CITY OF COLUMBIA
TENNESSEE

AGENDA

The Columbia Municipal Planning Commission will meet on Wednesday, April 9, 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
6. Review of Bonds and Letters of Credit

II. Consent

1. Request from Davide Tocci for Final Plat approval with surety in the amount of $50,000 for Bear Creek Glen Subdivision Phase 2 off Harley Davidson Blvd. and Cheltenham Place at Tax Map 72 Parcel 53.

III. Discussion Items

1. 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.
   THIS ITEM WAS DEFERRED FROM A PREVIOUS AGENDA.
2. Request from Allen B. O'Leary for Preliminary and Final Plat approval with surety at Tax Map 89 Parcel 41.14 off N. James M. Campbell Blvd.

3. Request from Julia Lannon for Preliminary and Final Plat approval with surety of Columbia Commons subdivision located at 115 S. James M. Campbell Blvd. and Nicholas Long Drive.

4. Request from Preston Ayer for Preliminary Plat and Site Development Plan with Alternative Performance approval of a new outparcel at 800 S. James M. Campbell Blvd., being a portion of Tax Map 100N Group L Parcels 6 and 7.

5. Request from Preston Ayer for Alternative Compliance approval of a new outparcel at 800 S. James M. Campbell Blvd., being a portion of Tax Map 100N Group L Parcels 6 and 7.

6. Request from Josh Rowland for Annexation with a Plan of Services and Rezoning to CD-4C (General Urban Corridor Character District), CV (Civic District), and CD-3 (Neighborhood Character District) of 1754 Hampshire Pike, consisting of 104 acres at Tax Map 88 Parcel 71.01.

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**

Chairman Charlie Goatz called the 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**

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

Planning Commission Chairman, Charlie Goatz; Planning Commission Member, Vice Mayor Randy McBroom; Planning Commission Member, Mayor Chaz Molder; Planning Commission Member, James Shannon; Planning Commission Member, Vice Chairman James Sloan.

Absent were: Planning Commission Member, Dr. Christa Martin; Planning Commission Member Nancy Williams.

Other Attendees: Mr. Robert Archibald, Principal Planner; Mr. Austin Brass, City 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. Charles Rush, Principal Planner; Mrs. Melissa Sanders, Planner I; Mr. Douglas Toney, Assistant City Engineer.

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

Chairman Charlie Goatz welcomed the guests and applicants to the meeting.

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 Acknowledgment of Official Communications of the Columbia City Council on Annexation and Zoning.

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

Mr. Shannon moved to approve the minutes with Mr. Goatz seconding. The minutes were approved with a vote of 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

Item II.1. - **Request from Allen B. O'Leary for Final Plat approval with surety in the amount of $190,000 of Williamsport Landing Phase 3 consisting of 28 lots off Williamsport Pike at Oak Springs Drive, being a 12.66 acre portion of Tax Map 88 Parcel 51.05.**

Mr. Goatz stated that there was one item under consent, and he had a question about it. Mr. Goatz read the agenda item. Mr. Goatz inquired about the DRC comments. There was an FYI statement there from CPWS, and he just wanted to note that the Commission had taken it under consideration and reviewed it. Mr. Robert Archibald discussed the request and the process. He stated that all the comments were adhered to. Mr. Goatz stated that the comment was there, but it is not a criteria item that the Commission could base any decision upon, since the plat conforms to the Ordinance. Mr. Goatz moved to approve subject to any DRC comments, and Vice-Mayor McBroom seconded the motion. The motion to approve passed five to zero.

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.
THIS ITEM HAS BEEN WITHDRAWN.

Mr. Goatz read the agenda item. The applicant has requested to withdraw. Mr. Keltner confirmed. Mr. Goatz stated that with this item being withdrawn there is no need for public comments or public voting.

Item III.2. -
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.

THIS ITEM WAS DEFERRED FROM A PREVIOUS AGENDA.
THE APPLICANT IS REQUESTING A DEFERRAL.

Mr. Goatz read the agenda item. The applicant requested to defer. Mr. Keltner deferred to Mr. Brass, the case planner for this project. Mr. Brass gave the details. The primary reason for the deferral is architecture. Mayor Molder stated that he has had conversations with the applicant, and he inquired about the purpose of the applicant being here next month if it is to explain what the variances are going to be. Mr. Brass stated that it is. He referenced the proposal for a monument sign, and a freestanding sign proposal. Mr. Keltner stated that a lot of this started with staff making the applicant aware that a representative would need to be present at the meeting. Additional discussion included glazing, staff discretion, the challenge, PUD, minor architecture

deviations, 70 percent glazing, site development, and alternative compliance. Mr. Keltner stated if the applicant had met everything the request would still come before this body. Further discussion included concerns, commercials, new zoning code outlining standards, quality, and design standards. Mayor Molder stated that Walmart was not complaining. They were very complimentary of staff. Mayor Molder moved to defer, and Vice-Mayor McBroom seconded. The motion to defer passed five to zero.

Other Business

Mr. Joshua Moore, 360 Taylor Landing, shared a handout. Mr. Moore expressed his concerns about Taylor Landing, Meritage Homes, the bonds, violations, building safety regulations, landscaping failure, topsoil issue, and the City of Columbia.
Vice Mayor Molder asked if the $350,000 could be used to help with some of the problems. Mr. Harper stated that the letter of credit takes care of all of the construction for the project. Vice-Mayor McBroom asked when staff would enforce it. Mr. Harper stated staff give them plenty of notice, and the ability to do it. It has been through the winter, and they were asking for better conditions to do some of the work. They can give the notice for 30, 60, 90 days, and then they can call for a letter of credit if need be. The Vice Mayor stated that he was leaving that up to the staff. He was trying to let Mr. Moore knows the process. He also stated that the electrical things the City is not responsible for that. The state has their own inspectors for that. He further discussed the requests.

Adjourn

Mr. Goatz moved to adjourn, seconded by Mr. Shannon. The motion to adjourn passed five to zero. The meeting adjourned at 4:26 p.m.

_____ _____

Planning Commission Chairman, Charlie Goatz

Date

Active Letters of Credit and Sureties

3/24/2025

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	03/12/2026
Quail Run Development, Phase 1B (roads and drainage)	Quail Run Development Co., LLC	$18,500.00	03/12/2026
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

Active Letters of Credit and Sureties

3/24/2025

DEVELOPMENT/SUBDIVISION	DEVELOPER	AMOUNT	EXP. DATE
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
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	12/21/2025
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	03/10/2026
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	03/10/2026
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	04/30/2026
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	2558 Green Mill, LLC	$1,040,000.00	03/11/2026
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	08/27/2025
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
Bear Springs Phase 1B	Willow Branch Partners	$120,000.00	12/26/2025
Marlons Creek Phase 1A	Marlon's Creek Prop Co., LLC	$485,000.00	01/15/2026
Bear Creek Glen, Phase 2	CHR Land, LLC	$50,000.00	11/15/2025
Williamsport Landing, Phase 3	KCS Property LLC	$190,000.00	02/10/2026
Hillcrest Townhomes	M/I Homes of Nashville, LLC	$455,000.00	03/07/2026
Bullock Street Townhomes	Harakas Development, LLC	$175,000.00	03/17/2026

Bear Creek Glen – Phase 2

Project #:	25-0056	Location:	072 053.00
Applicant:	David Tocci	Case Type(s):	Final Plat
Staff Planner:	Robert Archibald, Principal Planner	Proposed Use:	Townhomes

PROJECT SUMMARY

The applicant requests approval of a Final Plat to create 20 townhome lots with accompanying infrastructure. The subdivision is part of a larger multiphase townhome development. The Planning Commission approved a Preliminary Plat for the development in October 2021 (21-0163). The previous approval created a vested right to develop under the MRC (Mixed Residential Commercial) district standards of the previous Zoning Ordinance.

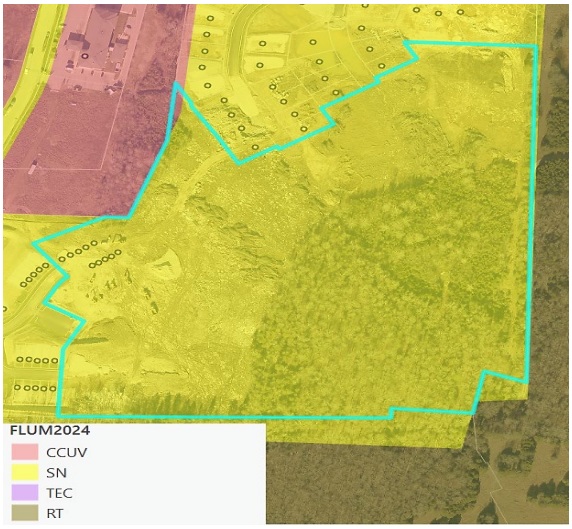
- This development is subject to Ordinance 3638, the pre-July 2022 zoning ordinance.
- The Final Plat conforms to the Preliminary Plat.
- The applicant has provided a financial surety in the amount of $50,000 to guarantee completion of infrastructure.
- The applicant has executed a development agreement in the format prescribed the Appendix B of the Subdivision Regulations.
- The applicant will record a stormwater maintenance agreement prior to recordation of the Final Plat.
- The DRC reviewed this proposal at its March 2025 meeting. Staff review included standard comments and requests for technical corrections. Full technical comments are provided in the agenda packet.
- Staff review included standard comments and requests for technical corrections.
- The Planning Commission is the **Decision-Making Authority** for the Preliminary Plat and the Final Plat.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

SITE INFORMATION

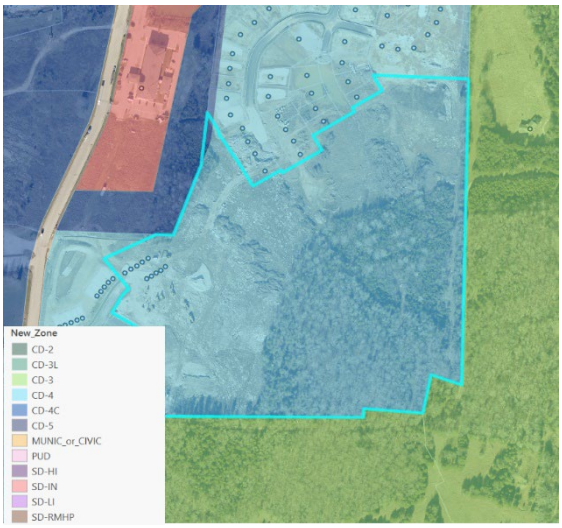
CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
MRC	In Development	Townhomes	+/-2.27 Acres



FUTURE LAND USE MAP



ZONING MAP



SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	Suburban Neighborhood	MRC/CD-4	Townhomes
North	City Center Urban Village	CD-4	Townhomes
South	Rural Transition	CD-3	Vacant
East	City Center Urban Village	CD-4C	Commercial
West	Rural Transition	CD-3	Vacant

The subject site is a part of a larger multiphase development. The property is bounded on the north by Phase 1 of this development, to the south by undeveloped property, to the east of the site is commercial property separated by ROW, and to the west is an undeveloped portion of land. The Planning Commission approved a Preliminary Plat (21-0163) for development of 140 townhome lots on the site in October of 2021.

CONFORMITY WITH ZONING ORDINANCE

The Final Plat conforms to the Preliminary Plat, the modified MRC standards of the applicable zoning ordinance (3638), and the Subdivision Regulations of the City of Columbia.

- As noted per CPWS, water system must be complete and active at time of plat signing.

REVIEW PROCESS

The Development Review Committee evaluated the proposed Final Plat at its March 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.

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].

PURPOSE NOTE

THE PURPOSE OF THIS PLAT IS TO CREATE 20 TOWNHOME UNITS, AND TO DEDICATE OPEN SPACE AREAS.

Surveyor's Notes

1. 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 Regulations as interpreted and regulated by the Department of Development Services.
2. This property currently identified as a portion of Parcel 53.00 per Tax Map No. 72.
3. Deed reference: Record Book R2704, Page 868, Register's Office of Maury County, Tennessee. Parcel 53.00 = Tract 1 per deed.
4. Bearings based on: Tennessee State Plane, as determined by GPS observation.
5. 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.
6. 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.
7. Total area of property surveyed is 2.27 Acres ±.
8. New Right-Of-Way dedication: 0.20 Acres ±.
9. Subject property does not lie in a FEMA/FIRM "Special Flood Hazard Area" as shown on Map 47119C0195E dated April 16, 2007.
10. Unless otherwise noted, all lot corners are marked with iron rods.
11. All townhomes to be constructed to meet the 2018 IRC.

Utility Notes

Public electric and communication utilities serving this development traverse underground and all related fixtures required for this service are encompassed by a 10-foot Public Utility Rights of Way Easement on all property lines parallel and abutting public or private roadways and 5 feet wide easement on all interior lot lines for utility and drainage easements.

Service lines and fixtures will branch from main utility line and extend to an individual multi-unit structure within this easement. The gang meter base will be attached to the exterior wall of the structure. This gang meter base will serve as a branch in which individual service lines will extend to each unit within the structure.

The gang meter base will be encompassed by a blanket utility easement for service and maintenance as needed and required. Gang meter bases, electrical service entrance conductors from transformer to gang meter bases as well as lines leaving the gang meter base to serve individual units will be the responsibility of the Home Owners Association.

Additionally, a 10-foot Public Utility Rights of Way Easement shall continue vertically from the foundation through the roof on the exterior wall at the location of the meter bases of each building.

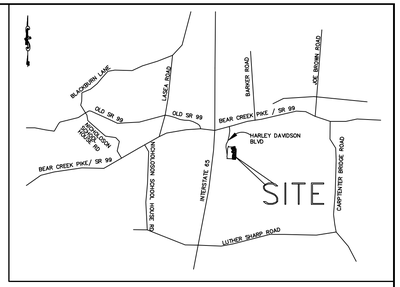
Stormwater appurtenances as depicted on this Final Plat shall be maintained as directed in the "Inspection and Maintenance Agreement of Private Stormwater Management Facilities" as recorded in Record Book____, pages_____in the Register's Office of Maury County, Tennessee.

8" water line to be owned and maintained by Columbia Power and Water Systems

8" sanitary sewer line to be owned and maintained by Columbia Wastewater Systems.

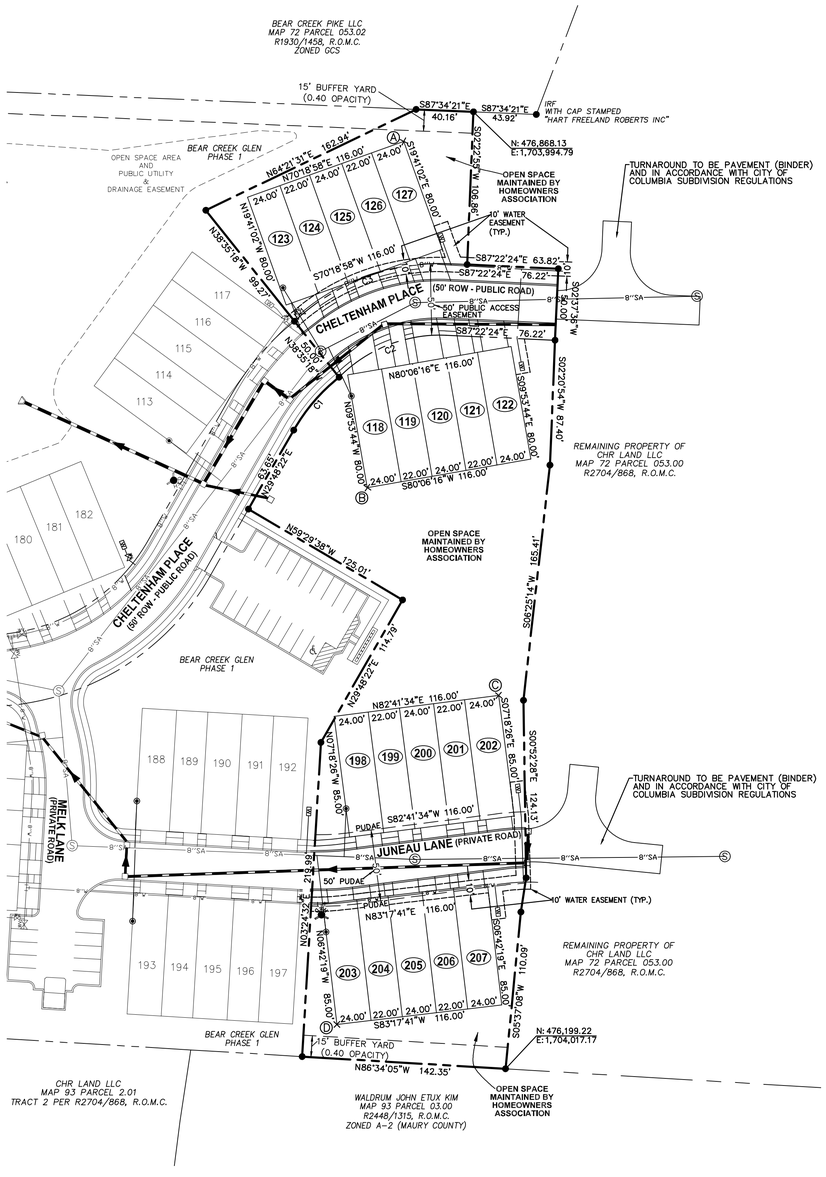
Utility easements shown graphically hereon are further described as being 20 feet in width, centered on their utility lines (e.g., sanitary sewer line, storm sewer lines). 10 foot wide easement centered on water lines.

Owner:
CHR LAND, LLC
818 S. MAIN STREET
COLUMBIA TN 38401



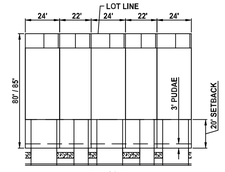
VICINITY MAP
NOT TO SCALE

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	21°36'20"	130.00'	49.02'	N40°36'32"E	48.73'
C2	47°22'26"	100.00'	82.68'	N68°34'50"E	80.35'
C3	45°17'20"	150.00'	118.56'	N69°37'40"E	115.50'



COORDINATES OF TOWNHOME LOT CORNERS:		
Ⓐ =	N: 476,847.43	E:1,703,946.12
Ⓑ =	N: 476,605.38	E:1,703,920.62
Ⓒ =	N: 476,460.25	E:1,704,012.45
Ⓓ =	N: 476,230.22	E:1,703,899.34





LEGEND

These standard symbols will be found in the drawing.

- STORM LINE
- SA SANITARY SEWER LINE
- W WATER LINE
- FIRE HYDRANT COMPLETE ASSEMBLY
- WATER METER VAULT
- BUILDING SETBACK
- EASEMENT
- PROPERTY LINE
- IRON ROD (SET) (UNLESS OTHERWISE NOTED)
- IRF IRON ROD (FOUND)
- PUDAE PUBLIC UTILITY DRAINAGE AND ACCESS EASEMENT

UNIT TABLE	
UNIT NO.	AREA (SF)
118	1,920
119	1,760
120	1,920
121	1,760
122	1,920
123	1,920
124	1,760
125	1,920
126	1,760
127	1,920

UNIT TABLE	
UNIT NO.	AREA (SF)
198	2,040
199	1,870
200	2,040
201	1,870
202	2,040
203	2,040
204	1,870
205	2,040
206	1,870
207	2,040

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 R2704, Page 868, Maury County Register's 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.

_____, 2025 _____
Date

_____
Title (CHR Land, LLC.)

Certificate of Survey Accuracy

I (we) hereby certify that to the best of my (our) knowledge and belief that this is a true and accurate survey of the property shown hereon; that this is a Class "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.

3/13, 2025 David Lee Cyphers 2779
Date Registered Land Surveyor Number
DAVID LEE CYPHERS
TENNESSEE RLS NO. 2779

DAVID LEE CYPHERS — REGISTERED LAND SURVEYOR — AGRICULTURAL AMERICA — STATE OF TENNESSEE 2779 — 3/13/25

Certificate of Approval of Water System

I hereby certify that the water system(s) outlined or indicated on the final subdivision plat entitled "Final Plat – Bear Creek Glen – Phase 2" 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.

_____, 2025 _____
Date Superintendent, Columbia Water System

Certificate of Approval of Streets, Drainage, and Utilities

I hereby certify that the streets, drainage, and utilities designated in Bear Creek Glen – Phase 1 have been installed in accordance with City specifications, or a performance bond in the amount of $_____, for streets and drainage has been posted with the City of Columbia, Tennessee, to assure completion of such improvements.

_____, 2025 _____
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 Columbia Subdivision Regulations, with the exceptions of such variances, if any, as noted in the minutes of the Planning Commission, and that it has been approved for recording in the Office of the County Register.

_____ _____
Secretary, Planning Commission Columbia, Tennessee Date

Certificate of Approval of Subdivision Name and Street Names

Subdivision name and street names approved by Maury County E-911,

_____, 2025 _____
Date Maury County E-911

Certificate of Approval for Sewer System

I hereby certify that the sewer system outlined or indicated on this final subdivision plat has 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.

_____, 2025 _____
Date Superintendent, Columbia Wastewater System

Certificate of Compliance

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

_____ _____
City Engineer Columbia, Tennessee Date

Final Plat
Bear Creek Glen - Phase 2

3rd CIVIL DISTRICT OF MAURY COUNTY, TN
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

SHEET 1 OF 1

TAX MAP 72, P/O PARCEL 53.00

ZONED: MRC

SCALE: 1"= 50'
AREA: 2.27 ACRES±

DATE: ~~SEPTEMBER 18, 2024~~
REVISED: MARCH 13, 2025

H & H LAND SURVEYING, INC.
P.O. BOX 2433
SMYRNA, TENNESSEE 37167
(615) 831-0756 (FAX) 355-6928
H & H Project No. 2022-0617

DOCUMENT PREPARED BY: P/U
Name: GARY MARTIN
Company CHR LAND LLC
Address: 1081 CRANFORD FALCON RD
COLUMBIA TN 38401

After recording return copy to City of Columbia, Development Services

BK/PG: R3052/1397-1409
25003450
13 PGS:AL-AGREEMENT
JANE BATCH: 347297 03/14/2025 - 09:20 AM

VALUE	0.00
MORTGAGE TAX	0.00
TRANSFER TAX	0.00
RECORDING FEE	65.00
ARCHIVE FEE	0.00
DP FEE	2.00
REGISTER'S FEE	0.00
TOTAL AMOUNT	67.00

STATE OF TENNESSEE, MAURY COUNTY
JOHN FLEMING
REGISTER OF DEEDS

INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES

Map & Parcel Number: MAR 72 PARCEL 53.00
Project Name: BEAR CREEK GLEN PHASE 2

Recorded by deed in the Register of Deeds Office of Maury County in Deed Book 2704, Page(s) 868.

THIS AGREEMENT, made this 14 day of MAR, 2025, by and between _____ hereinafter referred to as the "OWNER(S)" of the following property and City of Columbia, Tennessee, hereinafter referred to as the "CITY",

WE, the OWNER(S), with full authority to execute deeds, mortgages, other covenants, all rights, titles, and interests in the property described above, do hereby covenant with the CITY and agree as follows:

1. The OWNER(S) covenant and agree with the CITY that the OWNER(S) shall provide for adequate long term maintenance and continuation of stormwater control measures described in the Long Term Maintenance Plan and shown on the location map, deed of easement drawing or plat attached hereto to ensure that the facilities, are and remain in proper working condition in accordance with approved design standards, rules and regulations, and applicable laws. The OWNER(S) shall perform preventative maintenance activities at intervals described in the schedule attached hereto along with necessary landscaping (grass cutting, etc.) and trash removal as part of regular maintenance.

2. The OWNER(S) shall perform routine inspections to ensure that all long term stormwater management facilities are properly functioning. These inspections shall be conducted on an annual basis, at a minimum. These inspections shall be conducted by a person familiar with control measures implemented at the site. The OWNER(S) or operators shall maintain documents of these inspections.

3. The OWNER(S) shall perform comprehensive inspections of all stormwater management facilities and practices. These inspections shall be conducted once every five years, at a minimum. Such inspections must be conducted by either a professional engineer or landscape architect.

4. The OWNER(S) shall grant to the CITY or its agent or contractor the right of entry at reasonable times and in a reasonable manner for the purpose of inspecting, operating, installing, constructing, reconstructing, maintaining or repairing the facility within the CITY.

5. The OWNER(S) shall record and grant to the CITY the necessary easements and rights-of-way and maintain perpetual access from public rights-of-way to the facility for the CITY or its agent and contractor.

6. If, upon inspection, the CITY finds that the OWNER(S) has failed to properly maintain the facilities, the CITY may order the work performed within ten (10) days. In the event the work is not performed within the specified time, the ONWER(S) agrees to allow the CITY to enter the property and take whatever steps it deems necessary to maintain the stormwater control facilities. This provision shall not be construed to allow the CITY to erect any structure of a permanent nature on the PROPERTY without first obtaining written approval of the OWNER(S)

7. The CITY is under no obligation to maintain or repair said facilities, and in no event shall this Agreement be construed to impose any obligation on the CITY. The OWNER(S) shall reimburse the CITY upon demand the costs incurred in the maintenance of the facilities.

8. If the OWNER(S) fails to pay the CITY for the above expensive after forty-five (45) days written notice, the OWNER(S) authorizes the CITY to collect said expenses from the OWNER(S) through appropriate legal action and the OWNER(S) shall be liable for the reasonable expenses of collection, court costs, and attorney fees.

9. The OWNER(S) and the OWNER(S) heirs, administrators, executors, assigns, and any other successor in interest shall indemnify and hold harmless the CITY and its officers, agents and employees for any and all damages, accidents, casualties, occurrences, claims or attorney's fees which might arise or be asserted, in whole or in part,

against the CITY from the construction, presence, existence, or maintenance of the stormwater control facilities subject to this AGREEMENT. In the event a claim is asserted against the CITY, its officers, agents or employees, the CITY shall notify OWNER(S) and the OWNER(S) shall defend at OWNER(S) expense any suit based on such claim. If any judgment or claims against the CITY, its officers, agents or employees, shall be allowed, the OWNER(S) shall pay all costs and expenses in connection therewith. The CITY will not indemnify, defend or hold harmless in any fashion the OWNER(S) from any claims arising from any failure, regardless of any language in any attachment or other document that the OWNER(S) may provide

10. The OWNER(S) shall not be able to transfer, assign or modify its responsibilities with respect to this agreement without the CITY's written prior consent. Nothing herein shall be construed to prohibit a transfer by OWNER(S) to subsequent owners and assigns.

11. No waiver of any provision of this AGREEMENT shall affect the right of any party thereafter to enforce such provision or to exercise any right or remedy available to it in the event of any default.

12. The OWNER(S) shall record a plat showing and accurately defining the easements for stormwater control facilities. The plat must reference the Instrument Number where this AGREEMENT and its attachments are recorded and contain a note that the OWNER(S) is responsible for maintaining the stormwater management facilities.

13. The OWNER(S) shall record this AGREEMENT in the office of the Register of Deeds for the county of Maury, Tennessee, and the AGREEMENT shall constitute a covenant running with the land, and shall be binding upon the OWNER(S) and the OWNER(S) heirs, administrators, executors, assigns, and any other successors in interest

ATTEST BY OWNER(S):

Print Name GARY MARTIN

Title OWNER

Signature [signature]

Owner [signature] GARY MARTIN

Address 1081 CRANFORD HOLLOW

COLUMBIA TN

City, State ZIP 38401

STATE OF Tennessee
COUNTY OF Maury

Before me, Robin Fowler of the state and county mentioned, personally appeared Gary Martin, with whom I am personally acquainted and who acknowledged that he/she executed the foregoing instrument of the purposes therein contained.

Witness my hand this the 14 day of March, 20 25.

[signature]
Notary Public

My Commission Expires: June 23, 2026

ROBIN L FOWLER STATE OF TENNESSEE NOTARY PUBLIC MAURY COUNTY

CITY OF COLUMBIA, TENNESSEE
ENGINEERING DEPARTMENT

APPROVED BY: [signature]
R. NEIL SCRUGGS

STATE OF TENNESSEE
COUNTY OF MAURY

Before me, Leia Smith of the state and county mentioned, personally appeared R Neil Scruggs, with whom I am personally acquainted, and who acknowledged themselves to be the City Engineer of the City of Columbia or his designee and as such, being authorized so to do, executed the foregoing instrument of the purposes therein contained.

Witness my hand this the 14 day of March, 2025

[signature]
Notary Public
My Commission Expires: 23 April 25

LEIA SMITH STATE OF TENNESSEE NOTARY PUBLIC MAURY COUNTY

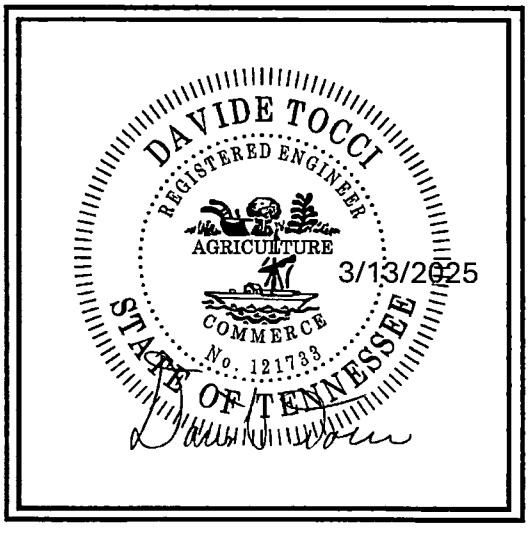
Rev. 1/17/2017

Stormwater Facilities
Long Term Maintenance Plan

Project: Bear Creek Glen Phase 2
Address: Mao 72 Parcel 53.00
M2 Project #: 25-011

Prepared By: Quentin L. Payne
Reviewed By: Davide Tocci, P.E.

Submittal Date: 3/13/2025



M2 GROUP

M2 GROUP

March, 2025

City of Columbia – Long Term Maintenance Plan (LTMP)

Overview

This project is to construct 20 townhome units, and to dedicate open space area for Phase 2 of the proposed Bear Creek Glen development in Columbia, Maury County, Tennessee. This post construction LTMP addresses Phase 2 of the development which consist of 2.27 acres in which utility infrastructures (water, sewer, and storm) will be installed. Proposed construction for Phase 2 consists primarily of site grading related to the installation of roadway pavements, curbs sidewalks, residential lots, utility infrastructure, and storm water conveyance system located within the permitted project area.

A LTMP is a component of the Maintenance Document for the development or site. After the new stormwater facilities are constructed at the project site, the property owner is responsible for their ongoing maintenance. This includes upkeep of the stormwater features serving the property. The owner has signed a Storm Water Management Maintenance Agreement as required by the City of Columbia, which mandates long-term maintenance of these facilities along with an annual inspection report. If the owner does not conduct the required inspections and maintenance, the city has the authority to perform these tasks and the owner will be obligated to reimburse the city for any related expenses.

The LTMP must include or address the following elements:

- Description of the stormwater system components and a site map showing the location of each. Ongoing site inspection and maintenance compliance shall include verification that such areas remain as open space as indicated on the plans.
- Schedule of inspections and the techniques used to inspect and maintain the systems to ensure that they are functioning properly as designed.
- Where and how the trash, sediment and other pollutants removed from the stormwater system will be disposed.
- Schematics of SCMs located on the site. Landscape plans should also be included for bioretention areas.
- Person(s) and Phone number(s) of who will be responsible for inspection and maintenance. If the organization that will be responsible if yet to be organized, list the name, address, and phone number of the person or entity with interim responsibility.
- Provisions for permanent access and maintenance easements.

Project Name and Address:

Bear Creek Glen Phase 2

Map 72 Parcel 53.00

Owner / Developer (also responsible for maintenance):

Owner/Developer: Gary Martin – CHR LAND, LLC
818 S. Main Street Columbia, TN 38401

Stormwater Facilities:

- *166 LF of 18" Pipe*
- *2 storm inlets*

Upon Completion of the site construction, 'Record Drawings' in a version not less than AutoCAD 2006 LT (NAD83, NAVD88) of the stormwater controls will be provided to the City of Columbia verification.

Inspection and Maintenance:

A comprehensive inspection of all stormwater management facilities and practices shall be performed every 5 years on behalf of the owner by a qualified erosion prevention and sediment control (EPSC) professional with expertise in inspecting drainage system components. Such inspections must be conducted by either a professional engineer, professional surveyor, landscape architect, or other qualified EPSC. Results of this inspection must be submitted to the City of Columbia and any recommended maintenance actions undertaken within 45 days of the inspection occurring. Complete inspection reports for these five-year inspections shall include:

a) Facility type
b) Inspection date
c) Latitude and longitude and nearest street address
d) Bmp owner information (e.g. name, address, phone number, fax and email)
e) A description of BMP condition including vegetation and solid; inlet and outlet channels and structures; embankments, slopes, and safety benches; spillways, weirs, and other control structures; and any sediment and debris accumulation
f) Photographic documentation of BMPs,
g) Specific maintenance items or violations that need to be corrected by the BMP owner along with deadlines and reinspection dates not to exceed 30 days from the initial inspection.

Scheduled Inspection:

The property owner must designate a person responsible for inspecting and maintaining the stormwater management facility. This individual will keep records of all required inspections and maintenance activities as specified in the Stormwater As-Built Plan. Regular inspections will ensure that the system operates as designed. The owner is required to submit an annual report to the City of Columbia by November first (1st) each year, detailing the inspections conducted and any maintenance performed. Records of inspections, maintenance, and repairs must be kept for a minimum of three (3) years and should be available for city inspection during routine assessments or upon request. The stormwater management facilities outlined in the plan will undergo periodic inspections to verify their effectiveness and to identify necessary maintenance tasks, as detailed below.

1. Inspect stormwater structures every six months. Inspect for clogging, trash or sediment accumulation, breakage, proper function, and blockage.
2. Annual inspection: Perform routine inspections to ensure that the BMP's are properly functioning. These inspections shall be conducted on an annual basis, at a minimum. These inspections shall be conducted by a person familiar with control measures implemented at a site.
3. Comprehensive Inspection: Perform a comprehensive inspection of all stormwater management facilities and practice once every five years, at a minimum. Such inspections must be conducted by either a professional engineer or landscape architect, licensed in the State of Tennessee.

Maintenance Techniques:

Structures

Storm structure general maintenance will consist of checking for and removing sedimentation or blockages, confirming outlet control structures are functioning, concrete failures, and standing water. The maintenance schedule for these items should be performed on a semi-annual basis. The equipment needed for maintenance will range from shovels to general concrete repair equipment.

Storm Pipes

Storm Pipe general maintenance for culverts/pipes outside of the ROW or drainage easement will consist of debris removal, checking for erosion upstream and downstream, checking for sedimentation at upstream end and within pipes at cleanouts, flushing of pipes to remove sediment, removal of blockages, pipe settlement, joint failures, pipe failures, standing water, and check for consistent flow lines. The maintenance schedule for these items should be performed on a semi-annual basis. The equipment needed for maintenance will range from shovel, water hose, auger, grout work, seed and mulch, backhoe, and replacement pipes.

Maintenance Schedule

A customized maintenance schedule must be prepared for each detention facility, since maintenance tasks will differ depending on scale, the landscaping template chosen, and the type of surface cover. A generalized summary of common maintenance tasks and their frequency is provided below.

Maintenance Tasks	**Frequency**
Spot weeding, erosion repair, trash removal, and mulch raking	Twice during growing season
Add reinforcement planting to maintain desired vegetation density	As needed
Remove invasive plants using recommended control methods	As needed
Stabilize the contributing drainage area to prevent erosion	As needed
Spring inspection and cleanup	Annually
Prune trees and shrubs	Annually
Remove Sediment in Pretreatment cells and inflow points	Once every 2 to 3 years

Storm Sewer Inspections and Maintenance Checklist

Site Name:_____Owner Change since last inspection? Y N

Location: _____

Owner Name:_____

Address:_____Phone Number: _____

Site Status: _____

Date:_____Time:_____Site conditions:_____

Indicate Features Present: Catch Basins ☐ Storm Pipe ☐ Headwalls ☐ Outfalls ☐ Catch Basin Inlets ☐

Inspection Frequency Key: A=annual; M=monthly; S=after major storms

Inspection Items	Inspection Frequency	Inspected? (Yes/No)	Maintenance Needed? (Yes/No)	Comments/Description
Catch Basins				
Ensure all are structurally sound and in good condition. Note any deficiencies and repair to proper working condition ensure all are set properly in place over inlets	*A/S*			
Check for sediment, leaf, or debris clogging grates and remove	*A/S*			
Catch Basin Inlets				
Ensure all are structurally sound and in good condition. Note any deficiencies and repair to proper working condition	*A/S*			
Inspect for blockage or sediment accumulation and remove when capacity is diminished by 20% or greater	*A/S*			
Pipes				
Ensure all are structurally sound and in good condition. Note any deficiencies and repair to proper working condition	*A/S*			
Inspect for blockage or sediment accumulation and remove when capacity is diminished by 20% or greater.	*A/S*			
Concrete/masonry condition of pipes and joints? (Cracks or displacement? Spalling?)	*A/S*			

Inspection Items	Inspection Frequency	Inspected? (Yes/No)	Maintenance Needed? (Yes/No)	Comments/Description
Headwalls and Endwalls				
Ensure all are structurally sound and in good condition. Note any deficiencies and repair to proper working condition	*A/S*			
Inspect for blockage or sediment	*A/S*			
Check for erosion or scouring around headwall inlets and repair	*A/S*			
Evidence of staining?	*A/S*			
If flowing water is present does it appear to contain anything other than stormwater? I.e. Discoloration, odors, sheens, etc? Note location and describe.	*A/S*			
Hazards				
Have there been complaints from residents?	*A/S*			

Inspector Comments:_____

_____

_____

_____

Overall Condition of Facility: ☐ Acceptable ☐ Unacceptable

If any of the above Inspection Items are checked "Yes" for "Maintenance Needed," list Maintenance actions and their completion dates below:

Maintenance Action Needed	Due Date

The next routine inspection is scheduled for approximately: _____
(date)

Inspected by: (signature) _____

Inspected by: (printed) _____

Grass Channel Inspections and Maintenance Checklist

Site Name:_____Owner Change since last inspection? Y N

Location: _____

Owner Name:_____

Address:_____Phone Number: _____

Site Status: _____

Date:_____Time:_____Site conditions: _____

Inspection Frequency Key: A=annual; M=monthly; S=after major storms

Inspection Items	Inspection Frequency	Inspected? (Yes/No)	Maintenance Needed? (Yes/No)	Comments/Description
Debris Removal				
Facility and adjacent area free of debris?	*M*			
Inlets and outlets free of debris?	*M*			
Any dumping of yard wastes into facility?	*M*			
Litter (branches) removed?	*M*			
Vegetation				
Surrounding area fully stabilized? (no evidence of eroding material into swale, channel or filter strip)	*M*			
Grass mowed?	*M*			
Grass height not less than 3 to 4 inches?	*M*			
Fertilized per specifications?	*M*			
Grasses planted according to approved plan?	*M*			
Unauthorized or inappropriate plantings?	*A*			
Grasses healthy? (no diseased or dying vegetation)	*M*			
Evidence of grasses stressed from inadequate watering?	*M*			
Filtration Capacity				
Clogging from oil or grease?	*M*			
Facility dewaters between storms?	*M*			
Check dams and energy dissipaters/sumps				
Any evidence of sedimentation buildup?	*A,S*			
Are sumps greater than 50% full of sediment?	*A,S*			

Inspection Items	Inspection Frequency	Inspected? (Yes/No)	Maintenance Needed? (Yes/No)	Comments/Description
Any evidence of erosion and downstream toe of drop structures?	*A,S*			
Any trash or blockages at weep holes?	*A,S*			
Sediment Deposition				
Swale clean of sediments?	*A*			
Sediment not > 25% of swale design depth?	*A*			
Outlet/Overflow Spillway				
In good condition?	*A*			
Any evidence of erosion?	*A*			
Any evidence of blockages?	*A*			
Has facility been filled or blocked inappropriately?	*A*			
Hazards				
Have there been complaints from residents?	*M*			
Public hazards noted?	*M*			
Maintenance accesses free of hazards and fully operational?	*M*			

Inspector Comments:_____

_____

_____

_____

Overall Condition of Facility: ☐ Acceptable ☐ Unacceptable

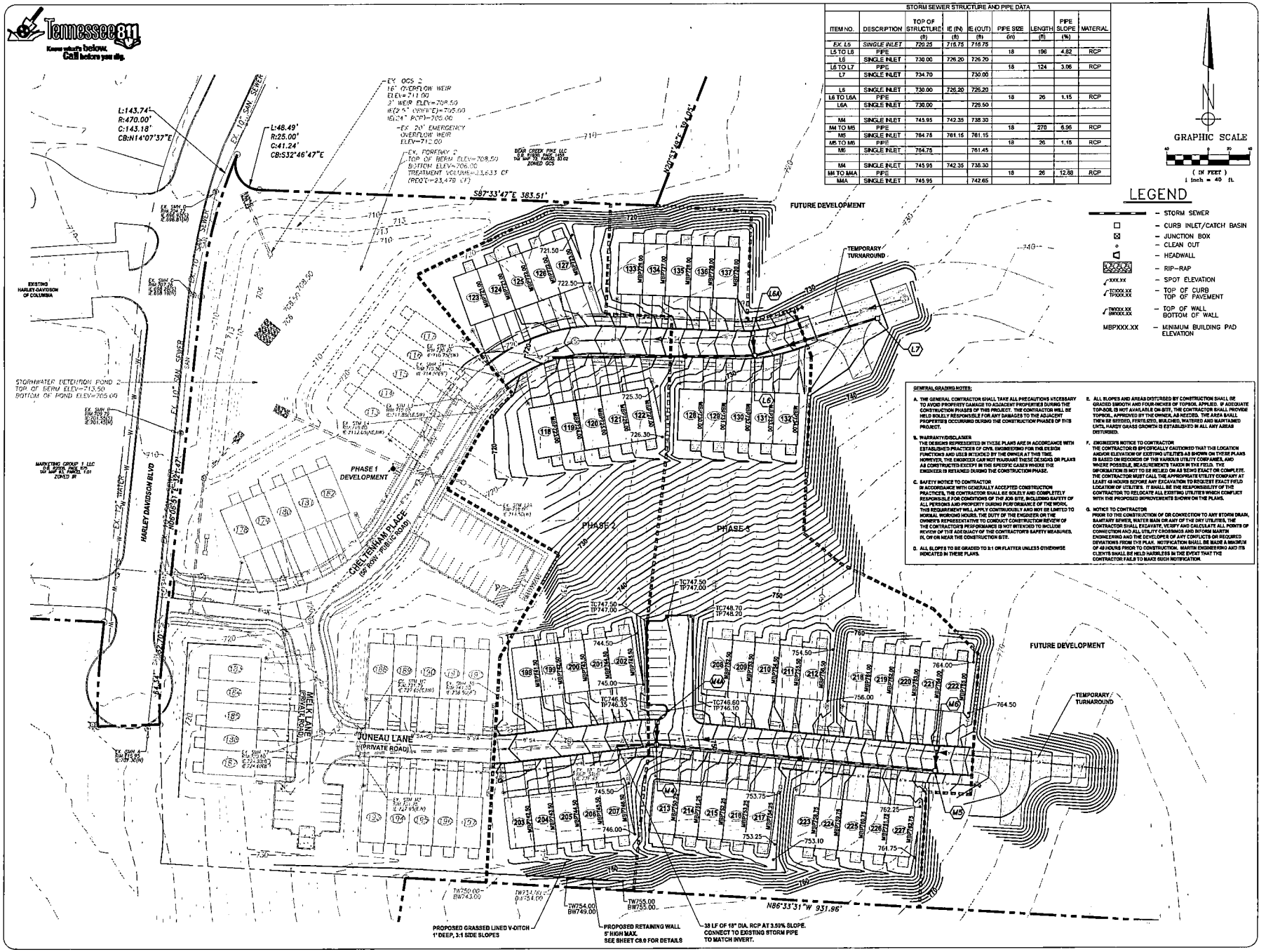
If any of the above Inspection Items are checked "Yes" for "Maintenance Needed," list Maintenance actions and their completion dates below:

Maintenance Action Needed	Due Date

The next routine inspection is scheduled for approximately: _____
(date)

Inspected by: (signature) _____

Inspected by: (printed) _____



MARTIN ENGINEERING & SURVEYING, LLC
818 S. Main Street
Columbia, TN 38401
615.812.2147
gary@martinengrgrp.com

GARY W. MARTIN
REGISTERED ENGINEER
No. 115626
STATE OF TENNESSEE

GRADING AND DRAINAGE PLAN

BEAR CREEK GLEN PHASE 2 AND 3

COLUMBIA, TENNESSEE
MAURY COUNTY

General Notes

No.	Revision/Issue	Date

Date: 6/8/22
Scale: 1"= 40'

C3.0

PURPOSE NOTE

THE PURPOSE OF THIS PLAT IS TO CREATE 20 TOWNHOME UNITS, AND TO DEDICATE OPEN SPACE AREAS.

Surveyor's Notes

1. 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 Regulations as interpreted and regulated by the Department of Development Services.
2. This property currently identified as a portion of Parcel 53.00 per Tax Map No. 72.
3. Deed reference: Record Book R2704, Page 868, Register's Office of Maury County, Tennessee. Parcel 53.00 = Tract 1 per deed.
4. Bearings based on: Tennessee State Plane, as determined by GPS observation.
5. 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.
6. 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.
7. Total area of property surveyed is 2.27 Acres ±.
8. New Right-Of-Way dedication: 0.20 Acres ±.
9. Subject property does not lie in a FEMA/FIRM "Special Flood Hazard Area" as shown on Map 47119C0195E dated April 16, 2007.
10. Unless otherwise noted, all lot corners are marked with iron rods.
11. All townhomes to be constructed to meet the 2018 IRC.

Utility Notes

Public electric and communication utilities serving this development traverse underground and all related fixtures required for this service are encompassed by a 10-foot Public Utility Rights of Way Easement on all property lines parallel and abutting public or private roadways and 5 feet wide easement on all interior lot lines for utility and drainage easements.

Service lines and fixtures will branch from main utility line and extend to an individual multi-unit structure within this easement. The gang meter base will be attached to the exterior wall of the structure. This gang meter base will serve as a branch in which individual service lines will extend to each unit within the structure.

The gang meter base will be encompassed by a blanket utility easement for service and maintenance as needed and required. Gang meter bases, electrical service entrance conductors from transformer to gang meter bases as well as lines leaving the gang meter base to serve individual units will be the responsibility of the Home Owners Association.

Additionally, a 10-foot Public Utility Rights of Way Easement shall continue vertically from the foundation through the roof on the exterior wall at the location of the meter bases of each building.

Stormwater appurtenances as depicted on this Final Plat shall be maintained as directed in the "Inspection and Maintenance Agreement of Private Stormwater Management Facilities" as recorded in Record Book___, pages____ in the Register's Office of Maury County, Tennessee.

8" water line to be owned and maintained by Columbia Power and Water Systems

8" sanitary sewer line to be owned and maintained by Columbia Wastewater Systems.

Utility easements shown graphically hereon are further described as being 20 feet in width, centered on their utility lines (e.g., sanitary sewer line, storm sewer lines). 10 foot wide easement centered on water lines.

Owner:
CHR LAND, LLC
818 S. MAIN STREET
COLUMBIA TN 38401

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 R2705, Page 868, Maury County Register's 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.

_____ 2025 _____
Date

_____
Title (CHR Land, LLC.)

Certificate of Survey Accuracy

I (we) hereby certify that to the best of my (our) knowledge and belief that this is a true and accurate survey of the property shown hereon; that this is a Class "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.

3/13 2025 David Lee Cyphers 2779
Date Registered Land Surveyor Number
DAVID LEE CYPHERS
TENNESSEE RLS NO. 2779

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I hereby certify that the water system(s) outlined or indicated on the final subdivision plat entitled "Final Plat – Bear Creek Glen – Phase 2" 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.

_____ 2025 _____
Date Superintendent, Columbia Water System

Certificate of Approval of Streets, Drainage, and Utilities

I hereby certify that the streets, drainage, and utilities designated in Bear Creek Glen – Phase 1 have been installed in accordance with City specifications, or a performance bond in the amount of $_____ for streets and drainage has been posted with the City of Columbia, Tennessee, to assure completion of such improvements.

_____ 2025 _____
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 Columbia Subdivision Regulations, with the exceptions of such variances, if any, as noted in the minutes of the Planning Commission, and that it has been approved for recording in the Office of the County Register.

_____ _____
Secretary, Planning Commission Columbia, Tennessee Date

Certificate of Approval of Subdivision Name and Street Names

Subdivision name and street names approved by Maury County E-911.

_____ 2025 _____
Date Maury County E-911

Certificate of Approval for Sewer System

I hereby certify that the sewer system outlined or indicated on this final subdivision plat has 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.

_____ 2025 _____
Date Superintendent, Columbia Wastewater System

Certificate of Compliance

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

_____ _____
City Engineer Columbia, Tennessee Date

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	21°36'20"	130.00'	49.02'	N40°35'32"E	48.73'
C2	47°22.28"	100.00'	82.68'	N68°34'50"E	80.35'
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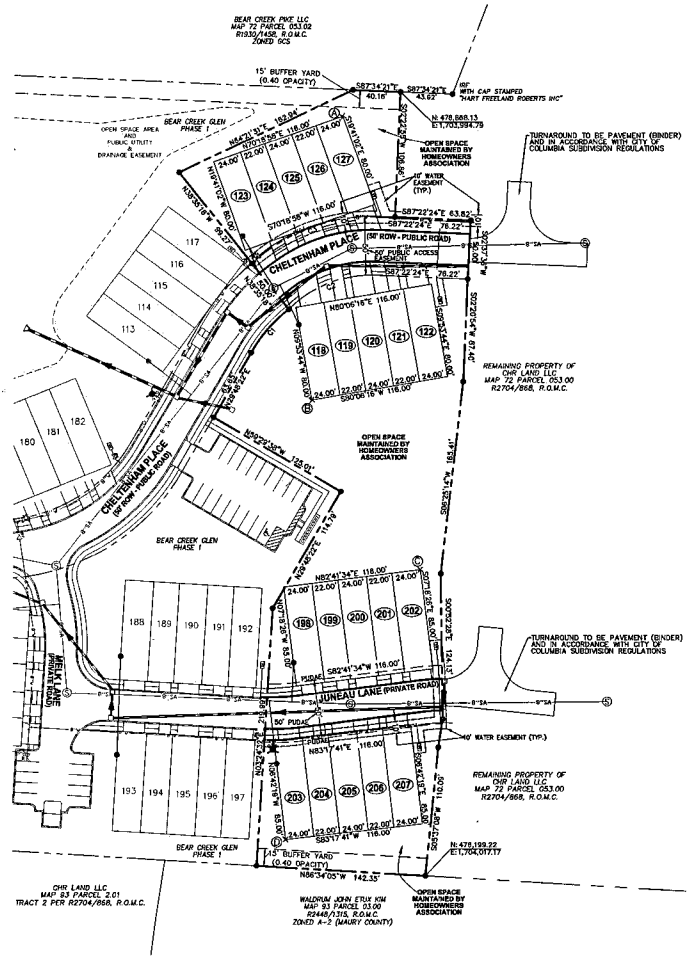
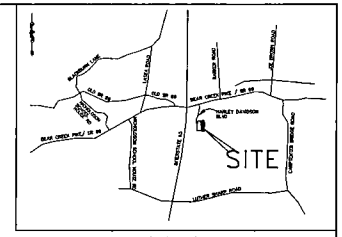
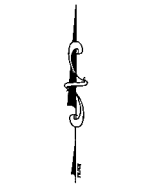


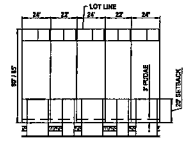


VICINITY MAP
NOT TO SCALE



Scale : 1" = 50'

COORDINATES OF TOWNHOME LOT CORNERS:
Ⓐ = N: 476,847.43 E: 1,703,946.12
Ⓑ = N: 476,605.38 E: 1,703,920.62
Ⓒ = N: 476,460.25 E: 1,704,012.45
Ⓓ = N: 476,230.22 E: 1,703,899.34



TYPICAL
TOWNHOME UNIT LAYOUT

LEGEND
These standard symbols will be found in the drawing.

- STORM LINE
- SANITARY SEWER LINE
- WATER LINE
- FIRE HYDRANT COMPLETE ASSEMBLY
- WATER METER VAULT
- BUILDING SETBACK
- EASEMENT
- PROPERTY LINE
- IRON ROD (SET) (UNLESS OTHERWISE NOTED)
- IRF IRON ROD (FOUND)
- PUDAE PUBLIC UTILITY DRAINAGE AND ACCESS EASEMENT

UNIT TABLE		UNIT TABLE	
UNIT NO.	AREA (SF)	UNIT NO.	AREA (SF)
118	1,920	198	2,040
119	1,760	199	1,920
120	1,920	200	2,040
121	1,760	201	1,920
122	1,920	202	2,040
123	1,920	203	2,040
124	1,760	204	1,920
125	1,920	205	2,040
126	1,760	206	1,920
127	1,920	207	2,040

H & H LAND SURVEYING, INC.
P.O. BOX 2433
SMYRNA, TENNESSEE 37167
(615) 831-0758 (FAX) 355-6928
H & H Project No. 2022-0617

Final Plat
Bear Creek Glen - Phase 2

3rd CIVIL DISTRICT OF MAURY COUNTY, TN
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

SHEET 1 OF 1

TAX MAP 72, P/O PARCEL 53.00

ZONED: MRC

SCALE: 1" = 50'
AREA: 2.27 ACRES±

DATE: ~~SEPTEMBER 19, 2024~~
REVISED: MARCH 13, 2025

March 13, 2025

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

RE: Item No. 25-0056: Bear Creek Glen Phase 2 – Final Plat Resubmittal
Project: Bear Creek Glen Phase 2

M2 Group, LLC (M2) has received the comments dated March 11, 2025 regarding the Bear Creek Glen Phase 2 – Final Plat. Please allow this letter to serve as a response to the review comments. A digital copy of the revised Final Plat has been included in this resubmittal.

Review Comments

Planning

1. The lead staff person for this case is Robert Archibald, Principal Planner. 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.
   Acknowledged.

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.
   Acknowledged, please review this letter.

3. Add PUDE's on typical lot layout
   PUDE not applicable for townhome.

4. Add parcel area, parcel line, and open space tables

   Parcel Data tables added, see revised Plat.

Engineering

5. Letter of Credit provided in the amount of $50,000 prior to resubmittal date.

   Letter of Credit paid in full by Gary Martin.

6. Asphalt binder and curbing shall be installed prior to resubmittal date.

   Asphalt binder and curbing has been installed.

7. Grading shall substantially conform to approved construction plans (within 1 ft.)

   Grading substantially conforms to the approved construction plans within 1ft.

8. Record/reference Stormwater Maintenance Agreement.

   Please see the Stormwater Maintenance Agreement enclosed with this resubmittal.

9. Install street signage. (stop, street names)

   Street signage has been installed.

10. Show PUDAE encompassing private road.

    PUDAE added, see revised Plat.

Wastewater

11. Columbia Wastewater will require as-builts prior to Plat signature.

    Acknowledged.

Public Works

12. For 20 townhomes, we recommend one 8-yard dumpster with one to two times a week collection if utilizing City of Columbia sanitation services. Private sanitation services, including dumpsters, compactors, individual receptacles or valet service, may be utilized for townhome and multi-family residents. Individual trash receptacles will not be provided by the City of Columbia to townhome residents. Please see the attached City of Columbia Dumpster Guidelines & Accessibility Requirements.

    Acknowledged.

13. DUMPSTER GUIDELINES AND ACCESSIBILITY REQUIREMENTS DUMPSTER AND COMPACTOR
STANDARDS GENERAL:

All requirements for collection and accessibility to containers apply, regardless of whether collection is public or private.

GUIDELINES FOR DUMPSTERS

- The number and capacity of dumpsters must be adequate to serve the disposal needs of the business, development or complex. Collection must occur at least one time per week, with special approval needed for every other week (EOW) collection. Each dumpster must be easily accessible, as determined by the Public Works Department, and of a size compatible with equipment of the department. If the dumpster is in an enclosed area, there must be at least 2 feet and 6 inches of clearance on each side of the dumpster.

DUMPSTER PAD REQUIREMENTS

- The concrete dumpster pad shall be at least 12 feet by 12 feet.
- The pad(s) shall be 8-inch-thick concrete, reinforced with rebar to support a 30-ton loadbearing capacity.
- A 14-foot-wide by 40-foot-long straight and clear access approach to each dumpster for the truck is required.
- Clearance at each side of the dumpster must be at least 2 feet and 6 inches.
- If a gated enclosure is utilized, the gates must be lockable in the open position to prevent the gates from swinging into the path of the truck during servicing.
- Two 6-inch diameter concrete filled steel bollards must be placed in the concrete pad to the rear of each dumpster, 2 feet from the back edge of the dumpster pad, spaced 4 feet apart and centered side to side. The bollards will rise 6 feet above the pad and extend 32 inches below the pad into the concrete footers.
- If the box is enclosed, it is recommended that there be pedestrian access in addition to service gates.
- Access area, approach and pad must be level.
- Standard pads with no drain should be elevated approximately 1-1/2 inches above the surrounding pavement.

ACCESSIBILITY REQUIREMENTS FOR DUMPSTERS AND COMPACTORS

- Access must accommodate a 40-foot-long truck, with a 45-foot turning radius. Circular movement through the complex for the vehicles is highly recommended.
- The collection truck shall not be required to back-up for no more than 200 feet.
- No backing into or across a public right-of-way.
- 4. No overhead obstructions at waste handling or access area. Refuse collection trucks need a minimum of a 25-foot vertical clearance to service containers.
- Heavy duty pavement is required for the collection truck's path through the complex. City of Columbia Public Works will not be responsible for the repair of asphalt or concrete which has been damaged due to normal usage.
- Gates must be unlocked and open for collection.

Dumpster guidelines have been acknowledged.

Building

14. No Comments.

    Acknowledged.

City Attorney

15. No comments provided.

    Acknowledged.

Police

16. No comments provided.

    Acknowledged.

Columbia Power

17. Columbia Power System does not have existing power facilities near your proposed development within our service territory. DREMC will be the service provider for this area.

    Acknowledged.

CPWS BB

18. Do not plan to serve.

    Acknowledged.

Fire

19. No Comments

    Acknowledged.

Duck River Electric Membership Corp

20. We plan to serve.

    Acknowledged.

ATT

21. ATT does not plan to serve

    Acknowledged.

Maury County Schools

22. No comments provided.

    Acknowledged.

Columbia Water

23. Show width of water line easement on plat.

    Water easement has been added, see revised Plat.

24. Water system must be complete and active at time of plat signing.

    Acknowledged.

Atmos Energy

25. No comments.

    Acknowledged.

Maury County E911

26. No comments provided.

    Acknowledged.

Maury County Highway Dept.

27. No comments

    Acknowledged.

If you have any questions, please feel free to contact me at 615.656.0257 or dave@m2groupllc.com.

Sincerely,



M2 Group, LLC
Davide Tocci, PE

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, March 11, 2025

ITEM NO.
25-0056

DESCRIPTION: Bear Creek Glen Phase 2

COMMENTS:

Planning

1. The lead staff person for this case is Robert Archibald, Principal Planner. 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.
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3. Add PUDE's on typical lot layout
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27. 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.

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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.

PURPOSE NOTE

THE PURPOSE OF THIS PLAT IS TO CREATE 20 TOWNHOME UNITS, AND TO DEDICATE OPEN SPACE AREAS.

Surveyor's Notes

1. 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 Regulations as interpreted and regulated by the Department of Development Services.
2. This property currently identified as a portion of Parcel 53.00 per Tax Map No. 72.
3. Deed reference: Record Book R2704, Page 868, Register's Office of Maury County, Tennessee. Parcel 53.00 = Tract 1 per deed.
4. Bearings based on: Tennessee State Plane, as determined by GPS observation.
5. 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.
6. 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.
7. Total area of property surveyed is 2.27 Acres ±.
8. New Right-Of-Way dedication: 0.20 Acres ±.
9. Subject property does not lie in a FEMA/FIRM "Special Flood Hazard Area" as shown on Map 47119C0195E dated April 16, 2007.
10. Unless otherwise noted, all lot corners are marked with iron rods.
11. All townhomes to be constructed to meet the 2018 IRC.

Utility Notes

Public electric and communication utilities serving this development traverse underground and all related fixtures required for this service are encompassed by a 10-foot Public Utility Rights of Way Easement on all property lines parallel and abutting public or private roadways and 5 feet wide easement on all interior lot lines for utility and drainage easements.

Service lines and fixtures will branch from main utility line and extend to an individual multi-unit structure within this easement. The gang meter base will be attached to the exterior wall of the structure. This gang meter base will serve as a branch in which individual service lines will extend to each unit within the structure.

The gang meter base will be encompassed by a blanket utility easement for service and maintenance as needed and required. Gang meter bases, electrical service entrance conductors from transformer to gang meter bases as well as lines leaving the gang meter base to serve individual units will be the responsibility of the Home Owners Association.

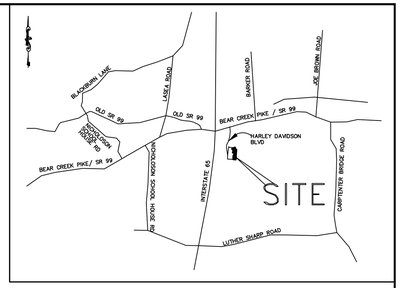
Additionally, a 10-foot Public Utility Rights of Way Easement shall continue vertically from the foundation through the roof on the exterior wall at the location of the meter bases of each building.

Stormwater appurtenances as depicted on this Final Plat shall be maintained as directed in the "Inspection and Maintenance Agreement of Private Stormwater Management Facilities" as recorded in Record Book , pages in the Register's Office of Maury County, Tennessee.

8" water line to be owned and maintained by Columbia Power and Water Systems

8" sanitary sewer line to be owned and maintained by Columbia Wastewater Systems.

Utility easements shown graphically hereon are further described as being 20 feet in width, centered on their utility lines (e.g., sanitary sewer line, storm sewer lines). 10 foot wide easement centered on water lines.



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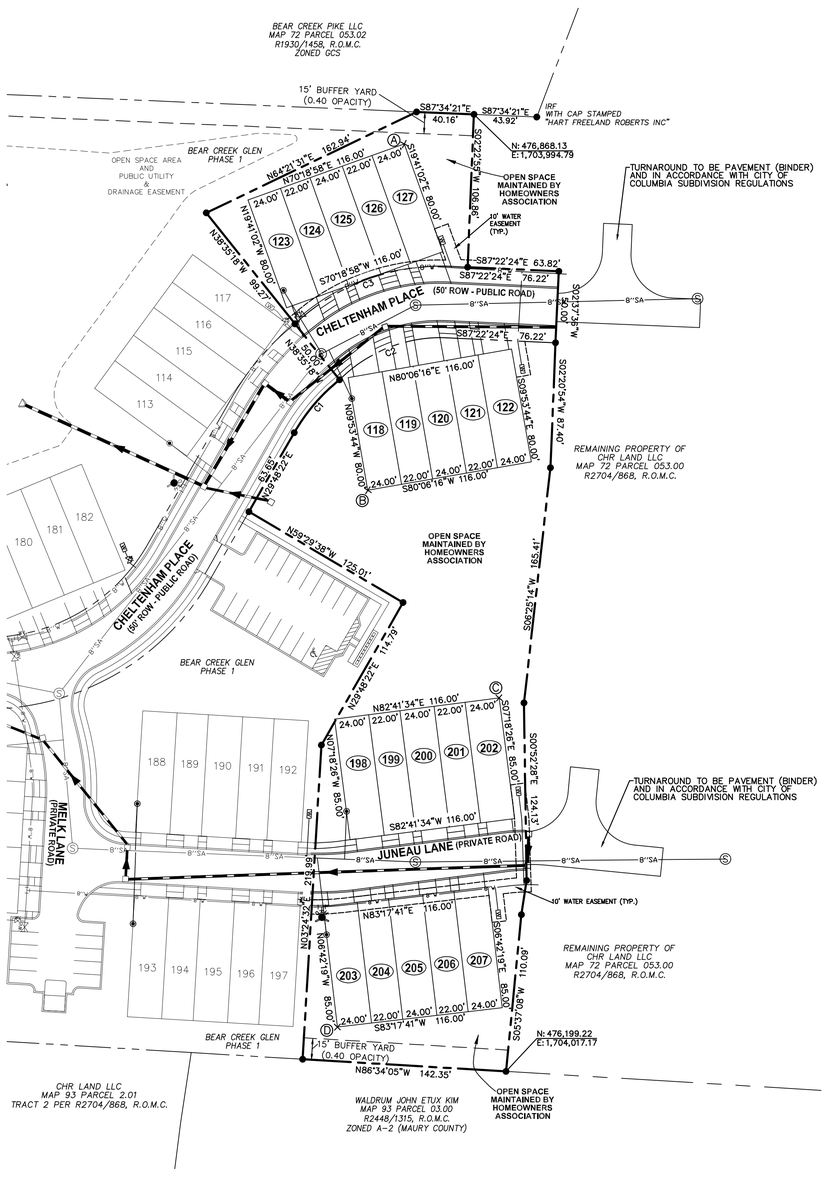

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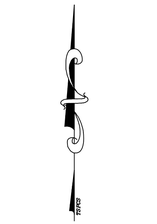
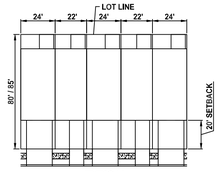


Scale : 1" = 50'
0' 25' 50' 100'
GRAPHIC SCALE



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Date Registered Land Surveyor Number
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TENNESSEE RLS NO. 2779

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_____ _____
Secretary, Planning Commission Columbia, Tennessee Date

Certificate of Approval of Subdivision Name and Street Names

Subdivision name and street names approved by Maury County E-911,

_____, 2024 _____
Date Maury County E-911

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City Engineer Columbia, Tennessee Date

Final Plat
Bear Creek Glen - Phase 2

3rd CIVIL DISTRICT OF MAURY COUNTY, TN
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

SHEET 1 OF 1

TAX MAP 72, P/O PARCEL 53.00

ZONED: MRC

SCALE: 1"= 50'

AREA: 2.27 ACRES±

DATE: SEPTEMBER 10, 2024

H & H LAND SURVEYING, INC.
612A FITZHUGH BOULEVARD
SMYRNA, TENNESSEE 37167
(615) 831-0756 (FAX) 355-6928
H & H Project No. 2022-0617

Docusign Envelope ID: 9CC29351-E333-4DFF-B3FF-74554F779C14

Appendix B: Subdivision Development Agreement

This DEVELOPMENT AGREEMENT is made and entered into on this

_____ day of _____, 20_____ ,
between THE CITY OF COLUMBIA, TENNESSEE, (hereinafter the "CITY"), and

_____Gary Martin_____, the DEVELOPER (hereinafter the "DEVELOPER") named on the Addendum to this Agreement attached hereto and by this reference made a part hereof (hereinafter the "ADDENDUM").

WITNESSETH:

WHEREAS, the DEVELOPER desires to develop the property described on the ADDENDUM (hereinafter the "PROJECT"); and,

WHEREAS, the Development Plan of the PROJECT has been approved by the Columbia Municipal Planning Commission (hereinafter the “CMPC”) on the

_____ day of _____, 20_____ ,
pursuant to Tennessee Code Annotated Title 13, Chapter 4, and the Subdivision Regulations of Columbia, Tennessee (hereinafter the "SUBDIVISION REGULATIONS”); and,

WHEREAS, the DEVELOPER is the owner of the PROJECT and has authority to engage in such development; and,

WHEREAS, the DEVELOPER desires to develop and improve said PROJECT; and,

WHEREAS, in order to provide for the health, safety, and welfare of future residents of the PROJECT, it will be necessary for certain improvements to the CITY'S utility systems, public infrastructure, and common areas to be constructed within and to serve the PROJECT including but not be limited to roads, bridges, sidewalks, pedestrian facilities, stormwater facilities, street signs, markings, signals, street lighting, recreation and park facilities, landscaping, and the like (hereinafter the “IMPROVEMENTS”); and,

WHEREAS, in order for the IMPROVEMENTS to be fully integrated with the utility systems and public infrastructure of the CITY and to function in a satisfactory manner, the DEVELOPER has agreed to construct, in accordance with the Subdivision Regulations and other rules, regulations, and ordinances of the CITY, the IMPROVEMENTS in said PROJECT and extend utilities to the PROJECT at their own cost; and,

WHEREAS, the CITY is willing to accept the dedication of the streets, utilities, and other improvements as determined in the Development Plan of the PROJECT, subject to the City of Columbia City Council approval by resolution, and subject to the applicant's compliance with all requirements in this agreement and applicable existing laws of the CITY of Columbia and the State of Tennessee,

NOW, THEREFORE, it is agreed and understood as follows:

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B1 General Conditions

B1.1 Construction Costs

The DEVELOPER shall pay for all material and labor necessary to install and complete the roads, sidewalks, sewers, utilities, and other facilities in accordance with this agreement.

B1.2 City Ordinances, Rules and Regulations

All currently existing CITY ordinances, rules and regulations, and the Subdivision Regulations adopted by the CMPC are made a part of this agreement. In the event of a conflict between the terms of this agreement and a CITY ordinance, the ordinance shall prevail. In the event of a conflict between the terms of this agreement and the Subdivision Regulations, the Subdivision Regulations shall prevail. All work done under this agreement is to be performed in accordance with plans and specifications approved by the City and made a part, hereof.

B1.3 Fees

Review fees, inspection fees, and other amounts established by the CITY shall be paid prior to any review of the plans. If the DEVELOPER fails to install the facilities in accordance with the terms of this Agreement, no portion of the review fees, inspection fees, or other amounts paid to the CITY shall be refundable to the DEVELOPER.

B1.4 Inspection

The CITY shall have a continuous right to inspect the work and facilities to assure that the work and facilities are in accordance with the Subdivision Regulations, approved Construction Plans, and other rules, regulations, and ordinances of the CITY.

B1.5 Right of Entry

The CITY shall have the right, in case of breach of the Performance Agreement, to enter upon any property of the DEVELOPER and take all necessary actions to complete the work and obligations not completed.

B1.6 Easements

The DEVELOPER shall obtain and dedicate to the CITY or cause to be dedicated to the CITY, either by dedication on the plat or by easement deed, in either case in a form acceptable to the CITY, permanent easements of such widths as required by the CITY and noted on the Plans. The DEVELOPER further agrees to grant the necessary easements and rights-of-way across the DEVELOPER’s properties without expense to the CITY and waive any claim for damages.

B1.7 Stormwater Maintenance Agreement

If the PROJECT includes any detention or retention ponds, common drainage ditches, water quality facilities, or stormwater facilities outside of the CITY rights-of-way, the DEVELOPER will submit a Stormwater Maintenance Agreement, to be filed with and recorded with the Final Plat.

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B1.8 Attorney Fees and Other Expenses

The DEVELOPER shall pay all reasonable costs and expenses incurred by the CITY in enforcing or completing this agreement. The DEVELOPER shall pay all costs and expenses, including the CITY'S attorney fees, of any legal proceedings brought by the CITY against the DEVELOPER seeking remedies for the DEVELOPER'S failure to perform any of its obligations hereunder, whether or not any proceedings are prosecuted to judgment.

B1.9 Agreement Not Assignable

No third party shall obtain any benefits or rights under this agreement nor shall the rights or duties be assigned by either party.

B1.10 Revocation and Interpretation

This agreement shall bind the DEVELOPER when executed by the DEVELOPER and may not be revoked by the DEVELOPER without permission of the CITY, even if the agreement has not been executed by the CITY, or does not bind CITY, for other reasons. This agreement shall be interpreted in accordance with Tennessee law and may only be enforced in the Chancery Court or Circuit Court or Court of competent jurisdiction of Maury County, Tennessee, and Tennessee Appellate Courts.

B1.11 No Oral Agreement

This agreement may not be orally amended and supersedes all prior negotiations, commitments, or understandings.

B1.12 Separability

If any portion of this agreement is held to be unenforceable, the CITY shall have the right to determine whether the remainder of the agreement shall remain in effect, or whether the agreement shall be void and all rights of the DEVELOPER pursuant to this agreement terminated.

B 1.13 Transferability

The DEVELOPER agrees to not transfer the property on which this PROJECT is to be located without first providing the CITY with written notice. The transferee shall provide the CITY an Assumption Agreement of this Agreement, whereby the transferee agrees to perform the IMPROVEMENTS required under this agreement and to provide a performance surety. The DEVELOPER understands that if the DEVELOPER transfers said property without providing the notice of transfer and Assumption Agreement as required herein, they will be in breach of this agreement and in violation of the Subdivision Regulations.

B1.14 Indemnity

The DEVELOPER shall indemnify and hold the CITY harmless from all loss, costs, expenses, liability, money damages, penalties, or claims arising out of any work covered by this agreement, including any attorney fees incurred by the CITY in connection therewith. Inspection of the IMPROVEMENTS by an authorized representative of the CITY shall not constitute a waiver by the CITY of any defect or of any of the DEVELOPER'S obligations hereunder.

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B1.15 Binding Effect

This agreement shall be binding upon the DEVELOPER and the DEVELEPOR's heirs, administrators, executors, assigns, and any other successors in interest.

B1.16 Entire Agreement

This document contains the entire agreement between the parties, and there are no collateral understandings or agreements between them. No variations or alterations of the terms of this agreement shall be binding upon either of the parties, unless the same be reduced to writing and made an amendment to this agreement.

B1.17 Headings

Paragraph titles and headings contained herein are inserted for convenience only and shall not be deemed a part of the agreement and in no way shall define, limit, extend, or describe the scope or intent of any provision, hereof.

B2 Performance Surety

At the time of execution of this agreement, the DEVELOPER shall provide the CITY a performance surety, in an amount determined by the City Engineer for the IMPROVEMENTS and other items specified by the Construction Plans, plats, and plans approved by the CMPC. This performance surety shall secure performance of all obligations of the DEVELOPER under this agreement. The performance surety shall meet all requirements established in Chapter 4: Performance Agreement of the Subdivision Regulations and secure full compliance with all terms and conditions of this agreement. The performance surety may be called for failure to comply with the provisions of this agreement in whole or in part according to the terms of the performance surety. The performance surety will not be released, except and until there has been full compliance with this agreement.

B3 Construction

B3.1 Construction Plans

The DEVELOPER shall submit to the CITY, Construction Plans describing in reasonable detail all utility systems, all storm water management systems, all street systems, pedestrian facilities, and all IMPROVEMENTS. The Construction Plans shall be designed according to the Engineering Standards and Specifications, all other codes and ordinances enforced by the City, and sound engineering judgment. The design of all utility systems shall follow the State of Tennessee and utility provider design criteria and specifications. In the event of a disagreement as to compliance with or interpretation of the Construction Plans and the CITY'S specifications, the decision of the CITY shall be final and binding on the DEVELOPER. The Construction Plans shall be prepared by a design professional licensed by the State of Tennessee to design all systems and shall bear the seal, signature, date, and license number of the professional preparing the Construction Plans.

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B3.2 Commencement of Construction

Construction of IMPROVEMENTS may not begin until the following events have occurred:

A. The Preliminary Plat has been approved by the CMPC;
B. The Construction Plans are approved by the CITY;
C. The Tennessee Department of Environment and Conservation has approved the applicable portions of the Plans and has confirmed its approval to the CITY and/or DEVELOPER in writing;
D. The CITY shall have received an appropriately executed Development Agreement; and
E. The DEVELOPER shall give the CITY notice of commencement of construction, in writing at least one (1) working day prior to commencement.

B3.3 Site Grading

The DEVELOPER, hereby, agrees to construct all site grading to comply with the approved Construction Plans, including the approved Erosion Control Plan for the PROJECT and to comply with the Engineering Standards and Specifications, Stormwater Ordinance, and all other codes and ordinances enforced by the CITY.

B3.4 Storm Water Management Systems

The DEVELOPER shall be responsible for all storm water management work made necessary by the development of this PROJECT. It is understood and agreed that the CITY in its proprietary function is not and could not be expected to oversee, supervise, or direct the construction of all drainage improvements, and the excavation incident thereto. Neither is the CITY vested with the original design responsibility nor the means to formally survey elevations or the locations of improvements at every stage of the construction process. The CITY is vested with the right of periodic inspections, stop work order, and final approval as a measure of secondary or subsequent enforcement. The DEVELOPER has and shall retain the responsibility to properly anticipate, survey, design and construct the subdivision storm water improvements and give full assurance that same shall not adversely affect the flow or quality of surface water from or upon any property. In providing technical assistance, plan and design review, the CITY does not and shall not relieve or accept any liability from the DEVELOPER.

B3.5 Street Construction

The DEVELOPER, hereby, agrees to construct and improve the streets shown on the Construction Plans to comply with the CITY's specifications and to the satisfaction and approval of the City Engineer by grading, draining, subgrade preparation, base preparation, curbing, signage, striping, signalization, sidewalk installation, and paving with the required preparation, amounts, and types of material. The DEVELOPER further agrees to pay the cost of all engineering, inspection and laboratory cost incidental to the construction of subdivision streets including but not limited to material and density testing. The DEVELOPER further agrees to make all necessary adjustments to manholes and valve boxes to meet finished surface grade and to repair subsurface or base material, as required, in areas directed by the CITY Engineer, prior to application of final surface.

B3.6 Time Period for Construction

The DEVELOPER agrees to be bound to complete, within three (3) years of commencement of construction, all IMPROVEMENTS shown on the plat and plans and all things required by this agreement.

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The DEVELOPER further agrees that if due to unforeseen circumstances, he is unable to complete all work included in this agreement within the time specified above, but desires to complete said agreement to the satisfaction of the CITY, the DEVELOPER shall submit a written request for extension of the agreement period to the CITY at least sixty (60) days prior to the expiration of the existing agreement period, specifying the reason for the DEVELOPER's failure to complete the work as agreed and a prospective date for such completion. The DEVELOPER further agrees that if the performance surety executed to secure the value of the work to be performed under this agreement, due to inflation or rising costs, is determined to be inadequate by the City Engineer to secure the cost of said IMPROVEMENTS at the time an extension is sought, the DEVELOPER will provide the additional security to bring the performance surety amount in line with current cost projections as made by the CITY. The DEVELOPER understands that the DEVELOPER's failure to follow the extension procedure constitutes a breach of this agreement and places the DEVELOPER in violation of the Subdivision Regulations. The DEVELOPER further understands, that should the DEVELOPER fail to complete any part of the work outlined in this agreement in a good and workmanlike manner as approved, the CITY shall reserve the right to withhold and withdraw all building permits within the PROJECT until all items of this Agreement have been fulfilled by the DEVELOPER.

B3.7 Off-Site Improvements

The DEVELOPER shall construct any and all off-site facilities that may be required to serve the PROJECT. Unless specifically noted in the Construction Plans and made a part of separate agreement with the CITY, the CITY shall not be required to reimburse the DEVELOPER for construction of off-site improvements.

B3.9 Inspection and Compliance

After construction begins, the CITY shall provide on-site construction inspection as the CITY deems necessary to ensure that all work is performed and completed in accordance with the Construction Plans, CITY specifications, and the contents of this agreement. In the event of a disagreement as to compliance with or interpretation of the Construction Plans and the CITY'S specifications, the decision of the CITY shall be final and binding on the DEVELOPER. If the DEVELOPER fails to construct in accordance with the approved Construction Plans or to comply with the CITY'S specifications, the CITY may issue a stop-work order and DEVELOPER, hereby, agrees to be bound by such order.

B3.10 Testing

The DEVELOPER agrees to pay the cost of all engineering, inspection, and laboratory cost incidental to construction of the streets, sidewalks, utilities, sewers, compacted fill material, and other facilities included within this agreement. Such testing includes, but is not limited to, material and density testing.

B3.11 Scrap Removal

The DEVELOPER agrees to comply with all local, state, and federal rules and regulations regarding waste material and debris disposal.

B3.12 Traffic Control

The DEVELOPER, hereby, agrees to prepare a traffic control/detour plan where required and shall submit said plan to the CITY for review and approval. All traffic control and safety devices, including

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signs, lane markings, and barriers necessitated by construction activity undertaken pursuant to this agreement shall be installed and maintained by the DEVELOPER. All traffic control devices shall meet the standards and be installed in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, published by the United States Department of Transportation.

B3.13 Temporary Facilities

The DEVELOPER shall provide all temporary facilities including but not limited to utilities and roadways, that are determined by the CITY to be required in connection with or as a result of interruption of service or access that occurs as a consequence of construction activity associated with the work covered by this agreement. Such temporary services shall in all regards and at all points in time be adequate to assure emergency access and adequate fire flows.

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B4 Acceptance of Improvements

B4.1 Completion of Improvements

At such time as the improvements have been constructed and installed, in accordance with the Constructions Plans and specifications, required testing and inspections completed and found satisfactory, and all clean-up and cover-up has been done to the satisfaction the City Engineer, a letter requesting preliminary acceptance of the PROJECT will be provided by the DEVELOPER. Formal acceptance shall follow the procedure established in the Subdivision Regulations.

The DEVELOPER agrees the DEVELOPER shall have no claim, direct or implied, in the title or ownership of the IMPROVEMENTS specified in this agreement when the IMPROVEMENTS are complete and thereafter accepted by the CITY. The DEVELOPER will be responsible for construction failures and defects in PROJECT prior to final acceptance. During this period, it shall remain the responsibility of the DEVELOPER to correct and cure these defects and failures.

B4.2 As-Built Drawings and Post-Completion Items

The DEVELOPER agrees to furnish to the CITY as-built plans, on a reproducible, stable media, of the sanitary sewer, storm water management, water mains and service system, and streets within the subdivision before the CITY shall accept the subdivision.

B4.3 Acceptance of Facilities

Upon final acceptance of all or part of the IMPROVEMENTS in the PROJECT, then those IMPROVEMENTS shall become the property of the CITY free from all claims from any person or entity without the necessity of any further writing, agreement, or deed. The DEVELOPER further agrees that any facilities placed within a public or platted right-of-way or dedicated public easement are irrevocably dedicated to the public use without any right of reimbursement or compensation of any kind.

B4.4 Failure to Install

In the event the DEVELOPER fails to install the facilities in accordance with the terms of this agreement, the CITY may, in its sole discretion, elect to accept all or a portion of the IMPROVEMENTS in the PROJECT. Should the CITY choose to accept all or a portion of these IMPROVEMENTS, the CITY shall become the sole owner of these facilities. The CITY may give notice of acceptance by writing delivered to the DEVELOPER or recorded in the Register’s Office of Maury County, Tennessee. No further writing or deed shall be required.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed in multiple originals by persons properly authorized so, to do on or as of the day and year first given.

Bear Creek Glen - Phase 2

PROJECT

Completed by the Developer	*Completed by the City*
Gary Martin	
DEVELOPER NAME	
AUTHORIZED AGENT NAME	CITY ENGINEER
DocuSigned by: Gary Martin CBB2CC29D11645C...	
SIGNATURE	SIGNATURE
02-19-2025 | 08:21:16 CST	
DATE	DATE
1081 Cranford Hollow Road	
STREET	
Columbia, TN 38401	
CITY, STATE, ZIP	
615-812-2147	
PHONE	
gary@martinengrg.com	
EMAIL	
Attest	*Attest*
Davide Tocci, PE	
ATTEST NAME	ATTEST NAME
Signed by: Davide Tocci 3D1954326D0A482...	
ATTEST SIGNATURE	ATTEST SIGNATURE
02-19-2025 | 06:18:30 PST	
DATE	DATE

Docusign Envelope ID: 023BF0BA-B6EC-47FE-91FC-D31E7172BF08

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			
	TAX MAP: 72	GROUP:	PARCEL: 053.00
SUMMARY OF NATURE OF REQUEST AND WORK	Final plat review of Bear Creek Glen phase 2		

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 Glen - Phase 2 ❑ Total Number of Lots/Residential Units 20 Townhomes ❑ Square Footage of Non-Residential Floor Space 0 SF ❑ Total acreage 2.27 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	DAVIDE TOCCI	PHONE	615-656-0257 X1003
ADDRESS	P.O. BOX 2543, BRENTWOOD TN 37024	EMAIL	dave@m2groupllc.com

PROPERTY OWNER NAME	GARY MARTIN	PHONE	615-812-2147
ADDRESS	818 S. MAIN ST, COLUMBIA TN 38401	EMAIL	gary@martinengrg.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.



DAVIDE TOCCI	[signature]	02/17/2025
APPLICANT NAME	APPLICANT SIGNATURE	DATE
GARY MARTIN	DocuSigned by: Gary Martin CBB2CD49D11645C...	02-18-2025 | 07:57:09 CST
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

Rev. 2/7/2024

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 item was previously deferred by the applicant from the February 2025 Planning Commission meeting for adequate time and review of staff comments.

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 six 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.

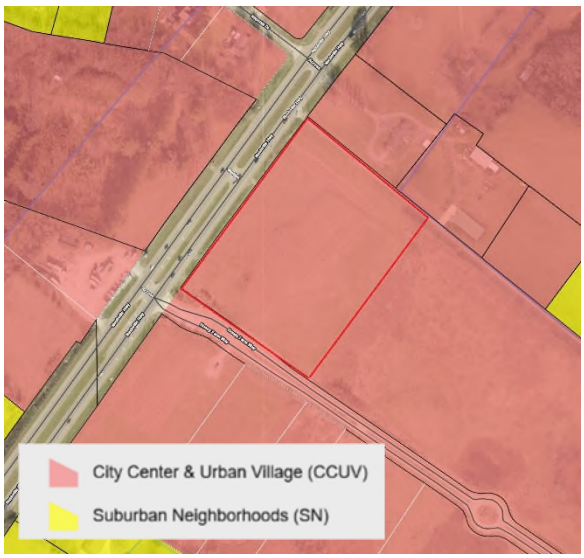
- A PUD-MU district requires all buildings with a retail use to consist of a shopfront façade type. All shopfront façade types require 50% glazing (*glass*) as an element of this façade. The applicant has requested for reduced glazing on the shopfront elevation with 15.7% of clear glass. As noted, clear 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.
- This request includes a freestanding monument sign. This sign type is not permitted by right in a PUD-MU district and therefore is included as a signage addition request. The base standards for a monument sign within commercial districts are 50 ft in area with a 10’ height maximum. The applicant proposes a 100 SF sign exceeding the allowable area by 50 SF. The applicant has noted that the monument base of this sign will be clad in brick.
- Multiple deviations have been requested for wall mounted signage. Wall mounted signage is permitted at one sign per elevation with a maximum area of 32 SF. Five wall mounted sign faces are proposed on the front elevation that exceed 32 SF. In addition, the southwest elevation enfronting Honey Farm Way proposes a 200’ wall sign including an additional 83 SF wall sign. A band sign is proposed on the entrance elevation above the doorway in compliance with this Ordinance.
- 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.
- 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.

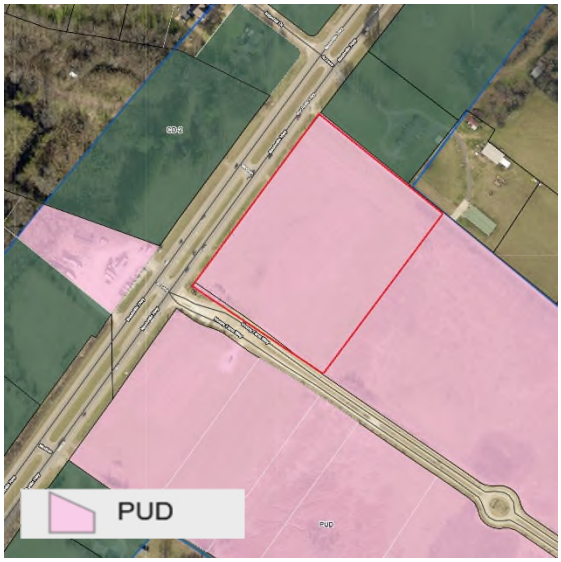
SITE INFORMATION

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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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





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 to account for 1 tree well per 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. A split rail, aluminum fence is proposed above all areas of the rear retaining wall in compliance with the fence standards of the Ordinance.

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 Highway 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 for retail food sales 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:	60% 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. Additional Brick has been added on rear elevation.
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, 50% for shopfront	Façade: 15.7% **(50*% 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 clear 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. Without limitation to Section 8.5.21.B.2 above, approval of Rezoning of property to a PUD District, Zoning Text Amendment application related to a PUD, or a Master PUD Development Plan are 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:

> 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. maximizes 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 7th 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.

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.

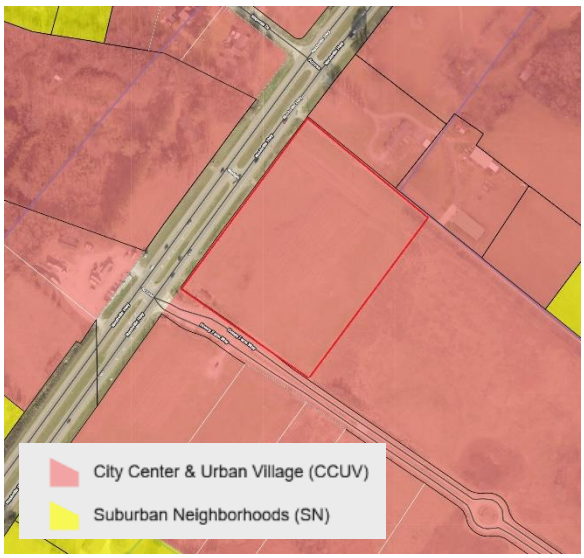
- A PUD-MU district requires all buildings with a retail use to consist of a shopfront façade type. All shopfront façade types require 70% glazing (*glass*) as an element of this façade. The applicant has requested for reduced glazing on the shopfront elevation with 19.5% of clear glass. As noted, clear 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

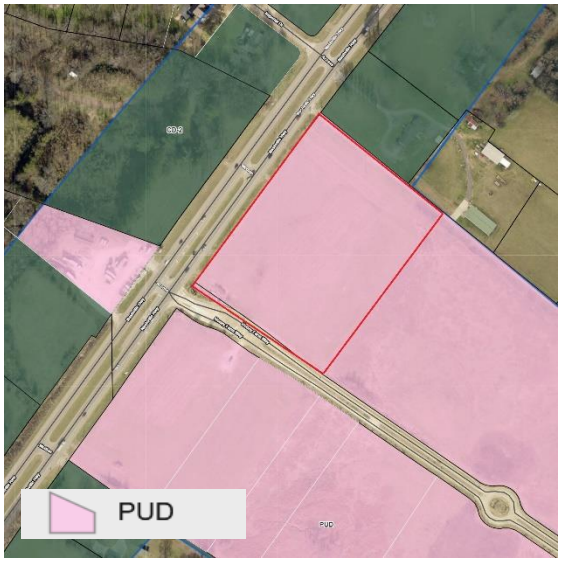
CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
PUD-MU	Vacant Land	45,002 SF Wal Mart	+ /- 7.49 acres



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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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

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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

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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.

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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:

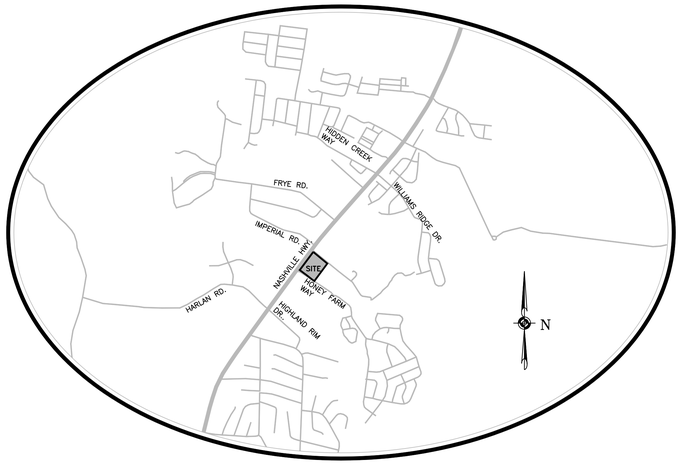
Move to recommend denial of the Rezoning to PUD-MU having found, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in sections **8.5.21.B**, **8.5.21.K**, **8.5.18** and **8.5.19** of the City of Columbia Zoning Ordinance, are not satisfied [*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.

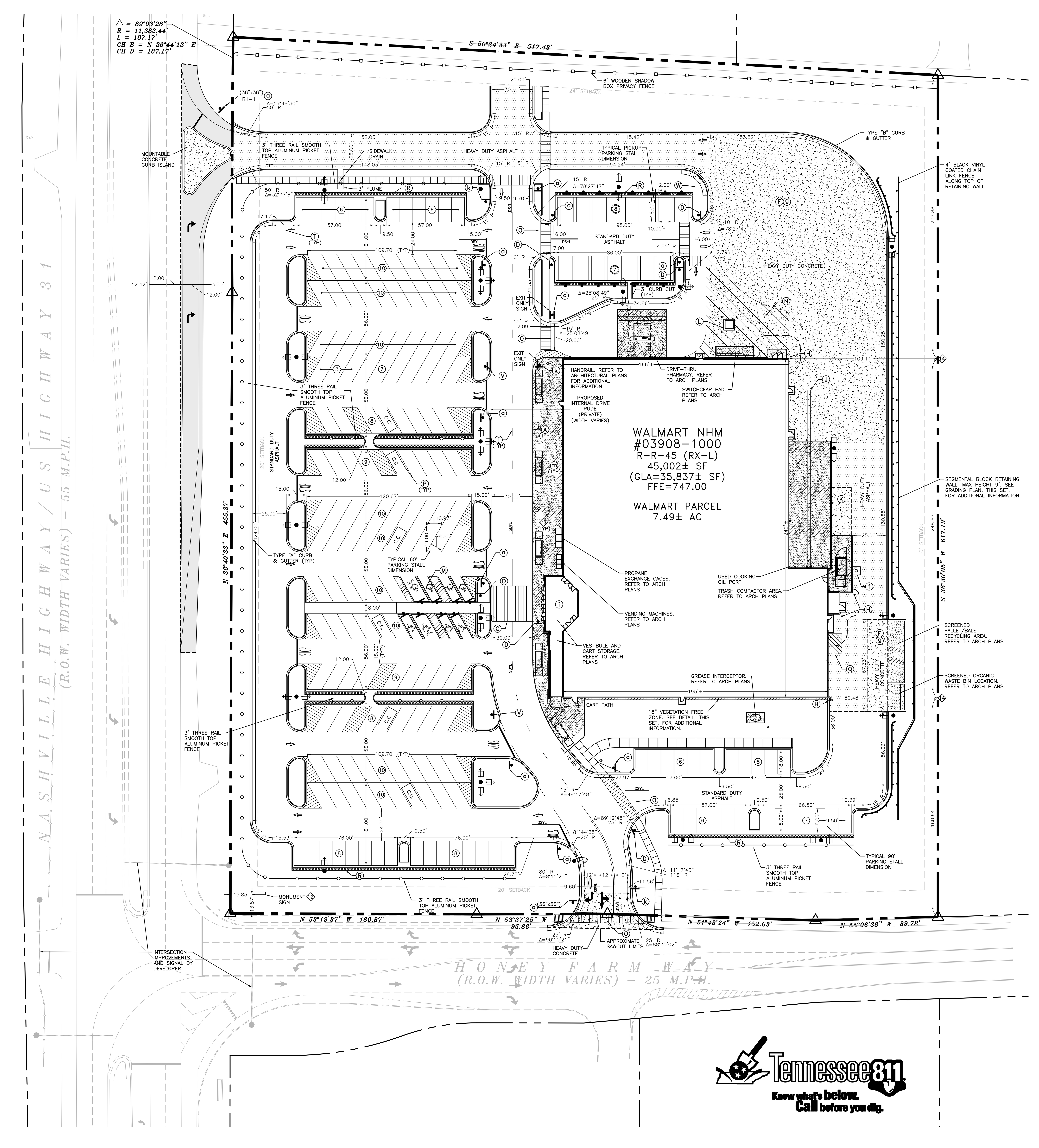
7068 Ledgestone Commons, Bartlett, TN 38133
Phone (901) 384-0404 • Fax (901) 384-0710
oliviadupuy@carlsonconsulting.net

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.

N

SITE PARCEL 7.49 AC

○ SITE LEGEND

Ⓐ 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 AFFIRMS THAT ADEQUATE FUNDS HAVE BEEN INCLUDED TO ADDRESS THIS REQUIREMENT.

Ⓑ AREA STRIPED AT SSYL/4" AT 45° @ 2'-0" O.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.

Ⓓ PEDESTRIAN CROSSING SIGN TYPICAL AT PEDESTRIAN CROSSWALKS AS NOTED ON PLANS.

Ⓔ "YIELD" PAINTED WHITE ON PAVEMENT TYPICAL. SEE DETAIL SHEET.

Ⓕ CONCRETE JOINTING AND FILLERS TO BE COMPLETED PER DETAIL (TYPICAL OF ALL EXTERIOR CONCRETE EXCLUSIVE OF ARCHITECTURAL CONCRETE).

Ⓖ 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.

Ⓗ 6" DIA PIPE BOLLARD TYPICAL UNLESS NOTED OTHERWISE. SEE DETAIL SHEET.

Ⓘ AT GRADE OVERHEAD DOOR LOCATION. SEE ARCHITECTURAL PLANS FOR EXACT SIZE AND LOCATION FOR COORDINATION WITH CIVIL PLANS.

Ⓙ 4" WIDE x 130' LONG YELLOW PAINTED TRUCK ALIGNMENT STRIPES TYPICAL.

Ⓚ HEAVY DUTY CONCRETE "LANDING AREA" (ORIENT FOR TRUCK LOADING). REFER TO ARCHITECTURAL PLAN FOR EXACT LOCATION AND SLOPE.

Ⓛ CONCRETE TRANSFORMER PAD. CONTRACTOR TO COORDINATE WITH LOCAL POWER COMPANY FOR DETAILS.

Ⓜ ACCESSIBLE PARKING SPACE. SEE DETAIL SHEET FOR ACCESSIBLE PARKING SPACE SIZE, SIGN AND SYMBOL ("VAN"-INDICATES VAN ACCESSIBLE SPACE).

Ⓝ AREA STRIPED AT SSYL/4" AT 45° @ 5'-0" O.C.

Ⓞ 7'-4" WIDE PEDESTRIAN CROSSWALK. SEE DETAIL SHEET.

Ⓟ CART CORRAL TYPICAL. SEE DETAIL SHEET FOR CART CORRAL DETAIL.

Ⓠ 10' X 15' STRIPED AREA PAINTED SSYL/4" AT 45° @ 2'-0" O.C. AT JIB CRANE LOCATION. SEE ARCHITECTURAL PLANS.

Ⓡ 2' BUFFER FOR CAR OVERHANG – REFERENCE LANDSCAPE BUFFER DETAIL. SEE DETAIL SHEET.

Ⓢ ALL CURBS SHALL BE CONCRETE CURB AND GUTTER U.N.O. SEE DETAIL SHEET FOR ADDITIONAL INFORMATION.

Ⓣ ARROW PAVEMENT MARKINGS TYPICAL. SEE DETAIL SHEET.

Ⓤ BUILDING SETBACK LINE PER ZONING ORDINANCE.

Ⓥ "NO PARKING FIRE LANE" SIGN. SEE PLAN FOR LOCATION.

Ⓦ 3' HEAVY DUTY CONCRETE BUFFER FOR LANDSCAPE PROTECTION. SEE DETAIL SHEET.

Ⓧ RESERVED.

Ⓨ "NO TRUCKS" SIGN. SEE DETAIL SHEET.

Ⓩ "TRUCK ROUTE" SIGN. SEE PLAN FOR LOCATION.

ⓐ "STOP" SIGN. SEE DETAIL SHEET.

ⓑ SPECIAL "FUEL TRUCK ROUTE" SIGN. SEE DETAIL SHEET.

ⓒ USED COOKING OIL ON TANK PIPE STUB.

ⓓ RESERVED

ⓔ RESERVED

ⓕ 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.

ⓖ ISOLATION JOINT TYPICAL AT FIXED STRUCTURES (BUILDINGS, RETAINING WALLS/DOCK WALLS, DROP INLETS, MANHOLES, LIGHT POLE BASES AND BOLLARDS). SEE DETAIL SHEET.

ⓗ "DELIVERY TRAFFIC ONLY" SIGN. SEE DETAIL SHEET.

ⓘ ACCESSIBLE "SITE ARRIVAL POINT". SEE PLAN FOR LOCATION AND LIMITS.

ⓙ 4" WIDE PAINTED YELLOW STRIPES – 6' LONG WITH 18' GAPS.

ⓚ PICKUP WAYFINDING SIGN. SEE DETAIL SHEET, THIS SET, FOR ADDITIONAL INFORMATION.

ⓜ RAISED PLANTER BOX. REFERENCE PLANTING PLAN & ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION.

NOTICE TO CONTRACTOR

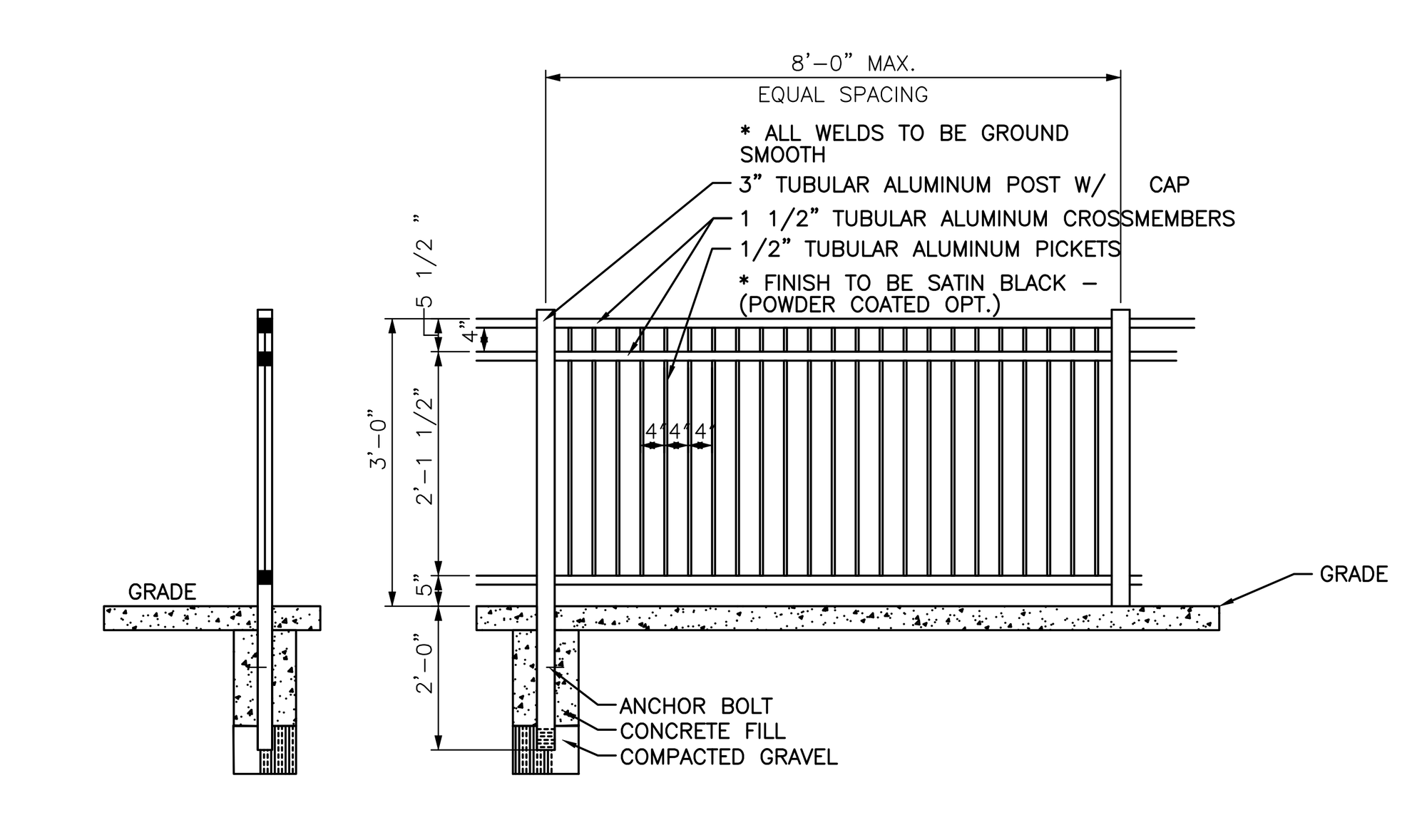
THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ENSURE DAMAGE TO EXISTING ITEMS TO REMAIN DOES NOT OCCUR. THESE PRECAUTIONS SHALL INCLUDE, BUT ARE NOT LIMITED TO USE OF LIGHTLY LOADED EQUIPMENT IN ORDER TO PREVENT DAMAGE TO EXISTING ROADWAYS AND INFRASTRUCTURE. UNLESS NOTED OTHERWISE, THE CONTRACTOR 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

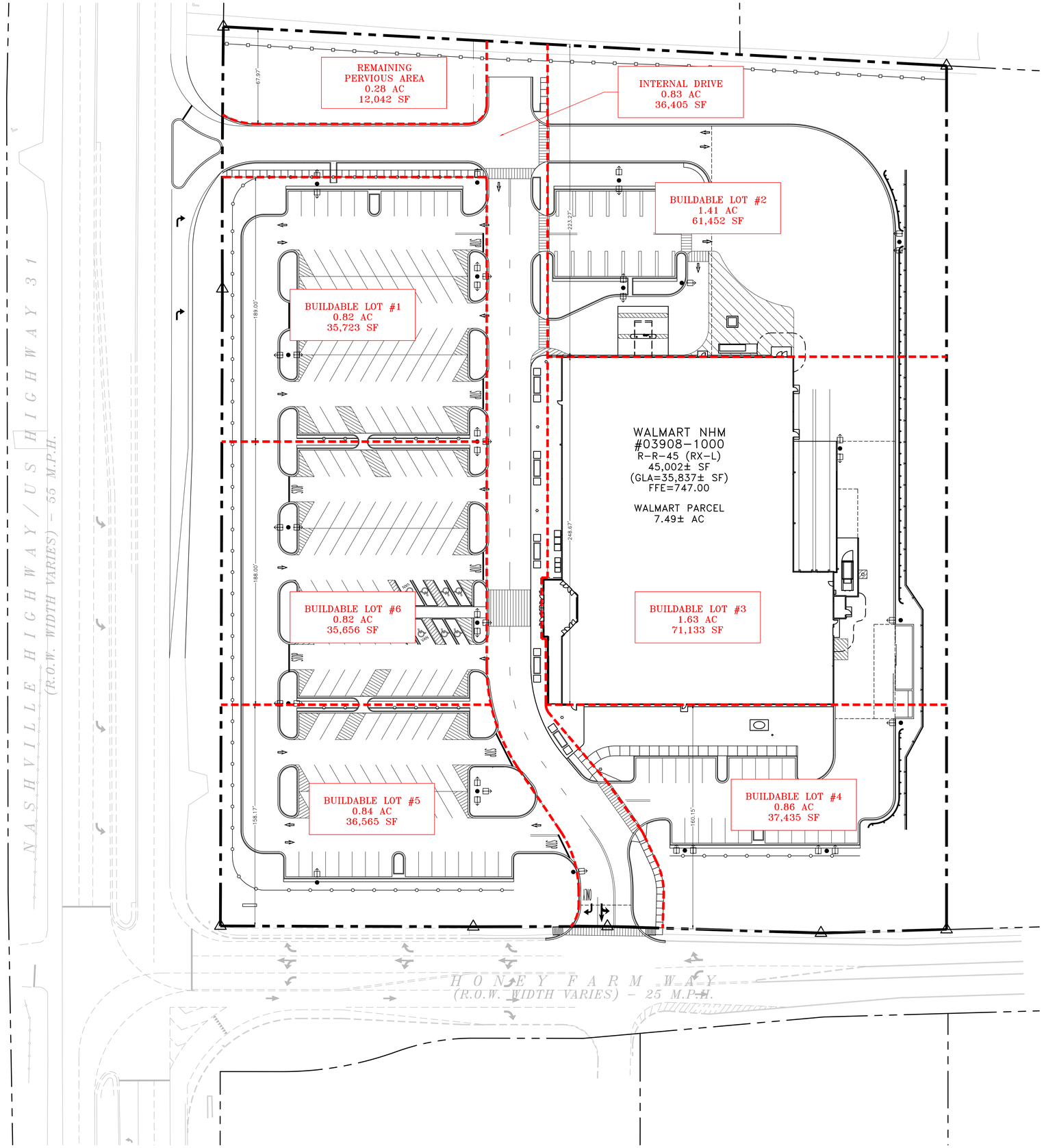
REVISIONS	BY

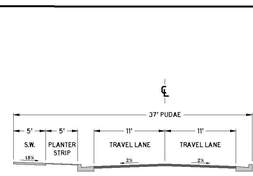
CARLSON CONSULTING ENGINEERS, INC.
7068 LEDGESTONE COMMONS
BARTLETT, TENNESSEE 38133
PH. (901) 384-0404 • FX. (901) 384-0710
TN CORPORATION #355643

JOSEPH S. PARSLEY REGISTERED ENGINEER, STATE OF TENNESSEE, No. 110147

NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE
WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

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

CARLSON CONSULTING ENGINEERS, INC.
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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

DRAWN
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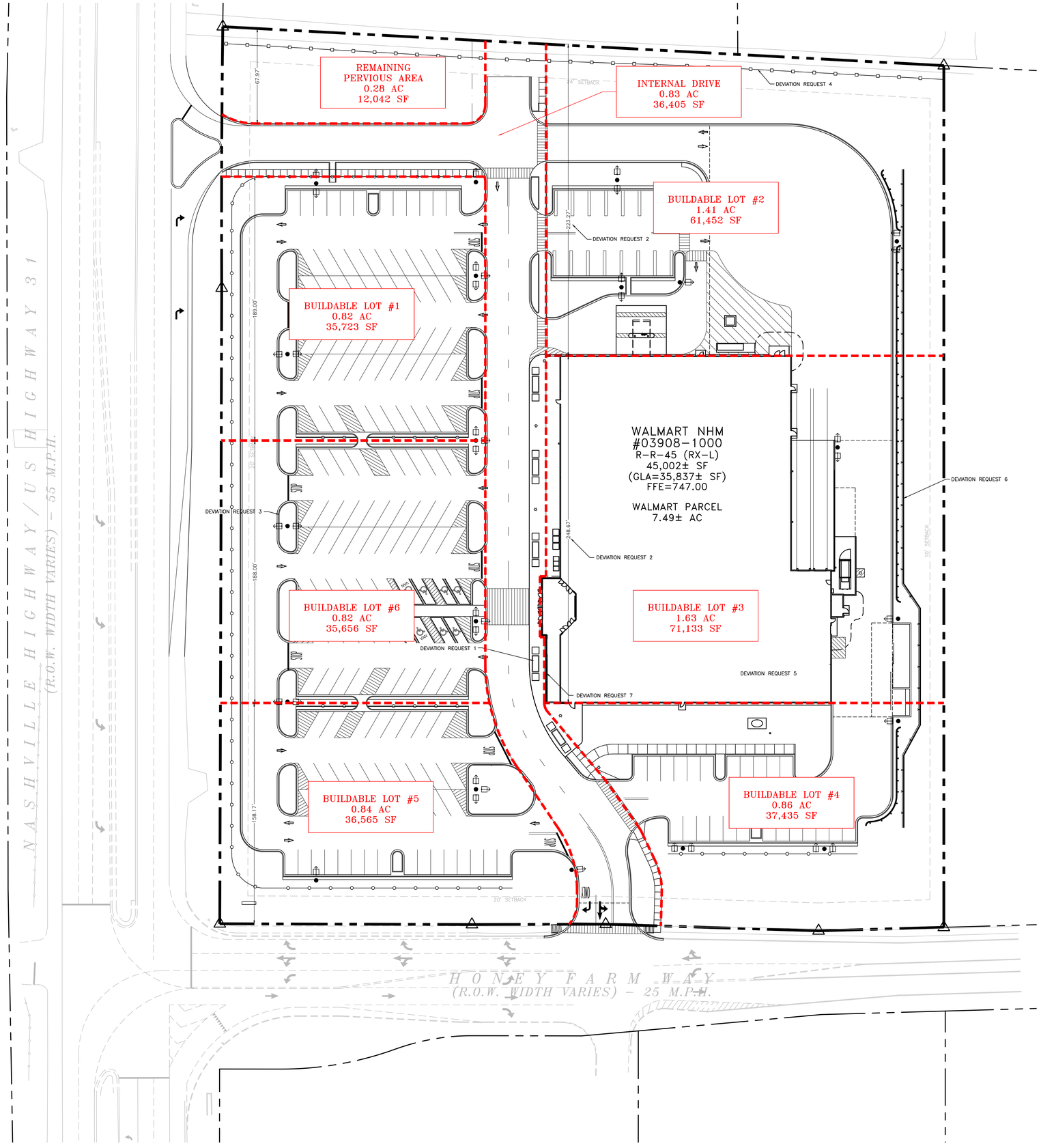
SHEET
3 OF 8 SHEETS



PUD DEVIATION REQUESTS

REVISIONS	BY

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JOSEPH S. PARSLEY
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COMMERCE
No. 110147
STATE OF TENNESSEE

NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE

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2001 SE 10TH STREET
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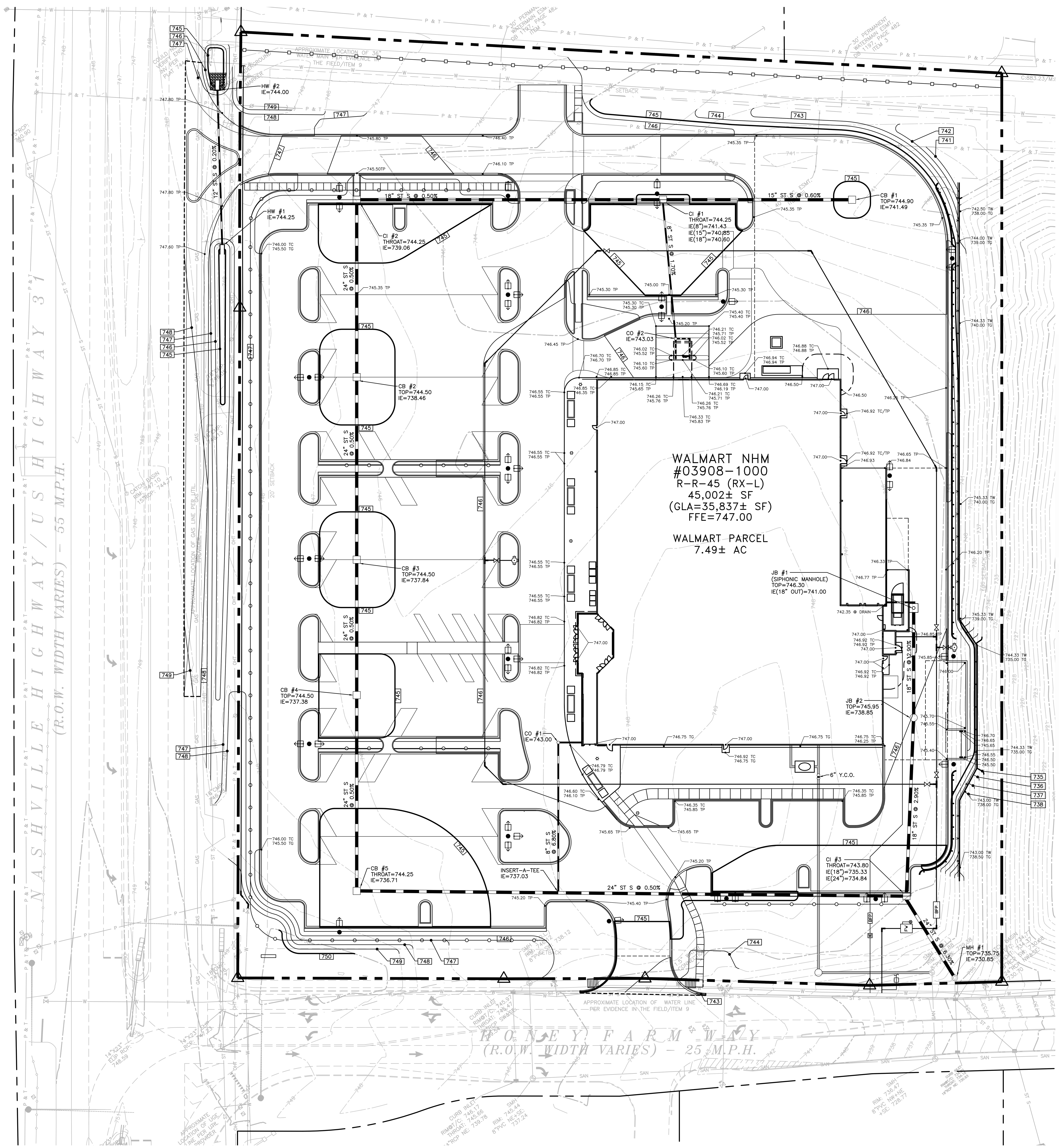


SITE BUILDING AREA–FOUNDATION SUBSURFACE PREPARATION
WAL–MART– NEIGHBORHOOD MARKET
COLUMBIA, TENNESSEE
12/9/2024

UNLESS SPECIFICALLY INDICATED OTHERWISE IN THE DRAWINGS AND/OR SPECIFICATIONS, THE LIMITS OF THIS SUBSURFACE PREPARATION ARE CONSIDERED TO BE THAT PORTION OF THE SITE DIRECTLY BENEATH AND 5 FEET BEYOND THE BUILDING AND APPURTENANCES.

APPURTENANCES ARE THOSE ITEMS ATTACHED TO THE BUILDING PROPER (REFER TO DRAWING SHEET SP1), TYPICALLY INCLUDING, BUT NOT LIMITED TO, THE BUILDING SIDEWALKS, GREENHOUSE CANOPIES, PORCHES, RAMPS, STOOPS, TRUCK WELLS/DOCKS, CONCRETE APRONS AT THE AUTOMOTIVE CENTER, COMPACTOR PAD, ETC. APPURTENANCES SHALL ALSO INCLUDE SCREENWALLS AT THE COMPACTOR, TRUCK DOCK AND THE BALE/PALLET STORAGE AREA(S). THE INTERIOR SLAB–ON–GRADE BASE AND THE VAPOR BARRIER, WHERE REQUIRED, DO NOT EXTEND BEYOND THE LIMITS OF THE ACTUAL BUILDING.

ESTABLISH THE FINAL SUBGRADE ELEVATION TO ALLOW FOR THE CONCRETE SLAB AND BASE. REMEDIATION OF EXISTING FILL MATERIAL WILL BE REQUIRED. REFERENCE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR REQUIRED SLAB THICKNESS. FOR THE BUILDING INTERIOR SLAB–ON–GRADE, THE 4" THICK BASE MATERIAL SHALL CONFORM TO TDOT 303, TYPE A, GRADING D. FOR APPURTENANCE SLABS (EXTERIOR SLABS), THE 8" THICK BASE MATERIAL SHALL CONFORM TO TDOT 303, TYPE A, GRADING D. HIGH PLASTICITY SOILS ARE ANTICIPATED TO BE ENCOUNTERED AT DESIGN SUBGRADE ELEVATIONS IN SLAB AREAS, THE SUBGRADE SHOULD BE UNDERCUT 2 FEET AND GRADES RESTORED WITH APPROVED LOW PLASTICITY STRUCTURAL FILL. WHERE HIGH PLASTICITY SOILS ARE ENCOUNTERED AT FOUNDATION BEARING ELEVATIONS, THE FOUNDATION EXCAVATION SHOULD BE LOWERED AN ADDITIONAL 1 FOOT BELOW THE DESIGN FOOTING SUBGRADE ELEVATION AND THE DESIGN ELEVATION RESTORED BY BACKFILLING THE EXCAVATION WITH FLOWABLE FILL HAVING A MINIMUM 28–DAY COMPRESSIVE STRENGTH OF 1,000 PSI. THE SUBGRADE MATERIAL SHOULD PROFFROLL AS FIRM AND UNYIELDING. THE UPPER 1 FOOT OF SUBGRADE SHOULD BE COMPACTED TO AT LEAST 100% MAXIMUM DRY DENSITY PER ASTM D698. THE BASE SHALL BE PROVIDED BY THE BUILDING CONTRACTOR IN JOINT PROJECTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ACCURATE MEASUREMENTS FOR ALL CUT AND FILL DEPTHS REQUIRED. ANY PROPOSED EQUIVALENT ALTERNATIVE BASE MATERIAL MUST BE SUBMITTED FOR APPROVAL WITHIN 30 DAYS AFTER AWARD OF CONTRACT. ANY EQUIVALENT ALTERNATIVE SHALL ONLY BE USED IF APPROVED IN WRITING BY THE CEC AND AOR.

EXISTING FOUNDATIONS, SLABS, PAVEMENTS, AND BELOW–GRADE STRUCTURES SHALL BE REMOVED FROM THE BUILDING AREA. REMOVE SURFACE VEGETATIONS, TOPSOIL, ROOT SYSTEMS, ORGANIC MATERIAL, ASPHALT, AND SOFT OR OTHERWISE UNSATISFACTORY MATERIAL FROM THE BUILDING AREA. PROOFROLL EXPOSED SUBGRADE. REMOVE AND REPLACE UNSATISFACTORY AREAS WITH SATISFACTORY MATERIAL. SUBGRADE MATERIAL SHALL BE FREE OF ORGANIC AND OTHER DELETERIOUS MATERIALS AND SHALL MEET THE FOLLOWING REQUIREMENTS:

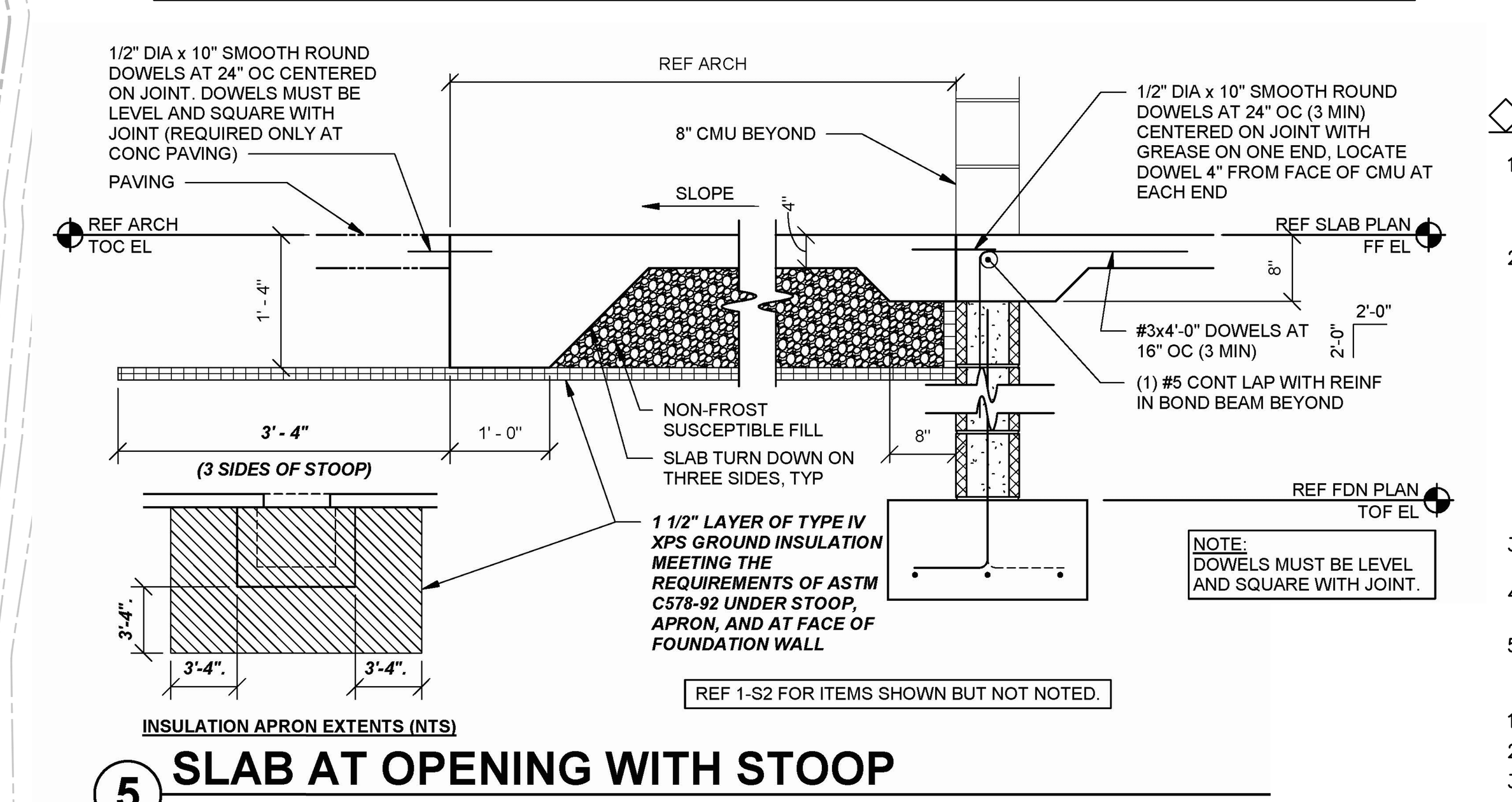
LOCATION WITH RESPECT TO FINAL GRADE	P.I.	L.L.
BUILDING AREA, BELOW UPPER 4 FEET	<25 MAX.>	<45 MAX.>
BUILDING AREA, UPPER 4 FEET	<30 MAX.>	<50 MAX.>

SUBGRADE MATERIAL, BELOW THE UPPER 12 INCHES, SHALL BE PLACED IN LOOSE LIFTS NOT EXCEEDING 8 INCHES IN THICKNESS AND COMPACTED TO AT LEAST 98 PERCENT OF

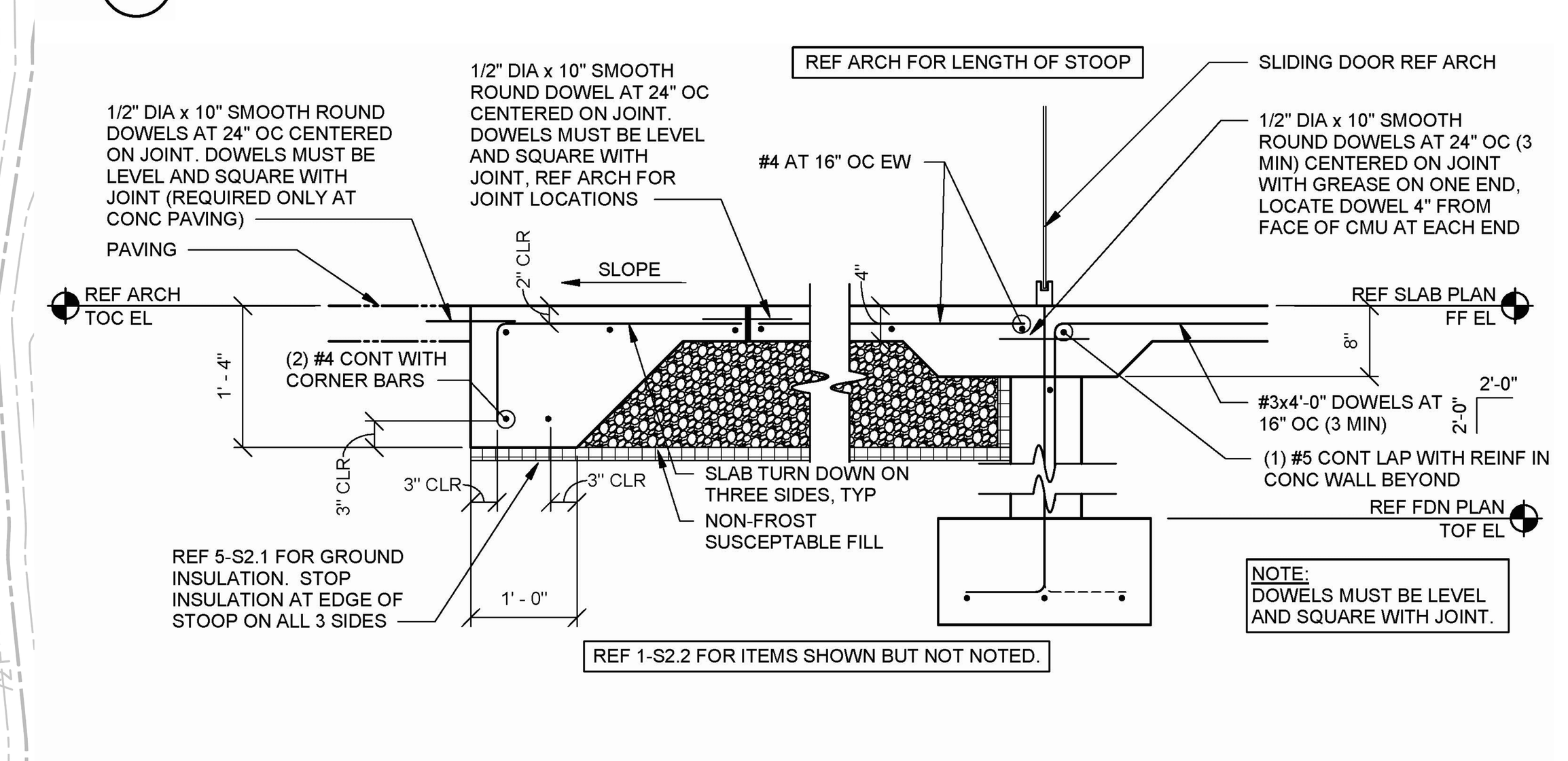
THE UPPER 12 INCHES OF SUBGRADE SHALL BE PLACED IN LOOSE LIFTS NOT EXCEEDING 8 INCHES IN THICKNESS AND COMPACTED TO AT LEAST 100 PERCENT OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D698) AT A MOISTURE CONTENT WITHIN 2 PERCENT BELOW TO 3 PERCENT ABOVE THE OPTIMUM.

THE FOUNDATION SYSTEM SHALL BE ISOLATED SPREAD FOOTINGS AT COLUMNS AND CONTINUOUS SPREAD FOOTINGS AT WALLS.

THIS FOUNDATION SUBSURFACE PREPARATION DOES NOT CONSTITUTE A COMPLETE SITE WORK SPECIFICATION. IN CASE OF CONFLICT, INFORMATION COVERED IN THIS PREPARATION SHALL TAKE PRECEDENCE OVER THE WAL–MART SPECIFICATIONS. REFER TO THE SPECIFICATIONS FOR SPECIFIC INFORMATION NOT COVERED IN THIS PREPARATION. THIS INFORMATION WAS TAKEN FROM A GEOTECHNICAL REPORT PREPARED BY ECS SOUTHEAST, LLC, DATED DECEMBER 9, 2024 (GEOTECHNICAL REPORT IS FOR INFORMATION ONLY AND IS NOT A CONSTRUCTION SPECIFICATION)



5 SLAB AT OPENING WITH STOOP



6 SLAB AT VESTIBULE STOOP

DEWATERING/GROUNDWATER NOTICE

THE CONTRACTOR IS SPECIFICALLY CAUTIONED REGARDING THE PRESENCE OF GROUNDWATER ON THIS SITE. WHEN PERFORMING GRADING OPERATIONS CONTRACTOR SHALL PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT AS NECESSARY TO FACILITATE CONSTRUCTION ACTIVITIES. REFER TO MASTER SITE SPECIFICATIONS. THE CONTRACTOR'S BASE BID SHALL INCLUDE PROVISIONS FOR ADDRESSING THIS CONDITION.

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.

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LEGEND

- PROPERTY LINE
- STORM SEWER
- CURB INLET/CATCH BASIN
- JUNCTION BOX
- CLEAN OUT
- HEADWALL
- RIP–RAP
- CONCRETE DITCH
- XXX.XX – SPOT ELEVATION
- HP – HIGH POINT
- TC – TOP OF CURB
- TG – TOP OF GROUND
- TP – TOP OF PAVEMENT
- TREE PROTECTION FENCE
- SLOPE ARROW

NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR DEMOLITION OF EXISTING STRUCTURES INCLUDING REMOVAL OF ANY EXISTING UTILITIES SERVING THE STRUCTURE. UTILITIES ARE TO BE REMOVED TO THE RIGHT–OF–WAY.
2. 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 MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
3. ALL CUT OR FILL SLOPES SHALL BE 3:1 OR FLATTER UNLESS OTHERWISE NOTED.
4. PRECAST STRUCTURES SHALL BE USED UNLESS OTHERWISE APPROVED BY CEC.
5. ACCEPTABLE STORM SEWER MATERIALS (THERE WILL BE NO SUBSTITUTIONS ALLOWED FOR PIPES SHOWN TO BE RCP):
   1) REINFORCED CONCRETE PIPE
   2) SPIRAL RIB METAL PIPE
   3) CORRUGATED POLYETHYLENE (N–12)
   4) POLYVINYL CHLORIDE (PVC) – ONLY PERMITTED IN 15" DIAMETER OR LESS. SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS AND INFORMATION.
6. EXISTING PIPES TO BE CLEANED OUT TO REMOVE ALL SILT AND DEBRIS.
7. SEE PLANTING DETAILS FOR BERM REQUIREMENTS WITHIN LANDSCAPED ISLANDS.
8. ALL CONCRETE FLUMES ARE TO BE 5' WIDE U.N.O.
9. THE CONTRACTOR SHALL HAVE ANY RIGHT–OF–WAY MONUMENTS LOCATED BY A LICENSED SURVEYOR PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES WITHIN THE RIGHT–OF–WAY. ANY MONUMENTS WHICH ARE DESTROYED OR DAMAGED DURING CONSTRUCTION SHALL BE REPLACED.
10. ALL STORM PIPE ENTERING STRUCTURES SHALL BE GROUTED TO ASSURE CONNECTION AT STRUCTURE IS WATERTIGHT.
11. ALL STORM SEWER MANHOLES SHALL BE FLUSH WITH FINAL GRADE; AND SHALL HAVE TRAFFIC BEARING RING AND COVERS. LIDS SHALL BE LABELED "STORM SEWER".
12. REFER TO ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION ON COMPACTORS.
13. THE PAVEMENT SHALL BE FLUSH WITH THE TOP OF THE CONCRETE STOOPS AT ALL EXITS (TYP). THE SLOPES OF PAVEMENT AREAS UP TO THESE STOOPS SHALL NOT EXCEED 1:20.
14. CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS.
15. TOPOGRAPHIC INFORMATION IS TAKEN FROM A TOPOGRAPHIC SURVEY BY LAND SURVEYORS. IF THE CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, THEN THE CONTRACTOR SHALL SUPPLY, AT THEIR EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR TO THE OWNER FOR REVIEW.
16. ALL UNSURFACED AREAS SHALL RECEIVE 4" TOPSOIL, SEED (SOD WHERE INDICATED ON PLANTING PLAN) AND MULCH. WATER UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.
17. CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME.
18. ALL STORM STRUCTURES SHALL HAVE A SMOOTH UNIFORM POURED MORTAR INVERT FROM INVERT IN TO INVERT OUT.
19. SEE FOUNDATION SUBSURFACE PREPARATION NOTE FOR GRANULAR MATERIAL UNDER FLOOR SLAB.
20. SEE PROJECT SITE WORK SPECIFICATIONS FOR SITE PREPARATION PROCEDURES FOR ALL AREAS EXCLUSIVE OF THE BUILDING PADS.
21. ALL SLOPES STEEPER THAN 3:1 SHALL BE PROTECTED WITH A STABILIZATION FABRIC.
22. ALL EARTHWORK TO BE PERFORMED ON AN OUTLOT OR LEASE PARCEL SHALL BE IN ACCORDANCE WITH THE PAVEMENT AREA OR OUTLOT AREA (AS APPLICABLE) REQUIREMENTS DESCRIBED IN SECTION 02300 OF THE SITEWORK SPECIFICATIONS.
23. THROAT ELEVATIONS SHOWN ON CURB INLETS INCLUDE 3" SUMP.
24. SLOPE ON ALL ADA ACCESSIBLE ROUTES SHALL NOT EXCEED 1:20.
25. ELEVATION OF NEW EDGE OF PAVEMENT TO MATCH EXISTING. CONTRACTOR SHALL ADJUST AND/OR CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE.
26. ALL PIPES THAT PENETRATE LEVEES, INCLUDING PERMANENT OUTLET CONTROL DEVICES AND TEMPORARY DISCHARGE PIPES FROM SEDIMENTATION BASINS, SHALL BE CONSTRUCTED IN CONJUNCTION WITH FILL PLACEMENT TO ENSURE THESE DRAINAGE DEVICES ARE PROPERLY PLACED AND THE SURROUNDING BACKFILL IS ADEQUATELY TIED INTO THE BASIN LEVEE. TRENCHING OF LEVEES IS NOT PERMITTED. REFER TO SPECIFICATION 02630 FOR ADDITIONAL INFORMATION AND SUBMITTAL REQUIREMENT TO THE CEC.

Tennessee 811
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REVISIONS	BY

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TN CORPORATION #355643

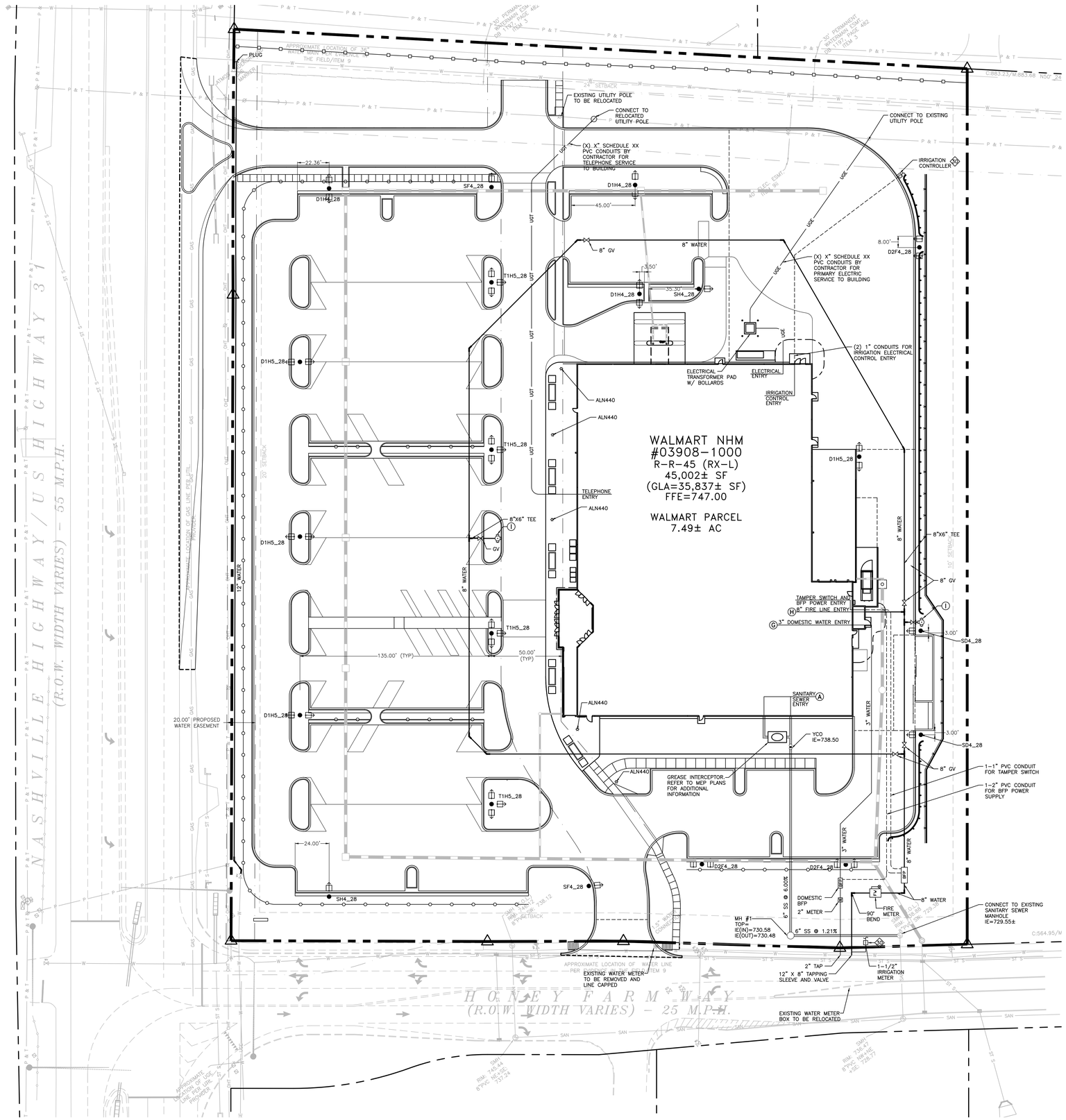
JOSEPH S. PARSLEY, REGISTERED ENGINEER, STATE OF TENNESSEE, No. 110147

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	5 OF 8 SHEETS

GRADING PLAN



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.

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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

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.

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UTILITY PLAN

REVISIONS	BY

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TN CORPORATION #355643

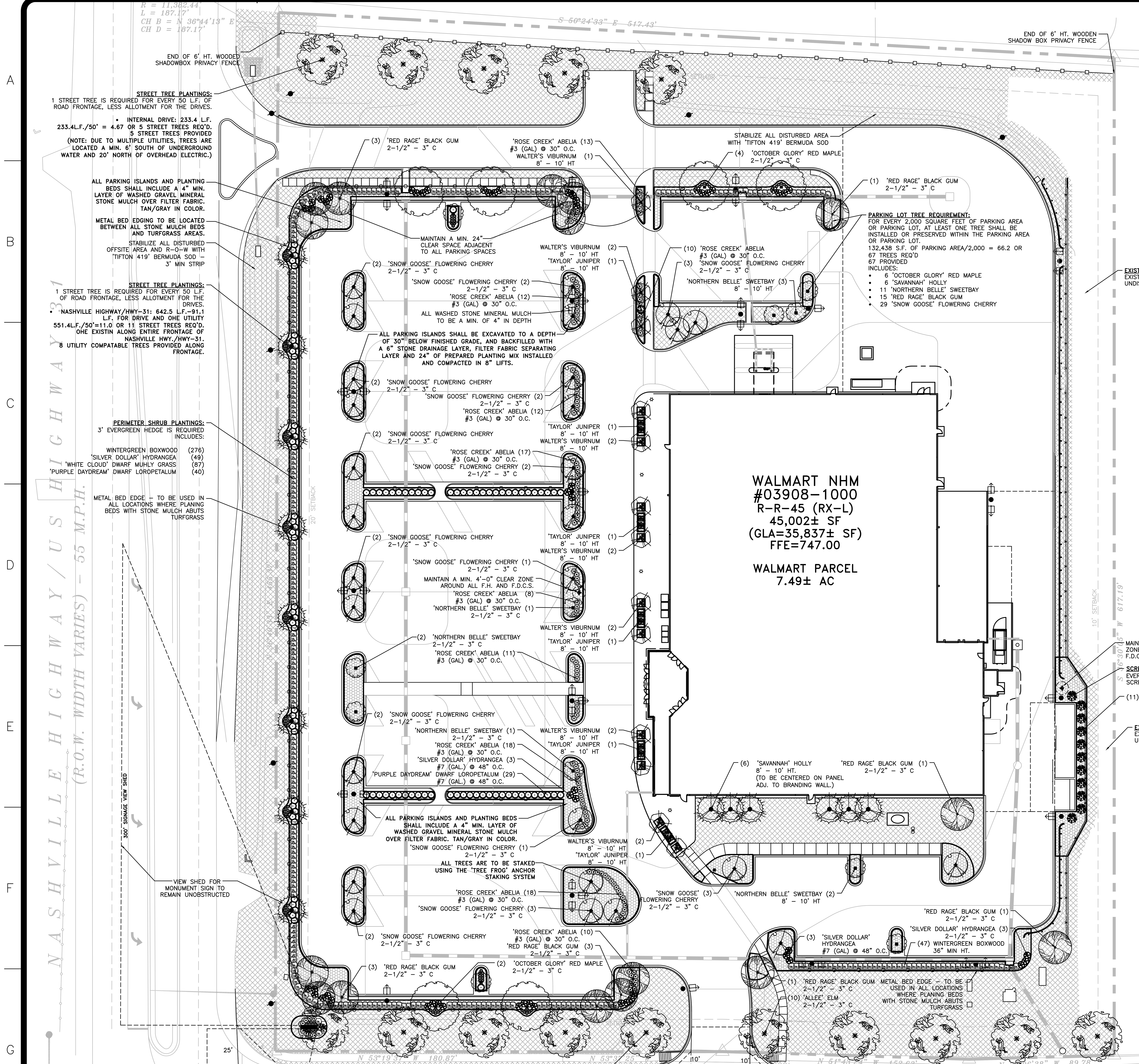
JOSEPH S. PARLER REGISTERED ENGINEER AGRICULTURE COMMERCE No. 110147 STATE OF TENNESSEE

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



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

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.

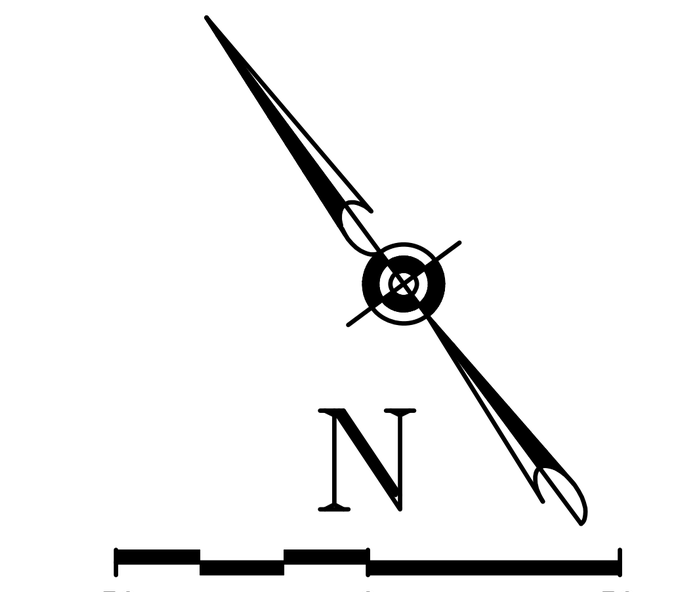
H. LOT/BUILDING SITE/PARCEL BUFFER REQUIREMENTS
1. FOR PROJECT BUFFERS APPLICABLE TO DEVELOPMENT PARCELS, SEE SECTION 5.8.
2. IF A PROJECT BUFFER EXISTS OR IS REQUIRED PURSUANT TO SECTION 5.7, A LOT/BUILDING SITE/ PARCEL BUFFER IS NOT REQUIRED UNDER THIS SECTION 4.3.11.H.
3. EXCEPT AS PROVIDED IN PARAGRAPH 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 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.



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.**

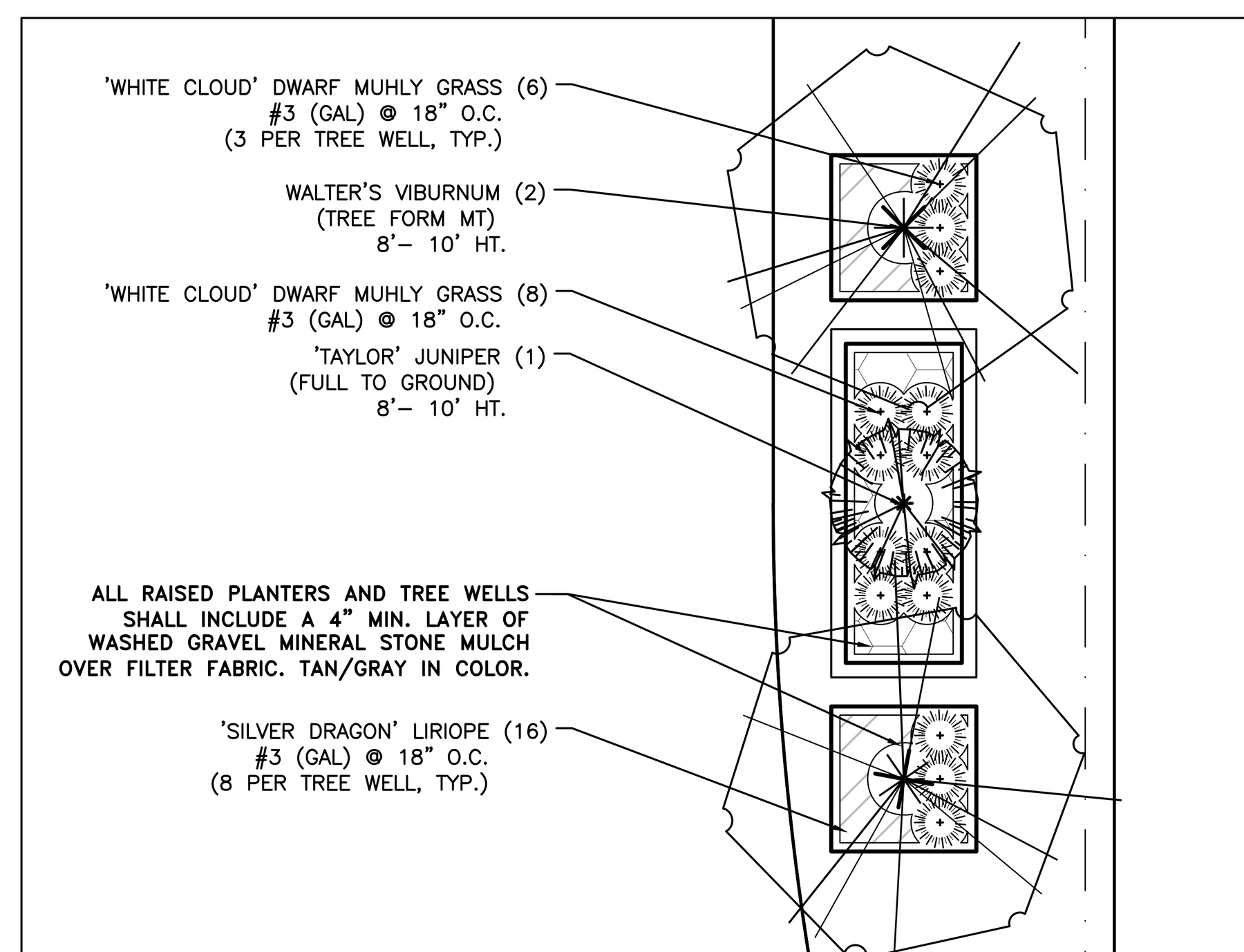
   RAISED PLANTERS HAVE BEEN INCLUDED IN PLACE OF A CONTINUOUS FOUNDATION PLANTING BED ALONG THE SIDE FACING NASHVILLE HIGHWAY. THE SIDE FACING THE FRONTAGE OF HONEY FARM WAY HAS A BROAD OPEN SPACE AREA WITH TREES. THE OTHER TWO SIDES OF THE BUILDING INCLUDE THE LOADING ZONE AND FLY THRU PICK UP LANES AND WILL NOT HAVE FOUNDATION PLANTINGS.

ALL LANDSCAPE PLANTINGS SHALL BE FULLY IRRIGATED

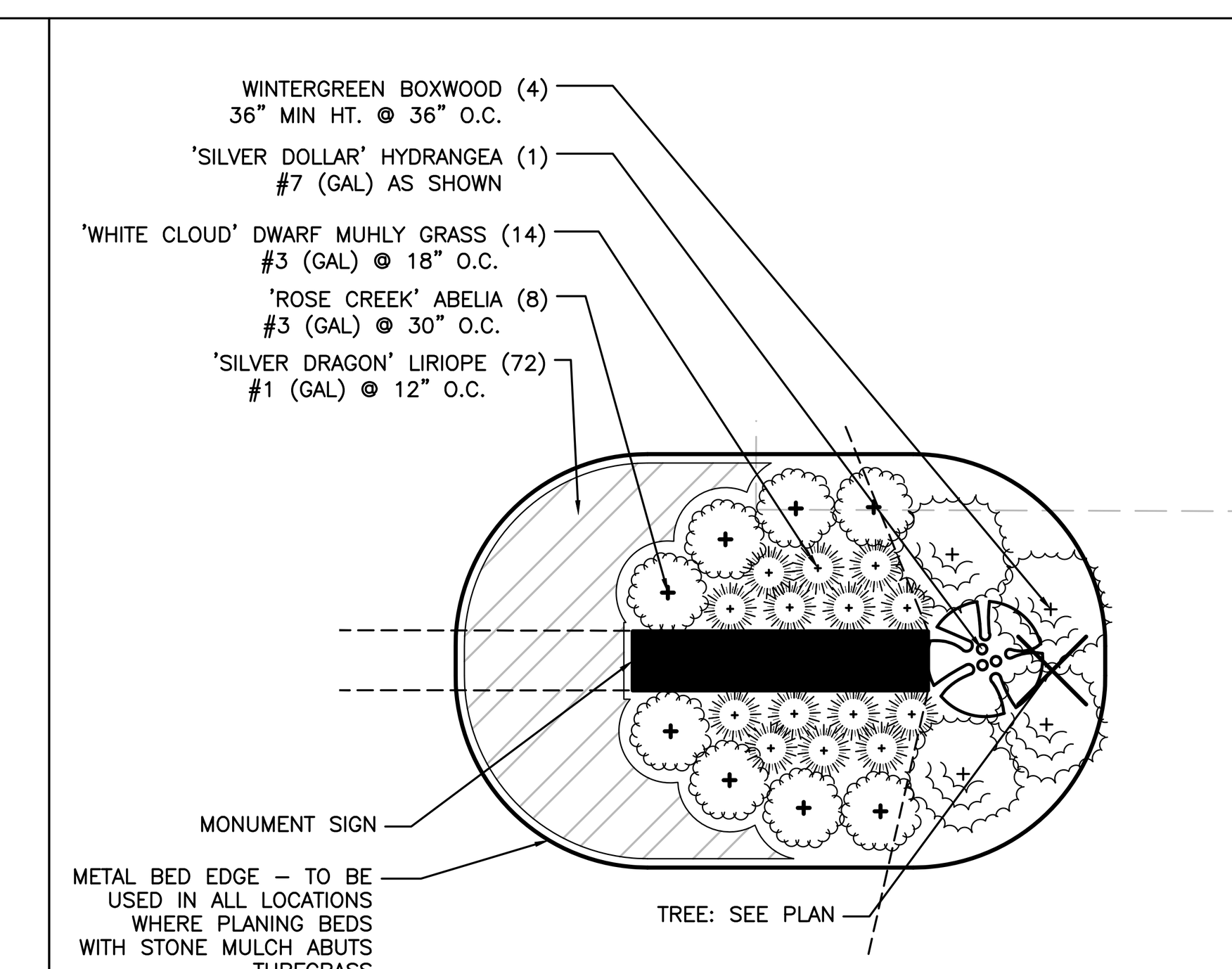
THE CONTRACTOR'S INITIAL PRICING SHALL INCLUDE THE COSTS FOR ALL LANDSCAPE AREAS TO BE FULLY IRRIGATED BY A PERMANENTLY INSTALLED IN-GROUND IRRIGATION SYSTEM. CONTRACTOR SHALL PROVIDE AN AUTOMATICALLY CONTROLLED SYSTEM THAT PROVIDES FULL COVERAGE OF ALL INSTALLED PLANTINGS AND UTILIZES A COMBINATION 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.

REVISIONS	BY

CARLSON CONSULTING ENGINEERS, INC.
7068 LEDGESTONE COMMONS
BARTLETT, TENNESSEE 38133
PH. (901) 384-0404 • FX. (901) 384-0710
TN CORPORATION #355643



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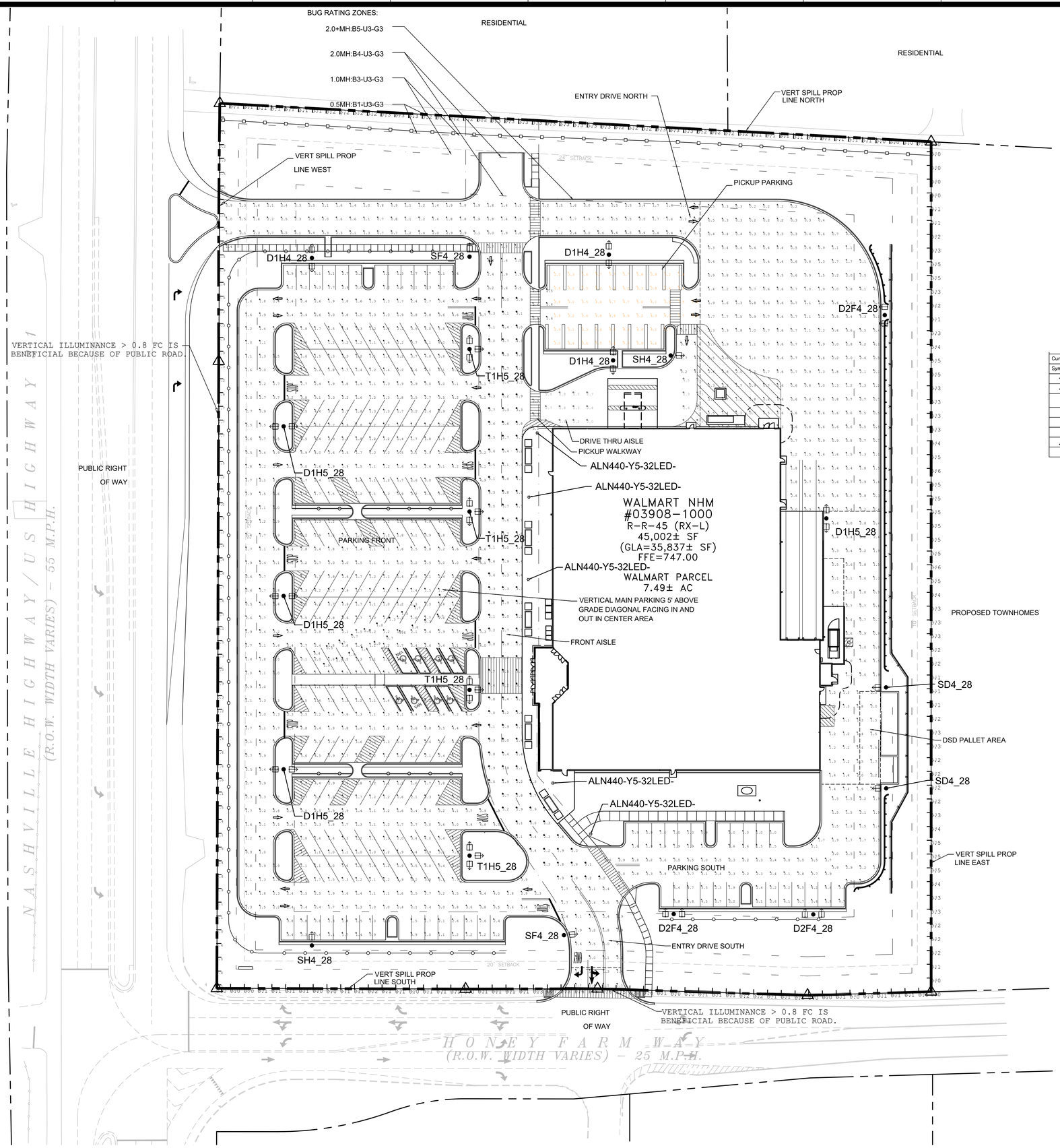
PLANTING PLAN

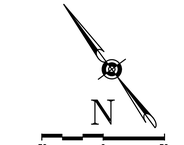


LED STATISTICS SHOWN ARE AT 50000 HOURSL93 RATING (~12 YEARS @ 12 HRS/DAY).

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

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TN CORPORATION #355643

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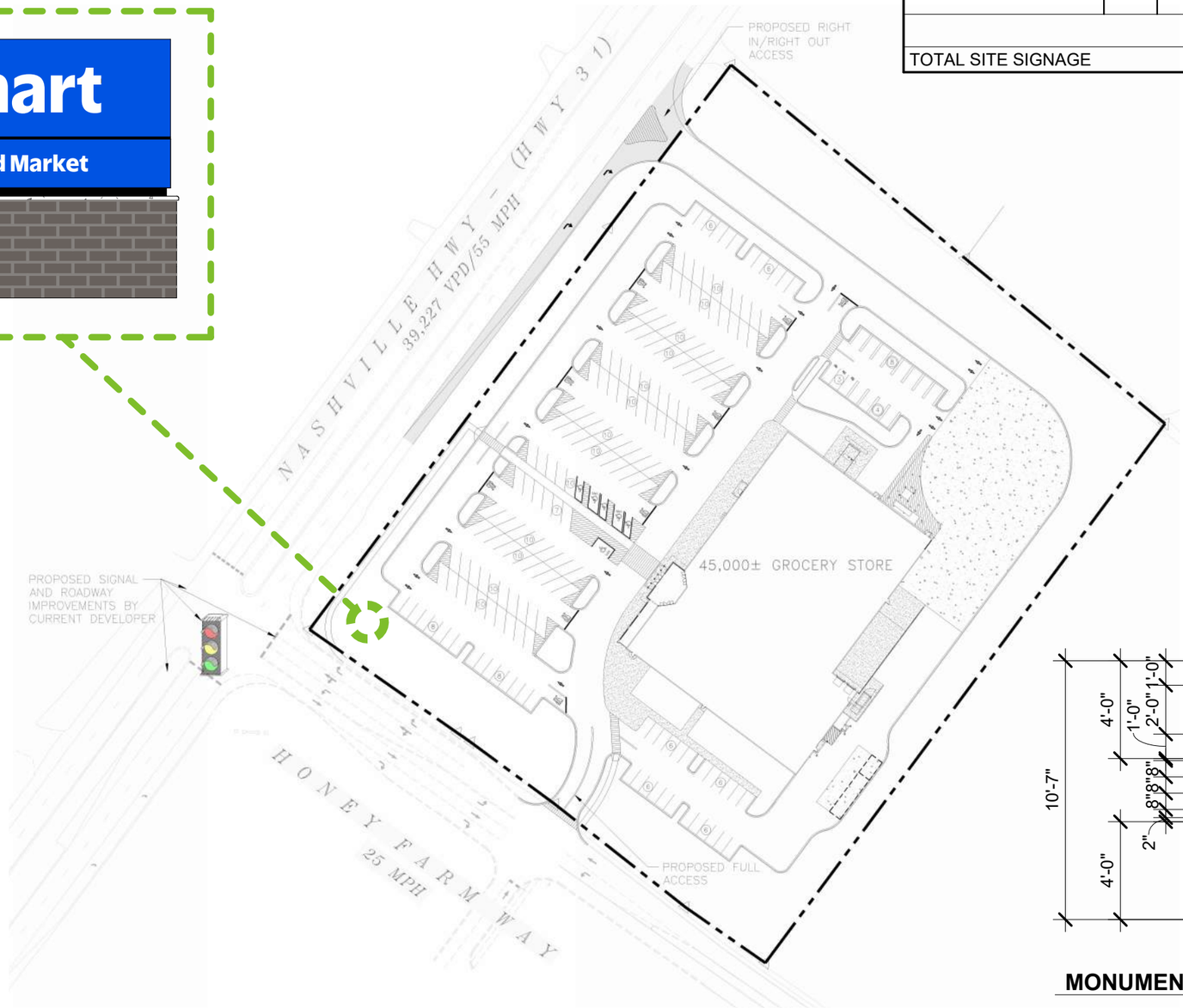
VARIANCE REQUIRED DUE TO AREA RESTRICTIONS

10'-7" H 100.19SF

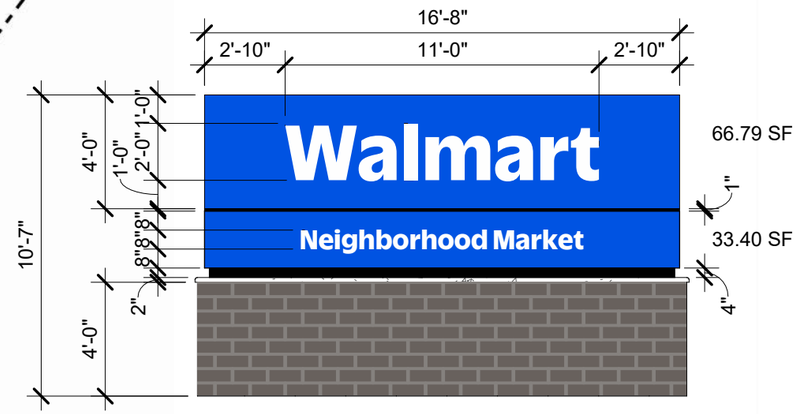


SITE SIGNAGE SCHEDULE

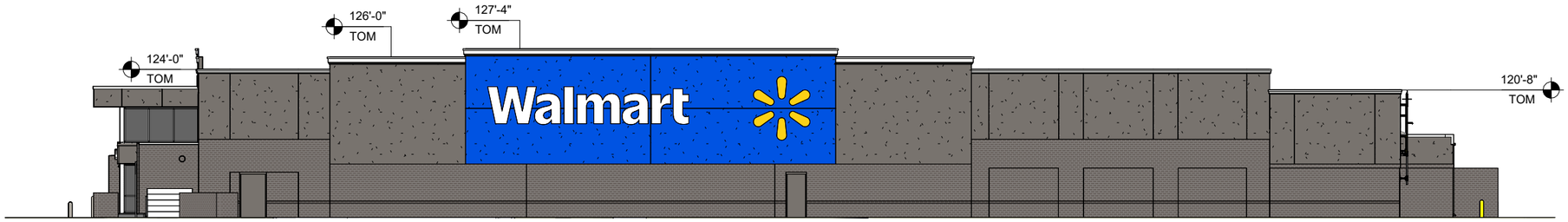
SIGNAGE	QTY	ILLUMINATED	COLOR	INDIVIDUAL AREA		TOTAL AREA	
Walmart Monument	1	YES	WHITE LETTERING	100.19	SF	100.19	SF
TOTAL SITE SIGNAGE						100.19	SF



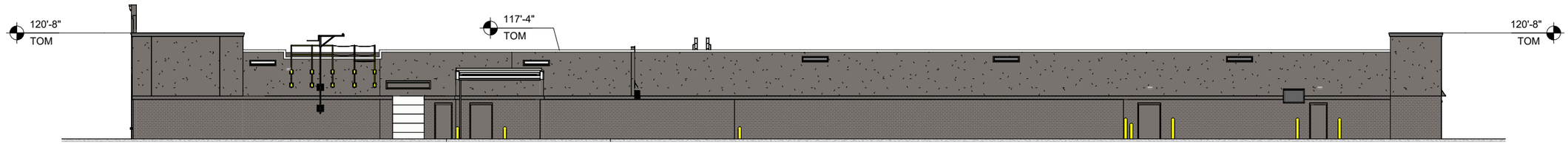
NOTE: BASE FINISH TO MATCH BUILDING MATERIALS



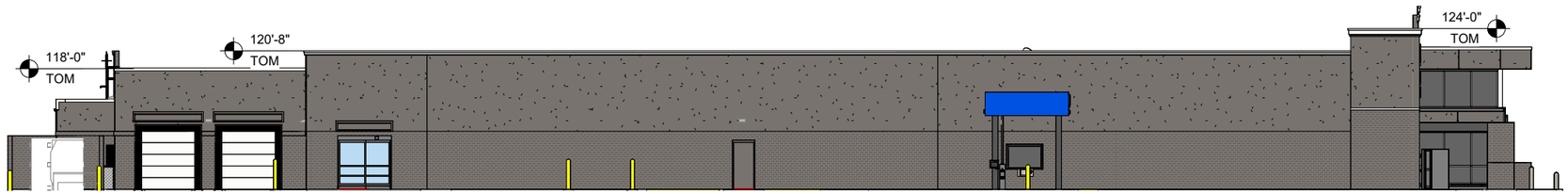
MONUMENT SIGN



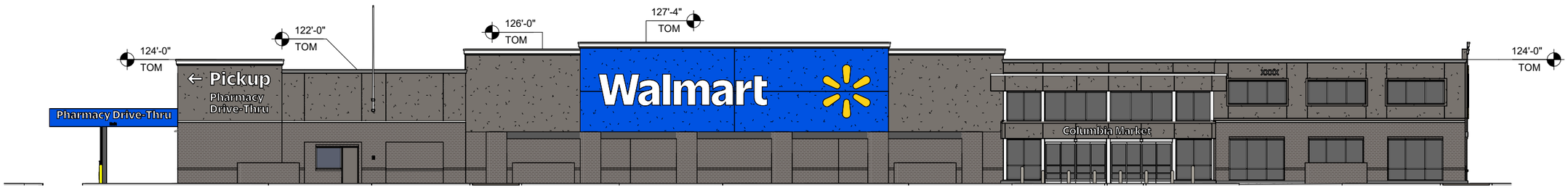
SIDE ELEVATION (SOUTHWEST)



REAR ELEVATION (SOUTHEAST)

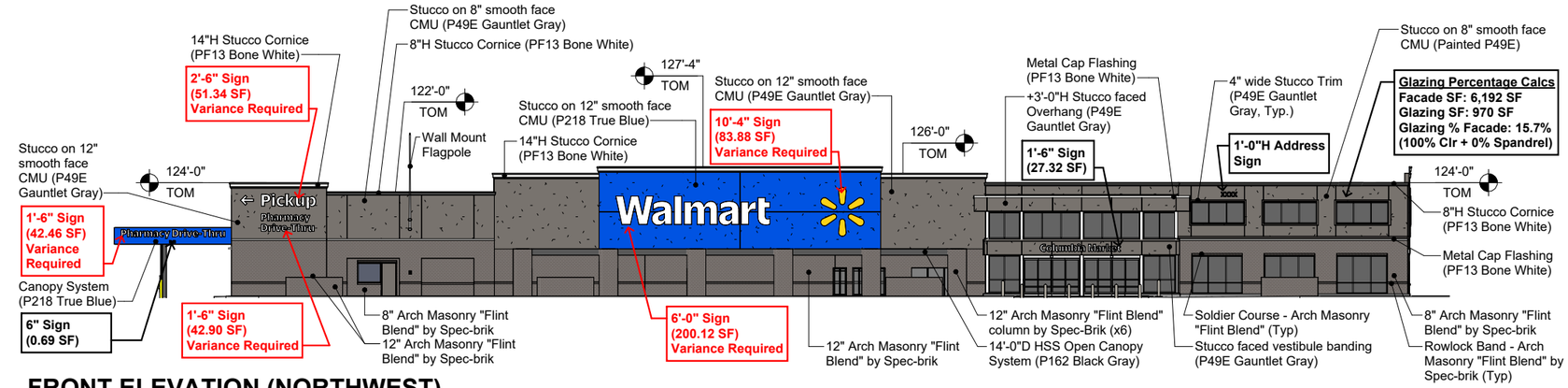


SIDE ELEVATION (NORTHEAST)

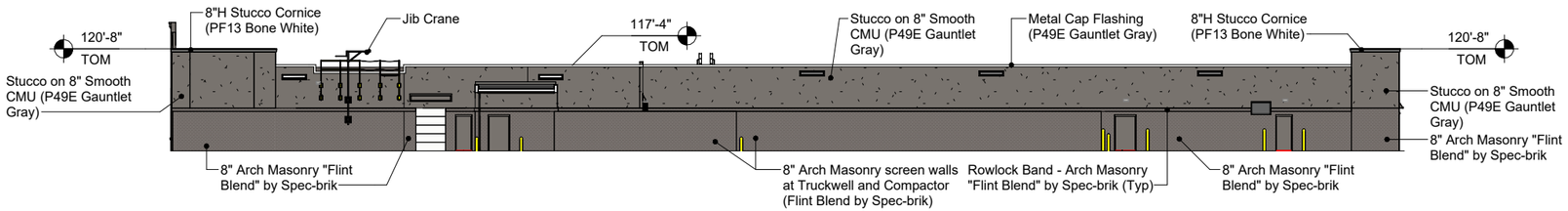


FRONT ELEVATION (NORTHWEST)

Paint P49E Gauntlet Gray	Paint P218 True Blue	Paint P162E Black Gray	Aluminum Brake Cladding and Automatic Doors - Clear Anodized finish	Architectural Masonry "Flint Blend" by Spec-Brik



FRONT ELEVATION (NORTHWEST)



REAR ELEVATION (SOUTHEAST)

SIDE ELEVATION (SOUTHWEST)

SIDE ELEVATION (NORTHEAST)



Perspective - Honey Farm Way - South



Perspective - Parking Front RX Corner



Perspective - Parking Front SW Corner



Perspective - Monument Sign Visibility

RETAINING WALL MATERIAL

AB Europa Collection Allan Block





FENCE

Three Rail Smooth Top Aluminum Picket Fence



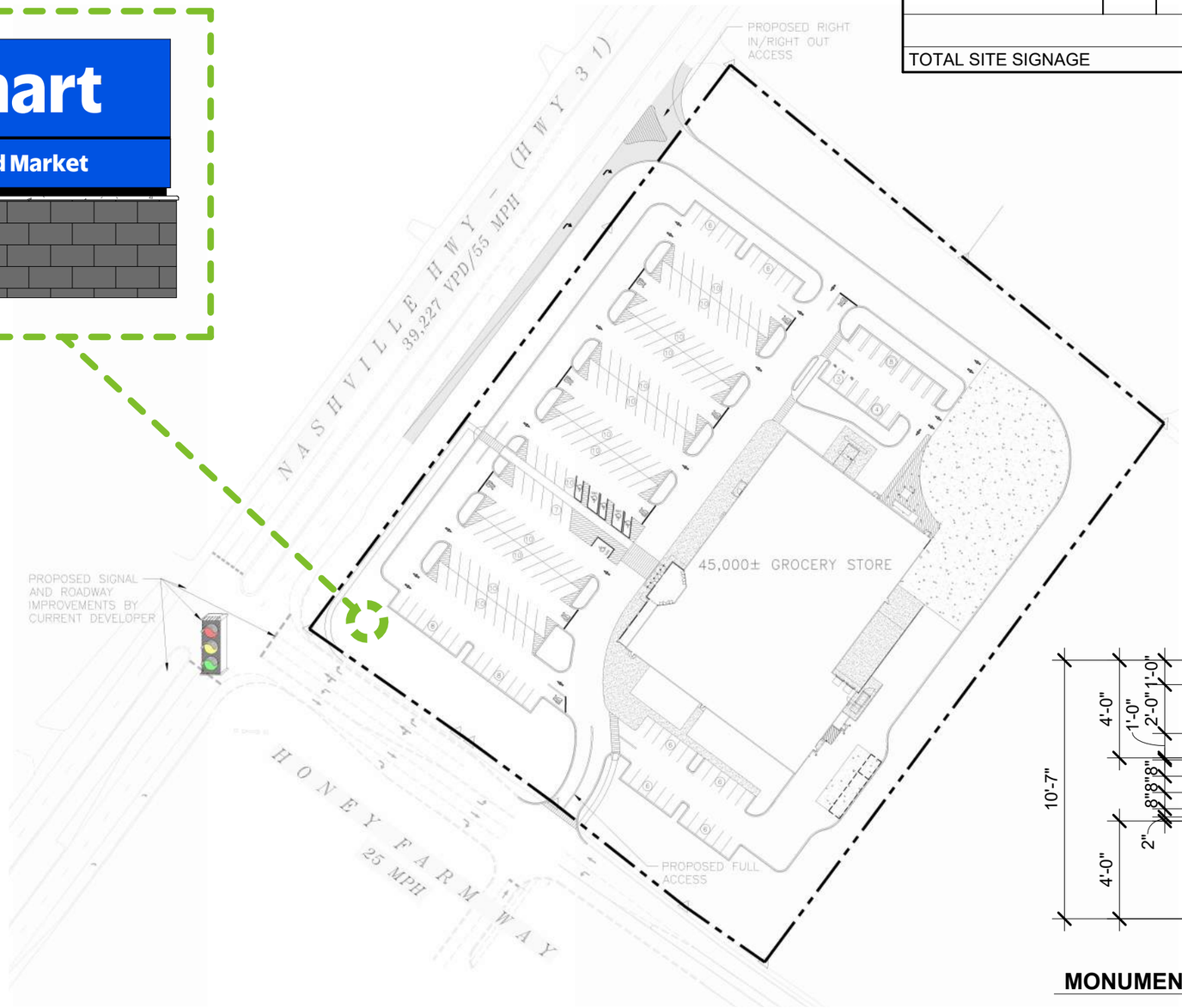
VARIANCE REQUIRED DUE TO AREA RESTRICTIONS

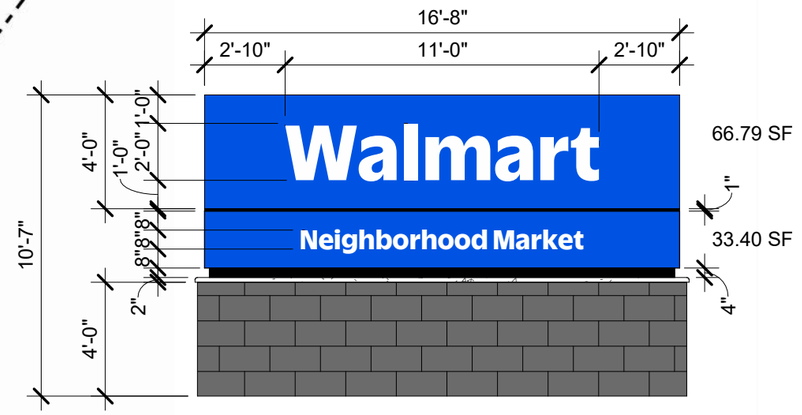
10'-7" H 100.19SF



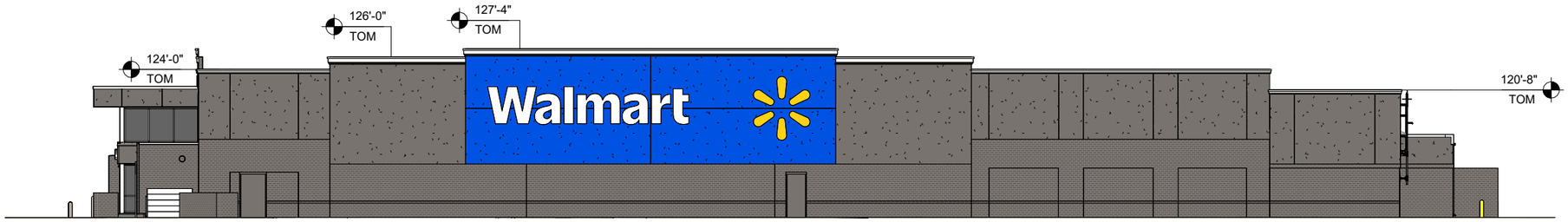
SITE SIGNAGE SCHEDULE

SIGNAGE	QTY	ILLUMINATED	COLOR	INDIVIDUAL AREA		TOTAL AREA	
Walmart Monument	1	YES	WHITE LETTERING	100.19	SF	100.19	SF
TOTAL SITE SIGNAGE						100.19	SF

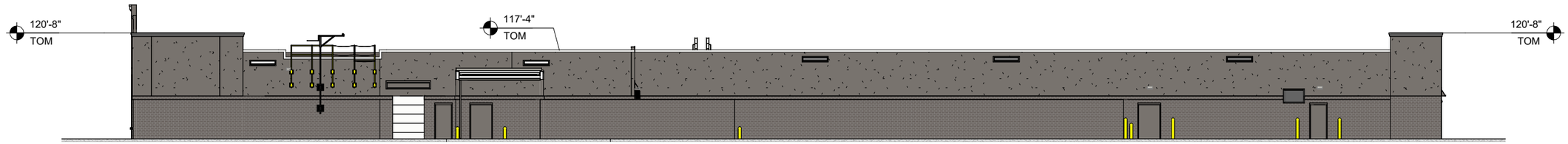




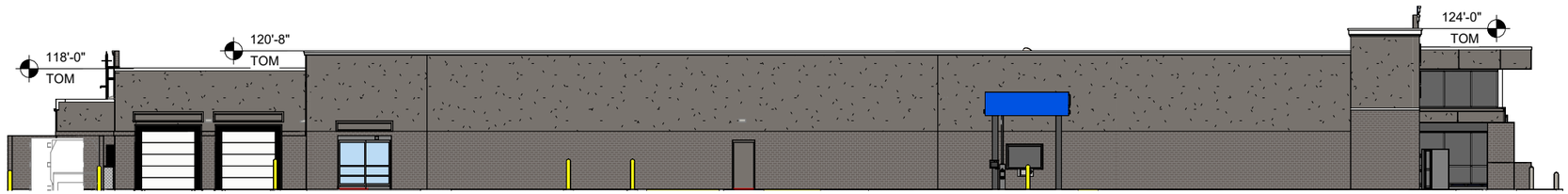
MONUMENT SIGN



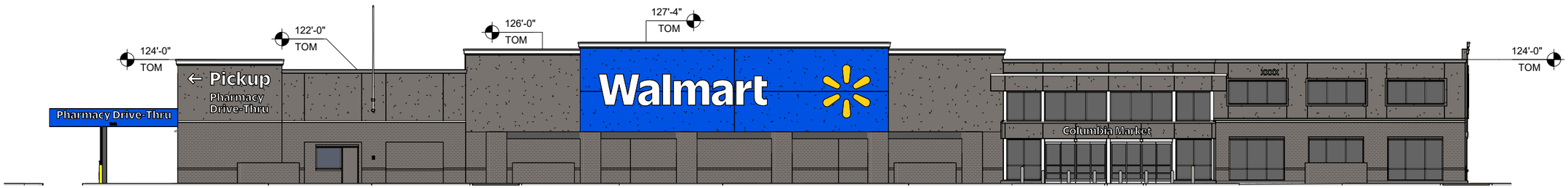
SIDE ELEVATION (SOUTHWEST)



REAR ELEVATION (SOUTHEAST)



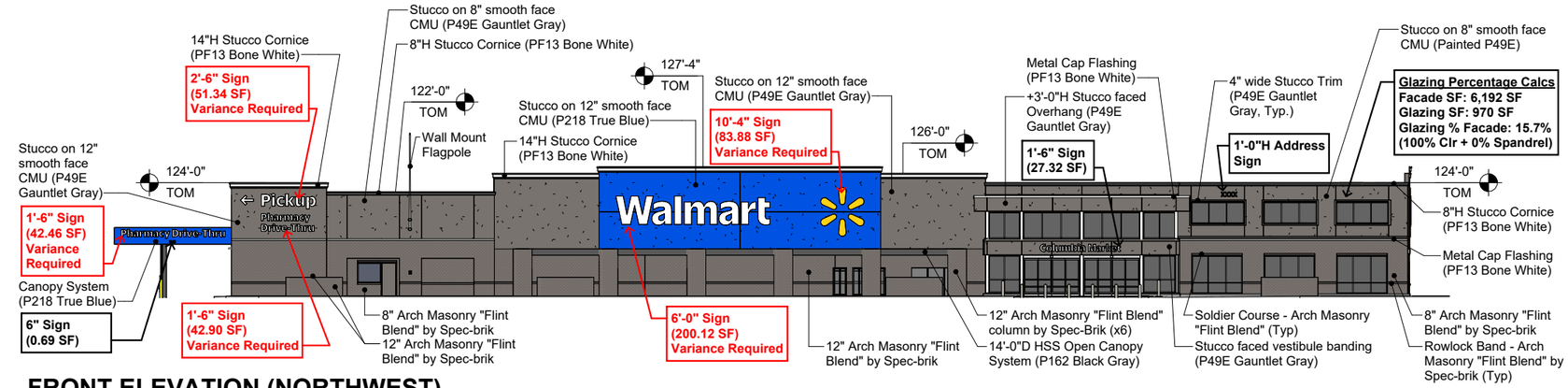
SIDE ELEVATION (NORTHEAST)



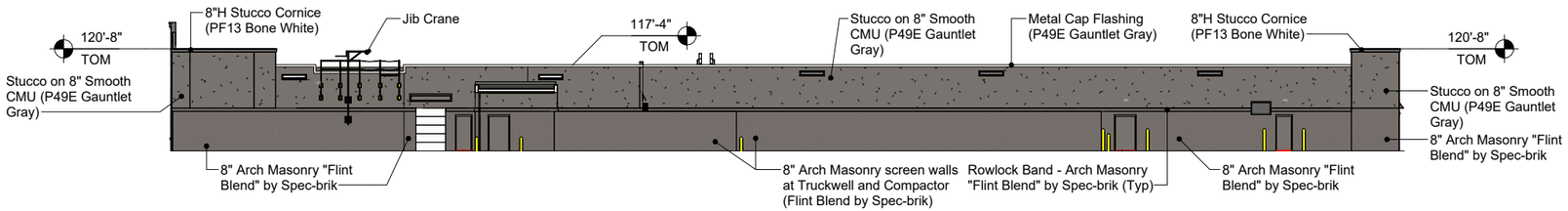
FRONT ELEVATION (NORTHWEST)



Paint P49E Gauntlet Gray	Paint P218 True Blue	Paint P162E Black Gray	Aluminum Brake Cladding and Automatic Doors - Clear Anodized finish	Architectural Masonry "Flint Blend" by Spec-Brik



FRONT ELEVATION (NORTHWEST)



REAR ELEVATION (SOUTHEAST)

SIDE ELEVATION (SOUTHWEST)

SIDE ELEVATION (NORTHEAST)



Perspective - Honey Farm Way - South



Perspective - Parking Front RX Corner



Perspective - Parking Front SW Corner



Perspective - Monument Sign Visibility

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

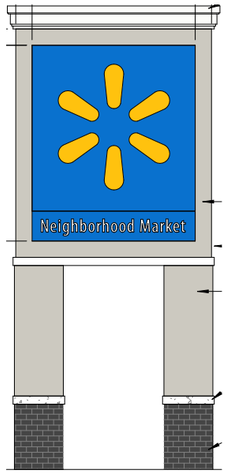
PYLON SIGN OPTION

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

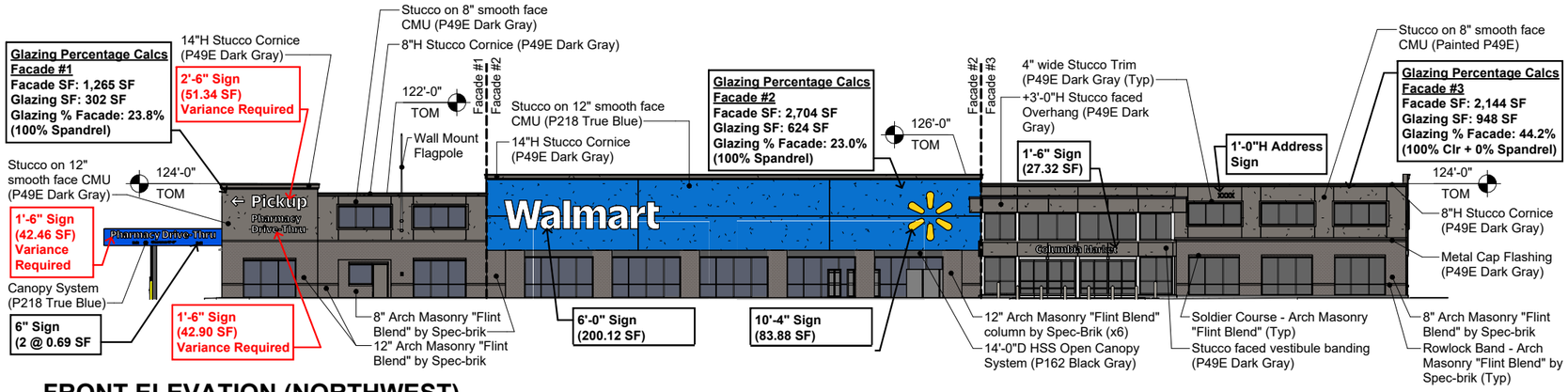
28'-5" H 120SF



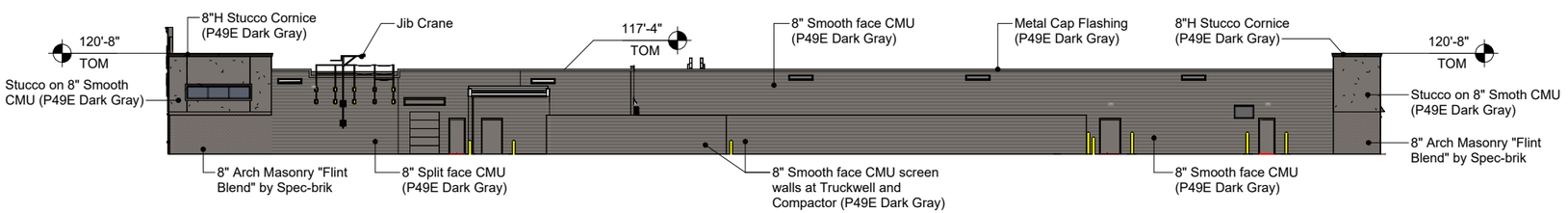


PYLON SIGN ILLUSTRATION - ALT

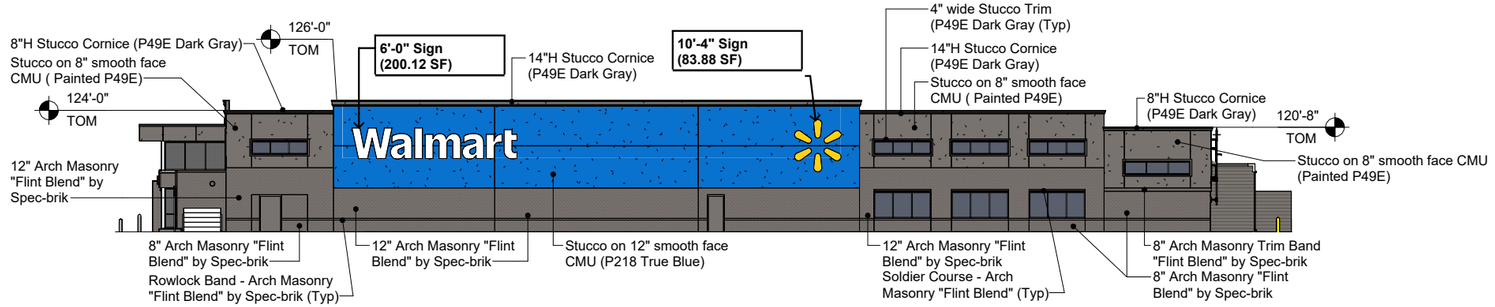
SITE SIGNAGE - PYLON (PREFERRED DUE TO VISIBILITY)



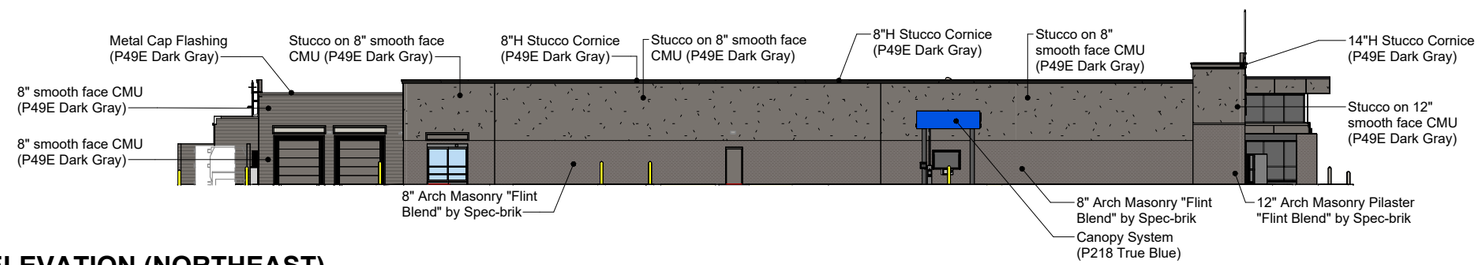
FRONT ELEVATION (NORTHWEST)



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**

HFA

Code Comment Response 2

Project: Walmart Neighborhood Market #3908
2248 Nashville Hwy
Columbia, TN

Project #: 03908-1000
Permit #: 24-0535
Date: 03/18/2025

The information below is in response to the comments received by our office from Principal Planner, Austin Brass via email on the above referenced project on 02/11/2025.

Jurisdiction

Comment 1: An initial request indicates a brand wall that had a raised parapet and the mounted lettering and logo that was combined together. A resubmittal indicates a flat brand wall that has lettering and the logo in far separation from each other. I know this request is asking for significant signage deviations, and in discussion it would be more amicable to see this request as initial shown with all lettering combined together with a brand wall that showed a raised parapet and separation of blue and gray on the stucco CMU wall face. This same requirement on the Honey Farm Way elevation with the brand wall in similar fashion on the front when asking for a signage deviation request on a non-façade elevation.

Response 1: See attached revised proposed elevations. The proposed principal elevation and Honey Farm Way elevations have been revised to reflect a reduced brand wall footprint with a parapet step to break the length of the brand wall. The amount of storefront has been reduced to only the principal elevation and removed from the lower portion of the brand wall. We will be pursuring a deviation/variation for the allowable signage area.

Comment 2: The signage request of a monument sign would be considered with some landscaping shrubs moved out of the way for visibility.

Response 2: See attached revised proposed site signage. The proposed site signage is a monument sign that adheres to the city ordinance with the exception of the allowable area. We will be pursuing a deviation/variation for the area increase. Landscaping design will be coordinated to allow visibility of the site signage.

Comment 3: There is still significant concern regarding the rear elevation and visibility from Honey Farm Way. Is there a possibility to extend out the hedgerow to the end of the

HFA

parking lot or additional landscaping to help screen this view from the roadway. This elevation does indicate a basic CMU block façade that is typically not an approved material type per the code with no articulation/modulation.

Response 3: See attached revised proposed elevations. The proposed rear elevation has been revised to extend Spec-brik and Stucco finishes to match the adjacent facades. In addition to the building materials, modifications to the landscaping design to limit visibility will also be coordinated.

End of Code Comment Response 2

Kirsten M. Whitehead, AIA|NCARB|CPD
Team Lead/Architect
HFA-AE, LTD

Melissa Sanders

From: Olivia DuPuy <OliviaDuPuy@carlsonconsulting.net>
Sent: Tuesday, March 4, 2025 4:48 PM
To: Austin Brass
Cc: Alex Dickerson; Joseph Parsley; Sandra Richardson; Glenn Harper; Paul Keltner; Melissa Sanders; Robert Archibald
Subject: [Caution External Email] - 3908-1000 Walmart Neighborhood Market - Requesting to Defer

Hi Austin,

Our client has requested to defer to next month's meeting due to ongoing coordination.

Thank you,

Olivia DuPuy, EI
Project Manager | Carlson Consulting Engineers, Inc
7068 Ledgestone Commons | Bartlett, TN 38133
Ph. 901.384.0404 (Ext 109) | Fax 901.384.0710 | www.carlsonconsulting.net

Melissa Sanders

From: Austin Brass
Sent: Wednesday, February 12, 2025 1:18 PM
To: Olivia DuPuy
Cc: Joseph Parsley; Sandra Richardson; Glenn Harper; Paul Keltner; Melissa Sanders; Robert Archibald
Subject: RE: 3908-1000 Walmart Neighborhood Market - Planning Commission Meeting

Hi Olivia;

I appreciate the update. We will make sure to mark this application as deferred at request of the applicant and proceed forward on the March agenda.

Best,

From: Olivia DuPuy <OliviaDuPuy@carlsonconsulting.net>
Sent: Wednesday, February 12, 2025 12:37 PM
To: Austin Brass <ABrass@Columbiatn.gov>
Cc: Joseph Parsley <JosephParsley@carlsonconsulting.net>
Subject: [Caution External Email] - 3908-1000 Walmart Neighborhood Market - Planning Commission Meeting

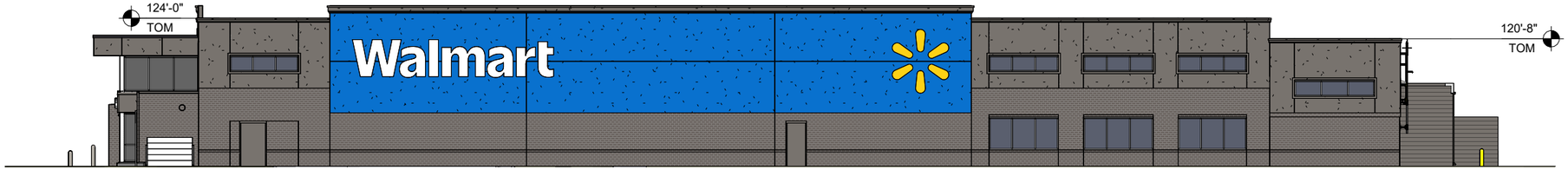
Good afternoon Austin,

With the latest feedback we have received, our client would like to defer to next month's meeting for further coordination.

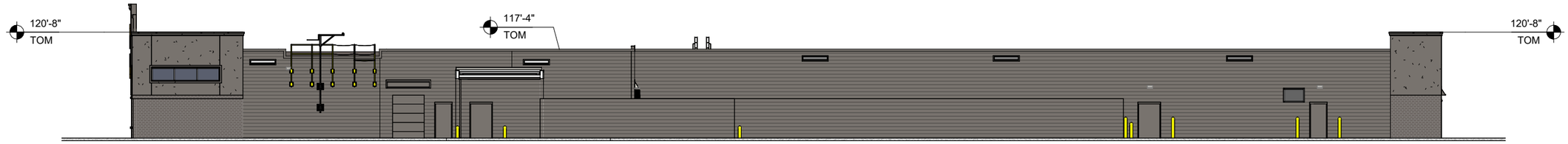
Thank you,

Olivia DuPuy

Get Outlook for iOS



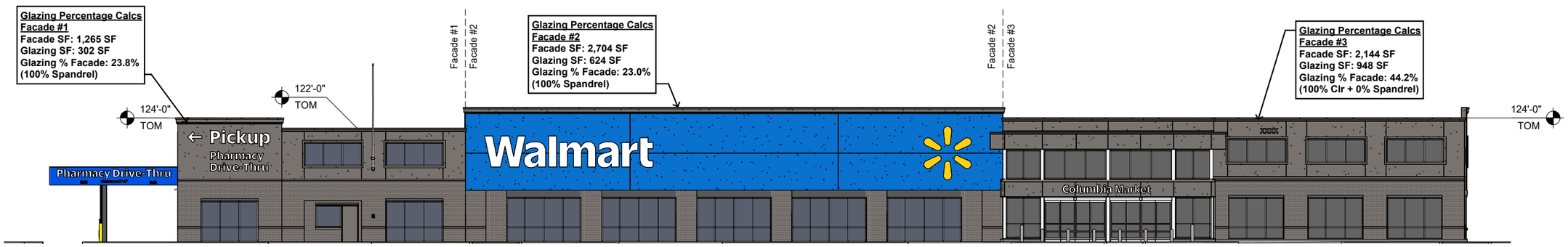
SIDE ELEVATION (SOUTHWEST)



REAR ELEVATION (SOUTHEAST)



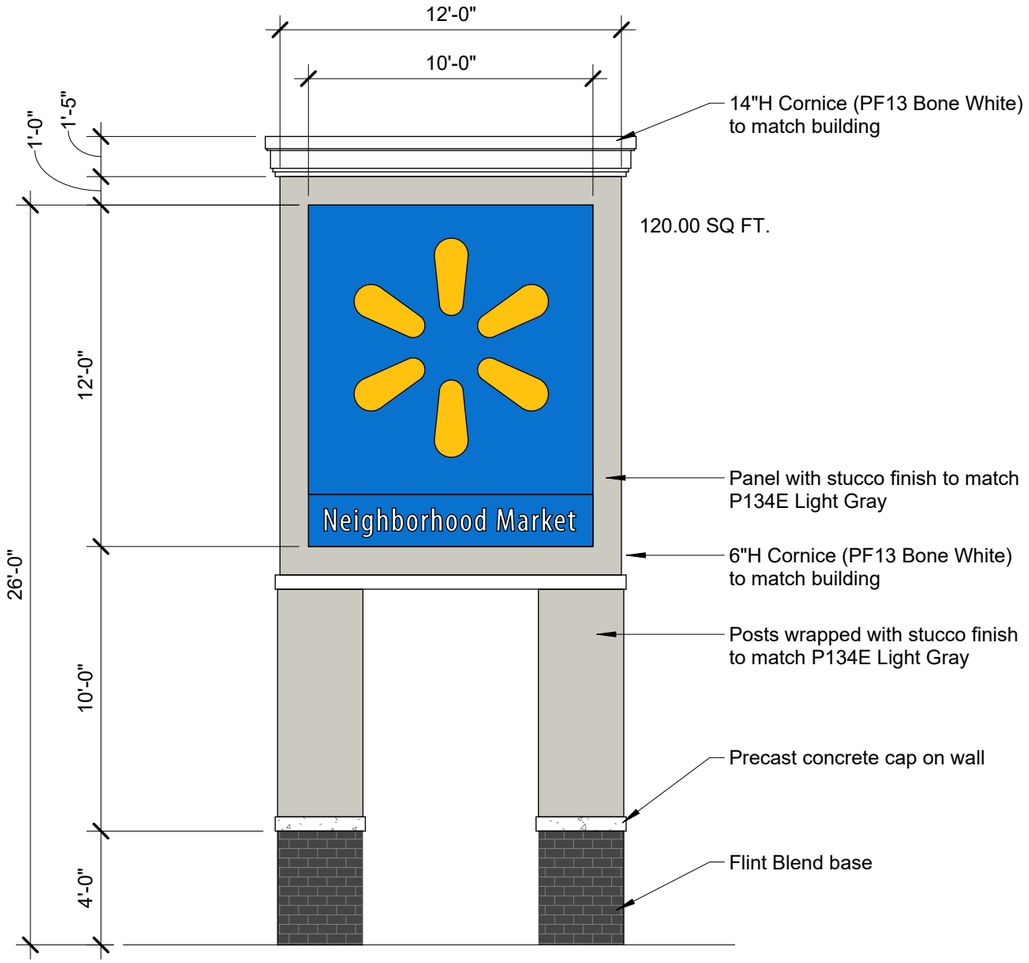
SIDE ELEVATION (NORTHEAST)



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



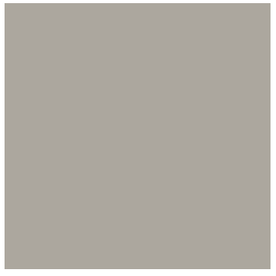
PYLON SIGN ILLUSTRATION - ALT



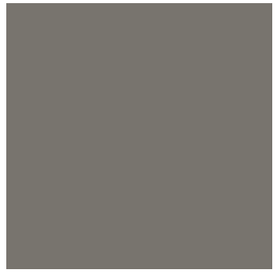
MONUMENT SIGN ILLUSTRATION



Aluminum Brake Cladding
and Automatic Doors
Clear Anodized finish



Paint
P135E Medium Gray



Paint
P49E Dark Gray



Paint
P218 True Blue



Paint
P162E Black Gray



Perspective - Parking Front RX Corner



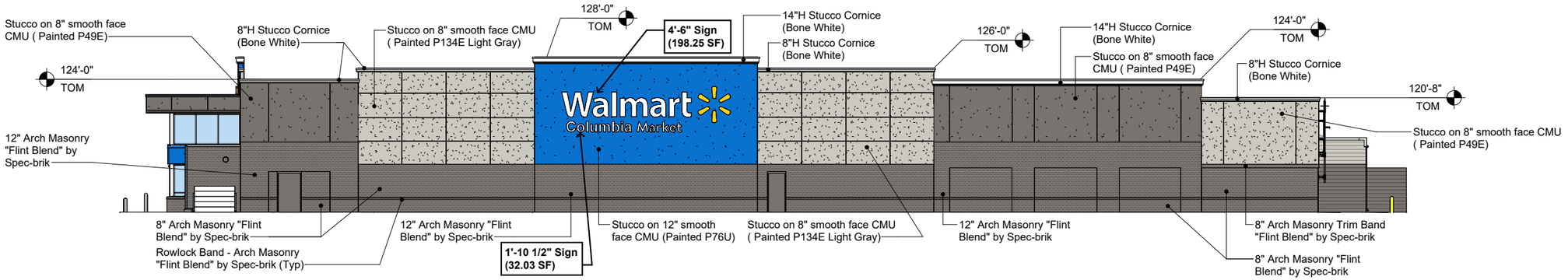
Perspective - Honey Farm Way - South



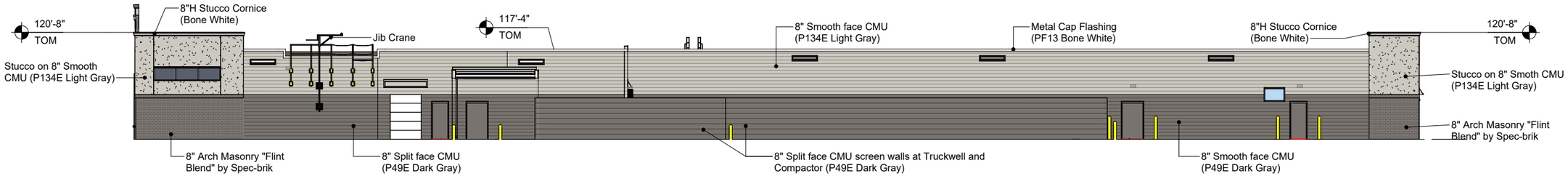
Perspective - Monument Sign Visibility



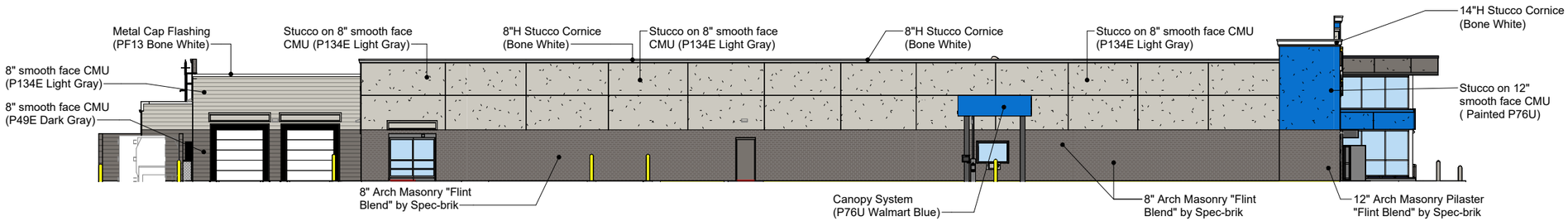
Perspective - Pylon Sign Visibility



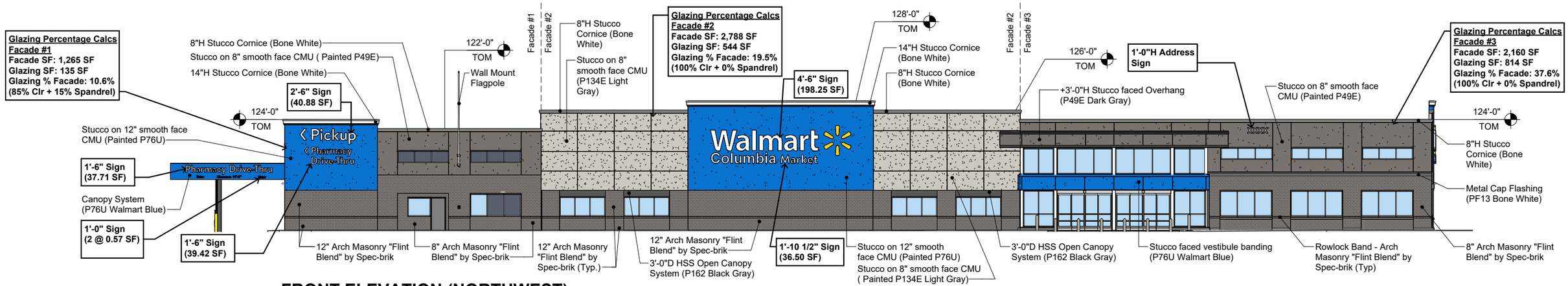
SIDE ELEVATION (SOUTHWEST)



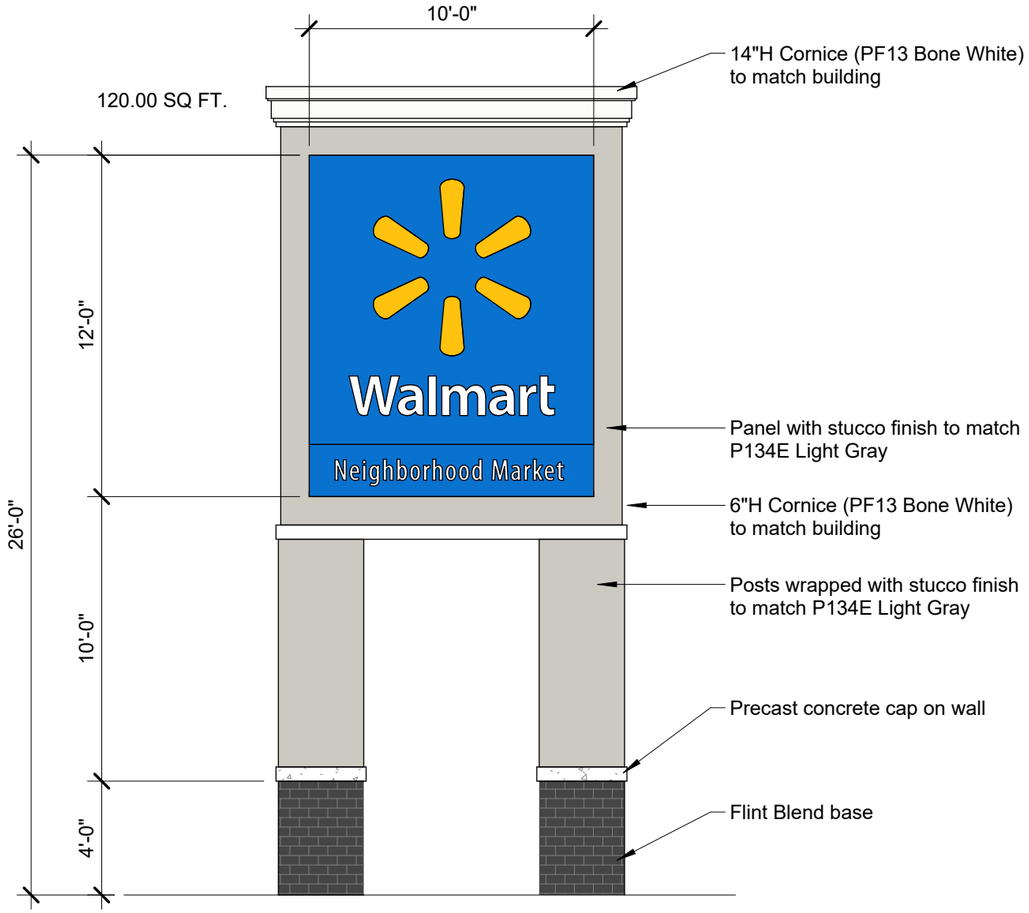
REAR ELEVATION (SOUTHEAST)



SIDE ELEVATION (NORTHEAST)



FRONT ELEVATION (NORTHWEST)



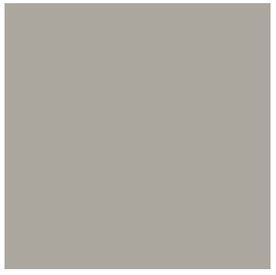
MONUMENT SIGN ELEVATION

SITE SIGNAGE SCHEDULE

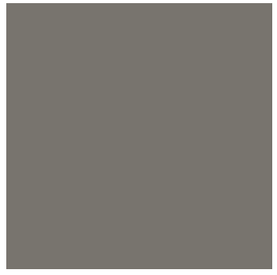
SIGNAGE	QTY	ILLUMINATED	COLOR	INDIVIDUAL AREA		TOTAL AREA	
Walmart Monument	1	YES	WHITE LETTERING, YELLOW SPARK	120.00	SF	120.00	SF
TOTAL SITE SIGNAGE						120.00	SF



Paint
P134E Light Gray



Paint
P135E Medium Gray



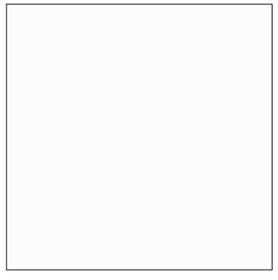
Paint
P49E Dark Gray



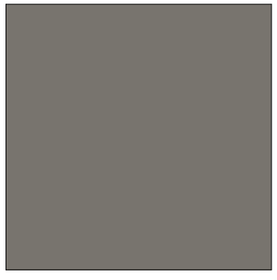
Paint
P76U Walmart Blue



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

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:

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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.

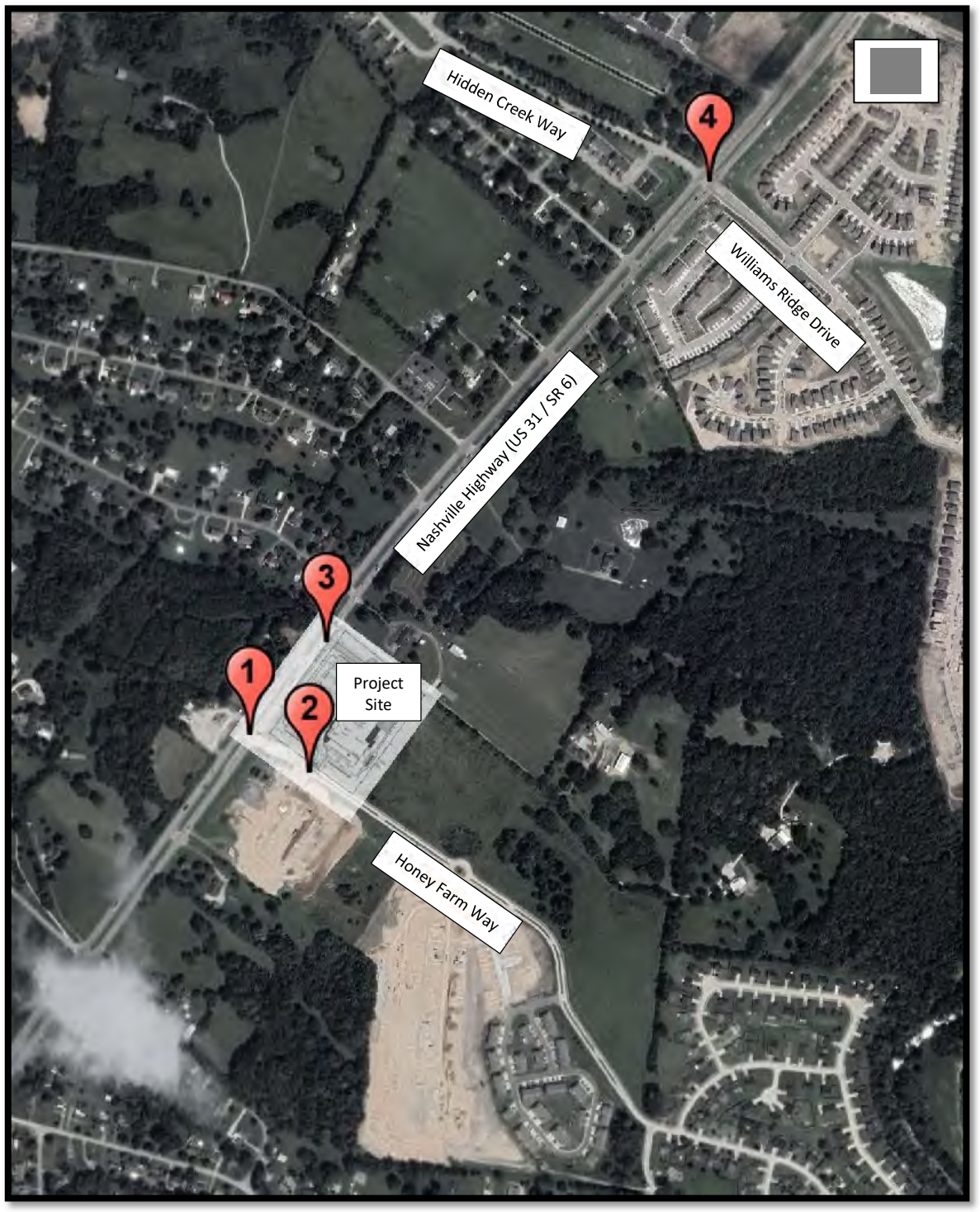
1. INTRODUCTION

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

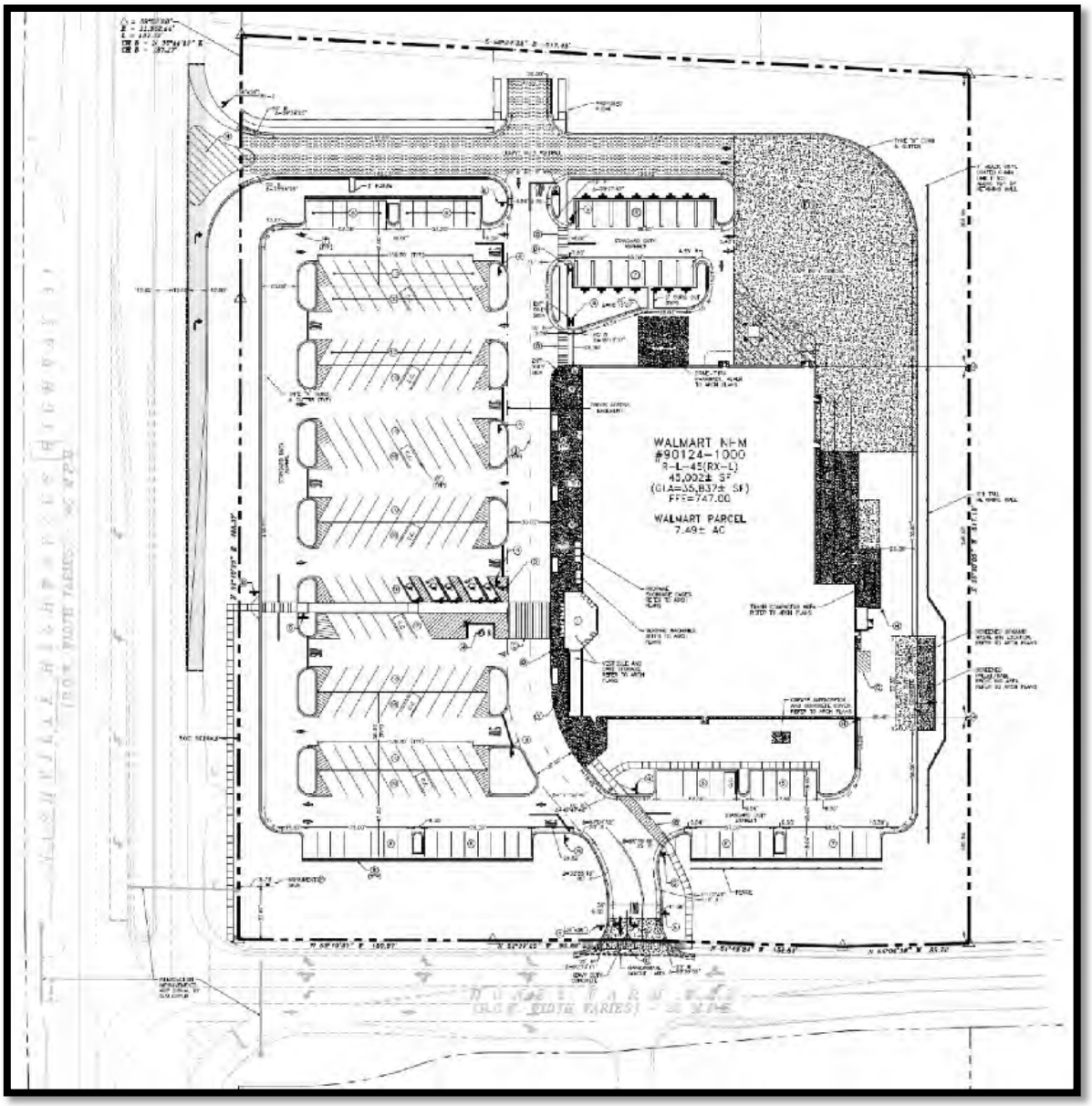
2. PROJECT DESCRIPTION

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.

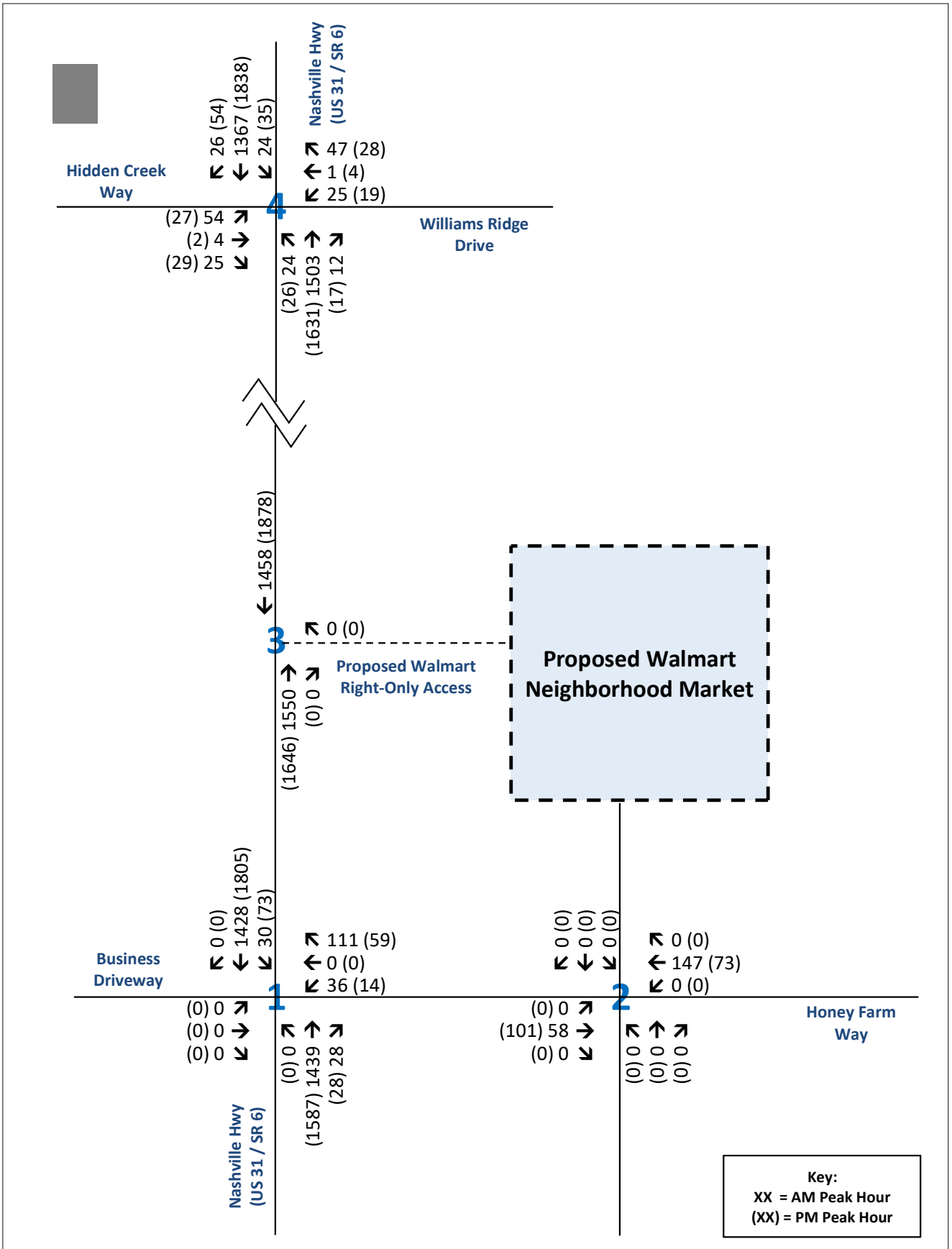


Figure 3.
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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.

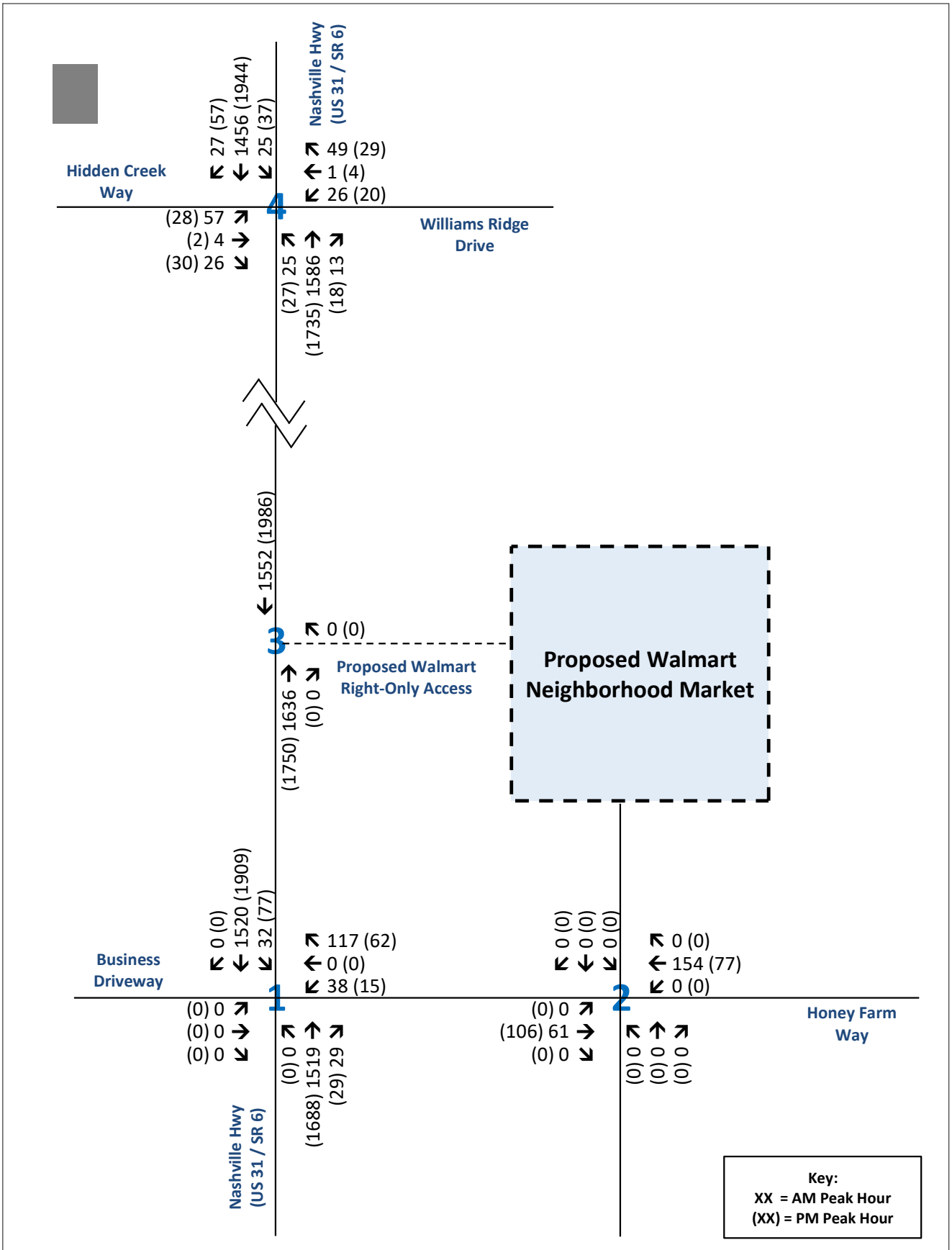


Figure 4.
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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

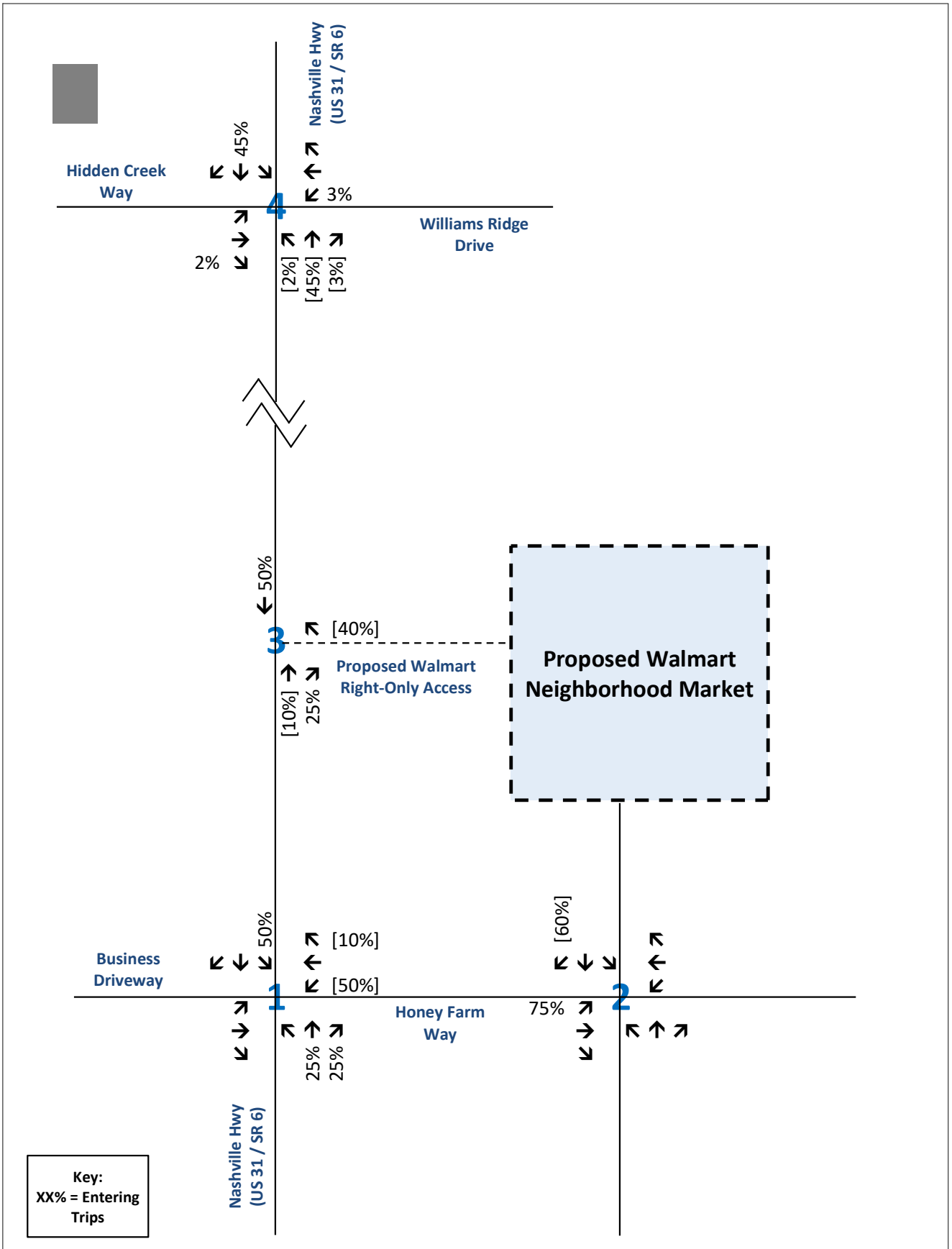


Figure 5.
Primary Trip Distribution - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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.

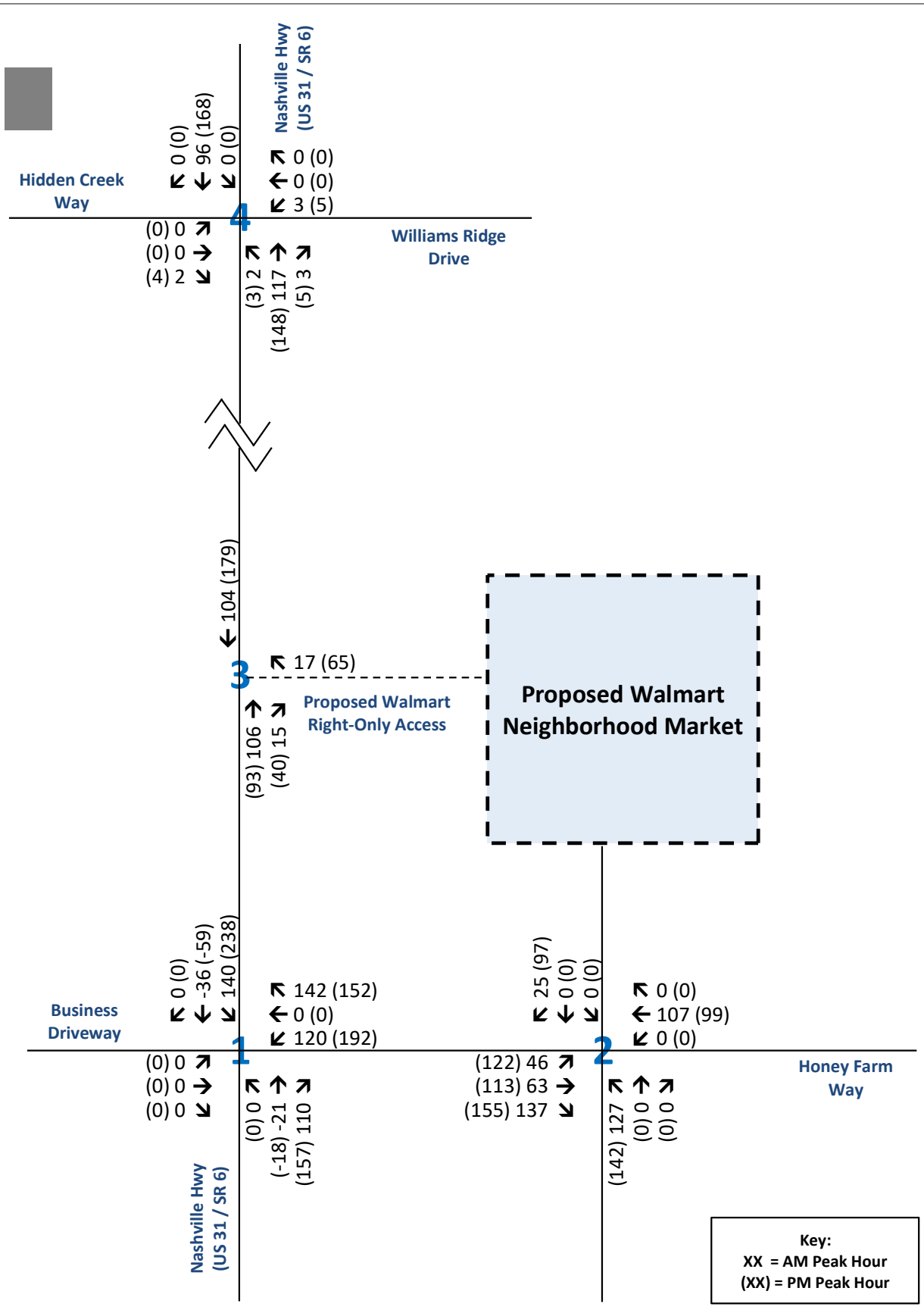


Figure 6.
Site Generated Traffic
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

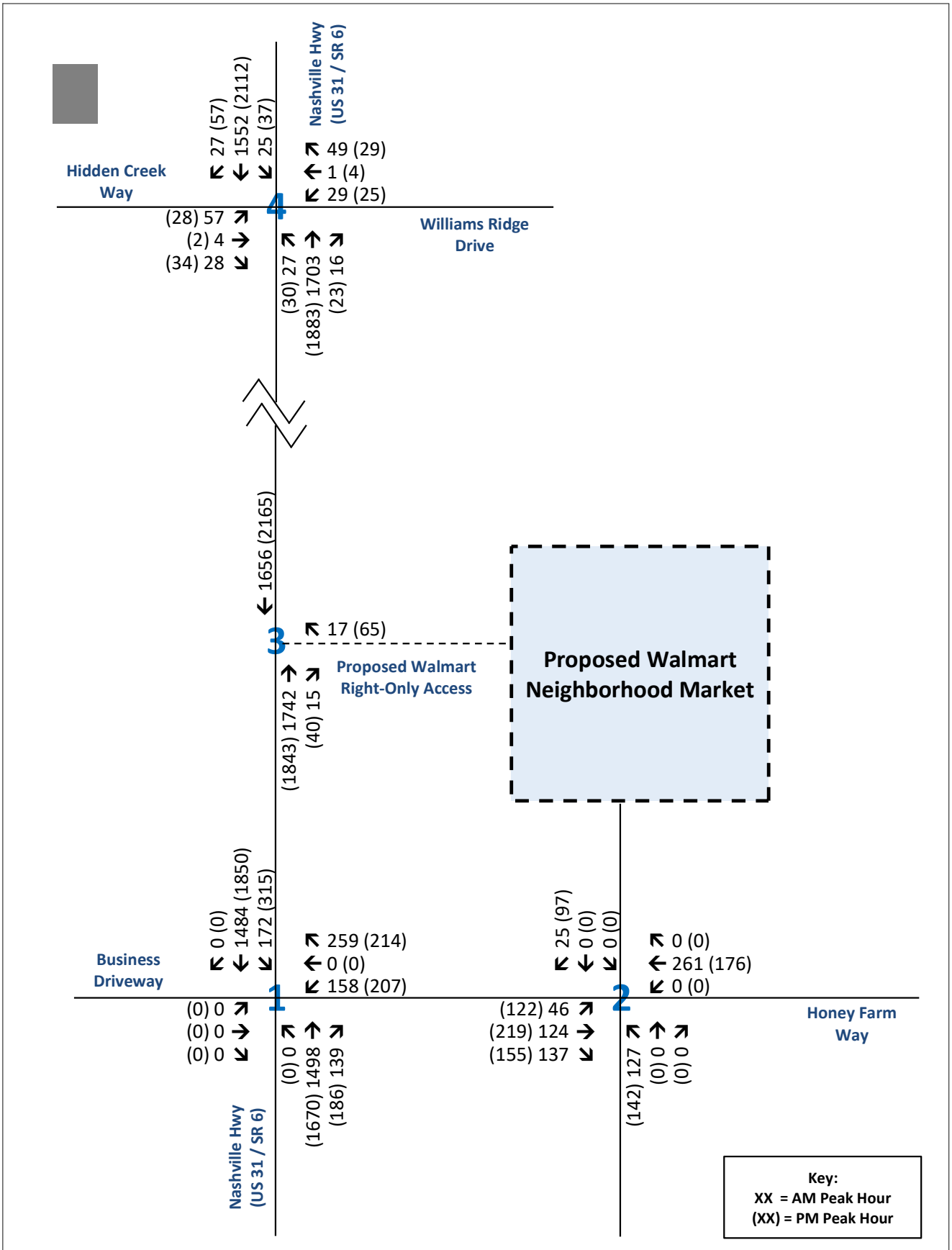


Figure 7.
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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.

