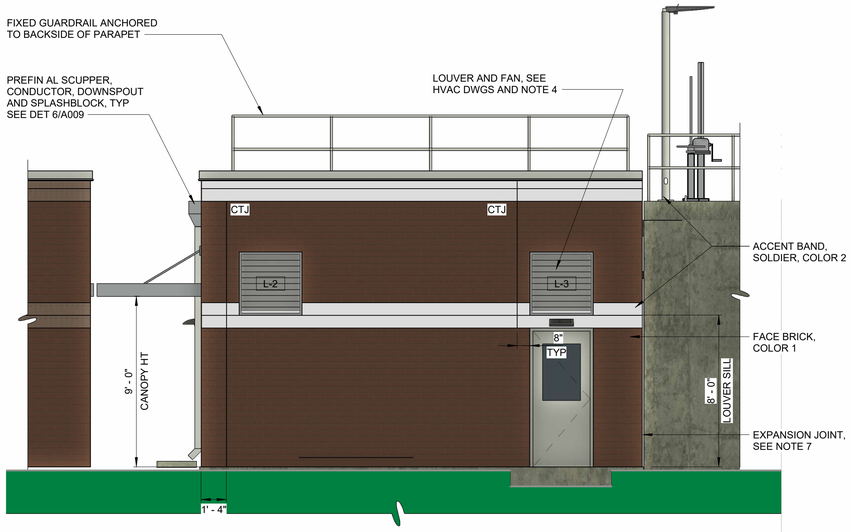


BUILDING NORTH ELEVATION

1/4" = 1'-0"

ELEVATION NOTES:

1. VENEER MASONRY TO MATCH EXISTING FOUND ON SITE. FACE BRICK, ACCENT BRICK, AND CAST STONE COLORS AND TEXTURES TO BE SELECTED BY OWNER. RESPECTIVE MORTAR COLORS TO BE SELECTED BY OWNER.
2. PREFINISHED LOUVERS AND COPING COLORS TO BE SELECTED BY OWNER FROM MANUFACTURER'S STANDARD RANGE.
3. CONTROL JOINTS MAXIMUM SPACING 25'-0" O.C. REFER TO ELEVATIONS FOR LOCATIONS.
4. REFER TO HVAC AND PLUMBING FOR EQUIPMENT AND ROUTING AT WALL OPENINGS AND PENETRATIONS. COORDINATE FINAL OPENING SIZE AND LOCATION W/ EQUIPMENT MANUFACTURER PRIOR TO WORK.
5. CANOPY SUPPORT RODS AND ANCHORAGE PER MANUFACTURER. INSTALL CANOPY IN STRICT ACCORDANCE W/ MANUFACTURER WRITTEN INSTRUCTIONS AND RECOMMENDATIONS.
6. REFER TO SHEET A207 FOR TYPICAL SIGNAGE NOTES AND DETAIL.
7. COMPRESSIBLE EXPANSION JOINT MATERIAL, BACKER ROD AND SEALANT EACH SIDE OF WALL.



BUILDING WEST ELEVATION

1/4" = 1'-0"

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	D. MONSON
DRAWN BY:	L. STIRN
CHECKED BY:	W. RUSSELL

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0, 1/2", 1")

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

MEMBRANE FEED PUMP STATION
ARCHITECTURAL
BUILDING ELEVATIONS

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	PUD153

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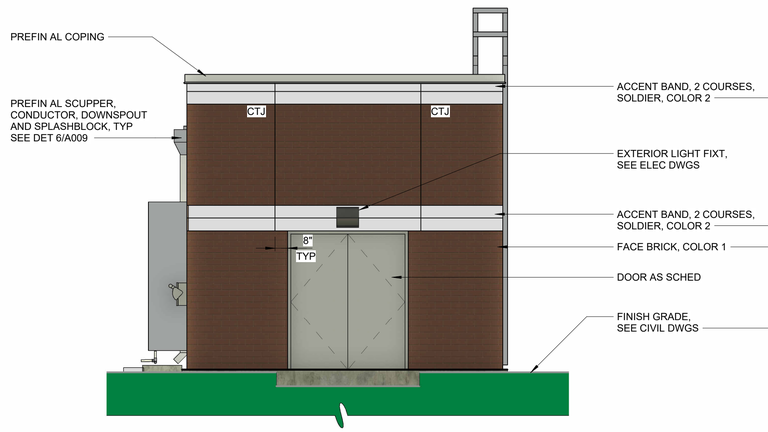
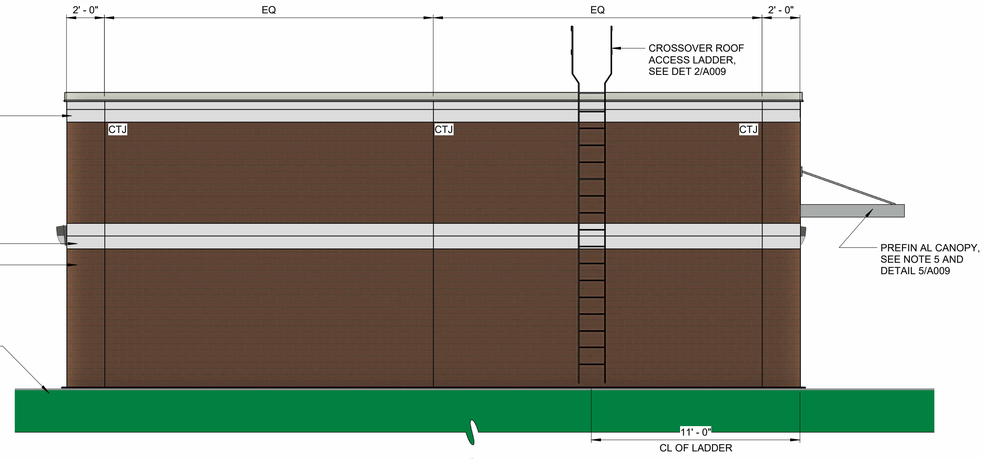
11/15/2024 12:08:10 PM

ELEVATION NOTES:

1. VENEER MASONRY TO MATCH EXISTING FOUND ON SITE. FACE BRICK, ACCENT BRICK, AND CAST STONE COLORS AND TEXTURES TO BE SELECTED BY OWNER. RESPECTIVE MORTAR COLORS TO BE SELECTED BY OWNER.
2. PREFINISHED LOUVERS AND COPING COLORS TO BE SELECTED BY OWNER FROM MANUFACTURER'S STANDARD RANGE.
3. CONTROL JOINTS MAXIMUM SPACING 25'-0" O.C. REFER TO ELEVATIONS FOR LOCATIONS.
4. REFER TO HVAC AND PLUMBING FOR EQUIPMENT AND ROUTING AT WALL OPENINGS AND PENETRATIONS. COORDINATE FINAL OPENING SIZE AND LOCATION W/ EQUIPMENT MANUFACTURER PRIOR TO WORK.
5. CANOPY SUPPORT RODS AND ANCHORAGE PER MANUFACTURER. INSTALL CANOPY IN STRICT ACCORDANCE W/ MANUFACTURER WRITTEN INSTRUCTIONS AND RECOMMENDATIONS.
6. REFER TO SHEET A207 FOR TYPICAL SIGNAGE NOTES AND DETAIL.

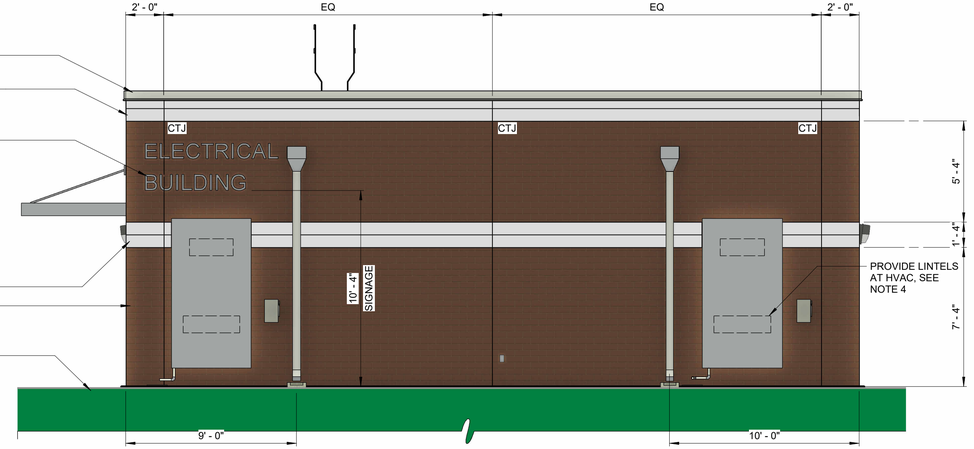


BUILDING WEST ELEVATION
1/4" = 1'-0"



BUILDING SOUTH ELEVATION
1/4" = 1'-0"

BUILDING EAST ELEVATION
1/4" = 1'-0"



BUILDING NORTH ELEVATION
1/4" = 1'-0"

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	D. MONSON
DRAWN BY:	L. STIRN
CHECKED BY:	W. RUSSELL

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE — 0 1/2" 1"

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

PRETREATMENT ELECTRICAL BUILDING
ARCHITECTURAL
BUILDING ELEVATIONS

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	PUD176

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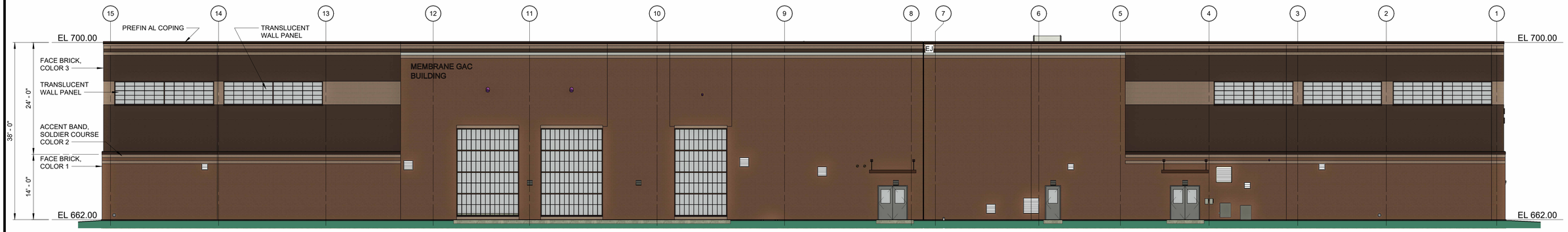
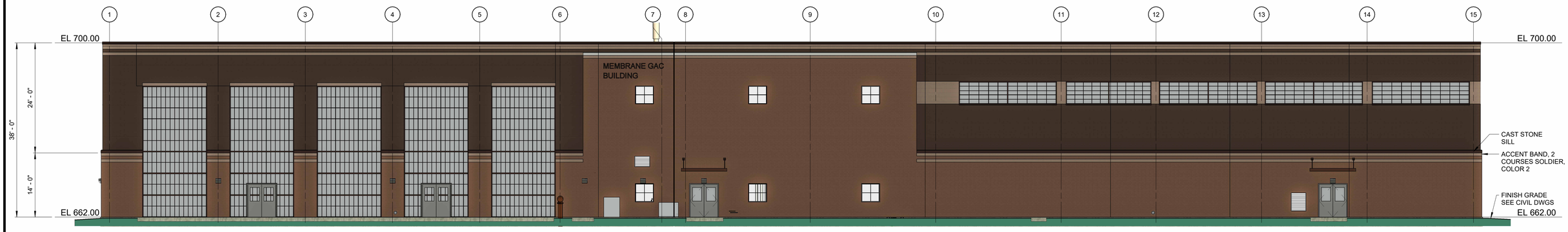


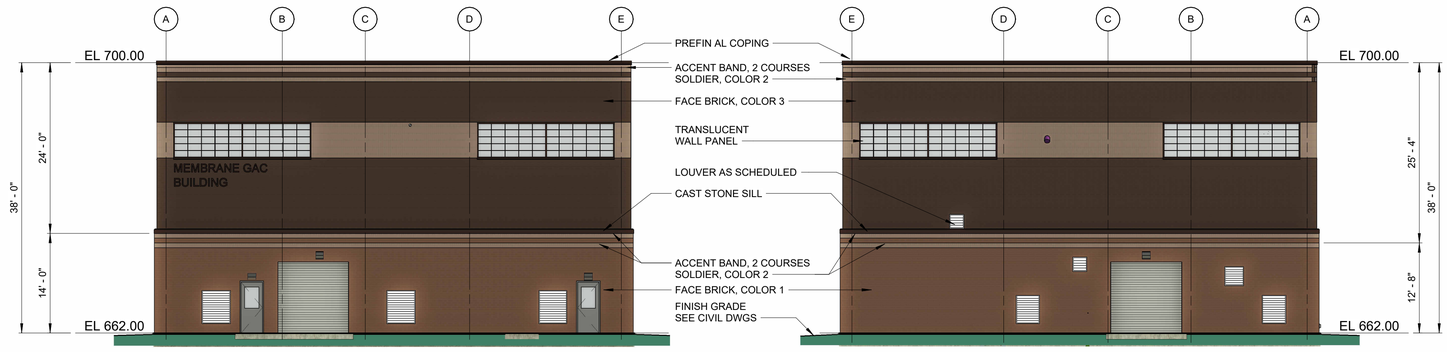
BUILDING EAST ELEVATION

3/32" = 1'-0"



BUILDING WEST ELEVATION

3/32" = 1'-0"



BUILDING NORTH ELEVATION

3/32" = 1'-0"

BUILDING SOUTH ELEVATION

3/32" = 1'-0"

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0, 1/2", 1")

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	D. MONSON
DRAWN BY:	L. MOLINA
CHECKED BY:	W. RUSSELL

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

GAC MEMBRANE BUILDING
ARCHITECTURAL
BUILDING ELEVATIONS

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	PUD207

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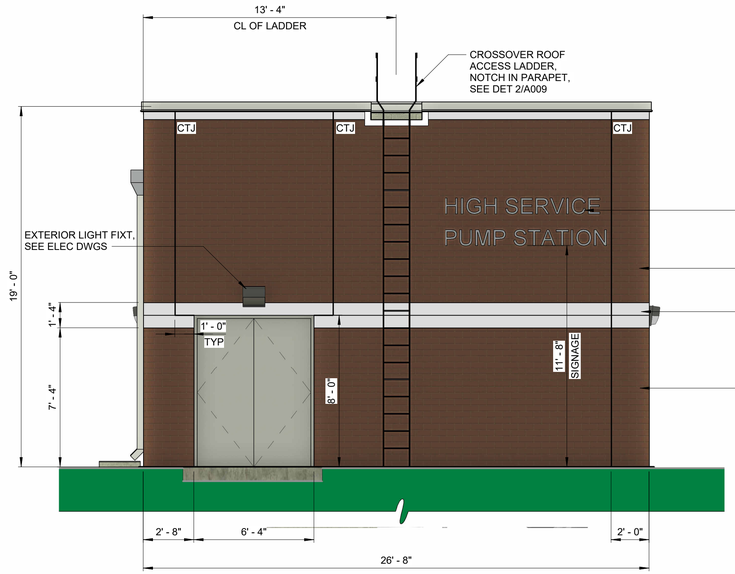
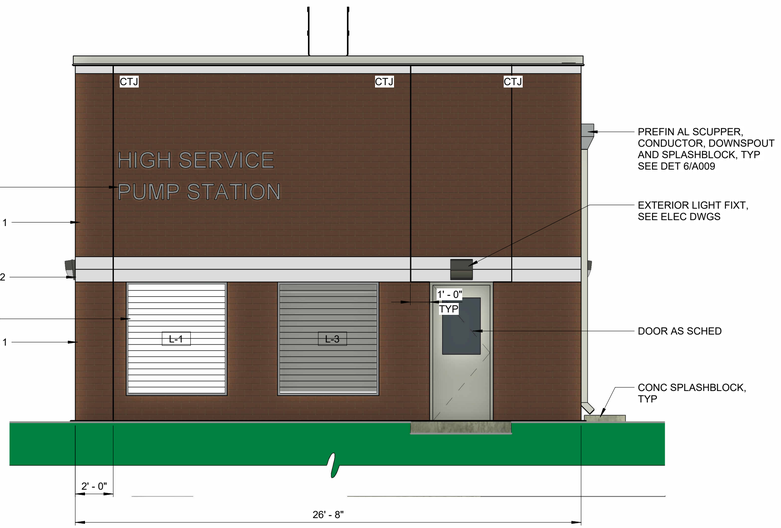
ELEVATION NOTES:

1. VENEER MASONRY TO MATCH EXISTING FOUND ON SITE. FACE BRICK, ACCENT BRICK, AND CAST STONE COLORS AND TEXTURES TO BE SELECTED BY OWNER. RESPECTIVE MORTAR COLORS TO BE SELECTED BY OWNER.
2. PREFINISHED LOUVERS AND COPING COLORS TO BE SELECTED BY OWNER FROM MANUFACTURER'S STANDARD RANGE.
3. CONTROL JOINTS FOR MAXIMUM SPACING 25'-0" O.C. REFER TO ELEVATIONS FOR LOCATIONS.
4. REFER TO HVAC AND PLUMBING FOR EQUIPMENT AND ROUTING AT WALL OPENINGS AND PENETRATIONS. COORDINATE FINAL OPENING SIZE AND LOCATION W/ EQUIPMENT MANUFACTURER PRIOR TO WORK.
5. CANOPY SUPPORT RODS AND ANCHORAGE PER MANUFACTURER. INSTALL CANOPY IN STRICT ACCORDANCE W/ MANUFACTURER WRITTEN INSTRUCTIONS AND RECOMMENDATIONS.
6. REFER TO SHEET A 207 FOR TYPICAL SIGNAGE NOTES AND DETAIL.



BUILDING SOUTH ELEVATION

1/4" = 1'-0"



BUILDING NORTH ELEVATION

1/4" = 1'-0"

BUILDING WEST ELEVATION

1/4" = 1'-0"

(EAST SIM.)

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0, 1/2", 1")

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	D. MONSON
DRAWN BY:	L. STIRN
CHECKED BY:	W. RUSSELL

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

HIGH SERVICE PUMP STATION
ARCHITECTURAL
BUILDING ELEVATIONS

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	PUD551

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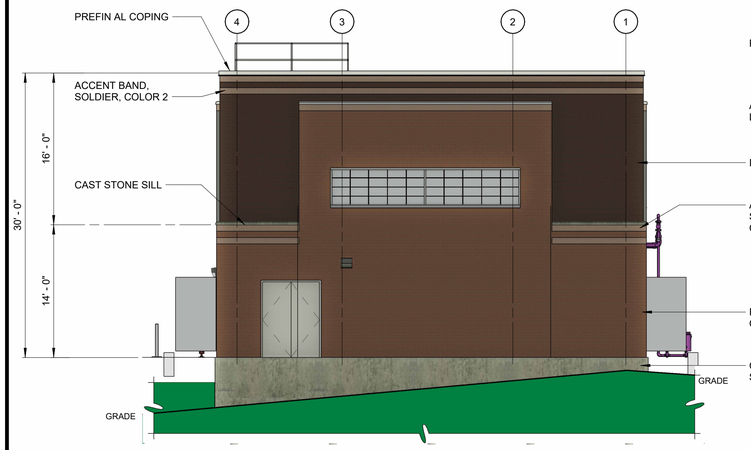
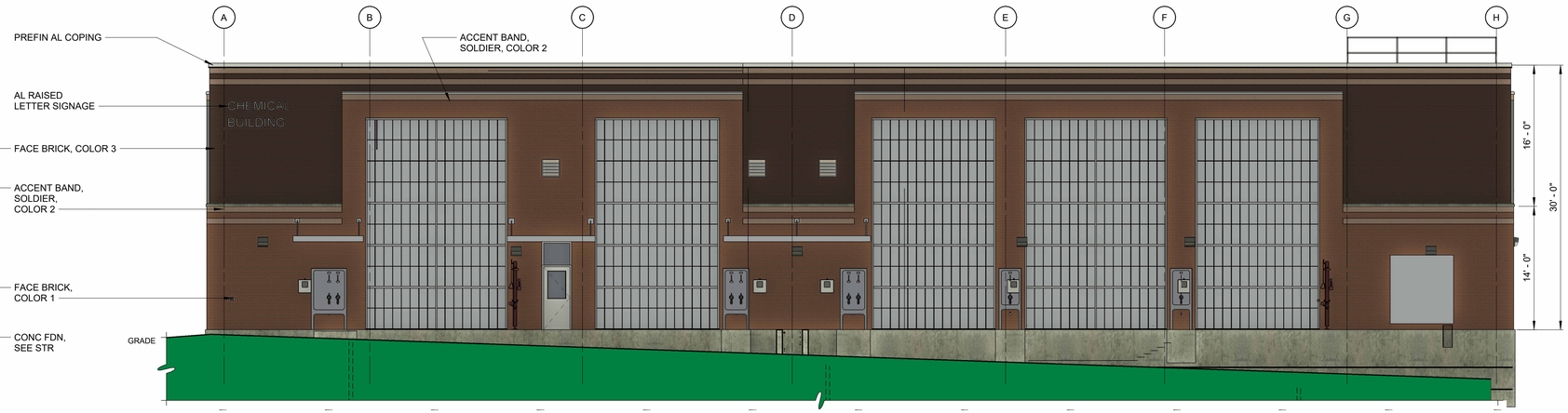


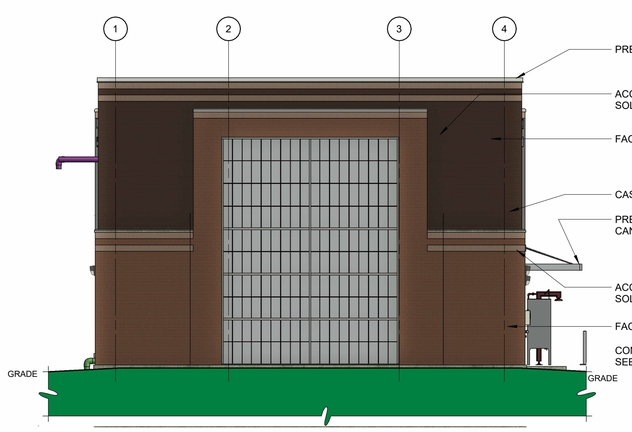


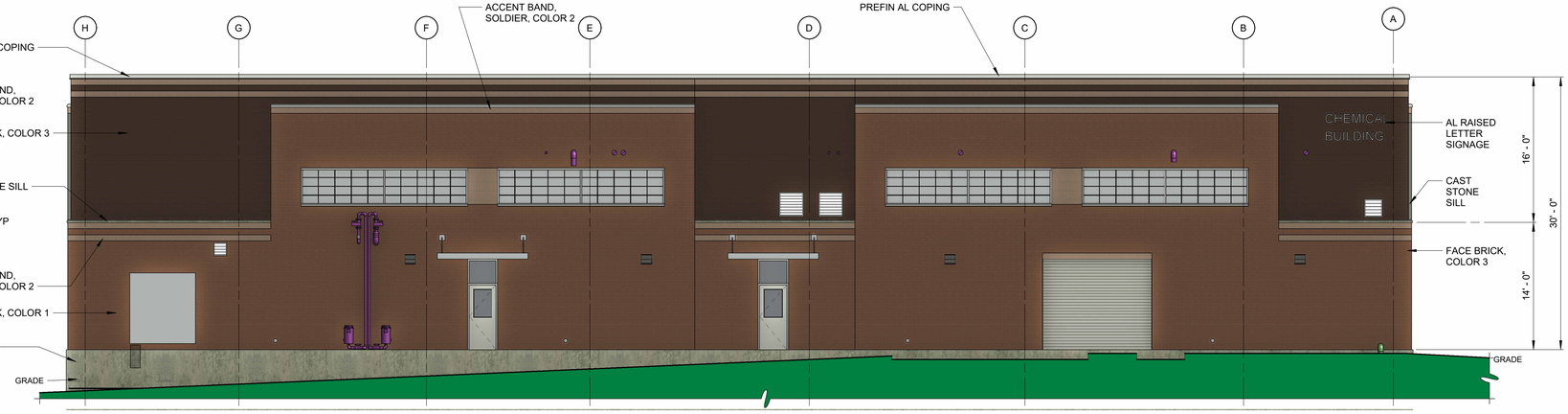
BUILDING SOUTH ELEVATION

1/8" = 1'-0"

BUILDING EAST ELEVATION

1/8" = 1'-0"





BUILDING ELEVATION

1/8" = 1'-0"

BUILDING WEST ELEVATION

1/8" = 1'-0"

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	D. MONSON
DRAWN BY:	L. MOLINA
CHECKED BY:	W. RUSSELL

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE 0 1/2" 1"

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

RESIDUALS PUMP STATION
ARCHITECTURAL
BUILDING ELEVATIONS

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	PUD752

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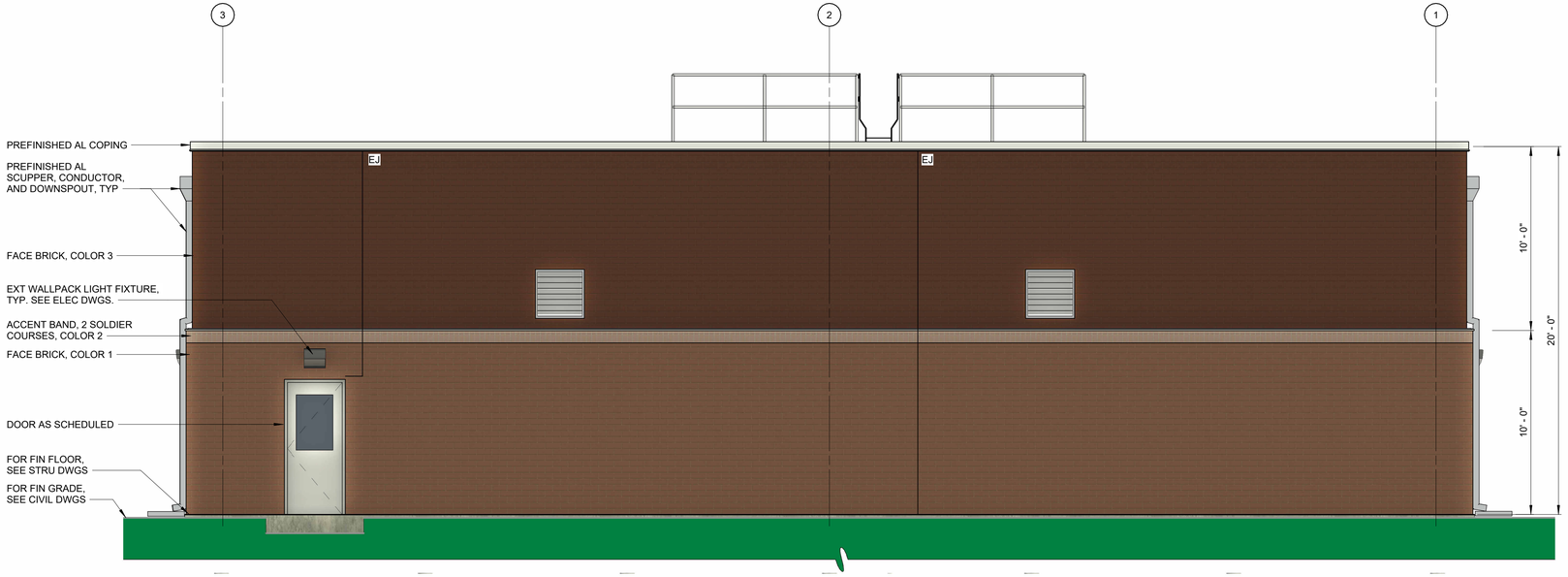
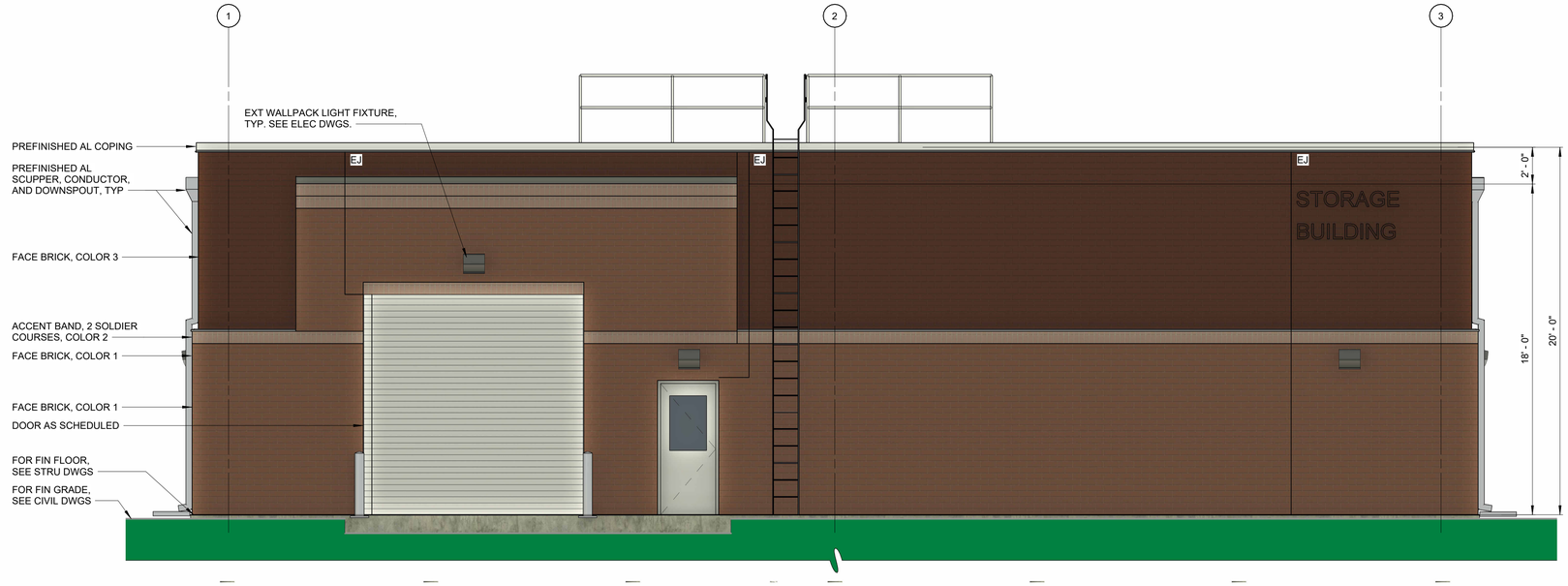


BUILDING NORTH ELEVATION

1/4" = 1'-0"



BUILDING SOUTH ELEVATION

1/4" = 1'-0"

ELEVATION NOTES:

1. VENEER MASONRY TO MATCH EXISTING FOUND ON SITE. FACE BRICK, ACCENT BRICK, AND CAST STONE COLORS AND TEXTURES TO BE SELECTED BY OWNER. RESPECTIVE MORTAR COLORS TO BE SELECTED BY OWNER.
2. PREFINISHED ALUMINUM CANOPIES, ALUMINUM WINDOW FRAMES, AND COPING COLORS TO BE SELECTED BY OWNER FROM MANUFACTURER'S STANDARD RANGE.
3. REFER TO SPECIFICATIONS FOR ROLLUP DOORS. COLOR TO BE SELECTED BY OWNER FROM MANUFACTURER'S STANDARD RANGE.
4. CONTROL JOINTS MAXIMUM SPACING 34'-0" O.C. REFER TO ELEVATIONS FOR LOCATIONS.
5. REFER TO HVAC AND PLUMBING FOR EQUIPMENT AND ROUTING AT WALL OPENINGS AND PENETRATIONS. COORDINATE FINAL OPENING SIZE AND LOCATION W/ EQUIPMENT MANUFACTURER PRIOR TO WORK.

REV	ISSUED FOR	DATE	BY

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	D. MONSON
DRAWN BY:	L. STIRN
CHECKED BY:	W. RUSSELL

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE 0 1/2" 1"

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

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545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

STORAGE BUILDING
ARCHITECTURAL
BUILDING ELEVATIONS

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	PUD802

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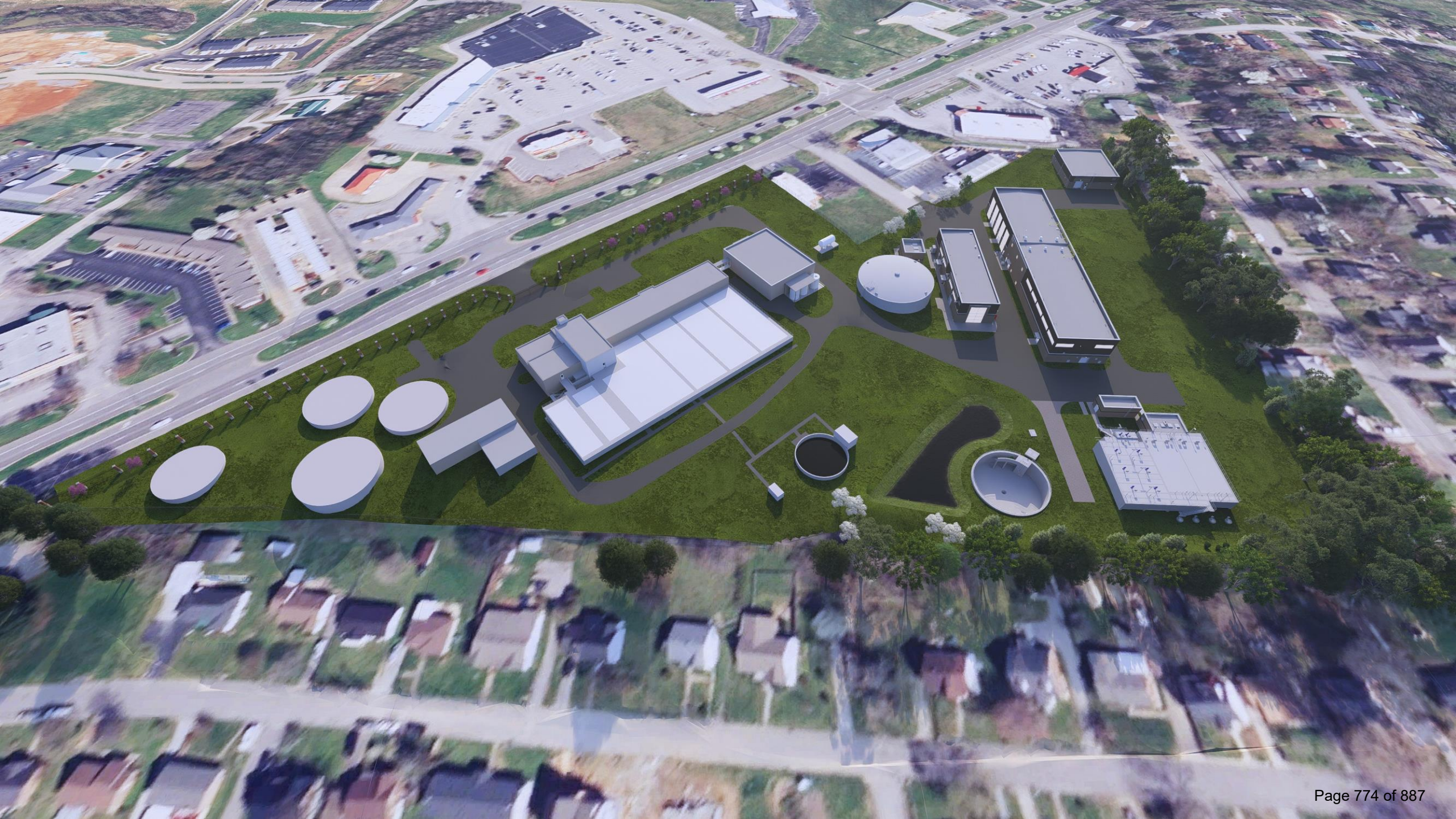











805
0 402079

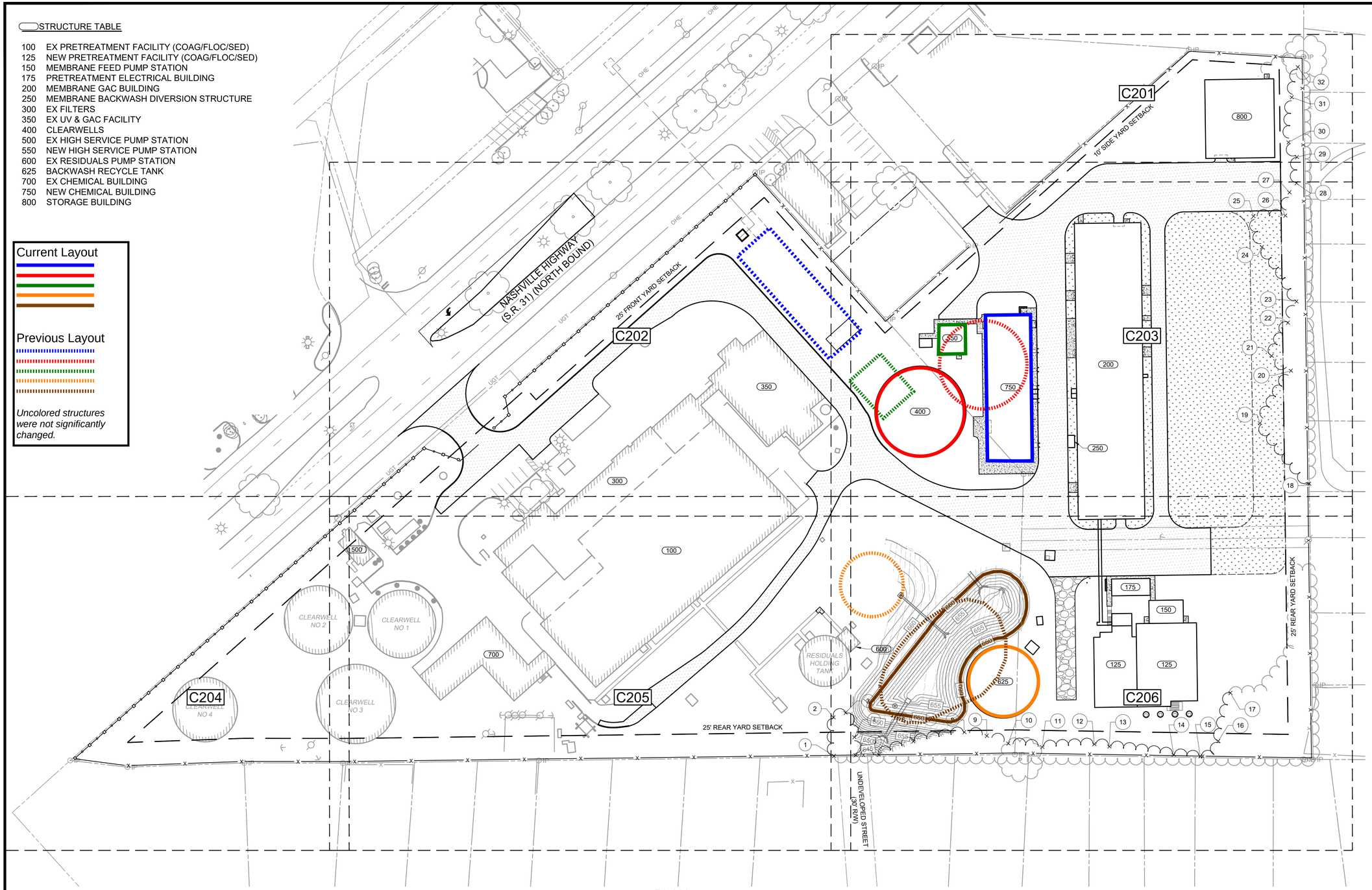
STRUCTURE TABLE

100	EX PRETREATMENT FACILITY (COAG/FLOC/SED)
125	NEW PRETREATMENT FACILITY (COAG/FLOC/SED)
150	MEMBRANE FEED PUMP STATION
175	PRETREATMENT ELECTRICAL BUILDING
200	MEMBRANE GAC BUILDING
250	MEMBRANE BACKWASH DIVERSION STRUCTURE
300	EX FILTERS
350	EX UV & GAC FACILITY
400	CLEARWELLS
500	EX HIGH SERVICE PUMP STATION
550	NEW HIGH SERVICE PUMP STATION
600	EX RESIDUALS PUMP STATION
625	BACKWASH RECYCLE TANK
700	EX CHEMICAL BUILDING
750	NEW CHEMICAL BUILDING
800	STORAGE BUILDING

Current Layout

Previous Layout

Uncolored structures were not significantly changed.



PLAN
SCALE: 1" = 50'

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE — 0 1/2" 1"

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

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545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

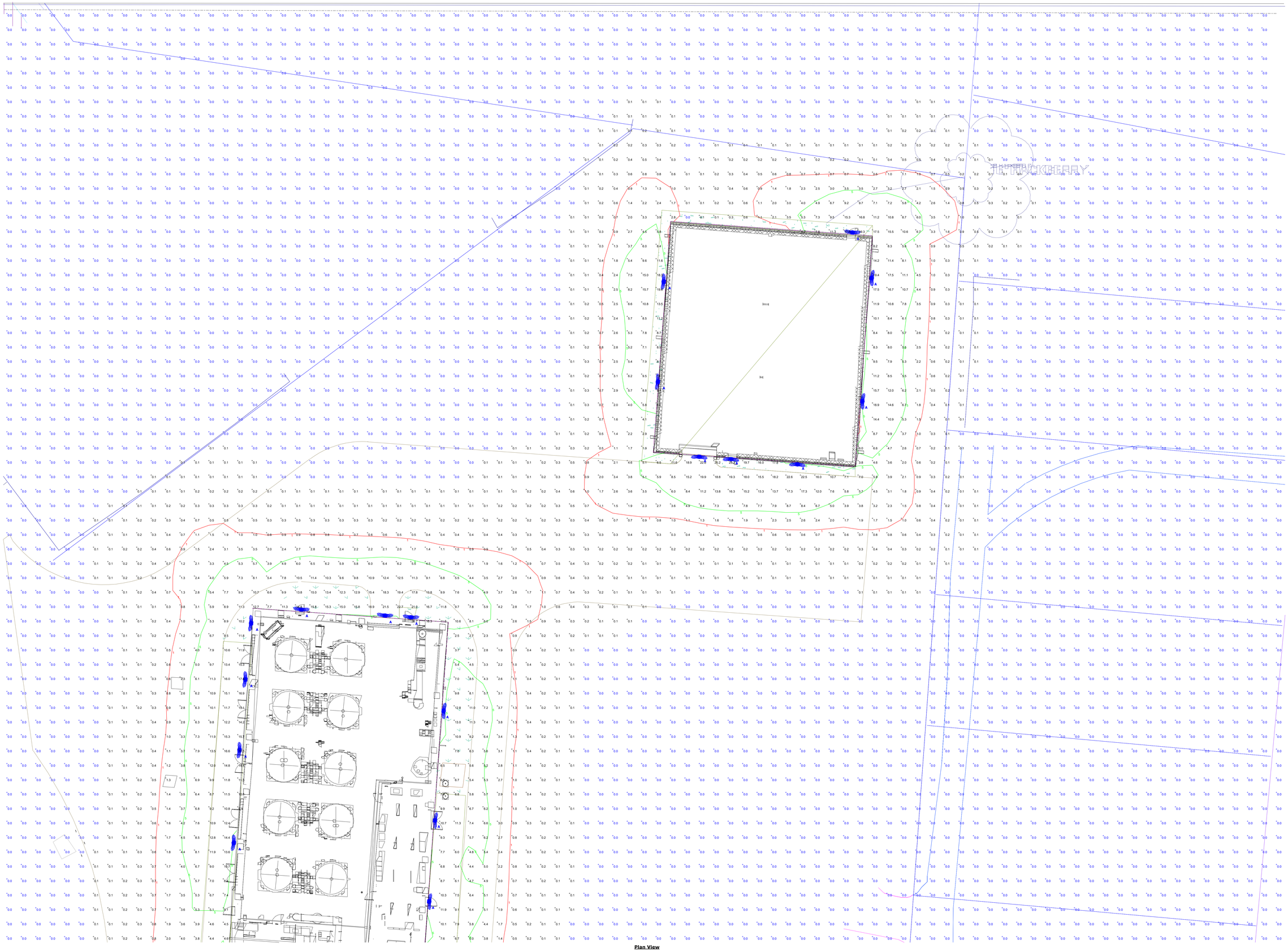
COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE LAYOUT AND PAVING PLAN - OVERALL

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C200

File: C:\USERS\MSEEBOLD\DOCACCDOCS\HAZEN AND SAWYER\50124-008A_CPWS_EX WTP_PHASE 2\PROJECT FILES\01_DESIGN\CIVIL\50124-008A-C200 Saved by MSEEBOLD Save date: 10/2/2024 1:53 PM
PLOT DATE: 11/15/2024 10:02 AM BY: MSEEBOLD



Plan View

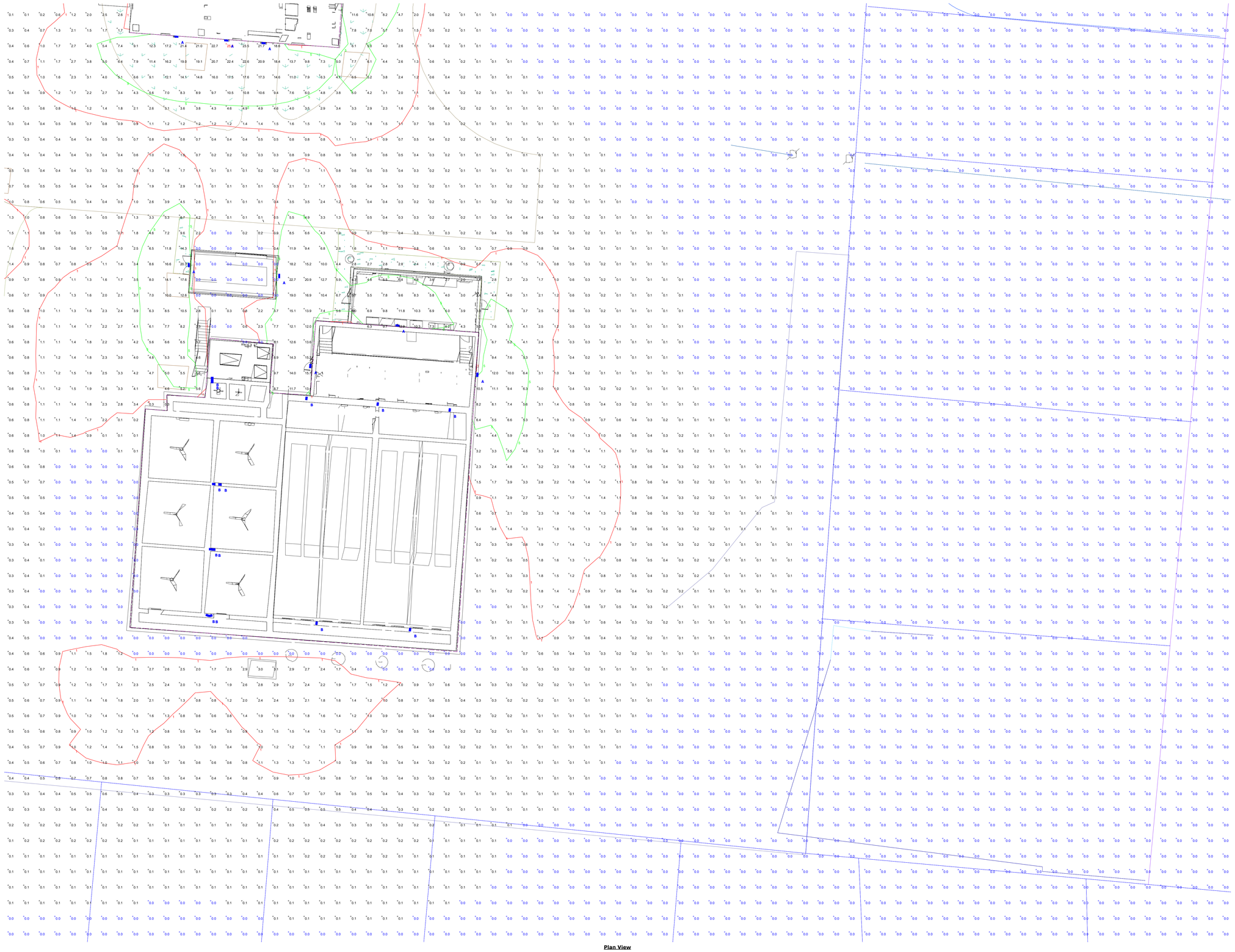
VISUAL

Visual Lighting Software

Designer

Date
10/10/2024
Scale
Not to Scale
Drawing No.

Summary



Plan View

VISUAL

Visual Lighting Software

Designer

Date
10/10/2024
Scale
Not to Scale
Drawing No.

Summary

2 of 2

Catalog Number	
Notes	Type

HLWPC2

Wallpack® Full Cutoff LED





Mechanical

- Heavy grade A360 cast aluminum (aluminum with <1% copper)
- Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering
- Mounts to a standard junction box
- Wet location listed
- IP65 rated housing, down light only
- ¾" painted threaded entry(¾" - 14 NPT) on each side and on top, accepts ¾" and ½" conduit
- ¾" threaded plugs are painted on each side
- Vibration tested to 1.5G per ANSI C136.31.

Electrical

- Certified by UL or CSA
- Rated for -40°C (-40°F) minimum ambient
- A programmable electronic driver with 0-10V control leads
- Available in: 120-277V 50/60 Hz and 347-480V 50/60 Hz,
- Standard: 3000K, 4000K and 5000K CCT (>70 CRI)
- Optional >80 CRI (3000K, 4000K and 5000K CCT)
- Internally mounted emergency battery backup for operation in an ambient temperature ranging from -20°C (-4°F) to 30°C (86°F), available with P10 thru P40 performance packages, non CEC compliant
- All surge protection meets ANSI/IEEE C62.41.2 10kV/10kA
- Standard surge protection is 20kV/10kA per ANSI C136.2
- Optional surge protection is 10kV/5kA per ANSI C136.2

Optical

- Light engine housing is IP66 rated
- Acrylic optical system
- Type V: E (entry), M (medium), R (rectangle) & W (wide)
- Asymmetric

Controls

- Field adjustable output (AO)
- Button style photocontrol (PE)
- Motion sensor & ambient photocontrol combination for mounting low (8-15') (MASL) and high (15-30') (MASH) mounting heights

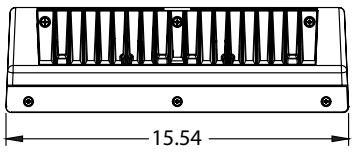
Certification and Standards

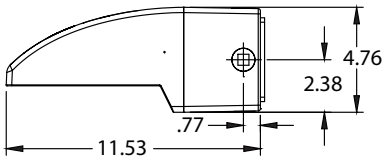
- Luminaire is CSA listed, US and Canada
- Suitable for operation in an ambient temperature up to 40°C/104°F per UL or CSA certification
- Design lights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
- LM-79 compliant
- The projected LED Lumen Maintenance shall be based only on IES LM-80-08 and TM-21

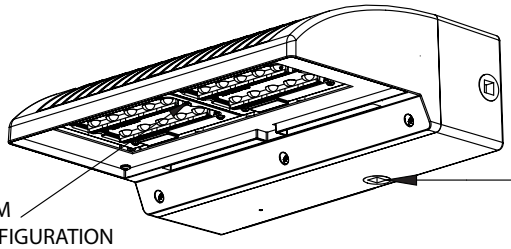
Warranty

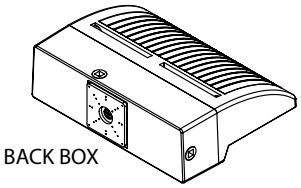
5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions.

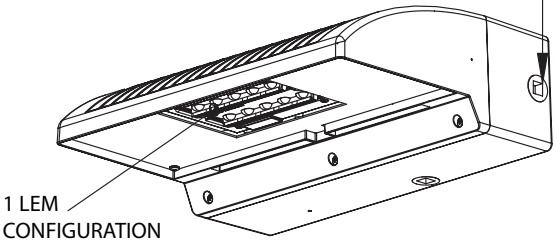
Note: Actual performance may differ as a result of end-user environment and application.
All values are design or typical values, measured under laboratory conditions at 25 °C.
Specifications subject to change without notice.











Note: Maximum weight 22 lbs.

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HLWPC2

Wallpack® Full Cutoff LED

ORDERING INFORMATION

Example: HLWPC2 P20 40K AS T3M BZSDP

Series	Lumen Package	Color Temperature	Voltage	Optics	Color	CRI
HLWPC2 Wallpack Full Cutoff LED	1 LEM Package P10 3,100 lm P20 5,600 lm 2 LEM Package P30 7,800 lm P40 9,900 lm P50 11,700 lm (Nominal Lumens, 4000K)	AMB True Amber 30K 3,000 K CCT 40K 4,000 K CCT 50K 5,000 K CCT	120 120 volts 208 208 volts 240 240 volts 277 277 volts 347 347 volts 480 480 volts HVOLT 347/480 volts MVOLT 120-277 volts	T2S Type 2 Short T2M Type 2 Medium T3S Type 3 Short T3M Type 3 Medium T4M Type 4 Medium TFTM Forward Throw Medium ASYDF Asymmetric Diffuse SYMDF Symmetric Diffuse	BKSDP Black BZSDP Bronze GYSDP Grey WHSDP White	Blank 70 CRI (STD) 80CRI 80 CRI

Options:

Adjustable/Programmable Options

AO Field Adjustable Output

Circuit Options

2CI 2 Independent Circuits

Control - Motion Sensor Options

MASL[1] Motion / Ambient Sensor, 8-15' Mounting Height Ambient Sensor Enabled at 1 FC

MASH[1] Motion / Ambient Sensor, 15-30' Mounting Height Ambient Sensor Enabled at 1 FC

Control - Photocontrol Options

PE Button Style Photocontrol

P3 N.E.M.A. Twistlock Receptacle Mount -3 PIN

P7 N.E.M.A. Twistlock Receptacle Mount -7 PIN

PCLL DTL Long Life Twistlock Photocontrol for Solid State

PSC Shorting Cap

Fuse Option

SF Single Fuse

DF Double Fuse

Safety Option

EM Integral Emergency Battery

TP Tamper Resistant Hardware

Surge Protection Option - 20kV/10kA is Standard

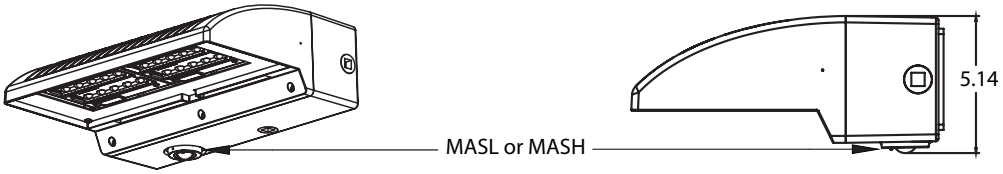
10KV 10kV/5kA Surge Protection, in place of 20kV/10kA

Notes

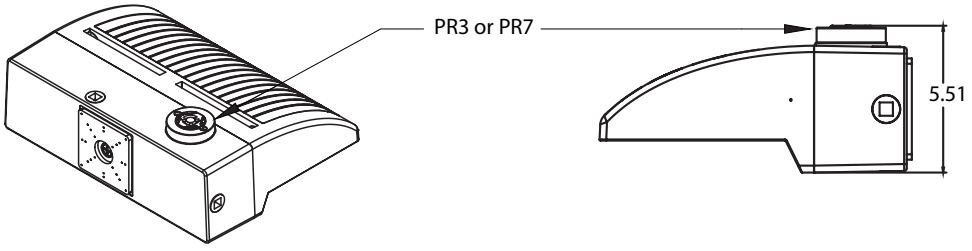
1 MASL and MASH sensors are not allowed with P10 lumen package option selected.

Options Location

Motion/Ambient Sensor mount options for Low (8-15') (MASL) and Height (15-30') (MASH) applications

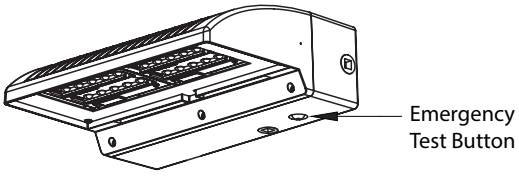


N.E.M.A. Twistlock Receptacle P3 and P7 Options, P7 Shown

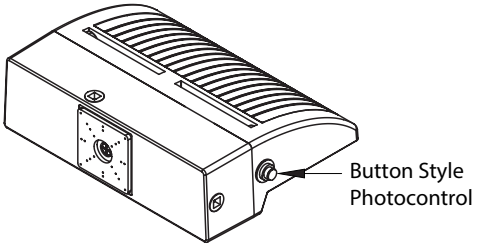


Internal Emergency Battery Test Button - EM Option

Test Button - EM Option



Button Style Photocontrol - PE Option



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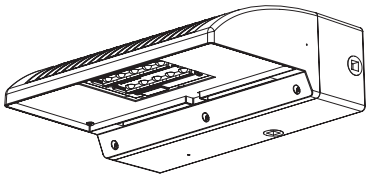
Driver & LEM Configuration Based on Circuit Options

Number of LEMs & Drivers / Circuit		Sinlge Circuit (std.)		Two Circuit (2CI option)	
		LEMs	Drivers	LEMs	Drivers
Lumen Maintenance Factor	P10	1	1	-	-
	P20	1	1	2	2
	P30	2	1	2	2
	P40	2	1	2	2
	P50	2	1	-	-

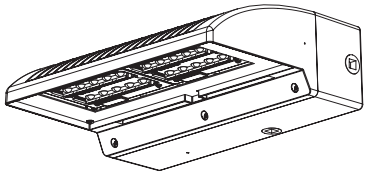
1 LEM Luminaire



SPD Based on Circuit Options

Number of LEMs & Drivers / Circuit		Sinlge Circuit (std.)				Two Circuit (2CI option)			
		LEMs	Drivers	No. of SPDs	SPD	LEMs	Drivers	No. of SPDs	SPD
Lumen Maintenance Factor	P10	1	1	1	20kV/10kA	-	-	-	-
	P20	1	1	1	20kV/10kA	2	2	2	10kV/5kA
	P30	2	1	1	20kV/10kA	2	2	2	10kV/5kA
	P40	2	1	1	20kV/10kA	2	2	2	10kV/5kA
	P50	2	1	1	20kV/10kA	-	-	-	-

2 LEM Luminaire



Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platform noted in a 25°C ambient, based on 6,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

The italicized data is extrapolated beyond the TM-21 standard.

E = (LM) x (CU) x (LAT) x (LLD)
LM and CU are obtained from published photometry.

Operating Hours (Standard)		0	25,000	30,000	36,000	45,000	50,000	60,000	75,000	100,000
Lumen Maintenance Factor	P10	1	0.98	0.97	0.96	0.96	0.95	0.95	0.94	0.92
	P20	1	0.97	0.95	0.94	0.93	0.92	0.90	0.88	0.85
	P30	1	0.98	0.97	0.96	0.96	0.95	0.95	0.94	0.92
	P40	1	0.97	0.95	0.94	0.93	0.92	0.90	0.88	0.85

Operating Hours (2CI Option)		0	25,000	30,000	36,000	45,000	50,000	60,000	75,000	100,000
Lumen Maintenance Factor	P10	1	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
	P20	1	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
	P30	1	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
	P40	1	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Single Circuit Application

Ambient		P10	P20	P30	P40	P50
0°C	32°F	1.02	1.03	1.03	1.04	1.05
10°C	50°F	1.01	1.02	1.02	1.03	1.03
20°C	68°F	1.01	1.01	1.01	1.01	1.01
25°C	77°F	1.00	1.00	1.00	1.00	1.00
30°C	86°F	0.99	0.99	0.99	0.99	0.99
40°C	104°F	0.98	0.97	0.98	0.97	0.97

Optional Two Independent Circuit (2CI) Application

Ambient		P20	P30	P40
0°C	32°F	1.02	1.02	1.02
10°C	50°F	1.01	1.01	1.02
20°C	68°F	1.00	1.01	1.01
25°C	77°F	1.00	1.00	1.00
30°C	86°F	0.99	0.99	0.99
40°C	104°F	0.98	0.98	0.98

Electrical Load

Single Circuit Application

LEDs	Drive Current (mA)	System Watts/ Circuit	Current (A)					
			120	208	240	277	247	480
P10	700	28	0.23	0.13	0.12	0.10	0.08	0.06
P20	1400	47	0.41	0.24	0.20	0.18	0.14	0.10
P30	1050	71	0.63	0.37	0.32	0.29	0.22	0.18
P40	1420	95	0.78	0.45	0.40	0.35	0.27	0.20
P50	1720	115	0.95	0.55	0.48	0.42	0.33	0.24

Optional Two Independent Circuit (2CI) Application

LEDs	Drive Current (mA)	System Watts/ Circuit	Current (A)					
			120	208	240	277	247	480
P10	-	-	-	-	-	-	-	-
P20	700	22	0.10	0.06	0.05	0.04	-	-
P30	1000	32	0.14	0.08	0.07	0.06	-	-
P40	1250	47	0.18	0.10	0.09	0.08	-	-
P50	-	-	-	-	-	-	-	-

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Operating Characteristics

LED Package	Distribution	System Watts	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P10	T2S	28	2,904	104	1	0	1	3,128	112	1	0	1	3,168	113	1	0	1
	T2M	28	2,887	103	1	0	1	3,110	111	1	0	1	3,149	112	1	0	1
	T3S	28	2,964	106	1	0	1	3,194	114	1	0	1	3,234	116	1	0	1
	T3M	28	2,801	100	1	0	1	3,017	108	1	0	1	3,055	109	1	0	1
	T4M	28	2,858	102	1	0	1	3,079	110	1	0	1	3,118	111	1	0	1
	TFTM	28	2,979	106	1	0	1	3,209	115	1	0	1	3,250	116	1	0	1
	SYMDF	28	2,771	99	1	0	1	2,986	107	1	0	1	3,023	108	1	0	1
	ASYDF	28	2,756	98	1	0	1	2,969	106	1	0	1	3,007	107	1	0	1
P20	T2S	47	5,303	113	1	0	1	5,713	122	1	0	1	5,785	123	1	0	1
	T2M	47	5,272	112	1	0	2	5,680	121	1	0	2	5,751	122	1	0	2
	T3S	47	5,414	115	1	0	2	5,832	124	1	0	2	5,906	126	1	0	2
	T3M	47	5,115	109	1	0	2	5,510	117	1	0	2	5,580	119	1	0	2
	T4M	47	5,220	111	1	0	2	5,623	120	1	0	2	5,694	121	1	0	2
	TFTM	47	5,440	116	1	0	2	5,861	125	1	0	2	5,935	126	1	0	2
	SYMDF	47	5,062	108	2	0	2	5,453	116	2	0	2	5,522	117	2	0	2
	ASYDF	47	5,033	107	1	0	1	5,422	115	2	0	1	5,491	117	2	0	1
P30	T2S	71	7,319	103	2	0	2	7,884	111	2	0	2	7,984	112	2	0	2
	T2M	71	7,276	102	2	0	2	7,838	110	2	0	2	7,937	112	2	0	2
	T3S	71	7,472	105	1	0	2	8,049	113	2	0	2	8,151	115	2	0	2
	T3M	71	7,059	99	2	0	2	7,604	107	2	0	2	7,700	108	2	0	2
	T4M	71	7,203	101	2	0	2	7,760	109	2	0	2	7,858	111	2	0	2
	TFTM	71	7,508	106	1	0	2	8,088	114	2	0	2	8,190	115	2	0	2
	SYMDF	71	6,985	98	2	0	2	7,525	106	3	0	3	7,620	107	3	0	3
	ASYDF	71	6,946	98	2	0	2	7,483	105	2	0	2	7,578	107	2	0	2
P40	T2S	95	9,320	98	2	0	2	10,041	106	2	0	2	10,168	107	2	0	2
	T2M	95	9,266	98	2	0	2	9,982	105	2	0	3	10,108	106	2	0	3
	T3S	95	9,515	100	2	0	2	10,251	108	2	0	2	10,381	109	2	0	2
	T3M	95	8,989	95	2	0	2	9,684	102	2	0	2	9,807	103	2	0	2
	T4M	95	9,174	97	2	0	2	9,883	104	2	0	3	10,008	105	2	0	3
	TFTM	95	9,561	101	2	0	2	10,300	108	2	0	2	10,431	110	2	0	2
	SYMDF	95	8,896	94	3	0	3	9,583	101	3	0	3	9,705	102	3	0	3
	ASYDF	95	8,846	93	2	0	2	9,530	100	2	0	2	9,650	102	2	0	2
P50	T2S	115	10,972	95	2	0	2	11,820	103	2	0	2	11,969	104	2	0	2
	T2M	115	10,908	95	2	0	3	11,751	102	2	0	3	11,900	103	2	0	3
	T3S	115	11,202	97	2	0	2	12,067	105	2	0	2	12,220	106	2	0	2
	T3M	115	10,582	92	2	0	2	11,400	99	2	0	3	11,544	100	2	0	3
	T4M	115	10,799	94	2	0	3	11,634	101	2	0	3	11,781	102	2	0	3
	TFTM	115	11,256	98	2	0	2	12,126	105	2	0	2	12,279	107	2	0	2
	SYMDF	115	10,472	91	3	0	3	11,282	98	3	0	3	11,424	99	3	0	3
	ASYDF	115	10,414	91	2	0	2	11,219	98	3	0	2	11,361	99	3	0	2

Use the following to scale 70CRI to 80CRI.