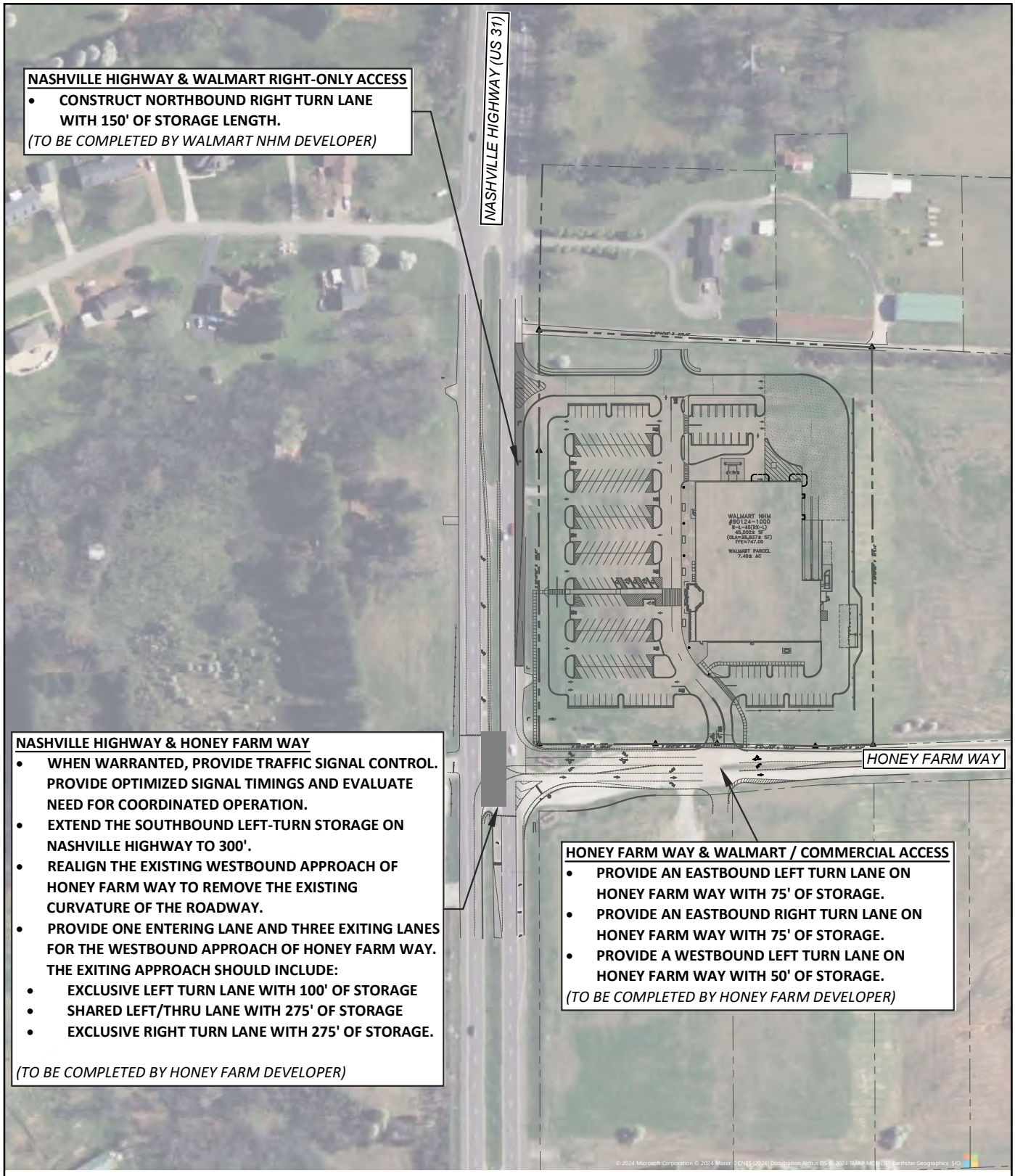
In addition, recommendations provided in KCI's previous traffic study are now included in the updated Honey Farm site development plan and are summarized as follows:

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

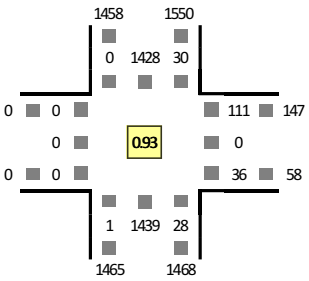
QUALITY COUNTS

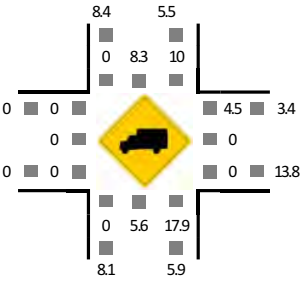
TMC REPORTS

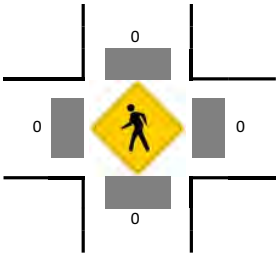
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

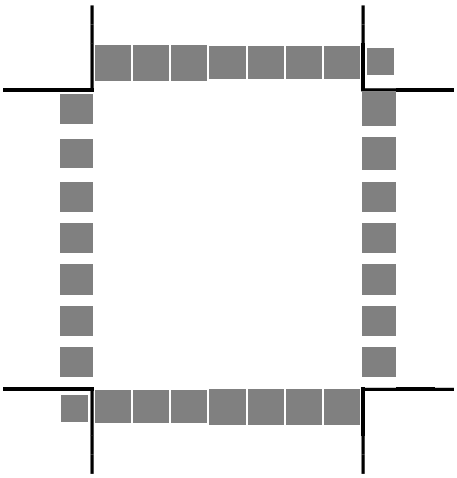
LOCATION: Nashville Hwy -- Honey Farm Way | **QC JOB #:** 16795307
CITY/STATE: Columbia, TN | **DATE:** Thu, Nov 7 2024

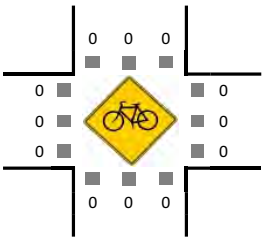
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

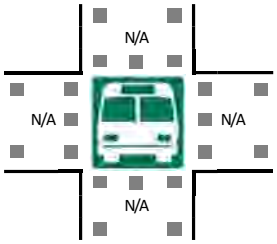


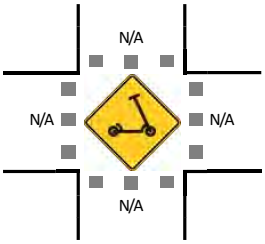












15-Min Count Period Beginning At	Nashville Hwy (Northbound)				Nashville Hwy (Southbound)				Honey Farm Way (Eastbound)				Honey Farm Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	334	9	1	8	289	0	0	0	0	0	0	11	0	26	0	678	
7:15 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																	

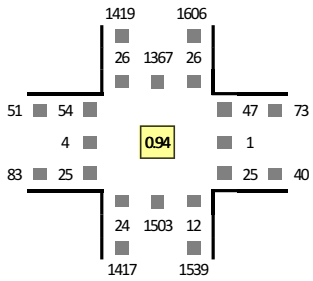
Comments:

Report generated on 11/13/2024 6:36 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

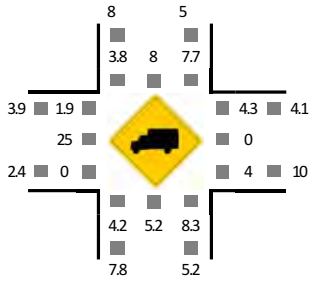
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

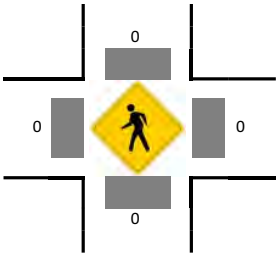
LOCATION: Nashville Hwy -- Hidden Creek Way | **QC JOB #:** 16795309
CITY/STATE: Columbia, TN | **DATE:** Thu, Nov 7 2024

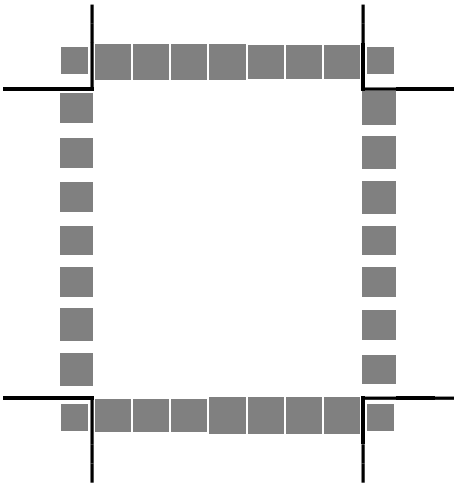
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

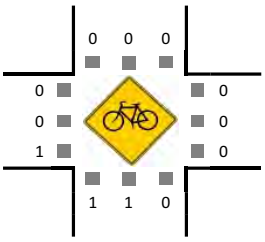


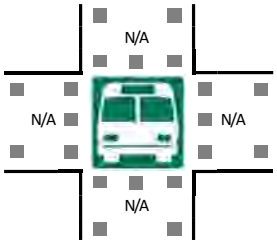


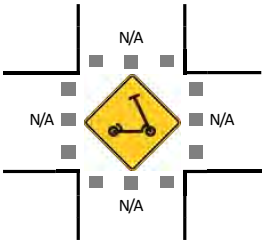












15-Min Count Period Beginning At	Nashville Hwy (Northbound)				Nashville Hwy (Southbound)				Hidden Creek Way (Eastbound)				Hidden Creek Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	349	3	0	1	266	2	0	12	0	19	0	7	0	7	0	667	
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																	

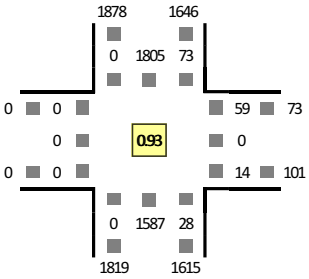
Comments:

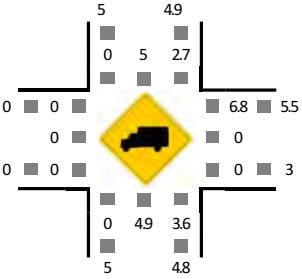
Report generated on 11/13/2024 6:36 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

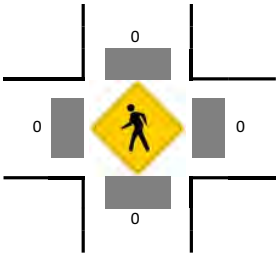
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

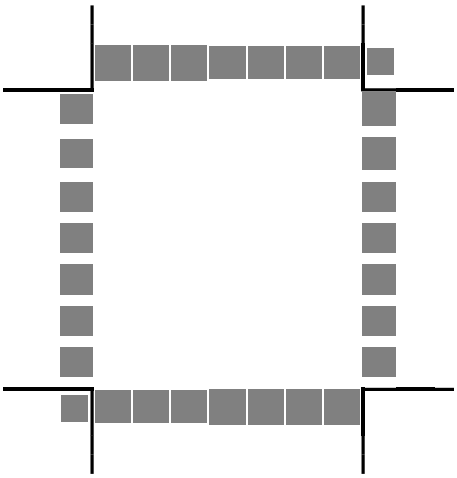
LOCATION: Nashville Highway -- Honey Farm Way | **QC JOB #:** 16795302
CITY/STATE: Columbia, TN | **DATE:** Tue, Oct 22 2024

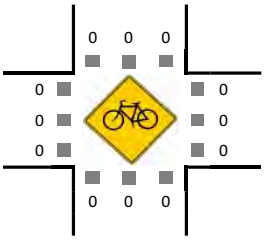
Peak-Hour: 2:30 PM -- 3:30 PM
Peak 15-Min: 2:30 PM -- 2:45 PM

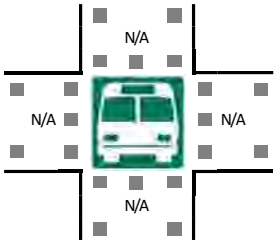


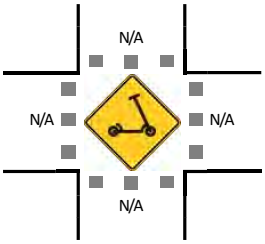












15-Min Count Period Beginning At	Nashville Highway (Northbound)				Nashville Highway (Southbound)				Honey Farm Way (Eastbound)				Honey Farm Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	346	2	0	13	404	0	0	0	0	0	0	4	0	20	0	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																	

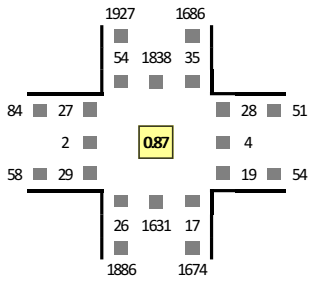
Comments:

Report generated on 10/28/2024 1:21 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

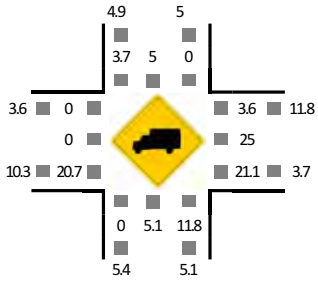
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

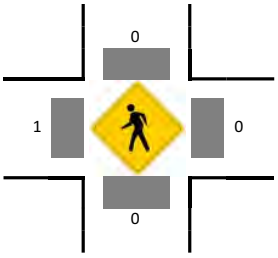
LOCATION: Nashville Hwy -- Hidden Creek Way | **QC JOB #:** 16795304
CITY/STATE: Columbia, TN | **DATE:** Tue, Oct 22 2024

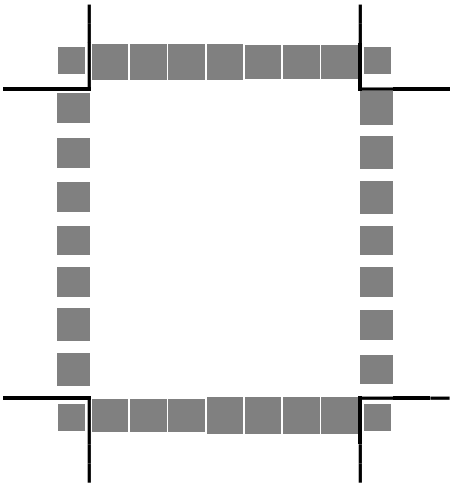
Peak-Hour: 2:30 PM -- 3:30 PM
Peak 15-Min: 2:30 PM -- 2:45 PM

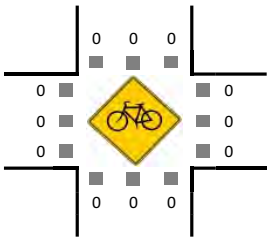


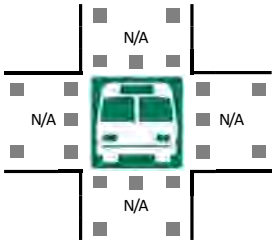


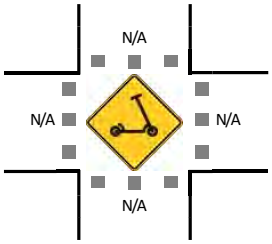












15-Min Count Period Beginning At	Nashville Hwy (Northbound)				Nashville Hwy (Southbound)				Hidden Creek Way (Eastbound)				Hidden Creek Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	2	339	6	0	0	409	6	0	6	1	7	0	2	0	8	0	786	
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

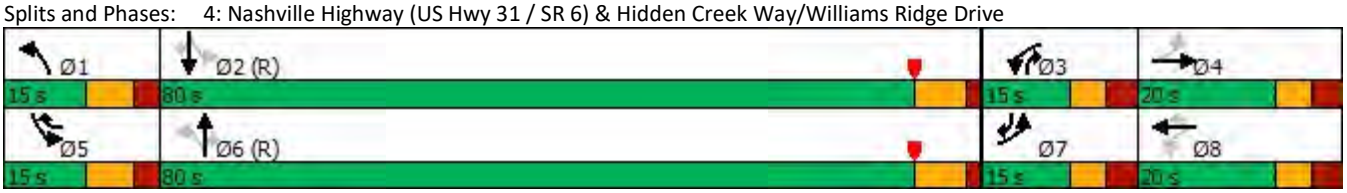
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	4	25	25	1	47	24	1503	12	24	1367	26
Future Volume (vph)	54	4	25	25	1	47	24	1503	12	24	1367	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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

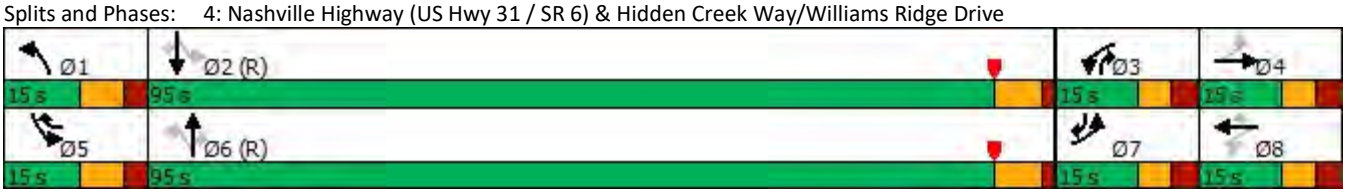
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	2	29	19	4	28	26	1631	17	35	1838	54
Future Volume (vph)	27	2	29	19	4	28	26	1631	17	35	1838	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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

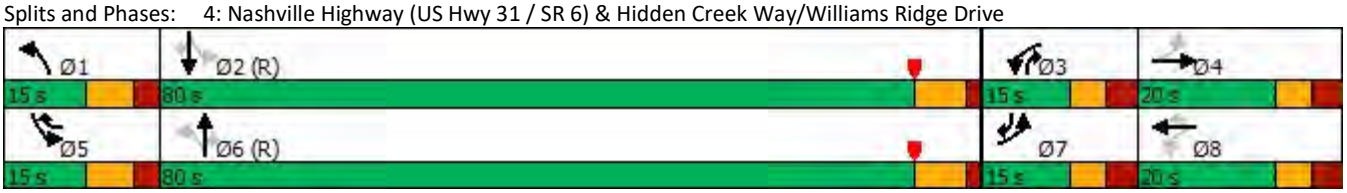
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	4	26	26	1	49	25	1586	13	25	1456	27
Future Volume (vph)	57	4	26	26	1	49	25	1586	13	25	1456	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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

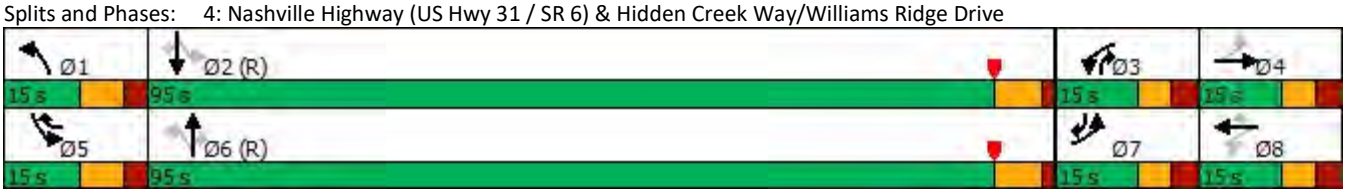
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	2	30	20	4	29	27	1735	18	37	1944	57
Future Volume (vph)	28	2	30	20	4	29	27	1735	18	37	1944	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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

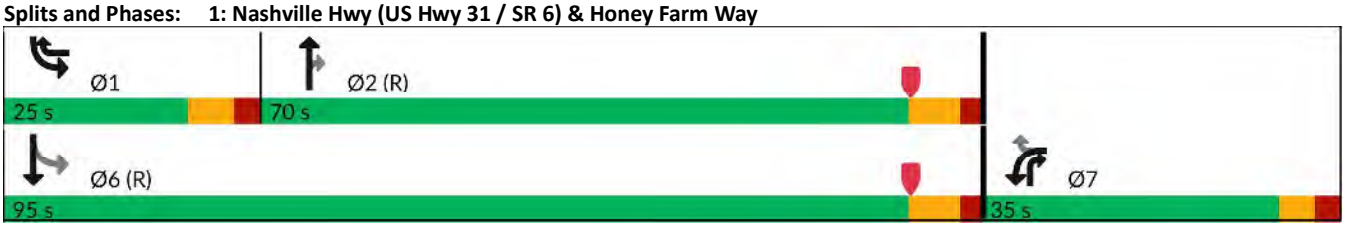
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	158	259	1498	139	172	1484
Future Volume (vph)	158	259	1498	139	172	1484
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		250	300	
Storage Lanes	2	1		1	1	
Taper Length (ft)	50				50	
Lane Util. 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	-

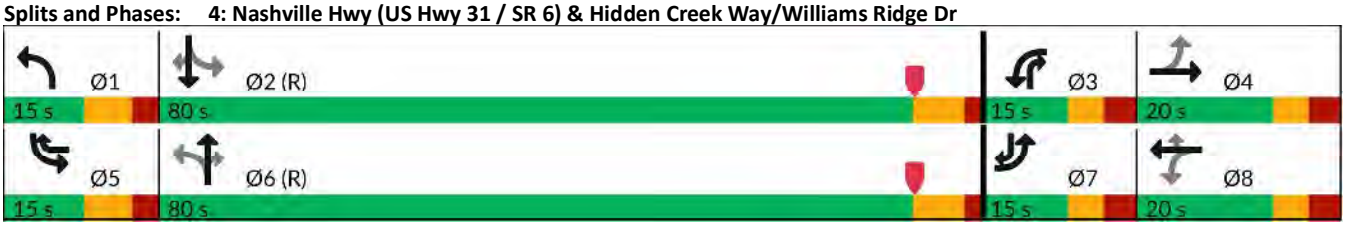
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	4	28	29	1	49	27	1703	16	25	1552	27
Future Volume (vph)	57	4	28	29	1	49	27	1703	16	25	1552	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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

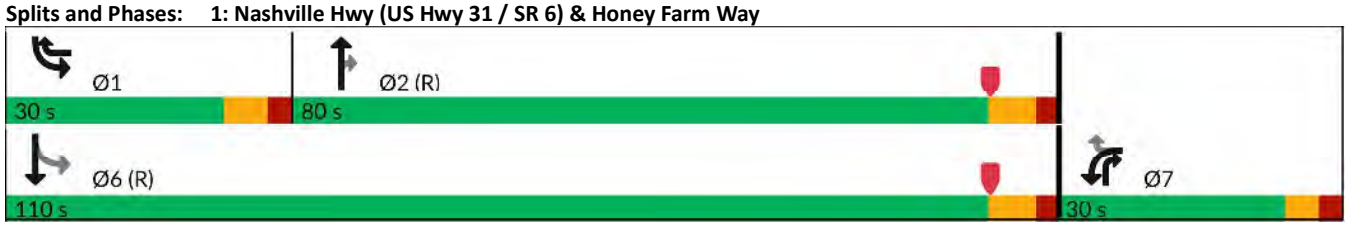
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	207	214	1670	186	315	1850
Future Volume (vph)	207	214	1670	186	315	1850
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		250	300	
Storage Lanes	2	1		1	1	
Taper Length (ft)	50				50	
Lane Util. 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

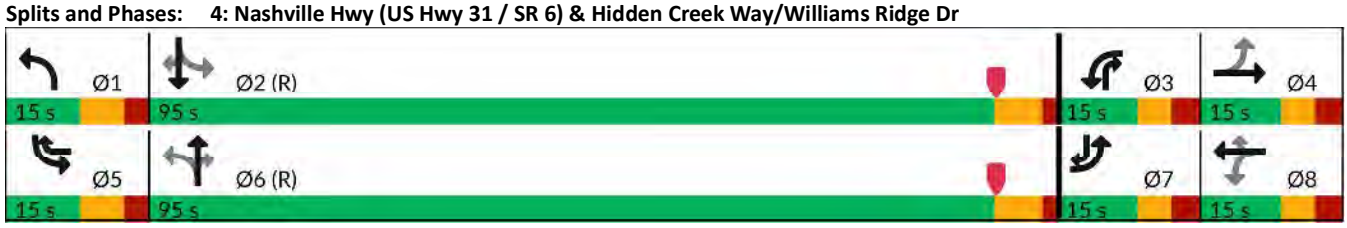
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 49 (35%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 19.7 Intersection LOS: B
Intersection Capacity Utilization 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

		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

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

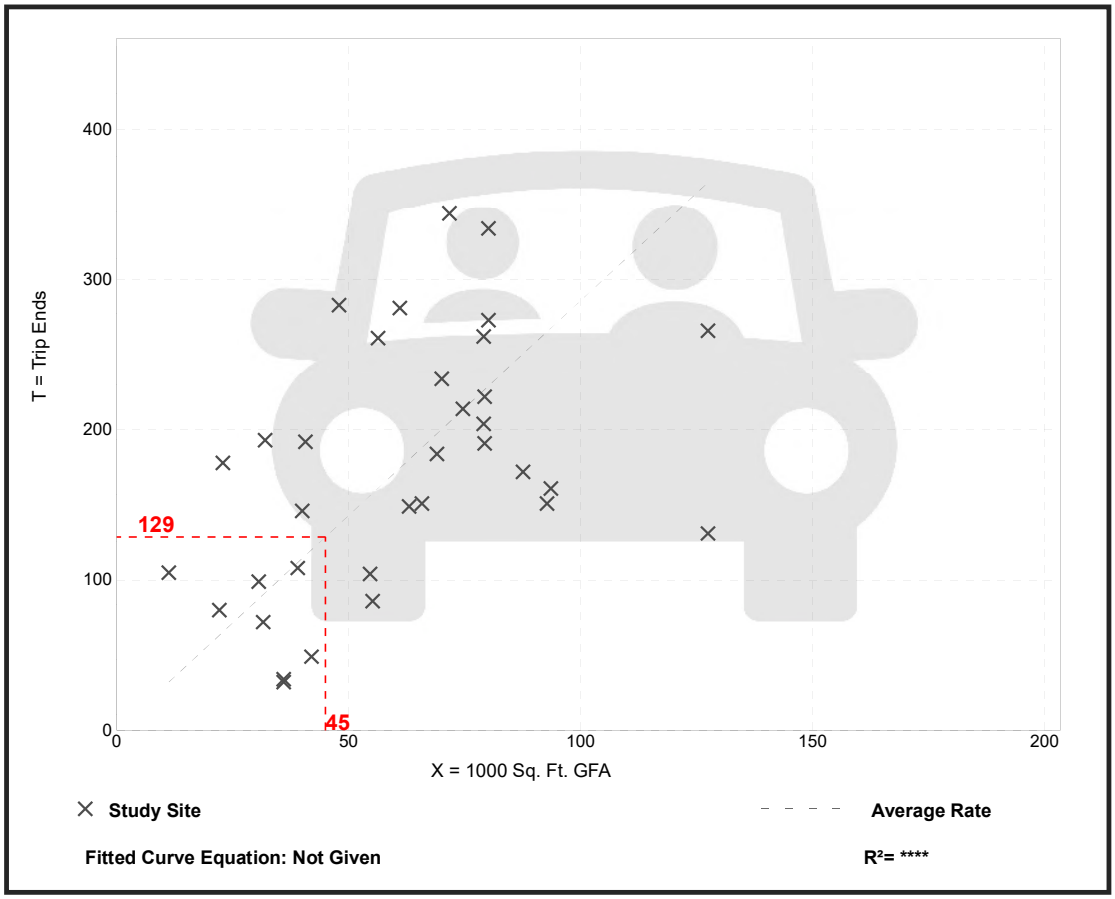
Supermarket
(850)

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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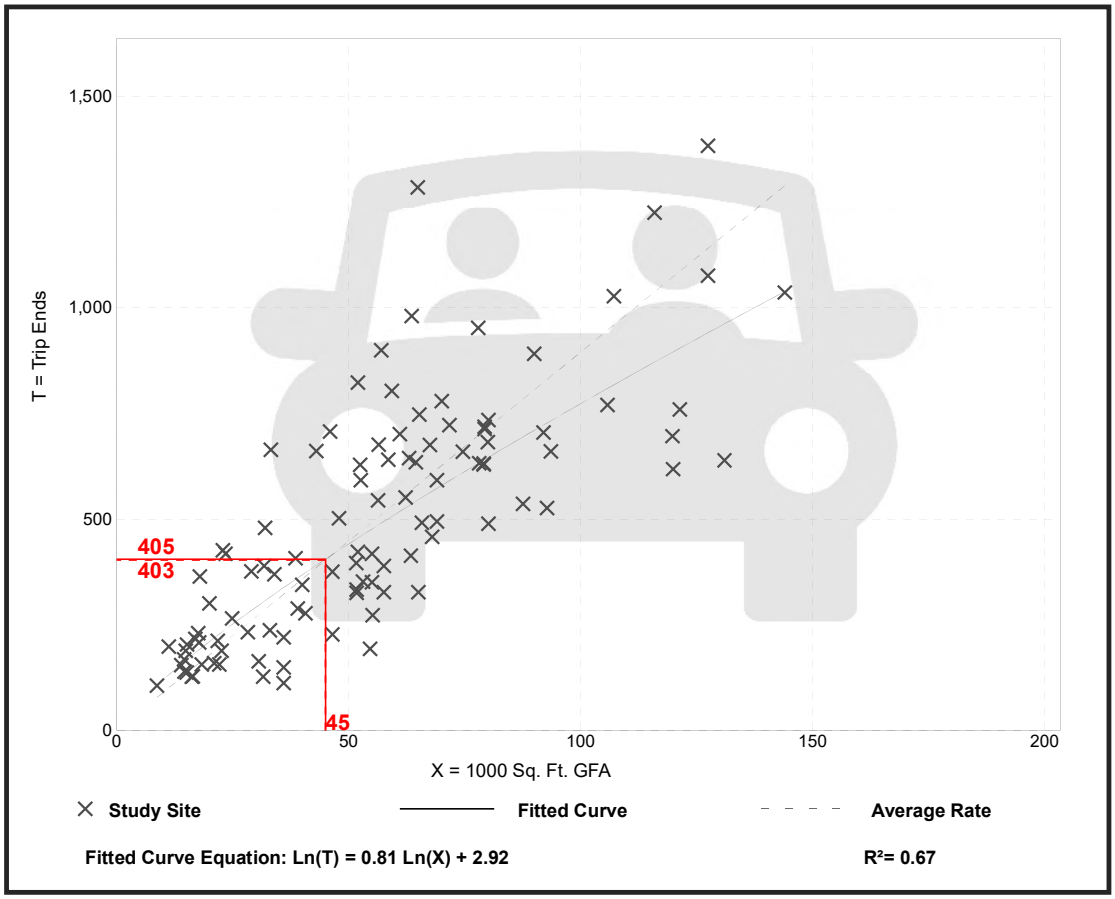
Supermarket
(850)

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)

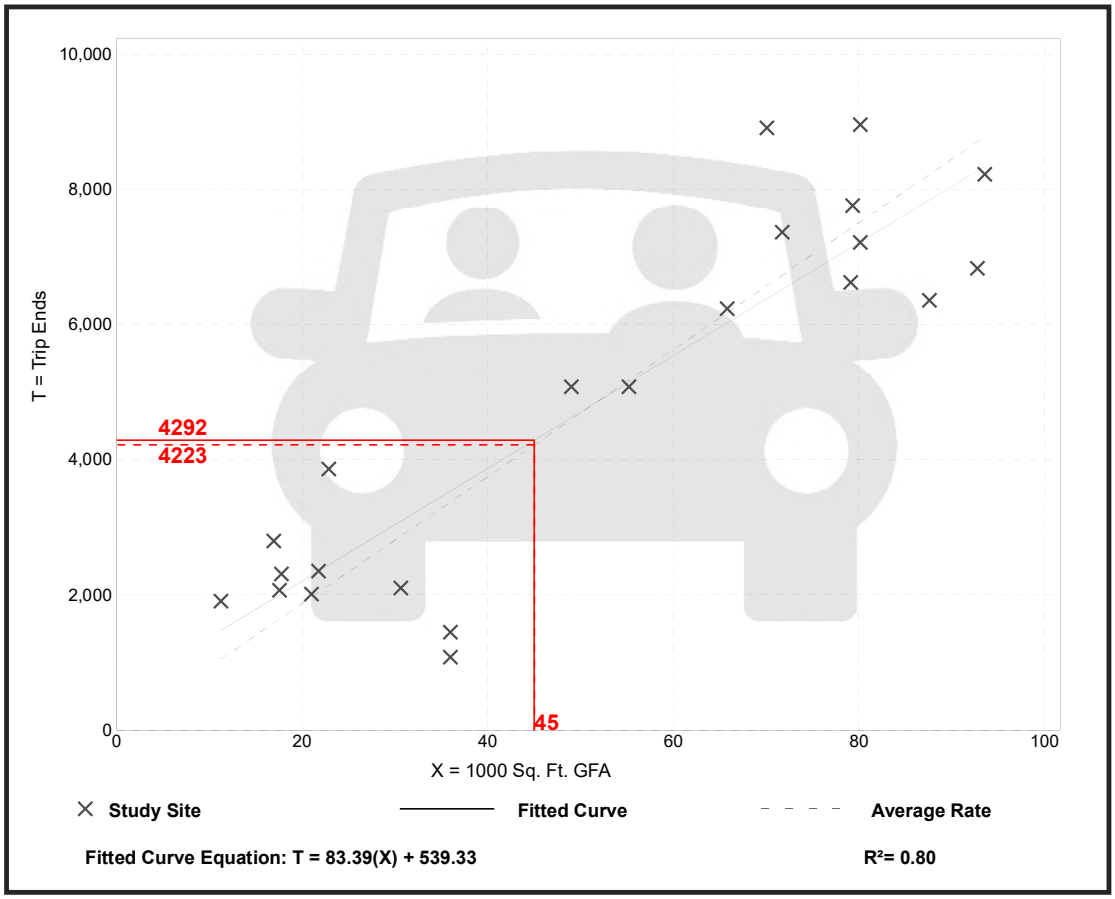
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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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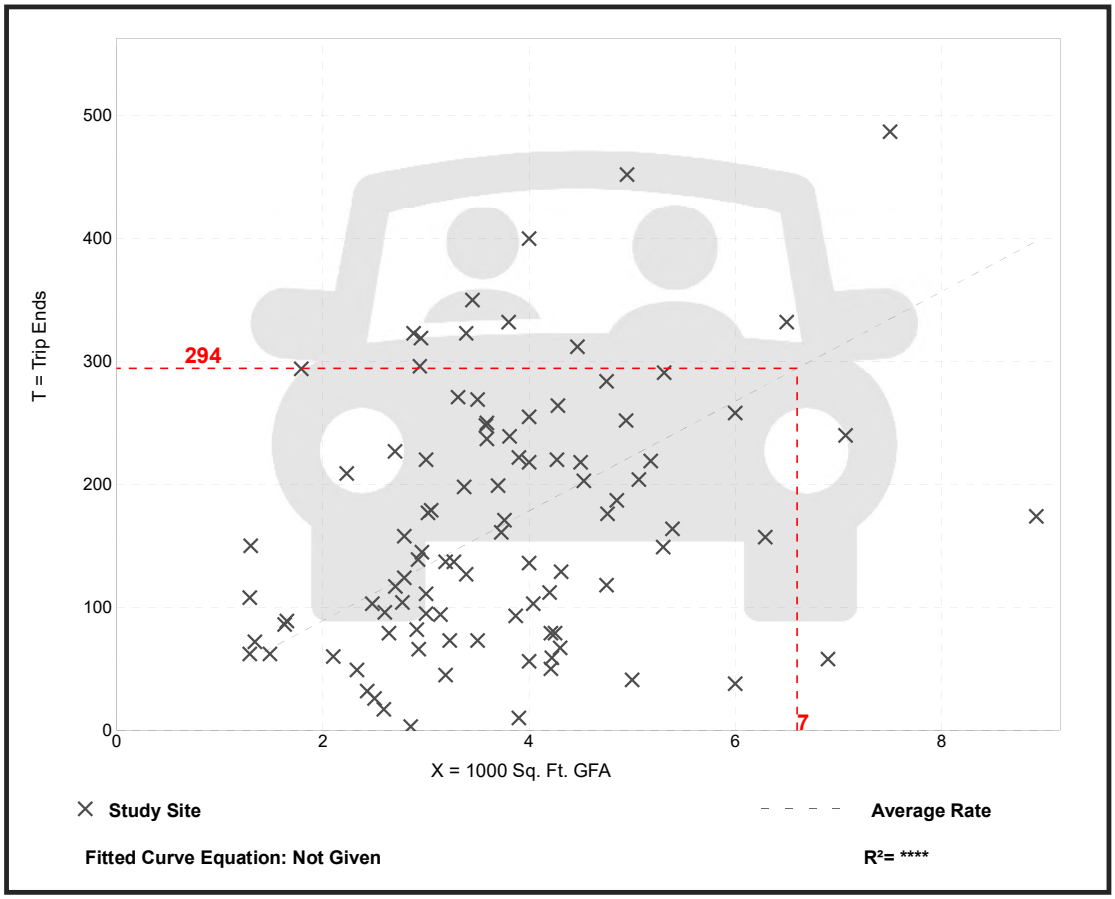
Fast-Food Restaurant with Drive-Through Window
(934)

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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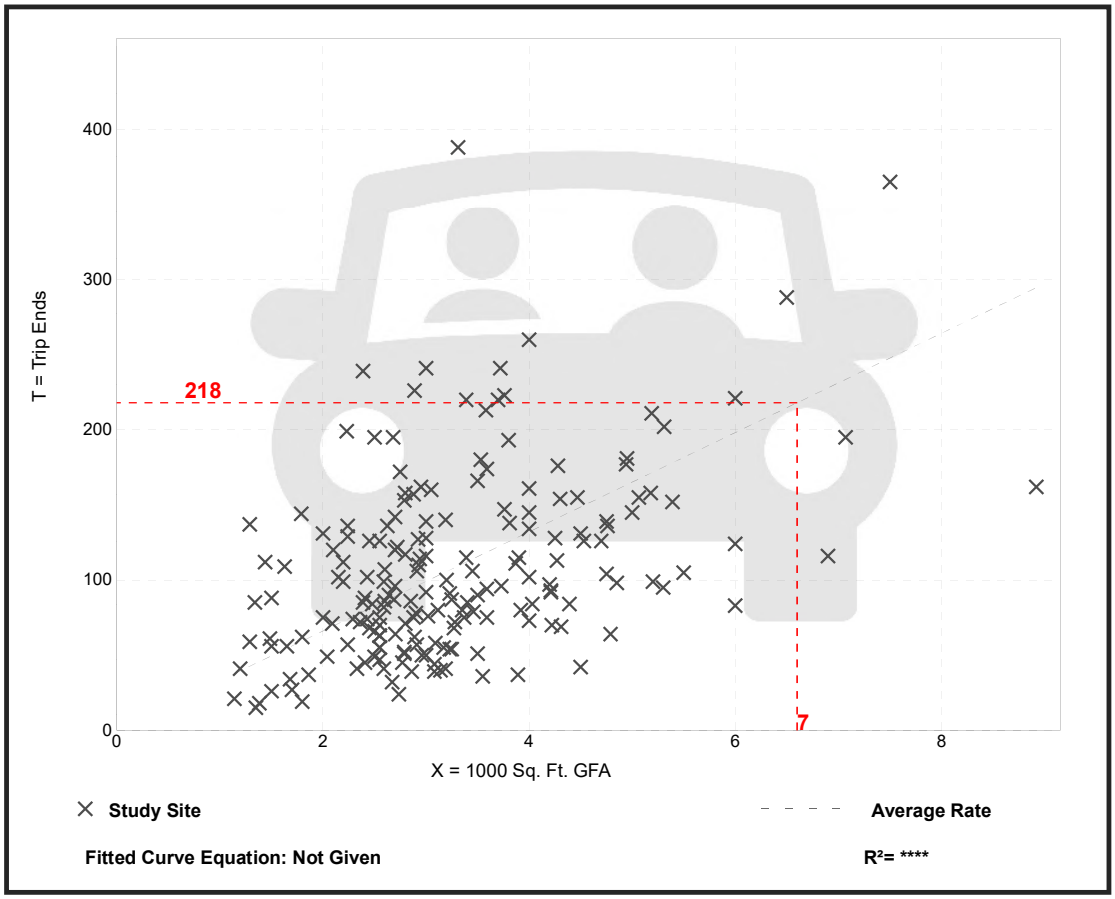
Fast-Food Restaurant with Drive-Through Window
(934)

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)

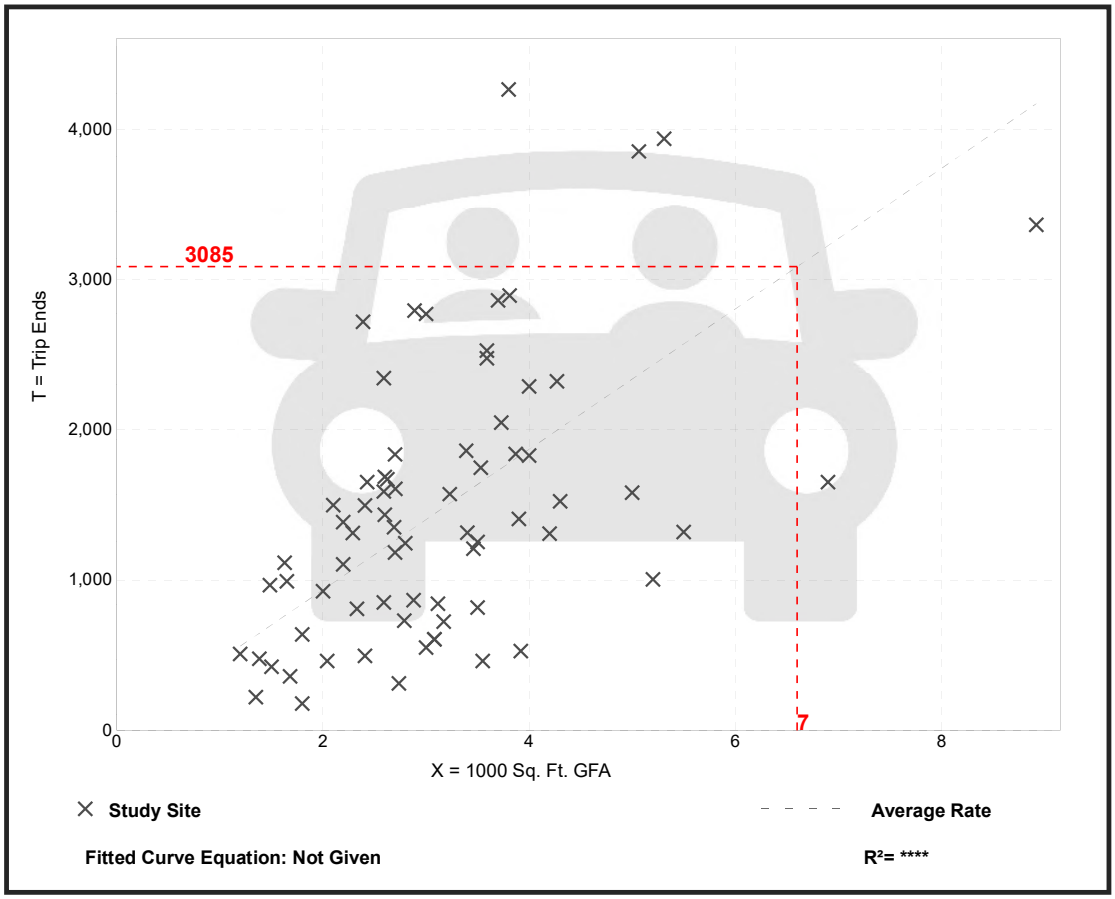
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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)

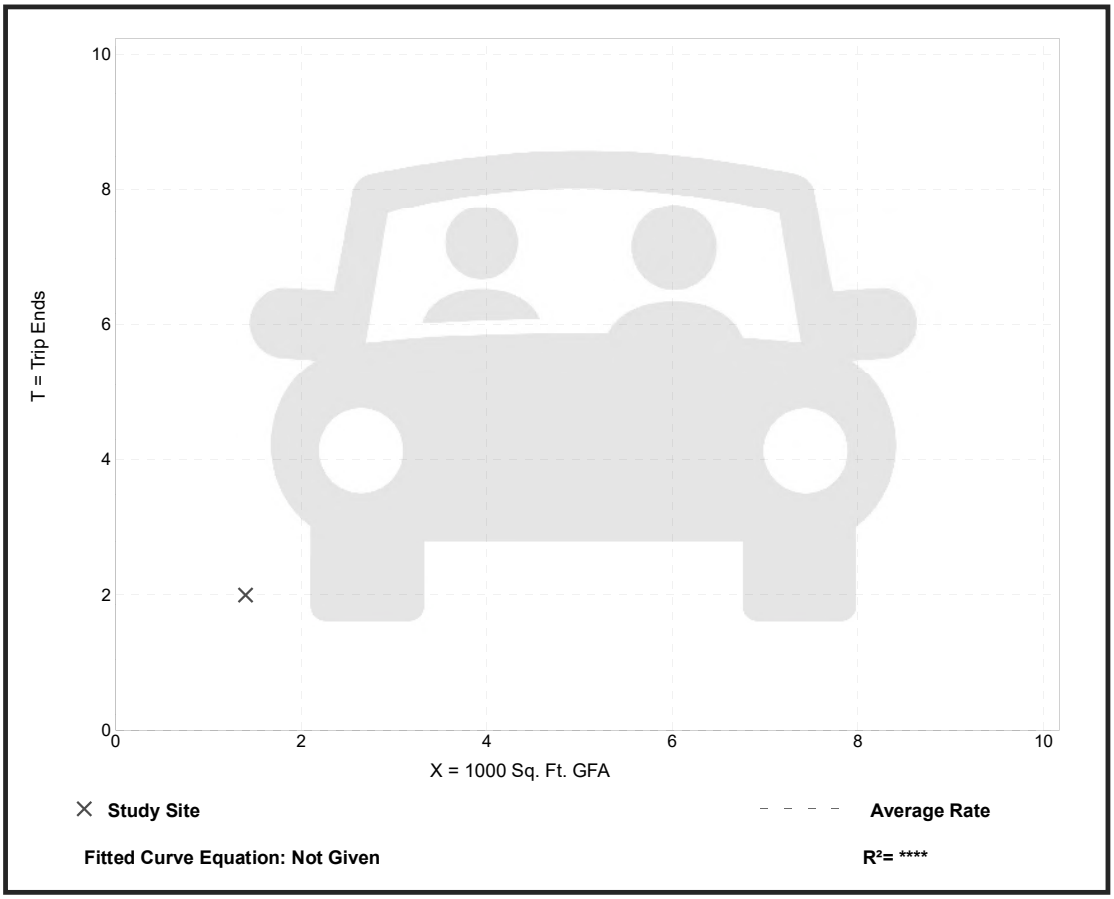
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 50% entering, 50% exiting

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= **

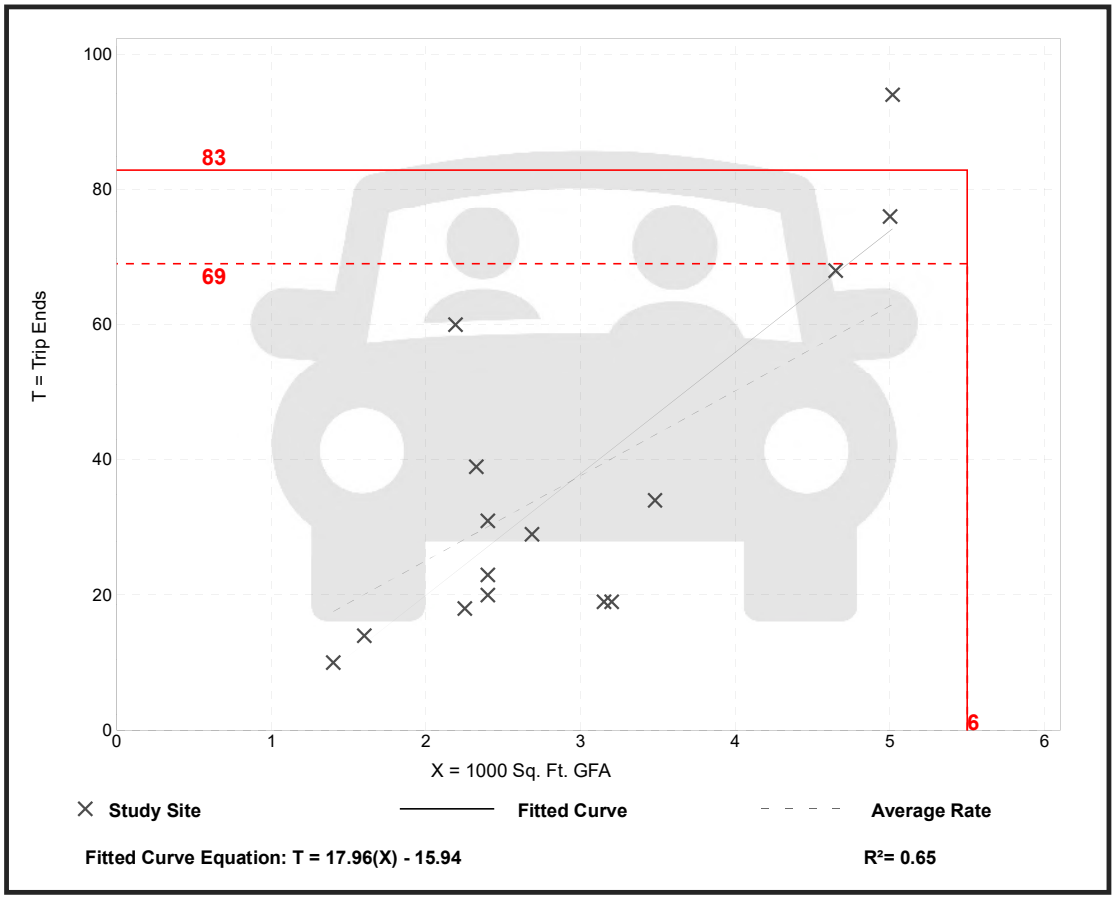
Fast Casual Restaurant
(930)

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**

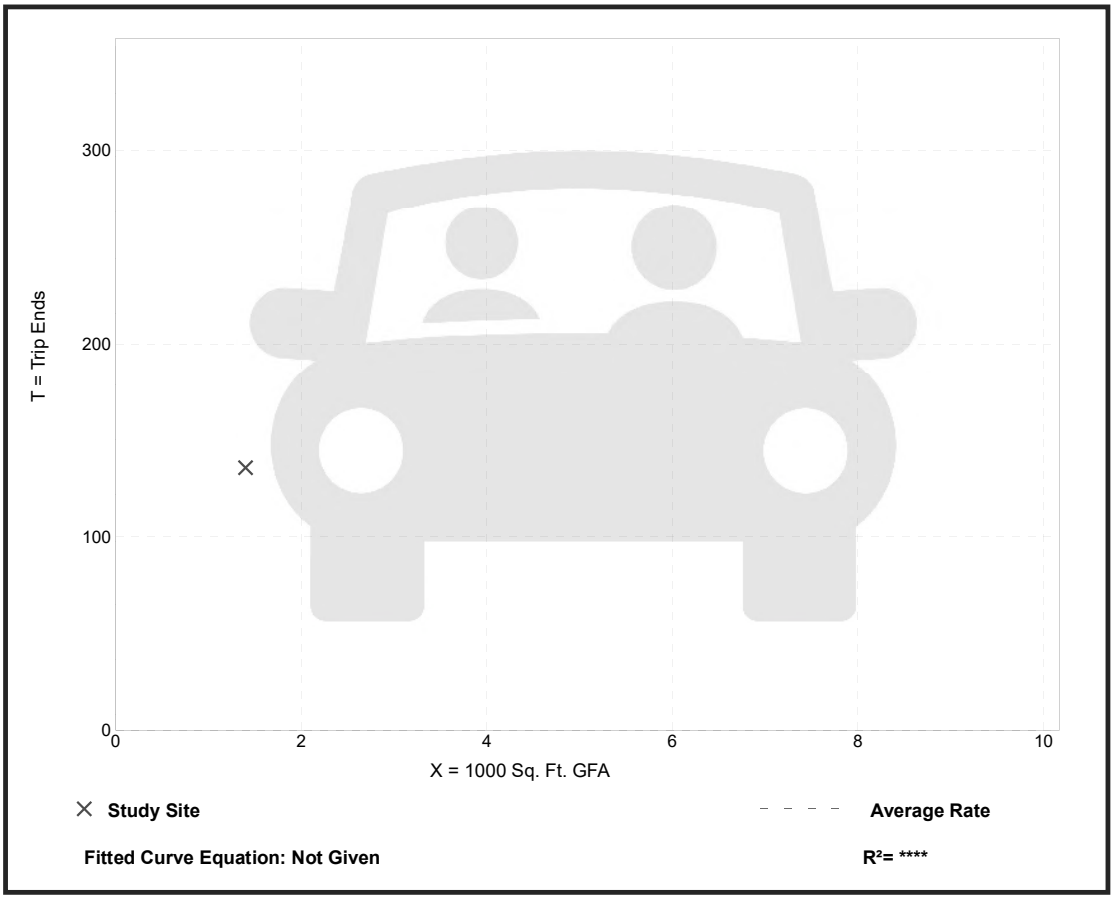
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 50% entering, 50% exiting

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



Fitted Curve Equation: Not Given

R^2= ****

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Strip Retail Plaza (<40k)
(822)

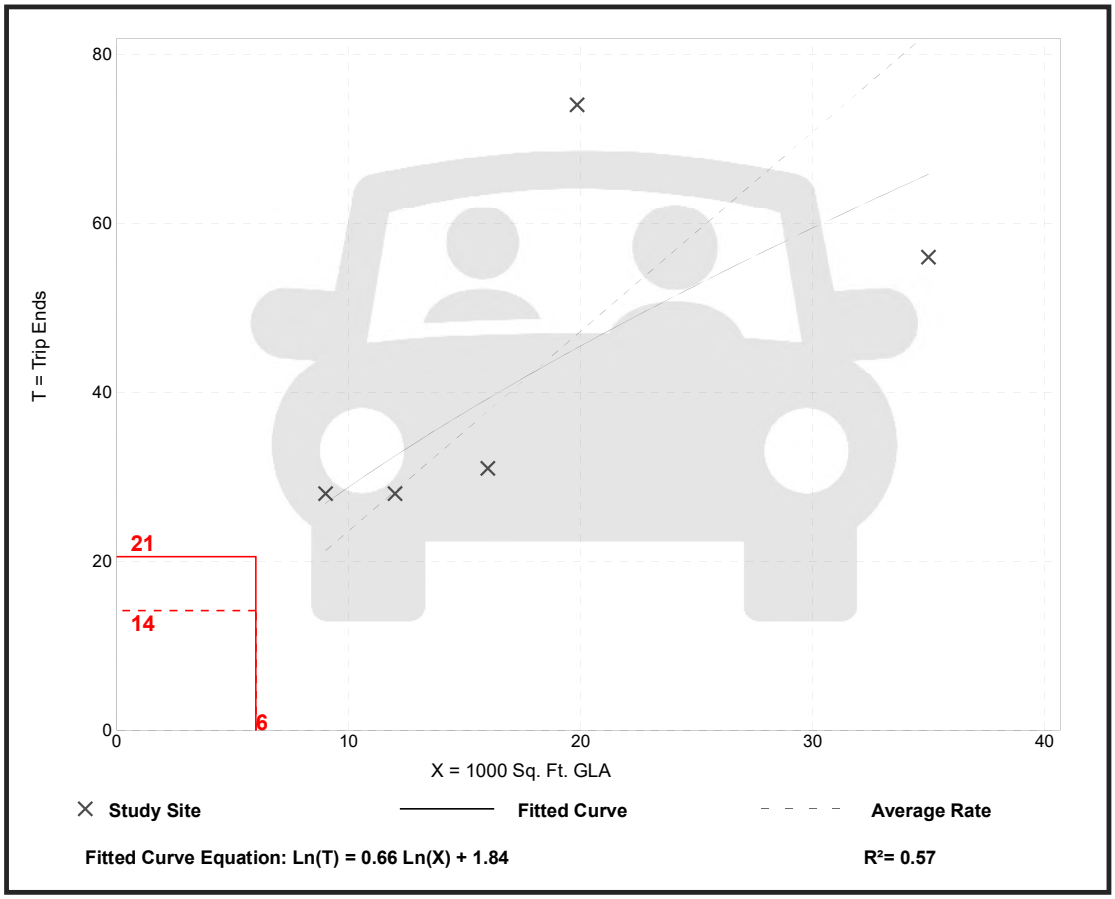
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

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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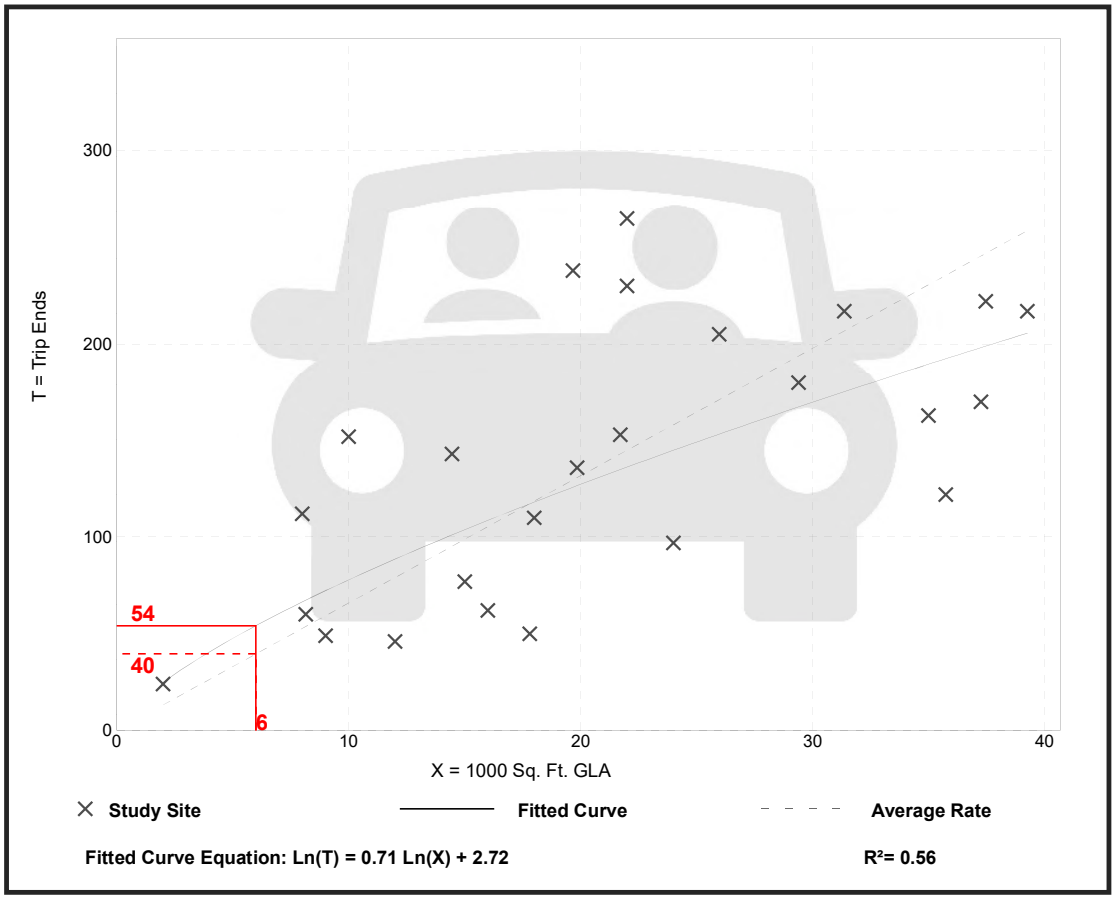
Strip Retail Plaza (<40k)
(822)

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**

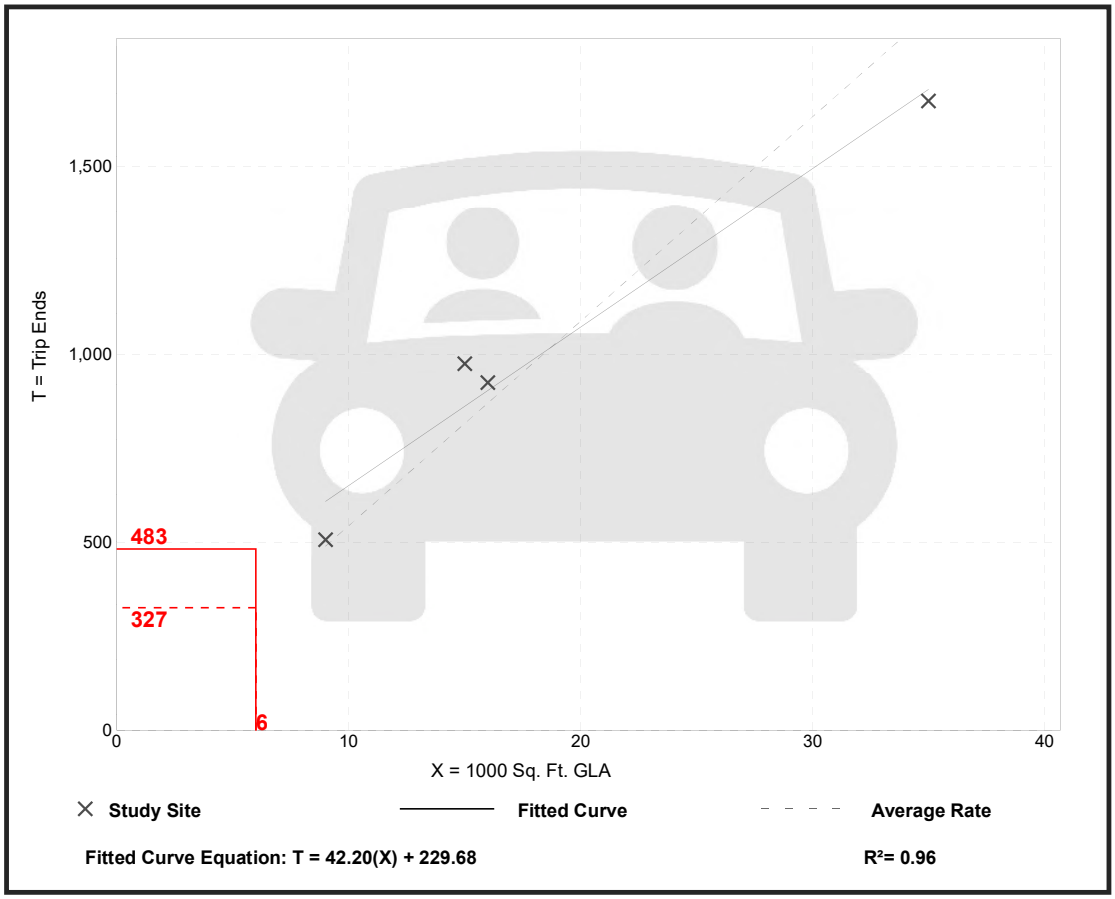
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

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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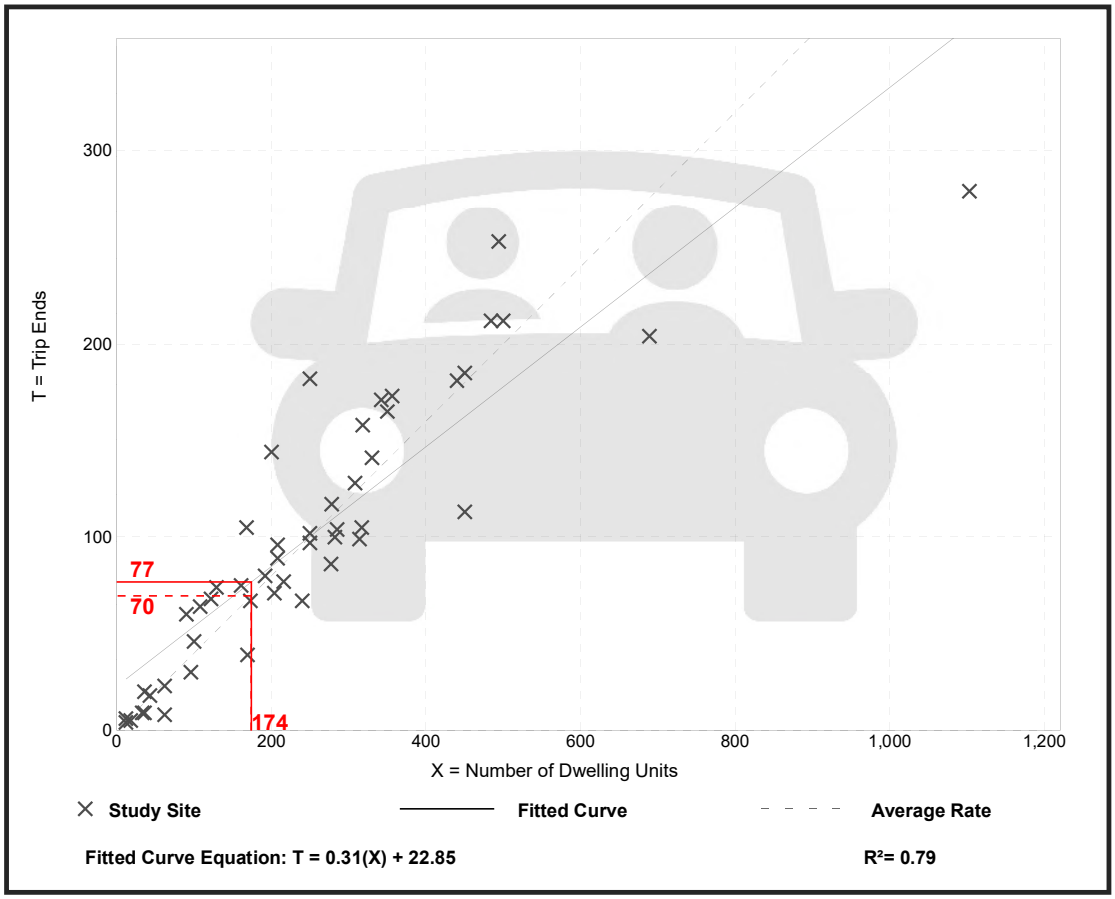
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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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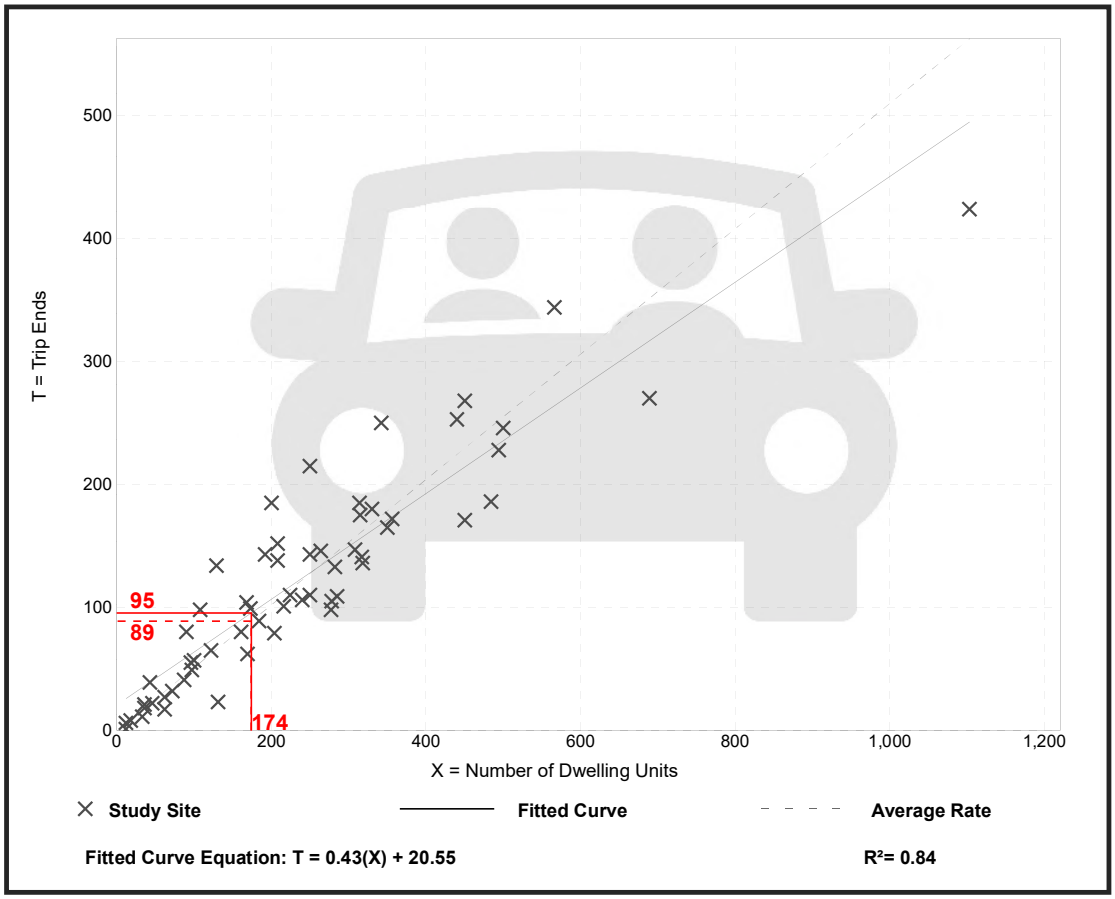
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

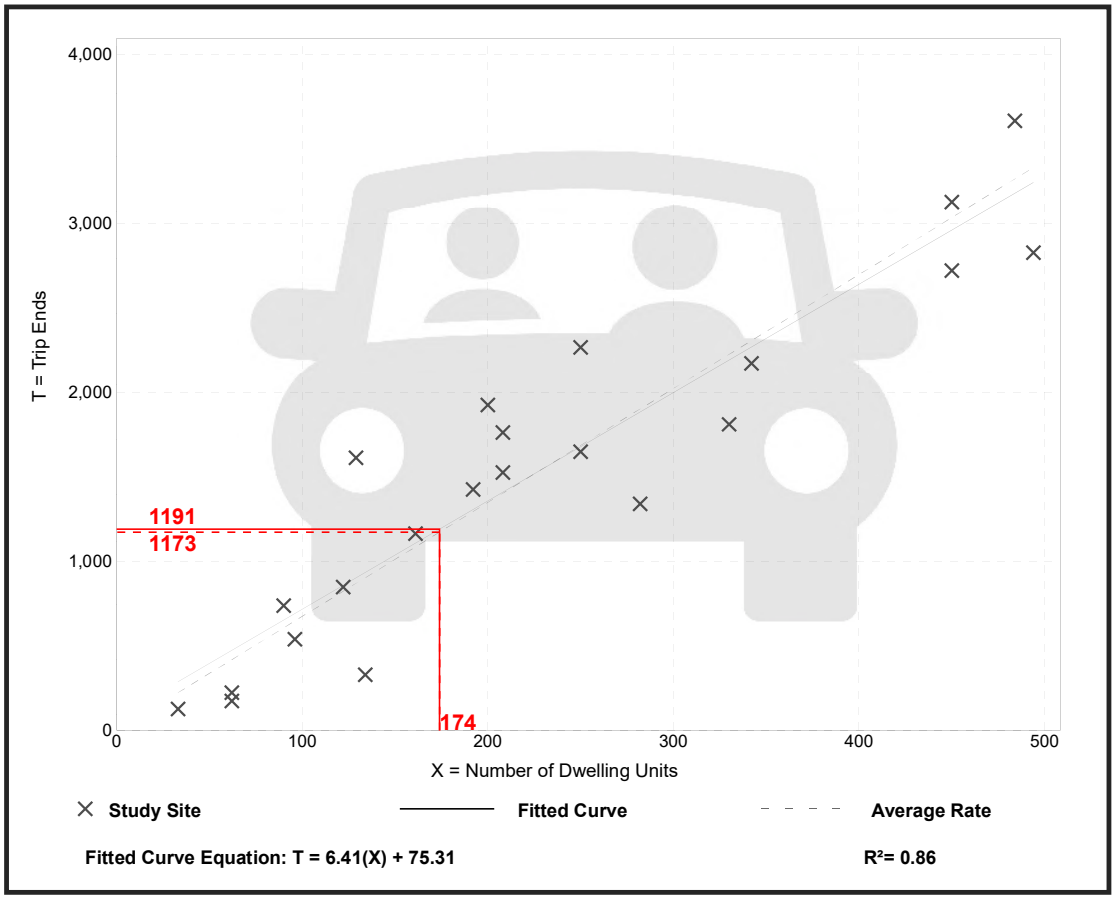
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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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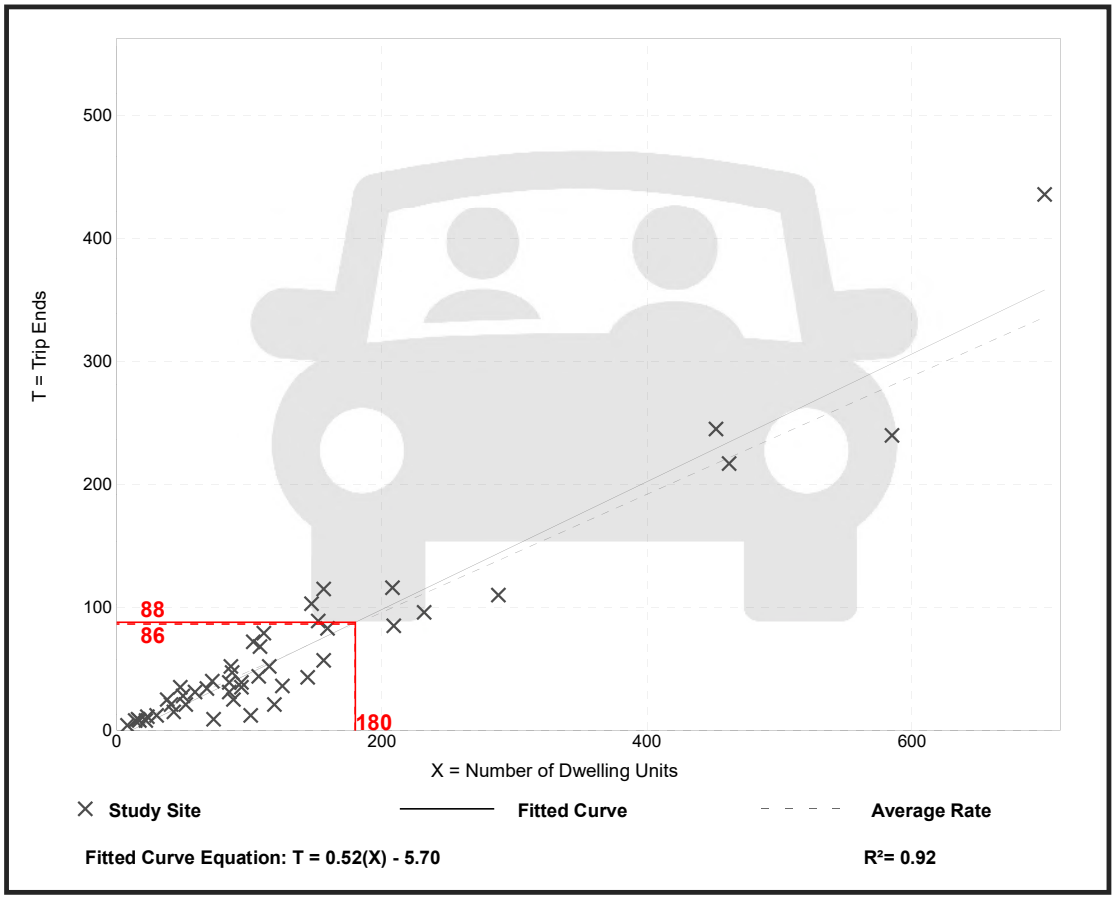
Single-Family Attached Housing
(215)

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



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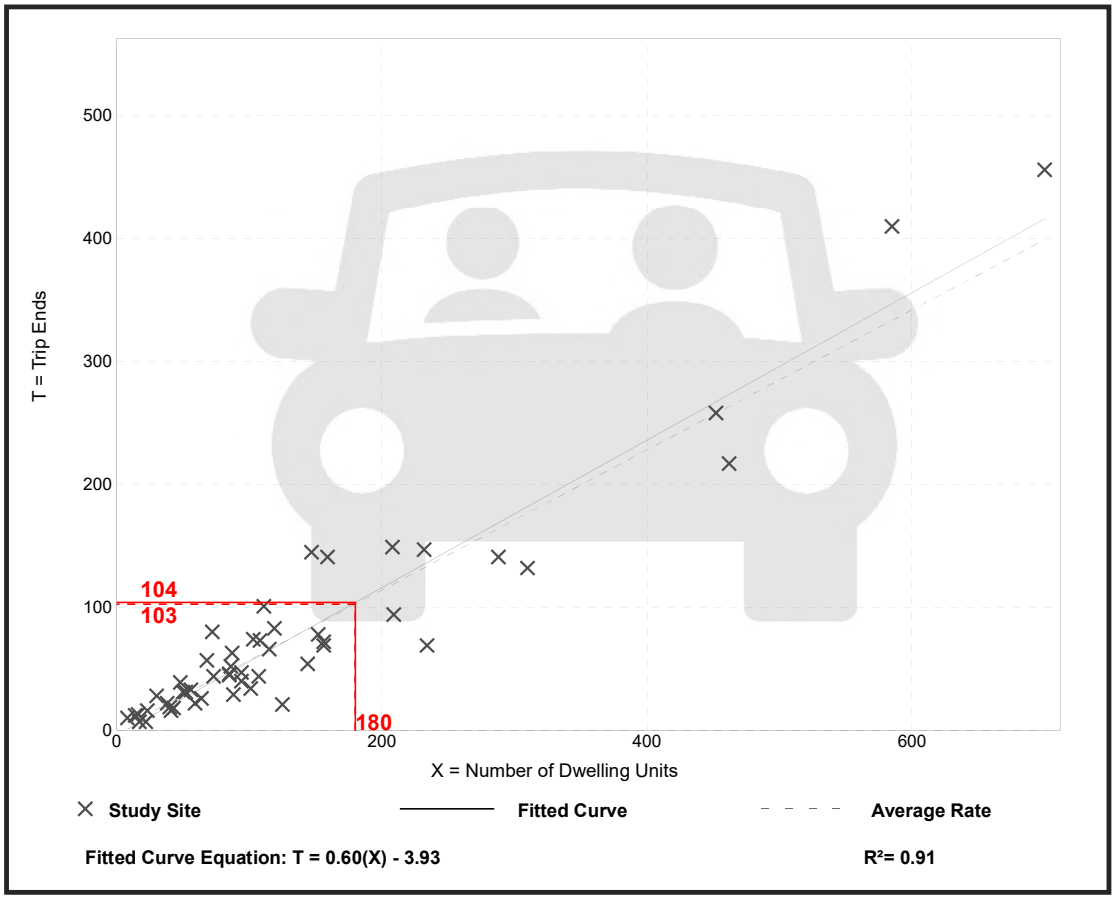
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 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



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Single-Family Attached Housing
(215)

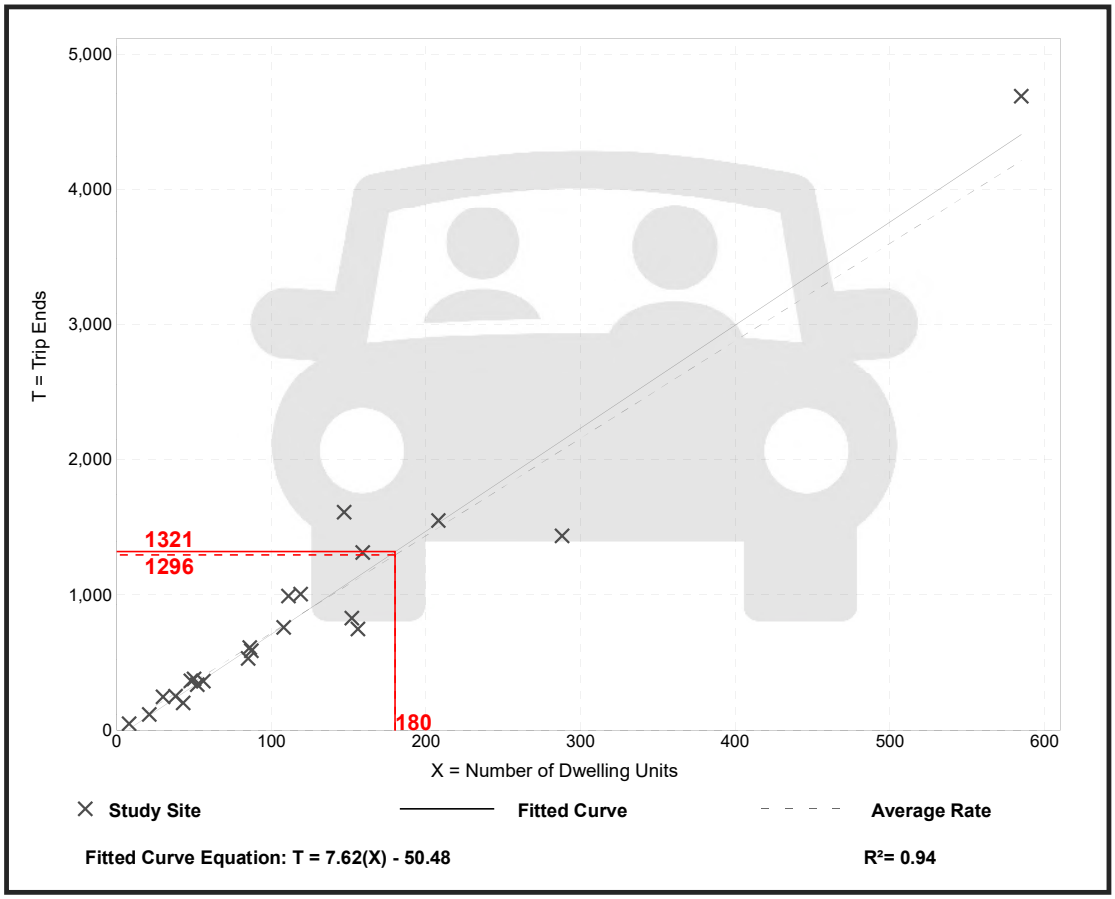
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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



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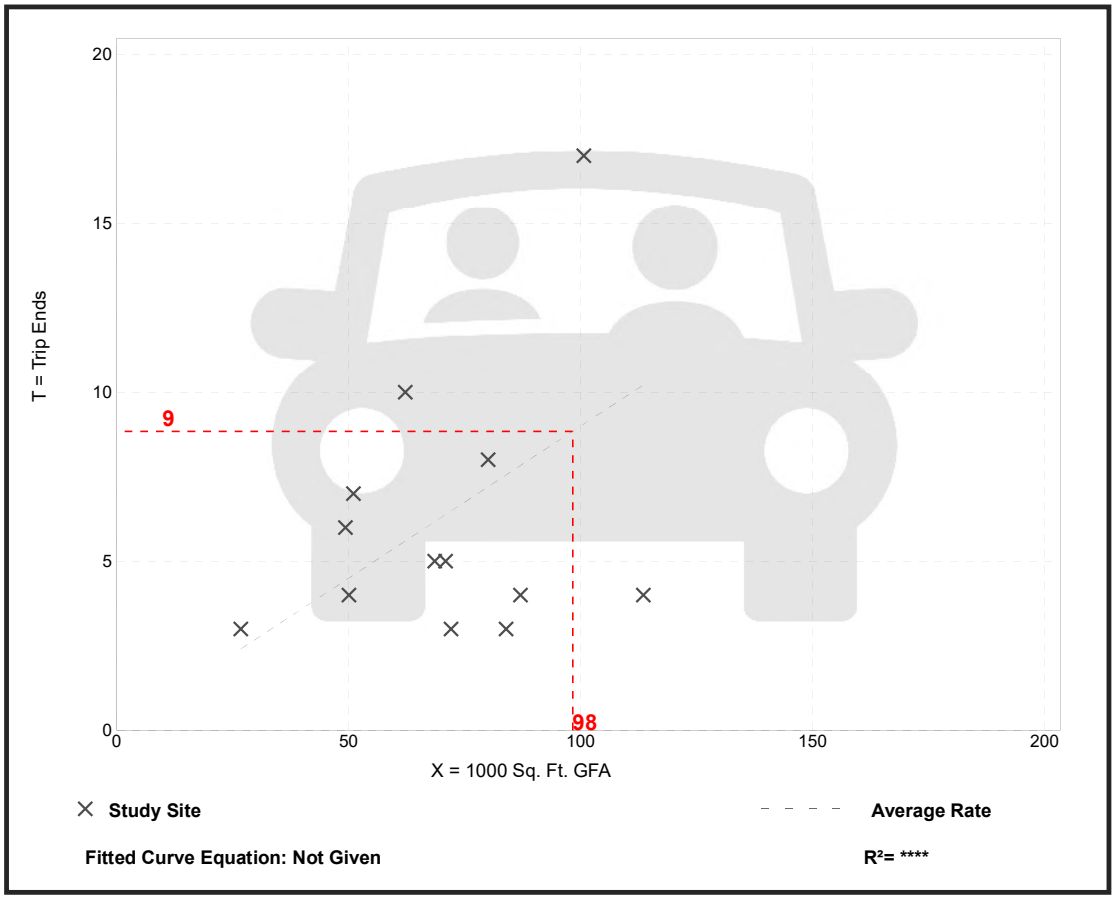
Mini-Warehouse
(151)

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



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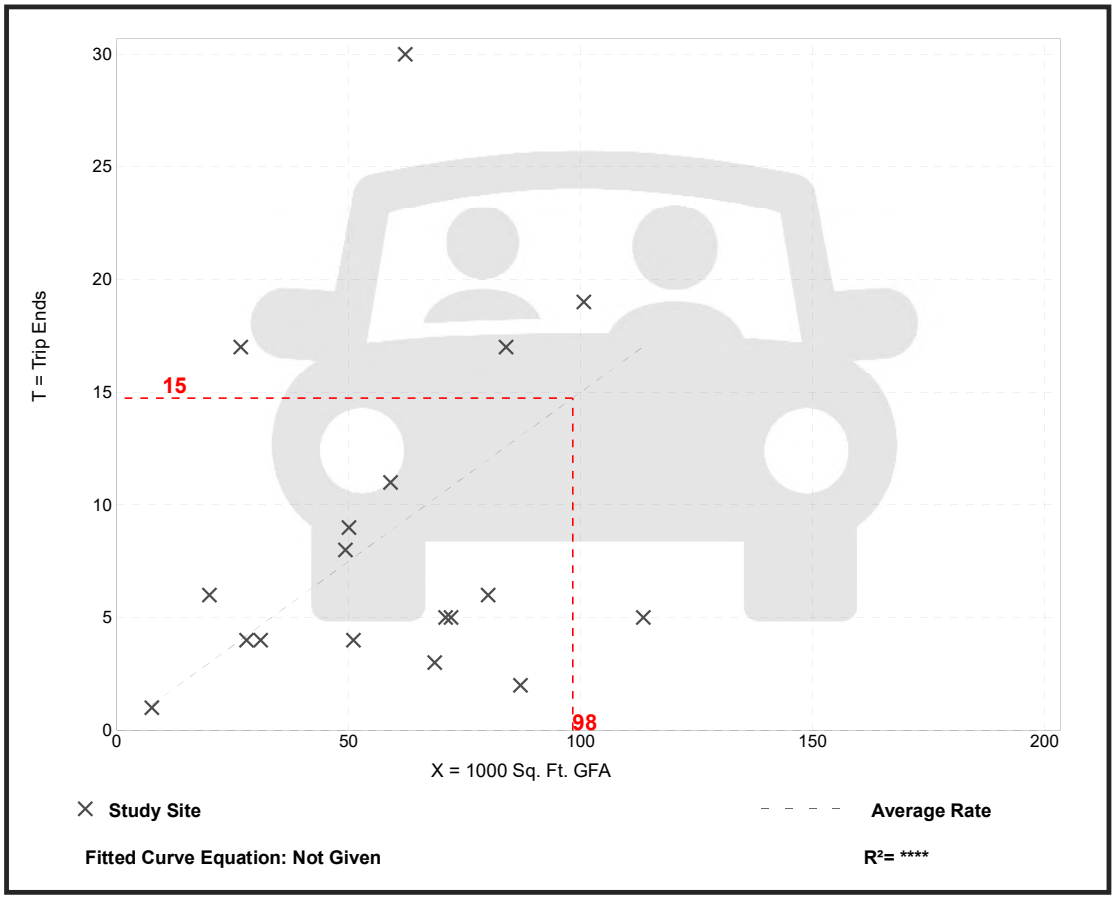
Mini-Warehouse
(151)

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)

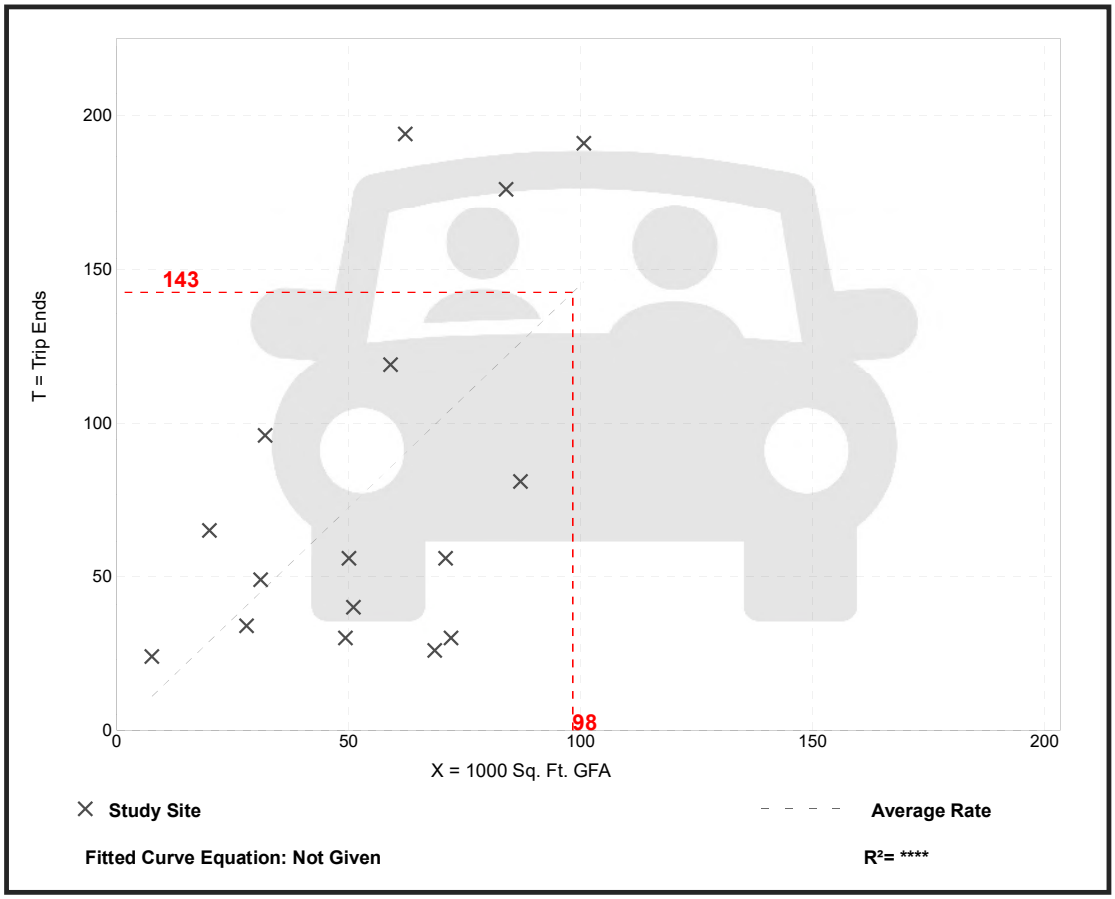
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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



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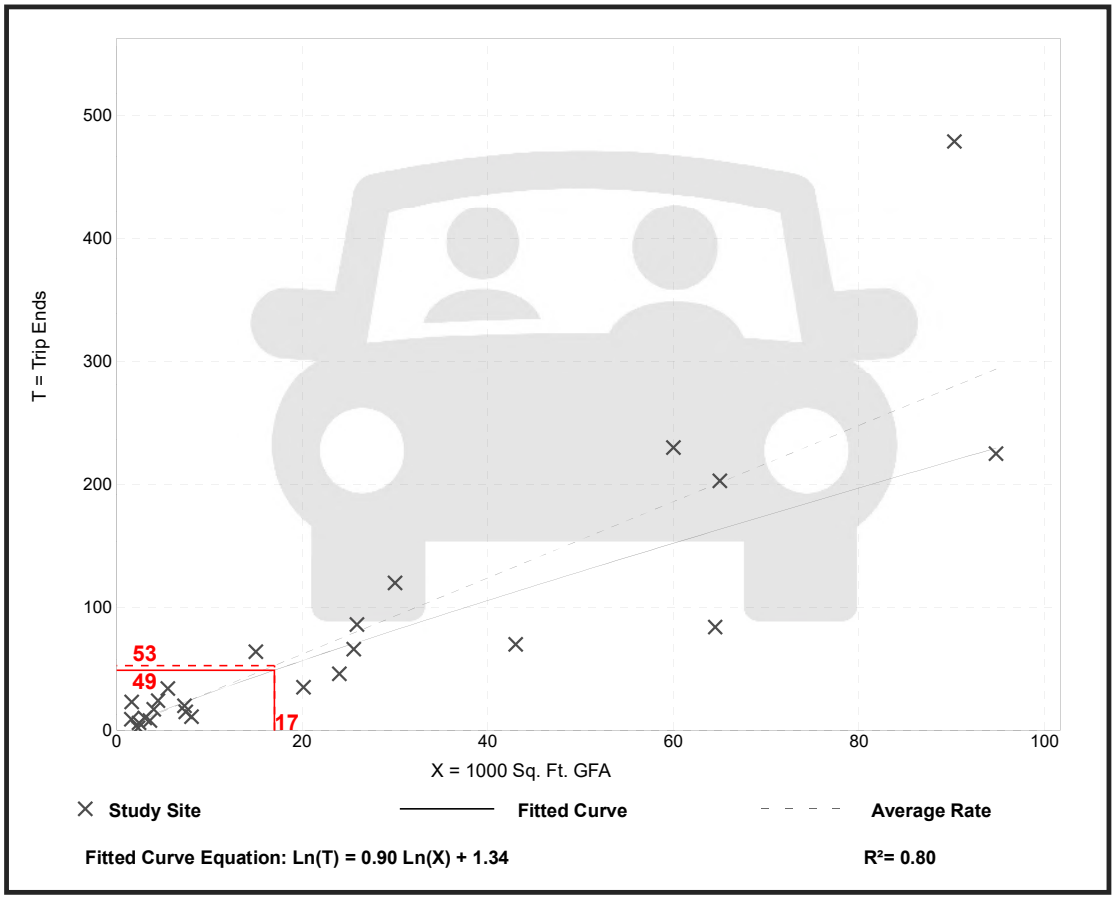
Medical-Dental Office Building - Stand-Alone
(720)

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



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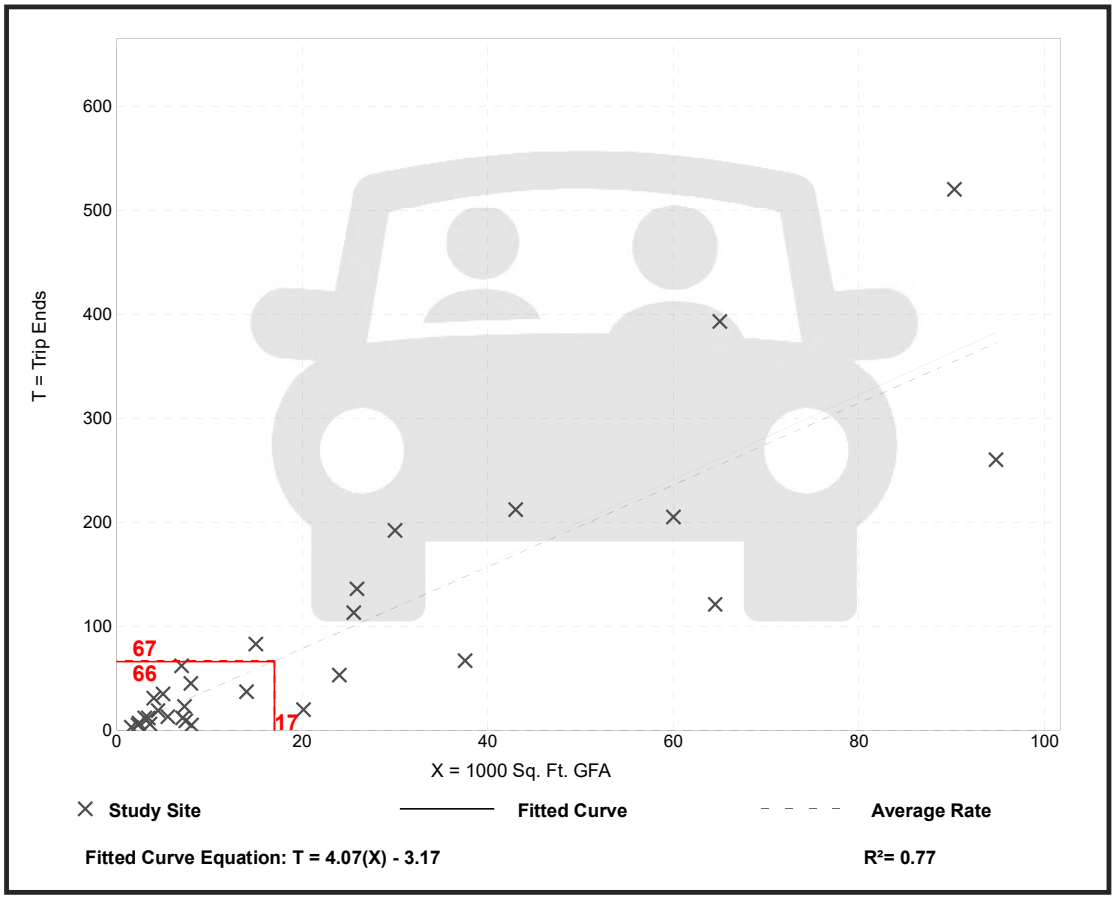
Medical-Dental Office Building - Stand-Alone
(720)

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)

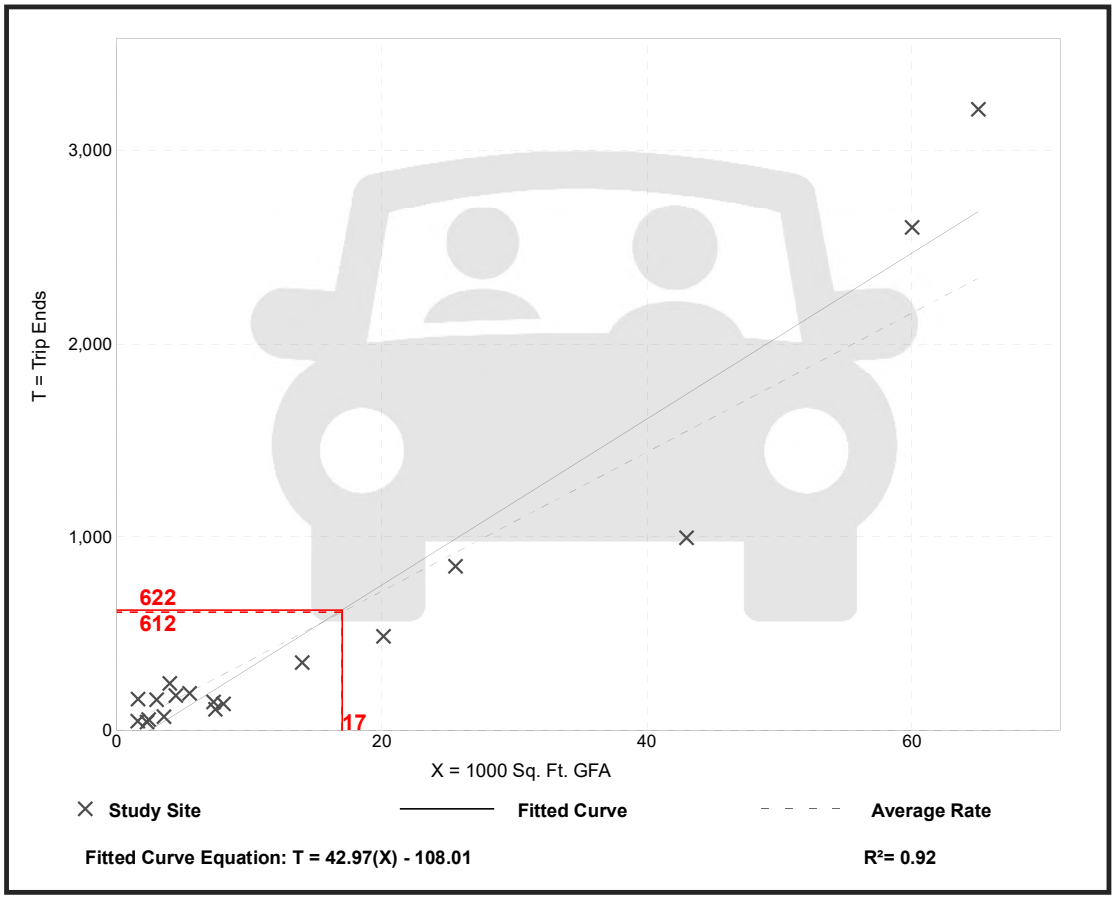
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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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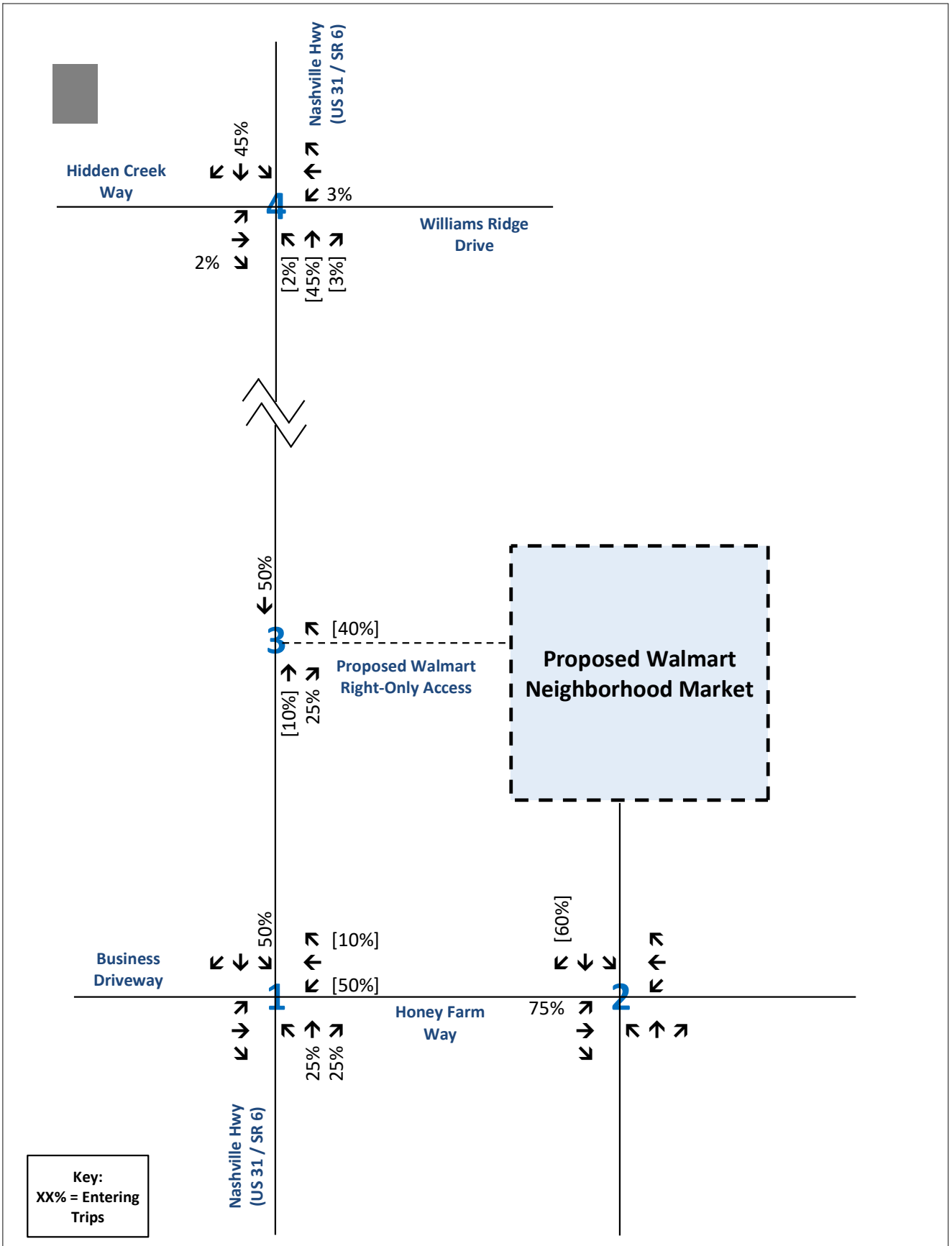
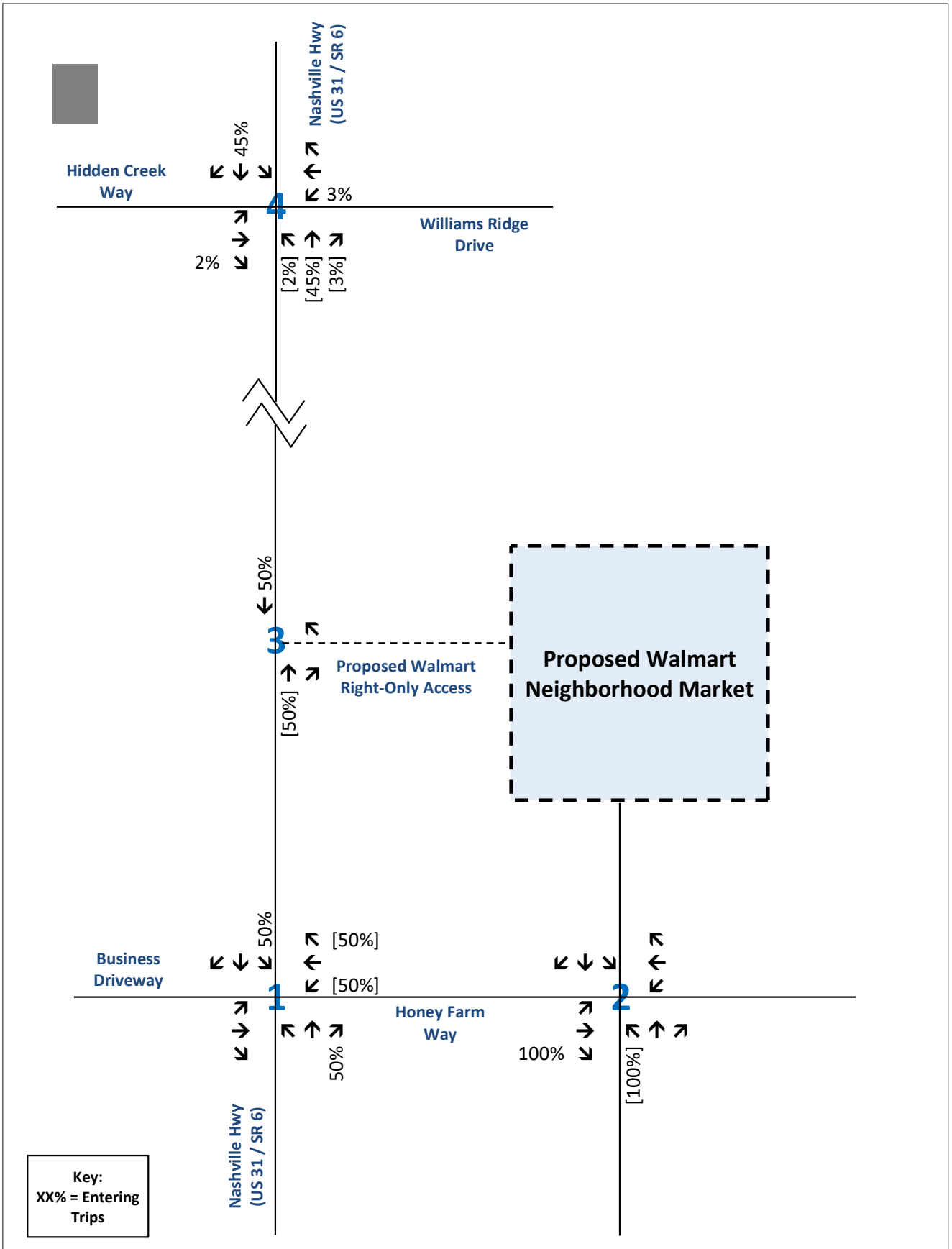
APPENDIX D

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

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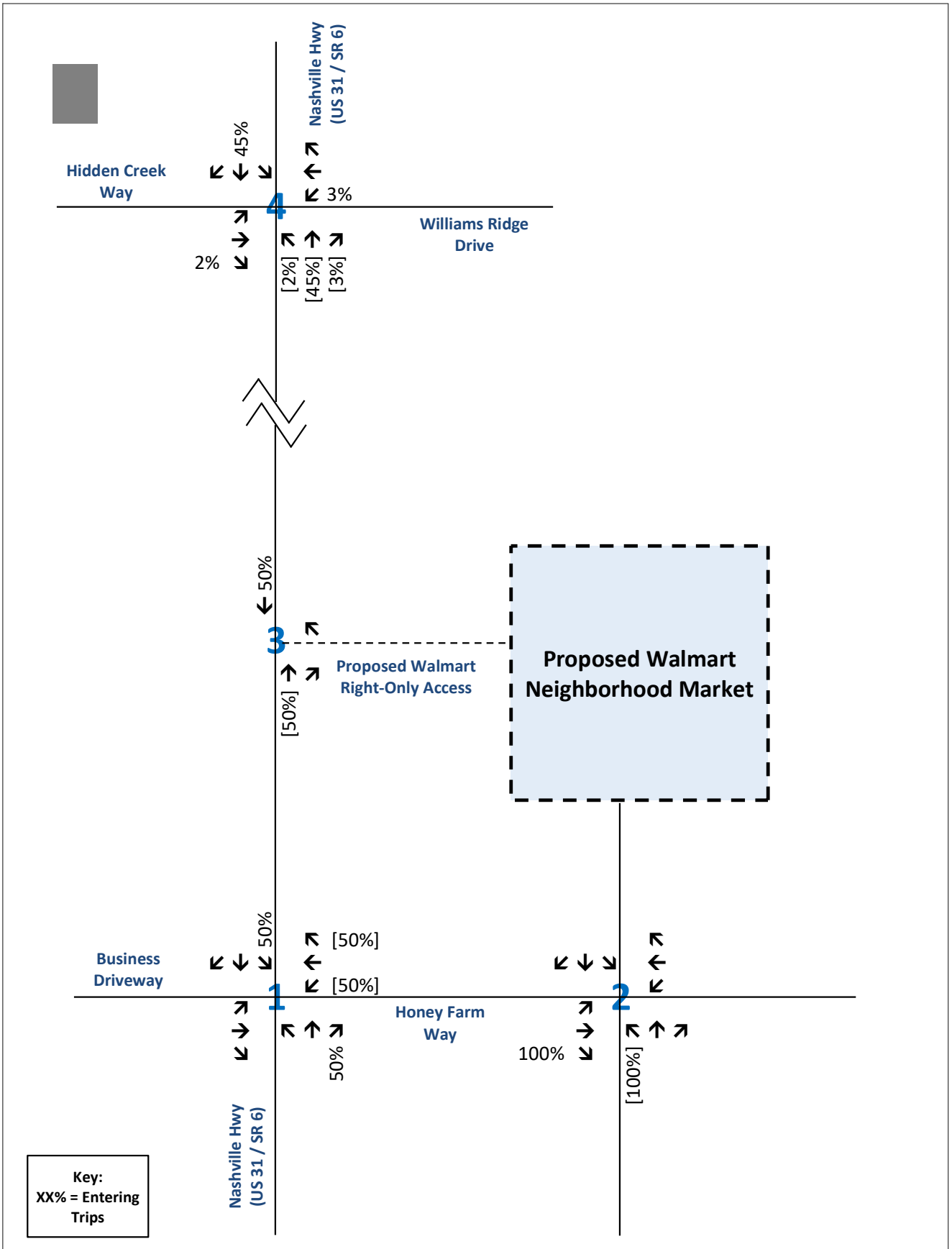
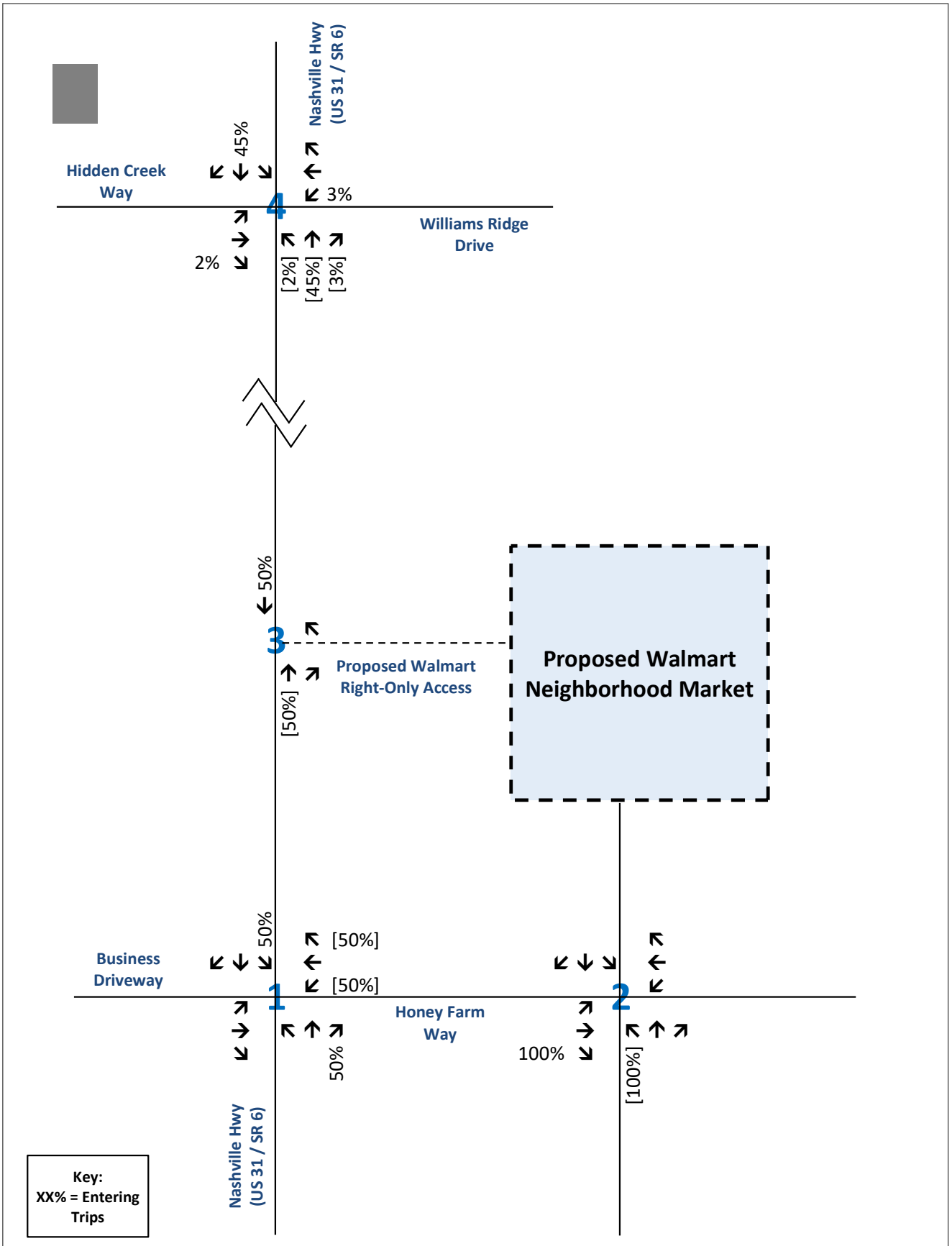


Trip Distribution Worksheet
Primary Trip Distribution - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Trip Distribution Worksheet
Primary Trip Distribution - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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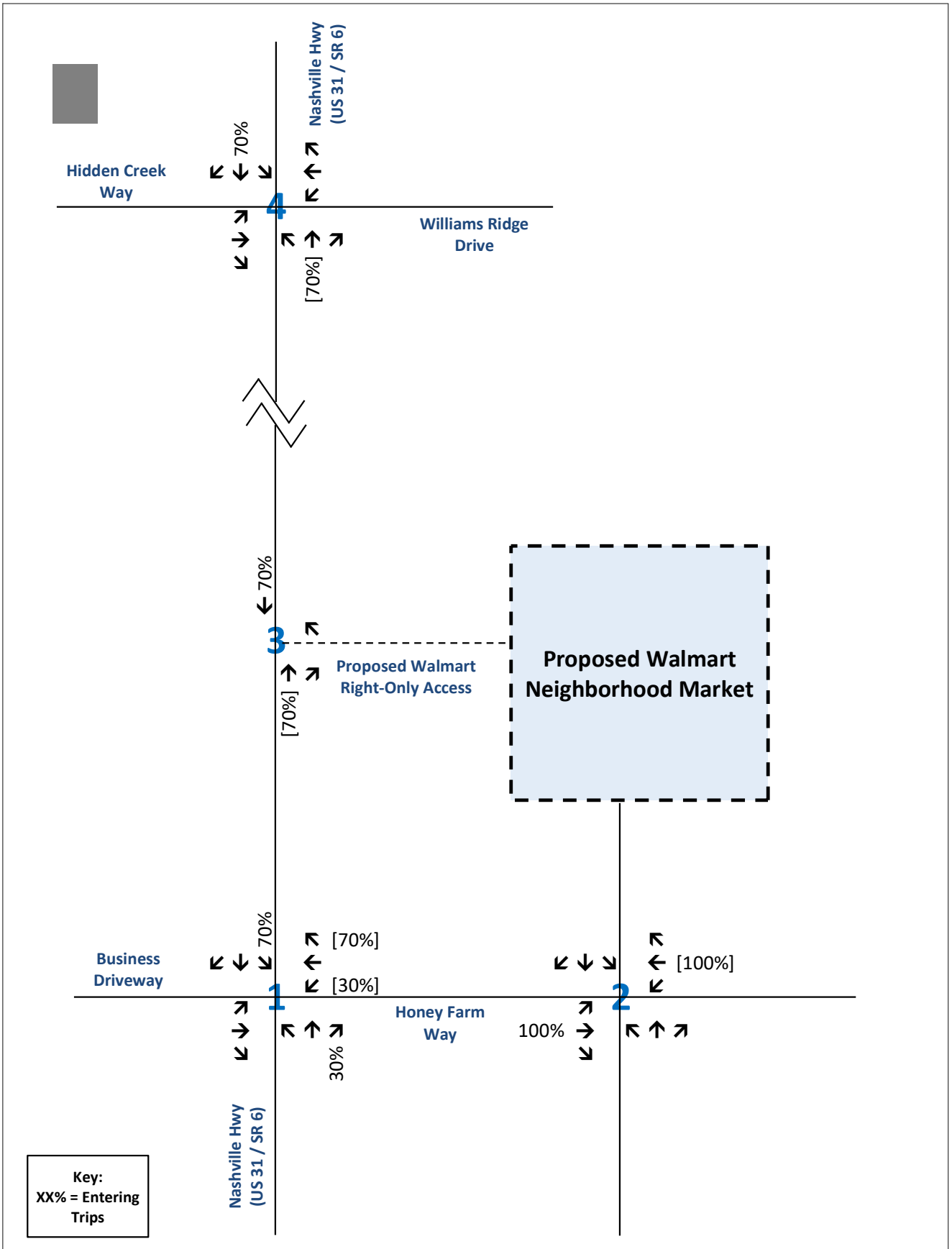
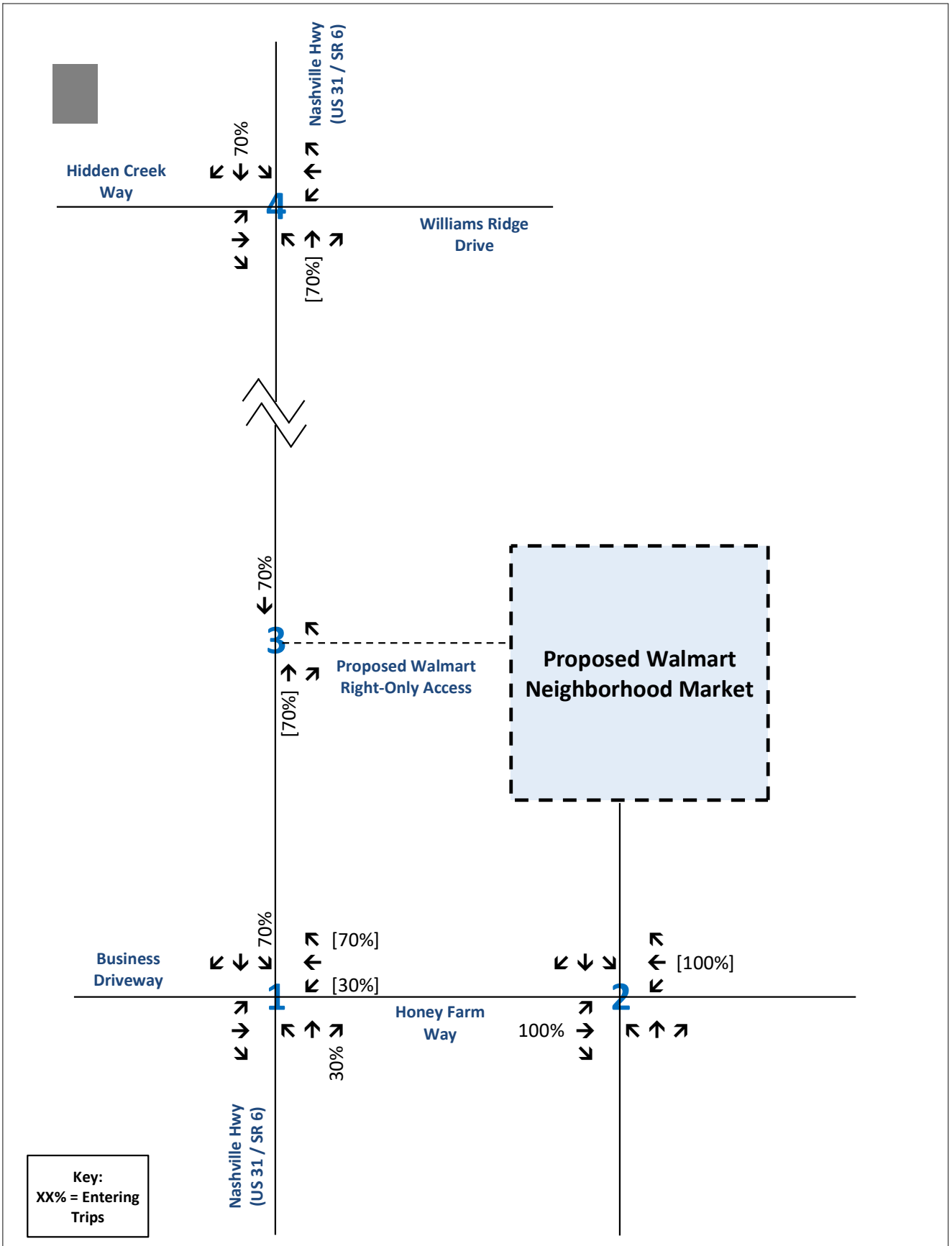
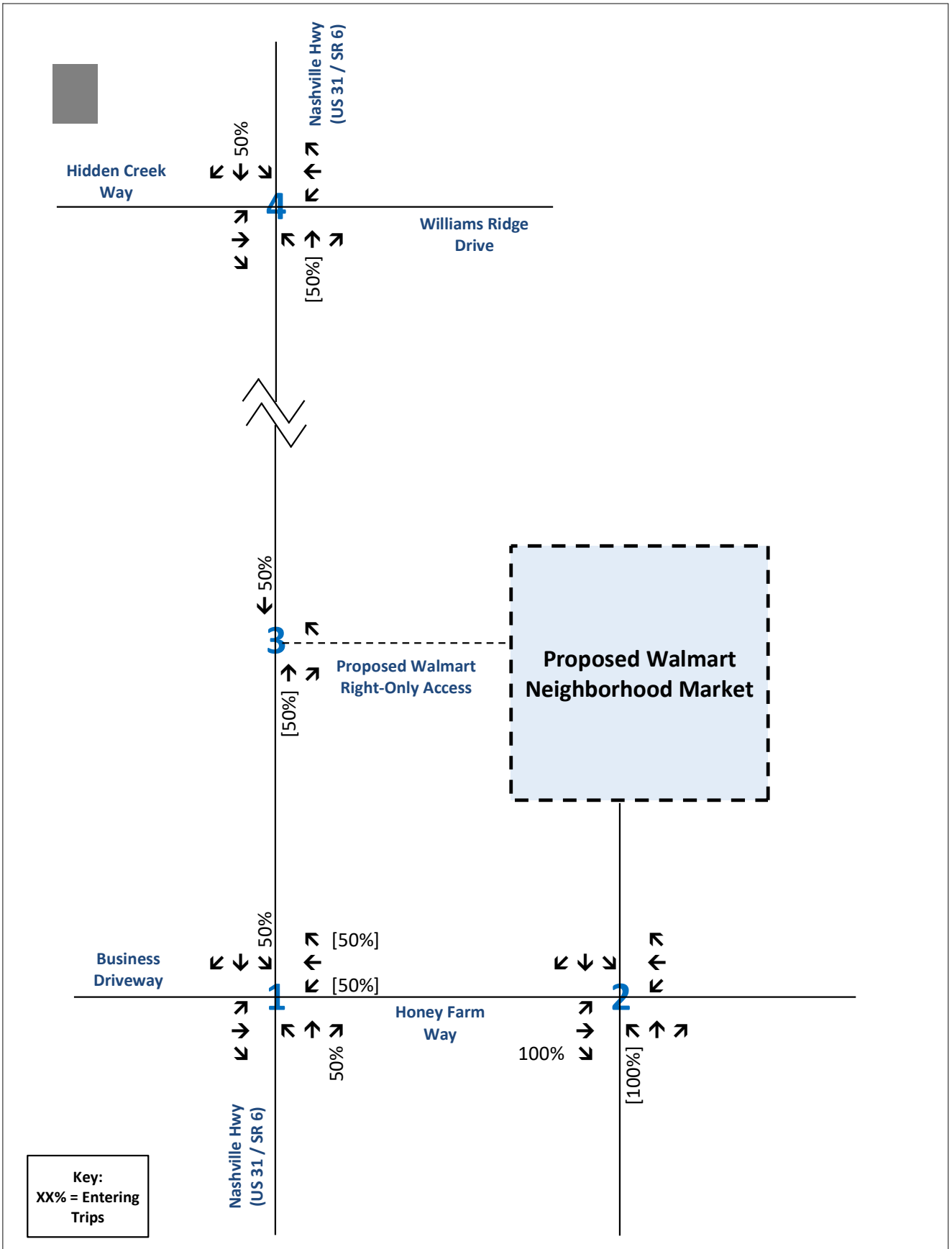


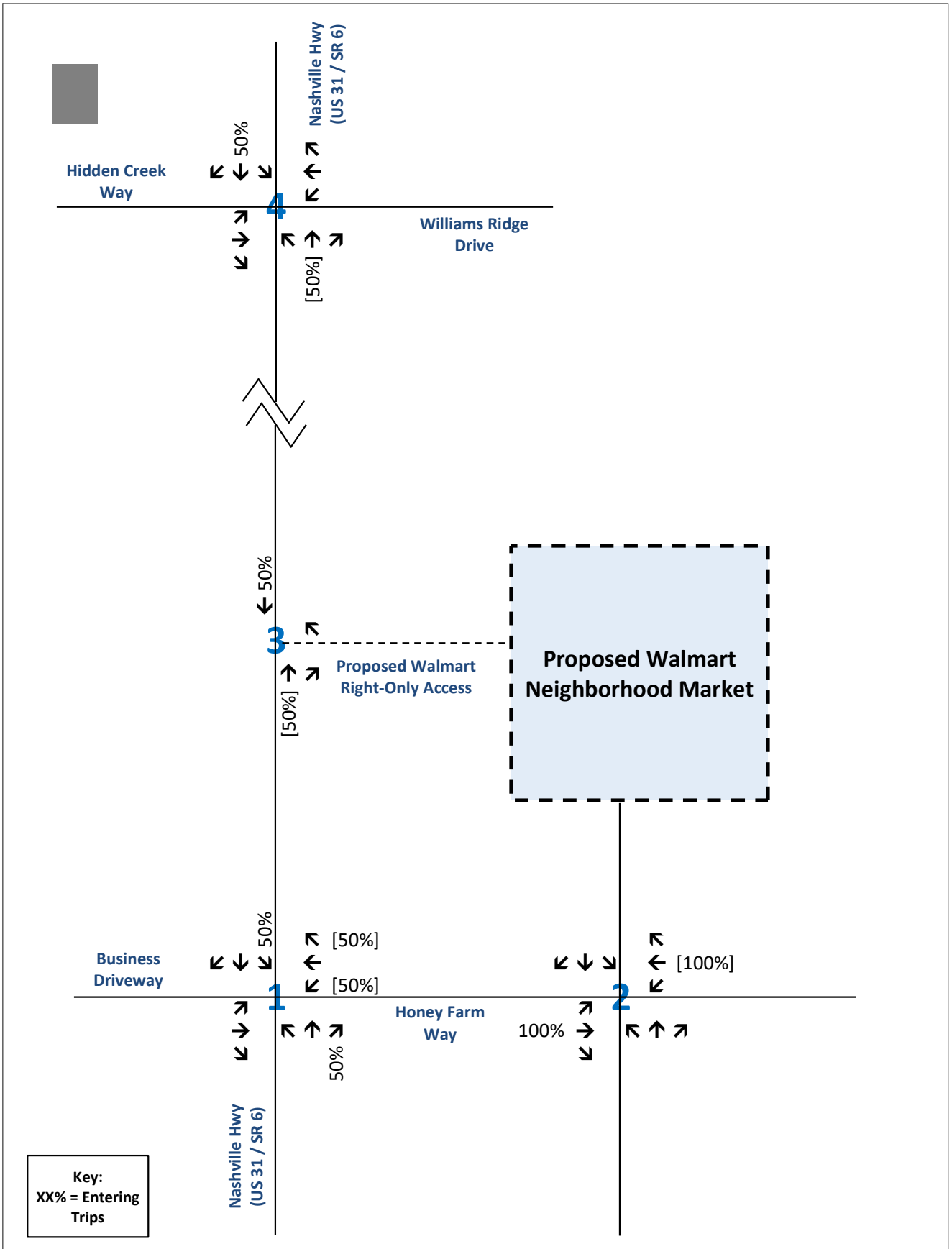
Trip Distribution Worksheet
Primary Trip Distribution - Multifamily Housing (Low-Rise)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Trip Distribution Worksheet
Primary Trip Distribution - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

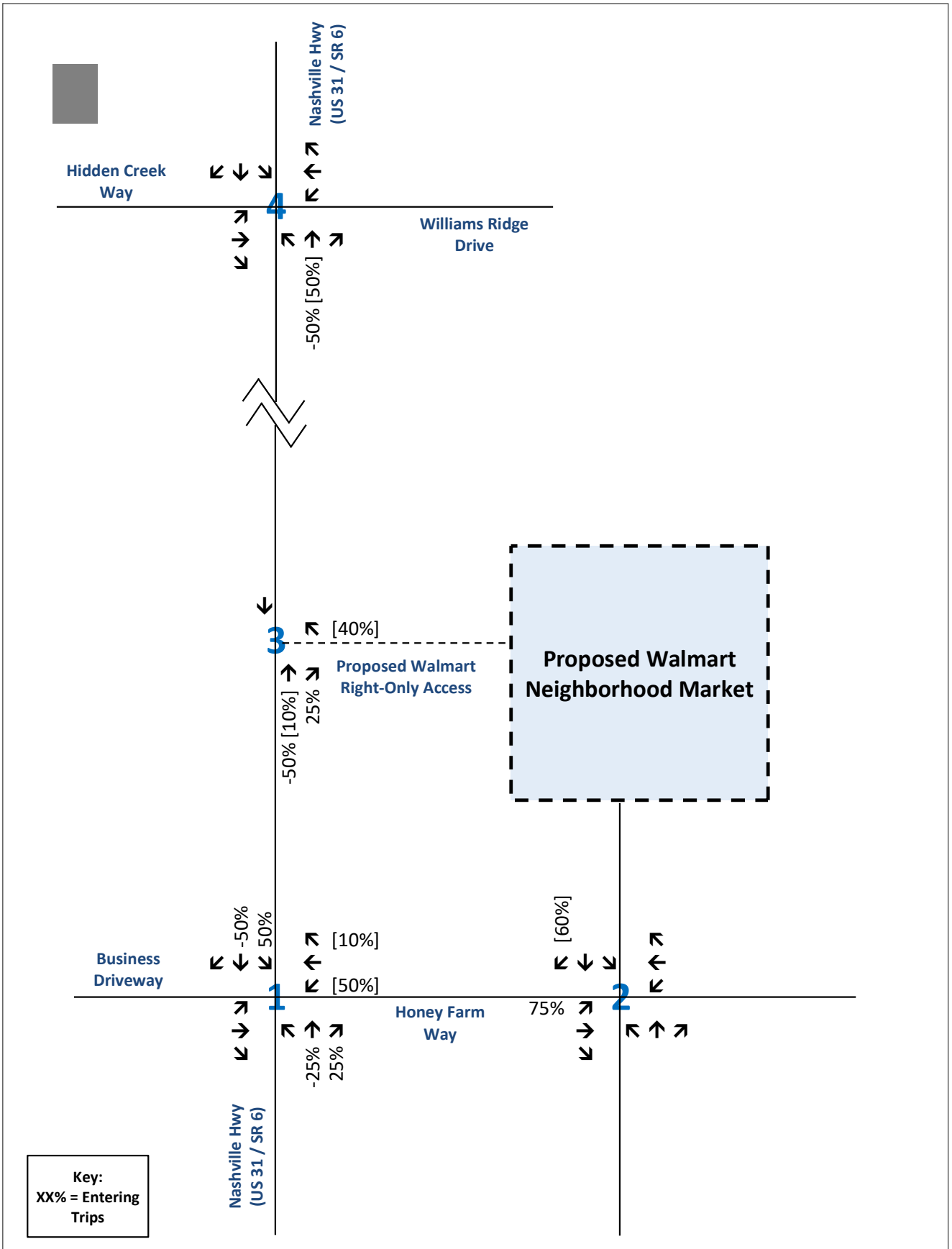


Trip Distribution Worksheet
Primary Trip Distribution - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

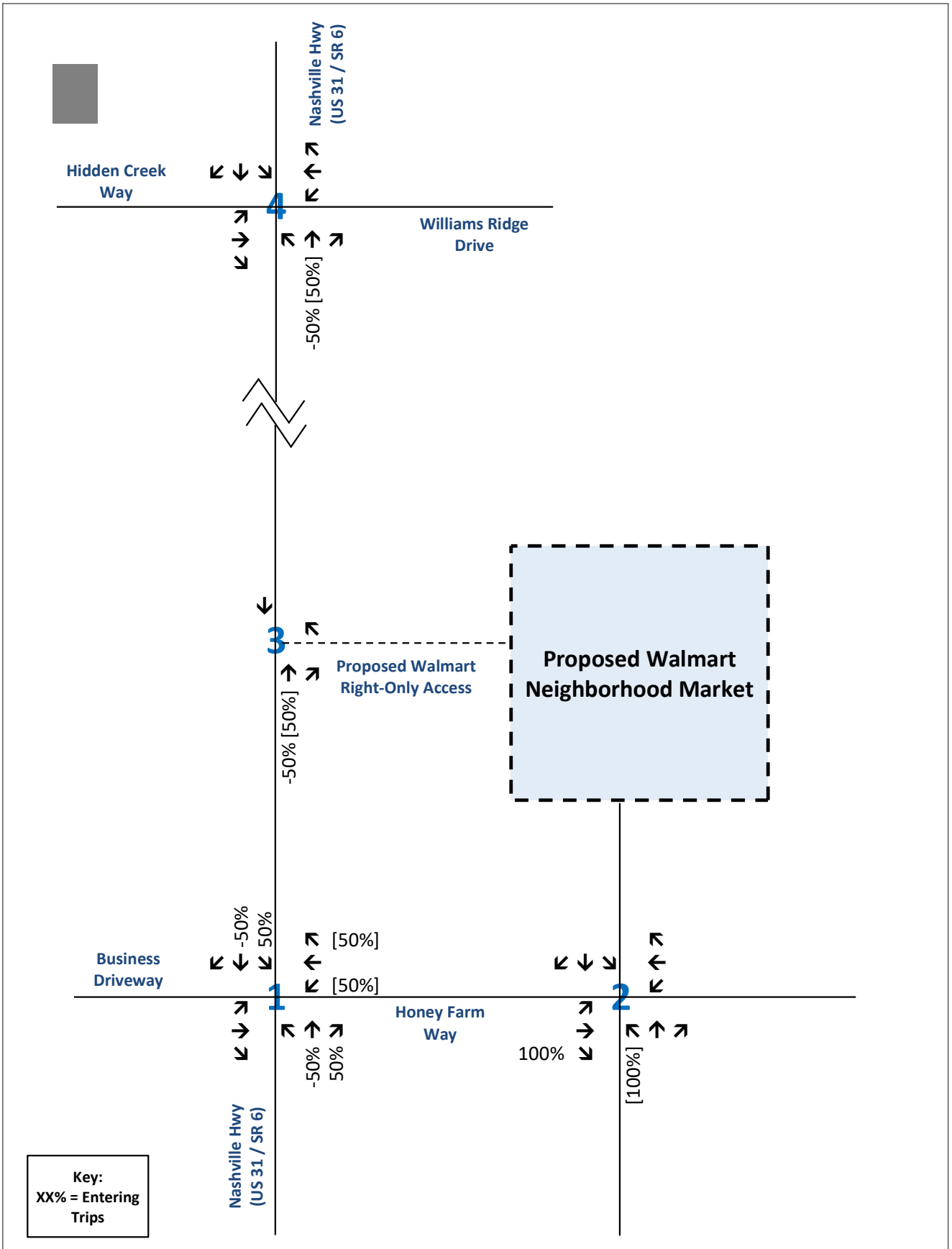


Trip Distribution Worksheet
Primary Trip Distribution - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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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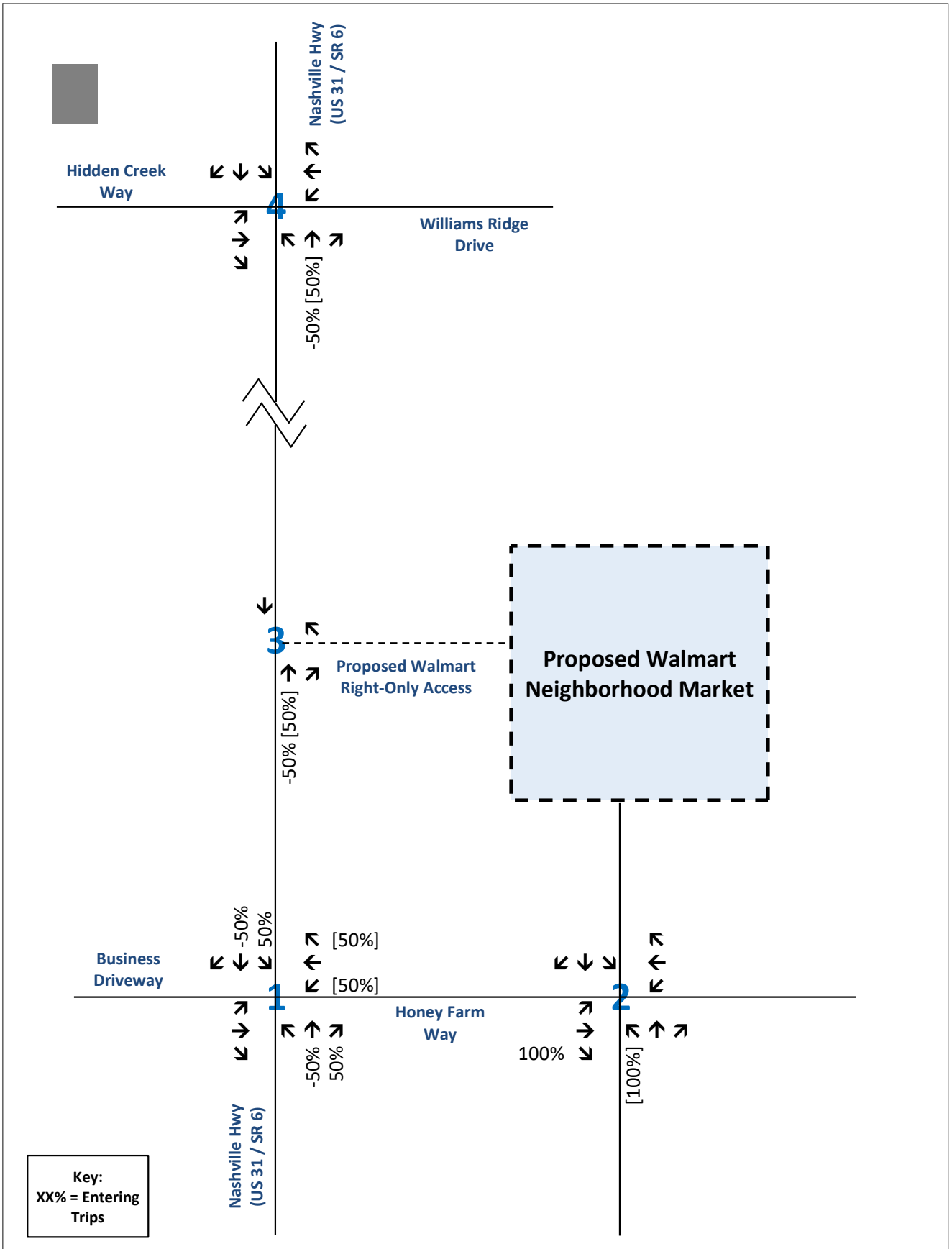
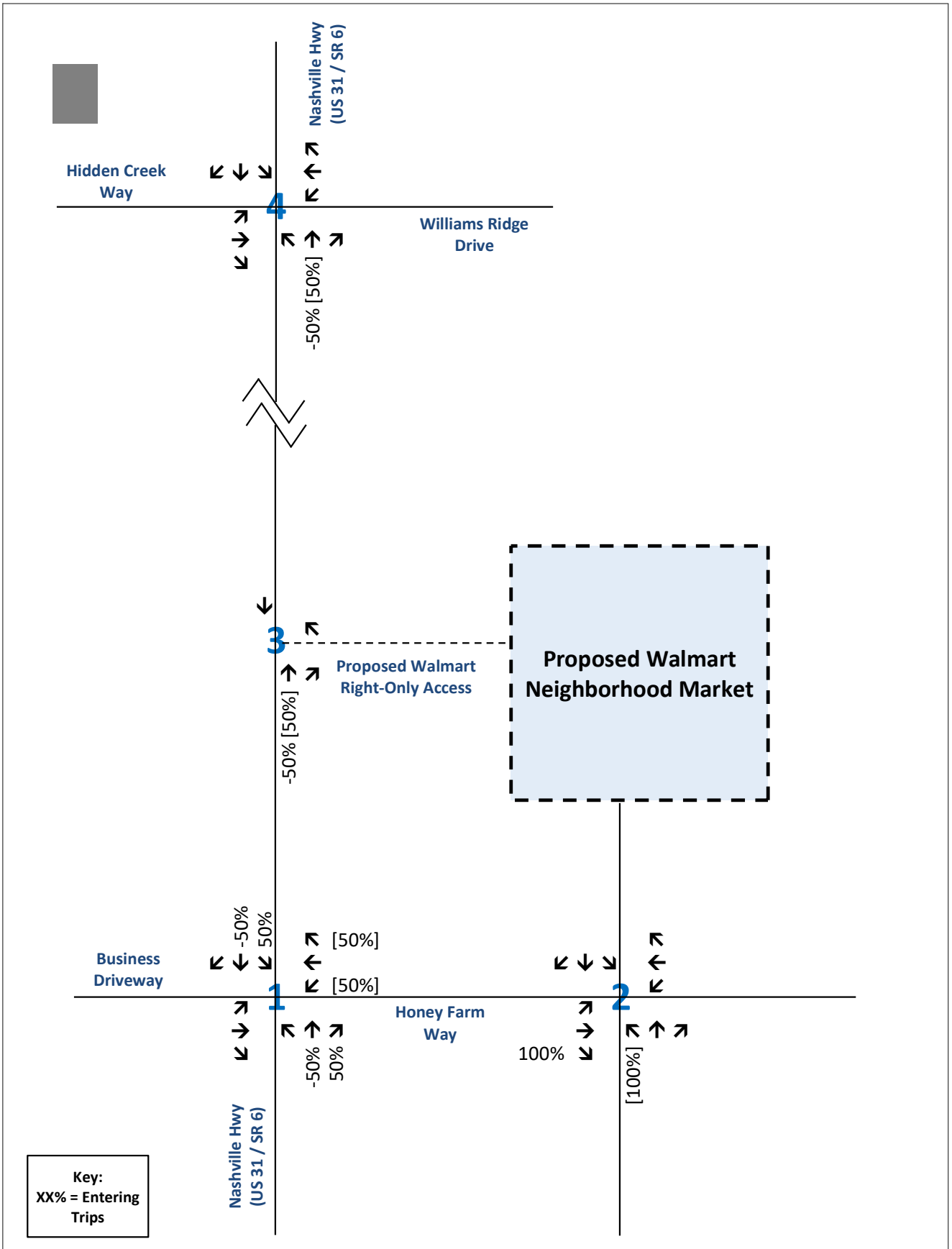


Trip Distribution Worksheet
Pass-by Trip Distribution - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Trip Distribution Worksheet
Pass-by Trip Distribution - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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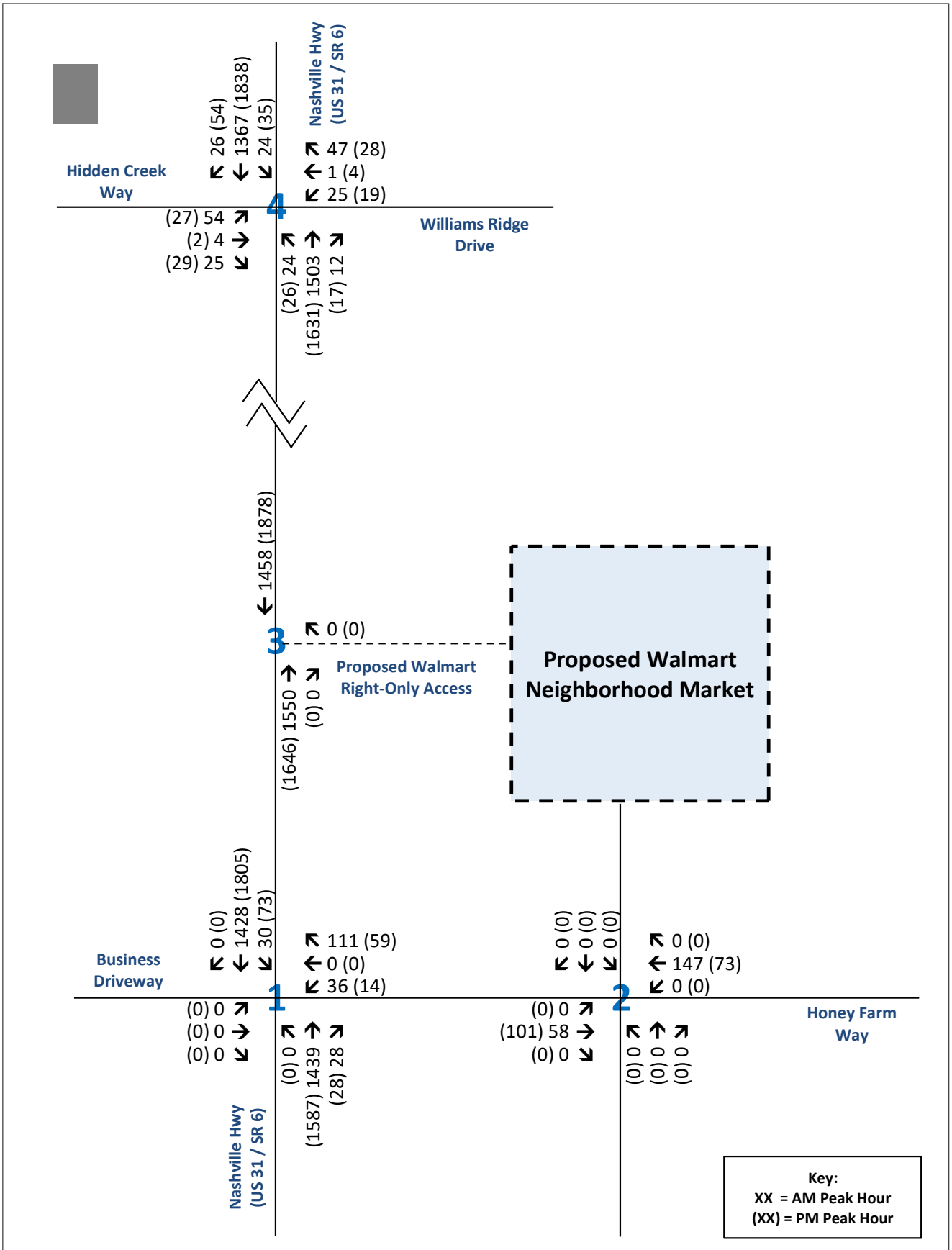
APPENDIX E

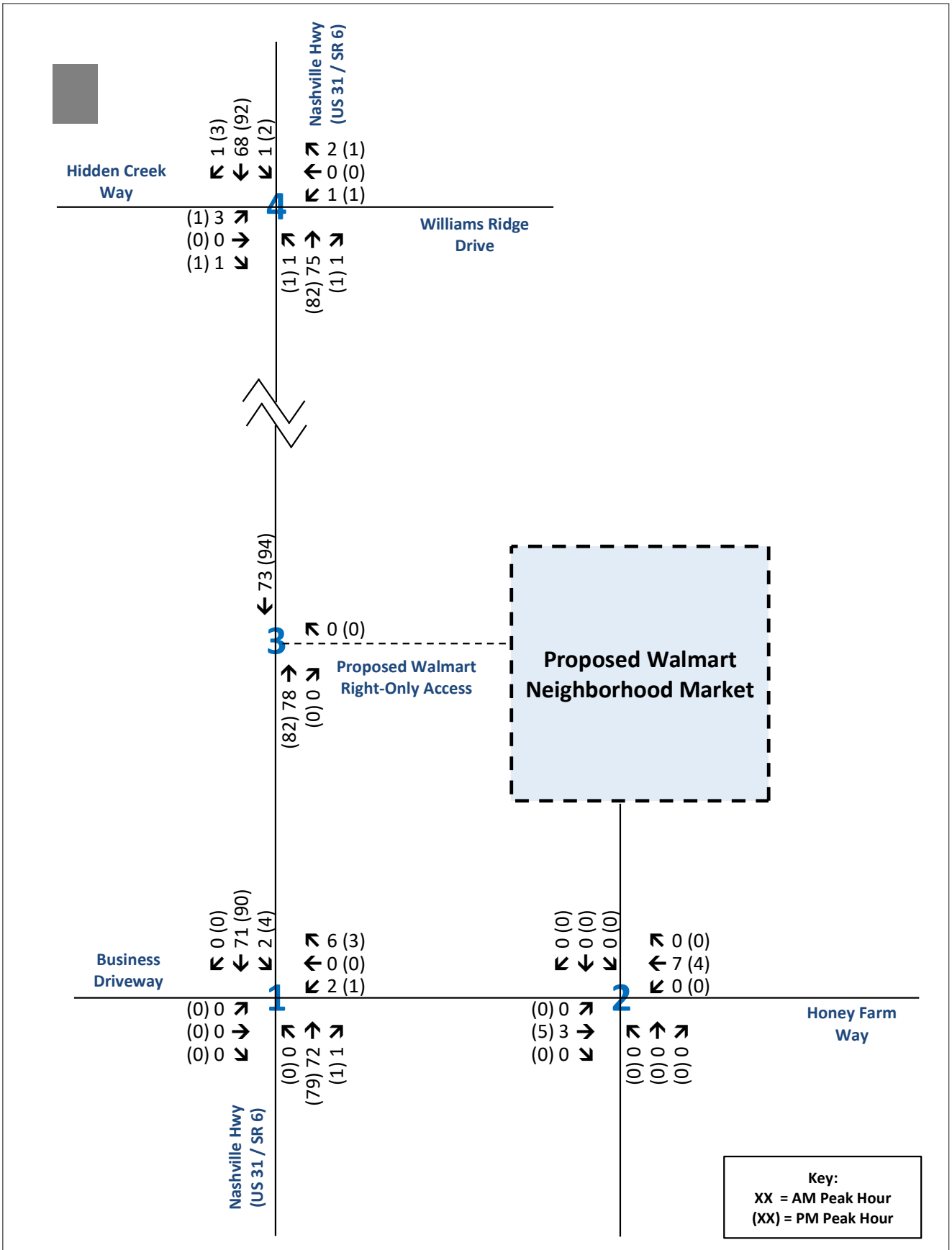
TRAFFIC ASSIGNMENT

TRAFFIC ASSIGNMENT WORKSHEETS

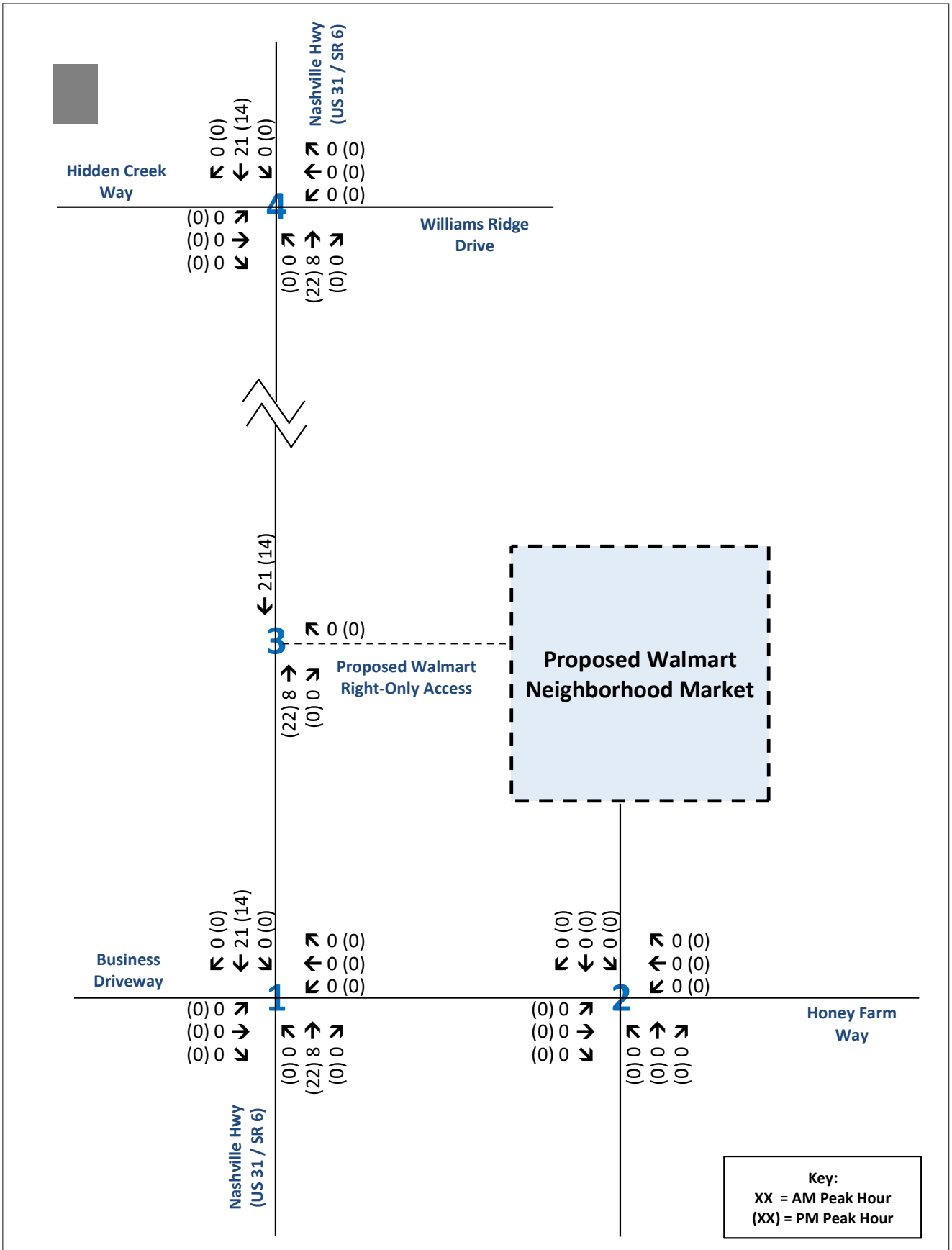
AM & PM PEAK HOURS



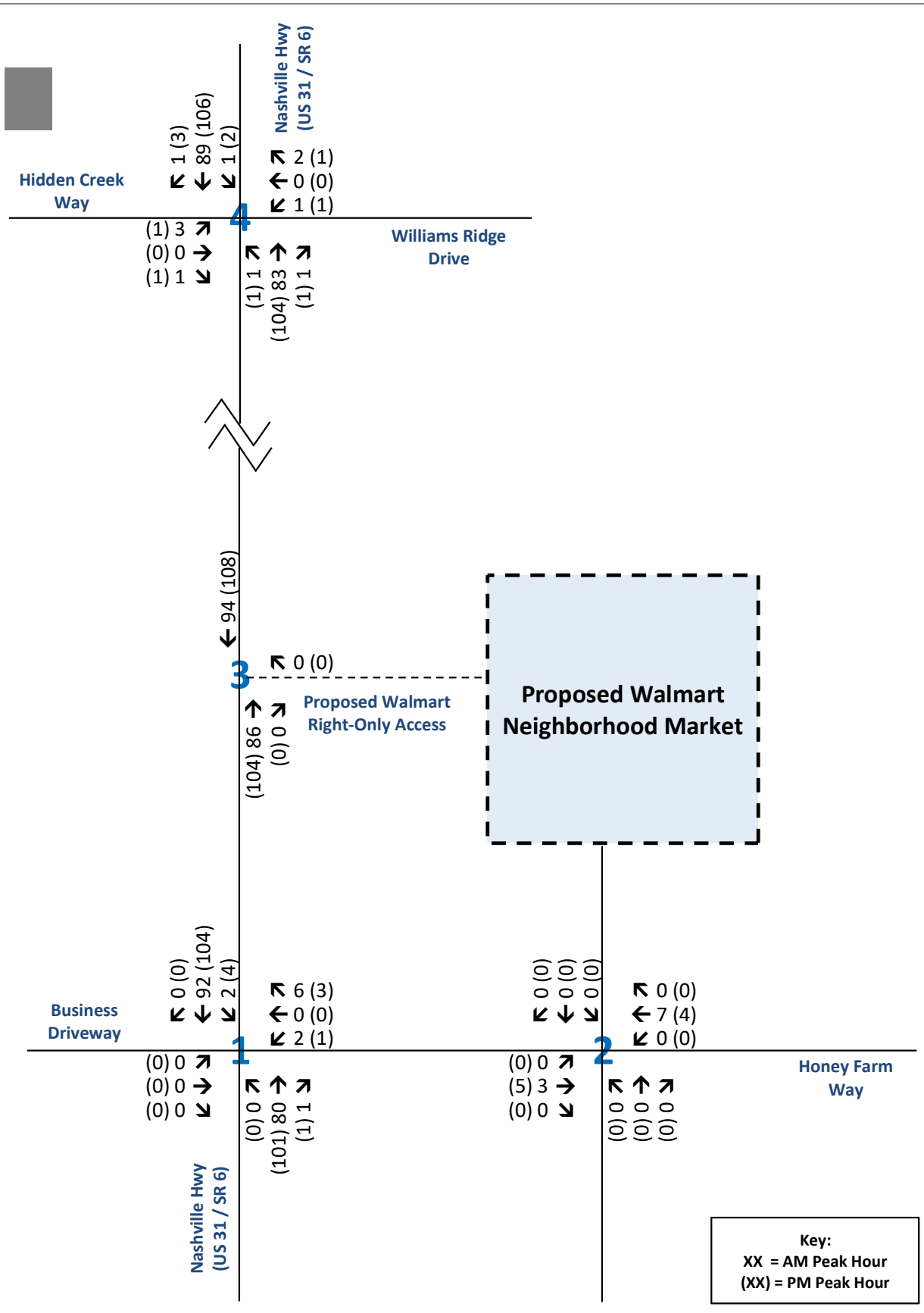
Traffic Assignment Worksheet
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



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

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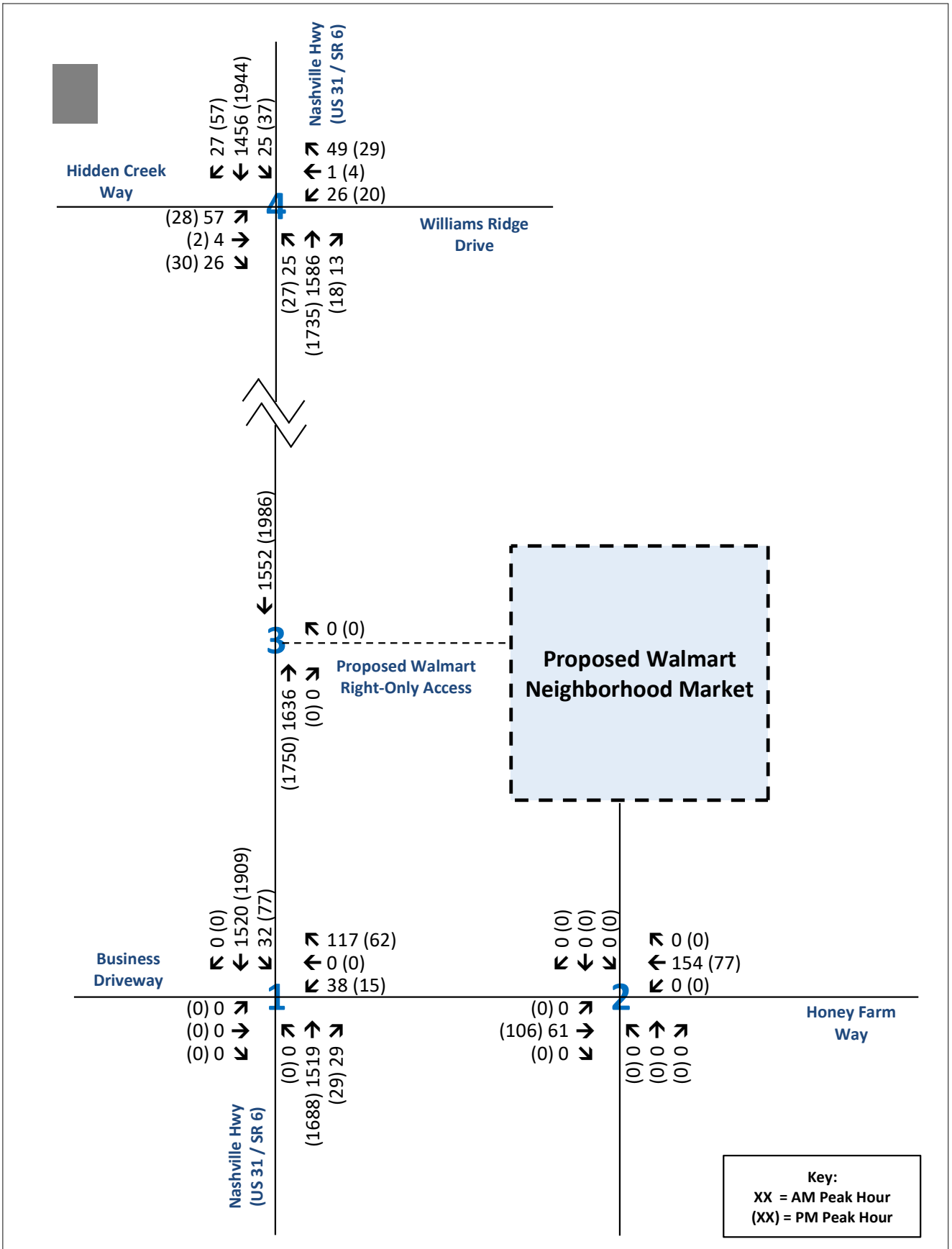
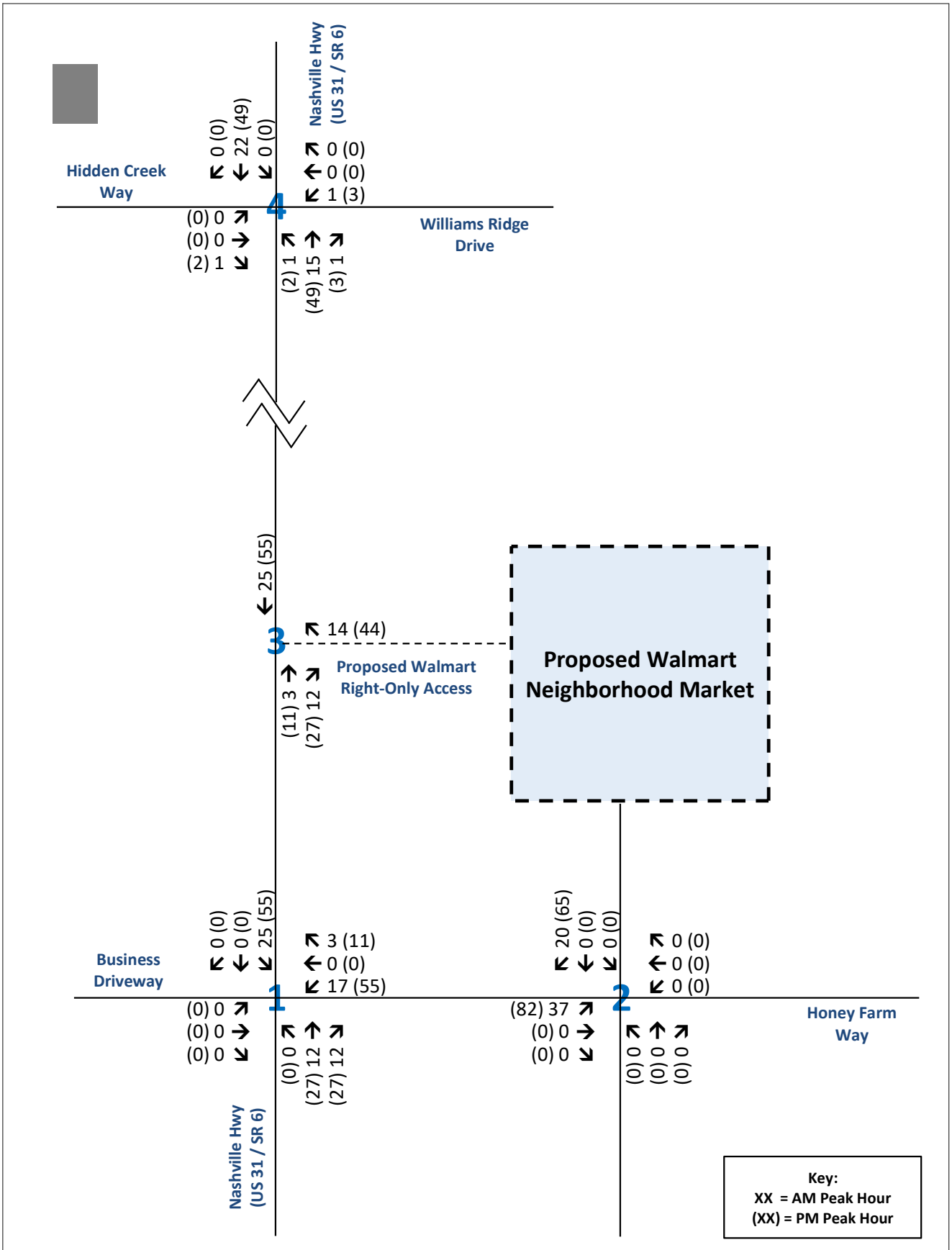
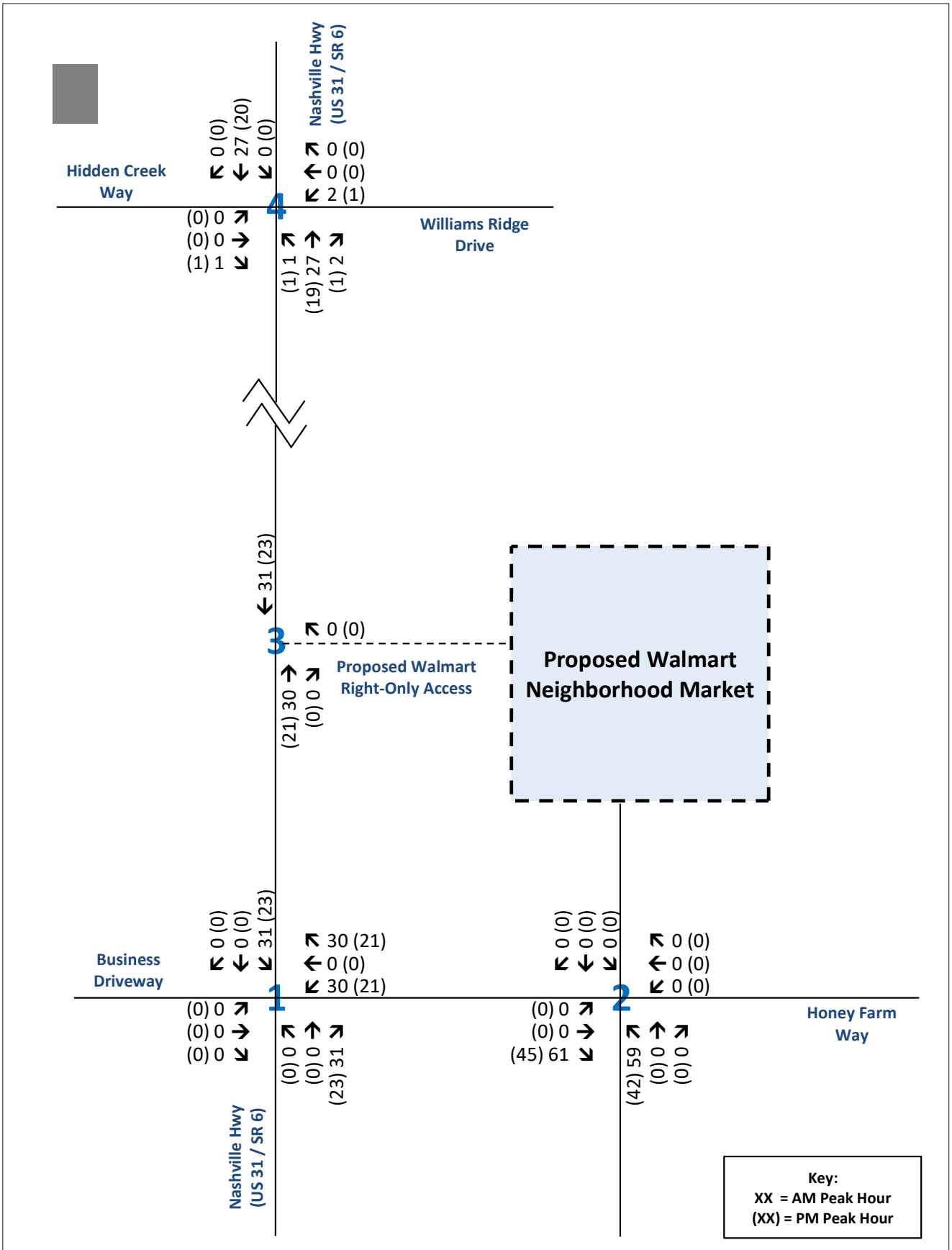


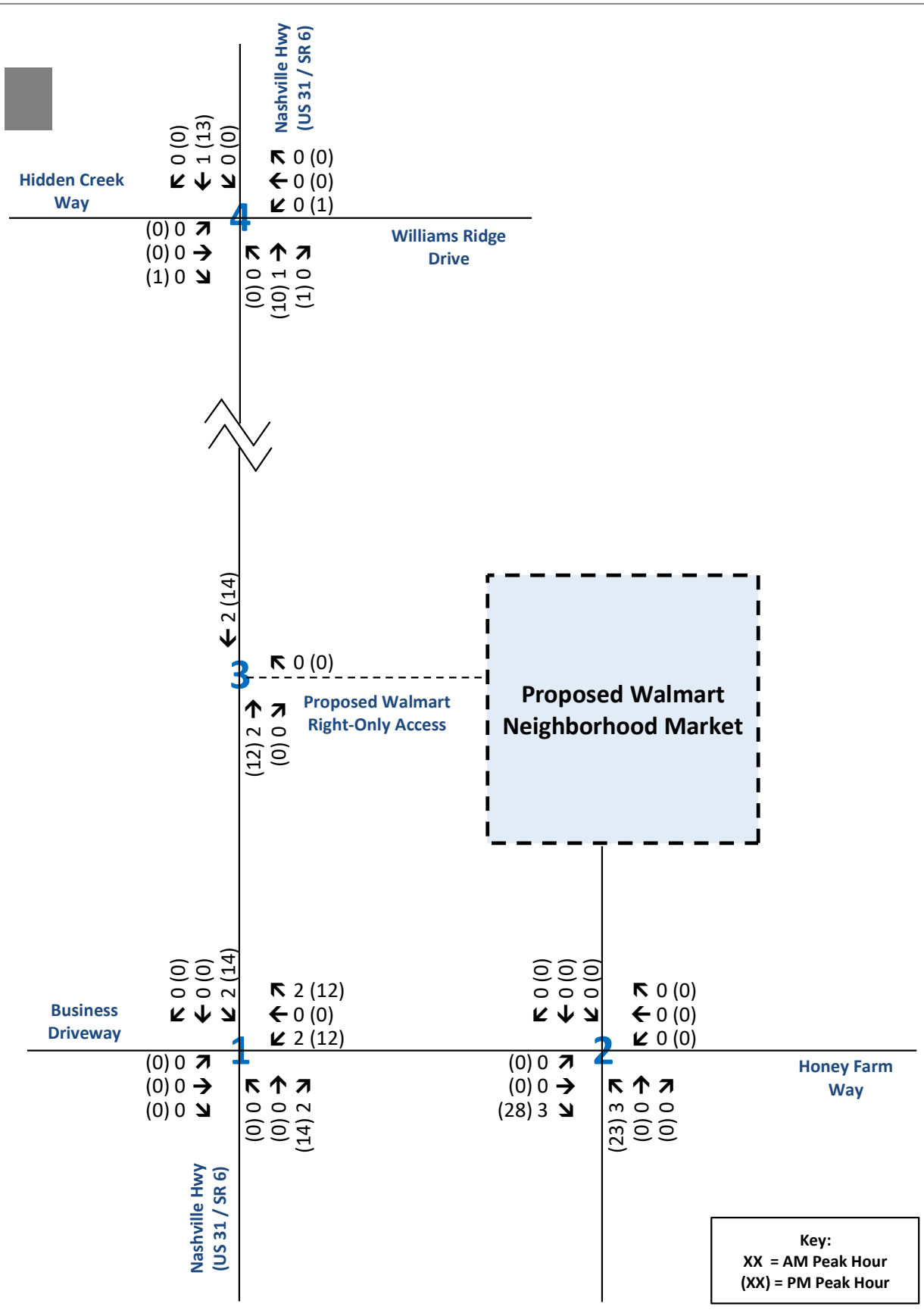
Traffic Assignment Worksheet
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



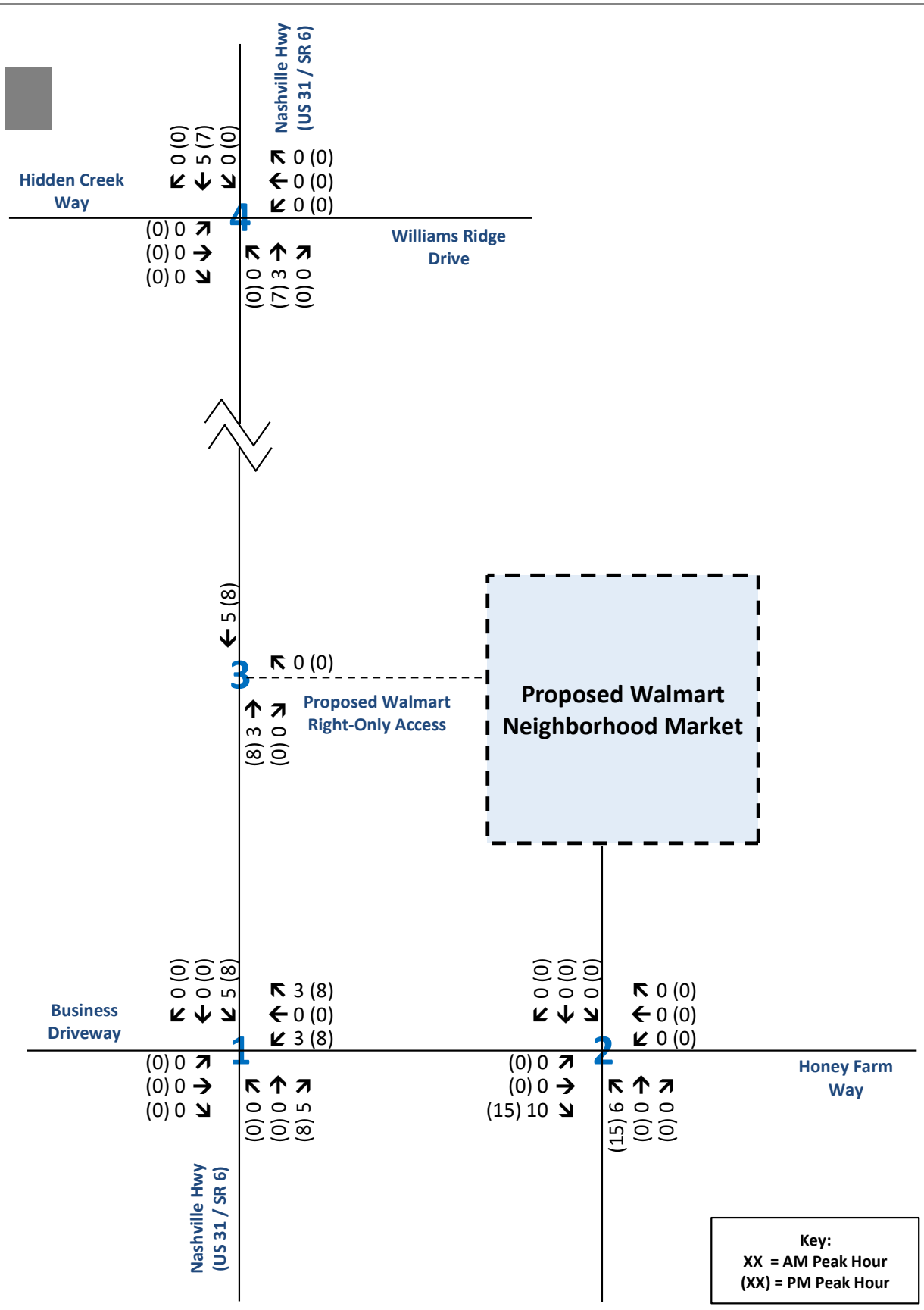
Traffic Assignment Worksheet
Primary Traffic Assignment - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



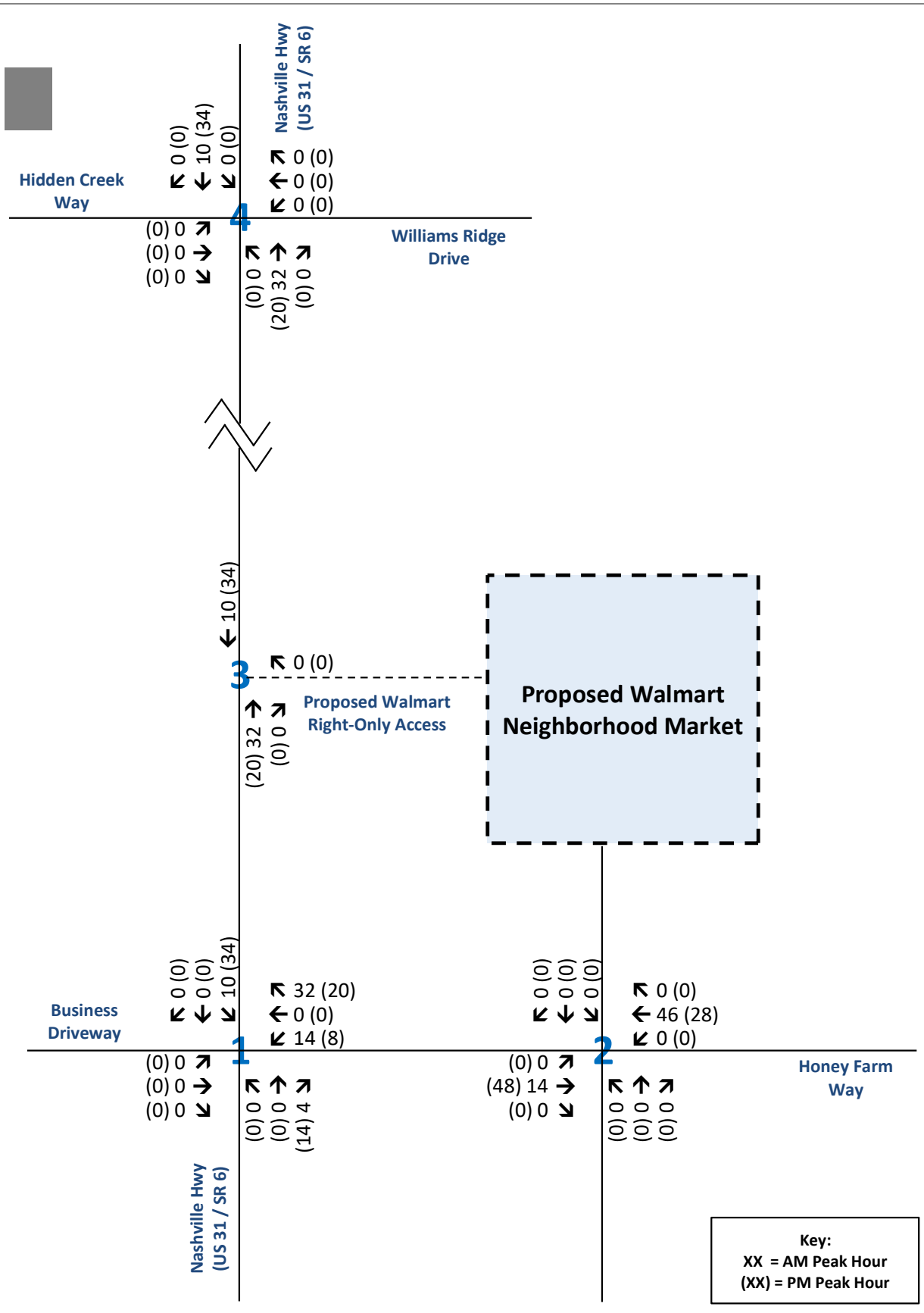
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast-Food Restaurant with Drive-Through
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



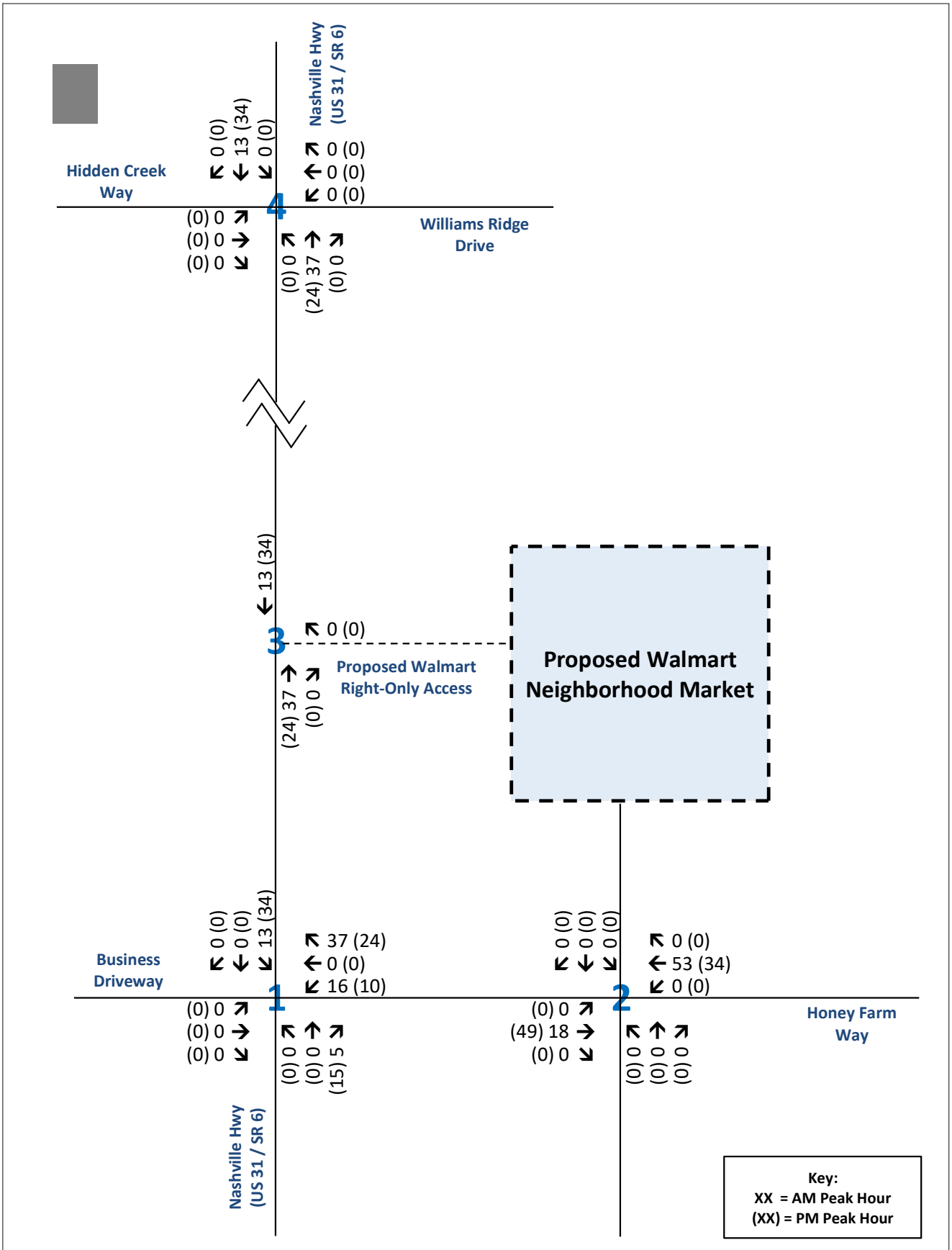
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



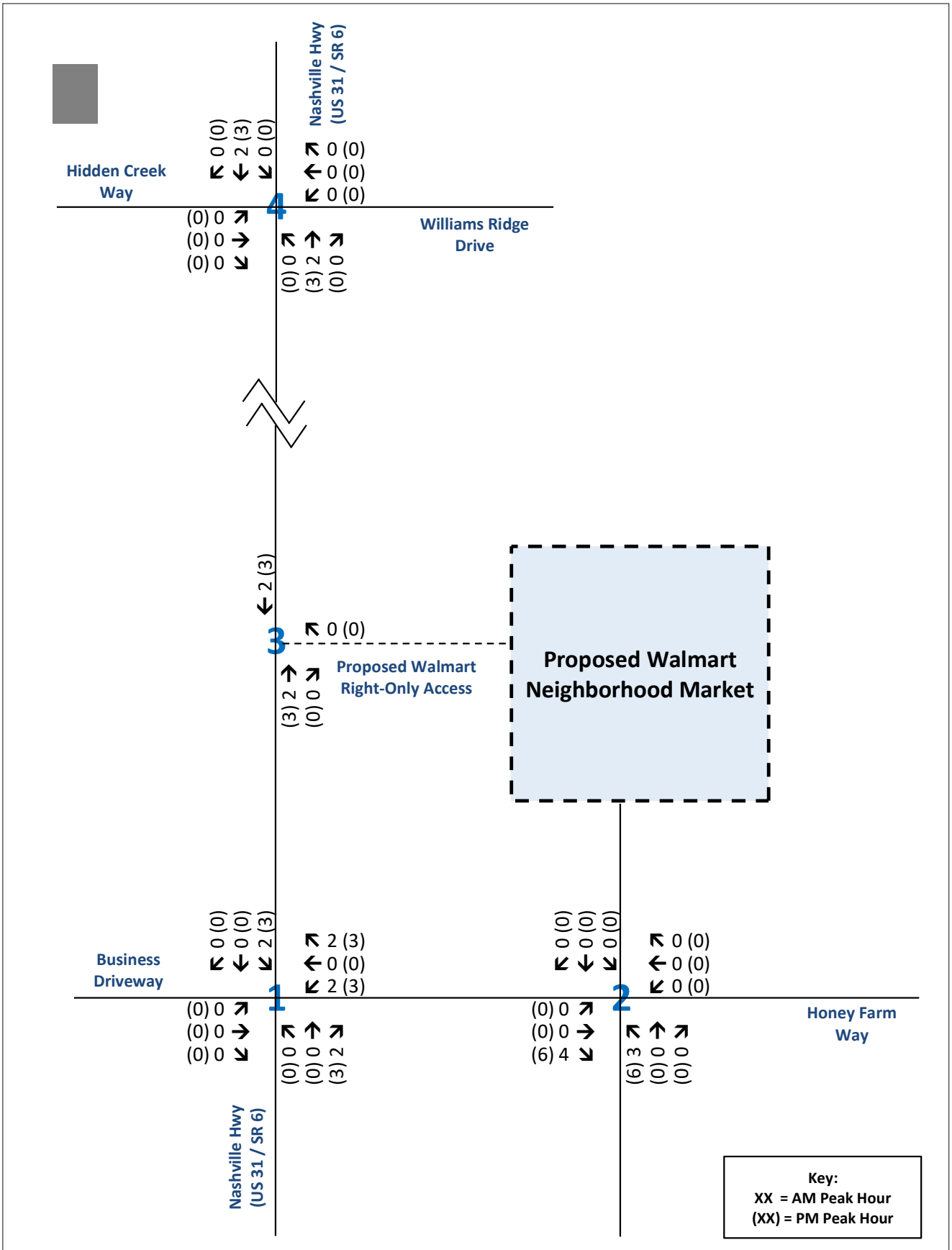
Traffic Assignment Worksheet
Primary Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



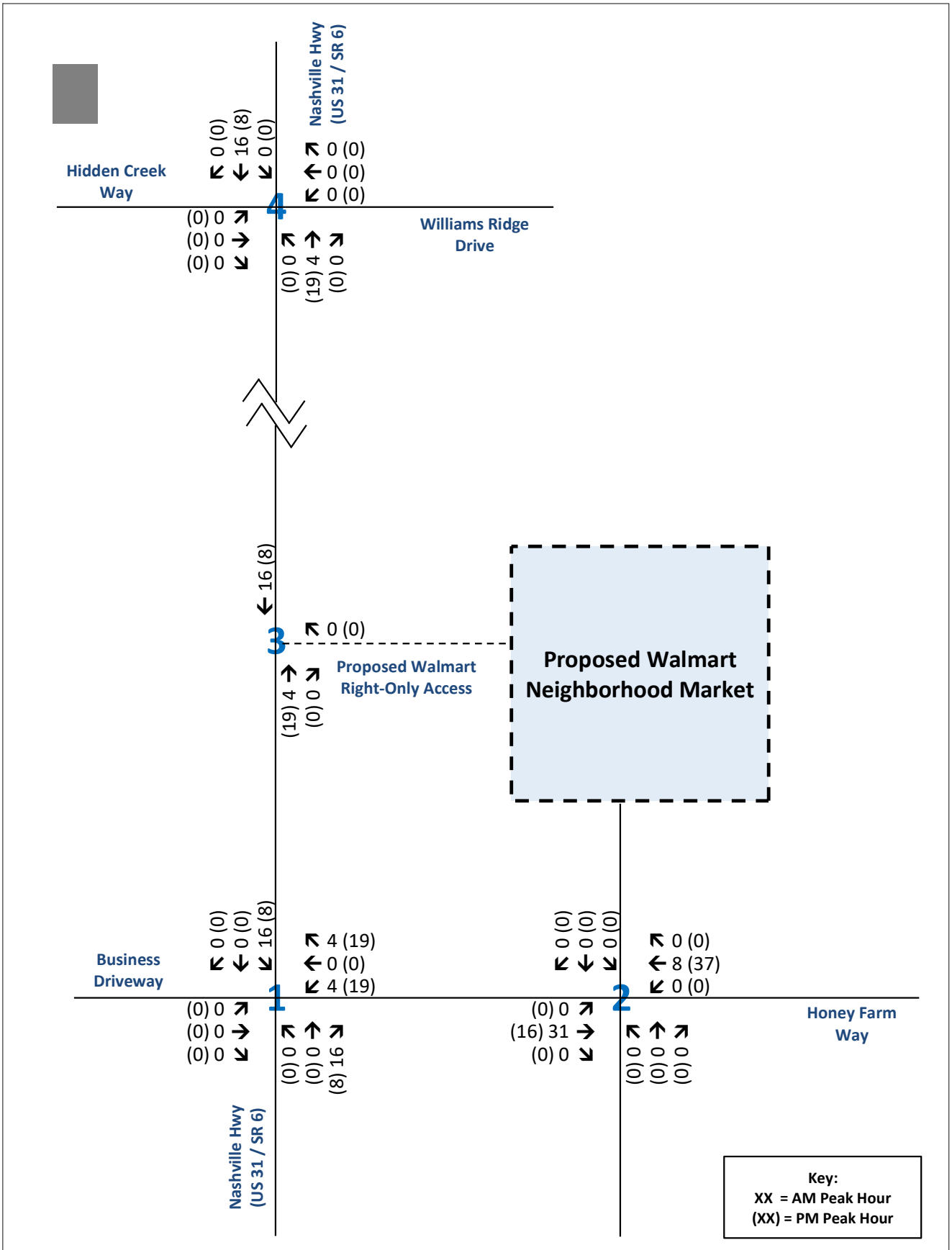
Traffic Assignment Worksheet
Primary Traffic Assignment - Multifamily Housing (Low-Rise)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



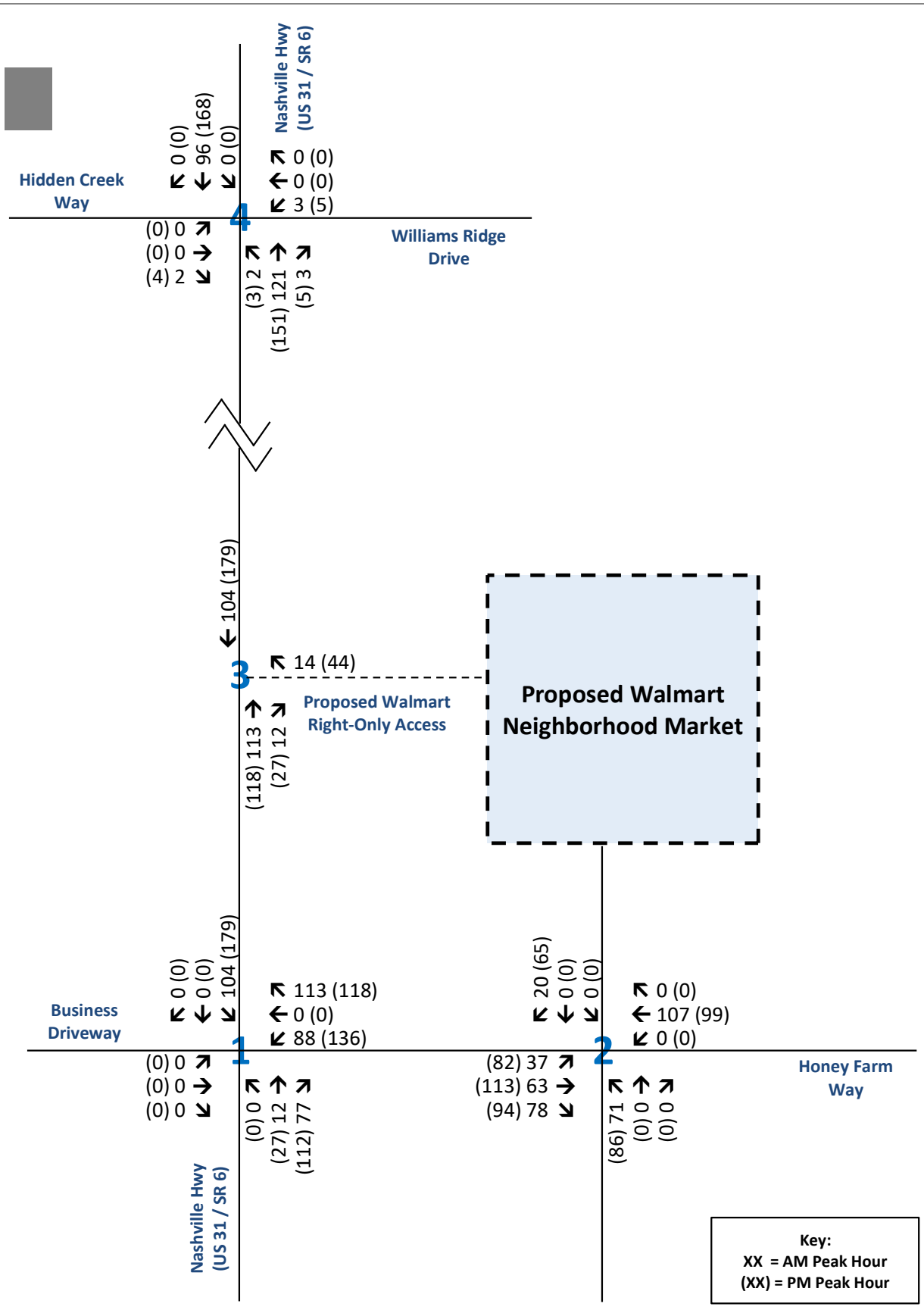
Traffic Assignment Worksheet
Primary Traffic Assignment - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



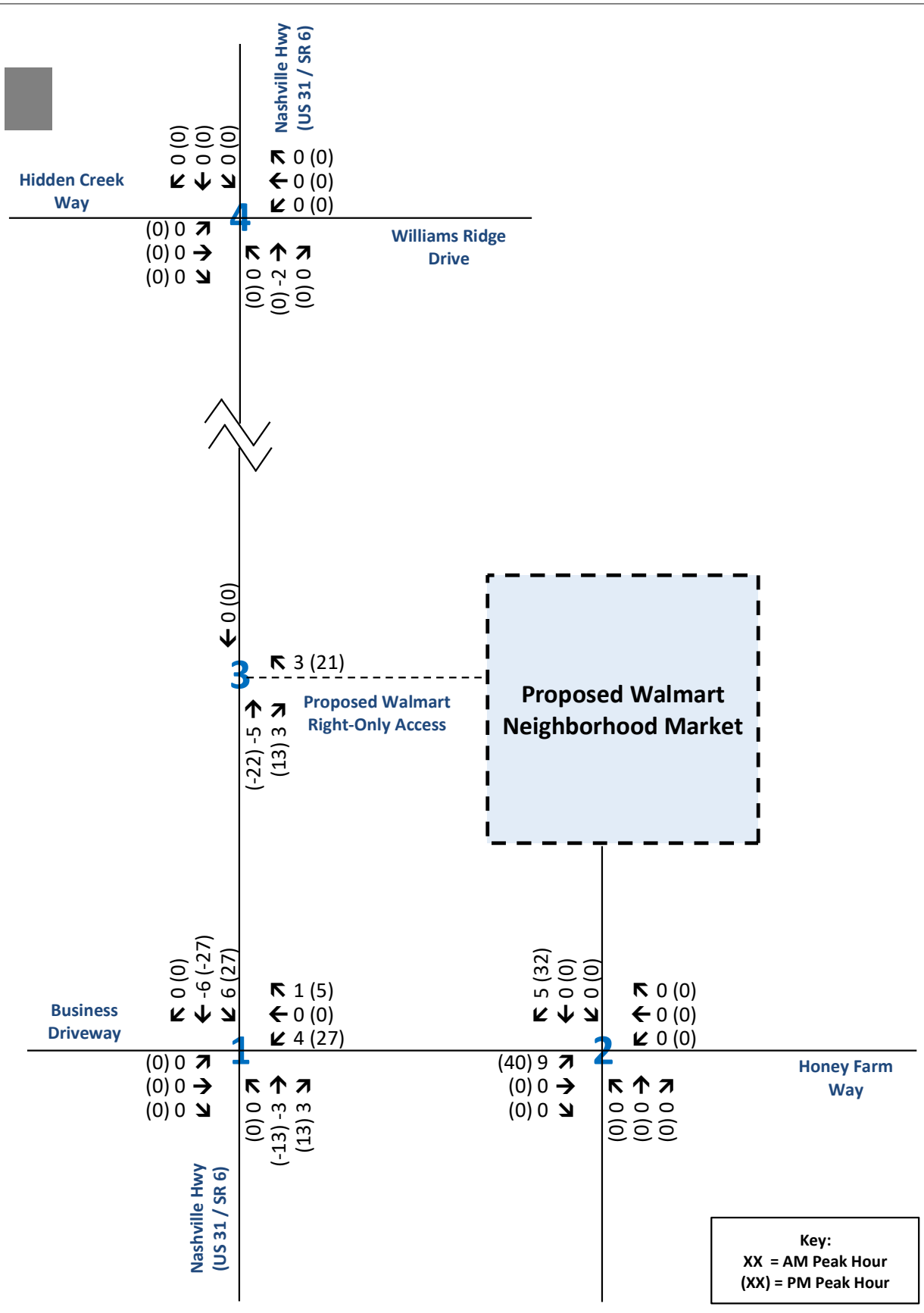
Traffic Assignment Worksheet
Primary Traffic Assignment - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



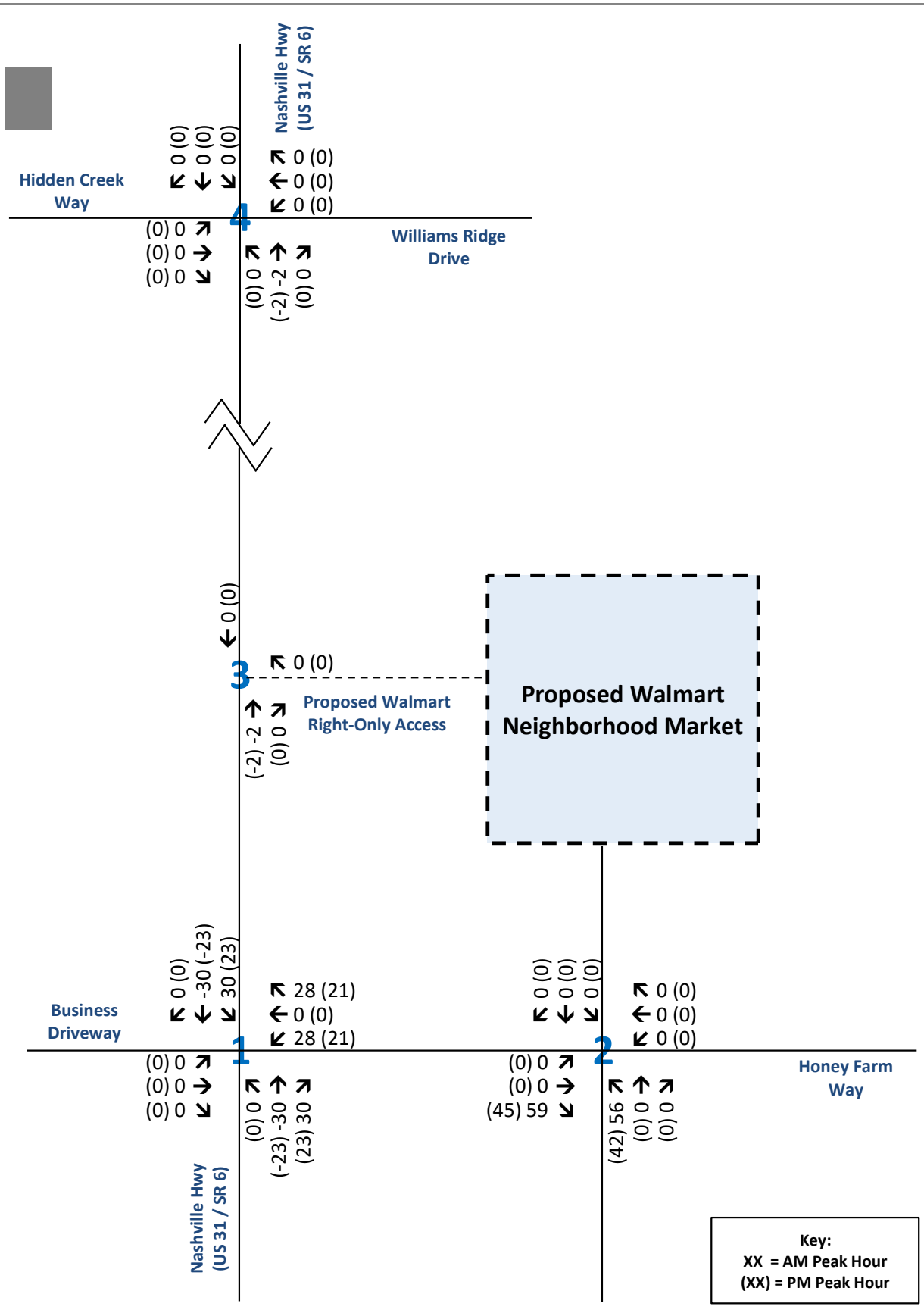
Traffic Assignment Worksheet
Primary Traffic Assignment - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



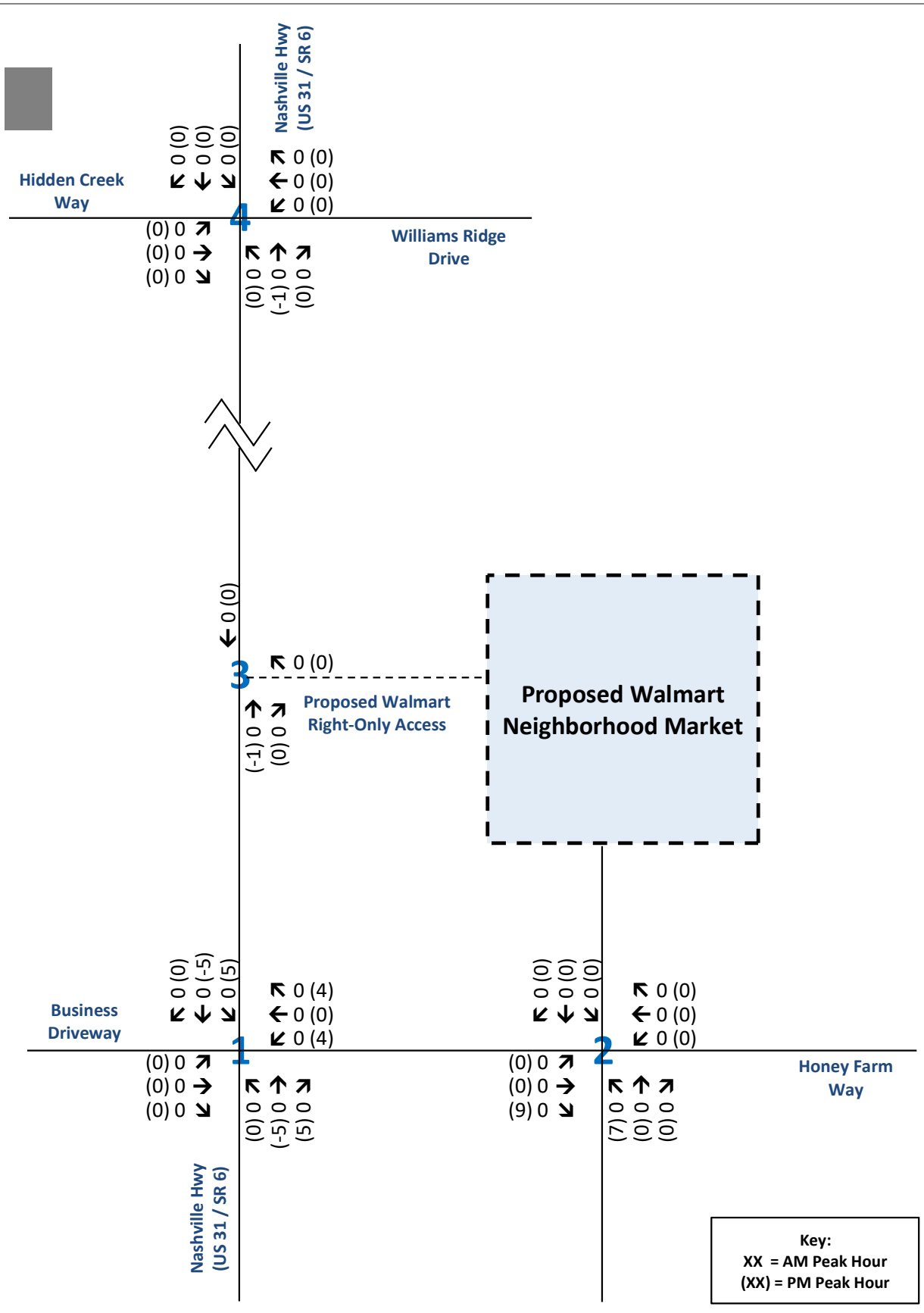
Traffic Assignment Worksheet
Total Primary Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



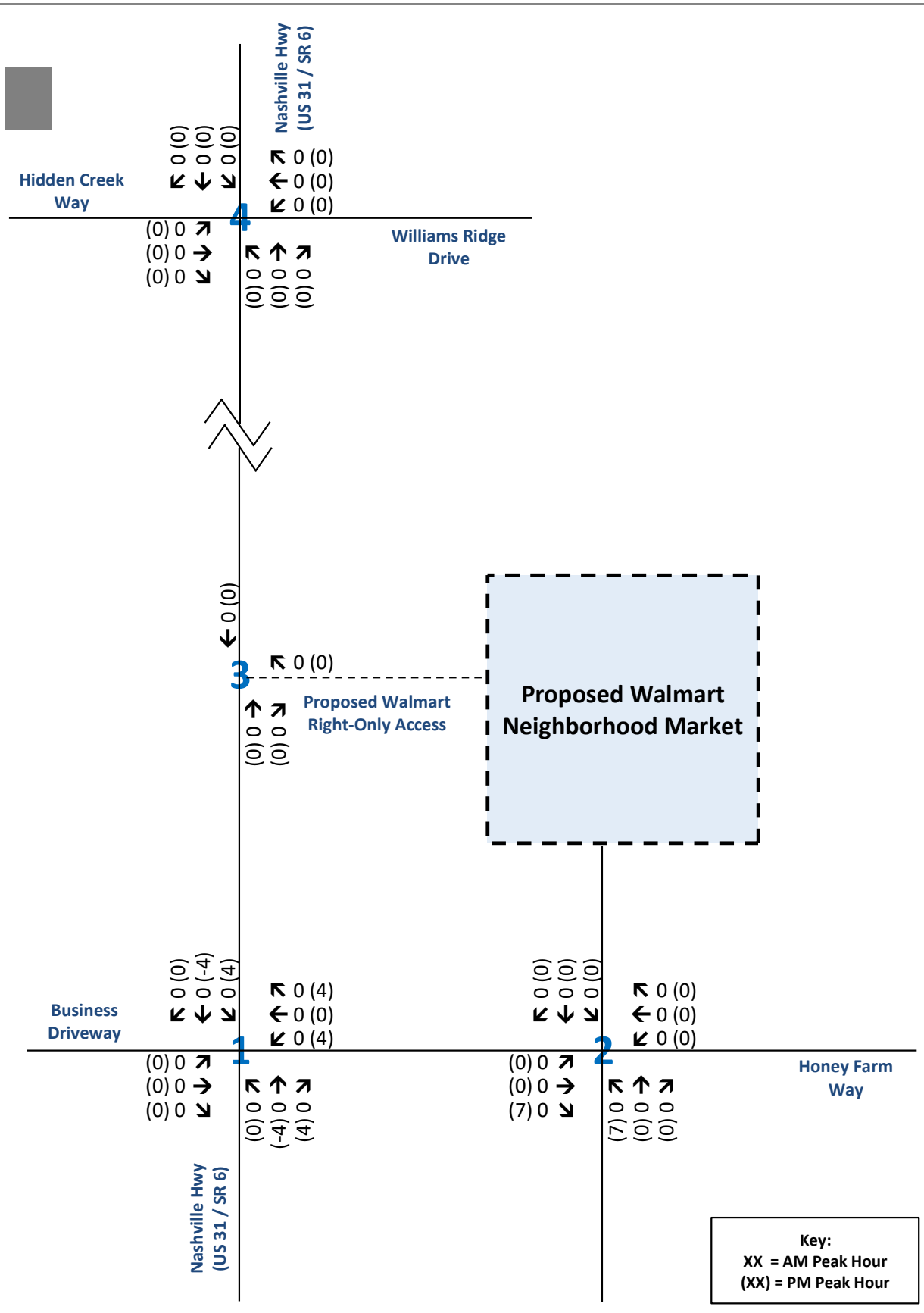
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



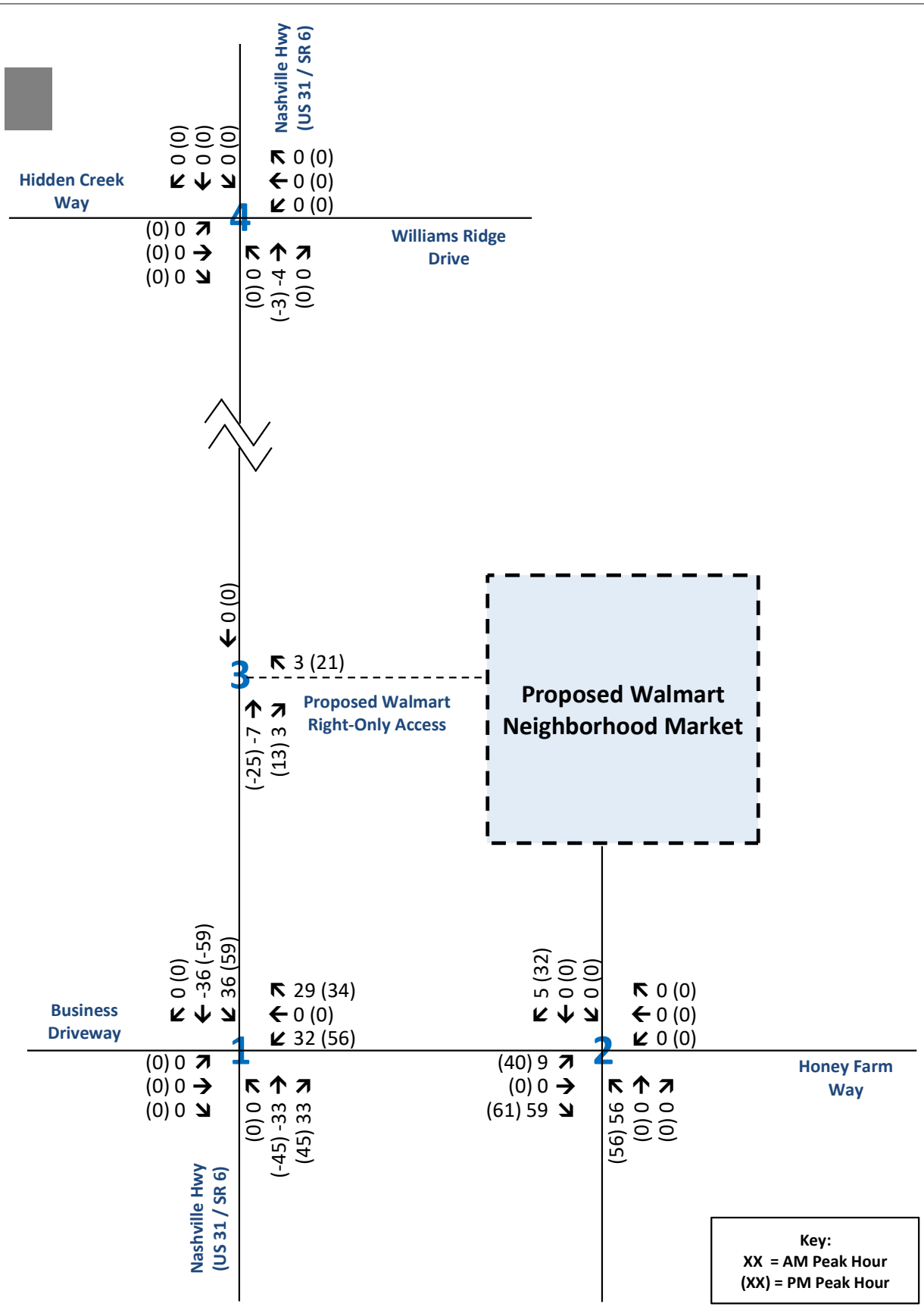
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Fast-Food Restaurant with Drive-Through
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



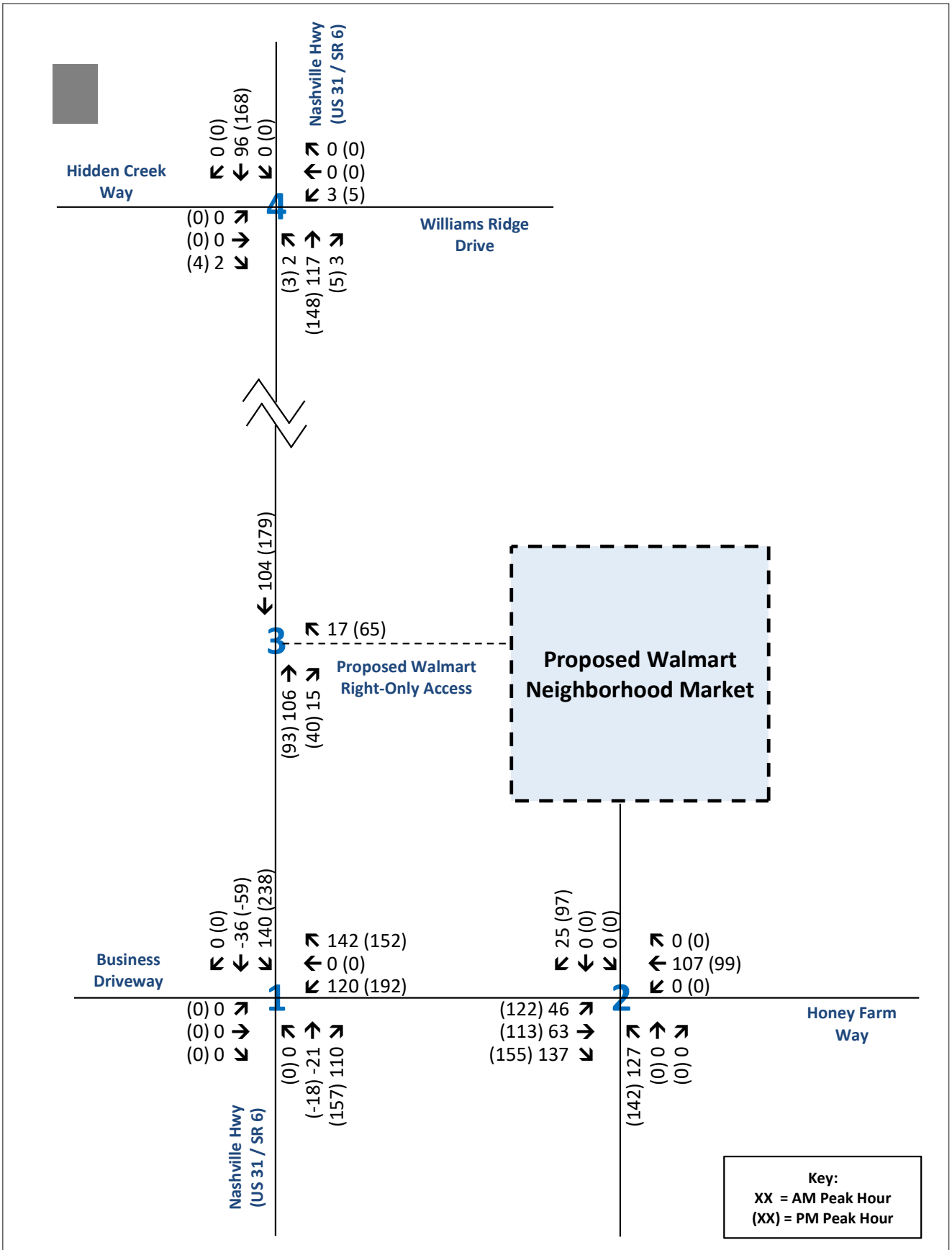
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



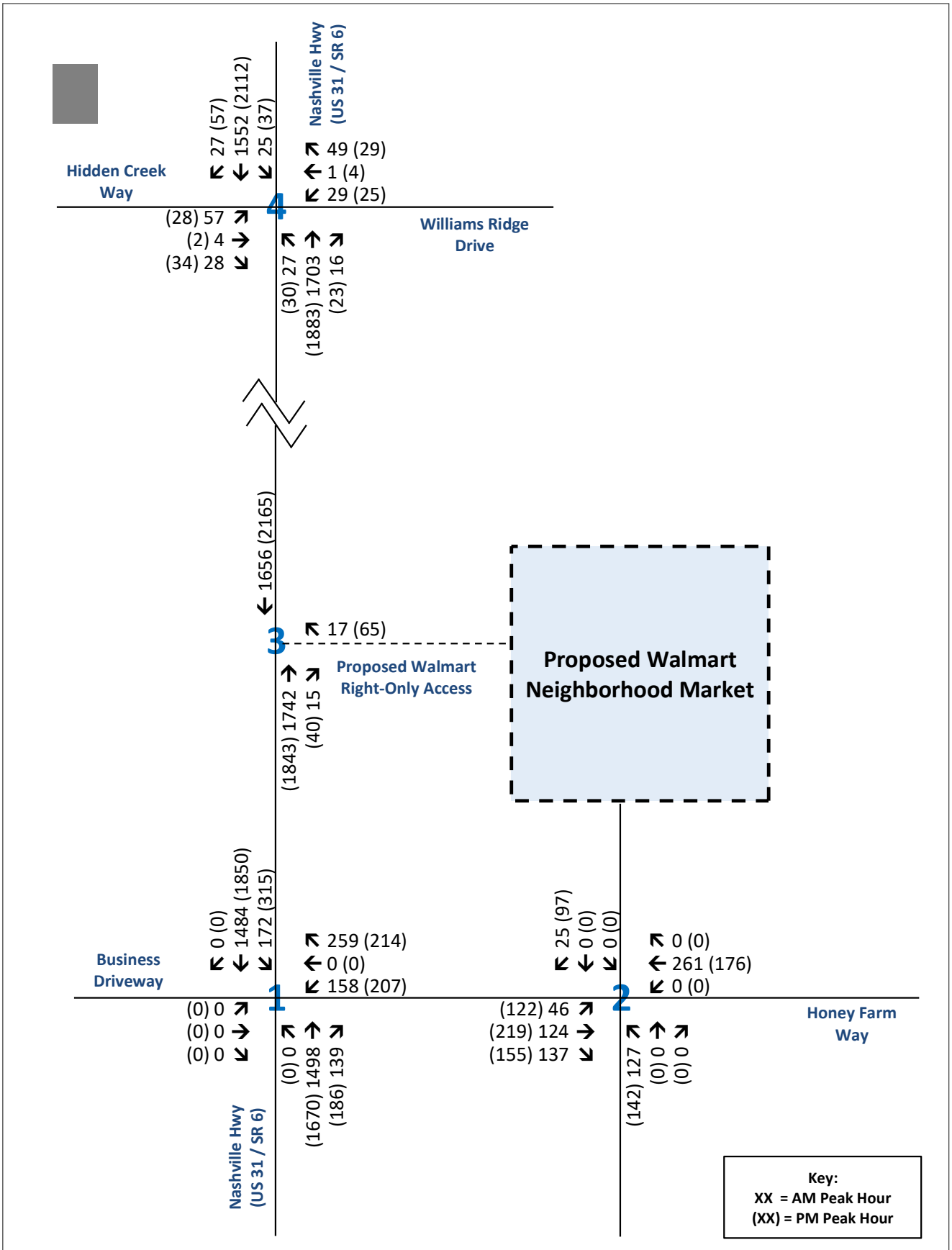
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Total Passby Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



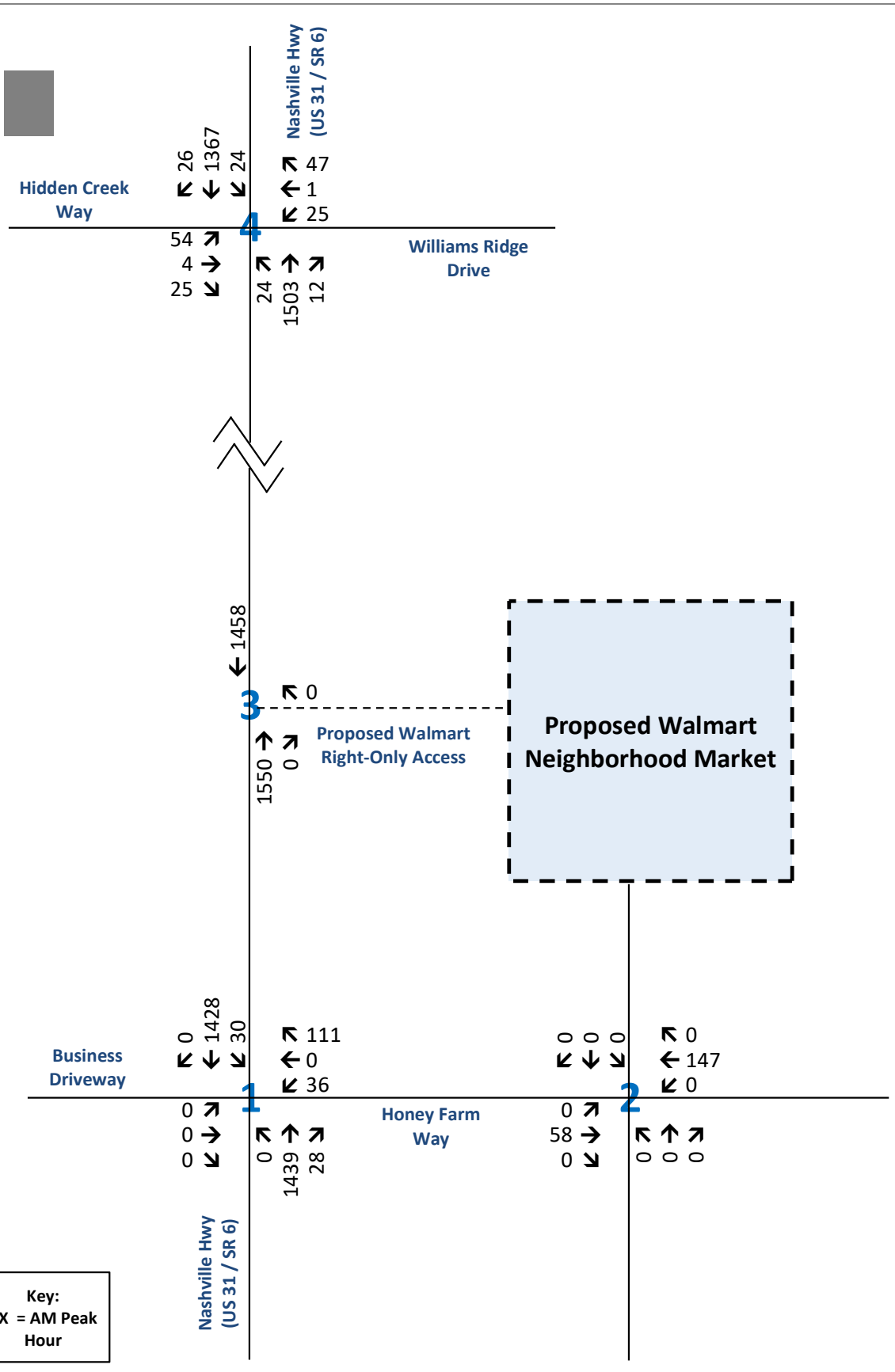
Traffic Assignment Worksheet
Site Generated Traffic
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



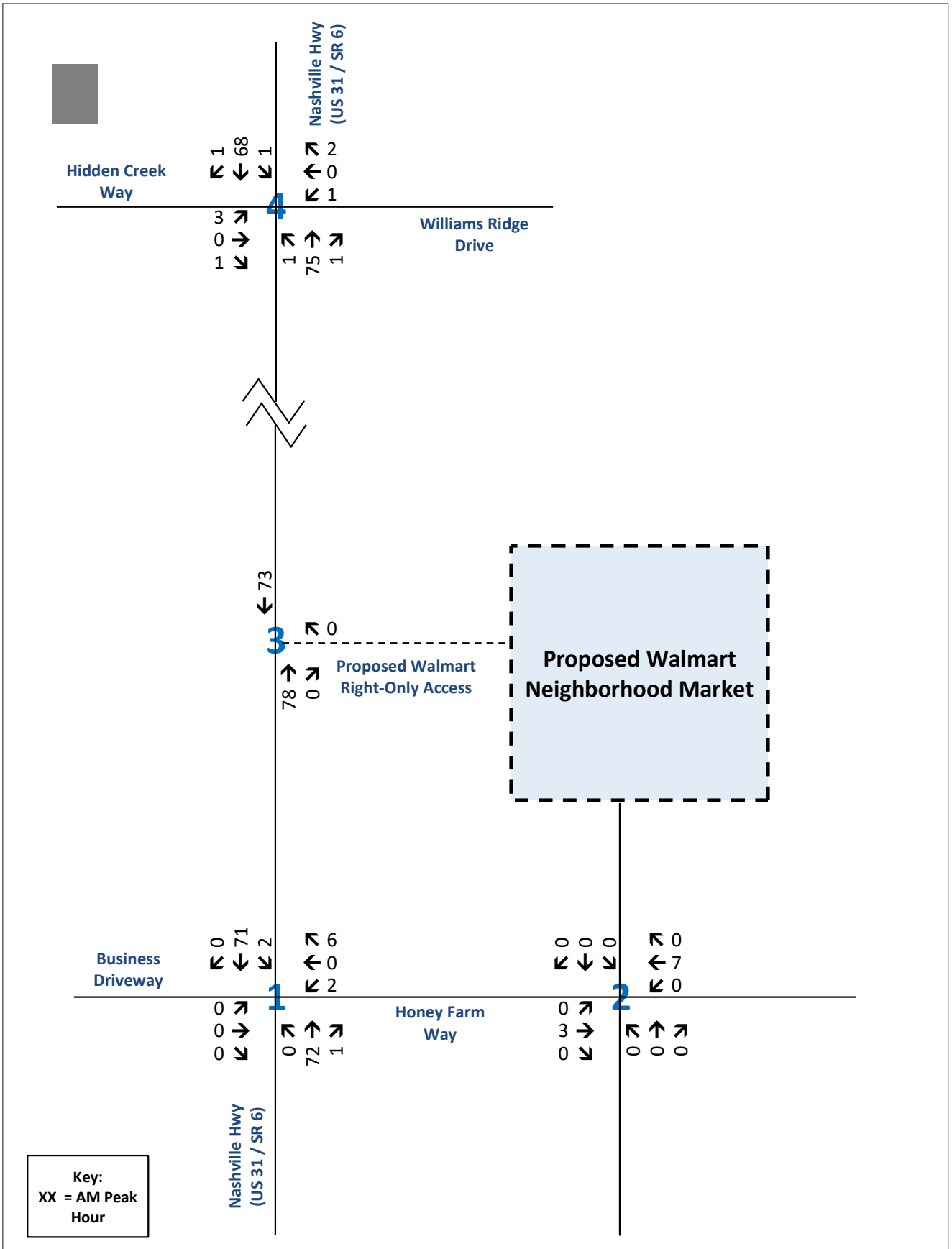
Traffic Assignment Worksheet
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

TRAFFIC ASSIGNMENT WORKSHEETS

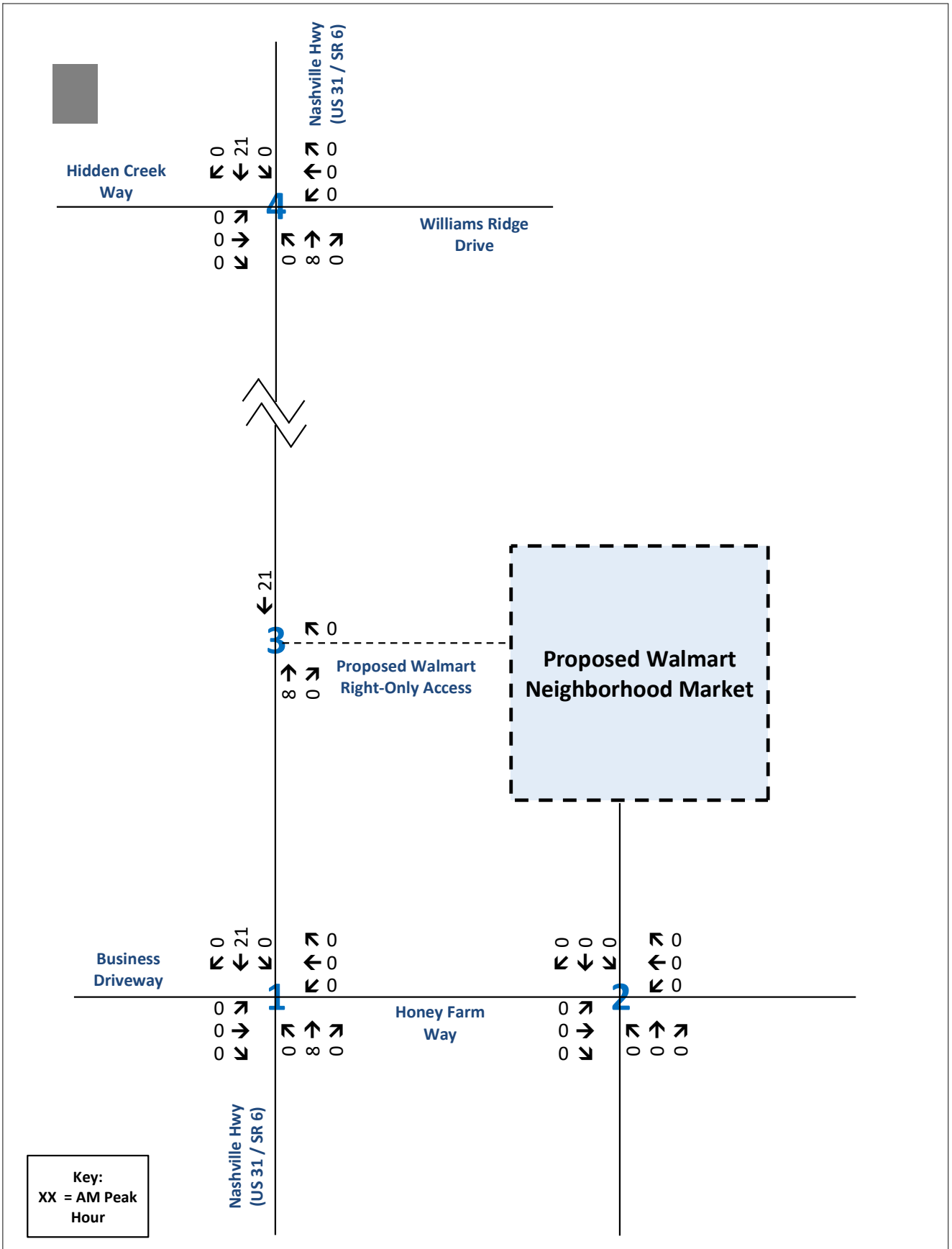
AM PEAK HOUR



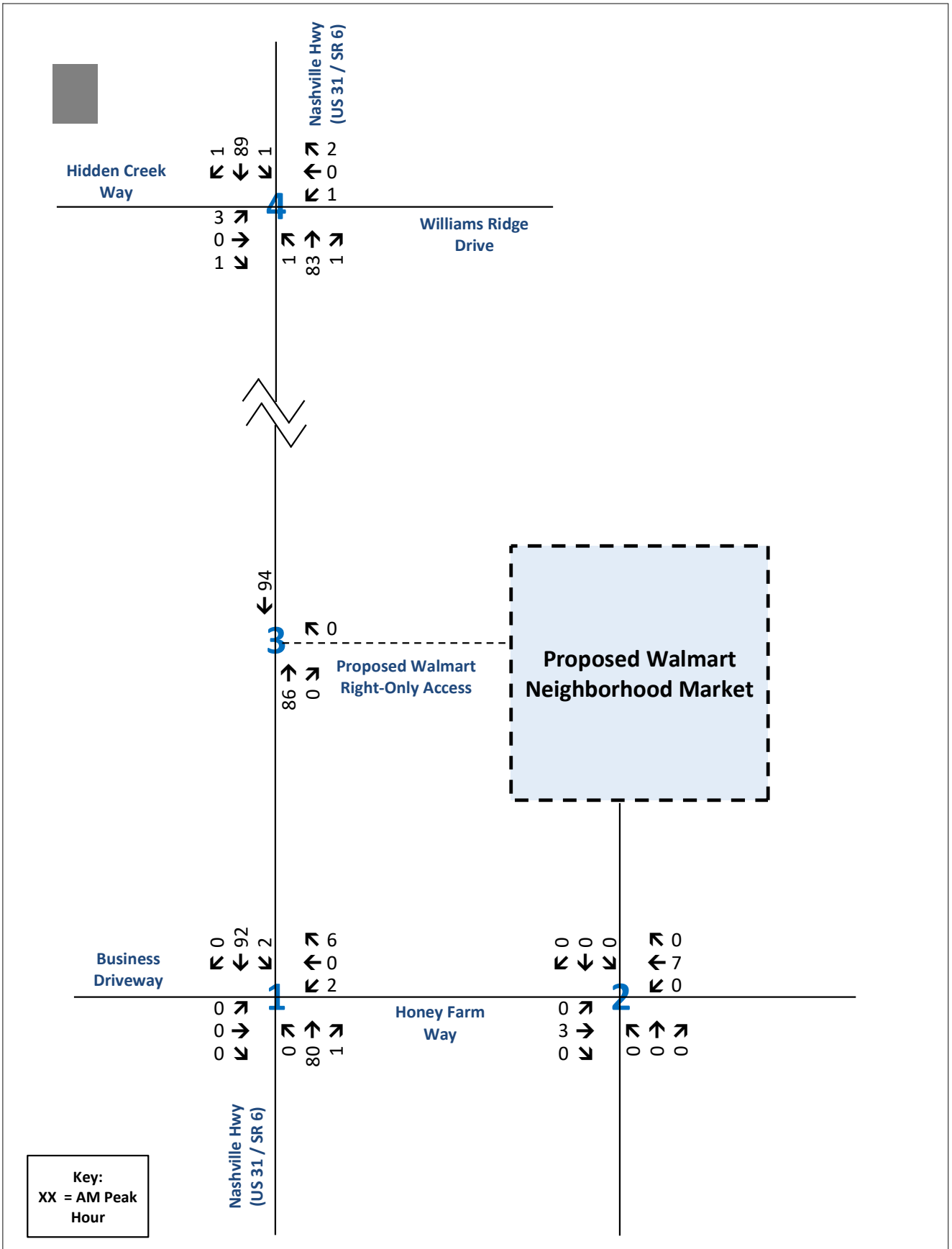
Traffic Assignment Worksheet
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



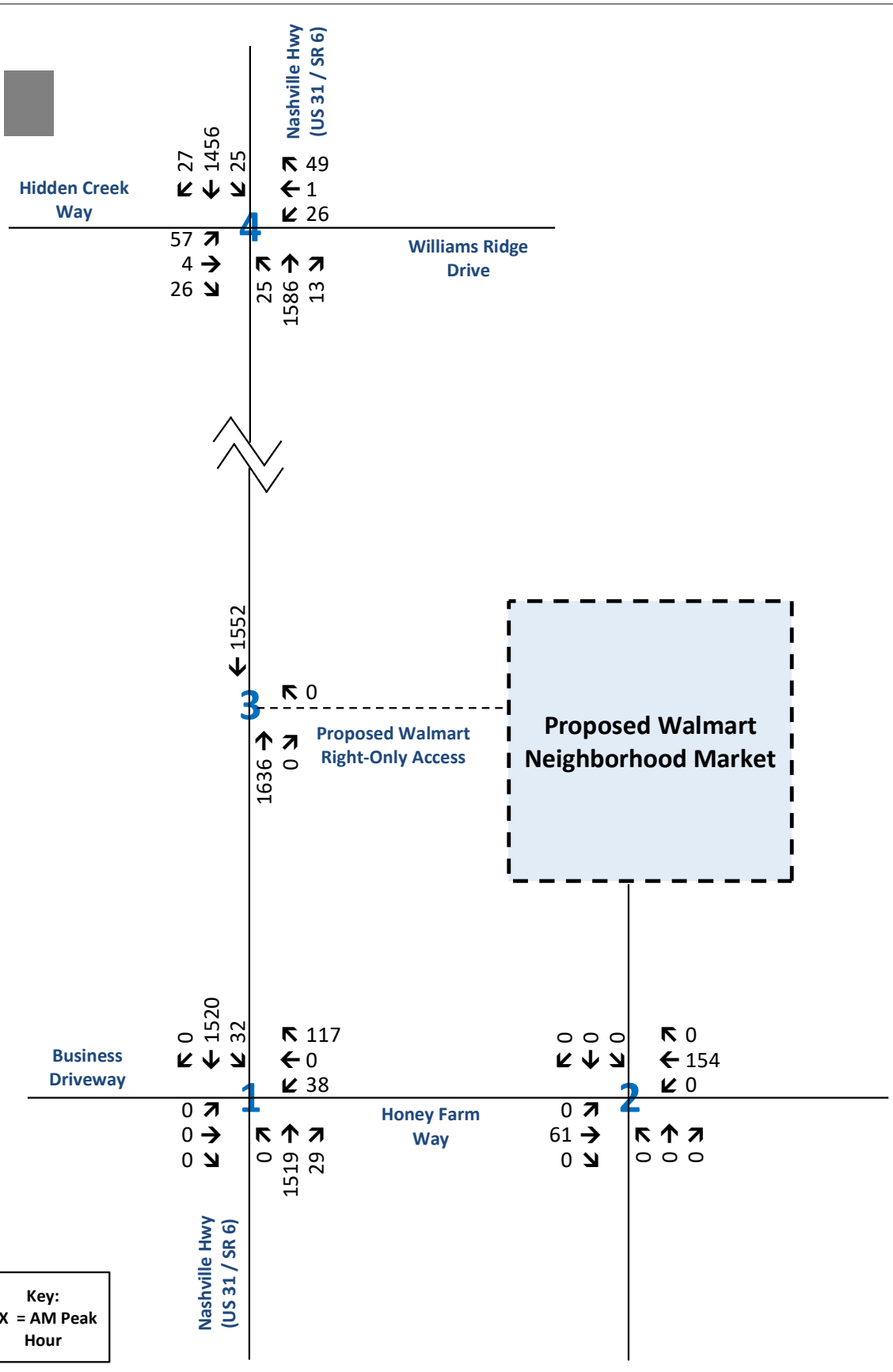
Traffic Assignment Worksheet
Background - Historical Growth Only (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



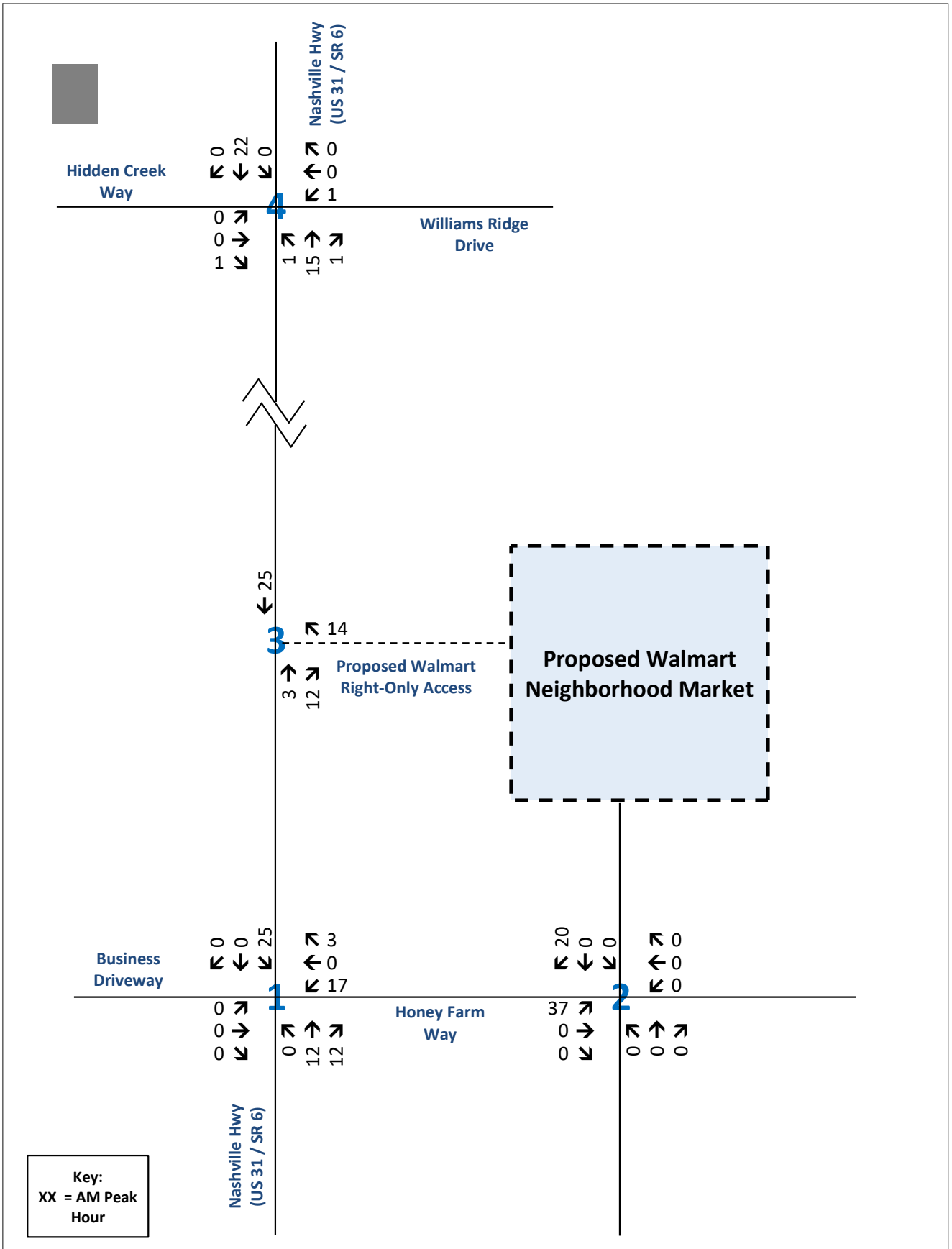
Traffic Assignment Worksheet
Off-Site Traffic Assignment - 2558 Nashville Highway
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



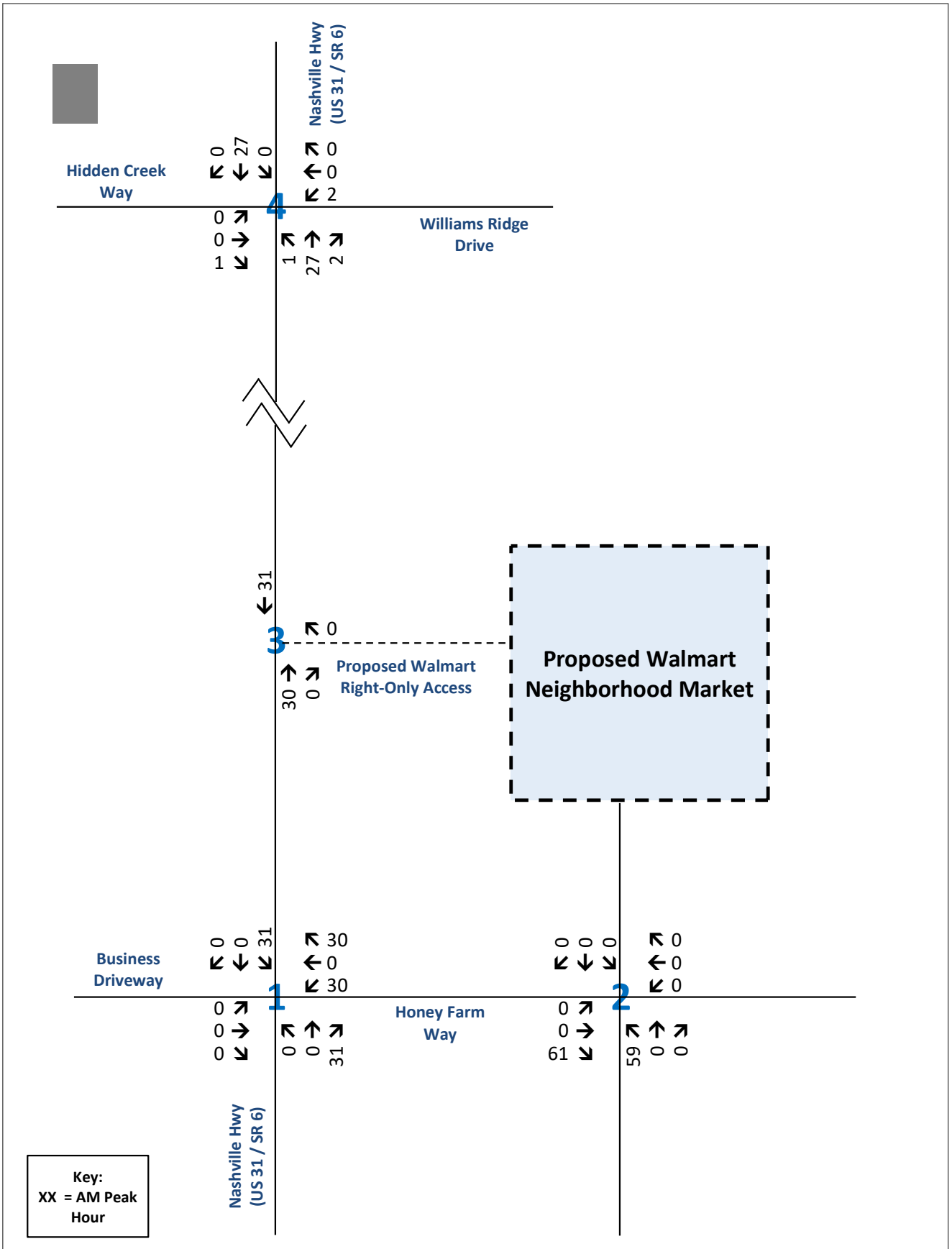
Traffic Assignment Worksheet
Background (Growth + Offsite)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



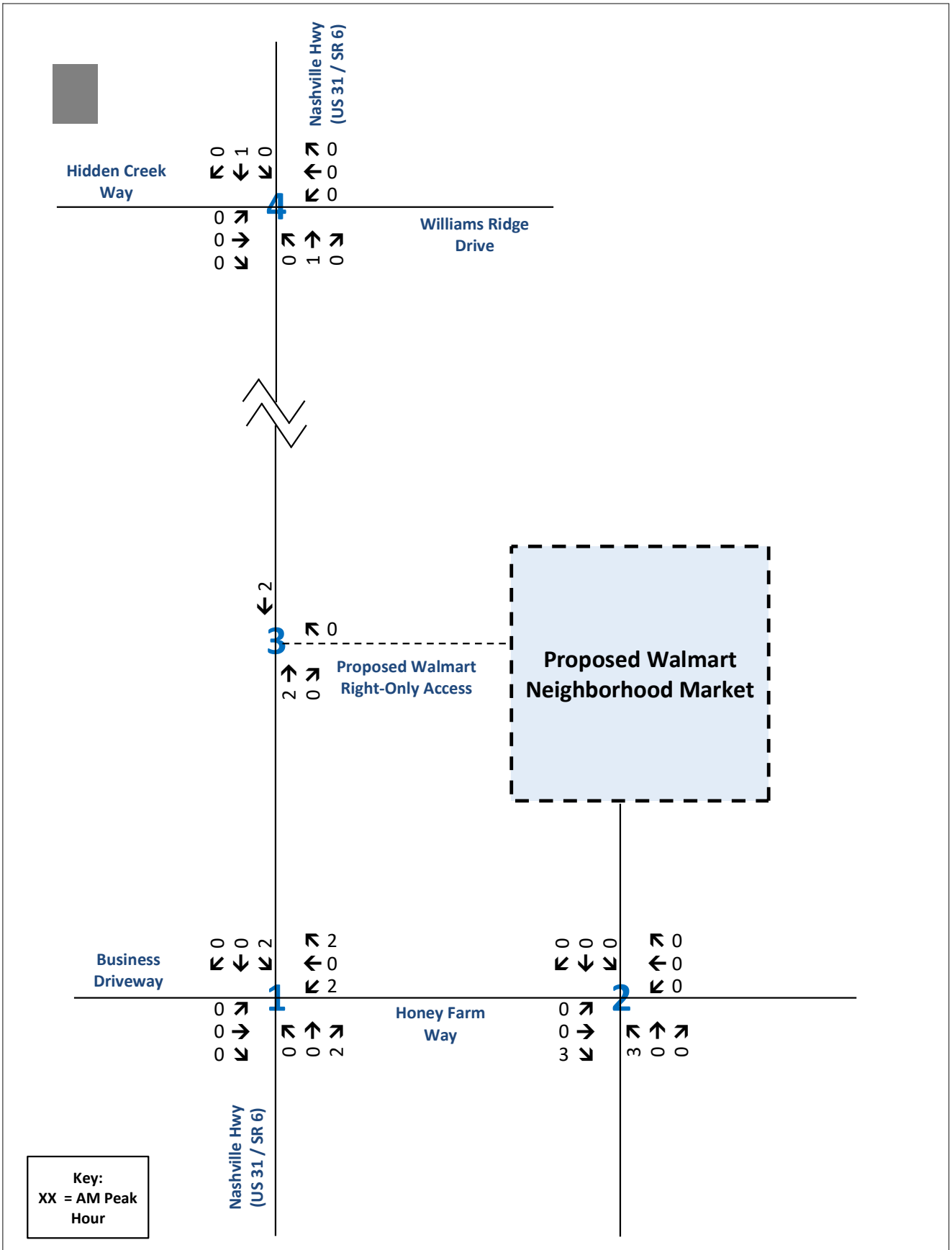
Traffic Assignment Worksheet
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



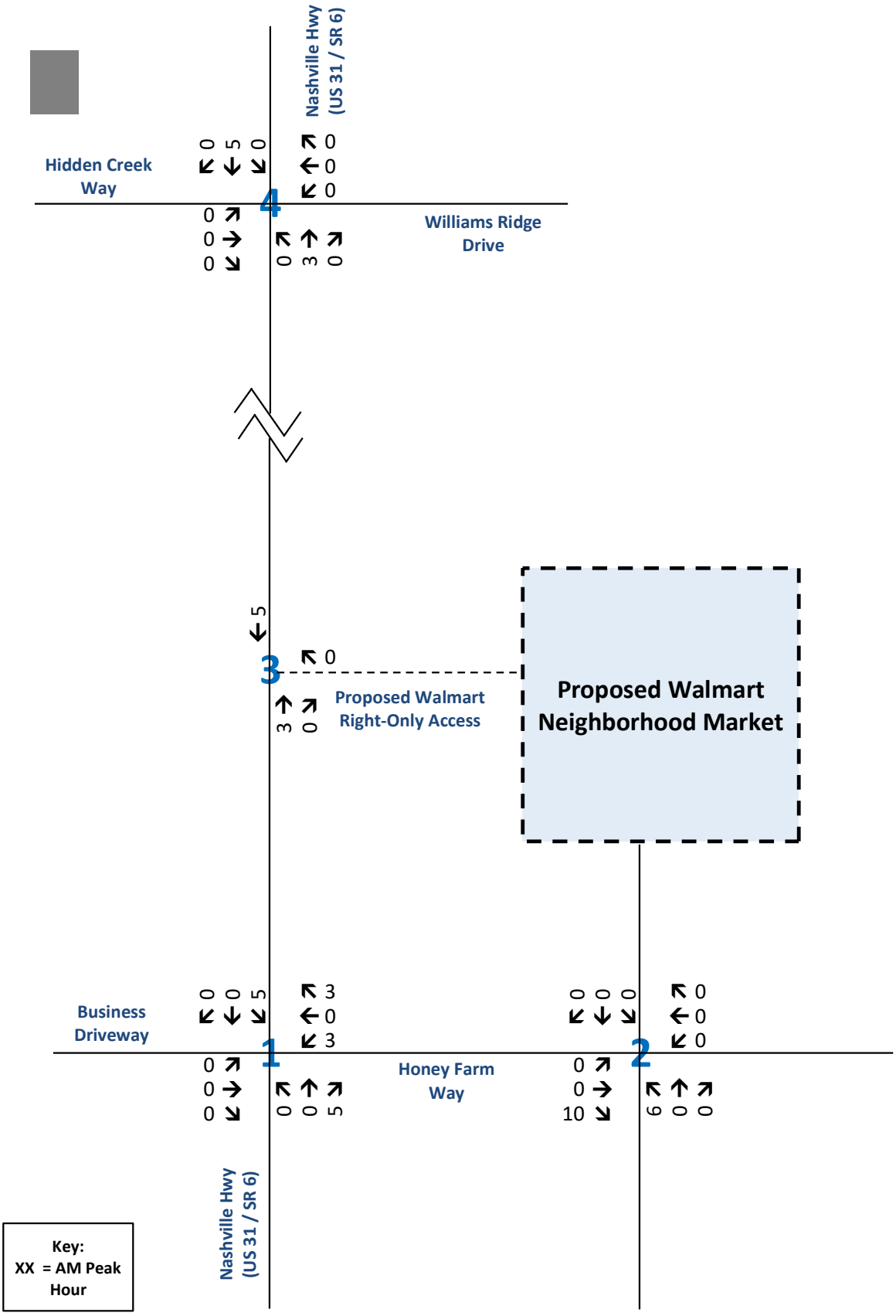
Traffic Assignment Worksheet
Primary Traffic Assignment - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



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

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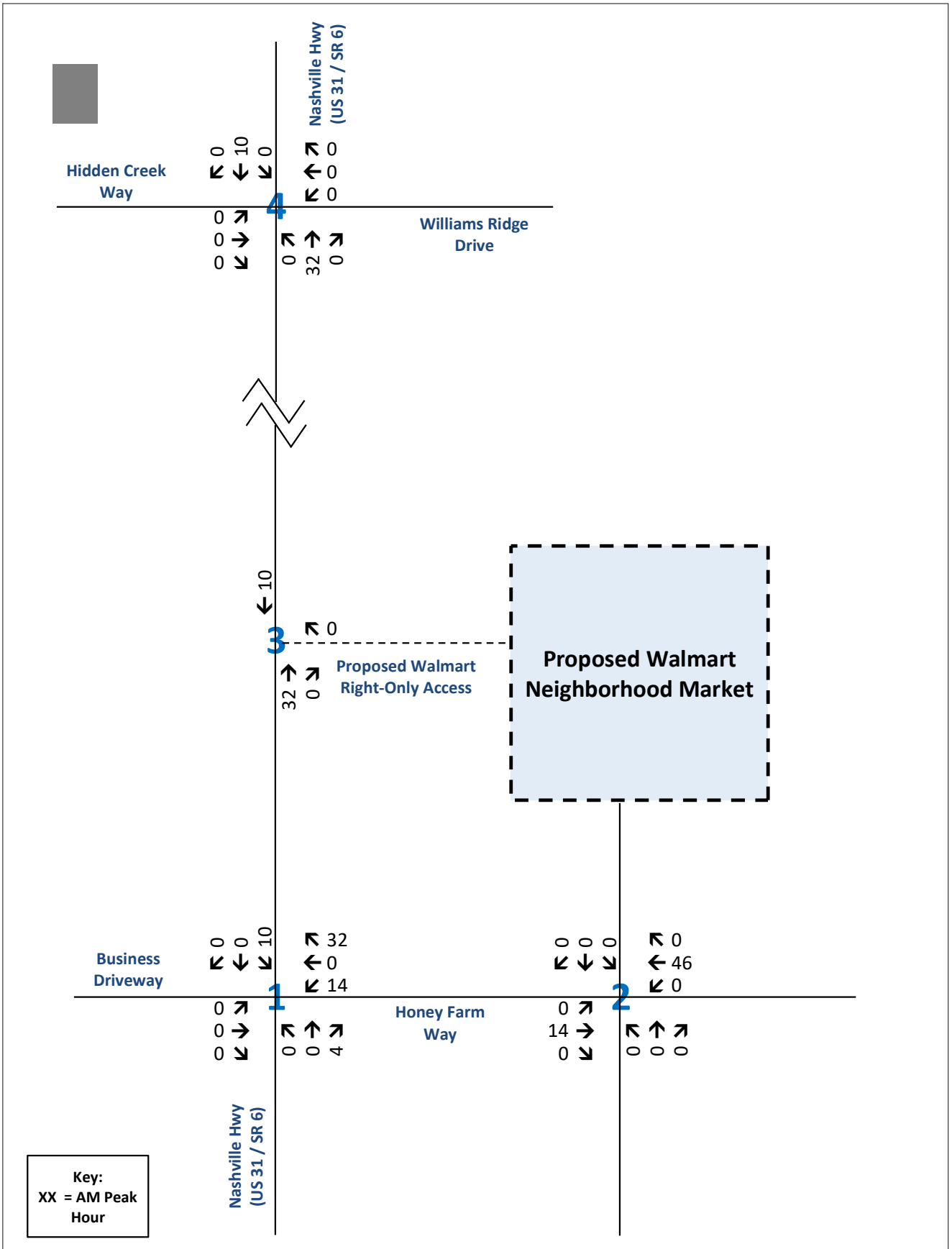
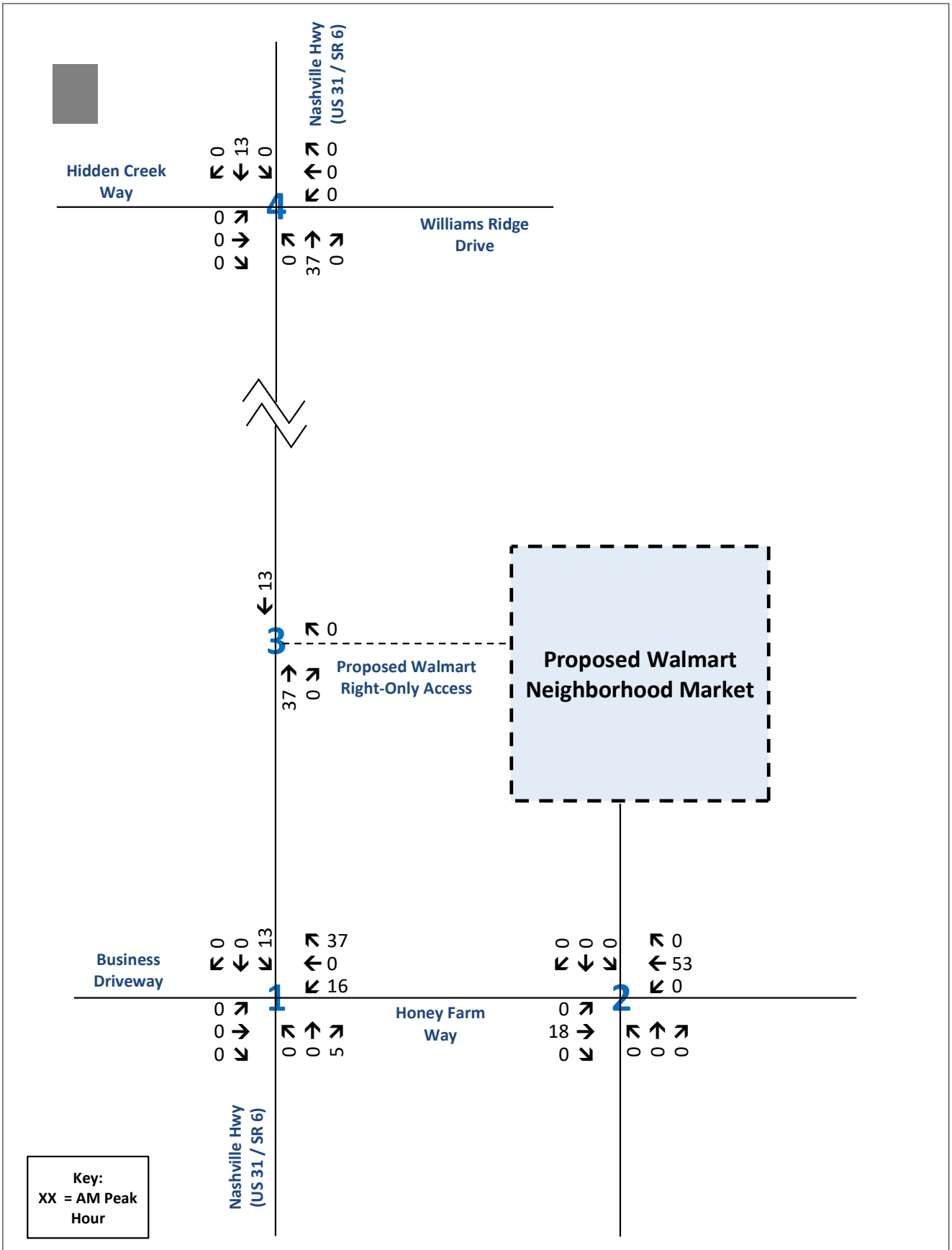
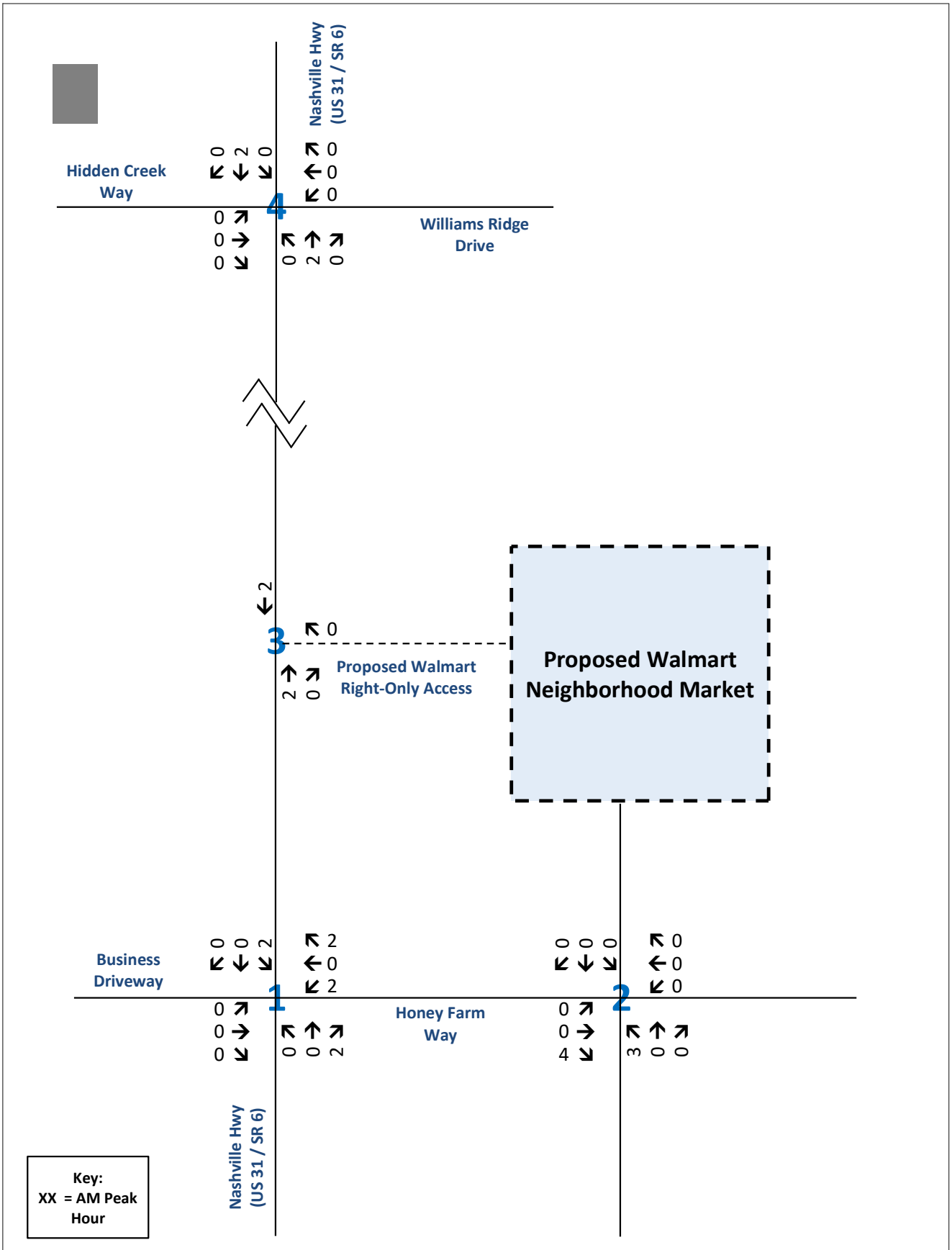


Traffic Assignment Worksheet
Primary Traffic Assignment - Multifamily Housing (Low-Rise)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

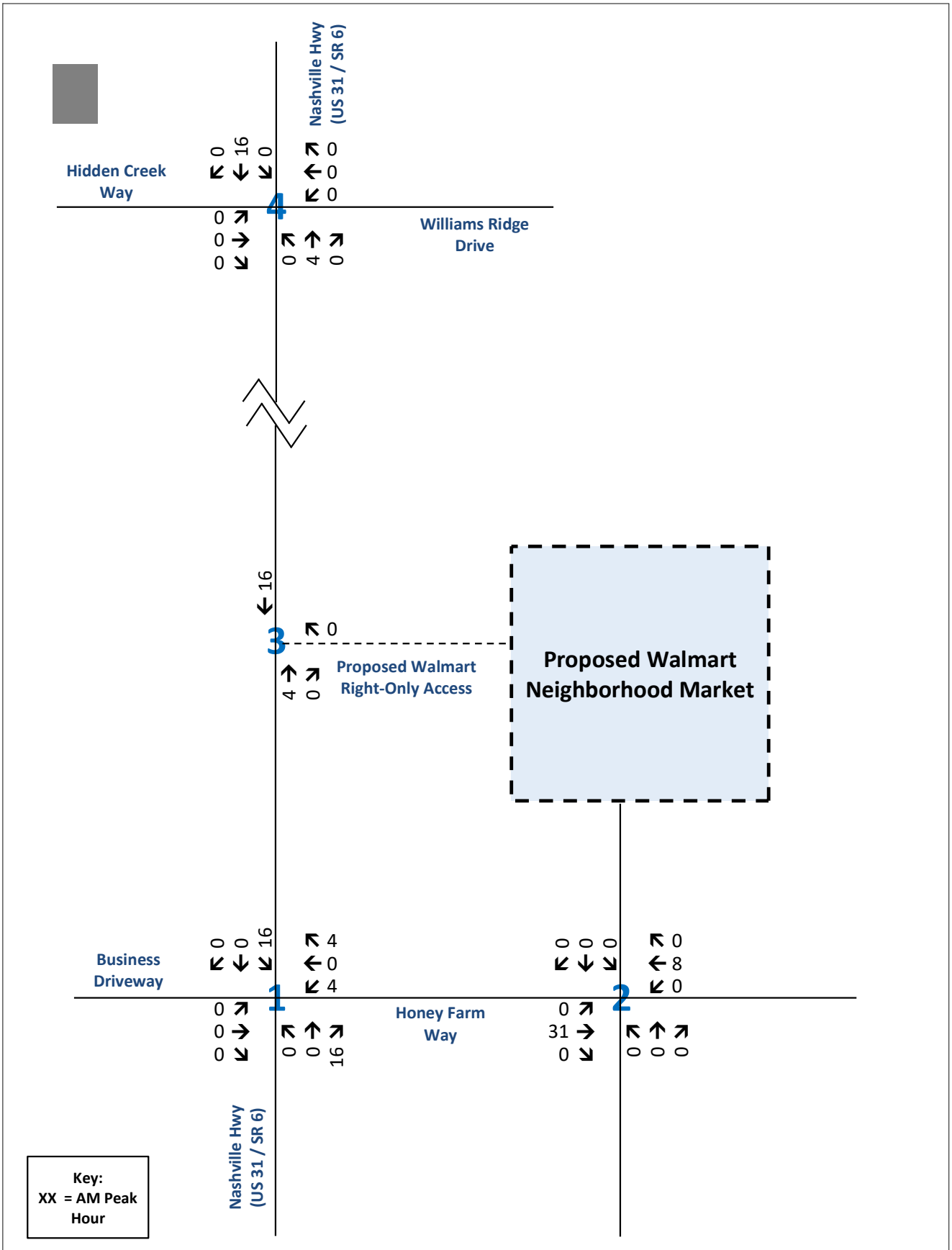


Traffic Assignment Worksheet
Primary Traffic Assignment - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

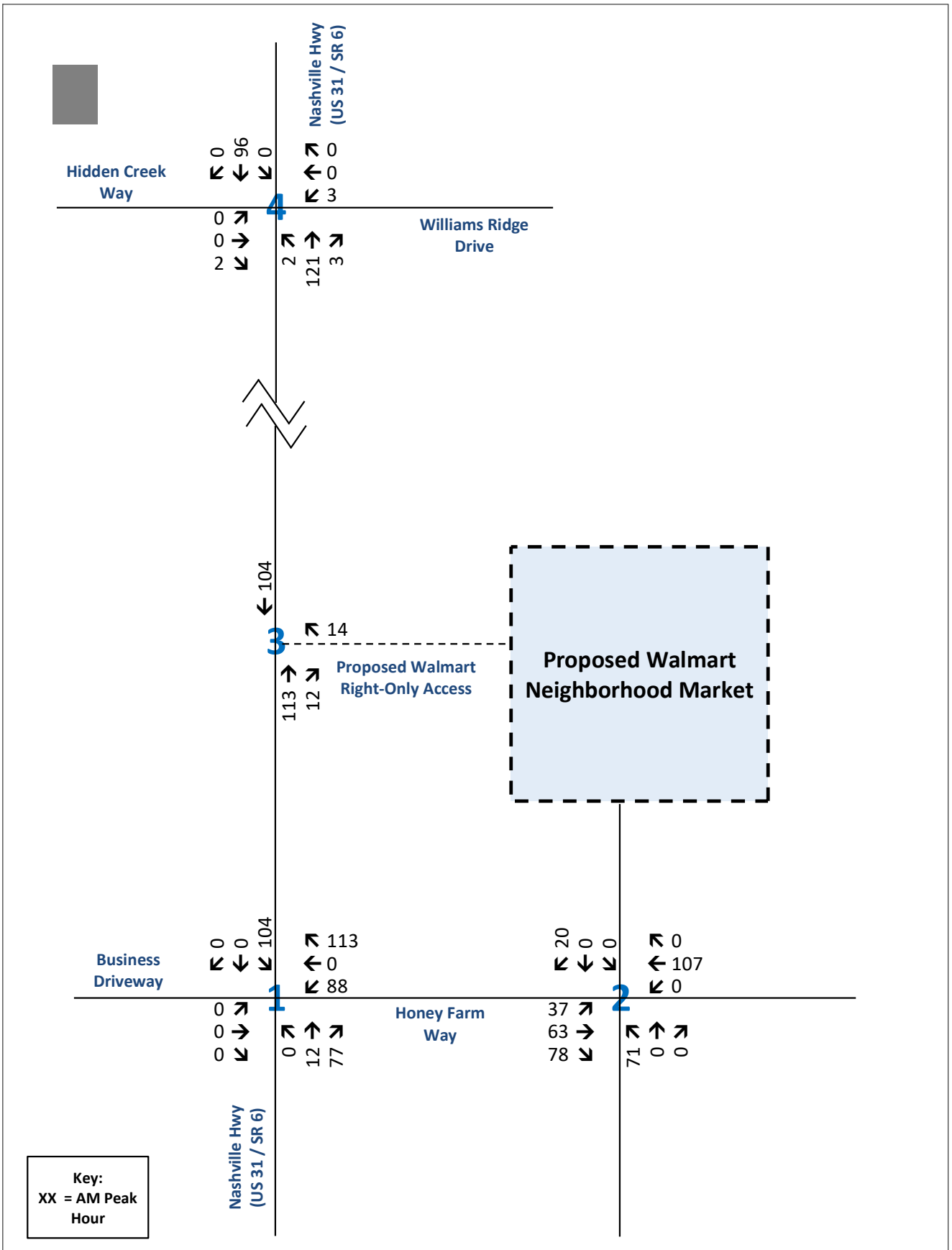


Traffic Assignment Worksheet
Primary Traffic Assignment - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

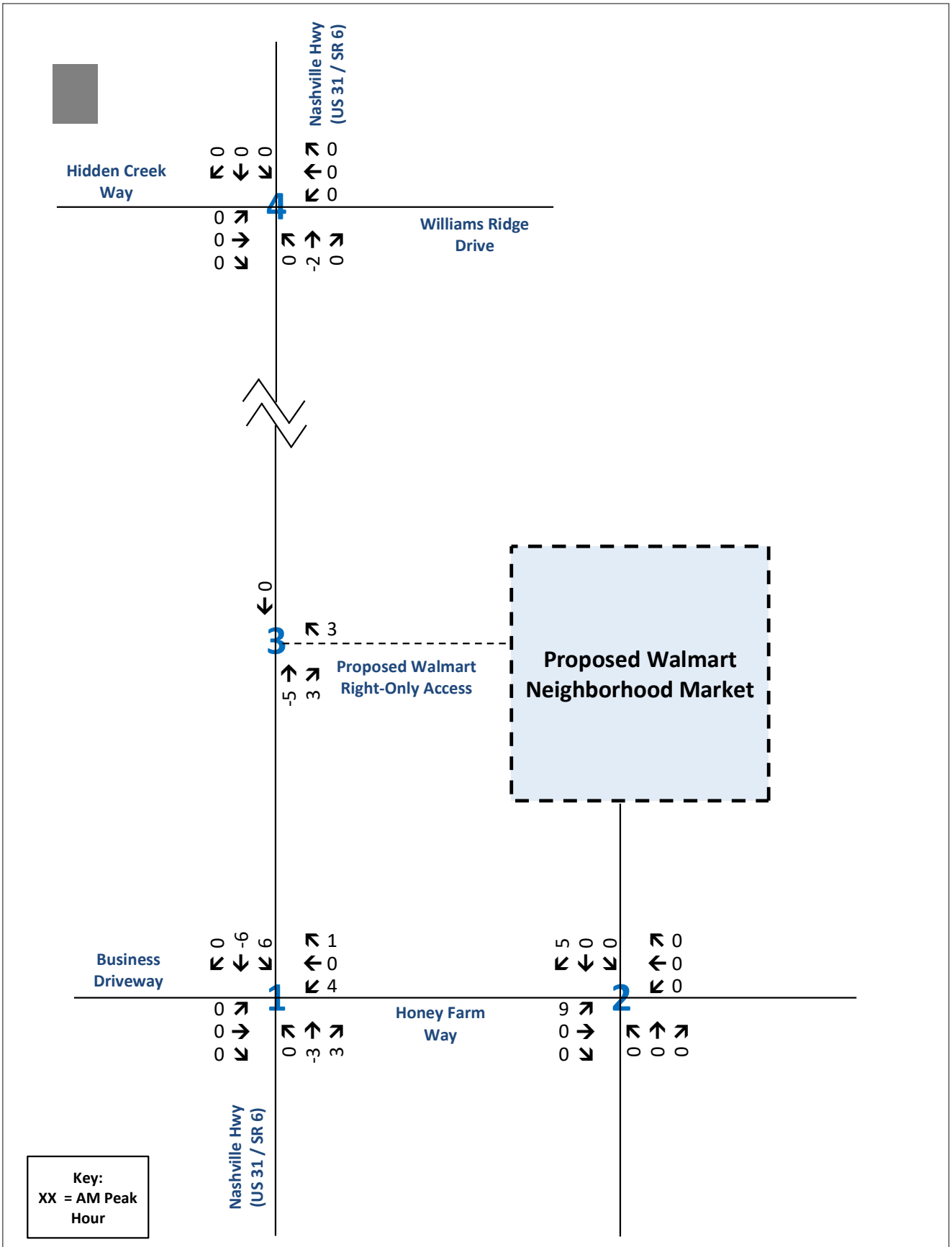
RGPHILLIPS CONSULTING



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

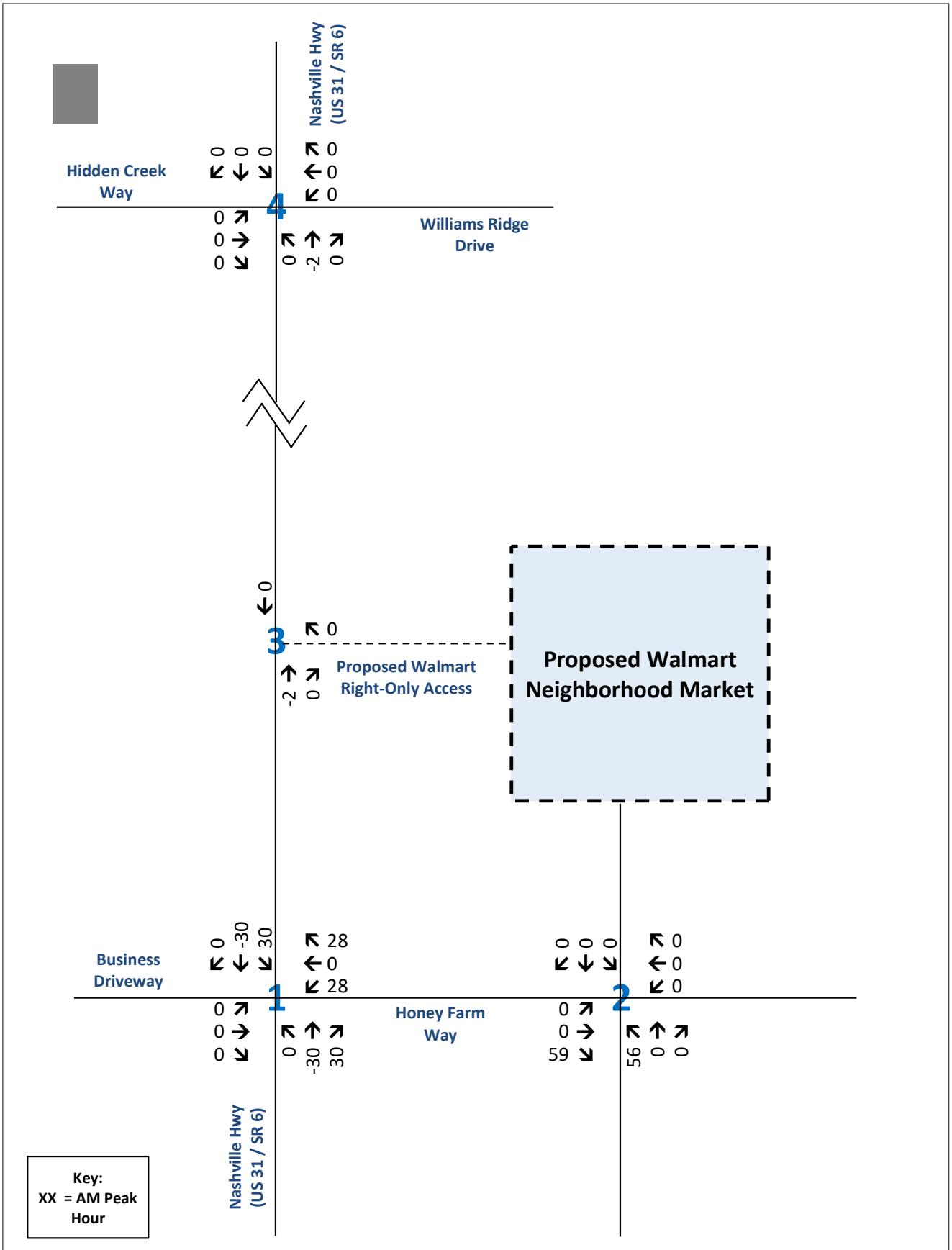


Traffic Assignment Worksheet

Pass-by Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

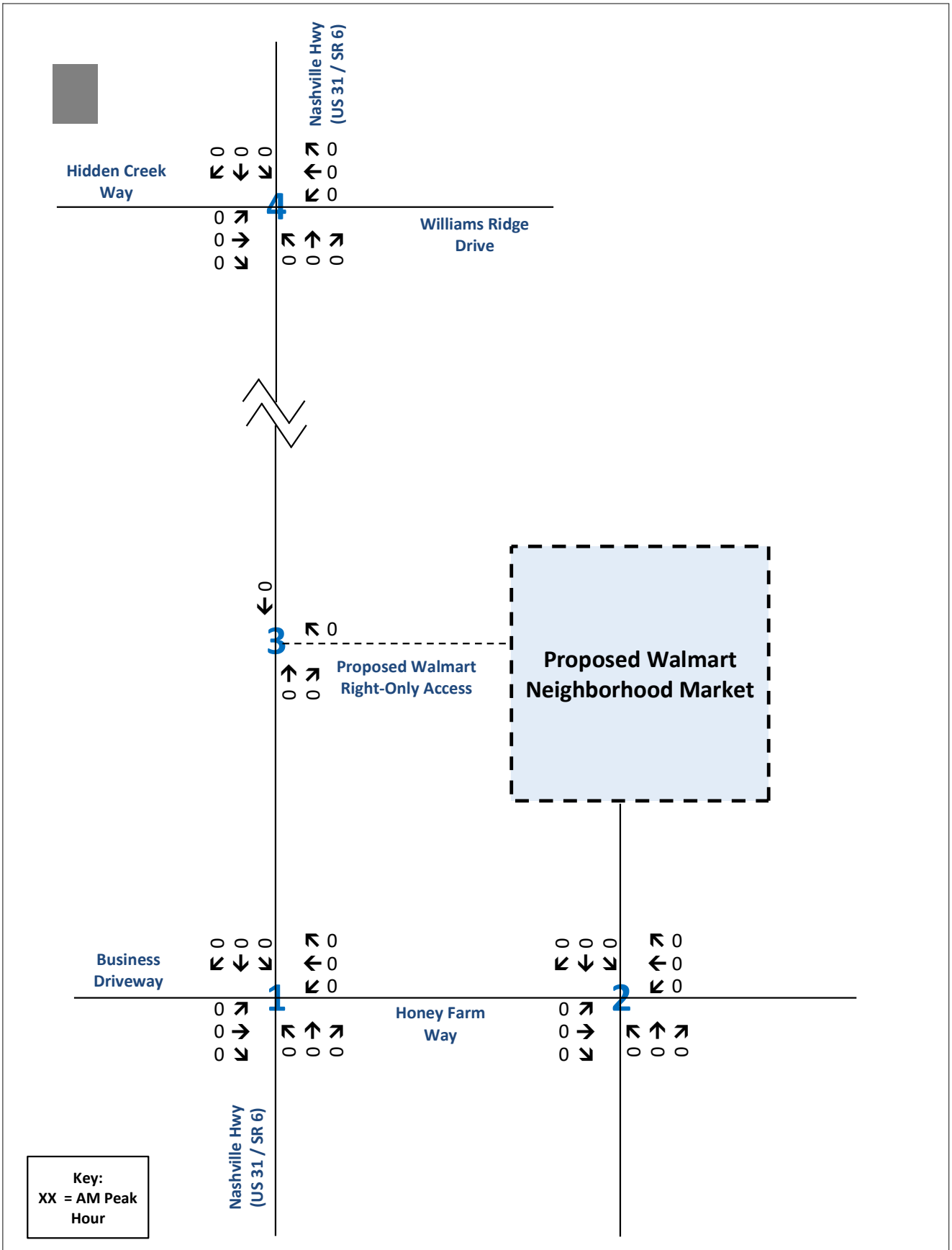


Traffic Assignment Worksheet

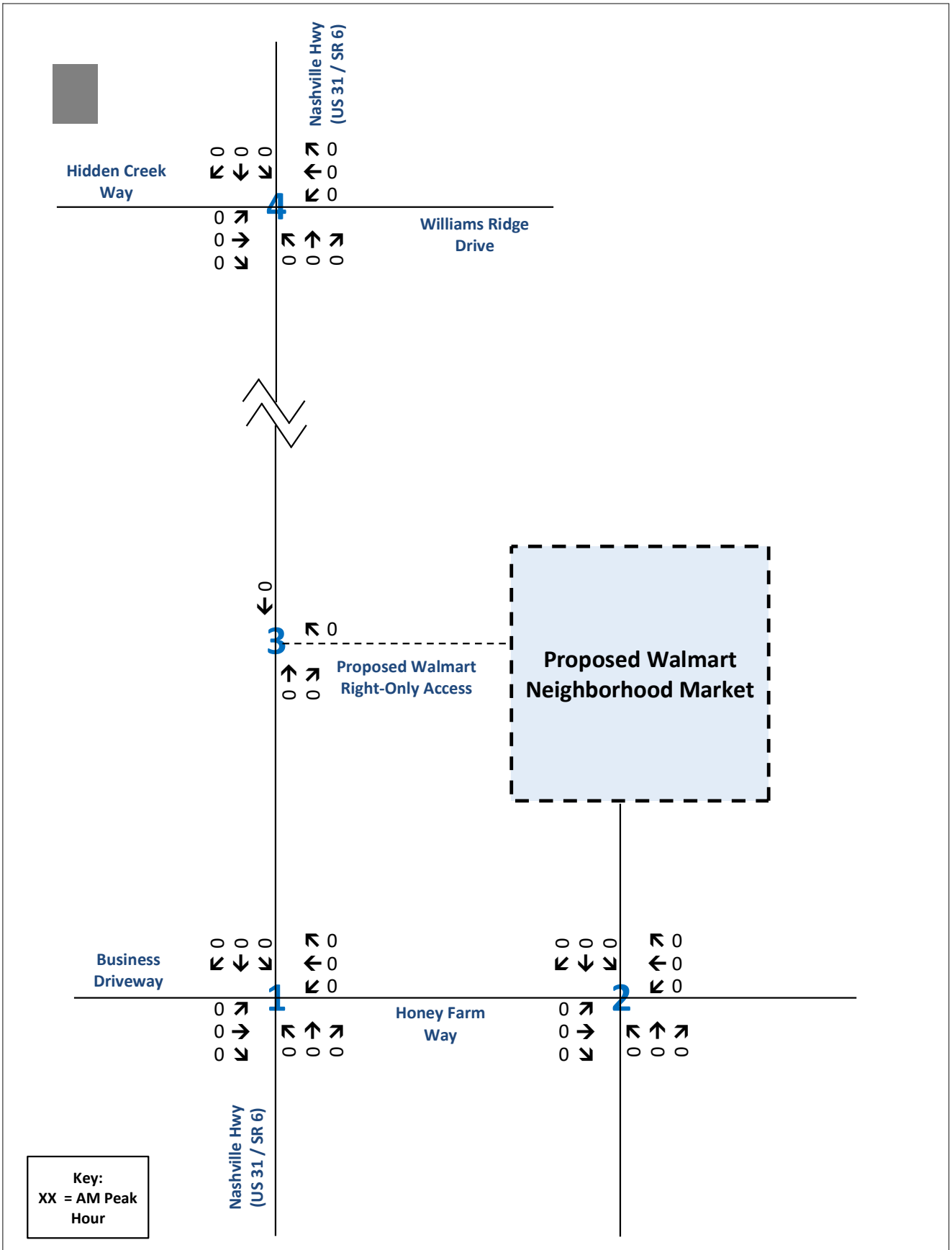
Pass-by Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

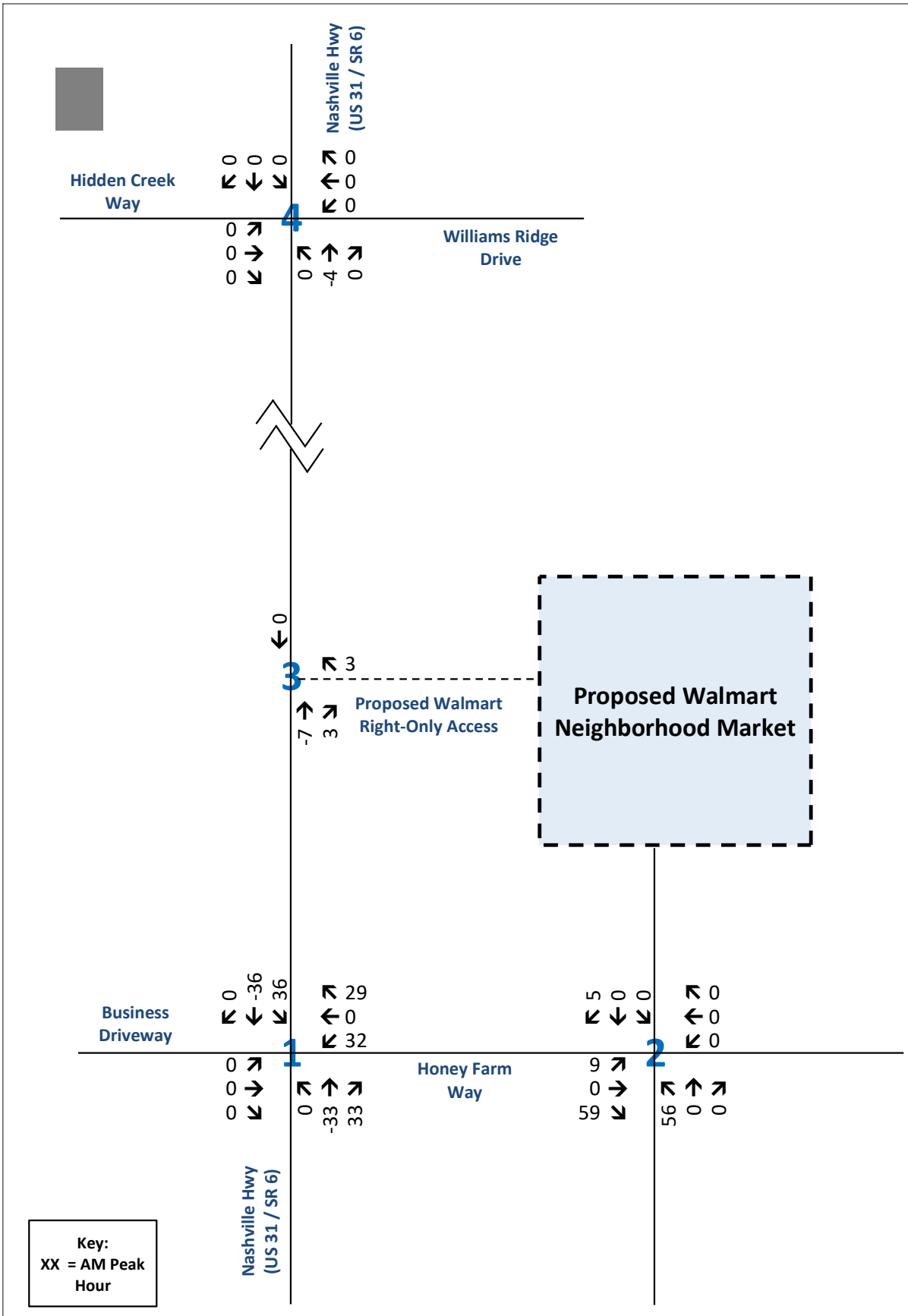
Columbia, Tennessee



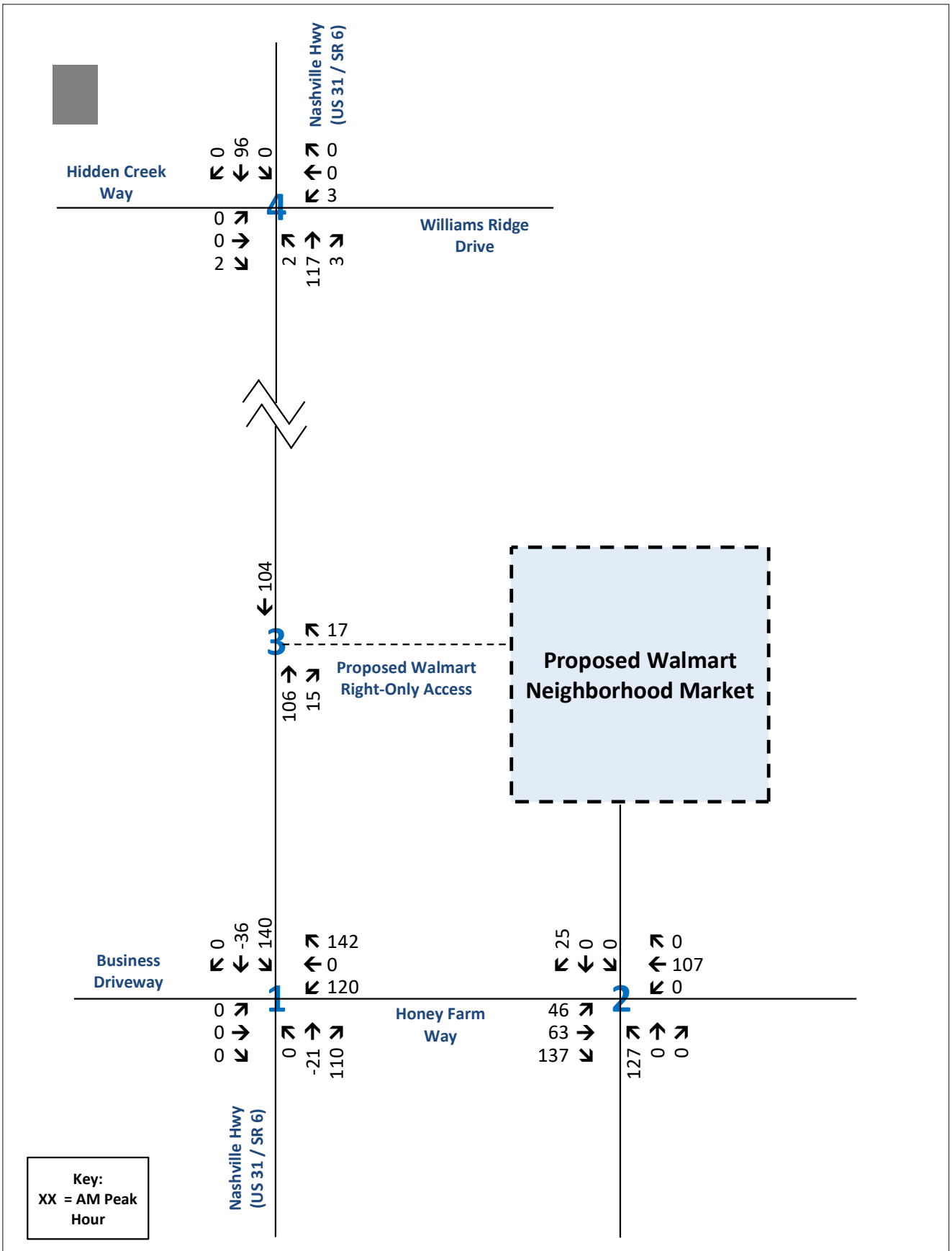
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



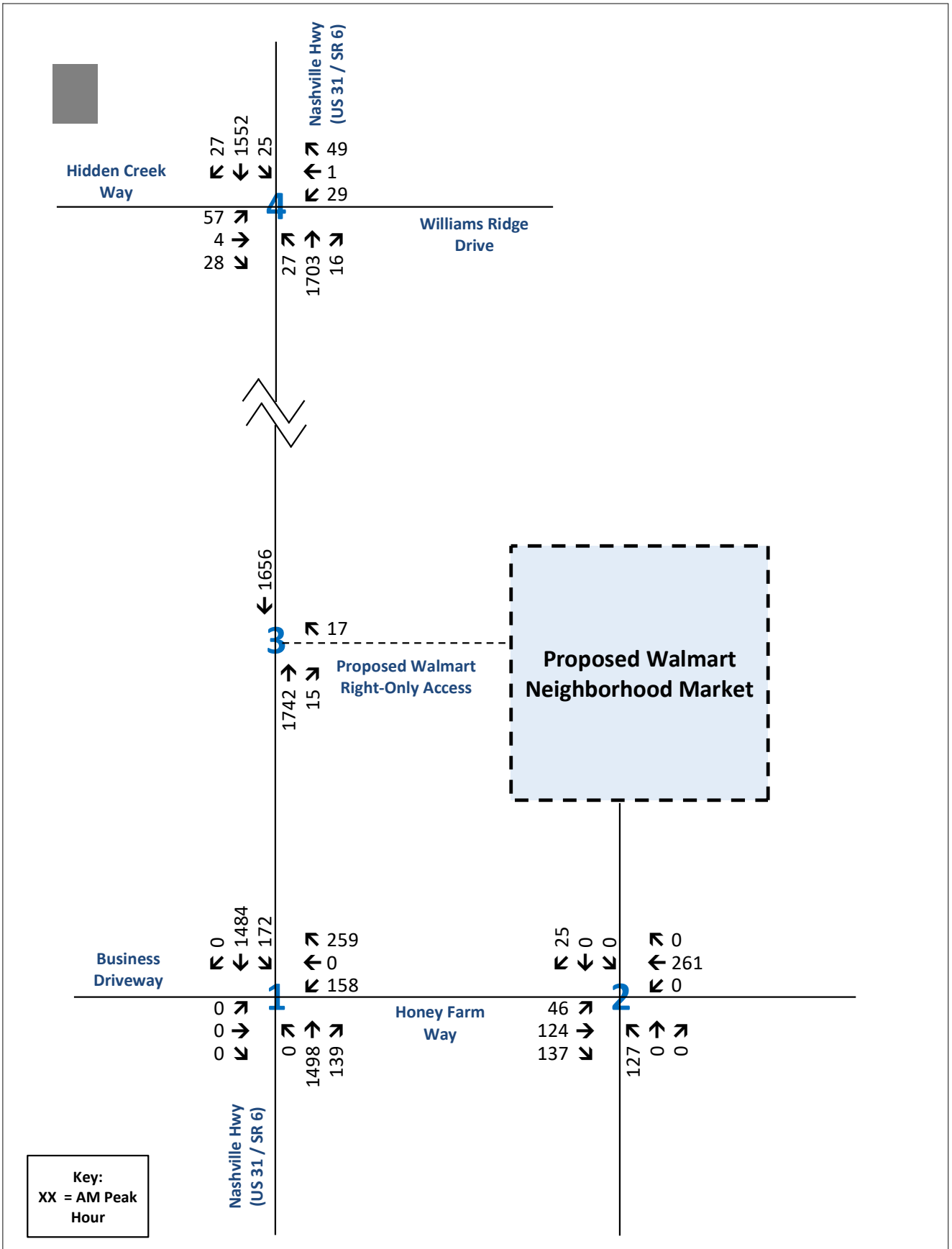
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



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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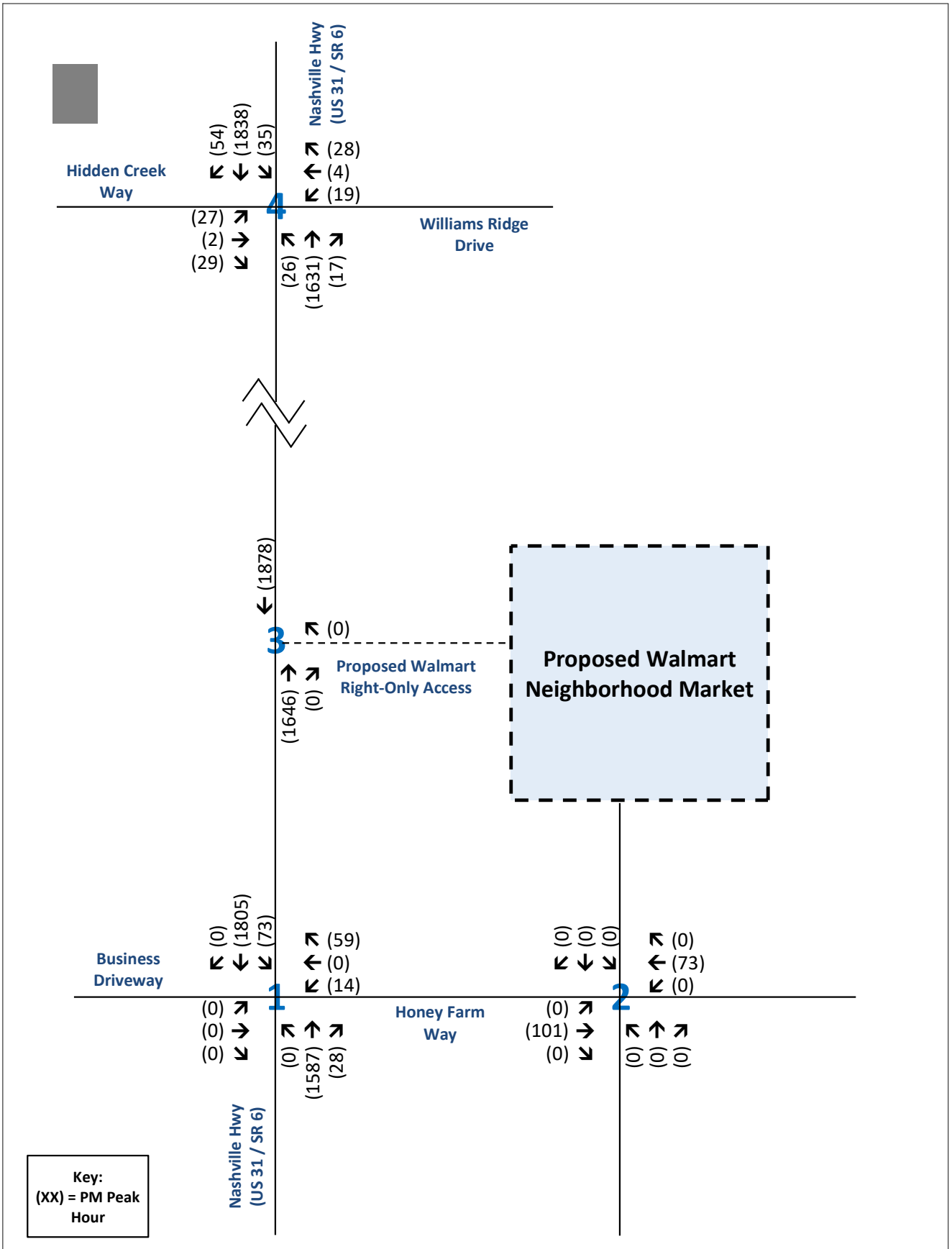
TRAFFIC ASSIGNMENT WORKSHEETS