CCT	Multiplier
3000K	0.909
4000K	0.886
5000K	0.865

All IES files available on product web page

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Operating Characteristics (continued)

LED Package	Distribution	System Watts	30K + 2CI Option (3000K, 70 CRI)					40K + 2CI Option (4000K, 70 CRI)					50K + 2CI Option (5000K, 70 CRI)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P20	T2S	49	5,015	102	1	0	1	5,402	110	1	0	1	5,471	112	1	0	1
	T2M	49	4,985	102	1	0	2	5,371	110	1	0	2	5,439	111	1	0	2
	T3S	49	5,120	104	1	0	1	5,515	113	1	0	2	5,585	114	1	0	2
	T3M	49	4,837	99	1	0	2	5,210	106	1	0	2	5,276	108	1	0	2
	T4M	49	4,936	101	1	0	2	5,317	109	1	0	2	5,385	110	1	0	2
	TFTM	49	5,144	105	1	0	2	5,542	113	1	0	2	5,612	115	1	0	2
	SYMDF	49	4,786	98	2	0	2	5,156	105	2	0	2	5,222	107	2	0	2
	ASYDF	49	4,760	97	1	0	1	5,127	105	1	0	1	5,192	106	1	0	1
P30	T2S	70	6,769	97	1	0	1	7,293	104	2	0	2	7,385	106	2	0	2
	T2M	70	6,730	96	2	0	2	7,250	104	2	0	2	7,342	105	2	0	2
	T3S	70	6,911	99	1	0	2	7,445	106	1	0	2	7,539	108	1	0	2
	T3M	70	6,529	93	2	0	2	7,033	100	2	0	2	7,123	102	2	0	2
	T4M	70	6,663	95	2	0	2	7,178	103	2	0	2	7,269	104	2	0	2
	TFTM	70	6,945	99	1	0	2	7,481	107	1	0	2	7,576	108	2	0	2
	SYMDF	70	6,461	92	2	0	2	6,960	99	2	0	2	7,049	101	2	0	2
	ASYDF	70	6,425	92	2	0	2	6,922	99	2	0	2	7,009	100	2	0	2
P40	T2S	89	8,370	94	2	0	2	9,017	101	2	0	2	9,131	103	2	0	2
	T2M	89	8,321	93	2	0	2	8,964	101	2	0	2	9,078	102	2	0	2
	T3S	89	8,545	96	2	0	2	9,205	103	2	0	2	9,322	105	2	0	2
	T3M	89	8,073	91	2	0	2	8,696	98	2	0	2	8,807	99	2	0	2
	T4M	89	8,238	93	2	0	2	8,875	100	2	0	2	8,987	101	2	0	2
	TFTM	89	8,586	96	2	0	2	9,250	104	2	0	2	9,367	105	2	0	2
	SYMDF	89	7,989	90	3	0	3	8,606	97	3	0	3	8,715	98	3	0	3
	ASYDF	89	7,944	89	2	0	2	8,558	96	2	0	2	8,666	97	2	0	2

Use the following to scale 70CRI to 80CRI.

CCT	Multiplier
3000K	0.909
4000K	0.886
5000K	0.865

All IES files available on product web page

LED Package	Distribution	System Watts	AMB (Wavelength)					LED Package	Distribution	System Watts	AMB (Wavelength)				
			Lumens	LPW	B	U	G				Lumens	LPW	B	U	G
P10	T2S	28	1,061	38	0	0	1	P30	T2S	28	1,975	71	0	0	1
	T2M	28	1,054	38	0	0	1		T2M	28	1,964	70	0	0	1
	T3S	28	1,083	39	0	0	1		T3S	28	2,016	72	0	0	1
	T3M	28	1,023	37	0	0	1		T3M	28	1,905	68	0	0	1
	T4M	28	1,044	37	0	0	1		T4M	28	1,944	69	0	0	1
	TFTM	28	1,088	39	0	0	1		TFTM	28	2,026	72	0	0	1
	SYMDF	28	1,012	36	1	0	1		SYMDF	28	1,885	67	1	0	1
	ASYDF	28	1,007	36	0	0	1		ASYDF	28	1,875	67	0	0	1

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Options Matrix

Parameters		LED AMB	Options (Start with SF, DF, 2CI or EM if being used)													
			PE	P3	P7	PSC	PCLL	MASH	MASL	SF	DF	TP	10kV	AO	2CI	EM
LED Performance Package	P10	Y	Y	Y	Y	Y	Y	N	N	Y	Y	Y	Y	Y	N	Y
	P20	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
	P30	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
	P40	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
	P50	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y
Voltage	AS	Y	N	Y	Y	Y	Y	Y	Y	N	N	Y	Y	Y	Y	Y
	AH	Y	N	Y	Y	Y	N	N	N	N	N	Y	Y	Y	N	N
	12	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y
	20	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y
	24	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y
	27	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y
	34	Y	Y	Y	Y	Y	Y	N	N	Y	N	Y	Y	Y	N	N
	48	Y	N	Y	Y	Y	Y	N	N	N	Y	Y	Y	Y	N	N
Options	PE	Y		N	N	N	N	N	N	Y	Y	Y	Y	Y	N	Y
	P3	Y	N		N	M	Y	N	N	Y	Y	Y	Y	N	N	N
	P7	Y	N	N		M	Y	N	N	Y	Y	Y	Y	N	N	N
	PSC	Y	N	M	M		N	N	N	Y	Y	Y	Y	N	N	N
	PCLL	Y	N	Y	Y	N		N	N	Y	Y	Y	Y	N	N	N
	MASH	Y	N	N	N	N	N		N	Y	Y	Y	Y	N	N	N
	MASL	Y	N	N	N	N	N	N		Y	Y	Y	Y	N	N	N
	SF	Y	Y	Y	Y	Y	Y	Y	Y		N	Y	Y	Y	Y	Y
	DF	Y	Y	Y	Y	Y	Y	Y	Y	N		Y	Y	Y	Y	Y
	TP	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y
	10kV	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	M	M
	AO	Y	Y	N	N	N	N	N	N	Y	Y	Y	Y		N	N
	2CI	P30	N	N	N	N	N	N	N	Y	Y	Y	M	N		N
	EM	Y	Y	N	N	N	N	N	N	Y	Y	Y	M	N	N	

Notes
I = Included with option
M = Must have: one of these must be installed for the luminaire to operate
N = Combination Not available
P30 = Valid Option Combination, not available with P10 Performance Packabe
Y = Valid Option Combination

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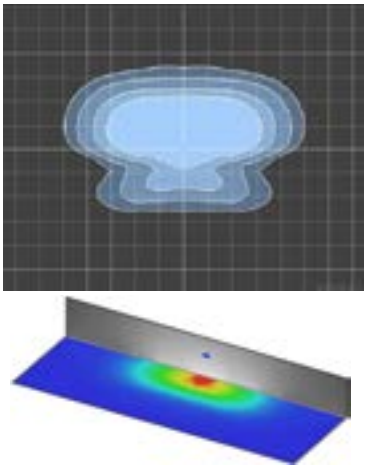
Photometric Diagrams

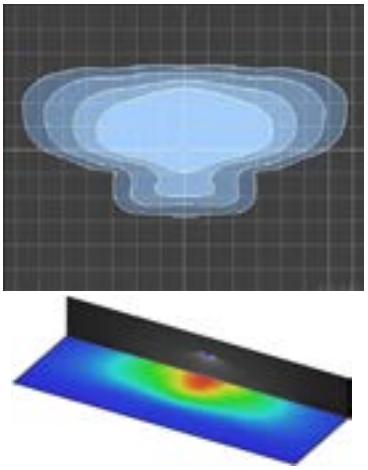
To see complete photometric reports or download .ies files for this product, visit the Holophane's Wallpack FCO LED homepage. Isofootcandle plots for the HLWPC2 P30 40K. Distance are in units of mounting height (12"). Grid is 10'x10'.

0.1 fc	1 fc	0.2 fc	0.5 fc

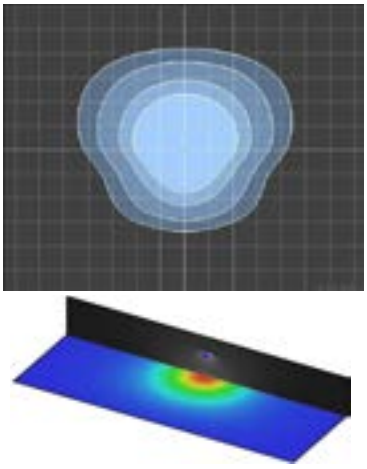
HLWPC2 P30 40K XX T2S



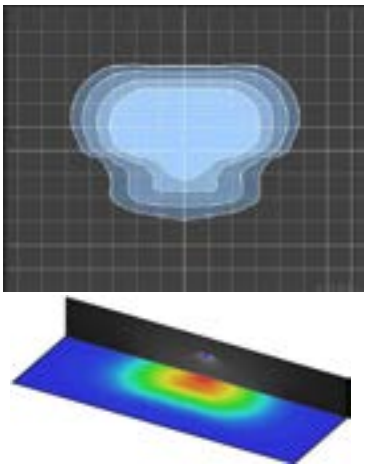
HLWPC2 P30 40K XX T2M



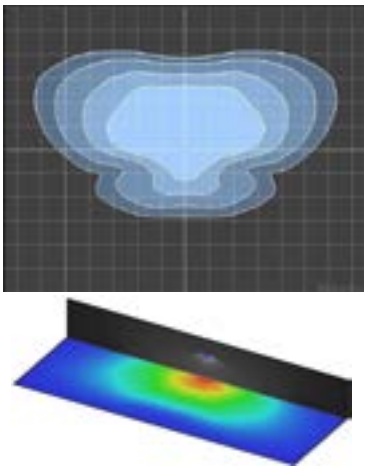
HLWPC2 P30 40K XX ASYDF



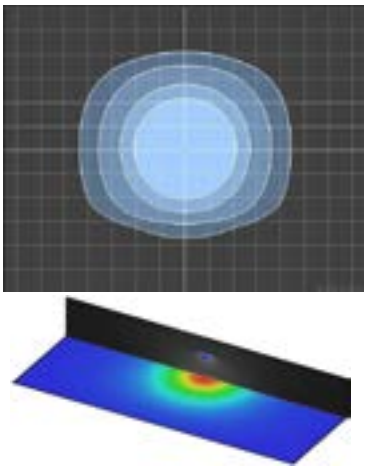
HLWPC2 P30 40K XX T3S



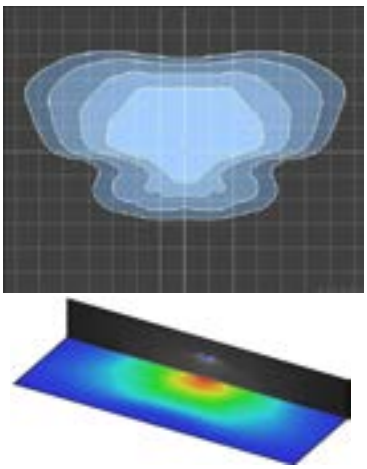
HLWPC2 P30 40K XX T3M



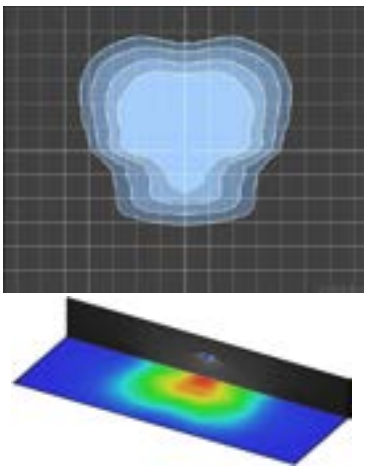
HLWPC2 P30 40K XX SYMDF



HLWPC2 P30 40K XX T4M



HLWPC2 P30 40K XX TFTM



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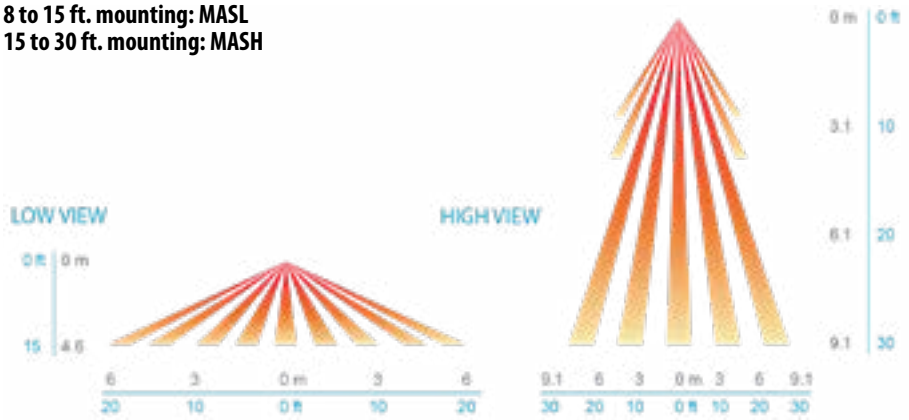
Coverage Pattern

8 to 15 ft. mounting: MASL
15 to 30 ft. mounting: MASH



Control Options

Button Style Photocontrol

PE



N.E.M.A. Receptacle

P3



P7



Motion & Ambient Combined Sensor

MASL/MASH



Field Adjustable Output Module

The Field Adjustable Output (AO) module is an onboard device that adjusts the light output and input voltage to meet specific requirements, allowing a single fixture configuration to be flexibly applied in many different applications. The AO option is available on the HLWPC2 series.



P10 - AS and AH		
AO Position	% Lumens	% Wattage
8	100%	100%
7	94%	95%
6	83%	82%
5	71%	69%
4	59%	57%
3	46%	45%
2	34%	33%
1	21%	21%

P20 - AS and AH		
AO Position	% Lumens	% Wattage
8	100%	100%
7	95%	94%
6	84%	80%
5	73%	67%
4	61%	54%
3	48%	42%
2	35%	30%
1	21%	18%

P30 - AS and AH		
AO Position	% Lumens	% Wattage
8	100%	100%
7	95%	94%
6	84%	80%
5	73%	67%
4	61%	54%
3	48%	42%
2	35%	30%
1	21%	18%

P40 - AS and AH		
AO Position	% Lumens	% Wattage
8	100%	100%
7	95%	95%
6	85%	82%
5	74%	68%
4	62%	55%
3	49%	43%
2	36%	30%
1	21%	17%

P50 - AS and AH		
AO Position	% Lumens	% Wattage
8	100%	100%
7	96%	95%
6	86%	81%
5	75%	68%
4	64%	55%
3	51%	42%
2	37%	29%
1	22%	17%

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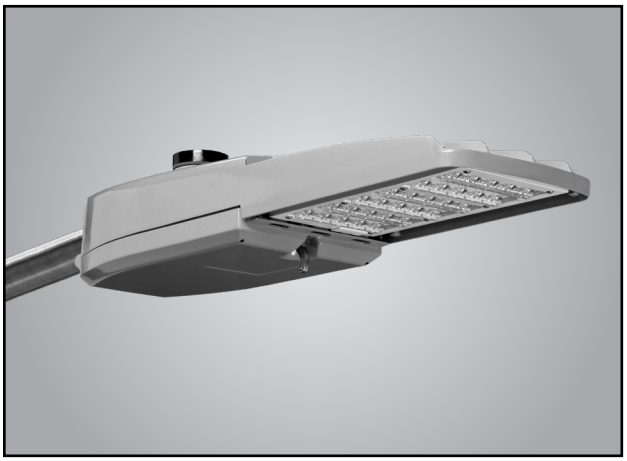
Autobahn Series ATB0
Roadway Lighting

Consistent with LEED® goals & Green Globes™ criteria for light pollution reduction

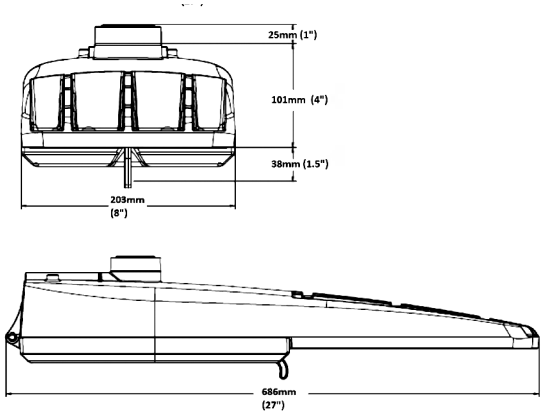
PRODUCT OVERVIEW



Applications:

- Roadways
- Off ramps
- Residential streets
- Parking lots

DIMENSIONS



Effective Projected Area (EPA): The EPA for the ATB0 is 0.76 sq. ft.
Approx. Wt. = 14 lbs.

STANDARDS

DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

Color temperatures of ≤ 3000K must be specified for International Dark-Sky Association certification.

Rated for -40°C to 40°C ambient
CSA Certified to U.S. and Canadian standards
Complies with ANSI: C136.2, C136.10, C136.14, C136.31, C136.15, C136.37

BUY AMERICAN ACT — Product with the BAA option is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT regulations. Please refer to www.acuitybrands.com/buy-american for additional information.

Features:

OPTICAL

The Autobahn's new molded silicone optics provide exceptional performance. Silicone optics are superior to other polymeric materials in the areas of; optical efficiency, thermal performance, and reduction in dirt accumulation, all of which can lead to long term lumen degradation and a shift in optical distribution. Also, because silicone allows for the molding of fine details as well as thick sections, it produces the most crisp, clean and well-defined lighting distributions available. Silicone optics paired with modern LED's allow the Autobahn to take full advantage of both technologies.

Same Light: Performance is comparable to 100 - 400W HPS roadway luminaires.

White Light: Correlated color temperature - 4000K, or optional 2700K, 3000K or 5000K, all 70 CRI minimum.

Unique IP66 rated LED light engines provided 0% uplight and restrict backlight to within sidewalk depth, providing optimal application coverage and optimal pole spacing. Available in Type II, III, IV, and V roadway distributions.

ELECTRICAL

Expected Life: LED light engines are rated >100,000 hours at 25°C, L70. Electronic driver has an expected life of 100,000 hours at a 25°C ambient.

Lower Energy: Saves an expected of 40-60% over comparable HID luminaires.

Robust Surge Protection: Two different surge protection options provide a minimum of ANSI C136.2 10kV/5kA protection. 20kV/10kA protection is also available.

Luminaire ships with a 0-10v dimmable driver. Luminaire is continuous and step dimming capable via A0 option or controls installed on P7 photocontrol receptacle option.

MECHANICAL

Includes standard AEL lineman-friendly features such as tool-less entry, 3 station terminal block and quick disconnects. Bubble level located inside the electrical compartment for easily leveling at installation.

Rugged die-cast aluminum housing and door are polyester powder-coated for durability and corrosion resistance. Rigorous five-stage pre-treating and painting process yields a finish that achieves a scribe creepage rating of 7 (per ASTM D1654) after over 5000 hours exposure to salt fog chamber (operated per ASTM B117).

Mast arm mount is adjustable for arms from 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter. Provides a 3G vibration rating per ANSI C136.31

Wildlife shield is cast into the housing (not a separate piece).

CONTROLS

NEMA 3 pin photocontrol receptacle is standard, with the Acuity designed ANSI standard 7 pin receptacle optionally available.

Premium solid state locking style photocontrol - PCSS (10 year rated life) Extreme long life solid state locking style photocontrol - PCLL (20 year rated life).

Optional onboard Adjustable Output module allows the light output and input wattage to be modified to meet site specific requirements, and also can allow a single fixture to be flexibly applied in many different applications.

Note: Actual performance may differ as a result of end-user environment and application. Specifications subject to change without notice.

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ORDERING INFORMATION

Series

ATB0 Autobahn LED Roadway

LED Performance Package

P201	5,369 lumens nominal[6]	**P301**	10,367 lumens nominal	**P451**	16,320 lumens nominal
P202	6,943 lumens nominal[6]	**P302**	12,185 lumens nominal	**P452**	19,087 lumens nominal
P203	10,056 lumens nominal	**P303**	15,351 lumens nominal	**P453**	23,592 lumens nominal
P204	12,176 lumens nominal	**P304**	17,714 lumens nominal	**P454**	25,070 lumens nominal
P205	13,767 lumens nominal	**P305**	19,893 lumens nominal	**P455**	27,091 lumens nominal
				P456	28,347 lumens nominal
				P457	29,715 lumens nominal

Voltage

MVOLT	Multi-volt, 120V - 277V
347	347V[5]
480	480V[5]
XVOLT	277V-480V[7]

Optics

R2	Roadway Type II
R3	Roadway Type III
R3L	Roadway Type III Long
R4	Roadway Type IV[3]
R5	Roadway Type V

Options

Color Temperature (CCT)

(Blank)	4000K CCT, 70 CRI Min.
27K	2700K CCT, 70 CRI Min.
3K	3000K CCT, 70 CRI Min.
5K	5000K CCT, 70 CRI Min.

Paint

(Blank)	Gray (Standard)
BK	Black
BZ	Bronze
DDB	Dark Bronze
GI	Graphite
WH	White
GN	Green

Surge Protection

(Blank)	Standard 20kV/10kA SPD[4]
MP	MOV Pack 10kV/5kA

Terminal Block

(Blank)	Terminal Block (Standard)
T2	Wired to L1 & L2 Positions

Misc.

BL	External Bubble Level
HSS	House-Side Shield
NL	Nema Label
XL	Not CSA Certified
BAA	Buy America(n) Act Compliant
UMR-XX	8" Horizontal Arm for Round Pole, Painted to match Fixture
UMS-XX	8" Horizontal Arm for Square Pole, Painted to match Fixture
UMR-GALV	8" Horizontal Arm for Round Pole, Galvanized
UMS-GALV	8" Horizontal Arm for Square Pole, Galvanized

Controls.

(Blank)	3 Pin NEMA Photocontrol Receptacle (Standard)
P7	7 Pin Photocontrol Receptacle (Dimmable Driver Included)[2]
NR	No Photocontrol Receptacle
A0	Field Adjustable Output
PCSS	Solid State Lighting Photocontrol (120-277V)[1]
PCLL	Solid State Long Life Photocontrol
SH	Shorting Cap

Packaging

(Blank)	Single Unit (Standard)
JP	Job Pack (42/Pallet)

Accessories:
House Side Shields for field installation

ATB0P20XR2R3LR5HSS	for use with P201 - P205, R2, R3L & R5 distributions
ATB0P20XR3R4HSS	for use with P201 - P205, R3 & R4 distributions
ATB0P30XR2R3LR5HSS	for use with P301 - P305, R2, R3L & R5 distributions
ATB0P30XR3HSS	for use with P301 - P305, R3 distribution
ATB0P30XR4HSS	for use with P301 - P305, R4 distribution
ATB0P45XR2R3LR5HSS	for use with P451 - P457, R2, R3L & R5 distributions
ATB0P45XR3HSS	for use with P451 - P457, R3 distribution

Light Trespass Shield

ATB0ULTS	ATB0 Universal Light Trespass Shield

ATB Decorative Arms

ATB0DECOS XX	ATB Decorative Arm for Square Pole Painted to match fixture
ATB0DECOR XX	ATB Decorative Arm for Round Pole Painted to match fixture

Notes
1 Not available in 347 or 480V.
2 Not available with NR.
3 Not available with P451 - P457 performance packages.
4 Not available with P201 performance package + 347V or 480V.
5 Not available with P456 or P457 performance package options.
6 Not available with XVOLT option.
7 XVOLT not available with P201, P202, P456 or P457 performance packages.

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PERFORMANCE PACKAGE

ATB0	Distribution	Input Watts	2700K		3000K		4000K/5000K	
			Lumens	LPW	Lumens	LPW	Lumens	LPW
P201	R2	36	4,983	137	5,473	151	5,488	150
	R3		4,952	136	5,107	140	5,553	152
	R3L		4,693	130	4,851	135	5,105	142
	R4		5,045	139	5,130	141	5,346	147
	R5		5,084	142	5,384	148	5,387	150
P202	R2	49	6,429	132	7,100	147	7,203	148
	R3		6,390	131	6,679	137	7,237	148
	R3L		6,037	123	6,233	127	6,567	134
	R4		6,517	136	6,749	140	6,906	144
	R5		6,560	137	6,988	146	6,951	146
P203	R2	70	9,005	130	10,050	144	10,150	147
	R3		8,951	129	9,471	134	10,260	148
	R3L		8,422	120	8,658	124	9,161	131
	R4		9,494	137	9,673	139	10,060	145
	R5		9,188	134	9,784	142	9,736	142
P204	R2	88	11,007	125	11,800	136	12,410	141
	R3		10,940	124	11,490	132	12,470	141
	R3L		10,147	115	10,494	119	11,038	125
	R4		11,485	132	11,900	136	12,170	139
	R5		11,230	131	11,780	137	11,900	138
P205	R2	102	12,339	121	12,650	125	13,920	137
	R3		12,264	120	13,110	139	14,130	138
	R3L		11,346	111	11,794	116	12,341	121
	R4		13,051	130	13,680	136	13,830	138
	R5		12,589	127	13,080	132	13,340	135
P301	R2	67	9,527	140	10,450	154	10,460	153
	R3		9,469	139	10,590	158	10,820	158
	R3L		8,980	134	9,101	136	9,768	146
	R4		9,579	144	10,210	152	10,150	152
	R5		9,720	145	10,370	154	10,300	154
P302	R2	83	11,118	135	11,790	142	12,300	149
	R3		11,050	134	12,290	150	12,520	152
	R3L		10,443	126	10,608	128	11,360	137
	R4		11,589	140	12,720	153	12,280	148
	R5		11,343	137	12,120	147	12,020	145
P303	R2	106	14,152	130	15,090	140	15,420	141
	R3		14,066	131	15,230	142	15,950	148
	R3L		12,949	122	13,147	124	14,086	133
	R4		14,514	136	15,720	146	15,380	144
	R5		14,439	136	15,140	142	15,300	144
P304	R2	124	16,705	130	17,180	136	18,010	141
	R3		16,603	131	17,890	141	18,230	144
	R3L		14,961	121	15,146	122	16,274	131
	R4		16,845	135	18,160	145	17,850	143
	R5		17,043	137	17,670	142	18,060	145
P305	R2	145	18,388	124	19,720	134	20,160	136
	R3		18,276	124	20,070	135	20,440	138
	R3L		16,596	114	16,880	116	18,052	124
	R4		18,695	129	20,050	138	19,810	137
	R5		18,761	130	19,350	135	19,880	138

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PERFORMANCE PACKAGE

ATB0	Distribution	Input Watts	2700K		3000K		4000K/5000K	
			Lumens	LPW	Lumens	LPW	Lumens	LPW
P451	R2	105	14,827	138	15,760	148	16,570	154
	R3		14,737	137	16,790	157	16,640	155
	R3L		13,754	131	14,188	135	14,961	142
	R5		15,128	144	17,150	162	16,030	153
P452	R2	125	18,277	146	18,270	147	19,370	155
	R3		18,166	146	19,420	151	19,470	156
	R3L		16,046	128	16,473	132	17,454	140
	R5		18,648	148	19,140	151	19,760	157
P453	R2	159	22,227	139	22,570	143	23,900	150
	R3		22,092	139	24,090	151	23,550	148
	R3L		19,445	122	19,988	126	21,151	133
	R5		22,677	141	23,920	148	24,030	149
P454	R2	170	24,585	144	23,580	139	25,060	147
	R3		24,436	143	25,340	148	25,200	148
	R3L		20,735	122	21,179	125	22,555	133
	R5		25,084	147	25,360	148	26,580	156
P455	R2	187	25,732	138	25,270	136	26,750	143
	R3		25,576	137	27,430	145	27,020	145
	R3L		22,224	119	22,310	119	24,174	129
	R5		26,254	143	27,730	149	27,820	152
P456	R2	203	27,277	135	26,560	132	28,230	139
	R3		27,111	134	28,600	142	28,950	143
	R3L		23,693	117	23,602	116	25,772	127
	R5		27,830	143	28,740	146	29,490	151
P457	R2	211	27,656	131	27,270	130	28,900	137
	R3		27,488	130	29,750	142	29,680	140
	R3L		24,223	115	24,158	114	26,349	125
	R5		28,217	137	29,790	146	29,900	145

Note: Individual fixture performance may vary.

ATB0 LLD Multiplier	15C	20C	25C	30C	35C	40C
	1.02	1.01	1.00	0.99	0.98	0.97

To calculate the LLD for a temperature other than 25°C, multiply the LLD @ 25°C (shown in the performance package table) by the LLD multiplier for the selected temperature.

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PERFORMANCE PACKAGE

LLD @ 25°C									
ATB0	R2, R3 Distributions 3000K & 4000K CCT			R2, R3 Distributions 2700K & 5000K CCT*			R3L, R4, R5, Distributions Any CCT		
	50k Hours	75k Hours	100k Hours	50k Hours	75k Hours	100k Hours	50k Hours	75k Hours	100k Hours
P201	0.96	0.95	0.94	0.92	0.88	0.85	0.92	0.88	0.85
P202	0.96	0.95	0.94	0.92	0.88	0.85	0.92	0.88	0.85
P203	0.96	0.95	0.93	0.91	0.88	0.85	0.91	0.88	0.85
P204	0.96	0.95	0.93	0.91	0.88	0.84	0.91	0.88	0.84
P205	0.96	0.95	0.93	0.91	0.87	0.83	0.91	0.87	0.83
P301	0.96	0.95	0.93	0.92	0.88	0.85	0.92	0.88	0.85
P302	0.96	0.95	0.93	0.92	0.88	0.85	0.92	0.88	0.85
P303	0.96	0.95	0.93	0.92	0.88	0.84	0.92	0.88	0.84
P304	0.96	0.95	0.93	0.91	0.87	0.83	0.91	0.87	0.83
P305	0.96	0.95	0.93	0.9	0.86	0.82	0.9	0.86	0.82
P451	0.96	0.94	0.93	0.92	0.88	0.85	0.92	0.88	0.85
P452	0.96	0.94	0.93	0.91	0.88	0.84	0.91	0.88	0.84
P453	0.96	0.94	0.93	0.91	0.87	0.83	0.91	0.87	0.83
P454	0.96	0.94	0.93	0.9	0.86	0.82	0.9	0.86	0.82
P455	0.96	0.94	0.93	0.9	0.85	0.81	0.9	0.85	0.81
P456	0.94	0.93	0.91	0.89	0.84	0.79	0.89	0.84	0.79
P457	0.94	0.93	0.91	0.88	0.83	0.79	0.88	0.83	0.79

*** Also includes any custom (non-catalog) CCT**

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B.U.G. Ratings

ATB0	Distribution	2700K			3000K			4000/5000K		
		B	U	G	B	U	G	B	U	G
P201	R2	1	0	1	2	0	2	2	0	2
	R3	1	0	1	1	0	1	1	0	1
	R3L	1	0	2	1	0	2	1	0	2
	R4	1	0	2	1	0	2	1	0	2
	R5	3	0	1	3	0	1	3	0	1
P202	R2	2	0	2	2	0	2	2	0	2
	R3	1	0	2	1	0	2	1	0	2
	R3L	1	0	2	1	0	2	1	0	2
	R4	1	0	2	1	0	2	1	0	2
	R5	3	0	1	3	0	2	3	0	2
P203	R2	2	0	2	2	0	2	2	0	2
	R3	2	0	2	2	0	2	2	0	2
	R3L	2	0	2	2	0	2	2	0	2
	R4	2	0	3	2	0	3	2	0	3
	R5	3	0	2	4	0	2	4	0	2
P204	R2	3	0	3	3	0	3	3	0	3
	R3	2	0	2	2	0	2	2	0	2
	R3L	2	0	3	2	0	3	2	0	3
	R4	2	0	3	2	0	3	2	0	3
	R5	4	0	2	4	0	2	4	0	2
P205	R2	3	0	3	3	0	3	3	0	3
	R3	2	0	2	2	0	2	2	0	2
	R3L	2	0	3	2	0	3	2	0	3
	R4	2	0	3	2	0	3	2	0	3
	R5	4	0	2	4	0	2	4	0	2
P301	R2	2	0	2	2	0	2	2	0	2
	R3	2	0	2	2	0	2	2	0	2
	R3L	2	0	2	2	0	2	2	0	3
	R4	2	0	3	2	0	3	2	0	3
	R5	4	0	2	4	0	2	4	0	2
P302	R2	3	0	3	3	0	3	3	0	3
	R3	2	0	2	2	0	2	2	0	2
	R3L	2	0	3	2	0	3	2	0	3
	R4	2	0	3	2	0	3	2	0	3
	R5	4	0	2	4	0	2	4	0	2
P303	R2	3	0	3	3	0	3	3	0	3
	R3	2	0	2	2	0	3	2	0	3
	R3L	2	0	3	2	0	3	2	0	3
	R4	2	0	3	3	0	3	3	0	3
	R5	4	0	2	4	0	2	4	0	2
P304	R2	3	0	3	3	0	3	3	0	3
	R3	2	0	3	3	0	3	3	0	3
	R3L	3	0	3	3	0	3	3	0	3
	R4	3	0	3	3	0	4	3	0	3
	R5	4	0	2	4	0	2	4	0	2
P305	R2	3	0	3	3	0	3	3	0	3
	R3	3	0	3	3	0	3	3	0	3
	R3L	3	0	3	3	0	3	3	0	3
	R4	3	0	4	3	0	4	3	0	4
	R5	5	0	3	5	0	3	5	0	3

American Electric Lighting

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Email: TechSupportINF@AcuityBrands.com
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Please contact your sales representative for the latest product information.