PM PEAK HOUR



Traffic Assignment Worksheet
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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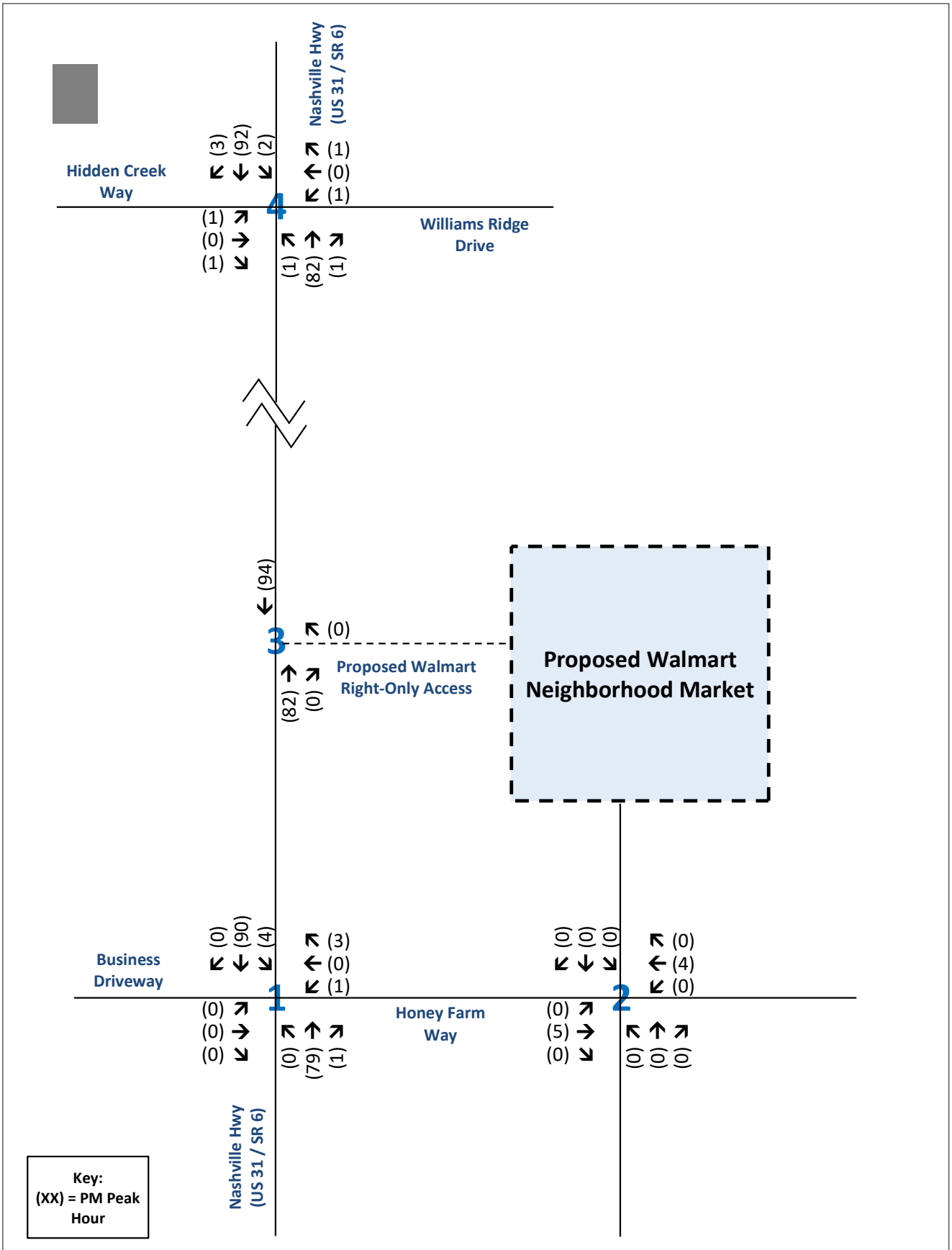
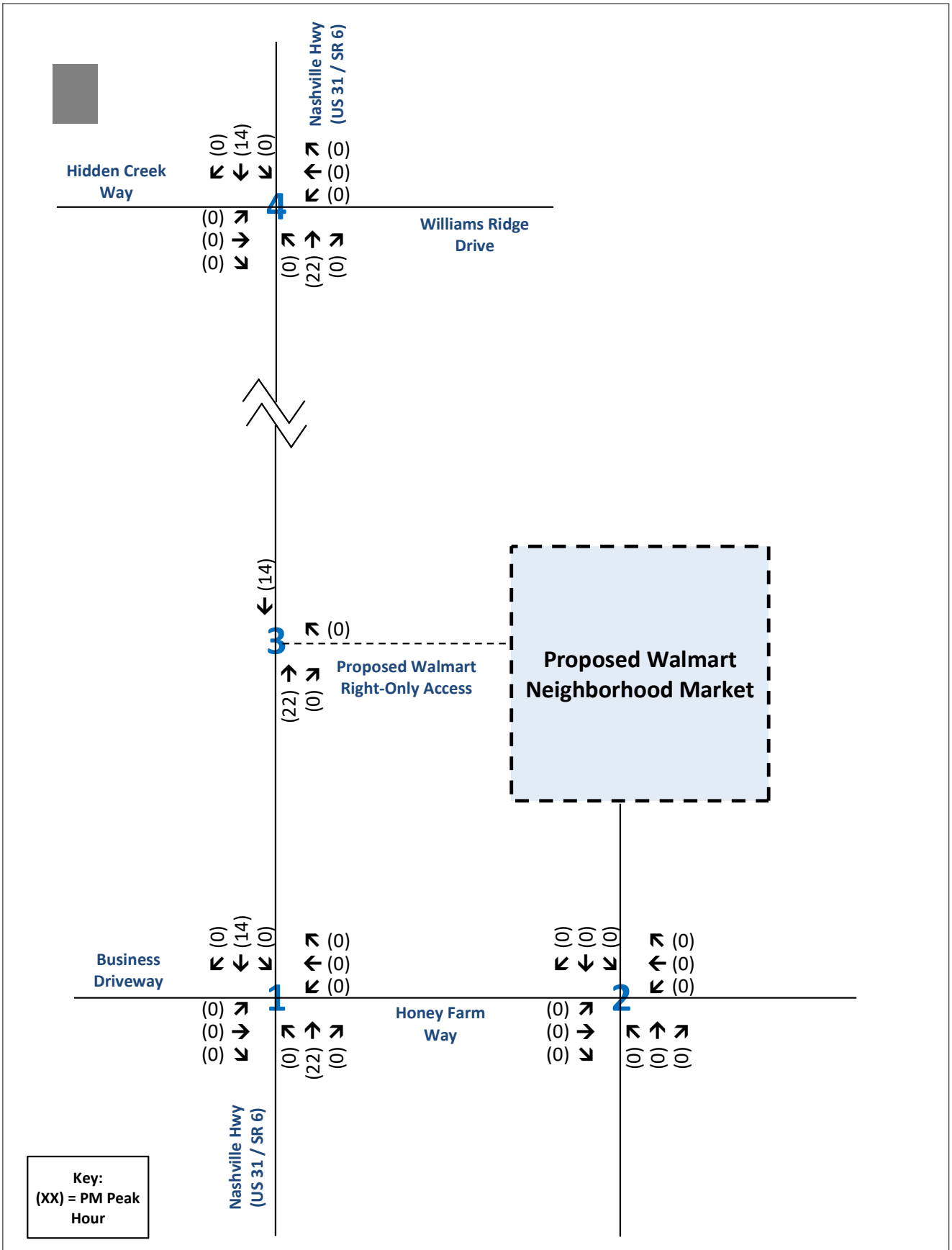


Traffic Assignment Worksheet
Background - Historical Growth Only (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment Worksheet
Off-Site Traffic Assignment - 2558 Nashville Highway
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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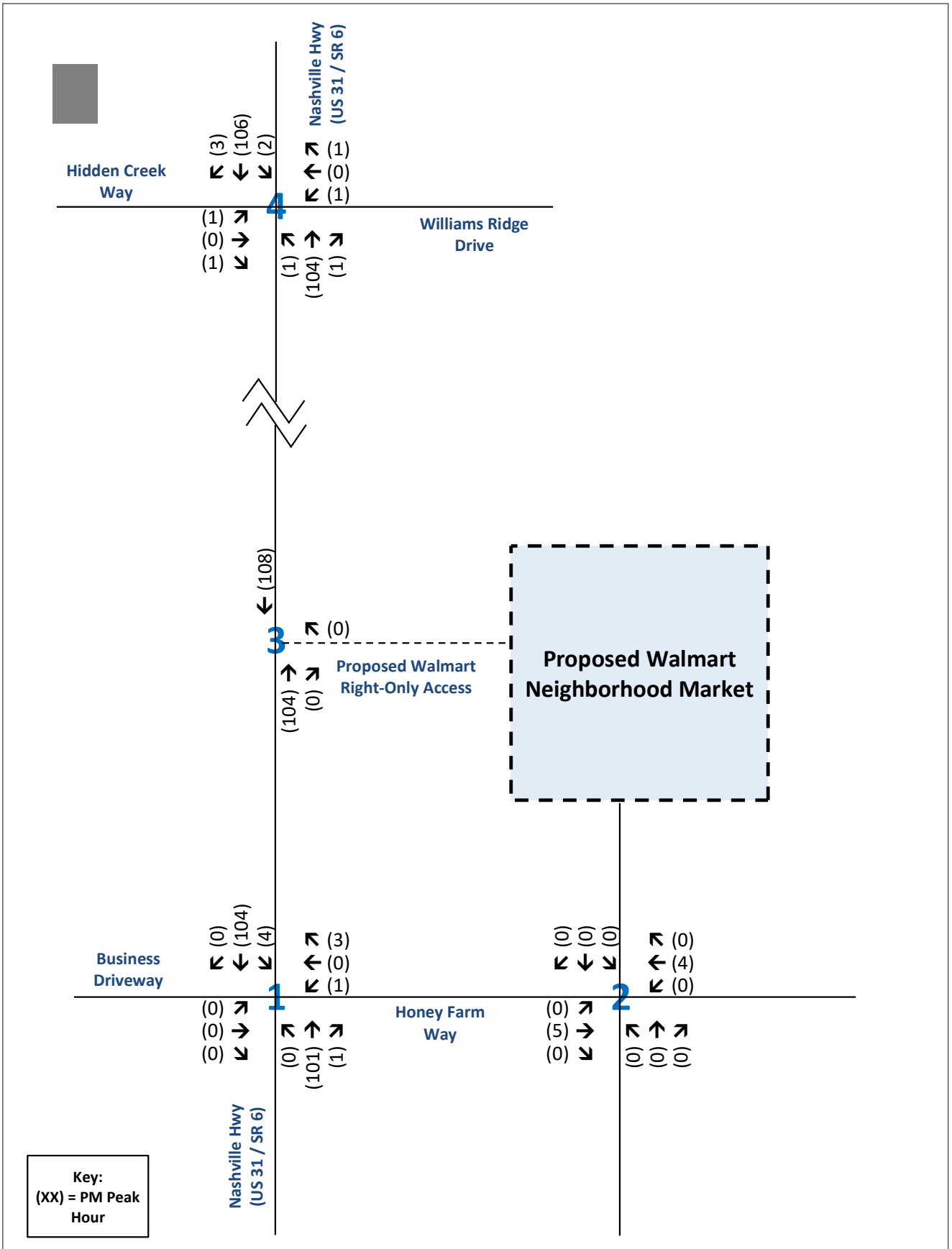
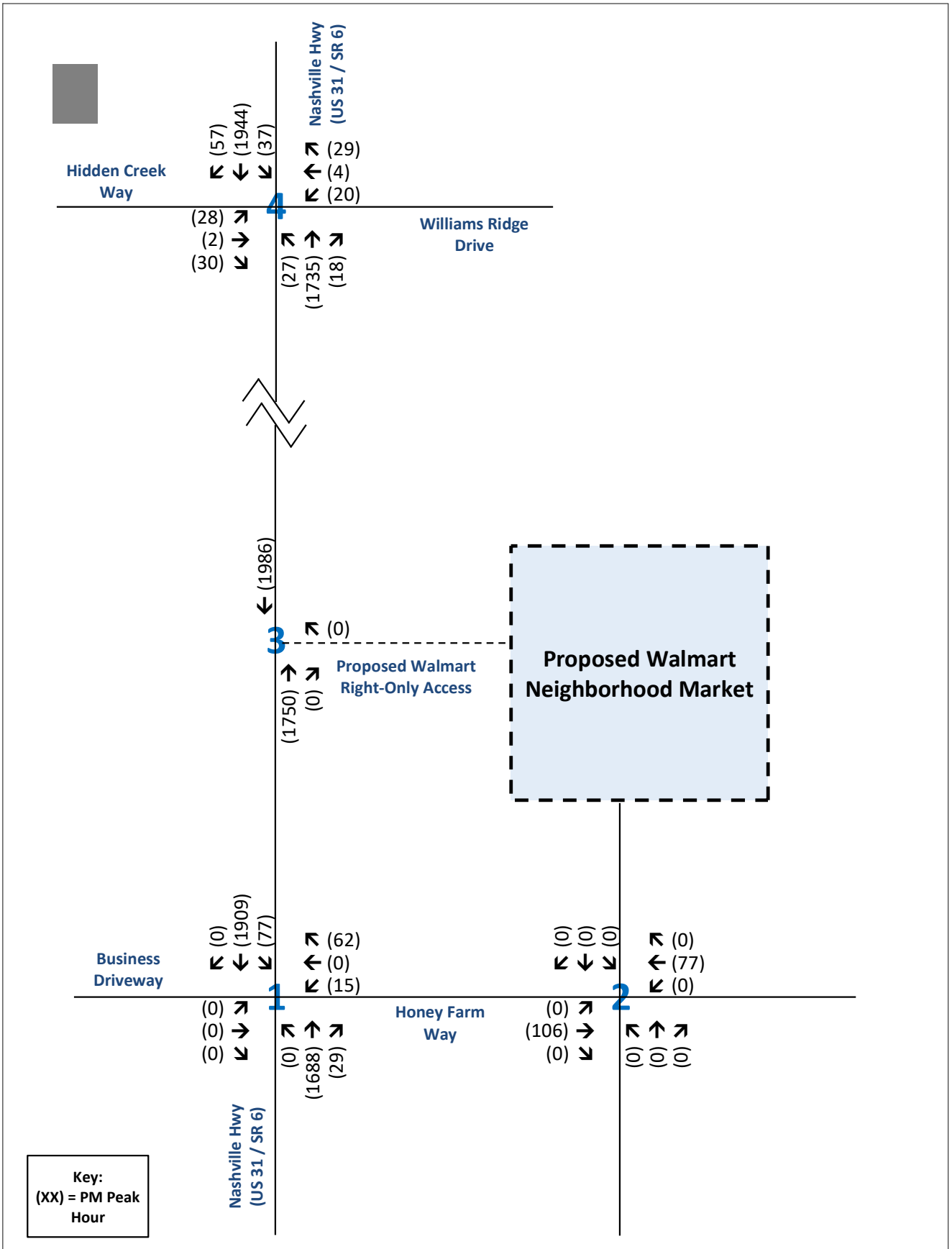
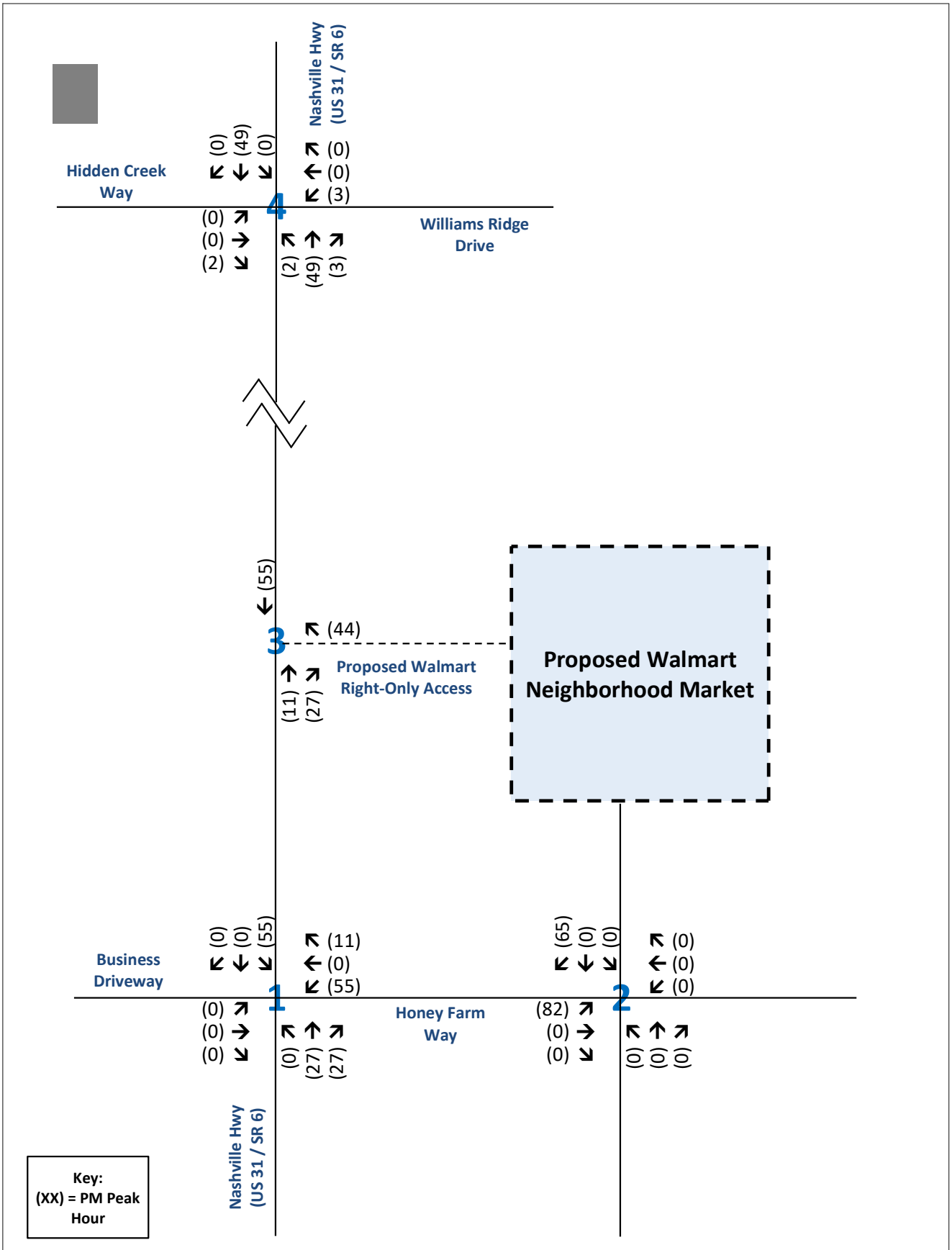


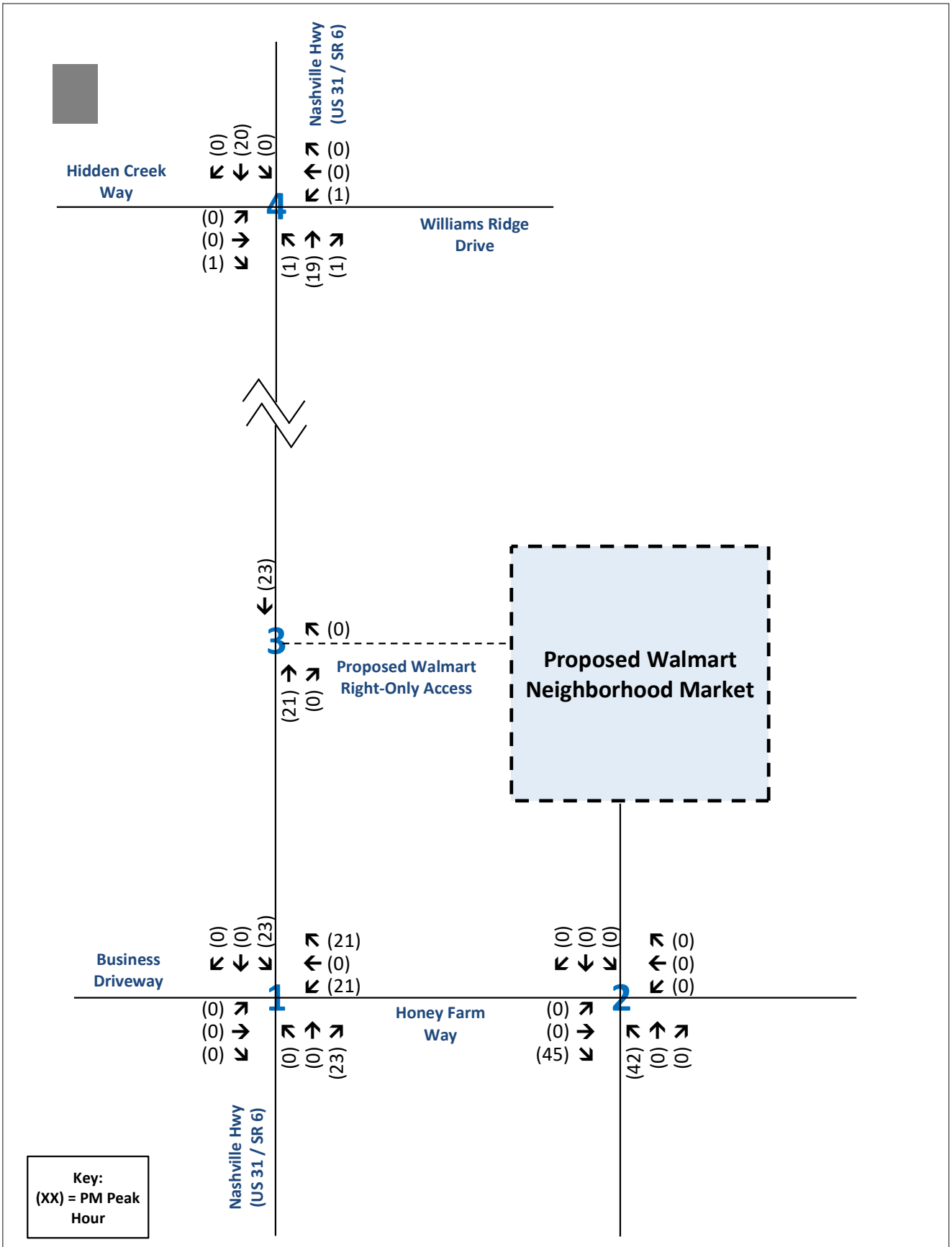
Traffic Assignment Worksheet
Background (Growth + Offsite)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



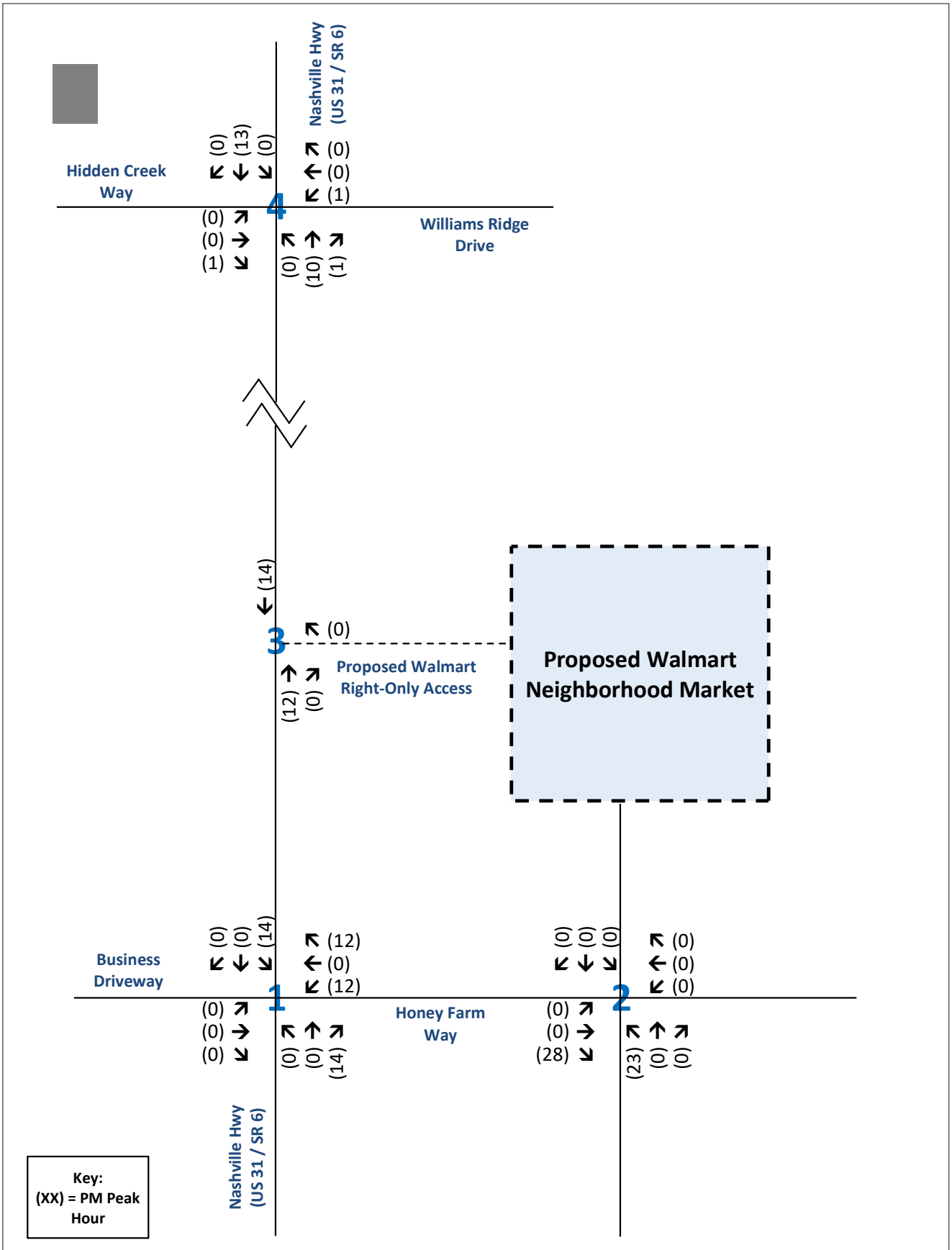
Traffic Assignment Worksheet
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



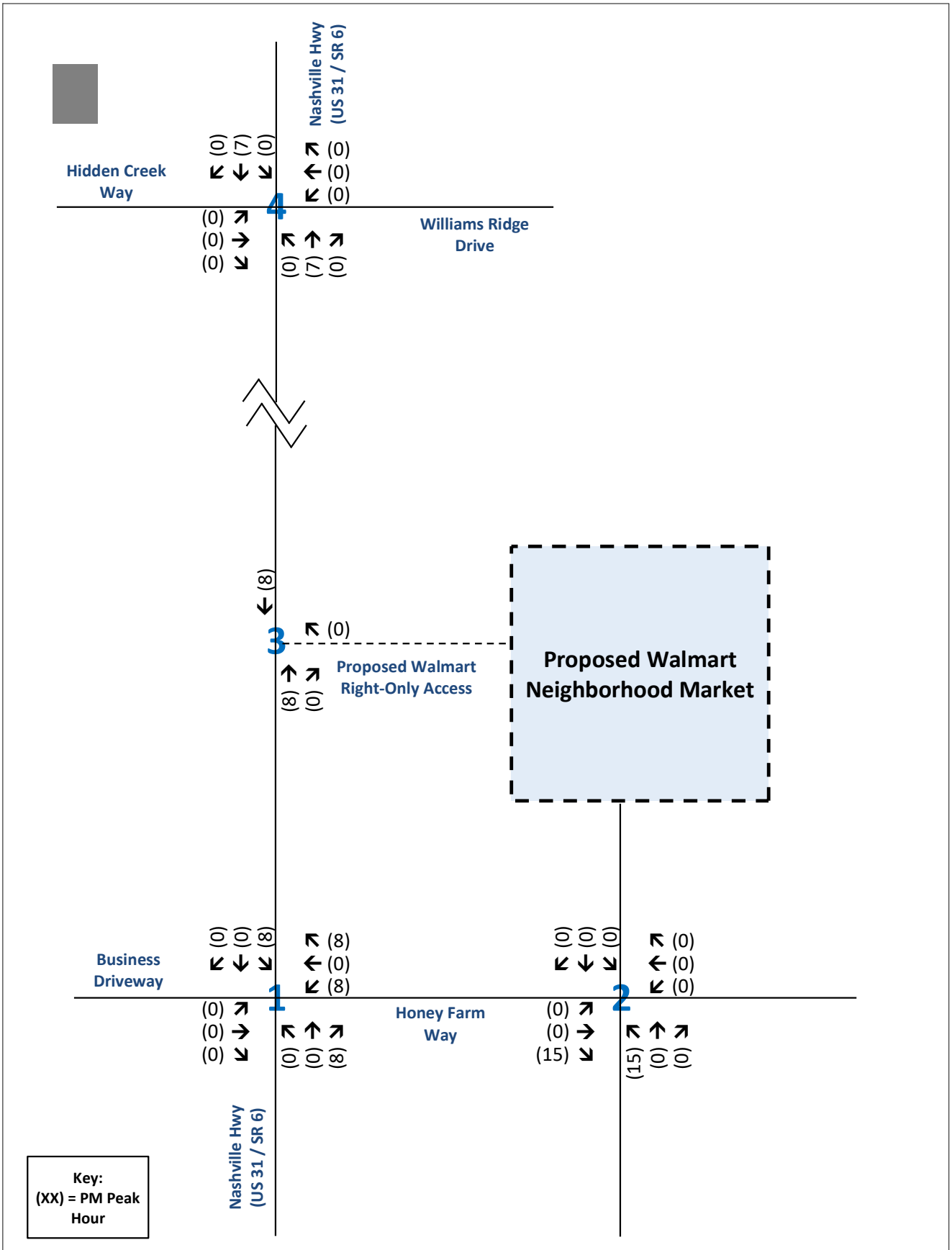
Traffic Assignment Worksheet
Primary Traffic Assignment - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



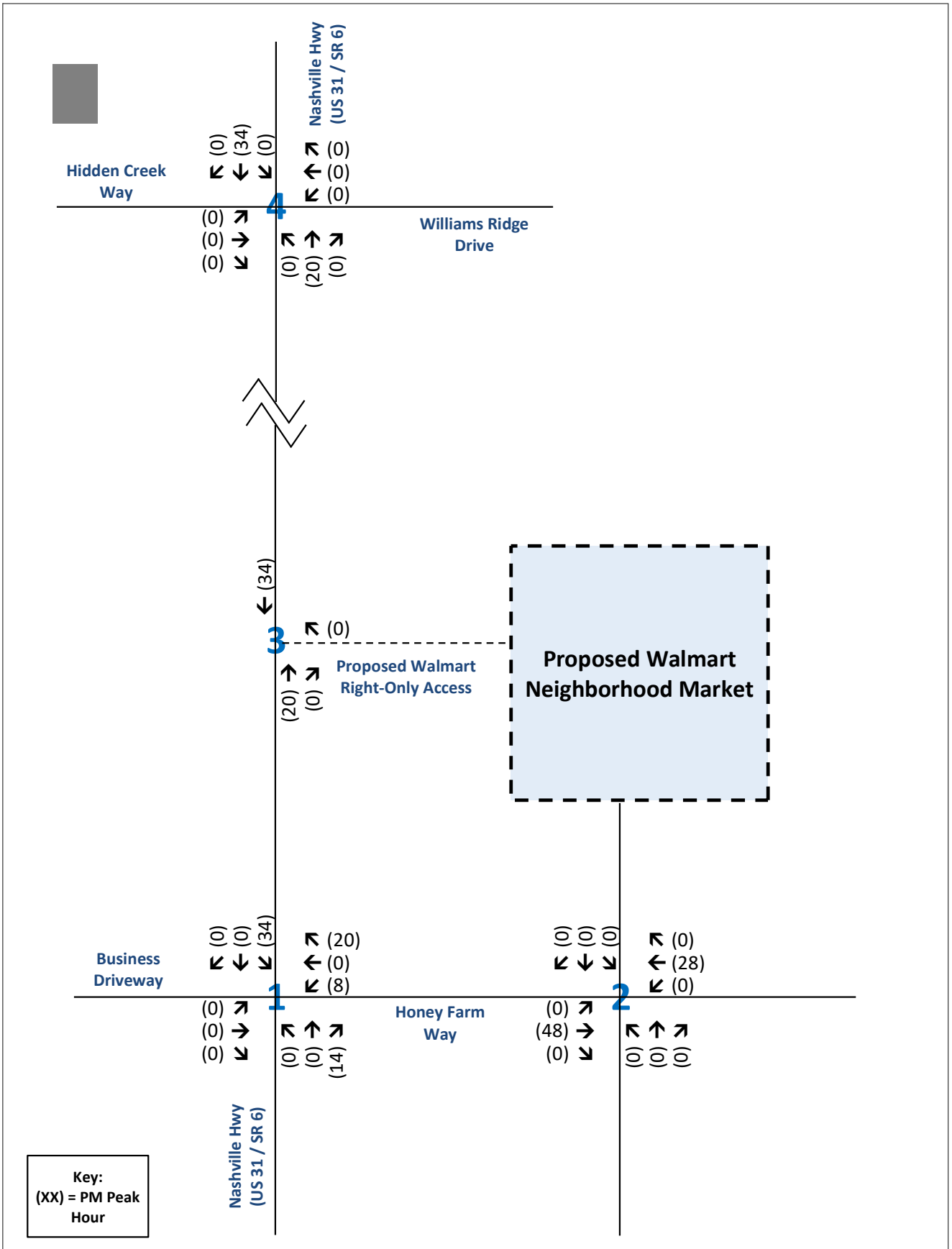
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast-Food Restaurant with Drive-Through
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



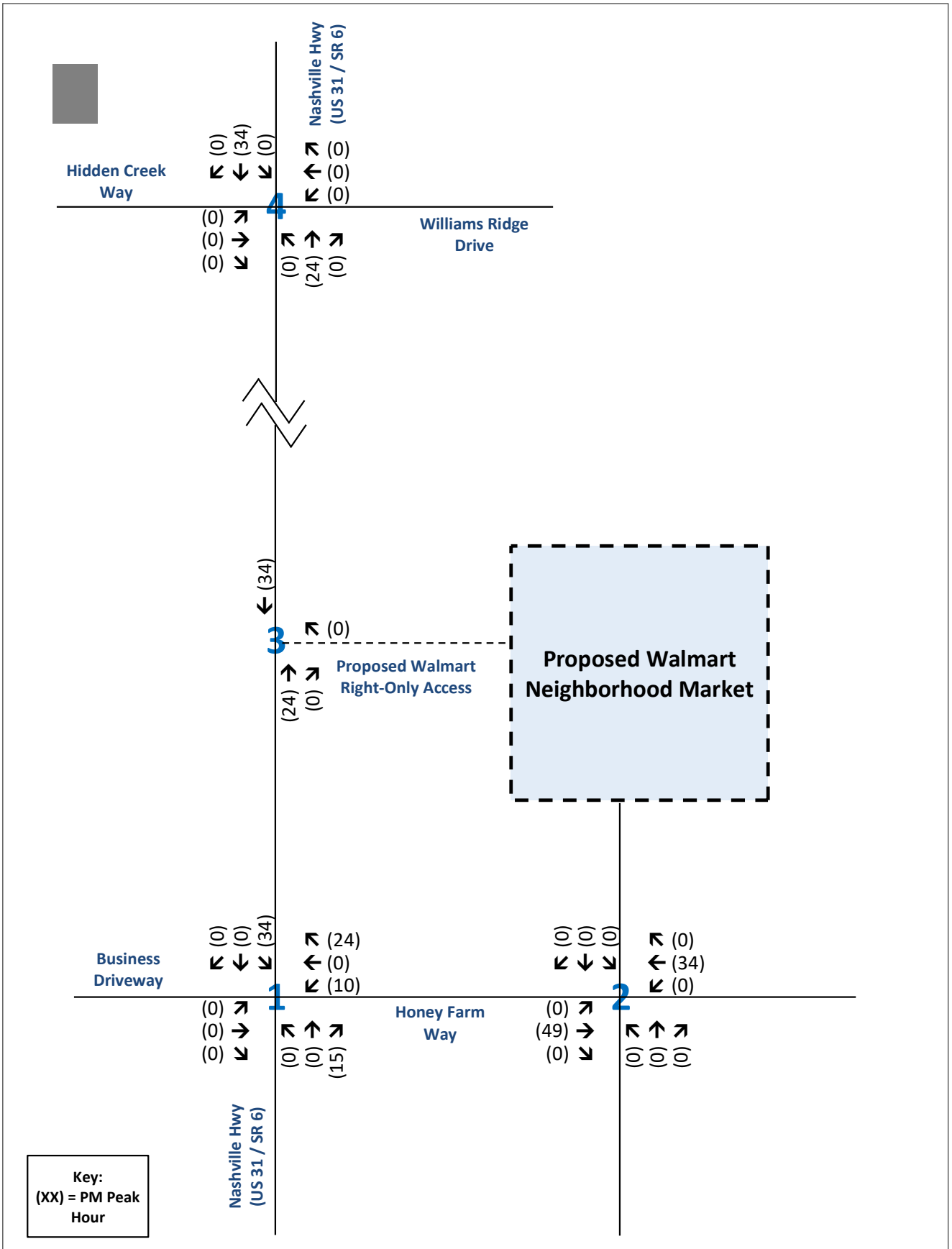
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



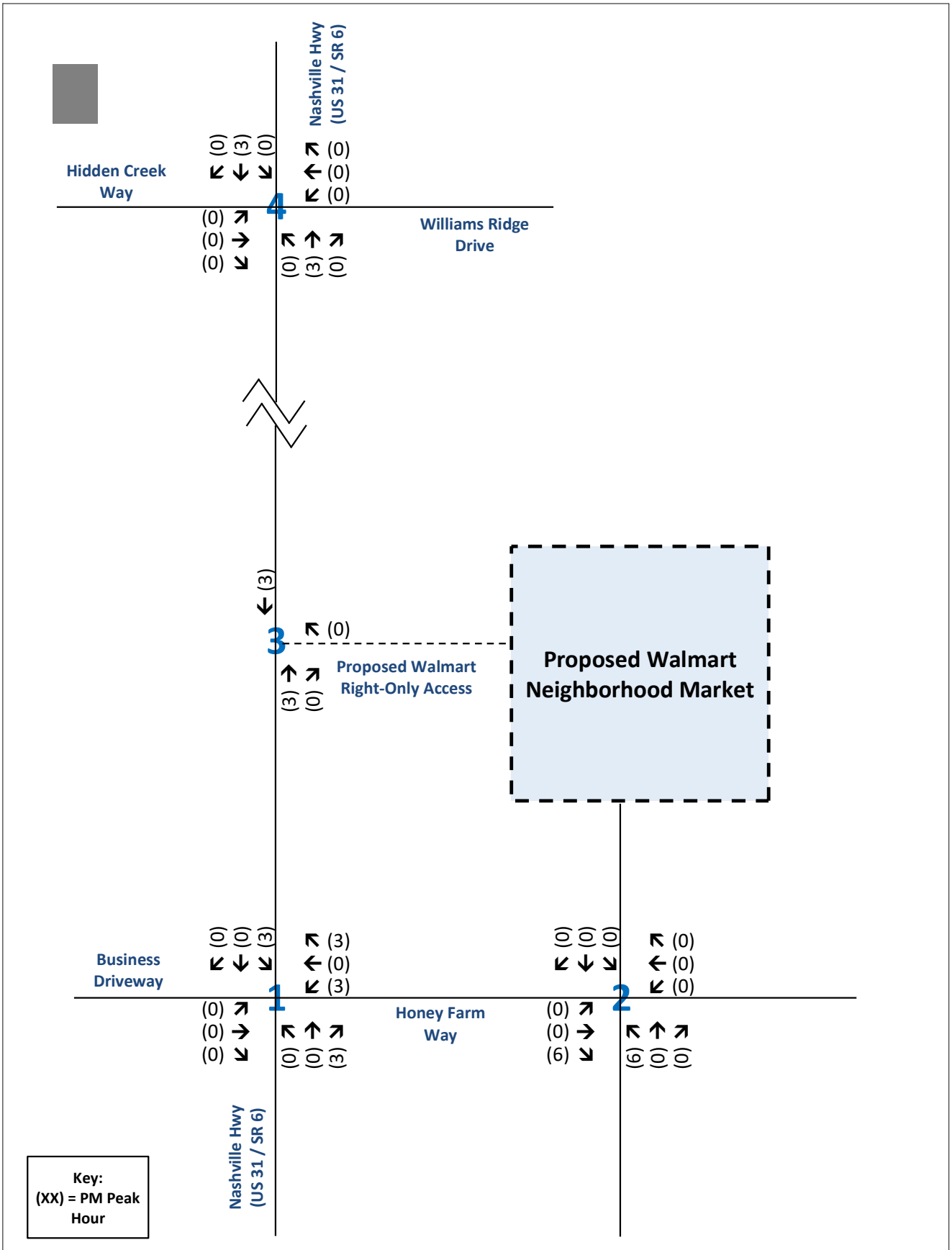
Traffic Assignment Worksheet
Primary Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



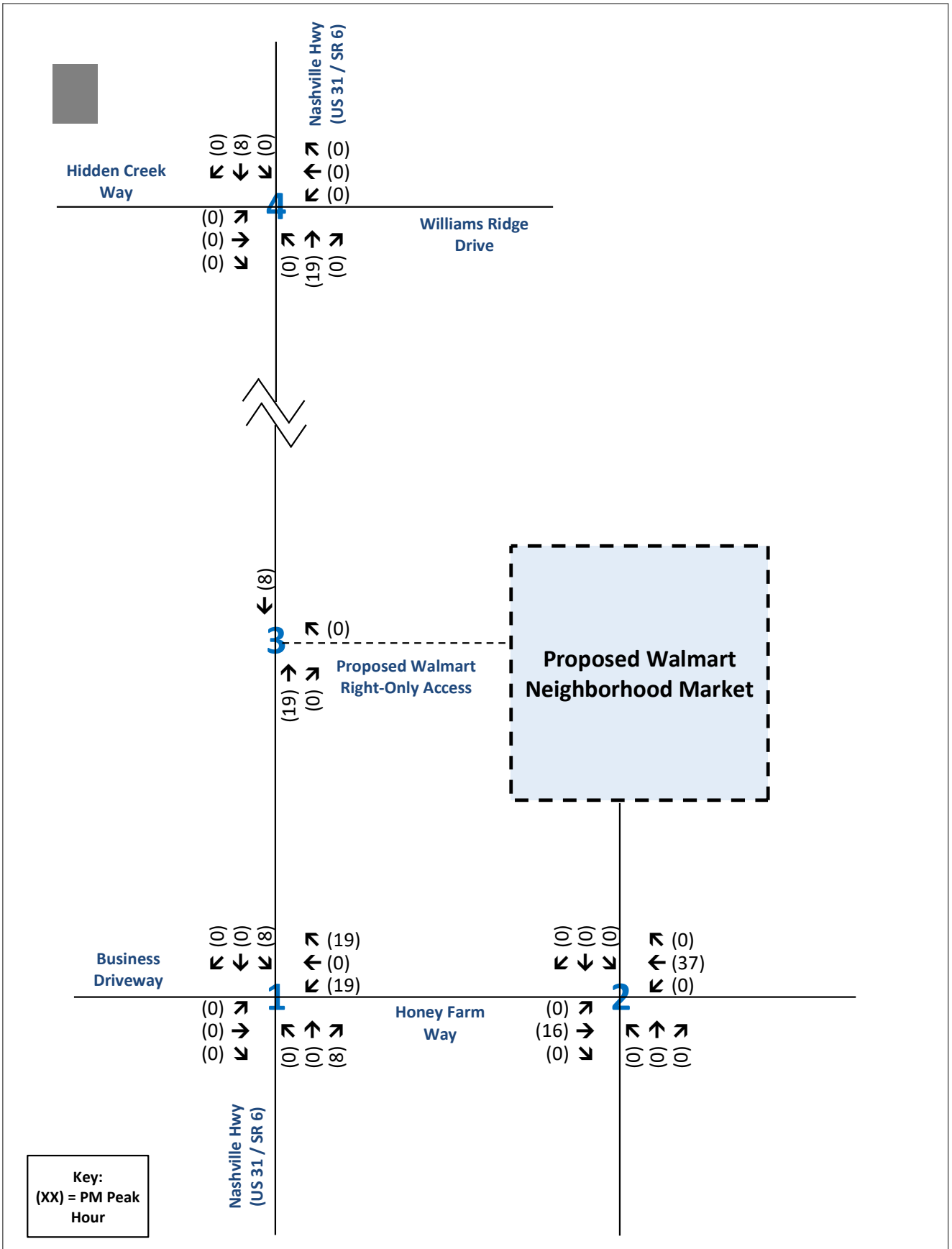
Traffic Assignment Worksheet
Primary Traffic Assignment - Multifamily Housing (Low-Rise)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



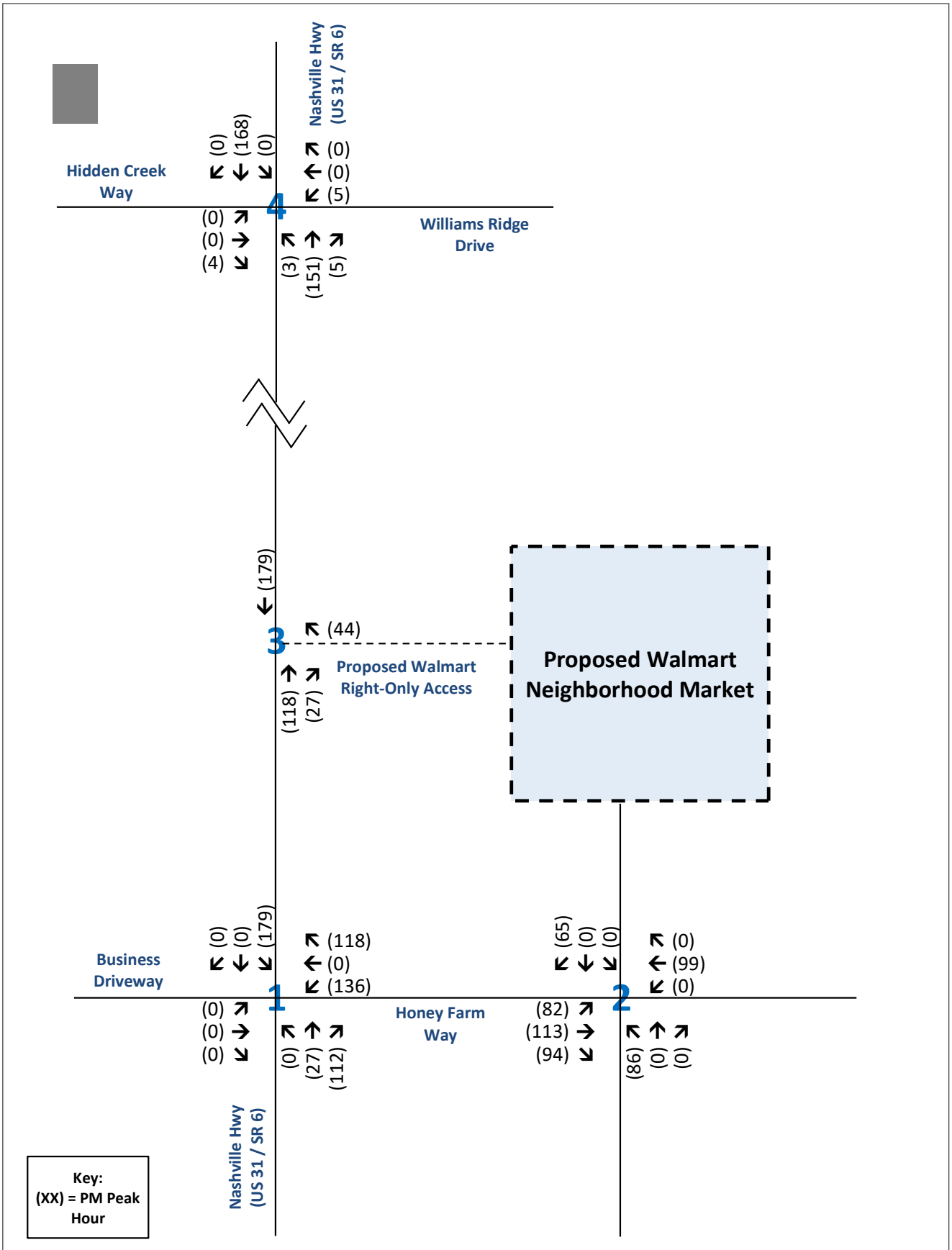
Traffic Assignment Worksheet
Primary Traffic Assignment - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



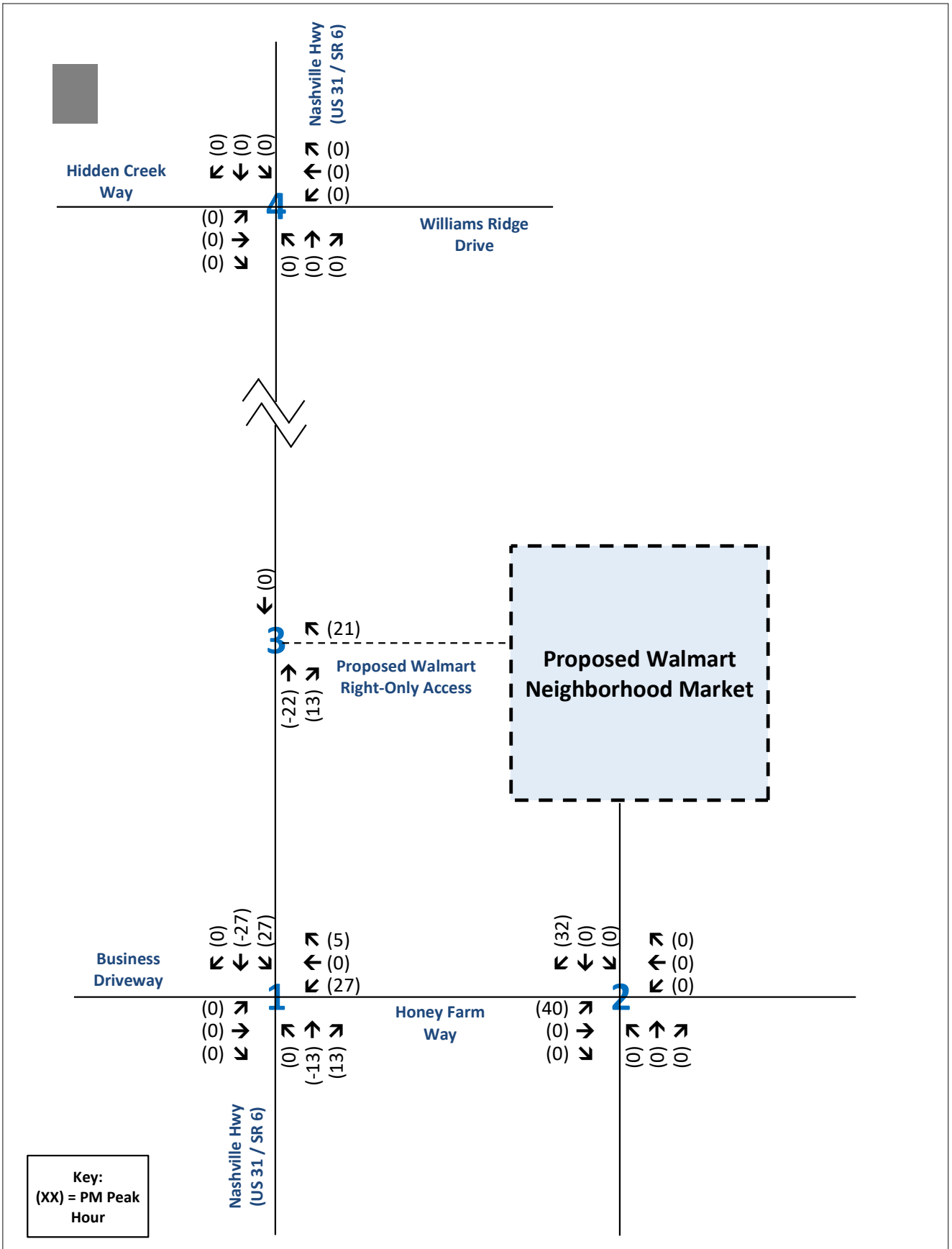
Traffic Assignment Worksheet
Primary Traffic Assignment - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



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

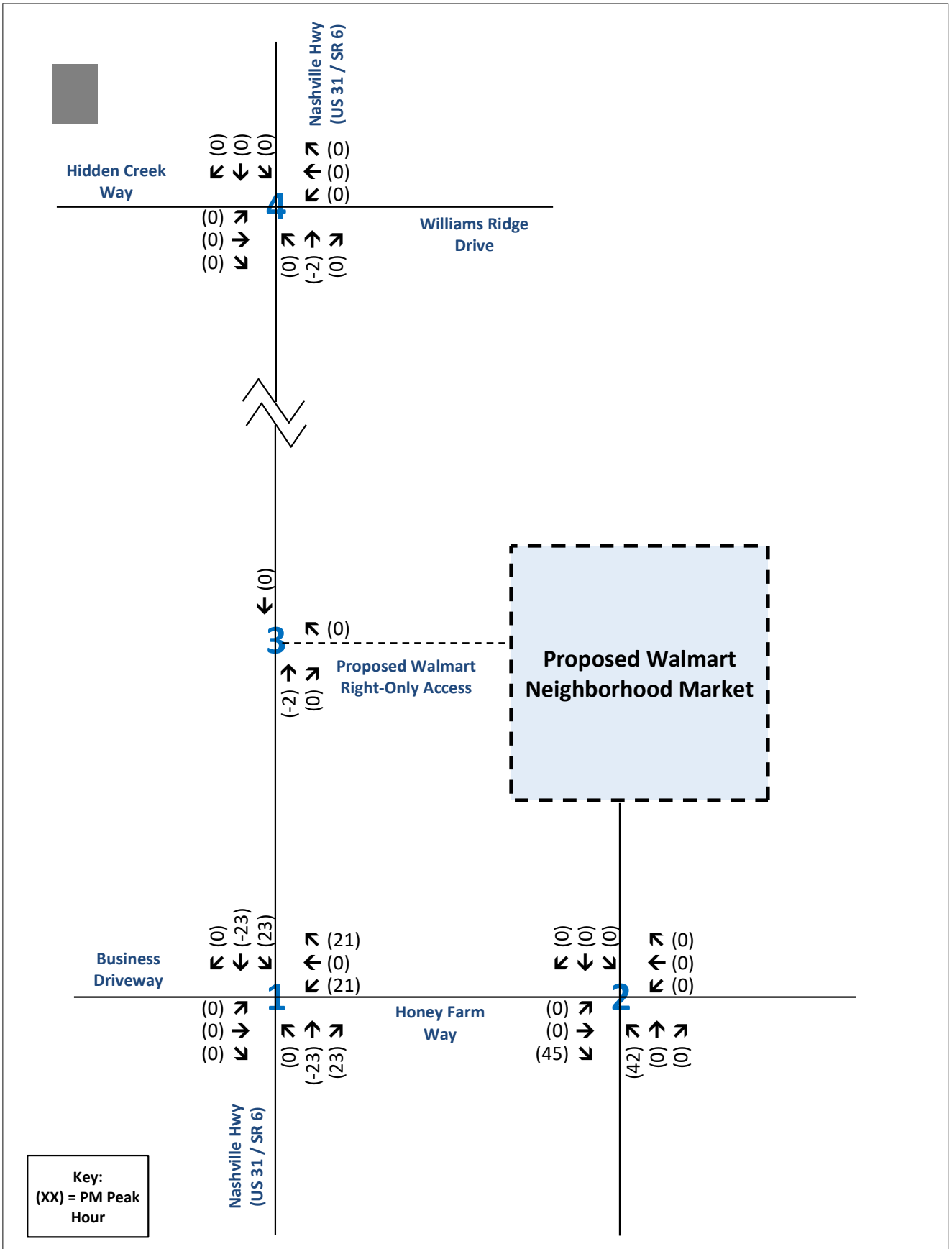


Traffic Assignment Worksheet

Pass-by Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

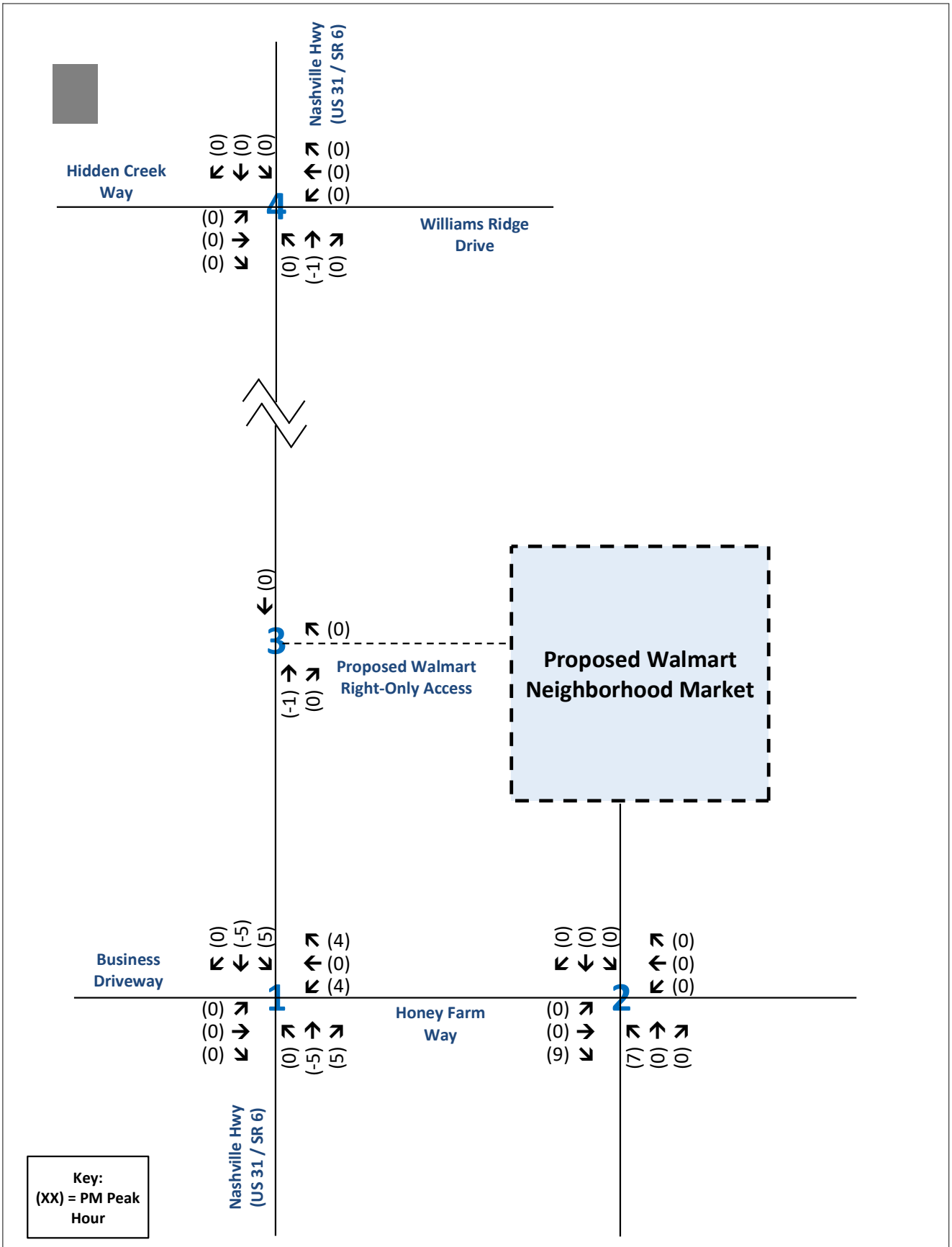


Traffic Assignment Worksheet

Pass-by Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

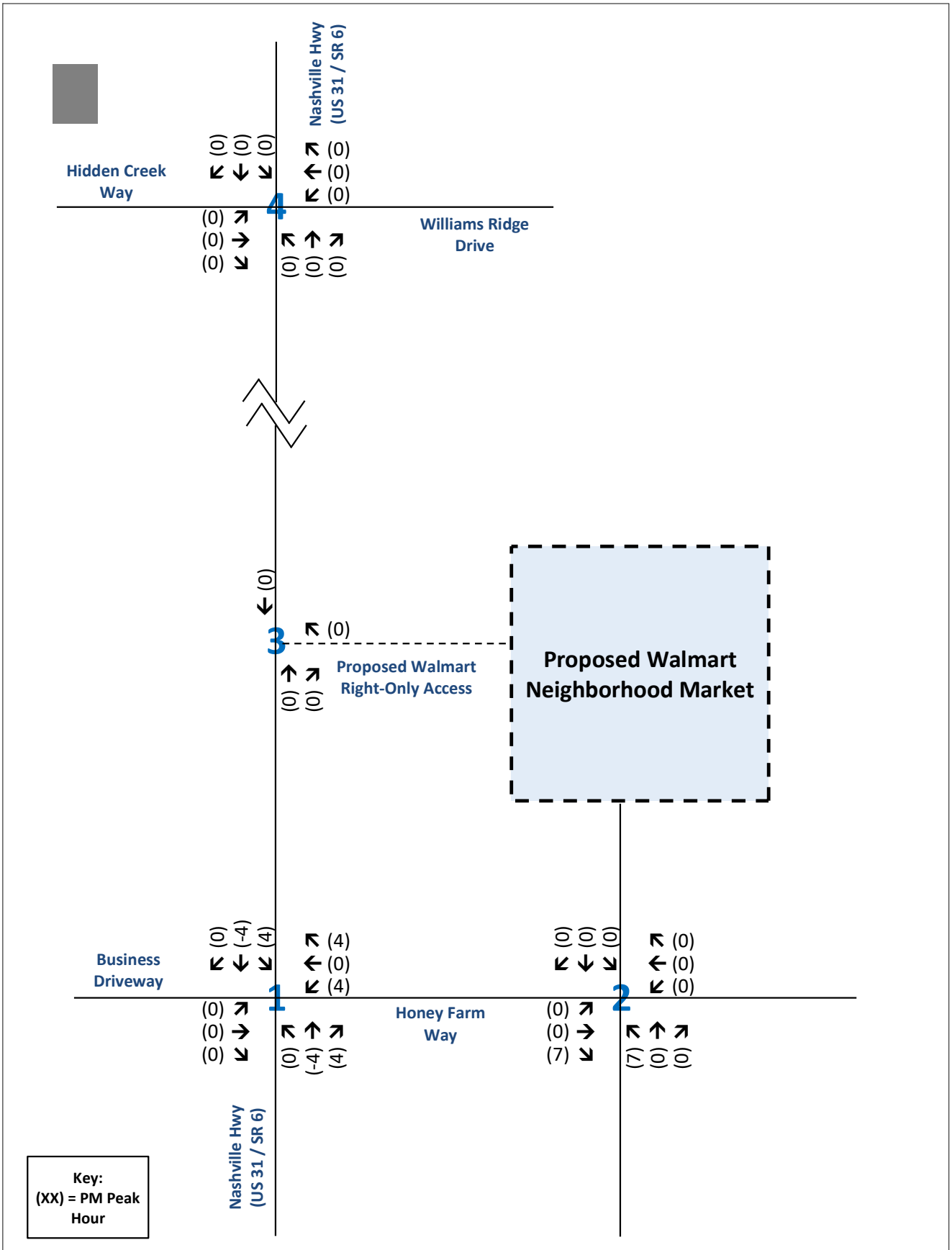


Traffic Assignment Worksheet

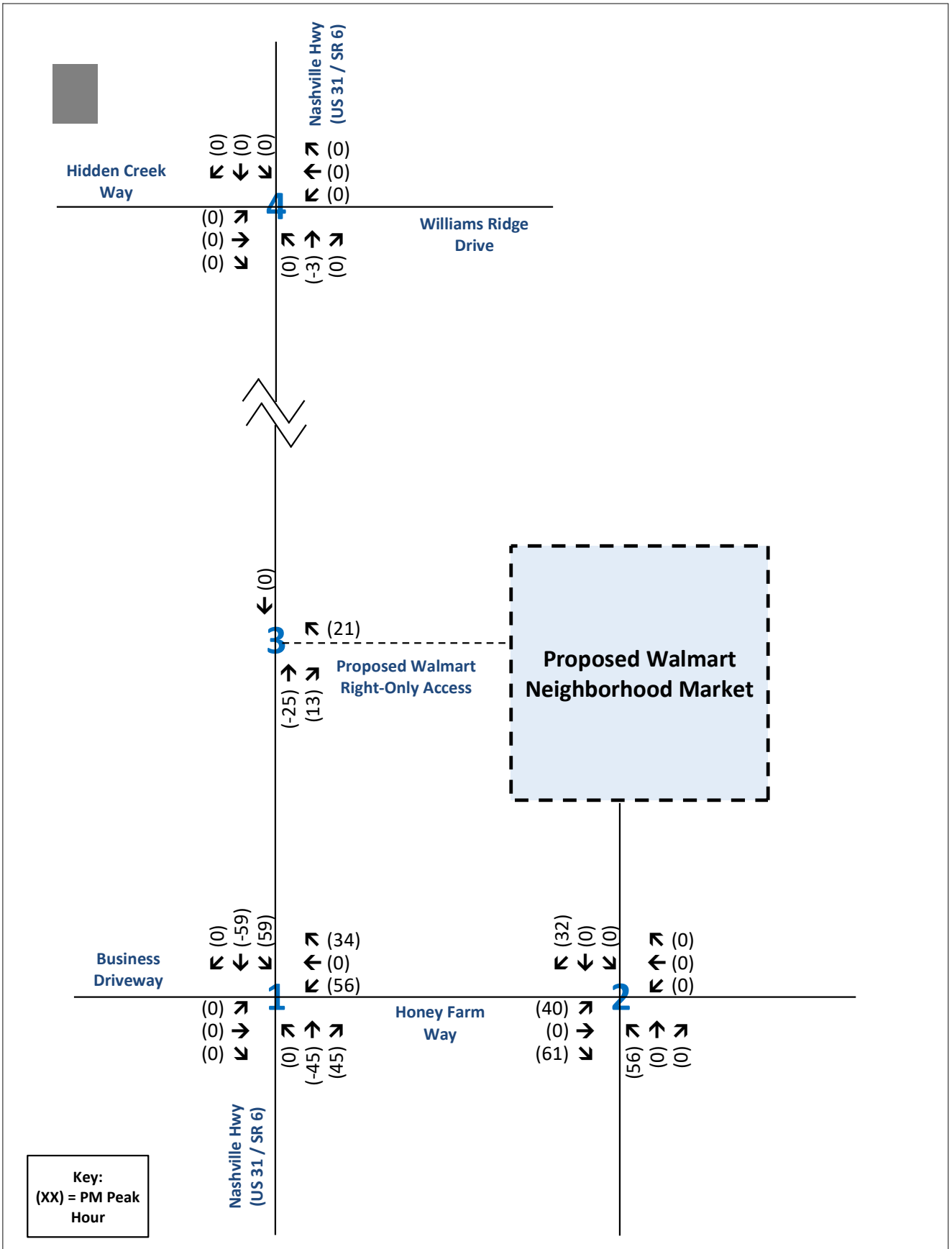
Pass-by Traffic Assignment - Fast Casual Restaurant

Honey Farm - Walmart Neighborhood Market

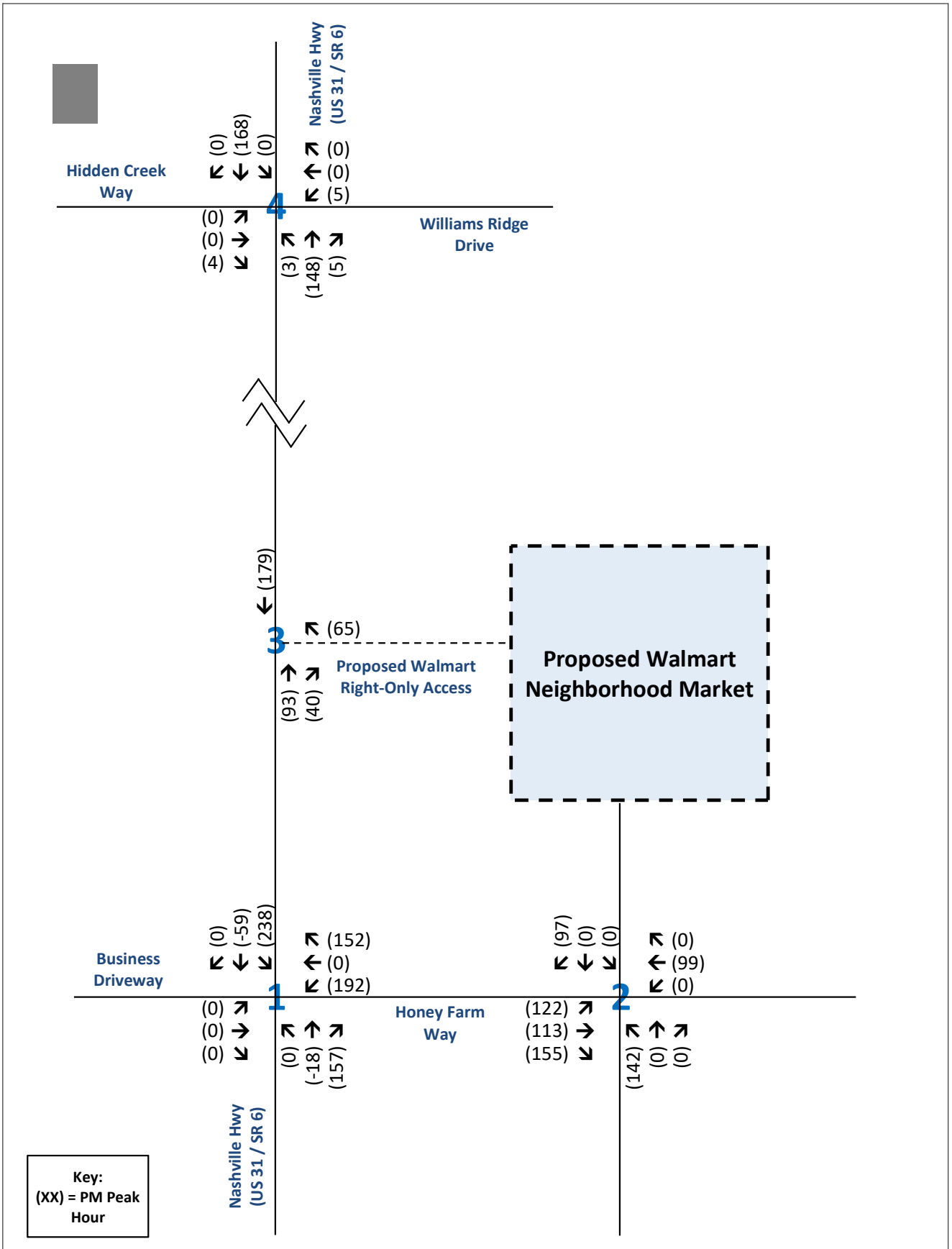
Columbia, Tennessee



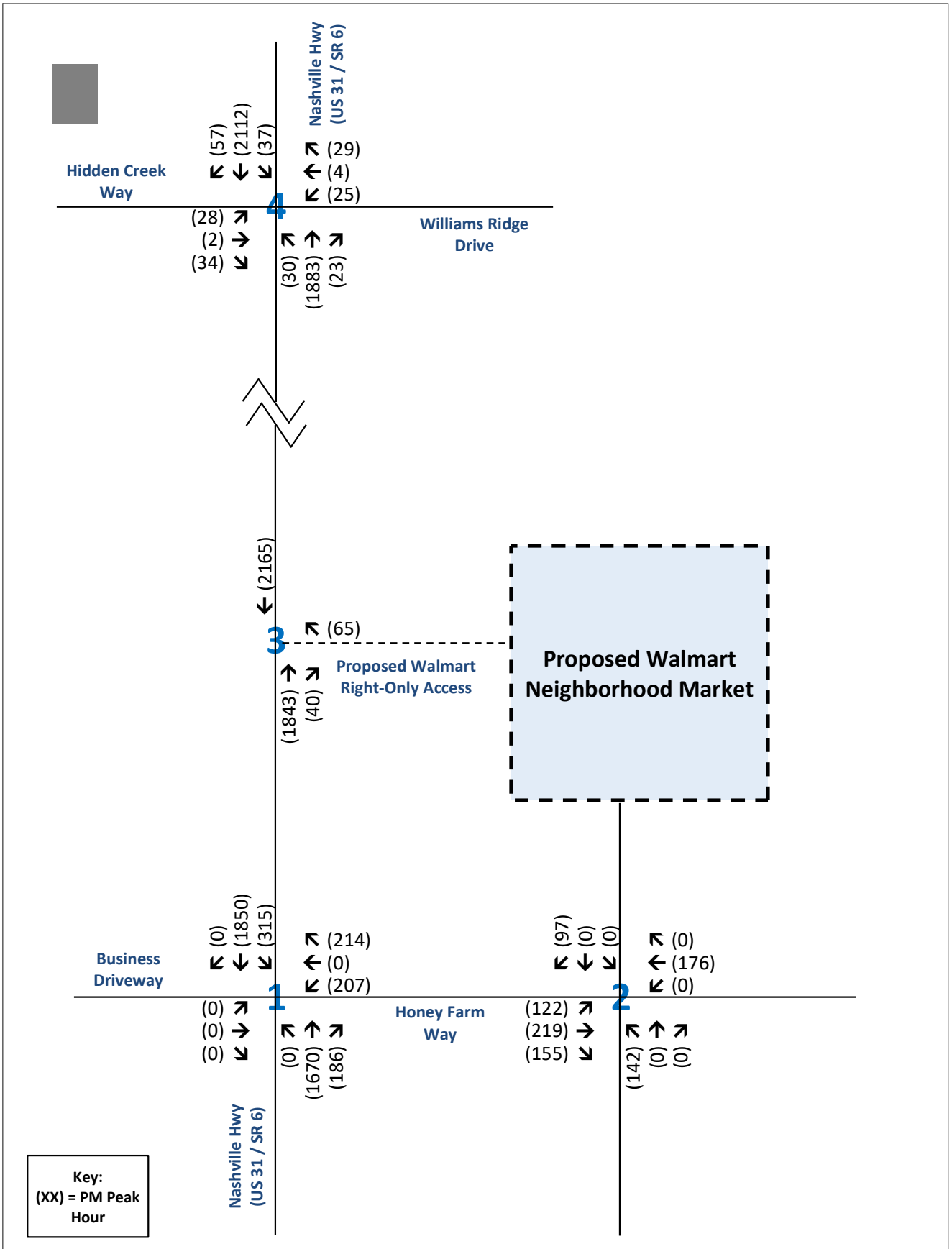
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



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

RGPHILLIPS CONSULTING

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**

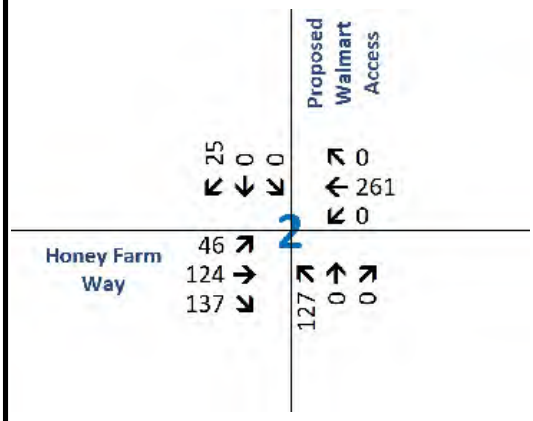


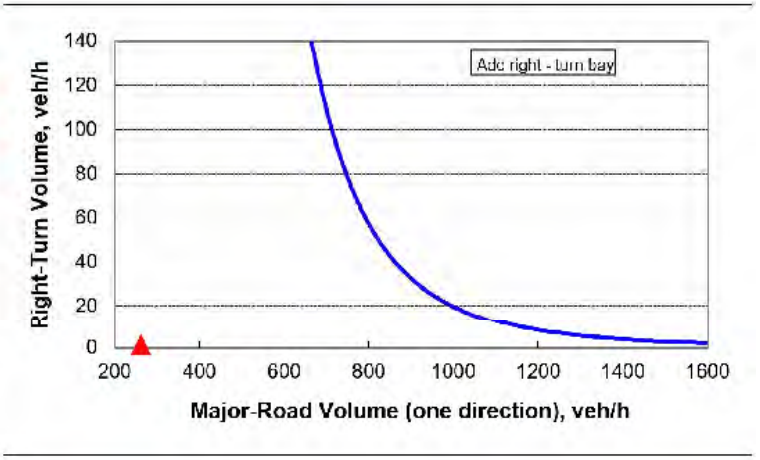
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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**

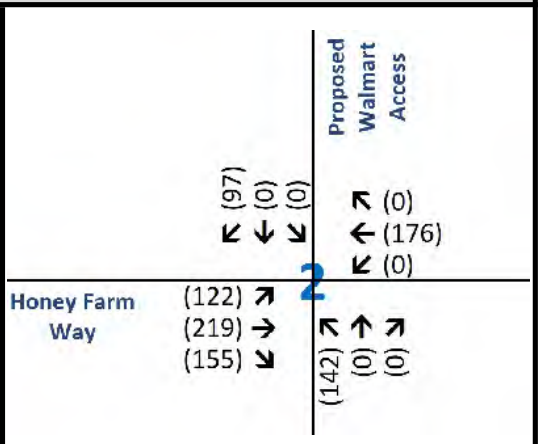


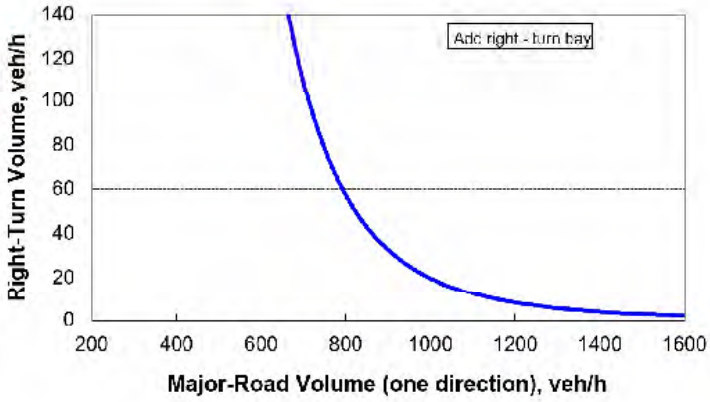
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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**

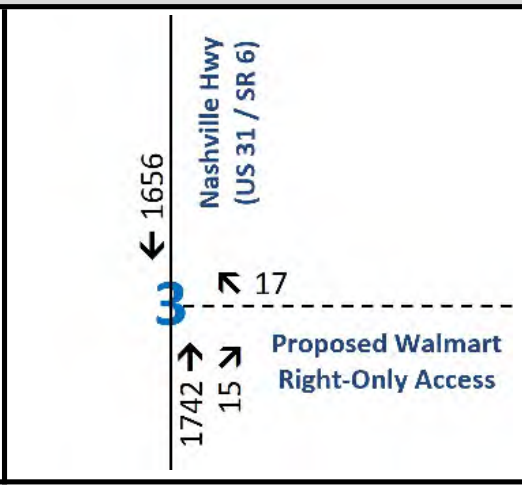


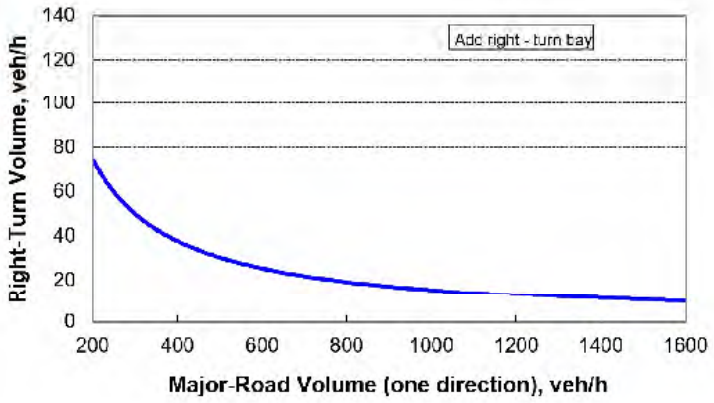
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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**

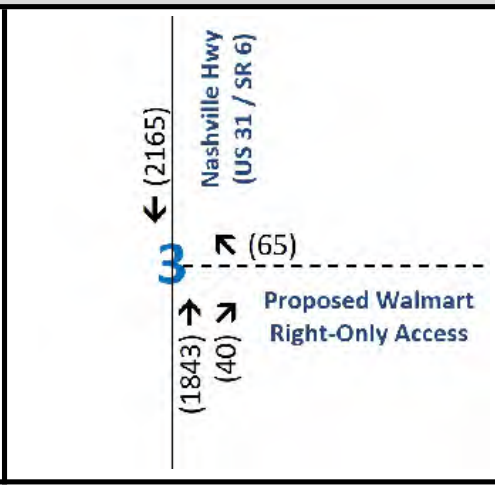


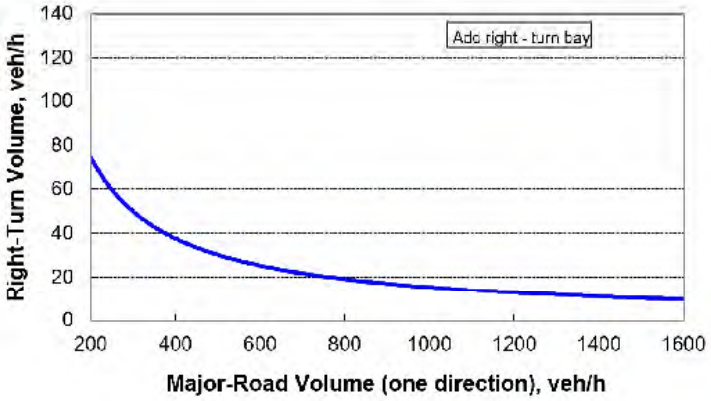
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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.

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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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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.
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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.

DEVELOPMENT SERVICES
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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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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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FAX: (931) 560-1541

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.

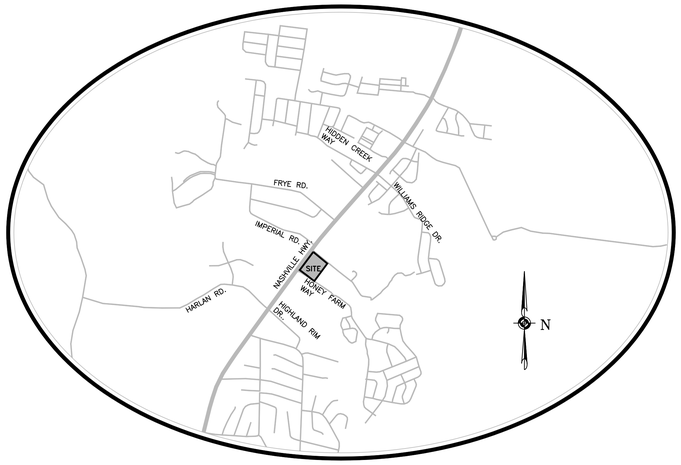
Please contact pkeltner@columbiatn.gov or srichardson@columbiatn.gov if you encounter difficulties with the online portal.

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

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.

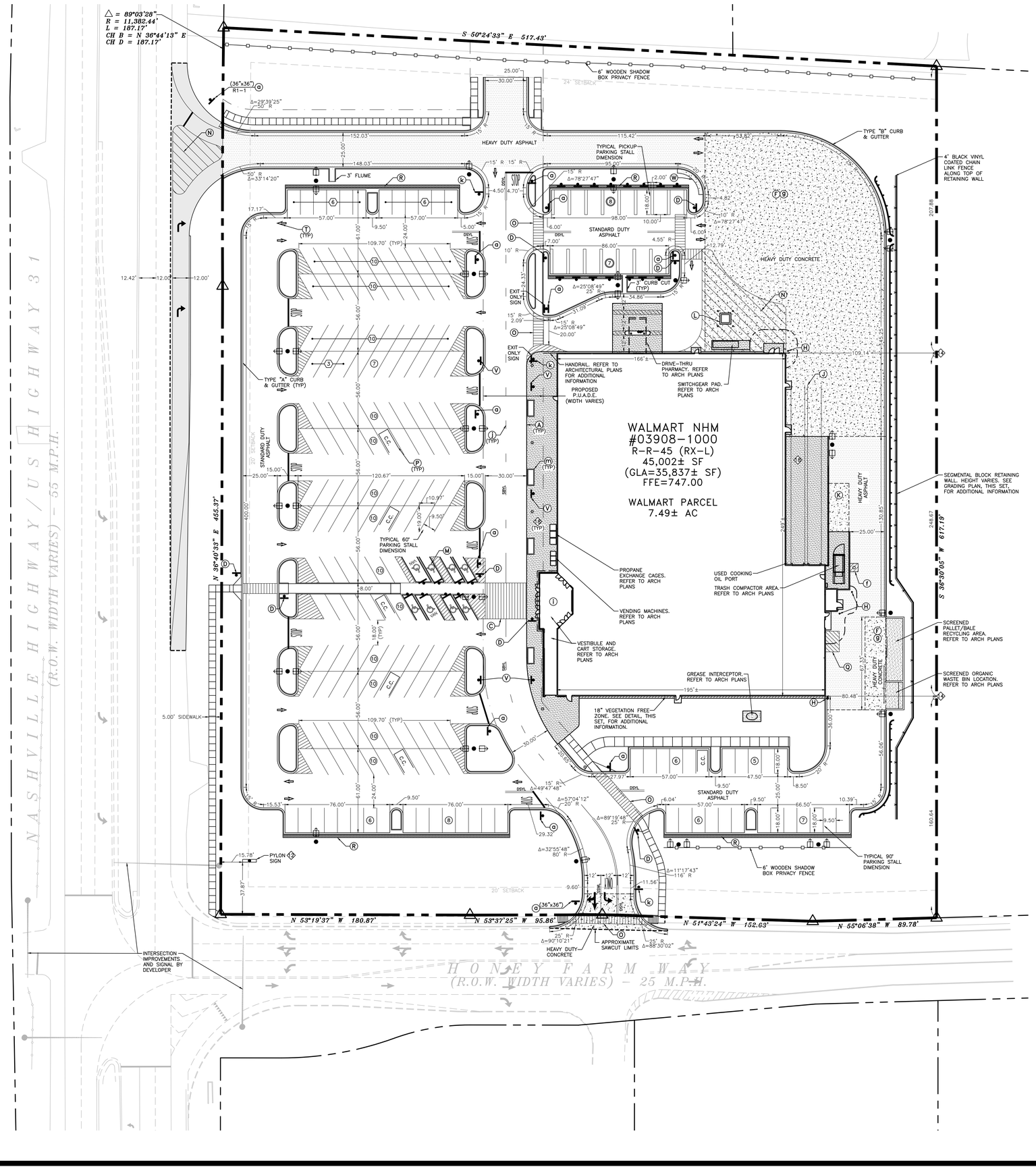
7068 Ledgestone Commons, Bartlett, TN 38133
Phone (901) 384-0404 • Fax (901) 384-0710
oliviadupuy@carlsonconsulting.net

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 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
Know what's below. Call before you dig.

SITE PLAN

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COLUMBIA, MAURY COUNTY, TENNESSEE

WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

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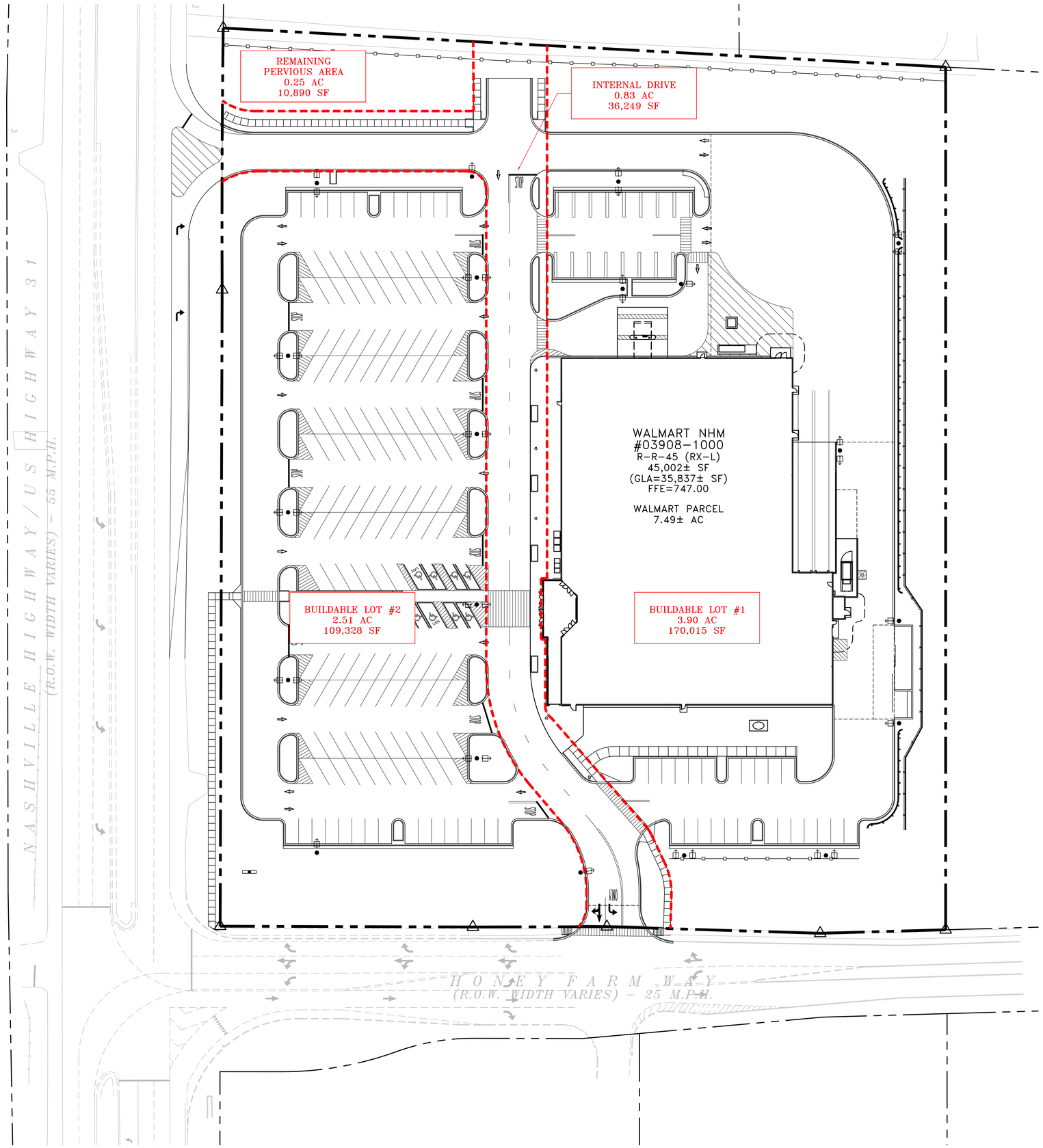

INTERNAL DRIVE LAYOUT

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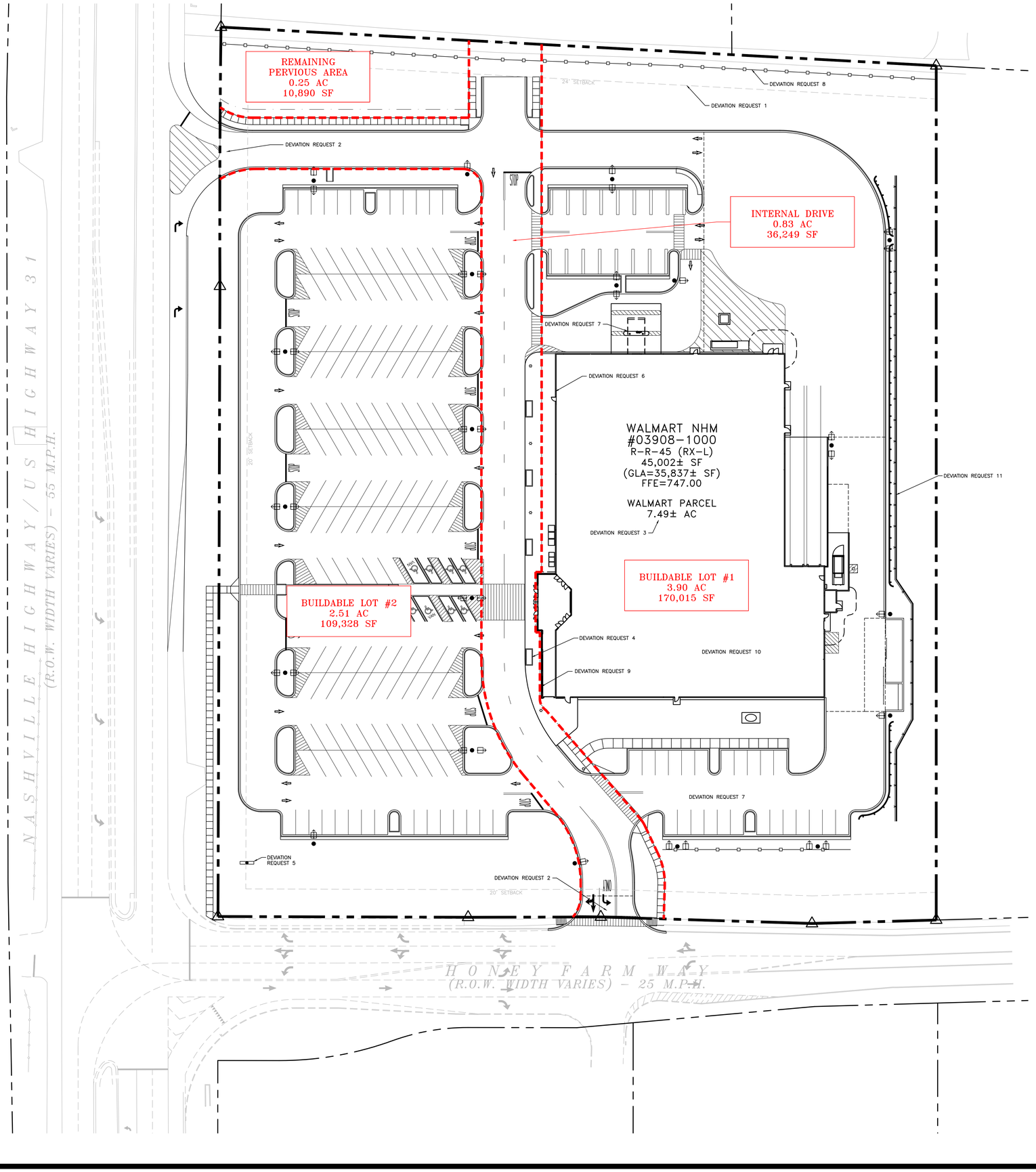

PUD DEVIATION REQUESTS

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.

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12/16/24

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COLUMBIA, MAURY COUNTY, TENNESSEE

WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

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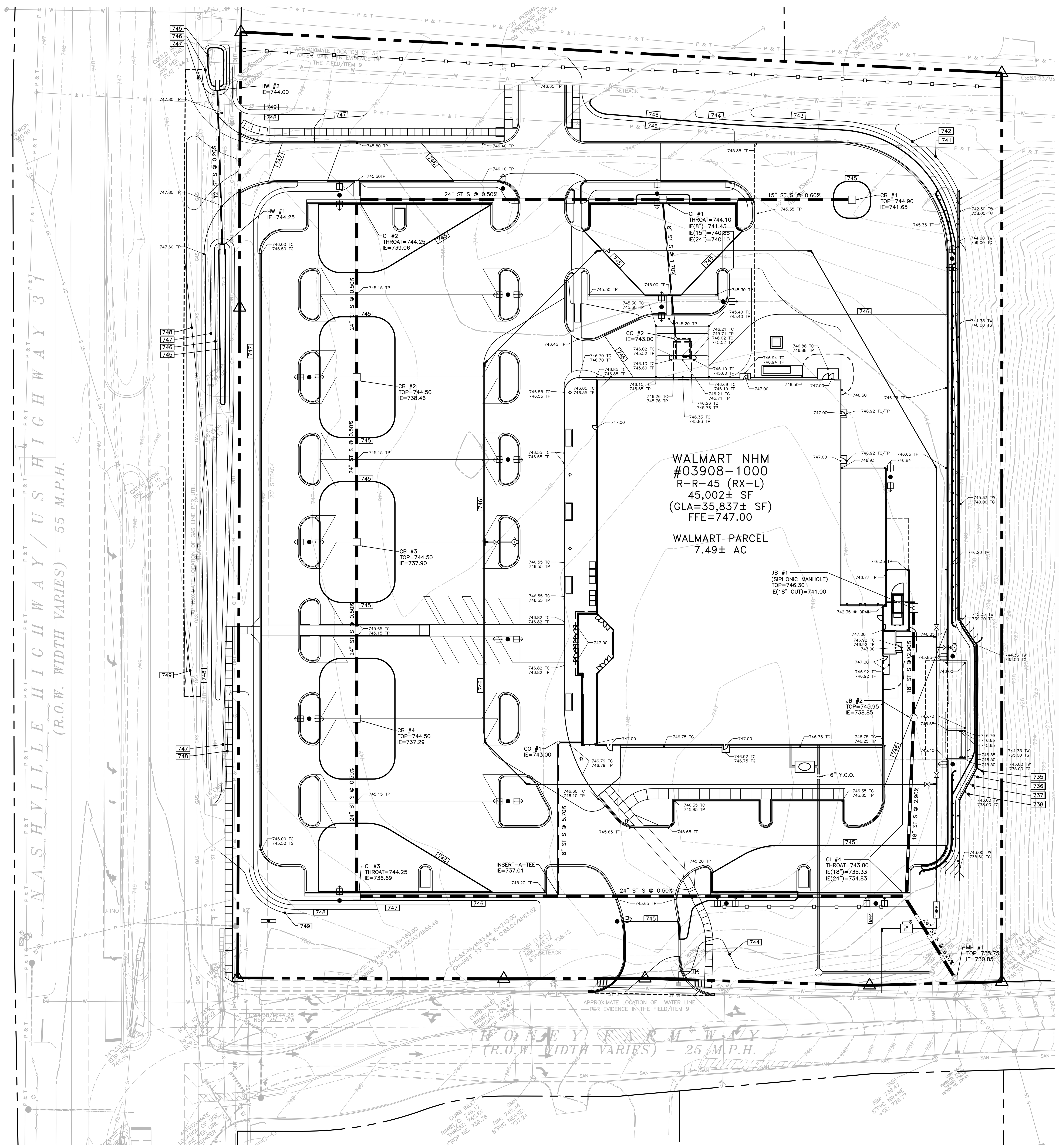
PUD DEVIATION REQUESTS



SITE BUILDING AREA—FOUNDATION SUBSURFACE PREPARATION
WAL-MART- NEIGHBORHOOD MARKET
COLUMBIA, TENNESSEE
12/9/2024

UNLESS SPECIFICALLY INDICATED OTHERWISE IN THE DRAWINGS AND/OR SPECIFICATIONS, THE LIMITS OF THIS SUBSURFACE PREPARATION ARE CONSIDERED TO BE THAT PORTION OF THE SITE DIRECTLY BENEATH AND 5 FEET BEYOND THE BUILDING AND APPURTENANCES.

APPURTENANCES ARE THOSE ITEMS ATTACHED TO THE BUILDING PROPER (REFER TO DRAWING SHEET SP1), TYPICALLY INCLUDING, BUT NOT LIMITED TO, THE BUILDING SIDEWALKS, GREENHOUSE CANOPIES, PORCHES, RAMPS, STOOPS, TRUCK WELLS/DOCKS, CONCRETE APRONS AT THE AUTOMOTIVE CENTER, COMPACTOR PAD, ETC. APPURTENANCES SHALL ALSO INCLUDE SCREENWALLS AT THE COMPACTOR, TRUCK DOCK AND THE BALE/PALLET STORAGE AREA(S). THE INTERIOR SLAB-ON-GRADE BASE AND THE VAPOR BARRIER, WHERE REQUIRED, DO NOT EXTEND BEYOND THE LIMITS OF THE ACTUAL BUILDING.

ESTABLISH THE FINAL SUBGRADE ELEVATION TO ALLOW FOR THE CONCRETE SLAB AND BASE. REMEDIATION OF EXISTING FILL MATERIAL WILL BE REQUIRED. REFERENCE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR REQUIRED SLAB THICKNESS. FOR THE BUILDING INTERIOR SLAB-ON-GRADE, THE 4" THICK BASE MATERIAL SHALL CONFORM TO TDOT 303, TYPE A, GRADING D. FOR APPURTENANCE SLABS (EXTERIOR SLABS), THE 8" THICK BASE MATERIAL SHALL CONFORM TO TDOT 303, TYPE A, GRADING D. HIGH PLASTICITY SOILS ARE ANTICIPATED TO BE ENCOUNTERED AT DESIGN SUBGRADE ELEVATIONS IN SLAB AREAS, THE SUBGRADE SHOULD BE UNDERCUT 2 FEET AND GRADES RESTORED WITH APPROVED LOW PLASTICITY STRUCTURAL FILL. WHERE HIGH PLASTICITY SOILS ARE ENCOUNTERED AT FOUNDATION BEARING ELEVATIONS, THE FOUNDATION EXCAVATION SHOULD BE LOWERED AN ADDITIONAL 1 FOOT BELOW THE DESIGN FOOTING SUBGRADE ELEVATION AND THE DESIGN ELEVATION RESTORED BY BACKFILLING THE EXCAVATION WITH FLOWABLE FILL HAVING A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 1,000 PSI. THE SUBGRADE MATERIAL SHOULD PROFFROLL AS FIRM AND UNYIELDING. THE UPPER 1 FOOT OF SUBGRADE SHOULD BE COMPACTED TO AT LEAST 100% MAXIMUM DRY DENSITY PER ASTM D698. THE BASE SHALL BE PROVIDED BY THE BUILDING CONTRACTOR IN JOINT PROJECTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ACCURATE MEASUREMENTS FOR ALL CUT AND FILL DEPTHS REQUIRED. ANY PROPOSED EQUIVALENT ALTERNATIVE BASE MATERIAL MUST BE SUBMITTED FOR APPROVAL WITHIN 30 DAYS AFTER AWARD OF CONTRACT. ANY EQUIVALENT ALTERNATIVE SHALL ONLY BE USED IF APPROVED IN WRITING BY THE CEC AND AOR.

EXISTING FOUNDATIONS, SLABS, PAVEMENTS, AND BELOW-GRADE STRUCTURES SHALL BE REMOVED FROM THE BUILDING AREA. REMOVE SURFACE VEGETATIONS, TOPSOIL, ROOT SYSTEMS, ORGANIC MATERIAL, ASPHALT, AND SOFT OR OTHERWISE UNSATISFACTORY MATERIAL FROM THE BUILDING AREA. PROOFROLL EXPOSED SUBGRADE. REMOVE AND REPLACE UNSATISFACTORY AREAS WITH SATISFACTORY MATERIAL. SUBGRADE MATERIAL SHALL BE FREE OF ORGANIC AND OTHER DELETERIOUS MATERIALS AND SHALL MEET THE FOLLOWING REQUIREMENTS:

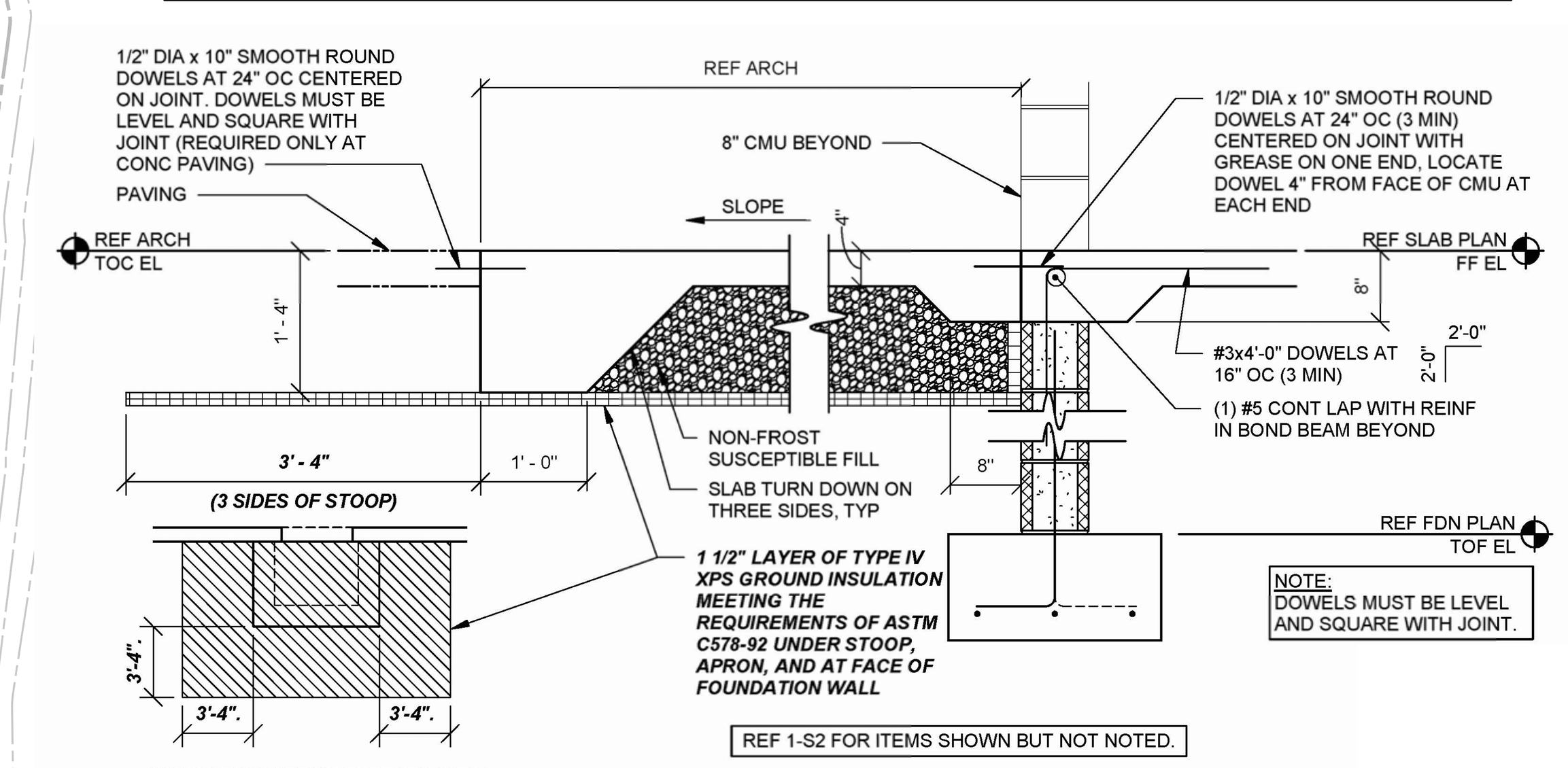
LOCATION WITH RESPECT TO FINAL GRADE	P.I.	L.L.
BUILDING AREA, BELOW UPPER 4 FEET	<25 MAX.>	<45 MAX.>
BUILDING AREA, UPPER 4 FEET	<30 MAX.>	<50 MAX.>

SUBGRADE MATERIAL, BELOW THE UPPER 12 INCHES, SHALL BE PLACED IN LOOSE LIFTS NOT EXCEEDING 8 INCHES IN THICKNESS AND COMPACTED TO AT LEAST 98 PERCENT OF

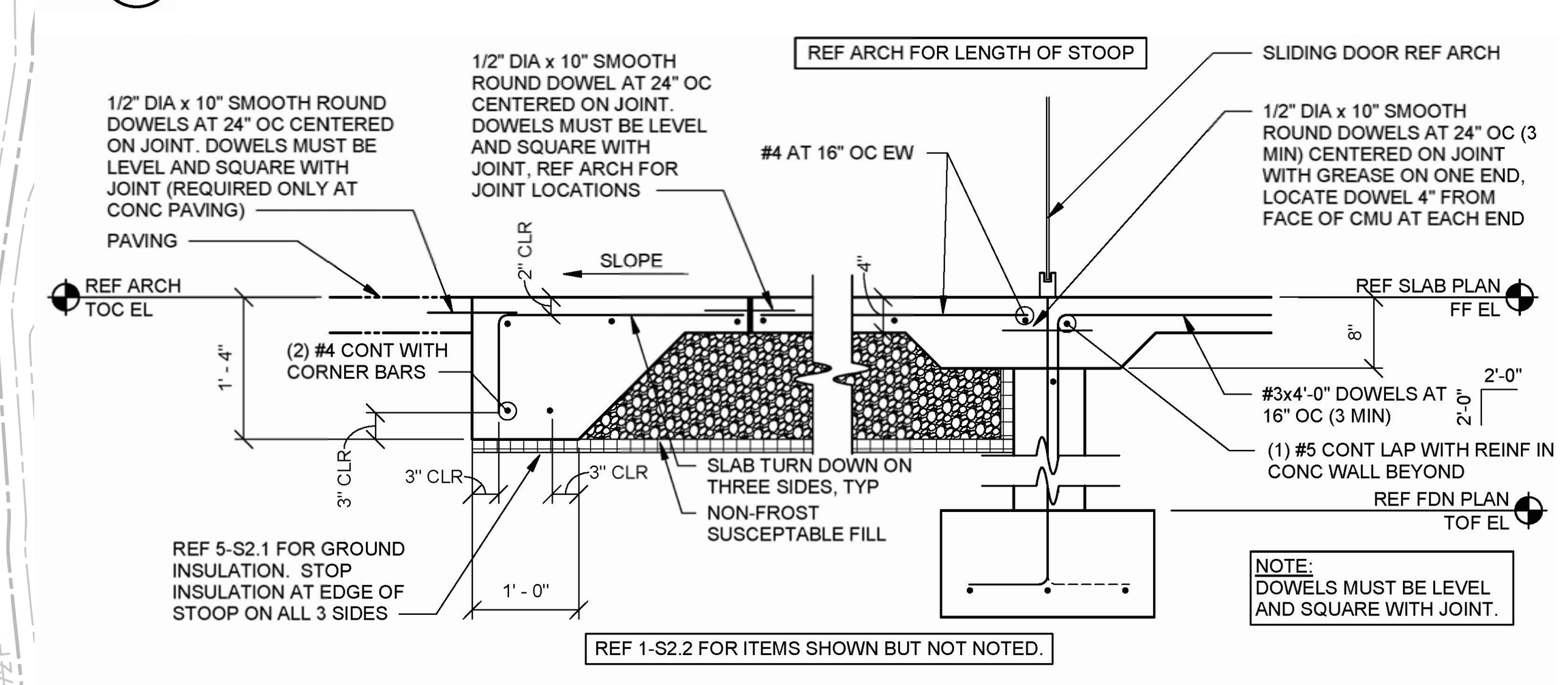
THE UPPER 12 INCHES OF SUBGRADE SHALL BE PLACED IN LOOSE LIFTS NOT EXCEEDING 8 INCHES IN THICKNESS AND COMPACTED TO AT LEAST 100 PERCENT OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D698) AT A MOISTURE CONTENT WITHIN 2 PERCENT BELOW TO 3 PERCENT ABOVE THE OPTIMUM.

THE FOUNDATION SYSTEM SHALL BE ISOLATED SPREAD FOOTINGS AT COLUMNS AND CONTINUOUS SPREAD FOOTINGS AT WALLS.

THIS FOUNDATION SUBSURFACE PREPARATION DOES NOT CONSTITUTE A COMPLETE SITE WORK SPECIFICATION. IN CASE OF CONFLICT, INFORMATION COVERED IN THIS PREPARATION SHALL TAKE PRECEDENCE OVER THE WAL-MART SPECIFICATIONS. REFER TO THE SPECIFICATIONS FOR SPECIFIC INFORMATION NOT COVERED IN THIS PREPARATION. THIS INFORMATION WAS TAKEN FROM A GEOTECHNICAL REPORT PREPARED BY ECS SOUTHEAST, LLC, DATED DECEMBER 9, 2024 (GEOTECHNICAL REPORT IS FOR INFORMATION ONLY AND IS NOT A CONSTRUCTION SPECIFICATION)



5 SLAB AT OPENING WITH STOOP



6 SLAB AT VESTIBULE STOOP

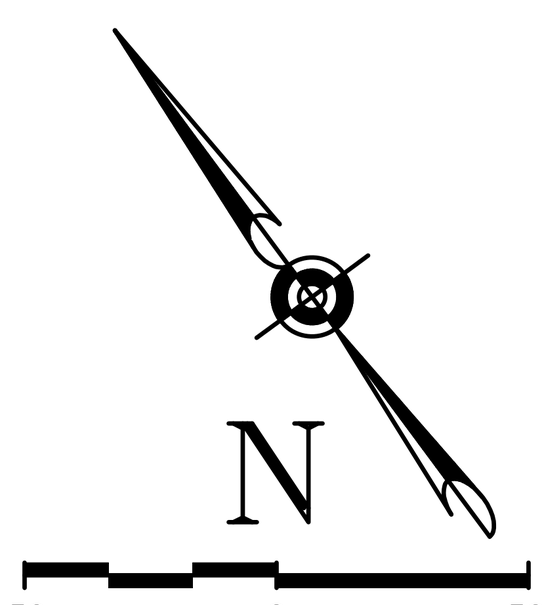
DEWATERING/GROUNDWATER NOTICE

THE CONTRACTOR IS SPECIFICALLY CAUTIONED REGARDING THE PRESENCE OF GROUNDWATER ON THIS SITE. WHEN PERFORMING GRADING OPERATIONS CONTRACTOR SHALL PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT AS NECESSARY TO FACILITATE CONSTRUCTION ACTIVITIES. REFER TO MASTER SITE SPECIFICATIONS. THE CONTRACTOR'S BASE BID SHALL INCLUDE PROVISIONS FOR ADDRESSING THIS CONDITION.

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.

Tennessee811
Know what's below. Call before you dig.



SITE PARCEL 7.49 AC

LEGEND

- PROPERTY LINE
- STORM SEWER
- CURB INLET/CATCH BASIN
- JUNCTION BOX
- CLEAN OUT
- HEADWALL
- RIP-RAP
- CONCRETE DITCH
- XXX.XX – SPOT ELEVATION
- HP – HIGH POINT
- TC – TOP OF CURB
- TG – TOP OF GROUND
- TP – TOP OF PAVEMENT
- TREE PROTECTION FENCE
- SLOPE ARROW

NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR DEMOLITION OF EXISTING STRUCTURES INCLUDING REMOVAL OF ANY EXISTING UTILITIES SERVING THE STRUCTURE. UTILITIES ARE TO BE REMOVED TO THE RIGHT-OF-WAY.
2. 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 MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
3. ALL CUT OR FILL SLOPES SHALL BE 3:1 OR FLATTER UNLESS OTHERWISE NOTED.
4. PRECAST STRUCTURES SHALL BE USED UNLESS OTHERWISE APPROVED BY CEC.
5. ACCEPTABLE STORM SEWER MATERIALS (THERE WILL BE NO SUBSTITUTIONS ALLOWED FOR PIPES SHOWN TO BE RCP):
   1) REINFORCED CONCRETE PIPE
   2) SPIRAL RIB METAL PIPE
   3) CORRUGATED POLYETHYLENE (N-12)
   4) POLYVINYL CHLORIDE (PVC) – ONLY PERMITTED IN 15" DIAMETER OR LESS. SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS AND INFORMATION.
6. EXISTING PIPES TO BE CLEANED OUT TO REMOVE ALL SILT AND DEBRIS.
7. SEE PLANTING DETAILS FOR BERM REQUIREMENTS WITHIN LANDSCAPED ISLANDS.
8. ALL CONCRETE FLUMES ARE TO BE 5' WIDE U.N.O.
9. THE CONTRACTOR SHALL HAVE ANY RIGHT-OF-WAY MONUMENTS LOCATED BY A LICENSED SURVEYOR PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES WITHIN THE RIGHT-OF-WAY. ANY MONUMENTS WHICH ARE DESTROYED OR DAMAGED DURING CONSTRUCTION SHALL BE REPLACED.
10. ALL STORM PIPE ENTERING STRUCTURES SHALL BE GROUTED TO ASSURE CONNECTION AT STRUCTURE IS WATERTIGHT.
11. ALL STORM SEWER MANHOLES SHALL BE FLUSH WITH FINAL GRADE; AND SHALL HAVE TRAFFIC BEARING RING AND COVERS. LIDS SHALL BE LABELED "STORM SEWER".
12. REFER TO ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION ON COMPACTORS.
13. THE PAVEMENT SHALL BE FLUSH WITH THE TOP OF THE CONCRETE STOOPS AT ALL EXITS (TYP). THE SLOPES OF PAVEMENT AREAS UP TO THESE STOOPS SHALL NOT EXCEED 1:20.
14. CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS.
15. TOPOGRAPHIC INFORMATION IS TAKEN FROM A TOPOGRAPHIC SURVEY BY LAND SURVEYORS. IF THE CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, THEN THE CONTRACTOR SHALL SUPPLY, AT THEIR EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR TO THE OWNER FOR REVIEW.
16. ALL UNSURFACED AREAS SHALL RECEIVE 4" TOPSOIL, SEED (SOD WHERE INDICATED ON PLANTING PLAN) AND MULCH. WATER UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.
17. CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME.
18. ALL STORM STRUCTURES SHALL HAVE A SMOOTH UNIFORM POURED MORTAR INVERT FROM INVERT IN TO INVERT OUT.
19. SEE FOUNDATION SUBSURFACE PREPARATION NOTE FOR GRANULAR MATERIAL UNDER FLOOR SLAB.
20. SEE PROJECT SITE WORK SPECIFICATIONS FOR SITE PREPARATION PROCEDURES FOR ALL AREAS EXCLUSIVE OF THE BUILDING PADS.
21. ALL SLOPES STEEPER THAN 3:1 SHALL BE PROTECTED WITH A STABILIZATION FABRIC.
22. ALL EARTHWORK TO BE PERFORMED ON AN OUTLOT OR LEASE PARCEL SHALL BE IN ACCORDANCE WITH THE PAVEMENT AREA OR OUTLOT AREA (AS APPLICABLE) REQUIREMENTS DESCRIBED IN SECTION 02300 OF THE SITEWORK SPECIFICATIONS.
23. THROAT ELEVATIONS SHOWN ON CURB INLETS INCLUDE 3" SUMP.
24. SLOPE ON ALL ADA ACCESSIBLE ROUTES SHALL NOT EXCEED 1:20.
25. ELEVATION OF NEW EDGE OF PAVEMENT TO MATCH EXISTING. CONTRACTOR SHALL ADJUST AND/OR CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE.
26. ALL PIPES THAT PENETRATE LEVEES, INCLUDING PERMANENT OUTLET CONTROL DEVICES AND TEMPORARY DISCHARGE PIPES FROM SEDIMENTATION BASINS, SHALL BE CONSTRUCTED IN CONJUNCTION WITH FILL PLACEMENT TO ENSURE THESE DRAINAGE DEVICES ARE PROPERLY PLACED AND THE SURROUNDING BACKFILL IS ADEQUATELY TIED INTO THE BASIN LEVEE. TRENCHING OF LEVEES IS NOT PERMITTED. REFER TO SPECIFICATION 02630 FOR ADDITIONAL INFORMATION AND SUBMITTAL REQUIREMENT TO THE CEC.

GRADING PLAN

REVISIONS	BY

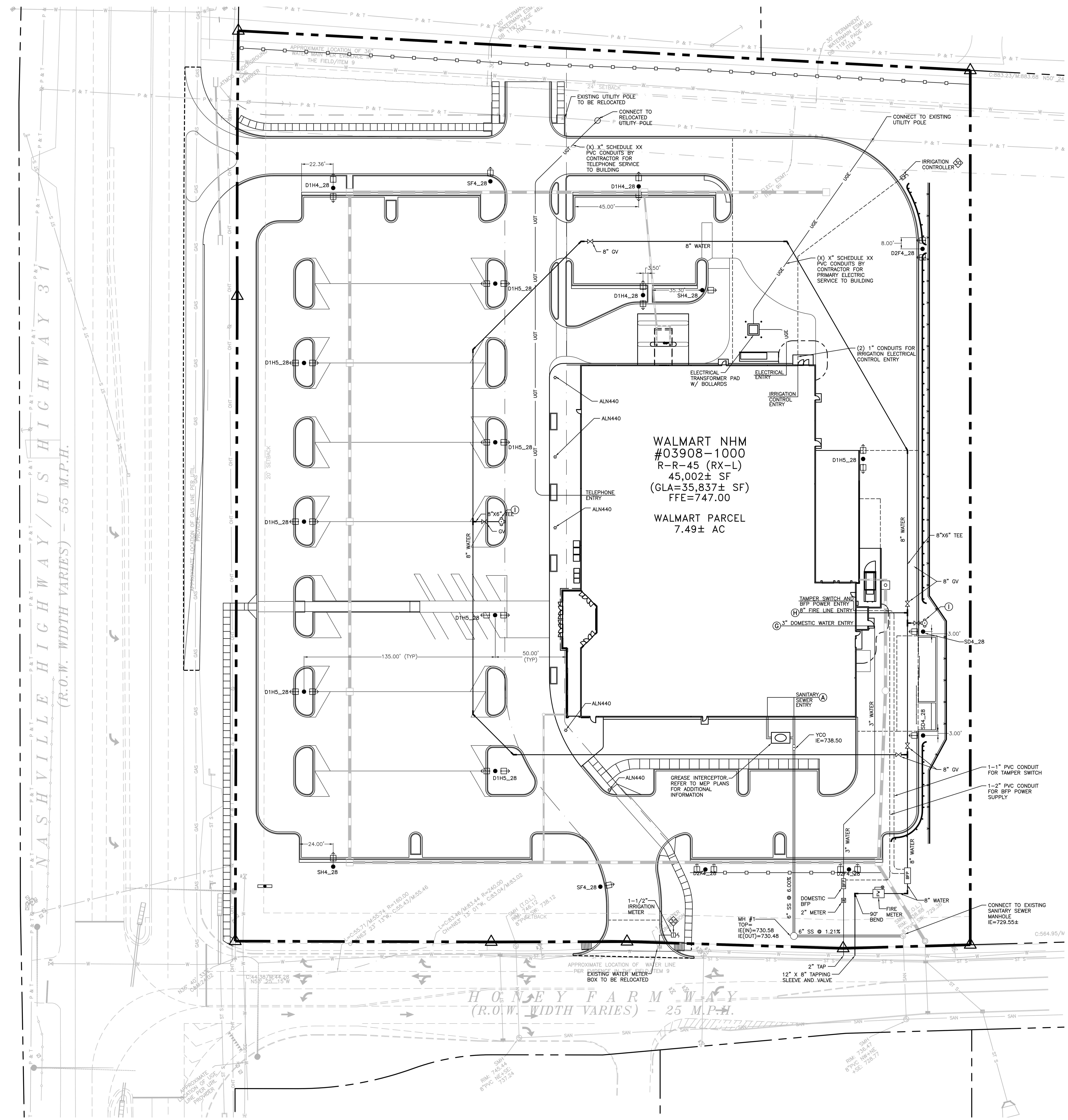
CARLSON CONSULTING ENGINEERS, INC.
7068 LEDGESTONE COMMONS
BARTLETT, TENNESSEE 38133
PH. (901) 384-0404 • FX. (901) 384-0710
TN CORPORATION #355643

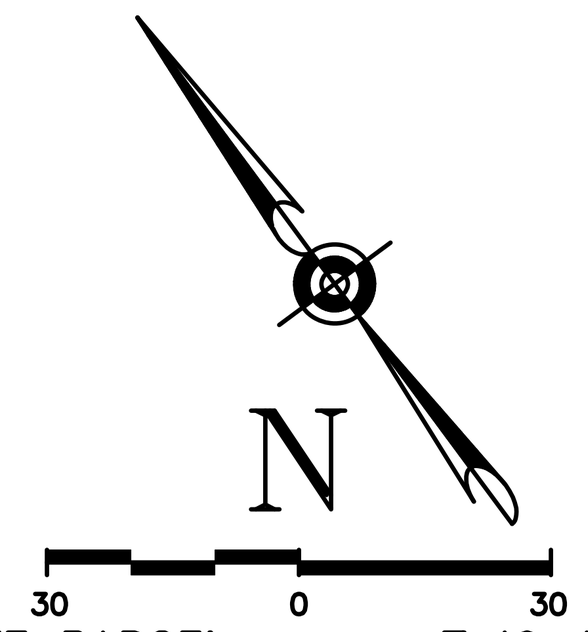
JOSEPH S. PARSLEY, REGISTERED ENGINEER, No. 110147, STATE OF TENNESSEE, AGRICULTURE COMMERCE — 12/16/24

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	5 OF 8 SHEETS





SITE PARCEL 7.49 AC

LEGEND

- PROPERTY LINE
- FIBER OPTIC
- UNDERGROUND ELECTRIC
- UNDERGROUND TELEPHONE
- UNDERGROUND ELECTRIC/TELEPHONE
- OVERHEAD ELECTRIC
- OVERHEAD TELEPHONE
- OVERHEAD ELECTRIC/ TELEPHONE
- GAS LINE
- SANITARY SEWER PIPE
- PIPE BOLLARD
- 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-EALS035H4AF750NDD1BLCKF 25ft pole on 3ft base	280	40000	B3-U0-G3
	8	D1H5_28	D180	0.837	2-EALS035H5SM750NDD1BLCKF 25ft pole on 3ft base	280	40000	B4-U0-G2
	3	D2F4_28	ROTATED OPTICS	0.837	1-EALS035F4AF750NDD1BLCKFS1 & 1-EALS035F4AF750NDD1BLCKFS2 25ft pole on 3ft	232	30000	B2-U0-G2
	2	SD4_28	SINGLE	0.837	1-EALS035D4AF750NDD1BLCKF 25ft pole on 3ft base	70	10000	B2-U0-G2
	2	SF4_28	SINGLE	0.837	1-EALS035F4AF750NDD1BLCKF 25ft pole on 3ft base	116	15000	B2-U0-G2
	2	SH4_28	SINGLE	0.837	1-EALS035H4AF750NDD1BLCKF 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

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.
7068 LEDGESTONE COMMONS
BARTLETT, TENNESSEE 38133
PH. (901) 384-0404 • FX. (901) 384-0710
TN CORPORATION #355643

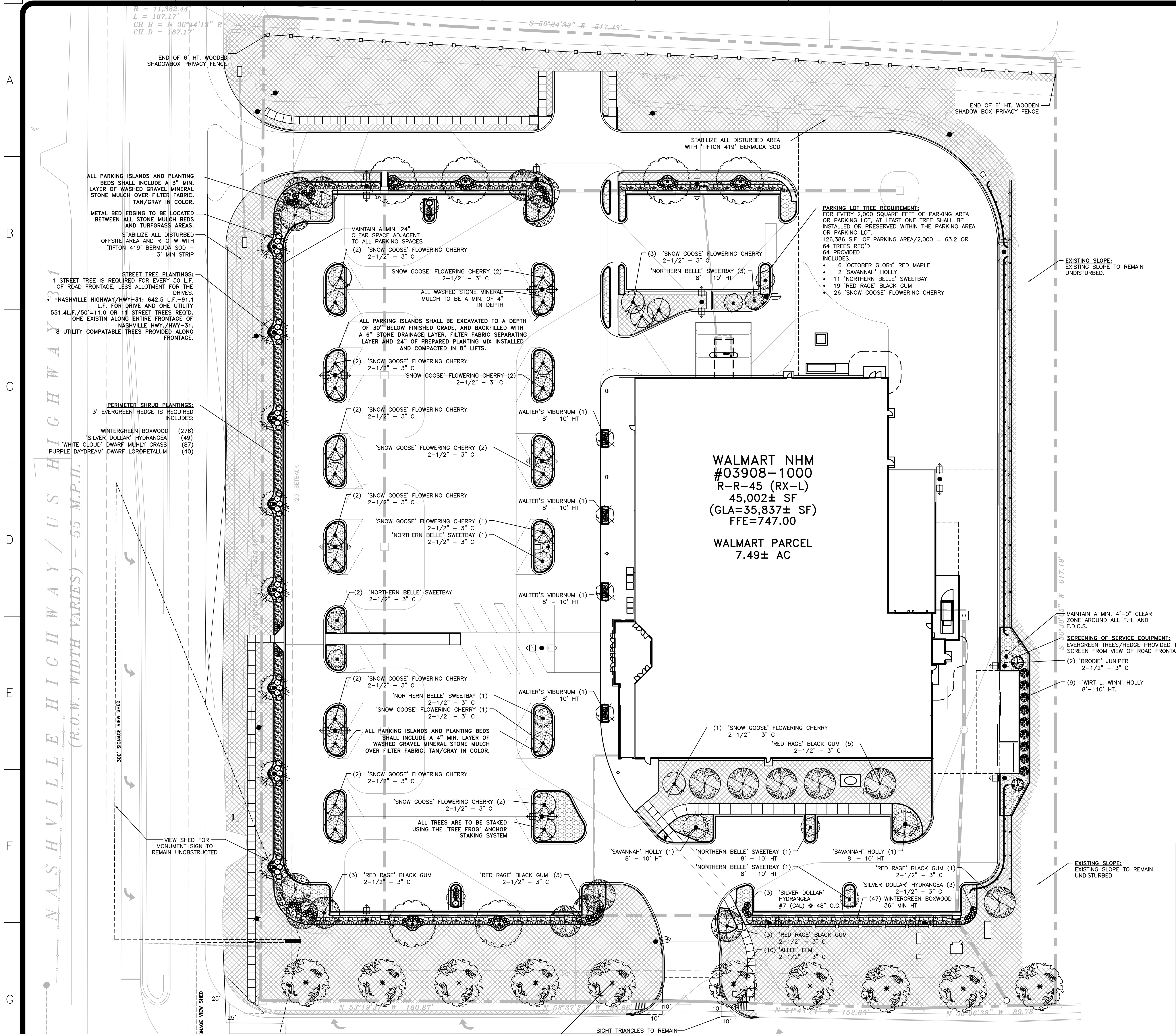
JOSEPH S. PARSLEY
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 110147
STATE OF TENNESSEE
12/16/24

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	6 OF 8 SHEETS

1	2	3	4	5	6	7	8	9	10	11	12



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 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.**

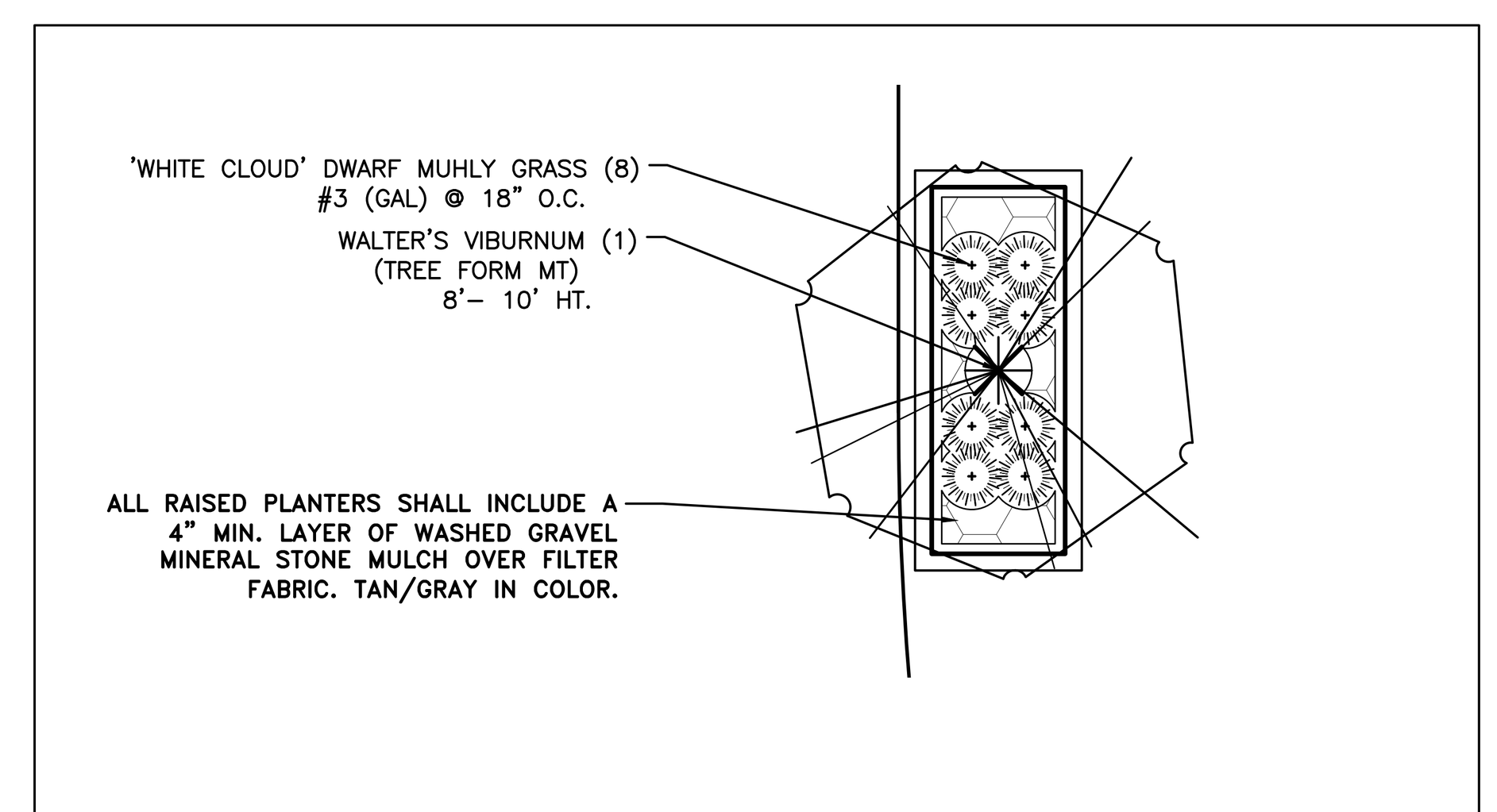
 THIS SITE HAS BEEN PREVIOUSLY MASS GRADED BY THE DEVELOPER. NO HERITAGE/SPECIMEN TREES CURRENTLY EXIST, OR ARE INCLUDED AS PART OF THE PROPOSED PLAN.

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.



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.
7068 LEDGESTONE COMMONS
BARTLETT, TENNESSEE 38133
PH. (901) 384-0404 • FX. (901) 384-0710
TN CORPORATION #355643

CHARLES R. WALKER — TENNESSEE NO. 0665 — LANDSCAPE ARCHITECT
Dec 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	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.

N A S H V I L L E H I G H W A Y / U S 1 (R.O.W. WIDTH VARIES) – 55 M.P.H.

H O N E Y F A R M W A Y (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 SUITE 101
PH: (901) 384-0404 FX: (901) 384-0710
TN CORPORATION #355643

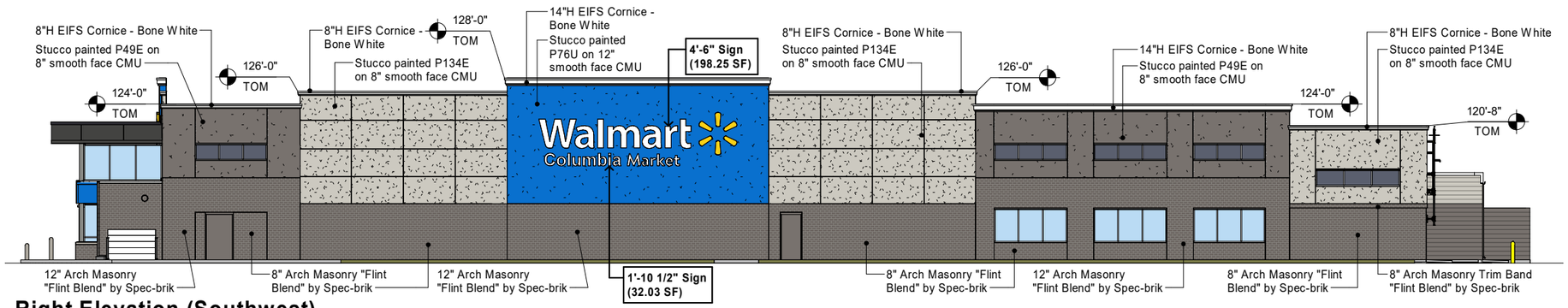
JOSEPH S. PARKER REGISTERED PROFESSIONAL ENGINEER AGRICULTURE COMMERCE No. 110147 STATE OF TENNESSEE

NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE

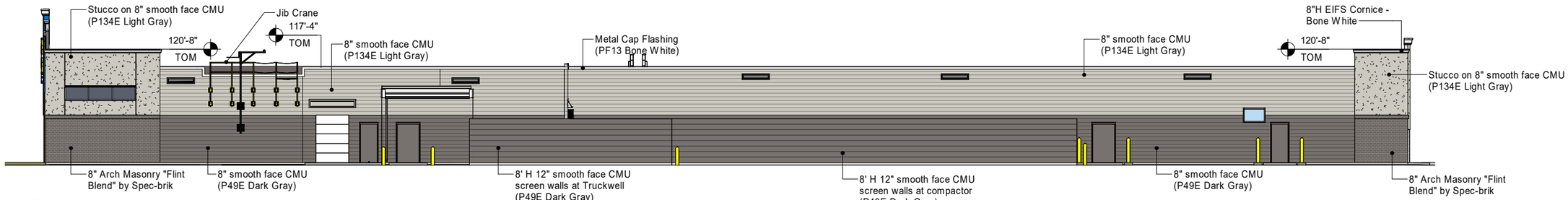
WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

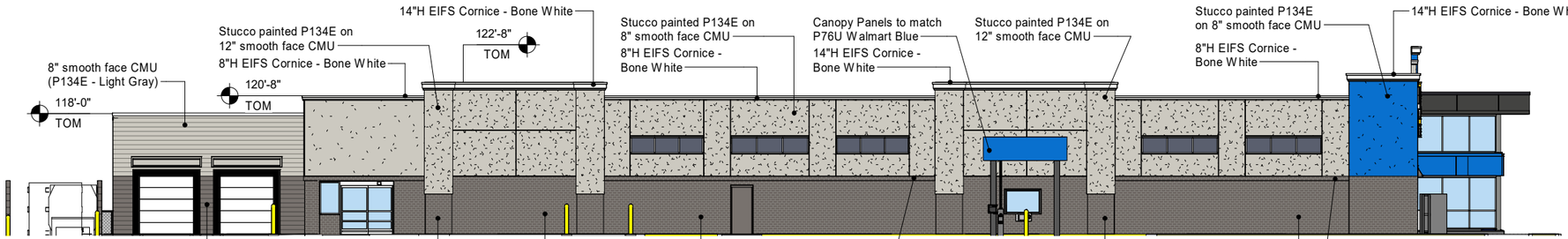
DRAWN JMC
CHECKED OAD
DATE 12/16/24
SCALE 1"=30'
JOB No. 03908-1000
SHEET 8 OF 8 SHEETS



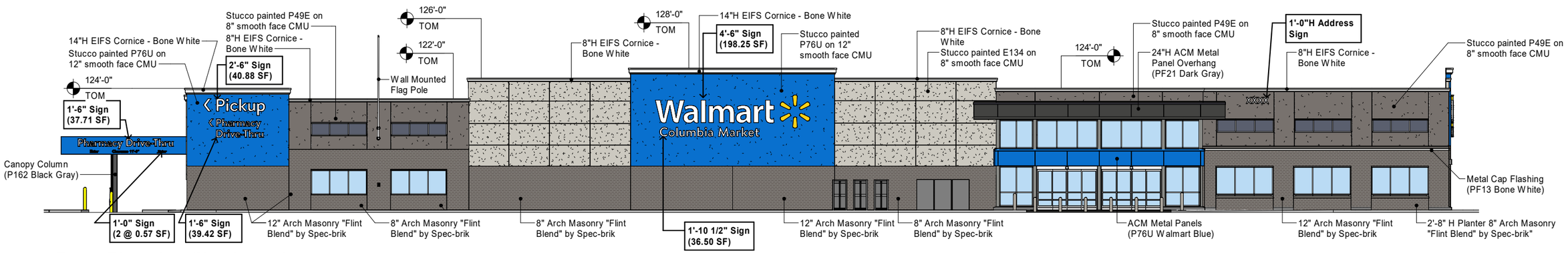
Right Elevation (Southwest)



Rear Elevation (Southeast)



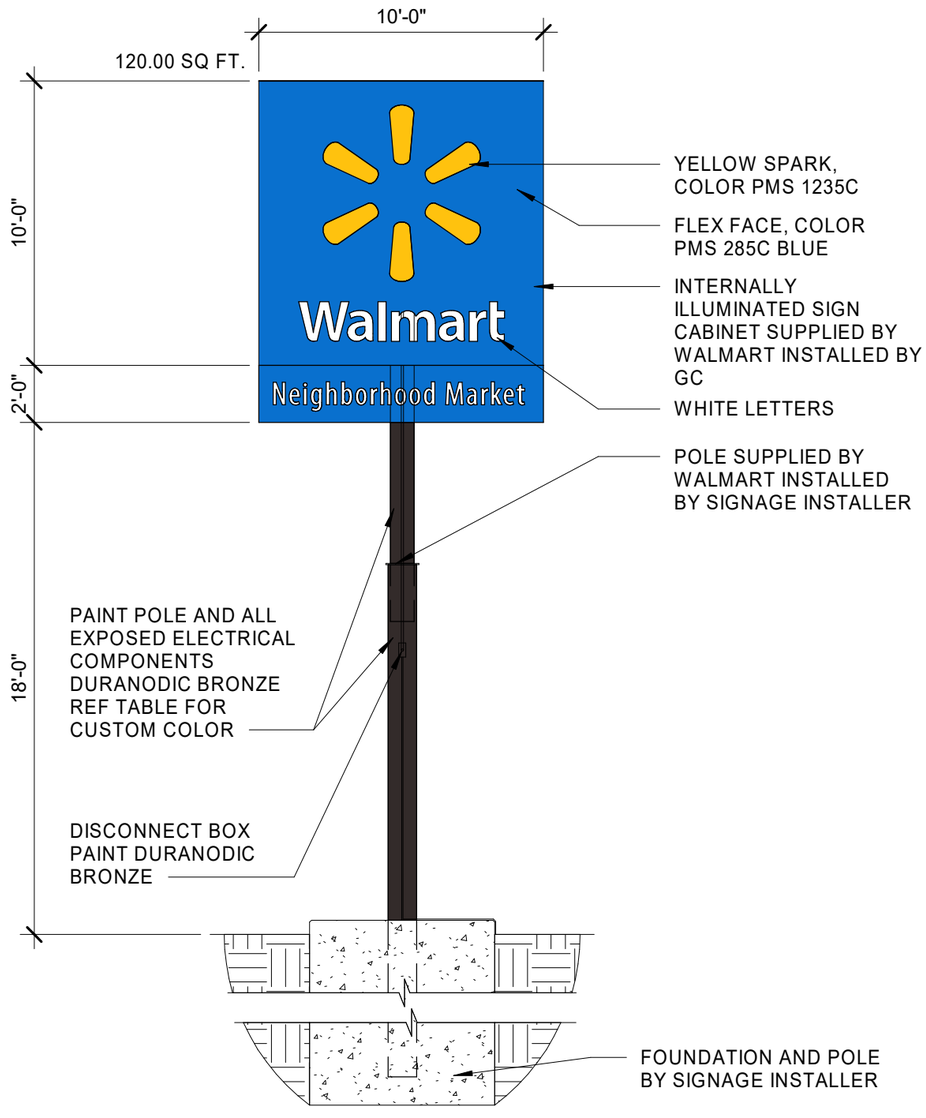
Left Elevation (Northeast)



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



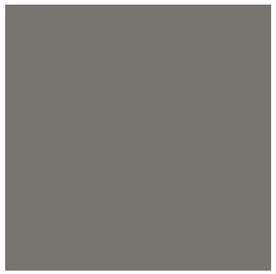
PYLON SIGN



Paint
P134E Light Gray



Paint
P135E Medium Gray



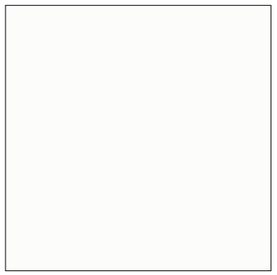
Paint
P49E Dark Gray



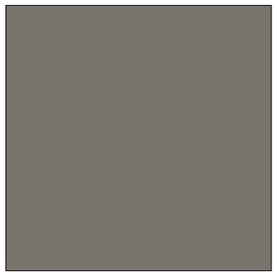
Paint
P76U Walmart Blue



Paint
P162E Black Gray



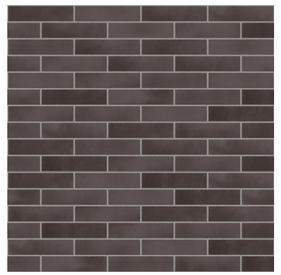
Pre-finished Metal
PF13 Bone White



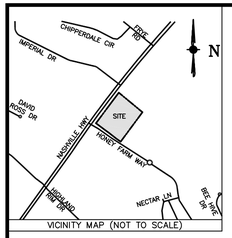
Pre-finished Metal
PF21 Dark Gray



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.
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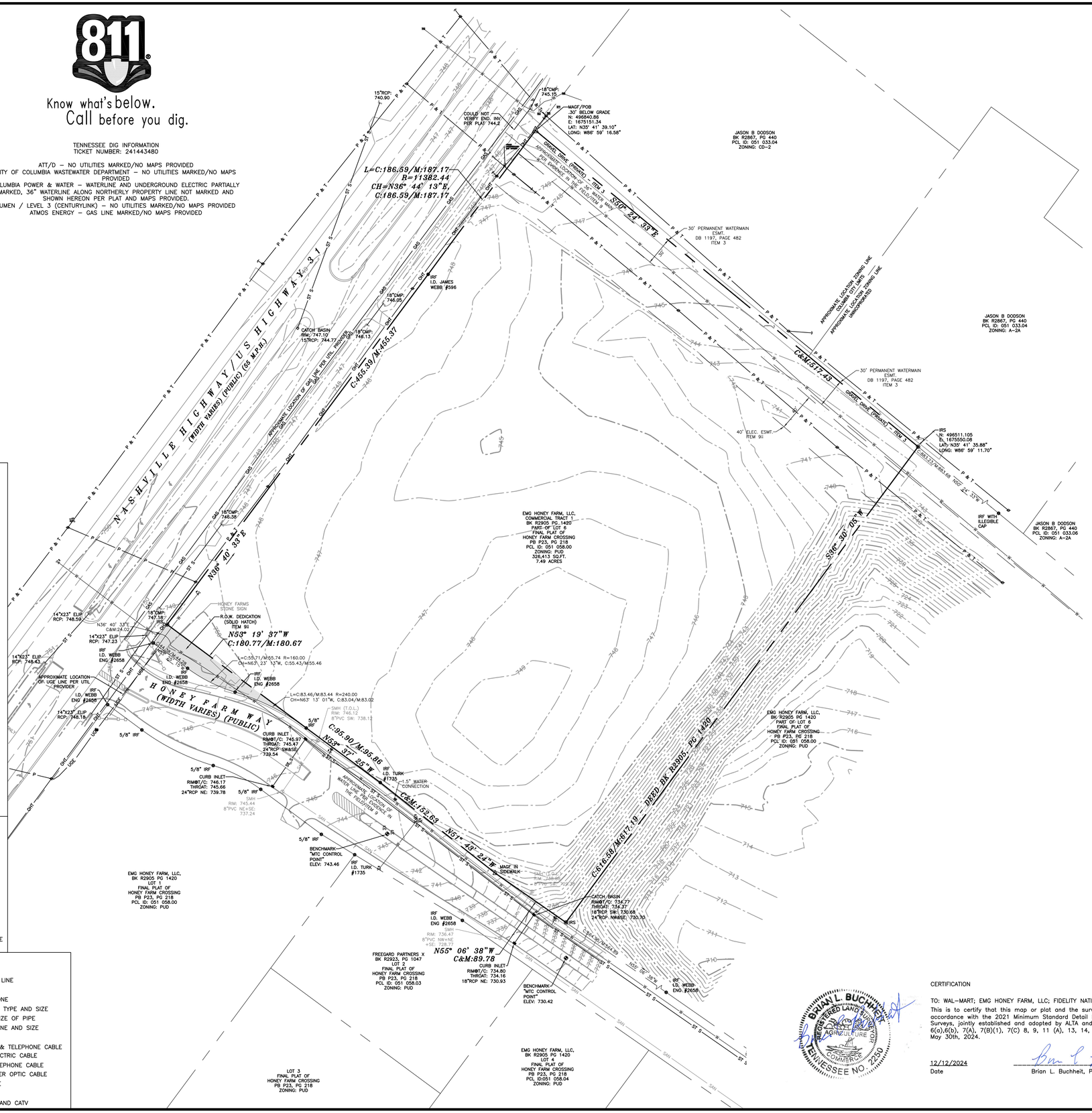


SYMBOLS LEGEND

⊠	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 P&T	OVERHEAD POWER & TELEPHONE CABLE
UGE 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
DEPARTMENT OF COMMERCE
STATE OF 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

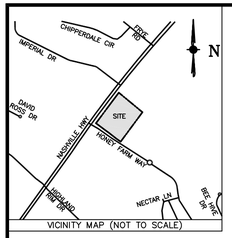
Brian L. Buchheit, PLS No. 2250

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

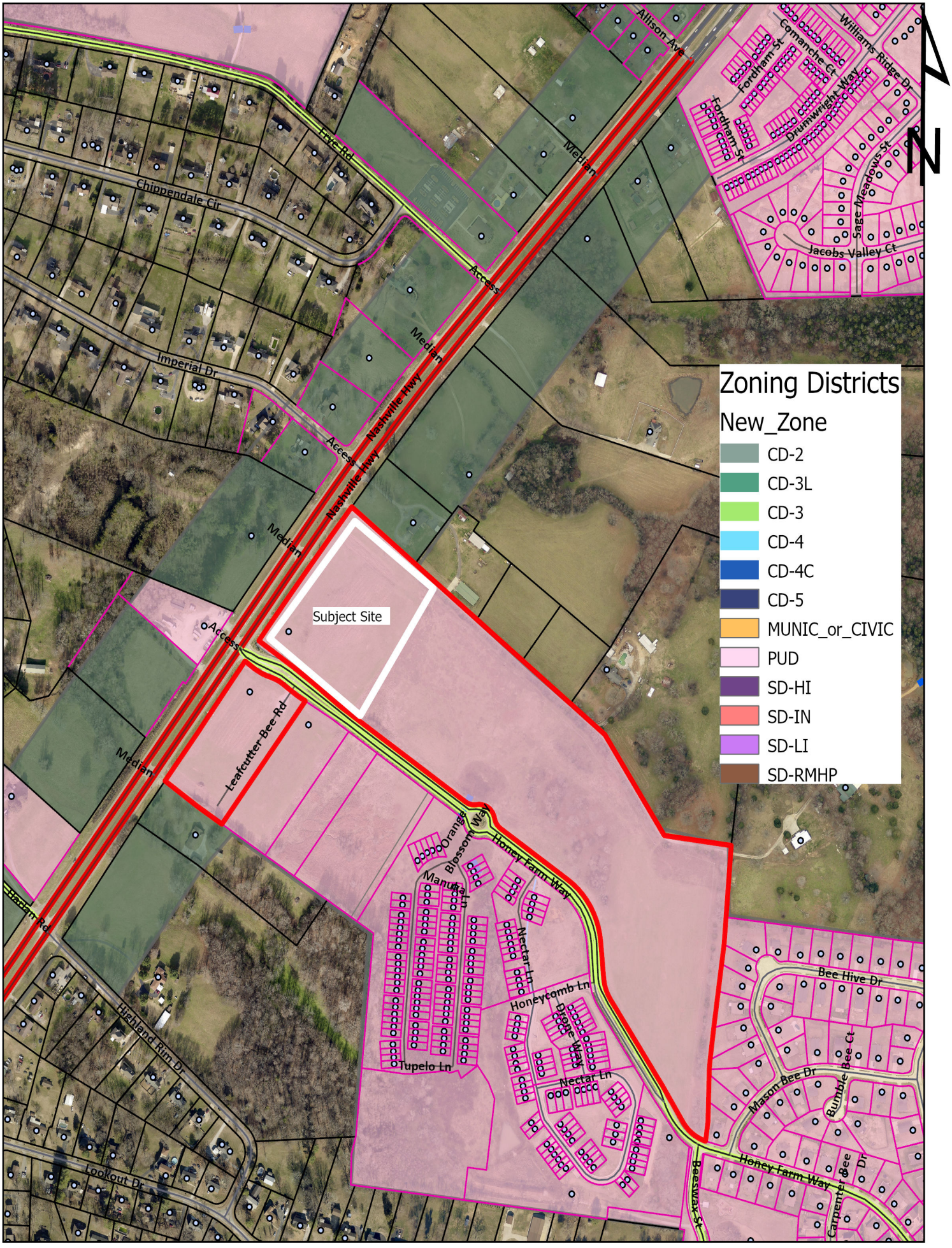
BEGINNING AT A 1/2–INCH REBAR FOUND AT THE INTERSECTION OF THE SOUTHEASTERLY RIGHT–OF–WAY LINE OF NASHVILLE HIGHWAY (VARIABLE RIGHT–OF–WAY) WITH THE NORTHEASTERLY RIGHT–OF–WAY LINE OF HONEY FARM WAY (VARIABLE RIGHT–OF–WAY): THENCE ALONG SAID SOUTHEASTERLY RIGHT–OF–WAY LINE OF NASHVILLE HIGHWAY NORTH 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

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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F	Turn Lane Analyses	F-1

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.

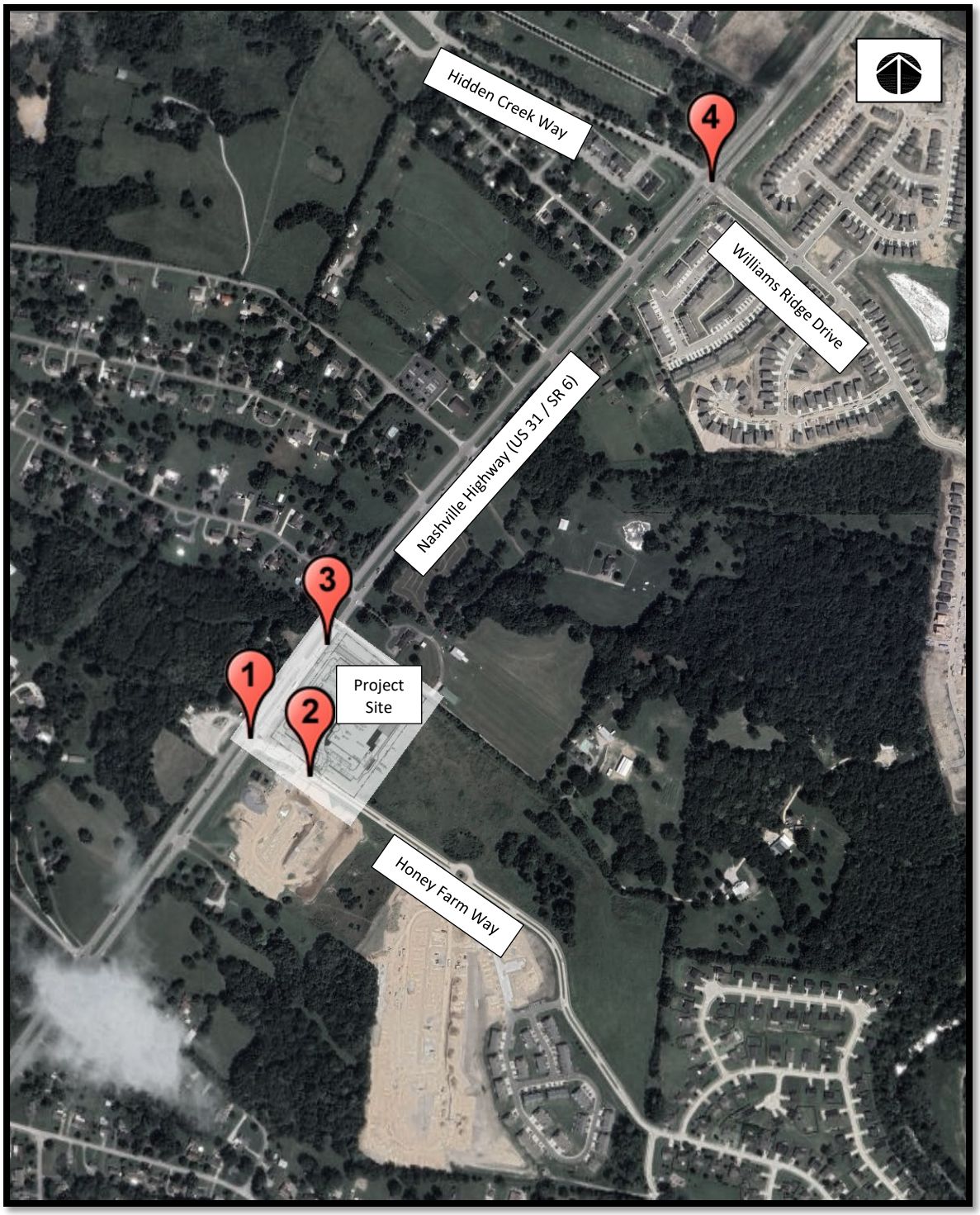

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Figure 1.
Project Location and Study Intersections

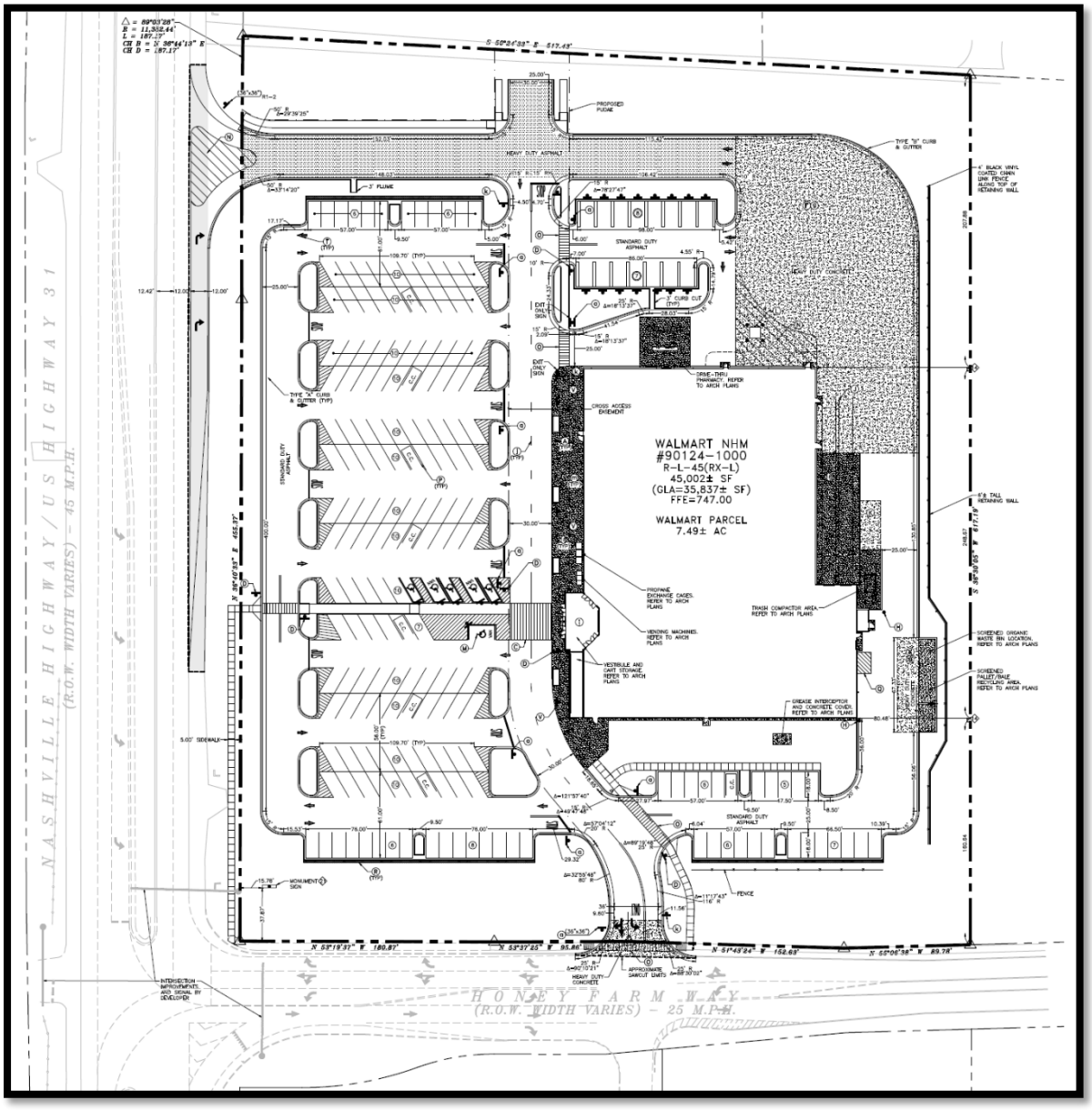
2. PROJECT DESCRIPTION

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.

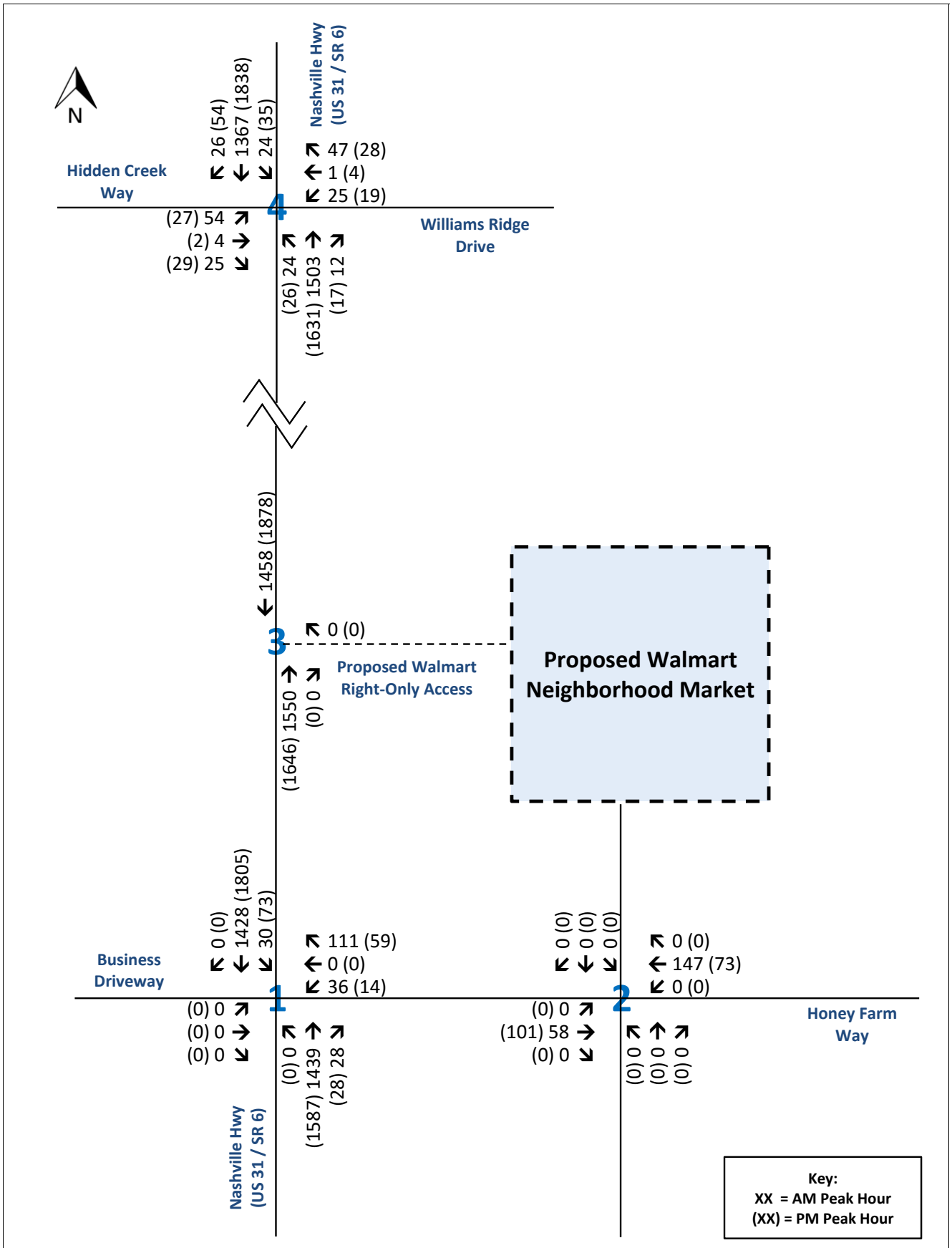


Figure 3.
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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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.

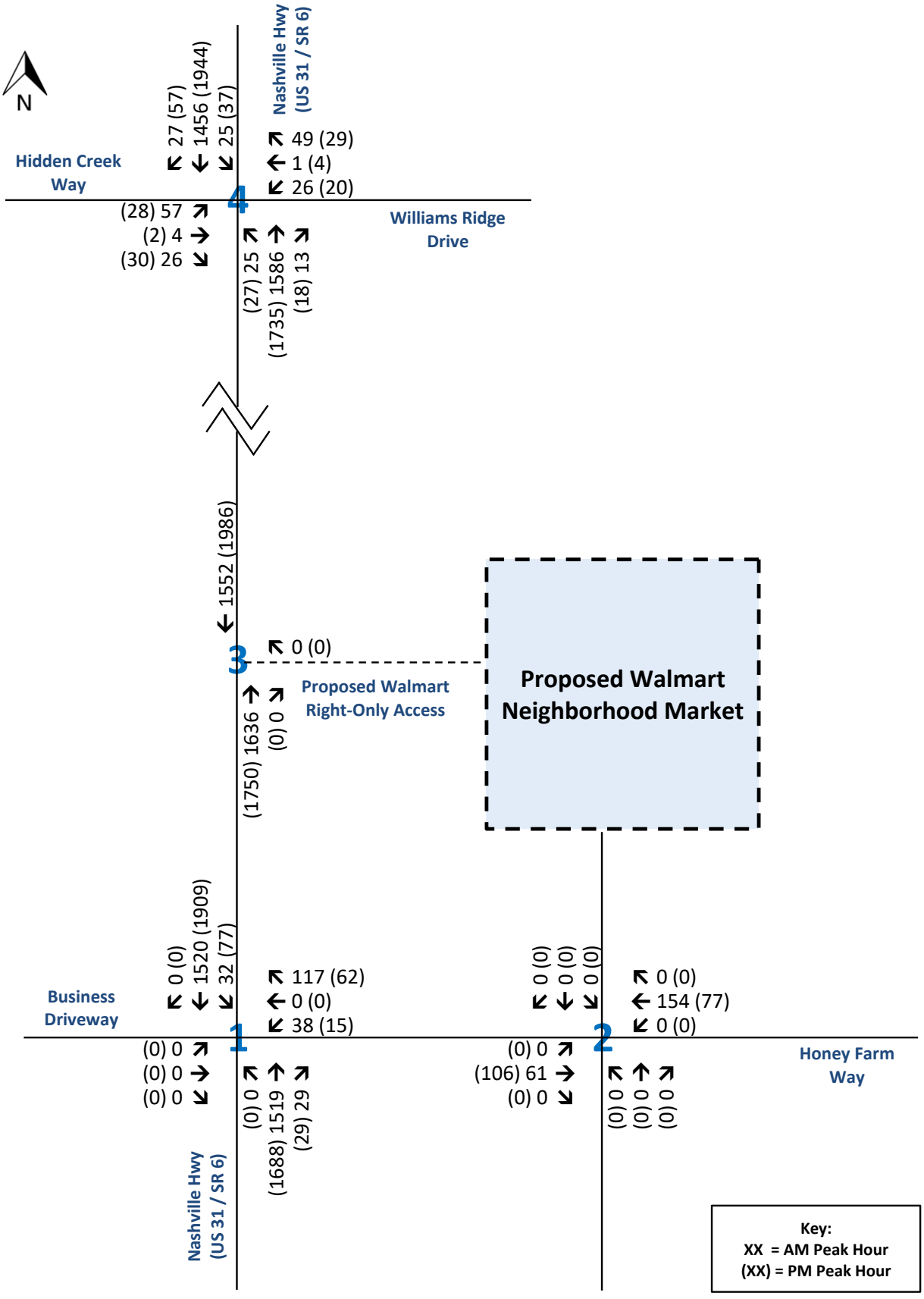

Figure 4.
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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

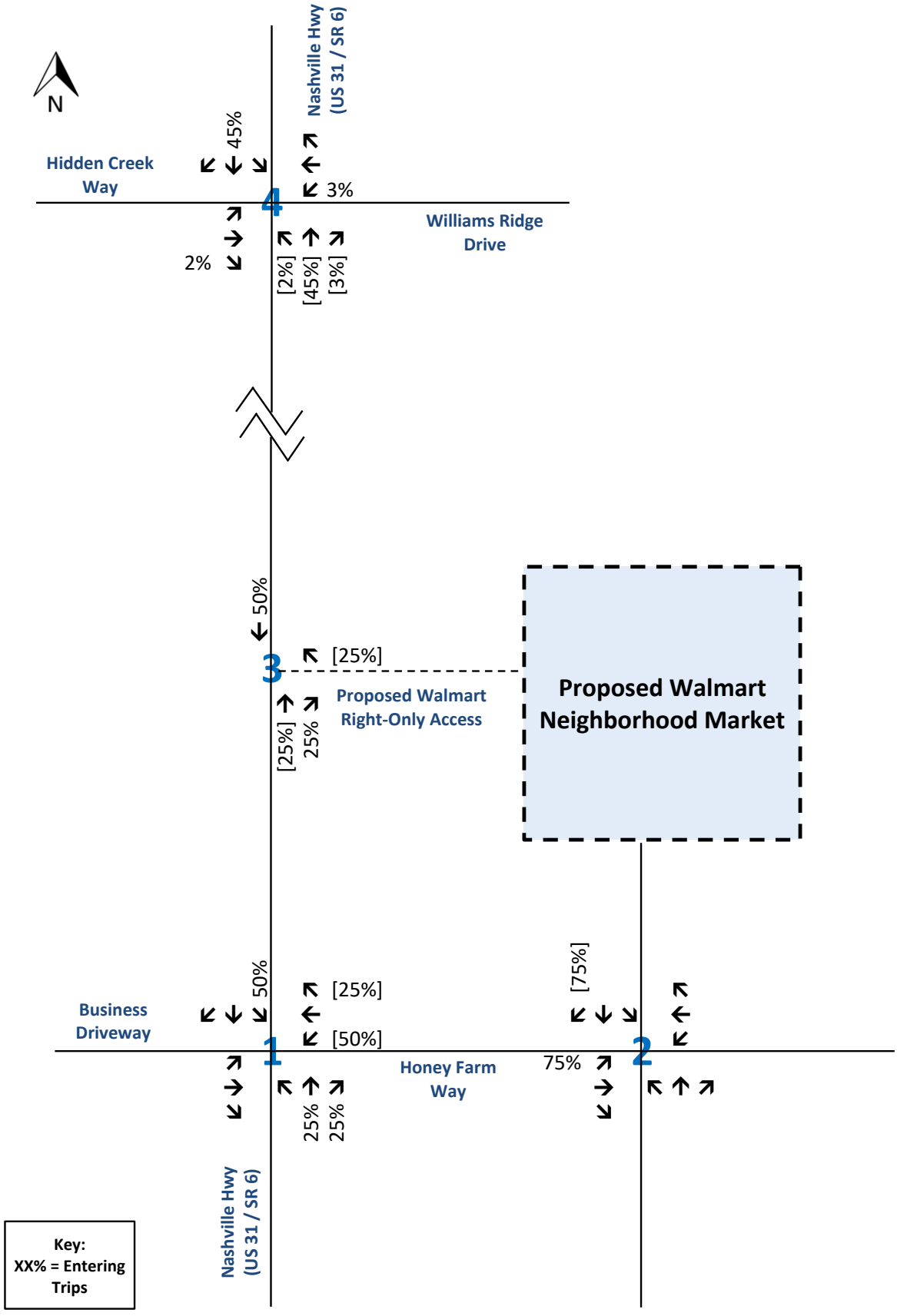

Figure 5.
Primary Trip Distribution - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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.

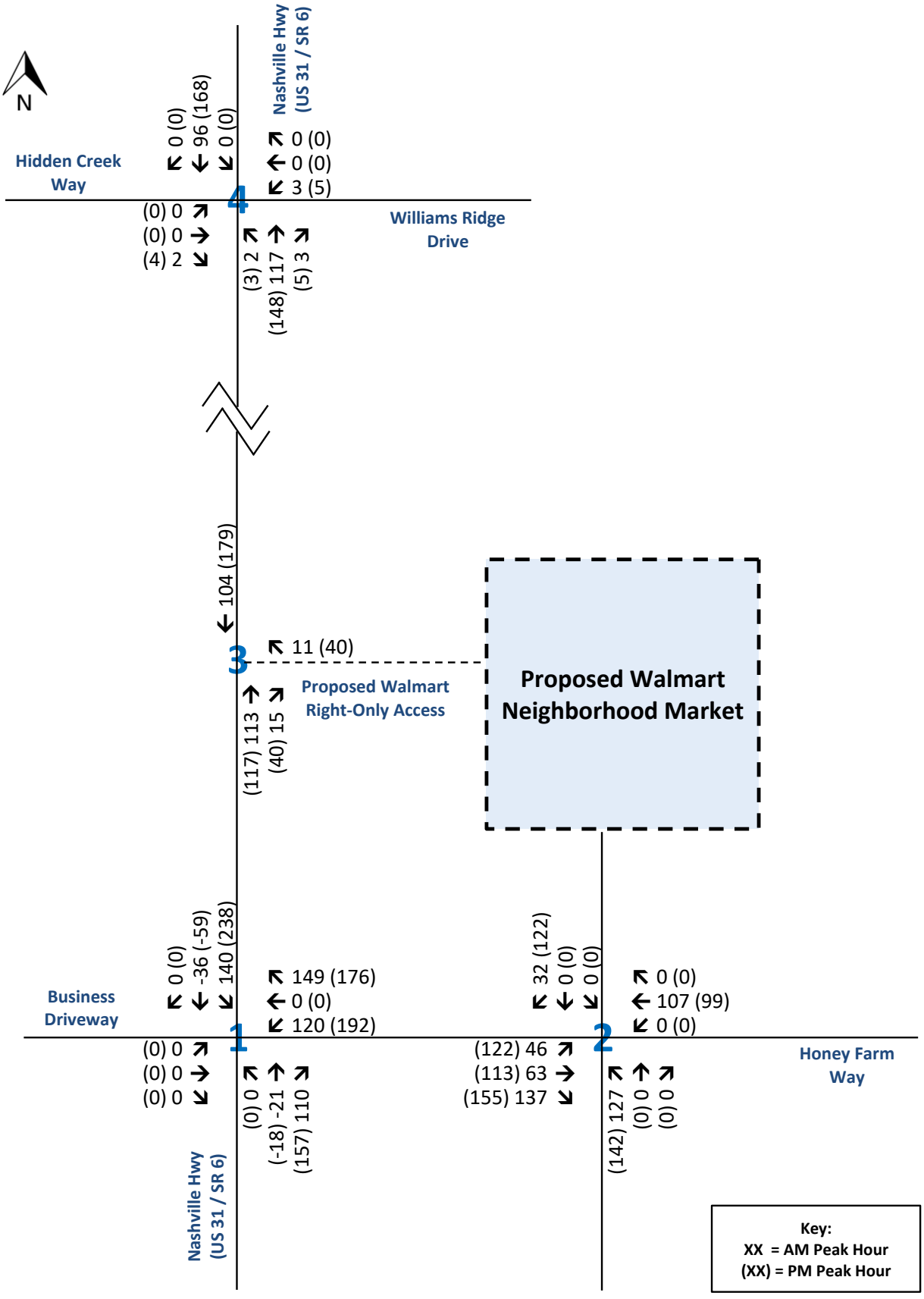

Figure 6.
Site Generated Traffic
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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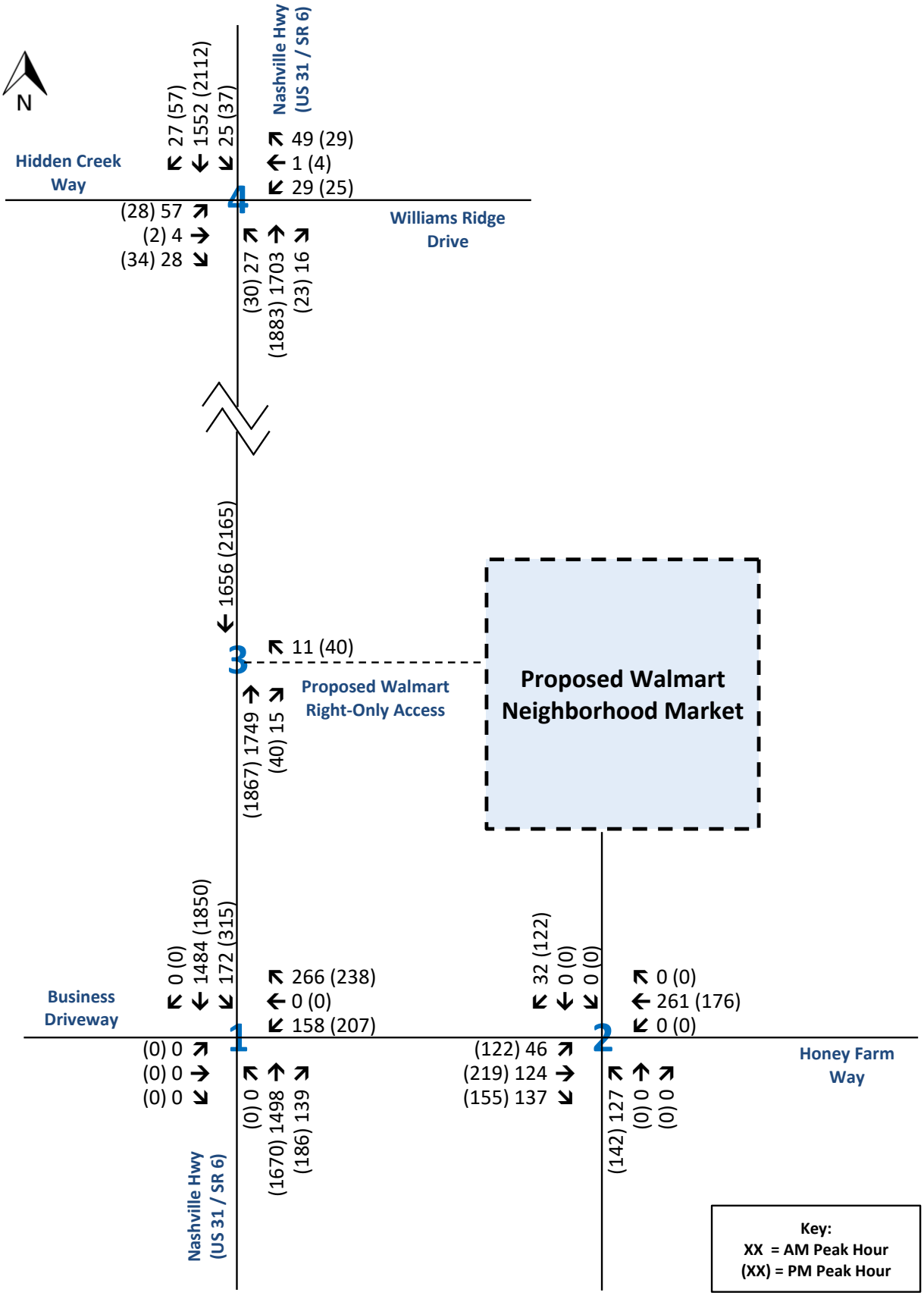

Figure 7.
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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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.

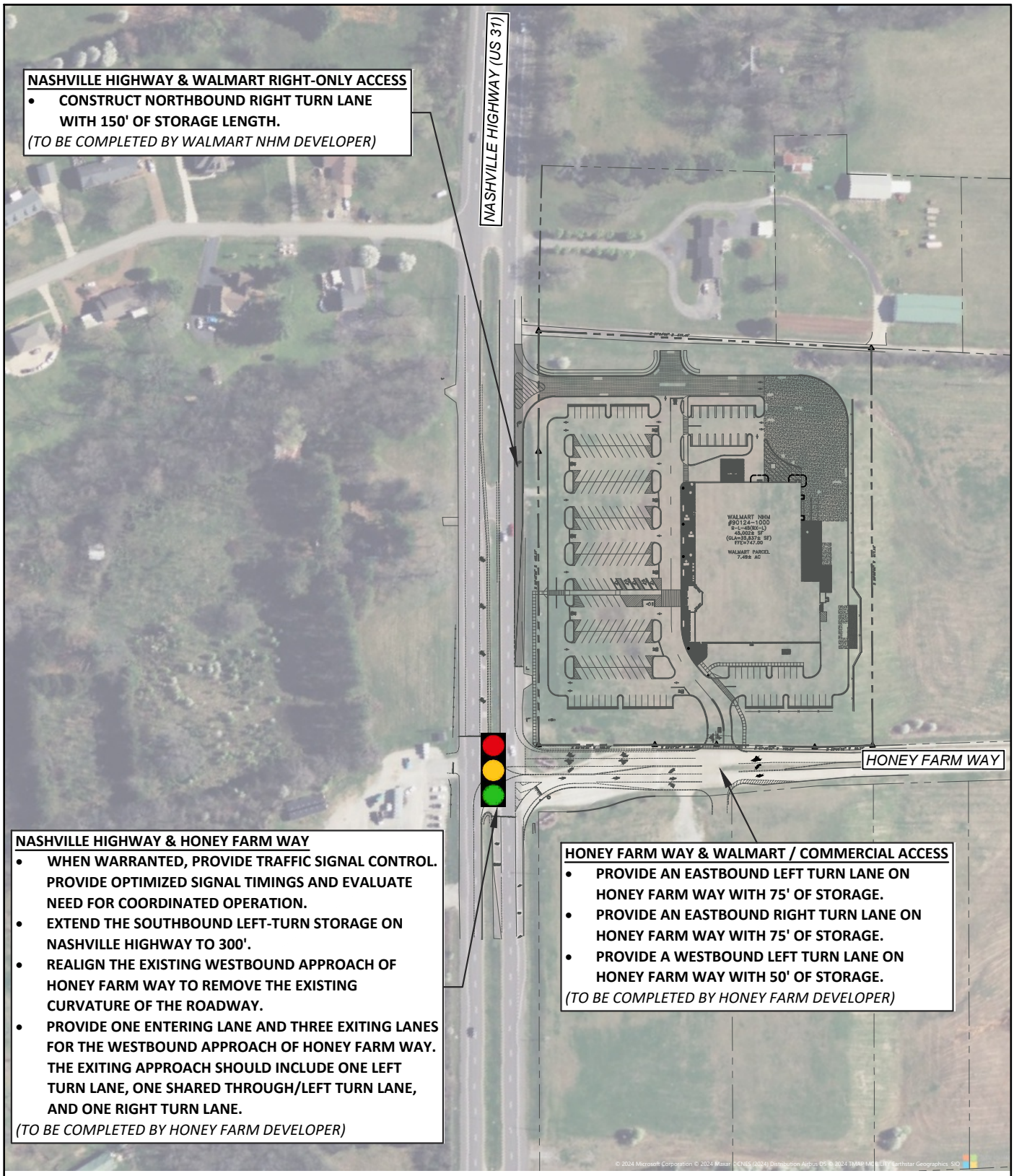
In addition, recommendations provided in KCI's previous traffic study are now included in the updated Honey Farm site development plan and are summarized as follows:

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)

RG PHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

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

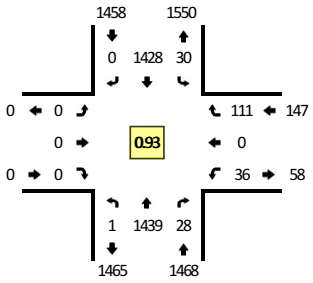
Type of peak hour being reported: Intersection Peak

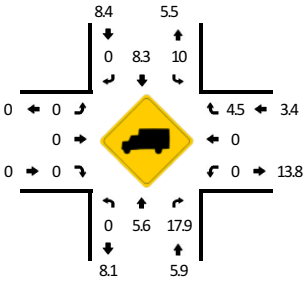
Method for determining peak hour: Total Entering Volume

LOCATION: Nashville Hwy -- Honey Farm Way
CITY/STATE: Columbia, TN

QC JOB #: 16795307
DATE: Thu, Nov 7 2024

Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM





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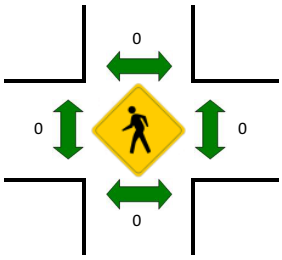
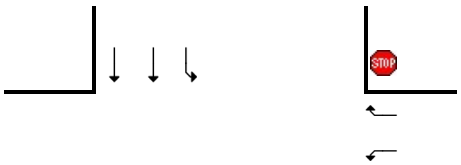
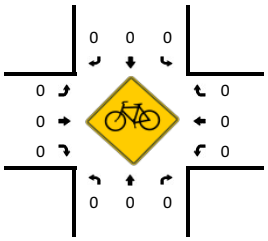
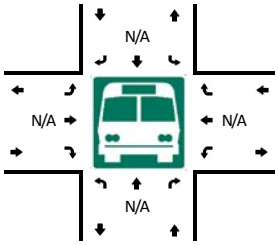
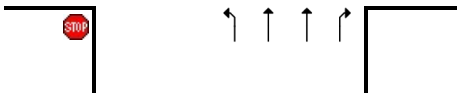
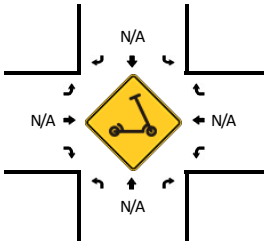












15-Min Count Period Beginning At	Nashville Hwy (Northbound)				Nashville Hwy (Southbound)				Honey Farm Way (Eastbound)				Honey Farm Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	334	9	1	8	289	0	0	0	0	0	0	11	0	26	0	678	
7:15 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:

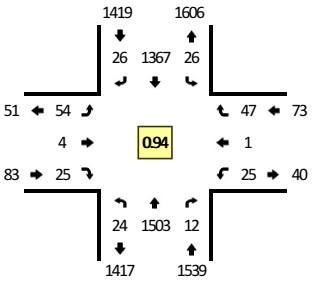
Report generated on 11/13/2024 6:36 AM

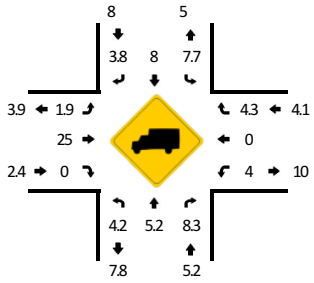
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

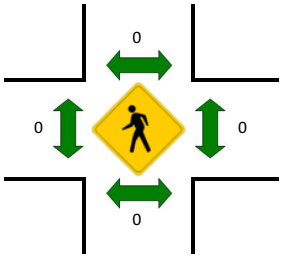
LOCATION: Nashville Hwy -- Hidden Creek Way | **QC JOB #:** 16795309
CITY/STATE: Columbia, TN | **DATE:** Thu, Nov 7 2024

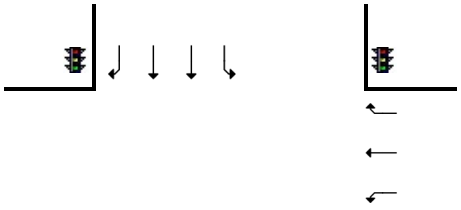
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

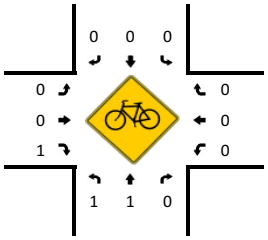


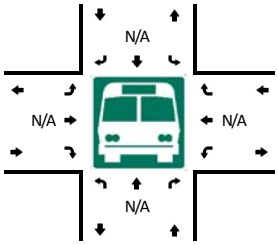


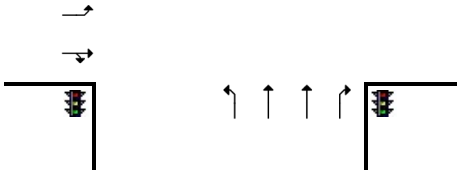
TRUE DATA TO IMPROVE MOBILITY

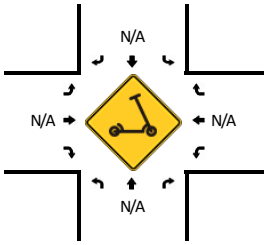












15-Min Count Period Beginning At	Nashville Hwy (Northbound)				Nashville Hwy (Southbound)				Hidden Creek Way (Eastbound)				Hidden Creek Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	349	3	0	1	266	2	0	12	0	19	0	7	0	7	0	667	
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

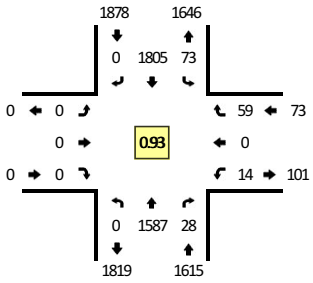
Type of peak hour being reported: Intersection Peak

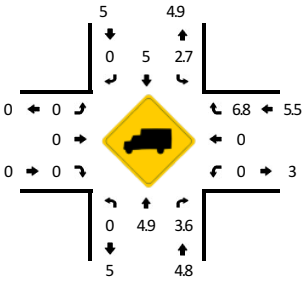
Method for determining peak hour: Total Entering Volume

LOCATION: Nashville Highway -- Honey Farm Way
CITY/STATE: Columbia, TN

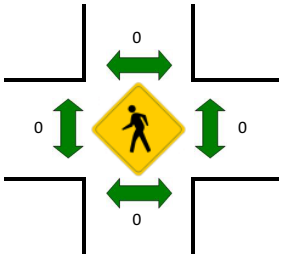
QC JOB #: 16795302
DATE: Tue, Oct 22 2024

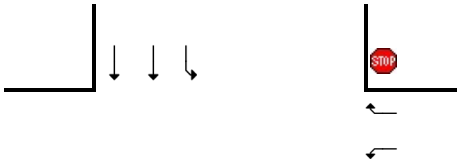
Peak-Hour: 2:30 PM -- 3:30 PM
Peak 15-Min: 2:30 PM -- 2:45 PM

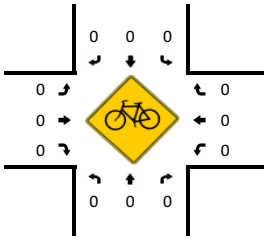


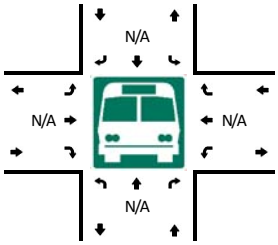


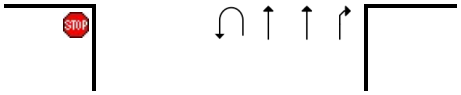
TRUE DATA TO IMPROVE MOBILITY

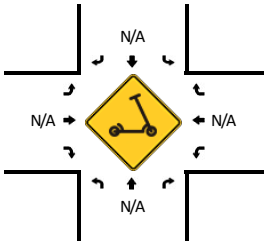












15-Min Count Period Beginning At	Nashville Highway (Northbound)				Nashville Highway (Southbound)				Honey Farm Way (Eastbound)				Honey Farm Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	346	2	0	13	404	0	0	0	0	0	0	4	0	20	0	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

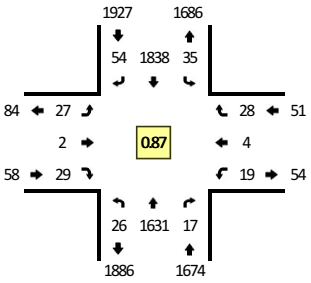
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

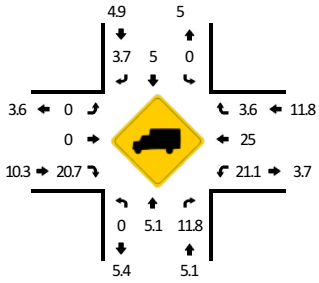
LOCATION: Nashville Hwy -- Hidden Creek Way
CITY/STATE: Columbia, TN

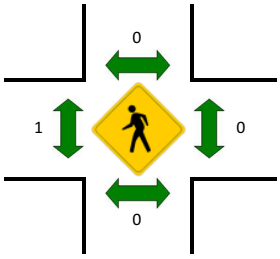
QC JOB #: 16795304
DATE: Tue, Oct 22 2024

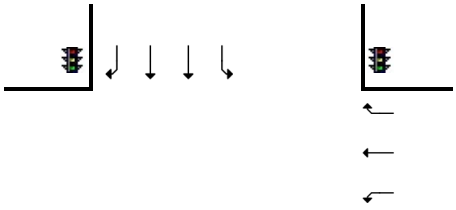
Peak-Hour: 2:30 PM -- 3:30 PM
Peak 15-Min: 2:30 PM -- 2:45 PM

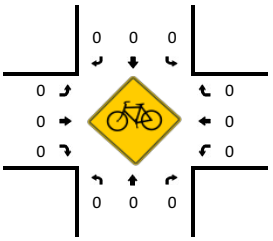


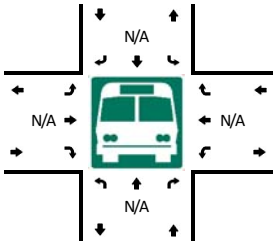


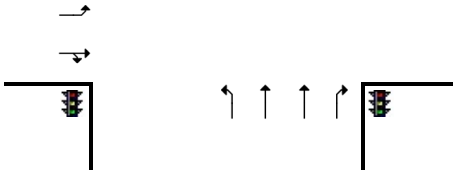


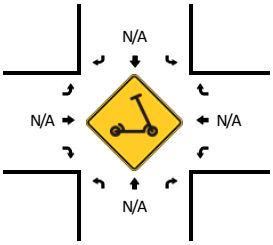












15-Min Count Period Beginning At	Nashville Hwy (Northbound)				Nashville Hwy (Southbound)				Hidden Creek Way (Eastbound)				Hidden Creek Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	2	339	6	0	0	409	6	0	6	1	7	0	2	0	8	0	786	
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

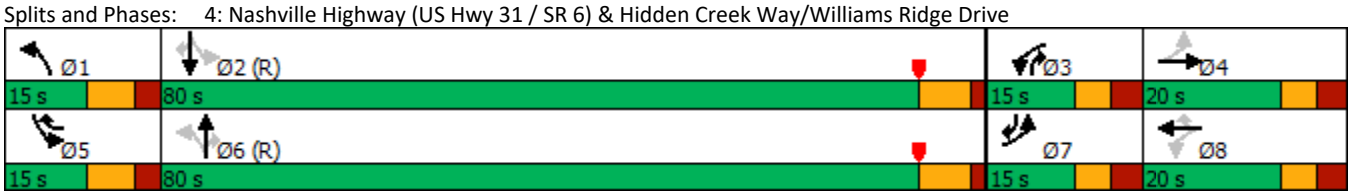
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	4	25	25	1	47	24	1503	12	24	1367	26
Future Volume (vph)	54	4	25	25	1	47	24	1503	12	24	1367	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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

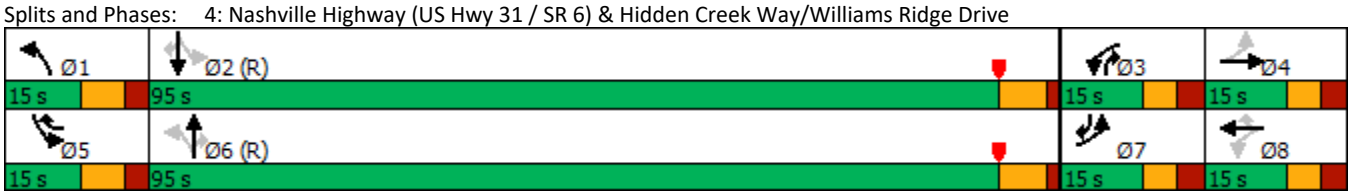
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	2	29	19	4	28	26	1631	17	35	1838	54
Future Volume (vph)	27	2	29	19	4	28	26	1631	17	35	1838	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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

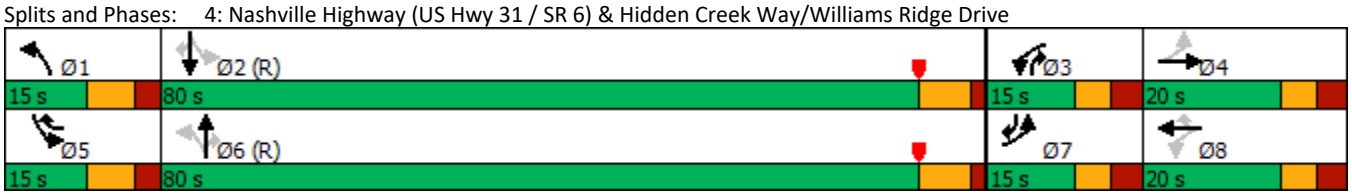
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	4	26	26	1	49	25	1586	13	25	1456	27
Future Volume (vph)	57	4	26	26	1	49	25	1586	13	25	1456	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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

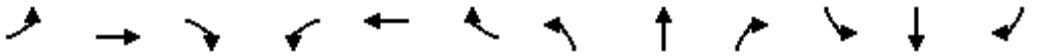
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	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

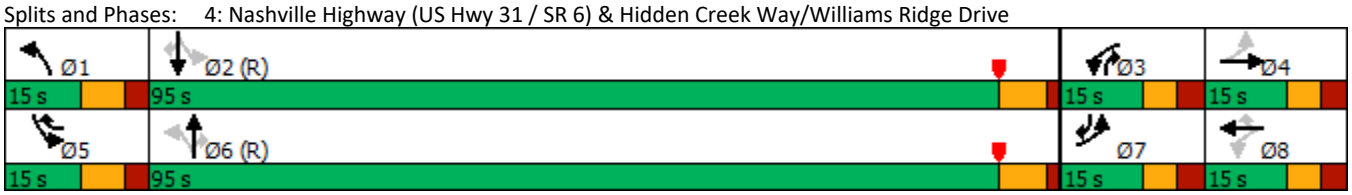
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	2	30	20	4	29	27	1735	18	37	1944	57
Future Volume (vph)	28	2	30	20	4	29	27	1735	18	37	1944	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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



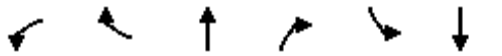
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	2	30	20	4	29	27	1735	18	37	1944	57
Future Volume (veh/h)	28	2	30	20	4	29	27	1735	18	37	1944	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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



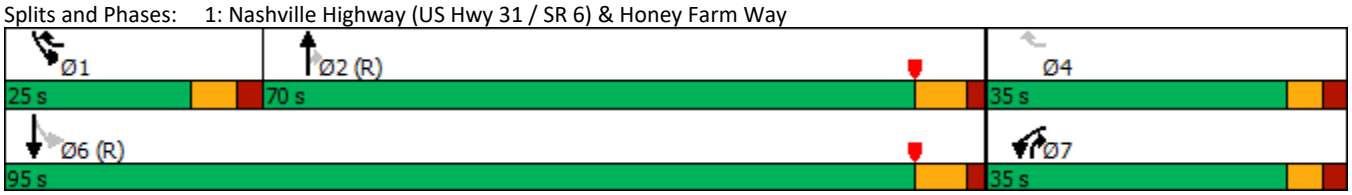
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	158	266	1498	139	172	1484	
Future Volume (vph)	158	266	1498	139	172	1484	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	150	0		250	300		
Storage Lanes	2	1		1	1		
Taper Length (ft)	50				50		
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	-

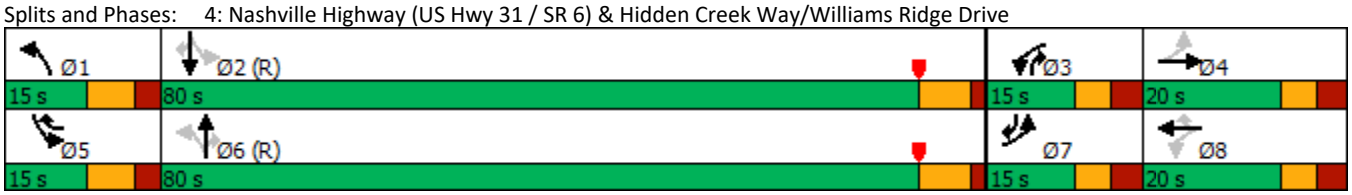
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	4	28	29	1	49	27	1703	16	25	1552	27
Future Volume (vph)	57	4	28	29	1	49	27	1703	16	25	1552	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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.

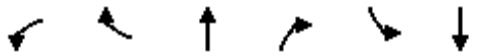
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	4	28	29	1	49	27	1703	16	25	1552	27
Future Volume (veh/h)	57	4	28	29	1	49	27	1703	16	25	1552	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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



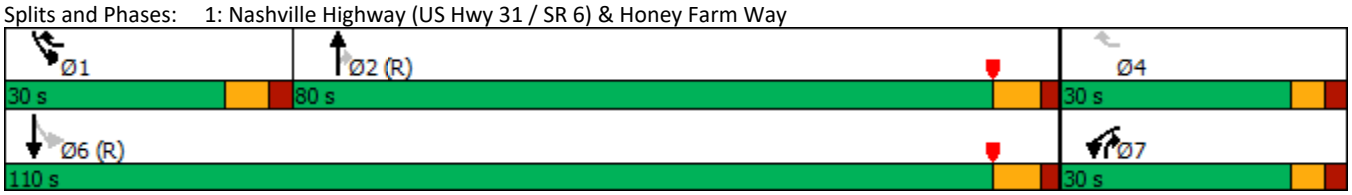
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	207	238	1670	186	315	1850	
Future Volume (vph)	207	238	1670	186	315	1850	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	150	0		250	300		
Storage Lanes	2	1		1	1		
Taper Length (ft)	50				50		
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



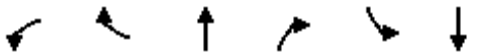
1: Nashville Highway (US Hwy 31 / SR 6) & Honey Farm Way



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	-

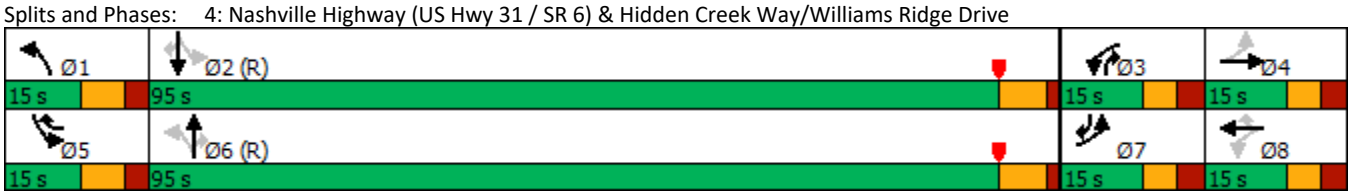
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	2	34	25	4	29	30	1883	23	37	2112	57
Future Volume (vph)	28	2	34	25	4	29	30	1883	23	37	2112	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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

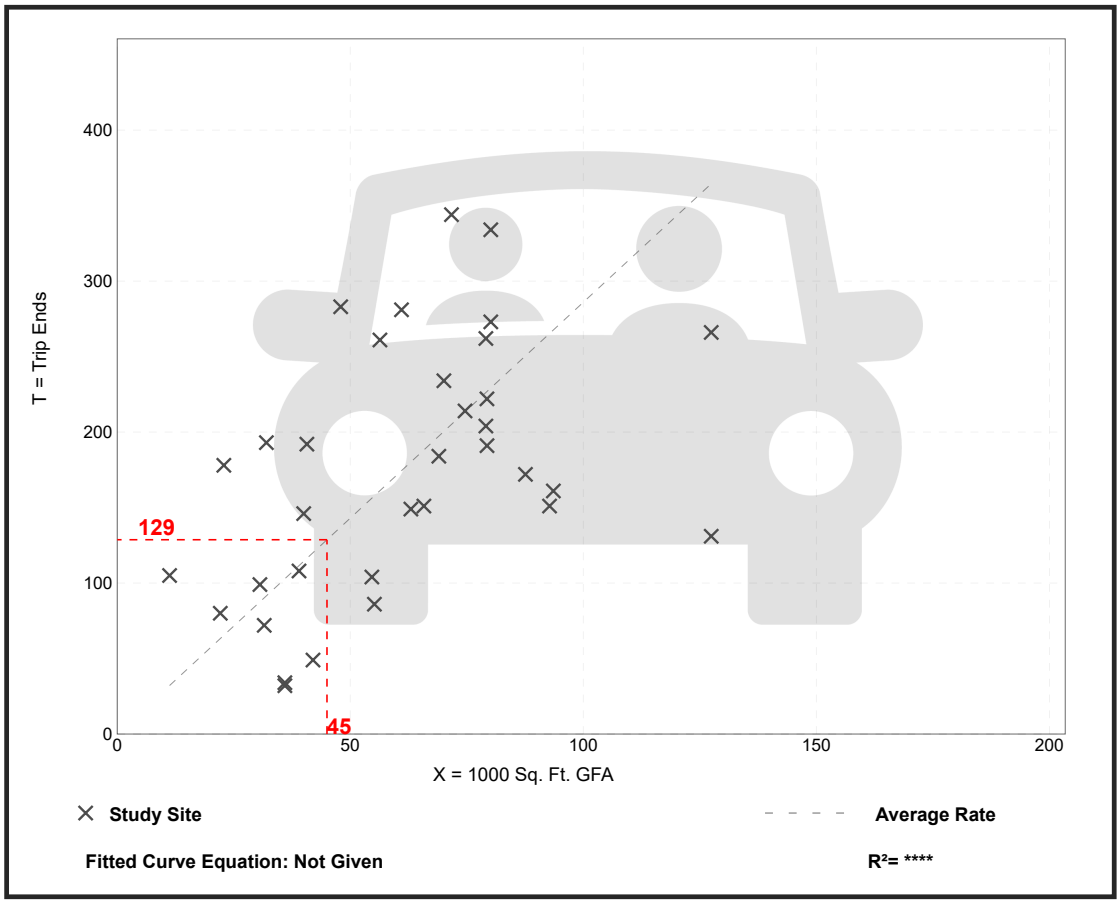
Supermarket
(850)

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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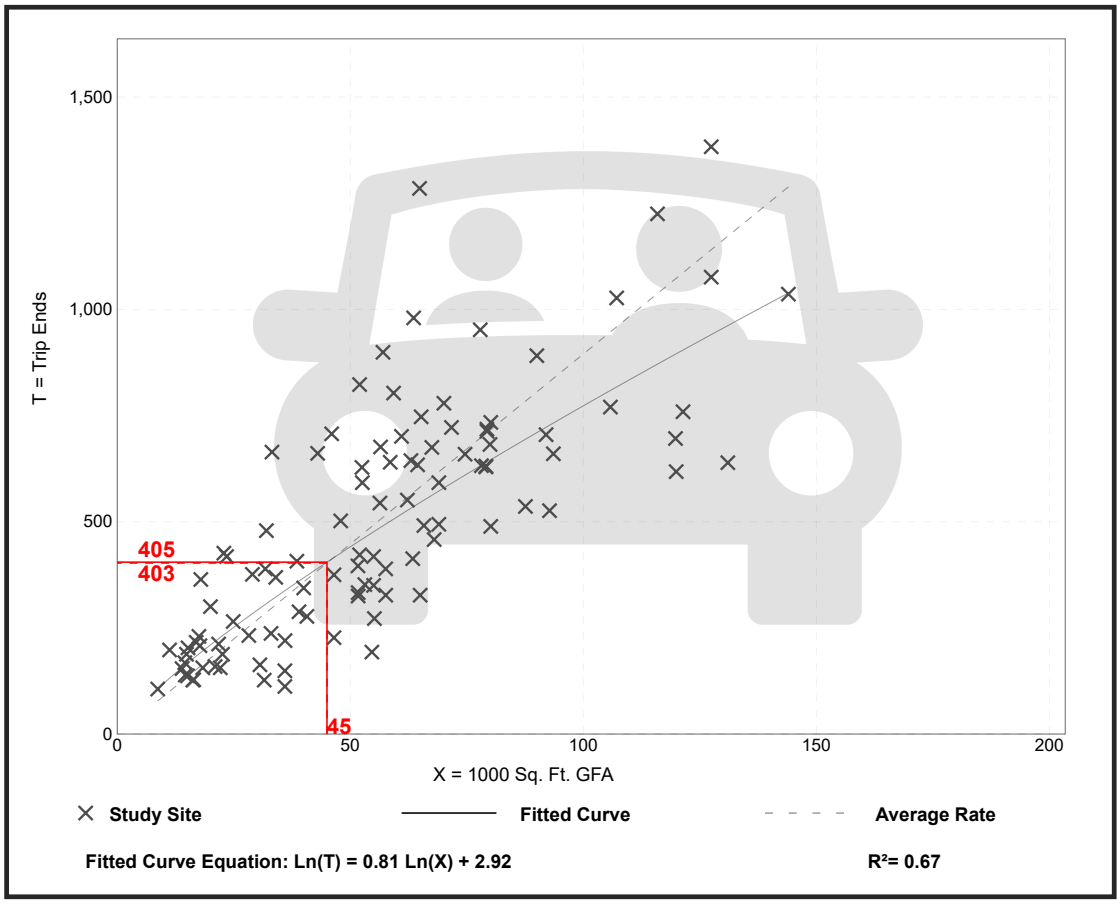
Supermarket
(850)

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)

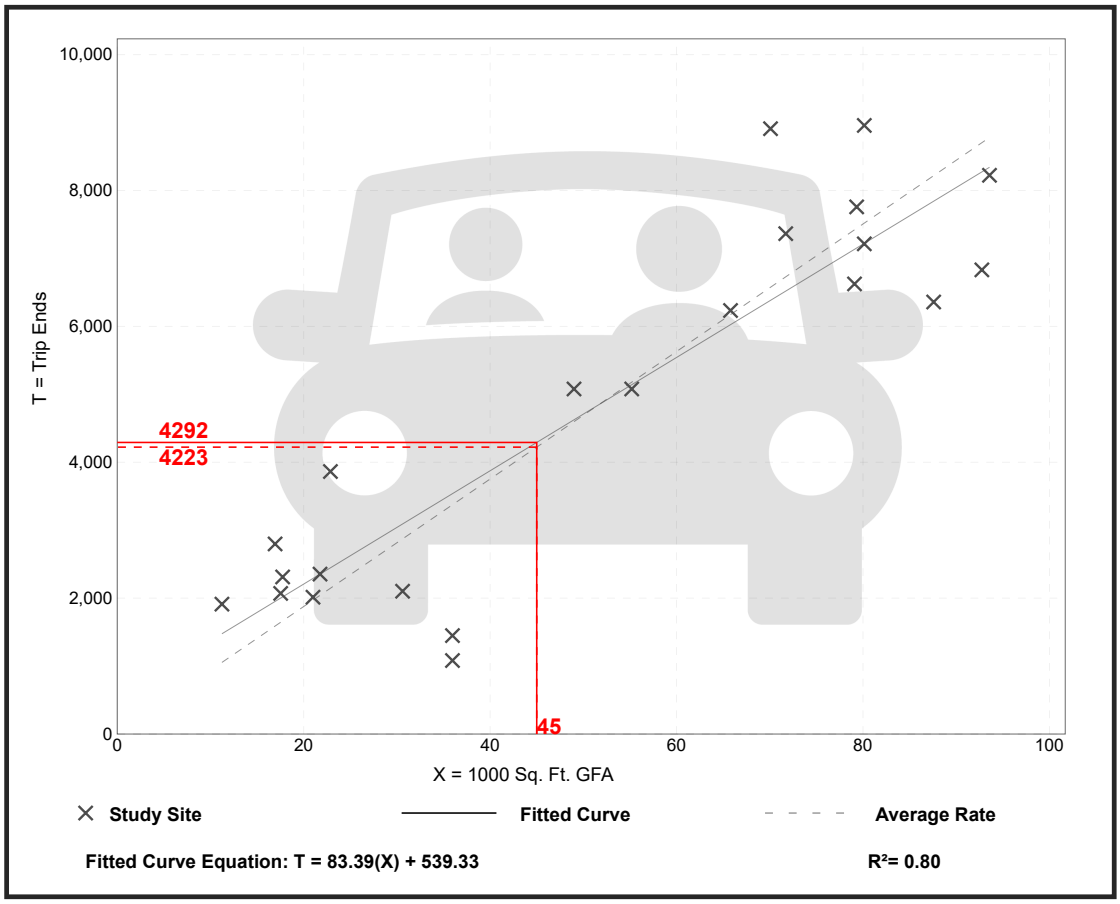
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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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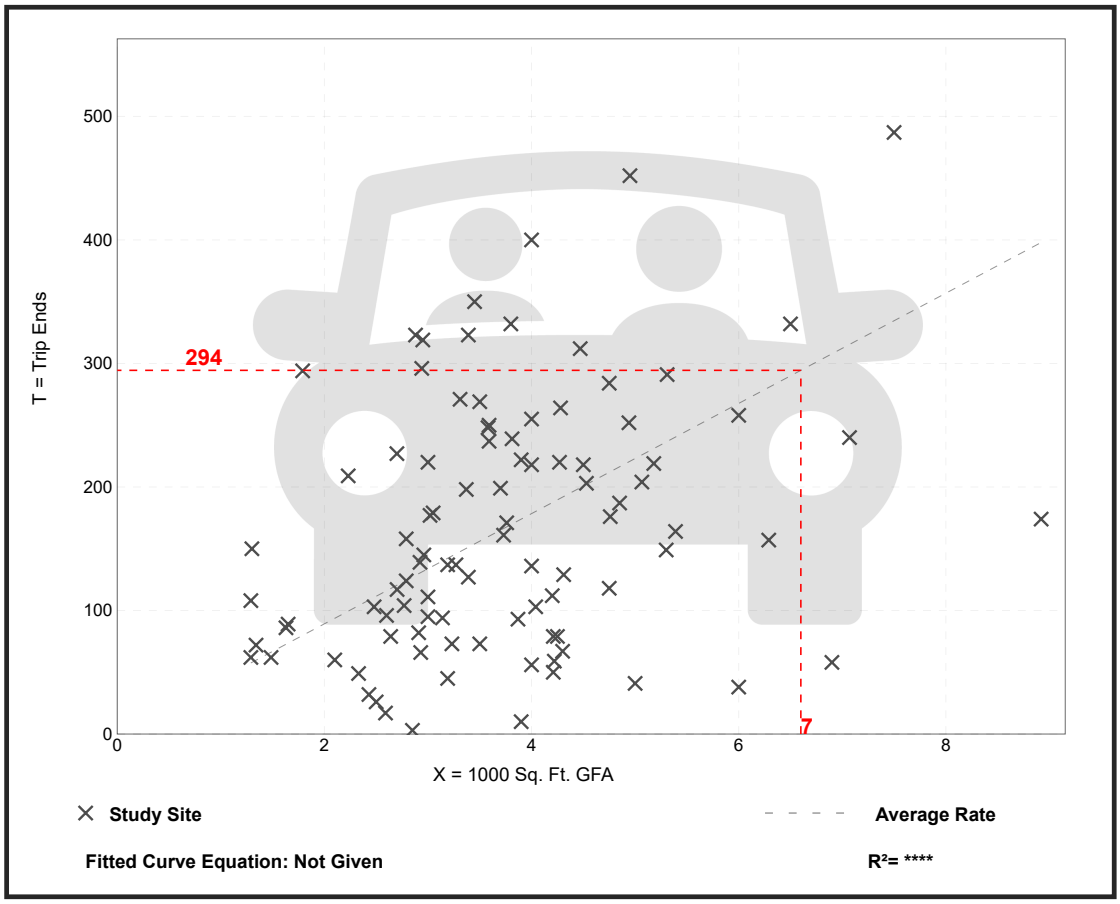
Fast-Food Restaurant with Drive-Through Window
(934)

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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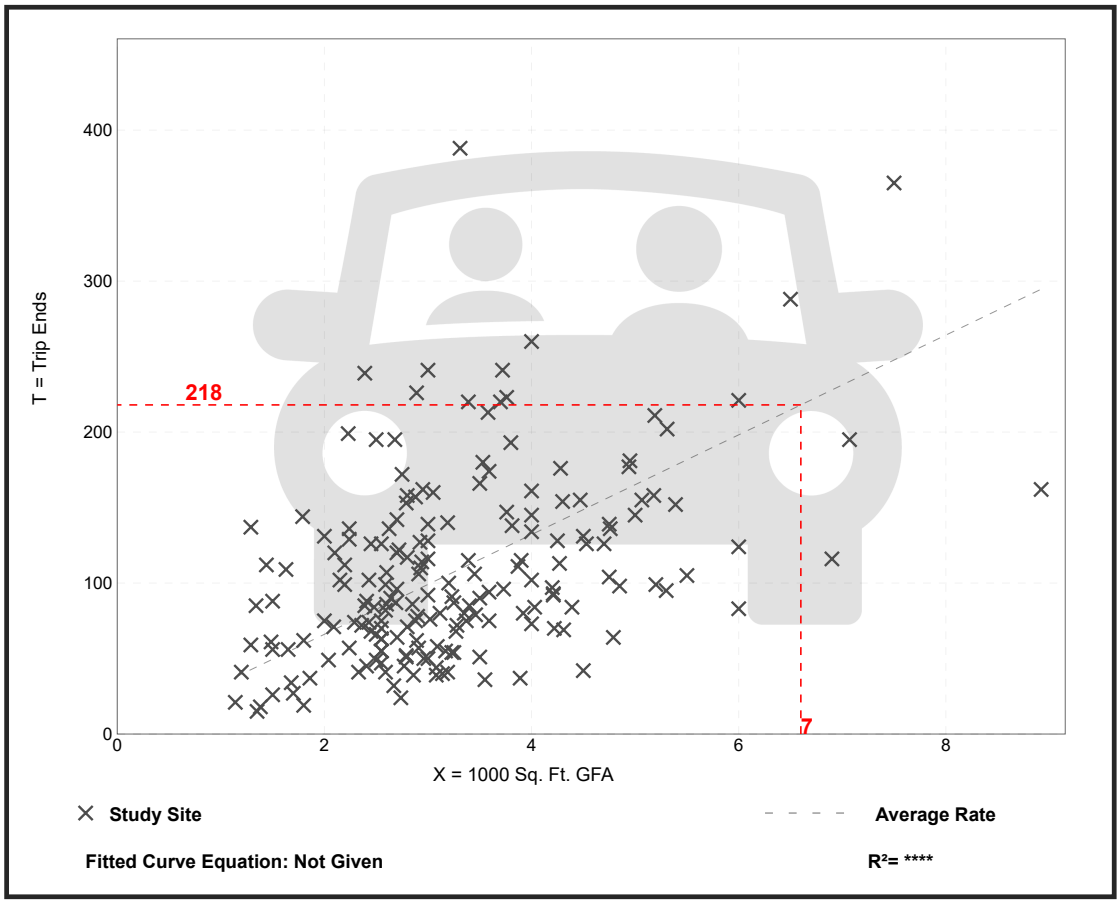
Fast-Food Restaurant with Drive-Through Window
(934)

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)

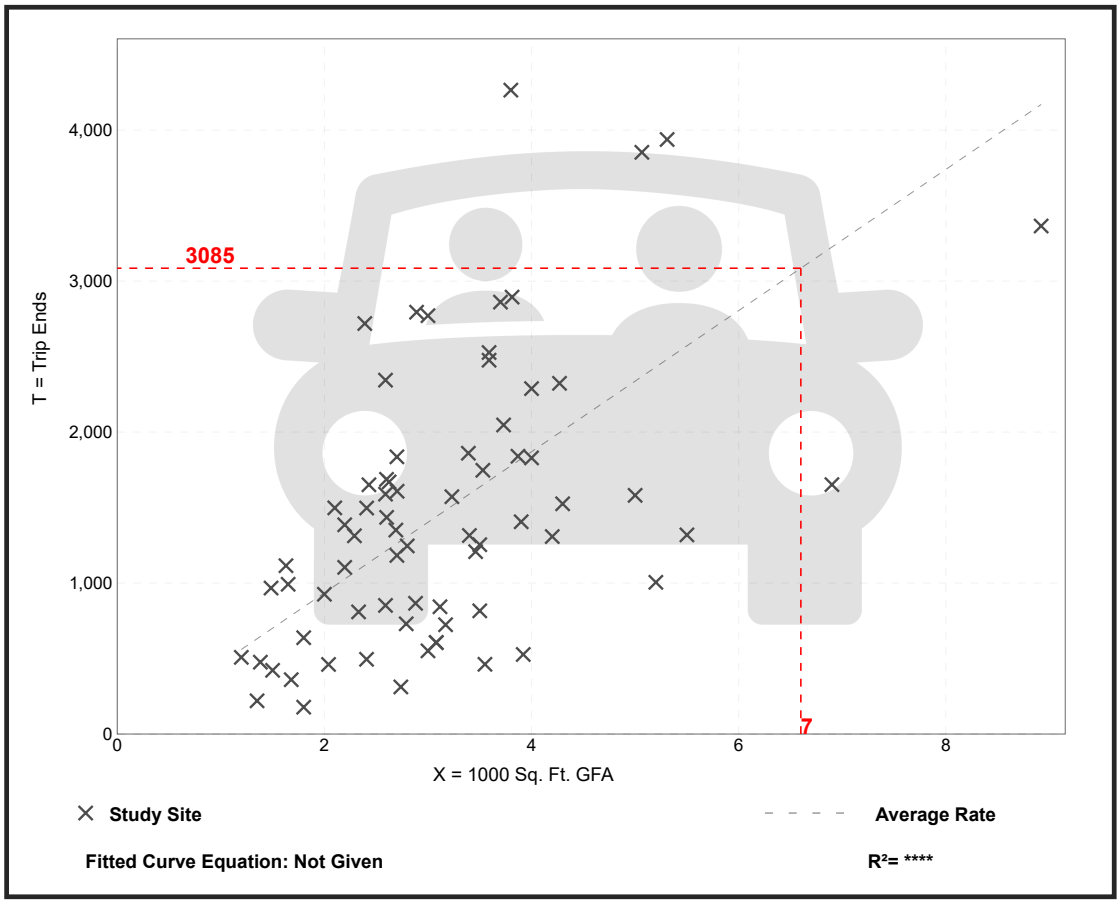
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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)

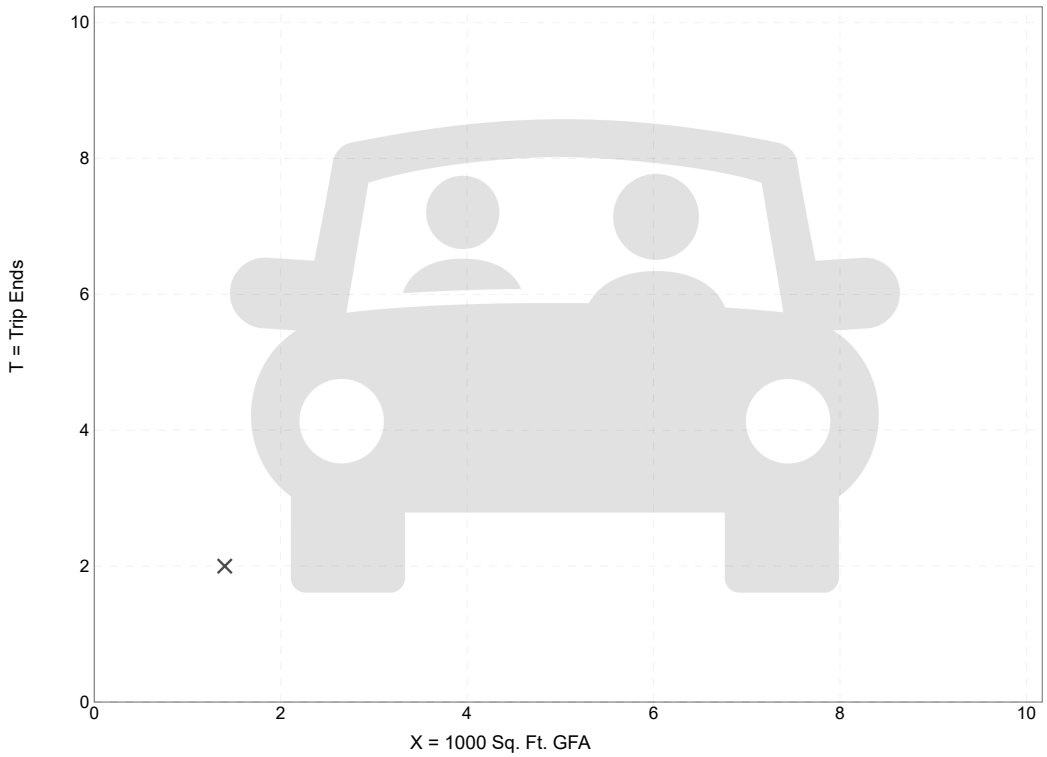
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 50% entering, 50% exiting

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= **

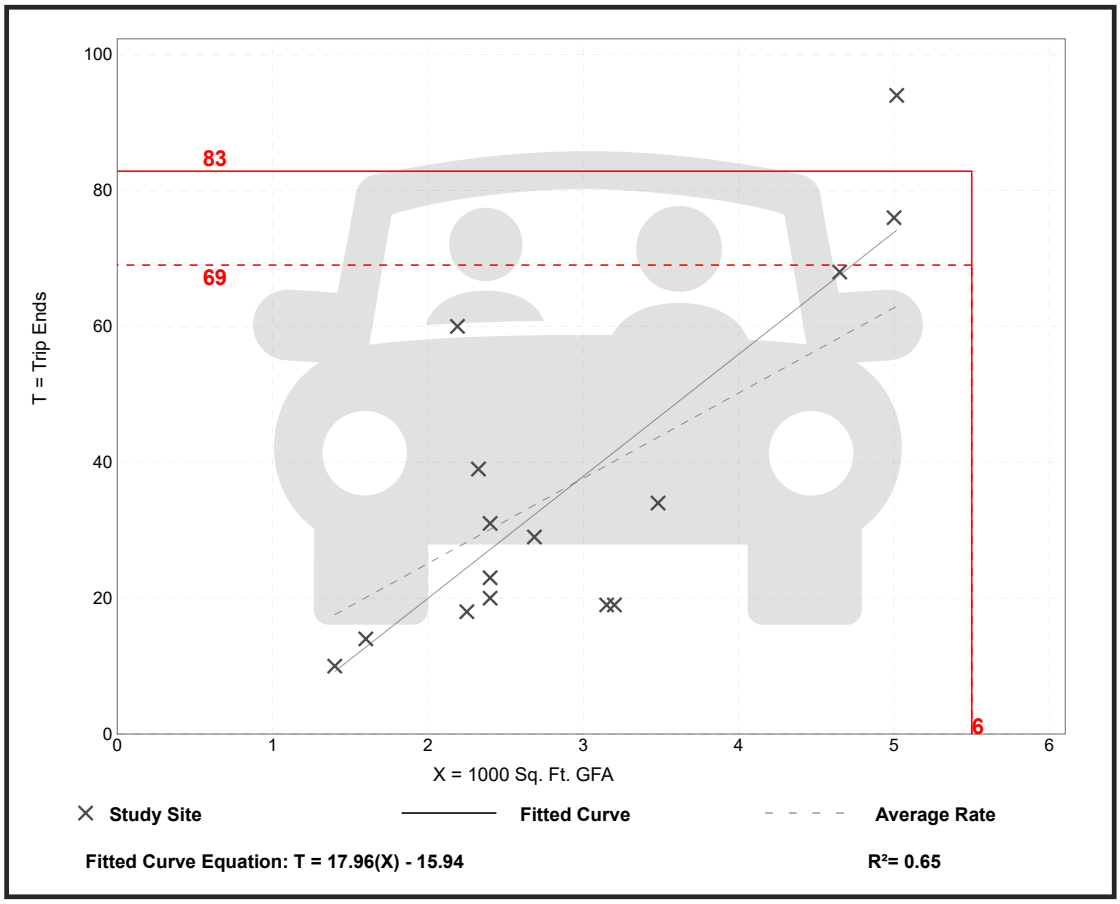
Fast Casual Restaurant
(930)

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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Fast Casual Restaurant
(930)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

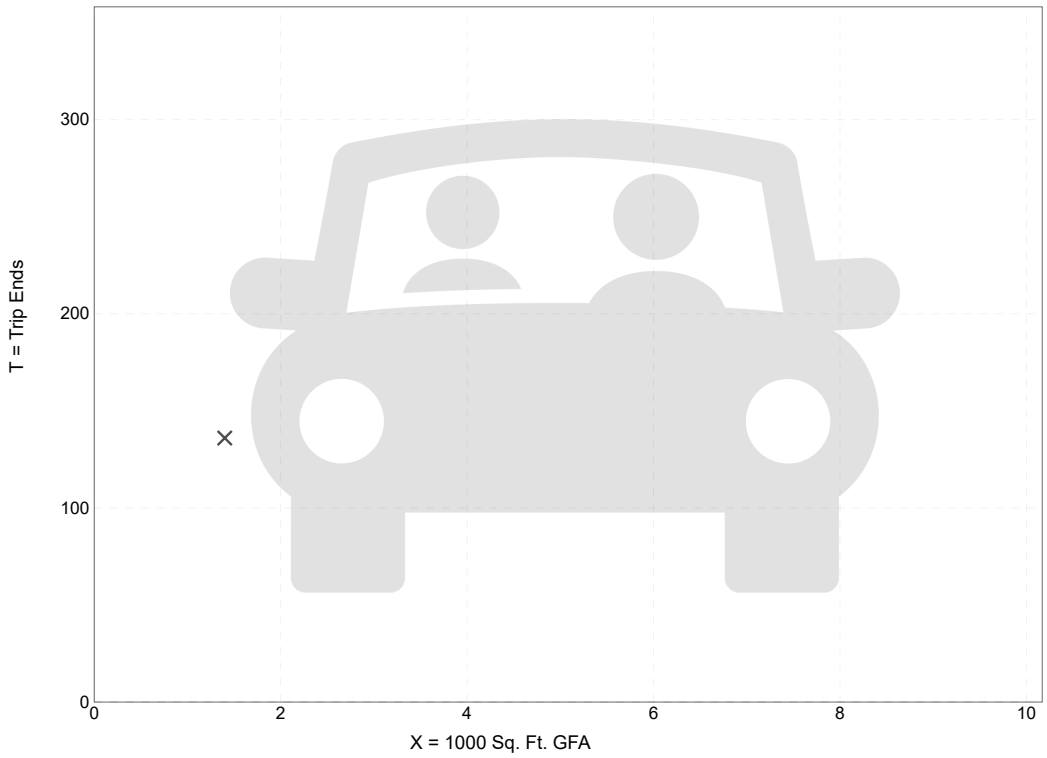
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 50% entering, 50% exiting

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= **

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Strip Retail Plaza (<40k)
(822)

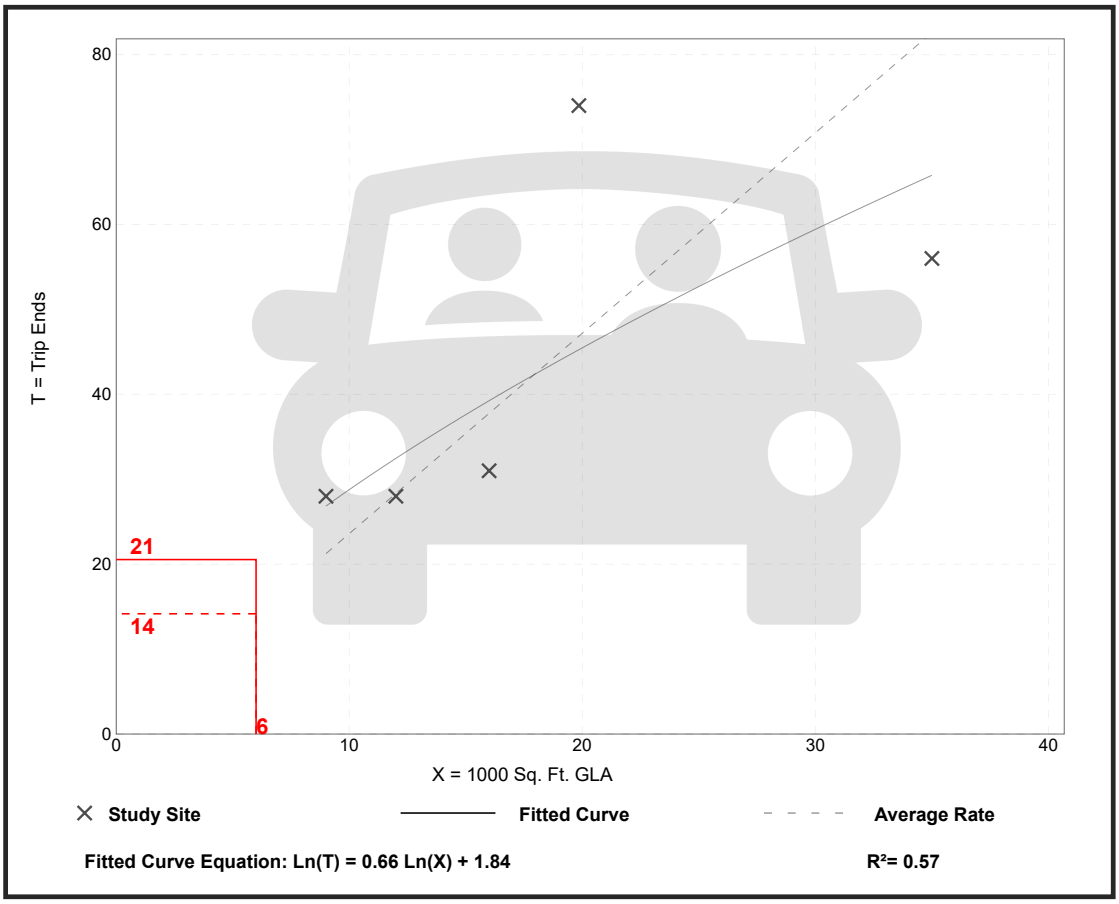
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

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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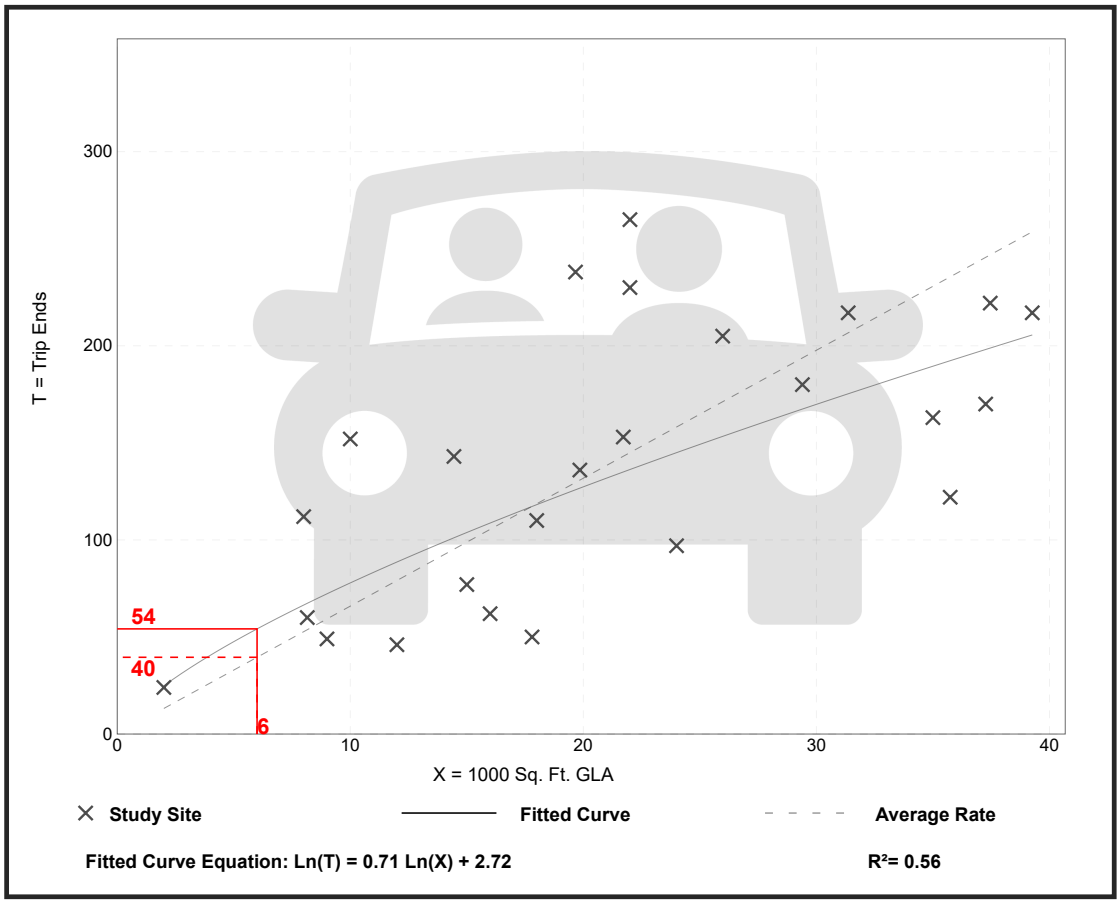
Strip Retail Plaza (<40k)
(822)

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**

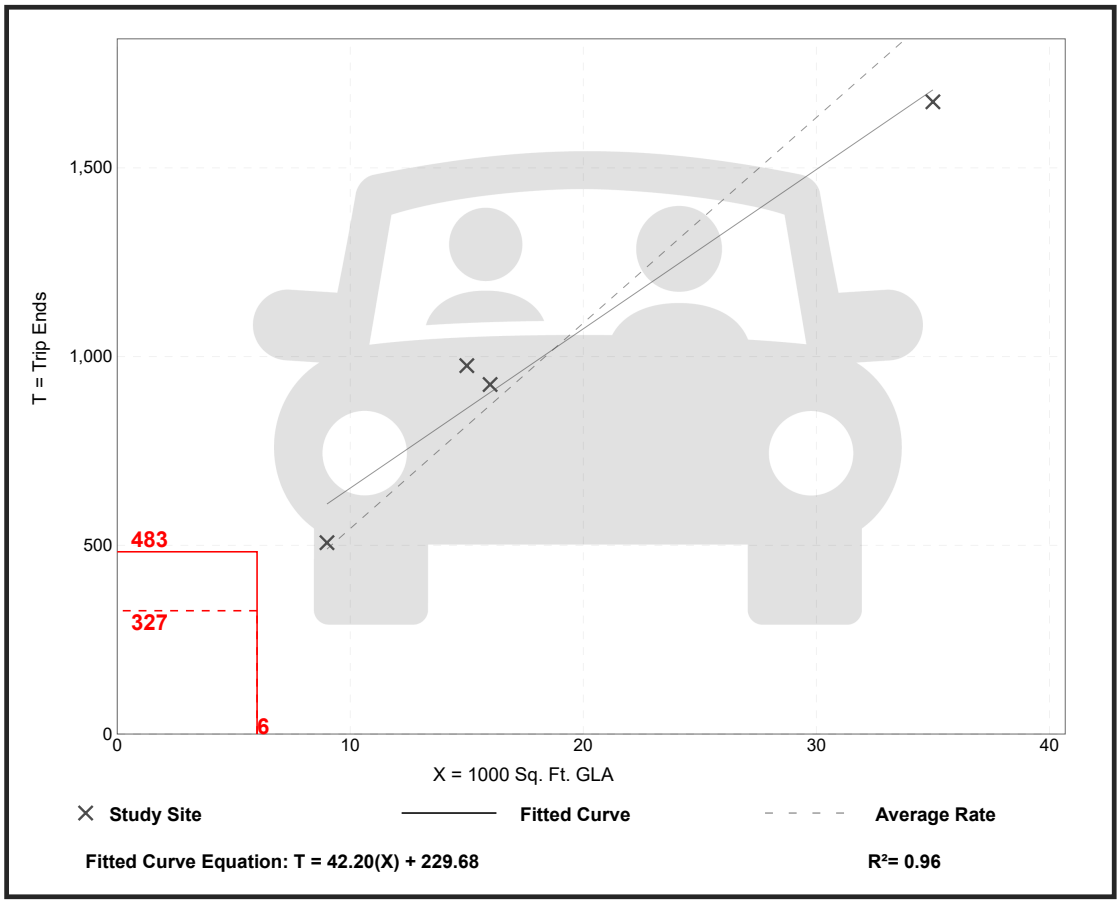
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

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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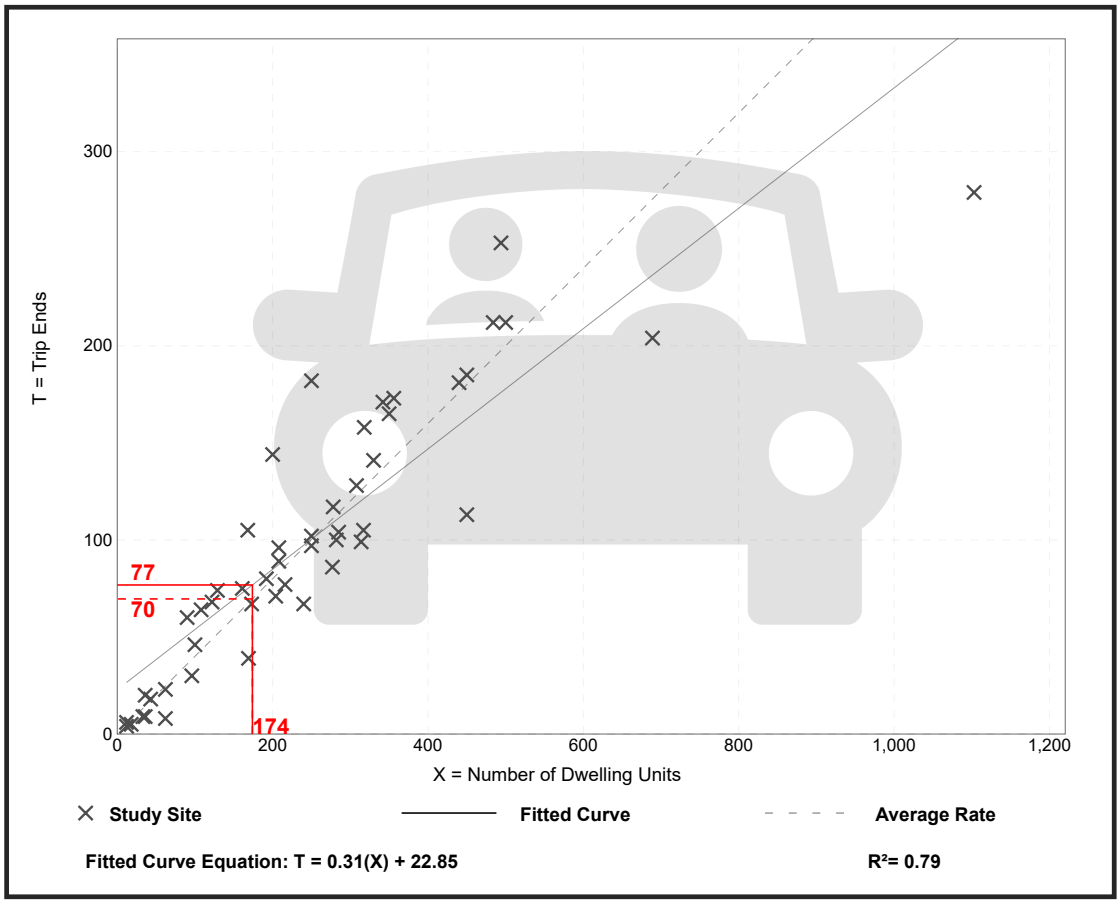
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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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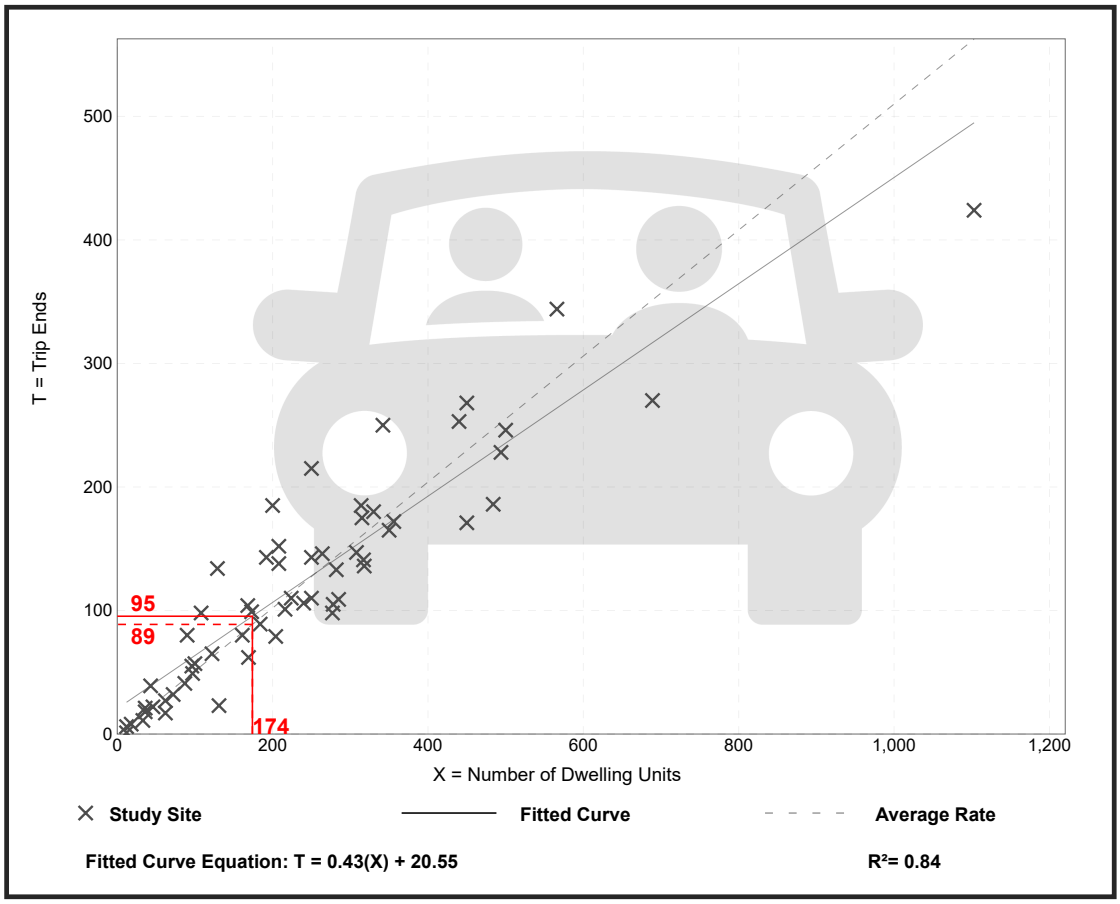
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

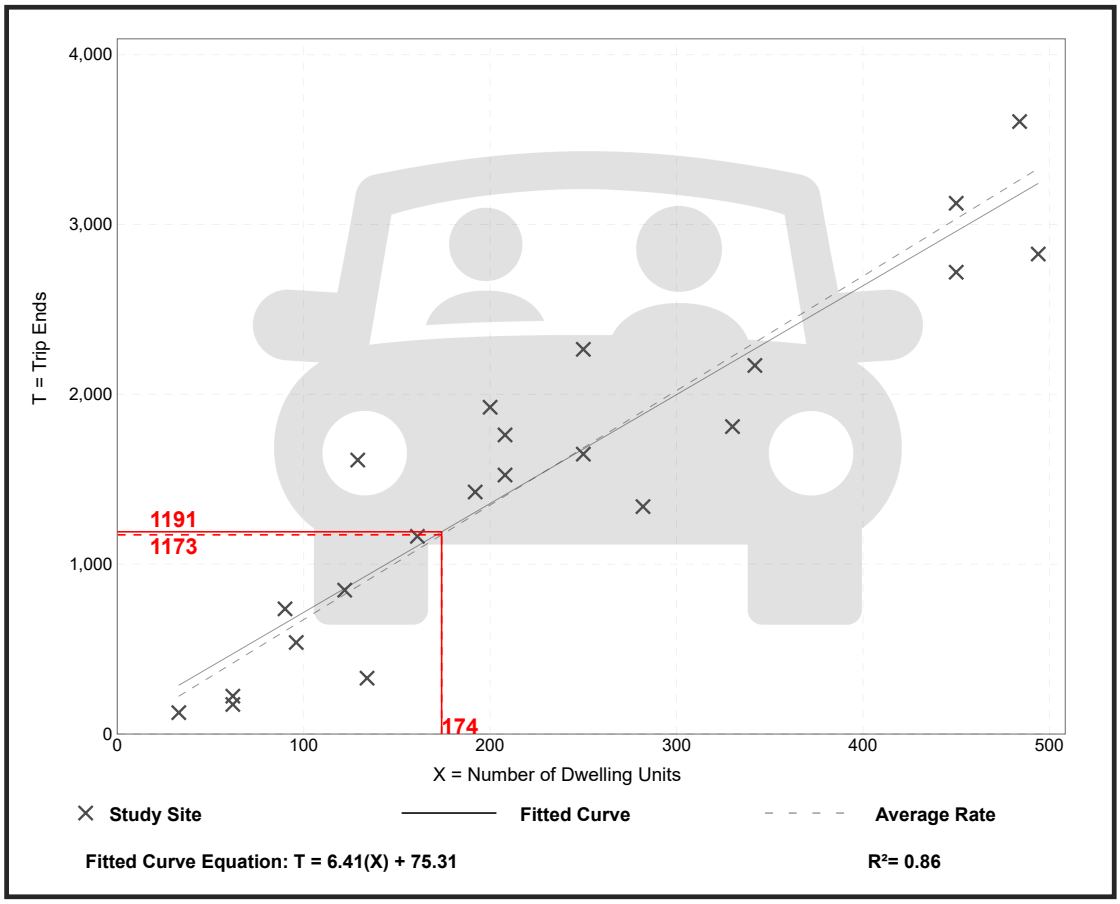
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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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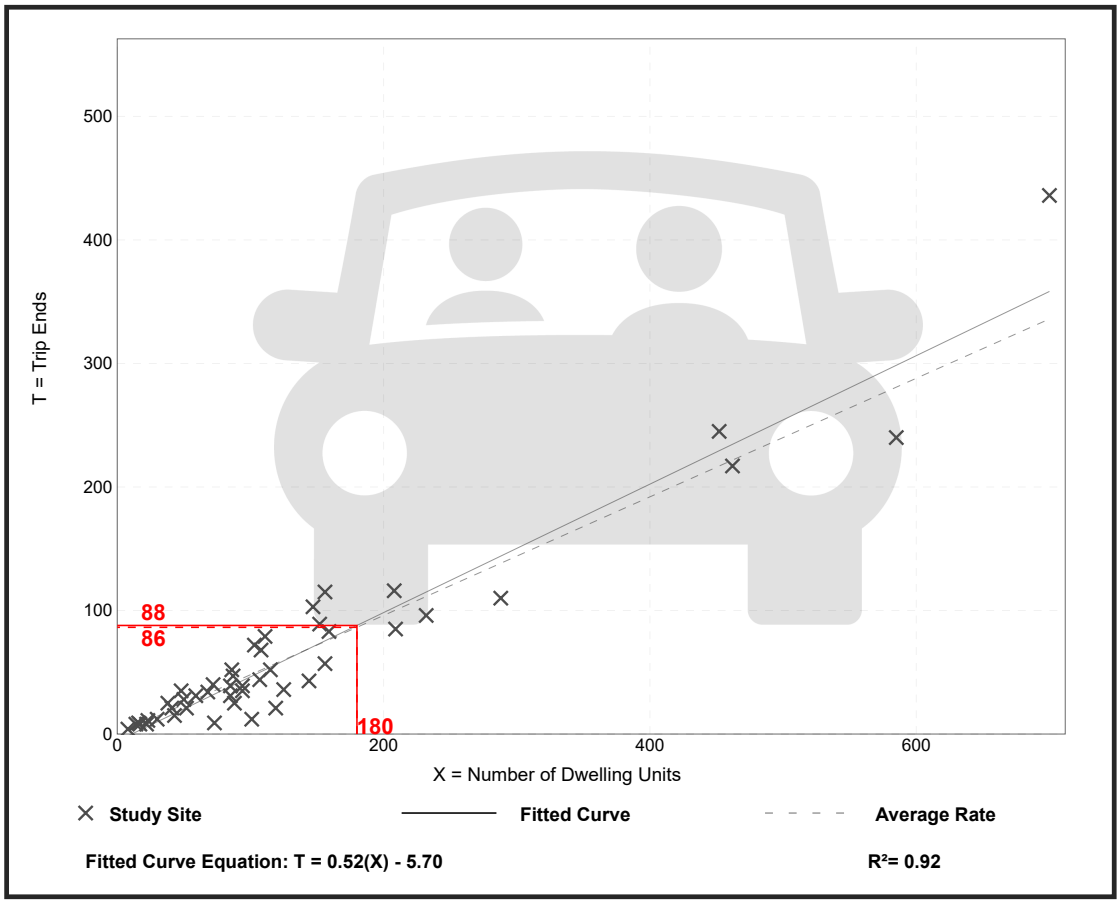
Single-Family Attached Housing
(215)

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



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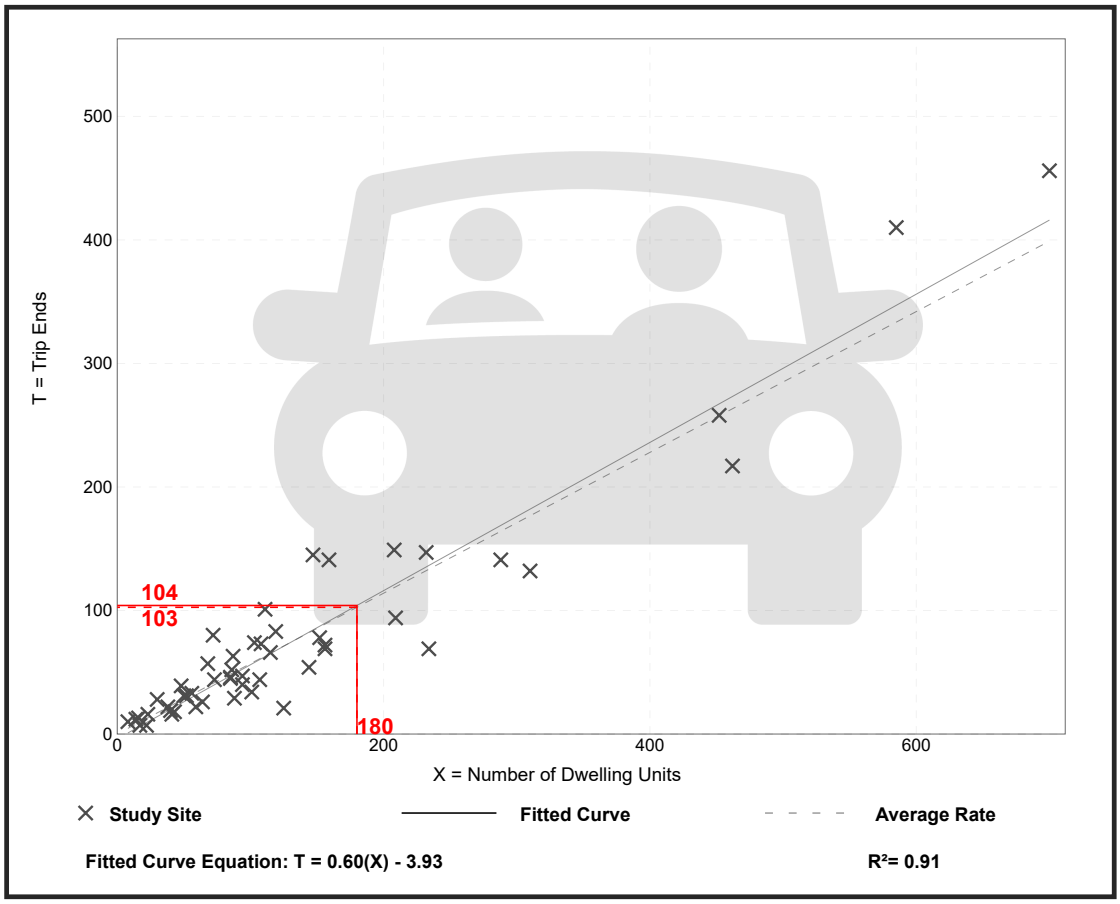
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 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



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Single-Family Attached Housing
(215)

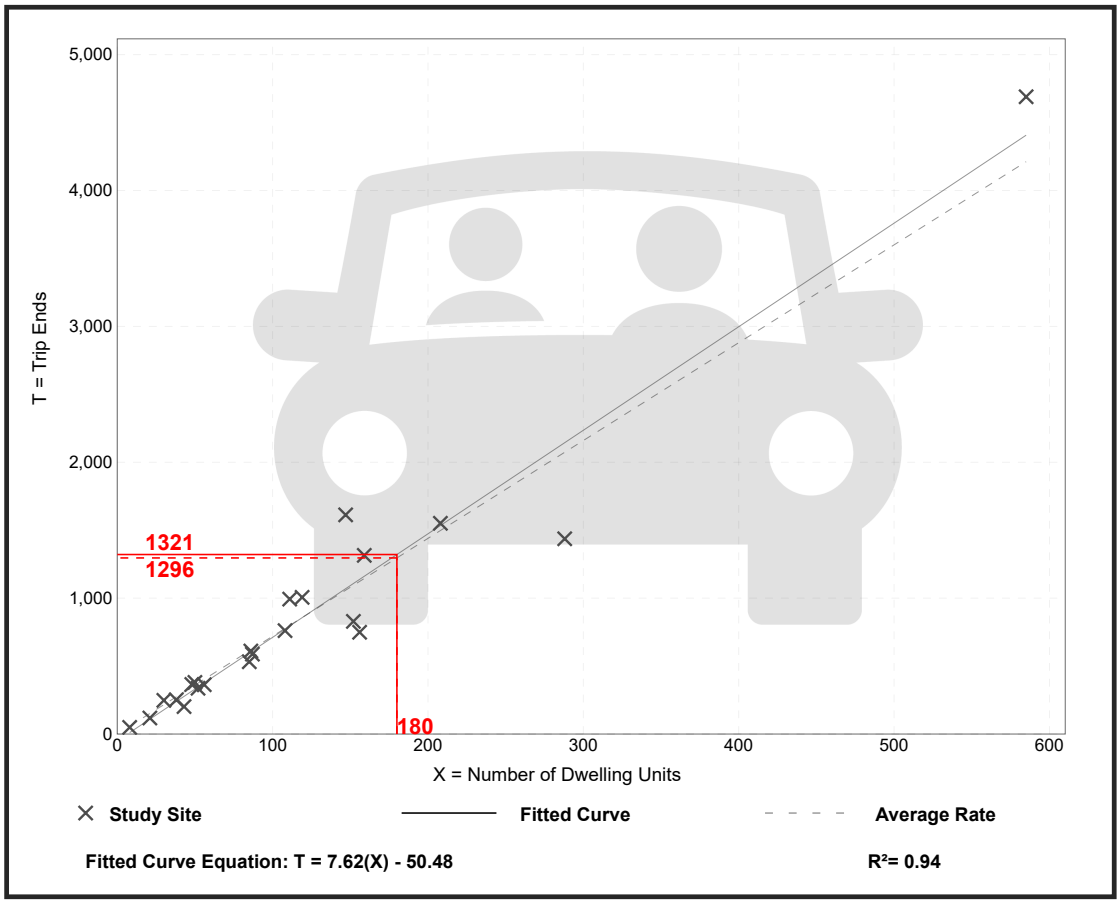
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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



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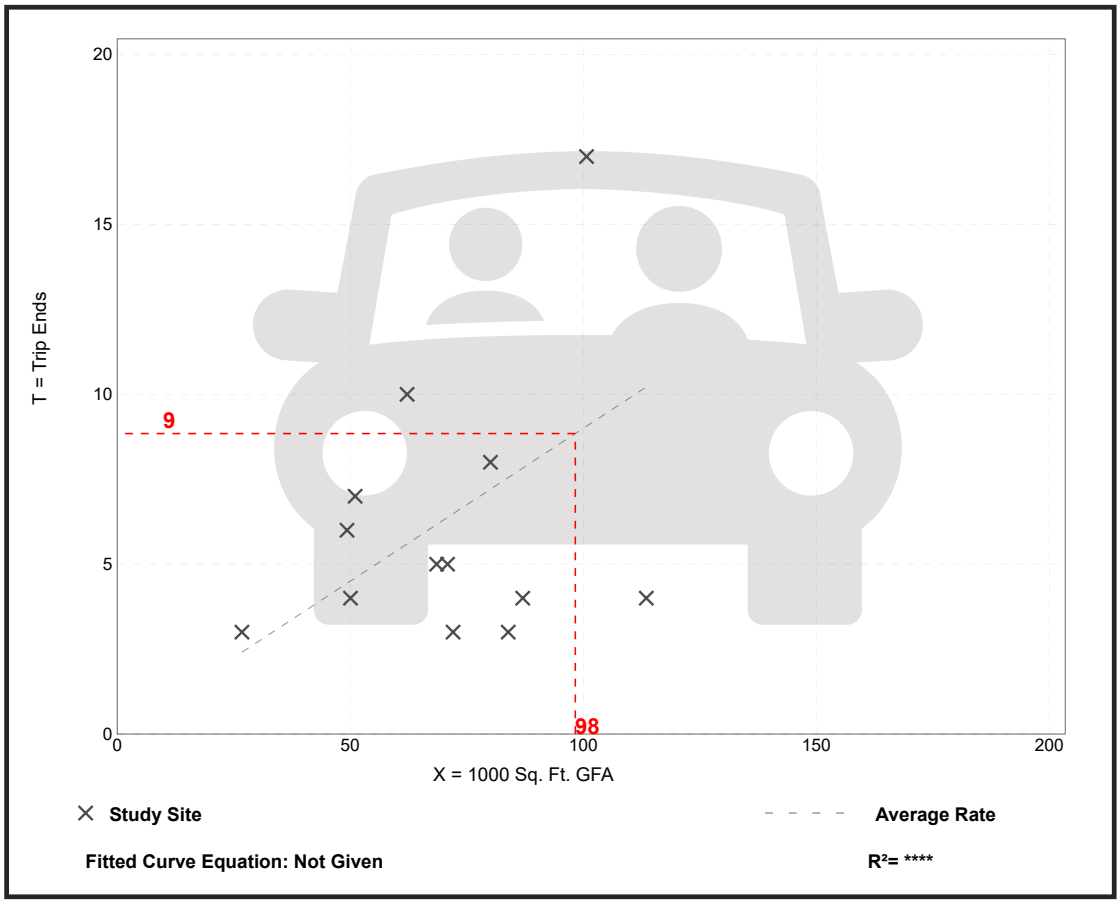
Mini-Warehouse
(151)

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



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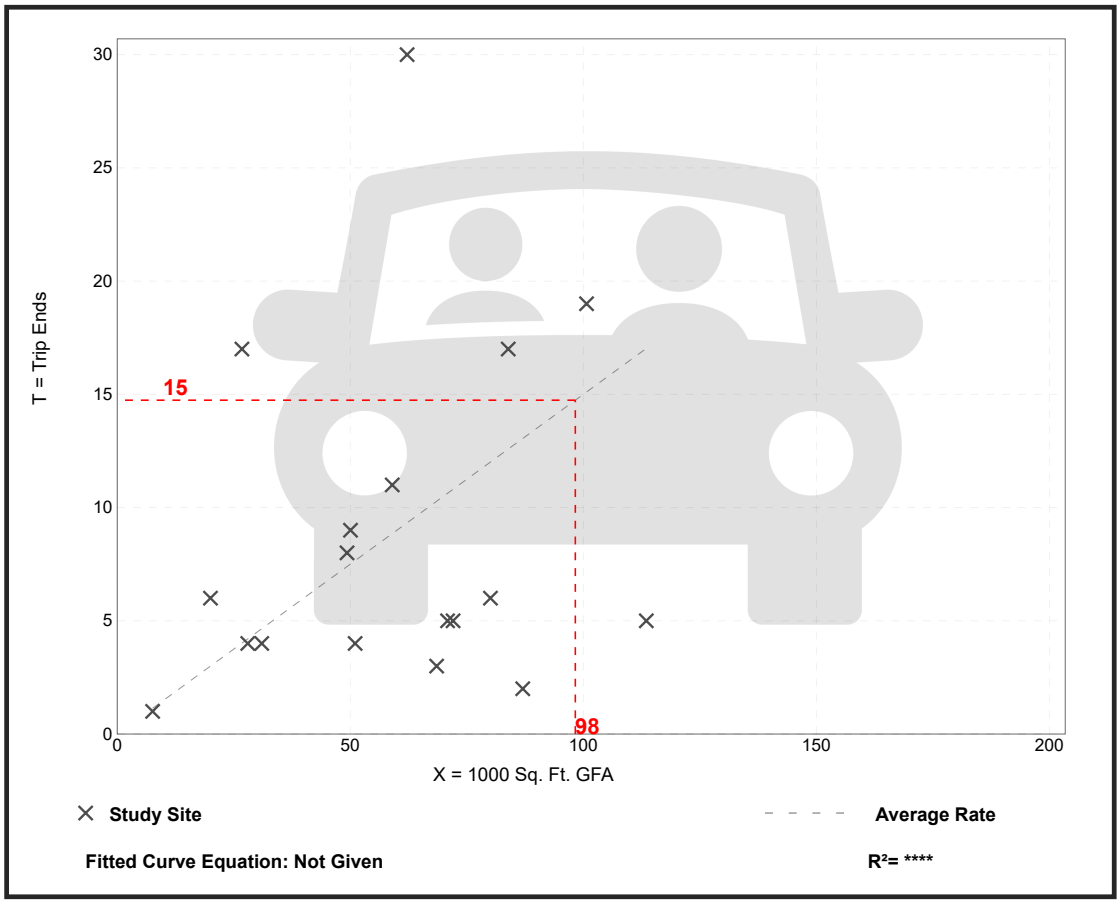
Mini-Warehouse
(151)

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)

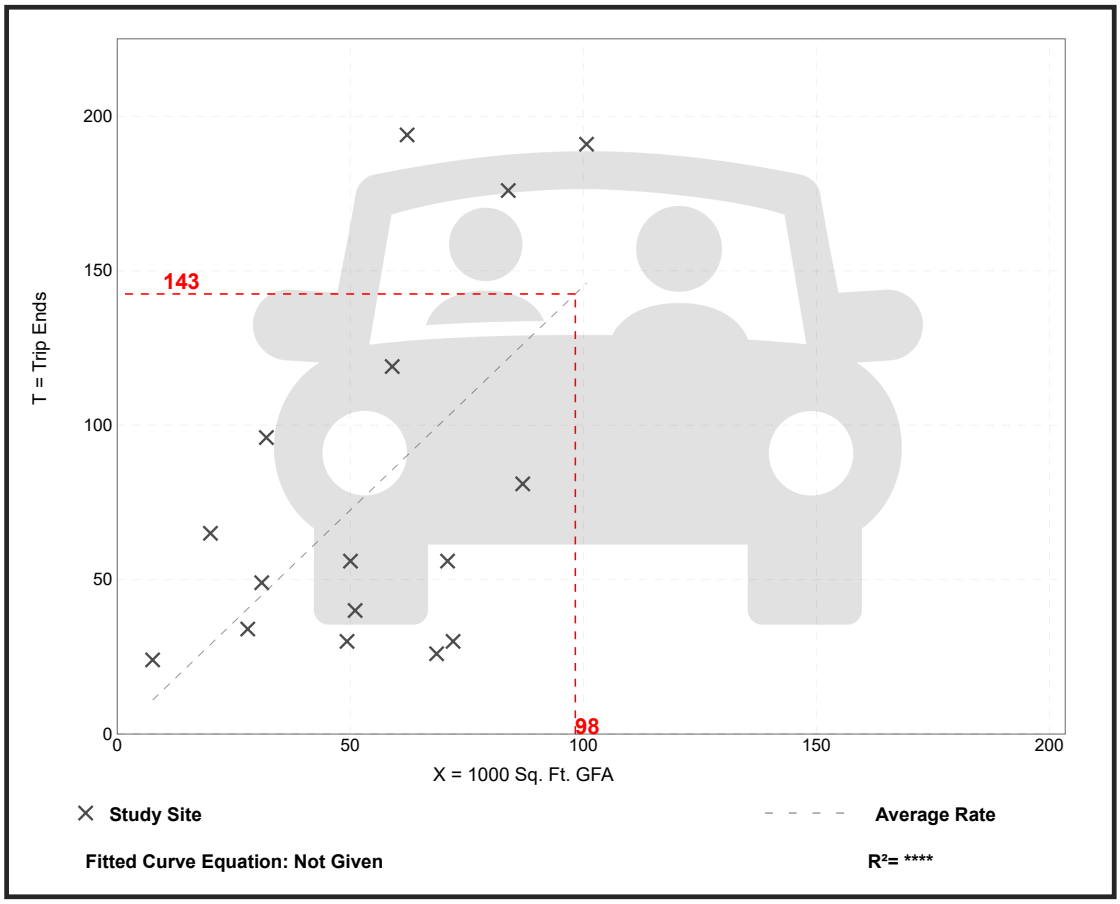
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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



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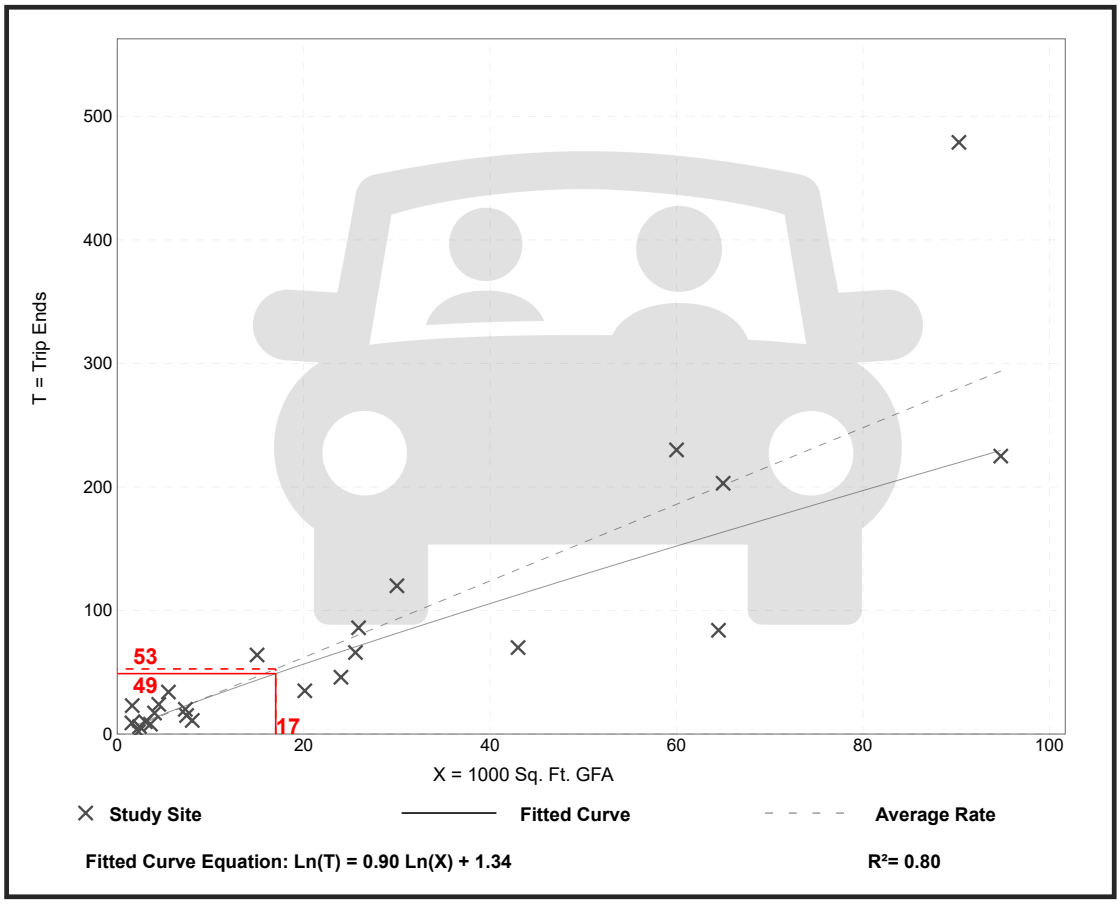
Medical-Dental Office Building - Stand-Alone
(720)

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

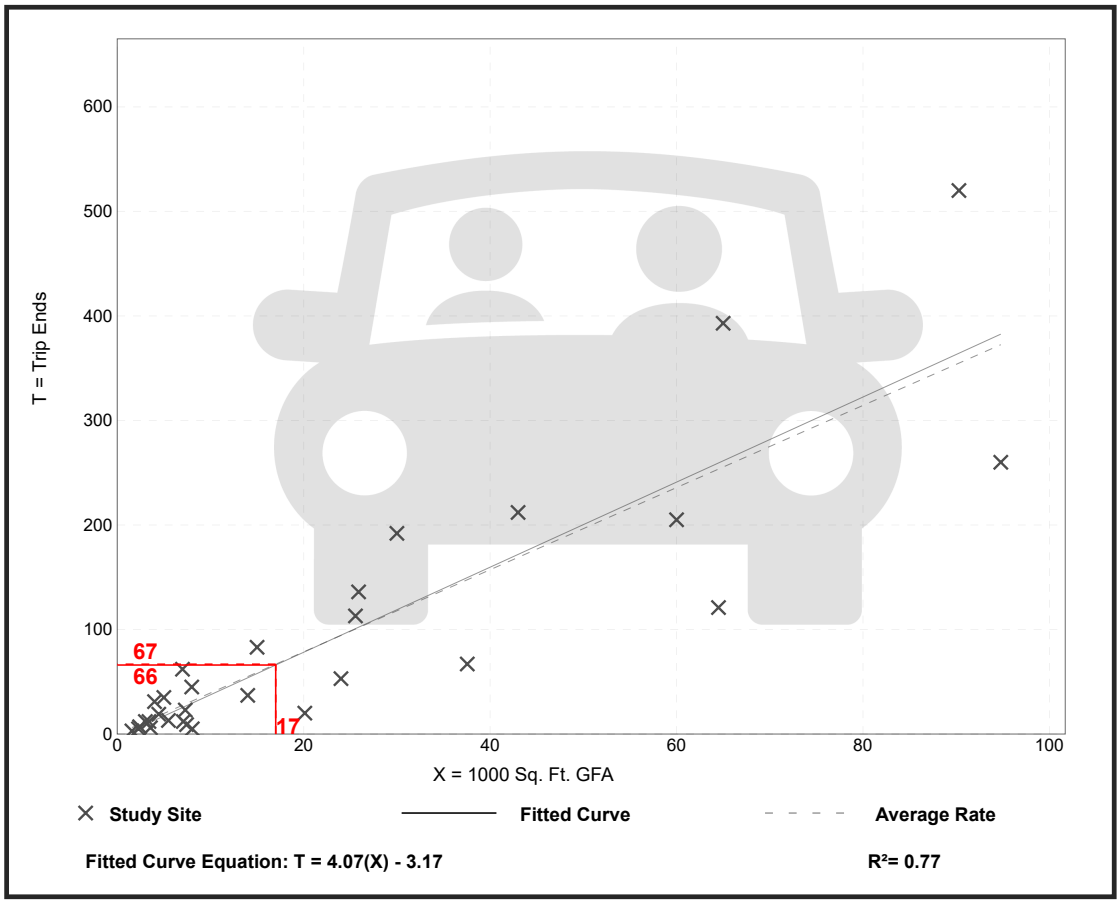
Medical-Dental Office Building - Stand-Alone
(720)

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)

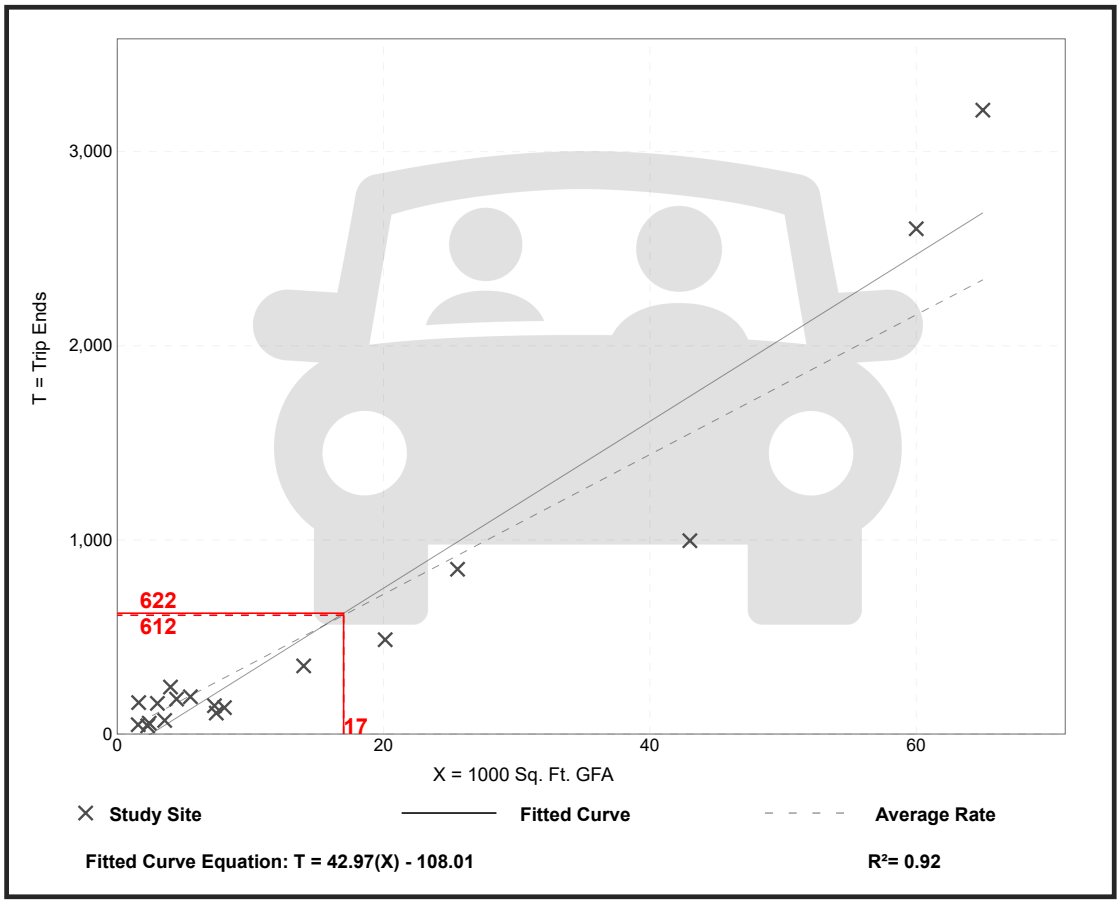
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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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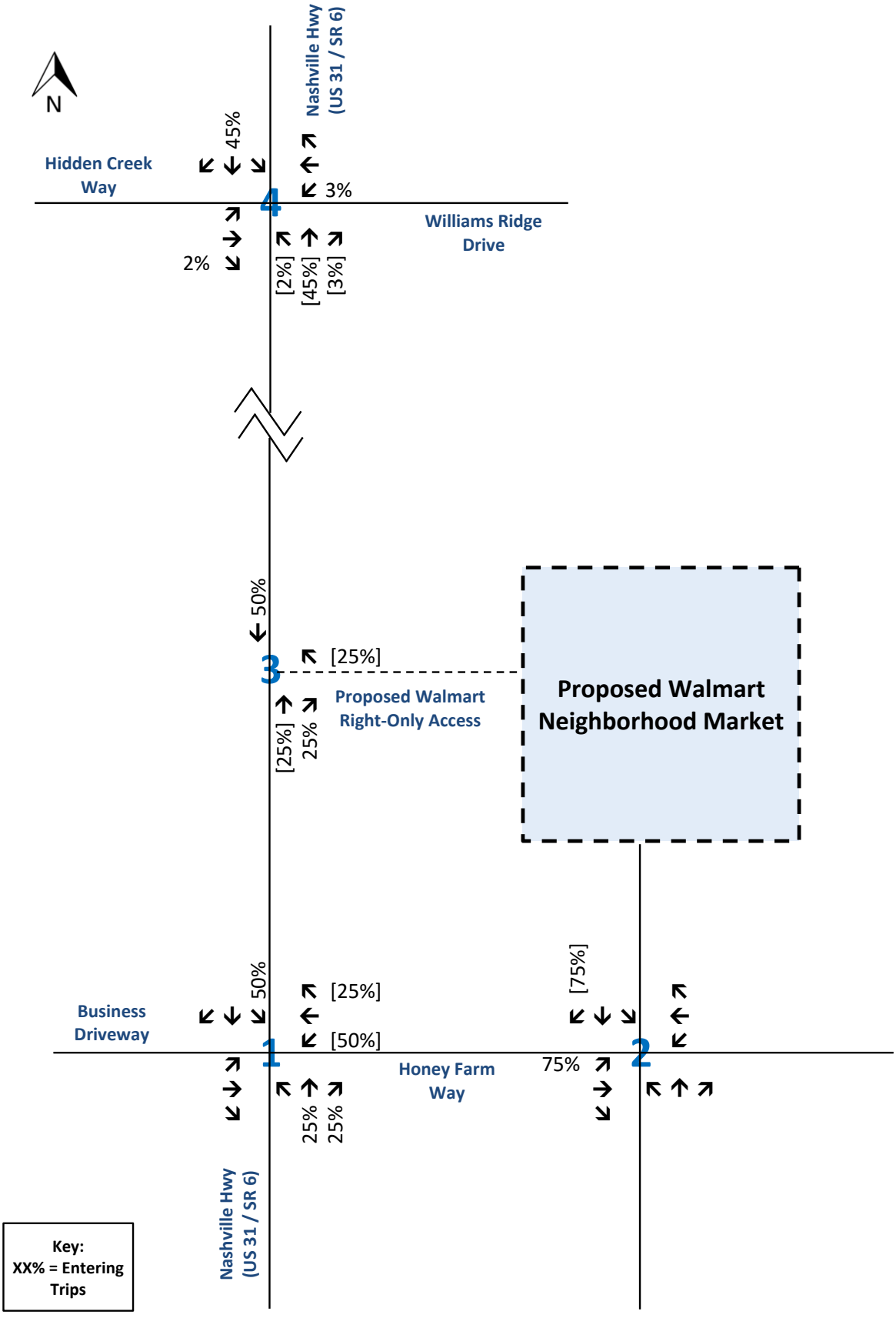
APPENDIX D

TRIP DISTRIBUTION

PRIMARY TRIP DISTRIBUTIONS



Trip Distribution Worksheet
Primary Trip Distribution - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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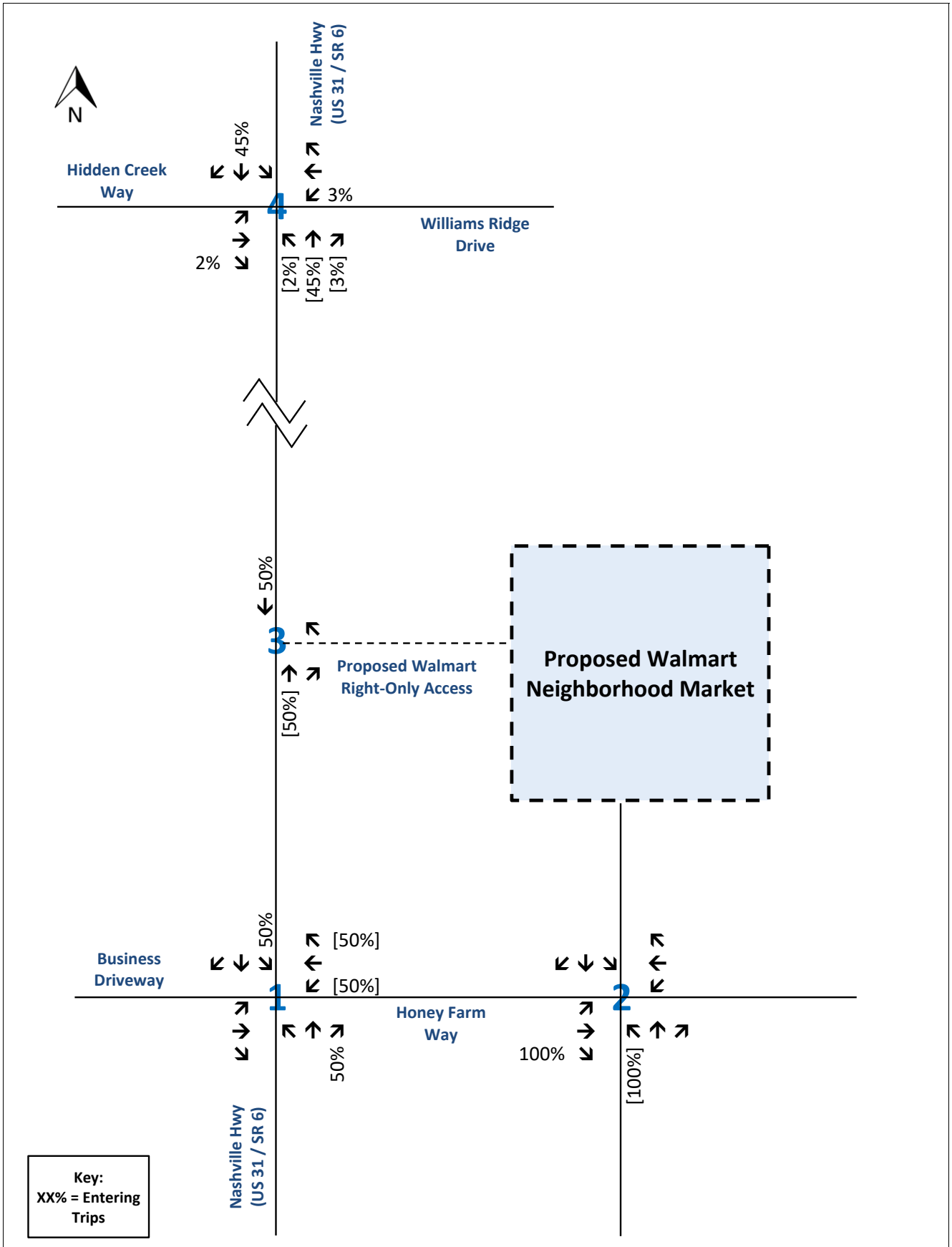
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Trip Distribution Worksheet
Primary Trip Distribution - Fast-Food Restaurant with Drive-Through
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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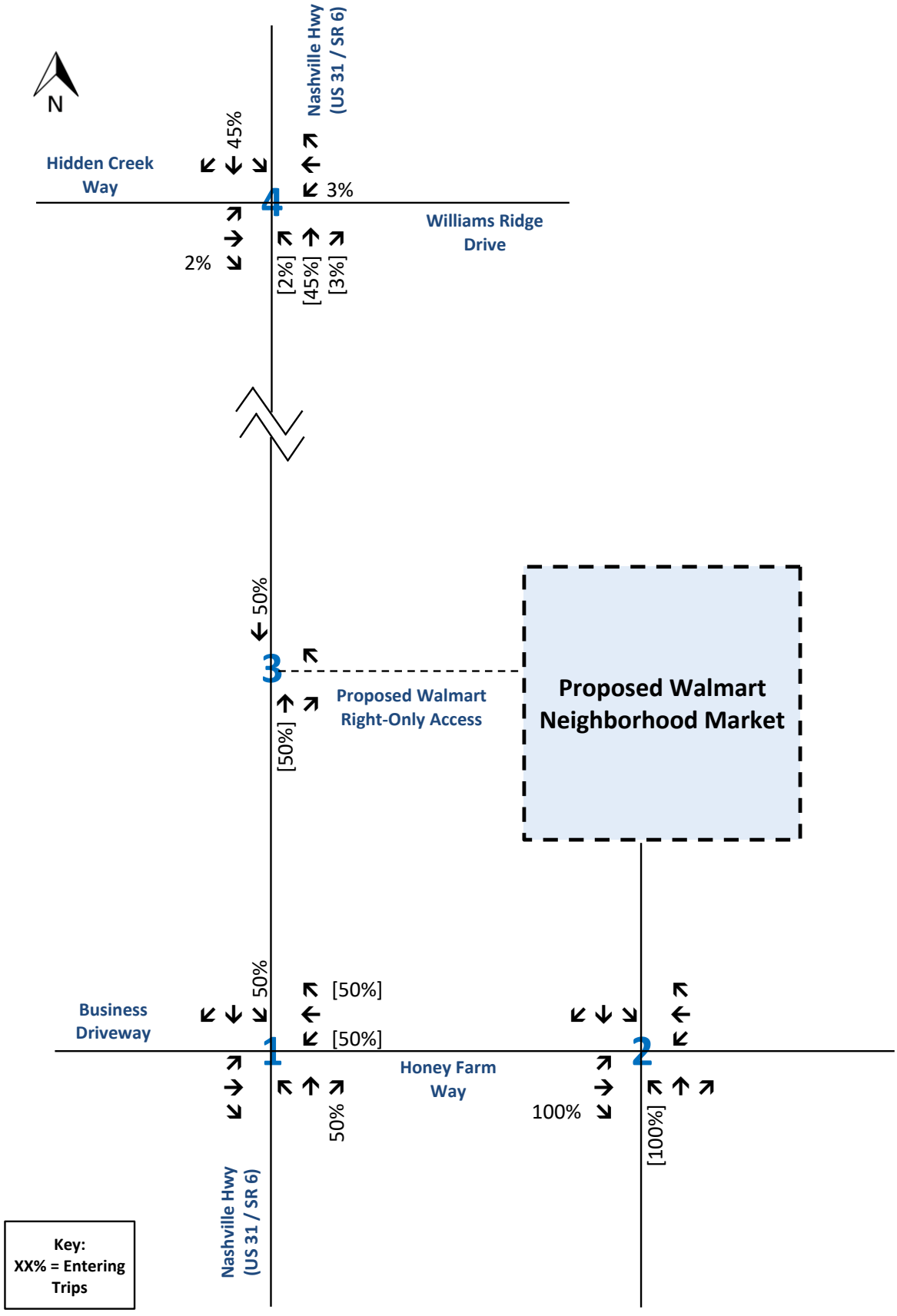

Trip Distribution Worksheet
Primary Trip Distribution - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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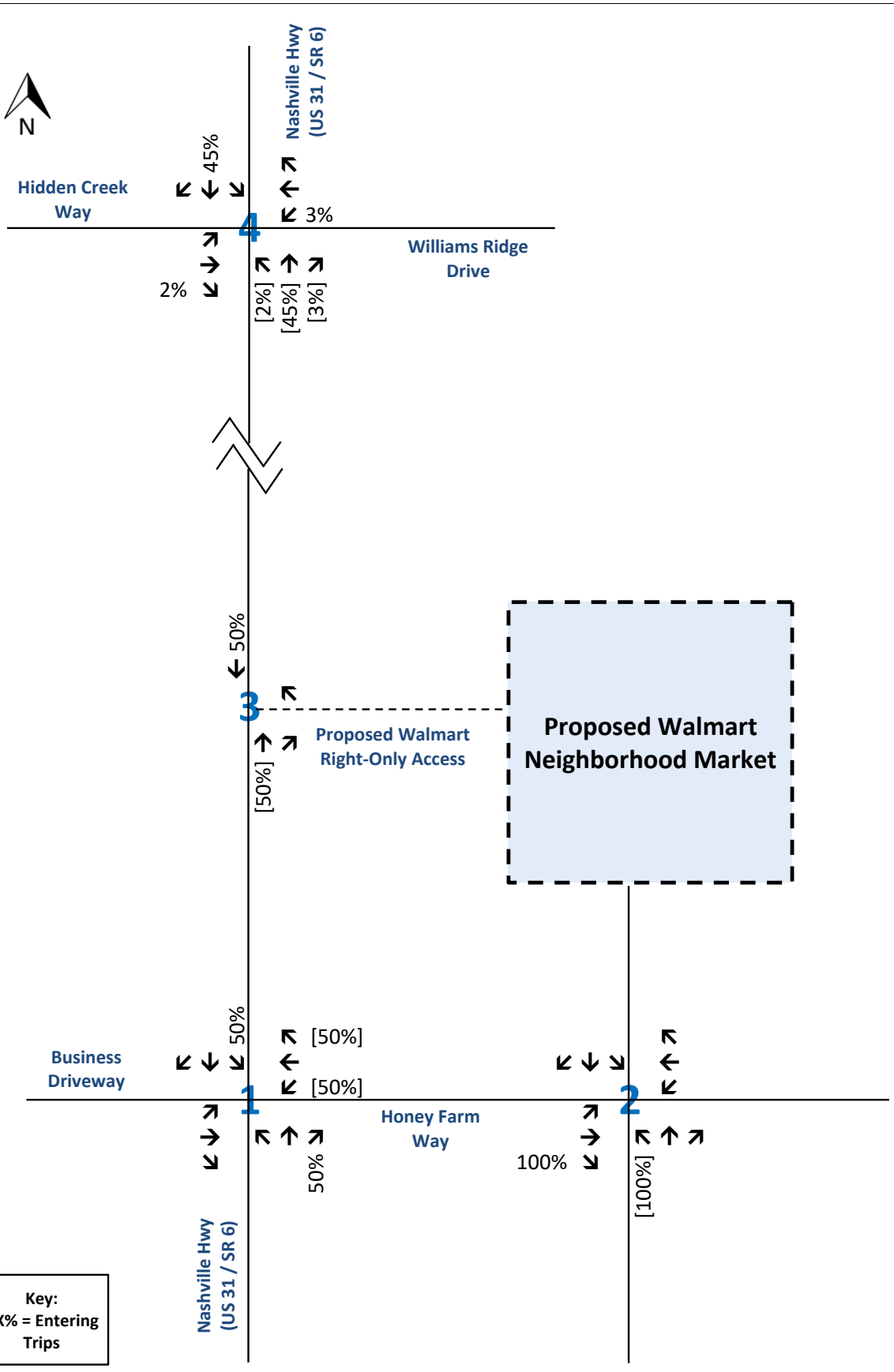

Trip Distribution Worksheet
Primary Trip Distribution - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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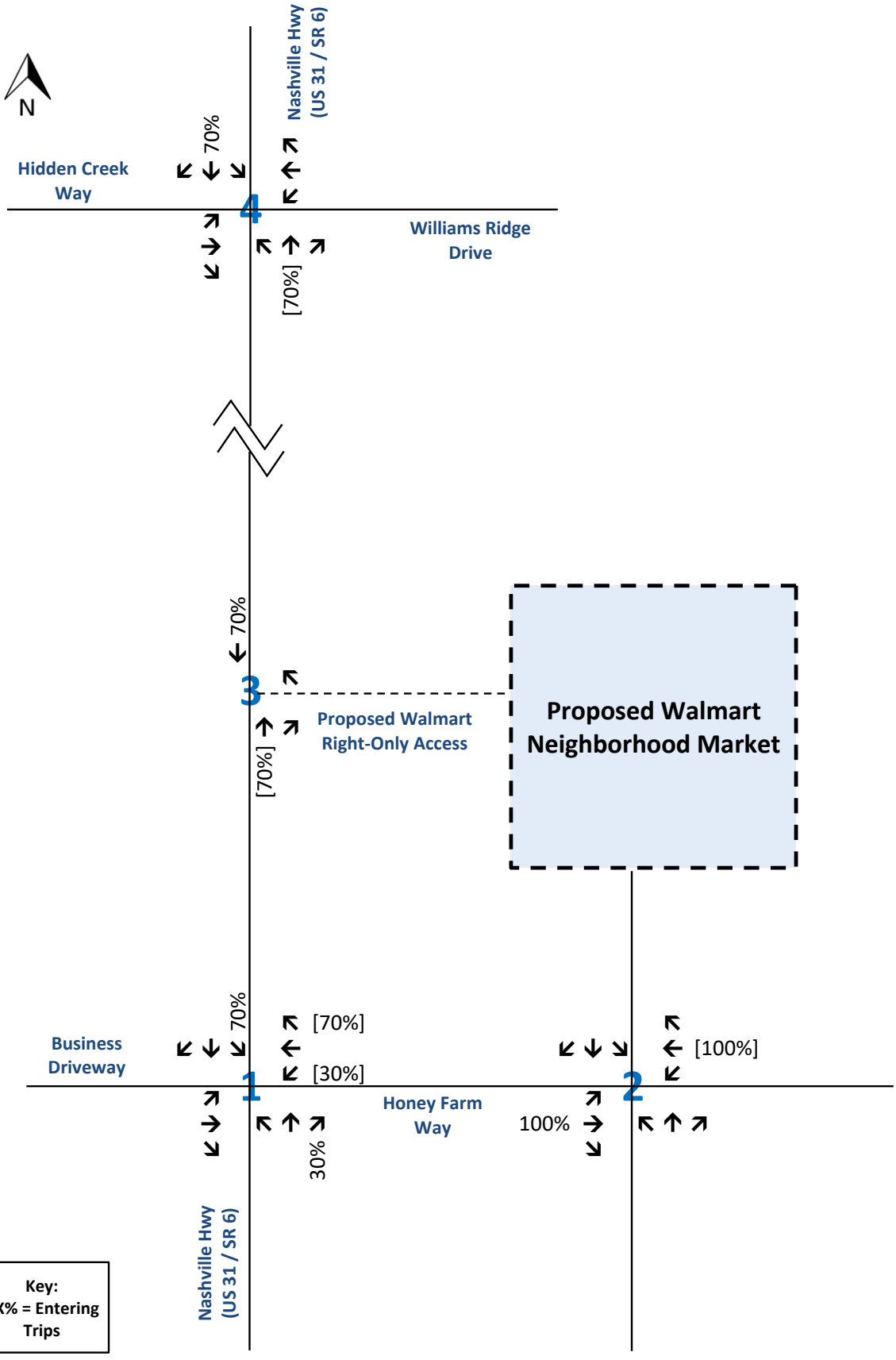

Trip Distribution Worksheet
Primary Trip Distribution - Multifamily Housing (Low-Rise)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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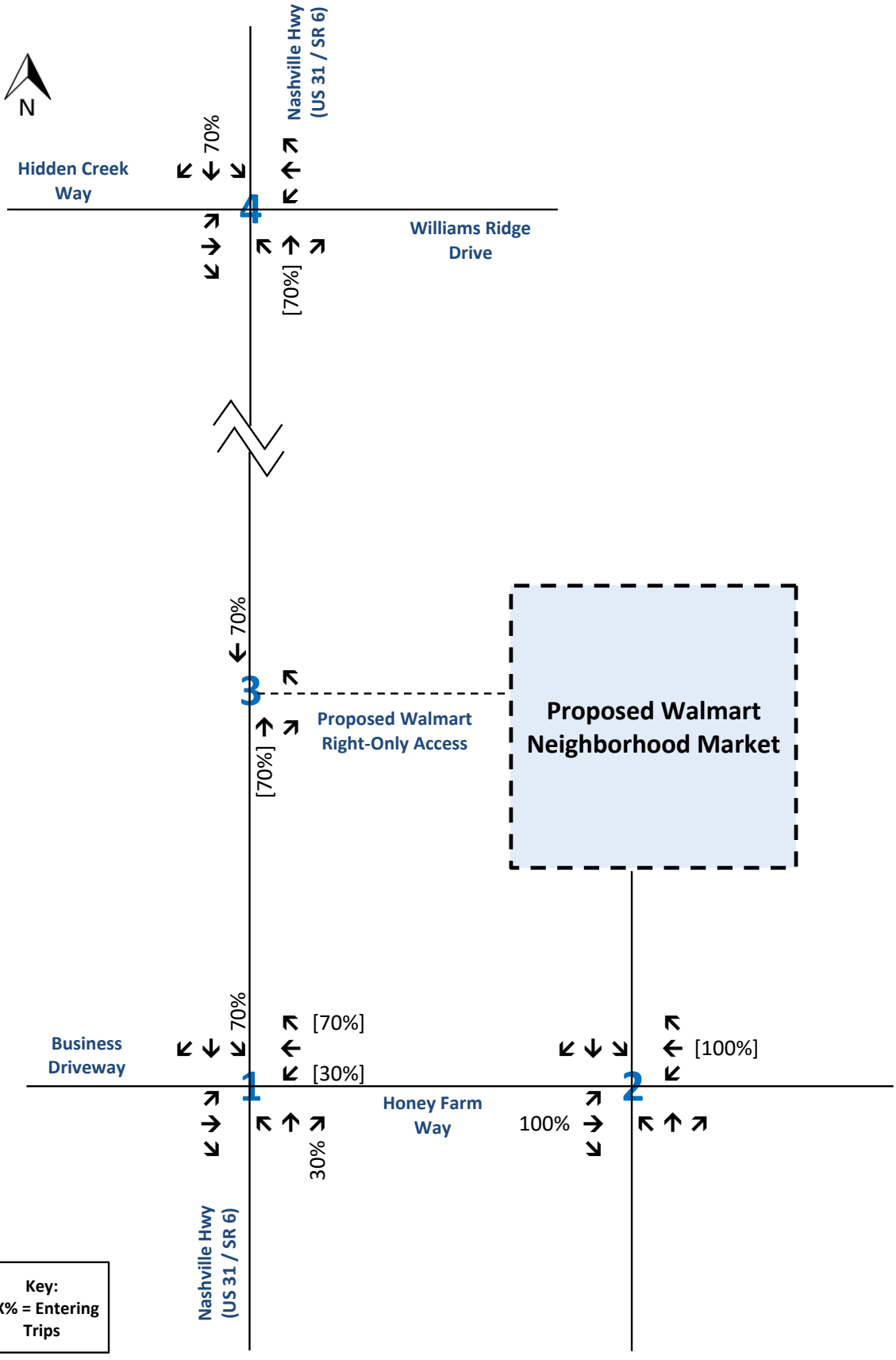

Trip Distribution Worksheet
Primary Trip Distribution - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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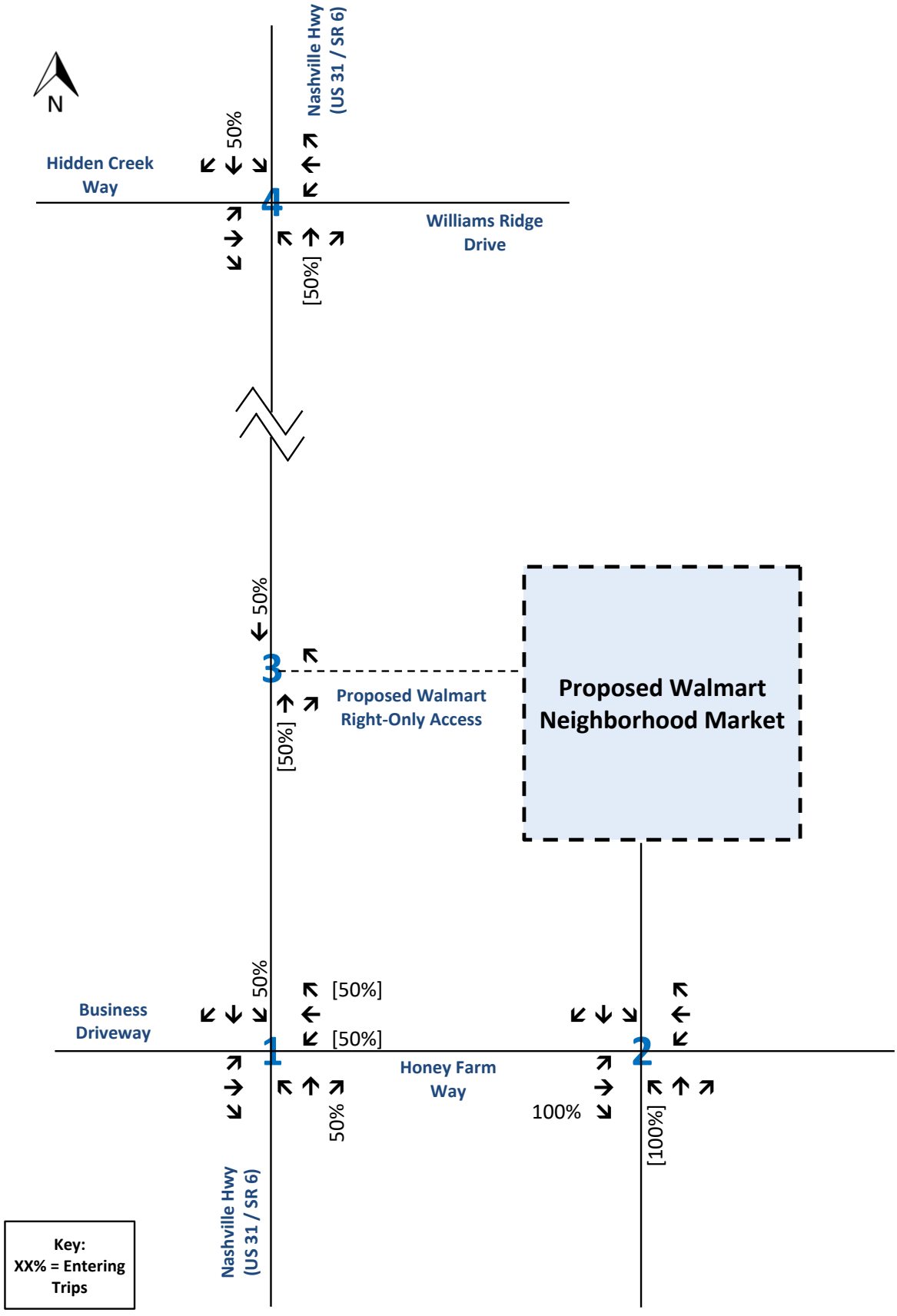

Trip Distribution Worksheet
Primary Trip Distribution - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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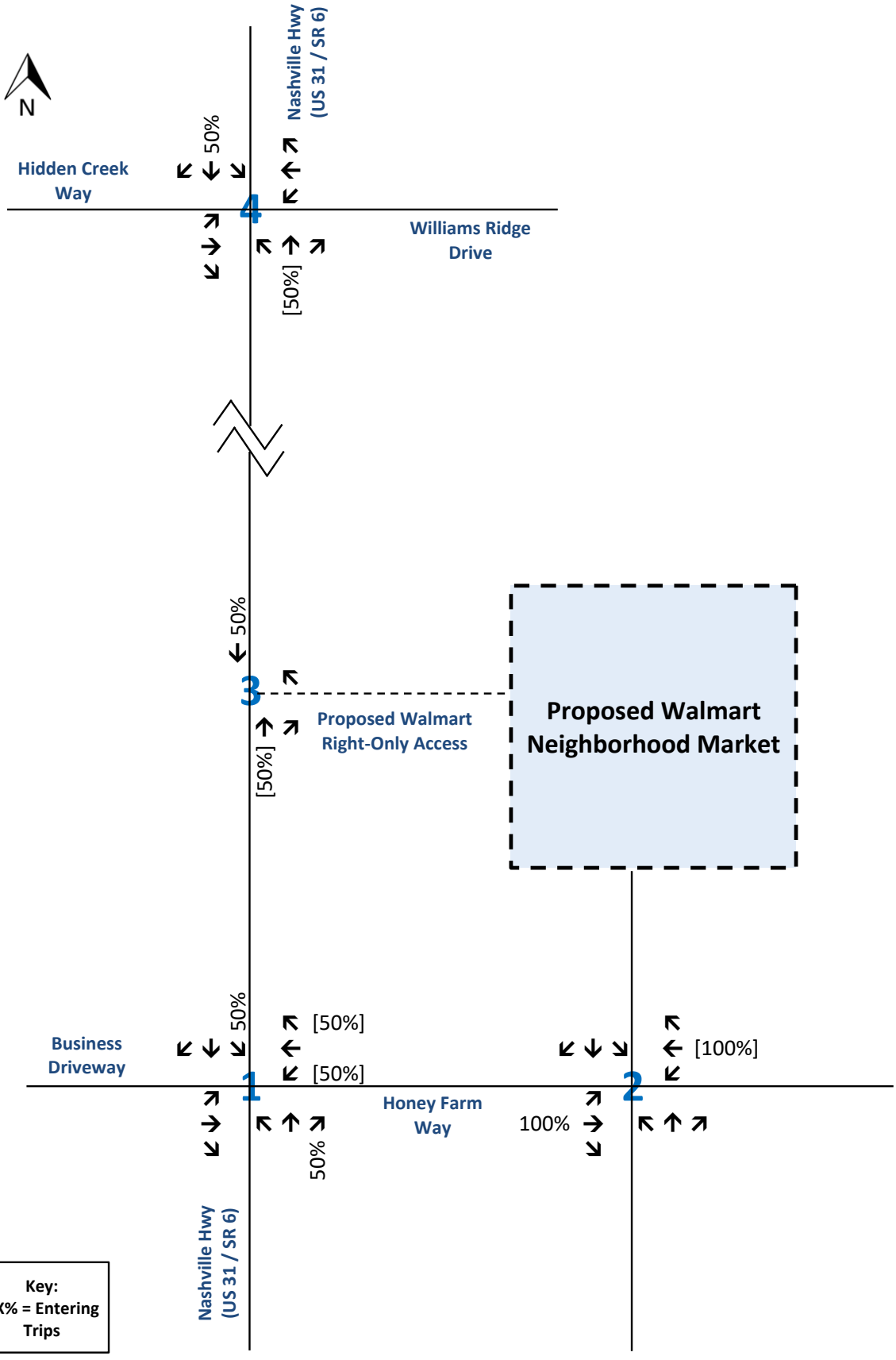

Trip Distribution Worksheet
Primary Trip Distribution - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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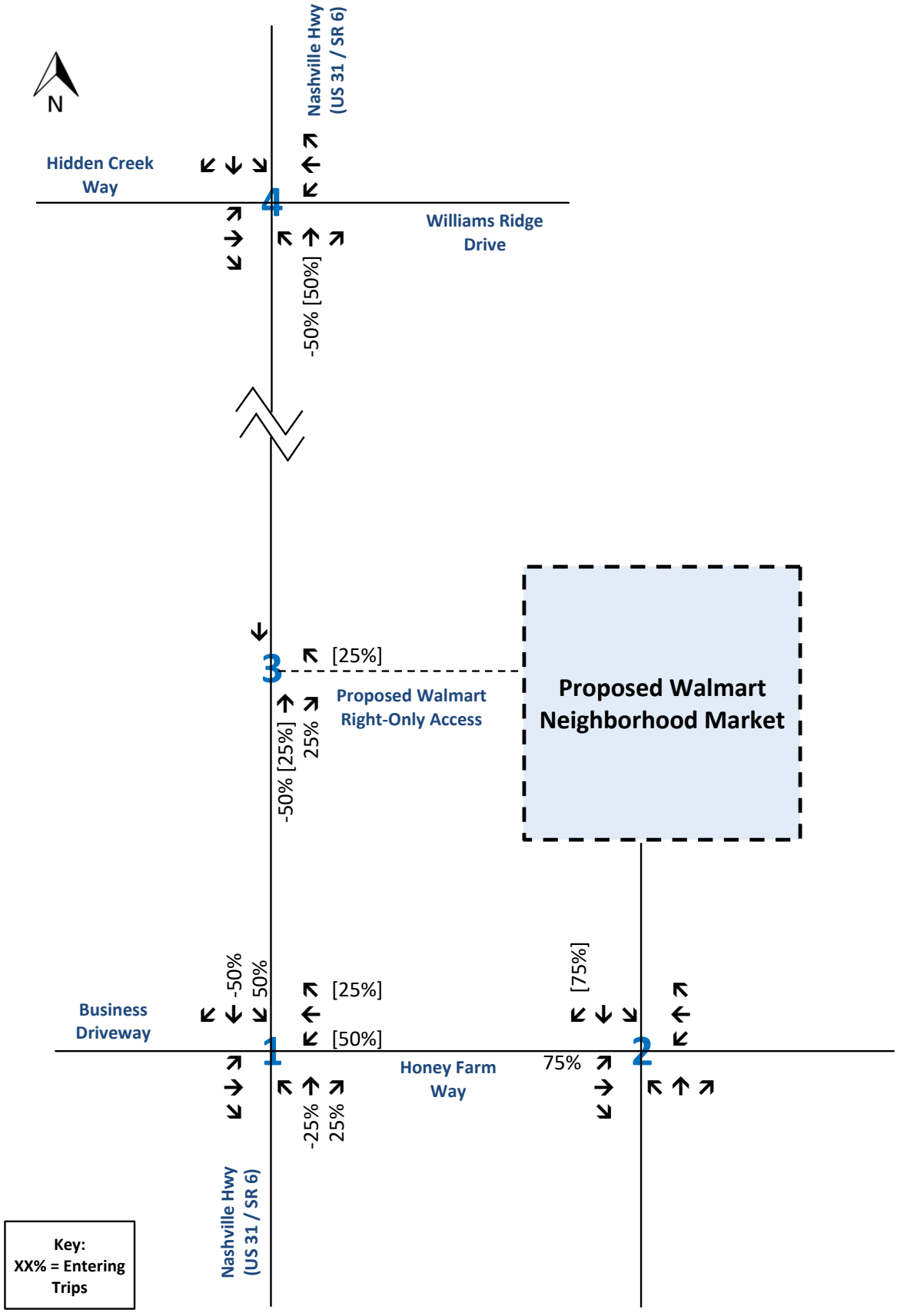
PASS-BY TRIP DISTRIBUTIONS



Trip Distribution Worksheet

Pass-by Trip Distribution - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

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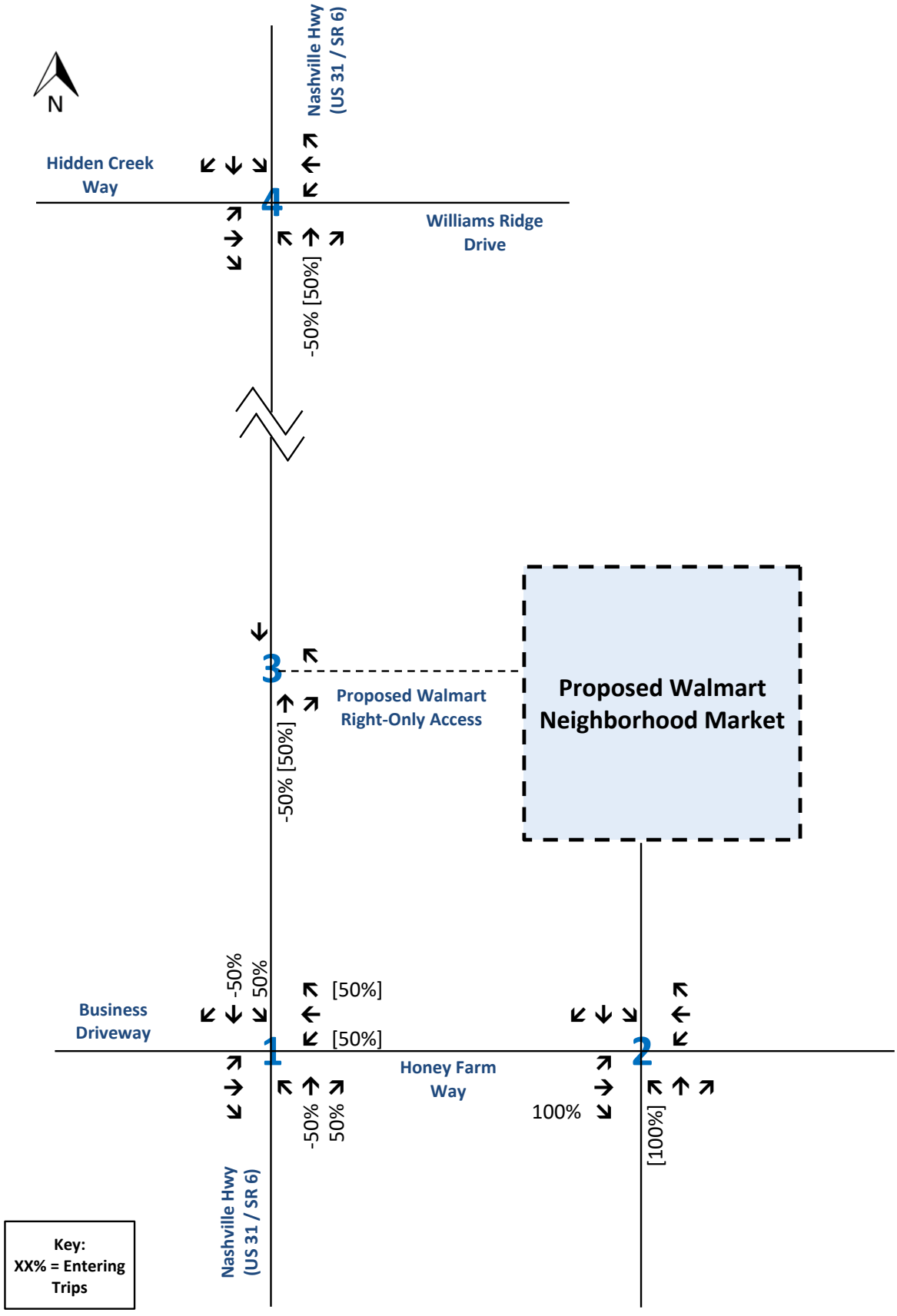

Trip Distribution Worksheet

Pass-by Trip Distribution - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

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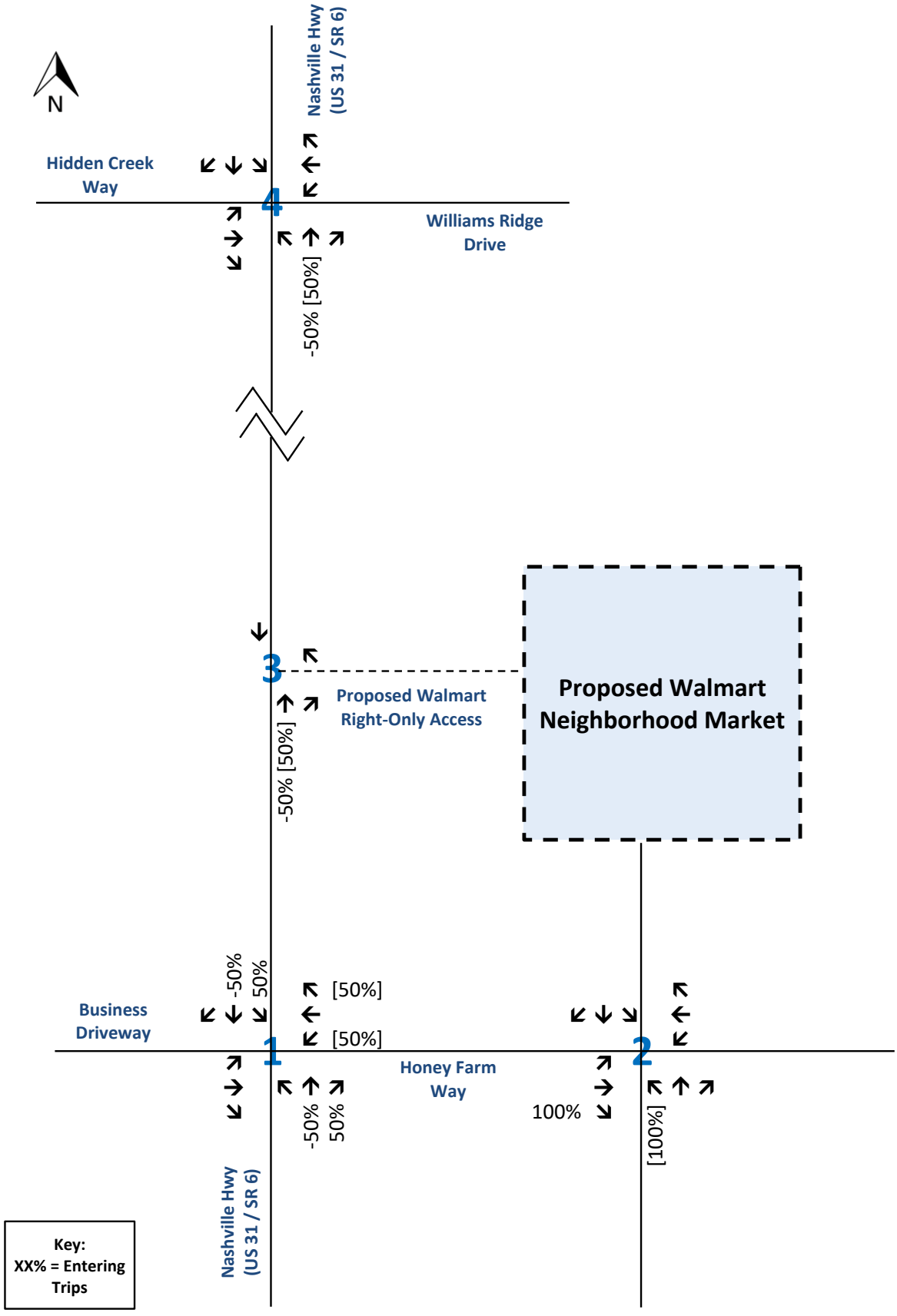
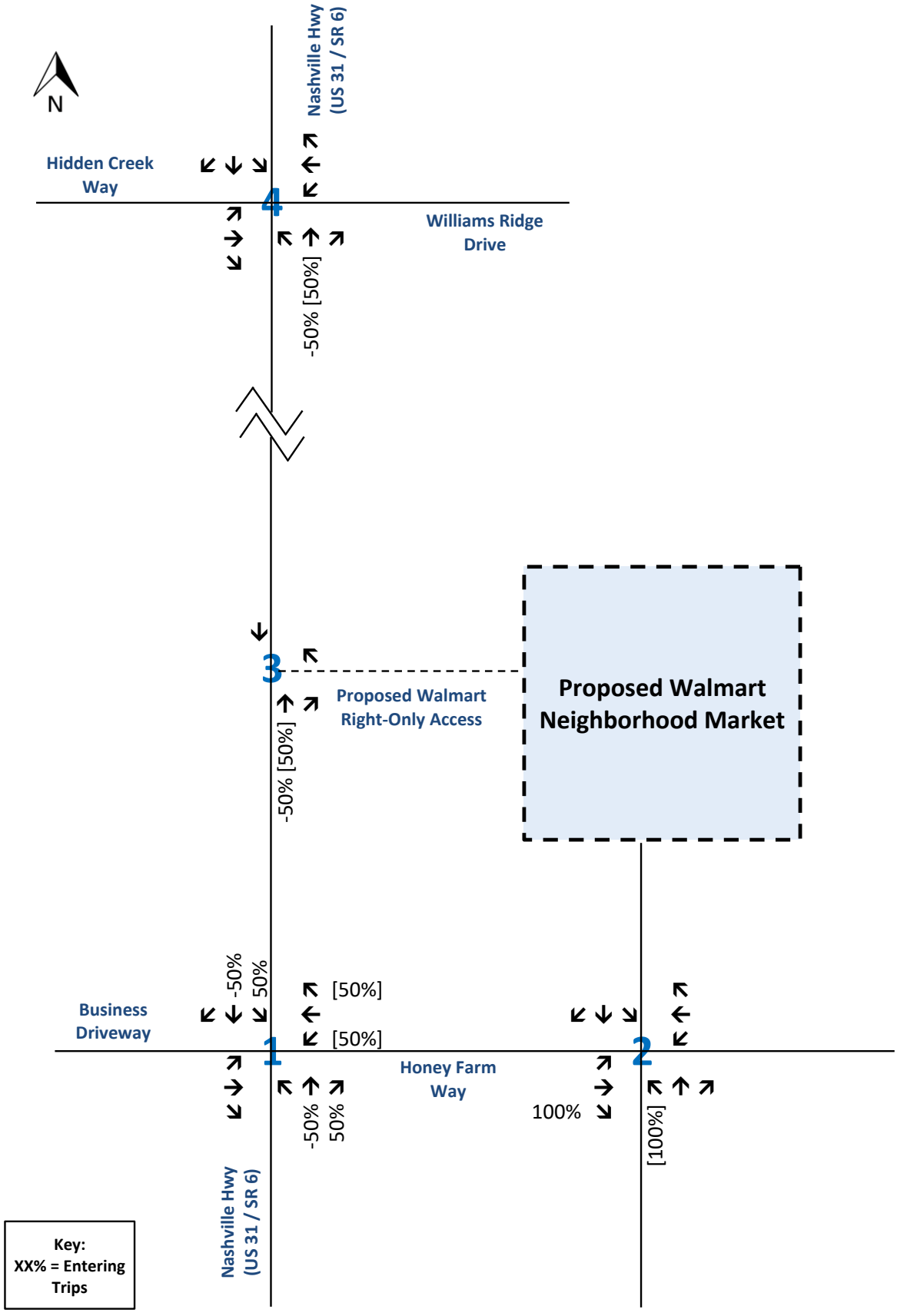


Trip Distribution Worksheet
Pass-by Trip Distribution - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



Trip Distribution Worksheet
Pass-by Trip Distribution - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

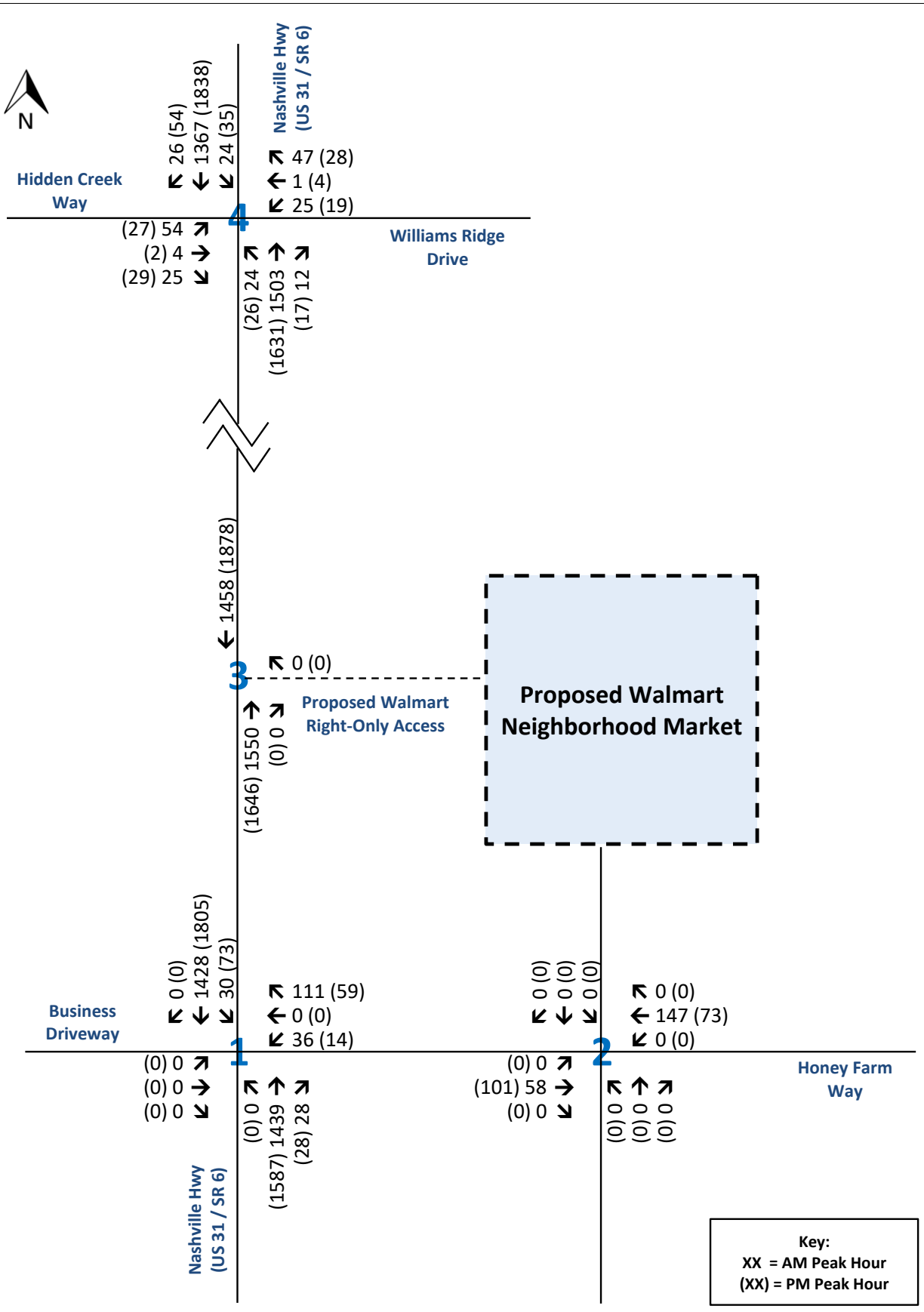
RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

APPENDIX E

TRAFFIC ASSIGNMENT

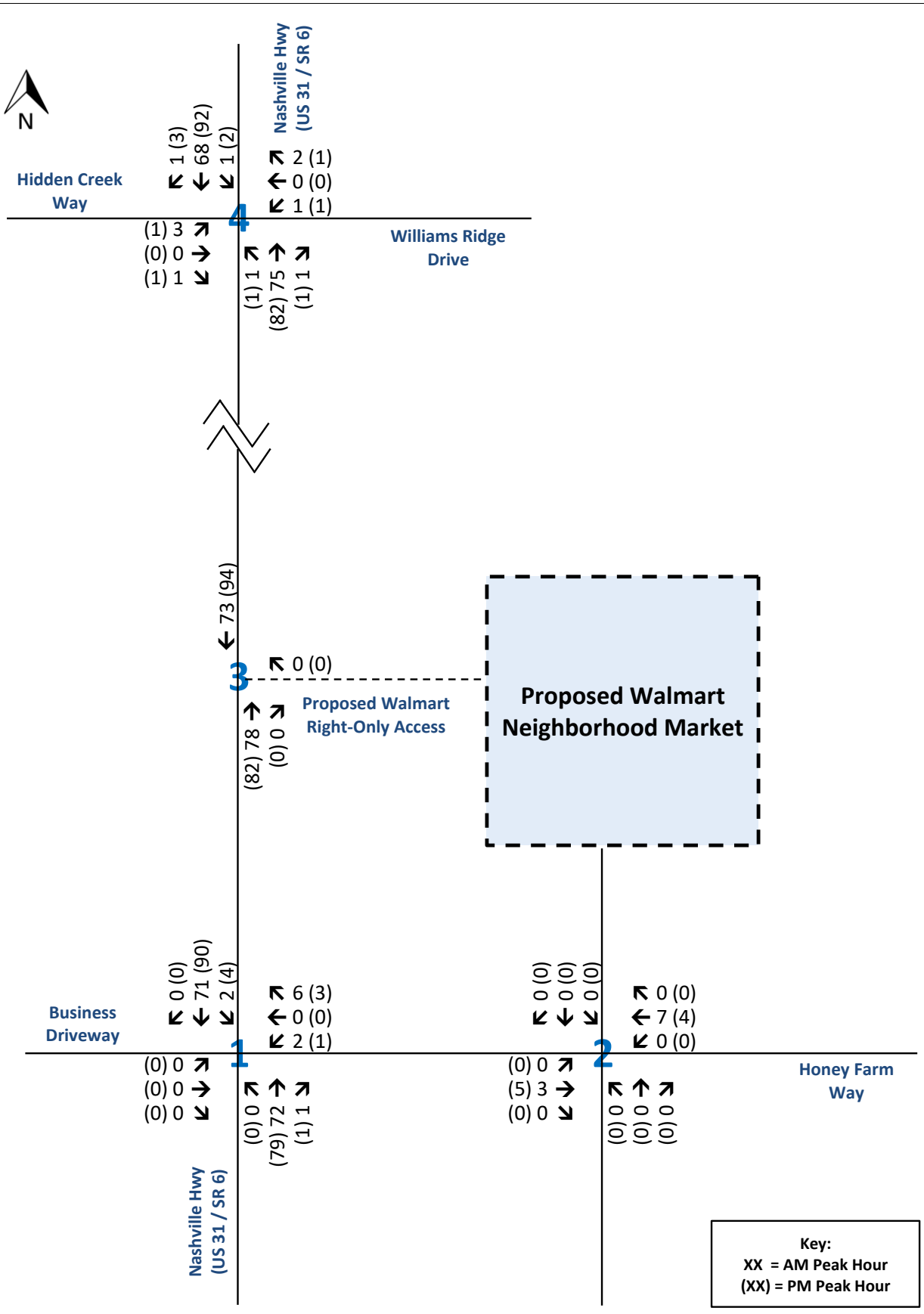
TRAFFIC ASSIGNMENT WORKSHEETS

AM & PM PEAK HOURS



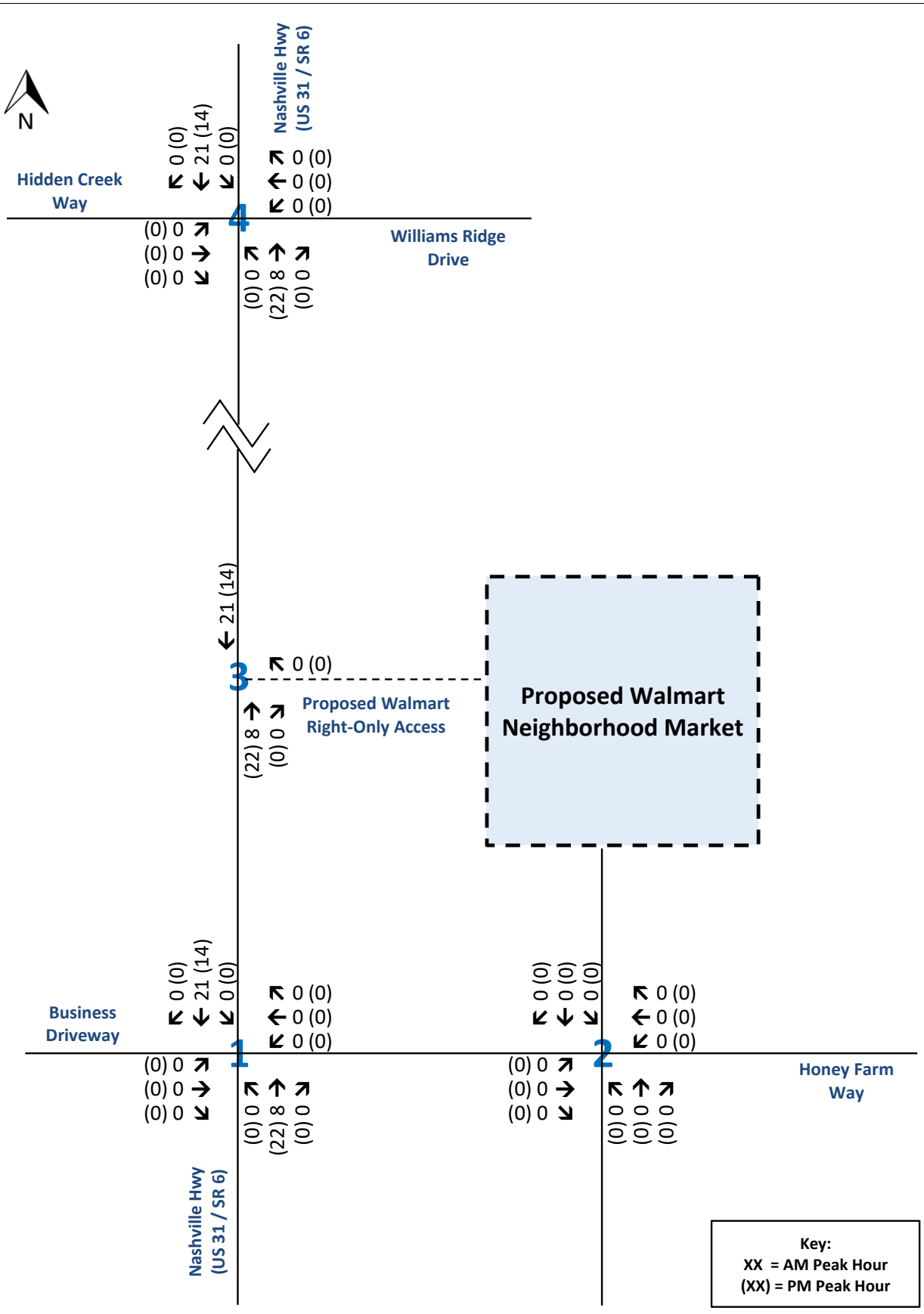
Traffic Assignment Worksheet
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



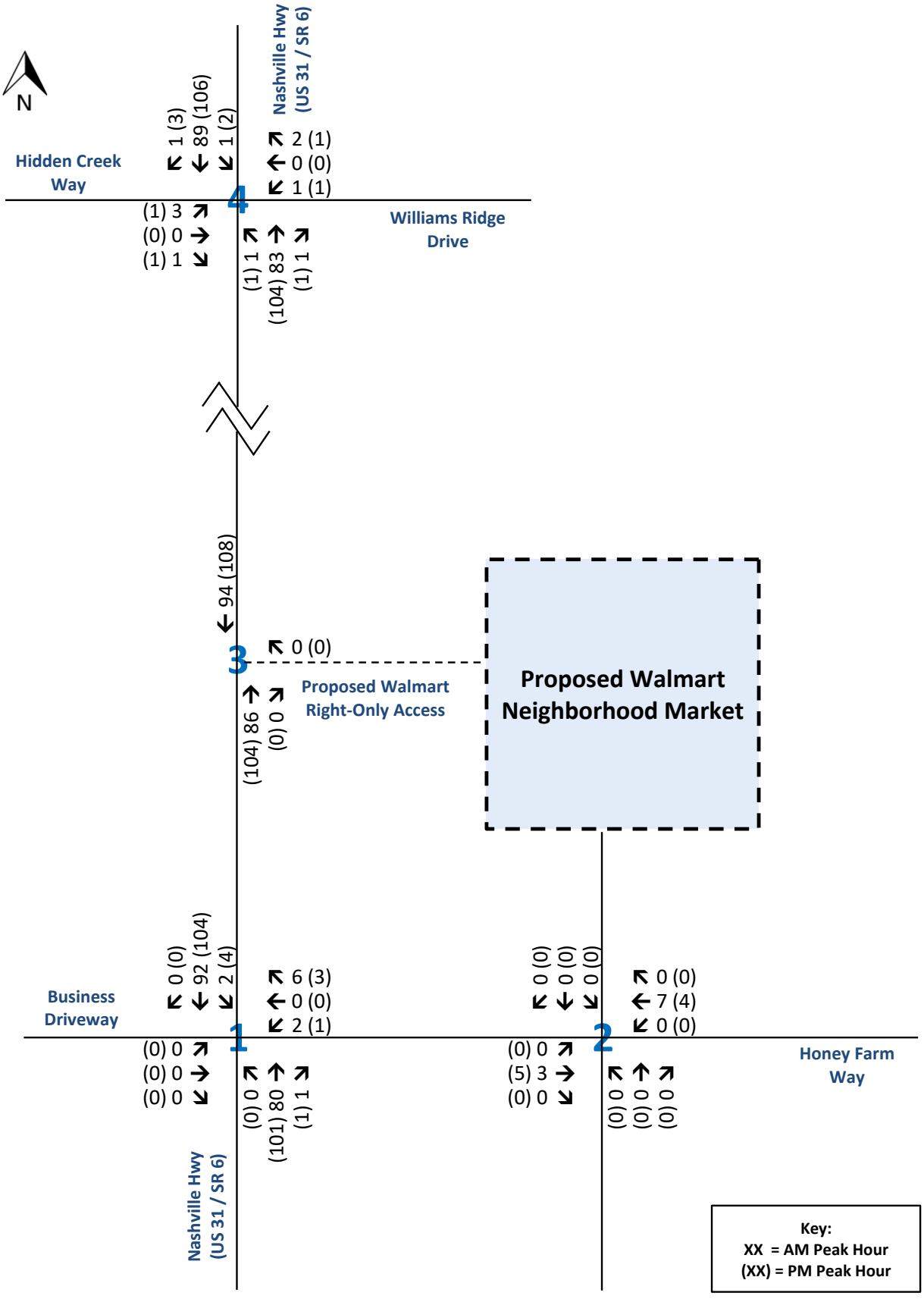
Traffic Assignment Worksheet
Background - Historical Growth Only (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



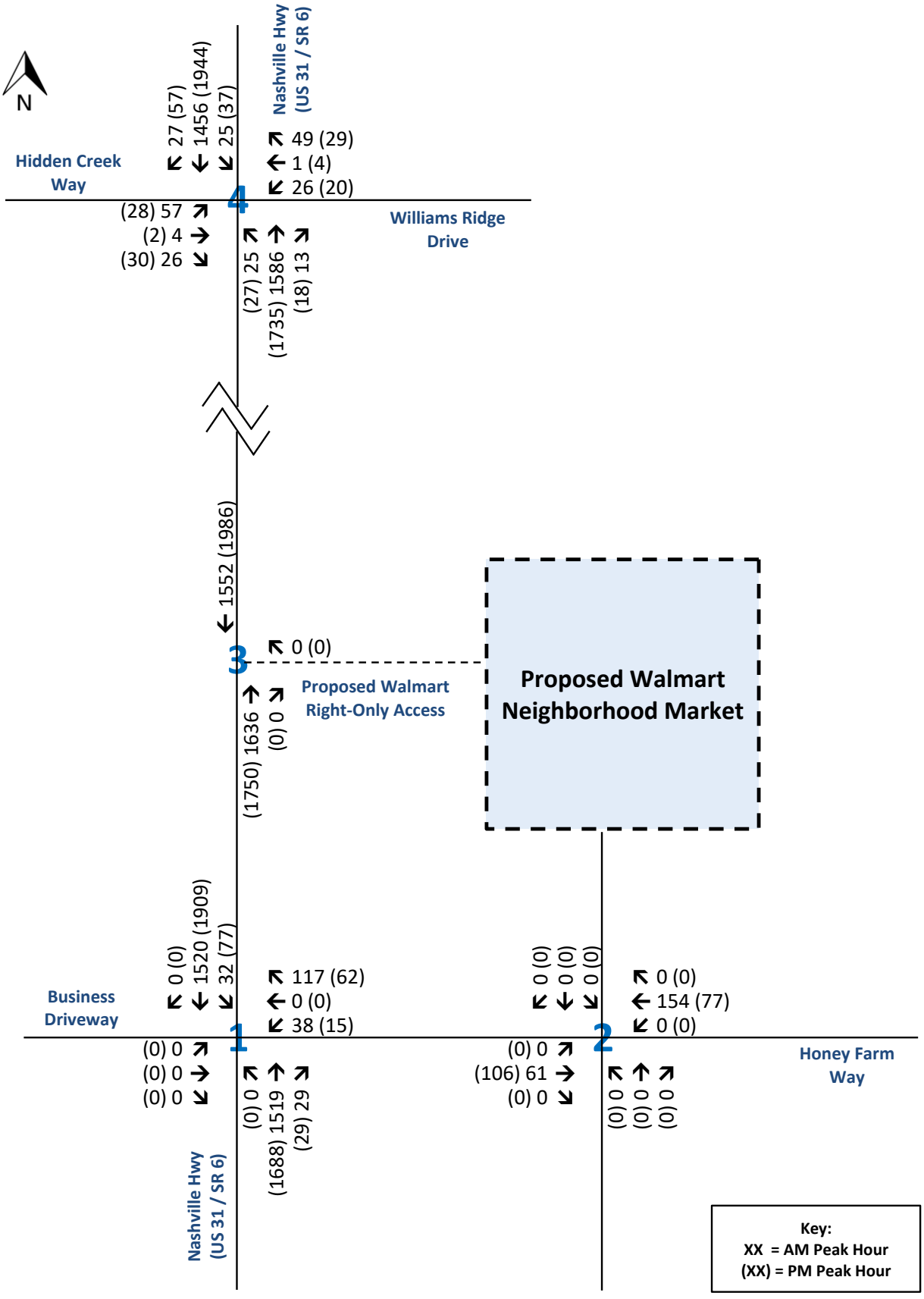
Traffic Assignment Worksheet
Off-Site Traffic Assignment - 2558 Nashville Highway
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



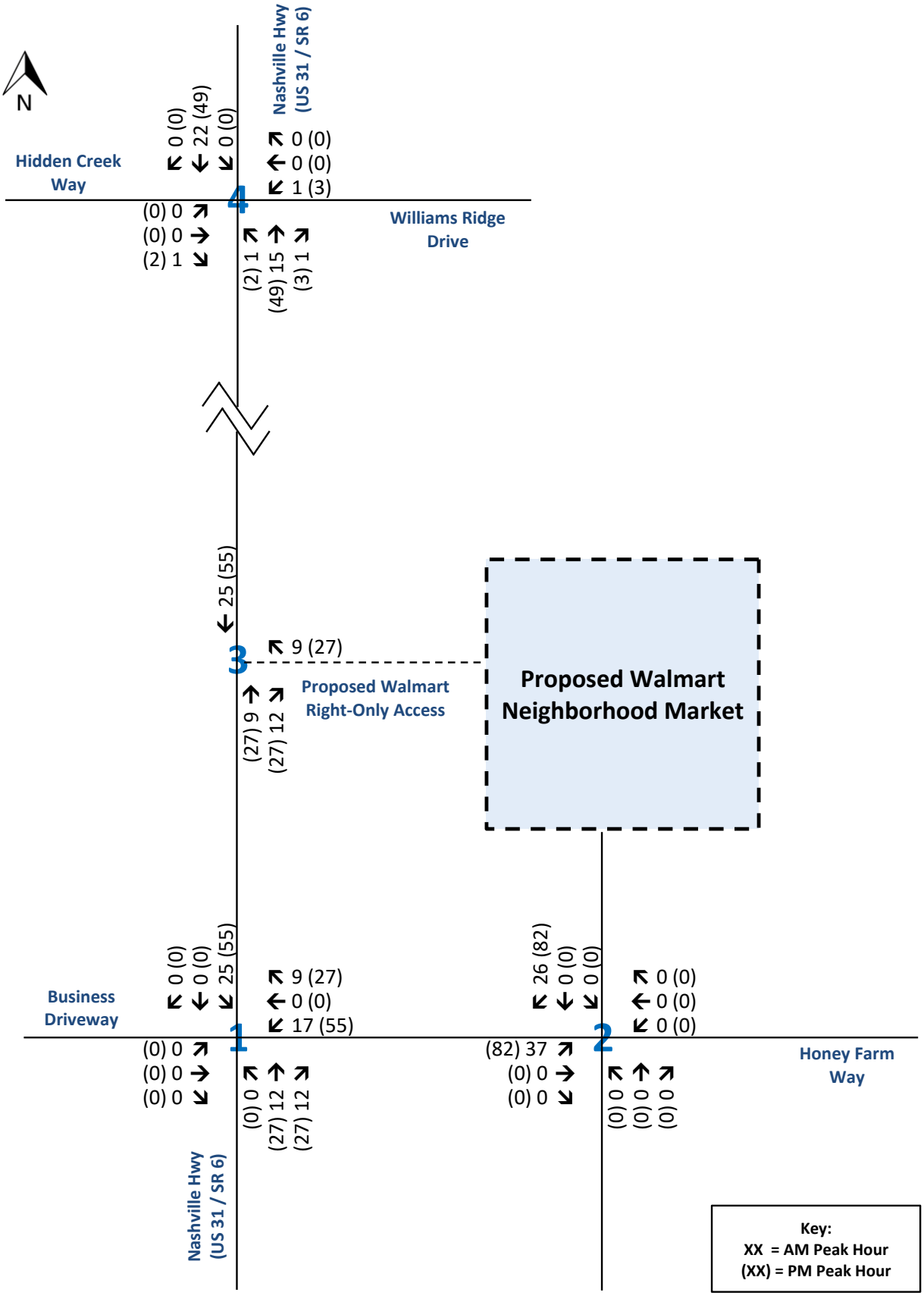
Traffic Assignment Worksheet
Background (Growth + Offsite)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



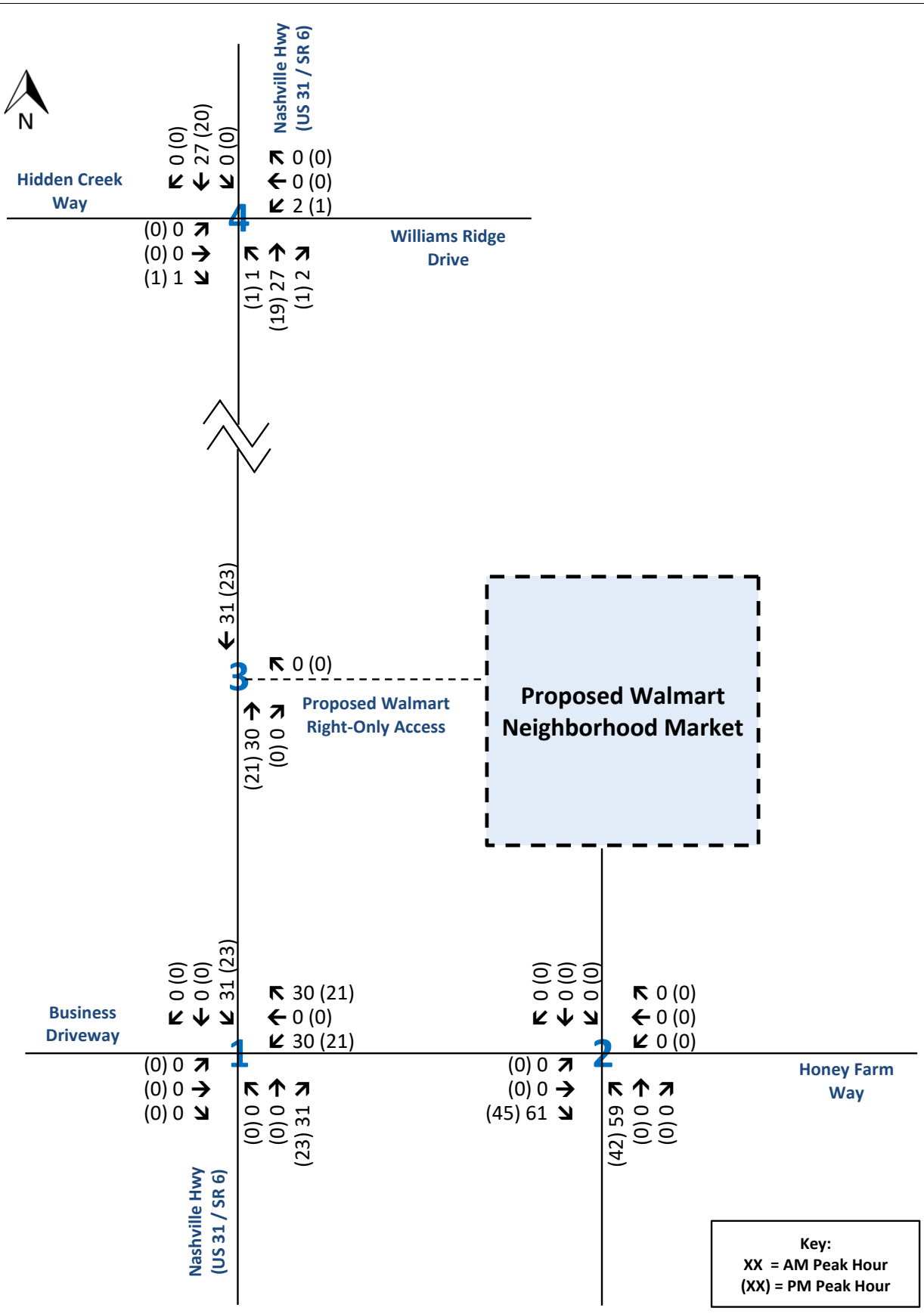
Traffic Assignment Worksheet
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



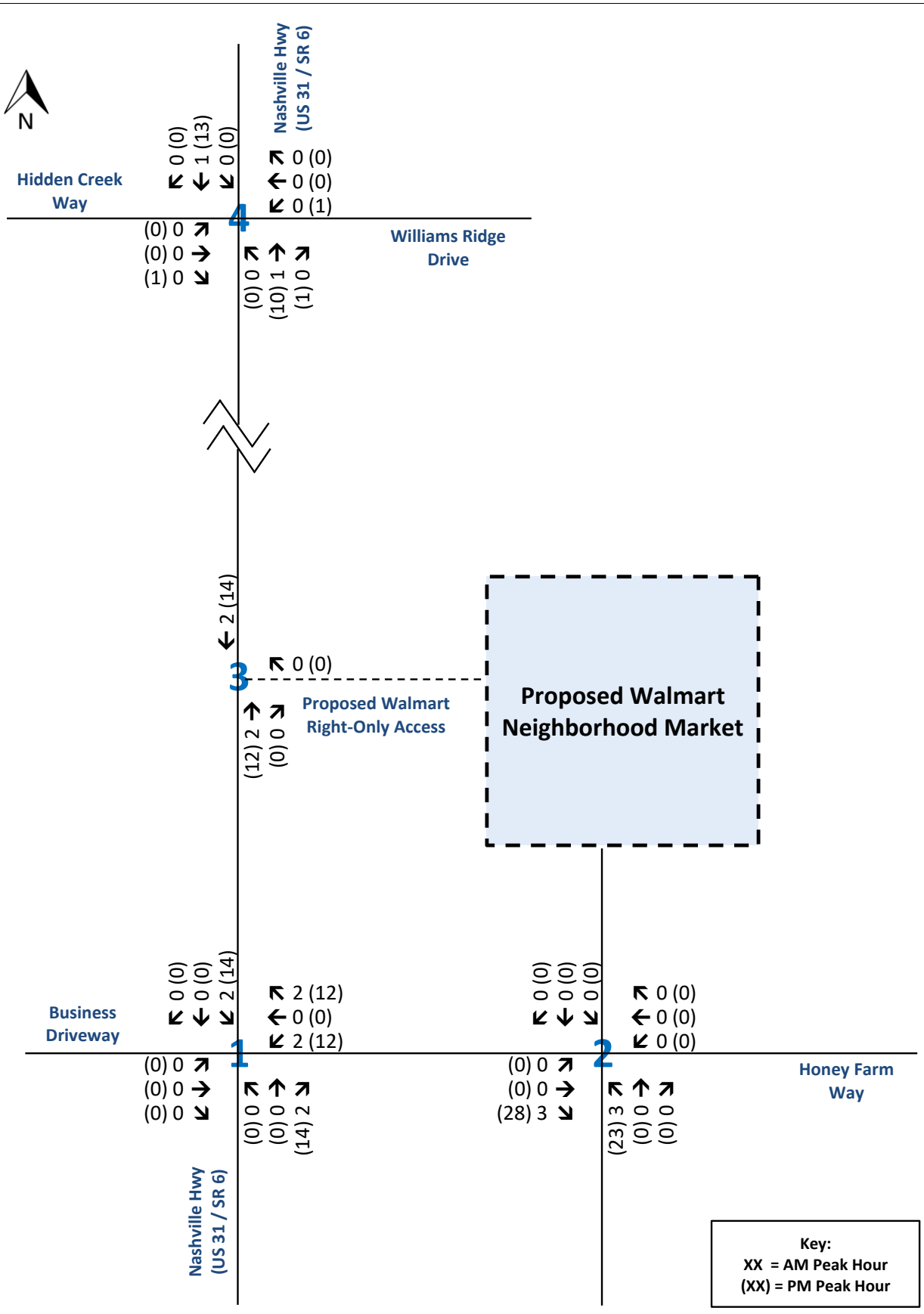
Traffic Assignment Worksheet
Primary Traffic Assignment - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



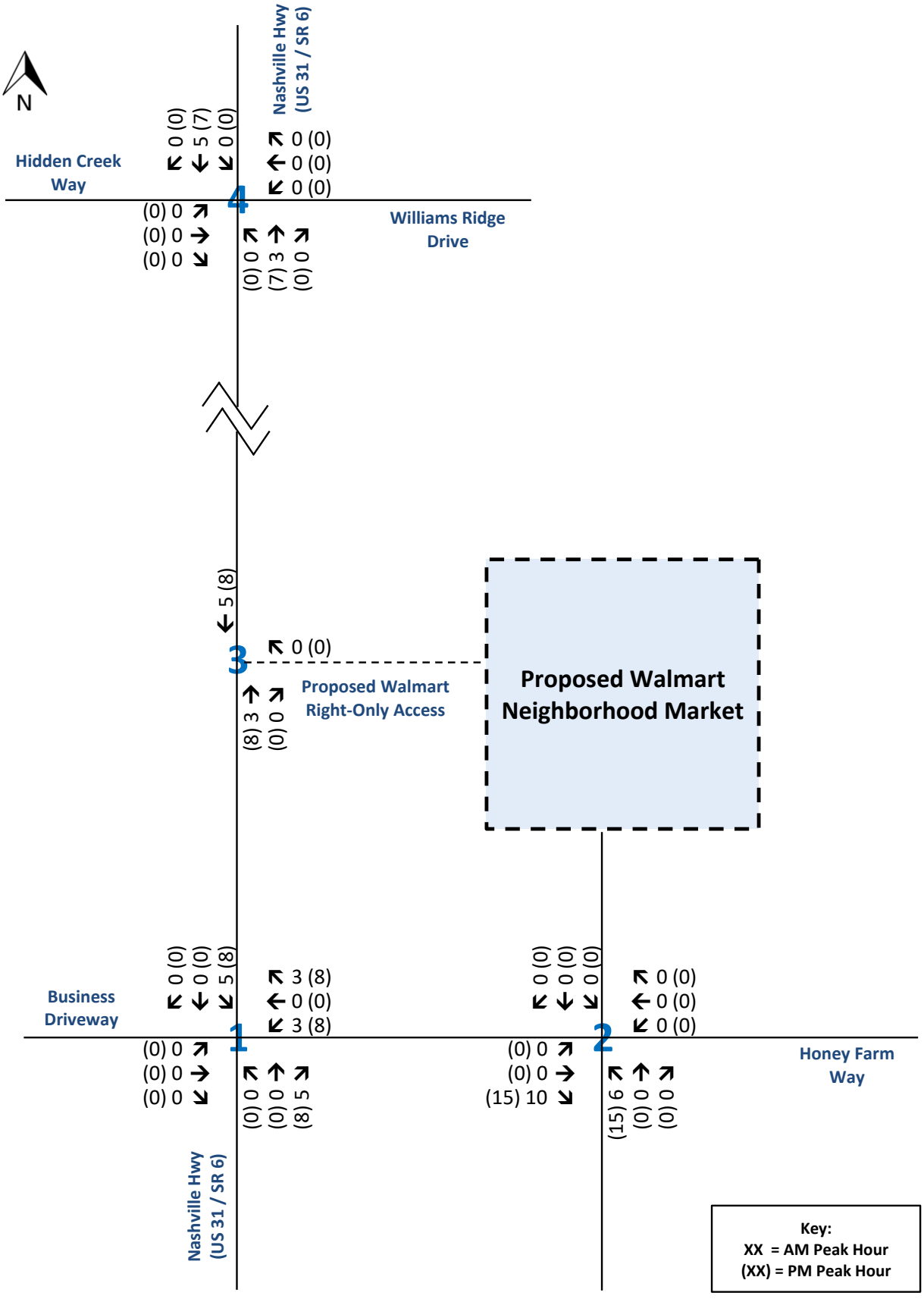
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast-Food Restaurant with Drive-Through
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



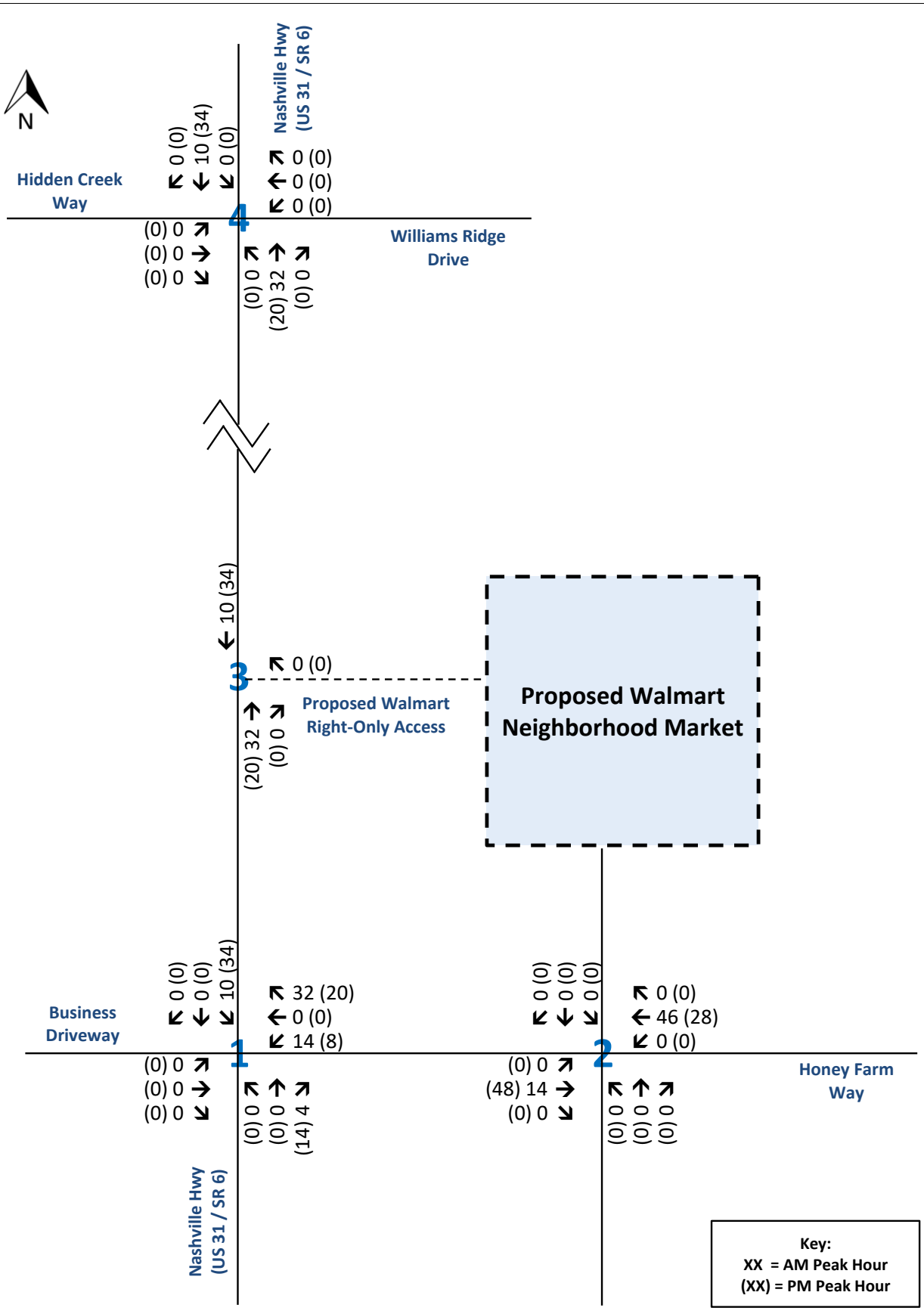
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



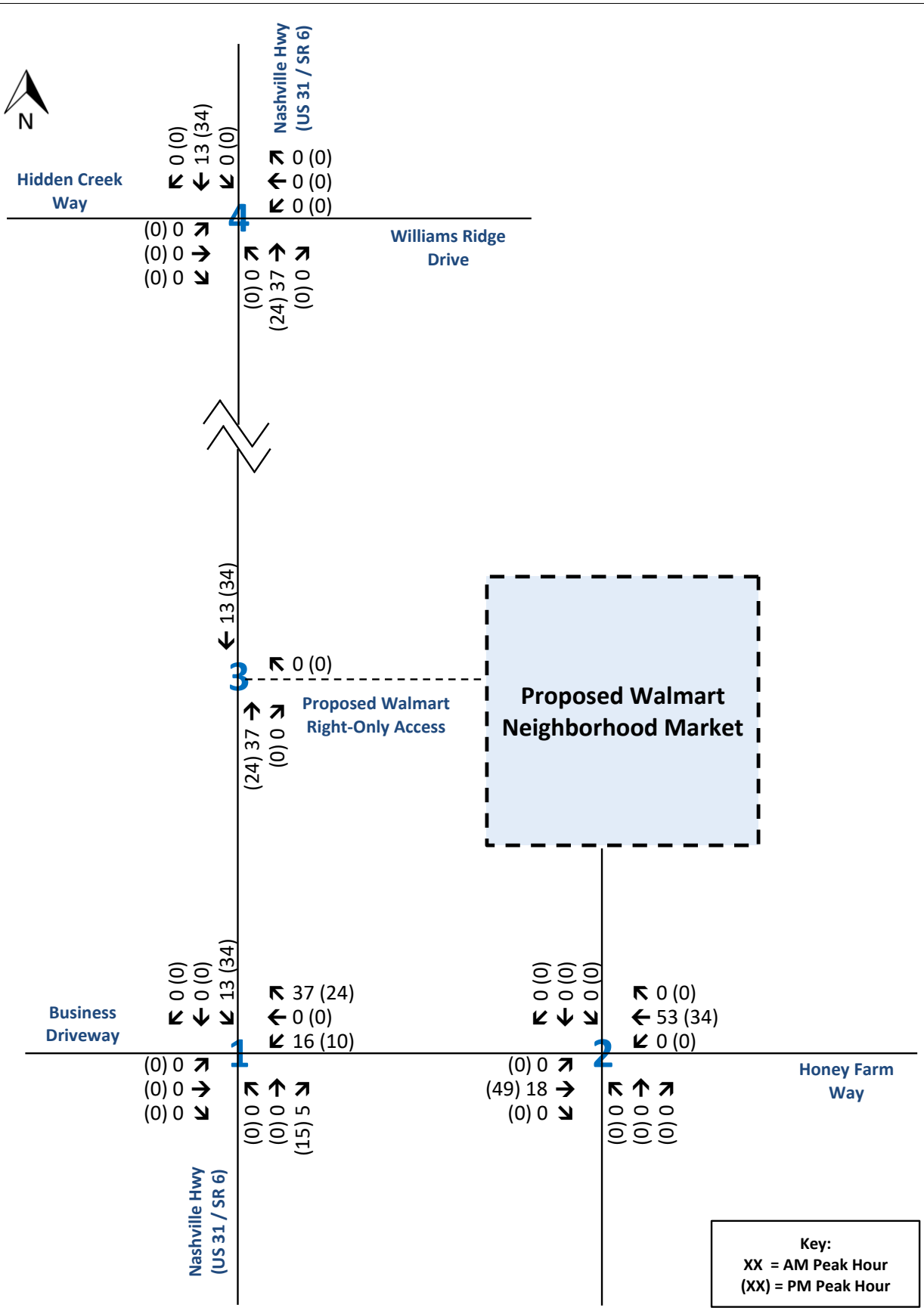
Traffic Assignment Worksheet
Primary Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



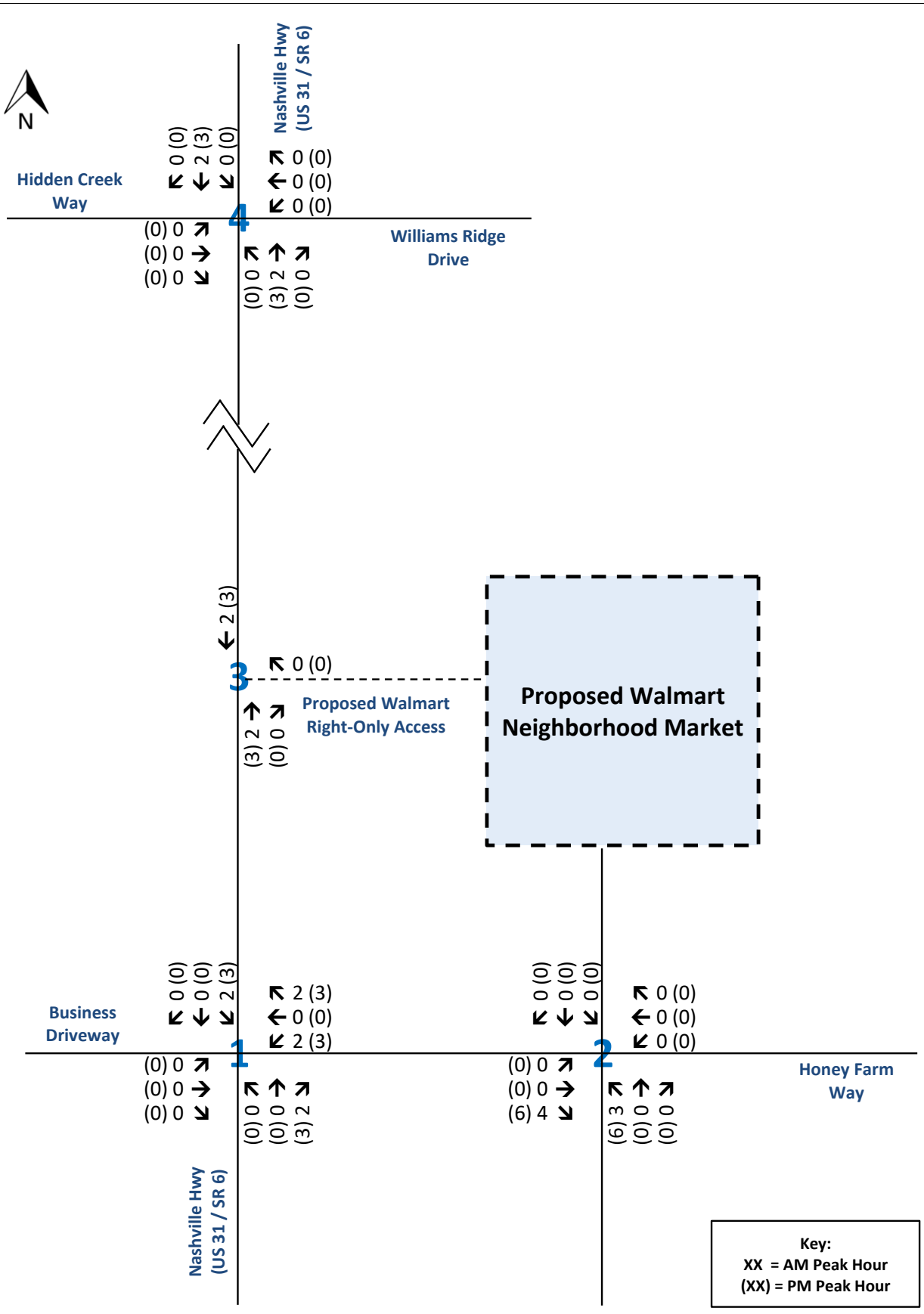
Traffic Assignment Worksheet
Primary Traffic Assignment - Multifamily Housing (Low-Rise)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



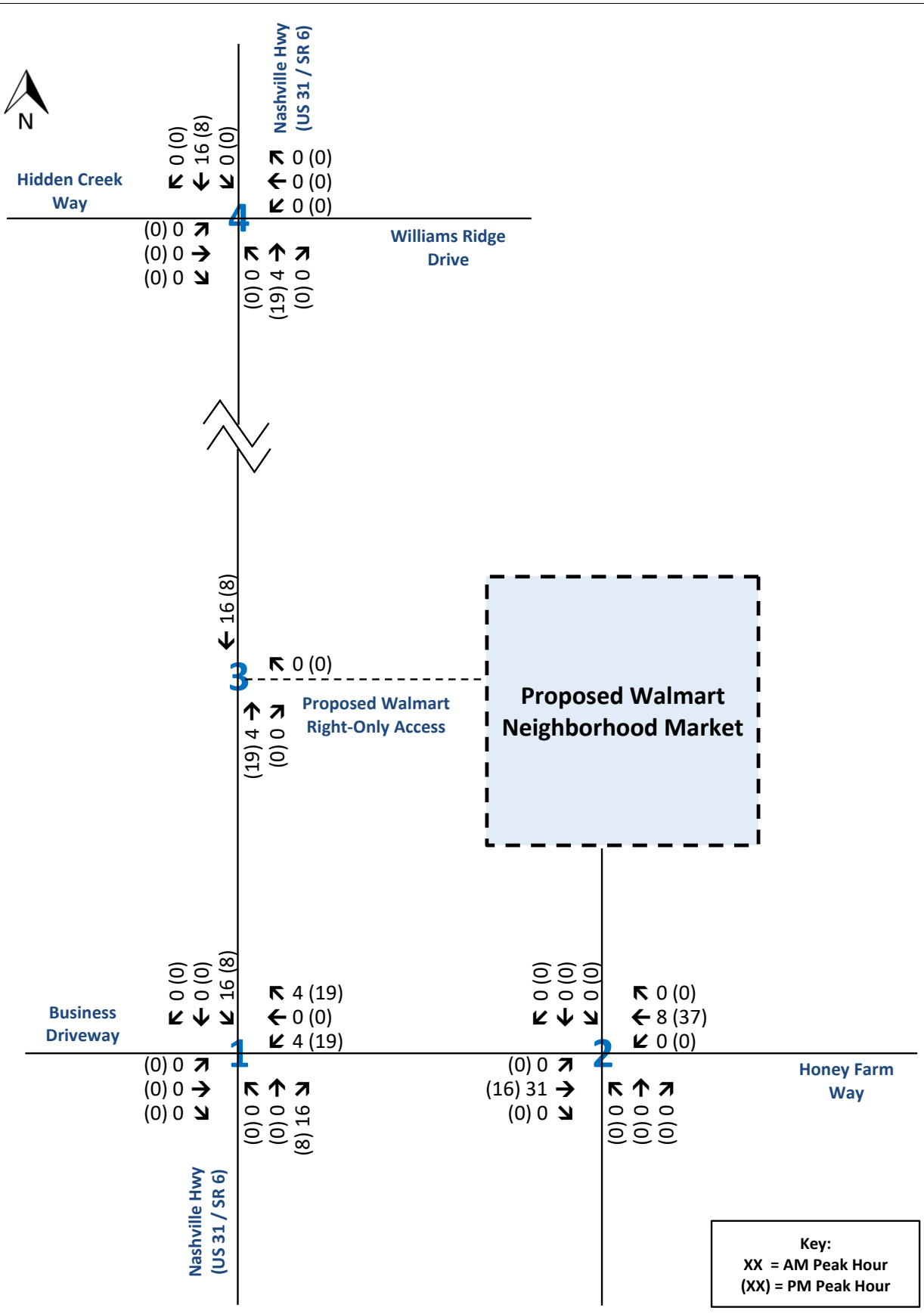
Traffic Assignment Worksheet
Primary Traffic Assignment - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



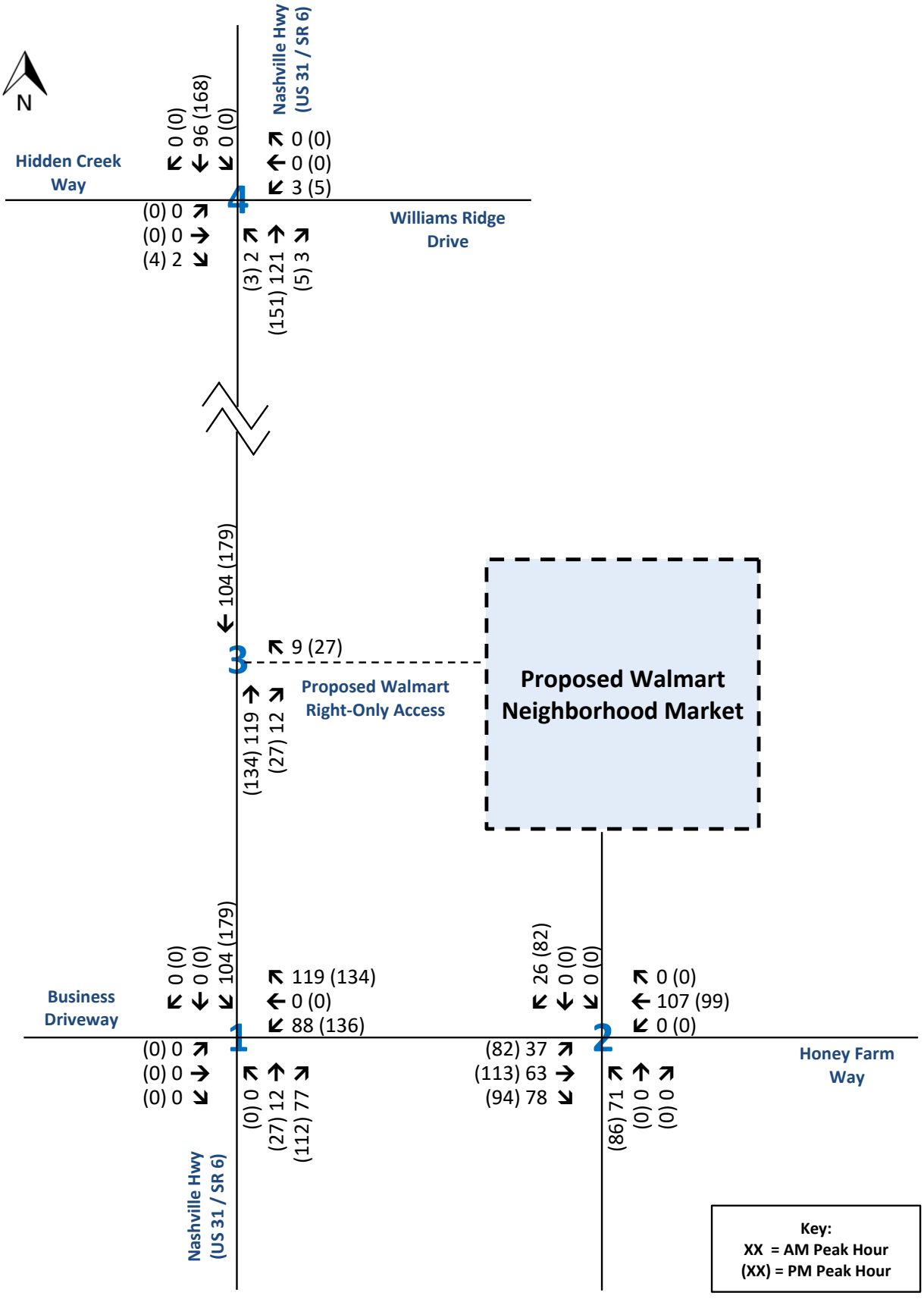
Traffic Assignment Worksheet
Primary Traffic Assignment - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



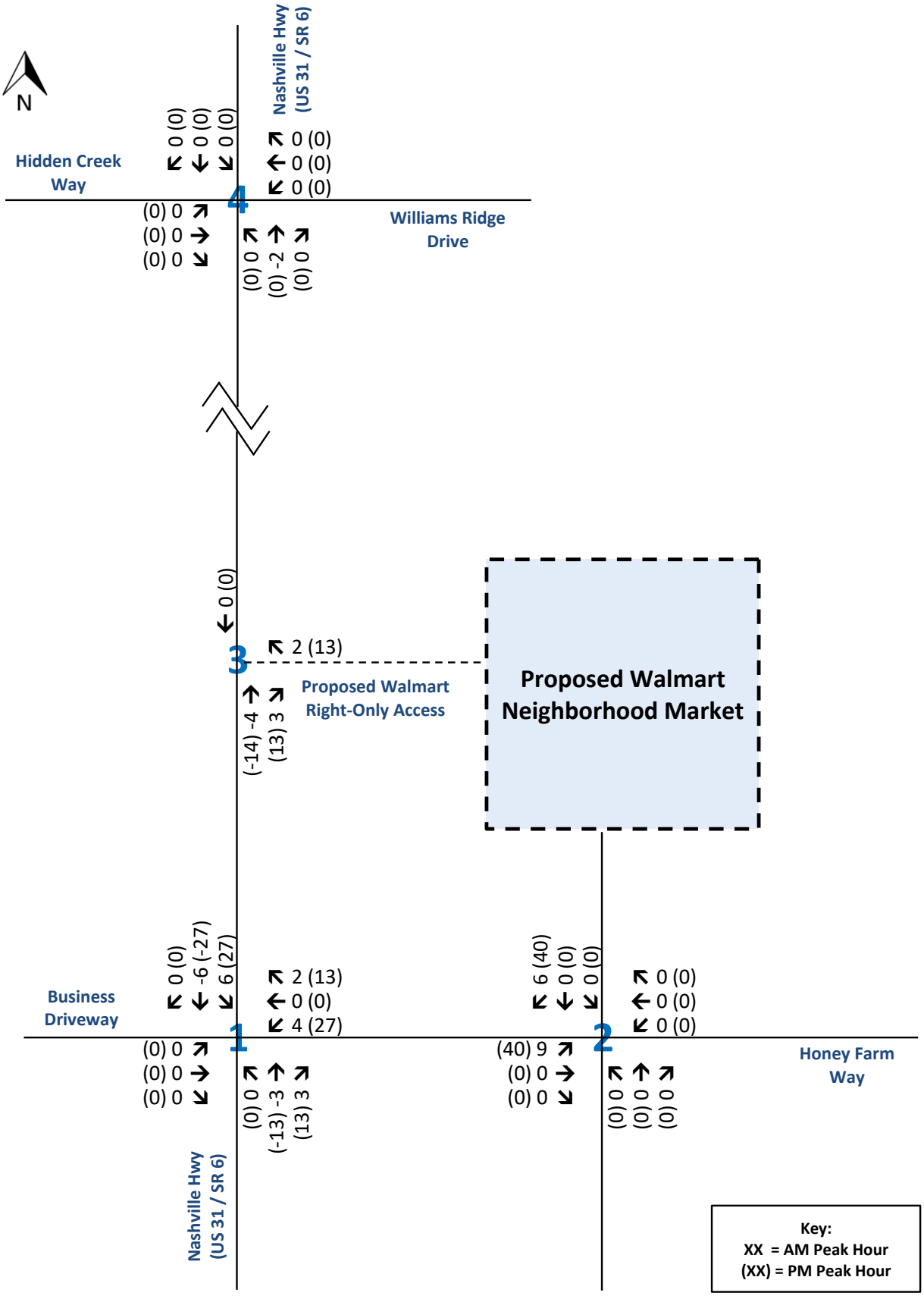
Traffic Assignment Worksheet
Primary Traffic Assignment - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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

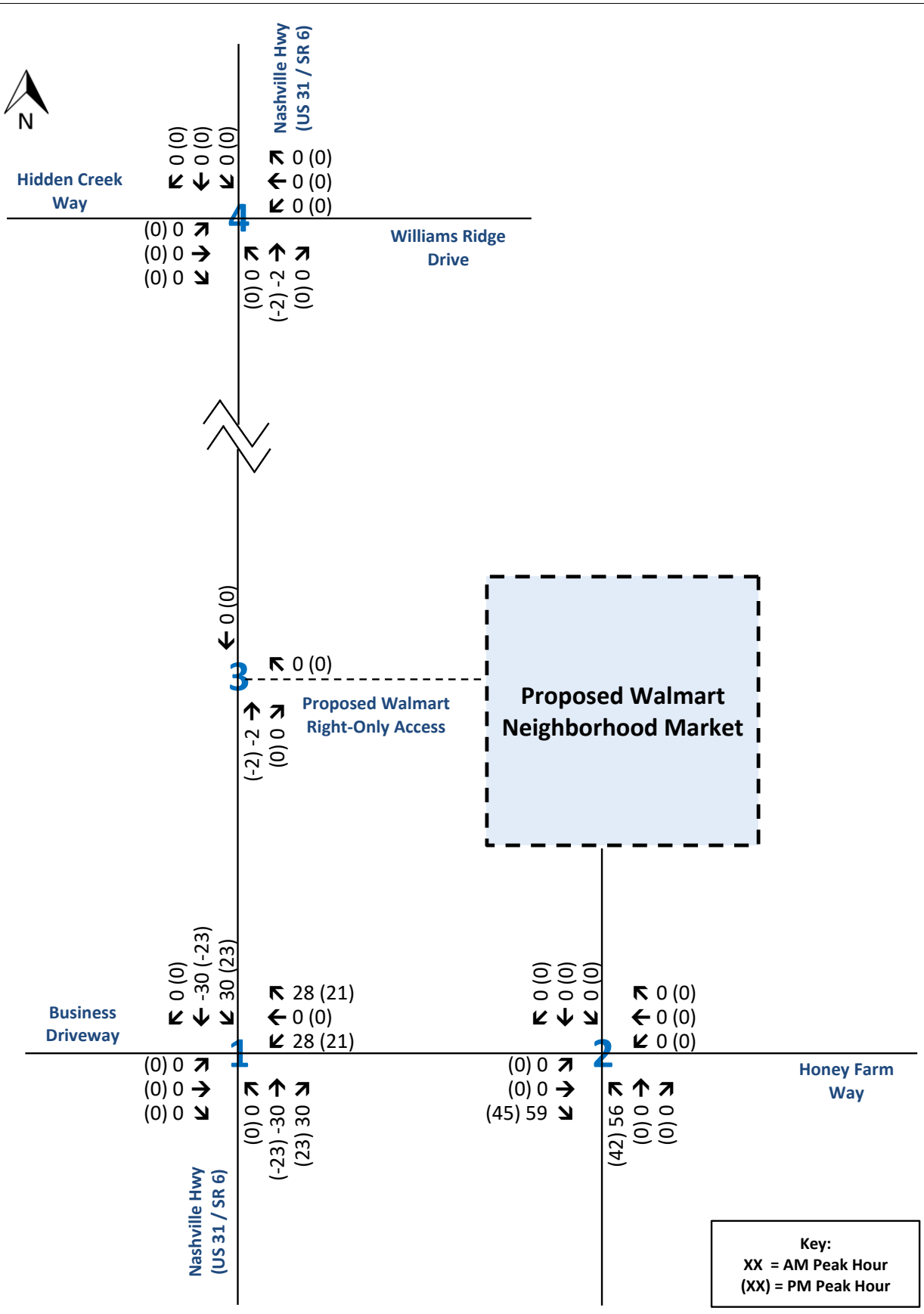


Traffic Assignment Worksheet

Pass-by Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee



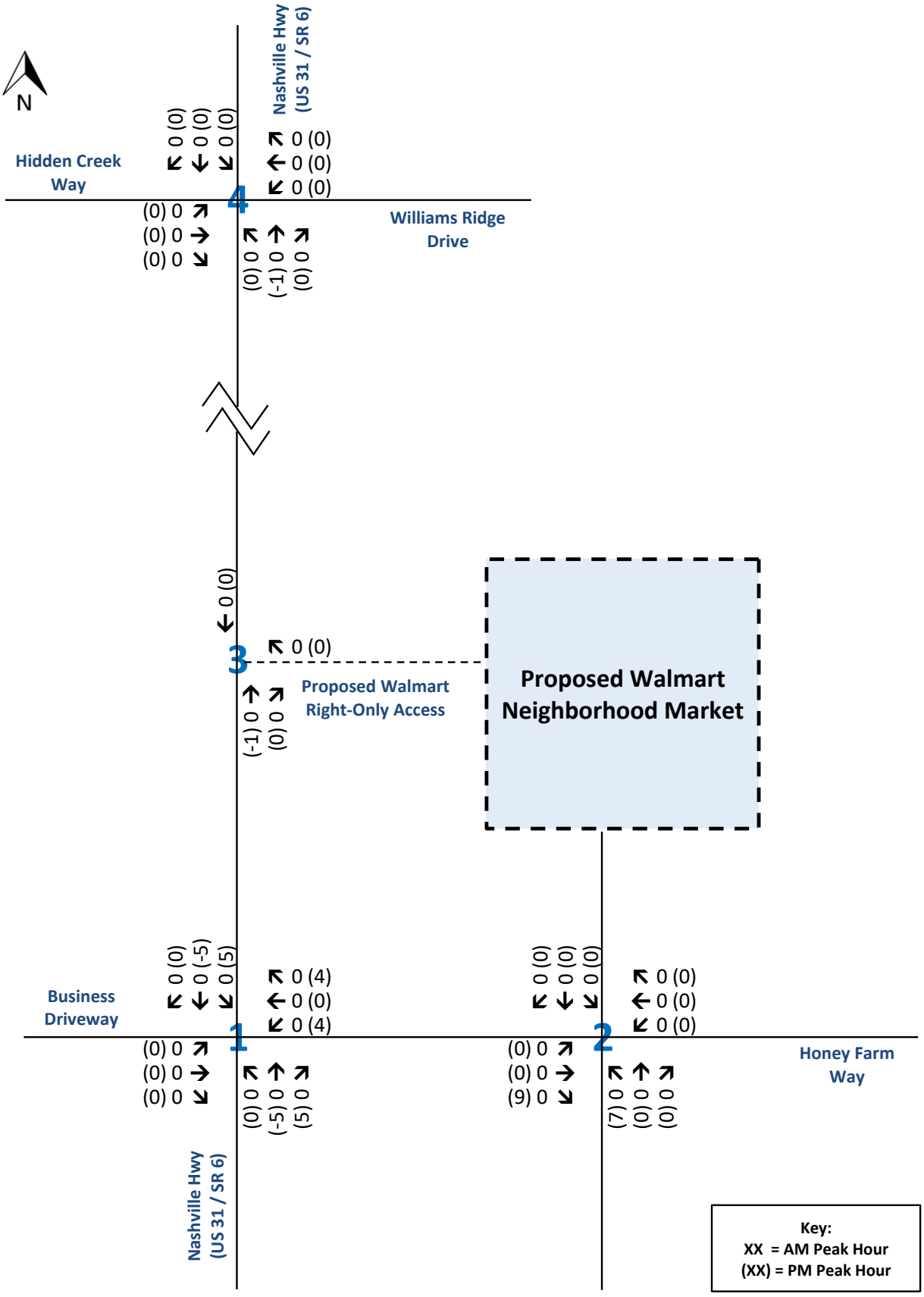
Traffic Assignment Worksheet

Pass-by Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

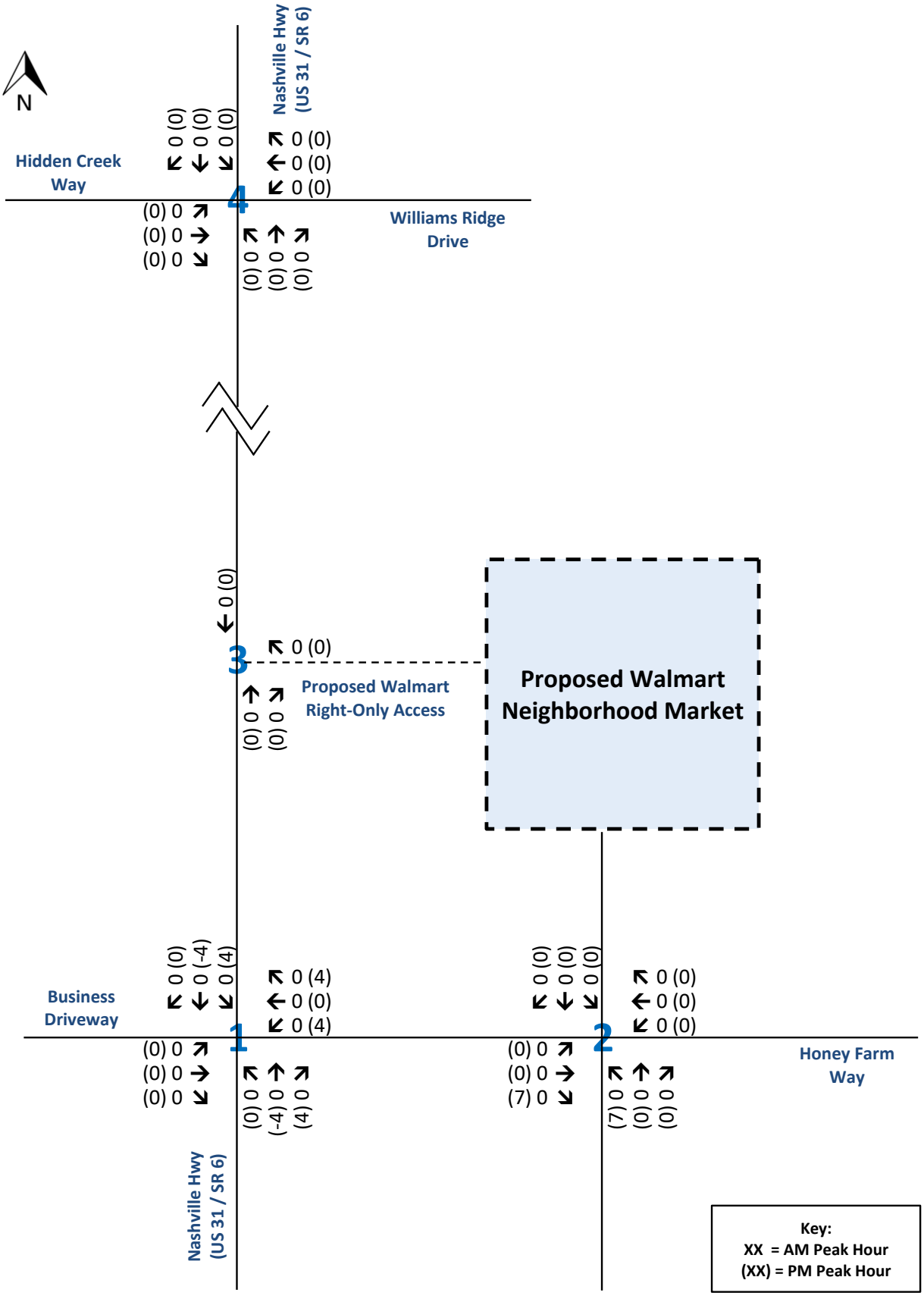
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



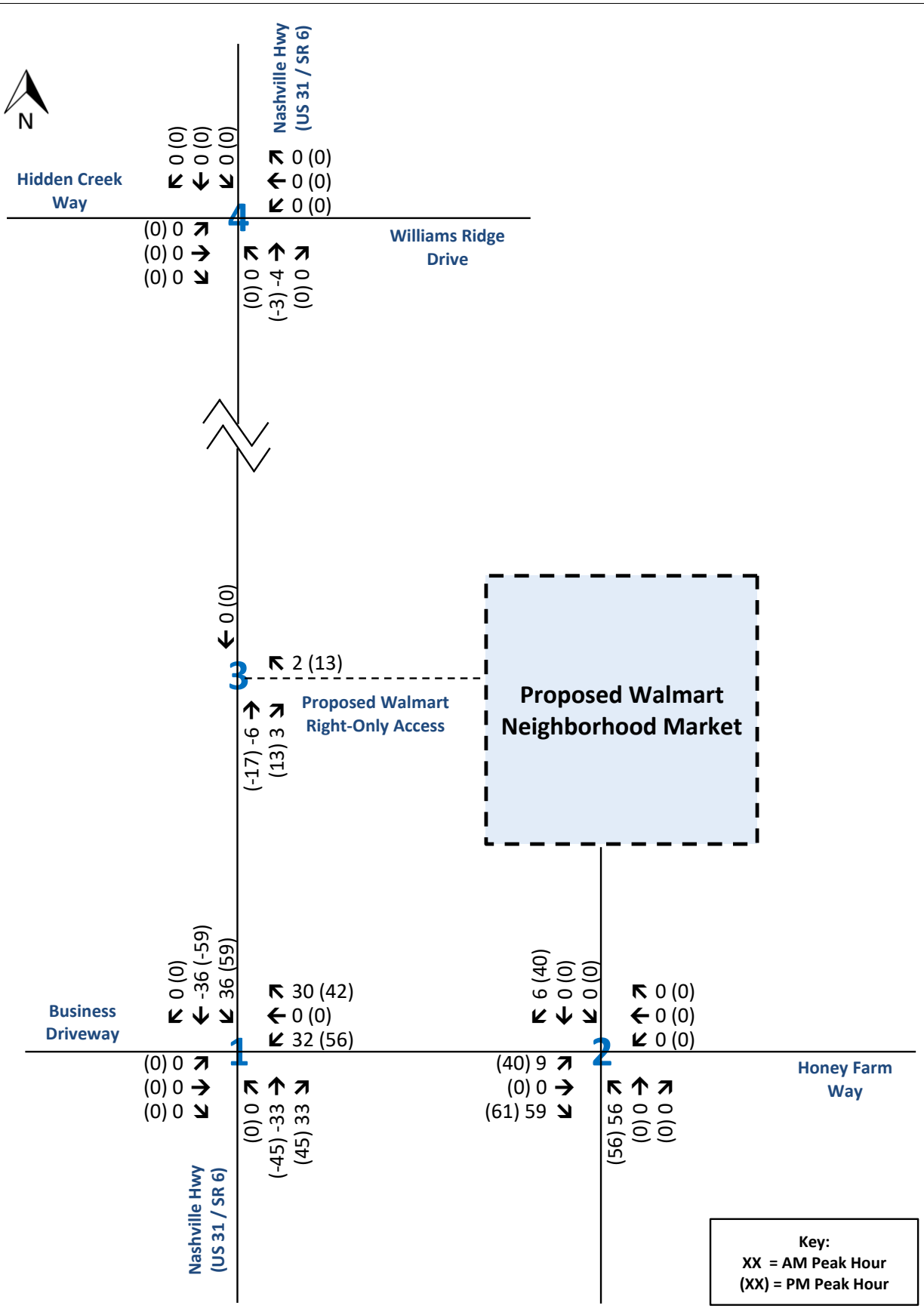
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



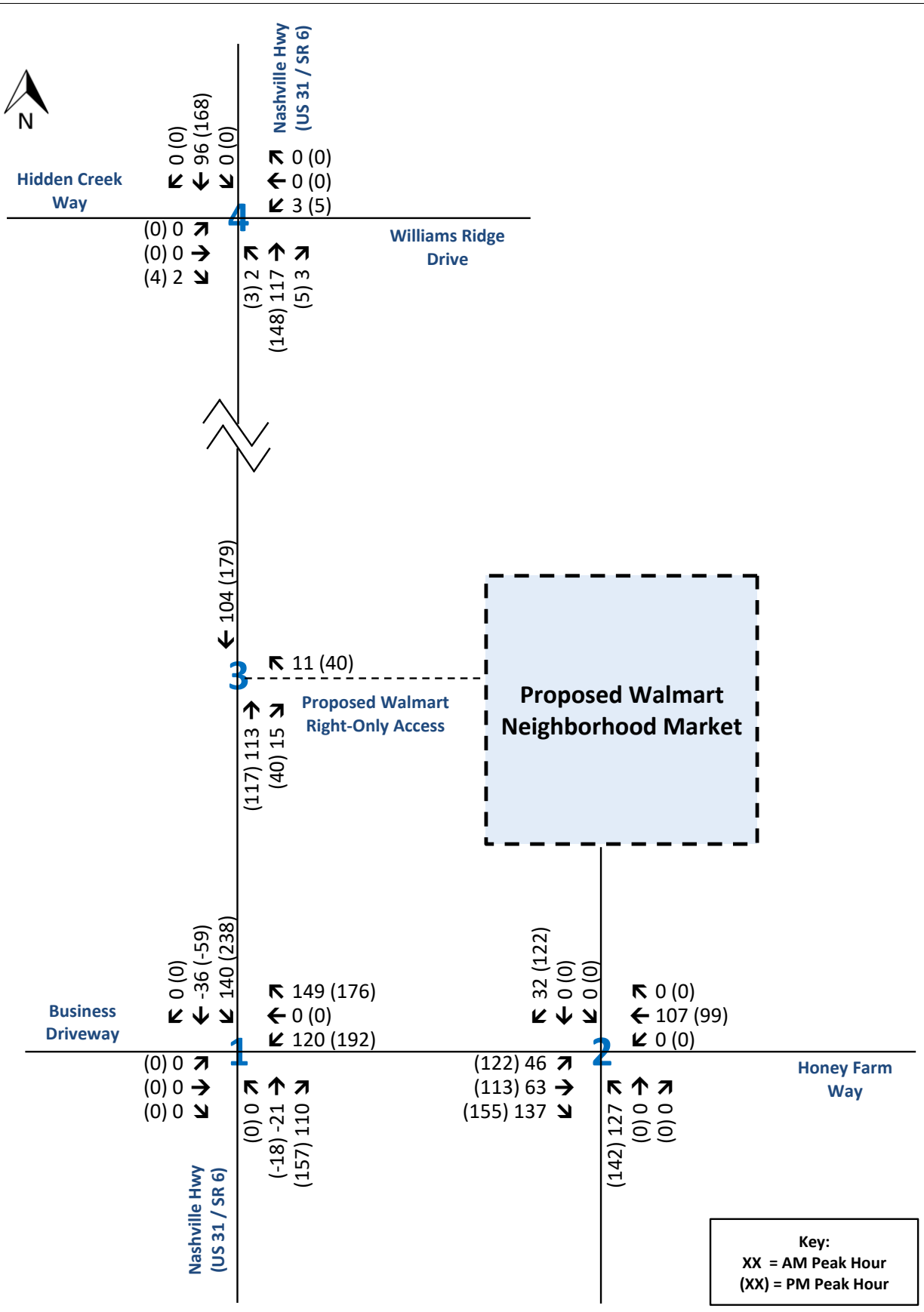
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



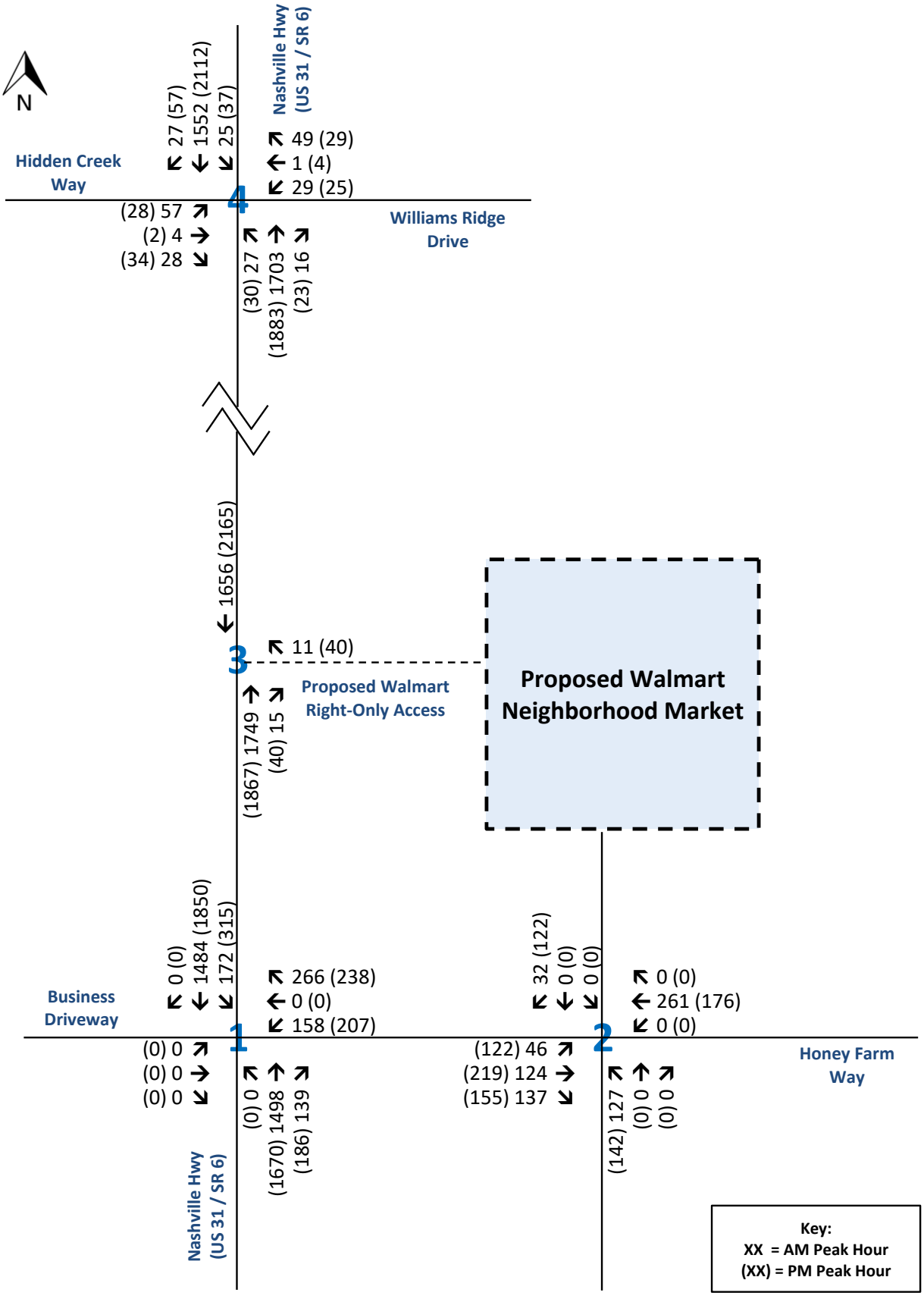
Traffic Assignment Worksheet
Total Passby Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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

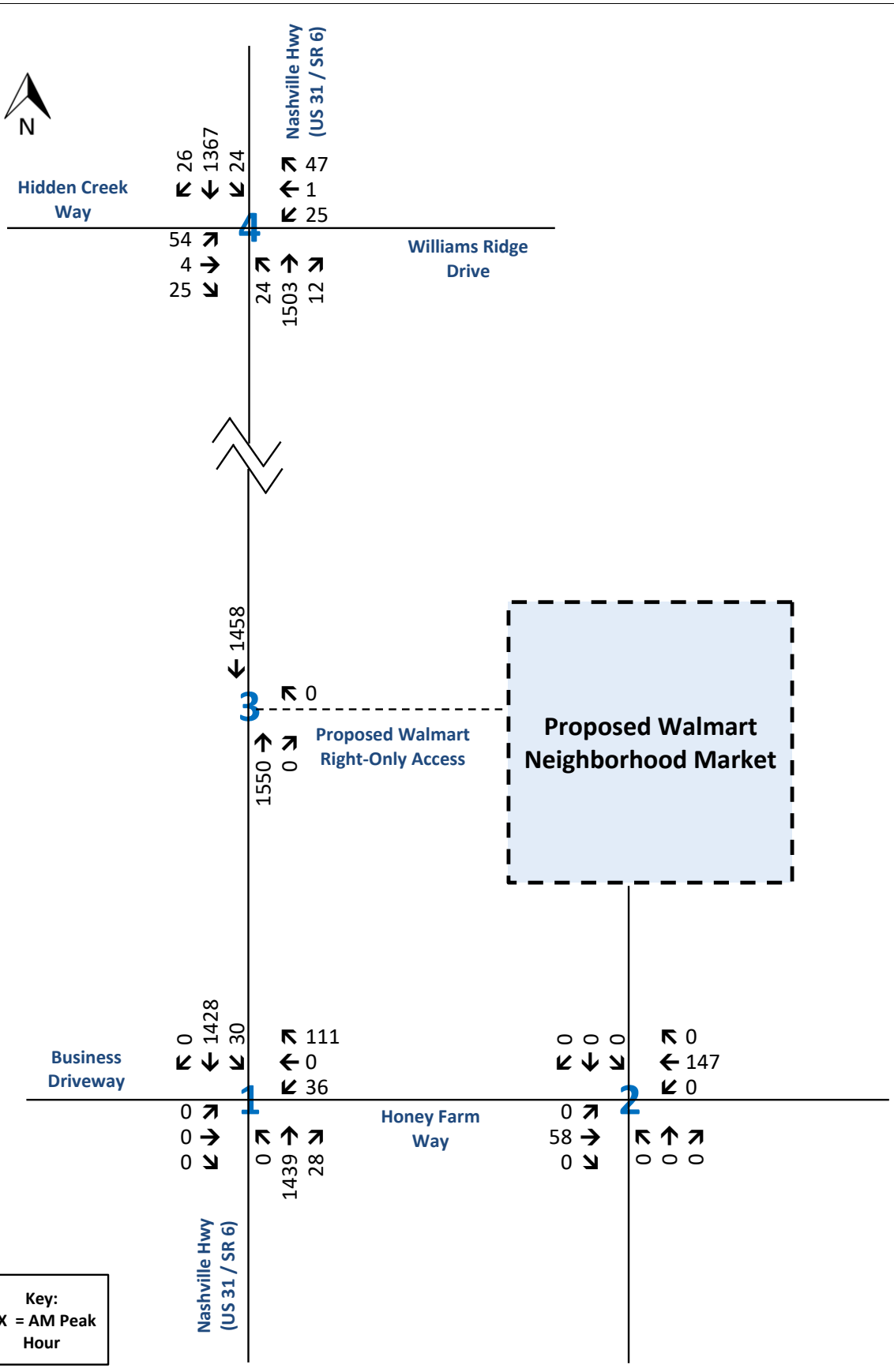


Traffic Assignment Worksheet
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

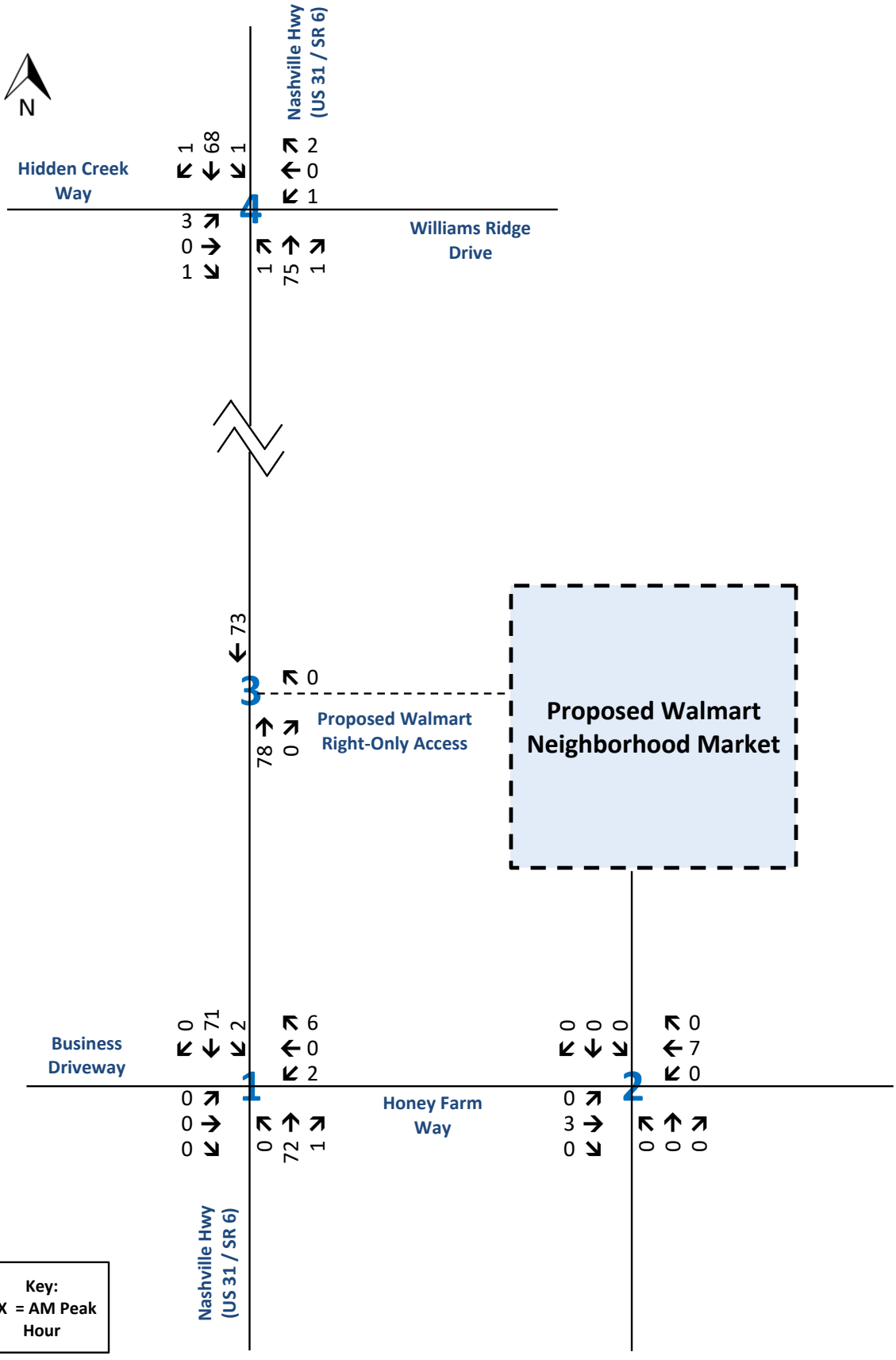
TRAFFIC ASSIGNMENT WORKSHEETS

AM PEAK HOUR



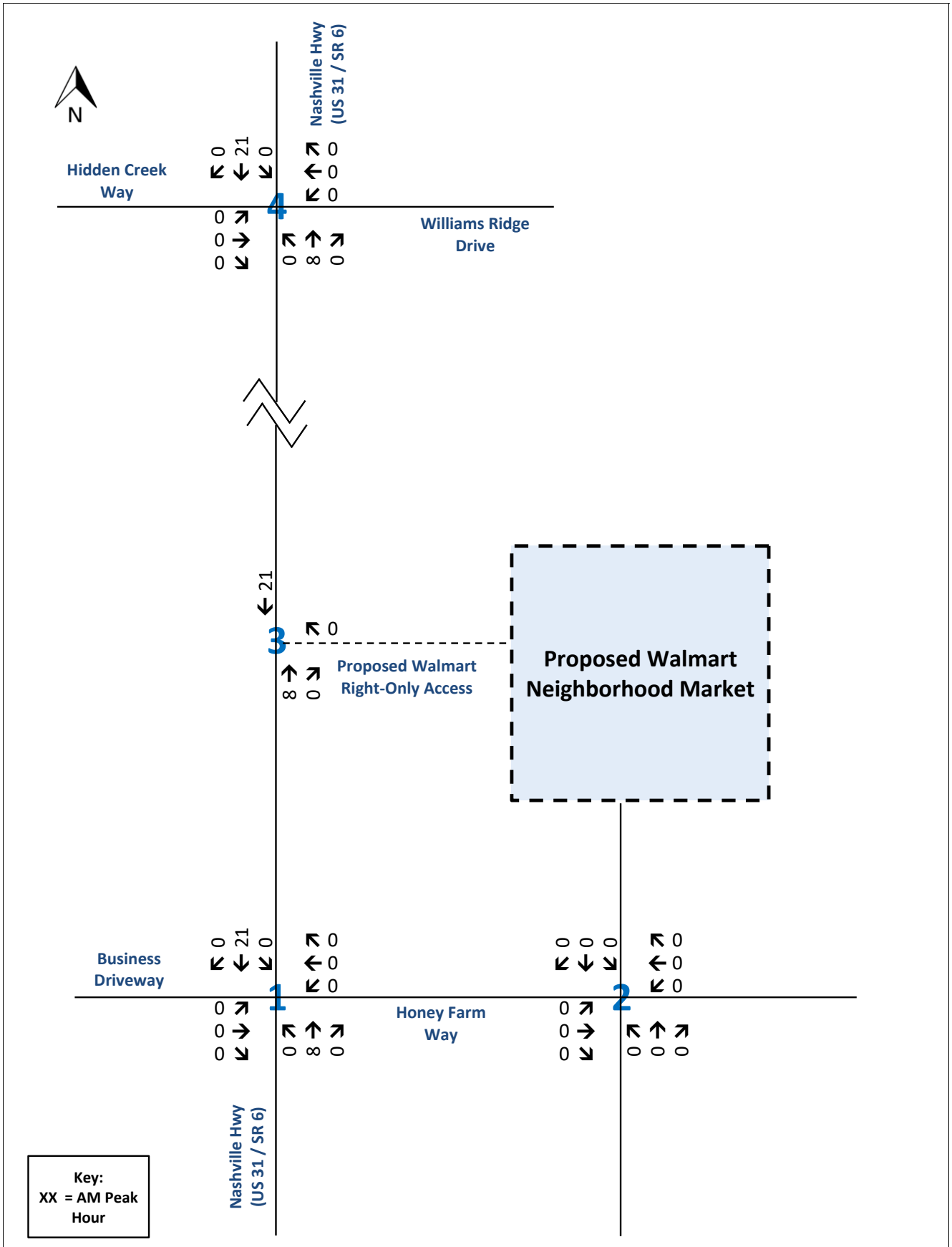
Traffic Assignment Worksheet
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



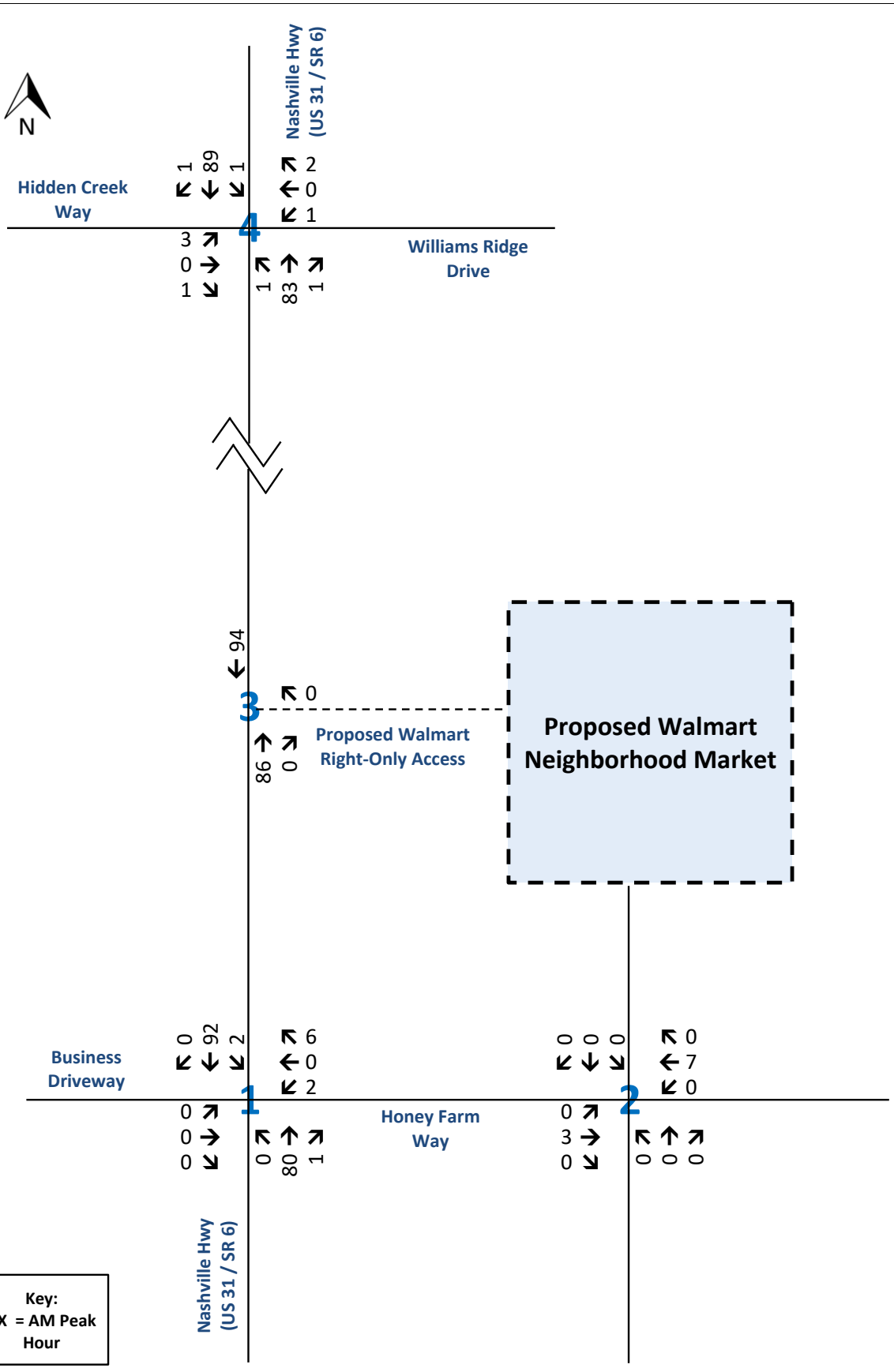
Traffic Assignment Worksheet
Background - Historical Growth Only (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



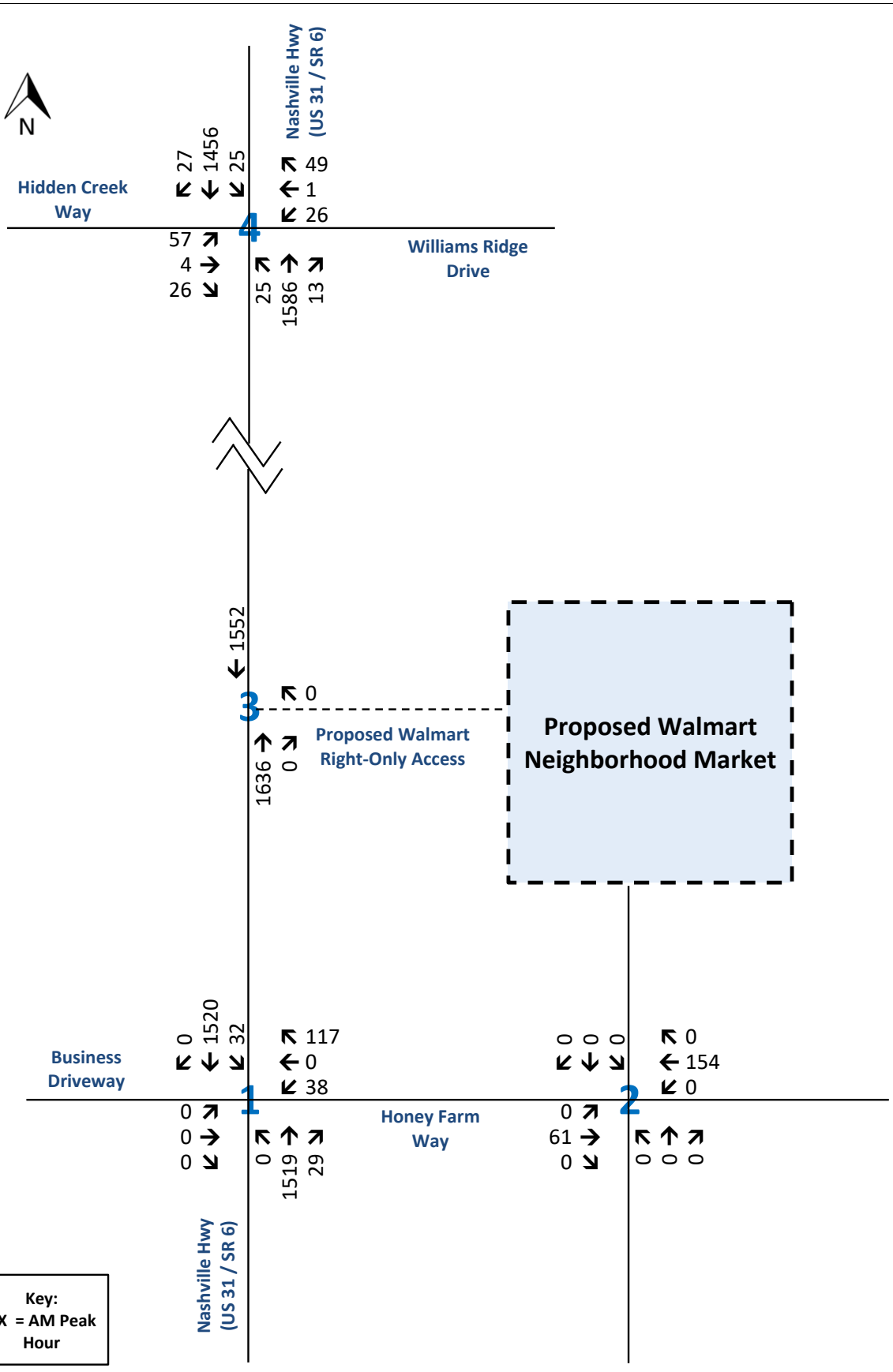
Traffic Assignment Worksheet
Off-Site Traffic Assignment - 2558 Nashville Highway
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



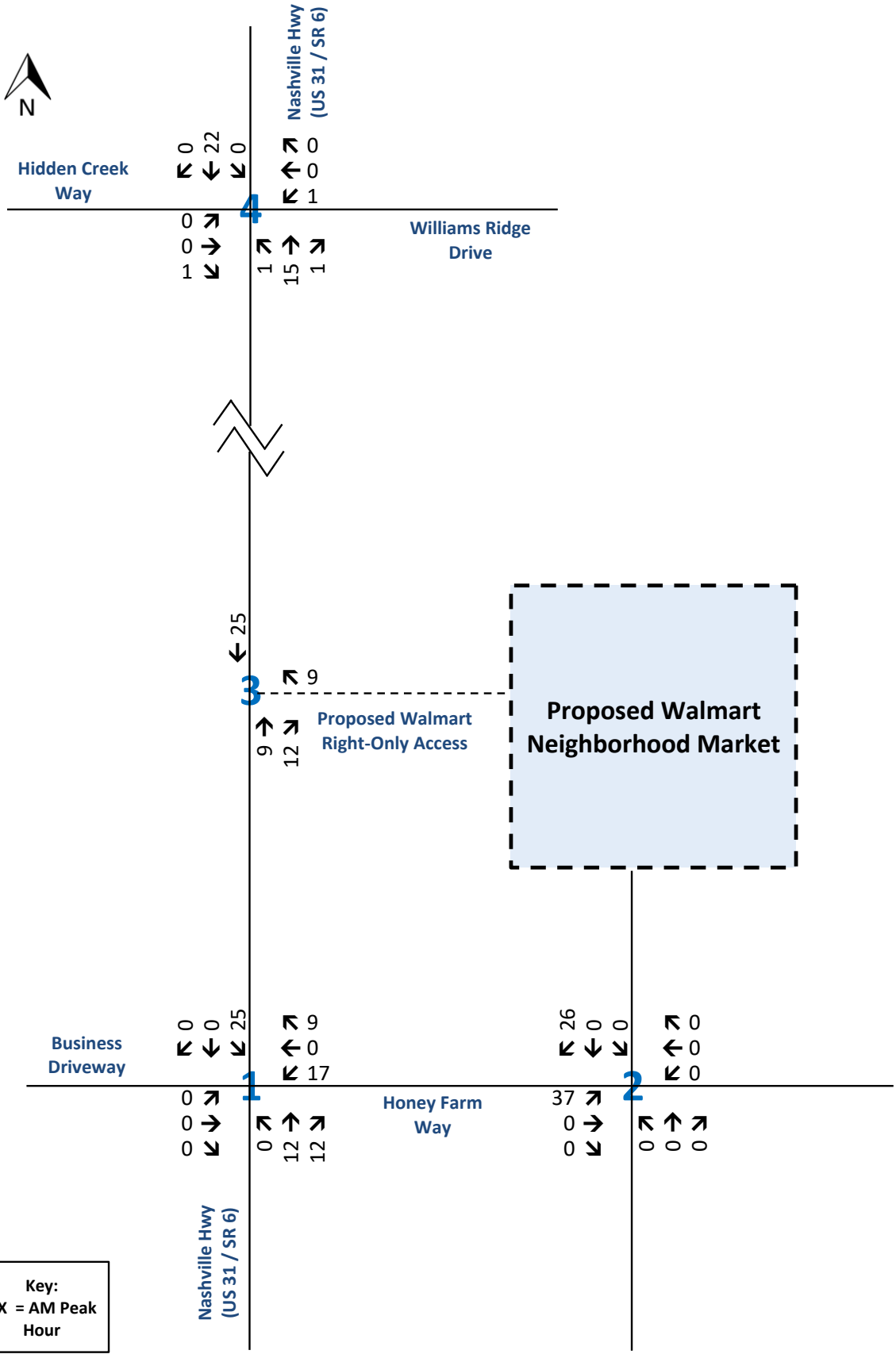
Traffic Assignment Worksheet
Background (Growth + Offsite)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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



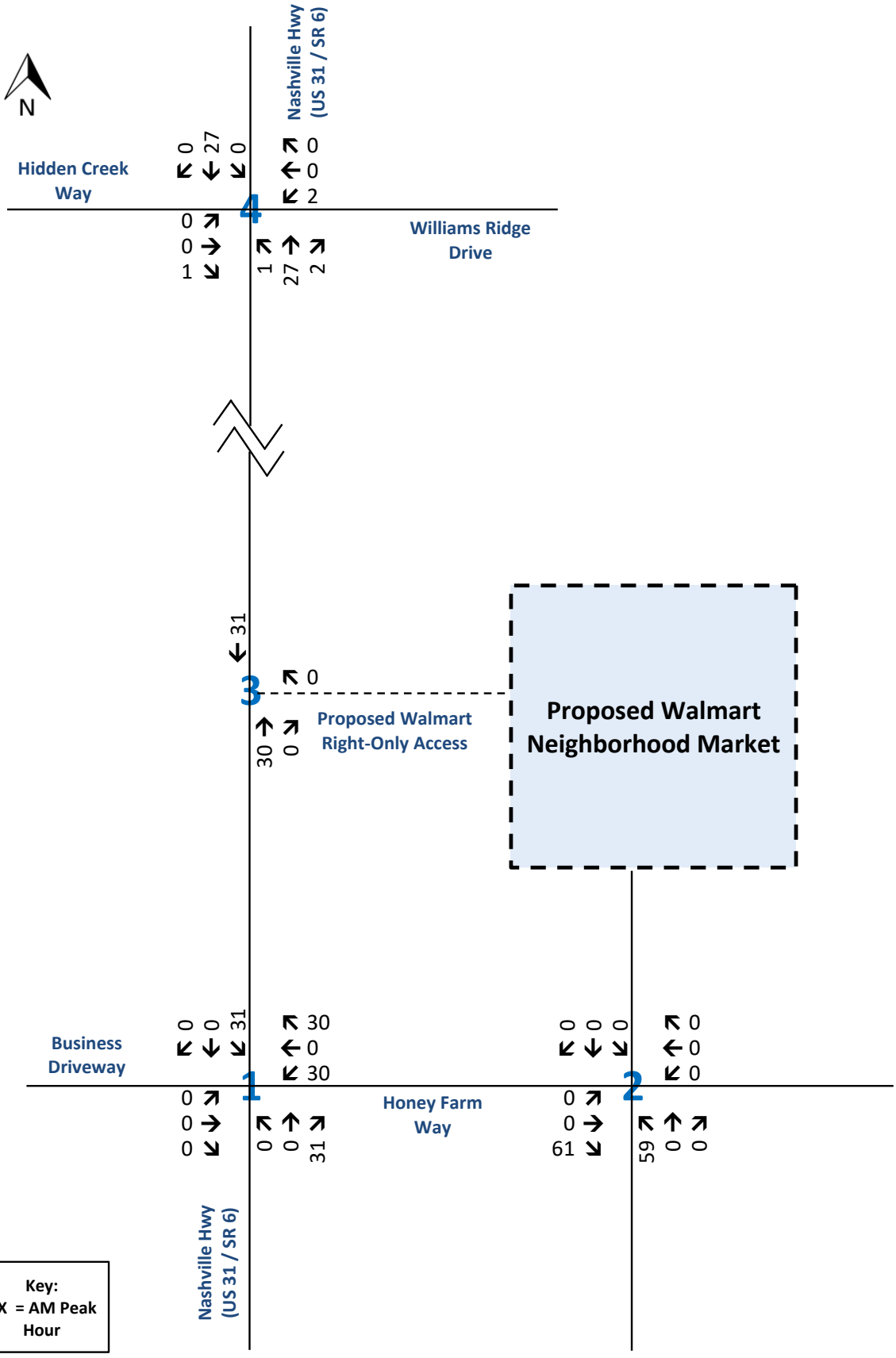
Traffic Assignment Worksheet

Primary Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

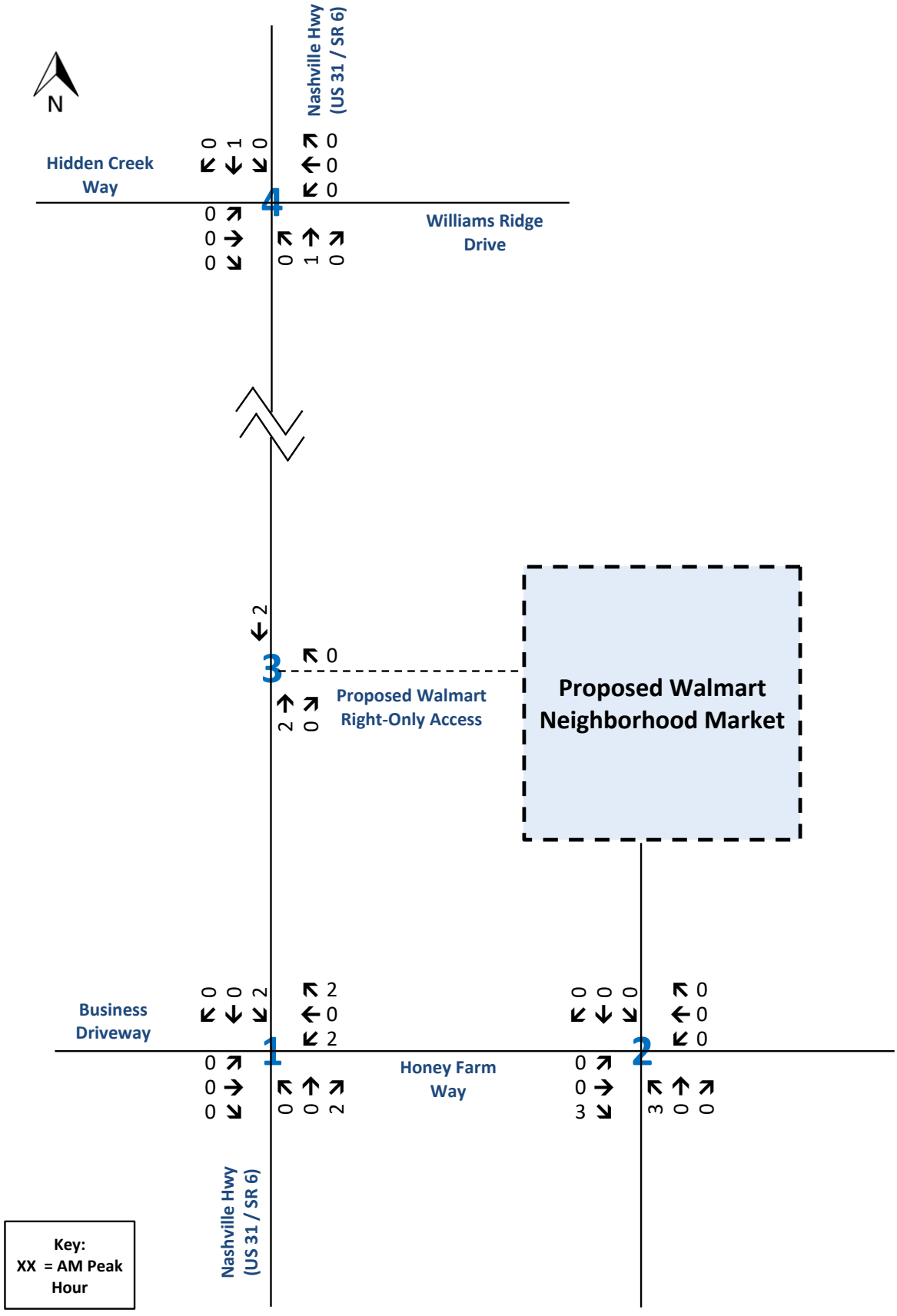


Traffic Assignment Worksheet

Primary Traffic Assignment - Fast-Food Restaurant with Drive-Through

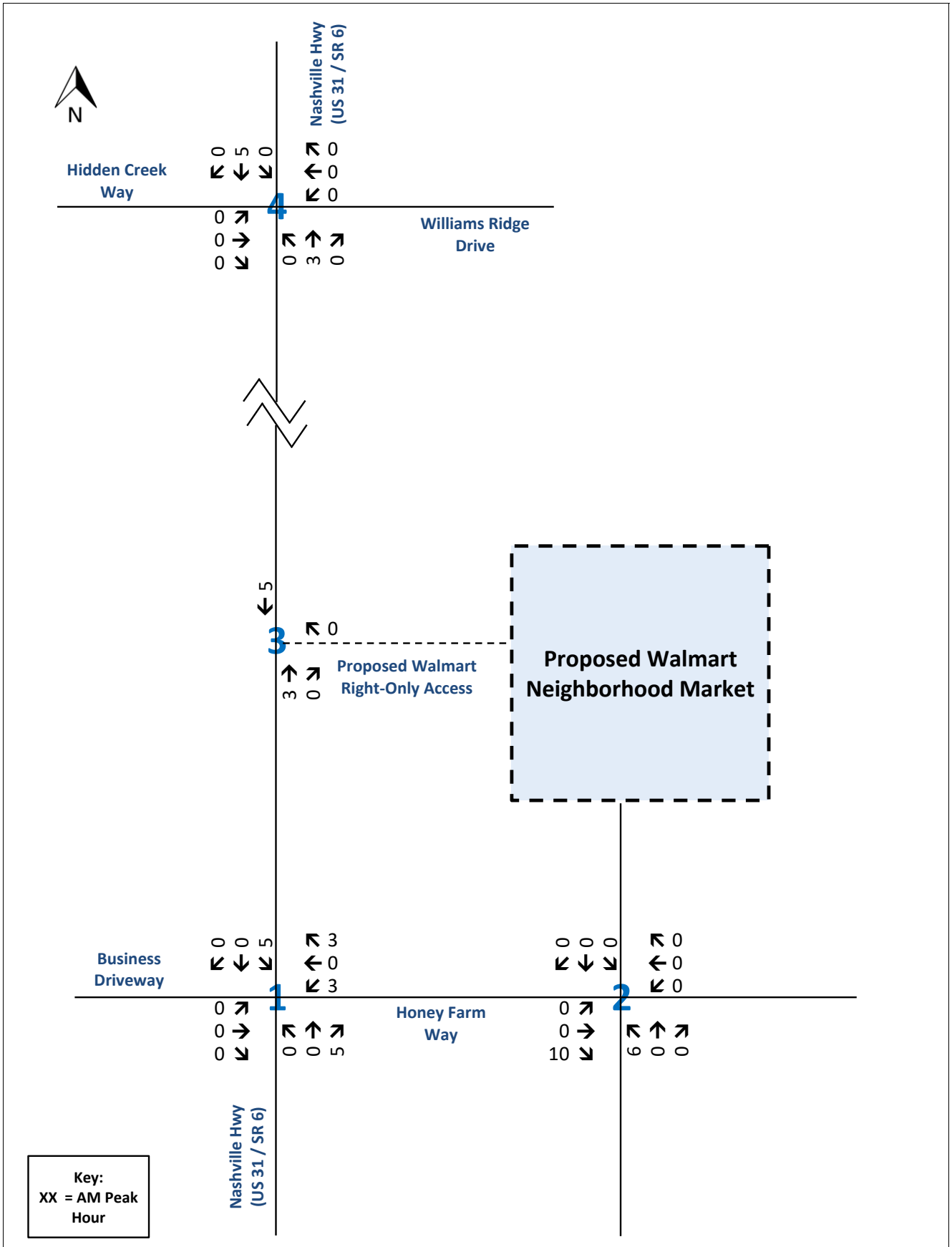
Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee



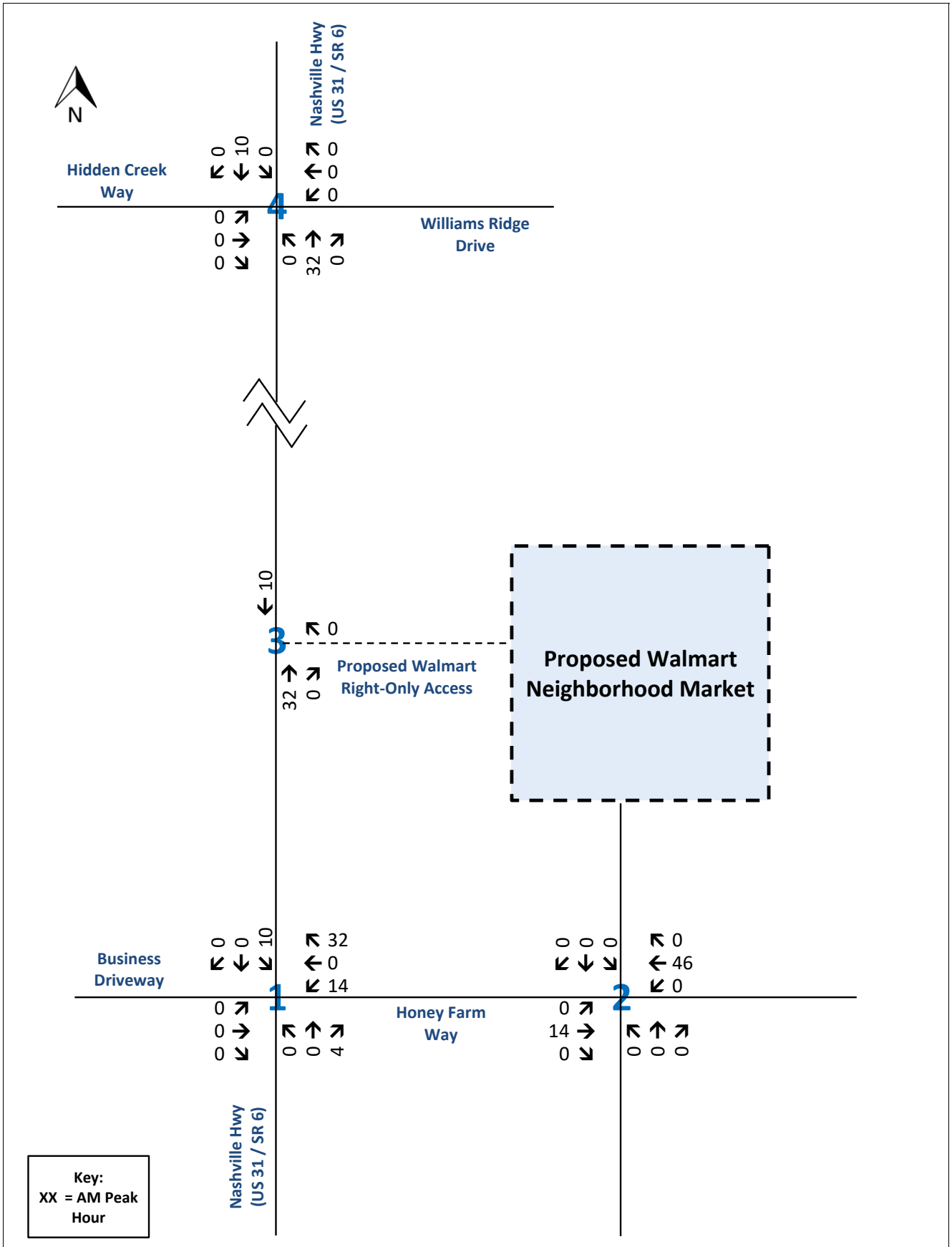
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



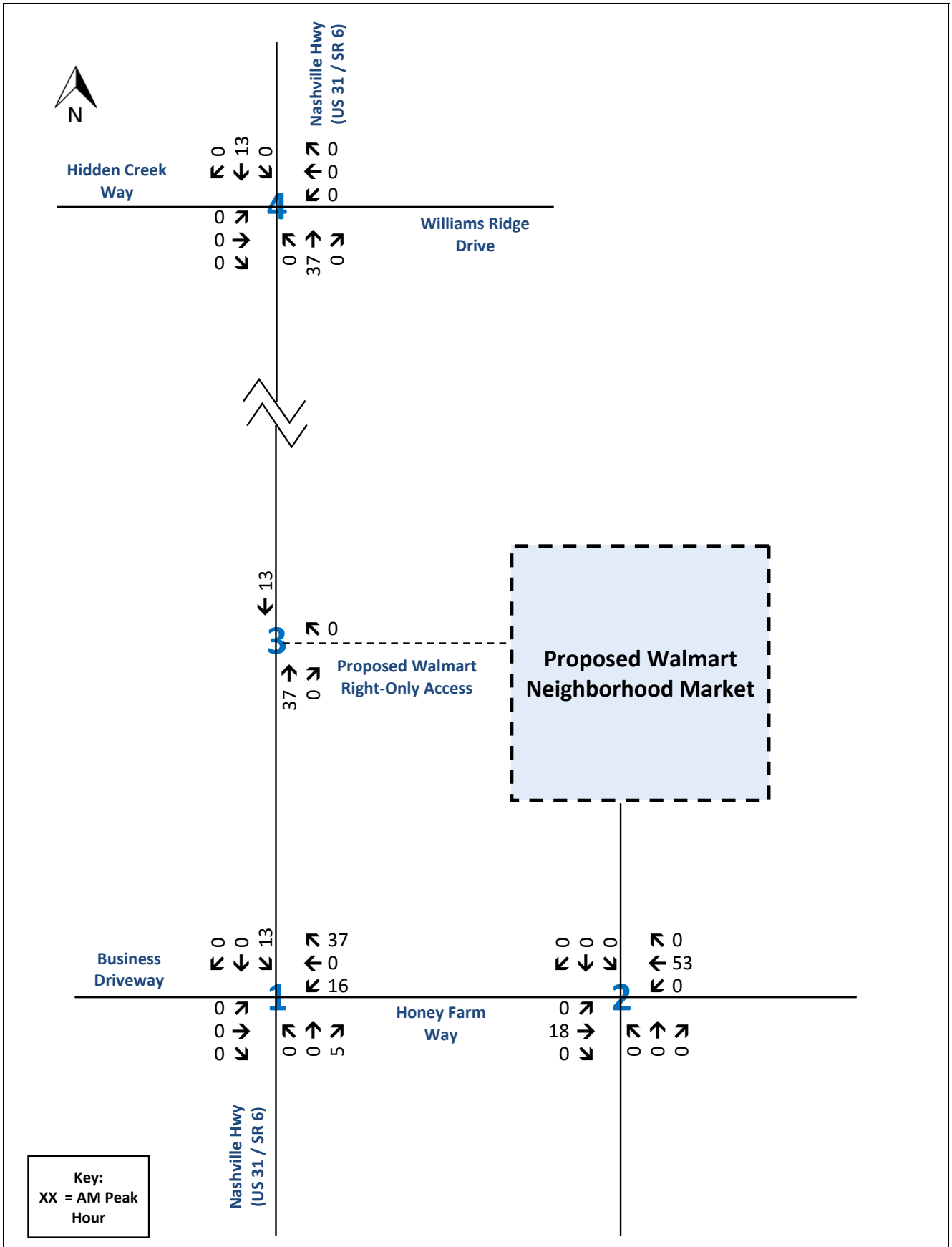
Traffic Assignment Worksheet
Primary Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



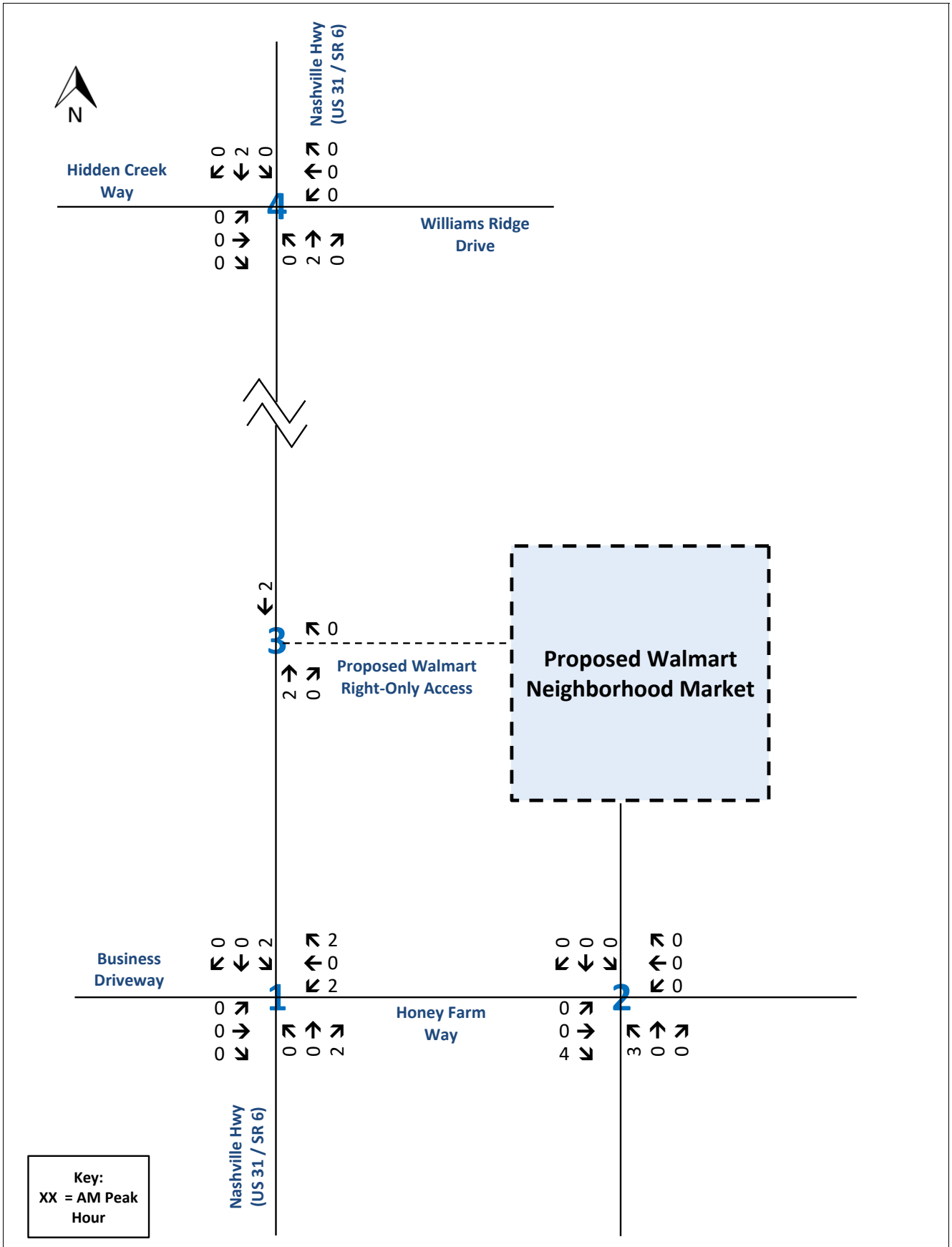
Traffic Assignment Worksheet
Primary Traffic Assignment - Multifamily Housing (Low-Rise)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



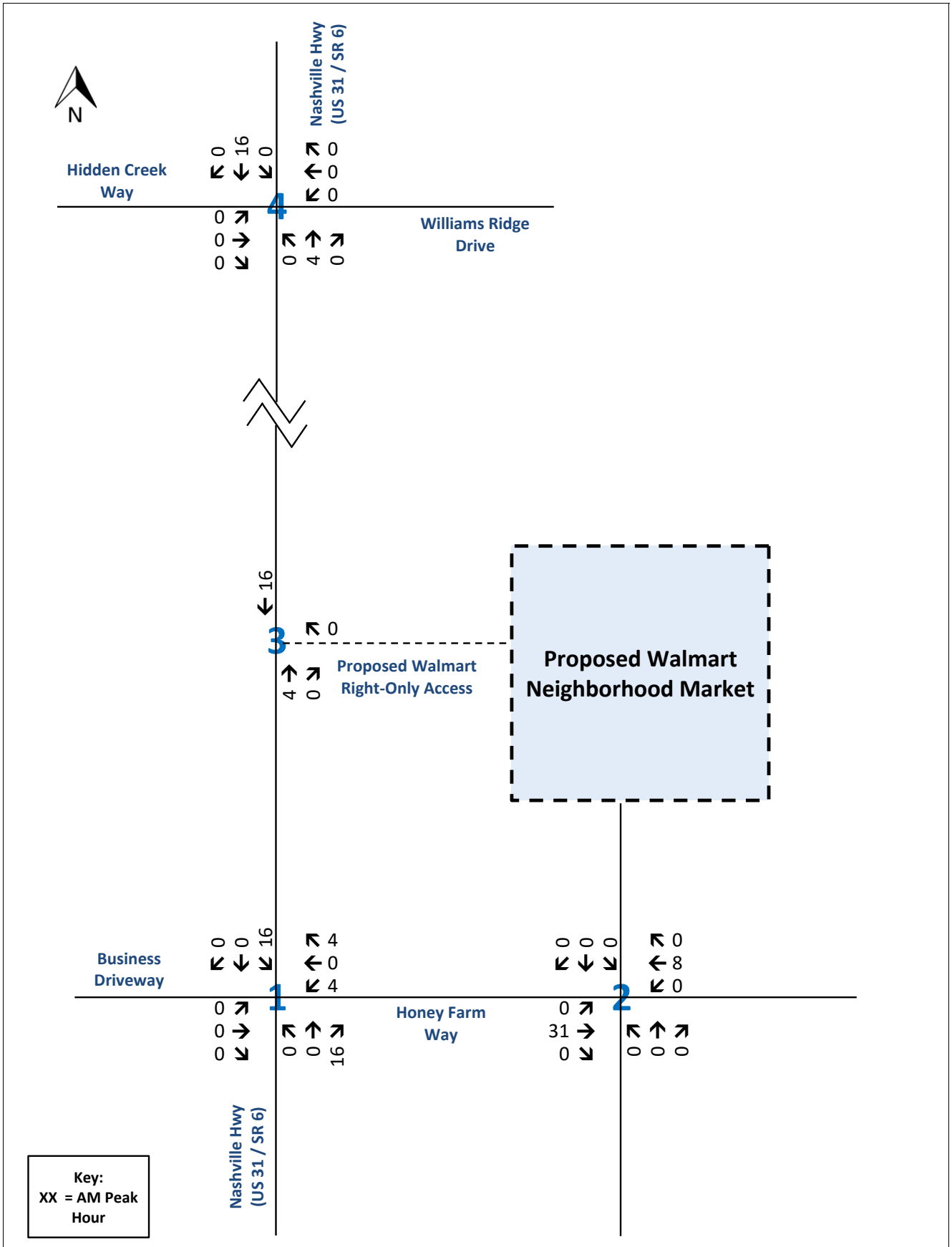
Traffic Assignment Worksheet
Primary Traffic Assignment - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



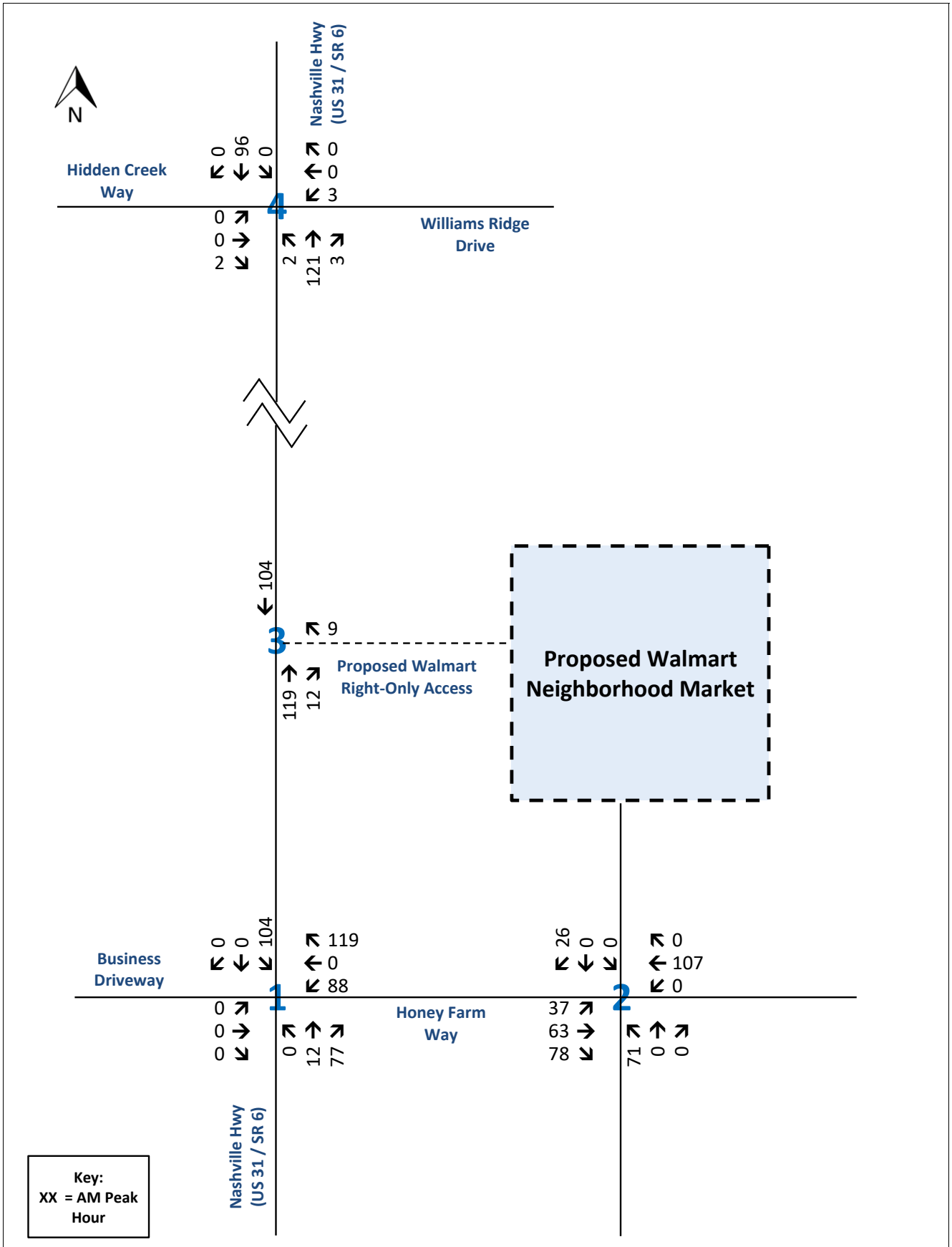
Traffic Assignment Worksheet
Primary Traffic Assignment - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



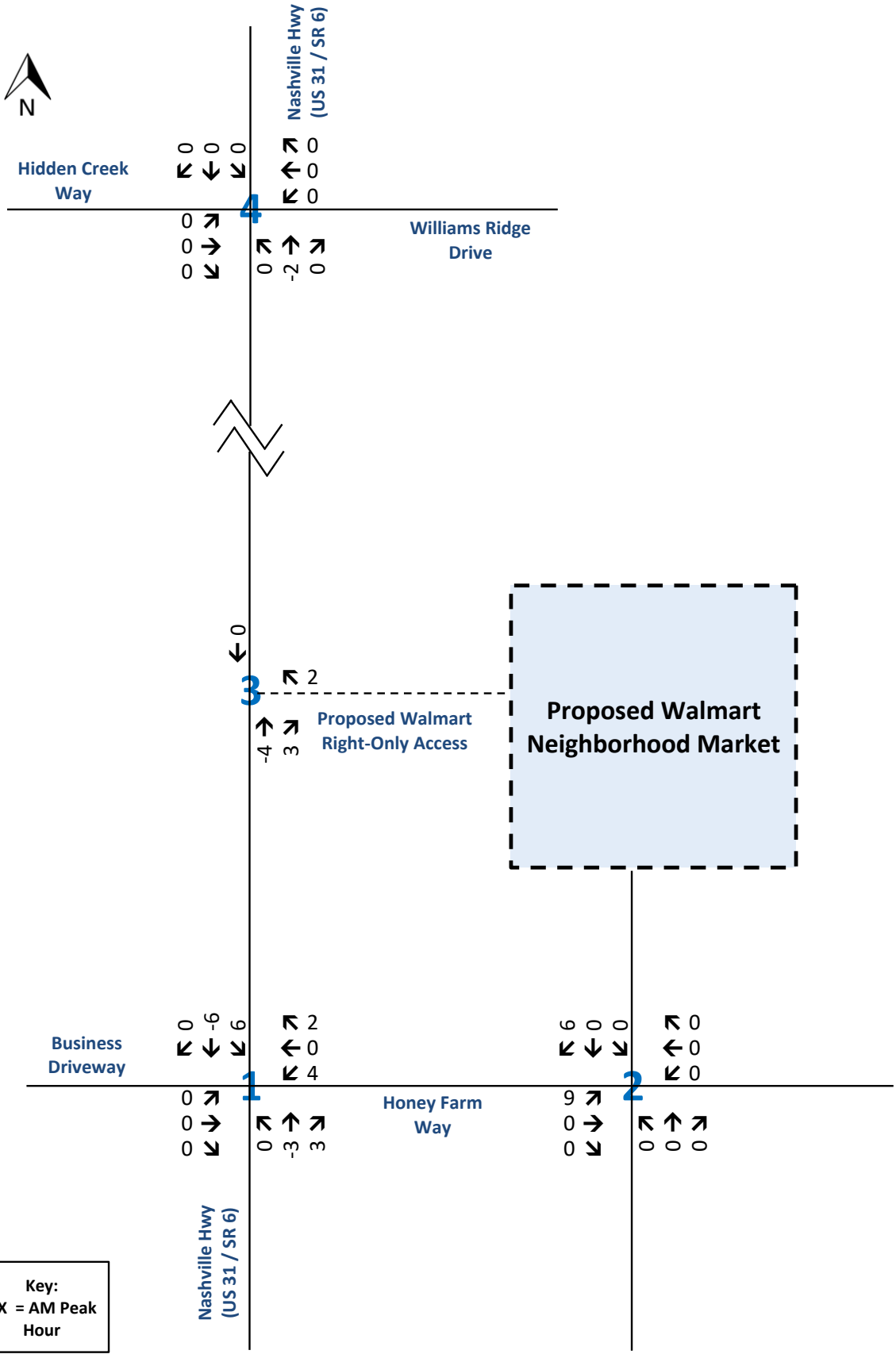
Traffic Assignment Worksheet
Primary Traffic Assignment - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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



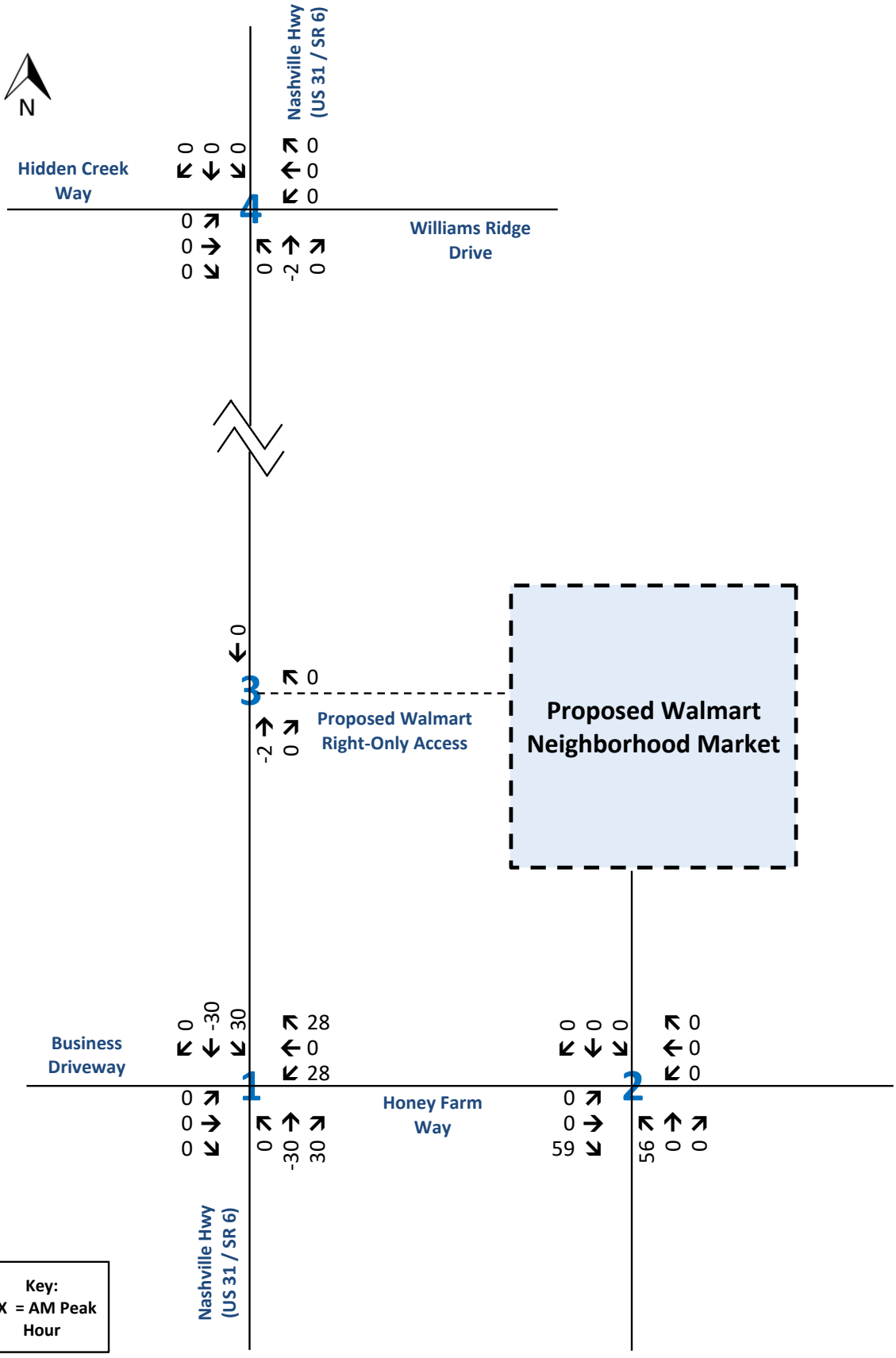
Traffic Assignment Worksheet

Pass-by Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



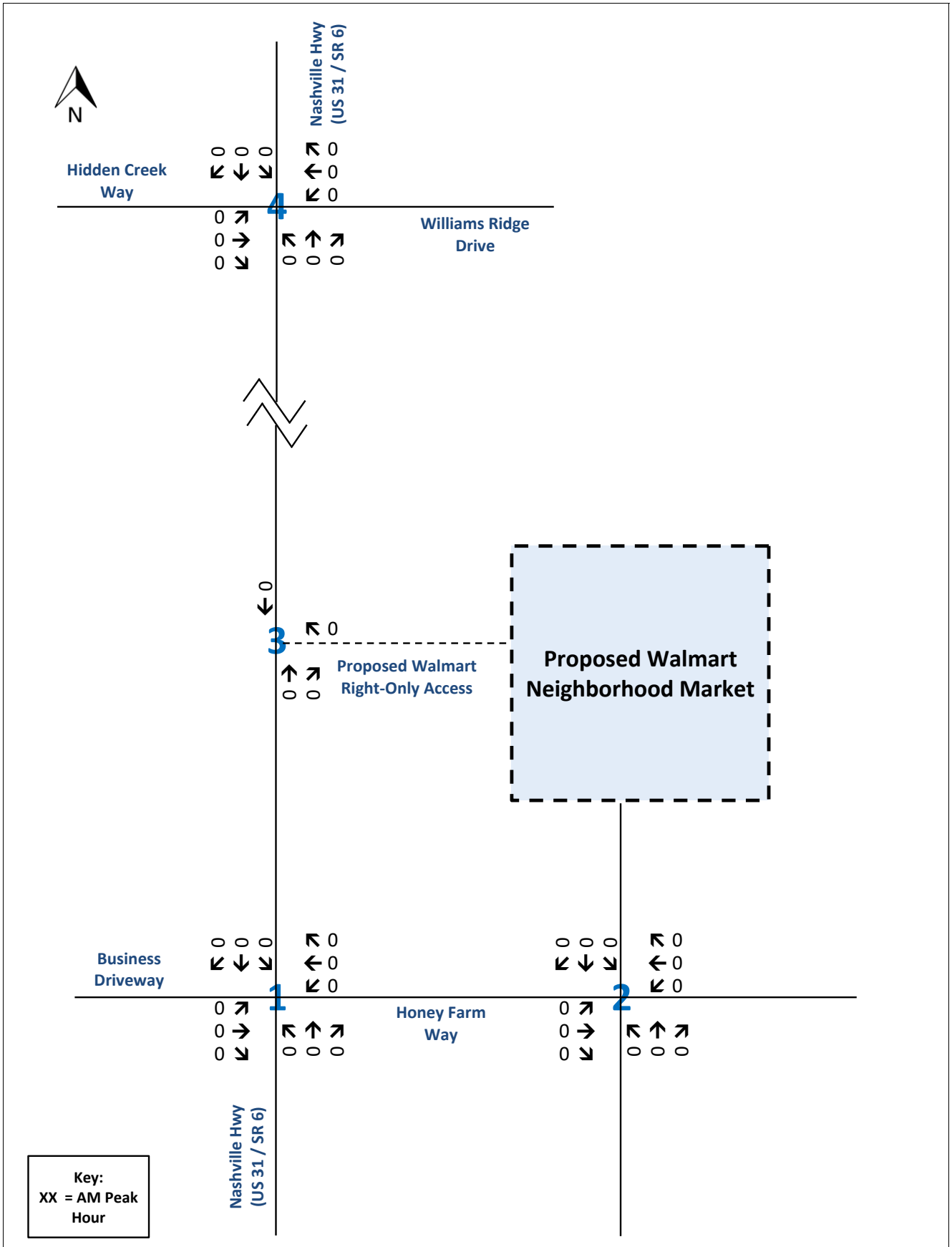
Traffic Assignment Worksheet

Pass-by Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

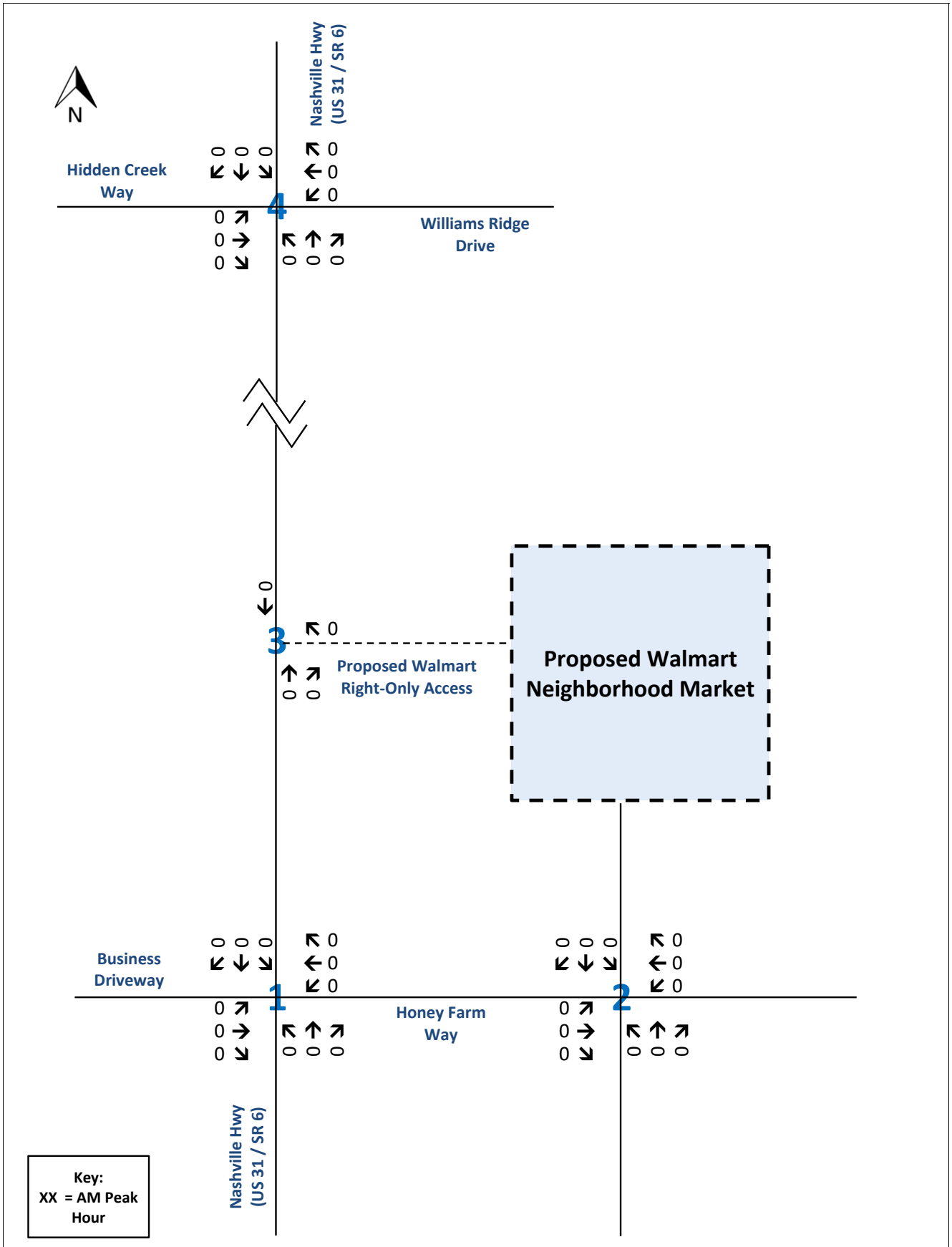
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



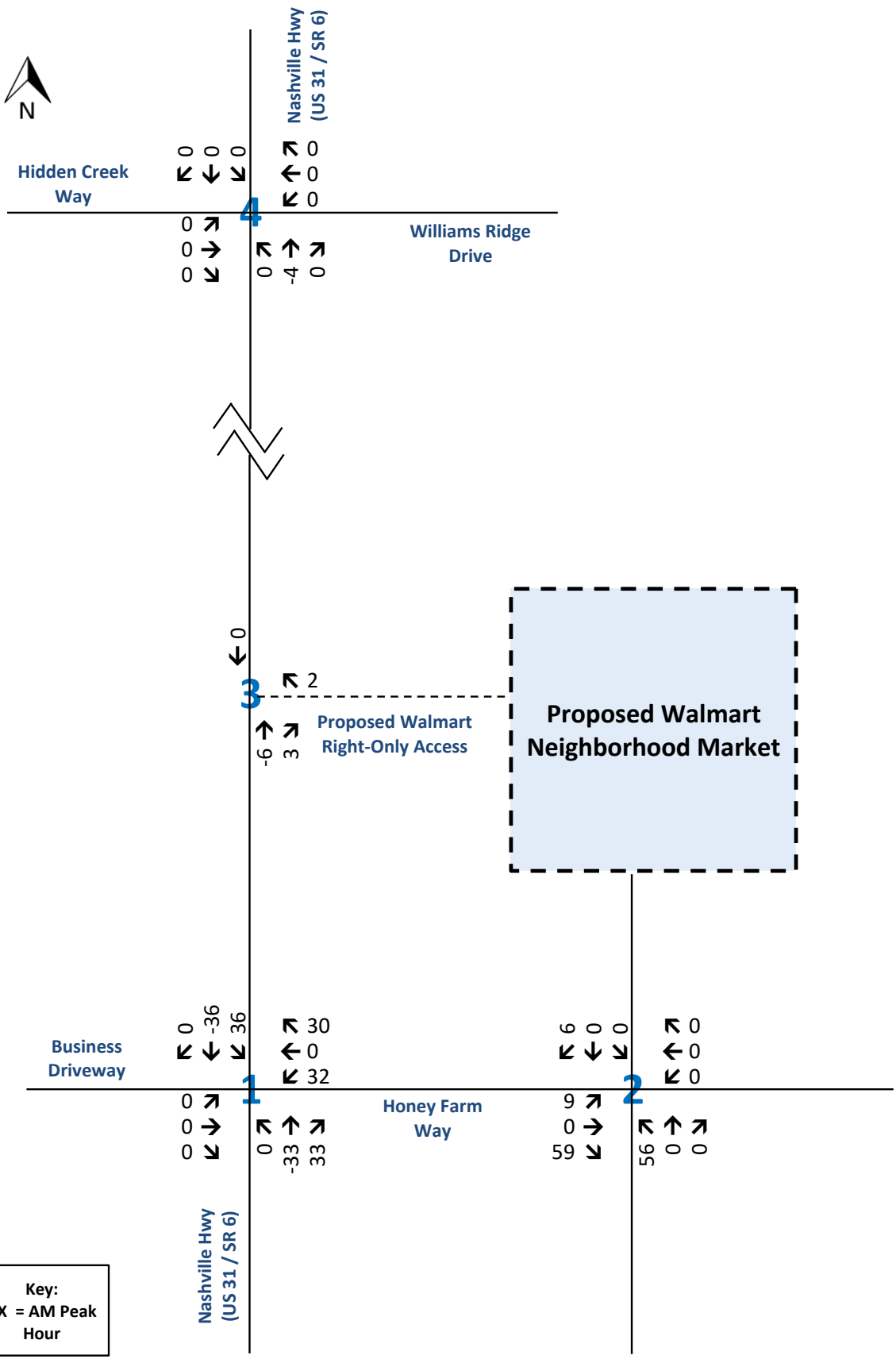
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



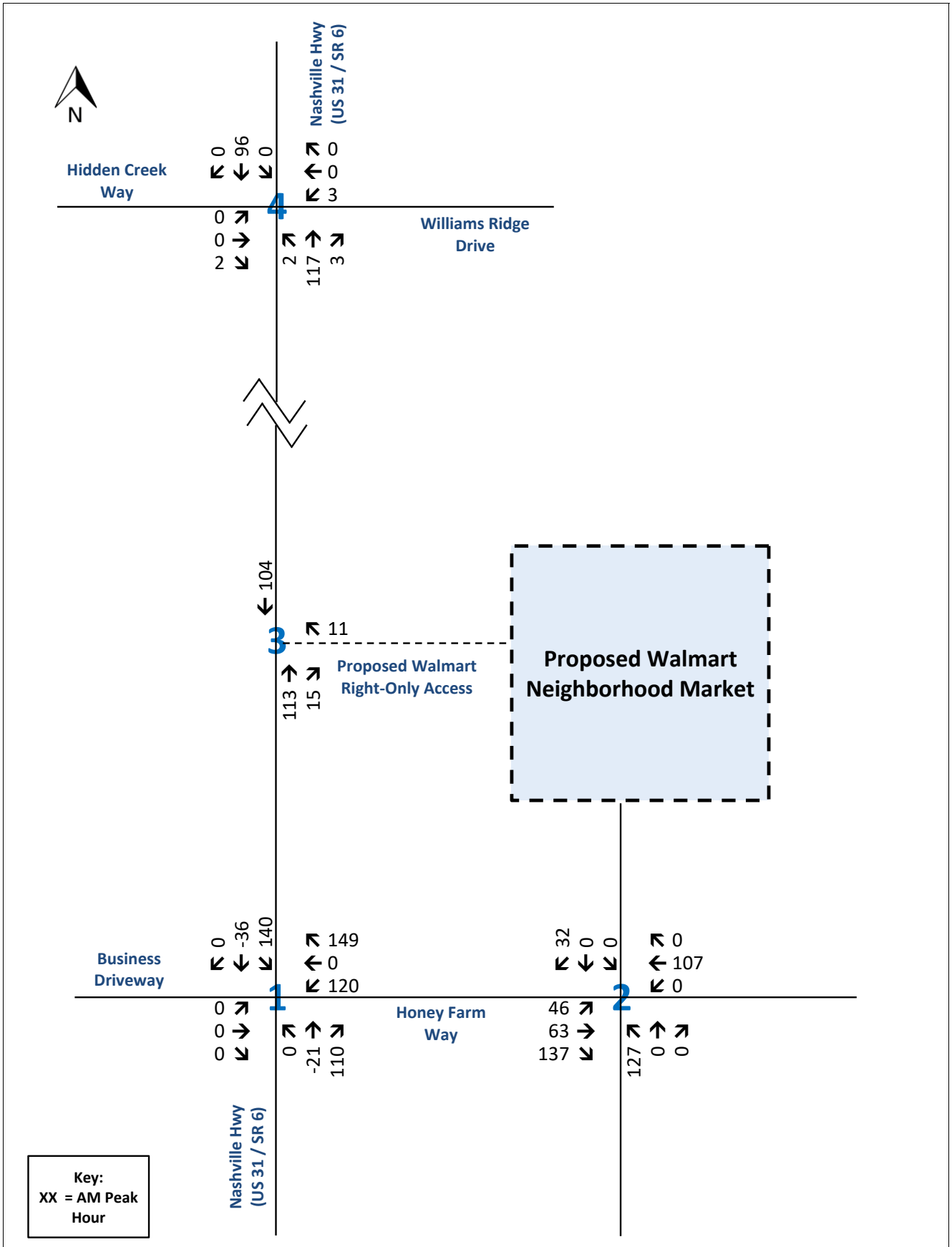
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



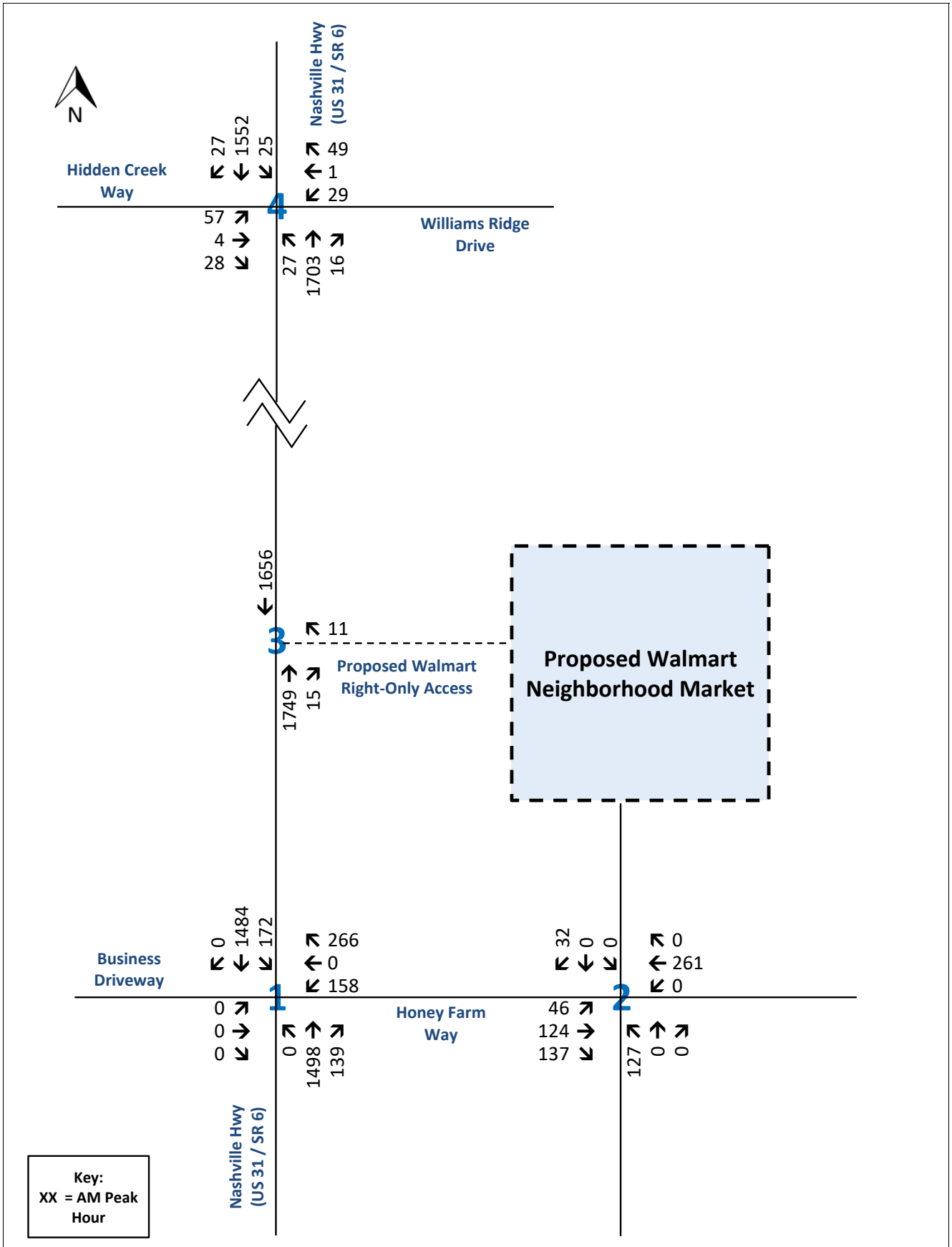
Traffic Assignment Worksheet
Total Passby Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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

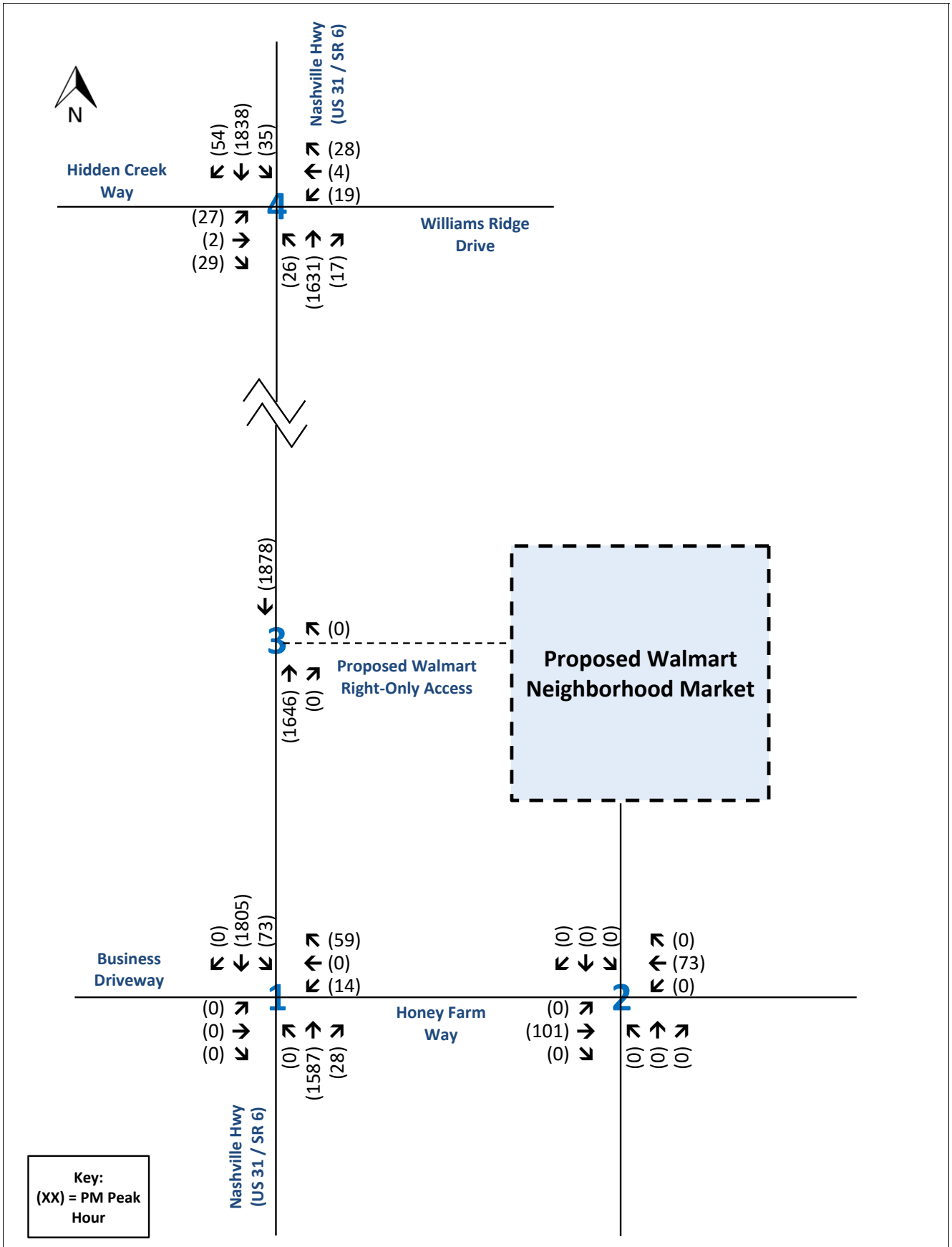


Traffic Assignment Worksheet
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

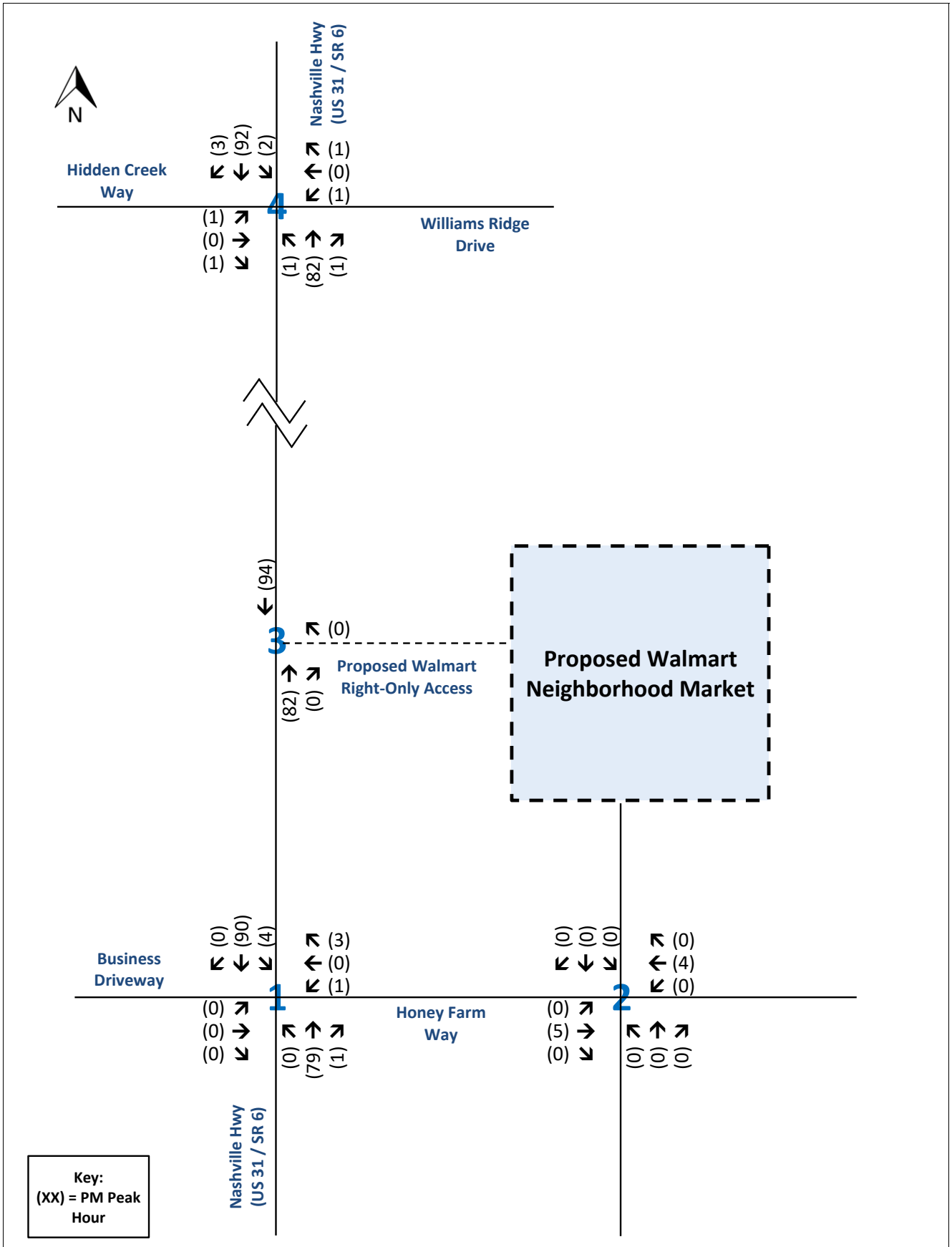
TRAFFIC ASSIGNMENT WORKSHEETS

PM PEAK HOUR



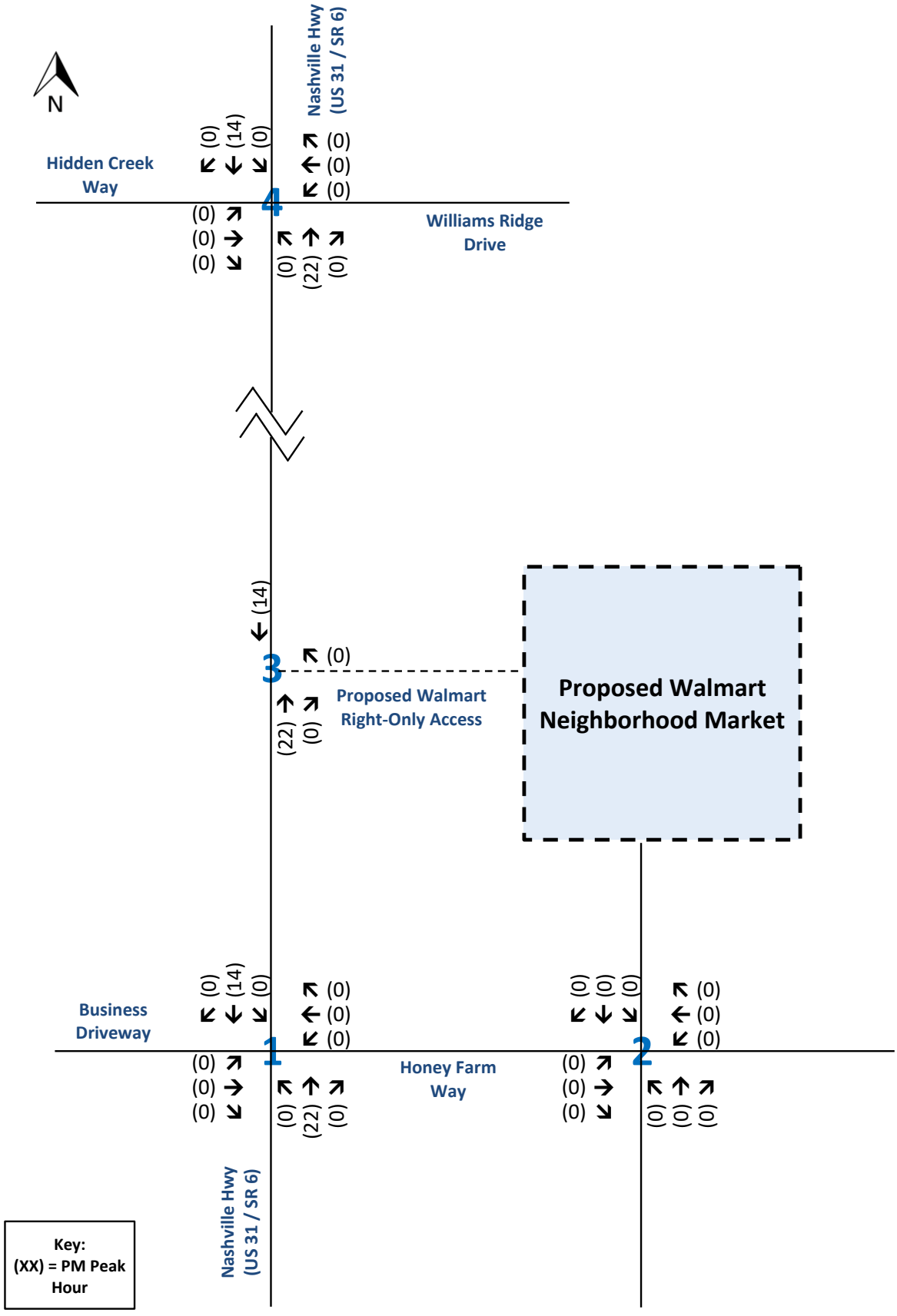
Traffic Assignment Worksheet
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



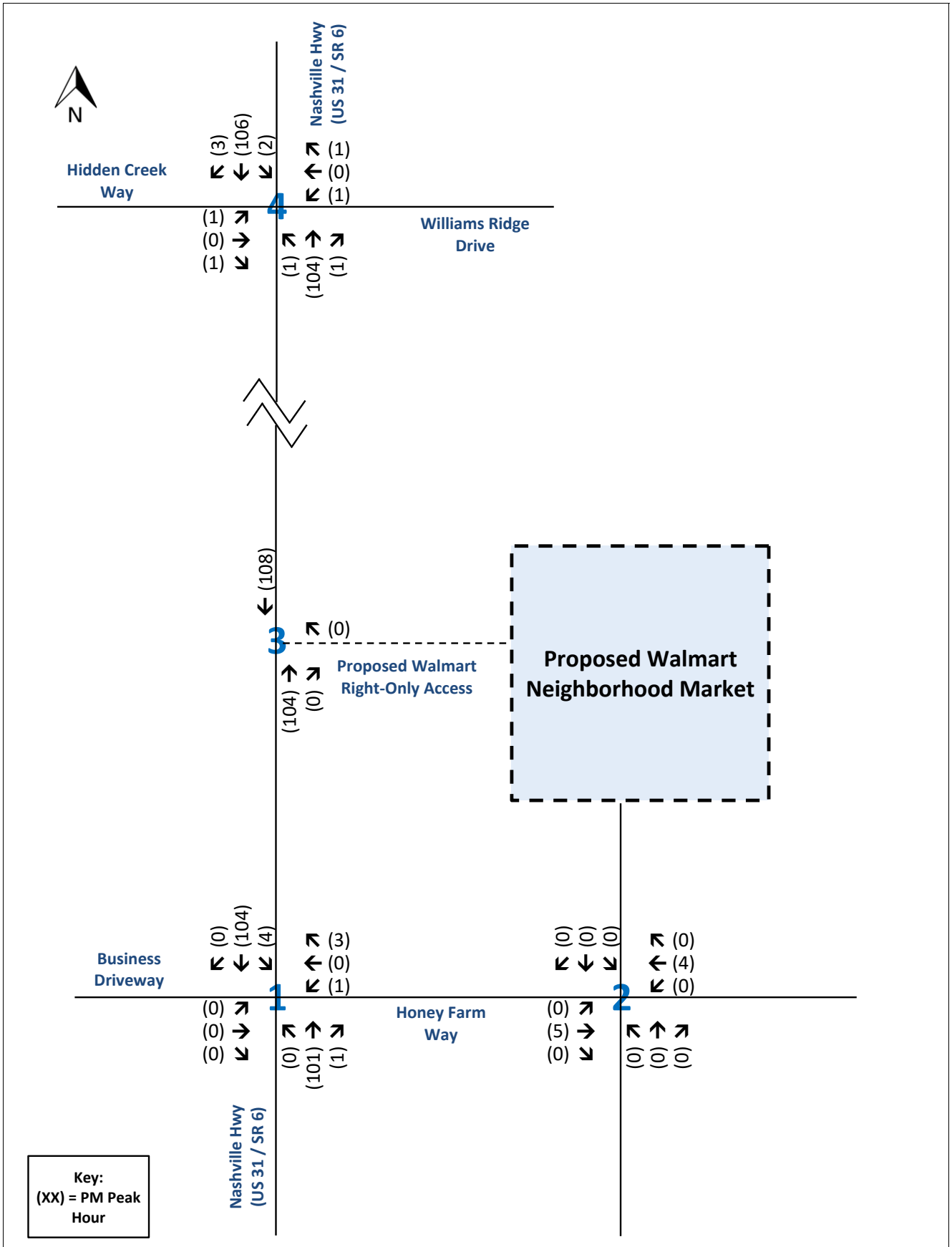
Traffic Assignment Worksheet
Background - Historical Growth Only (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



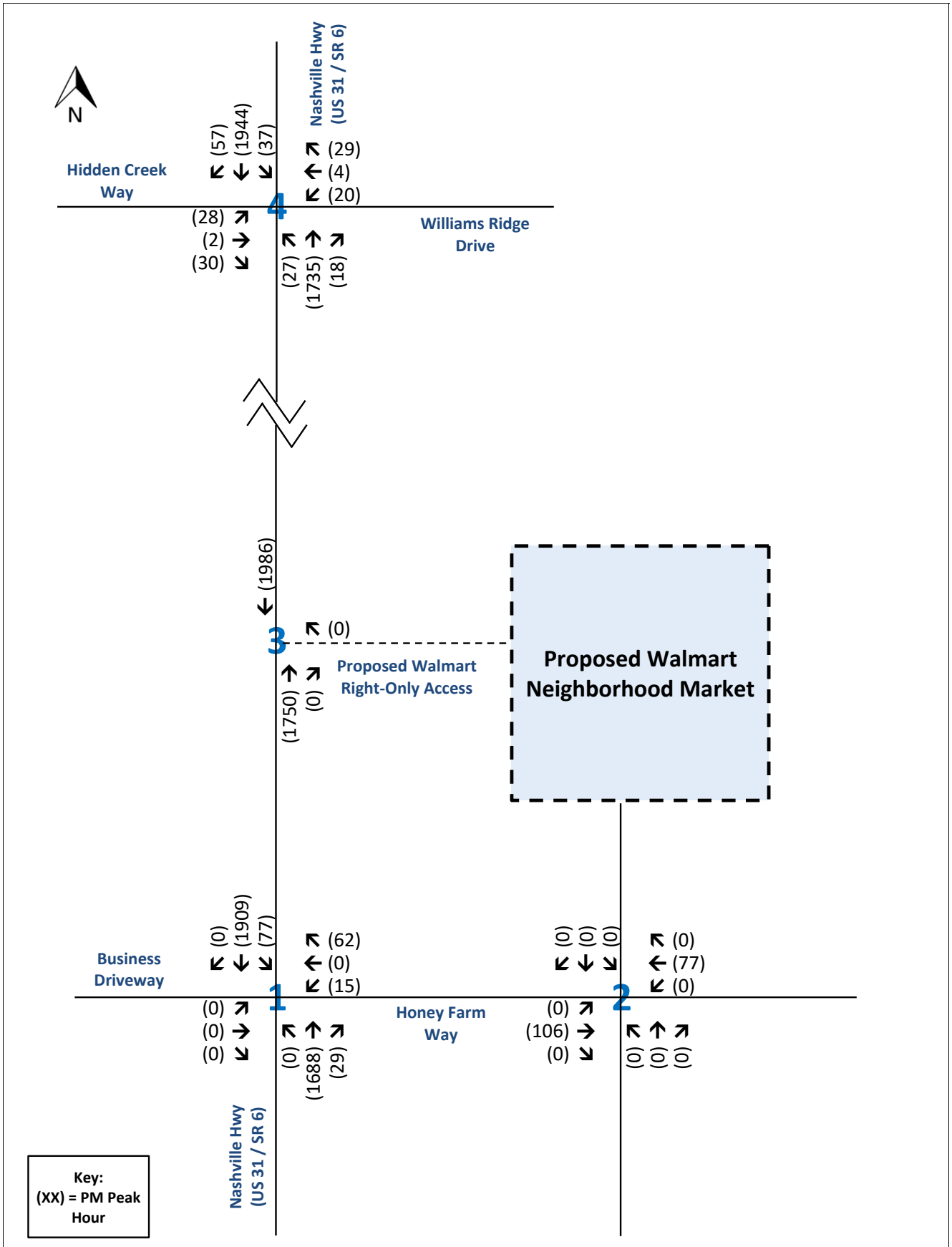
Traffic Assignment Worksheet
Off-Site Traffic Assignment - 2558 Nashville Highway
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



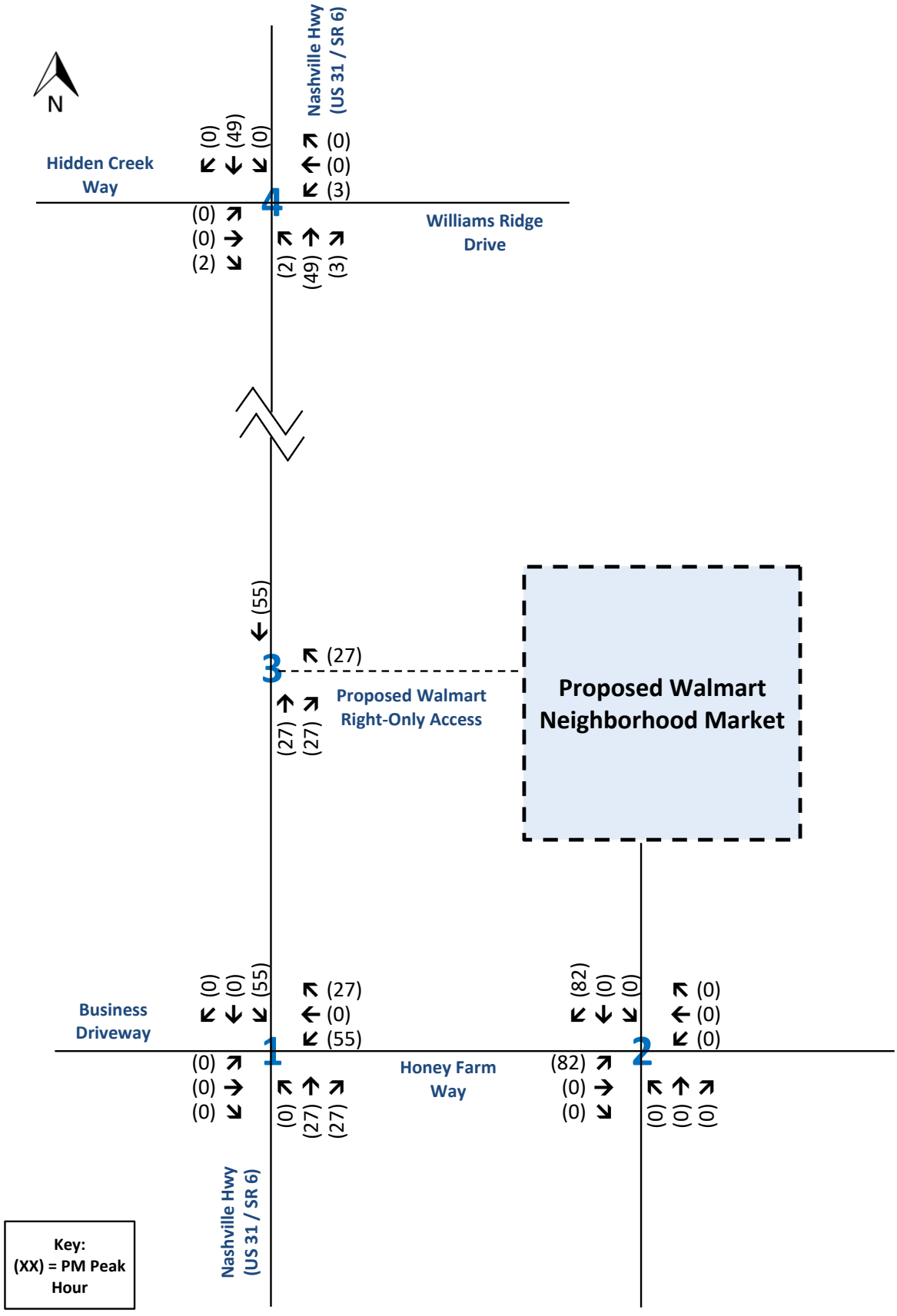
Traffic Assignment Worksheet
Background (Growth + Offsite)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



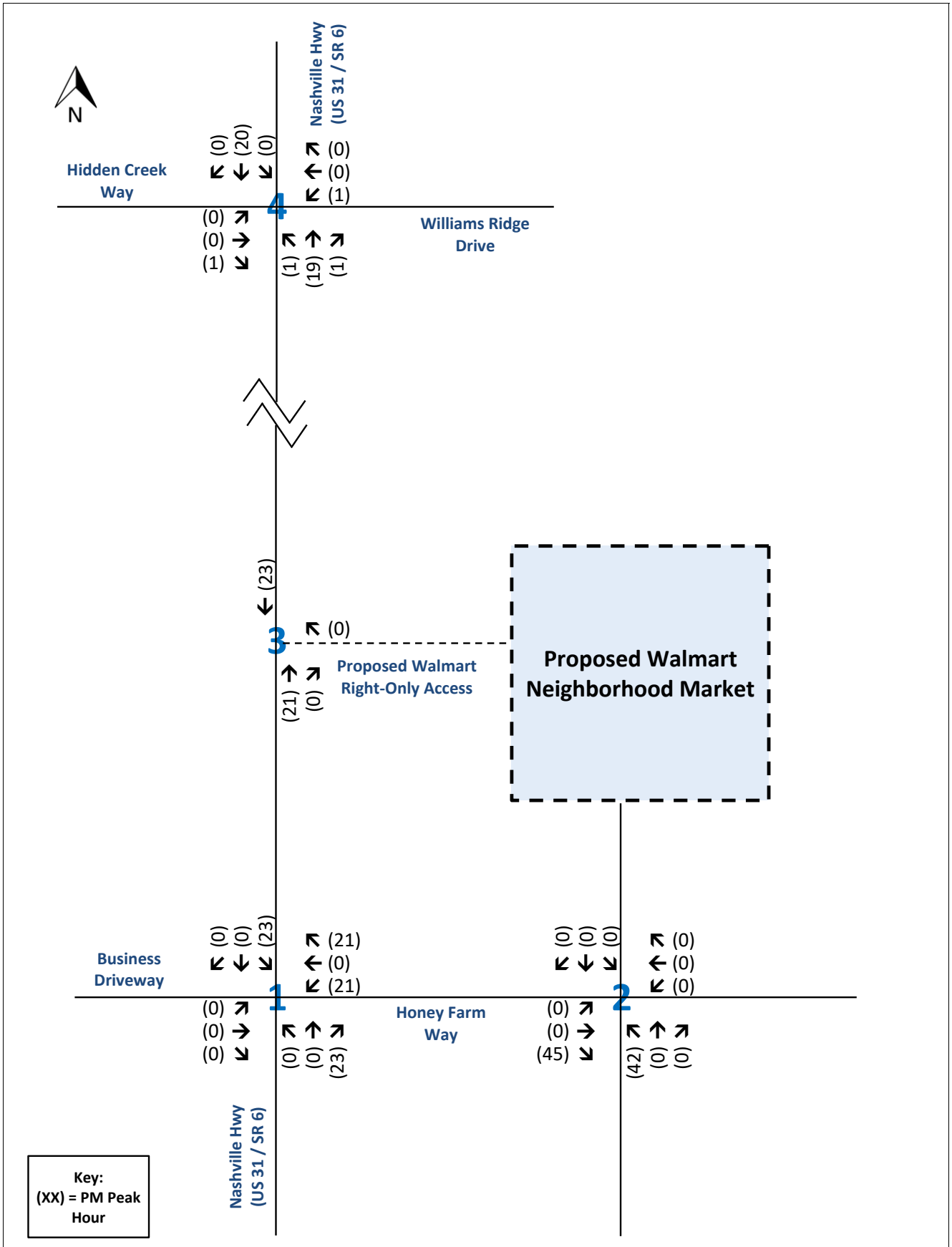
Traffic Assignment Worksheet
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



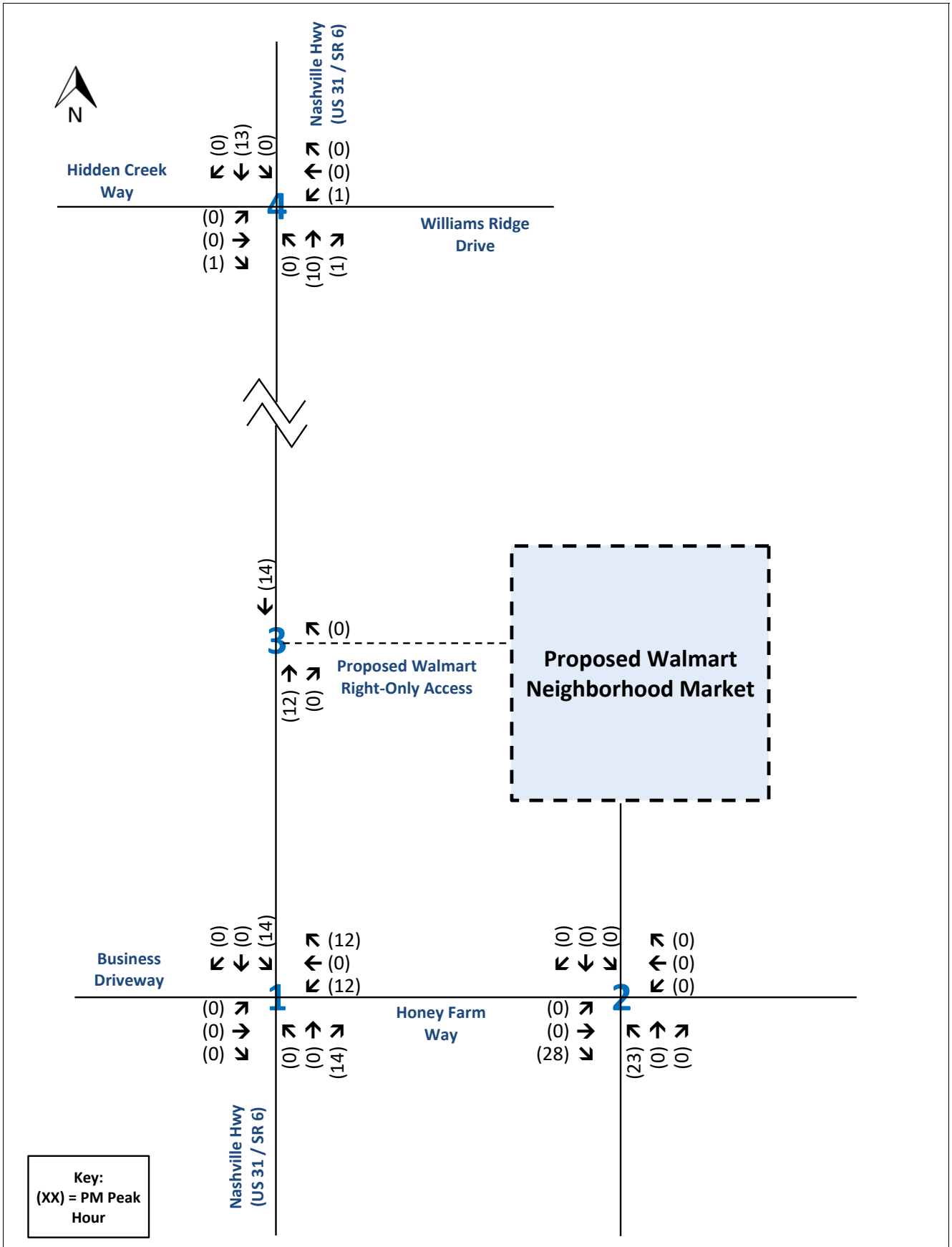
Traffic Assignment Worksheet
Primary Traffic Assignment - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



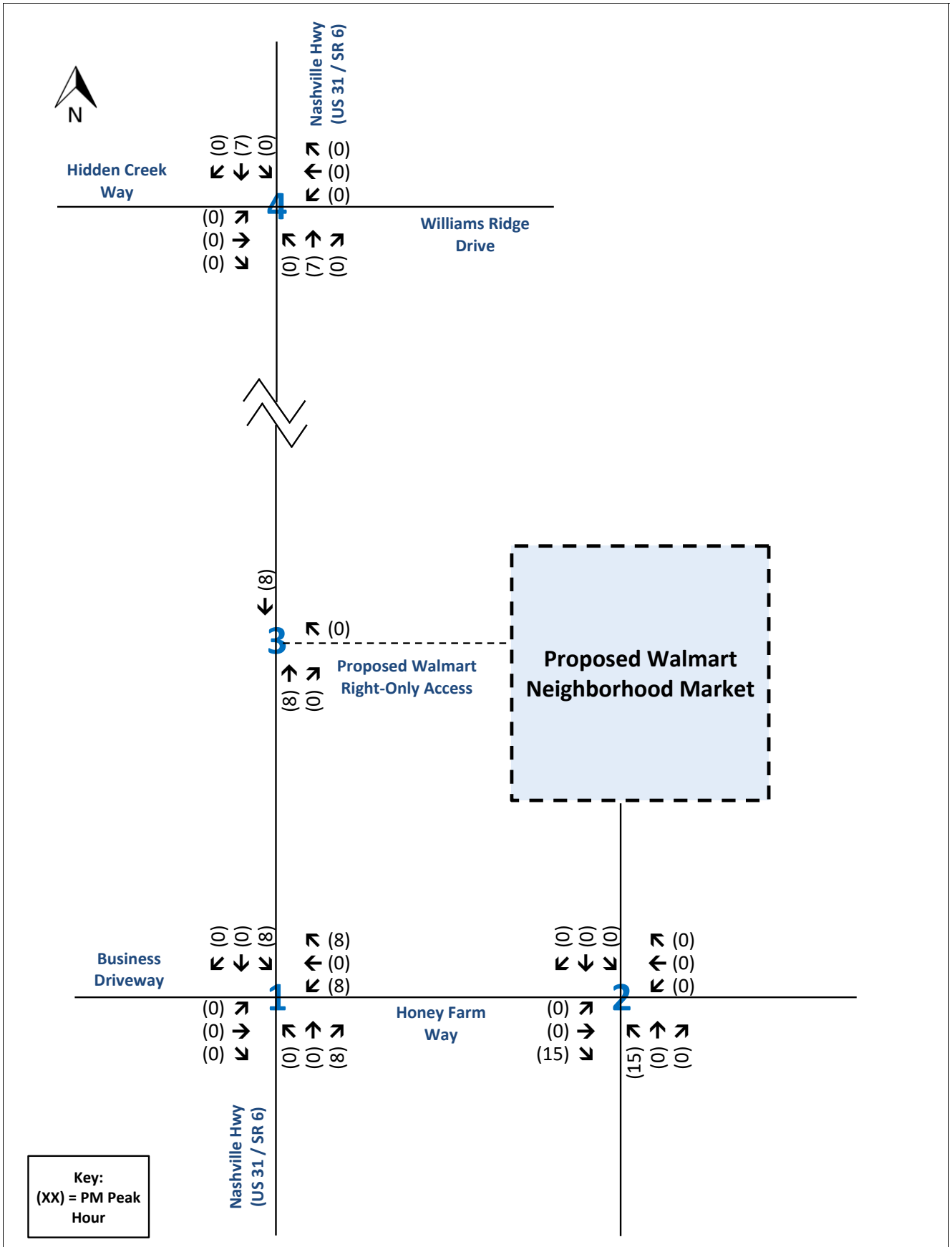
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast-Food Restaurant with Drive-Through
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



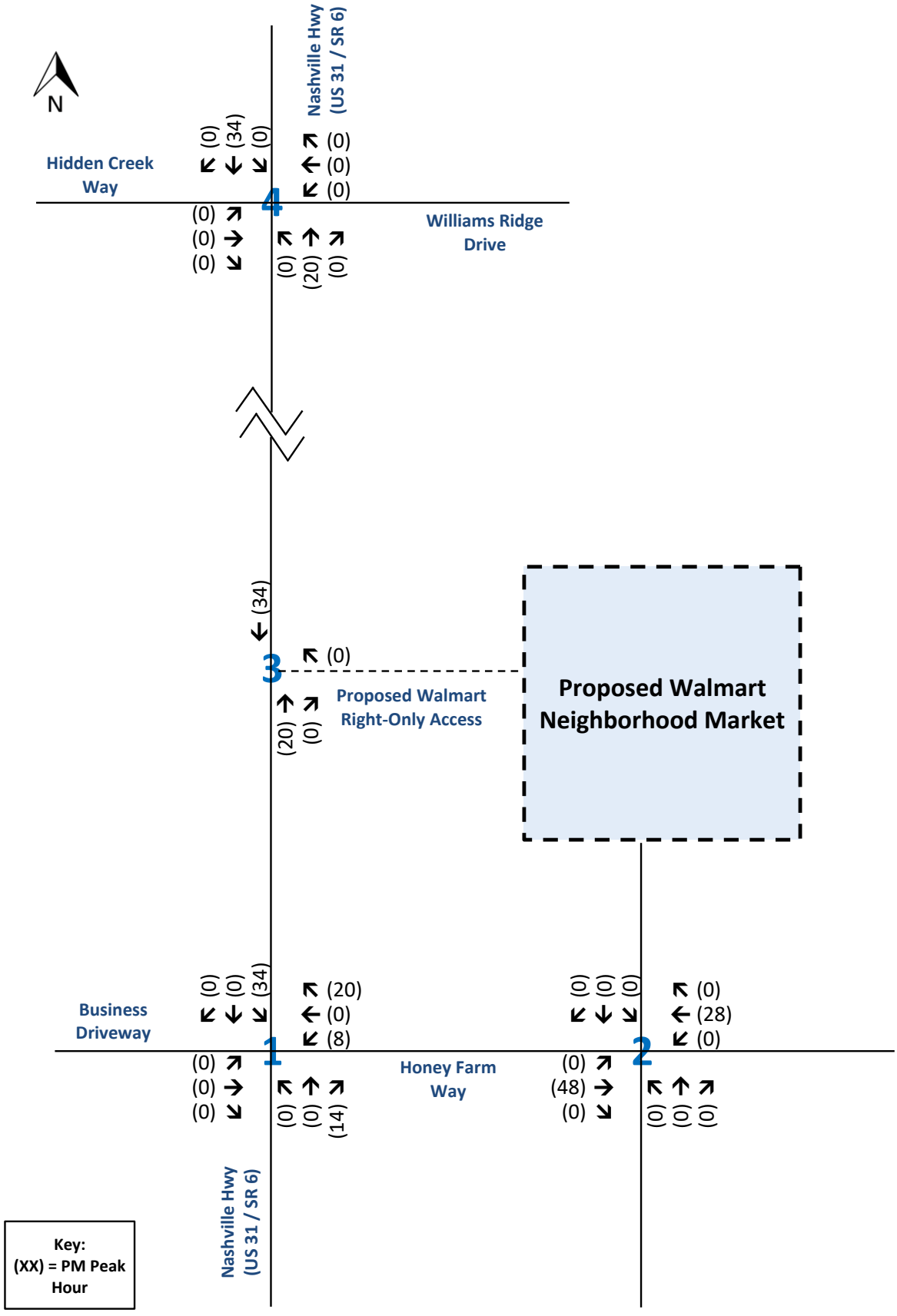
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



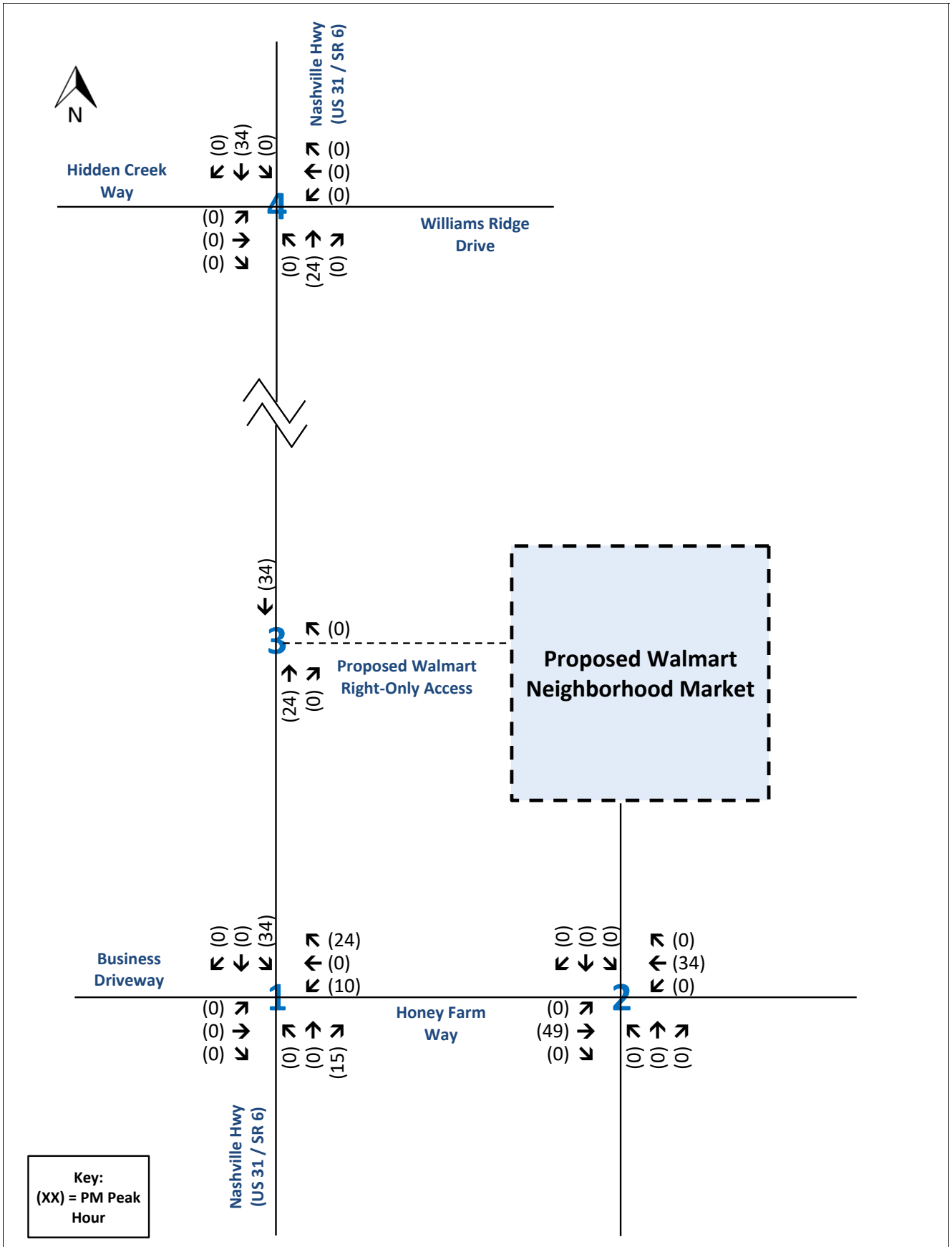
Traffic Assignment Worksheet
Primary Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



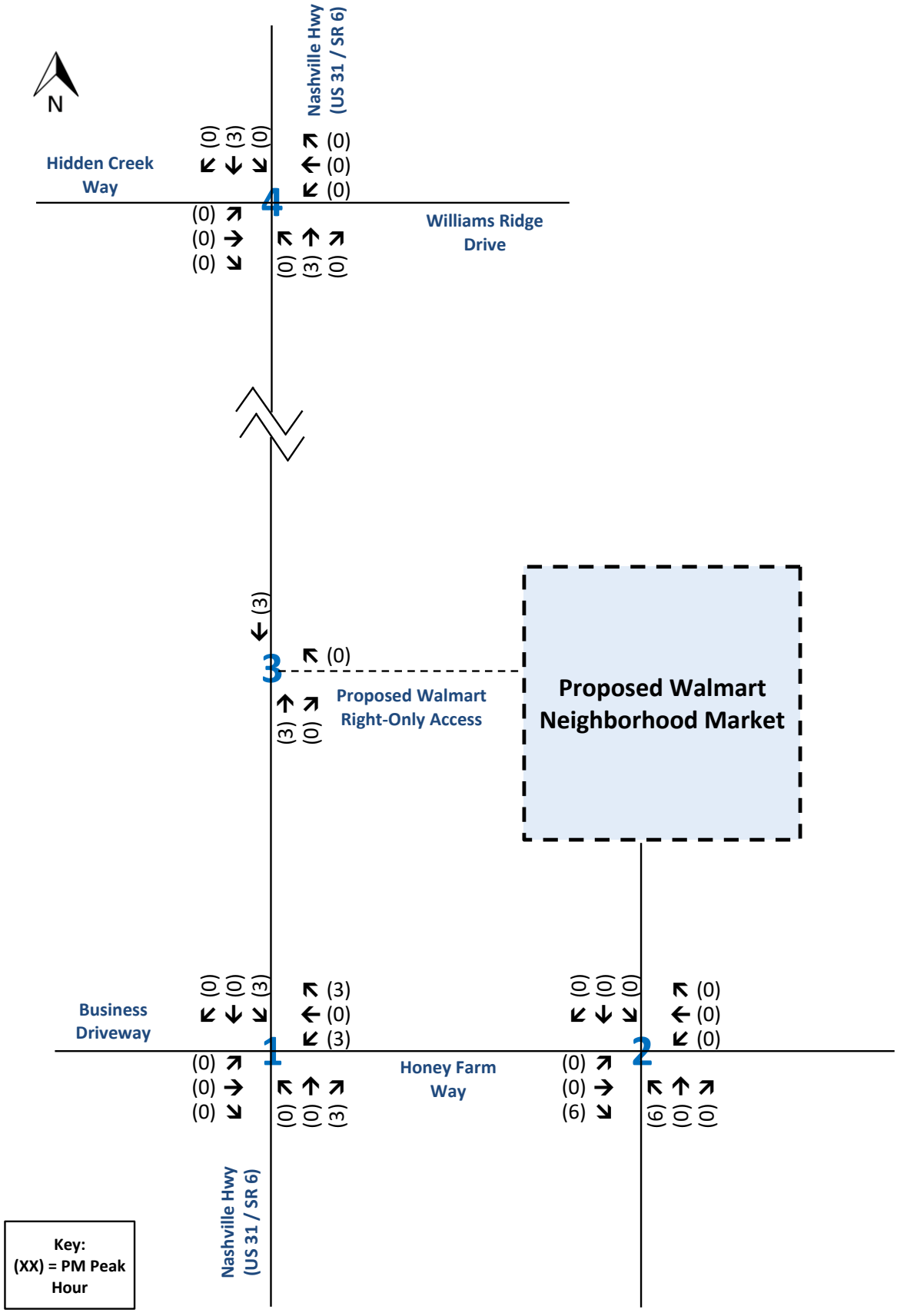
Traffic Assignment Worksheet
Primary Traffic Assignment - Multifamily Housing (Low-Rise)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



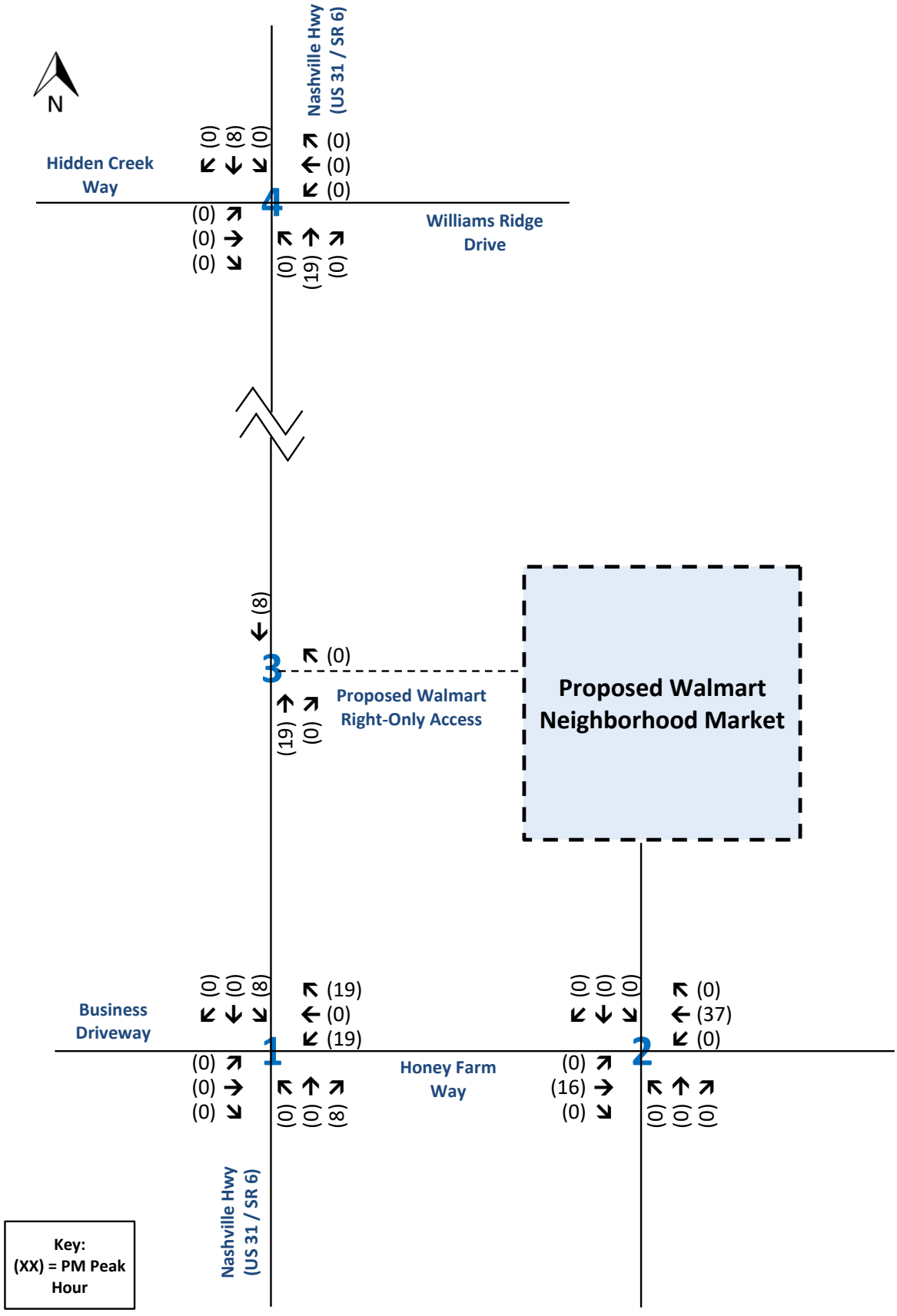
Traffic Assignment Worksheet
Primary Traffic Assignment - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



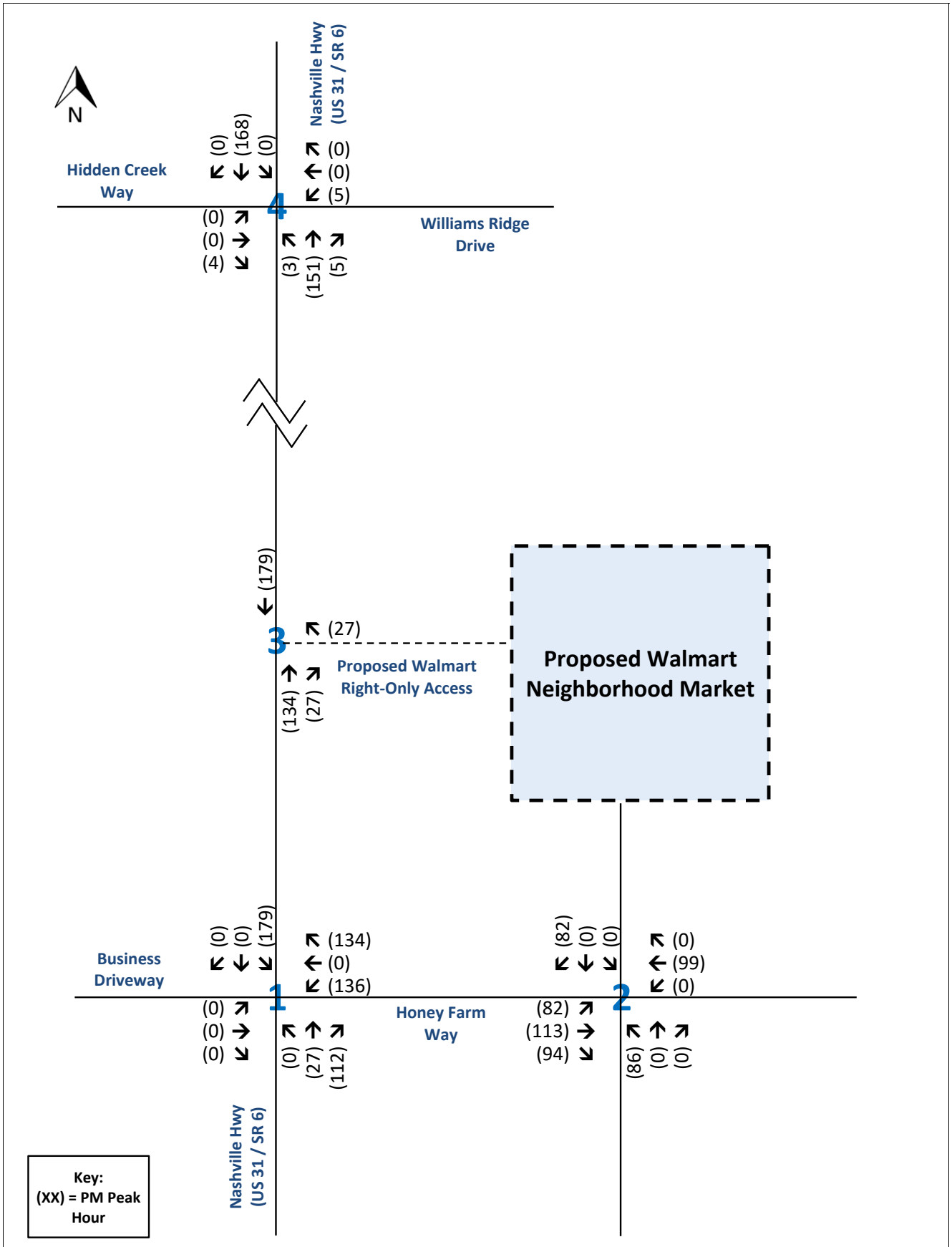
Traffic Assignment Worksheet
Primary Traffic Assignment - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



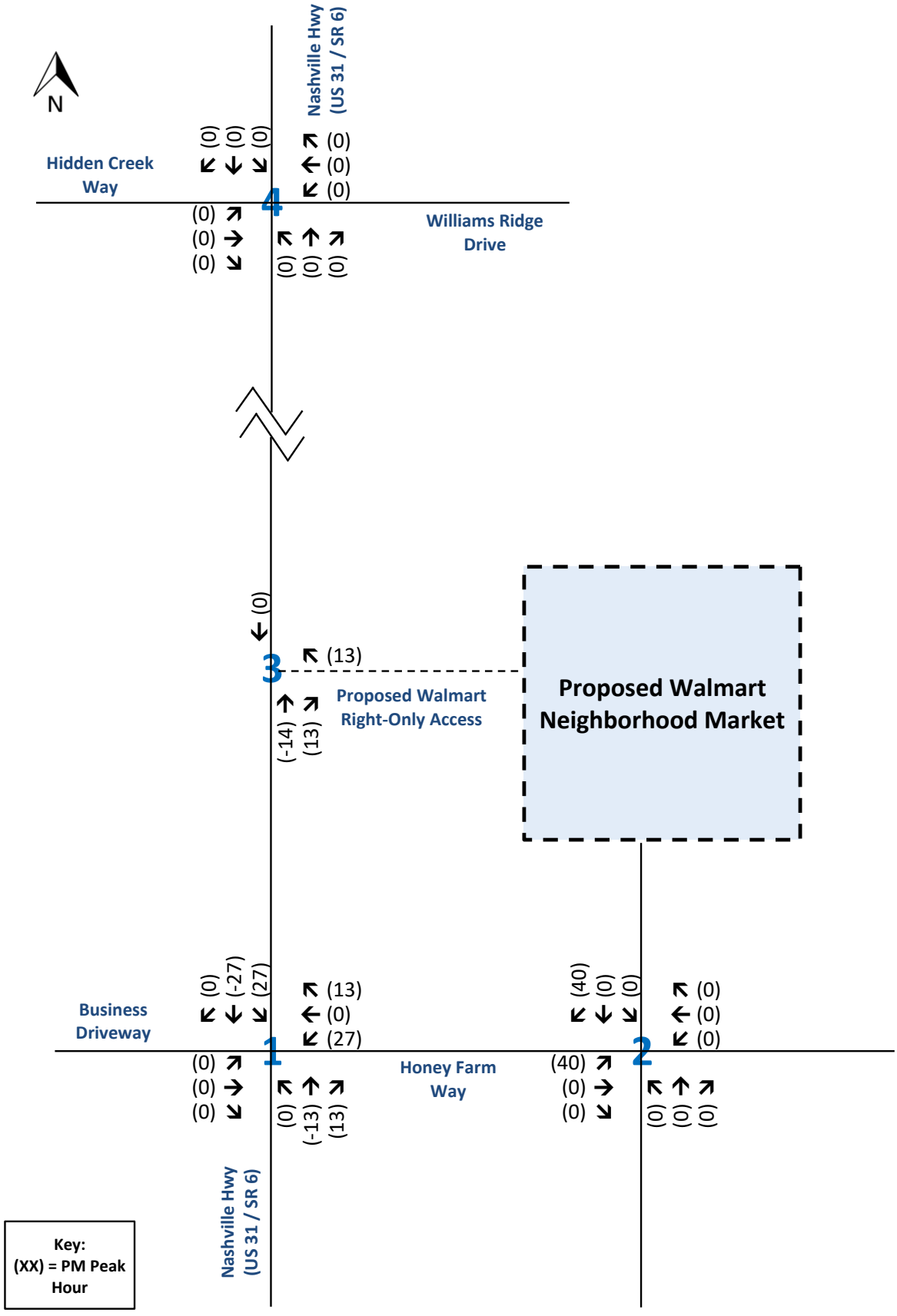
Traffic Assignment Worksheet
Primary Traffic Assignment - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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



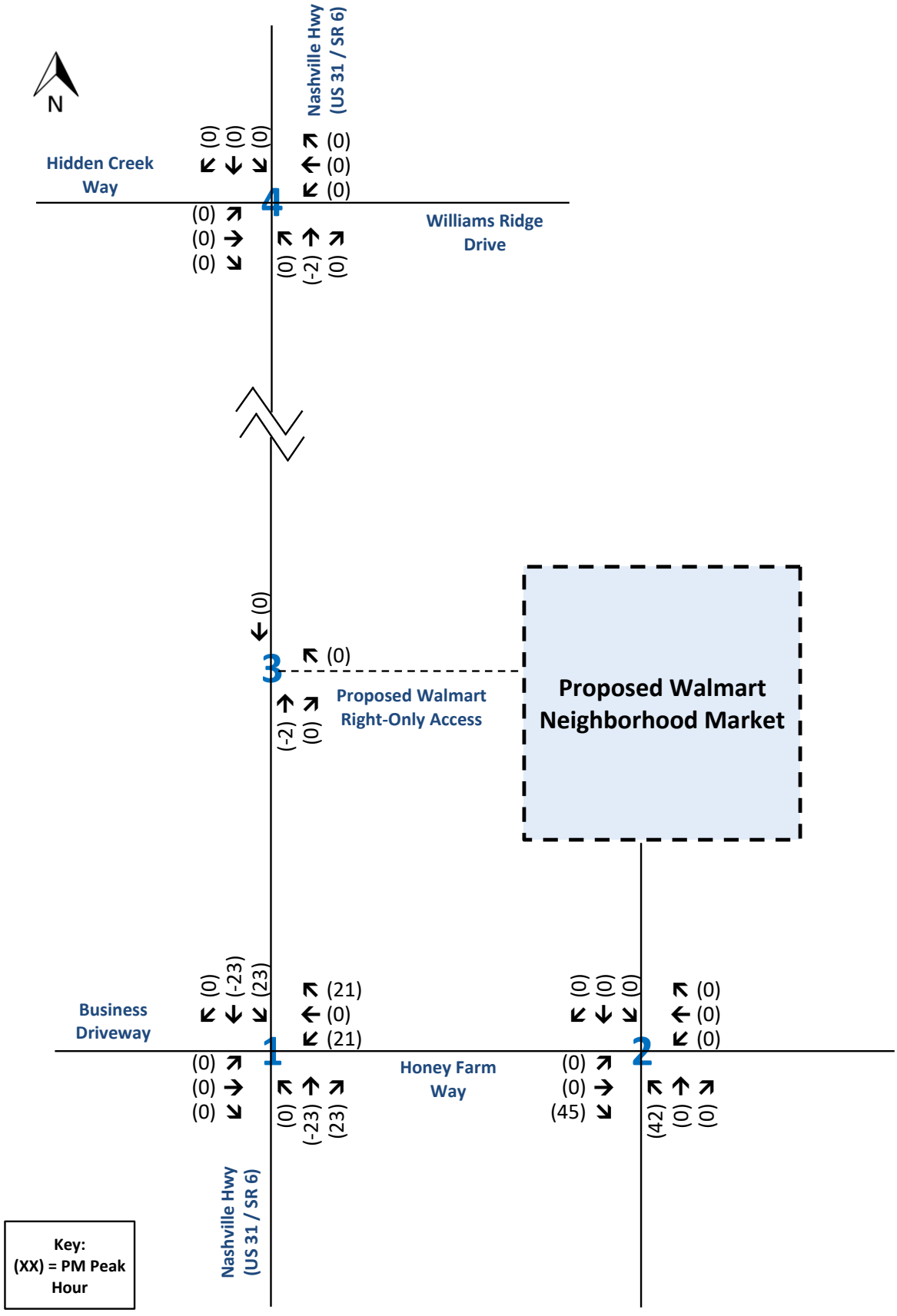
Traffic Assignment Worksheet

Pass-by Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



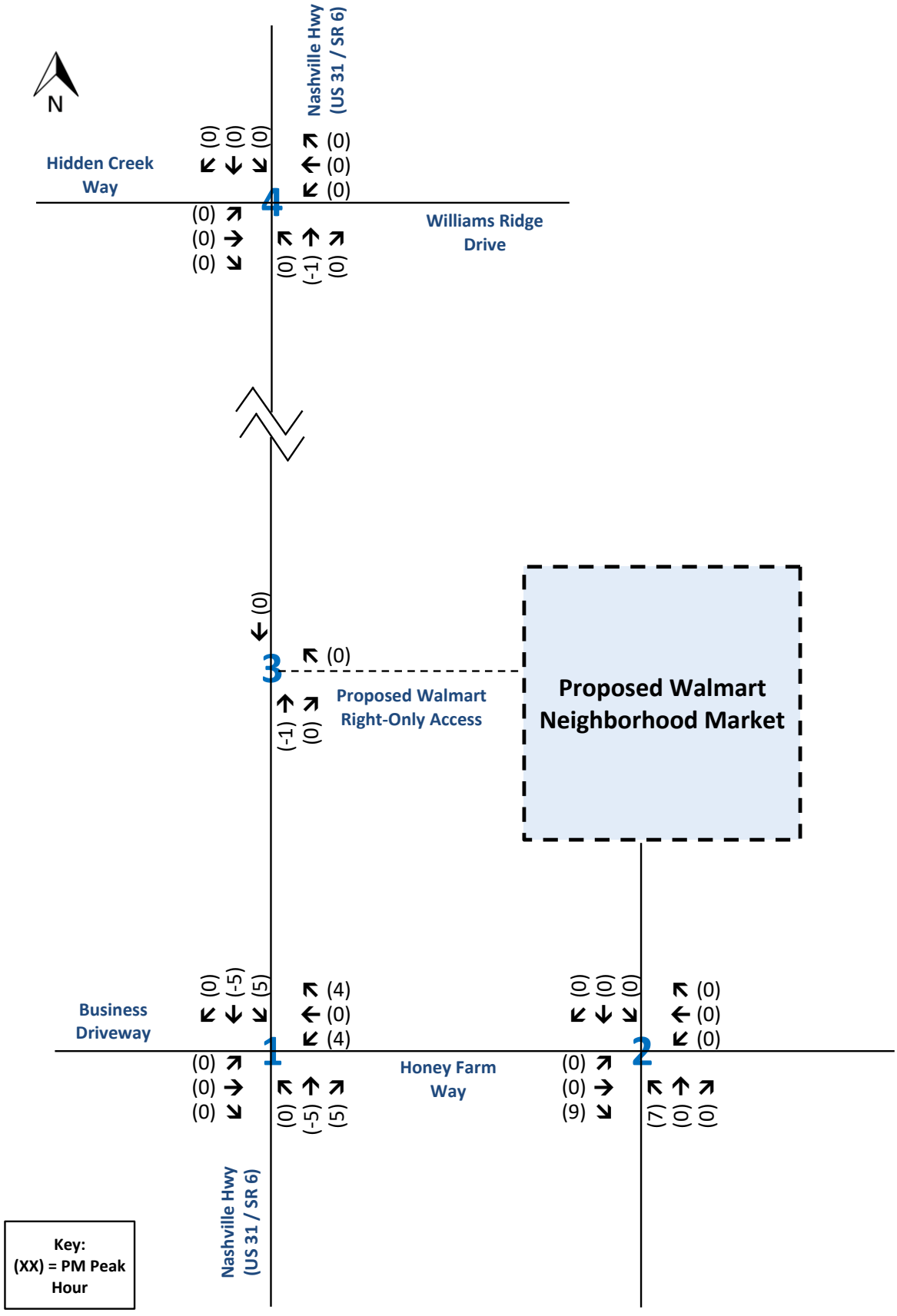
Traffic Assignment Worksheet

Pass-by Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

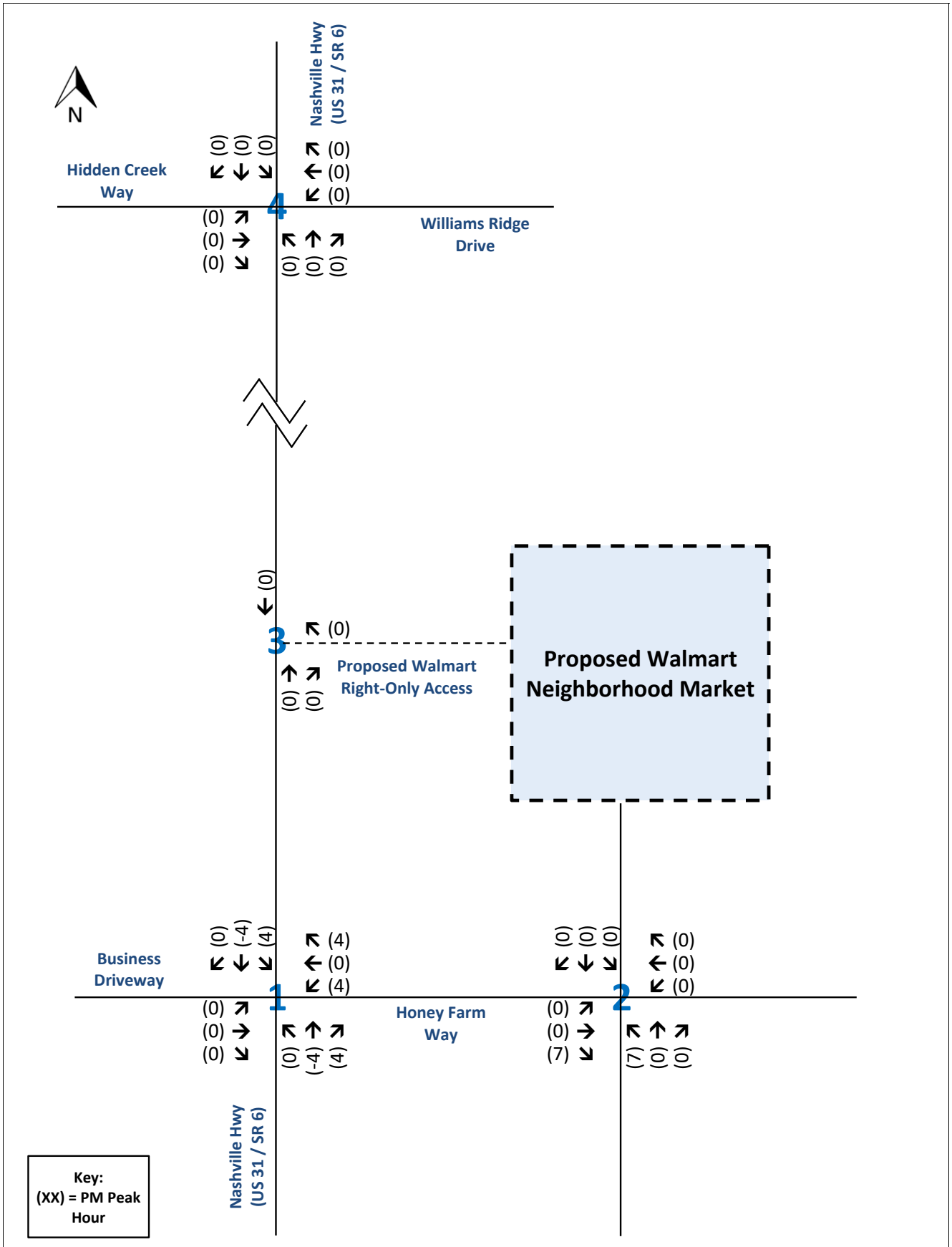
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



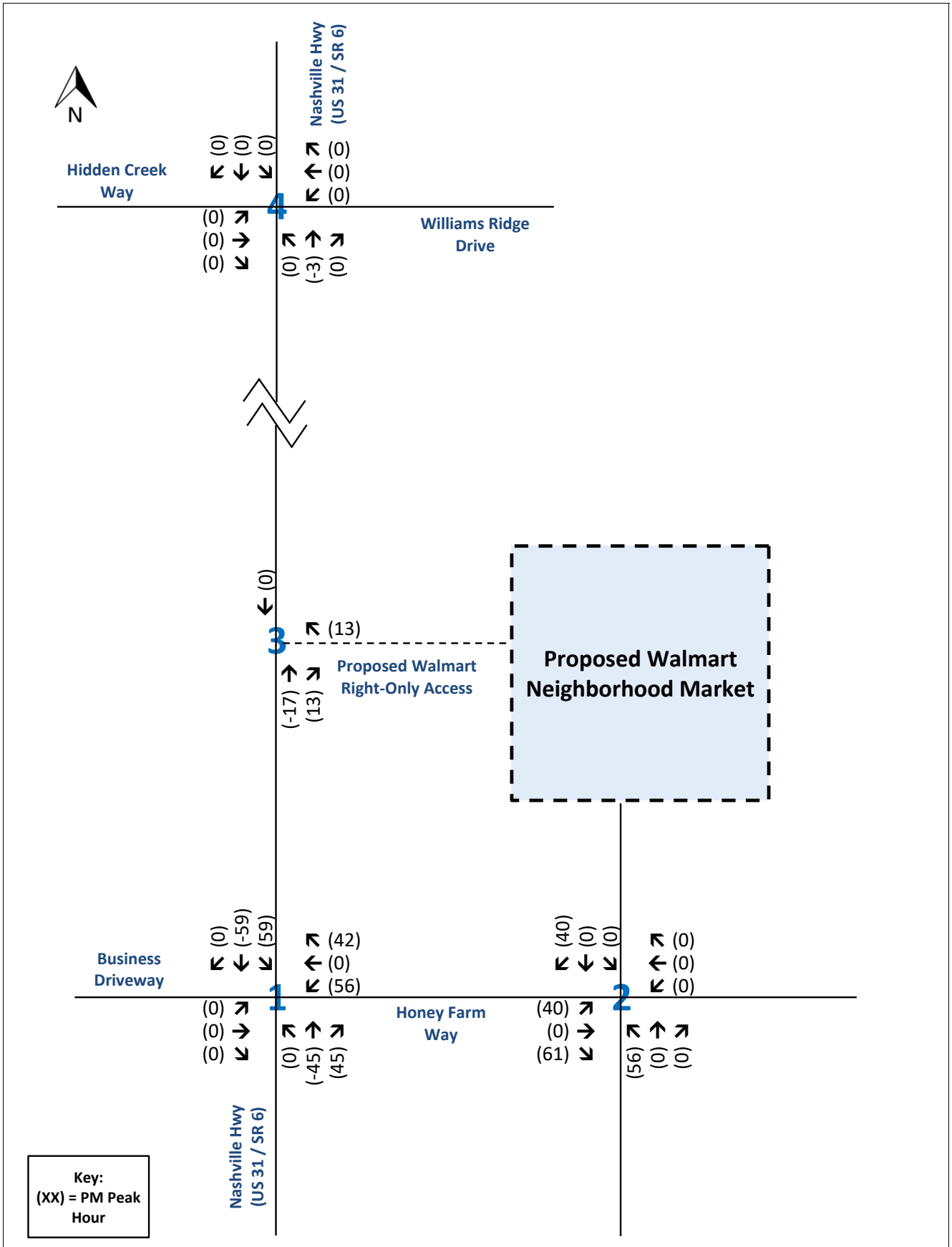
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



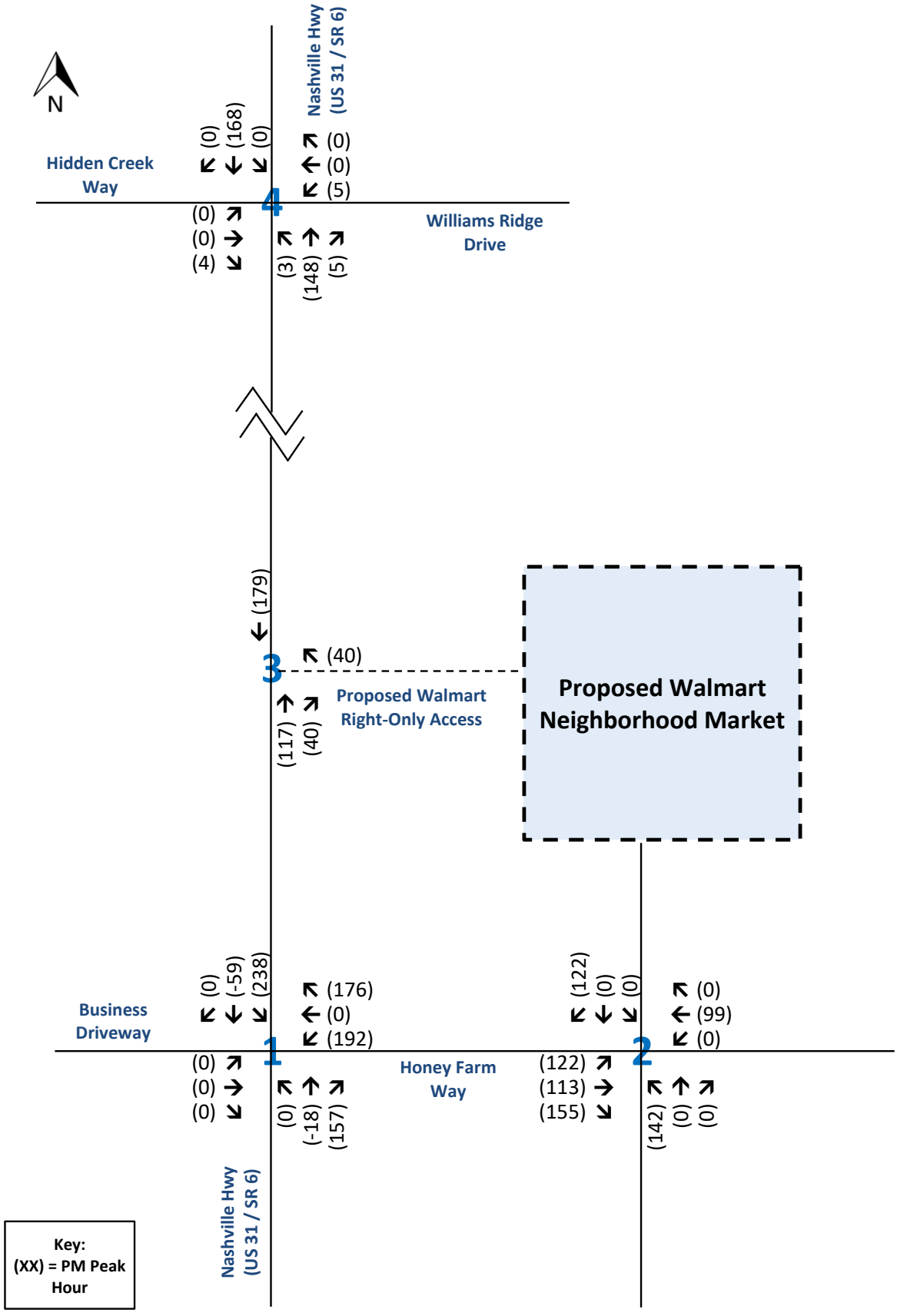
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



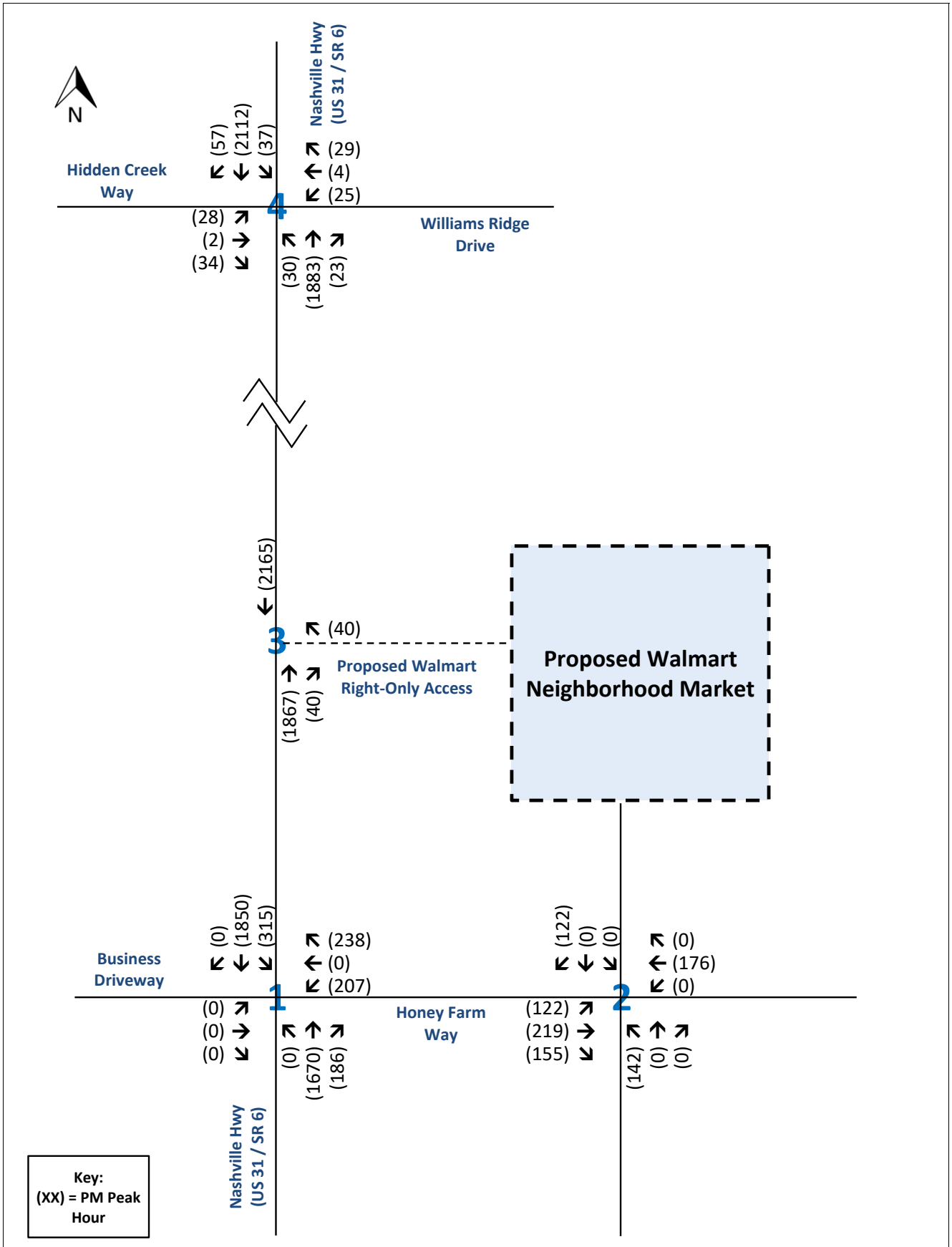
Traffic Assignment Worksheet
Total Passby Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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**

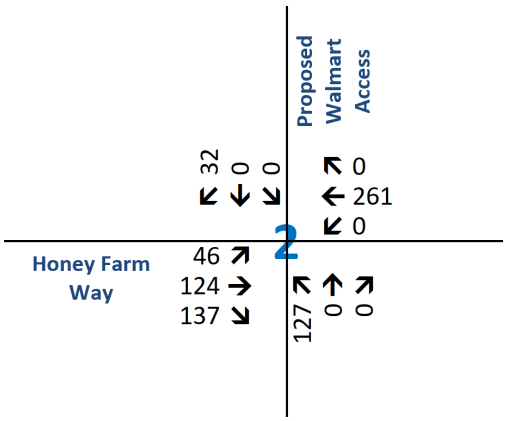


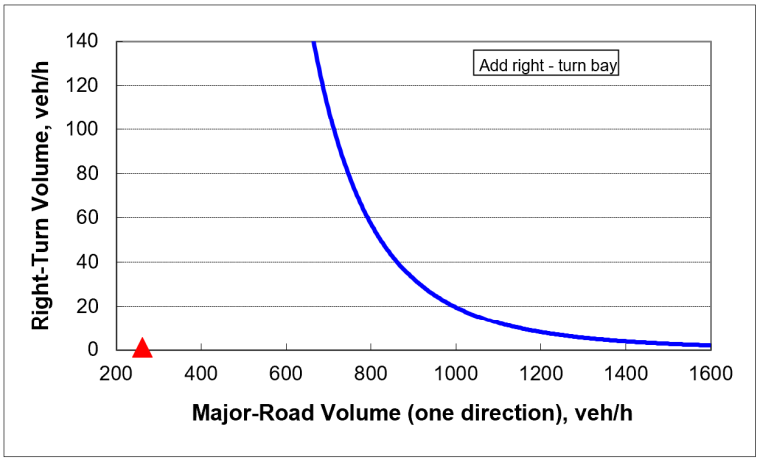
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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**

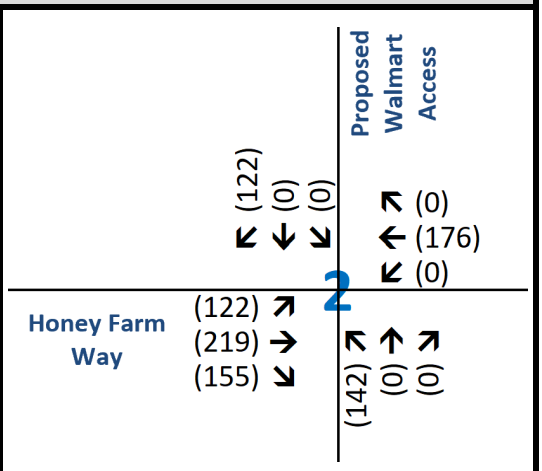


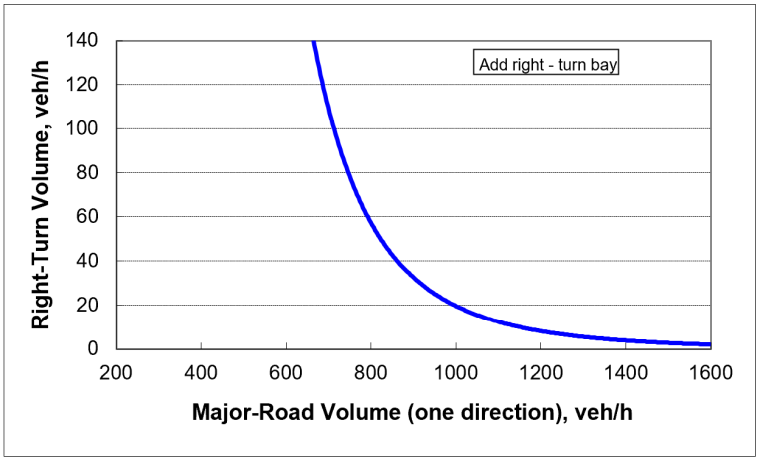
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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**

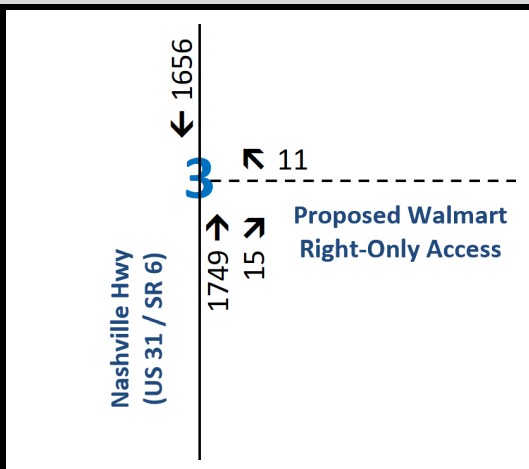


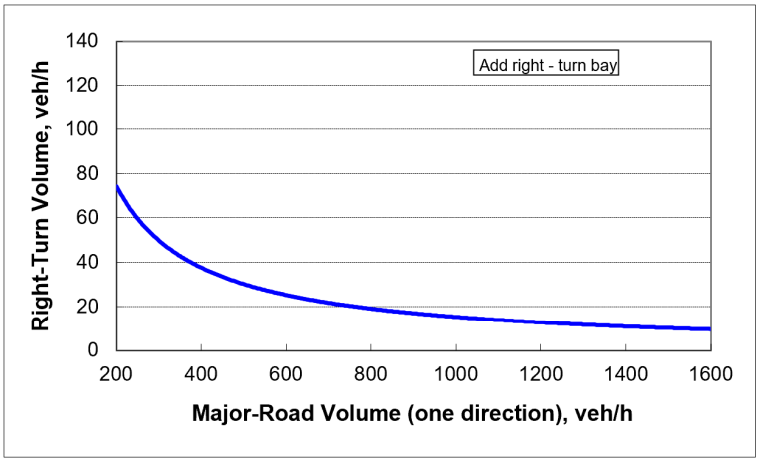
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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**

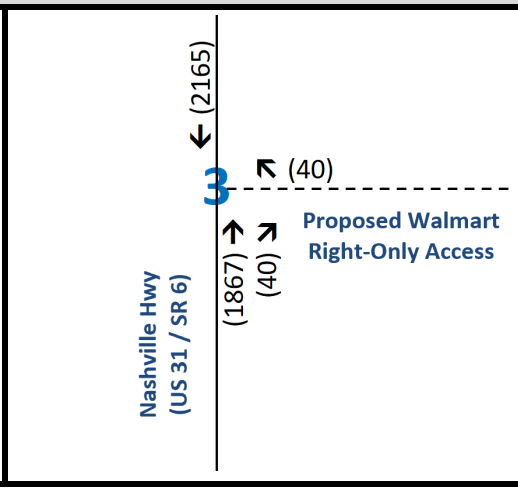


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

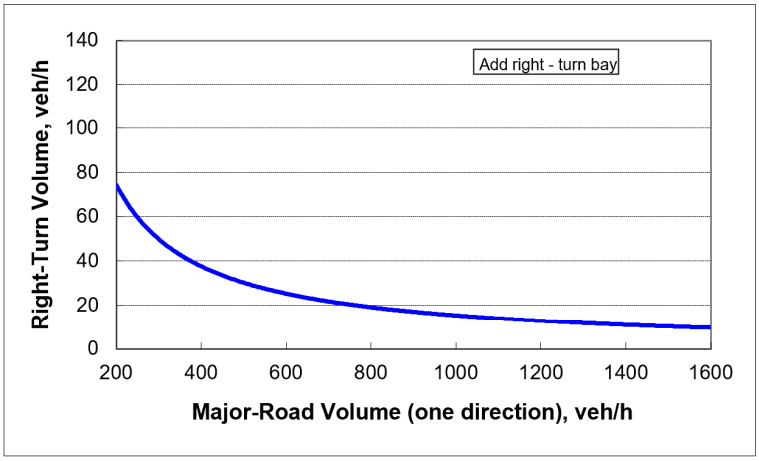
INPUT

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
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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
- 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
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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:

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

N James Campbell Blvd. (Witherow Property)

Project #:	25-0055	Location:	089 041.14
Applicant:	Allen O'Leary	Case Type(s):	Preliminary Plat/Final Plat
Staff Planner:	Robert Archibald, Principal Planner	Proposed Use:	Commercial Lots/Private Road

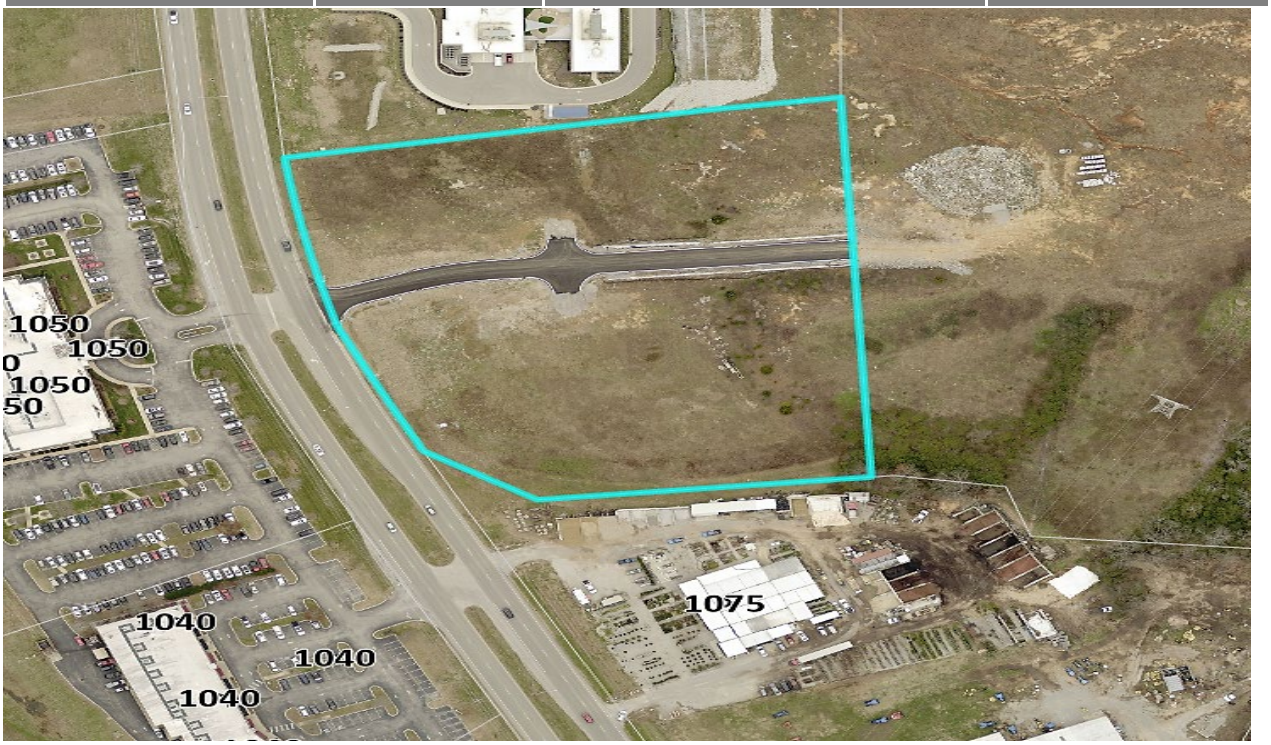
PROJECT SUMMARY

The applicant requests approval of a Preliminary Plat and Final Plat to create (3) three lots. Two of the three proposed lots will be used for future commercial construction, and the third lot will be dedicated to a Private Road serving the development. This area is zoned CD-4C (General Urban Corridor Character District).