B.U.G. Ratings

ATB0	Distribution	2700K			3000K			4000/5000K		
		B	U	G	B	U	G	B	U	G
P451	R2	3	0	3	3	0	3	3	0	3
	R3	2	0	2	2	0	3	2	0	3
	R3L	2	0	3	3	0	3	3	0	3
	R5	4	0	2	4	0	2	4	0	2
P452	R2	3	0	3	3	0	3	3	0	3
	R3	3	0	3	3	0	3	3	0	3
	R3L	3	0	3	3	0	3	3	0	3
	R5	5	0	3	5	0	3	5	0	3
P453	R2	3	0	3	3	0	3	3	0	3
	R3	3	0	3	3	0	3	3	0	3
	R3L	3	0	3	3	0	3	3	0	4
	R5	5	0	3	5	0	3	5	0	3
P454	R2	3	0	3	3	0	3	3	0	3
	R3	3	0	3	3	0	3	3	0	3
	R3L	3	0	4	3	0	4	3	0	4
	R5	5	0	3	5	0	3	5	0	3
P455	R2	3	0	3	3	0	3	3	0	3
	R3	3	0	3	3	0	4	3	0	4
	R3L	3	0	4	3	0	4	3	0	4
	R5	5	0	3	5	0	3	5	0	3
P456	R2	4	0	4	3	0	3	4	0	4
	R3	3	0	4	3	0	4	3	0	4
	R3L	3	0	4	3	0	4	3	0	4
	R5	5	0	3	5	0	4	5	0	4
P457	R2	4	0	4	4	0	4	4	0	4
	R3	3	0	4	3	0	4	3	0	4
	R3L	3	0	4	3	0	4	3	0	4
	R5	5	0	4	5	0	4	5	0	4

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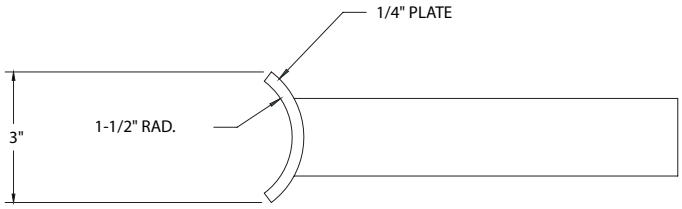
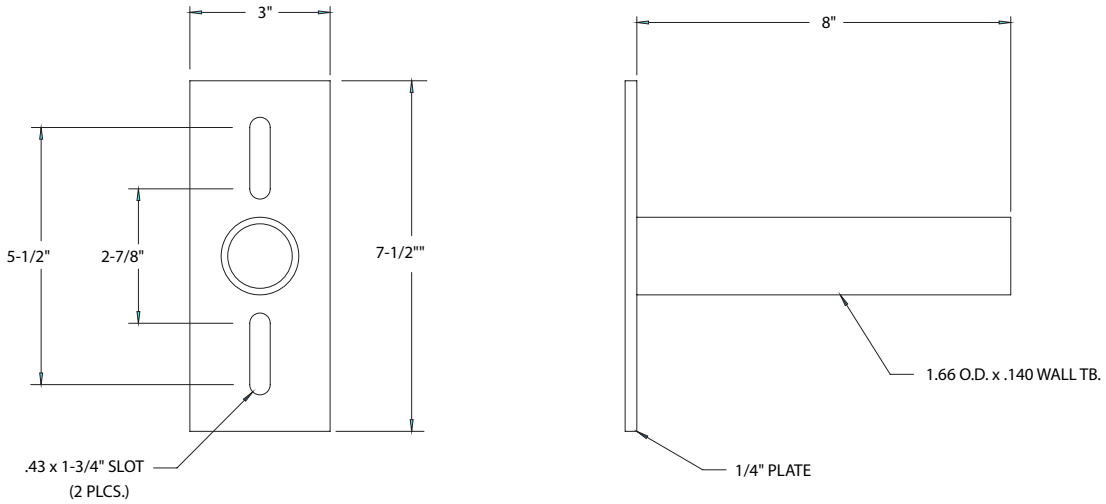
UMR POLE ADAPTOR

RECOMMENDED FOR USE WITH POLES OF 4" DIAMETER OR SMALLER





UMS POLE ADAPTOR

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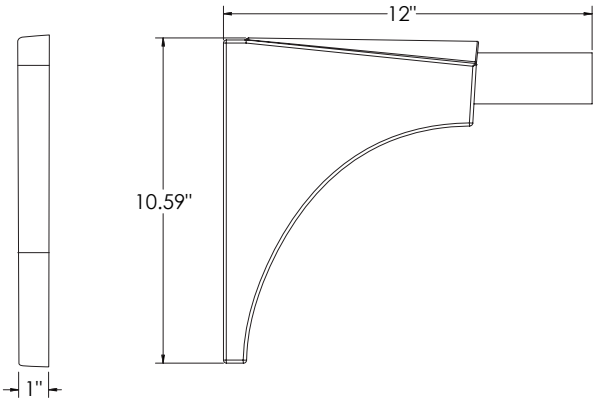
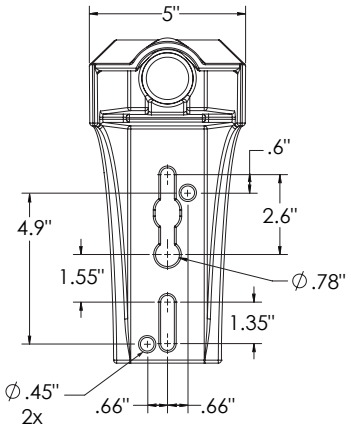
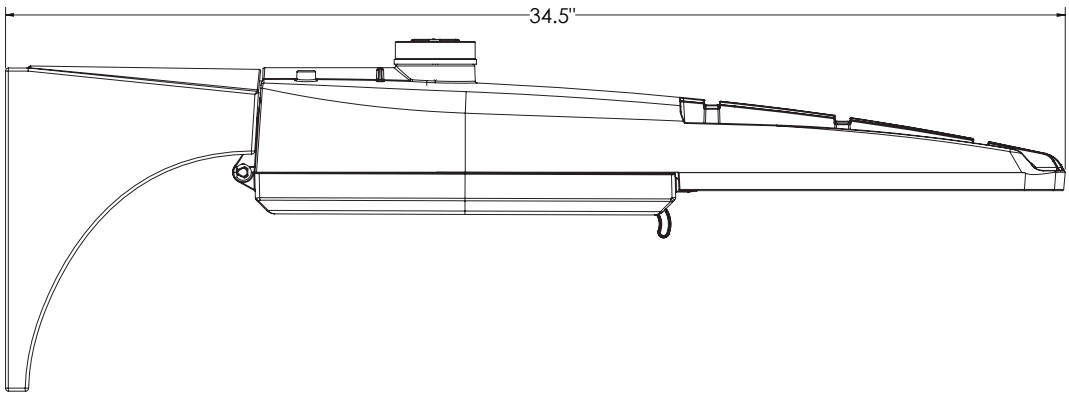


Round Pole Adapter Plate (Supplied with ATB0DECOR)





Model	Weight	EPA
ATB0DECOS	6.5 lbs	0.30 ft²
ATB0DECOR	8.0 lbs	0.30 ft²
ATB0DECOS with ATB0 Luminaire	20.5 lbs	0.90 ft²
ATB0DECOR with ATB0 Luminaire	22.0 lbs	0.90 ft²

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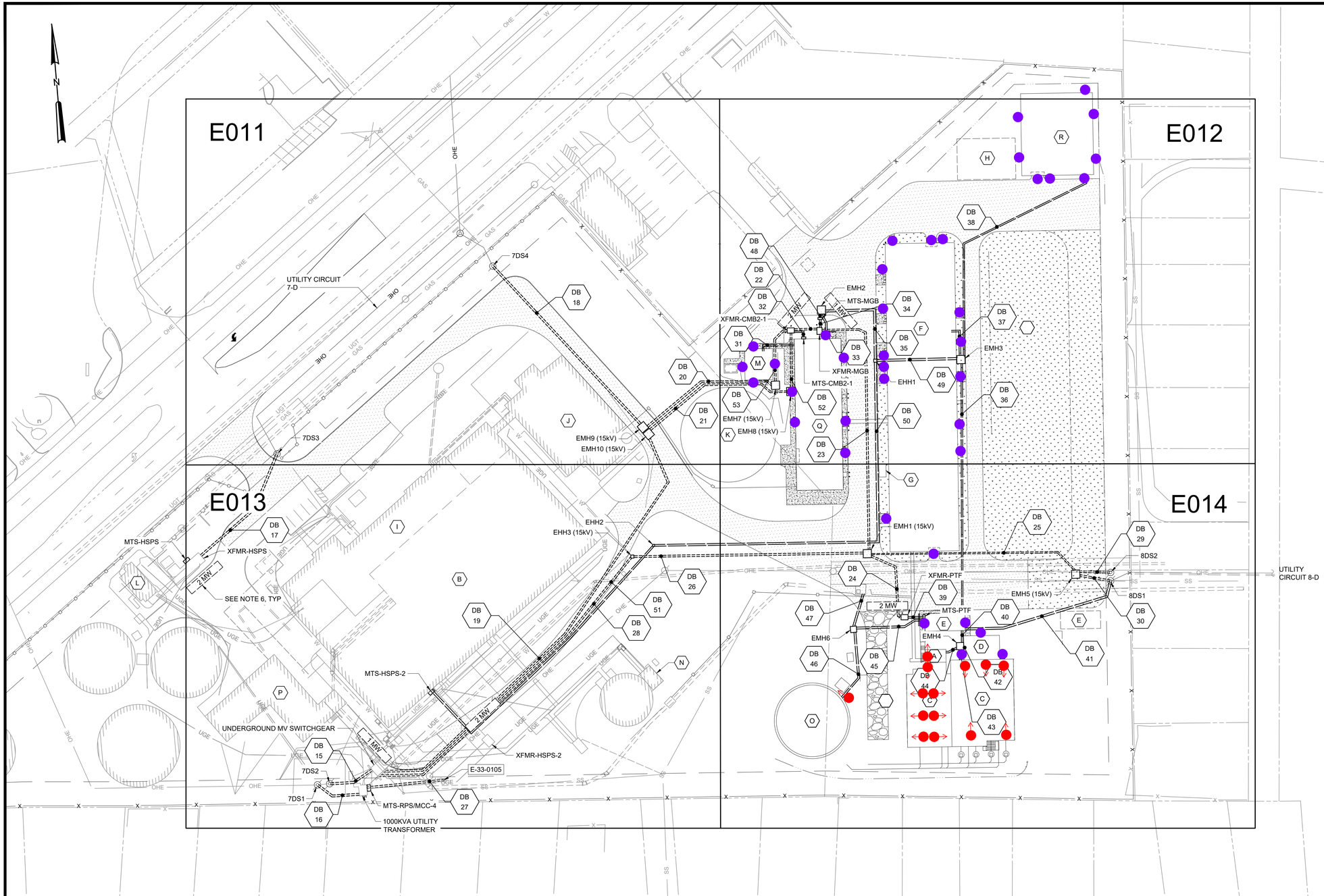

PLAN
SCALE: 1" = 50'

NOTES:

1. LOCATIONS OF EXISTING ELECTRICAL AND FIBER DUCTBANKS AND OVERHEAD LINES ARE APPROXIMATE. VERIFY LOCATIONS OF EXISTING DUCTBANKS AND FIELD COORDINATE ROUTES OF NEW DUCTBANKS.
2. ALL DUCTBANKS SHALL BE CONCRETE ENCASED PER STANDARD DETAIL E-33-0101.
3. CONTRACTOR SHALL FIELD COORDINATE EXACT CONDUIT STUB-UP LOCATIONS BASED ON APPROVED GENERATOR/ENCLOSURE SHOP DRAWINGS. CONDUIT STUB-UP LOCATIONS SHALL BE TYPICAL FOR BOTH PROPOSED AND FUTURE GENERATORS.
4. DISCONNECT AND REMOVE EXISTING OVERHEAD ELECTRICAL ASSOCIATED WITH UTILITY CIRCUIT 8-D, INCLUDING ALL POLES, SUPPORTS, AND OTHER APPURTANCES.
5. DISCONNECT AND REMOVE CONDUCTORS SUPPLYING TRANSFORMER "XFMR-HSPS-2." TIE NEW DUCTBANK INTO EXISTING DUCTBANK PER STANDARD DETAIL E-33-0105. PULL NEW CONDUCTORS THROUGH ENTIRE RACEWAY, SIZE AND QUANTITY AS INDICATED IN THE CONDUIT AND WIRE SCHEDULE.
6. STANDBY GENERATORS PROVIDED BY VENDOR.
7. FURNISH AND INSTALL FIBER OPTIC CABLE FROM NEW MEMBRANE GAC BUILDING THROUGH DB-37, EMH3, DB-49, EHH7, DB-50, EHH6, DB-51, EXISTING PRETREATMENT FACILITY, AND ROUTE THROUGH EXISTING RACEWAY TO MAIN CONTROL PANEL.

STRUCTURE TABLE

A. RAW WATER METER VAULT (050)
B. EX PRETREATMENT FACILITY (COAG/FLOC/SED) (100)
C. NEW PRETREATMENT FACILITY (COAG/FLOC/SED) (125)
D. MEMBRANE FEED PUMP STATION (150)
E. PRETREATMENT ELECTRICAL BUILDING (175)
F. MEMBRANE GAC BUILDING (200)
G. MEMBRANE BACKWASH DIVERSION STRUCTURE (250)
H. UV FACILITY (FUTURE) (275)
I. EX FILTERS (300)
J. EX UV & GAC FACILITY (350)
K. CLEARWELLS (400)
L. EX HIGH SERVICE PUMP STATION (500)
M. NEW HIGH SERVICE PUMP STATION (550)
N. EX RESIDUALS PUMP STATION (600)
O. BACKWASH RECYCLE TANK (625)
P. EX CHEMICAL BUILDING (700)
Q. NEW CHEMICAL BUILDING (750)
R. STORAGE BUILDING (800)

ELECTRICAL SITE LEGEND

CONCRETE ENCASED LV DUCTBANK
CONCRETE ENCASED 15kV DUCTBANK

PROPOSED LIGHTING FIXTURES

LW1
Wall-mounted, 120-277VAC, full-cutoff LED light fixture, color temperature of 3000K, IESNA Type 2 Medium distribution, black A360-cast aluminum housing, 6400 lumen minimum, integral photocell, integral battery backup with 90 minutes illumination time, and wet location Listed. Mounted above man doors, roll-up doors, and along exterior walls to illuminate driveways, 8ft to 12ft above grade.

LL1
Pole-mounted, 120-277VAC, full-cutoff LED light fixture, color temperature of 3000K, IESNA roadway Type 3 distribution, black die cast aluminum housing, 12,000 lumen minimum, house-side shield, universal light trespass shield, integral photocell, wet location Listed.
Mounted to 12' round pole.
Arrow denotes direction of light distribution

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	07/2024	SA

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0, 1/2", 1")

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	N. STEWART
DRAWN BY:	S. REXHEPI
CHECKED BY:	B. BUELTEL

90% DESIGN SUBMITTAL
DO NOT USE FOR CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

ELECTRICAL OVERALL SITE PLAN

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	E010

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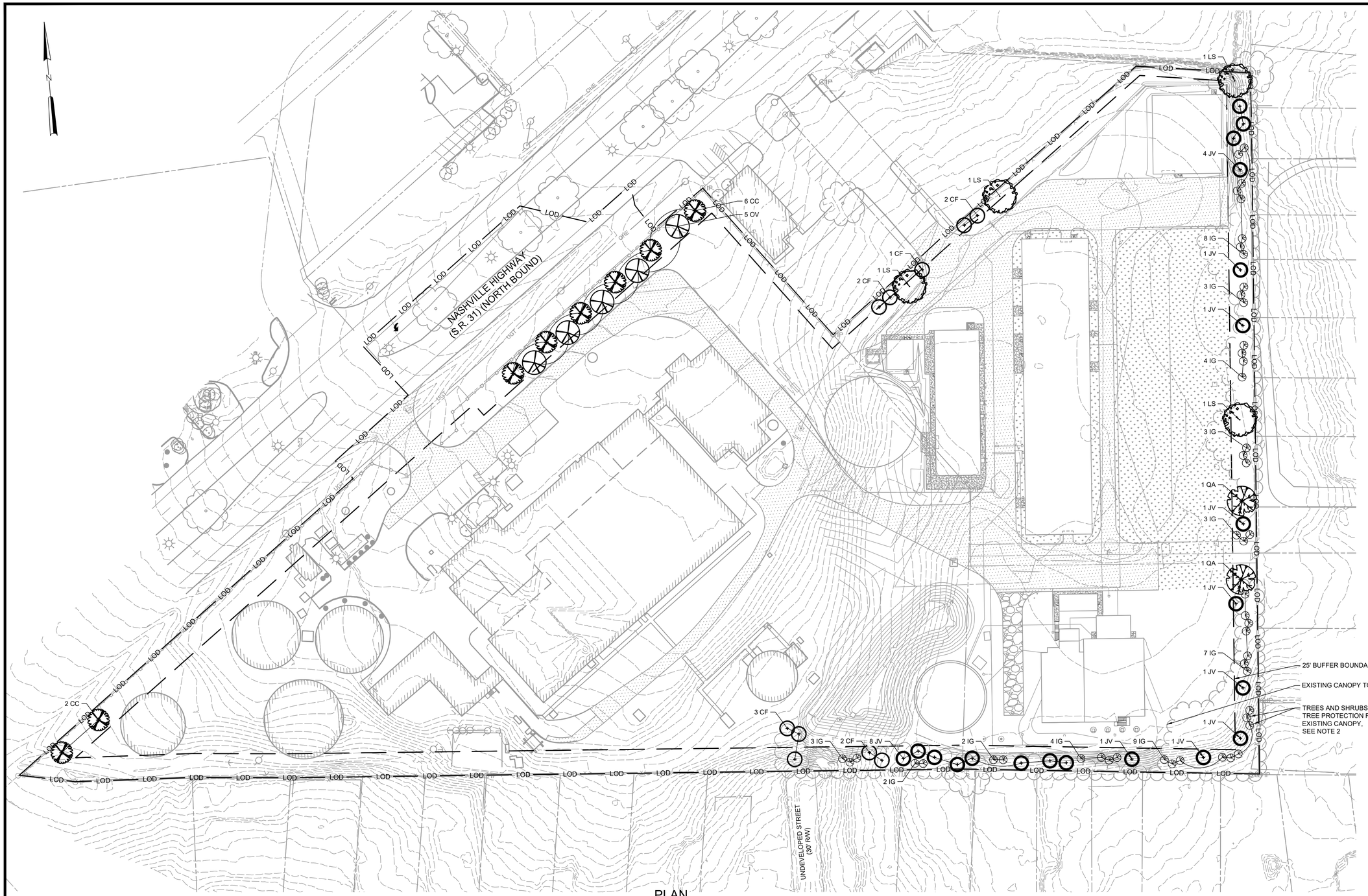

PLAN
SCALE: 1" = 50'

NOTES:

1. FINAL PLACEMENT OF TREES AND SHRUBS SHALL BE FIELD DIRECTED BY THE ENGINEER.
2. INSTALLATION OF PROPOSED TREES AND SHRUBS WITHIN THE CRITICAL ROOT ZONE OF EXISTING TREES TO REMAIN SHALL BE PERFORMED BY HAND TOOLS ONLY.
3. SEE PLANTING NOTES AND PLANT SCHEDULE ON DWG L101.
4. SEE LANDSCAPE DETAILS ON DWG L101 AND DWG L102.

LEGEND:

CANOPY TREE

Juniperus virginiana

Liquidambar styraciflua

Quercus alba

UNDERSTORY TREE

Cercis canadensis

Cornus florida

Ostrya virginiana

SHRUB

Ilex glabra

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	10/2024	SA

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	E. MOSKALENKO
DRAWN BY:	A. STEIN
CHECKED BY:	R. TOMKO

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE 0 1/2" 1"

REGULATORY SUBMITTAL

MICHAEL L. ORR — REGISTERED ENGINEER — No. 107627 — STATE OF TENNESSEE

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

LANDSCAPE
PLANTING PLAN

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	L100

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PLOT DATE: 10/7/2024 9:24 AM BY: ASTEIN

PLANTING SCHEDULE

PLANTING SCHEDULE							
Quantity	**Symbol**	**Scientific Name**	**Common Name**	**Size**	**Container**	**Spacing**	**Comments**
TREES							
8	CC	*Cercis canadensis*	Eastern redbud	2.5 - 3.0" cal	B&B	as shown	Single leader
10	CF	*Cornus florida*	flowering dogwood	10/12'	B&B	as shown	Single leader
20	JV	*Juniperus virginiana*	Eastern red cedar	10/12'	B&B	as shown	Single leader, branched to ground
4	LS	*Liquidambar styraciflua*	American sweetgum	2.5 - 3.0" cal	B&B	as shown	Single leader, limb up to 7'
5	OV	*Ostrya virginiana*	American hop hornbeam	2.5 - 3.0" cal	B&B	as shown	Single leader
2	QR	*Quercus alba*	white oak	2.5 - 3.0" cal	B&B	as shown	Single leader, limb up to 7'
SHRUBS							
48	IG	*Ilex glabra*	inkberry	#7	Cont.	as shown	Multi-stem

TREE PROTECTION NOTES:

1. ZONE AND PERIMETER OF TREE SAVE AREAS SHALL BE FENCED IN ACCORDANCE WITH TREE PROTECTION NOTES BEFORE ANY DEVELOPMENT OR CONSTRUCTION ACTIVITY BEGINS. FENCING SHALL EXTEND AT LEAST ONE FOOT IN DISTANCE FROM THE EDGE OF THE TREE FOR EACH INCH OF DIAMETER AT BREAST HEIGHT (DBH), SO THAT, AT A MINIMUM, EACH TREE'S CRITICAL ROOT ZONE IS PROTECTED, BUT NO CASE SHALL THE TREE FENCE BE LESS THAN TEN FEET FROM THE TRUNK. THE ZONING ADMINISTRATION SHALL CONSIDER EXISTING SITE CONDITIONS IN DETERMINING THE EXACT LOCATION OF ANY TREE PROTECTION FENCING.
2. ALL FENCING REQUIRED BY THIS SUBMISSION SHALL BE CHAIN LINK FENCING AT LEAST FOUR FEET IN HEIGHT AND SECURED USING APPROPRIATE POSTS SPACED NOT MORE THAN TEN (10) FEET APART. SUCH CHAIN LINK FENCING IS NOT REQUIRED TO BE VINYL COATED.
3. SIGNS THAT ARE VISIBLE ON ALL SIDES OF THE FENCED-IN AREA SHALL BE INSTALLED ON THE TREE PROTECTION FENCE AT A RATE OF AT LEAST ONE SIGN FOR EVERY 150 LINEAR FEET. THE SIZE OF EACH SIGN MUST BE A MINIMUM OF TWO (2) FEET BY TWO (2) FEET AND SHALL CONTAIN THE FOLLOWING LANGUAGE IN ENGLISH AND SPANISH: "TREE PROTECTION ZONE: KEEP OUT. ZONA DE LA PROTECCION DEL ARBOL. NO SE PERMITE ENTRAR."
4. ALL TREE PROTECTION MEASURES SHALL BE INSPECTED BY AND APPROVED BY THE ZONING ADMINISTRATOR PRIOR TO START OF ANY DEVELOPMENT OR CONSTRUCTION ACTIVITIES. FAILURE TO INSTALL TREE PROTECTION MEASURES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION IS A VIOLATION OF THE ORDINANCE.
5. NO CONSTRUCTION GRADING, EQUIPMENT OR MATERIAL STORAGE, OR ANY OTHER ACTIVITY SHALL BE ALLOWED WITHIN THE FENCED AREA EXCEPT IN ACCORDANCE WITH NOTE 7.
6. FENCING SHALL BE MAINTAINED UNTIL THE DEVELOPMENT OR CONSTRUCTION ACTIVITIES ARE COMPLETE.
7. ENCROACHMENTS WITHIN THE CRITICAL ROOT ZONES OF TREES PROTECTED SHALL OCCUR ONLY IN RARE INSTANCES WHERE NO ALTERNATIVES EXIST, SUCH AS MAY BE REQUIRED FOR THE INSTALLATION OF STREETS, INTERNAL DRIVES, SIDEWALKS, OR UTILITIES.
8. IF UNAUTHORIZED ENCROACHMENTS OCCUR, LEADING TO TREES BEING DAMAGED DURING CONSTRUCTION ACTIVITIES, THE TREES SHALL BE REPLACED AT A ONE (1) CALIPER INCH TO ONE (1) CALIPER INCH RATIO AT THE EXPENSE OF THE CONTRACTOR.

PLANTING NOTES:

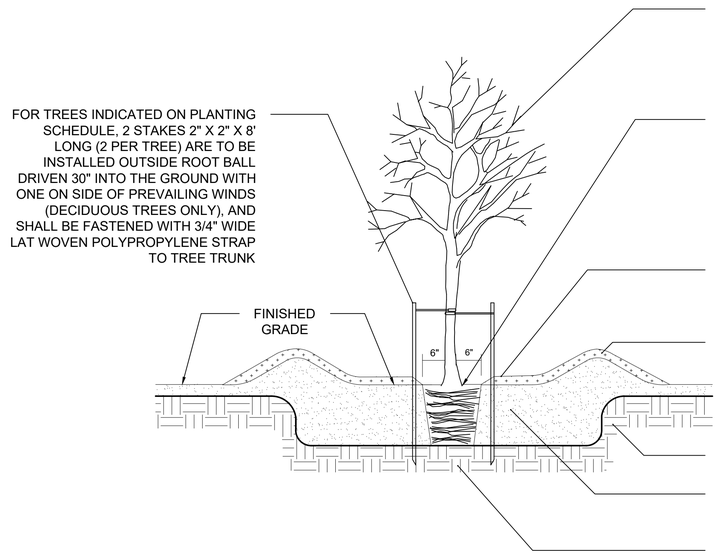
1. ALL PLANT MATERIAL SHALL BE INSTALLED DURING TIMEFRAMES IDENTIFIED IN THE CONTRACT SPECIFICATIONS.
2. ALL PLANT MATERIALS MUST MEET THE MINIMUM SIZES, CLASS AND OTHER REQUIREMENTS OUTLINED IN AMERICAN STANDARDS FOR NURSERY STOCK (ANSI Z60.1-LATEST EDITION) PUBLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION (ANLA).
3. PLANTS MUST HAVE NORMAL, WELL-DEVELOPED BRANCHES AND VIGOROUS ROOT SYSTEMS.
4. PLANTS SHALL BE MULCHED TO A MINIMUM OF THREE (3) INCHES DEEP. MULCH MUST NOT BE WITHIN (6) INCHES OF TREE TRUNKS.
5. ALL PLANTS SHALL BE CERTIFIED AND INSPECTED FREE OF ALL FUNGUS, GRUBS AND INSECTS THAT MAY HAVE A DELETERIOUS EFFECT ON THE SURROUNDING FAUNA AND FLORA.
6. PRIOR TO INSTALLATION, CONTRACTOR SHALL STAKE OUT AND RECEIVE APPROVAL FROM ENGINEER FOR LOCATIONS OF ALL PLANTINGS.
7. NO SUBSTITUTIONS OF SPECIFIED PLANTS WILL BE ACCEPTED WITHOUT PRIOR APPROVAL OF THE ENGINEER.
8. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESEEDED WITH LAWN SEED MIX UNLESS OTHERWISE SPECIFIED.

SEEDING NOTES:

1. SIXTY (60) DAYS PRIOR TO SEEDING, EACH SEED MIX SPECIES GERMINATION AND PURITY TEST RESULTS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. ALL SEEDING OPERATIONS MUST BE SCHEDULED AND APPROVED AT LEAST FIVE (5) DAYS IN ADVANCE TO ENSURE THE ENGINEER IS PRESENT TO OBSERVE THE WORK.
3. ALL SEED SHALL BE INTERAGENCY CERTIFIED UNDER THE AUSPICES OF A STATE SEED IMPROVEMENT COOPERATIVE AND SHALL BEAR THEIR SEALS OF CERTIFICATION ON EACH 50 POUND BAG. PERMANENT SEED SHALL BE 75% PURE LIVE SEED MINIMUM.
4. SEED BROUGHT TO THE PROJECT SITE SHALL BE IN UNOPENED BAGS SHOWING THE NET WEIGHT, COMPOSITION OF MIX, SUPPLIERS NAME AND GUARANTEE OF ANALYSIS. SEED SHALL BE STORED IN ORIGINAL UNOPENED PACKAGES, KEPT DRY, AND NOT OPENED UNTIL NEEDED FOR USE. DAMAGED OR FAULTY PACKAGES SHALL NOT BE USED AND WILL BE REJECTED. SEED SHALL HAVE BEEN HARVESTED FOR PLANTING IN THE CURRENT GROWING SEASON, AND SHALL HAVE BEEN PACKED WITHIN THE LAST 9 MONTHS.
5. SEED MIXTURE SHALL BE AS SPECIFIED IN THE CONTRACT DRAWINGS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
6. SEED MATERIALS WILL BE INSPECTED BY THE ENGINEER UPON ARRIVAL AT THE JOB SITE AND PRIOR TO PLANTING. ANY MATERIALS NOT IN COMPLIANCE WITH SPECIFICATIONS WILL NOT BE ACCEPTED AND SHALL BE REMOVED FROM THE JOB SITE IMMEDIATELY.
7. ALL SEED MATERIALS SHALL BE PROTECTED FROM DRYING OUT AND FROM WIND DAMAGE DURING DELIVERY.
8. SEEDBED PREPARATION SHALL CONSIST OF SCARIFYING ALL COMPACTED AREAS AND REMOVE ALL DEBRIS AND OBSTACLES SUCH AS ROCKS AND STUMPS.
9. DO NOT BROADCAST SEED BY MECHANICAL APPLICATION WHEN THE WIND VELOCITY IS SUCH AS TO PREVENT UNIFORM SEED DISTRIBUTION.
10. LAWN MIX SHALL BE APPLIED AT A RATE OF 220 LBS/AC PURE LIVE SEED.
11. ALL SEEDING SHALL BE INSTALLED DURING TIMEFRAMES IDENTIFIED IN THE CONTRACT SPECIFICATIONS.
12. FOLLOWING THE SEEDING OPERATION, FERTILIZER SHALL BE APPLIED AS NEEDED, ACCORDING TO RECOMMENDATIONS FROM SOIL TESTING. WHEN REQUIRED, 10-10-10 FAST RELEASE FERTILIZER SHALL BE BROADCAST AT A RATE OF 400 LBS/ACRE THROUGHOUT THE SEEDED AREA BY HAND OR MECHANICALLY USING A CYCLONE BROADCASTER. SEED SHALL BE WATERED AS RECOMMENDED BY THE SEED MANUFACTURER TO ACHIEVE SPECIFIED GROWTH COVERAGE.
13. SEEDED AREAS SHALL BE COVERED WITH ECS-1B SINGLE NET STRAW BIODEGRADABLE ROLLED EROSION CONTROL PRODUCT.
14. SEEDED AREAS SHALL BE WATERED AT A MINIMUM OF ONCE PER WEEK UNTIL SEED HAS GERMINATED AND BECOME ESTABLISHED.
15. ACCEPTABLE SEEDING WILL BE 85% COVERAGE OF THE OPEN AREA WITH THE SEEDED SPECIES. ANY AREA NOT MEETING THIS REQUIREMENT SHALL BE RESEEDED WITH THE ORIGINAL SEED MIX.

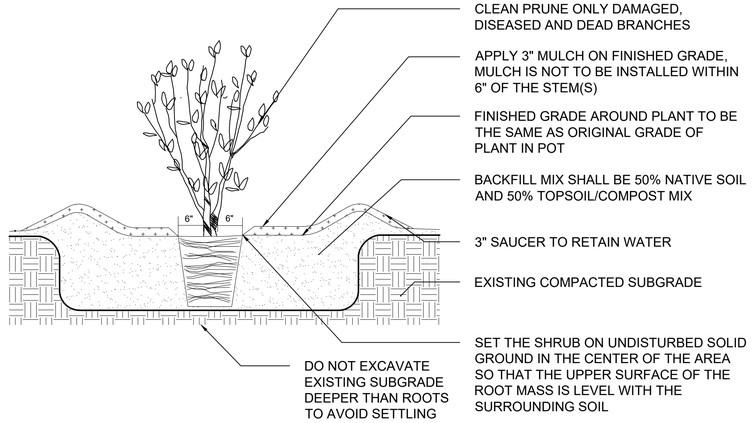
FERTILIZER NOTES

1. FERTILIZER DELIVERED TO THE JOB SITE SHALL BE IN ORIGINAL, UNOPENED CONTAINERS BEARING THE MANUFACTURER'S CHEMICAL ANALYSIS AND ESSENTIAL INFORMATION. FERTILIZER CONTAINERS SHALL BE PROTECTED FROM EXPOSURE TO PRECIPITATION AND DIRECT SUNLIGHT.



1 – TYP. TREE PLANTING DETAIL

SCALE: NTS



2 – TYP. SHRUB PLANTING DETAIL

SCALE: NTS

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	10/2024	SA

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE (0, 1/2", 1")

PROJECT ENGINEER: S. ALPERT
DESIGNED BY: E. MOSKALENKO
DRAWN BY: A. STEIN
CHECKED BY: R. TOMKO

REGULATORY SUBMITTAL

MICHAEL L. ORR — REGISTERED ENGINEER — No. 107637 — TENNESSEE — 10/25/2024

Hazen

HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

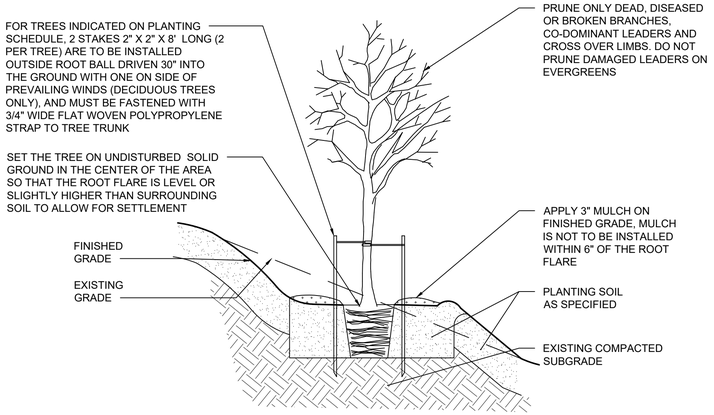
COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT IMPROVEMENTS - PHASE II

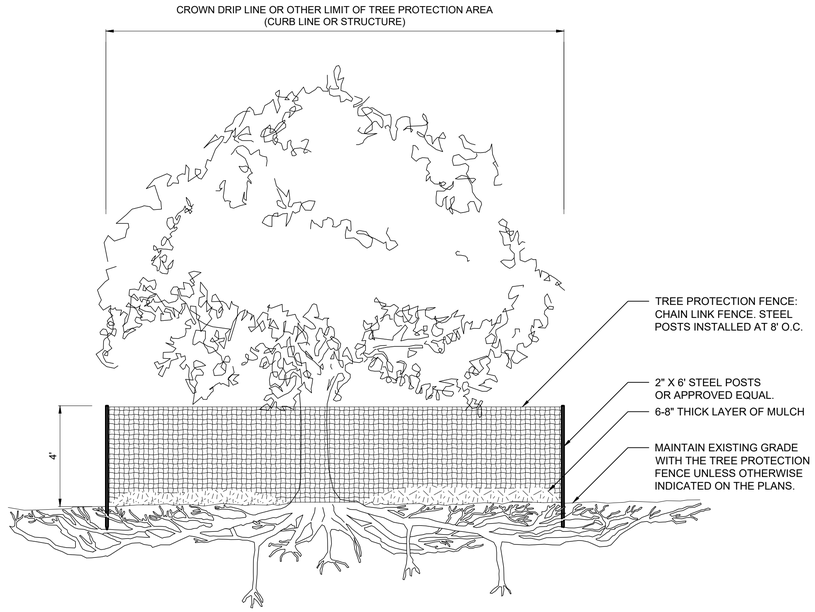
LANDSCAPE
LANDSCAPE SCHEDULE, NOTES AND DETAILS

DATE: OCTOBER 2024
HAZEN NO.: 50124-008A
CONTRACT NO.: X
DRAWING NUMBER: L101

File: C:\USERS\ASTEIN\DCA\CCDOCS\HAZEN AND SAWYER\50124-008A_CPWS_EX WTP_PHASE 2\PROJECT FILES\01_DESIGN\LANDSCAPE\50124-008A-L101 Saved by ASTEIN Save date: 9/6/2024 4:20 PM
PLOT DATE: 10/1/2024 9:32 AM BY: ASTEIN



3 TYP. TREE PLANTING ON SLOPE



4 TYP. TREE PROTECTION DETAIL

REV	ISSUED FOR	DATE	BY
1	REGULATORY APPROVAL	10/2024	SA

PROJECT ENGINEER: S. ALPERT
DESIGNED BY: E. MOSKALENKO
DRAWN BY: A. STEIN
CHECKED BY: R. TOMKO
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE 0 1/2" 1"

REGULATORY SUBMITTAL

MICHAEL L. ORR REGISTERED ENGINEER CIVIL CONSULTING COMMERCE No. 107627 STATE OF TENNESSEE
10/29/2024

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT IMPROVEMENTS - PHASE II

LANDSCAPE
LANDSCAPE DETAILS

DATE: OCTOBER 2024
HAZEN NO.: 50124-008A
CONTRACT NO.: X
DRAWING NUMBER: L102

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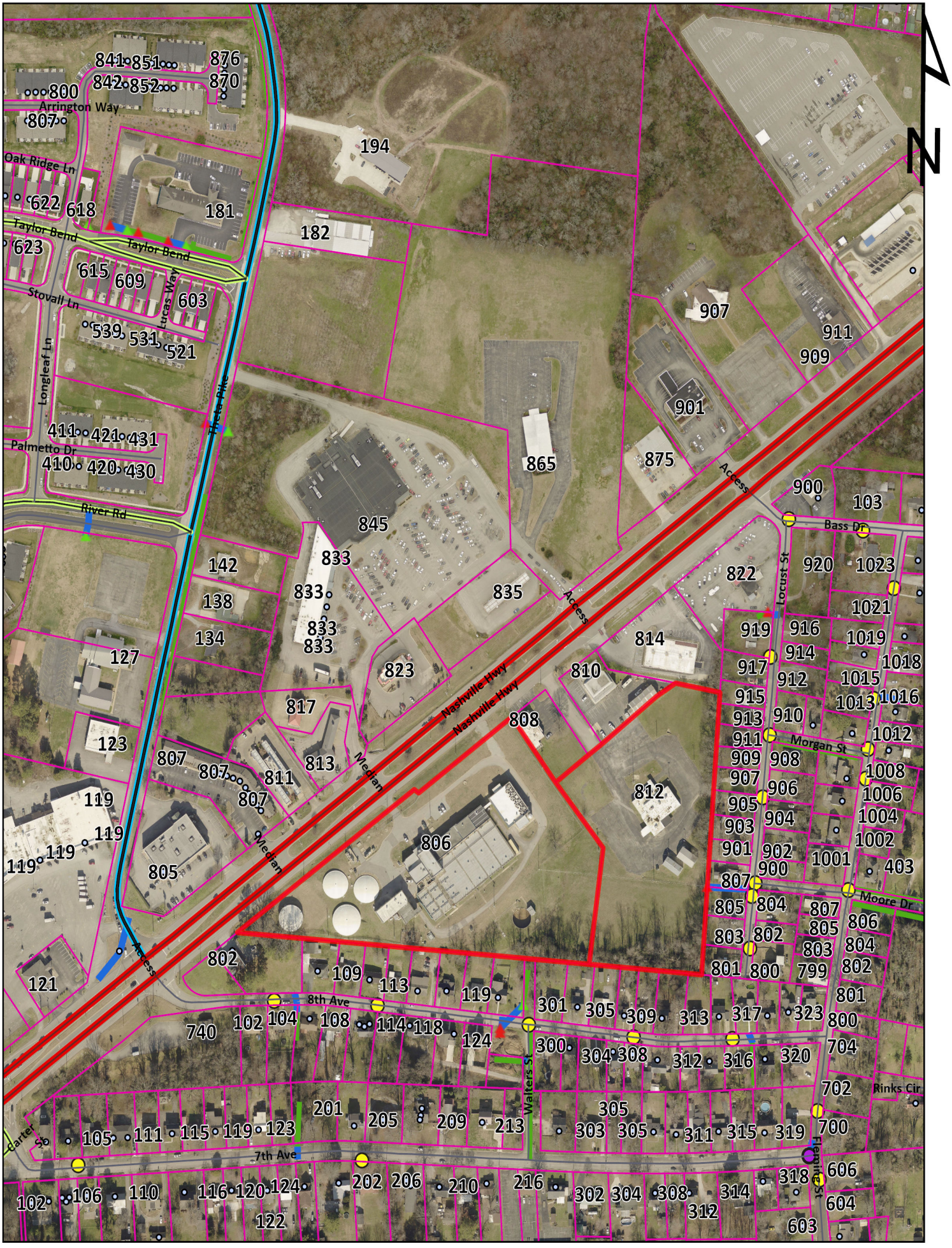

24-0533
CPWS PUD
806 & 812 Nashville Highway

Development Services
700 N. Garden Street
Columbia, TN 38401
www.columbiatn.gov

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DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

Preliminary Plat, Site Development Plan, and PUD Checklist

Development: CPWS Water Treatment Plant

This checklist shall be completed, and included with the submittal documents. If the submittal does not contain a completed checklist, it shall be deemed incomplete. All below listed items shall be included in the submittal documents and plans, as well as any further information required by the City of Columbia to evaluate compliance and to perform a full and complete review. See Zoning Ordinance Article 8 and Subdivision Regulations.

General

- ☑ Name of development
- ☑ Contact info for the owner and licensed design professional(s) preparing plan: name, address, email, phone
- ☑ Plan sealed by a design professional licensed in the State of Tennessee.
- ☑ North Arrow, legend, and site vicinity map
- ☑ Graphic Scale: between 1 in. = 10 ft. and 1 in. =100 ft.
- ☑ Survey stamped by a State of Tennessee Licensed Professional Land Surveyor, with all project boundaries including bearings and angles to the nearest hundredth, utilities, and existing streets and rights-of-way.
- ☑ Note referencing Tennessee State Plane Coordinate System, NAD 83 Datum
- ☑ All property boundaries, existing easements, and encumbrances
- ☑ Parcel identification, owner, and deed and plat references of adjoining properties
- ☑ Proposed phasing and timetable for all phases of development
- ☑ Traffic Impact Study, as required.
- ☑ The substance of all existing and proposed covenants, easements, or other restrictions.

Lots and Land-Use

- ☑ The size of total property to be developed in square feet and acres
- ☑ Lot numbers of all proposed lots, with dimensions, locations, and square footage
- ☑ A tabulation of the land area to be devoted to various uses and activities and overall densities.
- ☑ Typical lot layout depicting proposed setbacks, yards, and easements, where applicable

Structures

- ☑ Location and approximate dimensions of all existing and proposed structures.
- ☑ Location of all earth retaining structures, with approximate top and bottom of wall elevations.
- ☑ Existing and intended use of all buildings and structures on site, including the number of dwelling units and density, where applicable
- ☑ Location, type, and size of proposed signs
- ☑ Approximate height, bulk, and the utilization of structures including activities and the number of living units.

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Grading, Drainage, and Storm

- ☑ Existing conditions and contours at vertical intervals of not more than two (2) feet
- ☑ General proposed contours at vertical intervals of not more than two (2) feet
- ☑ FEMA Special Flood Hazard Area (SFHA), 100-year Floodplain (F-P), and Floodway (F-W) boundaries with elevations and the exact location of the nearest benchmark. Indicate the Flood Insurance Rate Map (FIRM) panel number, its effective date, and flood insurance zones
- ☑ Location and dimension of aquatic buffer zones
- ☑ General layout of the proposed storm drainage system including surface and subsurface drainage systems, areas for detention, and water quality devices.
- ☑ Identification of all critical lots

Streets, Parking, and Pedestrian Elements

- ☑ Proposed street and alley rights-of-way, typical sections, widths, classification, names, and proposed ownership and maintenance responsibility
- ☑ Proposed connections to existing and proposed streets (including classification) located outside the development
- ☑ Proposed improvements as identified in the Traffic Impact Study, as required
- ☑ Existing and proposed sidewalks, trails, and other pedestrian elements
- ☑ Existing and proposed on-street and off-street parking and loading areas
- ☑ Summary of all provided and required parking

Landscaping, Open Space, and Amenities

- ☑ Natural features on site including, but not limited to, wetlands, streams, ponds, springs, sinkholes, wells, rock outcroppings, excessive slopes, and forested areas
- ☑ Landscaped areas and buffers with details on proposed plantings, existing vegetation, and other features.
- ☑ The location and size of all common open space, parkland dedications, and dedications and reservations of land for public uses.
- ☑ Any amenity features and structures for private or public benefit.
- ☑ Location, dimension, and materials of fences and walls
- ☑ Tree Canopy retention

Utilities

- ☑ General layout and location of existing and proposed utilities and utility features including, but not limited to potable water, fire hydrants, sanitary sewer, storm sewer, and power and communication facilities.
- ☑ Acknowledgement from water, sewer, and power utility providers that the proposed development may be adequately served with existing infrastructure, or if improvements are required to adequately serve the development, a general statement of the improvements.

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PUD Specific Items

- ☑ List of all deviations from PUD Standards requested
- ☑ The nature of the landholder's interest in the land proposed to be developed and a written statement of concurrence from all parties having a beneficial interest in the affected property.
- ☑ Location and approximate dimensions of all existing and proposed structures including approximate height, bulk, and the utilization of structures including activities and the number of living units. Include architectural renderings of all proposed structures with materials listed.
- ☑ The substance of covenants, grants of easements or other restrictions to be imposed upon the use of the land, buildings and structures including proposed easements for public utilities on the property or documentation of off-site easements.
- ☑ Exterior lighting plan.

If the application is deemed incomplete by the Zoning Administrator, a written request shall be made within ten days after the original submittal, for further information. In such case the application shall be held in abeyance until deemed complete for final review. No plan shall be formally presented for Planning Commission action until such plan is found complete, compliant with City standards, and ready for review.

Checklist Completed By:

Mike Harris	Mike Harris	12-8-24
Print Name	Signature	Date

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

Final Plat: * *1 hard copy of all materials for submittal + PDF copy on a USB flash drive (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"
All Others: * Please submit the Application online at City of Columbia | Permitting (onlama.com)

ADDRESS/LOCATION	806 & 812 Nashville Hwy.		
	TAX MAP: 90I	GROUP: B	PARCEL: 1.00 & 5.00
SUMMARY OF NATURE OF REQUEST AND WORK	Final PUD-MU Master Plan for expansion of the existing CPWS treatment plant.		

DATE OF PRE-APPLICATION CONFERENCE	11-1-23	*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
☐ Comprehensive Plan Amendment ☐ Annexation ☐ Rezoning ☐ Preliminary Plat ☐ Final Plat ☐ PUD Preliminary Master Plan ☒ PUD Final Site Plan ☐ Site Development Plan ☐ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations:** ☐ Annexation Permission Form **Annexations/Rezoning/Plan Amendments:** ☐ Requested Zone Listed ☐ Statement of Compliance with Comprehensive Plan ☐ Concept Plan **Preliminary Plats/Site Development Plans:** ☐ Plans and/or Plats conforming to City standards with signed and completed check list **All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:** ☐ Receipt of Payment for Pre-Application Meeting ☐ Written Legal Description copy ☐ Columbia Water System Availability Letter ☐ Columbia Waste Water Department Will Serve Letter

	Plats/PUDs: ☐ Project Name (include Sections & Phases) ☐ Total Number of Lots/Residential Units ☐ Square Footage of Non-Residential Floor Space ☑ Total acreage 12.65

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application. Any requests to defer or move the item to future meeting dates must be requested by the resubmittal date listed on the Planning Commission schedule.

APPLICANT

All communications go to the Applicant's email that is provided.

NAME	Mike Harris	PHONE	615-306-5208
ADDRESS		EMAIL	mike.harris@infludesign.com

PROPERTY OWNER NAME	CPWS	PHONE	931-388-4833
ADDRESS	201 Pickens Ln.	EMAIL	

If owner is not a natural person, documentation must be provided showing signing authority on behalf of the entity. If multiple persons are listed as owners in the records of the Maury County Assessor, all owners must sign or the signatory must provide documentation of authority to apply on behalf of record owner (i.e., Power of Attorney or notarized Letter of Authorization). In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Mike Harris	Mike Harris	12-10-24
APPLICANT NAME	APPLICANT SIGNATURE	DATE
CPWS	Matthew J. Wheat	12-11-24
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

Q4 Zoning Text Amendment
Limited Use Standards

Project #:	24-0475	Location:	N/A
Applicant:	Kevin C. McCarthy, AICP	Case Type(s):	Text Amendment
Staff Planner:	Kevin C. McCarthy, AICP	Proposed Use:	N/A

SUMMARY

The applicant, the Zoning Administrator, requests to amend the text of Ordinance 4400, the zoning ordinance for the City of Columbia. This is the fifth of five rounds of zoning text amendments staff has presented to the Planning Commission between December 2023 and December 2024. These changes will implement Connect Columbia, better align zoning regulations with community preferences, and calibrate the standards based on "lessons learned" during the first two years administering the Ordinance. This round of proposed amendments is detailed in the attached track changes documents. Specifically the proposal relates to the limited used standards in Article 4 as well as related definition and procedural references in Articles 9 and 8.

- The Planning Commission is a **recommending body** for zoning text amendments. The City Council is the decision-making authority.
- The staff comments section details the proposed changes, which are provided in the agenda packet in ~~strikethrough~~ and underlines.
- The specific limited uses impacted by this amendment include: Home Occupations; Bars, Taverns, and Nightclubs; retailers of CBD, Vape, and Tobacco; and Short Term Rentals.
- Planning Commission may recommend adoption of the proposed text, modify the proposal, or decline the request.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

CONSISTENCY WITH CONNECT COLUMBIA

The ongoing current process of reviewing and updating the Zoning Ordinance and other regulating documents is part of the implementation of Connect Columbia, the City's comprehensive plan.

REVIEW PROCESS

Section **8.5.18** of the Zoning Ordinance directs the Planning Commission to review and make a recommendation on all proposed changes to the text of the Ordinance. The Planning Commission is the recommending body for text amendments under **§ 8.3.3.B.2** of the Zoning Ordinance.

Section **8.5.18.C** of the Zoning Ordinance requires that Planning Commission determine that the proposed changes are consistent with the comprehensive plan.

8.5.18.G of the Zoning Ordinance establishes the review criteria for approval of all changes to the text of the Ordinance:

a. *The extent to which the proposed Zoning Ordinance Amendment is consistent with the remainder of this Ordinance, including, specifically, any purpose and intent statements;*
b. *The extent to which the proposed Zoning Ordinance Amendment represents a new idea not considered in this Ordinance, or represents a revision necessitated by changing circumstances over time;*
c. *Whether or not the proposed Zoning Ordinance Amendment corrects an error in this Ordinance; and*
d. *Whether or not the proposed Zoning Ordinance Amendment revises this Ordinance to comply with state or federal statutes or case law.*

The criteria for City Council action on a Zoning Ordinance Amendment at § 8.5.18.J.4 are identical to the criteria for Planning Commission review at 8.5.18.G.3.

COMMENTARY FROM PROFESSIONAL PLANNING STAFF

The City Council adopted the current ordinance on July 14, 2022. The Zoning Ordinance implements the City's comprehensive plan, Connect Columbia. On November 8, 2023, the Planning Commission recommended adoption of a five-year update of the framework, land use, and transportation elements of Connect Columbia. The framework element of the plan directs planning staff to initiate revisions to the ordinance in order to bring it into consistency with changes to the future land use plan. It further directs staff to engage residents and property owners to solicit suggestions for further changes to the ordinance. As mentioned above, this is

the final round of zoning text amendments staff plans to present to the Planning Commission between December 2023 and December 2024.

The proposal includes the following changes:

- Home Occupations
    - Distinguishes between “Major” and “Minor” home occupations;
    - Creates a process to allow major home occupations as a conditional use approved by the Board of Zoning Appeals;
    - Continues to permit minor home occupations administratively; and
    - Modifies definition of Home Occupation and Kennels.
- Bars, Taverns & Nightclubs
    - Removes 500 ft exclusion from residential property;
    - Adds exclusions around schools and parks;
    - Prohibits the use on lots and building sites next to residentially zoned property; and
    - Requires a 50 ft separation from property in single-family use regardless of zoning.
- Vape, Tobacco & Cannabinoid Retailers
    - Creates a use category for Vape, Tobacco & Cannabinoid Retailers;
    - Creates a definition for Vape, Tobacco & Cannabinoid Retailers;
    - Imposes a 500 ft separation requirement;
    - Imposes a 500 ft exclusion around schools, parks, and religious facilities; and
    - Requires 50 ft separation from residentially zoned property.
- Short Term Rental
    - Removes requirement that all Short-Term Rentals be accessory uses in owner-occupied dwellings;
    - Modifies the definition of Accessory Dwelling Unit (ADU) to allow the use of ADUs as short-term rentals;
    - Creates an administrative review and permitting process;

- Removes prohibition on short-term rentals in single-family character districts and allows them as a conditional use approved by the Board of Zoning Appeals;
- Allows short-term rentals by administrative approval in mixed use character districts and special districts;
- Requires a local point of contact for each permitted short-term rental; and
- Removes onerous parking requirements for short-term rentals.

Planning staff will present detailed commentary at the December 4, 2024 meeting of the Planning Commission. The proposal

The Planning Commission may recommend approval of the proposed text amendments, direct staff to prepare an alternative text amendment, or decline to act on the proposed changes**.**

SAMPLE MOTIONS

Approve:

Move to find, based on the analysis provided by city staff, that the criteria listed in section **8.5.18** of the City of Columbia Zoning Ordinance have been satisfied and recommend approval of the proposed text amendments **[may be subject to modifications proposed by the Planning Commission]**.

Deny:

Move to recommend denial of the requested text amendment having found, based on the analysis provided by city staff, that the criteria listed in section **8.5.18** of the City of Columbia Zoning Ordinance are not satisfied [*list specific reasons for denial and provide direction to staff*].

Defer:

Move to find that there is insufficient information to decide, defer the matter to the next regularly scheduled meeting of the Planning Commission, and direct staff to provide: [*list additional information*] for review at a future meeting.

4.3.7 PRIVATE FRONTAGE, BUILDING FORM & BUILDING TYPE; FLOOR ELEVATION

A. Private Frontage – General

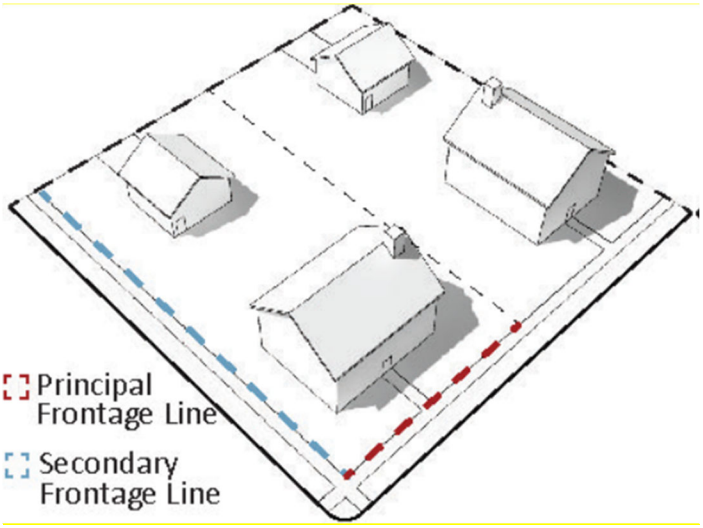
The Private Frontage of each Lot or Building Site must conform to and be allocated in accordance with **Table 4.3.7.A (Private Frontage Types Summary) Table 4.3.7B (Private Frontage Types),** and **Tables 4.3.1-A - 4.3.1-N (District Standards).**

B. Private Frontage – Corner Lots / Building Sites

Principal Buildings on Corner Lots or Building sites shall have two Private Frontages:

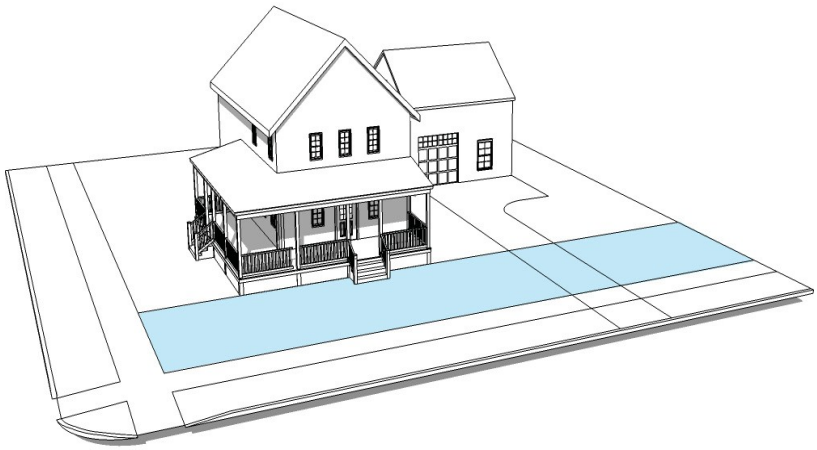
1. a Principal Frontage and
2. a Secondary Frontage(s), as illustrated generally in Illustration 4.3.7.B-2 (Frontage & Lot / Building Site Lines).

ILLUSTRATION 4.3.7.B-2 (FRONTAGE & LOT / BUILDING SITE LINES)



COMMON YARD

TABLE 4.3.7.A PRIVATE FRONTAGE TYPES



Permitted Districts

CD-2	CD-3L	CD-3	CD-4	CD-4C	SD-MHP	PUD-R

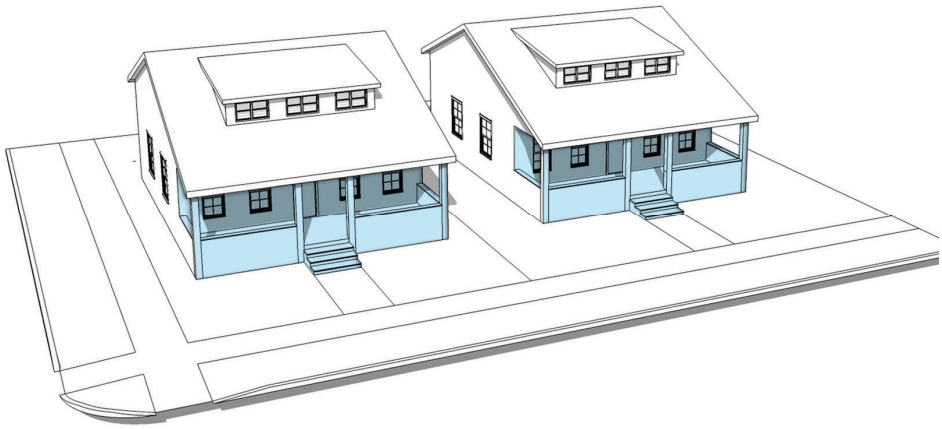
A planted Frontage wherein the Facade is set back substantially from the Frontage Line, and the Front Yard so created remains unfenced and is visually continuous with Adjacent yards, supporting a common landscape. This may be used with or without a Porch.





PORCH

TABLE 4.3.7.A PRIVATE FRONTAGE TYPES



Permitted Districts

CD-2	CD-3L	CD-3	CD-4	CD-4C	SD-MHP	PUD-R

A planted Frontage wherein the Facade is set back from the Frontage Line with an attached exterior covered area large enough to accommodate outdoor furniture and/or gathering, which is permitted to Encroach into the Front Setback. This may be used with or without a Fence to maintain Thoroughfare / Internal Drive spatial definition.







FENCE

TABLE 4.3.7.A PRIVATE FRONTAGE TYPES



Permitted Districts

CD-2	CD-3L	CD-3	CD-4	CD-4C	SD-MHP	PUD-R

A Frontage wherein the Facade is set back from the Frontage Line, and the Front Yard so created is separated from the Public Frontage by a Fence. This may be used with or without a Porch







TERRACE/LIGHTWELL

TABLE 4.3.7.A PRIVATE FRONTAGE TYPES



Permitted Districts

CD-4	CD-4C	CD-5	CD-5C	PUD-R	PUD-MU

A Frontage wherein the Facade is set back from the Frontage Line by an elevated landing and a sunken Lightwell. This type buffers Residential Uses from urban Sidewalks with the first Story elevated from the Sidewalk for privacy, and may allow for activation of space below grade. An exterior stair and landing provides access to the entrance. This type is recommended for ground-floor Residential Use.





FORECOURT

TABLE 4.3.7.A PRIVATE FRONTAGE TYPES



Permitted Districts

CD-4 | CD-4C | CD-5 | CD-5C | PUD-R | PUD-MU

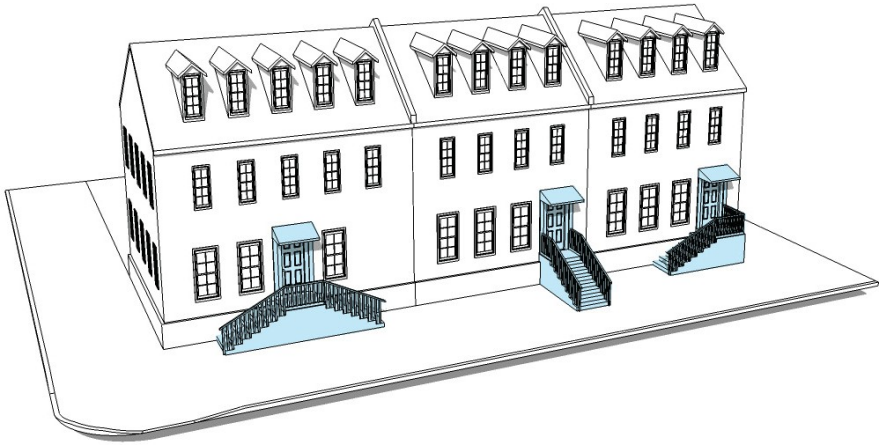
A Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back creating a gathering space for residents or additional shopping or restaurant seating area within Retail / Personal Service / Repair / Art / Artisan Use areas. This type should be used sparingly and may be used in conjunction with other Frontage types.





STOOP

TABLE 4.3.7.A PRIVATE FRONTAGE TYPES



Permitted Districts

CD-3 | CD-4 | CD-4C | CD-5 | CD-5C | SD-MUP | PUD-MU | PUD-R

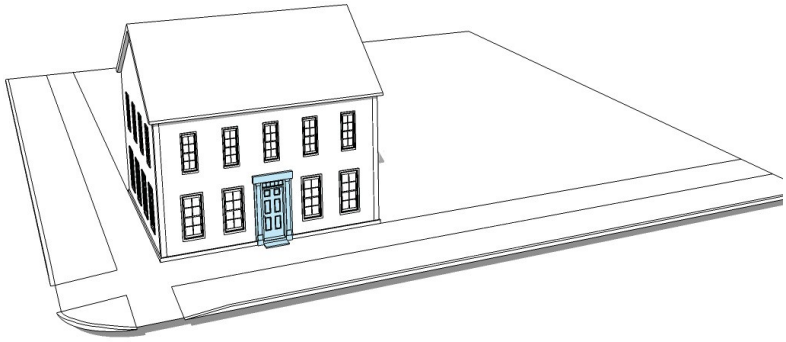
A Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk for privacy. An exterior stair and landing provide access to the entrance. This type is recommended for ground-floor Residential Use.





STEPFRONT

TABLE 4.3.7.A PRIVATE FRONTAGE TYPES



Permitted Districts

CD-4	CD-5	PUD-R	PUD-MU

A Frontage wherein the Facade is aligned very close to the Frontage Line. The entrance is usually an exterior single step without a landing. This type is recommended for ground floor Residential / Retail / Personal Service / Art / Artisan Use.

SHOPFRONT

TABLE 4.3.7.A PRIVATE FRONTAGE TYPES



Permitted Districts

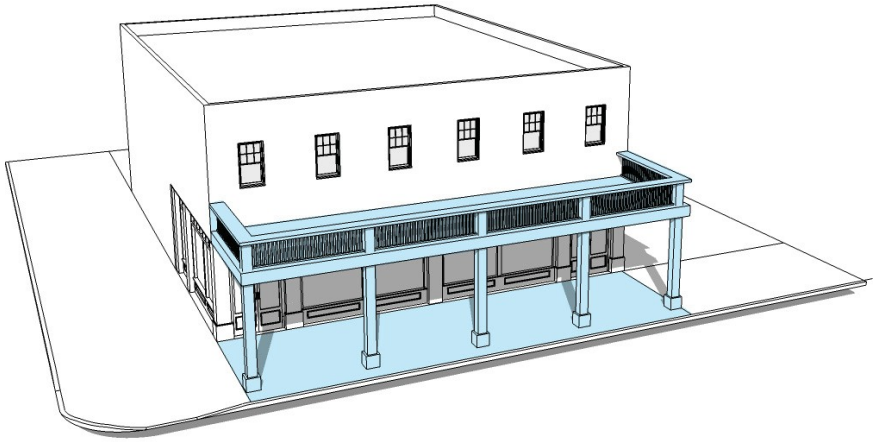
CD-4	CD-4C	CD-5	CD-5C	SD-LI	PUD-MU	PUD-R

A Frontage conventional for Retail / Personal Service / Repair / Art / Artisan Use, wherein the Facade is aligned close to or at the Frontage Line with the Building entrance at Sidewalk grade. This Frontage has substantial glazing at the Sidewalk level and may include an awning overlapping the Sidewalk.