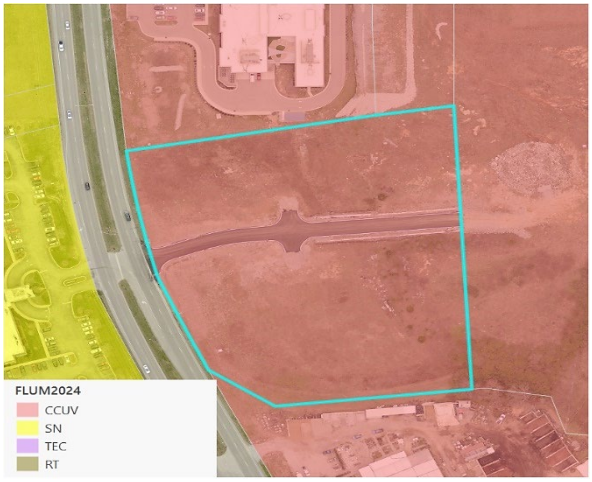
- This development is subject to Ordinance 4400, the current City of Columbia Zoning Ordinance.
- The Final Plat conforms to the Preliminary Plat.
- No surety or development agreement is required for this development.
- The DRC reviewed this proposal at its March 2025 meeting. Staff review included standard comments and requests for technical corrections. Full technical comments are provided in the agenda packet.
- Staff review included standard comments and requests for technical corrections.
- The Planning Commission is the **Decision-Making Authority** for the Preliminary Plat and 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	Commercial Lots/Private Road	+/-5.40 Acres



FUTURE LAND USE MAP	ZONING MAP





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

The subject site is being created to develop two commercial lots and one lot for a private road that provides service to the commercial lots. The property adjoins other existing commercial properties to the north and south, and fronts N James Campbell Blvd.

CONFORMITY WITH ZONING ORDINANCE

The Final Plat conforms to the Preliminary Plat. The proposed 3 lots meet CD-4C zoning district standards (4400) and the Subdivision Regulations of the City of Columbia. Please see the following highlights below:

- A concept plan is included in the agenda packet demonstrating that construction on lots will conform to the setbacks and other bulk standards for the CD-4C Zoning District.
- As noted per CPWS, each lot will be required to obtain a Water Availability Letter as developed. Additionally, any off-site improvements required to serve these lots shall be coordinated between the property owners to the meet the requirements of the availability letters.
- As noted per Engineering, roadway may be petitioned for city acceptance and maintenance upon development of adjoining public roads.

REVIEW PROCESS

The Development Review Committee evaluated the proposed Final Plat at its March 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:

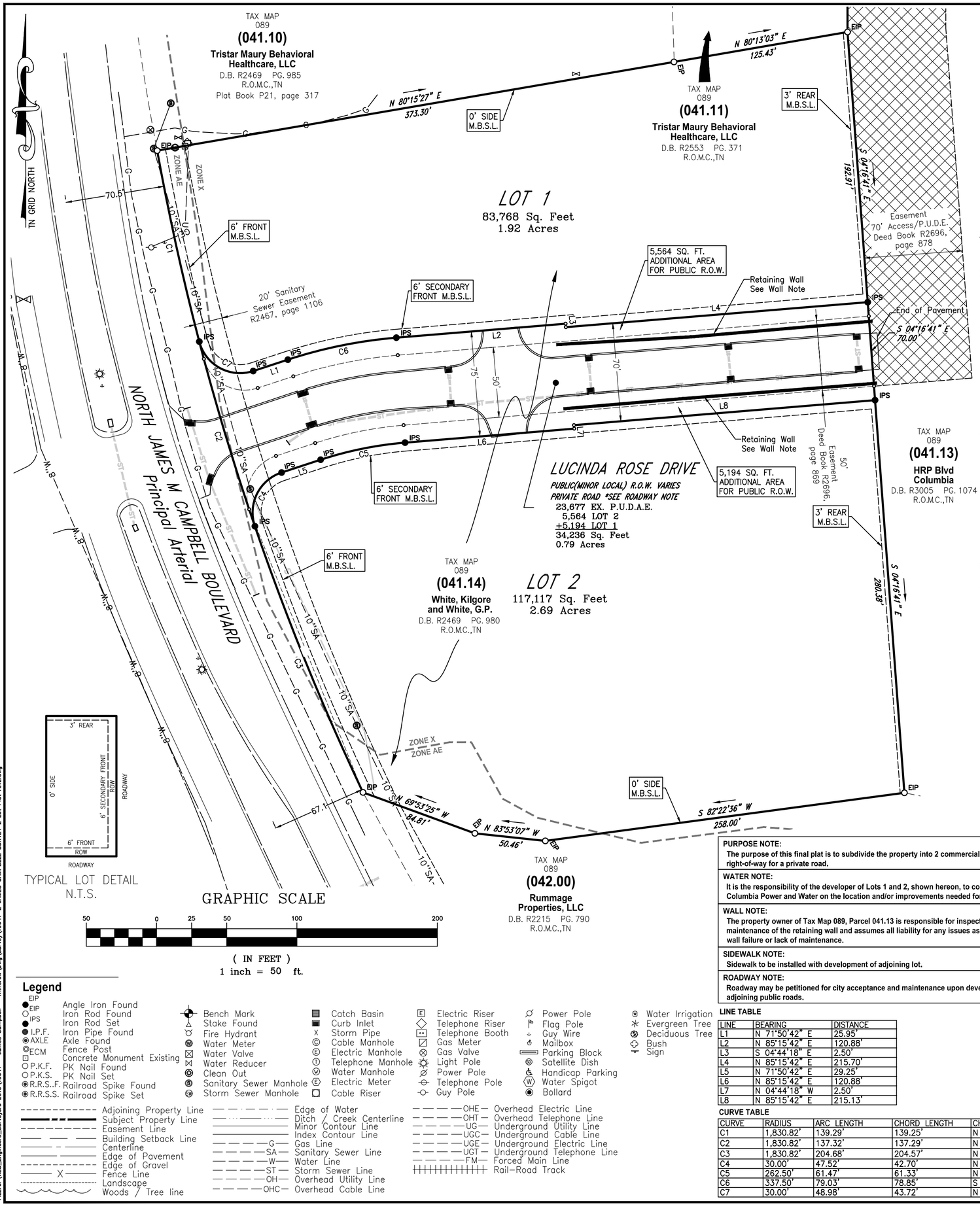
Move to approve the Final Plat as presented and find that the plat conforms to the applicable zoning ordinance, the Subdivision Regulations, and the Preliminary Plat, subject to the following conditions: [list conditions of approval crafted by Planning Commission].

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].



TYPICAL LOT DETAIL
N.T.S.

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

Legend

- EIP — Angle Iron Found
- 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
- Water Irrigation
- 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
- Rail-Road Track

PARCEL NUMBER:
TAX MAP 089, PARCEL 41.14

DEED BOOK:
R2469, PAGE 980

PARCEL ADDRESS:
N JAMES M CAMPBELL BOULEVARD

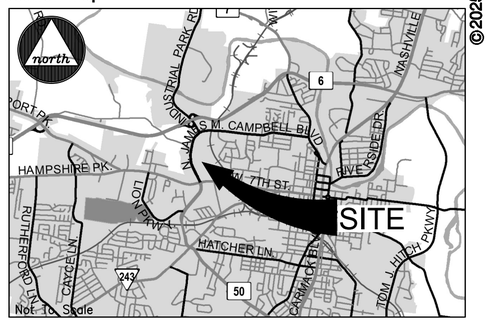
EXISTING ZONING:
CD-4C

BUILDING SETBACKS:
FRONT - 6'
SECONDARY FRONT - 6'
SIDE - 0'
REAR - 3'

ACREAGE OF PARCEL:
±5.40 ACRES (±235,121 SQFT) TOTAL
±4.86 ACRES (±211,443 SQFT) 2 COMMERCIAL LOTS
±0.79 ACRES (±34,236 SQFT) PUBLIC R.O.W. - PRIVATE ROAD

PROPERTY OWNER:
ROGER WITHERROW, DANIEL FAMILY PARTNERSHIP & WHITE, KILGORE AND WHITE, G.P.
P.O. BOX 375
COLUMBIA, TN 38402

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 Development Services.
6. The area of the parcels as shown hereon.
7. This property currently identified as Tax Map No. 089, Parcel No. 41.14 & 41.13, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: NA
9. Deed reference: Book R2469, Page 980
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. A portion of this property is located in a Special Flood Hazard Area (Zone AE) as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0280E, 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.

PURPOSE NOTE:
The purpose of this final plat is to subdivide the property into 2 commercial lots and public right-of-way for a private road.

WATER NOTE:
It is the responsibility of the developer of Lots 1 and 2, shown hereon, to coordinate with Columbia Power and Water on the location and/or improvements needed for water service.

WALL NOTE:
The property owner of Tax Map 089, Parcel 041.13 is responsible for inspections and maintenance of the retaining wall and assumes all liability for any issues associated with wall failure or lack of maintenance.

SIDEWALK NOTE:
Sidewalk to be installed with development of adjoining lot.

ROADWAY NOTE:
Roadway may be petitioned for city acceptance and maintenance upon development of adjoining public roads.

LINE TABLE

LINE	BEARING	DISTANCE
L1	N 71°50'42" E	25.95'
L2	N 85°15'42" E	120.88'
L3	S 04°44'18" E	2.50'
L4	N 85°15'42" E	215.70'
L5	N 71°50'42" E	29.25'
L6	N 85°15'42" E	120.88'
L7	N 04°44'18" W	2.50'
L8	N 85°15'42" E	215.13'

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	1,830.82'	139.29'	139.25'	N 12°25'35" W	4°21'32"
C2	1,830.82'	137.32'	137.29'	N 16°45'18" W	4°17'51"
C3	1,830.82'	204.68'	204.57'	N 22°06'22" W	6°24'20"
C4	30.00'	47.52'	42.70'	N 26°28'15" E	90°44'54"
C5	262.50'	61.47'	61.33'	N 78°33'12" E	13°25'01"
C6	337.50'	79.03'	78.85'	S 78°33'12" W	13°25'01"
C7	30.00'	48.98'	43.72'	N 61°22'51" W	93°32'54"

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.

Tax Map 089, Parcel 041.14
Deed Book R2469, Page 980

Date — White, Kilgore & White, G.P.

Title (if acting for partnership or corporation)

Tax Map 089, Parcel 041.13
Deed Book R3005, Page 1074

Date — HRP BLVD Columbia

Title (if acting for partnership or corporation)

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

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.

3/17/25 — Allen B. O'Leary — TN RLS #1987
Date — Allen B. O'Leary — Number

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

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I, (we) hereby certify that the water system(s) outlined or indicated on the final subdivision plat entitled 3 Lots - N James M Campbell Boulevard 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, STREET NAMES, AND STREET SIGNS

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

Register of Deed Recording Stamp

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

Client
W. ROGER WITHEROW
167 HATCHER LANE
COLUMBIA, TN 38401

FINAL PLAT
3 LOTS - N JAMES M CAMPBELL BOULEVARD
COLUMBIA, MAURY COUNTY, TENNESSEE

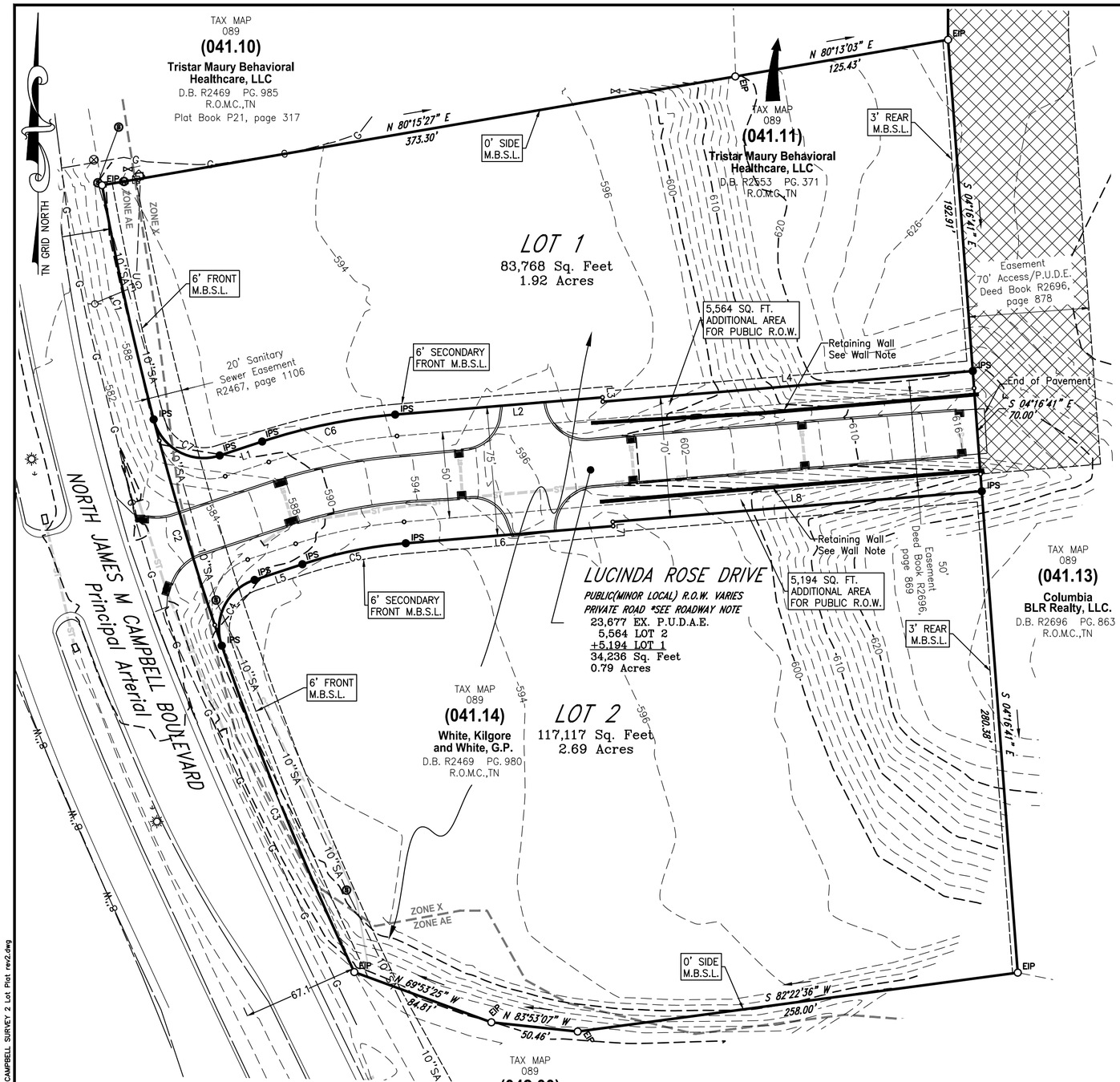
REVISIONS	DATE
TECH. REVIEW COMMENTS ADDRESSED	03-17-2025

Drawn: BD
Checked:
Approved:
Date: 02-17-2025

Job. no. 19641
Scale: Vertical: 1" = 50'
Horizontal:

1 of 1

FILE: J:\WES_Engineers_Surveyors 2019\19641 - James Campbell - Witherow\Dwg\Survey\19641-2 JAMES CAMPBELL SURVEY 2 Lot Plat rev2.dwg



GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

Legend

- Angle Iron Found
- 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
- Water Irrigation
- 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
- Gas Line
- 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
- Rail-Road Track

PARCEL NUMBER:
TAX MAP 089, PARCEL 41.14

DEED BOOK:
R2469, PAGE 980

PARCEL ADDRESS:
N JAMES M CAMPBELL BOULEVARD

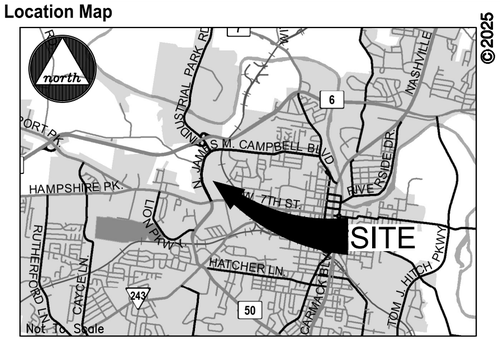
EXISTING ZONING:
CD-4C

BUILDING SETBACKS:
FRONT - 6'
SECONDARY FRONT - 6'
SIDE - 0'
REAR - 3'

ACREAGE OF PARCEL:
±5.40 ACRES (±235,121 SQFT) TOTAL
±4.86 ACRES (±211,443 SQFT) 2 COMMERCIAL LOTS
±0.79 ACRES (±34,236 SQFT) PUBLIC R.O.W. - PRIVATE ROAD

PROPERTY OWNER:
ROGER WITHERROW, DANIEL FAMILY PARTNERSHIP & WHITE, KILGORE AND WHITE, G.P.
P.O. BOX 375
COLUMBIA, TN 38402

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 as shown hereon.
7. This property currently identified as Tax Map No. 089, Parcel No. 41.14, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: NA
9. Deed reference: Book R2469, Page 980
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. A portion of this property is located in a Special Flood Hazard Area (Zone AE) as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0280E, 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.

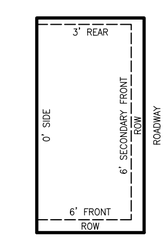
PURPOSE NOTE:	The purpose of this final plat is to subdivide the property into 2 commercial lots and public right-of-way for a private road.
WATER NOTE:	It is the responsibility of the developer of Lots 1 and 2, shown hereon, to coordinate with Columbia Power and Water on the location and/or improvements needed for water service.
WALL NOTE:	The property owner of Tax Map 089, Parcel 041.13 is responsible for inspections and maintenance of the retaining wall and assumes all liability for any issues associated with wall failure or lack of maintenance.
SIDEWALK NOTE:	Sidewalk to be installed with development of adjoining lot.
ROADWAY NOTE:	Roadway may be petitioned for city acceptance and maintenance upon development of adjoining public roads.

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	1,830.82'	139.29'	139.25'	N 12°25'35" W	4°21'32"
C2	1,830.82'	137.32'	137.29'	N 16°45'18" W	4°17'51"
C3	1,830.82'	204.68'	204.57'	N 22°06'22" W	6°24'20"
C4	30.00'	47.52'	42.70'	N 26°28'15" E	90°44'54"
C5	262.50'	61.47'	61.33'	N 78°33'12" E	13°25'01"
C6	337.50'	79.03'	78.85'	S 78°33'12" W	13°25'01"
C7	30.00'	48.98'	43.72'	N 61°22'51" W	93°32'54"

LINE TABLE

LINE	BEARING	DISTANCE
L1	N 71°50'42" E	25.95'
L2	N 85°15'42" E	120.88'
L3	S 04°44'18" E	2.50'
L4	N 85°15'42" E	215.70'
L5	N 71°50'42" E	29.25'
L6	N 85°15'42" E	120.88'
L7	N 04°44'18" W	2.50'
L8	N 85°15'42" E	215.13'



TYPICAL LOT DETAIL
N.T.S.



WES ENGINEERS & SURVEYORS
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COLUMBIA, TN 38401
PHONE (931) 388-2329
www.wesengineers.com

Client
W. ROGER WITHEROW
617 HATCHER LANE
COLUMBIA, TN 38401

PRELIMINARY PLAT
3 LOTS - N JAMES M CAMPBELL BOULEVARD
COLUMBIA, MAURY COUNTY, TENNESSEE

REVISIONS	DATE
TECH REVIEW COMMENTS ADDRESSED	03-17-2025

Drawn: BG
Checked:
Approved:
Date: 02-17-2025

Job. no. 19641-2
Scale:
Vertical: 1" = 50'
Horizontal:

1 of 1

FILE:J:\WES_Engineers_Surveyors 2019\19641 - James Campbell - Witherow\Dwg\Survey\19641-2 JAMES CAMPBELL SURVEY 2 Lot Plat rev2.dwg

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	North James M Campbell Boulevard		
	TAX MAP: 089	GROUP:	PARCEL: 041.14
SUMMARY OF NATURE OF REQUEST AND WORK	Request Final Plat approval for subdividing the current tract into 2 commercial lots and 1 private road lot.		

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) 3 Lots - N James M Campbell Boulevard ☑ Total Number of Lots/Residential Units 3 ☐ Square Footage of Non-Residential Floor Space ☑ Total acreage ±5.40 Acres

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	EMAIL	allen@wesengineers.com

Roger Witherow, Daniel Family Partnership

PROPERTY OWNER NAME	White, Kilgore and White, G.P.	PHONE	
ADDRESS	P.O. Box 375 Columbia, TN 38402	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.

Allen O'Leary	Allen B O'Leary	3/15/25
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Roger Witherow	Roger Witherow	3.14.25
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

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

ADDRESS/LOCATION	North James M Campbell Boulevard		
	TAX MAP: 089	GROUP:	PARCEL: 041.14
SUMMARY OF NATURE OF REQUEST AND WORK	Request Preliminary Plat approval for subdividing the current tract into 2 commercial lots and 1 private road lot.		

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) 3 Lots - N James M Campbell Boulevard ☑ Total Number of Lots/Residential Units 3 ☐ Square Footage of Non-Residential Floor Space ☑ Total acreage ±5.40 Acres

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	EMAIL	allen@wesengineers.com

Roger Witherow, Daniel Family Partnership

PROPERTY OWNER NAME	White, Kilgore and White, G.P.	PHONE	
ADDRESS	P.O. Box 375 Columbia, TN 38402	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.

Allen O'Leary		3-14-25
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Roger Witherow		3.14.25
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

March 17, 2025

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

RE: Project Name: 2 Lots – N James M Cambell Boulevard
City of Columbia Staff Review Submittal

On behalf of White, Kilgore and White, G.P., and HRP the owner of the proposed property subdividing the land into 2 commercial lots and a private road area, **WES Engineers & Surveyors** would like to submit this Final Plat and Preliminary Plat to the City of Columbia for approval. Comments are addressed below in red.

Planning

1. The lead staff person for this case is Robert Archibald, Principal Planner. 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. Please submit an application using the most recent form (rev. 2/7/2024). It is available on the Planning and Zoning website. Select all requests that apply. Application has been updated.
4. Provide documentation/acknowledgement on maintenance/responsibility of retaining wall. Wall note states adjacent property owner is responsible. **(Disregard. Permission Letter on file).** Letter from owner has been included.
5. Provide site development plan to accompany Preliminary Plat showing building sites which conform to the CD-4C standards. The site development plan may be subsequently revised. A concept plan has been included for informational purposes only.
6. Provide typical lot layouts. Typical lot layouts added.

Engineering

7. Add note: sidewalk to be installed with development of adjoining lot. Note added.
8. Add note: Roadway may be petitioned for city acceptance and maintenance upon development of adjoining public roads. Note added.
9. Show PUDAE as public ROW and label roadway as private. Label updated.
10. Label roadway with name, private, and classification (minor local) Roadway label revised.

Building

11. No comments. Noted.

City Attorney

12. No comments provided. Noted.

Police

13. No comments provided. Noted.

Public Works

14. No comments. Noted.

Columbia Power

15. Columbia Power System has an existing power line near your proposed development. We are willing to serve this 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. Noted.

CPWS BB

16. Plan to Serve. Noted.

Fire

17. No comments. Noted.

Wastewater

18. No comments. Noted.

Columbia Water

19. Each lot required to obtain a Water Availability Letter as each lot is developed. Additionally, any off-site improvements required to serve these lots shall be coordinated between the property owners as needed to meet the requirements of the availability letters. Noted.

Atmos Energy

20. No comments provided. Noted.

Maury County E911

21. No comment provided. Noted.

Maury County Schools

22. No comments provided. Noted.

Duck River Electric Membership Corp

23. No comment. Noted.

Maury County Highway Dept.

24. No comments. Noted.

ATT

25. ATT to serve. 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, March 11, 2025

ITEM NO.
25-0055

DESCRIPTION: N JCB - Witherow Outparcel

COMMENTS:

Planning

1. The lead staff person for this case is Robert Archibald, Principal Planner. 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. Please submit an application using the most recent form (rev. 2/7/2024). It is available on the Planning and Zoning website. Select all requests that apply.
4. Provide documentation/acknowledgement on maintenance/responsibility of retaining wall. Wall note states adjacent property owner is responsible. **(Disregard. Permission Letter on file)**
5. Provide site development plan to accompany Preliminary Plat showing building sites which conform to the CD-4C standards. The site development plan may be subsequently revised.
6. Provide typical lot layouts.

Engineering

7. Add note: sidewalk to be installed with development of adjoining lot.
8. Add note: Roadway may be petitioned for city acceptance and maintenance upon development of adjoining public roads.
9. Show PUDAE as public ROW and label roadway as private.
10. Label roadway with name, private, and classification (minor local)

Building

11. No comments.

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

City Attorney

12. No comments provided.

Police

13. No comments provided.

Public Works

14. No comments.

Columbia Power

15. Columbia Power System has an existing power line near your proposed development. We are willing to serve this 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.

CPWS BB

16. Plan to Serve

Fire

17. No comments

Wastewater

18. No comments.

Columbia Water

19. Each lot required to obtain a Water Availability Letter as each lot is developed. Additionally, any off-site improvements required to serve these lots shall be coordinated between the property owners as needed to meet the requirements of the availability letters.

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

Atmos Energy

20. No comments provided.

Maury County E911

21. No comment provided.

Maury County Schools

22. No comments provided.

Duck River Electric Membership Corp

23. No comment.

Maury County Highway Dept.

24. No comments.

ATT

25. ATT to serve

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.

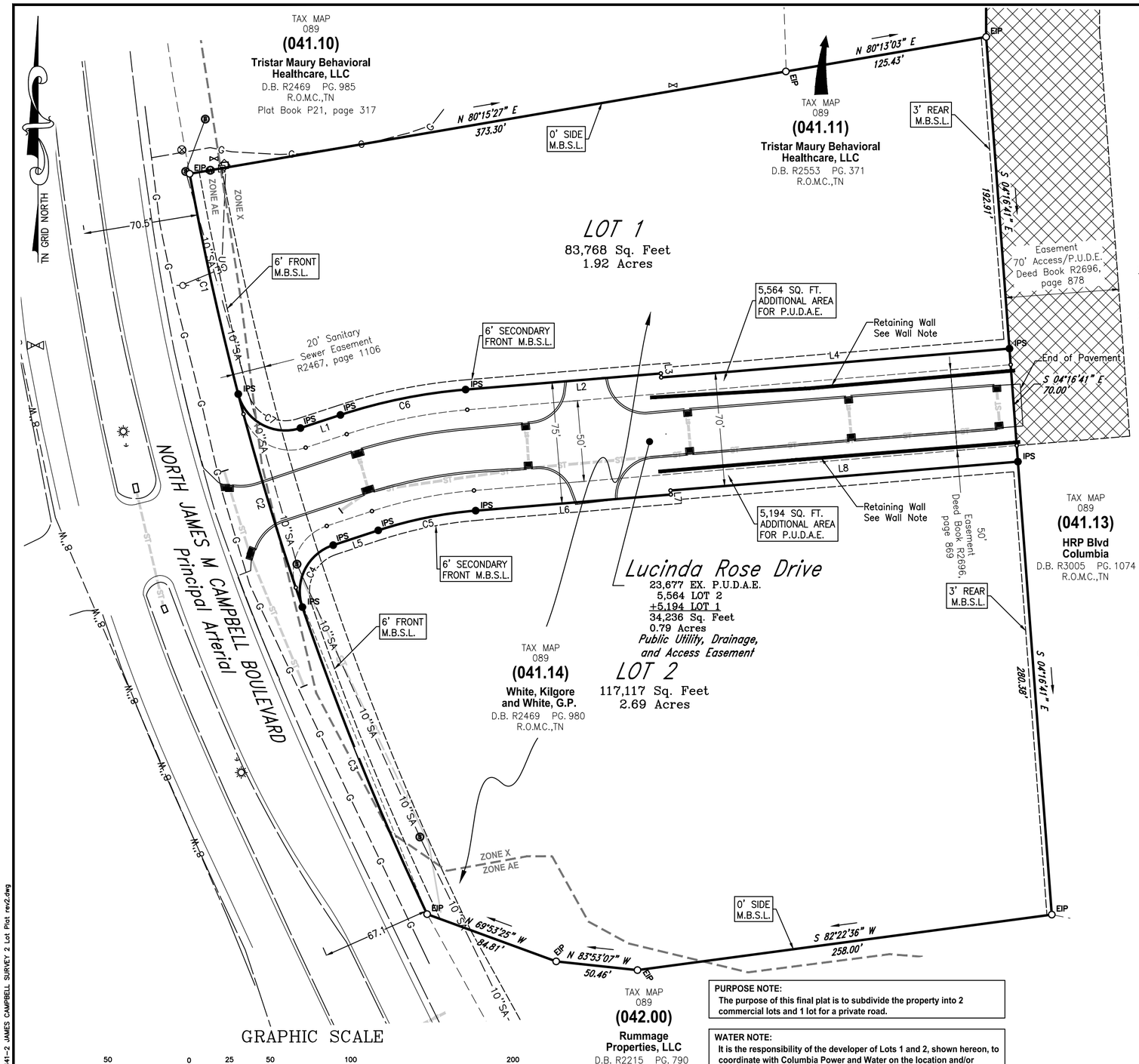
Please contact pkeltner@columbiatn.gov or srichardson@columbiatn.gov if you encounter difficulties with the online portal.

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.



PARCEL NUMBER:
TAX MAP 089, PARCEL 41.14

DEED BOOK:
R2469, PAGE 980

PARCEL ADDRESS:
N JAMES M CAMPBELL BOULEVARD

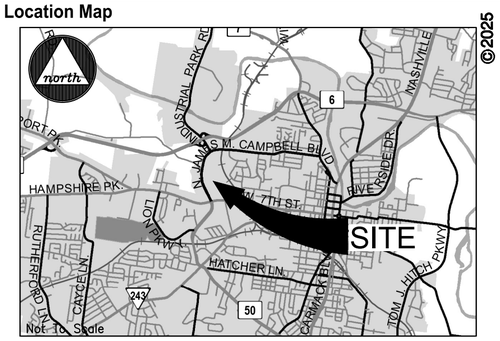
EXISTING ZONING:
CD-4C

BUILDING SETBACKS:
FRONT - 6'
SECONDARY FRONT - 6'
SIDE - 0'
REAR - 3'

ACREAGE OF PARCEL:
±5.40 ACRES (±235,121 SQFT) TOTAL
±4.86 ACRES (±211,443 SQFT) 2 COMMERCIAL LOTS
±0.79 ACRES (±34,236 SQFT) PRIVATE ROAD A LOT

PROPERTY OWNER:
ROGER WITHERROW, DANIEL FAMILY PARTNERSHIP & WHITE, KILGORE AND WHITE, G.P.
P.O. BOX 375
COLUMBIA, TN 38402

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 Development Services.
6. The area of the parcels as shown hereon.
7. This property currently identified as Tax Map No. 089, Parcel No. 41.14 & 41.13, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: NA
9. Deed reference: Book R2469, Page 980
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. A portion of this property is located in a Special Flood Hazard Area (Zone AE) as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0280E, 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.

PURPOSE NOTE:
The purpose of this final plat is to subdivide the property into 2 commercial lots and 1 lot for a private road.

WATER NOTE:
It is the responsibility of the developer of Lots 1 and 2, shown hereon, to coordinate with Columbia Power and Water on the location and/or improvements needed for water service.

WALL NOTE:
The property owner of Tax Map 089, Parcel 041.13 is responsible for inspections and maintenance of the retaining wall and assumes all liability for any issues associated with wall failure or lack of maintenance.

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.

Tax Map 089, Parcel 041.14
Deed Book R2469, Page 980

Date — White, Kilgore & White, G.P.

Title (if acting for partnership or corporation)

Tax Map 089, Parcel 041.13
Deed Book R3005, Page 1074

Date — HRP BLVD Columbia

Title (if acting for partnership or corporation)

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

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.

2/17/25 — Allen B. O'Leary — TN RLS #1987
Date — Allen B. O'Leary — Number

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

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I, (we) hereby certify that the water system(s) outlined or indicated on the final subdivision plat entitled 3 Lots - N James M Campbell Boulevard 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, STREET NAMES, AND STREET SIGNS

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

Register of Deed Recording Stamp

LINE TABLE

LINE	BEARING	DISTANCE
L1	N 71°50'42" E	25.95'
L2	N 85°15'42" E	120.88'
L3	S 04°44'18" E	2.50'
L4	N 85°15'42" E	215.70'
L5	N 71°50'42" E	29.25'
L6	N 85°15'42" E	120.88'
L7	N 04°44'18" W	2.50'
L8	N 85°15'42" E	215.13'

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	1,830.82'	139.29'	139.25'	N 12°25'35" W	4°21'32"
C2	1,830.82'	137.32'	137.29'	N 16°45'18" W	4°17'51"
C3	1,830.82'	204.68'	204.57'	N 22°06'22" W	6°24'20"
C4	30.00'	47.52'	42.70'	N 26°28'15" E	90°44'54"
C5	262.50'	61.47'	61.33'	N 78°33'12" E	13°25'01"
C6	337.50'	79.03'	78.85'	S 78°33'12" W	13°25'01"
C7	30.00'	48.98'	43.72'	N 61°22'51" W	93°32'54"

Legend

EIP Angle Iron Found
IPS Iron Rod Found / 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
Water Irrigation
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
Gas Line
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
Rail-Road Track

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

Client
W. ROGER WITHEROW
167 HATCHER LANE
COLUMBIA, TN 38401

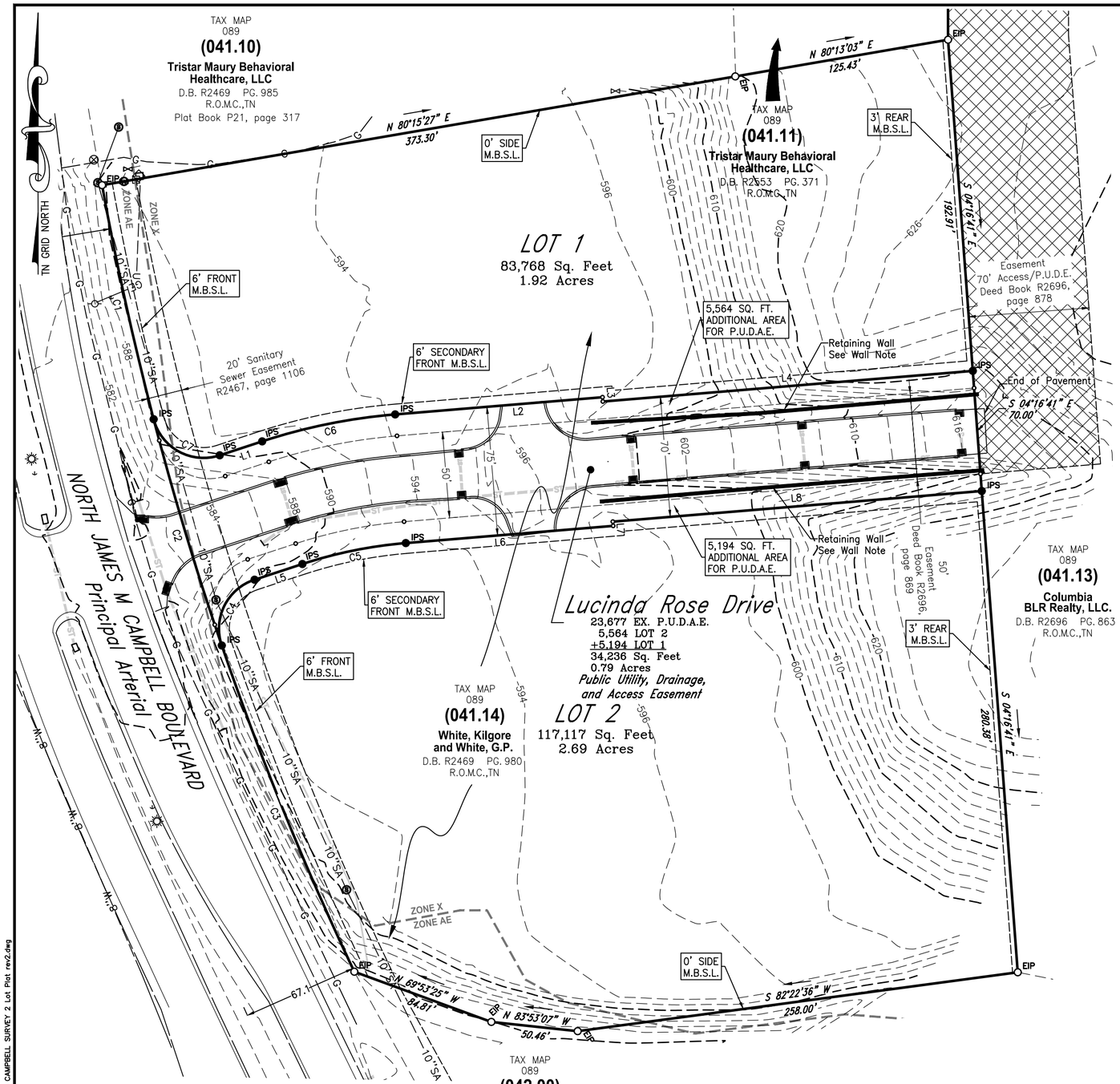
FINAL PLAT
3 LOTS - N JAMES M CAMPBELL BOULEVARD
COLUMBIA, MAURY COUNTY, TENNESSEE

DATE	REVISIONS

Drawn: BD
Checked:
Approved:
Date: 02-17-2025
Job. no. 19641
Scale: Vertical: 1" = 50'
Horizontal:

1 of 1

FILE: J:\WES_Engineers_Surveyors 2019\19641 - James Campbell - Witherow\Dwg\Survey\19641-2 JAMES CAMPBELL SURVEY 2 Lot Plat rev2.dwg



GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

PARCEL NUMBER:
TAX MAP 089, PARCEL 41.14

DEED BOOK:
R2469, PAGE 980

PARCEL ADDRESS:
N JAMES M CAMPBELL BOULEVARD

EXISTING ZONING:
CD-4C

BUILDING SETBACKS:
FRONT - 6'
SECONDARY FRONT - 6'
SIDE - 0'
REAR - 3'

ACREAGE OF PARCEL:
±5.40 ACRES (±235,121 SQFT) TOTAL
±4.86 ACRES (±211,443 SQFT) 2 COMMERCIAL LOTS
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P.O. BOX 375
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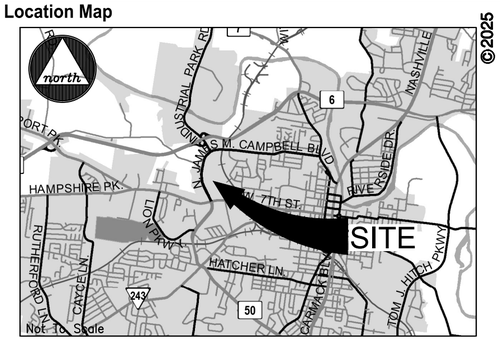
Location Map



©2025

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Legend

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- ○ IPS — Iron Rod Found
- ● — 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
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- Sanitary 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
- Water Irrigation
- Evergreen Tree
- Deciduous Tree
- Bush
- Sign

- Adjoining Property Line
- Subject Property Line
- Easement Line
- Building Setback Line
- Centerline
- Edge of Pavement
- Edge of Gravel
- X — 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
- Rail-Road Track

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

Client
W. ROGER WITHEROW
167 HATCHER LANE
COLUMBIA, TN 38401

PRELIMINARY PLAT
3 LOTS - N JAMES M CAMPBELL BOULEVARD
COLUMBIA, MAURY COUNTY, TENNESSEE

REVISIONS	DATE

Drawn: BG | Checked: | Approved: | Date: 02-17-2025

Job. no. 19641-2 | Scale: Vertical: 1" = 50' Horizontal:

1 of 1

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

FILE:J:\WES_Engineers_Surveyors 2019\19641 - James Campbell - Witherow\Dwg\Survey\19641-2 JAMES CAMPBELL SURVEY 2 Lot Plat rev2.dwg

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: JAMES CAMPBELL / WITHROW

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
- [ ] 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.

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
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COLUMBIA, TN 38401
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Grading, Drainage, and Storm

- [x] Existing conditions and contours at vertical intervals of not more than two (2) feet
- [x] General proposed contours at vertical intervals of not more than two (2) feet
- [x] 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
- [x] Location and dimension of aquatic buffer zones
- [x] General layout of the proposed storm drainage system including surface and subsurface drainage systems, areas for detention, and water quality devices.
- [x] Identification of all critical lots

Streets, Parking, and Pedestrian Elements

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

Landscaping, Open Space, and Amenities

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

Utilities

- [x] 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.
- [x] 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.

CITY OF
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TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
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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

February 17, 2025

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

RE: Project Name: 2 Lots – N James M Cambell Boulevard
City of Columbia Staff Review Submittal

On behalf of White, Kilgore and White, G.P., and HRP the owner of the proposed property subdividing the land into 2 commercial lots and a private road area, WES Engineers & Surveyors would like to submit this Final Plat and Preliminary Plat to the City of Columbia for 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

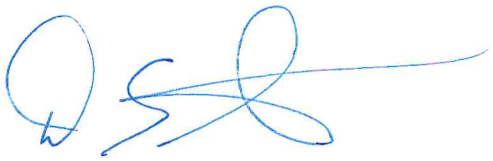
Columbia Development Services

700 N Garden Street

Columbia, TN 38401

Re: N James Campbell Preliminary and Final Plat

HRP is giving W.E.S. Engineering & Surveying permission to submit an application for the Preliminary Plat and Final Plat that are attached. HRP is in agreement to be responsible for inspections and maintenance of the retaining wall and assumes all liability for any issues associated with wall failure or lack of maintenance.



Dean Montgomery

Partner- HRP

CITY OF COLUMBIA TENNESSEE

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COLUMBIA, TN 38401
PHONE: (931) 560-1560
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PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

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

ADDRESS/LOCATION	North James M Campbell Boulevard		
	TAX MAP: 089	GROUP:	PARCEL: 041.14
SUMMARY OF NATURE OF REQUEST AND WORK	Request Final Plat approval for subdividing the current tract into 2 commercial lots and 1 private road lot.		

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

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
☐ Annexation ☐ Rezoning ☐ Preliminary Plat ☑ Final Plat ☐ PUD Preliminary Master Plan ☐ PUD Final Site Plan ☐ Multi-Family Site Plan ☐ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations/Rezoning/PUD's:** ☐ Written Legal Description copy ☐ Requested Zone Listed ☐ Compliance with Comprehensive Plan ☐ Annexation Permission Form ☐ Plans and/or Plats conforming to City standards with check list completed ☐ Columbia Water System Availability Letter **Plats/PUDs:** ☑ Project Name (include Sections & Phases) 3 Lots - N James M Campbell Boulevard ☑ Total Number of Lots 3 ☑ Total acreage ±5.40

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 meetings 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	EMAIL	allen@wesengineers.com

Roger Witherow, Daniel Family Partnership

PROPERTY OWNER NAME	White, Kilgore and White, G.P.	PHONE	
ADDRESS	P.O. Box 375 Columbia, TN 38402	EMAIL	

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 O'Leary	Allen B O'Leary	8/16/24
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Roger Witherow	Roger Witherow	8.15.24
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

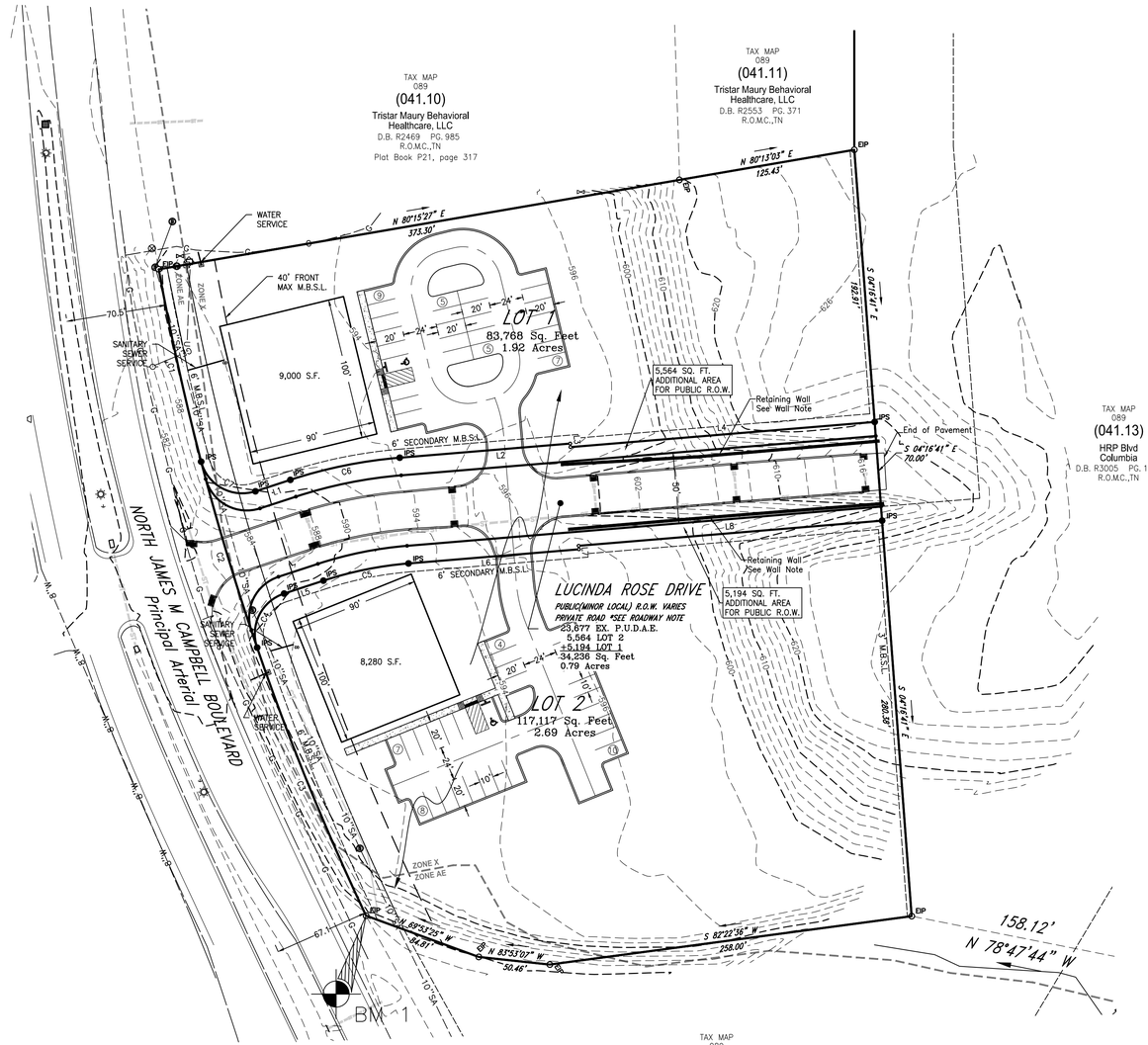
STAFF USE ONLY

DOCKET NO.		FEE PAID	
RECEIPT NO.		REQUESTED AGENDA	

DATE NOTICES SENT TO ADJACENT PROPERTY OWNERS	
DATE OF PUBLIC NOTICES IN DAILY HERALD	

BOARD ACTION	

CONCEPT PLAN



WATER NOTE:

COORDINATE LOCATION OF PROPOSED WATER SERVICE WITH CPWS.

BENCHMARK

BENCHMARK #1
IRON ROD
ELEV = 577.22'
N = 470,249.1
E = 1,651,532.9
TENNESSEE COORDINATE
SYSTEM OF 1983
NAVD 88

WARNING! UTILITY LINES!

THE CONTRACTOR WILL EXERCISE EXTREME CAUTION IN THE USE OF EQUIPMENT IN AND AROUND OVERHEAD AND UNDERGROUND UTILITY WIRES AND SERVICES. IF AT ANY TIME IN THE PURSUIT OF THIS WORK THE CONTRACTOR MUST WORK IN CLOSE PROXIMITY OF OVERHEAD OR UNDERGROUND SERVICES, THE UTILITY COMPANY SHALL BE CONTACTED PRIOR TO SUCH WORK AND THE PROPER SAFETY MEASURES TAKEN. A THOROUGH EXAMINATION OF THE OVERHEAD WIRES IN THE PROJECT AREA SHOULD BE MADE BY THE CONTRACTOR PRIOR TO THE INITIATION OF CONSTRUCTION. THE UNDERGROUND UTILITY LINES HAVE BEEN SHOWN AS BEST AS CAN BE DETERMINED AT THIS TIME FROM THE INFORMATION OBTAINED FROM THE SURVEY. THE CONTRACTOR SHALL CONTACT EACH OF THESE COMPANIES PRIOR TO BEGINNING CONSTRUCTION AND HAVE THEM DETERMINE THE EXACT LOCATION AND TYPE OF THEIR SERVICES.

Tennessee811 Know what's below. Call before you dig.

LEGEND

	EXISTING	PROPOSED
WATER MAIN		8" W
SANITARY SEWER	8" SS	8" SS
STORM SEWER	18"ST	18"ST
OVERHEAD		
FENCE		
GAS		
DRAINAGE DITCH		
TREE PROTECTION FENCE		
SIGN		
UTILITY POLE		
IRON PIN SET		
EXISTING IRON PIN	EIP	
CONCRETE MONUMENT		
DECIDUOUS TREE		
GATE VALVE IN BOX		
LIGHT POLE		
BENCHMARK	BM 1	
TREE LINE		
STORM STRUCTURE LABEL		ST1
ASPHALT		
CONCRETE		
# PARKING SPACES		14

PROPOSED CONSTRUCTION SCHEDULE FOR THE YEAR 2025/2026

ACTIVITY	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC	JAN
TEMPORARY SEDIMENT STRUCTURES												
SEDIMENT BASINS												
DIVERSION DITCHES												
CLEARING & CHIPPING												
TOPSOIL STRIPPING AND STORAGE												
ROADWAY GRADING												
PERMANENT STORM SEWER												
UTILITIES												
TEMPORARY VEGETATION												
PAVING												
PERMANENT VEGETATION												
REMOVE TEMPORARY STRUCTURES												

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	1,830.82'	139.29'	139.25'	N 12°25'35" W	4°21'32"
C2	1,830.82'	137.32'	137.29'	N 16°45'18" W	4°17'51"
C3	1,830.82'	204.68'	204.57'	N 22°06'22" W	6°24'20"
C4	30.00'	47.52'	42.70'	N 26°28'15" E	90°44'54"
C5	262.50'	61.47'	61.33'	N 78°33'12" E	13°25'01"
C6	337.50'	79.03'	78.85'	S 78°33'12" W	13°25'01"
C7	30.00'	48.98'	43.72'	N 61°22'51" W	93°32'54"

LINE TABLE

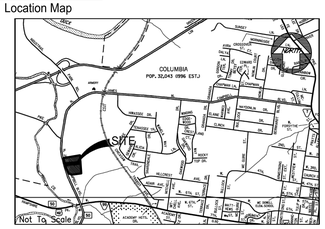
LINE	BEARING	DISTANCE
L1	N 71°50'42" E	25.95'
L2	N 85°15'42" E	120.88'
L3	S 04°44'18" E	2.50'
L4	N 85°15'42" E	215.70'
L5	N 71°50'42" E	29.25'
L6	N 85°15'42" E	120.88'
L7	N 04°44'18" W	2.50'
L8	N 85°15'42" E	215.13'

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

Location Map



TN GRID NORTH

SITE DATA:

OWNER: ROGER & DANIEL WITHEROW FAMILY PARTNERSHIP & WHITE KILGORE & WHITE GP P.O. BOX 375 COLUMBIA, TN 38402

PARCEL NUMBER: TAX MAP 89 PARCEL 41.14 DEED BOOK: R2469, PG 980

SUBJECT PARCEL ZONING: CD-4C

ACREAGE OF SITE:
±5.40 ACRES (±235,121 SQFT) TOTAL
±4.86 ACRES (±211,443 SQFT) 2 COMMERCIAL LOTS
±0.79 ACRES (±34,236 SQFT) PUBLIC R.O.W. - PRIVATE ROAD

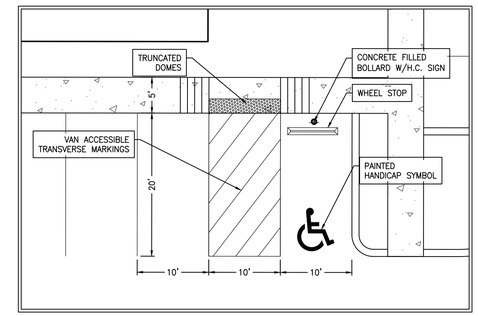
MINIMUM REQUIRED BUILDING SETBACKS:
6' FRONT
3' REAR
0 SIDE

UTILITY SERVICES: WATER SERVICE
COLUMBIA POWER & WATER SYSTEMS
201 PICKENS LANE
COLUMBIA, TENNESSEE 38401
(931) 388-4833

ELECTRIC SERVICE
COLUMBIA POWER & WATER SYSTEMS
201 PICKENS LANE
COLUMBIA, TENNESSEE 38401
(931) 388-4833

PURPOSE NOTE: CONSTRUCT 2 (EA) 9,000 S.F. FLEX-USE BUILDINGS WITH PARKING LOTS

PARKING SUMMARY: 1 SPACE PER 500 S.F. REQUIRED
17,280 S.F. PROPOSED BUILDINGS
18,000 / 500 = 36 REQUIRED
53 STANDARD SPACES
2 ACCESSIBLE SPACES
55 SPACES PROVIDED



ACCESSIBLE PARKING

N.T.S.

GEOTECHNICAL NOTE:

CONTRACTOR TO COMPLETE A GEOTECHNICAL STUDY CONDUCTED ON THIS SITE PRIOR TO COMINCEMENT OF CONSTRUCTION. THE DESIGN FOR THE SITE IMPROVEMENTS SHOWN ON THIS PLAN HAVE RELIED ON GENERAL INFORMATION FROM FIELD REVIEW OF EXISTING TERRAIN. IF, IN THE PURSUIT OF THIS WORK BY THE CONTRACTOR, CONDITIONS OR CIRCUMSTANCES ARE ENCOUNTERED THAT ARE DIFFERENT THAN REFLECTED IN THESE PLANS OR THAT APPEAR TO IMPACT THE SCOPE OF THE WORK, THE CONTRACTOR WILL IMMEDIATELY NOTIFY THE CIVIL ENGINEER, THE GEOTECHNICAL ENGINEER AND THE OWNER/DEVELOPER. BEFORE ANY REMEDIAL COURSE OF ACTION OR DESIGN CHANGE IS INITIATED, ALL PARTIES TO THE PROCESS (OWNER, CIVIL ENGINEER, GEOTECHNICAL ENGINEER, AND CONTRACTOR) MUST BE IN AGREEMENT AND THE MAGNITUDE OF THE COST/TIME REQUIRED FOR THE MEASURES ESTABLISHED.

SITE BENCHMARK NOTE:

CONTRACTOR SHALL ESTABLISH A BENCHMARK PRIOR TO CONSTRUCTION. EXISTING BENCHMARK MUST BE RE-VERIFIED AND APPROVED BY THE ENGINEER/SURVEYOR PRIOR TO USE.

BOUNDARY & TOPOGRAPHIC SURVEY PROVIDED BY:

WES ENGINEERS AND SURVEYORS
2486 NASHVILLE HWY
COLUMBIA, TENNESSEE 38401
(931) 388-2329

FLOOD STUDY NOTE:

A PORTION OF THE PROPERTY IS LOCATED WITHIN A FLOOD HAZARD AREA AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAPS (FIRM's) MAP NUMBER 47117C0280E DATED APRIL 16, 2007.

ALLEN B. O'DELL — REGISTERED LAND SURVEYOR — STATE OF TENNESSEE — AGRICULTURAL SCIENCE — COLUMBIA — TENNESSEE NO. 1987

SUBMITTED FOR INFORMATIONAL USE NOT FOR CONSTRUCTION

© 2025

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

Client
W. ROGER WITHEROW
1517 HATCHER LANE
COLUMBIA, TN 38401

DATE / REVISIONS

TWO COMMERCIAL LOTS

NORTH JAMES CAMPBELL BOULEVARD
COLUMBIA, MAURY COUNTY, TENNESSEE
CONCEPT PLAN

Drawn: EB
Checked: GV
Approved: GV
Date: 03-17-2025

Job no. 19641-2
Scale: Vertical: 1"=50' Horizontal:

1 of 1

FILE: J:_WES_Engineers_Surveyors 2019\19641 - James Campbell - Witherow\Dwg\Engineering\19641_WITHEROW 2 LOTSbase_Rev1.dwg

Columbia Commons Preliminary & Final Plat

Project #:	25-0057	Location:	115 S. James M. Campbell
Applicant:	Julia Lannon	Case Type(s):	Preliminary & Final Plat
Staff Planner:	Austin Brass, AICP	Proposed Use:	Commercial

PROJECT SUMMARY

The applicant seeks approval of a Preliminary & Final Plat for a 3.88 +/-acre parcel within a CD-4C Character District. This Plat subdivides one parcel into 3 building lots conforming to all standards of a CD-4C Character District for lot orientation and width. This parcel was the former site of the *Columbia Ford Automotive Dealership* that has been demolished. The purpose of this preliminary & final plat is for the construction of new single-site commercial uses on each lot.

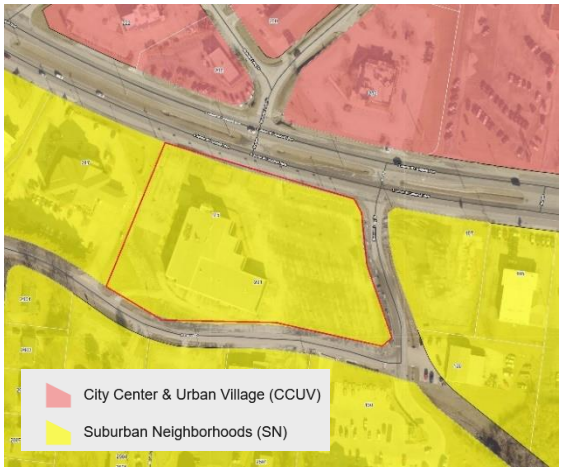
- This Preliminary Plat includes a minor revision indicating the realignment of a 20' public utility and drainage easement from the previously approved Preliminary Plat (24-0467) approved by the Planning Commission in December 2024.
- A Land Disturbance Permit was issued on March 3, 2025 for the land clearing and site prep for the proposed project.
- This preliminary plat indicates two maximum setback lines of 40' and 85'. The Zoning Ordinance was modified in October 2024 as approved by Planning Commission and City Council to allow for two rows of parking in the 1st layer of a lot or building site with a CD-4C district, if said lot or building site contains a use that enfronts an arterial roadway. When two rows of parking is being utilized in the 1st layer, the minimum setback within a CD-4C district is increased from 40 ft. to 85 ft.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.
- This Final Plat is required to be submitted and approved by the Planning Commission due to the association of public sewer easements being re-routed on the site to accommodate the associated Preliminary Plat.
- Due to the site being less than 10 acres and no construction of a new throughfare section; the site development plan can be reviewed administratively as the site does not meet the definition of a Development Parcel.
- The Planning Commission is the **decision-making authority** for this Preliminary & Final Plat.

SITE INFORMATION

CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
CD-4C	Vacant Land	Commercial	+ /- 3.88 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 (*Bank*)

CONSISTENCY WITH CONNECT COLUMBIA

Suburban Neighborhoods: This requested Preliminary Plat & 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

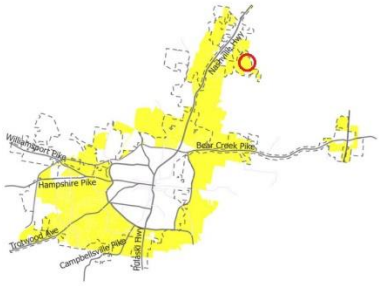
The SN future land use area is characterized by the organization of the built environment to extend a succession of large-lot neighborhoods and compact walkable neighborhoods. Development parcels extend established neighborhood patterns. Leap-frogging development is inappropriate. The SN future land 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:

- **The proposed Preliminary plat conforms to the bulk standards of the Ordinance within an CD-4C Character District.**
    - This Preliminary & Final plat is for the creation of 3 lots that will be dedicated to single-site freestanding commercial uses within a CD-4C character district.
    - All proposed lots enfront an existing arterial throughfare type as required per the Zoning Ordinance.
    - Staff prepared the tables below to demonstrate how the Preliminary & Final plat conforms to the Zoning Ordinance. Table 1 describes applicable bulk standards per § 4.3.1-E (building, lot & building site standards) of the Zoning Ordinance for a CD-4C character district in which the subject property is zoned.

Table 1 (CD-4C) Urban Center Character Districts Bulk Standards		
Bulk Standards:	**Required**	**Proposed**
Minimum Lot/ Building Site Width Minimum and Maximum:	18 ft. min-200 ft. max	Lot 1: 120 ft. Lot 2: 178 ft. Lot 3: 158 ft.
Lot/Building Enfrontment:	Facades must have main entrance in principle of building frontage	*Will be determined at administrative site development plan.*
Building Height:	4 stories maximum	*Will be determined at administrative site development plan.*
Frontage Buildout:	60% min/ 40% min for Commercial	*Will be determined at administrative site development plan.*
Density:	24 Density Units Per Acre	*Will be determined at administrative site development plan.*
Setbacks:	**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	**Principal Buildings** **Front:** – 6ft minimum. / 40 ft & 85ft. maximum **Side:** - 0 ft. **Rear:** - 3 ft.

REVIEW PROCESS

The Development Review Committee reviewed the proposed Preliminary & Final Plat at its February 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 **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.

SUMMARY OF DEVELOPMENT REVIEW COMMITTEE COMMENTS

The DRC reviewed this proposal at its November 12th, 2024 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 to show roadway improvement on the preliminary plat, but not the final plat.
- **Planning** highlighted that a note be provided regarding the realignment of a 20' public sewer easement that has been realigned form the previously approved preliminary plat. The applicant responded with additional note 6.
- **Wastewater** noted that the sanitary sewer in the current layout provide a note for it being abandoned. The applicant has responded as such.
- **Columbia Water** indicated that a water availability letter will be required for each lot at time of development and may require off-site improvements to provide adequate water service.

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.N** and **O** of the City of Columbia Zoning Ordinance, and Section **2.2.6** of the Subdivision Regulations, have been satisfied and approve the Site Development Plan and Preliminary Plat as presented *[, subject to technical comments and other conditions presented by planning staff*].

Approve Subject to Conditions:

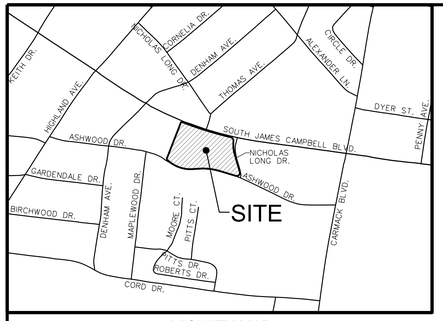
Move to find, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in sections **8.5.6.N** and **O** of the City of Columbia Zoning Ordinance, and Section **2.2.6** of the Subdivision Regulations, have been satisfied and approve the Site Development Plan and Preliminary Plat subject to the following conditions: [*list conditions of approval crafted by Planning Commission*].

Deny:

Move to deny the Site Development Plan and Preliminary Plat 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.N** and **O** of the City of Columbia Zoning Ordinance and Section **2.2.6** of the Subdivision Regulations 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.



VICINITY MAP
N.T.S.

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: 615.269.5444 x307
EMAIL: jlannon@oldacremcdonald.com

SUBJECT PROPERTY INFORMATION

OWNER: COLUMBIA JAMES CAMPBELL BOULEVARD, LLC
PARCEL ID: MAP 113E, GROUP B, PARCEL 4.00
INSTRUMENT: BOOK R3026, PAGE 587, R.O.M.C.
TOTAL AREA: 169,076 SQ. FT. OR 3.88 ACRES+/-
ZONING: CD-4C (GENERAL URBAN CORRIDOR CHARACTER DISTRICT)

PLAT NOTES

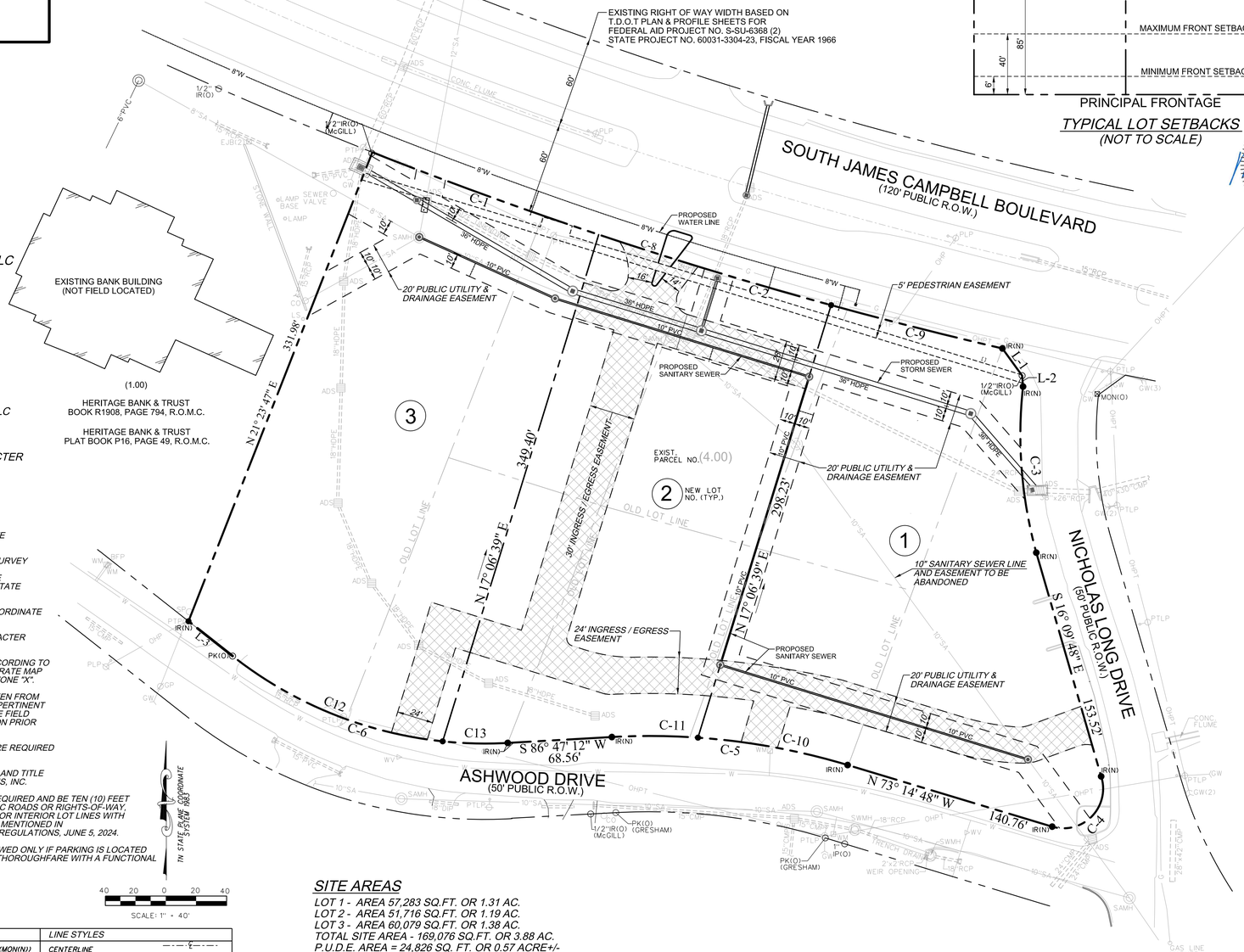
1. *THE PURPOSE OF THIS PLAT IS TO CREATE 3 LOTS AND DEDICATE EASEMENTS.*
2. *THIS SURVEY MEETS THE REQUIREMENTS OF AN URBAN LAND SURVEY (CATEGORY 1), WITH A RATIO OF PRECISION OF THE UNADJUSTED SURVEY GREATER THAN 1:10,000 AS PER STANDARDS OF PRACTICE ADOPTED BY THE BOARD OF EXAMINERS FOR LAND SURVEYORS, STATE OF TENNESSEE.*
3. *BEARINGS SHOWN HEREON ARE BASED ON THE TENNESSEE COORDINATE SYSTEM OF 1983 (NAD-1983).*
4. *PROPERTY IS ZONED CD-4C (GENERAL URBAN CORRIDOR CHARACTER DISTRICT).*
5. *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".*
6. *UNDERGROUND UTILITY LOCATIONS SHOWN HEREON WERE TAKEN FROM FIELD LOCATIONS OF VISIBLE ABOVE-GROUND STRUCTURES (AND PERTINENT UTILITY MAPS) AND ARE APPROXIMATE ONLY. UTILITIES SHOULD BE FIELD VERIFIED BY THE PROPER UTILITY AUTHORITY HAVING JURISDICTION PRIOR TO ANY DIGGING.*
7. *INDIVIDUAL WATER AND/OR SANITARY SEWER SERVICE LINES ARE REQUIRED FOR EACH PARCEL.*
8. *EXISTING SURVEY BASE INFORMATION IS FROM AN ALTA/NSPS LAND TITLE SURVEY PREPARED ON JUNE 17, 2024 BY BARGE DESIGN SOLUTIONS, INC.*
9. *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.*
10. *AN 85 FOOT MAXIMUM BUILDING FRONT SETBACK LINE IS ALLOWED ONLY IF PARKING IS LOCATED IN THE FIRST LAYER AND THE LOT OR BUILDING SITE ENFRONTS A THOROUGHFARE WITH A FUNCTIONAL CLASSIFICATION OF ARTERIAL.*

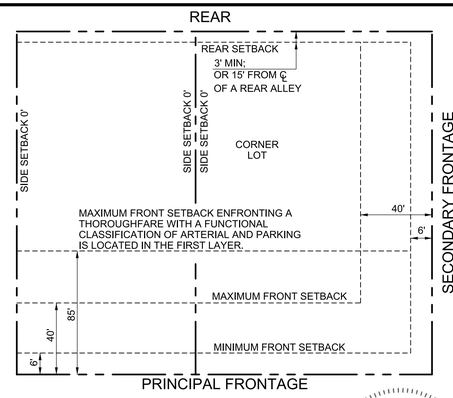
CURVE TABLE

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° 08' 08"	2924.93'	80.05'	160.07'	S 73° 06' 57" E	160.05'
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 76° 59' 58" E	98.43'
C10	12° 45' 27"	451.09'	50.43'	100.44'	N 79° 37' 31" W	100.23'
C11	07° 12' 33"	451.09'	28.42'	56.76'	N 89° 36' 31" W	56.72'
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'

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'





TYPICAL LOT SETBACKS
(NOT TO SCALE)

SCALE: 1" = 40'

LEGEND

MAPPING SYMBOLS AND CODES			
AREA DRAIN (ADS/ADR)	⊠	CONCRETE MONUMENT NEW (MON(N))	
BACKFLOW PREVENTER (BFP)	○	P.K. NAIL OLD (PK(O))	
SINGLE CATCH BASIN (CB)	•	P.K. NAIL NEW (PK(N))	
DOUBLE CATCH BASIN (DCB)	∅	POWER POLE (PP)	
TRIPLE CATCH BASIN (TCB)	⊶◇	POWER TELEPHONE LIGHT POLE (PTLP)	
CLEANOUT	∅	POWER TELEPHONE POLE (PTP)	
ELECTRIC JUNCTION BOX (EJB)	⊠	RIGHT-OF-WAY MONUMENT (RWM)	
ELECTRIC TRANSFORMER (ETF)	◎	SANITARY SEWER MANHOLE (SAMH)	
FIRE HYDRANT (FH)	◎	STORMWATER MANHOLE (SWMH)	
FIRE DEPARTMENT CONNECTION (FDC)	◎	TELEPHONE MANHOLE (TMH)	
FIBER OPTIC BOX (FOB)	⊠	TELEPHONE JUNCTION BOX (TJB)	
IRON ROD NEW (IRN)	⊠	WATER METER (WM)	
IRON ROD OLD (IRO)	▷	WATER VALVE (WV)	
CONCRETE MONUMENT OLD (MON(O))			

LINE STYLES	
CENTERLINE	
EASEMENT LINE	
FENCE LINE	
GAS LINE	G
OVERHEAD POWER LINE	OHP
OVERHEAD TELEPHONE LINE	OHT
OVERHEAD POWER AND PROPERTY LINE	OHPT
SANITARY SEWER LINE	SA
STORM LINE (RCP,CMP,PVC, CPP, HDPE)	
UNDERGROUND POWER LINE	UGP
UNDERGROUND TELEPHONE	UGT
WATER LINE	W

SITE AREAS

LOT 1 - AREA 57,283 SQ.FT. OR 1.31 AC.
LOT 2 - AREA 51,716 SQ.FT. OR 1.19 AC.
LOT 3 - AREA 60,079 SQ.FT. OR 1.38 AC.
TOTAL SITE AREA - 169,076 SQ.FT. OR 3.88 AC.
P.U.D.E. AREA = 24,826 SQ. FT. OR 0.57 ACRE+/-

CERTIFICATE OF OWNERSHIP AND DEDICATION

I (we) hereby certify that I am (we are) the owners of the property shown and described hereon as evidenced in Book Number XXXX , Page XXX, Maury County Register's Office, and adopt this final subdivision plat of the property as shown hereon and dedicate all public ways and easements as noted with my (out) free consent.

Owner(s) Date

Title (if action for corporation or partnership)

CERTIFICATE OF SURVEY ACCURACY

I (we) hereby certify that to the best of my (our) knowledge and belief that this is a true and accurate survey of the property shown hereon; that this is a Class "A" 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.

Mark E. Sawyer 1649 03-19-2025
Registered Land Surveyor Number Date

Digitally signed by Mark E Sawyer
Date: 2025.03.19 07:07:12-05'00'

CERTIFICATE OF COMPLIANCE

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

City Engineer Date
Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR RECORDING

I hereby certify that the final 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 noted in the minutes of the Columbia Municipal Planning Commission, and that it hs been approved for recording in the Office of the Maury County Register of Deeds.

Planning Director Date
Columbia, Tennessee

CERTIFICATE OF SUBDIVISION NAME AND STREET NAMES

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

Maury County E-911 Date

CERTIFICATE OF APPROVAL OF SANITARY SEWER SYSTEM

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

Director of Wastewater Department Date
Columbia, Tennessee

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I hereby certify that the water system(s) outlined or indicated on this final subdivision plat 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.

Name Date

Title Authorizing Agency

FINAL PLAT OF

COLUMBIA COMMONS

115 SOUTH JAMES CAMPBELL BLVD.

9TH CIVIL DISTRICT
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE

PROJ. NO. 3853101 *DATE: MARCH 19, 2025*

PREPARED BY:
BARGE DESIGN SOLUTIONS
615 Third Avenue South, Suite 700, Nashville, Tennessee 37210
PHONE (615)254-1500 FAX (615) 255-6572

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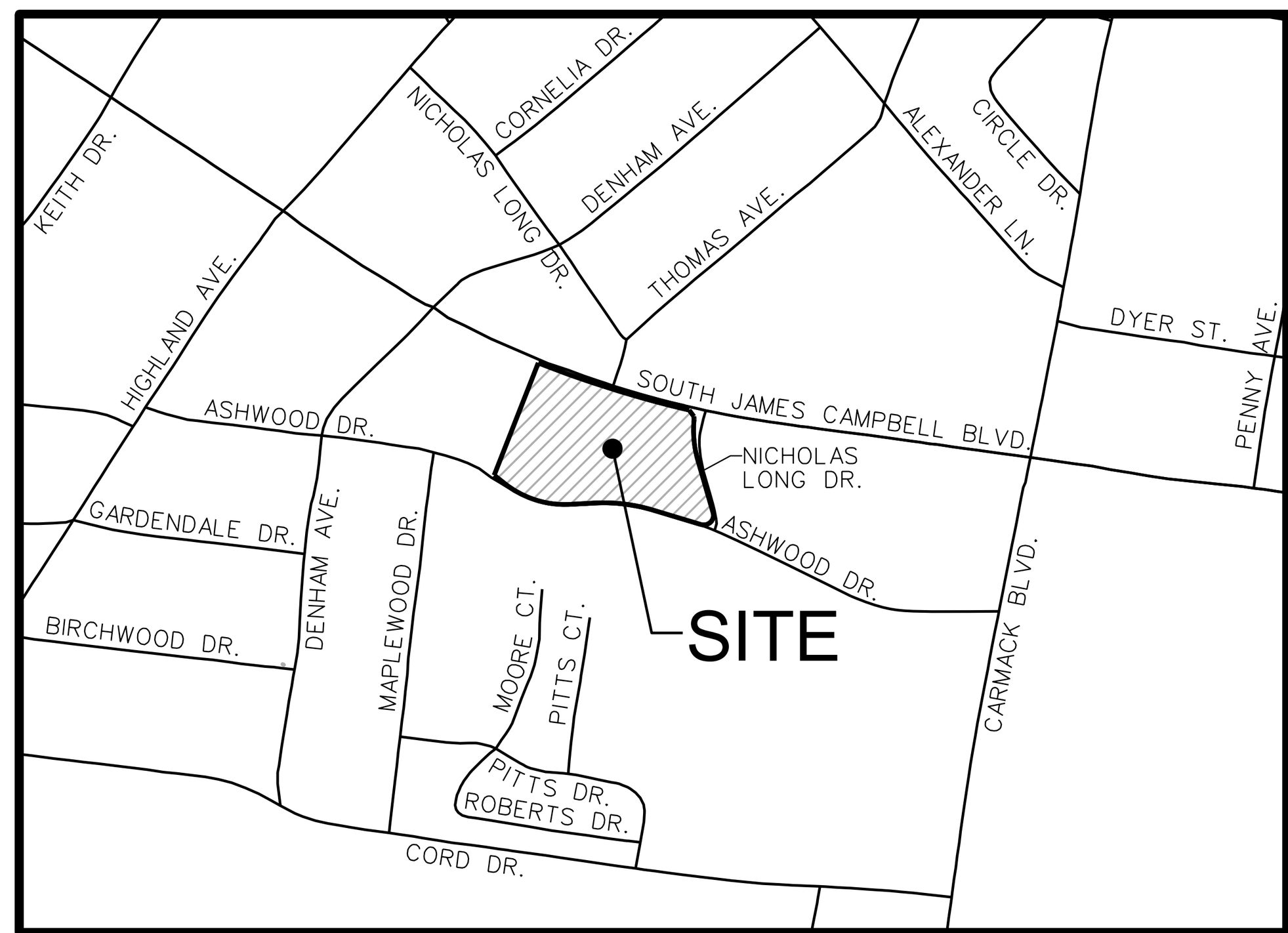

VICINITY MAP
(N.T.S.)

LINE TABLE

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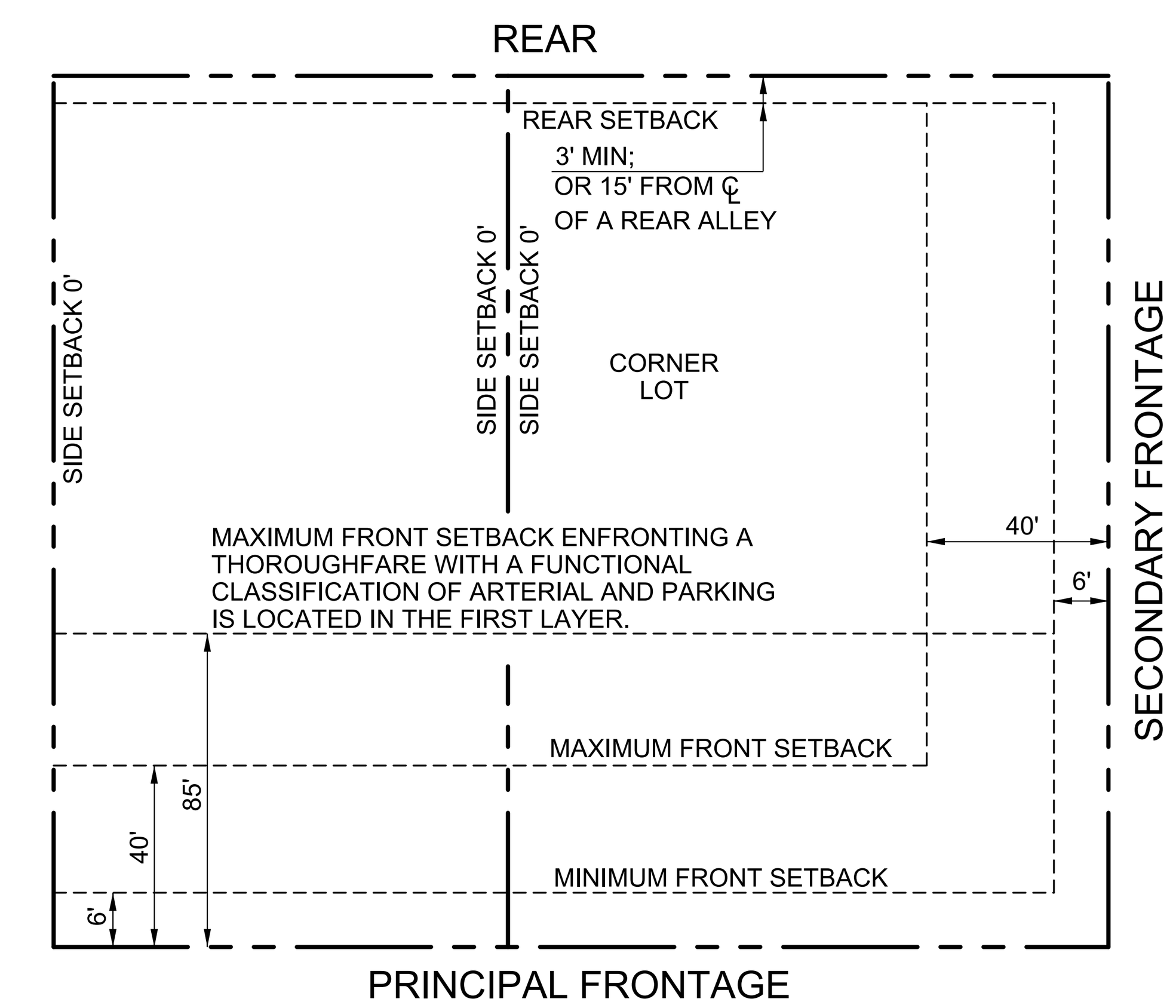
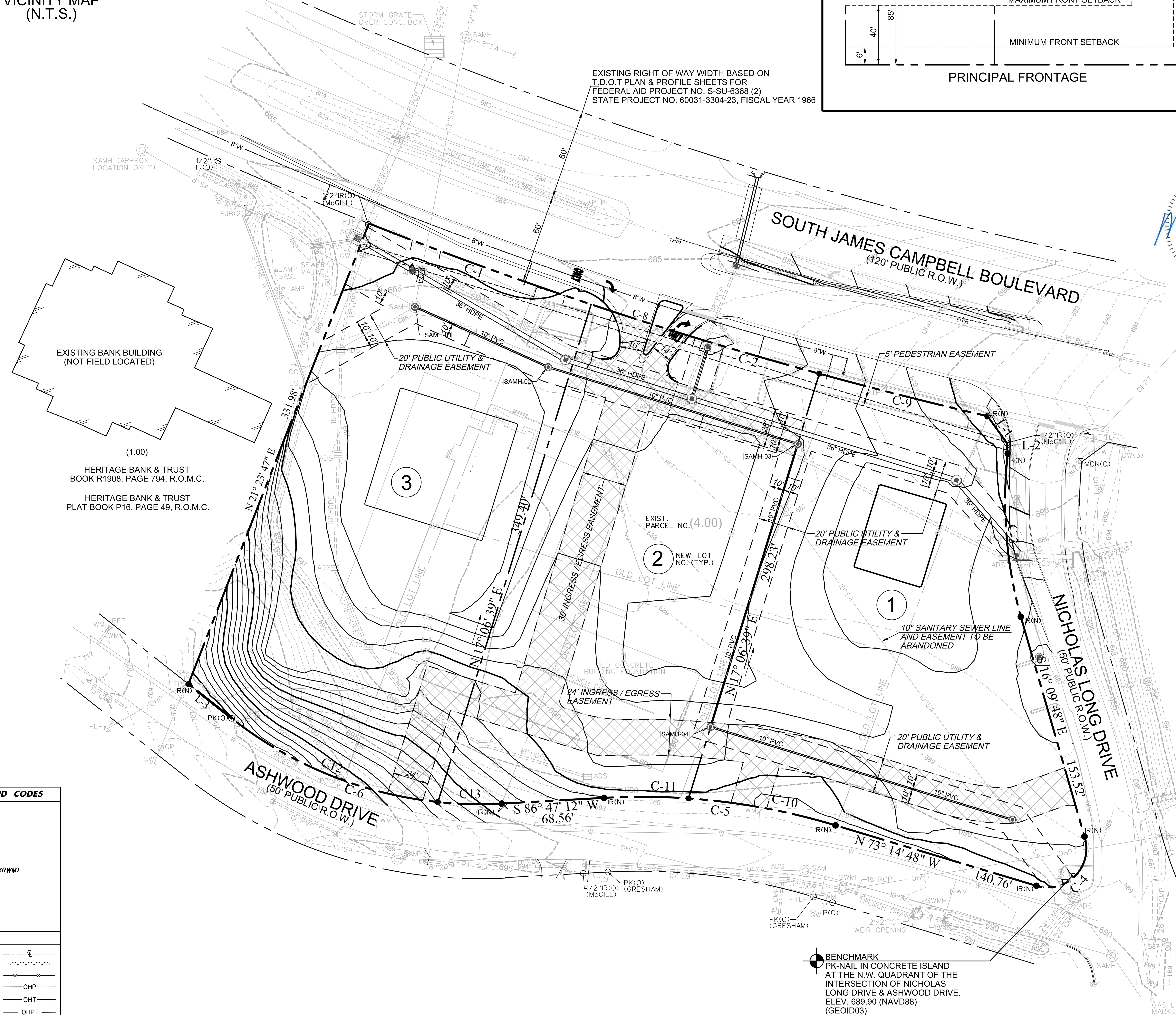
TYPICAL LOT SETBACKS
(NOT TO SCALE)





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	—···—

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. EXISTING 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.

MARK E. SAWYER
REGISTERED LAND SURVEYOR
XVI
AGRICULTURE
TENNESSEE
Digitally signed by
Mark E Sawyer
Date: 2025.03.19
07:04:30-05'00'

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: MARCH 19, 2025
MARK E. SAWYER

Digitally signed by Mark E Sawyer
Date: 2025.03.19 07:05:16-05'00'

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.

6. 20 FOOT PUBLIC UTILITY & DRAINAGE EASEMENT AS SHOWN ON PREVIOUSLY APPROVED PRELIMINARY SUBIDIVSION PLAT HAS BEEN REALINGED DUE TO:
   a. A SHIFT OF THE LOT 1 & LOT 2 COMMON LOT LINE.
   b. TO AVOID HORIZONTAL LOCATION CONFLICTS.

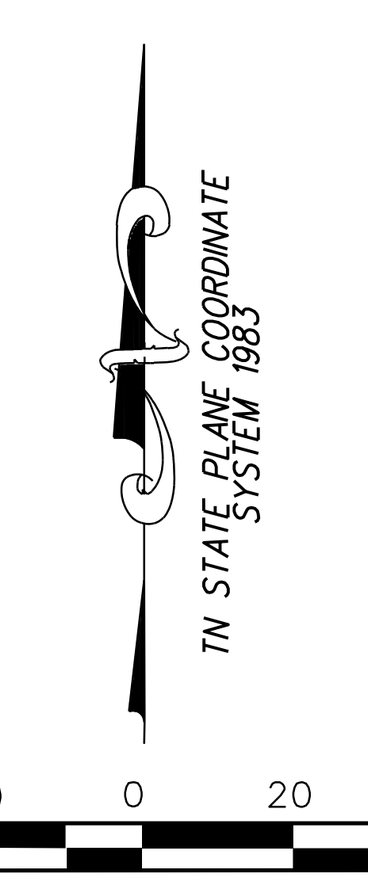
7. AN 85 FOOT MAXIMUM BUILDING FRONT SETBACK LINE IS ALLOWED ONLY IF PARKING IS LOCATED IN THE FIRST LAYER AND THE LOT OR BUILDING SITE ENFRONTS A THOROUGHFARE WITH A FUNCTIONAL CLASSIFICATION OF ARTERIAL.

SITE DATA

LOT 1 - AREA 57,283 SQ.FT. OR 1.31 AC.
LOT 2 - AREA 51,716 SQ.FT. OR 1.19 AC.
LOT 3 - AREA 60,079 SQ.FT. OR 1.38 AC.
TOTAL SITE AREA - 169,076 SQ.FT. OR 3.88 AC.
P.U.D.E. AREA = 24,826 SQ. FT. OR 0.57 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: 615.269.5444 x307
EMAIL: jlannon@oldacremcdonald.com



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) 255-6572

COLUMBIA COMMONS

PRELIMINARY SUBDIVISION PLAT

115 SOUTH JAMES CAMPBELL BOULEVARD

9TH CIVIL DISTRICT
COLUMBIA, MAURY COUNTY, TENNESSEE

DR.	CHK.	DATE	DESCRIPTION
JMJ	MES	10-18-24	ORIGINAL ISSUE
MES	MES	10-18-24	REVISED OWNER/DEVELOPER NAME
JMJ	MES	11-18-24	OVERALL SITE LAYOUT REVISIONS AND TECHNICAL REVIEW COMMITTEE REVISIONS
JMJ	MES	12-05-24	REMOVED 85' SETBACK ON SECONDARY FRONTAGE DETAIL PER CONDITIONAL APPROVAL
JMJ	MES	03-03-25	REV. LOT LINE AND EASEMENTS; ADDED PED. ESMT.
JMJ	MES	03-19-25	DRC COMMENTS

FILE NO. 3853101

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3/19/2025
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MESawyer
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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, March 11, 2025

ITEM NO.
25-0057

DESCRIPTION: 115 S JCB - Columbia Commons - Oldacre Commercial

COMMENTS: z

Planning

1. The lead staff person for this case is City Planner Austin Bras; he will prepare the staff report for this item. Please contact abrass@columbiatn.gov 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. Provide note regarding realignment of 20' public sewer easement that has been realigned from previously approved preliminary plat. (Added note 6 under Site Development Specific Notes on Preliminary Plat)
4. Provide note regarding the use of 85' MBSL only if parking is located in the first layer. (Added site specific note #7)
5. Please label Final Plat as Final & Preliminary as such. (The plats had those titles as submitted)
6. Please provide width of full access easement drive cut at James Campbell ROW as approved in site construction plans with engineering modifications. (Easement revised to match site construction plans)

Wastewater

7. Sanitary sewer main to be abandoned should be labeled as such, including its easement. (Leader note added)

Building

8. No comments.

CITY OF COLUMBIA TENNESSEE

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

Police

9. No comments.

City Attorney

10. NO comments provided.

Columbia Power

11. 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.
12. CPWS BB: Plan to Serve.

Engineering

13. Show proposed roadway improvements on the preliminary plat. Do not on final plat.(Levels turned on to show roadway improvements on Preliminary Plat)
14. Remove approval of streets, drainage, and utilities certificate.(REMOVED)

Fire

15. No comments

Columbia Water

16. Each lot required to obtain a Water Availability Letter as each lot is developed. Additionally, Any off-site improvements required to serve these lots
    shall be coordinated between the property owners as needed to meet the requirements of the

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
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availability letters.

Public Works

17. No comment.

Atmos Energy

18. No comment.

Maury County E911

19. No comment.

Maury County Schools

20. No comment.

Duck River Electric Membership Corp

21. No comment.

Maury County Highway Dept.

22. No comment.

ATT

23. ATT TO SERVE.

CITY OF
COLUMBIA
TENNESSEE

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

CITY OF
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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. Provide note regarding realignment of 20' public sewer easement that has been realigned from previously approved preliminary plat.
4. Provide note regarding the use of 85' MBSL only if parking is located in the first layer.
5. Please label Final Plat as Final & Preliminary as such.
6. Please provide width of full access easement drive cut at James Campbell ROW as approved in site construction plans with engineering modifications.

Wastewater

7. Sanitary sewer main to be abandoned should be labeled as such, including its easement.

Building

8. No comments.

Police

9. No comments.

CITY OF
COLUMBIA
TENNESSEE

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

City Attorney

10. NO comments provided.

Columbia Power

11. 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.
12. CPWS BB: Plan to Serve.

Engineering

13. Show proposed roadway improvements on the preliminary plat. Do not on final plat.
14. Remove approval of streets, drainage, and utilities certificate.

Fire

15. No comments

Columbia Water

16. Each lot required to obtain a Water Availability Letter as each lot is developed. Additionally, Any off-site improvements required to serve these lots
    shall be coordinated between the property owners as needed to meet the requirements of the availability letters.

Public Works

17. No comment.

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Atmos Energy

18. No comment.

Maury County E911

19. No comment.

Maury County Schools

20. No comment.

Duck River Electric Membership Corp

21. No comment.

Maury County Highway Dept.

22. No comment.

ATT

23. ATT TO SERVE.

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.

CITY OF
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TENNESSEE

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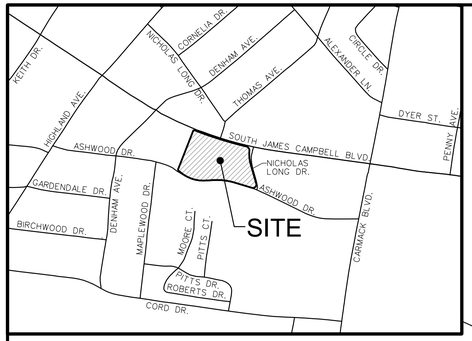
PHONE: (931) 560-1560
FAX: (931) 560-1541

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.



VICINITY MAP
(N.T.S.)

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L-2	S 04° 30' 57" E	7.20'
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CURVE TABLE

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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'
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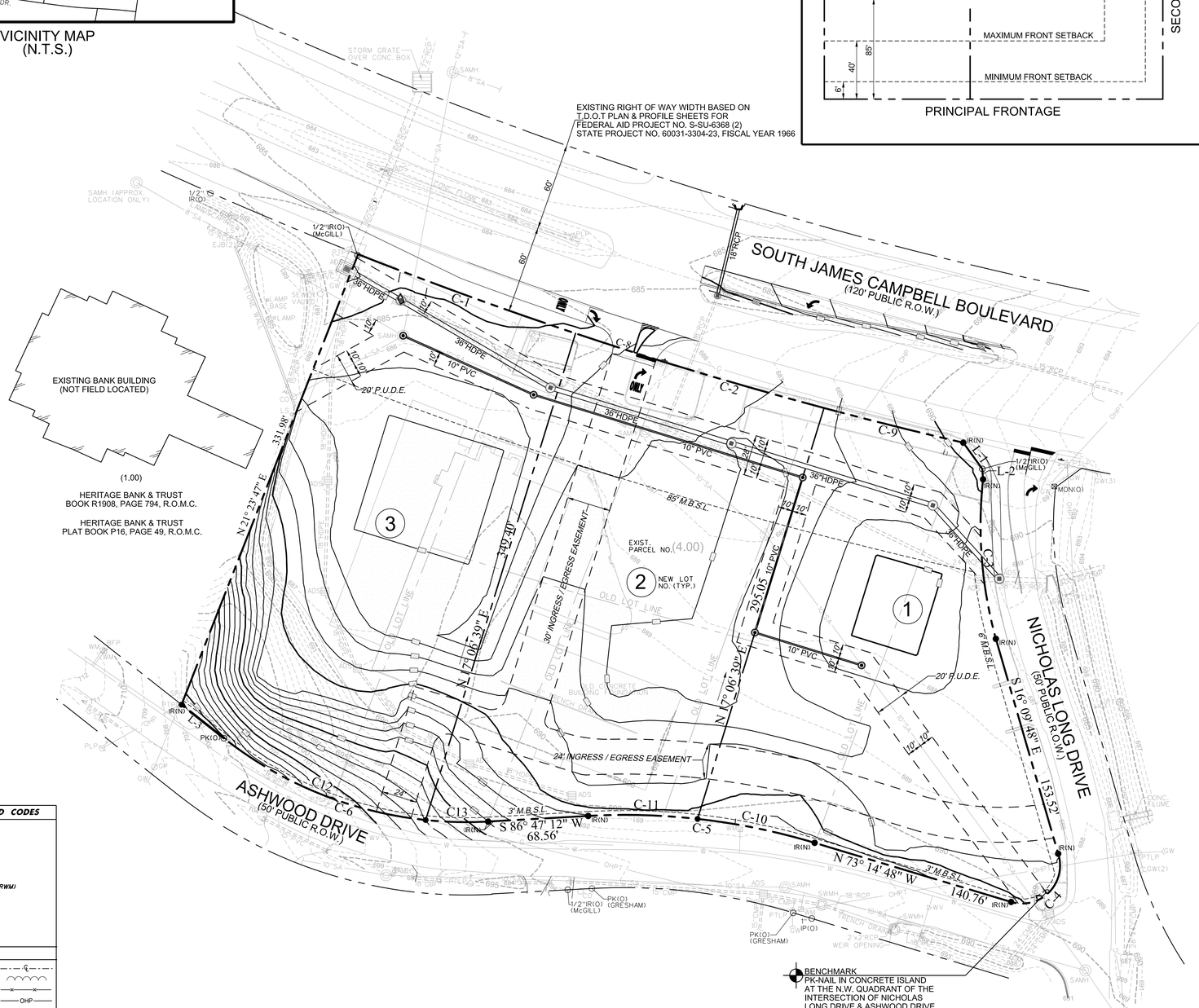
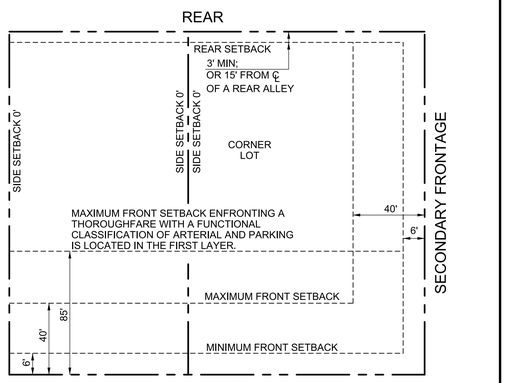


TYPICAL LOT SETBACKS
(NOT TO SCALE)



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: Mark E. Sawyer 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

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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
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- GUARDRAIL
- EDGE OF WATER

TN STATE PLANE COORDINATE SYSTEM 1983

SCALE: 1" = 40'

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	GENERAL SITE LAYOUT REVISIONS AND TECHNICAL CLEAN-UP PER COMMENTS
JMJ	MES	12-05-24	REMOVED 35' SETBACK ON SECONDARY FRONTAGE DETAIL PER CONDITIONAL APPROVAL

BARGE DESIGN SOLUTIONS
615 Third Avenue South, Suite 700, Nashville, Tennessee 37210
PHONE (615)254-1500 FAX (615) 255-8572

MARK E. SAWYER — TENNESSEE LICENSED LAND SURVEYOR — 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

FILE NO. 3853101

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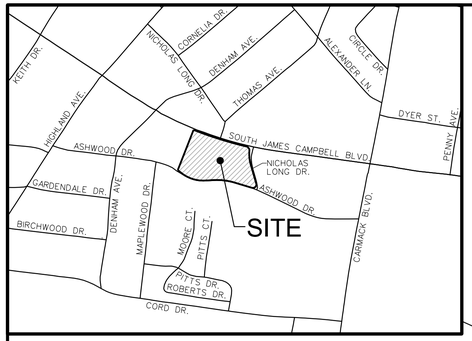

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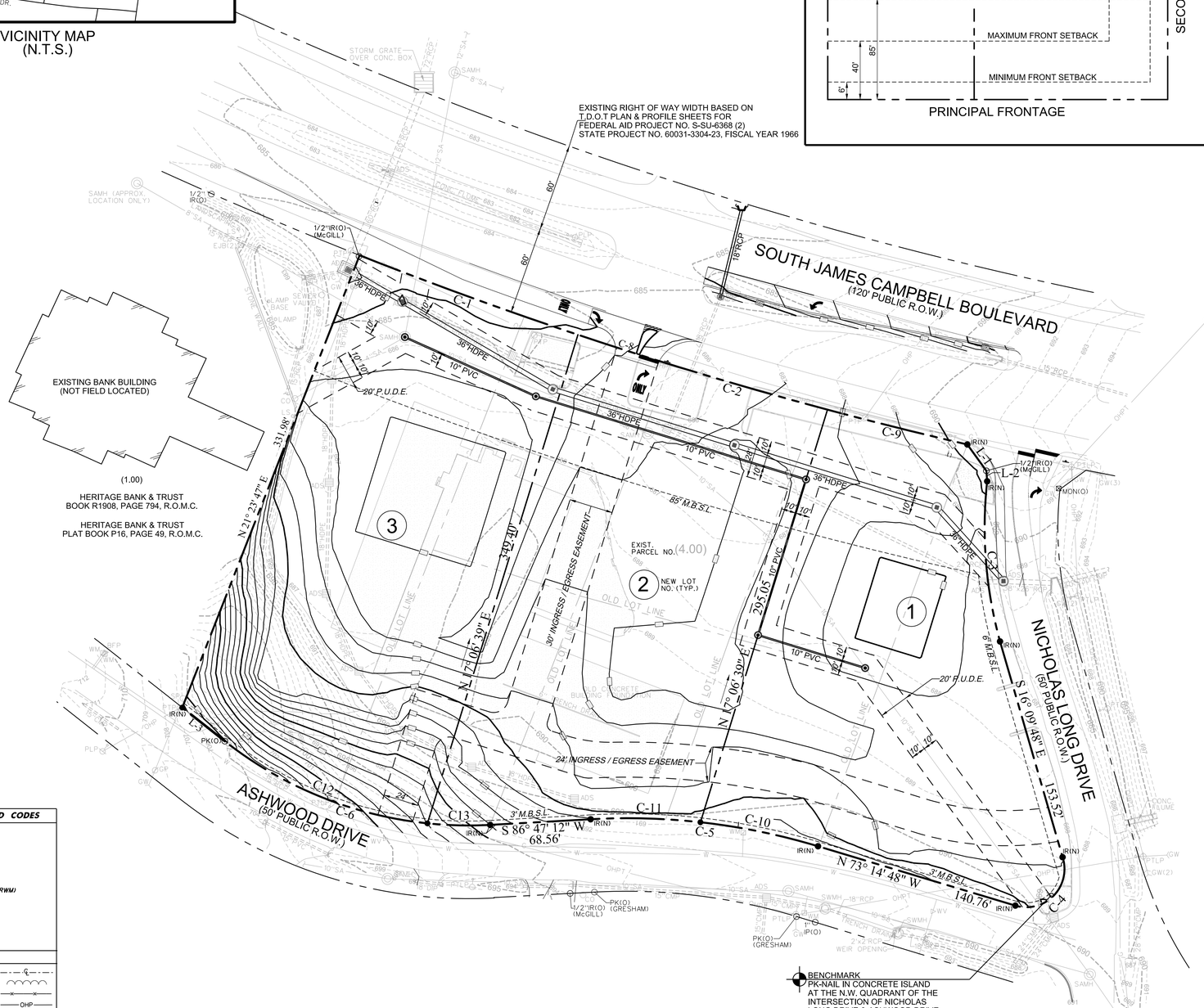

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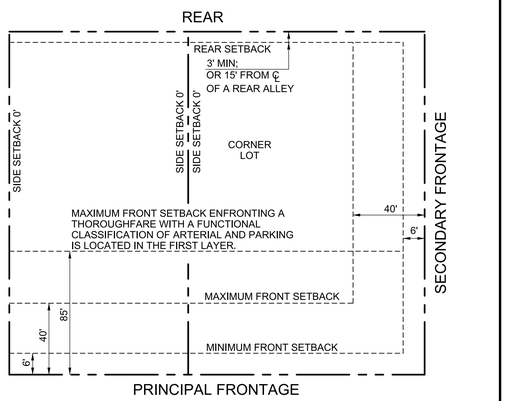

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BARGE DESIGN SOLUTIONS, INC.
BY: Mark E. Sawyer DATE: 12-05-2024
MARK E. SAWYER
Digitally signed by Mark E Sawyer
Date: 2024.12.05 11:26:27-06'00'
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IMPERVIOUS AREA 1.98 AC.
PERVIOUS TURF AREA 1.37 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
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- IRON ROD OLD (IRO)
- IRON PIPE OLD (IPO)
- IRON SPIKE OLD (ISO)
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- P.K. NAIL OLD (PK(O))
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- EDGE OF WATER

SCALE: 1" = 40'

TN STATE PLANE COORDINATE SYSTEM 1983

BARGE DESIGN SOLUTIONS
615 Third Avenue South, Suite 700, Nashville, Tennessee 37210
PHONE (615)254-1500 FAX (615) 255-8572

MARK E. SAWYER
TENNESSEE
LICENSED
LAND SURVEYOR
Digitally signed by Mark E. Sawyer
Date: 2024.12.05 11:27:06-06'00'
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	GENERAL SITE LAYOUT REVISIONS AND TECHNICAL COMMENTS FROM CITY REVIEWS
JMJ	MES	12-05-24	REMOVED 35' SETBACK ON SECONDARY FRONTAGE DETAIL PER CONDITIONAL APPROVAL

FILE NO. 3853101

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Columbia Fire & Rescue

Fire Flow Requirements

Water Purveyor: Columbia Power & Water System

Date: 03/22/2024
Name: Jack Boyd
Phone: 615-252-4474
Email: jack.boyd@bargedesign.com
Address/Parcel ID: 115 S James Campbell Blvd, Columbia, TN 38401
Property Type: ○ Residential ◉ Commercial ○ Industrial
Construction Type: Wood Frame
Enclosed Area (ft²): 4,139 SF

FILLED OUT BY COLUMBIA FIRE AND RESCUE

NFPA Sprinkler Type: NFPA 13

Water System Demand without Sprinkler Credit

Fire flow Requirements (International Fire Code Appendix B)

Fire Flow: 1,750 gpm Duration: 2 hours

Fire Hydrant Location and Distribution (International Fire Code Appendix C)

Minimum number of hydrants: 1

Average spacing between hydrants: 500 ft.

Maximum distance from frontage to hydrant: 250 ft.

Water System Demand with Sprinkler Credit

Fire flow requirements (International Fire Code Appendix B)

Fire Flow: 1,000 gpm Duration: 2 hours

Fire Hydrant Location and Distribution (International Fire Code Appendix C)

Minimum number of hydrants: 1

Average spacing between hydrants: 500 ft.

Maximum distance from frontage to hydrant: 250 ft.

Fire Plan Reviewer: Brad Massey Date: 3/22/2024

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

14 March 2024

Jack M Boyd
615 3rd Avenue South, Suite 700
Nashville, TN 37210

RE: 115 S James Campbell Blvd, Columbia, TN 38401

Jack,

This letter serves as confirmation that the City of Columbia Wastewater Department has the available capacity to service the above-referenced 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. No detailed design plan for an extension of the sewer has been proposed at this time.

The proposed reroute and existing service situation on-site is subject to the plan review process and may include rehabilitation, replacement or removal of existing infrastructure depending upon condition.

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	115 South James Campbell Blvd., Columbia, TN		
	TAX MAP: 113E	GROUP: B	PARCEL: 4.00
SUMMARY OF NATURE OF REQUEST AND WORK	Final Plat to create 3 Lots with associated infrastructure and mass grading on 3.88 acres.		

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) Columbia Commons ☒ Total Number of Lots/Residential Units 3-lots ☒ Square Footage of Non-Residential Floor Space Lot 1: 2,411 sf Lot 2: 3,365 sf Lot 3: 4,417 SF ☒ Total acreage 3.88 acres

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	Julia Lannon	PHONE	615-269-5444 x307
ADDRESS	3841 Green Hills Village Dr Ste 400, Nashville, TN 37215	EMAIL	jlannon@oldacremcdonald.com

PROPERTY OWNER NAME	Oliver Oldacre	PHONE	615-269-5444 x294
ADDRESS	3841 Green Hills Village Dr Ste 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.

Julia Lannon	Julia Lannon	10/15/2024
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Oliver Oldacre		10/15/2024
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

Columbia Center Site Development Plan with Alternative Performance/ Preliminary Plat

Project #:	25-0047	Location:	800 S James M. Campbell Blvd
Applicant:	Preston Ayer	Case Type(s):	Alt. Performance
Staff Planner:	Austin Brass, AICP	Proposed Use:	Retail Center

PROJECT SUMMARY

This request is for a Site Development plan with Alternative Performance for a proposed five tenant 12,113 SF retail center to be located within an existing parking area of the Columbia Mall Site. As a new building site is being introduced to the property, the zoning ordinance requires enfrontment of a throughfare for the building site. The applicant is requesting to utilize an existing driveway section for enfrontment of the retail strip center in the form of an Internal Drive. In addition, the applicant proposed to only comply with the Internal Drive standards for the section of the drive that enfronts the site.

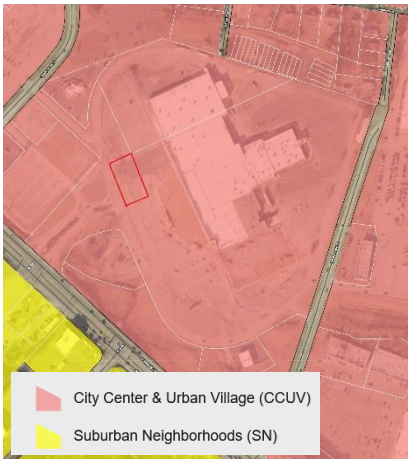
- The Zoning Ordinance requires all new commercial structures within a CD-4C district to enfront a Throughfare Street Section. The Zoning Ordinance requires that all throughfares connect with other throughfares. To comply, the existing drive section would be required to be updated as two 11’ travel lane with a 5’ sidewalk and 5’ grass strip along the connection points of James M. Campbell Blvd to ShadyBrook Street. The applicant only proposes to update the existing drive to an Internal Drive section along the frontage of the new building site
- The applicant has provided Alternative Performance in the form of an additional sidewalk from the new proposed strip center to the existing Shopping Center located on site. This sidewalk includes two raised crosswalks and an additional interior planter strip.
- 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.
- The Planning Commission is the **decision-making authority** for this request.

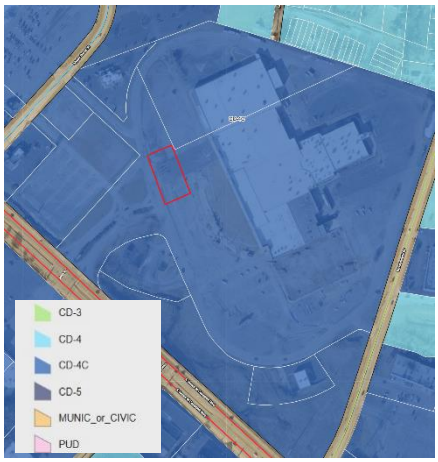
SITE INFORMATION

CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
CD-4C	Vacant	12,113 SF Retail Center	+ /-0.89 Acres



FUTURE LAND USE MAP (City Center & Urban Village)	ZONING MAP (CD-4C)





SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	City Center & Urban Village	CD-4C	Commercial Retail
North	City Center & Urban Village	CD-4C	Commercial Retail
South	City Center & Urban Village	CD-4C	Commercial Retail
East	City Center & Urban Village	CD-4C	Commercial Retail
West	City Center & Urban Village	CD-4C	Commercial Retail

CONNECT COLUMBIA

City Center Urban Village: The requested rezoning 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.

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 THE 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	Building Site 1: 199. ft. Building Site 2: 200 ft.
Facades must have main entrance in principle of building frontage	Entrance will be placed in main façade enfronting proposed Internal Drive Throughfare section
4 stories maximum	1 story
60% min/ 40% min for Commercial	67%
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:** – 11 ft. **Side:** - 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.

Parking:

- The parking ratio per the Zoning Ordinance is 1 stall per 100 SF for a restaurant use. And 1 space per 500 ft for a retail use. The site plan has provided 27 additional parking spaces with a notation of a shared parking agreement of overall parcel of 1,245 spaces.

REVIEW PROCESS

The Development Review Committee reviewed the proposed Site Development Plan with Alternative Performance at its March 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. <u>Planning Commission Action</u>

(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.

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.

SUMMARY OF DEVELOPMENT REVIEW COMMITTEE COMMENTS

The DRC reviewed this proposal at its March 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 this review is subject to the submitted traffic impact study.

- **Planning** noted that the review is subject to a completed internal drive section that connects with James M. Campbell Blvd and Shady brook St. The applicant responded with a request for a site plan with alternative compliance.
- **Columbia Water** indicated that the water availability letter was issued on **January 16, 2025** and is 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.

REVIEW CRITERIA FOR ALTERNATIVE PERFORMANCE

(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.

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.

ITEMS CORRESPONDING TO SCHEDULE B-II

10. All matters shown on plat(s) of record in Plat Book 8, Page 126 and Plat Book P22, Page 391, in the Register's Office of Maury County, Tennessee.
Matters of the plat are located on or over the subject property as shown hereon.

11. Terms and provisions of Agreement, by and between J. H. Morgan & wife and Southern Cities Power Company, a Tennessee corporation, of record in Book 147, Page 228, in the Register's Office of Maury County, Tennessee.
Agreement is ambiguous in description. Cannot determine if it covers the subject property.

12. Matters contained in Deed of record in Book 150, Page 246, in the Register's Office of Maury County, Tennessee.
Deed is ambiguous in description. Cannot determine if it covers the subject property.

13. Matters contained in Deed of record in Book 373, Page 489, in the Register's Office of Maury County, Tennessee.
Deed is ambiguous in description. Cannot determine if it covers the subject property.

14. Matters contained in Deed of record in Book 373, Page 491, in the Register's Office of Maury County, Tennessee.
Easement is located on or over the subject property as shown hereon.

15. Terms and provisions of Perpetual Sewer Easement, by and between Horace Rainey, Jr. and City of Columbia, Tennessee, a municipal corporation, of record in Book 375, Page 233, in the Register's Office of Maury County, Tennessee.
Easement is not located on or over the subject property.

16. Terms and provisions of Perpetual Sewer Easement, by and between Horace Rainey, Jr. and City of Columbia, Tennessee, a municipal corporation, of record in Book 375, Page 235, in the Register's Office of Maury County, Tennessee.
Easement is located on or over the subject property as shown hereon.

17. Terms and provisions of Perpetual Sewer Easement, by and between Horace Rainey, Jr. and wife, Elizabeth Rainey and City of Columbia, Tennessee, a municipal corporation, of record in Book 383, Page 74, in the Register's Office of Maury County, Tennessee.
Easement is not located on or over the subject property.

18. Terms and provisions of Perpetual Sewer Easement, by and between Horace Rainey, Jr. and wife, Elizabeth Rainey and City of Columbia, Tennessee, a municipal corporation, of record in Book 383, Page 76, in the Register's Office of Maury County, Tennessee.
Easement is located on or over the subject property as shown hereon.

19. Matters contained in Deed of record in Book 469, Page 17, in the Register's Office of Maury County, Tennessee.
Document is ambiguous in description. Cannot determine if it covers the subject property.

20. Terms and provisions of unrecorded lease, as evidenced by Memorandum of Lease by and between Shady Brook Mall, Inc., a Tennessee corporation and J. C. Penney Company, Inc., a Delaware corporation, of record in Book 655, Page 477, as re-recorded in Book 655, Page 650; as affected by Agreement of Assignment and Assumption of Lease and Restated Memorandum of Lease in Book 655, Page 484; Agreement of Assignment and Assumption of Lease and Restated Memorandum of Lease in Book 655, Page 657; Supplemental Restated Memorandum of Lease in Book 667, Page 393; Memorandum of Lease Amendment Agreement in Book 1201, Page 14; and Memorandum of Lease Amendment Agreement in Book R2046, Page 1050, in the Register's Office of Maury County, Tennessee.
Lease covers the subject property and is blanket in nature. Not a survey related item.

21. Terms and provisions of unrecorded lease, as evidenced by Memorandum of Lease by and between Shady Brook Mall, Ltd, a Tennessee limited partnership and Pic 'N Pay Shoes of Tennessee Inc., of record in Book 665, Page 651, in the Register's Office of Maury County, Tennessee.
Lease covers the subject property and is blanket in nature. Not a survey related item.

22. Terms and provisions of Declaration, by Shady Brook Mall, Ltd., a Tennessee limited partnership, of record in Book 681, Page 93, in the Register's Office of Maury County, Tennessee.
Declaration covers the subject property and is blanket in nature. Nothing to plot.

23. Dedication of Brookmeade Drive (formerly Lawrence Street) of record in Book 731, Page 146, in the Register's Office of Maury County, Tennessee.
Dedication does not cover the subject property.

24. Terms and provisions of Reciprocal Easement Agreement, by and between The Equitable Life Assurance Society of the United States and Shady Brook Mall, Ltd., a Tennessee limited partnership, of record in Book 733, Page 40, in the Register's Office of Maury County, Tennessee.
Agreement covers the subject property and is blanket in nature. Nothing to plot.

25. Terms and provisions of Consent, by and between The Equitable Life Assurance Society of the United States and Hook-Superx, Inc., of record in Book 779, Page 523, in the Register's Office of Maury County, Tennessee.
Lease covers the subject property and is blanket in nature. Not a survey related item.

26. Terms and provisions of Certificate of Ownership and Dedication, by and between Fred H. Gillham, Sr. and City of Columbia, of record in Book 1116, Page 35, in the Register's Office of Maury County, Tennessee.
Dedication does not cover the subject property.

27. Matters contained in Deed of record in Book 1116, Page 47, in the Register's Office of Maury County, Tennessee.
Deed does not cover the subject property.

28. Terms and provisions of Declaration of Easements and Restrictions, by H/S Columbia, LLC, a Georgia limited liability company, of record in Book R2728, Page 640; as affected by Quitclaim Deed and Partial Release and Subordination in Book R2746, Page 55, in the Register's Office of Maury County, Tennessee.
Matters of the plat are located on or over the subject property as shown hereon.

29. Terms and provisions of unrecorded lease, as evidenced by Memorandum of Facility Lease by and between The Industrial Development Board of the City of Columbia, Tennessee, a public nonprofit corporation and H/S Columbia, LLC, a Georgia limited liability company, of record in Book R2801, Page 1488, in the Register's Office of Maury County, Tennessee.
Lease covers the subject property and is blanket in nature. Not a survey related item.

MISCELLANEOUS NOTES

1. BASIS OF BEARING : Bearings shown hereon are based on the Northeasterly right-of-way line of James M. Campbell Boulevard (Tennessee Highway 50), as being North 51°05'57" West. Bearings and distances shown hereon are the same record as measured unless otherwise noted.

2. This property has direct physical access to James M. Campbell Boulevard (Tennessee Highway 50), Shady Brook Street and Brookmeade Drive, which are dedicated public roads or highways, with no gaps, gores or overlaps.

3. Monuments have been recovered or placed at all corners of the property as shown hereon. {Table A Item #1}

4. Buildings located on this property are as shown. The address of this property was physically observed and noted as being 800 South James Campbell Boulevard. {Table A Item #2}

5. The gross land area of this property is 1,308,729 square feet or 30.044 acres. {Table A Item #4}

Tract 1	1,074,042 Square feet	24.657 Acres
Tract 2	234,687 Square feet	5.388 Acres
Total	1,308,729 Square feet	30.044 Acres

5. The buildings shown on this survey reflect the exterior dimensions along with the square footage of each building as located at ground level. Measured heights of all buildings are noted to the highest point of the building above ground level. {Table A Item #7a, 7b1, & 7c}

6. All substantial features and improvements located and observed on site and within five feet of the property boundaries are shown. {Table A Item #8}

7. A division or party wall exists along the Northerly property line of the subject property. The relationship and location of this party wall are shown with the dimensions indicated as noted. {Table A Item #10}

8. Adjacent owner information was taken from the latest tax assessors property owners map when this land title survey was prepared. {Table A Item #13}

9. At the time of this survey, the building was not under construction including additions. No evidence of earth moving or other construction was observed. {Table A Item #16}

10. There are no proposed changes in street right-of-way lines according to the City of Columbia, Maury County, and the Tennessee Department of Transportation. There is no observable evidence of recent street or sidewalk construction or repairs. {Table A Item #17}

11. There is no observable evidence of cemeteries, gravesites, and burial grounds at the time of this survey. No cemeteries, gravesites, and burial grounds were disclosed in the record documents provided to the surveyor.

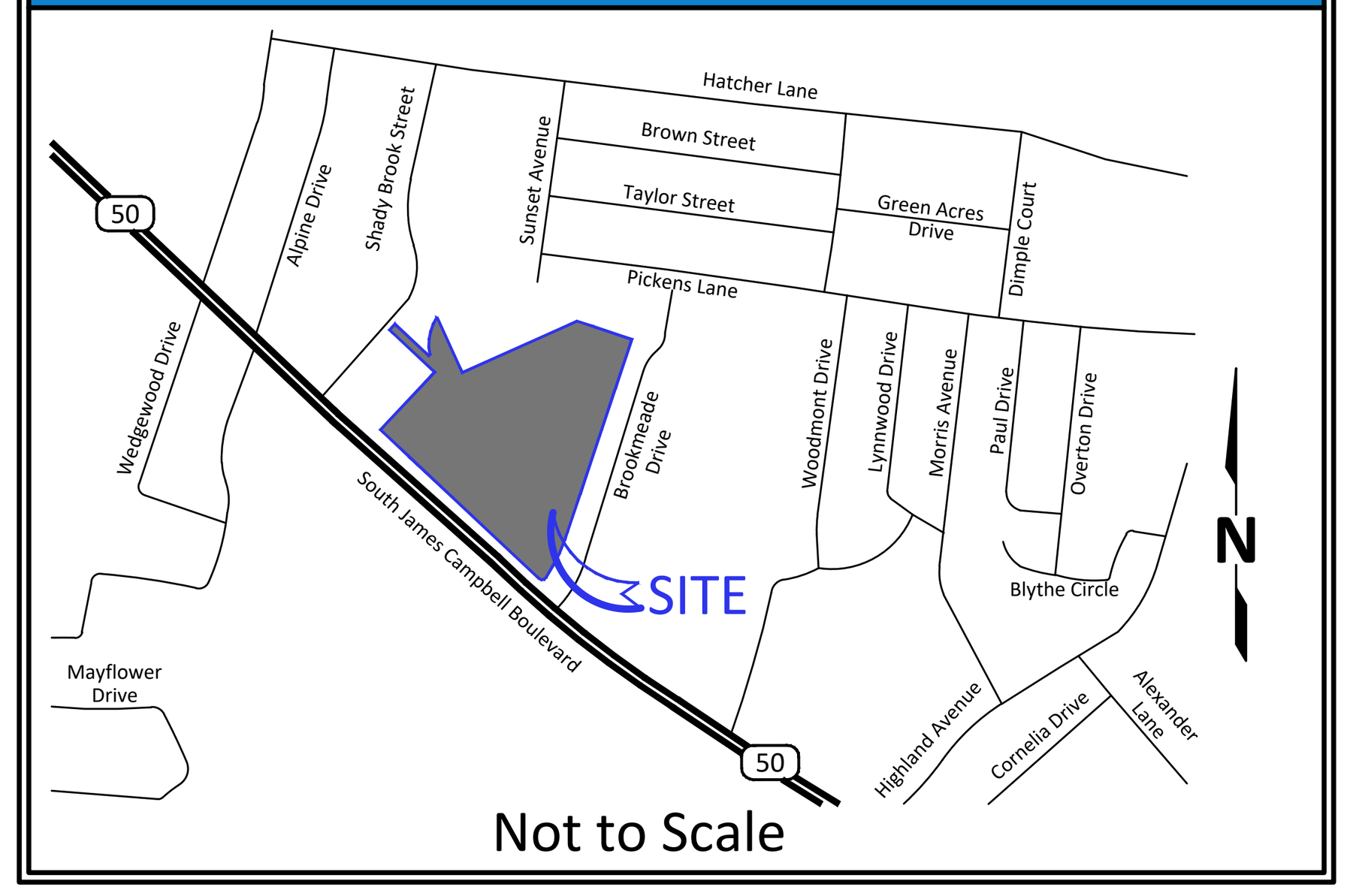
12. No visible evidence of existing tanks or drainage fields were observed.

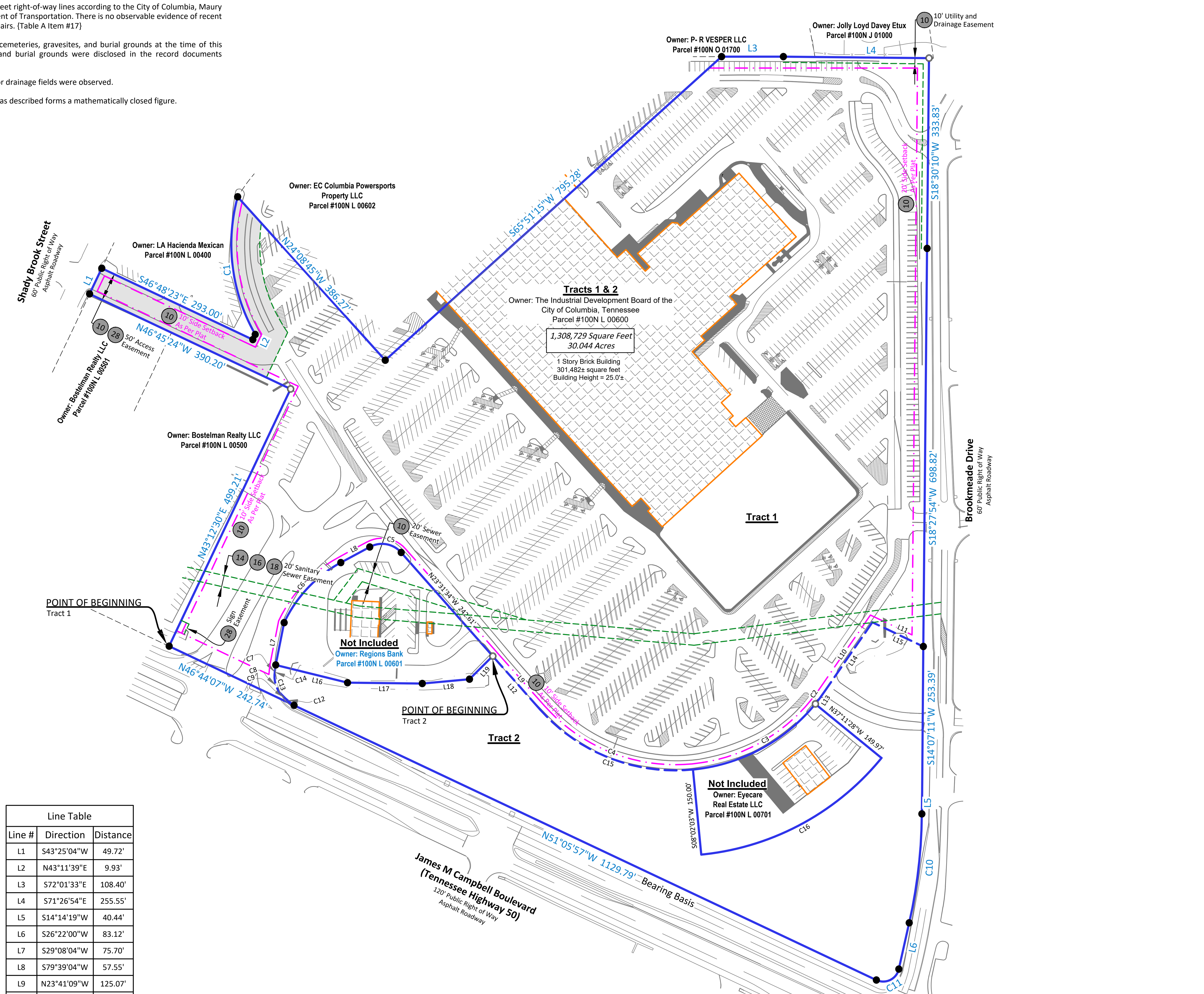
13. The boundary of the survey property as described forms a mathematically closed figure.

Curve Table

Curve #	Length	Radius	Delta	Chord Bearing	Chord Distance
C1	252.65'	249.77'	45°00'07"	N10°39'06"E	243.40'
C2	25.03'	316.82'	04°31'33"	N54°53'45"E	25.02'
C3	250.02'	316.82'	45°12'52"	S79°43'59"W	243.58'
C4	299.13'	316.28'	54°11'24"	S50°37'21"E	288.11'
C5	60.36'	45.00'	76°51'11"	S62°01'44"E	55.94'
C6	147.41'	233.22'	36°12'54"	N61°16'02"E	144.97'
C7	17.61'	145.00'	06°57'32"	N25°29'50"E	17.60'
C8	37.80'	45.00'	48°07'50"	N01°38'26"W	36.70'
C9	29.06'	145.00'	11°29'03"	N31°37'32"W	29.01'
C10	192.81'	900.59'	12°15'59"	S20°16'10"W	192.44'
C11	50.24'	28.08'	102°30'20"	S77°37'30"W	43.80'
C12	28.87'	145.00'	11°24'25"	N35°53'00"W	28.82'
C13	37.80'	45.00'	48°07'50"	N05°56'13"W	36.70'
C14	17.61'	145.00'	06°57'32"	N21°12'03"E	17.60'
C15	299.11'	316.82'	54°05'31"	S54°55'12"E	288.12'
C16	368.36'	466.82'	45°12'41"	N75°25'39"E	358.88'

VICINITY MAP





SIGNIFICANT OBSERVATIONS

The surveyor did not observe any significant observations over or upon the subject property.

ZONING INFORMATION

Zoning information has not been provided to surveyor. {Table A Item #6a & #6b}

ON-SITE PARKING CALCULATIONS

Offstreet parking requirements have not been provided per zoning. {Table A Items #6a, #6b & #9}

On Site Parking Observed

Regular Parking	1296 spaces
Handicap Parking	28 spaces
Truck Bays	2 bays
Total Parking	1326 spaces

FLOOD NOTE

By graphic plotting only, the subject property is located within Zone "X" as shown on Flood Insurance Rate Map, Community No. 475423 0285 E, Map Number 47119C0285E which bears an effective date of April 16, 2007 and is not located in a special flood hazard area. As shown on the FEMA website (https://www.fema.gov/cis/TN.html) we have learned this community does currently participate in the program. Zone "X" denotes areas outside of the 500-year floodplain determined to be outside 1% and 0.2% annual chance floodplains. {Table A Item #3}

LEGAL

This survey was prepared for the purpose of this real estate transaction only and no further parties other than those certified above shall rely on it for any other purpose or transaction.

N

1 inch = 120 feet
Graphic Scale
0' 60' 120' 240'

Line Table

Line #	Direction	Distance
L1	S43°25'04"W	49.72'
L2	N43°11'39"E	9.93'
L3	S72°01'33"E	108.40'
L4	S71°26'54"E	255.55'
L5	S14°14'19"W	40.44'
L6	S26°22'00"W	83.12'
L7	S29°08'04"W	75.70'
L8	S79°39'04"W	57.55'
L9	N23°41'09"W	125.07'
L10	S52°34'54"W	149.91'
L11	N46°33'47"W	99.02'
L12	S27°57'42"E	125.08'
L13	N50°35'58"E	25.02'
L14	N48°17'07"E	149.91'
L15	S50°51'34"E	99.02'
L16	S62°31'02"E	129.77'
L17	S75°41'43"E	131.05'
L18	S81°39'29"E	83.22'
L19	N58°53'54"E	57.30'

See Sheets 2 - 3 for Survey Details

PROJECT REVISION RECORD

Date	Description	Date	Description
07/19/2024	First Draft		
07/25/2024	Network Comments		
07/29/2024	Client Comments		
Field Work: JBM	Drafted: TDR	Checked by: AJK	

RECORD DESCRIPTION

The land referred to herein below in situated in the County of Maury, State of Tennessee, and described as follows:

Tract 1:

All that tract or parcel of land, lying and being in Columbia, Maury County, Tennessee, described as follows:

All of the parcel labeled Lot 1 on "Minor Plat 800 S. James M. Campbell Blvd for H/S Columbia, LLC", and recorded in the Register of Deeds for Maury County, Tennessee, in Plat Book P22, Page 391.

Being the same property conveyed to The Industrial Development Board of the City of Columbia, Tennessee, a Public Nonprofit Corporation, by Deed from H/S Columbia, LLC, a Georgia Limited Liability Company, of record in Book R2801, Page 1479, in the Register's Office of Maury County, Tennessee.

Tract 2:

All that tract or parcel of land being and lying in the 9th Civil District of Maury County, Tennessee, lying North of and adjacent to James M. Campbell Blvd and West of and adjacent to Brookmeade Drive, being more particularly described as follows:

Beginning at an iron pin found in the South Boundary of Shadybrook RPF III, LLC as recorded in Deed Book 1321, Page 879, ROMCT, said iron pin being the Northeast corner of AmSouth Bank as recorded in Deed Book 733, Page 521, ROMCT, and being the Northwest corner of the tract being described; thence leaving AmSouth Bank with South boundary of Shadybrook RPF III LLC South 27 degrees, 57 minutes, 42 seconds East 125.08 feet to an iron pin found; thence continuing with Shadybrook RPF II LLC and a curve to the left with a radius of 316.82 feet, a length of 299.11 feet, and a chord bearing and distance of South 54 degrees, 55 minutes, 12 seconds East 288.12 feet to an iron pin found, said iron pin being the Northwest corner of Eyecare Properties, Inc. as recorded in Deed Book 1382, Page 683, ROMCT; thence leaving Shadybrook with Eyecare Properties, LLC South 8 degrees, 02 minutes, 03 seconds West 150.00 feet to an iron pin found, said iron pin being the Southwest corner of Eyecare Properties, LLC; thence continuing with said Eyecare Properties, LLC and a curve to the left with a radius of 466.82 feet, a length of 368.36 feet, and a chord bearing and distance of North 75 degrees, 25 minutes, 39 seconds East 358.88 feet to and iron pin found, said iron pin being the Southeast corner of Eyecare Properties, LLC; thence North 37 degrees, 11 minutes, 28 seconds West 149.97 feet to an iron pin found in the South boundary of Shadybrook RPF III LLC, said iron pin being the Northeast corner of Eyecare Properties, LLC; thence leaving Eyecare Properties, LLC with Shadybrook North 50 degrees, 35 minutes, 58 seconds East 25.02 feet to an iron pin found, North 48 degrees, 17 minutes, 07 seconds East 149.91 feet to an iron pin found, South 50 degrees, 51 minutes, 34 seconds East 99.02 feet to an iron pin found in the West R.O.W. of Brookmeade Drive, said iron pin being the Northeast corner of the tract being described: thence leaving Shadybrook with said West R.O.W. South 14 degrees, 07 minutes, 11 seconds West 253.39 feet to an iron pin found in the North R.O.W. of a 50 foot Ingress and Egress easement; thence continuing with said West R.O.W. South 14 degrees, 14 minutes, 19 seconds West 40.44 feet to an iron pin found, thence continuing with said West R.O.W. and a curve with radius of 900.59 feet, a length of 192.81 feet, and a chord bearing and distance of South 20 degrees, 16 minutes, 10 seconds West 192.44 feet to an iron pin set, South 26 degrees, 22 minutes, 00 seconds West 83.12 feet to an iron pin set; thence continuing with said West R.O.W. and a curve with a radius of 28.08 feet, a length of 50.24 feet, and a chord bearing and distance of South 77 degrees, 37 minutes, 30 seconds West 43.80 feet to an iron pin set in the North R.O.W. of James M. Campbell Blvd, said iron pin being the Southeast corner of the tract being described; thence with said North R.O.W. North 51 degrees, 05 minutes, 57 seconds West 1129.79 feet to an iron pin set, said iron pin being the Southwest corner of the tract being described; thence continuing with said North R.O.W. and a curve with a radius of 145.00 feet, a length of 28.87 feet, and a chord bearing and distance of North 35 degrees, 53 minutes, 00 seconds West 28.82 feet to an iron pin found; thence with a curve with a radius of 45.00 feet, a length of 37.80 feet, and a chord bearing and distance of North 5 degrees, 56 minutes, 13 seconds West 36.70 feet to an iron pin set; thence with a curve with a radius of 145.00 feet, a length of 17.61 feet, and a chord bearing and distance of North 21 degrees, 12 minutes, 03 seconds East 17.60 feet to an iron pin found, said iron pin being the Southwest corner of AmSouth Bank; thence leaving said road with AmSouth and a branch South 62 degrees, 31 minutes, 02 seconds East 129.77 feet, South 75 degrees, 41 minutes 43 seconds East 131.05 feet, South 81 degrees, 39 minutes, 29 seconds East 83.22 feet; thence leaving branch and continuing with AmSouth Bank North 58 degrees, 53 minutes, 54 seconds East 57.30 feet to the Point of the Beginning.

Being the same property conveyed to The Industrial Development Board of the City of Columbia, Tennessee, a Public Nonprofit Corporation, by Deed from H/S Columbia Outparcel, LLC, a Georgia Limited Liability Company, of record in Book R2801, Page 1483, in the Register's office of Maury County, Tennessee.

The lands surveyed, shown and described hereon are the same lands as described in the Title Commitment provided by First American Title Insurance Company, Commitment No. NCS-1214277-DC72, dated April 3, 2024.

ALTA/NSPS LAND TITLE SURVEY

Columbia Mall TN Project
NV5 Project No. 202401259-1

800 South James Campbell Boulevard, Columbia, Tennessee 38201

Based on Title Commitment No. NCS-1214277-DC72
of First American Title Insurance Company
bearing an effective date of April 3, 2024

Surveyor's Certification

To: HC Columbia, LLC; Bank of Albuquerque; The Industrial Development Board of the City of Columbia, Tennessee, a Public Nonprofit Corporation; Highland Capital Investments, LLC; First American Title Insurance Company; and Bock & Clark Corporation, an NV5 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, 6a, 6b, 7a, 7b1, 7c, 8, 9, 10, 13, 14, 16, 17, and 19 of Table A thereof. The field work was completed on July 12, 2024.

For boundary and topographic aspects of this survey, RTK GPS positional data was observed on July 12, 2024 utilizing a Leica GS18 dual frequency receiver. The grid coordinates of the boundary points shown hereon were derived using the Tennessee Department of Transportation Network of CORS stations referenced to NAD 83 (2011) (Epoch 2010), Geoid 18. Positional accuracy of the GPS vectors does not exceed: H 0.07', V0.07'.

I hereby certify: (i) that this plat is true and correct, to the best of my knowledge and belief; (ii) that it was prepared by an actual survey on the ground by me or under my direct supervision; (iii) that it is a Category 1 Survey, with a Linear Error of Closure, of the unadjusted survey, not exceeding that of one foot per ten thousand feet [1:10,000]; (iv) that this survey was performed in compliance with the Minimum Standards of Practice for the State of Tennessee.

ALFRED J. KESLER — REGISTERED LAND SURVEYOR — TENNESSEE NO. 3104 — AGRICULTURE — COMMERCE

12/03/2024

Alfred J. Kesler
Professional Land Surveyor #3104
in the State of Tennessee

Date of Survey: July 12, 2024
Date of Last Revision: July 29, 2024
NV5 Network Project No. 202401259-1 AAC

Survey performed by:
SOUTHERN GEOMATICS SERVICES
Southern Geomatics Services, LLC
3737 South Atlantic Avenue, Suite 402
Daytona Beach Shores, Florida 32118
Phone: (985) 801-9990
akesler@southerngeomatics.com
SGS Project #24-205

SHEET 1 OF 3

Bock & Clark Corporation
an NV5 Company
NV5
Transaction Services 1-800-SURVEYS (787-8397)
3550 W. Market Street, Suite 200, Akron, Ohio 44333
www.BockandClark.com maywehelpyou@bockandclark.com www.NV5.com
SURVEY • ZONING • ENVIRONMENTAL ASSESSMENT

LEGEND OF SYMBOLS & ABBREVIATIONS

Symbols

- Power Pole
- Light Pole
- Gate Valve
- Fire Hydrant
- Sanitary Manhole
- Sewer Clean Out
- Gas Meter
- Telephone Pedestal
- Electric Transformer
- Air Conditioner Unit
- Storm Drain Inlet
- Storm Drain Manhole
- Bollard
- Fence Gate Double
- Fence Gate Single
- Sign
- Stop Sign
- Handicap Sign
- Handicapped Parking
- BH Building Height Location

Hatching & Line Type

- Concrete
- Building
- Striping
- Ramp
- Access Easement Area
- Wall
- Property Line
- Easement Line
- Building Line
- Setback Line
- OHE Overhead Utilities
- Wood Fence
- Chainlink Fence
- Handrails Fence
- Cattle Guard Fence

Monumentation

- Found 1/2" Iron Rod No Cap
- Set 1/2" Iron Rod & Cap (PLS 35344)

ALTA Notations

- (X) Schedule 'B' Item Number

Curve Table					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Distance
C1	252.65'	249.77'	45°00'07"	N10°39'06"E	243.40'
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Owner: LA Hacienda Mexican
Parcel #100N L 00400

Owner: Bostelman Realty LLC
Parcel #100N L 00501

Owner: Bostelman Realty LLC
Parcel #100N L 00500

Owner: EC Columbia Powersports Property LLC
Parcel #100N L 00602

Owner: P- R VESPER LLC
Parcel #100N O 01700

Owner: Jolly Loyd Davey Etux
Parcel #100N J 01000

Tract 1

Tracts 1 & 2
Owner: The Industrial Development Board of the City of Columbia, Tennessee
Parcel #100N L 00600

1,308729 Square Feet
30.044 Acres

1 Story Brick Building
301,482± square feet
Building Height = 25.0'±

Shady Brook Street
60' Public Right of Way
Asphalt Roadway

Brookmeade Drive
60' Public Right of Way
Asphalt Roadway

Northwesterly Right of Way lane

Matchline - See Sheet 3 of 3

1 inch = 50 feet
Graphic Scale
0' 25' 50' 100'

NV5
ALTA/NSPS LAND TITLE SURVEY
PREPARED FOR
Columbia Mall TN Project
Date of Field Survey: July 12, 2024
Network Project Number: 202401259-1 AAC
1-(800)-SURVEYS (787-8397)
TRANSACTION SERVICES
www.bockandclark.com maywhelpyou@bockandclark.com www.NV5.com
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Symbols

- Power Pole
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- Fire Hydrant
- Sanitary Manhole
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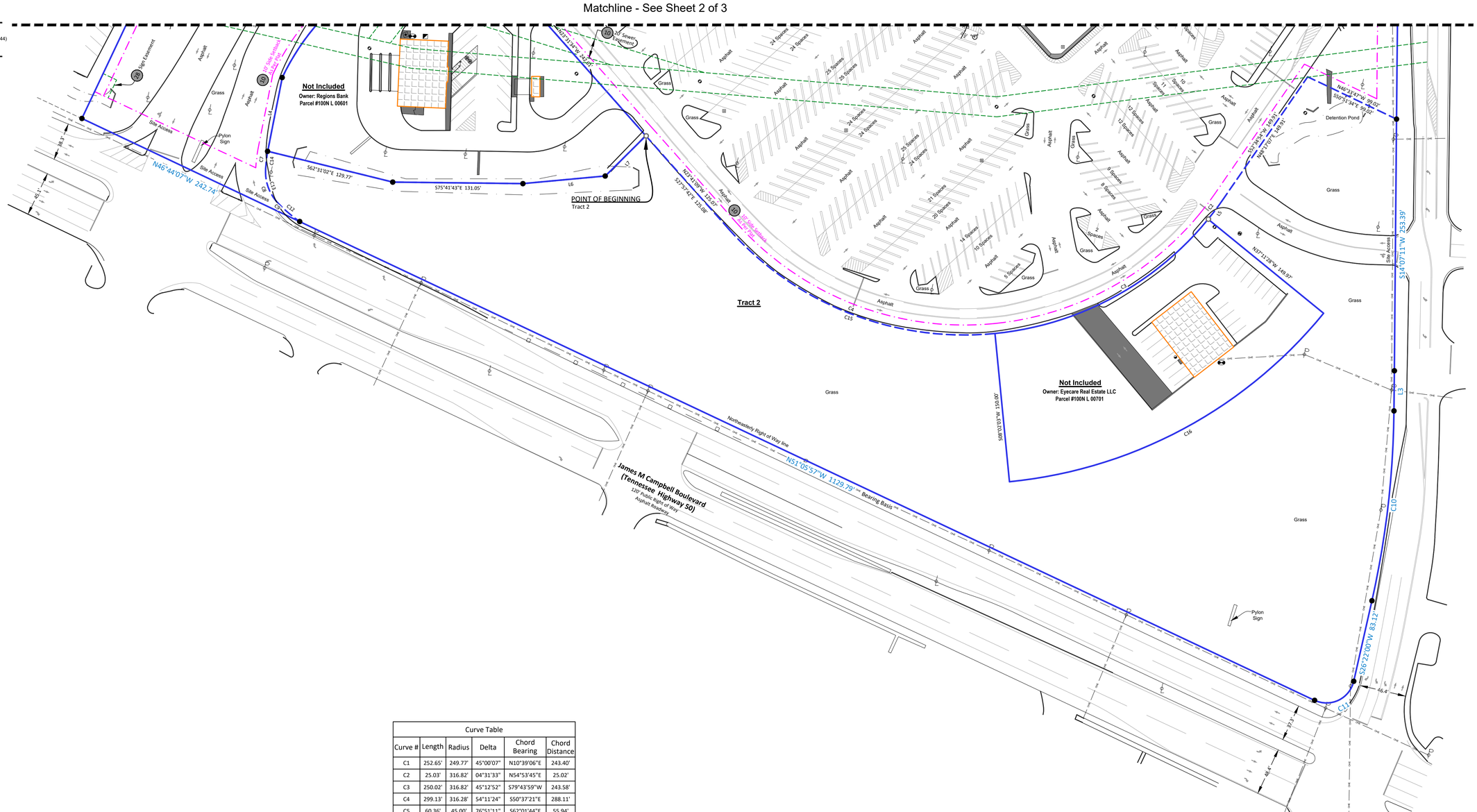

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0' 25' 50' 100'

SHEET 3 OF 3

NV5

ALTA/NSPS LAND TITLE SURVEY

PREPARED FOR

Columbia Mall TN Project

Date of Field Survey: July 12, 2024

Network Project Number: 202401259-1 AAC

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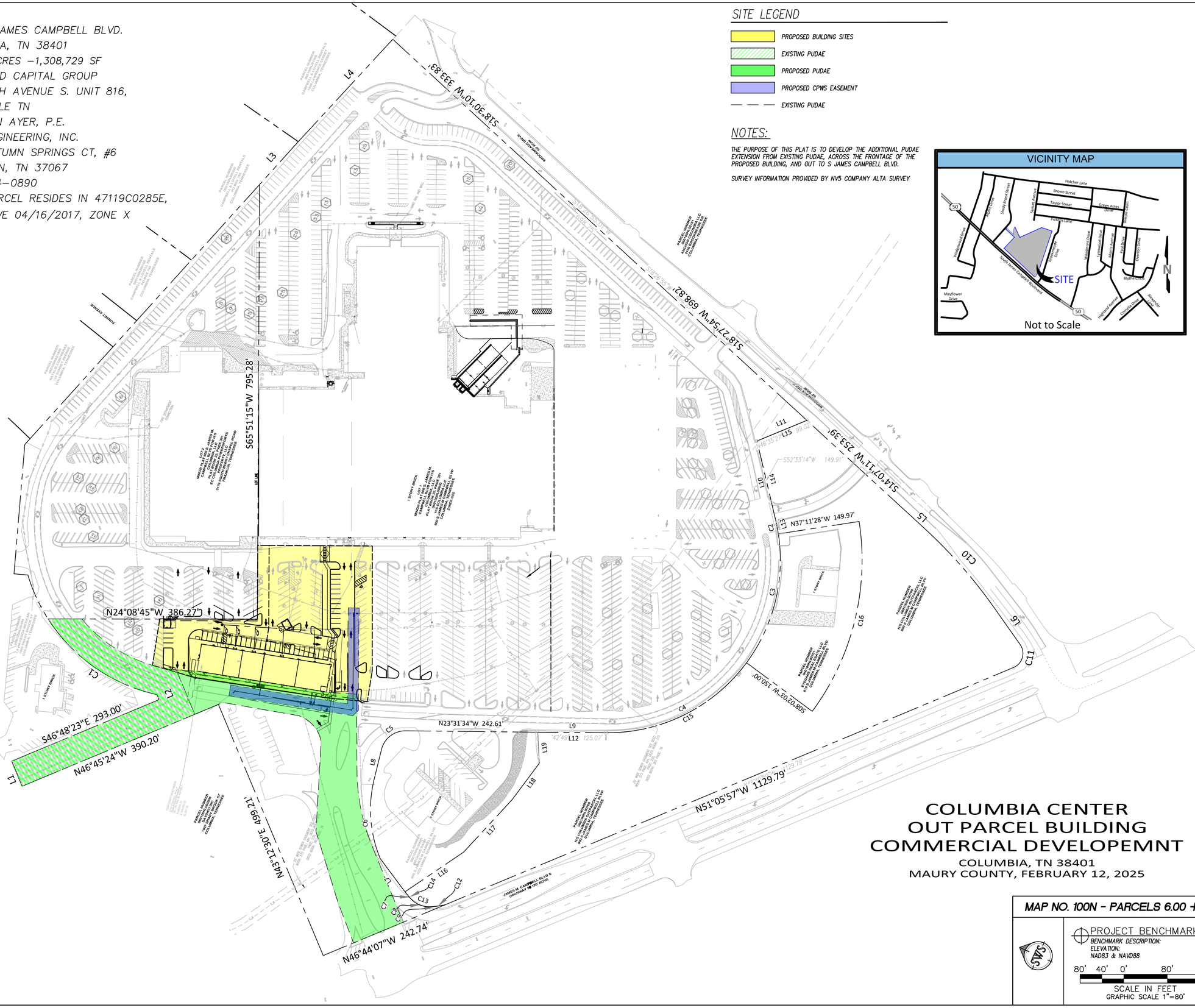
TRANSACTION SERVICES

www.bockandclark.com maywehelpyou@bockandclark.com www.NV5.com

SURVEY • ZONING • ENVIRONMENTAL • ASSESSMENT

DEVELOPMENT SUMMARY

SITE ADDRESS:	800 S JAMES CAMPBELL BLVD. COLUMBIA, TN 38401
TOTAL AREA:	30.44 ACRES –1,308,729 SF
OWNER:	HIGHLAND CAPITAL GROUP 600 12TH AVENUE S. UNIT 816, NASHVILLE TN
ENGINEER:	PRESTON AYER, P.E. SWS ENGINEERING, INC. 504 AUTUMN SPRINGS CT, #6 FRANKLIN, TN 37067 951–704–0890
FEMA FIRMS:	THIS PARCEL RESIDES IN 47119C0285E, EFFECTIVE 04/16/2017, ZONE X



SITE LEGEND

- PROPOSED BUILDING SITES
- EXISTING PUDAE
- PROPOSED PUDAE
- PROPOSED CPWS EASEMENT
- EXISTING PUDAE

NOTES:

THE PURPOSE OF THIS PLAT IS TO DEVELOP THE ADDITIONAL PUDAE EXTENSION FROM EXISTING PUDAE, ACROSS THE FRONTAGE OF THE PROPOSED BUILDING, AND OUT TO S JAMES CAMPBELL BLVD.

SURVEY INFORMATION PROVIDED BY NV5 COMPANY ALTA SURVEY

VICINITY MAP

COLUMBIA CENTER
OUT PARCEL BUILDING
COMMERCIAL DEVELOPEMNT

COLUMBIA, TN 38401
MAURY COUNTY, FEBRUARY 12, 2025

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

80' 40' 0' 80' 80'
SCALE IN FEET
GRAPHIC SCALE 1"=80'

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
504 Autumn Springs Court, Suite A-6
Franklin, TN 37067
615-716-0683
SAN DIEGO • NASHVILLE • PHOENIX • ORLANDO

DATE: 7/17/2025 8:02:13 PM BY:PRESTON.AYER
FILE: C:\Users\Preston.Ayer\SWS Engineering,Inc\2024 Projects - Documents\24-196T\Civil\Construct\Out-Parcel Building\24-196T_OUT PARCEL BUILDING.dwg
Plotted: 24-196T_OUT PARCEL BUILDING - 11x17 - C1.01 Preliminary Plat Overall Site Plan.dwg

PRESTON D. AYER — LICENSED PROFESSIONAL ENGINEER — AGRICULTURE — COMMERCIAL — NO. 120170 — STATE OF TENNESSEE

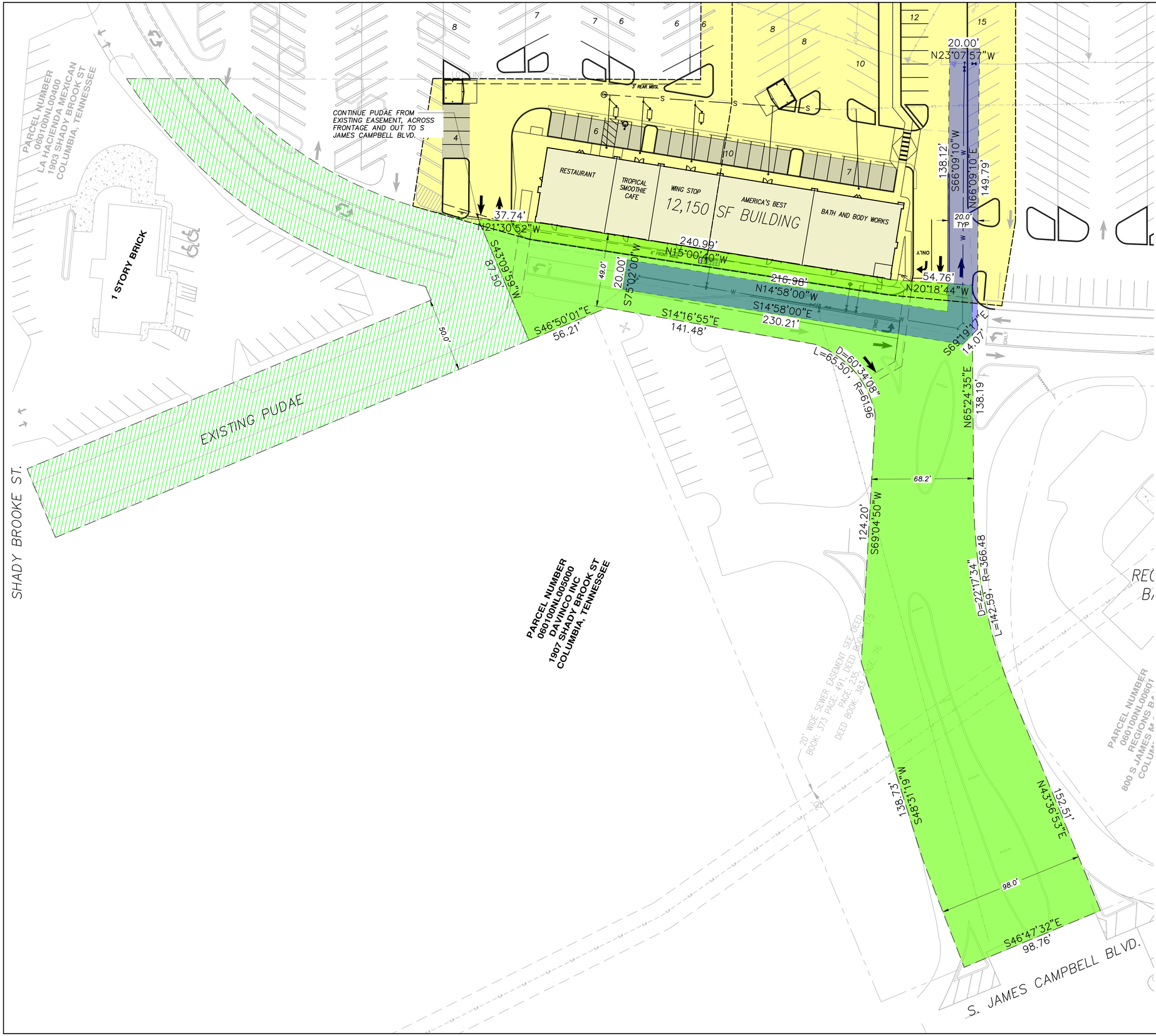
Tennessee811 — Know what's below. Call before you dig.

PRELIMINARY PLAT/OVERALL SITE PLAN
PLANNING COMMISSION SET
COLUMBIA CTR OUT PARCEL BUILDING
800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C1.01
DATE: 08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA



SITE LEGEND

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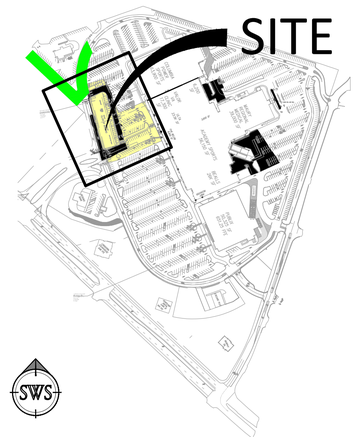
SURVEY INFORMATION PROVIDED BY NV5 COMPANY ALTA SURVEY



SITE KEY

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

30' 15' 0' 30' 60'
SCALE IN FEET
GRAPHIC SCALE 1"=30'

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
594 Autumn Springs Court, Suite A-6
Franklin, TN 37067
615-716-0683
SAN DIEGO • NASHVILLE • PHOENIX • ORLANDO

DATE: 7/17/2025 8:00:00 PM BY: PRESTON AYER
FILE: N:\Projects\24-196T_Columbia CTR OUT Parcel\Engineering\Site\24-196T_Site Plan.dwg
Plotted: 24-196T_ZP-C1.02 Preliminary Plat Enlarged Site Plan.dwg

PRESTON D. AYER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120270
STATE OF TENNESSEE

Tennessee811
Know what's below. Call before you dig.

PRELIMINARY PLAT (ENLARGED SITE PLAN

PLANNING COMMISSION SET

COLUMBIA CTR OUT PARCEL BUILDING

800 S. JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C1.02

DATE: 08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA

COLUMBIA CENTER OUT PARCEL BUILDING

COLUMBIA, TN 38401

COMMERCIAL DEVELOPEMENT



VICINITY MAP
N.T.S.

I HEREBY CERTIFY THAT THIS PROJECT DOES NOT REQUIRE COVERAGE UNDER A TENNESSEE CONSTRUCTION GENERAL PERMIT.

THE TOTAL DISTURBED AREA IS: 0.89 ACRES.

THIS SITE DOES NOT DISCHARGE INTO WATERS IDENTIFIED BY TDEC AS IMPAIRED FOR HABITAT ALTERATION OR SEDIMENTATION.

_____12-09-24____
SIGNATURE DATE

CIRCLE ONE: DEVELOPER PROJECT ENGINEER

DEVELOPMENT SUMMARY

SITE ADDRESS:	800 S JAMES CAMPBELL BLVD. COLUMBIA, TN 38401
TOTAL AREA:	30.44 ACRES –1,308,729 SF
PARCEL:	BUILDING SITES ON EXISTING PARCEL
OWNER:	HIGHLAND CAPITAL GROUP 600 12TH AVENUE S. UNIT 816, NASHVILLE TN
ENGINEER:	PRESTON AYER, P.E. SWS ENGINEERING, INC. 504 AUTUMN SPRINGS CT, #6 FRANKLIN, TN 37067 951–704–0890
FEMA FIRMS:	THIS PARCEL RESIDES IN 47119C0285E, EFFECTIVE 04/16/2017, ZONE X

SHEET SUMMARY

C0.00 – COVER
C0.01 – CIVIL NOTES
V1,2,3 – SURVEY SHEETS
C0.02 – EXISTING CONDITIONS AND DEMO PLAN
C1.00 – SITE PLAN
C1.01 – PRELIMINARY PLAT/OVERALL SITE PLAN
C2.00 – GRADING AND DRAINAGE
C4.00 – UTILITY PLANS
C5.00 – DETAILS
C5.30 – UTILITY DETAILS
C5.31 – UTILITY DETAILS

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
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COVER
PLANNING COMMISSION SET
COLUMBIA CTR OUT PARCEL BUILDING
800 S JAMES CAMPBELL BLVD
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DRAWN BY:	DMO	CHKD BY:	PDA

GENERAL NOTES

1. EXISTING BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY GSA AND NV5.
2. BIDDER HAS VISITED THE SITE, BECOME FAMILIAR WITH LOCAL CONDITIONS UNDER WHICH WORK IS TO BE DONE, AND HAS CORRELATED THE BIDDER'S PERSONAL OBSERVATIONS WITH REQUIREMENTS OF CONTRACT DOCUMENTS. CONTRACTOR WILL NOT BE GIVEN EXTRA PAYMENT FOR DIFFERENCES BETWEEN SURVEY AND SITE CONDITIONS THAT MAY BE ENCOUNTERED.
3. CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE, AND LOCAL CODES, OBTAIN, AT ITS OWN EXPENSE, ALL PERMITS AND PAY ALL FEES REQUIRED PRIOR TO BEGINNING WORK.
4. THE CONTRACTOR SHALL CALL 811 OR VISIT call811.com/811-your-state AT LEAST 3 WORKING DAYS PRIOR TO ALL EXCAVATION AND/OR DEMOLITION.
5. THE OWNER DOES NOT ASSUME RESPONSIBILITY FOR THE POSSIBILITY THAT DURING CONSTRUCTION, UTILITIES OTHER THAN THOSE SHOWN MAY BE ENCOUNTERED OR THAT ACTUAL LOCATIONS OF THOSE SHOWN MAYBE DIFFERENT FROM THE LOCATIONS DESIGNATED ON THE CONTRACT DRAWINGS. IN AREAS WHERE IT IS NECESSARY THAT THE EXACT LOCATION BE KNOWN OF UNDERGROUND FACILITIES, THE CONTRACTOR, AT ITS OWN EXPENSE, SHALL FURNISH ALL LABOR AND TOOLS TO EITHER VERIFY AND SUBSTANTIATE OR DEFINITIVELY ESTABLISH THE POSITIONS OF UNDERGROUND UTILITY LINES.
6. ALL DAMAGE TO EXISTING ASPHALT PAVEMENT TO REMAIN WHICH RESULTS FROM NEW CONSTRUCTION SHALL BE REPLACED WITH LIKE MATERIALS AT CONTRACTOR'S EXPENSE.
7. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL FLAG AND PROTECT ALL TREES TO REMAIN IN ACCORDANCE WITH THE SPECIFICATIONS. DO NOT OPERATE OR STORE HEAVY EQUIPMENT, NOR HANDLE OR STORE MATERIALS, WITHIN THE DRIPLINES OF TREES OR OUTSIDE THE LIMIT OF GRADING.
8. TREE PROTECTION SHALL CONSIST OF THE FOLLOWING STEPS:
   A. CONTRACTOR SHALL HIRE A LICENSED LANDSCAPE CONTRACTOR TO OVERSEE TREE PROTECTION.
   B. PRIOR TO ALL GRADING OPERATIONS, LOCATE TREES TO BE PROTECTED AND NEATLY CUT ROOTS TO A DEPTH OF 30" AT THE DIMENSIONED LIMITS SHOWN USING A UTILITY TRENCHING MACHINE.
   C. TREAT EXPOSED ROOTS WITH A HORTICULTURAL TREE PRUNING PROTECTION PRODUCT.
   D. PRUNE TREE LIMBS BY THE SAME PROPORTIONAL PERCENTAGE AS TREE ROOTS REMOVED (i.e. 25% OF ROOTS REMOVED SHALL RESULT IN 25% OF TREE LIMBS REMOVED). IT IS THE OWNER'S INTENT TO PRESERVE ALL OF THE EXISTING SITE VEGETATION OUTSIDE THE LIMITS OF GRADING.
12. ALL TREES ARE TO BE PROTECTED AND SAVED IF THEY FALL OUTSIDE THE LIMITS OF GRADING, EVEN IF THEY ARE NOT LOCATED OR IDENTIFIED ON THE SURVEY.
13. SELECTIVE CLEARING BEYOND THE LIMIT OF GRADING SHALL CONSIST OF REMOVAL OF HONEYSUCKLE, HERBACEOUS SHRUBS, POISON IVY. AND NOXIOUS WEEDS. GRASS SHALL BE SOWN ON THE WHOLE SITE AFTER PREPARATION, AS NOTED IN THE SPECIFICATIONS.
14. THE CONTRACTOR SHALL, AT ITS OWN EXPENSE, REPAIR ALL DAMAGE CAUSED BY CONSTRUCTION OR THE CONSTRUCTION PROCESS. ALL DAMAGE SHALL BE REPAIRED ACCORDING TO CURRENT LOCAL STANDARDS AND SPECIFICATIONS. COORDINATE ALL CONSTRUCTION WITH THE APPROPRIATE COMPANY.
15. EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR OFF THE OWNER'S PROPERTY AT NO ADDITIONAL COST, IN A LEGAL MANNER.
16. THE CONTRACTOR SHALL CHECK EXISTING GRADES, DIMENSIONS, AND INVERTS IN THE FIELD AND REPORT ALL DISCREPANCIES TO THE ARCHITECT/ENGINEER PRIOR TO BEGINNING WORK.
17. IN THE EVENT OF ANY DISCREPANCIES FOUND IN THE DRAWINGS OR IF PROBLEMS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT/ENGINEER BEFORE PROCEEDING WITH THE WORK.
18. PROVIDE AS-BUILT DRAWINGS WHICH INCLUDE AT LEAST TWO DIMENSIONS TO EACH VALVE AND MANHOLE FROM KNOWN SITE FEATURES. DRAWINGS SHALL INCLUDE VERTICAL AND HORIZONTAL INFORMATION ON ALL NEW UTILITIES AS WELL AS EXISTING UTILITIES ENCOUNTERED. AN AS-BUILT SURVEY SHALL BE PROVIDED FOR NEW SIDEWALK RAMP. AS-BUILT DRAWINGS TO BE DISTRIBUTED TO THE ARCHITECT/ENGINEER UPON COMPLETION.
19. GUARD REFERENCE POINTS STAKED IN THE FIELD. ALL REFERENCE POINTS THAT ARE DESTROYED OR LOST SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

DEMOLITION NOTES

1. CONTRACTOR TO OBTAIN ALL NECESSARY DEMOLITION AND TREE REMOVAL PERMITS FROM AUTHORITIES HAVING JURISDICTION PRIOR TO START OF SITE DEMOLITION.
2. VERIFY THE CLEARING LIMITS AND FIELD CONDITIONS BEFORE BIDDING THIS PROJECT. NO EXTRAS WILL BE ALLOWED DUE TO THE IRREGULAR SURFACE CONDITIONS THAT MAY BE ENCOUNTERED ON THIS SITE.
3. DEMOLITION AND REMOVAL OPERATIONS SHALL COMMENCE ONLY AFTER ALL EROSION AND SEDIMENTATION CONTROL MEASURES ARE IN PLACE AND FUNCTIONAL.
4. PROVIDE NEAT AND STRAIGHT SAW CUTS OF EXISTING PAVEMENT ALONG ALL LIMITS OF PAVEMENT DEMOLITION.
5. ALL DEMOLISHED MATERIALS BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE DESIGNATED. DISPOSE OF OFF THE OWNER'S PROPERTY IN A LEGAL MANNER.
6. ALL PAVEMENT BASE COURSES, SIDEWALK, CURBS, BUILDINGS, FOUNDATIONS, ETC. IN THE AREA TO BE REMOVED SHALL BE REMOVED TO FULL DEPTH. EXISTING BASE COURSE MATERIALS MAY BE WORKED INTO THE NEW PAVEMENT OR BUILDING SUBGRADE PROVIDED THAT THE GRADATION, CONSISTENCY, COMPACTION, SUBGRADE CONDITION, ETC. ARE IN ACCORDANCE WITH THE SPECIFICATIONS. BASE COURSE MATERIALS SHALL NOT BE WORKED INTO THE SUBGRADE OF AREAS TO RECEIVE PLANTING.
7. THE CONTRACTOR SHALL USE WATER SPRINKLING AND OTHER SUITABLE METHODS AS NECESSARY TO CONTROL DUST AND DIRT CAUSED BY THE DEMOLITION WORK.
8. ALL ITEMS OF CONSTRUCTION REMAINING AND SPECIFICALLY MENTIONED THAT INTERFERE WITH THE NEW CONSTRUCTION SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ARCHITECT/ENGINEER.
8. CAVITIES LEFT BY STRUCTURE REMOVAL SHALL BE BACKFILLED WITH SATISFACTORY MATERIAL AND COMPACTED TO 98% OF MAXIMUM DENSITY PER ASTM D698.
9. PAVEMENT MARKINGS TO BE REMOVED SHALL BE PAINTED OVER TO MATCH PAVEMENT OR REMOVED WITH WIRE BRUSHING.
10. EXCEPT AS SHOWN, NO TREES SHALL BE REMOVED AND/OR VEGETATION REMOVED WITHOUT APPROVAL OF THE OWNER/ENGINEER.

WATER AND SEWER NOTES

1. ALL WATER AND/OR SEWER SERVICES, ALONG WITH APPURTENANCES, SHALL BE INSTALLED IN ACCORDANCE WITH SPECIFICATIONS AND STANDARD DETAILS OF CPWS AND CITY OF COLUMBIA.
2. ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE BY CORING AND RESILIENT CONNECTOR METHOD.
3. VERTICAL DOUBLE CHECK VALVE ASSEMBLIES, THAT ARE LOCATED IN INTERIOR ROOMS, CAN ONLY BE USED FOR FIRE SERVICES.
4. ALL WATER METERS SHALL BE A MINIMUM OF 24" NOT TO EXCEED A MAXIMUM OF 28" BELOW FINISHED GRADE.
5. IRRIGATION LINE SHALL BE COPPER FROM THE METER TO THE BACKFLOW PREVENTER.
6. THE MINIMUM FEES OUTLINED IN THE CAPACITY LETTER MUST BE PAID BEFORE COMMERCIAL CONSTRUCTION PLANS CAN BE REVIEWED.
7. ALL SEWER SERVICES SHALL BE MINIMUM 6" IN DIAMETER, FROM CONNECTION AT THE MAIN UNTIL THE FIRST CLEAN OUT ASSEMBLY.
8. BACKFLOW DEVICE TO REMAIN ACCESSIBLE AT ALL TIMES.
9. PLAN SIZE SHALL BE 24" x 36", SHALL SHOW CONTOURS AROUND THE METER BOXES.
10. ANY UNUSED EXISTING WATER METERS MUST BE CUT AND CAPPED AT THE PUBLIC MAIN.
11. ALL LEAD OR GALVANIZED WATER SERVICE LINES ENCOUNTERED WITH THIS PROJECT SHALL BE REINSTATED WITH COPPER OR LIKE SIZE FROM THE WATER MAIN TO THE METER BOX.
12. DOMESTIC AND IRRIGATION WATER METERS AND ASSOCIATED APPURTENANCES SHALL NOT BE PLACED IN OR UNDER A PAVED OR IMPROVED SURFACE OTHER THAN THE PORTION OF THE SERVICE LOCATED WITHIN THE RIGHT OF WAY.
13. SANITARY SEWER TAPS SHALL BE PLACED AT THE LOWEST ADJACENT SEWER MAIN ELEVATION FOR EACH PREMISES AND SHALL NOT BE LOCATED IN OR UNDER A PAVED OR IMPROVED SURFACE OTHER THAT THE PORTION WITHIN THE RIGHT OF WAY.

GRADING AND DRAINAGE NOTES

1. STRIP AVAILABLE TOPSOIL AND STORE ON SITE. INSTALL SILTATION CONTROL (SILT FENCE) AROUND SOIL STOCKPILES, AS NEEDED. CONTRACTOR TO FURNISH ADDITIONAL TOPSOIL OR REMOVE EXCESS TOPSOIL AT NO ADDITIONAL EXPENSE TO THE OWNER.
2. PROVIDED TEMPORARY SEEDING ON STOCKPILES AND ALL OTHER AREAS OF THE SITE THAT WILL REMAIN UNDISTURBED FOR 30 DAYS OR MORE.
3. PLACE TOPSOIL AND APPLY SEED AND MULCH TO ALL DISTURBED AREAS. PLACE AND RAKE TOPSOIL TO A MINIMUM DEPTH OF SIX (6) INCHES IN AREAS TO RECEIVE LANDSCAPING.
4. IT IS THE OWNER'S INTENT TO PRESERVE ALL OF THE EXISTING SITE VEGETATION OUTSIDE THE LIMITS OF GRADING.
5. ALL GRADED AREAS SHALL BE SEEDED AND MULCHED WITHIN 14 DAYS AFTER GRADING IS COMPLETED, SLOPES 3:1 AND STEEPER WITHIN 7 DAYS.
6. ALL DRAINAGE STRUCTURES, PIPES WITHIN THE LIMITS OF CONSTRUCTION, AND DETENTION PONDS SHALL HAVE SEDIMENT REMOVED PRIOR TO FINAL ACCEPTANCE.
7. TOP OF GRATE ELEVATIONS FOR CURB INLETS ARE GIVEN TO THE CENTER OF THE INLETS AT THE FACE OF CURB. THE GRATES SHALL SLOPE LONGITUDINALLY WITH THE PAVEMENT GRADE. ADJUST THE CASTING TO FALL ALONG THE CURB LINE.
8. SPOT ELEVATIONS AND CONTOURS REPRESENT PROPOSED FINISHED GRADE AND TOP OF FINISHED PAVEMENT.
9. CONTRACTOR SHALL VERIFY EXISTING ELEVATIONS AND INVERTS PRIOR TO BEGINNING WORK.
10. CONTOUR LINES AND SPOT ELEVATIONS ARE THE RESULT OF A DETAILED ENGINEERING GRADING DESIGN AND REFLECT A PLANNED INTENT WITH REGARD TO DRAINAGE. SHOULD THE CONTRACTOR HAVE QUESTIONS OF THIS INTENT OR PROBLEMS WITH CONTINUITY OF GRADES, THE ARCHITECT/ENGINEER SHALL BE CONTACTED PRIOR TO BEGINNING WORK.
11. 11. ALL CURBS AND SIDEWALKS SHALL BE BACKFILLED WITH TOPSOIL, SEEDED AND MULCHED, UNLESS OTHERWISE NOTED.

SITE NOTES

1. THE FOLLOWING IS A MINIMUM CONSTRUCTION SEQUENCE FOR SITE WORK. IF FURTHER MEASURES ARE NEEDED, THE CONTRACTOR SHALL FURNISH AT NO ADDITIONAL COST TO THE PROJECT:
   A. INSTALL EROSION/SILTATION CONTROLS AS DESIGNATED ON PLANS.
   B. CONSTRUCT DETENTION BASIN(S) AND STRUCTURE(S), IF REQUIRED.
   C. GRADE THE ROADWAY AND BUILDING AREAS.
2. CONSTRUCT STORM DRAINS AND DRAINAGE STRUCTURES. INSTALL SILTATION CONTROL MEASURES TO PREVENT SOIL FROM WASHING INTO STORM DRAINAGE STRUCTURES.
3. PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING PAVEMENT AND NEW PAVEMENT. FIELD ADJUSTMENT OF FINAL GRADES MAY BE NECESSARY. INSTALL ALL UTILITIES PRIOR TO INSTALLATION OF PAVEMENT.
4. DIMENSIONS AND RADII ARE TO THE FACE OF CURB, EDGE OF CONCRETE, OR TO THE FACE OF BUILDING UNLESS OTHERWISE NOTED.
5. COORDINATES ARE FOR FACE OF BUILDING, CENTER LINES OF DRIVEWAYS, CENTER OF SANITARY SEWER MANHOLES, AND CENTER AT FACE OF CURB ON CURB INLETS, UNLESS OTHERWISE NOTED.
6. VERIFY THE CLEARING LIMITS AND FIELD CONDITIONS BEFORE BIDDING THIS PROJECT. NO EXTRAS WILL BE ALLOWED DUE TO THE IRREGULAR SURFACE CONDITIONS THAT MAY BE ENCOUNTERED ON THIS SITE.

EROSION PREVENTION AND SEDIMENT CONTROL

1. THE RECEIVING WATER/STORM SEWER OPERATOR IS CITY OF COLUMBIA.
2. CONSTRUCTION SHALL BE SEQUENCED TO MINIMIZE EXPOSURE TIME OF CLEARED SURFACE AREA. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE AND FUNCTIONAL PRIOR TO EARTH MOVING OPERATIONS. ALL CONTROL MEASURES SHALL BE CHECKED AND REPAIRED AS NECESSARY, AT MAXIMUM 14 CALENDAR DAYS IN DRY PERIODS, AND WITHIN 24 HOURS OF ALL RAINFALL EXCEEDING 0.25 INCH PER 24 HOUR PERIOD.
3. THE CONTRACTOR SHALL DESIGNATE IN WRITING THE NAME AND PHONE NUMBER OF THE INDIVIDUAL RESPONSIBLE FOR EROSION AND SEDIMENT CONTROLS.
4. PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE REMOVED MORE THAN 20 CALENDAR DAYS PRIOR TO GRADING. ALL GRADED AREAS EXPECTED TO REMAIN UNFINISHED AND UNWORKED FOR MORE THAN 7 CALENDAR DAYS SHALL BE COVERED WITH TEMPORARY GRASS, SOD, STRAW, MULCH OR FABRIC MATERIAL. PERMANENT SOIL STABILIZATION SHALL BE INSTALLED WITHIN 15 CALENDAR DAYS OF FINAL GRADING.
5. THE CONTRACTOR SHALL MAINTAIN RECORDS OF EROSION CONTROL INSPECTIONS AND REPAIRS FOR A MINIMUM OF 3 YEARS AFTER COMPLETION OF CONSTRUCTION.
6. TEMPORARY SEEDING FOR TENNESSEE PROJECTS INCLUDE THE FOLLOWING OPTIONS;
   A. JAN 1-MAY 1 ITALIAN RYE/KOREAN LESPEDEZA/SUMMER OATS
   B. MAY 1-JULY 15 SUDAN OR STARR MILLET
   C. JULY 15-JAN 1 BALBOA RYE/ITALIAN RYE
9. SILT BARRIERS AND SEDIMENT TRAPS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN APPROXIMATELY 50% FILLED.
10. STOCKPILES SHALL BE STABILIZED AND PROTECTED FROM EROSION.
11. UPON COMPLETION OF SITE STABILIZATION, THE OWNER AND CONTRACTOR SHALL PROVIDE A NOTICE OF TERMINATION (NOT) FOR THE PROJECT TO THE LOCAL ENVIRONMENTAL ASSISTANCE CENTER. A COPY OF THE NOTICE OF TERMINATION SHALL BE PROVIDED TO THE ENGINEER.
12. COMPLY WITH ALL LOCAL AND STATE SOIL EROSION AND SEDIMENT CONTROL REQUIREMENTS. PREVENT ALL SOIL EROSION ONTO PUBLIC ROADS OR INTO EXISTING DRAINAGE DITCHES OR WATERWAYS AS PER INSTRUCTIONS IN THE APPROVED STATE STORM WATER POLLUTION PREVENTION PLAN (SWPPP). ALL SOIL EROSION AND SEDIMENT CONTROL COSTS, AS WELL AS REGULAR INSPECTIONS BY A STATE CERTIFIED INSPECTOR, SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE INCLUDED IN THE PROJECT BID.
13. MAINTAIN CRUSHED STONE AT THE SITE ACCESS. CONSTRUCTION VEHICLES SHALL NOT TRACK SOIL ONTO PUBLIC STREETS.
14. INSTALL AND MAINTAIN EROSION/SILTATION CONTROL DEVICES, AS DESIGNATED ON THE PLAN, UNTIL ADEQUATE VEGETATION IS PRESENT TO PREVENT EROSION.
15. ALL LOCATIONS OF TEMPORARY EROSION CONTROL DEVICES SHALL BE SUBJECT TO ADJUSTMENT.
16. WHEN THE TEMPORARY EROSION CONTROL DEVICES ARE NO LONGER REQUIRED THEY SHALL BE REMOVED.
17. EXISTING DETENTION POND SHALL BE CLEANED TO THE ORIGINAL DESIGN CONTOURS AND RESTABILIZED AFTER THE CONSTRUCTION SITE IS STABILIZED AT THE END OF PROJECT.
18. REPLACE DAMAGED AND WORN OUT SILT BARRIERS.

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
594 Autumn Springs Court, Suite A-6
Franklin, TN 37067
615-716-0483
SAN DIEGO • NASHVILLE • PHOENIX • ORLANDO
SWS ENGINEERING, INC.
CERTIFICATE OF AUTHORIZATION

DATE: 7/17/2025 8:00:10 PM BY: PRESTON AYER
FILE: C:\Users\PrestonAyer\SWS Engineering, Inc\2024 Projects - Documents\24-196T (PW)\Construction\Civil Plans\Plan Sheets\24-196T_CP-CIVIL.dwg

PRESTON D. AYER
REGISTERED ENGINEER
CIVIL
No. 120776
STATE OF TENNESSEE

Tennessee811
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CIVIL NOTES

PLANNING COMMISSION SET

COLUMBIA CTR OUT PARCEL BUILDING

800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C0.01

DATE: 08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA

DEMOLITION LEGEND

1. REMOVE EXISTING ASPHALT
2. REMOVE EXISTING STRIPING
3. REMOVE EXISTING CURB
4. REMOVE EXISTING LIGHT POLE/ASSOCIATED ELECTRICAL LINES, RE-ROUTE AS NECESSARY PER SITE ELECTRIC PLAN
5. REMOVE EXISTING STORM STRUCTURE
6. REMOVE/ABANDON EXISTING STORM LINE
7. REMOVE/ABANDON EXISTING WATER LINE
8. REMOVE/ABANDON EXISTING GAS LINE
9. SAWCUT LINE

CUT POINT

LOT LINE

GRATE INLET
TOP EL: 650.69'
12" RCP OUT: 644.22'
12" RCP OUT: 644.06'

GRATE INLET
TOP EL: 646.72'
18" RCP OUT: 642.72'

GRATE INLET
TOP EL: 646.05'
18" RCP IN: 640.57' NW
18" RCP IN: 640.50' E
18" RCP IN: 640.64' SE
36" RCP OUT: 640.44'

ONLY

N47°06'39"E 9.93'

S04°W 390.20'
390.20'

S79°37'25"W 57.55'

SITE

JAMES M. CAMPBELL BLVD S

SITE KEY

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

20' 10' 0' 20' 40'
SCALE IN FEET
GRAPHIC SCALE 1"=20'

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DATE: 7/17/2025 8:01:02 PM BY: PRESTON AYER
FILE: C:\Users\PrestonAyer\SWS Engineering, Inc\SWS Engineering\24-196T\PROJECT\Construct\Civil\Planset Plans\24-196T_CP-C0.03 Existing Conditions and Demo Plan.dwg

PRESTON D. AYER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 124779
STATE OF TENNESSEE

Tennessee811
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EXISTING CONDITIONS AND DEMO PLAN

PLANNING COMMISSION SET

COLUMBIA CTR OUT PARCEL

800 S. JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

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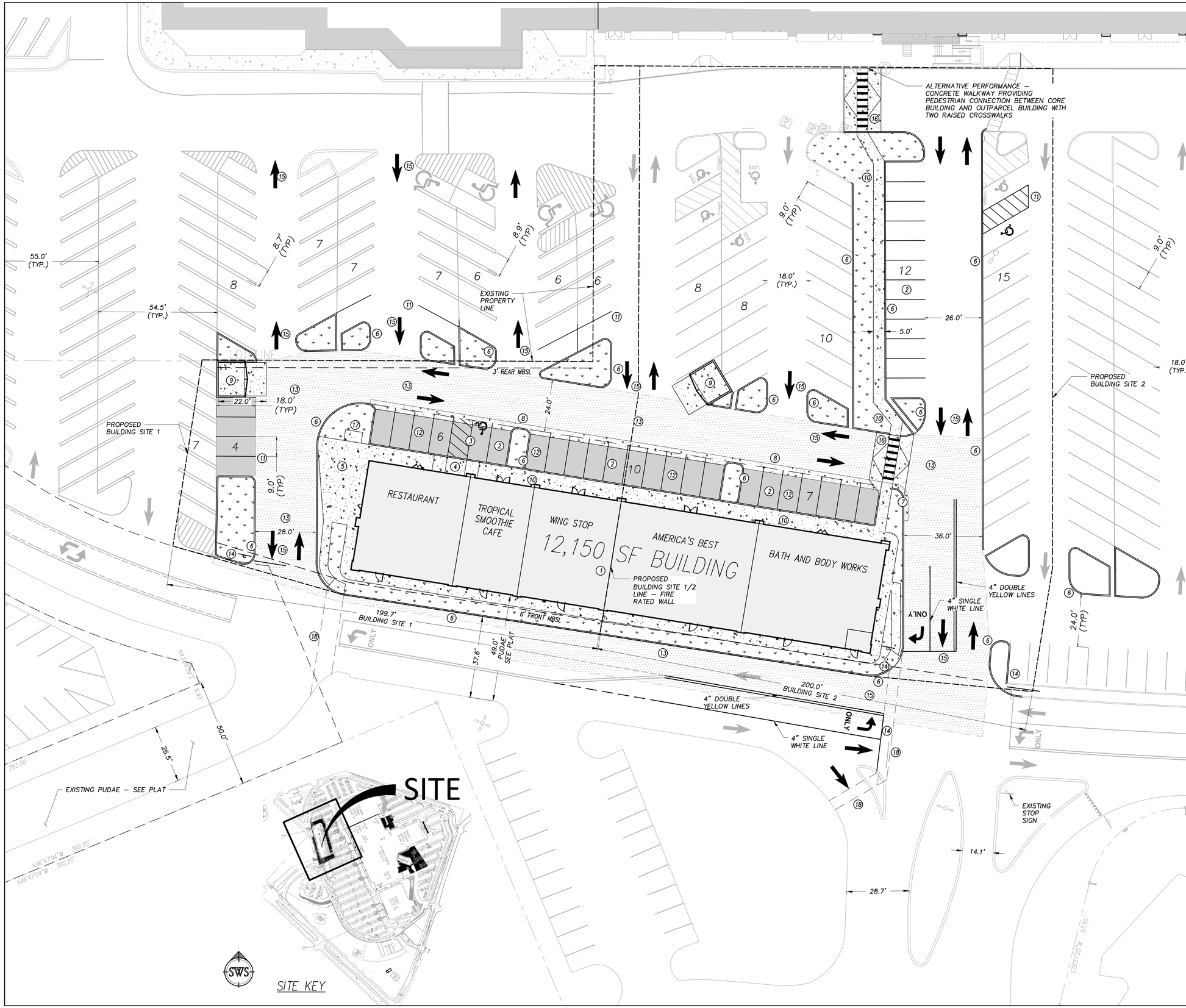

SITE LEGEND

- ASPHALT
- HEAVY DUTY ASPHALT
- BUILDING
- CONCRETE
- LANDSCAPING

1. PROPOSED BUILDING
2. 9'X18' PARKING SPACE
3. ADA PARKING SPACE, #1/C5.00
4. ADA CURB RAMP
5. CONCRETE PATIO AREA
6. CONCRETE CURB, #4/C5.00
7. CONCRETE CURB AND GUTTER, #4/C5.00
8. CONCRETE VALLEY GUTTER, #5/C5.00
9. DUMPSTER ENCLOSURE BLOCK WALL W/ SIDE ACCESS DOOR, #3/C5.00
10. CONCRETE WALKWAY, #6/C5.00
11. PARKING SPACE STRIPING
12. ASPHALT PAVING, #2/C5.00
13. MILL AND OVERLAY ASPHALT PAVING, #2/C5.00
14. STOP BAR/SIGN
15. PAINTED TRAFFIC ARROW
16. RAISED CROSSWALK
17. BIKE RACK
18. POTENTIAL FUTURE PEDESTRIAN CROSSWALK LOCATION

SITE DATA TABLE

PROPOSED LAND USE:	12,150 SF RETAIL BUILDING
ZONE:	CD4C
ACREAGE:	30.44 ACRES –1,308,729 SF
DENSITY ALLOWED:	24 DU UNITS PER ACRE – 24 UNITS
DENSITY PROPOSED:	5 UNITS PER ACRE – 5 UNITS
MAX BLOCK PERIMETER :	2400 FT
BLOCK PERIMETER PROPOSED:	950 FT
PRINCIPAL BUILDING:	1 MAX
PRINCIPAL BUILDING PROPOSED:	1
ACCESSORY BUILDINGS ALLOWED:	1
ACCESSORY BUILDINGS PROPOSED:	0
LOT WIDTH MAX (COMMERCIAL):	200 FT BUILDING SITES
LOT WIDTH PROPOSED:	2 BUILDING SITES – 119' AND 126' WIDTHS
FRONTAGE BUILDOUT (COMMERCIAL):	40%
FRONTAGE BUILDOUT PROPOSED:	240/355 = 67%
EXISTING IMP. SURFACE PARCEL:	74.6%
EXISTING PERVIOUS AREA:	7.6 ACRES
IMPERVIOUS SURFACE PROPOSED:	6900 SF IMP. REDUCTION
IMP. SURFACE PROPOSED:	7.76 AC. = 74.2% < 80%
BUILDING SITE ENFRONTMENT:	PRIVATE INTERNAL DRIVE WITH PUDAE
BUILDING SITE ACCESS:	ACCESS EASEMENTS THROUGH PRIVATE INTERNAL DRIVE FROM JAMES CAMPBELL TO SHADY BROOKE
PARKING REQUIRED:	1 SPACE PER 100 SF RESTAURANT – 5900 SF = 59 SPACES 1 SPACE PER 500 SF RETAIL – 6100 SF = 13 SPACES 72 SPACES TOTAL
PARKING PROVIDED:	134 (INCLUDING 47 IN SHARED PARKING AGREEMENT WITH COLUMBIA POWER SPORTS PARCEL)
1245 SPACES – SHARED PARKING AGREEMENT WITH OVERALL PARCEL PARKING	
FRONT SETBACK:	6FT, 11FT PROVIDED
SIDE SETBACK:	0FT
REAR SETBACK:	3FT, 46FT PROVIDED

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

20' 10' 0' 20' 40'
SCALE IN FEET
GRAPHIC SCALE 1"=20'

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DATE:7/17/2025 3:39:13 PM BY:PRESTON.AYER
FILE:C:\Users\preston.ayer\Documents\Engineering\2024\Project Files\24-196T\PW\01\Construct\Civil\Parcel Plan\24-196T_C1.00 Site Plan.dwg

PRESTON D. AYER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 124770
STATE OF TENNESSEE

Tennessee811
Know what's below. Call before you dig.

SITE PLAN
COLUMBIA CTR OUT PARCEL BUILDING

PLANNING COMMISSION SET
800 S. JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C1.00
DATE: 08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA

DEVELOPMENT SUMMARY

SITE ADDRESS:	800 S JAMES CAMPBELL BLVD. COLUMBIA, TN 38401
TOTAL AREA:	30.44 ACRES –1,308,729 SF
OWNER:	HIGHLAND CAPITAL GROUP 600 12TH AVENUE S. UNIT 816, NASHVILLE TN
ENGINEER:	PRESTON AYER, P.E. SWS ENGINEERING, INC. 504 AUTUMN SPRINGS CT, #6 FRANKLIN, TN 37067 951–704–0890
FEMA FIRMS:	THIS PARCEL RESIDES IN 47119C0285E, EFFECTIVE 04/16/2017, ZONE X

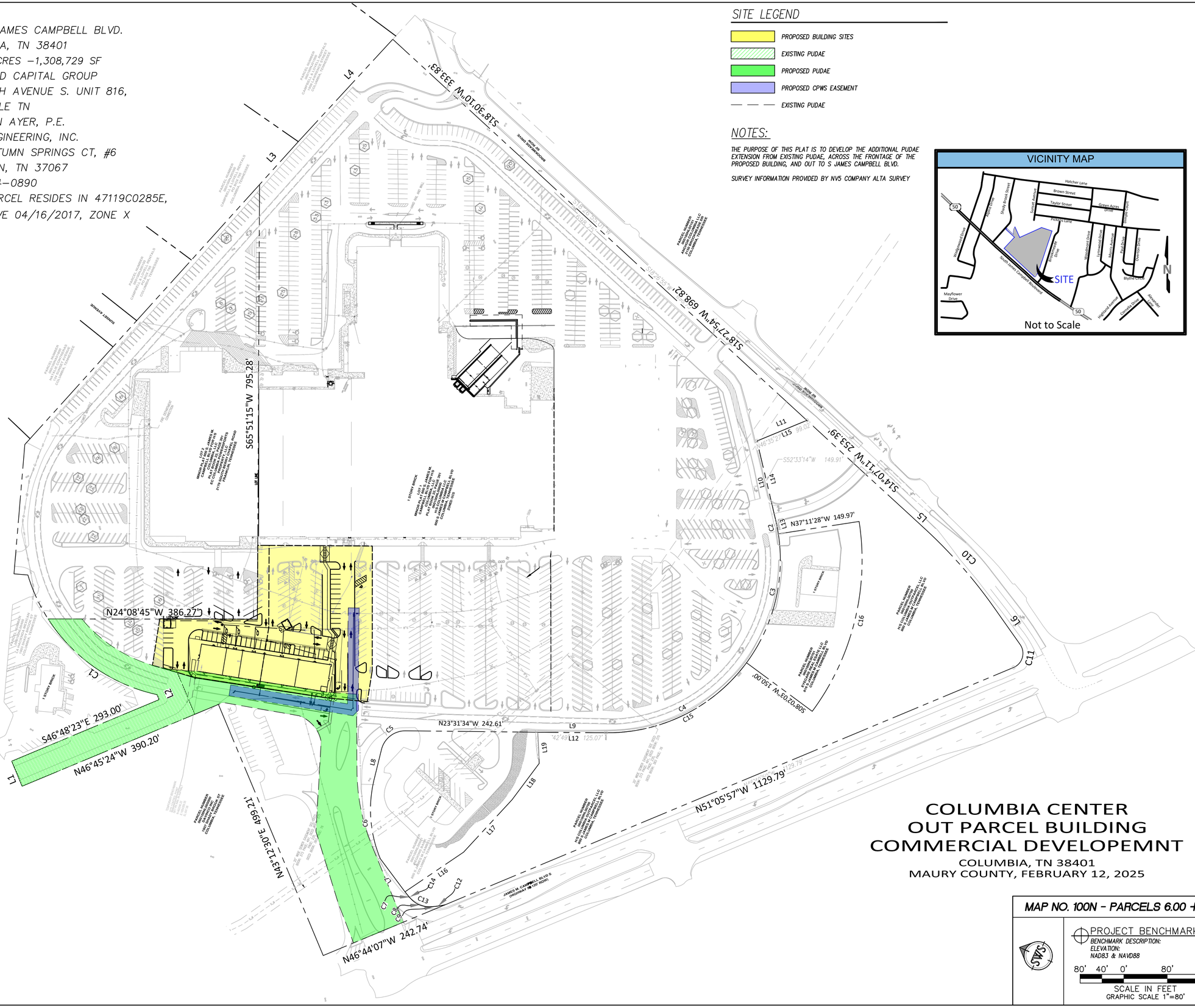
SITE LEGEND

- PROPOSED BUILDING SITES
- EXISTING PUDAE
- PROPOSED PUDAE
- PROPOSED CPWS EASEMENT
- EXISTING PUDAE

NOTES:

THE PURPOSE OF THIS PLAT IS TO DEVELOP THE ADDITIONAL PUDAE EXTENSION FROM EXISTING PUDAE, ACROSS THE FRONTAGE OF THE PROPOSED BUILDING, AND OUT TO S JAMES CAMPBELL BLVD.

SURVEY INFORMATION PROVIDED BY NV5 COMPANY ALTA SURVEY



COLUMBIA CENTER
OUT PARCEL BUILDING
COMMERCIAL DEVELOPEMNT

COLUMBIA, TN 38401
MAURY COUNTY, FEBRUARY 12, 2025

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

80' 40' 0' 80' 80'
SCALE IN FEET
GRAPHIC SCALE 1"=80'

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
504 Autumn Springs Court, Suite A-6
Franklin, TN 37067
615-716-0683
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PRESTON D. AYER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 128279
STATE OF TENNESSEE

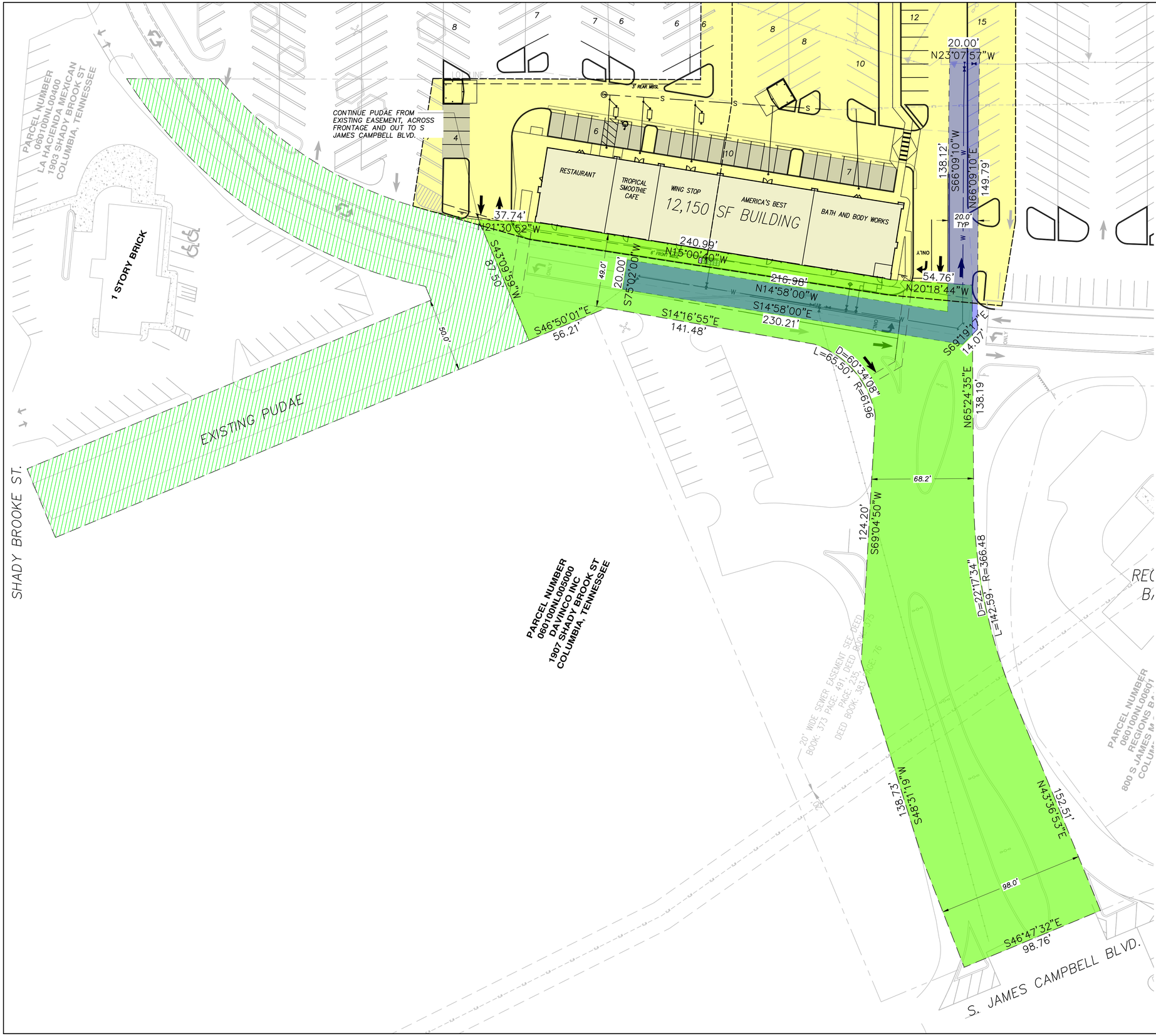
Tennessee811
Know what's below. Call before you dig.

PRELIMINARY PLAT/OVERALL SITE PLAN
PLANNING COMMISSION SET
COLUMBIA CTR OUT PARCEL BUILDING
800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C1.01
DATE: 08–06–24
JOB NO.: 24–196T

DRAWN BY:	DMO	CHKD BY:	PDA



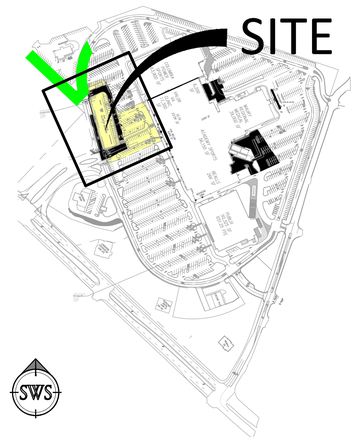
SITE LEGEND

- PROPOSED BUILDING SITES
- EXISTING PUDAE
- PROPOSED PUDAE
- PROPOSED CPWS EASEMENT
- EXISTING PUDAE

NOTES:

THE PURPOSE OF THIS PLAT IS TO DEVELOP THE ADDITIONAL PUDAE EXTENSION FROM EXISTING PUDAE, ACROSS THE FRONTAGE OF THE PROPOSED BUILDING, AND OUT TO S JAMES CAMPBELL BLVD.

SURVEY INFORMATION PROVIDED BY NV5 COMPANY ALTA SURVEY



SITE KEY

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

30' 15' 0' 30' 60'
SCALE IN FEET
GRAPHIC SCALE 1"=30'

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PRESTON D. AYER REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 120270 STATE OF TENNESSEE

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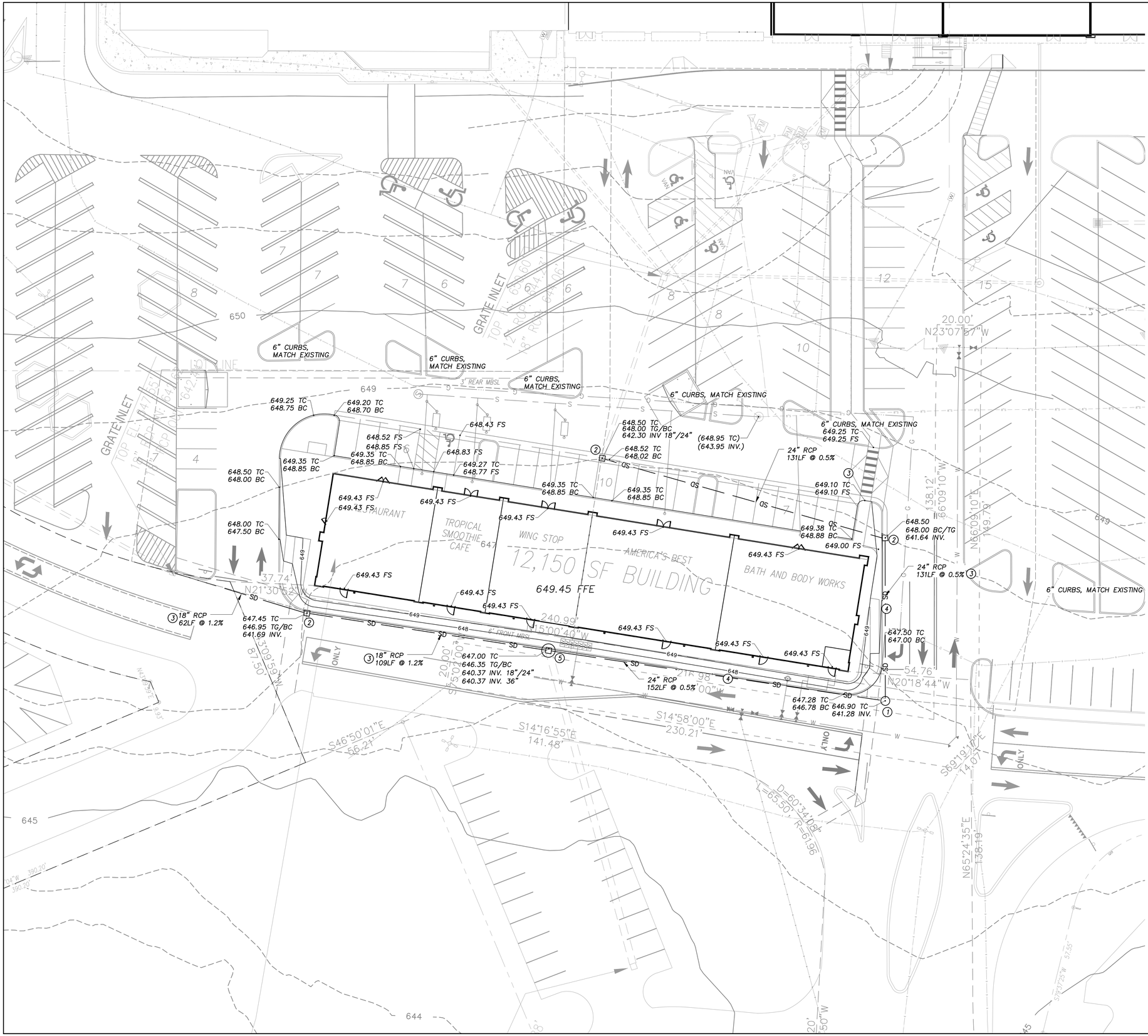
PRELIMINARY PLAT ENLARGED SITE PLAN
PLANNING COMMISSION SET
COLUMBIA CTR OUT PARCEL BUILDING
800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C1.02
DATE: 08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA


6" CURBS, MATCH EXISTING
GRATE INLET
TOP 647.43
12" RCP
8" RCP
649.25 TC
648.75 BC
649.20 TC
648.70 BC
648.43 FS
648.52 FS
648.85 FS
649.35 TC
648.85 BC
648.83 FS
649.27 TC
648.77 FS
648.50 TC
648.00 BC
649.43 FS
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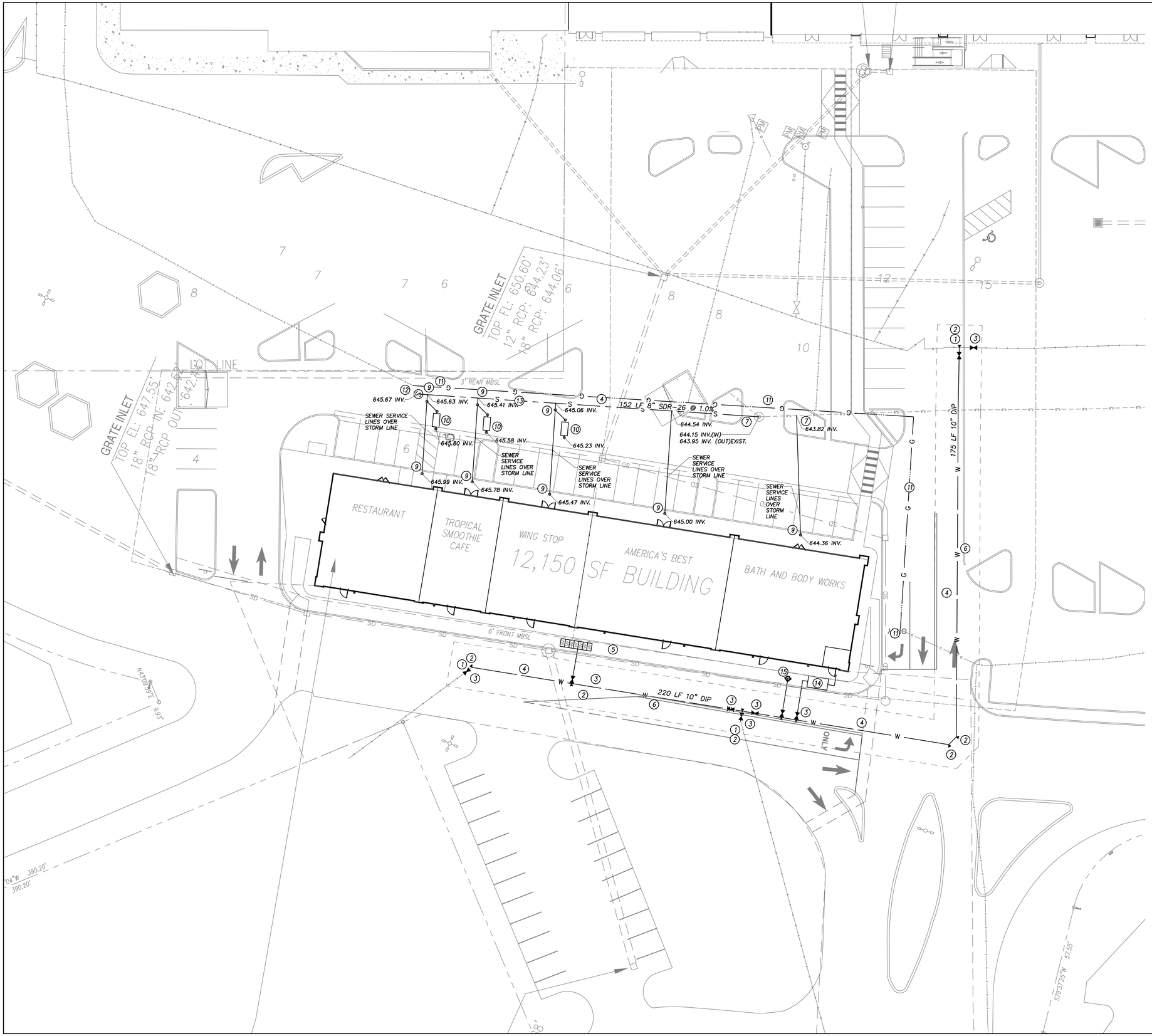
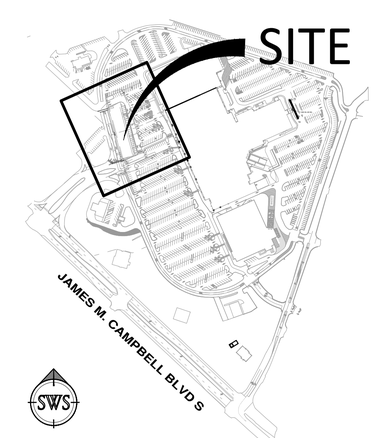
649.43 FS
649.43 FS
649.43 FS



UTILITY LEGEND

1. WATER MAIN CONNECTION POINT
2. CONCRETE THRUST BLOCK (TYP), #4,5/C5.30
3. GATE VALVE, #2/C5.30
4. TRENCH REPAIR, #1/C5.30
5. WATER METER BOX, 6 METERS, BACKFLOWS PROVIDED INTERNALLY AT EACH UNIT, #3/C5.31
6. 10" WATER MAIN, DIP
7. SEWER CONNECTION POINT
8. 6" SEWER SERVICE LINE, SDR-26
9. SEWER CLEANOUT (TYP), #1/C5.31
10. GREASE TRAP, 3 TOTAL
11. GAS LINE RE-ROUTE, COORDINATE WITH GAS COMPANY
12. SEWER MANHOLE
13. 8" SEWER MAIN SDR-26
14. FIRE METER AND VAULT, #4/C5.31
15. FIRE HYDRANT, #1/C5.31



SITE KEY

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

20' 10' 0' 20' 40'
SCALE IN FEET
GRAPHIC SCALE 1"=20'

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COMMERCE
NO. 128270
STATE OF TENNESSEE

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UTILITY PLAN

PLANNING COMMISSION SET

COLUMBIA CTR OUT PARCEL BUILDING

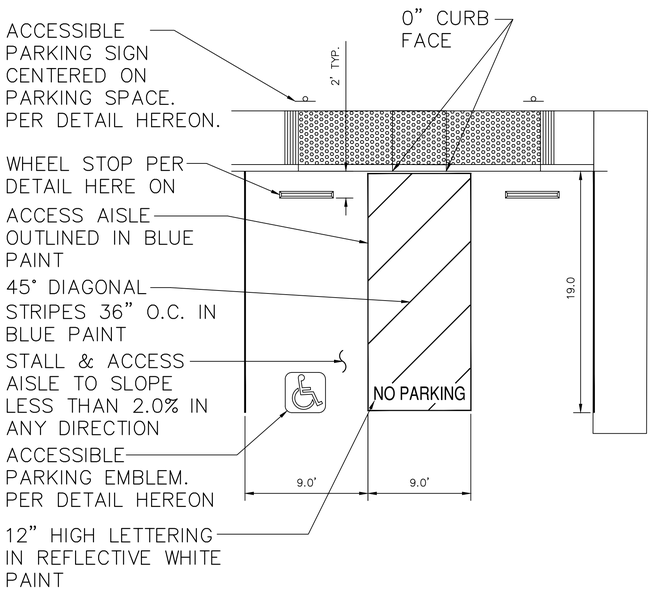
800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

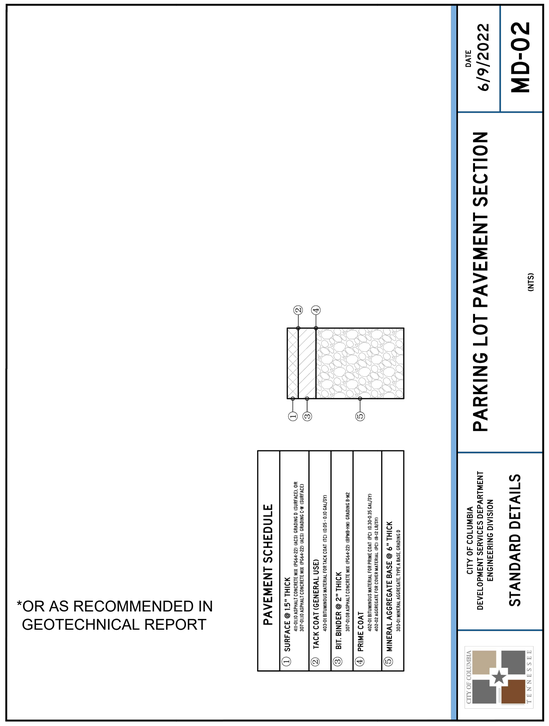
C4.00

DATE: 08-06-24
JOB NO.: 24-196T

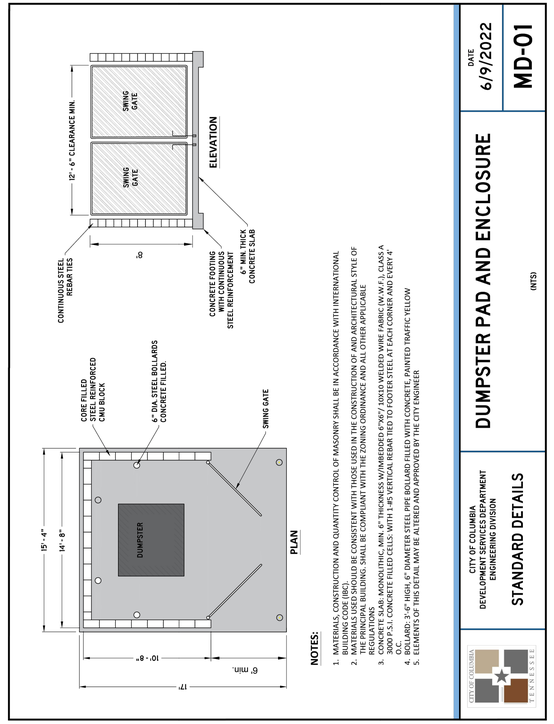
DRAWN BY:	DMO	CHKD BY:	PDA



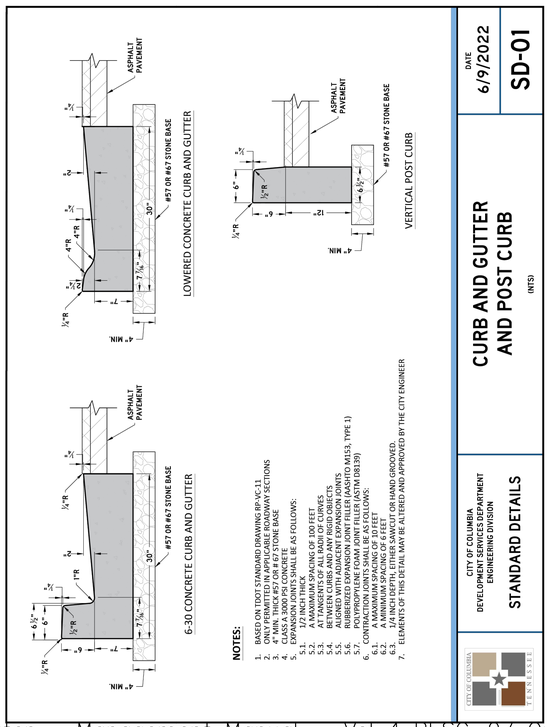
DETAIL #1 - ADA PARKING SPACE



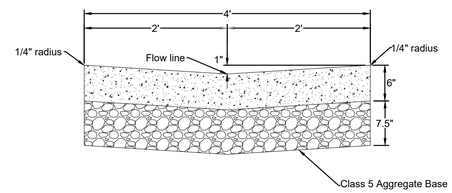
DETAIL #2 - ASPHALT PAVING



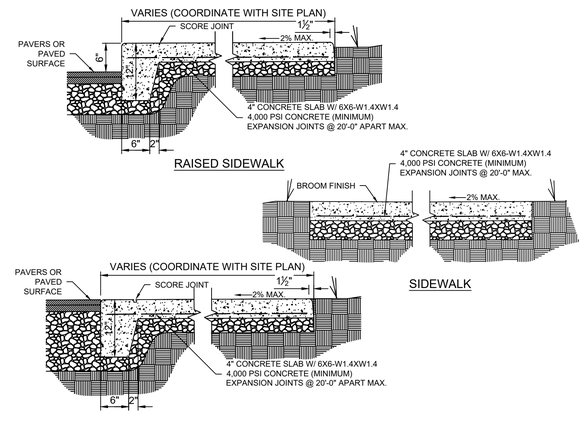
DETAIL #3 - DUMPSTER ENCLOSURE



DETAIL #4 - CURBS



DETAIL #5 - CONCRETE VALLEY GUTTER



DETAIL #6 - CONCRETE WALKWAYS

e.gov – Stormwater – Management Manual – Vol 4 PESC-07 Outlet Protection.pdf

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Franklin, TN 37067
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DATE: 7/27/2023, 3:59:42 PM BY: PRESTON AYER
FILE: C:\Users\PAyer\SWS Engineering\2024\Project Files\24-196T\MD00\Construct\Civil\Planset Plan\Sheet 24-196T_CP-C5.00 Details.dwg

PRESTON D. AYER
REGISTERED ENGINEER
AGRICULTURAL
COMMERCIAL
No. 120470
STATE OF TENNESSEE

Tennessee811
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DETAILS

PLANNING COMMISSION SET

COLUMBIA CTR OUT PARCEL BUILDING

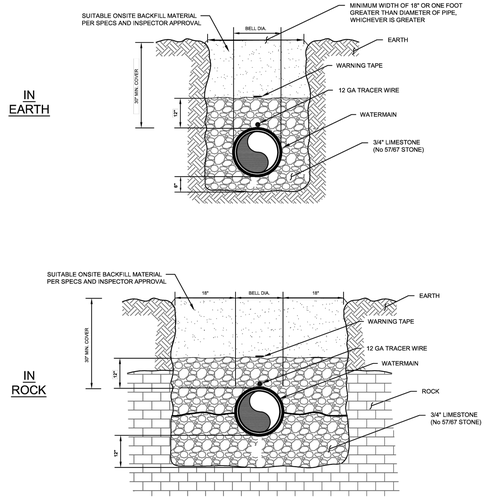
800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C5.00

DATE: 08-06-24
JOB NO.: 24-196T

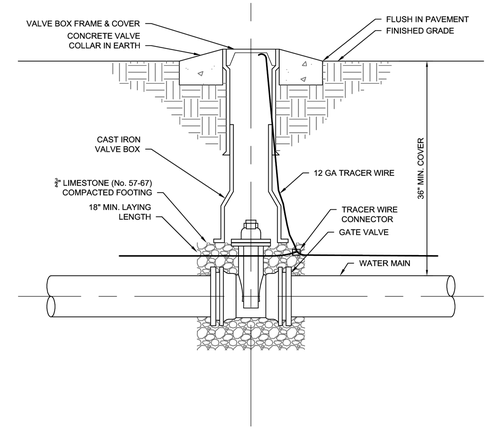
DRAWN BY:	DMO	CHKD BY:	PDA



NOTES:
1. **30" MINIMUM COVER IN TRAFFIC AREAS.**
2. **UNSUITABLE EARTH MATERIALS MAY REQUIRE OVER-EXCAVATION AND GRAVEL BEDDING AND HAUNCHING.**

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL: WATER LINE LAYING CONDITIONS IN ROCK OR EARTH	FIGURE NO.: CWS-1

DETAIL #1 - TRENCH REPAIR



NOTES:
1. ALL VALVE BOXES SHALL BE SET TO BE FLUSH WITH FINAL GRADES AND SHALL NOT BE COVERED WITH ANY PAVING, DIRT, SOD, GRASSING, AND/OR LANDSCAPING.
2. THIS DETAIL IS VALID FOR 16" AND SMALLER VALVE SIZES. FOR LARGER SIZES, SEE CONTRACT SPECS. OR CONFIRM WITH CPWS.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL: LINE VALVE SETTING	FIGURE NO.: CWS-2

DETAIL #2 - VALVE BOX

LENGTH TO BE RESTRAINED (L)

PIPE SIZE	HORIZONTAL BENDS				VERTICAL OFFSETS 45° BENDS		VALVES OR DEAD ENDS
	11.25°	22.5°	45°	90°	UPPER	LOWER	
6"	3 FT	6 FT	13 FT	30 FT	23 FT	4 FT	66 FT
8"	4 FT	8 FT	16 FT	38 FT	30 FT	6 FT	88 FT
10"	5 FT	9 FT	19 FT	45 FT	36 FT	7 FT	103 FT
12"	6 FT	11 FT	22 FT	53 FT	43 FT	8 FT	121 FT
16"	7 FT	14 FT	28 FT	66 FT	55 FT	10 FT	154 FT
20"	8 FT	16 FT	33 FT	79 FT	66 FT	12 FT	185 FT
24"	8 FT	16 FT	33 FT	79 FT	77 FT	15 FT	204 FT

REDUCERS

SIZE	L
6x4	34'
8x6	36'
8x4	62'
10x8	35'
10x6	63'
12x10	36'
12x8	64'
16x12	66'
16x10	92'
20x18	35'
20x16	66'
20x12	117'
24x20	56'
24x18	80'
24x16	101'

TEES

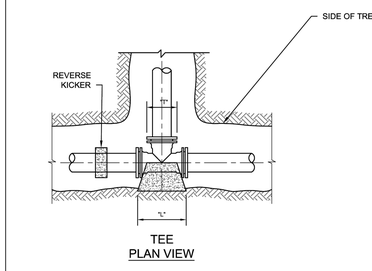
RUN	BRANCH	L
4"	4"	F.O.
4"	6"	10'
	<6"	F.O.
8"	8"	29'
	<8"	F.O.
10"	10"	45'
	8"	13'
	<8"	F.O.
12"	12"	62'
	10"	32'
	<8"	F.O.
16"	16"	94'
	12"	39'
	10"	5'
	<10"	F.O.
20"	20"	125'
	16"	76'
	12"	14'
	<12"	F.O.
24"	24"	124'
	20"	84'
	16"	36'
	<16"	F.O.

F.O. = FITTING ONLY

NOTES:
1. PIPE TO BE INSTALLED IN TRENCH AS PER LINE LAYING CONDITION DETAIL.
2. ALL BURIED PIPING SPECIFIED TO BE PRESSURE TESTED AND SHALL BE PROVIDED WITH MECHANICAL JOINT THRUST RESTRAINTS AT ALL DIRECTION CHANGES, SIZE CHANGES, AND DEAD ENDS. ALL CONNECTIONS TO EXISTING PIPE SHALL BE MADE WITH RETAINER GLANDS.
3. MECHANICAL JOINT RESTRAINTS SHALL BE DUCTILE IRON IN ACCORDANCE WITH ASTM A536 - STANDARD SPECIFICATION FOR DUCTILE IRON CASTINGS.
4. CONTRACTOR SHALL FURNISH AND INSTALL MECHANICAL JOINT RESTRAINTS WITH ALL HARDWARE AND ACCESSORIES AS REQUIRED BY THE MANUFACTURER FOR PROPER INSTALLATION.
5. CONTRACTOR SHALL PROVIDE THE SERIES/MODEL OF JOINT RESTRAINT AS REQUIRED FOR THE PIPE SIZE, MATERIAL, AND FLANGED FITTING SHOWN ON THE PLANS.
6. RESTRAINT LENGTH CALCULATIONS WERE PERFORMED UNDER THE FOLLOWING CONDITIONS: PVC PIPE MATERIAL, GM SOIL TYPE, 1.5 SAFETY FACTOR, TYPE 3 TRENCH, 2.5 FT BURY DEPTH, 150 PSI TEST PRESSURE.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL: PIPE JOINT RESTRAINT SCHEDULE	FIGURE NO.: CWS-4

DETAIL #3 - PIPE JOINT SCHEDULE



TEE

SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	18"	18"	18"	24"	24"	30"	36"
"L"	19"	25"	31"	38"	50"	75"	93"
"W"	19"	25"	31"	38"	50"	75"	93"
"T"	16"	16"	18"	18"	24"	36"	36"

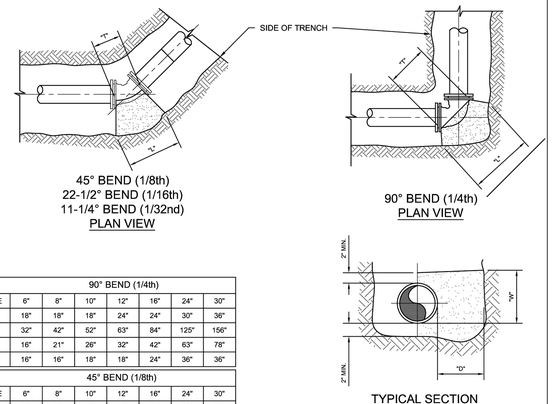
PLUG

SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	18"	18"	18"	24"	24"	30"	36"
"L"	19"	25"	31"	38"	50"	75"	93"
"W"	19"	25"	31"	38"	50"	75"	93"
"T"	12"	12"	12"	12"	18"	30"	36"

NOTES:
1. DEPTH "D" MAY BE GREATER THAN SPECIFIED TO ALLOW WORKING SPACE AGAINST UNDISTURBED EARTH.
2. ALL BOLTS AND FITTINGS MUST BE WRAPPED IN MINIMUM THREE (3) MIL. PLASTIC.
3. LEAVE APPROXIMATELY 12" SEPARATION BETWEEN CONCRETE AND FITTING BELLS
4. THRUST BLOCK DIMENSIONS BASED ON 150 PSI OPERATING PRESSURE AND 50% ADDITIONAL SURGE PRESSURE.
5. SOIL BEARING PRESSURE USED FOR THRUST BLOCK DIMENSIONS SHOWN IS 4,000 PSF. IF SOIL SURROUNDING THRUST BLOCK DOES NOT HAVE THIS CAPACITY, ADDITIONAL THRUST BLOCK VOLUME MAY BE REQUIRED.
6. CONCRETE TO BE USED FOR THRUST BLOCKS TO BE 3,500PSI CONCRETE.
7. LENGTH (L) AND WIDTH (W) DIMENSIONS CAN BE MODIFIED SLIGHTLY AS LONG AS TOTAL AREA DOES NOT CHANGE, BY WRITTEN DIRECTION OF CPWS ONLY TO MEET SITE SPECIFIC CONCERNS.
8. ELEVATION OF GROUNDWATER IS ASSUMED TO BE BELOW BOTTOM OF THRUST BLOCK.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL: CONCRETE BLOCKING DETAILS (TEES AND PLUGS)	FIGURE NO.: CWS-5

DETAIL #4 - CONCRETE BLOCKING



90° BEND (1/4th)

SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	18"	18"	18"	24"	24"	30"	36"
"L"	32"	42"	52"	63"	84"	125"	156"
"W"	16"	21"	26"	32"	42"	63"	78"
"T"	16"	16"	18"	18"	24"	36"	36"

45° BEND (1/8th)

SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	18"	18"	18"	18"	24"	30"	36"
"L"	24"	31"	39"	46"	62"	92"	115"
"W"	12"	16"	20"	23"	31"	46"	58"
"T"	16"	16"	18"	18"	18"	24"	24"

22.5° BEND (1/16th)

SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	12"	12"	18"	18"	24"	24"	24"
"L"	17"	23"	28"	33"	44"	66"	82"
"W"	9"	12"	14"	17"	22"	33"	41"
"T"	16"	16"	18"	18"	18"	24"	24"

11.25° BEND (1/32nd)

SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	12"	12"	18"	18"	24"	24"	24"
"L"	12"	16"	20"	24"	32"	47"	59"
"W"	6"	8"	10"	12"	16"	24"	30"
"T"	16"	16"	18"	18"	18"	24"	24"

NOTES:
1. DEPTH "D" MAY BE GREATER THAN SPECIFIED TO ALLOW WORKING SPACE AGAINST UNDISTURBED EARTH.
2. ALL BOLTS AND FITTINGS MUST BE WRAPPED IN MINIMUM THREE (3) MIL. PLASTIC.
3. LEAVE APPROXIMATELY 12" CLEARANCE BETWEEN CONCRETE AND FITTING BELLS
4. THRUST BLOCK DIMENSIONS BASED ON 150 PSI OPERATING PRESSURE AND 50% ADDITIONAL SURGE PRESSURE.
5. SOIL BEARING PRESSURE USED FOR THRUST BLOCK DIMENSIONS SHOWN IS 4,000 PSF. IF SOIL SURROUNDING THRUST BLOCK DOES NOT HAVE THIS CAPACITY, ADDITIONAL THRUST BLOCK VOLUME MAY BE REQUIRED.
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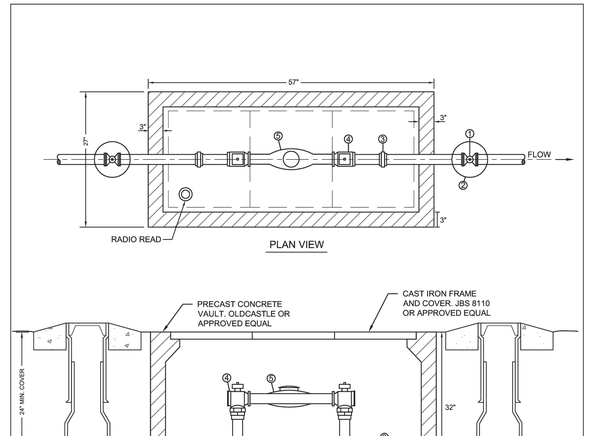
8. ELEVATION OF GROUNDWATER IS ASSUMED TO BE BELOW BOTTOM OF THRUST BLOCK.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL: CONCRETE BLOCKING (BENDS)	FIGURE NO.: CWS-6

DETAIL #5 - CONCRETE BLOCKING



KEY NOTES
1. 2" GATE VALVE
2. VALVE BOX
3. 2" UNION
4. FORD MODEL #V BB 77-12B-11-77 METER SETTER
5. MASTER METER OCTAVE ULTRASONIC FLOW METER

NOTES:
1. PRECAST VAULT TO COMPLY WITH ASTM C-857 & C-858.
2. TRACER WIRE TO EXTEND TO METER.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL: 2" METER SETTING	FIGURE NO.: CWS-15

DETAIL #6 - NOT USED

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
594 Autumn Springs Court, Suite A-6
Franklin, TN 37067
615-716-0683
NASHVILLE - PHOENIX - ORLANDO
SAN DIEGO
SWS ENGINEERING, INC. a Florida Profit Corporation

DATE: 7/17/2025, 8:09:43 PM, BY: PRESTON AYER
FILE: C:\Users\PrestonAyer\SWS Engineering,Inc\2024 Projects - Documents\24-196T\Design\Construct\Civil Plans\Plan Sheets\24-196T_CP-C5.30 Utility Details.dwg

PRESTON D. AYER REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 120470 STATE OF TENNESSEE

Tennessee811 Know what's below. Call before you dig.

UTILITY DETAILS
PLANNING COMMISSION SET
COLUMBIA CTR OUT PARCEL BUILDING
800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C5.30
DATE: 08-06-24
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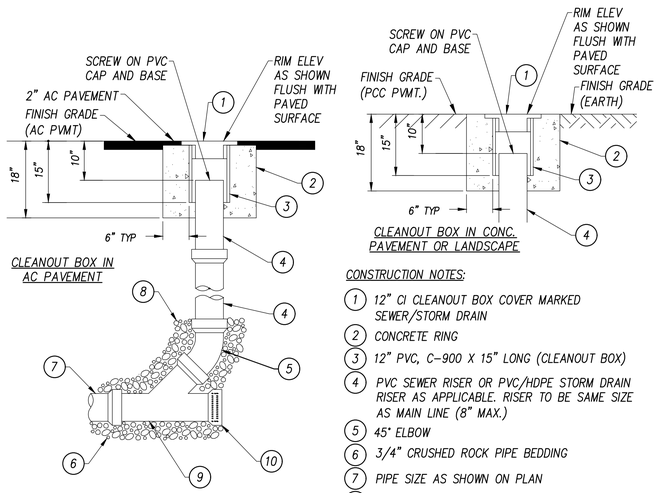
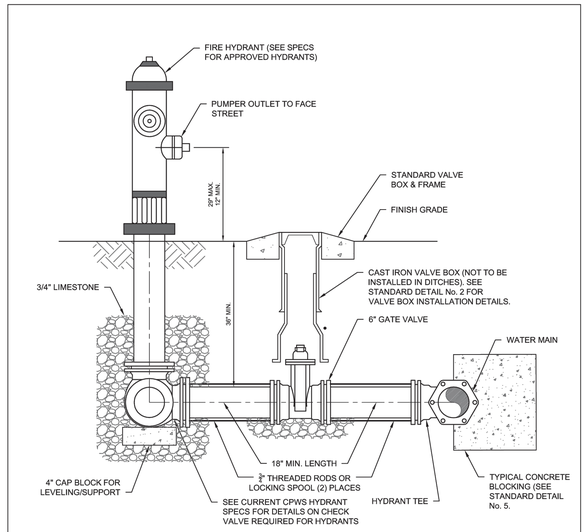
DRAWN BY:	DMO	CHKD BY:	PDA



CONSTRUCTION NOTES:

1. 12" CI CLEANOUT BOX COVER MARKED SEWER/STORM DRAIN
2. CONCRETE RING
3. 12" PVC, C-900 X 15" LONG (CLEANOUT BOX)
4. PVC SEWER RISER OR PVC/HDPE STORM DRAIN RISER AS APPLICABLE. RISER TO BE SAME SIZE AS MAIN LINE (8" MAX.)
5. 45° ELBOW
6. 3/4" CRUSHED ROCK PIPE BEDDING
7. PIPE SIZE AS SHOWN ON PLAN
8. 3/4" CRUSHED ROCK TO TOP OF 45° BEND
9. STANDARD WYE BRANCH
10. INSTALL PLUG IF AT END OF RUN

DETAIL #1 - SEWER CLEANOUT

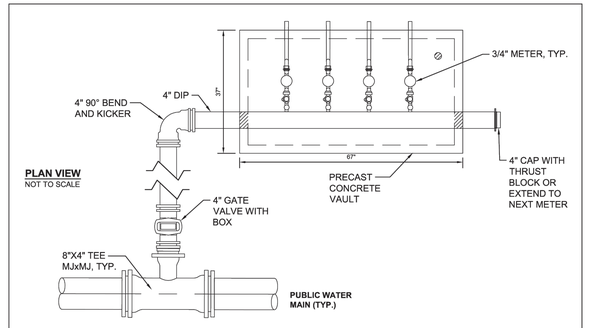


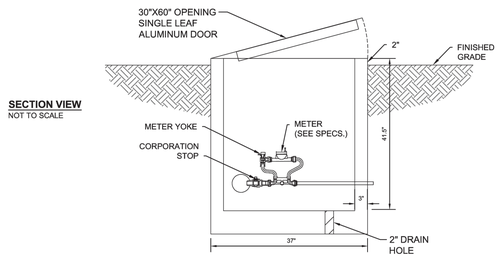
NOTES:

1. FIRE HYDRANT SHALL BE INSTALLED SO THE PUMPER NOZZLE IS POINTED TOWARD THE STREET.
2. ALL M.J. FITTINGS TO INCLUDE WEDGE STYLE THRUST RESTRAINT.
3. FIRE HYDRANTS TO BE SAFETY YELLOW.
4. TRACER WIRE TO EXTEND TO VALVE AND HYDRANT.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL	FIGURE NO.:
	FIRE HYDRANT ASSEMBLY	CWS-11

DETAIL #2 - FIRE HYDRANT



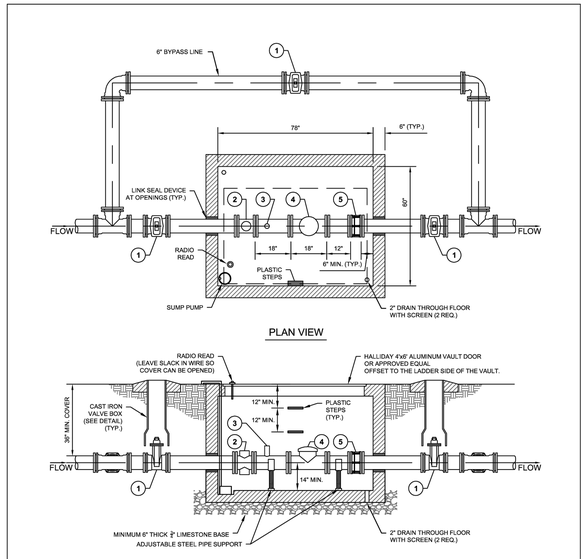


NOTES:

1. THE GANG VAULT MAY VARY FROM 3 TO 6 METERS DEPENDING ON CONDITIONS. VAULT SIZE WILL VARY ACCORDINGLY.
2. PRECAST VAULT TO COMPLY WITH ASTM C-857 & C-858.
3. TRACER WIRE TO EXTEND TO METER VAULT.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL	FIGURE NO.:
	GANG METER VAULT	CWS-22

DETAIL #3 - METER VAULT



KEY NOTES

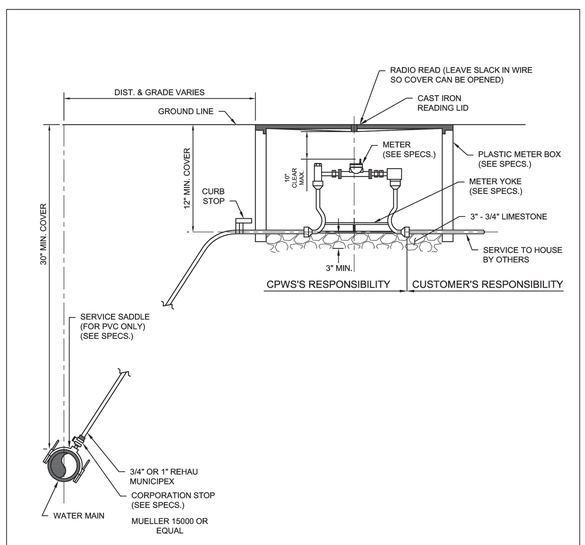
1. 6" MJ GATE VALVE
2. COMPACT STRAINER (OPTIONAL)
3. 2" TEST PORT ASSEMBLY (BRASS) w/ 2" RISER, 2" BALL VALVE & 2" PLUG
4. MASTER METER OCTAVE ULTRASONIC FLOW METER
5. DISMANTLING JOINT

NOTES:

1. SUMP PUMP TO BE MINIMUM ½ H.P. MYERS MC1033 (OR APPROVED EQUAL) AS MANUFACTURED BY PENTAIR W/ FLOAT SWITCH. CONTRACTOR TO ENSURE SUMP DIAMETER IS LARGE ENOUGH TO ACCOMODATE PUMP.
2. PROVIDE ADEQUATE SITE DRAINAGE AWAY FROM VAULT. CPWS MAY REQUIRE SUMP PUMP IF ADEQUATE DRAINAGE IS NOT REQUIRED.
3. IF VAULT IS LOCATED IN TRAFFIC OR SIDEWALK AREA PROVIDE HATCH WITH H-20 LOAD RATING.
4. PRE-CAST VAULT TO COMPLY WITH ASTM C-857 & C-858
5. TRACER WIRE TO EXTEND TO METER.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL	FIGURE NO.:
	6" ULTRASONIC METER VAULT	CWS-17

DETAIL #4 - FIRE METER VAULT



NOTES:

1. SERVICES UNDER ROADWAY ARE TO BE INSTALLED INSIDE 3" DIA, SCH 40 PVC CARRIER PIPE, FROM A POINT 1' BEYOND CORPORATION STOP TO WITHIN 1' OF METER BOX, OR AS DIRECTED/APPROVED BY INSPECTOR.
2. TAP TO BE MADE ON SIDE OF WATER MAIN WITH FORD OR MUELLER CORPORATION STOP.
3. FOR 3/4" & 1" MUNICIPEX CONNECTIONS, ONLY PLASTICS INSERTS ARE PERMITTED.
4. FOR 2" CONNECTIONS, ONLY STAINLESS STEEL INSERTS ARE PERMITTED.
5. TRACER WIRE TO EXTEND TO METER.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL	FIGURE NO.:
	STANDARD SETTING FOR SERVICE METER	CWS-14

DETAIL #5 - 1" METER SETTING

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
594 Autumn Springs Court, Suite A-6
Franklin, TN 37067
615-716-0083
SAN DIEGO - NASHVILLE - PHOENIX - ORLANDO
SWS ENGINEERING, INC.
A Florida Corporation

DATE: 7/17/2025, 8:10:07 PM, BY: PRESTON AYER
FILE: C:\SWS Engineering\2024 Projects\24-196T (MOD) Columbia Ctr Out Parcel B\Engineering\Civil\Exhibits\Utility Details.dwg
Plotted: 24-196T-ZP-C5.31 Utility Details.dwg

PRESTON D. AYER
REGISTERED ENGINEER
AGRICULTURE
CIVIL
No. 124270
STATE OF TENNESSEE

Tennessee811
Know what's below. Call before you dig.

UTILITY DETAILS

PLANNING COMMISSION SET

COLUMBIA CTR OUT PARCEL B

800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C5.31

DATE: 08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA

COLUMBIA OUTPARCEL BUILDING

Columbia, TN

100% Code Minimum: Landscape Architecture

01/20/2025

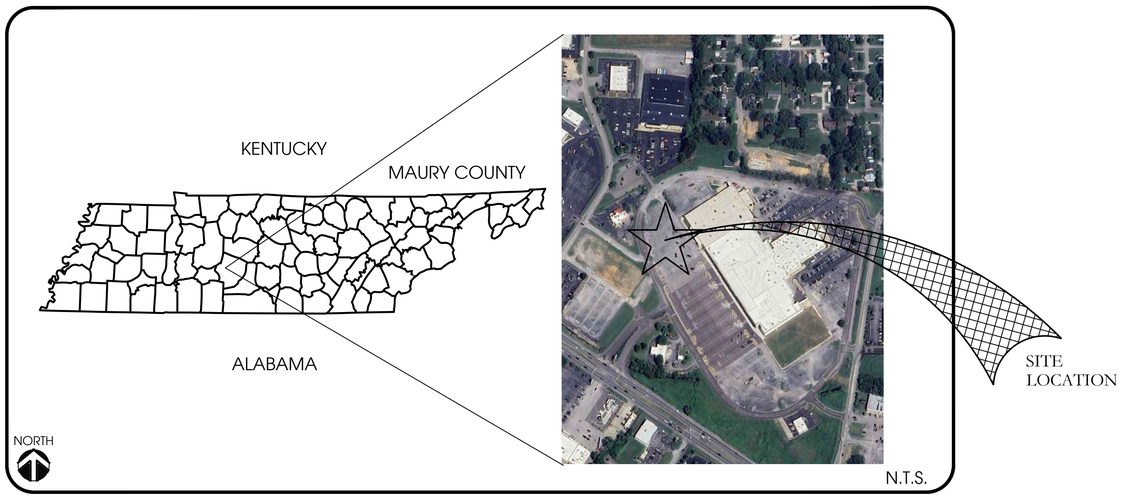
PREPARED FOR:

HIGHLAND CAPITAL

SHEET INDEX	
SHEET #	SHEET TITLE
COVER	COVER
LT-00	GENERAL LANDSCAPE NOTES
LT-01	TREE PLAN
LS-01	SHRUB PLAN
LD-00	LANDSCAPE DETAILS
IR-00	IRRIGATION NOTES
IR-01	IRRIGATION PLAN
IR-02	IRRIGATION DETAILS

REVISIONS		
REV	DATE	COMMENT
1	3/17/2025	UPDATE SET PER COMMENTS

VICINITY MAP



PREPARED BY:

INNOVATIONS DESIGN GROUP

101 S. GARLAND AVE STE 202 ■ ORLANDO ■ FLORIDA ■ 32801
WWW.INNOVATIONS-DESIGN.COM ■ 407-440-3574

FILE: Z:\4 Studio\Projects\2025\25006 - 800 S. James Campbell Blvd\2 Autocad\5 Permit\Sheets\25006-00-COVER.dwg
PRINT DATE: 17-Mar-25
DRAWING SIZE: 24" X 36"

LANDSCAPE GENERAL NOTES :

1. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING CONDITIONS AND BASE INFORMATION PRIOR TO INITIATING PLANTING INSTALLATION. ALL EXISTING PLANTING SHALL REMAIN INTACT AND UNDISTURBED UNLESS OTHERWISE NOTED ON THE PLANS.
2. CONTRACTOR SHALL NOTIFY ALL NECESSARY UTILITY COMPANIES 48 HOURS MINIMUM PRIOR TO DIGGING FOR VERIFICATION OF ALL UNDERGROUND UTILITIES, IRRIGATION AND ALL OTHER OBSTRUCTIONS AND COORDINATE WITH OWNER'S REPRESENTATIVE PRIOR TO INITIATING OPERATIONS. DRAWINGS ARE PREPARED ACCORDING TO THE BEST INFORMATION AVAILABLE AT THE TIME OF PREPARING THESE DOCUMENTS.
3. THE LIMITS OF CONSTRUCTION ARE DEFINED BY THE "PROJECT BOUNDARY" NOTED ON THE PLANS
4. CONTRACTOR SHALL FAMILIARIZE HIMSELF/HERSELF WITH EXISTING SITE CONDITIONS PRIOR TO INITIATING PLANTING. ALL EXISTING SITE FURNISHINGS, PAVING, LANDSCAPE AND OTHER ELEMENTS TO REMAIN SHALL BE PROTECTED FROM ANY DAMAGE UNLESS OTHERWISE NOTED.
5. UNLESS OTHERWISE NOTED, THE LIMITS OF CONSTRUCTION ARE THE CLEARING LIMITS NOTED ON THE DRAWINGS. (REFER TO CIVIL ENGINEERING DRAWINGS).
6. REPORT ANY DISCREPANCIES BETWEEN THE CONSTRUCTION DRAWINGS AND FIELD CONDITIONS TO THE OWNER'S REPRESENTATIVE IMMEDIATELY.
7. LANDSCAPE CONTRACTOR SHALL COORDINATE ALL WORK WITH RELATED CONTRACTORS AND WITH THE GENERAL CONSTRUCTION OF THE PROJECT IN ORDER NOT TO IMPEDE THE PROGRESS OF THE WORK OF OTHERS OR THE CONTRACTOR'S OWN WORK.
8. CONTRACTOR SHALL BE RESPONSIBLE TO REMOVE EXISTING GROUND COVER FOR ALL PLANTING BEDS AS SPECIFIED PRIOR TO PLANTING INSTALLATION. CONTRACTOR SHALL BE RESPONSIBLE TO REPLACE ALL PORTIONS OF EXISTING LAWN AREAS DAMAGED WHILE COMPLETING PLANTING INSTALLATION WITH THE SAME GRASS SPECIES TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE.
9. CONTRACTOR SHALL PERFORM SOIL TESTING PRIOR TO INSTALLATION TO DETERMINE NUTRIENTS PRESENT IN SOIL, PH OF SOIL, AND SOIL TEXTURE OF TOP 12" OF SOIL. BASED ON THE RESULTS OF THE TESTS THE CONTRACT SHALL MAKE THE NECESSARY AMENDMENTS TO SUPPORT THE HEALTH OF THE NEWLY INSTALLED PLANTS.
10. ALL PLANT MATERIAL SHALL BE IN FULL AND STRICT ACCORDANCE WITH THE "AMERICAN STANDARD FOR NURSERY STOCK" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN (AAN) AND THE PROJECT MANUAL AND SPECIFICATIONS. PLANT MATERIALS SHALL EXCEED IN SOME INSTANCES SOME SPECIFICATIONS IF NECESSARY TO MEET THE MINIMUM REQUIREMENTS OF OTHERS.
11. ALL PLANT MATERIAL SHALL BE IN FULL AND STRICT ACCORDANCE WITH THE TENNESSEE GRADES AND STANDARDS FOR NURSERY PLANTS AS PUBLISHED BY THE STATE OF TENNESSEE DEPARTMENT OF AGRICULTURE. ALL PLANT MATERIAL SHALL MEET TENNESSEE #1 OR BETTER.
12. ALL TREES SHALL HAVE SIX FEET (6') CLEAR TRUNK UNLESS OTHERWISE SPECIFIED.
13. ALL CONTAINER SIZES NOTED ON PLANT LIST ARE MINIMUM. INCREASE SIZE IF NECESSARY TO CONFORM TO PLANT SIZE AND SPECIFICATIONS. ANY MATERIAL NOT MEETING THE SPECIFIED SIZE SHALL BE REMOVED AND REPLACED AT CONTRACTOR'S EXPENSE.
14. ALL TREE CALIPER SIZES NOTED ON PLANT LIST ARE MINIMUM. INCREASE SIZE IF NECESSARY TO CONFORM TO PLANT SIZE AND SPECIFICATIONS.ANY MATERIAL NOT MEETING THE SPECIFIED SIZE SHALL BE REMOVED AND REPLACED AT CONTRACTOR'S EXPENSE.
15. ANY TREES WITH A TRUNK FORMED "V" SHAPE CROTCH WILL BE REJECTED.
16. EROSION CONTROL FABRIC SHALL BE INSTALLED IN ALL SHRUB AND GROUND COVER PLANTING AREAS AS PER SPECIFICATIONS FOR ALL SLOPES THAT EXCEED 3:1 . SEE GRADING PLANS FOR LOCATION OF SLOPES GREATER THAN 3:1 AND ADJACENT TO ANY WETLAND AREAS.
17. TYPICALLY, SHRUB AND GROUND COVER PLANTINGS ARE SHOWN AS MASS PLANTING BEDS. PLANTS SHALL BE PLACED ON A TRIANGULAR SPACING CONFIGURATION (STAGGERED SPACING). PLANT CENTER TO CENTER DIMENSIONS (O.C.) ARE LISTED UNDER "SPACING" ON THE PLANT LIST.
18. LANDSCAPE CONTRACTOR SHALL FIELD STAKE THE LOCATION OF ALL PLANT MATERIAL PRIOR TO INITIATING INSTALLATION FOR THE REVIEW AND APPROVAL OF THE OWNER'S REPRESENTATIVE AND/OR LANDSCAPE ARCHITECT. ANY MATERIAL INSTALLED WITHOUT APPROVAL IS SUBJECT TO BEING RELOCATED AT THE CONTRACTOR'S EXPENSE.
19. LANDSCAPE CONTRACTOR SHALL FIELD ADJUST LOCATION OF PLANT MATERIAL AS NECESSARY TO AVOID DAMAGE TO ALL EXISTING UNDERGROUND UTILITIES AND/OR EXISTING ABOVE GROUND ELEMENTS. ALL CHANGES REQUIRED SHALL BE COMPLETED AT THE CONTRACTOR'S EXPENSE AND SHALL BE COORDINATED WITH THE OWNER'S REPRESENTATIVE AND THE LANDSCAPE ARCHITECT.
20. CONTRACTOR SHALL MULCH ALL NEW PLANT MATERIAL THROUGHOUT AND COMPLETELY TO DEPTH OF 3" UTILIZING HARDWOOD MULCH UNLESS OTHERWISE SPECIFIED.
21. ANY SUBSTITUTIONS IN SIZE AND/OR PLANT MATERIAL MUST BE APPROVED BY LANDSCAPE ARCHITECT AND/OR OWNER'S REPRESENTATIVE BEFORE PLANTING CAN BEGIN.
22. CONTRACTOR SHALL REFER TO THE LANDSCAPE PLANTING DETAILS, PLANT LIST, GENERAL NOTES AND THE PROJECT MANUAL (IF AVAILABLE) AND SPECIFICATIONS FOR FURTHER AND COMPLETE LANDSCAPE PLANTING INSTRUCTIONS.
23. LANDSCAPE CONTRACTOR SHALL COORDINATE ALL LANDSCAPE PLANTING WORK WITH IRRIGATION WORK. LANDSCAPE WATERING AS REQUIRED BY OWNER'S REPRESENTATIVE TO SUPPLEMENT IRRIGATION WATERING AND RAINFALL. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR HAND WATERING IN ALL PLANTING AREAS, REGARDLESS OF THE STATUS OF EXISTING OR PROPOSED IRRIGATION.
24. LANDSCAPE CONTRACTOR SHALL CLEAN THE WORK AREAS AT THE END OF EACH WORKING DAY. RUBBISH AND DEBRIS SHALL BE COLLECTED AND DEPOSITED OFF-SITE DAILY. ALL MATERIALS, PRODUCTS AND EQUIPMENT SHALL BE STORED IN AN ORGANIZED FASHION AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
25. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR FINE GRADING OF ALL AREAS INCLUDING CREATING POSITIVE DRAINAGE AWAY FROM BUILDINGS.
26. LANDSCAPE CONTRACTOR SHALL RE-GRADE ALL AREAS DISTURBED BY PLANT REMOVAL, RELOCATION AND/OR INSTALLATION WORK. LANDSCAPE CONTRACTOR SHALL REPLACE (BY EQUAL SIZE AND QUALITY) ANY AND ALL EXISTING PLANT MATERIAL DISTURBED OR DAMAGED BY PLANT REMOVAL, RELOCATION AND/OR INSTALLATION.
27. CONTRACTORS SHALL COMPLY WITH ALL NPDES REQUIREMENTS.
28. THE ATTACHED PLANTING PLANS ARE A GRAPHIC REPRESENTATION FOR THE AESTHETIC TREATMENT OF THE DESIGNATED SITE. PLANT MATERIAL SELECTIONS MAY CHANGE BASED UPON AVAILABILITY; ON SITE SPECIFIC CONDITIONS; AND ARE NOT LIMITED TO THE PLANT MATERIAL LISTED IN THE PLANT SCHEDULE. LANDSCAPE ARCHITECT SHALL BE NOTIFIED IF ANY ADJUSTMENTS ARE NEEDED TO THE PLANS AND ARE NOT PERMITTED WITHOUT PRIOR WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT

SITE REQUIREMENTS :

1. ALL CONTRACTORS AND SUBCONTRACTORS SHALL HAVE A SET OF APPROVED CONSTRUCTION DOCUMENTS ON SITE AT ALL TIMES.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATIONS AND PROTECTION OF EXISTING SHOWN AND NOT SHOWN AND PROPOSED UTILITIES AS SHOWN ON THE PLANS.
3. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS TO COMPLETE THE WORK, AND SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS.
4. THE CONTRACTOR SHALL AGREE TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOUSE, AND THAT THE CONTRACTOR SHALL FEND, INDEMNIFY AND HOLD THE OWNER, HARMLESS FORM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN THE CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER.
5. DURING CONSTRUCTION, CREWS ARE REQUIRED TO HAVE AT LEASE ONE (1) ENGLISH SPEAKING PERSON ON SITE AT ALL TIMES.

PLANT REQUIREMENTS :

1. CONTRACTOR IS TO SUBMIT TO THE LANDSCAPE ARCHITECT THE GROWERS AND/OR STATE INSPECTION CERTIFICATE FOR PLANT MATERIAL TWO (2) WEEKS BEFORE COMMENCEMENT OF WORK, IF APPLICABLE.
2. ALL PLANT MATERIAL SHALL BE PROTECTED DURING TRANSPORT AND DELIVERY TO JOB SITE WITH SHADE CLOTH OR OTHER ACCEPTABLE MEANS OF WINDBURN PREVENTION.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PLANTS MEETING SPECIFICATION AS NOTED PRIOR TO INSTALLATION. CONTRACTOR SHALL IMMEDIATELY REMOVE ALL PLANT MATERIAL FROM THE PROJECT THAT DOES NOT CONFORM TO SPECIFICATIONS.
4. CONTRACTOR SHALL VERIFY ALL QUANTITIES OF PLANT MATERIAL FROM THE PLANT LEGEND TO THE DRAWINGS. QUANTITIES FROM THE DRAWINGS SHALL GOVERN UNLESS OTHERWISE NOTED.
5. ALL SIZES SHOWN FOR PLANT MATERIAL ON THE PLANS ARE TO BE CONSIDERED MINIMUM. ALL PLANT MATERIAL MUST MEET OR EXCEED THESE MINIMUM REQUIREMENTS FOR BOTH HEIGHT AND SPREAD. ANY OTHER REQUIREMENTS FOR SPECIFIC SHAPE OR EFFECT AS NOTED ONT HE PLANS SHALL ALSO BE REQUIRED FOR ACCEPTANCE. ALL TREES TO BE SINGLE TRUNK UNLESS OTHERWISE NOTED.
6. ALL TREES SHALL BE STRAIGHT TRUNKED, FULL HEADED, AND MEET ALL REQUIRED AS SPECIFIED, UNLESS OTHERWISE NOTED.
7. ANY TREE WITH A TRUNK FORMED"V" SHAPE CROTCH WILL BE REJECTED.
8. CANOPY TREES OF ALL SIZES ARE TO BE SELECTIVELY PRUNED AFTER PLANTING TO REMOVE INNER TWIGGY GROWTH, OPEN0UP THE CENTER AND EXPOSE MAJOR BRANCHES.
9. ALL ROOTBALLS SHALL CONFORM TO THE SIZE STANDARDS SET FORTH IN "AMERICAN STANDARDS FOR NURSERY STOCK.
10. SUBSTITUTION OF FIELD GROWN TREES FOR TREES THAT ARE SPECIFIED AS CONTAINER GROWN WILL NOT BE PERMITTED UNLESS OTHERWISE APPROVED BY THE LANDSCAPE ARCHITECT. ALL SPECIFICATIONS WILL STILL APPLY TO APPROVED B&B MATERIAL.
11. ALL SOD SHALL BE 100% SOLID SOD, 99% FREE OF NOXIOUS WEEDS, WITH A 2" THICKNESS OF ROOTS CAPABLE OF HOLDING SAND. SOD SHALL BE FRESHLY-CUT WITHIN TWENTY-FOUR (24) HOURS OF LAYING , LAID WITH TIGHTLY-BUTTED JOINTS, AND ROLLED. HAND RAKING SHALL BE DONE AS NECESSARY TO ENSURE PROPER EVEN GRADES AND CLEAR SURFACES FOR SOD.
12. ALL PLANT MATERIAL SHALL BE MAINTAINED AT OR ABOVE THE SPECIFIED CONDITIONS THROUGH SUBSTANTIAL COMPLETION AND THE END OF THE ESTABLISHMENT PERIOD. DECLINE IN CONDITION OF PLANT MATERIAL DURING INSTALLATION, AND THE MAINTENANCE PERIOD SHALL BE GROUNDS FOR REJECTION AND REPLACEMENT AT CONTRACTOR'S EXPENSE.
13. ALL LANDSCAPE AREAS TO BE IRRIGATED WITH A FULLY AUTOMATED IRRIGATION SYSTEM (UNLESS OTHERWISE NOTED)
14. ALL TREES SHALL BE LOCATED AT LEAST SIX (6) FEET FROM THE FLOW LINE OF PERIMETER SWALES AND PROPOSED STORM WATER INLETS.

PLANTING NOTES :

1. ALL PLANT MATERIAL SHALL BE INSTALLED IN A SOUND, WORKMANLIKE MANNER AND ACCORDING TO ACCEPTED GOOD PLANTING PROCEDURES WITH THE QUALITY OF THE PLANT MATERIALS AS HEREIN DESCRIBED. ALL ELEMENTS OF LANDSCAPING SHALL BE INSTALLED SO AS TO MEET ALL APPLICABLE ORDINANCES AND CODE REQUIREMENTS.
2. CONTRACTOR SHALL ENSURE DRAINAGE AND PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION OF PLANT MATERIAL. CONTRACTOR SHALL FILL ALL TREE PUTS WITH WATER BEFORE PLANTING TO ASSURE THAT PROPER DRAINAGE AND PERCOLATION IS AVAILABLE. CORRECT IF REQUIRED TO ENSURE PERCOLATION. CONTRACTOR IS RESPONSIBLE FOR REPLACEMENT OF ALL PLANTS LOST DUE TO INADEQUATE DRAINAGE CONDITIONS.
3. TREES GROWN IN GROW BAGS OR GROW BAG TYPE MATERIAL MUST HAVE THE GROW HAD REMOVED ENTIRELY PRIOR TO PLANTING.
4. BALLED AND BURLAPPED OR ANY BASKETED MATERIAL SHALL HAVE THE TOP ONE HALF ($\frac{1}{2}$) OF THE BURLAP AROUND THE BASE OF THE TRUNK CUT AND PULLED BACK. DON NOT REMOVE BURLAP. WIRE CAGES, STRAPS, ETC. MUST BE CUT AND REMOVED PRIOR TO INSTALLATION. CONTRACTOR TO REPLACE REJECTED PLANT MATERIAL WITHIN ONE WEEK (5 BUSINESS DAYS) OF NOTICE.
5. CONTRACTOR SHALL REFER TO THE LANDSCAPE PLATING DETAILS,S PLANT LIST, GENERAL NOTES AND THE PLANTING SPECIFICATIONS FOR COMPLETE LANDSCAPE PLATING INSTRUCTIONS. NOTIFY LANDSCAPE AROUND OF ANY AND ALL DISCREPANCIES PRIOR TO CONSTRUCTION OR INSTILLATION.
6. THE CONTRACTOR SHALL REFER TO THE LANDSCAPE PLANTING DETAILS, PLANT LIST, GENERAL NOTES AND SPECIFICATIONS FOR FURTHER AND COMPLETE PLANTING INSTRUCTIONS.
7. THE LANDSCAPE CONTRACTOR SHALL COORDINATE ALL PLANTING WORK WITH THE IRRIGATION WORK. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HAND WATERING AS REQUIRED BY OWNERS REPRESENTATIVE TO SUPPLEMENT IRRIGATION WATERING AND/OR RAINFALL. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR HAND WATERING IN ALL PLANTING AREAS, REGARDLESS OF THE STATUS OF THE EXISTING OR PROPOSED IRRIGATION.
8. GUYING / STAKING PRACTICES SHALL NOT PERMIT NAILS, SCREWS, WIRES, ETC. TO PENETRATE OUTER SURFACE OF THE TREES, PINES, OR PALMS. TREES, PINES, OR PALMS REJECTED REJECTED DUE TO THIS PRACTICE SHALL BE REPLACED AT THE CONTRACTORS EXPENSE.
9. ALL WOODEN STAKES, BOARDS, BRACES AND BATTENS SHALL BE PAINTED SOLID STAINED DARK GREEN PRIOR TO THEIR USE. TOUCH UP ALL EXPOSED CUTS IN THE FIELD WITHOUT MARRING OR MARKING PLANT MATERIALS.
10. THE CONTRACTOR SHALL MUCH ALL NEW PLANT MATERIAL THROUGHOUT AND COMPLETELY TO A 3" INCH MINIMUM DEPTH WITH CLEAN WEED FREE CLASS A MULCH OR ROCK MULCH AS SPECIFIED IN THE PLANT LEGEND.
11. THE CONTRACTOR IS RESPONSIBLE FOR COMPLETE MAINTENANCE OF ALL PLANTING AREAS (INCLUDING WATERING, SPRAYING, MULCHING, MOWING, FERTILIZING, ETC.) THROUGHOUT THE THE COURSE OF THE PROJECT AND THROUGHOUT A 90 DAY ESTABLISHMENT PERIOD FOLLOWING NOTICE OF SUBSTANTIAL COMPLETE BY THE OWNER. THE PROJECT WILL NOT BE ACCEPTED OR DEEMED SUBSTANTIALLY COMPLETE BY ZONES OR PHASES (UNLESS OTHERWISE NOTED ON THE PLANS.

SOIL PREPARATION AND SOIL MIX :

1. THE CONTRACTOR SHALL BEAR ALL COST OF TESTING OF SOILS, AMENDMENTS, ETC. ASSOCIATED WITH THE WORK AND INCLUDED IN THE SPECIFICATIONS. PRIOR TO COMMENCEMENT OF THE LANDSCAPE PLANTING WORK, THE CONTRACTOR SHALL PROVIDE COMPLETE SOIL TEST OF THE INSTALLATION AREA.
   - 1.1. APPLY ROUNDUP (MANUFACTURED BY MONSANTO CORP OR APPROVED HERBICIDE EQUAL ACCORDING TO MANUFACTURES RATE AND SPECIFICATION WITHIN THE LIMITS OF ALL AREAS TO BE PLANTED. PROTECT EXISTING PLANTS TO REMAIN FROM OVER SPRAY OR SPRAY WITHIN THE ROOT ZONE. CONTRACTOR TO ENSURE TOTAL WEED ERADICATION.
   - 1.2. BEFORE REPLACING TOPSOIL, RAKE SUBSOIL SURFACE CLEAR OF STONES (1 INCH DIAMETER AND LARGER), DEBRIS, RUBBISH, DELETERIOUS MATERIAL AND ALL REMAINING CONSTRUCTION DEBRIS TO A DEPTH OF 6". CONTAMINATED SOILS SHALL BE REMOVED AND REPLACED TO THEIR FULL DEPTHS AND EXTENTS.
   - 1.3. ESTABLISH OR REESTABLISH ROUND GRADES INSURING POSITIVE FLOWS AND AESTHETIC LANDFORMS SHAPES SHOW IN THE GRADING PLANS. SCARIFY SUBSOIL TO A DEPTH OF 3 INCHES ONCE ROUGH GRADE HAS BEEN ESTABLISHED.
   - 1.4. CONTRACTOR TO APPLY "RONSTAR" OR APPROVED PRE-EMERGENT HERBICIDE IN ACCORDANCE WITH MANUFACTURER'S RATE AND SPECIFICATIONS.
   - 1.5. PLANTING SOL MIX FOR TREES, SHRUBS, AND GROUND COVERS SHALL CONSIST OF A THOROUGHLY BLENDED MIXTURE Of
     - 1.5.1. TREES
       - 70% CLEAN D.O.T. SAND
       - 30% APPROVED TOPSOIL MIX
     - 1.5.2. SHRUBS AND GROUND COVER
       - 80% CLEAN D.O.T. SAND
       - 20% APPROVED TOPSOIL MIX
     - 1.5.3. TOPSOIL
       - 30% APPROVED FLORIDA TOPSOIL
       - 10% APPROVED FLORIDA PEAT
       - 60% APPROVED SAND
       - PEAT: FEDERAL SPEC Q-P-166
       - TYPE 1, CLASS B, SPHAGNUM MOSS
2. INITIAL INSTALLATION FERTILIZATION- ALL SHRUBS AND GROUND COVER PLANTING SHALL RECEIVE AN APPROVED SLOW RELEASE FERTILIZER. ALL TREE PLANTING SHALL RECEIVE AN APPROVED MYCORRHIZA ADDITIVE.
   - 2.0.1. SHRUBS AND GROUND COVERS
     - 8-10-10 PLUS MINOR ELEMENTS-SLOW RELEASE
     - $\frac{1}{2}$ LB. FERTILIZER PER $\frac{1}{2}$ INCH CALIPER

PLANT SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	SIZE/ SPECIFICATION	REMARKS
TREES				
GP	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Maidenhair Tree	3" CAL,12-14' HT, B&B	MATCH, SINGLE STRAIGHT LEADER, DENSE CANOPY
UA	Ulmus parvifolia 'Allee'	Allee® Lacebark Elm	3" CAL,12-14' HT, B&B	MATCH, SINGLE STRAIGHT LEADER, DENSE CANOPY
SHRUBS				
DV	Distylium x `Vintage Jade`	First Editions® Vintage Jade Distylium	24" SPR., 24" HT.	36"
PA	Pennisetum setaceum `Alba`	White Fountain Grass	24" SPR., 24" HT.	36"
GROUND COVERS				
LB	Liriope muscari `Big Blue`	Big Blue Lilyturf	---	1 GAL., @ 18" APART
TC	Turf Sod Canadian Blue Fescue	Canadian Blue Fescue	---	TIGHT SEAMS AND MINIMAL GAPS, PAT DOWN TO ENSURE SOLID CONTACT WITH GROUND PLANE

1

SITE FURNISHING SCHEDULE

KEY	PRODUCT TYPE	PRODUCT NAME	PRODUCT #	DIMENSIONS	COLOR/ FINISH	IRRIGATION	MOUNTING	MANUFACTURER	CONTACT
SF1	RECTANGULAR PLANTER	BOULEVARD PLANTER RECTANGLE	BV-721830	72"X18"X30"	WOOD: THERMALLY MODIFIED WOOD	CWM-R2920-3K	SECURELY FASTENED TO THE GROUND; SEE MANUFACTURER	TOURNESOL	WWW.TOURNESOL.COM

1

Designed By:

INNOVATIONS
DESIGN GROUP

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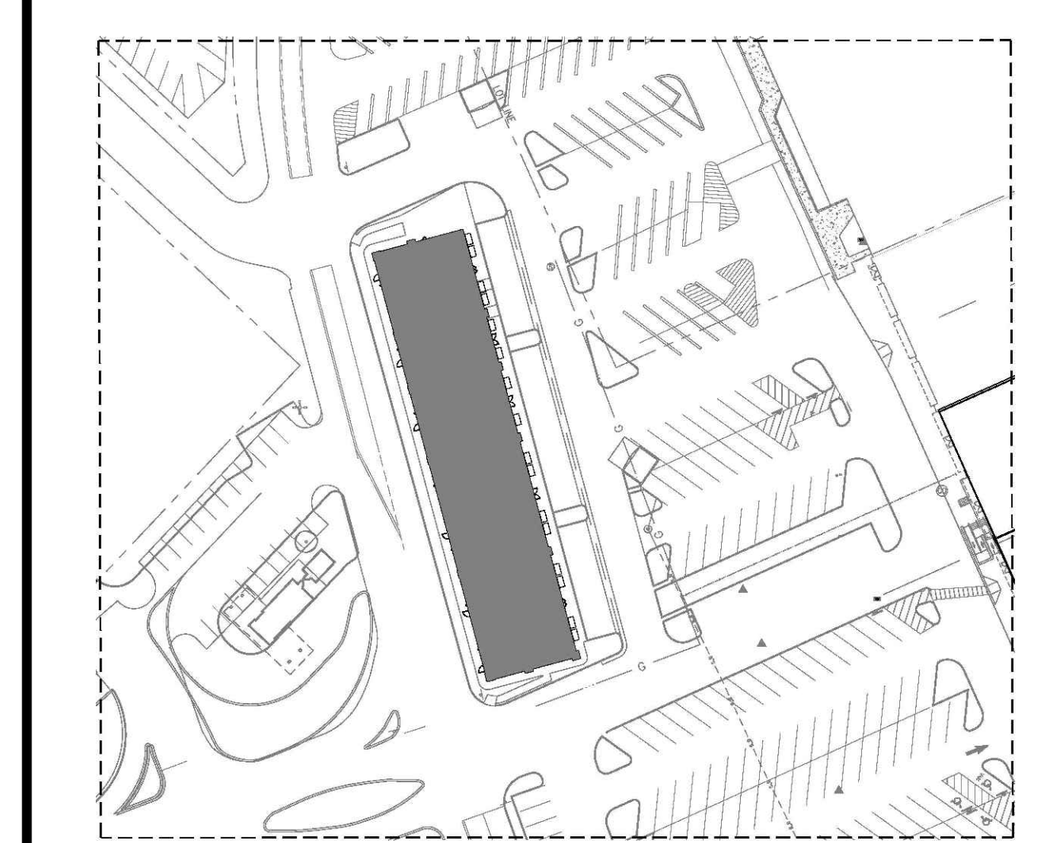
Key Map:



Owner:

HIGHLAND CAPITAL

PROJECT NAME
COLUMBIA, TN

CODE MINIMUM
GENERAL LANDSCAPE NOTES

Rev:	Date:	Description:	By:
1	03/17/2025		KS

Date: 2025-01-20	Scale: SEE PLAN
Drawn By: KS	Designed By: JS
Approved By: JS	Project No: 25006
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Seal: MATTHEW E. McFADDEN, REGISTERED LANDSCAPE ARCHITECT, TENNESSEE, 01/20/2025

Sheet Number: LT-00

FILE: Z:\4 Studio\Projects\2025\25006 - 800 S. James Campbell Blvd\2 Autocad\5 Permit\Sheets\25006-05-TREE.dwg
PRINT DATE: 17-Mar-25
DRAWING SIZE: 24" X 36"



PLANT SCHEDULE

CODE	COMMON NAME
TREES	
UA	Allee® Lacebark Elm
GP	Princeton Sentry Maidenhair Tree
SHRUBS	
DV	First Editions® Vintage Jade Distylium
PA	White Fountain Grass
GROUND COVERS	
LB	Big Blue Lilyturf
TC	Canadian Blue Fescue

Designed By:

INNOVATIONS DESIGN GROUP

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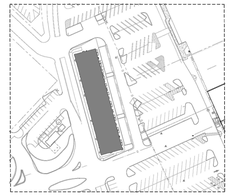

Owner:

HIGHLAND CAPITAL

PROJECT NAME
COLUMBIA, TN

CODE MINIMUM
TREE PLAN

Rev:	Date:	Description:	By:
1	03/17/2025		KS

Date: 2025-01-20	Scale: SEE PLAN
Drawn By: KS	Designed By: JS
Approved By: JS	Project No: 25006

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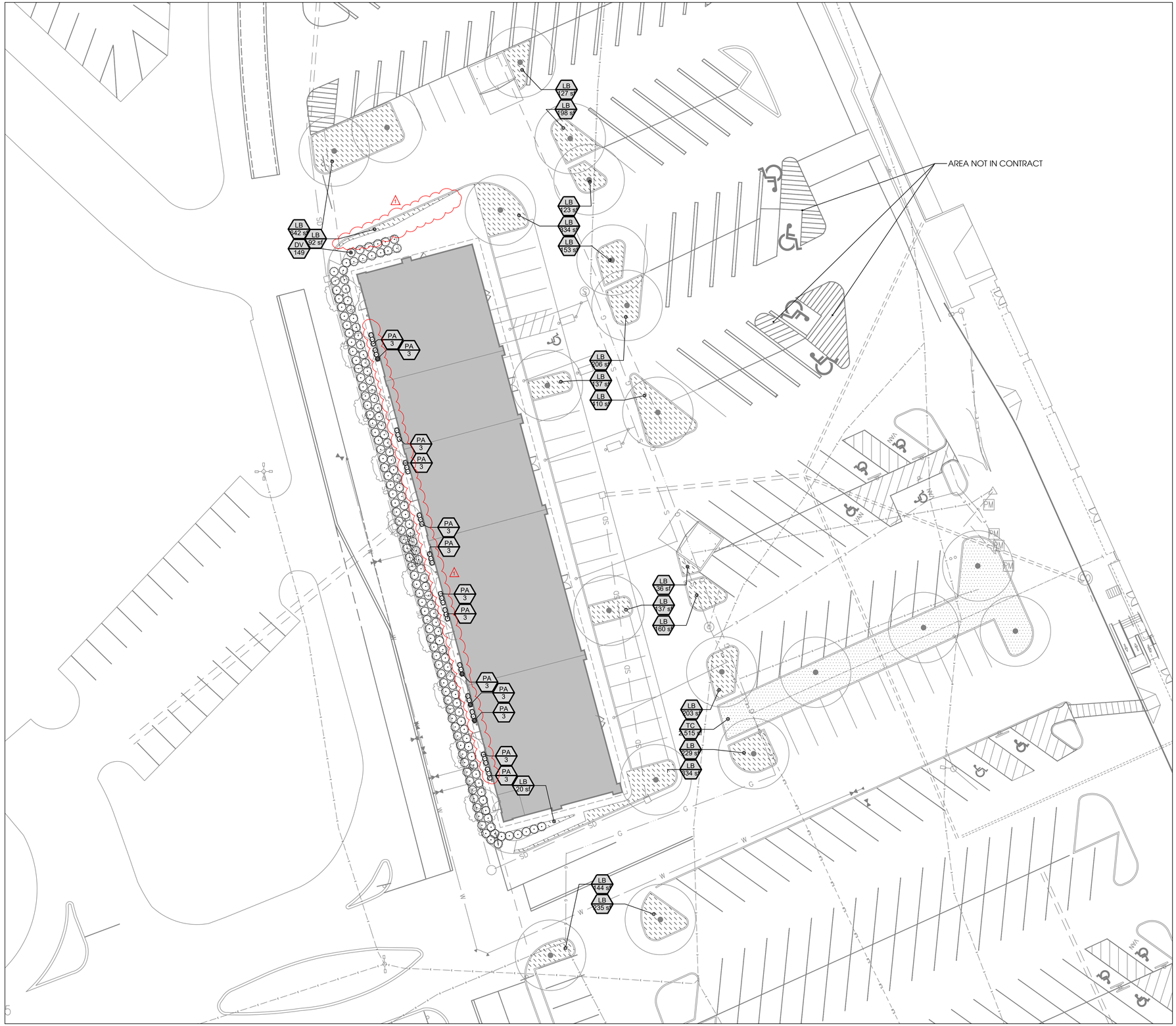
DRAWING SIZE: 24" X 36"



PLANT SCHEDULE

CODE	COMMON NAME
TREES	
UA	Allee® Lacebark Elm
GP	Princeton Sentry Maidenhair Tree
SHRUBS	
DV	First Editions® Vintage Jade Distylium
PA	White Fountain Grass
GROUND COVERS	
LB	Big Blue Lilyturf
TC	Canadian Blue Fescue

NORTH

0 10' 20' 40'

SCALE: 1" = 20'-0"

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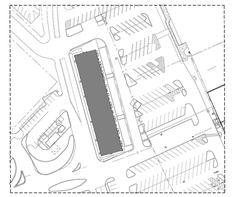
Key Map:



Owner:

HIGHLAND CAPITAL

PROJECT NAME
COLUMBIA, TN

CODE MINIMUM
SHRUB PLAN

Rev:	Date:	Description:	By:
1	03/17/2025		KS

Date: 2025-01-20	Scale: SEE PLAN
Drawn By: KS	Designed By: JS
Approved By: JS	Project No: 25006

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Seal:

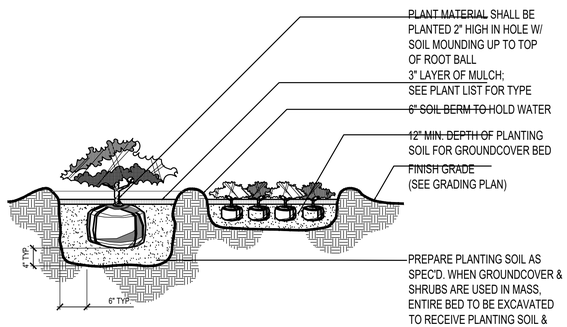
MATTHEW E. McFADDEN
REGISTERED LANDSCAPE ARCHITECT
01/20/2025

Sheet Number:

LS-01

FILE: Z:\4 Studio\Projects\2025\25006 - 800 S. James Campbell Blvd\2 Autocad\5 Permit\Sheets\25006-06-SHRUB.dwg
PRINT DATE: 17-Mar-25
DRAWING SIZE: 24" X 36"

NOTE:
CONTRACTOR SHALL
ASSURE PERCOLATION
OF ALL PLANTING PITS/BEDS
PRIOR TO INSTALLATION



1 Shrub & Groundcover Planting
Scale: N.T.S.

NOTE:
CONTRACTOR SHALL
ASSURE PERCOLATION
OF ALL PLANTING
PITS PRIOR TO
INSTALLATION

STAKING PLAN (65-100 Gal. Trees)



NOTE:
ARBOR TIE STAKING
COMPONENTS AS MANUF.
BY STAKING SYSTEMS INC.
OR APPROVED EQUAL

STAKING PLAN (>100 Gal. Trees)



2 Tree Planting (65-100 Gal.)
Scale: N.T.S.

NOTE:
CONTRACTOR SHALL
ASSURE PERCOLATION
OF ALL PLANTING
PITS PRIOR TO
INSTALLATION

STAKING PLAN



NOTE:
ARBOR TIE STAKING
COMPONENTS AS MANUF.
BY STAKING SYSTEMS INC.
OR APPROVED EQUAL

3 Tree Planting (15-45 Gal.)
Scale: N.T.S.

NOTE:
CONTRACTOR SHALL
ASSURE PERCOLATION
OF ALL PLANTING
PITS PRIOR TO
INSTALLATION

STAKING PLAN

NOTE:
ARBOR TIE STAKING
COMPONENTS AS MANUF.
BY STAKING SYSTEMS INC.
OR APPROVED EQUAL

4 Curbed Island Plantings
Scale: N.T.S.

5 Foundation Planting
Scale: N.T.S.

NOTE:
THE PERIMETER OF ALL CURVED PLANTING BEDS SHALL BE PLANTED WITH A ROW OF SHRUBS AS SHOWN IN THE PLANS AND AT THE SPACING SHOWN IN THE PLANT LIST. INTERIOR PORTIONS OF EACH BED SHALL BE PLANTED AT APPROPRIATE SPACING ACCORDING TO THIS PLANT SPACING DETAIL

6 Shrub and Groundcover Spacing
Scale: N.T.S.

Photos shown for reference only, see the site furnishings schedule for all material spec's, colors, wood finishes etc. If contractor has a question on any furnishings, contact the landscape architect for clarification

1

NOTES: UNLESS OTHERWISE SPECIFIED

1) MATERIAL: FIBERGLASS REINFORCED PLASTIC (FRP)
NOMINAL WALL THICKNESS 1/8" - 3/16"
2) EXTERIOR: THERMALLY MODIFIED OAK
3) EXTERIOR TRIM: POWDER-COATED MILD STEEL, COLOR: BLACK
4) ALL DIMENSIONS ARE NOMINAL, ACTUAL SIZE MAY VARY.
5) PLANTER IS DESIGNED FOR NO MORE THAN
80 LBS PER CUBIC FOOT SATURATED SOIL DENSITY.
GREATER LOADS MUST BE REDUCED AND ALTERNATIVES FOR FILL MUST BE INSTALLED. ALTERNATE FILL EXAMPLES ARE:
1) LOWER 18" DEPTH FILL OF #1-#2 EPS FOAM
2) LOWER 18" DEPTH OF VERSICELL (15 LAYERS OF EVC-30)

SF1 Rectangular Planter
Scale: N.T.S.

Designed By:

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Key Map:

Owner:

HIGHLAND CAPITAL

PROJECT NAME
COLUMBIA, TN

CODE MINIMUM

LANDSCAPE DETAILS

Rev:	Date:	Description:	By:
1	03/17/2025		KS

Date: 2025-01-20	Scale: SEE PLAN
Drawn By: KS	Designed By: JS
Approved By: JS	Project No: 25006

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PRINT DATE: 17-Mar-25
DRAWING SIZE: 24" X 36"

IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
0.25 0.50	Hunter RZWS-10 10in. long RZWS with installed .25 gpm or .50 gpm bubbler options, internal plumbing, and 1/2in. swing joint for connection to 1/2in. pipe	28
SYMBOL	**MANUFACTURER/MODEL/DESCRIPTION**	**QTY**
	Hunter ICZ-101-40 1" Drip Control Zone Kit. 1in. ICV Globe Valve with 1in. HY100 filter system. Pressure Regulation: 40psi. Flow Range: 2 GPM to 20 GPM. 150 mesh stainless steel screen.	6
	Pipe Transition Point above grade Pipe transition point from PVC lateral to drip tubing with riser to above grade installation.	32
	Area to Receive Dripline Hunter HDL-09-24-R HDL-09-24-R: Hunter Dripline with 0.9 GPH flow. Light brown tubing with purple striping. Emitters at 24" O.C. Dripline laterals spaced at 24" apart, with emitters offset for triangular pattern. Install with Hunter PLD barbed or PLD-LOC fittings.	6,386 lf
SYMBOL	**MANUFACTURER/MODEL/DESCRIPTION**	**QTY**
	Hunter PGV-101G 1" 1in. Plastic Electric Remote Control Valve, for Residential/Light Commercial Use. Female NPT Inlet/Outlet. Globe Configuration, With Flow Control.	6
BF	United Backflow Solutions, Inc. DC-500 2" 3/4in., 1in., 1-1/2in., and 2in. Shut-Off Valves. Reinforced Nylon Composite.	1
C	Hunter HPC-400 w/ (1) PCM 300 Module 4 Station with (1) PCM 300 Module Outdoor Wi-Fi enabled, full-functioning controller with touchscreen. Plastic Cabinet	1
RS	Hunter MINI-CLIK Rain Sensor, mount as noted	1
M	Water Meter 2"	1

	Irrigation Lateral Line: PVC Class 200 SDR 21	737.6 lf
	Irrigation Lateral Line: PVC Class 200 SDR 21 1/2"	1,564 lf
	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4"	105.9 lf
	Irrigation Lateral Line: PVC Class 200 SDR 21 1"	130.0 lf
	Irrigation Lateral Line: PVC Class 200 SDR 21 1 1/4"	17.9 lf
	Irrigation Mainline: PVC Class 200 SDR 21	189.1 lf
	Irrigation Mainline: PVC Class 200 SDR 21 1/2"	306.6 lf
	Pipe Sleeve: PVC Schedule 40	814.2 lf

VALVE SCHEDULE

NUMBER	MODEL	SIZE	TYPE	GPM	WIRE	PSI	PSI @ POC	PRECIP
1	Hunter PGV-101G	1"	Bubbler	0.75	265.1	26.1		0.85 in/h
2	Hunter ICZ-101-40	1"	Area for Dripline	10.7	272.4	37.5		0.89 in/h
3	Hunter PGV-101G	1"	Bubbler	1.5	362.6	26.3		0.85 in/h
4	Hunter ICZ-101-40	1"	Area for Dripline	8.48	368.8	35.9		0.6 in/h
5	Hunter PGV-101G	1"	Area for Dripline	1.76	35.2	26.7		2.11 in/h
6	Hunter ICZ-101-40	1"	Area for Dripline	10.56	28.0	33.3		0.62 in/h
7	Hunter ICZ-101-40	1"	Area for Dripline	10.56	22.0	33.3		0.62 in/h
8	Hunter PGV-101G	1"	Bubbler	2.5	28.2	27.7		0.85 in/h
9	Hunter ICZ-101-40	1"	Area for Dripline	5.22	78.6	31.0		0.83 in/h
10	Hunter PGV-101G	1"	Bubbler	1	84.5	26.2		0.85 in/h
11	Hunter ICZ-101-40	1"	Area for Dripline	14.64	141.0	38.2		0.54 in/h
12	Hunter PGV-101G	1"	Bubbler	1.25	145.0	26.4		0.85 in/h
	Common Wire				495.7			

1

-NOTES-
-ALL IRRIGATION HEADS WITHIN SHRUBS SHALL BE ON RISERS. DO NOT USE METAL REBAR OR ANGLE IRON FOR STAKING (SEE IRRIGATION DETAIL SHEET FOR PROPER INSTALLATION).
-SPRAYS WITHIN BEDS SHALL BE 12" POP-UPS.
-SPRAYS IN LAWN LAWN AREAS SHALL BE 6" POP-UPS.
-ADJUST HEADS TO AVOID OVER SPRAY.
-USE PURPLE HEADS, PIPES, & VALVES ONLY.
-FIELD ADJUST IRRIGATION PLAN TO ACCOMMODATE SITE CHANGES.
-VELOCITY SHALL NOT EXCEED 5' PER SEC. IN ALL PIPELINES
-ALL POTS SHALL BE IRRIGATED WITH DRIP BUBBLER AND ATTACHED TO LAND IRRIGATION ZONE

IRRIGATION INSTALLATION GENERAL NOTES
SECTION 02810
PART ONE - GENERAL

1.0 SUMMARY
A. All portions of Division I - General Requirements are included with this section.
B. Furnish all transportation, materials, labor, equipment, and services to complete all work shown on the drawings and as specified.

1.1 RELATED SECTIONS: section 02900 landscape planting

1.2 TOLERANCE
A. Install sprinkler heads where indicated by symbol.
B. Drawings are schematic. Adjust pipe and locations to conform to site conditions and to avoid obstructions. Conceal components behind walls of shrubbery where possible. Verify questionable locations before installation.

1.3 SUBMITTAL
A. Submit two bound folders containing:
1. Written operating instructions for all components.
2. Complete parts list and manufacturer's data.
3. Copy of well completion report.
4. Written maintenance instructions.
5. Provide 2 sets as-built record drawings with the following items dimensioned to the nearest foot:
a. Sprinkler main lines
b. Water source
c. Control valves
d. Gate valve
e. Electric control wire path
(Red-line prints).
B. Products furnished but not installed:
1. 2 extra heads of each type and size
2. 2 extra nozzles of each type and size
3. 2 extra head wrenches for each type of head
4. 1 extra valve box with lid

1.4 COORDINATE WORK WITH OWNER AND OTHER TRADES
A. A Licensed electrician will install/provide power to the controller, pump, or fountain if utilized on project.

1.5 QUALITY ASSURANCE
A. Contractor is expected to participate in preconstruction meeting with Owner and landscape architect to coordinate schedule, clarify questions, and discuss acceptable performance criteria for payment.
B. Contractor is expected to participate in contract closeout meeting with Owner and landscape architect to verify proper completion of the work, establish "Date of Substantial Completion", and advise Owner as to system operation.

1.6. WARRANTIES
A. Contractor will be fully responsible for system operation until Date of Substantial Completion.
B. Contractor is fully responsible for all parts and workmanship for one year after Date of Substantial Completion of each specific phase or portion of the project.
C. See to the fulfillment of all manufacturer's warranties.

PART TWO - PRODUCTS
2.0 MATERIALS
Backfill shall be free from stone, trash, or other debris.

2.1 MANUFACTURED UNITS
A. Automatic electro-mechanical controller fully installed and operating.
B. Electric valve installed in valve box.
C. Valve box with lid manufactured by "Amtek" or "Brooks".
D. Connection for control wires manufactured by "Pentite" or "3M" installed as per manufacturer's directions, and above grade in valve boxes.
E. Gate valves shall be brass and installed in valve box.
F. Automatic drain valves shall be installed in 1 cubic foot gravel.

2.2 COMPONENTS
A. Control wire shall be direct burial # 14, type UF. Tape to underside of main every 10 feet. Install spare ground. wire + 5 extra wires.
B. Main line shall be class 200 PVC (ANSI/ASTM D2241).
C. Lateral lines shall be class 160 PVC minimum (ANSI/ASTM 02241).
D. Sleeve at all road and drive crossings shall be class 200 PVC.
E. All pipe, connectors and misc. fittings for the meter and check valve assembly will be galvanized.
F. all electrical work will conform to year construction N.E.C.

PART THREE - EXECUTION

3.0 EXAMINATION
Examine surfaces to which work will be applied and immediately notify landscape architect in writing if site is not in proper condition for Contractor to perform his duties under the terms of this contract.

3.1 PROTECTION
A. Locate identify, and mark all known utilities in area of the work. Take reasonable care to avoid damages or hazards.
B. Damage caused by Contractor's work will be repaired to Owner's satisfaction at Contractor's expense.
C. Document any damage to work caused by other trades. Immediately bring costs to Owner's attention and quickly repair at Owner's expense, as directed.

3.2 PREPARATION
A. Surface Preparation. Stake out each run of pipes, each head, and each valve.
B. Test control wire for continuity before unreeling for installation.

3.3 INSTALLATION
A. Keep pipe interior clean and dry at all times.
B. Ensure a square cut at all joints and ream ends to a smooth finish, inside and out.
C. Lay all runs greater than 100 feet from side to side on trench bottom in serpentine pattern.
D. Support all pipe with clean, compact soil.
E. Backfill and compact to original soil.
F. Set heads plumb and flush with top of sod or mulch.
G. For lateral lines flush all debris from lines. Open valve and screw on one head at a time, starting at valve and continuing to the end. Ensure that lines are watertight.

3.4 TOLERANCES
A. Main line and drive crossings shall have 18 inches minimum cover.
B. Lateral lines shall have 12 inches minimum cover.
C. All heads shall be 4 inches minimum from walks, drives, or curbs.
D. All pop-up heads and valve boxes shall be installed with top flush with grade.
E. All heads shall be installed plumb.

3.5
FIELD TESTS
Apply 100 psi hydrostatic pressure to main lines for 120 minutes. If a leak is found, repair and retest until satisfactory.

3.6 ADJUSTMENTS
A. Adjust sprinkler patterns and radius. Ensure uniform and sufficient coverage for optimum plant growth.
B. No heads shall be allowed to spray walls, fences, walks, or drives.
C. Set times to operate as appropriate for season, soil type, drainage, and plant requirements.

3.7 FIELD QUALITY CONTROL
A. Landscape architect or Owner may conduct periodic inspections to determine that the terms of this contract are fulfilled.
B. Contractor will be expected to participate with Owner in final inspection to review project for conformance to the contract. Items to be reviewed include, type, quantities, sizes, locations, dimensions, and quality of materials and workmanship.
C. The Contractor shall keep the premises free from accumulations of waste materials or rubbish caused by his employees or work at all times.

END OF SECTION

FILE: Z:\4 Studio\Projects\2025\25006 - 800 S. James Campbell Blvd\2 Autocad\5 Permit\Sheets\25006-08-IRRIGATION.dwg
PRINT DATE: 17-Mar-25
DRAWING SIZE: 24" X 36"

Designed By:
INNOVATIONS DESIGN GROUP
101 S. GARLAND AVE., STE 202 ■ ORLANDO, FL ■ 32801
WWW.INNOVATIONS-DESIGN.COM ■ 407-440-3574

Key Map:

Owner:
HIGHLAND CAPITAL

PROJECT NAME
COLUMBIA, TN

CODE MINIMUM
IRRIGATION NOTES

Rev:	Date:	Description:	By:
1	03/17/2025		KS

Date: 2025-01-20	Scale: SEE PLAN
Drawn By: KS	Designed By: JS
Approved By: JS	Project No: 25006

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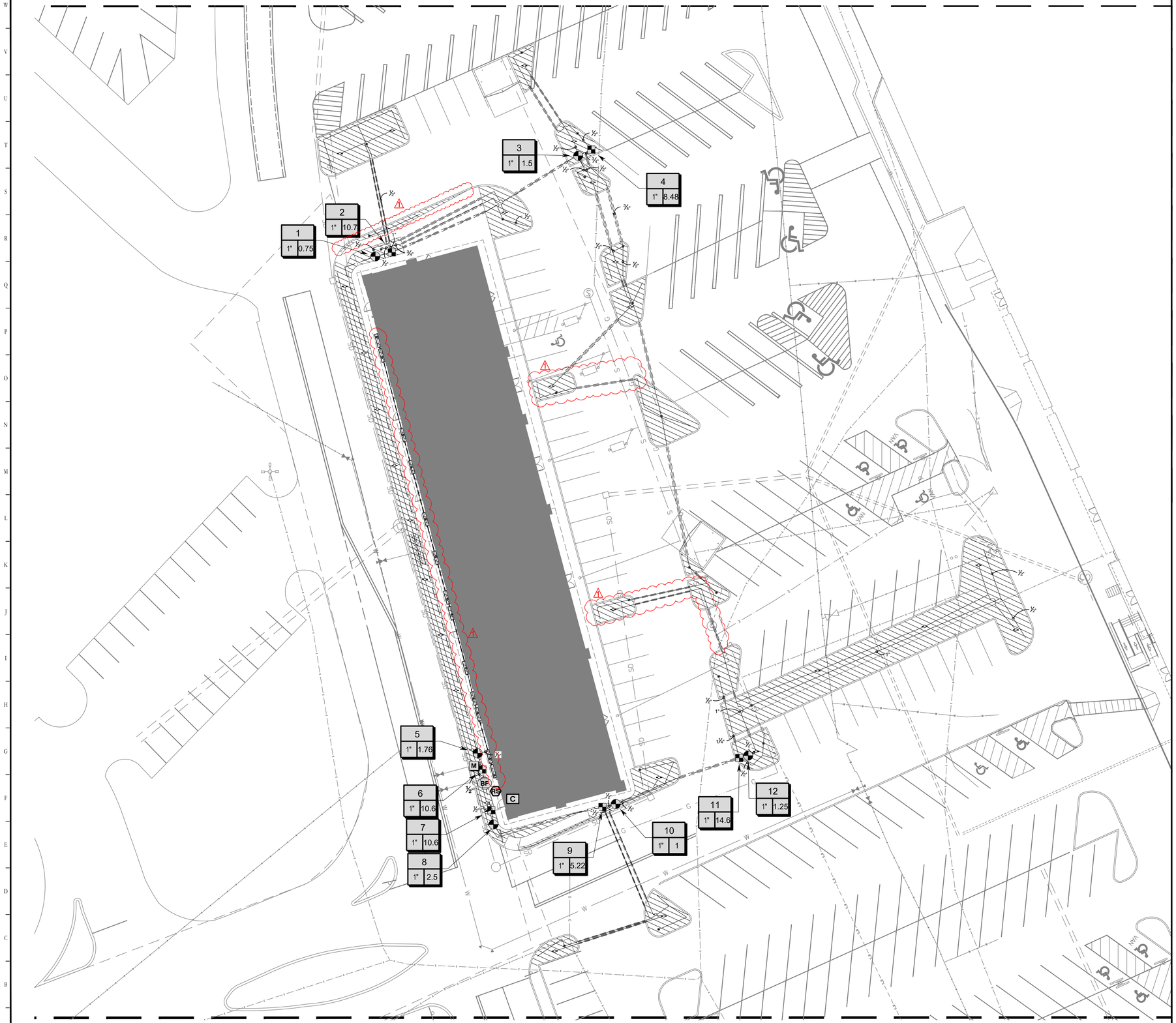
Seal:
MATTHEW E. McFADDEN
REGISTERED LANDSCAPE ARCHITECT
AGRICULTURE
01/20/2025

Sheet Number:
IR-00



IRRIGATION LEGEND

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
0.25 0.50	Hunter RZWS-10 10in. long RZWS with installed .25 gpm or .50 gpm bubbler options, internal plumbing, and 1/2in. swing joint for connection to 1/2in. pipe
SYMBOL	**MANUFACTURER/MODEL/DESCRIPTION**
	Hunter ICZ-101-40 1" Drip Control Zone Kit. 1in. ICV Globe Valve with 1in. HY100 filter system. Pressure Regulation: 40psi. Flow Range: 2 GPM to 20 GPM. 150 mesh stainless steel screen.
	Pipe Transition Point above grade Pipe transition point from PVC lateral to drip tubing with riser to above grade installation.
	Area to Receive Dripline Hunter HDL-09-24-R HDL-09-24-R: Hunter Dripline with 0.9 GPH flow. Light brown tubing with purple striping. Emitters at 24" O.C. Dripline laterals spaced at 24" apart, with emitters offset for triangular pattern. Install with Hunter PLD barbed or PLD-LOC fittings.
SYMBOL	**MANUFACTURER/MODEL/DESCRIPTION**
	Hunter PGV-101G 1" 1in. Plastic Electric Remote Control Valve, for Residential/Light Commercial Use. Female NPT Inlet/Outlet. Globe Configuration, With Flow Control.
BF	United Backflow Solutions, Inc. DC-500 2" 3/4in., 1in., 1-1/2in., and 2in. Shut-Off Valves. Reinforced Nylon Composite.
C	Hunter HPC-400 w/ (1) PCM 300 Module 4 Station with (1) PCM 300 Module Outdoor Wi-Fi enabled, full-functioning controller with touchscreen. Plastic Cabinet
RS	Hunter MINI-CLIK Rain Sensor, mount as noted
M	Water Meter 2"
	Irrigation Lateral Line: PVC Class 200 SDR 21
	Irrigation Lateral Line: PVC Class 200 SDR 21 1/2"
	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4"
	Irrigation Lateral Line: PVC Class 200 SDR 21 1"
	Irrigation Lateral Line: PVC Class 200 SDR 21 1 1/4"
	Irrigation Mainline: PVC Class 200 SDR 21
	Irrigation Mainline: PVC Class 200 SDR 21 1/2"
	Pipe Sleeve: PVC Schedule 40

NORTH

0 10' 20' 40'

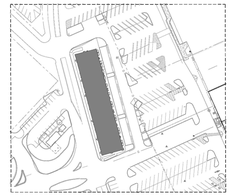
SCALE: 1" = 20'-0"

Designed By:

INNOVATIONS DESIGN GROUP

101 S. GARLAND AVE., STE 202 ■ ORLANDO, FL ■ 32801
WWW.INNOVATIONS-DESIGN.COM ■ 407-440-3574

Key Map:



Owner:

HIGHLAND CAPITAL

PROJECT NAME
COLUMBIA, TN

CODE MINIMUM
IRRIGATION PLAN

Rev:	Date:	Description:	By:
1	03/17/2025		KS

Date: 2025-01-20	Scale: SEE PLAN
Drawn By: KS	Designed By: JS
Approved By: JS	Project No: 25006

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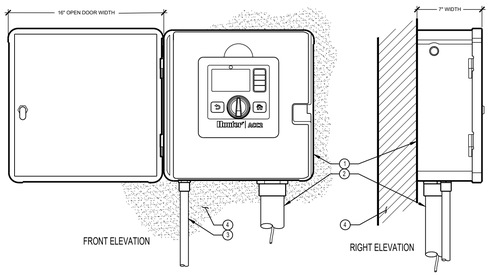
Seal:

MATTHEW E. McCADDEN REGISTERED LANDSCAPE ARCHITECT 0010000 FLORIDA 01/20/2025

Sheet Number:

IR-01

FILE: Z:\4 Studio\Projects\2025\25006 - 800 S. James Campbell Blvd\2 Autocad\5 Permit\Sheets\25006-08-IRRIGATION.dwg
PRINT DATE: 17-Mar-25
DRAWING SIZE: 24" X 36"



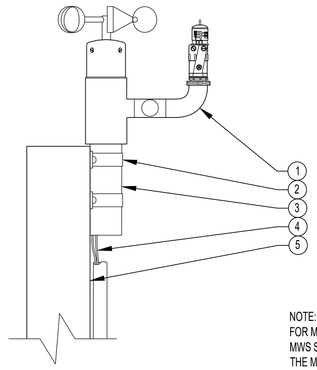
LEGEND:

1. IRRIGATION CONTROLLER
2. IRRIGATION CONTROL WIRE IN CONDUIT SIZE AND TYPE PER LOCAL CODES
3. ELECTRICAL SUPPLY CONDUIT CONNECT TO POWER SOURCE, J-BOX INSIDE CONTROLLER
4. ADJACENT SURFACE TO MOUNT CONTROLLER PER PLAN

NOTE:
MOUNT CONTROLLER LCD SCREEN AT EYE LEVEL, CONTROLLER SHALL BE HARD-WIRED TO GROUNDED 110 VAC POWER SOURCE

1 Irrigation Controller

Scale: N.T.S.



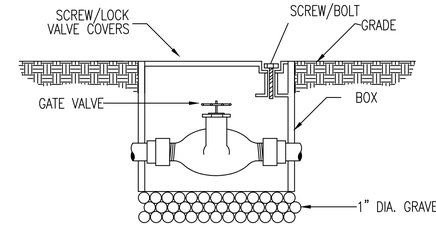
LEGEND:

1. MINI WEATHER STATION
2. CONDUIT CLAMPS
3. 2" PIPE
4. RUN LEAD WIRES TO CONTROLLER
5. POST OR SUITABLE MOUNTING SURFACE

NOTE:
FOR MOST ACCURATE TEMPERATURE SENSING, ROTATE THE MWS SO THAT THE THERMOSTAT PORTION POINTS NORTH. THE MWS IS DESIGNED TO MOUNT ON A POST OF 2" PIPE, ANY COMBINATION OF PIPE AND FITTINGS MAY BE USED.

2 Mini Weather Station

Scale: N.T.S.

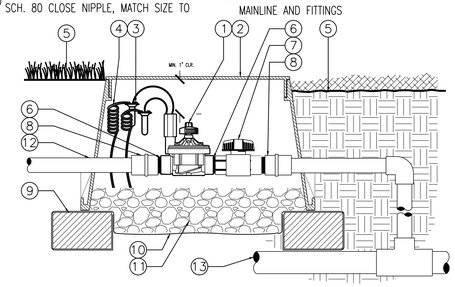


3 Gate Valve

Scale: N.T.S.

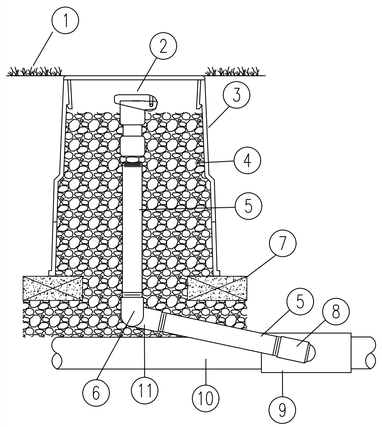
LEGEND

1. HUNTER REMOTE CONTROL VALVE (ICV) WITH FLOW CONTROL
2. IRRIGATION VALVE BOX: HEAT STAMP LID WITH 'RCV' IN 2" LETTERS
3. WATERPROOF CONNECTORS (2)
4. 18"–24" COILED WIRE TO CONTROLLER
5. FINISH GRADE AT ADJACENT SURFACE (TURF OR MULCH)
6. SCH. 80 CLOSE NIPPLE, MATCH SIZE TO
7. VALVE
8. ISOLATION VALVE, SIZE AND TYPE PER PLAN
9. PVC SLIP X FPT ADAPTOR
10. BRICK SUPPORTS (4)
11. FILTER FABRIC – WRAP TWICE AROUND BRICK SUPPORTS
12. 3/4" WASHED GRAVEL – 4" MIN. DEPTH
13. IRRIGATION LATERAL
    MAINLINE AND FITTINGS



4 Remote Control Valve

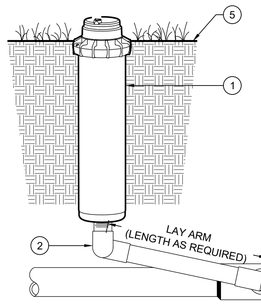
Scale: N.T.S.



1. FINISH GRADE
2. QUICK–COUPLING VALVE
   ONE–PIECE BODY WITH 3/4 INCH INLET AND 3/4 INCH KEY OUTLET
3. VALVE BOX WITH COVER
4. 3/4" MINUS WASHED GRAVEL
5. PVC SCH 80 NIPPLE–3/4"
   (LENGTH AS REQUIRED)
6. PVC SCH 40 STREET ELL–3/4"
7. BRICK SUPPORTS (2)
8. PVC SCH 40 STREET ELL–3/4"
9. PVC SCH 40
   TEE OR ELL X 3/4"
10. PVC MAINLINE PIPE
11. PVC SCH 40 ELL–3/4"

5 Quick Coupler Valve

Scale: N.T.S.

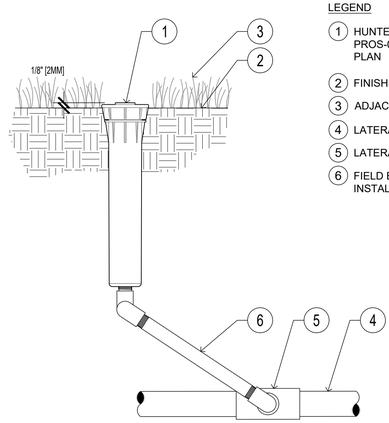


DETAIL LEGEND:

1. HUNTER PGP 6" POP-UP ROTOR
2. SWING JOINT ASSEMBLY: HUNTER HSJ SERIES,
   1" [25 mm] MODELS: HSJ-1-32-212 OR HSJ-1-65-212
   1½" [40 mm] MODELS: HSJ-3-32-212 OR HSJ-3-65-212
   (REFER TO HUNTER CATALOG FOR OPTIONS).
   INSTALL AS FOLLOWS:
   A. HAND TIGHTEN O-RING JOINTS, BACK-OFF ONE FULL TURN TO ALLOW FOR SWING ACTION.
   B. INSTALL SWING JOINT LAY ARM AT 30°- 45° ANGLE TO THE LATERAL.
3. LATERAL TEE OR ELL CONNECTION PER LATERAL LINE FITTING SPECIFICATIONS.
4. LATERAL PIPE PER LATERAL LINE SPECIFICATIONS. SOIL DEPTH AS SPECIFIED.
5. FINISH GRADE

6 Rotor Head

Scale: N.T.S.

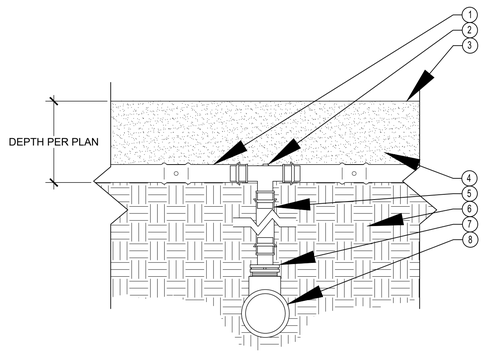


LEGEND

1. HUNTER POP-UP BODY PROS-06: NOZZLE AND CAP PER PLAN
2. FINISHED GRADE
3. ADJACENT LANDSCAPE
4. LATERAL PIPE PER PLAN
5. LATERAL FITTING PER PLAN
6. FIELD BUILT SWING ARM (PER INSTALLING CONTRACTOR)

7 Spray Head

Scale: N.T.S.



LEGEND:

1. HUNTER DRIPLINE (HDL) PER PLAN
2. PLD OR PLD-LOC FITTING
3. FINISHED GRADE
4. MULCH (AS SPECIFIED)
5. HDL RISER - LENGTH AS REQUIRED
6. SOIL
7. PLD OR PLD-LOC FITTING
8. PVC SUPPLY HEADER - SIZE PER PLAN

8 Drip Line

Scale: N.T.S.

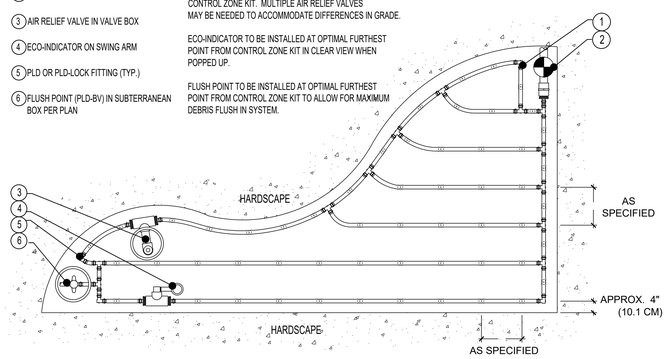
LEGEND:

1. HUNTER DRIPLINE PER PLAN
2. DRIP CONTROL ZONE KIT PER PLAN
3. AIR RELIEF VALVE IN VALVE BOX
4. ECO-INDICATOR ON SWING ARM
5. PLD OR PLD-LOCK FITTING (TYP.)
6. FLUSH POINT (PLD-BV) IN SUBTERRANEAN BOX PER PLAN

NOTES
AIR RELIEF VALVE (PLD-AVR) INSTALLED IN VALVE BOX AT OPTIMAL HIGHEST POINT FROM CONTROL ZONE KIT. MULTIPLE AIR RELIEF VALVES MAY BE NEEDED TO ACCOMMODATE DIFFERENCES IN GRADE.

ECO-INDICATOR TO BE INSTALLED AT OPTIMAL FURTHEST POINT FROM CONTROL ZONE KIT IN CLEAR VIEW WHEN POPPED UP.

FLUSH POINT TO BE INSTALLED AT OPTIMAL FURTHEST POINT FROM CONTROL ZONE KIT TO ALLOW FOR MAXIMUM DEBRIS FLUSH IN SYSTEM.



9 Drip Line

Scale: N.T.S.

Designed By:
INNOVATIONS DESIGN GROUP
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Key Map:

Owner:
HIGHLAND CAPITAL

PROJECT NAME
COLUMBIA, TN

CODE MINIMUM
IRRIGATION DETAILS

Rev:	Date:	Description:	By:
1	03/17/2025		KS

Date: 2025-01-20	Scale: SEE PLAN
Drawn By: KS	Designed By: JS
Approved By: JS	Project No: 25006

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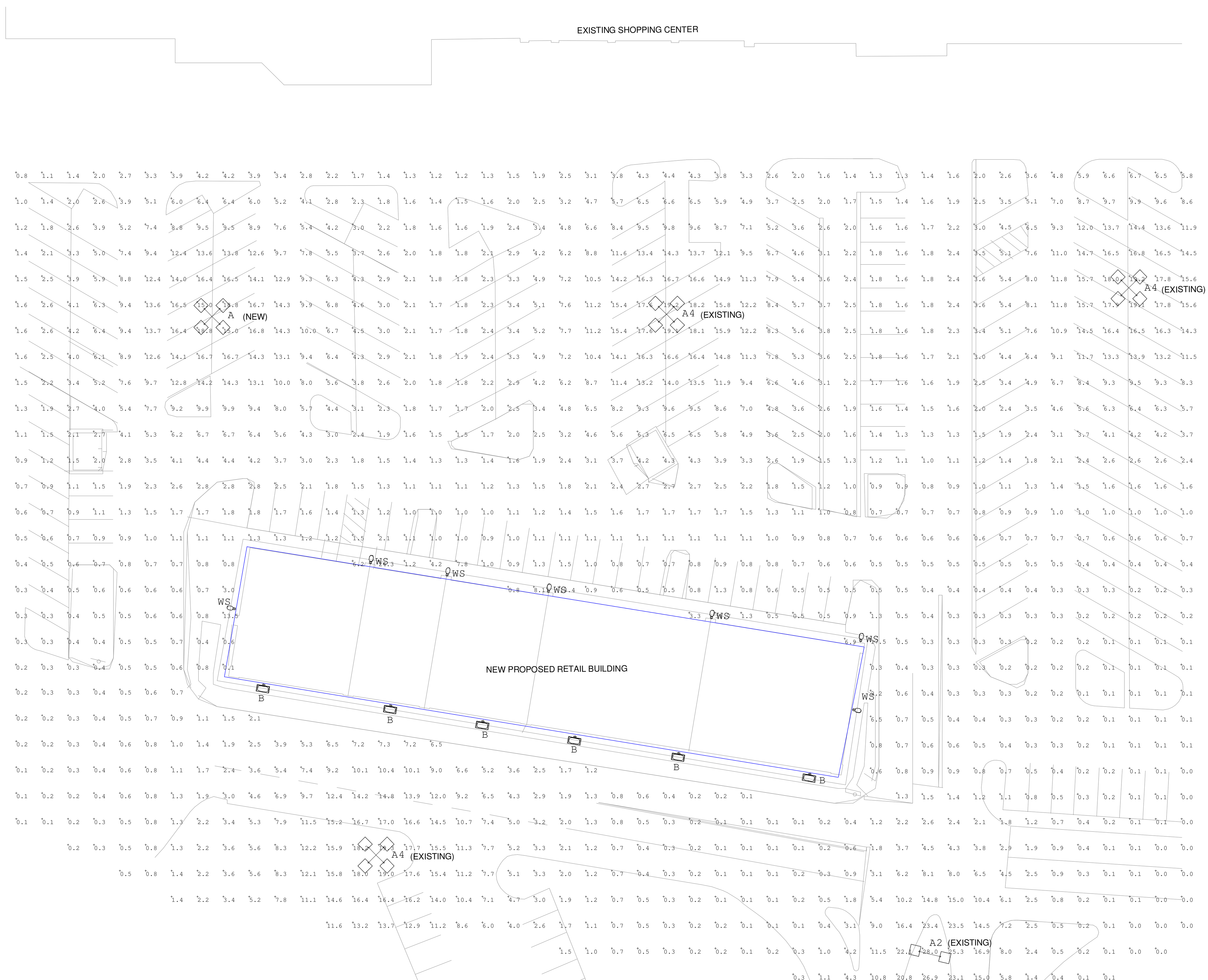
Seal:


Sheet Number:
IR-02

FILE: Z:\4 Studio\Projects\2025\25006 - 800 S. James Campbell Blvd\2 Autocad\5 Permit\Sheets\25006-08-IRRIGATION.dwg
PRINT DATE: 17-Mar-25
DRAWING SIZE: 24" X 36"

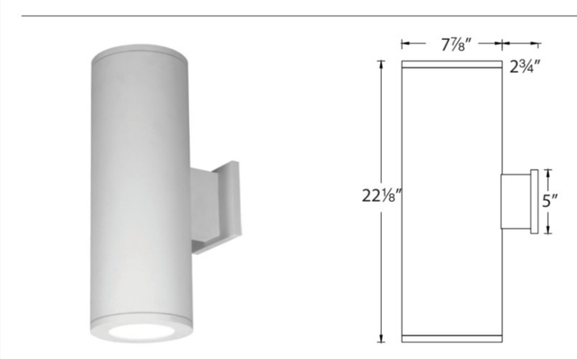
Luminaire Schedule											
Symbol	Tag	Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts	Mounting Height	BUG Rating
	A	1	MAL04300W48V40KDT3-NTC-IES_2	4 @ 90 Degrees	MAL04300W48V40KDT3	0.900	40413	300.14	1200.56	35	B4-U1-G4
	WS	7	DS-WD08-F930S-BZ	Single	DS-WD08-F930S-BZ	0.900	6417	92.283	645.981	12	B3-U5-G0
	B	6	WDGE4 LED P1 70CRI R4 30K_2	Single	WDGE4 LED P1 70CRI R4 30K	0.900	11224	76.21	457.26	8	B2-U0-G2
	A4	3	MAL04300W48V40KDT3-NTC-IES	4 @ 90 Degrees	MAL04300W48V40KDT3	0.900	40413	300.14	3601.68	35	B4-U1-G4
	A2	1	MAL04300W48V40KDT3-NTC-IES_1	Back-Back	MAL04300W48V40KDT3	0.900	40413	300.14	600.28	20	B4-U1-G4

Calculation Summary						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
Driving - Back of Bldg	Fc	4.40	28.0	0.0	N.A.	N.A.
Parking area - Front	Fc	4.14	31.7	0.0	N.A.	N.A.



1 SITE PHOTOMETRICS
SCALE: 1" = 30'-0" 1/SE1

TUBE ARCHITECTURAL DS-WD08 WAC LIGHTING
LED Wall Mounts



Fixture Type: WS
Catalog Number:
Project:
Location:

PRODUCT DESCRIPTION
The latest energy efficient LED technology in an appealing cylindrical profile delivers accent and wall wash lighting. Comes in various light distribution and beam angle options.

FEATURES
- High performance exterior rated LED wall mount light
- Fixture can install upside down to alter light distribution
- Solid aluminum construction
- 5 year warranty

SPECIFICATIONS
Input: Universal voltage 120V - 277VAC, 50/60Hz
Dimming: Electronic low voltage (ELV) : 100% - 5%; 0-10V: 100% - 1%
Light Source: High output 3 Step Mac Adam Ellipse COB; Rated life of 60,000 hours at L70
Finish: Electrostatically powder coated, white, black, bronze and graphite
Standards: IP65 rated, ETL & cETL wet location listed; Title 24 JA8-2016 Compliant
Operating Temp: -13°F to 122°F (-25°C to 50°C)

ORDERING NUMBER

Diameter	Watt	Beam	Beam Angle	Color Temp	CRI	Lumen	CBCP	Efficacy (lm/w)	Light Distribution	Finish
DS-WD08 8"	46W x 2	S Straight up and down	18°	927S 2700K	90	3080 x 2	15187	67 x 2		BK Black
				27S 2700K	85	3865 x 2	19064	84 x 2		WT White
				930S 3000K	90	3275 x 2	16156	71 x 2		BZ Bronze
				30S 3000K	85	3935 x 2	19387	86 x 2		GH Graphite
				35S 3500K	85	4030 x 2	19872	88 x 2		
				40S 4000K	85	4095 x 2	20195	89 x 2		
		N Straight up and down	25°	927S 2700K	90	3185 x 2	10536	68 x 2		
				27S 2700K	85	4000 x 2	13226	87 x 2		
				930S 3000K	90	3390 x 2	11208	74 x 2		
				30S 3000K	85	4070 x 2	13450	88 x 2		
				35S 3500K	85	4170 x 2	13786	91 x 2		
				40S 4000K	85	4240 x 2	14010	92 x 2		
		F Straight up and down	35°	927S 2700K	90	3015 x 2	5475	66 x 2		
				27S 2700K	85	3785 x 2	7211	82x 2		
				930S 3000K	90	3210 x 2	6111	70x 2		
				30S 3000K	85	3850 x 2	7334	84 x 2		
				35S 3500K	85	3945 x 2	7517	86 x 2		
				40S 4000K	85	4010 x 2	7639	87 x 2		
DS-WD0869 8"	34W x 2	F Away from the wall	N/A	927A 2700K	90	3020 x 2	N/A	66 x 2		
				27A 2700K	85	3790 x 2		82 x 2		
				930A 3000K	90	3210 x 2		70 x 2		
				30A 3000K	85	3855 x 2		84 x 2		
				35A 3500K	85	3950 x 2		86 x 2		
				40A 4000K	85	4015 x 2		87 x 2		
		F Towards the wall	N/A	927B 2700K	90	3020 x 2	N/A	66 x 2		
				27B 2700K	85	3790 x 2		82 x 2		
				930B 3000K	90	3210 x 2		70 x 2		
				30B 3000K	85	3855 x 2		84 x 2		
				35B 3500K	85	3950 x 2		86 x 2		
				40B 4000K	85	4015 x 2		87 x 2		
		F One side each	N/A	927C 2700K	90	3020 x 2	N/A	66 x 2	One side away from wall, one side towards the wall	
				27C 2700K	85	3790 x 2		82 x 2		
				930C 3000K	90	3210 x 2		70 x 2		
				30C 3000K	85	3855 x 2		84 x 2		
				35C 3500K	85	3950 x 2		86 x 2		
				40C 4000K	85	4015 x 2		87 x 2		

DS-WD08-_______-____ Example: DS-WD08-F930A-WT [1]Reference output shows 46W output. Multiply by 0.8 to determine output for 34W combinations

waclighting.com, Phone (800) 526.2588, Fax (800) 526.2585
Headquarters/Eastern Distribution Center: 44 Harbor Park Drive, Port Washington, NY 11050
Central Distribution Center: 1600 Distribution Ct, Lithia Springs, GA 30122
Western Distribution Center: 1750 Archibald Avenue, Ontario, CA 91760

WAC Lighting retains the right to modify the design of our products at any time as part of the company's continuous improvement program. SEPT 2019

ECOMAX LIGHTING TYPE: A, A2 AND A4
AREA LIGHT(MAL04)



Specifications

Construction:
- Rugged one-piece, die-cast aluminum housing secures the thermally conductive LED panel and electrical chamber
- Low profile, 3G vibration rated compact design minimizes wind load requirements.
- Housing is completely sealed against moisture and environmental contaminants.

Optics:
- Available in IES Type III, IV, V distributions
- Light engines are available in standard 4000 K and 5000 K (70 CRI) configurations.
- Scalable Lumen Packages from 5,360 to 42,000 Lumens replaces up to 1000W Metal Halide.
- Optics is precisely designed to shape the distribution, maximizing efficiency and application spacing.
- For the ultimate level of spill light control, an optional house-side shield accessory can be field or factory installed.
- The optics can conform to dark sky requirement.

Electrical:
- Universal 120-277 VAC or 347-480 VAC input voltage
- Standard with 0-10V dimming driver(s)
- THD: ≤20%
- Power Factor: ≥90%

Controls:
- Optional occupancy sensor
- Optional Photocell

Ambient Temperature:
- Ambient operating temperature -40°C to 45°C (-40°F to 113°F).

Installation:
- Suitable for mounting heights ranging from 26-40' in area lighting applications
- Round pole, Square pole, slipfitter and wall mount are available
- The design can be operated by one person to install the whole lamp

Lifespan:
- Estimated 100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations

Finish:
- It's available in black or optional dark bronze, silvery gray or white.

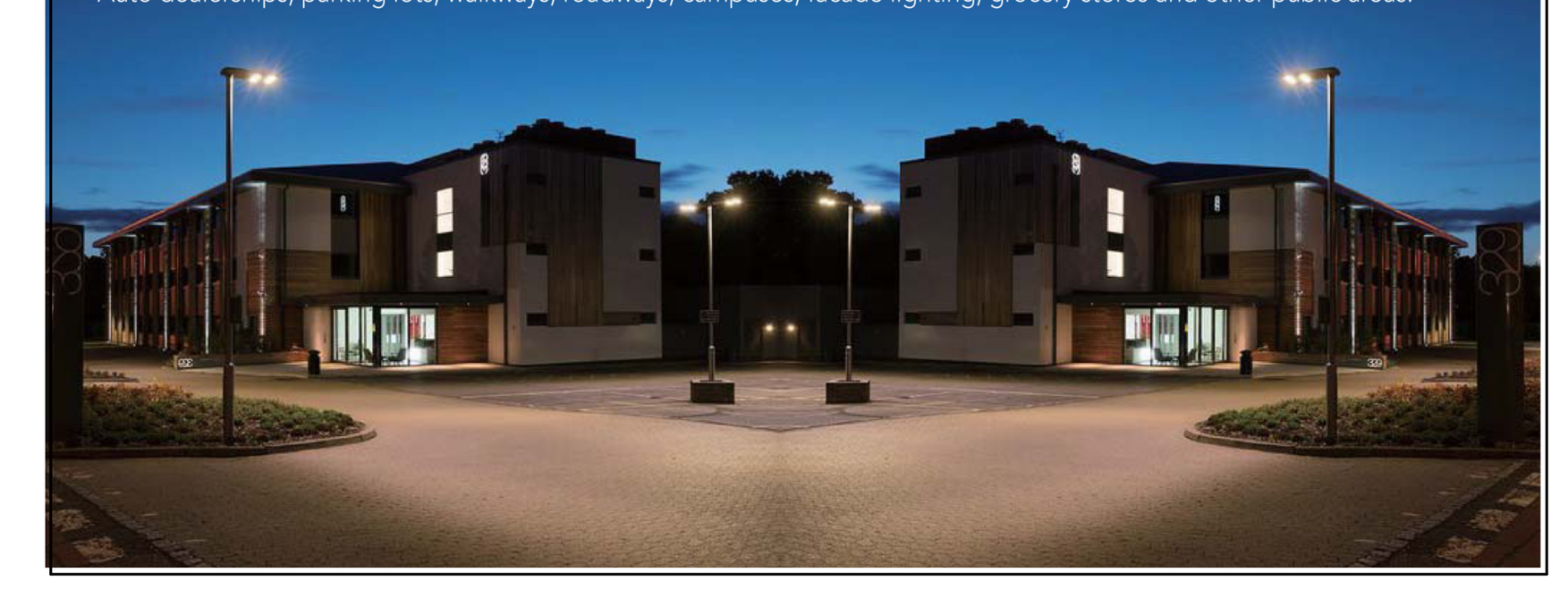
Black / Dark Bronze / Silver Gray / White

Certifications:
- UL wet location listed and DLC qualified

Warranty:
Mester warrants that our LED products will be free from defects in materials and workmanship for a period of five (5) years from the date of delivery to the end user, including coverage of light output, color stability, driver performance and fixture finish. (For more information visit: http://www.mesterleds.com/ resources/warranty/)

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(±5°C) specifications subject to change without notice.

Applications:
Auto dealerships, parking lots, walkways, roadways, campuses, facade lighting, grocery stores and other public areas.

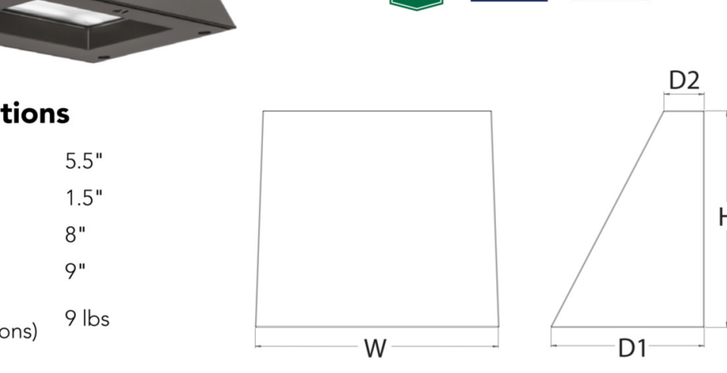


WDGE1 LED
Architectural Wall Sconce



Catalog Number
Notes
Type B

Specifications
Depth (D1): 5.5"
Depth (D2): 1.5"
Height: 8"
Width: 9"
Weight: (without options) 9 lbs



Introduction
The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing true site-wide solution.

WDGE1 delivers up to 2,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. The compact size of WDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.

design select — Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect. *See ordering tree for details

WDGE LED Family Overview

Luminaire	Optics	Standard EM, 0°C	Cold EM, -20°C	Sensor	P0	P1	P2	P3	P4	P5	P6
					Approximate Lumens (4000K, 80CRI)						
WDGE1 LED	Visual Comfort	4W		--	750	1,200	2,000	--	--	--	--
WDGE2 LED	Visual Comfort	10W	18W	Standalone / nLight	--	1,200	2,000	3,000	4,500	6,000	--
WDGE2 LED	Precision Refractive	10W	18W	Standalone / nLight	700	1,200	2,000	3,200	4,200	--	--
WDGE3 LED	Precision Refractive	15W	18W	Standalone / nLight	6,000	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	Precision Refractive			Standalone / nLight	--	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information EXAMPLE: WDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE1 LED	P0, P1, P2	27K 2700K; 30K 3000K; 35K 3500K; 40K 4000K; 50K[3] 5000K	80CRI; 90CRI	VF Visual comfort forward throw; VW Visual comfort wide	MVOLT; 347[2]	Shipped included: SRM Surface mounting bracket; ICW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only)[3]. Shipped separately: AWS 3/8inch Architectural wall spacer[4]; PBBW Surface-mounted back box (top, left, right conduit entry) Use when there is no junction box available.[4]

Options	Finish	
E4WH Emergency battery backup, Certified in CA Title 20 MAEDBS (4W, 0°C min)[5]	DDBXD Dark bronze	DDBTXD Textured dark bronze
PE Photocell, Button Type[6]	DBLXD Black	DBLBXD Textured black
DS Dual switching (comes with 2 drivers and 2 light engines; see page 3 for details)[7]	DNAXD Natural aluminum	DNATXD Textured natural aluminum
DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)	DWHXD White	DWHGXD Textured white
BCE Bottom conduit entry for back box (PBBW). Total of 4 entry points.	DSSXD Sandstone	DSSTXD Textured sandstone
DSLE Dual Switching (1 Driver, 2 Light Engines)		
CCE Coastal Construction[4]		

LITHONIA LIGHTING COMMERCIAL OUTDOOR One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
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ELECTRICAL NOTES

EXISTING POLE LIGHT FIXTURE LOCATIONS ARE BASED UPON INFORMATION PROVIDED BY THE ARCHITECT AND CIVIL ENGINEER. NEW POLE LIGHT LOCATIONS ARE DIAGRAMMATIC IN NATURE AND ARE ONLY INTENDED TO COORDINATE PHOTOMETRIC CALCULATIONS. EXACT LOCATIONS OF NEW POLE MOUNTED FIXTURES TO BE TAKEN FROM CIVIL DRAWINGS.

THE STUDY IS BASED ON REQUESTED ILLUMINATION LEVELS, LUMINAIRE LOCATIONS, OR ADDITIONAL CRITERIA BY THE AUTHORITIES HAVING JURISDICTION.

THIS PHOTOMETRIC PLAN REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS UTILIZING CURRENT INDUSTRY STANDARD LAMP RATINGS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY (IES) APPROVED METHODS.

THIS PLAN REPRESENTS A SOFTWARE SIMULATED PHOTOMETRIC STUDY OF THE EXTERIOR SITE LIGHTING PLAN, AND INDICATES THE SIMULATED LIGHT INTENSITY CALCULATED IN FOOT-CANDLES. THIS STUDY DOES NOT TAKE INTO AFFECT A CHANGE IN GRADE ELEVATION.

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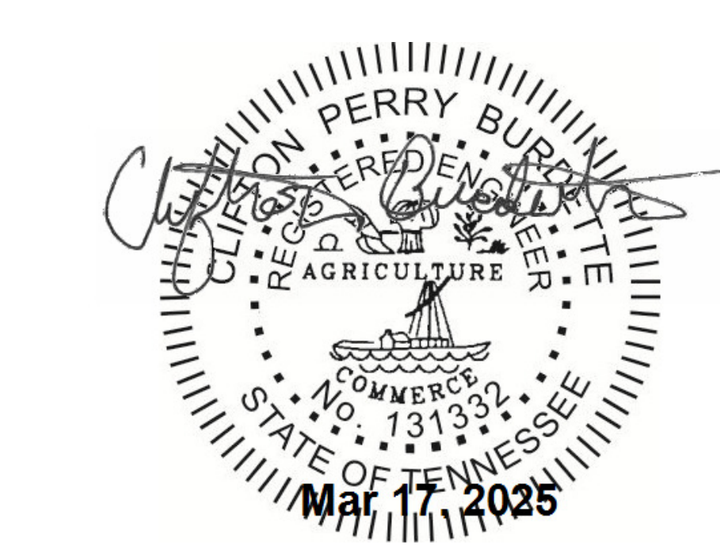
SEAL



CONSULTANTS

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DESIGNED BY: TPS

OWNER
HIGHLAND CAPITAL
600 12TH AVENUE S. UNIT 816,

LOCATION
OUTPARCEL RETAIL BUILDING
COLUMBIA, TN 38401

DATE
ISSUE DATE
04/07/25
24420

REVISIONS

NO.	DESCRIPTION	DATE

This drawing and the design shown is the property of the architect. The reproduction, copying or use of this drawing without their written consent is prohibited and any infringement will be subject to legal action.

SHEET
ELECTRICAL SITE PHOTOMETRICS
SE1

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Prepared by and Return to:

Graybill, Lansche & Vinzani, LLC
2721 Devine Street
Columbia, South Carolina 29205
Attention: Ryan W. Newton

(Space above this line for Recorder's Use)

STATE OF TENNESSEE)
)
COUNTY OF MAURY)

DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS FOR COLUMBIA CENTER

THIS DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS FOR COLUMBIA CENTER ("Declaration") is made to be effective as of the ____ day of _____, 2024 (the "Effective Date"), by ***HC COLUMBIA, LLC***, a Tennessee limited liability company (the "Declarant").

RECITALS:

A. Declarant is the owner of all that certain piece, parcel or tract of land, together with the improvements thereon, situate, lying and being near the intersection of Brookmeade Drive and James M. Campbell Boulevard in the City of Columbia, Maury County, Tennessee, said master tract containing a total area of approximately _____ acres and being subdivided into _____ separate parcels shown and designated as _____, with an area of approximately _____ acres (the "Shopping Center Parcel"); _____, with an area of approximately _____ acres (the "Future Development Parcel"); _____, with an area of approximately _____ acres (the "Maury Regional Parcel"); _____, with an area of approximately _____ acres ("Outparcel 1"); _____, with an area of approximately _____ acres ("Outparcel 2"); _____, with an area of approximately _____ acres ("Outparcel 3"); [and _____ with an area of approximately _____ acres ("Outparcel 4") all as shown on a Final Plat of _____ prepared for HC Columbia, LLC by _____ of _____ dated _____, last revised _____, and recorded in the Office of the Register of Deeds Office for Maury County in Book _____ at Page _____ (the _____ subdivided Parcels are sometimes collectively called the "Property").

B. Declarant is developing a commercial project on the Property and desires to provide for the preservation of the value of the Property and to assure a uniform and consistent or harmonious development and improvement of the Property.

C. Declarant desires to subject the Property to certain restrictions, and to declare certain non-exclusive easements to benefit the Property as set forth herein.

D. Certain terms referenced and defined in this Declaration are all shown and identified on the site plan attached hereto and incorporated herein as ***Exhibit A*** (the "Site Plan").

NOW, THEREFORE, Declarant hereby covenants and declares, on behalf of itself and its successors and assigns, that the Property shall be held, conveyed, acquired and encumbered subject to the following easements and restrictions, all of which shall run with the Property and bind and inure to the benefit of all persons who may now or hereafter occupy or enter upon any portion thereof, subject to the right of Declarant to amend this Declaration as provided herein.

1. Incorporation of Recitals. The foregoing Recitals are incorporated and made a part of this Declaration.

2. Certain Definitions. For purposes hereof:

(a) The term "Common Area" shall mean those portions of the Parcels that are outside of exterior walls of buildings or other structures, from time to time located on the Parcels, and which are either unimproved, or are improved as (without limitation) parking areas, landscaped areas, driveways, roadways, walkways, light standards, curbing, paving, drainage and entrances and exits.

(b) The term "Floor Area" means the area of a building measured using its exterior dimensions (except that measurements from a common wall shall be made from the center line of the wall), excluding (i) vestibule areas, (ii) loading dock areas, (iii) mezzanine areas not used for retail sales, (iv) vaults, and (v) equipment areas located outside the exterior walls of the building, such as areas enclosed by screening attached to an exterior wall and areas occupied by freezers, coolers, compressors, dumpsters, and trash compactors.

(c) The term "Owner" or "Owners" shall mean the owners of the individual Parcels and any and all successors, assigns or grantees of such persons as the owner or owners of fee simple title to all or any portion of the Property, whether by sale, assignment, inheritance, operation of law, trustee's sale, foreclosure, or otherwise, but not including the holder of any lien or encumbrance on such real property.

(d) The term "Parcel" or "Parcels" shall mean each separately identified parcel of real property now constituting a part of Property, that is, the Shopping Center Parcel, the Future Development Parcel, the Maury Regional Parcel, Outparcel 1, Outparcel 2, Outparcel 3 and Outparcel 4 and any future subdivisions thereof. Outparcel 1, Outparcel 2, Outparcel 3 and Outparcel 4 are sometimes collectively referred to herein as the "Outparcels."

(e) The term "Permittees" shall mean the tenant(s), subtenants or occupant(s) of a Parcel, and the respective employees, agents, contractors, customers, invitees and licensees of (i) the Owner of such Parcel, and/or (ii) such tenant(s), subtenants or occupant(s).

(f) The term "Service Drive" shall mean the portion of the Property consisting of (i) the entrances and exits between the Shopping Center Parcel, the Future Development Parcel and the Maury Regional Parcel and adjoining publicly dedicated rights-of-way currently existing or to be constructed, and (ii) the driveway area extending from said entrances and exits to the Service Area, which Service Drive is substantially depicted and so designated on the Site Plan.

3. Grant of Easements.

(a) *Cross Access Easements.* Declarant does hereby declare, grant, bargain, sell and convey a non-exclusive permanent, perpetual, irrevocable, transmissible and assignable easement for access, ingress and egress on, over and across all roads, drives and walkways as may exist from time to time on the Shopping Center Parcel, the Future Development Parcel, the Maury Regional Parcel, Outparcel 1, Outparcel 2 and Outparcel 3 for the benefit of Shopping Center Parcel, the Future Development Parcel the Maury Regional Parcel, Outparcel 1, Outparcel 2 and Outparcel 3 (the "Access Easement"). The Access Easement granted

herein shall be used in a manner so as not to unreasonably interfere with the business operations conducted, in any case, on the Parcels. Notwithstanding the immediately preceding sentence, the location of all curb cuts connecting Outparcel 1, Outparcel 2 and Outparcel 3 to each other or to the Shopping Center Parcel (as the case may be) shall be determined by Declarant in Declarant's sole and absolute discretion.

(b) *Access Easement for Outparcel 4*. Declarant does hereby declare, grant, bargain, sell and convey an exclusive, permanent, perpetual, irrevocable, transmissible and assignable easement for access, ingress and egress on, over and across that certain drive on the Shopping Center Parcel adjacent to Outparcel 4 and identified on the Site Plan as "Outparcel 4 Access Drive" for the benefit of Outparcel 4 (the "Outparcel 4 Access Easement"). The Outparcel 4 Access Easement granted herein shall be used in a manner so an not to unreasonably interfere with the business operations conducted, in any case, on the Shopping Center Parcel.

(c) *Parking Easement benefitting the Parcels.* Declarant does hereby declare, grant, bargain, sell and convey a non-exclusive, permanent, perpetual, irrevocable, transmissible and assignable easement, for the benefit of the Shopping Center Parcel, the Future Development Parcel, the Maury Regional Parcel, Outparcel 1, Outparcel 2 and Outparcel 3, for the parking of vehicles on and across those portions of the Shopping Center Parcel, the Future Development Parcel, the Maury Regional Parcel, Outparcel 1, Outparcel 2 and Outparcel 3 improved as parking spaces (the "Parking Easement"). Notwithstanding the immediately preceding sentence, and anything to the contrary contained in this Declaration, Declarant may dedicate parking spaces for the exclusive use of tenants and occupants of the Shopping Center Parcel, the Future Development Parcel, the Maury Regional Parcel, Outparcel 1, Outparcel 2 and Outparcel 3 for pick up of online orders, cart corrals, outside sale areas, and similar uses which shall not violate the Parking Easement. Other than as set forth in this Section 3(b), the parking spaces in the Common Area of the Shopping Center Parcels shall only be used for the parking of private automobiles or similar vehicles of customers, agents, contractors, invitees, licensees, subtenants and employees of the occupants of the Parcels. Notwithstanding anything to the contrary in this Declaration, there shall be no charge or cost associated with customer use of the parking spaces within the Common Area of the Shopping Center Parcel, the Future Development Parcel, the Maury Regional Parcel, Outparcel 1, Outparcel 2 and Outparcel 3.

(d) *Storm Drainage Easements benefitting the Property.* Declarant does hereby declare, grant, bargain, sell and convey a non-exclusive permanent, perpetual, irrevocable, transmissible and assignable easement for the benefit of the Property, varying in width, for (i) stormwater drainage and for the installation, operation, maintenance, repair and replacement of stormwater drainage facilities, including, without limitation, any off site filtration and drainage system (including but not limited to detention pond facilities) (collectively, the "Drainage System"), and (ii) surface drainage to the extent incidentally required in order for water on the various Parcels on the Property to reach the Drainage System (together, the "Drainage Easement"), under, over, through, across and into the Drainage System facilities located within the Common Area of the Property. No permanent buildings will be placed in or allowed to encroach upon the Drainage Easement areas, and no change of grade elevation or excavation that materially impacts the use of the Drainage Easement areas shall be made to such areas without the consent of the Owner of the impacted Parcels.

(e) *Signage Easement benefitting the Future Development Parcel.* Declarant does hereby declare, grant, bargain, sell and convey a non-exclusive permanent, perpetual, irrevocable, transmissible and assignable easement (the "Monument Sign Easement") for the benefit of the Future Development Parcel over those portions of the Shopping Center Parcel identified as "Shared Monument Sign 1" and "Shared Monument Sign 2" on the Site Plan, for the utilization of the signs and sign panels thereon. The Monument Sign Easement shall include the right of reasonable access over, under, upon and across the Shopping Center Parcel reasonably necessary to maintain and repair the signs and to install, replace, maintain, repair and utilize the sign panels. In exercising its rights to the Monument Sign Easement, the Owner of the Future Development Parcel shall access the Shopping Center Parcel and perform work on the sign panels in a

commercially reasonable and expeditious manner. Declarant reserves the right to grant additional easements or licenses for placement of sign panels on Shared Monument Sign 1 and Shared Monument Sign 2 to other Parcels within the Development from time to time.

The sign panels on Shared Monument Sign 1 and Shared Monument Sign 2 shall be allocated among the Shopping Center Parcel and the Future Development Parcel in the manner shown on ***Exhibit B*** attached hereto.

(f) *Reciprocal General Utility Easements*.

(i) Declarant does hereby declare, grant, bargain, sell and convey reciprocal and mutual non-exclusive permanent, perpetual, irrevocable, transmissible and assignable easements, varying in width, for the purpose of constructing, utilizing, maintaining, repairing and replacing utility lines for electricity, gas, water, sanitary sewer, cable, telephone as well as fire lines and other utilities across, under and over the Parcels for the benefit of the other Parcels (collectively, the "General Utility Easements"). The General Utility Easements will be located in accordance with requirements of the applicable utility service provider in such a manner as not to interfere with the intended development of the Parcels. No permanent buildings will be placed in or allowed to encroach upon the utility easement areas, and no material change of grade elevation or excavation that impacts the Parcels' use of the utility easement areas shall be made to such areas without the consent of the Owner of the impacted Parcel(s).

(ii) Any Owner desiring to construct a utility line across another Owner's Parcel (the "Burdened Parcel") shall provide the Owner of the Burdened Parcel a survey of the location of the proposed easement and plans and specifications with regard to the improvements to be constructed on the Burdened Parcel, all of which shall be subject to the written approval of the Owner of the Burdened Parcel, which approval shall not be unreasonably withheld or delayed. Except as otherwise agreed in writing, any Owner installing such utility lines pursuant to the provisions of this paragraph shall pay all costs and expenses with respect thereto and shall cause all work in connection therewith (including general clean-up and proper surface and/or subsurface restoration) to be completed as quickly as possible and in a manner so as to minimize interference with the use of the Burdened Parcel and in compliance with all applicable laws. The Owner of the Parcel benefiting from any utility line installed pursuant to this section agrees to defend, protect, indemnify, and hold harmless the Owner of the Burdened Parcel from and against all claims or demands, including any action or proceeding brought thereon, and all costs, losses, expenses and liabilities of any kind relating thereto, including reasonable attorney's fees and costs of suit, arising out of or resulting from the exercise of the right to install, maintain and operate the said utility line. The Owner of the Parcel benefiting from any utility line installed pursuant to this Section 3(g)(ii) shall be responsible for the repair and maintenance of said line and all costs and expenses related thereto. No liens shall attach to the Burdened Parcel associated with utility lines installed pursuant to this Section 3(g)(ii). During the utility installation process, no materials may be stored on the Burdened Parcel.

To have and to hold all and singular the easements and rights conveyed hereby (collectively, the "Easements") for the collective benefit of the Parcels (as applicable) and Declarant, and its successors, assigns and grantees forever, subject to the terms and conditions set forth herein.

4. As-Built Location; Further Assurances; Dedication to Service Provider. The Site Plan shows the general location of certain easements set forth in Section 3 above and the portion of the Property affected by the Easements. Declarant and any subsequent Owners of the Parcels agree to give further assurances by way of executing and providing for recordation such other and further instruments and documents as may be reasonably necessary to confirm the as-built locations of easement areas or matters generally affecting the Easements and to otherwise effectuate and carry out the intents and purposes of this Declaration. Declarant further reserves the right to specifically grant to the appropriate service providers such easements as are necessary to provide utility service to

the Property, including without limitation, water, sewer, electricity, cable and telephone. Any party obtaining an interest in the Property agrees to execute such documentation as the service provider may reasonably require, including, without limitation, the standard easements and deeds substantially in the form generally used by such service provider, to complete the transfer of the utility facilities for dedication and maintenance by such service provider.

5. Construction, Maintenance, and Restoration Obligations.

(a) Construction.

(i) Except as set forth herein, Declarant shall construct and shall be responsible for all costs associated with the initial construction of all Common Area improvements on the Shopping Center Parcel, the Future Development Parcel and the Maury Regional Parcel. Unless the Declarant elects to self-develop any of the Outparcels, the Owners of the Outparcels shall construct and be responsible for all costs associated with the construction of all Common Area improvements on their respective Outparcels. Such Common Area improvements shall include all driveways, parking spaces, utility lines, storm water facilities, and signs. The Owner of Outparcel 4 shall be responsible for constructing the Outparcel 4 Access Drive within the Outparcel 4 Access Easement. All Owners of any portion of the Property shall comply with all requirements of the governmental regulatory authorities in connection with stormwater retention. With the exception of any utility line installed across a Burdened Parcel for the benefit of another Parcel Owner, which utility line must be maintained by the Owner of the Parcel benefiting from the utility easement, and the Outparcel 4 Access Drive which must be maintained by the Owner of Outparcel 4, the Owner of a Parcel shall be responsible for the maintenance, repair, and replacement of the easement improvements located on its Parcel(s) (specifically all roads, drives and walkways, utility and storm drainage facilities). The Owners of the Parcels shall use only those reasonable measures during construction, maintenance or repair which are least intrusive to and which have the least impact on the condition and operation of the property affected by such construction or repair, including but not limited to, protection of existing improvements, trees, bushes, and other landscaping on the Property from damage or destruction, and maintenance of access to, egress from and parking on the burdened property. It is understood and agreed that the property affected will be restored as near as practicable to its prior condition after construction of easement improvements and any repairs thereto. Owners shall use reasonable and diligent efforts to prevent any material interference with the operation of business of tenants, subtenants or licensees on the Parcels when performing any construction, repairs or maintenance within any Parcel. Owners shall cause all construction on the Property to be performed in compliance with all applicable laws and shall not permit any such construction to: (i) interfere with the use, occupancy or enjoyment of any part of the Property by any occupant thereof, or (ii) cause any portion of the Property to be in violation of any applicable laws. Upon completion of any construction on the Property, each Owner shall restore any affected accessways, parking areas and other portion of the Common Area to a condition equal to or better than the condition thereof existing prior to the commencement of such construction. Each Owner performing construction on the Property shall at all times before and during the performance of any such construction maintain all construction areas in a neat and tidy condition. Each Owner shall place all construction debris in construction dumpsters on a weekly basis, and shall empty (or cause to be emptied) said construction dumpsters as needed. Construction vehicles and trucks shall not access the construction areas through the parking areas on the Shopping Center Parcels. If any delivery vehicles or customers' access to improvements on the Property are blocked at any time as a result of construction on the Property, Declarant shall remove such blockage or cause such blockage to be removed. Once construction has commenced on any

Parcel, such construction shall be diligently and continuously pursued to completion. All construction staging and materials, construction dumpsters, and parking of construction vehicles for a Parcel shall be maintained on that Parcel.

(b) Repair and Maintenance Responsibilities.

(i) General. Until such time as improvements are constructed on a Parcel, the Owner thereof shall maintain (or cause to be maintained) said Parcel in a clean, neat and sightly condition and shall take such measures as are necessary to control grass, weeds, blowing dust, dirt, litter or debris.

(ii) Buildings, Improvements and Appurtenances Thereto. Each Owner covenants to keep and maintain, at its sole cost and expense, or to cause to be kept and maintained, the building(s) and building related improvements located from time to time on its respective Parcel in good order and repair, safe, secure, reasonably clean and free of refuse, and in compliance with all applicable laws, and in a manner consistent with the highest standards of repair normally demanded in a first-class shopping center. If any of the buildings in the Property or Common Areas are damaged or destroyed, the Owner of the affected portion or portions of the Property or Common Areas shall commence (or cause to be commenced) within one hundred twenty (120) days after such damage or destruction and diligently continue thereafter to restore and repair the Common Areas and restore or repair such buildings (or, at such Owner's election, raze such buildings to a safe and sightly condition). If such Owner elects to raze such buildings, such Owner must then landscape or pave and maintain the affected portion of the Property (including concealment of any exposed slab or foundation thereof in a manner consistent with the Common Area and providing for a dust palliative for the demolished and cleared site in a form and condition acceptable to the Owners of the Shopping Center Parcel and the Future Development Parcel.

(iii) Common Area Maintenance. The Owner of the Shopping Center Parcel covenants at all times during the term hereof to operate and maintain or cause to be operated and maintained at its expense all Common Areas located on the Shopping Center Parcel and the Future Development Parcel, in good order and repair, safe, secure, reasonably clean and free of refuse, ice, snow and standing water, adequately paved and striped for traffic flow, and lighted during hours of dusk and darkness when any business activities are operated on the Shopping Center Parcel and the Future Development Parcel and in compliance with all applicable laws. The Owner of the Maury Regional Parcel covenants at all times during the term hereof to operate and maintain or cause to be operated and maintained at its expense all Common Areas located on the Maury Regional Parcel, in good order and repair, safe, secure, reasonably clean and free of refuse, ice, snow and standing water, adequately paved and striped for traffic flow, and lighted during hours of dusk and darkness when any business activities are operated on the Maury Regional Parcel and in compliance with all applicable laws. The Owner of each Outparcel covenants at all times during the term hereof to operate and maintain or cause to be operated and maintained at its expense all Common Areas located on the respective Outparcel, in good order and repair, safe, secure, reasonably clean and free of refuse, ice, snow and standing water, adequately paved and striped for traffic flow, and lighted during hours of dusk and darkness when any business activities are operated on the each respective Outparcel and in compliance with all applicable laws. Except as otherwise expressly provided in this Declaration, once constructed, in the event of any damage to or destruction of all or a portion of the Common Area on any Parcel, the Owner of such Parcel shall, at its sole cost and expense, with due diligence repair, restore and rebuild such Common Area to its condition prior to such damage or destruction (or with such changes as shall not conflict with this Declaration). Each Owner, on behalf of itself and, if applicable, its Permittee reserves the right to alter, modify, reconfigure, relocate and/or remove the Common Areas, or buildings on its Parcel, subject to the condition that such alteration, modification, reconfiguration, relocation and/or removal shall not violate any of the provisions and easements granted in paragraph 3 hereof.

(iv) Utilities. Each Owner shall at all times during the term hereof construct, operate and maintain or cause to be constructed, operated and maintained, in good order, condition and repair, at its sole cost and expense, (A) any utility facilities located on such Owner's Parcel which serve said Parcel, and (B) any utility facilities located on another Parcel which exclusively benefit such Owner's Parcel and which do not benefit the Parcel burdened by the utility facility.

(vii) Self-Help-Common Area. In the event an Owner does not maintain the Common Area on its Parcel (or any other Parcel as required by this Declaration) to the reasonable satisfaction of another Owner (the "Complaining Owner"), the Complaining Owner shall provide the defaulting Owner with written notice indicating the maintenance deficiencies. Except in the case of an Emergency, in which event no prior notice shall be required (but the Complaining Owner shall give notice as soon as practicable thereafter) and the Complaining Owner may commence with repair and maintenance activity immediately and be reimbursed as set forth below, the defaulting Owner shall have a reasonable amount of time from receipt of the notice to remedy the matters noted therein. In the event the defaulting Owner fails to remedy the matters noted in the notice within a reasonable amount of time after receipt of the notice (but in no event later than thirty (30) days, unless such remedy cannot reasonably be completed within 30 days, in which case the defaulting Owner shall have such time as is reasonably necessary provided that the defaulting Owner shall commence the remedy within such 30 day period, and thereafter diligently prosecute to completion), the Complaining Owner may take all reasonable actions to maintain the Common Areas or adjoining Easement Areas and may submit an invoice to the defaulting Owner for the prompt payment of all expenses incurred (but in no event later than thirty (30) day after submission). If the defaulting Owner fails to reimburse the Complaining Owner within 30 days after receipt of an itemized statement from the Complaining Owner, then the unreimbursed amount shall bear interest at the Interest Rate until fully paid by the defaulting Owner. "Emergency" means any situation that (1) reasonably constitutes a threat to the health or welfare of any person or to the safety of any property or (2) prevents or materially hinders the Complaining Owner's (or its tenant's) business or any other business at the Property. "Interest Rate" means the prime rate published in *The Wall Street Journal* or any successor or equivalent national financial publication if *The Wall Street Journal* no longer is published. Notwithstanding anything to the contrary in this paragraph 5(b)(viii), the Outparcel Owners shall only have the right to provide notice of and commence with repair and maintenance activity related to Common Area on the Shopping Center Parcels over which said Owners actually have Outparcel Access Easements pursuant to paragraph 3(a)(i) hereof.

Notwithstanding anything to the contrary contained herein, the Owner of the Shopping Center Parcel shall have the right to enter upon any such Outparcel and perform building and Common Area maintenance if the owner, tenant, or occupant of the applicable Outparcel is not performing such maintenance as required hereunder.

(c) Outparcel Maintenance Contribution. The Owners of the Outparcels (each a "Contributing Outparcel" and collectively, the "Contributing Outparcels") shall each contribute (or cause to be contributed) a contribution (the "Outparcel Common Area Maintenance Contribution") to the Owner of the Shopping Center Parcel to offset the costs of the maintenance, repair and replacement of the Common Area located on the Shopping Center Parcel and the Future Development Parcel. The Owner Common Area Maintenance Contribution for each Outparcel shall be established by an amendment or supplement to this Declaration. The Outparcel Common Area Maintenance Contribution shall commence on the date the first (or only) certificate of occupancy (or its equivalent) is issued for a building constructed on each Contributing Outparcel. The Owners of each of the Contributing Outparcels shall provide a copy of the certificates of occupancy issued for each building on its particular Contributing Outparcel within fifteen (15) days of the receipt thereof. Such Outparcel Common Area Maintenance Contribution shall increase by 3% on the first (1st) anniversary of the first January 15 occurring after this Declaration is recorded (the

"Initial Increase Date") and on every subsequent anniversary of the Initial Increase Date thereafter. The Outparcel Common Area Maintenance Contribution shall be due and payable in advance on or before January 15th of each calendar year. The obligation to pay the Outparcel Common Area Maintenance Contribution, together with interest, costs, and reasonable attorneys' fees, shall be the personal obligation of the then Owner of each of the Contributing Outparcels. In addition, any unpaid portion of the Outparcel Common Area Maintenance Contribution, together with interest, costs, and reasonable attorneys' fees, shall continue to be secured by a lien upon the Contributing Outparcels owned by the Owners that have failed to make such payment, which lien may be foreclosed. Any assessment not paid within thirty (30) days after the due date shall bear interest from the due date at the lesser of (i) the rate of fourteen (14%) per cent per year or (ii) the maximum rate of interest allowed under the laws of the State of Tennessee. The Owner of the Shopping Center Parcel (or its designee) may bring an action at law against the Owner of any Contributing Outparcel or foreclose the assessment lien against any Contributing Outparcel, or pursue any other remedy for collection allowed by law and/or equity. Interest, costs and reasonable attorneys' fees of such action or foreclosure shall be added to the amount of the outstanding Outparcel Common Area Maintenance Contribution. Sale or transfer of any Contributing Outparcel shall not affect any assessment lien. A sale pursuant to the judicial foreclosure of a first priority mortgage may (per applicable law) extinguish a lien for assessment; however such sale or transfer shall not relieve any Contributing Outparcel from liability for any assessments thereafter becoming due or from the lien of the assessment.

6. Restrictions.

(a) No Loitering or Solicitation. The Owners of the Common Area within the Parcels shall use good faith, commercially reasonable efforts, including if necessary hiring private security services, to prevent loitering or solicitation in the Common Area.

(b) View and Safety. All parking areas, entrances and exits, access drives, and sidewalks, and all light, air, and visibility enjoyed by the Future Development Parcel and the any pylon or monument signs serving the Shopping Center Parcel or the Future Development Parcel, all as depicted on the Site Plan shall not be interrupted or disturbed without the written permission of Declarant and the Owner of the Future Development Parcel. Notwithstanding the foregoing, each Owner shall have the right to interrupt or disturb said parking areas, entrances and exits, access drives and sidewalks on its respective Parcel: (i) as shall be reasonably necessary to effect maintenance, repairs, or reconstruction thereof; and (ii) for a period not to exceed one (1) day in each calendar year for the purpose of preventing the creation of prescriptive easement rights in and to such areas in favor of the public; provided, however, such Owner shall provide the Declarant with reasonable prior written notice of such interruption or disturbance (except in the case of emergency maintenance or repairs), and said Owner shall exercise reasonable efforts to avoid or minimize interruption or disturbance of the use and occupancy of the Future Development Parcel by the tenant thereof, its employees, agents, invitees, licensees, subtenants, concessionaires, and contractors, during such interruption or disturbance. In addition, Declarant shall not erect or permit a building, kiosk, any sign (including, without limitation, the parking by occupants of the Shopping Center Parcel, the Future Development Parcel, the Maury Regional Parcel or Outparcels of vehicles bearing signage identifying such occupants), or other object in any part of the Common Area, or which would obstruct or impair in any way the view of the building constructed on the Future Development Parcel or adjoining roads, except as shown on the Site Plan. Furthermore, Declarant shall not: (i) permit the conduct of any business, or the operation of any carnival or other entertainment within the Common Area: (ii) allow any occupant to use its premises in any manner that would create an unsafe condition; (iii) charge for the parking of automobiles within the Common Area.

(c) Signage. Declarant shall not permit any permanent or temporary signage (i.e., "reader boards," billboards, "lollipop" signs, mobile marquee, vehicles bearing signage identifying occupants of the Property) in the Common Area.

7. Storage Trailers; Trash Dumpsters. The Owners of the Shopping Center Parcel, the Future Development Parcel and the Maury Regional Parcel shall have the absolute right to locate and operate storage trailers and trash dumpsters behind the building(s) located on their respective Parcel, and the Owners of the Outparcels shall have the absolute right to locate and operate trash dumpsters, behind the buildings located on the Outparcels, each of which trash dumpsters must be screened, with such screening to be approved by Declarant.

8. Review and Approval of Plans. No exterior improvements, additions or alterations shall be commenced or erected on any building on the Property which are in excess of $50,000 (which $50,000 shall be increased by an amount equal to fifteen percent (15%) every five (5) years commencing with the 5th anniversary of the Effective Date), until the plans and specifications showing the nature, kind, shape, height, materials and location of the same shall have been submitted to Declarant for written approval, which approval shall not be unreasonably withheld or delayed. Plans and specifications shall be in such form and shall contain such information as may be reasonably required by Declarant including, without being limited to: (i) a site plan showing the location of all proposed and existing improvements including building setbacks, open space, driveways, walkways and parking spaces including the number thereof; (ii) a floor plan; (iii) exterior elevations of all proposed improvements and alterations to existing improvements, as such improvements will appear after all backfilling and landscaping are completed; (iv) specifications of materials, color scheme, lighting schemes and other details affecting the exterior appearance of all proposed improvements and alterations to existing improvements; (v) plans for grading; and (vi) plans for landscaping (to be submitted not less than sixty (60) days before anticipated completion of the building improvements). Declarant shall not be responsible or liable in any way for any defects in any plans or specifications approved by Declarant, nor for any structural defects in any work done according to such plans and specifications approved by Declarant. Further, Declarant shall not be liable in any way to anyone submitting plans or specifications for approval under this provision, or to any Owner of property affected by this Declaration, by reason of mistake in judgment or negligence arising out of or in connection with the approval or disapproval or failure to approve or disapprove any such plans or specifications.

9. Signage Criteria. Except as noted below, all signage within the Property shall comply with applicable signage ordinances and the following requirements (collectively referred to as the "Signage Criteria"):

(a) Any pylon or monument signage on the Outparcels must be approved by Declarant.

(b) All signage must conform to all applicable codes and/or ordinances having jurisdiction over the Property.

(c) Each Owner of a Parcel is solely responsible for any permits and/or fees required associated with its building signage.

(d) No sign on an Outparcel shall advertise or contain a sign panel for any business that is not an occupant of that Outparcel. It is contemplated that the signs on the Outparcels shall solely provide sign panels for the occupants of buildings on each Outparcel.

10. Insurance. The Owners hereby covenant to maintain or cause to be maintained commercial general liability insurance on the Property owned by each Owner including contractual liability coverage in the minimum amounts of Three Million and No/100 Dollars ($3,000,000.00) per occurrence, with an annual aggregate limit of Three Million and No/100 Dollars ($3,000,000.00) for personal or bodily injury and damage to property.

The Owners at their sole cost and expense shall keep or cause to be kept insured for the mutual benefit of the Owners, all improvements now or hereafter located on or appurtenant to each Owners' respective portion of the Property, against loss or damage by fire and such other risks as are now or hereafter included in extended coverage endorsements, including vandalism, explosion and malicious mischief coverages for improvements of comparable size and quality. The amount of such insurance coverage shall be in commercially reasonable amounts with

commercially reasonable deductibles sufficient to provide for replacement of all improvements, without deduction for depreciation.

The Owners shall name each other as additional insureds on all policies described in this Section 10. All policies described in this Section 10 shall contain full waiver of subrogation. In the event an Owner fails to provide any of the insurance coverages required by this Section 10, the other Owners have the right, but not the obligation, to provide any coverage that is not provided. In the event a required coverage is not provided and is then provided by the other Owner, the Owner providing the coverage shall have the right to invoice the other party for reimbursement of the cost of the premium. Said invoice shall be paid within thirty (30) days of receipt.

Notwithstanding anything to the contrary contained in this Section 10, it is acknowledged that the above insurance requirements may be satisfied by an Owner or a tenant of an Owner and that said Owner or tenant may elect to self-insure in order to satisfy the above requirements provided said Owner or tenant has a minimum net worth of $250,000,000.00.

11. Legal Effect. The Easements and restrictions set forth herein (the "Restrictions") shall run with the Property and shall bind Declarant, its successors and assigns, and every other person now or hereafter acquiring an interest in or lien upon the Property, or any portion thereof. The rights of Easements declared hereby: (i) shall be an estate prior to any lien, deed, estate or encumbrance whatsoever; (ii) shall be perpetual and shall run with the land, be binding upon, and inure to the benefit of the parties hereto, their heirs, successors, assigns, grantees and tenants; (iii) shall be, and are, appurtenant to, and essentially necessary for the enjoyment and use of the Property; and (iv) are made in contemplation of commercial use, and are of commercial character. It is Declarant's express intent that the Easements shall not, at any time, merge by operation of law into an Owner's title or interest in any Parcel, but that the Easements shall remain separate and distinct rights and estates in land, unless the Owner(s) of all affected parcels specifically evidence their intent by mutual agreement in writing to extinguish any such Easement. It is further expressly provided that the acquisition hereafter by any other party (including, without limitation, a present or future mortgagee of any Parcel or any portion thereof) of an ownership interest (in fee, leasehold, or otherwise) shall not operate, by merger or otherwise, to extinguish, diminish, impair, or otherwise affect any Easement granted herein, which Easements shall remain separate and distinct and estates in land.

12. Enforcement. This Declaration shall be enforceable by Declarant and its successors and assigns owning the Property (or a portion thereof, as the case may be), by any tenants on the Property (or a portion thereof, as the case may be) pursuant to the terms of any applicable leases, by any proceeding at law or in equity against any person or persons, Owner or lessee of the Property or any portion thereof violating or attempting to violate or circumvent this Declaration either to restrain a violation or to recover damages. The failure by any party to enforce this Declaration contained herein for any period of time shall in no event be deemed a waiver of the right of any of the foregoing to enforce the same, nor shall any failure by any party to enforce the Restrictions contained herein for any period of time work to stop any of the foregoing from enforcing the same. This provision does not exclude other remedies available at law or equity, including monetary damages. In any such actions, the prevailing party shall be entitled to reasonable attorneys' fees and costs of the action. In the event of any failure by the Owner of a Parcel to perform, fulfill or observe any covenant, condition, obligation or agreement herein to be performed, fulfilled or observed by it, continuing for thirty (30) days, or immediately in situations involving potential danger to the health or safety of persons in, or about or substantial deterioration of the Property or any portion thereof or improvements located thereon, in each case after written notice specifying such, the Owner of another Parcel, which is a part of the Property, may, at such Owner's election, cure such failure or breach for and on behalf of the defaulting Owner, and any amount which such Parcel Owner shall expend for such purpose, or which shall otherwise be due by any Owner to such Parcel Owner, shall be paid to such Parcel Owner on demand, upon delivery of its invoice, together with interest thereon at the lower of (i) the rate of 14% per annum, or (ii) the maximum rate permissible from time to time under applicable law, from the date of expenditure or the date when same shall have become due to the date of payment thereof to such Parcel Owner in full.

13. Captions, Gender and Number. Captions contained in this Declaration are inserted only as a matter of convenience and in no way define, limit, extend or describe the scope of this Declaration or the intent of any provision hereof. Whenever the context so requires, any pronouns used herein shall include the corresponding masculine, feminine or neuter forms, and the singular form of nouns and pronouns shall include the plural and vice versa.

14. Waiver. Any consent to or waiver of any provision hereof in any one instance shall not be deemed or construed to be a consent to or waiver of such provision in any other instance (unless specifically stated) nor a consent to or waiver of any other provision of this Declaration. Failure on the part of any Owner to complain of any act or failure to act of any other Owner, irrespective of the duration of such failure, shall not constitute a wavier or modification of rights hereunder. No waiver or modification hereunder shall be effective unless the same is in writing and signed by the Owner against whom it is sought.

15. Binding Effect. Except as otherwise provided herein, all provisions of this Declaration shall be binding upon, inure to the benefit of and be enforceable by and against Declarant and its successors, assigns and grantees.

16. Severability. If any covenant, restriction, or provision contained in this Declaration is to any extent declared by a court of competent jurisdiction to be invalid or unenforceable, the remaining covenants, restrictions, and provisions contained herein (or the application of such covenants, restrictions, and provisions to persons or circumstances other than those in respect of which the determination of invalidity or unenforceability was made) will not be affected thereby and each covenant, restriction, and provision contained in this Declaration will be valid and enforceable to the fullest extent permitted by law.

17. Governing Law. This Declaration shall be governed by the laws of the State of Tennessee.

18. Term; Amendment. This Declaration and the covenants and restrictions set forth herein shall run with and bind all land within the Property, as applicable, for an initial term of twenty-five (25) years from the date this Declaration is filed for record in the real property records of Maury County, Tennessee. At the end of the initial term, this Declaration shall be automatically renewed without any action by the parties hereto or their respective successors or assigns for successive terms of twenty (20) years. This Declaration may be amended by, and only by, a written agreement signed by the Owners of the Shopping Center Parcel and the Future Development Parcel and shall be effective only when recorded in Maury County, Tennessee; provided, however, that no such amendment shall impose any materially greater obligation on, or materially impair any right of an Owner or its Parcel without the consent of such Owner. No other Owner shall not unreasonably withhold or delay consent to any amendment of this Declaration requested by the Shopping Center Parcel and the Future Development Parcel. Any amendment or supplement to this Declaration, or termination of this Declaration, will be effective at such time as an instrument reflecting such amendment, supplement or termination, signed by Declarant, or its successors and assigns, is filed for record in the real property records of Maury County, Tennessee.

19. Notice. All notices, demands and requests required or permitted to be given under this Declaration must be in writing and must be delivered personally or by nationally recognized overnight courier or sent by United States certified mail, return receipt requested, postage prepaid and addressed to the parties at their respective addresses set forth below, or to any address established by a Parcel Owner pursuant to this Section 19, and the same shall be effective upon receipt or refusal. The initial addresses of the parties shall be:

To Declarant:	HC Columbia, LLC 73 White Bridge Road, Ste. 103 #230 Nashville, TN 37205 Attn: Wyate Woeltje
With a copy to:	Graybill, Lansche & Vinzani, LLC 2721 Devine Street

Columbia, SC 29205
Attn: Ryan W. Newton, Esq.

Upon at least ten (10) days prior written notice, each party shall have the right to change its address to any other address within the United States of America. All Owners shall provide Declarant with current notice addresses. Declarant shall provide such addresses to any Owner upon request by said Owner.

20. Notice of Sale or Transfer of Title; Establishment of Notice Address. Any Parcel Owner desiring to sell or otherwise transfer title to its Parcel shall, within ten (10) days after a sale or transfer, provide the Declarant written notice of the name and address of the purchaser or transferee, the date of such transfer of title, and such other information as the Declarant may reasonably require. The transferor shall continue to be jointly and severally responsible with the transferee for all obligations of the new Parcel Owner, including the Common Area Maintenance Contribution, if applicable, until the date upon which such notice is received by the Declarant, notwithstanding the transfer of title. Any transferee of a Parcel shall file a notice in the Maury County ROD's office establishing the notice address of said Parcel, which notice must also be mailed to the Declarant contemporaneously with such filing.

21. Further Subdivision. Declarant hereby specifically reserves the right to further subdivide and re-subdivide the Parcels as Declarant deems necessary and appropriate in its sole discretion to facilitate Declarant's future development of the Property. The Easements which benefit and burden the Parcels shall extend and remain in full force and effect to all Parcels which may be subsequently subdivided or re-subdivided from the existing Parcels as if they existed on the date hereof.

22. Miscellaneous.

(a) Consents. Wherever in this Declaration the consent or approval of an Owner and/or Permittee is required, unless otherwise expressly provided herein, such consent or approval shall not be unreasonably withheld, condition, or delayed. Any request for consent or approval shall (a) be in writing; (b) specify the section hereof which requires that such notice be given or that such consent or approval be obtained; and (c) be accompanied by such background data as is reasonably necessary to make an informed decision thereon. The consent of an Owner under this Declaration, to be effective, must be given, denied or conditioned expressly and in writing. In the event a requesting Owner's or Permittee's request is not approved, denied or conditioned in writing within twenty (20) days of the consenting Owner's or Permittee's receipt, then such consent shall be deemed to have been automatically given and no further action on the part of the requesting Owner or Permittee shall be required under this Declaration or otherwise. A notice of such twenty (20) day period for response shall be conspicuously noted at the top of any request.

(b) Covenants to Run with Land. It is intended that each of the easements, covenants, conditions, restrictions, rights and obligations set forth herein shall run with the land and create equitable servitudes in favor of the real property benefited thereby, shall bind every person having any fee, leasehold or other interest therein and shall inure to the benefit of the respective parties and their successors, assigns, heirs and personal representatives.

(c) Grantee's Acceptance. The grantee of any Parcel or any portion thereof, by acceptance of a deed conveying title thereto, whether from an original party or from a subsequent Owner of such Parcel, shall accept such deed subject to each and all of the easements, covenants, conditions, restrictions and obligation contained herein. By such acceptance, any such grantee shall for himself and his successors, assigns, heirs and personal representatives, covenant, consent and agree to and with the other party, to keep, observe, comply with, and perform the obligations and agreements set forth herein with respect to the property so acquired by such grantee.

(d) Time of Essence. Time is of the essence of this Declaration.

(e) Estoppel Certificates. Each Owner, within thirty (30) days of its receipt of a written request from another Owner, shall from time to time provide the requesting Owner, a certificate binding upon such Owner stating: (a) to the best of such Owner's knowledge, whether any party to this Declaration is in default or violation of this Declaration and if so identifying such default or violation; and (b) that this Declaration is in full force and effect and identifying any amendments to the Declaration as of the date of such certificate.

(f) Designation of Declarant Rights. Notwithstanding anything to the contrary contained in this Declaration, the rights of the herein named Declarant hereunder (HC COLUMBIA, LLC) shall automatically transfer to and vest in the Owner of the Shopping Center Parcel at such time as the herein named Declarant no longer owns any portion of the Property.

(g) Sidewalk Sales and other Off-Premises Sales Activity by Occupants.

(i) Declarant shall have the right to grant rights to use portions of the Common Area for sidewalk sales, outside sales, cart corrals, curbside pick-up or other e-commerce related activities and other activities typically found in similar commercial shopping centers.

(ii) Any terms and provisions hereof to the contrary notwithstanding, the occupant of the Future Development Parcel shall be permitted to install shopping cart corrals within the parking area of the Future Development Parcel, and to conduct seasonal sales of merchandise (i.e., Christmas trees, plants, planting material, firewood, lawn furniture, etc.) within the Futured Development Parcel. The Declarant hereby covenants and agrees that the occupant of the Future Development Parcel shall enjoy the right to prohibit or limit any solicitation, petition signing, distribution of literature, collection of money, giving of speeches, leafleting, picketing, carrying of signs, canvassing, demonstrations, or any similar activity within the Future Development Parcel. Declarant hereby covenants and agrees that the occupant of the Future Development Parcel shall have the right to hold promotional, community, and similar events (each, an "Event") within the Future Development Parcel without notice to Declarant; or elsewhere in the Common Area of the Shopping Center Parcels upon consent of Declarant prior to any such Event, which consent shall not be unreasonably withheld, conditioned or delayed. Declarant agrees that the occupant of the Future Development Parcel shall have the exclusive privilege of erecting and maintaining on the exterior facade the building located on the Future Development Parcel, on the exterior of any or all sides of the building located on the Future Development Parcel, and on all light standards located within the Future Development Parcel and together with freestanding signs of a like nature in and around the parking area located on the Future Development Parcel: (i) signage providing notice of the occupant of the Future Development Parcel's rights to prohibit or limit solicitation, petition signing, distribution of literature, collection of money, giving of speeches, leafleting, picketing, carrying of signs, canvassing, demonstrations, or any similar activity within the Future Development Parcel; (ii) signage providing notice of civil and/or criminal sanctions associated with removal of shopping carts from the Future Development Parcel; and (iii) signage and other painted markings providing notice or direction to customers of areas designated for customer service activities and amenities, subject, however, to the approval of such signage by Declarant, which approval shall not be unreasonably withheld, conditioned, or delayed; provided, the occupant of the Future Development Parcel shall not be required to obtain approval from Declarant for any of the occupant of the Future Development Parcel's standard signage as may be in effect from time to time, provided that the occupant of the Future Development Parcel must obtain consent from any required third parties, if any, and the applicable governmental authorities before making modifications to any such signage. All of signs installed by the occupant of the Future Development Parcel shall be properly constructed and lawfully maintained by such occupant, and the occupant of the Future Development Parcel shall repair at its own cost and expense, all damage

caused by the installation, maintenance, or removal of its signs. No signs erected by the occupant of the Future Development Parcel shall be of such a type and nature so as to not detract from the sightly appearance of the Shopping Center as a whole.

[Signatures Appear on the Following Page]

SIGNATURE PAGE OF DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS FOR COLUMBIA CENTER

IN WITNESS WHEREOF, Declarant has caused these presents to be executed this _____ day of _____, 2024.

HC COLUMBIA, LLC
a Tennessee limited liability company

By: _____
Name: _____
Title: _____

STATE OF _____)
)
COUNTY OF _____)

ACKNOWLEDGMENT

I, _____, a Notary Public for _____, do hereby certify that _____, the _____ of ***HC COLUMBIA, LLC***, a Tennessee limited liability company, personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal this the _____ day of _____, 2024.

_____
Notary Public

EXHIBIT A

Site Plan

Should label the following:

Shopping Center Parcel;
Future Development Parcel;
Maury Regional Parcel;
Outparcels;
Service Drive;
Outparcel 4 Access Drive;
Shared Monument Sign #1;
Shared Monument Sign #2;

EXHIBIT B

Sign Panel Allocations

(Page 1 of 2)

EXHIBIT B

Sign Panel Allocations

(Page 2 of 2)

BK/PG: R2728/640-656
21008834

17 PGS:AL-RESTRICTIONS	
JANE BATCH: 247656	04/22/2021 - 10:00 AM
VALUE	0.00
MORTGAGE TAX	0.00
TRANSFER TAX	0.00
RECORDING FEE	85.00
ARCHIVE FEE	0.00
DP FEE	2.00
REGISTER'S FEE	0.00
TOTAL AMOUNT	87.00

STATE OF TENNESSEE, MAURY COUNTY
JOHN FLEMING
REGISTER OF DEEDS

Prepared by and Return to:

Wayne Grovenstein
Hull Property Group, LLC
1190 Interstate Parkway
Augusta, Georgia 30909

STATE OF TENNESSEE

COUNTY OF MAURY

DECLARATION OF EASEMENTS AND RESTRICTIONS

THIS DECLARATION OF EASEMENTS AND RESTRICTIONS ("Declaration") is made and entered into this 20 day of April, 2021 ("Effective Date"), by H/S COLUMBIA, LLC, a Georgia limited liability company ("Declarant").

W I T N E S S E T H:

WHEREAS, Declarant owns fee title to the property in Maury County, Tennessee, described on Exhibit "A-1" attached hereto (the "Mall Property"); and

WHEREAS, Declarant also owns fee title to the outparcel property in Maury County, Tennessee, described on Exhibit "A-2" attached hereto (the "Outparcel"); and

WHEREAS, prior to the date of this Declaration, the Mall Property and the Outparcel (together, the "Property") were under common ownership and operated as a unified shopping center; and

WHEREAS, Declarant has caused "Minor Plat 800 S. James Campbell Blvd for H/S Columbia, LLC" dated April 14, 2021, to be prepared by Allen B. O'Leary (the "Subdivision Plat"). Promptly after the recording of this Declaration, the Subdivision Plat shall be recorded in the Register's Office of Maury County, Tennessee; and

WHEREAS, "parcel" refers to each of Mall Property and Outparcel; and

WHEREAS, after the date of this Declaration, Declarant intends to convey title in the Outparcel (the recipient is "Outparcel Owner"), and Declarant intends to retain ownership of all or a portion of the

Mall Property (for so long as Declarant or its designee owns any portion of the Mall Property and thereafter the owner of the largest subportion of the Mall Property shall be "Mall Owner"); and

WHEREAS, the parties desire to enter into this Declaration to provide for the unified and harmonious operation of the Property.

NOW, THEREFORE, in consideration of the benefits to be derived therefrom and other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, and intending to be bound, Declarant, for itself, its successors in title and assigns, does hereby declare, establish, grant, convey, impose and provide as follows:

1. Recital Paragraphs. The recital paragraphs above are incorporated herein as if rewritten below in their entirety.

2. Permitted Use. The Outparcel shall only be used for retail operations consistent with a first-class retail shopping center and for no other purpose whatsoever. The Outparcel shall not be used in violation of the other tenant exclusives listed on **Exhibit "B"** or any of the title exceptions and tenant leases recorded before September 21, 2020.

3. Easements.

a. Access Easements.

(1) Declarant hereby grants and creates in favor of Outparcel a non-exclusive perpetual easement on and over all driveways and sidewalks that may be located from time to time on the Mall Property for pedestrian and vehicular access between the public streets and highways and Outparcel, and Declarant reserves over Outparcel in favor of Mall Property a non-exclusive perpetual easement on and over all driveways and sidewalks that may be located from time to time on the Outparcel for pedestrian and vehicular access between the public streets and highways and Mall Property.

(2) In addition, there is a specific area for vehicular and pedestrian ingress and egress from Outparcel over the Mall Property shown on the Subdivision Plat and labeled "50' Access Easement for Lot 2" (shown in Exhibit A-3, the "Subdivision Access Easement").

(3) No fences, barricades or other obstructions shall be constructed between the Mall Property and Outparcel that would materially restrict the use or enjoyment of the access easements set forth herein.

(4) The owner of the Mall Property and Outparcel each shall have the right and privilege, in its discretion, to maintain traffic control on said non-exclusive easement located on its parcel and may erect speed bumps, traffic signs or signals, or any other device (including the designating and establishing of new traffic lanes) it reasonably deems necessary for traffic control. The owners of the Mall Property and Outparcel shall also each have the right to make changes in the location of all or any portion of the roads and drives, including the Subdivision Access Easement, that may be located on its parcel so long as the point of connection for the access between the Mall Property and Outparcel is not materially impaired.

(5) The foregoing access easements may be used and enjoyed by the owners, tenants or occupants of each parcel and their respective officers, employees, agents, customers, visitors, licensees and invitees.

(6) The parking spaces to the southwest of the building on the Outparcel are angle striped. In connection with or in anticipation of the development of the Mall Property to the southwest and east of the Outparcel, at its own expense, the owner of the Mall Property may elect to seal coat over and restripe the parking spaces on the Outparcel to the southwest of the building as 90° spaces at its own expense, provided that such shall be reasonably completed in consultation and cooperation with the Outparcel Owner as reasonably expeditiously as possible, and the owner of the Mall Property shall take reasonable precautions to limit the interference with access to any business on the Outparcel.

b. Party Wall Agreement. The property line between the southeastern edge of the Outparcel and the Mall Property runs through a column line supporting the building on the Outparcel and the building on the Mall Property. As the owner of the Mall Property, Declarant reserves the right and option to disconnect from, upgrade, or otherwise modify the northwestern wall on the Mall Property and reserves unto itself a construction and support easement ten feet inside the Outparcel (including inside the building) for the purpose of modifying, maintaining and installing from time to time the columns, beams, footers, foundations, wall or other elements between and/or shared by the parcels (the "Party Easement"). At such times as Declarant intends to modify the columns, beams, footers, foundations, wall or other elements within the Party Easement, Declarant shall notify the Owner of the Outparcel of the time when the work is intended to be performed at the expense of Declarant and to coordinate the temporary relocation of any furniture, fixtures, equipment or merchandise within the Party Easement area at the cost of Declarant and, if the work would be expected to produce a significant amount of dust or debris, to install appropriate barriers at Declarant's expense.

The parties recognize that the building on the Mall Property may remain connected to the buildings on the Outparcel and that the buildings on the Mall Property may be disconnected from or reattached to the buildings on the Outparcel. In its maintenance and construction endeavors on the Mall Property, the Mall Owner shall take all precautions necessary maintain the integrity of the wall within the easement area as a support for (and wall of) the building on the Outparcel. In its maintenance and construction endeavors on the Outparcel, Outparcel Owner shall take all precautions necessary maintain the integrity of the wall within the easement area as a support for (and wall of) the building on the Mall Property.

In the event a party's modification of the wall causes damage to the other parcel owner's building, the owner performing the modification shall repair the building. All construction work shall be performed in a good and workmanlike manner in accordance with all applicable laws, regulations and ordinances, and in accordance with all plans and specifications therefor. All such work shall be performed diligently and continuously and must be completed within one (1) year after commencement.

c. Utility Easements.

(1) Declarant hereby grants and creates in favor of Outparcel a non-exclusive perpetual easement over the remainder of the Property for connection to and use and maintenance of all water, sewer, gas, electric and telecommunications lines and for stormwater drainage ("Utilities") currently located on, over or under the remainder of the Property and Declarant reserves over Outparcel a non-exclusive perpetual easement over Outparcel for connection to and use and maintenance of Utilities.

(2) The owner of each parcel may dedicate the portion of said easements located on its tract to the utility providers or government authorities. The owner of each parcel may relocate any such Utilities existing on its parcel from time to time so long as such work is done in a commercially reasonable manner so as not unduly to interfere with the business operations on the Mall Property and/or Outparcel.

(3) Any connection by an owner (the "grantee owner") to the Utilities on a parcel shall be made with the prior consent of the owner of such parcel ("granting owner"), which consent shall not be unreasonably withheld, conditioned or delayed, and shall be completed in a commercially reasonable manner so as not unduly to interfere with the business operations of the granting owner, and shall be done at the sole cost and expense of the grantee owner. Within seventy-two (72) hours of completion of any connection to the Utility lines or maintenance of the Utility lines, the grantee owner shall return any disturbed ground to its pre-disturbed condition. All persons or entities performing any work on the grantor owner's property shall carry general liability and worker's compensation insurance in such amounts as shall be reasonably acceptable to the grantor owner and the grantee owner shall provide the grantor owner with certificates of insurance naming the grantor owner as an additional insured prior to the commencement of any such work.

d. Temporary Closures. Each of Declarant and Outparcel Owner shall have the absolute right and privilege to reconfigure its parcel, including removing, adding and reconfiguring any buildings on its parcel (subject to the other provisions of this Declaration). Such parties shall have the absolute right and privilege to close any non-exclusive easement area for a consecutive twenty-four (24) hour period each calendar year for maintenance and repair or for the purpose of preventing any claim of dedication of roads or streets being made by the public, governmental body or any other persons, business or entity on the said non-exclusive easement. Such parties shall have the absolute right and privilege to block portions of its parcel to make the necessary repairs or improvements on the non-exclusive easement at other reasonable times; provided, however, each party shall make reasonable efforts to not interfere with the regular business operations on any other owner's parcel.

e. No Dedication or Merger. Nothing herein contained shall be deemed to be a gift or dedication of any portion of the Mall Property or Outparcel to the general public, or for any public use or purpose whatsoever. Unless a document is recorded to explicitly effect such a merger, there shall be no merger of the easements, covenants and restrictions created by this instrument by reason of the fact that the same person or entity may be the holder of the burdened property and the benefited property.

f. No Charge. No charges of any type shall be made to or collected by either Declarant or Outparcel Owner or their successors and assigns, or their tenants, employees, contractors, deliverymen, agents, customers, invitees, licensees, and assigns for the right to use all or any portion of the easement areas on its parcel. The foregoing shall not include rents or contributions which such parties may charge its tenants or licensees pursuant to the terms of their respective occupancy agreements.

g. Pylon Sign. The Outparcel Owner has been using the pylon sign on the Mall Property owned by Declarant adjacent to the driveway from the Mall Property to South James W. Campbell Boulevard pursuant to License Agreement dated June 20, 2018, between Declarant and Outparcel Owner (the "License Agreement"). By accepting title to the Outparcel, Outparcel Owner has agreed that the payment obligation in Section 10 of the License Agreement is deleted without further action of the parties. Subject to government regulations, Outparcel Owner may erect and maintain at its sole cost and expense, a new pylon sign for Outparcel Owner's exclusive use on the "Sign Parcel" (described in Exhibit A-4) on the Mall Property, and Declarant grants a conditional non-exclusive perpetual easement for the installation of a single tenant pylon sign with a height not to exceed 20 feet above the finished elevation (as of the Effective Date) and a sign area (calculated in the manner used by the government authorities) not to exceed 100 square feet on the Sign Parcel (the "Outparcel Pylon"). Outparcel Owner shall submit construction drawings for the sign and structure of the Outparcel Pylon to Mall Owner for review and modification prior to any installation. With acceptable construction details, the configuration shown on the Outparcel Pylon sign drawing attached hereto as Exhibit C-1 would be acceptable. Outparcel Owner is granted reasonable access over the Mall Property to such area for construction and maintenance of the Outparcel Pylon.

4. Prohibited Uses. Except to the extent permitted by the leases of the Outparcel tenants as of September 21, 2020, the Outparcel Owner must obtain the prior written approval of the Mall Owner (but not the approval of said Mall Owner's lender) of any other proposed use of Outparcel, respectively, and in no event shall the Mall Owner be required to permit or be reasonable in denying the use of Outparcel for any of the following uses:

a. Any establishment creating a public or private nuisance;
b. any establishment creating a noise or sound that is objectionable due to intermittence, heat, frequency, shrillness or loudness; or
c. any establishment creating an obnoxious odor (the smell of roasting coffee or cooking food shall not be considered an obnoxious odor); or
d. any establishment creating a noxious, toxic, caustic, or corrosive fuel or gas; or
e. any establishment creating a dust, dirt, or fly ash in excessive quantities; or
f. any establishment creating an unusual fire, explosion or other damaging or dangerous hazard, including the storage, display or sale of explosives of fireworks; or
g. any assembling, manufacturing, distilling, refining, smelting, agriculture, or mining operation; or
h. any mobile home or trailer court, hotel or motel, labor camp, junk yard, stock yard, animal raising or veterinary hospital (notwithstanding the foregoing, the temporary use of construction trailers during period of construction, reconstruction or maintenance shall be permitted); or
i. any drilling for or removal of subsurface substances; or
j. any dumping, disposing, incinerating or reduction of garbage or refuse (exclusive of garbage compactors located in the rear of any building); or
k. any funeral establishments or mortuaries, automobile lots, gasoline station, car wash or automobile fender or body repair shops; or
l. any outdoor circuses, carnival, amusement park, outdoor public meetings, or commercial laundry plants; or
m. any unsightly or unscreened garbage or trash receptacle or accumulations of garbage or trash; or
n. any truck, trailer, or R.V. sales, leasing, display, wash or repair; or
o. any establishment selling or exhibiting pornographic materials or providing "adult" entertainment; or
p. any dance hall, discoteque, or flea market; or
q. any massage parlor, tattoo parlor or piercing parlor; or
r. auction or bankruptcy sale; or
s. any bowling alley, skating or roller rink, or pool or billiard establishment; or
t. a facility for the overnight boarding of animals; or
u. any gun shop or shooting gallery; or
v. any residential use, including but not limited to living quarters, sleeping apartments or lodging rooms; or
w. any theater; or
x. any auditorium, meeting hall, ballroom, day care facility, school, library or other place of public assembly; or
y. any agency, department or bureau of any governmental authority or unemployment agency, service or commission;
z. any cocktail lounge, bar, disco or night club or a restaurant which derives more than forty percent (40%) of its sales from alcoholic beverages; or

aa. any bingo or similar games of chance or off-track betting, but lottery tickets and other items commonly sold in retail establishments may be sold as an incidental part of business; or

bb. any video game or amusement arcade, except as an incidental part of another primary business; or

cc. any temporary or seasonal stores which sell holiday (including without limitation, Christmas and/or Halloween) themed décor, decorations, costumes, artificial Christmas trees, Christmas lights, Christmas ornaments, and/or holiday themed party goods including, without limitation, the following stores: Spirit Halloween stores, Always Christmas stores, and similar operations; or

dd. any second hand store, close-out store, dollar store, pawn shop, check-cashing business, payday loan or auto title loan business, auction house, or flea market; or

ee. a so-called "head shop", vape shop, marijuana dispensary or pain management clinic.

ff. a gas station or convenience store.

gg. a dry cleaner or laundromat.

hh. a daycare.

ii. a dialysis center or medical office.

5. Loitering Prohibited. Outparcel Owner shall not allow loitering of any kind on their parcels or the easement areas on the other parcel, including but not limited to the congregating of unaccompanied minors, and individuals who are or appear to be involved with any "gang" or "gang" related activities. Each owner shall be responsible for providing security on its parcel. In the event either owner fails to prevent the existence of such loitering or gang activities, each owner retains an easement over the other parcel to exclude any prohibited person or group from the other parcel, including via police check, police action, or court action.

6. Construction Limitations. Prior to commencement of any modification of the building on the Outparcel, a site plan and building elevations showing all four sides of the building and landscaping plans shall be submitted to Mall Owner for review and approval. Any buildings, pylon or monument signs on Outparcel shall be subject to the following requirements: (i) no building or improvements shall exceed one (1) story in height, or twenty-five feet (25') in height, inclusive of architectural features, (ii) the building on Outparcel shall not exceed 75,200 square feet, (iii) the front line of the building shall not extend to the southwest more the five feet beyond the southwestern building line of the building existing on September 1, 2020; (iv) all exterior elevations of the building to be constructed on the Outparcel and any modifications thereto shall be architecturally consistent and harmonious with the buildings constructed on the Mall Property and shall be "finished" on all sides (e.g., brick on three sides and metal building on the rear is not acceptable); (v) proper screening shall be used to continuously cover any HVAC units and/or trash compactors, including a screen wall to hide utilities on the rear of the building, including parapets on all sides of the building and a masonry trash enclosure; and (vi) in the event the Outparcel is used for any use other than vehicle sales, the Outparcel shall contain at least 225 parking spaces.

7. Maintenance and Repair.

a. Buildings and Improvements. Outparcel owner shall maintain, repair and replace the buildings and improvements on the Outparcel so that the same is in good order, condition and repair. In the event of a casualty to the buildings and improvements on the Outparcel, the Outparcel Owner shall either commence to repair and restore the same within sixty (60) days after the date of the casualty and completion of the adjustment with the insurance company (but in all events Outparcel owner shall commence restoration within ninety (90) days after receipt by Buyer of applicable insurance proceeds but regardless of insurance proceeds within one hundred fifty (150) days of the date of the casualty) and

diligently prosecute such repair or restoration to completion or raze and remove such damaged buildings or improvements. At any time that no buildings are located on the Outparcel, the Outparcel Owner shall maintain the Outparcel either as a paved and lighted Common Area, or in an unpaved condition covered with grass and kept free of weeds and trash.

b. Common Areas. For purposes of this Declaration, the "Common Area" shall mean all portions of the Property which are not improved with buildings, and shall include, without limitation, any sidewalks, curbs, landscaping, parking area, exterior amenities such as benches and planters, exterior lighting, and access areas. Each owner shall keep and maintain, or cause to be kept and maintained, those portions of the Common Area located on its respective parcel (i) in a good, clean, sightly, sanitary and orderly condition and repair, including, but not limited to, maintaining directional signs, markers, lines, parking area surfaces (including resurfacing, stripe painting and the removal of standing water and mud and dirt therefrom), landscaped areas (including replacing shrubs and other landscaping as shall be necessary, and keeping said areas at all times adequately irrigated, weeded, fertilized, planted, neatly pruned and trimmed), common utility facilities, and lighting and removing rubbish and other refuse and debris; (ii) in compliance with all applicable laws, including, without limitation, the Americans with Disabilities Act. The Outparcel owner shall trim, prune and thin-out any trees and other landscaping located in the Common Area on its Outparcel in a manner which maximizes visibility of, and increases the sight lines to, the storefronts, signage and improvements on the other parcel.

c. Cost. Each owner shall bear the cost of performing its obligations set forth in this Section in connection with the Common Area located on its parcel without contribution from the owner of the other parcel in the Property except that if a repair is required due solely to the negligence or willful misconduct of the owner of the other parcel in the Property or its employees, agents or contractors, the owner of such other parcel shall reimburse the repairing party for the reasonable cost incurred to make such repair, within thirty (30) days after receipt of the repairing party's invoice and reasonable supporting documentation.

d. Self-Help. In the event the Mall Owner agrees to perform (or designate a third party to perform) all of the obligations set forth in Subsection b above with respect to an Outparcel, as provided above, and if such Mall Owner thereafter fails to perform such obligations, and if such failure continues for more than thirty (30) days after the Outparcel Owner notifies the Mall Owner of such failure (if such failure is not capable of being cured within thirty (30) days, then provided the failing Mall Owner promptly commences to cure within such thirty (30) day period, then the thirty (30) day period shall be extended to the reasonable time necessary to cure the failure), or immediately and without notice and cure in the event of an emergency, then the Outparcel Owner may (but shall not be obligated to) cure such failure on behalf of the failing Mall Owner, and to be reimbursed by the failing Mall Owner for the reasonable costs of cure within thirty (30) days after receipt of Outparcel Owner's invoice and reasonable supporting documentation.

e. In the event Outparcel Owner fails to perform its obligations in this Section, and if such failure continues for more than thirty (30) days after the Mall Owner notifies the failing Outparcel Owner of such failure (if such failure is not capable of being cured within thirty (30) days, then provided the failing Outparcel Owner promptly commences to cure within such thirty (30) day period, then the thirty (30) day period shall be extended to the reasonable time necessary to cure the failure), or immediately and without notice and cure in the event of an emergency, then the Mall Owner may (but shall not be obligated to) cure such failure on behalf of the failing Outparcel Owner, and to be reimbursed by the failing Outparcel Owner for the reasonable costs of cure within thirty (30) days after receipt of the Mall Owner's invoice and reasonable supporting documentation.

8. Insurance Requirements. Commencing with the date of this Declaration, Outparcel Owner shall, at its own expense, maintain or cause to be maintained comprehensive general public liability insurance against claims for personal injury or death and property damage occurring upon, in or about the Outparcel, and such insurance shall afford protection to the limit of not less than Three Million Dollars ($3,000,000.00) combined single limit for any one occurrence, which limit can be achieved by a combination of primary and umbrella/excess liability policies.

9. Hazardous Substances. Neither Outparcel Owner nor Declarant, shall (nor permit its occupants to) incorporate, use, manufacture, store, transport, or dispose of on, under, about or from its Outparcel or the Mall Property, or any part thereof, any Hazardous Substances, nor permit any material containing any Hazardous Substances to be incorporated into its parcel other than as permitted by applicable Environmental Laws. Each owner and its occupants shall at all times and in all respects comply with all Environmental Laws applicable to its parcel and its use of the parcel. No owner shall (nor permit its occupants to) cause its parcel to be in violation of any applicable Environmental Laws, or to do or fail to anything that would subject the Outparcel or the Mall Property to any remedial obligations under such Environmental Laws. Notwithstanding anything to the contrary contained herein, each owner or its occupants may, in compliance with all applicable Environmental Laws, use any ordinary and customary materials containing Hazardous Substances reasonably required to be used in the normal course of its business, so long as such use does not expose either property to any risk of contamination or damage or expose the other owner to any liability therefor. "Hazardous Substance" means any asbestos, any petroleum product or byproduct or fraction thereof, any natural gas, natural gas liquids, liquefied natural gas, and synthetic gas, any formaldehyde, any polychlorinated biphenyls (PCBs), toxic mold, medical waste or biohazardous substances and any other substance, material or waste which is deemed to be hazardous, dangerous, toxic or a pollutant under any Environmental Laws and/or is or becomes regulated at any time by any Governmental Authority. "Environmental Laws" shall include the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (42 U.S.C. §§ 9601 et seq.), the Hazardous Materials Transportation Act (49 U.S.C. §§ 1801 et seq.), the Resource Conservation and Recovery Act (42 U.S.C. §§ 6901 et seq.), the Toxic Substances Control Act (15 U.S.C. §§ 2601 et seq.), the Clean Air Act (42 U.S.C. §§ 7401 et seq.), and the Federal Water Pollution Control Act (33 U.S.C. §§ 1251 et seq.) and analogous State laws, all as presently in effect and as the same may hereafter be amended, any regulations promulgated pursuant to any of the foregoing, and any other present or future laws, statutes, ordinances, rules, regulations, orders, directives or requirements of any Governmental Authority relating to Hazardous Substances or any environmental, health or safety issues.

10. Easements, Restrictions and Covenants to Run with Land. The easements hereby granted, along with the restrictions and covenants of each party, shall perpetually run with the land and shall inure to the benefit of, and be binding upon, the parties hereto and their respective heirs, successors, and assigns, including, but without limitation, all subsequent owners of the Mall Property and Outparcel and all persons claiming under them.

11. Notices. Any notice required or permitted to be given under this Declaration shall be in writing and shall be deemed to have been sent upon hand delivery or deposit, delivery charges prepaid, with a receipted courier service (e.g., FedEx) or upon deposit in the United States Mail as Certified Mail, Return Receipt Requested, postage prepaid, and addressed to the party being notified at the address given below (or such other address which any party may designate for itself from time to time hereafter by written notice to the other parties) and shall be deemed to have been received upon receipt or attempted delivery or refusal as verified by the delivery receipt:

Declarant:	Outparcel Owner:
H/S Columbia, LLC	EC Columbia Powersports, LLC

Attention: James M. Hull
1190 Interstate Parkway
Augusta, Georgia 30909

Attn: Edward Collier, Jr.
2179 South Berry Chapel Road
Franklin, Tennessee 37069

12. Miscellaneous.

a. Covenants Running with the Land; Term. The covenants and agreements contained herein, whether affirmative or negative in nature, shall be construed as covenants and not as conditions, and to the fullest extent legally possible all such covenants shall run with the land. This Declaration shall run to the benefit of, and shall be binding upon, the owners of any portion of the Property and their respective heirs, executors, administrators, successors and assigns.

b. No Joint Venture or Partnership. Nothing contained in this Declaration shall be construed to make any owner a partner or joint venturer with any other owner or to render any owner liable for the debts or obligations of another owner, except as expressly provided for in this Declaration.

c. No Third Party Beneficiaries. This Declaration is made for the exclusive benefit of the owners of any portion of the Property and their respective heirs, executors, administrators, successors and assigns, and not for any third person. Nothing in this Declaration, either express or implied, is intended to confer upon any person, other than an owner of any portion of the Property (and its occupants, where applicable) and their respective heirs, executors, administrators, successors and assigns, any rights or remedies under or by reason of this Declaration.

d. Captions. The headings herein are for convenience and reference only and in no way define or limit the scope and content of this Declaration or in any way affect its provisions.

e. Laws of Tennessee and Partial Invalidity. This Declaration shall be governed by and construed in accordance with the laws of the state of Tennessee. If any provision or portion of this Declaration, or the application thereof to any person or circumstance shall, to any extent be invalid or unenforceable, the remainder of this Declaration shall be valid and enforceable to the fullest extent permitted by law.

f. Counterparts. This Declaration may be executed in several counterparts, each of which shall be deemed an original, and all of which together shall constitute one and the same instrument.

g. Gender and Name. All terms contained herein shall be construed, whenever the context of this Declaration so requires, so that the singular number shall include the plural, and the plural the singular, and the use of any gender shall include all genders.

h. Transfer and Release. In the event a party ("Transferor") conveys fee interest ownership in a portion of the Mall Property ("Transferred Parcel") to an unrelated third party ("Transferee"), the Transferor shall be relieved of all liability and obligations to perform the covenants and obligations of this Declaration pertaining to the Transferred Parcel which accrue from and after the date of the transfer, and the Transferee shall be deemed to have assumed the liability and obligations to perform such covenants and obligations pertaining to the Transferred Parcel which accrue from and after the date of the Transfer.

i. Breach Shall Not Defeat a Mortgage. Breach of any of the covenants or restrictions contained in this Declaration shall not defeat or render invalid the lien of any mortgage made in good faith, but all of the foregoing provisions, restrictions, and covenants shall be binding and effective against any owner who acquires title by foreclosure or trustee's sale or by deed in lieu of foreclosure or trustee's sale;

provided, however, that any such owner who acquires title by foreclosure or trustee's sale or by deed in lieu of foreclosure or trustee's sale shall take title free of any liens created or provided for hereunder, though otherwise subject to the provisions hereof.

j. No Merger. There shall be no merger of any of the provisions of this Declaration, notwithstanding that title to one or more parcels within the Mall Property may be held by the same entity. In the event that there is more than one entity which owns a portion of the Mall Property, the "Mall Owner" shall be Developer or its designee for so long as they own any interest in the Property and thereafter the entity owning the largest subportion of the Mall Property.

(Signature Block on Next Page)

IN WITNESS WHEREOF, the Declarant has executed this Declaration the day and year first above written.

Declarant:

H/S COLUMBIA, LLC, a Georgia
limited liability company
By: H/S Columbia Manager, Inc., a
Georgia corporation
Its: Manager

By: _____
Name: James M. Hull
Its: President

STATE OF GEORGIA)
) ACKNOWLEDGEMENT
COUNTY OF RICHMOND)

This 20 day of April, 2021, personally came before me James M. Hull, as President of H/S Columbia Manager, Inc., a Georgia corporation, the Manager of H/S Columbia, LLC, a Georgia limited liability company, who, being by me duly sworn, says that he is the President of said corporation, the Manager of H/S Columbia, LLC, and that the foregoing instrument was signed and sealed by him on behalf of the corporation. And the said James M. Hull acknowledged that the writing was the voluntary act and deed of said limited liability company.

Subscribed to and sworn before me this 20 day of April, 2021.

_____ (L.S.)
Notary Public, State of Georgia
My commission expires: 7/6/2021

LAURIE UNDERWOOD
NOTARY
PUBLIC
COLUMBIA COUNTY, GA

_____
Witness 1

EXHIBIT A-1

Mall Property

All that tract or parcel of land, lying and being in Columbia, Maury County, Tennessee, described as follows*:

All of the parcel labeled "Lot 1 1,073,207.8 Sq. Feet 24.64 Acres" on "Minor Plat 800 S. James Campbell Blvd for H/S Columbia, LLC" dated April 14, 2021, prepared by Allen B. O'Leary and to be recorded in the Register's Office of Maury County, Tennessee, and more particularly described as follows:

Beginning at an iron pin in the north margin of South James M. Campbell Boulevard and being the southernmost corner of Davinco, Inc., and also being the southwest corner of the herein described tract (the POINT OF BEGINNING).
From the POINT OF BEGINNING, thence with Davinco, Inc. (leaving the north margin of South James M. Campbell Boulevard) N 43° 12' 30" E 499.21 feet;
thence N 46° 45' 24" W 390.24 feet;
thence N 43° 25' 04" East 49.72 feet;
thence S 46° 48' 23" E 293.00 feet;
thence N 43° 11' 39" E 9.93 feet;
thence along a curve to the right with a central angle of 45° 00' 07", a radius of 318.00 feet, an arc length of 249.77 feet and a chord bearing and distance of N 10° 39' 06" E 243.40 feet;
thence S 24° 08' 45" E 386.27 feet;
thence N 65° 51' 15" E 795.28 feet;
thence S 72° 01' 33" E 108.40 feet;
thence S 71° 26' 54" E 255.55 feet;
thence S 18° 30' 10" W 333.83 feet;
thence S 18° 27' 54" W 698.82 feet;
thence N 46° 33" 47" W 99.02 feet;
thence S 52° 34' 54" W 149.91 feet;
thence along a curve to the right with a central angle of 4° 31' 33", a radius of 316.82 feet, an arc length of 25.03 feet and a chord bearing and distance of S 54° 53' 45" W 25.02 feet;
thence along a curve to the right with a central angle of 45° 12' 52", a radius of 316.82 feet, an arc length of 250.02 feet and a chord bearing and distance of S 79° 43' 59" W 243.58 feet;
thence along a curve to the right with a central angle of 54° 11' 21", a radius of 316.28 feet, an arc length of 299.13 feet and a chord bearing and distance of N 50° 37' 21" W 288.11 feet;
thence N 23° 41' 09" W 125.07 feet;
thence N 23° 31' 34" W 242.61 feet;
thence along a curve to the left with a central angle of 76° 51' 11", a radius of 45.00 feet, an arc length of 60.36 feet and a chord bearing and distance of N 62° 01' 44" W 55.94 feet;
thence S 79° 39' 04" W 57.55 feet;
thence along a curve to the left with a central angle of 36° 12' 52", a radius of 233.22 feet, an arc length of 147.41 feet and a chord bearing and distance of S 61° 16' 02" W 144.97 feet;
thence S 29' 08' 04" W 75.70 feet;
thence along a curve to the left with a central angle of 6° 57' 32", a radius of 145.00 feet, an arc length of 17.61 feet and a chord bearing and distance of S 25° 29' 50" W 17.60 feet;
thence along a curve to the left with a central angle of 48° 07' 50", a radius of 45.00 feet, an arc length of 37.80 feet and a chord bearing and distance of S 01° 38' 26" E 36.70 feet;

thence along a curve to the left with a central angle of 11° 29' 03", a radius of 145.00 feet, an arc length of 29.06 feet and a chord bearing and distance of S 31° 37' 32" E 29.01 feet to a point in the north margin of South James M. Campbell Boulevard;
thence N 46° 44' 07" W 242.74 feet along the north margin of South James M. Campbell Boulevard to the POINT OF BEGINNING.

The Mall Property contains approximately 24.64 acres, more or less.

*Once the Subdivision Plat has been recorded, any discrepancy between the description of the Mall Property herein and the Mall Property (Lot 1) shown on the Subdivision Plat shall be resolved in favor of the Mall Property (Lot 1) shown on the Subdivision Plat.

EXHIBIT A-2

Outparcel

All that tract or parcel of land, lying and being in Columbia, Maury County, Tennessee, described as follows:

All of the parcel labeled "Lot 2 239,762.0 Sq. Feet 5.50 Acres" on "Minor Plat 800 S. James Campbell Blvd for H/S Columbia, LLC" dated April 14, 2021, prepared by Allen B. O'Leary and to be recorded in the Register's Office of Maury County, Tennessee, and more particularly described as follows*:

Beginning at an iron pin in the north margin of South James M. Campbell Boulevard and being the southernmost corner of Davinco, Inc.;
thence with Davinco, Inc. (leaving the north margin of South James M. Campbell Boulevard) N 43° 12' 30" E 499.21 feet;
thence N 46° 45' 24" W 390.24 feet;
thence N 43° 25' 04" East 49.72 feet;
thence S 46° 48' 23" E 293.00 feet;
thence N 43° 11' 39" E 9.93 feet;
thence along a curve to the right with a central angle of 45° 00' 07", a radius of 318.00 feet, an arc length of 249.77 feet and a chord bearing and distance of N 10° 39' 06" E 243.40 feet to the POINT OF BEGINNING.
From the POINT OF BEGINNING, thence along a curve to the right with a central angle of 16° 03' 05", a radius of 318.00 feet, an arc length of 89.09 feet and a chord bearing and distance of N 41° 10' 42" E 88.80 feet;
thence N 19° 29' 21" W 25.58 feet;
thence N 70° 39' 07" E 238.12 feet;
thence S 72° 01' 37" E 270.07 feet;
thence S 72° 03' 26" E 30.33 feet;
thence S 72° 06' 29" E 330.90 feet;
thence S 65° 51' 15" W 795.28 feet;
thence N 24° 08' 45" W 386.27 feet to the POINT OF BEGINNING.

The Outparcel contains approximately 5.50 acres, more or less.

*Once the Subdivision Plat has been recorded, any discrepancy between the description of the Outparcel herein and the Outparcel (Lot 2) shown on the Subdivision Plat shall be resolved in favor of the Outparcel (Lot 2) shown on the Subdivision Plat.

EXHIBIT A-3

Subdivision Access Easement

The "Subdivision Access Easement" is located in the area of land on the Mall Property shown on the Subdivision Plat labeled "50' Access Easement for Lot 2" and is described as follows:

Beginning at an iron pin in the north margin of South James M. Campbell Boulevard and being the southernmost corner of Davinco, Inc.;
thence with Davinco, Inc. (leaving the north margin of South James M. Campbell Boulevard) N 43° 12' 30" E 499.21 feet;
thence N 46° 45' 24" W 49.00 feet to the POINT OF BEGINNING.
From the POINT OF BEGINNING thus established, thence N 46° 45' 24" W 341.20 feet;
thence N 43° 25' 04" E 49.72 feet;
thence S 46° 48' 23" E 293.00 feet;
thence N 43° 11' 39" E 9.93 feet;
thence along a curve to the right with a central angle of 45° 00' 07", a radius of 318.00 feet, an arc length of 249.77 feet and a chord bearing and distance of N 10° 39' 06" E 243.40 feet;
thence S 24° 08' 45" E 61.00 feet;
thence along a curve to the left with a central angle of 43° 13' 58", a radius of 268.00 feet, an arc length of 202.22 feet and a chord bearing and distance of S 04° 22' 02" W 197.46 feet;
thence S 43° 11' 39" W 87.45 feet to the POINT OF BEGINNING.

The Subdivision Access Easement area contains approximately 0.73 acres, more or less.

From the Subdivision Plat:

Line Table

LINE	BEARING	DISTANCE
L1	N 43°16'02" E	30.00'
L2	N 43°07'12" E	20.00'
L3	S 46°47'43" E	15.03'
L4	S 43°12'17" W	20.00'
L5	N 46°47'43" W	15.00'

Curve Table

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	145.00'	29.06'	29.01'	N 31°37'32" W	11°29'03"
C2	45.00'	37.80'	36.70'	N 01°38'26" W	48°07'50"
C3	145.00'	17.61'	17.60'	N 25°29'50" E	6°57'32"
C4	233.22'	147.41'	144.97'	N 61°16'02" E	36°12'52"
C5	45.00'	60.36'	55.94'	S 67°01'44" E	76°51'11"
C6	316.28'	299.13'	288.11'	S 50°37'21" E	54°11'21"
C7	316.82'	250.02'	243.56'	S 79°43'59" W	45°12'52"
C8	316.82'	25.03'	25.02'	N 54°53'45" E	4°31'33"
C9	318.00'	89.09'	88.80'	N 41°10'42" E	16°03'05"
C10	318.00'	249.77'	243.40'	N 10°39'06" E	45°00'07"
C11	268.00'	202.22'	197.46'	N 04°22'02" E	43°13'58"

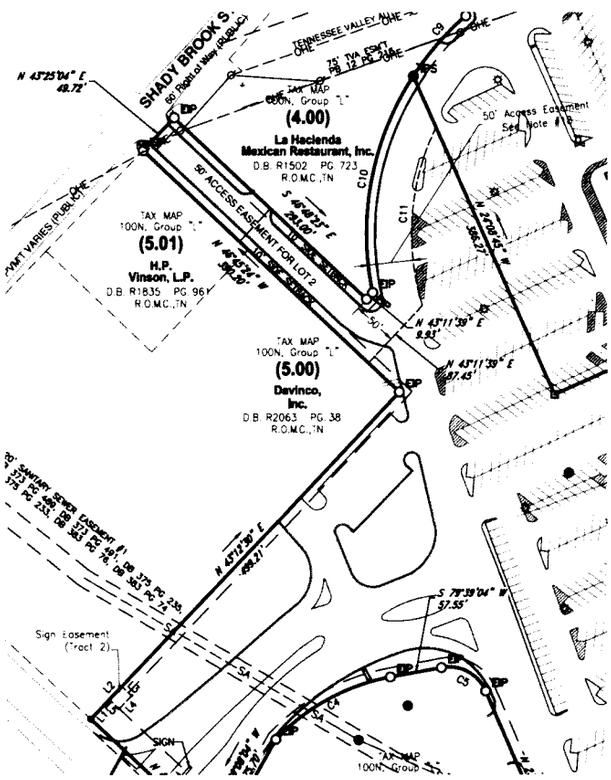


EXHIBIT A-4

Sign Parcel

The "Sign Parcel" is described as the area of land on the Mall Property shown on the Subdivision Plat labeled "Sign Easement (Tract 2)" with its southwest corner located N 43° 16' 02" E 30.00 feet from the westernmost intersection point of the Mall Property and South James M. Campbell Boulevard - the POINT OF BEGINNING. From the POINT OF BEGINNING, thence N 43° 07' 12" E 20.00 feet; thence S 46° 47' 43" E 15.03 feet; thence S 43° 12' 17" W 20.00 feet; thence N 46° 47' 43" W 15.00 feet back to the POINT OF BEGINNING.

From the Subdivision Plat:

Line Table

LINE	BEARING	DISTANCE
L1	N 43°16'02" E	30.00'
L2	N 43°07'12" E	20.00'
L3	S 46°47'43" E	15.03'
L4	S 43°12'17" W	20.00'
L5	N 46°47'43" W	15.00'

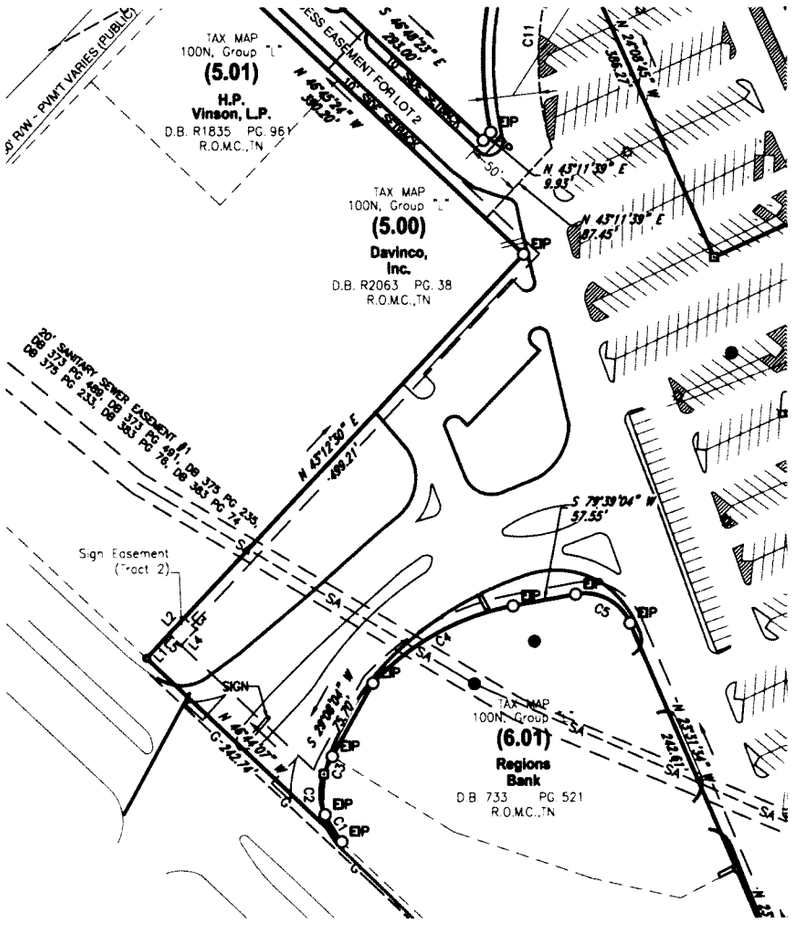


EXHIBIT B

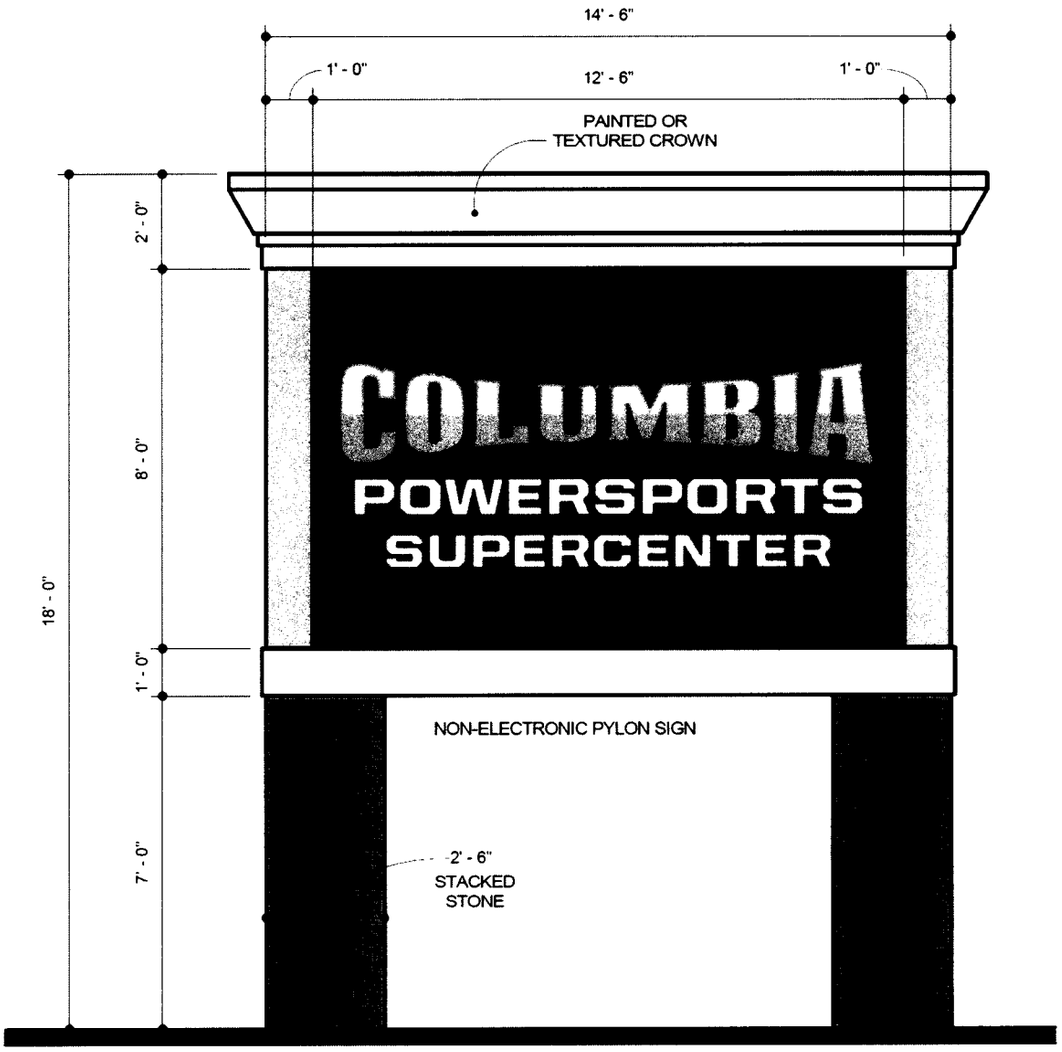
Other Tenant Exclusives

MAURY REGIONAL HOSPITAL

No other space within the Shopping Center shall be used as a Diagnostic Center, Oncology Center, or Surgical Center (the "Tenant Restriction"). "Diagnostic Center" is defined as a radiology center (for x-ray, MRI or similar imaging) or a blood and other fluid lab specifically for testing as the principal business but shall not include a medical practice or practice group that also has x-ray or other labs for use of the patients of the practice group. "Oncology Center" is defined as a purpose-built chemotherapy or radiology treatment facility that takes patient referrals from other practices or an oncology practice that treats its own patients but does not include general practices that take oncology patients as an incidental part of the practice. "Surgical Center" is defined as a medical facility with surgical suites for in-patient and/or out-patient surgery but shall not exclude a medical practice from performing minor invasive procedures within their offices. The Tenant Restriction shall not limit or prohibit the operation of general or specialized medical practices, including for family medicine, pediatrics, geriatrics, orthopedics, ear/nose/throat, sports medicine, etc.

EXHIBIT C-1

Outparcel Pylon



Columbia Center – Outparcel Building
800 S James Campbell Blvd
Columbia, TN

To:
Planning Staff
City of Columbia
700 North Garden Street
Columbia, TN 38201

Subject: Notice of Appeal for Alternative Performance –
800 S James Campbell Blvd Columbia Center Outparcel Building

We are submitting this written request for Alternative Performance for Site Development Plan/Preliminary Plat deviations for the proposed Outparcel Building at the Columbia Center. This project is being developed by the property owners, Highland Capital.

Guidelines at Issue (CD-4C)
Section TABLE 4.3.1-E DISTRICT STANDARDS of the Zoning Ordinance states Building Sites must enfront a vehicular Thoroughfare or Internal Drive, except < 20% of the Lots or Building Sites within each type of Character District of a Development Parcel may Enfront a Pedestrian Path, Passage, pedestrian walkway or water body if such Lots have legal and physical vehicular access to a vehicular Thoroughfare via Driveway or Easement. The Planning Commission may approve alternative enfrontment within a Development Parcel as described in 8.5.6.O Internal Drive Detail DS 39 requires a 5' sidewalk along with 5' planter strip, curb and gutter and two 11' travel lanes. These guidelines are intended to allow pedestrian access to the proposed building.

Proposed Alternative Performance:
We propose installing the 5' Sidewalk, 5' Landscape Strip, Curb and Gutter along the frontage of our proposed building. The existing ring road provides more than the minimum 11' travel lanes from Shady Brooke St, across the frontage of our proposed building and out to James Campbell Blvd. Highland Capital will provide the Access Easement across these existing roads from Shady Brooke out to James Campbell Blvd. In lieu of any other improvements to these existing roadways, Highland Capital proposes creating internal pedestrian connectivity for the Center. We are proposing a 5' concrete walkway from the proposed Outparcel Building to the north, to connect with the core building. This will require two drive aisle crossings. At each crossing, we will provide a raised crosswalk to enhance pedestrian safety and slow vehicular traffic through the site.

Reasons for Seeking Alternative Performance:
The Owner wishes to only install sidewalks along our proposed building frontage for the following reasons:

1. Extending the sidewalks out to Shady Brooke St and James Campbell Blvd would lead pedestrians out to busy roadways with no current sidewalks on either roadway. Nor are there crosswalks at either location to cross the road safely. From here, pedestrians would have to walk along the side of the road, which we feel is a safety hazard.

2. Each of the parcels that the proposed PUDAE pass by to get to James Campbell and Shady Brooke will be developed in the near future, at which time sidewalks will be required to be installed by those developments for buildings enfronting the Internal Drive we have created.
3. Our proposed alternative for creating internal pedestrian connectivity will serve multiple purposes to benefit the community. First, customers will be able to park in one spot and travel safely between the core building tenants and the outparcel building, without having to walk though the parking lot, or get back in their car. Second, the raised crosswalks will enhance pedestrian safety by making them more visible while also acting as speed bumps, deterring vehicular speeding.

We feel this alternative performance proposal enhances the pedestrian safety and accessibility of the project being built within existing conditions. Additionally, the dedicating of the PUDAE allows for future site plans to utilize area for installing future sidewalks along their frontages.

We respectfully request your review and approval of this alternative performance proposal. Please contact us at preston@sws-engr.com if additional information is required.

Thank you for your consideration,

Preston Ayer, P.E.
SWS Engineering
Director – Nashville / Mid-West Region

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

ADDRESS/LOCATION	800 S JAMES CAMPBELL BLVD		
	TAX MAP: 100N	GROUP: L	PARCEL: 00600
SUMMARY OF NATURE OF REQUEST AND WORK	12,500 SF RETAIL/RESTAURANT BUILDING IN EXISTING PARKING LOT		

DATE OF PRE-APPLICATION CONFERENCE	12-11-24	*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: Site Plan Alternative Performance. Alternative Compliance. **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	PRESTON AYER	PHONE	951-704-0890
ADDRESS	113 SEABOARD LANE, FRANKLIN TN 37067	EMAIL	PRESTON@SWS-ENGR.COM

PROPERTY OWNER NAME	HC COLUMBIA LLC	PHONE	915-247-9949
ADDRESS	73 WHITE BRIDGE RD. STE 103 NASHVILLE, TN 37205	EMAIL	wyatt@highlandcpt.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.

PRESTON AYER	Preston Ayer	3-18-25
APPLICANT NAME	APPLICANT SIGNATURE	DATE
HC Columbia LLC	Wyatt Weltje	3-18-25
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

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DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, March 11, 2025

ITEM NO.
25-0047

DESCRIPTION: 800 S James Campbell Blvd Columbia Mall Center Outparcel

COMMENTS:

Planning

1. The lead staff person for this case is Planning staff Robert Archibald, Austin Brass, and Charles Rush. Staff will prepare the staff report for this item. Please contact rarchibald@columbiatn.gov with questions about the development review process or technical comments. The lead planner should be copied on all communication with other city staff. Understood.
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. Understood, see comments to responses below.
3. Please clarify the internal drive section on DS-39 and indicate two 11' travel lanes and include a 5' planter strip and 5' sidewalk. Please note that areas without a planter strip can be submitted with tree wells when sidewalk abuts a physical building. Two 11' travel lanes are provided along the entire PUDAE. 6' landscape strip and 5' sidewalk is provided along the frontage of our proposed outparcel building. We are proposing alternative performance to allow the existing 11'+ asphalt travel lanes and curbs on the remainder of the PUDAE to remain as is, without additional improvements. See Alternative Performance Letter attached.
4. Internal drives are required to connect with thoroughfare sections. This site plan would require the internal drive to be extended from JCB to Shady brook street and indicate all elements of an internal drive per DS 39 of the ESS standards. Internal Drive sections are part of a site development plan that is required to meet the connectivity with thoroughfares and building sites. PUDAE is proposed to extend from JCB to Shady Brooke via proposed PUDAE which connects with an existing 50' PUDAE already platted on side road that connects with Shady Brooke. Hatching improved to illustrate this. See response above for internal drive details/our proposal.
5. Building site shall include all necessary elements that serve a principle building. Please relocate building site lines to include associated parking, landscaping, and refuse elements. Note that building sites have a 200ft max. Building Site lines have been adjusted to include items above. Teo building sites are proposed, each 200' wide. Restaurants and Retail shops will be separated by the building site line. Due to the shallow depth of the existing lot lines, and the attached REA

granting shared parking with Columbia Power Sports and the rest of the site, parking stalls just north of building site 1 are included in the parking provided calculations.

6. Indicate maximum setback line of 40’ on building site. If building site line is divided through the principle building a fire rated wall is indicated at building site line. Note that there is a 6' minimum MBSL. Building sites will be divided through the principle building, fire rated wall will be provided at building site line. 6’ front MBSL provided.
7. Zoning Ordinance allows Shared parking agreement. Please provide recorded binding agreement of parking. As noted, a parking ratio of 1 to 100 is required for restaurant uses. Existing REA granting shared parking of the site is provided, along with draft of declaration being prepared for recording.
8. Please indicate location of required Bike rack. Bike Rack Provided.
9. Note 11 on landscape plan general notes indicates a reference to Florida standards. Please omit in addition to soil preparation mix. LA Notes revised.
10. Site plan indicates elevations with principal entrances that front rear parking areas. Principle entrances are required to enfront the proposed internal drive section with all foundation landscaping at this elevation including proposed planter boxes. We intend to provide entrances on both sides of the building. Entrances for public access are proposed on the parking lot side of the building. Please see notice of appeal for alternative compliance, we hope to work with the city to find a solution that meets or exceeds prescribed standards of the zoning ordinance.
11. See ZO standards for dumpster screening. Both dumspters will be screened by block wall enclosures.
12. Provide photometric plan. Photometric plan provided.
13. Provide typical lot/building site on the preliminary plat. Building sites provided on preliminary plat.
14. Will CPWS sewer easement be relocated on site? if so please clarify relocation on plat in notes. Yes, see note added.

Wastewater

15. Sanitary sewer mains and manholes are missing near the southern parcel, as can be seen on the public wastewater maps. Much of it is in Tract 2. Our proposed sanitary connection point can be found on sheet C4.00.

Building

16. No comments. Ok.

Police

17. No comments provided. Ok.

Public Works

18. Please see the attached City of Columbia Dumpster Guidelines & Accessibility Requirements. Private sanitation services may be utilized. Understood.
19. DUMPSTER GUIDELINES AND ACCESSIBILITY REQUIREMENTS
    DUMPSTER AND COMPACTOR STANDARDS
    GENERAL
    All requirements for collection and accessibility to containers apply, regardless of whether collection is public or private.
    GUIDELINES FOR DUMPSTERS
    The number and capacity of dumpsters must be adequate to serve the disposal needs of the business, development or complex. Collection must occur at least one time per week, with special approval needed for every other week (EOW) collection. Each dumpster must be easily accessible, as determined by the Public Works Department, and of a size compatible with equipment of the department. If the dumpster is in an enclosed area, there must be at least 2 feet
    and 6 inches of clearance on each side of the dumpster.
    DUMPSTER PAD REQUIREMENTS
    1. The concrete dumpster pad shall be at least 12 feet by 12 feet. Proposed pads are 12' x 15'.
    2. The pad(s) shall be 8-inch-thick concrete, reinforced with rebar to support a 30-ton loadbearing capacity. Noted.
    3. A 14-foot-wide by 40-foot-long straight and clear access approach to each dumpster for the truck is required. Access is provided for each dumpster.
    4. Clearance at each side of the dumpster must be at least 2 feet and 6 inches. Provided.
    5. If a gated enclosure is utilized, the gates must be lockable in the open position to prevent the gates from swinging into the path of the truck during servicing. Noted, provided.
20. 6. Two 6-inch diameter concrete filled steel bollards must be placed in the concrete pad to the rear of each dumpster, 2 feet from the back edge of the dumpster pad, spaced 4 feet apart and centered side to side. The bollards will rise 6 feet above the pad and extend 32 inches below the pad into the concrete footers. Noted, provided.
    7. If the box is enclosed, it is recommended that there be pedestrian access in addition to service gates. Pedestrian access provided on sides of enclosure.
    8. Access area, approach and pad must be level. Noted, provided.
    9. Standard pads with no drain should be elevated approximately 1-1/2 inches above the surrounding pavement. Noted.
    ACCESSIBILITY REQUIREMENTS FOR DUMPSTERS AND COMPACTORS
    1. Access must accommodate a 40-foot-long truck, with a 45-foot turning radius. Circular movement through the complex for the vehicles is highly recommended. Noted, Provided.
    2. The collection truck shall not be required to back-up for no more than 200 feet. Truck will not need to reverse more than 200'

3. No backing into or across a public right-of-way. Truck will not back into public ROW.
4. No overhead obstructions at waste handling or access area. Refuse collection trucks need a minimum of a 25-foot vertical clearance to service containers. 25' vertical clearance provided.
5. Heavy duty pavement is required for the collection truck's path through the complex. Heavy duty pavement to be provided in drive aisles.
City of Columbia Public Works will not be responsible for the repair of asphalt or concrete which has been damaged due to normal usage. Noted.
6. Gates must be unlocked and open for collection. Noted.

Columbia Power

21. 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. Noted.

22. **CPWS BB:**

Plan to Serve. Ok.

Engineering

23. Subject to site construction plans and traffic impact study. Noted.
24. Plat required for establishment of easement(s) for internal drive or other public infrastructure/easements. Noted, Final Plat will be prepared at later date to establish easements.

Fire

25. No comments ok.

City Attorney

26. No comments provided. Ok.

Atmos Energy

27. No comments provided. Ok.

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Maury County E911

28. No comments provided. ok.

Maury County Schools

29. No comments provided. Ok.

Duck River Electric Membership Corp

30. No comments. Ok.

Maury County Highway Dept.

31. No comments. Ok.

ATT

32. ATT INTENDS TO SERVE. Ok.

Columbia Water

33. A water availability letter was issued on January 16, 2025, 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. Noted.

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.

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10. Site plan indicates elevations with principal entrances that front rear parking areas. Principle entrances are required to enfront the proposed internal drive section with all foundation landscaping at this elevation including proposed planter boxes.
11. Good Morning,

    We had plan to send the Zoom Recording out to you this morning; however, the recording did not take. We will get the typed version of the meeting emailed to you at our earliest, but it will not be today. Please reach out to your Planner if you have questions that need to be answered.

    Thank you for your patience, and understanding!

    Best Regards,

    Planning Department

12. See ZO standards for dumpster screening.
13. Provide photometric plan.
14. Provide typical lot/building site on the preliminary plat.
15. Will CPWS sewer easement be relocated on site? if so please clarify relocation on plat in notes.

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23. CPWS BB:

Plan to Serve.

Engineering

24. Subject to site construction plans and traffic impact study.
25. Plat required for establishment of easement(s) for internal drive or other public infrastructure/easements.

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City Attorney

27. No comments provided.

Atmos Energy

28. No comments provided.

Maury County E911

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Duck River Electric Membership Corp

31. No comments.

Maury County Highway Dept.

32. No comments.

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33. ATT INTENDS TO SERVE.

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ITEMS CORRESPONDING TO SCHEDULE B-II

10. All matters shown on plat(s) of record in Plat Book 8, Page 126 and Plat Book P22, Page 391, in the Register's Office of Maury County, Tennessee.
Matters of the plat are located on or over the subject property as shown hereon.

11. Terms and provisions of Agreement, by and between J. H. Morgan & wife and Southern Cities Power Company, a Tennessee corporation, of record in Book 147, Page 228, in the Register's Office of Maury County, Tennessee.
Agreement is ambiguous in description. Cannot determine if it covers the subject property.

12. Matters contained in Deed of record in Book 150, Page 246, in the Register's Office of Maury County, Tennessee.
Deed is ambiguous in description. Cannot determine if it covers the subject property.

13. Matters contained in Deed of record in Book 373, Page 489, in the Register's Office of Maury County, Tennessee.
Deed is ambiguous in description. Cannot determine if it covers the subject property.

14. Matters contained in Deed of record in Book 373, Page 491, in the Register's Office of Maury County, Tennessee.
Easement is located on or over the subject property as shown hereon.

15. Terms and provisions of Perpetual Sewer Easement, by and between Horace Rainey, Jr. and City of Columbia, Tennessee, a municipal corporation, of record in Book 375, Page 233, in the Register's Office of Maury County, Tennessee.
Easement is not located on or over the subject property.

16. Terms and provisions of Perpetual Sewer Easement, by and between Horace Rainey, Jr. and City of Columbia, Tennessee, a municipal corporation, of record in Book 375, Page 235, in the Register's Office of Maury County, Tennessee.
Easement is located on or over the subject property as shown hereon.

17. Terms and provisions of Perpetual Sewer Easement, by and between Horace Rainey, Jr. and wife, Elizabeth Rainey and City of Columbia, Tennessee, a municipal corporation, of record in Book 383, Page 74, in the Register's Office of Maury County, Tennessee.
Easement is not located on or over the subject property.

18. Terms and provisions of Perpetual Sewer Easement, by and between Horace Rainey, Jr. and wife, Elizabeth Rainey and City of Columbia, Tennessee, a municipal corporation, of record in Book 383, Page 76, in the Register's Office of Maury County, Tennessee.
Easement is located on or over the subject property as shown hereon.

19. Matters contained in Deed of record in Book 469, Page 17, in the Register's Office of Maury County, Tennessee.
Document is ambiguous in description. Cannot determine if it covers the subject property.

20. Terms and provisions of unrecorded lease, as evidenced by Memorandum of Lease by and between Shady Brook Mall, Inc., a Tennessee corporation and J. C. Penney Company, Inc., a Delaware corporation, of record in Book 655, Page 477, as re-recorded in Book 655, Page 650; as affected by Agreement of Assignment and Assumption of Lease and Restated Memorandum of Lease in Book 655, Page 484; Agreement of Assignment and Assumption of Lease and Restated Memorandum of Lease in Book 655, Page 657; Supplemental Restated Memorandum of Lease in Book 667, Page 393; Memorandum of Lease Amendment Agreement in Book 1201, Page 14; and Memorandum of Lease Amendment Agreement in Book R2046, Page 1050, in the Register's Office of Maury County, Tennessee.
Lease covers the subject property and is blanket in nature. Not a survey related item.

21. Terms and provisions of unrecorded lease, as evidenced by Memorandum of Lease by and between Shady Brook Mall, Ltd, a Tennessee limited partnership and Pic 'N Pay Shoes of Tennessee Inc., of record in Book 665, Page 651, in the Register's Office of Maury County, Tennessee.
Lease covers the subject property and is blanket in nature. Not a survey related item.

22. Terms and provisions of Declaration, by Shady Brook Mall, Ltd., a Tennessee limited partnership, of record in Book 681, Page 93, in the Register's Office of Maury County, Tennessee.
Declaration covers the subject property and is blanket in nature. Nothing to plot.

23. Dedication of Brookmeade Drive (formerly Lawrence Street) of record in Book 731, Page 146, in the Register's Office of Maury County, Tennessee.
Dedication does not cover the subject property.

24. Terms and provisions of Reciprocal Easement Agreement, by and between The Equitable Life Assurance Society of the United States and Shady Brook Mall, Ltd., a Tennessee limited partnership, of record in Book 733, Page 40, in the Register's Office of Maury County, Tennessee.
Agreement covers the subject property and is blanket in nature. Nothing to plot.

25. Terms and provisions of Consent, by and between The Equitable Life Assurance Society of the United States and Hook-Superx, Inc., of record in Book 779, Page 523, in the Register's Office of Maury County, Tennessee.
Lease covers the subject property and is blanket in nature. Not a survey related item.

26. Terms and provisions of Certificate of Ownership and Dedication, by and between Fred H. Gillham, Sr. and City of Columbia, of record in Book 1116, Page 35, in the Register's Office of Maury County, Tennessee.
Dedication does not cover the subject property.

27. Matters contained in Deed of record in Book 1116, Page 47, in the Register's Office of Maury County, Tennessee.
Deed does not cover the subject property.

28. Terms and provisions of Declaration of Easements and Restrictions, by H/S Columbia, LLC, a Georgia limited liability company, of record in Book R2728, Page 640; as affected by Quitclaim Deed and Partial Release and Subordination in Book R2746, Page 55, in the Register's Office of Maury County, Tennessee.
Matters of the plat are located on or over the subject property as shown hereon.

29. Terms and provisions of unrecorded lease, as evidenced by Memorandum of Facility Lease by and between The Industrial Development Board of the City of Columbia, Tennessee, a public nonprofit corporation and H/S Columbia, LLC, a Georgia limited liability company, of record in Book R2801, Page 1488, in the Register's Office of Maury County, Tennessee.
Lease covers the subject property and is blanket in nature. Not a survey related item.

MISCELLANEOUS NOTES

1. BASIS OF BEARING : Bearings shown hereon are based on the Northeasterly right-of-way line of James M. Campbell Boulevard (Tennessee Highway 50), as being North 51°05'57" West. Bearings and distances shown hereon are the same record as measured unless otherwise noted.

2. This property has direct physical access to James M. Campbell Boulevard (Tennessee Highway 50), Shady Brook Street and Brookmeade Drive, which are dedicated public roads or highways, with no gaps, gores or overlaps.

3. Monuments have been recovered or placed at all corners of the property as shown hereon. {Table A Item #1}

4. Buildings located on this property are as shown. The address of this property was physically observed and noted as being 800 South James Campbell Boulevard. {Table A Item #2}

5. The gross land area of this property is 1,308,729 square feet or 30.044 acres. {Table A Item #4}

Tract 1	1,074,042 Square feet	24.657 Acres
Tract 2	234,687 Square feet	5.388 Acres
Total	1,308,729 Square feet	30.044 Acres

5. The buildings shown on this survey reflect the exterior dimensions along with the square footage of each building as located at ground level. Measured heights of all buildings are noted to the highest point of the building above ground level. {Table A Item #7a, 7b1, & 7c}

6. All substantial features and improvements located and observed on site and within five feet of the property boundaries are shown. {Table A Item #8}

7. A division or party wall exists along the Northerly property line of the subject property. The relationship and location of this party wall are shown with the dimensions indicated as noted. {Table A Item #10}

8. Adjacent owner information was taken from the latest tax assessors property owners map when this land title survey was prepared. {Table A Item #13}

9. At the time of this survey, the building was not under construction including additions. No evidence of earth moving or other construction was observed. {Table A Item #16}

10. There are no proposed changes in street right-of-way lines according to the City of Columbia, Maury County, and the Tennessee Department of Transportation. There is no observable evidence of recent street or sidewalk construction or repairs. {Table A Item #17}

11. There is no observable evidence of cemeteries, gravesites, and burial grounds at the time of this survey. No cemeteries, gravesites, and burial grounds were disclosed in the record documents provided to the surveyor.

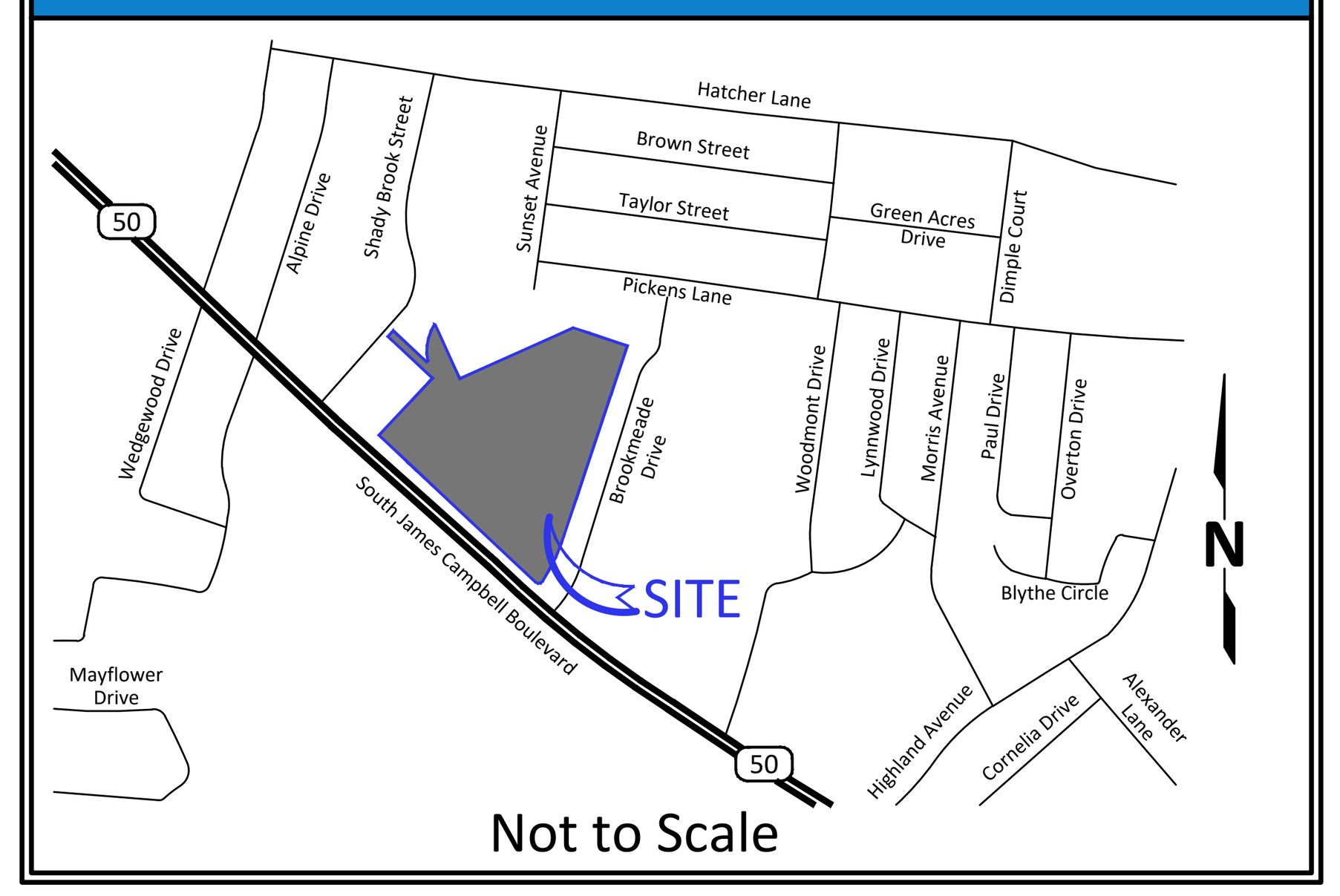
12. No visible evidence of existing tanks or drainage fields were observed.

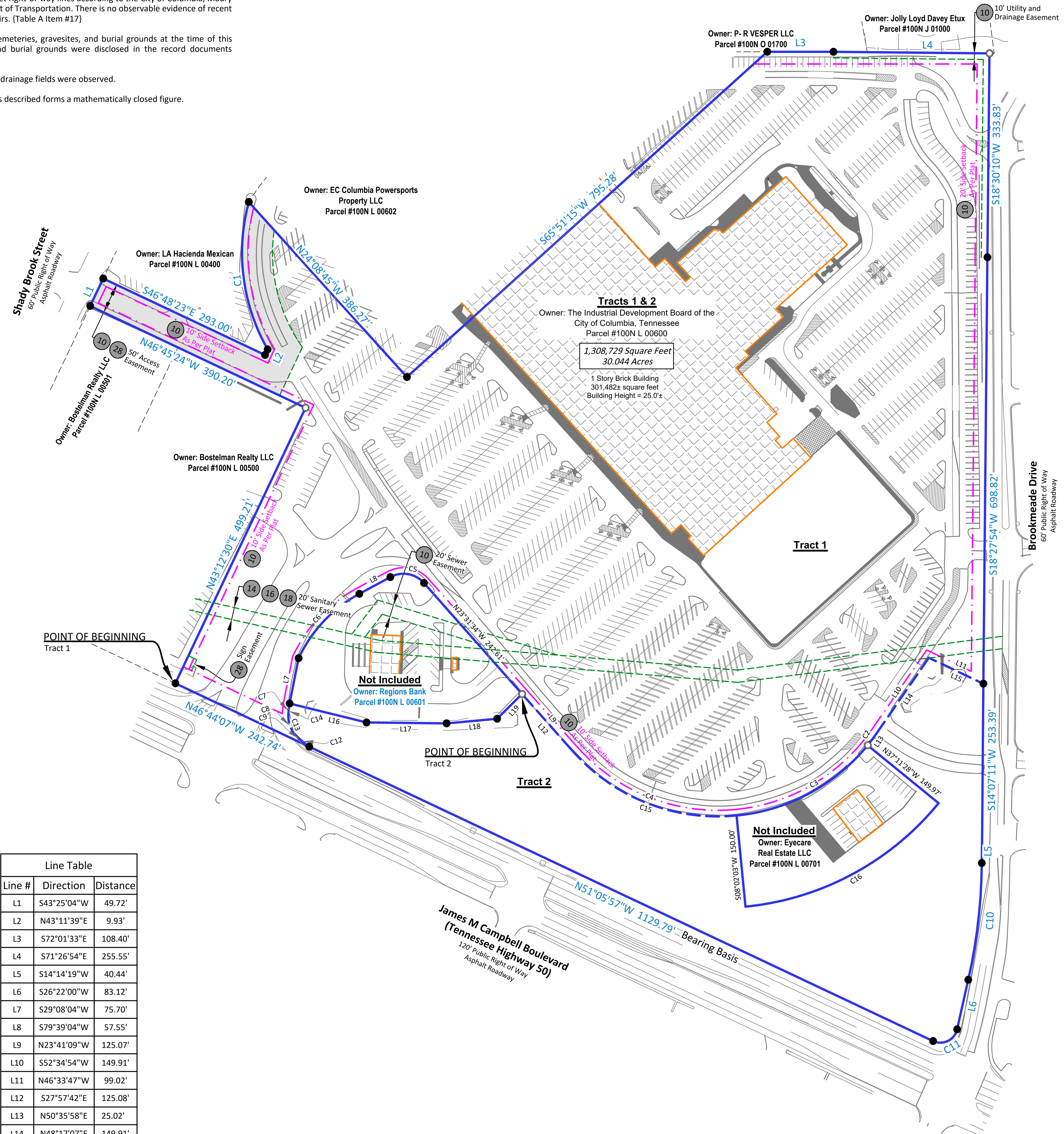
13. The boundary of the survey property as described forms a mathematically closed figure.

Curve Table

Curve #	Length	Radius	Delta	Chord Bearing	Chord Distance
C1	252.65'	249.77'	45°00'07"	N10°39'06"E	243.40'
C2	25.03'	316.82'	04°31'33"	N54°53'45"E	25.02'
C3	250.02'	316.82'	45°12'52"	S79°43'59"W	243.58'
C4	299.13'	316.28'	54°11'24"	S50°37'21"E	288.11'
C5	60.36'	45.00'	76°51'11"	S62°01'44"E	55.94'
C6	147.41'	233.22'	36°12'54"	N61°16'02"E	144.97'
C7	17.61'	145.00'	06°57'32"	N25°29'50"E	17.60'
C8	37.80'	45.00'	48°07'50"	N01°38'26"W	36.70'
C9	29.06'	145.00'	11°29'03"	N31°37'32"W	29.01'
C10	192.81'	900.59'	12°15'59"	S20°16'10"W	192.44'
C11	50.24'	28.08'	102°30'20"	S77°37'30"W	43.80'
C12	28.87'	145.00'	11°24'25"	N35°53'00"W	28.82'
C13	37.80'	45.00'	48°07'50"	N05°56'13"W	36.70'
C14	17.61'	145.00'	06°57'32"	N21°12'03"E	17.60'
C15	299.11'	316.82'	54°05'31"	S54°55'12"E	288.12'
C16	368.36'	466.82'	45°12'41"	N75°25'39"E	358.88'

VICINITY MAP





SIGNIFICANT OBSERVATIONS

The surveyor did not observe any significant observations over or upon the subject property.

ZONING INFORMATION

Zoning information has not been provided to surveyor. {Table A Item #6a & #6b}

ON-SITE PARKING CALCULATIONS

Offstreet parking requirements have not been provided per zoning. {Table A Items #6a, #6b & #9}

On Site Parking Observed

Regular Parking	1296 spaces
Handicap Parking	28 spaces
Truck Bays	2 bays
Total Parking	1326 spaces

FLOOD NOTE

By graphic plotting only, the subject property is located within Zone "X" as shown on Flood Insurance Rate Map, Community No. 475423 0285 E, Map Number 47119C0285E which bears an effective date of April 16, 2007 and is not located in a special flood hazard area. As shown on the FEMA website (https://www.fema.gov/cis/TN.html) we have learned this community does currently participate in the program. Zone "X" denotes areas outside of the 500-year floodplain determined to be outside 1% and 0.2% annual chance floodplains. {Table A Item #3}

LEGAL

This survey was prepared for the purpose of this real estate transaction only and no further parties other than those certified above shall rely on it for any other purpose or transaction.

N

1 inch = 120 feet
Graphic Scale
0' 60' 120' 240'

Line Table

Line #	Direction	Distance
L1	S43°25'04"W	49.72'
L2	N43°11'39"E	9.93'
L3	S72°01'33"E	108.40'
L4	S71°26'54"E	255.55'
L5	S14°14'19"W	40.44'
L6	S26°22'00"W	83.12'
L7	S29°08'04"W	75.70'
L8	S79°39'04"W	57.55'
L9	N23°41'09"W	125.07'
L10	S52°34'54"W	149.91'
L11	N46°33'47"W	99.02'
L12	S27°57'42"E	125.08'
L13	N50°35'58"E	25.02'
L14	N48°17'07"E	149.91'
L15	S50°51'34"E	99.02'
L16	S62°31'02"E	129.77'
L17	S75°41'43"E	131.05'
L18	S81°39'29"E	83.22'
L19	N58°53'54"E	57.30'

See Sheets 2 - 3 for Survey Details

PROJECT REVISION RECORD

Date	Description	Date	Description
07/19/2024	First Draft		
07/25/2024	Network Comments		
07/29/2024	Client Comments		
Field Work: JBM	Drafted: TDR	Checked by: AJK	

RECORD DESCRIPTION

The land referred to herein below in situated in the County of Maury, State of Tennessee, and described as follows:

Tract 1:

All that tract or parcel of land, lying and being in Columbia, Maury County, Tennessee, described as follows:

All of the parcel labeled Lot 1 on "Minor Plat 800 S. James M. Campbell Blvd for H/S Columbia, LLC", and recorded in the Register of Deeds for Maury County, Tennessee, in Plat Book P22, Page 391.

Being the same property conveyed to The Industrial Development Board of the City of Columbia, Tennessee, a Public Nonprofit Corporation, by Deed from H/S Columbia, LLC, a Georgia Limited Liability Company, of record in Book R2801, Page 1479, in the Register's Office of Maury County, Tennessee.

Tract 2:

All that tract or parcel of land being and lying in the 9th Civil District of Maury County, Tennessee, lying North of and adjacent to James M. Campbell Blvd and West of and adjacent to Brookmeade Drive, being more particularly described as follows:

Beginning at an iron pin found in the South Boundary of Shadybrook RPF III, LLC as recorded in Deed Book 1321, Page 879, ROMCT, said iron pin being the Northeast corner of AmSouth Bank as recorded in Deed Book 733, Page 521, ROMCT, and being the Northwest corner of the tract being described; thence leaving AmSouth Bank with South boundary of Shadybrook RPF III LLC South 27 degrees, 57 minutes, 42 seconds East 125.08 feet to an iron pin found; thence continuing with Shadybrook RPF II LLC and a curve to the left with a radius of 316.82 feet, a length of 299.11 feet, and a chord bearing and distance of South 54 degrees, 55 minutes, 12 seconds East 288.12 feet to an iron pin found, said iron pin being the Northwest corner of Eyecare Properties, Inc. as recorded in Deed Book 1382, Page 683, ROMCT; thence leaving Shadybrook with Eyecare Properties, LLC South 8 degrees, 02 minutes, 03 seconds West 150.00 feet to an iron pin found, said iron pin being the Southwest corner of Eyecare Properties, LLC; thence continuing with said Eyecare Properties, LLC and a curve to the left with a radius of 466.82 feet, a length of 368.36 feet, and a chord bearing and distance of North 75 degrees, 25 minutes, 39 seconds East 358.88 feet to and iron pin found, said iron pin being the Southeast corner of Eyecare Properties, LLC; thence North 37 degrees, 11 minutes, 28 seconds West 149.97 feet to an iron pin found in the South boundary of Shadybrook RPF III LLC, said iron pin being the Northeast corner of Eyecare Properties, LLC; thence leaving Eyecare Properties, LLC with Shadybrook North 50 degrees, 35 minutes, 58 seconds East 25.02 feet to an iron pin found, North 48 degrees, 17 minutes, 07 seconds East 149.91 feet to an iron pin found, South 50 degrees, 51 minutes, 34 seconds East 99.02 feet to an iron pin found in the West R.O.W. of Brookmeade Drive, said iron pin being the Northeast corner of the tract being described: thence leaving Shadybrook with said West R.O.W. South 14 degrees, 07 minutes, 11 seconds West 253.39 feet to an iron pin found in the North R.O.W. of a 50 foot Ingress and Egress easement; thence continuing with said West R.O.W. South 14 degrees, 14 minutes, 19 seconds West 40.44 feet to an iron pin found, thence continuing with said West R.O.W. and a curve with radius of 900.59 feet, a length of 192.81 feet, and a chord bearing and distance of South 20 degrees, 16 minutes, 10 seconds West 192.44 feet to an iron pin set, South 26 degrees, 22 minutes, 00 seconds West 83.12 feet to an iron pin set; thence continuing with said West R.O.W. and a curve with a radius of 28.08 feet, a length of 50.24 feet, and a chord bearing and distance of South 77 degrees, 37 minutes, 30 seconds West 43.80 feet to an iron pin set in the North R.O.W. of James M. Campbell Blvd, said iron pin being the Southeast corner of the tract being described; thence with said North R.O.W. North 51 degrees, 05 minutes, 57 seconds West 1129.79 feet to an iron pin set, said iron pin being the Southwest corner of the tract being described; thence continuing with said North R.O.W. and a curve with a radius of 145.00 feet, a length of 28.87 feet, and a chord bearing and distance of North 35 degrees, 53 minutes, 00 seconds West 28.82 feet to an iron pin found; thence with a curve with a radius of 45.00 feet, a length of 37.80 feet, and a chord bearing and distance of North 5 degrees, 56 minutes, 13 seconds West 36.70 feet to an iron pin set; thence with a curve with a radius of 145.00 feet, a length of 17.61 feet, and a chord bearing and distance of North 21 degrees, 12 minutes, 03 seconds East 17.60 feet to an iron pin found, said iron pin being the Southwest corner of AmSouth Bank; thence leaving said road with AmSouth and a branch South 62 degrees, 31 minutes, 02 seconds East 129.77 feet, South 75 degrees, 41 minutes 43 seconds East 131.05 feet, South 81 degrees, 39 minutes, 29 seconds East 83.22 feet; thence leaving branch and continuing with AmSouth Bank North 58 degrees, 53 minutes, 54 seconds East 57.30 feet to the Point of the Beginning.

Being the same property conveyed to The Industrial Development Board of the City of Columbia, Tennessee, a Public Nonprofit Corporation, by Deed from H/S Columbia Outparcel, LLC, a Georgia Limited Liability Company, of record in Book R2801, Page 1483, in the Register's office of Maury County, Tennessee.

The lands surveyed, shown and described hereon are the same lands as described in the Title Commitment provided by First American Title Insurance Company, Commitment No. NCS-1214277-DC72, dated April 3, 2024.

ALTA/NSPS LAND TITLE SURVEY

Columbia Mall TN Project
NV5 Project No. 202401259-1

800 South James Campbell Boulevard, Columbia, Tennessee 38201

Based on Title Commitment No. NCS-1214277-DC72
of First American Title Insurance Company
bearing an effective date of April 3, 2024

Surveyor's Certification

To: HC Columbia, LLC; Bank of Albuquerque; The Industrial Development Board of the City of Columbia, Tennessee, a Public Nonprofit Corporation; Highland Capital Investments, LLC; First American Title Insurance Company; and Bock & Clark Corporation, an NV5 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, 6a, 6b, 7a, 7b1, 7c, 8, 9, 10, 13, 14, 16, 17, and 19 of Table A thereof. The field work was completed on July 12, 2024.

For boundary and topographic aspects of this survey, RTK GPS positional data was observed on July 12, 2024 utilizing a Leica GS18 dual frequency receiver. The grid coordinates of the boundary points shown hereon were derived using the Tennessee Department of Transportation Network of CORS stations referenced to NAD 83 (2011) (Epoch 2010), Geoid 18. Positional accuracy of the GPS vectors does not exceed: H 0.07', V0.07'.

I hereby certify: (i) that this plat is true and correct, to the best of my knowledge and belief; (ii) that it was prepared by an actual survey on the ground by me or under my direct supervision; (iii) that it is a Category 1 Survey, with a Linear Error of Closure, of the unadjusted survey, not exceeding that of one foot per ten thousand feet [1:10,000]; (iv) that this survey was performed in compliance with the Minimum Standards of Practice for the State of Tennessee.

ALFRED J. KESLER · REGISTERED LAND SURVEYOR · XVI · AGRICULTURE · COMMERCE · TENNESSEE NO. 3104

12/03/2024

Alfred J. Kesler
Professional Land Surveyor #3104
in the State of Tennessee

Survey performed by:
SOUTHERN GEOMATICS SERVICES
Southern Geomatics Services, LLC
3737 South Atlantic Avenue, Suite 402
Daytona Beach Shores, Florida 32118
Phone: (985) 801-9990
akesler@southerngeomatics.com
SGS Project #24-205

Date of Survey: July 12, 2024
Date of Last Revision: July 29, 2024
NV5 Network Project No. 202401259-1 AAC

SHEET 1 OF 3

Bock & Clark Corporation
an NV5 Company

NV5

Transaction Services 1-800-SURVEYS (787-8397)
3550 W. Market Street, Suite 200, Akron, Ohio 44333
www.BockandClark.com maywehelpyou@bockandclark.com www.NV5.com

SURVEY • ZONING • ENVIRONMENTAL ASSESSMENT

LEGEND OF SYMBOLS & ABBREVIATIONS

Symbols

- Power Pole
- Light Pole
- Gate Valve
- Fire Hydrant
- Sanitary Manhole
- Sewer Clean Out
- Gas Meter
- Telephone Pedestal
- Electric Transformer
- Air Conditioner Unit
- Storm Drain Inlet
- Storm Drain Manhole
- Bollard
- Fence Gate Double
- Fence Gate Single
- Sign
- Stop Sign
- Handicap Sign
- Handicapped Parking
- BH Building Height Location

Hatching & Line Type

- Concrete
- Building
- Striping
- Ramp
- Access Easement Area
- Wall
- Property Line
- Easement Line
- Building Line
- Setback Line
- OHE Overhead Utilities
- Wood Fence
- Chainlink Fence
- Handrails Fence
- Cattle Guard Fence

Monumentation

- Found 1/2" Iron Rod No Cap
- Set 1/2" Iron Rod & Cap (PLS 35344)

ALTA Notations

- (X) Schedule 'B' Item Number

Curve Table					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Distance
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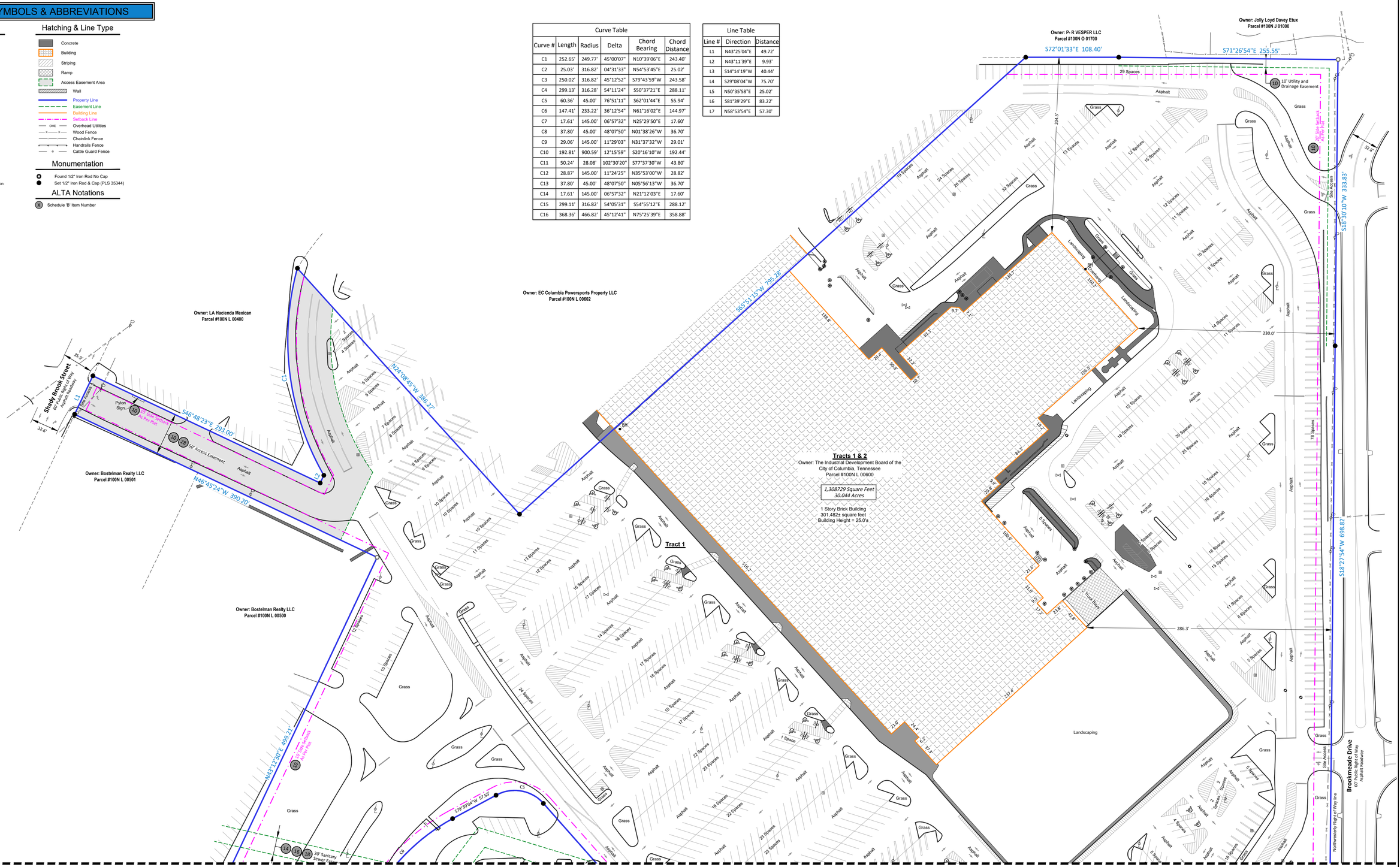

Matchline - See Sheet 3 of 3

1 inch = 50 feet
Graphic Scale
0' 25' 50' 100'

NV5

ALTA/NSPS LAND TITLE SURVEY

PREPARED FOR

Columbia Mall TN Project

Date of Field Survey: July 12, 2024

Network Project Number: 202401259-1 AAC

1-(800)-SURVEYS (787-8397)

TRANSACTION SERVICES

www.bockandclark.com maywhelpyou@bockandclark.com www.NV5.com

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LEGEND OF SYMBOLS & ABBREVIATIONS

Symbols

- Power Pole
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- Gate Valve
- Fire Hydrant
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- Wood Fence
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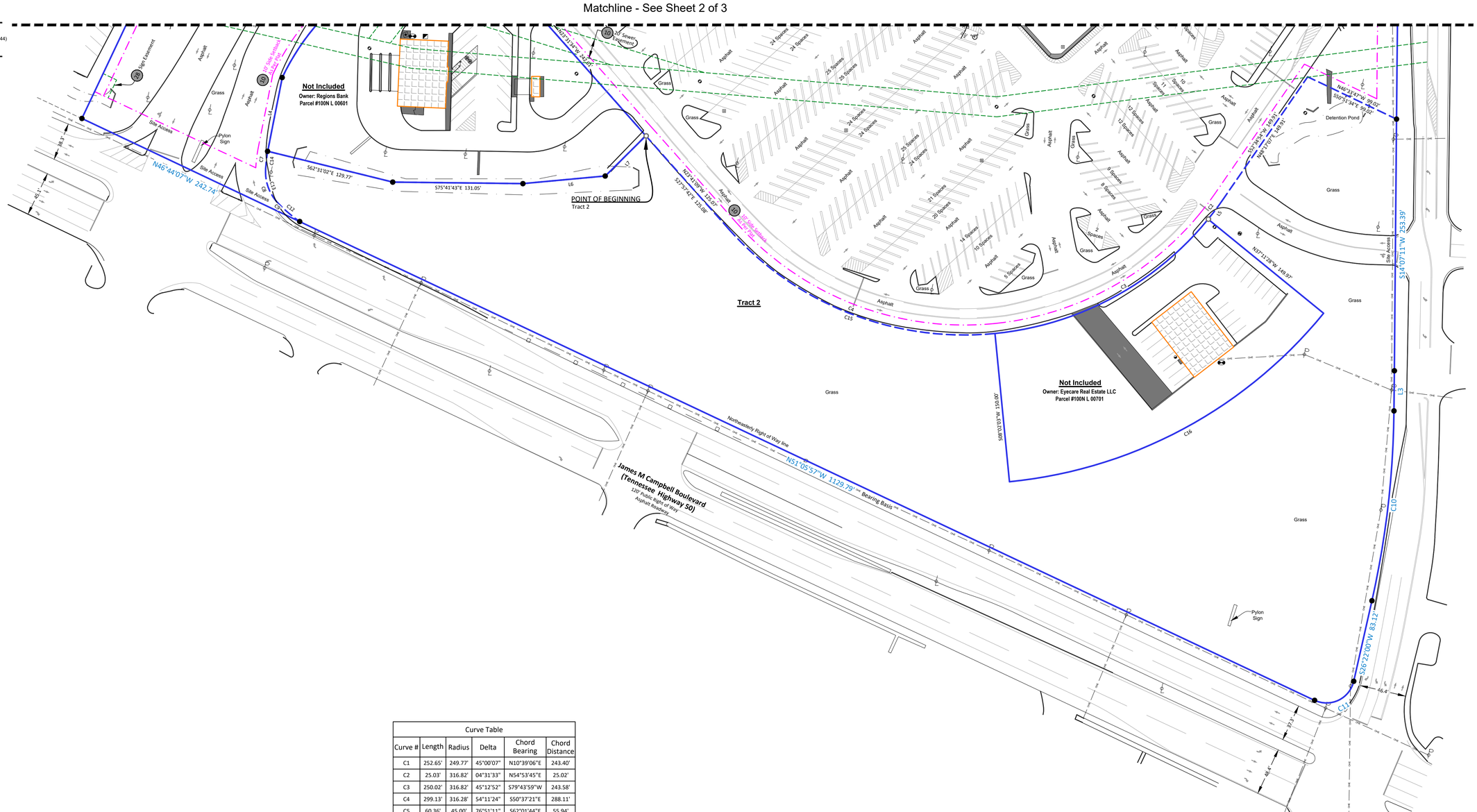

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0' 25' 50' 100'

SHEET 3 OF 3

NV5

ALTA/NSPS LAND TITLE SURVEY

PREPARED FOR

Columbia Mall TN Project

Date of Field Survey: July 12, 2024

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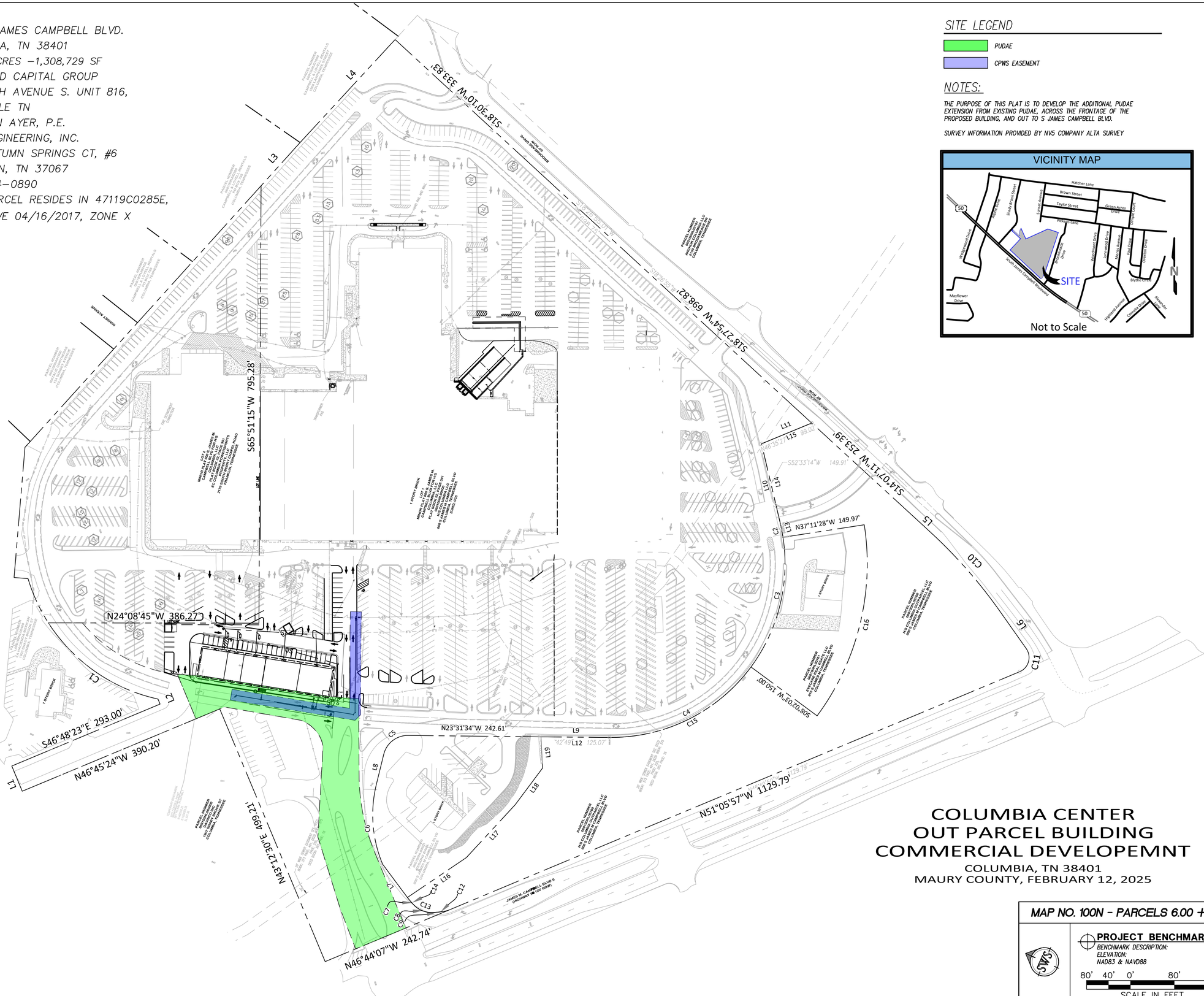
TRANSACTION SERVICES

www.bockandclark.com maywehelpyou@bockandclark.com www.NV5.com

SURVEY • ZONING • ENVIRONMENTAL • ASSESSMENT

DEVELOPMENT SUMMARY

SITE ADDRESS:	800 S JAMES CAMPBELL BLVD. COLUMBIA, TN 38401
TOTAL AREA:	30.44 ACRES –1,308,729 SF
OWNER:	HIGHLAND CAPITAL GROUP 600 12TH AVENUE S. UNIT 816, NASHVILLE TN
ENGINEER:	PRESTON AYER, P.E. SWS ENGINEERING, INC. 504 AUTUMN SPRINGS CT, #6 FRANKLIN, TN 37067 951–704–0890
FEMA FIRMS:	THIS PARCEL RESIDES IN 47119C0285E, EFFECTIVE 04/16/2017, ZONE X



SITE LEGEND

PUDAE

CPWS EASEMENT

NOTES:

THE PURPOSE OF THIS PLAT IS TO DEVELOP THE ADDITIONAL PUDAE EXTENSION FROM EXISTING PUDAE, ACROSS THE FRONTAGE OF THE PROPOSED BUILDING, AND OUT TO S JAMES CAMPBELL BLVD.

SURVEY INFORMATION PROVIDED BY NV5 COMPANY ALTA SURVEY

COLUMBIA CENTER
OUT PARCEL BUILDING
COMMERCIAL DEVELOPEMNT

COLUMBIA, TN 38401
MAURY COUNTY, FEBRUARY 12, 2025

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

80' 40' 0' 80' 80'
SCALE IN FEET
GRAPHIC SCALE 1"=80'

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
504 Autumn Springs Court, Suite A-6
Franklin, TN 37067
615-716-0033
SAN DIEGO • NASHVILLE • PHOENIX • ORLANDO

DATE:2/12/2025 2:34:24 PM BY:DMO:DSG:MCE:KEY
FILE:C:\Users\dmoore\SWS Engineering\2025\Project Files\24-196T\WORD\Construct\Out-Parcel Building\24-196T_C1.01 Preliminary Plat Overall Site Plan.dwg

PRESTON D. AYER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 120270
STATE OF TENNESSEE

Tennessee811
Know what's below. Call before you dig.

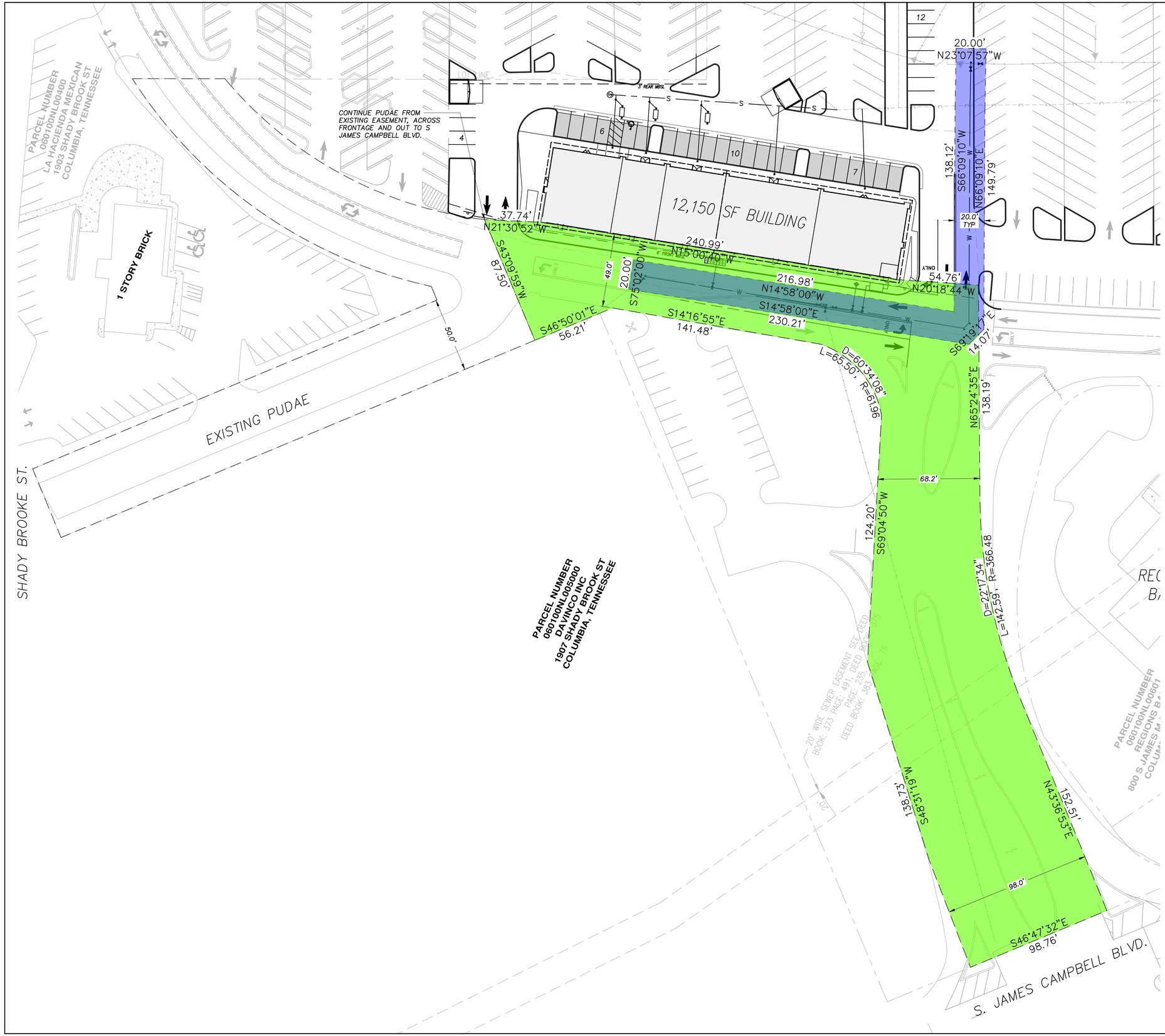
PRELIMINARY PLAT/OVERALL SITE PLAN
PLANNING COMMISSION SET
COLUMBIA CTR OUT PARCEL BUILDING
800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C1.01

DATE:08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA



MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK

BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

30' 15' 0' 30' 60'
SCALE IN FEET
GRAPHIC SCALE 1"=30'

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
594 Autumn Springs Court, Suite A-6
Franklin, TN 37067
615-716-0683
SAN DIEGO • NASHVILLE • PHOENIX • ORLANDO

DATE:2/12/2025 2:54:57 PM BY:DMO:\SWS Engineering\p\24196T\WORK\Construct\Civil\Parcel Plat\24-196T-C1.02 Preliminary Plat Enlarged Site Plan.dwg

PRESTON D. AYER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 120270
STATE OF TENNESSEE

Tennessee811
Know what's below.
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PRELIMINARY PLAT (ENLARGED SITE PLAN)

COLUMBIA CTR OUT PARCEL BUILDING

PLANNING COMMISSION SET

800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C1.02

DATE:08-08-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA

COLUMBIA CENTER OUT PARCEL BUILDING

COLUMBIA, TN 38401

COMMERCIAL DEVELOPEMENT



VICINITY MAP
N.T.S.

I HEREBY CERTIFY THAT THIS PROJECT DOES NOT REQUIRE COVERAGE UNDER A TENNESSEE CONSTRUCTION GENERAL PERMIT.

THE TOTAL DISTURBED AREA IS: 0.89 ACRES.

THIS SITE DOES NOT DISCHARGE INTO WATERS IDENTIFIED BY TDEC AS IMPAIRED FOR HABITAT ALTERATION OR SEDIMENTATION.

_____12-09-24____
SIGNATURE DATE

CIRCLE ONE: DEVELOPER PROJECT ENGINEER

DEVELOPMENT SUMMARY

SITE ADDRESS:	800 S JAMES CAMPBELL BLVD. COLUMBIA, TN 38401
TOTAL AREA:	30.44 ACRES –1,308,729 SF
PARCEL:	NEW PARCEL TO BE PLATTED
OWNER:	HIGHLAND CAPITAL GROUP 600 12TH AVENUE S. UNIT 816, NASHVILLE TN
ENGINEER:	PRESTON AYER, P.E. SWS ENGINEERING, INC. 504 AUTUMN SPRINGS CT, #6 FRANKLIN, TN 37067 951-704-0890
FEMA FIRMS:	THIS PARCEL RESIDES IN 47119C0285E, EFFECTIVE 04/16/2017, ZONE X

SHEET SUMMARY

C0.00 – COVER
C0.01 – CIVIL NOTES
V1,2,3 – SURVEY SHEETS
C0.02 – EXISTING CONDITIONS AND DEMO PLAN
C1.00 – SITE PLAN
C1.01 – PRELIMINARY PLAT/OVERALL SITE PLAN
C2.00 – GRADING AND DRAINAGE
C4.00 – UTILITY PLANS
C5.00 – DETAILS
C5.30 – UTILITY DETAILS
C5.31 – UTILITY DETAILS

SWS ENGINEERING, INC.
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DATE: (7/2023 2:59:48 PM BY:PRESTON.AYER
FILE: C:\Users\preston.ayer\SWS Engineering,Inc\2024 Projects - Files\24-196T\PLANS\Construction\Civil Permit Plan Set\24-196T_CP-C0.00 Cover.dwg

PRESTON D. AYER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 120,[illegible]
STATE OF TENNESSEE

Tennessee811
Know what's below.
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COVER
PLANNING COMMISSION SET
COLUMBIA CTR OUT PARCEL BUILDING
800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C0.00

DATE: 08-06-24
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DRAWN BY:	DMO	CHKD BY:	PDA

GENERAL NOTES

1. EXISTING BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY GSA AND NV5.
2. BIDDER HAS VISITED THE SITE, BECOME FAMILIAR WITH LOCAL CONDITIONS UNDER WHICH WORK IS TO BE DONE, AND HAS CORRELATED THE BIDDER'S PERSONAL OBSERVATIONS WITH REQUIREMENTS OF CONTRACT DOCUMENTS. CONTRACTOR WILL NOT BE GIVEN EXTRA PAYMENT FOR DIFFERENCES BETWEEN SURVEY AND SITE CONDITIONS THAT MAY BE ENCOUNTERED.
3. CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE, AND LOCAL CODES, OBTAIN, AT ITS OWN EXPENSE, ALL PERMITS AND PAY ALL FEES REQUIRED PRIOR TO BEGINNING WORK.
4. THE CONTRACTOR SHALL CALL 811 OR VISIT call811.com/811-your-state AT LEAST 3 WORKING DAYS PRIOR TO ALL EXCAVATION AND/OR DEMOLITION.
5. THE OWNER DOES NOT ASSUME RESPONSIBILITY FOR THE POSSIBILITY THAT DURING CONSTRUCTION, UTILITIES OTHER THAN THOSE SHOWN MAY BE ENCOUNTERED OR THAT ACTUAL LOCATIONS OF THOSE SHOWN MAYBE DIFFERENT FROM THE LOCATIONS DESIGNATED ON THE CONTRACT DRAWINGS. IN AREAS WHERE IT IS NECESSARY THAT THE EXACT LOCATION BE KNOWN OF UNDERGROUND FACILITIES, THE CONTRACTOR, AT ITS OWN EXPENSE, SHALL FURNISH ALL LABOR AND TOOLS TO EITHER VERIFY AND SUBSTANTIATE OR DEFINITIVELY ESTABLISH THE POSITIONS OF UNDERGROUND UTILITY LINES.
6. ALL DAMAGE TO EXISTING ASPHALT PAVEMENT TO REMAIN WHICH RESULTS FROM NEW CONSTRUCTION SHALL BE REPLACED WITH LIKE MATERIALS AT CONTRACTOR'S EXPENSE.
7. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL FLAG AND PROTECT ALL TREES TO REMAIN IN ACCORDANCE WITH THE SPECIFICATIONS. DO NOT OPERATE OR STORE HEAVY EQUIPMENT, NOR HANDLE OR STORE MATERIALS, WITHIN THE DRIPLINES OF TREES OR OUTSIDE THE LIMIT OF GRADING.
8. TREE PROTECTION SHALL CONSIST OF THE FOLLOWING STEPS:
   A. CONTRACTOR SHALL HIRE A LICENSED LANDSCAPE CONTRACTOR TO OVERSEE TREE PROTECTION.
   B. PRIOR TO ALL GRADING OPERATIONS, LOCATE TREES TO BE PROTECTED AND NEATLY CUT ROOTS TO A DEPTH OF 30" AT THE DIMENSIONED LIMITS SHOWN USING A UTILITY TRENCHING MACHINE.
   C. TREAT EXPOSED ROOTS WITH A HORTICULTURAL TREE PRUNING PROTECTION PRODUCT.
   D. PRUNE TREE LIMBS BY THE SAME PROPORTIONAL PERCENTAGE AS TREE ROOTS REMOVED (i.e. 25% OF ROOTS REMOVED SHALL RESULT IN 25% OF TREE LIMBS REMOVED). IT IS THE OWNER'S INTENT TO PRESERVE ALL OF THE EXISTING SITE VEGETATION OUTSIDE THE LIMITS OF GRADING.
12. ALL TREES ARE TO BE PROTECTED AND SAVED IF THEY FALL OUTSIDE THE LIMITS OF GRADING, EVEN IF THEY ARE NOT LOCATED OR IDENTIFIED ON THE SURVEY.
13. SELECTIVE CLEARING BEYOND THE LIMIT OF GRADING SHALL CONSIST OF REMOVAL OF HONEYSUCKLE, HERBACEOUS SHRUBS, POISON IVY. AND NOXIOUS WEEDS. GRASS SHALL BE SOWN ON THE WHOLE SITE AFTER PREPARATION, AS NOTED IN THE SPECIFICATIONS.
14. THE CONTRACTOR SHALL, AT ITS OWN EXPENSE, REPAIR ALL DAMAGE CAUSED BY CONSTRUCTION OR THE CONSTRUCTION PROCESS. ALL DAMAGE SHALL BE REPAIRED ACCORDING TO CURRENT LOCAL STANDARDS AND SPECIFICATIONS. COORDINATE ALL CONSTRUCTION WITH THE APPROPRIATE COMPANY.
15. EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR OFF THE OWNER'S PROPERTY AT NO ADDITIONAL COST, IN A LEGAL MANNER.
16. THE CONTRACTOR SHALL CHECK EXISTING GRADES, DIMENSIONS, AND INVERTS IN THE FIELD AND REPORT ALL DISCREPANCIES TO THE ARCHITECT/ENGINEER PRIOR TO BEGINNING WORK.
17. IN THE EVENT OF ANY DISCREPANCIES FOUND IN THE DRAWINGS OR IF PROBLEMS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT/ENGINEER BEFORE PROCEEDING WITH THE WORK.
18. PROVIDE AS-BUILT DRAWINGS WHICH INCLUDE AT LEAST TWO DIMENSIONS TO EACH VALVE AND MANHOLE FROM KNOWN SITE FEATURES. DRAWINGS SHALL INCLUDE VERTICAL AND HORIZONTAL INFORMATION ON ALL NEW UTILITIES AS WELL AS EXISTING UTILITIES ENCOUNTERED. AN AS-BUILT SURVEY SHALL BE PROVIDED FOR NEW SIDEWALK RAMP. AS-BUILT DRAWINGS TO BE DISTRIBUTED TO THE ARCHITECT/ENGINEER UPON COMPLETION.
19. GUARD REFERENCE POINTS STAKED IN THE FIELD. ALL REFERENCE POINTS THAT ARE DESTROYED OR LOST SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

DEMOLITION NOTES

1. CONTRACTOR TO OBTAIN ALL NECESSARY DEMOLITION AND TREE REMOVAL PERMITS FROM AUTHORITIES HAVING JURISDICTION PRIOR TO START OF SITE DEMOLITION.
2. VERIFY THE CLEARING LIMITS AND FIELD CONDITIONS BEFORE BIDDING THIS PROJECT. NO EXTRAS WILL BE ALLOWED DUE TO THE IRREGULAR SURFACE CONDITIONS THAT MAY BE ENCOUNTERED ON THIS SITE.
3. DEMOLITION AND REMOVAL OPERATIONS SHALL COMMENCE ONLY AFTER ALL EROSION AND SEDIMENTATION CONTROL MEASURES ARE IN PLACE AND FUNCTIONAL.
4. PROVIDE NEAT AND STRAIGHT SAW CUTS OF EXISTING PAVEMENT ALONG ALL LIMITS OF PAVEMENT DEMOLITION.
5. ALL DEMOLISHED MATERIALS BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE DESIGNATED. DISPOSE OF OFF THE OWNER'S PROPERTY IN A LEGAL MANNER.
6. ALL PAVEMENT BASE COURSES, SIDEWALK, CURBS, BUILDINGS, FOUNDATIONS, ETC. IN THE AREA TO BE REMOVED SHALL BE REMOVED TO FULL DEPTH. EXISTING BASE COURSE MATERIALS MAY BE WORKED INTO THE NEW PAVEMENT OR BUILDING SUBGRADE PROVIDED THAT THE GRADATION, CONSISTENCY, COMPACTION, SUBGRADE CONDITION, ETC. ARE IN ACCORDANCE WITH THE SPECIFICATIONS. BASE COURSE MATERIALS SHALL NOT BE WORKED INTO THE SUBGRADE OF AREAS TO RECEIVE PLANTING.
7. THE CONTRACTOR SHALL USE WATER SPRINKLING AND OTHER SUITABLE METHODS AS NECESSARY TO CONTROL DUST AND DIRT CAUSED BY THE DEMOLITION WORK.
8. ALL ITEMS OF CONSTRUCTION REMAINING AND SPECIFICALLY MENTIONED THAT INTERFERE WITH THE NEW CONSTRUCTION SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ARCHITECT/ENGINEER.
8. CAVITIES LEFT BY STRUCTURE REMOVAL SHALL BE BACKFILLED WITH SATISFACTORY MATERIAL AND COMPACTED TO 98% OF MAXIMUM DENSITY PER ASTM D698.
9. PAVEMENT MARKINGS TO BE REMOVED SHALL BE PAINTED OVER TO MATCH PAVEMENT OR REMOVED WITH WIRE BRUSHING.
10. EXCEPT AS SHOWN, NO TREES SHALL BE REMOVED AND/OR VEGETATION REMOVED WITHOUT APPROVAL OF THE OWNER/ENGINEER.

WATER AND SEWER NOTES

1. ALL WATER AND/OR SEWER SERVICES, ALONG WITH APPURTENANCES, SHALL BE INSTALLED IN ACCORDANCE WITH SPECIFICATIONS AND STANDARD DETAILS OF CPWS AND CITY OF COLUMBIA.
2. ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE BY CORING AND RESILIENT CONNECTOR METHOD.
3. VERTICAL DOUBLE CHECK VALVE ASSEMBLIES, THAT ARE LOCATED IN INTERIOR ROOMS, CAN ONLY BE USED FOR FIRE SERVICES.
4. ALL WATER METERS SHALL BE A MINIMUM OF 24" NOT TO EXCEED A MAXIMUM OF 28" BELOW FINISHED GRADE.
5. IRRIGATION LINE SHALL BE COPPER FROM THE METER TO THE BACKFLOW PREVENTER.
6. THE MINIMUM FEES OUTLINED IN THE CAPACITY LETTER MUST BE PAID BEFORE COMMERCIAL CONSTRUCTION PLANS CAN BE REVIEWED.
7. ALL SEWER SERVICES SHALL BE MINIMUM 6" IN DIAMETER, FROM CONNECTION AT THE MAIN UNTIL THE FIRST CLEAN OUT ASSEMBLY.
8. BACKFLOW DEVICE TO REMAIN ACCESSIBLE AT ALL TIMES.
9. PLAN SIZE SHALL BE 24" x 36", SHALL SHOW CONTOURS AROUND THE METER BOXES.
10. ANY UNUSED EXISTING WATER METERS MUST BE CUT AND CAPPED AT THE PUBLIC MAIN.
11. ALL LEAD OR GALVANIZED WATER SERVICE LINES ENCOUNTERED WITH THIS PROJECT SHALL BE REINSTATED WITH COPPER OR LIKE SIZE FROM THE WATER MAIN TO THE METER BOX.
12. DOMESTIC AND IRRIGATION WATER METERS AND ASSOCIATED APPURTENANCES SHALL NOT BE PLACED IN OR UNDER A PAVED OR IMPROVED SURFACE OTHER THAN THE PORTION OF THE SERVICE LOCATED WITHIN THE RIGHT OF WAY.
13. SANITARY SEWER TAPS SHALL BE PLACED AT THE LOWEST ADJACENT SEWER MAIN ELEVATION FOR EACH PREMISES AND SHALL NOT BE LOCATED IN OR UNDER A PAVED OR IMPROVED SURFACE OTHER THAT THE PORTION WITHIN THE RIGHT OF WAY.

GRADING AND DRAINAGE NOTES

1. STRIP AVAILABLE TOPSOIL AND STORE ON SITE. INSTALL SILTATION CONTROL (SILT FENCE) AROUND SOIL STOCKPILES, AS NEEDED. CONTRACTOR TO FURNISH ADDITIONAL TOPSOIL OR REMOVE EXCESS TOPSOIL AT NO ADDITIONAL EXPENSE TO THE OWNER.
2. PROVIDED TEMPORARY SEEDING ON STOCKPILES AND ALL OTHER AREAS OF THE SITE THAT WILL REMAIN UNDISTURBED FOR 30 DAYS OR MORE.
3. PLACE TOPSOIL AND APPLY SEED AND MULCH TO ALL DISTURBED AREAS. PLACE AND RAKE TOPSOIL TO A MINIMUM DEPTH OF SIX (6) INCHES IN AREAS TO RECEIVE LANDSCAPING.
4. IT IS THE OWNER'S INTENT TO PRESERVE ALL OF THE EXISTING SITE VEGETATION OUTSIDE THE LIMITS OF GRADING.
5. ALL GRADED AREAS SHALL BE SEEDED AND MULCHED WITHIN 14 DAYS AFTER GRADING IS COMPLETED, SLOPES 3:1 AND STEEPER WITHIN 7 DAYS.
6. ALL DRAINAGE STRUCTURES, PIPES WITHIN THE LIMITS OF CONSTRUCTION, AND DETENTION PONDS SHALL HAVE SEDIMENT REMOVED PRIOR TO FINAL ACCEPTANCE.
7. TOP OF GRATE ELEVATIONS FOR CURB INLETS ARE GIVEN TO THE CENTER OF THE INLETS AT THE FACE OF CURB. THE GRATES SHALL SLOPE LONGITUDINALLY WITH THE PAVEMENT GRADE. ADJUST THE CASTING TO FALL ALONG THE CURB LINE.
8. SPOT ELEVATIONS AND CONTOURS REPRESENT PROPOSED FINISHED GRADE AND TOP OF FINISHED PAVEMENT.
9. CONTRACTOR SHALL VERIFY EXISTING ELEVATIONS AND INVERTS PRIOR TO BEGINNING WORK.
10. CONTOUR LINES AND SPOT ELEVATIONS ARE THE RESULT OF A DETAILED ENGINEERING GRADING DESIGN AND REFLECT A PLANNED INTENT WITH REGARD TO DRAINAGE. SHOULD THE CONTRACTOR HAVE QUESTIONS OF THIS INTENT OR PROBLEMS WITH CONTINUITY OF GRADES, THE ARCHITECT/ENGINEER SHALL BE CONTACTED PRIOR TO BEGINNING WORK.
11. 11. ALL CURBS AND SIDEWALKS SHALL BE BACKFILLED WITH TOPSOIL, SEEDED AND MULCHED, UNLESS OTHERWISE NOTED.

SITE NOTES

1. THE FOLLOWING IS A MINIMUM CONSTRUCTION SEQUENCE FOR SITE WORK. IF FURTHER MEASURES ARE NEEDED, THE CONTRACTOR SHALL FURNISH AT NO ADDITIONAL COST TO THE PROJECT:
   A. INSTALL EROSION/SILTATION CONTROLS AS DESIGNATED ON PLANS.
   B. CONSTRUCT DETENTION BASIN(S) AND STRUCTURE(S), IF REQUIRED.
   C. GRADE THE ROADWAY AND BUILDING AREAS.
2. CONSTRUCT STORM DRAINS AND DRAINAGE STRUCTURES. INSTALL SILTATION CONTROL MEASURES TO PREVENT SOIL FROM WASHING INTO STORM DRAINAGE STRUCTURES.
3. PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING PAVEMENT AND NEW PAVEMENT. FIELD ADJUSTMENT OF FINAL GRADES MAY BE NECESSARY. INSTALL ALL UTILITIES PRIOR TO INSTALLATION OF PAVEMENT.
4. DIMENSIONS AND RADII ARE TO THE FACE OF CURB, EDGE OF CONCRETE, OR TO THE FACE OF BUILDING UNLESS OTHERWISE NOTED.
5. COORDINATES ARE FOR FACE OF BUILDING, CENTER LINES OF DRIVEWAYS, CENTER OF SANITARY SEWER MANHOLES, AND CENTER AT FACE OF CURB ON CURB INLETS, UNLESS OTHERWISE NOTED.
6. VERIFY THE CLEARING LIMITS AND FIELD CONDITIONS BEFORE BIDDING THIS PROJECT. NO EXTRAS WILL BE ALLOWED DUE TO THE IRREGULAR SURFACE CONDITIONS THAT MAY BE ENCOUNTERED ON THIS SITE.

EROSION PREVENTION AND SEDIMENT CONTROL

1. THE RECEIVING WATER/STORM SEWER OPERATOR IS CITY OF COLUMBIA.
2. CONSTRUCTION SHALL BE SEQUENCED TO MINIMIZE EXPOSURE TIME OF CLEARED SURFACE AREA. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE AND FUNCTIONAL PRIOR TO EARTH MOVING OPERATIONS. ALL CONTROL MEASURES SHALL BE CHECKED AND REPAIRED AS NECESSARY, AT MAXIMUM 14 CALENDAR DAYS IN DRY PERIODS, AND WITHIN 24 HOURS OF ALL RAINFALL EXCEEDING 0.25 INCH PER 24 HOUR PERIOD.
3. THE CONTRACTOR SHALL DESIGNATE IN WRITING THE NAME AND PHONE NUMBER OF THE INDIVIDUAL RESPONSIBLE FOR EROSION AND SEDIMENT CONTROLS.
4. PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE REMOVED MORE THAN 20 CALENDAR DAYS PRIOR TO GRADING. ALL GRADED AREAS EXPECTED TO REMAIN UNFINISHED AND UNWORKED FOR MORE THAN 7 CALENDAR DAYS SHALL BE COVERED WITH TEMPORARY GRASS, SOD, STRAW, MULCH OR FABRIC MATERIAL. PERMANENT SOIL STABILIZATION SHALL BE INSTALLED WITHIN 15 CALENDAR DAYS OF FINAL GRADING.
5. THE CONTRACTOR SHALL MAINTAIN RECORDS OF EROSION CONTROL INSPECTIONS AND REPAIRS FOR A MINIMUM OF 3 YEARS AFTER COMPLETION OF CONSTRUCTION.
6. TEMPORARY SEEDING FOR TENNESSEE PROJECTS INCLUDE THE FOLLOWING OPTIONS;
   A. JAN 1-MAY 1 ITALIAN RYE/KOREAN LESPEDEZA/SUMMER OATS
   B. MAY 1-JULY 15 SUDAN OR STARR MILLET
   C. JULY 15-JAN 1 BALBOA RYE/ITALIAN RYE
9. SILT BARRIERS AND SEDIMENT TRAPS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN APPROXIMATELY 50% FILLED.
10. STOCKPILES SHALL BE STABILIZED AND PROTECTED FROM EROSION.
11. UPON COMPLETION OF SITE STABILIZATION, THE OWNER AND CONTRACTOR SHALL PROVIDE A NOTICE OF TERMINATION (NOT) FOR THE PROJECT TO THE LOCAL ENVIRONMENTAL ASSISTANCE CENTER. A COPY OF THE NOTICE OF TERMINATION SHALL BE PROVIDED TO THE ENGINEER.
12. COMPLY WITH ALL LOCAL AND STATE SOIL EROSION AND SEDIMENT CONTROL REQUIREMENTS. PREVENT ALL SOIL EROSION ONTO PUBLIC ROADS OR INTO EXISTING DRAINAGE DITCHES OR WATERWAYS AS PER INSTRUCTIONS IN THE APPROVED STATE STORM WATER POLLUTION PREVENTION PLAN (SWPPP). ALL SOIL EROSION AND SEDIMENT CONTROL COSTS, AS WELL AS REGULAR INSPECTIONS BY A STATE CERTIFIED INSPECTOR, SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE INCLUDED IN THE PROJECT BID.
13. MAINTAIN CRUSHED STONE AT THE SITE ACCESS. CONSTRUCTION VEHICLES SHALL NOT TRACK SOIL ONTO PUBLIC STREETS.
14. INSTALL AND MAINTAIN EROSION/SILTATION CONTROL DEVICES, AS DESIGNATED ON THE PLAN, UNTIL ADEQUATE VEGETATION IS PRESENT TO PREVENT EROSION.
15. ALL LOCATIONS OF TEMPORARY EROSION CONTROL DEVICES SHALL BE SUBJECT TO ADJUSTMENT.
16. WHEN THE TEMPORARY EROSION CONTROL DEVICES ARE NO LONGER REQUIRED THEY SHALL BE REMOVED.
17. EXISTING DETENTION POND SHALL BE CLEANED TO THE ORIGINAL DESIGN CONTOURS AND RESTABILIZED AFTER THE CONSTRUCTION SITE IS STABILIZED AT THE END OF PROJECT.
18. REPLACE DAMAGED AND WORN OUT SILT BARRIERS.

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

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594 Autumn Springs Court, Suite A-6
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SWS ENGINEERING, INC.
A Woman Business Enterprise

DATE: (7/1/2023 2:15:02 PM) I:\PROJECTS\...\CAD\Engineering\2024\24-196T\PLANS\Construction\Civil Permit Plans\Civil 24-196T_CP-COLO Civil Notes.dwg

PRESTON D. AYER
CERTIFIED AGRONOMIST
HORTICULTURE CONSULTANT
No. 1203
STATE OF TENNESSEE

Tennessee811
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CIVIL NOTES

PLANNING COMMISSION SET

COLUMBIA CTR OUT PARCEL BUILDING

800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

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C0.01

DATE: 08-06-24
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DRAWN BY:	DMO	CHKD BY:	PDA

ITEMS CORRESPONDING TO SCHEDULE B-II

10. All matters shown on plat(s) of record in Plat Book 8, Page 126 and Plat Book P22, Page 391, in the Register's Office of Maury County, Tennessee.
Matters of the plat are located on or over the subject property as shown hereon.

11. Terms and provisions of Agreement, by and between J. H. Morgan & wife and Southern Cities Power Company, a Tennessee corporation, of record in Book 147, Page 228, in the Register's Office of Maury County, Tennessee.
Agreement is ambiguous in description. Cannot determine if it covers the subject property.

12. Matters contained in Deed of record in Book 150, Page 246, in the Register's Office of Maury County, Tennessee.
Deed is ambiguous in description. Cannot determine if it covers the subject property.

13. Matters contained in Deed of record in Book 373, Page 489, in the Register's Office of Maury County, Tennessee.
Deed is ambiguous in description. Cannot determine if it covers the subject property.

14. Matters contained in Deed of record in Book 373, Page 491, in the Register's Office of Maury County, Tennessee.
Easement is located on or over the subject property as shown hereon.

15. Terms and provisions of Perpetual Sewer Easement, by and between Horace Rainey, Jr. and City of Columbia, Tennessee, a municipal corporation, of record in Book 375, Page 233, in the Register's Office of Maury County, Tennessee.
Easement is not located on or over the subject property.

16. Terms and provisions of Perpetual Sewer Easement, by and between Horace Rainey, Jr. and City of Columbia, Tennessee, a municipal corporation, of record in Book 375, Page 235, in the Register's Office of Maury County, Tennessee.
Easement is located on or over the subject property as shown hereon.

17. Terms and provisions of Perpetual Sewer Easement, by and between Horace Rainey, Jr. and wife, Elizabeth Rainey and City of Columbia, Tennessee, a municipal corporation, of record in Book 383, Page 74, in the Register's Office of Maury County, Tennessee.
Easement is not located on or over the subject property.

18. Terms and provisions of Perpetual Sewer Easement, by and between Horace Rainey, Jr. and wife, Elizabeth Rainey and City of Columbia, Tennessee, a municipal corporation, of record in Book 383, Page 76, in the Register's Office of Maury County, Tennessee.
Easement is located on or over the subject property as shown hereon.

19. Matters contained in Deed of record in Book 469, Page 17, in the Register's Office of Maury County, Tennessee.
Document is ambiguous in description. Cannot determine if it covers the subject property.

20. Terms and provisions of unrecorded lease, as evidenced by Memorandum of Lease by and between Shady Brook Mall, Inc., a Tennessee corporation and J. C. Penney Company, Inc., a Delaware corporation, of record in Book 655, Page 477, as re-recorded in Book 655, Page 650; as affected by Agreement of Assignment and Assumption of Lease and Restated Memorandum of Lease in Book 655, Page 484; Agreement of Assignment and Assumption of Lease and Restated Memorandum of Lease in Book 655, Page 657; Supplemental Restated Memorandum of Lease in Book 667, Page 393; Memorandum of Lease Amendment Agreement in Book 1201, Page 14; and Memorandum of Lease Amendment Agreement in Book R2046, Page 1050, in the Register's Office of Maury County, Tennessee.
Lease covers the subject property and is blanket in nature. Not a survey related item.

21. Terms and provisions of unrecorded lease, as evidenced by Memorandum of Lease by and between Shady Brook Mall, Ltd, a Tennessee limited partnership and Pic 'N Pay Shoes of Tennessee Inc., of record in Book 665, Page 651, in the Register's Office of Maury County, Tennessee.
Lease covers the subject property and is blanket in nature. Not a survey related item.

22. Terms and provisions of Declaration, by Shady Brook Mall, Ltd., a Tennessee limited partnership, of record in Book 681, Page 93, in the Register's Office of Maury County, Tennessee.
Declaration covers the subject property and is blanket in nature. Nothing to plot.

23. Dedication of Brookmeade Drive (formerly Lawrence Street) of record in Book 731, Page 146, in the Register's Office of Maury County, Tennessee.
Dedication does not cover the subject property.

24. Terms and provisions of Reciprocal Easement Agreement, by and between The Equitable Life Assurance Society of the United States and Shady Brook Mall, Ltd., a Tennessee limited partnership, of record in Book 733, Page 40, in the Register's Office of Maury County, Tennessee.
Agreement covers the subject property and is blanket in nature. Nothing to plot.

25. Terms and provisions of Consent, by and between The Equitable Life Assurance Society of the United States and Hook-Superx, Inc., of record in Book 779, Page 523, in the Register's Office of Maury County, Tennessee.
Lease covers the subject property and is blanket in nature. Not a survey related item.

26. Terms and provisions of Certificate of Ownership and Dedication, by and between Fred H. Gillham, Sr. and City of Columbia, of record in Book 1116, Page 35, in the Register's Office of Maury County, Tennessee.
Dedication does not cover the subject property.

27. Matters contained in Deed of record in Book 1116, Page 47, in the Register's Office of Maury County, Tennessee.
Deed does not cover the subject property.

28. Terms and provisions of Declaration of Easements and Restrictions, by H/S Columbia, LLC, a Georgia limited liability company, of record in Book R2728, Page 640; as affected by Quitclaim Deed and Partial Release and Subordination in Book R2746, Page 55, in the Register's Office of Maury County, Tennessee.
Matters of the plat are located on or over the subject property as shown hereon.

29. Terms and provisions of unrecorded lease, as evidenced by Memorandum of Facility Lease by and between The Industrial Development Board of the City of Columbia, Tennessee, a public nonprofit corporation and H/S Columbia, LLC, a Georgia limited liability company, of record in Book R2801, Page 1488, in the Register's Office of Maury County, Tennessee.
Lease covers the subject property and is blanket in nature. Not a survey related item.

MISCELLANEOUS NOTES

1. BASIS OF BEARING : Bearings shown hereon are based on the Northeasterly right-of-way line of James M. Campbell Boulevard (Tennessee Highway 50), as being North 51°05'57" West. Bearings and distances shown hereon are the same record as measured unless otherwise noted.

2. This property has direct physical access to James M. Campbell Boulevard (Tennessee Highway 50), Shady Brook Street and Brookmeade Drive, which are dedicated public roads or highways, with no gaps, gores or overlaps.

3. Monuments have been recovered or placed at all corners of the property as shown hereon. {Table A Item #1}

4. Buildings located on this property are as shown. The address of this property was physically observed and noted as being 800 South James Campbell Boulevard. {Table A Item #2}

5. The gross land area of this property is 1,308,729 square feet or 30.044 acres. {Table A Item #4}

Tract 1	1,074,042 Square feet	24.657 Acres
Tract 2	234,687 Square feet	5.388 Acres
Total	1,308,729 Square feet	30.044 Acres

5. The buildings shown on this survey reflect the exterior dimensions along with the square footage of each building as located at ground level. Measured heights of all buildings are noted to the highest point of the building above ground level. {Table A Item #7a, 7b1, & 7c}

6. All substantial features and improvements located and observed on site and within five feet of the property boundaries are shown. {Table A Item #8}

7. A division or party wall exists along the Northerly property line of the subject property. The relationship and location of this party wall are shown with the dimensions indicated as noted. {Table A Item #10}

8. Adjacent owner information was taken from the latest tax assessors property owners map when this land title survey was prepared. {Table A Item #13}

9. At the time of this survey, the building was not under construction including additions. No evidence of earth moving or other construction was observed. {Table A Item #16}

10. There are no proposed changes in street right-of-way lines according to the City of Columbia, Maury County, and the Tennessee Department of Transportation. There is no observable evidence of recent street or sidewalk construction or repairs. {Table A Item #17}

11. There is no observable evidence of cemeteries, gravesites, and burial grounds at the time of this survey. No cemeteries, gravesites, and burial grounds were disclosed in the record documents provided to the surveyor.

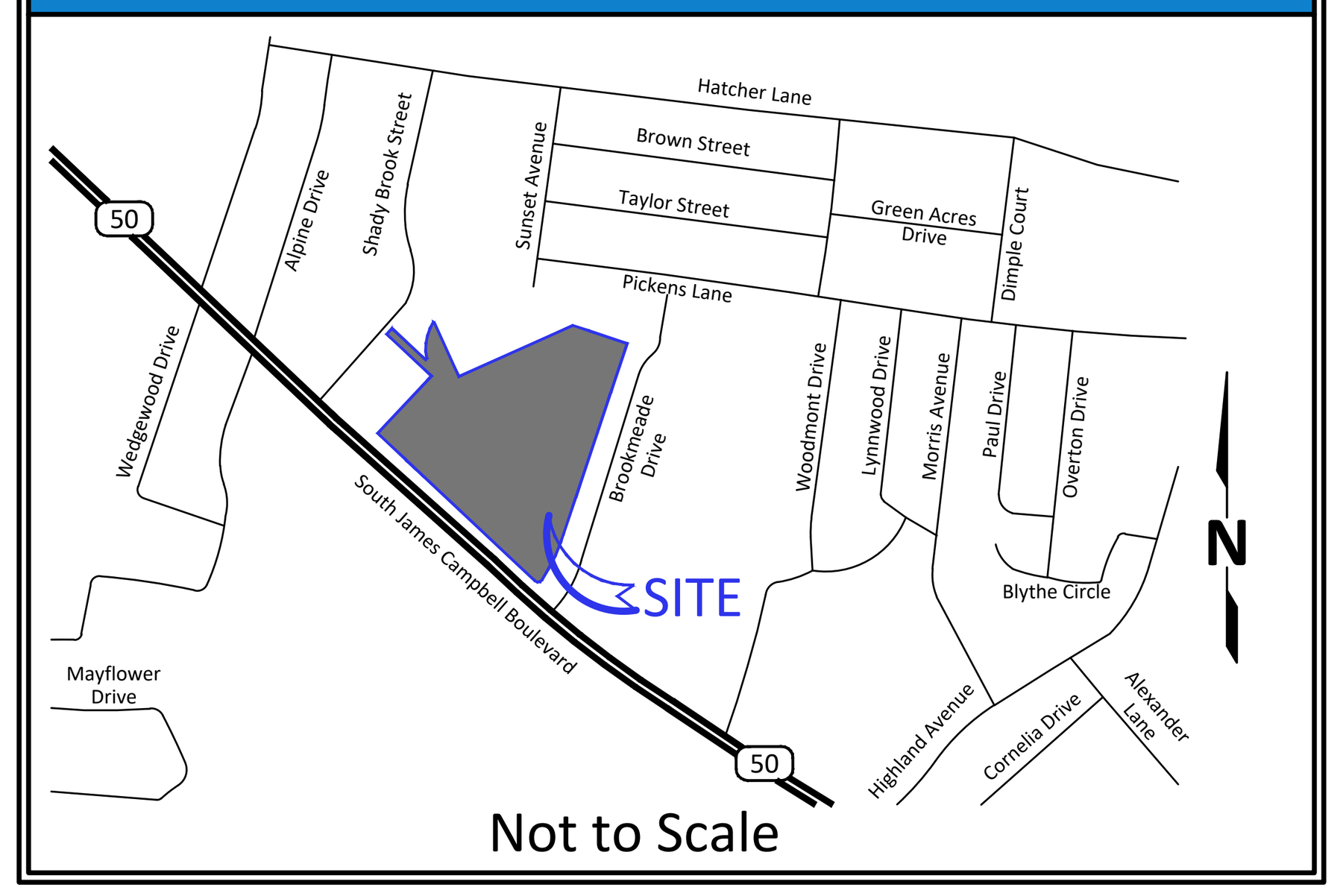
12. No visible evidence of existing tanks or drainage fields were observed.

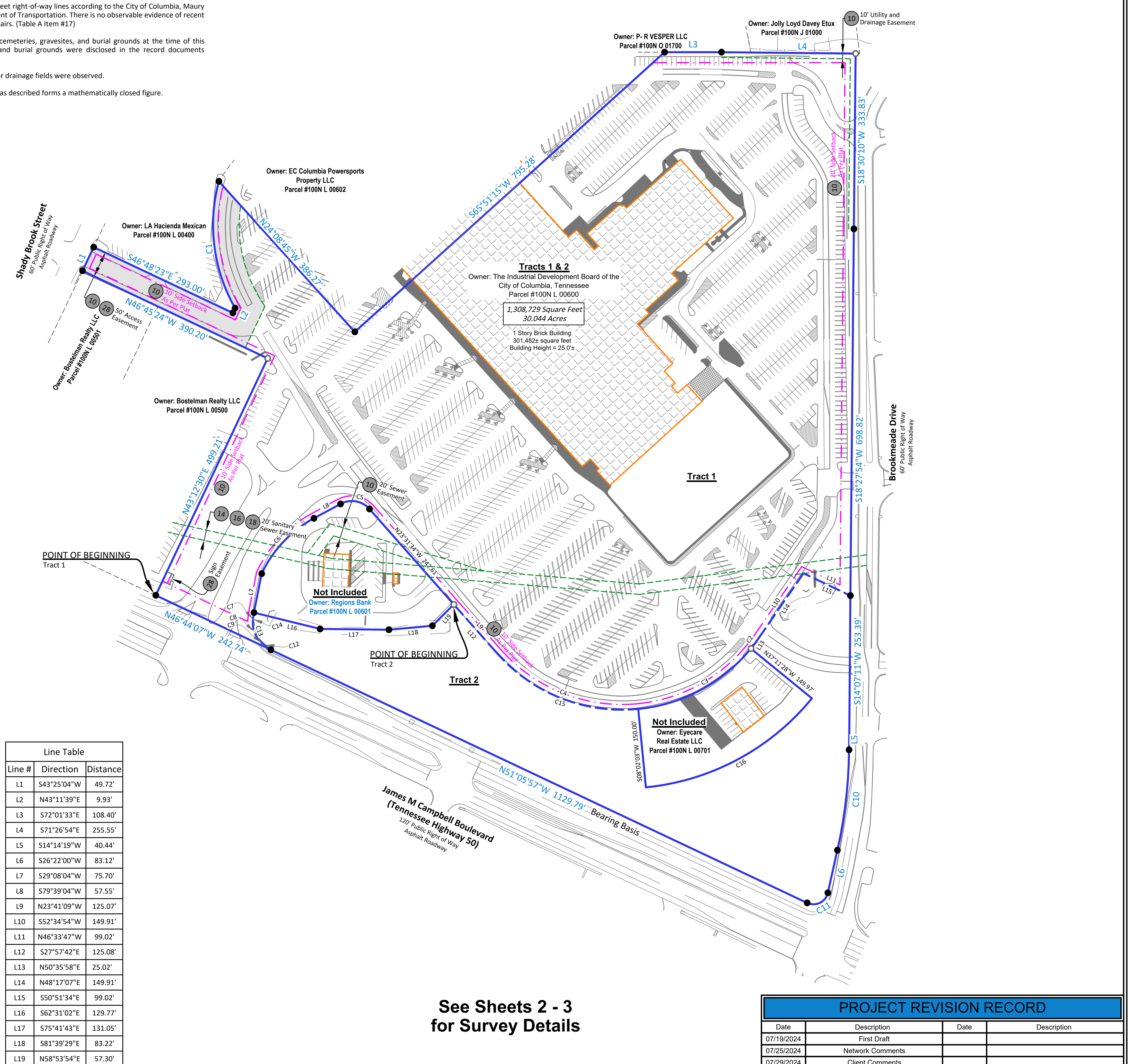
13. The boundary of the survey property as described forms a mathematically closed figure.