GALLERY TABLE 4.3.7.A PRIVATE FRONTAGE TYPES



Permitted Districts

CD-4	CD-4C	CD-5	CD-5C	SD-INT	PUD-R	PUD-MU

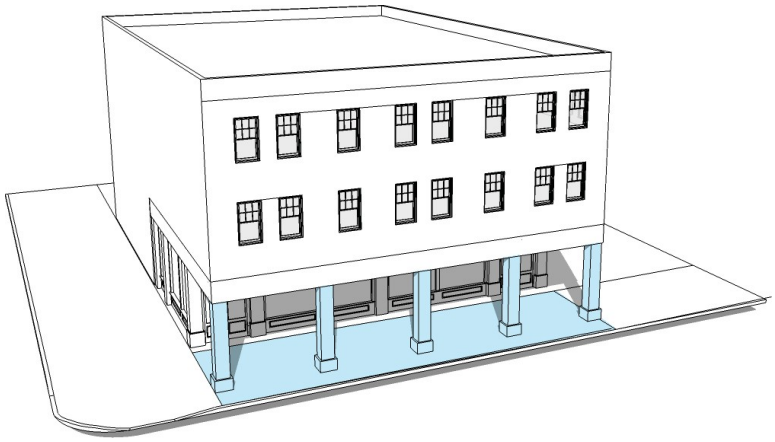
A Private Frontage conventional for Retail / Personal Service / Repair / Art / Artisan Use, wherein the Facade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk.





ARCADE

TABLE 4.3.7.A PRIVATE FRONTAGE TYPES



Permitted Districts

CD-5 CD-5C PUD-MU

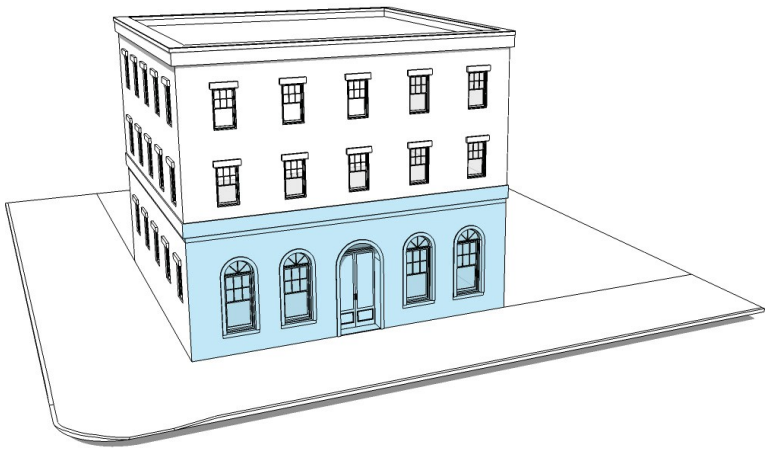
A Private Frontage conventional for Retail / Personal Service / Repair / Art / Artisan Use, wherein a colonnade supporting habitable space in one or more upper levels overlaps the Sidewalk, while the Façade at the first level remains at the Frontage Line.





OFFICEFRONT

TABLE 4.3.7.A PRIVATE FRONTAGE TYPES



Permitted Districts

CD-4 | CD-4C | CD-5 | CD-5C | PUD-MU

A Frontage wherein the Facade is aligned close to or at the Frontage Line with the Building entrance at or above Sidewalk grade. This type is conventional for Office Use. It may have a substantial glazing on the Facade.





Building Materials					
Primary Building Material on Facades	Brick	P		Exposed concrete	NP
	Natural stone	P		Vinyl siding	P for Residential Use
	Wood	P		Aluminum siding	NP
	Cementitious siding	P		Corrugated and/or sheet metal	NP
	Authentic stucco over masonry	P			

Changes in Building Materials	Primary materials must continue alongside Elevations through 2nd layer. Primary materials shall continue for entire length of all Facades facing a frontage. Any material changes must coincide with form, structural, or massing changes and shall not occur at outside corner of any such change.
Building Colors	**NR**
Foundation Cladding	**Required**; brick, stone, or stucco except renovations and minor expansions of existing structures may match current material, or absence of cladding.
Porch Pier Cladding	**Required**; brick or stone, with any space under Porch concealed by painted or stained latticework between piers, except renovations and minor expansions of existing structures, pier cladding, or absence of cladding, may match current material.
Chimney Cladding	**Required**; brick, natural stone, with material matching primary material of Façade

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

§ 4.3.9.E.6 Home Occupation

Limited Use Standards (p. 235)

The following standards are intended to ensure that home occupations are compatible with the residential character of neighborhoods where they are located.

Establishes a two-tiered review of Home Occupation permits based on the potential impact to neighbors

(1) There are two classes of Home Occupation:

a. A Minor Home Occupation shall be permitted upon approval of a Minor Home Occupation permit by the Zoning Administrator. The Zoning Administrator shall establish a process for review and issuance of permits for minor home occupations.

b. A Major Home Occupation shall be allowed only with the approval of the Board of Zoning Appeals. Such approval shall follow the process of a conditional use permit. The Zoning Administrator shall review such Major Home Occupation requests and recommend appropriate conditions of approval to the Board of Zoning Appeals.

(2) The Zoning Administrator may refer Minor Home Occupations to the Board of Zoning Appeals upon a determination that the proposed home occupation presents a risk to the residential character of the neighborhood or quiet enjoyment of other property owners.

Insert cross-reference at § 8.5.10

(3) If the Zoning Administrator denies a request for a Minor Home Occupation, or revokes a previously issued permit, the applicant may appeal the decision to the Board of Zoning Appeals. Such a request shall be evaluated as a Conditional Use for a Major Home Occupation permit.

(4) The following limitations apply to all Home Occupations:

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

a. The home occupation shall be clearly incidental and secondary to the use of the property for residential purposes;

b. A home occupation shall not be established prior to the residents conducting the home occupation taking possession of, and residing in, the dwelling;

c. Outside storage or display of materials, merchandise, or inventory is prohibited;

d. Exterior alteration that changes the residential character of the principal building is prohibited;

e. No exterior building signs shall be permitted except as specifically provided in Article 7 of this ordinance;

f. Receipt, sale or shipment to and from the premises is permitted by regular U.S. Mail and express shipping service characteristic of residential neighborhoods; large-volume, business-to-business commercial deliveries are prohibited; and

g. The applicant shall obtain all appropriate licensure required by the State of Tennessee.

(5) The following limitations apply to Minor Home Occupations:

a. The Home Occupation must be conducted entirely within the principal structure;

b. The Home Occupation shall not exceed fifty percent of the total floor area of the principal building;

c. No person other than a family member residing on the premises shall be employed as part of a minor home occupation unless such employee(s) works off-premises;

d. There shall be no customers or clients on the premises of a minor home occupation; and

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

e. No commercial vehicles or trailers, other than ordinary passenger vehicles; shall be permitted on premises.

(6) The following limitations apply to Major Home Occupations:

a. A Major Home Occupation may be conducted within an accessory building;

b. A major home occupation may include two employees who do not reside in the home;

c. Except in-home childcare licensed by the State of Tennessee, a major home occupation may have no more than two customers or clients on the premises at one time;

d. Shipment and delivery to and from the premises are prohibited between the hours of 9 pm and 7 am;

e. No employees, customers, or clients may be on the premises between the hours of 9 pm and 7 am;

f. Trailers, equipment, and commercial vehicles, when permitted by the Board of Zoning Appeals, must be stored in the Third Layer and screened from view; and

g. The Board of Zoning Appeals may further restrict the number of employees, hours of operation, deliveries, and parking of commercial vehicles and equipment on site.

(7) Revocation

a. The Zoning Administrator may revoke the Home Occupation permit for failure to comply with these limited use standards, conditions imposed by the Board of Zoning Appeals, or other violations of City of Columbia ordinances.

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

§ 9.3 Definitions

Updates the definition of Home Occupation to reflect new standards.

Home Occupation: any gainful occupation conducted entirely within a Dwelling solely by the owners- or tenant residents thereof as an Accessory Use, which does not change the character of the Structure as a Residence~~,~~; There are two types of Home Occupation: ~~provided that~~

(1) Minor Home Occupations: gainful occupation conducted entirely within a Dwelling which does not generate traffic from employees, customers, clients, or deliveries and bears no ~~said activity shall not occupy more than 50% of the Floor Area of the Dwelling, (2) there shall be~~ external evidence of the accessory commercial use;

(2) Major Home Occupation: gainful occupation conducted on a residential property which

a. generates some traffic from employees, customers, clients or deliveries;

b. bears some external evidence of the accessory commercial use; or

c. occurs within an accessory structure.

~~other than an Identification Sign, (3) no goods shall be kept, and (4) no mechanical or electrical equipment shall be used except customary household equipment; and provided further that the following are not allowed as~~ Home Occupations do not include~~:~~ Clinics, Hospitals, ~~Home Professional Office, barbershop, beauty shop~~, Restaurants~~,~~ Kennels, Auto Repair, ~~antique dealer, Retail sales on the premises~~, or loading of ammunition.

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

Kennel: Any ~~Structure or premises on~~place where ~~which four (4) or more~~ dogs, cats and/or other ~~household pets~~animals ~~over four (4) months of age~~ are kept for boarding, breeding, ~~selling,~~ grooming, or training, for compensation, excluding any otherwise conforming or lawfully nonconforming agricultural use.~~, however, any Structure or premises on which such animals are kept solely for Retail sale.~~ A Kennel may not be a Home Occupation.

Revises definition of Kennel to provide clarity and improve enforceability.

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

Distinction between Minor and Major Home Occupations in Accessory Use Table. Minor Home Occupations permitted administratively; Major Home Occupations are approved by BZA.

TABLE 4.3.9.A-2 BUILDING, LOT & BUILDING SITE ACCESSORY USES

ACCESSORY USE	CD-2	CD-3 L	CD-3	CD-4	CD-4C	CD-5	CD - 5C	SD-MHP	SD-INT	SD-LI	SD-HI	PUD - R	PUD-MU	CV
Minor Home Occupation	~~P~~PL	~~P~~PL	~~P~~PL	~~P~~PL	~~P~~PL	~~P~~PL	~~P~~PL	~~P~~PL	~~P~~PL	~~P~~PL	NP	~~P~~PL	~~P~~PL	NP
Major Home Occupation	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	NP	CU	CU	NP

I. Historic Zoning Commission Action

1. If the proposed Use is located within a Historic District and a Certificate of Appropriateness is required, the applicant shall obtain the certificate according to the procedure in Section 8.5.13, prior to proceeding.
2. If no Certificate of Appropriateness is required but the proposed use is within a Historic District, the Zoning Administrator shall include comments and recommendations in the report prepared by the Zoning Administrator.

J. Board of Zoning Appeals Action

1. The Board of Zoning Board of Appeals shall conduct a public hearing pursuant to Section 8.5.16.G.
2. After conducting the public hearing, and considering the recommendations of the Zoning Administrator and the requirements listed in Sections 8.5.16K and 8.5.16.L, the Board of Zoning Appeals shall:
   a. Approve the request;
   b. Approve the request with conditions;
   c. Deny the request; or
   d. Continue the hearing.
3. In acting on an application for a Variance, the Board of Zoning Appeals shall limit its review and action to the specific standard, condition, or requirement from which relief is requested.

K. Conditional Use Permit Specific Requirements

1. A Conditional Use Permit may be granted provided the Board of Zoning Appeals finds that the request conforms to the following requirements:
   a. The proposed Use is listed as a Conditional Use for the applicable District.
   b. The proposed Use conforms to all applicable standards listed in Section 4.3.9.D, for the proposed Use;
   c. The proposed Use Is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected;
   d. The proposed Use will not adversely affect other property in the area in which it is located;
   e. The proposed Use conforms to all applicable provisions of this Ordinance for the District in which it is to be located.
2. The Board of Zoning Appeals may impose such other conditions and restrictions upon the premises benefited by a Conditional Use Permit as may be necessary to reduce or minimize the injurious effect of such Conditional Use upon and ensure compatibility with surrounding properties. The Board of Zoning Appeals may establish dates for the expiration of any Conditional Use Permit as a condition of approval.
3. The provisions of Sections 8.5.16.K.3.a-.c following shall apply to all applications for approval of any Conditional Use located within any Floodplain District as indicated on the Floodplain Map available from the Development Services Department during normal business hours:
   a. Prior to the approval of a Conditional Use Permit application, an approved Floodplain Development Permit shall be required.
   b. The Board of Zoning Appeals shall determine the specific flood or erosion hazard at the site and shall evaluate the suitability of the proposed use in relation to the flood hazard. Upon consideration of the factors listed herein and the purposes of this Ordinance, the Board of Zoning Appeals may attach such conditions to the granting of the Conditional Use Permit as it deems necessary to further the purposes of this Ordinance.
   c. In passing upon such applications, the Board of Zoning Appeals shall consider the technical evaluation of the City Engineer, all relevant factors, and standards specified in other sections of this Ordinance, and:
      (1) The danger that materials may be swept onto the other lands to the injury of others;
      (2) The danger to life and property due to flooding or erosion damage;

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

§ 4.3.9.E.6 Bar, Tavern, or Nightclub

Bar, Tavern, or Nightclub shall be permitted in accordance with the applicable Use Table, subject to the following:

(1) With the exception of nightclubs, taverns, or bars located within District CD-5, the applicant shall demonstrate that no pre-existing Place of Worship, Schools, or public park is located within 500 feet of the proposed nightclub or similar establishment. ~~Measurements~~

a. The distance shall be ~~made from the~~ measured in a straight line from the front door of the building to the front door of the church~~property line of the proposed night club or similar establishment and from the property line of any separate Parking Lots to be used by the nightclub or similar establishment~~.

b. For public parks, said distance shall be measured in a straight line from the front door of the building to the closest point of the park property.

c. For schools, said distance shall be measured in a straight line from the front door of the building to the front door of the school.

Adds separation requirement from parks and schools. Clarifies method of measurement.

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

(2) No nightclub, tavern, or bar shall be located on a Lot or Building Site Adjoining any property zoned CD-2, CD-3L, CD-3, SD-MHP, or PUD-R~~within 500 feet of a Residentially zoned or Residentially used property~~.

(3) No outside storage ~~or activities~~ shall be located on the site.

(4) ~~Outdoor activities occupying no more than 400 square feet may be permitted by Administrative Adjustment.~~

Modifies the distance requirement to maintain separation from residential areas but allow greater flexibility in the location of drinking establishments.

Does the planning commission prefer buffer from Abutting or Adjoining residential properties?

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

§ 4.3.9.E.6 Tobacco, Vape, and Cannabinoid Retailers

Limited Use Standards (p. 242)

Retailers of Tobacco, Vapes, and Cannabinoids shall be permitted where the **Building, Lot and Building Site Principal Uses Table** permits Retail Sales subject to the following limitations:

(1) Tobacco, Vape, and Cannabinoid retailers shall be located no less than five hundred feet from

a. An existing Tobacco, Vape, and Cannabinoid retailer;

b. A School;

c. A public park;

d. A Religious Facility.

(2) Tobacco, Vape, and Cannabinoid retailers shall be located no less than two hundred feet from any property zoned CD-2, CD-3, CD-3L, SD-MHP, or PUD-R.

(3) Tobacco, Vape, and Cannabinoid retailers shall be located no less than fifty feet from any property used as a Single-Family or Two-Family home or Townhouse.

~~(1)~~(4) Required distances shall be measured from Parcel or Building Site line to Parcel or Building Site line.

Standards modeled on Murfreesboro, TN and Louisville, KY (those jurisdictions use larger exclusion radius).

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

§ 9.3 Definitions

Tobacco, Vape, and Cannabinoid Retailers: A retail sales operation that

(1) Devotes at least fifty-one percent of its floor area to the display, sale, distribution, delivery, offering, furnishing, or marketing of products intended for recreational/non-prescription use including but not limited to cigarettes, e-cigarettes, smokeless tobacco, pipe tobacco, vapes, products made from cannabinoid derivative plants (e.g CBD or THC products), or other nicotine or cannabinoid delivery devices, components, products, liquid nicotine or cannabinoids, or liquid nicotine or cannabinoid containers; or

(2) Earns at least fifty-one percent of gross sales from sale distribution, delivery, or marketing of products intended for recreational/non-prescription use including but not limited to cigarettes, e-cigarettes, smokeless tobacco, pipe tobacco, vapes, products made from cannabinoid derivative plants (e.g CBD or THC products), or other nicotine or cannabinoid delivery devices, components, products, liquid nicotine or cannabinoids, or liquid nicotine or cannabinoid containers.

*Definition based on proportion of space **OR** proportion of sales*

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

TABLE 4.3.9.A-1 BUILDING, LOT & BUILDING SITE PRINCIPAL USE

PRINCIPAL USE	CD-2	CD-3 L	CD-3	CD-4	CD-4C	CD-5	CD - 5C	SD-MHP	SD-INT	SD-LI	SD-HI	PUD - R	PUD-MU	CV
Tobacco, Vape, and Cannabinoid Retailers	**NP**	**NP**	**NP**	**PL**	**PL**	**NP**	**PL**	**NP**	**PL**	**PL**	**NP**	**NP**	**PL**	**NP**

Vape and CBD retailers subject to limited use standards in mixed use districts (excluding CD-5) and prohibited in single-family residential character districts.

NOTICE OF LOCAL POINT OF CONTACT FOR SHORT-TERM RENTAL

Property Address	
Property Owner	
Local Point of Contact	

The individual named above is the designated point of contact for all complaints, violations, and emergency situations concerning the registered short-term rental unit. This notice is mandatory for emergency responders and city officials and is provided in strict accordance with the City of Columbia Zoning Ordinance, Section § 4.3.9-E.6.KK(2).

The registered owner of this property has appointed a local point of contact who must be available to the City of Columbia at all times, day or night. Unavailability of the local contact during any critical incident will constitute a breach of compliance, which can lead to the immediate revocation of the short-term rental permit. If the local point of contact receives notification from the City of Columbia regarding any violations of city ordinances or policies—whether by phone or email—they are required to inform the property owner without delay.

The owner must then take swift and decisive action to address and resolve the violation immediately. It is imperative that all parties uphold these responsibilities to ensure ongoing compliance with local regulations.

DRAFT

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

TABLE 4.3.9.A-1 BUILDING, LOT & BUILDING SITE PRINCIPAL USE

PRINCIPAL USE	CD-2	CD-3 L	CD-3	CD-4	CD-4C	CD-5	CD - 5C	SD-MHP	SD-INT	SD-LI	SD-HI	PUD - R	PUD-MU	CV
Short-Term Rental Unit	CU ~~NP~~	CU ~~NP~~	CU ~~NP~~	PL	PL	PL	PL	CU ~~NP~~	PL ~~NP~~	PL ~~NP~~	NP	CU ~~NP~~	CU ~~NP~~	NP

The principal use of a dwelling as an STR becomes a BZA approved Conditional Use in CD-2, CD-3L, CD-3, SD-MHP, PUD-R and PUD-MU (unless modified by Master Plan). Principal use of a dwelling as an STR in CD-4, CD-4C, CD-5, CD-5C, SD-LI and SD-INT is permitted administratively subject to limited use standards.

TABLE 4.3.9.A-2 BUILDING, LOT & BUILDING SITE ACCESSORY USES

ACCESSORY USE	CD-2	CD-3 L	CD-3	CD-4	CD-4C	CD-5	CD - 5C	SD-MHP	SD-INT	SD-LI	SD-HI	PUD - R	PUD-MU	CV
Short-Term Rental Unit	CU	CU	CU	PL	PL	PL	PL	PL	PL	PL	NP	CU	CU	NP

Accessory use of a dwelling, part of a dwelling, or accessory dwelling unit is permitted in all districts. Process depends on district. August 2024 ZA interpretation will be used to determine accessory status.

TABLE 4.3.12.B-1 VEHICULAR PARKING REQUIREMENTS

PRINCIPAL USE	MINIMUM NUMBER OF SPACES OF PARKING AVAILABLE TO LOT PER UNIT OF MEASUREMENT
~~Short-Term Rental Unit~~	~~1 per guest bedroom + 1 per each additional bed, cot, sofa or other sleeping accommodation~~

Eliminate separate parking requirement.

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

§ 4.3.9.E.6.KK Short Term Rentals

Limited Use Standards (p. 242)

Short-Term Rental Units shall be permitted in accordance with the applicable Use Table, subject to the following:

~~(1) the Short-Term Rental Unit must be in a Building originally used or designed to be used as an abode or home of a person, family, or household in either a portion of a single-family house, or an individual Dwelling Unit in a two-family Dwelling, or townhouse, which Short-Term Rental Unit is rented wholly or partially for a period of less than thirty (30) continuous days occupancy for a fee;~~

~~(2) the owner, defined as Single-Family Dwelling, of such Short-Term Rental Unit must reside on the premise;~~

~~(3) each Short-Term Rental Unit must be registered with and licensed by the City.~~

(1) Permit Required

a. No dwelling unit, accessory dwelling unit, or portion thereof shall be offered for rent as a Short-Term Rental unless the Zoning Administrator has first issued a short-term rental permit to the owner.

b. Where the **Building, Lot and Building Site Principal Uses Table** identifies the principal use of a dwelling as a Short-Term Rental as permitted subject to limited use standards (PL), a Short-Term Rental may be established upon approval of a Short-Term Rental permit by the Zoning Administrator. The Zoning Administrator shall establish a process for review and issuance of permits for Short Term Rentals.

Permit required for all STRs

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

~~a.~~c. Where the **Building, Lot and Building Site Principal Uses Table** identifies the use of a dwelling, portion of a dwelling, or an accessory dwelling unit as a Short-Term Rental as a Conditional Use (CU), a Short-Term Rental may be established only upon approval by the Board of Zoning Appeals. Such approval shall follow the process established at Section 8.5.16. The Zoning Administrator shall review such Short-Term Rental requests and recommend appropriate conditions of approval to the Board of Zoning Appeals. The Zoning Administrator shall issue a Short-Term Rental Permit only upon approval by the Board. The permit shall be subject to any unique conditions imposed by the Board. Conditional Use approval shall expire one year from date of issuance of the subsequent permit. The Board may authorize the Zoning Administrator to extend the expiration annually up to three years and renew the associated Short-Term Rental Permit, provided the operator adheres to all conditions of approval.

STRs permitted throughout Columbia in all districts (except Civic and Heavy Industrial). Zoning determines the review process. STRs in mixed-use districts are permitted administratively. STRs in single-family districts are reviewed by the Board of Zoning Appeals.

Permits renewed annually. Conditional use approval expires after one year but BZA can authorize staff to extend up to three years.

d. If the Zoning Administrator denies a request for a Short-Term Rental permit, or revokes a previously issued permit, the applicant may appeal the decision to the Board of Zoning Appeals. Such a request shall be evaluated as a Conditional Use.

e. A Short-Term Rental Permit shall expire one year from the date of issuance. Failure to renew the permit shall constitute a cessation of the Short-Term Rental and immediate change of use to Household Living.

Permit is valid for one-year. Failure to maintain active permit constitutes change of use and loss of "grandfathering" (permit may be easily renewed administratively).

f. A Short-Term Rental Permit is granted to a specific operator for a specific dwelling unit or portion thereof and may not be sold or otherwise transferred. Changes in the ownership will result in revocation of the Short-Term Rental permit. A new Short-Term Rental Permit is required when the dwelling unit is sold or conveyed.

(2) Short Term Rental Local Point of Contact Designation

a. The owner of a short-Term Rental shall designate a permanent local point of contact for each short-term rental property.

A responsible local contact is required for code enforcement and police issues. Point of contact requirement modeled on Nashville, Savanah, Tulsa and others.

b. If the owner is a natural person, the owner may serve as the local point of contact. Alternatively, the owner may designate another natural person over the age of eighteen as the short-term rental point of contact.

c. Where Short-Term Rental is the principal use of a dwelling, the name, email, and telephone number of the local point of contact shall be conspicuously posted where it can be seen by guests and law enforcement.

d. The short-term rental local point of contact must be available to be contacted by the City at all times.

e. Failure of the local contact person to be available at all times for contact by the City constitutes an

instance of non-compliance which may result in revocation of the Short-Term Rental permit

f. When the local point of contact is notified by phone or email that the guests at a short-term rental are violating City ordinances or policies, the local contact person shall communicate with the owner, and the owner shall immediately commence remedial action and cause the violation to cease.

(2) Short-Term Rental operators shall provide a parking plan demonstrating sufficient parking for guests.

a. Where Short-Term Rental is the principal use of the dwelling, the minimum number of parking spaces shall be equivalent to that required by **Table 4.3.12.B-1 Vehicular Parking Requirements** for a Single-Family Detached Dwelling. The Board of Zoning Appeals may require additional spaces.

Parking is required but much less than current standard (1 per bedroom + 1 per each additional bed, cot, sofa, or other sleeping accommodation).

b. Where Short-Term Rental is the accessory use of dwelling, portion of the dwelling, or accessory dwelling unit, the minimum number of parking spaces shall be equivalent to that required by **Table 4.3.12.B-1 Vehicular Parking Requirements** for the principal use, plus one.

(3) Events are not permitted in conjunction with a short-term rental use. Examples of events include, but are not limited to, weddings, receptions, anniversaries, private parties, banquets, and business seminars.

Event limitation from Tulsa, OK ordinance

(4) External alterations or site improvements that change the residential character of the Lot or Building Site upon which a Short-Term Rental is located are prohibited.

Prohibited alterations include exterior lighting and signage.

(5) Short-Term Rental properties must meet all applicable requirements of the state and local building, fire safety, and property maintenance codes.

(6) Short-Term Rental operators and their guests shall comply with the laws of the state of Tennessee and all ordinances of the City of Columbia.

(7) The Zoning Administrator may revoke a Short-Term rental permit for violations of these standards, violation of any City of Columbia Ordinances, or failure to adhere to conditions of approval imposed by the Board of Zoning Appeals.

§ 4.3.9.E.6.a Accessory Dwelling

Limited Use Standards (p. 228)

Accessory Dwelling

(1) Only one Accessory Dwelling is permitted on any Lot or Building Site.

(2) The Accessory Dwelling must be accessory to a House or Townhouse used for Household Living.

(3) If the Accessory Dwelling is not attached to the primary dwelling, it must be separated a minimum of ten (10) feet from the primary dwelling.

(4) In all districts except CD-2, an Accessory Dwelling may not exceed 600 square feet of habitable space; in a CD-2 Character District, an Accessory Dwelling may not exceed 1,000 square feet of habitable space.

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

(5) ~~An Accessory Dwelling Unit may not be used for Transient accommodations or as a Short-Term Rental Unit.~~

Eliminates prohibition of STRs in ADUs

(6) The Accessory Dwelling must share ownership and utility connections with the primary dwelling.

§ 9.3 Definitions

Short-Term Rental Unit: A Dwelling Unit ~~in a Building originally used or designed to be used as an abode or home of a person, family, or household in either a portion of a single-family house, or an individual Dwelling Unit in a two-family Dwelling, Townhouse, or multi-family Building having no more than 6 Dwelling Units,~~ or Accessory Dwelling Unit which ~~Short-Term Rental Unit~~ is rented wholly or partially for a period of less than thirty (30) continuous days occupancy for a fee; specifically excluding however a "hotel" as defined in TCA section 68-14-302 or a "bed and breakfast establishment" or a "bed and breakfast homestay" as those terms are defined in TCA section 68-14-502, all as contemplated in TC~~S~~A section 13-7-602. A Hotel, Extended Stay Hotel, Motel, Bed and Breakfast, or Inn is not a Short-Term Rental Unit.

Provides for use of ADUs as STRs

Correct scriveners' error

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

§ 4.3.9.E.6.KK Short Term Rentals

Limited Use Standards (p. 242)

Short-Term Rental Units shall be permitted in accordance with the applicable Use Table, subject to the following:

~~(1) the Short-Term Rental Unit must be in a Building originally used or designed to be used as an abode or home of a person, family, or household in either a portion of a single-family house, or an individual Dwelling Unit in a two-family Dwelling, or townhouse, which Short-Term Rental Unit is rented wholly or partially for a period of less than thirty (30) continuous days occupancy for a fee;~~

~~(2) the owner, defined as Single-Family Dwelling, of such Short-Term Rental Unit must reside on the premise;~~

~~(3) each Short-Term Rental Unit must be registered with and licensed by the City.~~

(1) Permit Required

a. No dwelling unit, accessory dwelling unit, or portion thereof shall be offered for rent as a Short-Term Rental unless the Zoning Administrator has first issued a short-term rental permit to the owner.

b. Where the **Building, Lot and Building Site Principal Uses Table** identifies the principal use of a dwelling as a Short-Term Rental as permitted subject to limited use standards (PL), a Short-Term Rental may be established upon approval of a Short-Term Rental permit by the Zoning Administrator. The Zoning Administrator shall establish a process for review and issuance of permits for Short Term Rentals.

Permit required for all STRs

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

~~a.~~c. Where the **Building, Lot and Building Site Principal Uses Table** identifies the use of a dwelling, portion of a dwelling, or an accessory dwelling unit as a Short-Term Rental as a Conditional Use (CU), a Short-Term Rental may be established only upon approval by the Board of Zoning Appeals. Such approval shall follow the process established at Section 8.5.16. The Zoning Administrator shall review such Short-Term Rental requests and recommend appropriate conditions of approval to the Board of Zoning Appeals. The Zoning Administrator shall issue a Short-Term Rental Permit only upon approval by the Board. The permit shall be subject to any unique conditions imposed by the Board. Conditional Use approval shall expire one year from date of issuance of the subsequent permit. The Board may authorize the Zoning Administrator to extend the expiration annually up to three years and renew the associated Short-Term Rental Permit, provided the operator adheres to all conditions of approval.

STRs permitted throughout Columbia in all districts (except Civic and Heavy Industrial). Zoning determines the review process. STRs in mixed-use districts are permitted administratively. STRs in single-family districts are reviewed by the Board of Zoning Appeals.

Permits renewed annually. Conditional use approval expires after one year but BZA can authorize staff to extend up to three years.

d. If the Zoning Administrator denies a request for a Short-Term Rental permit, or revokes a previously issued permit, the applicant may appeal the decision to the Board of Zoning Appeals. Such a request shall be evaluated as a Conditional Use.

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

e. A Short-Term Rental Permit shall expire one year from the date of issuance. Failure to renew the permit shall constitute a cessation of the Short-Term Rental and immediate change of use to Household Living.

Permit is valid for one-year. Failure to maintain active permit constitutes change of use and loss of "grandfathering" (permit may be easily renewed administratively).

f. A Short-Term Rental Permit is granted to a specific operator for a specific dwelling unit or portion thereof and may not be sold or otherwise transferred. Changes in the ownership will result in revocation of the Short-Term Rental permit. A new Short-Term Rental Permit is required when the dwelling unit is sold or conveyed.

(2) Short Term Rental Local Point of Contact Designation

a. The owner of a short-Term Rental shall designate a permanent local point of contact for each short-term rental property.

A responsible local contact is required for code enforcement and police issues. Point of contact requirement modeled on Nashville, Savanah, Tulsa and others.

b. If the owner is a natural person, the owner may serve as the local point of contact. Alternatively, the owner may designate another natural person over the age of eighteen as the short-term rental point of contact.

c. Where Short-Term Rental is the principal use of a dwelling, the name, email, and telephone number of the local point of contact shall be conspicuously posted where it can be seen by guests and law enforcement.

d. The short-term rental local point of contact must be available to be contacted by the City at all times.

e. Failure of the local contact person to be available at all times for contact by the City constitutes an

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~~Deletions are Strikethrough~~

instance of non-compliance which may result in revocation of the Short-Term Rental permit

f. When the local point of contact is notified by phone or email that the guests at a short-term rental are violating City ordinances or policies, the local contact person shall communicate with the owner, and the owner shall immediately commence remedial action and cause the violation to cease.

(2) Short-Term Rental operators shall provide a parking plan demonstrating sufficient parking for guests.

a. Where Short-Term Rental is the principal use of the dwelling, the minimum number of parking spaces shall be equivalent to that required by **Table 4.3.12.B-1 Vehicular Parking Requirements** for a Single-Family Detached Dwelling. The Board of Zoning Appeals may require additional spaces.

Parking is required but much less than current standard (1 per bedroom + 1 per each additional bed, cot, sofa, or other sleeping accommodation).

b. Where Short-Term Rental is the accessory use of dwelling, portion of the dwelling, or accessory dwelling unit, the minimum number of parking spaces shall be equivalent to that required by **Table 4.3.12.B-1 Vehicular Parking Requirements** for the principal use, plus one.

(3) Events are not permitted in conjunction with a short-term rental use. Examples of events include, but are not limited to, weddings, receptions, anniversaries, private parties, banquets, and business seminars.

Event limitation from Tulsa, OK ordinance

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~~Deletions are Strikethrough~~

(4) External alterations or site improvements that change the residential character of the Lot or Building Site upon which a Short-Term Rental is located are prohibited.

Prohibited alterations include exterior lighting and signage.

(5) Short-Term Rental properties must meet all applicable requirements of the state and local building, fire safety, and property maintenance codes.

(6) Short-Term Rental operators and their guests shall comply with the laws of the state of Tennessee and all ordinances of the City of Columbia.

(7) The Zoning Administrator may revoke a Short-Term rental permit for violations of these standards, violation of any City of Columbia Ordinances, or failure to adhere to conditions of approval imposed by the Board of Zoning Appeals.

§ 4.3.9.E.6.a Accessory Dwelling

Limited Use Standards (p. 228)

Accessory Dwelling

(1) Only one Accessory Dwelling is permitted on any Lot or Building Site.

(2) The Accessory Dwelling must be accessory to a House or Townhouse used for Household Living.