Curve Table

Curve #	Length	Radius	Delta	Chord Bearing	Chord Distance
C1	252.65'	249.77'	45°00'07"	N10°39'06"E	243.40'
C2	25.03'	316.82'	04°31'33"	N54°53'45"E	25.02'
C3	250.02'	316.82'	45°12'52"	S79°43'59"W	243.58'
C4	299.13'	316.28'	54°11'24"	S50°37'21"E	288.11'
C5	60.36'	45.00'	76°51'11"	S62°01'44"E	55.94'
C6	147.41'	233.22'	36°12'54"	N61°16'02"E	144.97'
C7	17.61'	145.00'	06°57'32"	N25°29'50"E	17.60'
C8	37.80'	45.00'	48°07'50"	N01°38'26"W	36.70'
C9	29.06'	145.00'	11°29'03"	N31°37'32"W	29.01'
C10	192.81'	900.59'	12°15'59"	S20°16'10"W	192.44'
C11	50.24'	28.08'	102°30'20"	S77°37'30"W	43.80'
C12	28.87'	145.00'	11°24'25"	N35°53'00"W	28.82'
C13	37.80'	45.00'	48°07'50"	N05°56'13"W	36.70'
C14	17.61'	145.00'	06°57'32"	N21°12'03"E	17.60'
C15	299.11'	316.82'	54°05'31"	S54°55'12"E	288.12'
C16	368.36'	466.82'	45°12'41"	N75°25'39"E	358.88'

VICINITY MAP





See Sheets 2 - 3 for Survey Details

SIGNIFICANT OBSERVATIONS

The surveyor did not observe any significant observations over or upon the subject property.

ZONING INFORMATION

Zoning information has not been provided to surveyor. {Table A Item #6a & #6b}

ON-SITE PARKING CALCULATIONS

Offstreet parking requirements have not been provided per zoning. {Table A Items #6a, #6b & #9}

On Site Parking Observed

Regular Parking	1296 spaces
Handicap Parking	28 spaces
Truck Bays	2 bays
Total Parking	1326 spaces

FLOOD NOTE

By graphic plotting only, the subject property is located within Zone "X" as shown on Flood Insurance Rate Map, Community No. 475423 0285 E, Map Number 47119C0285E which bears an effective date of April 16, 2007 and is not located in a special flood hazard area. As shown on the FEMA website (https://www.fema.gov/cis/TN.html) we have learned this community does currently participate in the program. Zone "X" denotes areas outside of the 500-year floodplain determined to be outside 1% and 0.2% annual chance floodplains. {Table A Item #3}

LEGAL

This survey was prepared for the purpose of this real estate transaction only and no further parties other than those certified above shall rely on it for any other purpose or transaction.

Line Table

Line #	Direction	Distance
L1	S43°25'04"W	49.72'
L2	N43°11'39"E	9.93'
L3	S72°01'33"E	108.40'
L4	S71°26'54"E	255.55'
L5	S14°14'19"W	40.44'
L6	S26°22'00"W	83.12'
L7	S29°08'04"W	75.70'
L8	S79°39'04"W	57.55'
L9	N23°41'09"W	125.07'
L10	S52°34'54"W	149.91'
L11	N46°33'47"W	99.02'
L12	S27°57'42"E	125.08'
L13	N50°35'58"E	25.02'
L14	N48°17'07"E	149.91'
L15	S50°51'34"E	99.02'
L16	S62°31'02"E	129.77'
L17	S75°41'43"E	131.05'
L18	S81°39'29"E	83.22'
L19	N58°53'54"E	57.30'

PROJECT REVISION RECORD

Date	Description	Date	Description
07/19/2024	First Draft		
07/25/2024	Network Comments		
07/29/2024	Client Comments		
Field Work: JBM	Drafted: TDR	Checked by: AJK	

RECORD DESCRIPTION

The land referred to herein below in situated in the County of Maury, State of Tennessee, and described as follows:

Tract 1:

All that tract or parcel of land, lying and being in Columbia, Maury County, Tennessee, described as follows:

All of the parcel labeled Lot 1 on "Minor Plat 800 S. James M. Campbell Blvd for H/S Columbia, LLC", and recorded in the Register of Deeds for Maury County, Tennessee, in Plat Book P22, Page 391.

Being the same property conveyed to The Industrial Development Board of the City of Columbia, Tennessee, a Public Nonprofit Corporation, by Deed from H/S Columbia, LLC, a Georgia Limited Liability Company, of record in Book R2801, Page 1479, in the Register's Office of Maury County, Tennessee.

Tract 2:

All that tract or parcel of land being and lying in the 9th Civil District of Maury County, Tennessee, lying North of and adjacent to James M. Campbell Blvd and West of and adjacent to Brookmeade Drive, being more particularly described as follows:

Beginning at an iron pin found in the South Boundary of Shadybrook RPF III, LLC as recorded in Deed Book 1321, Page 879, ROMCT, said iron pin being the Northeast corner of AmSouth Bank as recorded in Deed Book 733, Page 521, ROMCT, and being the Northwest corner of the tract being described; thence leaving AmSouth Bank with South boundary of Shadybrook RPF III LLC South 27 degrees, 57 minutes, 42 seconds East 125.08 feet to an iron pin found; thence continuing with Shadybrook RPF II LLC and a curve to the left with a radius of 316.82 feet, a length of 299.11 feet, and a chord bearing and distance of South 54 degrees, 55 minutes, 12 seconds East 288.12 feet to an iron pin found, said iron pin being the Northwest corner of Eyecare Properties, Inc. as recorded in Deed Book 1382, Page 683, ROMCT; thence leaving Shadybrook with Eyecare Properties, LLC South 8 degrees, 02 minutes, 03 seconds West 150.00 feet to an iron pin found, said iron pin being the Southwest corner of Eyecare Properties, LLC; thence continuing with said Eyecare Properties, LLC and a curve to the left with a radius of 466.82 feet, a length of 368.36 feet, and a chord bearing and distance of North 75 degrees, 25 minutes, 39 seconds East 358.88 feet to and iron pin found, said iron pin being the Southeast corner of Eyecare Properties, LLC; thence North 37 degrees, 11 minutes, 28 seconds West 149.97 feet to an iron pin found in the South boundary of Shadybrook RPF III LLC, said iron pin being the Northeast corner of Eyecare Properties, LLC; thence leaving Eyecare Properties, LLC with Shadybrook North 50 degrees, 35 minutes, 58 seconds East 25.02 feet to an iron pin found, North 48 degrees, 17 minutes, 07 seconds East 149.91 feet to an iron pin found, South 50 degrees, 51 minutes, 34 seconds East 99.02 feet to an iron pin found in the West R.O.W. of Brookmeade Drive, said iron pin being the Northeast corner of the tract being described: thence leaving Shadybrook with said West R.O.W. South 14 degrees, 07 minutes, 11 seconds West 253.39 feet to an iron pin found in the North R.O.W. of a 50 foot Ingress and Egress easement; thence continuing with said West R.O.W. South 14 degrees, 14 minutes, 19 seconds West 40.44 feet to an iron pin found, thence continuing with said West R.O.W. and a curve with radius of 900.59 feet, a length of 192.81 feet, and a chord bearing and distance of South 20 degrees, 16 minutes, 10 seconds West 192.44 feet to an iron pin set, South 26 degrees, 22 minutes, 00 seconds West 83.12 feet to an iron pin set; thence continuing with said West R.O.W. and a curve with a radius of 28.08 feet, a length of 50.24 feet, and a chord bearing and distance of South 77 degrees, 37 minutes, 30 seconds West 43.80 feet to an iron pin set in the North R.O.W. of James M. Campbell Blvd, said iron pin being the Southeast corner of the tract being described; thence with said North R.O.W. North 51 degrees, 05 minutes, 57 seconds West 1129.79 feet to an iron pin set, said iron pin being the Southwest corner of the tract being described; thence continuing with said North R.O.W. and a curve with a radius of 145.00 feet, a length of 28.87 feet, and a chord bearing and distance of North 35 degrees, 53 minutes, 00 seconds West 28.82 feet to an iron pin found; thence with a curve with a radius of 45.00 feet, a length of 37.80 feet, and a chord bearing and distance of North 5 degrees, 56 minutes, 13 seconds West 36.70 feet to an iron pin set; thence with a curve with a radius of 145.00 feet, a length of 17.61 feet, and a chord bearing and distance of North 21 degrees, 12 minutes, 03 seconds East 17.60 feet to an iron pin found, said iron pin being the Southwest corner of AmSouth Bank; thence leaving said road with AmSouth and a branch South 62 degrees, 31 minutes, 02 seconds East 129.77 feet, South 75 degrees, 41 minutes 43 seconds East 131.05 feet, South 81 degrees, 39 minutes, 29 seconds East 83.22 feet; thence leaving branch and continuing with AmSouth Bank North 58 degrees, 53 minutes, 54 seconds East 57.30 feet to the Point of the Beginning.

Being the same property conveyed to The Industrial Development Board of the City of Columbia, Tennessee, a Public Nonprofit Corporation, by Deed from H/S Columbia Outparcel, LLC, a Georgia Limited Liability Company, of record in Book R2801, Page 1483, in the Register's office of Maury County, Tennessee.

The lands surveyed, shown and described hereon are the same lands as described in the Title Commitment provided by First American Title Insurance Company, Commitment No. NCS-1214277-DC72, dated April 3, 2024.

ALTA/NSPS LAND TITLE SURVEY

Columbia Mall TN Project
NV5 Project No. 202401259-1

800 South James Campbell Boulevard, Columbia, Tennessee 38201

Based on Title Commitment No. NCS-1214277-DC72
of First American Title Insurance Company
bearing an effective date of April 3, 2024

Surveyor's Certification

To: HC Columbia, LLC; Bank of Albuquerque; The Industrial Development Board of the City of Columbia, Tennessee, a Public Nonprofit Corporation; Highland Capital Investments, LLC; First American Title Insurance Company; and Bock & Clark Corporation, an NV5 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, 6a, 6b, 7a, 7b1, 7c, 8, 9, 10, 13, 14, 16, 17, and 19 of Table A thereof. The field work was completed on July 12, 2024.

For boundary and topographic aspects of this survey, RTK GPS positional data was observed on July 12, 2024 utilizing a Leica GS18 dual frequency receiver. The grid coordinates of the boundary points shown hereon were derived using the Tennessee Department of Transportation Network of CORS stations referenced to NAD 83 (2011) (Epoch 2010), Geoid 18. Positional accuracy of the GPS vectors does not exceed: H 0.07', V0.07'.

I hereby certify: (i) that this plat is true and correct, to the best of my knowledge and belief; (ii) that it was prepared by an actual survey on the ground by me or under my direct supervision; (iii) that it is a Category 1 Survey, with a Linear Error of Closure, of the unadjusted survey, not exceeding that of one foot per ten thousand feet [1:10,000]; (iv) that this survey was performed in compliance with the Minimum Standards of Practice for the State of Tennessee.

ALFRED J. KESLER REGISTERED LAND SURVEYOR XVI AGRICULTURE COMMERCE TENNESSEE NO. 3104

12/03/2024

Alfred J. Kesler
Professional Land Surveyor #3104
in the State of Tennessee

Date of Survey: July 12, 2024
Date of Last Revision: July 29, 2024
NV5 Network Project No. 202401259-1 AAC

Survey performed by:
SOUTHERN GEOMATICS SERVICES
Southern Geomatics Services, LLC
3737 South Atlantic Avenue, Suite 402
Daytona Beach Shores, Florida 32118
Phone: (985) 801-9990
akesler@southerngeomatics.com
SGS Project #24-205

SHEET 1 OF 3

Bock & Clark Corporation
an NV5 Company
NV5
Transaction Services 1-800-SURVEYS (787-8397)
3550 W. Market Street, Suite 200, Akron, Ohio 44333
www.BockandClark.com maywehelpyou@bockandclark.com www.NV5.com
SURVEY • ZONING • ENVIRONMENTAL ASSESSMENT

LEGEND OF SYMBOLS & ABBREVIATIONS

Symbols

- Power Pole
- Light Pole
- Gate Valve
- Fire Hydrant
- Sanitary Manhole
- Sewer Clean Out
- Gas Meter
- Telephone Pedestal
- Electric Transformer
- Air Conditioner Unit
- Storm Drain Inlet
- Storm Drain Manhole
- Bollard
- Fence Gate Double
- Fence Gate Single
- Sign
- Stop Sign
- Handicap Sign
- Handicapped Parking
- BH Building Height Location

Hatching & Line Type

- Concrete
- Building
- Striping
- Ramp
- Access Easement Area
- Wall
- Property Line
- Easement Line
- Building Line
- Setback Line
- OHE Overhead Utilities
- Wood Fence
- Chainlink Fence
- Handrails Fence
- Cattle Guard Fence

Monumentation

- Found 1/2" Iron Rod No Cap
- Set 1/2" Iron Rod & Cap (PLS 35344)

ALTA Notations

- (X) Schedule 'B' Item Number

Curve Table					
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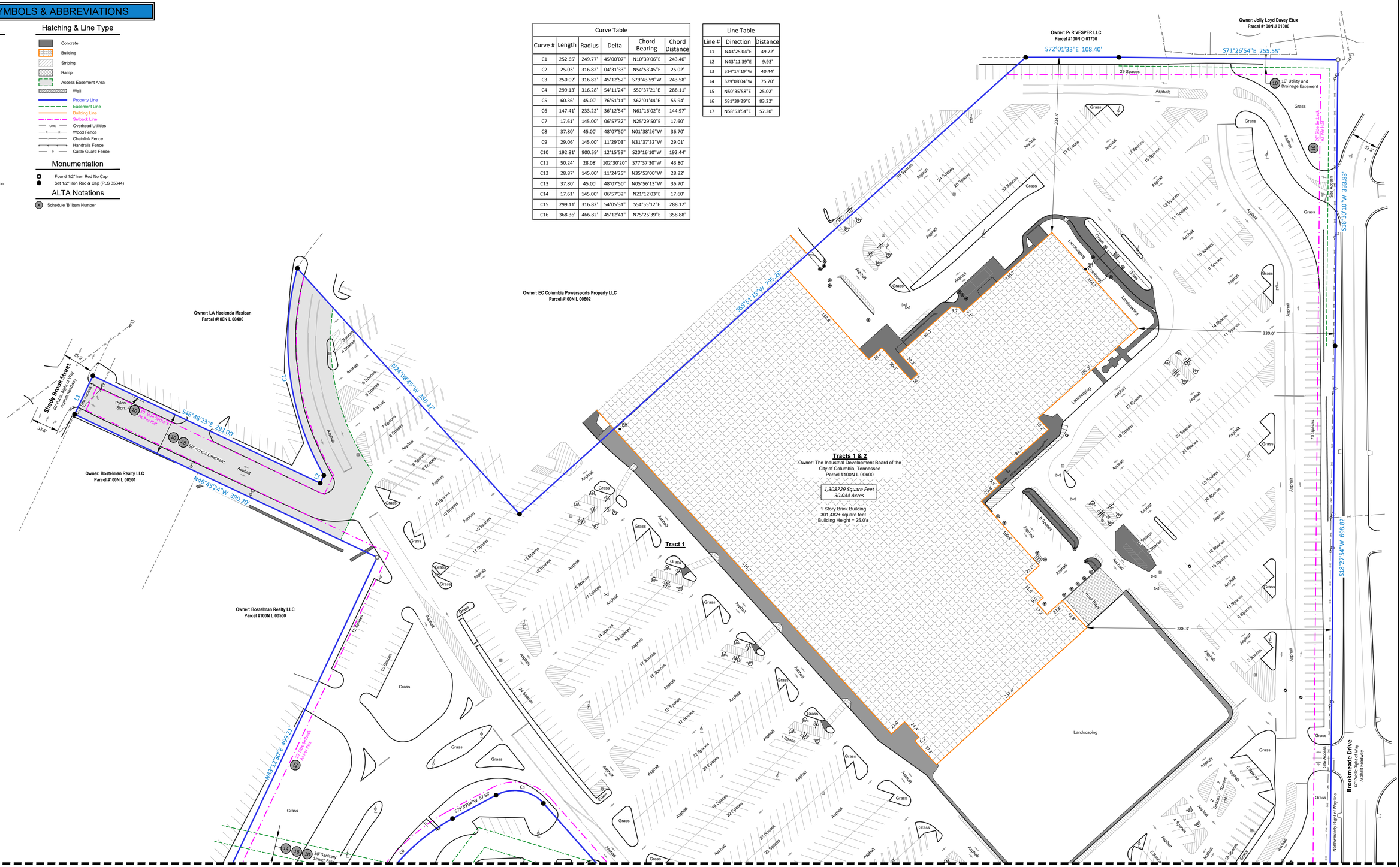

1 inch = 50 feet
Graphic Scale
0' 25' 50' 100'

SHEET 2 OF 3

ALTA/NSPS LAND TITLE SURVEY
PREPARED FOR
Columbia Mall TN Project
Date of Field Survey: July 12, 2024
Network Project Number: 202401259-1 AAC
1-(800)-SURVEYS (787-8397)
TRANSACTION SERVICES
www.bockandclark.com maywhelpyou@bockandclark.com www.NV5.com
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LEGEND OF SYMBOLS & ABBREVIATIONS

Symbols

- Power Pole
- Light Pole
- Gate Valve
- Fire Hydrant
- Sanitary Manhole
- Sewer Clean Out
- Gas Meter
- Telephone Pedestal
- Electric Transformer
- Air Conditioner Unit
- Storm Drain Inlet
- Storm Drain Manhole
- Bollard
- Fence Gate Double
- Fence Gate Single
- Sign
- Stop Sign
- Handicap Sign
- Handicapped Parking
- BH Building Height Location

Hatching & Line Type

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- Striping
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- Easement Line
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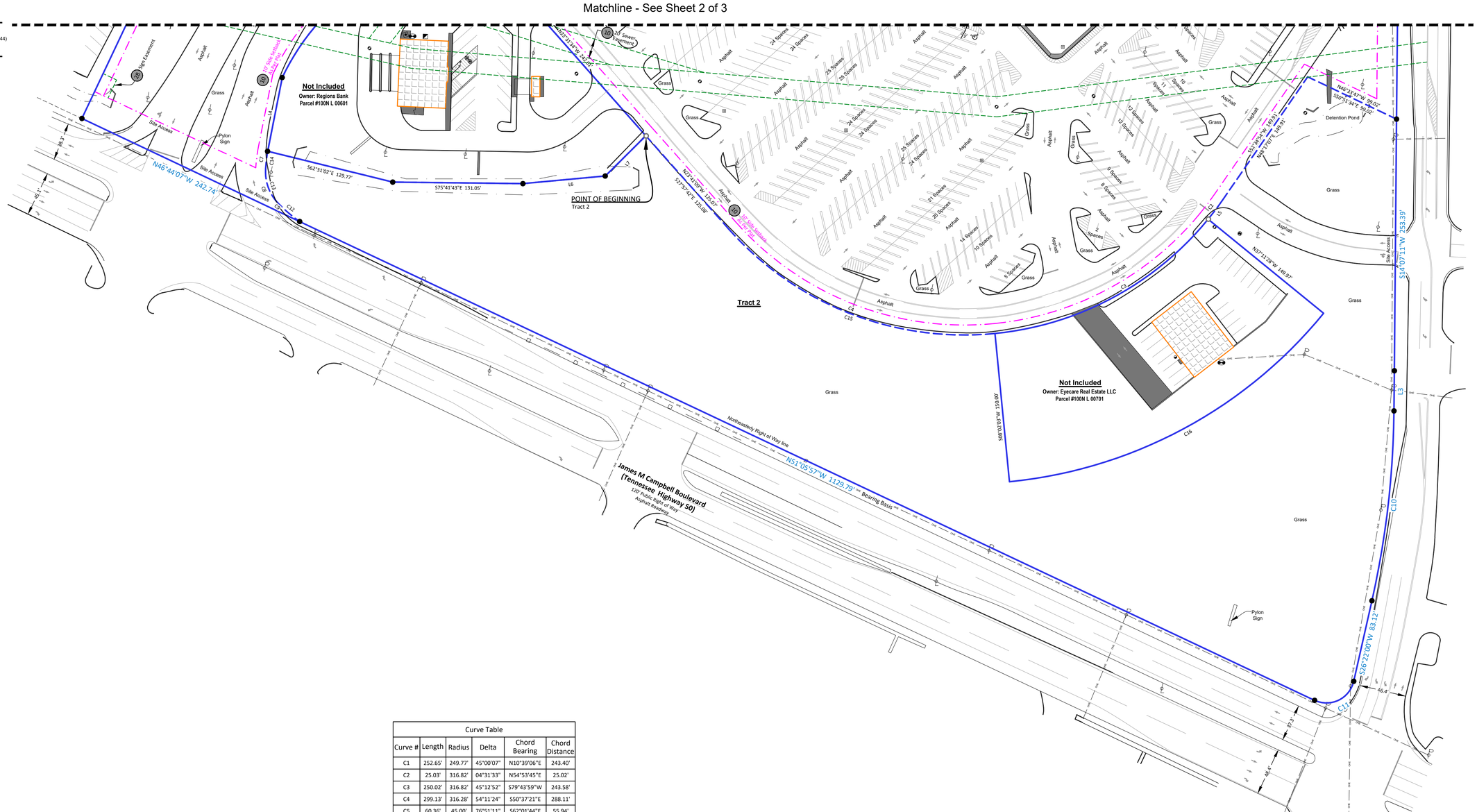
ALTA Notations

- (X) Schedule 'B' Item Number



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N

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Graphic Scale

0' 25' 50' 100'

SHEET 3 OF 3

NV5

ALTA/NSPS LAND TITLE SURVEY

PREPARED FOR

Columbia Mall TN Project

Date of Field Survey: July 12, 2024

Network Project Number: 202401259-1 AAC

1-(800)-SURVEYS (787-8397)

TRANSACTION SERVICES

www.bockandclark.com maywehelpyou@bockandclark.com www.NV5.com

SURVEY • ZONING • ENVIRONMENTAL • ASSESSMENT

DEMOLITION LEGEND

1. REMOVE EXISTING ASPHALT
2. REMOVE EXISTING STRIPING
3. REMOVE EXISTING CURB
4. REMOVE EXISTING LIGHT POLE/ASSOCIATED ELECTRICAL LINES, RE-ROUTE AS NECESSARY PER SITE ELECTRIC PLAN
5. REMOVE EXISTING STORM STRUCTURE
6. REMOVE/ABANDON EXISTING STORM LINE
7. REMOVE/ABANDON EXISTING WATER LINE
8. REMOVE/ABANDON EXISTING GAS LINE

CUT POINT

LOT LINE

GRATE INLET
TOP EL: 650.63'
12" RCP OUT: 644.23'
12" RCP OUT: 644.03'

GRATE INLET
TOP EL: 646.05'
18" RCP IN: 640.57' NW
18" RCP IN: 640.50' E
18" RCP IN: 640.64' SE
36" RCP OUT: 640.44'

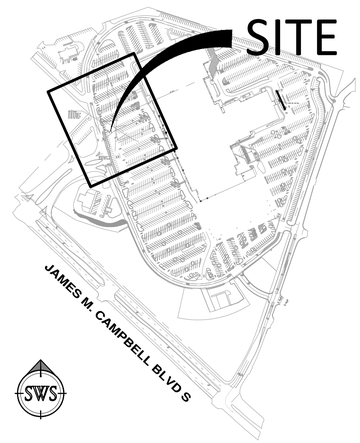
GRATE INLET
TOP EL: 646.72'
18" RCP OUT: 642.72'

ONLY

N47°06'39"E 9.93'

N04°W 390.20'
390.20'

S79°37'25"W 57.55'



SITE KEY

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

20' 10' 0' 20' 40'
SCALE IN FEET
GRAPHIC SCALE 1"=20'

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
594 Autumn Springs Court, Suite A-6
Franklin, TN 37067
615-716-0683
SAN DIEGO • NASHVILLE • PHOENIX • ORLANDO

DATE: 7/7/2025 3:09:37 PM BY: PRESTON AYER
FILE: C:\Users\PrestonAyer\SWS Engineering, Inc\2024 Projects - Documents\24-196T\PW\00 Construct\Civil Plans\Sheet Files\24-196T_CP-C0.03 Existing Conditions and Demo Plan.dwg

PRESTON D. AYER
CERTIFIED ENGINEER
AGRICULTURE
COMMERCE
NO. 130224
STATE OF TENNESSEE

Tennessee811
Know what's below. Call before you dig.

REV. | COMMENTS | DATE

EXISTING CONDITIONS AND DEMO PLAN

PLANNING COMMISSION SET

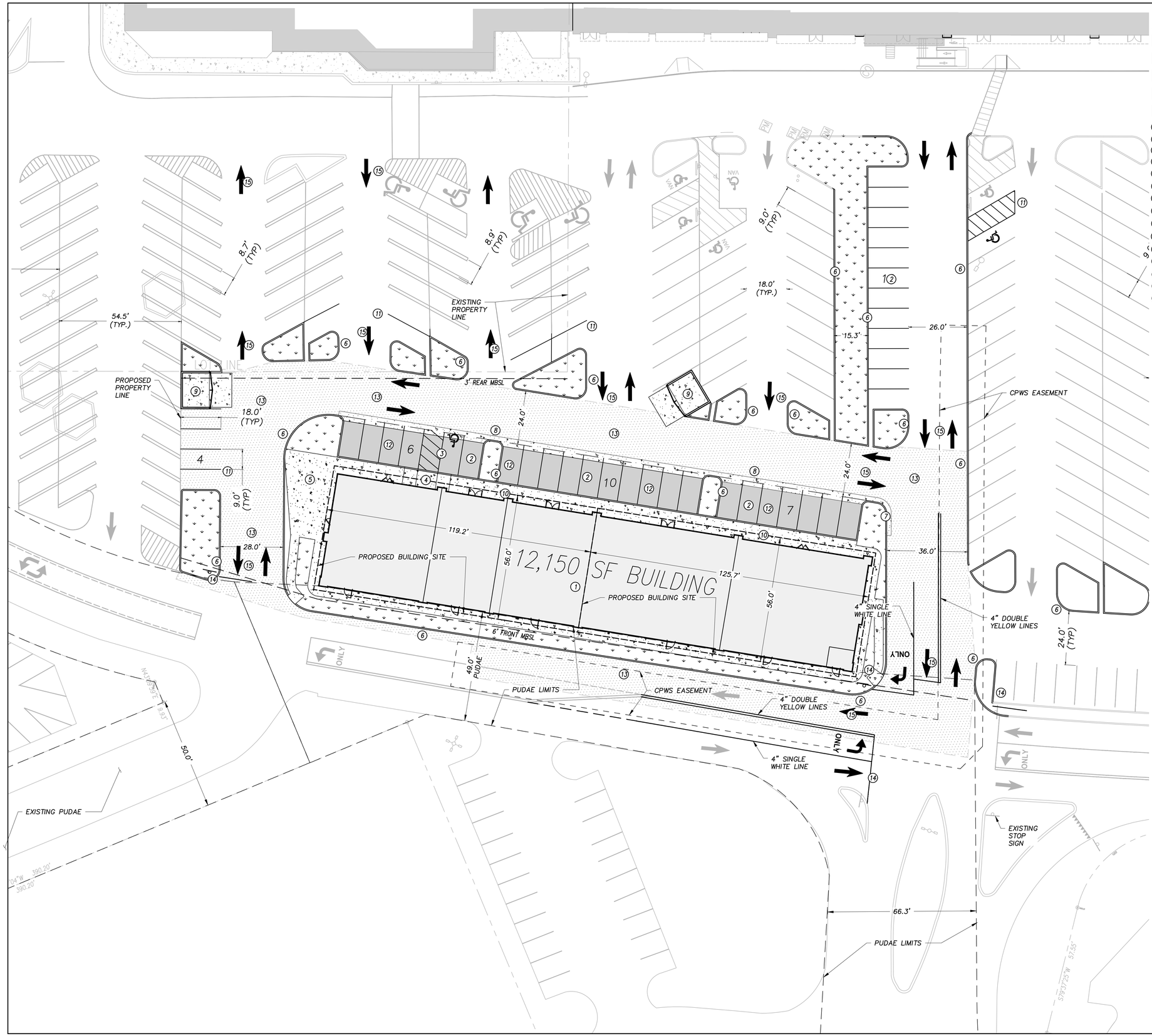
COLUMBIA CTR OUT PARCEL

800 S. JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

C0.02

DATE: 08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA



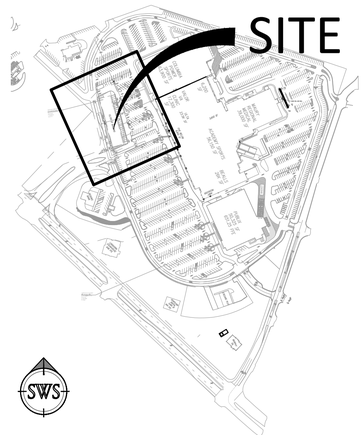
SITE LEGEND

- ASPHALT
- MILL AND OVERLAY ASPHALT
- BUILDING
- CONCRETE
- LANDSCAPING

1. PROPOSED BUILDING
2. 9'X18' PARKING SPACE
3. ADA PARKING SPACE, #1/C5.00
4. ADA CURB RAMP
5. CONCRETE PATIO AREA
6. CONCRETE CURB, #4/C5.00
7. CONCRETE CURB AND GUTTER, #4/C5.00
8. CONCRETE VALLEY GUTTER, #5/C5.00
9. DUMPSTER ENCLOSURE, #3/C5.00
10. CONCRETE WALKWAY, #6/C5.00
11. PARKING SPACE STRIPING
12. ASPHALT PAVING, #2/C5.00
13. MILL AND OVERLAY ASPHALT PAVING, #2/C5.00
14. STOP BAR/SIGN
15. PAINTED TRAFFIC ARROW

SITE DATA TABLE

PROPOSED LAND USE:	12,150 SF RETAIL BUILDING
ZONE:	CD4C
ACREAGE:	30.44 ACRES –1,308,729 SF
DENSITY ALLOWED:	24 DU UNITS PER ACRE – 24 UNITS
DENSITY PROPOSED:	5 UNITS PER ACRE – 5 UNITS
MAX BLOCK PERIMETER :	2400 FT
BLOCK PERIMETER PROPOSED:	950 FT
PRINCIPAL BUILDING:	1 MAX
PRINCIPAL BUILDING PROPOSED:	1
ACCESSORY BUILDINGS ALLOWED:	1
ACCESSORY BUILDINGS PROPOSED:	0
LOT WIDTH MAX (COMMERCIAL):	200 FT BUILDING SITES
LOT WIDTH PROPOSED:	2 BUILDING SITES – 119' AND 126' WIDTHS
FRONTAGE BUILDOUT (COMMERCIAL):	40%
FRONTAGE BUILDOUT PROPOSED:	240/355 = 67%
EXISTING IMPERVIOUS SURFACE:	100%
IMPERVIOUS SURFACE PROPOSED:	80% MAX
BUILDING SITE ENFRONTMENT:	PRIVATE RING ROAD WITH PUDAE
BUILDING SITE ACCESS:	ACCESS EASMENTS THROUGH PRIVATE RING ROAD/ACCESS TO JAMES CAMPBELL AND BROOKMEADE DRIVE
PARKING REQUIRED:	1 SPACE PER 100 SF RESTAURANT – 59 SPACES 1 SPACE PER 5000 SF RETAIL – 2 SPACES
PARKING PROPOSED:	1245 SPACES – SHARED PARKING AGREEMENT WITH OVERALL PARCEL
FRONT SETBACK:	6FT, 11FT PROVIDED
SIDE SETBACK:	0FT
REAR SETBACK:	3FT, 46FT PROVIDED



SITE KEY

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

20' 10' 0' 20' 40'
SCALE IN FEET
GRAPHIC SCALE 1"=20'

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
594 Autumn Springs Court, Suite A-6
Franklin, TN 37067
615-716-0683
SAN DIEGO • NASHVILLE • PHOENIX • ORLANDO

DATE: (7/1/2023 2:10:34 PM BY:PRESTON.AYER
FILE: C:\Users\Preston.Ayer\SWS Engineering,Inc\2024 Projects - Files\24-196T\PWORK\Construct\Civil\Planset Revised 24-196T_CP-C1.00 Site Plan.dwg

PRESTON D. AYER
REGISTERED ENGINEER
AGRICULTURE
COMMERCIAL
No. 130224
STATE OF TENNESSEE

Tennessee811
Know what's below.
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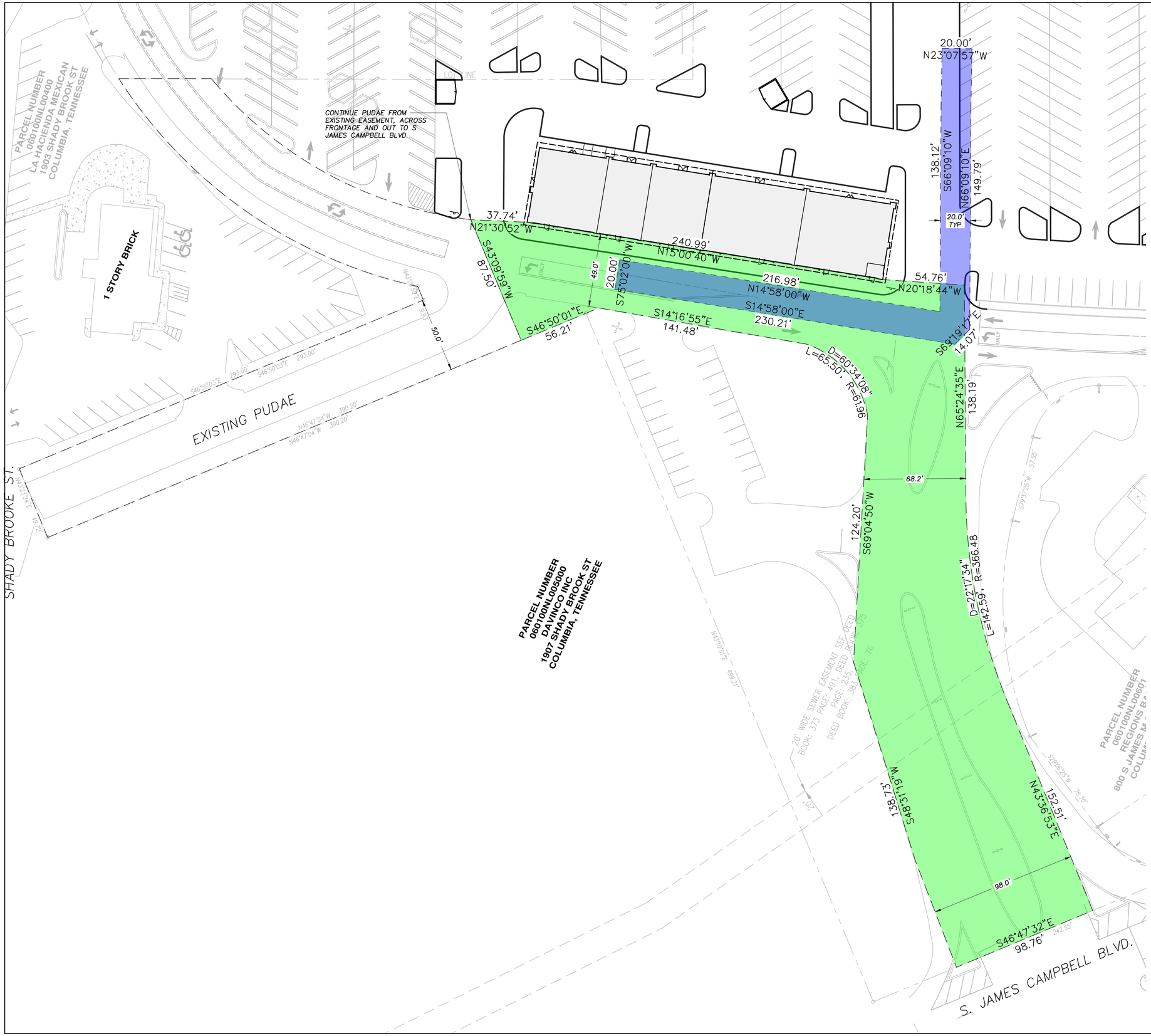
SITE PLAN
PLANNING COMMISSION SET
COLUMBIA CTR OUT PARCEL BUILDING
800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C1.00
DATE: 08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA

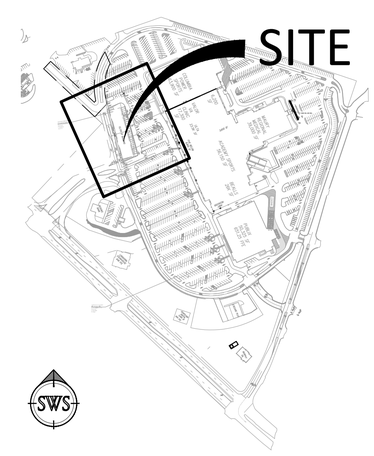


SITE LEGEND

- PUDAE
- CPWS EASEMENT

NOTE

THE PURPOSE OF THIS PLAT IS TO DEVELOP THE ADDITIONAL PUDAE EXTENSION FROM EXISTING PUDAE, ACROSS THE FRONTAGE OF THE PROPOSED BUILDING, AND OUT TO S JAMES CAMPBELL BLVD.



SITE KEY

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

30' 15' 0' 30' 60'
SCALE IN FEET
GRAPHIC SCALE 1"=30'

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PRESTON D. AYER REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 120-2020 STATE OF TENNESSEE

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PRELIMINARY PLAT/OVERALL SITE PLAN

PLANNING COMMISSION SET

COLUMBIA CTR OUT PARCEL BUILDING

800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C1.01

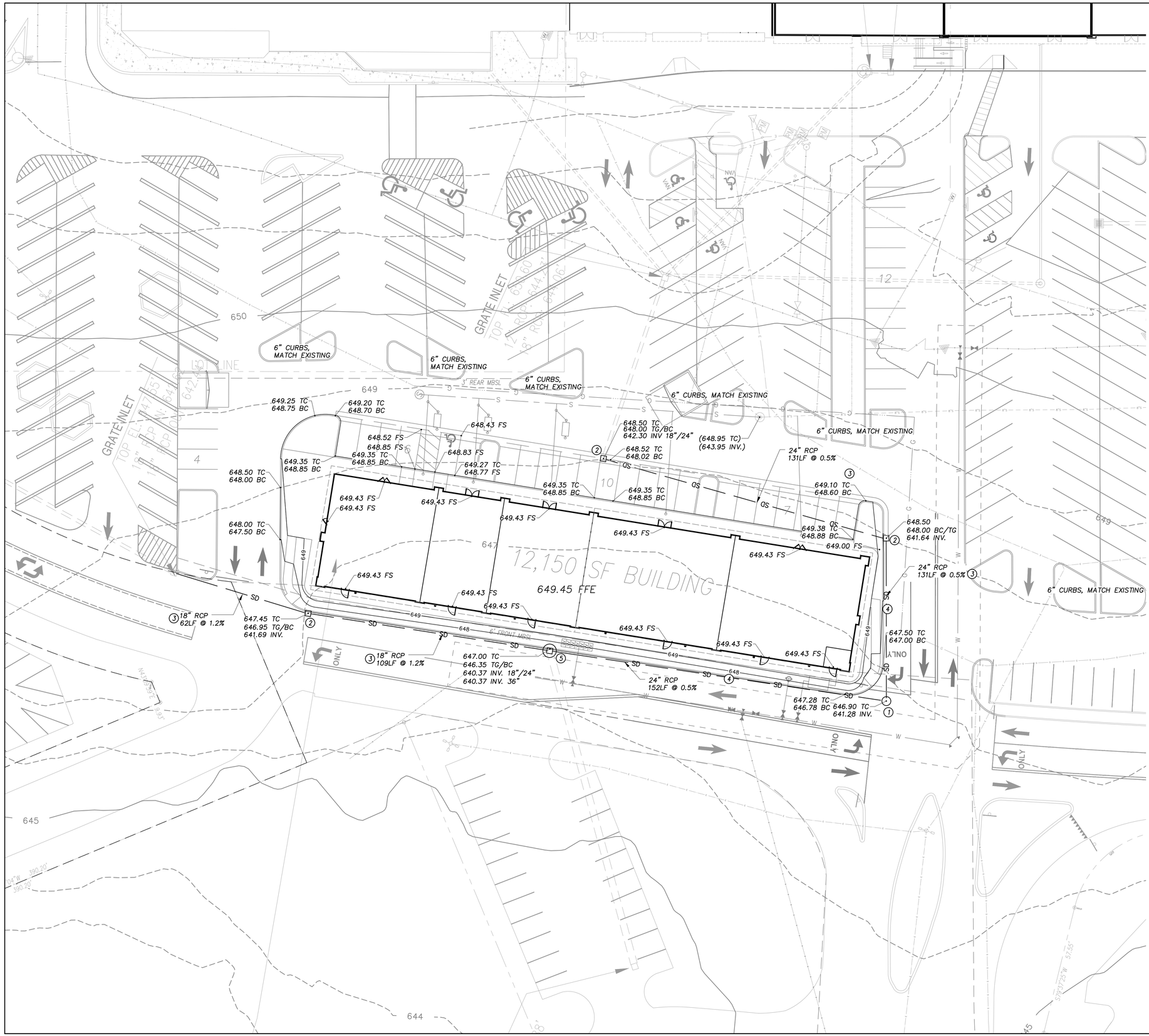
DATE: 08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA

GRADING AND DRAINAGE LEGEND

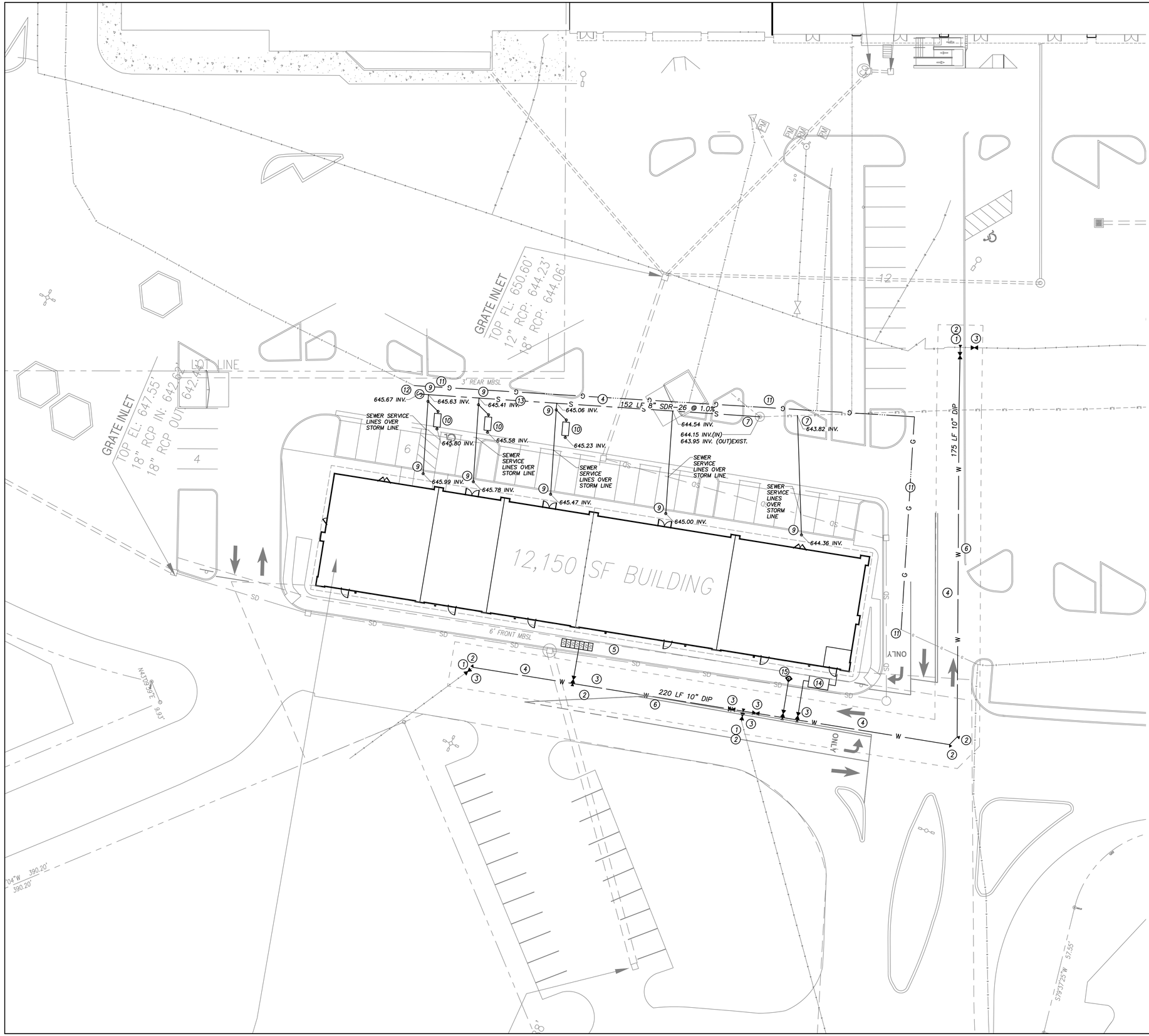
XXX	EXISTING CONTOUR
XXX	PROPOSED CONTOUR
SD	STORM SEWER LINE
□	STORM STRUCTURE
XXX.XX FS	FINISH SURFACE
XXX.XX TC	TOP OF CURB/CASTING
XXX.XX BC	BOTTOM OF CURB
XXX.XX TG	TOP OF GRATE

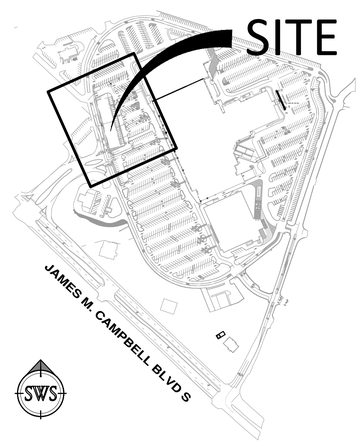
1. STORM MANHOLE, SOLID LID
2. SINGLE CATCH BASIN, JBS 3300
3. 18" RCP STORM LINE
4. 24" RCP STORM LINE
5. STORM STRUCTURE WITH CATCH BASIN, SET ON EXISTING 36" RCP


12,150 SF BUILDING
649.45 FFE
6" CURBS, MATCH EXISTING
GRATE INLET
3" REAR MBSL
649.25 TC
648.75 BC
649.20 TC
648.70 BC
648.43 FS
648.52 FS
648.85 FS
649.35 TC
648.85 BC
648.83 FS
649.27 TC
648.77 FS
648.50 TC
648.00 BC
649.43 FS
649.43 FS
649.43 FS

UTILITY LEGEND

1. WATER MAIN CONNECTION POINT
2. CONCRETE THRUST BLOCK (TYP), #4,5/C5.30
3. GATE VALVE, #2/C5.30
4. TRENCH REPAIR, #1/C5.30
5. WATER METER BOX, 6 METERS, BACKFLOWS PROVIDED INTERNALLY AT EACH UNIT, #3/C5.31
6. 10" WATER MAIN, DIP
7. SEWER CONNECTION POINT
8. 6" SEWER SERVICE LINE, SDR-26
9. SEWER CLEANOUT (TYP), #1/C5.31
10. GREASE TRAP, 3 TOTAL
11. GAS LINE RE-ROUTE, COORDINATE WITH GAS COMPANY
12. SEWER MANHOLE
13. 8" SEWER MAIN SDR-26
14. FIRE METER AND VAULT, #4/C5.31
15. FIRE HYDRANT, #1/C5.31





SITE KEY

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

20' 10' 0' 20' 40'
SCALE IN FEET
GRAPHIC SCALE 1"=20'

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PRESTON D. AYER
CERTIFIED ENGINEER
AGRICULTURE
COMMERCE
NO. 130224
STATE OF TENNESSEE

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UTILITY PLAN

PLANNING COMMISSION SET

COLUMBIA CTR OUT PARCEL BLDG

800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C4.00

DATE: 08-06-24
JOB NO.: 24-196T

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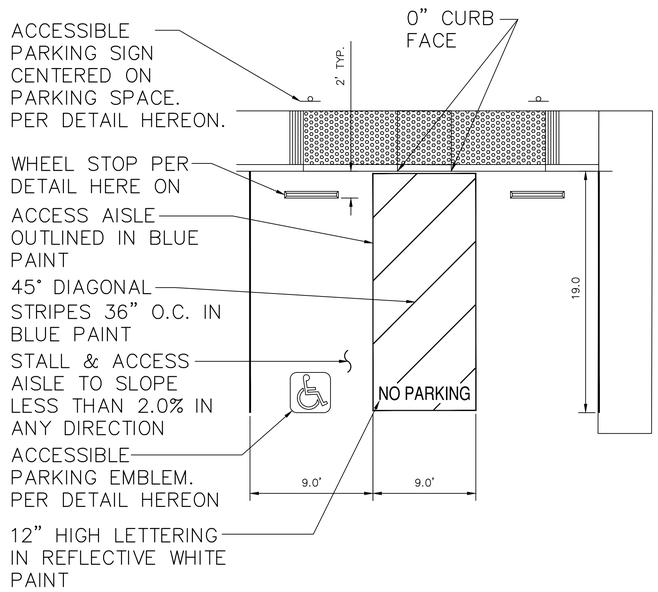
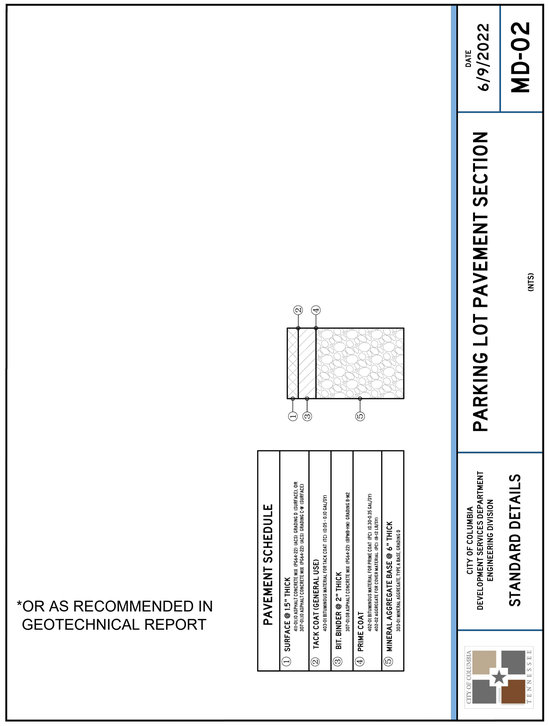
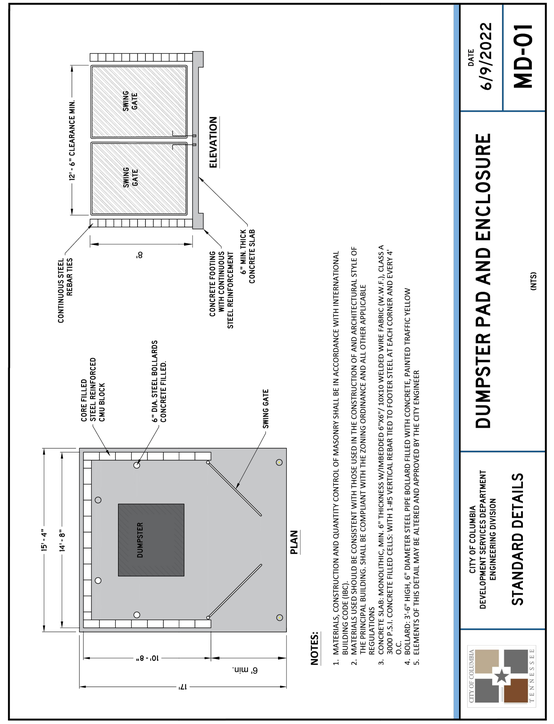


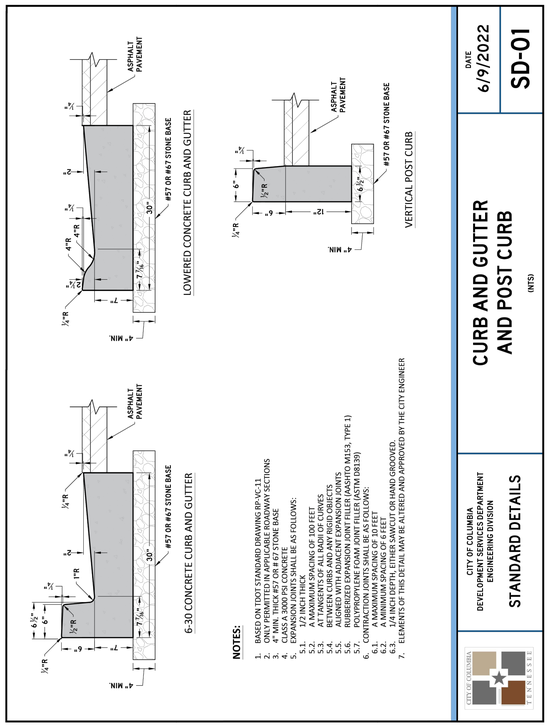
DETAIL #1 - ADA PARKING SPACE



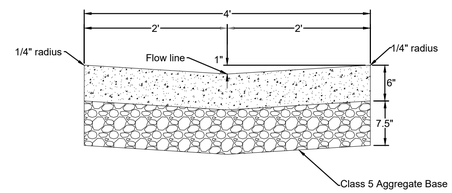
DETAIL #2 - ASPHALT PAVING



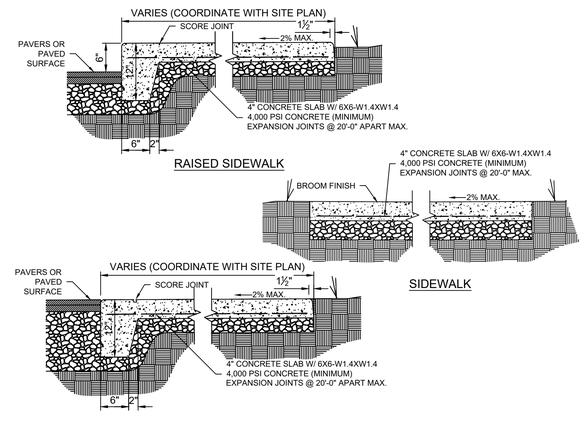
DETAIL #3 - DUMPSTER ENCLOSURE



DETAIL #4 - CURBS



DETAIL #5 - CONCRETE VALLEY GUTTER



NOTES:
1. SIDEWALKS SHALL BE 4" MINIMUM THICKNESS WITH 4" CRUSHED STONE BASE.
2. WHERE ADJACENT TO A FIXED STRUCTURE, A ½" EXPANSION JOINT W/ FILLER SHALL BE INSTALLED.
3. COORDINATE WITH FINISH DETAIL AND JOINT DETAIL.

DETAIL #6 - CONCRETE WALKWAYS

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PRESTON D. AYER
REGISTERED PROFESSIONAL ENGINEER
AGRICULTURAL
COMMERCIAL
NO. 120,323
STATE OF TENNESSEE

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DETAILS

PLANNING COMMISSION SET

COLUMBIA CTR OUT PARCEL BUILDING

800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C5.00

DATE: 08-06-24
JOB NO.: 24-196T

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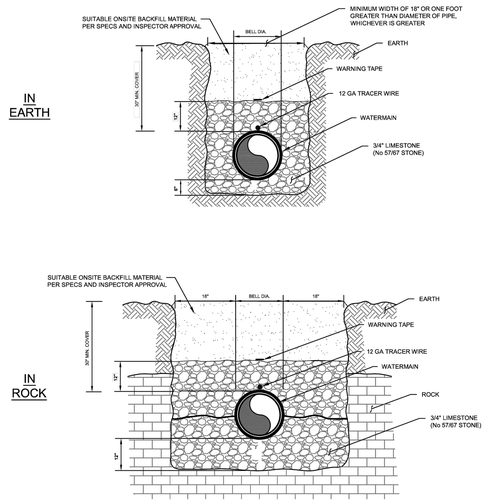
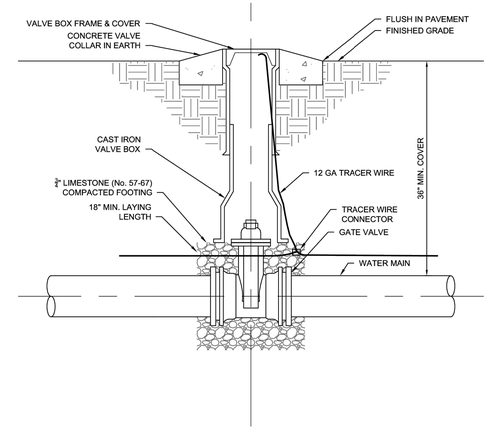


NOTES:
1. **30" MINIMUM COVER IN TRAFFIC AREAS.**
2. **UNSUITABLE EARTH MATERIALS MAY REQUIRE OVER-EXCAVATION AND GRAVEL BEDDING AND HAUNCHING.**

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL: WATER LINE LAYING CONDITIONS IN ROCK OR EARTH	FIGURE NO.: CWS-1

DETAIL #1 - TRENCH REPAIR



NOTES:
1. ALL VALVE BOXES SHALL BE SET TO BE FLUSH WITH FINAL GRADES AND SHALL NOT BE COVERED WITH ANY PAVING, DIRT, SOD, GRASSING, AND/OR LANDSCAPING.
2. THIS DETAIL IS VALID FOR 16" AND SMALLER VALVE SIZES. FOR LARGER SIZES, SEE CONTRACT SPECS. OR CONFIRM WITH CPWS.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL: LINE VALVE SETTING	FIGURE NO.: CWS-2

DETAIL #2 - VALVE BOX

LENGTH TO BE RESTRAINED (L)

PIPE SIZE	HORIZONTAL BENDS				VERTICAL OFFSETS 45° BENDS		VALVES OR DEAD ENDS
	11.25°	22.5°	45°	90°	UPPER	LOWER	
6"	3 FT	6 FT	13 FT	30 FT	23 FT	4 FT	66 FT
8"	4 FT	8 FT	16 FT	38 FT	30 FT	6 FT	88 FT
10"	5 FT	9 FT	19 FT	45 FT	36 FT	7 FT	103 FT
12"	6 FT	11 FT	22 FT	53 FT	43 FT	8 FT	121 FT
16"	7 FT	14 FT	28 FT	66 FT	55 FT	10 FT	154 FT
20"	8 FT	16 FT	33 FT	79 FT	66 FT	12 FT	185 FT
24"	8 FT	16 FT	33 FT	79 FT	77 FT	15 FT	204 FT

REDUCERS

SIZE	L
6x4	34'
8x6	36'
8x4	62'
10x8	35'
10x6	63'
12x10	36'
12x8	64'
16x12	66'
16x10	92'
20x18	35'
20x16	66'
20x12	117'
24x20	56'
24x18	80'
24x16	101'

TEES

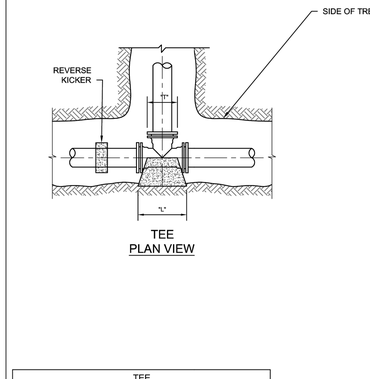
RUN	BRANCH	L
4"	4"	F.O.
6"	6"	10'
	<6"	F.O.
8"	8"	29'
	<8"	F.O.
10"	10"	45'
	8"	13'
	<8"	F.O.
12"	12"	62'
	10"	32'
	<8"	F.O.
16"	16"	94'
	12"	39'
	10"	5'
	<10"	F.O.
20"	20"	125'
	16"	76'
	12"	14'
	<12"	F.O.
24"	24"	124'
	20"	84'
	16"	36'
	<16"	F.O.

F.O. = FITTING ONLY

NOTES:
1. PIPE TO BE INSTALLED IN TRENCH AS PER LINE LAYING CONDITION DETAIL.
2. ALL BURIED PIPING SPECIFIED TO BE PRESSURE TESTED AND SHALL BE PROVIDED WITH MECHANICAL JOINT THRUST RESTRAINTS AT ALL DIRECTION CHANGES, SIZE CHANGES, AND DEAD ENDS. ALL CONNECTIONS TO EXISTING PIPE SHALL BE MADE WITH RETAINER GLANDS.
3. MECHANICAL JOINT RESTRAINTS SHALL BE DUCTILE IRON IN ACCORDANCE WITH ASTM A536 - STANDARD SPECIFICATION FOR DUCTILE IRON CASTINGS.
4. CONTRACTOR SHALL FURNISH AND INSTALL MECHANICAL JOINT RESTRAINTS WITH ALL HARDWARE AND ACCESSORIES AS REQUIRED BY THE MANUFACTURER FOR PROPER INSTALLATION.
5. CONTRACTOR SHALL PROVIDE THE SERIES/MODEL OF JOINT RESTRAINT AS REQUIRED FOR THE PIPE SIZE, MATERIAL, AND FLANGED FITTING SHOWN ON THE PLANS.
6. RESTRAINT LENGTH CALCULATIONS WERE PERFORMED UNDER THE FOLLOWING CONDITIONS: PVC PIPE MATERIAL, GM SOIL TYPE, 1.5 SAFETY FACTOR, TYPE 3 TRENCH, 2.5 FT BURY DEPTH, 150 PSI TEST PRESSURE.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL: PIPE JOINT RESTRAINT SCHEDULE	FIGURE NO.: CWS-4

DETAIL #3 - PIPE JOINT SCHEDULE



TEE

SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	18"	18"	18"	24"	24"	30"	36"
"L"	19"	25"	31"	38"	50"	75"	93"
"W"	19"	25"	31"	38"	50"	75"	93"
"T"	16"	16"	18"	18"	24"	36"	36"

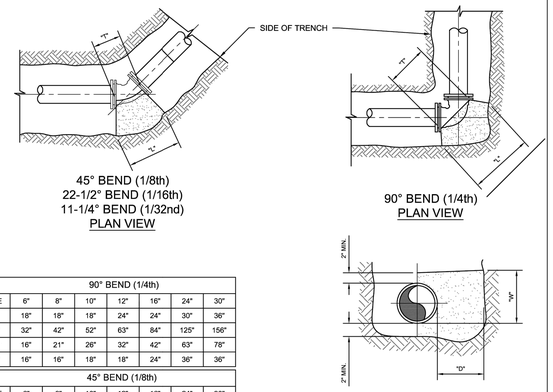
PLUG

SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	18"	18"	18"	24"	24"	30"	36"
"L"	19"	25"	31"	38"	50"	75"	93"
"W"	19"	25"	31"	38"	50"	75"	93"
"T"	12"	12"	12"	12"	18"	30"	36"

NOTES:
1. DEPTH "D" MAY BE GREATER THAN SPECIFIED TO ALLOW WORKING SPACE AGAINST UNDISTURBED EARTH.
2. ALL BOLTS AND FITTINGS MUST BE WRAPPED IN MINIMUM THREE (3) MIL. PLASTIC.
3. LEAVE APPROXIMATELY 12" SEPARATION BETWEEN CONCRETE AND FITTING BELLS
4. THRUST BLOCK DIMENSIONS BASED ON 150 PSI OPERATING PRESSURE AND 50% ADDITIONAL SURGE PRESSURE.
5. SOIL BEARING PRESSURE USED FOR THRUST BLOCK DIMENSIONS SHOWN IS 4,000 PSF. IF SOIL SURROUNDING THRUST BLOCK DOES NOT HAVE THIS CAPACITY, ADDITIONAL THRUST BLOCK VOLUME MAY BE REQUIRED.
6. CONCRETE TO BE USED FOR THRUST BLOCKS TO BE 3,500PSI CONCRETE.
7. LENGTH (L) AND WIDTH (W) DIMENSIONS CAN BE MODIFIED SLIGHTLY AS LONG AS TOTAL AREA DOES NOT CHANGE, BY WRITTEN DIRECTION OF CPWS ONLY TO MEET SITE SPECIFIC CONCERNS.
8. ELEVATION OF GROUNDWATER IS ASSUMED TO BE BELOW BOTTOM OF THRUST BLOCK.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL: CONCRETE BLOCKING DETAILS (TEES AND PLUGS)	FIGURE NO.: CWS-5

DETAIL #4 - CONCRETE BLOCKING



90° BEND (1/4th)

SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	18"	18"	18"	24"	24"	30"	36"
"L"	32"	42"	52"	63"	84"	125"	156"
"W"	16"	21"	26"	32"	42"	63"	78"
"T"	16"	16"	18"	18"	24"	36"	36"

45° BEND (1/8th)

SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	18"	18"	18"	18"	24"	30"	36"
"L"	24"	31"	39"	46"	62"	92"	115"
"W"	12"	16"	20"	23"	31"	46"	58"
"T"	16"	16"	18"	18"	18"	24"	24"

22.5° BEND (1/16th)

SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	12"	12"	18"	18"	24"	24"	24"
"L"	17"	23"	28"	33"	44"	66"	82"
"W"	9"	12"	14"	17"	22"	33"	41"
"T"	16"	16"	18"	18"	18"	24"	24"

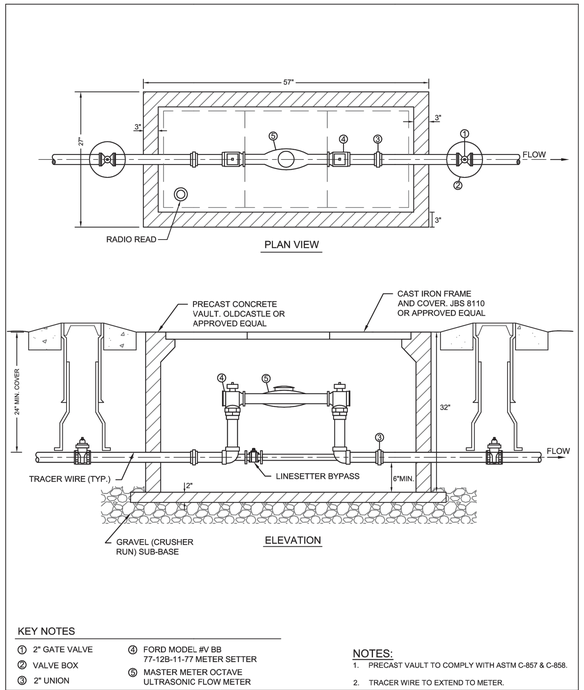
11.25° BEND (1/32nd)

SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	12"	12"	18"	18"	24"	24"	24"
"L"	12"	16"	20"	24"	32"	47"	59"
"W"	6"	8"	10"	12"	16"	24"	30"
"T"	16"	16"	18"	18"	18"	24"	24"

NOTES:
1. DEPTH "D" MAY BE GREATER THAN SPECIFIED TO ALLOW WORKING SPACE AGAINST UNDISTURBED EARTH.
2. ALL BOLTS AND FITTINGS MUST BE WRAPPED IN MINIMUM THREE (3) MIL. PLASTIC.
3. LEAVE APPROXIMATELY 12" CLEARANCE BETWEEN CONCRETE AND FITTING BELLS
4. THRUST BLOCK DIMENSIONS BASED ON 150 PSI OPERATING PRESSURE AND 50% ADDITIONAL SURGE PRESSURE.
5. SOIL BEARING PRESSURE USED FOR THRUST BLOCK DIMENSIONS SHOWN IS 4,000 PSF. IF SOIL SURROUNDING THRUST BLOCK DOES NOT HAVE THIS CAPACITY, ADDITIONAL THRUST BLOCK VOLUME MAY BE REQUIRED.
6. CONCRETE TO BE USED FOR THRUST BLOCKS TO BE 3,500PSI CONCRETE.
7. LENGTH (L) AND WIDTH (W) DIMENSIONS CAN BE MODIFIED SLIGHTLY AS LONG AS TOTAL AREA DOES NOT CHANGE, BY WRITTEN DIRECTION OF CPWS ONLY TO MEET SITE SPECIFIC CONCERNS.
8. ELEVATION OF GROUNDWATER IS ASSUMED TO BE BELOW BOTTOM OF THRUST BLOCK.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL: CONCRETE BLOCKING (BENDS)	FIGURE NO.: CWS-6

DETAIL #5 - CONCRETE BLOCKING



KEY NOTES
1. 2" GATE VALVE
2. VALVE BOX
3. 2" UNION
4. FORD MODEL #V BB 77-12B-11-77 METER SETTER
5. MASTER METER OCTAVE ULTRASONIC FLOW METER

NOTES:
1. PRECAST VAULT TO COMPLY WITH ASTM C-857 & C-858.
2. TRACER WIRE TO EXTEND TO METER.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL: 2" METER SETTING	FIGURE NO.: CWS-15

DETAIL #6 - NOT USED

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
594 Autumn Springs Court, Suite A-6
Franklin, TN 37067
615-716-0483
NASHVILLE • PHOENIX • ORLANDO
SAN DIEGO
SWS ENGINEERING, INC. A Florida Corporation

DATE: (7/12/2023 2:10:10 PM BY PRESTON AYER)
File: L:\Projects\24-196T_JBS Columbia\Engineering\3-Design\Project Files\24-196T\[MSD]Construct\Out-Parcel Package\24-196T_OP-CS_SS_Utility_Details.dwg

PRESTON D. AYER LICENSED PROFESSIONAL ENGINEER AGRICULTURE COMMERCE NO. 130239 STATE OF TENNESSEE

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UTILITY DETAILS

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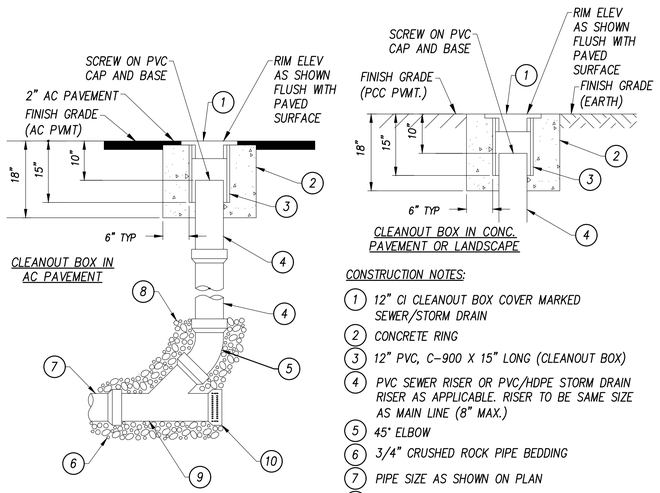
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C5.30

DATE: 08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA



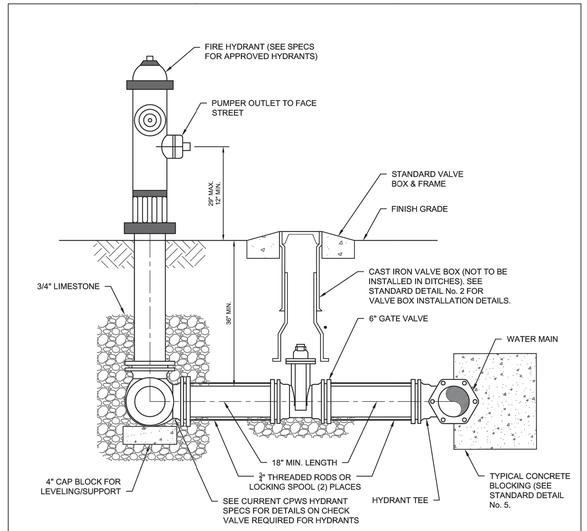
CLEANOUT BOX IN AC PAVEMENT

CLEANOUT BOX IN CONC. PAVEMENT OR LANDSCAPE

CONSTRUCTION NOTES:

1. 12" CI CLEANOUT BOX COVER MARKED SEWER/STORM DRAIN
2. CONCRETE RING
3. 12" PVC, C-900 X 15" LONG (CLEANOUT BOX)
4. PVC SEWER RISER OR PVC/HDPE STORM DRAIN RISER AS APPLICABLE. RISER TO BE SAME SIZE AS MAIN LINE (8" MAX.)
5. 45° ELBOW
6. 3/4" CRUSHED ROCK PIPE BEDDING
7. PIPE SIZE AS SHOWN ON PLAN
8. 3/4" CRUSHED ROCK TO TOP OF 45° BEND
9. STANDARD WYE BRANCH
10. INSTALL PLUG IF AT END OF RUN

DETAIL #1 - SEWER CLEANOUT

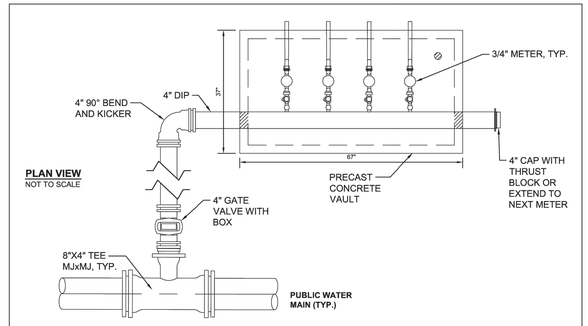


NOTES:

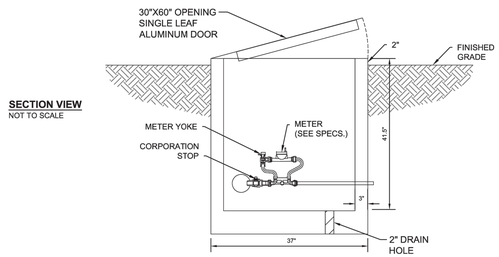
1. FIRE HYDRANT SHALL BE INSTALLED SO THE PUMPER NOZZLE IS POINTED TOWARD THE STREET.
2. ALL M.J. FITTINGS TO INCLUDE WEDGE STYLE THRUST RESTRAINT.
3. FIRE HYDRANTS TO BE SAFETY YELLOW.
4. TRACER WIRE TO EXTEND TO VALVE AND HYDRANT.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL	FIGURE NO.:
	FIRE HYDRANT ASSEMBLY	CWS-11

DETAIL #2 - FIRE HYDRANT



PLAN VIEW
NOT TO SCALE



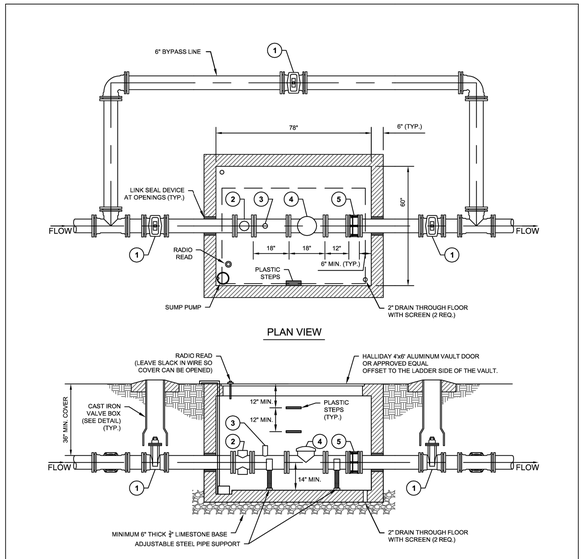
SECTION VIEW
NOT TO SCALE

NOTES:

1. THE GANG VAULT MAY VARY FROM 3 TO 6 METERS DEPENDING ON CONDITIONS. VAULT SIZE WILL VARY ACCORDINGLY.
2. PRECAST VAULT TO COMPLY WITH ASTM C-857 & C-858.
3. TRACER WIRE TO EXTEND TO METER VAULT.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL	FIGURE NO.:
	GANG METER VAULT	CWS-22

DETAIL #3 - METER VAULT



PLAN VIEW

ELEVATION

KEY NOTES

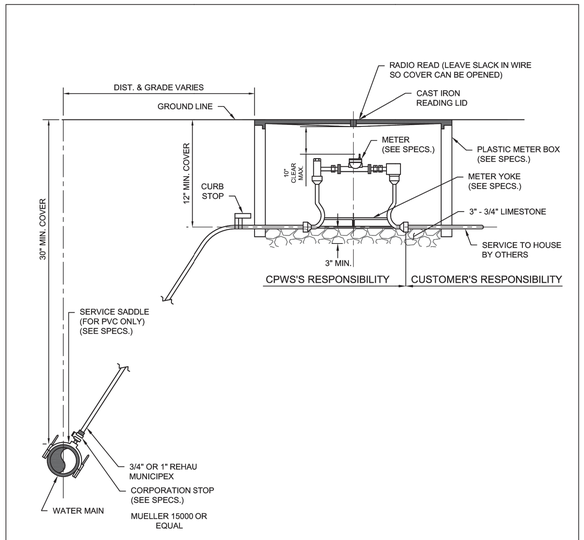
1. 6" MJ GATE VALVE
2. COMPACT STRAINER (OPTIONAL)
3. 2" TEST PORT ASSEMBLY (BRASS) w/ 2" RISER, 2" BALL VALVE & 2" PLUG
4. MASTER METER OCTAVE ULTRASONIC FLOW METER
5. DISMANTLING JOINT

NOTES:

1. SUMP PUMP TO BE MINIMUM ½ H.P. MYERS MC1033 (OR APPROVED EQUAL) AS MANUFACTURED BY PENTAIR W/ FLOAT SWITCH. CONTRACTOR TO ENSURE SUMP DIAMETER IS LARGE ENOUGH TO ACCOMODATE PUMP.
2. PROVIDE ADEQUATE SITE DRAINAGE AWAY FROM VAULT. CPWS MAY REQUIRE SUMP PUMP IF ADEQUATE DRAINAGE IS NOT REQUIRED.
3. IF VAULT IS LOCATED IN TRAFFIC OR SIDEWALK AREA PROVIDE HATCH WITH H-20 LOAD RATING.
4. PRE-CAST VAULT TO COMPLY WITH ASTM C-857 & C-858
5. TRACER WIRE TO EXTEND TO METER.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL	FIGURE NO.:
	6" ULTRASONIC METER VAULT	CWS-17

DETAIL #4 - FIRE METER VAULT



NOTES:

1. SERVICES UNDER ROADWAY ARE TO BE INSTALLED INSIDE 3" DIA. SCH 40 PVC CARRIER PIPE, FROM A POINT 1' BEYOND CORPORATION STOP TO WITHIN 1' OF METER BOX, OR AS DIRECTED/APPROVED BY INSPECTOR.
2. TAP TO BE MADE ON SIDE OF WATER MAIN WITH FORD OR MUELLER CORPORATION STOP.
3. FOR 3/4" & 1" MUNICIPEX CONNECTIONS, ONLY PLASTICS INSERTS ARE PERMITTED.
4. FOR 2" CONNECTIONS, ONLY STAINLESS STEEL INSERTS ARE PERMITTED.
5. TRACER WIRE TO EXTEND TO METER.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL	FIGURE NO.:
	STANDARD SETTING FOR SERVICE METER	CWS-14

DETAIL #5 - 1" METER SETTING

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594 Autumn Springs Court, Suite A-6
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615-716-0483
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SWS ENGINEERING, INC.

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AGRICULTURE
COMMERCE
NO. 130239
STATE OF TENNESSEE

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UTILITY DETAILS

PLANNING COMMISSION SET

COLUMBIA CTR OUT PARCEL BLDG

800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C5.31

DATE: 08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA

COLUMBIA OUTPARCEL BUILDING

Columbia, TN

100% Code Minimum: Landscape Architecture

01/20/2025

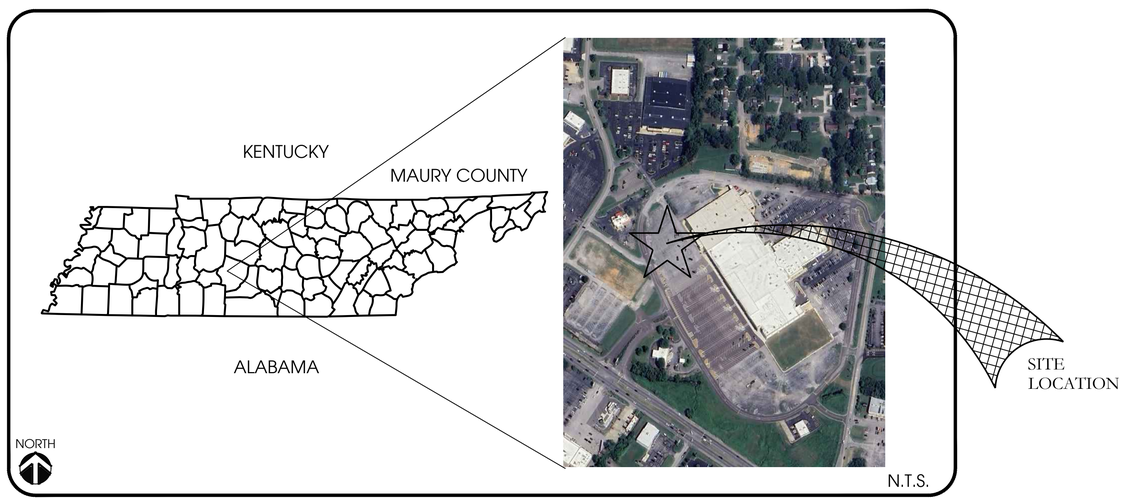
PREPARED FOR:

HIGHLAND CAPITAL

SHEET INDEX	
SHEET #	SHEET TITLE
COVER	COVER
LT-00	GENERAL LANDSCAPE NOTES
LT-01	TREE PLAN
LS-01	SHRUB PLAN
LD-00	LANDSCAPE DETAILS
IR-00	IRRIGATION NOTES
IR-01	IRRIGATION PLAN
IR-02	IRRIGATION DETAILS

REVISIONS		
REV	DATE	COMMENT

VICINITY MAP



PREPARED BY:

INNOVATIONS DESIGN GROUP

101 S. GARLAND AVE STE 202 ■ ORLANDO ■ FLORIDA ■ 32801
WWW.INNOVATIONS-DESIGN.COM ■ 407-440-3574

FILE: Z:\4 Studio\Projects\2024\-Temp Projects\25006_Columbia\2 Autocad\5 Permit\Sheets\25006-00-COVER.dwg
PRINT DATE: 20-Jan-25
DRAWING SIZE: 24" X 36"

LANDSCAPE GENERAL NOTES :

1. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING CONDITIONS AND BASE INFORMATION PRIOR TO INITIATING PLANTING INSTALLATION. ALL EXISTING PLANTING SHALL REMAIN INTACT AND UNDISTURBED UNLESS OTHERWISE NOTED ON THE PLANS.
2. CONTRACTOR SHALL NOTIFY ALL NECESSARY UTILITY COMPANIES 48 HOURS MINIMUM PRIOR TO DIGGING FOR VERIFICATION OF ALL UNDERGROUND UTILITIES, IRRIGATION AND ALL OTHER OBSTRUCTIONS AND COORDINATE WITH OWNER'S REPRESENTATIVE PRIOR TO INITIATING OPERATIONS. DRAWINGS ARE PREPARED ACCORDING TO THE BEST INFORMATION AVAILABLE AT THE TIME OF PREPARING THESE DOCUMENTS.
3. THE LIMITS OF CONSTRUCTION ARE DEFINED BY THE "PROJECT BOUNDARY" NOTED ON THE PLANS
4. CONTRACTOR SHALL FAMILIARIZE HIMSELF/HERSELF WITH EXISTING SITE CONDITIONS PRIOR TO INITIATING PLANTING. ALL EXISTING SITE FURNISHINGS, PAVING, LANDSCAPE AND OTHER ELEMENTS TO REMAIN SHALL BE PROTECTED FROM ANY DAMAGE UNLESS OTHERWISE NOTED.
5. UNLESS OTHERWISE NOTED, THE LIMITS OF CONSTRUCTION ARE THE CLEARING LIMITS NOTED ON THE DRAWINGS. (REFER TO CIVIL ENGINEERING DRAWINGS).
6. REPORT ANY DISCREPANCIES BETWEEN THE CONSTRUCTION DRAWINGS AND FIELD CONDITIONS TO THE OWNER'S REPRESENTATIVE IMMEDIATELY.
7. LANDSCAPE CONTRACTOR SHALL COORDINATE ALL WORK WITH RELATED CONTRACTORS AND WITH THE GENERAL CONSTRUCTION OF THE PROJECT IN ORDER NOT TO IMPEDE THE PROGRESS OF THE WORK OF OTHERS OR THE CONTRACTOR'S OWN WORK.
8. CONTRACTOR SHALL BE RESPONSIBLE TO REMOVE EXISTING GROUND COVER FOR ALL PLANTING BEDS AS SPECIFIED PRIOR TO PLANTING INSTALLATION. CONTRACTOR SHALL BE RESPONSIBLE TO REPLACE ALL PORTIONS OF EXISTING LAWN AREAS DAMAGED WHILE COMPLETING PLANTING INSTALLATION WITH THE SAME GRASS SPECIES TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE.
9. CONTRACTOR SHALL PERFORM SOIL TESTING PRIOR TO INSTALLATION TO DETERMINE NUTRIENTS PRESENT IN SOIL, PH OF SOIL, AND SOIL TEXTURE OF TOP 12" OF SOIL. BASED ON THE RESULTS OF THE TESTS THE CONTRACT SHALL MAKE THE NECESSARY AMENDMENTS TO SUPPORT THE HEALTH OF THE NEWLY INSTALLED PLANTS.
10. ALL PLANT MATERIAL SHALL BE IN FULL AND STRICT ACCORDANCE WITH THE "AMERICAN STANDARD FOR NURSERY STOCK" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN (AAN) AND THE PROJECT MANUAL AND SPECIFICATIONS. PLANT MATERIALS SHALL EXCEED IN SOME INSTANCES SOME SPECIFICATIONS IF NECESSARY TO MEET THE MINIMUM REQUIREMENTS OF OTHERS.
11. ALL PLANT MATERIAL SHALL BE IN FULL AND STRICT ACCORDANCE WITH THE FLORIDA GRADES AND STANDARDS FOR NURSERY PLANTS AS PUBLISHED BY THE STATE OF FLORIDA DEPARTMENT OF AGRICULTURE. ALL PLANT MATERIAL SHALL MEET FLORIDA #1 OR BETTER.
12. ALL TREES SHALL HAVE SIX FEET (6') CLEAR TRUNK UNLESS OTHERWISE SPECIFIED.
13. ALL CONTAINER SIZES NOTED ON PLANT LIST ARE MINIMUM. INCREASE SIZE IF NECESSARY TO CONFORM TO PLANT SIZE AND SPECIFICATIONS. ANY MATERIAL NOT MEETING THE SPECIFIED SIZE SHALL BE REMOVED AND REPLACED AT CONTRACTOR'S EXPENSE.
14. ALL TREE CALIPER SIZES NOTED ON PLANT LIST ARE MINIMUM. INCREASE SIZE IF NECESSARY TO CONFORM TO PLANT SIZE AND SPECIFICATIONS.ANY MATERIAL NOT MEETING THE SPECIFIED SIZE SHALL BE REMOVED AND REPLACED AT CONTRACTOR'S EXPENSE.
15. ANY TREES WITH A TRUNK FORMED "V" SHAPE CROTCH WILL BE REJECTED.
16. EROSION CONTROL FABRIC SHALL BE INSTALLED IN ALL SHRUB AND GROUND COVER PLANTING AREAS AS PER SPECIFICATIONS FOR ALL SLOPES THAT EXCEED 3:1 . SEE GRADING PLANS FOR LOCATION OF SLOPES GREATER THAN 3:1 AND ADJACENT TO ANY WETLAND AREAS.
17. TYPICALLY, SHRUB AND GROUND COVER PLANTINGS ARE SHOWN AS MASS PLANTING BEDS. PLANTS SHALL BE PLACED ON A TRIANGULAR SPACING CONFIGURATION (STAGGERED SPACING). PLANT CENTER TO CENTER DIMENSIONS (O.C.) ARE LISTED UNDER "SPACING" ON THE PLANT LIST.
18. LANDSCAPE CONTRACTOR SHALL FIELD STAKE THE LOCATION OF ALL PLANT MATERIAL PRIOR TO INITIATING INSTALLATION FOR THE REVIEW AND APPROVAL OF THE OWNER'S REPRESENTATIVE AND/OR LANDSCAPE ARCHITECT. ANY MATERIAL INSTALLED WITHOUT APPROVAL IS SUBJECT TO BEING RELOCATED AT THE CONTRACTOR'S EXPENSE.
19. LANDSCAPE CONTRACTOR SHALL FIELD ADJUST LOCATION OF PLANT MATERIAL AS NECESSARY TO AVOID DAMAGE TO ALL EXISTING UNDERGROUND UTILITIES AND/OR EXISTING ABOVE GROUND ELEMENTS. ALL CHANGES REQUIRED SHALL BE COMPLETED AT THE CONTRACTOR'S EXPENSE AND SHALL BE COORDINATED WITH THE OWNER'S REPRESENTATIVE AND THE LANDSCAPE ARCHITECT.
20. CONTRACTOR SHALL MULCH ALL NEW PLANT MATERIAL THROUGHOUT AND COMPLETELY TO DEPTH OF 3" UTILIZING HARDWOOD MULCH UNLESS OTHERWISE SPECIFIED.
21. ANY SUBSTITUTIONS IN SIZE AND/OR PLANT MATERIAL MUST BE APPROVED BY LANDSCAPE ARCHITECT AND/OR OWNER'S REPRESENTATIVE BEFORE PLANTING CAN BEGIN.
22. CONTRACTOR SHALL REFER TO THE LANDSCAPE PLANTING DETAILS, PLANT LIST, GENERAL NOTES AND THE PROJECT MANUAL (IF AVAILABLE) AND SPECIFICATIONS FOR FURTHER AND COMPLETE LANDSCAPE PLANTING INSTRUCTIONS.
23. LANDSCAPE CONTRACTOR SHALL COORDINATE ALL LANDSCAPE PLANTING WORK WITH IRRIGATION WORK. LANDSCAPE WATERING AS REQUIRED BY OWNER'S REPRESENTATIVE TO SUPPLEMENT IRRIGATION WATERING AND RAINFALL. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR HAND WATERING IN ALL PLANTING AREAS, REGARDLESS OF THE STATUS OF EXISTING OR PROPOSED IRRIGATION.
24. LANDSCAPE CONTRACTOR SHALL CLEAN THE WORK AREAS AT THE END OF EACH WORKING DAY. RUBBISH AND DEBRIS SHALL BE COLLECTED AND DEPOSITED OFF-SITE DAILY. ALL MATERIALS, PRODUCTS AND EQUIPMENT SHALL BE STORED IN AN ORGANIZED FASHION AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
25. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR FINE GRADING OF ALL AREAS INCLUDING CREATING POSITIVE DRAINAGE AWAY FROM BUILDINGS.
26. LANDSCAPE CONTRACTOR SHALL RE-GRADE ALL AREAS DISTURBED BY PLANT REMOVAL, RELOCATION AND/OR INSTALLATION WORK. LANDSCAPE CONTRACTOR SHALL REPLACE (BY EQUAL SIZE AND QUALITY) ANY AND ALL EXISTING PLANT MATERIAL DISTURBED OR DAMAGED BY PLANT REMOVAL, RELOCATION AND/OR INSTALLATION.
27. CONTRACTORS SHALL COMPLY WITH ALL NPDES REQUIREMENTS.
28. THE ATTACHED PLANTING PLANS ARE A GRAPHIC REPRESENTATION FOR THE AESTHETIC TREATMENT OF THE DESIGNATED SITE. PLANT MATERIAL SELECTIONS MAY CHANGE BASED UPON AVAILABILITY; ON SITE SPECIFIC CONDITIONS; AND ARE NOT LIMITED TO THE PLANT MATERIAL LISTED IN THE PLANT SCHEDULE. LANDSCAPE ARCHITECT SHALL BE NOTIFIED IF ANY ADJUSTMENTS ARE NEEDED TO THE PLANS AND ARE NOT PERMITTED WITHOUT PRIOR WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT

SITE REQUIREMENTS :

1. ALL CONTRACTORS AND SUBCONTRACTORS SHALL HAVE A SET OF APPROVED CONSTRUCTION DOCUMENTS ON SITE AT ALL TIMES.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATIONS AND PROTECTION OF EXISTING SHOWN AND NOT SHOWN AND PROPOSED UTILITIES AS SHOWN ON THE PLANS.
3. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS TO COMPLETE THE WORK, AND SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS.
4. THE CONTRACTOR SHALL AGREE TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOUSE, AND THAT THE CONTRACTOR SHALL FEND, INDEMNIFY AND HOLD THE OWNER, HARMLESS FORM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN THE CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER.
5. DURING CONSTRUCTION, CREWS ARE REQUIRED TO HAVE AT LEASE ONE (1) ENGLISH SPEAKING PERSON ON SITE AT ALL TIMES.

PLANT REQUIREMENTS :

1. CONTRACTOR IS TO SUBMIT TO THE LANDSCAPE ARCHITECT THE GROWERS AND/OR STATE INSPECTION CERTIFICATE FOR PLANT MATERIAL TWO (2) WEEKS BEFORE COMMENCEMENT OF WORK, IF APPLICABLE.
2. ALL PLANT MATERIAL SHALL BE PROTECTED DURING TRANSPORT AND DELIVERY TO JOB SITE WITH SHADE CLOTH OR OTHER ACCEPTABLE MEANS OF WINDBURN PREVENTION.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PLANTS MEETING SPECIFICATION AS NOTED PRIOR TO INSTALLATION. CONTRACTOR SHALL IMMEDIATELY REMOVE ALL PLANT MATERIAL FROM THE PROJECT THAT DOES NOT CONFORM TO SPECIFICATIONS.
4. CONTRACTOR SHALL VERIFY ALL QUANTITIES OF PLANT MATERIAL FROM THE PLANT LEGEND TO THE DRAWINGS. QUANTITIES FROM THE DRAWINGS SHALL GOVERN UNLESS OTHERWISE NOTED.
5. ALL SIZES SHOWN FOR PLANT MATERIAL ON THE PLANS ARE TO BE CONSIDERED MINIMUM. ALL PLANT MATERIAL MUST MEET OR EXCEED THESE MINIMUM REQUIREMENTS FOR BOTH HEIGHT AND SPREAD. ANY OTHER REQUIREMENTS FOR SPECIFIC SHAPE OR EFFECT AS NOTED ONT HE PLANS SHALL ALSO BE REQUIRED FOR ACCEPTANCE. ALL TREES TO BE SINGLE TRUNK UNLESS OTHERWISE NOTED.
6. ALL TREES SHALL BE STRAIGHT TRUNKED, FULL HEADED, AND MEET ALL REQUIRED AS SPECIFIED, UNLESS OTHERWISE NOTED.
7. ANY TREE WITH A TRUNK FORMED"V" SHAPE CROTCH WILL BE REJECTED.
8. CANOPY TREES OF ALL SIZES ARE TO BE SELECTIVELY PRUNED AFTER PLANTING TO REMOVE INNER TWIGGY GROWTH, OPEN0UP THE CENTER AND EXPOSE MAJOR BRANCHES.
9. ALL ROOTBALLS SHALL CONFORM TO THE SIZE STANDARDS SET FORTH IN "AMERICAN STANDARDS FOR NURSERY STOCK.
10. SUBSTITUTION OF FIELD GROWN TREES FOR TREES THAT ARE SPECIFIED AS CONTAINER GROWN WILL NOT BE PERMITTED UNLESS OTHERWISE APPROVED BY THE LANDSCAPE ARCHITECT. ALL SPECIFICATIONS WILL STILL APPLY TO APPROVED B&B MATERIAL.
11. ALL SOD SHALL BE 100% SOLID SOD, 99% FREE OF NOXIOUS WEEDS, WITH A 2" THICKNESS OF ROOTS CAPABLE OF HOLDING SAND. SOD SHALL BE FRESHLY-CUT WITHIN TWENTY-FOUR (24) HOURS OF LAYING , LAID WITH TIGHTLY-BUTTED JOINTS, AND ROLLED. HAND RAKING SHALL BE DONE AS NECESSARY TO ENSURE PROPER EVEN GRADES AND CLEAR SURFACES FOR SOD.
12. ALL PLANT MATERIAL SHALL BE MAINTAINED AT OR ABOVE THE SPECIFIED CONDITIONS THROUGH SUBSTANTIAL COMPLETION AND THE END OF THE ESTABLISHMENT PERIOD. DECLINE IN CONDITION OF PLANT MATERIAL DURING INSTALLATION, AND THE MAINTENANCE PERIOD SHALL BE GROUNDS FOR REJECTION AND REPLACEMENT AT CONTRACTOR'S EXPENSE.
13. ALL LANDSCAPE AREAS TO BE IRRIGATED WITH A FULLY AUTOMATED IRRIGATION SYSTEM (UNLESS OTHERWISE NOTED)
14. ALL TREES SHALL BE LOCATED AT LEAST SIX (6) FEET FROM THE FLOW LINE OF PERIMETER SWALES AND PROPOSED STORM WATER INLETS.

PLANTING NOTES :

1. ALL PLANT MATERIAL SHALL BE INSTALLED IN A SOUND, WORKMANLIKE MANNER AND ACCORDING TO ACCEPTED GOOD PLANTING PROCEDURES WITH THE QUALITY OF THE PLANT MATERIALS AS HEREIN DESCRIBED. ALL ELEMENTS OF LANDSCAPING SHALL BE INSTALLED SO AS TO MEET ALL APPLICABLE ORDINANCES AND CODE REQUIREMENTS.
2. CONTRACTOR SHALL ENSURE DRAINAGE AND PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION OF PLANT MATERIAL. CONTRACTOR SHALL FILL ALL TREE PUTS WITH WATER BEFORE PLANTING TO ASSURE THAT PROPER DRAINAGE AND PERCOLATION IS AVAILABLE. CORRECT IF REQUIRED TO ENSURE PERCOLATION. CONTRACTOR IS RESPONSIBLE FOR REPLACEMENT OF ALL PLANTS LOST DUE TO INADEQUATE DRAINAGE CONDITIONS.
3. TREES GROWN IN GROW BAGS OR GROW BAG TYPE MATERIAL MUST HAVE THE GROW HAD REMOVED ENTIRELY PRIOR TO PLANTING.
4. BALLED AND BURLAPPED OR ANY BASKETED MATERIAL SHALL HAVE THE TOP ONE HALF ($\frac{1}{2}$) OF THE BURLAP AROUND THE BASE OF THE TRUNK CUT AND PULLED BACK. DON NOT REMOVE BURLAP. WIRE CAGES, STRAPS, ETC. MUST BE CUT AND REMOVED PRIOR TO INSTALLATION. CONTRACTOR TO REPLACE REJECTED PLANT MATERIAL WITHIN ONE WEEK (5 BUSINESS DAYS) OF NOTICE.
5. CONTRACTOR SHALL REFER TO THE LANDSCAPE PLATING DETAILS,S PLANT LIST, GENERAL NOTES AND THE PLANTING SPECIFICATIONS FOR COMPLETE LANDSCAPE PLATING INSTRUCTIONS. NOTIFY LANDSCAPE AROUND OF ANY AND ALL DISCREPANCIES PRIOR TO CONSTRUCTION OR INSTILLATION.
6. THE CONTRACTOR SHALL REFER TO THE LANDSCAPE PLANTING DETAILS, PLANT LIST, GENERAL NOTES AND SPECIFICATIONS FOR FURTHER AND COMPLETE PLANTING INSTRUCTIONS.
7. THE LANDSCAPE CONTRACTOR SHALL COORDINATE ALL PLANTING WORK WITH THE IRRIGATION WORK. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HAND WATERING AS REQUIRED BY OWNERS REPRESENTATIVE TO SUPPLEMENT IRRIGATION WATERING AND/OR RAINFALL. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR HAND WATERING IN ALL PLANTING AREAS, REGARDLESS OF THE STATUS OF THE EXISTING OR PROPOSED IRRIGATION.
8. GUYING / STAKING PRACTICES SHALL NOT PERMIT NAILS, SCREWS, WIRES, ETC. TO PENETRATE OUTER SURFACE OF THE TREES, PINES, OR PALMS. TREES, PINES, OR PALMS REJECTED REJECTED DUE TO THIS PRACTICE SHALL BE REPLACED AT THE CONTRACTORS EXPENSE.
9. ALL WOODEN STAKES, BOARDS, BRACES AND BATTENS SHALL BE PAINTED SOLID STAINED DARK GREEN PRIOR TO THEIR USE. TOUCH UP ALL EXPOSED CUTS IN THE FIELD WITHOUT MARRING OR MARKING PLANT MATERIALS.
10. THE CONTRACTOR SHALL MUCH ALL NEW PLANT MATERIAL THROUGHOUT AND COMPLETELY TO A 3" INCH MINIMUM DEPTH WITH CLEAN WEED FREE CLASS A MULCH OR ROCK MULCH AS SPECIFIED IN THE PLANT LEGEND.
11. THE CONTRACTOR IS RESPONSIBLE FOR COMPLETE MAINTENANCE OF ALL PLANTING AREAS (INCLUDING WATERING, SPRAYING, MULCHING, MOWING, FERTILIZING, ETC.) THROUGHOUT THE THE COURSE OF THE PROJECT AND THROUGHOUT A 90 DAY ESTABLISHMENT PERIOD FOLLOWING NOTICE OF SUBSTANTIAL COMPLETE BY THE OWNER. THE PROJECT WILL NOT BE ACCEPTED OR DEEMED SUBSTANTIALLY COMPLETE BY ZONES OR PHASES (UNLESS OTHERWISE NOTED ON THE PLANS.

SOIL PREPARATION AND SOIL MIX :

1. THE CONTRACTOR SHALL BEAR ALL COST OF TESTING OF SOILS, AMENDMENTS, ETC. ASSOCIATED WITH THE WORK AND INCLUDED IN THE SPECIFICATIONS. PRIOR TO COMMENCEMENT OF THE LANDSCAPE PLANTING WORK, THE CONTRACTOR SHALL PROVIDE COMPLETE SOIL TEST OF THE INSTALLATION AREA.
   - 1.1. APPLY ROUNDUP (MANUFACTURED BY MONSANTO CORP OR APPROVED HERBICIDE EQUAL ACCORDING TO MANUFACTURES RATE AND SPECIFICATION WITHIN THE LIMITS OF ALL AREAS TO BE PLANTED. PROTECT EXISTING PLANTS TO REMAIN FROM OVER SPRAY OR SPRAY WITHIN THE ROOT ZONE. CONTRACTOR TO ENSURE TOTAL WEED ERADICATION.
   - 1.2. BEFORE REPLACING TOPSOIL, RAKE SUBSOIL SURFACE CLEAR OF STONES (1 INCH DIAMETER AND LARGER), DEBRIS, RUBBISH, DELETERIOUS MATERIAL AND ALL REMAINING CONSTRUCTION DEBRIS TO A DEPTH OF 6". CONTAMINATED SOILS SHALL BE REMOVED AND REPLACED TO THEIR FULL DEPTHS AND EXTENTS.
   - 1.3. ESTABLISH OR REESTABLISH ROUND GRADES INSURING POSITIVE FLOWS AND AESTHETIC LANDFORMS SHAPES SHOW IN THE GRADING PLANS. SCARIFY SUBSOIL TO A DEPTH OF 3 INCHES ONCE ROUGH GRADE HAS BEEN ESTABLISHED.
   - 1.4. CONTRACTOR TO APPLY "RONSTAR" OR APPROVED PRE-EMERGENT HERBICIDE IN ACCORDANCE WITH MANUFACTURER'S RATE AND SPECIFICATIONS.
   - 1.5. PLANTING SOL MIX FOR TREES, SHRUBS, AND GROUND COVERS SHALL CONSIST OF A THOROUGHLY BLENDED MIXTURE Of
     - 1.5.1. TREES
       - 70% CLEAN D.O.T. SAND
       - 30% APPROVED TOPSOIL MIX
     - 1.5.2. SHRUBS AND GROUND COVER
       - 80% CLEAN D.O.T. SAND
       - 20% APPROVED TOPSOIL MIX
     - 1.5.3. TOPSOIL
       - 30% APPROVED FLORIDA TOPSOIL
       - 10% APPROVED FLORIDA PEAT
       - 60% APPROVED SAND
       - PEAT: FEDERAL SPEC Q-P-166
       - TYPE 1, CLASS B, SPHAGNUM MOSS
2. INITIAL INSTALLATION FERTILIZATION- ALL SHRUBS AND GROUND COVER PLANTING SHALL RECEIVE AN APPROVED SLOW RELEASE FERTILIZER. ALL TREE PLANTING SHALL RECEIVE AN APPROVED MYCORRHIZA ADDITIVE.
   - 2.0.1. SHRUBS AND GROUND COVERS
     - 8-10-10 PLUS MINOR ELEMENTS-SLOW RELEASE
     - $\frac{1}{2}$ LB. FERTILIZER PER $\frac{1}{2}$ INCH CALIPER

PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE/ SPECIFICATION	CANOPY
TREES					
GP	10	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Maidenhair Tree	2" CAL., 12-14` HT., B&B	15'
UA	20	Ulmus parvifolia 'Allee'	Allee® Lacebark Elm	2" CAL., 12-14` HT., B&B	30'

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE/ SPECIFICATION	SPACING
SHRUB AREAS					
PA	288 sf	Pennisetum setaceum `Alba`	White Fountain Grass	1 GAL. 12" HT, FULL POT	
GROUND COVERS					
LB	3,808 sf	Liriope muscari `Big Blue`	Big Blue Lilyturf	---	
TC	2,515 sf	Turf Sod Canadian Blue Fescue	Canadian Blue Fescue	---	

SITE FURNISHING SCHEDULE

KEY	PRODUCT TYPE	PRODUCT NAME	PRODUCT #	DIMENSIONS	COLOR/ FINISH	IRRIGATION	MOUNTING	MANUFACTURER	CONTACT
SF1	RECTANGULAR PLANTER	BOULEVARD PLANTER RECTANGLE	BV-723630	72"X36"X30"	WOOD: THERMALLY MODIFIED WOOD	CWM-R2920-3K	SECURELY FASTENED TO THE GROUND; SEE MANUFACTURER	TOURNESOL	WWW.TOURNESOL.COM

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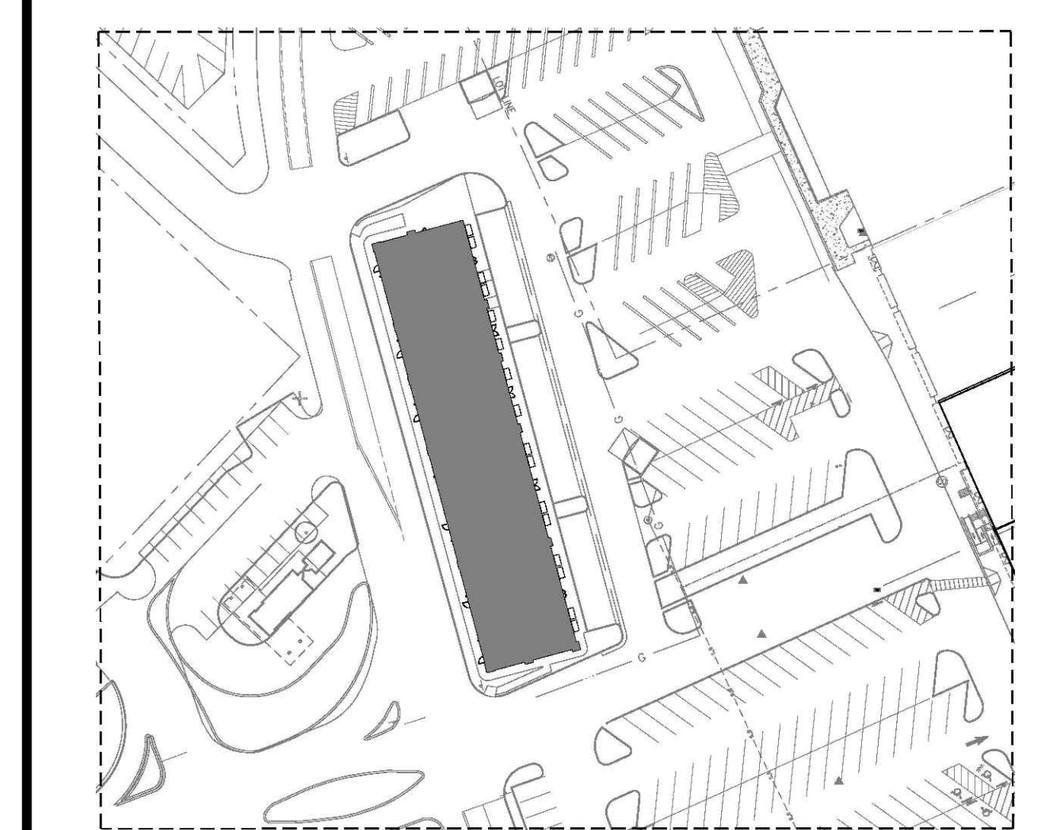
Key Map:



Owner:

HIGHLAND CAPITAL

PROJECT NAME
COLUMBIA, TN

CODE MINIMUM
GENERAL LANDSCAPE NOTES

Rev:	Date:	Description:	By:
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Date: 2025-01-20	Scale: SEE PLAN
Drawn By: KS	Designed By: JS
Approved By: JS	Project No: 25006
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Sheet Number: LT-00

FILE: Z:\4 Studio\Projects\2024\-Temp Projects\25006_Columbia\2 Autocad\5 Permit\Sheets\25006-05-TREE.dwg
PRINT DATE: 20-Jan-25
DRAWING SIZE: 24" X 36"



PLANT SCHEDULE

CODE	COMMON NAME
TREES	
UA	Allee® Lacebark Elm
GP	Princeton Sentry Maidenhair Tree
SHRUB AREAS	
PA	White Fountain Grass
GROUND COVERS	
LB	Big Blue Lilyturf
TC	Canadian Blue Fescue

NORTH

0 10' 20' 40'

SCALE: 1" = 20'-0"

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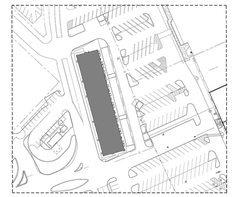

Owner:

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PROJECT NAME
COLUMBIA, TN

CODE MINIMUM
TREE PLAN

Rev:	Date:	Description:	By:
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01/20/2025

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PRINT DATE: 20-Jan-25
DRAWING SIZE: 24" X 36"



PLANT SCHEDULE

CODE	COMMON NAME
TREES	
UA	Allee® Lacebark Elm
GP	Princeton Sentry Maidenhair Tree
SHRUBS	
DA	Blue Cascade® Distylium
SHRUB AREAS	
PA	White Fountain Grass
GROUND COVERS	
LB	Big Blue Lilyturf
TC	Canadian Blue Fescue

NORTH

0 10' 20' 40'

SCALE: 1" = 20'-0"

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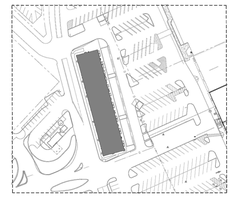

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PROJECT NAME
COLUMBIA, TN

CODE MINIMUM
SHRUB PLAN

Rev:	Date:	Description:	By:
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LANDSCAPE ARCHITECT
01/20/2025

Sheet Number:

LS-01

FILE: Z:\4 Studio\Projects\2024\-Temp Projects\25006_Columbia\2 Autocad\5 Permit\Sheets\25006-06-SHRUB.dwg
PRINT DATE: 20-Jan-25
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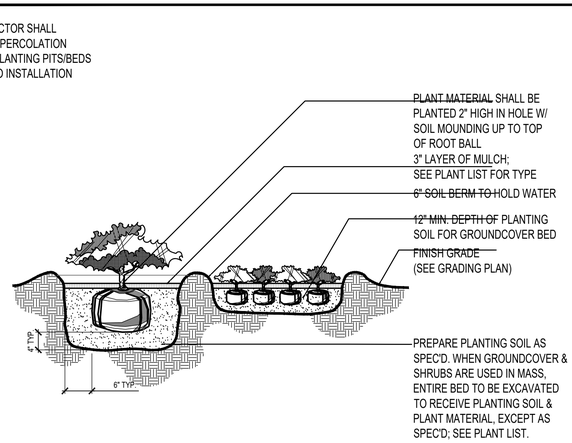
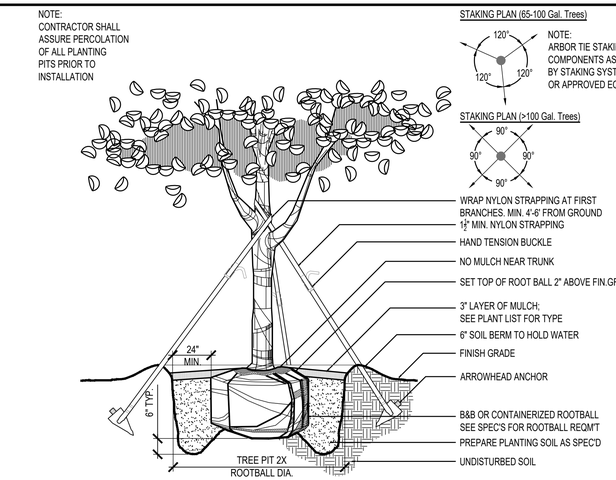


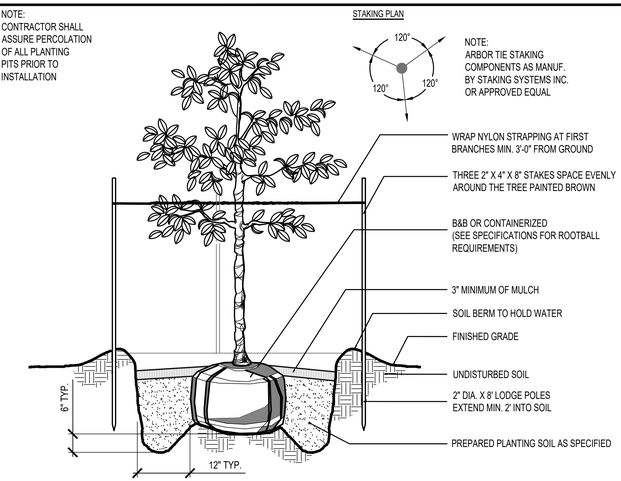
1 Shrub & Groundcover Planting

Scale: N.T.S.



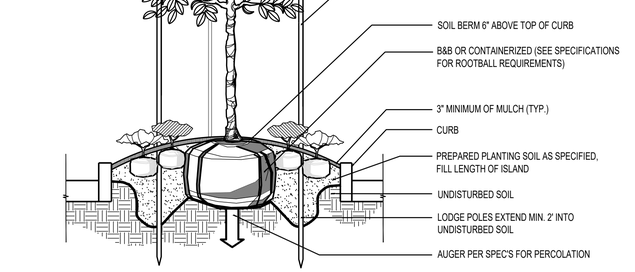
2 Tree Planting (65-100 Gal.)

Scale: N.T.S.



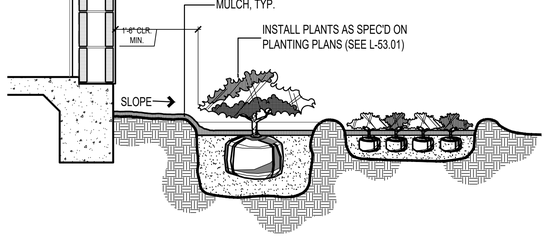
3 Tree Planting (15-45 Gal.)

Scale: N.T.S.



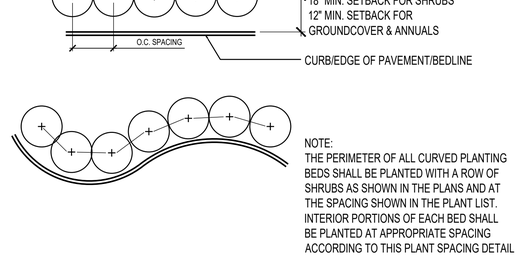
4 Curbed Island Plantings

Scale: N.T.S.



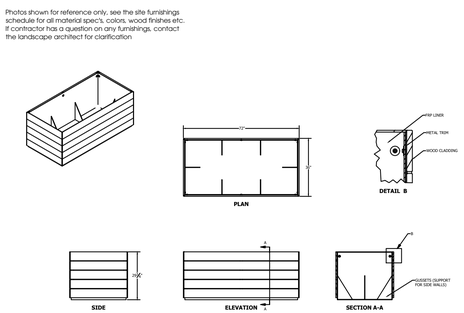
5 Foundation Planting

Scale: N.T.S.



6 Shrub and Groundcover Spacing

Scale: N.T.S.



SF1 Rectangular Planter

Scale: N.T.S.



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Key Map:

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HIGHLAND CAPITAL

PROJECT NAME
COLUMBIA, TN

CODE MINIMUM
LANDSCAPE DETAILS

Rev:	Date:	Description:	By:	
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FILE: Z:\4 Studio\Projects\2024\-Temp Projects\25006_Columbia\2 Autocad\5 Permit\Sheets\25006-06-SHRUB.dwg
PRINT DATE: 20-Jan-25
DRAWING SIZE: 24" X 36"

IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
0.25 0.50	Hunter RZWS-10 10in. long RZWS with installed .25 gpm or .50 gpm bubbler options, internal plumbing, and 1/2in. swing joint for connection to 1/2in. pipe	28
SYMBOL	**MANUFACTURER/MODEL/DESCRIPTION**	**QTY**
	Hunter ICZ-101-40 1" Drip Control Zone Kit. 1in. ICV Globe Valve with 1in. HY100 filter system. Pressure Regulation: 40psi. Flow Range: 2 GPM to 20 GPM. 150 mesh stainless steel screen.	5
	Pipe Transition Point above grade Pipe transition point from PVC lateral to drip tubing with riser to above grade installation.	35
	Area to Receive Dripline Hunter HDL-09-24-R HDL-09-24-R: Hunter Dripline with 0.9 GPH flow. Light brown tubing with purple striping. Emitters at 24" O.C. Dripline laterals spaced at 24" apart, with emitters offset for triangular pattern. Install with Hunter PLD barbed or PLD-LOC fittings.	6,604 l.f.
SYMBOL	**MANUFACTURER/MODEL/DESCRIPTION**	**QTY**
	Hunter PGV-101G 1" 1in. Plastic Electric Remote Control Valve, for Residential/Light Commercial Use. Female NPT Inlet/Outlet. Globe Configuration, With Flow Control.	5
BF	United Backflow Solutions, Inc. DC-500 2" 3/4in., 1in., 1-1/2in., and 2in. Shut-Off Valves. Reinforced Nylon Composite.	1
C	Hunter HPC-400 w/ (1) PCM 300 Module 4 Station with (1) PCM 300 Module Outdoor Wi-Fi enabled, full-functioning controller with touchscreen. Plastic Cabinet	1
RS	Hunter MINI-CLIK Rain Sensor, mount as noted	1
M	Water Meter 2"	1
	Irrigation Lateral Line: PVC Class 200 SDR 21	287.2 l.f.
	Irrigation Lateral Line: PVC Class 200 SDR 21 1/2"	1,952 l.f.
	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4"	159.2 l.f.
	Irrigation Lateral Line: PVC Class 200 SDR 21 1"	130.0 l.f.
	Irrigation Lateral Line: PVC Class 200 SDR 21 1 1/4"	17.9 l.f.
	Irrigation Mainline: PVC Class 200 SDR 21	189.1 l.f.
	Irrigation Mainline: PVC Class 200 SDR 21 1/2"	302.8 l.f.
	Pipe Sleeve: PVC Schedule 40	780.4 l.f.

VALVE SCHEDULE

NUMBER	MODEL	SIZE	TYPE	GPM	WIRE	PSI	PSI @ POC	PRECIP
1	Hunter PGV-101G	1"	Bubbler	0.75	264.4	26.1		0.85 in/h
2	Hunter ICZ-101-40	1"	Area for Dripline	10.7	271.6	37.5		0.89 in/h
3	Hunter PGV-101G	1"	Bubbler	1.5	361.8	26.3		0.85 in/h
4	Hunter ICZ-101-40	1"	Area for Dripline	8.48	368.1	35.9		0.6 in/h
5	Hunter ICZ-101-40	1"	Area for Dripline	10.56	21.8	33.3		0.62 in/h
6	Hunter PGV-101G	1"	Bubbler	2.5	28.8	27.7		0.85 in/h
7	Hunter ICZ-101-40	1"	Area for Dripline	5.22	78.3	31.0		0.83 in/h
8	Hunter PGV-101G	1"	Bubbler	1	84.2	26.2		0.85 in/h
9	Hunter ICZ-101-40	1"	Area for Dripline	14.64	140.7	38.2		0.54 in/h
10	Hunter PGV-101G	1"	Bubbler	1.25	144.7	26.4		0.85 in/h
	Common Wire				491.8			

-NOTES-
-ALL IRRIGATION HEADS WITHIN SHRUBS SHALL BE ON RISERS. DO NOT USE METAL REBAR OR ANGLE IRON FOR STAKING (SEE IRRIGATION DETAIL SHEET FOR PROPER INSTALLATION).
-SPRAYS WITHIN BEDS SHALL BE 12" POP-UPS.
-SPRAYS IN LAWN LAWN AREAS SHALL BE 6" POP-UPS.
-ADJUST HEADS TO AVOID OVER SPRAY.
-USE PURPLE HEADS, PIPES, & VALVES ONLY.
-FIELD ADJUST IRRIGATION PLAN TO ACCOMMODATE SITE CHANGES.
-VELOCITY SHALL NOT EXCEED 5' PER SEC. IN ALL PIPELINES
-ALL POTS SHALL BE IRRIGATED WITH DRIP BUBBLER AND ATTACHED TO LAND IRRIGATION ZONE

IRRIGATION INSTALLATION GENERAL NOTES
SECTION 02810
PART ONE - GENERAL

1.0 SUMMARY
A. All portions of Division I - General Requirements are included with this section.
B. Furnish all transportation, materials, labor, equipment, and services to complete all work shown on the drawings and as specified.

1.1 RELATED SECTIONS: section 02900 landscape planting

1.2 TOLERANCE
A. Install sprinkler heads where indicated by symbol.
B. Drawings are schematic. Adjust pipe and locations to conform to site conditions and to avoid obstructions. Conceal components behind walls of shrubbery where possible. Verify questionable locations before installation.

1.3 SUBMITTAL
A. Submit two bound folders containing:
1. Written operating instructions for all components.
2. Complete parts list and manufacturer's data.
3. Copy of well completion report.
4. Written maintenance instructions.
5. Provide 2 sets as-built record drawings with the following items dimensioned to the nearest foot:
a. Sprinkler main lines
b. Water source
c. Control valves
d. Gate valve
e. Electric control wire path
(Red-line prints).
B. Products furnished but not installed:
1. 2 extra heads of each type and size
2. 2 extra nozzles of each type and size
3. 2 extra head wrenches for each type of head
4. 1 extra valve box with lid

1.4 COORDINATE WORK WITH OWNER AND OTHER TRADES
A. A Licensed electrician will install/provide power to the controller, pump, or fountain if utilized on project.

1.5 QUALITY ASSURANCE
A. Contractor is expected to participate in preconstruction meeting with Owner and landscape architect to coordinate schedule, clarify questions, and discuss acceptable performance criteria for payment.
B. Contractor is expected to participate in contract closeout meeting with Owner and landscape architect to verify proper completion of the work, establish "Date of Substantial Completion", and advise Owner as to system operation.

1.6. WARRANTIES
A. Contractor will be fully responsible for system operation until Date of Substantial Completion.
B. Contractor is fully responsible for all parts and workmanship for one year after Date of Substantial Completion of each specific phase or portion of the project.
C. See to the fulfillment of all manufacturer's warranties.

PART TWO - PRODUCTS
2.0 MATERIALS
Backfill shall be free from stone, trash, or other debris.

2.1 MANUFACTURED UNITS
A. Automatic electro-mechanical controller fully installed and operating.
B. Electric valve installed in valve box.
C. Valve box with lid manufactured by "Amtek" or "Brooks".
D. Connection for control wires manufactured by "Pentite" or "3M" installed as per manufacturer's directions, and above grade in valve boxes.
E. Gate valves shall be brass and installed in valve box.
F. Automatic drain valves shall be installed in 1 cubic foot gravel.

2.2 COMPONENTS
A. Control wire shall be direct burial # 14, type UF. Tape to underside of main every 10 feet. Install spare ground. wire + 5 extra wires.
B. Main line shall be class 200 PVC (ANSI/ASTM D2241).
C. Lateral lines shall be class 160 PVC minimum (ANSI/ASTM 02241).
D. Sleeve at all road and drive crossings shall be class 200 PVC.
E. All pipe, connectors and misc. fittings for the meter and check valve assembly will be galvanized.
F. all electrical work will conform to year construction N.E.C.

PART THREE - EXECUTION

3.0 EXAMINATION
Examine surfaces to which work will be applied and immediately notify landscape architect in writing if site is not in proper condition for Contractor to perform his duties under the terms of this contract.

3.1 PROTECTION
A. Locate identify, and mark all known utilities in area of the work. Take reasonable care to avoid damages or hazards.
B. Damage caused by Contractor's work will be repaired to Owner's satisfaction at Contractor's expense.
C. Document any damage to work caused by other trades. Immediately bring costs to Owner's attention and quickly repair at Owner's expense, as directed.

3.2 PREPARATION
A. Surface Preparation. Stake out each run of pipes, each head, and each valve.
B. Test control wire for continuity before unreeling for installation.

3.3 INSTALLATION
A. Keep pipe interior clean and dry at all times.
B. Ensure a square cut at all joints and ream ends to a smooth finish, inside and out.
C. Lay all runs greater than 100 feet from side to side on trench bottom in serpentine pattern.
D. Support all pipe with clean, compact soil.
E. Backfill and compact to original soil.
F. Set heads plumb and flush with top of sod or mulch.
G. For lateral lines flush all debris from lines. Open valve and screw on one head at a time, starting at valve and continuing to the end. Ensure that lines are watertight.

3.4 TOLERANCES
A. Main line and drive crossings shall have 18 inches minimum cover.
B. Lateral lines shall have 12 inches minimum cover.
C. All heads shall be 4 inches minimum from walks, drives, or curbs.
D. All pop-up heads and valve boxes shall be installed with top flush with grade.
E. All heads shall be installed plumb.

3.5
FIELD TESTS
Apply 100 psi hydrostatic pressure to main lines for 120 minutes. If a leak is found, repair and retest until satisfactory.

3.6 ADJUSTMENTS
A. Adjust sprinkler patterns and radius. Ensure uniform and sufficient coverage for optimum plant growth.
B. No heads shall be allowed to spray walls, fences, walks, or drives.
C. Set times to operate as appropriate for season, soil type, drainage, and plant requirements.

3.7 FIELD QUALITY CONTROL
A. Landscape architect or Owner may conduct periodic inspections to determine that the terms of this contract are fulfilled.
B. Contractor will be expected to participate with Owner in final inspection to review project for conformance to the contract. Items to be reviewed include, type, quantities, sizes, locations, dimensions, and quality of materials and workmanship.
C. The Contractor shall keep the premises free from accumulations of waste materials or rubbish caused by his employees or work at all times.

END OF SECTION

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PRINT DATE: 20-Jan-25
DRAWING SIZE: 24" X 36"

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Key Map:

Owner:
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PROJECT NAME
COLUMBIA, TN

CODE MINIMUM
IRRIGATION NOTES

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Drawn By: KS	Designed By: JS
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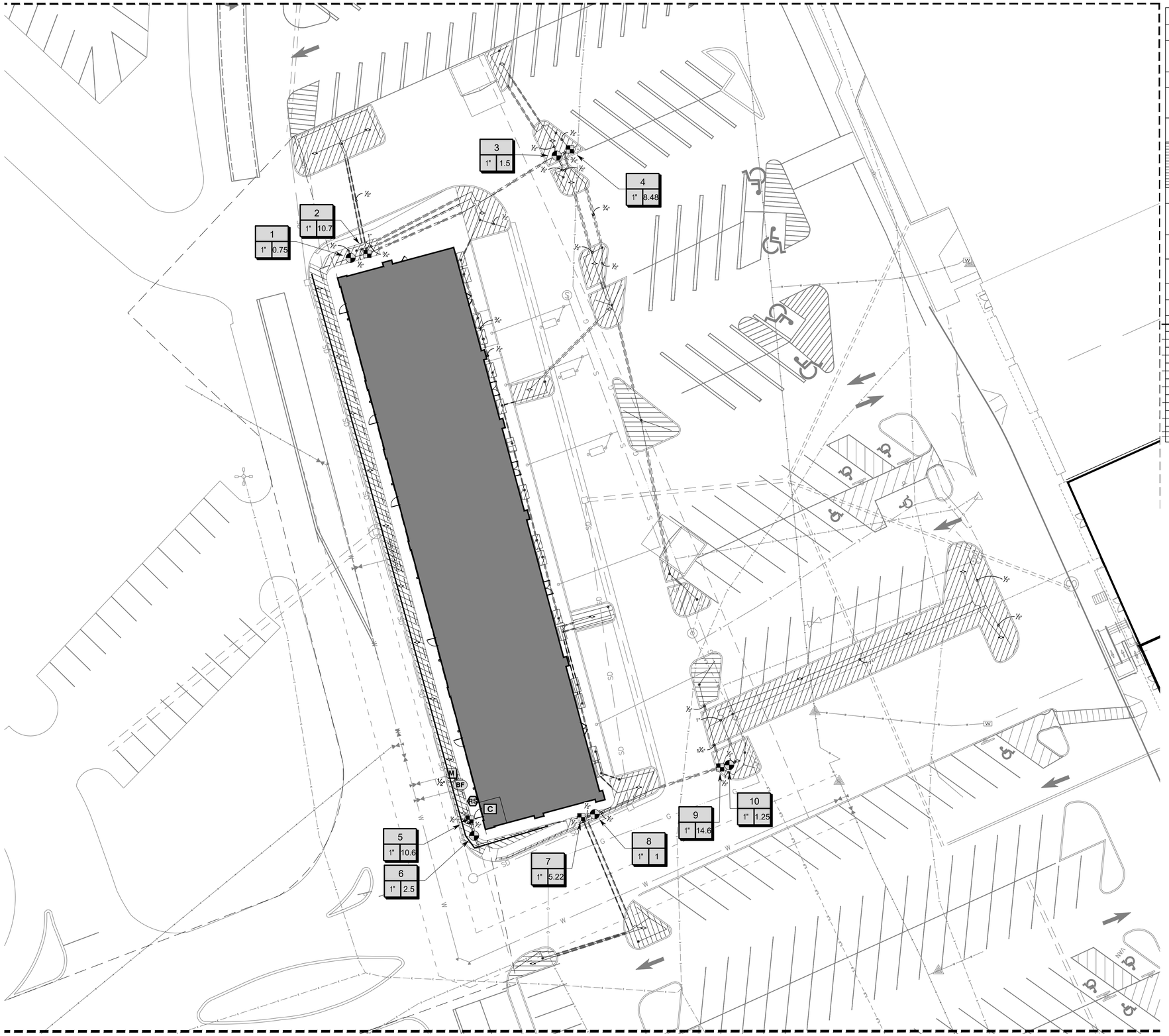
Sheet Number: IR-00



IRRIGATION LEGEND

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
0.25 0.50	Hunter RZWS-10 10in. long RZWS with installed .25 gpm or .50 gpm bubbler options, internal plumbing, and 1/2in. swing joint for connection to 1/2in. pipe

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Hunter ICZ-101-40 1" Drip Control Zone Kit. 1in. ICV Globe Valve with 1in. HY100 filter system. Pressure Regulation: 40psi. Flow Range: 2 GPM to 20 GPM. 150 mesh stainless steel screen.
	Pipe Transition Point above grade Pipe transition point from PVC lateral to drip tubing with riser to above grade installation.
	Area to Receive Dripline Hunter HDL-09-24-R HDL-09-24-R: Hunter Dripline with 0.9 GPH flow. Light brown tubing with purple striping. Emitters at 24" O.C. Dripline laterals spaced at 24" apart, with emitters offset for triangular pattern. Install with Hunter PLD barbed or PLD-LOC fittings.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Hunter PGV-101G 1" 1in. Plastic Electric Remote Control Valve, for Residential/Light Commercial Use. Female NPT Inlet/Outlet. Globe Configuration, With Flow Control.
BF	United Backflow Solutions, Inc. DC-500 2" 3/4in., 1in., 1-1/2in., and 2in. Shut-Off Valves. Reinforced Nylon Composite.
C	Hunter HPC-400 w/ (1) PCM 300 Module 4 Station with (1) PCM 300 Module Outdoor Wi-Fi enabled, full-functioning controller with touchscreen. Plastic Cabinet
RS	Hunter MINI-CLIK Rain Sensor, mount as noted
M	Water Meter 2"
	Irrigation Lateral Line: PVC Class 200 SDR 21
	Irrigation Lateral Line: PVC Class 200 SDR 21 1/2"
	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4"
	Irrigation Lateral Line: PVC Class 200 SDR 21 1"
	Irrigation Lateral Line: PVC Class 200 SDR 21 1 1/4"
	Irrigation Mainline: PVC Class 200 SDR 21
	Irrigation Mainline: PVC Class 200 SDR 21 1/2"
	Pipe Sleeve: PVC Schedule 40

NORTH

0 10' 20' 40'

SCALE: 1" = 20'-0"

Designed By:

INNOVATIONS DESIGN GROUP

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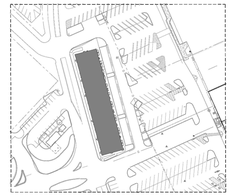
Key Map:



Owner:

HIGHLAND CAPITAL

PROJECT NAME
COLUMBIA, TN

CODE MINIMUM
IRRIGATION PLAN

Rev:	Date:	Description:	By:
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Date: 2025-01-20	Scale: SEE PLAN
Drawn By: KS	Designed By: JS
Approved By: JS	Project No: 25006

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REGISTERED ARCHITECT
AGRICULTURE
TEXAS LANDSCAPE ARCHITECT
01/20/2025

Sheet Number:

IR-01

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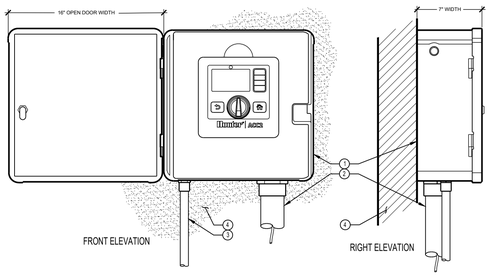


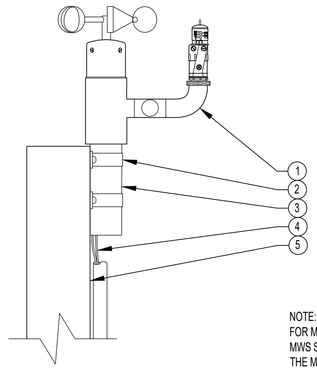
LEGEND:

1. IRRIGATION CONTROLLER
2. IRRIGATION CONTROL WIRE IN CONDUIT SIZE AND TYPE PER LOCAL CODES
3. ELECTRICAL SUPPLY CONDUIT CONNECT TO POWER SOURCE, J-BOX INSIDE CONTROLLER
4. ADJACENT SURFACE TO MOUNT CONTROLLER PER PLAN

NOTE:
MOUNT CONTROLLER LCD SCREEN AT EYE LEVEL, CONTROLLER SHALL BE HARD-WIRED TO GROUNDED 110 VAC POWER SOURCE

1 Irrigation Controller

Scale: N.T.S.



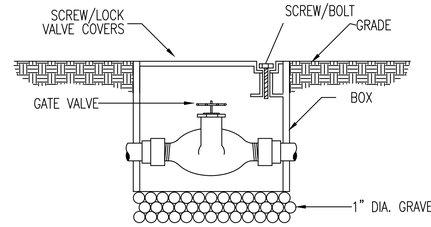
LEGEND:

1. MINI WEATHER STATION
2. CONDUIT CLAMPS
3. 2" PIPE
4. RUN LEAD WIRES TO CONTROLLER
5. POST OR SUITABLE MOUNTING SURFACE

NOTE:
FOR MOST ACCURATE TEMPERATURE SENSING, ROTATE THE MWS SO THAT THE THERMOSTAT PORTION POINTS NORTH. THE MWS IS DESIGNED TO MOUNT ON A POST OF 2" PIPE, ANY COMBINATION OF PIPE AND FITTINGS MAY BE USED.

2 Mini Weather Station

Scale: N.T.S.

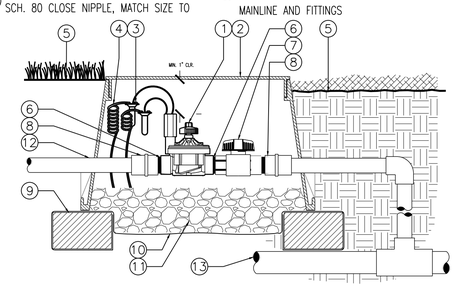


3 Gate Valve

Scale: N.T.S.

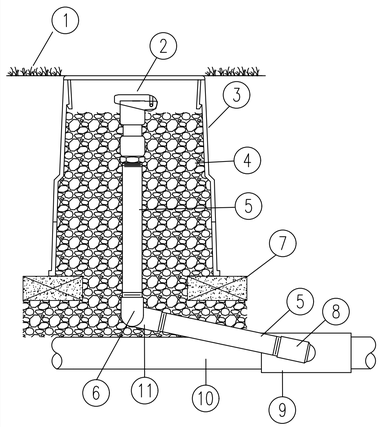
LEGEND

1. HUNTER REMOTE CONTROL VALVE (ICV) WITH FLOW CONTROL
2. IRRIGATION VALVE BOX: HEAT STAMP LID WITH 'RCV' IN 2" LETTERS
3. WATERPROOF CONNECTORS (2)
4. 18"–24" COILED WIRE TO CONTROLLER
5. FINISH GRADE AT ADJACENT SURFACE (TURF OR MULCH)
6. SCH. 80 CLOSE NIPPLE, MATCH SIZE TO
7. VALVE
8. ISOLATION VALVE, SIZE AND TYPE PER PLAN
9. PVC SLIP X FPT ADAPTOR
10. BRICK SUPPORTS (4)
11. FILTER FABRIC – WRAP TWICE AROUND BRICK SUPPORTS
12. 3/4" WASHED GRAVEL – 4" MIN. DEPTH
13. IRRIGATION LATERAL
    MAINLINE AND FITTINGS



4 Remote Control Valve

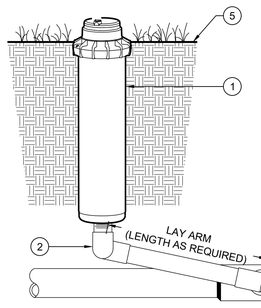
Scale: N.T.S.



1. FINISH GRADE
2. QUICK–COUPLING VALVE
   ONE–PIECE BODY WITH 3/4 INCH INLET AND 3/4 INCH KEY OUTLET
3. VALVE BOX WITH COVER
4. 3/4" MINUS WASHED GRAVEL
5. PVC SCH 80 NIPPLE–3/4"
   (LENGTH AS REQUIRED)
6. PVC SCH 40 STREET ELL–3/4"
7. BRICK SUPPORTS (2)
8. PVC SCH 40 STREET ELL–3/4"
9. PVC SCH 40
   TEE OR ELL X 3/4"
10. PVC MAINLINE PIPE
11. PVC SCH 40 ELL–3/4"

5 Quick Coupler Valve

Scale: N.T.S.

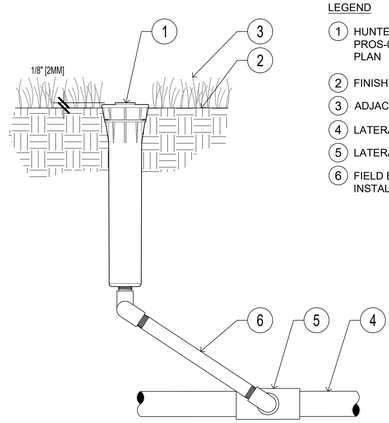


DETAIL LEGEND:

1. HUNTER PGP 6" POP-UP ROTOR
2. SWING JOINT ASSEMBLY: HUNTER HSJ SERIES,
   1" [25 mm] MODELS: HSJ-1-32-212 OR HSJ-1-65-212
   1½" [40 mm] MODELS: HSJ-3-32-212 OR HSJ-3-65-212
   (REFER TO HUNTER CATALOG FOR OPTIONS).
   INSTALL AS FOLLOWS:
   A. HAND TIGHTEN O-RING JOINTS, BACK-OFF ONE FULL TURN TO ALLOW FOR SWING ACTION.
   B. INSTALL SWING JOINT LAY ARM AT 30°- 45° ANGLE TO THE LATERAL.
3. LATERAL TEE OR ELL CONNECTION PER LATERAL LINE FITTING SPECIFICATIONS.
4. LATERAL PIPE PER LATERAL LINE SPECIFICATIONS. SOIL DEPTH AS SPECIFIED.
5. FINISH GRADE

6 Rotor Head

Scale: N.T.S.

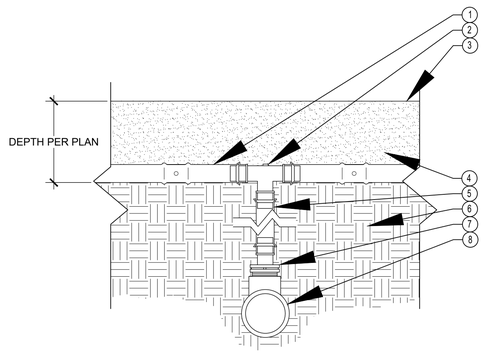


LEGEND

1. HUNTER POP-UP BODY PROS-06: NOZZLE AND CAP PER PLAN
2. FINISHED GRADE
3. ADJACENT LANDSCAPE
4. LATERAL PIPE PER PLAN
5. LATERAL FITTING PER PLAN
6. FIELD BUILT SWING ARM (PER INSTALLING CONTRACTOR)

7 Spray Head

Scale: N.T.S.



LEGEND:

1. HUNTER DRIPLINE (HDL) PER PLAN
2. PLD OR PLD-LOC FITTING
3. FINISHED GRADE
4. MULCH (AS SPECIFIED)
5. HDL RISER - LENGTH AS REQUIRED
6. SOIL
7. PLD OR PLD-LOC FITTING
8. PVC SUPPLY HEADER - SIZE PER PLAN

8 Drip Line

Scale: N.T.S.

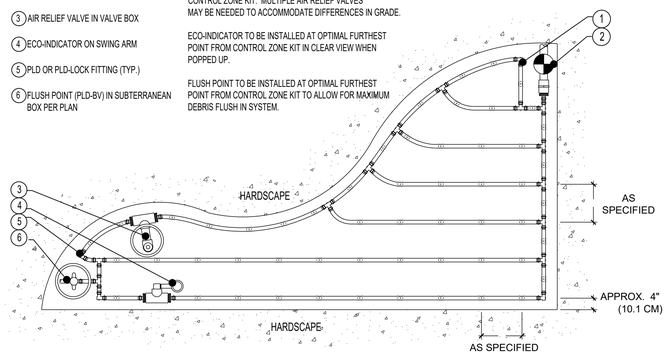
LEGEND:

1. HUNTER DRIPLINE PER PLAN
2. DRIP CONTROL ZONE KIT PER PLAN
3. AIR RELIEF VALVE IN VALVE BOX
4. ECO-INDICATOR ON SWING ARM
5. PLD OR PLD-LOCK FITTING (TYP.)
6. FLUSH POINT (PLD-BV) IN SUBTERRANEAN BOX PER PLAN

NOTES
AIR RELIEF VALVE (PLD-AVR) INSTALLED IN VALVE BOX AT OPTIMAL HIGHEST POINT FROM CONTROL ZONE KIT. MULTIPLE AIR RELIEF VALVES MAY BE NEEDED TO ACCOMMODATE DIFFERENCES IN GRADE.

ECO-INDICATOR TO BE INSTALLED AT OPTIMAL FURTHEST POINT FROM CONTROL ZONE KIT IN CLEAR VIEW WHEN POPPED UP.

FLUSH POINT TO BE INSTALLED AT OPTIMAL FURTHEST POINT FROM CONTROL ZONE KIT TO ALLOW FOR MAXIMUM DEBRIS FLUSH IN SYSTEM.



9 Drip Line

Scale: N.T.S.

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Key Map:

Owner:
HIGHLAND CAPITAL

PROJECT NAME
COLUMBIA, TN

CODE MINIMUM
IRRIGATION DETAILS

Rev:	Date:	Description:	By:	
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Approved By: JS	Project No: 25006
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F i s c h b a c h
Transportation Group, LLC
Traffic Engineering and Planning

Traffic Impact Study

Columbia Mall Outparcel
800 S. James Campbell Boulevard
Columbia, TN

Prepared February 2025
For Highland Capital

FTG, LLC
P.O. Box 682736
Franklin, TN 37068
(615) 771-8022 phone
Gillian@FTGtraffic.com

Traffic Impact Study

Columbia Mall Outparcel

800 S. James Campbell Boulevard
Columbia, Tennessee

Prepared February 2025

PREPARED FOR:
Highland Capital
600 12th Avenue, S., Unit 816
Nashville, TN 37203



PREPARED BY:
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1. INTRODUCTION

This traffic study has been prepared in order to identify the traffic impacts of a retail building that is proposed to be constructed in the existing parking lot of the Columbia Powersports Supercenter on S. James Campbell Boulevard in Columbia, Tennessee.

For the purposes of this study, existing and background traffic volumes were established, and capacity analyses were conducted for these conditions. Also, trip generation calculations were performed, and the trips which are expected to be generated by the proposed project were distributed to the roadway system and added to the background traffic volumes. The roadways and intersections which provide access to the site were then re-evaluated to determine the traffic impacts of the proposed project. Access needs for the project were evaluated, and the necessary roadway and/or traffic control improvements were identified. This report presents the results of these analyses and the subsequent recommendations.

2. PROJECT DESCRIPTION

The location of the proposed project is shown in Figure 1. As shown, the project site is located i in the existing parking lot of the Columbia Powersports Supercenter on S. James Campbell Boulevard in Columbia, Tennessee. The developer of the proposed project plans to construct a building with 6,150 sq.ft. of retail space and 6,000 sq.ft. of restaurant space. Access to the project will be provided by the existing infrastructure that is provided for Columbia Powersports Supercenter, which was originally constructed as a shopping mall.

The current site plan for the proposed project is shown in Figure 2. In large part, economic and market considerations will dictate the pace and timing with which the proposed project is actually completed. For the purposes of this study, it was assumed that the proposed project will be completed within one year.

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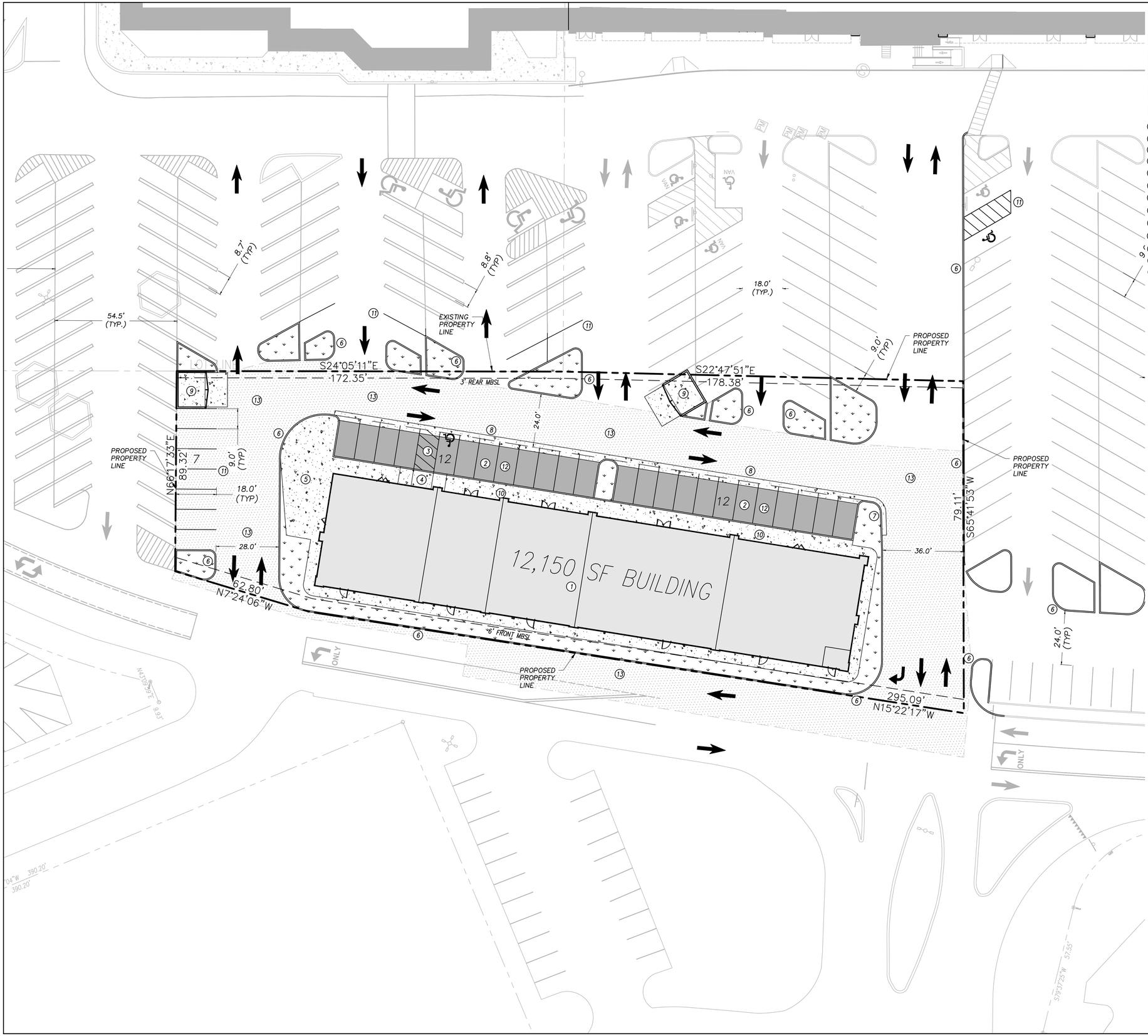
N

No Scale

Figure 1.
Location of the Proposed Project Site



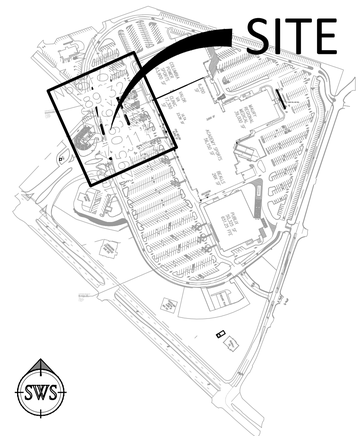
SITE LEGEND

- ASPHALT
- MILL AND OVERLAY ASPHALT
- BUILDING
- CONCRETE
- LANDSCAPING

1. PROPOSED BUILDING
2. 9'X18' PARKING SPACE
3. ADA PARKING SPACE, #1/C5.00
4. ADA CURB RAMP
5. CONCRETE PATIO AREA
6. CONCRETE CURB, #4/C5.00
7. CONCRETE CURB AND GUTTER, #4/C5.00
8. CONCRETE VALLEY GUTTER, #5/C5.00
9. DUMPSTER ENCLOSURE, #3/C5.00
10. CONCRETE WALKWAY, #6/C5.00
11. PARKING SPACE STRIPING
12. ASPHALT PAVING, #2/C5.00
13. MILL AND OVERLAY ASPHALT PAVING, #2/C5.00

SITE DATA TABLE

PROPOSED LAND USE:	12,500 SF RETAIL BUILDING
ZONE:	CD4C
ACREAGE:	0.99 ACRES –43,326 SF
DENSITY ALLOWED:	24 DU UNITS PER ACRE – 24 UNITS
DENSITY PROPOSED:	5 UNITS PER ACRE – 5 UNITS
MAX BLOCK PERIMETER :	2400 FT
BLOCK PERIMETER PROPOSED:	950 FT
PRINCIPAL BUILDING:	1 MAX
PRINCIPAL BUILDING PROPOSED:	1
ACCESSORY BUILDINGS ALLOWED:	1
ACCESSORY BUILDINGS PROPOSED:	0
LOT WIDTH MAX (COMMERCIAL):	600 FT
LOT WIDTH PROPOSED:	355 FT
FRONTAGE BUILDOUT (COMMERCIAL):	40%
FRONTAGE BUILDOUT PROPOSED:	240/355 = 67%
EXISTING IMPERVIOUS SURFACE:	100%
IMPERVIOUS SURFACE PROPOSED:	88.7%
BUILDING SITE ENFRONTMENT:	PRIVATE RING ROAD
BUILDING SITE ACCESS:	ACCESS EASMENTS THROUGH PRIVATE RING ROAD/ACCESS TO JAMES CAMPBELL AND BROOKMEADE DRIVE
FRONT SETBACK:	6FT, 11FT PROVIDED
SIDE SETBACK:	0FT
REAR SETBACK:	3FT, 46FT PROVIDED



SITE KEY

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

20' 10' 0' 20' 40'
SCALE IN FEET
GRAPHIC SCALE 1"=20'

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
504 Autumn Springs Court, Suite A-6
Franklin, TN 37067
615-716-0683
SAN DIEGO - NASHVILLE - PHOENIX - ORLANDO

DATE: 12/10/2024 11:12:17 PM BY: PRESTON AYER
FILE: C:\Users\preston.ayer\DC\ACCDocs\SWS Engineering\2024\Project Files\24-196T\PROD\Construct\Out-Parcel Building
FILE NAME: 24-196T_GP-C1.00 Site Plan.dwg

CITY REVIEW SET, NOT FOR CONSTRUCTION

Tennessee811
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SITE PLAN

DESIGN DOCUMENT SET

OUT PARCEL RETAIL BUILDING

800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C1.00

DATE: 08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA

3. YEAR 2025 EXISTING CONDITIONS

In order to provide data for the traffic impact analysis, traffic volumes were counted in 15-minute increments at the following intersections:

- S. James Campbell Boulevard and Main Access for Columbia Powersports Supercenter
- Shady Brook Street and Access for Columbia Powersports Supercenter
- Mall Ring Road and Connector to S. James Campbell Boulevard
- Mall Ring Road and Connector to Shady Brook Street

The existing laneage and traffic control at the intersections within the study area are shown in Figure 3.

The count data was collected from 6:00 AM – 7:00 PM on typical weekdays in late January and early February 2025 when schools were in session. The raw traffic volumes are included in Appendix A and are shown in Figure 4. It is important to note that the traffic at the intersections on the Mall Ring Road does not demonstrate clear peak hours similar to those on S. James Campbell Boulevard and Shady Brook Street. Therefore, for the purposes of this study, the peak hours were considered to be consistent with those on S. James Campbell Boulevard and Shady Brook Street, and then certain turning movements were increased as needed to show balanced traffic flows between adjacent intersections.

Using the existing peak hour traffic volumes shown in Figure 4, capacity analyses were conducted for the intersections studied. Specifically, in order to identify current peak hour levels of operation within the study area, the capacity calculations were performed according to the methods outlined in the Highway Capacity Manual 7 (HCM 7). These analyses result in the determination of a Level of Service (LOS), which is a measure of evaluation is used to describe how well an intersection or roadway operates. LOS A represents free flow traffic operations, and LOS F suggests that the traffic demand exceeds the available capacity. In an urbanized area, LOS D is typically considered to be the minimum acceptable LOS. Table 1 presents the descriptions of LOS for signalized intersections, and Table 2 presents the descriptions of LOS for unsignalized intersections.

The results of the capacity analyses for the existing peak hour traffic volumes are shown in Table 3, and Appendix B includes the capacity analyses worksheets. These analyses indicate the following:

S. James Campbell Boulevard and Main Access for Columbia Powersports Supercenter
This signalized intersection operates at LOS A during both peak hours.

Shady Brook Street and Access for Columbia Powersports Supercenter
At this unsignalized intersection, which is controlled by an all-way stop installation, all of the critical turning movements currently operate at LOS B or better during both peak hours.

Mall Ring Road and Connector to S. James Campbell Boulevard
At this unsignalized intersection, all of the critical turning movements currently operate at LOS A during both peak hours.

Mall Ring Road and Connector to Shady Brook Street
At this unsignalized intersection, all of the critical turning movements currently operate at LOS A during both peak hours.

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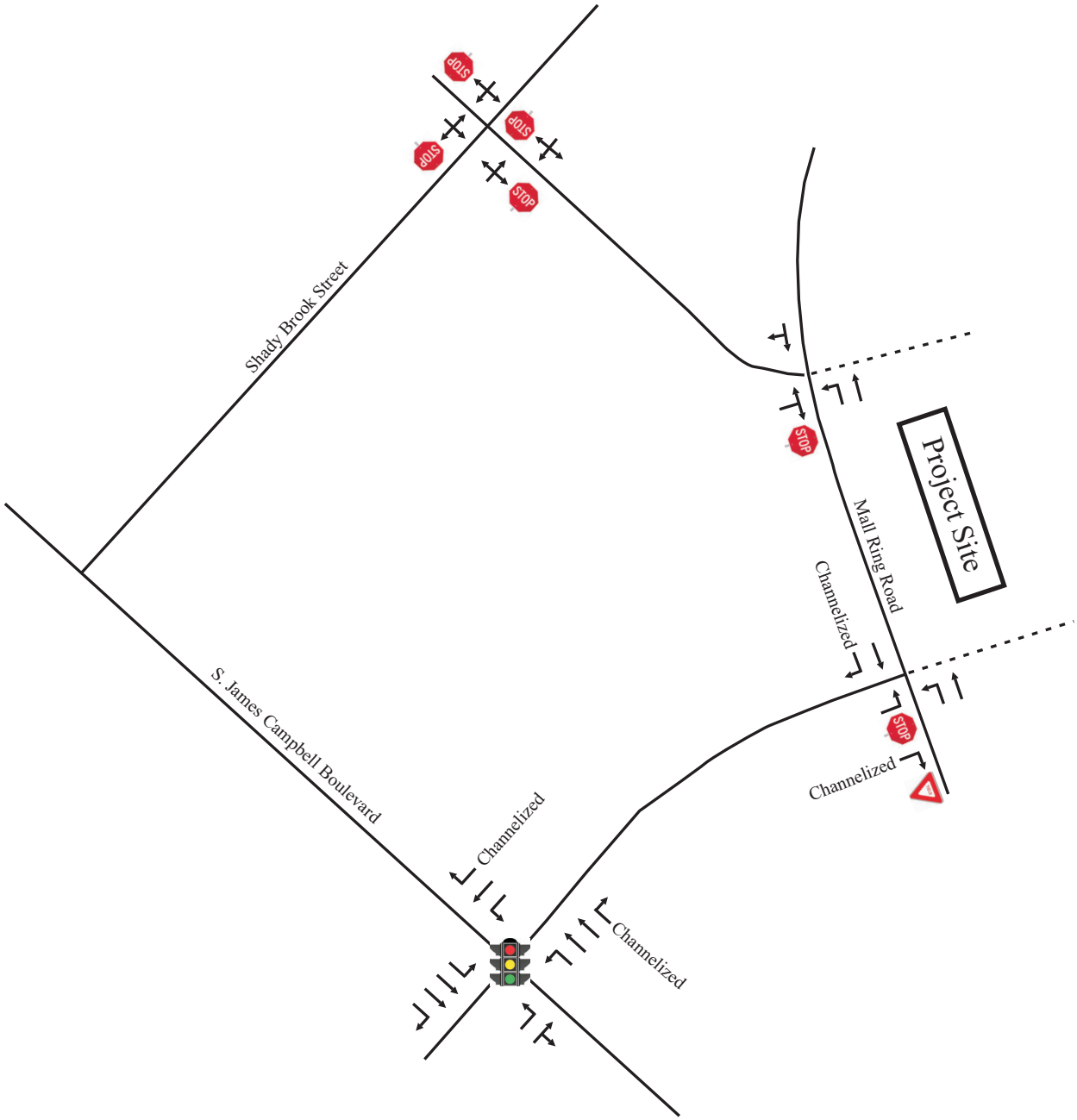

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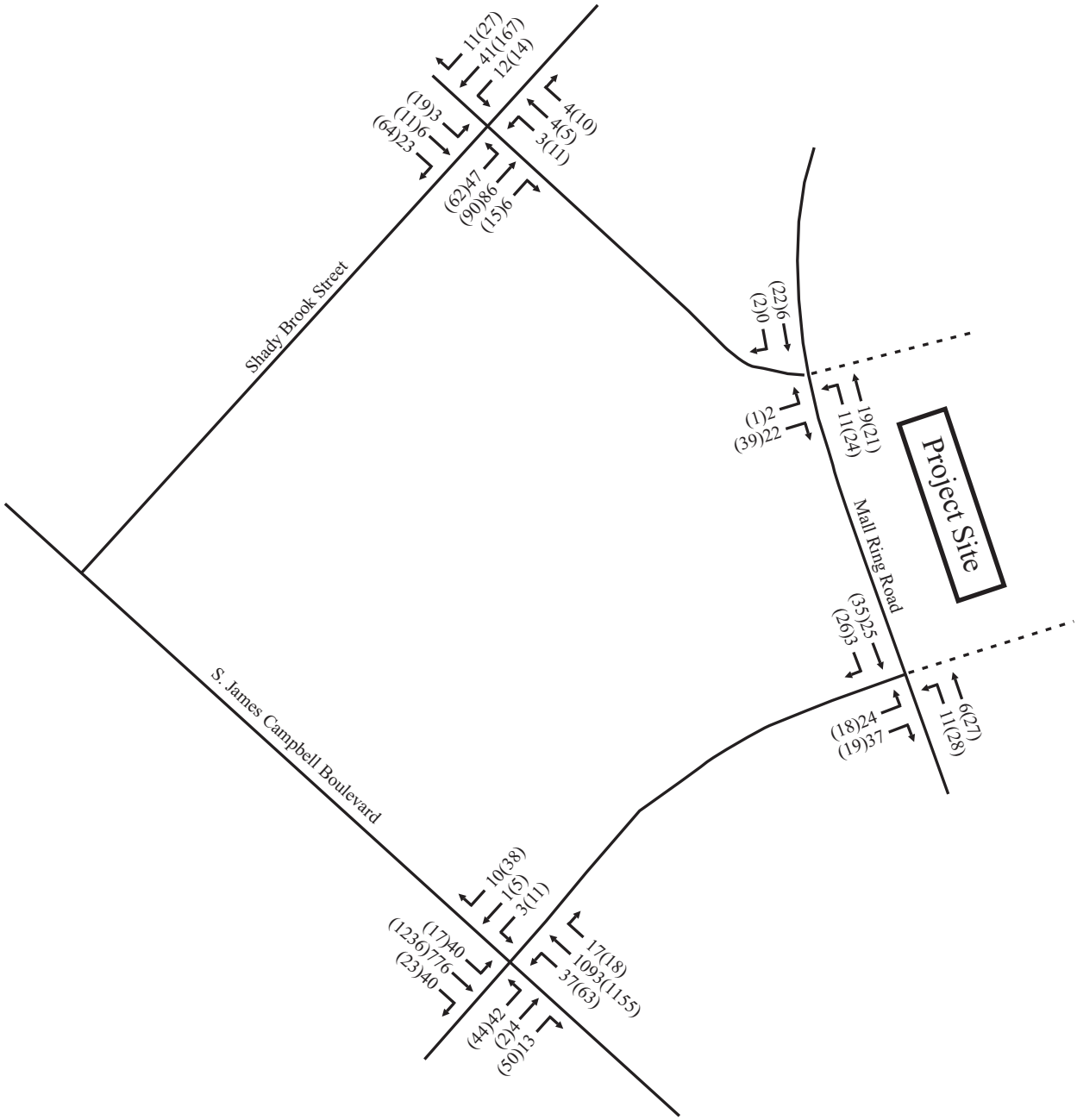
XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes

Figure 3.
Existing Laneage and Traffic Control

Fischbach
Transportation Group, LLC
Traffic Engineering and Planning



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No Scale

XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes

Figure 4.
Existing Year 2025 Peak Hour Traffic Volumes

TABLE 1. DESCRIPTIONS OF LOS FOR SIGNALIZED INTERSECTIONS

Level of Service	Description	Average Control Delay per Vehicle (sec)
A	Operations with very low control delay. Progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	≤ 10
B	Operations with stable flows. This generally occurs with good progression, short cycle lengths, or both. More vehicles stop than for LOS A, causing higher levels of average delay.	> 10 and ≤ 20
C	Operations with stable flow. Occurs with fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	> 20 and ≤ 35
D	Approaching unstable flow. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop.	> 35 and ≤ 55
E	Unstable flow. In many cases, this is considered to be the limit for acceptable delay. These high delays generally indicate poor progression, long cycle lengths, and high v/c ratios.	> 55 and ≤ 80
F	Unacceptable delay. This condition often occurs with oversaturation or with high v/c ratios. Poor progression and long cycle lengths may also cause such delay levels.	> 80

Source: Highway Capacity Manual 7 (HCM 7)

TABLE 2. DESCRIPTIONS OF LOS FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Description	Average Control Delay (sec/veh)
A	Minimal delay	≤ 10
B	Brief delay	> 10 and ≤ 15
C	Average delay	> 15 and ≤ 25
D	Significant delay	> 25 and ≤ 35
E	Long delay	> 35 and ≤ 50
F	Extreme delay	> 50

Source: Highway Capacity Manual 7 (HCM 7)

TABLE 3. YEAR 2025 EXISTING PEAK HOUR LEVELS OF SERVICE

INTERSECTION	TURNING MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
		LEVEL OF SERVICE	95TH %-ILE QUEUE	LEVEL OF SERVICE	95TH %-ILE QUEUE
S. James Campbell Boulevard and Signalized Access for Columbia Powersports Supercenter	Eastbound Left Turns	LOS E	3 veh (56 sec/veh)	LOS E	2 veh (55 sec/veh)
	Eastbound Thrus / Right Turns	LOS D	1 veh (55 sec/veh)	LOS E	3 veh (59 sec/veh)
	Westbound Left Turns	LOS D	1 veh (54 sec/veh)	LOS E	1 veh (57 sec/veh)
	Westbound Thrus	LOS D	1 veh (53 sec/veh)	LOS D	1 veh (53 sec/veh)
	Westbound Right Turns	LOS D	1 veh (53 sec/veh)	LOS D	2 veh (54 sec/veh)
	Northbound Left Turns	LOS A	1 veh (3 sec/veh)	LOS A	1 veh (4 sec/veh)
	Northbound Thrus	LOS A	8 veh (6 sec/veh)	LOS A	7 veh (5 sec/veh)
	Northbound Right Turns	LOS A	1 veh (4 sec/veh)	LOS A	1 veh (3 sec/veh)
	Southbound Left Turns	LOS A	1 veh (4 sec/veh)	LOS A	1 veh (4 sec/veh)
	Southbound Thrus	LOS A	5 veh (5 sec/veh)	LOS A	9 veh (6 sec/veh)
	Southbound Right Turns	LOS A	0 veh (0 sec/veh)	LOS A	0 veh (0 sec/veh)
	OVERALL INTERSECTION	**LOS A (7 sec/veh)**		**LOS A (9 sec/veh)**	
Shady Brook Street and Access for Columbia Powersports Supercenter	Eastbound Turning Movements	LOS A	1 veh (7 sec/veh)	LOS A	1 veh (8 sec/veh)
	Westbound Turning Movements	LOS A	0 veh (7 sec/veh)	LOS A	1 veh (8 sec/veh)
	Northbound Turning Movements	LOS A	1 veh (8 sec/veh)	LOS A	1 veh (9 sec/veh)
	Southbound Turning Movements	LOS B	1 veh (7 sec/veh)	LOS A	1 veh (9 sec/veh)
Mall Ring Road and Connector to S. James Campbell Boulevard	Eastbound Left Turns	LOS A	1 veh (9 sec/veh)	LOS A	1 veh (9 sec/veh)
	Eastbound Right Turns	LOS A	1 veh (9 sec/veh)	LOS A	1 veh (9 sec/veh)
	Northbound Left Turns	LOS A	0 veh (7 sec/veh)	LOS A	1 veh (7 sec/veh)
Mall Ring Road and Connector to Shady Brook Street	Eastbound Left / Right Turns	LOS A	1 veh (9 sec/veh)	LOS A	1 veh (9 sec/veh)
	Northbound Left Turns / Thrus	LOS A	0 veh (7 sec/veh)	LOS A	1 veh (7 sec/veh)

4. YEAR 2025 BACKGROUND TRAFFIC VOLUMES

In order to account for the traffic growth which will occur within the study area even if the proposed project is not constructed, background traffic volumes were established for the intersections within the study area.

Specifically, it is important to note that another commercial project is planned for construction south of the proposed project site. In December 2024, KCI Technologies, Inc. prepared a Traffic Impact Study for a Murphy's USA fueling station and convenience store, and the peak hour traffic volumes generated by this project are shown in Figure 5A and included in Appendix A.

The traffic volumes shown in Figure 5A were added to the existing peak hour traffic volumes, and the final background traffic volumes are shown in Figure 5B. Using the background peak hour traffic volumes, capacity analyses were conducted for the intersections within the study area. For these analyses, it was assumed that the existing laneage and traffic control will be maintained, and no improvements will be provided.

The results of the capacity analyses for the background peak hour traffic volumes are shown in Table 4, and Appendix B includes the capacity analyses worksheets. These analyses indicate the following:

S. James Campbell Boulevard and Main Access for Columbia Powersports Supercenter
This signalized will operate at LOS A during both peak hours.

Shady Brook Street and Access for Columbia Powersports Supercenter
At this unsignalized intersection, which is controlled by an all-way stop installation, all of the critical turning movements will operate at LOS B or better during both peak hours.

Mall Ring Road and Connector to S. James Campbell Boulevard
At this unsignalized intersection, all of the critical turning movements will operate at LOS A during both peak hours.

Mall Ring Road and Connector to Shady Brook Street
At this unsignalized intersection, all of the critical turning movements will operate at LOS A during both peak hours.

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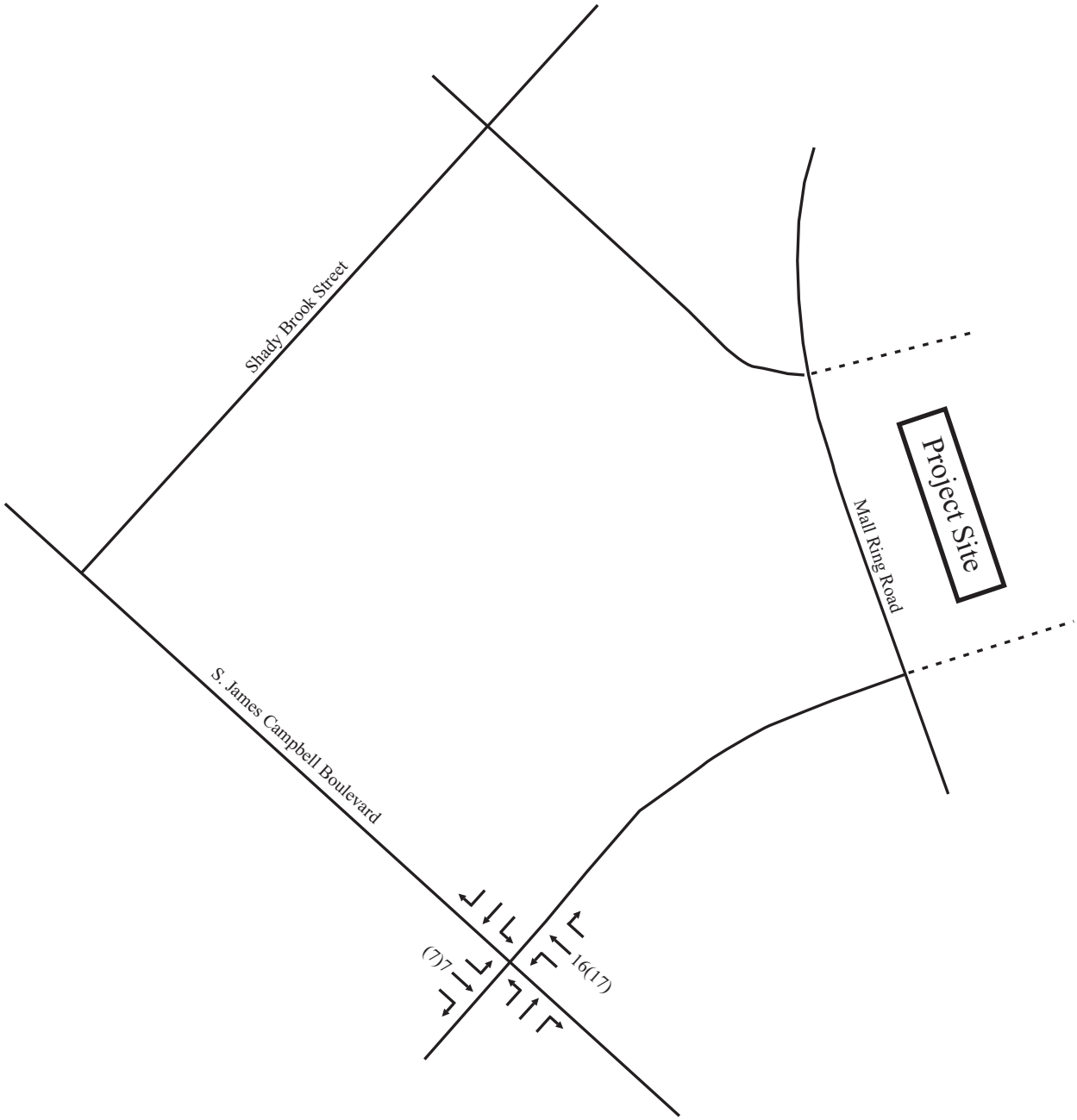
Traffic Engineering and Planning



N

No Scale

XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes

Figure 5A.
Peak Hour Traffic Volumes Generated by the Approved Murphy's USA Project

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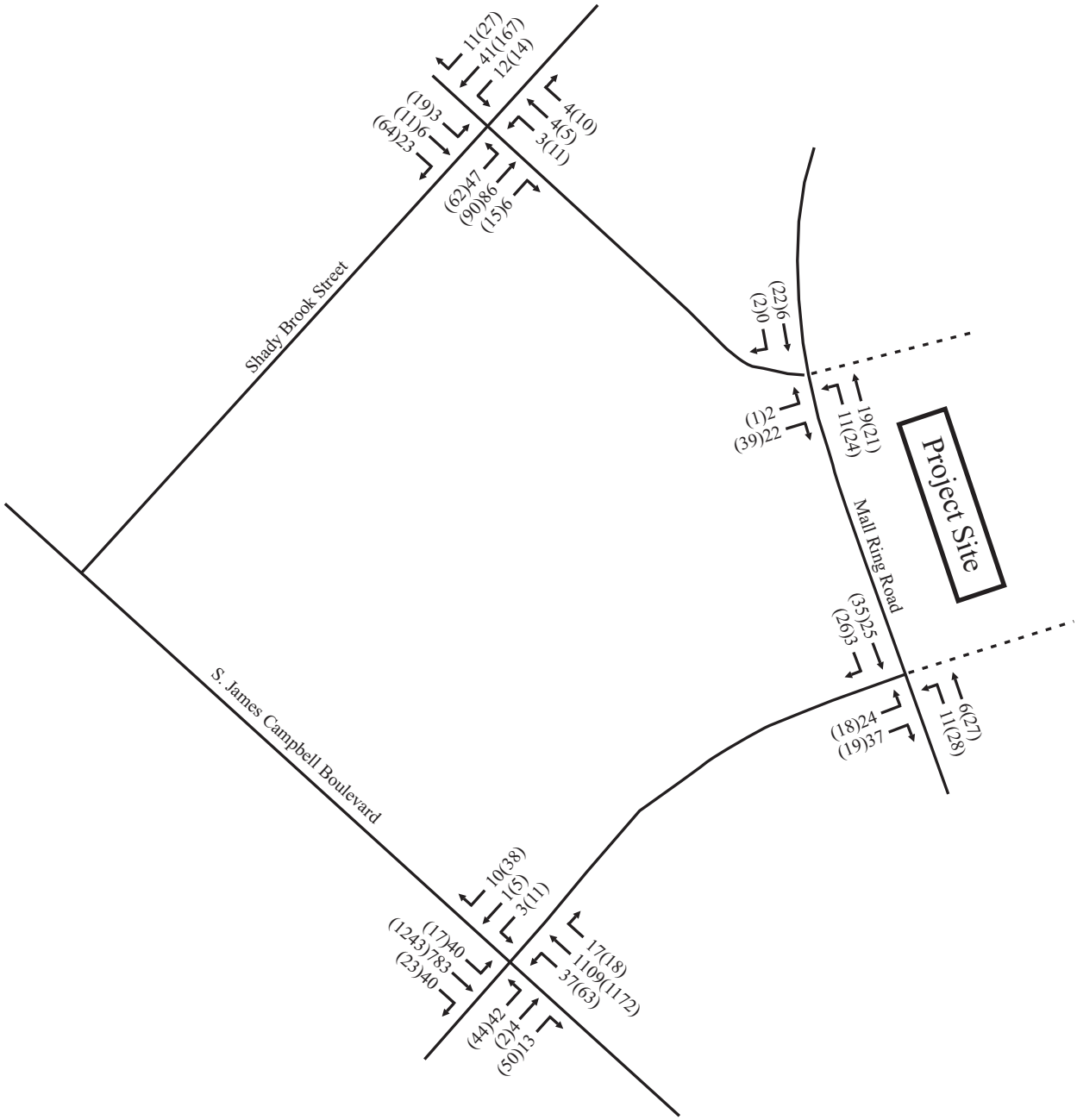
Traffic Engineering and Planning



N

No Scale

XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes

Figure 5B.
Final Year 2025 Background Peak Hour Traffic

TABLE 4. YEAR 2025 BACKGROUND PEAK HOUR LEVELS OF SERVICE

INTERSECTION	TURNING MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
		LEVEL OF SERVICE	95TH %-ILE QUEUE	LEVEL OF SERVICE	95TH %-ILE QUEUE
S. James Campbell Boulevard and Signalized Access for Columbia Powersports Supercenter	Eastbound Left Turns	LOS E	3 veh (56 sec/veh)	LOS E	2 veh (55 sec/veh)
	Eastbound Thrus / Right Turns	LOS D	1 veh (55 sec/veh)	LOS E	3 veh (59 sec/veh)
	Westbound Left Turns	LOS D	1 veh (54 sec/veh)	LOS E	1 veh (57 sec/veh)
	Westbound Thrus	LOS D	1 veh (53 sec/veh)	LOS D	1 veh (53 sec/veh)
	Westbound Right Turns	LOS D	1 veh (53 sec/veh)	LOS D	2 veh (54 sec/veh)
	Northbound Left Turns	LOS A	1 veh (3 sec/veh)	LOS A	1 veh (4 sec/veh)
	Northbound Thrus	LOS A	9 veh (6 sec/veh)	LOS A	7 veh (5 sec/veh)
	Northbound Right Turns	LOS A	1 veh (4 sec/veh)	LOS A	1 veh (3 sec/veh)
	Southbound Left Turns	LOS A	1 veh (4 sec/veh)	LOS A	1 veh (4 sec/veh)
	Southbound Thrus	LOS A	5 veh (5 sec/veh)	LOS A	9 veh (7 sec/veh)
	Southbound Right Turns	LOS A	0 veh (0 sec/veh)	LOS A	0 veh (0 sec/veh)
	OVERALL INTERSECTION	**LOS A (7 sec/veh)**		**LOS A (9 sec/veh)**	
Shady Brook Street and Access for Columbia Powersports Supercenter	Eastbound Turning Movements	LOS A	1 veh (7 sec/veh)	LOS A	1 veh (8 sec/veh)
	Westbound Turning Movements	LOS A	0 veh (7 sec/veh)	LOS A	1 veh (8 sec/veh)
	Northbound Turning Movements	LOS A	1 veh (8 sec/veh)	LOS A	1 veh (9 sec/veh)
	Southbound Turning Movements	LOS B	1 veh (7 sec/veh)	LOS A	1 veh (9 sec/veh)
Mall Ring Road and Connector to S. James Campbell Boulevard	Eastbound Left Turns	LOS A	1 veh (9 sec/veh)	LOS A	1 veh (9 sec/veh)
	Eastbound Right Turns	LOS A	1 veh (9 sec/veh)	LOS A	1 veh (9 sec/veh)
	Northbound Left Turns	LOS A	0 veh (7 sec/veh)	LOS A	1 veh (7 sec/veh)
Mall Ring Road and Connector to Shady Brook Street	Eastbound Left / Right Turns	LOS A	1 veh (9 sec/veh)	LOS A	1 veh (9 sec/veh)
	Northbound Left Turns / Thrus	LOS A	0 veh (7 sec/veh)	LOS A	1 veh (7 sec/veh)

5. IMPACTS OF PROPOSED DEVELOPMENT

5.1 TRIP GENERATION

Trip generation calculations were conducted in order to identify how much traffic will be generated by the proposed project. Trip generation data for daily and peak hour trips were identified from Trip Generation, 11th Edition, which was published by the Institute of Transportation Engineers (ITE) in 2021. Table 5 presents the daily and peak hour trip generations for proposed project, and these calculations are included in Appendix C.

TABLE 5. TRIP GENERATION

LAND USE	SIZE	DAILY TRAFFIC	GENERATED TRAFFIC			
			AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Strip Retail < 40K sq.ft. (LUC 822)	6,150 sq.ft.	490	13	8	28	28
Fast Casual Restaurant (LUC 930)	6,000 sq.ft.	582	4	4	41	34
TOTAL	**12,150 sq.ft.**	**1,072**	**17**	**12**	**69**	**62**

It is important to note that, typically, a portion of the trips generated by commercial developments are captured, or "pass-by" trips from the adjacent street system. For the purposes of this study, it was assumed that none of the site-generated traffic will be pass-by traffic.

Also, studies have shown that, typically, a portion of the trips generated by mixed-use developments are internal to the site. For example, a portion of the vehicles generated by the retail space will also visit the restaurant. However, for the purposes of this study, none of the daily and peak hour traffic volumes were reduced in order to account for internal, shared trips.

5.2 TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

For the purposes of this study, it was estimated that the trips generated by the proposed development will access the project site according to the directional distribution shown in Figure 6. The development of this distribution was based on the following factors:

- existing land use characteristics,
- the directions of approach of the existing traffic,
- the access proposed for the project, and
- the locations of population centers in the area.

The peak hour trip generations and directional distribution were used to add the site-generated trips to the roadway system. Figure 7 includes the peak hour traffic volumes that are expected to be generated by the proposed project.

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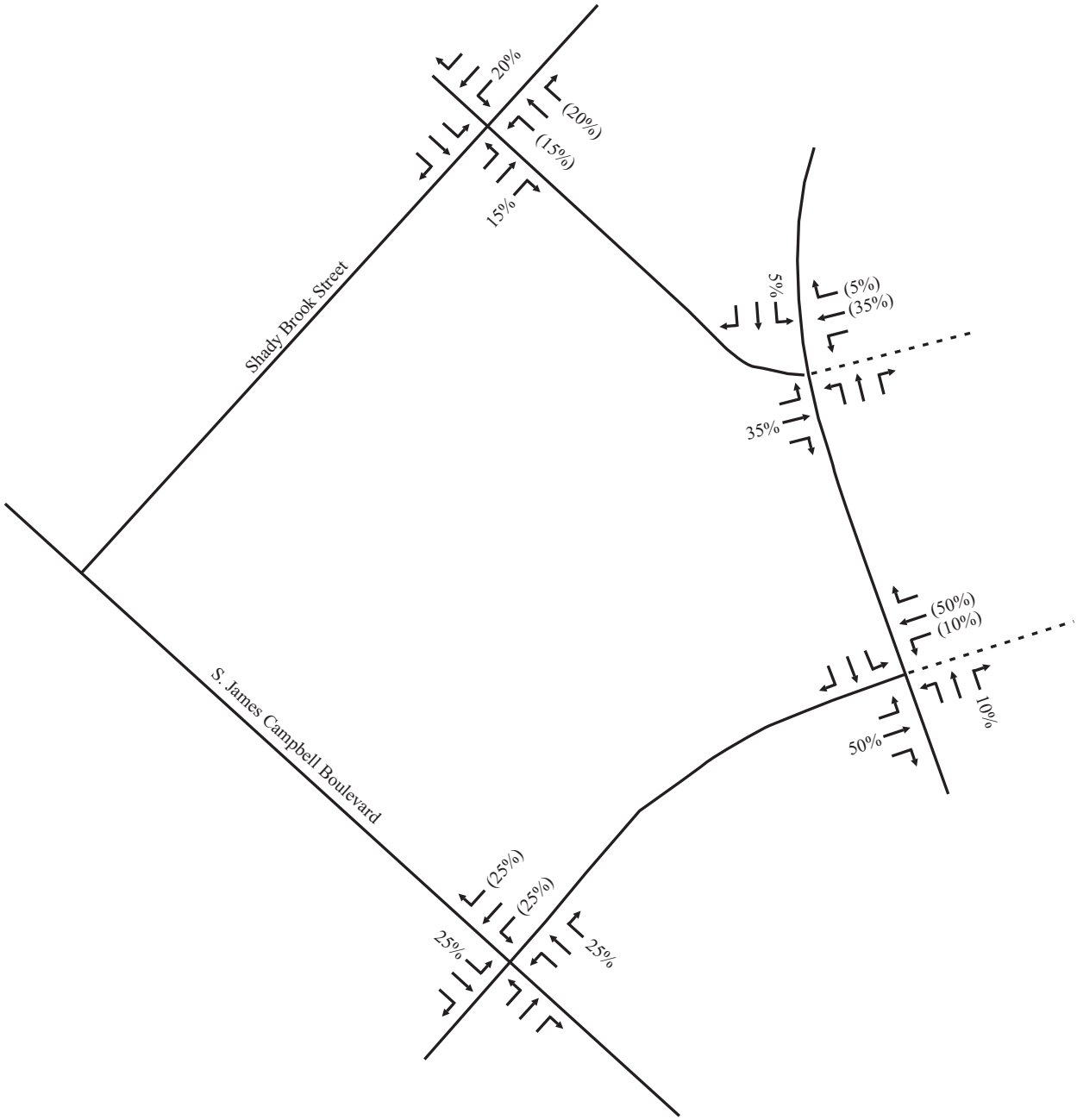

N

No Scale

XX - Entering Volumes
(XX) - Exiting Volumes

Figure 6.
Directional Distribution of Peak Hour Traffic Volumes Generated by the Proposed Project

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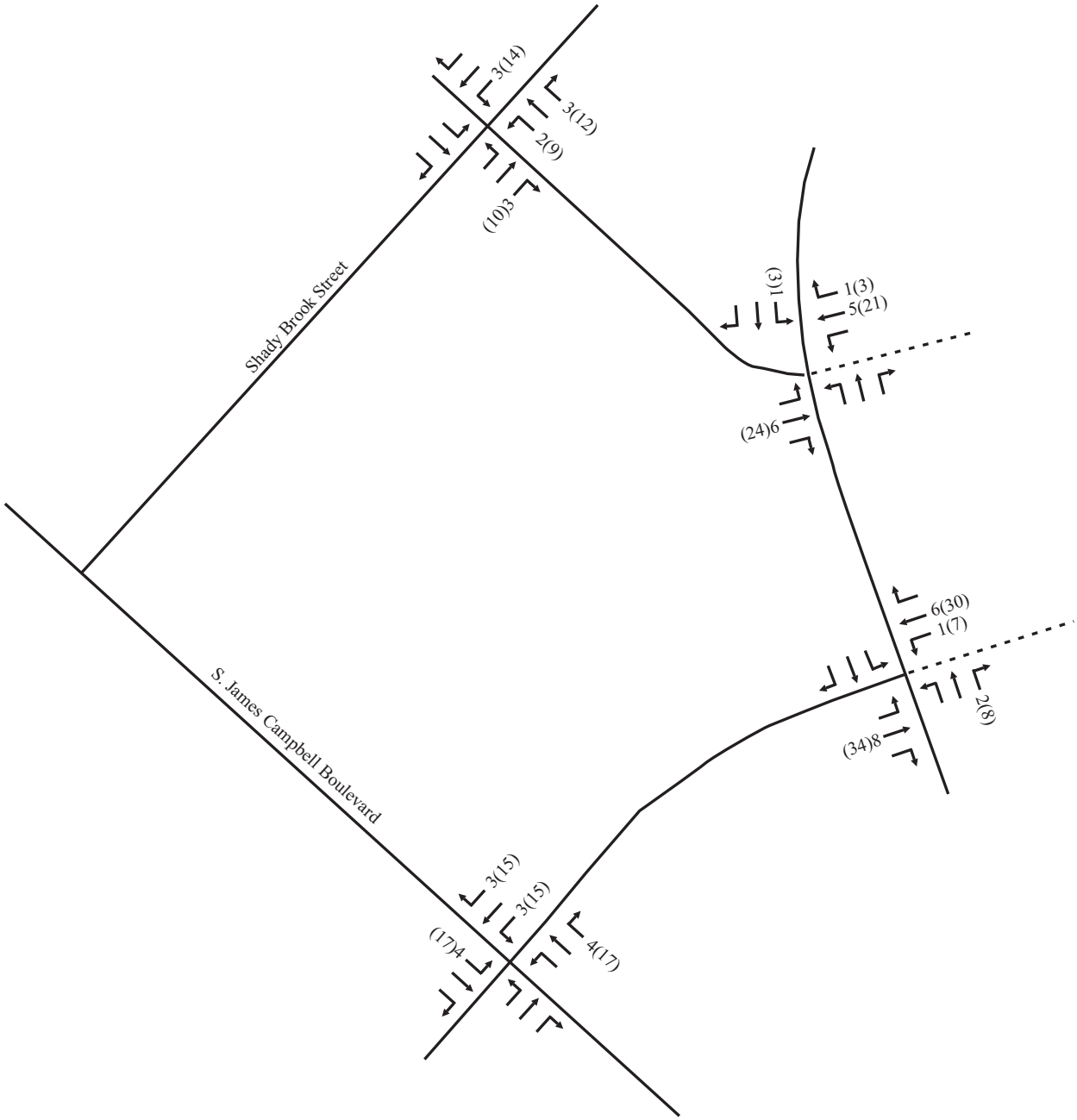
Traffic Engineering and Planning



No Scale

XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes

Figure 7.
Peak Hour Traffic Volumes
Generated by the Proposed Project

5.3 CAPACITY ANALYSES

In order to identify the projected peak hour traffic volumes at the completion of the proposed project, the trips generated by the proposed development were added to the background peak hour traffic volumes within the study area. The resulting peak hour volumes are shown in Figure 8.

Using the total projected peak hour traffic volumes, capacity analyses were conducted in order to determine the impact of the proposed project on the roadway system. Specifically, these capacity analyses were used to evaluate the need for roadway and traffic control improvements within the study area. For these analyses, the following assumptions were made:

- A fourth leg will be provided to the intersection of the mall ring road and the connector to S. James Campbell Boulevard. This driveway will be constructed with one entering lane and one exiting lane.

- A fourth leg will be provided to the intersection of the mall ring road and the connector to Shady Brook Street. This driveway will be constructed with one entering lane and one exiting lane.

- All other laneage and traffic control will be maintained.

The results of the capacity analyses for the total projected peak hour traffic volumes are shown in Table 6, and Appendix B includes the capacity analyses worksheets. These analyses indicate the following:

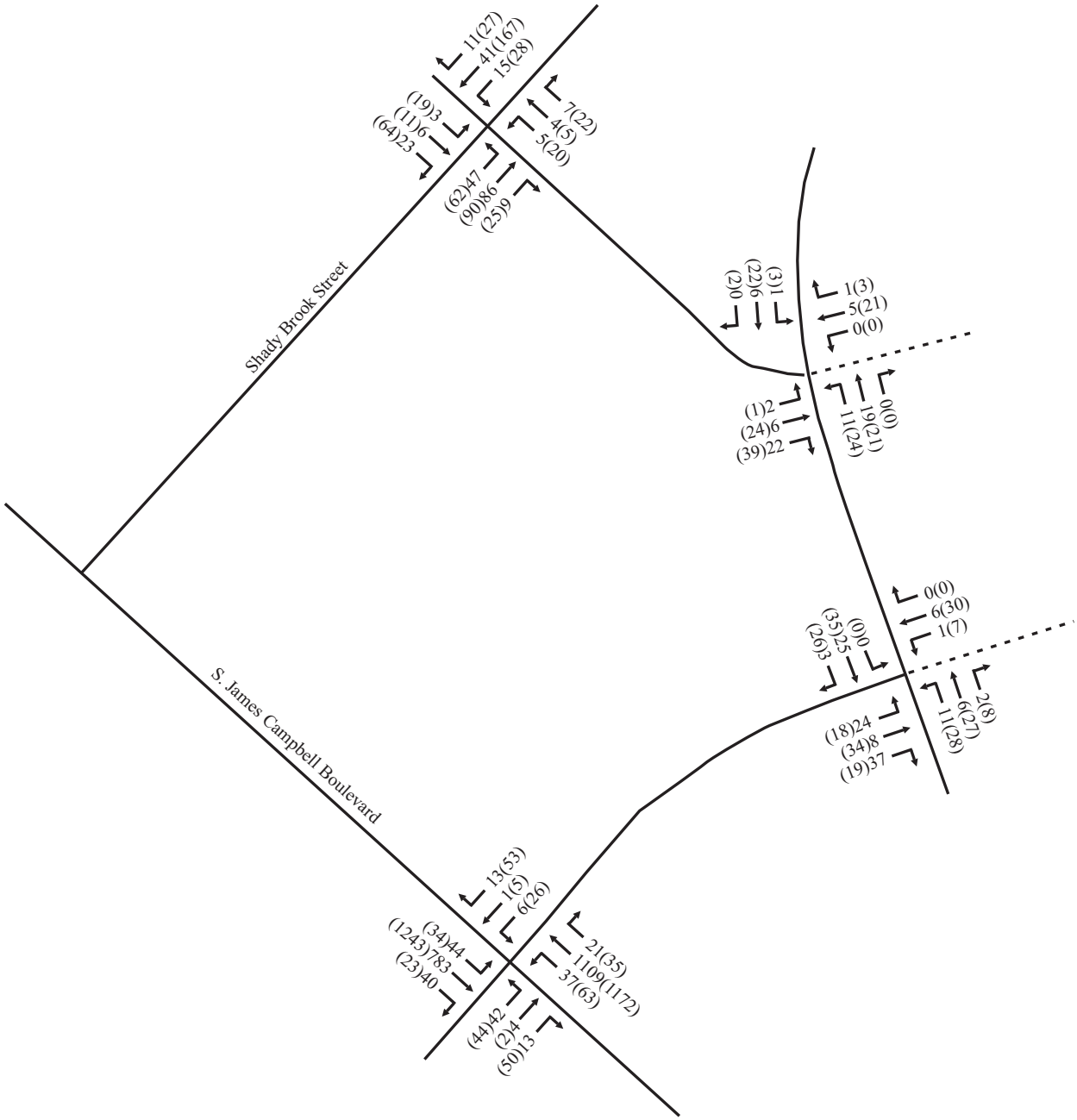
S. James Campbell Boulevard and Main Access for Columbia Powersports Supercenter
This signalized intersection will operate at LOS A during both peak hours.

Shady Brook Street and Access for Columbia Powersports Supercenter
At this unsignalized intersection, which is controlled by an all-way stop installation, all of the critical turning movements will operate at LOS B or better during both peak hours.

Mall Ring Road and Connector to S. James Campbell Boulevard / Project Access
At this unsignalized intersection, all of the critical turning movements will operate at LOS B during both peak hours.

Mall Ring Road and Connector to Shady Brook Street
At this unsignalized intersection, all of the critical turning movements will operate at LOS A during both peak hours.

F i s c h b a c h
Transportation Group, LLC
Traffic Engineering and Planning



N

No Scale

XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes

Figure 8.
Total Projected Peak Hour Traffic Volumes at the Completion of the Proposed Project

TABLE 6. YEAR 2025 TOTAL PEAK HOUR LEVELS OF SERVICE

INTERSECTION	TURNING MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
		LEVEL OF SERVICE	95TH %-ILE QUEUE	LEVEL OF SERVICE	95TH %-ILE QUEUE
S. James Campbell Boulevard and Signalized Access for Columbia Powersports Supercenter	Eastbound Left Turns	LOS E	3 veh (56 sec/veh)	LOS D	2 veh (54 sec/veh)
	Eastbound Thrus / Right Turns	LOS D	1 veh (54 sec/veh)	LOS E	3 veh (57 sec/veh)
	Westbound Left Turns	LOS D	1 veh (54 sec/veh)	LOS E	1 veh (57 sec/veh)
	Westbound Thrus	LOS D	1 veh (53 sec/veh)	LOS D	1 veh (52 sec/veh)
	Westbound Right Turns	LOS D	1 veh (54 sec/veh)	LOS D	3 veh (54 sec/veh)
	Northbound Left Turns	LOS A	1 veh (4 sec/veh)	LOS A	1 veh (5 sec/veh)
	Northbound Thrus	LOS A	9 veh (6 sec/veh)	LOS A	8 veh (6 sec/veh)
	Northbound Right Turns	LOS A	1 veh (4 sec/veh)	LOS A	1 veh (4 sec/veh)
	Southbound Left Turns	LOS A	1 veh (4 sec/veh)	LOS A	1 veh (4 sec/veh)
	Southbound Thrus	LOS A	5 veh (5 sec/veh)	LOS A	9 veh (7 sec/veh)
	Southbound Right Turns	LOS A	0 veh (0 sec/veh)	LOS A	0 veh (0 sec/veh)
	OVERALL INTERSECTION	**LOS A (7 sec/veh)**		**LOS A (10 sec/veh)**	
Shady Brook Street and Access for Columbia Powersports Supercenter	Eastbound Turning Movements	LOS A	1 veh (7 sec/veh)	LOS A	1 veh (8 sec/veh)
	Westbound Turning Movements	LOS A	1 veh (7 sec/veh)	LOS A	1 veh (8 sec/veh)
	Northbound Turning Movements	LOS A	1 veh (8 sec/veh)	LOS A	1 veh (9 sec/veh)
	Southbound Turning Movements	LOS B	1 veh (7 sec/veh)	LOS A	1 veh (10 sec/veh)
Mall Ring Road and Connector to S. James Campbell Boulevard	Eastbound Left Turns / Thrus	LOS A	1 veh (9 sec/veh)	LOS B	1 veh (11 sec/veh)
	Eastbound Right Turns	LOS A	1 veh (9 sec/veh)	LOS A	1 veh (9 sec/veh)
	Westbound Turning Movements	LOS A	0 veh (9 sec/veh)	LOS B	1 veh (10 sec/veh)
	Northbound Left Turns	LOS A	0 veh (7 sec/veh)	LOS A	1 veh (7 sec/veh)
	Southbound Left Turns / Thrus	LOS A	0 veh (7 sec/veh)	LOS A	0 veh (7 sec/veh)

Mall Ring Road and Connector to Shady Brook Street	Eastbound Turning Movements	LOS A	1 veh (9 sec/veh)	LOS A	1 veh (9 sec/veh)
	Westbound Turning Movements	LOS A	0 veh (9 sec/veh)	LOS A	1 veh (10 sec/veh)
	Northbound Left Turns	LOS A	0 veh (7 sec/veh)	LOS A	1 veh (7 sec/veh)
	Southbound Turning Movements	LOS A	0 veh (7 sec/veh)	LOS A	0 veh (7 sec/veh)

6. CONCLUSIONS AND RECOMMENDATIONS

S. James Campbell Boulevard and Main Access for Columbia Powersports Supercenter

The analyses conducted for the purposes of this study indicate that this signalized intersection operates at LOS A during both peak hours with existing, background, and total projected conditions. Also, the projected queue lengths are expected to remain consistent.

Therefore, no laneage or traffic control modifications are recommended at this intersection in conjunction with the proposed project.

Shady Brook Street and Access for Columbia Powersports Supercenter

The analyses conducted for the purposes of this study indicate that all of the critical turning movements at this unsignalized intersection operate at LOS B or better during both peak hours with existing, background, and projected conditions.

Based on these considerations, no laneage or traffic control modifications are recommended at this intersection in conjunction with the proposed project.

Mall Ring Road and Connector to S. James Campbell Boulevard / Project Access

The analyses conducted for the purposes of this study indicate that all of the critical turning movements at this unsignalized intersection operate at LOS B or better during both peak hours with existing, background, and projected conditions.

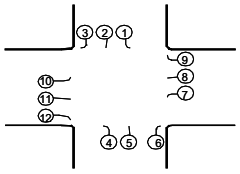
Based on these considerations, a two-lane driveway should be constructed as a fourth leg of this intersection, and a stop sign should be installed on this new leg. No additional laneage or traffic control modifications are recommended at this intersection in conjunction with the proposed project.

Mall Ring Road and Connector to Shady Brook Street

The analyses conducted for the purposes of this study indicate that all of the critical turning movements at this unsignalized intersection operate at LOS A during both peak hours with existing, background, and projected conditions.

Based on these considerations, a two-lane driveway should be constructed as a fourth leg of this intersection, and a stop sign should be installed on this new leg. No additional laneage or traffic control modifications are recommended at this intersection in conjunction with the proposed project.

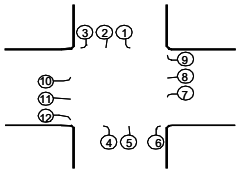
APPENDIX A
EXISTING TRAFFIC COUNTS



INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: James Campbell Blvd and Columbia Mall Access / Retail
DATE: 28-Jan-25 Tue
RECORDER: Burns
NOTES: signalized

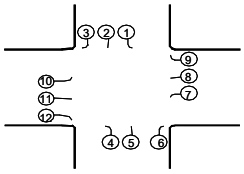
LOCATION	S/B James Campbell Blvd			N/B James Campbell Blvd			W/B Columbia Mall Access			E/B Retail Access				
TIME	1	2	3	4	5	6	7	8	9	10	11	12		
6:00-6:15	1	70	4	3	100					4			974	182
6:15-6:30	3	70	13	3	96				1	6		1	1,173	193
6:30-6:45	6	110	6	2	155					2		1	1,491	282
6:45-7:00	4	108	9	5	182		1		2	4		2	1,764	317
7:00-7:15	5	137	8	10	209				1	9		2	2,035	381
7:15-7:30	**17**	**182**	**11**	**7**	**281**				**1**	**9**	**2**	**1**	**2,076**	511
7:30-7:45	**9**	**214**	**7**	**9**	**301**	**3**			**4**	**7**		**1**	1,988	555
7:45-8:00	**5**	**227**	**16**	**10**	**296**	**8**	**1**		**4**	**15**	**1**	**5**	1,857	**588**
8:00-8:15	**9**	**153**	**6**	**11**	**215**	**6**	**2**	**1**	**1**	**11**	**1**	**6**	1,744	422
8:15-8:30	9	164	13	9	199	5	6		3	11	1	3	1,803	423
8:30-8:45	9	150	8	8	210	5	4	1	13	9	1	6	1,870	424
8:45-9:00	6	209	11	11	215	3	3	1	3	9		4	1,944	475
9:00-9:15	6	211	11	11	217	3	3	1	4	9		5	1,976	481
9:15-9:30	7	212	11	12	219	4	4	1	5	9		6	2,008	490
9:30-9:45	7	214	11	12	221	4	4		7	10	1	7	2,039	498
9:45-10:00	8	215	11	13	223	5	5		8	10	1	8	2,133	507
10:00-10:15	8	217	11	13	225	5	5		9	10	1	9	2,184	513
10:15-10:30	9	223	13	13	231	4	6	2	5	8	2	5	2,289	521
10:30-10:45	4	251	14	26	248	11	5	2	7	13		11	2,378	592
10:45-11:00	5	234	8	15	246	6	6	1	13	9		15	2,378	558
11:00-11:15	10	300	11	22	216	8	6	1	7	16	1	20	2,478	618
11:15-11:30	9	283	18	10	242	10	2	1	12	10		13	2,488	610
11:30-11:45	10	248	11	17	240	8	6	2	17	12	6	15	2,545	592
11:45-12:00	8	270	9	24	294	9	3	1	15	5	2	18	2,662	658
12:00-12:15	5	267	12	21	289	7	1	1	6	5		14	2,672	628
12:15-12:30	7	292	10	13	288	11	3		6	19	3	15	2,711	667
12:30-12:45	7	270	24	16	347	8	5	2	9	8		13	2,710	709
12:45-1:00	5	263	14	19	305	9	2		6	21	2	22	2,665	668
1:00-1:15	5	267	13	18	300	11	3	1	7	20	2	20	2,660	667
1:15-1:30	5	272	12	17	294	14	4	2	7	20	1	18	2,655	666
1:30-1:45	4	276	11	17	289	16	4	2	8	19	1	17	2,612	664
1:45-2:00	4	281	10	16	283	19	5	3	8	19		15	2,608	663
2:00-2:15	4	285	9	15	278	21	6	4	9	18		13	2,587	662
2:15-2:30	4	242	16	22	280	10	4	1	11	12	2	19	2,546	623
2:30-2:45	8	285	15	17	267	11	10	3	11	16	3	14	2,568	660
2:45-3:00	13	268	9	12	280	10	3	1	11	17	2	16	2,559	642
3:00-3:15	9	303	6	8	267	5	4	1	5	4	1	8	2,577	621
3:15-3:30	9	271	17	18	281	6	7	2	11	10		13	2,622	645
3:30-3:45	7	283	14	16	282	6	5	1	11	11	1	14	2,598	651
3:45-4:00	6	296	10	15	283	6	4	1	11	11	1	16	2,608	660
4:00-4:15	4	308	7	13	284	6	2		11	12	2	17	2,614	666
4:15-4:30	4	302	8	7	261	2	4		16	8	1	8	2,616	621
4:30-4:45	**7**	**322**	**8**	**13**	**271**	**7**	**2**	**2**	**3**	**11**		**15**	**2,636**	661
4:45-5:00	**3**	**302**	**3**	**21**	**303**		**1**	**1**	**8**	**8**	**1**	**15**	2,543	666
5:00-5:15	**1**	**334**	**8**	**17**	**274**	**3**			**8**	**13**		**10**	2,397	**668**
5:15-5:30	**2**	**278**	**4**	**12**	**307**	**4**	**4**		**7**	**12**	**1**	**10**	2,232	641
5:30-5:45	1	237	8	14	272	1		1	11	8		15	2,028	568
5:45-6:00	3	243	6	11	226	4	3		6	8		10	1,895	520
6:00-6:15	2	236	9	11	214	3	2	2	8	9		7	1,770	503
6:15-6:30	1	180	4	10	225	1			2	8		6		437
6:30-6:45	3	182	5	11	210	3	1		3	6		11		435
6:45-7:00	1	144	6	10	208	2	4	1	2	7	1	9		395
TOTAL	**308**	**12,161**	**529**	**686**	**12,949**	**313**	**165**	**47**	**364**	**557**	**45**	**544**		
AM PK HR	40	776	40	37	1,093	17	3	1	10	42	4	13	**7:15-8:15**	**0.88**
PM PK HR	13	1,236	23	63	1,155	14	7	3	26	44	2	50	**4:30-5:30**	**0.99**



INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: Shady Brook Street and Mall Access / Retail Access
DATE: 30-Jan-25 Thu
RECORDER: Burns
NOTES: unsignalized

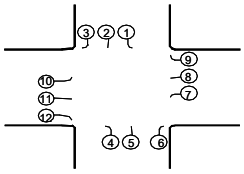
LOCATION	S/B Shady Brook Street			N/B Shady Brook Street			W/B Columbia Mall Access			E/B Retail Access				
TIME	1	2	3	4	5	6	7	8	9	10	11	12		
6:00-6:15	2	1		8	2					1		2	83	16
6:15-6:30	1	1		10	3				2	2	1	2	105	22
6:30-6:45	1	4	1	9	5					2	1	2	111	25
6:45-7:00			1	5	7			1		1	1	4	144	20
7:00-7:15	2	7	1	5	15		2		1	2		3	186	38
7:15-7:30		6		3	13	1						5	210	28
7:30-7:45	**4**	**7**	**3**	**12**	**23**	**2**			**1**	**1**	**1**	**4**	**241**	58
7:45-8:00	**2**	**9**	**4**	**10**	**25**	**1**			**1**	**1**	**3**	**6**	240	**62**
8:00-8:15	**2**	**9**		**15**	**21**	**2**	**2**	**3**	**1**	**1**		**6**	239	62
8:15-8:30	**2**	**16**	**4**	**10**	**17**	**1**					**2**	**7**	242	59
8:30-8:45	4	13	4	6	21	1			1	3	1	3	255	57
8:45-9:00	5	14		8	23		1	1		3		6	271	61
9:00-9:15	4	15	1	10	23		1	1	1	3		6	290	65
9:15-9:30	4	17	2	12	22	1	2	1	1	3	1	6	309	72
9:30-9:45	3	18	3	13	22	1	2		2	3	1	5	340	73
9:45-10:00	3	20	4	15	21	2	3		2	3	2	5	384	80
10:00-10:15	2	21	5	17	21	2	3		3	3	2	5	433	84
10:15-10:30	5	34	3	11	25	2	4	2	1	1	1	14	471	103
10:30-10:45	9	38	2	16	30	5	1	1	2	2	3	8	491	117
10:45-11:00		45	4	23	22	5	3	2	4	6		15	514	129
11:00-11:15	6	33	3	24	30	3	2	2	4	5	1	9	504	122
11:15-11:30	8	29	6	21	26	3		4	3	3	2	18	524	123
11:30-11:45	6	31	14	15	43	2		2	2	3	6	16	544	140
11:45-12:00	7	47	8	18	16	2	4	1	2	1	1	12	555	119
12:00-12:15	6	43	3	21	35	1		1	3	4	2	23	555	142
12:15-12:30	6	48	9	14	27	6	1	1	2	7	3	19	531	143
12:30-12:45	2	36	6	22	32	17	2	2	2	4	7	19	502	151
12:45-1:00	1	32	5	7	30	13	5	3		6	5	12	468	119
1:00-1:15	1	32	5	10	29	11	5	3	1	5	4	12	462	118
1:15-1:30	1	32	5	12	28	8	5	3	1	4	3	12	456	114
1:30-1:45	2	32	4	15	28	6	5	4	2	4	3	12	458	117
1:45-2:00	2	32	4	17	27	3	5	4	2	3	2	12	448	113
2:00-2:15	2	32	4	20	26	1	5	4	3	2	1	12	443	112
2:15-2:30	6	45	2	14	27	1	1		2	1	1	16	469	116
2:30-2:45	4	32	7	10	30	3	3	1	1	7		9	485	107
2:45-3:00	3	35	3	19	19	4	1	4	1	2	1	16	505	108
3:00-3:15	13	53	4	19	21	2	5	1	1	6	3	10	516	138
3:15-3:30	7	44	5	12	32	1	1	6	5	4	1	14	492	132
3:30-3:45	6	46	6	11	29	1	1	4	4	3	1	15	482	127
3:45-4:00	4	48	7	11	25		1	3	2	3		15	476	119
4:00-4:15	3	50	8	10	22		1	1	1	2		16	462	114
4:15-4:30	**6**	**34**	**7**	**17**	**29**	**8**	**2**	**2**	**1**	**3**	**2**	**11**	**489**	122
4:30-4:45	**1**	**49**	**6**	**16**	**12**	**1**	**3**	**3**	**4**	**3**	**2**	**21**	481	121
4:45-5:00	**3**	**25**	**6**	**16**	**24**	**2**	**1**		**3**	**4**	**1**	**20**	462	105
5:00-5:15	**2**	**59**	**8**	**13**	**25**	**2**	**5**		**2**	**9**	**4**	**12**	446	**141**
5:15-5:30	6	29	10	21	19	3	1	2		3	2	18	402	114
5:30-5:45	2	27	11	11	21	2		4	2	5		17	372	102
5:45-6:00	4	19	5	17	16	1	2			7	2	16	342	89
6:00-6:15	3	31	3	17	15	4	2	1	2	2	1	16	338	97
6:15-6:30	3	23	3	11	18	1	5	3	3	4		10		84
6:30-6:45	3	15	1	13	17	2	1	1	1	3	2	13		72
6:45-7:00	3	22	2	13	15	1	2	1	2	4	4	16		85
TOTAL	**187**	**1,440**	**222**	**705**	**1,154**	**141**	**101**	**83**	**87**	**167**	**87**	**583**		
AM PK HR	10	41	11	47	86	6	2	3	3	3	6	23	**7:30-8:30**	**0.97**
PM PK HR	12	167	27	62	90	13	11	5	10	19	9	64	**4:15-5:15**	**0.87**



INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: Mall Ring Road and Access to James Campbell Blvd
DATE: 29-Jan-25 Wed
RECORDER: Burns
NOTES: unsignalized

LOCATION	S/B Mall Ring Road			N/B Mall Ring Road			W/B			E/B Access to James Campbell				
TIME	1	2	3	4	5	6	7	8	9	10	11	12		
6:00-6:15												4	19	4
6:15-6:30												1	23	1
6:30-6:45		3		1						1		4	39	9
6:45-7:00		1	1	2								1	45	5
7:00-7:15					2					1		5	54	8
7:15-7:30		**2**		**1**	**1**					**2**		**11**	**65**	17
7:30-7:45		**5**			**1**					**4**		**5**	78	15
7:45-8:00		**1**			**2**					**6**		**5**	111	14
8:00-8:15		**3**		**3**	**2**					**5**		**6**	124	**19**
8:15-8:30		3	5	4	2					8		8	136	30
8:30-8:45		5	8	6	8					7		14	141	48
8:45-9:00		5	2	3	5					7		5	134	27
9:00-9:15		5	2	4	6					8		6	152	31
9:15-9:30		6	2	5	6					9		7	170	35
9:30-9:45		6	3	6	7					10		9	176	41
9:45-10:00		7	3	7	7					11		10	183	45
10:00-10:15		7	3	8	8					12		11	188	49
10:15-10:30		7	4	9	2					11		8	192	41
10:30-10:45		6	11	7	9					6		9	209	48
10:45-11:00		9	8	4	9					12		8	207	50
11:00-11:15		5	9	13	7					7		12	202	53
11:15-11:30		11	9	14	10					8		6	216	58
11:30-11:45		6	9	6	3					7		15	226	46
11:45-12:00		12	3	10	4					5		11	242	45
12:00-12:15		13	9	11	9					12		13	256	67
12:15-12:30		13	10	9	14					9		13	244	68
12:30-12:45		12	9	8	13					8		12	228	62
12:45-1:00		11	9	7	13					8		11	212	59
1:00-1:15		11	8	6	12					7		11	191	55
1:15-1:30		10	8	5	12					7		10	185	52
1:30-1:45		9	7	4	11					6		9	180	46
1:45-2:00		8	6	7	1					10		6	171	38
2:00-2:15		10	4	12	5					6		12	189	49
2:15-2:30		9	4	15	8					3		8	190	47
2:30-2:45		11	6	9	2					2		7	182	37
2:45-3:00		8	9	3	5					24		7	187	56
3:00-3:15		8	7	12	9					5		9	176	50
3:15-3:30		10	3	6	10					2		8	174	39
3:30-3:45		10	3	7	9					5		8	172	42
3:45-4:00		10	4	8	7					9		7	177	45
4:00-4:15		10	4	9	6					12		7	156	48
4:15-4:30		7	8	4	6					7		5	163	37
4:30-4:45		**13**	**11**	**7**	**7**					**6**		**3**	**153**	**47**
4:45-5:00		**2**	**2**	**6**	**4**					**5**		**5**	133	24
5:00-5:15		**14**	**8**	**11**	**11**					**5**		**6**	136	55
5:15-5:30		**6**	**5**	**4**	**5**					**2**		**5**	112	27
5:30-5:45		5	2	5	2					10		3	94	27
5:45-6:00		8	2	7	1					5		4	79	27
6:00-6:15		10	6	1	6					4		4	63	31
6:15-6:30		2		3	3							1		9
6:30-6:45		4	1		5					2				12
6:45-7:00			1	3	3					2		2		11
TOTAL		**359**	**238**	**302**	**300**					**330**		**377**		
AM PK HR		11		4	6					17		27	**7:15-8:15**	**0.86**
PM PK HR		35	26	28	27					18		19	**4:30-5:30**	**0.81**



INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: Mall Ring Road and Access to Shady Brook Street
DATE: 5-Feb-25 Wed
RECORDER: Burns
NOTES: unsignalized

LOCATION	S/B Mall Ring Road			N/B Mall Ring Road			W/B			E/B Access to Shady Brook				
TIME	1	2	3	4	5	6	7	8	9	10	11	12		
6:00-6:15												2	8	2
6:15-6:30					1							1	8	2
6:30-6:45				1									8	1
6:45-7:00				1	2								12	3
7:00-7:15					1							1	22	2
7:15-7:30				1						1			28	2
7:30-7:45		**1**			**2**							**2**	**41**	5
7:45-8:00		**1**			**2**							**10**	54	13
8:00-8:15		**2**		**1**	**1**							**4**	62	8
8:15-8:30		**2**		**3**	**2**					**2**		**6**	74	**15**
8:30-8:45				5	7					1		5	80	18
8:45-9:00		2	2	2	3					1		11	83	21
9:00-9:15		2	2	2	3					1		10	84	20
9:15-9:30		3	2	2	4					1		9	85	21
9:30-9:45		3	3	3	4							8	88	21
9:45-10:00		4	3	3	5							7	87	22
10:00-10:15		4	3	3	5							6	96	21
10:15-10:30		1	1	6	5					3		8	106	24
10:30-10:45		4		3	6							7	113	20
10:45-11:00		6	1	7	10					2		5	124	31
11:00-11:15		6	1	6	10					2		6	125	31
11:15-11:30		7	1	5	9					1		8	138	31
11:30-11:45		7	1	4	9					1		9	146	31
11:45-12:00		9	1	10	2					2		8	150	32
12:00-12:15		7	1	8	5					3		20	151	44
12:15-12:30		6	1	9	7							16	139	39
12:30-12:45		4	1	11	9							10	140	35
12:45-1:00		7		11	8							7	138	33
1:00-1:15		9	1	6	5					2		9	131	32
1:15-1:30		3		7	18							12	118	40
1:30-1:45		2	1	8	13							9	107	33
1:45-2:00		2	1	9	7					1		6	107	26
2:00-2:15		1	2	10	2					1		3	104	19
2:15-2:30		9	2	8	4							6	125	29
2:30-2:45		3		8	9							13	126	33
2:45-3:00		7		5	4							7	125	23
3:00-3:15		14		4	8							14	134	40
3:15-3:30		8		3	7							12	128	30
3:30-3:45		10		4	8							10	117	32
3:45-4:00		12	1	4	8							7	107	32
4:00-4:15		14	1	5	9							5	103	34
4:15-4:30		**4**	**1**	**3**	**4**					**1**		**6**	**90**	19
4:30-4:45		**7**	**1**	**3**	**5**							**6**	90	22
4:45-5:00		**3**		**11**	**6**							**8**	88	**28**
5:00-5:15		**4**		**3**	**2**							**12**	71	21
5:15-5:30		4	1	2	4					1		7	67	19
5:30-5:45		2		1	9							8	61	20
5:45-6:00		2		4	2					1		2	54	11
6:00-6:15		3		3	1							10	56	17
6:15-6:30		2		7	2							2		13
6:30-6:45		1		5	1							6		13
6:45-7:00		1		2	4							6		13
TOTAL		**215**	**36**	**232**	**264**					**28**		**372**		
AM PK HR		6		4	7					2		22	**7:30-8:30**	**0.68**
PM PK HR		18	2	20	17					1		32	**4:15-5:15**	**0.80**

TRAFFIC IMPACT STUDY

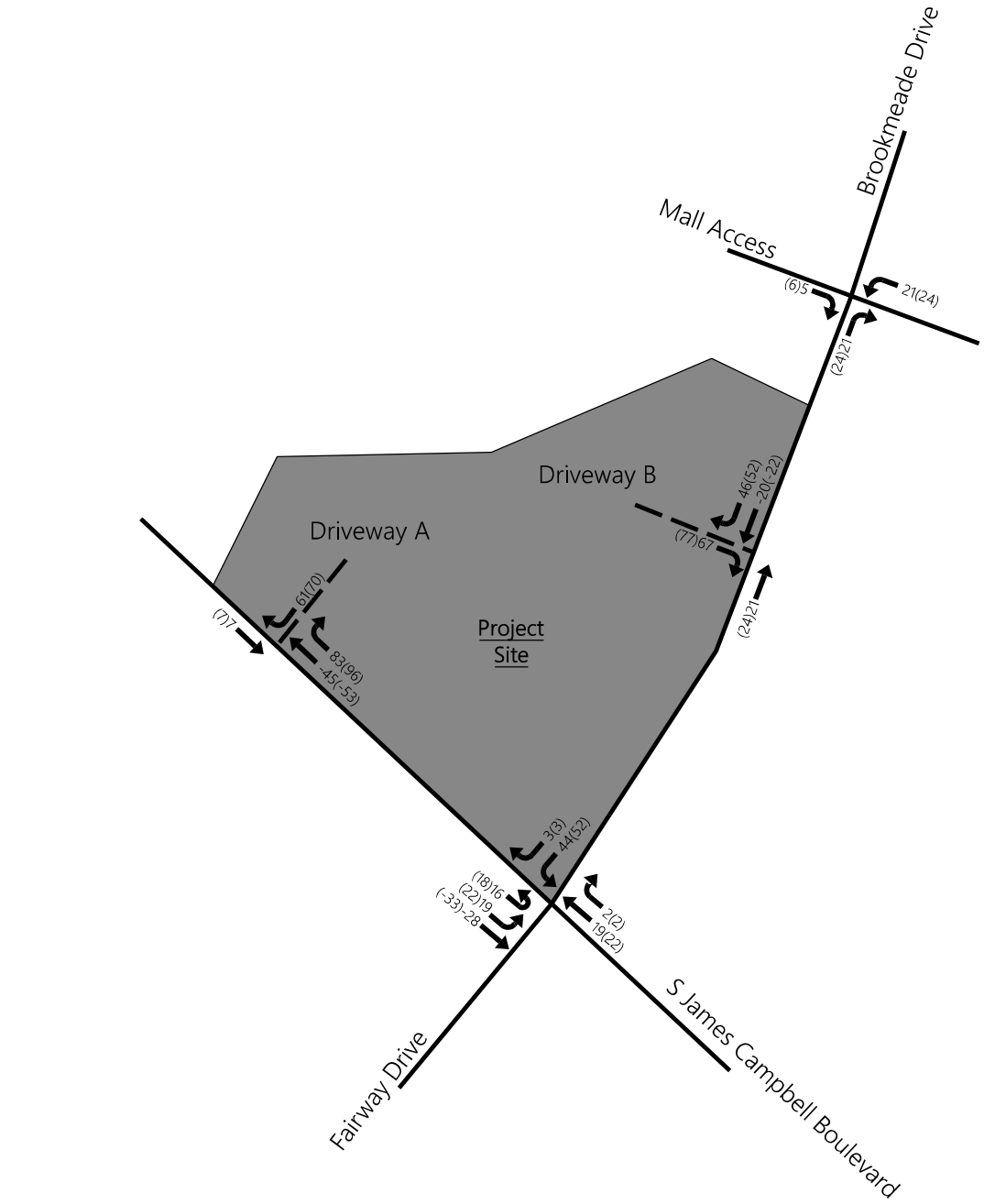
MURPHY'S USA

COLUMBIA, TENNESSEE



ATWELL, LLC // DECEMBER 2024

KCI TECHNOLOGIES, INC. 500 11TH AVENUE NORTH, NASHVILLE, TN 37203



XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes

N

Total Assignment of Traffic Generated by the Project Site
(Not to Scale)

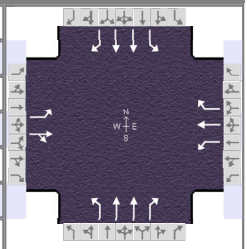
Figure 7.

APPENDIX B
CAPACITY ANALYSES

EXISTING CONDITIONS

HCS Signalized Intersection Results Summary

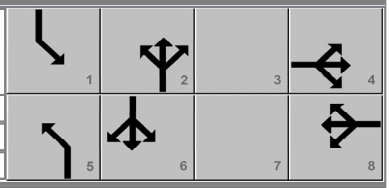
General Information				Intersection Information	
Agency	FTG			Duration, h	0.250
Analyst	FTG	Analysis Date	2/6/2025	Area Type	Other
Jurisdiction	Columbia, TN	Time Period	AM Peak Hour	PHF	0.88
Urban Street	S. James Campbell Blvd	Analysis Year	2025 (Existing)	Analysis Period	1> 7:00
Intersection	Columbia Mall	File Name	1_exam.xus		
Project Description	11320				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	4	13	3	1	10	37	1093	17	40	776	40

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.8	0.1	90.6	7.5	0.0	0.0
Yellow	3.5	0.0	5.0	3.5	0.0	0.0
Red	3.0	0.0	1.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		6.0		5.0	1.1	3.0	1.1	3.0
Phase Duration, s		13.0		13.0	10.3	96.6	10.4	96.7
Change Period, (*Y+R c*), s		5.5		5.5	6.5	6.0	6.5	6.0
Max Allow Headway (*MAH*), s		3.9		3.9	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s		5.9		3.7	2.6		2.7	
Green Extension Time (*g e*), s		0.2		0.2	0.0	0.0	0.1	0.0
Phase Call Probability		0.94		0.94	0.75		0.78	
Max Out Probability		0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	48	19		3	1	11	42	1242	19	45	882	45
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1439	1503		1415	1900	1610	1810	1809	1610	1810	1809	
Queue Service Time (*g s*), s	3.9	1.5		0.3	0.1	0.8	0.6	15.4	0.4	0.7	9.4	
Cycle Queue Clearance Time (*g c*), s	3.9	1.5		1.7	0.1	0.8	0.6	15.4	0.4	0.7	9.4	
Green Ratio (*g/C*)	0.06	0.06		0.06	0.06	0.06	0.79	0.76	0.76	0.79	0.76	
Capacity (*c*), veh/h	149	94		131	119	101	539	2731	1216	404	2735	
Volume-to-Capacity Ratio (*X*)	0.320	0.206		0.026	0.010	0.113	0.078	0.455	0.016	0.113	0.322	
Back of Queue (*Q*), ft/ln (95 th percentile)	64	26		4	1	15	7	208	5	8	131	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	1.0		0.2	0.1	0.6	0.3	8.3	0.2	0.3	5.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (*d 1*), s/veh	54.6	53.4		54.2	52.8	53.1	3.4	5.5	3.6	3.9	4.7	
Incremental Delay (*d 2*), s/veh	1.2	1.1		0.0	0.0	0.2	0.0	0.5	0.0	0.0	0.3	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	55.8	54.5		54.3	52.8	53.3	3.4	6.0	3.7	3.9	5.0	0.0
Level of Service (LOS)	E	D		D	D	D	A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.4	E		53.5	D		5.9	A		4.7	A	
Intersection Delay, s/veh / LOS	7.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.47	B	2.04	B	1.85	B
Bicycle LOS Score / LOS	0.60	A	0.51	A	1.56	B	1.29	A

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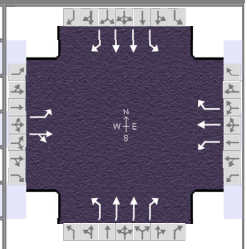
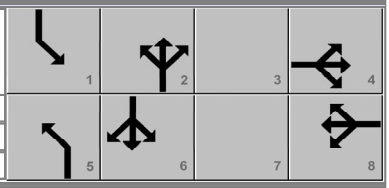
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	FTG			Duration, h	0.250
Analyst	FTG	Analysis Date	2/6/2025	Area Type	Other
Jurisdiction	Columbia, TN	Time Period	PM Peak Hour	PHF	0.99
Urban Street	S. James Campbell Blvd	Analysis Year	2025 (Existing)	Analysis Period	1> 7:00
Intersection	Columbia Mall	File Name	1_expm.xus		
Project Description	11320				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	44	2	50	11	5	38	63	1155	18	17	1236	23

Signal Information										
Cycle, s	120.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
				Green	2.2	2.2	89.6	7.9	0.0	0.0
				Yellow	3.5	0.0	5.0	3.5	0.0	0.0
				Red	3.0	0.0	1.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		6.0		5.0	1.1	3.0	1.1	3.0
Phase Duration, s		13.4		13.4	10.9	97.9	8.7	95.6
Change Period, ($Y+R_c$), s		5.5		5.5	6.5	6.0	6.5	6.0
Max Allow Headway (*MAH*), s		3.8		3.8	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		6.2		7.1	2.9		2.3	
Green Extension Time (g_e), s		0.4		0.3	0.1	0.0	0.0	0.0
Phase Call Probability		0.99		0.99	0.88		0.44	
Max Out Probability		0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	44	53		11	5	38	64	1167	18	17	1248	23
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1433	1458		1373	1900	1610	1810	1809	1610	1810	1809	
Queue Service Time (g_s), s	3.6	4.2		0.9	0.3	2.7	0.9	13.4	0.3	0.3	16.0	
Cycle Queue Clearance Time (g_c), s	3.9	4.2		5.1	0.3	2.7	0.9	13.4	0.3	0.3	16.0	
Green Ratio (*g/C*)	0.07	0.07		0.07	0.07	0.07	0.78	0.77	0.77	0.77	0.75	
Capacity (*c*), veh/h	151	97		103	126	107	404	2770	1233	404	2703	
Volume-to-Capacity Ratio (*X*)	0.293	0.544		0.108	0.040	0.360	0.158	0.421	0.015	0.042	0.462	
Back of Queue (*Q*), ft/ln (95 th percentile)	60	74		15	6	50	12	182	4	4	219	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	3.0		0.6	0.3	2.0	0.5	7.3	0.2	0.1	8.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	54.3	54.3		56.7	52.5	53.6	4.2	4.9	3.3	4.1	5.9	
Incremental Delay (d_2), s/veh	1.1	4.7		0.2	0.0	0.8	0.1	0.5	0.0	0.0	0.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	55.3	59.0		56.9	52.5	54.4	4.2	5.3	3.4	4.1	6.4	0.0
Level of Service (LOS)	E	E		E	D	D	A	A	A	A	A	A
Approach Delay, s/veh / LOS	57.3	E		54.7	D		5.3	A		6.3	A	
Intersection Delay, s/veh / LOS	8.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.47	B	2.04	B	1.85	B
Bicycle LOS Score / LOS	0.65	A	0.58	A	1.52	B	1.55	B

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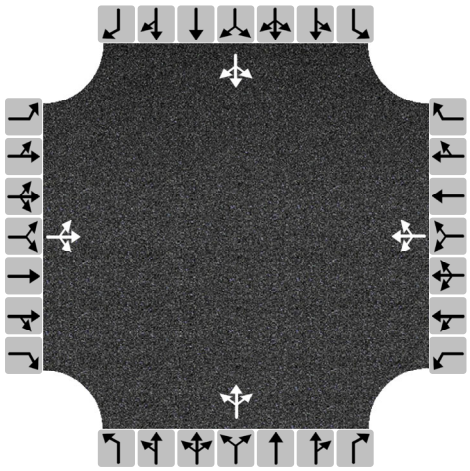
HCS All-Way Stop Control Report

General and Site Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Feb 2025
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	11320 (Existing)
Intersection	Shady Brook Street
Jurisdiction	Columbia, TN
East/West Street	Mall Access
North/South Street	
Peak Hour Factor	0.97

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	3	6	23	3	4	4	47	86	6	12	41	11
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	33			11			143			66		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.029			0.010			0.127			0.059		
Final Departure Headway, h_d (s)	3.95			4.22			4.10			4.06		
Final Degree of Utilization, x	0.036			0.013			0.163			0.074		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	1.95			2.22			2.10			2.06		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	33			11			143			66		
Capacity (veh/h)	912			854			879			886		
95% Queue Length, Q_{95} (veh)	0.1			0.0			0.6			0.2		
95% Queue Length, Q_{95} (ft)	2.5			0.0			15.0			5.0		
Control Delay (s/veh)	7.1			7.3			7.9			7.4		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	7.1	A		7.3	A		7.9	A		7.4	A	
Intersection Delay (s/veh) | LOS	7.6						A					

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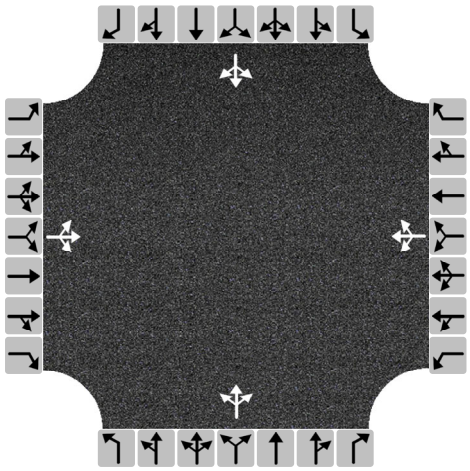
HCS All-Way Stop Control Report

General and Site Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Feb 2025
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	11320 (Existing)
Intersection	Shady Brook Street
Jurisdiction	Columbia, TN
East/West Street	Mall Access
North/South Street	
Peak Hour Factor	0.87

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	19	11	64	11	5	10	62	90	15	14	167	27
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	108			30			192			239		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.096			0.027			0.171			0.213		
Final Departure Headway, h_d (s)	4.55			4.89			4.52			4.39		
Final Degree of Utilization, x	0.137			0.041			0.241			0.292		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.55			2.89			2.52			2.39		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	108			30			192			239		
Capacity (veh/h)	791			737			796			820		
95% Queue Length, Q_{95} (veh)	0.5			0.1			0.9			1.2		
95% Queue Length, Q_{95} (ft)	12.5			2.5			22.5			30.0		
Control Delay (s/veh)	8.3			8.1			9.0			9.2		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	8.3	A		8.1	A		9.0	A		9.2	A	
Intersection Delay (s/veh) | LOS	8.9						A					

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HCS Two-Way Stop-Control Report

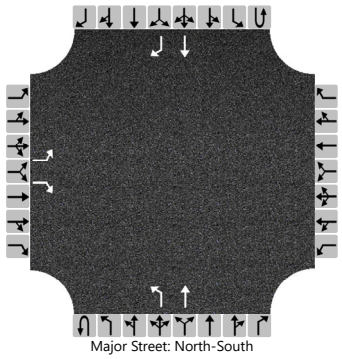
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Feb 2025
Analysis Year	2025
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	11320 (Existing)

Site Information

Intersection	Mall Ring Road / JCB Connector
Jurisdiction	Columbia, TN
East/West Street	Connector to James Campbell
North/South Street	Mall Ring Road
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	1
Configuration		L		R						L	T				T	R
Volume (veh/h)		24		37						11	6				25	3
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		Yes												Yes		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		28		43						13						
Capacity, c (veh/h)		942		1052						1597						
v/c Ratio		0.03		0.04						0.01						
95% Queue Length, Q_{95} (veh)		0.1		0.1						0.0						
95% Queue Length, Q_{95} (ft)		2.5		2.5						0.0						
Control Delay (s/veh)		8.9		8.6						7.3						
Level of Service (LOS)		A		A						A						
Approach Delay (s/veh)		8.7								4.7						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

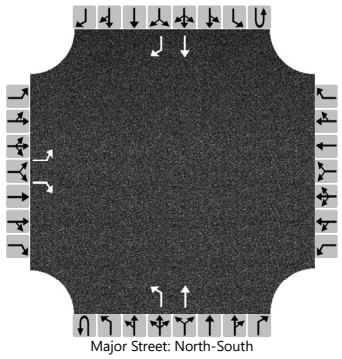
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Feb 2025
Analysis Year	2025
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	11320 (Existing)

Site Information

Intersection	Mall Ring Road / JCB Connector
Jurisdiction	Columbia, TN
East/West Street	Connector to James Campbell
North/South Street	Mall Ring Road
Peak Hour Factor	0.81
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	1
Configuration		L		R						L	T				T	R
Volume (veh/h)		18		19						28	27				35	26
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		Yes												Yes		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22		23						35						
Capacity, c (veh/h)		833		1033						1578						
v/c Ratio		0.03		0.02						0.02						
95% Queue Length, Q_{95} (veh)		0.1		0.1						0.1						
95% Queue Length, Q_{95} (ft)		2.5		2.5						2.5						
Control Delay (s/veh)		9.4		8.6						7.3						
Level of Service (LOS)		A		A						A						
Approach Delay (s/veh)		9.0								3.7						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

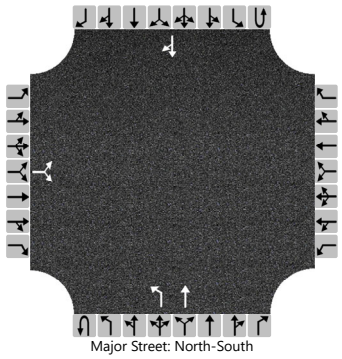
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Feb 2025
Analysis Year	2025
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	11320 (Existing)

Site Information

Intersection	Mall Ring Road / Shady Connector
Jurisdiction	Columbia, TN
East/West Street	Connector to Shady Brook
North/South Street	Mall Ring Road
Peak Hour Factor	0.68
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		2		22						11	19				6	0
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			35							16						
Capacity, c (veh/h)			1065							1624						
v/c Ratio			0.03							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
95% Queue Length, Q_{95} (ft)			2.5							0.0						
Control Delay (s/veh)			8.5							7.2						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		8.5								2.7						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

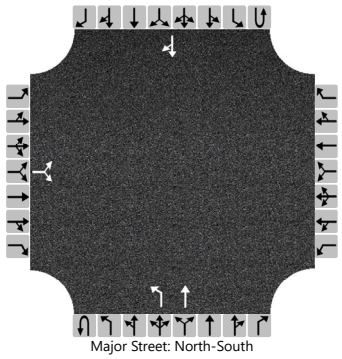
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Feb 2025
Analysis Year	2025
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	11320 (Existing)

Site Information

Intersection	Mall Ring Road / Shady Connector
Jurisdiction	Columbia, TN
East/West Street	Connector to Shady Brook
North/South Street	Mall Ring Road
Peak Hour Factor	0.80
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		1		39						24	21				22	2
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			50							30						
Capacity, c (veh/h)			1046							1596						
v/c Ratio			0.05							0.02						
95% Queue Length, Q_{95} (veh)			0.2							0.1						
95% Queue Length, Q_{95} (ft)			5.0							2.5						
Control Delay (s/veh)			8.6							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		8.6								3.9						
Approach LOS		A								A						

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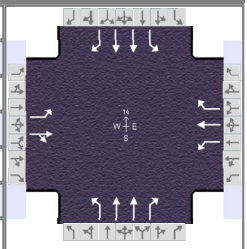
BACKGROUND CONDITIONS

HCS Signalized Intersection Results Summary

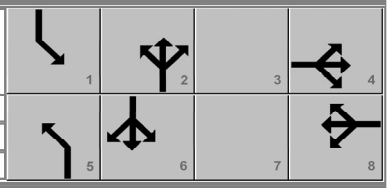
General Information				Intersection Information	
Agency	FTG			Duration, h	0.250
Analyst	FTG	Analysis Date	2/6/2025	Area Type	Other
Jurisdiction	Columbia, TN	Time Period	AM Peak Hour	PHF	0.88
Urban Street	S. James Campbell Blvd	Analysis Year	2025 (Back)	Analysis Period	1> 7:00
Intersection	Columbia Mall	File Name	1_bgam.xus		
Project Description	11320				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	4	13	3	1	10	37	1109	17	40	783	40

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.8	0.1	90.6	7.5	0.0	0.0
Yellow	3.5	0.0	5.0	3.5	0.0	0.0
Red	3.0	0.0	1.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		6.0		5.0	1.1	3.0	1.1	3.0
Phase Duration, s		13.0		13.0	10.3	96.6	10.4	96.7
Change Period, (*Y+R c*), s		5.5		5.5	6.5	6.0	6.5	6.0
Max Allow Headway (*MAH*), s		3.9		3.9	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s		5.9		3.7	2.6		2.7	
Green Extension Time (*g e*), s		0.2		0.2	0.0	0.0	0.1	0.0
Phase Call Probability		0.94		0.94	0.75		0.78	
Max Out Probability		0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	48	19		3	1	11	42	1260	19	45	890	45
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1439	1503		1415	1900	1449	1810	1809	1610	1810	1809	
Queue Service Time (*g s*), s	3.9	1.5		0.3	0.1	0.9	0.6	15.7	0.4	0.7	9.5	
Cycle Queue Clearance Time (*g c*), s	3.9	1.5		1.7	0.1	0.9	0.6	15.7	0.4	0.7	9.5	
Green Ratio (*g/C*)	0.06	0.06		0.06	0.06	0.06	0.79	0.76	0.76	0.79	0.76	
Capacity (*c*), veh/h	149	94		131	119	91	536	2731	1216	398	2735	
Volume-to-Capacity Ratio (*X*)	0.320	0.206		0.026	0.010	0.126	0.078	0.461	0.016	0.114	0.325	
Back of Queue (*Q*), ft/ln (95 th percentile)	64	26		4	1	15	7	212	5	8	132	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	1.0		0.2	0.1	0.6	0.3	8.5	0.2	0.3	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (*d 1*), s/veh	54.6	53.4		54.2	52.8	53.2	3.4	5.5	3.6	3.9	4.7	
Incremental Delay (*d 2*), s/veh	1.2	1.1		0.0	0.0	0.2	0.0	0.6	0.0	0.0	0.3	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	55.8	54.5		54.3	52.8	53.4	3.4	6.1	3.7	4.0	5.0	0.0
Level of Service (LOS)	E	D		D	D	D	A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.4	E		53.5	D		6.0	A		4.8	A	
Intersection Delay, s/veh / LOS	7.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.47	B	2.04	B	1.85	B
Bicycle LOS Score / LOS	0.60	A	0.51	A	1.58	B	1.30	A

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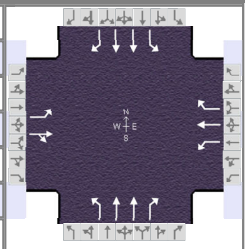
HCS Signalized Intersection Results Summary

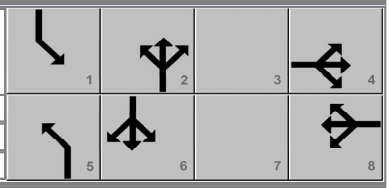
General Information				Intersection Information	
Agency	FTG			Duration, h	0.250
Analyst	FTG	Analysis Date	2/6/2025	Area Type	Other
Jurisdiction	Columbia, TN	Time Period	PM Peak Hour	PHF	0.99
Urban Street	S. James Campbell Blvd	Analysis Year	2025 (Back)	Analysis Period	1> 7:00
Intersection	Columbia Mall	File Name	1_bgpm.xus		
Project Description	11320				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	44	2	50	11	5	38	63	1172	18	17	1243	23

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	2.2	89.6	7.9	0.0	0.0
Yellow	3.5	0.0	5.0	3.5	0.0	0.0
Red	3.0	0.0	1.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		6.0		5.0	1.1	3.0	1.1	3.0
Phase Duration, s		13.4		13.4	10.9	97.9	8.7	95.6
Change Period, (*Y+R c*), s		5.5		5.5	6.5	6.0	6.5	6.0
Max Allow Headway (*MAH*), s		3.8		3.8	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s		6.2		7.1	2.9		2.3	
Green Extension Time (*g e*), s		0.4		0.3	0.1	0.0	0.0	0.0
Phase Call Probability		0.99		0.99	0.88		0.44	
Max Out Probability		0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	44	53		11	5	38	64	1184	18	17	1256	23
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1433	1458		1373	1900	1610	1810	1809	1610	1810	1809	
Queue Service Time (*g s*), s	3.6	4.2		0.9	0.3	2.7	0.9	13.7	0.3	0.3	16.1	
Cycle Queue Clearance Time (*g c*), s	3.9	4.2		5.1	0.3	2.7	0.9	13.7	0.3	0.3	16.1	
Green Ratio (*g/C*)	0.07	0.07		0.07	0.07	0.07	0.78	0.77	0.77	0.77	0.75	
Capacity (*c*), veh/h	151	97		103	126	107	401	2770	1233	398	2703	
Volume-to-Capacity Ratio (*X*)	0.293	0.544		0.108	0.040	0.360	0.159	0.427	0.015	0.043	0.465	
Back of Queue (*Q*), ft/ln (95 th percentile)	60	74		15	6	50	12	185	4	4	220	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	3.0		0.6	0.3	2.0	0.5	7.4	0.2	0.1	8.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (*d 1*), s/veh	54.3	54.3		56.7	52.5	53.6	4.2	4.9	3.3	4.1	5.9	
Incremental Delay (*d 2*), s/veh	1.1	4.7		0.2	0.0	0.8	0.1	0.5	0.0	0.0	0.6	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	55.3	59.0		56.9	52.5	54.4	4.2	5.4	3.4	4.1	6.5	0.0
Level of Service (LOS)	E	E		E	D	D	A	A	A	A	A	A
Approach Delay, s/veh / LOS	57.3	E		54.7	D		5.3	A		6.3	A	
Intersection Delay, s/veh / LOS	8.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.47	B	2.04	B	1.85	B
Bicycle LOS Score / LOS	0.65	A	0.58	A	1.53	B	1.56	B

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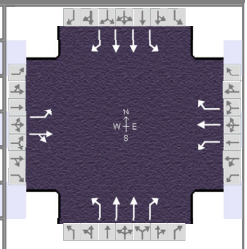
TOTAL PROJECTED CONDITIONS

HCS Signalized Intersection Results Summary

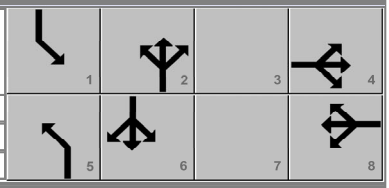
General Information				Intersection Information	
Agency	FTG			Duration, h	0.250
Analyst	FTG	Analysis Date	2/6/2025	Area Type	Other
Jurisdiction	Columbia, TN	Time Period	AM Peak Hour	PHF	0.88
Urban Street	S. James Campbell Blvd	Analysis Year	2025 (Total)	Analysis Period	1> 7:00
Intersection	Columbia Mall	File Name	1_fuam.xus		
Project Description	11320				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	4	13	6	1	13	37	1109	21	44	783	40

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.8	0.3	90.3	7.6	0.0	0.0
Yellow	3.5	0.0	5.0	3.5	0.0	0.0
Red	3.0	0.0	1.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		6.0		5.0	1.1	3.0	1.1	3.0
Phase Duration, s		13.1		13.1	10.3	96.3	10.6	96.6
Change Period, (*Y+R c*), s		5.5		5.5	6.5	6.0	6.5	6.0
Max Allow Headway (*MAH*), s		3.8		3.8	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s		5.9		4.0	2.6		2.7	
Green Extension Time (*g e*), s		0.2		0.2	0.0	0.0	0.1	0.0
Phase Call Probability		0.95		0.95	0.75		0.81	
Max Out Probability		0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	48	19		7	1	15	42	1260	24	50	890	45
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1439	1503		1415	1900	1449	1810	1809	1610	1810	1809	
Queue Service Time (*g s*), s	3.9	1.5		0.6	0.1	1.2	0.6	15.9	0.4	0.7	9.6	
Cycle Queue Clearance Time (*g c*), s	3.9	1.5		2.0	0.1	1.2	0.6	15.9	0.4	0.7	9.6	
Green Ratio (*g/C*)	0.06	0.06		0.06	0.06	0.06	0.78	0.75	0.75	0.79	0.76	
Capacity (*c*), veh/h	150	95		132	120	92	535	2724	1212	399	2732	
Volume-to-Capacity Ratio (*X*)	0.317	0.203		0.051	0.009	0.161	0.079	0.463	0.020	0.125	0.326	
Back of Queue (*Q*), ft/ln (95 th percentile)	64	26		9	1	19	8	215	6	9	133	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	1.0		0.4	0.1	0.8	0.3	8.6	0.2	0.4	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (*d 1*), s/veh	54.5	53.3		54.3	52.7	53.2	3.4	5.6	3.7	4.0	4.8	
Incremental Delay (*d 2*), s/veh	1.2	1.0		0.1	0.0	0.3	0.0	0.6	0.0	0.1	0.3	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	55.7	54.4		54.3	52.7	53.5	3.5	6.2	3.7	4.0	5.1	0.0
Level of Service (LOS)	E	D		D	D	D	A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.3	E		53.7	D		6.1	A		4.8	A	
Intersection Delay, s/veh / LOS	7.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.47	B	2.04	B	1.85	B
Bicycle LOS Score / LOS	0.60	A	0.53	A	1.58	B	1.30	A

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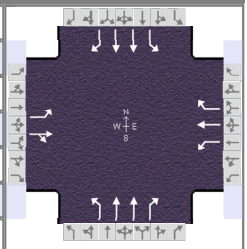
HCS Signalized Intersection Results Summary

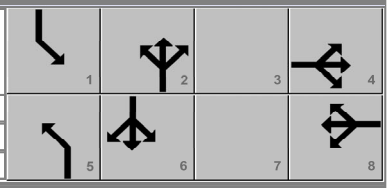
General Information				Intersection Information	
Agency	FTG			Duration, h	0.250
Analyst	FTG	Analysis Date	2/6/2025	Area Type	Other
Jurisdiction	Columbia, TN	Time Period	PM Peak Hour	PHF	0.99
Urban Street	S. James Campbell Blvd	Analysis Year	2025 (Total)	Analysis Period	1> 7:00
Intersection	Columbia Mall	File Name	1_fupm.xus		
Project Description	11320				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	44	2	50	26	5	53	63	1172	35	34	1243	23

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.4	1.0	88.8	8.8	0.0	0.0
Yellow	3.5	0.0	5.0	3.5	0.0	0.0
Red	3.0	0.0	1.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		6.0		5.0	1.1	3.0	1.1	3.0
Phase Duration, s		14.3		14.3	10.9	95.8	9.9	94.8
Change Period, (*Y+R c*), s		5.5		5.5	6.5	6.0	6.5	6.0
Max Allow Headway (*MAH*), s		3.7		3.7	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s		6.2		8.4	3.0		2.5	
Green Extension Time (*g e*), s		0.4		0.4	0.1	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.88		0.68	
Max Out Probability		0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	44	53		26	5	54	64	1184	35	34	1256	23
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1433	1458		1373	1900	1610	1810	1809	1610	1810	1809	
Queue Service Time (*g s*), s	3.6	4.2		2.2	0.3	3.8	1.0	14.7	0.7	0.5	16.6	
Cycle Queue Clearance Time (*g c*), s	3.9	4.2		6.4	0.3	3.8	1.0	14.7	0.7	0.5	16.6	
Green Ratio (*g/C*)	0.07	0.07		0.07	0.07	0.07	0.78	0.75	0.75	0.77	0.74	
Capacity (*c*), veh/h	162	108		113	140	119	397	2705	1204	404	2675	
Volume-to-Capacity Ratio (*X*)	0.275	0.488		0.232	0.036	0.451	0.160	0.438	0.029	0.085	0.469	
Back of Queue (*Q*), ft/ln (95 th percentile)	59	72		35	6	70	12	205	9	7	228	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	2.9		1.4	0.3	2.8	0.5	8.2	0.4	0.3	9.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (*d 1*), s/veh	53.4	53.4		56.5	51.6	53.2	4.4	5.7	3.9	4.4	6.2	
Incremental Delay (*d 2*), s/veh	0.9	3.4		0.4	0.0	1.0	0.1	0.5	0.0	0.0	0.6	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	54.3	56.8		56.9	51.6	54.2	4.5	6.2	3.9	4.4	6.8	0.0
Level of Service (LOS)	D	E		E	D	D	A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.7	E		54.9	D		6.0	A		6.6	A	
Intersection Delay, s/veh / LOS	9.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.47	B	2.04	B	1.85	B
Bicycle LOS Score / LOS	0.65	A	0.63	A	1.55	B	1.57	B

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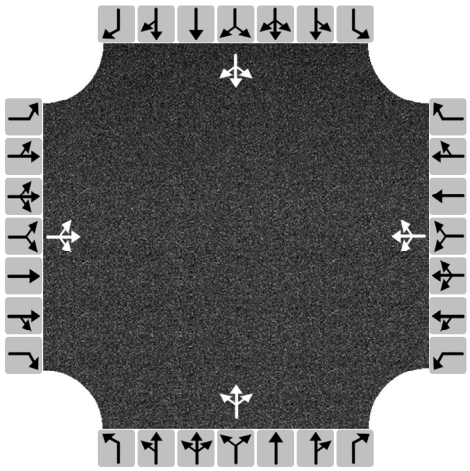
HCS All-Way Stop Control Report

General and Site Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Feb 2025
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	11320 (Total)
Intersection	Shady Brook Street
Jurisdiction	Columbia, TN
East/West Street	Mall Access
North/South Street	
Peak Hour Factor	0.97

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	3	6	23	5	4	7	47	86	9	15	41	11
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	33			16			146			69		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.029			0.015			0.130			0.061		
Final Departure Headway, h_d (s)	3.97			4.19			4.10			4.09		
Final Degree of Utilization, x	0.036			0.019			0.167			0.078		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	1.97			2.19			2.10			2.09		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	33			16			146			69		
Capacity (veh/h)	908			858			878			880		
95% Queue Length, Q_{95} (veh)	0.1			0.1			0.6			0.3		
95% Queue Length, Q_{95} (ft)	2.5			2.5			15.0			7.5		
Control Delay (s/veh)	7.1			7.3			7.9			7.4		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	7.1	A		7.3	A		7.9	A		7.4	A	
Intersection Delay (s/veh) | LOS	7.7						A					

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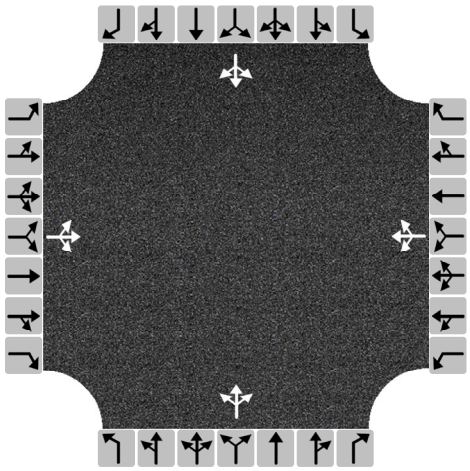
HCS All-Way Stop Control Report

General and Site Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Feb 2025
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	11320 (Total)
Intersection	Shady Brook Street
Jurisdiction	Columbia, TN
East/West Street	Mall Access
North/South Street	
Peak Hour Factor	0.87

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	19	11	64	20	5	22	62	90	25	28	167	27
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	108			54			203			255		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.096			0.048			0.181			0.227		
Final Departure Headway, h_d (s)	4.67			4.92			4.58			4.49		
Final Degree of Utilization, x	0.140			0.074			0.259			0.319		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.67			2.92			2.58			2.49		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	108			54			203			255		
Capacity (veh/h)	771			732			786			801		
95% Queue Length, Q_{95} (veh)	0.5			0.2			1.0			1.4		
95% Queue Length, Q_{95} (ft)	12.5			5.0			25.0			35.0		
Control Delay (s/veh)	8.4			8.3			9.2			9.6		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	8.4	A		8.3	A		9.2	A		9.6	A	
Intersection Delay (s/veh) | LOS	9.1						A					

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HCS Two-Way Stop-Control Report

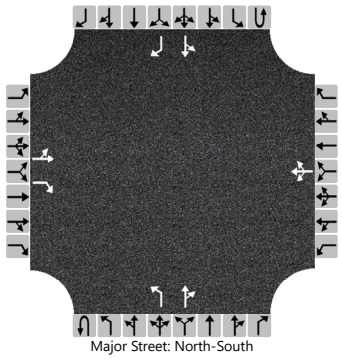
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Feb 2025
Analysis Year	2025
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	11320 (Total)

Site Information

Intersection	Mall Ring Road / JCB Connector
Jurisdiction	Columbia, TN
East/West Street	Connector to James Campbell
North/South Street	Mall Ring Road
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	1	0	0	0	1	1
Configuration		LT		R			LTR			L		TR		LT		R
Volume (veh/h)		24	8	37		1	6	0		11	6	2		0	25	3
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		Yes												Yes		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		37		43			8			13				0		
Capacity, c (veh/h)		889		1049			828			1597				1624		
v/c Ratio		0.04		0.04			0.01			0.01				0.00		
95% Queue Length, Q_{95} (veh)		0.1		0.1			0.0			0.0				0.0		
95% Queue Length, Q_{95} (ft)		2.5		2.5			0.0			0.0				0.0		
Control Delay (s/veh)		9.2		8.6			9.4			7.3				7.2	0.0	
Level of Service (LOS)		A		A			A			A				A	A	
Approach Delay (s/veh)		8.9				9.4				4.2				0.0		
Approach LOS		A				A				A				A		

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HCS Two-Way Stop-Control Report

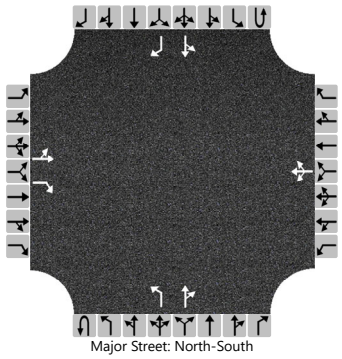
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Feb 2025
Analysis Year	2025
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	11320 (Total)

Site Information

Intersection	Mall Ring Road / JCB Connector
Jurisdiction	Columbia, TN
East/West Street	Connector to James Campbell
North/South Street	Mall Ring Road
Peak Hour Factor	0.81
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	1	0	0	0	1	1
Configuration		LT		R			LTR			L		TR		LT		R
Volume (veh/h)		18	34	19		7	30	0		28	27	8		0	35	26
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		Yes												Yes		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		64		23			46			35				0		
Capacity, c (veh/h)		715		1012			724			1578				1578		
v/c Ratio		0.09		0.02			0.06			0.02				0.00		
95% Queue Length, Q_{95} (veh)		0.3		0.1			0.2			0.1				0.0		
95% Queue Length, Q_{95} (ft)		7.5		2.5			5.0			2.5				0.0		
Control Delay (s/veh)		10.5		8.6			10.3			7.3				7.3	0.0	
Level of Service (LOS)		B		A			B			A				A	A	
Approach Delay (s/veh)		10.0				10.3				3.3				0.0		
Approach LOS		B				B				A				A		

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HCS Two-Way Stop-Control Report

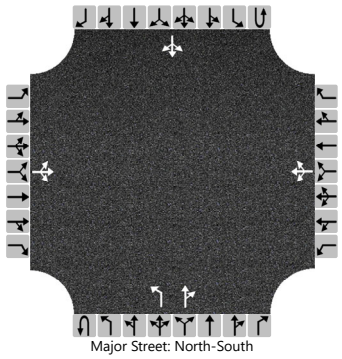
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Feb 2025
Analysis Year	2025
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	11320 (Total)

Site Information

Intersection	Mall Ring Road / Shady Connector
Jurisdiction	Columbia, TN
East/West Street	Connector to Shady Brook
North/South Street	Mall Ring Road
Peak Hour Factor	0.68
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		2	6	22		0	5	1		11	19	0		1	6	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			44				9			16				1		
Capacity, c (veh/h)			1000				845			1624				1599		
v/c Ratio			0.04				0.01			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
95% Queue Length, Q_{95} (ft)			2.5				0.0			0.0				0.0		
Control Delay (s/veh)			8.8				9.3			7.2				7.3	0.0	0.0
Level of Service (LOS)			A				A			A				A	A	A
Approach Delay (s/veh)	8.8				9.3				2.7				1.0			
Approach LOS	A				A				A				A			

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HCS Two-Way Stop-Control Report

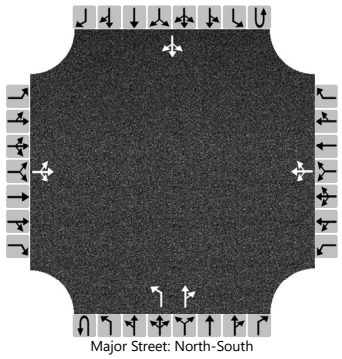
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Feb 2025
Analysis Year	2025
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	11320 (Total)

Site Information

Intersection	Mall Ring Road / Shady Connector
Jurisdiction	Columbia, TN
East/West Street	Connector to Shady Brook
North/South Street	Mall Ring Road
Peak Hour Factor	0.80
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		1	24	39		0	21	3		24	21	0		3	22	2
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			80				30			30				4		
Capacity, c (veh/h)			913				782			1596				1601		
v/c Ratio			0.09				0.04			0.02				0.00		
95% Queue Length, Q_{95} (veh)			0.3				0.1			0.1				0.0		
95% Queue Length, Q_{95} (ft)			7.5				2.5			2.5				0.0		
Control Delay (s/veh)			9.3				9.8			7.3				7.3	0.0	0.0
Level of Service (LOS)			A				A			A				A	A	A
Approach Delay (s/veh)	9.3				9.8				3.9				0.8			
Approach LOS	A				A				A				A			

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APPENDIX C
TRIP GENERATION

TRIP GENERATION CALCULATIONS – Shopping Plaza < 40K sq.ft.

The following calculations are based on the data compiled for ITE Land Use Code 822.

Average Daily Traffic

T = 42.20 (**X**) + 229.68
T = 42.20 (**6.150**) + 229.68
T = 490 vehicle-trips

Enter = 0.50 (490) = 245 vehicles
Exit = 0.50 (490) = 245 vehicles

A.M. traffic during peak hour of adjacent street

Ln(T) = 0.66 (**X**) + 1.84
Ln(T) = 0.66 (**6.150**) + 1.84
T = 21 vehicle-trips

Enter = 0.60 (21) = 13 vehicles
Exit = 0.40 (21) = 8 vehicles

P.M. traffic during peak hour of adjacent street

Ln(T) = 0.71 (**X**) + 2.72
Ln(T) = 0.71 (**6.150**) + 2.72
T = 56 vehicle-trips

Enter = 0.50 (56) = 28 vehicles
Exit = 0.50 (56) = 28 vehicles

TRIP GENERATION CALCULATIONS – Fast Casual Restaurant

The following calculations are based on the data compiled for ITE Land Use Code 930.

Average Daily Traffic

T = 97.14 (**X**)
T = 97.14 (**6.000**)
T = 582 vehicle-trips

Enter = 0.50 (582) = 291 vehicles
Exit = 0.50 (582) = 291 vehicles

A.M. traffic during peak hour of adjacent street

T = 1.43 (**X**)
T = 1.43 (**6.000**)
T = 8 vehicle-trips

Enter = 0.50 (8) = 4 vehicles
Exit = 0.50 (8) = 4 vehicles

P.M. traffic during peak hour of adjacent street

T = 12.55 (**X**)
T = 12.55 (**6.000**)
T = 75 vehicle-trips

Enter = 0.55 (75) = 41 vehicles
Exit = 0.45 (75) = 34 vehicles

January 16, 2025

Mr. Preston Ayer
SWS Engineering
504 Autumn Springs Ct.
Franklin, TN 37067
Sent via email: ***preston@sws-engr.com***

RE: **Water Availability Letter** Expires: 5/16/2025
Columbia Mall Outparcel Building – 5 Units
800 S. James Campbell Blvd.
New Parcel to be Platted
Columbia, TN

Dear Mr. Ayer:

Columbia Power & 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 (TDEC), various Planning Commissions, and other authorities in Cities and Counties. These Cities and Counties have also adopted rules and regulations. Water service will be made available on a first-come, first-served basis, subject to the payment of all charges and fees imposed by CPWS and the approval of any and all required governmental agencies. Water service is 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 a new 12,150 square foot multi-unit commercial/retail building. 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 demand of 1,000 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 criteria and requirements:

- Existing water mains located under the proposed building site must be relocated within public right-of-way or utility easements to the satisfaction of CPWS.
- Proposed building is assumed to be served by a single 2-inch master-meter for domestic/commercial uses.

- Proposed building is assumed to be fire sprinkler protected via a single fire-service line and meter.
- Separate fire and domestic/commercial/irrigation meters with backflow devices will be required to serve the proposed Project.

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 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. If the Applicant elects to pay only a portion of the impact fees due for the proposed development, then the vesting will only apply to the portion for which impact fees were paid. 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, TDEC coordination, 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.
  - CPWS will submit proposed improvements design 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.
- Current water service fees due prior to CPWS review 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	8.3	**$4,571**

- 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.
    - If surety is provided in lieu 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
2″ Service Meter Cost	1	Current Price	Deferred
4″ Fire Meter Cost	1	Current Price	Deferred
Current Impact Fee for 2″ Service Meter	1	$27,000	$27,000.00
Estimate of Fees Due Prior to Pre-Construction Meeting =			**$27,000.00**

- 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: Will Hulshof, Highland Capital
Bart Anderson, CPWS
Eric King, Inflo Design Group
File 25-001

Columbia Fire & Rescue

Fire Flow Requirements

Water Purveyor: Columbia Power & Water System

Date: 12-16-24
Name: Preston Ayer
Phone: 951-704-0890
Email: preston@sws-engr.com
Address/Parcel ID: 800 James Campbell Blvd S
Property Type: ○ Residential
◉ Commercial
○ Industrial
Construction Type: Type 2B - Fully Sprin
Enclosed Area (ft²): 12,000 SF

FILLED OUT BY COLUMBIA FIRE AND RESCUE

NFPA Sprinkler Type: NFPA 13

Water System Demand without Sprinkler Credit

Fire flow Requirements (International Fire Code Appendix B)

Fire Flow: _____ gpm Duration: _____ hours

Fire Hydrant Location and Distribution (International Fire Code Appendix C)

Minimum number of hydrants: _____

Average spacing between hydrants: _____ft.

Maximum distance from frontage to hydrant: _____ ft.

Water System Demand with Sprinkler Credit

Fire flow requirements (International Fire Code Appendix B)

Fire Flow: 1,000 gpm Duration: 2 hours

Fire Hydrant Location and Distribution (International Fire Code Appendix C)

Minimum number of hydrants: 1

Average spacing between hydrants: 500 ft.

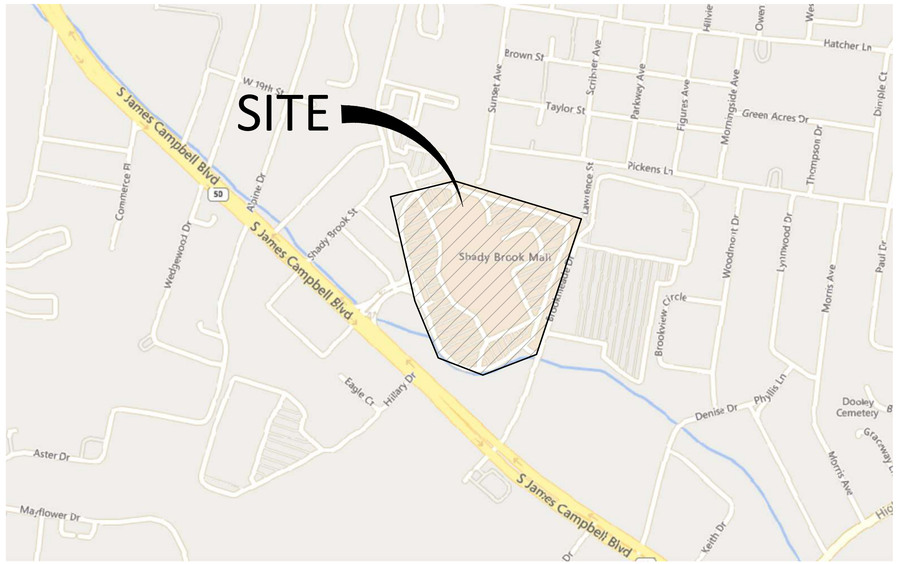
Maximum distance from frontage to hydrant: 250 ft.

Fire Plan Reviewer: Brad Massey Date: 12-20-2024

OUT PARCEL RETAIL BUILDING

COLUMBIA, TN 38401

COMMERCIAL DEVELOPEMENT



VICINITY MAP
N.T.S.

I HEREBY CERTIFY THAT THIS PROJECT DOES NOT REQUIRE COVERAGE UNDER A TENNESSEE CONSTRUCTION GENERAL PERMIT.

THE TOTAL DISTURBED AREA IS: 0.89 ACRES.

THIS SITE DOES NOT DISCHARGE INTO WATERS IDENTIFIED BY TDEC AS IMPAIRED FOR HABITAT ALTERATION OR SEDIMENTATION.

_____12-09-24_____
SIGNATURE DATE

CIRCLE ONE: DEVELOPER PROJECT ENGINEER

DEVELOPMENT SUMMARY

SITE ADDRESS:	800 S JAMES CAMPBELL BLVD. COLUMBIA, TN 38401
TOTAL AREA:	0.99 AC, 43,326 SQFT
PARCEL:	NEW PARCEL TO BE PLATTED
OWNER:	HIGHLAND CAPITAL GROUP 600 12TH AVENUE S. UNIT 816, NASHVILLE TN
ENGINEER:	PRESTON AYER, P.E. SWS ENGINEERING, INC. 504 AUTUMN SPRINGS CT, #6 FRANKLIN, TN 37067 951-704-0890
FEMA FIRMS:	THIS PARCEL RESIDES IN 47119C0285E, EFFECTIVE 04/16/2017, ZONE X

SHEET SUMMARY

C0.00 – COVER
C0.01 – CIVIL NOTES
V1,2,3 – SURVEY SHEETS
C0.02 – EXISTING CONDITIONS AND DEMO PLAN
C1.00 – SITE PLAN
C2.00 – GRADING DRAINAGE
C3.00 – EPSC PLAN
C4.00 – UTILITY PLANS
C5.00 – DETAILS
C5.30 – UTILITY DETAILS
C5.31 – UTILITY DETAILS

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
504 Autumn Springs Court, Suite A-6
Franklin, TN 37067
615-716-0683
SAN DIEGO - NASHVILLE - PHOENIX - ORLANDO

DATE: 12/10/2024 11:53:53 PM, BY: PRESTON AYER
FILE: C:\Users\PrestonAyer\OneDrive - SWS Engineering, Inc\2024 Projects\24-196T (MOD) Columbia\Out-Parcel Retail\Cad\24-196T_CP-COVER.dwg

CITY REVIEW SET, NOT FOR CONSTRUCTION

Tennessee811 Know what's below. Call before you dig.