(3) If the Accessory Dwelling is not attached to the primary dwelling, it must be separated a minimum of ten (10) feet from the primary dwelling.

(4) In all districts except CD-2, an Accessory Dwelling may not exceed 600 square feet of habitable space; in a CD-2 Character District, an Accessory Dwelling may not exceed 1,000 square feet of habitable space.

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

(5) ~~An Accessory Dwelling Unit may not be used for Transient accommodations or as a Short-Term Rental Unit.~~

Eliminates prohibition of STRs in ADUs

(6) The Accessory Dwelling must share ownership and utility connections with the primary dwelling.

§ 9.3 Definitions

Short-Term Rental Unit: A Dwelling Unit ~~in a Building originally used or designed to be used as an abode or home of a person, family, or household in either a portion of a single-family house, or an individual Dwelling Unit in a two-family Dwelling, Townhouse, or multi-family Building having no more than 6 Dwelling Units,~~ or Accessory Dwelling Unit which ~~Short-Term Rental Unit~~ is rented wholly or partially for a period of less than thirty (30) continuous days occupancy for a fee; specifically excluding however a "hotel" as defined in TCA section 68-14-302 or a "bed and breakfast establishment" or a "bed and breakfast homestay" as those terms are defined in TCA section 68-14-502, all as contemplated in TC~~S~~A section 13-7-602. A Hotel, Extended Stay Hotel, Motel, Bed and Breakfast, or Inn is not a Short-Term Rental Unit.

Provides for use of ADUs as STRs

Correct scriveners' error

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

TABLE 4.3.9.A-1 BUILDING, LOT & BUILDING SITE PRINCIPAL USE

PRINCIPAL USE	CD-2	CD-3 L	CD-3	CD-4	CD-4C	CD-5	CD - 5C	SD-MHP	SD-INT	SD-LI	SD-HI	PUD - R	PUD-MU	CV
Short-Term Rental Unit	CU ~~NP~~	CU ~~NP~~	CU ~~NP~~	PL	PL	PL	PL	CU ~~NP~~	PL ~~NP~~	PL ~~NP~~	NP	CU ~~NP~~	CU ~~NP~~	NP

The principal use of a dwelling as an STR becomes a BZA approved Conditional Use in CD-2, CD-3L, CD-3, SD-MHP, PUD-R and PUD-MU (unless modified by Master Plan). Principal use of a dwelling as an STR in CD-4, CD-4C, CD-5, CD-5C, SD-LI and SD-INT is permitted administratively subject to limited use standards.

TABLE 4.3.9.A-2 BUILDING, LOT & BUILDING SITE ACCESSORY USES

ACCESSORY USE	CD-2	CD-3 L	CD-3	CD-4	CD-4C	CD-5	CD - 5C	SD-MHP	SD-INT	SD-LI	SD-HI	PUD - R	PUD-MU	CV
Short-Term Rental Unit	CU	CU	CU	PL	PL	PL	PL	PL	PL	PL	NP	CU	CU	NP

Accessory use of a dwelling, part of a dwelling, or accessory dwelling unit is permitted administratively in all districts. August 2024 ZA interpretation will be used to determine accessory status.

TABLE 4.3.12.B-1 VEHICULAR PARKING REQUIREMENTS

PRINCIPAL USE	MINIMUM NUMBER OF SPACES OF PARKING AVAILABLE TO LOT PER UNIT OF MEASUREMENT
~~Short-Term Rental Unit~~	~~1 per guest bedroom + 1 per each additional bed, cot, sofa or other sleeping accommodation~~

Eliminate separate parking requirement.

NOTICE OF LOCAL POINT OF CONTACT FOR SHORT-TERM RENTAL

Property Address	
Property Owner	
Local Point of Contact	

The individual named above is the designated point of contact for all complaints, violations, and emergency situations concerning the registered short-term rental unit. This notice is mandatory for emergency responders and city officials and is provided in strict accordance with the City of Columbia Zoning Ordinance, Section § 4.3.9-E.6.KK(2).

The registered owner of this property has appointed a local point of contact who must be available to the City of Columbia at all times, day or night. Unavailability of the local contact during any critical incident will constitute a breach of compliance, which can lead to the immediate revocation of the short-term rental permit. If the local point of contact receives notification from the City of Columbia regarding any violations of city ordinances or policies—whether by phone or email—they are required to inform the property owner without delay.

The owner must then take swift and decisive action to address and resolve the violation immediately. It is imperative that all parties uphold these responsibilities to ensure ongoing compliance with local regulations.

DRAFT

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING FEE SCHEDULE

Payable upon Submission of Application
Non-refundable Except as Provided in Refund Policy

Comprehensive Plan Amendment[1]	
Submittal Fee	$ 300
Annexation with CD-3L Base Zoning	
Submittal Fee (10 acres or less); plus	$ 300
Next 90 acres or fraction thereof; plus	$20/acre
All over 100 acres or fraction thereof	$3/acre
Zoning Map Amendment "Rezoning" (§8.5.19)	
Submittal Fee (10 acres or less); plus	$ 450
Next 90 acres or fraction thereof; plus	$30/acre
All over 100 acres or fraction thereof	$5/acre
Planned Unit Development (§8.5.21)	
Preliminary Development Plan	
Submittal Fee (PUD-R and PUD-MU); plus	$ 500
PUD-R and PUD-MU; and/or	$25/dwelling unit
PUD-MU (non-residential acreage)	$50/acre
Final Development Plan	
PUD-R	$ 250
PUD-MU	$ 300
Revision of a Master Plan requiring Planning Commission Approval	100% of original fee
Major Site Development Plan (§8.5.6)	
New Multi-Family Residential Sites, Buildings, and Additions	
Submittal Fee; plus	$ 500
Residential Units	$10/unit
New Non-Residential and/or Mixed-Use Sites, Buildings, and Additions	
Submittal Fee; plus	$ 500
First 10,000 square feet of all floor area; plus	$0.05/square foot
All floor area over 10,000 square feet	$0.02/square foot
Development Plan submitted with Preliminary Plat	$10/unit
Revision of Plan Requiring Planning Commission Approval (§8.5.6.D.3); plus	50% of original fee
Renewal of Expiring Site Plan without Changes (§8.5.6.D.1-2)[2]	100% of original fee
Alternative Compliance	$500

[1] Must be accompanied by a request for rezoning.
[2] Paid with building permit or site construction plan review, as applicable.

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Minor Site Development Plan (§8.5.6)[3]	
Administrative Development Plan Approval (§8.5.6.R)	$500
Renewal of Expiring Site Plan without Changes (§8.5.6.D.1-2)	100% of original fee

Heavy Manufacturing Permit (§8.5.22)	
Submittal Fee	$300

Board of Zoning Appeals (§8.5.16/8.5.17)	
Appeal Of Planning Department Determination[4]	$ 300
Zoning Variance Owner-Occupied Residential	$ 200
Zoning Variance	$ 400
Conditional Use	$ 300

Architectural Design Reviewe (§8.5.15)	
Design Review for Planned Unit Development	$ 150
Design Review for structures in Special Districts (SD-LI, SD-HI, SD-INT)	$ 100
Alternative Compliance - ARC	$500
Alternative Compliance - ZA	$300
Design Review Appeals	$50

Historic Zoning Commission (§8.5.13)	
Non-Residential/Non-Owner-Occupied Residential/Signs	
Certificate of Appropriateness - Commission; plus	$ 150
Certificate of Appropriateness - Administrative	$ 75
Owner-Occupied Residential	
Certificate of Appropriateness - Commission	$ 25
Certificate of Appropriateness - Administrative	No Charge
After the Fact Request for Certificate of Appropriateness/Multiple Reviews[5]	$300

Heavy Manufacturing Permit (§8.5.22)	
Submittal Fee	$ 300

[3] All fees applicable to Major Site Development Plans apply to a Minor Site Development Plans referred to the CMPC by the ZA.

[4] Refunded if the BZA finds in favor of the applicant.

[5] This fee applies to all requests for approval for work already completed as well as requests which follow a Stop Work order. The fee also applies to second and subsequent requests to revise previous Commission-level approvals. The Zoning Administrator may charge the regular application fee in cases of bona fide hardship.

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Subdivision (§8.5.24 and SubRegs)	
Minor Subdivisions	
Referred to Planning Commission Approval[6]	$ 500
Staff-Approved	$ 250
Preliminary Plat (Must Accompany a Development Plan)	
Submittal Fee; plus	$ 500
Per Lot; plus	$ 25
Final Plat	
Submittal Fee	$ 500
Per Lot	$ 25
Circulation of Approved Plat (Optional)	$35

Zoning Fees	
Zoning Verification Letter Basic	$ 50
Zoning Verification Letter Detailed / Zoning Administrator's Determination	$ 75
Home Occupation Permit	$ 25
Mobile Vending Permit	$ 50
Small Accessory Permit	$25
Receipt of Plans Conforming to PUD or Site Development Plan	$ 100
Engineering/Planning Reinspection[7]	$ 50
Short Term Rental Permit[8]	$300
Zoning Compliance - Residential[9]	$ 100
Zoning Compliance - Commercial/Industrial[4]	$ 300
Zoning Compliance - Signs[10]	Lesser of 30% of project value or $300

Public Notice[11]	
Advertising and Processing	
Items for which CMPC/ARC is the Decision Making Authority	$70
Items for which City Council is the Decision Making Authority	$145
Items for which BZA is the Decision Making Authority	$70
Items for which HZC is the Decision Making Authority	$70
Mailing and Processing	
Items for which City Council or BZA is the Decision Making Authority	$9/adjacent parcel

[6] Referred at the discretion of the Zoning Administrator or City Engineer. Fee may be reduced to $250 at the discretion of the Zoning Administrator or City Engineer when minimal additional staff time is required.
[7] If associated with Preliminary Plat, Site Plan, PUD or other PC, BZA, HZC, Design Review
[8] Double fees for after the fact permitting after May 13, 2024.
[9] Paid with building permit.
[10] Signs which require a CoA from the ZA or HZC may be credited $75 toward the Zoning Compliance fee, provided no revisions are necessary upon first review of the permit application.
[11] In addition to the initial fee, advertising and mailing fees must be paid each time an item is deferred at the applicant's request. May be waived at discretion of the Director of Development Services.

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Posting of Signs	
Items for which City Council, CMPC, BZA, or HZC is the Decision Making Authority	$10

Additional Fees

Pre-application Meeting[12]	$ 225
Additional Fees for Multiple Technical Reviews[13]	50% of original fee
Technology Fee	$20

Refund Policy

All advertising and processing fees are non-refundable.

All mailing and processing fees are non-refundable.

Fees for Planning Commission items may be refunded, less a $100 processing fee if the applicant withdraws the application at least twenty-four hours prior to the meeting of the Development Review Committee when the request is scheduled for it first technical review. Fees for Planning Commission items are non-refundable at any later point.

Fees for Board of Zoning Appeals may be refunded, less a $50 processing fee if the applicant withdraws the application at least seven days prior to the scheduled meeting. Fees for Board of Zoning Appeals items are non-refundable at any later point.

Fees for Historic Zoning Commission items may be refunded if the applicant withdraws the application at least seven days prior to the scheduled meeting. Fees for Historic Zoning Commission items are non-refundable at any later point.

Zoning fees are non-refundable.

Abbreviations

Columbia Municipal Planning Commission (CMPC)
Architectural Design Review Commission (ARC)
Development Review Committee (DRC)
Board of Zoning Appeals (BZA)
Historic Zoning Commission (HZC)
City Council (CC)
Zoning Administrator (ZA)

[12] Only applies to proposed comprehensive plan amendments, zoning map or text amendments, planned unit developments, site plans approved by Planning Commission, and preliminary plats. Fee is only charged when the City Engineer, Fire Marshall, and Zoning Administrator (or their designees) are each in attendance. The fee may be waived at the discretion of the Director of Development Services. The fee may be credited to one subsequent related application for Planning Commission review received within six months of the meeting date.

[13] Applicable to Planned Unit Developments, Site Development Plan, and Preliminary Plats which the Zoning Administrator deems noncompliant after two reviews by the Development Review Committee (DRC), and to applications refereed back to the DRC due to technical deficiencies. May be waived at discretion of the Director of Development Services and/or the Planning Commission.

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STR Survey Comments

August 13th – November 3rd 2024

1. Short term rentals are an asset to large families when traveling. They are also a benefit to many of our traveling workers who are here to build our infrastructure and to support all our new growth. I do feel that an overlay area around the square is a great compromise.

2. My family and I have been hosting guests in our beloved Airbnb for the past three years, and it's been a true joy to share the charm and warmth of our community with visitors from across the country and around the world. We've put so much love and care into our Riverside Airbnb, and it's wonderful to see how our guests appreciate the unique experience of staying in a home away from home. Recently, one of our guests shared that their daughter chose Columbia as the destination for her 17th birthday, finding it listed as one of the most charming towns to visit. It's moments like these that highlight how special Columbia is to those who come here. Our guests often tell us how much they enjoy the cozy, welcoming atmosphere of staying in a home rather than a hotel. They love being able to walk across the bridge to the town square, visit the farmers market, and support our local businesses. Many have even mentioned that there aren't many hotel options in Columbia that offer the same experience, often resulting in them staying in nearby Springhill instead. Airbnb plays an important role in bringing tourism to Columbia, providing visitors with a truly authentic and accessible way to experience our town. This, in turn, benefits our local businesses and helps to foster a sense of community among those who visit. I hope you'll consider these points as you move forward with the regulations. Our Airbnb is a labor of love, and we believe it adds great value to our town and its tourism industry. Thank you for your time and consideration.

3. When my family and I purchased our home with the intention of transforming it into an Airbnb, we knew we were taking a financial risk. At the time, Columbia was still up-and-coming, but we believed in the charm and potential of this town as a destination that people would grow to love. We saw something special in Columbia—a place with history, character, and a vibrant community. Over the years, we have poured thousands of dollars into making our Airbnb a welcoming and comfortable home for our guests. Whether it's a family waiting for their new house to be built or workers traveling for business, our Airbnb has become a place where people feel at home. For large families, in particular, a hotel room simply isn't suitable. Our guests appreciate the space, comfort, and local flavor that our Airbnb offers. We take pride in not only providing a cozy place to stay but also in supporting Columbia's local businesses. Every guest receives a bag of locally roasted coffee and a gift card to spend on the square, along with personalized recommendations for shops and restaurants. Through this, we aim to contribute to the local tourism industry and showcase all that Columbia has to offer. We took a chance on Columbia because we believed in its potential, and it's been incredible to see how much our guests love this town. The support for local businesses, the positive impact on tourism, and the sense of community that our Airbnb fosters are just a few of the reasons why short-term rentals are so important. As you consider the regulations on short-term rentals, I hope you'll recognize the investment we've made in Columbia's future and the value that Airbnb brings to our community.

4. Airbnb is my family's main source of income! In this economy, I don't know what we will do without it. It was the reason we were able to make sense of buying a home in Columbia back in 2021. So many of the Airbnb hosts have poured so much love and money into their properties and it is absolutely devastating to think of having to shut them down. Please reconsider or at least allow the Airbnb that have been already established continue. We love hosting people in Columbia and would love to be able to keep the wonderful hospitality going!

5. We live next to a sweet young family who owns an Airbnb in our neighborhood. Not only has short term renting provided a great source of income to that young family, but we have loved getting to meet the travelers that they host. We have never had a bad experience, there has never been any loud noise or disruptions. We would love to see Airbnb continue in Columbia as we find there are many benefits to the community.

6. When allowing STRs in a primarily residential area we should limit them to a specified number of units per a square block area. As an example, say 1-3 in a four-block square area. This way they are spread out and not allowed to cluster around the long-term residents' homes.

7. Please review Public Chapter No. 972, House Bill No. 1086, known as the "Short-Term rental Unit Act". Effective 05-17-2018; provides guidance for municipalities on how to regulate short-term rentals. I'm the former Director of our Nation's largest single family, residential leasing entity, I reside in Columbia and manage a 25,000,000 portfolio of long-term rentals in Columbia. I choose not to manage short-term rentals due to a myriad of liability concerns, however, I believe the City of Columbia has been ill-advised on the inevitable litigation that will occur by infringing upon property owner's rights. In order to avoid wasting the City's litigation funds, I encourage the planning commission to enforce penalties only on short-term rental owners that are deemed a nuisance by stated definition and adhere to the Short-Term Rental Unit Act. *Note: Grandfathered Status; Here's a 10min video summarizing the Short Term Rental Unit Act : https://www.youtube.com/watch?v=5XZzzoZnNkY

8. Main concern is the code is not clear enough for the common citizen to understand. Reading what your website states right now, it seems like some of the popular listings downtown are not allowed because they are owner occupied.

9. One sole property owner should not be allowed to dominate a community in percentage or have multiple units open as an STR in a square mile. I personally have been removed as a long term renter from a unit because of such domination from the same STR owner that was my landlord. I am not able to buy in my area, due to corporations owning multiple residential properties in the same county. There must be regulations to ease the LTR rental price surging because of such owner/operators.

10. I think each case should be considered. Str have brought 10s of millions of dollars to the Maury County/ Columbia area in grow/home ownership alone. There is still a significant need for short term rentals, hotel options in Columbia are deplorable.

11. Any sound economy needs multiple streams of income! As a Columbia resident I would like nothing more than you purchase more properties locally and rent them to families and visitors wanting to visit our quaint town! Doing away with or limiting this will limit locals from having the opportunity to earn more income and stay here!! Growth is inevitable how great would it be to create more revenue by bringing more visitors in who will shop and spend at our local businesses!!!

12. Individuals investing in the city's growth and future is paramount for success of this community. Unfortunately, this city fails to see that. The old boys club needs to sit back and listen to the future of the community. That means stop listening to the people who's future is limited here or to their "buddies" they're in business with that have ill intentions.

13. I am a longtime Airbnb host (in three cities) who believes homesharing (owner-occupied short-term rentals) benefits both residential neighborhoods as well as the commercial or multi-use districts by fully utilizing existing structures without neighborhood disruption. Specifically, the practice of homesharing: (1) provides cash flow to single homeowners, empty nesters, retirees, etc. allowing residents to STAY in their homes and afford the high cost of repairs and maintenance when they choose or need to share excess space in between occupancy of that space by friends and family, and (2) fills a true need for temporary housing to avoid the unnecessary buildout of hotels. There should be no restrictions on this practice. Some will do it one time to bridge a gap between jobs, or help with a medical expense. Others will share throughout the year as they have time to support it. Sharing owner-occupied (OO) space rarely takes away from LT housing stock. First, I would never lease my extra bedroom or studio in garage to a longterm tenant. Frankly, OO homesharing can actually improve the supply of LT housing stock; if residents are accommodating Columbia visitors for a wedding, a worker in transition to a new job, a couple enjoying vacation time in the town, then a multi-use or commercial lot in town could actually l be used to build an apartment complex rather than a hotel! In London, citizens are given a tax credit for homesharing in the central business district for this reason. It's green! OO homesharing also takes care of nuisance concerns. The host is present. Neighbors with a concern over guest noise or inappropriate parking etc. know who to call. Some of my family/friends who visit are far more annoying than a grateful Airbnb guest who will receive a public review. In residential zoning the answer to non-owner occupied (NOO) should always be NO. Mainly, I didn't sign up to live next door to a business especially one with no onsite management! An NOO is a concierge-free HOTEL. Period. That hotel business should pay commercial property tax rates and not happen in residential zoning. You can see the outcome in Nashville where this practice exploded out of control. Along with disrupting residential neighborhoods, the primary impact of allowing NOO short-term rentals is to reduce supply of homes, and rapidly drive up housing prices. Who can pay more to

purchase, for example, a new furnished 4br/4ba home in Riverside that can be an $800/night Airbnb business—a business operator located anywhere in the country? Or a homeowner wanting to live in our neighborhood. I looked at such a house and could not pay the asking price for the target buyer: an Airbnb operator. In multi-use zoning, both OO's and NOO's should be welcome and unrestricted. If I choose to live over a business downtown or in the Arts District etc., I know going in that I will have businesses for short, in residential zoning: no on NOO and yes on OO without any restrictions. In multi-use zoning, any and all versions of short-term rentals, OO and NOO should operate without restrictions.

14. Without question, no one wants an unbridled atmosphere at STR like Nashville. As long as STR do not interfere with the normal daily life of respective residential areas they should be allowed, but certainly IF there are problems with noise, parking, excessive crowds or vandalism the STR owner should lose the ability to operate immediately!

15. I live next door to a STR-------it is 712 Maple Ct, Columbia, TN 38401 and I own 714 Maple Ct. We had a few incidents early on but their yard and street party was stopped. Our complex was developed for Seniors and there is limited parking and the street is only 20 feet wide. I believe that James and Holly Dobbs started the Air B & B before July 2022. It does make me uncomfortable about my safety to not know who is in the house for one day or one week. I plan to do a gate to close off my patio and back yard area when I can afford it. There are regular yearly renters in The Maples and the limited parking is always an issue w/them. The area and the parking should be a consideration. Vehicles should be limited as 98% of the homes are only two bedrooms. The Dobbs have a 1 car garage and 1 driveway parking space so you can see that street parking must be limited. I also only have a 1 car garage. Thanks!

16. Short term rentals have been my family's choice for vacations for the past 12 years. Our family of six prefers a residential home rather than a hotel for our travel needs. The properties are typically taken very good care of and are not a blight in the community as some state. Columbia has an incredible opportunity to generate revenue by creating a str rental permit program. These should be allowed throughout the city of Columbia. STR homes are kept at a much higher level than your typical long term rental properties that are prevalent throughout the city.

17. Just as a subdivision can have too many rental homes/duplexes, there can be too many STRs. We live next door to a duplex Airbnb and prefer that to 2 families/too many dogs/storage sheds and too many vehicles. We have never had a disturbance from the short-term rental, and we definitely prefer that to an over occupied property for far longer than you can remain neighborly. I wish duplex/rentals had been restricted before our neighborhood was overwhelmed by them, as all rentals lessen property values of one owner occupied homes.

18. Live at Maple Ct., in Columbia. Have one here, and parking is very limited. We have one car garage. People are parking everywhere here, and can't get in and out of drive way. I have to go tell them move their cars a few times, as I cannot get out. Some get angry. I have people from there in my yard. We are a subdivision. Homes from what I understand was for older couples, senior community. Street is 23 wide.

19. Moved to Columbia from Nashville where I watched the progression of STR's there. I think they are inevitable and have high demand. Definitely think it's advisable to create an area within a special overlay near the square makes the most sense for it. Think the city/county should take applications and provide permits/licenses for those that would apply. I do not support str in all of the city, but maybe within a mile of the courthouse in the square is okay since it's so walkable and it's where travelers would want to stay. Thank you

20. I think STRs should be allowed everywhere in moderation- there should be a certain amount allowed on every street or neighborhood so people can come and experience what it's like to stay in all parts of Columbia. I do realize we need to protect homeowners who want their street to feel like a neighborhood and also to protect locals from having all their housing options bought up and turned into STRs. I think that's why limiting the amount but still allowing them is important. Grandfather in the ones who have already been doing it and have good reviews- this is a small and local business owner who is encouraging tourism in Columbia and bringing in money! Some people can only afford to own and invest in property this way. I also have to say that the nicest house on the junky area of our street is an Airbnb. It is beautiful, well kept, and the owner has turned an otherwise run-down house into the best one on the street. My husband and I love to walk by it and appreciate the transformation it has brought to the whole street. It feels like it's made the neighborhood safer and more beautiful, and it will probably help our property price go up as well! I would love more Airbnb's where the property owner transforms the street like the one nearby us.

21. I am an Airbnb owner in Riverside. I spent $30k renovating an upstairs guest suite (it has a kitchen, bedroom, bathroom, and living area) in my home, specifically with Airbnb in mind). I live downstairs. It will be some time before I recoup that investment in this sweet little apartment. I have had nothing but lovely, quiet couples stay there. I do not allow events and do not allow more than a few guests to visit them (none have, so far). I have written a house manual with all the downtown and nearby things to do, see, eat, and drink in Columbia. I collected brochures from the Visitor Center (I specifically chose ones to encourage them to explore Columbia rather than other parts of the state). They spend money in our downtown area, the Arts District, the Factory, and other areas of our town. Our little town is a destination with very little traditional accommodation —certainly not enough to accommodate all the visitors (and most are not so great, as I am sure you are aware.) As Airbnb hosts, we pay local and state occupancy taxes, and our guests spend their money here. This has not only contributed to the progress of our downtown area but also supported our local businesses. However, with the current economic challenges, we need all the visitors we can get to keep our local businesses afloat. Without our local Airbnbs,

our town's tourism would undoubtedly suffer, especially during these inflationary times. I think there is a way to please everyone without removing Airbnb from residential neighborhoods: disallow events (in most cases) and limit the number of guests that paying guests can bring in. For example, my apartment comfortably accommodates two adults max. I have a nice patio with a grill, umbrella table, chairs, etc., which is designated for renter use. I don't foresee short-term renters bringing guests, but I could imagine the slight possibility that a renter visiting family in town might have guests, perhaps to have a little cookout on the patio. I think it would be reasonable for my place to allow 2 to 4 guests for such an imaginary setting.

22. I bought my property from someone who was using it as an STR and represented it as such. It was my whole plan to buy now and continue to use the property as an STR until such time as I can retire and move to the area. I for SURE do not want a bunch of crazy disruptive partiers messing up the community I eventually want to live in, and I have always taken swift action to deal with any disruptions so I can keep a good relationship with neighbors of my property. There must be a way to grandfather in my rental with very strict rules that will shut me down if I fail to protect the neighborhood from a nuisance. Maybe we owners must notify all the neighbors within a certain distance and give them contact info to reach us right away in the event of any disruption. Then any owner who doesn't answer those calls or take swift action to rectify things could be shut down. When I think of what I would want as a resident, that feels fair.

23. Those who already own and have already been using their property as an str should at least be allowed to continue.

24. Owners should have the right to rent their properties how they like.

25. STR’s bring in FAMILIES to spend money and support the local economy. STR’s are more comfortable and welcoming than hotels. They are good for the local businesses, and bring up home values.

26. Short term rentals provide many things that hotels can't – spaciousness being the primary thing – room for large families (how many families can afford two or three hotel rooms?); space for multiple families; space to gathering friends/family together with them; the ability to cook, healthy meals, which often restaurants can't provide; a secure backyard for children to play in; a "home" environment for people working out of town and so much more.

27. I have owned short term rentals, both owner-occupied and otherwise, prior to moving to Columbia. In that county, I was part of a complete revamping of the STR ordinance due to some of the same concerns we face here. When moving to Columbia, one thing that really stood out is the complete lack of decent hotel accommodations available in town, so STRs remain the best way for people to visit and experience our city. Any reasonable adult with means will not choose to stay in an owner-occupied STR. They want their own space, and

they want to experience what it would actually be like to live in our amazing town. And again, without any decent/modern hotels available (especially within walking distance of the square), STRs remain the only option. My family and friends continue to stay in places like Franklin, but we could be providing such a magical experience right here in Columbia with more STR availability (along with additional rules, regulations, and enforcement). It is also important to allow STRs in zoning areas like SD-LI where residential homes already exist amongst commercial businesses. This zoning area would be perfect for non-owner occupied STRs as it offers very few (if any) residential neighbors, and easy, walkable access to local businesses. Non owner occupied STRs can be successful in residential areas with better rules, regulations, and enforcement. Limiting the amount of occupants (determined by the size of the house/property), establishing quiet hours, providing neighbors with the name and phone number of the property's responsible party, etc are all ways to ensure that STR guests and property owners are good neighbors, and are held accountable if/when they are not. The reality is that property owner's want two things: they want to be great neighbors in the community, and they want to provide their guests with an amazing experience. Both can be accomplished with the right ordinance and adequate enforcement.

28. Columbia should keep local laws banning short-term rentals in place due to the increase in the lack of affordable long-term housing here in Columbia leading to a rise in homelessness, evidenced by expensive rent increases at local complexes. These same apartment complexes that have experienced high rent increases have only changed in name and who owns the property, with apartments being at a minimum $1000 per month in Columbia this will logically direct someone to look for a small house to rent for a cheaper rate instead of a $1k/month apartment that hasn't even been renovated. People in this situation would have an even harder time finding affordable long-term housing if the house they want to live in is being used as an Airbnb or short-term vacation rental despite being perfectly fit for a long-term resident. This letter isn't being written to say that short-term rental bans will end homelessness in Columbia however it is being written to say that an increase in short-term vacation rentals especially in areas where they don't make sense to be (such as neighborhoods not in walking distance of the town square) will contribute to the rise of homelessness.

29. The increase of short-term rentals will make the problem of affordable housing far worse. Short term rentals should be banned outside of walking distance from the Town Square. An increase in short term rentals would contribute to a shortage of affordable housing. Minimum payments on local apartments are $1000 a month or more. Reducing the amount of properties available for permanent tenants will only drive up the rent of existing properties, and discourage residents/hopeful residents from living in Columbia. The problem of homelessness cannot be solved just by banning STRs, but reducing or banning STRs may keep property prices down and allow more people to find homes they can afford.

30. We should absolutely be allowing STRs. They will bring much needed improvements and opportunities to our communities and citizens.

31. I think it helps bring people to the area. Need to have ramifications that can be enforced for the owners that don't follow the rules. Such as allowing load parties etc. If you can hit them in their pocket book rather than ban everyone, I think that would be better.

32. Our biggest adverse issue in downtown Columbia, is homes in disrepair. from any direction within 1/2 mile to 1 mile of downtown, there is so many homes half falling apart. this leads to crime rates being up in certain sections, streets not safe to walk on, and I think that STR brings capital into Columbia which benefits everyone. there is no feedback process or review for long term tenants, who may not have any incentive to take care of the property they are renting, and yet we allow this. STR's provide an aligned incentive for both the tenant and owner to have a beautiful home, and it also brings tourists to our beautiful city. the other main reason FOR allowing STR's, is there is zero lodging for families or friends who want to stay within walking distance of downtown.

33. Columbia’s growth will be hurt by lack of short-term rentals. Columbia is not and will never be Nashville. Columbia is not a party town so therefore renters will not be party renters. Columbia lacks greatly in nice places to stay/ rent. We need short term rentals available

34. There's a time and place for a STR. In established/primarily residential areas, I do not think it's in the publics best interest to allow STRs. In areas where "mixed use" zoning allows for it, then I think it should be allowed. With that said, even in mixed use areas, there is chance of repeated noise complaints as this is not a new issue with Airbnb/STR's. There needs to be proper policing in place for those instances.

35. STRs are a great way to generate income and meet new ppl. They provide a better economy and are especially good for places like The Square and other local establishments that need tourism to thrive.

36. Short term rentals are an important component of a thriving city like ours that has much to offer out of town visitors. These locally owned properties offer a hand of hospitality extended by townsfolk that cannot be achieved by a standard hotel chain. However, in personal travels, we avoid owner-occupied airbnbs because we desire privacy for our stays. In our opinion, many owner-occupied STRs are as undesirable as the common hotel. As an Airbnb owner, we take great care to keep our property in its best condition. Otherwise, the endeavor fails. When we were faced with the decision of whether or not to use our property as a STR or a LTR, we chose the option that best allows us to control the upkeep of the interior, exterior, and surrounding outdoors. This ensures that we can be good neighbors to the beautiful residential and commercial properties with which we connect.

37. STRs are a boon to Columbia's economy. They employ cleaners, maintenance workers, landscapers, roofers, handymen, painters, yard people, etc. STR guests shop, dine out, have

weddings and events here, and generally spend their money creating tourism revenue. They also bring in countless visitors who visit landmark sites, such as the Polk Home.

38. There should be no ban on short-term rentals in any area of Columbia. There should be no permitting. The community already is struggling to bring income in by you banning any short-term rentals Will stop influx of income. A downturn of income will be a ripple effect towards the local restaurants, local businesses and all self-employed Including but not limited to lawncare Maintenance, Self-employed electricians and plumbers, House cleaning staff, etc. I completely reject any oversight by the City to cut off or deny operation of Str's in any capacity. This is an assault on income for those self-employed people and the local businesses and comes across as a very shortsighted for such a small community where work is already hard to come by.

39. One way to bring more dollars into the city and circulating within our city is tourism. Columbia being close to Franklin is now on travelers' radars. There are insufficient hotels within the city to support visitors, especially those with larger families. I believe that enabling STRs, especially closer to the Town Square, will bring foot traffic and dollars to our town. This business will support revitalization of the area with both income and a demand for goods and services for example, cleaning services to clean homes for guests, eateries, and retailers.

40. I live next to an Airbnb that sleeps 14! Different cars every weekend, no privacy fence, at times have had to tell people to quiet down. Cameras on their ring doorbell point right at my house. My dog never gets use to new neighbors and barks more since Airbnb started. I am ok with owner occupied airbnbs in tourist areas. Not residential! You lose a sense of community with short term rentals.

41. STR's attract revenue to the city. If no longer permitted, potential guests will simply stay in STR's in neighboring cities which will take revenue away from local businesses and hurt the local economy

42. Short-term rentals should only be allowed in commercial zones or in residential areas where properties are primarily owner-occupied. Homeowners with a genuine investment in their neighborhood's well-being should be able to rent their occupied residences for supplemental income. This connection to the community is essential. Allowing short-term rentals that operate solely as commercial businesses undermines the integrity of residential districts, and this loophole must be closed.