COVER

DESIGN DOCUMENT SET

OUT PARCEL RETAIL BUILDING

800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C0.00

DATE: 08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA

GENERAL NOTES

1. EXISTING BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY GSA.
2. BIDDER HAS VISITED THE SITE, BECOME FAMILIAR WITH LOCAL CONDITIONS UNDER WHICH WORK IS TO BE DONE, AND HAS CORRELATED THE BIDDER'S PERSONAL OBSERVATIONS WITH REQUIREMENTS OF CONTRACT DOCUMENTS. CONTRACTOR WILL NOT BE GIVEN EXTRA PAYMENT FOR DIFFERENCES BETWEEN SURVEY AND SITE CONDITIONS THAT MAY BE ENCOUNTERED.
3. CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE, AND LOCAL CODES, OBTAIN, AT ITS OWN EXPENSE, ALL PERMITS AND PAY ALL FEES REQUIRED PRIOR TO BEGINNING WORK.
4. THE CONTRACTOR SHALL CALL 811 OR VISIT call811.com/811–your–state AT LEAST 3 WORKING DAYS PRIOR TO ALL EXCAVATION AND/OR DEMOLITION.
5. THE OWNER DOES NOT ASSUME RESPONSIBILITY FOR THE POSSIBILITY THAT DURING CONSTRUCTION, UTILITIES OTHER THAN THOSE SHOWN MAY BE ENCOUNTERED OR THAT ACTUAL LOCATIONS OF THOSE SHOWN MAYBE DIFFERENT FROM THE LOCATIONS DESIGNATED ON THE CONTRACT DRAWINGS. IN AREAS WHERE IT IS NECESSARY THAT THE EXACT LOCATION BE KNOWN OF UNDERGROUND FACILITIES, THE CONTRACTOR, AT ITS OWN EXPENSE, SHALL FURNISH ALL LABOR AND TOOLS TO EITHER VERIFY AND SUBSTANTIATE OR DEFINITIVELY ESTABLISH THE POSITIONS OF UNDERGROUND UTILITY LINES.
6. ALL DAMAGE TO EXISTING ASPHALT PAVEMENT TO REMAIN WHICH RESULTS FROM NEW CONSTRUCTION SHALL BE REPLACED WITH LIKE MATERIALS AT CONTRACTOR'S EXPENSE.
7. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL FLAG AND PROTECT ALL TREES TO REMAIN IN ACCORDANCE WITH THE SPECIFICATIONS. DO NOT OPERATE OR STORE HEAVY EQUIPMENT, NOR HANDLE OR STORE MATERIALS, WITHIN THE DRIPLINES OF TREES OR OUTSIDE THE LIMIT OF GRADING.
8. TREE PROTECTION SHALL CONSIST OF THE FOLLOWING STEPS:
   A. CONTRACTOR SHALL HIRE A LICENSED LANDSCAPE CONTRACTOR TO OVERSEE TREE PROTECTION.
   B. PRIOR TO ALL GRADING OPERATIONS, LOCATE TREES TO BE PROTECTED AND NEATLY CUT ROOTS TO A DEPTH OF 30" AT THE DIMENSIONED LIMITS SHOWN USING A UTILITY TRENCHING MACHINE.
   C. TREAT EXPOSED ROOTS WITH A HORTICULTURAL TREE PRUNING PROTECTION PRODUCT.
   D. PRUNE TREE LIMBS BY THE SAME PROPORTIONAL PERCENTAGE AS TREE ROOTS REMOVED (i.e. 25% OF ROOTS REMOVED SHALL RESULT IN 25% OF TREE LIMBS REMOVED). IT IS THE OWNER'S INTENT TO PRESERVE ALL OF THE EXISTING SITE VEGETATION OUTSIDE THE LIMITS OF GRADING.
12. ALL TREES ARE TO BE PROTECTED AND SAVED IF THEY FALL OUTSIDE THE LIMITS OF GRADING, EVEN IF THEY ARE NOT LOCATED OR IDENTIFIED ON THE SURVEY.
13. SELECTIVE CLEARING BEYOND THE LIMIT OF GRADING SHALL CONSIST OF REMOVAL OF HONEYSUCKLE, HERBACEOUS SHRUBS, POISON IVY. AND NOXIOUS WEEDS. GRASS SHALL BE SOWN ON THE WHOLE SITE AFTER PREPARATION, AS NOTED IN THE SPECIFICATIONS.
14. THE CONTRACTOR SHALL, AT ITS OWN EXPENSE, REPAIR ALL DAMAGE CAUSED BY CONSTRUCTION OR THE CONSTRUCTION PROCESS. ALL DAMAGE SHALL BE REPAIRED ACCORDING TO CURRENT LOCAL STANDARDS AND SPECIFICATIONS. COORDINATE ALL CONSTRUCTION WITH THE APPROPRIATE COMPANY.
15. EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR OFF THE OWNER'S PROPERTY AT NO ADDITIONAL COST, IN A LEGAL MANNER.
16. THE CONTRACTOR SHALL CHECK EXISTING GRADES, DIMENSIONS, AND INVERTS IN THE FIELD AND REPORT ALL DISCREPANCIES TO THE ARCHITECT/ENGINEER PRIOR TO BEGINNING WORK.
17. IN THE EVENT OF ANY DISCREPANCIES FOUND IN THE DRAWINGS OR IF PROBLEMS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT/ENGINEER BEFORE PROCEEDING WITH THE WORK.
18. PROVIDE AS–BUILT DRAWINGS WHICH INCLUDE AT LEAST TWO DIMENSIONS TO EACH VALVE AND MANHOLE FROM KNOWN SITE FEATURES. DRAWINGS SHALL INCLUDE VERTICAL AND HORIZONTAL INFORMATION ON ALL NEW UTILITIES AS WELL AS EXISTING UTILITIES ENCOUNTERED. AN AS–BUILT SURVEY SHALL BE PROVIDED FOR NEW SIDEWALK RAMP. AS–BUILT DRAWINGS TO BE DISTRIBUTED TO THE ARCHITECT/ENGINEER UPON COMPLETION.
19. GUARD REFERENCE POINTS STAKED IN THE FIELD. ALL REFERENCE POINTS THAT ARE DESTROYED OR LOST SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

DEMOLITION NOTES

1. CONTRACTOR TO OBTAIN ALL NECESSARY DEMOLITION AND TREE REMOVAL PERMITS FROM AUTHORITIES HAVING JURISDICTION PRIOR TO START OF SITE DEMOLITION.
2. VERIFY THE CLEARING LIMITS AND FIELD CONDITIONS BEFORE BIDDING THIS PROJECT. NO EXTRAS WILL BE ALLOWED DUE TO THE IRREGULAR SURFACE CONDITIONS THAT MAY BE ENCOUNTERED ON THIS SITE.
3. DEMOLITION AND REMOVAL OPERATIONS SHALL COMMENCE ONLY AFTER ALL EROSION AND SEDIMENTATION CONTROL MEASURES ARE IN PLACE AND FUNCTIONAL.
4. PROVIDE NEAT AND STRAIGHT SAW CUTS OF EXISTING PAVEMENT ALONG ALL LIMITS OF PAVEMENT DEMOLITION.
5. ALL DEMOLISHED MATERIALS BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE DESIGNATED. DISPOSE OF OFF THE OWNER'S PROPERTY IN A LEGAL MANNER.
6. ALL PAVEMENT BASE COURSES, SIDEWALK, CURBS, BUILDINGS, FOUNDATIONS, ETC. IN THE AREA TO BE REMOVED SHALL BE REMOVED TO FULL DEPTH. EXISTING BASE COURSE MATERIALS MAY BE WORKED INTO THE NEW PAVEMENT OR BUILDING SUBGRADE PROVIDED THAT THE GRADATION, CONSISTENCY, COMPACTION, SUBGRADE CONDITION, ETC. ARE IN ACCORDANCE WITH THE SPECIFICATIONS. BASE COURSE MATERIALS SHALL NOT BE WORKED INTO THE SUBGRADE OF AREAS TO RECEIVE PLANTING.
7. THE CONTRACTOR SHALL USE WATER SPRINKLING AND OTHER SUITABLE METHODS AS NECESSARY TO CONTROL DUST AND DIRT CAUSED BY THE DEMOLITION WORK.
8. ALL ITEMS OF CONSTRUCTION REMAINING AND SPECIFICALLY MENTIONED THAT INTERFERE WITH THE NEW CONSTRUCTION SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ARCHITECT/ENGINEER.
8. CAVITIES LEFT BY STRUCTURE REMOVAL SHALL BE BACKFILLED WITH SATISFACTORY MATERIAL AND COMPACTED TO 98% OF MAXIMUM DENSITY PER ASTM D698.
9. PAVEMENT MARKINGS TO BE REMOVED SHALL BE PAINTED OVER TO MATCH PAVEMENT OR REMOVED WITH WIRE BRUSHING.
10. EXCEPT AS SHOWN, NO TREES SHALL BE REMOVED AND/OR VEGETATION REMOVED WITHOUT APPROVAL OF THE OWNER/ENGINEER.

WATER AND SEWER NOTES

1. ALL WATER AND/OR SEWER SERVICES, ALONG WITH APPURTENANCES, SHALL BE INSTALLED IN ACCORDANCE WITH SPECIFICATIONS AND STANDARD DETAILS OF CPWS.
2. ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE BY CORING AND RESILIENT CONNECTOR METHOD.
3. VERTICAL DOUBLE CHECK VALVE ASSEMBLIES, THAT ARE LOCATED IN INTERIOR ROOMS, CAN ONLY BE USED FOR FIRE SERVICES.
4. ALL WATER METERS SHALL BE A MINIMUM OF 24" NOT TO EXCEED A MAXIMUM OF 28" BELOW FINISHED GRADE.
5. IRRIGATION LINE SHALL BE COPPER FROM THE METER TO THE BACKFLOW PREVENTER.
6. THE MINIMUM FEES OUTLINED IN THE CAPACITY LETTER MUST BE PAID BEFORE COMMERCIAL CONSTRUCTION PLANS CAN BE REVIEWED.
7. ALL SEWER SERVICES SHALL BE MINIMUM 6" IN DIAMETER, FROM CONNECTION AT THE MAIN UNTIL THE FIRST CLEAN OUT ASSEMBLY.
8. BACKFLOW DEVICE TO REMAIN ACCESSIBLE AT ALL TIMES.
9. PLAN SIZE SHALL BE 24" x 36", SHALL SHOW CONTOURS AROUND THE METER BOXES.
10. ANY UNUSED EXISTING WATER METERS MUST BE CUT AND CAPPED AT THE PUBLIC MAIN.
11. ALL LEAD OR GALVANIZED WATER SERVICE LINES ENCOUNTERED WITH THIS PROJECT SHALL BE REINSTATED WITH COPPER OR LIKE SIZE FROM THE WATER MAIN TO THE METER BOX.
12. DOMESTIC AND IRRIGATION WATER METERS AND ASSOCIATED APPURTENANCES SHALL NOT BE PLACED IN OR UNDER A PAVED OR IMPROVED SURFACE OTHER THAN THE PORTION OF THE SERVICE LOCATED WITHIN THE RIGHT OF WAY.
13. SANITARY SEWER TAPS SHALL BE PLACED AT THE LOWEST ADJACENT SEWER MAIN ELEVATION FOR EACH PREMISES AND SHALL NOT BE LOCATED IN OR UNDER A PAVED OR IMPROVED SURFACE OTHER THAT THE PORTION WITHIN THE RIGHT OF WAY.

GRADING AND DRAINAGE NOTES

1. STRIP AVAILABLE TOPSOIL AND STORE ON SITE. INSTALL SILTATION CONTROL (SILT FENCE) AROUND SOIL STOCKPILES, AS NEEDED. CONTRACTOR TO FURNISH ADDITIONAL TOPSOIL OR REMOVE EXCESS TOPSOIL AT NO ADDITIONAL EXPENSE TO THE OWNER.
2. PROVIDED TEMPORARY SEEDING ON STOCKPILES AND ALL OTHER AREAS OF THE SITE THAT WILL REMAIN UNDISTURBED FOR 30 DAYS OR MORE.
3. PLACE TOPSOIL AND APPLY SEED AND MULCH TO ALL DISTURBED AREAS. PLACE AND RAKE TOPSOIL TO A MINIMUM DEPTH OF SIX (6) INCHES IN AREAS TO RECEIVE LANDSCAPING.
4. IT IS THE OWNER'S INTENT TO PRESERVE ALL OF THE EXISTING SITE VEGETATION OUTSIDE THE LIMITS OF GRADING.
5. ALL GRADED AREAS SHALL BE SEEDED AND MULCHED WITHIN 14 DAYS AFTER GRADING IS COMPLETED, SLOPES 3:1 AND STEEPER WITHIN 7 DAYS.
6. ALL DRAINAGE STRUCTURES, PIPES WITHIN THE LIMITS OF CONSTRUCTION, AND DETENTION PONDS SHALL HAVE SEDIMENT REMOVED PRIOR TO FINAL ACCEPTANCE.
7. TOP OF GRATE ELEVATIONS FOR CURB INLETS ARE GIVEN TO THE CENTER OF THE INLETS AT THE FACE OF CURB. THE GRATES SHALL SLOPE LONGITUDINALLY WITH THE PAVEMENT GRADE. ADJUST THE CASTING TO FALL ALONG THE CURB LINE.
8. SPOT ELEVATIONS AND CONTOURS REPRESENT PROPOSED FINISHED GRADE AND TOP OF FINISHED PAVEMENT.
9. CONTRACTOR SHALL VERIFY EXISTING ELEVATIONS AND INVERTS PRIOR TO BEGINNING WORK.
10. CONTOUR LINES AND SPOT ELEVATIONS ARE THE RESULT OF A DETAILED ENGINEERING GRADING DESIGN AND REFLECT A PLANNED INTENT WITH REGARD TO DRAINAGE. SHOULD THE CONTRACTOR HAVE QUESTIONS OF THIS INTENT OR PROBLEMS WITH CONTINUITY OF GRADES, THE ARCHITECT/ENGINEER SHALL BE CONTACTED PRIOR TO BEGINNING WORK.
11. 11. ALL CURBS AND SIDEWALKS SHALL BE BACKFILLED WITH TOPSOIL, SEEDED AND MULCHED, UNLESS OTHERWISE NOTED.

SITE NOTES

1. THE FOLLOWING IS A MINIMUM CONSTRUCTION SEQUENCE FOR SITE WORK. IF FURTHER MEASURES ARE NEEDED, THE CONTRACTOR SHALL FURNISH AT NO ADDITIONAL COST TO THE PROJECT:
   A. INSTALL EROSION/SILTATION CONTROLS AS DESIGNATED ON PLANS.
   B. CONSTRUCT DETENTION BASIN(S) AND STRUCTURE(S), IF REQUIRED.
   C. GRADE THE ROADWAY AND BUILDING AREAS.
2. CONSTRUCT STORM DRAINS AND DRAINAGE STRUCTURES. INSTALL SILTATION CONTROL MEASURES TO PREVENT SOIL FROM WASHING INTO STORM DRAINAGE STRUCTURES.
3. PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING PAVEMENT AND NEW PAVEMENT. FIELD ADJUSTMENT OF FINAL GRADES MAY BE NECESSARY. INSTALL ALL UTILITIES PRIOR TO INSTALLATION OF PAVEMENT.
4. DIMENSIONS AND RADII ARE TO THE FACE OF CURB, EDGE OF CONCRETE, OR TO THE FACE OF BUILDING UNLESS OTHERWISE NOTED.
5. COORDINATES ARE FOR FACE OF BUILDING, CENTER LINES OF DRIVEWAYS, CENTER OF SANITARY SEWER MANHOLES, AND CENTER AT FACE OF CURB ON CURB INLETS, UNLESS OTHERWISE NOTED.
6. VERIFY THE CLEARING LIMITS AND FIELD CONDITIONS BEFORE BIDDING THIS PROJECT. NO EXTRAS WILL BE ALLOWED DUE TO THE IRREGULAR SURFACE CONDITIONS THAT MAY BE ENCOUNTERED ON THIS SITE.

EROSION PREVENTION AND SEDIMENT CONTROL

1. THE RECEIVING WATER/STORM SEWER OPERATOR IS CITY OF COLUMBIA.
2. CONSTRUCTION SHALL BE SEQUENCED TO MINIMIZE EXPOSURE TIME OF CLEARED SURFACE AREA. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE AND FUNCTIONAL PRIOR TO EARTH MOVING OPERATIONS. ALL CONTROL MEASURES SHALL BE CHECKED AND REPAIRED AS NECESSARY, AT MAXIMUM 14 CALENDAR DAYS IN DRY PERIODS, AND WITHIN 24 HOURS OF ALL RAINFALL EXCEEDING 0.25 INCH PER 24 HOUR PERIOD.
3. THE CONTRACTOR SHALL DESIGNATE IN WRITING THE NAME AND PHONE NUMBER OF THE INDIVIDUAL RESPONSIBLE FOR EROSION AND SEDIMENT CONTROLS.
4. PRE–CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE REMOVED MORE THAN 20 CALENDAR DAYS PRIOR TO GRADING. ALL GRADED AREAS EXPECTED TO REMAIN UNFINISHED AND UNWORKED FOR MORE THAN 7 CALENDAR DAYS SHALL BE COVERED WITH TEMPORARY GRASS, SOD, STRAW, MULCH OR FABRIC MATERIAL. PERMANENT SOIL STABILIZATION SHALL BE INSTALLED WITHIN 15 CALENDAR DAYS OF FINAL GRADING.
5. THE CONTRACTOR SHALL MAINTAIN RECORDS OF EROSION CONTROL INSPECTIONS AND REPAIRS FOR A MINIMUM OF 3 YEARS AFTER COMPLETION OF CONSTRUCTION.
6. TEMPORARY SEEDING FOR TENNESSEE PROJECTS INCLUDE THE FOLLOWING OPTIONS;
   A. JAN 1–MAY 1 ITALIAN RYE/KOREAN LESPEDEZA/SUMMER OATS
   B. MAY 1–JULY 15 SUDAN OR STARR MILLET
   C. JULY 15–JAN 1 BALBOA RYE/ITALIAN RYE
9. SILT BARRIERS AND SEDIMENT TRAPS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN APPROXIMATELY 50% FILLED.
10. STOCKPILES SHALL BE STABILIZED AND PROTECTED FROM EROSION.
11. UPON COMPLETION OF SITE STABILIZATION, THE OWNER AND CONTRACTOR SHALL PROVIDE A NOTICE OF TERMINATION (NOT) FOR THE PROJECT TO THE LOCAL ENVIRONMENTAL ASSISTANCE CENTER. A COPY OF THE NOTICE OF TERMINATION SHALL BE PROVIDED TO THE ENGINEER.
12. COMPLY WITH ALL LOCAL AND STATE SOIL EROSION AND SEDIMENT CONTROL REQUIREMENTS. PREVENT ALL SOIL EROSION ONTO PUBLIC ROADS OR INTO EXISTING DRAINAGE DITCHES OR WATERWAYS AS PER INSTRUCTIONS IN THE APPROVED STATE STORM WATER POLLUTION PREVENTION PLAN (SWPPP). ALL SOIL EROSION AND SEDIMENT CONTROL COSTS, AS WELL AS REGULAR INSPECTIONS BY A STATE CERTIFIED INSPECTOR, SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE INCLUDED IN THE PROJECT BID.
13. MAINTAIN CRUSHED STONE AT THE SITE ACCESS. CONSTRUCTION VEHICLES SHALL NOT TRACK SOIL ONTO PUBLIC STREETS.
14. INSTALL AND MAINTAIN EROSION/SILTATION CONTROL DEVICES, AS DESIGNATED ON THE PLAN, UNTIL ADEQUATE VEGETATION IS PRESENT TO PREVENT EROSION.
15. ALL LOCATIONS OF TEMPORARY EROSION CONTROL DEVICES SHALL BE SUBJECT TO ADJUSTMENT.
16. WHEN THE TEMPORARY EROSION CONTROL DEVICES ARE NO LONGER REQUIRED THEY SHALL BE REMOVED.
17. EXISTING DETENTION POND SHALL BE CLEANED TO THE ORIGINAL DESIGN CONTOURS AND RESTABILIZED AFTER THE CONSTRUCTION SITE IS STABILIZED AT THE END OF PROJECT.
18. REPLACE DAMAGED AND WORN OUT SILT BARRIERS.

SWS ENGINEERING, INC.
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DATE: 12/17/2024 12:37:21 PM BY: PRESTON KYER
FILE: J:\2024\24-196T_OUT PARCEL RETAIL BUILDING\Engineering\2024\24-196T.DWG Current Layout: Civil Notes.dwg
Plotted: 24-196T_CP-COV.DWG Civil Notes.dwg

CITY REVIEW SET, NOT FOR CONSTRUCTION

Tennessee811 Know what's below. Call before you dig.

CIVIL NOTES

DESIGN DOCUMENT SET

OUT PARCEL RETAIL BUILDING

800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

MAP NO. 100N – PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

C0.01

DATE: 08–06–24
JOB NO.: 24–196T

DRAWN BY:	DMO	CHKD BY:	PDA

ITEMS CORRESPONDING TO SCHEDULE B-II

10. All matters shown on plat(s) of record in Plat Book 8, Page 126 and Plat Book P22, Page 391, in the Register's Office of Maury County, Tennessee.
Matters of the plat are located on or over the subject property as shown hereon.

11. Terms and provisions of Agreement, by and between J. H. Morgan & wife and Southern Cities Power Company, a Tennessee corporation, of record in Book 147, Page 228, in the Register's Office of Maury County, Tennessee.
Agreement is ambiguous in description. Cannot determine if it covers the subject property.

12. Matters contained in Deed of record in Book 150, Page 246, in the Register's Office of Maury County, Tennessee.
Deed is ambiguous in description. Cannot determine if it covers the subject property.

13. Matters contained in Deed of record in Book 373, Page 489, in the Register's Office of Maury County, Tennessee.
Deed is ambiguous in description. Cannot determine if it covers the subject property.

14. Matters contained in Deed of record in Book 373, Page 491, in the Register's Office of Maury County, Tennessee.
Easement is located on or over the subject property as shown hereon.

15. Terms and provisions of Perpetual Sewer Easement, by and between Horace Rainey, Jr. and City of Columbia, Tennessee, a municipal corporation, of record in Book 375, Page 233, in the Register's Office of Maury County, Tennessee.
Easement is not located on or over the subject property.

16. Terms and provisions of Perpetual Sewer Easement, by and between Horace Rainey, Jr. and City of Columbia, Tennessee, a municipal corporation, of record in Book 375, Page 235, in the Register's Office of Maury County, Tennessee.
Easement is located on or over the subject property as shown hereon.

17. Terms and provisions of Perpetual Sewer Easement, by and between Horace Rainey, Jr. and wife, Elizabeth Rainey and City of Columbia, Tennessee, a municipal corporation, of record in Book 383, Page 74, in the Register's Office of Maury County, Tennessee.
Easement is not located on or over the subject property.

18. Terms and provisions of Perpetual Sewer Easement, by and between Horace Rainey, Jr. and wife, Elizabeth Rainey and City of Columbia, Tennessee, a municipal corporation, of record in Book 383, Page 76, in the Register's Office of Maury County, Tennessee.
Easement is located on or over the subject property as shown hereon.

19. Matters contained in Deed of record in Book 469, Page 17, in the Register's Office of Maury County, Tennessee.
Document is ambiguous in description. Cannot determine if it covers the subject property.

20. Terms and provisions of unrecorded lease, as evidenced by Memorandum of Lease by and between Shady Brook Mall, Inc., a Tennessee corporation and J. C. Penney Company, Inc., a Delaware corporation, of record in Book 655, Page 477, as re-recorded in Book 655, Page 650; as affected by Agreement of Assignment and Assumption of Lease and Restated Memorandum of Lease in Book 655, Page 484; Agreement of Assignment and Assumption of Lease and Restated Memorandum of Lease in Book 655, Page 657; Supplemental Restated Memorandum of Lease in Book 667, Page 393; Memorandum of Lease Amendment Agreement in Book 1201, Page 14; and Memorandum of Lease Amendment Agreement in Book R2046, Page 1050, in the Register's Office of Maury County, Tennessee.
Lease covers the subject property and is blanket in nature. Not a survey related item.

21. Terms and provisions of unrecorded lease, as evidenced by Memorandum of Lease by and between Shady Brook Mall, Ltd, a Tennessee limited partnership and Pic 'N Pay Shoes of Tennessee Inc., of record in Book 665, Page 651, in the Register's Office of Maury County, Tennessee.
Lease covers the subject property and is blanket in nature. Not a survey related item.

22. Terms and provisions of Declaration, by Shady Brook Mall, Ltd., a Tennessee limited partnership, of record in Book 681, Page 93, in the Register's Office of Maury County, Tennessee.
Declaration covers the subject property and is blanket in nature. Nothing to plot.

23. Dedication of Brookmeade Drive (formerly Lawrence Street) of record in Book 731, Page 146, in the Register's Office of Maury County, Tennessee.
Dedication does not cover the subject property.

24. Terms and provisions of Reciprocal Easement Agreement, by and between The Equitable Life Assurance Society of the United States and Shady Brook Mall, Ltd., a Tennessee limited partnership, of record in Book 733, Page 40, in the Register's Office of Maury County, Tennessee.
Agreement covers the subject property and is blanket in nature. Nothing to plot.

25. Terms and provisions of Consent, by and between The Equitable Life Assurance Society of the United States and Hook-Superx, Inc., of record in Book 779, Page 523, in the Register's Office of Maury County, Tennessee.
Lease covers the subject property and is blanket in nature. Not a survey related item.

26. Terms and provisions of Certificate of Ownership and Dedication, by and between Fred H. Gillham, Sr. and City of Columbia, of record in Book 1116, Page 35, in the Register's Office of Maury County, Tennessee.
Dedication does not cover the subject property.

27. Matters contained in Deed of record in Book 1116, Page 47, in the Register's Office of Maury County, Tennessee.
Deed does not cover the subject property.

28. Terms and provisions of Declaration of Easements and Restrictions, by H/S Columbia, LLC, a Georgia limited liability company, of record in Book R2728, Page 640; as affected by Quitclaim Deed and Partial Release and Subordination in Book R2746, Page 55, in the Register's Office of Maury County, Tennessee.
Matters of the plat are located on or over the subject property as shown hereon.

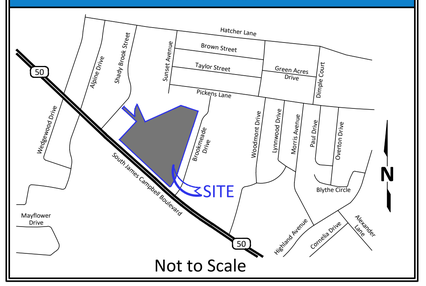
29. Terms and provisions of unrecorded lease, as evidenced by Memorandum of Facility Lease by and between The Industrial Development Board of the City of Columbia, Tennessee, a public nonprofit corporation and H/S Columbia, LLC, a Georgia limited liability company, of record in Book R2801, Page 1488, in the Register's Office of Maury County, Tennessee.
Lease covers the subject property and is blanket in nature. Not a survey related item.

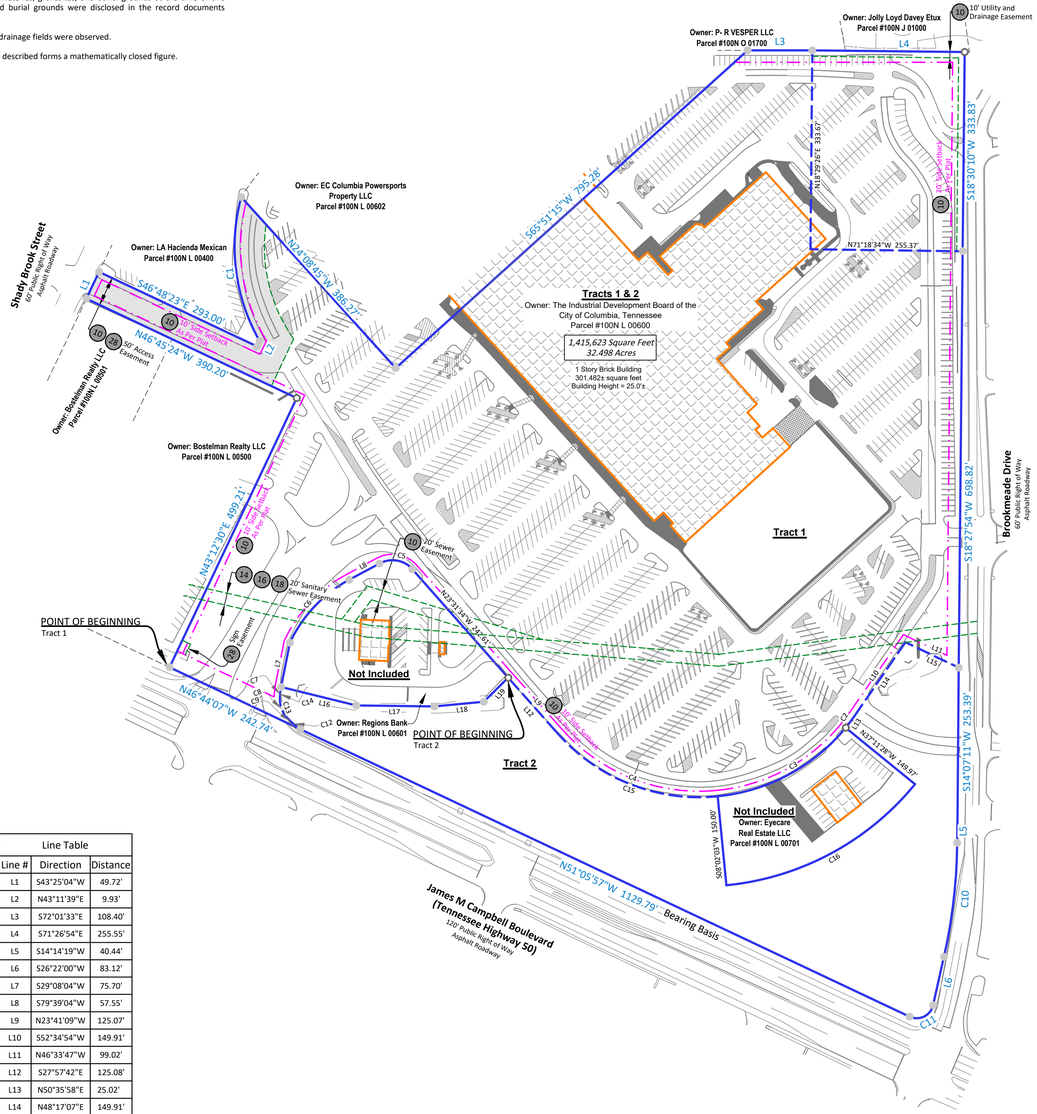
MISCELLANEOUS NOTES

1. BASIS OF BEARING : Bearings shown hereon are based on the Northeasterly right-of-way line of James M. Campbell Boulevard (Tennessee Highway 50), as being North 51°05'57" West. Bearings and distances shown hereon are the same record as measured unless otherwise noted.
2. This property has direct physical access to James M. Campbell Boulevard (Tennessee Highway 50) and Shady Brook Street, which are dedicated public roads or highways, with no gaps, gores or overlaps.
3. Monuments have been recovered or placed at all corners of the property as shown hereon. {Table A Item #1}
4. Buildings located on this property are as shown. The address of this property was physically observed and noted as being 800 South James Campbell Boulevard. {Table A Item #2}
5. The gross land area of this property is 1,415,623 square feet or 32.498 acres. {Table A Item #4}
6. The buildings shown on this survey reflect the exterior dimensions along with the square footage of each building as located at ground level. Measured heights of all buildings are noted to the highest point of the building above ground level. {Table A Item #7a, 7b1, & 7c}
7. All substantial features and improvements located and observed on site and within five feet of the property boundaries are shown. {Table A Item #8}
8. A division or party wall exists along the Northerly property line of the subject property. The relationship and location of this party wall are shown with the dimensions indicated as noted. {Table A Item #10}
9. Adjacent owner information was taken from the latest tax assessors property owners map when this land title survey was prepared. {Table A Item #13}
10. At the time of this survey, the building was not under construction including additions. No evidence of earth moving or other construction was observed. {Table A Item #16}
11. There are no proposed changes in street right-of-way lines according to the City of Columbia, Maury County, and the Tennessee Department of Transportation. There is no observable evidence of recent street or sidewalk construction or repairs. {Table A Item #17}
12. There is no observable evidence of cemeteries, gravesites, and burial grounds at the time of this survey. No cemeteries, gravesites, and burial grounds were disclosed in the record documents provided to the surveyor.
13. No visible evidence of existing tanks or drainage fields were observed.
14. The boundary of the survey property as described forms a mathematically closed figure.

Curve Table					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Distance
C1	252.65'	249.77'	45°00'07"	N10°39'06"E	243.40'
C2	25.03'	316.82'	04°31'33"	N54°53'45"E	25.02'
C3	250.02'	316.82'	45°12'52"	S79°43'59"W	243.58'
C4	299.13'	316.28'	54°11'24"	S50°37'21"E	288.11'
C5	60.36'	45.00'	76°51'11"	S62°01'44"E	55.94'
C6	147.41'	233.22'	36°12'54"	N61°16'02"E	144.97'
C7	17.61'	145.00'	06°57'32"	N25°29'50"E	17.60'
C8	37.80'	45.00'	48°07'50"	N01°38'26"W	36.70'
C9	29.06'	145.00'	11°29'03"	N31°37'32"W	29.01'
C10	192.81'	900.59'	12°15'59"	S20°16'10"W	192.44'
C11	50.24'	28.08'	102°30'20"	S77°37'30"W	43.80'
C12	28.87'	145.00'	11°24'25"	N35°53'00"W	28.82'
C13	37.80'	45.00'	48°07'50"	N05°56'13"W	36.70'
C14	17.61'	145.00'	06°57'32"	N21°12'03"E	17.60'
C15	299.11'	316.82'	54°05'31"	S54°55'12"E	288.12'
C16	368.36'	466.82'	45°12'41"	N75°25'39"E	358.88'

VICINITY MAP





Line Table		
Line #	Direction	Distance
L1	S43°25'04"W	49.72'
L2	N43°11'39"E	9.93'
L3	S72°01'33"E	108.40'
L4	S71°26'54"E	255.55'
L5	S14°14'19"W	40.44'
L6	S26°22'00"W	83.12'
L7	S29°08'04"W	75.70'
L8	S79°39'04"W	57.55'
L9	N23°41'09"W	125.07'
L10	S52°34'54"W	149.91'
L11	N46°33'47"W	99.02'
L12	S27°57'42"E	125.08'
L13	N50°35'58"E	25.02'
L14	N48°17'07"E	149.91'
L15	S50°51'34"E	99.02'
L16	S62°31'02"E	129.77'
L17	S75°41'43"E	131.05'
L18	S81°39'29"E	83.22'
L19	N58°53'54"E	57.30'

See Sheets 2 - 3 for Survey Details

SIGNIFICANT OBSERVATIONS

The surveyor did not observe any significant observations over or upon the subject property.

ZONING INFORMATION

Zoning information has not been provided to surveyor. {Table A Item #6a & #6b}

ON-SITE PARKING CALCULATIONS

Offstreet parking requirements have not been provided per zoning. {Table A Items #6a, #6b & #9}

On Site Parking Observed

Regular Parking	1296 spaces
Handicap Parking	28 spaces
Truck Bays	2 bays
Total Parking	1326 spaces

FLOOD NOTE

By graphic plotting only, the subject property is located within Zone "X" as shown on Flood Insurance Rate Map, Community No. 475423 0285 E, Map Number 47119C0285E which bears an effective date of April 16, 2007 and is not located in a special flood hazard area. As shown on the FEMA website (https://www.fema.gov/cis/TN.html) we have learned this community does currently participate in the program. Zone "X" denotes areas outside of the 500-year floodplain determined to be outside 1% and 0.2% annual chance floodplains. {Table A Item #3}

LEGAL

This survey was prepared for the purpose of this real estate transaction only and no further parties other than those certified above shall rely on it for any other purpose or transaction.

N

1 inch = 120 feet
Graphic Scale

0' 60' 120' 240'

RECORD DESCRIPTION

The land referred to herein below in situated in the County of Maury, State of Tennessee, and described as follows:

Tract 1:

All that tract or parcel of land, lying and being in Columbia, Maury County, Tennessee, described as follows:

All of the parcel labeled Lot 1 on "Minor Plat 800 S. James M. Campbell Blvd for H/S Columbia, LLC", and recorded in the Register of Deeds for Maury County, Tennessee, in Plat Book P22, Page 391.

Being the same property conveyed to The Industrial Development Board of the City of Columbia, Tennessee, a Public Nonprofit Corporation, by Deed from H/S Columbia, LLC, a Georgia Limited Liability Company, of record in Book R2801, Page 1479, in the Register's Office of Maury County, Tennessee.

Tract 2:

All that tract or parcel of land being and lying in the 9th Civil District of Maury County, Tennessee, lying North of and adjacent to James M. Campbell Blvd and West of and adjacent to Brookmeade Drive, being more particularly described as follows:

Beginning at an iron pin found in the South Boundary of Shadybrook RPF II, LLC as recorded in Deed Book 1321, Page 879, ROMCT, said iron pin being the Northeast corner of AmSouth Bank as recorded in Deed Book 733, Page 521, ROMCT, and being the Northwest corner of the tract being described; thence leaving AmSouth Bank with South boundary of Shadybrook RPF III LLC South 27 degrees, 57 minutes, 42 seconds East 125.08 feet to an iron pin found; thence continuing with Shadybrook RPF II LLC and a curve to the left with a radius of 316.82 feet, a length of 299.11 feet, and a chord bearing and distance of South 54 degrees, 55 minutes, 12 seconds East 288.12 feet to an iron pin found, said iron pin being the Northwest corner of Eyecare Properties, Inc. as recorded in Deed Book 1382, Page 683, ROMCT; thence leaving Shadybrook with Eyecare Properties, LLC South 8 degrees, 02 minutes, 03 seconds West 150.00 feet to an iron pin found, said iron pin being the Southwest corner of Eyecare Properties, LLC; thence continuing with said Eyecare Properties, LLC and a curve to the left with a radius of 466.82 feet, a length of 368.36 feet, and a chord bearing and distance of North 75 degrees, 25 minutes, 39 seconds East 358.88 feet to and iron pin found, said iron pin being the Southeast corner of Eyecare Properties, LLC; thence North 37 degrees, 11 minutes, 28 seconds West 149.97 feet to an iron pin found in the South boundary of Shadybrook RPF III LLC, said iron pin being the Northeast corner of Eyecare Properties, LLC; thence leaving Eyecare Properties, LLC with Shadybrook North 50 degrees, 35 minutes, 58 seconds East 25.02 feet to an iron pin found, North 48 degrees, 17 minutes, 07 seconds East 149.91 feet to an iron pin found, South 50 degrees, 51 minutes, 34 seconds East 99.02 feet to an iron pin found in the West R.O.W. of Brookmeade Drive, said iron pin being the Northeast corner of the tract being described: thence leaving Shadybrook with said West R.O.W. South 14 degrees, 07 minutes, 11 seconds West 253.39 feet to an iron pin found in the North R.O.W. of a 50 foot Ingress and Egress easement; thence continuing with said West R.O.W. South 14 degrees, 14 minutes, 19 seconds West 40.44 feet to an iron pin found, thence continuing with said West R.O.W. and a curve with radius of 900.59 feet, a length of 192.81 feet, and a chord bearing and distance of South 20 degrees, 16 minutes, 10 seconds West 192.44 feet to an iron pin set; South 26 degrees, 22 minutes, 00 seconds West 83.12 feet to an iron pin set; thence continuing with said West R.O.W. and a curve with a radius of 28.08 feet, a length of 50.24 feet, and a chord bearing and distance of South 77 degrees, 37 minutes, 30 seconds West 43.80 feet to an iron pin set in the North R.O.W. of James M. Campbell Blvd, said iron pin being the Southeast corner of the tract being described; thence with said North R.O.W. North 51 degrees, 05 minutes, 57 seconds West 1129.79 feet to an iron pin set, said iron pin being the Southwest corner of the tract being described; thence continuing with said North R.O.W. and a curve with a radius of 145.00 feet, a length of 28.87 feet, and a chord bearing and distance of North 35 degrees, 53 minutes, 00 seconds West 28.82 feet to an iron pin found; thence with a curve with a radius of 45.00 feet, a length of 37.80 feet, and a chord bearing and distance of North 5 degrees, 56 minutes, 13 seconds West 36.70 feet to an iron pin set; thence with a curve with a radius of 145.00 feet, a length of 17.61 feet, and a chord bearing and distance of North 21 degrees, 12 minutes, 03 seconds East 17.60 feet to an iron pin found, said iron pin being the Southwest corner of AmSouth Bank; thence leaving said road with AmSouth and a branch South 62 degrees, 31 minutes, 02 seconds East 129.77 feet, South 75 degrees, 41 minutes 43 seconds East 131.05 feet, South 81 degrees, 39 minutes, 29 seconds East 83.22 feet; thence leaving branch and continuing with AmSouth Bank North 58 degrees, 53 minutes, 54 seconds East 57.30 feet to the Point of the Beginning.

Being the same property conveyed to The Industrial Development Board of the City of Columbia, Tennessee, a Public Nonprofit Corporation, by Deed from H/S Columbia Outparcel, LLC, a Georgia Limited Liability Company, of record in Book R2801, Page 1483, in the Register's office of Maury County, Tennessee.

The lands surveyed, shown and described hereon are the same lands as described in the Title Commitment provided by First American Title Insurance Company, Commitment No. NCS-1214277-DC72, dated April 3, 2024.

ALTA/NSPS LAND TITLE SURVEY

Columbia Mall TN Project
NV5 Project No. 202401259-1

800 South James Campbell Boulevard, Columbia, Tennessee 38201

Based on Title Commitment No. NCS-1214277-DC72
of First American Title Insurance Company
bearing an effective date of April 3, 2024

Surveyor's Certification

To: The Industrial Development Board of the City of Columbia, Tennessee, a Public Nonprofit Corporation; Highland Capital Investments, LLC; First American Title Insurance Company; and Bock & Clark Corporation, an NV5 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, 6a, 6b, 7a, 7b1, 7c, 8, 9, 10, 13, 14, 16, 17, and 19 of Table A thereof. The field work was completed on July 12, 2024.

For boundary and topographic aspects of this survey, RTK GPS positional data was observed on July 12, 2024 utilizing a Leica GS18 dual frequency receiver. The grid coordinates of the boundary points shown hereon were derived using the Tennessee Department of Transportation Network of CORS stations referenced to NAD 83 (2011) (Epoch 2010), Geoid 18. Positional accuracy of the GPS vectors does not exceed: H 0.07', V0.07'.

I hereby certify: (i) that this plat is true and correct, to the best of my knowledge and belief; (ii) that it was prepared by an actual survey on the ground by me or under my direct supervision; (iii) that it is a Category 1 Survey, with a Linear Error of Closure, of the unadjusted survey, not exceeding that of one foot per ten thousand feet [1:10,000]; (iv) that this survey was performed in compliance with the Minimum Standards of Practice for the State of Tennessee.

ALFRED J. KESLER · REGISTERED LAND SURVEYOR · XVI · AGRICULTURE · COMMERCE · TENNESSEE NO. 3104 · 2024

Preliminary

PRELIMINARY DOCUMENT FOR REVIEW ONLY
This document is not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

Alfred J. Kesler
Professional Land Surveyor #3104
in the State of Tennessee

Date of Survey: July 12 , 2024
Date of Last Revision: July 19, 2024
NV5 Network Project No. 202401259-1 AAC

Survey performed by:
SOUTHERN GEOMATICS SERVICES
Southern Geomatics Services, LLC
3737 South Atlantic Avenue, Suite 402
Daytona Beach Shores, Florida 32118
Phone: (985) 801-9990
akesler@southerngeomatics.com
SGS Project #24-205

SHEET 1 OF 3

Bock & Clark Corporation an NV5 Company

NV5

Transaction Services 1-800-SURVEYS (787-8397)
3550 W. Market Street, Suite 200, Akron, Ohio 44333
www.BockandClark.com maywehelpyou@bockandclark.com www.NV5.com

SURVEY • ZONING • ENVIRONMENTAL ASSESSMENT

PROJECT REVISION RECORD

Date	Description	Date	Description
07/19/2024	First Draft		
Field Work: JBM	Drafted: TDR	Checked by: AJK	

LEGEND OF SYMBOLS & ABBREVIATIONS

Symbols

- Power Pole
- Light Pole
- Gate Valve
- Fire Hydrant
- Sanitary Manhole
- Sewer Clean Out
- Gas Meter
- Telephone Pedestal
- Electric Transformer
- Air Conditioner Unit
- Storm Drain Inlet
- Storm Drain Manhole
- Bollard
- Fence Gate Double
- Fence Gate Single
- Sign
- Stop Sign
- Handicap Sign
- Handicapped Parking
- BH Building Height Location

Hatching & Line Type

- Concrete
- Building
- Striping
- Ramp
- Access Easement Area
- Wall
- Property Line
- Easement Line
- Building Line
- Setback Line
- OHE Overhead Utilities
- Wood Fence
- Chainlink Fence
- Handrails Fence
- Cattle Guard Fence

Monumentation

- Found 1/2" Iron Rod No Cap
- Set 1/2" Iron Rod & Cap (PLS 35344)

ALTA Notations

- (X) Schedule 'B' Item Number

Curve Table					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Distance
C1	252.65'	249.77'	45°00'07"	N10°39'06"E	243.40'
C2	25.03'	316.82'	04°31'33"	N54°53'45"E	25.02'
C3	250.02'	316.82'	45°12'52"	S79°43'59"W	243.58'
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L4	S29°08'04"W	75.70'
L5	N50°35'58"E	25.02'
L6	S81°39'29"E	83.22'
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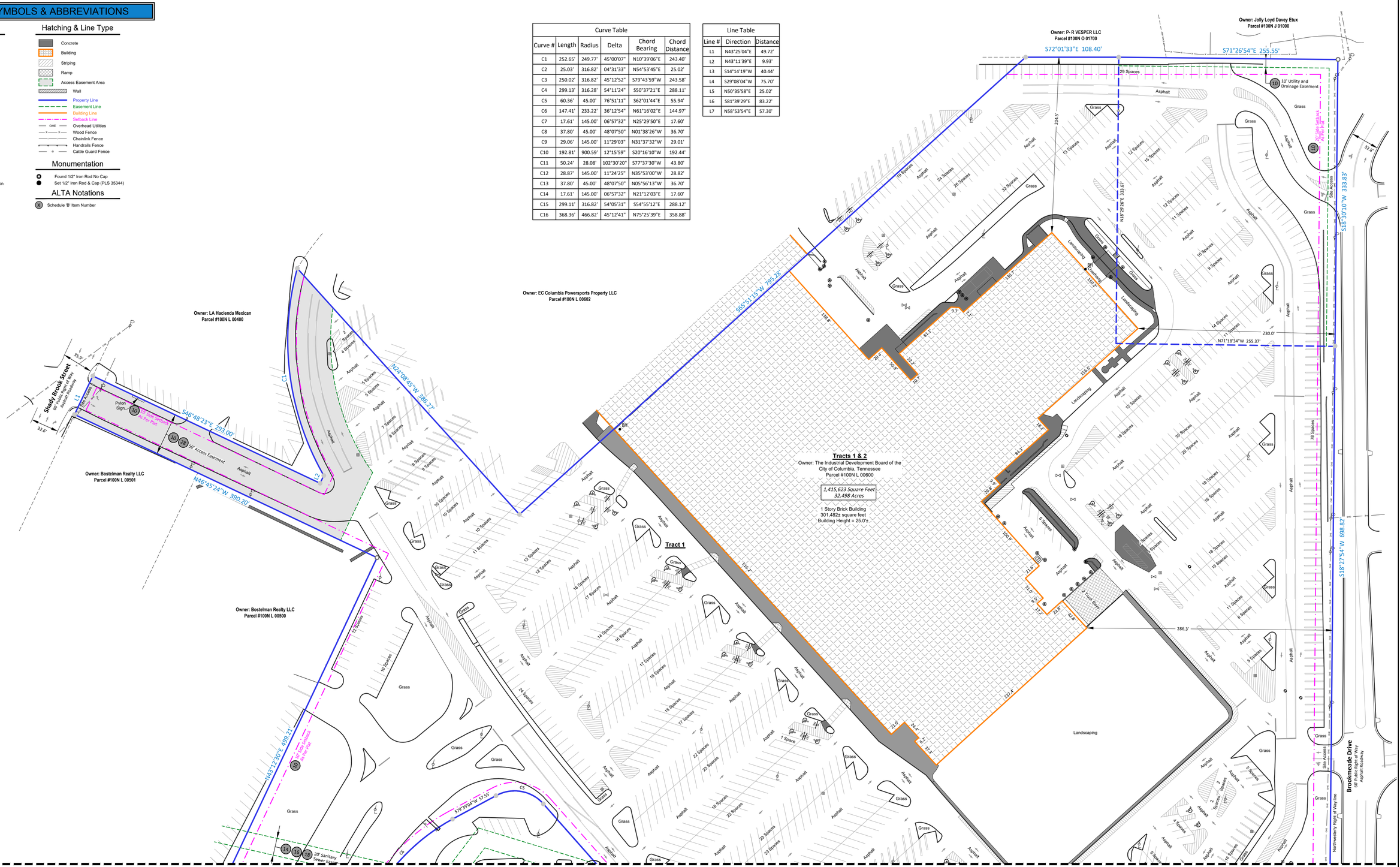

Matchline - See Sheet 3 of 3

1 inch = 50 feet
Graphic Scale
0' 25' 50' 100'

SHEET 2 OF 3

ALTA/NSPS LAND TITLE SURVEY

PREPARED FOR

Columbia Mall TN Project

Date of Field Survey: July 12, 2024

Network Project Number: 202401259-1 AAC

1-(800)-SURVEYS (787-8397)

TRANSACTION SERVICES

www.bockandclark.com maywhelpyou@bockandclark.com www.NV5.com

NV5

SURVEY • ZONING • ENVIRONMENTAL • ASSESSMENT

LEGEND OF SYMBOLS & ABBREVIATIONS

Symbols

- Power Pole
- Light Pole
- Gate Valve
- Fire Hydrant
- Sanitary Manhole
- Sewer Clean Out
- Gas Meter
- Telephone Pedestal
- Electric Transformer
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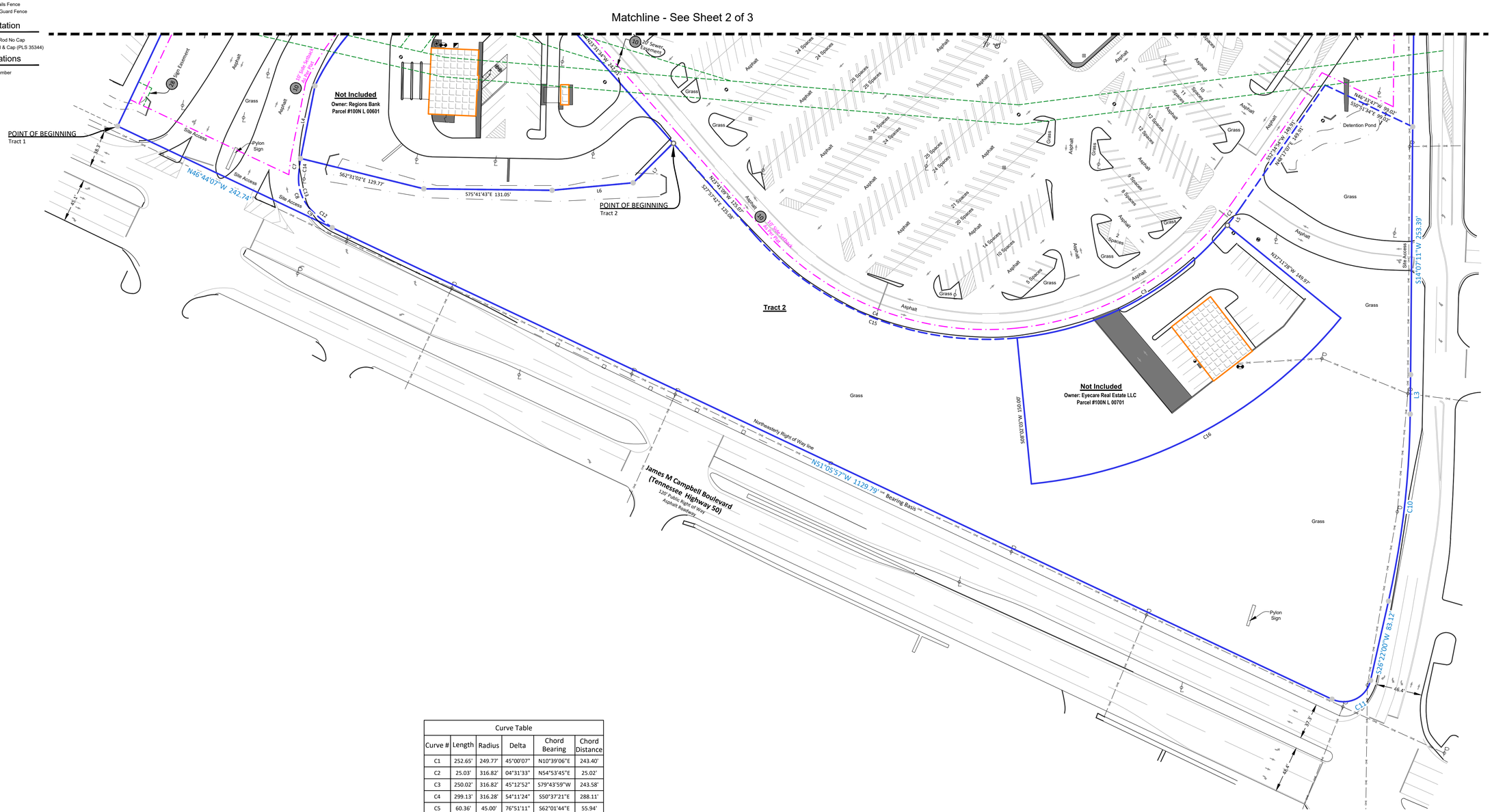

Line Table		
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L4	S29°08'04"W	75.70'
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L6	S81°39'29"E	83.22'
L7	N58°53'54"E	57.30'

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C3	250.02'	316.82'	45°12'52"	S79°43'59"W	243.58'
C4	299.13'	316.28'	54°11'24"	S50°37'21"E	288.11'
C5	60.36'	45.00'	76°51'11"	S62°01'44"E	55.94'
C6	147.41'	233.22'	36°12'54"	N61°16'02"E	144.97'
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Graphic Scale
0' 25' 50' 100'

SHEET 3 OF 3

ALTA/NSPS LAND TITLE SURVEY
PREPARED FOR
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Network Project Number: 202401259-1 AAC
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TRANSACTION SERVICES
www.bockandclark.com maywehelpyou@bockandclark.com www.NV5.com
SURVEY • ZONING • ENVIRONMENTAL • ASSESSMENT

DEMOLITION LEGEND

1. REMOVE EXISTING ASPHALT
2. REMOVE EXISTING STRIPING
3. REMOVE EXISTING CURB
4. REMOVE EXISTING LIGHT POLE/ASSOCIATED ELECTRICAL LINES, RE-ROUTE AS NECESSARY PER SITE ELECTRIC PLAN
5. REMOVE EXISTING STORM STRUCTURE
6. REMOVE/ABANDON EXISTING STORM LINE
7. REMOVE/ABANDON EXISTING WATER LINE
8. REMOVE/ABANDON EXISTING GAS LINE

CUT POINT.

LOT LINE

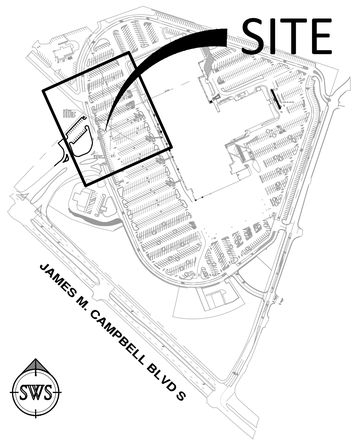
GRATE INLET
TOP EL: 644.2'
12" RCP OUT: 644.04'

GRATE INLET
TOP EL: 647.55'
18" RCP IN: 642.62'
18" RCP OUT: 642.44'

GRATE INLET
TOP EL: 646.05'
18" RCP IN: 640.57' NW
18" RCP IN: 640.50' E
18" RCP IN: 640.64' SE
36" RCP OUT: 640.44'

GRATE INLET
TOP EL: 646.72'
18" RCP OUT: 642.72'

ONLY



SITE KEY

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

10' 5' 0' 10' 20'
SCALE IN FEET
GRAPHIC SCALE 1"=10'

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
594 Autumn Springs Court, Suite A-6
Franklin, TN 37067
615-716-0683
SAN DIEGO • NASHVILLE • PHOENIX • ORLANDO

DATE: 12/10/2024 12:37:44 PM BY: PRESTON AYER
FILE: C:\Users\preston.ayer\SWS Engineering\2024\Project Files\24-196T\PWORD\Construct\Out-Parcel Retail Building\24-196T_CP-C0.03 Existing Conditions and Demo Plan.dwg

CITY REVIEW SET, NOT FOR CONSTRUCTION

Tennessee811
Know what's below. Call before you dig.

EXISTING CONDITIONS AND DEMO PLAN

OUT PARCEL RETAIL BUILDING

DESIGN DOCUMENT SET

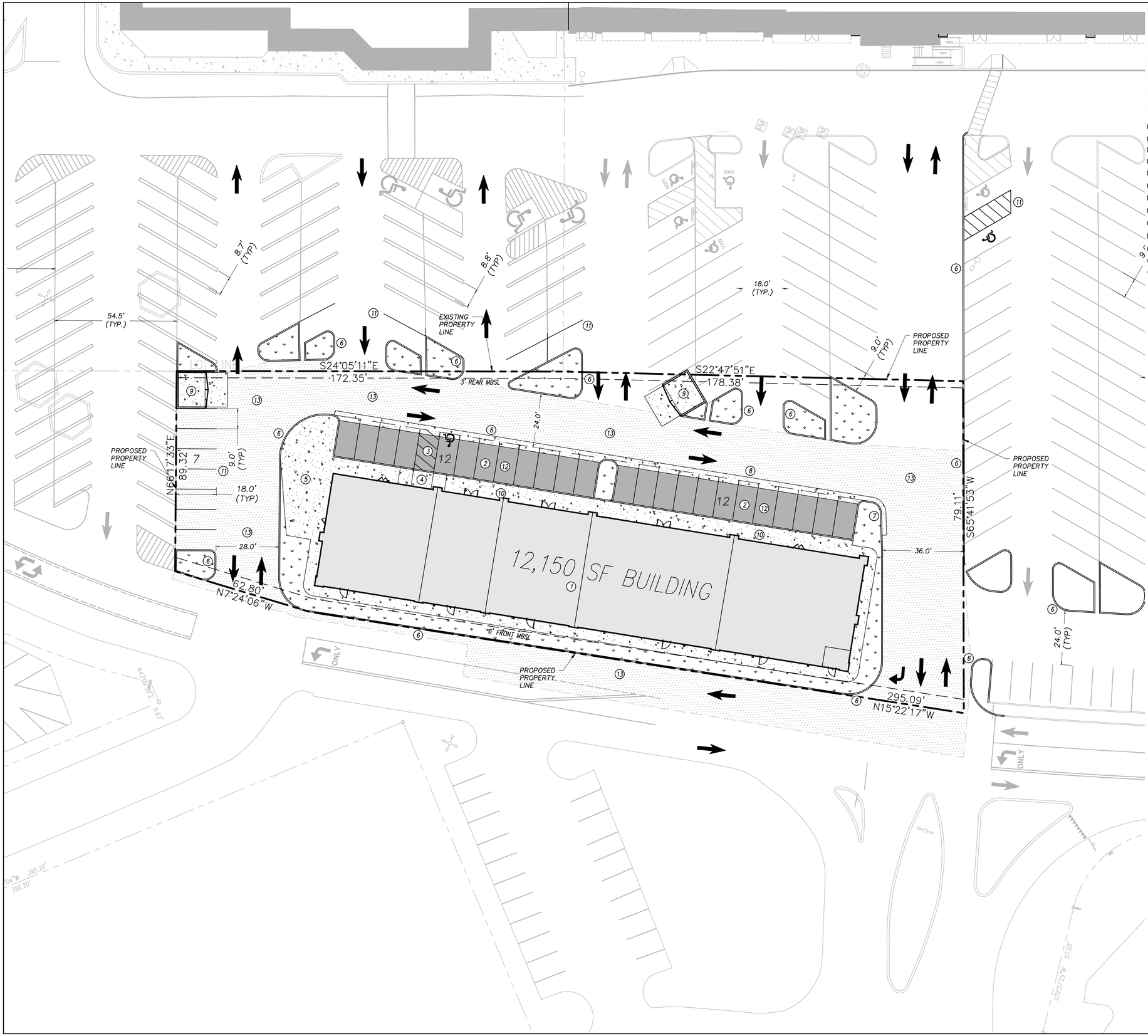
800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C0.02

DATE: 08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA



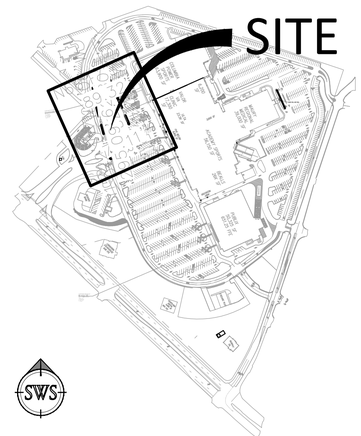
SITE LEGEND

- ASPHALT
- MILL AND OVERLAY ASPHALT
- BUILDING
- CONCRETE
- LANDSCAPING

1. PROPOSED BUILDING
2. 9'X18' PARKING SPACE
3. ADA PARKING SPACE, #1/C5.00
4. ADA CURB RAMP
5. CONCRETE PATIO AREA
6. CONCRETE CURB, #4/C5.00
7. CONCRETE CURB AND GUTTER, #4/C5.00
8. CONCRETE VALLEY GUTTER, #5/C5.00
9. DUMPSTER ENCLOSURE, #3/C5.00
10. CONCRETE WALKWAY, #6/C5.00
11. PARKING SPACE STRIPING
12. ASPHALT PAVING, #2/C5.00
13. MILL AND OVERLAY ASPHALT PAVING, #2/C5.00

SITE DATA TABLE

PROPOSED LAND USE:	12,500 SF RETAIL BUILDING
ZONE:	CD4C
ACREAGE:	0.99 ACRES –43,326 SF
DENSITY ALLOWED:	24 DU UNITS PER ACRE – 24 UNITS
DENSITY PROPOSED:	5 UNITS PER ACRE – 5 UNITS
MAX BLOCK PERIMETER :	2400 FT
BLOCK PERIMETER PROPOSED:	950 FT
PRINCIPAL BUILDING:	1 MAX
PRINCIPAL BUILDING PROPOSED:	1
ACCESSORY BUILDINGS ALLOWED:	1
ACCESSORY BUILDINGS PROPOSED:	0
LOT WIDTH MAX (COMMERCIAL):	600 FT
LOT WIDTH PROPOSED:	355 FT
FRONTAGE BUILDOUT (COMMERCIAL):	40%
FRONTAGE BUILDOUT PROPOSED:	240/355 = 67%
EXISTING IMPERVIOUS SURFACE:	100%
IMPERVIOUS SURFACE PROPOSED:	88.7%
BUILDING SITE ENFRONTMENT:	PRIVATE RING ROAD
BUILDING SITE ACCESS:	ACCESS EASMENTS THROUGH PRIVATE RING ROAD/ACCESS TO JAMES CAMPBELL AND BROOKMEADE DRIVE
FRONT SETBACK:	6FT, 11FT PROVIDED
SIDE SETBACK:	0FT
REAR SETBACK:	3FT, 46FT PROVIDED



SITE KEY

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

20' 10' 0' 20' 40'
SCALE IN FEET
GRAPHIC SCALE 1"=20'

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
594 Autumn Springs Court, Suite A-6
Franklin, TN 37067
615-716-0683
SAN DIEGO - NASHVILLE - PHOENIX - ORLANDO

DATE:12/10/2024 1:12:37 PM BY:PRESTON.AKER
FILE:C:\Users\preston.aker\SWS Engineering,Inc\24-196T-JAMES CAMPBELL BLVD - Documents\Civil\Plan Sheets\24-196T-C01.00 Site Plan.dwg

CITY REVIEW SET, NOT FOR CONSTRUCTION

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SITE PLAN

DESIGN DOCUMENT SET

OUT PARCEL RETAIL BUILDING

800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C1.00

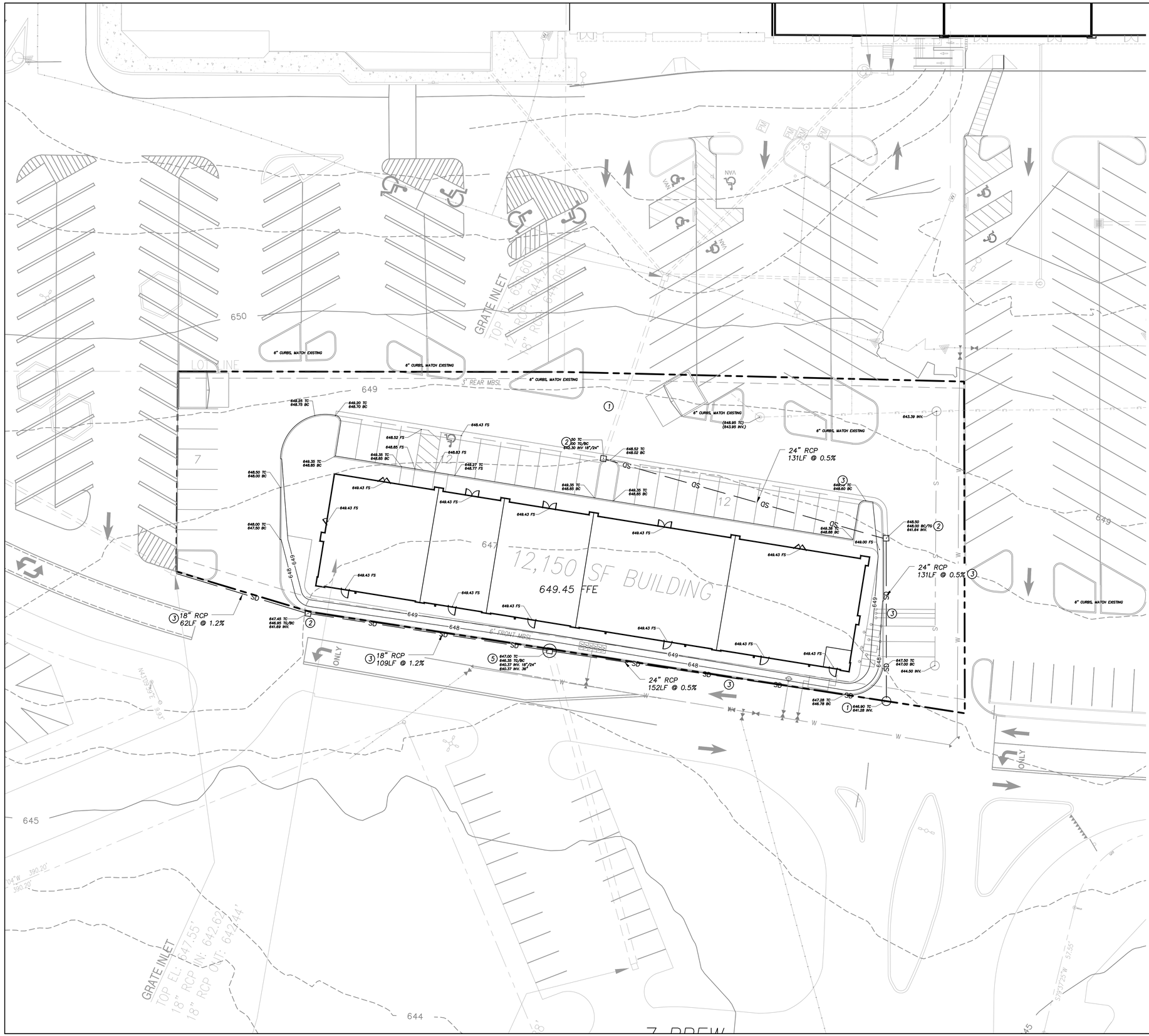
DATE: 08-06-24
JOB NO.: 24-196T

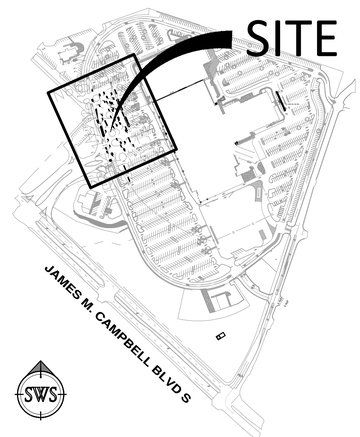
DRAWN BY:	DMO	CHKD BY:	PDA

GRADING AND DRAINAGE LEGEND

XXX	EXISTING CONTOUR
XXX	PROPOSED CONTOUR
SD	STORM SEWER LINE
□	STORM STRUCTURE
XXX.XX FS	FINISH SURFACE
XXX.XX TC	TOP OF CURB/CASTING
XXX.XX BC	BOTTOM OF CURB
XXX.XX TG	TOP OF GRATE

1. STORM MANHOLE, SOLID LID
2. SINGLE CATCH BASIN, JBS 3300
3. 18" RCP STORM LINE
4. 24" RCP STORM LINE
5. STORM STRUCTURE WITH CATCH BASIN, SET ON EXISTING 36" RCP





SITE KEY

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

20' 10' 0' 20' 40'
SCALE IN FEET
GRAPHIC SCALE 1"=20'

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DATE: 12/10/2024 12:57:16 PM BY: PRESTON KYER
Filename: C:\Users\PrestonKyer\SWS Engineering\2024\Project Files\24-196T\PW\00\Construct\Civil\Parcel Redevelopment 24-196T_GP-C2.00 Grading Drainage and EPSC Plan.dwg

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Know what's below. Call before you dig.

GRADING DRAINAGE AND EPSC PLAN

DESIGN DOCUMENT SET

OUT PARCEL RETAIL BUILDING

800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C2.00

DATE: 08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA

EROSION CONTROL LEGEND

DESCRIPTION	SYMBOL
CONCRETE WASHOUT	CW
INLET PROTECTION, TCP-24 #1/C5.00	
LIMITS OF DISTURBANCE = 0.89 ACRES	

GRATE INLET
TOP EL: 650.00'
12" RCP IN: 644.72'
18" RCP OUT: 644.06'

LOT LINE

GRATE INLET
TOP EL: 647.55'
18" RCP IN: 642.62'
18" RCP OUT: 642.44'

GRATE INLET
TOP EL: 646.05'
18" RCP IN: 640.57' NW
18" RCP IN: 640.50' E
18" RCP IN: 640.64' SE
36" RCP OUT: 640.44'

GRATE INLET
TOP EL: 646.22'
18" RCP OUT: 642.72'

ONLY

ONLY

CW

SITE

JAMES M. CAMPBELL BLVD S

SITE KEY

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

10' 5' 0' 10' 20'
SCALE IN FEET
GRAPHIC SCALE 1"=10'

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DATE: 12/17/2024 12:58:12 PM BY: PRESTON KYER
FILE: C:\Users\preston.kyer\Documents\SWS\24 Projects - Files\24-1967\PW\00 Construction\Out-Parcel Retail\Dwg\24-1967_CP-C3.00 Initial EPSC Plan.dwg

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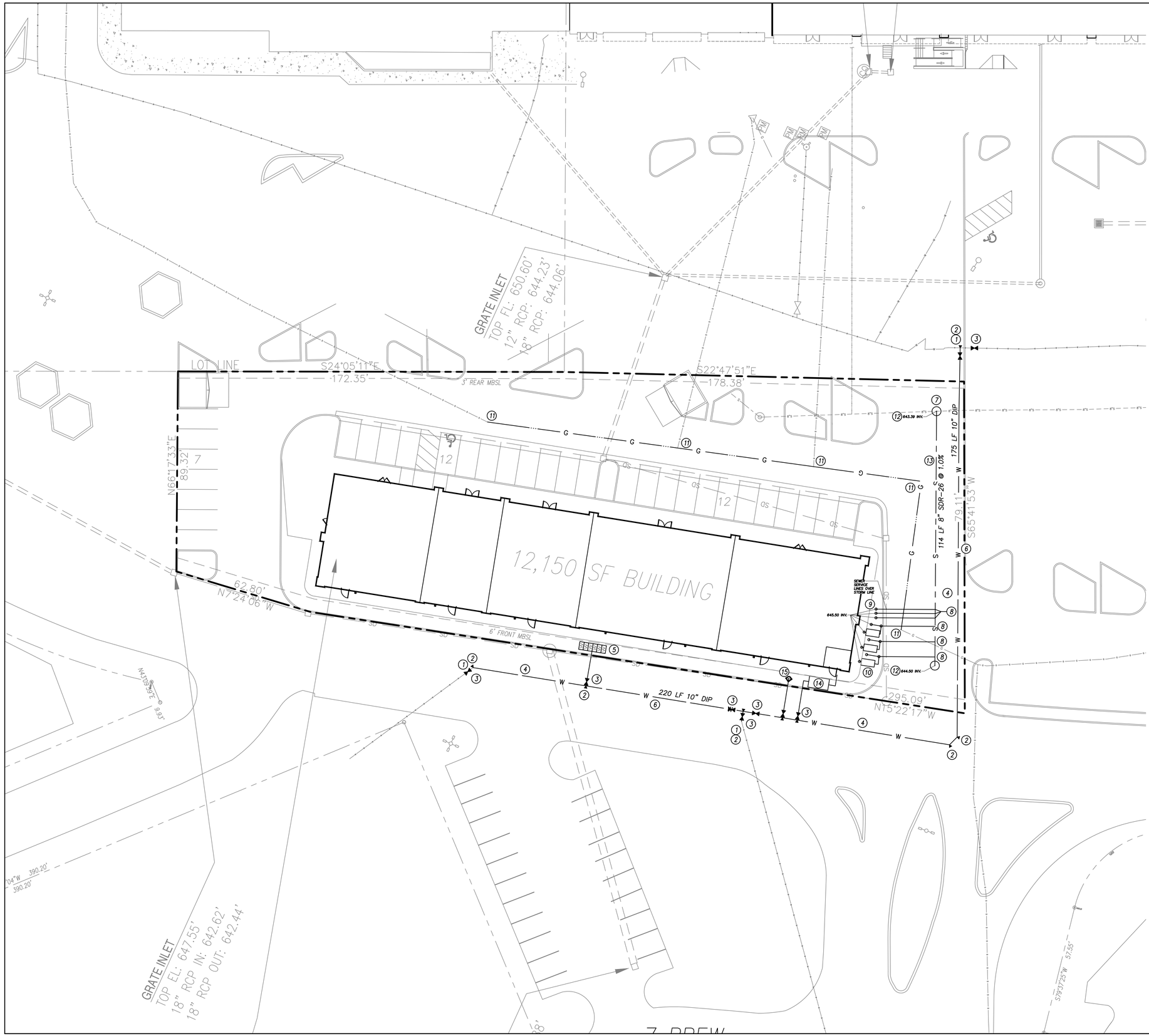
INITIAL EPSC PLAN
DESIGN DOCUMENT SET
OUT PARCEL RETAIL BUILDING
800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

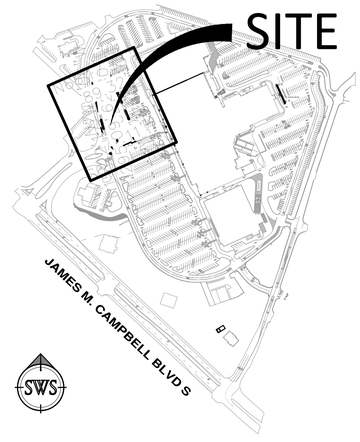
C3.00
DATE: 08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA



UTILITY LEGEND

1. WATER MAIN CONNECTION POINT
2. CONCRETE THRUST BLOCK (TYP), #4,5/C5.30
3. GATE VALVE, #2/C5.30
4. TRENCH REPAIR, #1/C5.30
5. WATER METER BOX, 6 METERS, BACKFLOWS PROVIDED INTERNALLY AT EACH UNIT, #3/C5.31
6. 10" WATER MAIN, DIP
7. SEWER CONNECTION POINT
8. 6" SEWER SERVICE LINE, SDR-35
9. SEWER CLEANOUT (TYP), #1/C5.31
10. GREASE TRAP, 3 TOTAL
11. GAS LINE RE-ROUTE, COORDINATE WITH GAS COMPANY
12. SEWER MANHOLE
13. 8" SEWER MAIN SDR-26
14. FIRE METER AND VAULT, #4/C5.31
15. FIRE HYDRANT, #1/C5.31



SITE KEY

MAP NO. 100N - PARCELS 6.00 + 7.00

PROJECT BENCHMARK
BENCHMARK DESCRIPTION:
ELEVATION:
NAD83 & NAVD88

10' 5' 0' 10' 20'
SCALE IN FEET
GRAPHIC SCALE 1"=10'

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DATE: 12/10/2024 12:57:37 PM BY: PRESTON AYER
FILE: C:\Users\preston.ayer\AC\AccDocs\SWS Engineering\2024\Project Files\24-1967\PROD\Construct\Out-Parcel Buildings
FILE NAME: 24-1967_GP-C4.00 Utility Plan.dwg

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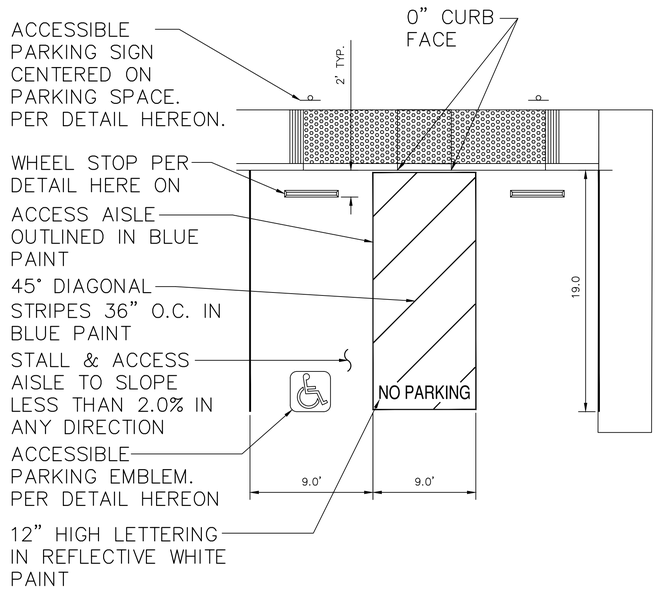
UTILITY PLAN
DESIGN DOCUMENT SET
OUT PARCEL RETAIL BUILDING
800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

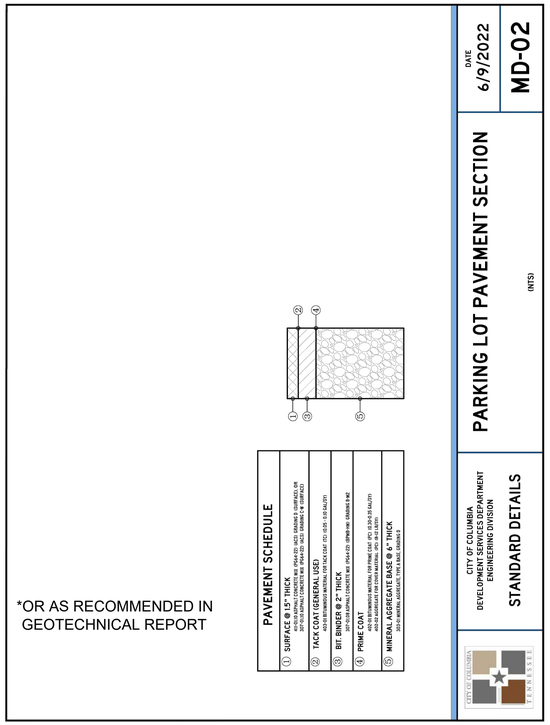
REV.	COMMENTS	DATE

C4.00
DATE: 08-06-24
JOB NO.: 24-196T

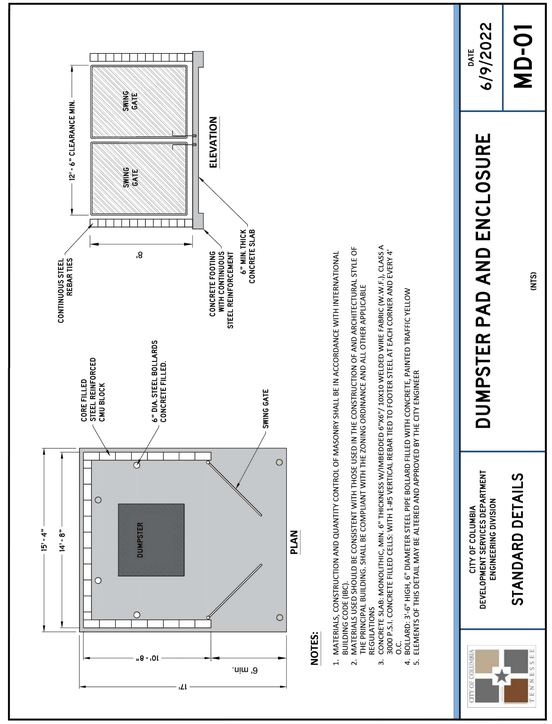
DRAWN BY:	DMO	CHKD BY:	PDA



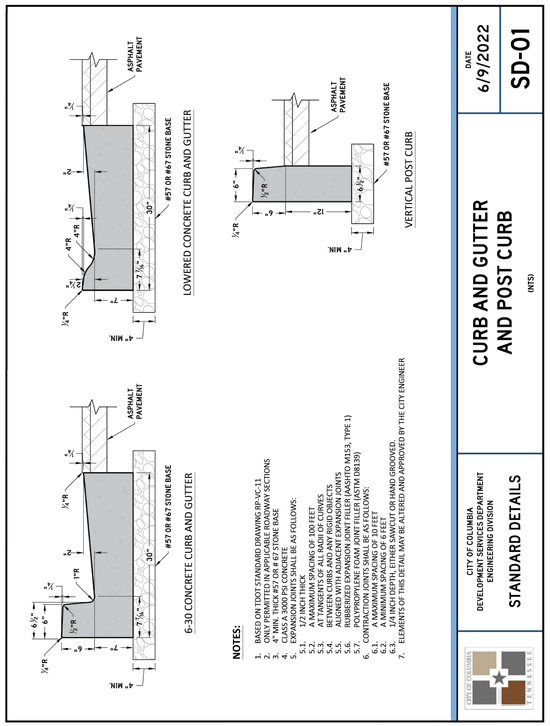
DETAIL #1 - ADA PARKING SPACE



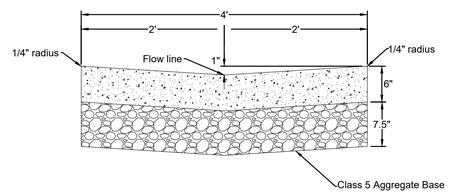
DETAIL #2 - ASPHALT PAVING



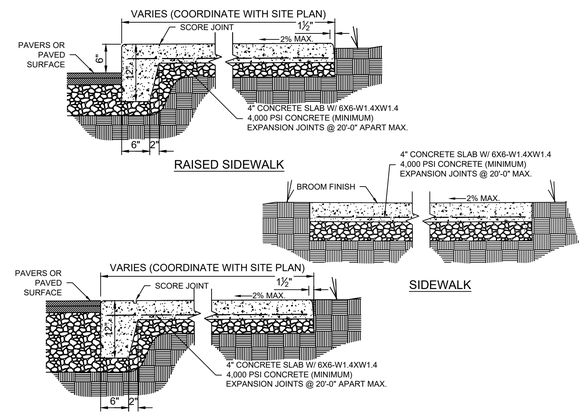
DETAIL #3 - DUMPSTER ENCLOSURE



DETAIL #4 - CURBS



DETAIL #5 - CONCRETE VALLEY GUTTER



DETAIL #6 - CONCRETE WALKWAYS

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DATE: 12/15/2024 12:58:32 PM BY: PRESTON.AYER
FILE: C:\Users\preston.ayer\SWS Engineering\2024\24-196T\PM\DO\Construct\Out-Parcel Retail Building\24-196T_CP-xCS.00 Details.dwg

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DETAILS

DESIGN DOCUMENT SET

OUT PARCEL RETAIL BUILDING

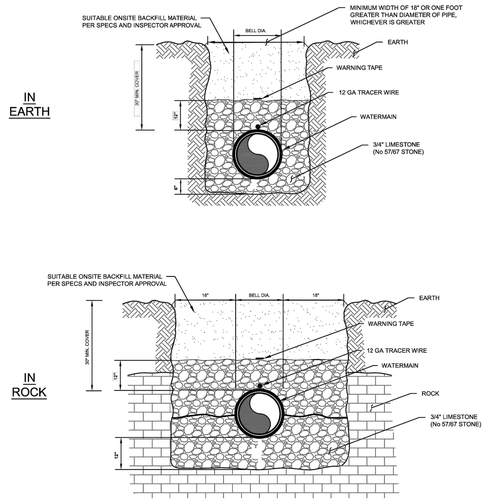
800 S JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C5.00

DATE: 08-06-24
JOB NO.: 24-196T

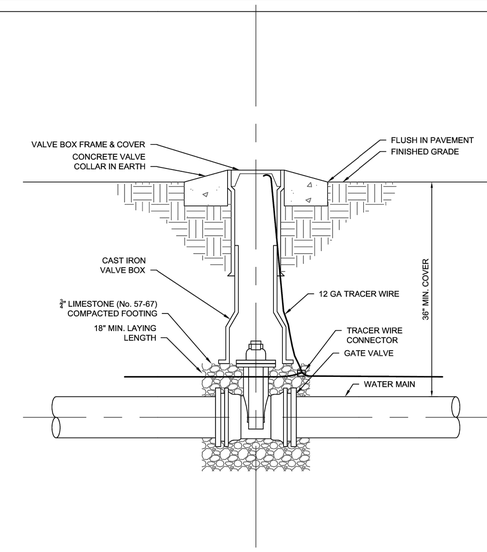
DRAWN BY:	DMO	CHKD BY:	PDA



NOTES:
1. **30" MINIMUM COVER IN TRAFFIC AREAS.**
2. **UNSUITABLE EARTH MATERIALS MAY REQUIRE OVER-EXCAVATION AND GRAVEL BEDDING AND HAUNCHING.**

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL	FIGURE NO.:
	WATER LINE LAYING CONDITIONS IN ROCK OR EARTH	CWS-1

DETAIL #1 - TRENCH REPAIR



NOTES:
1. ALL VALVE BOXES SHALL BE SET TO BE FLUSH WITH FINAL GRADES AND SHALL NOT BE COVERED WITH ANY PAVING, DIRT, SOD, GRASSING, AND/OR LANDSCAPING.
2. THIS DETAIL IS VALID FOR 16" AND SMALLER VALVE SIZES. FOR LARGER SIZES, SEE CONTRACT SPECS. OR CONFIRM WITH CPWS.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL	FIGURE NO.:
	LINE VALVE SETTING	CWS-2

DETAIL #2 - VALVE BOX

LENGTH TO BE RESTRAINED (L)							
PIPE SIZE	HORIZONTAL BENDS				VERTICAL OFFSETS 45° BENDS		VALVES OR DEAD ENDS
	11.25°	22.5°	45°	90°	UPPER	LOWER	
6"	3 FT	6 FT	13 FT	30 FT	23 FT	4 FT	66 FT
8"	4 FT	8 FT	16 FT	38 FT	30 FT	6 FT	86 FT
10"	5 FT	9 FT	19 FT	45 FT	36 FT	7 FT	103 FT
12"	6 FT	11 FT	22 FT	53 FT	43 FT	8 FT	121 FT
16"	7 FT	14 FT	28 FT	66 FT	55 FT	10 FT	154 FT
20"	8 FT	16 FT	33 FT	79 FT	66 FT	12 FT	185 FT
24"	8 FT	16 FT	33 FT	79 FT	77 FT	15 FT	204 FT

REDUCERS	
SIZE	L
6x4	34'
8x6	36'
8x4	62'
10x8	35'
10x6	63'
12x10	36'
12x8	64'
16x12	66'
16x10	92'
20x18	35'
20x16	66'
20x12	117'
24x20	56'
24x18	80'
24x16	101'

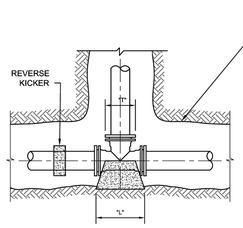
TEES		
RUN	BRANCH	L
4"	4"	F.O.
4"	6"	10'
	<6"	F.O.
8"	8"	29'
	<8"	F.O.
10"	10"	45'
	8"	13'
	<8"	F.O.
12"	12"	62'
	10"	32'
	<8"	F.O.
16"	16"	94'
	12"	39'
	10"	5'
	<10"	F.O.
20"	20"	125'
	16"	76'
	12"	14'
	<12"	F.O.
24"	24"	124'
	20"	84'
	16"	36'
	<16"	F.O.

F.O. = FITTING ONLY

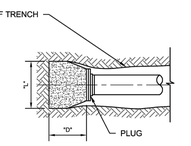
NOTES:
1. PIPE TO BE INSTALLED IN TRENCH AS PER LINE LAYING CONDITION DETAIL.
2. ALL BURIED PIPING SPECIFIED TO BE PRESSURE TESTED AND SHALL BE PROVIDED WITH MECHANICAL JOINT THRUST RESTRAINTS AT ALL DIRECTION CHANGES, SIZE CHANGES, AND DEAD ENDS. ALL CONNECTIONS TO EXISTING PIPE SHALL BE MADE WITH RETAINER GLANDS.
3. MECHANICAL JOINT RESTRAINTS SHALL BE DUCTILE IRON IN ACCORDANCE WITH ASTM A536 - STANDARD SPECIFICATION FOR DUCTILE IRON CASTINGS.
4. CONTRACTOR SHALL FURNISH AND INSTALL MECHANICAL JOINT RESTRAINTS WITH ALL HARDWARE AND ACCESSORIES AS REQUIRED BY THE MANUFACTURER FOR PROPER INSTALLATION.
5. CONTRACTOR SHALL PROVIDE THE SERIES/MODEL OF JOINT RESTRAINT AS REQUIRED FOR THE PIPE SIZE, MATERIAL, AND FLANGED FITTING SHOWN ON THE PLANS.
6. RESTRAINT LENGTH CALCULATIONS WERE PERFORMED UNDER THE FOLLOWING CONDITIONS: PVC PIPE MATERIAL, GM SOIL TYPE, 1.5 SAFETY FACTOR, TYPE 3 TRENCH, 2.5 FT BURY DEPTH, 150 PSI TEST PRESSURE.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL	FIGURE NO.:
	PIPE JOINT RESTRAINT SCHEDULE	CWS-4

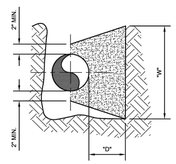
DETAIL #3 - PIPE JOINT SCHEDULE



TEE
PLAN VIEW



PLUG
PLAN VIEW



TYPICAL SECTION

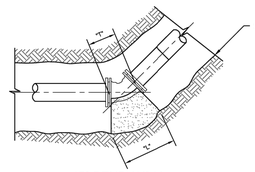
TEE							
SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	18"	18"	18"	24"	24"	30"	36"
"L"	19"	25"	31"	38"	50"	75"	93"
"W"	19"	25"	31"	38"	50"	75"	93"
"T"	16"	16"	18"	18"	24"	36"	36"

PLUG							
SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	18"	18"	18"	24"	24"	30"	36"
"L"	19"	25"	31"	38"	50"	75"	93"
"W"	19"	25"	31"	38"	50"	75"	93"
"T"	12"	12"	12"	12"	18"	30"	36"

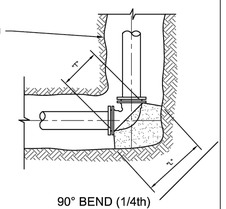
NOTES:
1. DEPTH "D" MAY BE GREATER THAN SPECIFIED TO ALLOW WORKING SPACE AGAINST UNDISTURBED EARTH.
2. ALL BOLTS AND FITTINGS MUST BE WRAPPED IN MINIMUM THREE (3) MIL. PLASTIC.
3. LEAVE APPROXIMATELY 12" SEPARATION BETWEEN CONCRETE AND FITTING BELLS
4. THRUST BLOCK DIMENSIONS BASED ON 150 PSI OPERATING PRESSURE AND 50% ADDITIONAL SURGE PRESSURE.
5. SOIL BEARING PRESSURE USED FOR THRUST BLOCK DIMENSIONS SHOWN IS 4,000 PSF. IF SOIL SURROUNDING THRUST BLOCK DOES NOT HAVE THIS CAPACITY, ADDITIONAL THRUST BLOCK VOLUME MAY BE REQUIRED.
6. CONCRETE TO BE USED FOR THRUST BLOCKS TO BE 3,500PSI CONCRETE.
7. LENGTH (L) AND WIDTH (W) DIMENSIONS CAN BE MODIFIED SLIGHTLY AS LONG AS TOTAL AREA DOES NOT CHANGE, BY WRITTEN DIRECTION OF CPWS ONLY TO MEET SITE SPECIFIC CONCERNS.
8. ELEVATION OF GROUNDWATER IS ASSUMED TO BE BELOW BOTTOM OF THRUST BLOCK.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL	FIGURE NO.:
	CONCRETE BLOCKING DETAILS (TEES AND PLUGS)	CWS-5

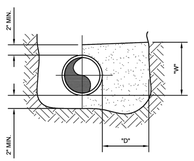
DETAIL #4 - CONCRETE BLOCKING



45° BEND (1/8th)
22-1/2° BEND (1/16th)
11-1/4° BEND (1/32nd)
PLAN VIEW



90° BEND (1/4th)
PLAN VIEW



TYPICAL SECTION

90° BEND (1/4th)							
SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	18"	18"	18"	24"	24"	30"	36"
"L"	32"	42"	52"	63"	84"	125"	156"
"W"	16"	21"	26"	32"	42"	63"	78"
"T"	16"	16"	18"	18"	24"	36"	36"

45° BEND (1/8th)							
SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	18"	18"	18"	18"	24"	30"	36"
"L"	24"	31"	39"	46"	62"	92"	115"
"W"	12"	16"	20"	23"	31"	46"	58"
"T"	16"	16"	18"	18"	18"	24"	24"

22.5° BEND (1/16th)							
SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	12"	12"	18"	18"	24"	24"	24"
"L"	17"	23"	28"	33"	44"	66"	82"
"W"	9"	12"	14"	17"	22"	33"	41"
"T"	16"	16"	18"	18"	18"	24"	24"

11.25° BEND (1/32nd)							
SIZE	6"	8"	10"	12"	16"	24"	30"
"D"	12"	12"	18"	18"	24"	24"	24"
"L"	12"	16"	20"	24"	32"	47"	59"
"W"	6"	8"	10"	12"	16"	24"	30"
"T"	16"	16"	18"	18"	18"	24"	24"

NOTES:
1. DEPTH "D" MAY BE GREATER THAN SPECIFIED TO ALLOW WORKING SPACE AGAINST UNDISTURBED EARTH.
2. ALL BOLTS AND FITTINGS MUST BE WRAPPED IN MINIMUM THREE (3) MIL. PLASTIC.
3. LEAVE APPROXIMATELY 12" CLEARANCE BETWEEN CONCRETE AND FITTING BELLS
4. THRUST BLOCK DIMENSIONS BASED ON 150 PSI OPERATING PRESSURE AND 50% ADDITIONAL SURGE PRESSURE.
5. SOIL BEARING PRESSURE USED FOR THRUST BLOCK DIMENSIONS SHOWN IS 4,000 PSF. IF SOIL SURROUNDING THRUST BLOCK DOES NOT HAVE THIS CAPACITY, ADDITIONAL THRUST BLOCK VOLUME MAY BE REQUIRED.
6. CONCRETE TO BE USED FOR THRUST BLOCKS TO BE 3,500PSI CONCRETE.
7. LENGTH (L) AND WIDTH (W) DIMENSIONS CAN BE MODIFIED SLIGHTLY AS LONG AS TOTAL AREA DOES NOT CHANGE, BY WRITTEN DIRECTION OF CPWS ONLY TO MEET SITE SPECIFIC CONCERNS.
8. ELEVATION OF GROUNDWATER IS ASSUMED TO BE BELOW BOTTOM OF THRUST BLOCK.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL	FIGURE NO.:
	CONCRETE BLOCKING (BENDS)	CWS-6

DETAIL #5 - CONCRETE BLOCKING

DETAIL #6 - NOT USED

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
594 Autumn Springs Court, Suite A-6
Franklin, TN 37067
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SAN DIEGO • NASHVILLE • PHOENIX • ORLANDO

DATE: 12/15/2024 12:58:20 PM BY: PRESTON AYER
FILE: C:\SWS Dropbox\SWS Engineering\24\24-196T\Project Files\24-196T-SWSD Construct\Civil Plans\Details\24-196T_CP-C5.30 Utility Details.dwg

CITY REVIEW SET, NOT FOR CONSTRUCTION

Tennessee811 Know what's below. Call before you dig.

UTILITY DETAILS

DESIGN DOCUMENT SET

OUT PARCEL RETAIL BUILDING

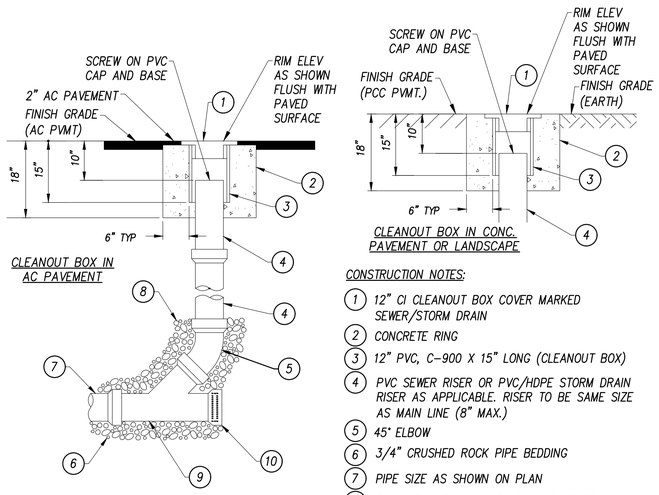
800 S JAMES CAMPBELL BLVD COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

C5.30

DATE: 08-06-24
JOB NO.: 24-196T

DRAWN BY:	DMO	CHKD BY:	PDA



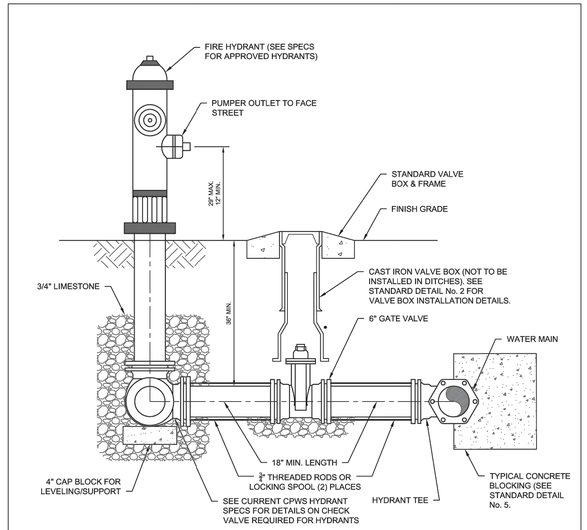
CLEANOUT BOX IN AC PAVEMENT

CLEANOUT BOX IN CONC. PAVEMENT OR LANDSCAPE

CONSTRUCTION NOTES:

1. 12" CI CLEANOUT BOX COVER MARKED SEWER/STORM DRAIN
2. CONCRETE RING
3. 12" PVC, C-900 X 15" LONG (CLEANOUT BOX)
4. PVC SEWER RISER OR PVC/HDPE STORM DRAIN RISER AS APPLICABLE. RISER TO BE SAME SIZE AS MAIN LINE (8" MAX.)
5. 45° ELBOW
6. 3/4" CRUSHED ROCK PIPE BEDDING
7. PIPE SIZE AS SHOWN ON PLAN
8. 3/4" CRUSHED ROCK TO TOP OF 45° BEND
9. STANDARD WYE BRANCH
10. INSTALL PLUG IF AT END OF RUN

DETAIL #1 - SEWER CLEANOUT

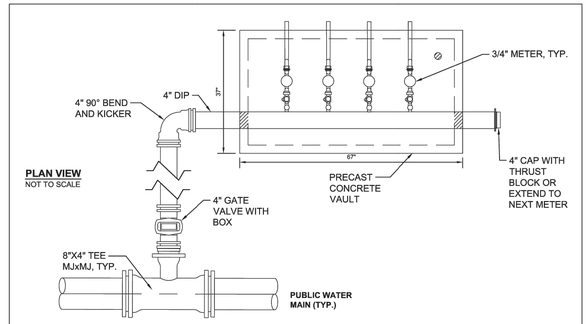


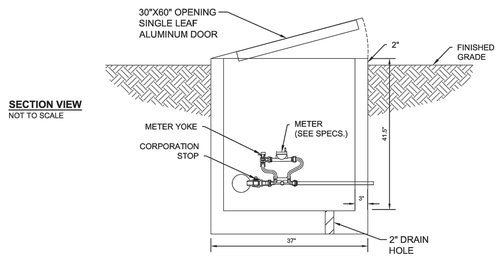
NOTES:

1. FIRE HYDRANT SHALL BE INSTALLED SO THE PUMPER NOZZLE IS POINTED TOWARD THE STREET.
2. ALL M.J. FITTINGS TO INCLUDE WEDGE STYLE THRUST RESTRAINT.
3. FIRE HYDRANTS TO BE SAFETY YELLOW.
4. TRACER WIRE TO EXTEND TO VALVE AND HYDRANT.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL	FIGURE NO.:
	FIRE HYDRANT ASSEMBLY	CWS-11

DETAIL #2 - FIRE HYDRANT



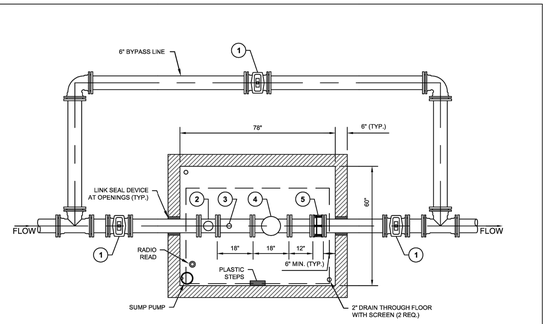


NOTES:

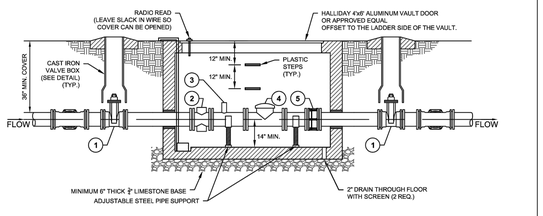
1. THE GANG VAULT MAY VARY FROM 3 TO 6 METERS DEPENDING ON CONDITIONS. VAULT SIZE WILL VARY ACCORDINGLY.
2. PRECAST VAULT TO COMPLY WITH ASTM C-857 & C-858.
3. TRACER WIRE TO EXTEND TO METER VAULT.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL	FIGURE NO.:
	GANG METER VAULT	CWS-22

DETAIL #3 - METER VAULT



PLAN VIEW



ELEVATION

KEY NOTES

1. 6" MJ GATE VALVE
2. COMPACT STRAINER (OPTIONAL)
3. 2" TEST PORT ASSEMBLY (BRASS) w/ 2" RISER, 2" BALL VALVE & 2" PLUG
4. MASTER METER OCTAVE ULTRASONIC FLOW METER
5. DISMANTLING JOINT

NOTES:

1. SUMP PUMP TO BE MINIMUM ½ H.P. MYERS MC1033 (OR APPROVED EQUAL) AS MANUFACTURED BY PENTAIR W/ FLOAT SWITCH. CONTRACTOR TO ENSURE SUMP DIAMETER IS LARGE ENOUGH TO ACCOMODATE PUMP.
2. PROVIDE ADEQUATE SITE DRAINAGE AWAY FROM VAULT. CPWS MAY REQUIRE SUMP PUMP IF ADEQUATE DRAINAGE IS NOT REQUIRED.
3. IF VAULT IS LOCATED IN TRAFFIC OR SIDEWALK AREA PROVIDE HATCH WITH H-20 LOAD RATING.
4. PRE-CAST VAULT TO COMPLY WITH ASTM C-857 & C-858
5. TRACER WIRE TO EXTEND TO METER.

CPWS Columbia Power & Water Systems	STANDARD WATER DETAIL	FIGURE NO.:
	6" ULTRASONIC METER VAULT	CWS-17

DETAIL #4 - FIRE METER VAULT

SWS ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
594 Autumn Springs Court, Suite A-6
Franklin, TN 37067
615-716-0033
NASHVILLE • PHOENIX • ORLANDO
SAN DIEGO
SWS ENGINEERING, INC.

DATE: 12/19/2024 12:33:53 PM BY: PRESTON AYER
FILE: C:\Users\PrestonAyer\SWS Engineering\2024\24-196T\Project Files\24-196T.dwg
Plotted: 24-196T...DP-C5.31 Utility Details.dwg

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800 S. JAMES CAMPBELL BLVD
COLUMBIA, TENNESSEE

REV.	COMMENTS	DATE

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DATE: 08-06-24
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DRAWN BY:	DMO	CHKD BY:	PDA

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

19 December 2024

Preston Ayer
SWS Engineering, Inc
504 Autumn Springs Ct
Franklin, TN 37067

RE: 800 S James Campbell Blvd, Columbia, TN 38401; Columbia Mall Outparcel Building

Preston,

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

December 17, 2024

RE: 800 South James Campbell Blvd. Columbia, Tn 38401

To Whom It May Concern:

Please accept this letter as Atmos Energy's willingness to serve 800 South James Campbell Blvd. in Columbia, Tn.

Any costs associated with main line extensions required to serve multiple buildings, parcels, or tenants will be the responsibility of the developer.

If you have any questions or need additional information, please do not hesitate to contact me at (629) 248-2445.

Sincerely,

Blake Davis

Blake Davis
Senior Account Representative

Atmos Energy Corporation Blake Davis
200 Noah Drive, Franklin, TN
P 629-248-2445 blake.davis@atmosenergy.com

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

December 11, 2024

Highland Capital
Will Hulshof
will@highlandcpt.com

Re: 800 S James Campbell Blvd

Dear Sir:

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.**

Yours truly,

COLUMBIA POWER SYSTEM

Ryan Massey
Vice President of Power Operations

so

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: COLUMBIA CENTER OUT PARCEL BUILDING

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
- NA ☐ 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
- NA ☐ 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.
- N/A ☐ 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.

X

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
- ☑ 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
- NA ☐ 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.
- NA ☐ 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.

City Of
Columbia
Tennessee

Development Services
700 North Garden Street
Columbia, TN 38401
Phone: (931) 560-1560
Fax: (931) 560-1541

PUD Specific Items

NA ❑ List of all deviations from PUD Standards requested

NA ❑ 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.

NA ❑ 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.

NA ❑ 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:

PRESTON AYER		1-20-25
Print Name	Signature	Date

January 21, 2025
PN 24-196T

City of Columbia
Planning Department
700 N Garden Street
Columbia, TN 38401

RE: Columbia Center Outparcel Building

Dear Planning Department,

This SDP application is for the proposed Out Parcel Building at the Columbia Center, former Columbia Mall Property, 800 S James Campbell Blvd. The proposed building will be approximately 12,100 SF and be placed in the existing parking lot, near the S James Campbell Blvd entrance. Proposed uses include Restaurant and Retail.

Sincerely,

Preston Ayer, P.E.
Director – Nashville Office

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	800 S JAMES CAMPBELL BLVD		
	TAX MAP: 100N	GROUP: L	PARCEL: 00600
SUMMARY OF NATURE OF REQUEST AND WORK	12,113 SF BUILDING IN EXISTING PARKING LOT		

DATE OF PRE-APPLICATION CONFERENCE	12-11-24	*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	PRESTON AYER	PHONE	(615) 704-0890
ADDRESS	113 SEABOARD LN FRANKLIN TN 37067	EMAIL	preston@sws-engr.com

PROPERTY OWNER NAME	HC Columbia LLC	PHONE	915-247-9949
ADDRESS	73 White Bridge Rd, STE 103, Nashville, TN 37205	EMAIL	will@highlandcpt.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.

PRESTON AYER APPLICANT NAME	 APPLICANT SIGNATURE	1-17-25 DATE
HC Columbia LLC, Wyatt Woeltje PROPERTY OWNER NAME	 PROPERTY OWNER SIGNATURE	1/17/2025 DATE

Columbia Center/ Design Review, Alternative Compliance

Project #:	25-0047	Location:	800 S J. Campbell Blvd
Applicant:	James Thomas	Case Type(s):	Design Review AC
Staff Planner:	Austin Brass, AICP	Proposed Use:	12,113 SF Retail Center

PROJECT SUMMARY

The applicant is seeking Design Review approval with Alternative Compliance for the exterior of a new one-story 12,113 retail strip center on the Columbia Mall Property. More specifically, the applicant is seeking an alternative compliance deviation when not providing the adequate amount of glazing at the principal facade.

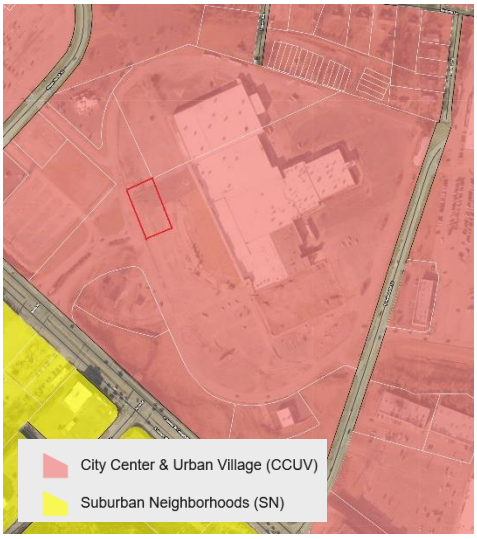
- The applicant proposed an updated resubmittal on 4/3/25 indicating reduced glazing from 25% in a previous submittal to 4% on facade elevation. This resubmittal indicates a raised variation in parapet design among tenants that differs from previous submittal.
- A CD-4C district mandates a minimum of 50% glazing on all principal façades. The applicant is proposing only 25% glazing on the principal facade elevation, which does not comply with the Zoning Ordinance Standards.
- A CD-4C district requires all buildings to have a principal entrance at the primary façade elevation that enfronts a throughfare type. The applicant is proposing all principal entrance doors to be utility entrances; and therefore, does not provide glazing within the doors, giving the appearance of a principal entrance.
- A CD-4C district requires all facades to utilize authentic stucco over masonry. This proposal utilizes a stucco façade that will not be constructed over masonry.
- The DRC reviewed this proposal at its March 2025 meeting. Staff review included standard comments. Full technical comments are provided in the agenda packet.
- The Planning Commission is the **Decision-Making Authority** for this Design Review Alternative Compliance.

SITE INFORMATION

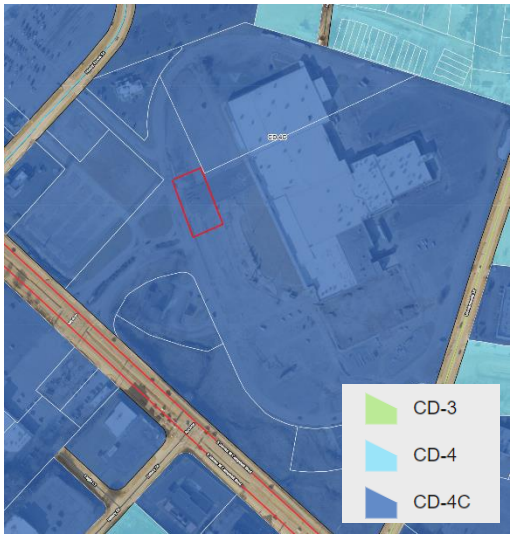
CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
CD-4C	Vacant	12,113 SF Retail Center	+/- 0.89 Acres



FUTURE LAND USE MAP (City Center & Urban Village



ZONING MAP (CD-4C)



SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	City Center & Urban Village	CD-4C	Commercial Retail
North	City Center & Urban Village	CD-4C	Commercial Retail
South	City Center & Urban Village	CD-4C	Commercial Retail
East	City Center & Urban Village	CD-4C	Commercial Retail
West	City Center & Urban Village	CD-4C	Commercial Retail

CONFORMITY WITH ZONING ORDINANCE

- **The proposed design elevations and orientation of the building conform to the CD-4C Character District Design standards with the exception of details highlighted in red below:**

(CD-4C) District Standards : Columbia Center		
Design Standards:	**Required**	**Proposed**
Vertical Composition:	Identifiable Base, Middle, & Cap	All structure indicates a defined base, middle, and cap.
Façade Position & Façade Articulation:	Main entrance at façade & position parallel to frontage line	The proposed retail center enfronts James M. Campbell Blvd with principal entrance enfronting the internal drive in the from of utility doors.
Façade Openings:	20 ft. or less spacing for windows/doors	All windows appear are 20 ft or less with no blank facades.
Façade Glazing:	20-60 % (50% glazing for shopfront elevation)	4%
Window Shape:	Square or vertical proportions	All windows are square or vertical proportioned.
Window Alignment:	Upper floor windows and other features must be aligned with those of first floor	All windows align with no second floor proposed.
Window Types:	Single-hung, double-hung, casement except in shopfront or galley	Windows are fixed glass at shopfront elevation.
Window Glazing Material:	Clear	Clear
Window Trim in 1st Layer:	Min 4 in. trim with sill and top plate/ soldier course above lintel and rowlock course below sill	Elevations have window trim details.

Shutters:	Functional to cover half of window width/ shutter dogs	N/A
Façade Window Sill Height:	5 ft. min above grade if residential	N/A (only applies to residential uses)
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	This use proposed is a single site use that consist of one façade.
Roof Type & Pitch:	Hip/ Gable / Flat	Flat
Primary Building Materials:	Brick, Fiber Cement Board, Wood, Authentic Stucco over Masonry	Elevations consists of a primary façade material of brick and stucco that is not over masonry.
Foundation Cladding:	Brick or Natural Stone	Foundation cladding indicates brick
Porch Pier/ Chimney Cladding:	Brick or Natural Stone & any space under porch concealed by lattice/ brick or natural stone for chimney	N/A
Building Height:	4 stories max.	1 story

REVIEW PROCESS

The Development Review Committee evaluated the proposed Design Review request at its September 2024 meeting, as directed by section **8.3.7** of the Zoning Ordinance. Technical comments are provided in the agenda package and summarized above. This review is subject to the standards and review criteria of the Zoning Ordinance per section **8.3.6** described below.

8.3.6 ARCHITECTURAL DESIGN REVIEW COMMISSION

A. Creation

1. There is hereby created the Architectural Design Review Commission for the purpose of reviewing Development applications that are subject to design review pursuant to this Ordinance.

2. As authorized by T.C.A. Section 6-54-133, the Columbia Municipal Planning Commission is designated the city's Architectural Design Review Commission, with the authority to develop, adopt, and apply general guidelines for the exterior appearance of properties within the City of Columbia.

B. Design Standards In addition to the design standards incorporated in this ordinance, the Planning Commission may develop and adopt exterior appearance guidelines that are applicable throughout the city as well as exterior appearance guidelines that are applicable only to specified areas within the city.

C. Powers & Duties

1. The Architectural Design Review Commission shall be responsible for reviewing proposals for Site Development Plan, Building Permit, or Planned Unit Development approval for compliance with the applicable architectural design standards.

2. The Architectural Design Review Commission may approve alternative materials and methods of compliance which, in the determination of the Planning Commission, provide aesthetic value which meets or exceeds the prescribed standards.

3. The Zoning Administrator may approve alternative materials and methods of compliance with design standards for existing structures and Site Development Plans for which the Zoning Administrator is the Decision-Making Authority. The alternative means of compliance must provide aesthetic value which meets or exceeds the prescribed standards. The Zoning Administrator may refer any determination of alternative compliance to the Architectural Design Review Commission. Any property owner may appeal the Zoning Administrator's determination to the Architectural Design Review Commission. The appeal shall be by a written notice to the Zoning Administrator, stating: the guideline at issue; the alternative compliance proposed; and, the owner's reasons for seeking relief from the guideline. The appeal shall be treated as a site development plan for purposes of assessing fees and application requirements. D.

Appeals

1. Any property owner affected by the guidelines for exterior appearance may appeal a decision under those guidelines to the City Council. The appeal shall be by a written notice to the Zoning Administrator, stating: the guideline at issue; the alternative compliance proposed; and, the owner's reasons for seeking relief from the guideline. The appeal shall be treated as a site development plan for purposes of assessing fees and application requirements.

SAMPLE MOTIONS

Approve:

Move to approve the façade elevations with alternative compliance as presented and find that the design confirms to the applicable standards of the Zoning Ordinance per section 8.3.6, and [subject to remaining technical comments from staff & staff conditions of approval as listed].

Approve with Conditions:

Move to approve the façade elevations with alternative compliance as presented and find that design conforms to the applicable zoning ordinance, subject to the following conditions: [list any additional 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 façade elevations with alternative compliance as presented does not conform to the applicable Zoning Ordinance, and deny the request due to [list specific deficiencies].

Columbia Center/ Design Review, Alternative Compliance

Project #:	25-0047	Location:	800 S J. Campbell Blvd
Applicant:	James Thomas	Case Type(s):	Design Review AC
Staff Planner:	Austin Brass, AICP	Proposed Use:	12,113 SF Retail Center

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The applicant is seeking Design Review approval with Alternative Compliance for the exterior of a new one-story 12,113 retail strip center on the Columbia Mall Property. More specifically, the applicant is seeking an alternative compliance deviation when not providing the adequate amount of glazing at the principal facade.

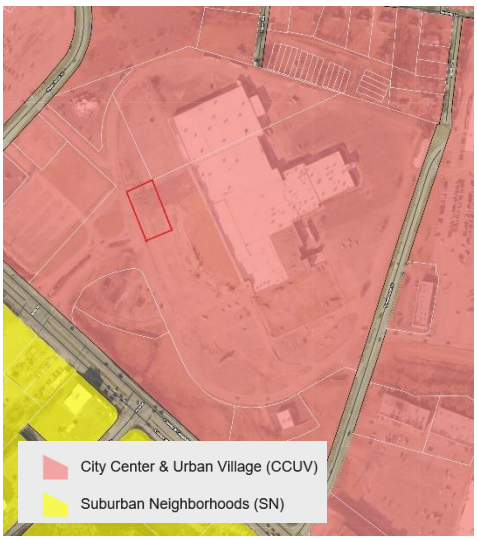
- A CD-4C district mandates a minimum of 50% glazing on all principal façades. The applicant is proposing only 25% glazing on the principal facade elevation, which does not comply with the Zoning Ordinance Standards.
- A CD-4C district requires all buildings to have a principal entrance at the primary façade elevation that enfronts a throughfare type. The applicant is proposing all principal entrance doors to be utility entrances; and therefore, does not provide glazing within the doors, giving the appearance of a principal entrance.
- A CD-4C district requires all facades to utilize authentic stucco over masonry. This proposal utilizes a stucco façade that will not be constructed over masonry.
- The DRC reviewed this proposal at its March 2025 meeting. Staff review included standard comments. Full technical comments are provided in the agenda packet.
- The Planning Commission is the **Decision-Making Authority** for this Design Review Alternative Compliance.

SITE INFORMATION

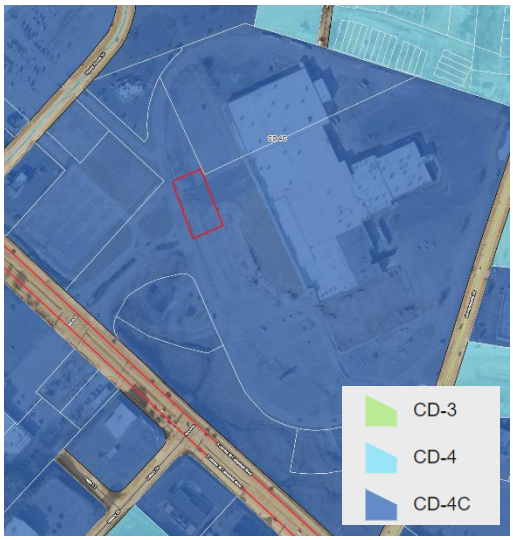
CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
CD-4C	Vacant	12,113 SF Retail Center	+/- 0.89 Acres



FUTURE LAND USE MAP (City Center & Urban Village



ZONING MAP (CD-4C)



SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	City Center & Urban Village	CD-4C	Commercial Retail
North	City Center & Urban Village	CD-4C	Commercial Retail
South	City Center & Urban Village	CD-4C	Commercial Retail
East	City Center & Urban Village	CD-4C	Commercial Retail
West	City Center & Urban Village	CD-4C	Commercial Retail

CONFORMITY WITH ZONING ORDINANCE

- **The proposed design elevations and orientation of the building conform to the CD-4C Character District design standards with the exception of details highlighted in red below:**

(CD-4C) District Standards : Columbia Center		
Design Standards:	**Required**	**Proposed**
Vertical Composition:	Identifiable Base, Middle, & Cap	All structure indicates a defined base, middle, and cap.
Façade Position & Façade Articulation:	Main entrance at façade & position parallel to frontage line	The proposed retail center enfronts James M. Campbell Blvd with principal entrance enfronting the internal drive in the from of utility doors.
Façade Openings:	20 ft. or less spacing for windows/doors	All windows appear are 20 ft or less with no blank facades.
Façade Glazing:	20-60 % (50% glazing for shopfront elevation)	25%
Window Shape:	Square or vertical proportions	All windows are square or vertical proportioned.
Window Alignment:	Upper floor windows and other features must be aligned with those of first floor	All windows align with no second floor proposed.
Window Types:	Single-hung, double-hung, casement except in shopfront or galley	Windows are fixed glass at shopfront elevation.
Window Glazing Material:	Clear	Clear
Window Trim in 1st Layer:	Min 4 in. trim with sill and top plate/ soldier course above lintel and rowlock course below sill	Elevations have window trim details.

Shutters:	Functional to cover half of window width/ shutter dogs	N/A
Façade Window Sill Height:	5 ft. min above grade if residential	N/A (only applies to residential uses)
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	This use proposed is a single site use that consist of one façade.
Roof Type & Pitch:	Hip/ Gable / Flat	Flat
Primary Building Materials:	Brick, Fiber Cement Board, Wood, Authentic Stucco over Masonry	Elevations consists of a primary façade material of brick and stucco that is not over masonry.
Foundation Cladding:	Brick or Natural Stone	Foundation cladding indicates brick
Porch Pier/ Chimney Cladding:	Brick or Natural Stone & any space under porch concealed by lattice/ brick or natural stone for chimney	N/A
Building Height:	4 stories max.	1 story

REVIEW PROCESS

The Development Review Committee evaluated the proposed Design Review request at its September 2024 meeting, as directed by section **8.3.7** of the Zoning Ordinance. Technical comments are provided in the agenda package and summarized above. This review is subject to the standards and review criteria of the Zoning Ordinance per section **8.3.6** described below.

8.3.6 ARCHITECTURAL DESIGN REVIEW COMMISSION

A. Creation

1. There is hereby created the Architectural Design Review Commission for the purpose of reviewing Development applications that are subject to design review pursuant to this Ordinance.

2. As authorized by T.C.A. Section 6-54-133, the Columbia Municipal Planning Commission is designated the city's Architectural Design Review Commission, with the authority to develop, adopt, and apply general guidelines for the exterior appearance of properties within the City of Columbia.

B. Design Standards In addition to the design standards incorporated in this ordinance, the Planning Commission may develop and adopt exterior appearance guidelines that are applicable throughout the city as well as exterior appearance guidelines that are applicable only to specified areas within the city.

C. Powers & Duties

1. The Architectural Design Review Commission shall be responsible for reviewing proposals for Site Development Plan, Building Permit, or Planned Unit Development approval for compliance with the applicable architectural design standards.

2. The Architectural Design Review Commission may approve alternative materials and methods of compliance which, in the determination of the Planning Commission, provide aesthetic value which meets or exceeds the prescribed standards.

3. The Zoning Administrator may approve alternative materials and methods of compliance with design standards for existing structures and Site Development Plans for which the Zoning Administrator is the Decision-Making Authority. The alternative means of compliance must provide aesthetic value which meets or exceeds the prescribed standards. The Zoning Administrator may refer any determination of alternative compliance to the Architectural Design Review Commission. Any property owner may appeal the Zoning Administrator's determination to the Architectural Design Review Commission. The appeal shall be by a written notice to the Zoning Administrator, stating: the guideline at issue; the alternative compliance proposed; and, the owner's reasons for seeking relief from the guideline. The appeal shall be treated as a site development plan for purposes of assessing fees and application requirements. D.

Appeals

1. Any property owner affected by the guidelines for exterior appearance may appeal a decision under those guidelines to the City Council. The appeal shall be by a written notice to the Zoning Administrator, stating: the guideline at issue; the alternative compliance proposed; and, the owner's reasons for seeking relief from the guideline. The appeal shall be treated as a site development plan for purposes of assessing fees and application requirements.

SAMPLE MOTIONS

Approve:

Move to approve the façade elevations with alternative compliance as presented and find that the design confirms to the applicable standards of the Zoning Ordinance per section 8.3.6, and [subject to remaining technical comments from staff & staff conditions of approval as listed].

Approve with Conditions:

Move to approve the façade elevations with alternative compliance as presented and find that design conforms to the applicable zoning ordinance, subject to the following conditions: [list any additional 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 façade elevations with alternative compliance as presented does not conform to the applicable Zoning Ordinance, and deny the request due to [list specific deficiencies].

EXTERIOR FINISH SCHEDULE

MARK	DESCRIPTION	MANUFACTURER	COLOR	REMARKS
AWN-1	METAL AWNING	LOCALLY SOURCED	BLACK	GC TO PROVIDED BLOCKING, TYP.
AWN-2	PREFINISHED METAL CANOPY	MAPES OR EQUAL	BLACK	SUPER LUMIDECK, 8" FASCIA
BRK-1	BRICK VENEER	ACME BRICK OR EQUAL	WINDSOR PARK SMOOTH	
DSP-1	PREFINISHED METAL DOWNSPOUT	TBD	BLACK	PREFINISHED
SF-1	ALUMINUM STOREFRONT SYSTEM	KAWNEER OR EQUAL	CLEAR ANODIZED	
STCO-1	STUCCO	STO	STO #10609, FRENCH VANILLA	
STCO-2	STUCCO	STO	STO #10612, AUTUMN WHEAT	
STCO-3	STUCCO	STO	STO #32132, SPECRAL	
STN-1	STONE VENEER	PROVIA	RUSSET	TERRA CUT

GLAZING: 1,670 SF
TOTAL: 5,264 SF
32%



1 MAIN ENTRY ELEVATION
Scale: 3/32" = 1'-0"

GLAZING: 230 SF
TOTAL: 5,264 SF
4%



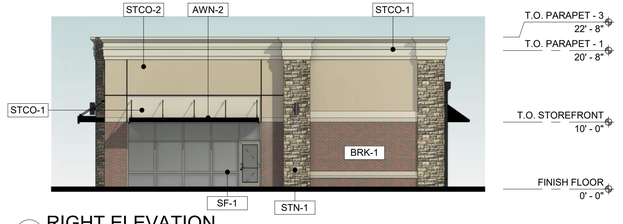
4 REAR ELEVATION
Scale: 3/32" = 1'-0"

GLAZING: 160 SF
TOTAL: 1,180 SF
14%



2 LEFT ELEVATION
Scale: 3/32" = 1'-0"

GLAZING: 200 SF
TOTAL: 1,180 SF
17%



3 RIGHT ELEVATION
Scale: 3/32" = 1'-0"

SIGNAGE TO BE SUBMITTED BY
TENANT UNDER SEPARATE PERMIT

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NOT FOR CONSTRUCTION

SEAL

CONSULTANTS

HIGHLAND CAPITAL

OWNER

600 12TH AVENUE S. UNIT
816, NASHVILLE, TN 37203

COLUMBIA CENTER OUTPARCEL BUILDING

LOCATION

800 S JAMES CAMPBELL BLVD
COLUMBIA, TN 38401

DATE

ISSUE DATE
04/03/25
24420

REVISIONS

NO.	DESCRIPTION	DATE

This drawing and the design shown is the property of the architect. The reproduction, copying or use of this drawing without their written consent is prohibited and any infringement will be subject to legal action.

EXTERIOR ELEVATIONS

SHEET

A200

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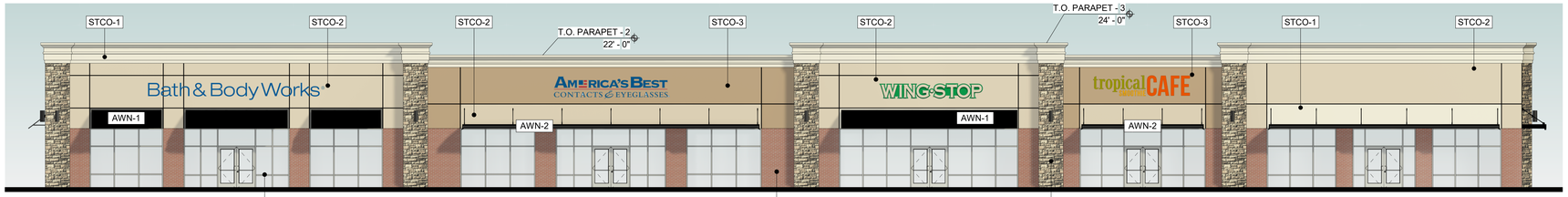
EXTERIOR FINISH SCHEDULE

MARK	DESCRIPTION	MANUFACTURER	COLOR	REMARKS
AWN-1	CANVAS AWNING	LOCALLY SOURCED	BLACK	GC TO PROVIDED BLOCKING, TYP.
AWN-2	PREFINISHED METAL CANOPY	MAPES OR EQUAL	BLACK	SUPER LUMIDECK, 8" FASCIA
BRK-1	BRICK VENEER	ACME BRICK OR EQUAL	GARNET SMOOTH	
DSP-1	PREFINISHED METAL DOWNSPOUT	TBD	BLACK	PREFINISHED
SF-1	ALUMINUM STOREFRONT SYSTEM	KAWNEER OR EQUAL	CLEAR ANODIZED	
STCO-1	STUCCO	STO	STO #10609, FRENCH VANILLA	
STCO-2	STUCCO	STO	STO #10612, AUTUMN WHEAT	
STCO-3	STUCCO	STO	STO #32132, SPECRAL	
STN-1	STONE VENEER	PROVIA	RUSSET	TERRA CUT W/ PROVIA BROWN SILL

GLAZING: 1,670 SF
TOTAL: 5,627 SF
30%



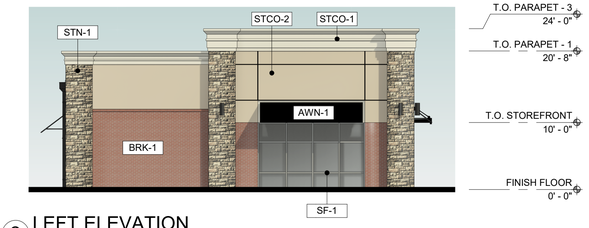
1 MAIN ENTRY ELEVATION
Scale: 3/32" = 1'-0"

GLAZING: 1,225 SF
TOTAL: 4,980 SF
25%



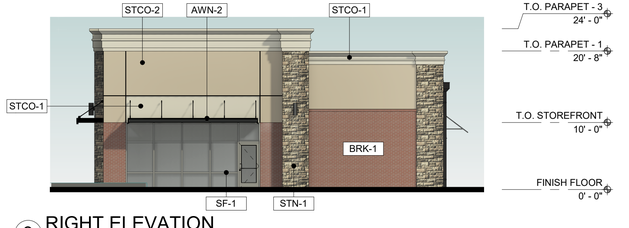
4 REAR ELEVATION
Scale: 3/32" = 1'-0"

GLAZING: 160 SF
TOTAL: 1,176 SF
14%



2 LEFT ELEVATION
Scale: 3/32" = 1'-0"

GLAZING: 200 SF
TOTAL: 1,148 SF
17.4%



3 RIGHT ELEVATION
Scale: 3/32" = 1'-0"

SIGNAGE TO BE SUBMITTED BY TENANT UNDER SEPARATE PERMIT

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CONSULTANTS

OWNER

HIGHLAND CAPITAL

600 12TH AVENUE S. UNIT 816,

LOCATION

COLUMBIA CENTER OUTPARCEL BUILDING
800 S JAMES CAMPBELL BLVD
COLUMBIA, TN 38401

DATE

ISSUE DATE
03/20/24
24420

REVISIONS

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EXTERIOR FINISH SCHEDULE				
FINISH CODE	MATERIAL	MANUFACTURER	COLOR	REMARKS
AWN-1	CANVAS AWNING	LOCALLY SOURCED	BLACK	GC TO PROVIDED BLOCKING, TYP.
AWN-2	PREFINISHED METAL CANOPY	MAPES OR EQUAL	BLACK	SUPER LUMIDECK, 8" FASCIA
BRK-1	BRICK VENEER	ACME BRICK OR EQUAL	GARNET SMOOTH	
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SF-1	ALUMINUM STOREFRONT SYSTEM	KAWNEER OR EQUAL	CLEAR ANODIZED	
STCO-1	STUCCO	STO	STO #10609, FRENCH VANILLA	
STCO-2	STUCCO	STO	STO #10612, AUTUMN WHEAT	
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STN-1	STONE VENEER	PROVIA	RUSSET	TERRA CUT W/ PROVIA BROWN SILL

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30%



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25%



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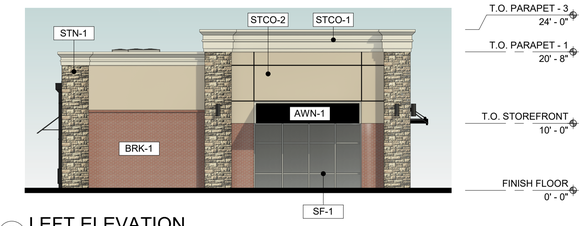
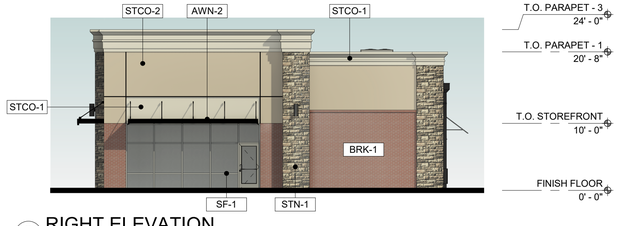
TOTAL: 1,176 SF
14%



2 LEFT ELEVATION
Scale: 3/32" = 1'-0"

GLAZING: 200 SF
TOTAL: 1,148 SF
17.4%



3 RIGHT ELEVATION
Scale: 3/32" = 1'-0"

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600 12TH AVENUE S. UNIT 816,

LOCATION

OUTPARCEL RETAIL BUILDING

COLUMBIA, TN 38401

DATE

ISSUE DATE
03/17/24
24420

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NO.	DESCRIPTION	DATE

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EXTERIOR ELEVATIONS

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Columbia Mall – Outparcel Retail Building

800 S James Campbell Blvd
Columbia, TN

To:
Zoning Administrator
City of Columbia
700 North Garden Street
Columbia, TN 38201

Subject: **Notice of Appeal for Alternative Compliance –**
800 S James Campbell Blvd Columbia Mall Center Outparcel

I am submitting this written notice to appeal a zoning guideline applicable to the property referenced above, pursuant to the City of Columbia's zoning regulations, on behalf of HC Columbia LLC, Wyatt Woeltje. Below I outline the guidelines at issue, the proposed alternative compliance, and the reasons for seeking relief.

Guidelines at issue (CD-4C):
The guidelines at issue are in relation to Section 4.3.1-E:

1. **Primary Entrance Requirement:** "Main Entrance must be in Façade of Principal Frontages. If Shop Frontage at corner Main Entrance may be at Principal Frontage, or at corner."

2. **Glazing Requirement:** "Non-Shopfront:20% - 60% of total ground floor Façade area for Shopfront: min.50% of total ground floor Facade area, min. 20% of total Façade area on upper floors and secondary elevations." These guidelines are intended to enhance street level transparency and pedestrian engagement.

3. **Material Requirements:** "Authentic stucco over masonry" & "Natural Stone" requiring stucco to be applied over a masonry surface and stone material to be natural.

Proposed Alternative Compliance:
We propose the following alternative compliance methods (deviations):

1. **Entrance Alternative:** Replace the main public entrance on the principal frontage with service doors primarily for employee use and locate the primary public entrance at the rear of the building facing the parking lot.

2. **Glazing Alternative:** Reducing the glazing on the primary and secondary frontages below the required 50% and 20%, respectively, instead providing increased glazing along the rear of the building fronting the parking lot. Specifically, we propose 32% glazing along the rear elevation, with minimal glazing of 4% on the primary frontage, and 14-17% on the secondary frontages.

   In an effort to appease the glazing requirement along the principal frontage, we intend to provide 4% glazing, even though this is still unsuitable for the area's intended uses. We believe the enhanced glazing on the parking lot side sufficiently compensates for this reduction.

3. **Material Deviation (Stucco):** Apply stucco over an approved substrate (e.g., ext. grade sheathing, plywood or gypsum wall board) instead of masonry across the building's exterior.

2948 Sidco Drive
Nashville, TN 37210
P: 615.244.8170

4. **Material Deviation (Faux Stone):** Utilize Provia Terra Cut manufactured stone veneer instead of natural stone for exterior accents, intended to match the aesthetic of the adjacent inline shopping center recently redeveloped.

Reasons for Seeking Relief:
Relief from the guidelines is necessary because the building's orientation and site conditions make the required frontage glazing impractical. The primary frontage is unsuitable for extensive glazing and public entrances because it will house storage areas, kitchens, restrooms, and other utilitarian spaces that neither require nor benefit from transparency or direct street access. The primary frontage faces a heavily trafficked internal drive with limited pedestrian activity, reducing the benefit of extensive glazing, while the rear of the building adjoins a parking area where increased glazing would enhance visibility, safety, and access. This road-centric layout, combined with the zoning ordinance's layering requirements makes it exceedingly difficult to face the structure toward the primary frontage. This alternative maintains the ordinances' intent by promoting transparency and aesthetic appeal in a location better suited to the properties' use and context.

We began the design featuring 0% glazing on the primary frontage, reflecting the building's operational needs. To address staff concerns we have proposed 4% glazing as a compromise, though this still conflicts with the frontage's utilitarian role. We believe the 32% rear glazing more than compensates achieving the ordinance's intent where it aligns with public interaction.

Initial Proposal



Revised Elevations



2948 Sidco Drive
Nashville, TN 37210
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Applying stucco over an alternative substrate is proposed due to the building's structural design and cost considerations. Lighter, more flexible substrates like exterior grade plywood, gypsum wall board, or cement board fastened directly over metal stud framing reduce weight and construction complexity compared to full masonry. This will allow for a more aesthetic design with additional details otherwise unachievable for the reasons mentioned. Modern stucco systems applied over substrates other than masonry offer comparable durability, weather resistance, and quality, as evidenced by their widespread use in contemporary construction and compliance with industry standards (i.e. ASTM specifications).

Using the proposed manufactured stone, Provia Terra Cut Russet, instead of natural stone is proposed to achieve a high-quality exterior finish that aligns with the recently redeveloped shopping center, ensuring visual consistency.



We respectfully request your review and approval of this alternative compliance proposal. Please contact MJM Architects at j.thomas@mjmarch.com or Wyatt Woeltje (Owner) at wyatt@highlandcpt.com if additional information is required.

Sincerely,
James Thomas

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Nashville, TN 37210
P: 615.244.8170

Columbia Mall – Outparcel Retail Building

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Columbia, TN

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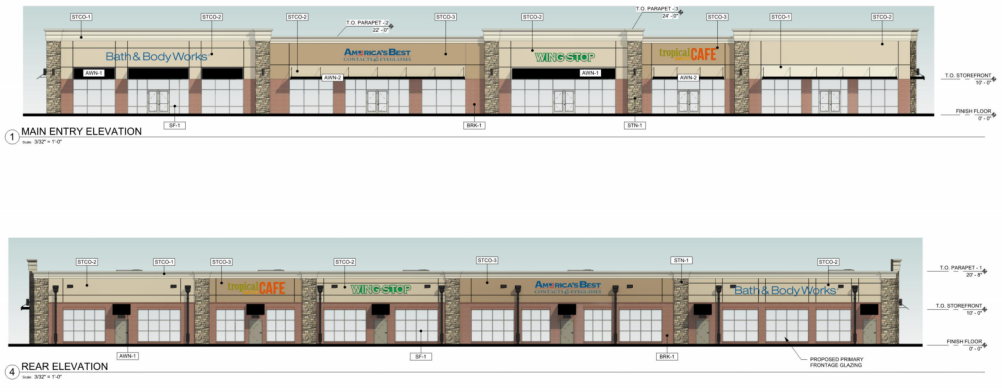

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I am submitting this written notice to appeal a zoning guideline applicable to the property referenced above, pursuant to the City of Columbia's zoning regulations, on behalf of HC Columbia LLC, Wyatt Woeltje. Below I outline the guidelines at issue, the proposed alternative compliance, and the reasons for seeking relief.

Guidelines at issue (CD-4C):
The guidelines at issue are in relation to Section 4.3.1 "Main Entrance must be in Façade of Principal Frontages. If Shop Frontage at corner Main Entrance may be at Principal Frontage, or at corner." and "Non-Shopfront:20% - 60% of total ground floor Façade area for Shopfront: min.50% of total ground floor Facade area, min. 20% of total Façade area on upper floors and secondary elevations." These guidelines are intended to enhance street level transparency and pedestrian engagement.

Proposed Alternative Compliance:
We propose the following alternative compliance methods:

1. **Entrance Alternative:** Replace the main public entrance on the principal frontage with service doors primarily for employee use and locate the primary public entrance at the rear of the building facing the parking lot.
2. **Glazing Alternative:** reducing the glazing on the primary and secondary frontages below the required 50% and 20%, respectively, instead providing increased glazing along the rear of the building fronting the parking lot. Specifically, we propose 30% glazing along the rear elevation, with minimal glazing of 25% on the primary frontage, and 14-17% on the secondary frontages.

   In an effort to appease the glazing requirement along the principal frontage, we intend to provide 25% glazing, even though this is still unsuitable for the area's intended uses. While this exceeds our initial proposal, it falls short of the mandated 50%. We believe the enhanced glazing on the parking lot side sufficiently compensates for this reduction.

Reasons for Seeking Relief:
Relief from the guidelines is necessary because the building's orientation and site conditions make the required frontage glazing impractical. The primary frontage is unsuitable for extensive glazing and public entrances because it will house storage areas, kitchens, restrooms, and other utilitarian spaces that neither require nor benefit from transparency or direct street access. The primary frontage faces a heavily trafficked ring road with limited pedestrian activity, reducing the benefit of extensive glazing, while the rear of the building adjoins a parking area where increased glazing would enhance visibility, safety, and access. This alternative maintains the ordinances' intent by promoting transparency and aesthetic appeal

2948 Sidco Drive
Nashville, TN 37210
P: 615.244.8170

in a location better suited to the properties' use and context. The principal frontage's service doors will adequately meet the employees' operational needs, while shifting the public facing elements to the rear aligns with the site's layout and enhances it in a contextually appropriate manner.

We respectfully request your review and approval of this alternative compliance proposal. Please contact us at j.thomas@mjmarch.com if additional information is required.

Sincerely,
James Thomas

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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	800 S JAMES CAMPBELL BLVD		
	TAX MAP: 100N	GROUP: L	PARCEL: 00600
SUMMARY OF NATURE OF REQUEST AND WORK	12,500 SF RETAIL/RESTAURANT BUILDING IN EXISTING PARKING LOT		

DATE OF PRE-APPLICATION CONFERENCE	12-11-24	*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: Site Plan Alternative Performance. Alternative Compliance. **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	PRESTON AYER	PHONE	951-704-0890
ADDRESS	113 SEABOARD LANE, FRANKLIN TN 37067	EMAIL	PRESTON@SWS-ENGR.COM

PROPERTY OWNER NAME	HC COLUMBIA LLC	PHONE	915-247-9949
ADDRESS	73 WHITE BRIDGE RD. STE 103 NASHVILLE, TN 37205	EMAIL	wyatt@highlandcpt.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.

PRESTON AYER	Preston Ayer	3-18-25
APPLICANT NAME	APPLICANT SIGNATURE	DATE
HC Columbia LLC	Wyatt Weltje	3-18-25
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
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DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, March 11, 2025

ITEM NO.
25-0047

DESCRIPTION: 800 S James Campbell Blvd Columbia Mall Center Outparcel

COMMENTS:

Planning

1. The lead staff person for this case is Planning staff Robert Archibald, Austin Brass, and Charles Rush. Staff will prepare the staff report for this item. Please contact rarchibald@columbiatn.gov with questions about the development review process or technical comments. The lead planner should be copied on all communication with other city staff. Understood.
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. Understood, see comments to responses below.
3. Please clarify the internal drive section on DS-39 and indicate two 11' travel lanes and include a 5' planter strip and 5' sidewalk. Please note that areas without a planter strip can be submitted with tree wells when sidewalk abuts a physical building. Two 11' travel lanes are provided along the entire PUDAE. 6' landscape strip and 5' sidewalk is provided along the frontage of our proposed outparcel building. We are proposing alternative performance to allow the existing 11'+ asphalt travel lanes and curbs on the remainder of the PUDAE to remain as is, without additional improvements. See Alternative Performance Letter attached.
4. Internal drives are required to connect with thoroughfare sections. This site plan would require the internal drive to be extended from JCB to Shady brook street and indicate all elements of an internal drive per DS 39 of the ESS standards. Internal Drive sections are part of a site development plan that is required to meet the connectivity with thoroughfares and building sites. PUDAE is proposed to extend from JCB to Shady Brooke via proposed PUDAE which connects with an existing 50' PUDAE already platted on side road that connects with Shady Brooke. Hatching improved to illustrate this. See response above for internal drive details/our proposal.
5. Building site shall include all necessary elements that serve a principle building. Please relocate building site lines to include associated parking, landscaping, and refuse elements. Note that building sites have a 200ft max. Building Site lines have been adjusted to include items above. Teo building sites are proposed, each 200' wide. Restaurants and Retail shops will be separated by the building site line. Due to the shallow depth of the existing lot lines, and the attached REA

granting shared parking with Columbia Power Sports and the rest of the site, parking stalls just north of building site 1 are included in the parking provided calculations.

6. Indicate maximum setback line of 40' on building site. If building site line is divided through the principle building a fire rated wall is indicated at building site line. Note that there is a 6' minimum MBSL. Building sites will be divided through the principle building, fire rated wall will be provided at building site line. 6' front MBSL provided.
7. Zoning Ordinance allows Shared parking agreement. Please provide recorded binding agreement of parking. As noted, a parking ratio of 1 to 100 is required for restaurant uses. Existing REA granting shared parking of the site is provided, along with draft of declaration being prepared for recording.
8. Please indicate location of required Bike rack. Bike Rack Provided.
9. Note 11 on landscape plan general notes indicates a reference to Florida standards. Please omit in addition to soil preparation mix. LA Notes revised.
10. Site plan indicates elevations with principal entrances that front rear parking areas. Principle entrances are required to enfront the proposed internal drive section with all foundation landscaping at this elevation including proposed planter boxes. We intend to provide entrances on both sides of the building. Entrances for public access are proposed on the parking lot side of the building. Please see notice of appeal for alternative compliance, we hope to work with the city to find a solution that meets or exceeds prescribed standards of the zoning ordinance.
11. See ZO standards for dumpster screening. Both dumspters will be screened by block wall enclosures.
12. Provide photometric plan. Photometric plan provided.
13. Provide typical lot/building site on the preliminary plat. Building sites provided on preliminary plat.
14. Will CPWS sewer easement be relocated on site? if so please clarify relocation on plat in notes. Yes, see note added.

Wastewater

15. Sanitary sewer mains and manholes are missing near the southern parcel, as can be seen on the public wastewater maps. Much of it is in Tract 2. Our proposed sanitary connection point can be found on sheet C4.00.

Building

16. No comments. Ok.

Police

17. No comments provided. Ok.

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Public Works

18. Please see the attached City of Columbia Dumpster Guidelines & Accessibility Requirements. Private sanitation services may be utilized. Understood.
19. DUMPSTER GUIDELINES AND ACCESSIBILITY REQUIREMENTS
    DUMPSTER AND COMPACTOR STANDARDS
    GENERAL
    All requirements for collection and accessibility to containers apply, regardless of whether collection is public or private.
    GUIDELINES FOR DUMPSTERS
    The number and capacity of dumpsters must be adequate to serve the disposal needs of the business, development or complex. Collection must occur at least one time per week, with special approval needed for every other week (EOW) collection. Each dumpster must be easily accessible, as determined by the Public Works Department, and of a size compatible with equipment of the department. If the dumpster is in an enclosed area, there must be at least 2 feet
    and 6 inches of clearance on each side of the dumpster.
    DUMPSTER PAD REQUIREMENTS
    1. The concrete dumpster pad shall be at least 12 feet by 12 feet. Proposed pads are 12' x 15'.
    2. The pad(s) shall be 8-inch-thick concrete, reinforced with rebar to support a 30-ton loadbearing capacity. Noted.
    3. A 14-foot-wide by 40-foot-long straight and clear access approach to each dumpster for the truck is required. Access is provided for each dumpster.
    4. Clearance at each side of the dumpster must be at least 2 feet and 6 inches. Provided.
    5. If a gated enclosure is utilized, the gates must be lockable in the open position to prevent the gates from swinging into the path of the truck during servicing. Noted, provided.
20. 6. Two 6-inch diameter concrete filled steel bollards must be placed in the concrete pad to the rear of each dumpster, 2 feet from the back edge of the dumpster pad, spaced 4 feet apart and centered side to side. The bollards will rise 6 feet above the pad and extend 32 inches below the pad into the concrete footers. Noted, provided.
    7. If the box is enclosed, it is recommended that there be pedestrian access in addition to service gates. Pedestrian access provided on sides of enclosure.
    8. Access area, approach and pad must be level. Noted, provided.
    9. Standard pads with no drain should be elevated approximately 1-1/2 inches above the surrounding pavement. Noted.
    ACCESSIBILITY REQUIREMENTS FOR DUMPSTERS AND COMPACTORS
    1. Access must accommodate a 40-foot-long truck, with a 45-foot turning radius. Circular movement through the complex for the vehicles is highly recommended. Noted, Provided.
    2. The collection truck shall not be required to back-up for no more than 200 feet. Truck will not need to reverse more than 200'

3. No backing into or across a public right-of-way. Truck will not back into public ROW.
4. No overhead obstructions at waste handling or access area. Refuse collection trucks need a minimum of a 25-foot vertical clearance to service containers. 25' vertical clearance provided.
5. Heavy duty pavement is required for the collection truck's path through the complex. Heavy duty pavement to be provided in drive aisles.
City of Columbia Public Works will not be responsible for the repair of asphalt or concrete which has been damaged due to normal usage. Noted.
6. Gates must be unlocked and open for collection. Noted.

Columbia Power

21. 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. Noted.

22. **CPWS BB:**

Plan to Serve. Ok.

Engineering

23. Subject to site construction plans and traffic impact study. Noted.
24. Plat required for establishment of easement(s) for internal drive or other public infrastructure/easements. Noted, Final Plat will be prepared at later date to establish easements.

Fire

25. No comments ok.

City Attorney

26. No comments provided. Ok.

Atmos Energy

27. No comments provided. Ok.

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Maury County E911

28. No comments provided. ok.

Maury County Schools

29. No comments provided. Ok.

Duck River Electric Membership Corp

30. No comments. Ok.

Maury County Highway Dept.

31. No comments. Ok.

ATT

32. ATT INTENDS TO SERVE. Ok.

Columbia Water

33. A water availability letter was issued on January 16, 2025, 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. Noted.

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.

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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.

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DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, March 11, 2025

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8. Please indicate location of required Bike rack.
9. Note 11 on landscape plan general notes indicates a reference to Florida standards. Please omit in addition to soil preparation mix.

10. Site plan indicates elevations with principal entrances that front rear parking areas. Principle entrances are required to enfront the proposed internal drive section with all foundation landscaping at this elevation including proposed planter boxes.
11. Good Morning,

    We had plan to send the Zoom Recording out to you this morning; however, the recording did not take. We will get the typed version of the meeting emailed to you at our earliest, but it will not be today. Please reach out to your Planner if you have questions that need to be answered.

    Thank you for your patience, and understanding!

    Best Regards,

    Planning Department

12. See ZO standards for dumpster screening.
13. Provide photometric plan.
14. Provide typical lot/building site on the preliminary plat.
15. Will CPWS sewer easement be relocated on site? if so please clarify relocation on plat in notes.

Wastewater

16. Sanitary sewer mains and manholes are missing near the southern parcel, as can be seen on the public wastewater maps. Much of it is in Tract 2.

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18. No comments provided.

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25. Plat required for establishment of easement(s) for internal drive or other public infrastructure/easements.

Fire

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City Attorney

27. No comments provided.

Atmos Energy

28. No comments provided.

Maury County E911

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29. No comments provided.

Maury County Schools

30. No comments provided.

Duck River Electric Membership Corp

31. No comments.

Maury County Highway Dept.

32. No comments.

ATT

33. ATT INTENDS TO SERVE.

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34. A water availability letter was issued on January 16, 2025, 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.

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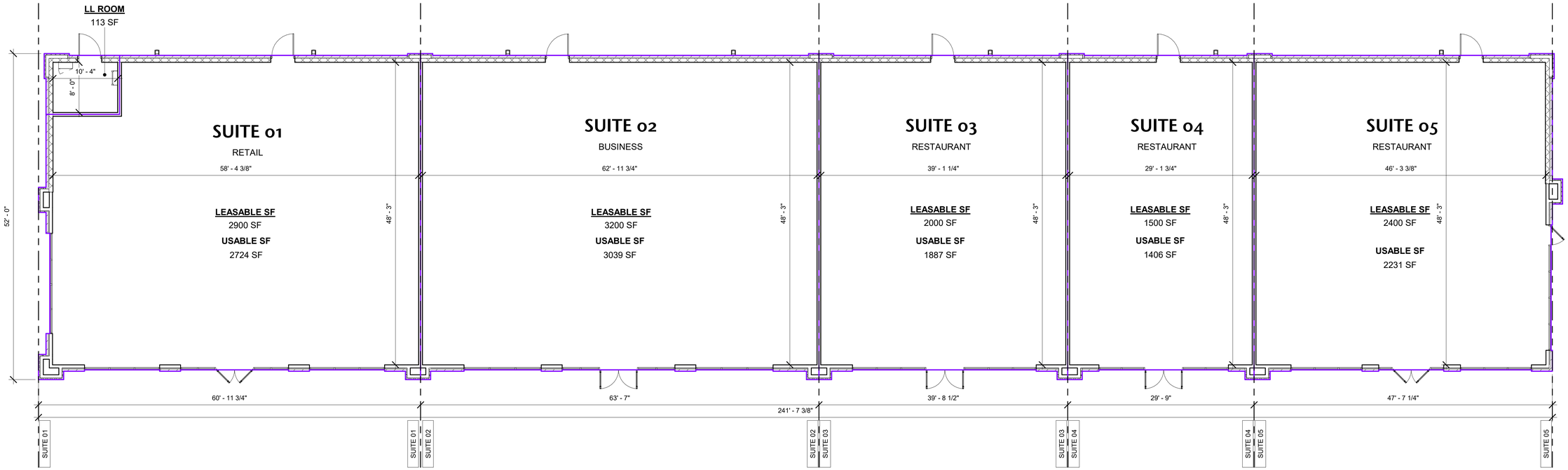
TOTAL LEASABLE AREA: 12,000 SF
TOTAL AREA: 12,113 SF
MAX HEIGHT: 24'-0'



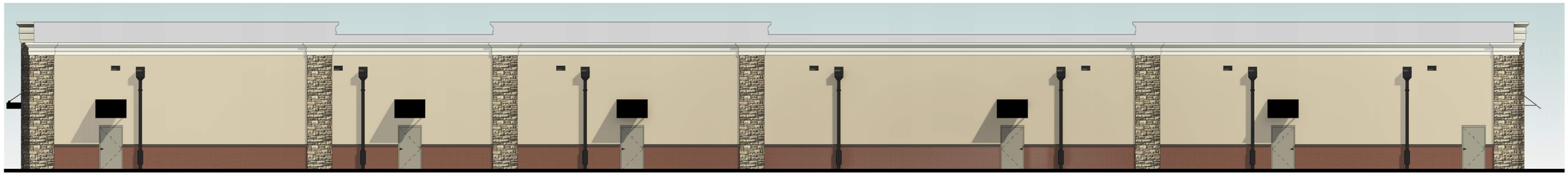
1 LEASABLE AREA PLAN
Scale: 1/8" = 1'-0"

MJM ARCHITECTS 2948 Sidco Dr Nashville, TN 37204
Phone: 615-244-8170 www.mjmarch.com

HIGHLAND CAPITAL | COLUMBIA, TN-SMALL SHOPS
01/03/2025



1 FRONT ELEVATION
Scale: 1/8" = 1'-0"



4 REAR ELEVATION
Scale: 1/8" = 1'-0"



2 LEFT ELEVATION
Scale: 1/8" = 1'-0"



3 RIGHT ELEVATION
Scale: 1/8" = 1'-0"

SIGNAGE TO BE SUBMITTED BY
TENANT UNDER SEPARATE PERMIT

MJM ARCHITECTS 2948 Sidco Dr Nashville, TN 37204
Phone: 615-244-8170 www.mjmarch.com

HIGHLAND CAPITAL | COLUMBIA, TN-SMALL SHOPS
11/27/2024

TOTAL LEASABLE AREA: 12,000 SF
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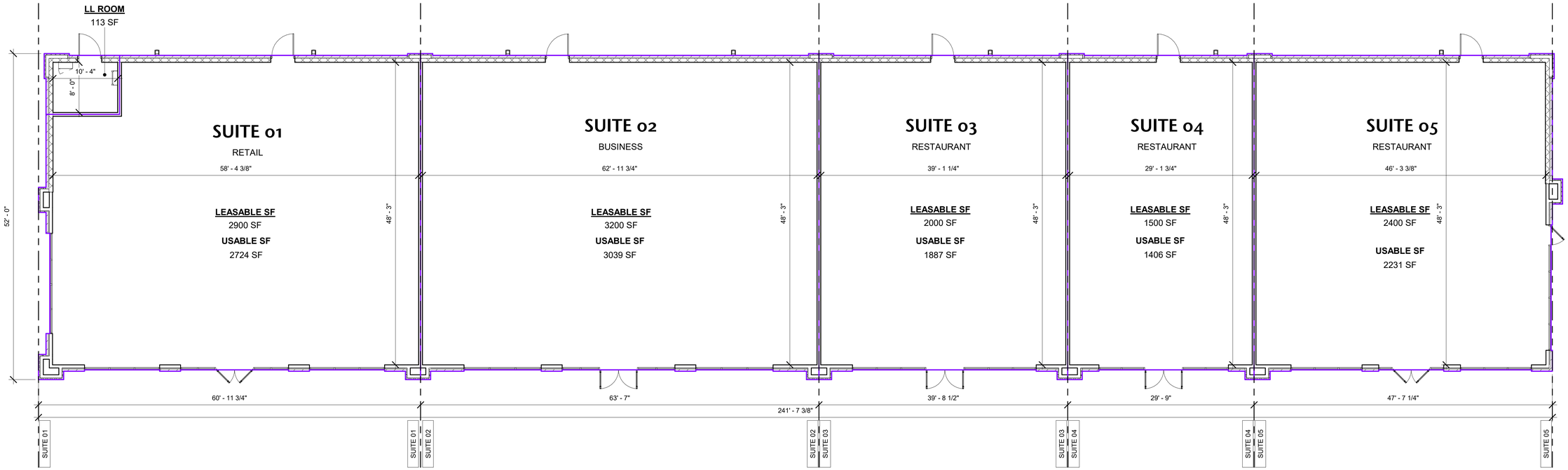
MAX HEIGHT: 24'-0'



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HIGHLAND CAPITAL | COLUMBIA, TN-SMALL SHOPS
01/03/2025



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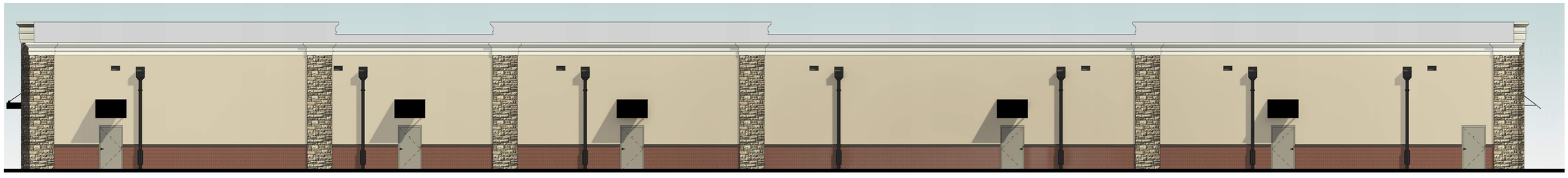

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SIGNAGE TO BE SUBMITTED BY
TENANT UNDER SEPARATE PERMIT

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HIGHLAND CAPITAL | COLUMBIA, TN-SMALL SHOPS
11/27/2024

January 21, 2025
PN 24-196T

City of Columbia
Planning Department
700 N Garden Street
Columbia, TN 38401

RE: Columbia Center Outparcel Building

Dear Planning Department,

This SDP application is for the proposed Out Parcel Building at the Columbia Center, former Columbia Mall Property, 800 S James Campbell Blvd. The proposed building will be approximately 12,100 SF and be placed in the existing parking lot, near the S James Campbell Blvd entrance. Proposed uses include Restaurant and Retail.

Sincerely,

Preston Ayer, P.E.
Director – Nashville Office

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	800 S JAMES CAMPBELL BLVD		
	TAX MAP: 100N	GROUP: L	PARCEL: 00600
SUMMARY OF NATURE OF REQUEST AND WORK	12,113 SF BUILDING IN EXISTING PARKING LOT		

DATE OF PRE-APPLICATION CONFERENCE	12-11-24	*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	PRESTON AYER	PHONE	(615) 704-0890
ADDRESS	113 SEABOARD LN FRANKLIN TN 37067	EMAIL	preston@sws-engr.com

PROPERTY OWNER NAME	HC Columbia LLC	PHONE	915-247-9949
ADDRESS	73 White Bridge Rd, STE 103, Nashville, TN 37205	EMAIL	will@highlandcpt.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.

PRESTON AYER APPLICANT NAME	 APPLICANT SIGNATURE	1-17-25 DATE
HC Columbia LLC, Wyatt Woeltje PROPERTY OWNER NAME	 PROPERTY OWNER SIGNATURE	1/17/2025 DATE

1754 Hampshire Pike Annexation & Rezoning

Project #:	24-0491	Location:	Tax Map 88 Parcel 071.01
Applicant:	Josh Rowland	Case Type(s):	Annexation & Rezoning
Staff Planner:	Austin Brass, AICP	Proposed Use:	Commercial/ Residential

PROJECT SUMMARY

The applicant requests annexation with a plan of services for 104.01 acres on the north side of Hampshire Pike. With this annexation request, a zoning of CD-4C, CD-3, and Civic have been requested.

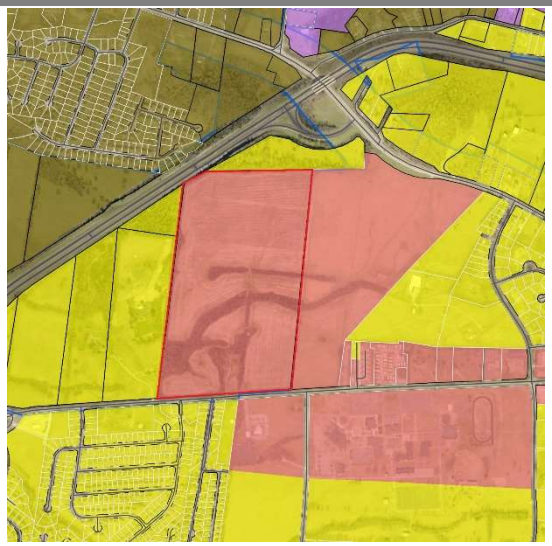
- The subject site is located in on the north side of Hampshire Pike adjacent to the city limits from the south and east of the subject site.
- The Development Review Committee (DRC) evaluated this application at it February 2025 meeting with comments associated with the request.
- A conditional water availability letter has been issued from CPWS noting its validity of 120 days from issuance. It was highlighted in the letter that current planning anticipates completion of water system improvements near the end of 2028.
- A concept plan indicates commercial uses within the first 400' of the property along Hampshire Pike as required for a CD-4C district enfronting arterial corridors.
- The proposed development is consistent with the future land use element of the comprehensive plan, *Connect Columbia* being City Center & Urban Village.
- The concept plan submitted demonstrates that it is possible to develop the site in conformity with the standards of the requested character districts.
- The Planning Commission is a **recommending body** to City Council for the annexation in which Section 8.5.20.F of the Zoning Ordinance lists the criteria for Planning Commission action.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

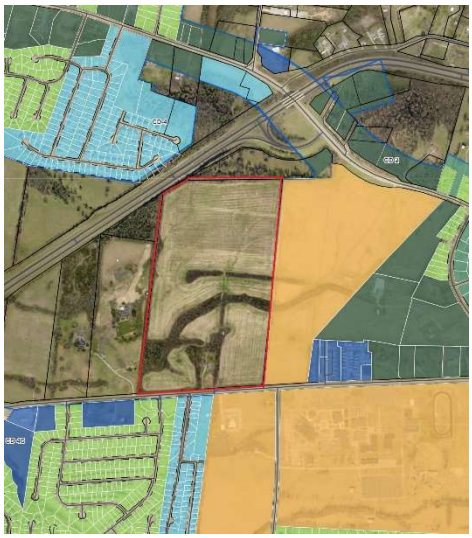
SITE INFORMATION

CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
County	Vacant	Commercial/ Residntial	+/- 104.01 acres



FUTURE LAND USE MAP	ZONING MAP





SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	City Center & Urban Village	County	Vacant
North	Suburban Neighborhood	County	Vacant
South	Suburban Neighborhood/ City Center & Urban Village	CD-3/CD-4/Civic	Single-Family Residential
East	City Center & Urban Village	Civic	Vacant
West	Suburban Neighborhood	County	Single Family Residential

CONSISTENCY WITH CONNECT COLUMBIA

City Center Urban Village: The requested rezoning of CD-3, CD-4C & Civic is consistent with the future land use map of 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.

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.F.3** of the Zoning Ordinance, the applicant has provided a concept plan. The purpose of the concept plan is to demonstrate that it may be possible to develop the site in conformity with the standards of the requested character districts. The concept plan indicates the required commercial uses within the first 400' of the development as required from Hampshire Pike for a CD-4C Character District. Within the center of the site, a Civic Zoning is introduced that implements the hillside and natural features element of Connect Columbia requiring a natural buffer within 200' of a stream bank as identified for the stie. The remaining sections of the parcel are proposed to be CD-3 Zoning that permits single-family homes at 4 density units per acre, and a CD4-C district that permits 24 units that allows for townhome residential uses.

SUMMARY OF DEVELOPMENT REVIEW COMMITTEE COMMENTS

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

- **Engineering:** No comments
- **Planning** noted that the implementing Character district for Hillside and Natural Space protection is Civic. The applicant responded by establishing a Civic district over the required protection area in accordance with *Connect Columbia.* Furthermore, planning noted that access with the adjoining CPWS property to the east of the subject property will require joint agreements if a Development Plan for the subject site is created.
- **Fire Marshal:** Advisory note was made that structure over 150 ft off main roads will not meet the code. This was based off of the concept plan only and would be required to addressed at time of Site Development Plan.
- **Columbia Water** issued conditional water availability letter on January 2, 2025, and remains valid for 120 days. It was highlighted in the letter that current planning anticipates completion of water system improvements near the end of 2028.
- **Wastewater** noted that it has the available capacity to service the development; however, existing infrastructure improvements may be required to covey additional sanitary sewer flow from the development with a requirement of a contract with a third-party engineering consultant.

REVIEW PROCESS

The Development Review Committee evaluated the proposed rezoning at its February 2025 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.

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[1] 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.

SAMPE MOTIONS

Approve:

[1] **Rezoning**: A change in the district boundaries or district classifications of the Zoning map pursuant to Section 8.5.19. **For the purposes of the Ordinance, rezoning also includes the initial zoning of a property that occurs with annexation.**

Move to find, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in section **8.5.19.H.4** of the City of Columbia Zoning Ordinance have been satisfied and recommend approval of the request to annex with plan of services as presented, subject to technical comments and other conditions presented by planning staff.

Deny:

Move to recommend denial of the requested annexation with a plan of services and zoning 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.4** 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.

1754 Hampshire Pike

Annexation & Zoning Application for a Master Planned Mixed-Use Community

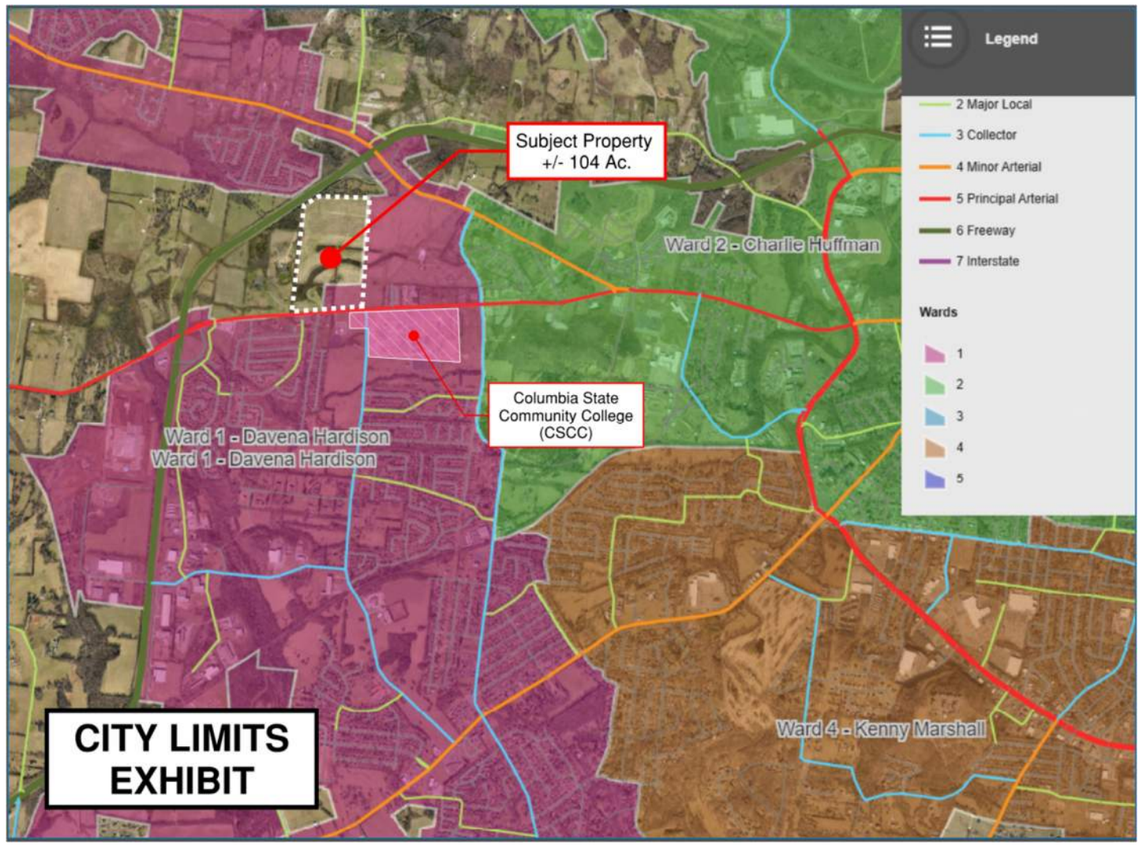
A Columnar Holdings Development

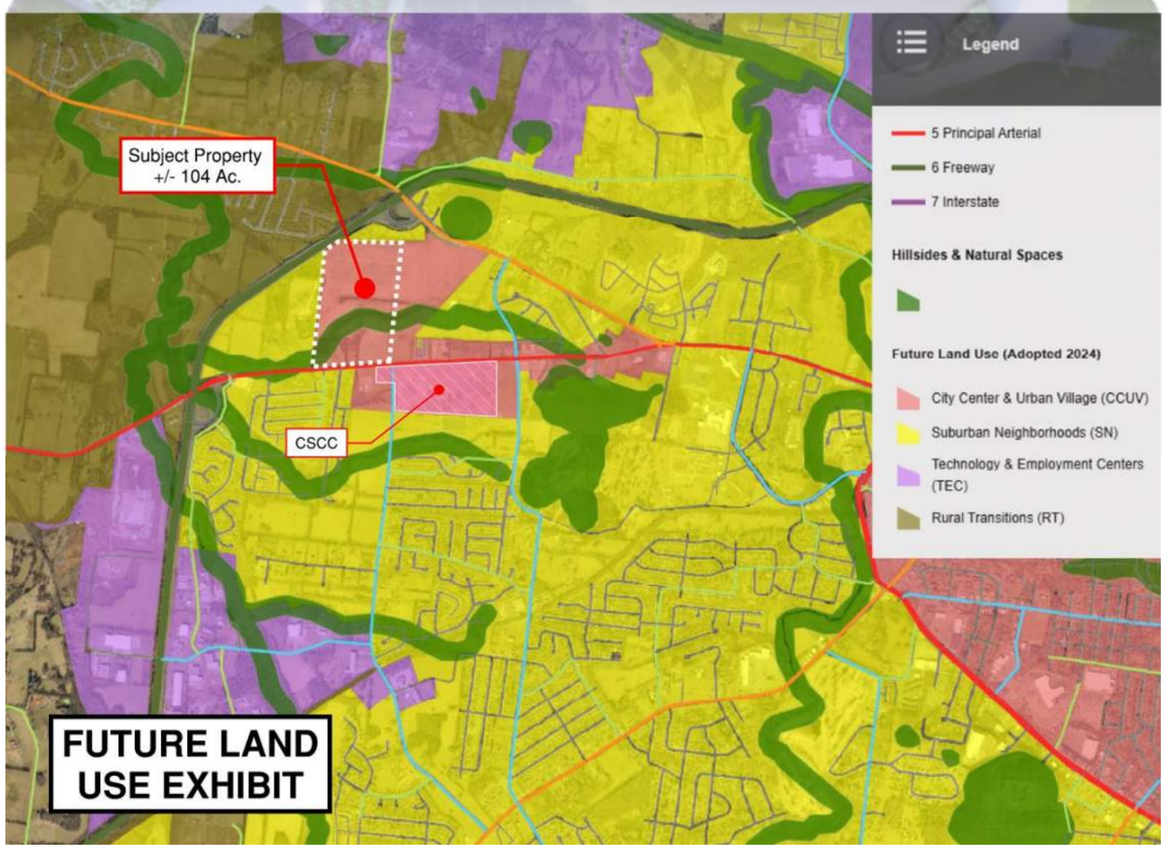
Kimley»Horn

Project Introduction

- Application to Annex and Zone 104 acres contiguous to current City Limits
- Proposing a mixed-use development with residential and commercial uses including **Main Street Retail** with a **Grocery Store Anchor**
- Future Land Use Plan designates the site as “City Center & Urban Village”
- Proposed **CD-3/CD-4C Zoning** and **Concept Plan** supported by **CCUV**







Logical Annexation Extension

- A small portion of the site is already within the city limits

- The site is surrounded on three sides by land within the existing city limits



Zoning & Master Plan

Proposed Zoning

- **Civic** – 22 ac., (Stream Buffer, Greenway, Parks, Amenities)
- **CD-3** – 17 ac., Density (du/ac): Proposed 3.5, Allowed 4.0
- **CD-4C** – 65 ac., Density (du/ac): Proposed 7.4, Allowed 24.0

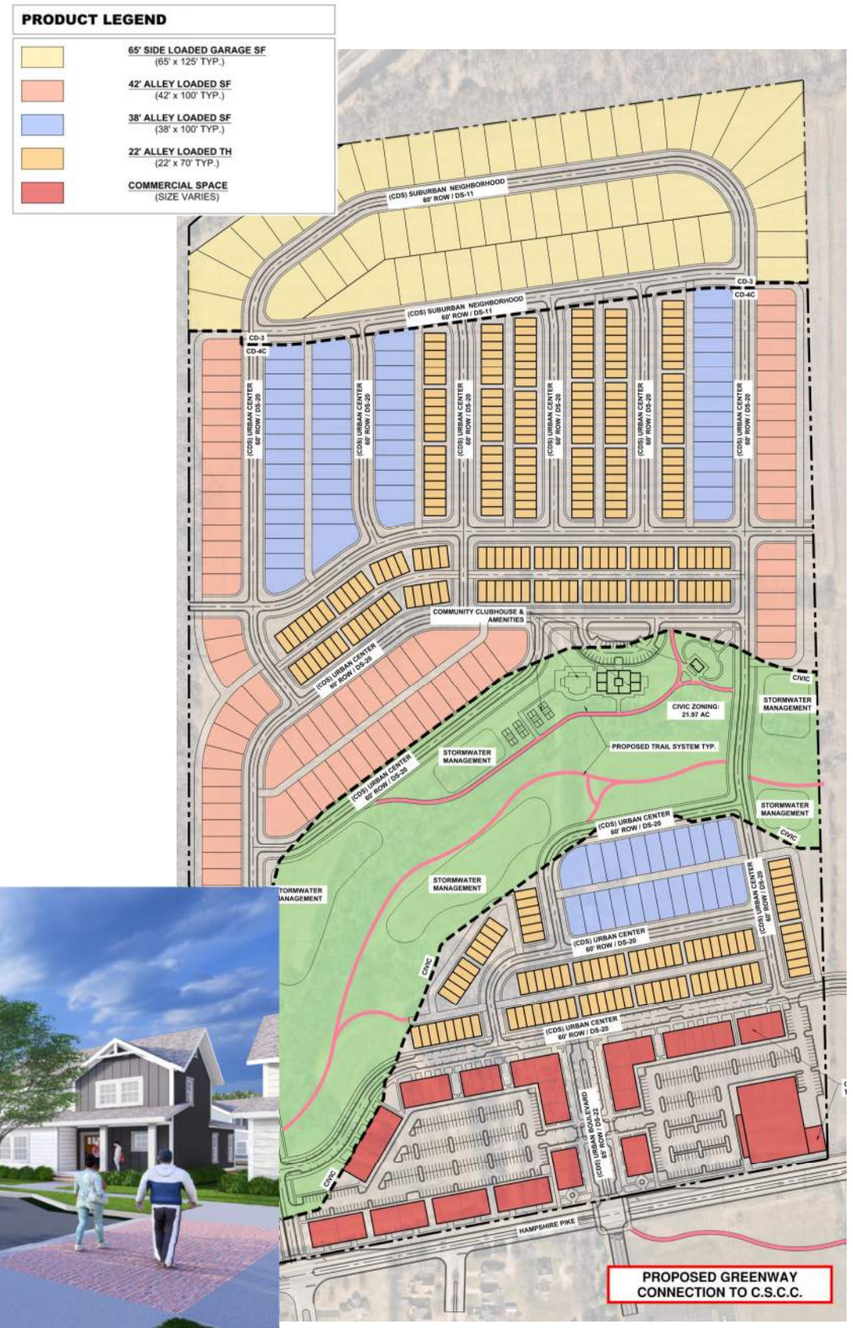
Mixed-Use Development Master Plan

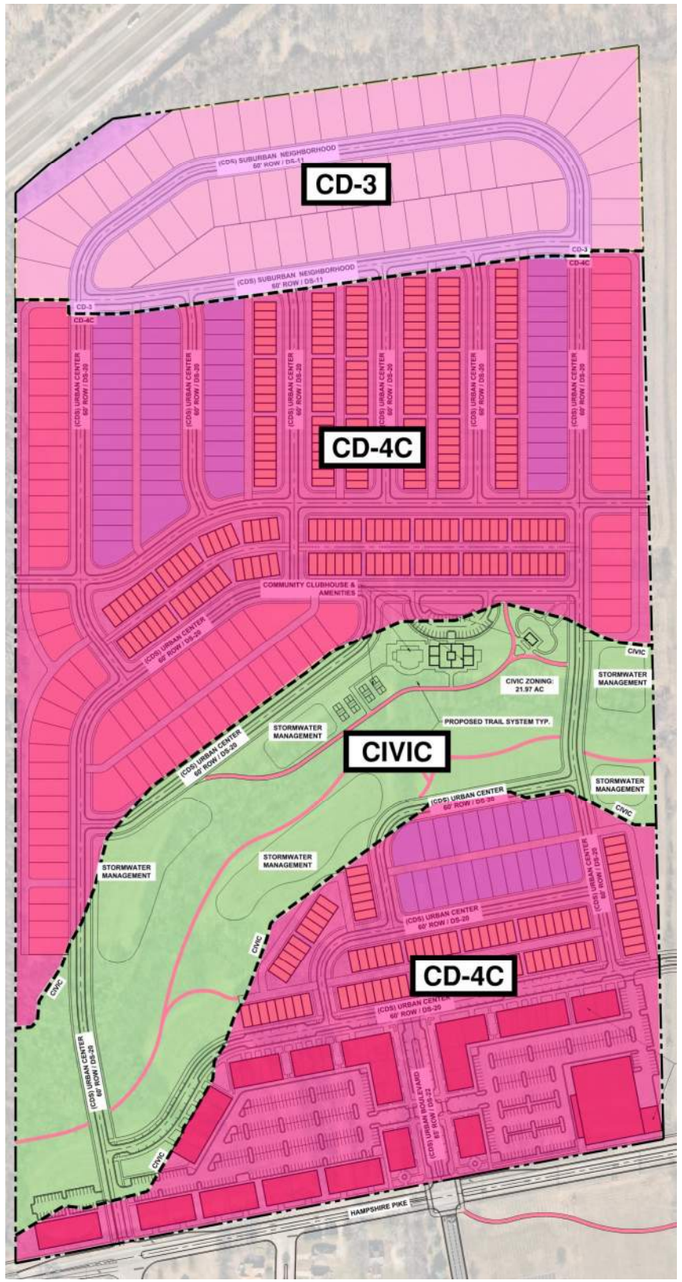
- Large recreational component with greenway trails, community amenity with clubhouse, resort pool, pickleball courts, and a playground.

- Development has coordinated with CSCC leadership to build a Greenway Trail connection for pedestrian access from the campus to the development town center

- Town Center with “Main Street” commercial uses including retail, restaurants, office, and a grocery store anchor tenant

- Residential uses including alley parked townhomes and single-family homes, and large lot homes towards the back









Master Plan Conceptual Renderings











Public Roadway Improvements to Hampshire Pike



IMPROVED HAMPSHIRE PIKE PERSPECTIVE

Kimley»Horn

Benefits of Development for Public Infrastructure

- Private development funds and constructs public improvements that provide safer vehicular and pedestrian infrastructure and beautifies the community

Benefits of Mixed-Use Development

- Access to neighborhood commercial services encourages local trips and reduces regional traffic congestion



EXISTING HAMPSHIRE PIKE PERSPECTIVE

Kimley»Horn

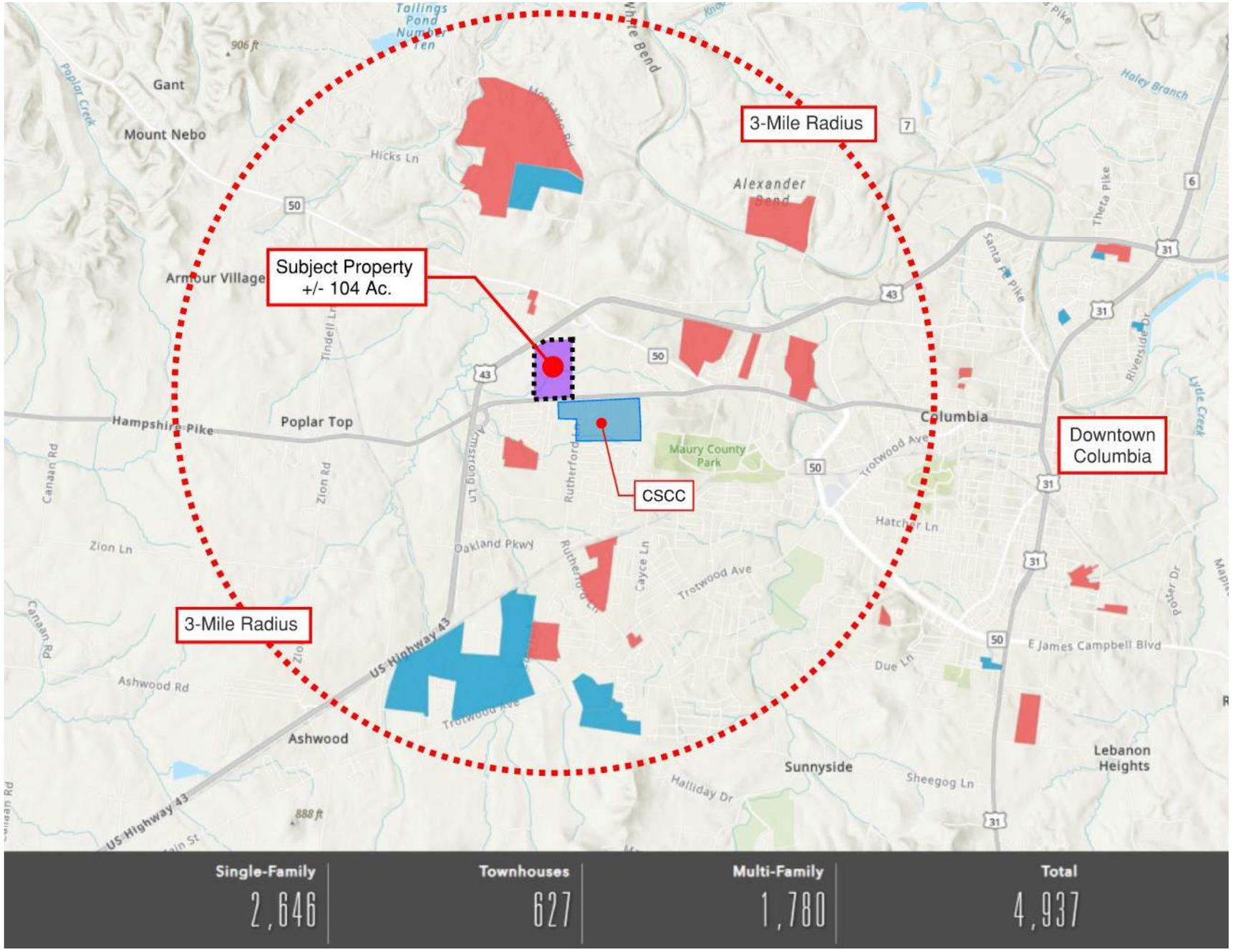
Regional Impacts

Community Statistics

- **13,624 residents** currently reside within a 3-mile radius of the proposed mixed-use development.
- **4,937 homes** approved and/or under construction within a 3-mile radius of the proposed mixed-use development increasing the **population to 23,088** with no planned shopping/services.

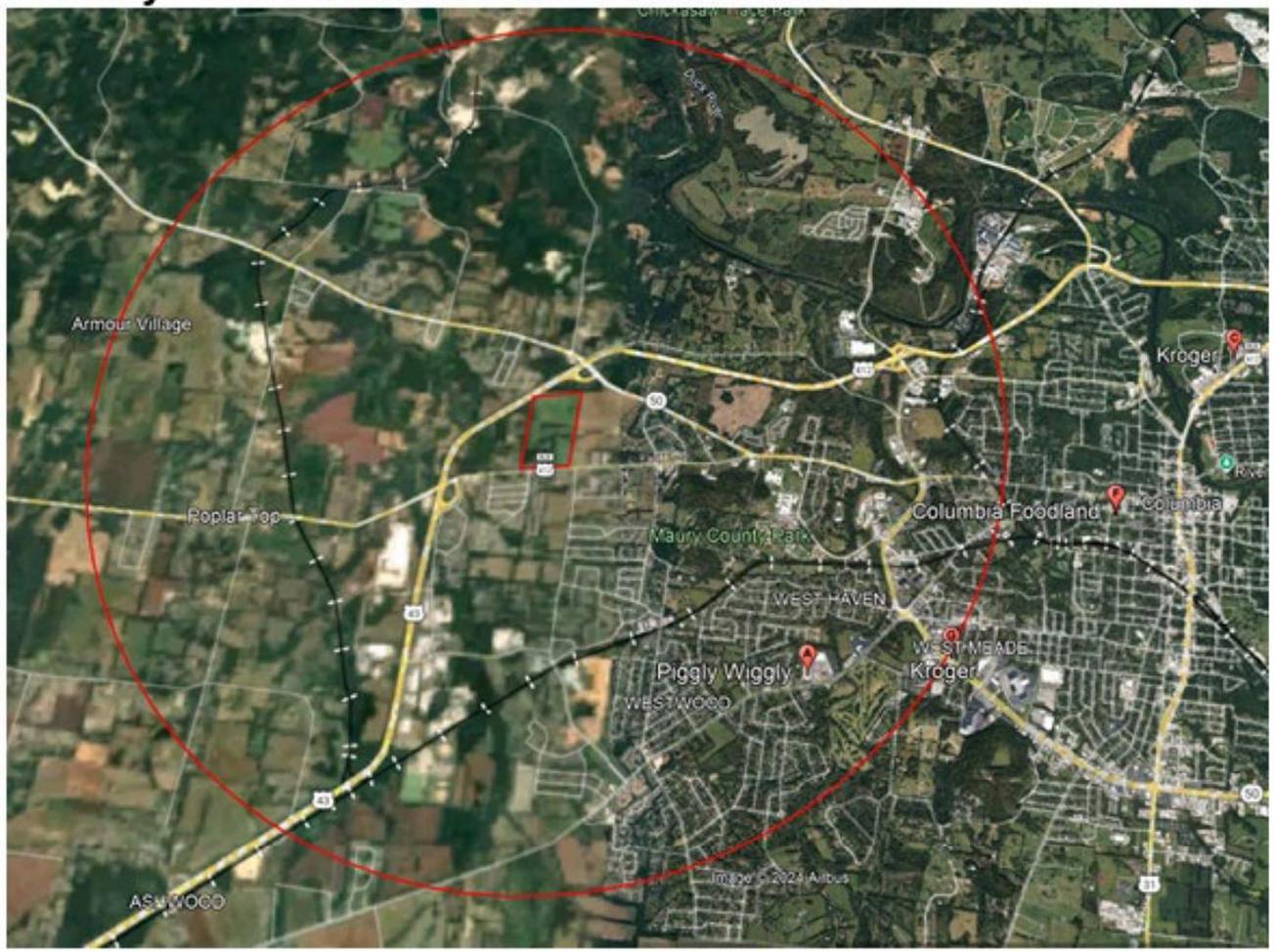
Mixed-use developments

- Promote shorter travel distances for residents
- Decrease reliance and wear-and-tear on external road networks
- Enhance the overall efficiency of the regional transportation system.



PROXIMITY OF GROCERY STORES

Grocery Stores within 3-Mile Radius of the Site



- **Only Piggly Wiggly is within 3-mile radius of the site.**
- **Kroger 1 – 4-mile drive from the site**
- **Kroger 2 – 5-mile drive from the site**
- **Walmart Supercenter – 4.5-mile drive from the site**

- **Limited commercial services** exist for the current residents and future homes.
- The nearest grocery store is the Piggly Wiggly located over 3 miles from the development
- Where will the existing and future population of 23,088 shop on the west side of town?

Preliminary Traffic Analysis

Replica Cell Phone Traffic Modeling Data Concluded:

- “Decentralizing commercial land uses can significantly reduce traffic congestion by distributing travel demand more evenly across a city”

- “Mixed-use developments like this promote shorter travel distances for residents, decrease reliance on external road networks, and enhance the overall efficiency of the transportation system.”





CLQ·LAND

COLUMNAR

Overview

By The Numbers

40+
Developments in Seven States

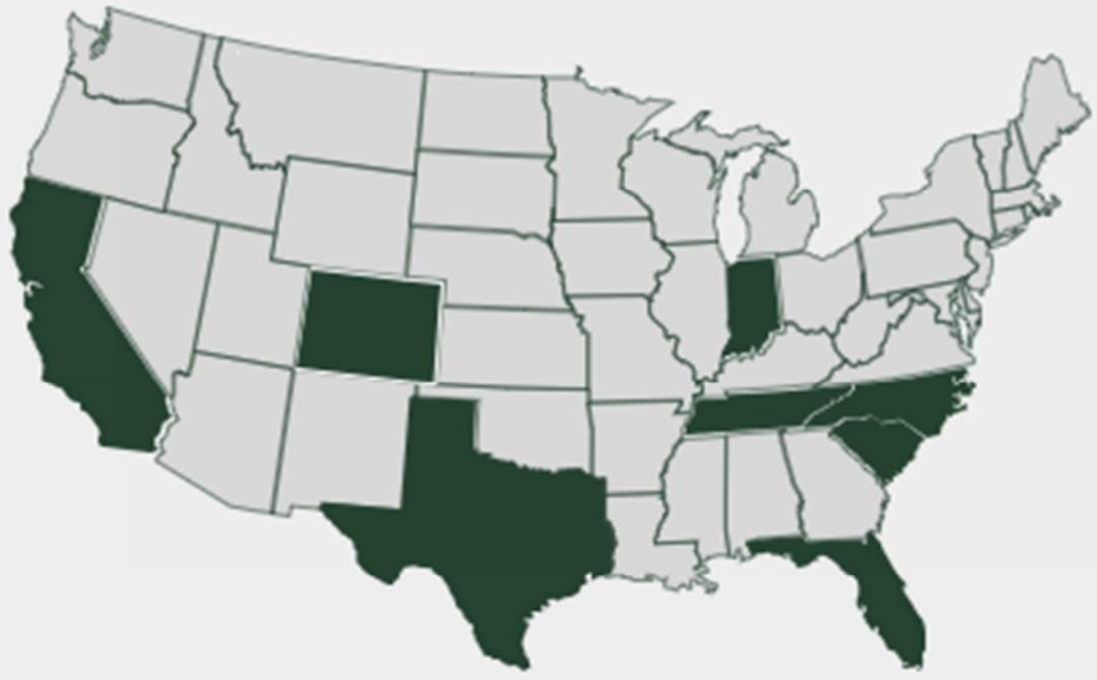
7 Million SF
Commercial & Industrial in Development

13,300
Residential Units Entitled & Developed

Areas of Expertise

- Entitlements
- Residential
- Multifamily
- Industrial
- Retail
- Office

Active Development Sites



Vertical Integration

Companies

COLUMNAR LAND

COLUMNAR COMMERCIAL

ROCKWELL HOMES



Columnar is a vertically integrated real estate investment and development company with the capability in house to take a piece of land from greenfield through vertical construction. The team has experience across multiple product types including Residential, Mixed-Use, Multifamily, Industrial, Medical & Professional Office and Retail.

Why does CLQ land and Columnar want to invest in Columbia?

- Pro-business city.
- City has designated the site for future growth; inside UGB.
- City future land use designation: “City Center Urban Village” (CCUV).
- Zoning Ordinance: Forward thinking mixed-use traditional neighborhood development .
- Demographics and location support strong commercial need
    - Existing population of 13,624 and planned population of 23,088 within 3-mile radius.
    - Limited services on the west side of town for a large population and community college.
- Synergies with Columbia State Community College.
- We can deliver a unique mix-use community and not just another residential only development.
- Project timing lines up with water Improvements.
- Limited housing supply when this project comes online in four years.

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Approximate Project Schedule and Water Improvements

- Quality Mixed-Use Master Plans Take Time to Entitlement, Design, and Construct.

- Annexation/Rezone decision today is for housing almost four years from now.

- Annexation/Rezone does not give water rights, does not allow development, and only starts the long process to bring housing online in four years.

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- Timing is aligned with CPWS timing to complete water improvements.

	DRAFT Project Timing (SUBJECT TO CITY AND CPWS PROCESS/APPROVALS)	2025 Q1	2025 Q2	2025 Q3	2025 Q4	2026 Q1	2026 Q2	2026 Q3	2026 Q4	2027 Q1	2027 Q2	2027 Q3	2027 Q4	2028 Q1	2028 Q2	2028 Q3	2028 Q4
COLUMBIA 104 PROJECT																	
	Annexation, Rezone, & Non-Binding Concept Plan		■	■	■												
	Engineering /Construction Docs/ Dev Plans					■	■	■	■								
	Horizontal Construction Commences									■	■	■	■				
	Home Construction													■	■	■	
	Home Sales																■
CPWS WATER PLANT EXPANSION, WITHDRAW, & TRANSMISSION																	
	CPWS Design	■	■	■													
	Project Permitting/Approvals	■	■	■	■												
	Bond Issuance				■												
	Construction					■	■	■	■	■	■	■	■	■	■	■	

Water Improvements Require Future Growth to be Planned Now

- Water bond to pay for water infrastructure upgrades to ensure sufficient water supply.
- The water bond is paid back through user fees and impact fees.
- If there is not sufficient growth to pay off the bond with user fees and impacts fees, then there is more pressure on existing homeowners to pay the bond via increased user rates.
- Growth should pay for growth, but the planning/approvals need to start now in order to ensure sufficient user and impact fee revenue in four years.
- Estimated Columbia 104 water fee revenue to help pay off bond:
  - $5,800,000 in impact fees*
  - $31,666/month in user fees*

*Current fees and rates in 2025 dollars

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Columbia 104 Aligns with Supply of Housing

- 11,575 unit supply or 3.9 year supply of new homes.
- Most of the housing supply does not segment/compete with Columbia 104's unique mixed-use community.
- No multi-family and large lot single-family.

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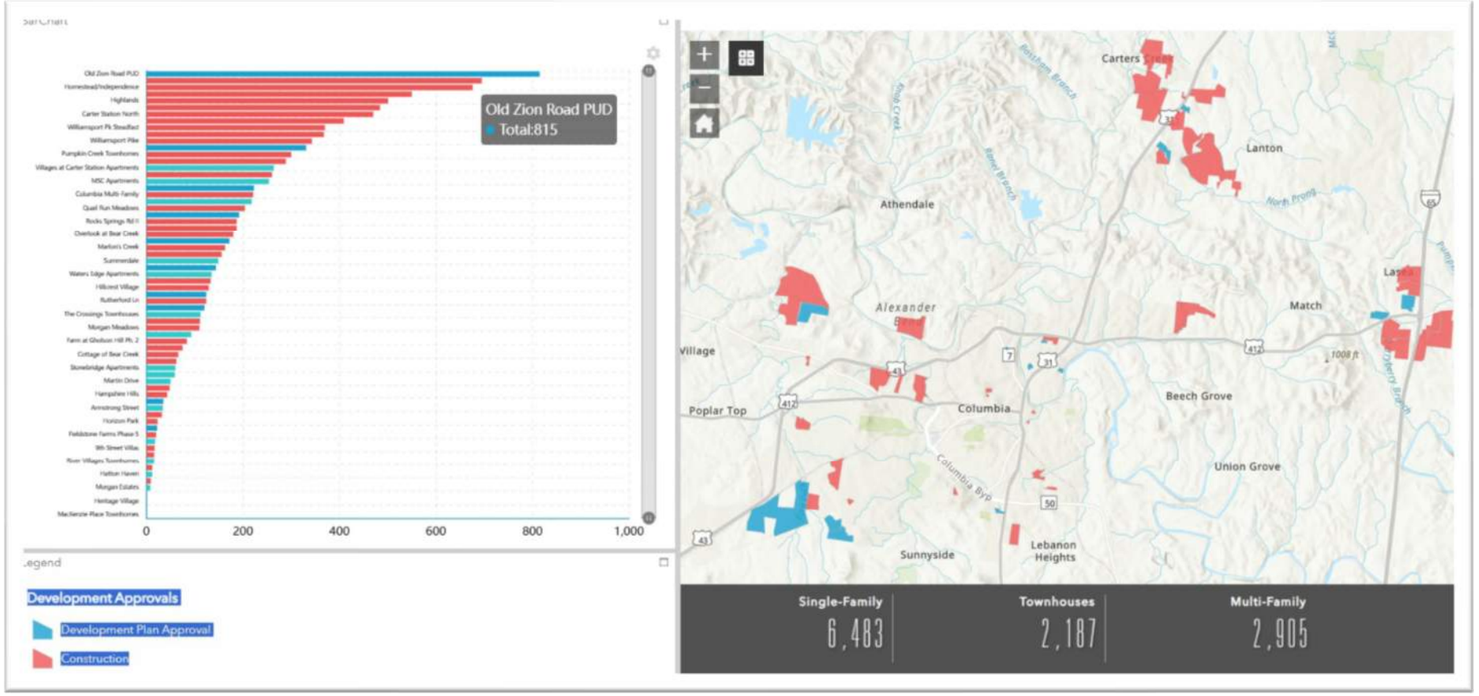


Housing Product Type	Plan Approval/Constructio
SFR Supply	6,483
Townhome Supply	2,187
Multi-Family Supply	2,905
Total Supply	**11,575**
2024 Total Permits	2,862
2025 Projected Permits	2,900
Years Supply	3.9

Source: City of Columbia Development Tracker and City of Columbia 2025 projected building permits

Conclusions

1. 100% Consistent with UGB, Future Land Use Plan and Zoning Ordinance.
2. Unique mixed-use master plan; not a residential only development.
3. Fulfills housing needs in four years once the current 3.9 supply runs out.
4. Proposed project does not compete/segment with the majority of housing supply.
5. Commercial sales tax revenue and financial contributor to the city. 29% of city revenue on 2024 came from sales tax.
6. Project timing aligns with water supply timing.
7. Proposed water bond is relying on the proposed project's fees and rates post 2028 to pay off the bond.
8. Annexation/Rezone needs to start now services, bring needed supply online in 4 years.
9. The west side of town needs commercial services, and it will help reduce congestion in the core.

COLUMNAR CLQ·LAND

DEVELOPMENT SUMMARY

PROPOSED PRODUCT

65' SIDE-LOADED GARAGE SF:	58 DU
42' ALLEY LOADED SF:	85 DU
38' ALLEY LOADED SF:	79 DU
22' TOWN HOME SFA:	317 DU
TOTAL:	539 DU

TYPICAL LOT SIZE

65' SIDE-LOADED GARAGE SF: (65' x 125' TYP.)	7,800 SF
42' ALLEY LOADED SF: (42' x 100' TYP.)	4,200 SF
38' ALLEY LOADED SF: (38' x 100' TYP.)	3,800 SF
22' ALLEY LOADED TH: (22' x 70' TYP.)	1,540 SF

TYPICAL SETBACKS

CD-3	
FRONT:	25'
SIDE:	8'
SIDE STREET:	12'
REAR:	25'
CD-4C	
FRONT:	10'
SIDE:	6'
SIDE STREET:	10'
REAR:	5'

COMMERCIAL PARCEL

GROCER GLA:	32,925 SF
PARKING REQUIRED:	165 SPACES (1 PER 200 SF)
PARKING PROVIDED:	165 SPACES
COMMERCIAL GLA:	137,150 SF
PARKING REQUIRED:	275 SPACES (1 PER 500 SF)
PARKING PROVIDED:	405 SPACES

FRONTAGE REQUIREMENTS

REQUIRED RESIDENTIAL FRONTAGE:	85% MAX
REQUIRED COMMERCIAL FRONTAGE:	15% MAX
RESIDENTIAL FRONTAGE:	
65' SIDE LOADED GARAGE SF:	2,852 LF
42' ALLEY LOADED SF:	2,550 LF
38' ALLEY LOADED SF:	2,106 LF
22' ALLEY LOADED TH:	7,018 LF
TOTAL RESIDENTIAL FRONTAGE:	14,526 LF
COMMERCIAL FRONTAGE:	
PROPOSED COMMERCIAL FRONTAGE:	2,565 LF
REQUIRED COMMERCIAL FRONTAGE: (15% OF TOTAL FRONTAGE)	2,564 LF

PRODUCT LEGEND

- **65' SIDE LOADED GARAGE SF** (65' x 125' TYP.)
- **42' ALLEY LOADED SF** (42' x 100' TYP.)
- **38' ALLEY LOADED SF** (38' x 100' TYP.)
- **22' ALLEY LOADED TH** (22' x 70' TYP.)
- **COMMERCIAL SPACE** (SIZE VARIES)

(CDS) SUBURBAN NEIGHBORHOOD 60' ROW / DS-11
(CDS) SUBURBAN NEIGHBORHOOD 60' ROW / DS-11
CD-3
CD-4C
CD-3
CD-4C
(CDS) URBAN CENTER 60' ROW / DS-20
COMMUNITY CLUBHOUSE & AMENITIES
(CDS) URBAN CENTER 60' ROW / DS-20
CIVIC
STORMWATER MANAGEMENT
CIVIC ZONING: 21.97 AC
PROPOSED TRAIL SYSTEM TYP.
(CDS) URBAN CENTER 60' ROW / DS-20
STORMWATER MANAGEMENT
CIVIC
STORMWATER MANAGEMENT
STORMWATER MANAGEMENT
(CDS) URBAN CENTER 60' ROW / DS-20
(CDS) URBAN CENTER 60' ROW / DS-20
CIVIC
(CDS) URBAN CENTER 60' ROW / DS-20
(CDS) URBAN CENTER 60' ROW / DS-20
CIVIC
(CDS) URBAN CENTER 60' ROW / DS-20
(CDS) URBAN BOULEVARD 85' ROW / DS-22
COMMERCIAL BUILDING TYP.
HAMPSHIRE PIKE

Kimley»Horn

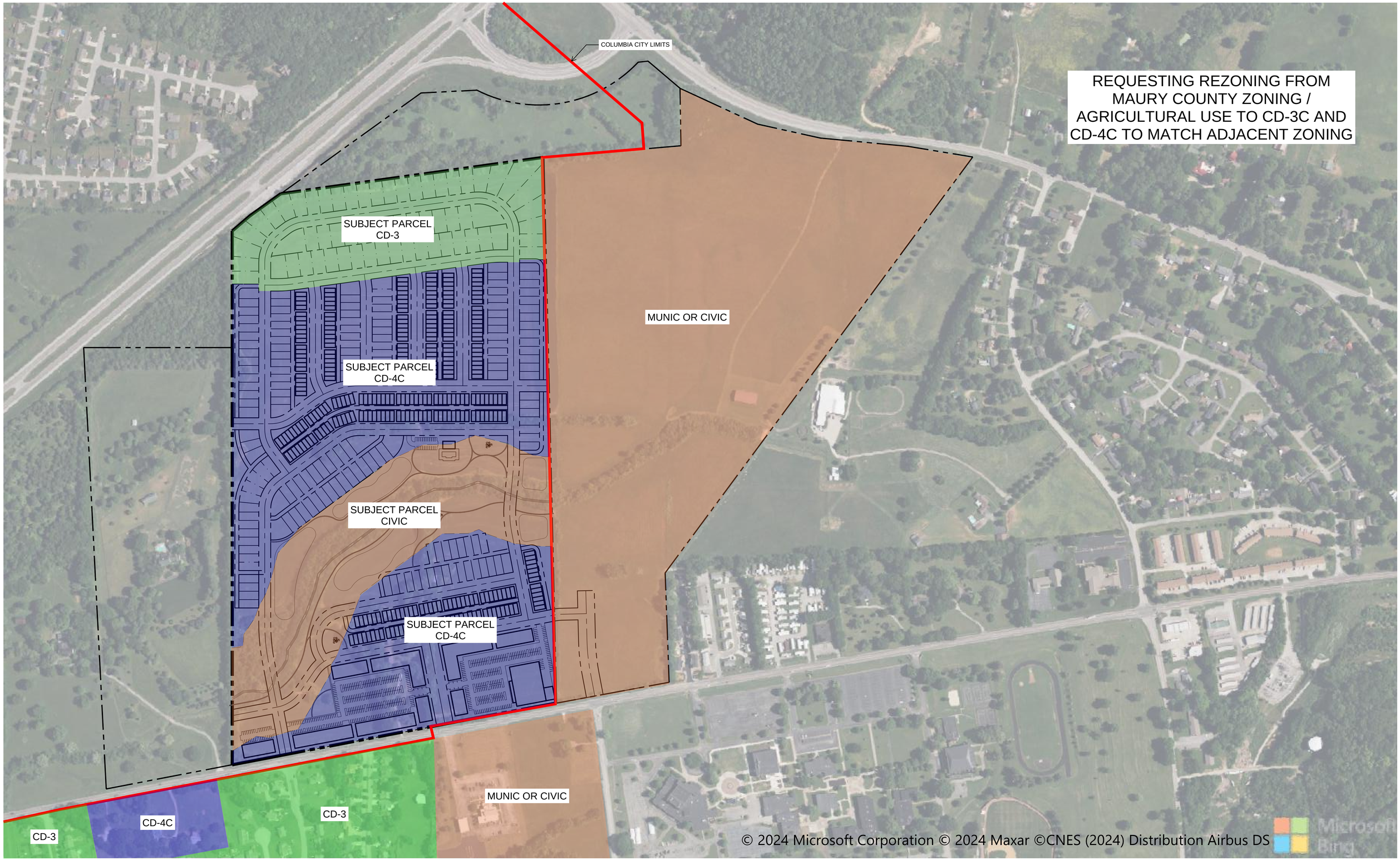
COLUMNAR HOLDINGS - HAMPSHIRE PIKE DEVELOPMENT, COLUMBIA, TN

CONCEPTUAL LAND USE PLAN

NORTH

MARCH 6, 2025

0 50 100 200 300



Kimley»Horn

1754 HAMPSHIRE PIKE DEVELOPMENT

REZONING EXHIBIT

December 9, 2024

0 100 200 400 600

NORTH

Drawing name: K:\NSH_LDEV\118644000 – Columnar Holdings – Hampshire Pike Development\4-CADD\Exhibits\REZONING EXHIBIT.dwg Rezoning Exhibit Dec 09, 2024 3:55pm by: Spencer.Sanders

Kimley»Horn

Staff Comment Response Letter

To:	City of Columbia Review Staff
From:	Spencer Sanders
	Kimley-Horn and Associates, Inc.
Date:	March 11, 2025
Subject:	1754 Hampshire Pike Annexation with Rezoning (24-0491)

Please see the below responses to comments on the 1754 Hampshire Pike Annexation with Rezoning submittal provided to Kimley-Horn on Thursday, February 13, 2025. The original comments are listed below with our responses listed in Red.

Planning

- Please provide legal description for each portion of property per zoning district. *(Application)*
  Legal descriptions of each portion of the property per zoning district provided

- Note that Water Availability Letter has an expiration date of 1-2-26 and it conditional only. *(Utilities)*
  Noted

- Provide notation on concept regarding Hillsides and Natural Spaces Requirement. The implementing districts are Civic for this hillside and natural protection zone and the overall City Center & Urban Village Future Land Use. Please indicate this Civic Zoning over the required natural spaces area. Update application for requested Zone and any additional concept plans submitted. *(Comprehensive Plan)*
  Civic Zoning added over the required natural spaces area

- Concept Plan indicates access with adjoining CPWS property to the east of the subject property. Agreement will be needed with property owner (CPWS) at time of development plan review. *(Access and Circulation)*
  Noted

Fire

- Advisory note: Alleys are not designed for fire apparatus use, all structures that are over 150 feet off the main roads will not meet code.

New roads added behind alley loaded lots so none are more than 150 ft from roads.

Wastewater

- The availability letter uploaded to the site is expired and not the same availability letter addressed to Josh Rowland dated 11/15/2024. Columbia Wastewater has no comments besides what is stated in the availability letter concerning capacity: This letter serves as confirmation that the City of Columbia Wastewater Department has the available capacity to service the above-referenced development. Improvements to existing infrastructure may be necessary to satisfactorily convey the additional sanitary sewer flow from the proposed 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. To determine the upgrades necessary to convey proposed sanitary sewer flow from the subject development, the developer will sign a Memorandum of Understanding with the Wastewater Department who will enter into contract with a third-party engineering consultant to study and analyze the existing sanitary sewer system, the study and analysis of which are required before Preliminary Plat. Based upon proposed development, the third-party engineering consultant will design necessary improvements to existing infrastructure according to said analysis, with the understanding that it is required of the developer to construct, test, film and implement the improvements prior to any Final Plat approval.
  Noted

Columbia Power

- 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 challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.
  Noted

- CPWS Plan to Serve.
  Noted

Engineering

- No comments on annexation and rezoning.
  Noted

Maury County Schools

- Baker Elementary School, Whitthorne Middle, Central High School. The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment. Due to numbers, MCPS will be rezoning all Columbia and Spring Hill elementary schools for the 25/26 SY.
  Noted

Public Works

- For 313 townhomes, we recommend a minimum of eight 8-yard dumpsters with three times a week collection if utilizing City of Columbia sanitation services. Private sanitation services, including dumpsters, compactors, individual receptacles or valet service, may be utilized for townhome and multi-family residents. Individual trash receptacles will not be provided by the City of Columbia to townhome residents. Please see the attached Plan of Services and City of Columbia Dumpster Guidelines & Accessibility Requirements.
  Noted

- Garbage Collection - Single family homes will receive the following City of Columbia sanitation services:
  - Residential customers will be issued one 96-gallon garbage receptacle with the option to purchase up to two additional garbage receptacles. The Sanitation Department will provide weekly curbside garbage collection. Bi-weekly curbside recycling will be offered on a subscription basis. Brush collection will be provided on a bi-weekly basis. Residents are allotted three free bulk item pickups per year.
  - Multi-family apartments and townhomes will receive the following services if utilizing City of Columbia sanitation services:
    - The Sanitation Department will provide dumpster collection. For the 313 townhomes, we recommend a minimum of eight (8) 8-yard dumpsters serviced 3 times a week. Brush collection will be provided on a bi-weekly basis. Residents are allotted three free bulk item pickups per year. Private sanitation services, including dumpsters, compactors, individual receptacles or valet service, are an option for multi-family apartments and townhomes (or High Density Residential). Individual trash receptacles will not be provided by the City of Columbia to multi-family apartment or townhome residents.

  Noted

- Streets and Drainage - Upon acceptance by City Council and all warranties have expired, all streets and drainage systems will be maintained by Public Works. Services will include:
  - Street sweeping
  - Catch basin cleaning
  - Street and curb repair
  - Snow removal
  - Drainage maintenance
  - Sidewalk repair

  Noted

- Signage - Upon acceptance by City Council, all approved street signs will be maintained by Public Works.

  Noted

- DUMPSTER GUIDELINES AND ACCESSIBILITY REQUIREMENTS
  - DUMPSTER AND COMPACTOR STANDARDS
  - GENERAL
    - All requirements for collection and accessibility to containers apply, regardless of whether
      collection is public or private.
  - GUIDELINES FOR DUMPSTERS
    - The number and capacity of dumpsters must be adequate to serve the disposal needs of the business, development or complex. Collection must occur at least one time per week, with special approval needed for every other week (EOW) collection. Each dumpster must be easily accessible, as determined by the Public Works Department, and of a size compatible with equipment of the department. If the dumpster is in an enclosed area, there must be at least 2 feet and 6 inches of clearance on each side of the dumpster.
  - DUMPSTER PAD REQUIREMENTS
    1. The concrete dumpster pad shall be at least 12 feet by 12 feet.
    2. The pad(s) shall be 8-inch-thick concrete, reinforced with rebar to support a 30-ton loadbearing capacity.
    3. A 14-foot-wide by 40-foot-long straight and clear access approach to each dumpster for the truck is required.
    4. Clearance at each side of the dumpster must be at least 2 feet and 6 inches.
    5. If a gated enclosure is utilized, the gates must be lockable in the open position to prevent the gates from swinging into the path of the truck during servicing.
    6. Two 6-inch diameter concrete filled steel bollards must be placed in the concrete pad to the rear of each dumpster, 2 feet from the back edge of the dumpster pad, spaced 4 feet apart and centered side to side. The bollards will rise 6 feet above the pad and extend 32 inches below the pad into the concrete footers.
    7. If the box is enclosed, it is recommended that there be pedestrian access in addition to service gates.

8. Access area, approach and pad must be level.
9. Standard pads with no drain should be elevated approximately 1-1/2 inches above the surrounding pavement.

- ACCESSIBILITY REQUIREMENTS FOR DUMPSTERS AND COMPACTORS
  1. Access must accommodate a 40-foot-long truck, with a 45-foot turning radius. Circular movement through the complex for the vehicles is highly recommended.
  2. The collection truck shall not be required to back-up for no more than 200 feet.
  3. No backing into or across a public right-of-way.
  4. No overhead obstructions at waste handling or access area. Refuse collection trucks need a minimum of a 25-foot vertical clearance to service containers.
  5. Heavy duty pavement is required for the collection truck's path through the complex. City of Columbia Public Works will not be responsible for the repair of asphalt or concrete which has been damaged due to normal usage.
  6. Gates must be unlocked and open for collection

Noted

ATT

- ATT INTENDS TO SERVE
  Noted

City Attorney

- No comment provided.
  Noted

Atmos Energy

- No comments provided.
  Noted

Maury County Highway Dept.

- No comments.
  Noted

Maury County E911

- No comments provided.
  Noted

Police

- No comments provided.
  Noted

Building

- No comments.
  Noted

Duck River Electric Membership Corp

- No comments.
  Noted

Columbia Water

- A water availability letter was issued on January 2, 2025, 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.
  Noted

PLAN OF SERVICES

FOR ANNEXATION & REZONING
1754 Hampshire Pike PROPERTY
+/-104.01 ACRES,
BEING
TAX MAP 088 PARCEL 071.01

(24-0491)

A. Water

"The project is within Columbia Power and Water's service area. The availability of capacity to serve will be 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."

B. Sewer

All sewer improvements including but not limited to off-site improvements, on-site improvements, and pump station and equipment installation shall be completed and functioning to the satisfaction of the Director of the Wastewater Department prior to the filing of any Final Plat with the City of Columbia Municipal Planning Commission, unless specific approval is granted by the Director and a surety of sufficient amount is provided. Note: Pump stations will require a building permit and all other required permits from additional entities. All inspections must be completed and certificates of completion granted before Council Agenda Deadline. Please contact the Wastewater Department for standard design details and equipment.

C. Police

The jurisdiction of the Columbia Police Department will be extended to the areas annexed immediately upon the effective date of annexation.

D. Fire and Rescue

1. The City of Columbia Fire & Rescue Department provides an array of services to the citizens and visitors of the City of Columbia. These services include but may not be limited to non-emergency services such as fire prevention and codes enforcement, pre-incident planning, public education programs, smoke alarm check/replacement, and emergency services such as fire suppression, heavy rescue, emergency medical first response, and hazardous materials response. The City of Columbia Fire Department currently holds an Insurance Service Organization (ISO) Class 1 rating.

   Columbia Fire & Rescue strives to provide all services in a timely, courteous, and professional manner. Due to the nature of emergency services, we strive to arrive at the incident scene as quickly as possible but without posing additional dangers to the residents/visitors we meet while responding to your location.

Infrastructure:

The infrastructure put in place is like the foundation of your development. If the infrastructure is designed and constructed with the present needs and future plans in mind, your development will be prepared for the future.

Water:

Columbia Fire & Rescue requires that there be sufficient water provided through the municipal water system to meet the needed fire flow requirements for your facility. These flows are calculated by the Fire Marshal. These flows are based on many factors dealing with your buildings' construction type, fire load in the building, square footages, and etc. If you install fire sprinkler systems in your facilities, Columbia Fire & Rescue can drastically reduce fire flow requirements.

Roadway and Bridges: Columbia Fire & Rescue serves the residents and visitors of our jurisdiction by utilizing highly trained firefighters and modern fire apparatus. A minimum response to a structure fire in your development will be four fire apparatus. One of the fire apparatus that will respond to your development will be a ladder truck with a gross vehicle weight rating of approximately 80,000 pounds. Roadways and bridges must be designed and constructed not only with light vehicle traffic in mind but with the emergency service vehicles that will be servicing your development.

Damage Free Property Access: Columbia Fire & Rescue requires all gates automatic or manual that will be or may be locked to be equipped with Knox Rapid Entry system. You can research this product at www.knoxbox.com or your gate vendor will be familiar with the product. Our department would also

be happy to work with you to find what Knox Rapid Entry product is best suited for your application.

Damage Free Home/Facility Access: Currently, Columbia Fire & Rescue does not require residential occupancies to be equipped with the Knox Rapid Entry system. However, this product is a very wise investment for your future development. The Knox Rapid Entry System products allow homes to be secured but also allow the Columbia Fire & Rescue Department access to your property and/or homes without any delay or property damage. The system has an armored key lock safe recess mounted to the exterior of the homes with the key to the residence inside. Firefighters access the residence key during an emergency to gain entry into the home without causing any property damage. Again, our department would be happy to provide you with information and education on this program and its many positive attributes.

Emergency Response to Your Location: The proposed annex will be located on the Property at 1754 Hampshire Pike in Columbia, Tennessee. This location is approximately 2.4 from Fire Station #4 located at 5040Trotwood Ave., 2.6 miles from Columbia Fire Station #2 located at 711 Lion Parkway, 4.3 miles from Fire Station #1 located at 1000 South Garden in downtown Columbia. These distances are used to calculate an estimated response time to your development for the different levels of emergency response that may be needed at your facilities.

Medical Emergency Response: Columbia Fire & Rescue normally responds a minimum of one fire apparatus from Station #4 to service your location for a medical emergency. From the time you dial 911 until the fire department will arrive at your location will be within 3.50 minutes. Should your property experience a mass casualty incident where additional fire apparatus/firefighters would need to respond, then Fire Station #2 could send an additional unit and arrive on-scene within 4.00 minutes of your 911 call.

Fire Incident Response: Columbia Fire & Rescue recommends a multi-faceted fire suppression approach. First, future homes should be constructed to meet or exceed all applicable fire and life safety codes. Secondly, even if not required by building, fire, or life safety codes, we encourage the installation and use of fire sprinkles in future homes. Columbia Fire & Rescue's normal fire incident response to a single family residential development is three fire apparatus with a minimum 15 firefighters and 1 Chief Officer. Response times will be similar to the times estimated in the emergency medical response section. Your first fire apparatus should be on-scene within approximately 3.50 minutes, the second fire apparatus should be on-scene within 4.00 minutes, and the third/fourth apparatus should be on-scene within 6.50 minutes. Columbia Fire & Rescue also has an automatic aid agreement and you would also receive a response from Mount Pleasant Fire Department with-in 7.00 minutes. Due to OSHA standards that require at least four firefighters to arrive on-scene prior to initiating an interior fire attack and Columbia Fire & Rescue's minimum staffing policy, it could take

the 4.00 minutes to get the minimum number of firefighters to the scene to begin an interior fire attack.

In summary, the members of the Columbia Fire & Rescue consider it an honor to serve the residents and visitors in our community each and every day. When an emergency occurs, time is our worst enemy. Columbia firefighters train to reduce every second while not posing any additional undue risk to firefighters and/or the public when responding to or working at an emergency incident. The times estimated in the referenced examples are a combination of averages and estimations. Our department has very little data to support incident responses to your location. The time estimations are based on the fire companies being at their regular station, time it takes for Maury 911 to process a 911 call, the time it takes for Columbia firefighters to board the apparatus and leave the station, and the travel time from the station to your location is an estimate based on road miles, probable traffic conditions, and road conditions. You can see by the examples referenced above that it will take time for Columbia Fire & Rescue to receive your call for help and then respond to your location. The roadways have considerable driveway/cross street connections, hills, curves, and reduced speed zones that contribute to a long response time for fire apparatus to arrive.

E. Development Services

1. The planning and zoning jurisdiction of the City will extend to the annexed areas immediately upon the effective date of the annexation.

2. The property shall be zoned CD-3 (Neighborhood Character District), Civic And CD-4C (General Urban Corridor Character District) upon the effective date of the annexation.

3. The code administration jurisdiction of the City will extend to the annexed areas immediately upon the effective date of the annexation.

4. Upon the effective date of annexation, all development will be required to abide by the Columbia Zoning Ordinance.

F. Streets

1. Upon acceptance by City Council and all warranties have expired; all streets and drainage systems will be maintained by Public Works. Service will include street sweeping, catch basin cleaning, street repair and snow removal drainage maintenance, and sidewalk repair.

2. Upon acceptance by City Council, all approved street signs will be maintained by Public Works.

G. Parks and Recreation

Residents of the annexed areas may use all existing recreational facilities, parks, etc., on the effective date of annexation. The same standards and policies now used in the present City will be followed in expanding the recreational program and facilities in the enlarged City.

H. Refuse Collection

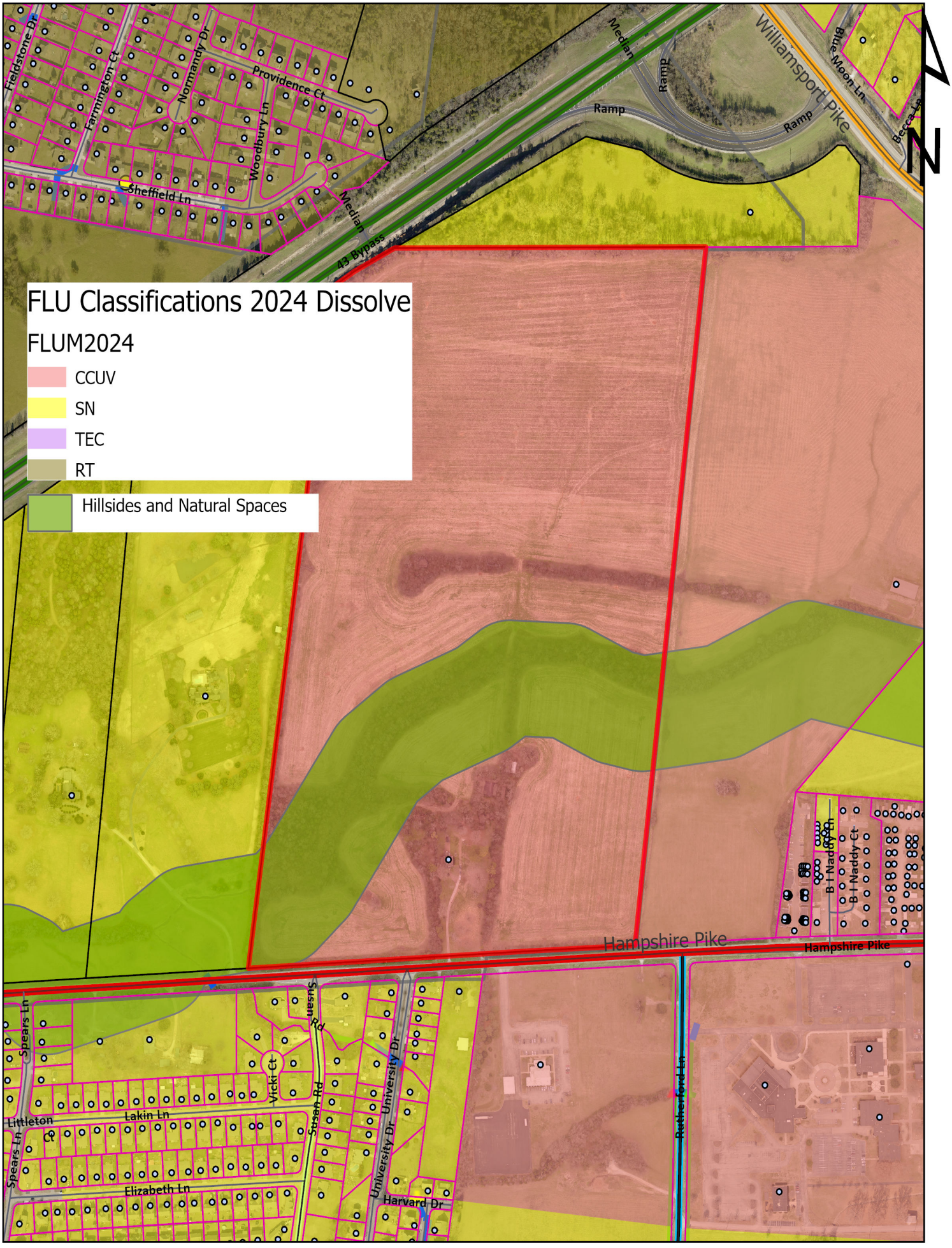
Single family homes will receive City of Columbia trashcan service.
Residential customers will be issued one 96-gallon garbage receptacle with the option to purchase up to two additional garbage receptacles. The Sanitation Department will provide weekly curbside garbage collection. Bi-weekly curbside recycling will be offered on a subscription basis. Brush collection will be provided on a bi-weekly basis. Residents are allotted three free bulk item pickups per year.

I. Power

Columbia Power System has an existing power line near your proposed development. We are willing to serve this commercial 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.

J. Schools

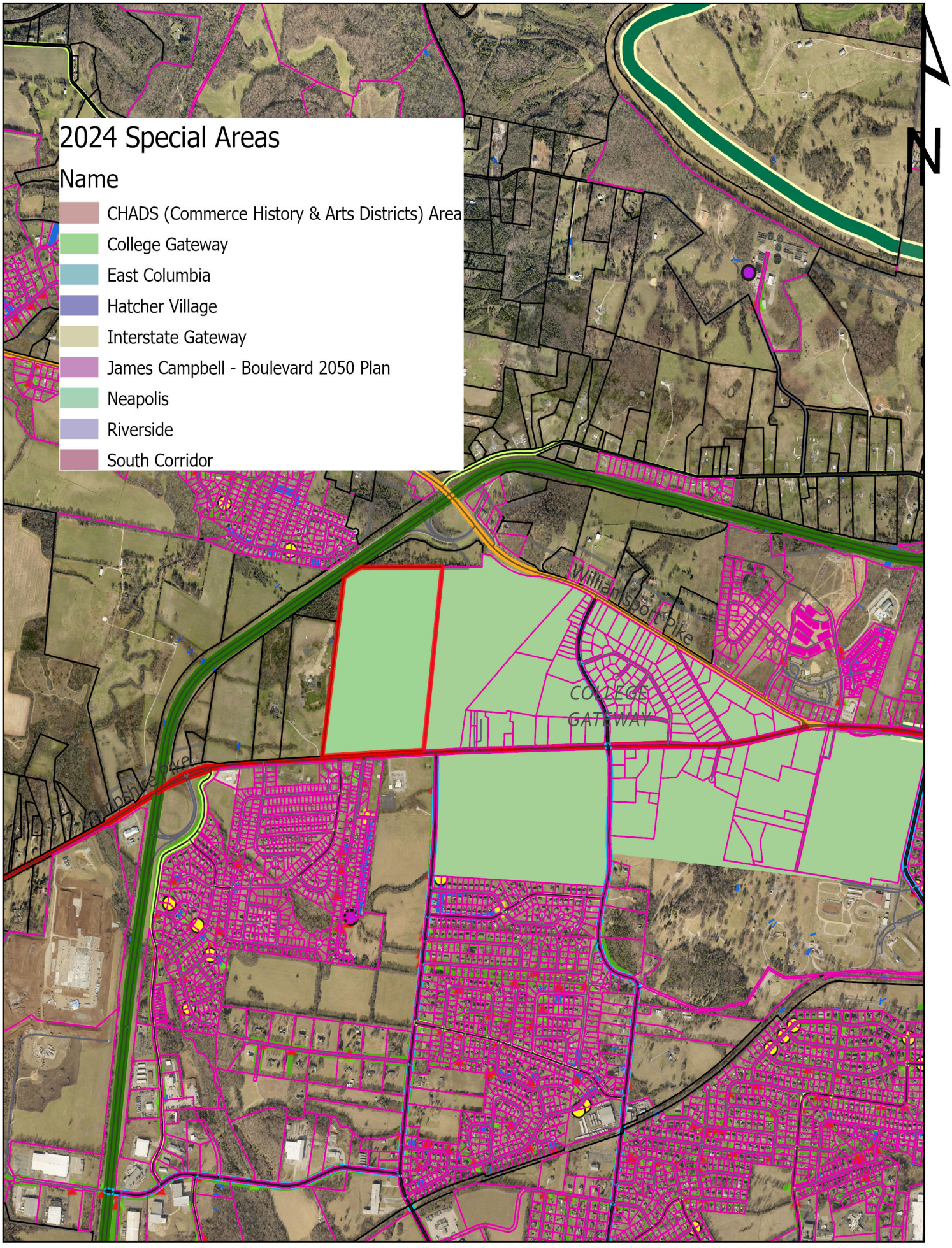
This property falls under the jurisdiction of Maury County Public School System.
The development combined with current neighborhoods and additional approved developments in these zones may require either new construction or realignment of school zones to accommodate new students.



24-0491
1754 Hampshire Pike

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

CITY OF COLUMBIA



24-0491
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CITY OF COLUMBIA



24-0491
1754 Hampshire Pike

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

CITY OF COLUMBIA
TENNESSEE

Legal Description
1754 Hampshire Pike Phase CD-4C

BEING A PART OF A TRACT OF LAND IDENTIFIED AS MAURY COUNTY PARCEL NUMBER 088 071.01 OWNED BY SARAH JOYCE REINERT C/O MICHAEL REINERT AS EVIDENCED IN BOOK 765-PAGE 758 R.O.M.C. TN. LOCATED AT 1754 HAMPSHIRE PIKE AND MORE PARTICURLARLY DESCRIBED AS FOLLOWS:

BEGINNING at an iron pin found in the southwest corner of the parent tract, said iron pin lying in the north margin of Hampshire Pike and in common with parcel 088 070.04;

Beginning point having coordinates of **N:469584.00**, **E:1638325.37**;

thence with a bearing of **N 07°39'57" E** a distance of **2019.44** feet to a point, passing through a angle iron at distance 2014.04, said angle iron is located in a common corner with parcels 088 070.04 and 088 070.09;

thence with a bearing of **N 07°39'57" E** a distance of **396.16** feet to a point in the northwest corner of Phase CD-4C;

thence along the common line of Phase CD-4C and Phase CD-3 with a bearing of **S 82°20'03" E** a distance of **133.06** feet to a point;

thence with a bearing of **S 07°39'57" W** a distance of **35.04** feet to a point;

thence with a bearing of **S 82°20'03" E** a distance of **97.11** feet to a point;

thence with a curve to the left with a chord bearing of **S 86°16'30" E** a chord distance of **72.17**, a delta angle of **07°52'55",** with a radius of **525.04** feet and an arc length of **72.23** feet to a point;

thence with a bearing of **N 89°47'02" E** a distance of **987.98** feet to a point;

thence with a curve to the right with a chord bearing of **S 86°16'30" E** a chord distance of **65.29**, a delta angle of **07°52'55",** with a radius of **474.97** feet and an arc length of **65.34** feet to a point;

thence with a bearing of **S 82°19'33" E** a distance of **97.11** feet to a point;

thence with a bearing of **N 07°39'57" E** a distance of **12.54** feet to a point;

thence with a bearing of **S 82°20'03" E** a distance of **129.10** feet to a point in the northeast corner of Phase CD-4C;

thence with a bearing of **S 06°20'18" W** a distance of **2229.82** feet to a concrete monument in the southeast corner of the parent tract, said monument being in the north margin of Hampshire Pike;

thence with a bearing of **S 87°10'21" W** a distance of **473.45** feet to a point;

thence with a bearing of **S 86°47'16" W** a distance of **990.42** feet to a point;

thence with a bearing of **S 86°47'44" W** a distance of **189.06** feet to the point of beginning;

containing 3,683,274.18 square feet or **84.55** acres

Legal Description
1754 Hampshire Pike Phase CD-3

BEING A PART OF A TRACT OF LAND IDENTIFIED AS MAURY COUNTY PARCEL NUMBER 088 071.01 OWNED BY SARAH JOYCE REINERT C/O MICHAEL REINERT AS EVIDENCED IN BOOK 765-PAGE 758 R.O.M.C. TN. LOCATED AT 1754 HAMPSHIRE PIKE AND MORE PARTICURLARLY DESCRIBED AS FOLLOWS:

BEGINNING at an iron pin found in the northwest corner of the parent tract, said iron pin lying in the south margin of Highway 412 and in common with the northeast margin of parcel 088 070.09;

Beginning point having coordinates of **N:472242.34**, **E:1638683.18**;

thence with a bearing of **N 56°59'16" E** a distance of **115.08** feet to a concrete monument, said monument lying in the southerly right of way of Highway 412;

thence with a bearing of **N 61°57'48" E** a distance of **192.39** feet to a point lying in the southerly right of way of Highway 412;

thence with a bearing of **N 89°47'02" E** a distance of **1329.20** feet to an iron pin, said pin lying in the northeast corner of the aren't tract and being in common with parcel 088 071.03;

thence with a bearing of **S 00°13'22" E** a distance of **1.00** feet to a point;

thence with a bearing of **S 06°20'18" W** a distance of **512.99** feet to a point, said point being the common corner between Phase CD-3 and CD-4C lying in the common line of parcel 088 071.03;

thence along the common line of Phase CD-3 and CD-4C with a bearing of **N 82°20'03" W** a distance of **129.10** feet to a point;

thence with a bearing of **S 07°39'57" W** a distance of **12.54** feet to a point;

thence with a bearing of **N 82°19'33" W** a distance of **129.10** feet to a point;

thence with a curve to the left with a chord bearing of **N 86°16'30" W** a chord distance of **65.29** feet, a delta angle of **07°52'55"**, a radius of **474.97** feet an arc length of **65.34** feet to a point;

thence with a bearing of **S 89°47'02" W** a distance of **987.98** feet to a point;

thence with a curve to the left with a chord bearing of **N 86°16'30" W** a chord distance of **72.17** feet, a delta angle of **07°52'55"**, a radius of **525.04** feet an arc length of **72.23** feet to a point;

thence with a bearing of **N 82°20'03" W** a distance of **97.11** feet to a point;

thence with a bearing of **N 07°39'57" W** a distance of **35.04** feet to a point;

thence with a bearing of **N 82°20'03" W** a distance of **133.06** feet to a point, said point being a common corner of Phase CD-3 and Phase CD-4C and also lying in the common line of Parcel 088 070.09;

thence with a bearing of **N 07°39'57" E** a distance of **266.70** feet to the point of beginning;

containing 746,445.87 square feet or **17.14** acres

Melissa Sanders

From: Sanders, Spencer <Spencer.Sanders@kimley-horn.com>
Sent: Tuesday, February 18, 2025 3:48 PM
To: Austin Brass
Cc: Hanson Hanson; Sandra Richardson; Robert Archibald; Melissa Sanders; Rowland, Josh; Irby, William; Hanson Hanson
Subject: RE: [Caution External Email] - Project - 24-0491-AREZ

Austin,

We are deferring until the 4/9/25 Planning Commission Meeting. We are going to coordinate further internally on the concept and utilities before resubmittal. I believe that puts us at a 3/11/25 resubmittal date, correct?

Thanks,

Spencer Sanders, PLA | Landscape Architecture and Planning
Kimley-Horn | 10 Lea Avenue, Suite 400, Nashville, TN 37210
Direct: 615-314-5679 | Main: 615-564-2701
Connect with us: Twitter | LinkedIn | Facebook | Instagram

Celebrating 17 years as one of FORTUNE's 100 Best Companies to Work For

---

From: Austin Brass <ABrass@Columbiatn.gov>
Sent: Tuesday, February 18, 2025 2:27 PM
To: Sanders, Spencer <Spencer.Sanders@kimley-horn.com>
Cc: Hanson Hanson <mark@clqland.com>; Sandra Richardson <SRichardson@Columbiatn.gov>; Robert Archibald <RArchibald@Columbiatn.gov>; Melissa Sanders <MSanders@Columbiatn.gov>
Subject: RE: [Caution External Email] - Project - 24-0491-AREZ

Hi Spencer,

Staff is reviewing our resubmittals and I was unable to find a response to comment letter?

Do you happen to have this letter in order for this submittal to move forward?

From: columbia@davengis.net [mailto:columbia@davengis.net]
Sent: Friday, February 14, 2025 11:00 PM
To: spencer.sanders@kimley-horn.com; Austin Brass <ABrass@Columbiatn.gov>
Subject: [Caution External Email] - Project - 24-0491-AREZ

Spencer: Please see attached. Thank you.

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

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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, February 11, 2025

ITEM NO.
24-0491

DESCRIPTION: 1754 Hampshire Pike

COMMENTS:

Planning

1. Please provide legal description for each portion of property per zoning district. *(Application)*
2. Note that Water Availability Letter has an expiration date of 1-2-26 and it conditional only. *(Utilities)*
3. Provide notation on concept regarding Hillsides and Natural Spaces Requirement. The implementing districts are Civic for this hillside and natural protection zone and the overall City Center & Urban Village Future Land Use. Please indicate this Civic Zoning over the required natural spaces area. Update application for requested Zone and any additional concept plans submitted. *(Comprehensive Plan)*
4. Concept Plan indicates access with adjoining CPWS property to the east of the subject property. Agreement will be needed with property owner (CPWS) at time of development plan review. *(Access and Circulation)*

Fire

5. Advisory note: Alleys are not designed for fire apparatus use, all structures that are over 150 feet off the main roads will not meet code.

Wastewater

6. The availability letter uploaded to the site is expired and not the same availability letter addressed to Josh Rowland dated 11/15/2024. Columbia Wastewater has no comments besides what is stated in the availability letter concerning capacity: This letter serves as confirmation that the City of Columbia Wastewater Department has the available capacity to service the above-referenced development. Improvements to existing infrastructure may be necessary to satisfactorily convey the additional sanitary sewer flow from the proposed 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. To determine the upgrades necessary to convey proposed sanitary sewer flow from the subject development, the developer will sign a Memorandum of Understanding with the Wastewater Department who will enter into contract with a third-party engineering consultant to study and analyze the existing sanitary sewer system, the study and analysis of which are required before Preliminary Plat. Based upon proposed development, the third-party engineering consultant will design necessary improvements to existing infrastructure according to said analysis, with the understanding that it is required of the developer to construct, test, film and implement the improvements prior to any Final Plat approval.

Columbia Power

7. 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 challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.
8. CPWS

   Plan to Serve.

Engineering

9. No comments on annexation and rezoning.
10.

Maury County Schools

11. Baker Elementary School, Whitthorne Middle, Central High School
    The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment

* Due to numbers, MCPS will be rezoning all Columbia and Spring Hill elementary schools for the 25/26 SY.

Public Works

12. For 313 townhomes, we recommend a minimum of eight 8-yard dumpsters with three times a week collection if utilizing City of Columbia sanitation services. Private sanitation services, including dumpsters, compactors, individual receptacles or valet service, may be utilized for townhome and multi-family residents. Individual trash receptacles will not be provided by the City of Columbia to townhome residents. Please see the attached Plan of Services and City of Columbia Dumpster Guidelines & Accessibility Requirements.
13. Garbage Collection
    Single family homes will receive the following City of Columbia sanitation services: Residential customers
    will be issued one 96-gallon garbage receptacle with the option to purchase up to two additional garbage
    receptacles. The Sanitation Department will provide weekly curbside garbage collection. Bi-weekly
    curbside recycling will be offered on a subscription basis. Brush collection will be provided on a bi-weekly
    basis. Residents are allotted three free bulk item pickups per year.
    Multi-family apartments and townhomes will receive the following services if utilizing City of Columbia
    sanitation services: The Sanitation Department will provide dumpster collection. For the 313 townhomes,
    we recommend a minimum of eight (8) 8-yard dumpsters serviced 3 times a week. Brush collection will be
    provided on a bi-weekly basis. Residents are allotted three free bulk item pickups per year. Private
    sanitation services, including dumpsters, compactors, individual receptacles or valet service, are an option
    for multi-family apartments and townhomes (or High Density Residential). Individual trash receptacles will
    not be provided by the City of Columbia to multi-family apartment or townhome residents.
    Streets and Drainage
    Upon acceptance by City Council and all warranties have expired, all streets and drainage systems will be
    maintained by Public Works. Services will include:
    - Street sweeping
    - Catch basin cleaning

- Street and curb repair
- Snow removal
- Drainage maintenance
- Sidewalk repair

Signage

Upon acceptance by City Council, all approved street signs will be maintained by Public Works.

14. DUMPSTER GUIDELINES AND ACCESSIBILITY REQUIREMENTS

DUMPSTER AND COMPACTOR STANDARDS

GENERAL

All requirements for collection and accessibility to containers apply, regardless of whether collection is public or private.

GUIDELINES FOR DUMPSTERS

The number and capacity of dumpsters must be adequate to serve the disposal needs of the business, development or complex. Collection must occur at least one time per week, with special approval needed for every other week (EOW) collection. Each dumpster must be easily accessible, as determined by the Public Works Department, and of a size compatible with equipment of the department. If the dumpster is in an enclosed area, there must be at least 2 feet

and 6 inches of clearance on each side of the dumpster.

DUMPSTER PAD REQUIREMENTS

1. The concrete dumpster pad shall be at least 12 feet by 12 feet.
2. The pad(s) shall be 8-inch-thick concrete, reinforced with rebar to support a 30-ton loadbearing capacity.
3. A 14-foot-wide by 40-foot-long straight and clear access approach to each dumpster for the truck is required.
4. Clearance at each side of the dumpster must be at least 2 feet and 6 inches.
5. If a gated enclosure is utilized, the gates must be lockable in the open position to prevent the gates from swinging into the path of the truck during servicing.

15. 6. Two 6-inch diameter concrete filled steel bollards must be placed in the concrete pad to the rear of each dumpster, 2 feet from the back edge of the dumpster pad, spaced 4 feet apart and centered side to side. The bollards will rise 6 feet above the pad and extend 32 inches below the pad into the concrete footers.
7. If the box is enclosed, it is recommended that there be pedestrian access in addition to service gates.
8. Access area, approach and pad must be level.
9. Standard pads with no drain should be elevated approximately 1-1/2 inches above the surrounding pavement.

ACCESSIBILITY REQUIREMENTS FOR DUMPSTERS AND COMPACTORS

1. Access must accommodate a 40-foot-long truck, with a 45-foot turning radius. Circular movement through the complex for the vehicles is highly recommended.
2. The collection truck shall not be required to back-up for no more than 200 feet.
3. No backing into or across a public right-of-way.
4. No overhead obstructions at waste handling or access area. Refuse collection trucks need

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

a minimum of a 25-foot vertical clearance to service containers.
5. Heavy duty pavement is required for the collection truck's path through the complex. City of Columbia Public Works will not be responsible for the repair of asphalt or concrete which has been damaged due to normal usage.
6. Gates must be unlocked and open for collection

ATT

16. ATT INTENDS TO SERVE

City Attorney

17. No comment provided.

Atmos Energy

18. No comments provided.

Maury County Highway Dept.

19. No comments.

Maury County E911

20. No comments provided.

Police

21. No comments provided.

Building

22. No comments.

CITY OF COLUMBIA TENNESSEE

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

Duck River Electric Membership Corp

23. No comments.

Columbia Water

24. A water availability letter was issued on January 2, 2025, 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.

DEVELOPMENT SUMMARY

PROPOSED PRODUCT

65' SIDE-LOADED GARAGE SF:	58 DU
42' ALLEY LOADED SF:	85 DU
38' ALLEY LOADED SF:	76 DU
22' TOWN HOME SFA:	313 DU
TOTAL:	532 DU

TYPICAL LOT SIZE

65' SIDE-LOADED GARAGE SF: (65' x 125' TYP.)	7,800 SF
42' ALLEY LOADED SF: (42' x 100' TYP.)	4,200 SF
38' ALLEY LOADED SF: (38' x 100' TYP.)	3,800 SF
22' ALLEY LOADED TH: (22' x 70' TYP.)	1,540 SF

TYPICAL SETBACKS

CD-3	
FRONT:	25'
SIDE:	8'
SIDE STREET:	12'
REAR:	25'
CD-4C	
FRONT:	10'
SIDE:	6'
SIDE STREET:	10'
REAR:	5'

COMMERCIAL PARCEL

GROCER GLA:	32,925 SF
PARKING REQUIRED:	165 SPACES (1 PER 200 SF)
PARKING PROVIDED:	165 SPACES
COMMERCIAL GLA:	137,150 SF
PARKING REQUIRED:	275 SPACES (1 PER 500 SF)
PARKING PROVIDED:	405 SPACES

FRONTAGE REQUIREMENTS

REQUIRED RESIDENTIAL FRONTAGE:	85% MAX
REQUIRED COMMERCIAL FRONTAGE:	15% MAX
RESIDENTIAL FRONTAGE:	
65' SIDE LOADED GARAGE SF:	2,852 LF
42' ALLEY LOADED SF:	2,550 LF
38' ALLEY LOADED SF:	2,106 LF
22' ALLEY LOADED TH:	7,018 LF
TOTAL RESIDENTIAL FRONTAGE:	14,526 LF
COMMERCIAL FRONTAGE:	
PROPOSED COMMERCIAL FRONTAGE:	2,565 LF
REQUIRED COMMERCIAL FRONTAGE: (15% OF TOTAL FRONTAGE)	2,564 LF

PRODUCT LEGEND

- **65' SIDE LOADED GARAGE SF** (65' x 125' TYP.)
- **42' ALLEY LOADED SF** (42' x 100' TYP.)
- **38' ALLEY LOADED SF** (38' x 100' TYP.)
- **22' ALLEY LOADED TH** (22' x 70' TYP.)
- **COMMERCIAL SPACE** (SIZE VARIES)

(CDS) SUBURBAN NEIGHBORHOOD 60' ROW / DS-11

(CDS) SUBURBAN NEIGHBORHOOD 60' ROW / DS-11

CD-3

CD-4C

CD-3

CD-4C

(CDS) URBAN CENTER 60' ROW / DS-20

(CDS) URBAN CENTER 60' ROW / DS-20

(CDS) URBAN CENTER 60' ROW / DS-20

(CDS) URBAN CENTER 60' ROW / DS-20

(CDS) URBAN CENTER 60' ROW / DS-20

(CDS) URBAN CENTER 60' ROW / DS-20

COMMUNITY CLUBHOUSE & AMENITIES

(CDS) URBAN CENTER 60' ROW / DS-20

CIVIC SPACE: NATURAL AREA 21.97 AC

STORMWATER MANAGEMENT

PROPOSED TRAIL SYSTEM TYP.

STORMWATER MANAGEMENT

STORMWATER MANAGEMENT

STORMWATER MANAGEMENT

STORMWATER MANAGEMENT

(CDS) URBAN CENTER 60' ROW / DS-20

(CDS) URBAN CENTER 60' ROW / DS-20

(CDS) URBAN CENTER 60' ROW / DS-20

(CDS) URBAN BOULEVARD 85' ROW / DS-22

COMMERCIAL BUILDING TYP.

HAMPSHIRE PIKE

Kimley»Horn

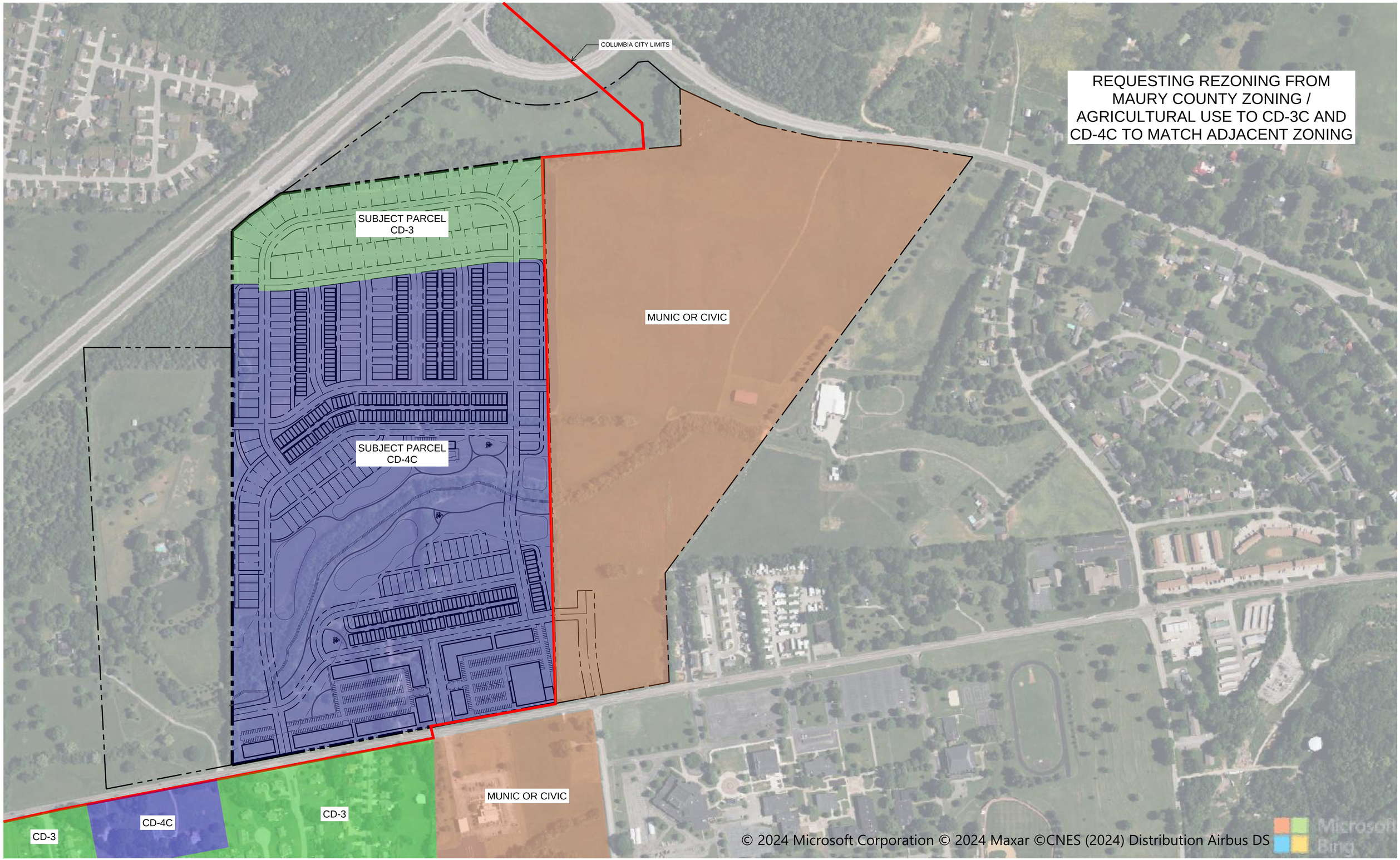
COLUMNAR HOLDINGS - HAMPSHIRE PIKE DEVELOPMENT, COLUMBIA, TN

CONCEPTUAL LAND USE PLAN OPTION 1

NORTH

JANUARY 16, 2025

0 50 100 200 300



Kimley»Horn

1754 HAMPSHIRE PIKE DEVELOPMENT

REZONING EXHIBIT

December 9, 2024

0 100 200 400 600

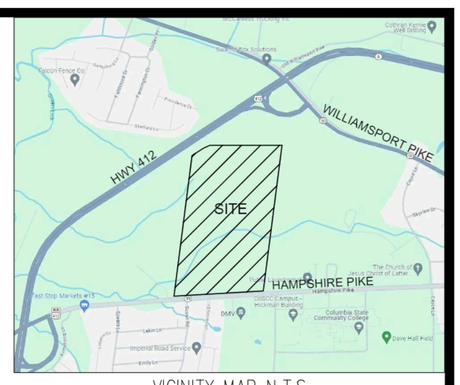
NORTH

IF YOU DIG TENNESSEE...
CALL US FIRST!
1-800-351-1111
TENNESSEE ONE CALL
IT'S THE LAW

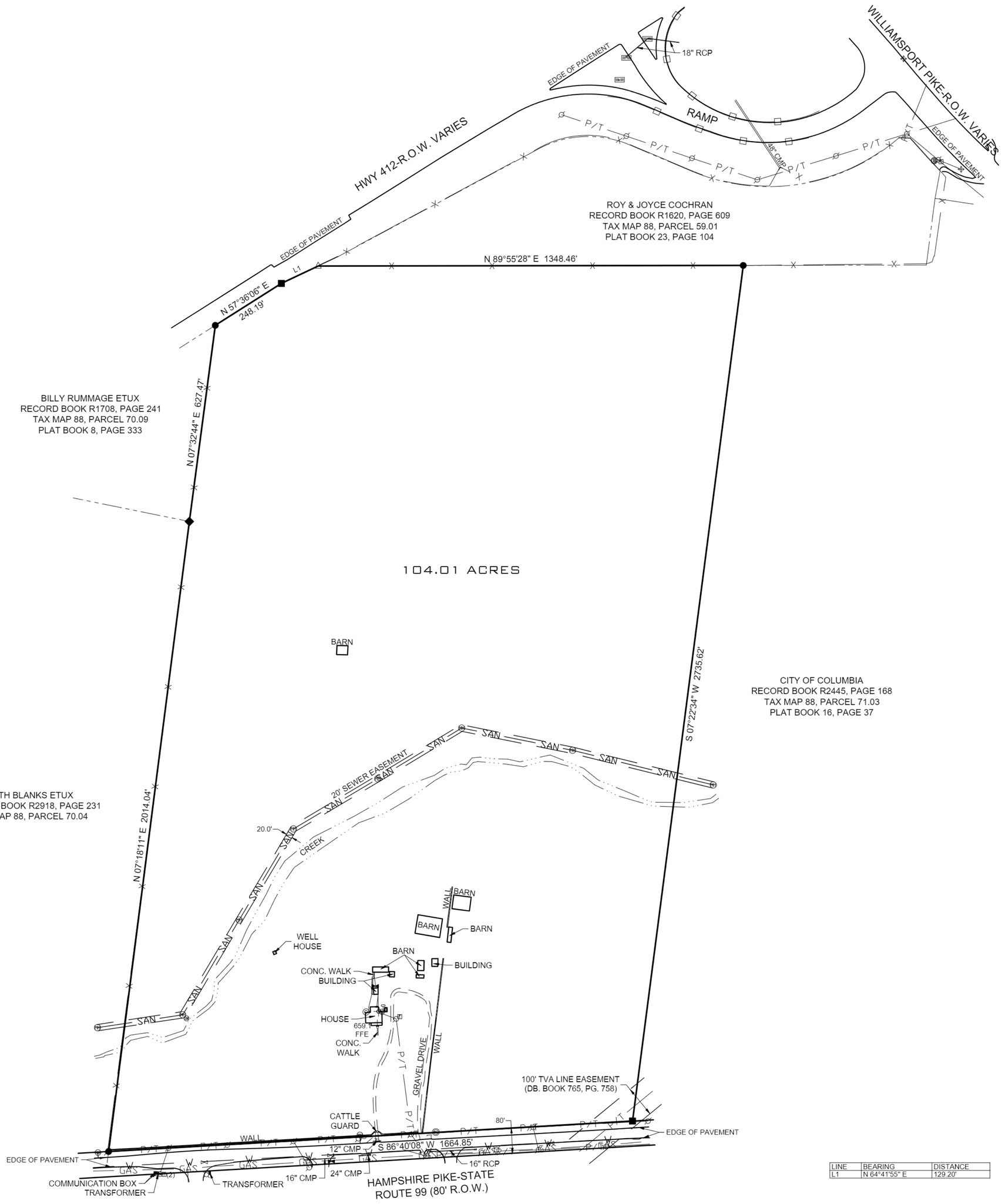
SCALE 1" = 200'

0 200 400 600

TN SPCS NAD 83



VICINITY MAP N.T.S.



LINE	BEARING	DISTANCE
L1	N 64°41'55" E	129.20'

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THIS IS A CATEGORY 1 SURVEY, THAT THE RATIO OF PRECISION OF THE UNADJUSTED SURVEY IS BETTER THAN 1: 10,000, AND IS IN COMPLIANCE WITH THE CURRENT "TENNESSEE STANDARDS OF PRACTICE FOR LAND SURVEYING".

J. MARK CANTRELL, TN PLS# 1859

1. No portion of the described tract lies within Floodway, and is shown in the area Zone X as said tract shows on FEMA FIRM Map Number 47119C0280E & 47119C0165E on the Flood Insurance Rate Maps for City of Columbia, Tennessee (effective date April 16, 2007).

2. This survey was prepared from current deeds of record without benefit of facts and does not represent a title search or a guarantee of title, and is subject to any state of facts a current, full, or accurate search may reveal. No investigation of independent search for easements, encumbrances, restrictive covenants,or ownership title evidence has occurred. The surveyor reserves the right to revise any easement(s) not provided for or known of per the date of this survey.

3. The utility information shown hereon was taken from actual field evidence, utility agency records, or any other available evidence. Other utilities may exist and may not be shown, or may vary from where shown. No guarantee is expressed or implied in regard to the utility location shown hereon. The Owner(s) and Contractor(s) should assume responsibility to verify utility existence, size, location, depth and availability of service, and be solely responsible for contacting the utility location service prior to commencing construction.

3. Basis of bearings is based on the Tennessee State Plane Coordinate System 4100 Zone on the 1983 North American Datum (NAD83).

4. In Tennessee it is a requirement of the "Underground Utility Damage Prevent Act" that anyone who engages in excavation must notify all known underground utility owner(s) no less than three nor more than ten working days prior to the date of their intent to excavate and also to avoid any hazard or conflict. The Tennessee One Call telephone number is 1-800-351-1111. No utilities were called, nor marked for this project.

LEGEND

IRON PIN FOUND	TELEPHONE PEDESTAL
CALCULATED POINT	ELECTRIC METER
FIRE HYDRANT	CONCRETE MONUMENT
AREA DRAIN	WATER METER
UTILITY POLE	FENCE CORNER
SPIGOT	ANGLE IRON
CLEAN OUT	SATELLITE DISH
WATER VALVE	STREET LIGHT
STORM MANHOLE	SEWER VENT
SANITARY SEWER MAN HOLE	GAS VALVE
UNDERGROUND TELEPHONE MARKER	
P/T — OVERHEAD POWER & TELEPHONE	
X — FENCE LINE	
GUARDRAIL	
SAN — SANITARY SEWER LINE	
G — GAS LINE	
WATER LINE	

PROJECT: 23-0930

REVISIONS

NO.	DATE
1	2-6-24

DATE: 6 FEB 2024
SCALE: 1" = 200'
DRAWN BY: IIC / DSW
REVIEWER: JMC
SHEET: 1 OF 1

BOUNDARY AS-BUILT SURVEY

SARAH REINHERT c/o MICHAEL REINHERT
1754 HAMPSHIRE PIKE
DEED BOOK 765, PAGES 758-759
TAX MAP 88, PARCEL 71.01

MAURY COUNTY, TENNESSEE

J. MARK CANTRELL
PROFESSIONAL LAND SURVEYOR
XVI
AGRICULTURE COMMERCE
TENNESSEE NO. 1859
2-6-2024

T-SQUARE ENGINEERING
SURVEY DIVISION
1329 WEST MAIN STREET, FRANKLIN, TN. 37064

January 2, 2025

Mr. Mark Hanson
CLQ Land
4650 Majestic Meadows Drive
Arrington, TN 37014
Sent via email: ***mark@clqland.com***

RE: **Conditional Water Availability Letter** Expiration Date: 01/02/2026
1754 Hampshire Pike
Columbia, Maury County, TN 38401
Tax Map & Parcel Numbers: 088 07101 000

Dear Mr. Hanson:

Columbia Power & 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 (TDEC), various Planning Commissions, and other authorities in Cities and Counties. These Cities and Counties have also adopted rules and regulations. Water service will be made available on a first-come, first-served basis, subject to the payment of all charges and fees imposed by CPWS and the approval of any and all required governmental agencies. Water service is 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.

We have received your application for water availability to serve a proposed residential and commercial development consisting of 600 single family and townhome residential units, 12-acres commercial center, and a community clubhouse & pool. The proposed development is pending annexation and rezone approval by the City of Columbia.

CPWS has evaluated the projected water demands for the proposed mixed-use development in the water system hydraulic model and will be able to meet the anticipated water demands and fire flow requirements after offsite system improvements are completed to bring larger-diameter water service mains to the project site. In addition, current peak season water usage and planned (committed) water demands for developments in progress are expected to reach the CPWS source water withdrawal limit set by our water system permit. As such, CPWS cannot commit additional water availability for a development of this size until several major Long Term Water Supply Program (LTWSP) improvements have been constructed and our water

system permit is updated. Note that current planning anticipates completion of the LTWSP improvements near the end of 2028, but that schedule is subject to several external agency approvals and public processes which could extend the timeline.

Since this project is in a long-range planning stage, with significant additional steps necessary for annexation and approval, CPWS is providing a Conditional Water Availability Letter for the Project which is dependent on the following stipulations and requirements:

- Source Water availability to serve the proposed development is subject to expansion of the CPWS water treatment plant (WTP), raw water pumping and transmission system, and water system permit to withdraw and serve sufficient additional water beyond the demands of this development.
- An approximately 70-foot-wide permanent utility easement is required along the north boundary between State Route 6 / HWY 412 and the proposed development.
- A new 12-inch (minimum) water main must be constructed from the intersection of Hampshire Pike and Cayce Lane to the west side of the proposed development fronting Hampshire Pike.
- Townhome units will be served via gang-meter vaults.
- Apartment units will be served via mater meters and mixed-use buildings will be served by a single domestic meter for each building. Any sub-metering for individual units is the responsibility of the applicant/property owner.
- Separate fire, commercial, landscape irrigation, and domestic meters (with backflow devices) will be required to serve the proposed Project.

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 TDEC approval).

A typical Water Availability Letter expires in one-hundred twenty (120) days unless vested by payment of water service fees and impact fees for the proposed project. However, this Conditional Water Availability Letter represents a planning-level document for use by the applicant during due-diligence and efforts toward completing the entitlement process. It is premature to set the New Water Service Fees and Impact Fees at this time, as the development detail is expected to change through the entitlement process and fee escalations are anticipated within that timeline as well. As such, **this Conditional Water Availability Letter will be valid for a period of one year**. After that time, the applicant will be required to submit a new application for water availability and CPWS will update timing for availability and detail the additional fees for vesting of water availability.

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
Josh Rowland, Kimley-Horn
File 24-072

Columbia Fire & Rescue

Fire Flow Requirements

Water Purveyor: Columbia Power & Water System

Date: 12/5/2024
Name: Spencer Sanders
Phone: 615-314-5679
Email: spencer.sanders@kimley-horn.com
Address/Parcel ID: 1754 Hampshire Pike Columbia, TN
Property Type: ○ Residential ◉ Commercial ○ Industrial
Construction Type: IIIB
Enclosed Area (ft²): 11,700 NS, 32,925 S

FILLED OUT BY COLUMBIA FIRE AND RESCUE

NFPA Sprinkler Type: NFPA 13

Water System Demand without Sprinkler Credit

Fire flow Requirements (International Fire Code Appendix B)

Fire Flow: 2,250 gpm Duration: 2 hours

Fire Hydrant Location and Distribution (International Fire Code Appendix C)

Minimum number of hydrants: 2

Average spacing between hydrants: 450 ft.

Maximum distance from frontage to hydrant: 225 ft.

Water System Demand with Sprinkler Credit

Fire flow requirements (International Fire Code Appendix B)

Fire Flow: 1,000 gpm Duration: 2 hours

Fire Hydrant Location and Distribution (International Fire Code Appendix C)

Minimum number of hydrants: 1

Average spacing between hydrants: 500 ft.

Maximum distance from frontage to hydrant: 250 ft.

Fire Plan Reviewer: Brad Massey Date: 12-16-2024

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

December 6, 2024

Spencer Sanders, PLA
Kimley-Horn
10 Lea Ave., Ste. 400
Nashville, TN 37210

Re: Request for annexation and plan of services and rezoning to CD-4C at
1754 Hampshire Pike

Dear Sir:

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.**

Yours truly,

COLUMBIA POWER SYSTEM

Trevor Gilmer
Power Engineering Manager

kw

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

22 January 2024

Allison Corolla
1329 West Main Street
Franklin, TN 37064

RE: 1754 Hampshire Pike

Allison,

This letter serves as confirmation that the City of Columbia Wastewater Department has the available capacity to service the above-referenced development. Improvements to existing infrastructure may be necessary to satisfactorily convey the additional sanitary sewer flow from the above-referenced proposed 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. No detailed design plan for an extension of the sewer has been proposed at this time.

Included in upgrades might be the upgrade of the size of existing mains downstream of this site, and potentially thousands of feet. A survey must be conducted and submitted to the Wastewater Department. Formal plans and calculations of the upgrades will be designed and/or reviewed by the Engineers of Record of the City Wastewater Department. There shall be no pumping/pressure systems designed on this site.

Donnie Boshers, Director
City of Columbia, TN
Wastewater Department

Kimley»Horn

January 21, 2025

City of Columbia Planning Commission
700 N Garden St
Columbia, TN 38401

RE: ***1754 Hampshire Pike Development***
Statement of Compliance with the Comprehensive Plan (Connect Columbia)

Below is a narrative explaining why we believe the five criteria for Planning Commission Recommendations listed at 8.5.20.F of the Zoning Ordinance (p. 450) support the proposed annexation and rezoning.

Criteria 1

Whether the proposed change would be consistent with the intent, goals, objectives, policies, guiding principles and programs of all other applicable adopted Land Use Plans.

Connect Columbia Guiding Principles:

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

The proposed project allows for expanded street systems that align with existing intersections. This internal network of streets connects commercial and residential development to Hampshire Pike while also providing pedestrian connections to Columbia State Community College.

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

The proposed project allows for a high-quality planned development that preserves and places active recreation uses along a natural stream resource for the enjoyment of the future residents. Homes and amenities will have high standards for quality and design.

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

The proposed project plan proposes a community that will meet the growing demand for new high-quality single-family homes. This new development is cohesive and compatible with the neighboring Armstrong Meadows and College Park Taylor's Creek development with a similar lot size and density. The addition of alley homes will add a unique character to the development that is not found in surrounding communities.

Neighborly - Columbia is a place where all feel welcome and included in community decisions.
The proposed project will create a new neighborhood and community amenities where there is a growing demand for high quality housing.

Connect Columbia Goals & Objectives
Goal #1: Sustain the unique character of Columbia as it grows over time.
Objective 1.1 – Ensure a high-quality built environment
Objective 1.2 – Protect Columbia's natural assets and scenic views
The proposed project allows for a high-quality planned development that preserves and places active recreation uses along a natural stream resource for the enjoyment of the future residents.

Goal #2: Accelerate Columbia's Future.
Objective 2.2: Identify and promote emerging business and cultural districts through focused subarea planning
Objective 2.3: Support revitalization and reinvestment in Columbia's Commercial corridors
Objective 2.5: Create a range of housing opportunities for all households and income levels
Objective 2.7: Increase prosperity for all residents through expanded employment base and retail options
The proposed project allows for a high-quality planned development that provides a housing option that compliments other options in the vicinity. The commercial development at the proposed project will expand employment and reinvest in the Hampshire Pike Commercial Corridor.

Goal #3: Nurture Columbia's Strengths
Objective 3.1 - Support entrepreneurs who create Columbia's flavor
Objective 3.2 - Integrate compatible neighborhood commercial services and other amenities in established neighborhoods
The proposed project allows for approximately 137,000 s.f. of new commercial development along Hampshire Pike. This commercial development will bring businesses, and other services close to where residents live and provide space for local businesses to develop.

Goal #4: Invest in Columbia.
Objective 4.2 - Maintain and expand Columbia's world class parks and greenways
The proposed project allows for a high-quality planned development that preserves and places active recreation and walking trails along a natural stream resource for the enjoyment of the future residents.

Criteria 2

Whether the proposed change would be compatible with the existing land use pattern and designated future land uses.

The current Comp Plan has the proposed project parcel as City Center & Urban Village (CCUV) future land use area. This land use area supports the proposed zoning of CD-4C and CD-3C.

Criteria 3

Whether the proposed change would create substantial adverse impacts in the adjacent area or the City in general.

The proposed project allows for a land use that is approved in the comprehensive plan and is similar in density and development type of the adjacent properties.

Criteria 4

Whether conditions affecting the area have changed to a sufficient extent to warrant the proposed change.

The proposed project is in keeping with the ongoing progression of commercial development and single-family communities in the area.

Criteria 5

Whether subject parcel is of adequate shape and size to accommodate the proposed change.

The proposed project site is over 100 acres and is adequate to meet the zoning ordinance development criteria for a development of this type and nature.

Being a tract of land lying in Maury County, Tennessee, generally bounded on the north by Roy & Joyce Cochran (DB R1620, pg. 609) and US Highway 43/US Highway 412 (controlled access, right-of-way varies), on the east by City of Columbia (DB R2445, pg. 168), on the south by Hampshire Pike (State Route 99, 80 ft. right-of-way), and on the west by Seth Blanks (DB R2918, pg. 231) and Billy Rummage (DB R1708, pg. 241), and being more particularly described as follows:

Beginning at a concrete monument found in the north margin of Hampshire Pike, being the southwest corner of City of Columbia and the southeast corner of the property herein described; thence along the margin of Hampshire Pike, S 86°40'08" W , 1664.85' to an iron pin found, being the southeast corner of Blanks and the southwest corner of the property herein described; thence leaving the margin of said road and with the east line of Blanks, N 07°18'11" E , 2014.04' to an angle iron found, being the northeast corner of Blanks and the southeast corner of Rummage; thence with the east line of Rummage, N 07°32'44" E , 627.47' to an iron pin found in the southeast margin of US Highway 43/US Highway 412, being the northeast corner of Rummage and the northwest corner of the property herein described; thence along the margin of US Highway 43/US Highway 412, the following calls: N 57°36'06" E , 248.19' to a concrete monument found; thence N 64°41'55" E , 129.20' to a point, being the southwest corner of Cochran; thence leaving the margin of US Highway 43/US Highway 412 and with the south line of Cochran, N 89°55'28" E , 1348.46' to an iron pin found, being the northwest corner of City of Columbia and the northeast corner of the property herein described; thence with the west line of City of Columbia, S 07°22'34" W , 2735.62' to the Point of Beginning. Containing 104.01 Acres, as surveyed by T-Square Surveying, J. Mark Cantrell, RLS #1859, dated 2-6-2024.

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	1754 Hampshire Pike, Columbia TN 38401		
	TAX MAP: 088	GROUP:	PARCEL: 071.01
SUMMARY OF NATURE OF REQUEST AND WORK	The proposed development is located on a parcel fronting Hampshire Pike in Columbia, TN to include a mix of commercial and residential uses, associated roadways, parking, stormwater management infrastructure, and utilities.		

DATE OF PRE-APPLICATION CONFERENCE	11/6/2024	*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	Josh Rowland	PHONE	615-823-2209
ADDRESS	10 Lea Ave. Suite 400 Nashville, TN	EMAIL	josh.rowland@kimley-horn.com

PLEASE EMAIL TO:

PROPERTY OWNER NAME	MICHAEL REINERT	PHONE	407-39-2317
ADDRESS	1299 BRIARWOOD RD ORLAND PO, FL 32832	EMAIL	SUSAN.REILLY@ATKINSGLOBAL.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.

Josh Rowland	Josh Rowland	12/16/2024
APPLICANT NAME	APPLICANT SIGNATURE	DATE
MICHAEL REINERT	M. Reinert	12-17-2024
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

Rev. 2/7/2024

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