43. I live in the west end district near the split of west 7th and Trotwood Avenue. I would like to see short term rentals banned as much as possible from this area and especially from designated historic districts. I can already tell that existing rule regarding STRs are not being followed, at multiple homes nearby. Short term rentals limit the amount of long term housing available in the community for real residents who need roofs over Their heads .

Many of the owners are wealthy people who do not need the income but instead are buying property to hold it in the hopes that prices will rise in the future. They are creating scarcity to drive up prices which in effect forces lower income people from the community, as we've seen in Nashville. We have already seen in this are the disregard many of these investors have for the long-term residents or even for existing city codes. This seems likely to continue if more investors flood the area. It would be naive to think otherwise.

44. While I do understand some of the concerns about having strangers in a neighborhood, I also think short term rentals that are well maintained actually make Columbia feel safer and give people cool places to stay and experience our city. I don't think parties should be allowed or crazy guests, but I don't feel like those kinds of people are visiting Columbia anyways. I love staying in airbnbs when I travel and it allows me a chance to get to experience a place so much better than staying at a hotel or just in the downtown -- so I think it's great if Columbia offers that for people coming to visit.

45. If the host is going through a reputable site there are many regulations they must follow and are more highly regulated than long term or someone not using a reputable site. The host and guests are vetted and are following guidelines if they want to be successful with their business. These guidelines cover safety, health and noise control concerns in depth. There is a lot more emphasis put on running a very professional business as the property and host must be reviewed after each guest and make any changes or corrections noted to continue to provide top notch accommodations. I'm all for regulations and feel like the regulations on STR are much easier to manage than in long term rentals. This is one of many reasons hosts choose to STR so the property stays top notch and the host can live in their home in between guests. They can manage the quality of guests for no disturbances to the neighbors and are not stuck with a long eviction process of poor tenants. Some choose to live in the dwelling at the same time and not allow using the entire home. Both are in my opinion highly regulated. There could also be a manager living within a certain distance and reporting to the owner if any issues arise. This could be from immediate maintenance or any violation of tenant rules.

46. Having operated STRs both in Columbia and elsewhere I know first hand both the need and value these bring to the area. We have hosted traveling nurses supporting our communities medical infrastructure, traveling specialty construction and other workers supporting important facilities such as the GM plant, grieving families coming to bury loved ones and families looking to relocate to our beautiful area. THIS IS GOOD FOR THIS COMMUNITY. These people have all been respectful and contribute greatly to the economic engine of the area. Options for these guests are LIMITED. While there are bad apples amongst guests, so too are there those in long term tenancy. We have a system for limiting this possibility - something hotels and even longer-term rentals struggle with. We respectfully ask that you consider carefully both the loss of tax revenue and the loss of available space in making these decision.

47. Having traveled with my family and pets for the past decade, we prefer to stay in STR's. They provide the amenities and accommodation's that a Motel/Hotel cannot offer. Additionally, with the expense of food it is much more affordable to cook vs having to eat out while in a hotel.
    Living in the City of Columbia, the STR's are obvious to the eye. Most, if not all, are extremely well maintained, quiet, and aesthetically pleasing to the community. Personally knowing several STR owners, guests are vetted, rated and forced to comply with rules, ordinances, etc. (No Parties, No loud music, No parking on the street, quite hours, etc)
    That said, there are several LTR or owned homes that are NOT pleasing. For example, there is a dilapidated single wide trailer on 5th and Conant which should be condemned, yet the city opts to turn a blind eye. Additionally, there is a triplex immediately across the street owned by Poling. This LTR is a total eyesore and does not provide the curb appeal WE the Citizens want withing our city limits.
    If the STR owners are willing and have offered to obtain a permit, pay additional taxes and comply with guidelines why remove or restrict them from pursuing what is needed? Also, why isn't those same set of guidelines and restrictions applied to Long Term Rentals and/or its owners? This is a complete hypocrisy to those directly involved and a disservice to those wanting to stay OUTSIDE the city square and in a quiet residential community. Lets use common sense!

48. As I travel around the state and nation, I often have stayed at Airbnb's. As a Columbia resident and native, I am not opposed to STR's. I believe they serve a vital need and give our city's visitors a 'taste' of the community. As for hotels/motels, there are very limited options within the city limits; most of the nicer hotels are located at the interstate. Our city is flourishing like never before. The city heavily promotes downtown and the Arts District. I would like to see more emphasis given to the Riverside area. Airbnb has 'stepped up' it's prohibition on "weekend parties" and has taken numerous measures to combat that issue.

49. Most home owners are legitimate and follow rules and if they are fortunate enough to have two homes, they should be able to do as they please. But no let’s tax them twice!!!everyone wants their share of someone else’s pie!!!!

50. If there is no issue with noise or mess, we should have the right to have our private property occupied as we see fit.

51. It boosts tourism to our town and therefore revenue is boosted to smaller local businesses in the area.

52. The Airbnb's that we have stayed in, and that have been in our neighborhoods, have always been clean, quiet, and a beautiful addition to the neighborhood and community. We love traveling with our family when visiting cities and towns, so that we can comfortably stay in a home, bring our pets if needed, and "live" or experience living in that community that we are visiting. Other perks are making dinner at home if needed, and enjoying a cup of coffee

in my pjs before starting my day. Also, most Airbnb's that we have stayed in always suggest local eateries, shopping, entertainment, etc. so that our dollars go to supporting that community, and we usually stay longer! Airbnb's also do the vetting of guests, and it is in everyone's best interest that the host/home owner continues to upgrade and beautify the home and always have it looking amazing with great curb appeal, etc. It is to everyone's interest (owner, guest, Airbnb and neighbors) that a short-term rental option be available in areas that the city would like to promote tourism. In our area, the long term rentals are the issues: lack of curb appeal, some crime activity, trash left outside, cars in the yard, etc... We hope the City can come up with an agreement to keep everyone happy. Thank you!

53. As an STR owner (owner occupied), I would like for them to be allowed but I see the issue and certainly wouldn't want them to take over. However, I do think they can provide a nice stay and experience for a visitor to the town. What about limiting the number of permits? Or possibly only allowing them to be run by someone who lives in the area? (So that out of town moguls don't just put them everywhere without a connection to our community)

54. This is a great option with our current limited hotel offerings in this community. I prefer them to hotels in certain communities. I have one next to me and there have been zero issues!!! I enjoy having visitors to our community.

55. There should only allow a certain amount of permits per year for STR that is on a lottery based system. If the property is zoned commercial than it should not fall under this stipulation

56. We don't have enough hotels and within a good distance of town. So let people make money on their homes.

57. The less local govt control over STR. Obviously an owner should not have to live in the place they are renting. Who owns Hyatt? Do they live there? No. There's many restrictions and rules to follow when owning and listing a STR through ABB or VRBO. Counsel should physically drive to every single one in question and look for themselves at the conditions of the properties and see the life and commerce STR brings simply by beautifying a home/house/condo/townhouse/farm etc.

58. I believe that a great compromise for all would be having approved STR zoning in a certain distance to the square, albeit encompassing neighborhoods as well. I think this would include riverside (or a portion),Idlewild, arts district rolling fields etc. I think that to say all other areas is disallowed isn't the answer and there should be an option in those areas for blanket owner occupied permitting and use with a special use permit in which a sign should be posted for x days like we do in historic and zoning appeals situations.

59. I think that we have a housing shortage and people from out of town are purchasing homes to rent as airbnbs in neighborhoods where families could live.

    However, if a person can prove they live at the residence, and they have space to rent, they should be able to do so. The homeowner in that situation has a stake in keeping their home and

neighborhood safe.

I think it might be helpful to look at Nashville and see what has happened there and how they are managing it. The truth is that we don't have the manpower to police this.

60. A limit on how many one entity can own and operate in a square mile, would help overbearing ownership.

61. Allow short term rentals everywhere by right. No zoning restrictions.

62. We don't have good hotels here. Visiting family have often stayed in STRS. Our community needs them. And people have the right to rent them within reason. If we need to enforce quiet hours for them that is reasonable, but they are an asset to the community overall.

63. Why would you regulate where an STR can operate and not regulate where long term rentals can? Similar issues can arise from both and are generally worse with a long term rental since the occupants will not be gone in a short time.

64. As someone who works in Columbia, but can't afford to live here because of the high price and low availability of quality rentals, I would be fine with less STR and more long term SFH rentals. Thank you.

65. I feel if you own your property you should be able to do what you want with it, without the government telling you what you can and can't do. The government is there to protect its citizens, not run their life.

66. There should not be any zoning restrictions on STR. The state and local governments get a share for tourism and provides the owners an extra income stream.

67. Rental property decreases the stability of established, historic neighborhoods. Further, allowing our homes to be divided into apartments has been forbidden, and even cause for being fined, in Riverside, which has been zoned for single family residence or duplex only. Please, just leave us alone.

68. Build codes! Change them or enforce them. Residential is just that. It's not businesses! This is simple. Your killing the hotels by allowing these entities to skirt laws. After all that's all it is. Putting a weight on the community making it pay for people's greed. Ick

69. Short term rentals are a drain on the residence of any given city. Increased tourism income is entirely pointless if the people who have lived here their entire lives can't afford to stay. STRs increase rent prices and home prices. Both are already out of control in Columbia and allowing this to continue WILL have long term negative consequences.

70. My name is Nichole Nace and I own Elia day spa on the Square. I do not own any STRs and would like to share my thoughts. I was at the meeting on Oct 23rd and I believe the overwhelming opinion in the room was to allow residents the freedom to do with one's property what they so with. I 100% completely agree with this belief. The only time that I

believe would be the exception is when a neighborhood has an HOA in place and the HOA has guidelines for their specific neighborhood. As a local small business owner, we are so grateful for the local STRs. Many of them promote our business and we also receive business from the ones on the Square. As a downtown business owner who is open 6 days a week since 2017, we have not had one issues with STRs on the Square. I have several friends who own local STRs and have used their STR for family and friends visiting. With the lack of hotels in the area it's absolutely disgraceful to not offer other accommodations that homeowners are willing to offer. I have 4 children and when we travel, we only stay in a hotel if that is our only option. STRs are perfect for our family of 6 and we always stay in STRs. Even when Columbia eventually gets hotels there will still be a large demographic that will choose STRs for their own reasons.

I do not agree with owner occupied STRs. But, if there are guidelines in place for STRs to keep Columbia with its small town charm I can stand behind that. ie: follow the same noise ordinance as the city, get a permit so the city knows how many STRs are in Columbia (this includes the weekly rentals some landlords have been running for decades), this will also help to ensure that the hospitality tax is being received. I don't think there needs to be a vehicle limit unless the house has street parking. I have a few other ideas and suggestions, but I believe that if the city was listening in the meeting and takes the actions that the majority of the citizens that took the time to show up for the meeting then it will be a success for the community.

On a slightly different note, there were two residents from a North Columbia community at the meeting. They voiced their concerns about large companies coming in and purchasing single family homes and then using them as housing for temporary employees for the new plant. We lived in Spring Hill (Maury County) for 12 years prior to moving to Columbia. We had a very similar situation in our neighborhood and it was terrible. Houses were like revolving doors. Eventually, the HOA limited the rentals to a max of 20% of the total homes in the neighborhood. We didn't know what we were buying into and when we were able we moved to the most amazing neighborhood in Columbia, Columbia Gardens. We do not have an HOA and I would be completely fine with having STRs in our current neighborhood. We have wonderful neighbors and I believe having them would help our neighbors who aren't from here when friends and family come to visit.

This incredible town has grown so much and tourism continues to a huge asset to this community. The city government needs to allow private citizens to easily accommodate for this and all of the current regulations do not match our growth and tourism.

Thank you for taking the time to read and listen to another invested citizen and business owner in Columbia. Should you need anyone to come and voice this side at any meeting please let me know. I'd be happy to come and join the conversation.

Thank you,
Nichole Nace

71. Our residential properties should not be allowed to be purchased just to be turned into STRs and never have the owner or LTR resident living in them. That would make them commercial property and should be designated as such & taxed & regulated accordingly.

72. Short-term rentals can be great for travelers but distort the residential real estate market. We gave a serious problem with a lack of affordable housing and I worry that STRs will put more upward pressure on home prices and lead to more homes being snatched up by absentee landlords and speculators.

73. People should be able to do whatever they want with their property.

74. It has been my experience that long-term rental properties provide many more problems than short term rentals. We have both close to our personal home and the police are constantly called to the long term rental but the STR is the nicest house on the street and have never had any problems.

    STR encourages tourism to Columbia! People will not come here if they don't have a place to stay. Also, STR are owned primarily by Columbia residents and should be supported and encouraged by the City of Columbia.

    The city tourism department is getting paid significantly higher than other markets for short term rentals. Columbia is getting a large amount of revenue though the hospitality taxes paid by STR.

    Properties are fixed up all around the city due to real estate investors pouring money into STR, improving neighborhoods all across Columbia significantly. STR are typically the nicest house on the street and yards are typically the most manicured.

    Airbnb and VRBO are self-regulating if you follow the flow a 4.7 out of 5 rating you can be kicked off the platform. Unlike long-term rentals. There are several slumlords in town who rent houses I wouldn't keep my dog in. If long term rentals are not regulated, and are in horrible condition why would/should STR properties be regulated when they are an improvement to the Columbia landscape and whose tenets are positive additions to our community?

75. 1.5-mile radius of square for sure.

76. Riverside, CAB, Square, these type areas at minimum,

77. Regardless of whether there are hotels or not, STRs offer an option for people.

78. Commercial or residential areas would be acceptable but should be capped at some point deemed by the city. Owner occupied property - opens up for owners to rent a portion of their home not the entire home. Also unoccupied properties should be accepted as STR. I think it's more of the number of homes allowed in this areas as opposed to just the area.

79. As an 18-year resident of W 6th Street, my primary concern is keeping STRs OUT of historic residential districts such as ours. STRs are essentially hotels - commercial enterprises- and thus shouldn't be allowed in residential zones where other commercial uses are prohibited- ESPECIALLY historic zones. The concept floated by STR owners in the public forum that STRs should be completely devoid of regulations is preposterous. We already have innumerable regulations around what we can and can't do on or with our homes. Those advocating for zero restrictions on what they can do with a dwelling they own are only thinking of themselves and their bank accounts. The bottom line is STRs have an impact on the intangibles that we call "quality of life" - we cannot allow STRs to sacrifice the character of our neighborhoods on the altar of capitalism and tourism dollars. Lastly, we have to be sure to look at data, expert analysis, and real-life experience of other communities when crafting our policies. THANK YOU! Anthony Petrochko rpetrochko@hotmail.com

80. The city should not regulate STRs.

81. STRs could be allowed within a mile of courthouse not in residential neighborhoods. They are disruptive to lifelong neighbors opens them up to higher risks of thefts and disruption. When you buy your forever home, you shouldn't have to worry that a STR could be on each side and across the street.

82. STRs are already regulated by Airbnb and VRBO. Owners are not allowing parties to take place, as they're already against the rules. We do not need or want any more city oversight. STRs are a huge draw for visitors to our areas. Many come for medical treatments, weddings, tourism and to visit family. It is wrong to try to portray them as party places. STR owners and their neighbors do not permit or want that. The exception would be ones that claim to be Airbnbs but are more like event venues. An event venue with rooms is different than a regular STR and should be treated as such.

83. Airbnb is well managed. Those property owners on the Airbnb platform have to maintain strict standards. Guests review the rental properties and most maintain 4.8 ratings. Airbnb owners also review guests. If there is a problem like parties and disruption of neighbors, the guests are reported. This results in Airbnb denying future rentals. There are many tourists now visiting Columbia for many wholesome reasons like family weddings and holidays. Softball tournaments, community festivals, and other reasons has created a demand for rentals that offer better accommodations than local hotels. Airbnb's bring in lots of tourist income for local restaurants and businesses.

84. Airbnb's must follow strict standards with the company. Airbnb collects all taxes. The way to deal with this is to require permitting. If properties are not on Airbnb or VRBO, then the city can deny requests. Most Airbnb's put limits on the number of days in the rental. Six weeks would be a good policy. Columbia should embrace Airbnb's as a asset to the city since it serves tourists and

brings in dollars to the local economy. The percentage of short term rentals that are a problem is likely minimal. If 98% are bring operated responsibly, why penalize them for the 2% that might be considered a problem. I imagine that a few citizens who have a problem whether real or perceived are likely few in number in the big picture.

85. They are good for the local economy in countless ways. They provide tourists better places to stay and in turn are promoting the tourism industry in Columbia.

From:	George Vrailas
To:	Kevin McCarthy; George Vrailas
Cc:	Helena Vrailas
Subject:	[Caution External Email] - Short term rentals Top 12
Date:	Tuesday, October 22, 2024 10:28:42 AM

Hi Kevin,

In case you wanted to pass this along or if I can not make it please see my list of reasons to keep short-term rentals.

Top 12 reasons why short-term rentals are good for Columbia.

1. Allows for large families to visit Columbia for ball tournaments, sporting events, hospital stays, vacations, and holidays.

2. They are nicer and more accommodating than a hotel and ads move value and space for our guests.

3. Most hotels are not owned by residents so the money does not stay within our community.

4. Less impact than monthly rentals on noise, domestic violence, or drug activities.

5. Encourages visiting Columbia.

6. Creates a better family environment for our guests.

7. They add to the charm of a friendly community.

8. They are naturally allowed by federal and state laws unless restricted by local government.

9. It helps give our guests more options to live in different parts of our community and encourages different places to eat and shop locally.

10. They make good investment and retirement plans for our homeowners.

11. If there is a noisy tenant they will be out of there a lot faster than you can get someone out of a monthly rental.

12. They are usually better maintained than monthly rentals.

Thank you for reading the comments.

George

From:	Tina Seago
To:	Kevin McCarthy; Austin Brass; Paul Keltner; Charlie Goatz
Cc:	Mark and Tina Seago
Subject:	[External - USE CAUTION] Citizen input on Columbia STR's
Date:	Monday, November 4, 2024 9:37:01 PM

Hi Kevin et al!

Mark and I would like to express our appreciation for the meeting the city hosted regarding short term rentals. It has been, undeniably, a good thing to allow for questions and comments as changes are being considered. The ultimate decision regarding the new zoning ordinance in regards to STRs will of course be a balance of many competing factors and stakeholders and we'd like to give our comments out of respect for the process you initiated given that we did not offer any thoughts during the meeting. We don't necessarily have anything revolutionary to add, but as the owners of a frequently reserved STR within a few blocks of the heart of the city, we felt it important to share our thoughts and perspective. Some of these have been mentioned already, so please forgive the repetition.

First, we would agree with and emphasize the general sentiment expressed in the open forum meeting that owner-occupied short term rentals are far less desirable to the demographic looking for accommodations through platforms such as AirBNB. If the current zoning ordinance stands, and is enforced, downtown Columbia will continue to provide few options to visitors seeking a "private" short term rental within walking distance of our town square. Other than a couple of STRs that operate under the guise of a "hotel", there would be few other options if owner-occupancy is required. Visitors and tourists will thus be forced to pursue hotel chains primarily located at the Bear Creek/I-65 interchange. Having guests stay so far from our downtown seems to undermine Columbia's desire for a vibrant, lively, walkable downtown. They might just as easily hop on the interstate and head to Spring Hill, Thompson Station, Franklin, etc. for dinner and shopping. Therefore, we feel the owner-occupied restriction needs to be abolished in areas in close proximity to downtown in particular. (As an aside, we also think the new Justice Center should be treated as a downtown center if one of the strategies is to implement zoning "overlays" or perimeters as we hope that part of downtown becomes intricately connected to our current square.)

The more challenging question is whether owner-occupied should be a consideration in some of our areas that are residential in nature and on the outskirts of the city. We agree that this might deter unwanted STRs in neighborhoods where they might be viewed as "uncharacteristic", especially by neighbors. Perhaps a grandfathering consideration would be prudent in this particular situation. We don't have strong sentiments one way or the other on this question. We've rented AirBNBs in Austin and Atlanta that are non-owner occupied and in purely residential areas and, according to family who reside in those areas, there have been few problems and very little push-back from permanent residents. We would lean towards this approach in general.

Another point we've pondered is permitting. We anticipate this as a part of the process in some way or another, but we would favor more of a "registration" rather than a "permitting" in our zones with commercial allowance. We think it is potential useful information for the city to know what properties are STRs should there ever be issues that require law enforcement or other existing city codes and regulations enforcement mechanisms to intervene. Another benefit could be that potential buyers of a property in the vicinity of STR properties have a reference database if they're interested in the information.

Perhaps properties in other zones should be subjected to an application/permitting process. This might allow the city greater nuance for now and in the future based on problems that arise. Applicants could be screened and approved or denied based on criteria specific to those zones such as limiting the density of STRs in a given zone.

To summarize, our strongest feeling is that our downtown and the perimeter needs non owner-occupied STRs in order to maintain and enhance Columbia's tourism industry and reputation for warm hospitality, which happens to be one of our town's greatest attributes. It's been the central idea that has animated our joint efforts at creating something good for Columbia.

We understand the complexity of your decisions and appreciate what you do,

Tina and Mark Seago

From: David Esslinger <esslingerdav@gmail.com>
Sent: Friday, October 25, 2024 7:19:20 PM
To: kmccarthy@columbiatn.gov <kmccarthy@columbiatn.gov>
Subject: [External - USE CAUTION] Fwd: Short Term Rental Regulations Update

Good Evening Mr. McCarthy,

I meant to copy you on this email I sent to my councilperson Debbie Wiles earlier today.

Thank you,

David Esslinger

---------- Forwarded message ---------
From: **David Esslinger** <esslingerdav@gmail.com>
Date: Fri, Oct 25, 2024 at 11:59 AM
Subject: Short Term Rental Regulations Update
To: <dwiles@columbiatn.gov>
Cc: <dhardison@columbiatn.gov>, <tgreene@columbiatn.gov>, <kmarshall@columbiatn.gov>, <dcoleman@columbiatn.gov>, <chaz.molder@columbiatn.gov>, <randy.mcbroom@columbiatn.gov>

Good Day Ms. Wiles,

First, I want to thank you and the city council for organizing an opportunity for the community to share input on this issue at the open meeting held on Wednesday, November 23, 2024. The turnout was strong, with the vast majority of attendees expressing support for permitting STRs in residential areas without restrictions. I am reaching out to express my support for allowing short-term rentals in all residential areas of Columbia without restrictions.

In the opening paragraph of the survey released by the city, it states, "*residents have become concerned about the impact of transient accommodations in established residential neighborhoods. Excessive revelry by out-of-town guests occasionally disrupts long-term residents' quiet enjoyment of their homes.*" The individuals that voiced concerns about incidents in their neighborhood were not describing short term rentals (STRs). The situations they described were long term tenants not short term. They described tenants who moved into long term rentals (LTRs) to work for the battery plant. It has been my experience that LTR properties cause many more problems than STRs in residential neighborhoods. We have both LTRs and STRs in our neighborhood and the police are constantly called to the LTRs but the STR is the nicest, best kept house on the street and the tenants have never been a problem. It is important for all to recognize that it's not the term of the rental that causes problems in a neighborhood, but the quality of the

tennant. It has been my experience that STR tenants are high quality tenants who are respectful and responsible.

Additionally, STR hosts have the ability to see previous reviews of potential guests and are able to deny guests who do not have a high rating on the platform. This vetting process provides an added layer of security and confidence that STR guests will be well behaved with no disruption to the neighborhood. This rating system also holds the guest accountable for their behavior and treatment of the property during their stay. Should there be a rare incident where a STR guest behaves poorly and disrupts the peace of a neighborhood, it can be handled the same way as situations that arise daily with LTRs across Columbia.

Many LTRs in Columbia are in horrible condition, while STRs are some of the best-maintained properties on their streets. If so many LTRs throughout our city remain unregulated despite their deteriorated state, why should STRs—which are generally the most well-kept properties, attracting responsible tenants who contribute positively to local businesses—face regulations? Furthermore, rundown properties across Columbia are being renovated by local investors focused on STRs, significantly boosting neighborhood property values and overall landscape of Columbia.

Most STRs in Columbia are owned by local residents, and I believe the City of Columbia should support and encourage them. STR owners and hosts play a vital role in promoting our wonderful city, driving tourism and business. Through platforms like Airbnb and VRBO, they actively showcase Columbia's events and unique charm to visitors worldwide. Thanks to STR hosts, many people are introduced to our city for the first time, and they play a key role in attracting these visitors through the information found on their STR listing. Most STR listings provide guests with a detailed guide recommending local restaurants and businesses. Additionally, guests often return to Columbia because of the outstanding accommodations and hospitality they receive from STR hosts.

Columbia's tourism department benefits from substantial revenue generated through occupancy taxes paid by STR owners via platforms like Airbnb. Columbia's occupancy tax rate for short-term rentals is notably higher than in many other markets. My research shows that Airbnb typically collects occupancy taxes between 7% and 11% in most areas, which are then remitted to the local government on behalf of STR owners. However, in Columbia, the occupancy tax is 16.13% on each STR stay, indicating a significant revenue stream for the tourism department. This is revenue the city does not receive from long-term rentals.

These are just a few of the reasons I support allowing short term rentals in residential neighborhoods without restriction. I welcome the opportunity to discuss this issue further with you.

Respectfully,

David Esslinger
927 W. 7th St.
Columbia, Tn. 38401

I. Historic Zoning Commission Action

1. If the proposed Use is located within a Historic District and a Certificate of Appropriateness is required, the applicant shall obtain the certificate according to the procedure in Section 8.5.13, prior to proceeding.
2. If no Certificate of Appropriateness is required but the proposed use is within a Historic District, the Zoning Administrator shall include comments and recommendations in the report prepared by the Zoning Administrator.

J. Board of Zoning Appeals Action

1. The Board of Zoning Board of Appeals shall conduct a public hearing pursuant to Section 8.5.16.G.
2. After conducting the public hearing, and considering the recommendations of the Zoning Administrator and the requirements listed in Sections 8.5.16K and 8.5.16.L, the Board of Zoning Appeals shall:
   a. Approve the request;
   b. Approve the request with conditions;
   c. Deny the request; or
   d. Continue the hearing.
3. In acting on an application for a Variance, the Board of Zoning Appeals shall limit its review and action to the specific standard, condition, or requirement from which relief is requested.

K. Conditional Use Permit Specific Requirements

1. A Conditional Use Permit may be granted provided the Board of Zoning Appeals finds that the request conforms to the following requirements:
   a. The proposed Use is listed as a Conditional Use for the applicable District.
   b. The proposed Use conforms to all applicable standards listed in Section 4.3.9.D, for the proposed Use;
   c. The proposed Use Is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected;
   d. The proposed Use will not adversely affect other property in the area in which it is located;
   e. The proposed Use conforms to all applicable provisions of this Ordinance for the District in which it is to be located.
2. The Board of Zoning Appeals may impose such other conditions and restrictions upon the premises benefited by a Conditional Use Permit as may be necessary to reduce or minimize the injurious effect of such Conditional Use upon and ensure compatibility with surrounding properties. The Board of Zoning Appeals may establish dates for the expiration of any Conditional Use Permit as a condition of approval.
3. The provisions of Sections 8.5.16.K.3.a-.c following shall apply to all applications for approval of any Conditional Use located within any Floodplain District as indicated on the Floodplain Map available from the Development Services Department during normal business hours:
   a. Prior to the approval of a Conditional Use Permit application, an approved Floodplain Development Permit shall be required.
   b. The Board of Zoning Appeals shall determine the specific flood or erosion hazard at the site and shall evaluate the suitability of the proposed use in relation to the flood hazard. Upon consideration of the factors listed herein and the purposes of this Ordinance, the Board of Zoning Appeals may attach such conditions to the granting of the Conditional Use Permit as it deems necessary to further the purposes of this Ordinance.
   c. In passing upon such applications, the Board of Zoning Appeals shall consider the technical evaluation of the City Engineer, all relevant factors, and standards specified in other sections of this Ordinance, and:
      (1) The danger that materials may be swept onto the other lands to the injury of others;
      (2) The danger to life and property due to flooding or erosion damage;

Q4 Zoning Text Amendment
Housekeeping Corrections

Project #:	24-0476	Location:	N/A
Applicant:	Kevin C. McCarthy, AICP	Case Type(s):	Text Amendment
Staff Planner:	Kevin C. McCarthy, AICP	Proposed Use:	N/A

SUMMARY

The applicant, the Zoning Administrator, requests to amend the text of Ordinance 4400, the zoning ordinance for the City of Columbia. This is the fifth of five rounds of zoning text amendments staff has presented to the Planning Commission between December 2023 and December 2024. These changes will implement Connect Columbia, better align zoning regulations with community preferences, and calibrate the standards based on "lessons learned" during the first two years administering the Ordinance. This round of proposed amendments is detailed in the attached track changes documents. Specifically, the proposal relates the clarification of the lot width standard for the CD-3 Neighborhood Character District as well as corrections of scrivener errors and other minor formatting corrections.

- The Planning Commission is a **recommending body** for zoning text amendments. The City Council is the decision-making authority.
- The staff comments section details the proposed changes, which are provided in the agenda packet in ~~strikethrough~~ and underlines.
- Planning Commission may recommend adoption of the proposed text, modify the proposal, or decline the request.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

CONSISTENCY WITH CONNECT COLUMBIA

The ongoing current process of reviewing and updating the Zoning Ordinance and other regulating documents is part of the implementation of Connect Columbia, the City's comprehensive plan.

REVIEW PROCESS

Section **8.5.18** of the Zoning Ordinance directs the Planning Commission to review and make a recommendation on all proposed changes to the text of the Ordinance. The Planning Commission is the recommending body for text amendments under **§ 8.3.3.B.2** of the Zoning Ordinance.

Section **8.5.18.C** of the Zoning Ordinance requires that Planning Commission determine that the proposed changes are consistent with the comprehensive plan.

8.5.18.G of the Zoning Ordinance establishes the review criteria for approval of all changes to the text of the Ordinance:

a. *The extent to which the proposed Zoning Ordinance Amendment is consistent with the remainder of this Ordinance, including, specifically, any purpose and intent statements;*
b. *The extent to which the proposed Zoning Ordinance Amendment represents a new idea not considered in this Ordinance, or represents a revision necessitated by changing circumstances over time;*
c. *Whether or not the proposed Zoning Ordinance Amendment corrects an error in this Ordinance; and*
d. *Whether or not the proposed Zoning Ordinance Amendment revises this Ordinance to comply with state or federal statutes or case law.*

The criteria for City Council action on a Zoning Ordinance Amendment at § 8.5.18.J.4 are identical to the criteria for Planning Commission review at 8.5.18.G.3.

COMMENTARY FROM PROFESSIONAL PLANNING STAFF

The City Council adopted the current ordinance on July 14, 2022. The Zoning Ordinance implements the City's comprehensive plan, Connect Columbia. On November 8, 2023, the Planning Commission recommended adoption of a five-year update of the framework, land use, and transportation elements of Connect Columbia. The framework element of the plan directs planning staff to initiate revisions to the ordinance in order to bring it into consistency with changes to the future land use plan. It further directs staff to engage residents and property owners to solicit suggestions for further changes to the ordinance. As mentioned above, this is

the final round of zoning text amendments staff plans to present to the Planning Commission between December 2023 and December 2024.

The proposal includes the following changes:

- Removes the word “garage” from the width standard for alley-loaded CD-3 lots.
- Directs the Zoning Administrator to compile list of typos, cross-references, and other formatting corrections for consideration by the City Council.

Planning staff will present detailed commentary at the December 4, 2024 meeting of the Planning Commission. The proposal

The Planning Commission may recommend approval of the proposed text amendments, direct staff to prepare an alternative text amendment, or decline to act on the proposed changes**.**

SAMPLE MOTIONS

Approve:

Move to find, based on the analysis provided by city staff, that the criteria listed in section **8.5.18** of the City of Columbia Zoning Ordinance have been satisfied and recommend approval of the proposed text amendments **[may be subject to modifications proposed by the Planning Commission]**.

Deny:

Move to recommend denial of the requested text amendment having found, based on the analysis provided by city staff, that the criteria listed in section **8.5.18** of the City of Columbia Zoning Ordinance are not satisfied [*list specific reasons for denial and provide direction to staff*].

Defer:

Move to find that there is insufficient information to decide, defer the matter to the next regularly scheduled meeting of the Planning Commission, and direct staff to provide: [*list additional information*] for review at a future meeting.

Proposed Zoning Text Amendment

Additions are Underlined
~~Deletions are Strikethrough~~

TABLE 4.3.1-C

Neighborhood Character District

Revise current table with as follows:

Lot Occupation		
Lot/ Building Site Width	House: 40 ft. min if Alley loaded ~~Garage~~ at rear, otherwise 65 ft. min Duplex: 50 ft. min for each unit of Duplex Civic: 50 ft. min	*Allow reduced width alley loaded lots with or without garages.*

Various Corrections

Direct the Zoning Administrator to prepare corrections of typos, misspellings, formatting, word placement, and cross-references throughout the ordinance for consideration by the City Council. All such changes shall corrections to scrivener errors and shall not change the meaning or regulatory effect of the text.

Placeholder for correction of typos throughout the document.